PLANNING & ZONING COMMISSION

September 16, 2025, at 6:00 PM

250 River Circle - Alpine, WY 83128

AGENDA

1. **CALL TO ORDER:**
2. **PUBLIC HEARING:**
   a. Minor Subdivision Replat - Town of Alpine
   b. Call to Order- Melisa Wilson
   c. Applicant Presentation
   d. Public Testimony
   e. Close Public Hearing
3. **PUBLIC HEARING:**
   a. Special Use Permit - Alpine Education Foundation
   b. Call to Order - Melisa Wilson
   c. Applicant Presentation
   d. Public Testimony
   e. Close Public Hearing
4. **ACTION ITEMS:**
   a. Minor Subdivision Replat - Town of Alpine
   b. Special Use Permit - Alpine Education Foundation
5. **ADJOURN MEETING:**

STAFF REPORT

Applicant: Town of Alpine
Owner: Town of Alpine
Application Type: Minor Subdivision / Replat
Hearing Date: September 16, 2025
Prepared By: Gina Corson, Acting Planning & Zoning Administrator
Date: 09/10/2025

PURPOSE

To provide background information, review the application and preliminary plat for completeness and conformance to the procedural requirements associated with the Minor Subdivision application process in the Town's Land Use Development Code, and make recommendations to the Planning and Zoning Commission and Town Council to aid in their decision-making process.

APPLICATION SUMMARY

Property Location: Portion of SE ¼ SW ¼ of T37N, R118W, within the incorporated boundaries of the Town of Alpine, Lincoln County, Wyoming.

Parcels Involved: Portions of Lot #10, Lot #11, and Lot #12.

Proposal: Combine a portion of Lots 10, 11, and 12 to form a new lot, providing access to Buffalo Drive. The north lot lines of Lot #10 and Lot #11 will be adjusted to align with geographical features.

Zoning District(s): Public and Community Facilities (PCF).

Intended Use: Lease to Alpine Education Foundation for a period of five (5) years to support a public charter school.

Development Schedule: School siting and development within the lease term.

PROCEDURAL HISTORY

Application Filed: Minor Subdivision/Re-Plat Application and supplemental information submitted August 1, 2025. All filing fees waived. Application reviewed by the Zoning Administrator. (Attachment #1)

Public Notice: Advertising submitted to Star Valley Independent for consecutive publications on August 20 and August 27, 2025, for a September 16, 2025, hearing. (Attachment #2)

Mailings: Approximately 40 certified notices mailed to property owners within 500 feet; ~18 owners hold multiple parcels. The applicant also owns property in a radius. Deadline for responses September 10, 2025. To date, no written responses have been received. (Attachment #3)

Plat Submission: Re-plat map included. (Attachment #4)

REQUIRED SUBMITTALS

Checklist per Section 2-207.2:

☑ Application form signed by property owner (Town of Alpine)
☑ Legal description and copy of deed/easements
☑ Preliminary Plat with subdivision name, lot acreage, surveyor info, monuments, existing/proposed streets, easements, watercourses, and structures
☑ Public notification documents (mailing list and proof)
☑ Master Plan/Comprehensive Plan reference (2006 Alpine Master Plan identified this area as viable for school development) (Attachment #5)

☑ Fees: Waived- Applicant is the Town of Alpine

Other requirements per Section 2-207.2:

- **Purpose of Subdivision and Proposed Land Use:**
  In the 2006 Alpine Master Plan, Pedersen Planning Consultants identified the development of a local elementary school as a long-term strategic priority to meet the needs of the growing community. Eastern Alpine West was highlighted as a viable location, with Lots 4 and 6 (now Lots 10 and 11) recognized as suitable for public school facilities. These lots were subsequently zoned **Public and Community Facilities (PCF)** under the Town of Alpine Land Use Development Code (LUDC). To further this vision and respond to community demand, the Town is moving forward with a subdivision and lot line adjustment to create a parcel large enough to accommodate a public charter school. This action is consistent with the goals of the Master Plan and the adopted zoning framework.

- **Development Standards:**
  Compliance with specific development standards will be the responsibility of the developer and will be evaluated by the **Building Official** and the **Planning and Zoning Commission** at the time of building permit application.
- **Special Use Permit Requirement:**
  Per the LUDC, Section 3-207, the placement of old or used buildings is prohibited. The developer must therefore obtain approval of a **Special Use Permit (SUP)** prior to placing any non-conforming structures on the lot.
- **Traffic and Access:**
  The leaseholder is required, per the lease agreement, to address any impacts to municipal roads and to provide the Town with a **Traffic Study**.
- **Wastewater and Stormwater:**
  There are no known impacts on wastewater or stormwater systems at this time.
- **Bonding Requirements:**
  A bond is not required as there is no infrastructure or other improvements required of the applicant.
- **Zoning Consistency:**
  The newly created lot will retain its **Public and Community Facilities (PCF)** zoning classification. As the zoning remains unchanged, the potential impact on adjoining lands is not expected to increase. Any issues of consistency with the proposed use, or potential impacts raised, will need to be addressed and mitigated by the developer during the building permit process.

STAFF REVIEW AND FINDINGS

• Completeness: All paperwork in order.
• Conformance with LUDC: Application meets subdivision standards and procedures.
• Consistency with Comprehensive Plan: 2006 Alpine Master Plan identified Lots 4 and 6 (now 10 and 11) as suitable for future public-school facilities.
• Zoning: Remains PCF, consistent with intended use.
• Public Response: No written opposition to date.

Finding: Application satisfies procedural requirements and advances community priorities identified in adopted planning documents.

PUBLIC NOTIFICATION

- • Certified mailings sent to owners within 500 feet (approx. 40 mailings).
  • Publication in Star Valley Independent on August 20 and 27, 2025.
  • Comment deadline September 10, 2025.
  • One written response has been received (Attachment #6)

PLANNING & ZONING COMMISSION REVIEW

The Commission shall:
-Review staff report & recommendation
- Consider public comments received
- Make a recommendation to approve, approve with conditions, or deny the application

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RECOMMENDATION

It is the recommendation of the Acting Planning & Zoning Administrator to approve the subdivision/re-plat for the property described as Lots 10, 11, and 12, a portion of SE ¼ SW ¼ of T37N, R118W, within the incorporated boundaries of the Town of Alpine, Lincoln County, Wyoming, owned by the applicant: Town of Alpine, Wyoming.

This re-plat is consistent with the Town's 2006 Master Plan and the PCF zoning district designation, and will facilitate the temporary siting of a public charter school while a permanent location is pursued.

ATTACHMENTS:

1. Minor Subdivision/Re-Plat Application
2. Public Notice for Required Advertising
3. Property Owners Notification List Within a five-hundred (500) foot Radius
4. Proposed Lot #15 Plat Map
5. Master Plan Report 2006
6. Pavek Public Response

REPLAT PERMIT APPLICATION

CHECK ONE: (X) SIMPLE ( ) MINOR ( ) MAJOR

Owner Information:

Owner: Town of Alpine	Phone: 307-654-7757
Mailing Address: PO Box 3070 – Alpine, WY 83128	
Project's Physical Address:	
Legal Description (Lot#, Block, Tract & Subdivision) Lot #10, Lot #11 and Lot #12 – Alpine West Second Addition	
Land Surveyor/Engineer (must be registered in the State of Wyoming): Surveyor Scherbel, LTD	

Attached additional Information Page, if needed:

Description of Proposal & Purpose:

1. Town of Alpine is moving forward with a subdivision and lot line adjustment to create a parcel large enough to support the establishment of a public charter school.
2. The purpose of the proposed replat is to combine a portion of Lot #10, Lot #11, and Lot #12 to form a new lot. This new lot will provide access to Buffalo Drive. In the process of lot line adjustments, the north lot lines of Lot #10 and Lot #11 will be modified to better align with the existing geographical landmarks.
3. The newly formed lot will be leased to the Alpine Education Foundation for a period of five (5) years to place a public charter school on the property.

Property Owners within a 500ft radius of property: (use separate sheet if needed)

Owner:	Mailing Address:
Owner:	Mailing Address:
Owner:	
Owner:	
Owner:	Mailing Address:
Owner:	Mailing Address:
Owner:	Mailing Address:
Owner:	Mailing Address:

SEE ATTACHED SHEET

Signature of Owner or Authorized Representative:	Date:

FOR TOWN USE ONLY

Rev: 9/16/25

Date Received:	Permit #:	Zoning:
Permit Fees:WAIVED	Paid: (Check #/Cash) WAIVED	Date Paid:
Town Surveyor Review:	Town Engineer Review:	Fire Dept. Review:

Town of Alpine

LEGAL NOTICE

REQUEST FOR REPLAT

Notice is hereby given that on August 1, 2025, the Town of Alpine filed a minor subdivision replat permit application for the property described as lots 10,11, and 12, a portion of the SE ¼ SW ¼ of T37N, R118W, and located in Alpine, Wyoming. The properties encompass approximately 11.05 acres along Elk Run, further identified in the plat filing referred to as the Alpine West Second Addition to the Town of Alpine, Lincoln County, Wyoming.

The purpose of the proposed replat is to combine a portion of Lot #10, Lot #11, and Lot #12 to form a new lot. This new lot will provide access to Buffalo Drive. In the process of lot line adjustments, the north lot lines of Lot #10 and Lot #11 will be modified to better align with the existing geographical landmarks. This will decrease the size of Lot #12. Additionally, a portion of the southern part of Lot #11 will be turned into a new lot. This is the portion that currently has the Town Skate Park on it. A portion of the Northern section of Lot #10 will also be combined into the newly formed lot. Zoning will not be unchanged on all affected lots, with Lot #12 remaining Recreation and Conservation and the updated lots of #10, #11, and the newly formed lot remaining Public and Community Facilities Zoning. The newly formed lots will be known as the Alpine West Third Edition.

On behalf of the applicant, the Town of Alpine, the Town of Alpine Planning and Zoning Commission will conduct a public hearing to receive public comment and consider the proposed subdivision. The public hearing is scheduled for:

Date: September 16th, 2025
Time: 6:00 PM
Location: Town Council Chambers- 250 Rivers Circle, Alpine, Wyoming

During the hearing, the applicant and/or their representative(s) will present an overview of the proposed subdivision and replat request. Following the public hearing, the Planning and Zoning Commission will recommend approval, approval with conditions/modifications, or denial of the subdivision to the Alpine Town Council.

A second public hearing will be held by the Alpine Town Council on:

Date: September 16th, 2025
Time: 7:00 PM
Location: Town Council Chambers- 250 Rivers Circle, Alpine, Wyoming

Town of Alpine

LEGAL NOTICE

Plat map information is available for public review at the Town Hall Office. Additional staff reports and related documents will be available after August 18th, 2025.

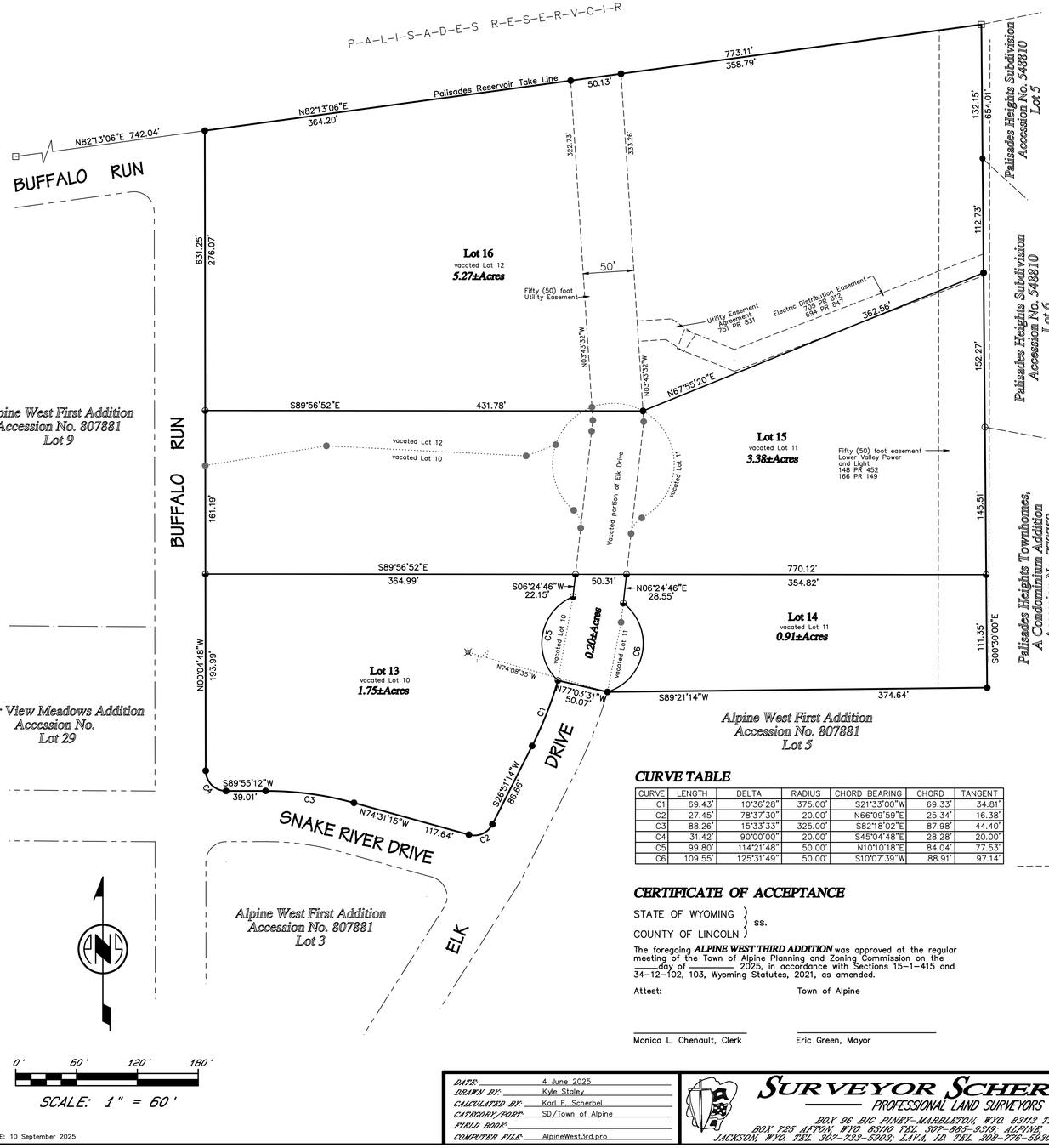
Public comments, support letters, or protest letters may be submitted in writing to the Town of Alpine Zoning Administrator or by email to: planning@alpinewy.gov. Submissions by September 10th, 2025, are encouraged to ensure inclusion in the public record. All submitted letters will be read into the record during the public hearing. Public attendance is welcome and encouraged.

Contact Information:

Gina Corson
Acting Planning and Zoning Administrator- Town of Alpine
250 River Circle, P.O. Box 3070
Alpine, WY 83128
Phone: (307) 654-7757
Email: planning@alpinewy.gov

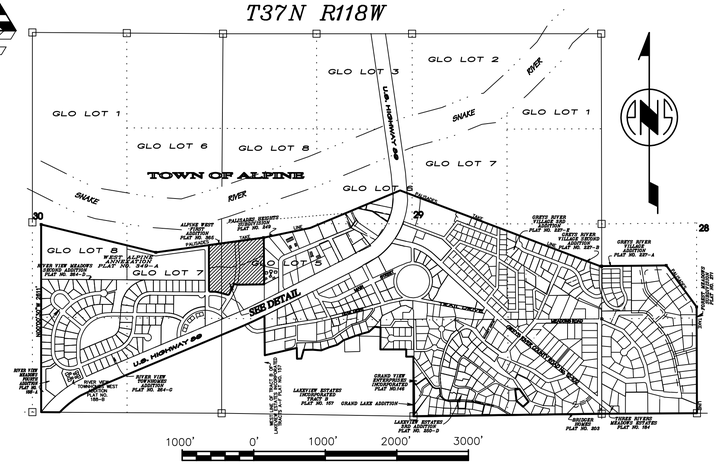
	Owner	Location	Lot	County Address	TOA Address	Mailed	Receieved	Returned
1	Bureau of Reclamation	?	?	?	NA			
2	RUTLAND, BRANDON	RIVER VIEW MEADOWS ADDITION	33	7 EDGEWATER CT, , WATERVLIET, NY 12189	PO BOX 4010, ALPINE, WY 83128	X		
3	KURT-MASON, JORDAN M & ABIGAIL	RIVER VIEW MEADOWS ADDITION	32	313 SNAKE RIVER DRIVE, ALPINE, WY 83128	PO BOX 3808, ALPINE, WY 83128	X		
4	LOPEZ, MAURICIO & ANNEL HERNANDEZ	RIVER VIEW MEADOWS ADDITION	31	PO BOX 9468, JACKSON, WY 83002	SAME	X		
5	LANCASTER, THOMAS & LORETTA	RIVER VIEW MEADOWS ADDITION	30	4014 BEAVER, CASPER, WY 82604	SAME	X		
6	LANCASTER, THOMAS & LORETTA	RIVER VIEW MEADOWS ADDITION	29	4014 BEAVER, CASPER, WY 82604	SAME	X		
7	ESPEJEL, NICOLAS T & LILIANA ANDRACA	RIVER VIEW MEADOWS ADDITION	27	PO BOX 7078, JACKSON, WY 83002	? COULDN'T FIND IN OUR SYSTEM	X		
8	RORKE, CHRIS J & ROSE MARIE	RIVER VIEW MEADOWS ADDITION	20	7700 ROBERTSON LN, JACKSON, WY 83001	SAME	X		
9	RIVER CIRCLE LLC	BUFFALO SAGE TOWNHOMES ADDITION	20	PO BOX 43, WILSON, WY 83014	? COULDN'T FIND IN OUR SYSTEM	X		
10	HEINZ, HALEY JO & DAVID L CRANFORD	BUFFALO SAGE TOWNHOMES ADDITION	19	PO BOX 3569, ALPINE, WY 83128	SAME	X	X	X
11	KOLBAS, SUSAN H TRUSTEE	BUFFALO SAGE TOWNHOMES ADDITION	18	PO BOX 3141, ALPINE, WY 83128	SAME	X		
12	LUTZ, RITA	BUFFALO SAGE TOWNHOMES ADDITION	17	PO BOX 3285, ALPINE, WY 83127	SAME	X		
13	DONOVAN RYAN PROPERTIES, LLC	BUFFALO SAGE TOWNHOMES ADDITION	16	3795 S MEADOW DR., JACKSON, WY 83002	PO BOX 3393, JACKSON, WY 83001	X		
14	DONOVAN RYAN PROPERTIES, LLC	BUFFALO SAGE TOWNHOMES ADDITION	15	3795 S MEADOW DR., JACKSON, WY 83002	PO BOX 3393, JACKSON, WY 83001	X		
15	HERRSCHAFT, NICHOLAS	BUFFALO SAGE TOWNHOMES ADDITION	14	PO BOX 145, SILVERTON, CO 81433	PO BOX 2653, ALPINE WY 83128	X		
16	NELSON, DONNA J & JOEL R	BUFFALO SAGE TOWNHOMES ADDITION	13	2409 HARRIS AVE., KEY WEST, FL 33040	SAME	X		
17	TYE, SCOTT M & NICOLE M YOX, TRUSTEES	BUFFALO SAGE TOWNHOMES ADDITION	12	3845 N RALEIGH ST., DENVER, CO 80212	SAME	X		
18	DONOVAN RYAN PROPERTIES, LLC	BUFFALO SAGE TOWNHOMES ADDITION	11	3795 S MEADOW DR., JACKSON, WY 83002	PO BOX 3393, JACKSON, WY 83001	X		
19	WEYOS, LLC	BUFFALO SAGE TOWNHOMES ADDITION	10	PO BOX 3393, JACKSON, WY 83001	? COULDN'T FIND IN OUR SYSTEM	X		
20	TAYLOR, JACOB R & ALEXIS J	BUFFALO SAGE TOWNHOMES ADDITION	9	62 E 200 N, SANTAQUIN, UT 84655	SAME	X		
21	RASHIDI, KYANOOSH	BUFFALO SAGE TOWNHOMES ADDITION	8	1747 CLARY WAY, PETALUMA, CA 94954	? COULDN'T FIND IN OUR SYSTEM	X		
22	PENK, DEBORAH M TRUSTEE	BUFFALO SAGE TOWNHOMES ADDITION	7	PO BOX 3654, ALPINE, WY 83128	SAME	X		
23	ASBELL R&P, LLC	BUFFALO SAGE TOWNHOMES ADDITION	6	PO BOX 2846, JACKSON, WY 83001	SAME	X		
24	DAVIES, BENJAMIN ETAL	BUFFALO SAGE TOWNHOMES ADDITION	5	PO BOX 13893, JACKSON, WY 83002	SAME	X		
25	STAEHR, AMY M TRUSTEE	BUFFALO SAGE TOWNHOMES ADDITION	4	PO BOX 3036, JACKSON, WY 83001	SAME	X		
26	FARNEY, DEREK W & KIRSTEN	BUFFALO SAGE TOWNHOMES ADDITION	3	PO BOX 5550, ETNA, WY 83118	? COULDN'T FIND IN OUR SYSTEM	X		
27	COOKE, KEVIN & NINA	BUFFALO SAGE TOWNHOMES ADDITION	2	3681 WAVE CT, SPARKS, NV 89436	SAME	X		
28	COIN, TASSO H JR & MARNIE L PETERSON, TRUSTEES	BUFFALO SAGE TOWNHOMES ADDITION	1	9775 N SLEEPING INDIAN DR., JACKSON, WY 83001	SAME	X		
29	TOWN OF ALPINE	RIVER MEADOW SHOPPING	405		N/A	X		
30	TOWN OF ALPINE	RIVER MEADOW SHOPPING	406		N/A	X		
31	TOWN OF ALPINE	ALPINE WEST FIRST ADDITION	1		N/A	X		
32	TOWN OF ALPINE	ALPINE WEST FIRST ADDITION	2		N/A	X		
33	TOWN OF ALPINE	ALPINE WEST FIRST ADDITION	3		N/A	X		
34	TOWN OF ALPINE	ALPINE WEST FIRST ADDITION	5		N/A	X		
35	TOWN OF ALPINE	ALPINE WEST FIRST ADDITION	10		N/A	X		
36	TOWN OF ALPINE	ALPINE WEST FIRST ADDITION	11		N/A	X		
37	TOWN OF ALPINE	ALPINE WEST FIRST ADDITION	12		N/A	X		
38	SHERVIN, DARRELL, AND SCOTT	ALPINE	29	PO BOX 14450, JACKSON, WY 83002	? Can't find in our system	X		
39	RANDOLF, TANI	PALISADES HEIGHTS TOWNHOUSE UNIT C-	6	PO BOX 13773, JACKSON, WY 83002	? Can't find in our system	X		
40	PAVEK, MELINDA M TRUSTEES	PALISADES HEIGHTS TOWNHOUSE UNIT C-	6	4500 S FOUR MILE RUN DR 1025, ARLINGTON, VA 22204	? Can't find in our system	X		
41	MELNICK, ANNESSA	PALISADES HEIGHTS TOWNHOUSE UNIT B-	6	PO BOX 11591, JACKSON, WY 83002	? Can't find in our system	X		
42	GRIMES, RACHEL S	PALISADES HEIGHTS TOWNHOUSE UNIT B-	6	PO BOX 5189, ETNA, WY 83118	? Can't find in our system	X		
43	ROSS, VICTORIA	PALISADES HEIGHTS TOWNHOUSE UNIT A-	6	PO BOX 3769, ALPINE, WY 83128	? Can't find in our system	X		
44	WENDELL, JOSHUA J	PALISADES HEIGHTS TOWNHOUSE UNIT A-	6	PO BOX 3992, ALPINE, WY 83128	? Can't find in our system	X		
45	RAVER, DANIELLE I TRUSTEE	PALISADES HEIGHTS	6	PO BOX 5612, ETNA, WY 83118	PO BOX 3125, ALPINE, WY 83128	X		
46	ROBINSON FAMILY LIVING TRUST	PALASADES HEIGHTS	5	3695 N LAKE CREEK DR, WILSON, WY 83014	SAME	X		
47	ROBINSON FAMILY LIVING TRUST	PALASADES HEIGHTS	4	3695 N LAKE CREEK DR, WILSON, WY 83014	SAME	X		
48	ROBINSON RENTALS	PALISADES OVERLOOK TOWNHOMES	1-6 AND 1-6	3695 N LAKE CREEK DR, WILSON, WY 83014	SAME	X		
49	MORNING STAR BAPTIST MISSION	PALISADES HEIGHTS 2ND ADDITION	14	NONE	PO BOX 3270, ALPINE, WY 83128	X		
50	RIDGE CREEK INVESTMENTS COMPANY	PALISADES HEIGHTS	13A	PO BOX 1, JACKSON, WY 83001	? Can't find in our system	X		
51	SANDNER, JAMES A, AND LINDA L, TRUSTEES	PALASADES HEIGHTS	13B	PO BOX 3274, ALPINE, WY 83128	SAME	X		
52	SANDNER, JAMES A, AND LINDA L, TRUSTEES	PALASADES HEIGHTS	8	PO BOX 3274, ALPINE, WY 83128	SAME	X		
53	TOOLSON, JON T, AND SENNE M	PALASADES HEIGHTS	9	PO BOX 3828, ALPINE, WY 83128	SAME	X		
54	GOETZ, LLZ	LAKEVIEW ESTATES 5TH	706	PO BOX 3646, ALPINE, WY 83128	SAME	X		
55	QUINNBELLA, LLC	LAKEVIEW ESTATES 5TH	705	PO BOX 3581, JACKSON, WY 83001	SAME	X		
56	QUINNBELLA, LLC	LAKEVIEW ESTATES 5TH	613C	PO BOX 3581, JACKSON, WY 83001	SAME	X		
57	State of Wyoming Game and Fish	?	?	5400 BISHOP BLVD, CHEYENNE, WY, 82002	NA	X		

ALPINE WEST THIRD ADDITION



LOCATION MAP

T37N R118W



CERTIFICATE OF OWNERS

STATE OF WYOMING }
COUNTY OF LINCOLN } ss.

The undersigned hereby certify that the subdivision of part of Alpine West Second Addition, within the incorporated limits of the Town of Alpine, Lincoln County, Wyoming, as shown on this plat and more particularly described in the Certificate of Surveyor, is with the free consent and in accordance with the desires of the owners and proprietors of the described lands;

that the name of the addition shall be ***ALPINE WEST THIRD ADDITION*** to the town of Alpine;

that they do hereby vacate Lots 10, 11, and 12 and that part of Elk Drive, as described under the Certificate of Surveyor, in accordance with Section 34–12–108, Wyoming Statutes 2021, as amended, and respectfully request the Clerk of Lincoln County to so mark said plat in accordance with Section 34–12–110;

that those rights of ingress, egress and utilities over, under, and along the vacated portion of Elk Drive, shown hereon as the Fifty (50) foot Utility Easement, previously granted to Lower Valley Energy, Silver Star Communications and other utility companies, their heirs, successors and assigns, including, but not limited to, water, sewer, power, telephone, cable television, gas, storm water drainage and irrigation facilities appurtenant to this addition and the adjoining lands, are hereby affirmed;

that said addition is subject to easements of record in the Office of the Clerk of Lincoln County;

that Elk Drive, as depicted upon this plat within the bounds of this addition is hereby dedicated to the public;

that all rights under and by virtue of the Homestead Exemption Laws of the State of Wyoming are hereby released.

TOWN OF ALPINE

attest:

Monica L. Chenault, Clerk

Eric Green, Mayor

LEGEND

□ indicates a corner record filed or to be filed in the Office of the Clerk of Lincoln County.

○ indicates a steel T–shaped stake 24" long with a metal cap inscribed, "SURVEY POINT DO NOT DISTURB RLS 164", found or of record.

● indicates a 5/8" x 24" steel reinforcing rod with an aluminum cap inscribed, "SURVEYOR SCHERBEL LTD", with appropriate details, found or of record.

◒ indicates a 5/8"x24" steel reinforcing rod with 2" aluminum cap inscribed, "SURVEYOR SCHERBEL LTD", with appropriate details, set this survey.

◉ indicates a 5/8" x 24" steel reinforcing rod with an aluminum cap inscribed, "SURVEYOR SCHERBEL LTD", to be removed.

indicates an easement.

The Basis of Bearing for this survey is the north line of Lot 12 of Alpine West First Addition, of record in the Office of the Clerk of Lincoln County with Accession No. 807881, being N82°13'06"E.

CERTIFICATE OF RECORDATION

This plat was filed for record in the Office of the Clerk of Lincoln County on this___ day of_____ 2025.

April Brunski, Clerk

CURVE TABLE

CURVE	LENGTH	DELTA	RADIUS	CHORD BEARING	CHORD	TANGENT
C1	69.43'	10°36'28"	375.00'	S21°33'00"W	69.33'	34.81'
C2	27.45'	78°37'30"	20.00'	N66°09'59"E	25.34'	16.38'
C3	88.26'	15°33'33"	325.00'	S82°18'02"E	87.98'	44.40'
C4	31.42'	90°00'00"	20.00'	S45°04'48"E	28.28'	20.00'
C5	99.80'	114°21'48"	50.00'	N10°10'18"E	84.04'	77.53'
C6	109.55'	125°31'49"	50.00'	S10°07'39"W	88.91'	97.14'

CERTIFICATE OF ACCEPTANCE

STATE OF WYOMING }
COUNTY OF LINCOLN } ss.

The foregoing ***ALPINE WEST THIRD ADDITION*** was approved at the regular meeting of the Town of Alpine Planning and Zoning Commission on the ___day of _____ 2025, in accordance with Sections 15–1–415 and 34–12–102, 103, Wyoming Statutes, 2021, as amended.

Attest: Town of Alpine

Monica L. Chenault, Clerk

Eric Green, Mayor

CERTIFICATE OF SURVEYOR

STATE OF WYOMING }
COUNTY OF LINCOLN } ss.

I, Karl F. Scherbel, of Afton, Wyoming, hereby certify that this plat was made from notes taken during an actual survey made by persons under my supervision during June 2025 and from records in the Office of the Clerk of Lincoln County and that it correctly represents ***ALPINE WEST THIRD ADDITION***;

That said addition is described as follows:

All of Lots 10, 11, and 12, and part of Elk Drive of Alpine West Second Addition, of record in the Office of the Clerk of Lincoln County with Accession No. 964113.

Secondarily described as follows:

BEGINNING at the northeast point of said Lot 12;

thence S00°30'00"E, 654.02 feet, along the east line of said Alpine West second Addition, to the southeast point of said Lot 11;

thence S89°21'14"W, 374.64 feet, along the south line of said Lot 11, to the southwest point thereof, on the easterly right–of–way line of Elk Drive;

thence N77°–03'–31"W, 50.07 feet, to a point on the westerly line of elk drive, being the begining of a non–tangent circular curve to the right, whos radius bears N74°–08'–35W;

thence coursing the easterly and southerly lines of Lot 4:

southwesterly, 69.43 feet, along the arc of said curve, through a central angle of 10°–36'28", with a radius of 375.00 feet, and a chord bearing S21°–33'–00"W, 69.33 feet, to a point;

S26°51'14"W, 86.66 feet, to a point at the beginning of a circular curve to the right;

southwesterly, 27.45 feet, along the arc of said curve, through a central angle of 78°37'30", with a radius of 20.00 feet, and a chord bearing S66°09'59"W, 25.34 feet, to a point

N74°31'15"W, 117.64 feet, to a point at the beginning of a circular curve to the left;

westerly, 88.26 feet, along the arc of said curve, through a central angle of 15°33'33", with a radius of 325.00 feet, and a chord bearing N82°18'02"W, 87.98 feet, to a point;

S89°55'12"W, 39.01 feet, to a point at the beginning of a circular curve to the right;

northwesterly, 31.42 feet, along the arc of said curve, through a central angle of 90°00'00", with a radius of 20.00 feet, and a chord bearing N45°04'48"W, 28.28 feet, to a point, and leave said south line;

thence N00°04'48"W, 631.25 feet, along the west line of said Lot 10 and the west line of said Lot 12, to the northwest point of said Lot 12;

thence N82°13'06"E, 773.11 feet, along the north line of said Lot 12, to the POINT OF BEGINNING;

Encompassing an area of 11.51 acres, more or less.

that said addition was accurately surveyed, that the parts thereof are accurately staked off and marked with appropriate metal monuments, including magnetic iron, and inscribed at least with the registration number of the Land Surveyor to provide source identification at all lot corners of the addition, and that their locations are correctly shown hereon;

that, to the best of my knowledge, it conforms with the municipal code of the Town of Alpine and to all applicable state statutes;

that the error of closure is not greater than one part in five–thousand.

Professional Land Surveyor
Karl F. Scherbel
11810
Date
WYOMING

The foregoing instrument was acknowledged before me by Karl F. Scherbel this___day of _____ 2025.

Witness my hand and official seal.

Notary Public

My Commission expires:

–ADVANCE PLAT–
SUBJECT TO CORRECTION AND APPROVAL

ALPINE WEST THIRD ADDITION

TO THE TOWN OF ALPINE IDENTICAL WITH LOTS 10, 11, 12 AND THAT PART OF ELK DRIVE OF ALPINE WEST SECOND ADDITION WITHIN THE

SE1/4 SECTION 30
GLO LOT 5
SW1/4 SECTION 29
T37N R118W
LINCOLN COUNTY, WYOMING

DATE:	4 June 2025
DRAWN BY:	Kyle Staley
CALCULATED BY:	Karl F. Scherbel
CATEGORY/POINT:	SD/Town of Alpine
FIELD BOOK:	
COMPUTER FILE:	AlpineWest3rd.pro

SURVEYOR SCHERBEL, LTD.
PROFESSIONAL LAND SURVEYORS
BOX 96 BIG PINEY–MARBLETON, WYO. 83113 TEL 307–276–3347
BOX 725 AFTON, WYO. 83110 TEL 307–885–9319; ALPINE, WYO. 83128 TEL 307–885–9319
JACKSON, WYO. TEL 307–733–3903; LAVA, ID TEL 208–776–5930; MONTPELIER, ID TEL 208–847–1854

8/13/2025–SSLTD review
REVISIONS:

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PLOT DATE: 10 September 2025

Town of Alpine – Master Plan Report

Charter School Development Subdivision and Zoning

I. Background and Vision

In the 2006 Alpine Master Plan, prepared by Pedersen Planning Consultants, one of the long-term strategic priorities was to encourage the development of a local elementary school to meet the educational needs of the growing Alpine community.

As part of that plan, Eastern Alpine West was identified as a viable area for school development. Specifically, Lots 4 and 6 (now known as Lots 10 and 11) were recognized as suitable for supporting the future development of public-school facilities. These lots were subsequently adopted into the Town of Alpine Land Use Development Code with a zoning designation of Public and Community Facilities (PCF).

To further this vision, and in response to growing community need, the Town of Alpine is moving forward with a subdivision and lot line adjustment to create a parcel large enough to support the establishment of a public charter school.

II. Need and Community Support

A forecast of future enrollment based on current and anticipated population trends strongly supports the need for an elementary school in Alpine. Lincoln County School District #1 (LCSD #1) has recommended that the fastest and most effective path to achieving this is through the development of a public charter school.

In a survey conducted by the Town of Alpine, residents were asked:

“Do you support the proposed public charter school leasing town-owned land?”

77% of respondents answered yes, demonstrating clear community backing for the project.

III. Subdivision Purpose and Lot Adjustments

1. Purpose of the Subdivision and Proposed Land Uses

- To combine Lots 10 and 11 and adjust adjacent property boundaries to create a new parcel approximately 3.5 acres in size for the proposed charter school.
- The intended land use of the newly created parcel is for public education, consistent with the Public and Community Facilities zoning designation.

2. Number of Lots and Zoning Designations

- One new lot will be created.
- Adjacent lot lines will be adjusted as needed to form a suitable parcel.
- All lots involved in the adjustment will remain zoned Public and Community Facilities (PCF).

IV. Development Schedule

- Timeline: TBD
- The Town of Alpine will lease the newly created parcel to the proposed public charter school.
- Additional design, engineering, and construction details will be developed in future phases, in collaboration with the charter school and relevant stakeholders.

V. Infrastructure and Site Planning (To Be Determined)

At this stage in the planning process, infrastructure elements remain under development. However, the following aspects will be addressed in future planning and design phases:

3. Water System and Demand

- Planned water system: TBD
- Anticipated average and maximum daily water demand: TBD

4. Wastewater System and Flows

- Planned wastewater system: TBD
- Anticipated average daily flows: TBD

5. Road Access and Traffic Study

- Planned access points: TBD
- Access to municipal roads, Lincoln County roads, and U.S. Highway 89 will be evaluated.
- Anticipated average and peak day traffic volumes: TBD

6. Stormwater Management

- A stormwater management plan for a 10-year storm event will be developed.
- Anticipated storm water flows: TBD

7. Snow Storage

- Designated snow storage areas will be incorporated into the final site plan.
- Details: TBD

8. Trail System Integration

- Planned easements and facilities to accommodate access to or extension of the Town's community trail system: TBD

9. Landscaping Plan

- A comprehensive landscaping plan will be created in coordination with the site layout, utility planning, and stormwater management requirements.
- Details: TBD

VI. Conclusion

The Town of Alpine's efforts to create a site for a new public charter school reflect both a long-standing community priority and a current, pressing need. This master plan report outlines the initial framework for moving forward. Final design and infrastructure details will be developed collaboratively in subsequent planning phases with the charter school and associated design professionals.

The Town remains committed to advancing this project in alignment with the goals set forth in the 2006 Master Plan and in partnership with the Alpine community.

Attachments:

- Concept Map for School Site
- Community Survey Results Summary
- Proposed Subdivision Map
- Development Impact Assessments and Planning Requirements for SUP Applicant

Sincerely,

Gina Corson
Acting Planning & Zoning Administrator
Town Of Alpine

From: Annessa Melnick <annessamelnick@gmail.com>
Sent: Thursday, September 4, 2025 11:51AM
To: Melinda Pavek <melindapavek@yahoo.com>
Cc: Gina Corson <planning@alpinewy.gov>; Victoria Ross <vross.20l3@gmail.com>
Subject: Re: Legal notices received without maps

Well said Melinda!

On Thu, Sep 4, 2025 at 8:06AM Melinda Pavek <melindaP-avek@yahoo.com> wrote:

Dear Ms. Corson,

My neighbors and I appreciate that you only joined the Town staff about 6 months ago and that this survey was conducted before your time. A survey that captures less than 10% of the population and did not intentionally reach out directly to concerned neighbors to seek input does not seem to be trying to take our concerns into account. We also appreciate that you have sent us the information about these latest actions *via* legal notice and provided us with a chance to respond via public comment on the replatting and special use permit.

I am very surprised that a similar action was not taken before the town signed a lease with a school for land next door to us. Do you have a copy of the lease that was signed that you can share with us? What provisions are included in the lease protect the town if the replatting and special use permit decisions are not passed by the town council? Or has the Town Council already decided they are going to *move* ahead with this regardless of what the community thinks?

I invested in my property 20 years ago as my planned retirement home. I have been serving our country in various countries- including Iraq, Pakistan, and other places where my life was at risk- for 21 years, dreaming of when I can retire from public service to a peaceful home in Alpine. I retire later this year, and I am distraught to realize that my dreams may never come to reality because of this town decision, one that may negatively impact the quiet I seek as well as the property value of my home. The skate park and its trespassing users was bad enough, with the town taking no responsibility to protect our property, a tradition I fear being the same for this new neighbor that will be more intrusive.

The additional questions so have include-

1. What efforts has the town made to identify other properties that would be equally suitable for this school?
2. Why was this property chosen over the other options?
3. Why is this moving forward before the new master planning process is complete?
4. What is the environmental, water usage, and sewage impact of this school on the natural landscape?

Thank you for your continued assistance.

Melinda

Sent from Yahoo Mail for iPhone

On Wednesday, September 3, 2025, 7:18 PM, Victoria Ross <vross.2013@gmail.com> wrote:

138 responses, surely that would let them know the survey wasn't received by "the town".

Thank you, Melinda, for your very detailed correspondence. I shall try and reword to submit on my behalf.

Victoria

On Wed, Sep 3, 2025, 12:12 PM Melinda Pavek <melindaP-avek@yahoo.com> wrote:

> Thank you, Ms. Cordon.
>
> I have bcc'd some of my neighbors who are similarly concerned about this plan. I am not able to attend the meeting and am grateful that my comments will be read into the record.
>
> How many people responded to the survey? Are there any demographics about those who responded?
>
> If Alpine has enough children to justify an elementary school, why would the school district decline to provide one in Alpine? Is it part of the religious-based discrimination that I have heard is related to other inequitable resource sharing across the county?
>
> Has an environmental impact survey been completed for this property and the school?
>
> Best regards,
> Melinda

From: Melinda Pavek <melindaRavek@yahoo.com>
Sent: Monday, September 1, 2025 6:20 AM
To: Gina Corson <RIanning@alRinewy.gov>; Melinda Pavek <melindaRavek@yahoo.com>
Subject: Re: Legal notices received without maps

EXTERNAL EMAIL - This email was sent by a person from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Hello Ms. Corson,

Please call me Melinda or Ms. Pavek.

Below is my public comment letter, which I will also mail.

To: Town of Alpine Planning & Zoning Commission and Town Council
From: Melinda Pavek, Neighbor Adjacent to Proposed Site
Date: September 16, 2025
I am writing in opposition to the proposed replatting and special use permit that would allow the Alpine Education Foundation to place used modular buildings on

newly created Lot 15 for the purpose of a charter school.

I respectfully urge the Town to **wait until the new Master Plan is complete** before making long-term land use decisions. The current 2006 plan is nearly 20 years old. A project of this magnitude should not be rushed ahead of updated community priorities and planning data.

I also raise the following concerns:

1. **Safety:** The existing skate park next to my townhouse has already created unsafe conditions, with children cutting through our private parking lot to reach it. A charter school would multiply this danger by adding hundreds of daily vehicle trips and pedestrian crossings. I ask the Town: *How will you protect children and residents from these hazards if this project moves forward?*
2. **Survey Transparency:** The Town's Master Plan report cites a survey showing 77% support for a charter school. Yet neither I nor my neighbors recall ever receiving such a survey. I request full transparency: the number of respondents, distribution methods, and the dates the survey was conducted. Without this, the survey results cannot be considered statistically valid.
3. **Public School Resources:** Charter schools divert taxpayer dollars from public schools, which provide a stronger, more equitable education. Our community schools need strengthening, not fragmentation. *Why are we not funding a public school and instead relying on a substandard option for our community children's education?*

For these reasons, I strongly oppose approval at this time. The Town should pause until the new Master Plan is finalized, conduct a valid and transparent survey, and address safety and resource concerns.

Respectfully submitted,
Melinda Pavek
186 Morningstar Dr. Unit C-2

On Monday, August 25, 2025 at 11:46:20 AM EDT, Gina Corson <RIanning@.eJP.inew_.gov> wrote:

Dear Mrs. Pavek,

I am happy to provide the requested materials, which I have attached for your review. You may email me any information you would like included as a public comment regarding this project.

Please let me know if you have any questions.

Best Regards,

Gina Corson
Acting Planning & Zoning Administrator
Town Of Alpine
P.O. Box 3070
Alpine, WY 83128
(307) 654-7757
Website: www.alRinewy...gov

From: Melinda Pavek <melindaRavek@yahoo.com>
Sent: Saturday, August 23, 2025 6:26 AM
To: Gina Corson <Rlanning@alRinewy@gov>
Cc: Melinda Pavek <melindaRavek@v.ahoo.com>
Subject: Legal notices received without maps

This is the first time you received an email from this sender (melindaRavek@Y.ahoo.com). Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Hello Ms. Corson,

I received a registered letter from the Town of Alpine this week regarding a request for a special use permit for a charter school and a subdivision replat permit agreement. The notices did not include a map to put the requests into a geographic context, making it very difficult to provide effective public comment. Would you please send me the maps and any materials that the developer has submitted related to these two notices?

I am unable to attend in person, however as the Town Council seems like it intends to move forward with making a decision at the September 16th meeting, I want to be sure that my thoughts as a possible new neighbor are properly reflected in the record.

The notices are:
11231
11236

Thank you,
Melinda Pavek

FINAL

Town of Alpine Municipal Master Plan

Town of Alpine
250 River Circle -- P. O. Box 3070
Alpine, WY 83128
Telephone: 307-654-7754 Fax: 307-654-7454
Email: alpine@silverstar.com

Prepared by:
Pedersen Planning Consultants
777 Baggott Road P. O. Box 66
Encampment, WY 82325
Tel: (307) 327-5434 Fax: (307) 327-5210
Email: ppc@carbonpower.net

October 25, 2006

TOWN OF ALPINE
MUNICIPAL MASTER PLAN
Final – October 25, 2006

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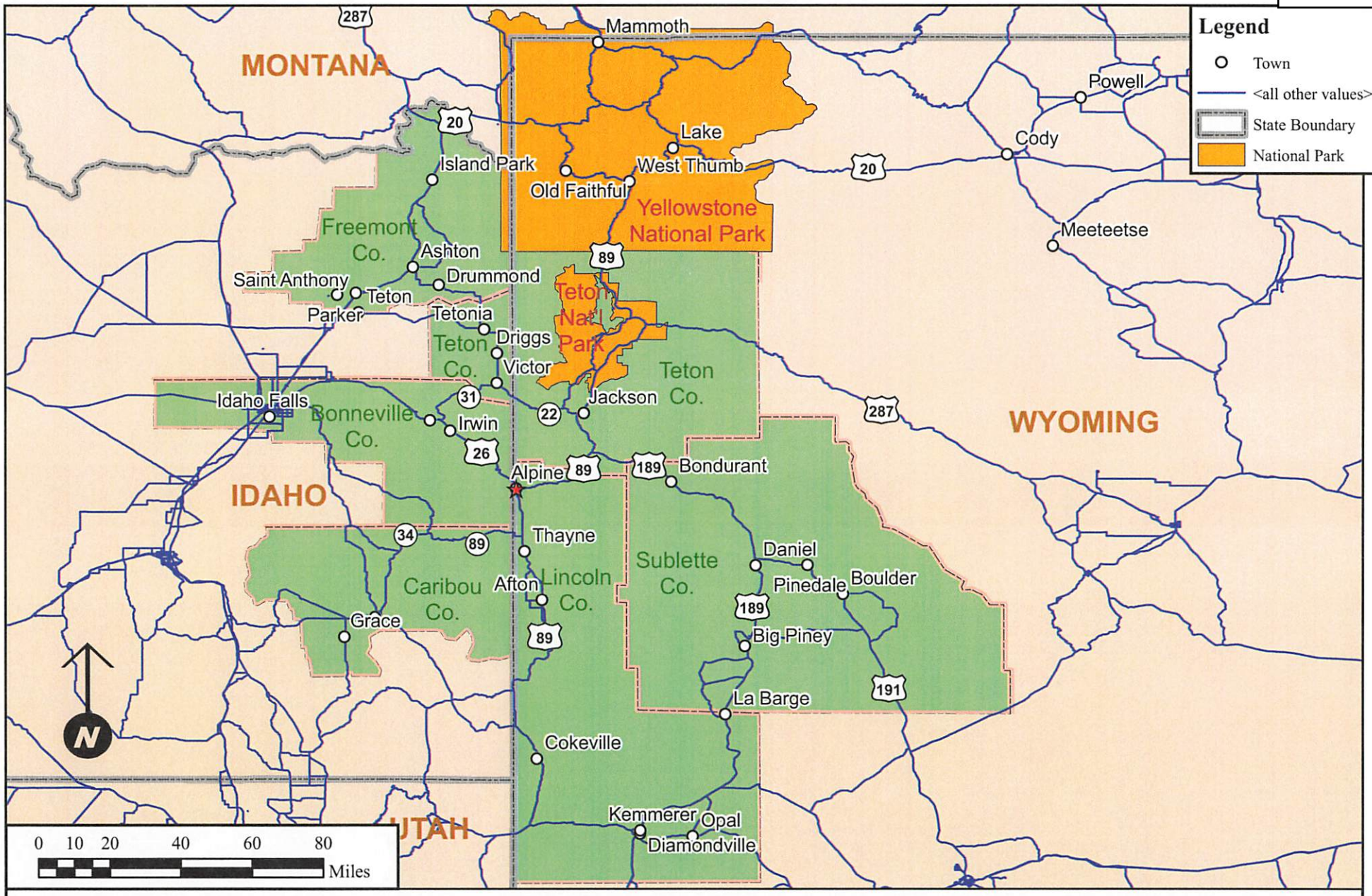
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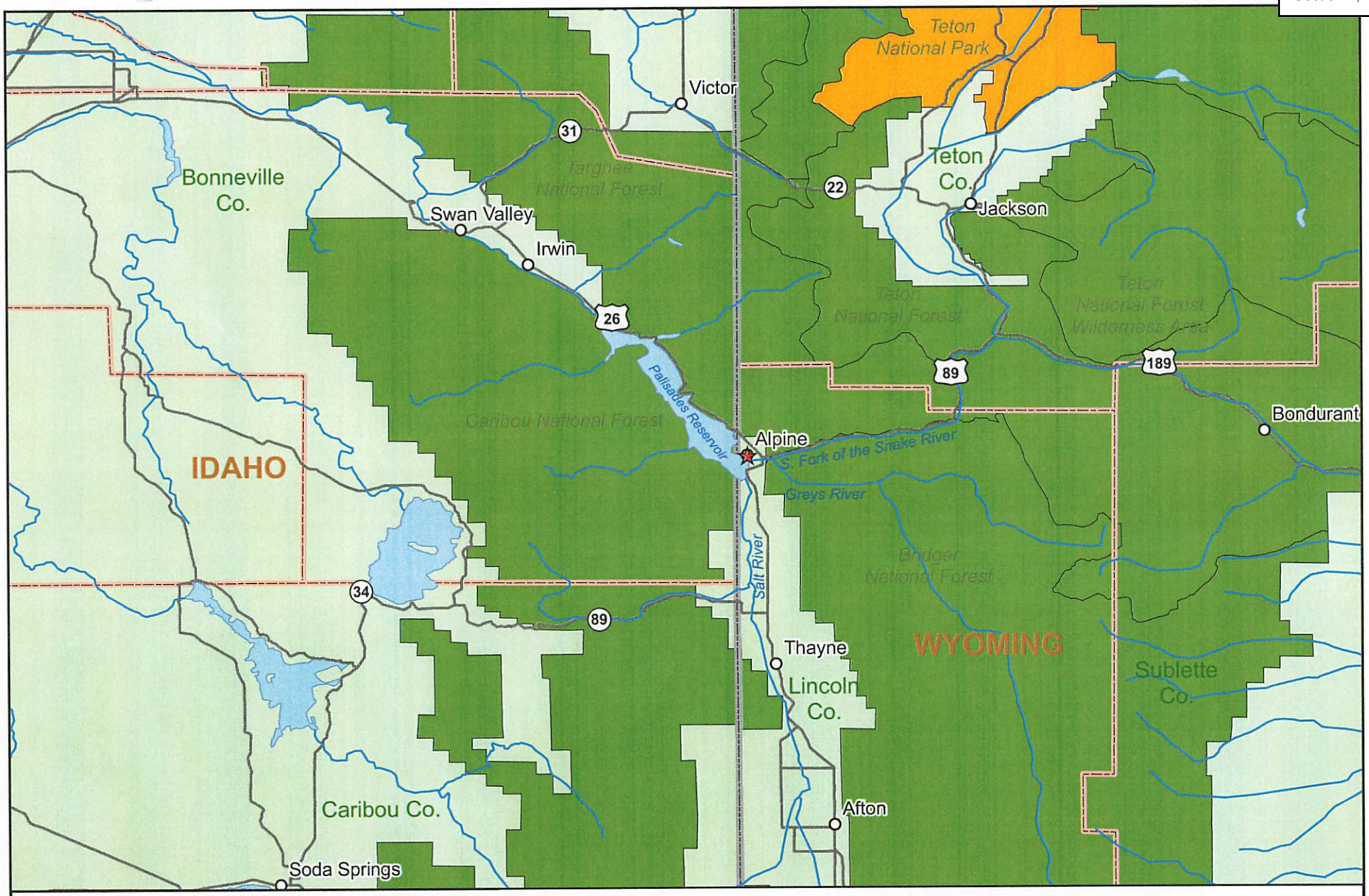


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Regional Location
Town of Alpine, WY

Figure 2-1



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Surrounding Natural Assets
Town of Alpine, WY

Figure 2-2

The Bridger-Teton National Forest encompasses the nearby Snake Range Mountains to the north and the Salt Range Mountains to the south. These two mountain ranges provide area residents and visitors with considerable outdoor recreation opportunities such as fishing, hunting, camping, hiking, biking, snowmobiling, and cross-country skiing. Similar activities take place in the Caribou National Forest and Targhee National Forest.

The Snake River flows through the Bridger-Teton National Forest and enters Palisades Reservoir near Alpine. Fishing activities are popular in Palisades Reservoir when water levels are sufficient to sustain a productive fishery. The Grand Canyon of the Snake River, northeast of Alpine, offers summertime recreational opportunities for white-water rafters and kayakers.

2.3 SOILS

2.3.1 General Soil Characteristics

Soils in the vicinity of Alpine consist of well-drained to excessively well-drained soils. Surface soils are characterized by a soil loam that ranges between gravelly loam, silt loam, and silty clay loam (Figure 2-3). The underlying soil material is a very gravelly sandy loam or a silty clay (Sunrise Engineering, 1995).

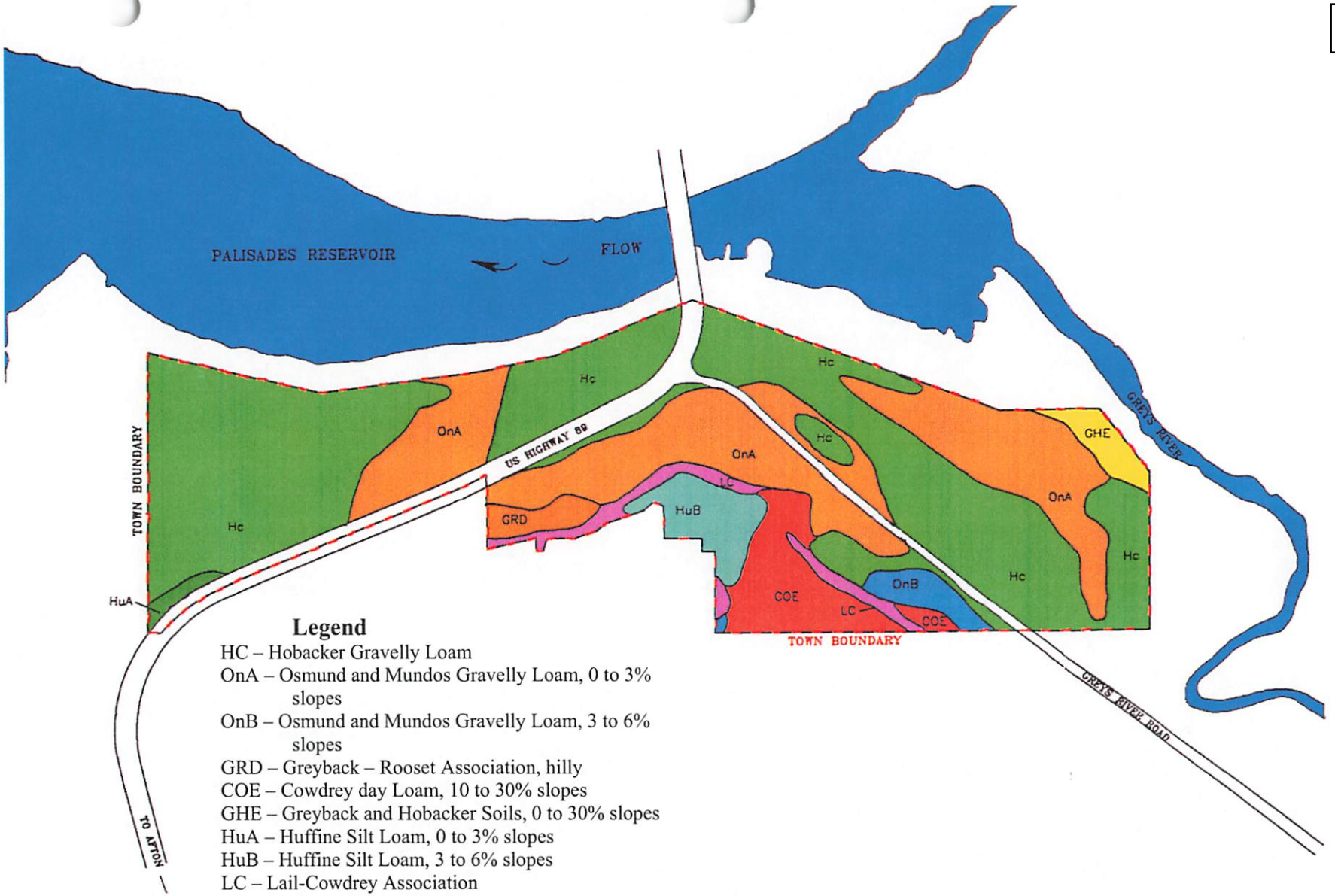
These soil characteristics are generally not conducive to effective soil-based wastewater treatment. Rapid percolation from coarse-grained soils in roughly 80 percent of Alpine can cause shorter retention times in the aerated portion of the soil profile and discharge contaminants to local groundwater resources (Sunrise Engineering, 1995).

2.3.2 Radon

Radon is an odorless, colorless, and tasteless gas that naturally occurs in rocks, soils, water and air. The ultimate source of radon is uranium; most rocks contain some uranium. Radon can enter buildings from rocks and soil through cracks, vents or other openings in basement floors, walls, or an onsite water system. However, buildings served by public groundwater supplies generally have a lower risk of radon exposure because some of the radon is released into the air as a result of pumping, water treatment, and/or a natural decay of radon in the community water distribution system (U.S. Geological Survey, 1998).

Average indoor radon levels in the United States are about 1.3 picocuries per liter (pCi/L); in contrast, average outdoor radon levels near 0.4 pCi/L. Elevated radon levels are generally present throughout many areas in Lincoln County.

When radon levels exceed 4 pCi/L, the U.S. Environmental Protection Agency recommends some form of mitigation. Potential mitigation measures may include actions such as the sealing of foundation cracks, covering soil under the building with concrete or a vapor barrier, and ventilating crawlspaces.



Alpine Municipal Master Plan

General Soils Classifications Town of Alpine, WY

Source: U.S. Conservation Service, 1976, Sunrise Engineering, Inc., 1995

Figure 2-3

2.4 CLIMATE

2.4.1 Precipitation

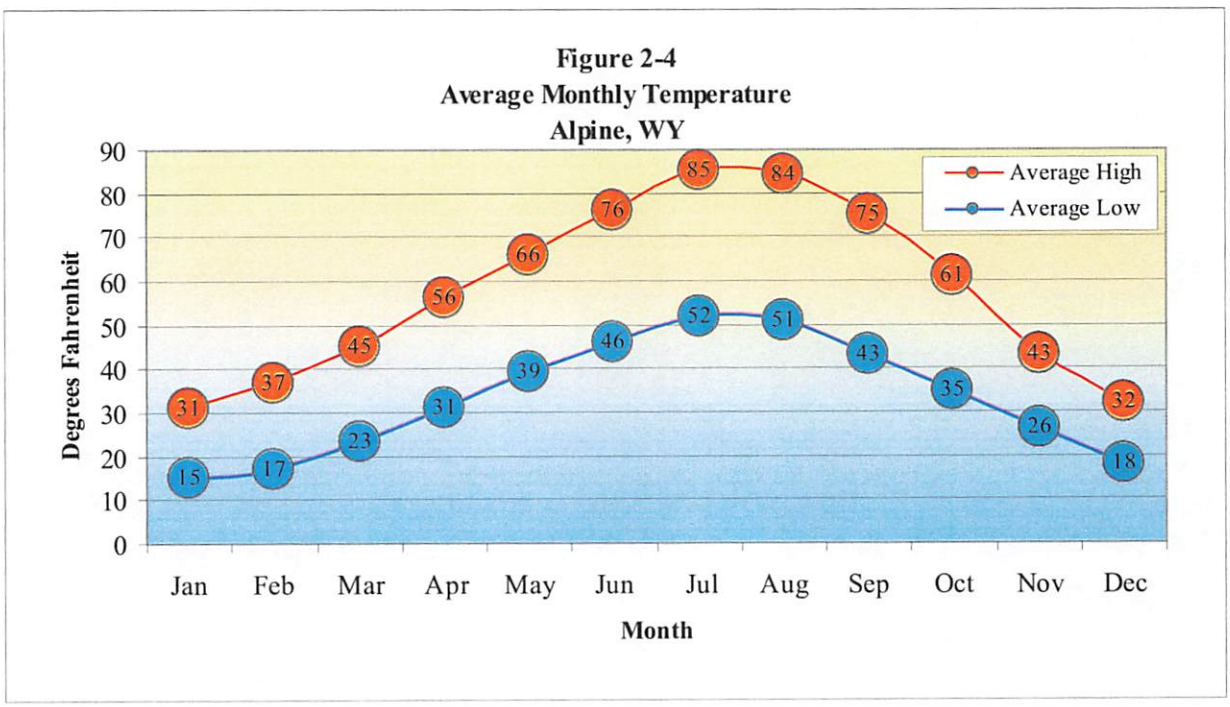
Available precipitation data indicates that Alpine receives an average of 16 to 18 inches of precipitation per year. The month of May, which averages 2.63 inches of precipitation, is usually the wettest month of the year. In contrast, July is usually the driest month of the year when precipitation levels average about 1.28 inches (Weather.com, 2005).

2.4.2 Air Temperature

Ambient air temperatures in the community fluctuate significantly throughout the year (Figure 2-4). Average daily temperatures typically range between 52 and 85 degrees Fahrenheit in the warmest month of July (Weather.com, 2005). The coldest month, January has temperatures that typically range between 15 and 31 degrees Fahrenheit.

A record high temperature of 98 degrees Fahrenheit occurred in 1984. A record low temperature of -32 degrees Fahrenheit occurred in 1963.

Figure 2-4
Average Monthly Temperature
Alpine, WY



2.4.3 Surface Wind

No surface wind data for Alpine is available from any public agencies. However, residents indicate that prevailing winds are generally from the southwest (Brown, 2006).

2.5 WATER RESOURCES

2.5.1 General

There are three fourth level hydrologic units located in the vicinity of Alpine that are connected to the Upper Snake River drainage. These hydrologic units include the following watershed areas:

- Greys-Hoback
- Palisades
- Salt

Major rivers and streams within this proportion of the Upper Snake River drainage include the South Fork of the Snake River, the Greys River and the Salt River. The Greys River and Salt River are tributaries to the Snake River. The confluence of these surface water bodies occurs at Palisades Reservoir.

2.5.2 Surface Water Flows

Surface water flows for the major rivers located near Alpine (Table 2-1) vary significantly by month. These flows peak during May and June when runoff is greatest due to snowmelt.

Table 2-1
Average Monthly Stream Flow Data
Selected U.S. Geological Survey Gaging Stations
Vicinity of Alpine, Wyoming
(cubic feet per second)

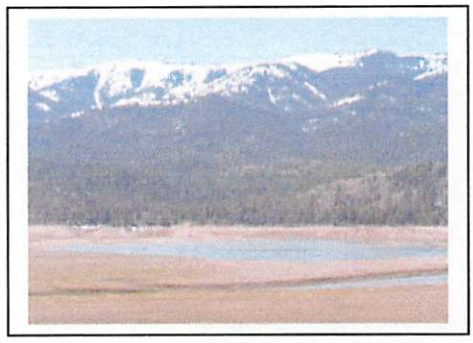
Gaging Station	*Jan*	*Feb*	*Mar*	*Apr*	*May*	*Jun*	*Jul*	*Aug*	*Sep*	*Oct*	*Nov*	*Dec*
Snake River Above Palisades Reservoir (Near Alpine)	1,509	1,589	1,827	3,318	8,771	13,300	8,434	5,352	4,100	2,176	1,841	1,681
Greys River Above Palisades Reservoir (Near Alpine)	210	202	231	638	1,754	1,976	928	478	366	312	264	228
Salt River Above Palisades Reservoir (Near Etna)	442	431	472	946	1,670	1,444	834	611	626	606	576	506

Notes: 1) Snake River average based on data from April 1937 - December 2004, 2) Greys River average based on data from March 1937 - December 2004, and 3) Salt River average based on flows from October 1953 - December 2004.

Source: United States Geologic Survey, 2006.

2.5.3 Palisades Reservoir

Construction of the Palisades Dam was completed in July 1958. The purpose of the Palisades Reservoir project is to provide needed holdover storage and flood control and generate electricity (U.S. Bureau of Reclamation, 2005).

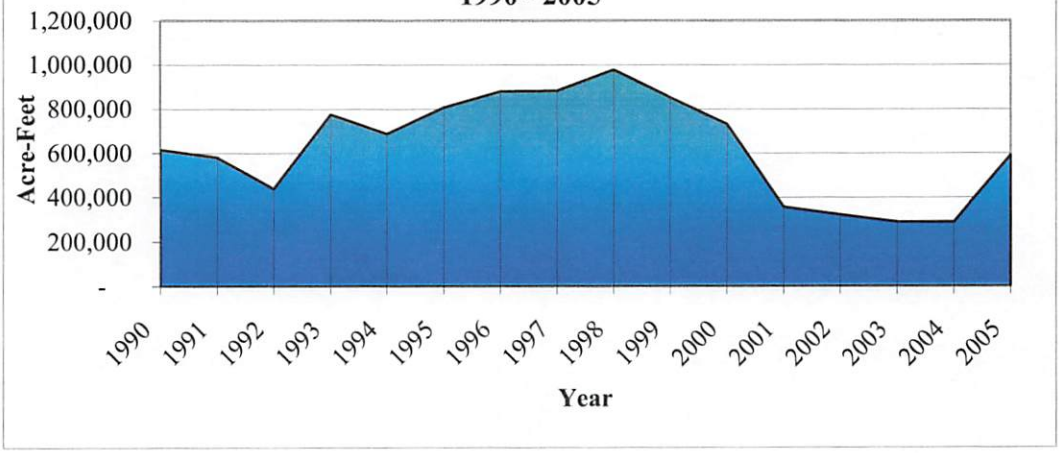


The Palisades Reservoir collects water from the Upper South Fork of the Snake River drainage. The drainage area above Palisades Reservoir includes approximately

5,225 square miles of land. The reservoir was designed to collect and hold a maximum active capacity of about 1,200,000 acre-feet of water.

Historic lake capacities depict the severity and effects that the recent drought has had on Palisades Reservoir capacities (Figure 2-5) Data provided by the U.S. Bureau of Reclamation provided that the 2005 average active capacity (287,893 acre-feet) was well below the 1990 – 2005 average capacity (631,485 acre-feet).

Figure 2-5
Palisades Reservoir
Yearly Average Active Storage
1990 - 2005



Source: U.S. Bureau of Reclamation, 2005.

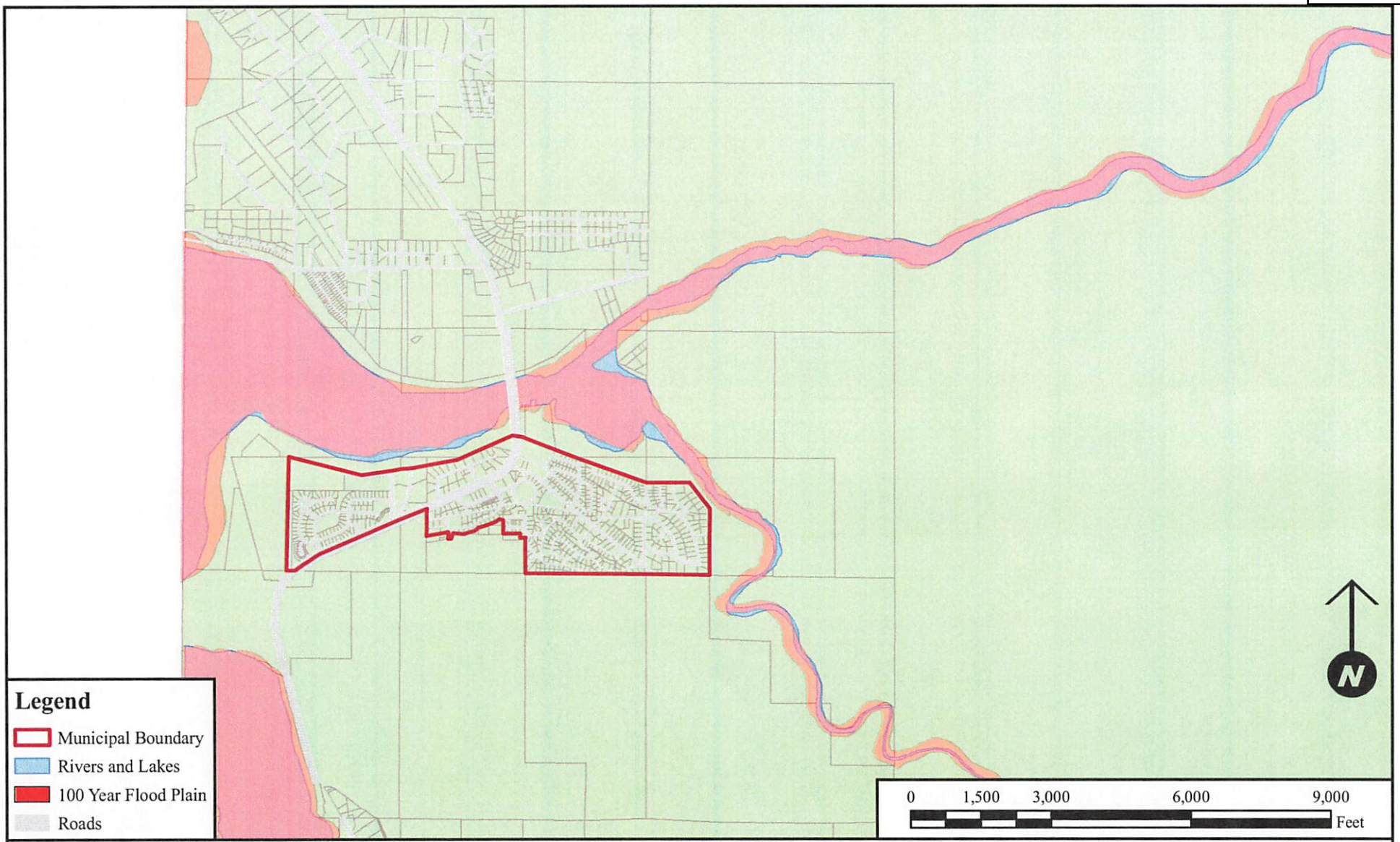
2.5.4 Flood Plains

Available flood plain data suggest that stormwater flows generated from a potential 100-year flood condition would not affect any developed or undeveloped lands within the municipal boundary (Figure 2-6). Defined boundaries associated with the adjacent Palisades Reservoir provide reasonable assurance that the Town of Alpine would not be flooded through the storage and management of surface water resources by the U.S. Bureau of Reclamation.

2.5.5 Groundwater Wells

A number of groundwater wells are located within the community. Two of these wells are owned and operated by the Town of Alpine (see Chapter Six).

As stated earlier, local soils are generally not conducive to effective soil-based wastewater treatment. In the absence of disinfection and other potential water treatment, the water quality of privately-owned groundwater wells in portions of the community may limit the use of these water resources to non-potable water uses.



Alpine Municipal Master Plan

100 Year Flood Plain Alpine, Wyoming Vicinity

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Figure 2-6

2.6 FOREST RESOURCES

2.6.1 Available Timber in the Vicinity of Alpine

Most of the timber in the vicinity of Alpine is lodgepole pine and Douglas fir. There are also significant stands of Aspen located through out the area. These resources bring a scenic quality to the community, as well as habitat to various types of wildlife.

2.6.2 Timber Stands in Residential Areas

Timber stands of lodgepole pine dominate the overstory along much of the southern part of Alpine. In October 2005, approximately 90 homes were located in forested areas along the southern boundary of Alpine (Figure 2-7). More specifically, these homes were located in the Lake View Estates, Tracts A, B and C, as well as Grandview Enterprises Subdivision, Alpine Pines Subdivision, Mountain Meadows, Alpine Estates 1 and 2, and Bridger Homes. The density of trees in this area represents a potential fire hazard to the community.



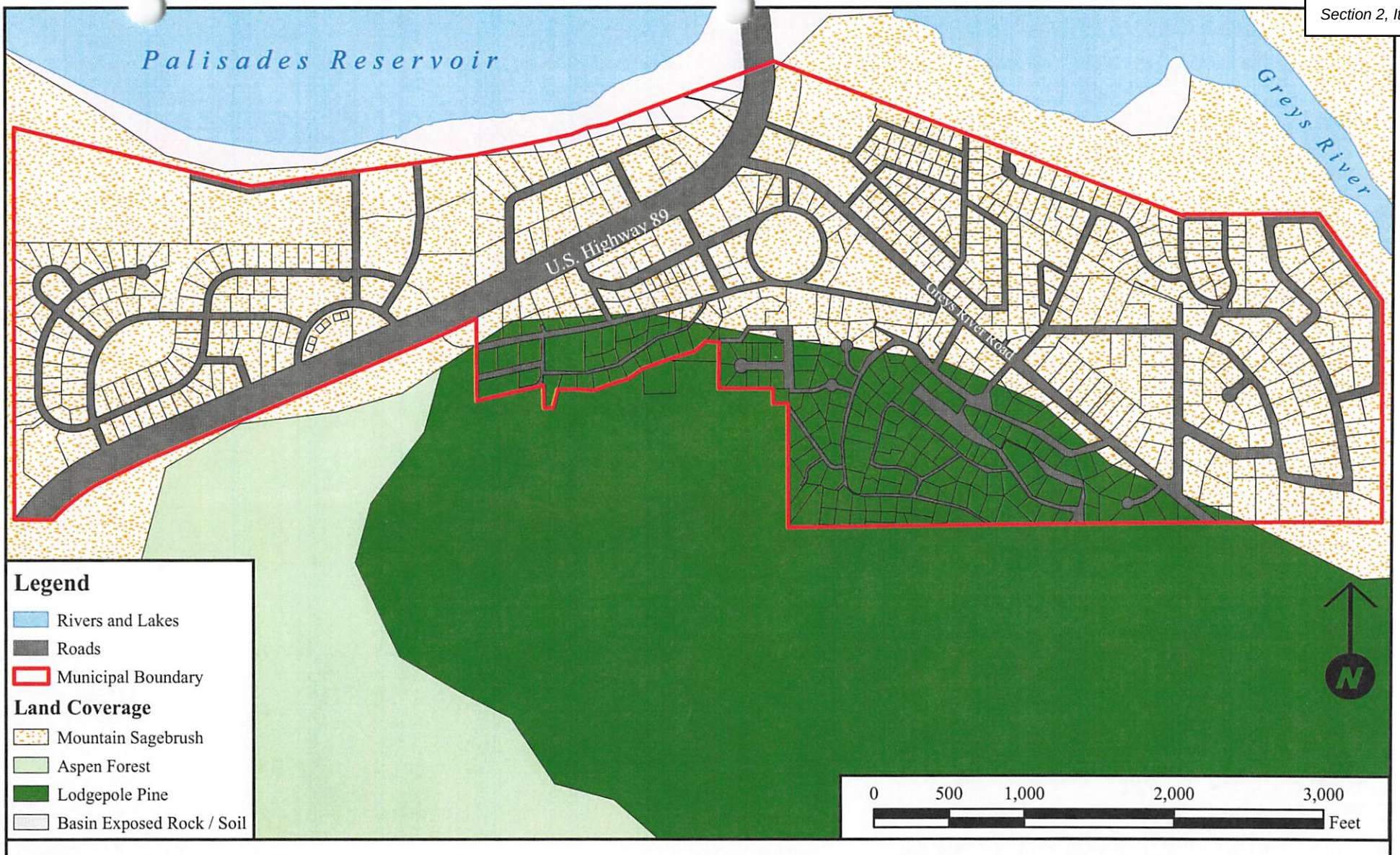
The U.S. Forest Service is aware of this potential threat. In 2002 and 2003, the Greys River Ranger District of Bridger-Teton National Forest and Palisades Ranger District of the Caribou-Targhee National Forest pursued funding for an Alpine Fuels Hazard Reduction Project. The project was identified as an opportunity to improve forest vegetation in the vicinity of Alpine. Following its investigation of a 527-acre study area in the vicinity of Alpine, the U.S. Forest Service concluded that the project area contains a higher density of conifer species than was historically present.

"The history of fire exclusion through fire suppression has favored the more shade tolerant and less fire resistant species such as subalpine fir and Englemann spruce that are found in the project area. An elevated increase in insect activity also indicated that current conifers are in a stressed condition, suggesting that the existing stands are susceptible to future beetle activity and related mortality." (U.S. Forest Service, Bridger-Teton and Caribou-Targhee National Forests, 2003).

2.7 WILDLIFE RESOURCES

2.7.1 Big Game Animals and Their Habitat

Big game animals in the Alpine vicinity include elk, mule deer, moose, mountain lion and black bear. Elk, mule deer and moose are the predominant big game animals near the community.



Alpine Municipal Master Plan

Potential Wildfire Hazards Alpine, Wyoming

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Figure 2-7

The vast amounts of public lands that are located to the east, northeast, and southeast provide these animals with ample habitat and room to roam freely. However, the habitat characteristics of these animals vary considerably.

Seasonal range maps, originally developed by the Wyoming Game and Fish Department in 1988 and periodically updated, provide a general indication of the type and location of habitat for big game animals in Wyoming. The seasonal range designations provided on these maps are based upon seasonal range definitions that were developed by the Wildlife Society between 1984 and 1990. The Wildlife Society, comprised of professional wildlife biologists, formed a number of committees during this period to establish seasonal wildlife definitions that could be used by all wildlife resource managers in Wyoming.

The range definitions applicable to the Alpine vicinity include:

- Crucial: Any particular seasonal range or habitat component, but describes that component which has been documented as the determining factor in a population's ability to maintain and reproduce itself at a certain level.
- Summer/Spring/Fall: A population, or portion of a population, of animals that annually use the documented habitats within this range from the end of a previous winter to the onset of persistent winter conditions.
- Winter/Year Long: A population, or portion of a population, of animals that makes general use of the documented suitable habitat sites within this range on a year-round basis. During winter months, there is a significant influx of animals from other seasonal ranges.

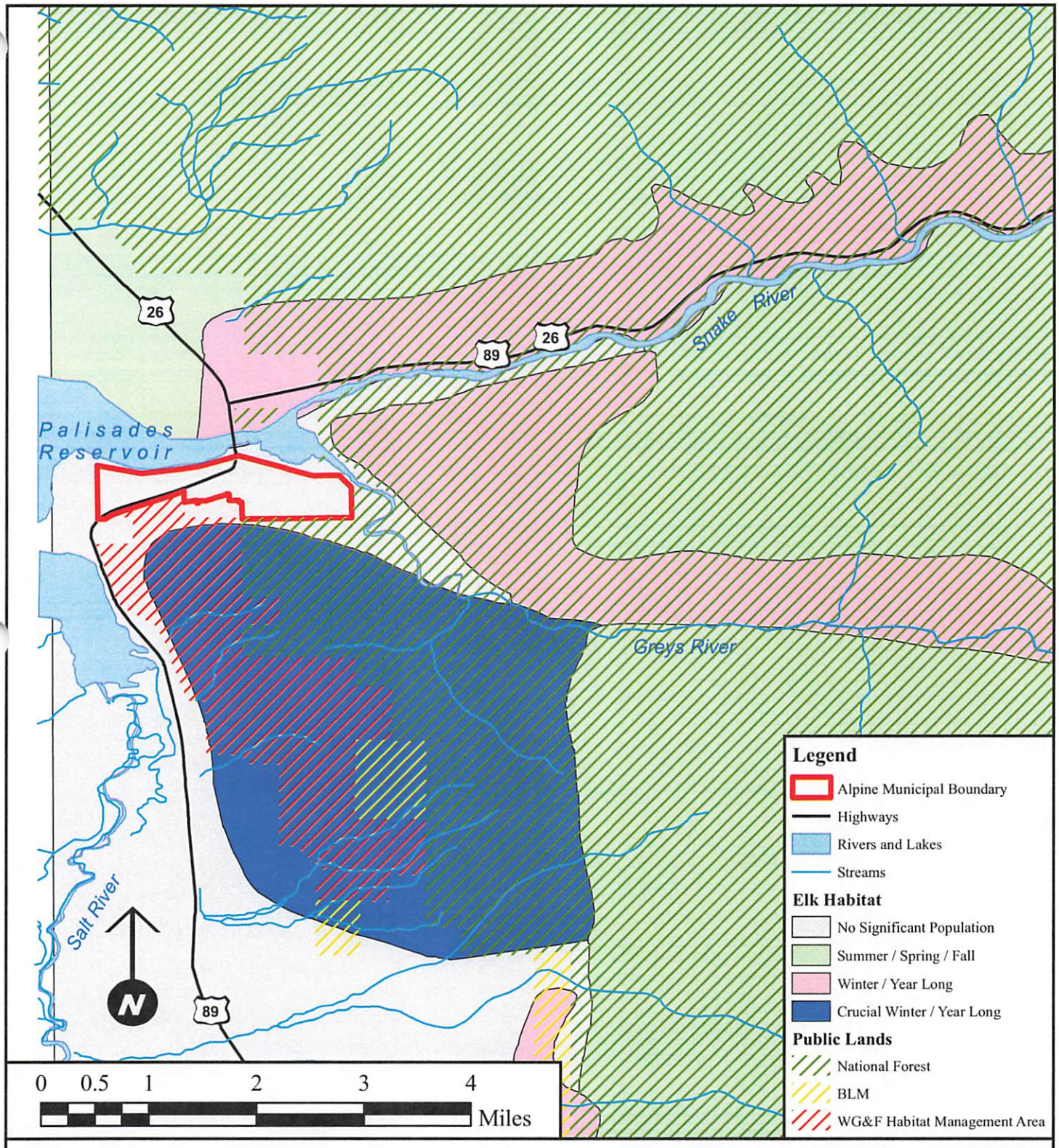
The general location of the habitat for elk, mule deer and moose near Alpine are presented in the following paragraphs.

2.7.1.1 Elk

The Rocky Mountain Elk is one of 6 subspecies of elk in North America and the only elk species that remains in Wyoming. Elk are seasonally present in the vicinity of Alpine primarily during the spring, fall and winter months. Crucial habitat ranges are found south of Alpine within the Wyoming Game and Fish Habitat Management Area, the adjoining Bridger-Teton National Forest, and some lands administered by the U.S. Bureau of Land Management (Figure 2-8).

During the winter, elk seek wooded and bushy areas in lower elevations that contain south and southwest slopes. The seasonal movement of elk is primarily influenced by snow conditions as hard-packed snow constrains the efforts of elk to reach buried sources of food. Elk typically avoid areas where snow depths are greater than 18 inches even though elk can move through snow depths up to three feet (Wyoming Game and fish Department, 1995).

The Greys River Wildlife Habitat Management Unit, which was established in the 1940's, is located south of Alpine. This wildlife management area serves as an important winter grazing ground for local elk herds. Wyoming Game and Fish representatives regard this habitat management area as crucial to the survival of these animals (Fralick, 2005). The Wyoming Game and Fish wildlife management area south of Alpine represents an important winter feeding ground for elk (Fralick, 2005).



Alpine Municipal Master Plan

Elk Seasonal Habitat Alpine Vicinity

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Figure

Between April to mid-June, elk primarily seek a wide variety of grasses on transitional range areas. With the beginning of summer, elk tend to migrate to higher elevations and remain in a summer range for about four months. As grasses dry and reduce in protein, elk supplement their grass consumption with forbs and sedges (Wyoming Game and Fish Department, 1995).

With the close of summer, elk return to winter range areas and graze on transitional ranges until the end of December. Such habitats often include timber stands of Douglas fir, aspen and lodgepole pine. As forbs lose their succulence, elk shift their consumption to dry grasses and browse (leaves, stems, and buds of woody plants). Snow conditions occasionally limit the availability of grass. When this occurs, elk will usually seek shrubs. If snow depths limit the availability of shrubs, elk diets will incorporate aspen, conifers, sagebrush, willow and other taller browse (Wyoming Game and Fish Department, 1995).

2.7.1.2 Mule Deer

Mule deer are also highly migratory. They use a wide variety of habitats that generally include higher elevation forests, riparian lowlands, juniper-ponderosa pine breaks and ridges, brushy foothill areas, and, occasionally, above forest timberlines.

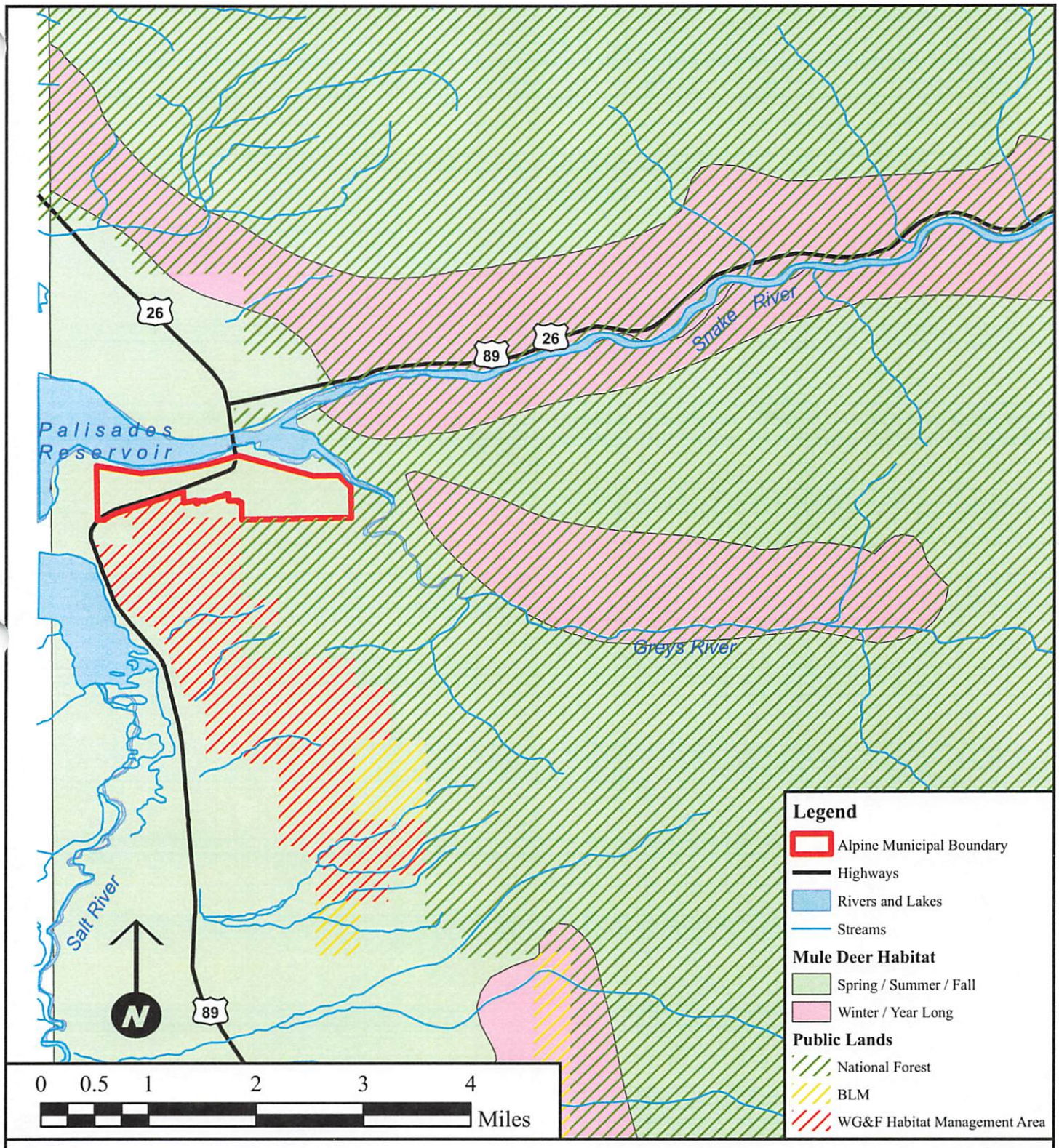
In the vicinity of Alpine, mule deer are prevalent in the Bridger-Teton National Forest. Winter/year long habitat is primarily located north and east of Alpine along the Snake River, along the north side of the Greys River east of Alpine, and within the Greys River Wildlife Habitat Management Unit (Fralick, 2005). Spring, summer and fall habitats are located north, east and south of the community (Figure 2-9).

The diet of mule deer is seasonal and modifies with changes in climate and vegetation. During Spring, mule deer seek greening grasses. As new forb and shrub growth takes place, these forage opportunities are incorporated into their diet. During the Summer, shrub and forb consumption remains high. Mule deer continue to seek grasses, but the consumption of grasses declines considerably. By Fall, mule deer continue to seek forbs, but begin to seek shrubby vegetation as a primary source of food. Mule deer will also pursue grasses when rainfall generates the growth of cool season grasses.

2.7.1.3 Moose

Moose use a variety of different habitats including coniferous and deciduous forests, shrublands, riparian areas, agricultural croplands, and moist mountain meadows (Wyoming Game and Fish Department, 1993).

In the vicinity of Alpine, critical moose habitat is located along the Greys River and extends into portions of southeast Alpine. Winter/year long habitat for moose is primarily found along the north side of the Snake River and the north side of the Greys River. Spring, summer and fall habitat ranges are situated throughout much of the Bridger-Teton National Forest that is generally north and east of Alpine (Figure 2-10).

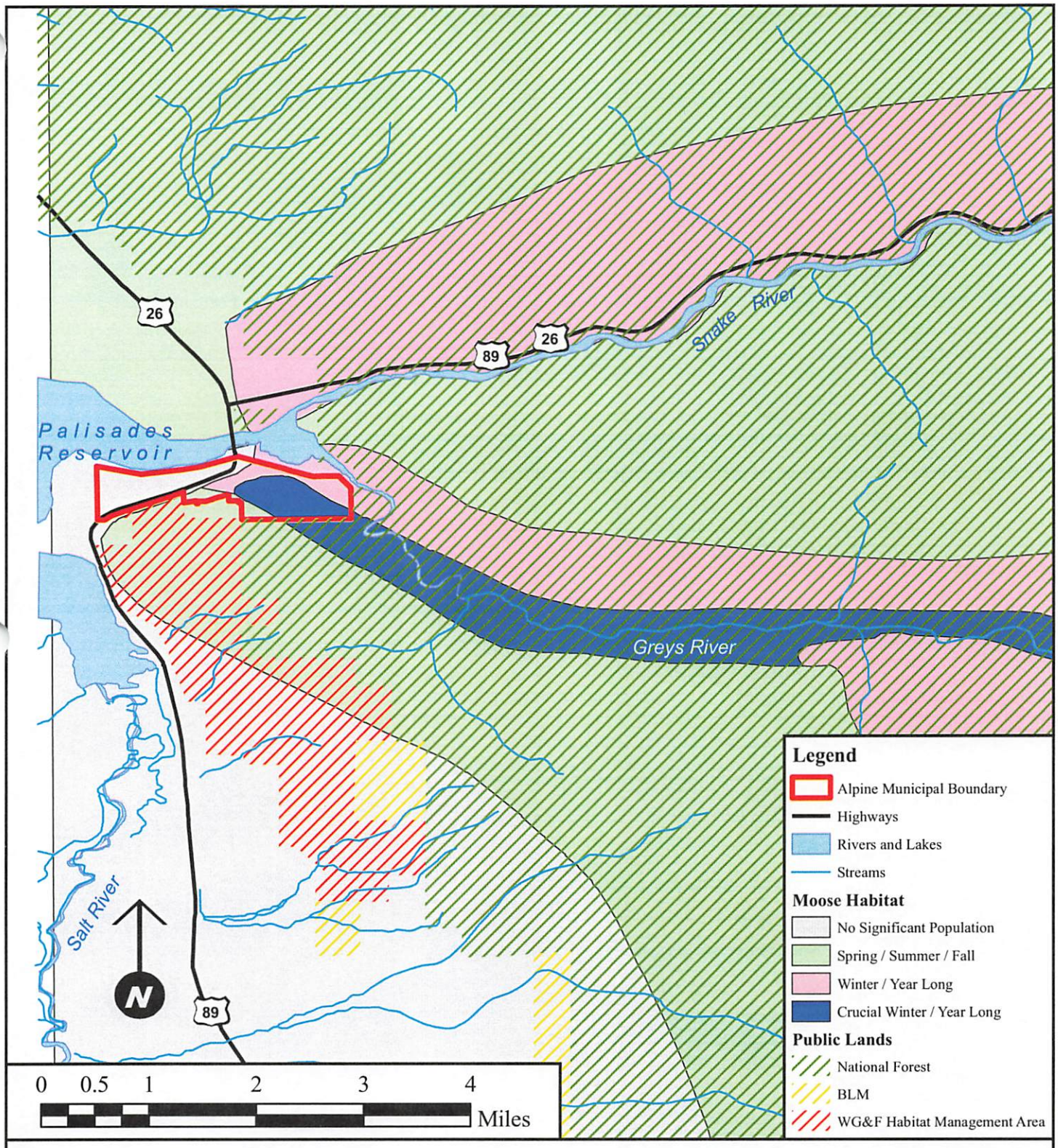


Alpine Municipal Master Plan

Mule Deer Seasonal Habitat Alpine Vicinity

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Figure



Alpine Municipal Master Plan

Moose Seasonal Habitat Alpine Vicinity

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Figure 2

Moose in the Rocky Mountains depend largely upon vegetation they consume from a combination of willow, spruce, fir, lodgepole pine, aspen and birch trees. Between 1963 and 1967, extensive observations were made of moose in the vicinity of Jackson, Wyoming over six seasonal periods. These observations indicated that willow species received about 60 percent of all consumption throughout the year. Upland spruce/fir, lodgepole pine and aspen forest areas represented about 19 percent of the total annual consumption of vegetation. The remaining types of vegetation consumed primarily included sagebrush and bitterbrush from sagebrush and grassland areas (Houston, 1968).

2.7.2 Significance of Big Game Habitat to Future Land Use Expansion

Future residential and commercial expansion in the vicinity of Alpine will primarily take place north of Alpine. Elk, mule deer and moose have winter/year long habitat and/or spring, summer and fall habitat, on private lands north of Alpine. However, no crucial seasonal ranges are located on private lands in this potential land use expansion area.

Future residential and commercial development will no doubt displace some smaller areas of the winter/year long and spring/summer/fall habitat for elk, mule deer and moose. However, any loss of habitat in the potential community expansion area is not considered significant. The planned Alpine Meadows and Snake River Junction projects, as well as the ongoing expansion of the Flying Saddle property, are located on properties that are immediately adjacent to U.S. Highways 26 and 89. Vehicular traffic along these highways already diminishes the quality of this wildlife habitat. The future migration of elk, moose, and mule deer populations near Alpine may gradually shift somewhat east of Alpine as elk and mule deer travel south of Alpine during the winter months.

CHAPTER THREE
COMMUNITY DEMOGRAPHIC AND ECONOMIC TRENDS

3.1 POPULATION TRENDS

3.1.1 Community Population in 2000

3.1.1.1 Resident Population

In April 2000, approximately 550 people lived in the Town of Alpine (U.S. Census Bureau, 2000). At that time Alpine was the fourth largest incorporated town in Lincoln County and comprised almost four percent of the total county population (Table 3-1).

TABLE 3-1
RESIDENT POPULATION
SELECTED LINCOLN COUNTY COMMUNITIES
April 2000

Place	*2000 Population*	*Percent of County Population*
Afton	1,818	12.5
Alpine	*550*	*3.8*
Cokeville	506	3.5
Diamondville	716	4.9
Kemmerer	2,651	18.2
La Barge	431	3.0
Opal	102	0.7
Thayne	341	2.3
Unincorporated Area	7,458	51.2
Lincoln County	**14,573**	**100.0**

U.S. Census Bureau, 2000.

3.1.1.2 Seasonal Resident Population

In April 2000, there were approximately 44 housing units that were vacant due to seasonal, recreational, or occasional use. Assuming that the average seasonal household size was two persons, it can be conservatively estimated that the number of seasonal residents in 2000 added approximately 88 residents to the community population.

3.1.2 Recent Community Growth

The Town of Alpine experienced significant growth during the 1990 to 2000 period. Alpine's resident population grew from 200 persons in 1990 to 550 persons in 2000. The growth of Alpine between 1990 and 2000 far surpassed the growth experienced by any other community in Lincoln County (Table 3-2).

TABLE 3-2
RESIDENT POPULATION TRENDS
SELECTED LINCOLN COUNTY COMMUNITIES
1990 - 2000

Place	*1990 Population*	*2000 Population*	*1990 - 2000 Change (persons)*	*1990 - 2000 Change (percent)*
Afton	1394	1,818	424	30.4
Alpine	200	550	350	175.0
Cokeville	493	506	13	2.6
Diamondville	864	716	-148	-17.1
Kemmerer	3020	2,651	-369	-12.2
La Barge	493	431	-62	-12.6
Opal	95	102	7	7.4
Thayne	267	341	74	27.7
Unincorporated Area	5,799	7,458	1,659	28.6
Lincoln County	**12,625**	**14,573**	**1,948**	**15.4**

Source: U.S. Census Bureau, 2000; U.S. Census Bureau, 1990.

Since 2000, natural growth and migration have, conservatively, added some 52 persons to the population of Alpine. Consequently, the population of Alpine is estimated to be about 602 persons in 2005. This estimate suggests that the population of Alpine rose almost 10 percent in five years, but the rapid rate of population growth has slowed considerably since 2000.

The growth of the Alpine population is not surprising in view of available community assets, abundant natural assets, and related recreational opportunities in the vicinity of Alpine. The initial attractions to Alpine are further enhanced by available employment opportunities in Teton County and Lincoln County. A growing number of persons working in the Teton County economy are choosing to live in Lincoln County in light of significant differences in the cost of housing and overall cost-of-living. Alpine residents, who work in Teton County, also have the opportunity to drive to work in their own vehicles or ride the START Bus system to the Town of Jackson.

3.1.2.1 Natural Growth

Since 2000 the Alpine has experienced a significant increase in population due to natural growth (births less deaths). Between May 2000 and October 2005 approximately 57 births and 25 deaths (Wyoming Department of Health, Vital Records Service, 2005) occurred in the community which generated a natural growth of about 32 persons.

3.1.2.2 Migration

Additional population growth has also been derived from recent in-migration. Available drivers' license surrender data provides some insight concerning the amount of in and out migration that has occurred in Lincoln County between 2000 and 2005.

Between July 2000 and June 2005, approximately 2,542 persons relocated into Lincoln County and 2,011 persons moved out of the county. The net migration derived from these relocations represents a net migration of 531 persons into Lincoln County. If roughly 3.8 percent of the net migration into Lincoln County resided in Alpine, the population change derived from in and out migration probably accounted for a net migration of roughly 20 additional persons in Alpine.

A breakdown of available drivers' license surrender data by age and gender (Table 3-3) further reveals that the greatest out-migration from Lincoln County is occurring among youth between the ages of 18 and 22 years of age. This age group typically is highly mobile as younger high school graduates seek a college education, new job opportunities, and travel.

In contrast, greater in-migration is taking place among the 26-35 and 36-45 year-old age groups. The influx of these age groups is significant since they represent the heart of the working age population. Their in-migration signals the availability of job opportunities and an attraction to community assets and amenities such as those available in the vicinity of Alpine.

TABLE 3-3
POPULATION MIGRATION TRENDS IN LINCOLN COUNTY, WY
BY AGE AND GENDER
JANUARY 2001 THROUGH JULY 2005

Year		16 - 17 years		18 - 22 years		23 - 25 years		26 - 35 years		36 - 45 years		46 - 55 years		56 - 65 years		Over 65 years	
		Male	*Female*	*Male*	*Female*	*Male*	*Female*	*Male*	*Female*	*Male*	*Female*	*Male*	*Female*	*Male*	*Female*	*Male*	*Female*
2001	in	3	2	29	23	21	30	72	61	57	55	47	40	30	32	23	13
	out	3	3	49	73	23	15	41	46	40	46	32	28	20	19	17	13
	net	0	-1	-20	-50	-2	15	31	15	17	9	15	12	10	13	6	0
2002	in	1	0	15	10	12	10	32	28	26	26	35	16	12	9	8	6
	out	0	0	30	27	16	8	15	11	13	10	13	11	4	5	6	8
	net	1	0	-15	-17	-4	2	17	17	13	16	22	5	8	4	2	-2
2003	in	0	0	11	10	8	8	29	25	22	21	18	19	11	8	5	4
	out	0	0	10	15	9	6	13	8	11	6	5	9	4	6	11	4
	net	0	0	1	-5	-1	2	16	17	11	15	13	10	7	2	-6	0
2004	in	2	0	11	11	9	8	33	39	23	27	19	19	22	15	13	5
	out	2	0	17	30	11	8	24	20	9	12	11	12	7	8	5	3
	net	0	0	-6	-19	-2	0	9	19	14	15	8	7	15	7	8	2
2005	in	0	4	10	9	7	4	43	32	21	28	17	18	14	20	10	2
	out	3	2	20	22	10	5	26	17	11	13	9	14	15	11	7	7
	net	-3	2	-10	-13	-3	-1	17	15	10	15	8	4	-1	9	3	-5
In-Migrants		6	6	76	63	57	60	209	185	149	157	136	112	89	84	59	30
Out-Migrants		8	5	126	167	69	42	119	102	84	87	70	74	50	49	46	35
Net Migration		-2	1	-50	-104	-12	18	90	83	65	70	66	38	39	35	13	-5

Source: Wyoming Housing Database Partnership, 2001-2005.

3.1.3 Family Size and Age Characteristics

3.1.3.1 Family and Household Characteristics

In April 2000, the average family size in Alpine was 2.99 persons. This is smaller than the average family size of Lincoln County (3.23 persons), but comparable to the Wyoming average family size of three persons. In contrast, the average household size in Alpine was 2.53 persons (U.S. Census Bureau, 2000).

In 2000, most households in the community (67 percent) represented families. Family households primarily included married couples. About 36 percent of the family households included married couples with children under 18 years of age (U.S. Census Bureau, 2000).

Female householders with no husband present comprised almost eight percent of all family households. An additional five percent of the households contained a female householder (with no husband present) with children under 18 years of age (U.S. Census Bureau, 2000).

Non-family households represented almost 33 percent of all households in Alpine. Over half of these households included a householder living alone. Almost 10 percent of the non-family households included a householder 65 years of age and older. The remaining non-family households probably represented unmarried couples (U.S. Census Bureau, 2000).

3.1.3.2 Age Characteristics

The median age of Alpine residents was 35.9 years in 2000 (U.S. Census, 2000). Alpine's median age is generally comparable to median ages of Lincoln County (36.8 years) and Wyoming (36.2 years).

The age composition of the 2000 resident population is also significant (Table 3-4 and Figure 3-1). About 26 percent of the total population was under 20 years of age. College-aged children included just under five percent of the community population. Roughly 52 percent of the total population represented the primary working age population between 25 and 54 years of age. Those nearing or in their retirement years (55 years of age and older) comprised almost 17 percent of the community population.

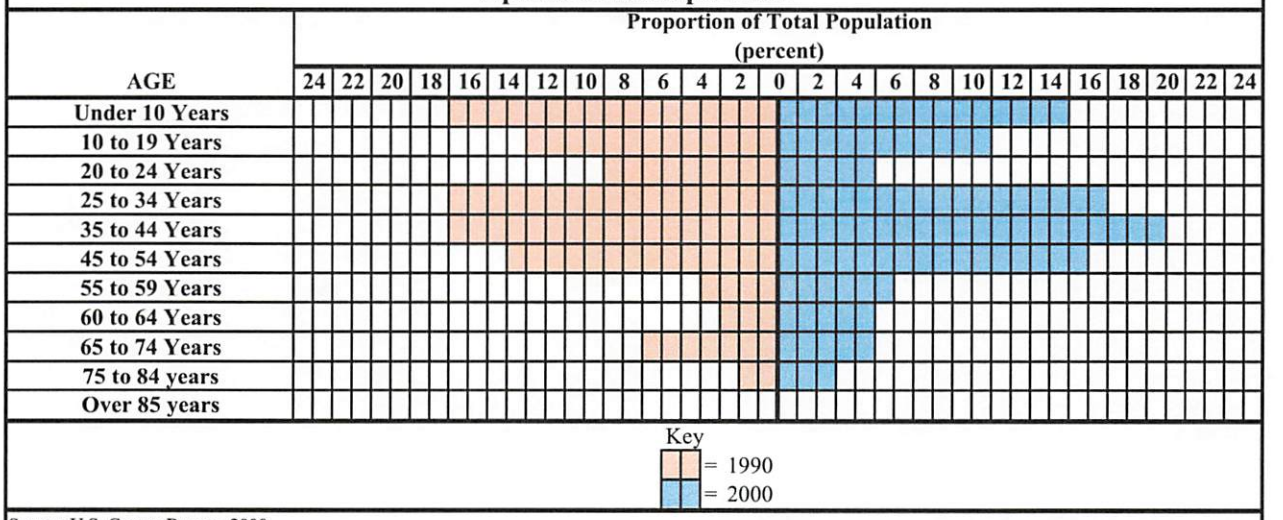
TABLE 3-4
AGE COMPOSITION
ALPINE RESIDENT POPULATION
April 2000

Age Group	*Population*	*Percent of Total*
Under 10 Years	81	14.7
10 to 19 Years	60	10.9
20 to 24 Years	26	4.7
25 to 34 Years	93	16.9
35 to 44 Years	109	19.8
45 to 54 Years	83	15.1
55 to 59 Years	31	5.6
60 to 64 Years	25	4.5
65 to 74 Years	26	4.7
75 to 84 years	16	2.9
Over 85 years	0	0.0
All Ages	**550**	100.0

Source: U.S. Census Bureau, 2000.

Age characteristics of the resident population suggest that Alpine continues to represent a strong working-age population that is largely comprised by families with children. The school age population under 19 years of age includes about 26 percent of the population despite the absence of any public school facilities in the community. Those nearing or in their retirement years also comprise a significant portion of the community population. However, the proportional size of this age group (55 years or older) is somewhat less than the age group proportions found in Lincoln County (22 percent) and statewide (21 percent).

FIGURE 3-1
AGE CHARACTERISTICS
ALPINE RESIDENTS
April 1990 and April 2000



Source: U.S. Census Bureau, 2000

3.1.4 Length of Residency

In April 2000, approximately 39 percent of Alpine's residents lived in the same house within the community in 1995 (U.S. Census, 2000). Fifty-eight residents lived in a different house within Lincoln County. This suggests that nearly half (49 percent) of Alpine residents moved to the Town from areas outside of Lincoln County.

Of the 238 people who moved to Alpine from outside Lincoln County between 1995 and 2000, 30 percent migrated from other Wyoming communities. Sixty percent moved from another western state, while about 7 percent moved from southern states. Three percent moved from northeastern states. There were eight residents who migrated from outside the United States.

These statistics reflect a community that is integrated with a sizeable number of relatively new residents to the community. Many of these newer residents are from communities outside of Lincoln County and the State of Wyoming. Consequently, a significant portion of the community population is likely experiencing some degree of social transition and assimilation into the local resident population.

3.1.5 Anticipated Resident Population: 2006-2016

The future resident population of Alpine will depend, in part, upon future natural growth and migration trends that will occur between 2006 and 2016 (Table 3-5). These trends will largely be influenced by local and regional job opportunities, as well the availability of vacant lands and housing inventory within the municipal boundary in 2005.

TABLE 3-5
POPULATION FORECAST
ALPINE, WYOMING
2005-2016

Year	*Anticipated Population Growth Within 2005 Boundary*	*Community Population Forecast Within 2005 Municipal Boundary*	*Anticipated Population Growth from Potential Annexation*		*Cumulative Population from All Potential Annexation*	*Anticipated Population Within 2005 Boundary and Potential Annexation Areas*
			Alpine Meadows	*Snake River Junction*		
2005	N/A	602	0	0	0	602
2006	7	609	0	0	0	609
2007	7	616	25	0	25	641
2008	9	625	40	25	90	715
2009	12	637	51	51	192	829
2010	11	648	61	61	314	962
2011	14	662	71	61	446	1,108
2012	13	675	61	61	568	1,243
2013	12	687	40	61	669	1,356
2014	13	700	35	61	765	1,465
2015	11	711	25	61	851	1,562
2016	9	720	10	61	922	1,642

Note: The 2005 population estimate is based upon consideration of natural growth and migration trends since the April 2000 Census.

Source: Pedersen Planning Consultants, 2005.

However, the size of the resident population may also expand significantly if selected areas north of Alpine are annexed into the Town of Alpine. Potential annexations generating population growth would include, at least, the planned Alpine Meadows and Snake River Junction projects. Other potential annexations such as the Flying Saddle and Rinehart property are more likely to influence an increase in the size of the seasonal resident population.

In the absence of population growth from potential annexation areas, the resident population in the Town of Alpine is expected to grow from an estimated 602 residents in 2005 to roughly 720 residents in 2016. Should the Alpine Meadows and Snake River Junction projects be annexed into the community, it is anticipated that Alpine's resident population would expand to approximately 1,642 persons by the year 2016.

3.2 LABOR FORCE

3.2.1 Size of the Labor Force

In April 2000, there were approximately 410 persons over 16 years of age that were living in Alpine (U.S. Census Bureau, 2000). Approximately 70 percent of this population (288 persons) comprised the local labor force.

3.2.2 Unemployment

In April 2000, 263 persons in the local labor force were employed and 25 were unemployed (8.7 percent of the labor force). Unemployment rates among males (8.1 percent) tended to be somewhat lower than females (10.4 percent).

3.2.3 Source of Employment

Private wage and salary workers represented 82 percent of the employed labor force in April 2000 (U.S. Census Bureau 2000). Eleven percent worked for federal, state or local governmental agencies while about 7 percent of the employed labor force included self-employed persons.

In 2000, construction employment was the primary source of employment for the employed labor force. Approximately 24 percent of employed persons living in Alpine worked in the construction industry (Table 3-6). This is not surprising given the amount of new construction that has taken place in Alpine and other nearby communities in Lincoln County and Teton County.

The regional visitor industry is one of the more important economic sectors in northern Lincoln County and Teton County. Employment in the visitor industry was reflected by the participation of 16 percent of the employed labor force in the accommodation and food services industry. Accommodations and food service employment in 2000 included jobs in both northern Lincoln County and Teton County.

Almost 13 percent of Alpine's employed labor force worked in retail trade in 2000. The retail trade industry is especially important to the local Alpine economy as much of this employment can be attributed to the Jenkins Building Supply, Alpine Market, local eating and drinking establishments, sporting good stores, recreational equipment dealers, and other retail stores in Alpine.

TABLE 3-6
EMPLOYMENT BY INDUSTRY
TOWN OF ALPINE
APRIL 2000

Industry	*Number of Employed Persons*	*Proportion of Employed Labor Force (percent)*
Agriculture, forestry, fishing and hunting, and mining:	13	4.9
Construction	64	24.3
Manufacturing	6	2.3
Wholesale trade	10	3.8
Retail trade	34	12.9
Transportation and warehousing, and utilities:	20	7.6
Information	4	1.5
Finance, insurance, real estate and rental and leasing:	10	3.8
Professional, scientific, management, administrative, and waste management services:	8	3.0
Educational, health and social services:	31	11.8
Arts, entertainment, and recreation	4	1.5
Accommodation and food services	43	16.3
Other services (except public administration)	8	3.0
Public administration	8	3.0
Employed civilian population over 16 years of Age	**263**	**100.0**

Source: U.S. Census Bureau, 2000.

The 12 percent of employed Alpine residents that worked in the educational, health and social services in 2000 indicates the importance of government and private services to the local economy. The majority of persons working in this industry likely worked for Lincoln County School District 2, the Alpine Family Medical Clinic and local childcare services.

3.2.4 Worker Commuter Patterns

A significant number of Alpine residents commute to work in surrounding communities. A Wyoming Department of Employment Study reported that that approximately 103 Alpine residents (or 36 percent of the employed labor force) commuted to work in Jackson, Wyoming in 2000 (Gerth, Glover and Toups, 2001).

The proportion of commuters commuting to jobs in the Teton County economy will likely be sustained, or expand, because of the rising cost-of-living associated with living in Teton County, WY. Nearby communities such as Alpine are characterized by a lower housing prices and a lower overall cost-of-living. As long as these trends continue, Alpine will continue to grow and serve as a bedroom community for many persons working in the Teton County economy.

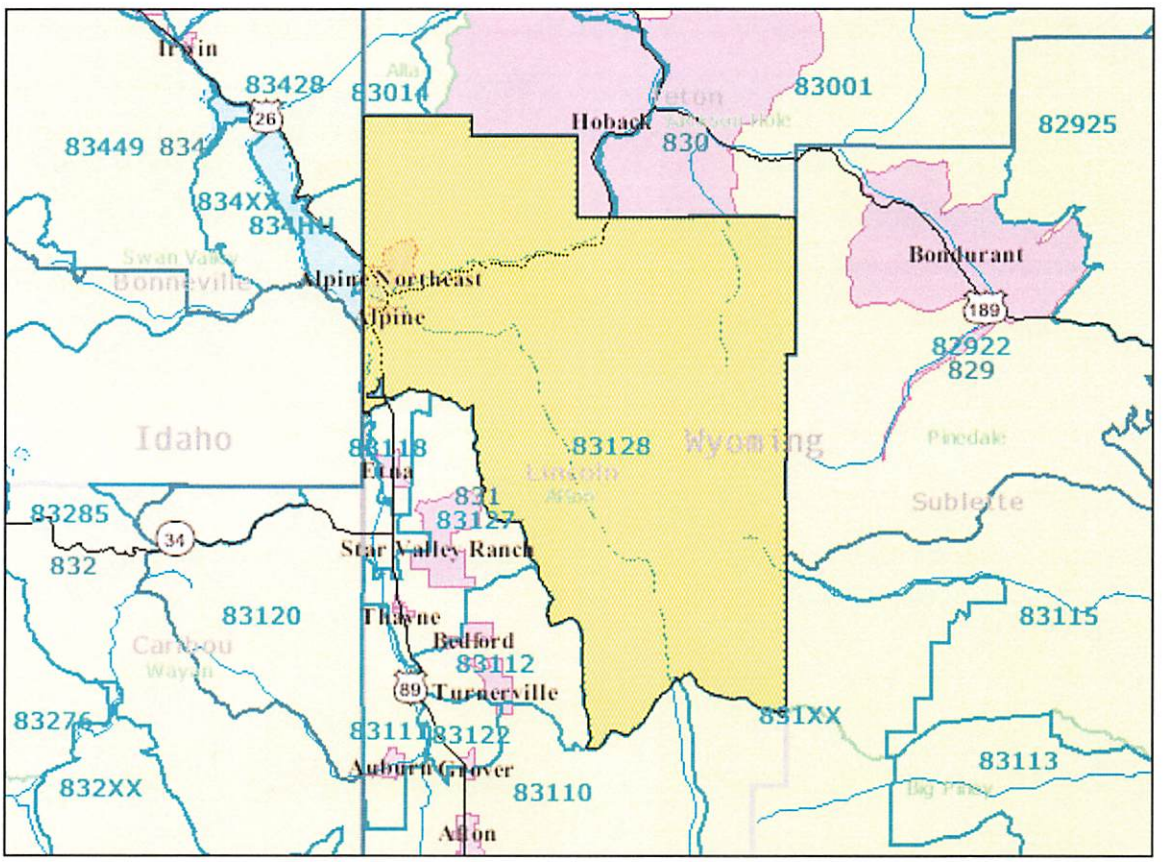
3.2.5 Household Income

The 1999 median household income for Alpine residents was $45,313 (U.S. Census Bureau, 2000) (Table 3-7). Almost 47 percent of the household incomes ranged between $35,000 and $75,000.

TABLE 3-7 MEDIAN HOUSEHOLD INCOME TOWN OF ALPINE 1999		
Median Household Income Range	*Number of Households*	*Proportion of All Households*
Less than $10,000	8	3.6
$10,000 to $14,999	4	1.8
$15,000 to $24,999	29	13.2
$25,000 to $34,999	34	15.5
$35,000 to $49,999	48	21.8
$50,000 to $74,999	55	25.0
$75,000 to $99,999	24	10.9
$100,000 to $149,999	14	06.4
$150,000 to $199,999	2	0.9
$200,000 or more	2	0.9
Source: U.S. Census Bureau, 2000		

3.2.6 Small Business Income

The Alpine zip code area (83128) encompasses a geographical area that includes the Town of Alpine, as well as a portion of the unincorporated area north of Alpine (Figure 3-2).

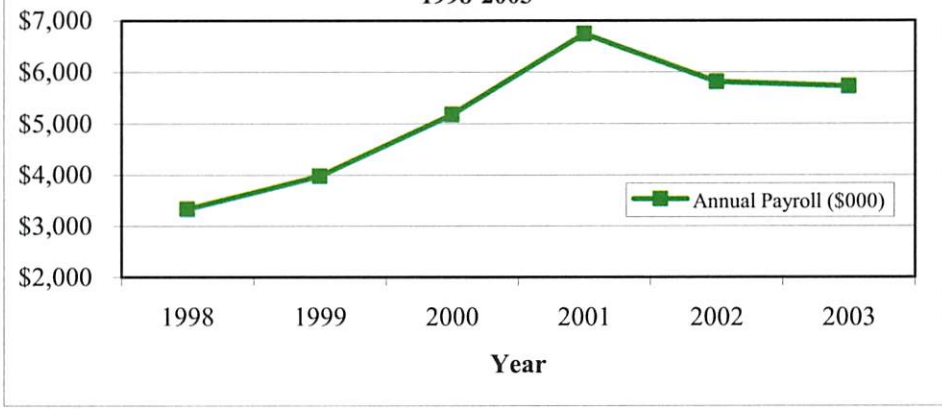


83128 Zip Code Area

Figure 3-2

Within the 83128 zip code area, small business establishments generated a cumulative annual payroll of $5,718,000 to the employed labor force in 2003 (U.S. Census Bureau, 2005). Short term trends between 1998 and 2003 indicate that annual pay rolls increased steadily between 1998 to 2001, decreased slightly in 2002, and leveled to roughly $5.7 million in 2002 and 2003 (Figure 3-3).

FIGURE 3-3
ANNUAL SMALL BUSINESS PAYROLL
83128 ZIP CODE AREA
1998-2003



Source: U. S. Census Bureau, 2005.

Direct income that is derived from sole proprietorships in Alpine is not reflected in the annual payroll estimates made by the U.S. Census Bureau. Consequently, the amount of income generated from Alpine small businesses is believed to be higher than the estimated values.

The correlation of annual payrolls for the 83128 zip code area with median annual household incomes in Alpine confirms an important economic characteristic about the Alpine economy that is well known by small business owners and other local residents. Much of the income earned by Alpine residents is derived from employment and business activity that takes place outside of the immediate vicinity of Alpine.

3.3 INDUSTRY TRENDS WITHIN THE ALPINE ECONOMY

3.3.1 General

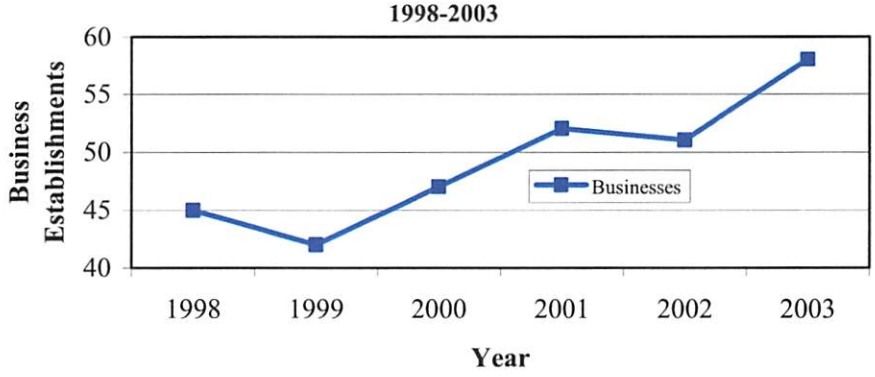
As stated earlier, the Alpine economy relies heavily on the tourist and construction industries. Much of this economic activity takes place in neighboring Teton County. However, the employment and income gained from these and other industries have generated increased investments into new small businesses in the Alpine economy.

3.3.2 Number and Size of Business Establishments in the Private Sector

The Census Bureau reported that in 2003, there were 58 business establishments with paid employees located in the Alpine zip code area (U.S. Census Bureau, 2005). These businesses employed approximately 230 persons.

Between 2000 and 2003 the number of businesses with paid employees increased from 45 to 58 establishments (Figure 3-4). Many of these businesses were associated with construction, as well as accommodations and food services.

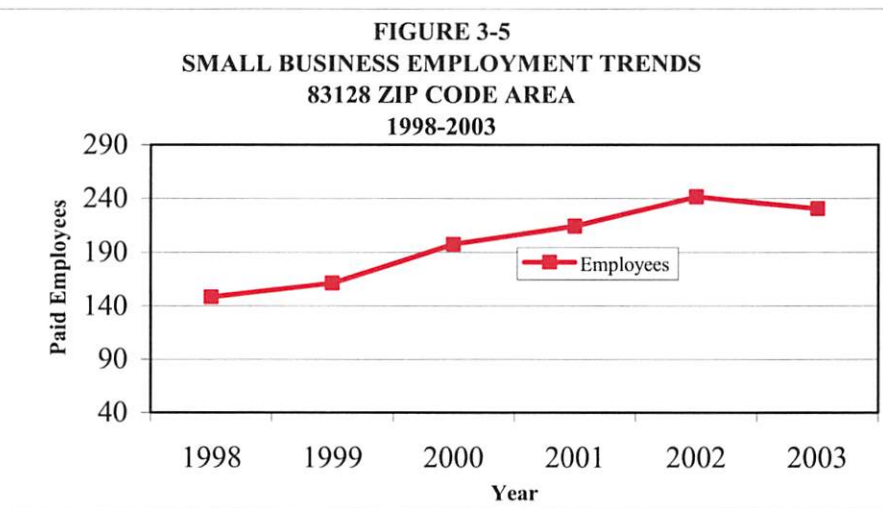
FIGURE 3-4
GROWTH IN SMALL BUSINESS ESTABLISHMENTS
83128 ZIP CODE AREA
1998-2003



Source: U. S. Census Bureau, 2005.

The number of persons employed by these businesses also increased over this time period (Figure 3-5). Much of this employment was generated by the retail trade and construction sectors.

FIGURE 3-5
SMALL BUSINESS EMPLOYMENT TRENDS
83128 ZIP CODE AREA
1998-2003



Source: U. S. Census Bureau, 2005.

3.3.3 Accommodations and Food Services

In 2003, there were 16 businesses within the Alpine zip code area that were associated with the accommodation and food services industry. These businesses included motels and hotels, restaurants, snack bars and drinking establishments. Eight of these types of business establishments were located in Alpine in 2005 (Pedersen Planning Consultants, 2005).

3.3.4 Construction

Approximately one-third of all of the business establishments with paid employees in the Alpine zip code area were associated with the construction industry (U.S. Census Bureau, 2003). Nineteen construction businesses included the following types of construction contractors:

- New Single Family General Contractors (8)
- Electrical Contractors (3)
- Residential Remodelers (2)
- Framing Contractors (2)
- Highway Street and Bridge Construction Contractors (1)
- Other Heavy Construction Contractor (1)
- Roofing Contractor (1)
- Painting and Wall Covering Contractors (1)

The majority of these businesses were small, employing less than 10 people. One business employed between 10 and 19 people while two businesses employed between 20 and 49 persons.

3.3.5 Retail Trade

3.3.5.1 Existing Retail Establishments

In 2003 there were six retail trade establishments located in Alpine that were operated with paid employees. Various other retail establishments in the community were operated by sole proprietors.

The number of retail establishments in the community rose to approximately 35 retail establishments in 2005. Most of these operations continued to be owned and operated by sole proprietors. Retail activities include a grocery store, service stations, a building material supplier and hardware store, a bank, real estate offices, sporting good stores and recreational equipment dealers, and general merchandise operations.

3.3.5.2 Retail Sales Trends and Related Retail Leakage

Available sales tax information from the State Department of Revenue can be used to evaluate retail trade on a county level. While this analysis is not reflective of the specific characteristics of retail trade in Alpine, the analysis enables a better understanding of resident attraction to local retail stores, as well as potential retail trade opportunities.

Total retail sales in Lincoln County grew from around $73.2 million in 2000 to $103.5 million in 2004 (Table 3-8). During the 2000 to 2004 time period, retail trade sales volumes have increased significantly (41 percent). Building materials and hardware accounted for the most significant proportion of total retail sales. However, the growth of sales for miscellaneous retail items also increased significantly. The increase in sales for both merchandise categories is, again, a reflection of expanded land development activities in Star Valley between 2000 and 2004, as well as seasonal visitor expenditures.

TABLE 3-8
RETAIL SALES TRENDS
LINCOLN COUNTY, WYOMING
2000 - 2004

Merchandise Group	*Total Retail Sales*					*Percent Change*
	2000	*2001*	*2002*	*2003*	*2004*	
Building Material and Hardware	13,742,584	13,210,158	16,676,544	19,945,737	25,826,324	88
General Merchandise	4,102,010	3,058,400	3,116,771	2,967,472	5,002,344	22
Food Stores	23,204,246	21,471,262	24,039,048	23,952,043	25,695,777	11
Auto Dealer and Gas Services	9,752,304	9,156,142	10,318,463	11,161,231	11,823,800	21
Apparel and Accessory	1,247,532	1,130,962	948,277	900,888	1,114,542	-11
Home Furnishings	3,167,704	2,691,952	2,790,585	2,929,881	5,435,400	72
Restaurants	11,330,146	11,346,764	11,917,441	12,425,422	13,399,967	18
Miscellaneous Retail	6,624,300	7,645,618	7,746,546	9,294,966	15,168,936	129
Total Retail Trade	73,170,826	69,711,258	77,553,674	83,577,641	103,467,089	41

Source: Wyoming Department of Revenue, 2005.

Retail trade analysis is used to identify the relative strength of a merchandise group in a local economy. This analysis results in the calculation of a pull factor which indicates the strength of a local retail sector. A pull factor greater than one, referred to as surplus, indicates a local economy is capturing a greater amount of potential retail sales. In essence, people from other areas, e.g., visitors, are spending money in the local economy. A pull factor less than one, referred to as leakage, indicates that the local economy is capturing a less than expected amount of potential retail sales, i.e., people from the local economy are traveling outside of the area to make retail purchases.

Available data from 2001 to 2004 indicates that the amount of retail leakage occurring in Lincoln County is decreasing (Table 3-9). While Lincoln County has not posted a surplus in potential retail sales, the 2004 pull factor nearly indicates that Lincoln County is capturing a much greater proportion of potential retail trade expenditures and retail leakage is generally declining.

TABLE 3-9
RETAIL PULL FACTORS
LINCOLN COUNTY, WYOMING
2001 - 2004

Year	*Resident Population*	*Local Per Capita Income ($)*	*Total Retail Sales ($)*	*Number Of Establishments*	*Sales Per Establishments ($)*	*Per Capita Sales ($)*	*Pull Factor*
2001	14,732	24,765	69,711,258	244	285,702	4,732	0.70
2002	14,909	24,284	77,553,674	250	310,215	5,202	0.81
2003	15,208	27,156	83,577,641	257	325,205	5,496	0.75
2004	15,208	27,156	103,467,089	257	402,596	6,803	0.94

Source: Wyoming Department of Administration and Information, Division of Economic Analysis, 2004; U.S. Department of Commerce, Bureau of Economic Analysis, 2004; State of Wyoming Department of Revenue, 2005.

A closer examination of retail sales by various merchandise categories (Table 3-10) provides considerable guidance concerning what types of retail trade are capturing or losing potential retail sales in the Lincoln County economy. For example, the building material and hardware merchandising group experienced significant gains and has captured nearly twice the amount of potential sales than would normally be expected in 2004. These positive gains indicate that building supply operations in Lincoln County, e.g., Jenkins Ace Hardware, are making significant sales to customers who are based outside of Lincoln County.

TABLE 3-10
TOTAL RETAIL SALES BY MERCHANDISE CATEGORY
LINCOLN COUNTY, WYOMING
2004

Merchandise Group	*Proportion of Total Sales (%)*	*Potential Sales ($)*	*Actual Sales*	*Surplus or Leakage*	*Surplus or Leakage as a % of Potential*
Building Material & Hardware	25	13,194,465	25,826,324	12,631,859	96
General Merchandising	5	23,276,117	5,002,344	-18,273,773	-79
Food Stores	25	18,600,373	25,695,777	7,095,405	38
Auto Dealer and Gas Services	11	11,208,062	11,823,800	615,738	5
Apparel and Accessories	1	3,113,738	1,114,542	-1,999,197	-64
Home Furnishing	5	5,318,072	5,435,400	117,328	2
Restaurants	13	17,898,636	13,399,967	-4,498,669	-25
Miscellaneous Retail	15	18,685,839	15,168,936	-3,516,904	-19
Total Retail Sales	**100**	**109,704,615**	**103,467,089**	**-6,237,525**	**-6**

Source: Pedersen Planning Consultants, 2004; Wyoming Department of Administration and Information, Division of Economic Analysis, 2004; U.S. Department of Commerce, Bureau of Economic Analysis, 2004; State of Wyoming Department of Revenue, 2005.

Food stores, auto dealer and gas services, and home furnishing outlets also achieved a surplus in potential sales in 2004. Again, the volume of sales in these merchandise categories suggests a considerable amount of sales to persons living outside of Lincoln County.

In contrast, sales of general merchandise indicate considerable leakage, apparel and accessories, restaurants, and other miscellaneous retail indicate a considerable amount of retail leakage to other retail markets. A significant proportion of these potential sales are probably being lost to regional retail outlets located in nearby communities such as Jackson, WY and Idaho Falls, ID.

3.4 COST-OF-LIVING

Cost of living index numbers indicate how expensive a bundle of goods and services are when compared to an overall average for a regional area such as the State of Wyoming. In Wyoming, cost of living index data is available for each county in the state. Average costs for various types of consumer expenditures are compared to the state wide average and assigned an index number.

In 2004, cost of living in north Lincoln County was generally comparable to average statewide costs (Table 3-11). However, consumer costs for personal care and housing were somewhat higher than average statewide housing costs.

TABLE 3-11
WYOMING COMPARATIVE COST OF LIVING INDEX
FOURTH QUARTER, 2004
Consumer Prices as of January 5, 6, and 7, 2005

County	*All Items*	*Food*	*Housing*	*Apparel*	*Trans-portation*	*Medical*	*Personal Care*
Teton	137	108	167	126	105	113	111
Sublette	115	103	124	126	101	98	113
Campbell	105	102	110	97	101	100	100
Laramie	104	110	109	86	99	97	97
Sheridan	104	109	102	127	97	107	102
Albany	104	92	111	100	101	100	96
Johnson	101	108	97	135	101	102	98
N Lincoln	**100**	**92**	**102**	**100**	**99**	**99**	**107**
Sweetwater	99	96	100	90	100	106	95
Natrona	99	102	98	101	99	93	98
Park	97	101	92	108	100	104	102
Fremont	94	92	90	89	102	103	102
Carbon	94	100	87	94	100	103	100
Uinta	92	91	87	90	100	94	99
Converse	92	88	87	92	99	99	104
Niobrara	90	97	78	110	102	102	106
Platte	90	101	77	101	101	105	102
Hot Springs	90	104	76	119	101	98	99
S Lincoln	90	89	80	107	101	90	111
Washakie	87	93	74	105	101	104	105
Big Horn	87	92	73	117	99	99	104
Goshen	87	88	77	100	99	102	96
Crook	87	92	74	110	102	97	100
Weston	87	90	75	98	100	104	99

Note: The statewide average = 100.

Source: Wyoming Department of Administration and Information, Economic Analysis Division, 2005.

Within Lincoln County, overall cost-of-living in south Lincoln County was also considerably lower than north Lincoln County. The lower cost-of living was largely a reflection of significantly lower housing costs in south Lincoln County. At the same time, consumer costs for apparel, transportation and personal care were lower in north Lincoln County (State of Wyoming, Department of Administration and Information, Economic Analysis Division, 2004).

CHAPTER FOUR
LAND USE

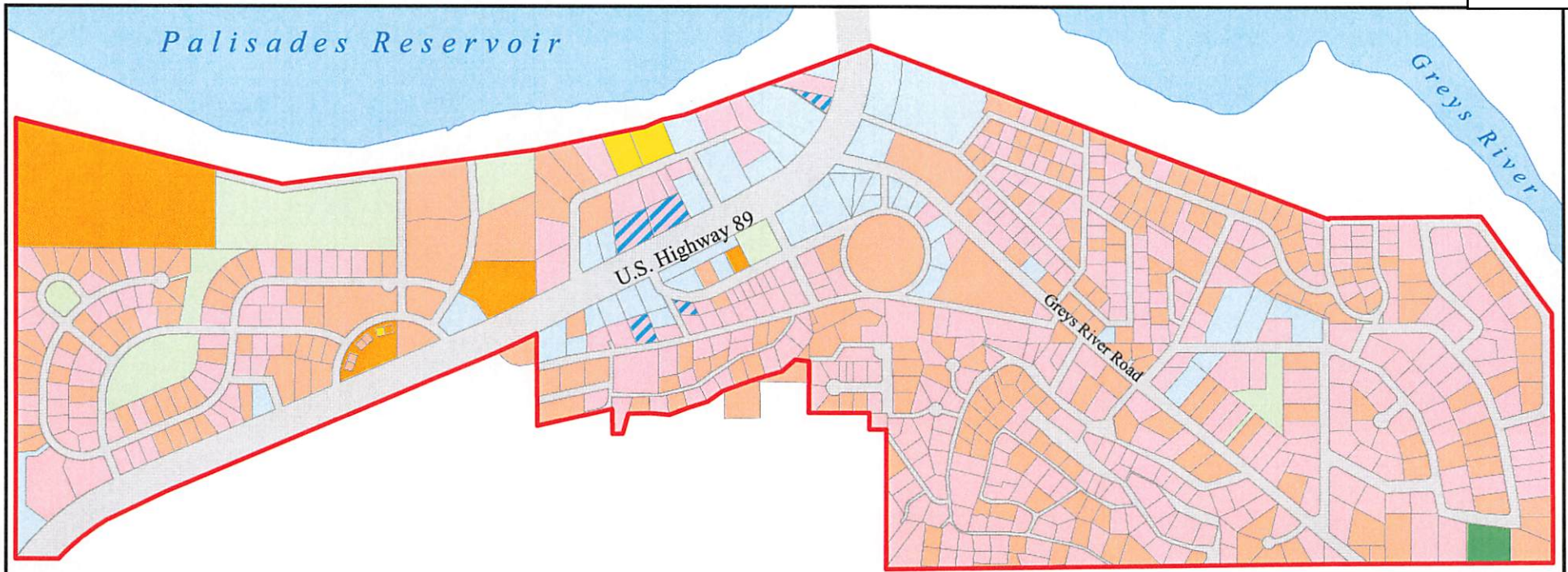
4.1 INTRODUCTION

Chapter Four examines existing land uses, recent land use trends, planned land use projects in the vicinity of Alpine, and the potential demand for future land uses. This analysis provides information that was used to determine the amount and location of lands available for future land use expansion within the community, as well as the type and amount of lands that will be needed to support a growing residential population and land use development in the vicinity of Alpine.



Existing land use records were obtained from Lincoln County. The Lincoln County Assessor and the County Planning Office work cooperatively to maintain a Lincoln County GIS and a current database of existing land uses and land ownership information in Lincoln County. Available data from Lincoln County was supplemented with other more specific land use information that was obtained by Pedersen Planning Consultants via its inventory of existing land uses within Alpine in October 2005. Land use information gained from the October 2005 survey was correlated with available data from the April 2000 Census to examine the type and extent of recent land use changes in the community (Figure 4-1).

Existing land uses were documented and incorporated into tabular files associated with a new geographical information system (GIS). The GIS was developed by PPC as part of the planning process for Alpine's municipal master plan. The new GIS integrates a series of spatial and tabular files that were applied to a digital base map of Alpine that was completed by Surveyor Scherbel, Ltd. in January 2006. These files were converted into shape files using ArcView GIS software.



Legend

- Municipal Boundary
- Rivers and Lakes
- Roads

Existing Land Uses - Oct. 2005

- Agriculture
- Community Facility
- Commercial
- Commercial / Residential
- Public Facility
- Recreation and Conservation
- Residential
- Undeveloped

N

0 290 580 1,160 1,740 2,320 2,900 Feet

Alpine Municipal Master Plan

Existing Land Uses Alpine, Wyoming

Prepared by: Pedersen Planning Consultants
P.O. Box 66, Encampment, WY 82325
Tel: 307-327-5434 Web: www.pedersenplanning.com

Figure 4-1

The forecast of future land use demands considered vacant or undeveloped lands that may be available to support future land use development during the 2007-2017 period. Forecasts were also based upon an examination of relevant population, land use and economic trends, as well as planned land use development in the vicinity of Alpine.

4.2 RESIDENTIAL

4.2.1 Housing Inventory

In October 2005, there were approximately 416 housing units in Alpine (Table 4-1). This housing inventory included a combination of detached and attached single-family housing, single-family manufactured homes, and residential apartment units. The housing inventory in October 2005 contrasts to 336 housing units that were documented by the U.S. Census in April 2000. This residential expansion indicates that the number of housing units in the community rose almost 23 percent in about 5.5 years.

TABLE 4-1
TYPE AND NUMBER 0F HOUSING UNITS
ALPINE, WYOMING
OCTOBER, 2005

Housing Unit Category	*Estimated Number of Units*
Single Family Residential - Detached	310
Single Family Residential - Attached	65
Permanent Mobile Home or Manufactured Housing	6
Temporary Mobile Home or Manufactured Housing	1
Apartment Units	34
Total Residential Units	**416**

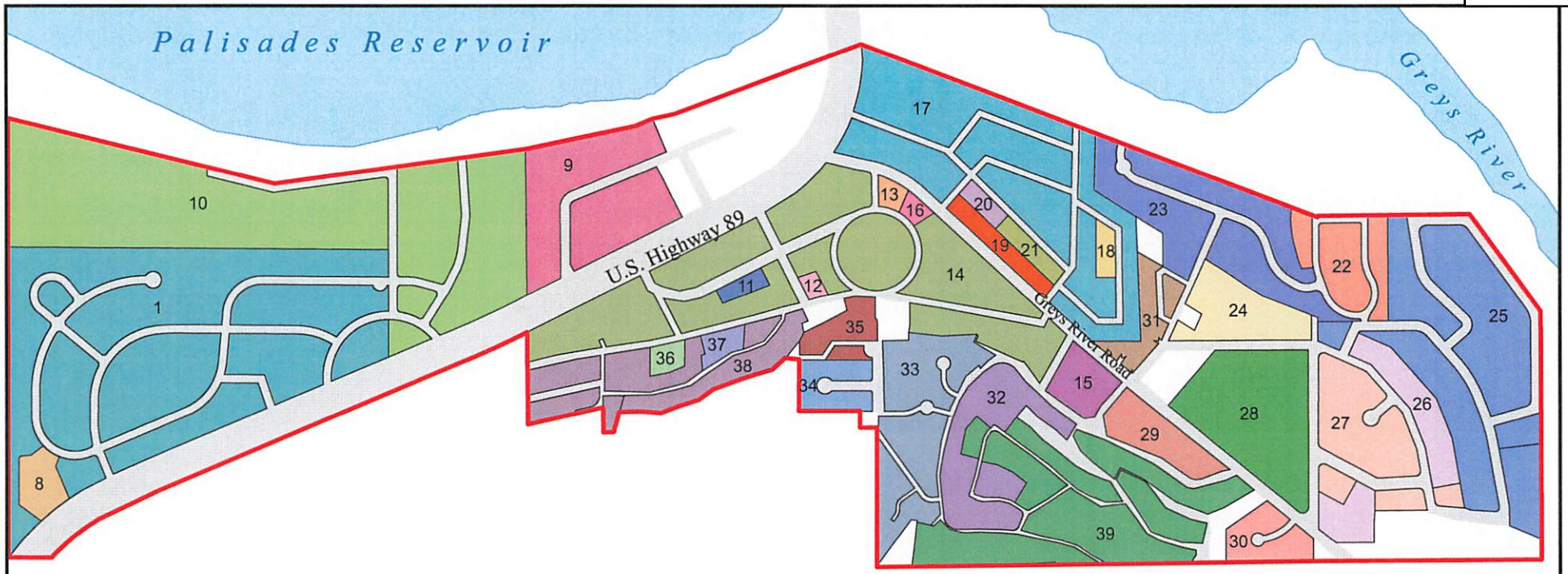
Notes: Attached single family housing includes duplex, triplex, and fourplex units.
Source: Pedersen Planning Consultants, 2005.

Single-family homes represent 92 percent of all housing in the community. Approximately 310 homes in the community are detached single-family dwellings (Table 4-1) that were built using stick-built construction. An additional 65 single-family homes are attached, residential duplex units. Single-family housing also includes seven manufactured homes that are installed on either permanent or temporary foundations. Single-family housing is located in almost every subdivision within Alpine (Figure 4-2).

Multi-family housing includes approximately 34 apartment units. Residential apartments are located in the Lakeview Estates (Tract C) and Palisades Heights subdivisions (Figure 4-2). Another apartment complex is located northeast of Palisades Heights subdivision near the Three Rivers Motel.

4.2.2 Occupancy

During the October 2005 survey, about 36 homes in the community were believed to be vacant. This represented about nine percent of the total housing inventory. In October 2005, it was not determined whether or not these homes were vacant due to seasonal or recreational use, or vacated for pending sale of one or more residential properties.



Legend

Subdivision Name

- 01 = River View Meadows
- 08 = River View Meadows Townhome West Addition
- 09 = Palisade Heights
- 10 = Alpine West
- 11 = Lost Elk Townhouses
- 12 = Wilderness Townhouse Addition
- 13 = Lakeview Estates 2nd Addition
- 14 = Lake View Estates Tract C
- 15 = Alpine Estates #2
- 16 = Lakeview Estates 7th Addition
- 17 = Palisades Park Subdivision
- 18 = Palisades Park 2nd Addition
- 19 = Palisades Park 3rd Addition
- 20 = Palisades Park 4th Addition
- 21 = Palisades Park 5th Addition
- 22 = Greys River Village #1
- 23 = Greys River Village #2
- 24 = Kilroy Addition
- 25 = Forest Meadows
- 26 = Three River Meadows Estates A
- 27 = Three River Meadows Estates B
- 28 = Grey's River Valley
- 29 = Alpine Estate #1
- 30 = Bridger homes
- 31 = Strout Subdivision
- 32 = Lakeview Estates 3rd Addition
- 33 = Grandview Enterprises
- 34 = Alpine Pines Subdivision
- 35 = Mountain Meadows
- 36 = Lakeview Estates 6th Addition
- 37 = Lakeview Estates 8th Addition
- 38 = Lakeview Estates Tract B
- 39 = Lakeview Estates Tract A

Alpine Municipal Master Plan

Land Subdivisions Alpine, Wyoming

Prepared by: Pedersen Planning Consultants
P.O. Box 66, Encampment, WY 82325
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Figure 4-2

Fifty-six vacant housing units were documented during the April 2000 Census. Forty-five of the 56 vacant housing units, or about 13 percent of the total housing inventory, were documented to be for seasonal, recreational or occasional use.

In April 2000, about sixty-eight percent of the housing units were owner occupied. The remaining 32 percent were occupied by persons renting their place of residence. No attempt was made to determine the proportion of homes in Alpine that were rental units in October 2005.

4.2.3 Recent Residential Construction

Residential building permits issued by the Town of Alpine from 2000 through 2005 included, at least, 123 new residential structures that were constructed in the community. Eighty-six of these structures were single-family homes. The remaining residential structures included 37 multi-family housing units (Table 4-2).

TABLE 4-2
RESIDENTIAL CONSTRUCTION ACTIVITY
2000 THROUGH 2005

Year	Single-Family Home	Single-Family Manufactured Home	Multi-Family Housing Unit	Total Housing Units
2000	11	2	0	13
2001	24	7	10	41
2002	13	0	20	33
2003	14	1	4	19
2004	10	0	0	10
2005	4	0	3	7
Total 2001-2005	**76**	**10**	**37**	**123**

Source: Town of Alpine, 2005.

Available building permit data indicates that recent construction was strong during the 2000-2005 period, particularly during 2001 and 2002. The amount of residential construction gradually declined from 2003 through 2005.

4.2.4 Recent Sales Trends and Cost of Housing

A review of unimproved and improved residential property sales, between January 2004 and October 2005, provides some insight concerning recent trends in the local housing market. This analysis aggregated residential property sales for each subdivision within the Town of Alpine, as well as several rural subdivisions in the unincorporated area north of Alpine.

4.2.4.1 Residential Property Sales in the Town of Alpine

Between January 2004 and October 2005, approximately 48 improved residential properties were sold in Alpine. The average sales price for an improved residential property in Alpine was $259,068 (Table 4-3). These sales involved properties in several residential subdivisions in the community. About 31 percent of the sales of improved residential property were located in the River View Meadows Addition.

TABLE 4-3
IMPROVED PROPERTY SALES BY SUBDIVISION
TOWN OF ALPINE
JANUARY 2004 THROUGH OCTOBER 2005

Subdivision	Total Improved Residential Property Sales	Average Property Size (acre)	Average Sale Price ($)
Alpine Estates Block 2	1	0.50	125,000
Grandview Enterprises	1	N/A	288,500
Grey's River Valley	1	0.90	351,000
Greys River Village	4	0.40	245,900
Greys River Village #2	1	N/A	N/A
Lakeview Estates Tract A	4	0.43	277,000
Lakeview Estates Tract B	1	N/A	N/A
Lakeview Estates Tract C	2	0.32	270,500
Lakeview Estates 3rd Addition	2	0.37	216,333
Lost Elk Townhouses	2	N/A	N/A
Palisades Heights	4	N/A	204,375
Palisades Park	4	0.29	200,583
Palisades Park 2nd Addition	1	0.21	175,000
Palisades Park 5th Addition	1	N/A	N/A
Palisades Park Addition	1	0.29	180,583
River View Meadows Addition	15	0.32	201,951
River View Townhomes West Addition	2	N/A	173,000
Three Rivers Meadows Estates B	1	0.50	146,000
Total Sales/Average Price	**48**		**259,068**

Source: Jackson Hole Real Estate & Appraisals, LLC, 2005.

All of the improved property sales included properties that were less than one acre in size. Most properties were less than 0.5-acre in size.

During the same period, 33 unimproved residential properties were sold in Alpine. Most of these sales included unimproved properties in the River View Meadows Addition. Almost all of the unimproved property sales involved vacant lots that were 0.5 acre or less in size. The average sales price for an unimproved residential property in Alpine was $45,128 (Table 4-4).

TABLE 4-4
UNIMPROVED PROPERTY SALES BY SUBDIVISION
TOWN OF ALPINE
JANUARY 2004 THROUGH OCTOBER 2005

Subdivision	Total Unimproved Residential Property Sales	Average Property Size (acre)	Average Sale Price ($)
Alpine Estates	2	0.50	55,000
Forest Meadows	1	0.50	53,000
Greys River Village	2	N/A	NPA
Lakeview Estates	7	0.25	45,300
Palisades Park	4	0.22	55,000
River View Meadows	14	0.32	42,267
Three Rivers Meadows	2	N/A	NPA
Alpine Pines Subdivision	1	0.23	42,750
Total Sales/Average Price	**33**		**45,128**

Source: Jackson Hole Real Estate & Appraisals, LLC, 2005.

4.2.4.2 Residential Property Sales North of Alpine

Sales of improved residential property north of Alpine included 11 properties in five subdivisions. Approximately 45 percent of the improved property sales included residential properties in the Alpine Village subdivision (Table 4-5).

The size of improved residential properties ranged from 0.13 to almost nine acres in size. Given the variability in the size and value of residential improvements, the average sales price for these properties ranged between $115,000 and $273,750, or an average price of $253,945.

TABLE 4-5
IMPROVED PROPERTY SALES BY SUBDIVISION
NORTH OF ALPINE
JANUARY 2004 THROUGH OCTOBER 2005

Subdivision	Total Improved Residential Property Sales	Average Property Size (acre)	Average Sale Price ($)
Alpine Village	5	2.53	321,580
Blue Lake Estates	2	0.38	149,000
Lazy B Subdivision	1	1.10	225,000
Livingston Subdivision	1	0.13	115,000
Peters Subdivision	2	2.50	273,750
Total Sales/Average Price	**11**		**253,945**

Source: Jackson Hole Real Estate & Appraisals, LLC, 2005.

From January 2004 through October 2005, there were 13 unimproved residential property sales north of Alpine. More significantly, reservations for potential purchases of 125 lots in the Alpine Meadows subdivision (Table 4-6) were made prior to the construction of site improvements in the subdivision. Consequently, recent property sales north of Alpine demonstrate a considerable demand for unimproved property. The average price for unimproved residential property north of Alpine was roughly $90,432.

TABLE 4-6
UNIMPROVED PROPERTY SALES BY SUBDIVISION
NORTH OF ALPINE
JANUARY 2004 THROUGH OCTOBER 2005

Subdivision	Total Unimproved Residential Property Sales	Average Property Size (acre)	Average Sale Price ($)
Alpine Meadows	125	0.45	89,000
Alpine Village	5	N/A	N/A
Archie Hills	1	2.27	210,790
Blue Lake Estates	1	0.38	149,000
Lazy B Subdivision	1	N/A	N/A
Livingston Subdivision	1	0.13	115,000
Palisades Pines	1	15.00	N/A
Rees Subdivision	3	0.40	66,000
Total Sales/Average Price	**138**		**90,432**

Source: Jackson Hole Real Estate & Appraisals, LLC, 2005.

4.2.5 Potential Opportunities for Future Residential Expansion

4.2.5.1 Within the Alpine Municipal Boundary

In a growing community, it is essential that land is available to accommodate potential opportunities for future residential expansion. The potential unavailability of lands suitable for potential residential expansion is one of the primary factors that influences potential investments in small business and housing development, as well as the related in-migration of new residents.

For this reason, vacant properties identified during the October 2005 land use inventory were correlated with zoning district designations depicted on the current zoning map for the Town of Alpine. This evaluation led to the following conclusions:

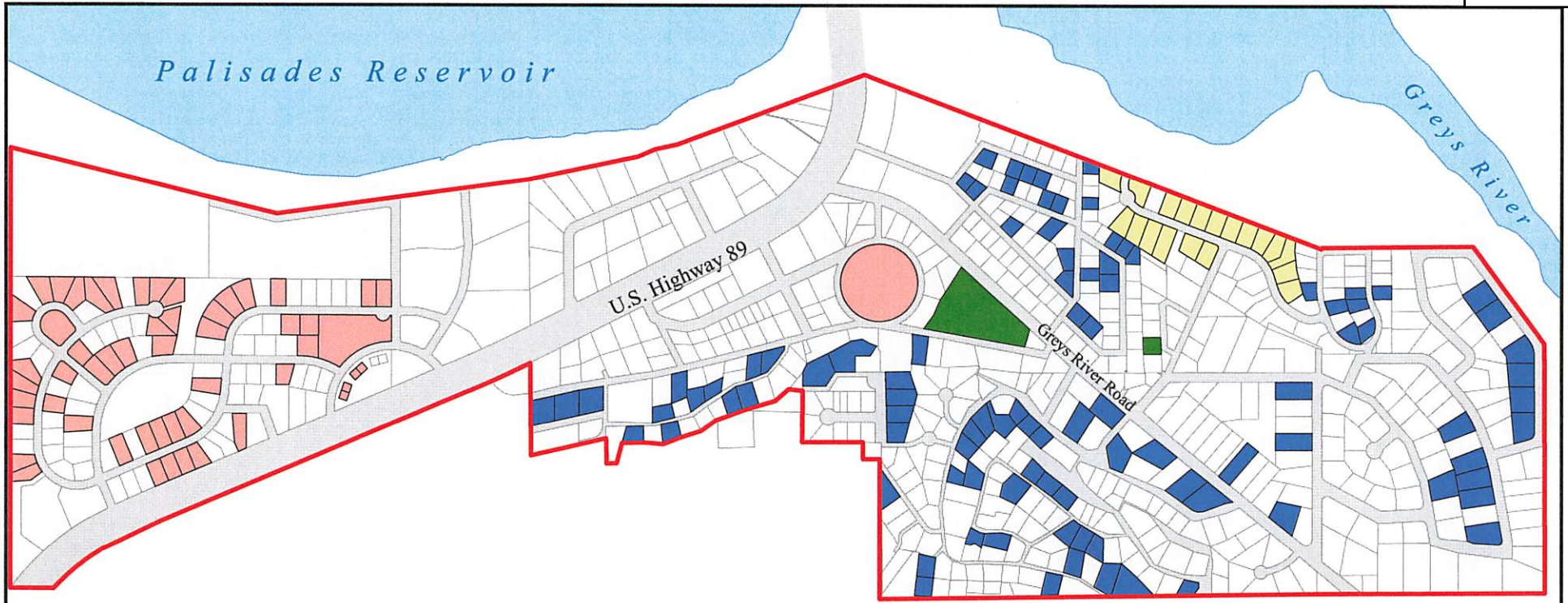
- There are approximately 205 vacant residential properties zoned for residential use that could potentially be developed for residential expansion (Figure 4-3).
- There are an additional 25 undeveloped properties zoned Planned Unit Development that may, in part, be used for residential expansion (Figure 4-3).

Vacant properties zoned for residential use include land parcels that are included within existing residential zoning districts R-1 and R-2. There are 198 parcels zoned in the R-1 district while only seven vacant parcels are situated in the R2 district (Figure 4-3). Many of these parcels are found in the Lakeview Estates, Alpine Estates, Grandview Enterprise, Forest Meadows, and Palisades Park subdivisions. Vacant land parcels represent potential opportunities for residential expansion. Each of these subdivisions has improved municipal road access. However, residential expansion is somewhat constrained or discouraged by the lack of a municipal wastewater collection system in these areas. Higher residential densities in these areas may eventually impact the groundwater quality of private groundwater wells in these subdivisions.

Twenty-five undeveloped properties zoned for Planned Unit Development could also be used, in part, for residential land uses. These parcels are located in the Greys River Village subdivision which is accessible via improved municipal roads. At the same time, future residential expansion in this subdivision is discouraged by the lack of a municipal wastewater collection system. Again, higher residential densities in these areas may eventually impact the groundwater quality of private groundwater wells in these subdivisions.

About 52 of the undeveloped properties in Alpine are located in River View Meadows subdivision on the south end of Alpine. Single-family residential expansion opportunities are very feasible in this area in light of improved roadway access, available connections to municipal water distribution and sewer collection lines, and similar land uses on adjoining land parcels.





Legend

- Municipal Boundary
- Rivers and Lakes
- Roads

Potential Residential Expansion Areas

- Undeveloped Parcels, R-1 Zoning Designation
- Undeveloped Parcels, R-2 Zoning Designation
- Undeveloped Parcels, Planned Unit Development Designation
- Undeveloped Parcels, No Zoning Designation

N

530 265 0 530 1,060 1,590 2,120 Feet

Alpine Municipal Master Plan

Potential Residential Expansion Areas Alpine, Wyoming

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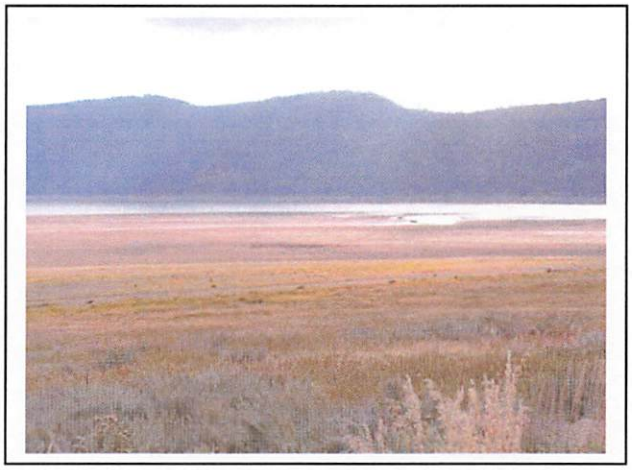
Figure 4-3

4.2.5.2 Potential Annexations of Planned Residential Development

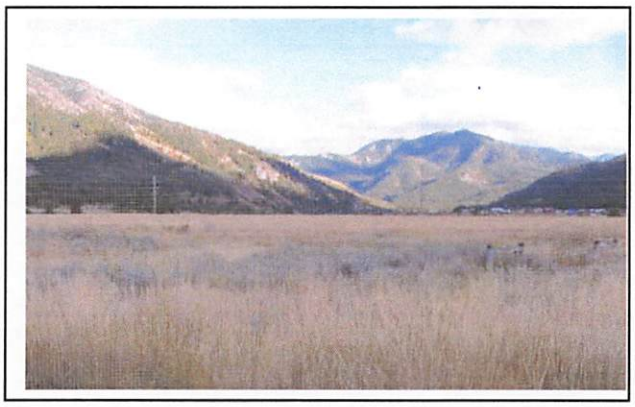
Two planned land use development projects north of Alpine include proposals for a combination of residential and commercial land uses. These projects include:

- the Alpine Meadows Subdivision which will be located north of Palisades Reservoir and west of Alpine Junction; and,
- the Snake River Junction project that is proposed for a site on the southeast side of Alpine Junction.

The Alpine Meadows Subdivision, which is being developed by the Meridian Group in Jackson, Wyoming, is a project that will include, in part, 156 residential lots (Figure 4-4). These lots are intended for single-family residential housing. The residential lots will be accessible via paved roadways. The developer will also provide available connections to water distribution and wastewater collection lines. Site development work for the subdivision is already underway at the time of this report.



The Snake River Junction project, proposed by Alpine Development Group, Inc., would, in part, construct approximately 198 residential condominiums (Figure 4-5). The authority to develop this project is pending the approval of Lincoln County and a related review by the Town of Alpine. The developer also intends to provide paved access throughout the subdivision, as well as water distribution and wastewater collection systems.

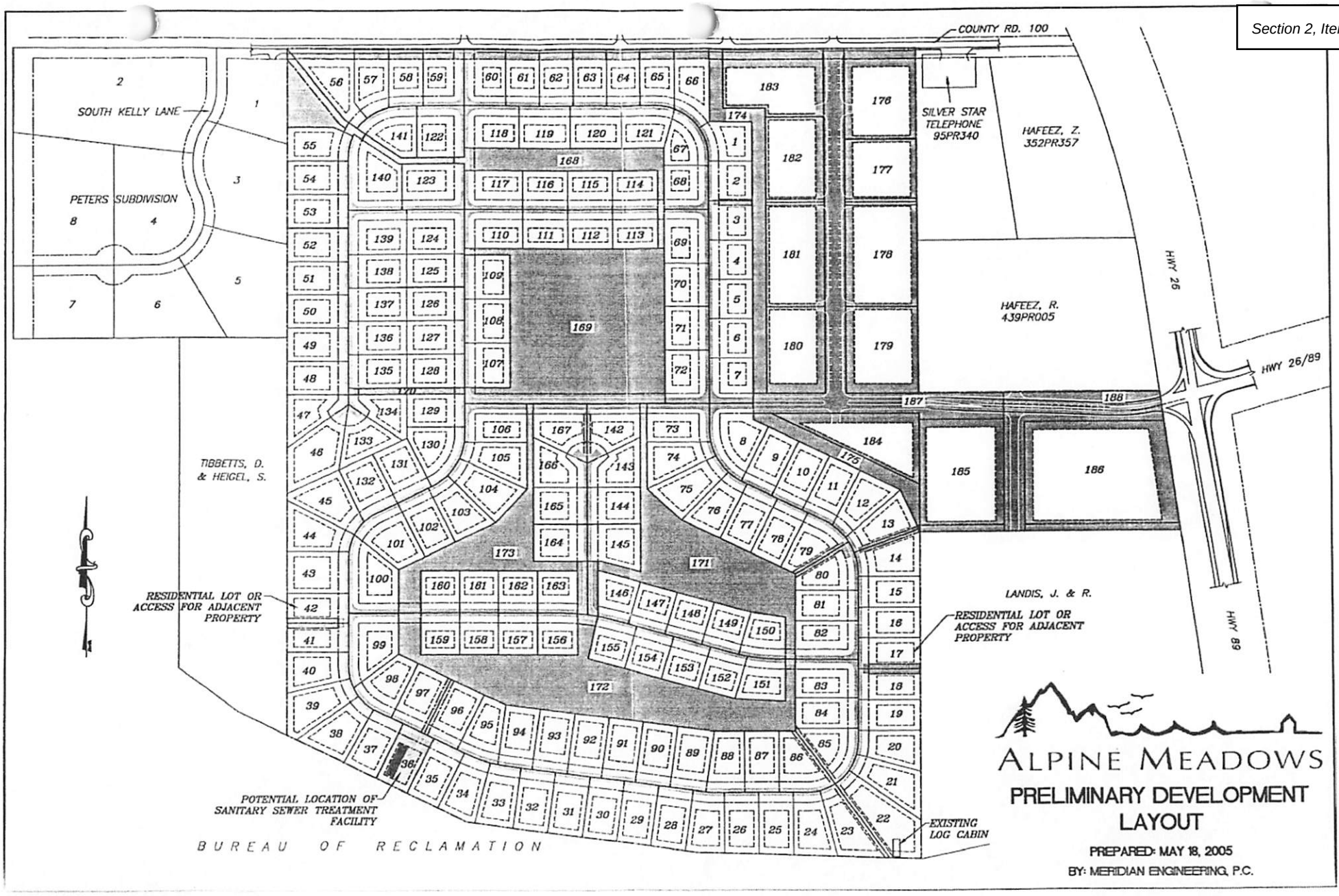


The potential annexation of one or both of these development projects by the Town of Alpine represents a potential opportunity to gain more land area that could support future residential expansion and diversify the housing inventory. The merits and constraints associated with the annexation of each of these projects are discussed more fully in Chapter Seven.

4.2.6 Anticipated Housing Demand

4.2.6.1 Within the Alpine Municipal Boundary

Given the anticipated population growth from 2006 through 2016 and the average household size of roughly 2.53 persons in April 2000, there is an anticipated demand for the construction of 48 new residential units within the 2005 municipal boundary. If this expansion is realized, Alpine's current housing inventory would increase to approximately 461 units by 2016.



Alpine Municipal Master Plan

Alpine Meadows Preliminary Development Layout

Figure 4



Alpine Municipal Master Plan

Snake River Junction Project Conceptual Site Plan

Figure 4.

Future residential demands will occur in various subdivisions within the community. Most of the future residential demand is expected to occur in the River View Meadows Subdivision where there is a relatively high concentration of undeveloped lots and available connections to municipal and water sewer systems. However, with the potential expansion of the municipal sewer system, other concentrations of undeveloped properties, e.g., Greys River Village 2 and Lakeview Estates subdivisions, represent other potential locations for future housing development.

Continued increases in the cost of residential housing in Teton County will continue to attract a growing number of working Teton County residents to Alpine. It is expected that this "working commuter" market will primarily desire to purchase single-family homes.

At the same time, a significant proportion of the employed labor force in Alpine is employed in the construction industry. Construction workers and their families are often more transient recognizing that land use development activities in most communities are both seasonal and cyclical in nature. For this reason, construction workers and their families often are more attracted to temporary housing opportunities that are available in multi-family housing. From 2006 through 2016, it is anticipated that approximately 25 percent of all new housing demand will be for affordable multi-family housing units, such as residential duplexes, townhomes, or apartments.

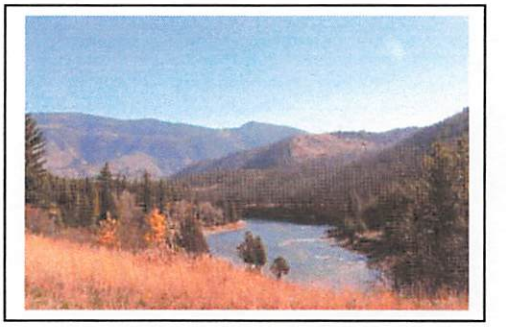
4.2.6.2 Alpine Meadows and Snake River Junction

As stated earlier, the Alpine Meadows Subdivision is approved to include 156 single family housing units. East of Alpine Meadows, the proposed Snake River Junction project is planned to comprise 198 residential condominiums.

It is expected that residential demands in the vicinity of Alpine will result in a complete build-out of all single-family homes and residential condominiums during the 2006-2016 period. If these areas are eventually annexed to the Town of Alpine, both projects would add 402 housing units to the housing inventory of Alpine.

The Alpine Meadows Subdivision and the proposed Snake River Junction project will be attractive to the working commuter in Teton County. Convenient access to Alpine Junction will enable future residents to commute to work in Jackson and other parts of Teton County. Retail trade, eating and drinking establishments and other commercial services within each project, as well as neighboring Alpine, will provide convenient shopping opportunities and amenities for new residents.

The Snake River Junction project will also have additional appeal to seasonal residents who may choose to stay in Alpine during the summer and fall months. Scenic natural assets and abundant recreational opportunities in the vicinity of Alpine, the close proximity of the Grand Teton National Park and Yellowstone National Park, and a small community atmosphere will be the assets that will be especially important to seasonal residents.



4.2.6.3 Other Areas North of Alpine

In October 2005, there were approximately 238 undeveloped parcels in rural residential subdivisions north of Alpine (Figure 4-6). The undeveloped parcels are exclusive of those in the Alpine Meadows Subdivision and the proposed Snake River Junction project. These undeveloped parcels will continue to be attractive to the working commuter market and seasonal residents for future residential housing.

By 2016, it is expected that 80 percent, or 187, of the 238 undeveloped parcels will be developed for single-family residential housing. This demand is anticipated despite the lack of a centralized water and sewer system.

Approximately 205 residential units were already developed in this area in October 2005. Anticipated new residential development is expected to increase the total number of housing units in this area to roughly 392 homes by 2016.

4.3 COMMERCIAL

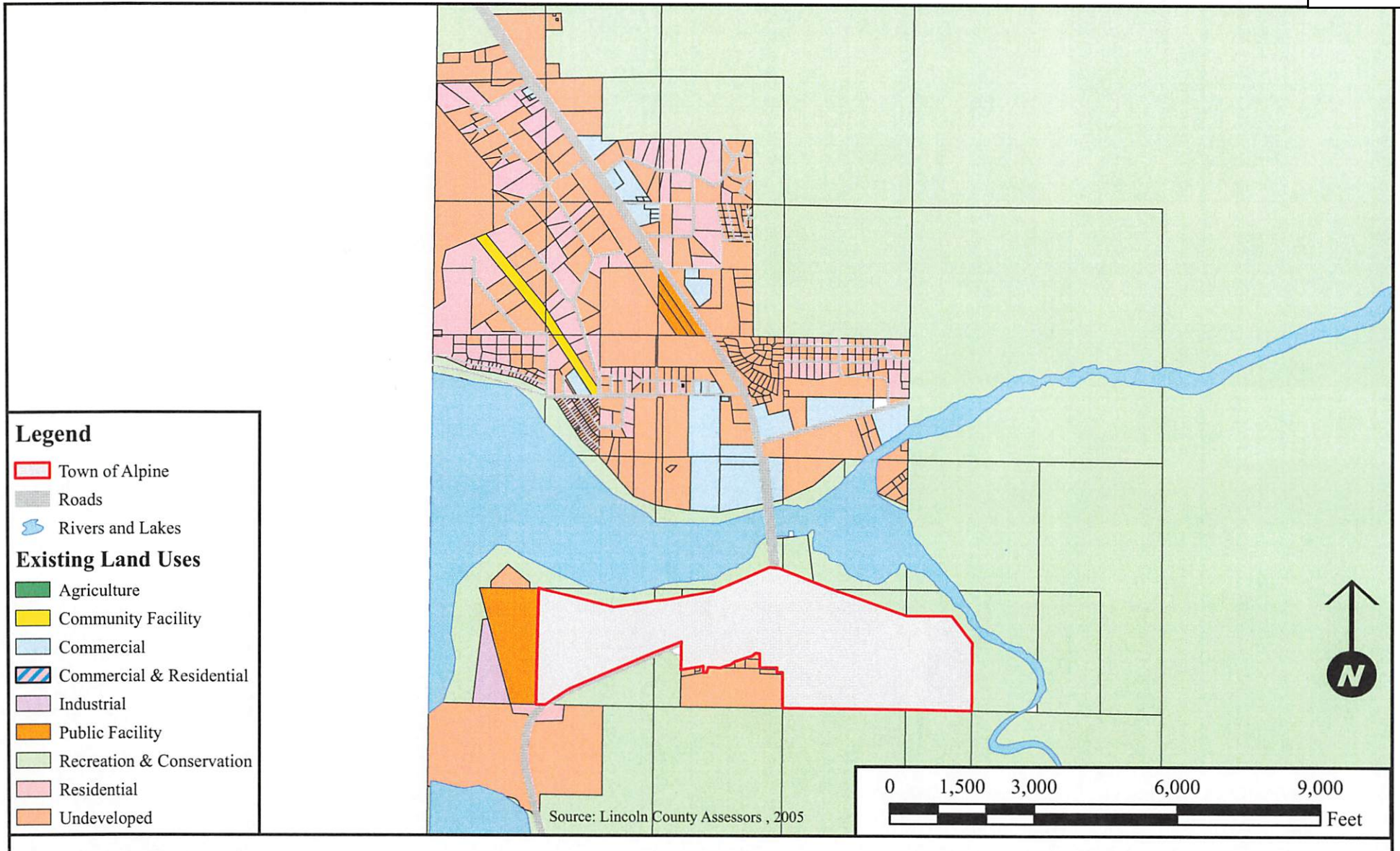
4.3.1 Existing Commercial Land Uses

In October 2005, there were approximately 41 commercial business establishments in Alpine (Table 4-7). Most of the existing commercial land uses are located along the Highway 89 corridor. Several commercial facilities are located along Greys River Road (Figure 4-7).

TABLE 4-7
COMMERCIAL FACILITIES
ALPINE, WYOMING
OCTOBER 2005

Facility Name	
Professional, scientific, and technical services	**Accommodation and food services**
Alpine Vet Clinic	3 Rivers Motel
Construction	Alpine Market
Mountain Home Builders	Bull Moose Saloon
Rice Kilroy Construction Company	Frenchy's Barbeque
Wilderness Roofing	Gunnar's Pizza
Retail trade	Klinger's
Alpine Rod & Reel	Mug Shot Espresso
Alpine Variety/Dollar Store	Red Baron
Alpine Video	**Finance, insurance, real estate and rental and leasing**
Alpine Village Shoppe	Bank of Alpine
Black Mountain Rental	Bank of Star Valley
Calamity Jane	First National Bank
Cindy's Barber Shop	Heath Properties
Grey's River Hair Design	Jackson Hole Real Estate & Appraisal
Jenkins Ace Home Center	Real Estate of Star Valley
Journey Travel	ReMax
NAPA Auto	Sotheby's
North Side: corner is Alpine Video	Wyoming Home & Ranch
Sinclair Service Station	**Educational, health and social services**
Snake River Saloon and Campground	Alpine Family Medical Center
Texaco Station/the Hitching Rail	Dental Care of Alpine
TJ's Sports	Little Acorn Day Care
Transportation and warehousing, and utilities	Tan-A-Rama
Alpine Car Wash	**Manufacturing**
Alpine Service & Repair/U-Haul/Storage Units	Good Furniture, Inc.
Riverview Storage R.V. and Personal Units	

Source: Pedersen Planning Consultants, 2005.

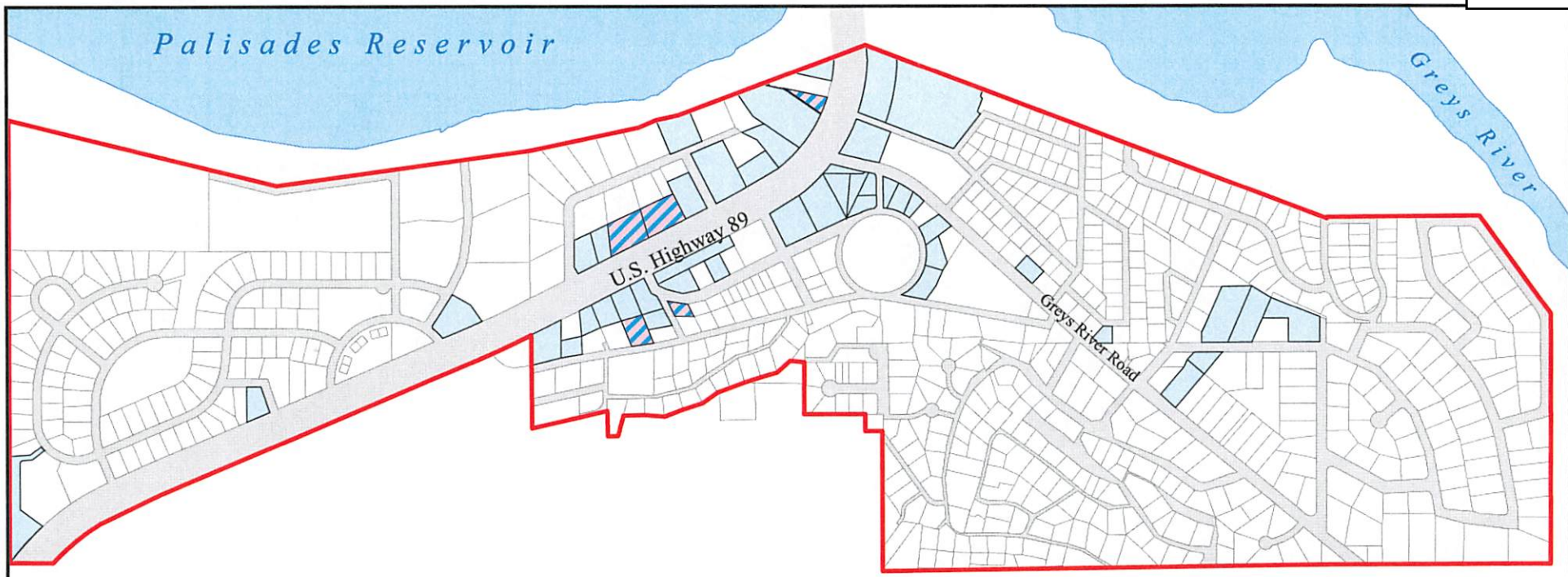


Alpine Municipal Master Plan

Existing Land Uses North of Alpine, Wyoming

Prepared by: Pedersen Planning Consultants
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Figure 4-6



Legend

- Municipal Boundary
- Rivers and Lakes
- Roads

Commercial Land Uses - Oct. 2005

- Commercial
- Commercial / Residential

N

0 285 570 1,140 1,710 2,280 2,850 Feet

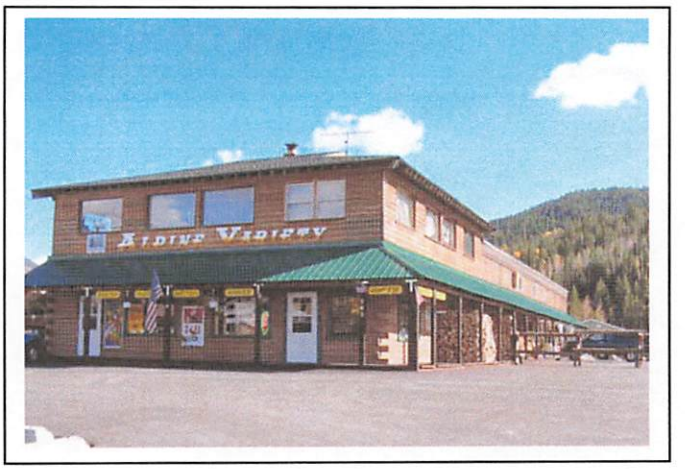
Alpine Municipal Master Plan

Existing Commercial Land Uses Alpine, Wyoming

Prepared by: Pedersen Planning Consultants
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Figure 4-7

Existing commercial facilities support various types of small businesses in the community. Retail trade, accommodations and food services, as well as finance, insurance and real estate companies dominate the type of small businesses operating in the community. However, commercial activities also include various construction contractors, educational, health and social services, technical services such as a veterinary clinic, a furniture manufacturer, as well as a car wash, service and repair operations, and storage unit facilities (Table 4-7).



4.3.2 Recent Commercial Construction

Commercial building permits issued by the Town of Alpine from 2000 through 2005 indicate that, at least, 22 commercial structures were constructed in the community during this period. Commercial construction was more prominent in 2004 when new motel units, a bank, and commercial offices were developed.

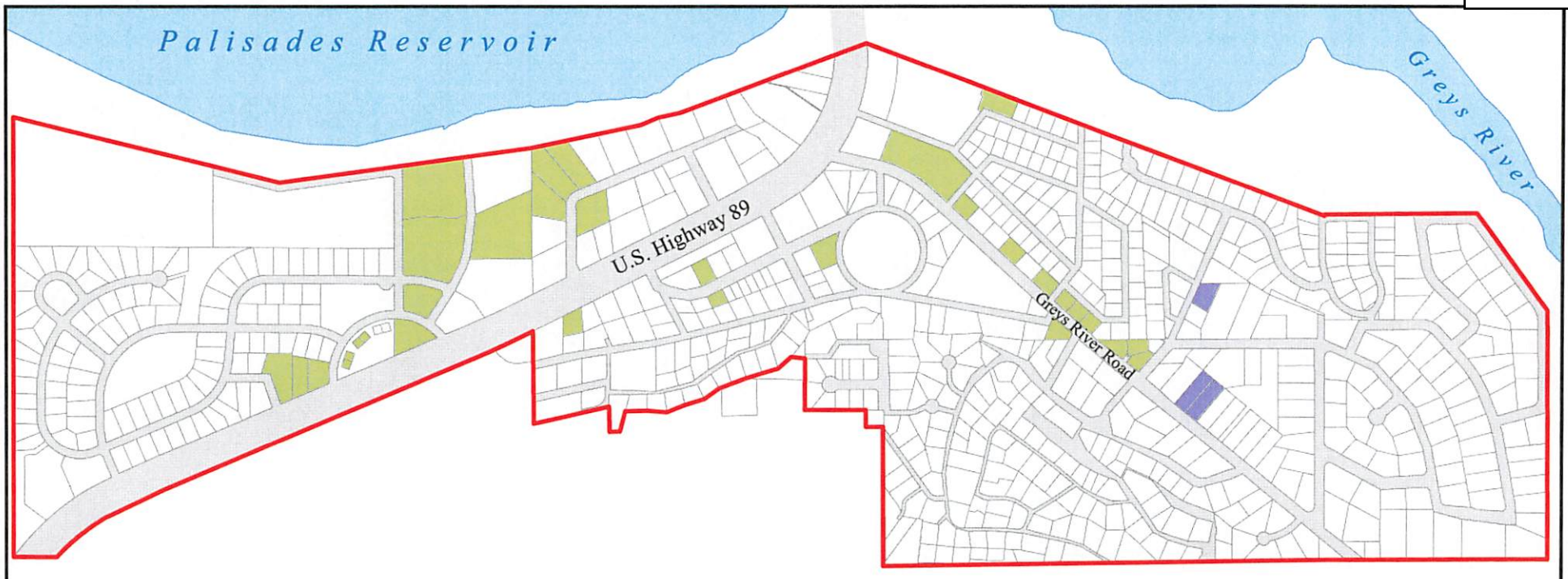
4.3.3 Potential Opportunities for Future Commercial Expansion

4.3.3.1 Within the Alpine Municipal Boundary

Current municipal zoning includes two zoning district designations for commercial land uses. These districts include the Light Commercial Zone (B1) and Commercial (C1). The Light Commercial zoning district (B1) is primarily intended to support retail trade and services. In contrast, the Commercial district (C1) is intended to provide area for wholesale, processing, and distribution operations, construction yards, and related facilities.

The municipal zoning map includes approximately 14 C-1 zoned lots and 124 B-1 lots. In October 2005, approximately 32 of these lots were undeveloped. Existing zoning district designations suggest that future commercial expansion should primarily take place along the northeast side of Greys River Road between U.S. Highway 89 and Meadows Drive, several lots in the River View Meadows subdivision fronting U.S. Highway 89, as well as on municipal owned property east of River View Meadows subdivision (Figure 4-8). Three commercial lots with a B-1 zoning designation remain undeveloped on the south side of U.S. Highway 89.

Potential commercial expansion along Greys River Road appears feasible in light of the convenient access from U.S. Highway 89. Greys River Road is also the primary access for visiting campers and other persons making use of the Bridger-Teton National Forest. At the same time, the location of some types of commercial activities away from U.S. Highway 89 may not be feasible for some businesses, e.g., eating and drinking establishments, that require a strong dependency upon customers traveling through the community, i.e., highway traffic.



Legend

- Municipal Boundary
- Rivers and Lakes
- Roads

Potential Commercial Expansion Areas

- Undeveloped Parcels, B-1 Zoning Designation
- Undeveloped Parcels, C-1 Zoning Designation

N

0 280 560 1,120 1,680 2,240 2,800 Feet

Alpine Municipal Master Plan

Potential Commercial Expansion Areas Alpine, Wyoming

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Figure 4-8

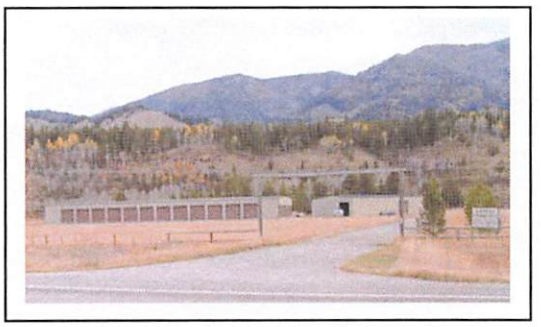
4.3.3.2 Potential Annexation of Planned Commercial Facilities

North of Alpine, there are several commercial facilities (Table 4-8). Most of these facilities are associated with accommodations and food services. Owners of, at least, two commercial facilities north of Alpine have expressed some interest in potential annexation to municipal officials.

TABLE 4-8
COMMERCIAL FACILITIES
SURROUNDING ALPINE, WYOMING
OCTOBER 2005

Type and Name of Facility	
Construction	**Accommodation and food services**
Three Rivers Construction	Alpen Haus Resort
Manufacturing	Alpine Inn
Alpine Metal Works	Aspen Chalet Cabins
Retail trade	Flying Saddle
Andco Fireworks	Nordic Inn
Bannas Sporting Goods	**Finance, insurance, real estate and rental and leasing**
Black Cat Fireworks	Alpine Storage
Chevron Service Station	Edwal Storage
Snake River Fireworks	

Source: Pedersen Planning Consultants, 2005.



The Alpine Meadows project and planned Snake River Junction project will also generate the development of a considerable amount of new commercial land uses in the vicinity of Alpine. Site improvements for the Alpine Meadows project are underway at the time of this report. Developers of the proposed Snake River Junction project continue to carry out more detailed site planning and related project authorizations from Lincoln County.

Commercial expansion is also occurring within the Best Western motel facility along the south side of U.S. Highway 26. Owners of this facility are attempting to expand their visitor market, as well as provide additional onsite amenities.

On the northeast side of Alpine Junction, the Rinehart family continues to pursue and consider future improvements to existing commercial facilities. Existing land uses include a service station, convenience store, the Alpen Haus motel, an RV park, the Three Rivers Construction offices, and other onsite amenities.

Alpine Meadows

The Alpine Meadows project will contain a business park that will comprise eight commercial lots on almost 10 acres of land. Since the Meridian Group has received authorization for a planned unit development from Lincoln County, the business park

may include a combination of commercial and residential uses. For example, the business park may include metal fabrication and woodworking shops, storage warehouses, dry cleaners, wholesale facilities serving the construction industry, and other service facilities. At the same time, other lots in the business park may be developed and used to support professional offices, a variety of commercial retail establishments, and vehicular parking facilities (The Meridian Group, 2005).

Three additional commercial lots comprising about six acres will be developed along the entry to the Alpine Meadows project. This area is planned to incorporate mixed commercial and residential uses. Ground floor retail may include a service station and convenience store, a bank, professional offices, a movie theatre, and other retail outlets. The second floor may contain similar commercial uses or include residential apartments (The Meridian Group, 2005).

Snake River Junction

Plans for the Snake River Junction project on the southeast side of Alpine Junction includes, as stated earlier, a combination of residential and commercial land uses. Potential commercial land uses may include a bank, professional offices, and other retail outlets (Mavis, 2005).

Flying Saddle

The ongoing renovation and expansion of the Flying Saddle, which is situated along the south side of U.S. Highway 26, is also underway at the time of this report. This expansion is to be completed in two phases.

The first phase of this expansion is to include construction of a large lobby, a gift shop, liquor store, lounge, an expanded restaurant to accommodate 60 people, as well as an attached meeting room to seat an additional 30 persons. The first phase is scheduled for completion in June 2006.

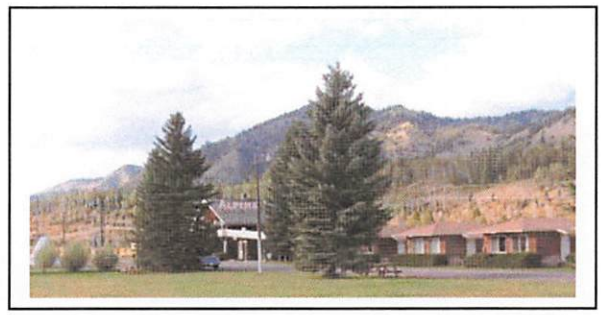
The second phase of improvements, scheduled to begin in October 2006, would include the construction of 32 additional motel rooms. A sewer line would also be constructed to accommodate additional sewer flow from the facility.

Rinehart Property

Various improvements to the Rinehart property are being contemplated and planned for the Rinehart property that is situated on the northeast side of Alpine Junction. The scope of these plans remains confidential at the time of this report.

Ongoing and other potential commercial development projects north of Alpine warrant consideration for potential annexation. The development of planned and proposed commercial projects will impact the economy of Alpine. Increased retail sales and property values can clearly generate substantive tax revenues to the Town of Alpine, particularly if planned and proposed commercial projects are annexed into the community. At the same time, the potential annexation of these properties to the Town of Alpine will also require an expansion of municipal water and wastewater systems, police and fire protection, as well as other community services.

4.3.4 Other Potential Commercial Development North of Alpine



There are 11 land parcels northwest of Alpine Junction that are likely candidates for future commercial development. Most of the undeveloped parcels suitable for future commercial development are situated along the east and west sides of U.S. Highway 26.

Along the east side of U.S. Highway 26, there are several parcels associated with the Alpine Inn and commercial storage facilities that may eventually be redeveloped for other commercial highway businesses. On the west side of U.S. Highway 26, there are several land parcels that are also suited to highway business operations.

While various properties north of Alpine have potential for commercial land use, the economy of Alpine would be enhanced by a concentration of commercial uses in selected areas in the vicinity of Alpine Junction. This development concept would be in contrast to the potential extension of commercial strip development between the Snake River bridge and the Idaho border. The rationale for this recommended commercial development concept is discussed more fully in Chapters Five and Seven.

4.3.5 Anticipated Commercial Demand

The anticipated increase in the resident population of the Town of Alpine, as well as the unincorporated area north of Alpine, can be expected to increase the number of local commercial establishments in Alpine. A growing resident population in the vicinity of Alpine will continue to seek and desire a more diverse range of retail trade opportunities, as well as expanded number of professional and technical services.

Between 2006 and 2016, some 35 new commercial business establishments are expected to be constructed in the vicinity of Alpine. It is anticipated that these new services may generate a demand for roughly 101,400 square feet of commercial floor space (Table 4-9).

This estimate does not include home-based occupations for smaller or newly-formed commercial enterprises. These businesses will be scattered throughout all residential subdivisions within the community.

Some new commercial facilities can be expected to locate within the Town of Alpine on undeveloped lots that presently are zoned for commercial purposes. However, it is anticipated that many of the new commercial establishments, particularly retail operations, will seek to obtain floor space in either Alpine Meadows or the Snake River Junction project. Both of these development projects are expected to attract residents with higher levels of discretionary income. Further, planned commercial areas in both projects will also be in close proximity to nearby housing and conveniently accessible to passing vehicular traffic along U.S. Highways 26 and 89.

TABLE 4-9
FLOOR SPACE DEMAND
ANTICIPATED NEW COMMERCIAL ESTABLISHMENTS
ALPINE, WYOMING
2006 - 2016

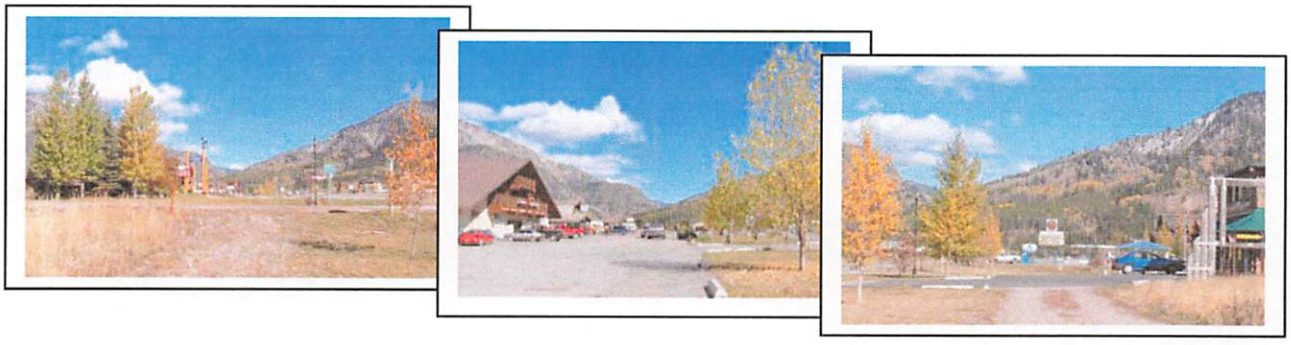
Potential Business Establishment	*Anticipated Number of New Commercial Establishments*	*Anticipated Floor Space Required for Each Establishment*	*Total Floor Space Demand (square feet)*
Real Estate Office	4	1,600	6,400
Hardware Store Expansion	1	8,000	8,000
Bank	1	8,000	8,000
Sporting Goods Shop	2	1,000	2,000
Professional & Technical Services	10	1,500	15,000
Bars	2	4,000	8,000
Restaurants / Eateries	4	4,000	16,000
Dentist Office	1	2,500	2,500
Pharmacy	1	5,000	5,000
Hair Salons	2	1,500	3,000
Retail Shops	6	3,000	18,000
Recreational Equipment Store	1	4,500	4,500
Gas Station / Convenience Store	1	5,000	5,000
Total	**35**		**101,400**

Source: Pedersen Planning Consultants, 2005.

The extent and viability of future commercial development in the Town of Alpine will also be influenced by:

- the attractiveness of future commercial development along U.S. Highway 89,
- the accessibility of commercial areas to residents living within the Town of Alpine; and
- the accessibility of commercial areas in the Town of Alpine to residents of Alpine Meadows and the planned Snake River Junction project.

A more unified commercial development theme along the commercial area that fronts U.S. Highway 89 could create a stronger visual interest to highway traffic that passes through Alpine. Landscaping, which was recently established within the highway right-of-way, could be expanded and improved along the highway corridor. More defined vehicular parking areas and related ingress and egress that serve each commercial facility could, in some cases, encourage increased vehicular access by passing visitor traffic.



Designated pedestrian walkways, bikeways, cross-country ski trails, as well as snow machine routes, could also be established and linked to all commercial areas and residential subdivisions to improve access to existing commercial establishments. The availability of new options for traveling to and from commercial areas would likely generate increased use of commercial services in the Town of Alpine. Resident travel to local retail trade establishments, professional and technical services, eating and drinking establishments, and other commercial businesses would become more convenient. Further, residents would occasionally combine shopping with recreational walks, bike rides, snowmachine rides, and cross-country skiing outings.

The expanding residential population north of Alpine can also be attracted to commercial areas within the present municipal boundary. The potential development of a local bus system in Alpine could provide convenient access to existing commercial areas within the municipal boundary. Extension of the recommended community trail system in Alpine to residential subdivisions north of Alpine could also enable future residents of recommended annexation areas, and other nearby rural residential subdivisions, to access commercial facilities via pedestrian trails, bikeways, cross-country skiing trails, as well as designated snow machine and ATV routes.

4.4 PUBLIC AND COMMUNITY FACILITIES

4.4.1 Type and Location

Public facilities in the Town of Alpine include the Alpine Town Hall, Alpine Civic Center, and the Alpine Volunteer Fire Department facility (Table 4-10 and Figure 4-9). Public park facilities are discussed in the context of recreation and conservation land uses in section 4.5. Municipal water and wastewater facilities are identified in Chapter Six.

Table 4-10
Public Facilities
Alpine, Wyoming
October 2005

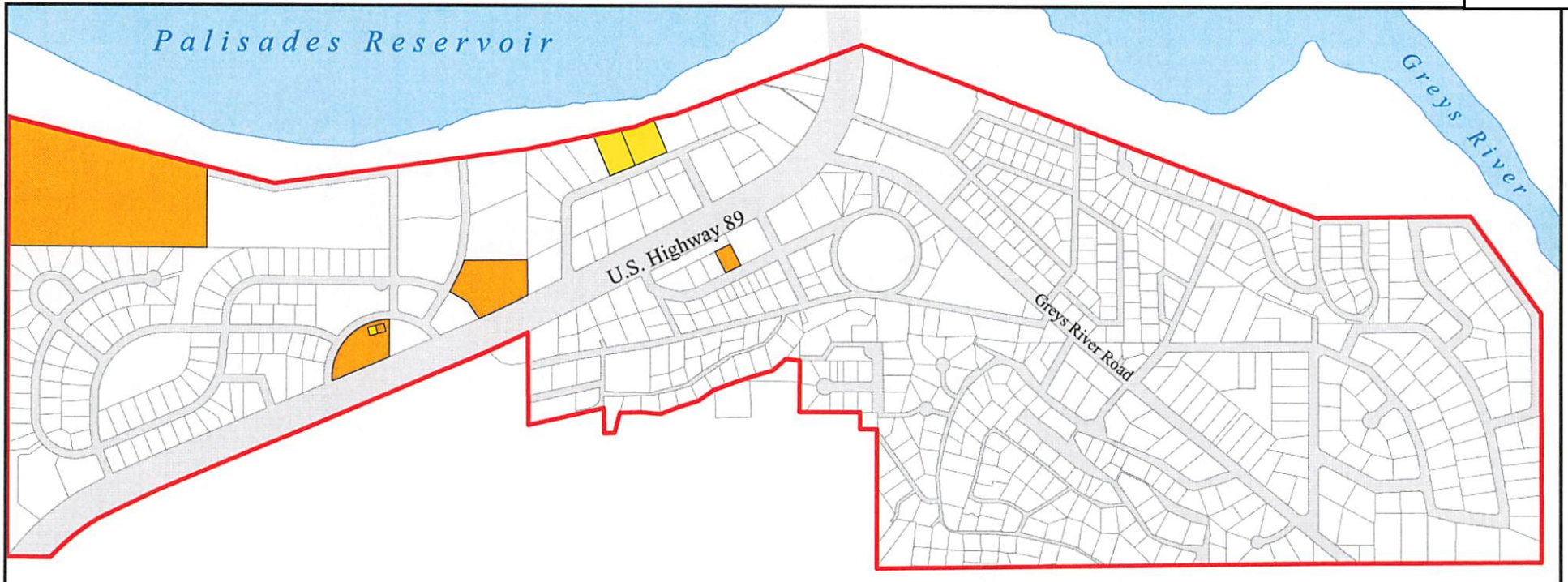
Facility Name
Public Administration
Marge Grover Civic Center
Alpine Town Hall
Alpine Volunteer Fire District Station
Community Facilities
Morning Star Baptist Church

Source: Pedersen Planning Consultants, 2005.

The Alpine Civic Center is used for a wide variety of community events, e.g., the International Pedigree Stage Stop Sled Dog Race. Community organizations such as the Boy Scouts use the facility to support other local events. A portion of the Alpine Civic Center includes Alpine Confluence Information Center which provides a wide variety of useful information to incoming visitors. A portion of the Civic Center also supports an office for the Town of Alpine Police.



The Alpine Town Hall provides floor space that supports the administration of the Town of Alpine. The offices of the Town Clerk, Treasurer, and Secretary to the Planning and Zoning Commission are located in this facility. The Town Hall also includes a Town Council meeting room that is used for various municipal meetings, public hearings, and municipal traffic court.



Legend

- Municipal Boundary
- Rivers and Lakes
- Roads

Public and Community Facility Land Uses - Oct. 2005

- Community Facility
- Public Facility

N

0 295 590 1,180 1,770 2,360 2,950 Feet

Alpine Municipal Master Plan

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Existing Public and Community Facility Land Uses Alpine, Wyoming

Figure 4-9

Privately-owned facilities, which are generally available for public use, are considered to be community facilities. The Morning Star Baptist Church is perhaps the best example of a community facility in Alpine (Table 4-10 and Figure 4-9).

The Alpine Volunteer Fire Department facility generally includes three bays that support the ingress of fire and emergency medical vehicles, a meeting room, as well as administrative office space. This facility is owned and operated by Alpine Volunteer Fire Department, Inc., a non-profit corporation. The resources required to provide future fire protection and emergency medical services are evaluated in Chapter Six.



4.4.2 Planned Public and Community Facility Development

4.4.2.1 Child Development Facility

The Town of Alpine is pursuing the development of a child development facility in the community. This facility would provide services that would address various developmental needs of infants and other children through five years of age.

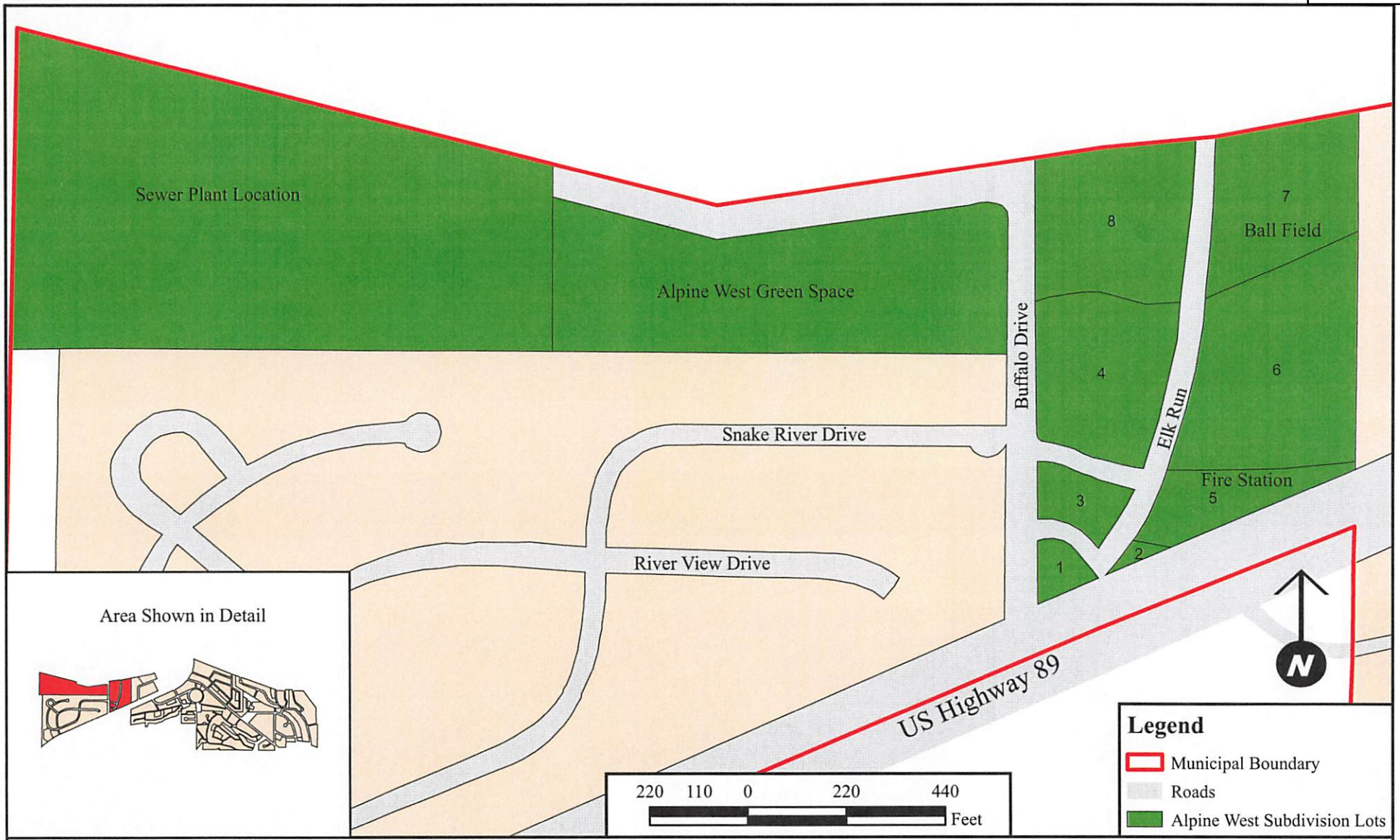
A Community Development Block Grant application was submitted by the Town of Alpine to the Wyoming Business Council for the construction of a new child development facility. A grant of $291,000 was subsequently approved and awarded to the Town of Alpine in late 2005 (Matthews, 2006).

The child development facility will become part of the Lincoln-Uinta Child Development Center that is based in Afton, WY. The planned service area for the facility in Alpine will generally include children from Alpine and Etna. Child development needs in Alpine and Etna primarily include speech impediments and other language barriers.

The initial phase of this child development facility will construct a new building that will contain about 2,048 square feet of floor space. This facility will include two classrooms, as well as a reception and testing area. Each classroom will have a capacity for about 20 children. Construction of the initial phase is expected to be completed in December 2006 (Gogol, 2006).

A second phase of construction is planned for sometime between 2009 and 2011. The planned expansion of the child development facility will include two additional classrooms, as well as office space for, at least, 10 staff members (Gogol, 2006).

The facility is tentatively planned to be located on a 0.5-acre site in the southwest corner of lot 4 in the Alpine West subdivision (Figure 4-10).



Alpine Municipal Master Plan

Alpine West Subdivision Alpine, Wyoming

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Figure 4-10

4.4.3 Public and Community Facility Needs and Opportunities

4.4.3.1 Community Library

Community residents and community leaders have, in the past, voiced their desire for a community library. The need for this facility was also identified in a recent facilities and service needs assessment of the Lincoln County Library System that was completed and adopted in May 2005. One of three priorities outlined in the assessment was: "Provide better service in the Star Valley area through improvement of the existing Afton Library and expansion of the library system".

The assessment identified various communities in Star Valley where another Star Valley library could be located. These communities included Thayne or Alpine, or a library in both Thayne and Alpine. The assessment stopped short of recommending a preferred option. Rather, it concluded that a prerequisite to further action by the Library Board was the adoption of a resolution by the Lincoln County Commissioners to provide financial support for property acquisition, the construction and/or remodeling of existing buildings, library furnishings and a book collection, as well as sustained funding for library operations (Lincoln County Library System, 2005).

The option to place a library in Alpine assumed a service area that would include Alpine, Etna, and Freedom. The assessment anticipates that an Alpine library location would include roughly 610 registered patrons that are presently registered at the Star Valley in Afton.

Since the publishing of the draft municipal report, the Lincoln County Board of Commissioners elected to build a new 3,600 square foot library facility on lot 3 of the Alpine West subdivision (Figure 4-10). This property is owned by the Town of Alpine. Completion of the library facility is anticipated sometime in 2007.

4.4.3.2 Elementary School



Lincoln County School District 2 provides public education to Alpine youth. Holdaway Elementary School in Thayne provides instruction for children in kindergarten through third grade. Metcalf Elementary in Etna offers educational instruction to youth in grades 4, 5 and 6. Middle school students, or students in grades 7 and 8, are served by Star Valley Middle School in Afton. Students in grades 9 through 12 attend Star Valley High School in Afton.

Lincoln County School District 2 is in the process of building new elementary schools in Thayne and Etna that will replace Holdaway Elementary and Metcalf Elementary schools. The completion of construction for these new school facilities is expected sometime in 2007.

Public school enrollments of Alpine students in Lincoln County School District 2 included 57 elementary, 12 middle school, and 18 high school students during the 2005-2006 school year (Table 4-11). When recent enrollment trends are correlated with the community population forecasts for Alpine, it can be concluded that future student enrollments in 2016 may include about 104 school aged children. This student population is expected to comprise roughly 51 elementary students, 13 middle school students, and 42 senior high students.

TABLE 4-11
ANTICIPATED PUBLIC SCHOOL ENROLLMENTS FROM ALPINE
2006 THROUGH 2016

Year	K 6 Years	1st 7 Years	2nd 8 Years	3rd 9 Years	4th 10 Years	5th 11 Years	6th 12 Years	7th 13 Years	8th 14 Years	9th 15 Years	10th 16 Years	11th 17 Years	12th 18 Years	Total Students
2005	11	14	6	7	8	6	5	7	5	4	5	4	5	87
2006	5	11	14	6	7	8	6	5	7	5	4	5	4	87
2007	4	5	11	14	6	7	8	6	5	7	5	4	5	87
2008	6	4	5	11	14	6	7	8	6	5	7	5	4	88
2009	5	6	4	5	11	14	6	7	8	6	5	7	5	89
2010	6	5	6	4	5	12	14	6	7	8	7	5	7	92
2011	8	6	5	6	5	5	12	14	6	7	8	7	5	94
2012	6	8	6	5	6	5	6	12	15	7	8	8	7	99
2013	7	7	8	6	6	6	5	6	13	15	7	8	8	102
2014	8	7	7	8	6	6	6	5	6	13	15	7	8	102
2015	8	8	7	7	8	6	7	6	5	6	13	15	7	103
2016	7	8	8	7	7	8	6	7	6	6	6	13	15	104

Source: Pedersen Planning Consultants, 2005.

If potential annexation areas north of Alpine are also considered in the context of future student enrollments, it is expected that future student enrollments from Alpine and the potential annexation areas north of Alpine would increase to a cumulative student enrollment of approximately 233 students in 2016 (Table 4-12). The anticipated cumulative enrollment would consist of about 117 elementary school students, 33 middle school aged children, and 83 high school students.

Anticipated school enrollments for school-aged children residing in the vicinity of Alpine suggest a substantive elementary school enrollment. While potential enrollments may not warrant a separate elementary school to serve only Alpine and potential annexation areas north of Alpine, the community represents a logical location to serve a portion of the future elementary school enrollments of Lincoln County School District 2. Educators in the United States have long recognized that elementary school facilities are desirably located in closer proximity to the students' place of residence.

TABLE 4-12
ANTICIPATED PUBLIC SCHOOL ENROLLMENTS
ALPINE AND POTENTIAL ANNEXATION AREAS NORTH OF ALPINE
2006 THROUGH 2016

Year	K 6 Years	1st 7 Years	2nd 8 Years	3rd 9 Years	4th 10 Years	5th 11 Years	6th 12 Years	7th 13 Years	8th 14 Years	9th 15 Years	10th 16 Years	11th 17 Years	12th 18 Years	Total Students
2005	11	14	6	7	8	6	5	7	5	4	5	4	5	87
2006	0	11	14	6	7	8	6	5	7	5	4	5	4	82
2007	5	0	11	14	6	7	8	6	6	7	5	5	5	85
2008	8	8	6	11	14	7	9	8	7	6	8	7	5	104
2009	6	9	9	7	12	15	8	10	10	9	8	10	8	121
2010	8	8	10	10	8	15	16	11	11	11	10	9	11	138
2011	10	9	10	11	12	10	17	18	13	13	13	12	10	158
2012	10	12	10	11	13	15	13	19	17	15	13	14	12	174
2013	14	11	13	12	12	15	16	15	21	18	16	14	14	191
2014	15	16	12	14	13	15	15	17	17	23	19	17	15	208
2015	17	15	17	13	15	15	16	16	18	19	23	20	18	222
2016	0	18	17	17	14	17	16	17	16	19	20	23	21	215

Source: Pedersen Planning Consultants, 2005.

Lots 4 and 6 in the Alpine West subdivision, which are owned by the Town of Alpine, comprise approximately 4.89 acres of land area. These land parcels could support the eventual development of public school facilities.

In view of bus transportation requirements and extent of the anticipated demand for elementary education (kindergarten through 6th grade), the Town of Alpine should continue to present and discuss future opportunities for the establishment of a new elementary school in Alpine to the Lincoln County School District 2. While lots 4 and 6 in the Alpine West subdivision is a preferred site for a new elementary school, lot 8 could also be considered for school development without compromising the recommended community trail system along the northern boundary of this lot..

4.4.3.3 Transportation Center

A significant proportion of the Alpine's employed labor force commute to Teton County for work. About 60 residents per day commuted to and from Teton County using the Jackson based START Bus in January 2006 (Wackerly, 2006).

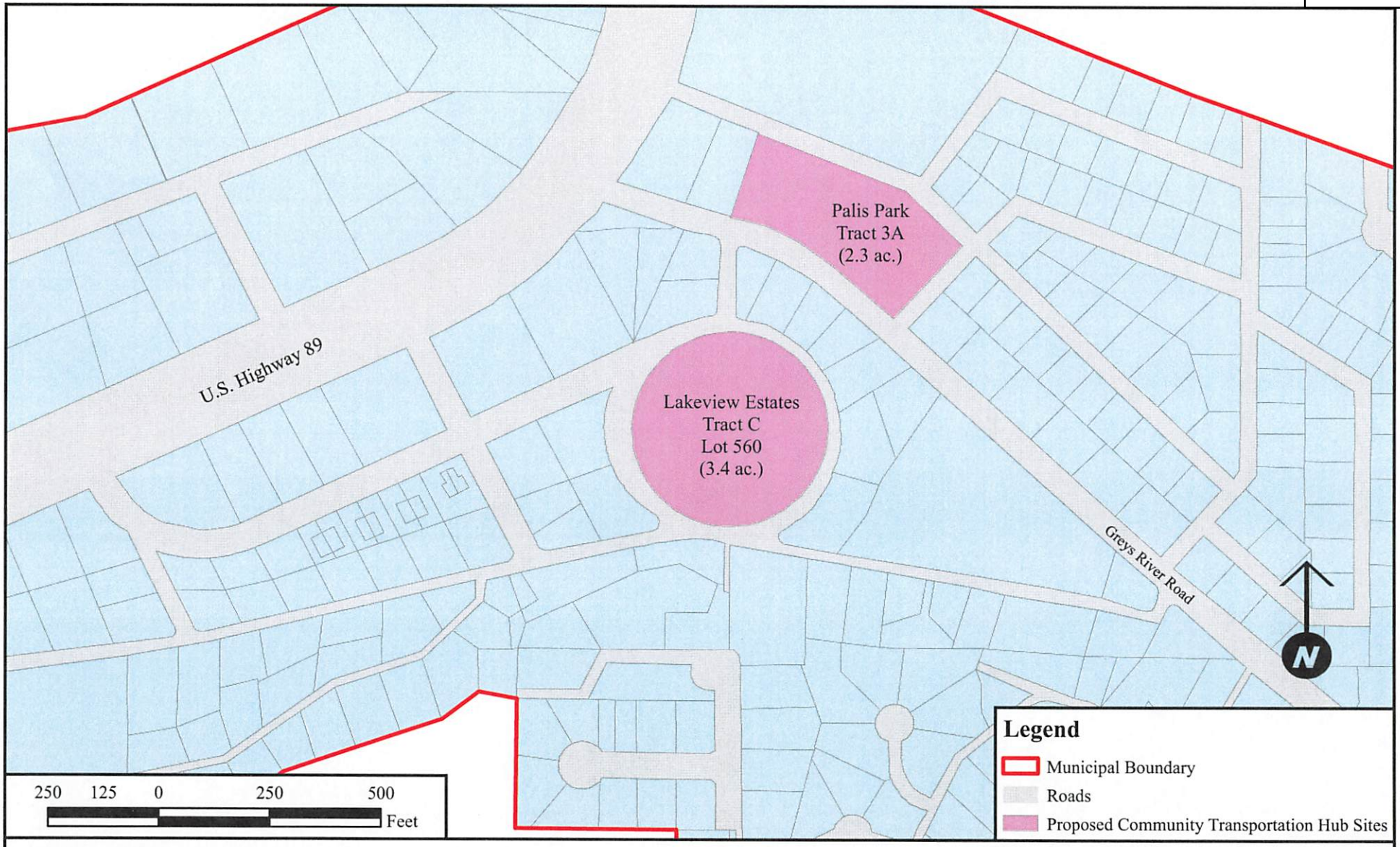
As stated earlier, a growing resident population and planned residential development north of Alpine represents an important consumer market that should be encouraged to make retail expenditures within the Town of Alpine. The establishment of bus service in Alpine, as well as Alpine Meadows and the proposed Snake River Junction project, could help attract some greater retail trade expenditures within Alpine, as well as recommended annexation areas north of Alpine. Bus stops at the Best West (Flying Saddle) property, Nordic Inn and Alpen Haus could also generate retail expenditures by future visitors staying at visitor accommodations in the vicinity of Alpine.

The potential development of a local bus system would require, in part, the development of a local transportation center in Alpine. The transportation center would provide an enclosed area for commuters waiting for buses to Jackson, outdoor passenger loading area, as well as vehicular parking area where commuters would park their vehicles. A small maintenance facility would also be developed where one or two buses could be maintained and stored overnight.

The 3.4 acre Lakeview Estates Tract C lot 560 near the center of Alpine represents a desirable site for the transportation center (Figure 4-11). This site is presently undeveloped and has a circular property configuration that lends itself to the development of an efficient vehicular access to and from the site.

A second option would be to locate the transportation center on the east section of tract 3A in the Palis Park subdivision. While smaller than the Lakeview Estates Tract C site, the configuration of the Palis Park subdivision site would be adequate for development of all facilities required to support a bus passenger waiting and loading area, vehicular parking, and a bus maintenance/storage facility.

The potential development of a transportation center should be examined in the context of an overall feasibility study for a municipal bus system. The feasibility study should include, at least, the following analyses:



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Proposed Community Transportation Hub Site Alpine, Wyoming

Figure 4-11

- quantify the potential market for local bus service,
- identify bus equipment requirements and related equipment,
- start-up capital requirements for the purchase of bus equipment, land acquisition, and the construction of a transportation center facility; and,
- working capital needs required to operate, maintain and repair bus equipment, as well as the proposed transportation center..

4.4.3.4 Senior Center

Those nearing or in their retirement years (55 years of age and older) comprise almost 17 percent of the community population. With the exception of the Alpine Civic Center, there are no facilities available for seniors to regularly meet on a social basis for lunch or dinner gatherings, or other special events.

Consideration should be given to the construction of a senior center in the community. This facility would ideally contain a small commercial kitchen, dining area, and other multi-purpose area. Site requirements would require ample vehicular parking, as well as connections to municipal water and sewer systems.

This facility would ideally be located on municipal owned property in the Alpine West subdivision. Lot 8 in this subdivision would be suitable to support the construction of the facility, as well as a required vehicular parking area (Figure 4-10). The proximity of this facility to the proposed community park (north of River View Meadows subdivision) is recommended to afford seniors with the ability to conveniently walk to and from the community park before or after gatherings at the senior center.

4.4.3.5 New Town Hall

There is a need for a larger Town Hall facility that can provide an adequate amount of floor space for municipal personnel, the Town Council, municipal boards and commissions and the general public. Existing floor space does not accommodate any office work space for the municipal court, water and wastewater superintendent, or chief of police. Storage space for office files is limited. However, the vehicular parking area that supports the Town Hall is believed to be adequate for, at least, the next 10 years.



Consideration should be given to the eventual construction of a new Town Hall. If the establishment of an elementary school is not pursued, the Town of Alpine could develop a new administrative facility on Lots 4 or 6 of the Alpine West subdivision.

A second option is to expand the existing Town Hall at its present location. However, a better use of this property is believed to be for retail trade, as well as professional and technical services, that require or prefer convenient highway access.

4.5 RECREATION AND CONSERVATION



4.5.1 Type and Location

Recreational facilities in Alpine include a small children's park, a new ball field, a small park along U.S. Highway 89 that includes a gazebo (Figure 4-12). In terms of land conservation, several acres of open space are contained within the River View Meadows and Greys River Village Subdivisions (Refer also to Figure 4-2).

Some undeveloped municipal lands (Table 4-13) are located east of the River View Meadows Subdivision (Refer also to Figure 4-2). The undeveloped municipal lands were not acquired for conservation purposes, but are essentially being held in conservation until other potential land uses are determined by the Town of Alpine.

TABLE 4-13
RECREATION AND CONSERVATION FACILITIES
ALPINE, WYOMING
October 2005

Facility Name/Location	*Size (Acres)*
Alpine West Green Spaces	6.95
River View Meadows Green Spaces	5.1
Ball Field	2.3
Children's Park	0.55
Greys River Village Green Spaces	0.1
Town Square	0.98

Source: Pedersen Planning Consultants, 2005.

4.5.2 Planned Recreation/Conservation Areas and Recreational Facilities

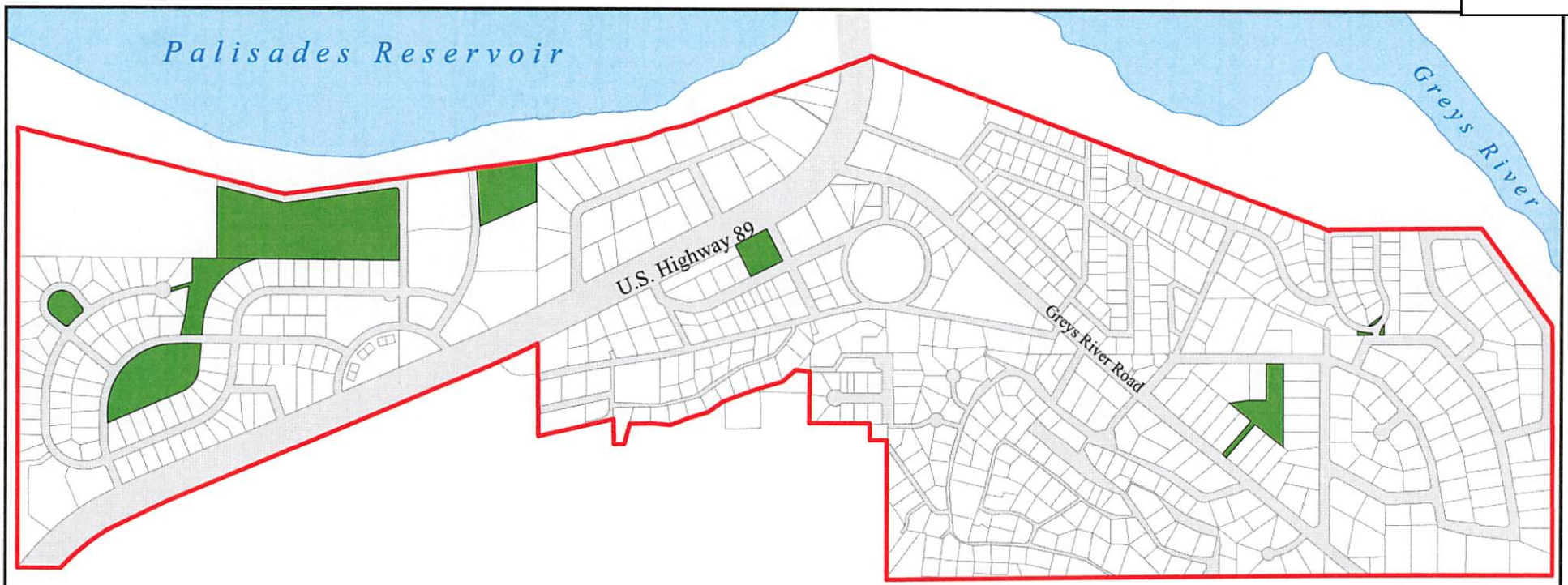
The Town of Alpine has adopted no specific site or facility plans for the development of any new recreational facilities. However, a February 2005 Street Addressing map for the Town of Alpine designates lot 8 of the Alpine West subdivision for a recreational area. The 2005 Street Addressing map also designates an adjoining 2.65 acre lot east of Buffalo Drive for a municipal park.

4.5.3 Recreation and Conservation Needs and Opportunities

4.5.3.1 General



Despite the availability of surrounding natural resources, scenic views and various outdoor recreational opportunities, greater demands for both outdoor and indoor recreational opportunities can be expected to increase as the resident population of the Town of Alpine gradually expands. New recreational opportunities in the community can help increase social interactions within the community, provide constructive and healthy leisure activities for residents of all ages, attract greater retail expenditures, as well as attract future private investments in the community.



Legend

- Municipal Boundary
- Rivers and Lakes
- Roads
- Recreation and Conservation Land Uses - Oct. 2005

N

500 250 0 500 1,000 1,500 2,000 Feet

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Existing Recreation and Conservation Land Uses Alpine, Wyoming

Figure 4-12

4.5.3.2 Community Trail System

Development of a community trail system could achieve greater accessibility within Alpine, as well as improved access to various outdoor recreational opportunities in the vicinity of Alpine. A community trail system could be established through the designation of established routes or trails for pedestrian walkways, cross-country skiing, biking, and snowmobiles.

It is important that any future trails or routes for some types of recreation are separated to maintain adequate public safety and minimize user conflicts. For example:

- Separate trails are recommended for the operation of snow machines. However, ATVs can use the same trail route on a seasonal basis, e.g., summer and fall months.
- Pedestrians and bicyclists can share a paved or improved surface as long as an adequate trail or route width is maintained.
- Cross-country skiers can also use some pedestrian trails and bikeways during the winter months.

The development of an attractive community trail system could also be linked to a regional trail network that is being considered for Star Valley. While development of this trail system remains in a conceptual planning stage, linkage to any regional trail would be most feasible along the U.S. Highway 89 corridor. Consequently, a segment of the community trail system in Alpine should be located along the north and south sides of the U.S. Highway 89 corridor. It is important that snow machine routes along the recommended community trail system extend, in part, along Greys River Road to the National Forest boundary. A paved vehicular parking area near the Town of Alpine's southeast boundary represents an important snow machine parking area during the winter. The linkage of snow machine parking and the community trail system will help encourage use of various retail establishments and motel facilities by snow machine enthusiasts. The U.S. Forest Service should be encouraged to expand the capacity of this important snow machine parking area.

In the context of potential annexations of lands north of Alpine, the recommended community trail system in Alpine should be linked to pedestrian and bike trails that may be developed in Alpine Meadows or the Snake River Junction project, as well as the Best Western property. The availability of this amenity would facilitate greater retail expenditures by future visitors and residents within the existing municipal boundary, as well as recommended annexation areas.

4.5.3.3 Community Park

The availability of vacant municipal lands in the Alpine West Subdivision provides the Town of Alpine with an opportunity to develop a new community park and/or other outdoor recreational facilities. A community park or other outdoor recreational facilities would desirably be located on the municipal property situated between Buffalo Drive and the municipal wastewater treatment plant site. The same site may also serve as an alternate location for future annual Mountain Days celebrations.

This site is adequate to support development of a combination of public recreational facilities such as a gazebo, children's playground, picnic area, skate board park facility, as well as a seasonally, groomed cross-country ski track for beginning cross-country skiers. The

development of a seasonal ice skating area and adjoining outdoor sitting area with an outdoor gas fireplace, as well as public restroom facilities, would also provide an informal gathering place for persons using the recreational area, as well as other persons passing through this area via snow machine, bikes, and cross-country skis.

4.5.3.4 Recreational Master Plan

The preparation of a municipal recreational master plan for the Town of Alpine is recommended to further refine conceptual recreational plans presented in the municipal master plan, identify needed improvements to existing recreational sites, as well as determine other recreational facilities that are envisioned for recommended annexation areas north of Alpine. The recreational master plan would desirably outline conceptual site plans, design standards and order-of-magnitude cost estimates for the development of each recommended recreational site or facility, e.g., community park. Options to the future management of these facilities would also be examined to determine a cost-effective approach to the future operation and maintenance of municipal recreational facilities. The annual cost of operating and maintaining municipal recreational facilities would also be calculated to incorporate anticipated costs into future municipal budgets.

During preparation of the recreational master plan, the Town of Alpine should coordinate its efforts with the U.S. Forest Service, U.S. Bureau of Land Management, U.S. Bureau of Reclamation, U.S. Fish and Wildlife Service, as well as the Wyoming Game and Fish Department. This coordination should be made to consider potential opportunities to combine resources for the development of selected recreational opportunities, e.g., trails, in the vicinity of Alpine.

CHAPTER FIVE
PROSPECTS FOR FUTURE ECONOMIC DEVELOPMENT

5.1 GENERAL

The recommended type and location of future land uses in Alpine should, in part, consider potential opportunities for future economic development in the community. Chapter Five provides some general guidance concerning the prospects for future economic development and realistic objectives that may be pursued by both private enterprise and municipal government.

5.2 RETAIL TRADE

5.2.1 Potential Market

The strongest prospect for future economic development lies in the expansion of retail trade and services in Alpine.

The scenic location and proximity of Alpine to Teton County continues to make the community an attractive place to live for those working in the Teton County economy, persons seeking to establish and operate a small business, as well as persons desiring a comfortable place to retire. Expanded retail opportunities in Alpine will only increase the potential volume of consumer expenditures at local retail establishments and retail services.

Alpine is also along one of the highway corridors that lead to various recreational opportunities within Yellowstone and Grand Teton National Parks. Visitors seeking recreational opportunities within Bridger National Forest, the Palisades Reservoir, and other recreational areas closer to Alpine also bring additional visitor traffic through the community during both summer, fall and winter months. Strong seasonal visitor traffic represents an additional market that the community can serve.

The Alpine Confluence Information Center reports that roughly 5,000 persons stopped at the Center in 2005 to obtain various types of visitor information. Center representatives believe that most of these visitors were destined for Jackson and Yellowstone National Park.

5.2.2 Economic Development Opportunities

5.2.2.1 Concentrate and Diversify Retail Activities

The concentration of diversified retail establishments is needed to attract a greater volume of sales in Alpine.

Workers in Jackson do not wish to spend a considerable amount of time driving their vehicles from one retail outlet to another after a long day at work. They would prefer to take care of shopping in one general area where they can purchase what they need, as well as enjoy the shopping experience. The incorporation of eating establishments, a movie theatre or other

secondary entertainment within concentrated shopping areas can also bring a new dimension and perspective toward retail areas in the community. Residents living near the shopping area will view the concentrated shopping area as something greater than just a place to shop. The shopping area becomes a place near home where residents can meet friends or enjoy entertainment when they have some free time.

Visitors passing through Alpine en route to regional recreational attractions will also be more attracted to concentrated retail areas that are easily accessible via convenient vehicular parking and pedestrian circulation patterns. Recreational shopping represents a form of leisure time behavior that social scientists have recognized for some time and continue to examine (Guiry and Lutz, 2000). While a family or couple passing through or visiting Alpine may include persons with a specific recreational interest, e.g., hiking or trout fishing, some members of the family will also seek the opportunity for a relaxed afternoon of shopping en route to or from regional national park and national forest areas.

The phenomena of recreational shopping can be viewed first hand through the observation of shoppers in the Town of Jackson, WY during the peak visitor season. The design of concentrated shopping areas should recognize the reality of recreational shopping in order to maximize the capture of future retail sales from these potential customers.

5.2.2.2 Recommended Commercial Retail Objectives

Planned commercial areas in the Alpine Meadows and the proposed Snake River Junction project represent attractive opportunities for the development of more concentrated commercial areas that can include secondary entertainment facilities and potential visitor attractions. It is important that these commercial areas are annexed into the Town of Alpine to gain greater retail sales tax revenues for municipal government. Further, it is important the Town of Alpine strongly encourage the development of diversified commercial retail areas that contain a mix of retail shops, services, secondary recreation opportunities, and visitor attractions.

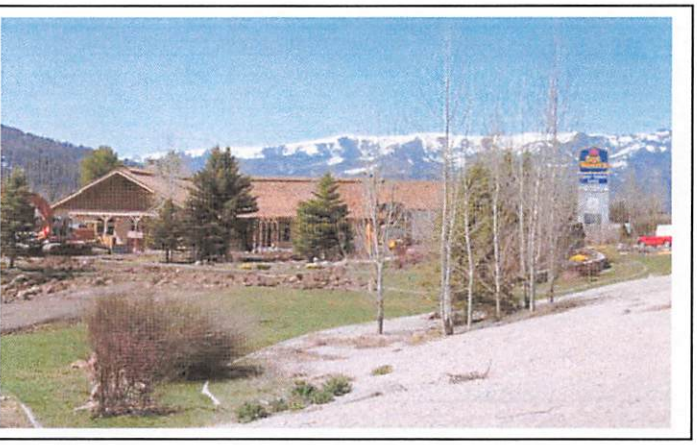
At the same time, the Town of Alpine and small business owners along the U.S. Highway 89 corridor can pursue efforts to develop a more attractive commercial setting. Highway business corridors tend to generate more "stop and go" traffic where customers come and shop at one store and subsequently leave the area for another destination. The retail marketing objective should be to encourage shoppers drawn from U.S. Highway 89 and local neighborhoods to visit more than one retail establishment along the highway corridor. The establishment of walkways and bikeways that connect all commercial facilities along the corridor can encourage a greater amount of "stop and shop" traffic. The establishment of clearly defined vehicular access and parking areas, and related landscaping, can also help attract greater visual interest to the potential customer traveling along the highway corridor.

5.3 VISITOR ACCOMMODATIONS

5.3.1 Available Accommodations

Within the Town of Alpine, Three Rivers Motel offers 21 guest rooms. The yet uncompleted Bull Moose Lodge will provide an additional 23 motel units within the community. Snake River Resort Saloon and RV Park, situated on the north side of Alpine near the U.S. Highway 89 bridge, offers 36 spaces for recreational vehicles.

The Best Western Flying Saddle and Nordic Inn, which are situated east of Alpine Junction, provide additional visitor accommodations. The Best Western Flying Saddle property is currently being renovated to provide additional guest rooms and expanded dining facilities. The Nordic Inn, which is operated primarily during the summer months, provides visitor accommodations, dining facilities, and a retail shop.



Between Alpine Junction and the Idaho border, several motel rooms are available at the Alpine Inn along U.S. Highway 26.

5.3.2 Importance to the Local Economy

Visitor accommodations in the vicinity of Alpine are significant to the local economy. Overnight stays generate retail sales at eating and drinking establishments, as well as other retail outlets in Alpine. Lodging tax revenues are also generated from the sale of visitor accommodations at the two motels in Alpine.

5.3.3 Potential Market

In view of the availability of regional visitor attractions and nearby recreational opportunities in the immediate vicinity of Alpine, the community represents a logical location for visitor accommodations. These attractions are supplemented by a high scenic quality of the area surrounding Alpine that can be readily appreciated by incoming visitors.

Visitors from Utah, Idaho, California, and other southwestern states represent the primary market for visitor accommodations in Alpine. These visitors should be considered a primary market in light of likely vehicular travel routes to Grand Teton and Yellowstone National Parks via Interstate 80, as well as U.S. Highways 26 and 89.

Secondary visitor markets to Alpine will come from a variety of other locations within and outside of the continental United States. Unique accommodations, a favorable dining experience, responsive service, and other factors influencing customer satisfaction can easily draw repeat customers and referrals from a variety of geographical areas within and outside of the continental United States.

5.3.4 Economic Development Opportunities

5.3.4.1 Franchise Motel Operations

Potential investments in expanded visitor accommodations can likely be derived from economy and mid-rate motel operations such as Comfort Inn and Suites, Holiday Inn Express, and Super 8. To be financially viable, these franchise operations will need to contain 100 to 200 guest rooms and sustain annual room occupancies of, at least, 70-75 percent. Higher land values will tend to discourage the development of franchise motel facilities unless a considerable amount of highway traffic and potential market is available to generate a favorable return-on-investment.

Franchise operators will likely seek highway frontage locations along U.S. Highway 89 and 26. Planned commercial areas within Alpine Meadows, the Snake River Junction project, as well as the Rinehart property at Alpine Junction, represent potential sites that may be feasible for the development and operation of franchise motel facilities. As portions of the U.S. Highway 89 corridor through Alpine are gradually re-developed, additional sites may also become available and feasible for development.

The availability of lands in the community for commercial expansion along U.S. Highway 89, sufficient visitor traffic, and reasonable zoning regulations will represent the primary incentive for developers of future visitor accommodation facilities.

5.3.4.2 Bed-and-Breakfast Facilities

Bed-and-breakfast facilities represent another small and simple form of visitor accommodations. Owners of single-family residential facilities market and rent one or more rooms of their homes to incoming visitors on a short-term basis. Customers benefit from gaining the operator's knowledge of recreational opportunities and attractions, as well as greater opportunities to interact with other guests of the facility. Bed-and-breakfast operators can generate, at least, supplemental household income.

The development of bed-and-breakfast facilities in Alpine is feasible. However, the encouragement of this potential business opportunity must be coupled with reasonable zoning regulations that address, at least, the maximum number of guest rooms, vehicular parking requirements, kitchen and sanitary facility requirements, hours of operation, exterior lighting and other relevant operational issues. The planned revision of zoning regulations should address these issues and, at the same time, facilitate the future development of bed-and-breakfast facilities in selected single-family residential districts.

5.4 CONFERENCE CENTER FACILITIES

5.4.1 Potential Market

There are thousands of meeting facilities in the United States that are referred to as conference centers. These facilities support a wide variety of meetings such as business retreats associated with team building, workshops, and employee training. Conference centers differ significantly from convention centers that typically host larger conventions for hundreds of attendees.

Similar to convention facilities, conference facilities are typically located in larger metropolitan areas or nearby suburban areas. The location of conference centers in cities such as New York, Chicago and Denver is largely due to their accessibility via airports and highways, as well as proximity to a potential market in the vicinity of the facility.

5.4.2 Characteristics of Conference Center Facilities

The International Association of Conference Centers (IACC) recommends that conference centers support an average group size of 75 persons or less. The IACC maintains that conference centers can support smaller meetings more consistently and at a higher quality. Conference facilities that are certified by the IACC typically orient their operations toward smaller meetings that range from 25 to 75 persons (Mitchell, 2006).

Roughly half of the conference facilities certified by IACC are stand-alone conference facilities. The other half of the conference centers are ancillary conference centers that are part of a hotel facility or resort complex (Mitchell, 2006).

Some 30 facility and operational criteria are required for a conference facility to receive membership in the International Association of Conference Centers. These criteria encompass general standards concerning:

- priority of business in the facility where the conference center is located;
- available floor area and the relationship of facilities to guest rooms and leisure areas;
- conference room design;
- conference and business services;
- food and beverage;
- technology that is available to support conferences; and, when applicable,
- guest rooms (International Association of Conference Centers, 2004).

The facility and operational criteria associated with the preceding topical areas provide useful guidance to the development and operation of a conference facility.

5.4.3 Economic Development Opportunities

Given the distance of Alpine from metropolitan areas and regional air transportation hubs, the development of a conference center would need to incorporate a combination of meeting rooms, visitor accommodations, dining facilities, and supporting technology services. The development of an ancillary conference center that is established as part of a local hotel would be more feasible.

The Town of Alpine should confer with the owners of the Best Western Flying Saddle to inquire whether or not ongoing re-development efforts of this facility might address the criteria required for IACC membership. If so, the Best Western Flying Saddle should be encouraged to pursue membership in the IACC. Aggressive marketing by the Best Western and related membership in the IACC should facilitate the booking of future small conferences.

A second option is for the Town of Alpine to encourage a potential future developer of visitor accommodations in the vicinity of Alpine to orient their potential investment project toward the development of an ancillary conference center. The greatest challenge for any potential investor will be project feasibility. In essence, could a local hotel attract a sufficient number of meetings to support the investment required to establish a quality conference center.

5.4.4 Importance to the Local Economy

Conference center facilities can generate retail expenditures in local economies such as Alpine, as well as lodging revenues. Such facilities can help sustain retail establishments, particularly during periods of lower visitor traffic.

5.5 COMMERCIAL OFFICES

5.5.1 Potential Market

The availability of Internet technology and other telecommunication options enable the Town of Alpine to encourage the development of small professional offices in Alpine. A growing number of professionals, e.g., lawyers, accountants and consultants, seek scenic places to work and live that are situated in communities away from larger urban areas. Communities that are particularly attractive include communities that are conveniently accessible to various recreational opportunities, good schools, commercial shopping opportunities and other community amenities.

The professionals who might choose to relocate to a community such as Alpine would more likely include those who already have gained considerable experience in their field and already serve an established client base. The potential market would likely include businesses ranging from sole proprietors to companies with up to four or more employees.

Regional representatives of county, state and federal agencies that require a smaller office space also represent a potential market for the use of commercial office space. For example, discussions with a regional management representative for the Wyoming Department of Family Services suggest a potential need for office space that could support periodic visits by various program specialists (Hudson, 2006).

5.5.2 Economic Development Opportunities

The development of smaller commercial offices is feasible in conjunction with the development of concentrated commercial areas, as well as within buildings along highway business corridors such as U.S. Highway 89. Mixed commercial and residential uses often help establish some customer base for nearby retail outlets.

Various types of professional services that generate little or no vehicular traffic are also conducive within areas zoned for residential use. Zoning regulations for residential districts can be designed and applied to home-based occupations to avoid adverse impacts upon owners and occupants of adjoining residential properties.

The planned revision of the Town of Alpine's municipal zoning ordinance should enable the preceding commercial office opportunities, as well as address relevant issues such as vehicular parking, hours of operation, the number of employees and building signage. Once established, the community can market Alpine as a community that is ready to support the establishment and expansion of professional services.

5.5.3 Importance to the Local Economy

The expansion and development of new commercial office space in Alpine would create new employment and sources of income within Alpine. Such income would also generate increased retail expenditures within the community.

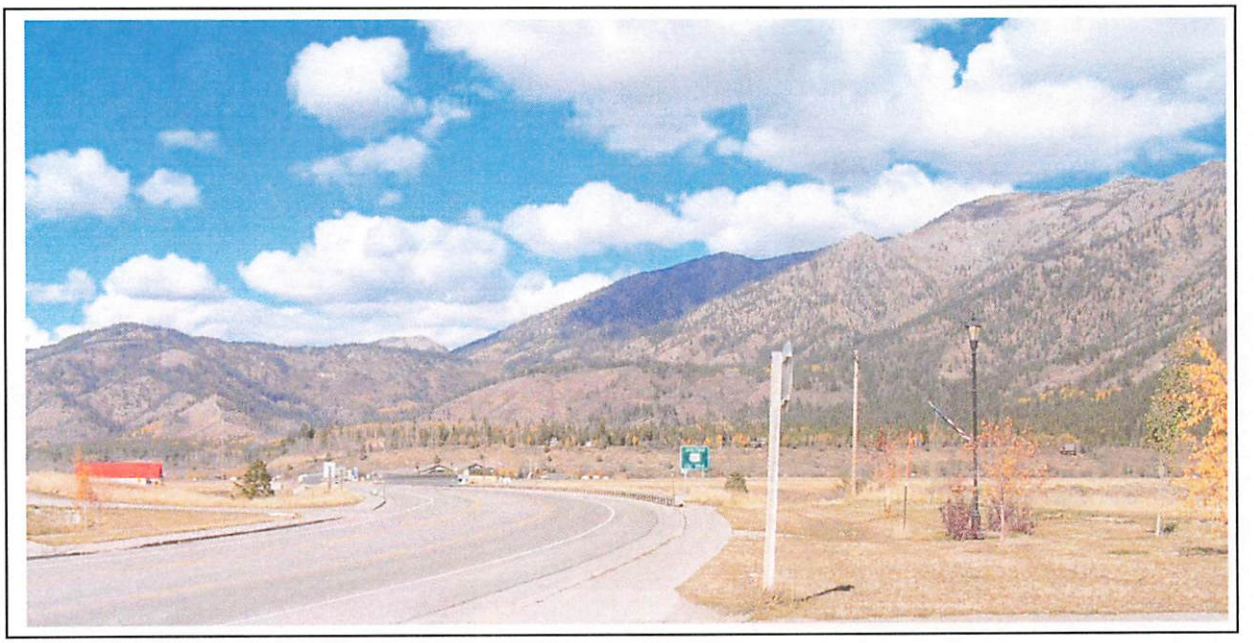
CHAPTER SIX
COMMUNITY INFRASTRUCTURE

6.1 TRANSPORTATION

6.1.1 U. S. Highway 89

6.1.1.1 General Highway Characteristics

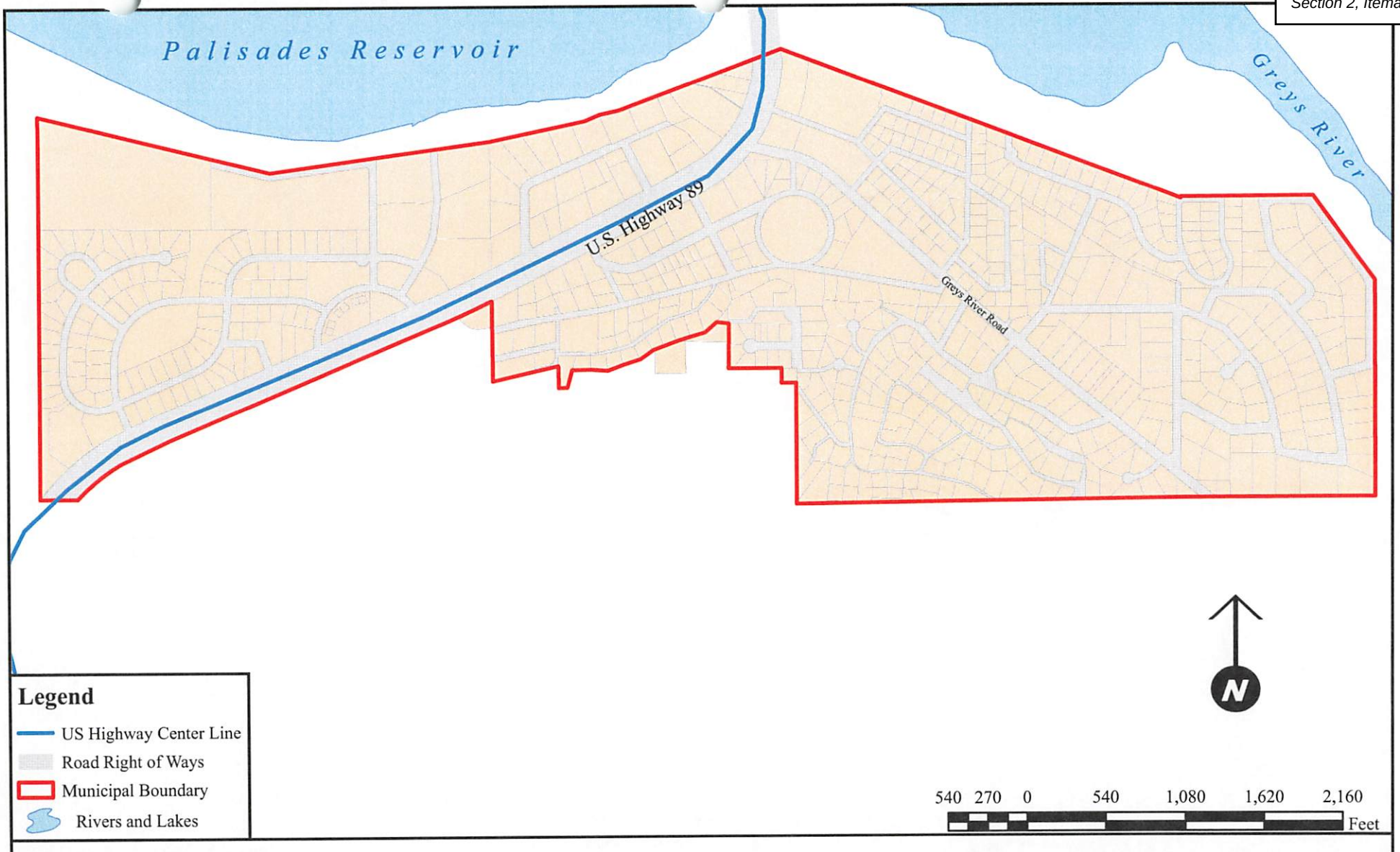
The primary vehicular access serving Alpine is U.S. Highway 89 (Figure 6-1). This highway is part of the National Highway System and classified as a principal arterial (Wyoming Department of Transportation, Systems Planning, 2005).



This two-lane highway extends from the southwest part of Alpine through the northern boundary of the community. U.S. Highway 89 provides access to various Star Valley communities in northern Lincoln County, as well as southeast Idaho. To the north, U.S. Highway 89 provides access to the Town of Jackson and Yellowstone National Park.

U.S. Highway 89 through Alpine is a paved, two-lane highway with a center, 2-way left turning lane, as well as right turning lanes on both sides of the highway. Consequently, there is convenient vehicular access to commercial establishments on the east and west side of the highway.

The road right-of-way through Alpine includes some shrubs, a supporting irrigation system, and decorative street lighting near the edge of the highway right-of-way. An informal service road is situated between existing landscaping and the edge of the right-of-way. However, incoming passenger vehicles do not use the service road.



Alpine Municipal Master Plan

Transportation Systems Alpine, Wyoming

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Figure 6-1

6.1.1.2 Traffic Volumes

Recent Vehicular Traffic

Seasonal traffic counts made in the vicinity of Alpine are made and used by the Wyoming Department of Transportation to estimate annual average daily traffic volumes at selected highway locations. Recent estimates made by the Wyoming Department of Transportation (Table 6-1) indicate an average daily traffic volume of almost 4,000 vehicles per day in 2004 at the intersection of U.S. Highway 89 and Greys River Road (Wiseman, 2005). Average daily traffic volumes since 2000 indicate a gradual rise in the number of vehicles traveling through Alpine.

About 99 percent of this traffic comprised passenger vehicles (including light trucks). Consequently, only a limited volume of semi-truck traffic passes through the community.

During the winter months, a portion of the highway right-of-way is frequently used by snowmobilers. All terrain vehicles (ATVs) also make occasional use of the same right-of-way during spring, summer and fall.

TABLE 6-1
AVERAGE DAILY TRAFFIC VOLUMES
SELECTED POINTS
ALPINE, WY VICINITY
2000 - 2004

	2000			*2001*			*2002*			*2003*			*2004*		
Location	*All*	*Truck*	*Pass.*	*All*	*Truck*	*Pass.*	*All*	*Truck*	*Pass.*	*All*	*Truck*	*Pass.*	*All*	*Truck*	*Pass.*
US 26 at Alpine Junction	1,800	260	1,540	1,700	300	1,400	1,600	290	1,310	1,600	280	1,320	1,740	280	1,460
US 89 at Greys River Road Junction	3,700	320	3,380	3,500	320	3,180	3,590	300	3,290	3,760	320	3,440	3,990	330	3,660
US 26/89 at Alpine Junction	3,200	300	2,900	3,400	330	3,070	3,480	370	3,110	3,610	390	3,220	3,800	400	3,400

Source: Wiseman, 2005.

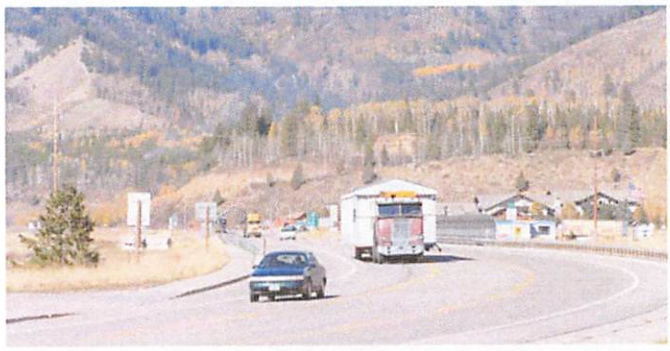
Anticipated Vehicular Traffic

In January 2005, the Wyoming Department of Transportation (WYDOT) published a U.S. Highway 89 Corridor Study for the Star Valley, WY communities of Alpine, Etna, Thayne, Grover, Afton, and Smoot. This report forecasts a significant increase in average annual daily traffic volumes (AADT) along U.S. Highway 89 in Alpine. By the year 2027, future average annual traffic volumes are expected to rise to 7,100 vehicles. This potential increase represents an anticipated 82 percent growth in annual daily traffic volumes during the next 21 years.



6.1.1.3 Level of Service

The 2005 Corridor Study also includes a determination of level of service along U.S. Highway 89. (Table 6-2) *"Level of Service" (LOS) is a qualitative measurement of vehicular traffic conditions that considers volume capacity, speed and travel time, freedom to maneuver, traffic interruptions, and comfort levels"* (WYDOT, Systems Planning, 2005). The six levels of LOS are identified by a grading system, i.e., A through F, that were originally defined in the Highway Capacity Manual in 1965 and subsequently refined in later editions of the Highway Capacity Manual in 1985 and 2000 (Transportation Research Board, 2006).



The analysis of level of service determined in the 2005 Corridor Study concluded that vehicular traffic levels in 2003 represented stable, acceptable traffic conditions with a somewhat restricted movement of vehicles ("C" level of service).

With a gradual increase in average annual daily traffic, the Wyoming Department of Transportation forecasts that the future level of service of U.S. Highway 89, between Afton and Alpine Junction, will gradually decline to a level of service D by 2027 in the absence of any future highway improvements. Level of service D is characterized by restricted traffic movement, high passing demand, and very little passing opportunity. The anticipated decline in level of service will be further exacerbated if a greater number of vehicular access points are developed along this segment of U.S. Highway 89.

TABLE 6-2
LEVEL OF SERVICE DEFINITIONS
HIGHWAY CAPACITY MANUAL

Level of Service	Vehicular Traffic Conditions
A	Free flow traffic, low traffic density, passing demand well below passing capacity.
B	Minimum delays, stable traffic density, passing demand equals passing capacity.
C	Stable conditions, somewhat restricted movement, acceptable traffic conditions.
D	Restricted traffic movement, high passing demand, very little passing opportunity
E	Numerous delays, no passing opportunities, congestion.
F	Severe congestion, no passing opportunities, forced traffic flow.

Source: Wyoming Department of Transportation, Systems Planning, 2005

6.1.1.4 Planned Highway Improvements

In order to maintain a minimum level of service C, the 2005 Corridor Study concludes that a five-lane highway will eventually be needed from north of Afton through the Town of Alpine. The recommended five-lane highway would generally include two 12-foot lanes in each direction, a 12-foot center lane to accommodate two-way left turns, and two 8-foot shoulders.

WYDOT envisions the future acquisition of road right-of-way through Alpine during a future project development phase after completion of an environmental review and approval process. The 2005 Corridor Study also recommends that Lincoln County should require all new construction, adjacent to the Afton-Alpine highway segment, to have a set back of 75 feet from the centerline of U.S. Highway 89.

In recognition of the significant cost of planned highway improvements, WYDOT also recommends the adoption of an effective access management plan for the segments of U.S. Highway 89 in Star Valley. The 2005 Corridor Study also envisions the implementation of community planning and zoning guidelines.

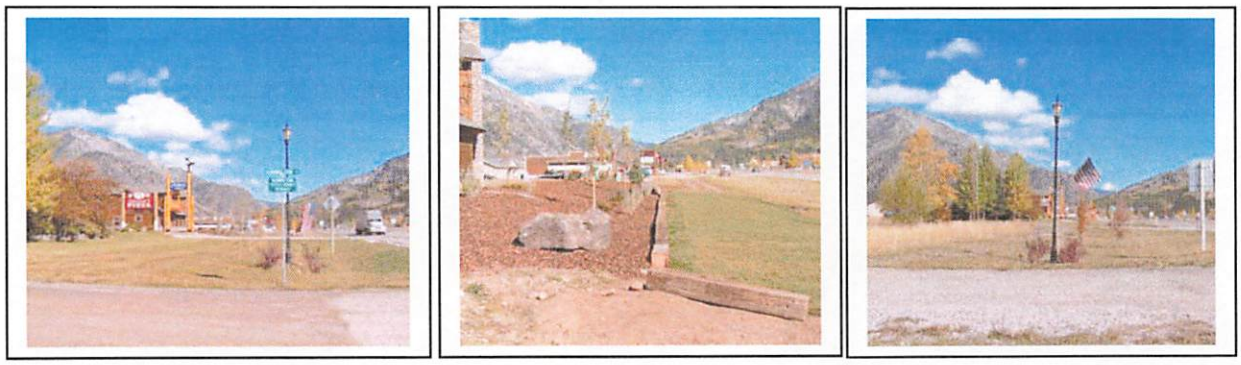
6.1.1.5 Potential Needs and Opportunities

U.S. Highway 89 is the primary vehicular access to Alpine. It is essential that this highway corridor is sufficiently attractive to draw future vehicular traffic off of the highway and people into local retail establishments.

The attractiveness of the commercial area along the U.S. Highway 89 corridor is dependent upon a combination of factors such as the future level of service, effective and convenient points of vehicular access, available vehicular parking, available opportunities for pedestrians, bicyclists, and snowmobile enthusiasts, as well as a unified landscaping theme.

The availability of a 200-foot highway right-of-way through Alpine enables the Town of Alpine and WYDOT to work cooperatively to improve the attractiveness of the highway commercial area and, at the same time, accommodate a future widening of the highway corridor. In order to achieve these objectives, frontage roads could be constructed within the existing right-of-way along both sides of U.S. Highway 89 corridor. Vehicular access points to the frontage roads and nearby vehicular parking areas at each retail establishment would ideally be, at least, 300 feet apart along both sides of the highway. These improvements will help reduce future traffic congestion and the maintenance of an acceptable level of service, i.e., service level C, through the Town of Alpine.

A more unified landscaping theme along the highway corridor through Alpine is also needed to create a more attractive retail environment. In selected right-of-way locations, existing aspen trees need to be combined with wild flowers and shrub plantings. Railroad ties, other wood material, and rock can be used to define and draw attention to landscaped areas and vehicular access points. These concepts need to be incorporated into a related landscaping plan for the corridor.



Landscaped areas within the highway right-of-way can also be used to enable alternate modes of travel through the highway corridor. Trails or walkways for pedestrians, bicyclists, and snow machines can also be designated to encourage resident and visitor access to retail establishments along U.S. Highway 89.

In terms of future traffic safety, the installation of intersection street lighting at selected locations of heavier use and within speed zone transitions could offer some significant safety benefits. One potential location might be the U.S. Highway 89/Riverside Drive intersection which is situated along a horizontal curve on the southwest fringe of Alpine. Such improvements should be considered by the Wyoming Department of Transportation.

6.1.2 Municipal Road Network

6.1.2.1 General Road Characteristics

The municipal road network that serves the Town of Alpine provides vehicular access to U.S. Highway 89 and Greys River Road (Figure 6-1). Municipal roads in Alpine are two-lane roadways that provide access almost exclusively to passenger vehicles and light trucks.

Primary roads in the community roadways include Greys River Road, Alpine Drive, Trail Drive Road, and East Mill Road. These roadways, as well as Sunset Drive and Riverview Meadows subdivision, contain a paved asphaltic surface. The remainder of the community is served by improved roadways with a crushed rock or gravel surface. Few municipal roads contain any drainage facilities or swales within the road right-of-way.

The Town of Alpine's Street Addressing Map includes a few municipal road segments that are not improved. These road segments include the north end of Elk Run Road in the Alpine West subdivision, as well as a circular roadway around one parcel in Lake View Estates, Tract C, that is identified as Alpine Circle.

6.1.2.2 Planned Road Improvements

No municipal road plan, which outlines planned road improvements within the community, has been prepared for the Town of Alpine at the time of this report.

6.1.2.3 Potential Needs and Opportunities

Alpine Circle

Alpine Circle, which is shown on the Town of Alpine's Street Addressing Map, is needed to encourage future land use development around one parcel in Lake View Estates, Tract C. The construction of the municipal road would provide an alternate vehicular access route to Greys River Road, from Lake View Estates, Tract C, and redirect some local traffic in Alpine away from U.S. Highway 89. The availability of this alternate route may also, to a limited extent, help ease local traffic congestion along U.S. Highway 89 during peak travel periods.

The construction of this road would initially not need to be paved. However, the roadway would ideally contain a minimum of a compacted 6-inch gravel or crushed rock base (in two courses).

Surface Treatments and Maintenance of Existing Municipal Roads

Gravel and crush rock surfaces on municipal roads should be treated with a bituminous surface (asphalt). Such treatment could be accomplished with, at least, a two-shot chip and seal application, at least, every five to 10 years. These improvements should be more specifically scheduled in the context of a municipal road plan (Brown, 2006).

Paved municipal roadways in the community should receive scheduled annual and long-term maintenance. Annual maintenance should include, at least, pothole and /or trench patching. A seal coat should be applied every five to 10 years (Brown, 2006).

Vehicular Parking

From December through March, a considerable number of snow machines travel through Alpine en route to their travel across Palisades Reservoir, the Bridger National Forest and other scenic areas in the vicinity of Alpine. In order to gain potential economic benefits from this recreational traffic, it is recommended that the Town of Alpine establish designated vehicular parking areas for snow machine trailers and related towing vehicles. Some potential sites within the community could include:

- U.S Bureau of Reclamation property on the south side of Palisades Reservoir and east of U.S. Highway 89.
- Undeveloped municipal property in Alpine West subdivision could temporarily be used on a seasonal basis until planned facilities, e.g., library, child development center, are developed by the Town of Alpine.

In addition, the Town of Alpine should meet with appropriate representatives of the U.S. Forest Service and encourage the U.S. Forest Service to expand the capacity of its paved vehicular parking area along Greys River Road.

Proposed snow machine routes in the recommended community trail system would provide snow machine access from potential vehicular parking areas to accommodations and food services and other retail services along U.S. Highway 89.

6.2 MUNICIPAL WATER SYSTEM

6.2.1 Service Area

The Town of Alpine's municipal water system serves almost the entire community (Figure 6-2). Undeveloped, municipal-owned lands in the Alpine West subdivision are the only lands not yet served by the water distribution system.

In December 2005, the municipal water system served approximately 380 residential and commercial customers. The primary consumers of municipal water supplies were residential customers.

6.2.2 Water Consumption

6.2.2.1 Average Day Demand in 2005

In order to estimate recent water consumption in the Town of Alpine, municipal water meter data was examined for a two-year period that extended from January 1, 2004 through December 31, 2005. Excluded from this data is potable water used by the Town of Alpine for the irrigation of the Kid's Park, located next to the Civic Center, as well as a landscaped area along the U.S. Highway 89 right-of-way.

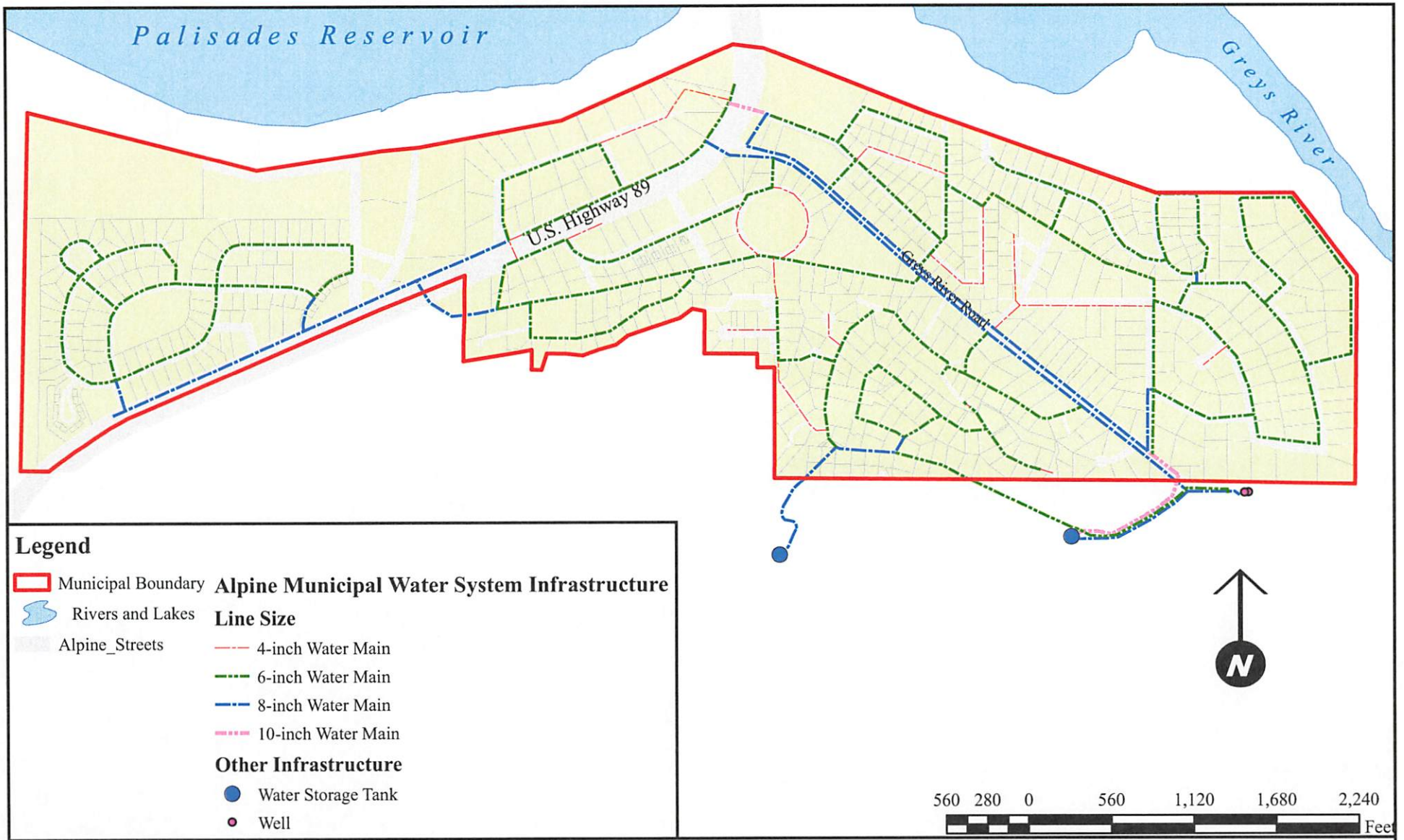
Water meter data for the two-year period indicates that the community of Alpine annually consumes roughly 56.4 million gallons of water. Using the estimated population size of 602 persons in 2005, the daily per capita consumption equates to about 257 gallons per day.

From January 2004 through December 2005, approximately 112,869,371 gallons of potable water was consumed by the Alpine community. During this period, roughly 71 percent of all water consumption was associated with residential land uses. Commercial land uses accounted for about 13 percent of all consumption. Mixed residential and commercial land uses represented almost 12 percent of total consumption. The remaining consumers of municipal water were tied to land uses associated with agriculture, as well as community and public facilities.

Water consumption peaks during the months of July and August. Lower consumption occurs in January and February.

Residential Consumption

The average day demand for residential land uses was 109,517 gallons of water during the January 2004-December 2005 period. There were 340 residential units served by 323 residential water meters.



Alpine Community Development Plan

Municipal Water System Alpine, Wyoming

Prepared by: Pedersen Planning Consultants
P.O. Box 66, Encampment, WY 82325
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Figure 6-2

The average daily household consumption was 322 gallons per day. Using an average household size of 2.53 persons, which characterized Alpine in the year 2000, each Alpine resident consumed about 127 gallons per day for residential purposes. This level of consumption is not considered to be excessive in the context of national residential consumption rates or residential consumption rates found in other smaller Wyoming communities.

Commercial Consumption

Twenty-seven water meters in the municipal water system served commercial facilities from January 2004 through December 2005. The average day demand for each commercial facility was approximately 626 gallons per day. While there is considerable variability in the types of commercial uses in Alpine, this level of consumption is considered to be excessive in light of the type and size of commercial facilities in the community.

Based upon their regular review of municipal water meter data, municipal staff believes that excessive consumption is being reflected from, at least, three commercial facilities. The consumption recorded from these meters accounted for almost 55 percent of the total water used by all commercial facilities in Alpine. Consequently, leaks may be present in the distribution system or service laterals that connect to municipal distribution lines. Or, in some cases, the water meters may be malfunctioning.

Mixed Residential and Commercial Facility Consumption

The water consumption from mixed residential and commercial facilities represented about 12 percent of the total water consumption from January 2004 through December 2005. The average day demand for this type of facility was approximately 18,424 gallons.

Nineteen separate water users associated with mixed residential and commercial facilities shared six water meters in December 2005. Consequently, the average day demand for each mixed residential and commercial facility was about 970 gallons per day. This level of consumption is reasonable and not considered excessive.

Community Facility Consumption

Community facilities in Alpine include privately-owned facilities that are generally available for public uses, e.g., church and childcare facilities. From January 2004 through December 2005, community facilities in Alpine consumed 1,192,253 gallons of water. The average day demand for community facilities was about 817 gallons per day.

This volume of water consumption appears to be excessive in light of the type and size of existing community facilities. A leak in a service lateral, or the distribution system near one of the existing community facilities, is suspected.

6.2.2.2 Maximum Day Demand in 2005

Rendezvous Engineering estimates that the maximum day demand in 2005 was roughly 500 gallons per minute, or about 720,000 gallons per day. This estimate was based upon the amount of water pumped into municipal water storage tanks from municipal groundwater supplies in 2005 (Ablondi, 2006).

When compared to the estimated average day demand for the water system, the estimated maximum day demand appears to be roughly 4.65 times the average day demand. Maximum day demands associated with most municipal systems in the United States range between 1.5 and 2.0 times average day demand (Merritt, 1983). The difference for Alpine primarily reflects the fact that irrigation uses by the Town of Alpine are not metered and, therefore, not included in the earlier estimates of average day demand.

6.2.2.3 Anticipated Water Consumption: 2006 through 2016

Pedersen Planning Consultants forecasts a community population of 720 persons within the existing municipal boundary by the year 2016. Assuming that annual water consumption rates remain constant during the next 10 years, it is anticipated that the Town of Alpine will annually consume approximately 67,496,400 gallons. This volume represents an average day water demand of 184,922 gallons, or roughly 185,000 gallons per day (Table 6-3).

TABLE 6-3
ANTICIPATED AVERAGE DAY DEMAND
MUNICIPAL WATER SYSTEM
2005 - 2016

Year	*Within Municipal Boundary (gallons per day)*	*Potential Annexation Area (gallons per day)*	*Cumulative Average Day Demand (gallons per day)*
2005	154,616	0	154,616
2006	156,413	3,904	160,317
2007	158,211	32,165	190,376
2008	160,523	48,859	209,382
2009	163,605	75,057	238,662
2010	166,430	105,106	271,536
2011	170,026	136,441	306,467
2012	173,365	166,490	339,855
2013	176,447	191,147	367,594
2014	179,786	215,803	395,589
2015	182,611	237,891	420,502
2016	184,922	256,126	441,048

Source: Town of Alpine, 2006, and Pedersen Planning Consultants, 2006.

Areas north of Alpine that are under consideration for future annexation include Alpine Meadows, the Snake River Junction Project, and the Best Western Flying Saddle property. If the planned land uses in these areas were connected to the municipal water system, they could increase the average water demand in 2016 by an additional 256,126 gallons.

On a cumulative basis, anticipated growth within the 2006 municipal boundary, as well as land uses within these potential annexation areas, could generate a cumulative average day demand of roughly 441,000 gallons per day in 2016.

6.2.3 Water Supply

In 1988, the Town of Alpine experienced an outbreak of *e coli* bacteria in springs that supplied the municipal water system. In the aftermath of the outbreak, two groundwater wells were developed in the Greys River Valley subdivision. Water well #1 was originally drilled by MCO Drilling Company to a depth of 275 feet. Water well #2 was drilled in October, 1988 to a depth of 243 feet.

Each of the two groundwater wells produces about 350 to 360 gallons per minute. Operation of the wells is alternated every 16 hours to enhance the life of well pumps. Both wells are supported by 50 horsepower pumps.

Chlorination of the two groundwater wells is achieved via an automated injection of hypochlorite solution. Chlorination comes on-line for about one hour in the morning (7-8 am) and one hour in the afternoon (3-4 pm).

6.2.4 Water Storage

The municipal water system has two water storage tanks. Both are made of concrete. These tanks are located at higher elevations to afford gravity feed to the distribution system. A booster pump system near the groundwater wells transports treated water to the larger 500,000 gallon storage tank via a 10-inch transmission main.

6.2.5 Water Distribution System

The water transmission system comprises 8 and 10-inch poly-vinyl chloride (PVC) pipe. Ten-inch transmission lines carry water from the booster station to the 500,000-gallon storage tank. Otherwise, the size of all other transmission pipe is 8-inch (Jensen, 2005).

The municipal water distribution system includes 4 and 6-inch PVC distribution lines. About 80 percent of the distribution system is served by 6-inch distribution lines (Jensen, 2005).

There is concern among some municipal leaders that significant leaks may be present in the water distribution system. However, the municipal public works director believes that there are no significant leaks in the system. His conclusion is based upon his regular review of water meter records and his monitoring of booster station volumes of treated water that are delivered to the 500,000-gallon water storage tank.

6.2.6 Planned System Improvements

The completion of a Level II study of Alpine's water system continues at the time of this report. On an interim basis, Rendezvous Engineering has already concluded that:

- Existing groundwater wells can produce up to 500 gallons per minute if well pumps are upgraded.

- One or more groundwater wells could be developed in the existing well field. The Town of Alpine plans to drill and construct a new well to help meet future water demands within the present municipal boundary, as well as provide additional water supply to potential annexation areas north of Alpine. .

The Town of Alpine received a $184,000 grant for the drilling and related pump testing of the new exploratory well, as well as a $537,000 grant for improvements to the two existing groundwater wells. Well improvements will generally include the purchase and installation of new well pumps, as well as a back-up power supply (Abernathy, 2006). These improvements were approved by the Wyoming Water Development Commission and subsequently funded by the Wyoming State Legislature in 2006.

6.2.7 Potential Needs and Opportunities

6.2.7.1 Support of Future Water Demands Within the Present Municipal Boundary

Planned improvements to Alpine's two groundwater wells, as well as the development of a third groundwater well, can be expected to meet future water demands within the present municipal boundary during the next 10 years. This conclusion assumes that well production would continue to alternate the use of wells to conserve the life of both well pumps. Two wells operating simultaneously, at rate of about 500 gallons per minute, can produce about 1,440,000 gallons per day.

Assuming that future maximum day demands would represent about 4.65 x the anticipated average day demand, future maximum day demands within the present municipal boundary would be approximately 860,000 gallons per day in 2016. Consequently, it appears that planned improvements and expansion of the municipal water supply will be capable of meeting future water demands within the present municipal boundary through, at least, 2016.

A hydraulic analysis of the entire water system is needed to confirm the adequacy of existing water storage facilities, the transmission system and water distribution system.

6.2.7.2 Support of Potential Annexation Areas North of Alpine

Rendezvous Engineering has also concluded that these cumulative water supplies will also provide some additional supplies that could be used to support a portion of water demands in potential annexation areas (Ablondi, 2006). The correlation of anticipated maximum day demand and water production within the present municipal boundary suggests the potential availability of 580,000 gallons per day through 2016.

In order to supplement the water supplies needed to support potential annexation areas north of Alpine, an existing 8-inch transmission line along Greys River Road will need to be extended roughly 600 feet across the existing bridge (along U.S. Highway 89) to the north side of Palisades Reservoir. Rendezvous Engineering recommends that the extended transmission line should be, at least, a 12-inch line. The potential cost to design and construct this transmission line extension would be roughly $150,000 (Ablondi, 2006).

6.3 MUNICIPAL WASTEWATER SYSTEM

6.3.1 Service Area

Approximately 88 facilities are connected to the municipal wastewater system (Figure 6-3). About 66 percent of these facilities include single family residential housing units.

Areas not served by the wastewater system generally include most of the subdivisions that are south and east of the U.S. Highway 89/Greys River Road intersection.

6.3.2 Wastewater Generation

6.3.2.1 Wastewater Generation in 2005

Average daily wastewater flows generated by the community were initially examined on the basis of treatment plant flow records. The municipal public works director records wastewater flow discharge levels from the wastewater treatment plant each morning. These records suggest that the average daily wastewater flow to the municipal wastewater treatment plant is estimated to be about 30,000 to 35,000 gallons per day (Jensen, 2005).

Existing wastewater generation was also calculated using water meter records, from January 2004 through December 2005, for the 88 facilities connected to the municipal wastewater system. It was also assumed that local wastewater generation represented 75 percent of total water consumption.

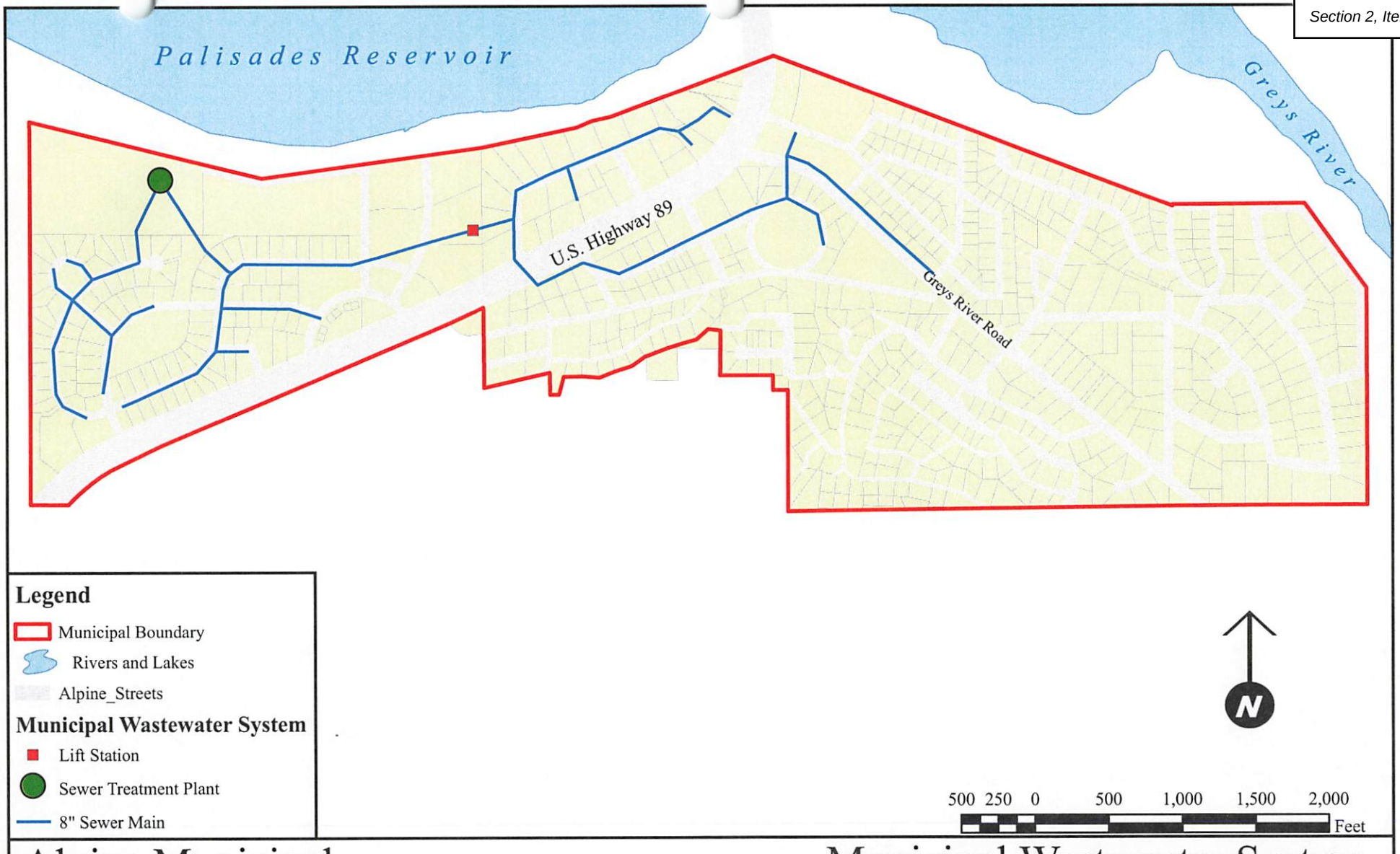
Water consumption data indicates that the 88 facilities connected to the wastewater system consumed an average of 66,971 gallons of water per day in 2004 and 2005. This suggests a total average daily wastewater flow of 50,228 gallons in 2004 and 2005

Based upon these analyses, it appears that average daily wastewater flows in 2004 and 2005 ranged between 30,000 and 50,300 gallons per day. The upper end of this range is believed to be more reliable because this estimate is based upon actual water consumption and an assumed water: wastewater ratio of 75 percent. An estimated flow of roughly 50,300 gallons suggests that the wastewater treatment plant is normally operating at roughly 77 percent of total treatment capacity and the need for treatment plant expansion.

6.3.2.2 Anticipated Wastewater Generation: 2006-2016

If all land uses and related facilities in the Town of Alpine are gradually connected to the municipal sewer system, average daily wastewater flows can be expected to rise to almost 139,000 gallons per day by the year 2016 (Table 6-4). Such flows would exceed the existing wastewater treatment plant capacity of 65,000 gallons per day.

The potential annexation of Alpine Meadows, the proposed Snake River Junction Project, and the Flying Saddle properties would eventually generate an additional average daily flow of roughly 192,000 gallons. On a cumulative basis, increased wastewater generation within the 2006 municipal boundary, as well as the proposed annexation areas, are expected to generate a combined average daily flow of roughly 331,000 gallons per day.



Alpine Municipal Master Plan

Municipal Wastewater System Alpine, Wyoming

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Figure 6-3

TABLE 6-4
AVERAGE DAILY WASTEWATER FLOWS
EXISTING 2005 MUNICIPAL BOUNDARY AND POTENTIAL ANNEXATION AREA
ALPINE, WY
2005 - 2016

Year	*2005 Boundary Avg. Daily Flow (gal.)* [a]	*Proposed Annexation Area Avg. Daily Flow (gal.)* [b]	*Combined Area Avg. Daily Flow (gal.)*
2005	50,228	0	50,228
2006	117,310	2,928	120,238
2007	118,658	24,124	142,782
2008	120,392	36,644	157,037
2009	122,704	56,293	178,997
2010	124,823	78,830	203,652
2011	127,520	102,331	229,850
2012	130,024	124,868	254,891
2013	132,335	143,360	275,696
2014	134,840	161,852	296,692
2015	136,958	178,418	315,377
2016	138,692	192,095	330,786

Notes: a) Beyond 2005, the statistical model assumed that all properties within the 2005 boundary are connected to the municipal wastewater system. b) Proposed annexation area includes Alpine Meadows, Snake River Junction, and Flying Saddle properties.

Source: Town of Alpine, 2006; Metcalf and Eddy, 1972; and Pedersen Planning Consultants, 2006.

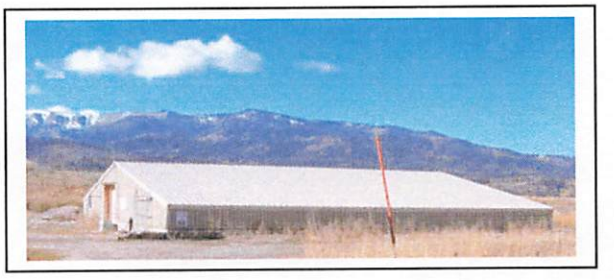
6.3.3 Wastewater Collection

The wastewater collection system comprises 6 and 8-inch polyvinyl chloride (PVC) pipe. Most of the system includes 8 inch pipe. Sewer laterals are constructed with 4-inch lines (Jensen, 2005). Manholes are constructed of pre-cast concrete.

One lift station supports the collection system. The lift station is situated northeast of the Alpine Volunteer Fire Department building in the Alpine West subdivision (Nelson Engineering, 2006).

6.3.4 Wastewater Treatment and Disposal

The municipal wastewater treatment plant is located in the Alpine West subdivision. The plant is situated on a 17-acre parcel that is leased by the Wyoming Game and Fish Department (WGFD) which obtained or leased the parcel from the U.S. Bureau of Reclamation. WGFD wants the Town of Alpine to purchase the land from USBOR or WGFD.



The wastewater treatment system includes *"....two packaged treatment plants, one rated at 25,000 gpd and one rated at 65,000 gpd. Currently only the 65,000 gpd plant is in operation. The 25,000 gpd plant is useable with some improvements for treatment of raw wastewater or as an aerobic digester for the waste biosolids from the 65,000 gpd plant"* (Nelson Engineering, 2006).

The treatment process involves an activated sludge process with extended aeration. Disinfection of treated effluent is accomplished through the use of an ultraviolet (UV) light treatment process.

Treated wastewater effluent from the treatment plant is ultimately discharged into the Snake River via an 8-in ductile iron discharge line or 10-inch PVC discharge pipe. The Town of Alpine is authorized to discharge treated effluent into the Snake River via a National Pollutant Discharge Elimination System (NPDES) permit for the treatment plant. The existing NPDES permit, which was issued in January 2004, expires in December 2008 (Nelson Engineering, 2006). .

6.3.5 Sludge Treatment and Removal

Existing sludge drying beds that were constructed as part of the municipal treatment plant are ineffective due, in part, to the presence of colder temperatures throughout much of the year. For this reason, the Town of Alpine uses a portable sludge treatment system, i.e., the Flo-Trend system, that is used about once every two weeks to withdraw and break down sludge from the treatment plant. The Flo-Trend system uses polymers to break down sewage sludge. The treated sludge is returned back to the clarifiers and ultimately discharged into the Snake River. (Jensen, 2005). Thickened biosolids are eventually applied to land as a soil amendment (Nelson Engineering, 2006).

6.3.6 Planned System Improvements

6.3.6.1 Improvement and Expansion of Collection System

1995 Wastewater Facilities Plan

A wastewater facilities plan for the Town of Alpine was prepared by Sunrise Engineering, Inc., in 1995. This plan considered a variety of wastewater management issues.

Sunrise Engineering concluded, in part, that future expansion of the municipal wastewater collection system should be limited within existing municipal boundaries. Further, any expansion of the collection system should be made by developers of new residential subdivisions within the community. It was recommended that a gravity flow collection system be used to collect future wastewater flows.

Two wastewater treatment alternatives were examined to treat future wastewater flows in the community. These options included:

- Construct a force main to the north side of the Snake River and the construction of a mechanical treatment plant that would use an extended aeration treatment process.

- Construct two mechanical treatment facilities in northwest and northeast Alpine that would employ an extended aeration treatment process. The construction of a force main in the northeast part of Alpine was also envisioned to facilitate the collection of flows from some of the lower elevation areas in the community.

The second option was ultimately recommended.

The first phase of the recommended plan was to extend the wastewater collection system to an area that now comprises most of Tract C, as well as the 2nd and 7th Additions of the Lake View Estates Subdivision, Palisades Heights Subdivision, and Lost Elk Townhouses. Additional treatment capacity was proposed to serve the growing needs of the River View Meadows subdivision.

Phase 2 of the recommended plan was to provide wastewater collection and treatment for the remaining unsewered areas in east Alpine. These flows were to be served by a separate 100,000 gallon treatment plant.

Alpine Wastewater Treatment Plant Feasibility Study

The Alpine Wastewater Treatment Plant Feasibility Study was completed by Nelson Engineering in March 2006. While this study focuses primarily upon the treatment plant, the study provides a proposed layout for the expansion of the collection system to unsewered areas within the present municipal boundary.

Nelson Engineering also estimated probable construction costs for the expansion of the collection system. The estimated cost for the construction of collection system improvements was $2,248,700. The construction of a related pump station and force main along the northern municipal boundary was estimated to be $780,900.

An estimate was also presented for the replacement of approximately 400 feet of sewer line near the wastewater treatment plant and the correction of a pipe alignment in one manhole within the existing collection system. Nelson Engineering estimated that the construction of these collection system improvements would cost roughly $3,064,600.

6.3.6.2 Expansion of Wastewater Treatment Capacity

Representatives of the North Star Utility District have recommended to the Town of Alpine that it consider the expansion of its municipal wastewater treatment plant. The purpose of the expansion would be, in part, to accommodate anticipated wastewater flows from selected areas north of Alpine.

In the context of this proposal, the potential cost of expanding the existing wastewater treatment plant or developing a new wastewater treatment plant was evaluated by Nelson Engineering in early 2006. The Alpine Wastewater Treatment Plant Feasibility Study investigated various treatment alternatives in the context of anticipated wastewater flows from within the present municipal boundary and potential annexation areas north of Alpine. The study recommended the development of a new wastewater treatment plant that would initially have a maximum day capacity of 400,000 gallons per day. The proposed treatment plant would be designed to use an activated sludge membrane bioreactor for the treatment process.

The treatment capacity of the proposed treatment plant would be expandable through the incorporation of more aeration basins and membrane cassettes in future construction phases. These improvements could eventually increase the treatment capacity of the proposed plant up to roughly 800,000 gallons per day.

Nelson Engineering estimated that construction costs for this facility to be roughly $4.8 million. An additional $647,500 would be required for design and construction management services. The financial plan associated with the study recommended that the Town of Alpine would pursue a Mineral Royalty Grant to pay for 50 percent of the treatment plant construction costs that would include design, permitting, land and easement acquisition, and construction engineering.

6.3.7 Potential Needs and Opportunities

6.3.7.1 Improvement and Expansion of Sewer Collection System

The planned improvement and expansion of the municipal sewer collection system is needed to support potential residential, commercial, and other land use expansion within Alpine. But as these improvements are pursued, it is essential that these improvements are closely coordinated with Alpine residents.

Comments received concerning the draft Master Plan report included a recommendation from a resident of the Forest Meadows Subdivision in east Alpine. This resident requested that the residents of the Forest Meadows Subdivision review and approve all plans for expansion of the collection system into east Alpine prior to implementation by the Town of Alpine.

6.3.7.2 Wastewater Treatment Plant

Anticipated maximum daily flows, which represent average daily flows x 1.5, are typically used for the calculation of treatment plant capacity. Using the anticipated average daily flows for 2016, it is anticipated that maximum day wastewater flows within the present municipal boundary will be about 208,038 gallons per day. Wastewater flows from recommended annexation areas would generate an additional 288,143 gallons of maximum day flow.

Consequently, anticipated maximum daily flows indicate a need for an expanded or new wastewater treatment plant facility in Alpine. Anticipated flows for the 2006-2016 period suggest that this need exists whether or not nearby land use development projects north of Alpine are connected to the municipal wastewater system.

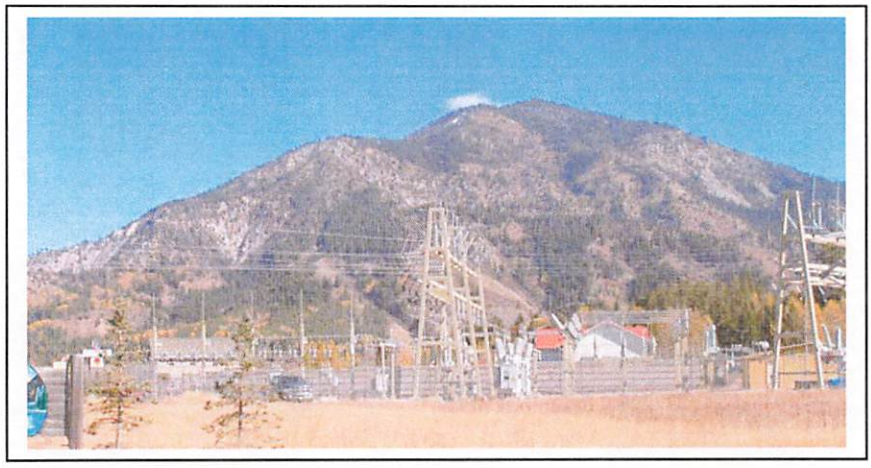
6.4 ELECTRICAL ENERGY

Lower Valley Energy, based in Afton and Jackson, Wyoming, provides electrical service to Alpine. This electrical service and natural gas provider is a rural, member-owned cooperative that generally serves Lincoln, Sublette and Teton County, Wyoming; Bonneville and Caribou County, Idaho; and portions of Yellowstone National Park

While Lower Valley Energy is also a natural gas provider, these services are not available in the Town of Alpine.

6.4.1 Alpine Substation

Within the Town of Alpine, Lower Valley Energy operates and maintains an electrical substation that has a carrying capacity of 10.5 megawatt (MW) and a related transformer rated at 7,500 kilowatts. The Alpine substation has one vacant bay that could be used to accommodate an additional 5 MW of carrying capacity.



6.4.2 Electrical Energy Consumption

Recent electrical energy consumption in Alpine is well within the capacity of the substation. Existing land uses generate peak demands roughly 3.5 MW during the winter months. In contrast, energy consumption during the fall is about 1.9 MW.

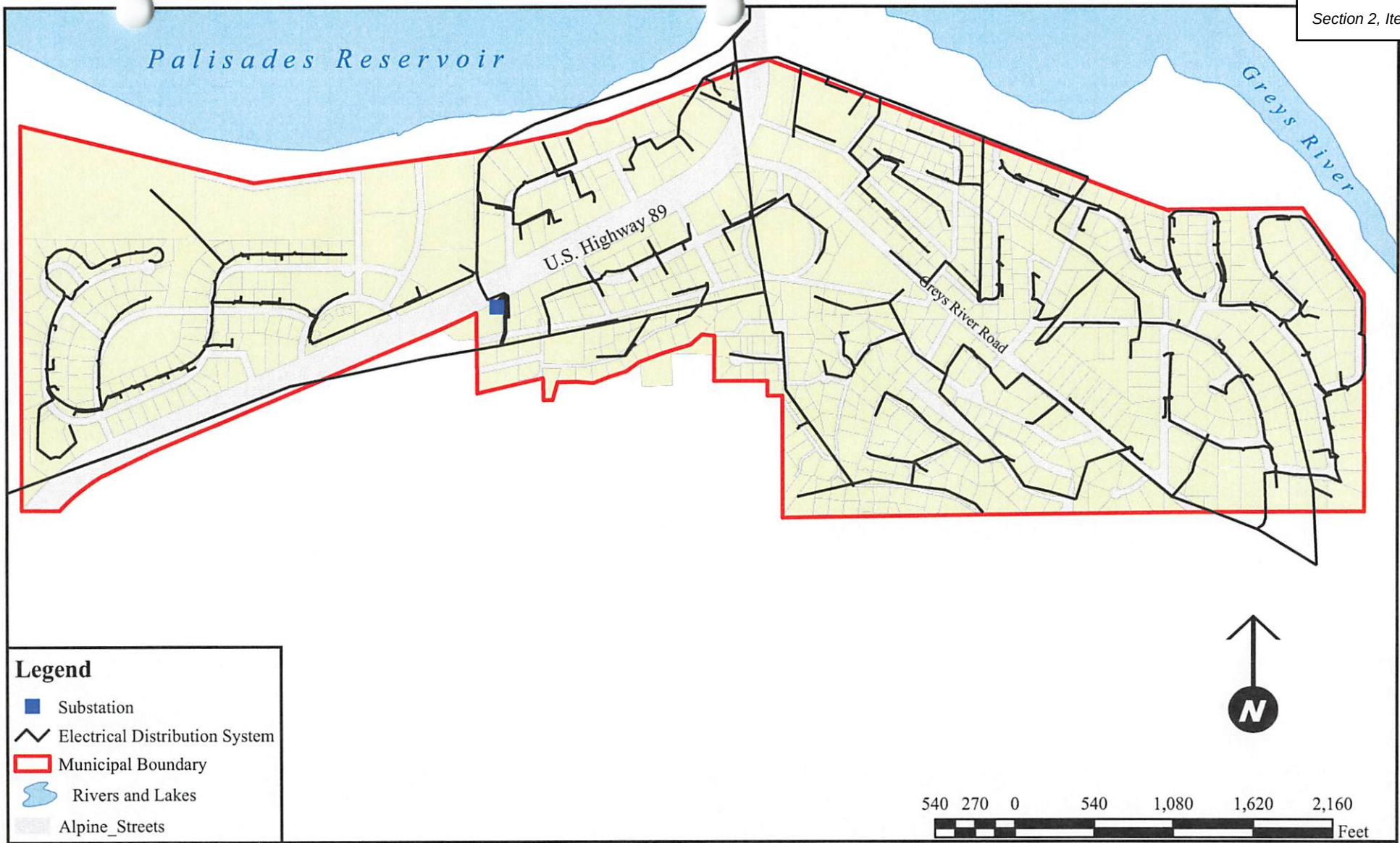
6.4.3 Electrical Distribution

The electrical distribution system (Figure 6-4) serves all subdivisions within the community. Most all of this distribution system consists of overhead distribution lines. Available electrical service is 60-hertz, alternating current, single or three-phase.

6.5 TELECOMMUNICATIONS

Silver Star Communications, based in Freedom, Wyoming, provides video (television), telephone (land line and cellular), and internet services to residential and commercial customers in Alpine and other portions of Wyoming's Star Valley. The company is an affiliate of Teton Telecom, based in nearby Teton Valley, Idaho. Together, these companies serve a geographical area encompassing over 2,800 square miles in western Wyoming and eastern Idaho. Customer care centers are situated in Afton and Thayne, Wyoming.

The internet services offered by Silver Star Communications include dial-up, DSL, as well as high speed wireless access. The speed of available high speed internet services range between 513 k and 1.4 Mb. These speeds are generally adequate to serve the needs of most residential and small business customers.



Alpine Municipal Master Plan

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Lower Valley Energy Electricial Distribution System Alpine, Wyoming

Figure 6-4

6.6 FIRE SUPPRESSION AND EMERGENCY MEDICAL SERVICES

6.6.1 General

Fire suppression and emergency medical services are provided to the Town of Alpine by the Alpine Volunteer Fire Department, Inc., a non-profit organization that is not a fire district. Fire suppression and emergency medical equipment are based in the community within the Alpine Volunteer Fire Department building along U.S. Highway 89.

6.6.2 Service Area

The Alpine Volunteer Fire Department provides fire suppression and emergency medical services within a service area that encompasses roughly 481 square miles. The service area extends south to County Road 111 (Jack Knife Road) and northeast to the Teton County line. Northwest of Alpine, the service area extends about eight miles toward Idaho Falls, ID. Both sides of the Palisades Reservoir are also served by the Department; this portion of the service area extends an additional ten miles north to Indian Creek. In addition, the Alpine Volunteer Fire Department provides service east of Alpine approximately 50 miles up the Greys River drainage (Potter, 2006).

6.6.3 Available Personnel

The Alpine Volunteer Fire Department has 25 volunteers that serve on an on-call basis. Each volunteer carries a pager unit to facilitate their response to a fire or emergency medical service call (Potter, 2006). .

The department includes 13 emergency medical technicians (EMTs) and 12 firefighters. Eight of the 13 EMTs are cross-trained and available to serve as firefighters (Potter, 2006).

6.6.4 Calls

In 2005, the Alpine Volunteer Fire Department (AVFD) made about 120-130 emergency calls. Roughly 90 percent of these calls were requests for emergency medical services; the remaining calls represented requests for fire suppression services. Firefighters support emergency medical service calls associated with traffic accidents since AVFD firefighters are trained in victim extrication (Potter, 2006).

6.6.5 Operational Issues

6.6.5.1 Wildfire Potential

In January 2001, the U.S. Department of Agriculture and the U.S. Department of Interior jointly issued a national list of urban wildland interface communities in the vicinity of federal lands that are considered to be at high risk from potential wildfire (Federal Register, 2001). This designation reflected, in part, earlier analyses by the U.S. Forest Service and the U.S. Bureau of Land Management in 2000. These analyses sought to develop a federal interagency response to severe wildland fire, reduce their impacts on rural communities, and assure adequate firefighting capacity in the future. The National Fire Plan for the U.S. Forest Service addressed five key points that included:

- Firefighting;
- Rehabilitation and restoration;
- Hazardous fuel reduction;
- Community assistance; and,
- Accountability (Bridger-Teton National Forest and Caribou-Targhee National Forest, 2003).

In 2001, these national recommendations prompted the U.S. Forest Service to organize an Alpine Fuels Hazard Reduction project in the vicinity of Alpine, WY in light of its high risk from potential wildfire. This project consists of forest thinning, prescribed burning, and natural fuel treatment projects in an area that is north and east of Alpine. The U.S. Forest Service and the U.S. Bureau of Land Management are, in part, establishing a tree break or buffer zone along the southeast boundary of Alpine (Bridger-Teton National Forest and Caribou-Targhee National Forest, 2003).

The project is expected to continue through 2011. But, long-term maintenance of the fire break around Alpine will be necessary to address the high potential for wildfire (Potter, 2006).

6.6.5.2 Defensible Space Program

The Alpine Volunteer Fire Department also organized and continues to operate a defensible space program in Alpine. This program works with local landowners to haul and burn timber and other vegetative material that are adjacent to local residences. Landowners are responsible for the cost of clearing and aggregation of these materials. AVFD hauls and burns timber and vegetative materials that are removed and collected by local landowners.

Until 2005, the Town of Alpine authorized AVFD to use a municipal dump truck. Subsequently, local businessman, Clarence Rinehart, donated a truck to AVFD for the hauling of timber and other vegetative material to a designated site owned by the U.S. Bureau of Land Management.

The Alpine Volunteer Fire Department needs to acquire a used flatbed truck, or a 12 cubic yard dump truck, to enable the department to continue hauling timber and other vegetative material to the designated BLM burn site. The estimated cost for acquisition of this equipment is about $30,000. An additional $5,000-$7,000 will annually be required for the purchase of fuel, insurance, maintenance and repair (Potter, 2006).

6.6.5.3 Equipment Replacement Needs

The Alpine Volunteer Fire Department has a continuing need to acquire fire suppression and emergency medical service equipment. For example, AVFD recently purchased a new ambulance that is necessary to support its delivery of emergency medical services.

AVFD needs to replace its existing pumper truck. The replacement of this truck will require an expenditure of roughly $200,000 (Potter, 2006).

A new rescue truck is also needed to support vehicle extrications associated with traffic accidents. The anticipated cost for a new rescue truck is approximately $100,000 (Potter, 2006).

6.6.6 Financial Issues

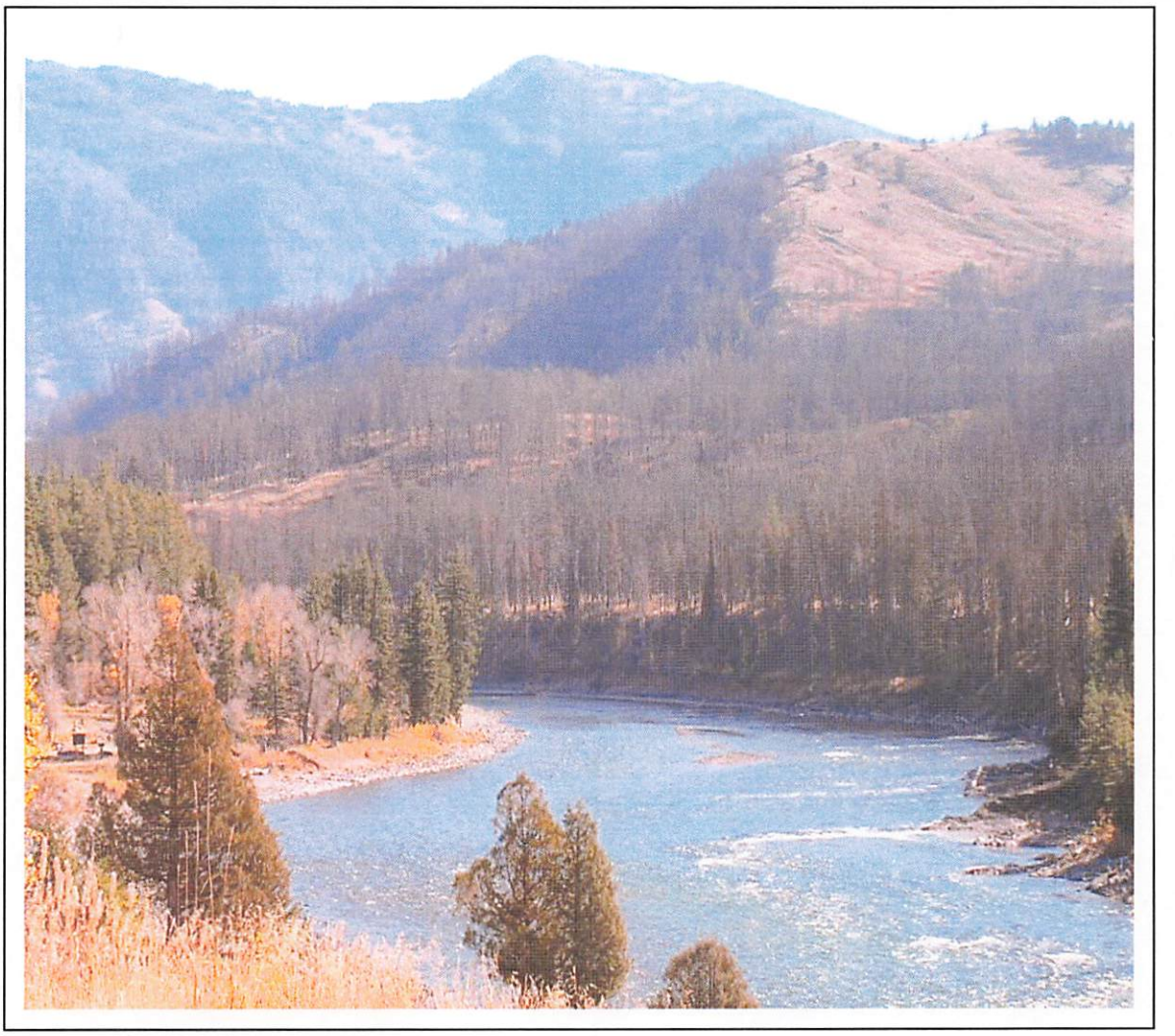
As a non-profit corporation, the Alpine Volunteer Fire Department has a continuing need to acquire funds for the support of the purchase of new equipment, as well as sustain ongoing operations. Operation of the department is financially supported by Lincoln County, the Town of Alpine, the Alpine-Bonneville Fire District in Idaho, and private donations. Service fees are also collected from private individuals for ambulance services. In addition, AVFD also pursues and obtains various federal and state grants via the Town of Alpine (Potter, 2006).

One of the significant costs incurred by the AVFD is the periodic replacement of equipment. To prepare for these periodic equipment replacement needs, AVFD has established a reserve fund for equipment replacement fund. However, funds within the replacement fund were almost depleted with the purchase of a new ambulance (Potter, 2006).

Despite these available resources, the overall financial resources of the Alpine Volunteer Fire Department are, at best, tenuous and uncertain. The uncertainty concerning the availability of future funding does not enable the department to adequately plan and schedule anticipated expenditures for both operations and equipment replacement.

In FY 2005, AVFD received $26,000 from the Town of Alpine, $40,000 from Lincoln County, $6,000 from the Alpine-Bonneville Fire District, as well as additional $4,000 in ambulance bill service receipts. AVFD estimates that the department requires about $95,000 to operate its equipment, provide adequate volunteer training, and secure required liability insurance. An additional $6,000-$7,000 is needed to obtain workmens' compensation, as well as accident and accidental death and disability insurance from the municipal liability pool. Consequently, greater financial support is needed from the Town of Alpine, Lincoln County and other public agencies.

CHAPTER SEVEN
LAND USE MANAGEMENT



7.1 GENERAL

The adoption of a municipal master plan and a municipal zoning ordinance are two of the primary tools that can be used by Wyoming communities for land use management. The potential use of these management tools is authorized in Title 15 of the Wyoming Statutes.

It is important that these management tools are regularly updated to reflect ever-changing demographic, economic and land use trends, as well as insights and preferences of the community. The Town of Alpine has recognized this need through its authorization of the ongoing update of its municipal master plan and a subsequent revision of the municipal zoning ordinance.

These tools and other potential land use management options are discussed in Chapter Seven. The evaluation of existing municipal zoning is limited to identifying the potential scope of recommended changes to the municipal zoning ordinance.

7.2 MUNICIPAL MASTER PLAN

The municipal master plan, defined in W.S. 15-1-503 through 15-1-506, is to serve as a guide to:

- the general location of future municipal roads and other transportation facilities, water and sewer systems, parks playgrounds, and other public facilities; and,
- the general location and character of community centers and neighborhoods, as well as areas of the community that may be considered for future redevelopment.

For example, Chapter Eight of this municipal master plan presents and evaluates three alternate land use plans for the Town of Alpine, as well as a recommended land use plan for the community. These alternate plans depict the recommended type and location of future land uses in the community for, at least, the next 10 years. Recommendations concerning potential annexations of selected lands north of Alpine are also presented in Chapter Seven. Recommended infrastructure improvements to support future land uses in Alpine are also discussed in Chapters Six and Eight.

An adopted master plan is to serve as a general vision that the community can use to encourage a combination of future private and public investments. Through their review of the municipal master plan, private investors and public agencies can learn of the type and location of land uses that the community prefers, as well as planned expansions to municipal infrastructure. This information enables private investors and other public agencies to have fruitful negotiations of proposed projects with the Town of Alpine.

The availability of the municipal master plan also facilitates the recommendations of the Alpine Planning and Zoning Commission and the ultimate decision-making of the Alpine Town Council. The scope of proposed projects can be reviewed, in part, in terms of their consistency or compatibility with the land use plan adopted by the community.

The municipal master plan can also be used by the Town Council and municipal staff to help plan, determine and prioritize future budgetary expenditures. The municipal master plan provides recommendations concerning proposed infrastructure improvements and the development of other community amenities that may be needed to support existing land uses and anticipated land use expansion.

As one of Wyoming's more rapidly growing communities, it is recommended that Alpine's municipal master plan be updated every three to four years. Once a municipal master plan becomes considerably out-of-date, the potential use of the municipal master plan to help attract private and public investments, facilitate decision-making concerning land use proposals, and the planning of municipal budgets, is often hampered.

7.3 MUNICIPAL ZONING

7.3.1 Regulatory Authority

The authority to regulate land uses within any Wyoming municipality is provided in W.S. 15-1-601. This statute provides municipalities with the opportunity to regulate:

- height and size of buildings;

- amount of land area that may be occupied or developed;
- size of yards, courts and other open space;
- the type and location of land uses; and,
- building setbacks.

W.S. 15-1-601(b) envisions the adoption of a traditional zoning ordinance that includes the establishment of various zoning districts. Alternate approaches to municipal zoning are not authorized or prohibited by this statute. Otherwise, zoning regulations are to be in accordance with a municipal comprehensive plan, i.e., municipal master plan.

7.3.2 The Alpine Zoning Ordinance

A municipal zoning ordinance was initially adopted by the Town of Alpine on June 18, 1991. Since that time, a considerable number of amendments to the zoning ordinance have been adopted by the Alpine Town Council. Municipal staff members are uncertain whether or not a complete version of the amended ordinance is available. However, amendments adopted by the Town of Alpine, through 2003 are reflected in the copy of the zoning ordinance that was reviewed for this report.

The existing zoning ordinance is generally consistent with W.S. 15-1-601. The ordinance establishes seven different zoning districts. These districts include:

- R-1 single family residential;
- R-2 single family/multiple family residential;
- R-3 multiple family residential;
- B-1 light commercial;
- C-1 commercial;
- I-1 industrial; and,
- PUD planned unit development

With the exception of the PUD district, each of the district regulations generally includes a description of purpose, permitted uses, conditional uses, and property development standards.

Chapter V of the zoning ordinance provides general regulations for a variety of land use management considerations. These provisions include considerations such as building height requirements, walls and fences, animals and pets, home occupations and exterior lighting.

Signage regulations that are applicable to all zoning districts are also included as part of the general regulations. These provisions outline the procedural requirements for obtaining a sign permit, as well as standards associated with various types of signage.

Vehicular parking and loading requirements are summarized in Section 503 for a variety of land uses. These requirements consider the design and location of parking spaces, as well as off-street parking and loading spaces.

Landscaping requirements are provided in Section 504 of the zoning ordinance. Landscaping requirements are presented only for yards and setback areas, as well as vehicular parking areas.

7.3.3 Zoning Ordinance Needs and Potential Revisions

7.3.3.1 Make the Ordinance More "User Friendly"

A general re-organization is needed to make the ordinance more "user friendly" for the general public, the Alpine Planning and Zoning Commission, municipal staff, and the Alpine Town Council. Several of the general provisions, e.g., building height and home occupation requirements, can easily be incorporated into each of the specific zoning district regulations. While this approach will increase the length of some provisions, it will enable users of the zoning ordinance to more easily locate requirements that are applicable to their specific land use development project, e.g., a new residence or new commercial facility.

7.3.3.2 Incorporate Building and Construction Code Standards

The Town of Alpine adopted the 1991 Uniform Building Code as the construction standard for the community on June 18, 1991. This adoption was made by the Alpine Town Council via Alpine Ordinance No. 1992-15.

Prior to the adoption of the 1991 Uniform Building Code, the original zoning ordinance adopted by the Town of Alpine was referred to as the "Building and Zoning Ordinance". The future revision of the municipal zoning ordinance should consider the incorporation of adopted building standards. This would facilitate a more convenient reference to overall land use and building requirements.

A transition is being made by many Wyoming and other U.S. communities to adopt one or more portions of a comprehensive set of construction codes that have been developed by the International Code Council. These codes primarily include the following:

- International Building Code
- International Residential Code for One and Two-Family Dwellings
- International Plumbing Code
- International Mechanical Code
- International Fire Code
- International Electric Code Administrative Provisions
- International Private Sewage Disposal Code
- International Fuel Gas Code
- International Urban-Wildland Interface Code
- International Energy Conservation Code

The 2003 edition of these codes is the most current version available at the time of this report. However, some revisions to these codes are expected in a planned 2006 edition of these codes which are in progress at the time of this report.

It is recommended that the Town of Alpine adopt, at least, the following codes published by the International Code Council:

- International Building Code
- International Residential Code for One and Two-Family Dwellings
- International Plumbing Code

- International Mechanical Code

The National Electric Code (NEC), published by the National Fire Protection Association, addresses the installation of electrical systems and equipment to help protect people and property from potential hazards associated with the use of electricity in buildings and structures. The NEC generally encompasses standards related to the installation of the following:

a. electric conductors and equipment within or on public and private buildings or other structures, including mobile homes, recreational vehicles, and floating buildings; and other premises such as yards, carnivals, parking lots, and industrial substations.

b. conductors and equipment that connect to the supply of electricity.

c. other outside conductors and equipment on the premises.

d. optical fiber cable.

e. installations in buildings used by an electric utility, e.g., office buildings, warehouses, garages, machine shops, and recreational buildings that are not an integral part of a generating plant, substation, or control center (National Fire Protection Association, 1999).

This widely accepted set of standards is well known to electrical contractors. The National Electrical Code has also been adopted by the Wyoming Fire Marshall. Consequently, it is recommended that the NEC be adopted rather than the International Electrical Code.

7.3.3.3 Encourage Home Occupations and Improve Home Occupation Requirements

Expanded use of the Internet and other telecommunication services has greatly enhanced the feasibility of operating small, home-based businesses throughout the United States. The ability to operate a small, home-based business in Alpine will likely be an important consideration for some existing and future residents who desire to establish or relocate an existing small business in the community.

The geographical location of Alpine and its proximity to natural assets and related recreational opportunities offers a potential opportunity for some Alpine residents to establish a bed-and-breakfast operation within their homes. This opportunity is another potential home occupation that can be used to generate supplemental household income on, at least, a seasonal basis.

Home occupation standards within the municipal zoning ordinance are unnecessarily restrictive concerning the use of employees and the proportion of floor area devoted to the home occupation. Further, they do not address the important issues that are important to neighboring landowners.

The zoning ordinance should enable the opportunity to pursue potential home occupations in selected residential zoning districts. At the same time, the zoning ordinance should recognize and address potential impacts of a home occupation, e.g., increased vehicular traffic and parking requirements, that can make the home occupation undesirable to the surrounding neighborhood. Reasonable vehicular parking requirements and selected operational requirements can be stipulated by the Alpine Planning and Zoning Commission to help ensure the compatibility of home occupations with adjacent land uses.

requirements can be stipulated by the Alpine Planning and Zoning Commission to help ensure the compatibility of home occupations with adjacent land uses.

7.3.3.4 Encourage Mixed Residential and Commercial Land Uses

Traditional zoning codes often include sets of permitted uses that often segregate residential and commercial land uses. In many situations, the separation of these issues is appropriate to sustain residential property values in established residential neighborhoods or the financial viability of concentrated commercial areas.

Alpine's municipal zoning ordinance does permit the mixing of some residential and commercial land uses in the R-3 multiple family residential district. However, the existing zoning map does not reflect any area zoned for multiple family residential uses (Figure 7-1). In the C-1 commercial district, certain residential uses are subject to conditional approval.

In smaller communities that are distant from regional population and economic centers, consideration needs to given to potential opportunities to make residential and commercial investments attractive from the perspective of a potential return-on-investment, the desired lifestyle of the investor, as well as the functionality of different land uses. Mixed commercial and residential uses can sometimes improve the financial viability of small retail businesses, particularly if adjacent commercial activities conveniently provide marketable goods and services that are desired by local residents.

Consequently, revision of the municipal zoning map should consider potential mixed residential and commercial areas. The establishment of a separate zoning district for mixed residential and commercial land uses should also be considered for selected areas of the community.

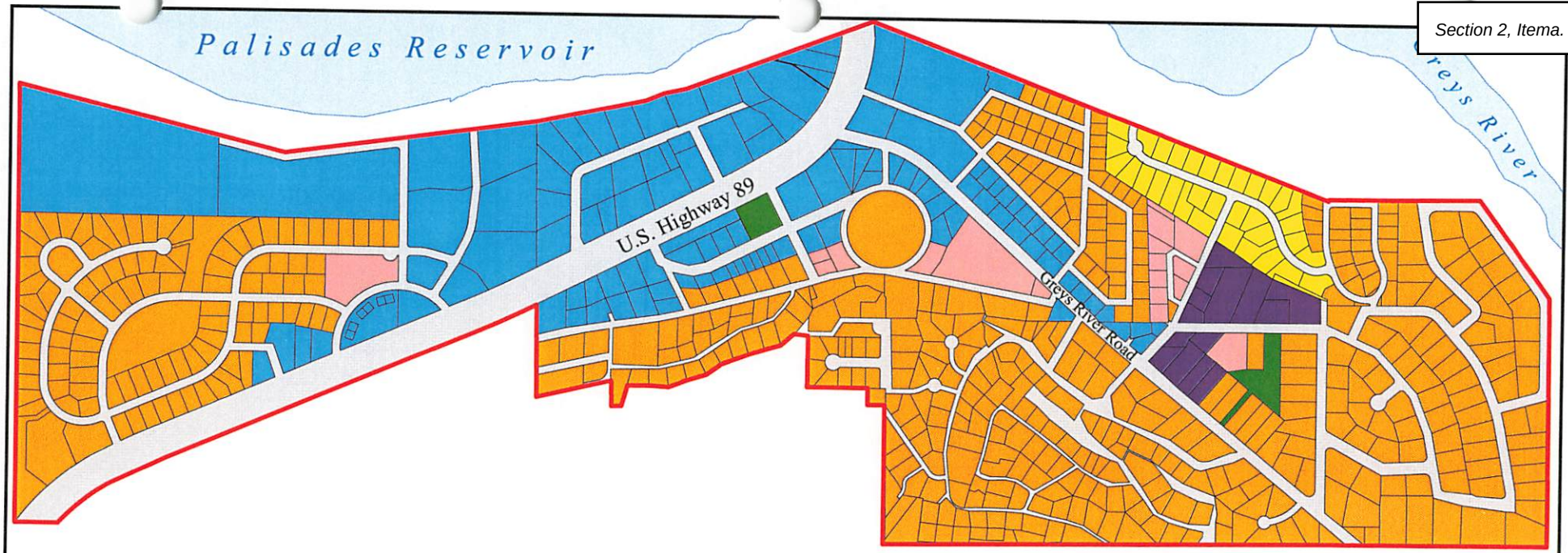
Property development standards associated with the R-3 multiple family district should also be re-evaluated. A wide variety of effective residential designs for residential apartment and condominium complexes have emerged from the construction industry during, at least, the past 30 to 40 years. It is important that this type of residential development is not unnecessarily discouraged by arbitrary site and facility development standards.

7.3.3.5 Make PUD a Process Rather Than a Zoning District

One of the seven zoning districts reflected in the municipal zoning code is Planned Unit Development. The establishment of a Planned Unit Development district is used by some communities. More commonly, Planned Unit Development is a regulatory process reflected in zoning ordinances that enable a community to:

- Encourage a combination of land uses that would not be possible via the range of permitted uses authorized for each zoning district;

Encourage the creative design of residential and commercial areas, open spaces, and public facilities that may vary from development standards reflected in municipal zoning and subdivision ordinances.



Legend

- Municipal Boundary

Zoning Designation

- B-1 Business
- C-1 Commercial
- Parks
- Planned Unit Development
- R-1 Single Family Residential
- R-2 Single Family, Muti-Family Residential

N

540 270 0 540 1,080 1,620 2,160 Feet

Alpine Municipal Master Plan

Prepared by: Pedersen Planning Consultants
P.O. Box 66, Encampment, WY 82325
Tel: 307-327-5434 Web: www.pedersenplanning.com

Source: Town of Alpine, 2006

Existing Zoning Map Alpine, Wyoming

Figure 7-

Development projects considered as a planned unit development typically receive greater scrutiny by municipal planning and zoning commissions in exchange for consideration and potential approval of more flexible development standards. Project approvals are often accompanied by specific stipulations or development requirements to mitigate potential project impacts.

Future revision of the municipal zoning code should establish a PUD process for various types of land uses. Existing PUD district designations should be eliminated as these designations incorrectly presume that land use development projects containing mixed land uses and/or variable development standards can only occur in selected areas.

7.3.3.6 Incorporate Measurement of Radon into Building Inspections

In view of elevated radon levels that are generally present throughout much of Lincoln County, the Town of Alpine should incorporation the measurement of radon levels during the final phase of building inspections. This requirement should be included in a future revision of the zoning ordinance unless the Town of Alpine elects to refine its building inspection process in a separate municipal ordinance.

The adoption of the International Residential Code for One and Two-Family Dwellings will also facilitate the application of this recommended requirement. Appendix F of the International Residential Code outlines radon control methods that, when appropriate, can be required for new residential construction. The zoning ordinance would need to specify what levels would generate the implementation of specific radon control methods.

7.4 SUBDIVISION REGULATIONS

7.4.1 A Guide to Future Subdivision Development

Noticeably absent from Alpine's municipal codes is a set of subdivision regulations. These regulations are necessary to guide the future development of undeveloped properties within the existing municipal boundary, or potential annexation areas, that are being subdivided to accommodate future land uses. In their absence, future land use development may be incompatible with existing municipal roads, municipal water and sewer systems, and other quasi-public utility systems within the community. When this occurs, the reliability and efficiency of supporting utility system operations and maintenance may be jeopardized.

The implementation of subdivision requirements involves an effective subdivision review process and the application of effective and reasonable development standards for subdivision design and construction. The regulatory or land management objective should be to enhance the quality of land use development in Alpine to sustain property values. At the same time, site and facility development standards should be reasonable to ensure that Alpine remains attractive to future private and public investment.

7.4.2 The Process of Developing Subdivision Regulations

A planning and/or engineering consultant should be retained by the Town of Alpine to prepare subdivision regulations for the Alpine Planning and Zoning Commission. If feasible, the combined use of selected planning and engineering consultants is preferred to ensure careful consideration of both the regulatory process, as well as appropriate site and facility development criteria and standards.

Draft subdivision regulations developed by Town consultants should be refined following an initial evaluation by the Planning and Zoning Commission, as well as the municipal public works director, town clerk, and municipal attorney. The second draft of the subdivision regulations should be made available for public review via the Internet or hardcopies that can be borrowed from the Town Hall. Public comments should be received during a related public information meeting and related public hearing. Following the hearing, Town consultants should refine the draft regulations to the satisfaction of the Planning and Zoning Commission. The Alpine Planning and Zoning Commission will recommend and transmit the refined subdivision regulations to the Alpine Town Council for its review and consideration.

Following review by the Alpine Town Council, the Town Council would ideally meet with the Alpine Planning and Zoning Commission and Town consultants to further refine the draft subdivision regulations. Once this refinement occurs, a revised set of subdivision regulations should again be made available for public review. A final public hearing would also be held to enable the receipt of insights and comments from the general public prior to ordinance adoption by the Alpine Town Council.

7.4.3 Scope of Subdivision Regulations

The scope of future subdivision regulations should generally include a detailed description of the required subdivision review and approval processes, appropriate subdivision application requirements, as well as applicable design criteria and infrastructure requirements for site and facility development.

7.4.3.1 Minor and Major Subdivisions

The regulatory process may desirably reflect and outline different review and approval processes for different types and sizes of land subdivisions. For example, a minor subdivision process could be established for land subdivisions that create one to five lots. This subdivision process would be organized to facilitate the processing of lot splits, utility easements, and other smaller subdivisions. The application for and approval of a minor subdivision process would be considerably less arduous than a larger residential subdivision containing, at least, 25 lots.

In contrast, the review and approval process for a larger subdivision containing 25 or more lots would involve the review of sketch, preliminary and final plat drawings, as well as a more detailed review of proposed site development. Stipulations by the Town of Alpine would typically accompany any subdivision approval to mitigate the impacts of proposed land development projects.

7.4.3.2 Pre-Application Process

In either case, a key point at the beginning of any subdivision review and approval process is an initial pre-application conference between a subdivision applicant and a representative of the Town of Alpine. It is important that the municipal representative has considerable experience working and communicating with private landowners and developers, well-versed in the land development process, and has expertise associated with the review and evaluation of land development projects. The first encounter that landowners and/or land developers have with a local jurisdiction should make a positive impression upon the potential investor.

Pre-application conferences are very useful to gain an understanding of the intentions of incoming applicants, desired project schedules, as well as the experience of the subdivision applicant with the land subdivision process. At the same time, the subdivision applicant can ask for and receive clarifications concerning the subdivision process before committing labor and resources for the preparation of a subdivision application.

7.4.3.3 Subdivision Evaluation

The Alpine Planning and Zoning Commission serves at the pleasure of the Town Council. It is responsible, in part, for providing recommendations to the Town Council concerning the denial or approval of a subdivision application. Following the pre-application conference, subdivision applicants that pursue subdivision approval will make application to the Alpine Planning and Zoning Commission. The final decision relating to subdivision approval rests with the Alpine Town Council.

To carry out their respective duties, both municipal bodies will need a substantive technical review of each proposed subdivision in order to effectively make their recommendations and decisions. Since members of the Planning and Zoning Commission, as well as the Town Council, faithfully serve on a volunteer basis, their evaluation of each subdivision should represent their review of information provided by the subdivision applicant, as well as a documented project evaluation report that is prepared by a Town Planner representative. Otherwise, volunteer municipal leaders are required to expend considerable efforts researching a proposed subdivision that often extends far beyond the time they may have available or the experience necessary to address selected planning issues.

The scope of the evaluation will depend initially upon whether the proposed subdivision is a minor or major subdivision. Beyond that difference, a consistent set of review criteria will be used to review all subdivision projects. Using that approach, applicants can be assured that their projects will generally receive the same type of evaluation made for other subdivision projects.

The project evaluation report prepared for each subdivision application should consider a range of land use development issues. These issues should be clearly identified in conjunction with subdivision application requirements.

Such issues will address the potential impacts and benefits associated with development of the proposed subdivision. Considerable attention will be given to municipal requirements and the subdivision applicant's capability to construct infrastructure improvements that would connect the subdivision to municipal water and sewer systems, as well as the municipal road network.

The report would also include recommended measures that would be intended to mitigate anticipate project impacts. However, recommended mitigative measures would generally be consistent with the type and scope of recommendations determined for other proposed subdivisions in the community. Using this approach, despite differences in the location, size and scope of each project, the stipulations assigned to one subdivision applicant would not be significantly different from the type of measures and commitments required of others.

7.4.3.4 Subdivision Standards

A critical part of the subdivision regulations is the design criteria and development standards that landowners and/or subdivision applicants will be required to use for the design and construction of proposed subdivisions. These standards should outline specific requirements concerning how subdivision plat maps are to be prepared, e.g., size, format. Specific design criteria should be provided for the design of municipal roads, drainage systems, water distribution systems, and wastewater collection systems. These standards should be prepared by the Town engineers in close coordination with the Town Public Works director and the Town Planner.

7.4.4 Implementation of the Subdivision Process

The backbone of the subdivision process will be those individuals that are designated by the Town of Alpine to carry out various aspects of the subdivision process on behalf of the Alpine Planning and Zoning Commission and the Alpine Town Council.

Overall coordination of the subdivision process should be assigned to a Town Planner. This individual may be a part-time employee of the Town that resides in the community, or an outside planning consultant retained on a part-time or as-needed basis. The Town planner would coordinate the review and evaluation of proposed subdivisions, prepare the subdivision evaluation report, present findings and recommendations concerning proposed subdivisions to the Alpine Planning and Zoning Commission and the Alpine Town Council. It is also important that the designated Town Planner coordinate its review and evaluation of proposed subdivision applications with the municipal Public Works Director and Town Clerk, as well as Town engineers who are familiar with the municipal roads, water and sewer systems. The municipal budget should annually reflect available funds to support these administrative activities.

Dependent upon the technical skills and experience of municipal representatives, one or more Town representatives will ultimately need to inspect the scope and quality of constructed site improvements, roads and streets, water distribution systems, sewer collection systems, drainage systems and other improvements that may be required by the Town of Alpine. The inspection of these improvements should be accomplished by the Town Public Works Director and/or Town engineers who have experience with the design and construction of municipal roads, as well as water, sewer and drainage systems. The information gained from these inspections should be documented and provided to the Town Planner. In response, the Town Planner would incorporate inspection reports in the municipal subdivision files and share this information with the Alpine Planning and Zoning Commission, as well as the Alpine Town Council.

7.5 IMPACT FEE ORDINANCE

7.5.1 Need to Support Capital Improvements Associated with Potential Annexations

As land use expansion continues to occur north of Alpine, some land developers, landowners, and municipal representatives have recognized that some unincorporated areas may be desirable for potential annexation into the Town of Alpine. Regardless of the variable community perceptions concerning desirability, annexations of improved residential and commercial properties into the Town of Alpine would generate increased costs to the municipality. The costs would be derived from, at least, the potential extension of water transmission and distribution lines, wastewater collection lines, a potential expansion of the wastewater treatment plant, as well as expanded police protection. The extent of these costs would depend, in large part, upon the financial resources allocated by landowners and/or developers for these improvements.

The potential imposition of exactions, e.g, impact fees, is one approach to obtaining the financial resources necessary to implement these improvements. An exaction is a condition or financial obligation imposed upon land developers or landowners to help municipal government provide public services. Further, exactions are a financial contribution, payment or land donation that is required as a precondition to approval of a land development project (Freeman, Shigley and Fulton, 2005).

7.5.2 Lessons from Wyoming

The imposition of exactions in Wyoming communities is limited, largely due to the limited growth experienced by most Wyoming communities outside of northwest Wyoming. Aside from this important factor, Wyoming Statutes provide no direct authority for the imposition of exactions by municipalities.

Limited case law in Wyoming provides some guidance concerning the imposition of municipal exactions.

> *"In the 1983 case Coulter v. City of Rawlins, the (Wyoming Supreme) court addressed whether a Wyoming municipality has authority under either existing statutes or home rule powers to charge fees for connecting to water and sewer lines. Wyoming Supreme Court also addressed whether a municipality has the authority to require either the dedication of land or fees in lieu of dedication for parks. In both circumstances the court held that a municipality has implied authority to impose such exactions. It is important to note that a municipality's authority to impose such exactions is not derived from the state constitution's home rule provisions. In fact, the court expressly denied home rule as a basis of authority. Instead, the court determined that authority for connection fees and park dedications arises from Wyoming's planning statutes"* (The Rocky Mountain Land Use Institute, 2006).

7.5.3 Guidance from Landmark Legal Precedents

Landmark legal precedents such as the 1987 case of Nollan v. California Coastal Commission (483 U.S. 825), Longridge Builders, Inc., v. Planning Board of the Town of Princeton, and other case law provide additional guidance concerning what constitutes reasonable impact fees. A review of relevant case law suggests use of the following guidelines that are relevant to the potential imposition of impact fees upon future land use development projects.

a. Impact fees should help accommodate the population growth and land use expansion that is envisioned in the most recent municipal master plan adopted by the Town of Alpine.

b. Impact fees should reflect the construction of planned infrastructure improvements that are outlined in the municipal master plan, recent facility or system master plans, or other capital improvement plans.

c. Impact fees should not incorporate operational costs associated with public facilities or utility systems, or anticipated repair costs associated with correcting facility deficiencies.

d. Use a deductive method of calculating impact fees. This approach helps provide equity, nexus, and sufficient impact fees that are necessary to support needed capital improvements (Ross and Thorpe, 1991).

e. Credits associated with impact fees typically apply to property owners/developers that agree to participate in an improvement district or otherwise contribute funds for capital improvements.

f. An impact study report should be prepared that, at least, discloses relevant population growth and land use expansion assumptions, planned capital improvements and anticipated costs, the method used to calculate impact costs for each property or area under consideration for annexation, and the recommended impact fee calculations for each development project or area.

g. Update impact fees about every two years to ensure that land use expansion and population growth assumptions remain valid.

7.5.4 Recommended Adoption of Impact Fee Ordinance

The preparation of a municipal impact fee ordinance is also recommended to establish and clarify the purpose of the impact fees to the general public and private developers. The scope of the ordinance should also include a description of the process and procedures associated with:

- how impact fees will be calculated and collected; and,
- how collected impact fees will be applied to relevant capital improvement projects.

7.6 REGIONAL PLANNING RECOMMENDATIONS FOR LINCOLN COUNTY

7.6.1 General

Continuing land use expansion in the vicinity of Alpine is expected to result in increased land use development north of Alpine to the Wyoming-Idaho border, as well as some potential land use expansion on privately-owned lands south and west of the community. Ongoing and anticipated land use trends prompt the recommendation of various land use policies to the Lincoln County Planning and Zoning Commission and Lincoln County Board of County Commissioners. These policy recommendations are presented in the following paragraphs.

7.6.2 Encourage the Concentration of Commercial Areas

Many of the commercial land uses in Star Valley are located along the U.S. Highway 89 corridor. The gradual development of a commercial land use strip between the communities of Afton to Alpine is understandable in light of potential opportunities to attract customers who are residents of Star Valley, as well as visitors passing through the area. While understandable, this form of commercial development holds limited retail potential for Star Valley communities such as Alpine.

The opportunity to develop a more financially viable commercial environment in Alpine can be achieved by the development of more concentrated areas of retail activity. These areas should be conveniently accessible from U.S. Highway 89, but designed to bring vehicles to a central parking area that is away from the highway.

Vehicular parking areas that serve more concentrated commercial areas should be attractively landscaped and surrounded by a wide variety of eating and drinking establishments, sporting good stores and various other shops, as well as a wide range of retail services. The incorporation of secondary entertainment, e.g., a small visitor attraction, athletic club or movie theatre, within a concentrated commercial area also enable the commercial area to become attractive as "a place to be" rather than solely a place to shop. This type of commercial retail environment entices residents and visitors alike to "stop and shop" rather than "stop and go".

Conceptual plans for the Alpine Meadows and Snake River Junction projects generally promote this commercial development concept. Both of these projects are recommended for annexation into the Town of Alpine in light of their potential opportunity to generate increased retail expenditures in Alpine.

Concentrated commercial activities associated with these two projects are also expected to strengthen the viability of commercial enterprises along U.S. Highway 89 in Alpine. A greater number of "stop and shop" customers will encourage future shoppers to explore retail outlets and services throughout the entire community.

From a land use planning perspective, it is important that the attractiveness of concentrated commercial areas is maintained to attract future commercial traffic. Vehicular access points to the vehicular parking areas need to be convenient and attractive to entice passing vehicular traffic off of U.S. Highway 89. Future land uses adjoining concentrated commercial areas need to be complementary so that potential customers are not discouraged by unattractive buildings or incompatible land uses, e.g., light industrial operations.

For example, two undeveloped properties are located between U.S. Highway 89 and the planned commercial area associated with the Alpine Meadows project. At the time of this report, no plans have been announced concerning the potential development of the Hafeez and Landis properties. Both of these properties would ideally be accessed from the primary access road into Alpine Meadows to avoid the establishment of unnecessary curb-cuts along U.S. Highway 26. Attractive landscaping, as well as appropriate signage and lighting, along the primary access road to Alpine Meadows will be essential to help draw highway traffic into the commercial area within Alpine Meadows.

Future development plans for these and other properties north of Alpine should be carefully reviewed by the Lincoln County Planning Office. Review comments should be solicited from the Town of Alpine to ensure consideration of the relevant planning issues.

7.6.3 Limit the Type of Highway Commercial Land Uses Along U.S. Highway 26

During the next 10 years, the commercial core of Alpine will likely include the expansion, development or re-development of commercial land uses in the following areas:

- highway business along U.S. Highway 89 within the existing municipal boundary;
- commercial activity along Greys River Road;
- the planned commercial area in Alpine Meadows;
- the planned commercial area in Snake River Junction;
- potential commercial activities on the northeast corner of Alpine Junction that is owned by Carl Rinehart;
- the Best Western and Nordic Inn properties east of Alpine Junction.

In order to sustain the financial viability of commercial activities in these areas, it is important that other land uses north of Alpine Junction do not detract or move commercial traffic away from this commercial core. Highway business along U.S. Highway 26 (north of Alpine Junction) should be limited to commercial uses such as visitor accommodations. Retail services and retail establishments should not be extended along the east and west sides of Highway 26 because such development would only encourage "stop and go" commercial traffic. As stated earlier, "stop and shop" customers will more likely be attracted through the development of more concentrated commercial facilities that contain a diverse range of commercial retail activity and other attractions.

7.6.4 Residential Expansion North of Alpine

North of Alpine Meadows, rural residential subdivisions will continue to see an expanded development of residential homes within existing subdivisions. Land values in the areas north of Alpine are rising rapidly at the time of this report. Increased values may eventually encourage the potential re-development or re-platting of existing rural residential subdivisions.

Future residential expansion north of Alpine Meadows Subdivision and the Rinehart property is compatible with planned residential and commercial development in Alpine Meadows and the Snake River Junction project. The presence of a greater residential population will help strengthen the viability of the anticipated commercial core within the present municipal boundary and recommended annexation areas north of Alpine.

At the same time, it is important for the Lincoln County Planning and Zoning Commission to consider future residential densities. Residential densities exceeding two dwelling units per acre should be discouraged unless they are connected to centralized water and wastewater systems. Otherwise, higher residential densities may impact regional groundwater quality where homes are supported by individual groundwater wells and septic tanks. The identification of areas that are more susceptible to potential groundwater contamination is beyond the scope of the municipal master plan study.

7.7 APPLICATION OF PLANNING TOOLS TO LAND USE MANAGEMENT

7.7.1 Maintain a Geographical Information System for Alpine

Future land management by the Town of Alpine can be enhanced through the maintenance and application of a geographical information system (GIS) for the Town of Alpine. Pedersen Planning Consultants developed a GIS for the Town of Alpine as part of planning process associated with preparation of the municipal master plan. The Alpine GIS should be updated annually to incorporate new and revised tabular and spatial data.

Municipal staff regularly provides land use information to a wide variety of interests. The application of the GIS by municipal staff will expedite responses to the general public. The future use and maintenance of an existing land use database in the Alpine GIS is a valuable planning tool that could be used extensively by municipal staff to support a variety of municipal administrative functions.

The Alpine Planning and Zoning Commission and Alpine Town Council regularly review and process building permits, re-zoning applications, and variances. Application of the GIS would enable municipal staff to conveniently prepare location maps and provide other relevant data to both the Planning and Zoning Commission and Town Council. Such information would facilitate their review of specific applications. As changes are made to existing zoning and new building permits are issued, municipal staff can easily make revisions to the municipal zoning map, as well as maintain an up-to-date land use database for every land parcel in Alpine.

Some initial staff training and the purchase of ArcView GIS software would be required to make use of the Alpine GIS. Day-to-day changes in the land use database, data queries, and the preparation of color illustrations can be effectively accomplished by municipal staff. It is recommended that a contractor having considerable experience with ArcView GIS be used to periodically make any substantive additions to tabular and spatial data files in the GIS.

CHAPTER EIGHT
CONCLUSIONS AND RECOMMENDATIONS

8.1 INTRODUCTION

Chapter Eight initially presents three community land use alternatives that were prepared to help the community identify and formulate a preferred community land use plan. The recommended community land use plan or land use pattern is Option 3. Following a public hearing concerning the draft master plan report, Option 3 was further refined to incorporate the insights and preferences of the Alpine Town Council, as well as the Alpine Planning and Zoning Commission.

Subsequently, other conclusions and recommendations that are presented in Chapters Three through Seven are presented on a topical basis. The conclusions and recommendations presented in Chapter Eight are brought together in one chapter to facilitate the review of overall municipal plan recommendations.

The order of presentation does not reflect any recommended priority for future implementation. The priorities associated with recommended actions are presented in Chapter Nine.

8.2 COMMUNITY LAND USE PLAN

8.2.1 General

A community vision of future land uses is needed for Alpine to communicate:

- what type of investments the community believes are needed or desired in the community;
- where future land use development should generally occur; and,
- the geographical extent of desirable future land use expansion.

The communication of this general community vision is important to potential investors who may consider Alpine as a place to live, work and invest. The identification of general community vision enables future investors, from within and outside of the community, to better evaluate the compatibility of their personal and investment interests with the vision of the community.

A formally adopted community land use plan will also provide important rationale and guidance to the planned preparation of a revised zoning ordinance and related zoning map for the Town of Alpine. Established legal precedents in the United States make it clear that zoning and other land use controls must be tied to a municipal comprehensive plan or municipal master plan.

Pedersen Planning Consultants developed three alternate land use plans for consideration by the Town of Alpine. Each of these options takes into consideration future land use needs for residential housing, commercial facilities, public facilities, privately-owned community facilities, recreation and conservation opportunities, and public transportation.

The rationale associated with each of the three alternate land use plans is presented and discussed in the following paragraphs. Many of the land use recommendations refer to specific lots within existing subdivisions. Readers unfamiliar with the name and location of existing subdivisions may refer to Figure 4-2 in Chapter Four of this master plan.

8.2.2 Community Land Use Plan: Option 1

8.2.2.1 General Land Use Pattern

The general land use pattern reflected in Option 1 (Figure 8-1) envisions that the Town of Alpine will experience a growth in residential and commercial development, as well as expanded community and public facilities during the 2007-2017 period. Surrounding natural assets, regional and local employment opportunities, and abundant recreational opportunities can reasonably be expected to attract future investments in residential and commercial property.

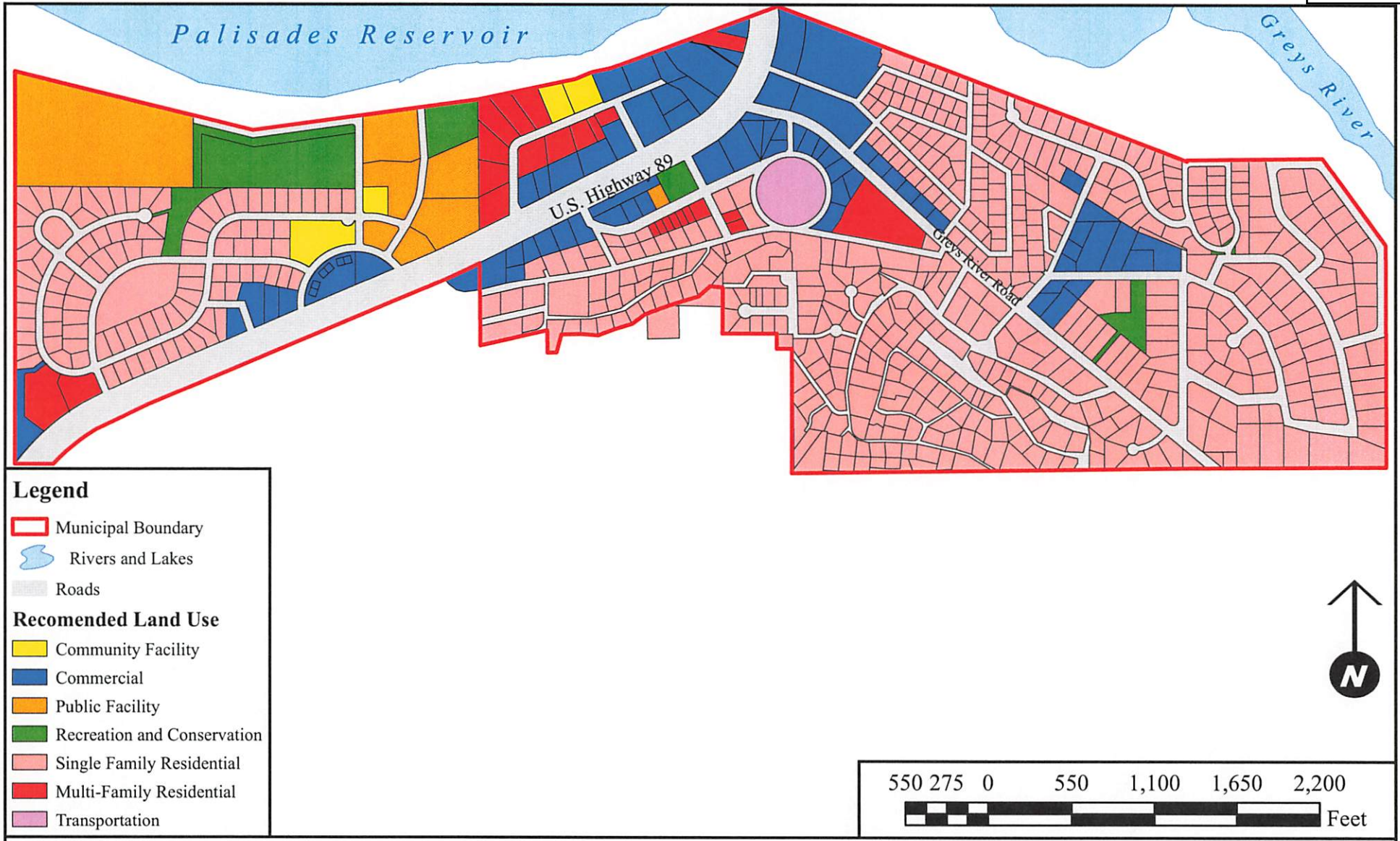
Option 1 promotes a continued concentration of highway commercial activities along the U.S. Highway 89 corridor, as well as along portions of Greys River Road. Regional economic trends do not suggest demands for industrial land uses within the community. Some commercial activities, e.g., storage buildings and heavy equipment yards, will be in demand to support a growing construction industry.

With an expanded resident population within and nearby the community, a greater demand can be expected for various types of public and community facilities. Option 1 encourages the use of vacant municipal properties north and east of River View Meadows subdivision.

A public transportation hub in the community's center is also envisioned to accommodate the construction of a small bus terminal, vehicular parking for bus passengers, and bus storage facility (Figure 8-1). These facilities are needed to support the transportation of a significant proportion of the local labor force to jobs in the Teton County economy. The eventual development of bus service within the community is also envisioned to encourage greater retail expenditures from the population living north of the community.

Greater accessibility within the community is also encouraged in Option 1 via a proposed community trail system (Figure 8-2). The trail system would enable increased accessibility to neighbors and friends, commercial services, as well as community and public facilities. Designated routes for seasonal snow machine and four-wheeler ATV traffic, as well as designated pedestrian, bike and cross-country ski trails, will help increase accessibility within the community. At the same time, these trails will also expand recreational opportunities and promote improved public health.



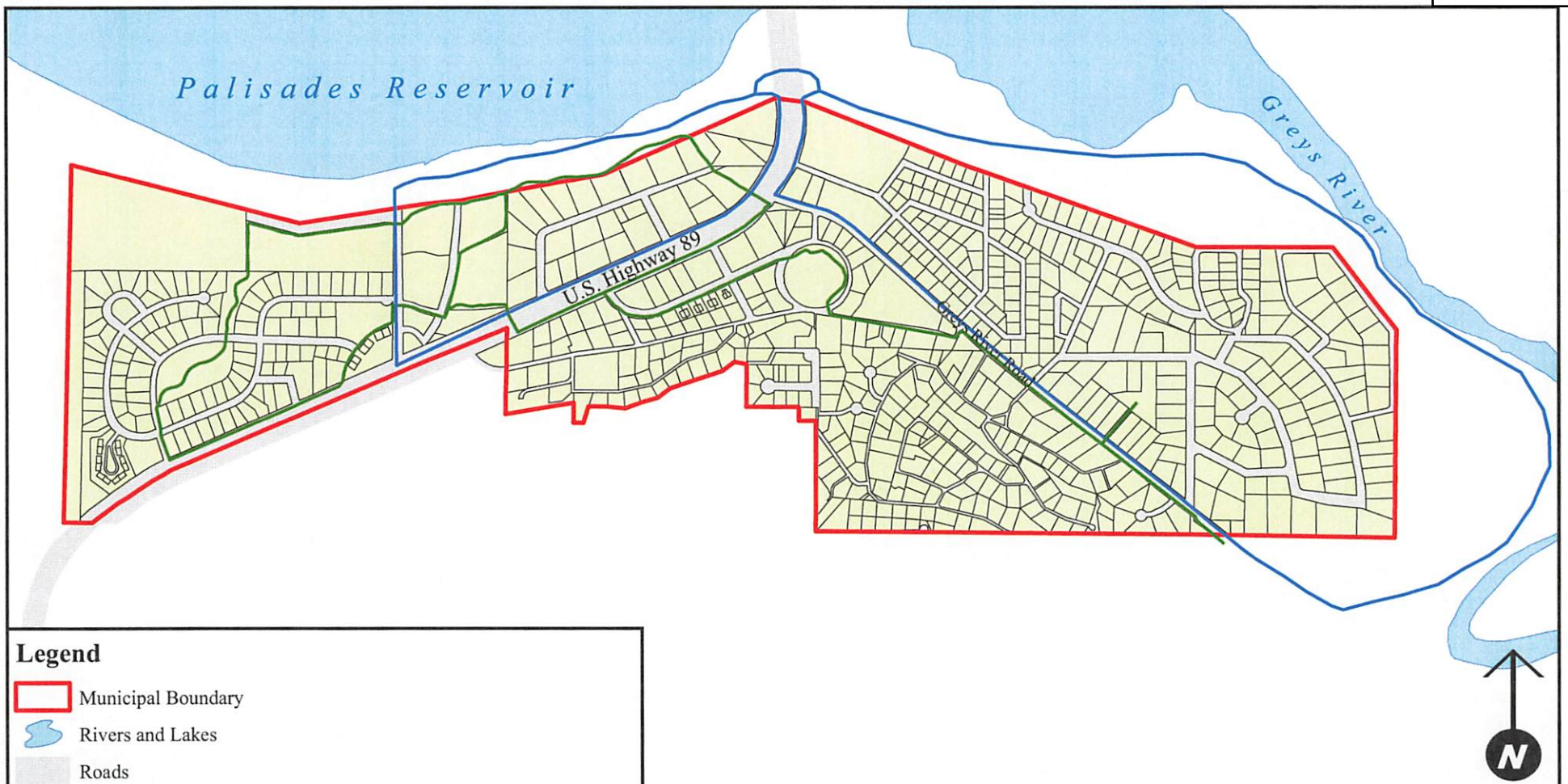


Alpine Municipal Master Plan

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Community Land Use Pattern Option 1 Alpine, Wyoming

Figure 8-1



Alpine Municipal Master Plan

Community Trail System Alpine, Wyoming

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Figure 8-

8.2.2.2 Residential

Most areas of the community that are designated for residential land uses include lots that are already used or intended for residential purposes, or in the general vicinity of existing residential areas. Proposed single-family residential areas primarily include privately-owned properties within established residential subdivision. Expansion of future single family residential development is envisioned and encouraged on undeveloped lots in the south and east parts of the community. This expansion will require the Town of Alpine to gradually extend its wastewater collection system to these areas.

A stable and growing construction industry, as well as sizeable proportions of young adults, seasonal residents, and retirees in the community, point to a continued need for multi-family housing in Alpine. Logical expansion areas for multi-family housing are situated north of U.S. Highway 89 in the Palisades Heights area.

Another area that could support future multi-family expansion area is lot 648 of the Lakeview Estates Subdivision, Tract C. This undeveloped lot, which is accessible from Greys River Road, could be developed into a multi-family residential complex.

8.2.2.3 Commercial

Option 1 envisions that most commercial land uses will be concentrated along U.S. Highway 89 and Greys River Road. These lots have maximum retail commercial exposure to highway traffic and are easily accessible via the state highway and Greys River Road. Many of these lots are currently being used for commercial purposes and should remain in commercial land use.

The lots that represent commercial expansion areas include: 401 – 406 of River View Meadows, lots 301, 19D and 19E of River View Meadows, lot 1 of Alpine West and Palis Park 3A. All of these lots are adequately located for retail commercial businesses that require store front exposure.

Option 1 envisions that the current Town Hall location should eventually be used as commercial property because of its accessibility to U.S. Highway 89. Municipal administrative facilities do not require highway access to be serviceable to the community.

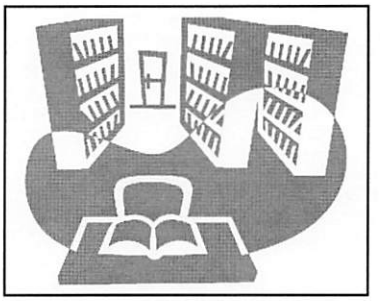
Twelve lots, within and in the vicinity of Kilroy Addition, represent a desirable commercial expansion area for commercial activities that do not require street frontage and convenient customer accessibility. Many of these lots are currently zoned C-1 commercial and are already used for commercial purposes such as contractor shops and storage buildings. These activities are considered to be suitable land uses in this area. The presence of a growing construction industry in the local economy will continue to generate a demand for these types of commercial land uses.

8.2.2.4 Public Facility

Much of the eastern portion of the Alpine West subdivision is recommended for the development of future public facilities. The use of undeveloped parcels for public purposes is enhanced by municipal land ownership. This factor will enable more cost effective development of future public facilities.

Option 1 recognizes that the undeveloped lots in the Alpine West subdivision can be used to satisfy multiple public needs. Potential public facility needs include, at least, the following:

- the planned Alpine Child Development Center;
- expanded wastewater treatment facility;
- a new and larger town hall and municipal offices;
- a planned community library;
- a senior center; and,
- eventual development of a public elementary school;



8.2.2.5 Recreation and Conservation

Most of the areas designated for future recreation and conservation are currently used for recreational purposes. Option 1 recommends one new recreation and conservation expansion area. A new recreation area is envisioned for a lot in the Alpine West subdivision that is situated immediately north of the River View Meadows Subdivision. The potential use of this lot for recreational purposes would enable the linkage of existing open space in the River View Meadows subdivision to adjoining, municipal-owned properties, as well as other public and private facilities through out the community.

The recommended construction of a community trail (Figure 8-2) through this property and other Alpine West lots could expand recreational opportunities for walking, biking and cross-country skiing in the community. The community trail would also enhance public access to the new ball field on the northwest side of Alpine West Subdivision.

The proposed development of a community trail system can provide a valuable recreational asset to the community. As stated earlier, this community amenity would also be beneficial to improved public health and local retail trade, as well as help sustain long-term property values.

8.2.2.6 Community Facility

Option 1 recognizes that privately-owned facilities generally available for public use are important to the future growth and well-being of Alpine residents.

One area envisioned for the development of future community facilities is lot 28 of River View Meadows, and part of lot 4 in the Alpine West Subdivision (Figure 8-1). Lot 28 is located among residential lots and would serve as an ideal location for a community church, childcare center, or other community facility. This lot is not prime commercial space and could add to the appeal of the nearby residential area.

Cooperative efforts by the Town of Alpine and the Lincoln-Uinta Child Development Association have identified the southern portion of lot 4 in the Alpine West Subdivision, as well as the existing Snake River Drive right-of-way that borders the south side of this lot, to be the recommended site for the new Alpine Child Development Center. This municipal owned property represents a desirable location for this planned community facility.

Lots 1 and 2 in the Palisades Heights Subdivision are currently being occupied by the Morning Star Baptist Church. These lots represent a suitable location for continued community facility uses.

8.2.2.7 Transportation

As stated earlier, Option 1 recommends the establishment of transportation facilities near the center of Alpine. The need associated with the development of transportation facility is based upon the reality that many employed Alpine residents regularly commute to jobs in Teton County. Many already use public services that are presently provided by the START Bus system based in Jackson, Wyoming. The number of commuters that will likely work in Teton County during the next decade is not expected to decline, but only increase.

Option 1 proposes that the circular Lakeview Estates lot 650 be used as the community transportation hub. This property is envisioned for the development of a small passenger terminal that would include a community information kiosk, a small neighborhood park, a vehicular parking area for bus passengers, and a small bus storage/maintenance facility. The convenient accessibility of this site to U.S. Highway 89 and Greys River Road, as well as its proximity to proposed commercial areas, makes this site a logical location to support future transportation facilities.

A municipal bus system would use this facility to provide transportation for Alpine residents that presently commute to and from Teton County for work. The same facility could also support future bus services within Alpine and the unincorporated area north of Alpine. This link could encourage greater retail expenditures within Alpine, as well as greater accessibility to the community for elderly residents, youth, and visitors.

8.2.3 Community Land Use Plan: Option 2

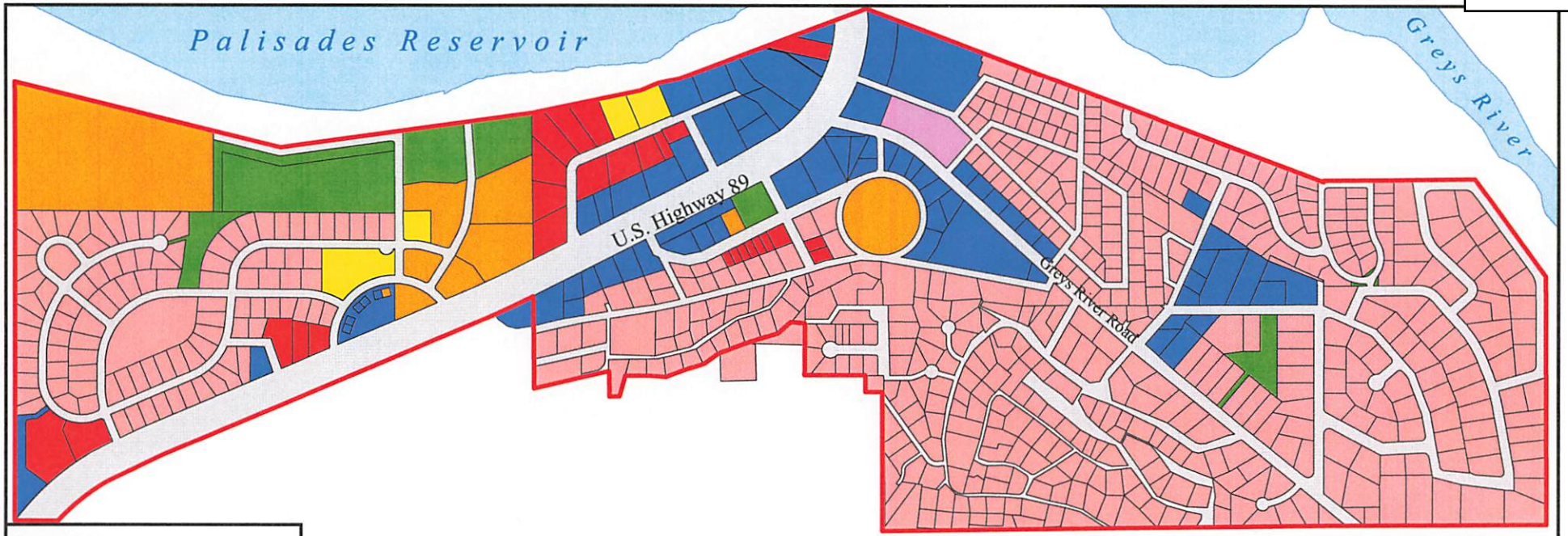
8.2.3.1 General Land Use Pattern

The underlying growth assumption associated with the general land use pattern for Option 2 (Figure 8-3) is that the Town of Alpine will experience a growth in residential and commercial development, as well as expanded community and public facilities during the 2007-2017 period. Similar to Option 1, surrounding natural assets, regional and local employment opportunities, and abundant recreational opportunities can reasonably be expected to attract future investments in residential and commercial property.

Option 2 promotes a continued concentration of commercial retail, restaurants and accommodations, commercial services and some commercial offices along the U.S. Highway 89 corridor, as well as along portions of Greys River Road. Some commercial activities, e.g., storage buildings and heavy equipment yards, will be in demand to support a growing construction industry. However, these activities are not dependent upon immediate access from U.S. Highway 89.

Regional economic trends do not foresee demands for industrial land uses within the community. Quarry operations needed to support future construction activities are already in operation immediately south of Alpine.

A demand for various types of public and community facilities can be expected from a growing resident population within and nearby the community. Option 2 encourages the use of vacant undeveloped properties on the east side of River View Meadows and Alpine West subdivisions.



Legend

- Municipal Boundary
- Rivers and Lakes
- Roads

Recomended Land Use

- Community Facility
- Commercial
- Public Facility
- Recreation and Conservation
- Single Family Residential
- Multi-Family Residential
- Transportation

N

0 295 590 1,180 1,770 2,360 2,950 Feet

Alpine Municipal Master Plan

Recommended Land Use Pattern Option 2 Alpine, Wyoming

Prepared by: Pedersen Planning Consultants
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Figure 8-3

A public transportation hub is envisioned along Greys River Road to accommodate the construction of a small bus terminal, vehicular parking for bus passengers, and bus storage facility (Figure 8-1). This site is conveniently accessible to U.S. Highway 89 and Greys River Road.

Greater accessibility within the community is also encouraged in all three options via a proposed community trail system (Figure 8-2). The trail system is to enable increased accessibility to neighbors and friends, commercial services, as well as community and public facilities. Designated routes for seasonal snow machine and four-wheeler ATV traffic, as well as designated pedestrian, bike and cross-country ski trails, will help increase accessibility within the community. At the same time, these trails will also expand recreational opportunities and promote improved public health.

8.2.3.2 Residential

Similar to Option 1, most of the lots designated for residential land uses include lots that are currently used for residential purposes, or in the vicinity of existing residential areas. Single family residential areas, which are generally located away from U.S. Highway 89 and do not front the highway corridor, have convenient access to Highway 89. Potential single family expansion areas in the south and east parts of the community will require expansion of the municipal sewer collection system.

In Option 2, two areas of the community are envisioned for the future development of additional multi-family residential housing.

1. Within Palisades Heights Subdivision, existing multi-family housing should continue. The gradual conversion of several undeveloped lots and improved single-family residential properties should be encouraged. This area is conveniently accessible from U.S. Highway 89, and within walking distance of nearby commercial retail establishments.
2. In the southeast corner of the River View Meadows Subdivision three lots adjacent to River Drive are desirable for potential multi-family housing. Such housing might include residential apartments, duplexes, or townhouses. The development of these lots as multi-family residential, instead of single family or commercial, establishes a buffer or transition between the adjoining single family neighborhood and the proposed commercial area along River Drive.

8.2.3.3 Commercial

Similar to Option 1, Option 2 envisions commercial land uses to primarily occur along U.S. Highway 89 and Greys River Road. These lots have maximum retail commercial exposure to motorists traveling through the community, as well as Alpine residents leaving and returning to the community. Many of these lots are currently being used for commercial purposes and should remain in commercial land use. The lots that represent commercial expansion areas include lots 401 – 405 in the River View Meadows Subdivision and lot 648 of Lakeview Estates Subdivision, Tract C.

Lots 401-405 in the River View Meadows Subdivision provide potential retail commercial users with excellent store front exposure and immediate access to the busiest road in the community. This area is further enhanced by additional pedestrian traffic that may be realized from the resident population of River Meadows Subdivision, as well as future public facilities in the Alpine West Subdivision.

Lakeview Estates C, lot 648 is suitable for commercial development because of its proximity to existing commercial uses, central location and convenient accessibility. Suitable commercial uses may include neighborhood retail services that are not primarily dependent upon highway traffic for its customer base.

Twelve lots in the vicinity of Kilroy Addition represent a potential opportunity for the development of additional commercial facilities that do not require highway access or more visual shop frontage. Most of these lots are already zoned C-1 commercial and used for commercial purposes. Commercial uses such as contractor shops and storage buildings are considered to be suitable land uses in this area. The presence of various contractors and tradesman in the local economy can be expected to generate increased demands for this type of land uses.

8.2.3.4 Public Facility

In Option 2, future public facility expansion is encouraged in two areas of Alpine. These areas include:

1. Lots 1,3,4,6,7, and 8 in the Alpine West subdivision; and,
2. Lot 650 in Tract C of the Lakeview Estates Subdivision.

Undeveloped parcels in the Alpine West Subdivision area are envisioned to satisfy the demand for various public services. Potential land uses on one or more of these properties could include a community library, an expanded wastewater treatment facility, senior center, and an eventual public elementary school.

Option 2 assumes that the existing Alpine Town Hall could be converted into a community library. The existing childcare operation would remain, or eventually support some small commercial office, service, or retail establishment.

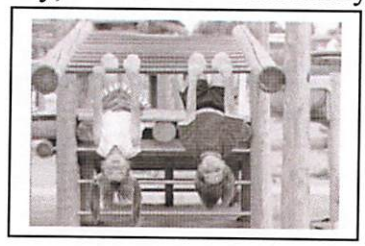
A new Alpine Town Hall and municipal offices would eventually be constructed on lot 650 of Tract C in the Lakeview Estates Subdivision. The construction of a new Town Hall would enable the development of needed floor space to support future municipal administrative activities and public meetings. A more central location of the Town Hall would also enhance accessibility to this facility by the general public.

8.2.3.5 Recreation and Conservation

Most of the areas designated for recreation and conservation in Option 2 are currently being used for recreation purposes. An important addition is the incorporation of two parcels in the Alpine West Subdivision.

Similar to Option 1, a community trail for pedestrians, bikes, and cross-country skiers is envisioned within the area. This portion of an overall community trail system would, as stated earlier, provide access to the municipal ball field, as well as other land uses in the community. A separate trail for snow machines and ATVs would also pass through this area (Figure 8-2).

Additional acreage for recreation and conservation is reflected in Option 2. This additional land area would also enable the development of a combination of public recreational facilities such as a children's playground, picnic area, skate board park facility, as well as a seasonally, groomed cross-country ski track for beginning cross-country skiers. The development of a seasonal ice skating area and adjoining outdoor sitting area with an outdoor gas fireplace, as well as public restroom facilities, would also provide an informal gathering place for persons using the recreational area, as well as other persons passing through this area via snow machine, bikes, and cross-country skiers.



8.2.3.6 Community Facility

The development of privately-owned facilities generally available for public use is also incorporated into Option 2 (Figure 8-3).

The site for a planned Alpine Child Development Center is reflected in the southern portion of lot 4 in the Alpine West Subdivision. This project is a cooperative project that will be constructed by the Town of Alpine and the Lincoln-Uinta Child Development Association.

Lot 28 in Alpine Meadows is located on the east side of the existing residential neighborhood. This site would serve as an ideal location for a church, child care facility, or other community facility.



Lots 1 and 2 in the Palisades Heights Subdivision are currently being used by the Morning Star Baptist Church. Option 2 recognizes that these lots represent a suitable location for continued use by the church or other type of community facility.

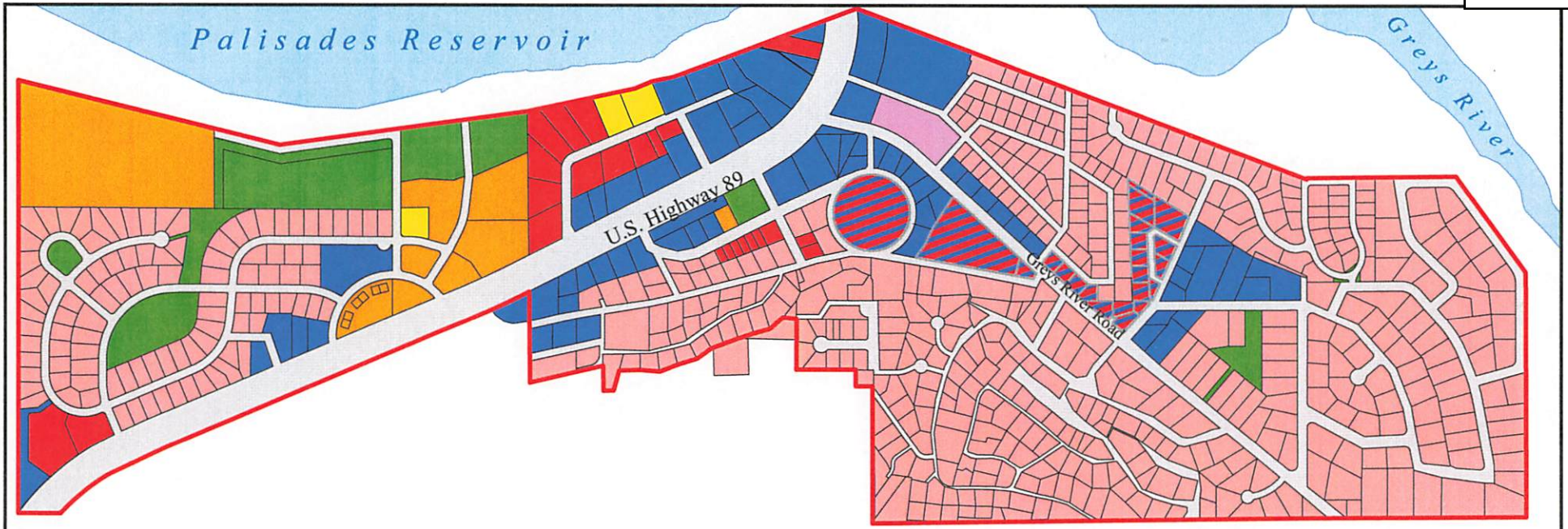
8.2.3.7 Transportation

Option 2 envisions the construction of a community transportation hub located on lot 3A of the Palisades Park subdivision. Lot 3A is envisioned for the development of a small passenger terminal that would include a community information kiosk, a small neighborhood park, a vehicular parking area for bus passengers, and a small bus storage/maintenance facility. The convenient accessibility of this site to U.S. Highway 89, as well as its proximity to proposed commercial areas, makes this site a logical location to support future transportation facilities.

8.2.4 Community Land Use Plan: Option 3

8.2.4.1 General Land Use Pattern

Option 3 is generally comparable to Option 2. However, unlike Options 1 and 2, the land use pattern comprising Option 3 introduces the concept of mixed residential-commercial development near the center of the community (Figure 8-4). Option 3 also envisions a greater amount of land area for future community facilities.



Legend

- Municipal Boundary
- Rivers and Lakes
- Roads

Recommended Land Use

- Community Facility
- Commercial
- Mixed Commercial and Residential
- Public Facility
- Recreation and Conservation
- Single Family Residential
- Multi-Family Residential
- Transportation

N

0 285 570 1,140 1,710 2,280 2,850 Feet

Alpine Municipal Master Plan

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Recommended Land Use Pattern Option 3 Alpine, Wyoming

Figure 8-4

Option 3 similarly assumes that the Town of Alpine will continue to be attractive for future residential and commercial investment during the 2007-2017 period. Surrounding natural assets, employment opportunities and abundance recreational opportunities is expected to stimulate such investments.

8.2.4.2 Residential

Most of the lots are designated for residential land uses include lots that are currently used for residential purposes, or in the general vicinity of existing residential neighborhoods. Most of the areas designated for single family residential uses are situated within existing residential subdivisions. The potential expansion of single-family housing in the south and east parts of the community will require an extension of the municipal sewer collection system to attract a "build-out" of homes in these areas.

Future multi-family residential expansion is envisioned for selected lots in the Palisade Heights Subdivision. Some lots in this subdivision remain undeveloped. Other opportunities may be realized as some single-family residential properties are converted to multi-family housing.

The potential opportunity for developing mixed residential housing and commercial complexes on lots 648 and 650 of Lakeview Estates, Tract C, is also identified. Multi-family housing could be provided on a second or third floor of one or more residential-commercial complexes. Commercial retail establishments could be established on the ground floor of these facilities. Option 3 contends that these two sites are amenable to mixed residential and commercial development in light of their central location in the community, convenient access to U.S. Highway 89 and Greys River Road, as well as the proximity to commercial facilities and proposed transportation hub.

Mixed residential and commercial development is also recommended for the Strout Subdivision, as well as several properties along Greys River Road. All of these properties are conveniently accessible via Greys River Road.

8.2.4.3 Commercial

Option 3 retains a concentration of commercial activities along the U.S. Highway 89 corridor. Most of these lots are currently being used for commercial purposes and should remain in commercial land use.

Some commercial expansion is envisioned along Greys River Road that has some exposure to resident vehicular traffic, as well as visitor traffic that is destined for recreational opportunities in the adjoining national forest. As stated earlier, lots 648 and 650 of Lakeview Estates, Tract C, offer potential opportunities for smaller mixed residential and commercial projects. Ground floors of these complexes could be used to accommodate small business offices, commercial services, and neighborhood commercial retail operations.

Similar to Options 1 and 2, 12 lots within and in the vicinity of Kilroy Addition represent a potential opportunity for an expansion of commercial facilities that can, in part, support the needs of the construction industry. This area is ideal for commercial uses that do not require prominent shop frontage and convenient customer accessibility. Many of these lots are currently zoned C-1 commercial and are already used for commercial purposes. Commercial uses such as contractor shops and storage buildings are considered to be suitable land uses in this area.

8.2.4.4 Public Facility

Option 3 provides a greater amount of land area to support the development and operation of future public facilities. Recommended public facility areas include undeveloped municipal properties in the Alpine West Subdivision, as well as lots 401 through 406 in the River View Meadows Subdivision.

Potential public facility development in these areas could include the construction of a combination of public facilities such as:

- a new and larger town hall and municipal offices;
- an expanded wastewater treatment plant
- a community library;
- senior center; and,
- public elementary school.

8.2.4.5 Recreation and Conservation

Most of the areas designated in this land use category are currently being used for recreation purposes. Option 3 envisions the same range of potential recreational opportunities for undeveloped lands in the Alpine West Subdivision that are outlined in Option 2.

A community trail for pedestrians, bikes, and cross-country skiers is envisioned within the area. This portion of an overall community trail system would, as stated earlier, provide access to the municipal ball field, as well as other land uses in the community. A separate trail for snow machines and ATVs would also pass through this area (Figure 8-2).

Additional acreage for recreation and conservation along the northern side of Alpine West Subdivision would also enable the Town of Alpine to develop a combination of public recreational facilities such as a children's playground, picnic area, skate board park facility, as well as a seasonally, groomed cross-country ski track for beginning cross-country skiers. The development of a seasonal ice skating area and adjoining outdoor sitting area with an outdoor gas fireplace, as well as public restroom facilities, would also provide an informal gathering place for persons using the recreational area, as well as other persons passing through this area via snow machine, bikes, and cross-country skiers.



8.2.4.6 Community Facility

Option 3 recommends somewhat greater land area for future community facilities, or privately-owned facilities that are generally available for public use. Non-profit organizations are often able to obtain financial resources to address community demands for various types of community amenities, e.g., community library.

Potential expansion area for future community facilities is envisioned for some undeveloped parcels in the Palisade Heights Subdivision, as well as other properties that may eventually be converted to community facility uses.

Similar to Options 1 and 2, lot 28 in River View Meadows is considered as a potential expansion area for a new church, childcare center, or other community facility.

Option 3 also recognizes the selected site for the planned Alpine Child Development Center. Cooperative efforts by the Town of Alpine and the Lincoln-Uinta Child Development Association have identified the southern portion of lot 4 in the Alpine West Subdivision, as well as the existing Snake River Drive right-of-way that borders the south side of this lot for the new Alpine Child Development Center. This municipal owned property represents a feasible location for this planned community facility.

Lots 1 and 2 in the Palisades Heights Subdivision are currently being used by the Morning Star Baptist Church. These lots represent a continued opportunity for the operation of existing and future community facilities.

Lot 3 of the Alpine West Subdivision also reflects a planned community facility. The construction of a new community library is slated for completion in 2007.

8.2.4.7 Transportation

Like Option 2, Option 3 envisions the construction of a community transportation facility on lot 3A of the Palisades Park subdivision.

Lot 3A is envisioned for the development of a small passenger terminal that would include a community information kiosk, a small neighborhood park, a vehicular parking area for bus passengers, and a small bus storage/maintenance facility. The convenient accessibility of this site to U.S. Highway 89, as well as its proximity to proposed commercial areas, makes this site a logical location to support future transportation facilities.

A municipal bus system would use this facility to support future transportation services for Alpine residents that presently commute to and from Teton County for work. The same facility could also support future bus services within Alpine and the unincorporated area north of Alpine. This link could encourage greater retail expenditures within Alpine, as well as greater accessibility to the community for elderly residents, youth, and visitors.

8.2.5 Recommended Land Use Pattern

Each of the three alternate land use plans present a reasonable land use pattern that could be adopted as the Town of Alpine's community land use plan. The primary elements of each plan are, in many ways, similar. However, there are subtle differences in each alternate plan that were used to arrive at a preferred community land use plan. It is also fair to conclude that selected concepts in each plan could possibly be adopted to form one or more land use plan options that may be more desirable to the Alpine Planning and Zoning Commission or the Alpine Town Council.

With that perspective, Option 3 is recommended as the most desirable land use pattern for Alpine. A somewhat larger site is available for the establishment of a central transportation hub facility. At the same time, potential multi-family and commercial expansion areas are also made available in Tract C of the Lakeview Estates Subdivision. The designation of a greater amount of land area in the Alpine West Subdivision for recreation and conservation will facilitate the future development of a broader range of recreational opportunities for Alpine residents.

8.3 POTENTIAL ANNEXATION OF SELECTED LANDS NORTH OF ALPINE

8.3.1 Recommended Areas for Future Annexation

This municipal master plan makes frequent reference to the potential annexation of selected lands north of Alpine. The potential opportunity for annexation is prompted by planned residential and commercial development, as well as continued residential expansion in various rural residential subdivisions in the unincorporated areas.

From the standpoint of the Town of Alpine, the more attractive annexation opportunities include (Figure 8-5):

- Alpine Meadows
- the planned Snake River Junction project near Alpine Junction;
- the Best Western Flying Saddle property; and,.
- Rinehart property on the northeast side of Alpine Junction.
- Hafeez property between U.S. Highway 26 and Alpine Meadows project.
- Landis property between U.S. Highway 26 and Alpine Meadows project.

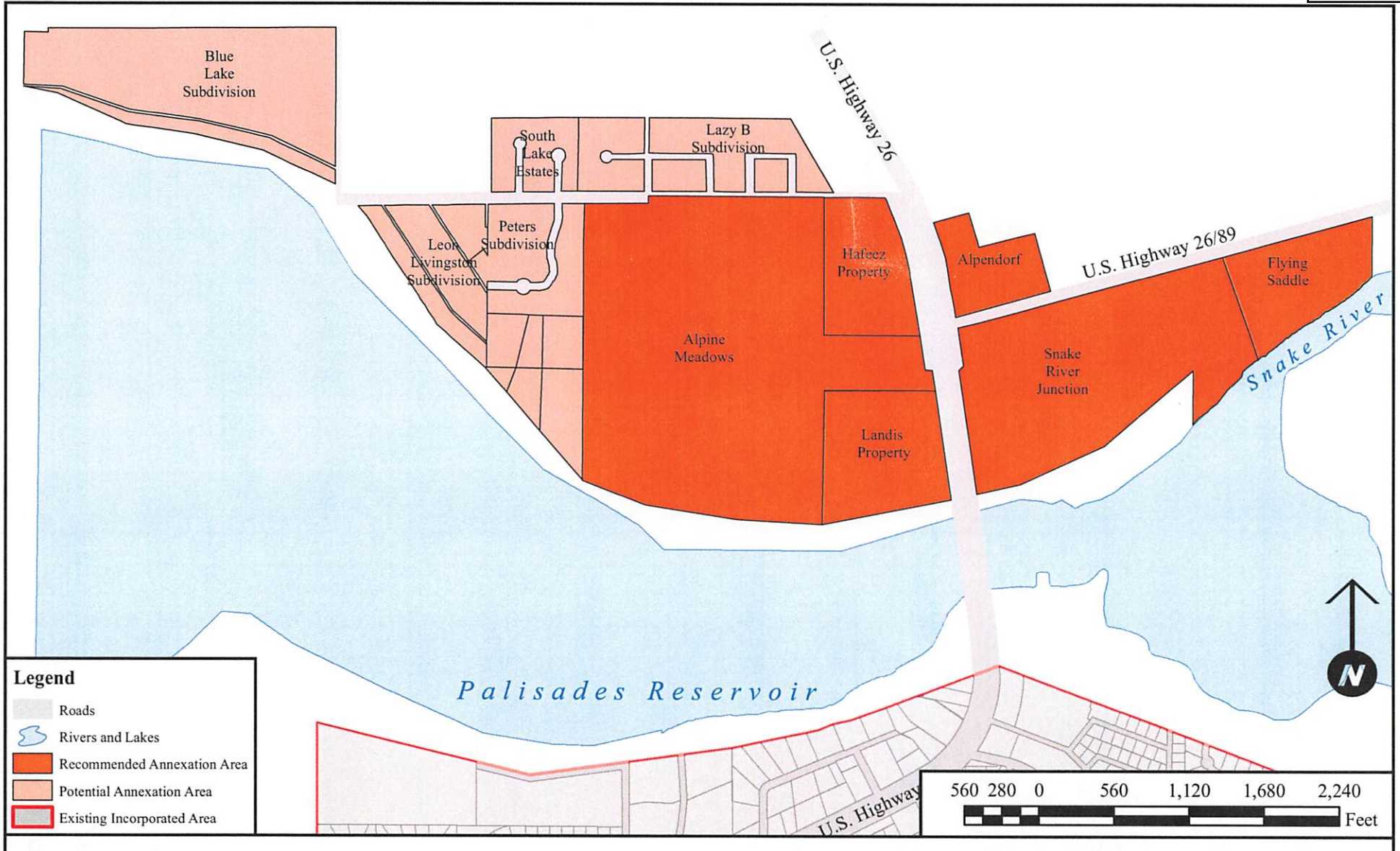


Anticipated population growth and planned commercial activities can clearly generate a new source of retail sales and property tax revenues for the Town of Alpine. With or without annexation of these areas, future residents and visitors associated with these development projects will clearly make use of various public and private services in Alpine. Consequently, it is prudent for the Town of Alpine to gain some economic benefits in return.

While the potential annexation of these areas will generate additional costs to municipal government, the significant costs associated with construction of the expansion of the wastewater treatment plant, expanded water supplies, and new water transmission lines can be recovered, in part, with the imposition of impact fees to appropriate developers of these three projects. The recommended approach to establishing impact fees is discussed in Chapter Seven. Grant funds from the Water Development Commission, the State Land and Investment Board and Wyoming Business Council can continue to be pursued for costs associated with planning, engineering design, and construction.

8.3.2 Other Potential Annexation Areas

There are other potential annexation areas north of Alpine that eventually may be desirable to address potential groundwater quality issues. Informal discussions with several persons familiar with the unincorporated area north of Alpine suggest that groundwater supplies in some rural subdivisions, e.g., Leon Livingston and Blue Lake Subdivisions, may eventually be impacted by inadequate soil-based wastewater treatment on smaller residential lots. It is important to note that these conditions have not been verified or confirmed as part of the master plan effort for the Town of Alpine.



Alpine Municipal Master Plan

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Recommended and Potential Annexation Areas Alpine, Wyoming

Figure 8-5

The potential incorporation of other selected subdivisions north of Alpine would also generate capital improvement costs that would be necessary to construct water distribution and sewer collection systems, as well as a potential expansion of municipal water supplies. It is doubtful that homeowner associations in these areas would be able or willing to raise the financial resources necessary to address these financial impacts. Consequently, it is believed that the annexation of other areas is not in the best interest of the Town of Alpine at the time of this report.

Should future circumstances prompt interest by the homeowner associations of one or more rural subdivisions north of Alpine, the Town of Alpine could consider investigating potential grants from the Water Development Commission, the State Lands and Investment Board, and Wyoming Business Council. Potential grant funding could be used for the planning, design and construction of potential water and sewer improvements.

8.4 EXPAND HYDRAULIC CAPACITY OF MUNICIPAL WATER SYSTEM

A hydraulic analysis of the entire water system is needed to confirm the adequacy of existing water storage facilities, the transmission system and water distribution system. An engineering firm acquainted with Alpine's water system should be retained to make this analysis and report any potential deficiencies in the hydraulic capacity of existing groundwater wells, water transmission and distribution systems, fire flows, and water storage. The hydraulic analysis should also consider system capacities in the context of anticipated water demands within the present municipal boundary, as well as the areas north of Alpine that are recommended for annexation to the Town of Alpine.

8.5 EXPAND MUNICIPAL WASTEWATER SYSTEM

As stated earlier, the municipal wastewater system would desirably be expanded with, at least, two improvements:

1. Extension of the wastewater collection system to remaining unsewered areas of the community in south and east Alpine; and,
2. Expansion of the existing wastewater treatment facility to serve unsewered areas within the present municipal boundary, as well as the recommended annexation areas.

At the time of this report, the Town of Alpine has already applied for a $9 million federal mineral royalty capital construction account grant to the State Lands and Investment Board to support both of these projects (Matthews, 2006).

The implementation of both of these projects is essential to achieve residential and commercial expansion opportunities within the present municipal boundary, as well as the three recommended annexation areas north of Alpine. It is important that both projects are closely coordinated with Alpine residents.

8.6 ENHANCE ATTRACTIVENESS OF U.S. HIGHWAY 89 CORRIDOR

U.S. Highway 89 is the primary vehicular access to Alpine. It is essential that this highway corridor is sufficiently attractive to draw future vehicular traffic off of the highway and people into local retail establishments.

The attractiveness of the commercial area along the U.S. Highway 89 corridor is dependent upon a combination of factors such as the future level of service, effective and convenient points of vehicular access, available vehicular parking, available opportunities for pedestrians, bicyclists, and snowmobile enthusiasts, a unified landscaping theme, and adequate snow storage area during the winter.

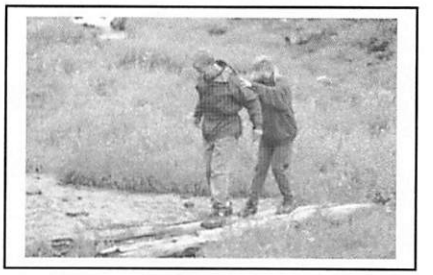
The availability of a 200-foot highway right-of-way through Alpine enables the Town of Alpine and WYDOT to work cooperatively to improve the attractiveness of the highway commercial area and, at the same time, accommodate a future widening of the highway corridor. In order to achieve these objectives, frontage roads could be constructed within the existing right-of-way along both sides of U.S. Highway 89 corridor. Vehicular access points to the frontage roads and nearby vehicular parking areas at each retail establishment would ideally be, at least, 300 feet apart along both sides of the highway. These improvements will help reduce future traffic congestion and the maintenance of an acceptable level of service, i.e., service level C, through the Town of Alpine.

The establishment of a more unified landscaping theme along the highway corridor through Alpine is also needed to create a more attractive retail environment. In selected right-of-way locations, existing aspen trees need to be combined with wild flowers and shrub plantings. Railroad ties, other wood material, and rock can be used to define and draw attention to landscaped areas and vehicular access points. These concepts need to be incorporated into a related landscaping plan that should be prepared for the corridor.

Landscaped areas within the highway right-of-way can also be used to enable alternate modes of travel through the highway corridor. Trails or walkways associated with the recommended community trail system for pedestrians, bicyclists, cross-country skiers and snow machines can also be designated to encourage resident and visitor access to retail establishments along U.S. Highway 89.

In terms of future traffic safety, the installation of intersection street lighting at selected locations of heavier use and within speed zone transitions could offer some significant safety benefits. One potential location might be the U.S. Highway 89/Riverside Drive intersection which is situated along a horizontal curve on the southwest fringe of Alpine. Such improvements should be considered by the Wyoming Department of Transportation.

8.7 DEVELOP A COMMUNITY TRAIL SYSTEM



The earlier presentation and evaluation of alternate land use patterns includes a recommendation for the development of a community trail system (Figure 8-2). The recommended community trail system would provide recreational opportunities for walking, biking and cross-country skiing, as well as snow machine and ATV travel, along designated trail routes within the community. Motorized and non-motorized travel modes would be separated to facilitate public safety and potential user conflicts.

Development of this community amenity will enhance accessibility within the community. In turn, improved accessibility can be expected to yield social, economic, recreational and health benefits, as well as help sustain long-term property values.

8.8 DEVELOP A PUBLIC TRANSPORTATION FACILITY

The earlier presentation and evaluation of alternate land use plans (see section 8.2) recommends the development of a public transportation facility. This facility is needed to support the transportation of commuters working in the Teton County economy, as well as eventually encourage bus transportation within the existing community and recommended annexation areas.

The Town of Alpine should initially examine the cost and feasibility of establishing and operating its own municipal bus system. This community amenity would be attractive to persons desiring to live in Alpine and commute to work. The same service would also encourage greater retail expenditures within the community.

Available services such as the planned Alpine Child Development Center might also make use of this service to transport clients to the center. In turn, the Center could pursue grant funds to provide some financial resources that could be used, in part, to help sustain bus system operations.

The Town of Alpine could pursue federal and state grant funds for, at least, initial construction of the transportation facility.

8.9 REVISE ZONING ORDINANCE AND RELATED ZONING PROCESSES

The existing zoning ordinance related zoning map should be revised by the Town of Alpine following adoption of this municipal master plan by the Alpine Town Council. A planning firm should be retained to complete this assignment and coordinate relevant work tasks with the Alpine Planning and Zoning Commission, Town Attorney, and the Alpine Town Council. The general scope of issues that should be addressed in this revision are presented in Chapter Seven of the municipal master plan. Using the general guidance of this municipal master plan, the municipal zoning map should also be revised to facilitate the future land management responsibilities of the Town of Alpine.

8.10 PREPARE AND ADOPT SUBDIVISION REGULATIONS

Noticeably absent from Alpine's municipal codes is a set of subdivision regulations. These regulations are necessary to guide the future development of undeveloped properties within the existing municipal boundary, as well as potential annexation areas, that are being subdivided to accommodate future land uses. In their absence, future land use development may be incompatible with existing municipal roads, municipal water and sewer systems, and other quasi-public utility systems within the community. When this occurs, the reliability and efficiency of supporting utility system operations and maintenance may be jeopardized.

The implementation of subdivision requirements involves an effective subdivision review process and the application of effective and reasonable development standards for subdivision design and construction. The regulatory or land management objective should be to enhance the quality of land use development in Alpine to sustain property values. At the same time, site and facility development standards should be reasonable to ensure that Alpine remains attractive to future private and public investment.

A planning and/or engineering consultant should be retained by the Town of Alpine to prepare subdivision regulations. If feasible, the combined use of selected planning and engineering consultants is preferred to ensure careful consideration of both the regulatory process, as well as appropriate site and facility development criteria and standards.

8.11 PREPARE AND ADOPT IMPACT FEES

As land use expansion continues to occur north of Alpine, some land developers, landowners, and municipal representatives have recognized that some unincorporated areas may be desirable for potential annexation into the Town of Alpine. Regardless of the variable community perceptions concerning desirability, annexations of improved residential and commercial properties into the Town of Alpine would generate increased costs to the municipality. The costs would be derived from, at least, the potential extension of water transmission and distribution lines, wastewater collection lines, a potential expansion of the wastewater treatment plant, as well as increased police protection. The extent of these costs would depend, in large part, to the financial resources allocated by landowners and/or developers for these improvements.

The potential imposition of exactions, e.g, impact fees, is one approach to obtaining the financial resources necessary to implement these improvements. An exaction is a condition or financial obligation imposed upon land developers or landowners to help municipal government provide public services. Further, exactions are a financial contribution, payment or land donation that is required as a precondition to approval of a land development project (Freeman, Shigley and Fulton, 2005).

An impact study report should be prepared that, at least, discloses relevant population growth and land use expansion assumptions, planned capital improvements and anticipated costs, the method used to calculate impact costs for each property or area under consideration for annexation, and the recommended impact fee calculations for each development project or area. This report and related impact fees should be re-examined about every two years to ensure that land use expansion and population growth assumptions remain valid.

The preparation of a municipal impact fee ordinance is also recommended to establish and clarify the purpose of the impact fees to the general public and private developers. The scope of the ordinance should also include a description of the process and procedures associated with:

- how impact fees will be calculated and collected; and,
- how collected impact fees will be applied to relevant capital improvement projects.

8.12 ENCOURAGE DEVELOPMENT OF A SMALL CONFERENCE FACILITY

The development of a conference center would need to incorporate a combination of meeting rooms, visitor accommodations, dining facilities, and supporting technology services. The development of an ancillary conference center that is established as part of a local hotel appears to be more feasible.

As stated earlier in Chapter Five, there are two actions that the Town of Alpine could pursue to encourage the development of a small conference facility.

- The Town of Alpine should initially confer with the owners of the Best Western Flying Saddle to inquire whether or not ongoing re-development efforts of this facility might address the criteria required for IACC membership. If so, the Best Western Flying Saddle should be encouraged to pursue membership in the IACC.
- If the Best Western Flying Saddle has no interest in pursuing this market and/or their facility could not support small conferences, a second option is for the Town of Alpine to encourage a potential future developer of visitor accommodations in the vicinity of Alpine to orient their potential investment project toward the development of an ancillary conference center.

8.13 DEVELOP A COMMUNITY PARK ON MUNICIPAL PROPERTY IN THE ALPINE WEST SUBDIVISION

The Town of Alpine should prepare a conceptual site plan and related facility master plan for the development of a community park and related outdoor recreational opportunities. The community park should be located on a vacant municipal property in the Alpine West Subdivision that is situated between Buffalo Drive and the municipal wastewater treatment plant site.

Future plans for the community park should encompass a combination of public recreational facilities such as a gazebo, children's playground, picnic area, skate board park facility, as well as a seasonally, groomed cross-country ski track for beginning cross-country skiers. The development of a seasonal ice skating area and adjoining outdoor sitting area with an outdoor gas fireplace, as well as public restroom facilities, would also provide an informal gathering place for persons using the recreational area, as well as other persons passing through this area via snow machine, bikes, and cross-country skis.

8.14 PREPARE A RECREATIONAL MASTER PLAN

The preparation of a municipal recreational master plan should be prepared for the Town of Alpine. The plan would further refine conceptual recreational plans presented in the municipal master plan, identify needed improvements to existing recreational sites, as well as determine other recreational facilities that are envisioned for recommended annexation areas north of Alpine.

The recreational master plan would desirably outline conceptual site plans, design standards and order-of-magnitude cost estimates for the development of each recommended recreational site or facility, e.g., community park. Options to the future management of these facilities would also be examined to determine a cost-effective approach to the future operation and maintenance of municipal recreational facilities. The annual cost of operating and maintaining municipal recreational facilities would also be calculated to incorporate anticipated costs into future municipal budgets.

8.15 INCREASE FINANCIAL SUPPORT FOR FIRE SUPPRESSION AND EMERGENCY MEDICAL SERVICES

The Town of Alpine should increase its annual financial support to the Alpine Volunteer Fire Department. Annual contributions toward these essential services should be, at least, $40,000 to enable AVFD to meet annual operating costs.

In FY 2005, AVFD received $26,000 from the Town of Alpine, $40,000 from Lincoln County, $6,000 from the Alpine-Bonneville Fire District, as well as additional $4,000 in ambulance bill service receipts. AVFD estimates that the department requires about $95,000 to operate its equipment, provide adequate volunteer training, and secure required liability insurance. An additional $6,000-$7,000 is needed to obtain workmens' compensation, as well as accident and accidental death and disability insurance from the municipal liability pool. Consequently, greater financial support is needed from the Town of Alpine, Lincoln County and other public agencies.

8.16 ENCOURAGE DEVELOPMENT OF A COMMUNITY LIBRARY

A facilities and service needs assessment of the Lincoln County Library System was completed and adopted in May 2005. One of three priorities outlined in the assessment was: "Provide better service in the Star Valley area through improvement of the existing Afton Library and expansion of the library system".

The assessment identified various communities in Star Valley where another Star Valley library could be located. These communities included Thayne or Alpine, or a library in both Thayne and Alpine. The assessment stopped short of recommending a preferred option. Rather, it concluded that a prerequisite to further action by the Library Board was the adoption of a resolution by the Lincoln County Commissioners to provide financial support for property acquisition, the construction and/or remodeling of existing buildings, library furnishings and a book collection, as well as sustained funding for library operations (Lincoln County Library System, 2005).

The option to place a library in Alpine assumed a service area that would include Alpine, Etna, and Freedom. The assessment anticipates that an Alpine library location would include roughly 610 registered patrons that are presently registered at the Star Valley in Afton.

Since the publishing of the draft municipal report, the Lincoln County Board of Commissioners elected to build a new 3,600 square foot library facility on lot 3 of the Alpine West subdivision. This property is owned by the Town of Alpine. Completion of the library facility is anticipated sometime in 2007. Consequently, this community development objective is already being realized because of the continued efforts of Alpine residents to encourage this project and the commitment of resources by the Lincoln County Board of Commissioners.

CHAPTER NINE
COMMUNITY DEVELOPMENT OBJECTIVES AND STRATEGIES

9.1 INTRODUCTION

Chapter Nine presents a series of community development objectives and strategies that were derived from the conclusions and recommendations described in Chapters Four through Eight, as well as the insights of the Alpine Town Council, the Alpine Planning and Zoning Commission, and municipal staff. Each strategy is presented in the context of roughly 25 community development objectives. Each community development strategy represents a specific scope of work to be accomplished, an assignment of responsibility for project implementation, a project schedule, and, when appropriate, a project budget.

The project schedule assigned to each strategy identifies a year or multi-year period when a given strategy is to be completed. These schedules were based upon the priorities established by the Alpine Town Council, the Alpine Planning and Zoning Commission, and municipal staff in May 2006. Pedersen Planning Consultants established a matrix evaluation process that enabled each participant to individually assign priorities for each recommended community development strategy.

Individual scores were totaled and averaged to calculate a cumulative average score for each objective. Higher cumulative average scores for each community development objective reflected a higher priority; lower average scores indicated a lower project priority. The community development priorities derived from the matrix evaluation process are summarized in Table 9-1. These priorities were applied to project schedules identified for each community development strategy.

A few of the community development objectives presented in Chapter Nine were not prioritized in May 2006. These objectives were derived from supplemental research that was requested by the Town of Alpine following the municipal review of the March 1, 2006 draft report.

A brief implementation plan is presented in the final section of Chapter Ten. This section of the plan is intended to facilitate the completion of recommended community development strategies, the application of the recommended community land use plan, and the incorporation of plan recommendations into future municipal budgets.

TABLE 9-1
COMMUNITY DEVELOPMENT PRIORITIES
ESTABLISHED BY TOWN COUNCIL, PLANNING & ZONING COMMISSION AND MUNICIPAL STAFF
TOWN OF ALPINE MUNICIPAL MASTER PLAN
MAY 2006

	Community Development Objective	Cumulative Score	Town Priority	
1	Expand wastewater collection system to serve unsewered areas of Alpine and recommended annexation areas	96	1	
2	Adopt the municipal master plan	94	2	2-way tie
3	Update existing zoning ordinance and revise municipal zoning map	94	2	2-way tie
4	Design and construct new wastewater treatment plant	93	3	
5	Design and construct necessary improvements to municipal water system to serve existing community and recommended annexation areas	91	4	
6	Annex selected lands north of Alpine	89	5	
7	Prepare and adopt a municipal impact fee ordinance	87	6	
8	Prepare economic development strategies	82	7	
9	Prepare a municipal road plan	81	8	3-way tie
10	Complete hydraulic analysis of municipal water system	81	8	3-way tie
11	Encourage development of a community library	81	8	3-way tie
12	Encourage development of elementary school	80	9	
13	Prepare and adopt subdivision regulations	74	10	
14	Improve attractiveness of highway commercial area, establish well-defined access points and vehicular parking areas	72	11	2-way tie
15	Prepare a recreational master plan for the community	72	11	2-way tie
16	Develop a community park on municipal lands north of River View Meadows	66	12	2-way tie
17	Encourage the development of affordable housing projects	66	12	2-way tie
18	Establish a more unified landscaping theme along Highway 89 corridor	64	13	
19	Adopt effective access management plan through Town of Alpine	61	14	
20	Develop a community trail system	60	15	
21	Construct Alpine Circle roadway	44	16	
22	Encourage WYDOT to construct 5-lane highway through Alpine	22	17	2-way tie
23	Develop a community transportation system	22	17	2-way tie

9.2 COMMUNITY DEVELOPMENT OBJECTIVES AND STRATEGIES

Objective 1: Expand Wastewater Collection System to Serve All Unsewered Areas of Alpine and Recommended Annexation Areas.

Priority 1

Strategy

Scope: Make application, obtain and match available Mineral Royalty Grant funds to pay for 75 percent of the construction cost including design, permitting, land purchase, easement acquisition and construction engineering. Design and construct a wastewater collection system to serve all unsewered areas of Alpine, as well as a related pump station and force main. Design and construct a sewer main across or under the U.S. Highway 89 bridge, which would connect to the proposed pump station and force main, to serve potential annexation areas north of Alpine.

Responsibility of Implementation: Alpine Town Council, Town Engineer, Town Attorney, Water/Wastewater Superintendent

Project Schedule: FY 2007-2008

Project Budget: Collection system expansion within municipal boundary, as well as pump station and force main: $4,045,639. Sewer main across U.S. Highway 89 bridge: Budget To Be Determined

Objective 2: Adopt the Municipal Master Plan

Priority 2 (2-way tie)

Strategy

Scope: Following the holding of, at least, one public hearing, the Alpine Planning and Zoning Commission will make any needed revisions to the municipal master plan document and recommend the municipal master plan for adoption by the Alpine Town Council. Following its review and evaluation, the Alpine Town Council will formally adopt the municipal master plan document and the related community land use plan contained within the master plan report by ordinance.

The adopted master plan will serve as a general vision that the Town of Alpine will use to evaluate and encourage a combination of future private and public investments. The master plan will also provide guidance to private investors and other public agencies concerning the community's preference for the future type and location of land uses in the community, as well as planned expansions to municipal infrastructure.

The municipal master plan contains, in part, recommendations concerning proposed infrastructure improvements and the development of other community amenities that may be needed to support existing land uses and anticipated land use expansion. For this reason, the

municipal master plan will also be used by the Town Council and municipal staff to help plan, determine and prioritize future budgetary expenditures.

The Alpine municipal master plan will be updated every three to four years. More frequent revisions may be made to the municipal master plan if such changes are warranted by future economic and land use conditions.

Responsibility of Implementation: Alpine Planning and Zoning Commission, Alpine Town Council, Town Clerk, Assistant Town Clerk-Treasurer

Project Schedule: FY 2007-2016

Project Budget: $50,000 (2010); $60,000 (2014)

Objective 3: Update Existing Zoning Ordinance and Revise Municipal Zoning Map

Priority 2 (2-way tie)

Strategy

Scope: The Town of Alpine will revise its existing zoning ordinance and related zoning map. A consultant will be retained to complete this task which will be closely coordinated with the Alpine Planning and Zoning Commission, Alpine Town Council, and selected municipal staff. Revisions to the zoning ordinance that will generally address, at least, the following:

- Re-organize the existing ordinance to make the ordinance more user friendly.
- Clearly identify and establish processes for land use plan amendments, re-zoning, variances, as well as building permits and related inspections.
- Encourage home occupations within selected residential zoning districts and incorporate reasonable site and facility requirements for home occupations.
- Encourage mixed residential and commercial land uses.
- Encourage the creative design of residential and commercial areas, open spaces, and public facilities through the establishment of a planned unit development process.

A draft zoning ordinance will initially be submitted to the Alpine Planning and Zoning Commission for their review and comment. Following the incorporation of anticipated revisions, a draft zoning ordinance will be made available for public review. A public hearing will be scheduled to gain public comments. Adequate time will also be made available for the receipt of written comments from the general public.

Subsequently, the Alpine Town Council will evaluate the draft zoning ordinance and public comments received. The draft zoning ordinance and zoning map may be further revised to incorporate additional revisions. Otherwise, the zoning ordinance will be adopted by the Alpine Town Council.

Responsibility of Implementation: Alpine Planning and Zoning Commission, Alpine Building Inspector, Alpine Town Council, Town Clerk, Assistant Town Clerk-Treasurer

Project Schedule: FY 2007

Project Budget: Funds previously budgeted under an existing consultant contract

Objective 4: Design and Construct New Wastewater Treatment Plant

Priority 3

Strategy

Scope: Make application, obtain and match available Mineral Royalty Grant funds to pay for 50 percent of the treatment plant construction cost including design, permitting, land purchase, easement acquisition and construction engineering. Design and construct a wastewater treatment plant to serve Alpine, as well as to serve potential annexation areas north of Alpine.
Responsibility of Implementation: Alpine Town Council, Town Engineer, Water/Wastewater Superintendent
Project Schedule: FY 2007-2008
Project Budget: Design and construction engineering services: $647,500
Construction: $4,796,400

Objective 5: Design and Construct Necessary Improvements to Municipal Water System to Serve the Existing Community and Recommended Annexation Areas.

Priority 4

Strategy 5A

Scope: Complete drilling of exploratory well in existing municipal well field. Perform pump test and water quality analyses to determine potential well production yields and groundwater quality. Install well casing and pump equipment necessary for long-term operations.

If a successful water source can be developed in the existing municipal well field, the Town of Alpine will purchase the well from the Wyoming Water Development Commission.
Responsibility of Implementation: Wyoming Water Development Commission, Alpine Town Council, Town Engineer, Rendezvous Engineering
Project Schedule: FY 2007
Project Budget: Well purchase: Budget To Be Determined

Strategy 5B

Scope: Make application, obtain and match available funds from the Wyoming Water Development Commission, the State Lands and Investment Board, or other potential grant sources to pay for the construction of, at least, a 12-inch water transmission line, across the U.S. Highway bridge. Construction costs will include design, permitting, land purchase, easement acquisition and construction engineering.

The purpose of the transmission line will be to encourage developers of recommended annexation areas to build water transmission and distribution systems that will connect to the municipal water system.
Responsibility of Implementation: Alpine Town Council, Town Engineer, Rendezvous Engineering
Project Schedule: FY 2007
Project Budget: $150,000

Objective 6: Annex selected lands north of Alpine.

Priority 5

Strategy

Scope: One or more representatives of the Town of Alpine will meet with the owners of the following properties to discuss and negotiate potential opportunities for annexation into the Town of Alpine.

- Alpine Meadows
- the planned Snake River Junction project near Alpine Junction;
- the Best Western Flying Saddle property; and,
- the Rinehart property on the northeast side of Alpine Junction.

Any future agreements associated with a potential annexation should be accompanied, in part, with a municipal requirement for the payment of impact fees for expanded municipal facilities and services. This process will be established in accordance with a new impact fee ordinance that will be developed and adopted by the Alpine Town Council in 2006.

Responsibility of Implementation: Alpine Town Council, Town Attorney, Town Engineer, Town Clerk, and selected landowners.

Project Schedule: FY 2007

Project Budget: $5,000

Objective 7: Prepare and adopt Municipal Impact Fee Ordinance .

Priority 6

Strategy

Scope: The Town of Alpine will prepare a municipal impact fee ordinance to establish a legal basis for the establishment and collection of impact fees from the owners and developers of future land development projects that may seek annexation into the Town of Alpine. A consultant will be retained to complete this task which will be closely coordinated with the Alpine Town Council and Alpine Town Attorney.

The scope of the ordinance will generally include a description of the process and procedures associated with:

- how impact fees will be calculated and collected from owners or developers of future land development projects that may seek annexation into the Town of Alpine; and,
- how collected impact fees will be managed and applied by the Town of Alpine to relevant capital improvement projects.

A draft zoning ordinance will initially be submitted to the Alpine Town Council and Town Attorney for their review and comment. Following the incorporation of anticipated revisions, a draft zoning ordinance will be made available for public review. A public hearing will be scheduled to gain public comments. Adequate time will also be made available for the receipt of written comments from the general public.

Subsequently, the Alpine Town Council and planning consultant will evaluate the draft impact fee ordinance and public comments received. The draft impact fee ordinance and zoning map may be further revised to incorporate additional revisions. Otherwise, the ordinance will be adopted by the Alpine Town Council.

Responsibility of Implementation: Alpine Town Council, Town Attorney, Town Engineer, Town Clerk, and municipal planning consultant.

Project Schedule: FY 2007

Project Budget: $7,275

Objective 8: Prepare Economic Development Strategies

Priority 7

Strategy

Scope: The International Association of Conference Centers (IACC) recommends that conference centers support an average group size of 75 persons or less. The IACC maintains that conference centers can support smaller meetings more consistently and at a higher quality. Conference facilities that are certified by the IACC typically orient their operations toward smaller meetings that range from 25 to 75 persons (Mitchell, 2006).

Conference center facilities can generate retail expenditures in local economies such as Alpine, as well as lodging revenues. Such facilities can help sustain retail establishments, particularly during periods of lower visitor traffic.

The Town of Alpine should confer with the owners of the Best Western Flying Saddle to inquire whether or not ongoing re-development efforts of this facility might address the criteria required for IACC membership. If so, the Best Western Flying Saddle should be encouraged to pursue membership in the IACC. Aggressive marketing by the Best Western and related membership in the IACC should facilitate the booking of future small conferences.

A second option is for the Town of Alpine to meet with and encourage a potential future developer of visitor accommodations in the vicinity of Alpine to orient their potential investment project toward the development of an ancillary conference center. The greatest challenge for any potential investor will be project feasibility. In essence, could a local hotel attract a sufficient number of meetings to support the investment required to establish a quality conference center.

Responsibility of Implementation: Alpine Town Council, Town Clerk, and municipal planning consultant.

Project Schedule: FY 2007

Project Budget: $500

Objective 9: Prepare a Municipal Road Plan

Priority 8 (3-way tie)

Strategy

Scope: The Town of Alpine will prepare a municipal road plan that will outline planned road improvements within the community, as well as recommended standards for road and street design, construction, and maintenance. Order-of-magnitude costs estimates will be developed for each planned road or street project.

Planned road improvements will include, at least, the construction of Alpine Circle which is depicted on the Town of Alpine's Street Addressing Map.

In terms of road maintenance, road standards in the municipal road plan should address the treatment of road surfaces. For example, gravel and crush rock surfaces on municipal roads should be treated with a bituminous surface (asphalt). Such treatment could be accomplished with, at least, a two-shot chip and seal application, at least, every five to 10 years.

Paved municipal roadways in the community should receive scheduled annual and long-term maintenance. Annual maintenance should include, at least, pothole and /or trench patching. A seal coat should be applied every five to 10 years.

Responsibility of Implementation: Alpine Town Council, Town Engineer, Assistant Town Clerk-Treasurer.

Project Schedule: FY 2008

Project Budget: $50,000

Objective 10: Complete Hydraulic Analysis of Municipal Water System

Priority 8 (3-way tie)

Strategy

Scope: The Town of Alpine will make a hydraulic analysis of the entire water system to confirm the adequacy of existing water storage facilities, the transmission system and water distribution system. A qualified civil engineering firm acquainted with Alpine's water system will be retained to make this analysis and report any potential deficiencies in the hydraulic capacity of existing groundwater wells, water transmission and distribution systems, fire flows, and water storage. The hydraulic analysis should also consider system capacities in the context of anticipated water demands within the present municipal boundary, as well as recommended annexation areas north of Alpine.

Responsibility of Implementation: Alpine Town Council, Assistant Town Clerk-Treasurer, Civil Engineering consultant.

Project Schedule: FY 2008

Project Budget: $ To Be Determined

Objective 11: Encourage Development of a Community Library
Priority 8 (3-way tie)

Strategy

Scope: A facilities and service needs assessment of the Lincoln County Library System was completed and adopted in May 2005. One of three priorities outlined in the assessment was to "Provide better service in the Star Valley area through improvement of the existing Afton Library and expansion of the library system".

The assessment identifies various communities in Star Valley where another Star Valley library could be located. These communities included Thayne or Alpine, or a library in both Thayne and Alpine. The assessment stopped short of recommending a preferred option. Rather, it concluded that a prerequisite to further action by the Library Board was the adoption of a resolution by the Lincoln County Commissioners to provide financial support for property acquisition, the construction and/or remodeling of existing buildings, library furnishings and a book collection, as well as sustained funding for library operations (Lincoln County Library System, 2005).

The Lincoln Board of County Commissioners recently authorized the expenditure of funds for the construction of a new 3,600 square foot library on lot 3 of the Alpine West subdivision. The construction of the library is scheduled to be completed sometime in 2007.

Responsibility of Implementation: Lincoln County Board of Commissioners
Project Schedule: FY 2007
Project Budget: $500,000 (Lincoln County budget)

Objective 12: Encourage Development of Elementary School
Priority 9

Strategy

Scope: The Town of Alpine has previously offered municipal property to the Lincoln County School District 2. However, this offer was declined by the Lincoln County School District.

A forecast of future school enrollment that is expected from the Alpine resident population suggests a continuing need for an elementary school in Alpine. This information will be transmitted to the Lincoln County School District 2 for its review and consideration. In addition, a resolution from the Alpine Town Council will also be prepared to renew the interest and commitment of the community to provide a site for a future elementary school. An illustration will be provided to exhibit the location of a potential site within the Alpine West subdivision.

Responsibility of Implementation: Alpine Town Council, Town Clerk, municipal planning consultant
Project Schedule: FY 2008
Project Budget: $500

Objective 13: Prepare and Adopt Subdivision Regulations

Priority 10

Strategy

Scope: The Town of Alpine will prepare and adopt a set of subdivision regulations that will be used by the Town of Council to evaluate and regulate the development of future land subdivisions and related land uses within the community. A consultant will be retained to complete this task which will be closely coordinated with the Alpine Planning and Zoning Commission, Alpine Town Council, the Town Engineer, and selected municipal staff.

The subdivision regulations will generally outline application, evaluation and decision-making processes for the review and approval of future land use subdivisions within Alpine. Reasonable and relevant design criteria and infrastructure requirements for site and facility development will also be incorporated into the regulations to help ensure the quality of construction associated with future subdivision development.

Draft subdivision regulations developed by the consultant should be refined following an initial evaluation by the Planning and Zoning Commission, as well as the municipal public works director, town clerk, and municipal attorney. The second draft of the subdivision regulations should be made available for public review via the Internet or hardcopies that can be borrowed from the Town Hall. Public comments should be received during a related public information meeting and related public hearing. Following the hearing, Town consultants should refine the draft regulations to the satisfaction of the Planning and Zoning Commission. The Alpine Planning and Zoning Commission will recommend and transmit the refined subdivision regulations to the Alpine Town Council for its review and consideration.

Following review by the Alpine Town Council, the Town Council will meet with the Alpine Planning and Zoning Commission and Town consultants to further refine the draft subdivision regulations. Once this refinement occurs, a revised set of subdivision regulations should again be made available for public review. A final public hearing would also be held to enable the receipt of insights and comments from the general public prior to adoption by the Alpine Town Council.

Responsibility of Implementation: Alpine Planning and Zoning Commission, Alpine Building Inspector, Alpine Town Council, Town Clerk, Assistant Town Clerk-Treasurer, and Town Engineer.

Project Schedule: FY 2007

Project Budget: $9,500

Objective 14: Improve Attractiveness of Highway Commercial Area, Establish Well-Defined Access Points and Vehicular Parking Areas

Priority 11 (2-way tie)

Strategy

Scope: Highway business corridors tend to generate more "stop and go" traffic where customers come and shop at one store and subsequently leave the area to another destination. This strategy will make improvements within and adjacent to the U.S. Highway 89 corridor that will help encourage shoppers drawn from U.S. Highway 89 and local neighborhoods to visit more than one retail establishment along the highway corridor.

The establishment of walkways and bikeways that connect all commercial facilities along the corridor can encourage a greater amount of "stop and shop" traffic. The establishment of clearly defined vehicular access and parking areas, and related landscaping, can also help attract greater visual interest to the potential customer traveling along the highway corridor.

The availability of a 200-foot highway right-of-way through Alpine enables the Town of Alpine and WYDOT to work cooperatively to improve the attractiveness of the highway commercial area and, at the same time, accommodate a future widening of the highway corridor.

The strategies associated with Objective 14 represent a combination of strategies associated with Objectives 18, 19, 20 and 22.

Responsibility of Implementation: Alpine Planning and Zoning Commission, Alpine Town Council

Project Schedule: FY 2008-2016

Project Budget: See costs associated with Objectives 18, 19, 20 and 22.

Objective 15: Prepare a Recreational Master Plan for the Community

Priority 11 (2-way tie)

Strategy

Scope: The Town of Alpine will prepare a municipal recreational master plan for the community. The plan will further refine conceptual recreational plans presented in the municipal master plan, identify needed improvements to existing recreational sites, as well as determine other recreational facilities that are envisioned for recommended annexation areas north of Alpine.

The recreational master plan will outline conceptual site plans, design standards and order-of-magnitude cost estimates for the development of each recommended recreational site or facility, e.g., community park. Options to the future management of these facilities will also be examined to determine a cost-effective approach to the future operation and maintenance of municipal recreational facilities. The annual cost of operating and maintaining municipal recreational facilities will also be calculated to incorporate anticipated costs into future municipal budgets.

The type of recreational opportunities and facilities at the community park will be coordinated with local residents during, at least, one community workshop. A second option would be the consultant's coordination with a local recreational planning committee that could be established by the Alpine Town Council.

Responsibility of Implementation: Alpine Planning and Zoning Commission, Alpine Town Council, planning consultant

Project Schedule: FY 2008

Project Budget: $45,000

Objective 16: Develop a Community Park on Municipal Lands North of River View Meadows Subdivision.

Priority 12 (2-way tie)

Strategy

Scope: Based upon the conceptual site plans and design standards outlined in the recreational master plan (see Objective 16), the Town of Alpine will prepare detailed construction drawings for a community park on municipal lands north of River View Meadows subdivision.

It is envisioned that the community park will include a combination of outdoor recreational facilities such as a children's playground, picnic area, skate board park facility, as well as a seasonally, groomed cross-country ski track for beginning cross-country skiers. The development of a seasonal ice skating area and adjoining outdoor sitting area with an outdoor gas fireplace, as well as public restroom facilities, would also provide an informal gathering place for persons using the recreational area, as well as other persons passing through this area via snow machine, bikes, and cross-country skiers.

The design of the community park will also incorporate a trail link to the planned community trail system.

Responsibility of Implementation: Alpine Town Council, local recreational planning committee, planning consultant

Project Schedule: FY 2009

Project Budget: $45,000

Objective 17: Encourage the Development of Affordable Housing Projects

Priority 12 (2-way tie)

Strategy

Scope: An affordable housing study will be completed by the Town of Alpine to explore and determine potential options for encouraging the development of affordable housing in the community. The Town Council will retain a planning consultant to evaluate and recommend specific affordable housing strategies, as well as potential locations for such development.

The planning consultant will build upon the residential land use analyses made for the municipal master plan, the 2005 land use inventory, as well as other spatial and tabular data

incorporated into the Alpine GIS. The experiences of other Rocky Mountain communities will be examined. Alternate strategies will be discussed with selected residential housing developers in the region.

Alternate strategies will be presented and discussed with the Alpine Planning and Zoning Commission, as well as the Alpine Town Council. A specific strategy for encouraging the development of affordable housing projects will be derived from these discussions. The planning consultant and/or municipal staff will undertake and complete recommended actions to implement the study recommendations.

Responsibility of Implementation: Alpine Town Council, planning consultant
Project Schedule: FY 2007
Project Budget: $25,000

Objective 18: Establish a More Unified Landscaping Theme along the U.S. Highway 89 Corridor

Priority 13

Strategy

Scope: The Town of Alpine will, in cooperation with local businesses, establish a more unified landscaping theme along the highway corridor through Alpine in order to create a more attractive retail environment. The Town of Alpine will retain a landscape architect to prepare a more specific landscape plan and related cost estimates for the landscaping improvement project. The landscape plan will consider improvements within the highway right-of-way, as well as potential improvements that could be undertaken by local businesses. The landscape plan for the highway corridor will be prepared in consultation with the Wyoming Department of Transportation.

It is envisioned that existing aspen trees will be combined with wild flowers and shrub plantings in selected right-of-way locations, railroad ties, other wood material, and rock to better define and draw attention to landscaped areas and vehicular access points. Subsequently, landscaping materials and improvements outlined in the landscaping plan will be installed.

Upon completion of the landscape plan, the Town of Alpine will seek potential grant opportunities to help support the highway beautification project in cooperation with the Wyoming Department of Transportation. Landscaping improvements within the highway right-of-way will be installed by the Wyoming Department of Transportation and/or the Town of Alpine in light of the cooperative nature of this project.

Responsibility of Implementation: Alpine Town Council, Wyoming Department of Transportation, landscape architect, landscape contractors
Project Schedule: FY 2010
Project Budget: **$** To Be Determined - during completion of landscape plan

Objective 19: Adopt Effective Access Management Plan through Alpine.

Priority 14

Strategy

Scope: Ongoing evaluations of the municipal zoning ordinance will consider the development of ordinance provisions that can address vehicular access management issues associated with vehicular ingress and egress to retail establishments along the U.S. Highway 89 corridor. The zoning ordinance will also consider the establishment of potential setback requirements for commercial facilities and other land uses situated along the corridor.
Responsibility of Implementation: Alpine Planning and Zoning Commission; planning consultant.
Project Schedule: FY 2007
Project Budget: None required

Objective 20: Develop a Community Trail System

Priority 15

Strategy

Scope: The Town of Alpine will incrementally construct a community trail system (Figure 8-2). Construction of the trail system will be based upon the conceptual site plan and design standards outlined in the proposed recreational master plan (see Objective 15).

The recommended community trail system will provide recreational opportunities for walking, biking and cross-country skiing, as well as snow machine and ATV travel, along designated trail routes within the community. Motorized and non-motorized travel modes will be separated to facilitate public safety and potential user conflicts.
Responsibility of Implementation: Alpine Town Council, Town Engineer
Project Schedule: FY 2009-2012
Project Budget: $ To Be Determined - during the recreational master plan

Objective 21: Construct Alpine Circle Roadway

Priority 16

Strategy

Scope: Alpine Circle, which is shown on the Town of Alpine's Street Addressing Map, will be designed and constructed by the Town of Alpine to encourage future land use development around one parcel in Lake View Estates, Tract C. The construction of the municipal road would provide an alternate vehicular access route to Greys River Road, from Lake View Estates, Tract C, and redirect some local traffic in Alpine away from U.S. Highway 89. The

availability of this alternate route may also, to a limited extent, help ease local traffic congestion along U.S. Highway 89 during peak travel periods.

The design and construction of this road will be completed in conformance with the municipal road plan (see Objective 9). It is envisioned that the construction of this road would initially not need to be paved. However, the roadway would ideally contain a minimum of a compacted 6-inch gravel or crushed rock base (in two courses).

Responsibility of Implementation: Alpine Town Council, Town Engineer
Project Schedule: FY 2010
Project Budget: **$** To Be Determined - during preparation of the municipal road plan (see Objective 9)

Objective 22: Encourage WYDOT to construct a 5-Lane Highway Through Alpine

Priority 17 (2-way tie)

Strategy

Scope: In order to maintain a minimum level of service C, the 2005 Corridor Study concludes that a five-lane highway will eventually be needed from north of Afton through the Town of Alpine. The recommended five-lane highway would generally include two 12-foot lanes in each direction, a 12-foot center lane to accommodate two-way left turns, and two 8-foot shoulders. WYDOT envisions the future acquisition of road right-of-way through Alpine during a future project development phase after completion of an environmental review and approval process.

The Alpine Town Council will prepare a resolution supporting this future highway expansion. The resolution will also indicate that the Town of Alpine is supportive of the construction of service roads within the highway right of way. In addition, the Town of Alpine will express its commitment to establish a 75-foot setback from the highway right-of-way within its municipal zoning ordinance (see Objective 19).

Responsibility of Implementation: Alpine Town Council, Town Clerk
Project Schedule: FY 2007
Project Budget: None for the Town of Alpine. Highway construction costs will be borne by Wyoming Department of Transportation.

Objective 23: Develop a Community Transportation System

Priority 17 (2-way tie)

Strategy

Scope: The Town of Alpine will retain a planning consultant to examine the cost and feasibility of establishing and operating its own municipal bus system. This community amenity would be attractive to both existing and prospective residents of Alpine who commute to work. The same service would also encourage greater retail expenditures within the community.

The feasibility study will evaluate and quantify the potential market, alternate service routes and schedules, the type and size of equipment required, administrative and maintenance requirements, user fees, as well as anticipated costs for a transportation center, bus storage facility, and bus equipment. These analyses will be used to develop profit-loss and cash flow statements for the proposed bus system, as well as determine starting and working capital requirements.

The feasibility study should also analyze other potential sources of revenue that may be derived from providing public transportation for selected community services. For example, the planned Alpine Child Development Center might also make use of this service to transport some of its clients to the center. In turn, the Center could pursue grant funds to provide some financial resources that could be used, in part, to help sustain bus system operations.

The Town of Alpine will pursue federal and/or state grant funds to help finance, at least, the initial feasibility study.

Based upon the findings of the feasibility study, the Alpine Town Council will determine whether or not it desires to proceed with the establishment of a municipal bus system.

Responsibility of Implementation: Alpine Town Council, Town Clerk, planning consultant
Project Schedule: FY 2009
Project Budget: $45,000

Objective 24: Increase Financial Commitment to the Alpine Volunteer Fire Department

No Priority Assigned

Strategy

Scope: In FY 2005, AVFD received $26,000 from the Town of Alpine, $40,000 from Lincoln County, $6,000 from the Alpine-Bonneville Fire District, as well as additional $4,000 in ambulance bill service receipts. AVFD estimates that the department requires about $95,000 to operate its equipment, provide adequate volunteer training, and secure required liability insurance. An additional $6,000-$7,000 is needed to obtain workmen's' compensation, as well as accident and accidental death and disability insurance from the municipal liability pool. Consequently, greater financial support is needed from the Town of Alpine, Lincoln County and other public agencies.

The Town of Alpine will increase its annual financial support to the Alpine Volunteer Fire Department. Annual contributions toward these essential services will be, at least, $40,000 to enable AVFD to meet annual operating costs.

Responsibility of Implementation: Alpine Town Council, Town Clerk, planning consultant
Project Schedule: FY 2007-FY 2016
Project Budget: $45,000 per year (FY 2007). Assume 3% annual increase in budgetary requirement to FY 2016.

Objective 25: Prepare a Municipal Building Code Ordinance

No Priority Assigned

Strategy

Scope: The Town of Alpine will prepare and adopt a revised building code ordinance. These municipal regulations will be used by the Town Council to refine and organize application, review, inspection and approval processes that will be applied to future construction projects in the community.

A planning consultant will be retained to complete this task which will be closely coordinated with the Alpine Planning and Zoning Commission, Alpine Town Council, the Town Building Inspector, and Town Engineer.

The building code regulations will generally outline:

- A building permit process that identifies application requirements, review criteria, required building inspections during construction, and ultimate authorization for building occupancy.
- Building and construction code standards that will be adopted by the Town of Alpine.

Existing building application and inspection forms will also be reviewed and evaluated. One or more of these forms may be revised to establish consistency with the revised building ordinance.

The draft ordinance will be refined following an initial evaluation by the Planning and Zoning Commission, the Town building inspector, the Town Attorney, and municipal public works director. The second draft of the ordinance will be made available for public review via the Internet or hardcopies that can be borrowed from the Town Hall. Public comments should be received during a related public information meeting and related public hearing. Following the hearing, the Town consultant will refine the draft ordinance to the satisfaction of the Planning and Zoning Commission. The Alpine Planning and Zoning Commission will recommend and transmit the refined ordinance to the Alpine Town Council for its review and consideration.

Following review by the Alpine Town Council, the Town Council will meet with the Town consultant to further refine the draft building code regulations. Once this refinement occurs, a final public hearing would also be held to enable the receipt of insights and comments from the general public prior to adoption by the Alpine Town Council.

Responsibility of Implementation: Alpine Planning and Zoning Commission, Alpine Building Inspector, Alpine Town Council, Town Clerk, Assistant Town Clerk-Treasurer, planning consultant

Project Schedule: FY 2007

Project Budget: $12,600

CHAPTER TEN
PLAN IMPLEMENTATION

10.1 INTRODUCTION

A brief implementation plan is presented in Chapter Ten. This section of the municipal master plan is intended to facilitate the completion of recommended community development strategies, the adoption of the recommended community land use plan, and the incorporation of plan recommendations into future municipal budgets.

10.2 ADOPT THE RECOMMENDED ALPINE MUNICIPAL MASTER PLAN

It is essential that the Alpine Town Council adopt the final Alpine Municipal Master Plan report via resolution or ordinance. The ordinance or resolution that is adopted by the Alpine Town Council should reflect, in part, that the community development plan and related planning process satisfies the context and procedural requirements for the preparation of a municipal master plan in the State of Wyoming. These requirements are outlined in Title 15 of the Wyoming Statutes.

A recommended community land use plan map (Option 3) is presented in Chapter Eight of the Alpine Municipal Master Plan report. This illustration communicates a general vision of future land uses in the community in terms of:

- what type of investments the community believes are needed or desired in the community;
- where future land use development should generally occur; and,
- the geographical extent of desirable future land use expansion.

A formally adopted community land use plan and related analyses will also provide important rationale and guidance to the planned preparation of a revised zoning ordinance and related zoning map for the Town of Alpine. Established legal precedents in the United States make it clear that zoning and other land use controls must be based upon a municipal comprehensive plan or municipal master plan that establish the rationale for recommended land uses and land use relationships in a community. Further, the municipal master plan is to be adopted prior to the preparation and adoption of any zoning regulations and related zoning map.

10.3 APPLY STRATEGIES TO THE ALLOCATION OF FUTURE MUNICIPAL RESOURCES

The community development objectives and related strategies presented in Chapter Nine could be considered the implementation plan for the Alpine municipal master plan. These strategies encompass a combination of actions that will address various community development issues and potential opportunities associated with future land use management, potential annexations, infrastructure improvements, the development of community amenities, and economic development.

The future implementation of these strategies is, in large part, dependent upon the integration of these strategies to annual municipal budgets, the preparation of grant applications by municipal staff, and the scheduling of various municipal plans and improvements. In view of the fact that the Town Council and Planning and Zoning Commission are comprised of faithful community leaders that volunteer their time, the municipal staff will need to bear the primary responsibility of integrating community development strategies to the municipal budget, the identification of grant sources and the preparation of grant applications, and the scheduling of municipal plan improvements. A basic process to accomplish this objective is outlined in the following paragraphs.

10.3.1 Formally Assign Responsibilities for Implementation

Following adoption of the municipal master plan, the Town Council will specifically assign project management responsibilities for the completion of each community development strategy. The project management responsibilities will be assigned to specific members of the paid municipal staff or contractors that may serve in a municipal staff function. Even though more than one municipal staff person may support implementation of a specific community development strategy, the assignment of one project manager will facilitate discussions and coordination with the Alpine Town Council and contractors that may be working on a specific project.

In some cases, the responsibility for implementation may also involve the significant involvement of non-profit organizations within the Town of Alpine or public agencies located outside of Alpine. Nevertheless, the Town Council will still assign a municipal project manager to carry out required inter-agency coordination, serve as the point-of-contact for the project, and communicate the progress toward completion and any relevant project issues with the Alpine Town Council.

10.3.2 Update Community Development Strategies

The completion of planned community development strategies, changes in the composition of the Town Council, new economic development opportunities, changes in demographic and economic trends, or other factors will prompt future changes in the direction, scope and priority of community development strategies. In this context, the need to revise or delete existing strategies, or establish new ones, will become apparent. For this reason, the Town of Alpine should update its community development strategies on an annual basis.

The preparation of the revised community development strategies could be completed by municipal staff or assigned to a private contractor. This task will require coordination and informal discussions with each of the municipal project managers. The update of community development strategies would ideally be completed between January and March of a given year so that revisions can be incorporated into the municipal budget process.

10.3.3 Prepare an Annual Implementation Plan Summary

The application of community development strategies to the municipal budget can be achieved through the preparation of an implementation plan summary that identifies the annual budget allocations needed to support each community development strategy. A sample implementation plan summary is presented in Table 10-1. It is recommended that the Town Treasurer should update this summary on an annual basis.

The update should be based upon the Treasurer's solicitation of input from each of the municipal project managers that were assigned the lead responsibility for completion of the community development strategies. These municipal representatives should be asked by the Treasurer to provide information concerning projects that are assigned to them for their completion, or contractors working under their direction. The type of information requested from these representatives would include, at least, the following:

- the progress made toward completion of specific strategies;
- any potential revisions in the scope of community development strategies due to changing conditions or other factors influencing the project(s);
- the anticipated schedule for completion of the community development strategy; and,
- a recommended budget request for completion of each community development strategy.

The preceding information will facilitate the Treasurer's preparation of each annual municipal budget. The Town Council can clarify the intent and scope of planned budget expenditures with the municipal project manager assigned to each community development strategy.

TABLE 10-1
IMPLEMENTATION PLAN
TOWN OF ALPINE MUNICIPAL MASTER PLAN
(Presented on 2 Pages)

COMMUNITY DEVELOPMENT OBJECTIVE	*RESPONSIBILITY FOR IMPLEMENTATION*	*ESTIMATED FISCAL YEAR BUDGET ALLOCATIONS ($)*									
		2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
1. Expand wastewater collection system to serve unsewered areas of Alpine and recommended annexation areas	Alpine Town Council, Town Engineer, Town Attorney, Water/Wastewater Superintendent	2,022,820 and TBD	2,022,820 and TBD								
2. Adopt the municipal master plan	Alpine Planning and Zoning Comm, Town Council, Town Clerk, Asst Town Clerk-Treasurer	a)			50,000				60,000		
3. Update existing zoning ordinance and revise municipal zoning map	Alpine P&Z Comm, Building Inspector, Town Council, Town Clerk, Asst Town Clerk-Treasurer	a)									
4. Design and construct new wastewater treatment plant	Alpine Town Council, Town Engineer, Water/Wastewater Supt	647,500	4,796,400								
5. Design & construct necessary improvements to municipal water system to serve existing community & annexation areas	Wyoming Water Dev Commission, Alpine Town Council, Town Engineer, Rendezvous Engineering	150,000 and TBD									
6. Annex selected lands north of Alpine	Alpine Town Council, Town Attorney, Town Engineer, Town Clerk, and selected landowners	5,000									
7. Prepare and adopt municipal impact fee ordinance	Alpine Town Council, Town Attorney, Town Engineer, Town Clerk, and selected landowners.	7,275									
8. Prepare economic development strategies	Alpine Town Council, Town Clerk, and municipal planning consultant	500									
9. Prepare a Municipal road plan	Alpine Town Council, Town Engineer, Asst Town Clerk-Treasurer		50,000								
10. Complete hydraulic analysis of Municipal water system	Alpine Town Council, Assistant Clerk-Treasurer, civil engineering consultant		TBD								
11. Encourage development of a community library	Alpine Town Council, Town Clerk, municipal planning consultant	500									
12. Encourage development of elementary school	Alpine Town Council, Town Clerk, municipal planning consultant		500								
13. Prepare and adopt subdivision regulations	Alpine P&Z Commission, Building Inspector, Town Council, Town Clerk, Asst Clerk-Treasurer, Town Engineer	9,500									
NOTES: TBD - To Be Determined; a) Funds previously budgeted under an existing consultant contract; b) : See costs associated with Objectives 18, 19, 20 and 22											

TABLE 10-1
IMPLEMENTATION PLAN
TOWN OF ALPINE MUNICIPAL MASTER PLAN
(Continued From Previous Page)

COMMUNITY DEVELOPMENT OBJECTIVE	*RESPONSIBILITY FOR IMPLEMENTATION*	*ESTIMATED FISCAL YEAR BUDGET ALLOCATIONS ($)*									
		2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
14. Improve attractiveness of highway commercial area, establish well-defined access points and vehicular parking area	Alpine Planning & Zoning Commission, Town Council		b)	b)	b)	b)	b)	b)	b)	b)	b)
15. Prepare a recreational master plan for the community	Alpine Planning and Zoning Commission, Town Council.		45,000								
16. Develop a community park on Municipal lands north of River View Meadows Subdivision	Alpine Town Council, local recreational planning committee, planning consultant			45,000							
17. Encourage the development of affordable housing projects	Alpine Town Council, planning consultant	25,000									
18. Establish a more unified landscaping theme along U.S. Highway 89 corridor	Alpine Town Council, WY Dept of Transportation, landscape architect, landscape contractors				TBD						
19. Adopt effective access management plan through Alpine	Alpine Planning & Z Commission, planning consultant	0									
20. Develop a community trail system	Alpine Town Council, Town Engineer			TBD	TBD	TBD	TBD				
21. Construct Alpine Circle roadway	Alpine Town Council, Town Engineer				TBD						
22. Encourage WYDOT to construct 5-lane highway through Alpine	Alpine Town Council, Town Clerk	0									
23. Develop a community transportation system	Alpine Town Council, Town Clerk, planning consultant			45,000							
24. Increase financial commitment to the Alpine Volunteer Fire Department	Alpine Town Council, Town Clerk, planning consultant	45,000	46,350	47,741	49,173	50,648	52,167	53,732	55,344	57,004	58,714
25. Prepare a Municipal Building Code ordinance	Alpine P&Z Commission, Building Inspector, Town Council, Town Clerk, Asst Town Clerk-Treasurer, planning consultant	12,600									

NOTES: N/A: Not Applicable; TBD: To Be Determined; a: Funds previously budgeted under an existing consultant contract; b: See costs associated with Objectives 18, 19, 20 and 22

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Note: Other personal communications are listed in Chapter 1 of this report, under 1.4 Consultation.

TOWN OF ALPINE

MUNICIPAL MASTER PLAN

APPENDIX A
PUBLIC MEETINGS AND COMMENTS

SUMMARY OF DISCUSSION AND COMMENTS
OVERVIEW OF DRAFT PLAN AND
STRATEGY WORKSHOP WITH TOWN OF ALPINE
April 27, 2006

SUMMARY OF THE PUBLIC HEARING
ON THE DRAFT REPORT
August 3, 2006

WRITTEN COMMENTS RECEIVED
FROM THE GENERAL PUBLIC
ON THE DRAFT REPORT

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PROJECT: TOWN OF ALPINE MUNICIPAL MASTER PLAN

PUBLIC MEETING
SUMMARY OF DISCUSSION AND COMMENTS
OVERVIEW OF DRAFT PLAN/STRATEGY WORKSHOP WITH TOWN OF ALPINE

Date/Time: Thursday, April 27, 2006/7:00 p.m.

Participants: Town of Alpine: Mayor Dave Lloyd; Council Members: Shirley Brown, D. R. Hutchinson, Steve Fusco, and Don Jorgensen; Staff: Rob Wagner, Tracy Matthews, Brenda Bennett; Town Attorney Carter Wilkinson
General Public: Mike Halpin, Tina Gertch, Chris Girtch
Consultants: Jim Pedersen, Sandy Pedersen of Pedersen Planning Consultants

Presentation: After opening the meeting and a brief introduction by Mayor Lloyd, a presentation of the Draft Alpine Municipal Master Plan was made by Jim Pedersen. The approximately 40-minute presentation summarized the contents of the Plan, including the purpose, scope, factors influencing community development, and recommended strategies for community development.

Discussion/Comments: Following the presentation, Pedersen asked the participants to provide any comments. The following discussion ensued.

Don Jorgensen: The Draft Municipal Master Plan calls for the Town of Alpine to consider the development of a Transportation Center for use by the START bus that comes out of Jackson. He would rather Alpine consider development of their own bus transportation service. If the bus system is a profitable situation, then Alpine should be the one to do it.

Brenda Bennett: The bus system should look at providing transportation not just from Alpine to Jackson, but from further south in Lincoln County including Thayne, Afton, etc.

Shirley Brown: The cost of such an operation is expensive; would need to do a feasibility study before the Town would embark on such a project.

Steve Fusco: The Plan states 36% of the workforce goes to Jackson, but he believes that most Alpine workers commute to Jackson. (Pedersen explained that the 36% was derived from WYDOT numbers from the late 1990s; therefore, the percentage is probably higher.)

Carter Wilkinson: What is the benefit of the 5-lane highway? (Pedersen: The 5-lane highway is based on WYDOT's level of service criteria. However, it makes sense to begin to work with WYDOT so that the 5-lane highway will become an attractive highway through town. If it's attractive, people will stop rather than driving through and bypassing Alpine on the way to Jackson or Yellowstone.)

Tracy Matthews: Annexation of larger parcels adjacent to Alpine are discussed in the Plan, but she would like to see other adjacent areas for public, recreational, and community use be clearly defined in the Plan. A site for a Convention Center and other recreation should be included; a recreational master plan may be needed. Would also like to integrate other primary annexation areas into the Plan. Need more specific strategies for economic development. Also, a separate road traffic count was done by the Bank of Star Valley – that info might help with more updated number of commuters.

Brenda Bennett: With the increase in our population, increased services will be required of our Fire Department, law enforcement, and medical services.

Steve Fusco: The Town of Alpine may need to develop their own Fire District because the County wants to give it up. The Civic Center has reverted to the prior name that needs to be corrected in the Plan – it should be "Alpine Civic Center".

Shirley Brown: Should we address the raydon hazard in this area? (Pedersen will check and include that in recommendations for code changes.)

Tracy Matthews: Upon annexation, each Town of Alpine department will have its own impacts.

Shirley Brown: Although the Town does not want to get into the business of housing, affordable housing needs to be addressed.

Carter Wilkinson: Is lodging adequate? Do we need to promote more lodging facilities in order to attract people here? (Pedersen: While private enterprise will respond to the demand for more lodging, PPC will incorporate the potential demand for lodging in the report.)

Tracy Matthews: The Alpine Confluence Center keeps a record of visitors.

D. R. Hutchinson: Would like to see the Plan address the necessity of having a school located in Alpine. Population numbers for Alpine are probably higher than what is in the report.

Don Jorgensen: If the Plan states our desire to locate a school here, then it will be another thing to show to the Department of Education.

Shirley Brown: Lincoln County is considering a library be located in Alpine.

Steve Fusco: .81 acres of municipal land has already been designated as a site for a library.

Tracy Matthews: The Lincoln County Commissioners and Planning and Zoning Commissioners should be a part of this process. We need to invite them to attend, along with Ray Sarcletti of the Wyoming Business Council.

D. R. Hutchinson: The traffic count number needs to be looked at again. Because of the road construction, cars were being rerouted and therefore the traffic count numbers may be skewed. It is important to get a better handle on this number because AAA and Chambers of Commerce, etc., use those numbers to determine where people travel. Traffic will stop in Alpine again.

Tracy Matthews: Lincoln County has had success in joint advertising in the Yellowstone Journal. We should be looking at joint advertising like that. We should also be applying to have this Valley designated as a Scenic Byway or Scenic Backway.

Carter Wilkinson: Someone mentioned convention space earlier. I agree that the Town should be looking at that. For example, in the discussion of a new Town Hall, we could look at combining it with space for a Convention Center.

Tracy Matthews: The Town of Alpine has received lots of requests for that type of activity. But they ended up looking elsewhere because of the lack of lodging and capacity for convention space.

Prioritization of Strategies: Following this discussion, Pedersen distributed priority sheets which listed 18 strategies that had already been identified in the Draft Plan. An additional 5 strategies were added to the list based on the discussion. After the list of 23 strategies were clarified and agreed to, specific instructions were provided on how to rate the strategies. Mayor Lloyd, Council members Brown, Fusco, Jorgensen, and Hutchinson, and Town Clerk Tracy Matthews and Town Treasurer Brenda Bennett then individually rated each strategy. Priority sheets were collected by PPC. Priority sheets will also be submitted to each of the Planning and Zoning Commissioners who were not present with instructions for their completion by May 5. The individual priority sheets will then be tabulated and the results will determine the priority of the 23 projects.

Note: Table 9-1 in Chapter 9 of the Alpine Municipal Master Plan report presents the final priorities as established by the Town of Alpine officials.

PUBLIC HEARING
Thursday, August 3, 2006
7:00 p.m.
Alpine Town Hall

SUMMARY OF DISCUSSION AND COMMENTS
ALPINE MUNICIPAL MASTER PLAN – DRAFT REPORT

Participants: Town of Alpine: Mayor Dave Lloyd; Council Members: Shirley Brown, D. R. Hutchinson, Don Jorgensen, and Don Wooden; Planning and Zoning Commissioners Paula Stevens, David Gustafson; Staff: Town Treasurer Brenda Bennett, Zoning Officer Rob Wagner; Town Attorney Elizabeth Koeckretz
Other Local Official: Lincoln County Planner John Woodward
General Public: Kent Perkins, Marilynn Perkins, Victoria DeCora, G. D. Sturdevant, Christine Wagner, Mark Gizas, Diana Taylor
Consultants: Jim Pedersen, Sandy Pedersen of Pedersen Planning Consultants

Presentation: Mayor Lloyd opened the public meeting and introduced the Town of Alpine's consultant, Jim Pedersen, of Pedersen Planning Consultants. Pedersen made a Power Point presentation that summarized the conclusions and recommendations of the Draft Alpine Municipal Master Plan, dated June 30, 2006.

Discussion/Comments: Participants were then asked to provide any comments and ask any questions they had about the Alpine Municipal Master Plan draft report. Participants were also informed that comments would also be taken in writing.

Diana Taylor: Although she is a START bus rider, she feels that the bus transportation system recommended in the plan should be a low priority. Greater attention should be given to providing recreational opportunities and a community trail system for Alpine kids.

Town Treasurer Brenda Bennett: Agrees with Diana. Kids need some place to go. A movie theatre, other activities, are needed for our kids. Those community amenities are definitely more important.

Councilman D. R. Hutchinson: The Master Plan needs to be updated in terms of lands to be annexed. There are currently five different project development plans. We also need to address emergency services as a higher priority.

Planning and Zoning Commissioner Paula Stevens (and others): We need to clarify some of the recommended land uses in Figure 8-4 of the Recommended Land Use Pattern, Option 3. Also, the three properties above and between the Alpine Meadows and Snake River Junction properties reflected in Figure 8-5 (Recommended and potential Annexation Areas) should also be possible annexation areas.

Jim Pedersen, PPC (after additional discussion): Changes will be made according to the discussion. These include the open space designations in the River View Meadows area, the 4 lots west of the Morning Star Church that should be mixed commercial residential area, and the lots that have recently been rezoned to B-1. (Figure 8-4 was shown on the Power Point projection to clarify the changes.) The Hafeez, Landis and Alpendorf properties will also be reflected as potential annexation areas in Figure 8-4. All changes/corrections will be clarified with the Town staff and the Planning and Zoning Commission.

Planning & Zoning Commissioner Paula Stevens: What happens with the GIS that Pedersen Planning Consultants has developed for Alpine as it completed the Municipal Master Plan? What is the cost to purchase GIS software?
Answer - Jim Pedersen, PPC: Once the master plan report is completed, the GIS (geographical information system) files will be transmitted to the Town of Alpine along with all other project files. The Town will have custody of those files. However, in order to take over the operation and use of the GIS, the town will need to purchase appropriate software and train staff in its use. A consultant could be hired to provide the training as well as to keep the GIS updated until such time that Town staff are able to take over. ArcView GIS by ESRI is the software needed; it costs approximately $1200 for a single user license.

Councilman Don Wooden: The Alpine Fire Brigade was the first official organization in Alpine. We need to support whatever Fire and EMS needs. In terms of properties being considered for annexation, is there a formula or guideline to follow to determine impact fees for developers?
Answer - Jim Pedersen, PPC: The process for determining impact fees involves an impact fee study, the development of an impact fee ordinance, and the application of impact fees. The Town has retained PPC to work on that.

Councilman Don Wooden: Alpine has limited area for expansion, so it's good to see what's recommended in the Plan for areas of expansion. However, we need to deal also with areas that are an eyesore such as the salvage area off Greys River Road. This area needs to be cleaned up and utilized to its best use, possibly for single and multi-family residential. Maybe the salvage area can be cleaned up if mixed commercial/residential is allowed.

Planning & Zoning Commissioner David Gustafson: As a community, we're going to see a lot of available commercial area in the future, such as the areas being considered for annexation outside our current Town boundaries. These areas will all become a part of Alpine in the future. We should not go into those areas that already have single family homes along Greys River road, these are needed residential areas.

Jim Pedersen, PPC (after more discussion): So, if everyone (Council and P&Z) agrees, we will change Figure 8-4, Recommended Land Use Pattern, Option 3, to reflect these areas along Greys River Road and including the salvage area, to become "mixed commercial and residential". *(Areas to be changed were shown on the Power Point and there was unanimous agreement.)*

Marilyn Perkins: What things can we do to make the Highway 89 corridor more attractive in order to get more people to stop and shop?
Answer – Jim Pedersen, PPC: Some things that can be done to make Highway 89 more attractive would be to 1) build a community trail system on both sides, 2) although some improvement is already taking place, there needs to be a more unified landscaping theme, and 3) make fewer curb cuts off the highway and bring in a usable service road. A combination of all those things will attract visitors to "stop and shop". Recreational shopping is a big part of the visitor industry today. WYDOT already has plans to widen Highway 89 to accommodate more traffic. Town of Alpine needs to get with WYDOT now to make sure they listen to the Town and hear what the Towns desires are before they expand Highway 89 to 5 lanes.

Planning & Zoning Commissioner Paula Stevens: We will be amending the zoning ordinance, and will include regulations for landscaping and defining parking areas, etc.

Planning & Zoning Commissioner David Gustafson: WYDOT will not likely construct the 5 lanes even though they have plans for it; it is not one of their priorities.
Jim Pedersen, PPC: In case it does happen, Alpine would be ready for it.

Don Wooden: The Town has to participate in discussion with WYDOT. Our sidewalks need to be extended on both sides of 89 through the end of River View Meadows.

Mayor Dave Lloyd: The lighting system needs to be extended along the Town, too.

Planning & Zoning Commissioner David Gustafson: I agree that pathways, sidewalks, etc., all need to be extended, but this will not impact WYDOT's decision to do the 5-lane highway.
Councilman D. R. Hutchinson: WYDOT has postponed Hoback Junction's improvements three times already. Widening Highway 89 through Alpine is not going to happen.

Mayor Dave Lloyd: I'm looking forward to the information you're preparing on impact fees. Thank you Jim.

Planning & Zoning Commissioner David Gustafson: It has been a pleasure working with Pedersen Planning Consultants, with Jim and his staff.

Town of Alpine
P.O. Box 3070
Alpine, WY. 83128

July 31, 2006

Master Plan, Section 6.3.6.1, Improvements and Expansion of Collection System

The following words need to be added to "Phase 2 " concerning East Alpine:

> "Prior to implementation, the residents of Forest Meadows Subdivision shall review and approve all plans for expansion of the collection system into East Alpine."

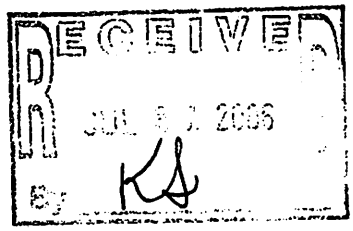
Without these words being added, the city has a blank check for expansion of the sewer system into this area. I oppose the Master Plan without this addition.

Reasons for concern, the following items much be addressed.

1. Location of the new Treatment Facility in East Alpine
2. Location of the lift stations
3. Sewer line routing
4. Location of sewer connections for each lot and their cost
5. City liability for plugged sewer lines and failed maintenance
6. Back up power for lift stations during power outages

These are concerns that have to be resolved before the city starts to dig up the streets. Without the proposed words added to "Phase 2" we, as home owners, will have no leverage when it comes to location, design and construction.

Andre Gavin
P.O. Box 3082
Alpine, WY.



Review Comments for DRAFT MUNICIPAL MASTER PLAN – Alpine, Wyoming dated 30 June 2006

- Page 1-3, Subsection 1.2.5, 2nd paragraph, last sentence, delete "to" before "by PPC".
- Page 1-3, Subsection 1.2.6, add "August 3" as public hearing date is now established.
- Figure 2-1, recommend identification of "Swan Valley" and "Soda Springs", indication of major route (including Interstate 15 in Idaho Falls vicinity) linkages as shown in March 2006 Draft, and designation of major regional airports at Jackson and Idaho Falls, all due to possible significant relationships to Alpine.
- Figure 2-2, details as presented in March 2006 Draft exhibit are preferred.
- Page 2-1, Subsection 2.1, photo addition is a nice touch!
- Page 2-6, Subsection 2.4.3, as it is commonly known by local residents that prevailing winds are generally from Southwest, a comment to that effect may be of value?
- Page 2-8, Subsection 2.5.5, 1st paragraph, reference to "Chapter Five" should be changed to "Chapter Six".
- Page 2-12, Subsection 2.7.1, 2nd paragraph, omission is apparent between phrase "during period".
- Page 2-17, Subsection 2.7.2, 1st paragraph, last sentence, more accurate statement might read as follows: "..... located on private lands in this potential land use expansion area."

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July 2006

Review Comments for DRAFT MUNICIPAL MASTER PLAN - Alpine, Wyoming dated 30 June 2006

- Page 3-5, Subsection 3.1.5, 1st paragraph, adding "and beyond" at the end of the paragraph would seem appropriate.
- Page 3-6, Subsection 3.1.5, 2nd paragraph, add "in 2016" at the end of the first sentence.
- Page 3-11, Subsection 3.3.5, Subsubsection 3.3.5. 2nd paragraph, 2nd sentence, add "be" between phrase "to owned".
- Figure 4-1, a third commons area exists within the loop created by Palisades Lane and Snake River Drive in Riverview Meadows Subdivision; Legend designation for Recreation and Conservation Land Use should apply as shown for the othe Commons areas.
- Page 4-3, Subsection 4.2.1, last paragraph, last sentence, references to "Mountain Townhomes Addition" and "Palisades Overlook Townhomes" Subdivisions on Figure 4-2 are unclear.
- Page 4-6, Table 4-3, average sale price of $142,069 shown for Riverview Meadows Addition seems low?
- Page 4-6, Table 4-4, Average Sale Price Column seems to reflect subtotals by Subdivision rathe than as indicated?
- Page 4-7, Table 4-5, average sale price (253,945 indicated for Total Sales/Average Price computes instead to 203,586.

Section 2, Item a.

Review Comments for DRAFT MUNICIPAL MASTER PLAN - Alpine, Wyoming dated 30 June 200

- Page 4-8, Sub Subsection 4.2.5.1, 4th paragraph, 3rd sentence, first use of "is" should be changed to "in".
- Figure 4-3, note previous comment about third Commons area with regards to Figure 4-1; als of possible interest, based upon original platting for Riverview Meadows Subdivisions, parcels were designated Residential - single family, Residential - multi family or Commercial usage
- Page 4-10, Subsubsection 4.2.5.2, 2nd paragrap first sentence, there seems to be "167" residenti lots shown on Figure 4-4?
- Page 4-14, Table 4-7, may wish to include Rice Kilroy Construction Company, First National Bank-West, Bank of Star Valley and ReMax?
- Page 4-19, Subsubsection 4.3.3.2, near bottom of page, reference to "3 Rivers Construction" might be preferred as "Three Rivers Construction"?
- Page 4-23, Subsection 4.4.1, 2nd paragraph, first sentence, capitalize "pedigree". Also, may wish to note a portion of the Alpine Civic Center serves as Town Police Office. Furthermore within the Alpine Civic Center, a recreational climbing wall has been installed.
- Page 4-23, Subsection 4.4.1, 3rd paragraph, last sentence, another use of Town Council meeting room has been for municipal traffic court.

Review Comments for DRAFT MUNICIPAL ... PLAN - Alpine, Wyoming dated 30 June 200

- Page 4-24, Subsection 4.4.1, 1st paragraph, first sentence, reference to "generally available for public use" might more correctly be changed to "potentially available for limited public use". Also, the second sentence statement that "..... Church is the only community facility in Alpine" might better read as ".... Church is another such community facility in Alpine."
- Page 4-24, Subsection 4.4.2, 4th paragraph, last sentence indicates construction completion in December. Yet last paragraph statement suggests uncertainty as to site location? Unless the site of the Child Development Facility remains in question, it should be clearly depicted on Figure 4-9
- Page 4-24, Subsubsection 4.4.3.1.

This entire Subsubsection should be rewritten. Suggestion is made that the focus be on best available current information and commitments. Alpine Library Committee spokesperson Kathy Owsiany and/or Town Councilperson Shirley Brown should be consulted.

It is understood the Lincoln County Commissioners have unanimously voiced commitment to fund construction of a new Library at Alpine during the 2007 budget year. It is further understood the Town will provide the Library site (Lot 3,

Review Comments for DRAFT MUNICIPAL MASTER PLAN - Alpine, Wyoming dated 30 June 2006

- Page 4-24, Subsubsection 4.4.3.1 Continuation Alpine West subdivision). Funds are currently being raised to help operate and maintain the future library.
- Page 4-27, Subsubsection 4.4.3.2, 1st paragraph It would seem appropriate to mention the new school at Etna being under construction and anticipated role with respect to Alpine.
- Figure 4-9, Title indicates EXISTING yet roadways shown within Alpine West subdivision are not yet built.
- Figure 4-10, Current roadway configurations in vicinity of Town Hall not accurate.
- Page 4-28, Subsubsection 4.4.3.2, 3rd paragraph, last sentence, recommend deletion and substitution of the following:
  "These parcels might yet serve as a desirable site for future public school facilities. Lot 8 could also be considered for school development, without compromising possible Community trail system accommodation along the northern boundary of this lot. (Figure 4-10)"
- Page 4-28, Subsubsection 4.4.3.2, 4th paragraph, modify the first sentence as follows:
  "... Town of Alpine should continue to present and discuss future opportunities ...."

Review Comments for DRAFT MUNICIPAL MASTER PLAN - Alpine, Wyoming dated 30 June 2006

- Page 4-28, Subsubsection 4.4.3.2, 4th paragraph, delete the last sentence.
- Page 4-28, Subsubsection 4.4.3.3
  What about some discussion on Park and Ride Lots at least during interim until a local public transit system might be developed?
- Page 4-29, Subsubsection 4.4.3.3, 3rd paragraph, first sentence, modify as follows:
  "... represents a potentially desirable site..."
- Page 4-31, Subsubsection 4.4.3.4, 1st paragraph, first sentence, modify as follows:
  "This facility might be located....."
  Recommend deletion or modifying the entirety of the 1st paragraph beyond first sentence. Due to proximity to other lots under consideration for development of public school facilities, it would seem highest and best use of Lot 8 is likewise. An alternation location downtown might be more functional as Senior Center on year round basis?
- Page 4-31, Subsubsection 4.4.3.5, 1st paragraph, second sentence, modify as follows:
  "... office work space for municipal court or chief of police." There is no public works director in Alpine.
  Also, recommendation is made to modify the last sentence as follows:

July

Review Comments for DRAFT MUNICIPAL MASTER PLAN - Alpine, Wyoming dated 30 June 2006

- Page 4-31, Subsubsection 4.4.3.5, 1st paragraph continuation
"... Town Hall is believed to be adequate for the immediate future."
- Page 4-31, Subsubsection 4.4.3.5, 2nd paragraph, first sentence, modify as follows:
"Consideration should be given eventually ...."
- Figure 4-12, current roadway configurations in vicinity of Town Hall not accurate.
- Page 4-33, Subsection 4.5.2, Last sentence, wording "designated for" is suggestive of conclusion? Would other wording like "potentially available for" be better?
- Page 4-33, Subsubsection 4.5.3.2, 3rd paragraph, In addition to reference of community trail system along US-89, what about extending beyond and up Greys River corridor at least to existing recreational vehicle parking area?
- Page 4-34, Subsubsection 4.5.3.3
Recommend Title change to "Recreational Facilities". Also, recommend modifying first paragraph as follows:
"The availability of .... Town of Alpine with more options for development of recreational facilities, i.e. soccer field, rodeo arena or another community park. Such facilities might be located .... treatment plant site. Alternate S...

Review Comments for DRAFT MUNICIPAL MASTER PLAN - Alpine, Wyoming dated 30 June 2006

- Page 4-34, Subsubsection 4.5.3.3, 1st paragraph continuation for annual Mountain Days celebration is another apparent need in the near future."
- Page 4-34, Subsubsection 4.5.3.4 Recreational Master Plan development for Alpine should involve coordination and cooperation with Forest Service, BLM, Bureau of Reclamation, US Wildlife and Wyoming Game and Fish agencies. Perhaps a regional Council could be a useful vehicle in plan development?
- Page 5-3, Subsection 5.3.1, 1st paragraph, Second Sentence, recommend modifications as follow: "The yet uncompleted Bull Moose Lodge will provide an additional 23 motel units within the Community".
- Page 5-5, Subsection 5.4.2, 2nd paragraph, second sentence, modify the sentence by substituting "half" for "50".
- Page 5-6, Subsection 5.5.2, 2nd paragraph, first sentence, delete words "do not".
- Page 5-7, please consider an additional subsection to address significant current and growing need for affordable and low income housing in Alpine. Community zoning accommodations might help.
- Page 6-12, Subsubsection 6.2.7.2, 1st paragraph, first sentence, delete "has also concluded" from the sentence.

Review Comments for DRAFT MUNICIPAL MASTER PLAN - Alpine, Wyoming dated 30 June 2006

- Page 6-15, Subsubsection 6.3.2.2, 1st paragraph, recommend modifications as follow:
  "..... Flying Saddle properties would eventually generate ... roughly 192,000 gallons. On a cumulative basis, ... would be projected to generate .... roughly 331,000 gallons per day by 2016.
- Page 6-18, Section 6.4, 1st paragraph, Second sentence, Since it is mentioned that Lower Valley Energy provides natural gas, clarification should be made that natural gas is not yet available in the Alpine vicinity.
- Chapter Six, Community Infrastructure, Some comments and/or recommendations provided for subject matter of this Chapter during April 2006 review were apparently discregarded? Although the Chapter is comprehensive in scope and reasonably well done, one earlier concern should at least be mentioned under Subsubsection 6.1.1.5 and relative to US-89. Intersection street lighting at locations of heavier use and within speed zone transitions could offer significant safety benefit; one such location might be the Intersection of US-89 and Riverview Drive which occurs in the horizontal curve on South west fringe of Alpine; a right turn lane refuge

Review Comments for DRAFT MUNICIPAL MASTER PLAN - Alpine, Wyoming dated 30 June 2006

(southbound) for the same intersection might also be a cost effective and reasonable safety improvement. Such safety enhancements should be considered further by both Wyoming DOT and Alpine; and if warranted, then accomplished as a cooperative effort. when feasible.

- Page 8-2, Subsubsection 8.2.2.1, 2nd paragraph, first sentence, recommend modification as follows: "Option One promotes a continued ....."
- Figures 8-1, 8-3 and 8-4, In Riverview Meadows Subdivision, three (3) areas have been platted as Common Areas for public/recreational usage as well as for snow storage; two (2) of these Common Areas are shown with Single Family Residential Land Use designation on Figures 8-1, 8-3 and 8-4? Also, the site of existing Alpine Civic Center and attendant parking is shown with Commercial Land Use designation immediately adjacent to US-89; the mixed usage would seem a contradiction?
- Page 8-9, Subsubsection 8.2.3.1, 1st paragraph, first sentence, reference to "Figure 8-1" should be "8-3".
- Page 8-10, Subsubsection 8.2.3.5, 2nd paragraph, last sentence, reference to "Figure 7-2" should be "8-2".
- Page 8-11, Subsubsection 8.2.4.1, 1st paragraph, La

July 2006

Review Comments for DRAFT MUNICIPAL MASTER PLAN - Alpine, Wyoming dated 30 June 2006

Continued

Sentence, apparently "Option Two" reference should be "Option Three" ?

- Page 8-19, Section 8.6, with regard to discussion about attractiveness of US-89 corridor, Consideration for frontage roads, landscaping, walkways, business access and parking should take into account the normal heavy winter snow accumulation and associated snow removal efforts required; snow storage space can be significant problem normally between December and March. Pedestrian injury from slippery footing has also plagued Alpine's winter population.
- Page 8-20, Section 8.9, 1st paragraph, Last sentence modify the sentence as follows:
  "..... this municipal master plan, the municipal...
- Page 8-23, Section 8.16, reference is made to Comments provided with Subsubsection 4.4.3.1.
- Those who have labored to compile the Municipal Master Plan for Alpine are commended, and especially for addressing needs in the Community in Chapters Nine and Ten. Good job!

Bryant J. Brown

Town of Alpine
August 4, 2006
Subject Master Plan

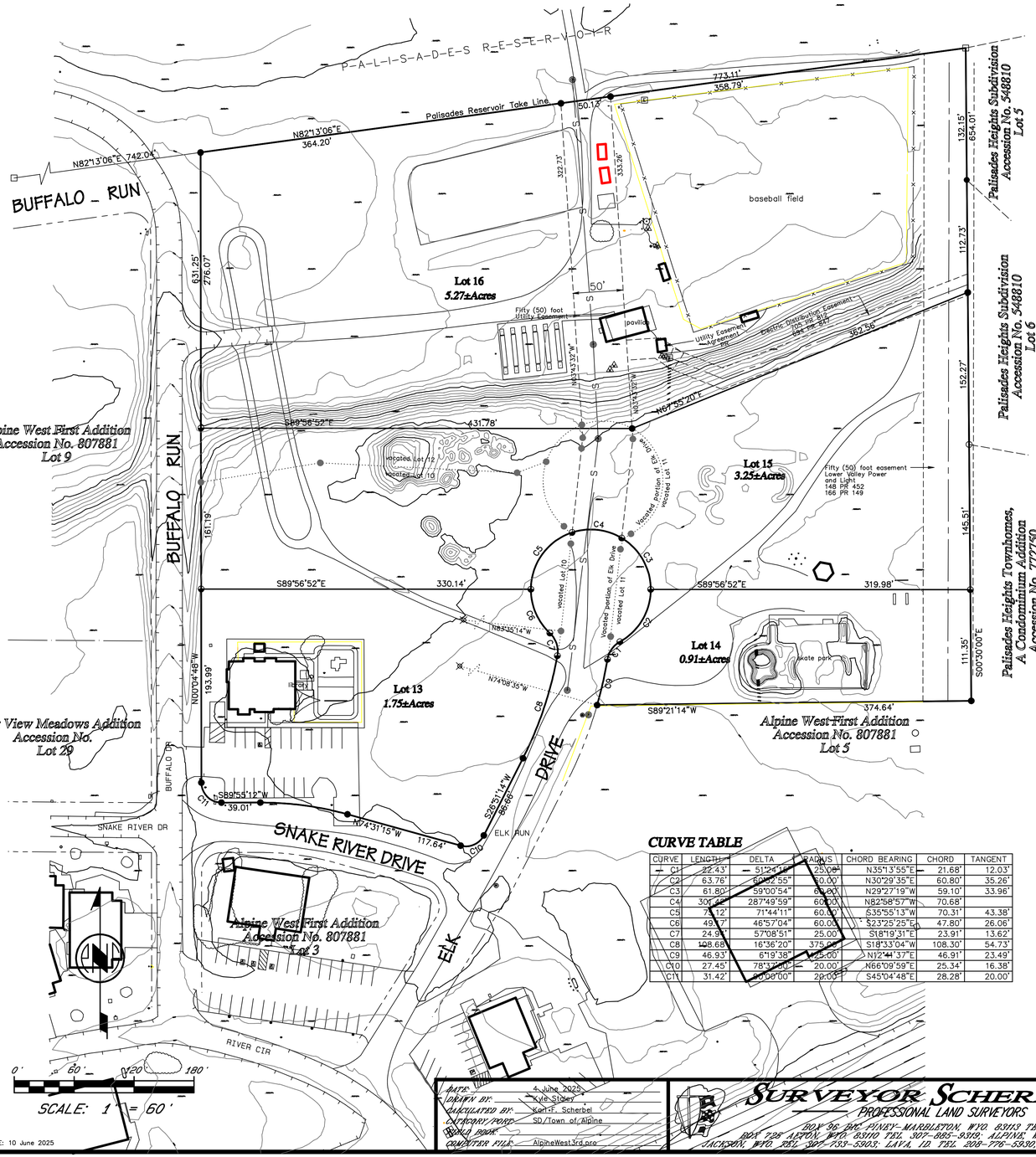
These are some thoughts that Marilynn and I had after the Master Plan for Alpine meeting August 3rd. The subject of infrastructure came to mind. If the Town of Alpine is to grow and become a larger town that people would want to buy in, we must look at improving our road system, widen where possible, and paving. Most of the roads on the hill are much too narrow for 2 large vehicles to pass going in opposite directions. As lots fill in this area the traffic will increase, and it will be more of a hazard. We have to look at dead end streets and make sure that they have adequate turn around space for service vehicles. This includes delivery vans, garbage trucks, fire and EMT equipment, and last but not least personal vehicles pulling trailers. At one time, there was a plan to pave all the roads in town rather than waste money on salt brine.

The subject of areas for the children to play must be addressed and are needed, but we also feel that a senior citizen center would be a nice addition. As the presentation was scanned through, it had a break down on age groups that are already here and what was expected in the future. Sorry I did not get a number on the seniors. We believe these items should be looked at also.

The water and sewer improvements and the fire and first response volunteers needs are definitely our first priorities but these other items should also be considered.

Thank you
Kent & Marilynn Perkins
638 Mountain Dr.
Alpine WY 83128

ALPINE WEST THIRD ADDITION



CURVE TABLE

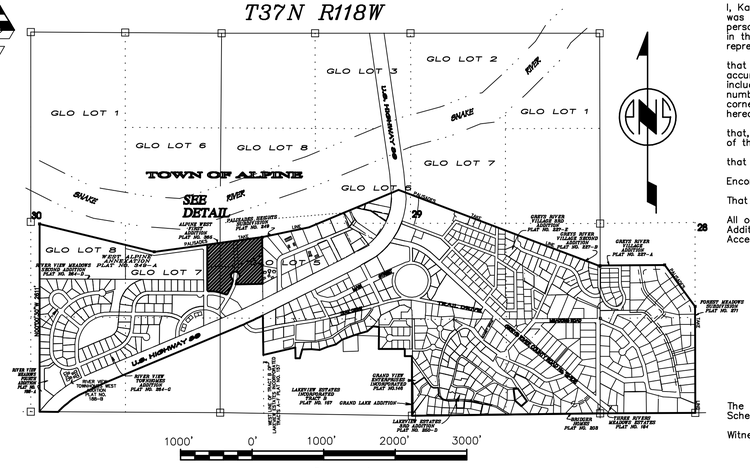
CURVE	LENGTH	DELTA	RADIUS	CHORD BEARING	CHORD	TANGENT
C1	22.43'	51°24'16"	25.00'	N35°13'55"E	21.68'	12.03'
C2	63.76'	60°50'55"	60.00'	N30°29'35"E	60.80'	35.26'
C3	61.80'	59°00'54"	60.00'	N29°27'19"W	59.10'	33.96'
C4	301.42'	287°49'59"	60.00'	N82°58'57"W	70.68'	
C5	75.12'	71°44'11"	60.00'	S35°55'13"W	70.31'	43.38'
C6	49.17'	46°57'04"	60.00'	S23°25'25"E	47.80'	26.06'
C7	24.91'	57°08'51"	25.00'	S18°19'31"E	23.91'	13.62'
C8	108.68'	16°36'20"	375.00'	S18°33'04"W	108.30'	54.73'
C9	46.93'	6°19'38"	425.00'	N12°44'37"E	46.91'	23.49'
C10	27.45'	78°32'00"	20.00'	N66°09'59"E	25.34'	16.38'
C11	31.42'	90°00'00"	20.00'	S45°04'48"E	28.28'	20.00'

DATE: 4 June 2025
DRAWN BY: Kyle Sibley
CALCULATED BY: Karl F. Scherbel
CATEGORY/PROP: SD/Town of Alpine
BOOK/ PAGE:
COMPUTER FILE: AlpineWest3rd.pro

PLOT DATE: 10 June 2025

LOCATION MAP

T37N R118W



SCALE: 1" = 1000'

CERTIFICATE OF OWNERS

STATE OF WYOMING }
COUNTY OF LINCOLN } ss.

The undersigned hereby certify that the subdivision of part of Alpine West Second Addition, within the incorporated limits of the Town of Alpine, Lincoln County, Wyoming, as shown on this plat and more particularly described in the Certificate of Surveyor, is with the free consent and in accordance with the desires of the owners and proprietors of the described lands;

that the name of the addition shall be ***ALPINE WEST THIRD ADDITION*** to the town of Alpine;

that they do hereby vacate Lots 10, 11, and 12 and that part of Elk Drive, as described under the Certificate of Surveyor, in accordance with Section 34-12-108, Wyoming Statutes 2021, as amended, and respectfully request the Clerk of Lincoln County to so mark said plat in accordance with Section 34-12-110;

that those rights of ingress, egress and utilities over, under, and along the vacated portion of Elk Drive, shown hereon as the Fifty (50) foot Utility Easement, previously granted to Lower Valley Energy, Silver Star Communications and other utility companies, their heirs, successors and assigns, including, but not limited to, water, sewer, power, telephone, cable television, gas, storm water drainage and irrigation facilities appurtenant to this addition and the adjoining lands, are hereby affirmed;

that said addition is subject to easements of record in the Office of the Clerk of Lincoln County;

that Elk Drive, as depicted upon this plat within the bounds of this addition is hereby dedicated to the public;

that all rights under and by virtue of the Homestead Exemption Laws of the State of Wyoming are hereby released.

TOWN OF ALPINE

attest:

Monica L. Chenault, Clerk

Eric Green, Mayor

CERTIFICATE OF ACCEPTANCE

STATE OF WYOMING }
COUNTY OF LINCOLN } ss.

The foregoing ***ALPINE WEST THIRD ADDITION*** was approved at the regular meeting of the Town of Alpine Planning and Zoning Commission on the ___day of _____ 2025, in accordance with Sections 15-1-415 and 34-12-102, 103, Wyoming Statutes, 2021, as amended.

Attest: Town of Alpine

Monica L. Chenault, Clerk

Eric Green, Mayor

CERTIFICATE OF RECORDATION

This plat was filed for record in the Office of the Clerk of Lincoln County on this___ day of_____ 2025.

April Brunski, Clerk

CERTIFICATE OF SURVEYOR

STATE OF WYOMING }
COUNTY OF LINCOLN } ss.

I, Karl F. Scherbel, of Afton, Wyoming, hereby certify that this plat was made from notes taken during an actual survey made by persons under my supervision during June 2025 and from records in the Office of the Clerk of Lincoln County and that it correctly represents ***ALPINE WEST THIRD ADDITION***;

that said addition was accurately surveyed, that the parts thereof are accurately staked off and marked with appropriate metal monuments, including magnetic iron, and inscribed at least with the registration number of the Land Surveyor to provide source identification at all lot corners of the addition, and that their locations are correctly shown hereon;

that, to the best of my knowledge, it conforms with the municipal code of the Town of Alpine and to all applicable state statutes;

that the error of closure is not greater than one part in five-thousand.

Encompassing an area of 11.18 acres, more or less.

That said addition is described as follows:

All of Lots 10, 11, and 12, and part of Elk Drive of Alpine West Second Addition, of record in the Office of the Clerk of Lincoln County with Accession No. 964113.



The foregoing instrument was acknowledged before me by Karl F. Scherbel this___day of _____2025.

Witness my hand and official seal.

_____
Notary Public

My Commission expires:

LEGEND

- □ indicates a corner record filed or to be filed in the Office of the Clerk of Lincoln County.
- ○ indicates a steel T-shaped stake 24" long with a metal cap inscribed, "SURVEY POINT DO NOT DISTURB RLS 164", found or of record.
- ● indicates a 5/8" x 24" steel reinforcing rod with an aluminum cap inscribed, "SURVEYOR SCHERBEL LTD", with appropriate details, found or of record.
- ◒ indicates a 5/8"x24" steel reinforcing rod with 2" aluminum cap inscribed, "SURVEYOR SCHERBEL LTD", with appropriate details, set this survey.
- E indicates an electrical transformer.
- indicates a water valve, water meter or yard hydrant.
- indicates a hydrant.
- indicates a manhole.
- indicates an easement.
- —S—S— indicates an underground sanitary sewer line.
- —x—x—x— indicates an existing fence line.
- indicates a centerline.

The Basis of Bearing for this survey is the north line of Lot 12 of Alpine West First Addition, of record in the Office of the Clerk of Lincoln County with Accession No. 807881, being N82°13'06"E.

OWNERS:

Town of Alpine
PO Box 3070
Alpine, Wyoming 83128

SURVEYOR:

Surveyor Scherbel, Ltd.
P.O. Box 725
Afton, Wyoming 83110
(307) 885-9319

LAND USE TABLE:

Total Number of Units:	4
Average Unit Size:	2.78± Acres
Total Acres:	11.18± Acres
Use of Units:	Commercial
Zoning:	C-2 Commerical

DATE:

June 2025

ALPINE WEST THIRD ADDITION

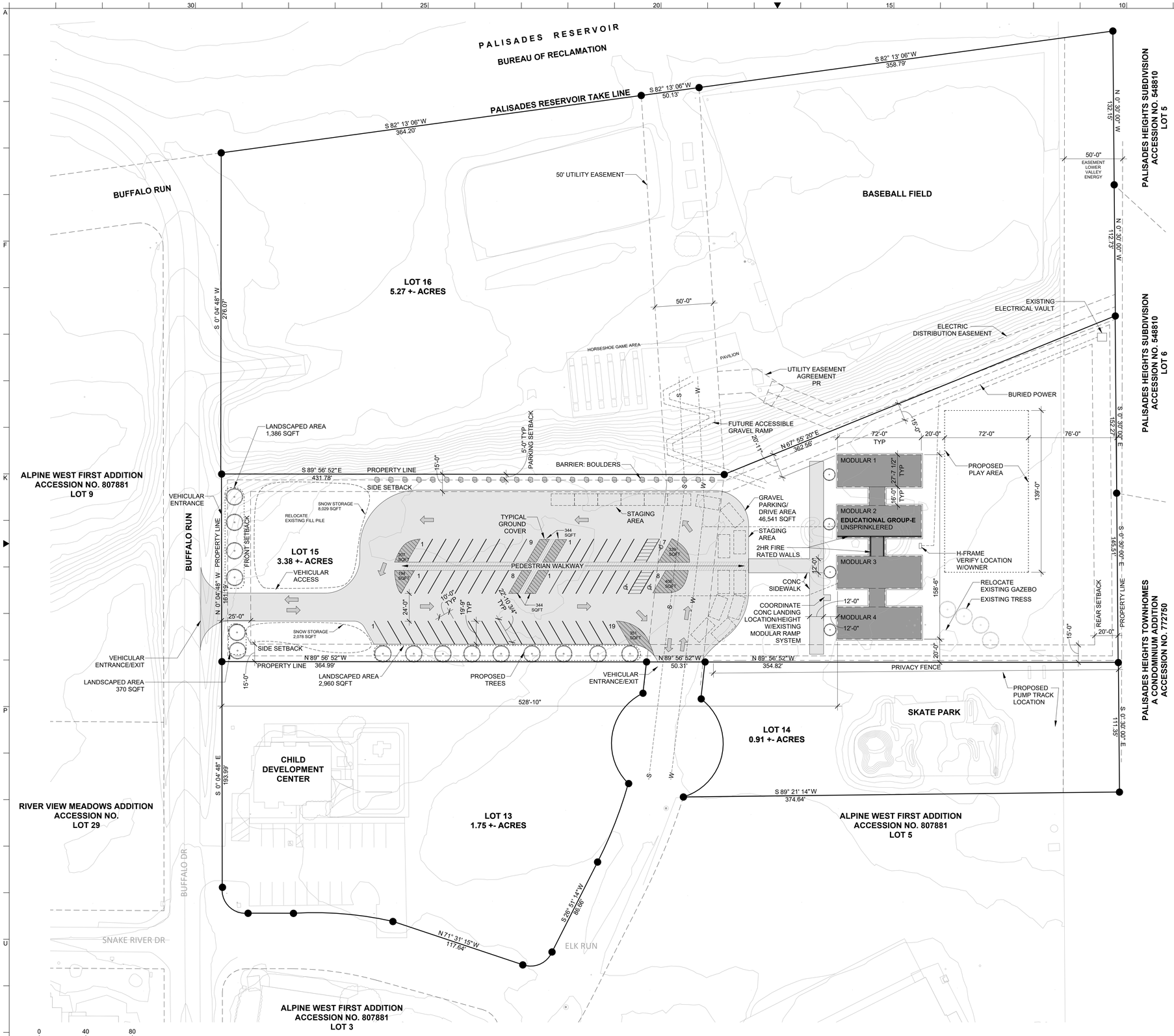
TO THE TOWN OF ALPINE IDENTICAL WITH LOTS 10, 11, AND 12 OF ALPINE WEST SECOND ADDITION WITHIN THE

SE1/4 SECTION 30
GLO LOT 5
SW1/4 SECTION 29
T37N R118W
LINCOLN COUNTY, WYOMING

SURVEYOR SCHERBEL, LTD.
PROFESSIONAL LAND SURVEYORS
BOX 96 BIG PINEY-MARBLETON, WYO. 83113 TEL 307-276-3347
BOX 725 AFTON, WYO. 83110 TEL 307-885-9319; ALPINE, WYO. 83128 TEL 307-885-9319
JACKSON, WYO. REL 307-739-5903; LAVA, ID. TEL 208-776-5930; MONTPELIER, ID TEL 208-847-1854

REVISIONS:

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PLANNING & ZONING INFORMATION

PROJECT LOCATION:	LOT 15 ALPINE WEST THIRD ADDITION
LOT AREA:	3.38 ACRES +/-
RE-PLAT APPLICATION REQUIRED:	YES
PROJECT DESCRIPTION:	INSTALL MODULAR BUILDINGS, PARKING AREA, AND SITE IMPROVEMENTS FOR NEW CHARTER SCHOOL.
TOWN OF ALPINE ZONING:	PCF PUBLIC AND COMMUNITY FACILITIES DISTRICT ALLOWABLE USES INCLUDES PUBLIC SCHOOLS, EDUCATIONAL FACILITIES, AND RELATED ADMINISTRATIVE OFFICES.
TOWN OF ALPINE SPECIAL USE PERMIT REQUIRED:	YES
MINIMUM SETBACKS:	
FRONT YARD:	25 FEET
SIDE YARD:	15 FEET
REAR YARD:	20 FEET
PARKING SETBACK:	5 FEET
MAXIMUM BUILDING HEIGHT:	
BUILDING HEIGHT ALLOWABLE:	45 FEET / THREE STORIES
BUILDING HEIGHT PROPOSED:	15 FEET / ONE STORY
SNOW STORAGE CALCULATIONS:	
TOTAL DRIVE + PARKING AREA:	47,500 SQUARE FEET
SNOW STORAGE REQUIRED:	47,500 X 0.20 = 9,500 SQUARE FEET
SNOW STORAGE PROVIDED:	10,107 SQUARE FEET
PARKING LANDSCAPE AREA: (4-606, G.2)	
TOTAL PARKING AREA: (NOT INCLUDING DRIVE)	43,735 SQFT
GROUNDCOVER REQUIRED :	43,735 x 0.05 = 2,187 SQFT
GROUND COVER PROVIDED:	2,187 SQFT
LANDSCAPING REQUIREMENTS:	
LANDSCAPING REQUIRED:	10% OF LOT AREA LOT AREA (3.38 ACRES +/-) 147,233 SQFT +/- X 0.10 = 14,724 SQFT
LANDSCAPING PROVIDED:	14,724 SQFT MIN
PARKING REQUIREMENTS:	
NUMBER OF EMPLOYEES:	20
HIGH SCHOOL REQUIREMENT:	NO
TOTAL SPACES PROVIDED:	51

GRAPHIC LEGEND

- PROPOSED STRUCTURES AS NOTED
- GROUND COVER AT PARKING AREAS
- SNOW STORAGE
- CONCRETE SIDEWALK OR GRAVEL DRIVE AS NOTED
- LANDSCAPED AREAS: LANDSCAPED AND MAINTAINED WITH GRASSES, SHRUBS, AND/OR TREES
  PROVIDE PLANTING BEDS AT ALL TREES AND SHRUBS. PLANTING BEDS MULCHED WITH GROUND AND SHREDDED BARK OVER COMMERCIAL GRADE WEED LINER.
- POPULUS TREMULOIDES / QUAKING ASPEN 3'-4' CALIPER

NOTE:
1) VERIFY LOCATION OF ALL BURIED UTILITIES PRIOR TO CONSTRUCTION.
2) REFER TO CIVIL ENGINEERING AND ELECTRICAL ENGINEERING DRAWINGS FOR SITE UTILITY INFORMATION, GRADING, & DRAINAGE PLANS.

1 SP101 SITE PLAN
1" = 40'-0"

NORTH REF

alpine architectural studio

ALPINE, WY
ALPINE WEST THIRD ADDITION LOT-15
ALPINE EDUCATION FOUNDATION

© 2025 | ALL RIGHTS RESERVED

TOA P&Z SITE PLAN

9.3.2025
DRAWN BY | BENNETT
CHECKED BY | BENNETT
REVISIONS

SITE PLAN

SP101

LEASE AGREEMENT

THIS LEASE AGREEMENT (this "Lease") is made and entered into effective as of the 18th day of June 2025, by and between the **TOWN OF ALPINE**, a Wyoming municipality, P.O. Box 3070, Alpine, Wyoming 83128 ("Landlord"), and the **ALPINE EDUCATION FOUNDATION, INC.**, a Wyoming public benefit nonprofit corporation, P.O. Box 2911, Alpine, Wyoming 83128 ("Tenant"); (Landlord and Tenant are sometimes individually referred to as a "Party" and collectively referred to as the "Parties").

WITNESSETH, that Landlord does by these presents lease to Tenant, and Tenant does by these Property Lease and accept from Landlord, the following described property, consisting of approximately 4 acres, located at portions of lot 10 and 11 of the Alpine West 2nd Addition Subdivision, Alpine, Wyoming, more particularly described as follows (the "Property"):

The real property to be leased is generally identified in the attached Exhibit A, with the understanding that the official legal description will be provided and attached as an addendum to this Lease upon completion and recording of the subdivision replat.

Together with and including all improvements thereon and all appurtenances and hereditaments thereunto belonging.

Subject to all covenants, conditions, restrictions, easements, reservations, and rights-of-way of sight and/or record.

Lease of the Property is subject to the following terms and conditions, to-wit:

1. **LEASE TERM:** Subject to the CONDITIONS PRECEDENT contained in Paragraph 31 of this Lease Agreement, this Lease is for the term of five (5) years, commencing on the effective date of the Building Permit issued by the Town of Alpine, Wyoming (the "Commencement Date"), and ending five (5) years from the date of the Building Permit (the "Expiration Date"), both dates inclusive, unless sooner terminated as herein provided (the "Lease Term").

2. **RENT:** This Lease is made for and in consideration of, and Tenant agrees to pay to Landlord rent as follows: Rent in the amount of One Dollar ($1.00) per year is payable in lawful money of the United States, all payments to be made in advance. The first such payment shall be due on the execution of this Lease, and subsequent payments shall be due on the 1st day of January each year. All rental payments shall be payable to and mailed to Landlord at the address provided herein, or such other place as Landlord may designate. in writing.

3. **SECURITY DEPOSIT:** No security deposit is required from the Tenant for this Lease.

4. **CONDITION OF PROPERTY:** At the Commencement Date, Tenant shall accept the Property AS IS, in its existing condition. No representation, statement, or warranty, expressed or

implied, has been made by or on behalf of Landlord as to such condition, or as to the use that may be made of such property. In no event shall Landlord be liable for any defect in such property or for any limitation on its use.

5. **LEGAL FEES AND EXPENSES:** Tenant shall pay and indemnify Landlord against all legal costs and charges, including legal fees lawfully and reasonably incurred, in obtaining possession of the Property after a default of Tenant, or after Tenant's default in surrendering possession upon the expiration or earlier termination of the term of this lease, or by Landlord's enforcement of any covenants contained in this Lease.

6. **TENANT'S USES:** Tenant may only use and occupy the Property for construction and operation of a public charter school in accordance with the requirements of Wyo. Stat. Ann. §§ 21-3-301 et seq. and for no other purpose or purposes unless written consent has been approved by Landlord prior to the commencement of any other use; provided, however, that this limitation shall not preclude use of facilities for community and community recreation purposes.

Tenant shall not commit, nor suffer to be committed, any nuisance or other act or thing against public policy, or which may disturb the quiet enjoyment of anyone adjacent to the Property. Tenant agrees not to deface or damage the Property in any manner.

7. **COVENANT OF QUIET ENJOYMENT:** Tenant, upon payment of the rent herein reserved and upon performance of all the covenants of this Lease, shall at all times during this Lease term peaceably and quietly enjoy the Property without disturbance from Landlord or from any other person claiming through Landlord.

8. **COMPLIANCE WITH LAWS AND REGULATIONS:** In connection with its use and improvement of the Property pursuant to the terms of this Lease, Tenant, at Tenant's sole expense, shall comply with all applicable laws, orders, and regulation of Federal, State, and Municipal authorities, and with any direction of any public officer pursuant to the law.

9. **SURRENDER UPON TERMINATION:** On or before the Expiration Date, Tenant shall surrender the Property in as good condition as it was at the beginning of the term, reasonable wear and tear and damages by the elements excepted.

No later than one hundred twenty (120) days after Termination of the Lease, Tenant, at its cost, shall remove all building and/or structures from the Property.

10. **ALTERATIONS AND IMPROVEMENTS:** Tenant shall not commence any alterations, additions, or improvements to the Property until the plans therefore have been reviewed and approved in writing by Landlord.

Any such alterations, additions, or improvements made by Tenant shall become the property of Landlord upon the Expiration Date or other sooner termination of this Lease.

Tenant shall keep the Property free and clear of all liens arising out of or claimed by reason of any work performed, materials furnished, or obligations incurred by or at the instance of Tenant, and shall indemnify and save Landlord and the Property harmless of all such liens or claims of lien and all attorney's fees and other costs and expenses incurred by reason thereof.

11. **UTILITIES:** Tenant shall pay all charges for the installation and / or connection of utility services that may be required for Tenant's use of the Property, including electrical and telephone. Tenant shall be responsible for all utility charges in connection with Tenant's use of the Property, including electricity charges and telephone charges, water and sewer fees, and trash removal fees. Tenant shall be responsible for snow removal on the Property.

12. **REPAIRS AND MAINTENANCE:** Tenant shall, at Tenant's sole expense, keep the Property in at least as good order and repair as it is at the time of the commencement of this Lease, reasonable wear and tear and damage by accidental fire or other casualty excepted. Tenant shall be responsible for ordinary and routine repair and maintenance of the Property, including but not limited to any and all alterations, improvements, and additions placed or installed by Tenant in or on the Property with the consent of the Landlord.

Tenant shall give Landlord prompt written notice of any accident to, or any defects in, the Property that may come to Tenant's notice, and shall first obtain the written consent of Landlord prior to making any substantial repairs or alterations to the Property.

Tenant shall be solely responsible for all costs associated with construction, operation, repair, and maintenance of the Property and all improvements located thereon for the duration of the Lease. Landlord shall have no obligation whatsoever for costs related to construction, repair, upkeep, or operation of the charter school or any related activities.

13. **TERMINATION UPON DEFAULT:** If any one or more events of default occurs, then Landlord has the right, at Landlord's election: (i) to give Tenant written notice of Landlord's intention to terminate this Lease on the earliest date permitted by law or on any later date specified in such notice, in which case Tenant's right to possession of the Property will cease and this Lease will be terminated, except as to Tenant's liability, as if the expiration of the term fixed in such notice were the end of the term; (ii) without further demand or notice, to reenter and take possession of the Property or any part of the Property, repossess the same, expel Tenant and those claiming through or under Tenant, and remove the effects of both or either, using such force for such purposes as may be necessary, without being liable for prosecution, without being deemed guilty of any manner of trespass, and without prejudice to any remedies for arrears of rent or other amounts payable under this Lease or as a result of any preceding breach of covenants or conditions; or (iii) without further demand or notice to cure any event of default and to charge Tenant for the cost of effecting such cure, including without limitation reasonable attorneys' fees, provided that Landlord will have no obligation to cure any such event of default of Tenant.

If this Lease is terminated on account of the occurrence of an event of default, Tenant will remain liable to Landlord for damages in an amount equal to rent and other amounts that would have been owing by Tenant for the balance of the term, had this Lease not been terminated, less the net proceeds, if any, of any re-letting of the Property by Landlord subsequent to such termination, after deducting all of Landlord's expenses in connection with such re-letting.

Each of the following shall be deemed an "event of default" under this Lease: (i) Tenant defaults in the due and punctual payment of rent, and such default continues for fifteen (15) days after written notice from Landlord; however, Tenant will not be entitled to more than one (1) written notice for monetary default, and if after such written notice any rent is not paid when due, an event of default will be considered to have occurred without further notice; (ii) Tenant permanently vacates or abandons the Property; (iii) this Lease or the Property or any part of the Property are taken upon execution or by other process of law directed against Tenant, or are taken upon or subject to any attachment by any creditor of Tenant or claimant against Tenant, and said attachment is not discharged or disposed of within sixty (60) days after its levy; (iv) Tenant files a petition in bankruptcy or insolvency or for reorganization or arrangement under the bankruptcy laws of the United States or under any insolvency act of any state, or admits the material allegations of any such petition by answer or otherwise, or is dissolved or makes an assignment for the benefit of creditors; (v) involuntary proceedings under any such bankruptcy law or insolvency act or for the dissolution of Tenant are instituted against Tenant, or a receiver or trustee is appointed for all or substantially all of the property of Tenant, and such proceeding is not dismissed or such receivership or trusteeship vacated within sixty (60) days after such institution or appointment; or (vi) Tenant breaches any of the other agreements, terms, covenants, **Conditions Precedent as contained in Paragraph 31**, or conditions that this Lease requires Tenant to perform, and such breach continues for a period of thirty (30) days after written notice from Landlord to Tenant or, if such breach cannot be cured reasonably within such 30-day period, if Tenant fails to diligently commence to cure such breach within thirty (30) days after written notice from Landlord and to complete such cure within a reasonable time thereafter.

Upon termination for default, as contained in this Paragraph, the Tenant shall remove from the Property all buildings and/or structures within one hundred twenty (120) days of the issuance of a *Notice of Termination Upon Default*. Tenant, or in the event of insolvency of the Tenant, any creditor or bankruptcy trustee, or assignee of any obligation due by the Tenant, shall pay all costs associated with removal of all building and/or structures.

14. **INSURANCE:** Tenant shall maintain general liability insurance on the Property with limits of coverage as defined in the Wyoming Governmental Claims Act.

Tenant agrees that Tenant shall immediately notify and thereafter cause a full and complete report to be made to, Landlord of any and all injuries and accidents that occur in or the Property.

Each Party agrees to waive subrogation rights against the other Party to the extent of insurance coverage.

15. **INDEMNIFICATION:** Tenant shall indemnify and hold harmless Landlord from any and all claims, damages, liabilities, or expenses arising out of any injury to persons or damage to property occurring on or about the Property or in connection with Tenant's use thereof, including any injury to students, employees, or invitees, regardless of cause, except to the extent caused by Landlord's willful misconduct.

16. **WAIVER OF BREACH:** No waiver of any breach of any term of this Lease shall be effective unless in writing, and any such waiver shall not bar the rights of Landlord or Tenant to declare a default under this Lease for any subsequent breach of any such term at any time thereafter.

17. **NEGATIVE COVENANTS OF THE TENANT:** Tenant covenants that Tenant will not do any of the following:

A. Fail to observe a standard of reasonable care with regard to the repair, operation, and maintenance of the Property so as to create or fail to abate any situation which possesses a risk of injury to any person reasonably expected to come upon the Property, or to do or suffer to be done, anything objectionable to fire or other insurance companies which would cause those policies to be voided or suspended, or to cause the Property to be rated as a more hazardous risk than at the date when Tenant receives possession of the Property.

B. Commit, or suffer to be committed by any person, any waste or nuisance upon the Property.

18. **ASSIGNMENT:** Landlord hereby agrees that Tenant may lease the Property to the Alpine Charter School, Inc. a Wyoming public benefit nonprofit corporation, for operation of a public charter school in accordance with the requirements of Wyo. Stat. Ann. §§ 21-3-301 et seq. Tenant shall not otherwise assign, mortgage, hypothecate, or otherwise encumber this Lease or any interest therein, nor sublet or permit the Property or any part thereof to be used by any other person or persons other than Tenant without the written consent of Landlord in each instance. Landlord shall have discretion as to approval of any proposed transferees or assignees. If this Lease is assigned, or if the Property or any part thereof is sublet or occupied by anyone other than Tenant, Landlord may, after a default by Tenant, collect rent from the assignee, subtenant, or occupant, and apply the net amount collected to the rent herein specified. No such assignment, sublet, occupancy, or collection shall be deemed a waiver of this covenant, or the acceptance of the assignees, subtenant, or occupant as tenant, or a release of Tenant from the further performance by Tenant of the covenants of this Lease. Upon any such assignment, subletting, or occupancy without Landlord's written consent, Landlord may elect to consider this Lease void and terminated. The consent by Landlord to an assignment or subletting shall not be construed as releasing Tenant from obtaining Landlord's consent in writing to any further assignment or subletting.

19. **NOTICES:** All notices, demands, or other writings provided to be given, made, or sent in this Agreement by either Party hereto to the other shall be deemed to have been fully given, made, or sent when made in writing and deposited in the United States mail, certified or registered mail,

postage prepaid, and addressed to the addresses specified above or as may be designated by either Party from time to time in writing in the same manner as provided herein.

21. **BINDING EFFECT:** This Lease shall extend to and be binding upon heirs, executors, administrators, successors, and assigns of Landlord and Tenant, and wherever reference is made to either Landlord or Tenant, it shall be held to include and apply also to the heirs, successors, executors, administrators and assigns of such Party.

22. **ATTORNEY'S FEES:** To the extent allowed under Wyoming law, if any person not a Party to this Lease institutes an action relating to the Property or this Lease against either Party in which the other Party, involuntarily and without cause, is made a Party defendant, Tenant shall indemnify and save Landlord harmless from all liabilities by reason thereof, including attorney's fees and all costs incurred by Landlord in such action. If an action is brought to recover any rental under this Lease, or on account of any breach of or to enforce or interpret any of the terms, covenants, or conditions of this Lease, or for the recovery or possession of the Property, the prevailing Party shall be entitled to recover from the other Party, as a part of the prevailing Party's costs, a reasonable attorney's fee, the amount of which shall be fixed by the court and shall be made a part of any judgment rendered.

23. **ENTIRE AGREEMENT:** This Lease contains the entire agreement between the Parties with respect to the subject matter hereof and cannot be changed or terminated orally, but only by an agreement in writing, signed by the Party against whom enforcement of any waiver, change, modification, or discharge is sought.

24. **CONSTRUCTION OF THIS LEASE.** The language in all parts of this Lease shall in all cases be construed as a whole according to its fair market meaning and not strictly for nor against either Landlord or Tenant. Paragraph headings in this Lease are for convenience only and are not to be construed as a part of this Lease or in any way defining, limiting, or amplifying the provisions hereof. The words "Landlord" and "Tenant" as used herein shall include the plural as well as the singular, as appropriate. Landlord and Tenant hereby agree that in the event any term, covenant, or condition herein is held to be invalid or void by any court of competent jurisdiction, the invalidity of any such term, covenant, or condition shall in no way affect any other term, covenant, or condition herein.

25. **TIME OF ESSENCE:** Time is of the essence in this Lease.

26. **SOVEREIGN IMMUNITY APPLICABLE.** Both Parties reserve all sovereign immunity applicable specifically retain immunity and all defenses available pursuant to Wyo. Stat. Ann. § 1-39-104 and all other applicable Wyoming laws.

27. **REASONABLE CONSENT.** Landlord agrees not to unreasonably withhold Landlord's approval or consent to any act of Tenant where such approval or consent is required by the terms of this Lease.

28. **THIRD-PARTY BENEFICIARY RIGHTS.** The Parties do not intend to create in any other individual or entity the status of third-party beneficiary, and this Lease shall not be construed so as to create such status. The rights, duties and obligations contained in this Lease shall operate only between the Parties to this Lease, and shall inure solely to the benefit of the Parties to this Lease. The provisions of this Lease are intended only to assist the Parties in determining and performing their obligations under this Lease. The Parties to this Lease intend and expressly agree that only Parties signatory to this Lease shall have any legal or equitable right to seek to enforce this Lease, to seek any remedy arising out of a Party's performance or failure to perform any term or condition of this Lease, or to bring an action for the breach of this Lease.

29. **FAA COMPLIANCE AND HEIGHT LIMITATIONS.** Tenant agrees that no structure or improvement on the property shall exceed twenty feet (20') in height and shall fully comply with all federal aviation administration (FAA) regulations and guidance regarding approach zones and flight paths associated with the ALPINE AIRPARK.

30. **AIRPARK ACCESS AND NOISE WAIVER:** As a condition of this Lease, Tenant shall grant a recorded easement to the Alpine Airpark for any existing or future flight path for any claims related to aircraft noise, vibration, or overhead flight.

31. **CONDITIONS PRECEDENT:** This Lease shall not become effective unless and until the following conditions are satisfied to the Landlord's satisfaction:

(a) Tenant provides Landlord with a complete business plan, including proposed financials and funding sources;

(b) Tenant agrees to work with Town of Alpine on traffic impact studies, utility plans, and safety barrier designs, all at Tenant's sole cost;

€ Tenant completes and pays for re-platting of the subject property;

(d) Tenant submits proposed drawings and elevations of all structures for review and approval by the Landlord;

€ Tenant agrees to pay all water and sewer connection fees and installation costs;

(f) Tenant agrees in writing that the Town of Alpine shall have no financial, human capital, or in-kind contribution obligations toward the Tenant or its operations;

(g) Tenant agrees to allow one (1) representative of the Alpine Town Council's designee as member of the Alpine Education Foundation Board.

(h) In the event that any temporary structure is placed or stored on Town of Alpine Property pending the satisfactory completion of Conditions Precedent (a) – (g) and issuance of the official building permit, the Tenant shall insure the structures against damage and/or loss and hereby agrees to indemnify and hold harmless the Town of

Alpine, Wyoming and its employees for any loss or injury to persons or property which may result from placement of temporary structures on Town of Alpine property.

32. **EXTENTION OF TERM OF LEASE:** This Lease may be extended for a period of one (1) school year, a school year being defined as the commencement of regular class schedule in August of a school year and terminating and the end of regular class schedule in June of the following year, upon the approval of the Governing Body of the Town of Alpine, Wyoming.

IN WITNESS WHEREOF, Landlord and Tenant have hereunto set their hands to be effective on the day and year first above written.

LANDLORD: **TOWN OF ALPINE,**

a Wyoming municipality

BY: _____

ERIC GREEN, MAYOR

ATTEST: _____

MONICA CHENAULT, TOWN CLERK

STATE OF WYOMING)

) **SS.**

COUNTY OF LINCOLN)

ON THIS, the 18 day of June, 2025, before me, the undersigned, a Notary Public for the State of Wyoming, personally appeared **ERIC GREEN, MAYOR** of the **TOWN OF ALPINE**, a Wyoming municipality, who acknowledged that he executed the foregoing instrument on behalf of said Town.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal on the day and year first above written.

Sarah Greenwald

NOTARY PUBLIC

SARAH GREENWALD
NOTARY PUBLIC
STATE OF WYOMING
COMMISSION ID: 169279
MY COMMISSION EXPIRES: 11/30/2029

My Commission expires: 11-30-2029

TENANT:

ALPINE EDUCATION FOUNDATION, INC.,

a Wyoming public benefit nonprofit corporation

BY: Meredith Leonard
Alpine Education Foundation, **CHAIR**

STATE OF WYOMING)

) SS.

COUNTY OF LINCOLN)

ON THIS, the 25 day of June, 2025, before me, the undersigned, a Notary Public for the State of Wyoming, personally appeared Meredith Leonard, **PRESIDENT** of the **ALPINE EDUCATION FOUNDATION, INC.**, a Wyoming public benefit nonprofit

corporation, who acknowledged that he executed the foregoing instrument on behalf of said Company.

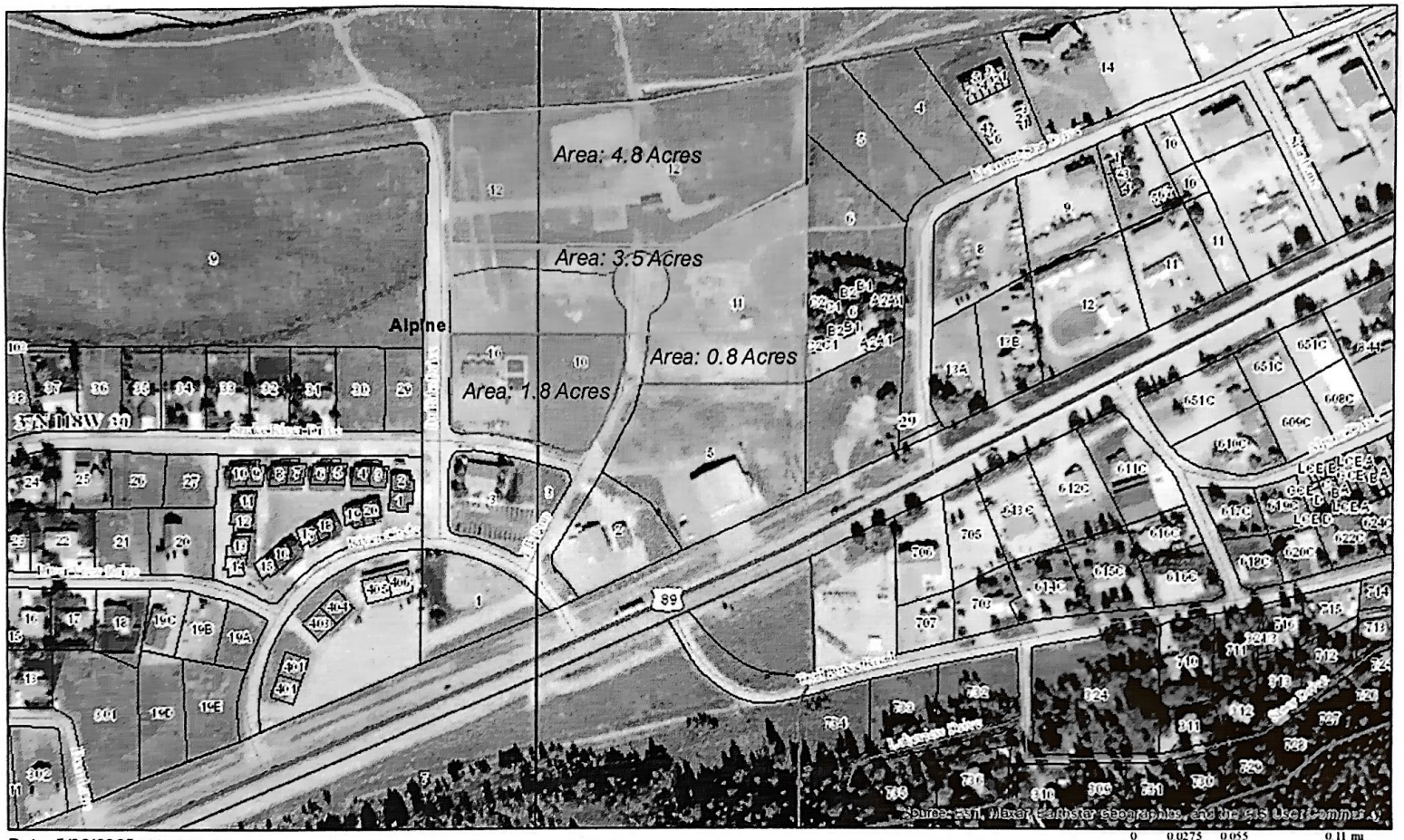
IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal on the day and year first above written.

NOTARY PUBLIC

LESLIE AVILA GUERRERO
NOTARY PUBLIC
STATE OF WYOMING
COMMISSION ID: 165976
MY COMMISSION EXPIRES: 09/14/2027

My Commission expires: 9.14.27

Exhibit A -
LEASE AGREEMENT - TOWN OF ALPINE/ALPINE EDUCATION FOUNDATION



Date: 5/29/2025 © Lincoln County

0 0.0275 0.055 0.11 mi
1:4,514

Major Rivers/Streams
Major Water Bodies
US Highways
Other Named Roads
Township & Range Lines
Roads
WY Highways
Municipal Boundaries
Section Lines
Municipal Roads
County Roads
Parcels (Approximate)

This map is made possible through a joint effort of the Offices of Lincoln County Planning & Zoning and the Assessor's Office. This map is for locational and informational purposes only. No depiction should be construed to be an official survey of land. Accuracy of data contained or depicted is neither warranted nor assumed. Always contact a qualified surveyor for confirmation of property boundaries.

TOWN OF ALPINE, WYOMING
PROPERTY OWNER AUTHORIZATION FORM
Authorization to Act on Behalf of Property Owner

Property Owner Information

Owner Name(s): Town of Alpine Wyoming
Mailing Address: P.O. Box 3070
Alpine, WY 83128

Phone Number: 307-654-7757
Email Address: clerk@alpinewy.gov / planning@alpinewy.gov

Authorized Agent/Representative Information

I hereby authorize the individual or company listed below to act on my behalf in all matters related to the submission, processing, and management of building permit applications with the Town of Alpine, including responding to plan review comments, requesting inspections, and paying fees on my behalf.

Authorized Individual/Company Name: Alpine Educational Foundation Inc.
Representative's Name (if different): Meredith Leonard
Mailing Address: PO Box 3969, Alpine, wy 83128

Phone Number: (303) 981-8665
Email Address: meredith@alpineeducation.foundation

Project Information page

Project Address/Location: UNK
Legal Description (if known): Lots 10, 11, 12 of Alpine West Second Add
Type of Project: Charter school

Authorization and Acknowledgement

I certify that I am the legal owner of the property listed above and that I grant permission for the above-named representative to act as my agent in all matters relating to building permit applications and related processes for the project listed.

This authorization remains in effect until the completion of the project or until revoked in writing by the property owner.

Owner Signature: _____

Printed Name: Eric Gordon

Date: 8/11/25

For Office Use Only

Received by: _____

Date Received: 8/11/25

Permit/Application #: NA

STAFF REPORT

Applicant: Town of Alpine
Owner: Town of Alpine
Application Type: Special Use Permit
Hearing Date: September 16, 2025
Prepared By: Gina Corson, Acting Planning & Zoning Administrator
Date: 09/10/2025

PURPOSE

To provide background information, review the Special Use Permit application for completeness and conformance to the procedural requirements in the Town's Land Use Development Code, and make recommendations to the Planning and Zoning Commission and Town Council to aid in their decision-making process.

NEED FOR SPECIAL USE APPLICATION

Per Section 3-207 of the Town of Alpine Land Use Development Code (LUDC), the relocation or placement of old or used buildings is generally prohibited. Section 4-507.e.2 also requires an 18-inch minimum overhang, which these buildings do not meet. While the proposed use of the buildings is consistent with the intent and standards of the Public and Community Facilities (PCF) zoning district, a Special Use Permit (SUP) is required to authorize their placement.

APPLICATION SUMMARY

Property Location: Portion of SE ¼ SW ¼ of T37N, R118W, within the incorporated boundaries of the Town of Alpine, Lincoln County, Wyoming.

Parcels Involved: Portions of Lot #10, Lot #11, and Lot #12, also known as Proposed Lot #15 of Alpine West Subdivision

Proposal: Construct four (4) 27'-7" x 72'-0" modular classroom structures with three (3) 16'-0" connecting structures. Modular structures were previously permitted in Teton County, WY.

Zoning District(s): Public and Community Facilities (PCF).

Intended Use: Temporary site of modular structures for a public charter school operated by the Alpine Education Foundation. The lease is intended to be temporary while a permanent school site is pursued.

Development Schedule: Structures to be installed and operational for the school term beginning in 2026.

PROCEDURAL HISTORY

 Application Filed: Special Use Permit application and supplemental information submitted August 11, 2025. All filing fees have been paid in full. Application reviewed by the Zoning Administrator. (Attachment #1)

 Public Notice: Advertising submitted to *Star Valley Independent* for consecutive publications August 20 and August 27, 2025, for the September 16, 2025, hearing. (Attachment #2)

 Mailings: Approximately 40 certified notices mailed to property owners within 500 feet; ~18 owners hold multiple parcels. The applicant also owns property in the radius. Deadline for responses was September 10, 2025. To date, no written responses have been received. (Attachment #3)

 Plat Submission: Proposed Lot #15 plat map attached. (Attachment #4)

REQUIRED SUBMITTALS

Checklist per Section Ordinance No. 2025-004 Special Use Permits Sections 5 and 6:

☑ Special Use Permit Application signed by applicant
☑ Legal description and deed/easement information
☑ Site plan and plat map showing modular buildings, parking, play area, and accessory structures
☑ Public notification documents (mailing list and proof)
☑ Fees: Paid
☑ Written Report addressing how the proposed use complies with the Criteria in Section 6 (Attachment #5)

☑ Master Plan/Comprehensive Plan reference (2006 Alpine Master Plan identified this area as viable for school development) (Attachment #6)

STAFF REVIEW AND FINDINGS

In the 2006 Alpine Master Plan, Pedersen Planning Consultants identified the development of a local elementary school as a long-term strategic priority to meet the needs of the growing community. Eastern Alpine West was highlighted as a viable location, with Lots 4 and 6 (now Lots 10 and 11) recognized as suitable for public school facilities. These lots were subsequently zoned **Public and Community Facilities (PCF)** under the Town of Alpine Land Use Development Code.

To further this vision and respond to community demand, the Town is moving forward with a subdivision and lot line adjustment to create a parcel large enough to accommodate a public charter school. This action is consistent with the goals of the Master Plan and the adopted zoning framework.

Findings:

- **Completeness:** All required paperwork appears to be in order.
- **Conformance with LUDC:** The application meets all Special Use Permit (SUP) standards and procedures.
- **Consistency with Comprehensive Plan:** The 2006 Alpine Master Plan identified this area (Lots 4 and 6, now Lots 10 and 11) as suitable for future school facilities.
- **Zoning:** The property remains designated **Public and Community Facilities (PCF)**, consistent with the intended use.
- **Public Response:** One written response has been received (Attachment #7)

Overall Finding:
The request satisfies procedural requirements, aligns with both the LUDC and the Comprehensive Plan, and advances community priorities established in the 2006 Alpine Master Plan by preparing land for the establishment of a public charter school.

PUBLIC NOTIFICATION

• Certified mailings sent to owners within 500 feet (approx. 40 mailings).
• Publication in Star Valley Independent on August 20 and 27, 2025.
• Comment deadline September 10, 2025.
• Written responses received- See attachment #7

PLANNING & ZONING COMMISSION REVIEW

The Commission shall:
-Review staff report & recommendation
- Consider public comments received
- Approve, approve with conditions, or deny the application

RECOMMENDATION

It is the recommendation of the Acting Planning & Zoning Administrator to **approve the Special Use Permit** for the property described as Lots 10, 11, and 12, a portion of SE ¼ SW ¼ of T37N, R118W, within the incorporated boundaries of the Town of Alpine, Lincoln County, Wyoming, owned by the applicant: Town of Alpine, Wyoming.
This Special Use Permit is consistent with the Town's 2006 Master Plan and the PCF zoning district designation and will facilitate the temporary siting of a public charter school while a permanent location is pursued.

ATTACHMENTS:

1. Special Use Permit Application
2. Public Notice for Required Advertising
3. Property Owners Notification List Within a five-hundred (500) foot Radius
4. Proposed Lot #15 Plat Map
5. Written Report addressing how the proposed use complies with the Criteria in Section 6 of Ordinance No. 2025-004
6. Master Plan Report 2006
7. Pavek Public Response

alpine
architectural studio

Alpine Architectural Studio
PO Box 3975
Alpine, WY 83128
Contact: Brett Bennett (bbennett@alpinearchstudio.com)

September 10, 2025

TO: Town of Alpine Planning & Building Dept.
PO Box 3070
Alpine, WY 83128

RE: Town of Alpine Permit Memo

To whom it may concern,

The Alpine Education Foundation submitted for a Special Use Permit and is requesting the Town of Alpine provide direction for additional building permit applications if required.

Attached is a commercial building permit application for your records. If the Town determines that a minor-construction application is required or if the Special Use Permit application alone is adequate, we will follow that direction.

Sincerely,



Brett Bennett
Owner / Architect

Town of Alpine

COMMERCIAL BUILDING
PERMIT APPLICATION

Permit applications are DUE now LATER than 4:00 PM
on the 1st and 3rd Mondays of the month

P&Z Commission meets on the 2nd & 4th Tuesdays of the month (during the months of (May – October) at 7:00 pm.
P&Z Commission meets on the 2nd Tuesday of the month (during the months of November - April) at 7:00 pm.

Meeting appointments will not be scheduled, until all the associated paperwork has been submitted (as identified on the permit checklist) along with the payment of all the required fees.

NO EXCEPTIONS WILL BE GIVEN

Permit Applications are valid for 90 days from the submitted date to the Town Office.
There are no refunds on application/connection fees.

Property Owner or Representative must be present for your permit to be approved!



Commercial Building Permit Application

INFORMATION TO BE PROVIDED BY APPLICANT ~ ALL BLANKS MUST BE FILLED IN

PROJECT:

Physical Address: Provided by Town of Alpine			
Legal Description (Lot # and Subdivision): Lot 15 Alpine West Third Addition			
Description of Work: Relocated Modular Buildings. Including (11) Modules.			
Proposed Building Use: Existing Occupancy Classification: E (Educational) No Change of Occupancy			
Square Footage of Building 8,628 Gross Square Feet			Zoning District:
Floor Area - First Floor: 8,628 Gross Square Feet	Second Floor: 0	Third Floor: 0	Basement: 0
Total Height of Structure 14'-8"			
Estimated Valuation of Work: $500,000			

APPLICANT/CONTRACTOR/CONSULTANTS:

Owner: Alpine Education Foundation	Phone: (303) 981-8665
Mailing Address: PO Box 2911, Alpine, WY 83128	
Owner Email Address: meredith@alpineeducation.foundation	
Contractor: To Be Determined	Phone:
Mailing Address:	
Contractor Email Address:	
Electrical Contractor: To Be Determined	Phone:
Mailing Address:	
Wyoming Electrical License Attached: {Check One} YES ☐ NO ☐	
Plumbing Contractor: To Be Determined	Phone:

Mailing Address:	
Mechanical Contractor: To Be Determined	Phone:
Mailing Address:	
Project Engineer: Sunrise Engineering	Phone: 307.885.8500
Mailing Address: 770 S. Washington Street, Suite A, Afton, Wyoming 83110	

Authorized Representative if different from Owner: Dominique Brough	
Signature of Owner or Authorized Representative:	Date: 9/10/2025

FOR USE BY TOWN:

Date Received:	Permit #:	Use Zone:
Permit Fees:	**Paid Fees: (Check#/Cash)**	**Date Paid:**
Water Fees:	**Paid Fees: (Check#/Cash)**	**Date Paid:**
Sewer Fees:	**Paid Fees: (Check#/Cash)**	**Date Paid:**
Additional Notes:		

Town of Alpine
Commercial Building Permit
CHECKLIST

There will be NO guarantees of being on the P & Z Agenda if...

- **Your application is turned in <u>after</u> the deadline date/day; or,**
- **If your Commercial building packet (application, checklist, fee payments, all required information, etc.,) is <u>not completed and/or submitted:</u> or,**
- **Your review is found to be incomplete and/or not approved by the Town Building Official.**

Owner: Alpine Education Foundation Phone #'s: (303) 981-8665

Contractor: To Be Determined Phone #'s: _____

Lot#/Subdiv. Lot-15, Alpine West Third Addition Physical Address: Provided by the Town of Alpine

You may submit your Building Application Packet by mail to: PO Box 3070, Alpine, WY 83128
Or deliver in person to: 250 River Circle, Alpine, WY 83128

<u>#1 - REVIEW AND COMPLETE ALL APPROPRIATE AREAS; PLACE A CHECK MARK ONCE COMPLETED:</u>

- ALL information is filled out and submitted as requested by the Town of Alpine;
- ALL Contractors/Subcontractors obtained a **<u>Town of Alpine Business License:</u>**
- Requested Water Main Locate prior to ANY digging (Owner's Responsibility);
- Requested all other utility(electrical, phone, etc) lines located prior to ANY digging (Owner's Responsibility)
- Must have written approval from Homeowner's Association on Building Plans (if Applicable)

<u>#2 - GETTING A BUILDING PERMIT:</u>

Y Commercial Building Permit Application Completed and Signed;
Y Commercial Building Checklist Completed and Signed;
Y Water Connection Application Completed and Signed;
Y Sewer Connection Application Completed and Signed;
Y Copy of Warranty Deed in owner's name that appears on the commercial building permit application, & if applicable the Surveyor's written Verification of Lot Dimensions
Y Owner must read and sign Commercial Building Permit Instructions;
Y **Payment of Permit Fees, which <u>MUST</u> be paid when submitting the Building Permit Application;**
See Fee Schedule Ordinance *
Y **Water and Sewer Fees, which <u>MUST</u> be paid when submitting the Building Permit Application;**
See Fee Schedule Ordinance*

<u>ALL FEES ARE NON-REFUNDABLE</u>

Y **Building Permit Deposit; which <u>MUST</u> be paid when submitting the Building Permit Application;**
See Fee Schedule Ordinance*

Property Owner
Initials: DKB

SUBMITTAL REQUIREMENTS:

SITE PLAN TO BE PUT ON 11" X 17" PAPER SIZE OR LARGER AND MUST CONTAIN:

Y Setback distances;
Y All Property Line & measurements according to surveyor's dimensions;
Y Location & Dimensions of ALL buildings (home, garage, hydrants, propane tanks etc.) Dimensions must include exact perimeter of all proposed building(s) – include any recessed areas when documenting perimeter;
Y Location of utility connections;
Y Location of all recorded easements;
Y Proposed Landscaping area identified, with square footage of defined landscaping;
Y Snow Storage Areas required, with area identification, square footage of area to be documented;
Y Proposed Vehicular Parking Requirement and space identification, plus square footage of areas to be documented.

THREE (3) FULL SETS OF STRUCTURAL PLANS {2' x 3' IN SIZE} (MUST BE STAMPED BY A WYOMING LICENSED ENGINEER) - (MINIMUM SCALE ¼" – 1'):

Y Detailed Building Elevations (All Units);
Y Detailed Floor Plan;
Y Detailed Wall Sections;
Y Detailed Utilities {Plumbing, HVAC Systems, etc.,} and Electrical Plan;
Y Detailed Footing/Foundation Plan and Building Material to be Used;
Y Detailed Roof Plan and Building Material to be Used;
Y Detailed Insulation Schedule {Energy Code, Rescheck or Comcheck Used};
Y Detailed Window and Door Schedules/Identifications;
Y Detailed Radon Mitigation System Identified;
Y **Digital Copy of the Plan Set to be emailed to the Zoning Administrator.**

ADDITIONAL SUBMITTALS NEEDED:

Y Any Additional information and/or attachments as stipulated by the Wyoming Licensed Engineer associated with the project;
Y Read Propane Tank Regulations (if applicable) Refer to Chapter 38 of IFC;
Y **Copy of Completed Plan Review Check List (State Department of Fire Prevention & Electrical Safety);**
Y **Copy of Submitted Application for State of Wyoming Department of Fire Prevention & Electrical Safety, along with written permit approval from the State;**

Please note that the Town of Alpine has adopted the **2021 International Building Codes**; refer to the adopted codes for additional information; in addition, please review the Town Adopted Building Code Ordinances located on our website for any exceptions granted by the Town of Alpine.

#3 - TOWN RESPONSIBILITIES:

Y Town Building Official approves plans, by conducting a plan review;
Y Planning & Zoning Board approves Commercial Building Permit.

Town of Alpine
COMMERICAL DISTRICT
SETBACKS & BUILDING HEIGHTS

Minimum Setbacks:

1. Front Yard: Commercial buildings will be located, at least, twenty-five (25) feet from the front property line. Detached accessory buildings will not be located beyond the front line of any primary commercial structure. Both street frontages of corner lots shall be considered front yards.
2. Side Yard: Commercial buildings a Zero Setback will be allowed; however, property owners are required to make available space to accommodate parking and snow storage/removal. When a lot adjoins a lot in an MRC zoning district the setback shall be ten (10) feet from the property line. When a lot adjoins a lot in an R2 or R1 zoning district the setback shall be fifteen (15) feet from the property line.
3. Rear Yard: Commercial buildings a Zero Setback will be allowed; however, property owners are required to make available space to accommodate parking and snow storage/removal. When a lot adjoins a lot in an MRC zoning district the setback shall be ten (10) feet from the property line. When a lot adjoins a lot in an R2 or R1 zoning district the setback shall be fifteen (15) feet from the property line.
4. Any deviations from setback requirements will require a plan review and approval of a variance unless a lesser setback is identified in the recorded plat of the approved subdivision.

Please Note: Should a structure be placed within a recorded property/utility easements, the Town of Alpine assumes no responsibility for damage and/or any replacement costs of any structure or property damage; owner will accept full responsibility for any and all costs for repairs.

Maximum Building Height:

1. Commercial building structures in the "MRC" Mixed Residential and Commercial District can be forty-five (45) feet or less. Buildings with a mixture of *residential and commercial use* must have a minimum amount of thirty-three (33%) percent of the building use allocated for the *commercial businesses*. The Residential/Commercial buildings in this zoning will not exceed three (3) stories.
2. The height of detached accessory structures will be twenty-six (26) feet or less, this height restriction is applicable to structures that are set back from the property line of not less than fifteen (15) feet from the side property line and not less than twenty (20) feet from the rear property line. All detached accessory structures will be placed behind the front plan of the existing residential/commercial structure.
   aa. Detached accessory structures of with a total square footage equal to or under Three Hundred (300) square feet and are placed within the allowable ten (10) foot rear setback and ten (10) foot side setback; will have a height restriction of fourteen (14) feet in height or less. Special consideration for setback is made for properties that have a total square footage under Ten Thousand (10,000) square feet.
3. Roof eaves for non-sprinkled buildings will be twenty-eight (28) feet or less from the finished grade elevation.

For more details and guidelines please refer to the Land Use and Development Code; Also, available online at: WWW.ALPINEWYO.GOV

#4 – PROPERTY OWNER PREPARATIONS:

Y Property stakes: All property monuments/surveyor pins must be exposed and visible;

CERTIFICATE OF PLACEMENT:
A Certificate of Placement must be obtained by a Wyoming Licensed Surveyor **BEFORE** your foundation is poured. This certificate must be submitted to the Town Office, before you are allowed to move forward with your project.

BUILDING/PROJECT INSPECTIONS:
Refer to the inspection schedule for the complete list of scheduled inspections for your project. **IT IS THE RESPONSIBILITY OF THE PERMIT HOLDER TO CALL FOR INSPECTIONS; a minimum of 48 hours notice is suggested. *FAILURE TO NOTIFY THE TOWN OFFICE OF SCHEDULED INSPECTIONS MAY RESULT IN ADDITIONAL INSPECTION CHARGES, FINES, PENALITIES AND/OR REMOVAL OF THE WORK THAT WAS INSTALLED BUT NOT BEEN INSPECTED.***

CERTIFICATE OF OCCUPANCY:
Upon final completion of all of the commercial building requirements, *a final inspection will be completed, it is the applicant's responsibility to contact the Town Office to schedule the final inspection to receive your Certificate of Occupancy.* A Certificate of Occupancy represents the building can be **legally and permanently** occupied.

For more thorough information and instructions: Refer to the current version of the adopted International Building Code (IBC) Town Ordinance in addition refer to the Alpine Land Use and Development Code Ordinance.

These can be found on our website at: www.alpinewy.org/planningandzoning.

Yes, I received, completed and understand the Commercial Permit Checklist.

DKB — 9/10/2025

Property Owner Signature **Date**

Contractor Signature (if applicable) **Date**

Office Use Only:	
Received By:	Date:
All Items have been Completed & Application Accepted:	
Incomplete Application Returned:	
Scheduled for P&Z Meeting:	

Town of Alpine

LEGAL NOTICE

SPECIAL USE PERMIT

Notice is hereby given that on August 11, 2025, the Alpine Education Foundation filed a Special Use Permit Application for the proposed newly formed Lot #15 of the Alpine West Third Edition Subdivision.

Pursuant to the Town of Alpine Land Use Development Code, the placement of used structures is generally prohibited. The applicant is requesting a Special Use Permit to allow the placement of used buildings on the lot for the purpose of establishing a charter school.

On behalf of the applicant, the Alpine Education Foundation, the Town of Alpine Planning and Zoning Commission will conduct a public hearing to receive public comment and consider the proposed subdivision. The public hearing is scheduled for:

Date: September 16th, 2025
Time: 6:00 PM
Location: Town Council Chambers- 250 Rivers Circle, Alpine, Wyoming

During the hearing, the applicant and/or their representative(s) will present an overview of the proposed special use request. Following the public hearing, the Planning and Zoning Commission will recommend approval, approval with conditions/modifications, or denial of the Special Use Permit to the Alpine Town Council.

A second public hearing will be held by the Alpine Town Council on:

Date: September 16th, 2025
Time: 7:00 PM
Location: Town Council Chambers- 250 Rivers Circle, Alpine, Wyoming

Plat map and other information is available for public review at the Town Hall Office. Additional staff reports and related documents will be available after August 18th, 2025.

Public comments, support letters, or protest letters may be submitted in writing to the Town of Alpine Zoning Administrator or by email to: planning@alpinewy.gov. Submissions by September 10th, 2025, are encouraged to ensure inclusion in the public record. All submitted letters will be read into the record during the public hearing. Public attendance is welcome and encouraged.

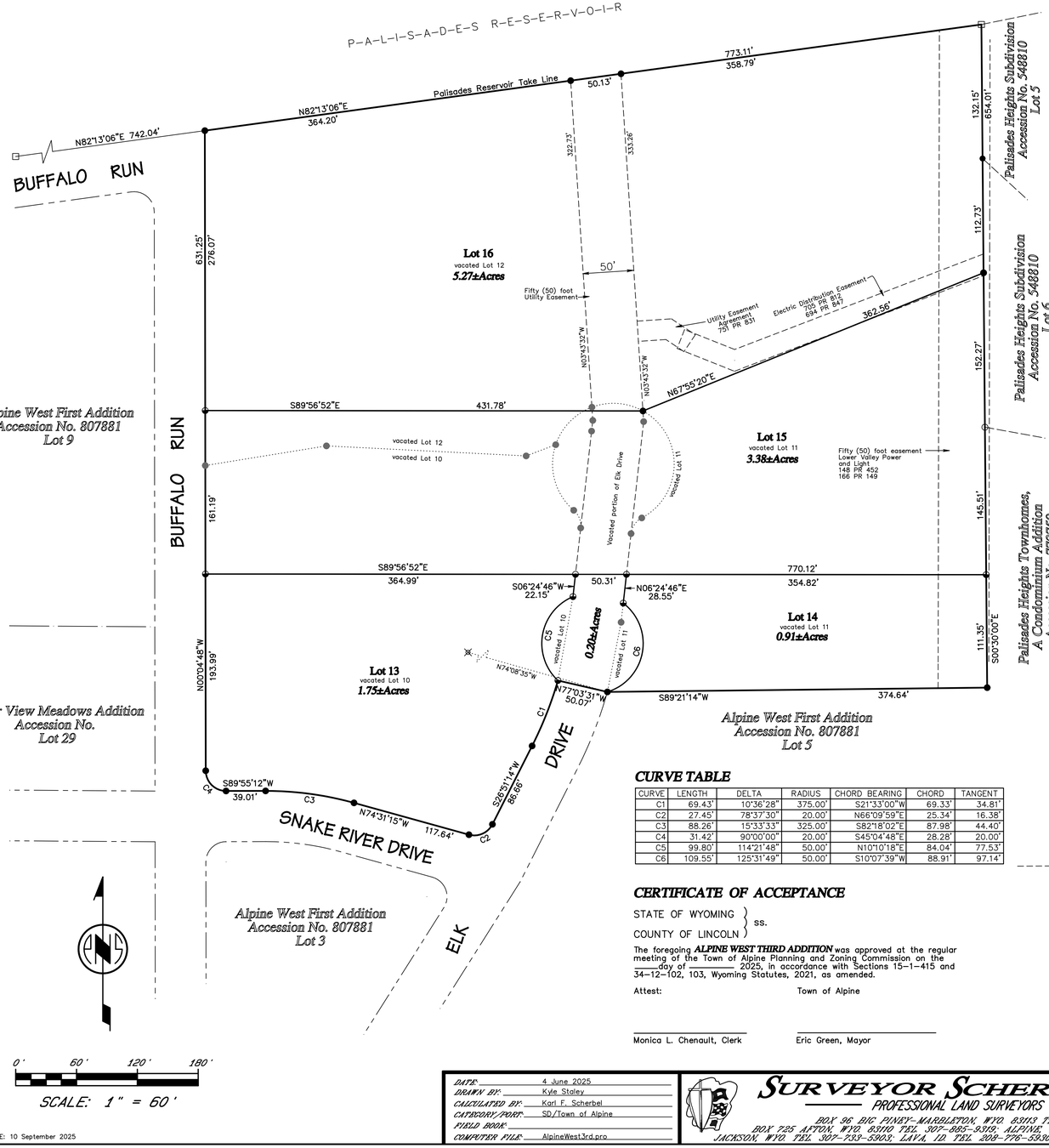
Town of Alpine
LEGAL NOTICE

Contact Information:

Gina Corson
Acting Planning and Zoning Administrator- Town of Alpine
250 River Circle, P.O. Box 3070
Alpine, WY 83128
Phone: (307) 654-7757
Email: planning@alpinewy.gov

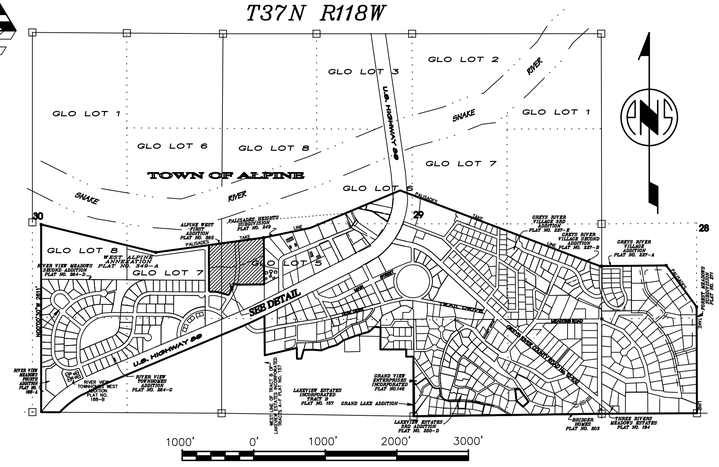
	Owner	Location	Lot	County Address	TOA Address	Mailed	Receieved	Returned
1	Bureau of Reclamation	?	?	?	NA			
2	RUTLAND, BRANDON	RIVER VIEW MEADOWS ADDITION	33	7 EDGEWATER CT, , WATERVLIET, NY 12189	PO BOX 4010, ALPINE, WY 83128	X		
3	KURT-MASON, JORDAN M & ABIGAIL	RIVER VIEW MEADOWS ADDITION	32	313 SNAKE RIVER DRIVE, ALPINE, WY 83128	PO BOX 3808, ALPINE, WY 83128	X		
4	LOPEZ, MAURICIO & ANNEL HERNANDEZ	RIVER VIEW MEADOWS ADDITION	31	PO BOX 9468, JACKSON, WY 83002	SAME	X		
5	LANCASTER, THOMAS & LORETTA	RIVER VIEW MEADOWS ADDITION	30	4014 BEAVER, CASPER, WY 82604	SAME	X		
6	LANCASTER, THOMAS & LORETTA	RIVER VIEW MEADOWS ADDITION	29	4014 BEAVER, CASPER, WY 82604	SAME	X		
7	ESPEJEL, NICOLAS T & LILIANA ANDRACA	RIVER VIEW MEADOWS ADDITION	27	PO BOX 7078, JACKSON, WY 83002	? COULDN'T FIND IN OUR SYSTEM	X		
8	RORKE, CHRIS J & ROSE MARIE	RIVER VIEW MEADOWS ADDITION	20	7700 ROBERTSON LN, JACKSON, WY 83001	SAME	X		
9	RIVER CIRCLE LLC	BUFFALO SAGE TOWNHOMES ADDITION	20	PO BOX 43, WILSON, WY 83014	? COULDN'T FIND IN OUR SYSTEM	X		
10	HEINZ, HALEY JO & DAVID L CRANFORD	BUFFALO SAGE TOWNHOMES ADDITION	19	PO BOX 3569, ALPINE, WY 83128	SAME	X	X	X
11	KOLBAS, SUSAN H TRUSTEE	BUFFALO SAGE TOWNHOMES ADDITION	18	PO BOX 3141, ALPINE, WY 83128	SAME	X		
12	LUTZ, RITA	BUFFALO SAGE TOWNHOMES ADDITION	17	PO BOX 3285, ALPINE, WY 83127	SAME	X		
13	DONOVAN RYAN PROPERTIES, LLC	BUFFALO SAGE TOWNHOMES ADDITION	16	3795 S MEADOW DR., JACKSON, WY 83002	PO BOX 3393, JACKSON, WY 83001	X		
14	DONOVAN RYAN PROPERTIES, LLC	BUFFALO SAGE TOWNHOMES ADDITION	15	3795 S MEADOW DR., JACKSON, WY 83002	PO BOX 3393, JACKSON, WY 83001	X		
15	HERRSCHAFT, NICHOLAS	BUFFALO SAGE TOWNHOMES ADDITION	14	PO BOX 145, SILVERTON, CO 81433	PO BOX 2653, ALPINE WY 83128	X		
16	NELSON, DONNA J & JOEL R	BUFFALO SAGE TOWNHOMES ADDITION	13	2409 HARRIS AVE., KEY WEST, FL 33040	SAME	X		
17	TYE, SCOTT M & NICOLE M YOX, TRUSTEES	BUFFALO SAGE TOWNHOMES ADDITION	12	3845 N RALEIGH ST., DENVER, CO 80212	SAME	X		
18	DONOVAN RYAN PROPERTIES, LLC	BUFFALO SAGE TOWNHOMES ADDITION	11	3795 S MEADOW DR., JACKSON, WY 83002	PO BOX 3393, JACKSON, WY 83001	X		
19	WEYOS, LLC	BUFFALO SAGE TOWNHOMES ADDITION	10	PO BOX 3393, JACKSON, WY 83001	? COULDN'T FIND IN OUR SYSTEM	X		
20	TAYLOR, JACOB R & ALEXIS J	BUFFALO SAGE TOWNHOMES ADDITION	9	62 E 200 N, SANTAQUIN, UT 84655	SAME	X		
21	RASHIDI, KYANOOSH	BUFFALO SAGE TOWNHOMES ADDITION	8	1747 CLARY WAY, PETALUMA, CA 94954	? COULDN'T FIND IN OUR SYSTEM	X		
22	PENK, DEBORAH M TRUSTEE	BUFFALO SAGE TOWNHOMES ADDITION	7	PO BOX 3654, ALPINE, WY 83128	SAME	X		
23	ASBELL R&P, LLC	BUFFALO SAGE TOWNHOMES ADDITION	6	PO BOX 2846, JACKSON, WY 83001	SAME	X		
24	DAVIES, BENJAMIN ETAL	BUFFALO SAGE TOWNHOMES ADDITION	5	PO BOX 13893, JACKSON, WY 83002	SAME	X		
25	STAEHR, AMY M TRUSTEE	BUFFALO SAGE TOWNHOMES ADDITION	4	PO BOX 3036, JACKSON, WY 83001	SAME	X		
26	FARNEY, DEREK W & KIRSTEN	BUFFALO SAGE TOWNHOMES ADDITION	3	PO BOX 5550, ETNA, WY 83118	? COULDN'T FIND IN OUR SYSTEM	X		
27	COOKE, KEVIN & NINA	BUFFALO SAGE TOWNHOMES ADDITION	2	3681 WAVE CT, SPARKS, NV 89436	SAME	X		
28	COIN, TASSO H JR & MARNIE L PETERSON, TRUSTEES	BUFFALO SAGE TOWNHOMES ADDITION	1	9775 N SLEEPING INDIAN DR., JACKSON, WY 83001	SAME	X		
29	TOWN OF ALPINE	RIVER MEADOW SHOPPING	405		N/A	X		
30	TOWN OF ALPINE	RIVER MEADOW SHOPPING	406		N/A	X		
31	TOWN OF ALPINE	ALPINE WEST FIRST ADDITION	1		N/A	X		
32	TOWN OF ALPINE	ALPINE WEST FIRST ADDITION	2		N/A	X		
33	TOWN OF ALPINE	ALPINE WEST FIRST ADDITION	3		N/A	X		
34	TOWN OF ALPINE	ALPINE WEST FIRST ADDITION	5		N/A	X		
35	TOWN OF ALPINE	ALPINE WEST FIRST ADDITION	10		N/A	X		
36	TOWN OF ALPINE	ALPINE WEST FIRST ADDITION	11		N/A	X		
37	TOWN OF ALPINE	ALPINE WEST FIRST ADDITION	12		N/A	X		
38	SHERVIN, DARRELL, AND SCOTT	ALPINE	29	PO BOX 14450, JACKSON, WY 83002	? Can't find in our system	X		
39	RANDOLF, TANI	PALISADES HEIGHTS TOWNHOUSE UNIT C-	6	PO BOX 13773, JACKSON, WY 83002	? Can't find in our system	X		
40	PAVEK, MELINDA M TRUSTEES	PALISADES HEIGHTS TOWNHOUSE UNIT C-	6	4500 S FOUR MILE RUN DR 1025, ARLINGTON, VA 22204	? Can't find in our system	X		
41	MELNICK, ANNESSA	PALISADES HEIGHTS TOWNHOUSE UNIT B-	6	PO BOX 11591, JACKSON, WY 83002	? Can't find in our system	X		
42	GRIMES, RACHEL S	PALISADES HEIGHTS TOWNHOUSE UNIT B-	6	PO BOX 5189, ETNA, WY 83118	? Can't find in our system	X		
43	ROSS, VICTORIA	PALISADES HEIGHTS TOWNHOUSE UNIT A-	6	PO BOX 3769, ALPINE, WY 83128	? Can't find in our system	X		
44	WENDELL, JOSHUA J	PALISADES HEIGHTS TOWNHOUSE UNIT A-	6	PO BOX 3992, ALPINE, WY 83128	? Can't find in our system	X		
45	RAVER, DANIELLE I TRUSTEE	PALISADES HEIGHTS	6	PO BOX 5612, ETNA, WY 83118	PO BOX 3125, ALPINE, WY 83128	X		
46	ROBINSON FAMILY LIVING TRUST	PALASADES HEIGHTS	5	3695 N LAKE CREEK DR, WILSON, WY 83014	SAME	X		
47	ROBINSON FAMILY LIVING TRUST	PALASADES HEIGHTS	4	3695 N LAKE CREEK DR, WILSON, WY 83014	SAME	X		
48	ROBINSON RENTALS	PALISADES OVERLOOK TOWNHOMES	1-6 AND 1-6	3695 N LAKE CREEK DR, WILSON, WY 83014	SAME	X		
49	MORNING STAR BAPTIST MISSION	PALISADES HEIGHTS 2ND ADDITION	14	NONE	PO BOX 3270, ALPINE, WY 83128	X		
50	RIDGE CREEK INVESTMENTS COMPANY	PALISADES HEIGHTS	13A	PO BOX 1, JACKSON, WY 83001	? Can't find in our system	X		
51	SANDNER, JAMES A, AND LINDA L, TRUSTEES	PALASADES HEIGHTS	13B	PO BOX 3274, ALPINE, WY 83128	SAME	X		
52	SANDNER, JAMES A, AND LINDA L, TRUSTEES	PALASADES HEIGHTS	8	PO BOX 3274, ALPINE, WY 83128	SAME	X		
53	TOOLSON, JON T, AND SENNE M	PALASADES HEIGHTS	9	PO BOX 3828, ALPINE, WY 83128	SAME	X		
54	GOETZ, LLZ	LAKEVIEW ESTATES 5TH	706	PO BOX 3646, ALPINE, WY 83128	SAME	X		
55	QUINNBELLA, LLC	LAKEVIEW ESTATES 5TH	705	PO BOX 3581, JACKSON, WY 83001	SAME	X		
56	QUINNBELLA, LLC	LAKEVIEW ESTATES 5TH	613C	PO BOX 3581, JACKSON, WY 83001	SAME	X		
57	State of Wyoming Game and Fish	?	?	5400 BISHOP BLVD, CHEYENNE, WY, 82002	NA	X		

ALPINE WEST THIRD ADDITION



LOCATION MAP

T37N R118W



CERTIFICATE OF OWNERS

STATE OF WYOMING }
COUNTY OF LINCOLN } ss.

The undersigned hereby certify that the subdivision of part of Alpine West Second Addition, within the incorporated limits of the Town of Alpine, Lincoln County, Wyoming, as shown on this plat and more particularly described in the Certificate of Surveyor, is with the free consent and in accordance with the desires of the owners and proprietors of the described lands;

that the name of the addition shall be ***ALPINE WEST THIRD ADDITION*** to the town of Alpine;

that they do hereby vacate Lots 10, 11, and 12 and that part of Elk Drive, as described under the Certificate of Surveyor, in accordance with Section 34–12–108, Wyoming Statutes 2021, as amended, and respectfully request the Clerk of Lincoln County to so mark said plat in accordance with Section 34–12–110;

that those rights of ingress, egress and utilities over, under, and along the vacated portion of Elk Drive, shown hereon as the Fifty (50) foot Utility Easement, previously granted to Lower Valley Energy, Silver Star Communications and other utility companies, their heirs, successors and assigns, including, but not limited to, water, sewer, power, telephone, cable television, gas, storm water drainage and irrigation facilities appurtenant to this addition and the adjoining lands, are hereby affirmed;

that said addition is subject to easements of record in the Office of the Clerk of Lincoln County;

that Elk Drive, as depicted upon this plat within the bounds of this addition is hereby dedicated to the public;

that all rights under and by virtue of the Homestead Exemption Laws of the State of Wyoming are hereby released.

TOWN OF ALPINE

attest:

_____ _____

Monica L. Chenault, Clerk Eric Green, Mayor

LEGEND

□ indicates a corner record filed or to be filed in the Office of the Clerk of Lincoln County.

○ indicates a steel T–shaped stake 24" long with a metal cap inscribed, "SURVEY POINT DO NOT DISTURB RLS 164", found or of record.

● indicates a 5/8" x 24" steel reinforcing rod with an aluminum cap inscribed, "SURVEYOR SCHERBEL LTD", with appropriate details, found or of record.

◒ indicates a 5/8"x24" steel reinforcing rod with 2" aluminum cap inscribed, "SURVEYOR SCHERBEL LTD", with appropriate details, set this survey.

◍ indicates a 5/8" x 24" steel reinforcing rod with an aluminum cap inscribed, "SURVEYOR SCHERBEL LTD", to be removed.

_____ indicates an easement.

The Basis of Bearing for this survey is the north line of Lot 12 of Alpine West First Addition, of record in the Office of the Clerk of Lincoln County with Accession No. 807881, being N82°13'06"E.

CURVE TABLE

CURVE	LENGTH	DELTA	RADIUS	CHORD BEARING	CHORD	TANGENT
C1	69.43'	10°36'28"	375.00'	S21°33'00"W	69.33'	34.81'
C2	27.45'	78°37'30"	20.00'	N66°09'59"E	25.34'	16.38'
C3	88.26'	15°33'33"	325.00'	S82°18'02"E	87.98'	44.40'
C4	31.42'	90°00'00"	20.00'	S45°04'48"E	28.28'	20.00'
C5	99.80'	114°21'48"	50.00'	N10°10'18"E	84.04'	77.53'
C6	109.55'	125°31'49"	50.00'	S10°07'39"W	88.91'	97.14'

CERTIFICATE OF ACCEPTANCE

STATE OF WYOMING }
COUNTY OF LINCOLN } ss.

The foregoing ***ALPINE WEST THIRD ADDITION*** was approved at the regular meeting of the Town of Alpine Planning and Zoning Commission on the ___ day of _____ 2025, in accordance with Sections 15–1–415 and 34–12–102, 103, Wyoming Statutes, 2021, as amended.

Attest: Town of Alpine

_____ _____

Monica L. Chenault, Clerk Eric Green, Mayor

CERTIFICATE OF RECORDATION

This plat was filed for record in the Office of the Clerk of Lincoln County on this___ day of_____ 2025.

_____

April Brunski, Clerk

CERTIFICATE OF SURVEYOR

STATE OF WYOMING }
COUNTY OF LINCOLN } ss.

I, Karl F. Scherbel, of Afton, Wyoming, hereby certify that this plat was made from notes taken during an actual survey made by persons under my supervision during June 2025 and from records in the Office of the Clerk of Lincoln County and that it correctly represents ***ALPINE WEST THIRD ADDITION***;

That said addition is described as follows:

All of Lots 10, 11, and 12, and part of Elk Drive of Alpine West Second Addition, of record in the Office of the Clerk of Lincoln County with Accession No. 964113.

Secondarily described as follows:

BEGINNING at the northeast point of said Lot 12;

thence S00°30'00"E, 654.02 feet, along the east line of said Alpine West second Addition, to the southeast point of said Lot 11;

thence S89°21'14"W, 374.64 feet, along the south line of said Lot 11, to the southwest point thereof, on the easterly right–of–way line of Elk Drive;

thence N77°–03'–31"W, 50.07 feet, to a point on the westerly line of elk drive, being the begining of a non–tangent circular curve to the right, whos radius bears N74°–08'–35W;

thence coursing the easterly and southerly lines of Lot 4:

southwesterly, 69.43 feet, along the arc of said curve, through a central angle of 10°–36'28", with a radius of 375.00 feet, and a chord bearing S21°–33'–00"W, 69.33 feet, to a point;

S26°51'14"W, 86.66 feet, to a point at the beginning of a circular curve to the right;

southwesterly, 27.45 feet, along the arc of said curve, through a central angle of 78°37'30", with a radius of 20.00 feet, and a chord bearing S66°09'59"W, 25.34 feet, to a point

N74°31'15"W, 117.64 feet, to a point at the beginning of a circular curve to the left;

westerly, 88.26 feet, along the arc of said curve, through a central angle of 15°33'33", with a radius of 325.00 feet, and a chord bearing N82°18'02"W, 87.98 feet, to a point;

S89°55'12"W, 39.01 feet, to a point at the beginning of a circular curve to the right;

northwesterly, 31.42 feet, along the arc of said curve, through a central angle of 90°00'00", with a radius of 20.00 feet, and a chord bearing N45°04'48"W, 28.28 feet, to a point, and leave said south line;

thence N00°04'48"W, 631.25 feet, along the west line of said Lot 10 and the west line of said Lot 12, to the northwest point of said Lot 12;

thence N82°13'06"E, 773.11 feet, along the north line of said Lot 12, to the POINT OF BEGINNING;

Encompassing an area of 11.51 acres, more or less.

that said addition was accurately surveyed, that the parts thereof are accurately staked off and marked with appropriate metal monuments, including magnetic iron, and inscribed at least with the registration number of the Land Surveyor to provide source identification at all lot corners of the addition, and that their locations are correctly shown hereon;

that, to the best of my knowledge, it conforms with the municipal code of the Town of Alpine and to all applicable state statutes;

that the error of closure is not greater than one part in five–thousand.

Professional Land Surveyor
Karl F. Scherbel
11810
Date
WYOMING

The foregoing instrument was acknowledged before me by Karl F. Scherbel this___ day of _____ 2025.

Witness my hand and official seal.

_____

Notary Public

My Commission expires:

–ADVANCE PLAT–
SUBJECT TO CORRECTION AND APPROVAL

ALPINE WEST THIRD ADDITION

TO THE TOWN OF ALPINE IDENTICAL WITH LOTS 10, 11, 12 AND THAT PART OF ELK DRIVE OF ALPINE WEST SECOND ADDITION WITHIN THE

SE1/4 SECTION 30
GLO LOT 5
SW1/4 SECTION 29
T37N R118W
LINCOLN COUNTY, WYOMING

DATE:	4 June 2025
DRAWN BY:	Kyle Staley
CALCULATED BY:	Karl F. Scherbel
CATEGORY/POINT:	SD/Town of Alpine
FIELD BOOK:	
COMPUTER FILE:	AlpineWest3rd.pro

SURVEYOR SCHERBEL, LTD.
PROFESSIONAL LAND SURVEYORS
BOX 96 BIG PINEY–MARBLETON, WYO. 83113 TEL 307–276–3347
BOX 725 AFTON, WYO. 83110 TEL 307–885–9319; ALPINE, WYO. 83128 TEL 307–885–9319
JACKSON, WYO. TEL 307–733–3903; LAVA, ID TEL 208–776–5930; MONTPELIER, ID TEL 208–847–1854

8/13/2025–SSLTD review
REVISIONS:

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PLOT DATE: 10 September 2025

1. **Compatibility with Zoning:**
   The proposed use is consistent with the **Public and Community Facilities (PCF)** zoning district and aligns with the intent and purpose of this designation.
2. **Impact on Public Health and Safety:**
   Any health and safety concerns related to the use of relocated buildings will be addressed through the State Fire Marshal Plan Review**,** as required by Wyoming State Statute §35-9-108. A plan review by the WY State Fire Marshal's Office is required. Modular buildings originally installed and remaining in Wyoming utilize the International Existing Building Code, and the structures will be evaluated against that code. In addition, the buildings will be subject to review and inspection through the Town of Alpine's Commercial Building Permit process to ensure compliance with adopted building codes.
3. **Environmental Impact:**
   The placement of relocated buildings is not anticipated to result in any adverse environmental impacts beyond those typically associated with new construction.
4. **Traffic and Access:**
   The use of relocated buildings is not expected to generate traffic volumes beyond those associated with comparable new buildings, and no adverse impacts to access are anticipated.
5. **Mitigation of Negative Effects:**
   The placement of relocated buildings is not expected to create additional negative effects—such as noise, light, or traffic—beyond those of new buildings.
6. **Consistency with Community Character:**
   The applicant has submitted aerial photographs depicting the buildings in their previous location, along with renderings of their proposed configuration on the subject site, demonstrating that the design and layout will be consistent with the community's character and appearance.

From: Annessa Melnick <annessamelnick@gmail.com>
Sent: Thursday, September 4, 2025 11:51AM
To: Melinda Pavek <melindapavek@yahoo.com>
Cc: Gina Corson <planning@alpinewy.gov>; Victoria Ross <vross.20l3@gmail.com>
Subject: Re: Legal notices received without maps

Well said Melinda!

On Thu, Sep 4, 2025 at 8:06AM Melinda Pavek <melindaP-avek@yahoo.com> wrote:

Dear Ms. Corson,

My neighbors and I appreciate that you only joined the Town staff about 6 months ago and that this survey was conducted before your time. A survey that captures less than 10% of the population and did not intentionally reach out directly to concerned neighbors to seek input does not seem to be trying to take our concerns into account. We also appreciate that you have sent us the information about these latest actions *via* legal notice and provided us with a chance to respond via public comment on the replatting and special use permit.

I am very surprised that a similar action was not taken before the town signed a lease with a school for land next door to us. Do you have a copy of the lease that was signed that you can share with us? What provisions are included in the lease protect the town if the replatting and special use permit decisions are not passed by the town council? Or has the Town Council already decided they are going to *move* ahead with this regardless of what the community thinks?

I invested in my property 20 years ago as my planned retirement home. I have been serving our country in various countries- including Iraq, Pakistan, and other places where my life was at risk- for 21 years, dreaming of when I can retire from public service to a peaceful home in Alpine. I retire later this year, and I am distraught to realize that my dreams may never come to reality because of this town decision, one that may negatively impact the quiet I seek as well as the property value of my home. The skate park and its trespassing users was bad enough, with the town taking no responsibility to protect our property, a tradition I fear being the same for this new neighbor that will be more intrusive.

The additional questions so have include-

1. What efforts has the town made to identify other properties that would be equally suitable for this school?
2. Why was this property chosen over the other options?
3. Why is this moving forward before the new master planning process is complete?
4. What is the environmental, water usage, and sewage impact of this school on the natural landscape?

Thank you for your continued assistance.

Melinda

Sent from Yahoo Mail for iPhone

On Wednesday, September 3, 2025, 7:18 PM, Victoria Ross <vross.2013@gmail.com> wrote:

138 responses, surely that would let them know the survey wasn't received by "the town".

Thank you, Melinda, for your very detailed correspondence. I shall try and reword to submit on my behalf.

Victoria

On Wed, Sep 3, 2025, 12:12 PM Melinda Pavek <melindaP-avek@yahoo.com> wrote:

> Thank you, Ms. Cordon.
>
> I have bcc'd some of my neighbors who are similarly concerned about this plan. I am not able to attend the meeting and am grateful that my comments will be read into the record.
>
> How many people responded to the survey? Are there any demographics about those who responded?
>
> If Alpine has enough children to justify an elementary school, why would the school district decline to provide one in Alpine? Is it part of the religious-based discrimination that I have heard is related to other inequitable resource sharing across the county?
>
> Has an environmental impact survey been completed for this property and the school?
>
> Best regards,
> Melinda

From: Melinda Pavek <melindaRavek@yahoo.com>
Sent: Monday, September 1, 2025 6:20 AM
To: Gina Corson <RIanning@alRinewy.gov>; Melinda Pavek <melindaRavek@yahoo.com>
Subject: Re: Legal notices received without maps

EXTERNAL EMAIL - This email was sent by a person from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Hello Ms. Corson,

Please call me Melinda or Ms. Pavek.

Below is my public comment letter, which I will also mail.

To: Town of Alpine Planning & Zoning Commission and Town Council
From: Melinda Pavek, Neighbor Adjacent to Proposed Site
Date: September 16, 2025

I am writing in opposition to the proposed replatting and special use permit that would allow the Alpine Education Foundation to place used modular buildings on

newly created Lot 15 for the purpose of a charter school.
I respectfully urge the Town to **wait until the new Master Plan is complete** before making long-term land use decisions. The current 2006 plan is nearly 20 years old. A project of this magnitude should not be rushed ahead of updated community priorities and planning data.
I also raise the following concerns:

1. **Safety:** The existing skate park next to my townhouse has already created unsafe conditions, with children cutting through our private parking lot to reach it. A charter school would multiply this danger by adding hundreds of daily vehicle trips and pedestrian crossings. I ask the Town: *How will you protect children and residents from these hazards if this project moves forward?*
2. **Survey Transparency:** The Town's Master Plan report cites a survey showing 77% support for a charter school. Yet neither I nor my neighbors recall ever receiving such a survey. I request full transparency: the number of respondents, distribution methods, and the dates the survey was conducted. Without this, the survey results cannot be considered statistically valid.
3. **Public School Resources:** Charter schools divert taxpayer dollars from public schools, which provide a stronger, more equitable education. Our community schools need strengthening, not fragmentation. *Why are we not funding a public school and instead relying on a substandard option for our community children's education?*

For these reasons, I strongly oppose approval at this time. The Town should pause until the new Master Plan is finalized, conduct a valid and transparent survey, and address safety and resource concerns.

Respectfully submitted,
Melinda Pavek
186 Morningstar Dr. Unit C-2

On Monday, August 25, 2025 at 11:46:20 AM EDT, Gina Corson <RIanning@.eJP.inew_.gov> wrote:

Dear Mrs. Pavek,

I am happy to provide the requested materials, which I have attached for your review. You may email me any information you would like included as a public comment regarding this project.

Please let me know if you have any questions.

Best Regards,

Gina Corson
Acting Planning & Zoning Administrator
Town Of Alpine
P.O. Box 3070
Alpine, WY 83128
(307) 654-7757
Website: www.alRinewy...gov

From: Melinda Pavek <melindaRavek@yahoo.com>
Sent: Saturday, August 23, 2025 6:26 AM
To: Gina Corson <RIanning@alRinewy◆gov>
Cc: Melinda Pavek <melindaRavek@v.ahoo.com>
Subject: Legal notices received without maps

This is the first time you received an email from this sender (melindaRavek@Y.ahoo.com). Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Hello Ms. Corson,

I received a registered letter from the Town of Alpine this week regarding a request for a special use permit for a charter school and a subdivision replat permit agreement. The notices did not include a map to put the requests into a geographic context, making it very difficult to provide effective public comment. Would you please send me the maps and any materials that the developer has submitted related to these two notices?

I am unable to attend in person, however as the Town Council seems like it intends to move forward with making a decision at the September 16th meeting, I want to be sure that my thoughts as a possible new neighbor are properly reflected in the record.

The notices are:
11231
11236

Thank you,
Melinda Pavek

alpine
architectural studio

Alpine Architectural Studio
PO Box 3975
Alpine, WY 83128

September 10, 2025

TO: Town of Alpine Planning & Building Dept.
PO Box 3070
Alpine, WY 83128

RE: Special Use Permit Application Report

To whom it may concern,

A Special Use Permit Application is required to permit the Alpine Education Foundation's proposed project per Alpine Land-Use Development Code, Section 3-207.b.20 (used buildings) and Section 4-507.e.2 (18-inch minimum overhang). Building permit drawings and additional documents including utility information, grading information, photometric site-lighting information, and a traffic study have been prepared for the Town of Alpine to help support our Special Use Permit Application.

In addition, a plan review is required by the Wyoming State Fire Marshal's office and the Town of Alpine Building Official. Plan reviews are conducted to determine if a project meets current building codes.

On September 9th, 2025 the Alpine Planning and Zoning Commission approved Alpine Education Foundation's site plan. Landscaping and fencing are proposed in areas to buffer parking, school activities, and the proposed structures from adjacent uses. Parking area lighting is an important safety factor for any school and is included in this project. Pole mounted fixtures are designed to match the Alpine Library's pole mounted fixture height and are dark sky compliant. LED Color temperature is currently specified at 3000K.

Attached exhibits A and B provide context from the original building location and how the project will appear in the Town of Alpine.

Sincerely,

Brett Bennett
Owner / Architect

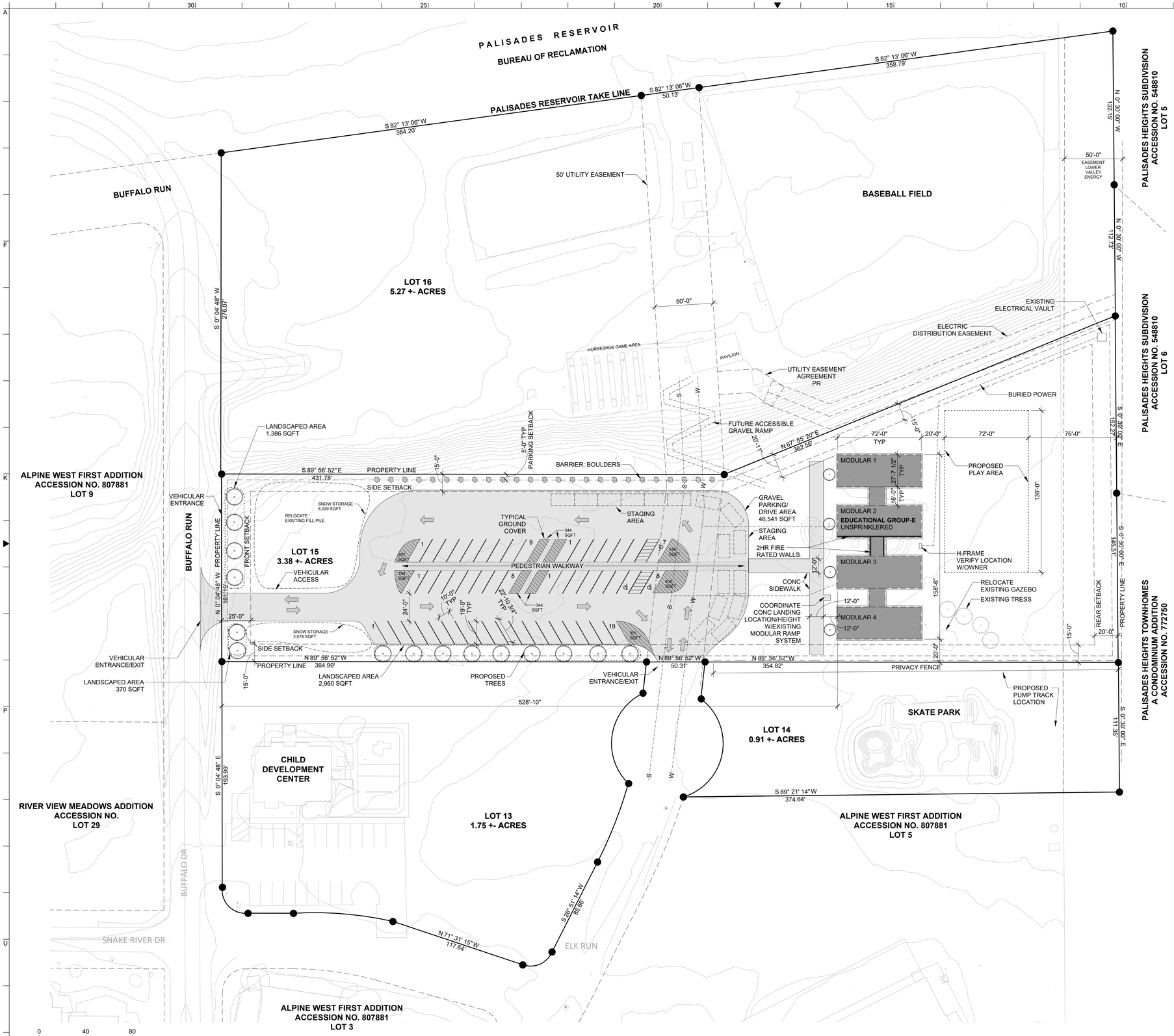
alpine
architectural studio

Exhibit A:
Buildings Located in their previous location at 2500 South Park Loop Road, Jackson, WY 83001



Exhibit B:
Buildings located in their proposed location. (11) of the (22) original modules are proposed.





PLANNING & ZONING INFORMATION

PROJECT LOCATION:	LOT 15 ALPINE WEST THIRD ADDITION
LOT AREA:	3.38 ACRES +/-
RE-PLAT APPLICATION REQUIRED:	YES
PROJECT DESCRIPTION:	INSTALL MODULAR BUILDINGS, PARKING AREA, AND SITE IMPROVEMENTS FOR NEW CHARTER SCHOOL.
TOWN OF ALPINE ZONING:	PCF PUBLIC AND COMMUNITY FACILITIES DISTRICT ALLOWABLE USES INCLUDES PUBLIC SCHOOLS, EDUCATIONAL FACILITIES, AND RELATED ADMINISTRATIVE OFFICES.
TOWN OF ALPINE SPECIAL USE PERMIT REQUIRED:	YES
MINIMUM SETBACKS:	
FRONT YARD:	25 FEET
SIDE YARD:	15 FEET
REAR YARD:	20 FEET
PARKING SETBACK:	5 FEET
MAXIMUM BUILDING HEIGHT:	
BUILDING HEIGHT ALLOWABLE:	45 FEET / THREE STORIES
BUILDING HEIGHT PROPOSED:	15 FEET / ONE STORY
SNOW STORAGE CALCULATIONS:	
TOTAL DRIVE + PARKING AREA:	47,500 SQUARE FEET
SNOW STORAGE REQUIRED:	47,500 X 0.20 = 9,500 SQUARE FEET
SNOW STORAGE PROVIDED:	10,107 SQUARE FEET
PARKING LANDSCAPE AREA: (4-606, G.2)	
TOTAL PARKING AREA: (NOT INCLUDING DRIVE)	43,735 SQFT
GROUNDCOVER REQUIRED :	43,735 x 0.05 = 2,187 SQFT
GROUND COVER PROVIDED:	2,187 SQFT
LANDSCAPING REQUIREMENTS:	
LANDSCAPING REQUIRED:	10% OF LOT AREA LOT AREA (3.38 ACRES +/-) 147,233 SQFT +/- X 0.10 = 14,724 SQFT
LANDSCAPING PROVIDED:	14,724 SQFT MIN
PARKING REQUIREMENTS:	
NUMBER OF EMPLOYEES:	20
HIGH SCHOOL REQUIREMENT:	NO
TOTAL SPACES PROVIDED:	51

GRAPHIC LEGEND

- PROPOSED STRUCTURES AS NOTED
- GROUND COVER AT PARKING AREAS
- SNOW STORAGE
- CONCRETE SIDEWALK OR GRAVEL DRIVE AS NOTED
- LANDSCAPED AREAS: LANDSCAPED AND MAINTAINED WITH GRASSES, SHRUBS, AND/OR TREES
  PROVIDE PLANTING BEDS AT ALL TREES AND SHRUBS. PLANTING BEDS MULCHED WITH GROUND AND SHREDDED BARK OVER COMMERCIAL GRADE WEED LINER.
- POPULUS TREMULOIDES / QUAKING ASPEN 3'-4' CALIPER

NOTE:
1) VERIFY LOCATION OF ALL BURIED UTILITIES PRIOR TO CONSTRUCTION.
2) REFER TO CIVIL ENGINEERING AND ELECTRICAL ENGINEERING DRAWINGS FOR SITE UTILITY INFORMATION, GRADING, & DRAINAGE PLANS.

1 SP101 SITE PLAN
1" = 40'-0"

NORTH REF

alpine **architectural** studio

ALPINE EDUCATION FOUNDATION

ALPINE, WY
ALPINE WEST THIRD ADDITION LOT-15

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TOA P&Z SITE PLAN

9.3.2025
DRAWN BY | BENNETT
CHECKED BY | BENNETT
REVISIONS

SITE PLAN

SP101

ELECTRICAL LEGEND - LIGHTING

REFERENCE FIXTURE SCHEDULE FOR MOUNTING TYPE, MOUNTING HEIGHT, AND FIXTURE TYPE.

- DOUBLE FACE EXIT SIGN, CEILING MOUNTED, PROVIDE UNSWITCHED CONDUCTOR.
- WALL MOUNTED DOUBLE FACE EXIT SIGN PROVIDE UNSWITCHED CONDUCTOR. MOUNT AT +8'-0" UNO.
- SINGLE FACE EXIT SIGN, CEILING MOUNTED PROVIDE UNSWITCHED CONDUCTOR.
- WALL MOUNTED SINGLE FACE EXIT SIGN PROVIDE UNSWITCHED CONDUCTOR. MOUNT AT +8'-0" UNO.
- ARROW INDICATES DIRECTION TO BE SHOWN ON SIGN.
- 1'X1' LIGHT FIXTURE.
- 1'X1' LIGHT FIXTURE, PROVIDE EMERGENCY BATTERY BACKUP CONNECTED TO AN UNSWITCHED CONDUCTOR.
- TRACK LIGHT
- 1'X4' LIGHT FIXTURE.
- 1'X4' LIGHT FIXTURE, PROVIDE EMERGENCY BATTERY BACKUP CONNECTED TO AN UNSWITCHED CONDUCTOR.
- 2'X4' LIGHT FIXTURE.
- 2'X4' LIGHT FIXTURE, PROVIDE EMERGENCY BATTERY BACKUP CONNECTED TO AN UNSWITCHED CONDUCTOR.
- 2'X2' LIGHT FIXTURE.
- 2'X2' LIGHT FIXTURE, PROVIDE EMERGENCY BATTERY BACKUP CONNECTED TO AN UNSWITCHED CONDUCTOR.
- DIRECT/INDIRECT LIGHT FIXTURE. SEE SCHEDULE FOR LENGTH.
- DIRECT/INDIRECT LIGHT FIXTURE. SEE SCHEDULE FOR LENGTH. PROVIDE EMERGENCY BATTERY BACKUP CONNECTED TO AN UNSWITCHED CONDUCTOR
- STRIP LIGHT FIXTURE. SEE SCHEDULE FOR LENGTH.
- STRIP LIGHT FIXTURE. SEE SCHEDULE FOR LENGTH. PROVIDE EMERGENCY BATTERY BACKUP CONNECTED TO AN UNSWITCHED CONDUCTOR
- WALL MOUNTED LIGHT FIXTURE.
- WALL MOUNTED LIGHT FIXTURE, PROVIDE EMERGENCY BATTERY BACKUP CONNECTED TO AN UNSWITCHED CONDUCTOR.
- RECESSED LIGHT FIXTURE
- RECESSED LIGHT FIXTURE. PROVIDE EMERGENCY BATTERY BACKUP CONNECTED TO AN UNSWITCHED CONDUCTOR.
- ROUND LIGHT FIXTURE
- ROUND EMERGENCY LIGHT FIXTURE. PROVIDE EMERGENCY BATTERY BACKUP CONNECTED TO AN UNSWITCHED CONDUCTOR.
- WALL MOUNTED LIGHT FIXTURE.
- WALL MOUNTED EMERGENCY LIGHT FIXTURE. PROVIDE EMERGENCY BATTERY BACKUP CONNECTED TO AN UNSWITCHED CONDUCTOR.
- POLE LIGHT 1 HEAD WITH POLE
- TIME CLOCK
- PHOTO CONTROL CELL LOCATED 12" ABOVE ROOF FACING NORTH.
- OCCUPANCY SENSOR. PROVIDE RELAYS AND POWER PACKS AS REQUIRED.
- LED DRIVER
- EMERGENCY EGRESS LIGHTING WITH OUT FIXTURE HEADS. CONNECT TO AN UNSWITCHED CONDUCTOR.
- EMERGENCY EGRESS LIGHTING. CONNECT TO AN UNSWITCHED CONDUCTOR.
- WALL MOUNTED SINGLE FACE EXIT SIGN WITH EMERGENCY EGRESS LIGHTING. PROVIDE UNSWITCHED CONDUCTOR. MOUNT AT +8'-0" UNO.
- CEILING MOUNTED. SINGLE FACE EXIT SIGN WITH EMERGENCY EGRESS LIGHTING. PROVIDE UNSWITCHED CONDUCTOR.
- CEILING MOUNTED. DOUBLE FACE EXIT SIGN WITH EMERGENCY EGRESS LIGHTING. PROVIDE UNSWITCHED CONDUCTOR.
- XXX INDICATES FIXTURE TYPE. REFER TO FIXTURE SCHEDULE.
- EXTERIOR WALL PACK
- EMERGENCY EXTERIOR WALL PACK. PROVIDE EMERGENCY BATTERY BACKUP CONNECTED TO AN UNSWITCHED CONDUCTOR

DEVICES

- SWITCH, TYPE AS INDICATED. +46"AFF
  - 2 DOUBLE POLE
  - 3 3-WAY
  - 4 4-WAY
  - K KEYED
  - P PILOT LIGHT
  - D DIMMER
  - HP HORSEPOWER RATED
  - TO THERMAL OVERLOAD
  - LV LOW VOLTAGE
  - OS OCCUPANCY SENSOR
  - OR LOW VOLTAGE, MOMENTARY OVERRIDE
  - VS VACANCY SENSOR
  - a SUPERSCRIPT INDICATES LIGHTS TO BE SWITCHED TOGETHER
- DUAL LEVEL SWITCHING, INSIDE AND OUTSIDE LAMPS OF FIXTURE TO BE SWITCHED SEPARATELY.
- DUAL LEVEL SWITCHING WITH OCCUPANCY SENSOR, INSIDE AND OUTSIDE LAMPS OF FIXTURE TO BE SWITCHED SEPARATELY.
- OCCUPANCY SENSOR WITH MANUAL DIMMING, SET FOR 50% AUTOMATIC ON, AUTOMATIC OFF, WITH MANUAL DIMMING.
- SINGLE CONVENIENCE OUTLET, +18" AFF UNO
- FLOOR MOUNT SINGLE CONVENIENCE OUTLET
- DUPLEX CONVENIENCE OUTLET, +18" AFF UNO
- FLOOR MOUNT DUPLEX CONVENIENCE OUTLET
- EMERGENCY DUPLEX CONVENIENCE OUTLET, +18" AFF UNO
- SWITCHED DUPLEX CONVENIENCE OUTLET, +18" AFF UNO
- FLOOR MOUNTED SWITCHED DUPLEX CONVENIENCE OUTLET
- USB DUPLEX CONVENIENCE OUTLET, +18" AFF UNO
- USB FOURPLEX CONVENIENCE OUTLET, +18" AFF UNO
- FOURPLEX CONVENIENCE OUTLET, +18"AFF UNO
- FLOOR MOUNT FOURPLEX CONVENIENCE OUTLET
- CONNECTION POINT TO EQUIPMENT SPECIFIED. ELECTRICAL CONTRACTOR TO SUPPLY RACEWAY AND CONDUCTORS AND MAKE FINAL CONNECTION TO EQUIPMENT UNDER THIS SECTION. UNO
- FLOOR MOUNTED CONNECTION POINT, SEE NOTE ABOVE FOR REQUIREMENTS
- FLOOR MOUNTED JUNCTION BOX
- JUNCTION BOX
- WALL MOUNTED PUSH BUTTON, MOUNT AT SWITCH HEIGHT UNO
- HC WALL MOUNTED PUSH BUTTON, HANDICAPPED MOUNT AT SWITCH HEIGHT UNO
- WALL MOUNTED PUSH BUTTON, MOUNT AT SWITCH HEIGHT UNO
- MOTOR STARTER/CONTACTOR, SIZE/POLES NEMA 1 UNO AS INDICATED
- COMBINATION STARTER AND DISCONNECT, SIZE/POLES, STARTER SIZE AS INDICATED, NEMA 1 UNO
- F FUSED DISCONNECT SWITCH, SIZE/POLES, FUSE SIZES AS INDICATED, NEMA 1 UNO
- NON-FUSED DISCONNECT SIZE/ POLES AS INDICATED, NEMA 1 UNO
- (unit-#) THERMOSTAT, +46" AFF PROVIDE CONDUIT, J-BOX, CONDUCTORS AS REQUIRED TO CONTROL ASSOCIATED UNITS. UNO COORDINATE WITH DIVISION 15.
- H (unit-#) HUMIDISTAT, +46" AFF PROVIDE CONDUIT, J-BOX, CONDUCTORS AS REQUIRED TO CONTROL ASSOCIATED UNITS.
- POWER POLE - DUAL CHANNEL
- REB RECESSED ENTERTAINMENT BOX
- T TRANSFORMER
- PANELBOARD. SEE SCHEDULE FOR TYPE.
- EQUIPMENT CABINET, SURFACE MOUNTED
- EQUIPMENT CABINET FLUSH MOUNTED
- SURFACE MULTI-OUTLET RACEWAY
- # / # # MECHANICAL EQUIPMENT CALL OUT
- # KITCHEN EQUIPMENT CALLOUT

ONE LINE

- DELTA WYE TRANSFORMER UNO
- # PANEL NAME VOLTAGE PHASE — PANEL BOARD, SEE SCHEDULE FOR TYPE AND SIZE
- ##A / #P — CIRCUIT BREAKER, SIZE AND POLES INDICATED
- ##A — FUSE, SIZE AND TYPE INDICATED, PROVIDE FUSE FOR EACH POLE
- ##A / #P — INTERRUPTER SWITCH, SIZE AND POLES INDICATED
- ##A / #P — FUSED SWITCH, SIZE/POLES AND FUSE SIZE INDICATED
- ##A / #P — DRAW OUT CIRCUIT BREAKER, SIZE AND POLES INDICATED
- ###A / #P — INDIVIDUAL BREAKER WITH SHUNT TRIP, SIZE AND POLES INDICATED. NEMA 1 UNO
- ###A / #P — INDIVIDUAL BREAKER, SIZE AND POLES INDICATED. NEMA 1 UNO
- GFP — GROUND FAULT PROTECTION
- TVSS — TRANSIENT VOLTAGE SURGE SUPPRESSION
- LSIGR — ADJUSTABLE BREAKER SETTINGS (PER SPECIFICATIONS):
  - 'L'-LONG TIME
  - 'S'-SHORT TIME
  - 'I'-INSTANTANEOUS
  - 'G'-GROUND FAULT
  - 'R'-ENERGY REDUCING MAINTENANCE SWITCH W/STATUS INDICATOR
- GROUND
- ST — SHUNT TRIP COIL
- M — MOTOR
- 100A 3P — DISCONNECT SWITCH, SIZE AND POLES INDICATED. NEMA 1 UNO
- OVERHEAD SERVICE DROP
- ###A/3P — GENERATOR SET, MAIN BREAKER SIZE INDICATED
- AUTOMATIC TRANSFER SWITCH (ATS)
- METER AND BASE
- N NEUTRAL
- T DRY TYPE TRANSFORMER
- PAD MOUNT TRANSFORMER

NOTE: THIS IS A STANDARD LIST OF COMMONLY USED ELECTRICAL SYMBOLS. SOME OF THE SYMBOLS SHOWN MAY NOT HAVE BEEN USED IN THIS DRAWING PACKAGE.

FIRE ALARM

- F — PULL STATION, +44" AFF WITH PRE-ALARM COVER
- F — FIRE ALARM HORN, +84" AFF UNO
- F 15 — FIRE ALARM STROBE, +84" AFF UNO, STROBE INTENSITY INDICATED. 'C' INDICATES CEILING MOUNTED
- F 15 — FIRE ALARM HORN/STROBE +84" AFF, UNO, STROBE INTENSITY INDICATED. 'C' INDICATES CEILING MOUNTED
- F — FIRE ALARM BELL, +84" AFF UNO. 'C' INDICATES CEILING MOUNTED
- F — FIRE ALARM CHIME, +84" AFF UNO. 'C' INDICATES CEILING MOUNTED
- F 15 — FIRE ALARM CHIME/STROBE, +84" AFF UNO, STROBE INTENSITY INDICATED. 'C' INDICATES CEILING MOUNTED
- SPEAKER STROBE, +84" AFF UNO. 'C' INDICATES CEILING MOUNTED
- EOL — END OF LINE RESISTOR
- FS — FLOW SWITCH, PROVIDE MONITOR MODULE AS REQUIRED
- TS — TAMPER SWITCH, PROVIDE MONITOR MODULE AS REQUIRED
- PS — PRESSURE SWITCH, PROVIDE MONITOR MODULE AS REQUIRED
- FSA — FIRE SYSTEM ANNUNCIATOR, FLUSH MOUNTED +54"UNO
- PIV — POST INDICATOR VALVE, PROVIDE MONITOR MODULE AS REQUIRED
- DH — ELECTROMAGNETIC DOOR HOLDER
- R — RELAY
- CM — CONTROL MODULE
- MM — MONITOR MODULE
- FIRE ALARM KNOX BOX
- FIRE ALARM CONTROL PANEL
- NAC EXTENDER PANEL
- F — FIRE/SMOKE DAMPER
- F — LED INDICATOR LIGHT, CEILING MOUNTED UNO
- F T — LED INDICATOR LIGHT WITH TEST SWITCH, CEILING MOUNTED UNO
- SD — DUCT-MOUNTED SMOKE DETECTOR
- F # — SMOKE DETECTOR, CEILING MOUNTED UNO
  - H HEAT
  - I IONIZATION
  - ID IN DUCT
  - P PHOTOELECTRIC
  - R RELAY
  - WG PROVIDE PROTECTIVE WIRE GUARD
- BS,BR BEAM DETECTOR, SENDER & RECEIVER

ELECTRICAL GENERAL NOTES

A. THESE ELECTRICAL DRAWINGS ARE DIAGRAMMATIC IN NATURE; THEREFORE, THE ELECTRICAL CONTRACTOR SHALL COORDINATE ALL ELECTRICAL EQUIPMENT AND DEVICE LOCATIONS WITH ARCHITECTURAL, MECHANICAL, AND PLUMBING DIVISIONS PRIOR TO ROUGH-IN. REFER TO AND COORDINATE WITH ARCHITECTURAL, MECHANICAL, AND PLUMBING DRAWINGS FOR ADDITIONAL WORK THAT IS REQUIRED BY THE ELECTRICAL CONTRACTOR.

B. ALL CONDUIT AND JUNCTION BOXES ARE TO BE CONCEALED UNLESS LOCATED WITHIN DEDICATED ELECTRICAL OR MECHANICAL ROOMS. USE OF SURFACE MOUNTED RACEWAYS IN ALL OTHER SPACES MUST BE APPROVED BY THE ARCHITECT FOR EACH LOCATION. WHERE SURFACE RACEWAYS ARE APPROVED, UTILIZE WIREMOLD, OR APPROVED EQUAL. SURFACE MOUNTED RACEWAYS PAINTED TO MATCH SURROUNDING WALLS.

C. REFER TO ARCHITECTURAL ELEVATIONS FOR OUTLET HEIGHTS WHERE THE SPECIFIC OUTLET HEIGHT IS NOT INDICATED. REFER TO THE ELECTRICAL LEGEND FOR THE DEFAULT OUTLET HEIGHT WHEN NOT INDICATED ON ELEVATIONS OR ON AT THE DEVICES.

D. PROVIDE PULL-LINE IN ALL EMPTY CONDUITS.

E. TERMINATE ALL LOW-VOLTAGE CONDUITS WITH INSULATED THROAT BUSHING.

F. MECHANICAL EQUIPMENT INDICATED IS SHOWN IN AN APPROXIMATE LOCATION. COORDINATE EXACT LOCATION WITH MECHANICAL CONTRACTOR PRIOR TO ROUGH-IN.

G. ALL NON-LOCKING, 120-V, 15 AND 20-AMP RECEPTACLES SHALL BE LISTED TAMPER-RESISTANT RECEPTACLES PER NEC 406.12

DEMO:

H. THE ELECTRICAL DEMOLITION DRAWING(S) PROVIDED ARE INTENDED TO ASSIST THE ELECTRICAL CONTRACTOR IN ESTABLISHING AREAS REQUIRING DISCONNECTION, REMOVAL, OR RELOCATION OF ELECTRICAL EQUIPMENT, OUTLETS, WIRING, DEVICES, FIXTURES, ETC. AND MAY NOT INDICATE ALL DEVICES OR THE FULL EXTENT OF DEMOLITION AND RECONNECTION WHICH MAY BE REQUIRED. THE ELECTRICAL CONTRACTOR SHALL VISIT THE JOB SITE AND THOROUGHLY EXAMINE ALL REQUIRED DEMOLITION WORK AND INCLUDE ALL LABOR AND INCIDENTALS THAT WILL BE NECESSARY TO PERFORM DEMOLITION RECONNECTION AND TEMPORARY POWER CONNECTIONS IN THE BID.

I. ALL ELECTRICAL DEVICES AND WALLS INDICATED ON THE ELECTRICAL DEMOLITION DRAWING(S) ARE TO REMAIN UNLESS OTHERWISE NOTED.

SHEET INDEX

E000	ELECTRICAL COVER SHEET
E100	LIGHTING PLANS
E200	POWER PLANS
E300	MECHANICAL POWER PLANS
E400	SCHEDULES AND ONE LINE

LEGEND IS GENERAL IN NATURE. NOT ALL OF THE SYMBOLS SHOWN ARE USED IN THIS PROJECT.

ELECTRICAL SPECIFICATIONS

A. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE LOCALLY ADOPTED ELECTRICAL CODE, ALL LOCAL CODES, AND TO THE FULL ACCEPTANCE OF THE AUTHORITY HAVING JURISDICTION.

B. OBTAIN ALL PERMITS, COORDINATE, FURNISH, INSTALL, CONNECT AND TEST ALL ELECTRICAL EQUIPMENT REQUIRED FOR ALL THE SYSTEMS INSTALLED UNDER THIS CONTRACT TO INSURE COMPLETE AND FULLY OPERATIONAL SYSTEMS.

C. CONTRACTOR SHALL MAINTAIN A COMPLETE SET OF AS-BUILT DRAWINGS. AS-BUILT SET OF DRAWINGS SHALL BE UPDATED DAILY AND SHALL DOCUMENT THE ACTUAL INSTALLED CONDITION OF THE ENTIRE ELECTRICAL INSTALLATION. AS-BUILT SET OF DRAWINGS SHALL BE AVAILABLE AT ALL TIMES ON THE SITE FOR INSPECTION BY CODE OFFICIALS, OWNER, ARCHITECT, AND ENGINEER.

D. PROTECT ALL EXISTING WORK FROM DAMAGE DURING CONSTRUCTION.

E. DESIGN IS BASED ON BEST AVAILABLE INFORMATION. CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS TO DETERMINE STATUS OF ACTUAL CONDITIONS AS THEY RELATE TO THE SCOPE OF WORK AS SHOWN ON THESE PLANS.

F. COORDINATE ALL ELECTRICAL WORK WITH ALL OTHER TRADES.

G. COORDINATE EXACT LOCATION AND MOUNTING HEIGHTS OF ALL ELECTRICAL EQUIPMENT AND DEVICES WITH THE ARCHITECTURAL ELEVATIONS AND DETAILS PRIOR TO ROUGH-IN.

H. DEMOLITION WORK IS A PART OF THIS PROJECT. SEE DRAWINGS FOR EXISTING ELECTRICAL DEVICES TO BE REMOVED. REMOVE ASSOCIATED BOXES, RACEWAYS AND CONDUCTORS BACK TO SOURCE, AND MAKE SAFE.

I. ALL MATERIALS AND EQUIPMENT FURNISHED TO THE PROJECT SHALL BE NEW AND SHALL BEAR THE LISTING LABEL OF A NATIONALLY RECOGNIZED TESTING LAB AS DEFINED BY OSHA.

J. ALL ELECTRICAL DEVICES AND TERMINALS SHALL BE RATED 75°C MINIMUM.

K. ALL CONDUCTORS SHALL BE STRANDED COPPER, 600 VOLT RATED. INSULATION TYPE SHALL BE THHN/THWN, FULLY COLOR CODED WITH GAUGE, TYPE AND MANUFACTURER MARKED EVERY 24" ALONG. CONDUCTOR COLOR CODE SHALL BE AS FOLLOWS:

208Y/120 VOLT SYSTEM		480Y/277 VOLT SYSTEM	
PHASE A	- BLACK	PHASE A	- BROWN
PHASE B	- RED	PHASE B	- ORANGE
PHASE C	- BLUE	PHASE C	- YELLOW
NEUTRAL	- WHITE	NEUTRAL	- GRAY
GROUND	- GREEN	GROUND	- GREEN

L. MINIMUM SIZE WIRE FOR POWER AND LIGHTING CIRCUITS SHALL BE #12 AWG. ALL POWER AND LIGHTING CONDUCTORS SHALL BE ROUTED IN 3/4" CONDUIT MINIMUM.

M. EMT OR MC TYPE CABLE IS ALLOWED WHEN CONCEALED IN INTERIOR SPACES. MC TYPE CABLE IS NOT ALLOWED FOR HOMERUNS.

N. MAKE ALL CONNECTIONS TO EQUIPMENT PER MANUFACTURER'S REQUIREMENTS.

O. ALL EQUIPMENT, SWITCHING DEVICES AND PANELS SHALL BE MOUNTED SO AS TO BE ACCESSIBLE AND SHALL BE MOUNTED PLUMB AND SQUARE WITH WALLS.

P. DEVICES AND RACEWAYS PENETRATING FIRE RATED WALLS AND FLOORS SHALL BE SEALED WITH FIRE RESISTIVE MATERIAL, COMPATIBLE WITH CONSTRUCTION PENETRATED, TO MAINTAIN RATING OF THE WALL. SEALANT SYSTEM SHALL BE A U.L. APPROVED SYSTEM AND INSTALLED PER MANUFACTURER'S INSTRUCTIONS.

Q. FURNISH AND INSTALL PULL CORD IN ALL EMPTY CONDUITS.

R. ALL JUNCTION BOX COVERS WITH POWER WIRING SHALL HAVE THE PANEL AND CIRCUIT LABELED ON THE OUTSIDE SURFACE. ALL LABELS FOR EXPOSED JUNCTION BOXES IN "FINISHED AREAS" SHALL BE LABELED UTILIZING SELF ADHESIVE LABELS PRODUCED BY A MECHANICAL LABELING MACHINE. LABELS FOR JUNCTION BOX COVERS IN CONCEALED LOCATIONS SHALL CONSIST OF THE INFORMATION BEING NEATLY HANDWRITTEN ON THE OUTSIDE SURFACE OF THE COVER WITH A PERMANENT STYLE MARKER.

S. CLEARLY LABEL ALL ACCESSIBLE CONDUIT STUBS WITH SYSTEM NAME AND LOCATION (ROOM NUMBER) WHERE THE OTHER END OF THE CONDUIT TERMINATES. USE INDELIBLE INK. THE LABELS SHALL BE LOCATED ON THE CONDUIT IN A POSITION THAT CAN BE EASILY READ.

T. ALL 1 POLE BREAKER CIRCUITS SHALL HAVE AN INDEPENDENT NEUTRAL CONDUCTOR. NO EDISON STYLE SHARED NEUTRAL CONDUCTORS ARE ALLOWED.

U. ALL CONDUCTORS IN ELECTRICAL PANELS, CABINETS AND EQUIPMENT SHALL BE NEATLY TRAINED AND LACED.

V. THE CONTRACTOR SHALL PROVIDE UPDATED CIRCUIT PANEL DIRECTORIES FOR ALL PANELS. DIRECTORIES SHALL BE TYPED.

W. PROVIDE ELECTRICAL SUBMITTALS FOR EQUIPMENT SHOWN AS REQUIRED BY DIVISION 1 SPECIFICATIONS.

X. ELECTRICAL CONTRACTOR SHALL OBTAIN THE AVAILABLE FAULT CURRENT VALUE FROM THE LOCAL UTILITY OR THE ONE-LINE DIAGRAM AND LABEL THE MAIN BREAKER WITH THAT VALUE.

Y. SWITCH AND RECEPTACLE LABELING: IDENTIFY PANELBOARD AND CIRCUIT NUMBER FROM WHICH DEVICES ARE SERVED. USE MACHINE PRINTED LABEL AND 1/8" TEXT. INSTALL ON THE OUTSIDE OF THE FACEPLATE FOR RECEPTACLES AND INSIDE THE FACEPLATE FOR SWITCHES.

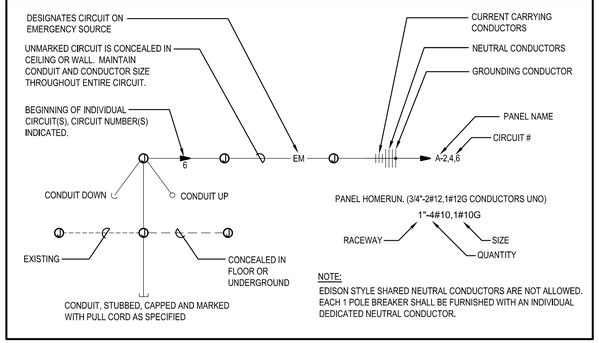
TETON COUNTY WYOMING BUILDING CODES

2024 INTERNATIONAL RESIDENTIAL CODE (IRC)
2024 TETON COUNTY BUILDING CODE RESOLUTION
2024 INTERNATIONAL MECHANICAL CODE (IMC)
2024 INTERNATIONAL FUEL GAS CODE (IFGC)
2023 NATIONAL ELECTRIC CODE (NEC)
2023 TETON COUNTY ELECTRIC CODE RESOLUTION
2024 INTERNATIONAL PLUMBING CODE (IPC)
2021 INTERNATIONAL FIRE CODE (IFC)
2024 TETON COUNTY FIRE CODE RESOLUTION
2021 INTERNATIONAL WILDLAND-URBAN INTERFACE CODE (IWUIC)
2021 INTERNATIONAL ENERGY CONSERVATION CODE (IECC)

COMMUNICATIONS

- JUNCTION BOX FOR FUTURE TELEPHONE/DATA OUTLET. MOUNT AT 18" A.F.F. UNO. PROVIDE SINGLE-GANG MUD RING WITH BLANK COVER PLATE. PROVIDE 1" CONDUIT TO NEAREST ACCESSIBLE CEILING SPACE.
- #D,#T — TELEPHONE/DATA OUTLET. MOUNT AT 18" A.F.F. UNO. PROVIDE 1" CONDUIT TO NEAREST ACCESSIBLE CEILING. INSTALL QUANTITY OF DATA (#D) AND TELEPHONE (#T) CABLES INDICATED TO THE NEAREST DATA RACK. PROVIDE (2) DATA CABLES IF A CABLE QUANTITY IS NOT INDICATED.
- FLOOR MOUNTED BOX FOR FUTURE TELEPHONE/DATA OUTLET. JUNCTION BOX WITH SINGLE-GANG MUD RING. PROVIDE 1" CONDUIT TO NEAREST ACCESSIBLE CEILING SPACE. PROVIDE BLANK COVER PLATE.
- #D,#T — FLOOR MOUNTED TELEPHONE/DATA OUTLET. PROVIDE 1" CONDUIT TO NEAREST ACCESSIBLE CEILING. INSTALL QUANTITY OF DATA (#D) AND TELEPHONE (#T) CABLES INDICATED TO THE NEAREST DATA RACK. PROVIDE (2) DATA CABLES IF A CABLE QUANTITY IS NOT INDICATED.
- TV — TELEVISION OUTLET, +18" AFF UNO. PROVIDE 1-1/4" CONDUIT TO NEAREST ACCESSIBLE CEILING SPACE
- TV — CEILING MOUNTED TELEVISION OUTLET
- TTB — TELEPHONE TERMINAL BOARD

CIRCUITING SYMBOLS



NOTE:
EDISON STYLE SHARED NEUTRAL CONDUCTORS ARE NOT ALLOWED. EACH 1 POLE BREAKER SHALL BE FURNISHED WITH AN INDIVIDUAL DEDICATED NEUTRAL CONDUCTOR.

NO.	REVISIONS	DATE

Professional Engineer
THAD MASON
14385
Date 9/8/2025
WYOMING

MUSGROVE ENGINEERING, P.A.
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OVER 45 YEARS OF EXCELLENCE

ALPINE EDUCATION FOUNDATION
ALPINE WEST 3RD AD LOT 15
ALPINE, WYOMING

PROJECT	25-227
DRAWN	JB
CHECKED	TM
DATE	25-09-08

SHEET NAME
ELECTRICAL COVER SHEET

E0.0

PANEL: A1

PROJECT: 25-227 ALPINE EDUCATION FOUNDATION

VOLTAGE: 240 / 120 V | 1 PH | 3 WIRE | AMPERE RATING: 125A | WITH 125A CB | MOUNTING: SURFACE
BASIS OF DESIGN PANEL TYPE: LOAD CENTER | NEMA ENCLOSURE TYPE: 3R | PANEL AIC RATING: 22000

CKT NOTES:
1. GFCI FOR PERSONNEL PROTECTION (5mA)
2. GFEP FOR EQUIPMENT PROTECTION (30mA)
3. AFCI COMBINATION STYLE BREAKER

REMARKS:

CKT	DESCRIPTION	CKT NOTE	LOAD VA	LOAD AMPS	AMPS/ POLES	LOAD (VA) A	LOAD (VA) N/A	LOAD (VA) C	AMPS/ POLES	LOAD AMPS	LOAD VA	CKT NOTE	DESCRIPTION	CKT
1	HVAC		9600	80.0	100 2	10320			20 1	6.0	720		GFI / RECEPTS	2
3	***		9600	80.0	** *			9810	20 1	1.8	210		LIGHTS / FANS	4
5	RECEPTS		720	6.0	20 1	1720			20 1	8.3	1000		DED RECEPTS	6
7	RECEPTS		900	7.5	20 1			1650	20 2	6.3	750		WALL HEATER	8
9	WALL HEATER		750	6.3	20 2	1500			** *	6.3	750		***	10
11	***		750	6.3	** *			1758	20 1	8.4	1008		LIGHTS, RECEPTS	12
13	SPARE			0.0	20 1	0			20 1	0.0			SPARE	14
15	SPARE			0.0	20 1			0	20 1	0.0			SPARE	16
17	SPARE			0.0	20 1	0			20 1	0.0			SPARE	18
19	SPARE			0.0	20 1			0	20 1	0.0			SPARE	20
						13540.0 VA		13218.0 VA						
						112.8 AMPS		110.2 AMPS					26758 TOTAL VA	

PANEL: A2

PROJECT: 25-227 ALPINE EDUCATION FOUNDATION

VOLTAGE: 240 / 120 V | 1 PH | 3 WIRE | AMPERE RATING: 125A | WITH 125A CB | MOUNTING: SURFACE
BASIS OF DESIGN PANEL TYPE: LOAD CENTER | NEMA ENCLOSURE TYPE: 3R | PANEL AIC RATING: 22000

CKT NOTES:
1. GFCI FOR PERSONNEL PROTECTION (5mA)
2. GFEP FOR EQUIPMENT PROTECTION (30mA)
3. AFCI COMBINATION STYLE BREAKER

REMARKS:

CKT	DESCRIPTION	CKT NOTE	LOAD VA	LOAD AMPS	AMPS/ POLES	LOAD (VA) A	LOAD (VA) N/A	LOAD (VA) C	AMPS/ POLES	LOAD AMPS	LOAD VA	CKT NOTE	DESCRIPTION	CKT
1	HVAC		9600	80.0	100 2	10320			20 1	6.0	720		GFI / RECEPTS	2
3	***		9600	80.0	** *			9810	20 1	1.8	210		LIGHTS / FANS	4
5	RECEPTS		720	6.0	20 1	1720			20 1	8.3	1000		DED RECEPTS	6
7	RECEPTS		900	7.5	20 1			1650	20 2	6.3	750		WALL HEATER	8
9	WALL HEATER		750	6.3	20 2	1500			** *	6.3	750		***	10
11	***		750	6.3	** *			1758	20 1	8.4	1008		LIGHTS, RECEPTS	12
13	SPARE			0.0	20 1	0			20 1	0.0			SPARE	14
15	SPARE			0.0	20 1			0	20 1	0.0			SPARE	16
17	SPARE			0.0	20 1	0			20 1	0.0			SPARE	18
19	SPARE			0.0	20 1			0	20 1	0.0			SPARE	20
						13540.0 VA		13218.0 VA						
						112.8 AMPS		110.2 AMPS					26758 TOTAL VA	

PANEL: B1

PROJECT: 25-227 ALPINE EDUCATION FOUNDATION

VOLTAGE: 240 / 120 V | 1 PH | 3 WIRE | AMPERE RATING: 125A | WITH 125A CB | MOUNTING: SURFACE
BASIS OF DESIGN PANEL TYPE: LOAD CENTER | NEMA ENCLOSURE TYPE: 3R | PANEL AIC RATING: 10000

CKT NOTES:
1. GFCI FOR PERSONNEL PROTECTION (5mA)
2. GFEP FOR EQUIPMENT PROTECTION (30mA)
3. AFCI COMBINATION STYLE BREAKER

REMARKS:

CKT	DESCRIPTION	CKT NOTE	LOAD VA	LOAD AMPS	AMPS/ POLES	LOAD (VA) A	LOAD (VA) N/A	LOAD (VA) C	AMPS/ POLES	LOAD AMPS	LOAD VA	CKT NOTE	DESCRIPTION	CKT
1	HVAC		9600	80.0	100 2	10320			20 1	6.0	720		GFI / RECEPTS	2
3	***		9600	80.0	** *			9836	20 1	2.0	236		LIGHTS / FANS	4
5	HEAT TAPE		1000	8.3	20 1	1720			20 1	6.0	720		RECEPTS	6
7	RECEPTS		900	7.5	20 1			2050	20 2	4.8	1150		LIGHTS	8
9	WATER HEATER		1500	12.5	20 1	1500			** *	4.8			SPARE	10
11	SPARE			0.0	20 1			0	20 1	0.0			SPARE	12
13	SPARE			0.0	20 1	0			20 1	0.0			SPARE	14
15	SPARE			0.0	20 1			0	20 1	0.0			SPARE	16
17	SPARE			0.0	20 1	0			20 1	0.0			SPARE	18
19	SPARE			0.0	20 1			0	20 1	0.0			SPARE	20
						13540.0 VA		11886.0 VA						
						112.8 AMPS		99.1 AMPS					25426 TOTAL VA	

PANEL: B2

PROJECT: 25-227 ALPINE EDUCATION FOUNDATION

VOLTAGE: 240 / 120 V | 1 PH | 3 WIRE | AMPERE RATING: 125A | WITH 125A CB | MOUNTING: SURFACE
BASIS OF DESIGN PANEL TYPE: LOAD CENTER | NEMA ENCLOSURE TYPE: 3R | PANEL AIC RATING: 10000

CKT NOTES:
1. GFCI FOR PERSONNEL PROTECTION (5mA)
2. GFEP FOR EQUIPMENT PROTECTION (30mA)
3. AFCI COMBINATION STYLE BREAKER

REMARKS:

CKT	DESCRIPTION	CKT NOTE	LOAD VA	LOAD AMPS	AMPS/ POLES	LOAD (VA) A	LOAD (VA) N/A	LOAD (VA) C	AMPS/ POLES	LOAD AMPS	LOAD VA	CKT NOTE	DESCRIPTION	CKT
1	HVAC		9600	80.0	100 2	10320			20 1	6.0	720		GFI / RECEPTS	2
3	***		9600	80.0	** *			9836	20 1	2.0	236		LIGHTS / FANS	4
5	HEAT TAPE		1000	8.3	20 1	1720			20 1	6.0	720		RECEPTS	6
7	RECEPTS		900	7.5	20 1			2050	20 2	4.8	1150		LIGHTS	8
9	WATER HEATER		1500	12.5	20 1	1500			** *	4.8			SPARE	10
11	SPARE			0.0	20 1			0	20 1	0.0			SPARE	12
13	SPARE			0.0	20 1	0			20 1	0.0			SPARE	14
15	SPARE			0.0	20 1			0	20 1	0.0			SPARE	16
17	PARKING LOT LIGHTS		320	2.7	20 2	320			20 1	0.0			SPARE	18
19	***		320	2.7	** *			320	20 1	0.0			SPARE	20
						13860.0 VA		12206.0 VA						
						115.5 AMPS		101.7 AMPS					26066 TOTAL VA	

PANEL: C1

PROJECT: 25-227 ALPINE EDUCATION FOUNDATION

VOLTAGE: 240 / 120 V | 1 PH | 3 WIRE | AMPERE RATING: 125A | WITH 125A CB | MOUNTING: SURFACE
BASIS OF DESIGN PANEL TYPE: LOAD CENTER | NEMA ENCLOSURE TYPE: 3R | PANEL AIC RATING: 22000

CKT NOTES:
1. GFCI FOR PERSONNEL PROTECTION (5mA)
2. GFEP FOR EQUIPMENT PROTECTION (30mA)
3. AFCI COMBINATION STYLE BREAKER

REMARKS:

CKT	DESCRIPTION	CKT NOTE	LOAD VA	LOAD AMPS	AMPS/ POLES	LOAD (VA) A	LOAD (VA) N/A	LOAD (VA) C	AMPS/ POLES	LOAD AMPS	LOAD VA	CKT NOTE	DESCRIPTION	CKT
1	HVAC		9600	80.0	100 2	10500			20 1	7.5	900		WP GFI / RECEPTS	2
3	***		9600	80.0	** *			10320	20 1	6.0	720		RECEPTS	4
5	RECEPTS		900	7.5	20 1	1440			20 1	4.5	540		RECEPTS	6
7	LIGHTS		734	6.1	20 1			1094	20 2	1.5	360		GFI	8
9	SPARE			0.0	20 2	0			** *	1.5			SPARE	10
11	SPARE			0.0	** *			0	20 1	0.0			SPARE	12
13	SPARE			0.0	20 1	0			20 1	0.0			SPARE	14
15	SPARE			0.0	20 1			0	20 1	0.0			SPARE	16
17	SPARE			0.0	20 1	0			20 1	0.0			SPARE	18
19	SPARE			0.0	20 1			0	20 1	0.0			SPARE	20
						11940.0 VA		11414.0 VA						
						99.5 AMPS		95.1 AMPS					23354 TOTAL VA	

PANEL: C2

PROJECT: 25-227 ALPINE EDUCATION FOUNDATION

VOLTAGE: 240 / 120 V | 1 PH | 3 WIRE | AMPERE RATING: 125A | WITH 125A CB | MOUNTING: SURFACE
BASIS OF DESIGN PANEL TYPE: LOAD CENTER | NEMA ENCLOSURE TYPE: 3R | PANEL AIC RATING: 10000

CKT NOTES:
1. GFCI FOR PERSONNEL PROTECTION (5mA)
2. GFEP FOR EQUIPMENT PROTECTION (30mA)
3. AFCI COMBINATION STYLE BREAKER

REMARKS:

CKT	DESCRIPTION	CKT NOTE	LOAD VA	LOAD AMPS	AMPS/ POLES	LOAD (VA) A	LOAD (VA) N/A	LOAD (VA) C	AMPS/ POLES	LOAD AMPS	LOAD VA	CKT NOTE	DESCRIPTION	CKT
1	HVAC		9600	80.0	100 2	10500			20 1	7.5	900		WP GFI / RECEPTS	2
3	***		9600	80.0	** *			10320	20 1	6.0	720		RECEPTS	4
5	RECEPTS		900	7.5	20 1	1440			20 1	4.5	540		RECEPTS	6
7	LIGHTS		734	6.1	20 1			1094	20 2	1.5	360		GFI	8
9	SPARE			0.0	20 2	0			** *	1.5			SPARE	10
11	SPARE			0.0	** *			0	20 1	0.0			SPARE	12
13	SPARE			0.0	20 1	0			20 1	0.0			SPARE	14
15	SPARE			0.0	20 1			0	20 1	0.0			SPARE	16
17	SPARE			0.0	20 1	0			20 1	0.0			SPARE	18
19	SPARE			0.0	20 1			0	20 1	0.0			SPARE	20
						11940.0 VA		11414.0 VA						
						99.5 AMPS		95.1 AMPS					23354 TOTAL VA	

PANEL: D1

PROJECT: 25-227 ALPINE EDUCATION FOUNDATION

VOLTAGE: 240 / 120 V | 1 PH | 3 WIRE | AMPERE RATING: 125A | WITH 125A CB | MOUNTING: SURFACE
BASIS OF DESIGN PANEL TYPE: LOAD CENTER | NEMA ENCLOSURE TYPE: 3R | PANEL AIC RATING: 10000

CKT NOTES:
1. GFCI FOR PERSONNEL PROTECTION (5mA)
2. GFEP FOR EQUIPMENT PROTECTION (30mA)
3. AFCI COMBINATION STYLE BREAKER

REMARKS:

CKT	DESCRIPTION	CKT NOTE	LOAD VA	LOAD AMPS	AMPS/ POLES	LOAD (VA) A	LOAD (VA) N/A	LOAD (VA) C	AMPS/ POLES	LOAD AMPS	LOAD VA	CKT NOTE	DESCRIPTION	CKT
1	HVAC		9600	80.0	100 2	10500			20 1	7.5	900		WP GFI / RECEPTS	2
3	***		9600	80.0	** *			10320	20 1	6.0	720		RECEPTS	4
5	RECEPTS		900	7.5	20 1	1440			20 1	4.5	540		RECEPTS	6
7	LIGHTS		882	7.4	20 1			1242	20 2	7.8	360		GFI	8
9	HEAT TAPE		1000	8.3	20 1	2500			** *	7.8	1500		WATER HEATER	10
11	SPARE			0.0	20 1			0	20 1	0.0			SPARE	12
13	SPARE			0.0	20 1	0			20 1	0.0			SPARE	14
15	SPARE			0.0	20 1			0	20 1	0.0			SPARE	16
17	SPARE			0.0	20 1	0			20 1	0.0			SPARE	18
19	SPARE			0.0	20 1			0	20 1	0.0			SPARE	20
						14440.0 VA		11562.0 VA						
						120.3 AMPS		96.4 AMPS					26002 TOTAL VA	

PANEL: D1

PROJECT: 25-227 ALPINE EDUCATION FOUNDATION

VOLTAGE: 240 / 120 V | 1 PH | 3 WIRE | AMPERE RATING: 125A | WITH 125A CB | MOUNTING: SURFACE
BASIS OF DESIGN PANEL TYPE: LOAD CENTER | NEMA ENCLOSURE TYPE: 3R | PANEL AIC RATING: 10000

CKT NOTES:
1. GFCI FOR PERSONNEL PROTECTION (5mA)
2. GFEP FOR EQUIPMENT PROTECTION (30mA)
3. AFCI COMBINATION STYLE BREAKER

REMARKS:

CKT	DESCRIPTION	CKT NOTE	LOAD VA	LOAD AMPS	AMPS/ POLES	LOAD (VA) A	LOAD (VA) N/A	LOAD (VA) C	AMPS/ POLES	LOAD AMPS	LOAD VA	CKT NOTE	DESCRIPTION	CKT
1	HVAC		9600	80.0	100 2	10500			20 1	7.5	900		WP GFI / RECEPTS	2
3	***		9600	80.0	** *			10320	20 1	6.0	720		RECEPTS	4
5	RECEPTS		900	7.5	20 1	1440			20 1	4.5	540		RECEPTS	6
7	LIGHTS		882	7.4	20 1			1242	20 2	7.8	360		GFI	8
9	HEAT TAPE		1000	8.3	20 1	2500			** *	7.8	1500		WATER HEATER	10
11	SPARE			0.0	20 1			0	20 1	0.0			SPARE	12
13	SPARE			0.0	20 1	0			20 1	0.0			SPARE	14
15	SPARE			0.0	20 1			0	20 1	0.0			SPARE	16
17	SPARE			0.0	20 1	0			20 1	0.0			SPARE	18
19	SPARE			0.0	20 1			0	20 1	0.0			SPARE	20
						14440.0 VA		11562.0 VA						
						120.3 AMPS		96.4 AMPS					26002 TOTAL VA	

NO.	REVISIONS	DATE

Professional Engineer
THAD MASON
14385
Date 9/8/2025
WYOMING

MUSGROVE ENGINEERING, P.A.
234 S. Whisperwood Way
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208-523-2862
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ALPINE EDUCATION FOUNDATION
ALPINE WEST 3RD AD LOT 15
ALPINE, WYOMING

PROJECT	25-227
DRAWN	JB
CHECKED	TM
DATE	25-09-08
SHEET NAME	PANEL SCHEDULES

E1.0

LIGHTING FIXTURE SCHEDULE (25-277)

TYPE	DESCRIPTION	MTG.	LAMPS	WATTS	MFG. & CATALOG NUMBER	OR EQUAL BY	NOTES
LP1	LED AREA LUMINAIRE 11,774 LUMENS, 3000K, BLACK 2 HEADS PER LIGHT POLE	TOP OF POLE	LED 3000K	180	LITHONIA NO. DSX0-LED-P2-30K-80CRI-T4M-MVOLT-SPA-DDBLXD	COLUMBIA METALUX DAYBRITE	1
LP2	LED AREA LUMINAIRE 12,310 LUMENS, 3000K, BLACK 1 HEAD PER LIGHT POLE	TOP OF POLE	LED 3000K	90	LITHONIA NO. DSX0-LED-P2-30K-80CRI-T5M-MVOLT-SPA-DDBLXD	COLUMBIA METALUX DAYBRITE	1
P1	PARKING LOT LIGHT POLE 16'-0" POLE DOUBLE HEAD MOUNT 2 AT 180 DEG				LITHONIA NO. SSS-16-4G-DM28-DDLXD	COLUMBIA METALUX DAYBRITE	1
P2	PARKING LOT LIGHT POLE 16'-0" POLE SINGLE HEAD MOUNT				LITHONIA NO. SSS-16-4G-DM19-DDLXD	COLUMBIA METALUX DAYBRITE	1

LIGHTING FIXTURE SCHEDULE NOTES:

1 SUBSTITUTIONS WILL BE ALLOWED IF SUBMITTED PRIOR TO BID DATE BY THE GREATER OF: 7 BUSINESS DAYS OR THE TIME PERIOD SPECIFIED BY DIVISION 1 SPECIFICATIONS, AND IF DEEMED EQUAL BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING SUBSTITUTED FIXTURES MEET OR EXCEED THE SPECIFICATIONS OF THE FIXTURES SPECIFIED.

ELECTRICAL LOAD SUMMARY (MSB)

FEEDER	VOLTAGE	CONNECTED LOAD (KVA)									TOTAL CONNECTED LOAD		TOTAL DEMAND LOAD	
		LIGHTING	RECEP	MOTORS	KITCHEN	HVAC	ELEC HEAT	WATER HEAT	MISC	EXIST	KVA	AMPS	KVA	AMPS
A1	120/240	1.2	3.3	0.0	0.0	19.2	3.0	0.0	0.0	0.0	26.8	111.5	27.1	112.8
B1	120/240	0.8	2.3	0.0	0.0	19.2	1.0	1.5	0.0	0.0	24.9	103.5	25.1	104.4
C1	120/240	0.7	3.2	0.0	0.0	19.2	0.0	0.0	0.0	0.0	23.2	96.6	23.4	97.3
D1	120/240	0.9	4.0	0.0	0.0	19.2	1.0	0.9	0.0	0.0	26.0	108.3	26.2	109.3
A2	120/240	1.2	3.3	0.0	0.0	19.2	3.0	0.0	0.0	0.0	26.8	111.5	27.1	112.8
B2	120/240	0.8	2.3	0.0	0.0	19.2	1.0	1.5	0.0	0.0	24.9	103.5	25.1	104.4
C2	120/240	0.7	3.2	0.0	0.0	19.2	0.0	0.0	0.0	0.0	23.2	96.6	23.4	97.3
D2	120/240	0.9	4.0	0.0	0.0	19.2	1.0	0.9	0.0	0.0	26.0	108.3	26.2	109.3
DSB	120/240										0.0	0.0	0.0	0.0
TOTAL	120/240	7.3	25.8	0.0	0.0	153.6	10.0	4.9	0.0	0.0	201.6	839.9	195.5	814.5

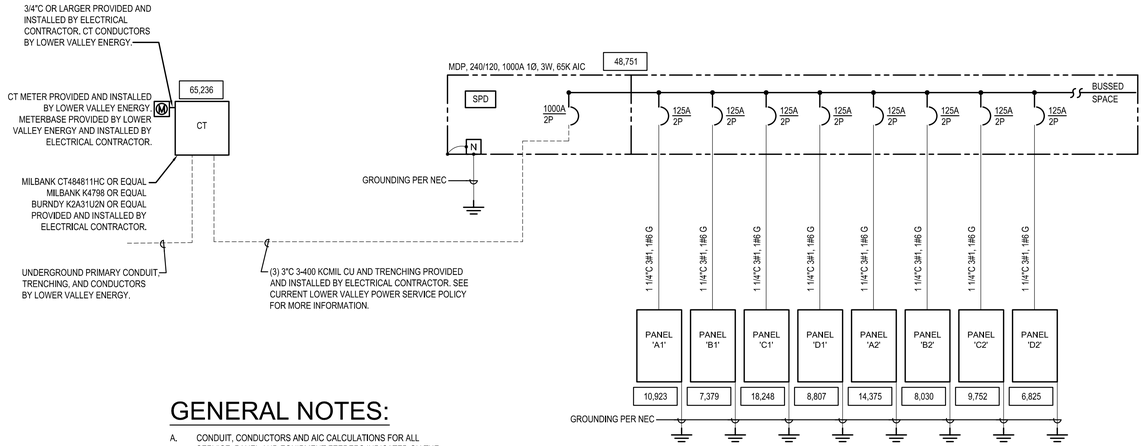
PANEL: MDP Project: 25-227 ALPINE EDUCATION FOUNDATION

VOLTAGE: 120/240V — DIMENSION: PER NEC — LOCATION: EXTERIOR

PANEL AMP RATING: 1200A WITH 1000A CB — MOUNTING: SURFACE — NEMA ENCLOSURE: 3R

WIRES: 3 PHASE: 1 FEED: BOTTOM — TYPE: SQUARE D I-LINE

LOAD DESCRIPTION	PH	LOAD WATT	BKR AMPS	CKT NO	LOAD A	LOAD B	CKT NO	BKR AMPS	LOAD WATT	PH	LOAD DESCRIPTION
PANEL A1	A	13540	125	1	27080		2	125	13540	A	PANEL A2
2 POLE	B	13218				26436			13218	B	2 POLE
PANEL B1	A	13540	125	3	27080		4	125	13540	A	PANEL B2
2 POLE	B	11886				23772			11886	B	2 POLE
PANEL C1	A	11940	125	5	23880		6	125	11940	A	PANEL C2
2 POLE	B	11886				23300			11414	B	2 POLE
PANEL D1	A	14440	125	7	28880		8	125	14440	A	PANEL D2
2 POLE	B	11562				23124			11562	B	2 POLE
BLANK	A			9	0		10			A	BLANK
2 POLE	B					0				B	2 POLE
BLANK	A			11	0		12	30		A	SURGE SUPPRESSOR
2 POLE	B					0				B	2 POLE
FEEDER BREAKER RATING: 1000A	TOTAL LOAD PER PHASE-WATTS				106920	96632	FEED FROM: C.T. ENCLOSURE				
	TOTAL LOAD PER PHASE-AMPS				891	806	PANEL AIC RATING: 65,000				



ONE-LINE DIAGRAM
NTS

GENERAL NOTES:

A. CONDUIT, CONDUCTORS AND AIC CALCULATIONS FOR ALL SERVICE, PANEL AND EQUIPMENT FEEDERS INDICATED ON THE ONE-LINE HAVE BEEN SIZED BASED ON COPPER. THE CONTRACTOR MAY USE COMPRESSED ALUMINUM CONDUCTORS FOR THESE FEEDERS PROVIDING THE CONDUIT, CONDUCTOR SIZES AND AIC CALCULATIONS ARE ADJUSTED AS REQUIRED TO MEET ALL NATIONAL ELECTRICAL CODE REQUIREMENTS.

B. FURNISH AND INSTALL ENGRAVED LABEL ON THE FRONT OF THE MAIN SERVICE EQUIPMENT NOTING THE AVAILABLE FAULT CURRENT VALUE SHOWN.

C. INSTALL THE NEW C.T. ENCLOSURE, METER AND MAIN DISTRIBUTION PANEL ON AN H-FRAME RACK. USE GROUND RODS FOR GROUNDING, THE MODULAR CLASSROOM UNITS DO NOT HAVE A FOUNDATION TO INSTALL A UFER GROUND.

NO.	REVISIONS	DATE

Professional Engineer — THAD MASON — 14385 — Date 9/8/2025 — WYOMING

MUSGROVE ENGINEERING, P.A.
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ALPINE
EDUCATION FOUNDATION
ALPINE WEST 3RD AD LOT 15
ALPINE, WYOMING

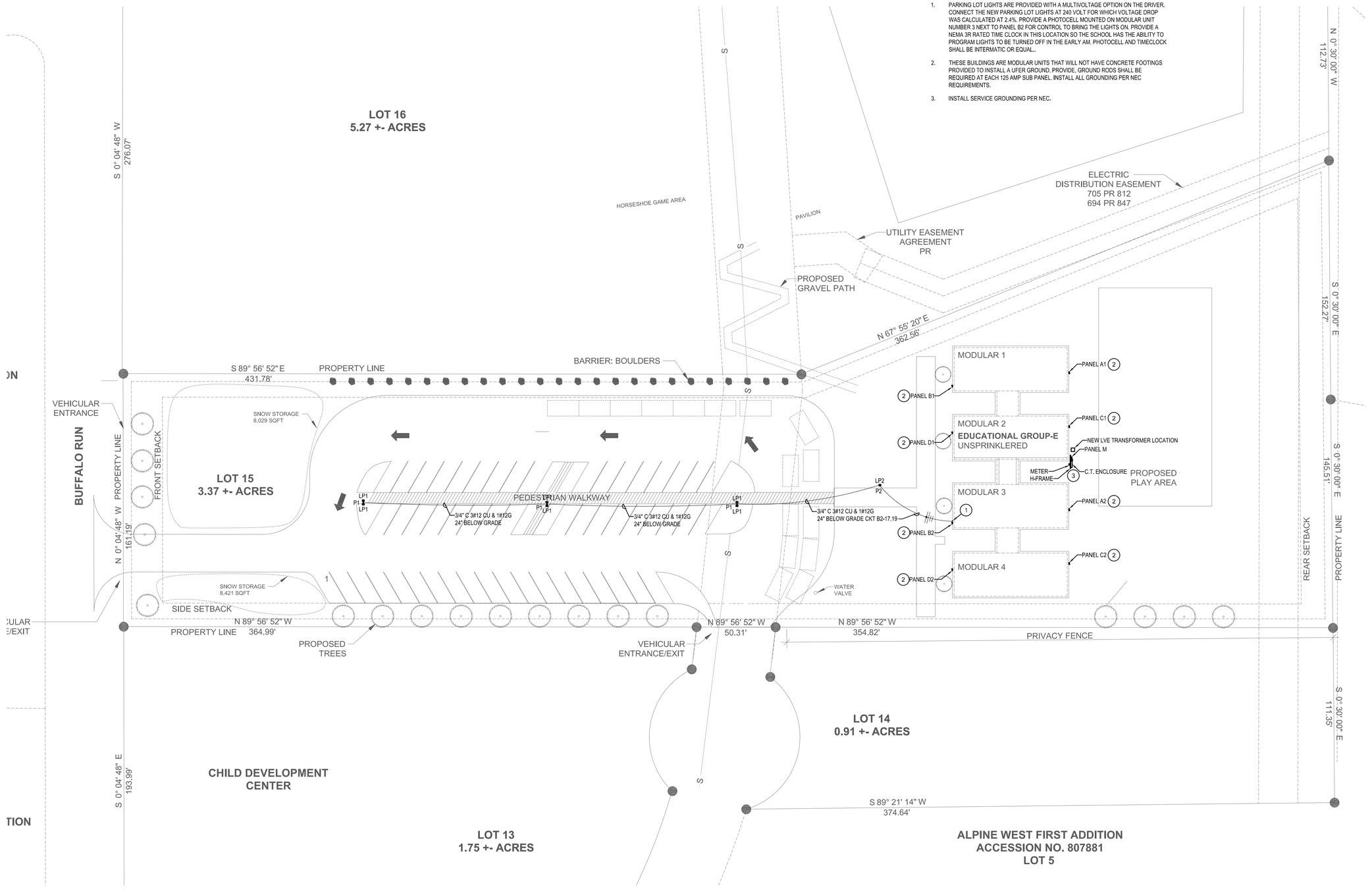
PROJECT	25-227
DRAWN	JB
CHECKED	TM
DATE	25-09-08
SHEET NAME	ONE LINE

E1.1

KEYED NOTES:

(#) SYMBOL USED FOR NOTE CALLOUT.

1. PARKING LOT LIGHTS ARE PROVIDED WITH A MULTIVOLTAGE OPTION ON THE DRIVER. CONNECT THE NEW PARKING LOT LIGHTS AT 240 VOLT FOR WHICH VOLTAGE DROP WAS CALCULATED AT 2.4%. PROVIDE A PHOTOCELL MOUNTED ON MODULAR UNIT NUMBER 3 NEXT TO PANEL B2 FOR CONTROL TO BRING THE LIGHTS ON. PROVIDE A NEMA 3R RATED TIME CLOCK IN THIS LOCATION SO THE SCHOOL HAS THE ABILITY TO PROGRAM LIGHTS TO BE TURNED OFF IN THE EARLY AM. PHOTOCELL AND TIMECLOCK SHALL BE INTERMATIC OR EQUAL..
2. THESE BUILDINGS ARE MODULAR UNITS THAT WILL NOT HAVE CONCRETE FOOTINGS PROVIDED TO INSTALL A UFER GROUND, PROVIDE, GROUND RODS SHALL BE REQUIRED AT EACH 125 AMP SUB PANEL. INSTALL ALL GROUNDING PER NEC REQUIREMENTS.
3. INSTALL SERVICE GROUNDING PER NEC.



1 ELECTRICAL SITE PLAN

SCALE: 1"= 30'-0"

NO.	REVISIONS	DATE

Professional Engineer
THAD MASON
14385
Date 9/8/2025
WYOMING

MUSGROVE
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ALPINE WEST 3RD AD LOT 15
ALPINE, WYOMING

PROJECT	25-227
DRAWN	JB
CHECKED	TM
DATE	25-09-08
SHEET NAME	ELECTRICAL SITE PLAN

ES.1

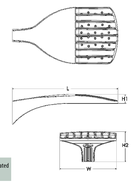


D-Series Size 0
LED Area Luminaire

d*series

Specifications

EPA:	0.44 ft² (0.04 m²)
Length:	26.18" (66.5 cm)
Width:	14.06" (35.7 cm)
Height H1:	2.26" (5.7 cm)
Height H2:	7.46" (18.9 cm)
Weight:	23 lbs (10.4 kg)



Catalog Number

Notes

Type

Hit the tab key or mouse over this page to see all choices for elements.

Introduction

The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications, with typical energy savings of 70% and expected service life of over 100,000 hours.

design select

Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect. *See ordering tree for details

Design Select options indicated by this color background.

Ordering Information

EXAMPLE: DSX0 LED P6 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX0 LED

Series	LEDs	Color temperature[1]	Color Rendering Index[1]	Distribution			Voltage	Mounting
DSX0 LED	**Forward optics** P1 P5 P2 P6 P3 P7 P4 **Rotated optics** P10[2] P12[2] P11[2] P13[2]	(this section 70CRI only) 30K 3000K 40K 4000K 50K 5000K 27K 2700K 30K 3000K 35K 3500K 40K 4000K 50K 5000K	70CRI 70CRI 70CRI 80CRI 80CRI 80CRI 80CRI 80CRI	AFR Automotive front row T1S Type I short T2M Type II medium T3M Type III medium T3LG Type III low glare[3] T4M Type IV medium T4LG Type IV low glare[3] TFTM Forward throw medium		T5M Type V medium T5LG Type V low glare T5W Type V wide BLC3 Type III backlight control[3] BLC4 Type IV bac dlight control[3] LCCO Left corner cutoff[3] RCCO Right corner cutoff[3]	MVOLT (120V-277V)[4] HVOLT (347V-480V)[4,5] XVOLT (277V-480V)[4,5] 120 [6,7,8] 208 [6,7,8] 240 [6,7,8] 277 [6,7,8] 347 [6,7,8] 480 [6,7,8]	**Shipped included** SPA Square pole mounting (4ft drilling, 3.5" min. SQ pole) RPA Round pole mounting (2ft drilling, 3" min. RD poles) SPA5 Square pole mounting (5ft drilling, 3" min. SQ poles)[9] RPA5 Round pole mounting (5ft drilling, 3" min. RND poles)[9] SPA8N Square narrow pole mounting (4ft drilling, 3.5" min. SQ pole) WBA Wall bracket[9] MA Mast arm adapter (mo.ants cr 2 3/8" OD horizontal tenon)

Control options	Other options	Finish (required)
Shipped installed NLTAIR2 PIRHN nLight AIR gen 2 enabled with bi-level motion / ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc [11,12,13] PIR High/low, motion/ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc [11,12,13] PER NEMA twist-lock receptacle only (controls ordered separately) [11] PER5 Five-pin receptacle only (controls ordered separately) [11,13] PER7 Seven-pin receptacle only (or leads, or cmnc. separate) [11,13] FAO Field adjustable output [11,13] BL30 Bi-level switched dimming, 30% [11,13] BL50 Bi-level switched dimming, 50% [11,13] DMG 0-10V dimming wires pulled outside f ixture (for use with an external control, ordered separately) [11]	**Shipped installed** HS Houset de-shield (black finish standard) [9] L90 Left rotated optics [1] R90 Right rotated optics [1] CCE Coastal Construction [3] HA 50°C ambient operation [3] BAA Buy American Act and/or Build America Buy America Qualified SF Single fuse (120, 277, 347V) [8] DF Double fuse (208, 240, 480V) [8] **Shipped separately** BSSR External Glare Shield (reversible, field install required, matches housing finish) BSDB Bird Spikes (field install requires)	DDBXD Dark Bronze DBLXD Black DNAXD Natural Aluminum DWHXD White DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white

LITHONIA LIGHTING®
COMMERCIAL OUTDOOR

One Lithonia Way • Conyers, Georgia 30012 • Phone: 1-800-705-SERV (7378) • www.lithonia.com
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DSX0-LED
Rev. 04/29/25
Page 1 of 9

LITHONIA LIGHTING®

Catalog Number

Notes

Type

Anchor Base Poles

SSS

SQUARE STRAIGHT STEEL

BAA BABA

FEATURES & SPECIFICATIONS

INTENDED USE — **These specifications are for IESA standards only.** Square Straight Steel is a general purpose light pole for up to 39-foot mounting heights. This pole provides a robust yet cost effective option for mounting area lights and floodlights.

CONSTRUCTION —

Pole Shaft: The pole shaft is of uniform dimension and wall thickness and is made of a weldable-grade, hot-rolled, commercial-quality steel tubing with a minimum yield of 55 KSI (11-gauge, 0.120"), or 50 KSI (7-gauge, 0.179"). Shaft is one-piece with a full-length longitudinal high-frequency electric resistance weld. Uniformity square in cross-section with flat sides, small corner radii and excellent torsional qualities. Available shaft widths are 4", 5" and 6".

Pole Top: Options include 4" tenon top, drilled for side mount fixture, tenon with drilling (includes extra handhole) and open top. Side drilled and open top poles include a removable top cap.

Handholes: A reinforced handhole with grounding provision is provided at 18" from the base on side A. Positioning the handhole lower may not be possible and requires engineering review; consult Tech Support-Outdoor for further information. Every handhole includes a cover and cover attachment hardware. The handhole has a nominal dimension of 2.5" x 5".

Base Cover: A durable ABS plastic two-piece full base cover, finished to match the pole, is provided with each pole assembly. Additional base cover options are available upon request.

Anchor Base/Bolts: Anchor base is fabricated from steel that meets ASTM A36 standards and can be altered to match existing foundations; consult factory for modifications. Anchor bolts are manufactured to ASTM F1554 Standards grade 55, (55 KSI minimum yield strength and tensile strength of 75-95 KSI). Top threaded portion (nominal 12") is hot-dipped galvanized per ASTM A-153.

HARDWARE — All structural fasteners are high-strength galvanized carbon steel. All non-structural fasteners are galvanized or zinc-plated carbon steel or stainless steel.

FINISH — Extra durable painted finish is coated with TGIC (triglycidyl isocyanurate) Polyester powder that meets 5A and 5B classifications of ASTM D3359. Powder-coat finishes include Dark Bronze, White, Black, and Natural Aluminum colors. Architectural Colors and Special Finishes are available by quote and include, but are not limited to Paint over Hot-dipped Galvanized, RAL Colors, Custom Colors and Extended Warranty finishes.

GOVERNMENT PROCUREMENT —

BAA — Buy American(s) Act: Product qualifies as a domestic end product under the Buy American Act as implemented in the FAR and DFARS. Product also qualifies as manufactured in the United States under DOT Buy America regulations.

BABA — Build America Buy America: Product qualifies as produced in the United States under the definitions of the Build America, Buy America Act.

Please refer to www.acuitybrands.com/buy-american for additional information.

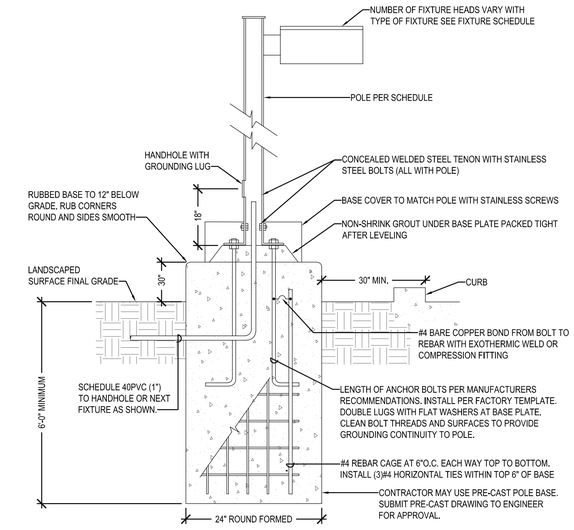
INSTALLATION — Do not erect poles without having fixtures installed, factory-supplied templates must be used when setting anchor bolts. Lithonia Lighting will not accept claim for incorrect anchorage placement due to failure to use Lithonia Lighting factory templates. If poles are stored outside, all protective wrapping must be removed immediately upon delivery to prevent finish damage. Lithonia Lighting is not responsible for the foundation design.

WARRANTY — 1-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions

NOTE: Actual performance may differ as a result of end-user environment and application.
Specifications subject to change without notice.

OUTDOOR

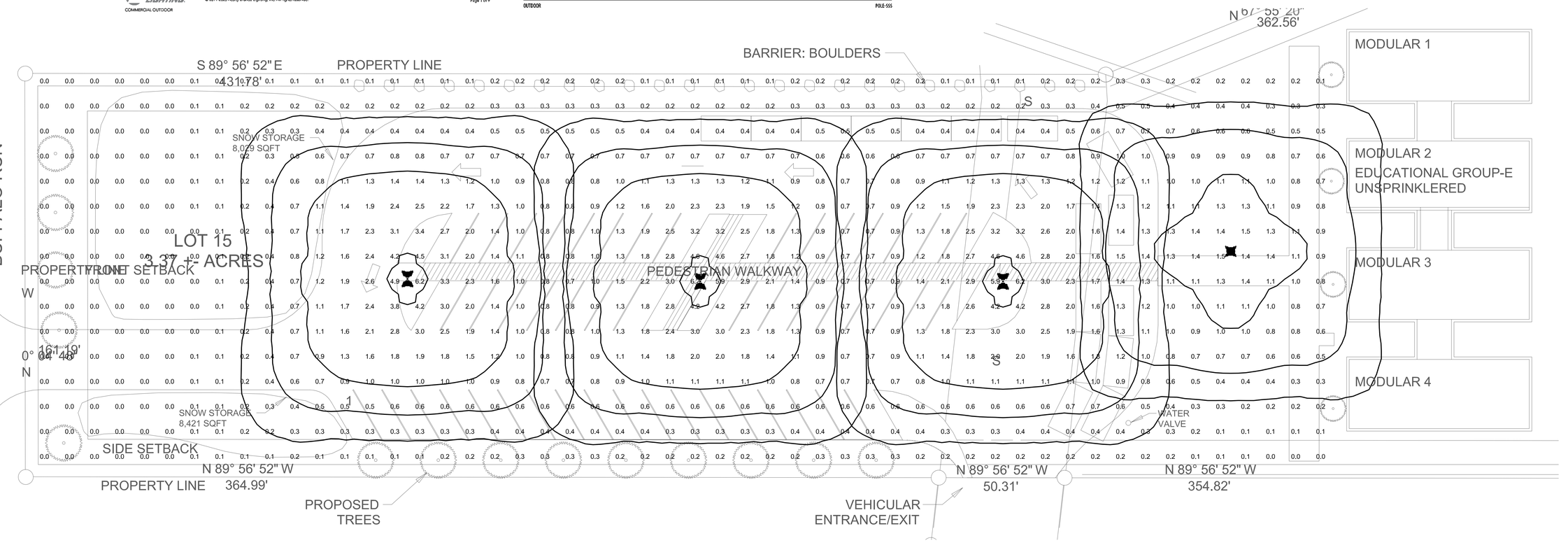
POLE-SSS



DETAIL NOTES

1. INCREASE THE SPECIFIED HEIGHT OF THE POLE BY 2'-0" TO ENSURE UNIFORM FIXTURE MOUNTIAN HEIGHT WHERE THE 6" BASE IS USED.
2. PROTECTED AREA IMPLIES THE POLE IS INSTALLED AT LEAST 30" FROM PARKING OR DRIVE AREAS.

SITE LIGHTING POLE BASE DETAIL
NTS



1 PARKING LOT LIGHTING PHOTOMETRICPLAN
SCALE: 1"= 20'-0"

NO.	REVISIONS	DATE

Professional Engineer
THAD MASON
14385
Date 9/8/2025
WYOMING

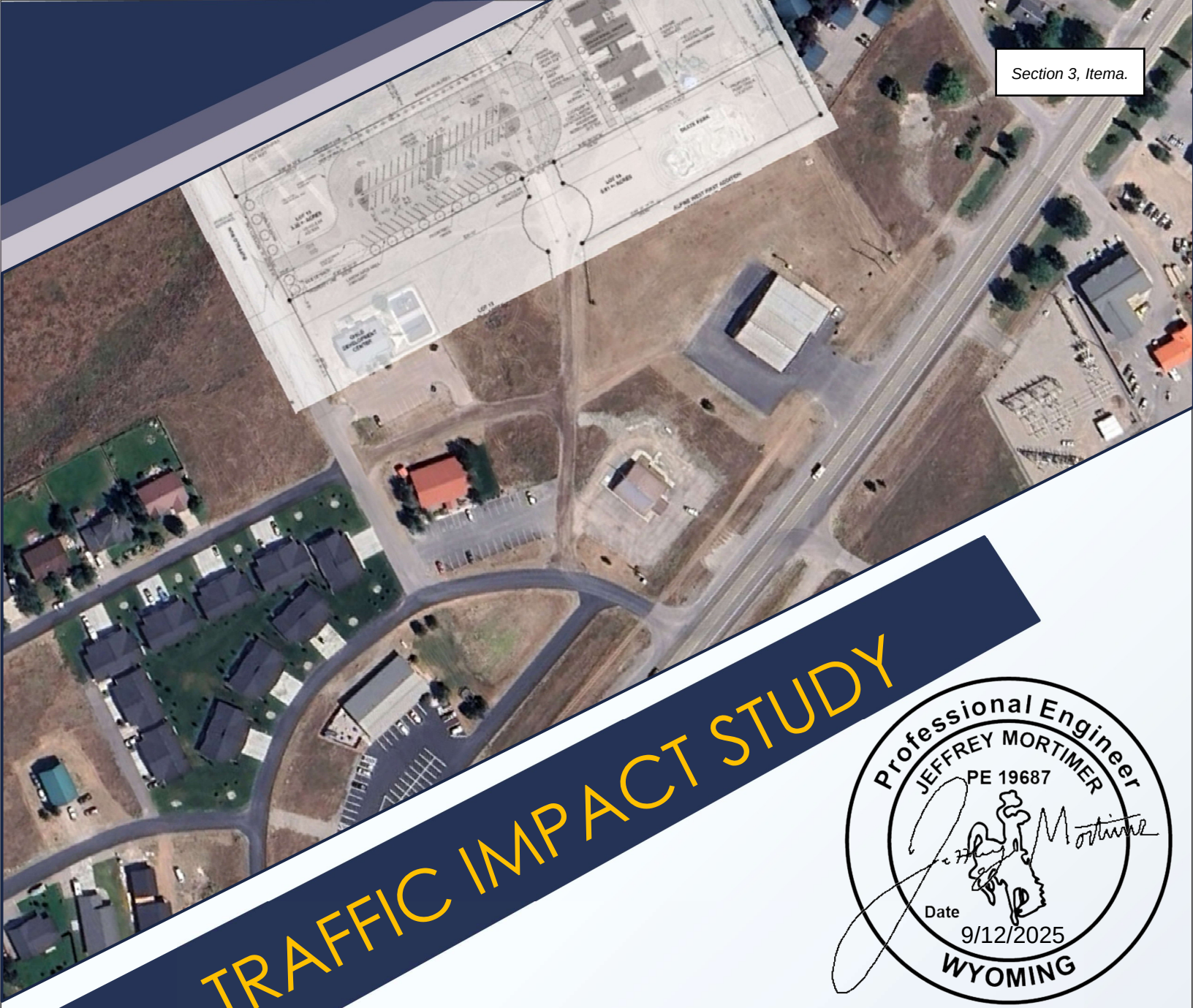
MUSGROVE ENGINEERING, P.A.
234 S. Whisperwood Way
Boise, Idaho 83709
208-384-0585
1135 Pier View Dr. #160
Idaho Falls, Idaho 83402
208-523-2862
www.musgrovepa.com
OVER 45 YEARS OF EXCELLENCE

ALPINE
EDUCATION FOUNDATION
ALPINE WEST 3RD AD LOT 15
ALPINE, WYOMING

PROJECT	25-227
DRAWN	JB
CHECKED	TM
DATE	25-09-08
SHEET NAME	

PHOTOMETRIC

ES.2



TRAFFIC IMPACT STUDY

Professional Engineer
JEFFREY MORTIMER
PE 19687
Date
9/12/2025
WYOMING

Alpine Wy Charter School
AUGUST 2025

PREPARED FOR:

ALPINE EDUCATION FOUNDATION

PREPARED BY:

SUNRISE ENGINEERING
1180 North Mountain Springs Pkwy,
Springville, Utah 84663
TEL 801.704.5220
sunrise-eng.com

MITIGATION SUMMARY

The following Traffic Impact Study (TIS) addresses the impacts of Alpine Wyoming Charter School, located in Alpine, Wyoming, on parcels 37182930000500 (Lots 10 and 11) and 37183040001500 (Lot 10). The current site plan proposes access to Elk Run and Buffalo Drive.

Traffic Analysis

Sunrise Engineering performed a traffic analysis according to the WYDOT checklist and traffic manual requirements.

EXISTING (2025) BACKGROUND CONDITIONS

Sunrise Engineering collected weekday 24-hour count data and peak hour data for non-highway locations based on pickup and drop-off hours at the following intersections:

- **US-89/River Circle (North)**
- **US-89/River Circle (South)**
- **River Circle / Buffalo**
- **River Circle / Elk Run**

The traffic counts were collected on August 13, 2025. Growth factors, based on WYDOT historical AADT data, a growth analysis of 3.5% was used to predict the future background information.

PROJECT CONDITIONS

The development in this TIS includes the following land use:

- **Charter Elementary School (ITE Code 536) –** 130 students

Summary Results/Recommendations

CRASH HISTORY AND

5-year crash data shows: 1 crash on River Circle (North), 2022, due to inclement weather and operating conditions.

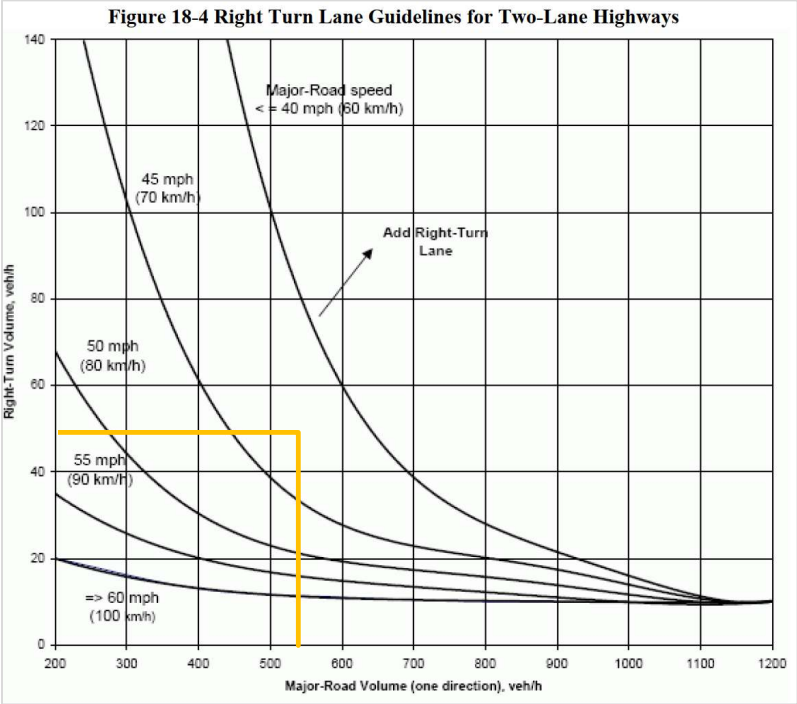
- **US-89/River Circle (North) –** No mitigations

- **US-89/River Circle (South) –** No mitigations
- **River Circle / Buffalo –** No mitigations
- **River Circle / Elk Run –** No mitigations

No significant safety concerns were identified at the intersections within the study area.

AUXILIARY LANE WARRANT

The WYDOT traffic studies manual was used to evaluate if a right turn was warranted. The worst-case scenario was the 3 pm scenario, and it was determined that the turn lane is not warranted, as the Major Road speed cutoff of 40mph is not surpassed.



3:00 pm 2032 Right Turn Lane Existing

LEVEL OF SERVICE ANALYSIS

Level of Service: was calculated at each of the intersections. The results show that the intersection operates at a worst-case scenario of Level C, the intersections have sufficient capacity required for the charter school. See Appendix B for reports. See below for a summary of the analysis.

Background traffic 2032

- **US-89/River Circle (North) –** No mitigations
- **US-89/River Circle (South) –** No mitigations
- **River Circle / Buffalo –** No mitigations

- **River Circle / Elk Run –** No mitigations

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	River Circle North	Two-way stop	HCM 7th Edition	SB Left	0.086	15.9	C
2	River Circle South	Two-way stop	HCM 7th Edition	SB Left	0.019	15.2	C
3	Elk Run & River Circle	Two-way yield	HCM 7th Edition	NB Thru	0.003	4.8	A
4	Elk Run & River Circle	Two-way yield	HCM 7th Edition	SB Left	0.006	4.1	A

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

Project Traffic 2032

- **US-89/River Circle (North) –** No mitigations
- **US-89/River Circle (South) –** No mitigations
- **River Circle / Buffalo –** No mitigations
- **River Circle / Elk Run –** No mitigations

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	River Circle North	Two-way stop	HCM 7th Edition	SB Left	0.237	19.7	C
2	River Circle South	Two-way stop	HCM 7th Edition	SB Left	0.021	16.0	C
3	Elk Run & River Circle	Two-way yield	HCM 7th Edition	NB Thru	0.003	6.0	A
4	Elk Run & River Circle	Two-way yield	HCM 7th Edition	SB Left	0.062	5.2	A

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

No significant safety concerns were identified at the intersections within the study area.

SIGNAL WARRANT ANALYSIS

Signal warrant reports for the worst-case scenario at River Circle (North) 2032 were calculated. Analysis found that a traffic signal is not warranted at this location. See

Appendix C for WYDOT signal warrant printouts. All other intersections experience less traffic, and signals aren't warranted.

- **Background 2032 –** No mitigations
- **Project 2032 –** No mitigations

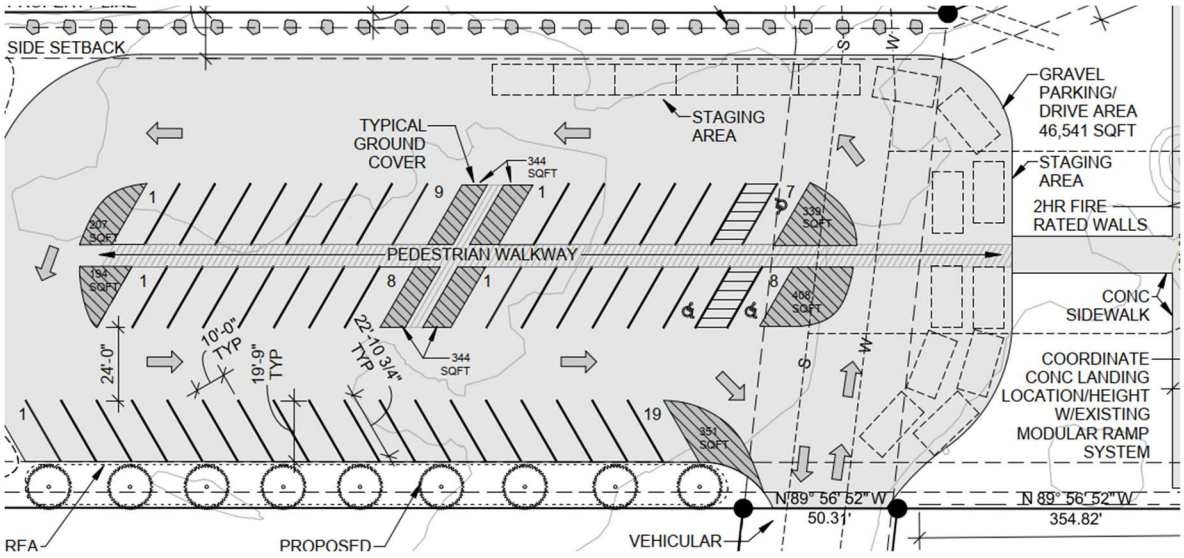
SITE ELEMENTS

Parking

ITE Trip generation for parking for Charter Schools is not available; ITE code 520 Elementary School was used to analyze the minimum parking requirement. Resulting in an 85th percentile requirement of 25 parking stalls. The current proposal shows 51 stalls.

Queuing

WYDOT requires that the school demonstrate that there is a minimum Queue distance for student pickup and drop-off. The school will have an early drop-off and Late pickup available. A value of 0.15 per student was used. Equaling 20 queued vehicles.



The current design shows 16 queuing locations for drop-off with an additional 26 stalls above capacity. It is anticipated that with parking and staging available, the school will have sufficient space for pickup and drop off.

Mitigations may include

- Extending drop-off to the South if needed.
- Designating certain stalls for pickup and drop-off purposes.
- Providing direction to parents on procedures for pickup and drop-off.

Safety Recommendations

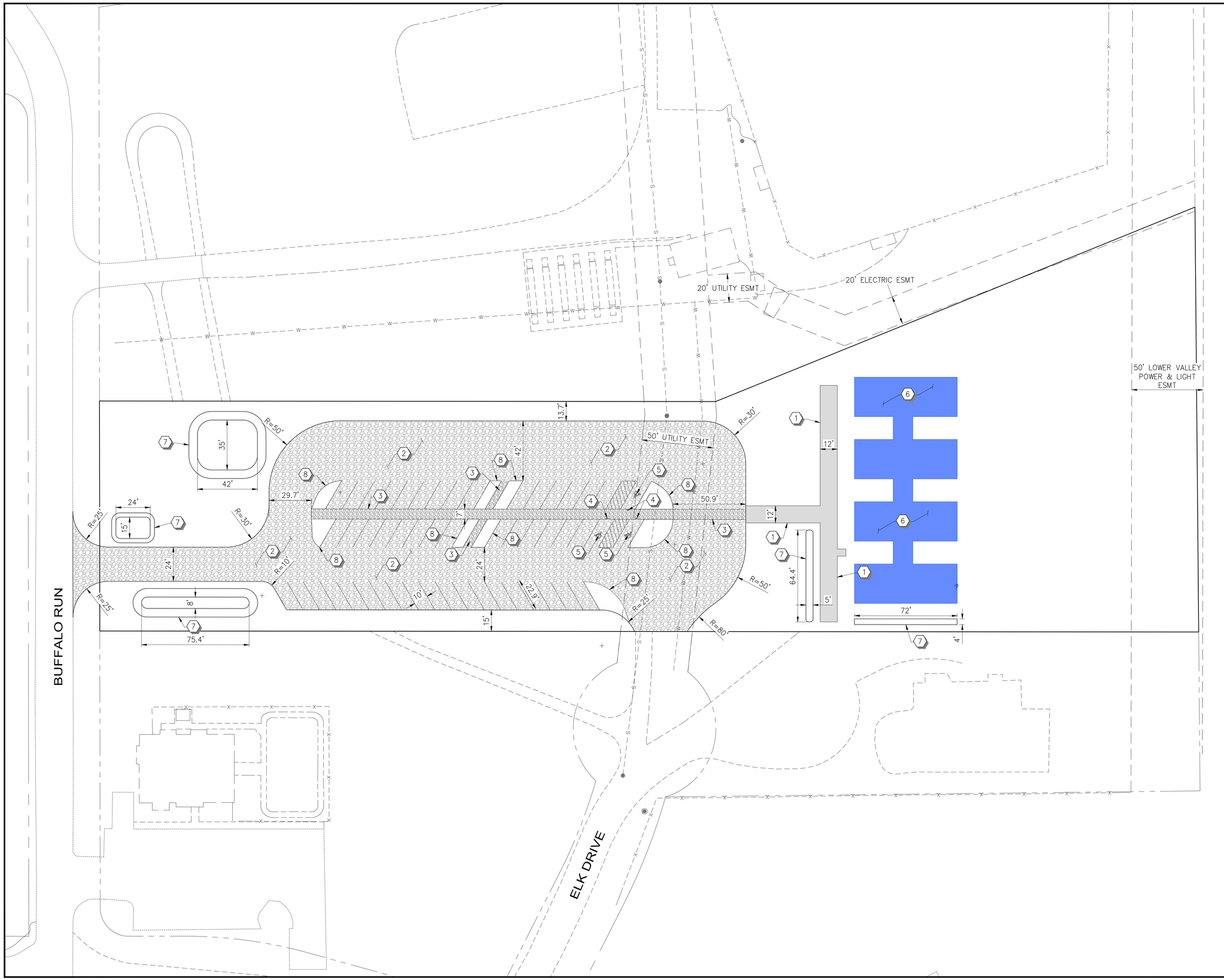
A key safety concern is the potential for children to come into conflict with vehicle movements within the staging area.

Recommended Mitigation Measures

- Provide a continuous sidewalk or other designated pedestrian pathway leading to a clearly defined pick-up and drop-off zone, ensuring separation between pedestrians and vehicle traffic.
- Restrict pick-up and drop-off operations to the sidewalk area as shown and reconfigure the staging layout and traffic flow to maintain safe pedestrian access.

FULL REPORT

- The full report, pending completion, will include the following information: additional details on scenario analysis, descriptions and interpretations of calculations, assumptions, trip distribution, and other relevant information used in preparation of recommended mitigations. It is anticipated that the full report, when finished, will be sent to WYDOT for review and approval.



SITE NOTES:

1. CONCRETE SIDEWALK PER B/D1
2. GRAVEL PARKING AREA PER A/D1
3. GRAVEL WALKWAY PER A/D1
4. ADA SIGN PER C/D1
5. ADA PARKING STALL
6. MODULAR BUILDINGS. SEE ARCHITECTURAL PLANS.
7. STORMWATER RETENTION BASIN. SEE SHEET GD1.
8. LANDSCAPE AREA. SEE ARCHITECTURAL PLANS.

SITE GENERAL NOTES:

1. CONTRACTOR SHALL PROVIDE LANDINGS AT ALL ACCESS POINTS TO THE BUILDING. LANDINGS SHALL BE AT LEAST 5 FEET LONG AND WIDTH TO MATCH EXISTING STAIRS AND/OR RAMPS. LANDINGS SHALL BE CONCRETE AND CONFORM TO DETAIL B ON SHEET D1.

LEGEND:

- CONCRETE SIDEWALK (294 SY)
- GRAVEL PARKING LOT (4,774 SY)
- GRAVEL PEDESTRIAN WALKWAY (262 SY)
- BUILDING

NORTH

SCALE
0 30' 60'
HORIZ: 1" = 30'

REV NO.	COMMENT	DATE

FOR REVIEW ONLY
NOT
FOR CONSTRUCTION
9/4/25

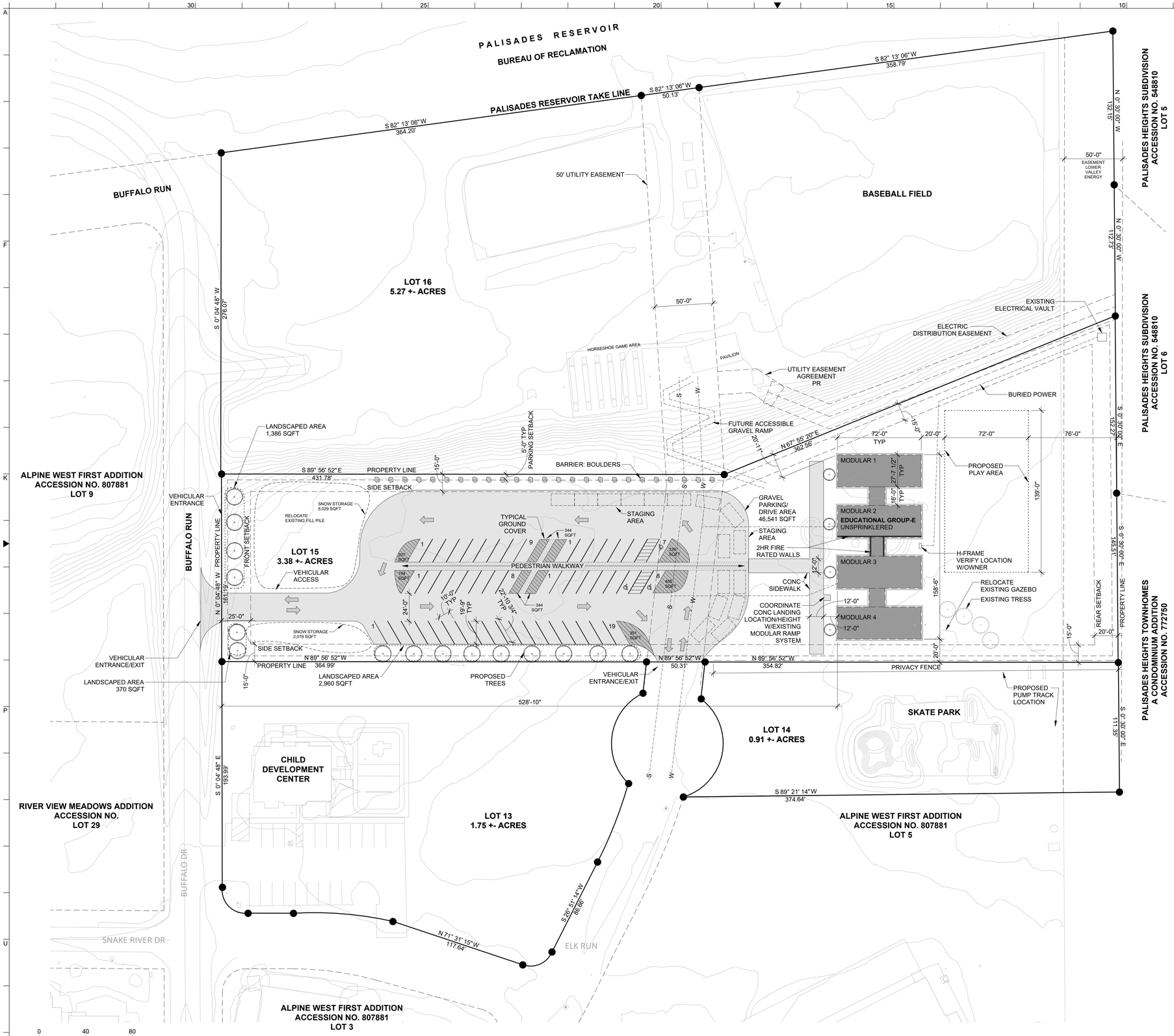
SUNRISE ENGINEERING
770 S WASHINGTON STREET SUITE A
AFTON, WYOMING 83110
TEL 307.885.8500 · FAX 307.885.8501
www.sunrise-eng.com

ALPINE EDUCATION FOUNDATION
ALPINE CHARTER SCHOOL

SITE PLAN

SEI NO.	DESIGNED	DRAWN	CHECKED	SHEET NO.	
16481	AO	AO	JH	2 of 6	SP

P:\Alpine Education Foundation (S16481)\Dwg C3D\Sheets\AEF-SITE.dwg Sep 04, 2025 6:53pm addison.ochsenbein



PLANNING & ZONING INFORMATION

PROJECT LOCATION:	LOT 15 ALPINE WEST THIRD ADDITION
LOT AREA:	3.38 ACRES +/-
RE-PLAT APPLICATION REQUIRED:	YES
PROJECT DESCRIPTION:	INSTALL MODULAR BUILDINGS, PARKING AREA, AND SITE IMPROVEMENTS FOR NEW CHARTER SCHOOL.
TOWN OF ALPINE ZONING:	PCF PUBLIC AND COMMUNITY FACILITIES DISTRICT ALLOWABLE USES INCLUDES PUBLIC SCHOOLS, EDUCATIONAL FACILITIES, AND RELATED ADMINISTRATIVE OFFICES.
TOWN OF ALPINE SPECIAL USE PERMIT REQUIRED:	YES
MINIMUM SETBACKS:	
FRONT YARD:	25 FEET
SIDE YARD:	15 FEET
REAR YARD:	20 FEET
PARKING SETBACK:	5 FEET
MAXIMUM BUILDING HEIGHT:	
BUILDING HEIGHT ALLOWABLE:	45 FEET / THREE STORIES
BUILDING HEIGHT PROPOSED:	15 FEET / ONE STORY
SNOW STORAGE CALCULATIONS:	
TOTAL DRIVE + PARKING AREA:	47,500 SQUARE FEET
SNOW STORAGE REQUIRED:	47,500 X 0.20 = 9,500 SQUARE FEET
SNOW STORAGE PROVIDED:	10,107 SQUARE FEET
PARKING LANDSCAPE AREA: (4-606, G.2)	
TOTAL PARKING AREA: (NOT INCLUDING DRIVE)	43,735 SQFT
GROUNDCOVER REQUIRED :	43,735 x 0.05 = 2,187 SQFT
GROUND COVER PROVIDED:	2,187 SQFT
LANDSCAPING REQUIREMENTS:	
LANDSCAPING REQUIRED:	10% OF LOT AREA LOT AREA (3.38 ACRES +/-) 147,233 SQFT +/- X 0.10 = 14,724 SQFT
LANDSCAPING PROVIDED:	14,724 SQFT MIN
PARKING REQUIREMENTS:	
NUMBER OF EMPLOYEES:	20
HIGH SCHOOL REQUIREMENT:	NO
TOTAL SPACES PROVIDED:	51

GRAPHIC LEGEND

- PROPOSED STRUCTURES AS NOTED
- GROUND COVER AT PARKING AREAS
- SNOW STORAGE
- CONCRETE SIDEWALK OR GRAVEL DRIVE AS NOTED
- LANDSCAPED AREAS: LANDSCAPED AND MAINTAINED WITH GRASSES, SHRUBS, AND/OR TREES
  PROVIDE PLANTING BEDS AT ALL TREES AND SHRUBS. PLANTING BEDS MULCHED WITH GROUND AND SHREDDED BARK OVER COMMERCIAL GRADE WEED LINER.
- POPULUS TREMULOIDES / QUAKING ASPEN 3'-4' CALIPER

NOTE:
1) VERIFY LOCATION OF ALL BURIED UTILITIES PRIOR TO CONSTRUCTION.
2) REFER TO CIVIL ENGINEERING AND ELECTRICAL ENGINEERING DRAWINGS FOR SITE UTILITY INFORMATION, GRADING, & DRAINAGE PLANS.

1 SP101 SITE PLAN
1" = 40'-0"

NORTH REF

alpine architectural studio

ALPINE EDUCATION FOUNDATION

ALPINE, WY
ALPINE WEST THIRD ADDITION LOT-15

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TOA P&Z SITE PLAN

9.3.2025
DRAWN BY | BENNETT
CHECKED BY | BENNETT
REVISIONS

SITE PLAN

SP101

APPENDICES

Appendix A	Traffic Counts
Appendix B	PTV Vistro Analysis Reports
Appendix C	Signal Warrants
Appendix D	Trip Distribution
Appendix E	Crash Data

Appendix A – Traffic Counts

River Circle North End
0 0
Wednesday, August 13, 2025

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach*	
12:00 AM	0	0	5	1	0	*6*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	**10**
12:15 AM	0	0	5	0	0	*5*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**6**
12:30 AM	0	0	5	0	0	*5*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	**10**
12:45 AM	0	0	5	1	0	*6*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	1	0	0	0	*1*	**8**
Hourly Total	0	0	20	2	0	*22*	0	0	0	0	0	*0*	0	0	11	0	0	*11*	0	1	0	0	0	*1*	**34**
1:00 AM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**2**
1:15 AM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	**7**
1:30 AM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**4**
1:45 AM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	1	0	0	0	*1*	**4**
Hourly Total	0	0	10	0	0	*10*	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	1	0	0	0	*1*	**17**
2:00 AM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**2**
2:15 AM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	**5**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	**3**
2:45 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	**5**
Hourly Total	0	0	6	0	0	*6*	0	0	0	0	0	*0*	0	0	9	0	0	*9*	0	0	0	0	0	*0*	**15**
3:00 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	**4**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	**4**
3:30 AM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	**6**
3:45 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	**6**
Hourly Total	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	0	16	0	0	*16*	0	0	0	0	0	*0*	**20**
4:00 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	8	0	0	*8*	0	0	0	0	0	*0*	**9**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	13	0	0	*13*	0	0	0	0	0	*0*	**13**
4:30 AM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	10	0	0	*10*	0	1	0	0	0	*1*	**14**
4:45 AM	0	0	6	0	0	*6*	0	0	0	0	0	*0*	0	0	31	0	0	*31*	0	1	0	0	0	*1*	**38**
Hourly Total	0	0	10	0	0	*10*	0	0	0	0	0	*0*	0	0	62	0	0	*62*	0	2	0	0	0	*2*	**74**
5:00 AM	0	0	5	0	0	*5*	0	0	0	0	0	*0*	0	0	34	0	0	*34*	0	0	0	0	0	*0*	**39**
5:15 AM	0	0	8	0	0	*8*	0	0	0	0	0	*0*	0	0	37	0	0	*37*	0	1	0	0	0	*1*	**46**
5:30 AM	0	0	9	0	0	*9*	0	0	0	0	0	*0*	0	1	74	0	0	*75*	0	0	0	0	0	*0*	**84**
5:45 AM	0	0	6	1	0	*7*	0	0	0	0	0	*0*	0	0	109	0	0	*109*	0	1	0	0	0	*1*	**117**
Hourly Total	0	0	28	1	0	*29*	0	0	0	0	0	*0*	0	1	254	0	0	*255*	0	2	0	0	0	*2*	**286**
6:00 AM	0	0	13	2	0	*15*	0	0	0	0	0	*0*	0	0	115	0	0	*115*	0	2	0	1	0	*3*	**133**
6:15 AM	0	0	15	2	0	*17*	0	0	0	0	0	*0*	0	0	116	0	0	*116*	0	1	0	1	0	*2*	**135**
6:30 AM	0	0	35	3	0	*38*	0	0	0	0	0	*0*	0	0	114	0	0	*114*	0	1	0	0	0	*1*	**153**
6:45 AM	0	0	35	1	0	*36*	0	0	0	0	0	*0*	0	3	159	0	0	*162*	0	4	0	1	0	*5*	**203**
Hourly Total	0	0	98	8	0	*106*	0	0	0	0	0	*0*	0	3	504	0	0	*507*	0	8	0	3	0	*11*	**624**
7:00 AM	0	0	49	4	0	*53*	0	0	0	0	0	*0*	0	1	157	0	0	*158*	0	8	0	0	0	*8*	**219**
7:15 AM	0	0	28	3	0	*31*	0	0	0	0	0	*0*	0	0	112	0	0	*112*	0	4	0	0	0	*4*	**147**
7:30 AM	0	0	36	3	0	*39*	0	0	0	0	0	*0*	0	1	109	0	0	*110*	0	3	0	1	0	*4*	**153**
7:45 AM	0	0	50	4	0	*54*	0	0	0	0	0	*0*	0	0	137	0	0	*137*	0	6	0	0	0	*6*	**197**
Hourly Total	0	0	163	14	0	*177*	0	0	0	0	0	*0*	0	2	515	0	0	*517*	0	21	0	1	0	*22*	**716**

River Circle North End
0 0
Wednesday, August 13, 2025

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	49	4	0	*53*	0	0	0	0	0	*0*	0	1	126	0	0	*127*	0	8	0	0	0	*8*	**188**
8:15 AM	0	0	58	2	0	*60*	0	0	0	0	0	*0*	1	2	113	0	0	*116*	0	6	0	0	0	*6*	**182**
8:30 AM	0	0	61	1	0	*62*	0	0	0	0	0	*0*	0	1	84	0	0	*85*	0	1	0	1	0	*2*	**149**
8:45 AM	0	0	71	5	0	*76*	0	0	0	0	0	*0*	0	0	111	0	0	*111*	0	5	0	2	0	*7*	**194**
Hourly Total	0	0	239	12	0	*251*	0	0	0	0	0	*0*	1	4	434	0	0	*439*	0	20	0	3	0	*23*	**713**
9:00 AM	0	0	62	3	0	*65*	0	0	0	0	0	*0*	0	2	98	0	0	*100*	0	6	0	0	0	*6*	**171**
9:15 AM	0	0	63	2	0	*65*	0	0	0	0	0	*0*	0	0	96	0	0	*96*	0	3	0	0	0	*3*	**164**
9:30 AM	0	0	75	5	0	*80*	0	0	0	0	0	*0*	0	1	81	0	0	*82*	0	2	0	0	0	*2*	**164**
9:45 AM	0	0	72	5	0	*77*	0	0	0	0	0	*0*	0	1	97	0	0	*98*	0	2	0	0	0	*2*	**177**
Hourly Total	0	0	272	15	0	*287*	0	0	0	0	0	*0*	0	4	372	0	0	*376*	0	13	0	0	0	*13*	**676**
10:00 AM	0	0	67	5	0	*72*	0	0	0	0	0	*0*	0	1	66	0	0	*67*	0	2	0	0	0	*2*	**141**
10:15 AM	0	0	71	3	0	*74*	0	0	0	0	0	*0*	0	1	61	0	0	*62*	0	4	0	1	0	*5*	**141**
10:30 AM	0	0	79	4	0	*83*	0	0	0	0	0	*0*	0	3	83	0	0	*86*	0	4	0	0	0	*4*	**173**
10:45 AM	0	0	72	7	0	*79*	0	0	0	0	0	*0*	0	3	104	0	0	*107*	0	3	0	1	0	*4*	**190**
Hourly Total	0	0	289	19	0	*308*	0	0	0	0	0	*0*	0	8	314	0	0	*322*	0	13	0	2	0	*15*	**645**
11:00 AM	0	0	61	7	0	*68*	0	0	0	0	0	*0*	0	4	73	0	0	*77*	0	7	0	2	0	*9*	**154**
11:15 AM	0	0	54	4	0	*58*	0	0	0	0	0	*0*	0	2	65	0	0	*67*	0	9	0	1	0	*10*	**135**
11:30 AM	0	0	86	1	0	*87*	0	0	0	0	0	*0*	0	2	96	0	0	*98*	0	5	0	0	0	*5*	**190**
11:45 AM	0	0	77	7	0	*84*	0	0	0	0	0	*0*	0	1	87	0	0	*88*	0	3	0	3	0	*6*	**178**
Hourly Total	0	0	278	19	0	*297*	0	0	0	0	0	*0*	0	9	321	0	0	*330*	0	24	0	6	0	*30*	**657**
12:00 PM	0	0	81	10	0	*91*	0	0	0	0	0	*0*	0	0	69	0	0	*69*	0	11	0	2	0	*13*	**173**
12:15 PM	0	0	97	11	0	*108*	0	0	0	0	0	*0*	0	1	110	0	0	*111*	0	6	0	1	0	*7*	**226**
12:30 PM	0	0	78	7	0	*85*	0	0	0	0	0	*0*	0	1	77	0	0	*78*	0	10	0	3	0	*13*	**176**
12:45 PM	0	0	76	5	0	*81*	0	0	0	0	0	*0*	0	3	83	0	0	*86*	0	3	0	1	0	*4*	**171**
Hourly Total	0	0	332	33	0	*365*	0	0	0	0	0	*0*	0	5	339	0	0	*344*	0	30	0	7	0	*37*	**746**
1:00 PM	0	0	80	6	0	*86*	0	0	0	0	0	*0*	0	1	87	0	0	*88*	0	5	0	2	0	*7*	**181**
1:15 PM	0	0	98	4	0	*102*	0	0	0	0	0	*0*	0	2	81	0	0	*83*	0	6	0	5	0	*11*	**196**
1:30 PM	0	0	82	7	0	*89*	0	0	0	0	0	*0*	0	3	57	0	0	*60*	0	6	0	2	0	*8*	**157**
1:45 PM	0	0	96	3	0	*99*	0	0	0	0	0	*0*	0	0	75	0	0	*75*	0	9	0	0	0	*9*	**183**
Hourly Total	0	0	356	20	0	*376*	0	0	0	0	0	*0*	0	6	300	0	0	*306*	0	26	0	9	0	*35*	**717**
2:00 PM	0	0	76	4	0	*80*	0	0	0	0	0	*0*	0	2	75	0	0	*77*	0	5	0	1	0	*6*	**163**
2:15 PM	0	0	84	3	0	*87*	0	0	0	0	0	*0*	0	2	65	0	0	*67*	0	1	0	1	0	*2*	**156**
2:30 PM	0	0	86	5	0	*91*	0	0	0	0	0	*0*	0	3	71	0	0	*74*	0	5	0	3	0	*8*	**173**
2:45 PM	0	0	86	5	0	*91*	0	0	0	0	0	*0*	0	0	66	0	0	*66*	0	5	0	0	0	*5*	**162**
Hourly Total	0	0	332	17	0	*349*	0	0	0	0	0	*0*	0	7	277	0	0	*284*	0	16	0	5	0	*21*	**654**
3:00 PM	0	0	86	6	0	*92*	0	0	0	0	0	*0*	0	0	76	0	0	*76*	0	2	0	1	0	*3*	**171**
3:15 PM	0	0	75	4	0	*79*	0	0	0	0	0	*0*	0	0	83	0	0	*83*	0	3	0	1	0	*4*	**166**
3:30 PM	0	0	113	6	0	*119*	0	0	0	0	0	*0*	0	0	74	0	0	*74*	0	6	0	0	0	*6*	**199**
3:45 PM	0	0	110	5	0	*115*	0	0	0	0	0	*0*	0	3	76	0	0	*79*	0	3	0	1	0	*4*	**198**
Hourly Total	0	0	384	21	0	*405*	0	0	0	0	0	*0*	0	3	309	0	0	*312*	0	14	0	3	0	*17*	**734**

River Circle North End
0 0
Wednesday, August 13, 2025

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	133	6	0	*139*	0	0	0	0	0	*0*	0	3	56	0	0	*59*	0	6	0	2	0	*8*	**206**
4:15 PM	0	0	114	2	0	*116*	0	0	0	0	0	*0*	0	2	60	0	0	*62*	0	4	0	0	0	*4*	**182**
4:30 PM	0	0	124	9	0	*133*	0	0	0	0	0	*0*	0	2	67	0	0	*69*	0	6	0	1	0	*7*	**209**
4:45 PM	0	0	133	3	0	*136*	0	0	0	0	0	*0*	0	0	81	0	0	*81*	0	4	0	1	0	*5*	**222**
Hourly Total	0	0	504	20	0	*524*	0	0	0	0	0	*0*	0	7	264	0	0	*271*	0	20	0	4	0	*24*	**819**
5:00 PM	0	0	144	12	0	*156*	0	0	0	0	0	*0*	0	0	74	0	0	*74*	0	7	0	1	0	*8*	**238**
5:15 PM	0	0	166	12	0	*178*	0	0	0	0	0	*0*	0	2	53	0	0	*55*	0	9	0	1	0	*10*	**243**
5:30 PM	0	0	154	12	0	*166*	0	0	0	0	0	*0*	0	3	47	0	0	*50*	0	3	0	1	0	*4*	**220**
5:45 PM	0	0	192	8	0	*200*	0	0	0	0	0	*0*	0	2	58	0	0	*60*	0	4	0	1	0	*5*	**265**
Hourly Total	0	0	656	44	0	*700*	0	0	0	0	0	*0*	0	7	232	0	0	*239*	0	23	0	4	0	*27*	**966**
6:00 PM	0	0	148	12	1	*160*	0	0	0	0	0	*0*	0	1	64	0	0	*65*	0	3	0	2	0	*5*	**230**
6:15 PM	0	0	138	8	0	*146*	0	0	0	0	0	*0*	0	3	62	0	0	*65*	0	5	0	3	0	*8*	**219**
6:30 PM	0	0	108	7	0	*115*	0	0	0	0	0	*0*	0	2	48	0	0	*50*	0	5	0	3	0	*8*	**173**
6:45 PM	0	0	101	3	0	*104*	0	0	0	0	0	*0*	0	2	59	0	0	*61*	0	7	0	1	0	*8*	**173**
Hourly Total	0	0	495	30	1	*525*	0	0	0	0	0	*0*	0	8	233	0	0	*241*	0	20	0	9	0	*29*	**795**
7:00 PM	0	0	105	10	0	*115*	0	0	0	0	0	*0*	0	0	38	0	0	*38*	0	5	0	0	0	*5*	**158**
7:15 PM	0	0	88	5	0	*93*	0	0	0	0	0	*0*	0	0	43	0	0	*43*	0	8	0	1	0	*9*	**145**
7:30 PM	0	0	71	2	0	*73*	0	0	0	0	0	*0*	0	0	39	0	0	*39*	0	2	0	2	0	*4*	**116**
7:45 PM	0	0	83	6	0	*89*	0	0	0	0	0	*0*	0	0	31	0	0	*31*	0	2	0	1	0	*3*	**123**
Hourly Total	0	0	347	23	0	*370*	0	0	0	0	0	*0*	0	0	151	0	0	*151*	0	17	0	4	0	*21*	**542**
8:00 PM	0	0	57	5	0	*62*	0	0	0	0	0	*0*	0	1	37	0	0	*38*	0	6	0	2	0	*8*	**108**
8:15 PM	0	0	55	4	0	*59*	0	0	0	0	0	*0*	0	1	29	0	0	*30*	0	4	0	3	0	*7*	**96**
8:30 PM	0	0	46	2	0	*48*	0	0	0	0	0	*0*	0	0	25	0	0	*25*	0	5	0	3	0	*8*	**81**
8:45 PM	0	0	43	3	0	*46*	0	0	0	0	0	*0*	0	1	15	0	0	*16*	0	11	0	0	0	*11*	**73**
Hourly Total	0	0	201	14	0	*215*	0	0	0	0	0	*0*	0	3	106	0	0	*109*	0	26	0	8	0	*34*	**358**
9:00 PM	0	0	28	4	0	*32*	0	0	0	0	0	*0*	0	0	21	0	0	*21*	0	4	0	1	0	*5*	**58**
9:15 PM	0	0	41	0	0	*41*	0	0	0	0	0	*0*	0	0	11	0	0	*11*	0	3	0	2	0	*5*	**57**
9:30 PM	0	0	47	1	0	*48*	0	0	0	0	0	*0*	0	0	20	0	0	*20*	0	3	0	3	0	*6*	**74**
9:45 PM	0	0	30	0	0	*30*	0	0	0	0	0	*0*	0	0	12	0	0	*12*	0	0	0	3	0	*3*	**45**
Hourly Total	0	0	146	5	0	*151*	0	0	0	0	0	*0*	0	0	64	0	0	*64*	0	10	0	9	0	*19*	**234**
10:00 PM	0	0	21	0	0	*21*	0	0	0	0	0	*0*	0	0	12	0	0	*12*	0	1	0	0	0	*1*	**34**
10:15 PM	0	0	22	1	0	*23*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	**28**
10:30 PM	0	0	26	0	0	*26*	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	0	0	0	0	*0*	**32**
10:45 PM	0	0	17	1	0	*18*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	1	0	*1*	**21**
Hourly Total	0	0	86	2	0	*88*	0	0	0	0	0	*0*	0	0	25	0	0	*25*	0	1	0	1	0	*2*	**115**
11:00 PM	0	0	17	0	0	*17*	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	0	0	0	0	*0*	**23**
11:15 PM	0	0	8	1	0	*9*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	**13**
11:30 PM	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	2	0	0	0	*2*	**9**
11:45 PM	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	**9**
Hourly Total	0	0	33	1	0	*34*	0	0	0	0	0	*0*	0	0	18	0	0	*18*	0	2	0	0	0	*2*	**54**
DAILY TOTAL	**0**	**0**	**5289**	**320**	**1**	***5609***	**0**	**0**	**0**	**0**	**0**	***0***	**1**	**77**	**5136**	**0**	**0**	***5214***	**0**	**310**	**0**	**78**	**0**	***388***	**11211**
Cars	0	0	5069	315	1	*5384*	0	0	0	0	0	*0*	1	75	4944	0	0	*5020*	0	307	0	75	0	*382*	**10786**
Heavy Vehicles	0	0	220	5	0	*225*	0	0	0	0	0	*0*	0	2	192	0	0	*194*	0	3	0	3	0	*6*	**425**
Heavy Vehicle %	0.00%	0.00%	4.16%	1.56%	0.00%	*4.01%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	2.60%	3.74%	0.00%	0.00%	*3.72%*	0.00%	0.97%	0.00%	3.85%	0.00%	*1.55%*	**3.79%**

River Circle North End
0 0
Wednesday, August 13, 2025

AM Peak Hour (00:00 to 10:00)

Time	Southbound U Turns	Southbound Left Turns	Southbound Straight Through	Southbound Right Turns	Southbound Crosswalk Crossings	Southbound *Vehicle Approach*	Westbound U Turns	Westbound Left Turns	Westbound Straight Through	Westbound Right Turns	Westbound Crosswalk Crossings	Westbound *Vehicle Approach*	Northbound U Turns	Northbound Left Turns	Northbound Straight Through	Northbound Right Turns	Northbound Crosswalk Crossings	Northbound *Vehicle Approach*	Eastbound U Turns	Eastbound Left Turns	Eastbound Straight Through	Eastbound Right Turns	Eastbound Crosswalk Crossings	Eastbound *Vehicle Approach*	VEHICLE TOTAL
6:30 AM	0	0	35	3	0	*38*	0	0	0	0	0	*0*	0	0	114	0	0	*114*	0	1	0	0	0	*1*	**153**
6:45 AM	0	0	35	1	0	*36*	0	0	0	0	0	*0*	0	3	159	0	0	*162*	0	4	0	1	0	*5*	**203**
7:00 AM	0	0	49	4	0	*53*	0	0	0	0	0	*0*	0	1	157	0	0	*158*	0	8	0	0	0	*8*	**219**
7:15 AM	0	0	28	3	0	*31*	0	0	0	0	0	*0*	0	0	112	0	0	*112*	0	4	0	0	0	*4*	**147**
Peak Hour Total	0	0	147	11	0	*158*	0	0	0	0	0	*0*	0	4	542	0	0	*546*	0	17	0	1	0	*18*	**722**
Peak Hour Heavy Vehicles	0	0	8	0	0	*8*	0	0	0	0	0	*0*	0	0	13	0	0	*13*	0	0	0	0	0	*0*	**21**
Peak Hour Heavy Vehicles %	0.00%	0.00%	5.44%	0.00%	0.00%	5.06%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.40%	0.00%	0.00%	2.38%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.91%
PHF	0.000	0.000	0.750	0.688	0.000	*0.745*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.333	0.852	0.000	0.000	*0.843*	0.000	0.531	0.000	0.250	0.000	*0.563*	**0.824**

Mid Peak Hour (10:00 - 14:00)

Time	Southbound U Turns	Southbound Left Turns	Southbound Straight Through	Southbound Right Turns	Southbound Crosswalk Crossings	Southbound *Vehicle Approach*	Westbound U Turns	Westbound Left Turns	Westbound Straight Through	Westbound Right Turns	Westbound Crosswalk Crossings	Westbound *Vehicle Approach*	Northbound U Turns	Northbound Left Turns	Northbound Straight Through	Northbound Right Turns	Northbound Crosswalk Crossings	Northbound *Vehicle Approach*	Eastbound U Turns	Eastbound Left Turns	Eastbound Straight Through	Eastbound Right Turns	Eastbound Crosswalk Crossings	Eastbound *Vehicle Approach*	VEHICLE TOTAL
11:30 AM	0	0	86	1	0	*87*	0	0	0	0	0	*0*	0	2	96	0	0	*98*	0	5	0	0	0	*5*	**190**
11:45 AM	0	0	77	7	0	*84*	0	0	0	0	0	*0*	0	1	87	0	0	*88*	0	3	0	3	0	*6*	**178**
12:00 PM	0	0	81	10	0	*91*	0	0	0	0	0	*0*	0	0	69	0	0	*69*	0	11	0	2	0	*13*	**173**
12:15 PM	0	0	97	11	0	*108*	0	0	0	0	0	*0*	0	1	110	0	0	*111*	0	6	0	1	0	*7*	**226**
Peak Hour Total	0	0	341	29	0	*370*	0	0	0	0	0	*0*	0	4	362	0	0	*366*	0	25	0	6	0	*31*	**767**
Peak Hour Heavy Vehicles	0	0	24	1	0	*25*	0	0	0	0	0	*0*	0	0	20	0	0	*20*	0	0	0	2	0	*2*	**47**
Peak Hour Heavy Vehicles %	0.00%	0.00%	7.04%	3.45%	0.00%	6.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.52%	0.00%	0.00%	5.46%	0.00%	0.00%	0.00%	33.33%	0.00%	6.45%	6.13%
PHF	0.000	0.000	0.879	0.659	0.000	*0.856*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.500	0.823	0.000	0.000	*0.824*	0.000	0.568	0.000	0.500	0.000	*0.596*	**0.848**

PM Peak Hour (14:00 - 24:00)

Time	Southbound U Turns	Southbound Left Turns	Southbound Straight Through	Southbound Right Turns	Southbound Crosswalk Crossings	Southbound *Vehicle Approach*	Westbound U Turns	Westbound Left Turns	Westbound Straight Through	Westbound Right Turns	Westbound Crosswalk Crossings	Westbound *Vehicle Approach*	Northbound U Turns	Northbound Left Turns	Northbound Straight Through	Northbound Right Turns	Northbound Crosswalk Crossings	Northbound *Vehicle Approach*	Eastbound U Turns	Eastbound Left Turns	Eastbound Straight Through	Eastbound Right Turns	Eastbound Crosswalk Crossings	Eastbound *Vehicle Approach*	VEHICLE TOTAL
5:00 PM	0	0	144	12	0	*156*	0	0	0	0	0	*0*	0	0	74	0	0	*74*	0	7	0	1	0	*8*	**238**
5:15 PM	0	0	166	12	0	*178*	0	0	0	0	0	*0*	0	2	53	0	0	*55*	0	9	0	1	0	*10*	**243**
5:30 PM	0	0	154	12	0	*166*	0	0	0	0	0	*0*	0	3	47	0	0	*50*	0	3	0	1	0	*4*	**220**
5:45 PM	0	0	192	8	0	*200*	0	0	0	0	0	*0*	0	2	58	0	0	*60*	0	4	0	1	0	*5*	**265**
Peak Hour Total	0	0	656	44	0	*700*	0	0	0	0	0	*0*	0	7	232	0	0	*239*	0	23	0	4	0	*27*	**966**
Peak Hour Heavy Vehicles	0	0	5	0	0	*5*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	**8**
Peak Hour Heavy Vehicles %	0.00%	0.00%	0.76%	0.00%	0.00%	0.71%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.29%	0.00%	0.00%	1.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.83%
PHF	0.000	0.000	0.854	0.917	0.000	*0.875*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.583	0.784	0.000	0.000	*0.807*	0.000	0.639	0.000	1.000	0.000	*0.675*	**0.911**

3 PM PICKUP

Time	Southbound U Turns	Southbound Left Turns	Southbound Straight Through	Southbound Right Turns	Southbound Crosswalk Crossings	Southbound *Vehicle Approach*	Westbound U Turns	Westbound Left Turns	Westbound Straight Through	Westbound Right Turns	Westbound Crosswalk Crossings	Westbound *Vehicle Approach*	Northbound U Turns	Northbound Left Turns	Northbound Straight Through	Northbound Right Turns	Northbound Crosswalk Crossings	Northbound *Vehicle Approach*	Eastbound U Turns	Eastbound Left Turns	Eastbound Straight Through	Eastbound Right Turns	Eastbound Crosswalk Crossings	Eastbound *Vehicle Approach*	VEHICLE TOTAL
3:00 PM	0	0	86	6	0	*92*	0	0	0	0	0	*0*	0	0	76	0	0	*76*	0	2	0	1	0	*3*	**171**
3:15 PM	0	0	75	4	0	*79*	0	0	0	0	0	*0*	0	0	83	0	0	*83*	0	3	0	1	0	*4*	**166**
3:30 PM	0	0	113	6	0	*119*	0	0	0	0	0	*0*	0	0	74	0	0	*74*	0	6	0	0	0	*6*	**199**
3:45 PM	0	0	110	5	0	*115*	0	0	0	0	0	*0*	0	3	76	0	0	*79*	0	3	0	1	0	*4*	**198**
Peak Hour Total	0	0	384	21	0	*405*	0	0	0	0	0	*0*	0	3	309	0	0	*312*	0	14	0	3	0	*17*	**734**
Peak Hour Heavy Vehicles	0	0	15	0	0	*15*	0	0	0	0	0	*0*	0	0	16	0	0	*16*	0	0	0	0	0	*0*	**31**
Peak Hour Heavy Vehicles %	0.00%	0.00%	3.91%	0.00%	0.00%	3.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.18%	0.00%	0.00%	5.13%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.22%
PHF	0.000	0.000	0.850	0.875	0.000	*0.851*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.250	0.931	0.000	0.000	*0.940*	0.000	0.583	0.000	0.750	0.000	*0.708*	**0.922**

Total Vehicles On Leg			11055		
Vehicles Entering Intersection 5609			Vehicles Exiting Intersection 5446		
Southbound					
Cars	315	5069	0	0	1
Heavy	5	220	0	0	0
Total	**320**	**5289**	**0**	**0**	**1**

Total Vehicles on Leg 785	Vehicles Entering Intersection 388	Eastbound	Cars	Heavy	Total
			0	0	**0**
			0	0	**0**
	Vehicles Exiting Intersection 397		307	3	**310**
			0	0	**0**
			75	3	**78**

Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 0	Total Vehicles on Leg 0
0	0	**0**			
0	0	**0**			
0	0	**0**		Vehicles Exiting Intersection 0	
0	0	**0**			
0	0	**0**			

Cars	0	1	75	4944	0
Heavy	0	0	2	192	0
Total	**0**	**1**	**77**	**5136**	**0**
Northbound					
Vehicles Entering Intersection 5214			Vehicles Exiting Intersection 5368		
Total Vehicles On Leg			10582		

Highway 89 River Circle Road South End
0 0
Wednesday, August 13, 2025

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	0	14	0	0	*14*	0	0	0	0	0	*0*	0	0	113	0	0	*113*	0	1	0	0	0	*1*	**128**
6:15 AM	0	0	26	0	0	*26*	0	0	0	0	0	*0*	0	0	130	0	0	*130*	0	0	0	1	0	*1*	**157**
6:30 AM	0	0	35	0	0	*35*	0	0	0	0	0	*0*	0	1	115	0	0	*116*	0	0	0	0	0	*0*	**151**
6:45 AM	0	0	36	0	0	*36*	0	0	0	0	0	*0*	0	3	159	0	0	*162*	0	2	0	0	0	*2*	**200**
Hourly Total	0	0	111	0	0	*111*	0	0	0	0	0	*0*	0	4	517	0	0	*521*	0	3	0	1	0	*4*	**636**
7:00 AM	0	0	48	0	0	*48*	0	0	0	0	0	*0*	0	3	155	0	0	*158*	0	1	0	1	0	*2*	**208**
7:15 AM	0	0	29	0	0	*29*	0	0	0	0	0	*0*	0	1	112	0	0	*113*	0	1	0	0	0	*1*	**143**
7:30 AM	0	0	37	0	0	*37*	0	0	0	0	0	*0*	0	1	106	0	0	*107*	0	1	0	0	0	*1*	**145**
7:45 AM	0	0	49	0	0	*49*	0	0	0	0	0	*0*	0	5	135	0	0	*140*	0	2	0	1	0	*3*	**192**
Hourly Total	0	0	163	0	0	*163*	0	0	0	0	0	*0*	0	10	508	0	0	*518*	0	5	0	2	0	*7*	**688**

Highway 89 River Circle Road South End
0 0
Wednesday, August 13, 2025

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	50	0	0	*50*	0	0	0	0	0	*0*	0	3	126	0	0	*129*	0	2	0	3	0	*5*	**184**
8:15 AM	1	0	57	0	0	*58*	0	0	0	0	0	*0*	0	2	114	0	0	*116*	0	0	0	0	0	*0*	**174**
8:30 AM	0	0	61	0	0	*61*	0	0	0	0	0	*0*	0	0	85	0	0	*85*	0	0	0	0	0	*0*	**146**
8:45 AM	0	0	72	1	0	*73*	0	0	0	0	0	*0*	0	0	109	0	0	*109*	0	2	0	1	0	*3*	**185**
Hourly Total	1	0	240	1	0	*242*	0	0	0	0	0	*0*	0	5	434	0	0	*439*	0	4	0	4	0	*8*	**689**
9:00 AM	0	0	63	1	0	*64*	0	0	0	0	0	*0*	0	2	103	0	0	*105*	0	0	0	0	0	*0*	**169**
9:15 AM	0	0	63	0	0	*63*	0	0	0	0	0	*0*	0	0	92	0	0	*92*	0	1	0	0	0	*1*	**156**
9:30 AM	1	0	72	0	0	*73*	0	0	0	0	0	*0*	0	2	83	0	0	*85*	0	0	0	0	0	*0*	**158**
9:45 AM	0	0	72	2	0	*74*	0	0	0	0	0	*0*	0	3	97	0	0	*100*	0	0	0	0	0	*0*	**174**
Hourly Total	1	0	270	3	0	*274*	0	0	0	0	0	*0*	0	7	375	0	0	*382*	0	1	0	0	0	*1*	**657**
10:00 AM	0	0	66	0	0	*66*	0	0	0	0	0	*0*	0	1	66	0	0	*67*	0	0	0	2	0	*2*	**135**
10:15 AM	0	0	69	1	0	*70*	0	0	0	0	0	*0*	0	0	61	0	0	*61*	0	0	0	1	0	*1*	**132**
10:30 AM	0	0	81	1	0	*82*	0	0	0	0	0	*0*	0	0	89	0	0	*89*	0	0	0	1	0	*1*	**172**
10:45 AM	0	0	72	0	0	*72*	0	0	0	0	0	*0*	0	2	104	0	0	*106*	0	0	0	3	0	*3*	**181**
Hourly Total	0	0	288	2	0	*290*	0	0	0	0	0	*0*	0	3	320	0	0	*323*	0	0	0	7	0	*7*	**620**
11:00 AM	0	0	62	1	0	*63*	0	0	0	0	0	*0*	0	1	75	0	0	*76*	0	0	0	0	0	*0*	**139**
11:15 AM	0	0	54	1	0	*55*	0	0	0	0	0	*0*	0	2	66	0	0	*68*	0	0	0	0	0	*0*	**123**
11:30 AM	0	0	86	0	0	*86*	0	0	0	0	0	*0*	0	0	99	0	0	*99*	0	0	0	0	0	*0*	**185**
11:45 AM	0	0	79	0	0	*79*	0	0	0	0	0	*0*	0	1	89	0	0	*90*	0	0	0	0	0	*0*	**169**
Hourly Total	0	0	281	2	0	*283*	0	0	0	0	0	*0*	0	4	329	0	0	*333*	0	0	0	0	0	*0*	**616**
12:00 PM	0	0	82	2	0	*84*	0	0	0	0	0	*0*	0	0	67	0	0	*67*	0	0	0	0	0	*0*	**151**
12:15 PM	0	0	98	1	0	*99*	0	0	0	0	0	*0*	0	1	111	0	0	*112*	0	0	0	0	0	*0*	**211**
12:30 PM	0	0	80	0	0	*80*	0	0	0	0	0	*0*	0	0	76	0	0	*76*	0	1	0	0	0	*1*	**157**
12:45 PM	0	0	76	1	0	*77*	0	0	0	0	0	*0*	0	0	79	0	0	*79*	0	1	0	0	0	*1*	**157**
Hourly Total	0	0	336	4	0	*340*	0	0	0	0	0	*0*	0	1	333	0	0	*334*	0	2	0	0	0	*2*	**676**
1:00 PM	0	0	79	1	0	*80*	0	0	0	0	0	*0*	0	0	87	0	0	*87*	0	0	0	1	0	*1*	**168**
1:15 PM	0	0	104	0	0	*104*	0	0	0	0	0	*0*	0	0	84	0	0	*84*	0	0	0	2	0	*2*	**190**
1:30 PM	0	0	84	0	0	*84*	0	0	0	0	0	*0*	0	0	59	0	0	*59*	0	0	0	1	0	*1*	**144**
1:45 PM	0	0	98	0	0	*98*	0	0	0	0	0	*0*	0	0	75	0	0	*75*	0	0	0	1	0	*1*	**174**
Hourly Total	0	0	365	1	0	*366*	0	0	0	0	0	*0*	0	0	305	0	0	*305*	0	0	0	5	0	*5*	**676**
2:00 PM	0	0	77	1	0	*78*	0	0	0	0	0	*0*	0	0	75	0	0	*75*	0	2	0	2	0	*4*	**157**
2:15 PM	0	0	84	0	0	*84*	0	0	0	0	0	*0*	0	0	70	0	0	*70*	0	1	0	0	0	*1*	**155**
2:30 PM	0	0	87	1	0	*88*	0	0	0	0	0	*0*	0	1	71	0	0	*72*	0	1	0	0	0	*1*	**161**
2:45 PM	0	0	86	1	0	*87*	0	0	0	0	0	*0*	0	0	67	0	0	*67*	0	0	0	2	0	*2*	**156**
Hourly Total	0	0	334	3	0	*337*	0	0	0	0	0	*0*	0	1	283	0	0	*284*	0	4	0	4	0	*8*	**629**
3:00 PM	0	0	86	1	0	*87*	0	0	0	0	0	*0*	0	0	72	0	0	*72*	0	0	0	1	0	*1*	**160**
3:15 PM	0	0	73	0	0	*73*	0	0	0	0	0	*0*	0	1	83	0	0	*84*	0	1	0	0	0	*1*	**158**
3:30 PM	0	0	114	1	0	*115*	0	0	0	0	0	*0*	0	1	72	0	0	*73*	0	1	0	2	0	*3*	**191**
3:45 PM	0	0	111	0	0	*111*	0	0	0	0	0	*0*	0	0	81	0	0	*81*	0	0	0	1	0	*1*	**193**
Hourly Total	0	0	384	2	0	*386*	0	0	0	0	0	*0*	0	2	308	0	0	*310*	0	2	0	4	0	*6*	**702**

Highway 89 River Circle Road South End
0 0
Wednesday, August 13, 2025

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	135	0	0	*135*	0	0	0	0	0	*0*	0	0	58	0	0	*58*	0	1	0	0	0	*1*	**194**
4:15 PM	0	0	113	0	0	*113*	0	0	0	0	0	*0*	0	1	60	0	0	*61*	0	0	0	1	0	*1*	**175**
4:30 PM	0	0	120	2	0	*122*	0	0	0	0	0	*0*	0	1	69	0	0	*70*	0	0	0	4	0	*4*	**196**
4:45 PM	0	0	135	2	0	*137*	0	0	0	0	0	*0*	0	0	81	0	0	*81*	0	0	0	2	0	*2*	**220**
Hourly Total	0	0	503	4	0	*507*	0	0	0	0	0	*0*	0	2	268	0	0	*270*	0	1	0	7	0	*8*	**785**
5:00 PM	0	0	144	1	0	*145*	0	0	0	0	0	*0*	0	2	73	0	0	*75*	0	2	0	3	0	*5*	**225**
5:15 PM	0	0	167	0	0	*167*	0	0	0	0	0	*0*	0	2	54	0	0	*56*	0	0	0	6	0	*6*	**229**
5:30 PM	0	0	154	0	0	*154*	0	0	0	0	0	*0*	0	0	68	0	0	*68*	0	0	0	1	0	*1*	**223**
5:45 PM	0	0	189	5	0	*194*	0	0	0	0	0	*0*	0	0	59	0	0	*59*	0	1	0	3	0	*4*	**257**
Hourly Total	0	0	654	6	0	*660*	0	0	0	0	0	*0*	0	4	254	0	0	*258*	0	3	0	13	0	*16*	**934**
6:00 PM	0	0	149	2	0	*151*	0	0	0	0	0	*0*	0	0	66	0	0	*66*	0	2	0	1	0	*3*	**220**
6:15 PM	0	0	136	1	0	*137*	0	0	0	0	0	*0*	0	2	62	0	0	*64*	0	1	0	1	0	*2*	**203**
6:30 PM	0	0	112	1	0	*113*	0	0	0	0	0	*0*	0	0	48	0	0	*48*	0	0	0	1	0	*1*	**162**
6:45 PM	0	0	101	1	0	*102*	0	0	0	0	0	*0*	0	2	60	0	0	*62*	0	1	0	3	0	*4*	**168**
Hourly Total	0	0	498	5	0	*503*	0	0	0	0	0	*0*	0	4	236	0	0	*240*	0	4	0	6	0	*10*	**753**
7:00 PM	0	0	103	2	0	*105*	0	0	0	0	0	*0*	0	0	38	0	0	*38*	0	0	0	0	0	*0*	**143**
7:15 PM	0	0	88	0	0	*88*	0	0	0	0	0	*0*	0	1	44	0	0	*45*	0	0	0	0	0	*0*	**133**
7:30 PM	0	0	75	0	0	*75*	0	0	0	0	0	*0*	0	0	38	0	0	*38*	0	0	0	0	0	*0*	**113**
7:45 PM	0	0	82	1	0	*83*	0	0	0	0	0	*0*	0	0	31	0	0	*31*	0	0	0	0	0	*0*	**114**
Hourly Total	0	0	348	3	0	*351*	0	0	0	0	0	*0*	0	1	151	0	0	*152*	0	0	0	0	0	*0*	**503**
8:00 PM	0	0	59	1	0	*60*	0	0	0	0	0	*0*	0	2	37	0	0	*39*	0	0	0	0	0	*0*	**99**
8:15 PM	0	0	54	1	0	*55*	0	0	0	0	0	*0*	0	0	31	0	0	*31*	0	0	0	2	0	*2*	**88**
8:30 PM	0	0	52	1	0	*53*	0	0	0	0	0	*0*	0	0	24	0	0	*24*	0	1	0	1	0	*2*	**79**
8:45 PM	0	0	40	1	0	*41*	0	0	0	0	0	*0*	0	0	15	0	0	*15*	0	1	0	0	0	*1*	**57**
Hourly Total	0	0	205	4	0	*209*	0	0	0	0	0	*0*	0	2	107	0	0	*109*	0	2	0	3	0	*5*	**323**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
DAILY TOTAL	**2**	**0**	**4980**	**40**	**0**	***5022***	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**50**	**4728**	**0**	**0**	***4778***	**0**	**31**	**0**	**56**	**0**	***87***	**9887**
Cars	2	0	4787	40	0	*4829*	0	0	0	0	0	*0*	0	50	4573	0	0	*4623*	0	31	0	55	0	*86*	**9538**
Heavy Vehicles	0	0	193	0	0	*193*	0	0	0	0	0	*0*	0	0	155	0	0	*155*	0	0	0	1	0	*1*	**349**
Heavy Vehicle %	0.00%	0.00%	3.88%	0.00%	0.00%	*3.84%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	3.28%	0.00%	0.00%	*3.24%*	0.00%	0.00%	0.00%	1.79%	0.00%	*1.15%*	**3.53%**

Highway 89 River Circle Road South End
0 0
Wednesday, August 13, 2025

AM Peak Hour (00:00 to 10:00)

Time	Southbound U Turns	Southbound Left Turns	Southbound Straight Through	Southbound Right Turns	Southbound Crosswalk Crossings	Southbound *Vehicle Approach*	Westbound U Turns	Westbound Left Turns	Westbound Straight Through	Westbound Right Turns	Westbound Crosswalk Crossings	Westbound *Vehicle Approach*	Northbound U Turns	Northbound Left Turns	Northbound Straight Through	Northbound Right Turns	Northbound Crosswalk Crossings	Northbound *Vehicle Approach*	Eastbound U Turns	Eastbound Left Turns	Eastbound Straight Through	Eastbound Right Turns	Eastbound Crosswalk Crossings	Eastbound *Vehicle Approach*	VEHICLE TOTAL
6:30 AM	0	0	35	0	0	*35*	0	0	0	0	0	*0*	0	1	115	0	0	*116*	0	0	0	0	0	*0*	**151**
6:45 AM	0	0	36	0	0	*36*	0	0	0	0	0	*0*	0	3	159	0	0	*162*	0	2	0	0	0	*2*	**200**
7:00 AM	0	0	48	0	0	*48*	0	0	0	0	0	*0*	0	3	155	0	0	*158*	0	1	0	1	0	*2*	**208**
7:15 AM	0	0	29	0	0	*29*	0	0	0	0	0	*0*	0	1	112	0	0	*113*	0	1	0	0	0	*1*	**143**
Peak Hour Total	0	0	148	0	0	*148*	0	0	0	0	0	*0*	0	8	541	0	0	*549*	0	4	0	1	0	*5*	**702**
Peak Hour Heavy Vehicles	0	0	8	0	0	*8*	0	0	0	0	0	*0*	0	0	12	0	0	*12*	0	0	0	0	0	*0*	**20**
Peak Hour Heavy Vehicles %	0.00%	0.00%	5.41%	0.00%	0.00%	5.41%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.22%	0.00%	0.00%	2.19%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.85%
PHF	0.000	0.000	0.771	0.000	0.000	*0.771*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.667	0.851	0.000	0.000	*0.847*	0.000	0.500	0.000	0.250	0.000	*0.625*	**0.844**

Mid Peak Hour (10:00 - 14:00)

Time	Southbound U Turns	Southbound Left Turns	Southbound Straight Through	Southbound Right Turns	Southbound Crosswalk Crossings	Southbound *Vehicle Approach*	Westbound U Turns	Westbound Left Turns	Westbound Straight Through	Westbound Right Turns	Westbound Crosswalk Crossings	Westbound *Vehicle Approach*	Northbound U Turns	Northbound Left Turns	Northbound Straight Through	Northbound Right Turns	Northbound Crosswalk Crossings	Northbound *Vehicle Approach*	Eastbound U Turns	Eastbound Left Turns	Eastbound Straight Through	Eastbound Right Turns	Eastbound Crosswalk Crossings	Eastbound *Vehicle Approach*	VEHICLE TOTAL
11:30 AM	0	0	86	0	0	*86*	0	0	0	0	0	*0*	0	0	99	0	0	*99*	0	0	0	0	0	*0*	**185**
11:45 AM	0	0	79	0	0	*79*	0	0	0	0	0	*0*	0	1	89	0	0	*90*	0	0	0	0	0	*0*	**169**
12:00 PM	0	0	82	2	0	*84*	0	0	0	0	0	*0*	0	0	67	0	0	*67*	0	0	0	0	0	*0*	**151**
12:15 PM	0	0	98	1	0	*99*	0	0	0	0	0	*0*	0	1	111	0	0	*112*	0	0	0	0	0	*0*	**211**
Peak Hour Total	0	0	345	3	0	*348*	0	0	0	0	0	*0*	0	2	366	0	0	*368*	0	0	0	0	0	*0*	**716**
Peak Hour Heavy Vehicles	0	0	25	0	0	*25*	0	0	0	0	0	*0*	0	0	19	0	0	*19*	0	0	0	0	0	*0*	**44**
Peak Hour Heavy Vehicles %	0.00%	0.00%	7.25%	0.00%	0.00%	7.18%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.19%	0.00%	0.00%	5.16%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.15%
PHF	0.000	0.000	0.880	0.375	0.000	*0.879*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.500	0.824	0.000	0.000	*0.821*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.848**

PM Peak Hour (14:00 - 24:00)

Time	Southbound U Turns	Southbound Left Turns	Southbound Straight Through	Southbound Right Turns	Southbound Crosswalk Crossings	Southbound *Vehicle Approach*	Westbound U Turns	Westbound Left Turns	Westbound Straight Through	Westbound Right Turns	Westbound Crosswalk Crossings	Westbound *Vehicle Approach*	Northbound U Turns	Northbound Left Turns	Northbound Straight Through	Northbound Right Turns	Northbound Crosswalk Crossings	Northbound *Vehicle Approach*	Eastbound U Turns	Eastbound Left Turns	Eastbound Straight Through	Eastbound Right Turns	Eastbound Crosswalk Crossings	Eastbound *Vehicle Approach*	VEHICLE TOTAL
5:00 PM	0	0	144	1	0	*145*	0	0	0	0	0	*0*	0	2	73	0	0	*75*	0	2	0	3	0	*5*	**225**
5:15 PM	0	0	167	0	0	*167*	0	0	0	0	0	*0*	0	2	54	0	0	*56*	0	0	0	6	0	*6*	**229**
5:30 PM	0	0	154	0	0	*154*	0	0	0	0	0	*0*	0	0	68	0	0	*68*	0	0	0	1	0	*1*	**223**
5:45 PM	0	0	189	5	0	*194*	0	0	0	0	0	*0*	0	0	59	0	0	*59*	0	1	0	3	0	*4*	**257**
Peak Hour Total	0	0	654	6	0	*660*	0	0	0	0	0	*0*	0	4	254	0	0	*258*	0	3	0	13	0	*16*	**934**
Peak Hour Heavy Vehicles	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	**5**
Peak Hour Heavy Vehicles %	0.00%	0.00%	0.46%	0.00%	0.00%	0.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.79%	0.00%	0.00%	0.78%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.54%
PHF	0.000	0.000	0.865	0.300	0.000	*0.851*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.500	0.870	0.000	0.000	*0.860*	0.000	0.375	0.000	0.542	0.000	*0.667*	**0.909**

3 PM PICKUP

Time	Southbound U Turns	Southbound Left Turns	Southbound Straight Through	Southbound Right Turns	Southbound Crosswalk Crossings	Southbound *Vehicle Approach*	Westbound U Turns	Westbound Left Turns	Westbound Straight Through	Westbound Right Turns	Westbound Crosswalk Crossings	Westbound *Vehicle Approach*	Northbound U Turns	Northbound Left Turns	Northbound Straight Through	Northbound Right Turns	Northbound Crosswalk Crossings	Northbound *Vehicle Approach*	Eastbound U Turns	Eastbound Left Turns	Eastbound Straight Through	Eastbound Right Turns	Eastbound Crosswalk Crossings	Eastbound *Vehicle Approach*	VEHICLE TOTAL
3:00 PM	0	0	86	1	0	*87*	0	0	0	0	0	*0*	0	0	72	0	0	*72*	0	0	0	1	0	*1*	**160**
3:15 PM	0	0	73	0	0	*73*	0	0	0	0	0	*0*	0	1	83	0	0	*84*	0	1	0	0	0	*1*	**158**
3:30 PM	0	0	114	1	0	*115*	0	0	0	0	0	*0*	0	1	72	0	0	*73*	0	1	0	2	0	*3*	**191**
3:45 PM	0	0	111	0	0	*111*	0	0	0	0	0	*0*	0	0	81	0	0	*81*	0	0	0	1	0	*1*	**193**
Peak Hour Total	0	0	384	2	0	*386*	0	0	0	0	0	*0*	0	2	308	0	0	*310*	0	2	0	4	0	*6*	**702**
Peak Hour Heavy Vehicles	0	0	12	0	0	*12*	0	0	0	0	0	*0*	0	0	14	0	0	*14*	0	0	0	0	0	*0*	**26**
Peak Hour Heavy Vehicles %	0.00%	0.00%	3.13%	0.00%	0.00%	3.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.55%	0.00%	0.00%	4.52%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.70%
PHF	0.000	0.000	0.842	0.500	0.000	*0.839*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.500	0.928	0.000	0.000	*0.923*	0.000	0.500	0.000	0.500	0.000	*0.500*	**0.909**

Total Vehicles On Leg			9783		
Vehicles Entering Intersection	5022		Vehicles Exiting Intersection	4761	
Southbound					
Cars	40	4787	0	2	0
Heavy	0	193	0	0	0
Total	**40**	**4980**	**0**	**2**	**0**

Total Vehicles on Leg	Vehicles Entering Intersection	Vehicles Exiting Intersection	Eastbound	Cars	Heavy	Total
177	87	90		0	0	**0**
				0	0	**0**
				31	0	**31**
				0	0	**0**
				55	1	**56**

Daily Volumes

Cars	Heavy	Total			
0	0	**0**	Westbound	Vehicles Entering Intersection 0	Total Vehicles on Leg 0
0	0	**0**			
0	0	**0**		Vehicles Exiting Intersection 0	
0	0	**0**			
0	0	**0**			

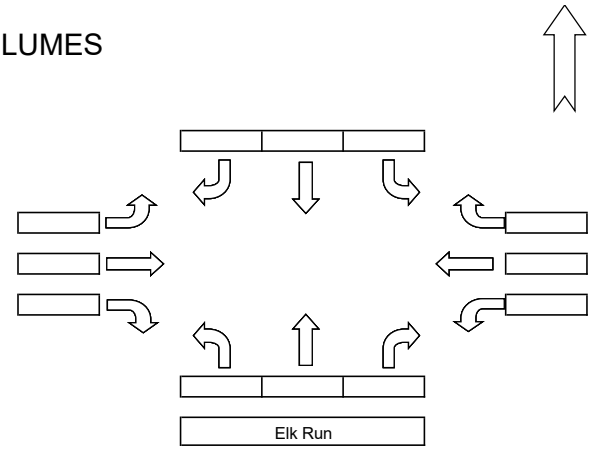
Cars	0	0	50	4573	0
Heavy	0	0	0	155	0
Total	**0**	**0**	**50**	**4728**	**0**
Northbound					
Vehicles Entering Intersection	4778		Vehicles Exiting Intersection	5036	
Total Vehicles On Leg			9814		

WEEKDAY PEAK HOUR VOLUMES

INTERSECTION: Elk Run
N-S STRE **Elk Run**
E-W STRE **River Circle**

COUNT D **8/13/2025**
NOTES:

PK HR VOLUME:	44
PHF:	0.79
PEAK HOUR:	
FROM: 3:00 PM	TO: 4:00 PM



Weekday Traffic

COUNT DATA INPUT:

TIME PERIOD		Southbound			Westbound			Northbound			Eastbound			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
6:30 AM	6:45 AM					3						1		4
6:45 AM	7:00 AM					4						5	1	10
7:00 AM	7:15 AM				2	4				3		5		14
7:15 AM	7:30 AM			1		2				1		2		6
7:30 AM	7:45 AM	1			2	2				1		2		8
7:45 AM	8:00 AM					5				2		4		11
8:00 AM	8:15 AM													0
8:15 AM	8:30 AM													0
8:30 AM	8:45 AM													0
8:45 AM	9:00 AM													0
9:00 AM	9:15 AM													0
9:15 AM	9:30 AM													0
9:30 AM	9:45 AM													0
9:45 AM	10:00 AM													0
10:00 AM	10:15 AM													0
10:15 AM	10:30 AM													0
10:30 AM	10:45 AM													0
10:45 AM	11:00 AM													0
11:00 AM	11:15 AM													0
11:15 AM	11:30 AM													0
11:30 AM	11:45 AM													0
11:45 AM	12:00 PM													0
12:00 PM	12:15 PM													0
12:15 PM	12:30 PM													0
12:30 PM	12:45 PM													0
12:45 PM	1:00 PM													0
1:00 PM	1:15 PM													0
1:15 PM	1:30 PM													0
1:30 PM	1:45 PM													0
1:45 PM	2:00 PM													0
2:00 PM	2:15 PM													0
2:15 PM	2:30 PM													0
2:30 PM	2:45 PM													0
2:45 PM	3:00 PM													0
3:00 PM	3:15 PM			1		3	2					1		7
3:15 PM	3:30 PM	1		2	1	4	1			1		1		11
3:30 PM	3:45 PM	1				4	2		1			6		14
3:45 PM	4:00 PM			1	1	7		1				2		12
4:00 PM	4:15 PM													0
4:15 PM	4:30 PM													0
4:30 PM	4:45 PM													0
4:45 PM	5:00 PM													0
5:00 PM	5:15 PM													0
5:15 PM	5:30 PM													0
5:30 PM	5:45 PM													0
5:45 PM	6:00 PM													0
													total	97

WEEKDAY HOURLY TOTALS:

TIME PERIOD		Southbound			Westbound			Northbound			Eastbound			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
6:00 AM	7:00 AM	0	0	0	0	7	0	0	0	0	0	6	1	14
7:00 AM	8:00 AM	1	0	1	4	13	0	0	0	7	0	13	0	39
8:00 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	4:00 PM	2	0	4	2	18	5	1	1	1	0	10	0	44
4:00 PM	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

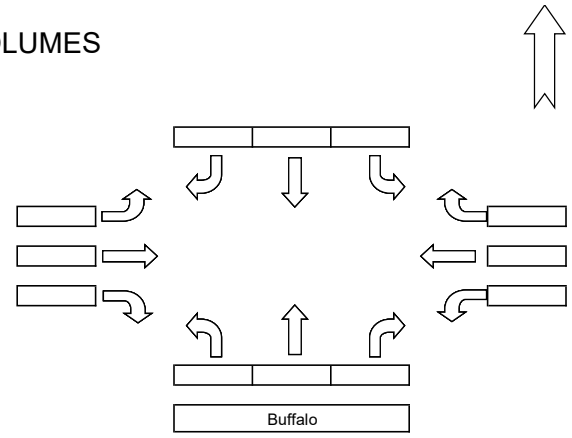
NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

WEEKDAY PEAK HOUR VOLUMES

INTERSECTION: Buffalo
N-S STRE **Buffalo**
E-W STRE **River Circle**

COUNT D **8/13/2025**
NOTES:

PK HR VOLUME:	44
PHF:	0.79
PEAK HOUR:	
FROM:	TO:
3:00 PM	4:00 PM



Weekday Traffic

COUNT DATA INPUT:

TIME PERIOD		Southbound			Westbound			Northbound			Eastbound			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
6:00 AM	6:15 AM													0
6:15 AM	6:30 AM													0
6:30 AM	6:45 AM			1			3							4
6:45 AM	7:00 AM			5			4				2	1		12
7:00 AM	7:15 AM			5		1	3				1	1		11
7:15 AM	7:30 AM			1		1	2				2	1		7
7:30 AM	7:45 AM													0
7:45 AM	8:00 AM													0
8:00 AM	8:15 AM													0
8:15 AM	8:30 AM													0
8:30 AM	8:45 AM													0
8:45 AM	9:00 AM													0
9:00 AM	9:15 AM													0
9:15 AM	9:30 AM													0
9:30 AM	9:45 AM													0
9:45 AM	10:00 AM													0
10:00 AM	10:15 AM													0
10:15 AM	10:30 AM													0
10:30 AM	10:45 AM													0
10:45 AM	11:00 AM													0
11:00 AM	11:15 AM													0
11:15 AM	11:30 AM													0
11:30 AM	11:45 AM													0
11:45 AM	12:00 PM													0
12:00 PM	12:15 PM													0
12:15 PM	12:30 PM													0
12:30 PM	12:45 PM													0
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1:00 PM	1:15 PM													0
1:15 PM	1:30 PM													0
1:30 PM	1:45 PM													0
1:45 PM	2:00 PM													0
2:00 PM	2:15 PM													0
2:15 PM	2:30 PM													0
2:30 PM	2:45 PM													0
2:45 PM	3:00 PM													0
3:00 PM	3:15 PM	2		1			3				2			8
3:15 PM	3:30 PM	1		1			5				2			9
3:30 PM	3:45 PM	2		5		1	5					1		14
3:45 PM	4:00 PM	2		2		1	7				1			13
4:00 PM	4:15 PM													0
4:15 PM	4:30 PM													0
4:30 PM	4:45 PM													0
4:45 PM	5:00 PM													0
5:00 PM	5:15 PM													0
5:15 PM	5:30 PM													0
5:30 PM	5:45 PM													0
5:45 PM	6:00 PM													0
													total	78

WEEKDAY HOURLY TOTALS:

TIME PERIOD		Southbound			Westbound			Northbound			Eastbound			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
6:00 AM	7:00 AM	0	0	6	0	0	7	0	0	0	2	1	0	16
7:00 AM	8:00 AM	0	0	1	0	1	2	0	0	0	2	1	0	7
8:00 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	4:00 PM	7	0	9	0	2	20	0	0	0	5	1	0	44
4:00 PM	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Appendix B – PTV Vistro Analysis Reports

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Scenario 1 2025 Existing
9/11/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	River Circle North	Two-way stop	HCM 7th Edition	SB Left	0.054	13.6	B
2	River Circle South	Two-way stop	HCM 7th Edition	SB Left	0.014	13.3	B
3	Elk Run & River Circle	Two-way yield	HCM 7th Edition	NB Thru	0.002	4.6	A
4	Elk Run & River Circle	Two-way yield	HCM 7th Edition	SB Left	0.004	4.0	A

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

Intersection Level Of Service Report
Intersection 1: River Circle North

Control Type:	Two-way stop	Delay (sec / veh):	13.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.054

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	17	1	4	542	147	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	6.00	6.00	6.00	6.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	1	4	542	147	11
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	1	151	41	4
Total Analysis Volume [veh/h]	24	1	6	602	163	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	13.62	9.64	7.63	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.18	0.18	0.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.39	4.39	0.33	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.46		0.08		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.47					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 2: River Circle South

Control Type:	Two-way stop	Delay (sec / veh):	13.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	4	1	8	541	148	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	6.00	6.00	6.00	6.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	1	8	541	148	1
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	3	150	41	0
Total Analysis Volume [veh/h]	6	1	11	601	164	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	13.34	9.25	7.61	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.13	1.13	0.60	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.76		0.14		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.22					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 3: Elk Run & River Circle

Control Type:	Two-way yield	Delay (sec / veh):	4.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Town Hall			Elk Run			River Circle			River Circle		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Town Hall			Elk Run			River Circle			River Circle		
Base Volume Input [veh/h]	1	1	7	2	1	2	1	13	1	4	13	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	7	2	1	2	1	13	1	4	13	1
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	4	1	1	1	1	7	1	2	7	1
Total Analysis Volume [veh/h]	2	2	14	4	2	4	2	26	2	8	26	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	4.16	4.61	3.60	4.17	4.55	3.54	2.29	0.00	0.00	2.31	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.06	0.03	0.03	0.03	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	1.38	1.38	1.38	0.82	0.82	0.82	0.08	0.08	0.08	0.34	0.34	0.34
d_A, Approach Delay [s/veh]	3.78			4.00			0.15			0.51		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.39											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 4: Elk Run & River Circle

Control Type:	Two-way yield	Delay (sec / veh):	4.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Elk Run		River Circle		River Circle	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Elk Run		River Circle		River Circle	
Base Volume Input [veh/h]	2	12	5	3	2	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	12	5	3	2	12
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	6	3	2	1	6
Total Analysis Volume [veh/h]	4	24	10	6	4	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	3.98	3.62	2.32	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.06	2.06	0.42	0.42	0.00	0.00
d_A, Approach Delay [s/veh]	3.67		1.45		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.75					
Intersection LOS	A					

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Scenario 1 2025 Existing
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Turning Movement Volume: Summary

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
1	River Circle North	17	1	4	542	147	11	722

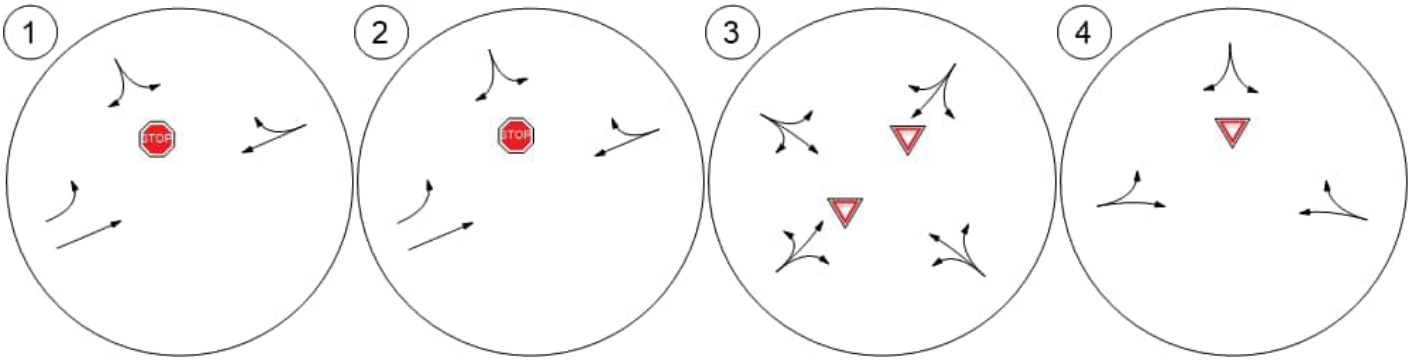
ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
2	River Circle South	4	1	8	541	148	1	703

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Elk Run & River Circle	1	1	7	2	1	2	1	13	1	4	13	1	47

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
4	Elk Run & River Circle	2	12	5	3	2	12	36

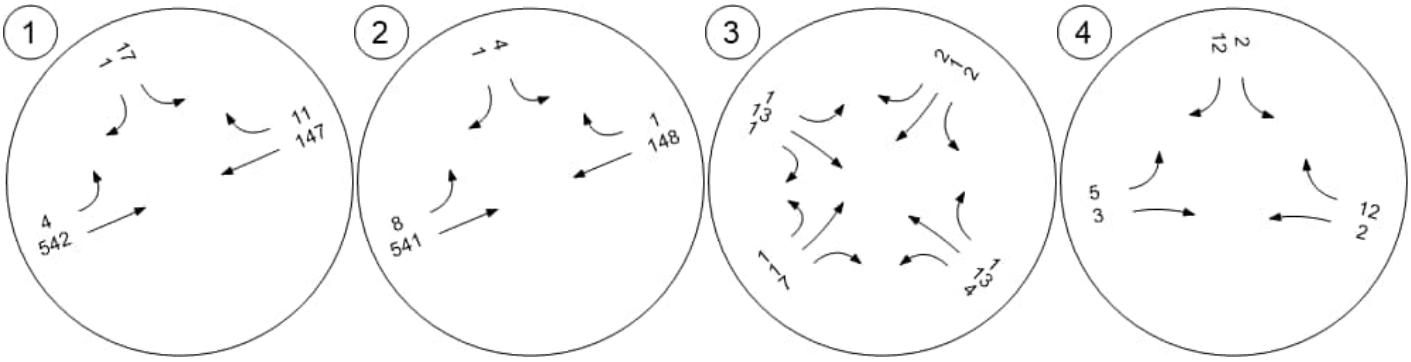
Lane Configuration and Traffic Control





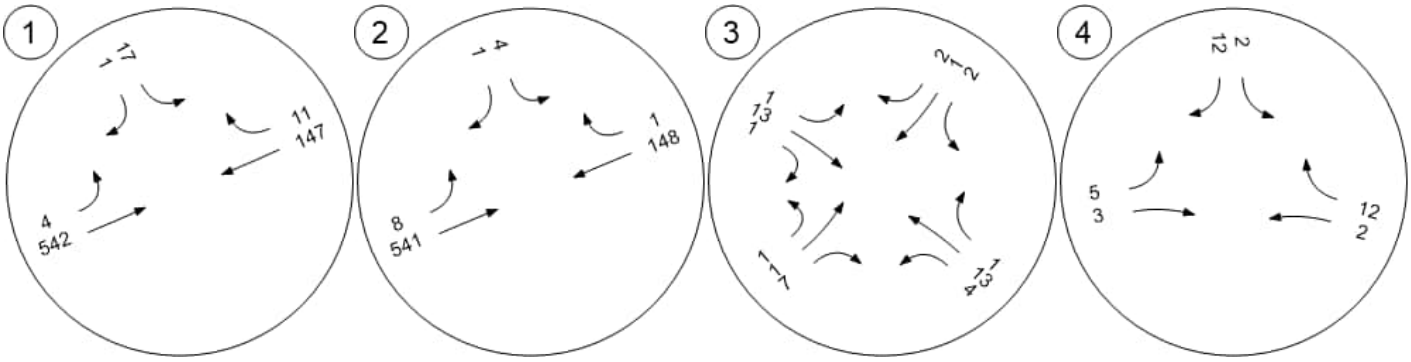
Traffic Volume - Base Volume





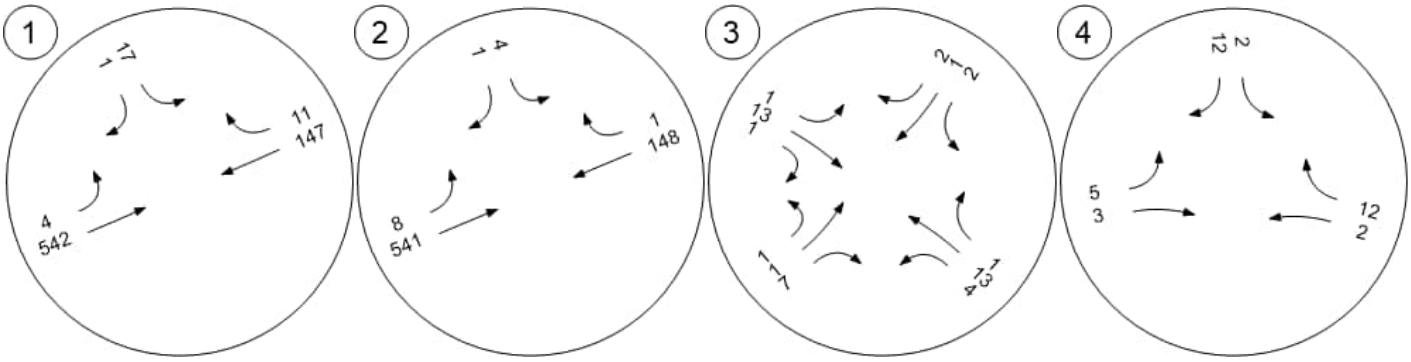
Traffic Volume - Future Background Volume





Traffic Volume - Future Total Volume





Traffic Conditions



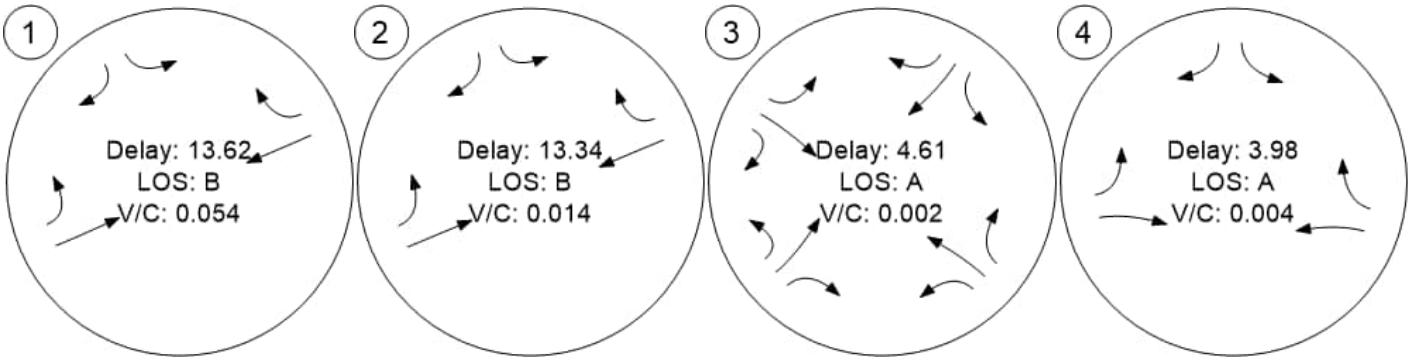


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Scenario 1 2025 Existing
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Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	River Circle North	Two-way stop	HCM 7th Edition	SB Left	0.043	13.1	B
2	River Circle South	Two-way stop	HCM 7th Edition	SB Left	0.006	12.7	B
3	Elk Run & River Circle	Two-way yield	HCM 7th Edition	SB Thru	0.002	4.6	A
4	Elk Run & River Circle	Two-way yield	HCM 7th Edition	SB Left	0.015	4.0	A

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

Intersection Level Of Service Report
Intersection 1: River Circle North

Control Type:	Two-way stop	Delay (sec / veh):	13.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.043

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	14	3	3	309	384	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	6.00	6.00	6.00	6.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	3	3	309	384	21
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	1	86	107	8
Total Analysis Volume [veh/h]	20	4	4	343	427	30
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.14	11.32	8.34	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.16	0.16	0.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.91	3.91	0.28	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.83		0.10		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.41					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 2: River Circle South

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	2	4	2	308	384	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	6.00	6.00	6.00	6.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	4	2	308	384	2
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	86	107	1
Total Analysis Volume [veh/h]	3	6	3	342	427	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.74	10.93	8.26	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.22	1.22	0.20	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.53		0.07		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.16					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 3: Elk Run & River Circle

Control Type:	Two-way yield	Delay (sec / veh):	4.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Town Hall			Elk Run			River Circle			River Circle		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Town Hall			Elk Run			River Circle			River Circle		
Base Volume Input [veh/h]	1	1	1	2	1	4	1	10	1	2	18	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	1	2	1	4	1	10	1	2	18	5
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	1	1	2	1	5	1	1	9	3
Total Analysis Volume [veh/h]	2	2	2	4	2	8	2	20	2	4	36	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	4.08	4.52	3.48	4.11	4.57	3.63	2.32	0.00	0.00	2.28	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.04	0.04	0.04	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.50	0.50	0.50	1.12	1.12	1.12	0.08	0.08	0.08	0.17	0.17	0.17
d_A, Approach Delay [s/veh]	4.03			3.91			0.19			0.18		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.99											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 4: Elk Run & River Circle

Control Type:	Two-way yield	Delay (sec / veh):	4.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name	Elk Run		River Circle		River Circle	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Elk Run		River Circle		River Circle	
Base Volume Input [veh/h]	7	9	5	3	2	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	9	5	3	2	12
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	5	3	2	1	6
Total Analysis Volume [veh/h]	14	18	10	6	4	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.02	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	4.02	3.67	2.32	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.44	2.44	0.42	0.42	0.00	0.00
d_A, Approach Delay [s/veh]	3.82		1.45		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.91					
Intersection LOS	A					

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Report File: Z:\...\2025 PM Existing Analysis.pdf

Scenario 1 2025 Existing
9/11/2025

Turning Movement Volume: Summary

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
1	River Circle North	14	3	3	309	384	21	734

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
2	River Circle South	2	4	2	308	384	2	702

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Elk Run & River Circle	1	1	1	2	1	4	1	10	1	2	18	5	47

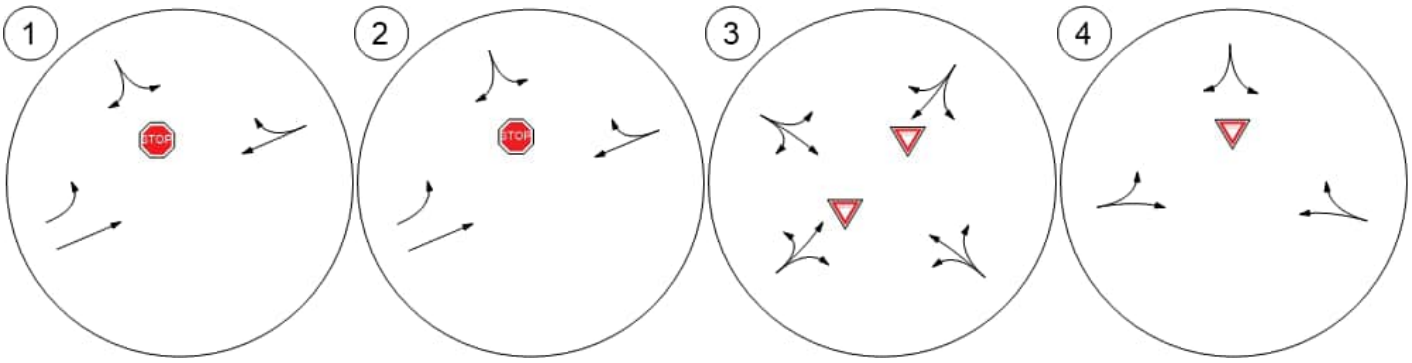
ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
4	Elk Run & River Circle	7	9	5	3	2	12	38

Study Intersections



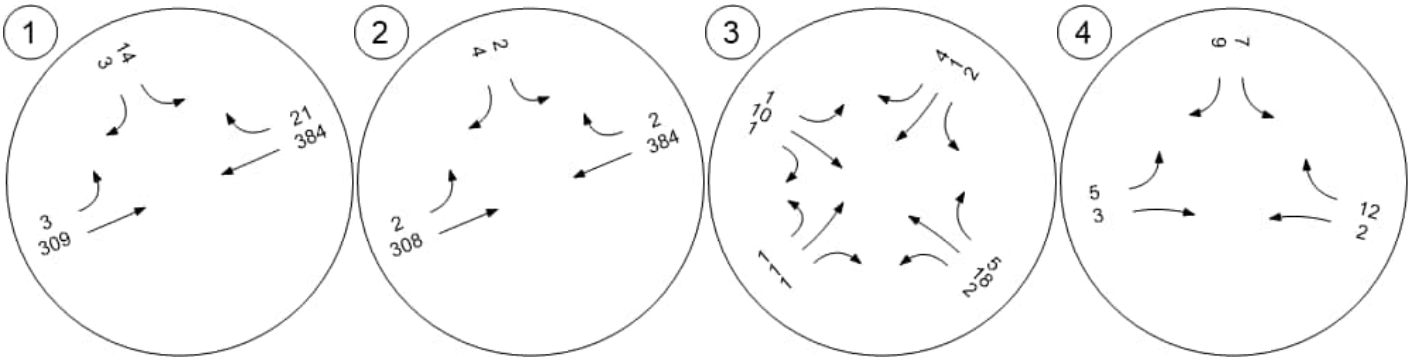
Lane Configuration and Traffic Control





Traffic Volume - Base Volume





Traffic Conditions



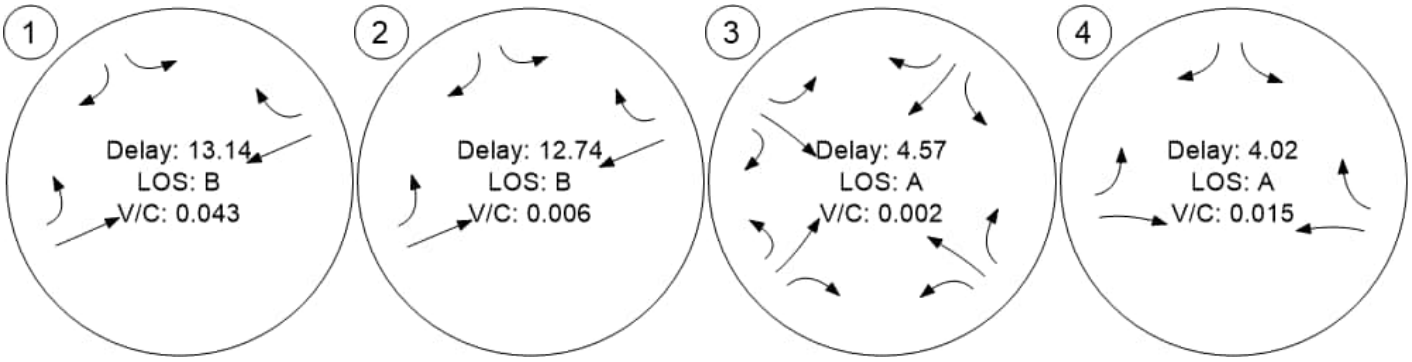


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Vistro File: Z:\...\Alpine Wyoming Charter School am.vistro
Report File: Z:\...\2026 AM Base Analysis.pdf

Scenario 2 2026 Base
9/11/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	River Circle North	Two-way stop	HCM 7th Edition	SB Left	0.060	13.9	B
2	River Circle South	Two-way stop	HCM 7th Edition	SB Left	0.014	13.5	B
3	Elk Run & River Circle	Two-way yield	HCM 7th Edition	NB Thru	0.002	4.6	A
4	Elk Run & River Circle	Two-way yield	HCM 7th Edition	SB Left	0.004	4.0	A

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

Intersection Level Of Service Report
Intersection 1: River Circle North

Control Type:	Two-way stop	Delay (sec / veh):	13.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.060

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	17	1	4	542	147	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	6.00	6.00	6.00	6.00	6.00
Growth Factor	1.0350	1.0350	1.0350	1.0350	1.0350	1.0350
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	1	4	561	152	11
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	1	156	42	4
Total Analysis Volume [veh/h]	26	1	6	623	169	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	13.89	9.74	7.65	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.20	0.20	0.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.90	4.90	0.33	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.74		0.07		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.50					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 2: River Circle South

Control Type:	Two-way stop	Delay (sec / veh):	13.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	4	1	8	541	148	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	6.00	6.00	6.00	6.00	6.00
Growth Factor	1.0350	1.0350	1.0350	1.0350	1.0350	1.0350
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	1	8	560	153	1
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	3	156	43	0
Total Analysis Volume [veh/h]	6	1	11	622	170	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	13.55	9.29	7.63	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.16	1.16	0.60	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.94		0.13		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.22					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 3: Elk Run & River Circle

Control Type:	Two-way yield	Delay (sec / veh):	4.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Town Hall			Elk Run			River Circle			River Circle		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Town Hall			Elk Run			River Circle			River Circle		
Base Volume Input [veh/h]	1	1	7	2	1	2	1	13	1	4	13	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	7	2	1	2	1	14	1	4	14	1
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	4	1	1	1	1	7	1	2	7	1
Total Analysis Volume [veh/h]	2	2	14	4	2	4	2	28	2	8	28	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	4.19	4.63	3.61	4.20	4.57	3.55	2.29	0.00	0.00	2.32	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.06	0.03	0.03	0.03	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	1.39	1.39	1.39	0.82	0.82	0.82	0.08	0.08	0.08	0.34	0.34	0.34
d_A, Approach Delay [s/veh]	3.79			4.01			0.14			0.49		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.34											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 4: Elk Run & River Circle

Control Type:	Two-way yield	Delay (sec / veh):	4.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Elk Run		River Circle		River Circle	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Elk Run		River Circle		River Circle	
Base Volume Input [veh/h]	2	12	5	3	2	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	12	5	3	2	12
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	6	3	2	1	6
Total Analysis Volume [veh/h]	4	24	10	6	4	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	3.98	3.62	2.32	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.06	2.06	0.42	0.42	0.00	0.00
d_A, Approach Delay [s/veh]	3.67		1.45		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.75					
Intersection LOS	A					

Vistro File: Z:\...\Alpine Wyoming Charter School am.vistro
Report File: Z:\...\2026 AM Base Analysis.pdf

Scenario 2 2026 Base
9/11/2025

Turning Movement Volume: Summary

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
1	River Circle North	18	1	4	561	152	11	747

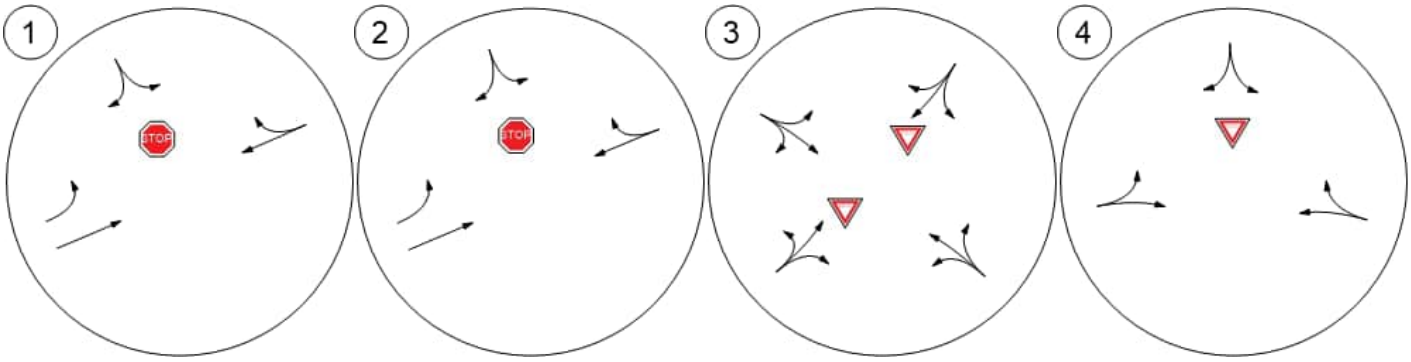
ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
2	River Circle South	4	1	8	560	153	1	727

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Elk Run & River Circle	1	1	7	2	1	2	1	14	1	4	14	1	49

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
4	Elk Run & River Circle	2	12	5	3	2	12	36

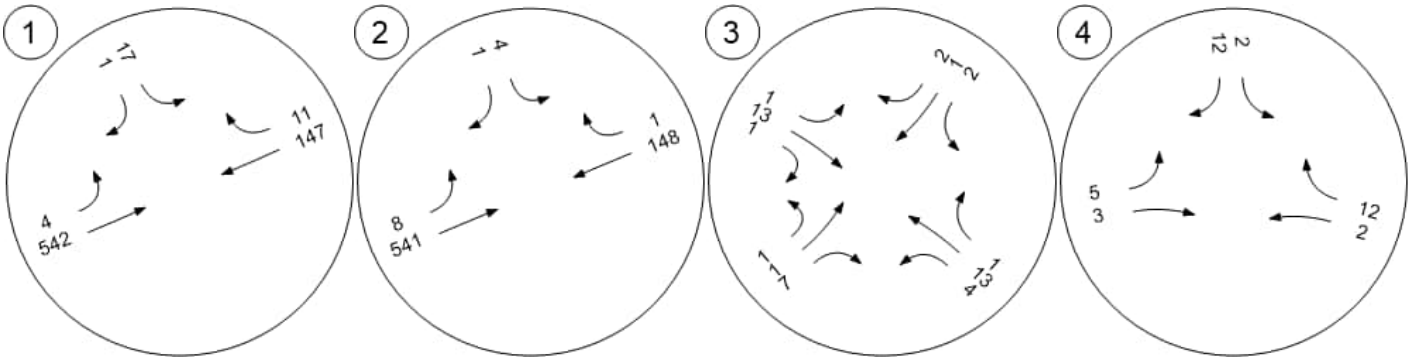
Lane Configuration and Traffic Control





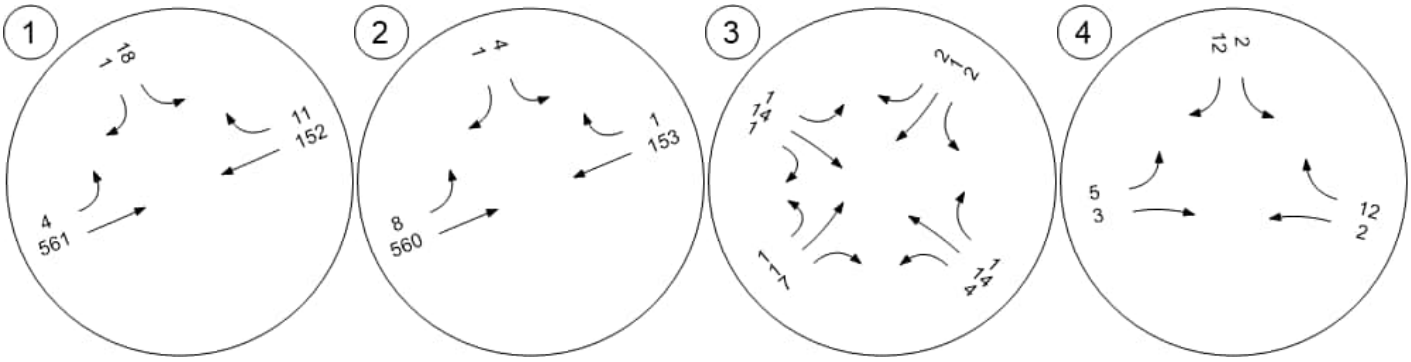
Traffic Volume - Base Volume




1
17
11
147
4
542
2
4
1
148
8
541
3
2
2
1
13
1
4
1
13
4
1
1
4
4
1
4
4
1
4
4

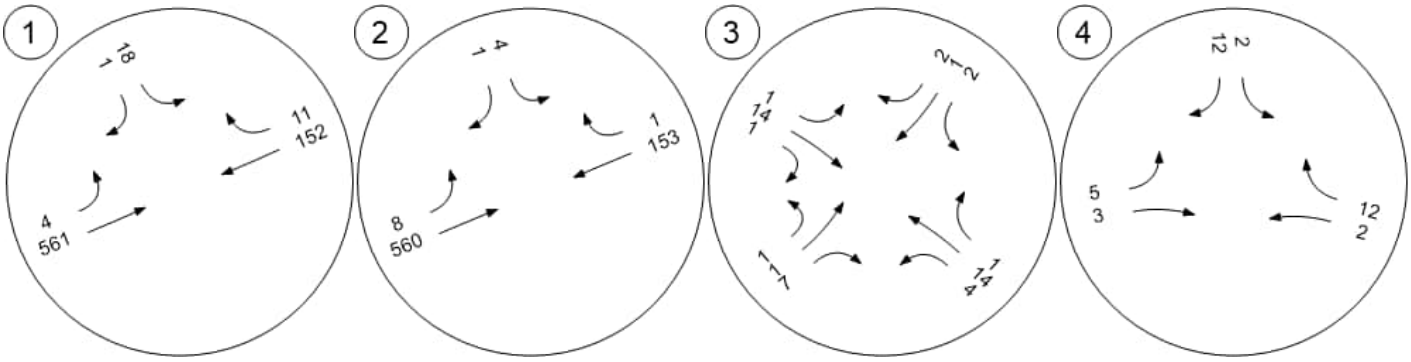
Traffic Volume - Future Background Volume




1
18
1
11
152
4
561
2
4
1
1
153
8
560
3
2
2
1
14
1
1
14
4
1
1
4
1
1
4
1
1

Traffic Volume - Future Total Volume





Traffic Conditions



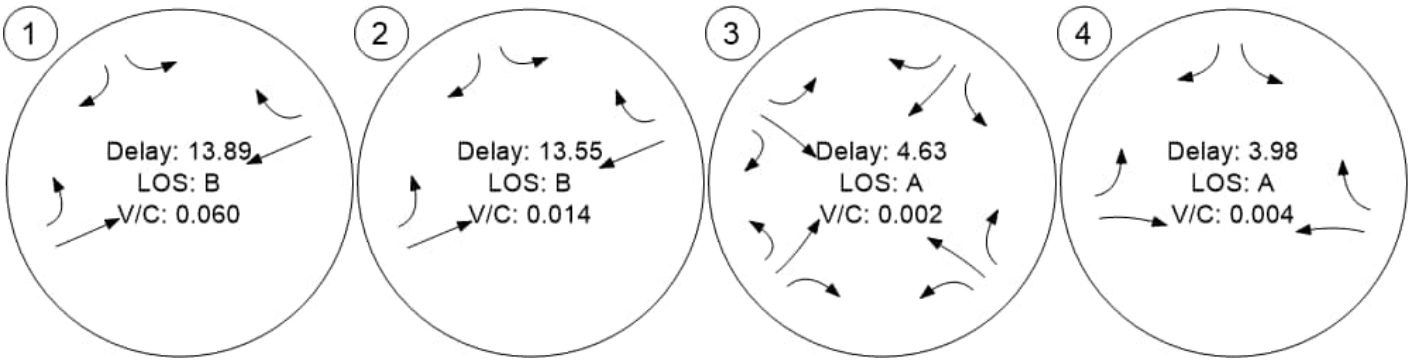


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Report File: Z:\...\2026 AM Base Plus Project Analysis.pdf

Scenario 3 2026 Base W Trips
9/11/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	River Circle North	Two-way stop	HCM 7th Edition	SB Left	0.185	16.7	C
2	River Circle South	Two-way stop	HCM 7th Edition	SB Left	0.015	14.2	B
3	Elk Run & River Circle	Two-way yield	HCM 7th Edition	NB Thru	0.003	5.8	A
4	Elk Run & River Circle	Two-way yield	HCM 7th Edition	SB Left	0.058	5.0	A

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

Intersection Level Of Service Report
Intersection 1: River Circle North

Control Type:	Two-way stop	Delay (sec / veh):	16.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.185

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	17	1	4	542	147	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	6.00	6.00	6.00	6.00	6.00
Growth Factor	1.0350	1.0350	1.0350	1.0350	1.0350	1.0350
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	31	6	30	0	0	35
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	49	7	34	561	152	46
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	3	12	156	42	16
Total Analysis Volume [veh/h]	70	10	49	623	169	66
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.01	0.04	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	16.68	11.51	7.86	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.72	0.72	0.12	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	18.09	18.09	2.91	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.03		0.57		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.69					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 2: River Circle South

Control Type:	Two-way stop	Delay (sec / veh):	14.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	4	1	8	541	148	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	6.00	6.00	6.00	6.00	6.00
Growth Factor	1.0350	1.0350	1.0350	1.0350	1.0350	1.0350
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	24	5	30	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	25	13	590	159	1
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	9	5	164	44	0
Total Analysis Volume [veh/h]	6	36	19	656	177	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	Yes					
Number of Storage Spaces in Median	1		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.04	0.01	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	14.25	9.50	7.66	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.18	0.18	0.04	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.53	4.53	1.05	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.18		0.22		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.64					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 3: Elk Run & River Circle

Control Type:	Two-way yield	Delay (sec / veh):	5.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Town Hall			Elk Run			River Circle			River Circle		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Town Hall			Elk Run			River Circle			River Circle		
Base Volume Input [veh/h]	1	1	7	2	1	2	1	13	1	4	13	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	12	0	0	0	25	0	0	4	62
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	7	14	1	2	1	38	1	4	17	63
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	4	7	1	1	1	19	1	2	9	32
Total Analysis Volume [veh/h]	2	2	14	28	2	4	2	76	2	8	34	126
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.04	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	4.99	5.80	3.85	5.35	5.64	4.22	2.56	0.00	0.00	2.42	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.06	0.14	0.14	0.14	0.00	0.00	0.00	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	1.53	1.53	1.53	3.54	3.54	3.54	0.08	0.08	0.08	0.39	0.39	0.39
d_A, Approach Delay [s/veh]	4.19			5.23			0.06			0.12		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.93											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 4: Elk Run & River Circle

Control Type:	Two-way yield	Delay (sec / veh):	5.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.058

Intersection Setup

Name	Elk Run		River Circle		River Circle	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Elk Run		River Circle		River Circle	
Base Volume Input [veh/h]	2	12	5	3	2	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	25	24	5	0	0	4
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	36	10	3	2	16
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	18	5	2	1	8
Total Analysis Volume [veh/h]	54	72	20	6	4	32
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.07	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	5.05	4.57	2.37	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.43	0.43	0.03	0.03	0.00	0.00
95th-Percentile Queue Length [ft/ln]	10.83	10.83	0.84	0.84	0.00	0.00
d_A, Approach Delay [s/veh]	4.78		1.83		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.45					
Intersection LOS	A					

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Scenario 3 2026 Base W Trips
9/11/2025

Turning Movement Volume: Summary

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
1	River Circle North	49	7	34	561	152	46	849

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
2	River Circle South	4	25	13	590	159	1	792

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Elk Run & River Circle	1	1	7	14	1	2	1	38	1	4	17	63	150

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
4	Elk Run & River Circle	27	36	10	3	2	16	94

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Scenario 3 2026 Base W Trips
9/11/2025

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
1	River Circle North	Final Base	17	1	4	542	147	11	722
		Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	31	6	30	0	0	35	102
		Other	0	0	0	0	0	0	0
		Future Total	**49**	**7**	**34**	**561**	**152**	**46**	**849**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
2	River Circle South	Final Base	4	1	8	541	148	1	703
		Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	24	5	30	6	0	65
		Other	0	0	0	0	0	0	0
		Future Total	**4**	**25**	**13**	**590**	**159**	**1**	**792**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Elk Run & River Circle	Final Base	1	1	7	2	1	2	1	13	1	4	13	1	47
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	12	0	0	0	25	0	0	4	62	103
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**1**	**1**	**7**	**14**	**1**	**2**	**1**	**38**	**1**	**4**	**17**	**63**	**150**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
4	Elk Run & River Circle	Final Base	2	12	5	3	2	12	36
		Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	25	24	5	0	0	4	58
		Other	0	0	0	0	0	0	0
		Future Total	**27**	**36**	**10**	**3**	**2**	**16**	**94**

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Scenario 3 2026 Base W Trips
9/11/2025

Fair Share % of Future Total

Intersection 1: River Circle North							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	63.27%	85.71%	88.24%	0%	0%	76.09%	12.01%
Total	63.27%	85.71%	88.24%	0%	0%	76.09%	

Intersection 2: River Circle South							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	0%	96%	38.46%	5.08%	3.77%	0%	8.21%
Total	0%	96%	38.46%	5.08%	3.77%	0%	

Intersection 3: Elk Run & River Circle													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	0%	0%	85.71%	0%	0%	0%	65.79%	0%	0%	23.53%	98.41%	68.67%
Total	0%	0%	0%	85.71%	0%	0%	0%	65.79%	0%	0%	23.53%	98.41%	

Intersection 4: Elk Run & River Circle							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	92.59%	66.67%	50%	0%	0%	25%	61.7%
Total	92.59%	66.67%	50%	0%	0%	25%	

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Scenario 3 2026 Base W Trips
9/11/2025

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
1: Zone				1.070	130.000	53.00	47.00	0.00	74	65	139	100.00
					Added Trips Total				**74**	**65**	**139**	**100.00**

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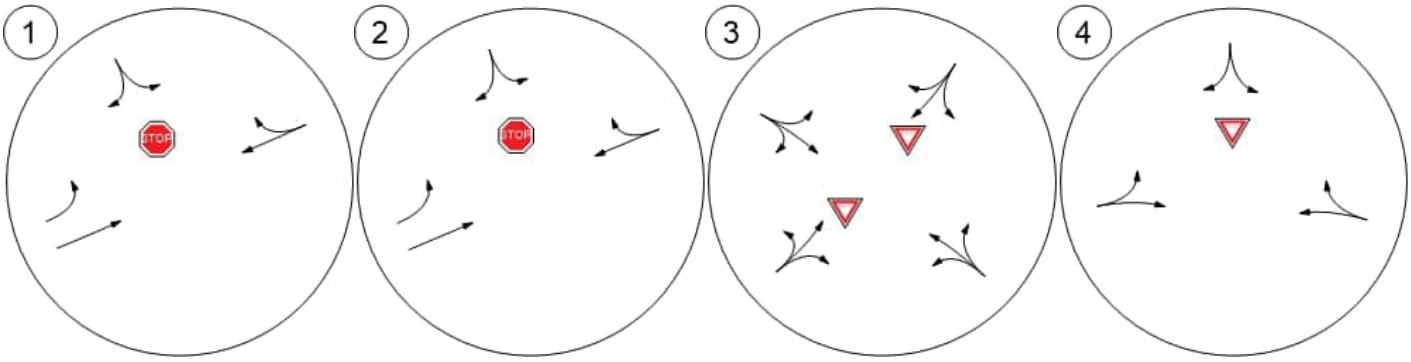
Scenario 3 2026 Base W Trips
9/11/2025

Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	47.55	35	47.55	31
3: Gate	46.75	35	46.75	30
4: Gate	5.70	4	5.70	4
Total	**100.00**	**74**	**100.00**	**65**

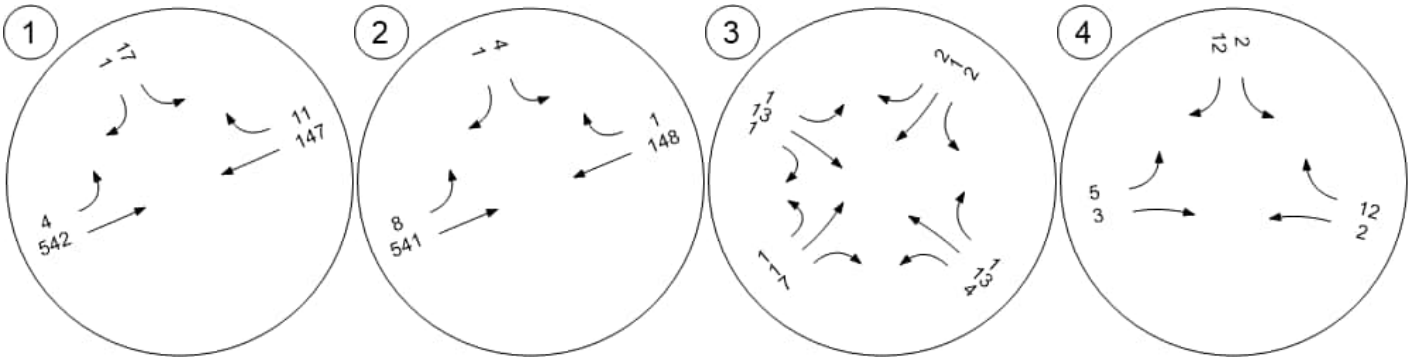
Lane Configuration and Traffic Control





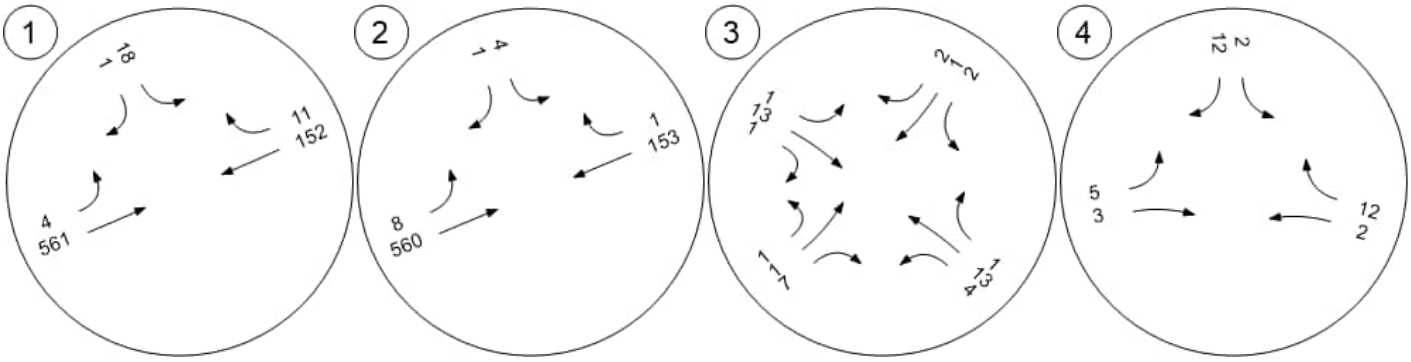
Traffic Volume - Base Volume





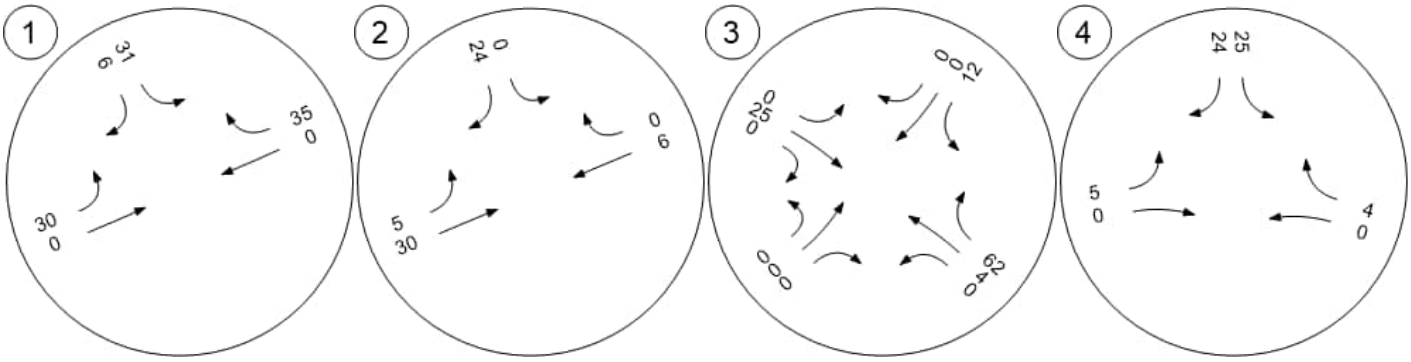
Traffic Volume - Future Background Volume





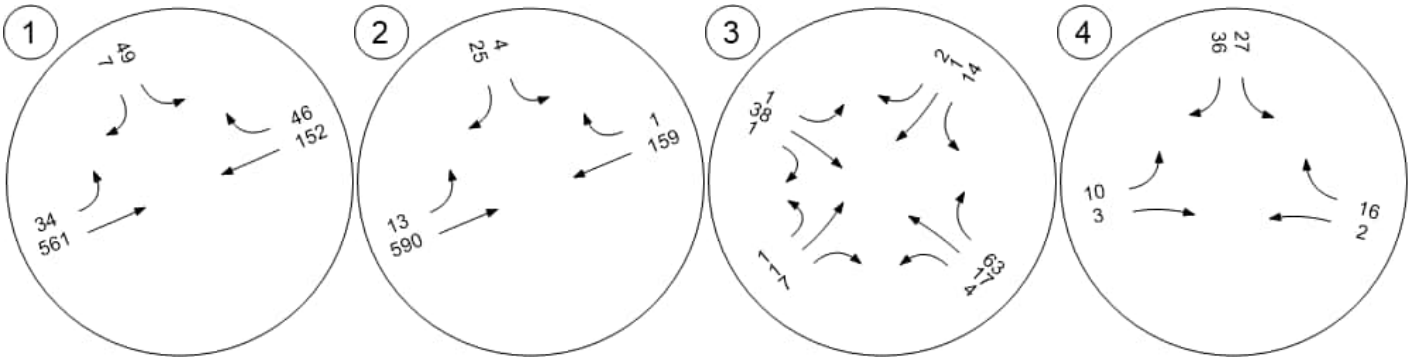
Traffic Volume - Net New Site Trips





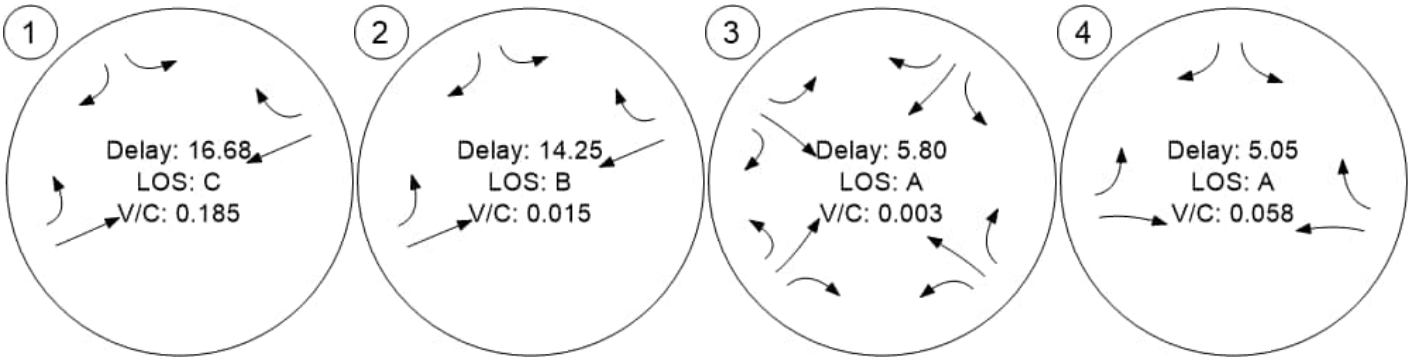
Traffic Volume - Future Total Volume





Traffic Conditions





Fair Share - Fair Share % of Future Total - Zone 1: Zone



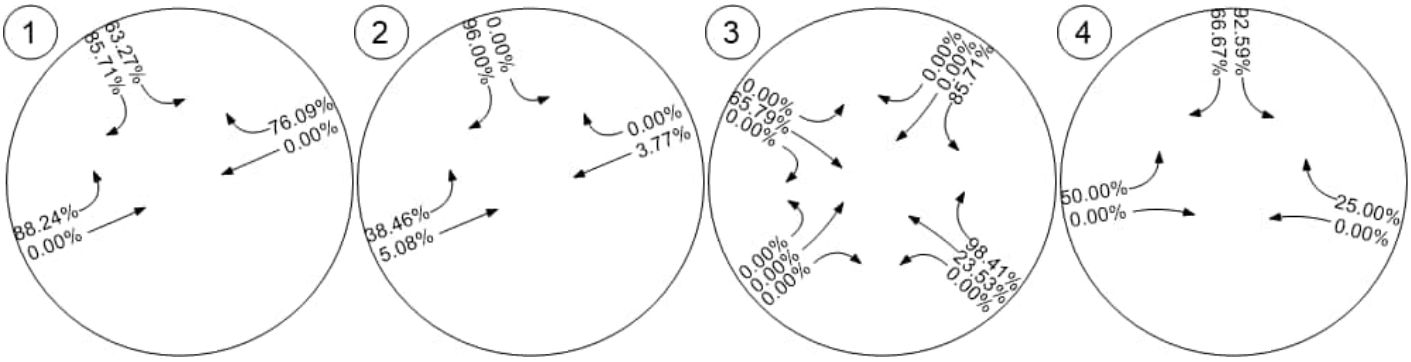


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Scenario 2 2026 Base
9/11/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	River Circle North	Two-way stop	HCM 7th Edition	SB Left	0.044	13.3	B
2	River Circle South	Two-way stop	HCM 7th Edition	SB Left	0.007	12.9	B
3	Elk Run & River Circle	Two-way yield	HCM 7th Edition	SB Thru	0.002	4.6	A
4	Elk Run & River Circle	Two-way yield	HCM 7th Edition	SB Left	0.015	4.0	A

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

Intersection Level Of Service Report
Intersection 1: River Circle North

Control Type:	Two-way stop	Delay (sec / veh):	13.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.044

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	14	3	3	309	384	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	6.00	6.00	6.00	6.00	6.00
Growth Factor	1.0350	1.0350	1.0350	1.0350	1.0350	1.0350
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	3	3	320	397	22
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	1	89	110	8
Total Analysis Volume [veh/h]	20	4	4	356	441	31
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.33	11.45	8.38	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.16	0.16	0.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.00	4.00	0.28	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.02		0.09		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.40					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 2: River Circle South

Control Type:	Two-way stop	Delay (sec / veh):	12.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	2	4	2	308	384	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	6.00	6.00	6.00	6.00	6.00
Growth Factor	1.0350	1.0350	1.0350	1.0350	1.0350	1.0350
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	4	2	319	397	2
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	89	110	1
Total Analysis Volume [veh/h]	3	6	3	354	441	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.91	11.04	8.30	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.25	1.25	0.21	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.66		0.07		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.16					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 3: Elk Run & River Circle

Control Type:	Two-way yield	Delay (sec / veh):	4.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Town Hall			Elk Run			River Circle			River Circle		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Town Hall			Elk Run			River Circle			River Circle		
Base Volume Input [veh/h]	1	1	1	2	1	4	1	10	1	2	18	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	1	2	1	4	1	10	1	2	19	5
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	1	1	2	1	5	1	1	10	3
Total Analysis Volume [veh/h]	2	2	2	4	2	8	2	20	2	4	38	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	4.10	4.54	3.48	4.13	4.58	3.64	2.33	0.00	0.00	2.28	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.04	0.04	0.04	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.50	0.50	0.50	1.12	1.12	1.12	0.08	0.08	0.08	0.17	0.17	0.17
d_A, Approach Delay [s/veh]	4.04			3.92			0.19			0.18		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.97											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 4: Elk Run & River Circle

Control Type:	Two-way yield	Delay (sec / veh):	4.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name	Elk Run		River Circle		River Circle	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Elk Run		River Circle		River Circle	
Base Volume Input [veh/h]	7	9	5	3	2	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	9	5	3	2	12
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	5	3	2	1	6
Total Analysis Volume [veh/h]	14	18	10	6	4	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.02	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	4.02	3.67	2.32	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.44	2.44	0.42	0.42	0.00	0.00
d_A, Approach Delay [s/veh]	3.82		1.45		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.91					
Intersection LOS	A					

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Scenario 2 2026 Base
9/11/2025

Turning Movement Volume: Summary

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
1	River Circle North	14	3	3	320	397	22	759

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
2	River Circle South	2	4	2	319	397	2	726

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Elk Run & River Circle	1	1	1	2	1	4	1	10	1	2	19	5	48

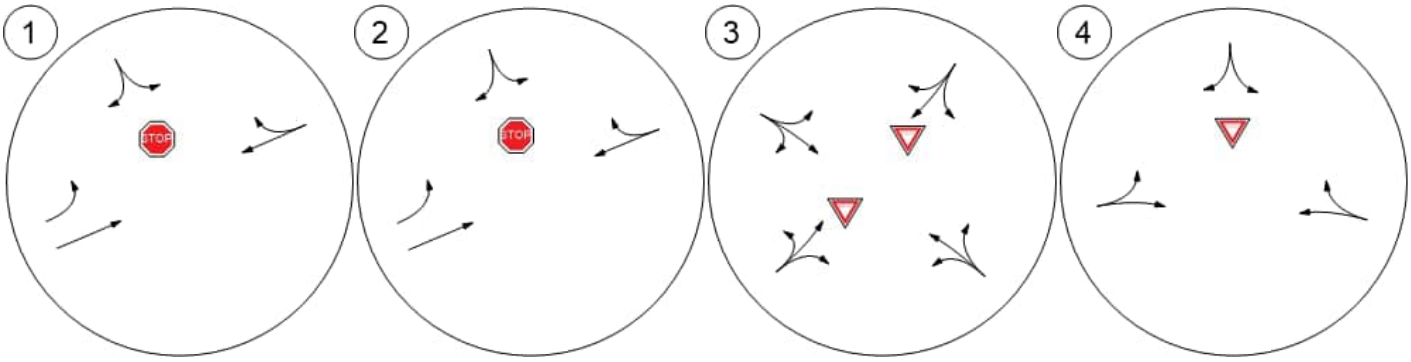
ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
4	Elk Run & River Circle	7	9	5	3	2	12	38

Study Intersections



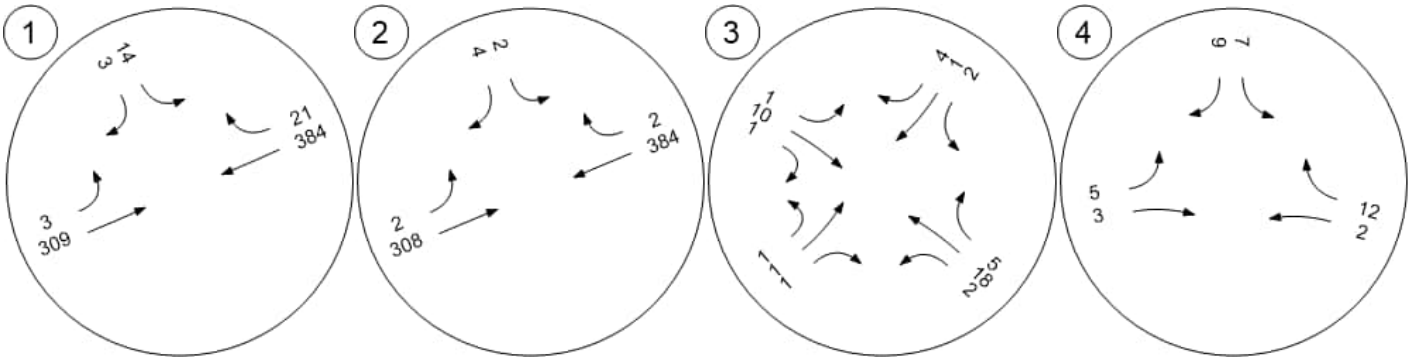
Lane Configuration and Traffic Control





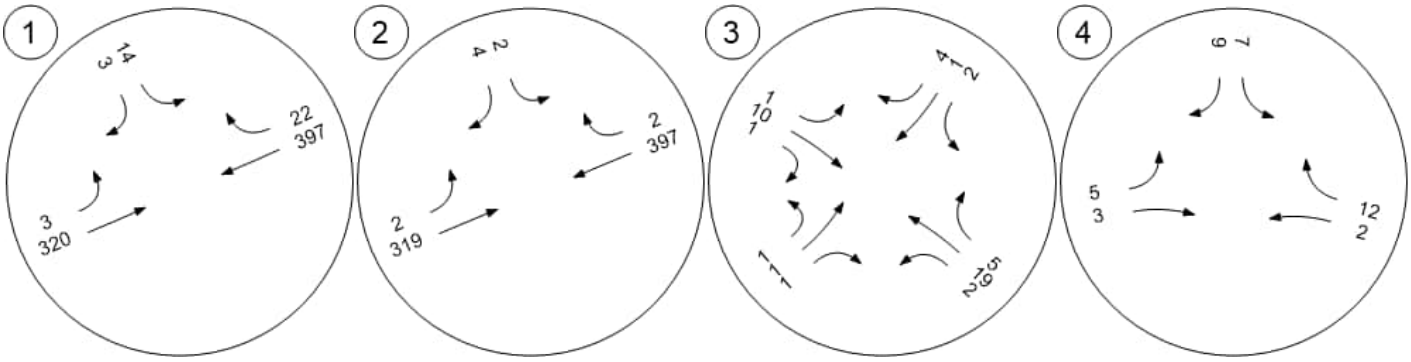
Traffic Volume - Base Volume





Traffic Volume - Future Total Volume





Traffic Conditions



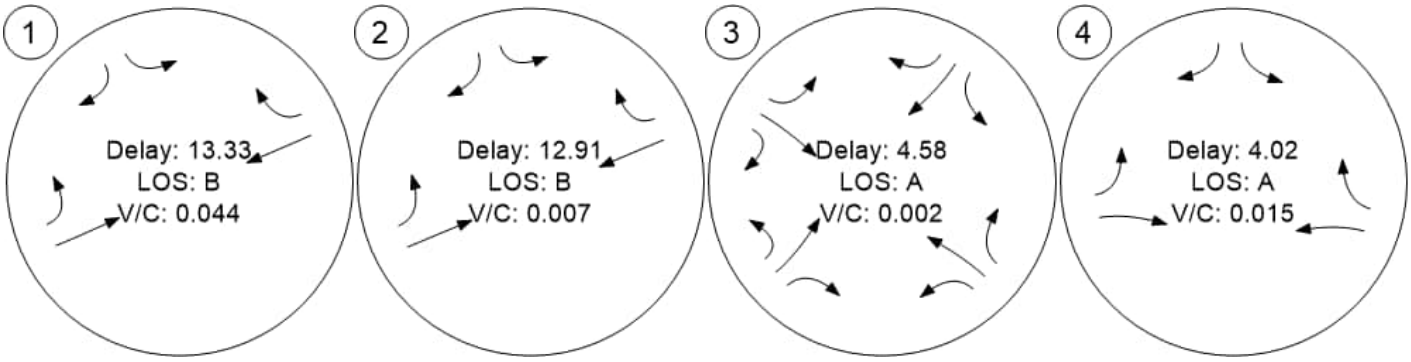


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Scenario 3 2026 Base W Trips
9/11/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	River Circle North	Two-way stop	HCM 7th Edition	SB Left	0.125	14.9	B
2	River Circle South	Two-way stop	HCM 7th Edition	SB Left	0.007	13.4	B
3	Elk Run & River Circle	Two-way yield	HCM 7th Edition	SB Thru	0.003	5.3	A
4	Elk Run & River Circle	Two-way yield	HCM 7th Edition	SB Left	0.053	4.8	A

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

Intersection Level Of Service Report
Intersection 1: River Circle North

Control Type:	Two-way stop	Delay (sec / veh):	14.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.125

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	14	3	3	309	384	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	6.00	6.00	6.00	6.00	6.00
Growth Factor	1.0350	1.0350	1.0350	1.0350	1.0350	1.0350
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	23	4	19	0	0	22
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	7	22	320	397	44
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	3	8	89	110	16
Total Analysis Volume [veh/h]	53	10	31	356	441	63
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.02	0.03	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.86	12.52	8.57	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.49	0.49	0.09	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	12.34	12.34	2.30	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.49		0.69		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.24					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 2: River Circle South

Control Type:	Two-way stop	Delay (sec / veh):	13.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	2	4	2	308	384	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	6.00	6.00	6.00	6.00	6.00
Growth Factor	1.0350	1.0350	1.0350	1.0350	1.0350	1.0350
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	18	3	19	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	22	5	338	401	2
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	8	2	94	111	1
Total Analysis Volume [veh/h]	3	31	7	376	446	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.05	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.42	11.35	8.32	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.18	0.18	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.62	4.62	0.48	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.53		0.15		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.52					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 3: Elk Run & River Circle

Control Type:	Two-way yield	Delay (sec / veh):	5.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Town Hall			Elk Run			River Circle			River Circle		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Town Hall			Elk Run			River Circle			River Circle		
Base Volume Input [veh/h]	1	1	1	2	1	4	1	10	1	2	18	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	9	0	0	0	18	0	0	2	39
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	1	11	1	4	1	28	1	2	20	44
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	6	1	2	1	14	1	1	10	22
Total Analysis Volume [veh/h]	2	2	2	22	2	8	2	56	2	4	40	88
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	4.61	5.26	3.65	4.85	5.28	4.07	2.49	0.00	0.00	2.36	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.12	0.12	0.12	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.56	0.56	0.56	2.99	2.99	2.99	0.08	0.08	0.08	0.19	0.19	0.19
d_A, Approach Delay [s/veh]	4.50			4.68			0.08			0.07		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.83											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 4: Elk Run & River Circle

Control Type:	Two-way yield	Delay (sec / veh):	4.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.053

Intersection Setup

Name	Elk Run		River Circle		River Circle	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Elk Run		River Circle		River Circle	
Base Volume Input [veh/h]	7	9	5	3	2	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	18	18	3	0	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	27	8	3	2	14
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	14	4	2	1	7
Total Analysis Volume [veh/h]	50	54	16	6	4	28
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.05	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	4.77	4.35	2.35	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.35	0.35	0.03	0.03	0.00	0.00
95th-Percentile Queue Length [ft/ln]	8.70	8.70	0.67	0.67	0.00	0.00
d_A, Approach Delay [s/veh]	4.55		1.71		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.23					
Intersection LOS	A					

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Scenario 3 2026 Base W Trips
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Turning Movement Volume: Summary

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
1	River Circle North	37	7	22	320	397	44	827

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
2	River Circle South	2	22	5	338	401	2	770

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Elk Run & River Circle	1	1	1	11	1	4	1	28	1	2	20	44	115

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
4	Elk Run & River Circle	25	27	8	3	2	14	79

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Scenario 3 2026 Base W Trips
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Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
1	River Circle North	Final Base	14	3	3	309	384	21	734
		Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	23	4	19	0	0	22	68
		Other	0	0	0	0	0	0	0
		Future Total	**37**	**7**	**22**	**320**	**397**	**44**	**827**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
2	River Circle South	Final Base	2	4	2	308	384	2	702
		Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	18	3	19	4	0	44
		Other	0	0	0	0	0	0	0
		Future Total	**2**	**22**	**5**	**338**	**401**	**2**	**770**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Elk Run & River Circle	Final Base	1	1	1	2	1	4	1	10	1	2	18	5	47
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	9	0	0	0	18	0	0	2	39	68
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**1**	**1**	**1**	**11**	**1**	**4**	**1**	**28**	**1**	**2**	**20**	**44**	**115**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
4	Elk Run & River Circle	Final Base	7	9	5	3	2	12	38
		Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	18	18	3	0	0	2	41
		Other	0	0	0	0	0	0	0
		Future Total	**25**	**27**	**8**	**3**	**2**	**14**	**79**

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Scenario 3 2026 Base W Trips
9/11/2025

Fair Share % of Future Total

Intersection 1: River Circle North							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	62.16%	57.14%	86.36%	0%	0%	50%	8.22%
Total	62.16%	57.14%	86.36%	0%	0%	50%	

Intersection 2: River Circle South							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	0%	81.82%	60%	5.62%	1%	0%	5.71%
Total	0%	81.82%	60%	5.62%	1%	0%	

Intersection 3: Elk Run & River Circle													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	0%	0%	81.82%	0%	0%	0%	64.29%	0%	0%	10%	88.64%	59.13%
Total	0%	0%	0%	81.82%	0%	0%	0%	64.29%	0%	0%	10%	88.64%	

Intersection 4: Elk Run & River Circle							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	72%	66.67%	37.5%	0%	0%	14.29%	51.9%
Total	72%	66.67%	37.5%	0%	0%	14.29%	

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Scenario 3 2026 Base W Trips
9/11/2025

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
1: Zone				0.720	130.000	49.00	51.00	0.00	46	48	94	100.00
					Added Trips Total				**46**	**48**	**94**	**100.00**

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Scenario 3 2026 Base W Trips
9/11/2025

Trip Distribution summary

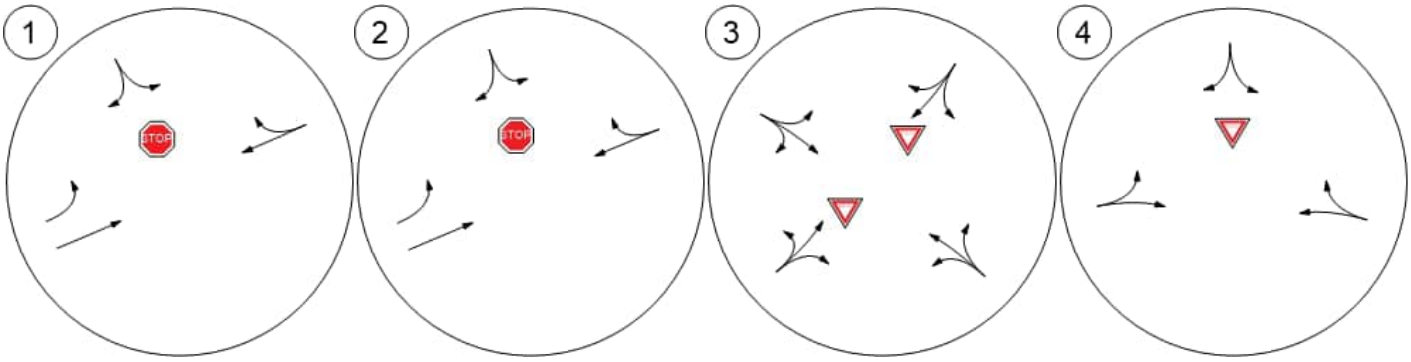
Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	47.55	22	47.55	23
3: Gate	46.75	22	46.75	22
4: Gate	5.70	3	5.70	3
Total	**100.00**	**47**	**100.00**	**48**

Study Intersections



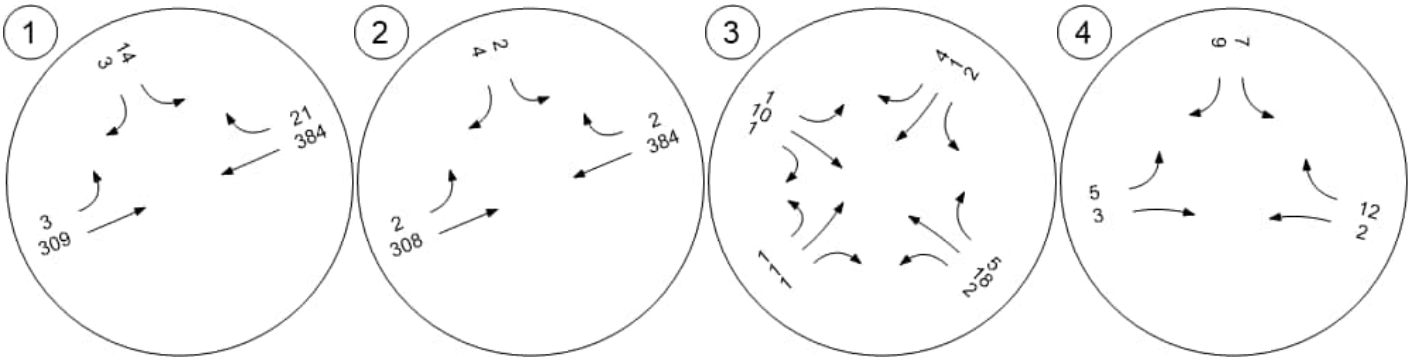
Lane Configuration and Traffic Control





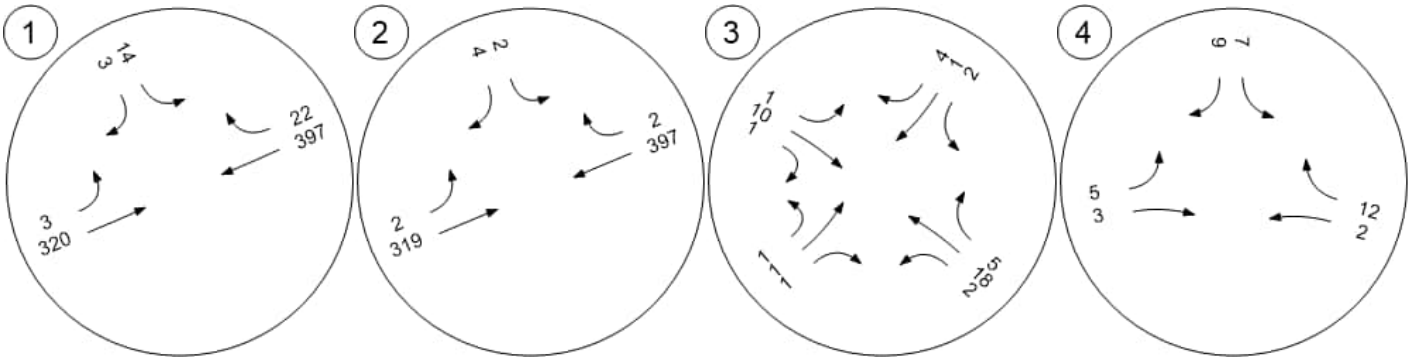
Traffic Volume - Base Volume





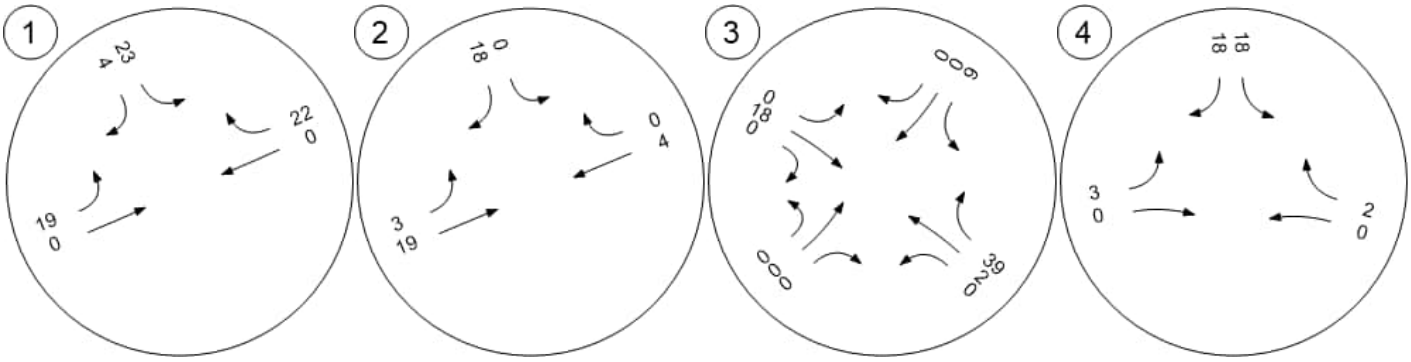
Traffic Volume - Future Background Volume





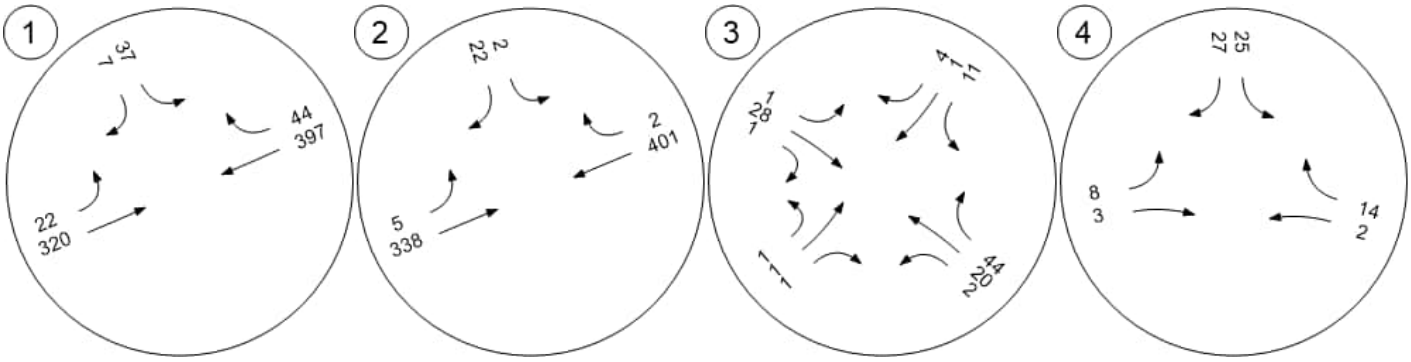
Traffic Volume - Net New Site Trips





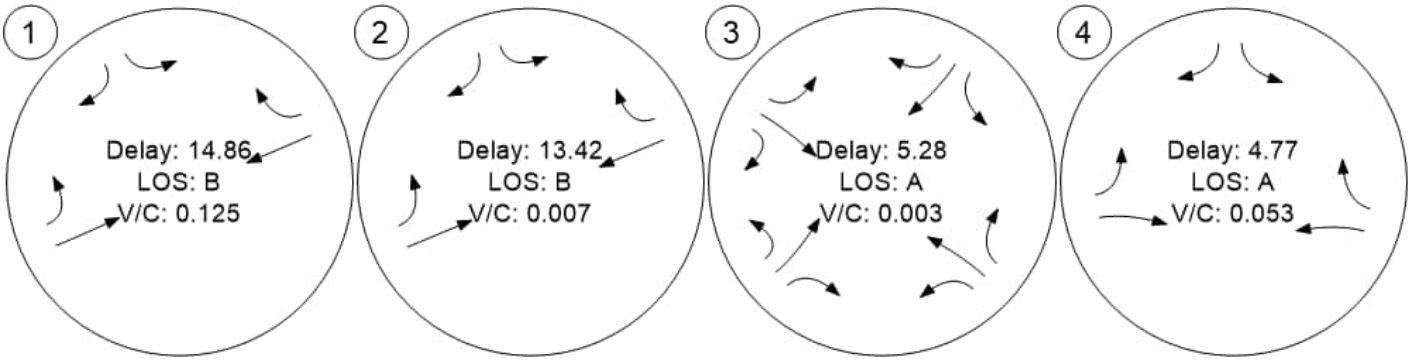
Traffic Volume - Future Total Volume





Traffic Conditions





Fair Share - Fair Share % of Future Total - Zone 1: Zone



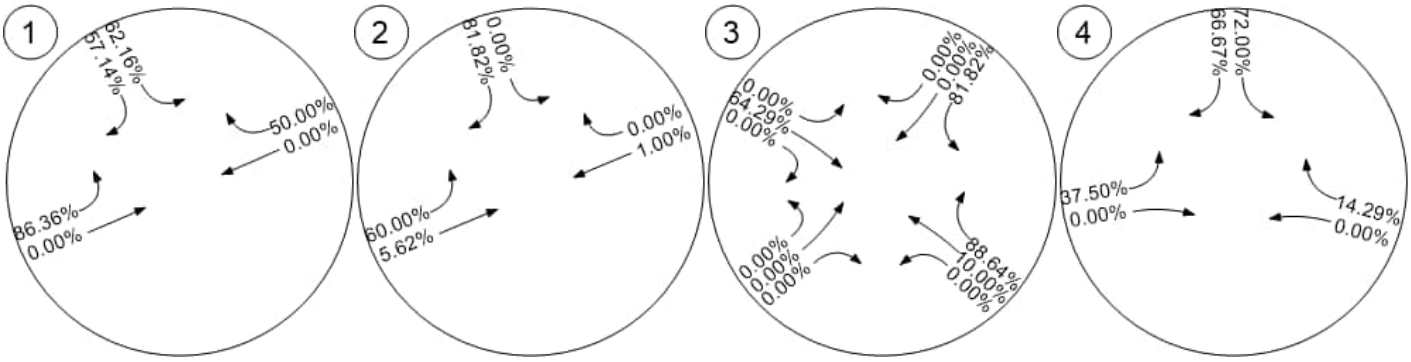


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Scenario 4 2032 Base
9/11/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	River Circle North	Two-way stop	HCM 7th Edition	SB Left	0.086	15.9	C
2	River Circle South	Two-way stop	HCM 7th Edition	SB Left	0.019	15.2	C
3	Elk Run & River Circle	Two-way yield	HCM 7th Edition	NB Thru	0.003	4.8	A
4	Elk Run & River Circle	Two-way yield	HCM 7th Edition	SB Left	0.006	4.1	A

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

Intersection Level Of Service Report
Intersection 1: River Circle North

Control Type:	Two-way stop	Delay (sec / veh):	15.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.086

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	17	1	4	542	147	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	8.00	8.00	8.00	8.00	8.00	8.00
Growth Factor	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	1	5	688	187	14
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	2	191	52	5
Total Analysis Volume [veh/h]	31	1	7	764	208	20
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.00	0.01	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	15.88	10.39	7.77	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.28	0.28	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	7.09	7.09	0.40	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.71		0.07		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.54					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 2: River Circle South

Control Type:	Two-way stop	Delay (sec / veh):	15.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.019

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	4	1	8	541	148	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	6.00	6.00	6.00	6.00	6.00
Growth Factor	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	1	10	687	188	1
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	4	191	52	0
Total Analysis Volume [veh/h]	7	1	14	763	209	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	15.21	9.58	7.72	0.00	0.00	0.00
Movement LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.03	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.58	1.58	0.79	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.51		0.14		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.23					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 3: Elk Run & River Circle

Control Type:	Two-way yield	Delay (sec / veh):	4.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Town Hall			Elk Run			River Circle			River Circle		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Town Hall			Elk Run			River Circle			River Circle		
Base Volume Input [veh/h]	1	1	7	2	1	2	1	13	1	4	13	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	9	3	1	3	1	17	1	5	17	1
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	5	2	1	2	1	9	1	3	9	1
Total Analysis Volume [veh/h]	2	2	18	6	2	6	2	34	2	10	34	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.01	0.00	0.01	0.00	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	4.34	4.77	3.67	4.38	4.71	3.62	2.30	0.00	0.00	2.33	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.07	0.05	0.05	0.05	0.00	0.00	0.00	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	1.70	1.70	1.70	1.17	1.17	1.17	0.08	0.08	0.08	0.42	0.42	0.42
d_A, Approach Delay [s/veh]	3.83			4.10			0.12			0.51		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.41											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 4: Elk Run & River Circle

Control Type:	Two-way yield	Delay (sec / veh):	4.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	Elk Run		River Circle		River Circle	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Elk Run		River Circle		River Circle	
Base Volume Input [veh/h]	2	12	5	3	2	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	15	6	4	3	15
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	8	3	2	2	8
Total Analysis Volume [veh/h]	6	30	12	8	6	30
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	4.11	3.72	2.34	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.11	0.11	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.70	2.70	0.50	0.50	0.00	0.00
d_A, Approach Delay [s/veh]	3.78		1.41		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.79					
Intersection LOS	A					

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Report File: Z:\...\2032 AM Base Analysis.pdf

Scenario 4 2032 Base
9/11/2025

Turning Movement Volume: Summary

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
1	River Circle North	22	1	5	688	187	14	917

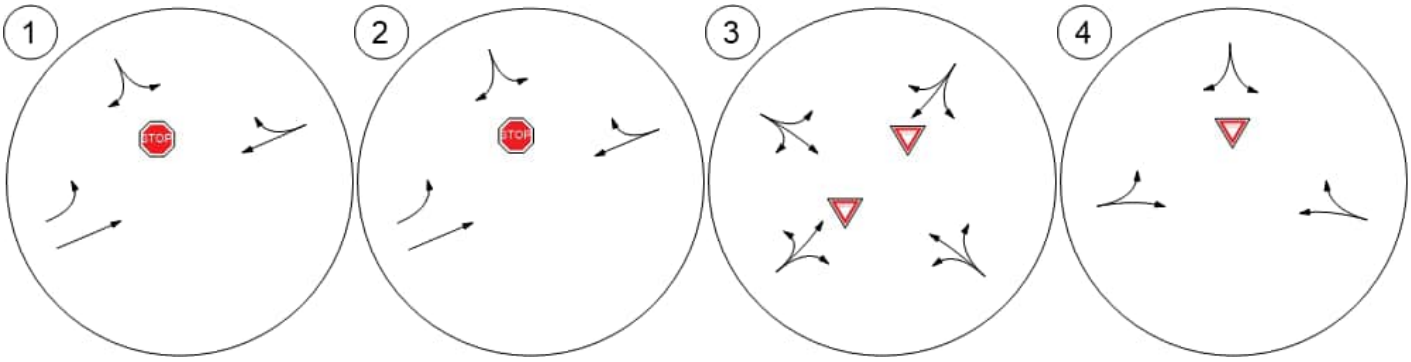
ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
2	River Circle South	5	1	10	687	188	1	892

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Elk Run & River Circle	1	1	9	3	1	3	1	17	1	5	17	1	60

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
4	Elk Run & River Circle	3	15	6	4	3	15	46

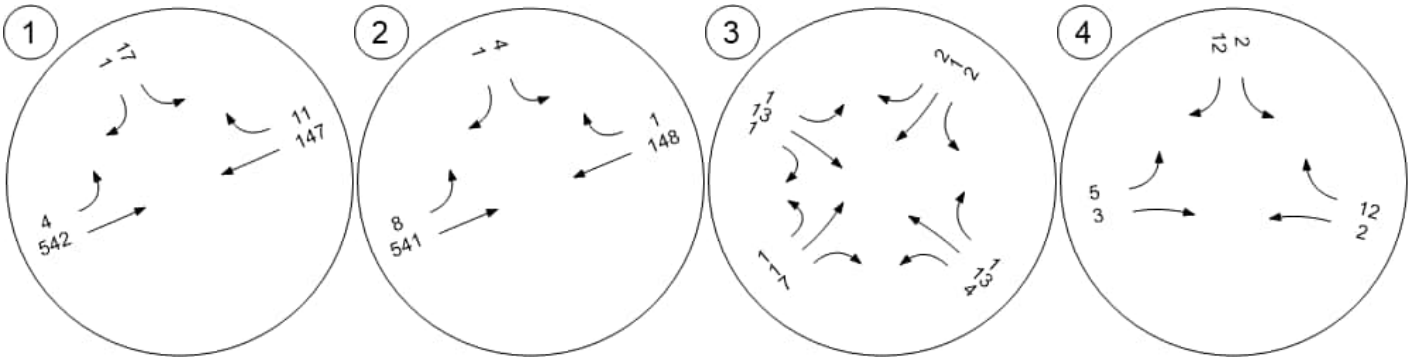
Lane Configuration and Traffic Control





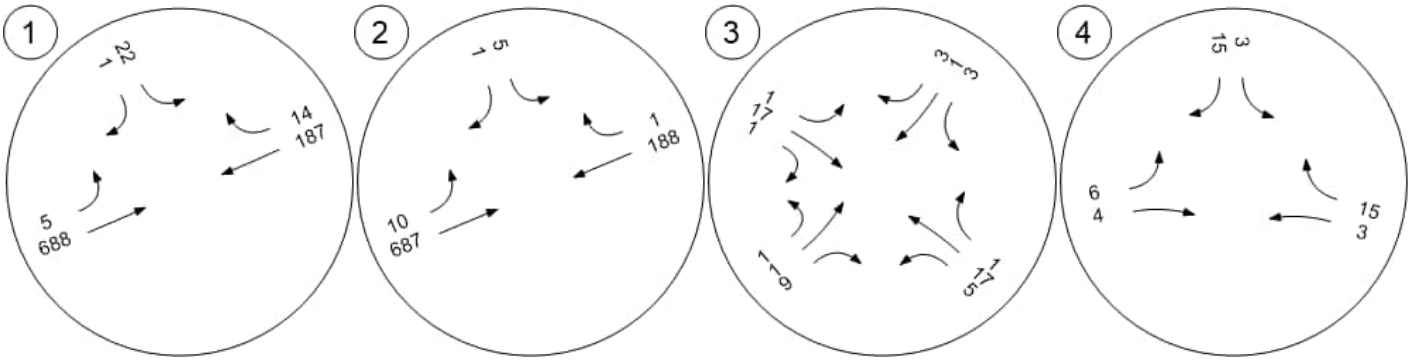
Traffic Volume - Base Volume




1
17
11
147
4
542
2
4
1
148
8
541
3
2
2
1
13
1
4
1
13
4
4
1
4
1
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1
4
4
1
4

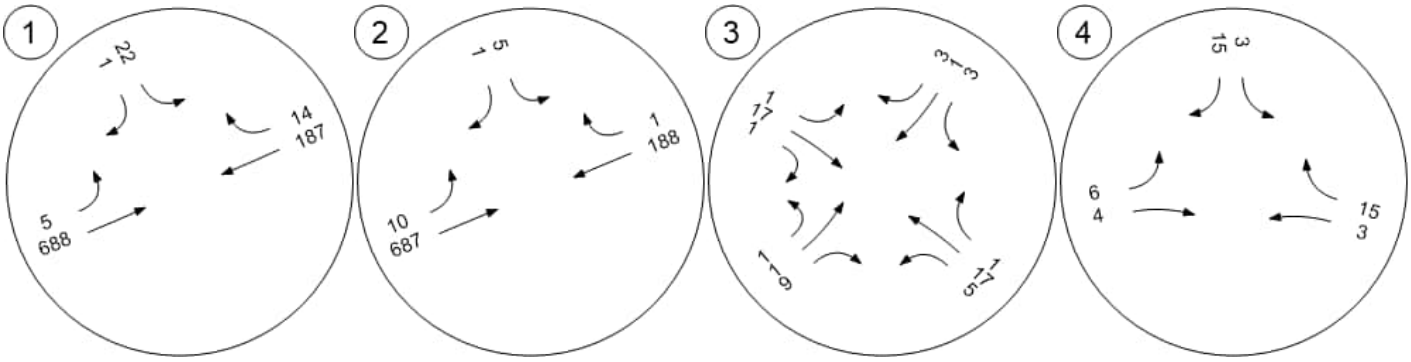
Traffic Volume - Future Background Volume





Traffic Volume - Future Total Volume





Traffic Conditions



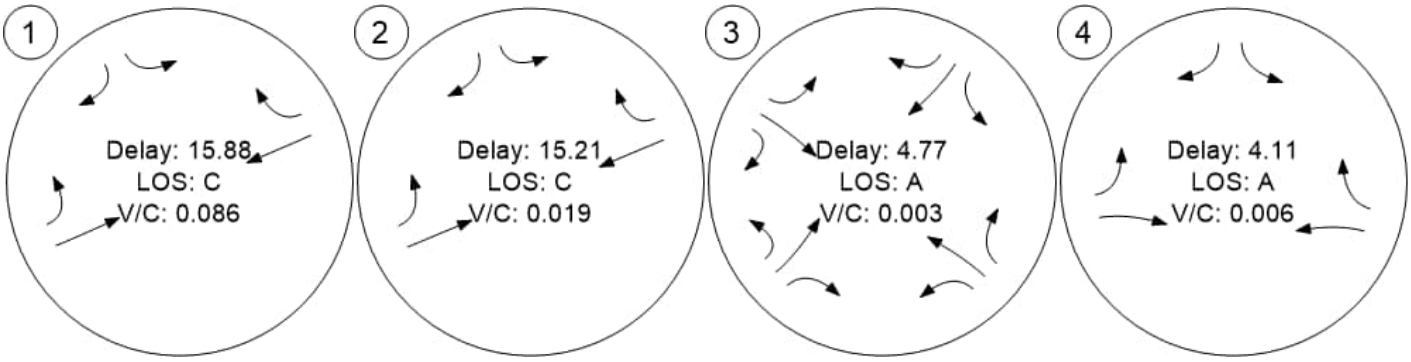


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Scenario 5 2032 Base W Trips
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Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	River Circle North	Two-way stop	HCM 7th Edition	SB Left	0.237	19.7	C
2	River Circle South	Two-way stop	HCM 7th Edition	SB Left	0.021	16.0	C
3	Elk Run & River Circle	Two-way yield	HCM 7th Edition	NB Thru	0.003	6.0	A
4	Elk Run & River Circle	Two-way yield	HCM 7th Edition	SB Left	0.062	5.2	A

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

Intersection Level Of Service Report
Intersection 1: River Circle North

Control Type:	Two-way stop	Delay (sec / veh):	19.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.237

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	17	1	4	542	147	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	6.00	6.00	6.00	6.00	6.00
Growth Factor	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	31	6	30	0	0	35
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	7	35	688	187	49
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	3	13	191	52	18
Total Analysis Volume [veh/h]	76	10	50	764	208	70
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.01	0.04	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	19.71	13.04	7.97	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.97	0.97	0.12	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	24.29	24.29	3.09	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	18.93		0.49		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.72					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 2: River Circle South

Control Type:	Two-way stop	Delay (sec / veh):	16.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.021

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	4	1	8	541	148	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	6.00	6.00	6.00	6.00	6.00
Growth Factor	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	24	5	30	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	25	15	717	194	1
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	9	5	199	54	0
Total Analysis Volume [veh/h]	7	36	21	797	216	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.04	0.02	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	15.98	9.80	7.75	0.00	0.00	0.00
Movement LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.21	0.21	0.05	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	5.19	5.19	1.20	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.81		0.20		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.58					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 3: Elk Run & River Circle

Control Type:	Two-way yield	Delay (sec / veh):	6.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Town Hall			Elk Run			River Circle			River Circle		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Town Hall			Elk Run			River Circle			River Circle		
Base Volume Input [veh/h]	1	1	7	2	1	2	1	13	1	4	13	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	12	0	0	0	25	0	0	4	62
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	9	15	1	3	1	42	1	5	21	63
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	5	8	1	2	1	21	1	3	11	32
Total Analysis Volume [veh/h]	2	2	18	30	2	6	2	84	2	10	42	126
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.04	0.00	0.01	0.00	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	5.20	6.00	3.93	5.62	5.86	4.33	2.57	0.00	0.00	2.44	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.08	0.16	0.16	0.16	0.00	0.00	0.00	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	1.88	1.88	1.88	4.08	4.08	4.08	0.08	0.08	0.08	0.48	0.48	0.48
d_A, Approach Delay [s/veh]	4.23			5.42			0.06			0.14		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.01											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 4: Elk Run & River Circle

Control Type:	Two-way yield	Delay (sec / veh):	5.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.062

Intersection Setup

Name	Elk Run		River Circle		River Circle	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Elk Run		River Circle		River Circle	
Base Volume Input [veh/h]	2	12	5	3	2	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	25	24	5	0	0	4
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	39	11	4	3	19
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	20	6	2	2	10
Total Analysis Volume [veh/h]	56	78	22	8	6	38
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.07	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	5.21	4.69	2.40	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.47	0.47	0.04	0.04	0.00	0.00
95th-Percentile Queue Length [ft/ln]	11.75	11.75	0.93	0.93	0.00	0.00
d_A, Approach Delay [s/veh]	4.90		1.76		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.41					
Intersection LOS	A					

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Scenario 5 2032 Base W Trips
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Turning Movement Volume: Summary

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
1	River Circle North	53	7	35	688	187	49	1019

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
2	River Circle South	5	25	15	717	194	1	957

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Elk Run & River Circle	1	1	9	15	1	3	1	42	1	5	21	63	163

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
4	Elk Run & River Circle	28	39	11	4	3	19	104

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Scenario 5 2032 Base W Trips
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Fair Share % of Future Total

Intersection 1: River Circle North							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	58.49%	85.71%	85.71%	0%	0%	71.43%	10.01%
Total	58.49%	85.71%	85.71%	0%	0%	71.43%	

Intersection 2: River Circle South							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	0%	96%	33.33%	4.18%	3.09%	0%	6.79%
Total	0%	96%	33.33%	4.18%	3.09%	0%	

Intersection 3: Elk Run & River Circle													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	0%	0%	80%	0%	0%	0%	59.52%	0%	0%	19.05%	98.41%	63.19%
Total	0%	0%	0%	80%	0%	0%	0%	59.52%	0%	0%	19.05%	98.41%	

Intersection 4: Elk Run & River Circle							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	89.29%	61.54%	45.45%	0%	0%	21.05%	55.77%
Total	89.29%	61.54%	45.45%	0%	0%	21.05%	

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Scenario 5 2032 Base W Trips
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Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
1: Zone				1.070	130.000	53.00	47.00	0.00	74	65	139	100.00
					Added Trips Total				**74**	**65**	**139**	**100.00**

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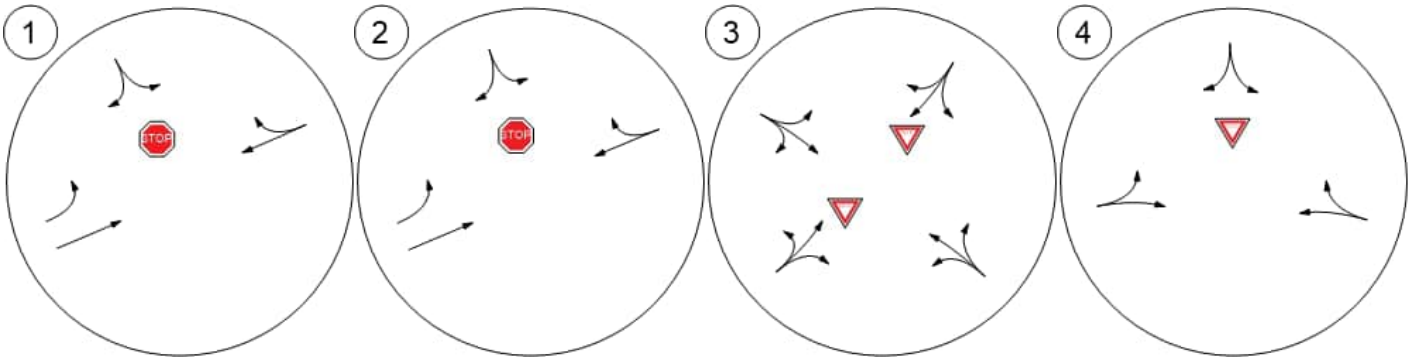
Scenario 5 2032 Base W Trips
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Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	47.55	35	47.55	31
3: Gate	46.75	35	46.75	30
4: Gate	5.70	4	5.70	4
Total	**100.00**	**74**	**100.00**	**65**

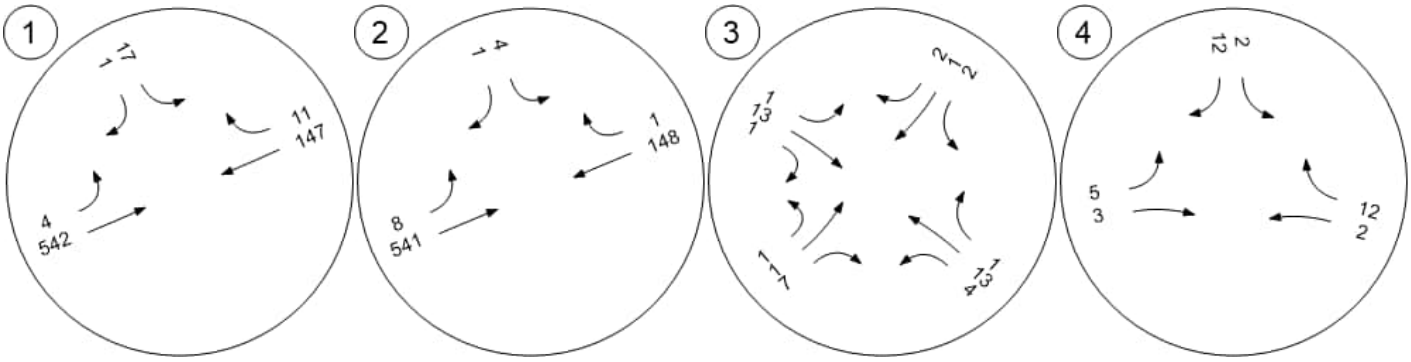
Lane Configuration and Traffic Control





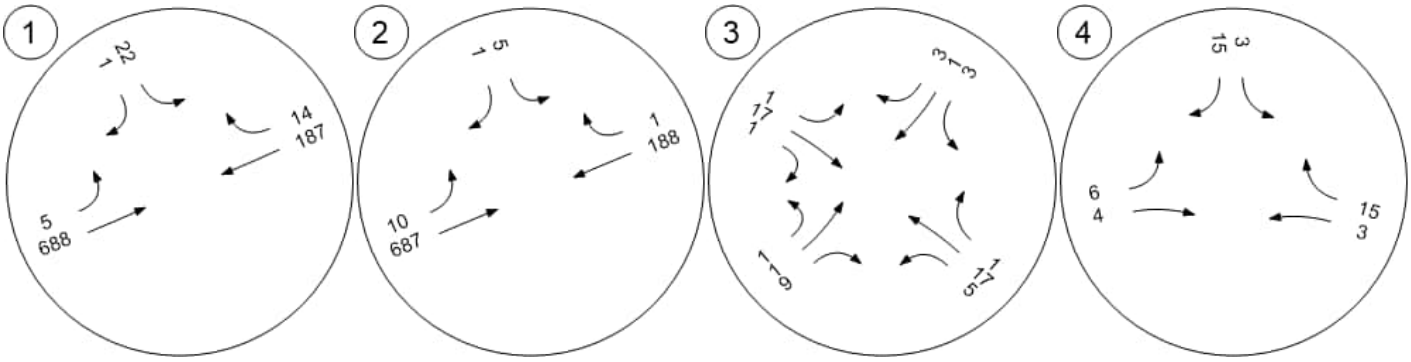
Traffic Volume - Base Volume





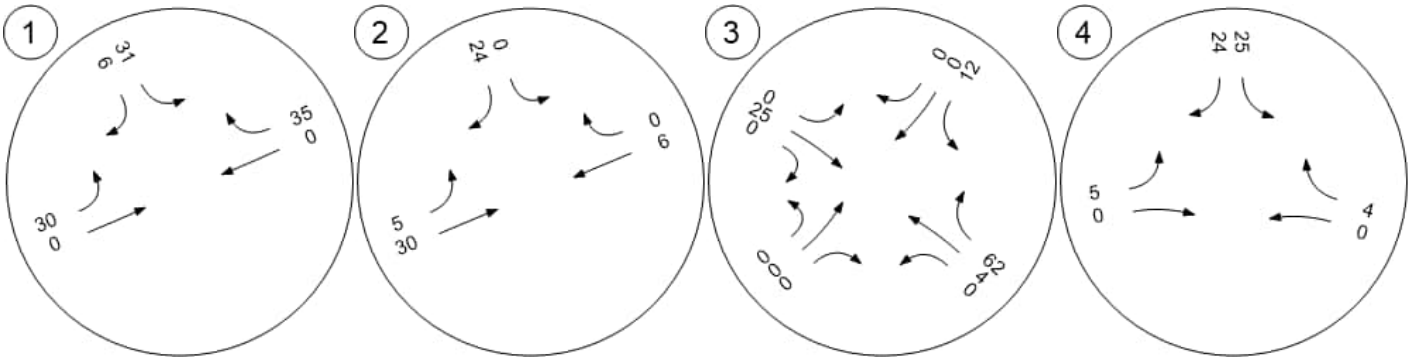
Traffic Volume - Future Background Volume





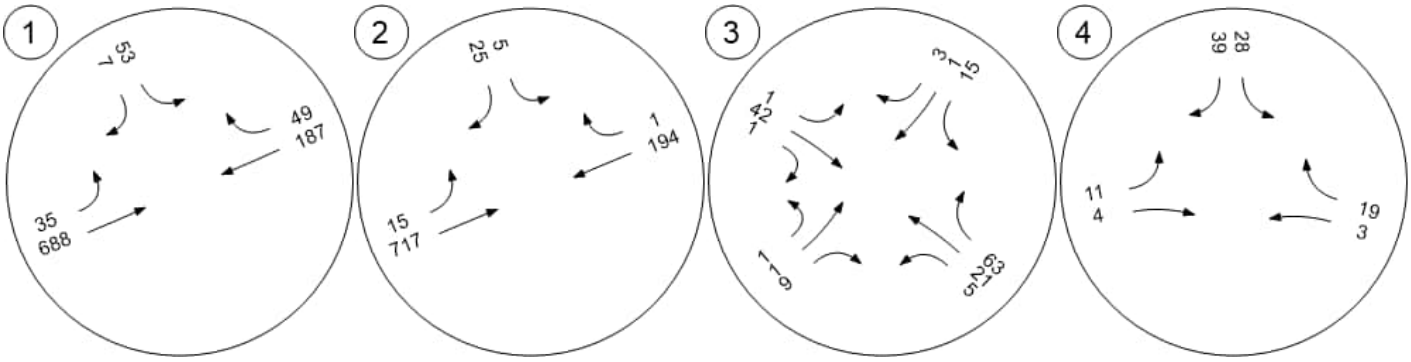
Traffic Volume - Net New Site Trips





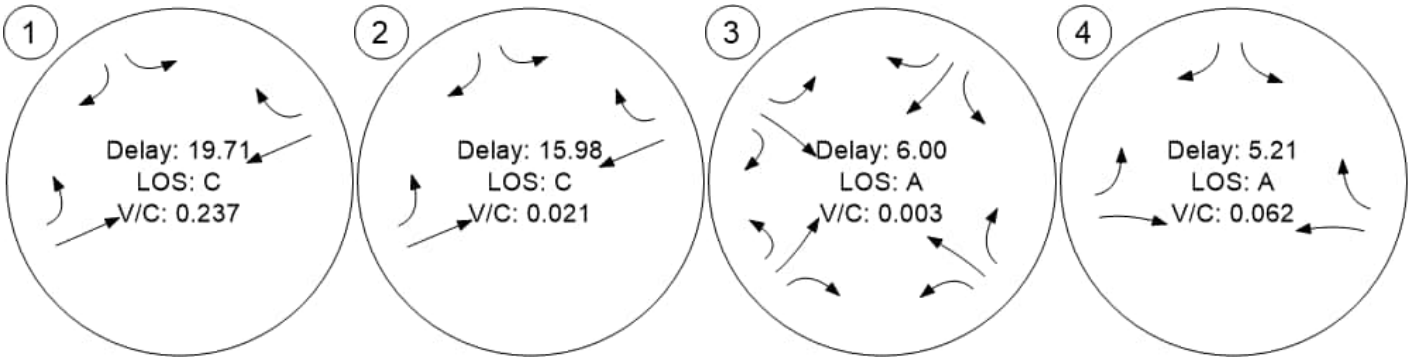
Traffic Volume - Future Total Volume





Traffic Conditions





Fair Share - Fair Share % of Future Total - Zone 1: Zone



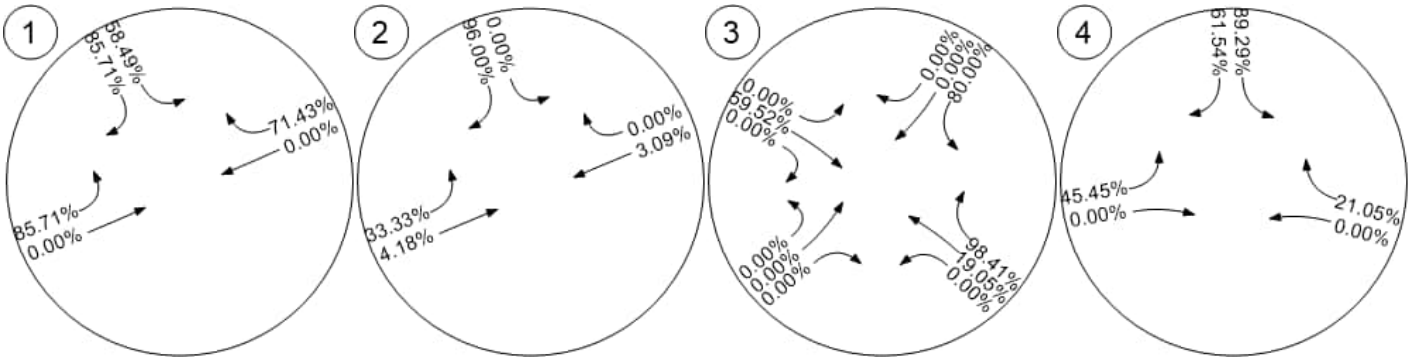


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Scenario 4 2032 Base
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Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	River Circle North	Two-way stop	HCM 7th Edition	SB Left	0.067	15.1	C
2	River Circle South	Two-way stop	HCM 7th Edition	SB Left	0.010	14.2	B
3	Elk Run & River Circle	Two-way yield	HCM 7th Edition	SB Thru	0.003	4.7	A
4	Elk Run & River Circle	Two-way yield	HCM 7th Edition	SB Left	0.019	4.2	A

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

Intersection Level Of Service Report
Intersection 1: River Circle North

Control Type:	Two-way stop	Delay (sec / veh):	15.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.067

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	14	3	3	309	384	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	8.00	8.00	8.00	8.00	8.00	8.00
Growth Factor	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	4	4	392	488	27
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	1	1	109	136	10
Total Analysis Volume [veh/h]	26	6	6	436	542	39
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.01	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	15.07	12.74	8.76	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.26	0.26	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	6.39	6.39	0.47	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.63		0.12		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.49					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 2: River Circle South

Control Type:	Two-way stop	Delay (sec / veh):	14.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	2	4	2	308	384	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	6.00	6.00	6.00	6.00	6.00
Growth Factor	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	5	3	391	488	3
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	1	109	136	1
Total Analysis Volume [veh/h]	4	7	4	434	542	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	14.23	11.96	8.60	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.78	1.78	0.30	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.78		0.08		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.18					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 3: Elk Run & River Circle

Control Type:	Two-way yield	Delay (sec / veh):	4.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Town Hall			Elk Run			River Circle			River Circle		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Town Hall			Elk Run			River Circle			River Circle		
Base Volume Input [veh/h]	1	1	1	2	1	4	1	10	1	2	18	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	1	3	1	5	1	13	1	3	23	6
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	2	1	3	1	7	1	2	12	3
Total Analysis Volume [veh/h]	2	2	2	6	2	10	2	26	2	6	46	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	4.24	4.66	3.50	4.29	4.74	3.73	2.35	0.00	0.00	2.30	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.06	0.06	0.06	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.51	0.51	0.51	1.47	1.47	1.47	0.08	0.08	0.08	0.26	0.26	0.26
d_A, Approach Delay [s/veh]	4.13			4.03			0.16			0.22		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.98											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 4: Elk Run & River Circle

Control Type:	Two-way yield	Delay (sec / veh):	4.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.019

Intersection Setup

Name	Elk Run		River Circle		River Circle	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Elk Run		River Circle		River Circle	
Base Volume Input [veh/h]	7	9	5	3	2	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	11	6	4	3	15
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	6	3	2	2	8
Total Analysis Volume [veh/h]	18	22	12	8	6	30
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.02	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	4.16	3.77	2.34	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.12	0.12	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.12	3.12	0.50	0.50	0.00	0.00
d_A, Approach Delay [s/veh]	3.94		1.41		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.94					
Intersection LOS	A					

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Report File: Z:\...\2032 PM Base Analysis.pdf

Scenario 4 2032 Base
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Turning Movement Volume: Summary

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
1	River Circle North	18	4	4	392	488	27	933

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
2	River Circle South	3	5	3	391	488	3	893

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Elk Run & River Circle	1	1	1	3	1	5	1	13	1	3	23	6	59

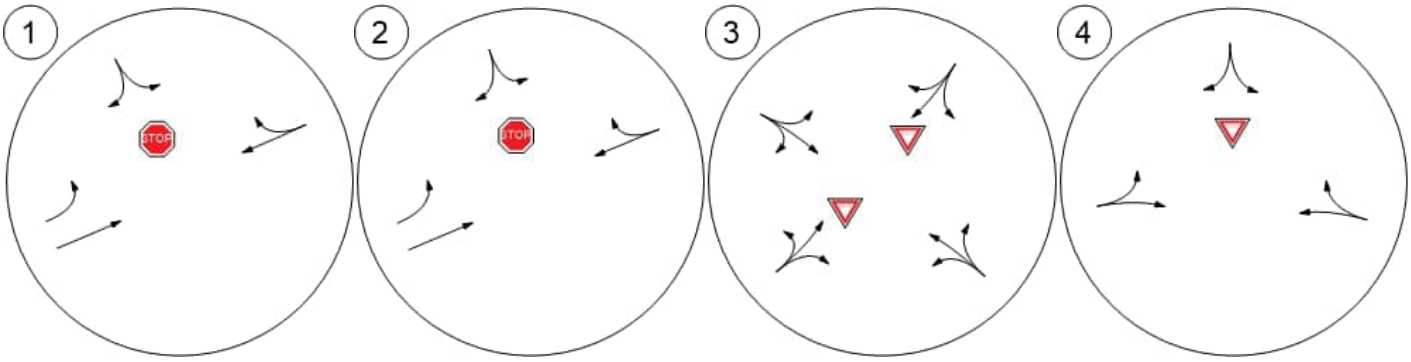
ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
4	Elk Run & River Circle	9	11	6	4	3	15	48

Study Intersections



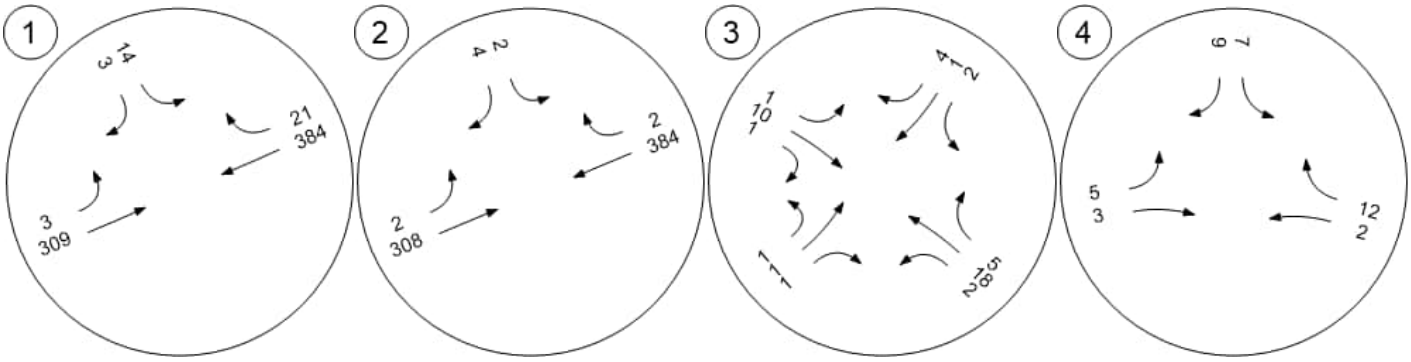
Lane Configuration and Traffic Control





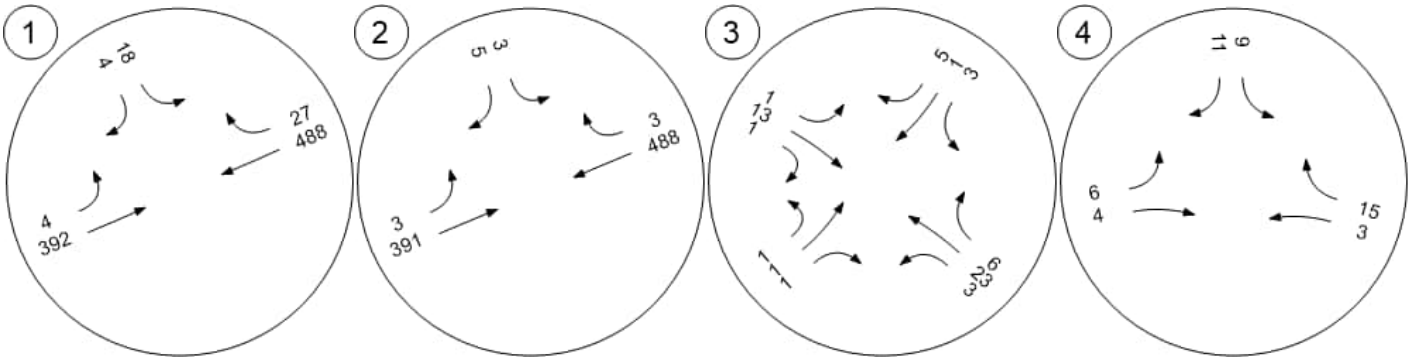
Traffic Volume - Base Volume





Traffic Volume - Future Total Volume





Traffic Conditions



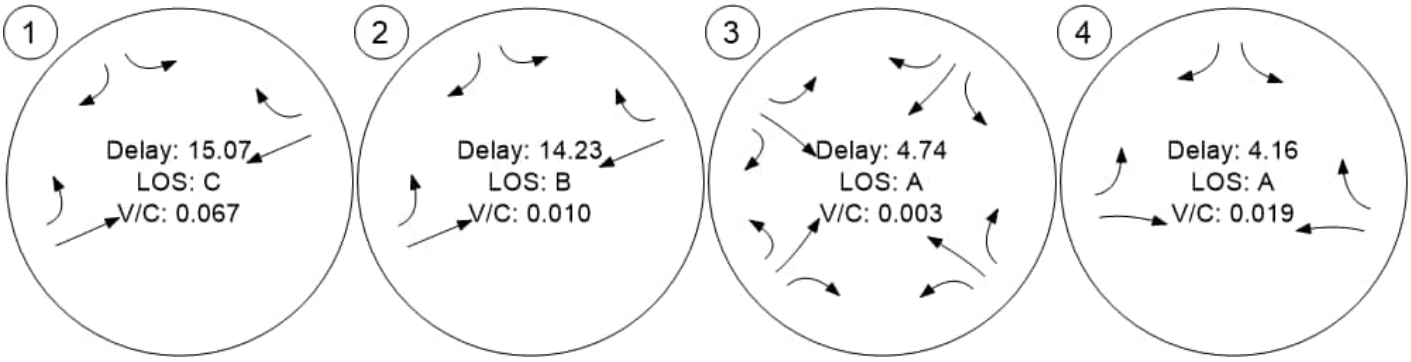


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Scenario 5 2032 Base W Trips
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Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	River Circle North	Two-way stop	HCM 7th Edition	SB Left	0.163	17.0	C
2	River Circle South	Two-way stop	HCM 7th Edition	SB Left	0.010	14.9	B
3	Elk Run & River Circle	Two-way yield	HCM 7th Edition	SB Thru	0.003	5.5	A
4	Elk Run & River Circle	Two-way yield	HCM 7th Edition	SB Left	0.058	4.9	A

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

Intersection Level Of Service Report
Intersection 1: River Circle North

Control Type:	Two-way stop	Delay (sec / veh):	17.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.163

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	14	3	3	309	384	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	6.00	6.00	6.00	6.00	6.00
Growth Factor	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	23	4	19	0	0	22
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	8	23	392	488	49
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	3	8	109	136	18
Total Analysis Volume [veh/h]	59	11	33	436	542	70
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.02	0.03	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	17.05	14.20	8.93	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.67	0.67	0.11	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	16.65	16.65	2.70	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.60		0.63		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.27					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 2: River Circle South

Control Type:	Two-way stop	Delay (sec / veh):	14.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	2	4	2	308	384	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	6.00	6.00	6.00	6.00	6.00
Growth Factor	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	18	3	19	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	23	6	410	492	3
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	8	2	114	137	1
Total Analysis Volume [veh/h]	4	33	9	456	547	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	Yes					
Number of Storage Spaces in Median	1		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.06	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	14.90	12.38	8.64	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.23	0.23	0.03	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	5.87	5.87	0.68	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.65		0.17		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.52					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 3: Elk Run & River Circle

Control Type:	Two-way yield	Delay (sec / veh):	5.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Town Hall			Elk Run			River Circle			River Circle		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Town Hall			Elk Run			River Circle			River Circle		
Base Volume Input [veh/h]	1	1	1	2	1	4	1	10	1	2	18	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	9	0	0	0	18	0	0	2	39
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	1	12	1	5	1	31	1	3	25	45
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	6	1	3	1	16	1	2	13	23
Total Analysis Volume [veh/h]	2	2	2	24	2	10	2	62	2	6	50	90
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	4.78	5.42	3.68	5.07	5.48	4.18	2.51	0.00	0.00	2.38	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.14	0.14	0.14	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.57	0.57	0.57	3.46	3.46	3.46	0.08	0.08	0.08	0.28	0.28	0.28
d_A, Approach Delay [s/veh]	4.62			4.84			0.08			0.10		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.87											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 4: Elk Run & River Circle

Control Type:	Two-way yield	Delay (sec / veh):	4.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.058

Intersection Setup

Name	Elk Run		River Circle		River Circle	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Elk Run		River Circle		River Circle	
Base Volume Input [veh/h]	7	9	5	3	2	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	18	18	3	0	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	29	9	4	3	17
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	15	5	2	2	9
Total Analysis Volume [veh/h]	54	58	18	8	6	34
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.06	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	4.93	4.46	2.37	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.38	0.38	0.03	0.03	0.00	0.00
95th-Percentile Queue Length [ft/ln]	9.58	9.58	0.76	0.76	0.00	0.00
d_A, Approach Delay [s/veh]	4.69		1.64		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.19					
Intersection LOS	A					

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Report File: Z:\...\2032 PM Base Plus Project Analysis.pdf

Scenario 5 2032 Base W Trips
9/11/2025

Turning Movement Volume: Summary

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
1	River Circle North	41	8	23	392	488	49	1001

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
2	River Circle South	3	23	6	410	492	3	937

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Elk Run & River Circle	1	1	1	12	1	5	1	31	1	3	25	45	127

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
4	Elk Run & River Circle	27	29	9	4	3	17	89

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Scenario 5 2032 Base W Trips
9/11/2025

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
1	River Circle North	Final Base	14	3	3	309	384	21	734
		Growth Factor	1.27	1.27	1.27	1.27	1.27	1.27	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	23	4	19	0	0	22	68
		Other	0	0	0	0	0	0	0
		Future Total	**41**	**8**	**23**	**392**	**488**	**49**	**1001**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
2	River Circle South	Final Base	2	4	2	308	384	2	702
		Growth Factor	1.27	1.27	1.27	1.27	1.27	1.27	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	18	3	19	4	0	44
		Other	0	0	0	0	0	0	0
		Future Total	**3**	**23**	**6**	**410**	**492**	**3**	**937**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Elk Run & River Circle	Final Base	1	1	1	2	1	4	1	10	1	2	18	5	47
		Growth Factor	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	9	0	0	0	18	0	0	2	39	68
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**1**	**1**	**1**	**12**	**1**	**5**	**1**	**31**	**1**	**3**	**25**	**45**	**127**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
4	Elk Run & River Circle	Final Base	7	9	5	3	2	12	38
		Growth Factor	1.27	1.27	1.27	1.27	1.27	1.27	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	18	18	3	0	0	2	41
		Other	0	0	0	0	0	0	0
		Future Total	**27**	**29**	**9**	**4**	**3**	**17**	**89**

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Scenario 5 2032 Base W Trips
9/11/2025

Fair Share % of Future Total

Intersection 1: River Circle North							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	56.1%	50%	82.61%	0%	0%	44.9%	6.79%
Total	56.1%	50%	82.61%	0%	0%	44.9%	

Intersection 2: River Circle South							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	0%	78.26%	50%	4.63%	0.81%	0%	4.7%
Total	0%	78.26%	50%	4.63%	0.81%	0%	

Intersection 3: Elk Run & River Circle													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	0%	0%	75%	0%	0%	0%	58.06%	0%	0%	8%	86.67%	53.54%
Total	0%	0%	0%	75%	0%	0%	0%	58.06%	0%	0%	8%	86.67%	

Intersection 4: Elk Run & River Circle							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	66.67%	62.07%	33.33%	0%	0%	11.76%	46.07%
Total	66.67%	62.07%	33.33%	0%	0%	11.76%	

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Scenario 5 2032 Base W Trips
9/11/2025

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
1: Zone				0.720	130.000	49.00	51.00	0.00	46	48	94	100.00
					Added Trips Total				**46**	**48**	**94**	**100.00**

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Scenario 5 2032 Base W Trips
9/11/2025

Trip Distribution summary

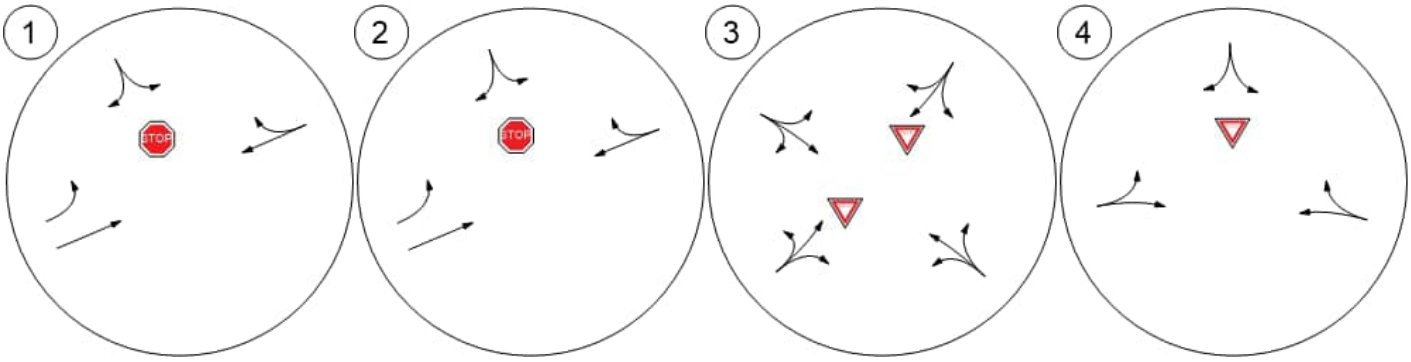
Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	47.55	22	47.55	23
3: Gate	46.75	22	46.75	22
4: Gate	5.70	3	5.70	3
Total	**100.00**	**47**	**100.00**	**48**

Study Intersections



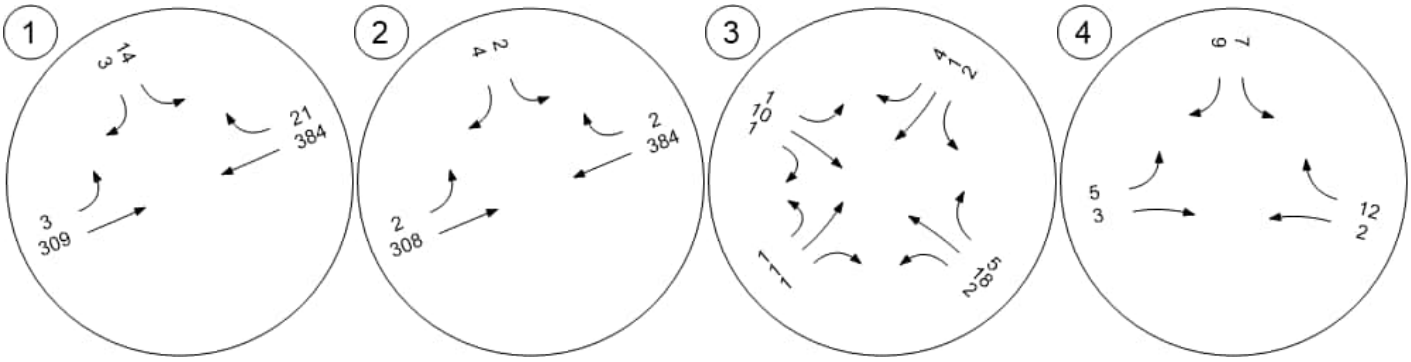
Lane Configuration and Traffic Control





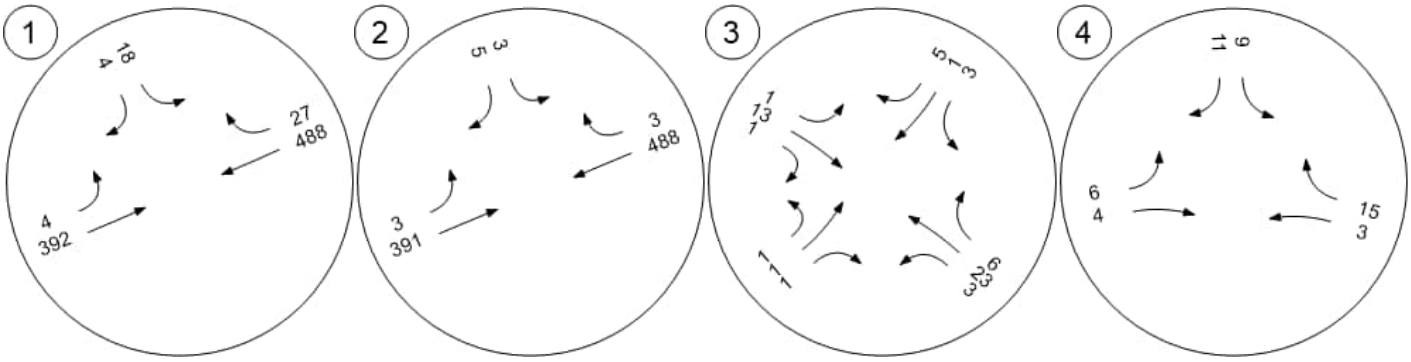
Traffic Volume - Base Volume





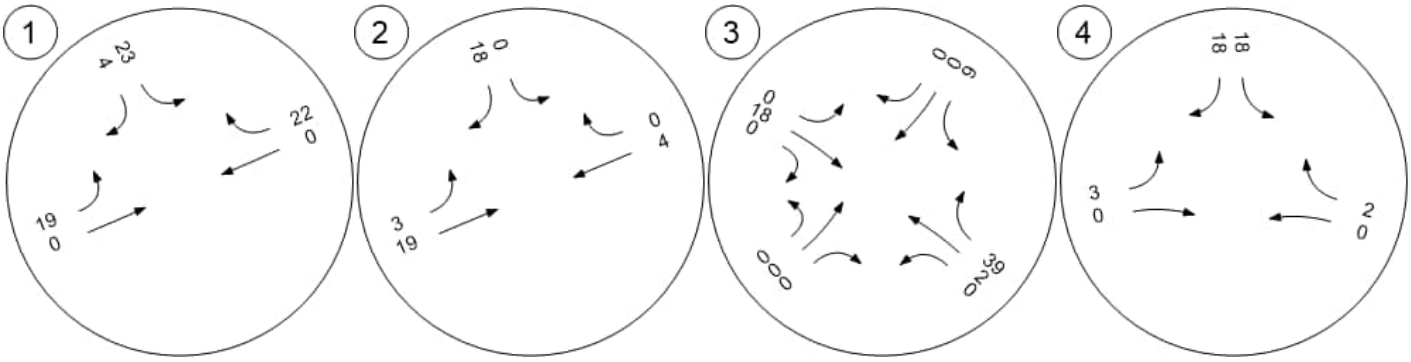
Traffic Volume - Future Background Volume





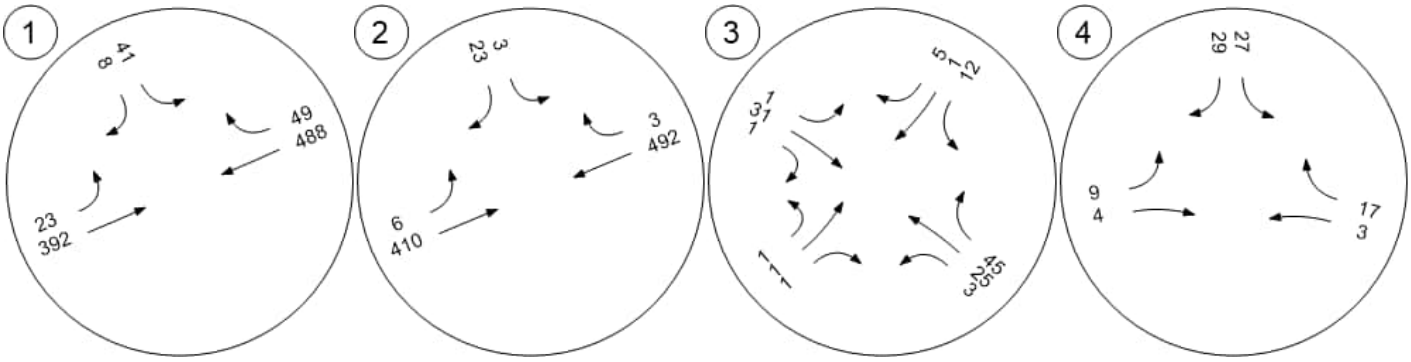
Traffic Volume - Net New Site Trips





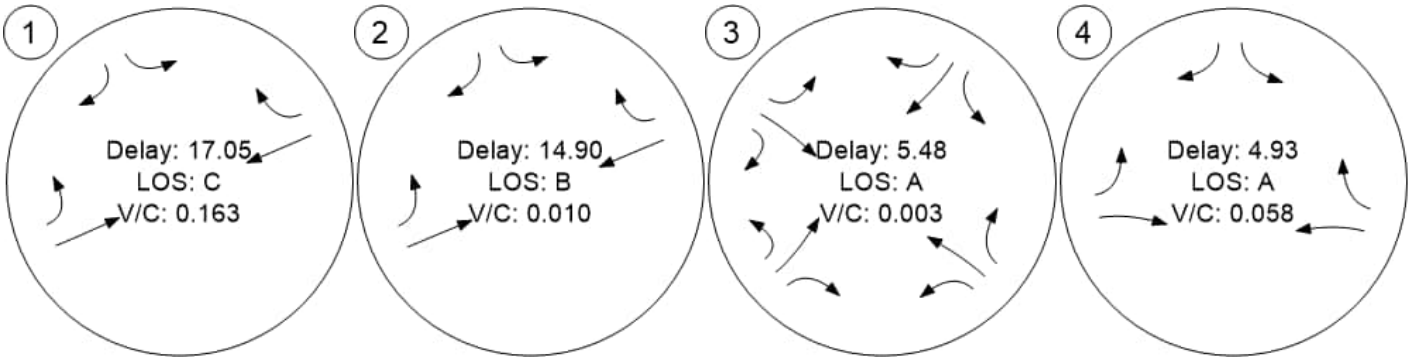
Traffic Volume - Future Total Volume





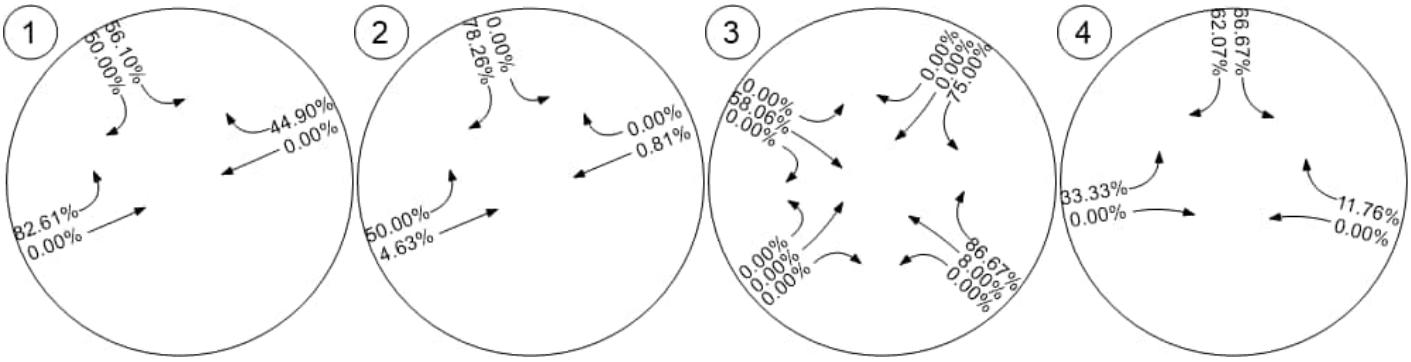
Traffic Conditions





Fair Share - Fair Share % of Future Total - Zone 1: Zone





Appendix C – Signal Warrants

Form TR-01, Revised 3/10/15

WYOMING DEPARTMENT OF TRANSPORTATION
TRAFFIC SIGNAL WARRANTS

Calc by Levi Calc Date 09/12/25

Alpine (CITY) | (DIST) | Lincoln (CO) Chk by ____ Count Date Projected 203

Major Street: Highway 89 Posted Approach Speed: 35 mph Lanes: 1

Minor Street: River Circle North Posted Approach Speed: 25 mph Lanes: 1

Critical speed of major street traffic > 40 mph ---------- ☐ OR

In built up area of isolated community of <= 10,000 pop. with no existing signals ---------- ☐

WARRANT 1 - Eight-Hour Vehicular Volume

Condition A - Minimum Vehicular Volume

WARRANT SATISFIED YES ☐ NO ☒

	APPROACH LANES	WARRANT VOLUME	7 AM	8 AM	12 PM	1 PM	2 PM	3 PM	4 PM	6 PM
Both Approaches Major Street	1	500	845	892	801	903	877	846	923	1196
Highest Approach Minor Street	1	150	51	37	40	48	47	53	33	35
	Warrant Volume Met?		No	No	No	No	No	No	No	No

Condition B - Interruption of Continuous Traffic

WARRANT SATISFIED YES ☐ NO ☒

	APPROACH LANES	WARRANT VOLUME	7 AM	8 AM	12 PM	1 PM	2 PM	3 PM	4 PM	6 PM
Both Approaches Major Street	1	750	845	892	801	903	877	846	923	1196
Highest Approach Minor Street	1	75	51	37	40	48	47	53	33	35
	Warrant Volume Met?		No	No	No	No	No	No	No	No

Combination of Conditions "A" and "B"

BOTH SATISFIED YES ☐ NO ☒

Condition "A"

A" SATISFIED YES ☐ NO ☒

	APPROACH LANES	WARRANT VOLUME	7 AM	8 AM	12 PM	1 PM	2 PM	3 PM	4 PM	6 PM
Both Approaches Major Street	1	400	845	892	801	903	877	846	923	1196
Highest Approach Minor Street	1	120	51	37	40	48	47	53	33	35
	Warrant Volume Met?		No	No	No	No	No	No	No	No

Condition "B"

B" SATISFIED YES ☐ NO ☒

	APPROACH LANES	WARRANT VOLUME	7 AM	8 AM	12 PM	1 PM	2 PM	3 PM	4 PM	6 PM
Both Approaches Major Street	1	600	845	892	801	903	877	846	923	1196
Highest Approach Minor Street	1	60	51	37	40	48	47	53	33	35
	Warrant Volume Met?		No	No	No	No	No	No	No	No

Form TR-01, Revised 3/10/15

WYOMING DEPARTMENT OF TRANSPORTATION
TRAFFIC SIGNAL WARRANTS

WARRANT 2 - Four-Hour Vehicular Volume

SATISFIED* **YES** [ ] **NO** [X]

Approach Lanes			7 AM	8 AM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM
A - Two or more	**A**	Both Approaches - Major Street	845	892	903	877	846	923	1014	1196
B - One	**B**	Highest Approach - Minor Street	51	37	48	47	53	33	32	35
Does plotted point fall above curve on Figure 4C-1?			No	No	No	No	No	No	No	No

*Refer to MUTCD Figure 4C-1 to determine if this warrant is satisfied

WARRANT 3 - Peak Hour

Condition "A" (for the same 1 hour of an averge day) **SATISFIED*** **YES** [ ] **NO** [X]

		FULFILLED
1. The total STOPPED delay experienced on one minor street approach controlled by a STOP sign equals or exceeds: 4 veh/hrs for a 1-lane approach; or 5 veh/hrs for a 2-lane approach, **Ave Delay/Veh** N/A **Ave Delay/Veh** N/A **Ave Delay/Veh** N/A	**AND**	Yes [ ] No [X]
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes. (Actual volume 53, Hour Beginning 3 PM)	**AND**	Yes [ ] No [X]
3. The total entering volume serviced during the hour equals or exceeds 650 vph for intersections with three approaches or 800 vph for intersections with four or more approaches. (Actual volume 899)		Yes [X] No [ ]

Condition "B" **SATISFIED*** **YES** [ ] **NO** [X]

Approach Lanes			7 AM	8 AM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM
A - Two or more	**A**	Both Approaches - Major Street	845	892	903	877	846	923	1014	1196
B - One	**B**	Highest Approach - Minor Street	51	37	48	47	53	33	32	35
Does plotted point fall above curve on Figure 4C-3?			No	No	No	No	No	No	No	No

*Refer to MUTCD Figure 4C-3 to determine if this warrant is satisfied

WARRANT 4 - Pedestrian Volume

Posted speed of major street traffic > 35 mph? **No**

4-HOUR WARRANT SATISFIED **YES** [ ] **NO** [X]

1-HOUR WARRANT SATISFIED **YES** [ ] **NO** [X]

	8 AM	9 AM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM
Vehicular Volume, Major Street - Total Both Approaches[a]	892	878	903	877	846	923	1014	1196
Total Pedestrians Crossing Major Street	0	0	0	0	0	0	0	0
Does plotted point fall above curve on Figure 4C-5?	No	No	No	No	No	No	No	No
Does plotted point fall above curve on Figure 4C-7?	No	No	No	No	No	No	No	No

[a] Where there is a divided street having a median of sufficient width for pedestrians to wait, the requirement applies separately to each direction of vehicular traffic.

NOTE: This warrant shall not be applied at locations where the distance to the nearest traffic control signal along the major street is less than 300 ft., unless the proposed traffic control signal will not restrict the progressive movement of traffic.

WARRANT 5 - School Crossing

Not Applicable [X]

See School Crossing Warrant Sheet [ ]

WYOMING DEPARTMENT OF TRANSPORTATION
TRAFFIC SIGNAL WARRANTS

WARRANT 6 - Coordinated Signal System

SATISFIED **YES** [ ] **NO** [X]

MINIMUM REQUIREMENT	DISTANCE TO NEAREST SIGNAL				FULFILLED
Greater than 1000 ft	N 5789 ft	S_____ft	E_____ft	W_____ft	Yes [ ] No [X]
A. ON A ONE-WAY STREET OR A STREET THAT HAS TRAFFIC PREDOMINANTLY IN ONE DIRECTION, THE ADJACENT TRAFFIC CONTROL SIGNALS ARE SO FAR APART THAT THEY DO NOT PROVIDE THE NECESSARY DEGREE OF VEHICULAR PLATOONING; **OR**					Yes [ ] No [X]
B. ON A TWO-WAY STREET, ADJACENT TRAFFIC CONTROL SIGNALS DO NOT PROVIDE THE NECESSARY DEGREE OF VEHICULAR PLATOONING AND THE PROPOSED AND ADJACENT TRAFFIC CONTROL SIGNALS WILL COLLECTIVELY PROVIDE A PROGRESSIVE OPERATION.					Yes [ ] No [X]

WARRANT 7 - Crash Experience

SATISFIED **YES** [ ] **NO** [X]

		FULFILLED
A. ADEQUATE TRIAL OF ALTERNATIVES WITH SATISFACTORY OBSERVANCE AND ENFORCEMENT HAS FAILED TO REDUCE THE CRASH FREQUENCY; **AND**		Yes [ ] No [X]
B. MINIMUM REQUIREMENT	NUMBER OF CRASHES	
5 OR MORE CRASHES IN 12 MONTHS	**AND**	Yes [ ] No [X]
C. ONE WARRANT SATISFIED AT 80%	WARRANT 1A - MINIMUM VEHICULAR VOLUME	Yes [ ] No [X]
	WARRANT 1B - INTERRUPTION OF CONTINUOUS TRAFFIC	Yes [ ] No [X]
	WARRANT 4 - PEDESTRIAN VOLUME	Yes [ ] No [X]

WARRANT 8 - Roadway Network

SATISFIED **YES** [ ] **NO** [X]

MINIMUM REQUIREMENT		FULFILLED
Total entering volume equals 1000 vehicles or more per/hr		
A. DURING TYPICAL WEEKDAY PEAK HOUR 1231 VEH/HOUR **AND** HAS 5-YEAR PROJECTED VOLUMES, BASED ON AN ENGINEERING STUDY, THAT MEET ONE OR MORE OF WARRANTS 1, 2, AND 3 DURING AN AVERAGE WEEKDAY; **OR**		Yes [ ] No [X]
B. DURING EACH OF ANY 5 HRS OF A SATURDAY OR SUNDAY EXCEED 1,000 VEH/HOUR		Yes [ ] No [X]

CHARACTERISTICS OF MAJOR ROUTES	MAJOR	MINOR
A. IT IS PART OF THE STREET OR HIGHWAY SYSTEM THAT SERVES AS THE PRINCIPAL ROADWAY NETWORK FOR THROUGH TRAFFIC FLOW; **OR**	[X]	[ ]
B. IT INCLUDES RURAL OR SUBURBAN HIGHWAYS OUTSIDE, ENTERING, OR TRAVERSING A CITY **OR**	[X]	[ ]
C. IT APPEARS AS A MAJOR ROUTE ON AN OFFICIAL PLAN, SUCH AS A MAJOR STREET PLAN IN AN URBAN AREA TRAFFIC AND TRANSPORTATION STUDY.	[X]	[ ]

ANY MAJOR ROUTE CHARACTERISTICS MET FOR BOTH STREETS Yes [ ] No [X]

WARRANT 9 - Intersection Near a Grade Crossing

Not Applicable [X]

See Intersection Near a Grade Crossing Warrant Sheet [ ]

Volumes Used for This Signal Warrant Study

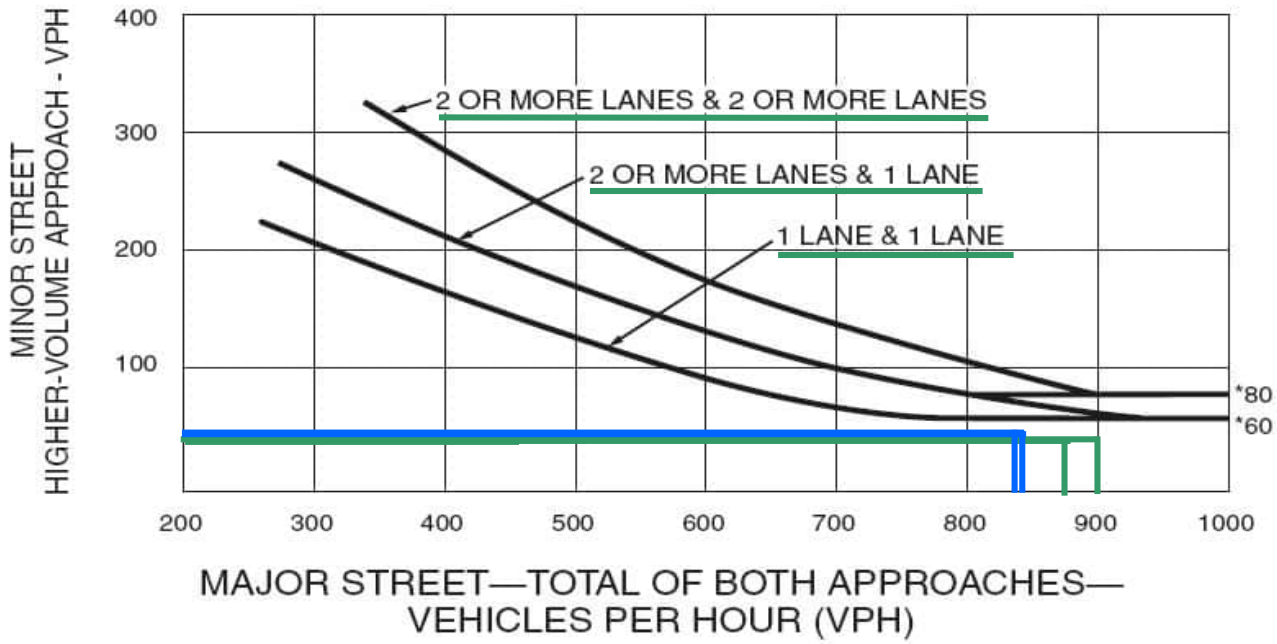
	Major Street Totals (Both Approaches)	Minor Street Totals (Highest Approach)	Pedestrians Across Major Street
6:00-7:00 am	367	3	0
7:00-8:00 am	845	51	0
8:00-9:00 am	892	37	0
9:00-10:00 am	878	30	0
10:00-11:00 am	845	17	0
11:00-12:00 n	803	21	0
12:00-1:00 pm	801	40	0
1:00-2:00 pm	903	48	0
2:00-3:00 pm	877	47	0
3:00-4:00 pm	846	53	0
4:00-5:00 pm	923	33	0
5:00-6:00 pm	1014	32	0
6:00-7:00 pm	1196	35	0

AVERAGE STOPPED TIME BY APPROACH FOR MINOR STREET

	EB	WB
6:00-7:00 am		
7:00-8:00 am		
8:00-9:00 am		
9:00-10:00 am		
10:00-11:00 am		
11:00-12:00 n		
12:00-1:00 pm		
1:00-2:00 pm		
2:00-3:00 pm		
3:00-4:00 pm		
4:00-5:00 pm		
5:00-6:00 pm		
6:00-7:00 pm		

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

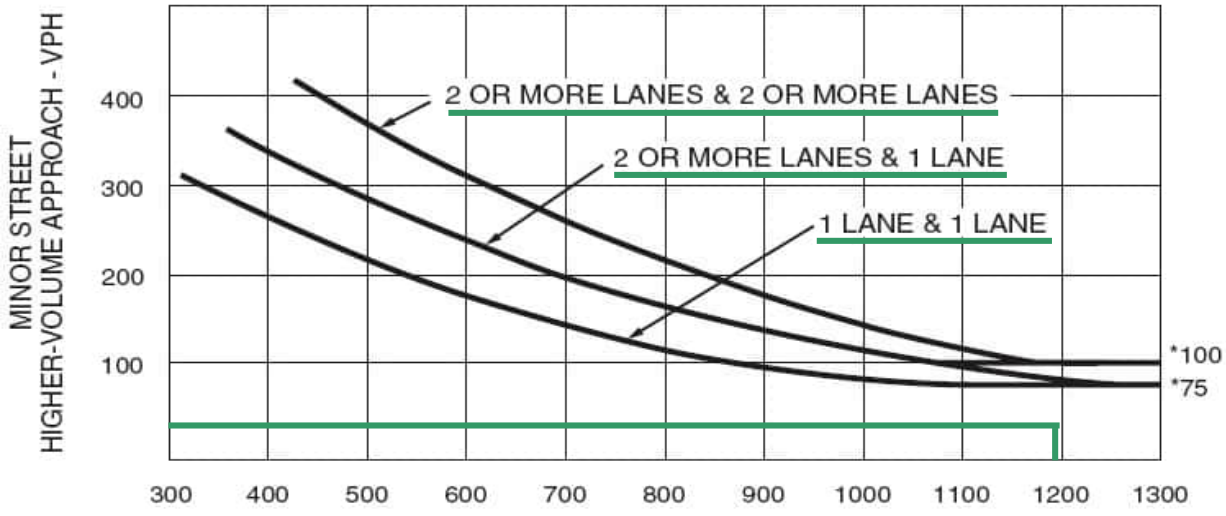
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

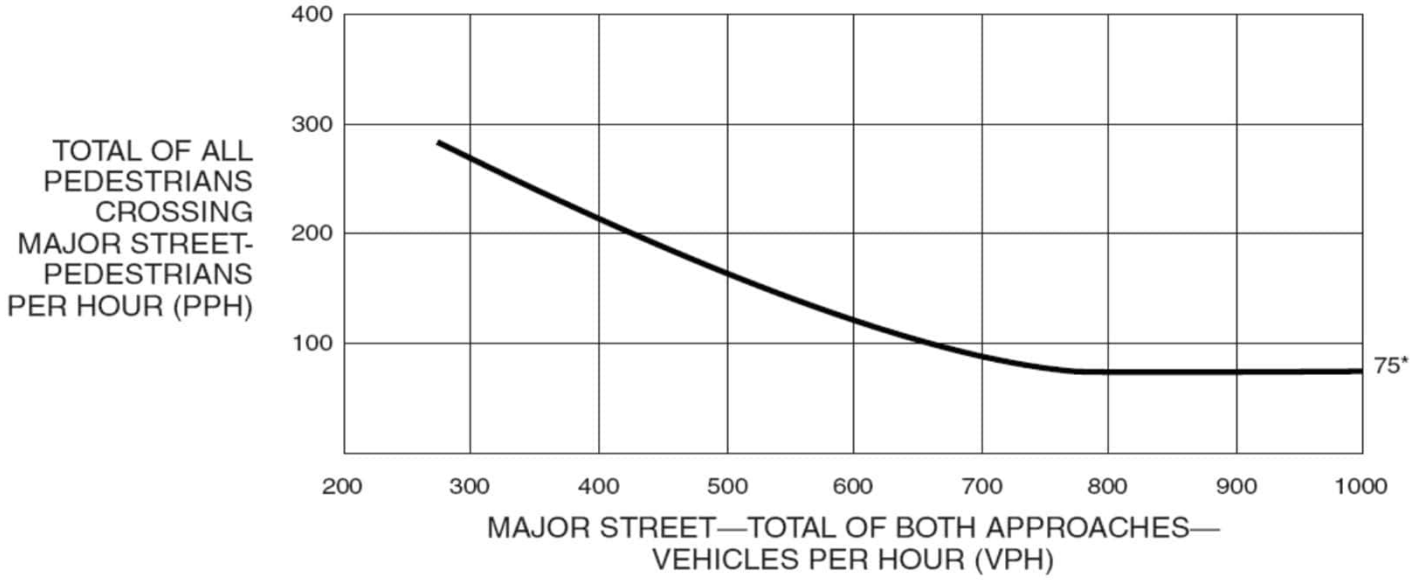
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



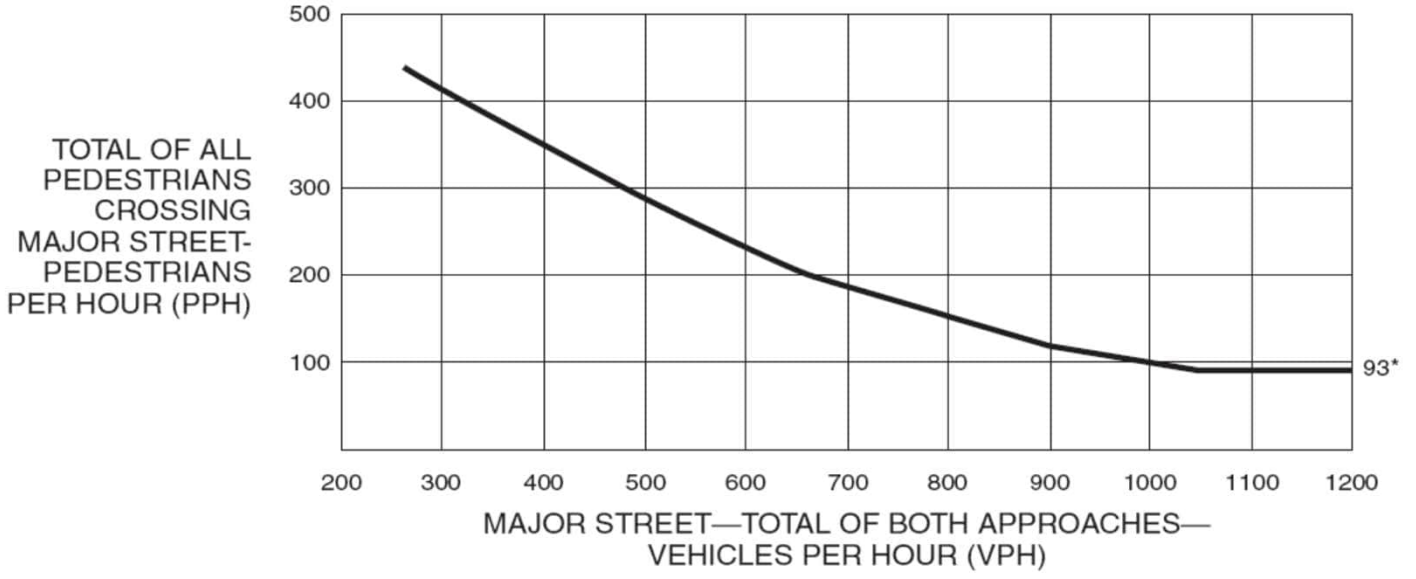
*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-6. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)



*Note: 75 pph applies as the lower threshold volume.

Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)



*Note: 93 pph applies as the lower threshold volume.

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WYOMING DEPARTMENT OF TRANSPORTATION
TRAFFIC SIGNAL WARRANTS

Calc by Levi Calc Date 09/10/25

North of Etna | | | Chk by | Count Date Projected 203
CITY DIST CO

Major Street Highway 89 Posted Approach Speed 35 mph Lanes: 1

Minor Street River Circle North Posted Approach Speed 25 mph Lanes: 1

Critical speed of major street traffic > 40 mph ---------- [ ] OR

In built up area of isolated community of <= 10,000 pop. with no existing signals ---------- [X]

WARRANT 1 - Eight-Hour Vehicular Volume

Condition A - Minimum Vehicular Volume

WARRANT SATISFIED YES [ ] NO [X]

	APPROACH LANES	WARRANT VOLUME	8 AM	9 AM	12 PM	1 PM	2 PM	3 PM	5 PM	6 PM
Both Approaches Major Street	1	350	883	876	797	901	868	805	1011	1194
Highest Approach Minor Street	1	105	28	29	39	47	44	26	30	34
	Warrant Volume Met?		No	No	No	No	No	No	No	No

Condition B - Interruption of Continuous Traffic

WARRANT SATISFIED YES [ ] NO [X]

	APPROACH LANES	WARRANT VOLUME	8 AM	9 AM	12 PM	1 PM	2 PM	3 PM	5 PM	6 PM
Both Approaches Major Street	1	525	883	876	797	901	868	805	1011	1194
Highest Approach Minor Street	1	53	28	29	39	47	44	26	30	34
	Warrant Volume Met?		No	No	No	No	No	No	No	No

Combination of Conditions "A" and "B"

BOTH SATISFIED YES [ ] NO [X]

Condition "A"

A" SATISFIED YES [ ] NO [X]

	APPROACH LANES	WARRANT VOLUME	8 AM	9 AM	12 PM	1 PM	2 PM	3 PM	5 PM	6 PM
Both Approaches Major Street	1	280	883	876	797	901	868	805	1011	1194
Highest Approach Minor Street	1	84	28	29	39	47	44	26	30	34
	Warrant Volume Met?		No	No	No	No	No	No	No	No

Condition "B"

B" SATISFIED YES [ ] NO [X]

	APPROACH LANES	WARRANT VOLUME	8 AM	9 AM	12 PM	1 PM	2 PM	3 PM	5 PM	6 PM
Both Approaches Major Street	1	420	883	876	797	901	868	805	1011	1194
Highest Approach Minor Street	1	42	28	29	39	47	44	26	30	34
	Warrant Volume Met?		No	No	No	Yes	Yes	No	No	No

Form TR-01, Revised 3/10/15

WYOMING DEPARTMENT OF TRANSPORTATION
TRAFFIC SIGNAL WARRANTS

WARRANT 2 - Four-Hour Vehicular Volume

SATISFIED* **YES** [ ] **NO** [X]

Approach Lanes			8 AM	9 AM	12 PM	1 PM	2 PM	3 PM	5 PM	6 PM
A - Two or more	**A**	Both Approaches - Major Street	883	876	797	901	868	805	1011	1194
B - One	**B**	Highest Approach - Minor Street	28	29	39	47	44	26	30	34
Does plotted point fall above curve on Figure 4C-2?			No	No	No	No	No	No	No	No

*Refer to MUTCD Figure 4C-2 to determine if this warrant is satisfied

WARRANT 3 - Peak Hour

Condition "A" (for the same 1 hour of an averge day) **SATISFIED*** **YES** [ ] **NO** [X]

		FULFILLED
1. The total STOPPED delay experienced on one minor street approach controlled by a STOP sign equals or exceeds: 4 veh/hrs for a 1-lane approach; or 5 veh/hrs for a 2-lane approach, **Ave Delay/Veh** N/A **Ave Delay/Veh** N/A **Ave Delay/Veh** N/A	**AND**	Yes [ ] No [X]
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes. (Actual volume 47, Hour Beginning 1 PM)	**AND**	Yes [ ] No [X]
3. The total entering volume serviced during the hour equals or exceeds 650 vph for intersections with three approaches or 800 vph for intersections with four or more approaches. (Actual volume 948)		Yes [X] No [ ]

Condition "B" **SATISFIED*** **YES** [ ] **NO** [X]

Approach Lanes			8 AM	9 AM	12 PM	1 PM	2 PM	4 PM	5 PM	6 PM
A - Two or more	**A**	Both Approaches - Major Street	883	876	797	901	868	912	1011	1194
B - One	**B**	Highest Approach - Minor Street	28	29	39	47	44	22	30	34
Does plotted point fall above curve on Figure 4C-4?			No	No	No	No	No	No	No	No

*Refer to MUTCD Figure 4C-4 to determine if this warrant is satisfied

WARRANT 4 - Pedestrian Volume

Posted speed of major street traffic > 35 mph? **No**

4-HOUR WARRANT SATISFIED **YES** [ ] **NO** [X]

1-HOUR WARRANT SATISFIED **YES** [ ] **NO** [X]

	8 AM	9 AM	10 AM	1 PM	2 PM	4 PM	5 PM	6 PM
Vehicular Volume, Major Street - Total Both Approaches[a]	883	876	843	901	868	912	1011	1194
Total Pedestrians Crossing Major Street	0	0	0	0	0	0	0	0
Does plotted point fall above curve on Figure 4C-5?	No	No	No	No	No	No	No	No
Does plotted point fall above curve on Figure 4C-7?	No	No	No	No	No	No	No	No

[a] Where there is a divided street having a median of sufficient width for pedestrians to wait, the requirement applies separately to each direction of vehicular traffic.

NOTE: This warrant shall not be applied at locations where the distance to the nearest traffic control signal along the major street is less than 300 ft., unless the proposed traffic control signal will not restrict the progressive movement of traffic.

WARRANT 5 - School Crossing

Not Applicable [X]

See School Crossing Warrant Sheet [ ]

WYOMING DEPARTMENT OF TRANSPORTATION
TRAFFIC SIGNAL WARRANTS

WARRANT 6 - Coordinated Signal System

SATISFIED **YES** [ ] **NO** [X]

MINIMUM REQUIREMENT	DISTANCE TO NEAREST SIGNAL				FULFILLED
Greater than 1000 ft	N 5789 ft	S_____ft	E_____ft	W_____ft	Yes [ ] No [X]
A. ON A ONE-WAY STREET OR A STREET THAT HAS TRAFFIC PREDOMINANTLY IN ONE DIRECTION, THE ADJACENT TRAFFIC CONTROL SIGNALS ARE SO FAR APART THAT THEY DO NOT PROVIDE THE NECESSARY DEGREE OF VEHICULAR PLATOONING; **OR**					Yes [ ] No [X]
B. ON A TWO-WAY STREET, ADJACENT TRAFFIC CONTROL SIGNALS DO NOT PROVIDE THE NECESSARY DEGREE OF VEHICULAR PLATOONING AND THE PROPOSED AND ADJACENT TRAFFIC CONTROL SIGNALS WILL COLLECTIVELY PROVIDE A PROGRESSIVE OPERATION.					Yes [ ] No [X]

WARRANT 7 - Crash Experience

SATISFIED **YES** [ ] **NO** [X]

		FULFILLED
A. ADEQUATE TRIAL OF ALTERNATIVES WITH SATISFACTORY OBSERVANCE AND ENFORCEMENT HAS FAILED TO REDUCE THE CRASH FREQUENCY; **AND**		Yes [ ] No [X]
B. MINIMUM REQUIREMENT	NUMBER OF CRASHES	
5 OR MORE CRASHES IN 12 MONTHS	**AND**	Yes [ ] No [X]
C. ONE WARRANT SATISFIED AT 80%	WARRANT 1A - MINIMUM VEHICULAR VOLUME	Yes [ ] No [X]
	WARRANT 1B - INTERRUPTION OF CONTINUOUS TRAFFIC	Yes [ ] No [X]
	WARRANT 4 - PEDESTRIAN VOLUME	Yes [ ] No [X]

WARRANT 8 - Roadway Network

SATISFIED **YES** [ ] **NO** [X]

MINIMUM REQUIREMENT		FULFILLED
Total entering volume equals 1000 vehicles or more per/hr		
A. DURING TYPICAL WEEKDAY PEAK HOUR 1228 VEH/HOUR **AND** HAS 5-YEAR PROJECTED VOLUMES, BASED ON AN ENGINEERING STUDY, THAT MEET ONE OR MORE OF WARRANTS 1, 2, AND 3 DURING AN AVERAGE WEEKDAY; **OR**		Yes [ ] No [X]
B. DURING EACH OF ANY 5 HRS OF A SATURDAY OR SUNDAY EXCEED 1,000 VEH/HOUR		Yes [ ] No [X]

CHARACTERISTICS OF MAJOR ROUTES	MAJOR	MINOR
A. IT IS PART OF THE STREET OR HIGHWAY SYSTEM THAT SERVES AS THE PRINCIPAL ROADWAY NETWORK FOR THROUGH TRAFFIC FLOW; **OR**	[X]	[ ]
B. IT INCLUDES RURAL OR SUBURBAN HIGHWAYS OUTSIDE, ENTERING, OR TRAVERSING A CITY **OR**	[X]	[ ]
C. IT APPEARS AS A MAJOR ROUTE ON AN OFFICIAL PLAN, SUCH AS A MAJOR STREET PLAN IN AN URBAN AREA TRAFFIC AND TRANSPORTATION STUDY.	[X]	[ ]

ANY MAJOR ROUTE CHARACTERISTICS MET FOR BOTH STREETS Yes [ ] No [X]

WARRANT 9 - Intersection Near a Grade Crossing

Not Applicable [X]

See Intersection Near a Grade Crossing Warrant Sheet [ ]

Volumes Used for This Signal Warrant Study

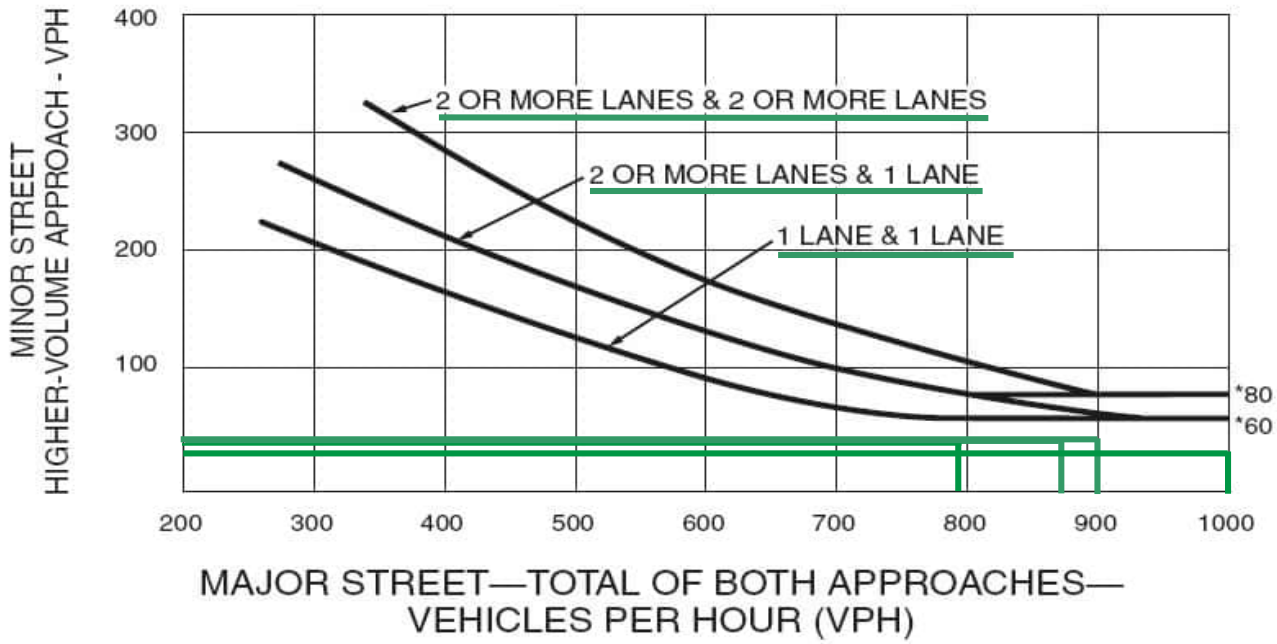
	Major Street Totals (Both Approaches)	Minor Street Totals (Highest Approach)	Pedestrians Across Major Street
6:00-7:00 am	361	3	0
7:00-8:00 am	780	14	0
8:00-9:00 am	883	28	0
9:00-10:00 am	876	29	0
10:00-11:00 am	843	17	0
11:00-12:00 n	801	20	0
12:00-1:00 pm	797	39	0
1:00-2:00 pm	901	47	0
2:00-3:00 pm	868	44	0
3:00-4:00 pm	805	26	0
4:00-5:00 pm	912	22	0
5:00-6:00 pm	1011	30	0
6:00-7:00 pm	1194	34	0

AVERAGE STOPPED TIME BY APPROACH FOR MINOR STREET

	EB	WB
6:00-7:00 am		
7:00-8:00 am		
8:00-9:00 am		
9:00-10:00 am		
10:00-11:00 am		
11:00-12:00 n		
12:00-1:00 pm		
1:00-2:00 pm		
2:00-3:00 pm		
3:00-4:00 pm		
4:00-5:00 pm		
5:00-6:00 pm		
6:00-7:00 pm		

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

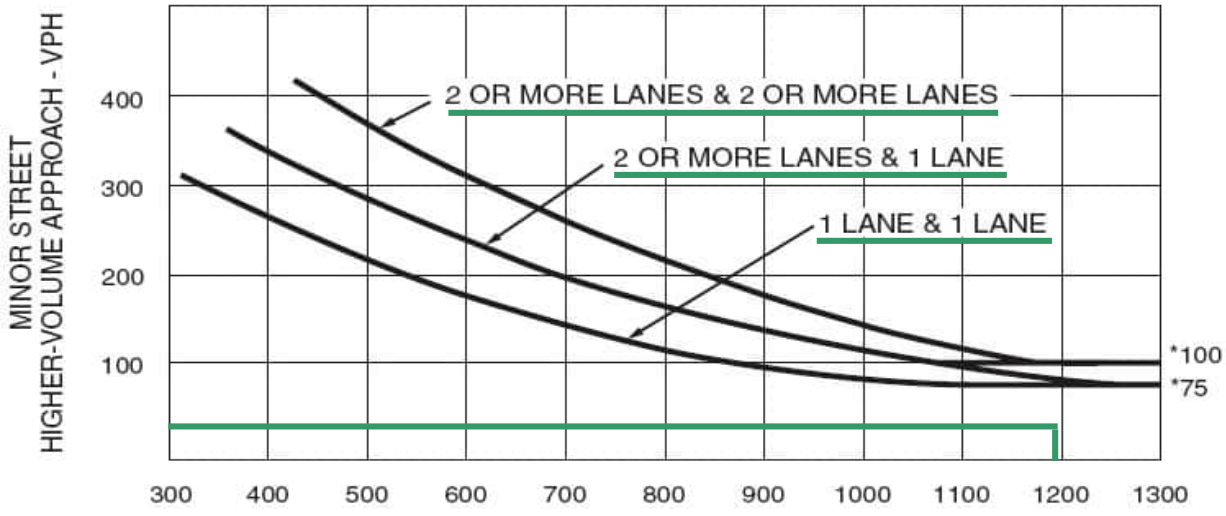
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

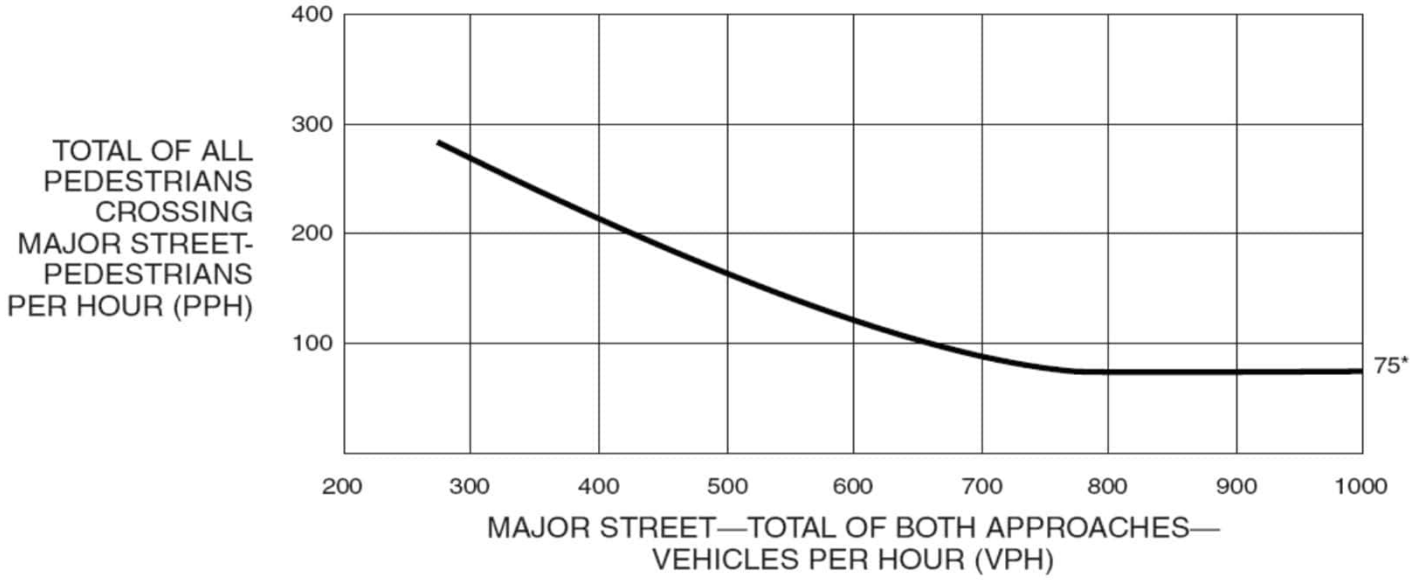
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



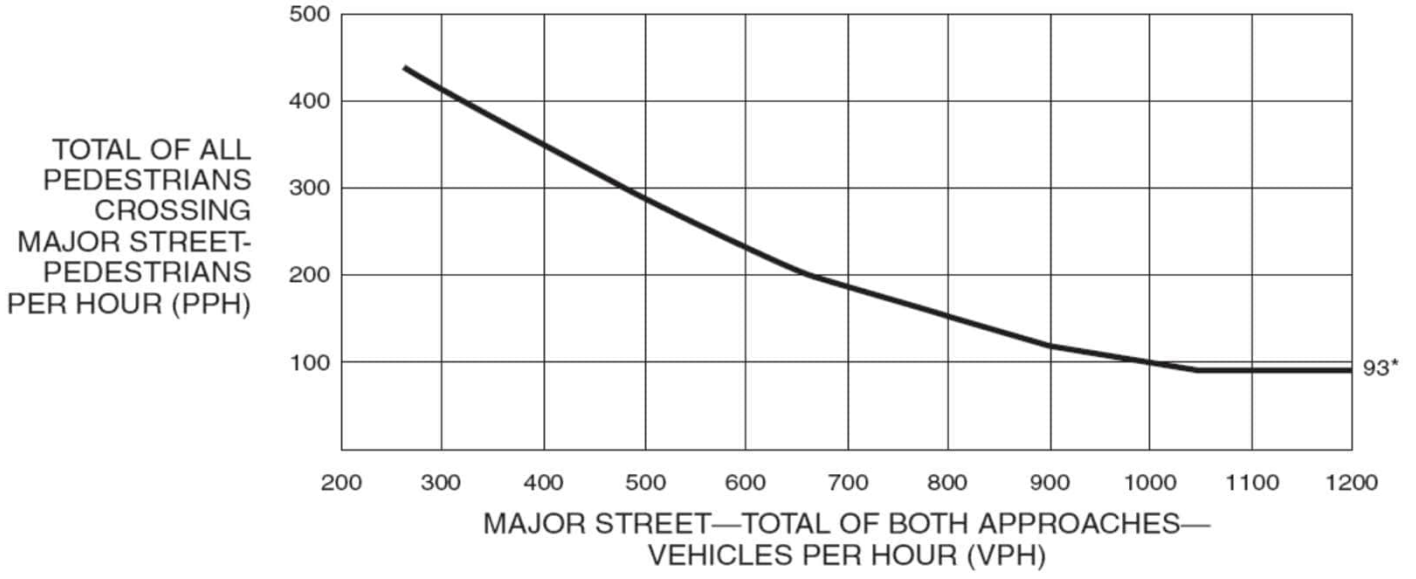
*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-6. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)



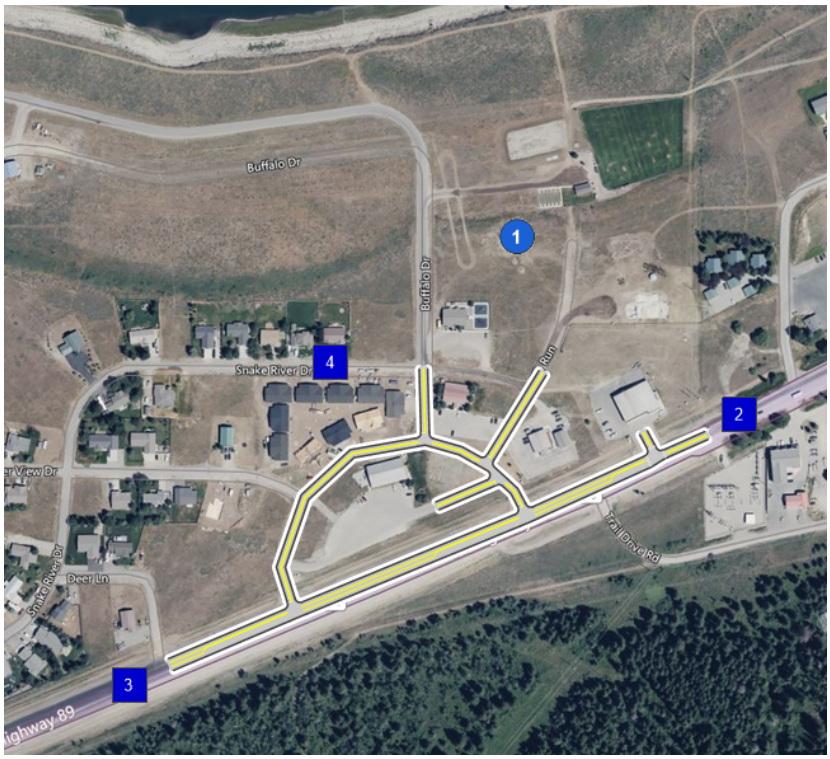
*Note: 75 pph applies as the lower threshold volume.

Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)



*Note: 93 pph applies as the lower threshold volume.

Appendix D – Trip Distribution



From	Share	Trips	To	Share	Trips
2: Gate	47.55%	35	2: Gate	47.55%	31
3: Gate	46.75%	35	3: Gate	46.75%	30
4: Gate	5.70%	4	4: Gate	5.70%	4
Total	*100.00%*	*74*	*Total*	*100.00%*	*65*

Name	Origin	Origin Name	Destina...	Destinatio...	Volume Sh...	Volume [ve...	Length [ft]	VMT
NB Elk Run &...	1	Zone	2	Gate	20.00%	6	1551.25	1.82
NB Buffalo & ...	1	Zone	2	Gate	80.00%	25	1700.92	7.99
SB Elk Run R...	1	Zone	3	Gate	20.00%	6	2108.66	2.4
SB Elk Run &...	1	Zone	3	Gate	80.00%	24	1904.91	8.66
Subdivision	1	Zone	4	Gate	100.00%	4	720.46	0.55
SB Elk Run &...	2	Gate	1	Zone	90.00%	32	1551.25	9.25
SB Buffalo Ri...	2	Gate	1	Zone	10.00%	4	1700.92	1.13
NB River Cir ...	3	Gate	1	Zone	87.00%	30	2108.66	12.16
NB Buaffalo ...	3	Gate	1	Zone	13.00%	5	1904.91	1.64
Subdivision	4	Gate	1	Zone	100.00%	4	720.46	0.55
						139		46.14

TRIP DISTRIBUTION | ALPINE CHARTER SCHOOL - 20 MINUTE ESTIMATE



LEGEND

ESTIMATED 20 MINUTE DRIVE TIME

CENSUS BLOCKS

0 2 3 Miles

SUNRISE ENGINEERING

Population Estimates within 20 minutes
(2020 Census)

Total: **3154**

South of School - Expected to make left turn from HWY 89: **1499** (47.5%)

North of School - Expected to make right turn from HWY 89: **1474** (46.7%)

Not expected to use HWY 89: **181** (5.7%)

Alpine Charter School

Etna

Star Valley Ranch

9/4/2025

Appendix E – Crash Data

INTERSECTION CRASH HISTORY REPORT FOR US 89 & RIVER CIR (ID 11069) FOR THE YEARS 2020 - 2024

DATE	TIME	ID #	CRASH STEET	CROSS STREET	JUNCTION RELATION	INTERSECTION TYPE	MANNER OF COLLISION	CRASH SEVERITY	FATAL INJURY		FIRST HARMFUL EVENT (FHE)	FHE LOCATION	#	VEHICLE DIRECTION	VEHICLE MANEUVER	DRIVER ACTION	PERSON TYPE	SAFETY EQUIPMENT USED	INJURY STATUS	LIGHTING	WEATHER CONDITION	ROAD CONDITION	ALCOHOL INVOLVED	DRUGS INVOLVED	LATITUDE	LONGITUDE	CRASH CASE #
2022																											
04/14/2022	800	11069	RIVER CIR		Intersection Related	T Intersection	Angle (Front to Side), Opposing Direction	PROPERTY DAMAGE ONLY	0	0	Motor Vehicle in Transport on Roadway	On Roadway	1	South	Turning Right	1 Drove too Fast for Conditions	1 Driver	Shoulder and Lap Belt	No Apparent Injury	Daylight	Snowing	Snow	N	N	43.160467	-111.026289	22-0003651(
													2	East	Stopped in Traffic	2 No Improper Driving	1 Passenger	Shoulder and Lap Belt	No Apparent Injury								
																	1 Passenger	Shoulder and Lap Belt	No Apparent Injury								
																	1 Passenger	Shoulder and Lap Belt	No Apparent Injury								
																	2 Driver	Shoulder and Lap Belt	No Apparent Injury								

REPORT SUMMARY

TOTAL CRASHES:	**1**		
FATAL CRASHES:	**0**	**TOTAL FATALITIES:**	**0**
INJURY CRASHES:	**0**	**TOTAL INJURIES:**	**0**
PDO CRASHES:	**1**		

	CRASH COUNTS				SEVERITY COUNTS			INJURY COUNTS				
YEAR	FATAL CRASHES	INJURY CRASHES	PDO CRASHES	TOTAL CRASHES	CRITICAL CRASHES*	SERIOUS CRASHES*	DAMAGE CRASHES*	FATAL INJURIES	SERIOUS INJURIES	MINOR INJURIES	POSSIBLE INJURIES	NO INJURIES
2022	0	0	1	1	0	0	1	0	0	0	0	5
	0	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**5**

* PDO = Property Damage Only Crashes
* Critical Crashes = Fatal & Suspected Serious Injury Crashes
* Serious Crashes = Suspected Minor Injury & Possible Injury Crashes
* Damage Crashes = No Apparent Injury & Unknown Injury Crashes