



## PLANNING COMMISSION

Tuesday, November 08, 2022, at 7:00 PM  
Court Room/Council Chambers (2nd Floor) and Online  
275 W. Main Street, Santaquin, UT 84655

### MEETINGS HELD IN PERSON & ONLINE

The public is invited to participate as outlined below:

- **In Person** – Meetings are held on the 2<sup>nd</sup> floor in the Court Room/Council Chambers at City Hall
- **YouTube Live** – Public meetings will be shown live on the Santaquin City YouTube Channel, which can be found at <https://bit.ly/2P7ICfQ> or by searching for Santaquin City Channel on YouTube.

### ADA NOTICE

If you are planning to attend this Public Meeting and due to a disability need assistance in understanding or participating in the meeting, please notify the City Office ten or more hours in advance and we will, within reason, provide what assistance may be required.

## AGENDA

### WELCOME

### INVOCATION/INSPIRATION THOUGHT

### PLEDGE OF ALLEGIANCE

### ORDER OF AGENDA ITEMS

### PUBLIC FORUM

### DISCUSSION & POSSIBLE ACTION

1. **[Public Hearing: Active Transportation Plan](#)**

[The Santaquin City Planning Commission will conduct a Public Hearing to review the Active Transportation Plan.](#)

2. **[Public Meeting: Annexation Policy Plan Update](#)**

[The Santaquin City Planning Commission will review a draft amendment of the Santaquin City Annexation Policy.](#)

3. **[Detached Accessory Dwelling Units](#)**

[At the direction of the Santaquin City Council, the Planning Commission will discuss Santaquin City Code Title 10 Chapter 16 Section 080, and Title 10 Chapter 20 Section 080, related to regulations for detached accessory dwelling units in the R-10 zone of Santaquin City.](#)

4. **[2023 Planning Commission Meeting Schedule](#)**

### OTHER BUSINESS

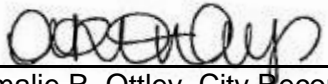
5. **[Approval of Meeting Minutes](#)**

[October 25, 2022](#)

## ADJOURNMENT

### CERTIFICATE OF MAILING/POSTING

The undersigned duly appointed City Recorder for the municipality of Santaquin City hereby certifies that a copy of the foregoing Notice and Agenda was posted on [www.santaquin.org](http://www.santaquin.org), Santaquin City Social Media sites, posted in three physical locations (Santaquin City Public Safety Building, Zions Bank, Santaquin Post Office), and posted on the State of Utah's Public Notice Website.

BY:   
Amalie R. Ottley, City Recorder



## Santaquin Active Transportation Plan

Prepared for  
Santaquin City

*Santaquin*

DRAFT November 2, 2022

Prepared by  
**Parametrix**

## CITATION

Parametrix, 2022. Santaquin Active Transportation Plan.  
Prepared by Parametrix, Salt Lake City, Utah. November 2022.



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# 1. INTRODUCTION

Active Transportation (AT) is a critical asset to any city, providing a variety of benefits to both its residents and the greater community. A robust AT network compliments the greater transit system, creates recreational opportunities while enhancing existing, and provides transportation options. Shown in Figure 1, a diverse set of facility types will be established through the implementation of this plan. The Santaquin Active Transportation Plan (ATP) is a product of a joint effort between Santaquin City and the Utah Department of Transportation (UDOT). The plan, produced by a consultant team guided by city staff, includes an existing conditions analysis, public engagement, and a final implementation plan including a finalized prioritized project list.

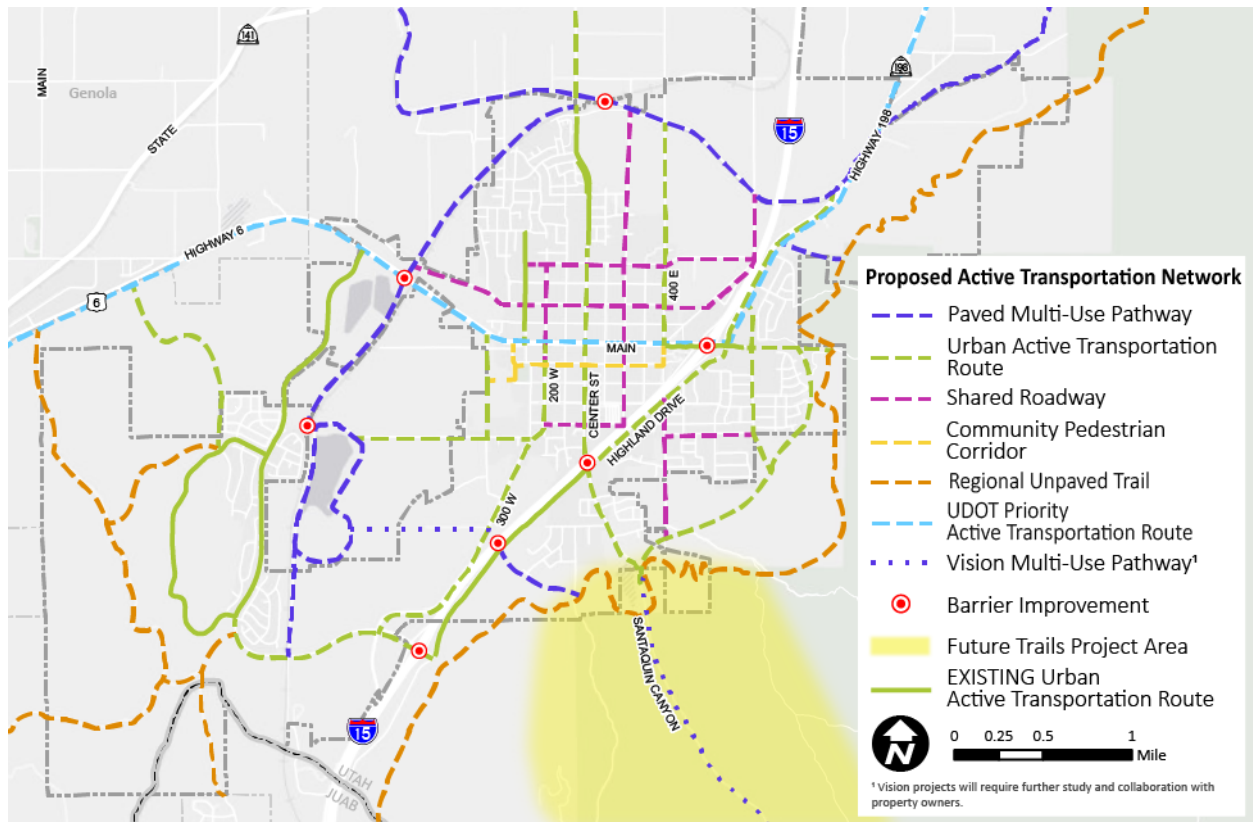


Figure 1: Planned Active Transportation Network

## 2. EXISTING CONDITIONS

Parametrix was hired to prepare an ATP for the city of Santaquin. The contents of this existing conditions analysis will provide the foundation for the plan. This memo includes summaries of existing facilities, community destinations, currently planned active transportation projects in other plans, and summaries of bicycle and pedestrian activity data. The report concludes with an analysis of severe vehicle crashes, active transportation-involved crashes, and an analysis of crashes that occur on designated safe routes to school during the peak school commute hours. Crash data in this memo are protected under 23 USC 409.

### 2.1 Existing Facilities

An inventory of street-side AT facilities conditions was performed using satellite imagery from September 2020. These AT facilities—visible in Figure 2—were sorted into three categories that currently exist within Santaquin: pathway, sidewalk, and walkable unpaved shoulder. At present, there are no designated bicycle-specific routes. Each of the three categories forms a spectrum from most accessible to less accessible.

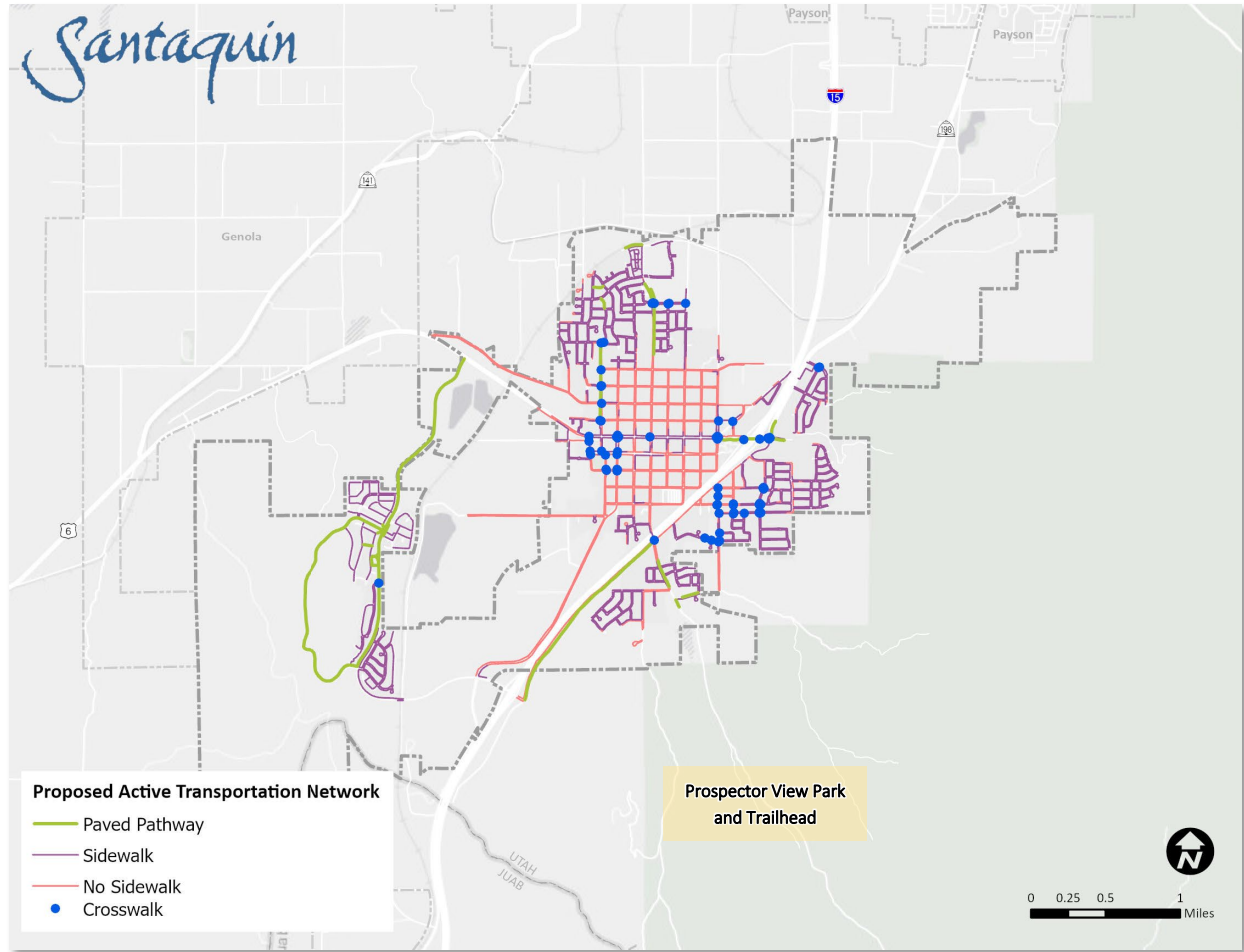
Pathways are paved and are wider than a standard sidewalk. Pathways provide access over longer distances and often feature crosswalks at intersecting streets. At present there are several pathways in Santaquin, however they are not yet connected in a coordinated fashion. In addition to having an intact pathway system, the Summit Ridge neighborhood also contains several shortcuts that provide connectivity through cul-de-sacs not accessible to motorized vehicles. Parks with paved walking paths are also included in this category. Providing mobility for different types of AT travelers, paved pathways currently provide the highest level of comfort and are the most broadly accessible to different types of bicyclists.

Due to newer development standards, sidewalks are now a common feature in the more recently developed portions of Santaquin. To the north and east of Interstate 15, sidewalks are frequently located on both sides of the street. In the Summit Ridge area, sidewalks tend to be located on one side of the street. Except for Main Street, consistent sidewalks are absent in the central, more historic parts of Santaquin that are on the grid pattern. Elsewhere five-foot sidewalks are common and adhere to American's with Disabilities Act (ADA) standards. It is worth noting that eight-foot sidewalks enable two people to comfortably walk side-by-side and that sidewalks are often made functionally narrower due to encroachment by adjacent private landscaping.

The presence of many wide, unpaved shoulders reflects Santaquin's more rural origins. These unpaved, de facto pedestrian facilities are primarily concentrated in the original town central grid. Often these roadways have lower traffic volumes and speeds, making an environment that many people feel comfortable walking on or adjacent to the street. However, it is worth noting that this type of informal pedestrian facility is not accessible for people with visual impairments or mobility challenges requiring the use of a mobility aid. This inaccessibility becomes more acute when atmospheric precipitation produces mud. Winter precipitation poses another obstacle given that plows move snow to the shoulders of a roadway. As a result, these informal routes are only accessible in the absence of snow. However, many citizens hold positive, cultural associations with rural roadways lacking a formal sidewalk, curb, and gutter. These formal and informal active transportation routes are contrasted by roadways (not displayed) where the absence of any walkable shoulder forces a pedestrian to walk on busier streets, private property, or through adjacent vegetation.

Crosswalks in Santaquin are sparsely located and are predominantly related to Safe Routes to School (SRTS) designated routes accessing the three public elementary schools in town. Main Street is an increasingly busy roadway with limited crossing opportunities that are inconsistently located.

There are no designated on-street bicycle facilities. Bicyclists must either ride informally within the roadway, on a sidewalk, or paved pathway.



**Figure 2: Inventory of Active Transportation Facilities**

## 2.2 Community Destinations

Figure 3 shows an inventory of existing community destinations in Santaquin. To maximize the utilization of any proposed active transportation improvements, these same improvements will need to provide access to community destinations. Increasing active transportation access to popular community destinations will also reduce the need to travel by vehicle for all trips. Many destinations are located along Main Street and 100 South. Significant retail and a park are located along 400 East. A future high school is planned to be constructed in the vicinity of 400 East and north of 400 North. On the



eastern limit of Santaquin are a series of parks and trailheads that could be connected using the proposed extension of the Bonneville Shoreline Trail. Notably, Theodore Ahlin Park could become a multi-purpose recreational hub and major trailhead. Currently under development is the Prospector View Park and Trailhead, which will eventually have several miles of planned single-track trails along with several amenities including a toilet, parking lot, and bridge over the river. Currently the trailhead and parking lot are in place.

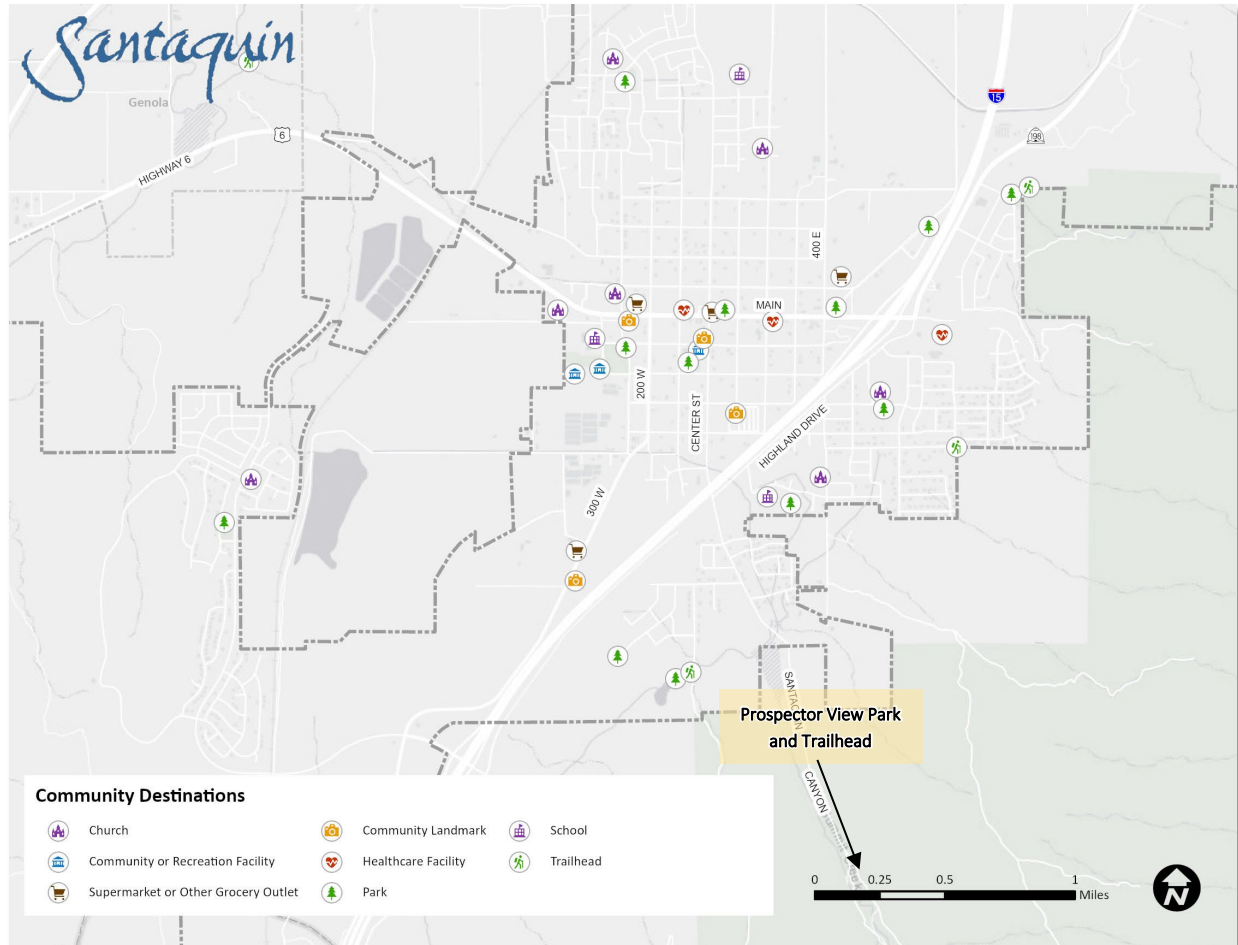
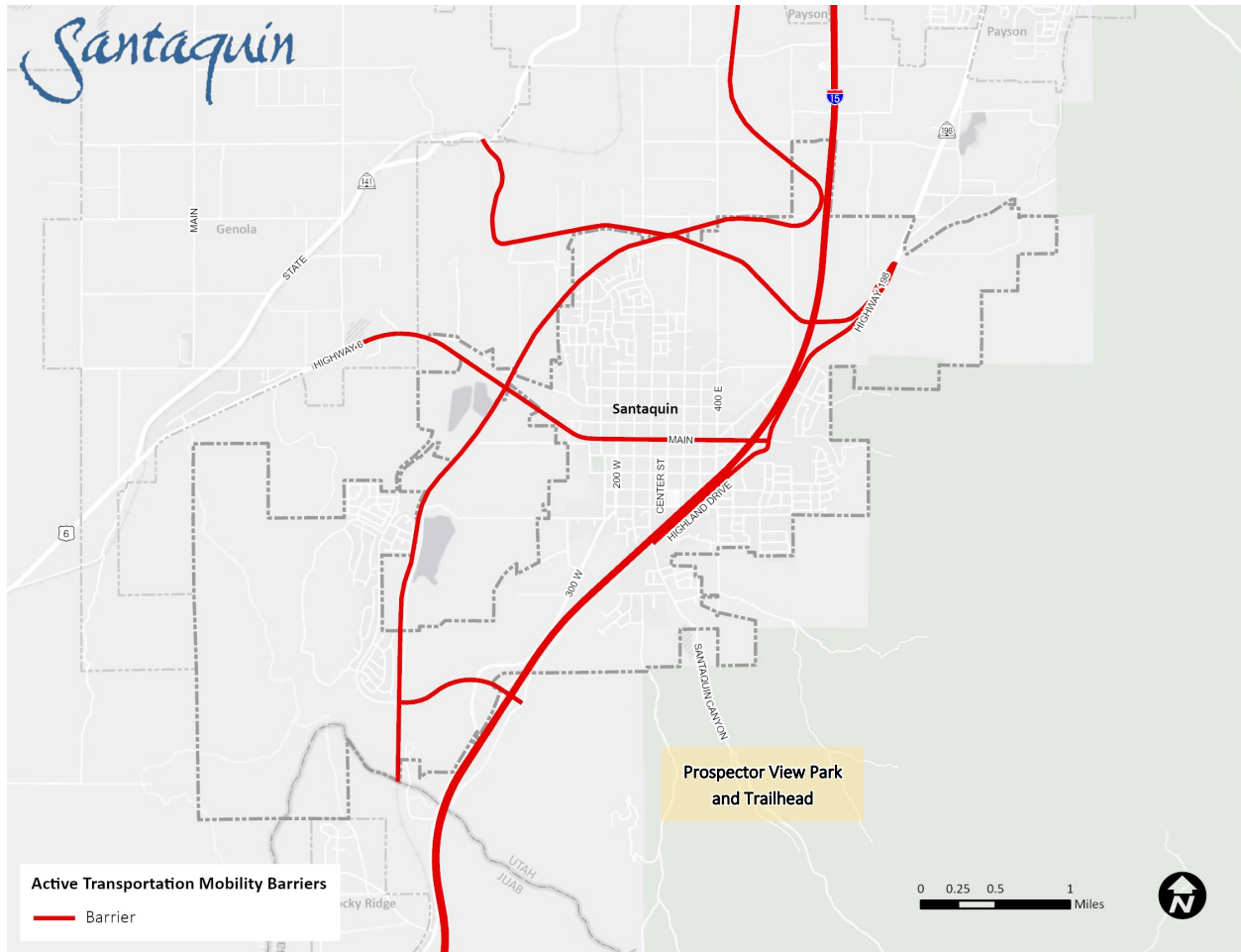


Figure 3: Community Destinations

## 2.3 Mobility Barriers

At present, Santaquin is divided and defined by barriers to non-automobile transportation modes. A successful active transportation network will help address these barriers, providing comfortable and safe means to cross. Figure 4 below shows the mobility barriers that currently exist in town that will need to be addressed through either linear or point projects.



**Figure 4: Barriers to Active Transportation Mobility**

### Limited Access Highways—Interstate 15

I-15 is the most significant barrier to AT mobility in Santaquin. It divides the east and west sides of town and can only be currently crossed wherever an interchange or bridge for another facility currently exists. To traverse this major barrier, pedestrians and bicyclists are burdened with lengthy detours to one of the existing crossings: the Strawberry-Highline Canal, Main Street, Center Street, or Summit Ridge Parkway. It is worth noting that not all crossing points—such as the canal—are publicly accessible. The three roadway crossings of I-15 are often narrow and excepting Main Street, lack any sort of sidewalk or bicycle lane. As future freeway and interchange upgrades progress, it is imperative that freeway crossings serve all modes of transportation. Improving these connections will address the community's stated desire for all Santaquin to be connected to the surrounding recreational opportunities.

### Active Rail Lines—Union Pacific Railroad Mainline

The Union Pacific Railroad mainline traverses the northern and western portions of Santaquin. This active rail line is an essential component of freight cargo movement through Utah. There are currently four railroad crossings that are grade crossings and accessible to the public: 400 East/5200 West, Center Street/5600 West, 420 West, and Lark Street. Bridge structures that carry traffic over the tracks form two additional grade separated crossings located on Main Street/U.S. Highway 6 and Summit Ridge Parkway. There are other railroad crossings located on private property—such as the Strawberry

Highline Canal access road or numerous private accesses—however, public traffic is prohibited from crossing at these locations. Active transportation travelers, like automobile traffic, must detour to one of the public crossings to traverse this significant mobility barrier.

In the interest of reducing hazards to the public and liability, railroad companies tend to be highly resistant to any changes that increase the number of people moving across a grade crossing. As a result, communities are unlikely to be able to establish new railroad crossings. Communities are also likely to be prohibited from adding additional travel lanes or sidewalks to existing rail crossings. The only likely option for increasing mobility across rail lines are costly grade separations which railroad companies generally allow.

#### Busy Roadways—Main Street/U.S. 6, Highland Drive, S.R. 198, and Summit Ridge Parkway

Busy roadways can form an AT barrier in multiple regards. When a roadway has large traffic volumes moving at a higher speed, AT mobility suffers due to infrequent crossing opportunities or sidewalks. Main Street, despite having sidewalks, is an example of an AT barrier formed by infrequent crossing opportunities. Enhanced visibility crosswalks are proposed in the network to address these challenging and/or infrequent street crossings.

#### Waterways—Strawberry Highline Canal

The Strawberry Highline Canal creates a barrier to AT access on the north side of Santaquin. Like a roadway with infrequent crossings, AT travelers must detour to one of the limited opportunities to cross the canal.

## 2.4 Pre-existing Plans

Four pre-existing plans at the local, regional, and state level involve AT improvements within Santaquin. Many of these plans envision AT facilities that extend beyond the city border and improve regional connectivity. These projects and their proposed typology are displayed in Figure 5.

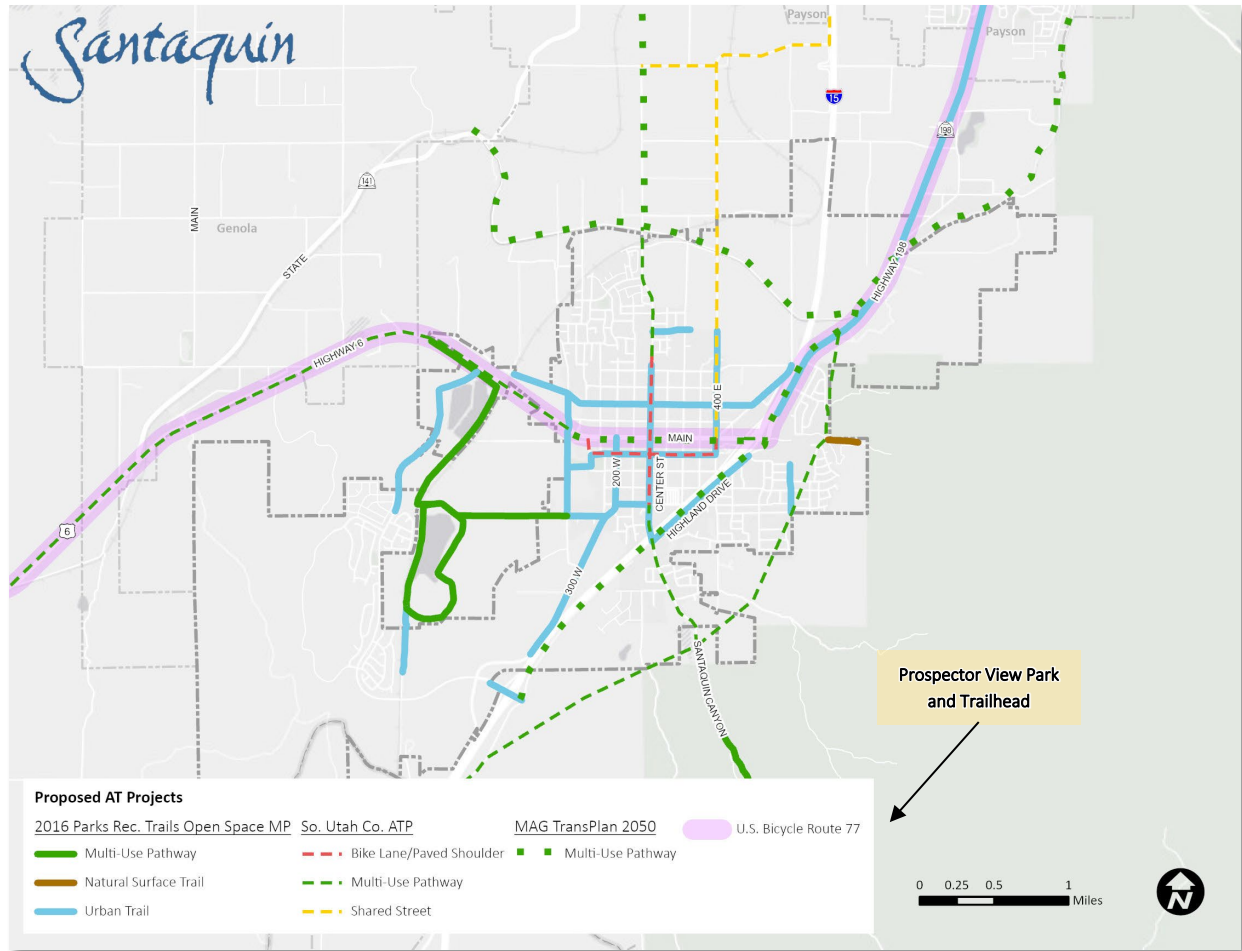


Figure 5 Pre-existing Planned AT Projects

### 2.4.1 U.S. Bicycle Route 77

The proposed U.S. Bicycle Route (USBR) 77 connects the Idaho border to the town of Torrey and passes through the center of Santaquin. The route travels along State Route 198 before continuing west along Main Street / U.S. Highway 6. The USBR network utilizes existing active transportation routes as well as roadways conducive to bicycling to provide contiguous, signed routes across the state and eventually the country. Although USBR 77 designation does not involve specific project recommendations, the network will be further strengthened by any active transportation projects implemented along the route. Furthermore, the route designation has the potential to provide new economic development opportunities to communities that provide services and amenities for route users.

### 2.4.2 Mountainland Association of Governments (MAG) TransPlan 50

The MAG TransPlan 50 regional transportation plan (RTP) contains active transportation projects that connect Santaquin to other Utah County communities. Active transportation projects within the plan are primarily in the form of paved multi-use pathways that are often separated from adjacent roadways and feature designated crossings on intersecting roadways. The plan envisions a canal trail that travels along

the right-of-way of the Highline Canal, transitions to the Strawberry Canal, and terminates at State Route 141. Another pathway that is partially constructed will travel along S.R. 198 and Highland Drive before terminating at the Summit Ridge Parkway freeway interchange. This plan also envisions a pathway extending north from Center Street and on Main Street from Highland Drive to approximately 400 West. As a Metropolitan Planning Organization, MAG can direct additional resources to support the implementation of the plan.

### 2.4.3 South Utah County Active Transportation Plan

Completed in 2016, the South Utah County Active Transportation Plan was also a MAG regional planning effort to develop a unified network of AT facilities through different municipalities as well as unincorporated areas of Utah County. The plan proposes additional facility types including bike lanes or paved shoulders and shared streets in addition to other multi-use pathways. This plan envisions several AT corridors in and through Santaquin including, Main Street, 100 South, 400 East, and Center Street.

Although in rudimentary form, this plan is also the only one to explore an extension of the Bonneville Shoreline Trail. The vision for this trail will be a series of trails and pathways that travel along the foothills of the Wasatch Mountains. If implemented, this trail would provide an eastern route through Santaquin and connect to other communities.

### 2.4.4 Santaquin Parks, Recreation, Trails and Open Space Master Plan

Also completed in 2016, this plan further fleshes out the AT network within Santaquin. Within the older parts of town, the plan proposes a series of north-south running urban trails on S.R. 198, Highland Drive, 400 East, Center Street, 200 West south of Main Street, and 500 West. Running east-west these trails would be connected by AT corridors on 200 North, 100 South, and connections on 200/300 South. Additional urban trails would extend the existing trail on Summit Ridge Parkway and connections between separate developments on the north and east sides of the community. A multi-use pathway system is proposed to extend west on 500 South to the proposed Stone Hollow regional park that also establishes another north-south connection between Main Street and Summit Ridge Parkway. Another pathway was envisioned for Santaquin Canyon.

### 2.4.5 Prospector View Park and Trailhead

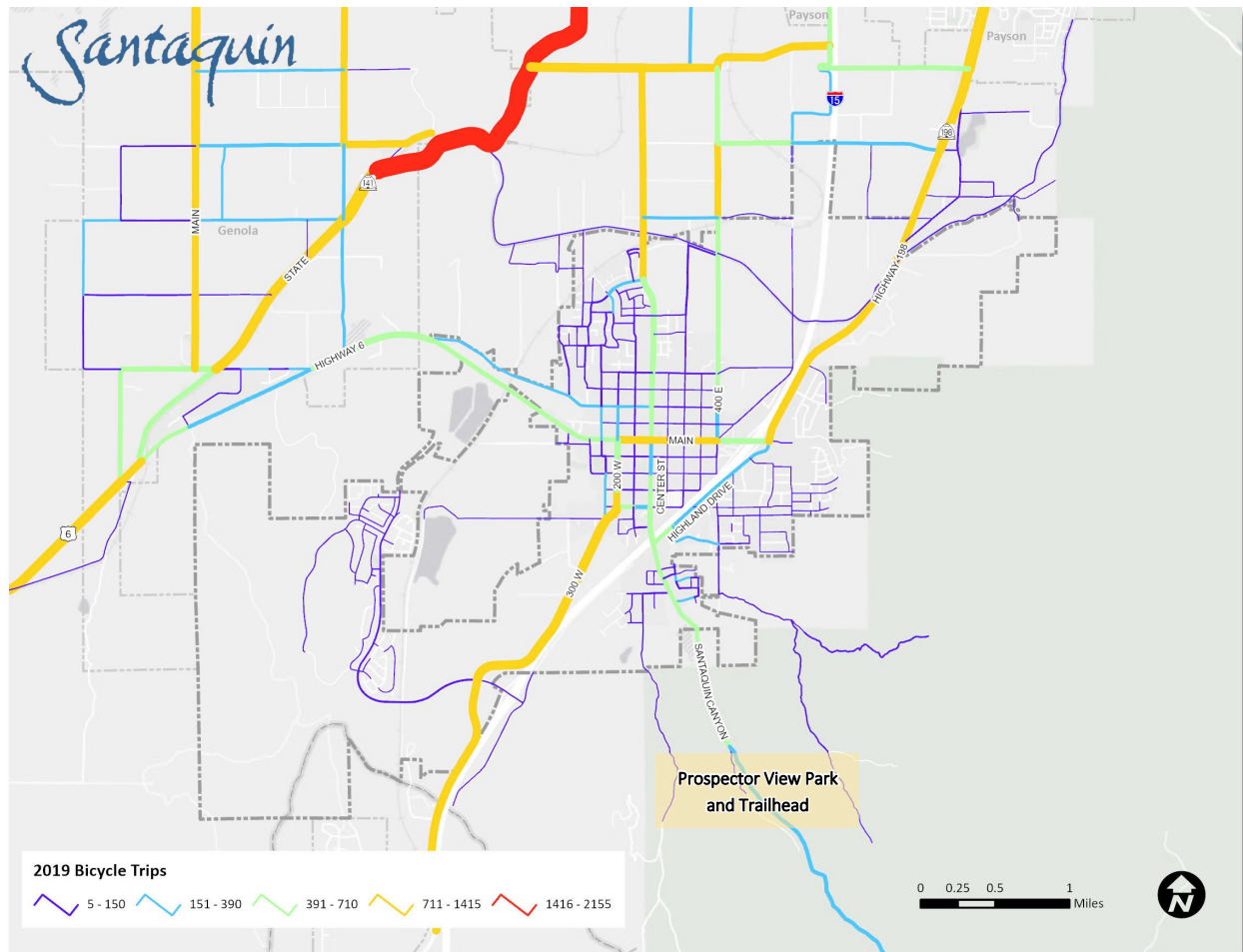
This area has several miles of planned single-track trails along with several amenities including a toilet, parking lot, and bridge over the river. Work on the project is currently underway and includes the completion of the trailhead and parking lot. The eventual completed park will provide important access to both the north and south sides of the canyon and will provide a crucial recreational amenity to Santaquin residents and the region. Draft maps of the area can be found in appendix A.

## 2.5 Activity

Activity data is derived from the trips recorded by users of a GPS-based smartphone app called Strava. This app is popular with recreational and competitive bicyclists and runners to track their training progress. Although this group of users tends to be comfortable riding on busier roadways than more casual bicyclists, their presence can indicate the frequency of use of certain routes. Figure 6: and Figure 7 display the total number of recorded trips for 2019.



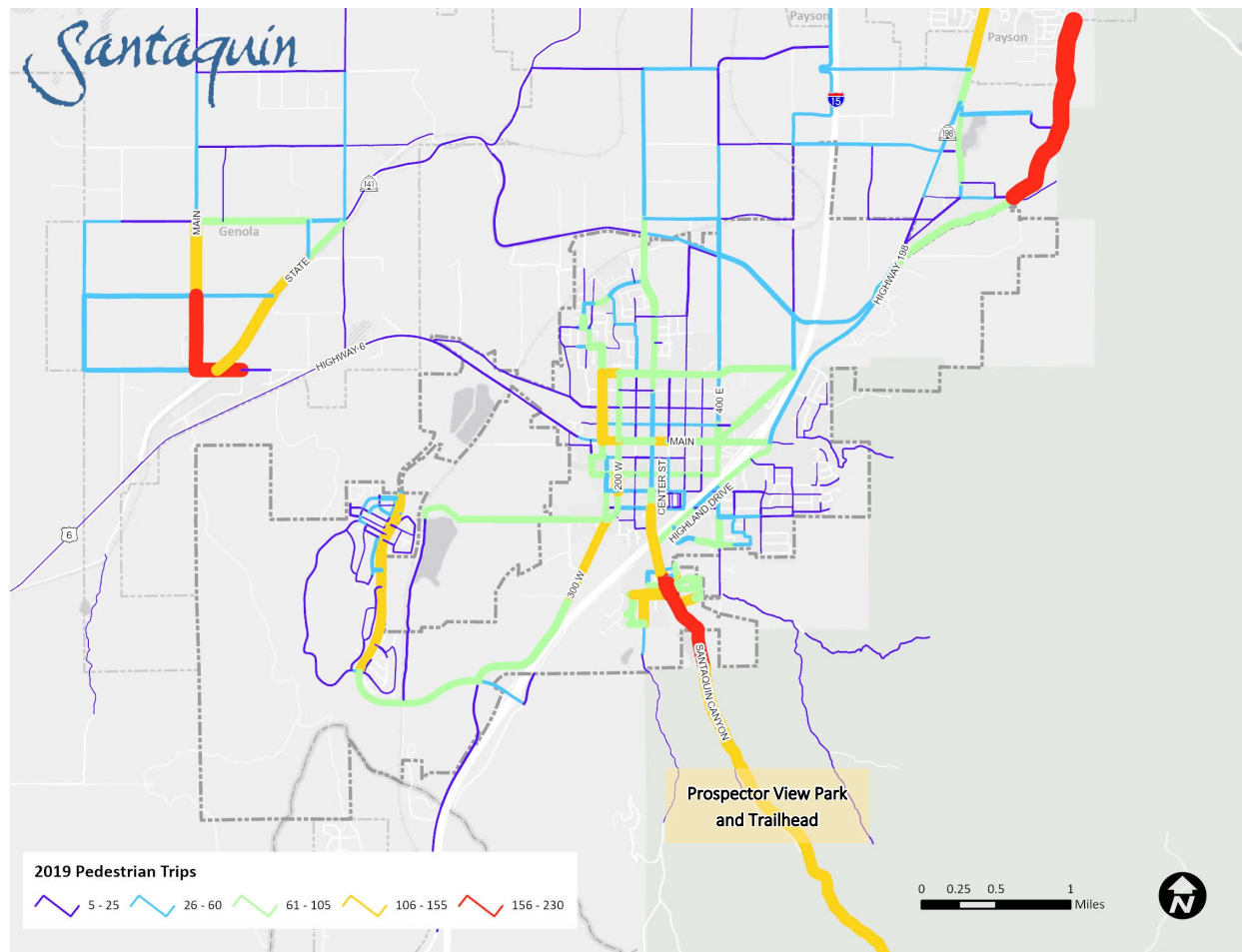
## 2.5.1 Bicycle Activity



**Figure 6: Bicycle Trips (2019)**

The most significant ridership occurred on State Route 141 and other rural roadways near Santaquin. The low vehicle traffic on these routes makes it attractive to bicyclists. S.R. 198, Main Street, and 200/300 West have the highest ridership within Santaquin. Although Center Street is the main north/south corridor accessing the southeast portions of the city, it has moderate to low ridership despite connecting to the recreational opportunities near Santaquin Canyon. The limited ridership within the canyon likely reflects the fact that the roadway is closed several miles below Trumbolt day-use site, which significantly truncates the route. When the road is re-opened, it is likely that ridership will increase, matching other canyon roadways in Utah. Routes that connect Santaquin to other communities appear to be moderately popular. Improvements targeted to roadways with established ridership can benefit and likely expand beyond the existing userbase. Bicyclists generally prefer to ride on roadways with limited traffic and few large trucks. Popular routes in this dataset reflect either roadways with appealing riding conditions or the absence of a more appealing alternative.

## 2.5.2 Runner/Jogging Activity



**Figure 7 - Pedestrian /Jogging Activity (2019)**

The short duration of most pedestrian trips poses a data collection challenge. As previously mentioned, pedestrian trips recorded using the Strava app are most likely related to training for competitive running events. The userbase in Santaquin is currently quite limited as demonstrated by the most popular route on the map having 230 trips for all of 2019: an average of approximately 4 per week. However, several patterns are visible. First, locations with established pathways and sidewalks tend to be more utilized than locations without a walkable shoulder. As previously mentioned utilization appears to follow the installation of pedestrian infrastructure. Second, more running activity in Santaquin Canyon reflects the established demand for an active transportation route in the canyon as well as the ability for pedestrians to navigate around the landslide that closed the road. Third, the portion of the Highline Canal Road established to the northeast in Payson is popular. As the canal trails are more formally established, this pattern will likely extend further into Santaquin. Finally, several routes in the dataset appear to be loops where a runner does not need to double back. As active transportation facilities are constructed, routes need to be considered in terms of their connection to other routes and their larger system.

## 2.6 Safety

Safety data are protected under 23 USC 409. Due to the fortunately limited numbers of active transportation-involved vehicle crashes, 10 years of vehicle crash data were analyzed. From 2011-2020, nine vehicle crashes involved pedestrians and four crashes involved a bicyclist. It is worth noting that three of the nine pedestrian-involved crashes occurred on Interstate 15 and therefore outside of the scope of this analysis. To keep these crashes a rare occurrence, as Santaquin continues to develop it will be important to prioritize projects that enhance the safety of active transportation travelers.

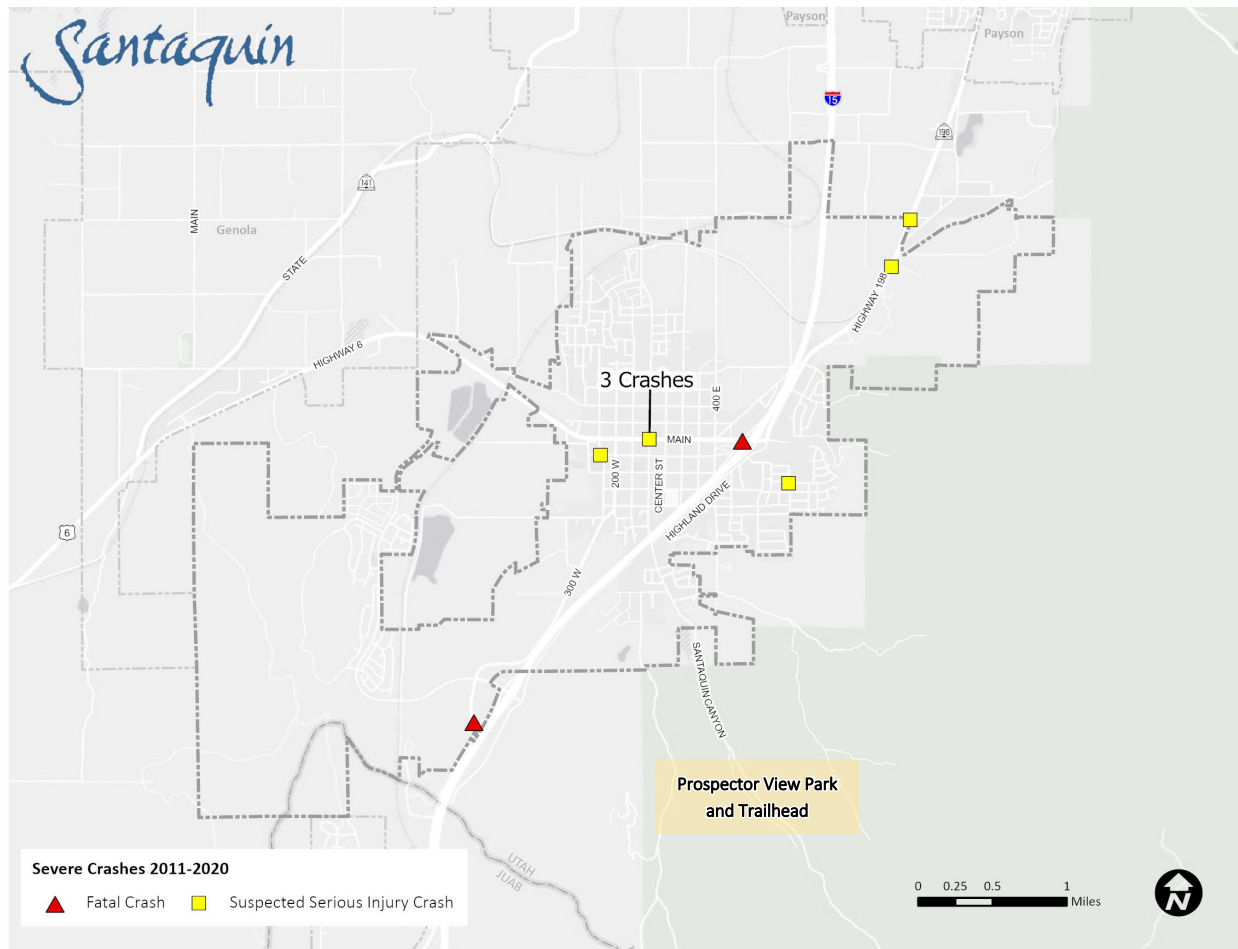
### 2.6.1 Severe Crashes

The severity of injuries related to a crash are described on a five-step scale:

- No injury/property damage only (PDO)
- Possible injury
- Suspected minor injury
- Suspected serious injury
- Fatality

When a crash is described as “severe” it relates to crashes involving a suspected serious injury or fatality. Research has found that as vehicle speeds increase the likelihood of a pedestrian or bicyclist fatality also increases. One severe crash in 2018 involved a pedestrian and no severe crashes involved a bicyclist during the same timeframe.

Excluding I-15 and its related ramps, seven crashes produced a suspected serious injury and two crashes resulted in a fatality. The location of these crashes is visible in Figure 8. Three suspected serious injury crashes occurred at the intersection of Main Street and Center Street. Northbound and southbound traffic at this intersection is controlled by stop-signs. These crashes occurred in 2012, 2013, and 2019. Although pedestrians or bicyclists were not involved in any of these crashes, one of the infrequent Main Street crosswalks is located on the western leg of the intersection.



Crash data protected under 23 USC 409.

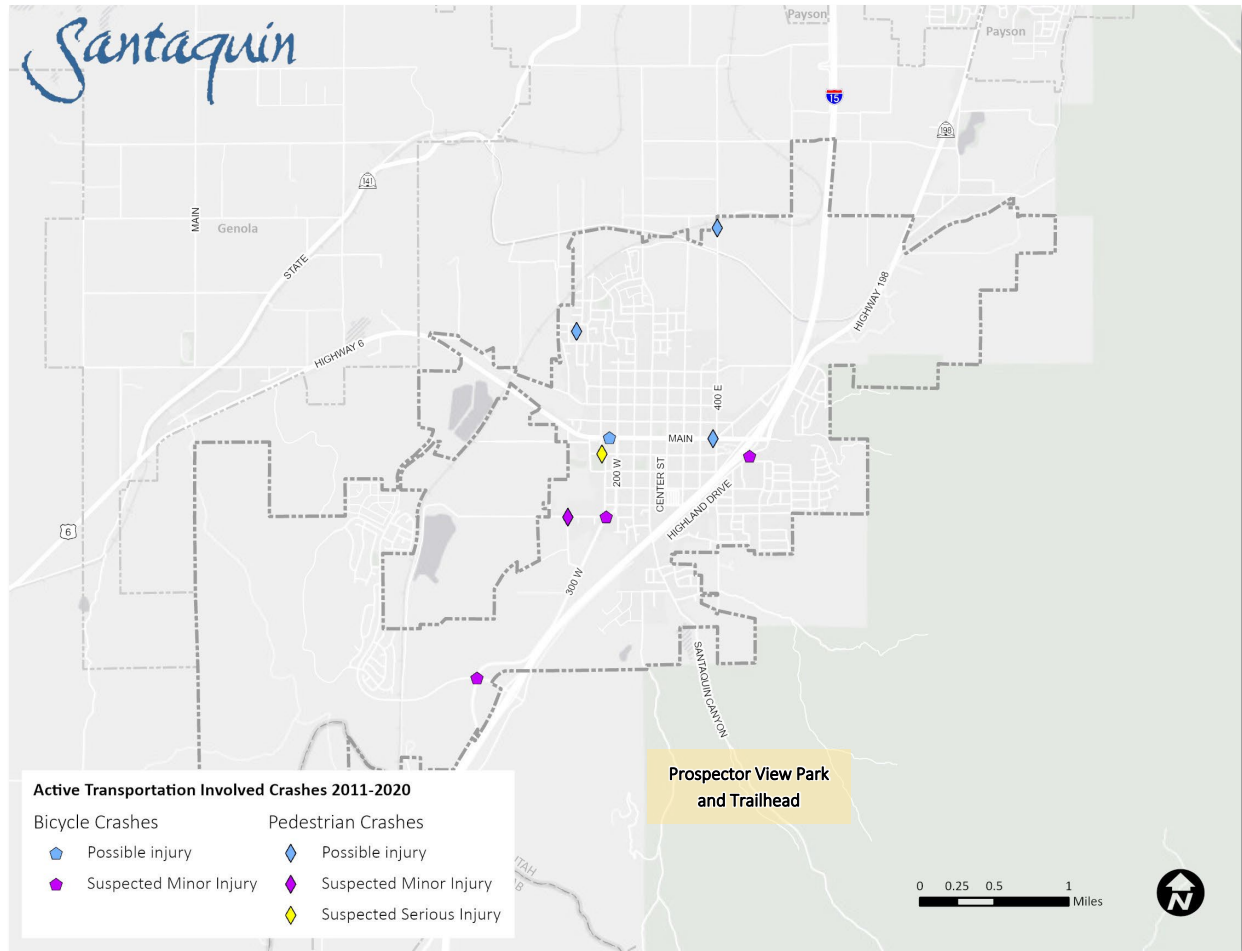
**Figure 8: Severe Crashes**

## 2.6.2 Pedestrian Crashes

Figure 9 displays the location of the five pedestrian-involved crashes that occurred from 2011-2020. No crashes occurred between 2011 and 2014. Two pedestrian crashes occurred in 2015 and one per year between 2018 and 2020. One pedestrian crash—at the intersection of the southbound I-15 ramps and Main Street—was severe. None of the pedestrian crashes involved a turning vehicle and two involved an older driver. Only one of the crashes occurred at an intersection.

## 2.6.3 Bicycle Crashes

Also visible in Figure 9 are crashes that involve a bicyclist. From 2011-2020 there were four of these crashes: two in 2011, one in 2012 and 2018. None of the crashes were severe. These crashes appear to have all occurred on corridors that link different areas of Santaquin. Unlike with the pedestrian crashes, three of the crashes involved a left-turning vehicle and one involved a right-turning vehicle. All of the crashes occurred at some form of intersection or business driveway.



Crash data protected under 23 USC 409.

**Figure 9 - Active Transportation Involved Crashes**

## 2.6.4 Crashes on Safe Routes to School

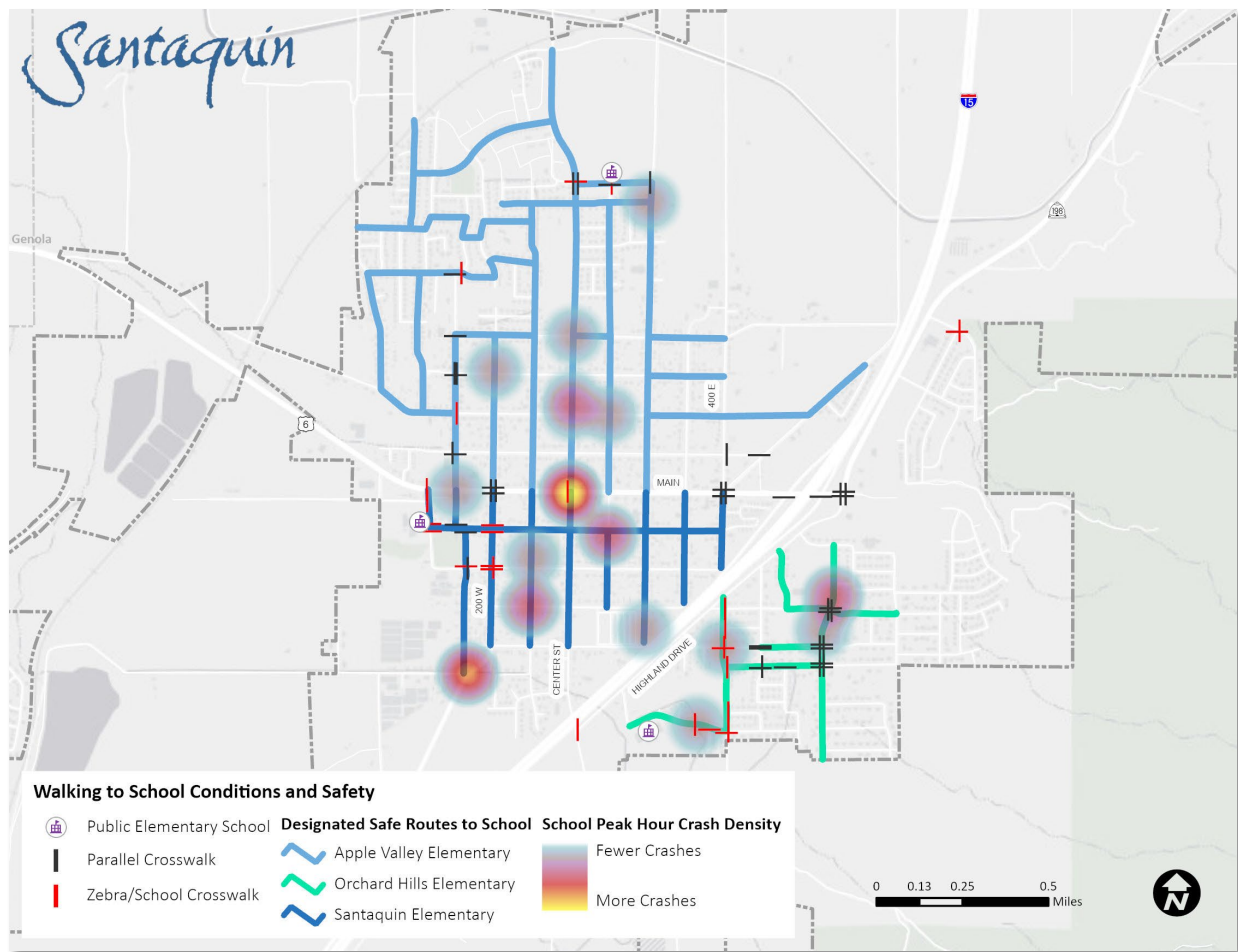
Public elementary schools are required to designate safe routes for students to walk to school, visible in Figure 10. According to Nebo School District policy, students who live in Santaquin do not live far enough from school to automatically qualify for bussing and may only use the service if space is available. Hence, if not given a ride, many students walk or bike to school. As seen in Figure 2 and Figure 10, many potential routes to Santaquin Elementary lack consistent sidewalks, requiring students to often walk on the unpaved shoulder of the roadway. All of the schools have painted crosswalks for portions of the designated routes—locations visible in Figure 10—however, many intersections require children to cross roadways without them.

To better understand the locations of potential hazards to students who use AT to get to school, Figure 10 shows concentrations of crashes weighted by density. Approximately 20 crashes occurred near a designated safe route and occurred either an hour before or after school. Although an analyzed crash may have not involved a student, a concentration of crashes at a given location could pose a future hazard. These locations could be candidates for more in-depth engineering analyses that could include facilities that provide a greater level of protection.



The most noticeable hot spot is located at the intersection of Center Street and Main Street. Because the three serious crashes at this intersection displayed in Figure 8 did not occur during the hour before or after school, they do not contribute to the crash hot spot at this location. Of the three crashes that were included in the figure below, two occurred in 2014 and one in 2019. None of these crashes occurred during peak school travel times or were severe. A suspected minor injury crash occurred at the intersection of 300 West and 500 South.

Two schools have designated Center Street as a safe route and 35percent (7) of crashes analyzed occurred on this corridor between Main Street and 400 North. None of the crashes involve a pedestrian and one involved a bicyclist. For the most part, it does not appear that many crashes occur near intersections with designated crosswalks. Approximately 45percent (9) crashes occurred at intersections without a marked crosswalk. Although these crashes did not involve a pedestrian or bicyclist, a person crossing at these unmarked intersections could be conceivably struck during a vehicle crash.



**Figure 10 - Safe Routes to School, Crosswalks, and School Peak Hour Crash Density**

### 3. PUBLIC ENGAGEMENT

The insights of the public as well as stakeholders have been incorporated throughout the development of the Santaquin ATP. This helps to ensure that the proposed projects comprising the AT network suit the preferences and needs of the community.

#### 3.1 Planning Commission

As the entity with responsibility of making planning recommendations and therefore intimately involved with the implementation of the ATP, the Santaquin Planning Commission was briefed on the project in June 2021. This presentation focused on the existing conditions analysis largely discussed in Section 2 of this plan. Commission members were able to ask questions and review a copy of the presentation. This helped to ensure greater consistency between the Santaquin ATP and other planning efforts currently underway.

#### 3.2 General Public

The Santaquin ATP was prepared in parallel with an update to the General Plan. To link the two plans, a draft of the proposed AT network was featured as a part of an Imagine Santaquin community input meeting in August 2021. This provided the unique opportunity for residents to consider the development future of their city and the role of AT within it. Audience feedback at the meeting revealed that outdoor recreation and connections to the mountains are a priority among residents.

A board showing the proposed AT network was displayed at the meeting, providing residents an opportunity to ask questions and provide feedback. To efficiently record these comments, access to a 14-question online survey about the proposed network was provided to participants. The meeting produced six responses and sharing the link on the city's social media channels brought the total number of responses to 53. Although not statistically valid, the survey results provide an insight into the preferences of Santaquin residents. The topics in the survey ranged from opinions about the proposed network to demographic questions about the survey participant including their AT habits. The survey results were presented to city staff, used to refine the AT network, and informed project prioritization contained within the ATP. Survey results are detailed in Appendix B.

##### 3.2.1 Active Transportation Habits

The people who responded to the survey are an active population, 77percent of respondents walked or ran at least a few times per week or more often. Hiking appears to be a popular activity, albeit done less frequently: 62percent of survey responses engaged in this recreation a few times per month on average.

Approximately 13percent of responses almost never hiked and 6percent almost never walked or ran. However, when asked how frequently they ride a bike, slightly over one third of respondents—the largest group—almost never did so. Approximately 28percent of responses rode a few times per week or a few times per month.

The survey asked residents to indicate all the reasons they enjoy AT. Approximately 98percent responded that they enjoyed it for the exercise, athletic training, or recreation benefits. It appears that Santaquin residents also value AT as quality family time (87percent) and a good way to travel to church or school. Walking or bicycling to work or to run errands appears to be somewhat uncommon currently.

Based on these responses it appears that indeed Santaquin is an active community with an existing AT culture that could be further enhanced, given proper resources.

### 3.2.2 Facility Type Feedback

Questions regarding facility types in the draft network were also a topic explored in the survey. Based on the feedback provided, respondents wanted to see more multi-use pathways included in the final network (59percent). Following this question, participants were allowed to provide open-ended feedback. Some locations proposed for additional multi-use pathways include southeast Santaquin, the east bench, Summit Ridge Parkway, Highland Drive, 300 West, and stated a desire for higher-quality connections through town. It is worth noting that these questions were asked without any fiscal context or discussion of how this most expensive facility type would be funded. It is conceivable that responses would shift if this additional context was provided to residents.

In a similar fashion, survey respondents were asked for their thoughts regarding the paved urban trails. This facility type was still in draft format during the survey, so it was described essentially as a uniquely broad sidewalk with the possible inclusion of an on-street bicycle lane. This facility type would eventually become the urban AT route, visible in the proposed network. Slightly over half of respondents felt there were an adequate quantity of this facility type. Additionally, there was a stated desire to see more of this type of trail on the east bench.

### 3.2.3 Community Pedestrian Corridor Feedback

Similar to paved urban trails, the community pedestrian corridor facility type was still in its draft stages. The intent of this facility type was to reflect and honor the rural origins of Santaquin. Thus, survey participants were tasked with helping to define the attributes of “rural” facility by selecting as many as desired from a list. Over half of responses felt this facility type should be defined by shade trees, street furniture such as benches or trash cans, and crosswalks on intersecting streets. Unique streetlights, planters with drought resistant landscaping, and concrete sidewalks were also popular elements. Ultimately this facility became the unique Community Pedestrian Corridor on 100 South. This question was also instrumental in the development of the shared roadway facility type since it preserves many of the current unpaved shoulders on low traffic streets within the original town grid.

### 3.2.4 Bicycle Specific Infrastructure

The survey noted a lack of any bicycle-specific infrastructure—i.e. bike lanes or shared roadways—within either existing or network proposed at the time. Participants were asked if bicycles should be included in the eventual proposed network. The largest group of responses stated they would like to see them included; however this group was less than half. Sentiments that were ambivalent or negative were present in comparable proportions when combined. Given the width of many roadways within Santaquin, bicycle-specific infrastructure such as painted bike lanes or “sharrow” roadway pavement marks could conceivably be included for relatively low cost.

### 3.2.5 Network Funding Priorities

The survey asked participants to rank the facility types and other AT network components according to what priority should be placed on funding that aspect of the network. This question informed the prioritization of capital facility projects found within this plan. Out of 8 choices, paved multi use pathways and urban trails were the highest and second highest priorities, receiving roughly similar

scores. The two lowest priorities were bike lanes and grade separated pedestrian crossings. Again, survey respondents were again being asked to make decisions in an absence of financial context so it is possible that high cost of multi-use pathways may be discounted or underestimating the vital importance of establishing grade separated pedestrian crossings at locations that form a barrier to AT mobility.

## 4. RECOMMENDATIONS

Santaquin has a rich set of assets that—given proper investment—can contribute to it becoming a community renowned for its AT opportunities. The mountains and hills defining this relatively narrow valley provide rich outdoor recreation and open space facilities near to town. A system of parks and recreation facilities form a unique and diverse set of activity options that could appeal to any user. Although the more recently developed parts of town include sidewalks and pathways, this community still retains many characteristics of its rural origins. Agriculture, open spaces, and a lack of sidewalks are just a few hallmarks of this identity that are particularly evident within the original town extents and on the fringes of development. Any AT investments will need to complement and will benefit by incorporating this rural aesthetic through branding and the use of unpaved surfaces.

At present, Santaquin lacks a network of AT facilities that connect all areas of the community. Segments of paved pathways currently exist but will need to be linked to achieve the stated desire to establish loop routes around the community. Gaps in planned and existing facilities are still present to the northwest, south, and east of town. The proposed Bonneville Shoreline Trail extension could establish an eastern corridor that could become a particular asset given proper investment in amenities.

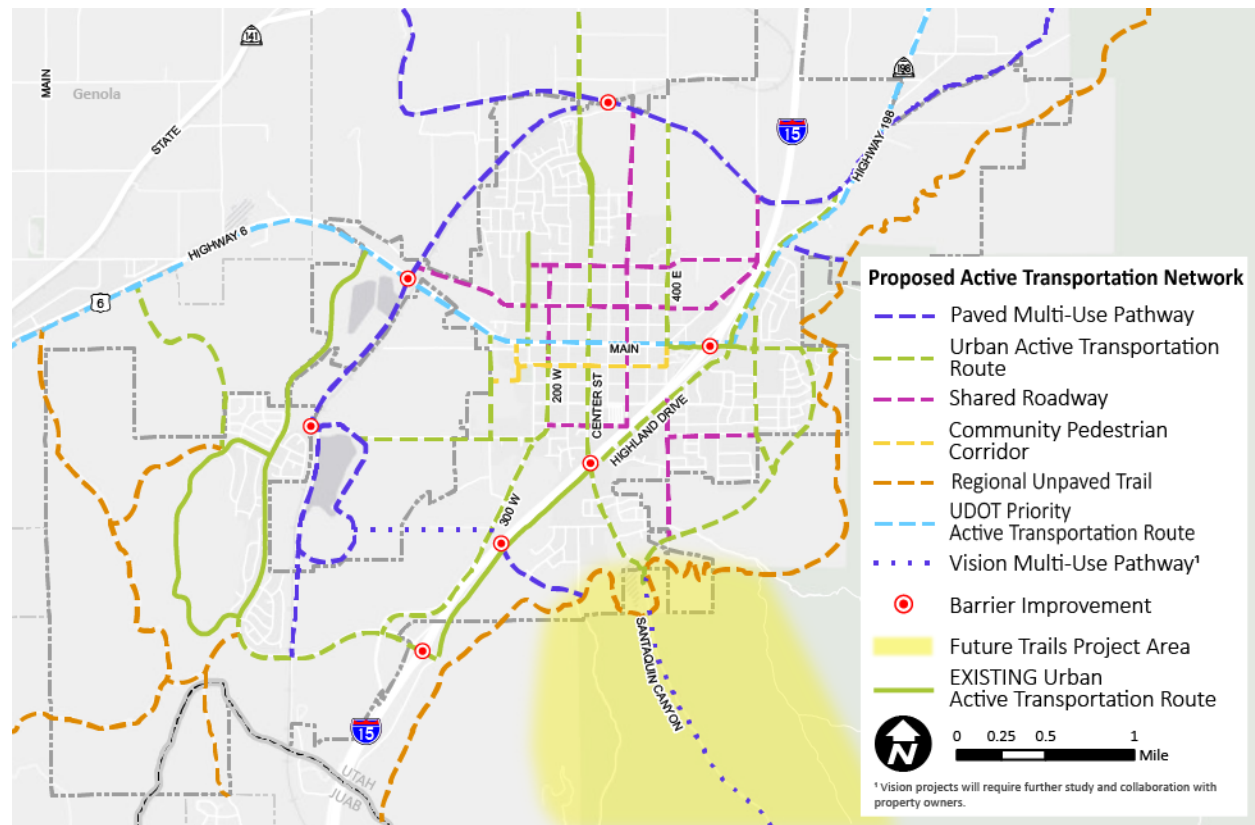
Although Main Street is lined with sidewalks and walkable businesses, crossing opportunities remain sparse and vehicle traffic will continue to grow. Variable levels of pedestrian and bicycle activity data reveal that Main Street and Center Street are not used as comprehensive corridors throughout the community. Particular attention will need to be paid to the intersection of Main Street and Center Street. This intersection is the convergence of two roadways that link Santaquin, features one of the infrequent crosswalks, is a north south SRTS, and has a history of vehicle crashes that warrant a more in-depth engineering analysis. The presence of AT involved crashes along roadways that link the community together may indicate a need for greater investment in amenities that would benefit all non-motorized travelers. Many peak school-travel time crashes occur on the designated SRTS. The prevalence of these crashes along Center Street highlights a need to consider improvements for this corridor.

Finally, there are several barriers to AT mobility that define Santaquin. These barriers include large, busy roadways such as Main Street/U.S. Route 6, Highland Drive, Summit Ridge Parkway, and I-15. The presence of a Union Pacific Railroad mainline through town is another mobility challenge that will need to be addressed. Since railroads often resist the establishment of new grade crossings without closing others, AT routes will need to utilize existing crossings or grade separate over the tracks. As Santaquin works to implement its AT future, connections across these barriers will need to be addressed.

The following sections detail the facility types and improvements needed in order to address the findings, needs, and gaps identified in the existing conditions analysis and those priorities communicated to the team through public engagement. The final proposed network has been broken down into individual projects and prioritized into three phases aligned with the TMP and an additional “vision” phase for projects requiring additional coordination, planning, and/or analysis.

## 4.1 Network

Figure 11 below shows the proposed facilities by type to complete Santaquin’s AT network. The development of this network was informed by existing conditions, identified needs, public engagement and collaboration between the consultant team and city staff. The following sub-sections detail each facility type.



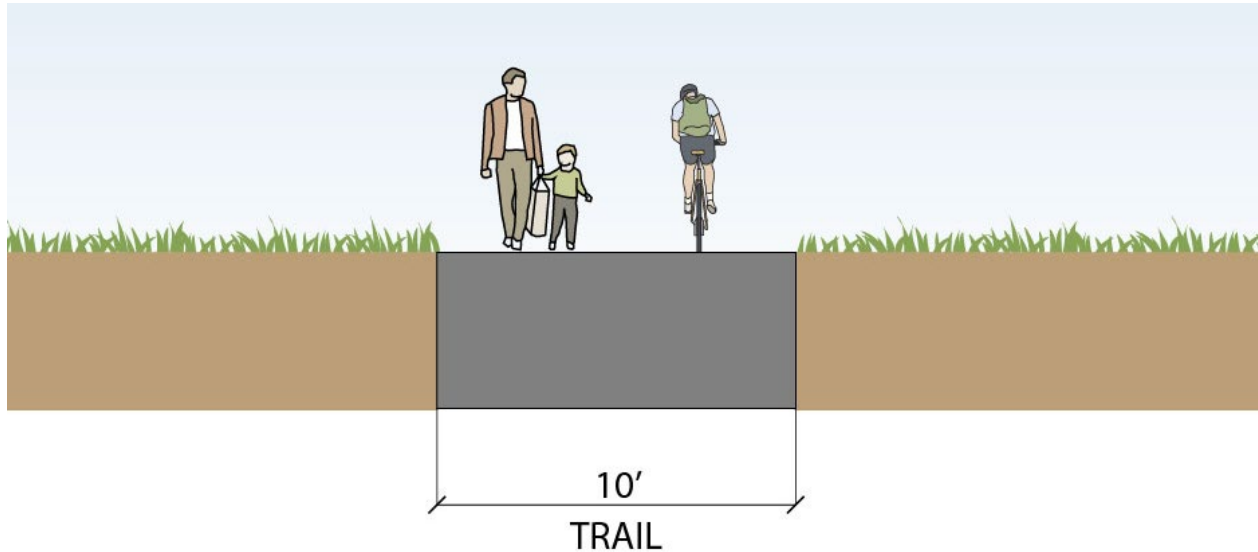
**Figure 11: Existing and Proposed Active Transportation Network With Barrier Improvements**

### 4.1.1 Facility Types

#### 4.1.1.1 Paved Multi-Use Pathway

Paved multi-use pathways provide safe and low stress AT and recreational opportunities. These facilities are physically separated from motor vehicle traffic and can be adjacent to a roadway, railroad, or canal right-of-way, or follow their own right-of-way. Figure 12 shows a sample cross-section of this facility type.





**Figure 12: Paved Multi-Use Pathway Cross-Section**

#### **Highline Canal Trail**

This project is an eight-mile trail corridor that follows the alignment of the Highline Canal. Identified as a phase 2 project in MAG's RTP, this segment of the trail continues the phase one segment to the east bringing the trail from Payson to Keigley through northern Santaquin. Identified as a \$9 million project, approximately 25 percent falls within city limits.

#### **Rail Trail**

This project follows the Union Pacific Railroad corridor and connects the future Highline Canal Trail to summit ridge parkway. The trail would provide an excellent north-south route through the city and provide connectivity to the planned Reservoir Loop trail.

#### **Reservoir Loop**

This trail would tie into the proposed rail trail, looping around the reservoir located west of the orchards.

#### **Bonneville Connector North**

This pathway connects Highway 198 and US Bike Route 77 to the proposed Bonneville Shoreline Trail extension.

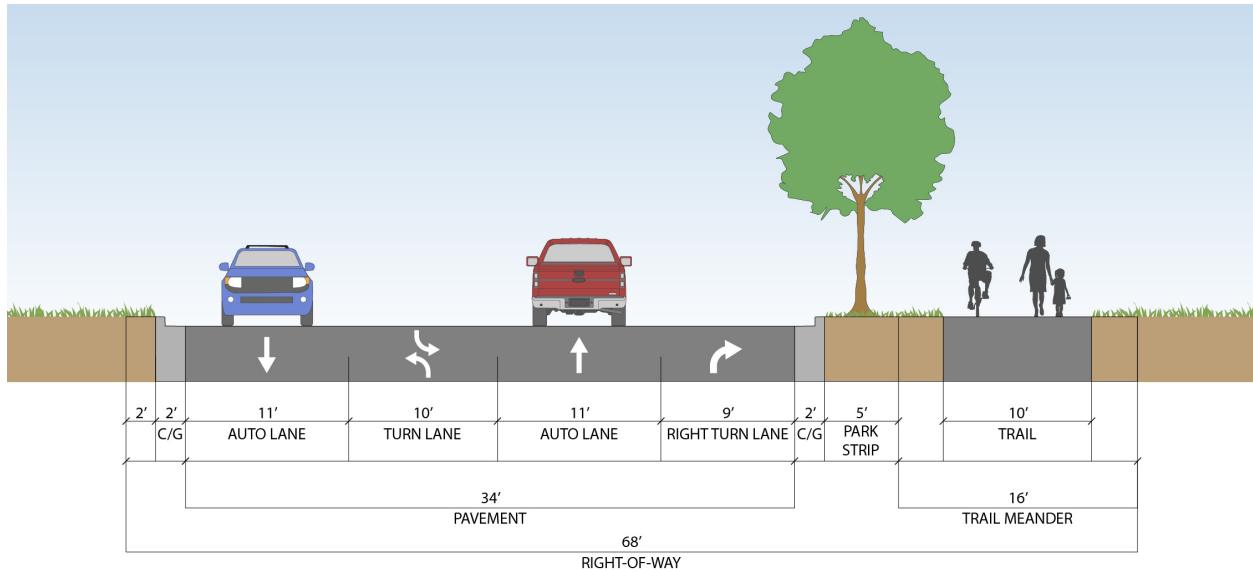
#### **Bonneville Connector South**

This pathway connects Highline Drive AT facility to the proposed Bonneville Shoreline Trail extension.

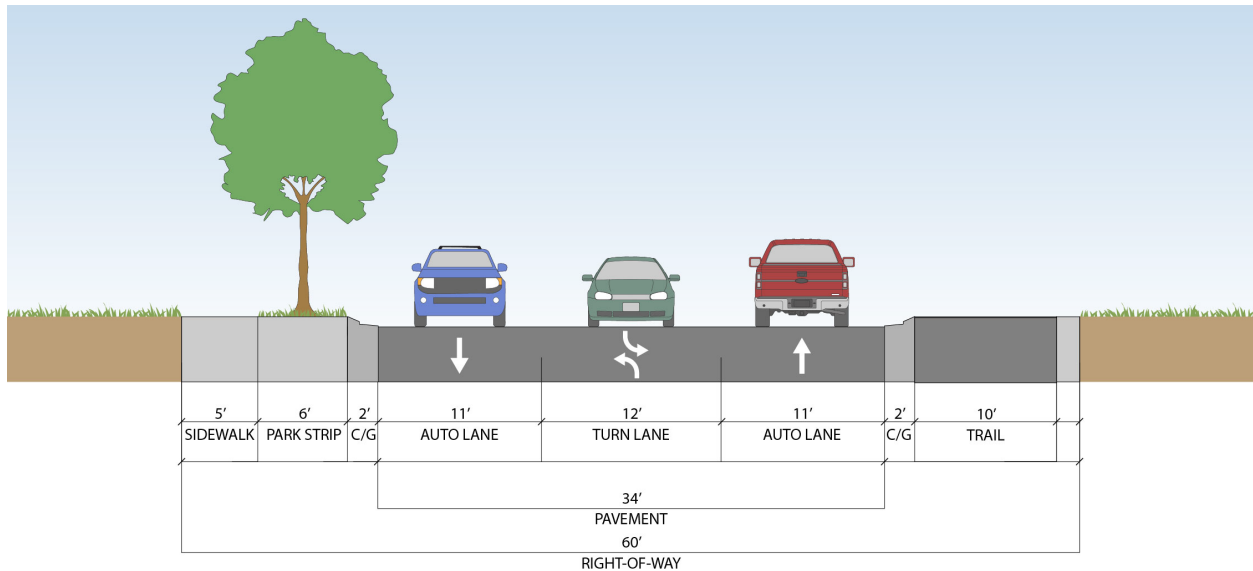
### **4.1.1.2 Urban Active Transportation Route**

This facility type builds on the design language established with some existing facilities within Santaquin, such as Highline Drive and Summit Ridge Parkway and provides a 10-foot trail grade separated from the roadway. This provides a high-comfort facility for all ages and abilities. This facility is already

incorporated into the Center Street and Highland drive cross-sections specified within the Santaquin Transportation Master Plan (TMP) and can be easily adapted into other cross-sections specified within the TMP. Figure 13 and Figure 14 show two examples cross-sections incorporating the trail.



**Figure 13: Urban Active Transportation Route Cross-Section, Trail Only Configuration**



**Figure 14: Urban Active Transportation Route Cross-Section, Trail and Sidewalk Configuration**

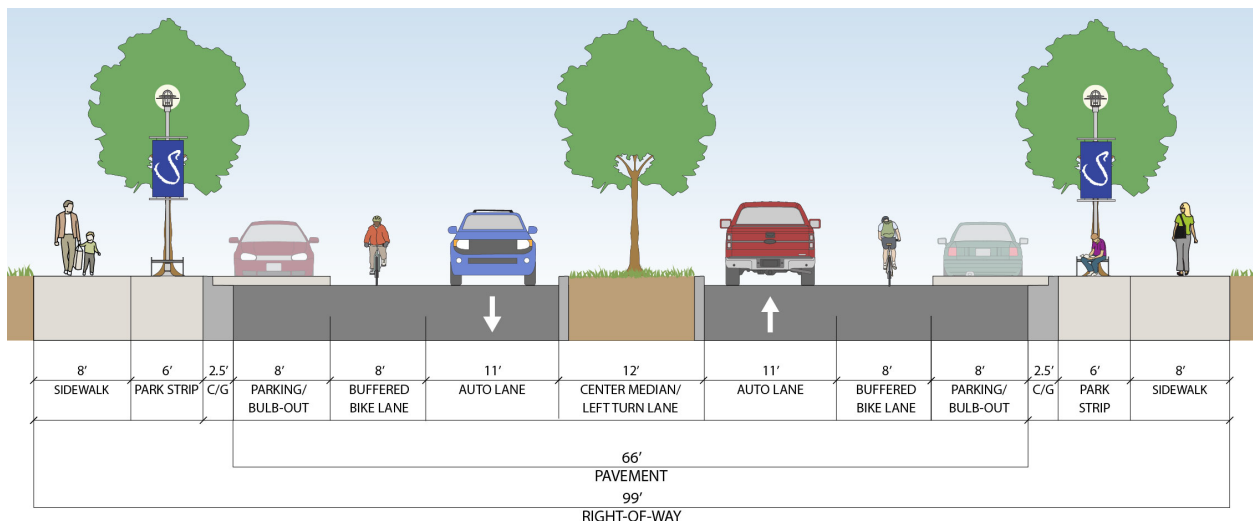
#### 4.1.1.3 Rural Shared Roadway

Rural Shared Roadways designate roadways with a shared priority for pedestrians, bicycles, and vehicles. These corridors are low-volume and mostly residential. Existing side treatments along these

corridors vary from no sidewalks and gravel shoulders in the older areas, to traditional curb, gutter, and sidewalk in the newer neighborhoods. Designated Rural Shared Roadways will incorporate pavement markings and signage highlighting the presence of pedestrians and bicyclists within the roadway. Additionally, these corridors will incorporate enhanced and high-visibility crossings at intersections with collector and arterial roadways.

#### 4.1.1.4 Community Pedestrian Corridor – 100 South

The 100 South corridor presents a unique opportunity for the city to create a community amenity, with a re-focused ‘main’ street within the community. Running parallel to Main Street, which is a UDOT arterial, 100 South could act as a community bypass for the busy street, with pedestrian scale design and amenities. The 100 South corridor has a wide 99 feet right-of-way, which provides ample opportunity to provide a number of features to accommodate all transportation modes. The corridor also links together a number of community amenities, such as the new city hall, the library, Centennial Park, and Santaquin Elementary. Figure 15 below shows an enhanced cross-section for 100 South, which features wide sidewalks, shade trees, on-street parking, bike lanes, and a planted median. This configuration maintains one travel lane in each direction, with opportunities for mid-block u-turns and left turn lanes.



**Figure 15: Community Pedestrian Corridor Cross-Section**

#### 4.1.1.5 Vision Multi-Use Pathways

The “Vision” pathways indicated here identify some opportunities to bolster the planned AT system with improved connectivity and recreational access but require further study and coordination.

##### Orchard Trail

This trail alignment would connect the planned reservoir loop trail to the southern Bonneville Connector and would provide connectivity across the I-15 corridor. This connection would greatly benefit the AT system, but the alignment transects existing and active orchards and incorporated a costly crossing across I-15.

## **Santaquin Canyon**

A potential separated trail up Santaquin Canyon would be another great community amenity. Being completely outside the city limits, this project would require leadership and coordination from the US Forest Service. Additionally, the roadway is currently closed up canyon due to the landslide and has a possible re-opening timeframe of 2023. Current improvement efforts by the Federal Highways Administration and the US Forest Service are underway to repair the landslide damage and restore access to the rest of the canyon.

### **4.1.1.6 UDOT Priority AT Facility – US Bike Route 77**

Both major UDOT arterials that occur within Santaquin have been designated as part of the new US Bike Route 77. The US Bike Route system is a national network of routes that connect urban and rural communities via signed roads and trails. Currently the segment of Main Street from I-15 to 500 West is a specified phase one long range plan project for bicycle and pedestrian facilities. The other segments of US Bike Route 77 – Main Street west of 500 West and Highway 198 from I-15 North – do not have any existing planned UDOT bicycle or pedestrian projects along them. However, the designation of these routes as US Bike Routes identifies them as priorities for UDOT as bicycle facilities.

### **4.1.1.7 Regional Unpaved Trails**

These facilities are soft surface trails that are primarily utilized for recreation. Located in the mountains east and west of the city, these new trails would integrate into the larger AT system through a series of trailheads and would leverage existing recreational opportunities, such as various city parks and Santaquin Canyon. If designed sufficiently wide to accommodate firefighting vehicles, these trails could also act as a firebreak, providing additional protection from wildfires.

#### **Bonneville Shoreline Trail**

The Bonneville Shoreline Trail (BST) is envisioned to stretch from the Idaho border to Nephi, following the shoreline bench of the ancient Lake Bonneville. Existing segments of this trail system occur between the Idaho state line and Spanish Fork. The proposed alignment through Santaquin would connect to other new segments south to Nephi and north to Spanish Fork.

#### **Western Trail System**

This trail system takes advantage of and explores the open space west of the city. Alignments shown in this plan (Figure 11) are purely conceptual but indicate the opportunity for a soft-surface trail system in this area providing additional recreational opportunities for the community.

### **4.1.1.8 Barrier Improvements**

Major barriers, such as interstate highways, rail corridors, and other major arterial roadways, are critical considerations for a functional AT network. Overpasses/underpasses, grade crossings, and interchanges, all represent various mechanisms for AT users to overcome these barriers. New overpasses/underpasses, and grade roadway crossings, and improved underpasses and interchanges, which incorporate AT accommodations, are all proposed improvements as part of this plan.

### **4.1.1.9 Santaquin Future Trails Project**

Named Prospector View Park, this area has several miles of planned single-track trails along with several amenities including a toilet, parking lot, and bridge over the river. Work on the project is currently

underway and includes the completion of the trailhead and parking lot. The eventual completed park will provide important access to both the north and south sides of the canyon and will provide a crucial recreational amenity to Santaquin residents and the region. Draft maps of the area can be found in appendix A.

## 4.2 Capital Facilities

In order to facilitate the logical and reasonable completion of the AT network, projects have distributed across four different phases. The first three phases are aligned with the TMP and where proposed ATP improvements have shared alignments with TMP projects they have been placed in the same phase with the assumption that improvements would be made concurrently. Other phase assignments have been made based on logical network completion, planning level costs estimates and priorities identified in the public engagement process. The final and fourth phase is reserved for identified “vision” projects which are those which are long-term concepts and/or require additional coordination and planning. Figure 16 below shows the list of proposed improvements by phase as listed in Tables 1 through 4.

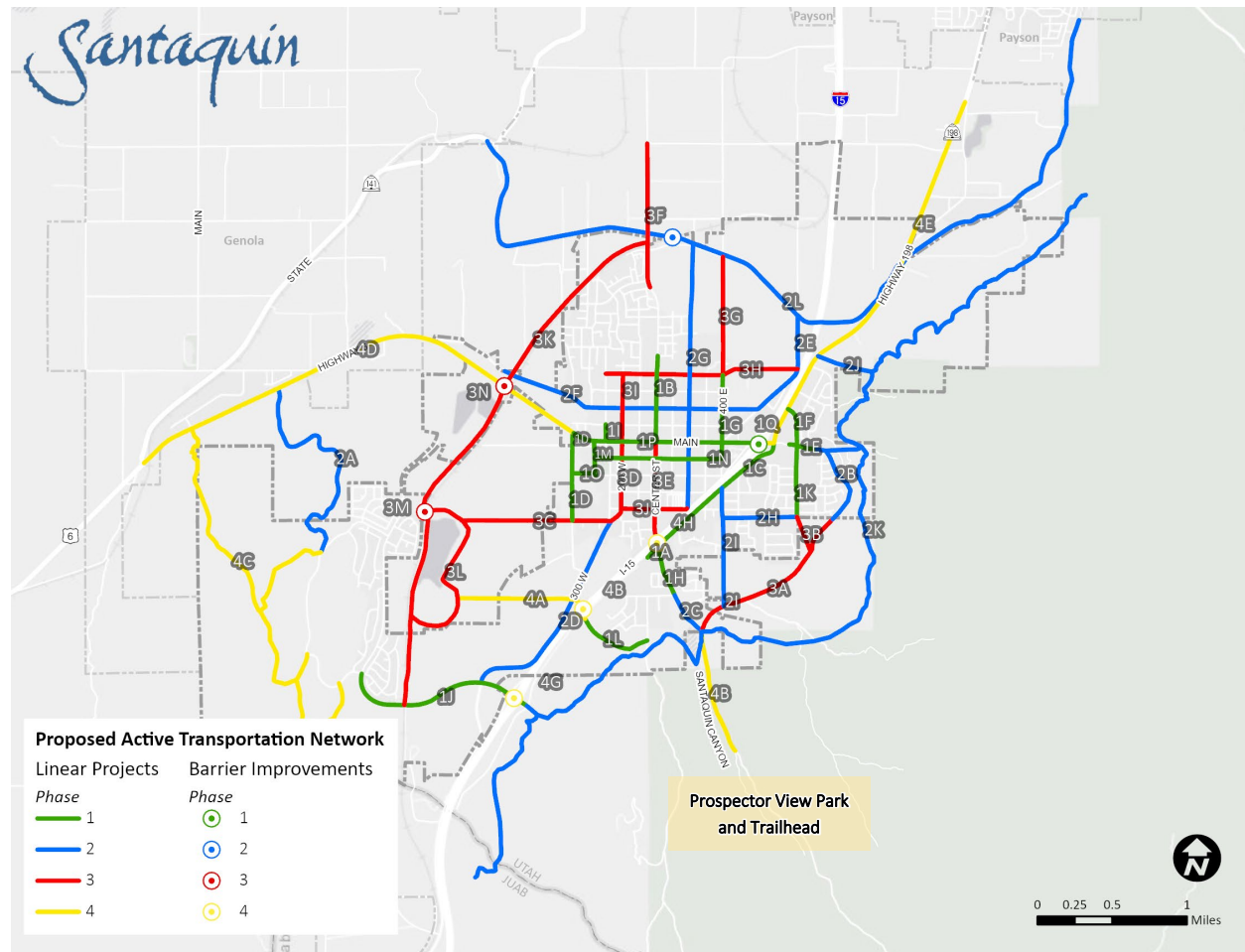


Figure 16: Projects and Barrier Improvements by Planning Phase

**Table 1: Phase 1 Active Transportation Projects**

ID	Project Title	From	To	AT Facility Type	Existing Planned Cost	Additional Cost	Total Cost
1A	Highland Drive	Center Street	South 1/10 Mile	Urban AT Route	\$850,000	\$0	\$850,000
1B	Center Street - Center	Main Street	500 North	Urban AT Route	\$4,050,000	\$0	\$4,050,000
1C	Highland Drive - South	Center Street	Main Street	Urban AT Route	\$2,580,000	\$0	\$2,580,000
1D	500 West	500 South	Main Street	Urban AT Route	\$2,890,000	\$0	\$2,890,000
1E	Main Street	1030 East	Existing Terminus	Urban AT Route	\$940,000	\$0	\$940,000
1F	900 East - S.R. 198 Connection	Highland Drive	150 South	Urban AT Route	\$790,000	\$0	\$790,000
1G	400 East - North	Main Street / U.S. Highway 6	400 North	Urban AT Route	\$1,960,000	\$0	\$1,960,000
1H	Center Street - South	900 South	I-15	Urban AT Route	\$1,600,000	\$0	\$1,600,000
1I	300 West - Main Street Connection	Main Street / U.S. Highway 6	100 North	Urban AT Route	\$0	\$60,000	\$60,000
1J	Summit Ridge Parkway	Sageberry Drive	Highland Drive	Urban AT Route	\$0	\$746,000	\$746,000
1K	900 East	450 South	150 South	Urban AT Route	\$0	\$180,000	\$180,000
1L	Theodore Ahlin Park Connection Pathway	Highland Drive	100 West	Multi-Use Pathway	\$0	\$290,000	\$290,000
1M	400 West	200 South	Main Street	Urban AT Route	\$0	\$130,000	\$130,000
1N	100 South / 400 East	400 West	Main Street	Community Ped Corridor	\$0	\$6,500,000	\$6,500,000
1O	200 South	400 West	500 West	Community Ped Corridor	\$0	\$90,000	\$90,000
1P	U.S. Bicycle Route 77	I-15	500 West	UDOT Priority AT Route	n/a	n/a	n/a
1Q	I-15/Santaquin Main Interchange	n/a	n/a	AT Improvements	\$25,000,000	\$0	\$25,000,000

**Table 2: Phase 2 Active Transportation Projects**

ID	Project Title	From	To	AT Facility Type	Existing Planned Cost	Additional Cost	Total Cost
2A	Main Street to Mountain View Drive Connection	Mountain View Drive	Main Street	Urban AT Route	\$6,530,000	\$0	\$6,530,000
2B	East Belt Road	1030 East	Santaquin Boundary	Urban AT Route	\$1,360,000	\$100,000	\$1,460,000
2C	Center Street - South	Santaquin Canyon Entrance	900 South	Urban AT Route	\$1,860,000	\$0	\$1,860,000
2D	300 West	Summit Ridge Parkway	500 South	Urban AT Route	\$0	\$840,000	\$840,000
2E	4800 West / 200 North	200 North	Strawberry Canal	Shared Roadway	\$0	\$50,000	\$50,000
2F	300 North / Lark Street	Railroad Tracks	Orchard Lane	Shared Roadway	\$0	\$110,000	\$110,000
2G	200 East	400 South	Strawberry Canal	Shared Roadway	\$0	\$110,000	\$110,000
2H	450 South	400 East	900 East	Shared Roadway	\$0	\$30,000	\$30,000
2I	400 East - South	Future East Belt Road	Highland Drive	Shared Roadway	\$0	\$50,000	\$50,000
2J	Pathway Connecting S.R. 198 to Future BST	S.R. 198	Planned BST	Multi-Use Pathway	\$0	\$210,000	\$210,000
2K	Future BST - Center Continued	Santaquin Canyon Road	Highland Drive	Unpaved Trail	n/a	n/a	n/a
2L	Strawberry Highline Canal Pathway	I-15	Payson	Multi-Use Pathway	\$9,000,000	\$0	\$9,000,000



**Table 3: Phase 3 Active Transportation Projects**

ID	Project Title	From	To	AT Facility Type	Existing Planned Cost	Additional Cost	Total Cost
3A	East Belt Road	Extension of Main Street	Santaquin Canyon Road	Urban AT Route	\$8,700,000	\$0	\$8,700,000
3B	900 East - East Belt Road Connection	450 South	Future East Belt Road	Urban AT Route	\$1,210,000	\$0	\$1,210,000
3C	500 South	Loop Trail	300 West	Urban AT Route	\$6,890,000	\$0	\$6,890,000
3D	200 West - Center	500 South	Main Street	Urban AT Route	\$2,770,000	\$0	\$2,770,000
3E	Center Street - Center	I-15	Main Street	Urban AT Route	\$15,480,000	\$0	\$15,480,000
3F	Center Street - North	n/a	860 North	Urban AT Route	\$10,230,000	\$0	\$10,230,000
3G	400 East - North	400 North	Strawberry Canal	Urban AT Route	\$0	\$440,000	\$440,000
3H	400 North	300 West	4800 West	Shared Roadway	\$0	\$80,000	\$80,000
3I	200 West - North	Main Street / U.S. Highway 6	400 North	Shared Roadway	\$0	\$30,000	\$30,000
3J	400 South	200 West	200 East	Shared Roadway	\$0	\$30,000	\$30,000
3K	Rail Trail	Highline Canacl Trail	Summit Ridge Parkway	Multi-Use Pathway	\$0	\$2,300,000	\$2,300,000
3L	Reservoir Loop Trail	Rail Trail - Rail Crossing	Rail Trail	Multi-Use Pathway	\$0	\$840,000	\$840,000
3M	Rail Trail - Rail Crossing	n/a	n/a	Bike/Ped Crossing	\$0	\$2,500,000	\$2,500,000
3N	Rail Trail - Main Street Crossing	n/a	n/a	Bike/Ped Crossing	\$0	\$2,500,000	\$2,500,000

**Table 4: Phase 4 (Vision) Active Transportation Projects**

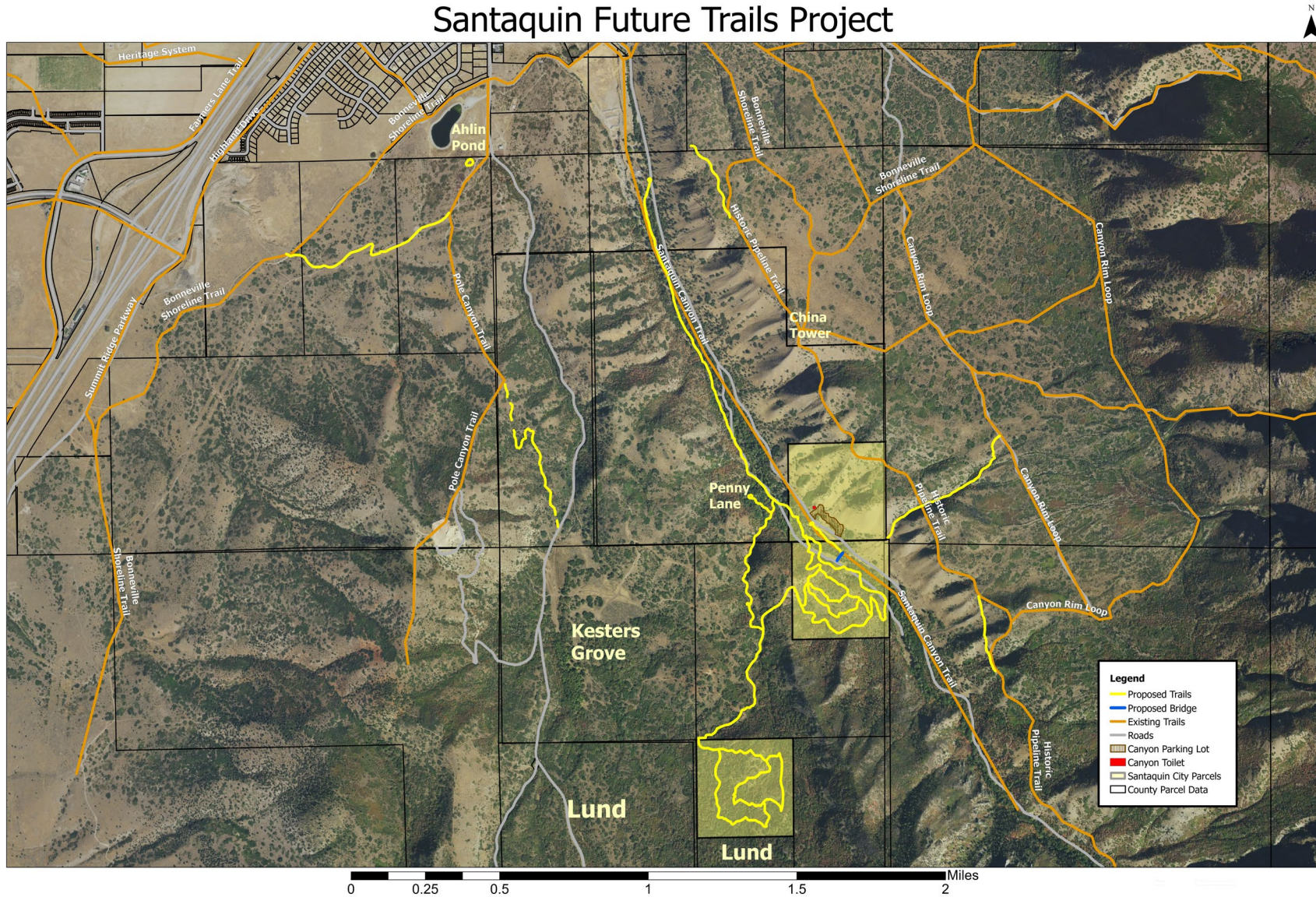
ID	Project Title	From	To	AT Facility Type	Existing Planned Cost	Additional Cost	Total Cost
4A	Orchard Pathway	Highland Drive	Future Regional Park	Multi-Use Pathway	\$0	\$580,000	\$580,000
4B	Orchard Pathway I-15 Bridge	n/a	n/a	Bike/Ped Crossing	\$0	\$5,000,000	\$5,000,000
4C	Santaquin Canyon Pathway	Santaquin Boundary	Santaquin Canyon	Multi-Use Pathway	\$0	\$520,000	\$520,000
4D	Western Trail System	n/a	n/a	Unpaved Trail	n/a	n/a	n/a
4E	U.S. Bicycle Route 77	Goshen	500 West	UDOT Priority AT Route	n/a	n/a	n/a
4F	U.S. Bicycle Route 77	I-15	Payson	UDOT Priority AT Route	n/a	n/a	n/a
4G	I-15/Summit Ridge Interchange	n/a	n/a	Interchange Improvements	n/a	n/a	n/a
4H	Center Street I-15 Underpass	n/a	n/a	Underpass Improvements	n/a	n/a	n/a

The planning-level project cost estimates are adapted from those developed for the TMP and comparable projects from the MAG RTP. These costs are detailed in Appendix C. The Existing Planned Cost represents the identified cost of the project from the MAG RTP or in most cases the city's TMP. The Additional Cost indicated above is the cost of the listed improvement in addition to any existing planned costs. This was determined by looking at the TMP project cost estimate and determining if the proposed improvement is already accounted for or what the cost of incorporation would be. Where no Existing Planned Costs exist, the Additional Cost represents the Total Cost of the project. The total cost is the sum of the Existing Planned Cost and the Additional Cost.



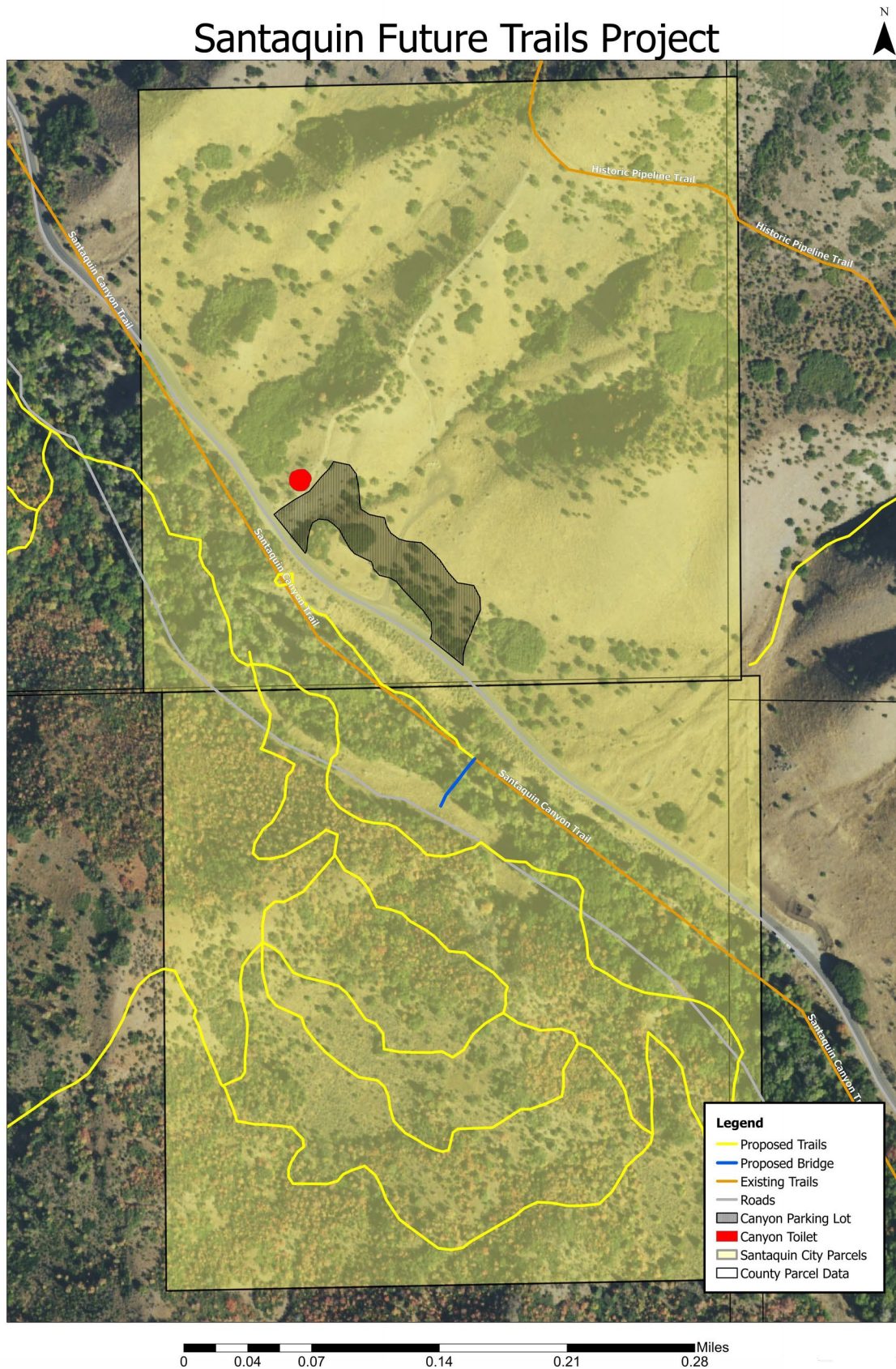
## APPENDIX A

### Santaquin Future Trails Project





## Santaquin Future Trails Project



## APPENDIX B

# SANTAQUIN ACTIVE TRANSPORTATION PLAN

PUBLIC ENGAGEMENT SURVEY RESULTS

9/28/2021

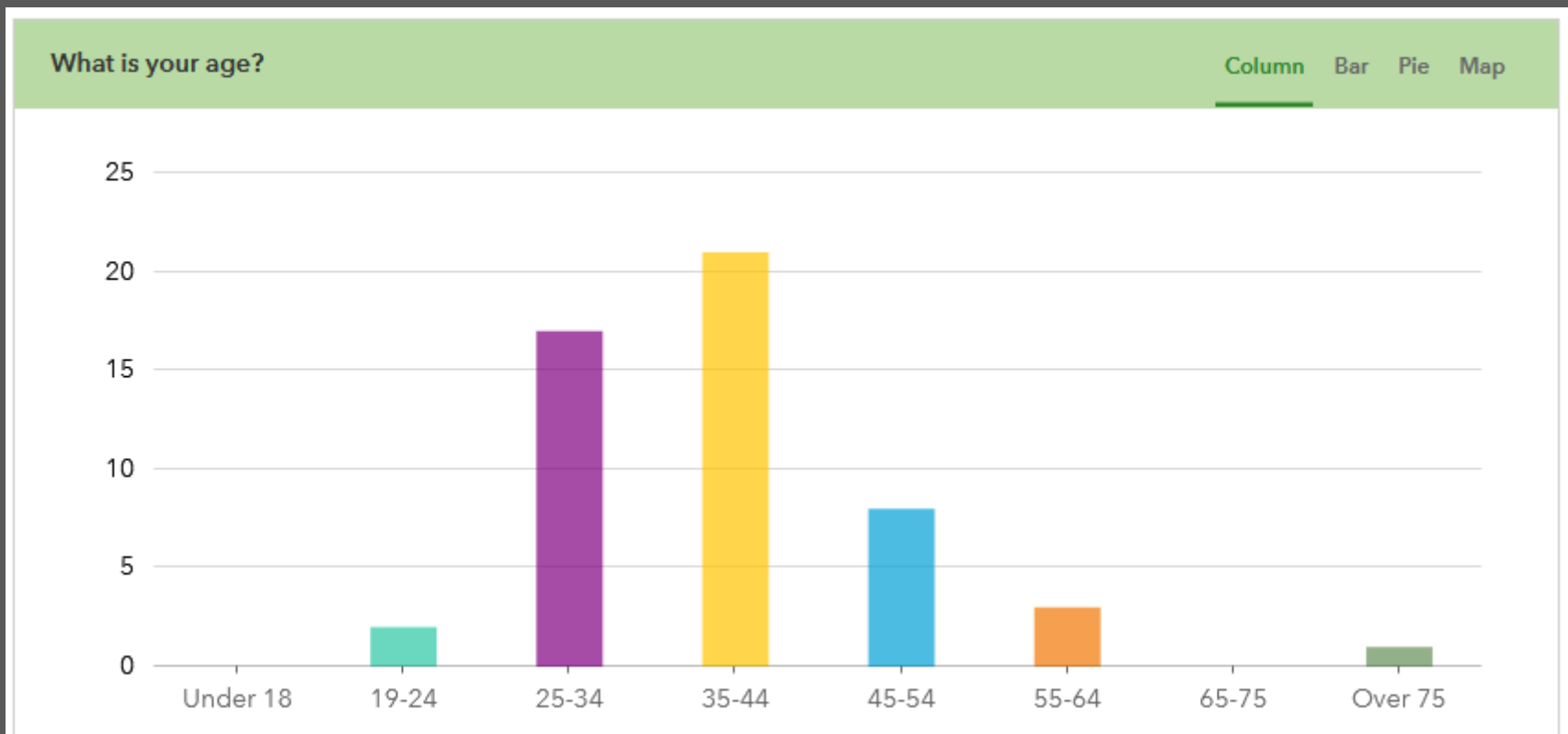
- Collected surveys at Imagine Santaquin GP Open House – 6 Responses.
- Sent out link early September – 6 Responses.
- Sent out link mid September – 41 Responses
- 53 responses total!



# WHO RESPONDED

Item 1.

- Most survey respondents were aged 25-44



# ACTIVITY LEVELS

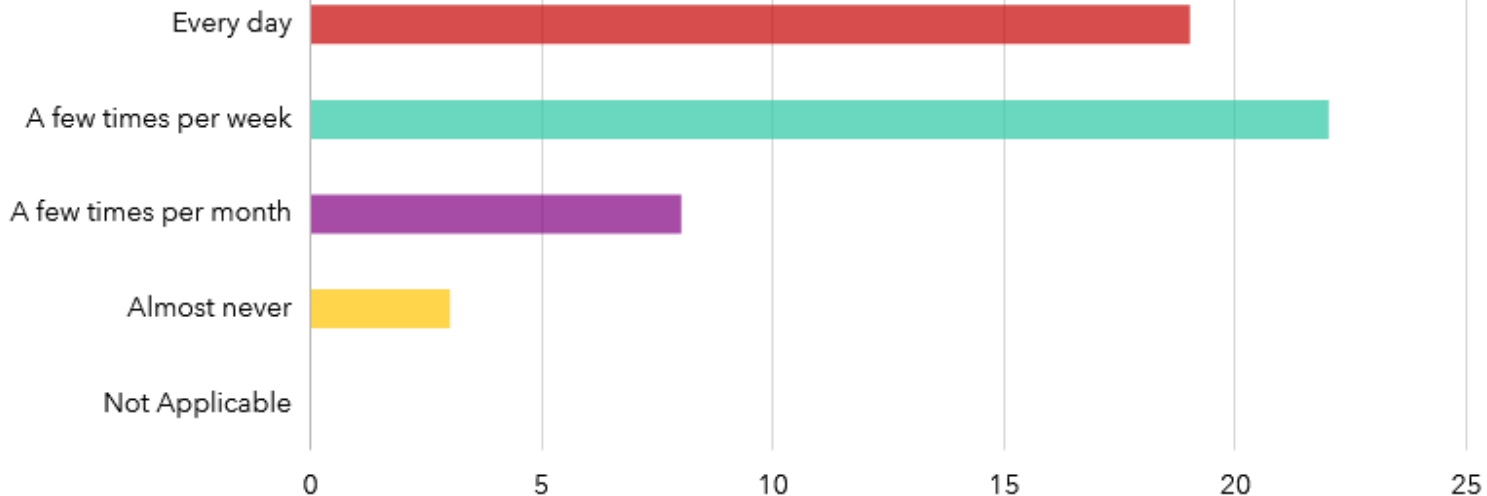
Item 1.

- Santaquin residents are an active population that frequently goes for walks/runs

How often do you do the activities listed below?

- Walking, running, or jogging

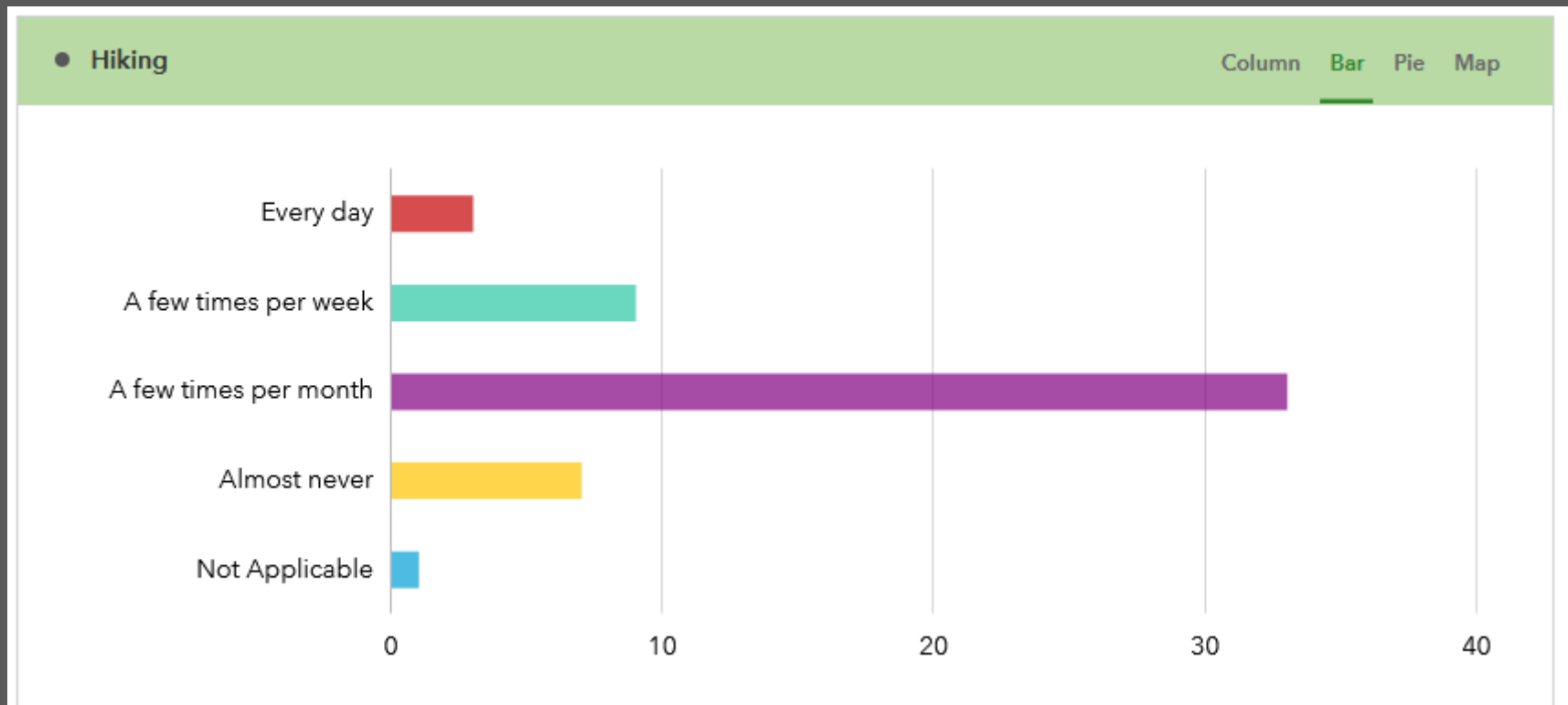
Column Bar Pie Map



# ACTIVITY LEVELS

Item 1.

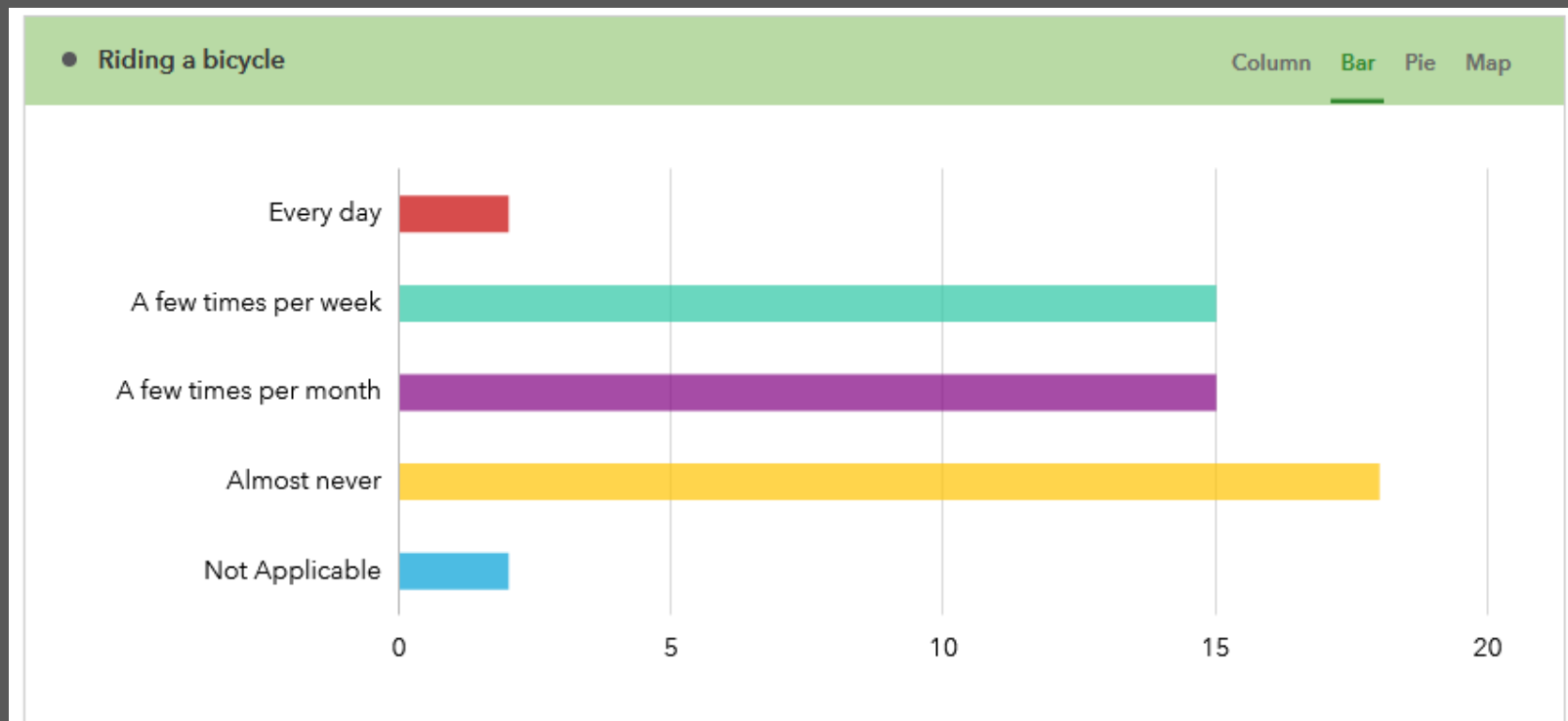
- Residents go hiking slightly less frequently but few do not participate at all.



# ACTIVITY LEVELS

Item 1.

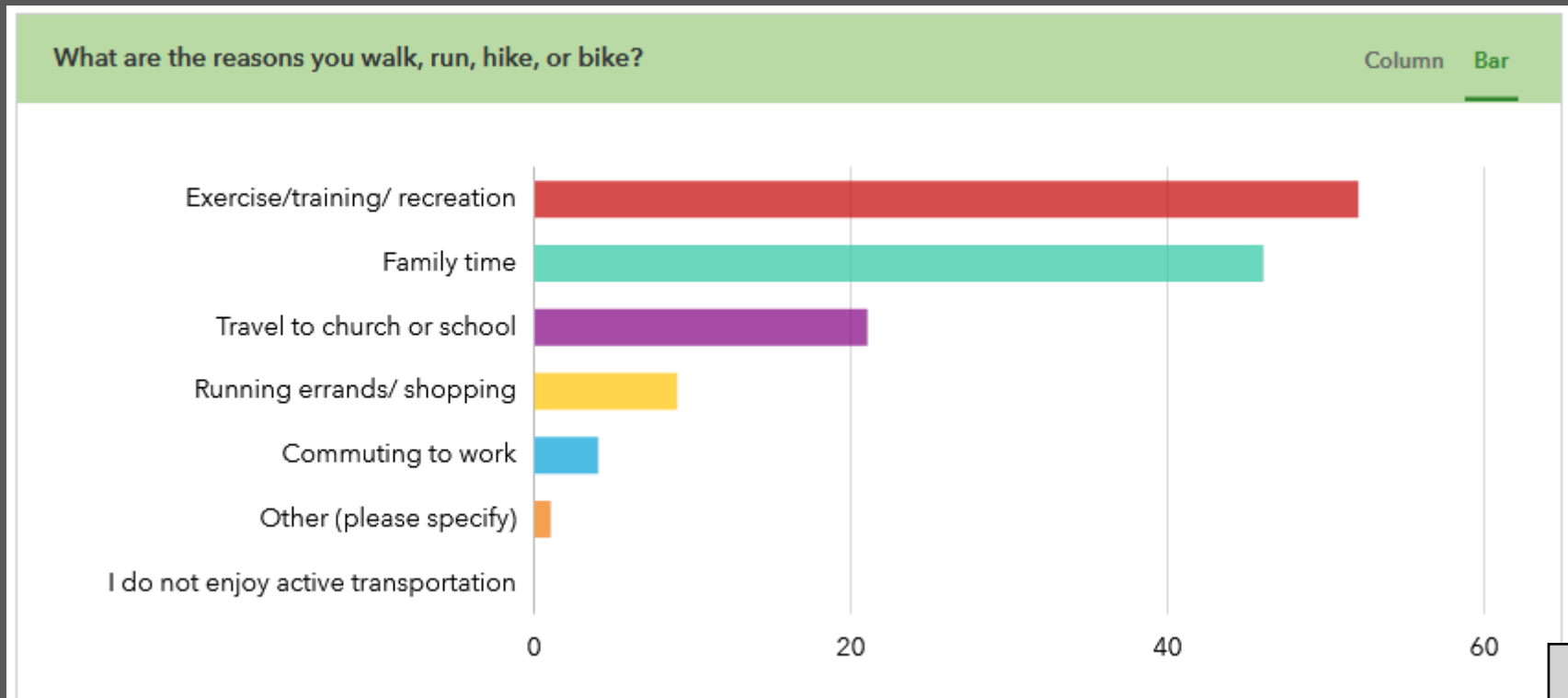
- About as many respondents frequently ride bikes (a few times per week or more) as almost never. A large group occasionally rides.



# WHY RECREATE

Item 1.

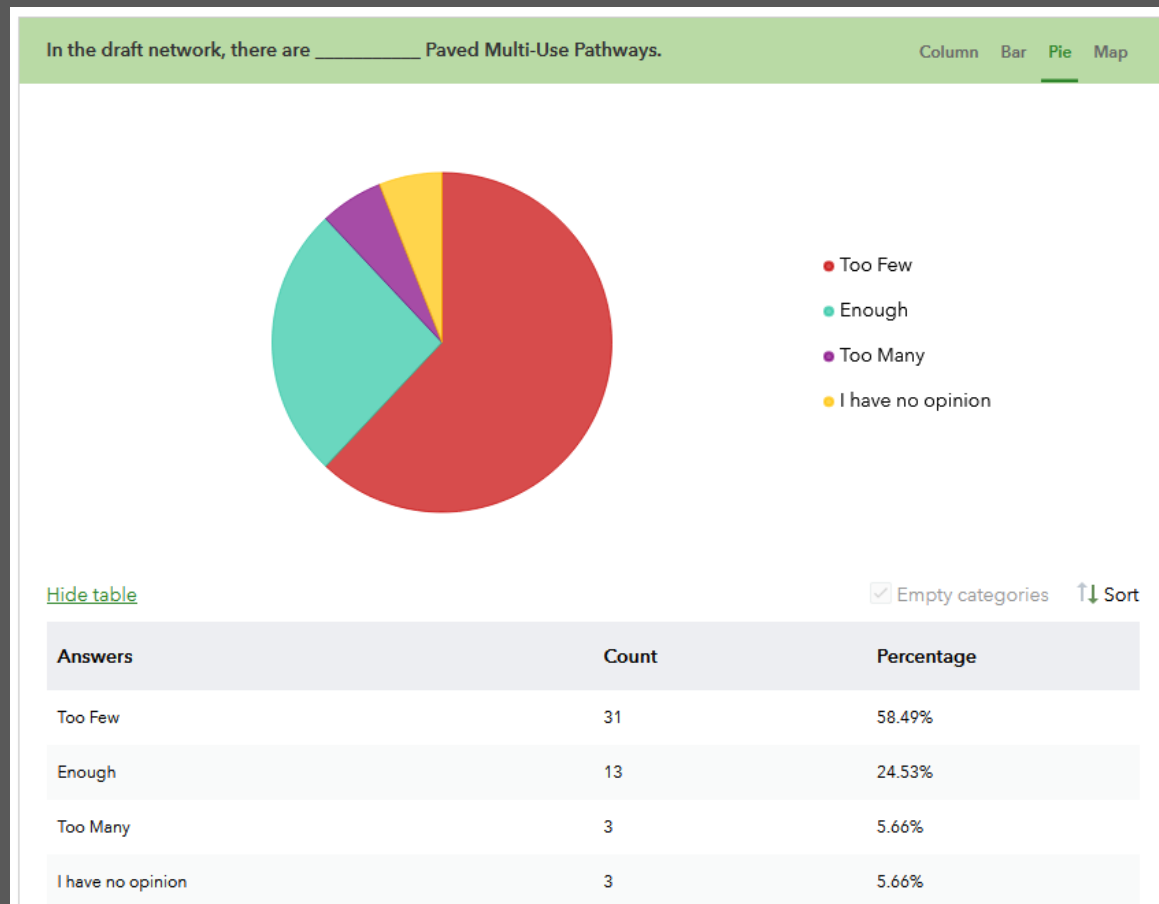
- Survey respondents enjoy recreating with their families. About half use active transportation to travel to church or school.



# RESPONSES TO THE PROPOSED AT NETWORK

Item 1.

- A significant majority want to see more paved multi-use pathways added.





# RESPONSES TO THE PROPOSED AT NETWORK

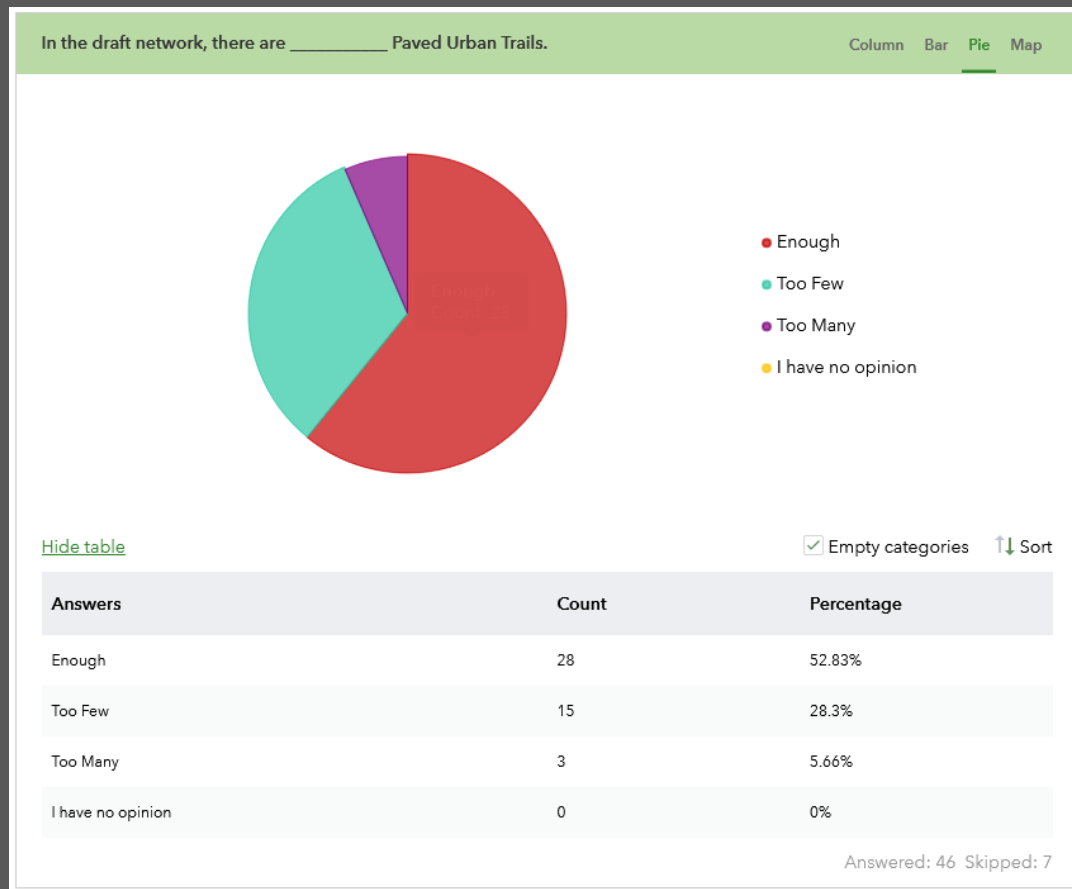
Item 1.

- Locations to consider adding to network (based on written comments)
  - Extend to southeast Santaquin
  - More on east bench
  - Summit Ridge Parkway south
  - Highland Drive
  - 300 West Frontage
  - Connect west side to east side canyons
  - Bonneville Shoreline Trail (future)

# RESPONSES TO THE PROPOSED AT NETWORK

Item 1.

- Most respondents felt there was an adequate number of paved urban trails.



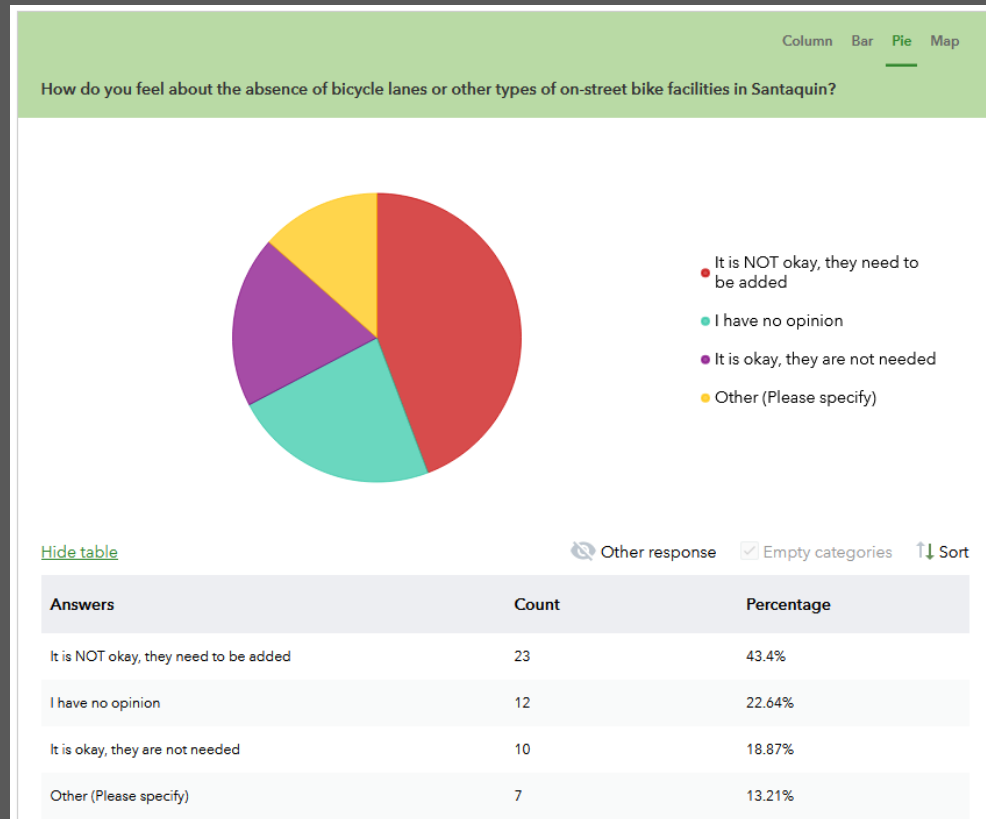
# RESPONSES TO THE PROPOSED AT NETWORK

Item 1.

- No additional streets were proposed.
- Would like to see more on the east bench
- Uncertain if it offers sufficient protection on U.S. 6
- Uncertain if this would include on-street bike lanes

# SENTIMENTS ABOUT BIKE LANES

- The largest group would like to see them included in the AT Plan, however ambivalent and negative sentiments are present in similar proportions.



# WHAT IS A RURAL PEDESTRIAN CORRIDOR?

Item 1.

- Over half of responses felt this facility type should include shade trees, street furniture, and crosswalks on intersecting streets.
- Branded streetlights, planters with drought resistant landscaping, and concrete sidewalks were also popular elements.

# RURAL PEDESTRIAN CORRIDORS

Item 1.

Answers	Count	Percentage
Shade trees	43	81.13%
Benches, trash cans, or other amenities	35	66.04%
Crosswalks on intersecting streets	27	50.94%
Unique or historic street lights	23	43.4%
Planters with native, drought-resistant landscaping	21	39.62%
Concrete sidewalk	20	37.74%
Concrete curb and gutter	18	33.96%
Educational displays about local history	18	33.96%
Direction signs with a "rural" appearance	15	28.3%
Unpaved, graded walkway that does not get muddy (e.g. crushed granite or gravel)	9	16.98%
Lower speed limits	8	15.09%



- Crushed stone can be hard with strollers
- Positive statements (4) like that they connect downtown and historic places/reflect local history.
- Negative statements (5) question their cost, location, route extents, utility, prefer multi-use pathways, and are uncertain if they would be utilized.
- Asphalt was proposed as a more affordable alternative

# FUNDING PRIORITIES

1. Paved multi-use pathways (5.9)
2. Paved urban trails (5.7)
3. Unpaved trails (4.7)
4. Enhanced visibility crosswalks (4.6)
5. New or improved trailheads (4.6)
6. Rural pedestrian corridors (3.8)
7. Bike lanes (3.7)
8. Grade separated pedestrian crossings (3.0)

## APPENDIX C

Highland Drive ID: 1A					
From:	To:				
Center Street	120 East				
Reconstruction - Highland Dr Cross Section		Length of Project (Mi):		0.18	
Description	Unit	Quantity	Unit Cost	Estimated Cost	
<b>ROADWAY</b>					
SURVEY	LUMP	1	3.0%	\$12,000	
MOBILIZATION	LUMP	1	5.0%	\$20,000	
BONDING	LUMP	1	2.5%	\$10,000	
TRAFFIC CONTROL	LUMP	1	1.5%	\$6,000	
SWPPP & BMPs	LUMP	1	1.0%	\$4,000	
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	\$2,000	
UTILITY RELOCATIONS	LUMP	1	6.0%	\$24,000	
REMOVALS	LUMP	1	6.0%	\$24,000	
CLEARING AND GRUBBING	ACRE	1.45	\$1,000.00	\$1,447	
HIGHLAND DRIVE CROSS SECTION	MI	0.18	\$1,226.600	\$215,406	
STORM DRAIN SYSTEM	MI	0.18	\$450.000	\$79,025	
LANDSCAPING & FINISH ITEMS	LF	1000	\$100.00	\$100,000	
PERMANENT SIGNING	LF	1000	\$4.00	\$4,000	
			SUBTOTAL	\$501,879	
			CONTINGENCY (40%)	\$200,751	
			<b>ROADWAY SUBTOTAL</b>	<b>\$702,630</b>	
<b>DESIGN/OTHER</b>					
ENGINEERING			9%	\$63,237	
CONSTRUCTION ENGINEERING/MGMT			11%	\$77,289	
			<b>DESIGN SUBTOTAL</b>	<b>\$140,526</b>	
<b>RIGHT-OF-WAY</b>					
UNDEVELOPED	ACRE		\$25.000	\$0	
DEVELOPED	ACRE		\$900.000	\$0	
RESIDENTIAL RELOCATIONS	EACH			\$0	
BUSINESS RELOCATIONS	EACH			\$0	
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$0	
			<b>RIGHT-OF-WAY SUBTOTAL</b>	<b>\$0</b>	
			<b>PROJECT SUBTOTAL</b>	<b>\$843,156</b>	

500 West ID: 1D					
From:	To:				
500 South	Main Street				
New 3-Lane Collector		Length of Project (Mi):		0.59	
Description	Unit	Quantity	Unit Cost	Estimated Cost	
<b>ROADWAY</b>					
SURVEY	LUMP	1	3.0%	\$42,600	
MOBILIZATION	LUMP	1	5.0%	\$70,900	
BONDING	LUMP	1	2.5%	\$35,500	
TRAFFIC CONTROL	LUMP	1	0.1%	\$1,500	
SWPPP & BMPs	LUMP	1	1.0%	\$14,200	
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	\$7,100	
UTILITY RELOCATIONS	LUMP			\$0	
REMOVALS	LUMP	1	4.0%	\$56,800	
CLEARING AND GRUBBING	ACRE	4.28	\$1,000.00	\$4,277	
3-LANE COLLECTOR	MI	0.59	\$1,388.000	\$816,184	
STORM DRAIN SYSTEM	MI	0.59	\$450.000	\$264,613	
LANDSCAPING & FINISH ITEMS	LF	3200	\$100.00	\$320,000	
PERMANENT SIGNING	LF	3200	\$4.00	\$12,800	
			SUBTOTAL	\$1,646,474	
			CONTINGENCY (40%)	\$658,590	
			<b>ROADWAY SUBTOTAL</b>	<b>\$2,305,063</b>	
<b>DESIGN/OTHER</b>					
ENGINEERING			9%	\$207,456	
CONSTRUCTION ENGINEERING/MGMT			11%	\$253,557	
			<b>DESIGN SUBTOTAL</b>	<b>\$461,013</b>	
<b>RIGHT-OF-WAY</b>					
UNDEVELOPED	ACRE	4.28	\$25.000	\$106,914	
DEVELOPED	ACRE		\$900.000	\$0	
RESIDENTIAL RELOCATIONS	EACH			\$0	
BUSINESS RELOCATIONS	EACH			\$0	
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$16,037	
			<b>RIGHT-OF-WAY SUBTOTAL</b>	<b>\$122,952</b>	
			<b>PROJECT SUBTOTAL</b>	<b>\$2,889,028</b>	

Center Street ID: 1B					
From:	To:				
Main Street	500 North				
Widening - Center St Cross Section		Length of Project (Mi):		0.46	
Description	Unit	Quantity	Unit Cost	Estimated Cost	
<b>ROADWAY</b>					
SURVEY	LUMP	1	3.0%	\$40,100	
MOBILIZATION	LUMP	1	5.0%	\$66,800	
BONDING	LUMP	1	2.5%	\$33,400	
TRAFFIC CONTROL	LUMP	1	1.5%	\$20,100	
SWPPP & BMPs	LUMP	1	1.0%	\$13,400	
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	\$6,700	
UTILITY RELOCATIONS	LUMP	1	6.0%	\$24,000	
REMOVALS	LUMP	1	7.0%	\$28,000	
CLEARING AND GRUBBING	ACRE	1.2	\$1,000.00	\$1,164	
CENTER STREET CROSS SECTION	MI	0.46	\$1,900.500	\$868,874	
STORM DRAIN SYSTEM	MI	0.46	\$450.000	\$205,732	
LANDSCAPING & FINISH ITEMS	LF	2500	\$100.00	\$250,000	
PERMANENT SIGNING	LF	2500	\$4.00	\$10,000	
			SUBTOTAL	\$1,690,070	
			CONTINGENCY (40%)	\$676,028	
			<b>ROADWAY SUBTOTAL</b>	<b>\$2,366,098</b>	
<b>DESIGN/OTHER</b>					
ENGINEERING			9%	\$212,949	
CONSTRUCTION ENGINEERING/MGMT			11%	\$260,271	
			<b>DESIGN SUBTOTAL</b>	<b>\$473,220</b>	
<b>RIGHT-OF-WAY</b>					
UNDEVELOPED	ACRE		\$25.000	\$0	
DEVELOPED	ACRE	1.2	\$900.000	\$1,047,362	
RESIDENTIAL RELOCATIONS	EACH			\$0	
BUSINESS RELOCATIONS	EACH			\$0	
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$157,104	
			<b>RIGHT-OF-WAY SUBTOTAL</b>	<b>\$1,204,467</b>	
			<b>PROJECT SUBTOTAL</b>	<b>\$4,043,784</b>	

Main Street ID: 1E					
From:	To:				
1030 East	Existing Terminus				
New 3-Lane Collector		Length of Project (Mi):		0.19	
Description	Unit	Quantity	Unit Cost	Estimated Cost	
<b>ROADWAY</b>					
SURVEY	LUMP	1	3.0%	\$14,300	
MOBILIZATION	LUMP	1	5.0%	\$23,700	
BONDING	LUMP	1	2.5%	\$11,900	
TRAFFIC CONTROL	LUMP	1	0.3%	\$1,500	
SWPPP & BMPs	LUMP	1	1.0%	\$4,800	
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	\$2,400	
UTILITY RELOCATIONS	LUMP			\$0	
REMOVALS	LUMP			\$0	
CLEARING AND GRUBBING	ACRE	1.42	\$1,000.00	\$1,418	
3-LANE COLLECTOR	MI	0.19	\$1,388.000	\$270,219	
STORM DRAIN SYSTEM	MI	0.19	\$450.000	\$87,607	
LANDSCAPING & FINISH ITEMS	LF	1100	\$100.00	\$110,000	
PERMANENT SIGNING	LF	1100	\$4.00	\$4,400	
			SUBTOTAL	\$532,241	
			CONTINGENCY (40%)	\$212,897	
			<b>ROADWAY SUBTOTAL</b>	<b>\$745,138</b>	
<b>DESIGN/OTHER</b>					
ENGINEERING			9%	\$67,062	
CONSTRUCTION ENGINEERING/MGMT			11%	\$81,965	
			<b>DESIGN SUBTOTAL</b>	<b>\$149,028</b>	
<b>RIGHT-OF-WAY</b>					
UNDEVELOPED	ACRE	1.42	\$25.000	\$35,397	
DEVELOPED	ACRE		\$900.000	\$0	
RESIDENTIAL RELOCATIONS	EACH			\$0	
BUSINESS RELOCATIONS	EACH			\$0	
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$5,310	
			<b>RIGHT-OF-WAY SUBTOTAL</b>	<b>\$40,706</b>	
			<b>PROJECT SUBTOTAL</b>	<b>\$934,872</b>	

Highland Drive ID: 1C					
From:	To:				
Center Street	Main Street				
Widening - Highland Dr Cross Section		Length of Project (Mi):		0.47	
Description	Unit	Quantity	Unit Cost	Estimated Cost	
<b>ROADWAY</b>					
SURVEY	LUMP	1	3.0%	\$36,700	
MOBILIZATION	LUMP	1	5.0%	\$61,200	
BONDING	LUMP	1	2.5%	\$30,600	
TRAFFIC CONTROL	LUMP	1	1.5%	\$18,400	
SWPPP & BMPs	LUMP	1	1.0%	\$12,300	
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	\$6,200	
UTILITY RELOCATIONS	LUMP	1	6.0%	\$23,400	
REMOVALS	LUMP	1	6.0%	\$23,400	
CLEARING AND GRUBBING	ACRE	3.85	\$1,000.00	\$3,851	
HIGHLAND DRIVE CROSS SECTION	MI	0.47	\$1,226.600	\$573,022	
STORM DRAIN SYSTEM	MI	0.47	\$450.000	\$210,223	
LANDSCAPING & FINISH ITEMS	LF	2500	\$100.00	\$250,000	
PERMANENT SIGNING	LF	2500	\$4.00	\$10,000	
SIGNAL MODIFICATIONS	EACH	1	\$175,000.00	\$175,000	
			SUBTOTAL	\$1,534,296	
			CONTINGENCY (40%)	\$613,718	
			<b>ROADWAY SUBTOTAL</b>	<b>\$2,148,014</b>	
<b>DESIGN/OTHER</b>					
ENGINEERING			9%	\$193,321	
CONSTRUCTION ENGINEERING/MGMT			11%	\$236,282	
			<b>DESIGN SUBTOTAL</b>	<b>\$429,603</b>	
<b>RIGHT-OF-WAY</b>					
UNDEVELOPED	ACRE	1	\$25.000	\$0	
DEVELOPED	ACRE		\$900.000	\$0	
RESIDENTIAL RELOCATIONS	EACH			\$0	
BUSINESS RELOCATIONS	EACH			\$0	
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$0	
			<b>RIGHT-OF-WAY SUBTOTAL</b>	<b>\$0</b>	
			<b>PROJECT SUBTOTAL</b>	<b>\$2,577,617</b>	

900 East				ID: 1F		
From:	To:					
Highland Drive	150 South					
New Major Local		Length of Project (Mi):		0.16		
Description			Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY						
SURVEY			LUMP	1	3.0%	\$12,000
MOBILIZATION			LUMP	1	5.0%	\$19,900
BONDING			LUMP	1	2.5%	\$10,000
TRAFFIC CONTROL			LUMP	1	0.3%	\$1,200
SWPPP & BMP			LUMP	1	1.0%	\$4,000
DUST AND DEBRIS CONTROL			LUMP	1	0.5%	\$2,000
UTILITY RELOCATIONS			LUMP	1		
REMOVALS			LUMP			
CLEARING AND GRUBBING			ACRE	1.21	\$1,000.00	\$1,210
MAJOR LOCAL			MI	0.16	\$1,425.99	\$230.16
STORM DRAIN SYSTEM			MI	0.16	\$450.000	\$72.60
LANDSCAPING & FINISH ITEMS			LF	900	\$100.00	\$90,000
PERMANENT SIGNING			LF	900	\$4.00	\$3,600
					SUBTOTAL	\$486.66
					CONTINGENCY (40%)	\$178.66
					ROADWAY SUBTOTAL	\$665.25
DESIGN/OTHER						
ENGINEERING					9%	\$56.25
CONSTRUCTION ENGINEERING/MGMT					11%	\$68.75
					DESIGN SUBTOTAL	\$125.00
RIGHT-OF-WAY						
UNDEVELOPED			ACRE	1.21	\$25,000	\$30,330
DEVELOPED			ACRE		\$900,000	
RESIDENTIAL RELOCATIONS			EACH			
BUSINESS RELOCATIONS			EACH			
ROW ACQUISITION (MAPS, APPRAISALS, ETC)			LUMP		15%	\$4,500
					RIGHT-OF-WAY SUBTOTAL	\$34,830
					PROJECT SUBTOTAL	\$785,200

**Santaquin Active Transportation Plan**  
**Santaquin**

400 East		ID: 1Ga	
From:	To:		
Main Street / U.S. Highway 6	400 North		
Widening to 3-Lane Collector	Length of Project (Mi):	0.23	
Description	Unit	Quantity	Estimated Cost
<b>ROADWAY</b>			
SURVEY	LUMP	1	\$8,300
MOBILIZATION	LUMP	1	\$13,800
BONDING	LUMP	1	\$6,900
TRAFFIC CONTROL	LUMP	1	\$600
SWPPP & BMPs	LUMP	1	\$2,800
DUST AND DEBRIS CONTROL	LUMP	1	\$1,400
UTILITY RELOCATIONS	LUMP	1	\$16,600
REMOVALS	LUMP	1	\$11,100
CLEARING AND GRUBBING	ACRE	0.51	\$2,000.00
60' Urban AT	MI	0.12	\$1,273,316
STORM DRAIN SYSTEM	MI	0.12	\$450,000
LANDSCAPING & FINISH ITEMS	LF	700	\$100,000
PERMANENT SIGNING	LF	700	\$4,000
SUBTOTAL			\$336,604
CONTINGENCY (40%)			\$134,642
<b>ROADWAY SUBTOTAL</b>			<b>\$471,246</b>
<b>DESIGN/OTHER</b>			
ENGINEERING		9%	\$42,412
CONSTRUCTION ENGINEERING/MGMT		11%	\$51,837
<b>DESIGN SUBTOTAL</b>			<b>\$94,249</b>
<b>RIGHT-OF-WAY</b>			
UNDEVELOPED	ACRE		\$25,000
DEVELOPED	ACRE		\$900,000
RESIDENTIAL RELOCATIONS	EACH		
BUSINESS RELOCATIONS	EACH		
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP	15%	\$0
<b>RIGHT-OF-WAY SUBTOTAL</b>			<b>\$0</b>
<b>PROJECT SUBTOTAL</b>			<b>\$565,495</b>

300 West - Main Street Connection		ID: 1I	
From:	To:		
Main Street / U.S. Highway 6	100 North		
New Major Local	Length of Project (Mi):	0.11	
Description	Unit	Quantity	Estimated Cost
<b>ROADWAY</b>			
SURVEY	LUMP	1	\$1,000
MOBILIZATION	LUMP	1	\$1,700
BONDING	LUMP	1	\$900
TRAFFIC CONTROL	LUMP	1	\$100
SWPPP & BMPs	LUMP	1	\$400
DUST AND DEBRIS CONTROL	LUMP	1	\$200
UTILITY RELOCATIONS	LUMP	1	\$0
REMOVALS	LUMP	1	\$0
CLEARING AND GRUBBING	ACRE	0.00	\$1,000.00
TRAIL	MI	0.11	\$296,600
STORM DRAIN SYSTEM	MI	0.11	\$450,000
LANDSCAPING & FINISH ITEMS	LF	600	\$100,000
PERMANENT SIGNING	LF	600	\$4,000
SUBTOTAL			\$36,926
CONTINGENCY (40%)			\$14,770
<b>ROADWAY SUBTOTAL</b>			<b>\$51,696</b>
<b>DESIGN/OTHER</b>			
ENGINEERING		9%	\$4,653
CONSTRUCTION ENGINEERING/MGMT		11%	\$5,687
<b>DESIGN SUBTOTAL</b>			<b>\$10,339</b>
<b>RIGHT-OF-WAY</b>			
UNDEVELOPED	ACRE	0.00	\$25,000
DEVELOPED	ACRE	0.00	\$900,000
RESIDENTIAL RELOCATIONS	EACH		
BUSINESS RELOCATIONS	EACH		
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP	15%	\$0
<b>RIGHT-OF-WAY SUBTOTAL</b>			<b>\$0</b>
<b>PROJECT SUBTOTAL</b>			<b>\$62,036</b>

400 East		ID: 1Gb	
From:	To:		
Main Street / U.S. Highway 6	400 North		
New 3-Lane Collector	Length of Project (Mi):	0.22	
Description	Unit	Quantity	Estimated Cost
<b>ROADWAY</b>			
SURVEY	LUMP	1	\$15,100
MOBILIZATION	LUMP	1	\$25,200
BONDING	LUMP	1	\$12,600
TRAFFIC CONTROL	LUMP	1	\$1,100
SWPPP & BMPs	LUMP	1	\$5,100
DUST AND DEBRIS CONTROL	LUMP	1	\$2,600
UTILITY RELOCATIONS	LUMP	1	\$30,200
REMOVALS	LUMP	1	\$20,100
CLEARING AND GRUBBING	ACRE	0.95	\$2,000.00
60' Urban AT	MI	0.22	\$1,273,316
STORM DRAIN SYSTEM	MI	0.22	\$450,000
LANDSCAPING & FINISH ITEMS	LF	1200	\$100,000
PERMANENT SIGNING	LF	1200	\$4,800
SUBTOTAL			\$614,456
CONTINGENCY (40%)			\$245,783
<b>ROADWAY SUBTOTAL</b>			<b>\$860,239</b>
<b>DESIGN/OTHER</b>			
ENGINEERING		9%	\$77,422
CONSTRUCTION ENGINEERING/MGMT		11%	\$94,626
<b>DESIGN SUBTOTAL</b>			<b>\$172,048</b>
<b>RIGHT-OF-WAY</b>			
UNDEVELOPED	ACRE		\$25,000
DEVELOPED	ACRE	0.26	\$900,000
RESIDENTIAL RELOCATIONS	EACH		
BUSINESS RELOCATIONS	EACH		
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP	15%	\$35,679
<b>RIGHT-OF-WAY SUBTOTAL</b>			<b>\$273,542</b>
<b>PROJECT SUBTOTAL</b>			<b>\$1,305,829</b>

Summit Ridge Parkway		ID: 1J	
From:	To:		
Sageberry Drive	Highland Drive		
New Major Local	Length of Project (Mi):	0.16	
Description	Unit	Quantity	Estimated Cost
<b>ROADWAY</b>			
SURVEY	LUMP	1	\$11,800
MOBILIZATION	LUMP	1	\$19,600
BONDING	LUMP	1	\$9,800
TRAFFIC CONTROL	LUMP	1	\$1,200
SWPPP & BMPs	LUMP	1	\$4,000
DUST AND DEBRIS CONTROL	LUMP	1	\$2,000
UTILITY RELOCATIONS	LUMP	1	\$0
REMOVALS	LUMP	1	\$0
CLEARING AND GRUBBING	ACRE	0.00	\$1,000.00
TRAIL	MI	1.32	\$296,600
STORM DRAIN SYSTEM	MI	1.32	\$450,000
LANDSCAPING & FINISH ITEMS	LF	900	\$100,000
PERMANENT SIGNING	LF	900	\$4,000
SUBTOTAL			\$439,912
CONTINGENCY (40%)			\$175,965
<b>ROADWAY SUBTOTAL</b>			<b>\$615,877</b>
<b>DESIGN/OTHER</b>			
ENGINEERING		9%	\$55,429
CONSTRUCTION ENGINEERING/MGMT		11%	\$67,746
<b>DESIGN SUBTOTAL</b>			<b>\$123,175</b>
<b>RIGHT-OF-WAY</b>			
UNDEVELOPED	ACRE	0.00	\$25,000
DEVELOPED	ACRE		\$900,000
RESIDENTIAL RELOCATIONS	EACH		
BUSINESS RELOCATIONS	EACH		
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP	15%	\$0
<b>RIGHT-OF-WAY SUBTOTAL</b>			<b>\$0</b>
<b>PROJECT SUBTOTAL</b>			<b>\$739,052</b>

Center Street - South		ID: 1H	
From:	To:		
900 South	I-15		
Widening to 3-Lane Collector	Length of Project (Mi):	0.17	
Description	Unit	Quantity	Estimated Cost
<b>ROADWAY</b>			
SURVEY	LUMP	1	\$12,100
MOBILIZATION	LUMP	1	\$20,100
BONDING	LUMP	1	\$10,100
TRAFFIC CONTROL	LUMP	1	\$900
SWPPP & BMPs	LUMP	1	\$4,100
DUST AND DEBRIS CONTROL	LUMP	1	\$2,100
UTILITY RELOCATIONS	LUMP	1	\$0
REMOVALS	LUMP	1	\$16,100
CLEARING AND GRUBBING	ACRE	0.75	\$1,000.00
60' Urban AT	MI	0.17	\$1,273,316
STORM DRAIN SYSTEM	MI	0.17	\$450,000
LANDSCAPING & FINISH ITEMS	LF	1000	\$100,000
PERMANENT SIGNING	LF	1000	\$4,000
SUBTOTAL			\$466,759
CONTINGENCY (40%)			\$186,704
<b>ROADWAY SUBTOTAL</b>			<b>\$653,463</b>
<b>DESIGN/OTHER</b>			
ENGINEERING		9%	\$58,812
CONSTRUCTION ENGINEERING/MGMT		11%	\$71,881
<b>DESIGN SUBTOTAL</b>			<b>\$130,693</b>
<b>RIGHT-OF-WAY</b>			
UNDEVELOPED	ACRE		\$25,000
DEVELOPED	ACRE	0.75	\$900,000
RESIDENTIAL RELOCATIONS	EACH		
BUSINESS RELOCATIONS	EACH		
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP	15%	\$101,357
<b>RIGHT-OF-WAY SUBTOTAL</b>			<b>\$777,072</b>
<b>PROJECT SUBTOTAL</b>			<b>\$1,599,754</b>

900 East		ID: 1K	
From:	To:		
450 South	150 South		
New Major Local	Length of Project (Mi):	0.16	
Description	Unit	Quantity	Estimated Cost
<b>ROADWAY</b>			
SURVEY	LUMP	1	\$2,900
MOBILIZATION	LUMP	1	\$4,800
BONDING	LUMP	1	\$2,400
TRAFFIC CONTROL	LUMP	1	\$300
SWPPP & BMPs	LUMP	1	\$1,000
DUST AND DEBRIS CONTROL	LUMP	1	\$500
UTILITY RELOCATIONS	LUMP	1	\$0
REMOVALS	LUMP	1	\$0
CLEARING AND GRUBBING	ACRE	0.00	\$1,000.00
TRAIL	MI	0.32	\$296,600
STORM DRAIN SYSTEM	MI	0.32	\$450,000
LANDSCAPING & FINISH ITEMS	LF	900	\$100,000
PERMANENT SIGNING	LF	900	\$4,000
SUBTOTAL			\$106,812
CONTINGENCY (40%)			\$42,725
<b>ROADWAY SUBTOTAL</b>			<b>\$149,537</b>
<b>DESIGN/OTHER</b>			
ENGINEERING		9%	\$13,458
CONSTRUCTION ENGINEERING/MGMT		11%	\$16,449
<b>DESIGN SUBTOTAL</b>			<b>\$29,907</b>
<b>RIGHT-OF-WAY</b>			
UNDEVELOPED	ACRE	0.00	\$25,000
DEVELOPED	ACRE		\$900,000
RESIDENTIAL RELOCATIONS	EACH		
BUSINESS RELOCATIONS	EACH		
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP	15%	\$0
<b>RIGHT-OF-WAY SUBTOTAL</b>			<b>\$0</b>
<b>PROJECT SUBTOTAL</b>			<b>\$179,444</b>

Theodore Ahlin Park Connection Pathway ID: 1L				
From:	To:			
Highland Drive	100 West			
New Major Local	Length of Project (Mi):	0.51		
Description	Unit	Quantity	Unit Cost	Estimated Cost
<b>ROADWAY</b>				
SURVEY	LUMP	1	3.0%	\$4,600
MOBILIZATION	LUMP	1	5.0%	\$7,600
BONDING	LUMP	1	2.5%	\$3,800
TRAFFIC CONTROL	LUMP	1	0.3%	\$500
SWPPP & BMPs	LUMP	1	1.0%	\$1,600
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	\$800
UTILITY RELOCATIONS	LUMP			\$0
REMOVALS	LUMP			\$0
CLEARING AND GRUBBING	ACRE	0.00	\$1,000.00	\$0
TRAIL	MI	0.51	\$296,600	\$151,266
STORM DRAIN SYSTEM	MI	0.51	\$450,000	
LANDSCAPING & FINISH ITEMS	LF	2700	\$100.00	
PERMANENT SIGNING	LF	2700	\$4.00	
SUBTOTAL				\$170,166
CONTINGENCY (40%)				\$68,066
<b>ROADWAY SUBTOTAL</b>				<b>\$238,232</b>
<b>DESIGN/OTHER</b>				
ENGINEERING			9%	\$21,441
CONSTRUCTION ENGINEERING/MGMT			11%	\$26,206
<b>DESIGN SUBTOTAL</b>				<b>\$47,646</b>
<b>RIGHT-OF-WAY</b>				
UNDEVELOPED	ACRE	0.00	\$25,000	\$0
DEVELOPED	ACRE	0.00	\$900,000	\$0
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$0
<b>RIGHT-OF-WAY SUBTOTAL</b>				<b>\$0</b>
<b>PROJECT SUBTOTAL</b>				<b>\$285,879</b>

400 West ID: 1M				
From:	To:			
200 South	Main Street			
Widening to 3-Lane Collector	Length of Project (Mi):	0.23		
Description	Unit	Quantity	Unit Cost	Estimated Cost
<b>ROADWAY</b>				
SURVEY	LUMP	1	3.0%	\$2,100
MOBILIZATION	LUMP	1	5.0%	\$3,400
BONDING	LUMP	1	2.5%	\$1,700
TRAFFIC CONTROL	LUMP	1	0.2%	\$200
SWPPP & BMPs	LUMP	1	1.0%	\$700
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	\$400
UTILITY RELOCATIONS	LUMP			\$0
REMOVALS	LUMP			\$0
CLEARING AND GRUBBING	ACRE	-0.67	\$1,000.00	\$-669
TRAIL	MI	0.23	\$296,600	\$68,218
STORM DRAIN SYSTEM	MI	0.23	\$450,000	
LANDSCAPING & FINISH ITEMS	LF	1300	\$100.00	
PERMANENT SIGNING	LF	1300	\$4.00	
SUBTOTAL				\$78,849
CONTINGENCY (40%)				\$31,540
<b>ROADWAY SUBTOTAL</b>				<b>\$110,388</b>
<b>DESIGN/OTHER</b>				
ENGINEERING			9%	\$9,935
CONSTRUCTION ENGINEERING/MGMT			11%	\$12,142
<b>DESIGN SUBTOTAL</b>				<b>\$22,077</b>
<b>RIGHT-OF-WAY</b>				
UNDEVELOPED	ACRE		\$25,000	\$0
DEVELOPED	ACRE	0.00	\$900,000	\$0
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$0
<b>RIGHT-OF-WAY SUBTOTAL</b>				<b>\$0</b>
<b>PROJECT SUBTOTAL</b>				<b>\$132,466</b>

100 South / 400 East ID: 1N				
From:	To:			
400 West	Main Street			
Widening to 3-Lane Collector	Length of Project (Mi):	0.96		
Description	Unit	Quantity	Unit Cost	Estimated Cost
<b>ROADWAY</b>				
SURVEY	LUMP	1	3.0%	\$101,000
MOBILIZATION	LUMP	1	5.0%	\$168,300
BONDING	LUMP	1	2.5%	\$84,200
TRAFFIC CONTROL	LUMP	1	0.2%	\$6,800
SWPPP & BMPs	LUMP	1	1.0%	\$33,700
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	\$16,500
UTILITY RELOCATIONS	LUMP			\$0
REMOVALS	LUMP			\$0
CLEARING AND GRUBBING	ACRE	8.73	\$1,000.00	\$8,727
100 South	MI	0.96	\$2,493,216	\$2,393,487
STORM DRAIN SYSTEM	MI	0.96	\$450,000	\$432,000
LANDSCAPING & FINISH ITEMS	LF	\$100	\$100.00	\$510,000
PERMANENT SIGNING	LF	\$100	\$4.00	\$20,400
SUBTOTAL				\$3,910,115
CONTINGENCY (40%)				\$1,564,046
<b>ROADWAY SUBTOTAL</b>				<b>\$5,474,160</b>
<b>DESIGN/OTHER</b>				
ENGINEERING			9%	\$492,624
CONSTRUCTION ENGINEERING/MGMT			11%	\$592,158
<b>DESIGN SUBTOTAL</b>				<b>\$1,094,832</b>
<b>RIGHT-OF-WAY</b>				
UNDEVELOPED	ACRE		\$25,000	\$0
DEVELOPED	ACRE	0.00	\$900,000	\$0
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$0
<b>RIGHT-OF-WAY SUBTOTAL</b>				<b>\$0</b>
<b>PROJECT SUBTOTAL</b>				<b>\$6,568,993</b>

200 South ID: 1O				
From:	To:			
400 West	500 West			
New Major Local	Length of Project (Mi):	0.16		
Description	Unit	Quantity	Unit Cost	Estimated Cost
<b>ROADWAY</b>				
SURVEY	LUMP	1	3.0%	\$1,500
MOBILIZATION	LUMP	1	5.0%	\$2,400
BONDING	LUMP	1	2.5%	\$1,200
TRAFFIC CONTROL	LUMP	1	0.3%	\$200
SWPPP & BMPs	LUMP	1	1.0%	\$500
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	\$300
UTILITY RELOCATIONS	LUMP			\$0
REMOVALS	LUMP			\$0
CLEARING AND GRUBBING	ACRE	0.00	\$1,000.00	\$0
TRAIL	MI	0.16	\$296,600	\$47,456
STORM DRAIN SYSTEM	MI	0.16	\$450,000	
LANDSCAPING & FINISH ITEMS	LF	900	\$100.00	
PERMANENT SIGNING	LF	900	\$4.00	
SUBTOTAL				\$53,556
CONTINGENCY (40%)				\$21,422
<b>ROADWAY SUBTOTAL</b>				<b>\$74,978</b>
<b>DESIGN/OTHER</b>				
ENGINEERING			9%	\$6,748
CONSTRUCTION ENGINEERING/MGMT			11%	\$8,248
<b>DESIGN SUBTOTAL</b>				<b>\$14,996</b>
<b>RIGHT-OF-WAY</b>				
UNDEVELOPED	ACRE	0.00	\$25,000	\$0
DEVELOPED	ACRE	0.00	\$900,000	\$0
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$0
<b>RIGHT-OF-WAY SUBTOTAL</b>				<b>\$0</b>
<b>PROJECT SUBTOTAL</b>				<b>\$89,974</b>

Main Street to Mountain View Drive Connection ID: 2A				
From:	To:			
Mountain View Drive	Main Street			
New Major Local	Length of Project (Mi):	1.34		
Description	Unit	Quantity	Unit Cost	Estimated Cost
<b>ROADWAY</b>				
SURVEY	LUMP	1	3.0%	\$91,700
MOBILIZATION	LUMP	1	5.0%	\$152,700
BONDING	LUMP	1	2.5%	\$76,400
TRAFFIC CONTROL	LUMP	1	0.1%	\$3,100
SWPPP & BMPs	LUMP	1	1.0%	\$30,600
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	\$15,300
UTILITY RELOCATIONS	LUMP			\$0
REMOVALS	LUMP			\$61,100
CLEARING AND GRUBBING	ACRE	11.66	\$1,000.00	\$11,664
60' Urban AT	MI	1.34	\$1,273,316	\$1,701,830
STORM DRAIN SYSTEM	MI	1.34	\$450,000	\$601,440
LANDSCAPING & FINISH ITEMS	LF	7100	\$100.00	\$710,000
PERMANENT SIGNING	LF	7100	\$4.00	\$28,400
SUBTOTAL				\$3,484,235
CONTINGENCY (40%)				\$1,393,694
<b>ROADWAY SUBTOTAL</b>				<b>\$4,877,929</b>
<b>DESIGN/OTHER</b>				
ENGINEERING			9%	\$439,014
CONSTRUCTION ENGINEERING/MGMT			11%	\$536,572
<b>DESIGN SUBTOTAL</b>				<b>\$975,586</b>
<b>RIGHT-OF-WAY</b>				
UNDEVELOPED	ACRE	11.66	\$25,000	\$291,607
DEVELOPED	ACRE		\$900,000	
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$43,741
<b>RIGHT-OF-WAY SUBTOTAL</b>				<b>\$335,349</b>
<b>PROJECT SUBTOTAL</b>				<b>\$6,529,886</b>

East Belt Road ID: 2B				
From:	To:			
1030 East	Santaquin Boundary			
New Major Local	Length of Project (Mi):	0.28		
Description	Unit	Quantity	Unit Cost	Estimated Cost
<b>ROADWAY</b>				
SURVEY	LUMP	1	3.0%	\$19,300
MOBILIZATION	LUMP	1	5.0%	\$32,100
BONDING	LUMP	1	2.5%	\$16,100
TRAFFIC CONTROL	LUMP	1	0.1%	\$700
SWPPP & BMPs	LUMP	1	1.0%	\$6,500
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	\$3,300
UTILITY RELOCATIONS	LUMP			\$0
REMOVALS	LUMP			\$700
CLEARING AND GRUBBING	ACRE	2.44	\$1,000.00	\$2,444
60' Urban AT	MI	0.28	\$1,273,316	\$356,528
STORM DRAIN SYSTEM	MI	0.28	\$450,000	\$126,000
LANDSCAPING & FINISH ITEMS	LF	1500	\$100.00	\$150,000
PERMANENT SIGNING	LF	1500	\$4.00	\$6,000
SUBTOTAL				\$719,672
CONTINGENCY (40%)				\$287,869
<b>ROADWAY SUBTOTAL</b>				<b>\$1,007,541</b>
<b>DESIGN/OTHER</b>				
ENGINEERING			9%	\$90,679
CONSTRUCTION ENGINEERING/MGMT			11%	\$110,830
<b>DESIGN SUBTOTAL</b>				<b>\$201,508</b>
<b>RIGHT-OF-WAY</b>				
UNDEVELOPED	ACRE	2.44	\$25,000	\$61,091
DEVELOPED	ACRE		\$900,000	
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$9,164
<b>RIGHT-OF-WAY SUBTOTAL</b>				<b>\$70,255</b>
<b>PROJECT SUBTOTAL</b>				<b>\$1,358,907</b>

*Santaquin Active Transportation Plan*  
Santaquin

Center Street - South				ID: 2C
From:		To:		
Santaquin Canyon Entrance		900 South		
Widening to 3-Lane Collector		Length of Project (Mi):		0.19
Description	Unit	Quantity	Unit Cost	Estimated Cost
<b>ROADWAY</b>				
SURVEY	LUMP	1	3.0%	\$12,900
MOBILIZATION	LUMP	1	5.0%	\$21,400
BONDING	LUMP	1	2.5%	\$10,700
TRAFFIC CONTROL	LUMP	1	0.2%	\$900
SWPPP & BMPs	LUMP	1	1.0%	\$4,300
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	\$2,200
UTILITY RELOCATIONS	LUMP	1	6.0%	\$25,700
REMOVALS	LUMP	1	4.0%	\$17,100
CLEARING AND GRUBBING	ACRE	0.91	\$1,000.00	\$906
60' Urban AT	Mi	0.19	\$1,273.316	\$237,947
STORM DRAIN SYSTEM	Mi	0.19	\$450,000	\$84,090
LANDSCAPING & FINISH ITEMS	LF	1000	\$100.00	\$100,000
PERMANENT SIGNING	LF	1000	\$4.00	\$4,000
			SUBTOTAL	\$522,146
			CONTINGENCY (40%)	\$208,858
			<b>ROADWAY SUBTOTAL</b>	<b>\$731,004</b>
<b>DESIGN/OTHER</b>				
ENGINEERING			9%	\$65,790
CONSTRUCTION ENGINEERING/MGMT			11%	\$80,410
			<b>DESIGN SUBTOTAL</b>	<b>\$146,201</b>
<b>RIGHT-OF-WAY</b>				
UNDEVELOPED	ACRE		\$25,000	\$0
DEVELOPED	ACRE	0.91	\$900,000	\$815,410
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$122,316
			<b>RIGHT-OF-WAY SUBTOTAL</b>	<b>\$937,756</b>
			<b>PROJECT SUBTOTAL</b>	<b>\$1,859,031</b>

300 North / Lark Street		ID: 2F	
From:		To:	
Railroad Tracks		Orchard Lane	
Shared Roadway		Length of Project (Mi): 1.75	
Description	Unit	Quantity	Estimated Cost
<b>ROADWAY</b>			
SURVEY	LUMP	0	\$1,800
MOBILIZATION	LUMP	1	\$3,000
BONDING	LUMP	1	\$1,500
TRAFFIC CONTROL	LUMP	1	\$100
SWPPP & BMPs	LUMP	1	\$0
DUST AND DEBRIS CONTROL	LUMP	1	\$0
UTILITY RELOCATIONS	LUMP	1	\$0
REMOVALS	LUMP	1	\$0
CLEARING AND GRUBBING	ACRE	0.00	\$0
STRIPING	Mi	1.75	\$21,000
STORM DRAIN SYSTEM	Mi	1.75	\$0
LANDSCAPING & FINISH ITEMS	LF	9300	\$0
PERMANENT SIGNING	LF	9300	\$37,200
			SUBTOTAL \$64,600
			CONTINGENCY (40%) \$25,840
			<b>ROADWAY SUBTOTAL \$90,440</b>
<b>DESIGN/OTHER</b>			
ENGINEERING			\$8,140
CONSTRUCTION ENGINEERING/MGMT			\$9,948
			<b>DESIGN SUBTOTAL \$18,088</b>
<b>RIGHT-OF-WAY</b>			
UNDEVELOPED	ACRE	0.00	\$25,000
DEVELOPED	ACRE		\$900,000
RESIDENTIAL RELOCATIONS	EACH		\$0
BUSINESS RELOCATIONS	EACH		\$0
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		\$0
			<b>RIGHT-OF-WAY SUBTOTAL \$925,000</b>
			<b>PROJECT SUBTOTAL \$1,083,528</b>

300 West				ID: 2D
From:	To:			
Summit Ridge Parkway	500 South			
New Major Local	Length of Project (MI):			0.16
Description	Unit	Quantity	Unit Cost	Estimated Cost
<b>ROADWAY</b>				
SURVEY	LUMP	1	3.0%	\$13,400
MOBILIZATION	LUMP	1	5.0%	\$22,300
BONDING	LUMP	1	2.5%	\$11,200
TRAFFIC CONTROL	LUMP	1	0.3%	\$1,400
SWPPP & BMP	LUMP	1	1.0%	\$4,500
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	\$2,300
UTILITY RELOCATIONS	LUMP			\$0
REMOVALS	LUMP			\$0
CLEARING AND GRUBBING	ACRE	0.00	\$1,000.00	\$0
TRAIL	MI	1.49	\$296,600	\$441,934
STORM DRAIN SYSTEM	MI	0.26	\$450,000	\$117,000
LANDSCAPING & FINISH ITEMS	LF	900	\$100.00	\$90,000
PERMANENT SIGNING	LF	900	\$4.00	\$3,600
			SUBTOTAL	\$500,634
			CONTINGENCY (40%)	\$200,254
			<b>ROADWAY SUBTOTAL</b>	<b>\$700,888</b>
<b>DESIGN/OTHER</b>				
ENGINEERING			9%	\$63,080
CONSTRUCTION ENGINEERING/MGMT			11%	\$77,098
			<b>DESIGN SUBTOTAL</b>	<b>\$140,178</b>
<b>RIGHT-OF-WAY</b>				
UNDEVELOPED	ACRE	0.00	\$25,000	\$0
DEVELOPED	ACRE		\$900,000	\$0
RESIDENTIAL RELOCATIONS	EACH			\$0
BUSINESS RELOCATIONS	EACH			\$0
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$0
			<b>RIGHT-OF-WAY SUBTOTAL</b>	<b>\$0</b>
			<b>PROJECT SUBTOTAL</b>	<b>\$841,065</b>

200 East	To:	ID: ZG		
400 South	400 South			
Shared Roadway	Length of Project (Mi):	1.77		
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	0	3.0%	\$1,800
MOBILIZATION	LUMP	1	5.0%	\$3,000
BONDING	LUMP	1	2.5%	\$1,500
TRAFFIC CONTROL	LUMP	1	0.1%	\$100
SWPPP & BMPs	LUMP	1		\$C
DUST AND DEBRIS CONTROL	LUMP	1		\$C
UTILITY RELOCATIONS	LUMP	1		\$C
REMOVALS	LUMP	1		\$C
CLEARING AND GRUBBING	ACRE	0.00		\$C
STRIPING	Mi	1.77	\$12,000	\$21,246
STORM DRAIN SYSTEM	Mi	1.77		\$C
LANDSCAPING & FINISH ITEMS	LF	9400		\$C
PERMANENT SIGNING	LF	9400	\$4.00	\$37,600
				\$65,246
			CONTINGENCY (40%)	\$26,098
			ROADWAY SUBTOTAL	\$91,336
DESIGN/OTHER				
ENGINEERING			9%	\$8,220
CONSTRUCTION ENGINEERING/MGMT			11%	\$10,047
			DESIGN SUBTOTAL	\$18,267
RIGHT-OF-WAY				
UNDEVELOPED	ACRE	0.00	\$25,000	\$C
DEVELOPED	ACRE		\$900,000	\$C
RESIDENTIAL RELOCATIONS	EACH			\$C
BUSINESS RELOCATIONS	EACH			\$C
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$C
			RIGHT-OF-WAY SUBTOTAL	\$C
			PROJECT SUBTOTAL	\$109,603

4800 West / 200 North		To:		ID: 2E	
200 North		Strawberry Canal			
Shared Roadway		Length of Project (MI):		0.73	
Description	Unit	Quantity	Unit Cost	Estimated Cost	
<b>ROADWAY</b>					
SURVEY	LUMP	0	3.0%	\$0	
MOBILIZATION	LUMP	1	5.0%	\$0	
BONDING	LUMP	1	2.5%	\$0	
TRAFFIC CONTROL	LUMP	1	0.1%	\$0	
SWPPP & BARS	LUMP	1		\$0	
DUST AND DEBRIS CONTROL	LUMP	1		\$0	
UTILITY RELOCATIONS	LUMP	1		\$0	
REMOVALS	LUMP	1		\$0	
CLEARING AND GRUBBING	ACRE	0.00		\$0	
STRIPING	MI	0.73	\$12,000	\$8,760	
STORM DRAIN SYSTEM	MI	0.73		\$0	
LANDSCAPING & FINISH ITEMS	LF	3900		\$0	
PERMANENT SIGNING	LF	3900	\$4.00	\$15,600	
			SUBTOTAL	\$24,360	
			CONTINGENCY (40%)	\$9,744	
			<b>ROADWAY SUBTOTAL</b>	<b>\$34,104</b>	
<b>DESIGN/OTHER</b>					
ENGINEERING			9%	\$3,069	
CONSTRUCTION ENGINEERING/MGMT			11%	\$3,751	
			<b>DESIGN SUBTOTAL</b>	<b>\$6,821</b>	
<b>RIGHT-OF-WAY</b>					
UNDEVELOPED	ACRE	0.00	\$25,000	\$0	
DEVELOPED	ACRE		\$900,000	\$0	
RESIDENTIAL RELOCATIONS	EACH			\$0	
BUSINESS RELOCATIONS	EACH			\$0	
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$0	
			<b>RIGHT-OF-WAY SUBTOTAL</b>	<b>\$0</b>	
			<b>PROJECT SUBTOTAL</b>	<b>\$40,925</b>	

450 South		From:		ID: 2H	
400 East		To:		490 East	
Shared Roadway		Length of Project (MI):		0.49	
Description		Unit	Quantity	Unit Cost	Estimated Cost
<b>ROADWAY</b>					
SURVEY	LUMP	0	3.0%	\$500	
MOBILIZATION	LUMP	1	5.0%	\$900	
BONDING	LUMP	1	2.5%	\$500	
TRAFFIC CONTROL	LUMP	1	0.1%	\$100	
SWPPP & BMPs	LUMP	1		\$0	
CUT AND DEBRIS CONTROL	LUMP	1		\$0	
UTILITY RELOCATIONS	LUMP	1		\$0	
REMOVALS	LUMP	1		\$0	
CLEARING AND GRUBBING	ACRE	0.00		\$0	
STRIPING	MI	0.49	\$12,000	\$5,880	
STORM DRAIN SYSTEM	MI	0.49		\$0	
LANDSCAPING & FINISH ITEMS	LF	2600		\$0	
PERMANENT SIGNING	LF	2600	\$4.00	\$10,400	
			SUBTOTAL	\$18,280	
			CONTINGENCY (40%)	\$7,312	
			<b>ROADWAY SUBTOTAL</b>	<b>\$25,592</b>	
<b>DESIGN/OTHER</b>					
ENGINEERING			9%	\$2,303	
CONSTRUCTION ENGINEERING/MGMT			11%	\$2,815	
			<b>DESIGN SUBTOTAL</b>	<b>\$5,118</b>	
<b>RIGHT-OF-WAY</b>					
UNDEVELOPED	ACRE	0.00	\$25,000	\$0	
DEVELOPED	ACRE		\$900,000	\$0	
RESIDENTIAL RELOCATIONS	EACH			\$0	
BUSINESS RELOCATIONS	EACH			\$0	
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$0	
			<b>RIGHT-OF-WAY SUBTOTAL</b>	<b>\$0</b>	
			<b>PROJECT SUBTOTAL</b>	<b>\$30,710</b>	

400 East - South				ID: 2I	
From:		To:			
Future East Belt Road		Highland Drive			
Shared Roadway		Length of Project (Mi):		0.79	
Description	Unit	Quantity	Unit Cost	Estimated Cost	
ROADWAY					
SURVEY	LUMP	0	3.0%	\$800	
MOBILIZATION	LUMP	1	5.0%	\$1,400	
BONDING	LUMP	1	2.5%	\$700	
TRAFFIC CONTROL	LUMP	1	0.1%	\$100	
SWPPP & BMPs	LUMP	1		\$0	
DUST AND DEBRIS CONTROL	LUMP	1		\$0	
UTILITY RELOCATIONS	LUMP	1		\$0	
REMOVALS	LUMP	1		\$0	
CLEARING AND GRUBBING	ACRE	0.00		\$0	
STRIPING	MI	0.79	\$12,000	\$9,432	
STORM DRAIN SYSTEM	MI	0.79		\$0	
LANDSCAPING & FINISH ITEMS	LF	4200		\$0	
PERMANENT SIGNING	LF	4200	\$4.00	\$16,800	
			SUBTOTAL	\$29,232	
			CONTINGENCY (40%)	\$11,693	
			ROADWAY SUBTOTAL	\$40,925	
DESIGN/OTHER					
ENGINEERING			9%	\$3,683	
CONSTRUCTION ENGINEERING/MGMT			11%	\$4,500	
			DESIGN SUBTOTAL	\$8,183	
RIGHT-OF-WAY					
UNDEVELOPED	ACRE	0.00	\$25,000	\$0	
DEVELOPED	ACRE		\$900,000		
RESIDENTIAL RELOCATIONS	EACH				
BUSINESS RELOCATIONS	EACH				
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$0	
			RIGHT-OF-WAY SUBTOTAL	\$0	
			PROJECT SUBTOTAL	\$49,110	

Pathway Connecting S.R. 198 to Future BST					ID: 1J
From:		To:			
S.R. 198		Planned BST			
New Major Local		Length of Project (Mi):		0.38	
Description	Unit	Quantity	Unit Cost	Estimated Cost	
ROADWAY					
SURVEY	LUMP	1	3.0%	\$3,400	
MOBILIZATION	LUMP	1	5.0%	\$5,600	
BONDING	LUMP	1	2.5%	\$2,800	
TRAFFIC CONTROL	LUMP	1	0.3%	\$400	
SWPPP & BMP	LUMP	1	1.0%	\$1,200	
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	\$600	
UTILITY RELOCATIONS	LUMP			\$0	
REMOVALS	LUMP			\$0	
CLEARING AND GRUBBING	ACRE	0.00	\$1,000.00	\$0	
TRAIL	MI	0.38	\$296,600	\$111,818	
STORM DRAIN SYSTEM	MI	0.38	\$450,000		
LANDSCAPING & FINISH ITEMS	LF	2000	\$100.00		
PERMANENT SIGNING	LF	2000	\$4.00		
SUBTOTAL				\$125,818	
CONTINGENCY (40%)				\$50,327	
ROADWAY SUBTOTAL				\$176,145	
DESIGN/OTHER					
ENGINEERING			9%	\$15,853	
CONSTRUCTION ENGINEERING/MGMT			11%	\$19,376	
DESIGN SUBTOTAL				\$35,229	
RIGHT-OF-WAY					
UNDEVELOPED	ACRE	0.00	\$25,000	\$0	
DEVELOPED	ACRE	0.00	\$900,000	\$0	
RESIDENTIAL RELOCATIONS	EACH				
BUSINESS RELOCATIONS	EACH				
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$0	
RIGHT-OF-WAY SUBTOTAL				\$0	
PROJECT SUBTOTAL				\$211,375	

East Belt Road				ID: 3A	
From:		To:			
Extension of Main Street		Santaquin Canyon Road			
New Major Local		Length of Project (Mi):		0.99	
Description		Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY					
SURVEY	LUMP		1	3.0%	\$67,900
MOBILIZATION	LUMP		1	5.0%	\$113,200
BONDING	LUMP		1	2.5%	\$56,600
TRAFFIC CONTROL	LUMP		1	0.1%	\$2,300
SWPPP & BMPs	LUMP		1	1.0%	\$22,700
DUST AND DEBRIS CONTROL	LUMP		1	0.5%	\$11,400
UTILITY RELOCATIONS	LUMP		1	4.0%	\$90,500
REMOVALS	LUMP		1	8.0%	\$181,000
CLEARING AND GRUBBING	ACRE		7.19	\$1,000.00	\$7,191
60' Urban AT	MI		0.99	\$1,273,316	\$1,259,089
STORM DRAIN SYSTEM	MI		0.99	\$450,000	\$444,972
LANDSCAPING & FINISH ITEMS	LF		5300	\$100.00	\$530,000
PERMANENT SIGNING	LF		5300	\$4.00	\$21,200
				SUBTOTAL	\$2,808,053
				CONTINGENCY (40%)	\$1,123,221
				ROADWAY SUBTOTAL	\$3,931,274
DESIGN/OTHER					
ENGINEERING				9%	\$353,815
CONSTRUCTION ENGINEERING/MGMT				11%	\$432,400
				DESIGN SUBTOTAL	\$786,255
RIGHT-OF-WAY					
UNDEVELOPED	ACRE		7.19	\$25,000	\$179,787
DEVELOPED	ACRE			\$900,000	
RESIDENTIAL RELOCATIONS	EACH		1	\$3,000,000	\$3,000,000
BUSINESS RELOCATIONS	EACH				
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP			15%	\$476,968
				RIGHT-OF-WAY SUBTOTAL	\$3,656,755
				PROJECT SUBTOTAL	\$8,696,375

900 East - East Belt Road Connection				ID: 3B
From:		To:		
450 South		Future East Belt Road		
New Major Local		Length of Project (Mi):		0.25
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	\$17,200
MOBILIZATION	LUMP	1	5.0%	\$28,700
BONDING	LUMP	1	2.5%	\$14,400
TRAFFIC CONTROL	LUMP	1	0.1%	\$600
SWPPP & BMPs	LUMP	1	1.0%	\$5,800
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	\$2,900
UTILITY RELOCATIONS	LUMP			\$0
REMOVALS	LUMP			\$0
CLEARING AND GRUBBING	ACRE	1.79	\$1,000.00	\$1,793
60' Urban AT	MI	0.25	\$1,273,316	\$313,987
STORM DRAIN SYSTEM	MI	0.25	\$450,000	\$110,966
LANDSCAPING & FINISH ITEMS	LF	1400	\$100.00	\$140,000
PERMANENT SIGNING	LF	1400	\$4.00	\$5,600
			SUBTOTAL	\$641,946
			CONTINGENCY (40%)	\$256,778
			ROADWAY SUBTOTAL	\$898,724
DESIGN/OTHER				
ENGINEERING			9%	\$80,885
CONSTRUCTION ENGINEERING/MGMT			11%	\$98,860
			DESIGN SUBTOTAL	\$179,745
RIGHT-OF-WAY				
UNDEVELOPED	ACRE	1.79	\$25,000	\$44,835
DEVELOPED	ACRE		\$900,000	
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$6,725
			RIGHT-OF-WAY SUBTOTAL	\$51,560
			PROJECT SUBTOTAL	\$1,202,955

500 South			ID: 3C		
From:		To:			
Loop Trail		300 West			
Widening to 3-Lane Collector		Length of Project (Mi):		0.99	
Description		Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY					
SURVEY	LUMP		1	3.0%	\$68,200
MOBILIZATION	LUMP		1	5.0%	\$113,700
BONDING	LUMP		1	2.5%	\$56,900
TRAFFIC CONTROL	LUMP		1	0.2%	\$4,600
SWPPP & BMPs	LUMP		1	1.0%	\$22,800
DUST AND DEBRIS CONTROL	LUMP		1	0.5%	\$11,400
UTILITY RELOCATIONS	LUMP		1	8.0%	\$381,800
REMOVALS	LUMP		1	5.0%	\$113,700
CLEARING AND GRUBBING	ACRE	4.81		\$2,000.00	\$9,629
60' Urban AT	MI	0.99		\$1,273,316	\$1,264,414
STORM DRAIN SYSTEM	MI	0.99		\$450,000	\$446,854
LANDSCAPING & FINISH ITEMS	LF	5300		\$100.00	\$530,000
PERMANENT SIGNING	LF	5300		\$4.00	\$21,200
				SUBTOTAL	\$2,845,197
				CONTINGENCY (40%)	\$1,138,079
				ROADWAY SUBTOTAL	\$3,983,276
DESIGN/OTHER					
ENGINEERING				9%	\$358,495
CONSTRUCTION ENGINEERING/MGMT				11%	\$438,160
				DESIGN SUBTOTAL	\$796,655
RIGHT-OF-WAY					
UNDEVELOPED	ACRE			\$25,000	\$0
DEVELOPED	ACRE	1.81		\$900,000	\$1,624,924
RESIDENTIAL RELOCATIONS	EACH				
BUSINESS RELOCATIONS	EACH				
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP			15%	\$243,739
				RIGHT-OF-WAY SUBTOTAL	\$1,868,663
				PROJECT SUBTOTAL	\$6,887,628

200 West - Center					ID: 3D
From:		To:			
500 South		Main Street			
Widening to 3-Lane Collector		Length of Project (Mi):		0.56	
Description	Unit	Quantity	Unit Cost	Estimated Cost	
ROADWAY					
SURVEY	LUMP	1	3.0%	\$38,400	
MOBILIZATION	LUMP	1	5.0%	\$64,000	
BONDING	LUMP	1	2.5%	\$32,000	
TRAFFIC CONTROL	LUMP	1	0.2%	\$2,600	
SWPPP & BMP	LUMP	1	1.0%	\$12,800	
CUT AND DEBRIS CONTROL	LUMP	1	0.3%	\$6,400	
UTILITY RELOCATIONS	LUMP	1	4.0%	\$51,200	
REMOVALS	LUMP	1	6.0%	\$76,800	
CLEARING AND GRUBBING	ACRE	2.31	\$1,000	\$2,309	
60' Urban AT	MI	0.56	\$1,273.316	\$713,467	
STORM DRAIN SYSTEM	MI	0.56	\$450,000	\$252,145	
LANDSCAPING & FINISH ITEMS	LF	3000	\$100.00	\$300,000	
PERMANENT SIGNING	LF	3000	\$4.00	\$12,000	
SUBTOTAL				\$1,564,121	
CONTINGENCY (40%)				\$625,648	
ROADWAY SUBTOTAL				\$2,189,770	
DESIGN/OTHER					
ENGINEERING			9%	\$197,079	
CONSTRUCTION ENGINEERING/MGMT			11%	\$240,875	
DESIGN SUBTOTAL				\$437,954	
RIGHT-OF-WAY					
UNDEVELOPED	ACRE		\$25,000	\$0	
DEVELOPED	ACRE	0.00	\$900,000	\$0	
RESIDENTIAL RELOCATIONS	EACH				
BUSINESS RELOCATIONS	EACH				
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$0	
RIGHT-OF-WAY SUBTOTAL				\$0	
PROJECT SUBTOTAL				\$2,760,376	

**Santaquin Active Transportation Plan**  
Santaquin

Center Street					ID: 3E
From:	To:				
US 6	I-15				
Widening - Center St Cross Section		Length of Project (Mi):		0.70	
Description	Unit	Quantity	Unit Cost	Estimated Cost	
<b>ROADWAY</b>					
SURVEY	LUMP	1	3.0%	\$162,300	
MOBILIZATION	LUMP	1	5.0%	\$270,500	
BONDING	LUMP	1	2.5%	\$135,300	
TRAFFIC CONTROL	LUMP	1	2.0%	\$108,200	
SWPPP & BMPs	LUMP	1	1.0%	\$54,100	
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	\$27,100	
UTILITY RELOCATIONS	LUMP	1	6.0%	\$324,600	
REMOVALS	LUMP	1	12.0%	\$649,100	
CLEARING AND GRUBBING	ACRE	3.0	\$1,000.00	\$2,972	
CENTER STREET CROSS SECTION	MI	0.70	\$1,900,500	\$1,331,182	
NEW BRIDGE / BRIDGE WIDENING	SQ FT	22500	\$150	\$3,375,000	
STORM DRAIN SYSTEM	MI	0.70	\$450,000	\$315,197	
LANDSCAPING & FINISH ITEMS	LF	3700	\$100.00	\$370,000	
PERMANENT SIGNING	LF	3700	\$4.00	\$14,800	
				SUBTOTAL	
				\$7,140,351	
				CONTINGENCY (40%)	
				\$2,856,140	
				ROADWAY SUBTOTAL	
				\$9,996,492	
<b>DESIGN/OTHER</b>					
ENGINEERING			9%	\$899,684	
CONSTRUCTION ENGINEERING/MGMT			15%	\$1,499,474	
				DESIGN SUBTOTAL	
				\$2,399,158	
<b>RIGHT-OF-WAY</b>					
UNDEVELOPED	ACRE		\$25,000	\$0	
DEVELOPED	ACRE	3.0	\$900,000	\$2,674,400	
RESIDENTIAL RELOCATIONS	EACH				
BUSINESS RELOCATIONS	EACH				
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$401,160	
				RIGHT-OF-WAY SUBTOTAL	
				\$3,075,560	
				PROJECT SUBTOTAL	
				\$15,471,209	

400 North					ID: 3H
From:	To:				
300 West	4800 West				
Shared Roadway		Length of Project (Mi):		1.29	
Description	Unit	Quantity	Unit Cost	Estimated Cost	
<b>ROADWAY</b>					
SURVEY	LUMP	0	3.0%	\$1,300	
MOBILIZATION	LUMP	1	5.0%	\$2,200	
BONDING	LUMP	1	2.5%	\$1,100	
TRAFFIC CONTROL	LUMP	1	0.1%	\$100	
SWPPP & BMPs	LUMP	1		\$0	
DUST AND DEBRIS CONTROL	LUMP	1		\$0	
UTILITY RELOCATIONS	LUMP	1		\$0	
REMOVALS	LUMP	1		\$0	
CLEARING AND GRUBBING	ACRE	0.00		\$0	
STRIPING	MI	1.29	\$12,000	\$15,480	
STORM DRAIN SYSTEM	MI	1.29		\$0	
LANDSCAPING & FINISH ITEMS	LF	6000		\$0	
PERMANENT SIGNING	LF	6000	\$4.00	\$27,600	
				SUBTOTAL	
				\$47,780	
				CONTINGENCY (40%)	
				\$19,112	
				ROADWAY SUBTOTAL	
				\$66,892	
<b>DESIGN/OTHER</b>					
ENGINEERING			9%	\$6,020	
CONSTRUCTION ENGINEERING/MGMT			11%	\$7,358	
				DESIGN SUBTOTAL	
				\$13,378	
<b>RIGHT-OF-WAY</b>					
UNDEVELOPED	ACRE	0.00	\$25,000	\$0	
DEVELOPED	ACRE		\$900,000	\$0	
RESIDENTIAL RELOCATIONS	EACH				
BUSINESS RELOCATIONS	EACH				
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$0	
				RIGHT-OF-WAY SUBTOTAL	
				\$0	
				PROJECT SUBTOTAL	
				\$80,270	

Center Street					ID: 3F
From:	To:				
Ginger Gold Road	400 North				
Widening - Center St Cross Section		Length of Project (Mi):		0.84	
Description	Unit	Quantity	Unit Cost	Estimated Cost	
<b>ROADWAY</b>					
SURVEY	LUMP	1	3.0%	\$73,500	
MOBILIZATION	LUMP	1	5.0%	\$122,400	
BONDING	LUMP	1	2.5%	\$61,200	
TRAFFIC CONTROL	LUMP	1	2.0%	\$49,000	
SWPPP & BMPs	LUMP	1	1.0%	\$24,500	
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	\$12,300	
UTILITY RELOCATIONS	LUMP	1	6.0%	\$146,900	
REMOVALS	LUMP	1	4.0%	\$98,000	
CLEARING AND GRUBBING	ACRE	4.8	\$1,000	\$4,787	
CENTER STREET CROSS SECTION	MI	0.84	\$1,900,500	\$1,596,798	
STORM DRAIN SYSTEM	MI	0.84	\$450,000	\$378,000	
LANDSCAPING & FINISH ITEMS	LF	4500	\$100.00	\$450,000	
PERMANENT SIGNING	LF	4500	\$4.00	\$18,000	
				SUBTOTAL	
				\$3,035,474	
				CONTINGENCY (40%)	
				\$1,214,190	
				ROADWAY SUBTOTAL	
				\$4,249,664	
<b>DESIGN/OTHER</b>					
ENGINEERING			9%	\$382,470	
CONSTRUCTION ENGINEERING/MGMT			15%	\$637,450	
				DESIGN SUBTOTAL	
				\$1,019,919	
<b>RIGHT-OF-WAY</b>					
UNDEVELOPED	ACRE		\$25,000	\$0	
DEVELOPED	ACRE	4.8	\$900,000	\$4,307,929	
RESIDENTIAL RELOCATIONS	EACH				
BUSINESS RELOCATIONS	EACH				
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$646,189	
				RIGHT-OF-WAY SUBTOTAL	
				\$4,954,119	
				PROJECT SUBTOTAL	
				\$10,223,702	

200 West - North					ID: 3I
From:	To:				
Main Street / U.S. Highway 6	400 North				
Shared Roadway		Length of Project (Mi):		0.45	
Description	Unit	Quantity	Unit Cost	Estimated Cost	
<b>ROADWAY</b>					
SURVEY	LUMP	0	3.0%	\$500	
MOBILIZATION	LUMP	1	5.0%	\$800	
BONDING	LUMP	1	2.5%	\$400	
TRAFFIC CONTROL	LUMP	1	0.1%	\$100	
SWPPP & BMPs	LUMP	1		\$0	
DUST AND DEBRIS CONTROL	LUMP	1		\$0	
UTILITY RELOCATIONS	LUMP	1		\$0	
REMOVALS	LUMP	1		\$0	
CLEARING AND GRUBBING	ACRE	0.00		\$0	
STRIPING	MI	0.45	\$12,000	\$5,400	
STORM DRAIN SYSTEM	MI	0.45		\$0	
LANDSCAPING & FINISH ITEMS	LF	2400		\$0	
PERMANENT SIGNING	LF	2400	\$4.00	\$9,600	
				SUBTOTAL	
				\$16,800	
				CONTINGENCY (40%)	
				\$6,720	
				ROADWAY SUBTOTAL	
				\$23,520	
<b>DESIGN/OTHER</b>					
ENGINEERING			9%	\$2,117	
CONSTRUCTION ENGINEERING/MGMT			11%	\$2,587	
				DESIGN SUBTOTAL	
				\$4,704	
<b>RIGHT-OF-WAY</b>					
UNDEVELOPED	ACRE	0.00	\$25,000	\$0	
DEVELOPED	ACRE		\$900,000	\$0	
RESIDENTIAL RELOCATIONS	EACH				
BUSINESS RELOCATIONS	EACH				
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$0	
				RIGHT-OF-WAY SUBTOTAL	
				\$0	
				PROJECT SUBTOTAL	
				\$28,224	

400 East - North					ID: 3G
From:	To:				
400 North	Strawberry Canal				
New Major Local		Length of Project (Mi):		0.79	
Description	Unit	Quantity	Unit Cost	Estimated Cost	
<b>ROADWAY</b>					
SURVEY	LUMP	1	3.0%	\$7,100	
MOBILIZATION	LUMP	1	5.0%	\$11,800	
BONDING	LUMP	1	2.5%	\$5,900	
TRAFFIC CONTROL	LUMP	1	0.3%	\$800	
SWPPP & BMPs	LUMP	1	1.0%	\$2,400	
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	\$1,200	
UTILITY RELOCATIONS	LUMP	1		\$0	
REMOVALS	LUMP	1		\$0	
CLEARING AND GRUBBING	ACRE	0.00	\$1,000.00	\$0	
TRAIL	MI	0.79	\$296,600	\$234,314	
STORM DRAIN SYSTEM	MI	0.79	\$450,000		
LANDSCAPING & FINISH ITEMS	LF	4200	\$100.00		
PERMANENT SIGNING	LF	4200	\$4.00		
				SUBTOTAL	
				\$263,514	
				CONTINGENCY (40%)	
				\$105,406	
				ROADWAY SUBTOTAL	
				\$368,920	
<b>DESIGN/OTHER</b>					
ENGINEERING			9%	\$33,203	
CONSTRUCTION ENGINEERING/MGMT			11%	\$40,581	
				DESIGN SUBTOTAL	
				\$73,784	
<b>RIGHT-OF-WAY</b>					
UNDEVELOPED	ACRE	0.00	\$25,000	\$0	
DEVELOPED	ACRE		\$900,000	\$0	
RESIDENTIAL RELOCATIONS	EACH				
BUSINESS RELOCATIONS	EACH				
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$0	
				RIGHT-OF-WAY SUBTOTAL	
				\$0	
				PROJECT SUBTOTAL	
				\$442,704	

400 South				ID: 3J	
From:		To:			
200 West		200 East			
Shared Roadway		Length of Project (Mi):		0.44	
Description		Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY					
SURVEY		LUMP	0	3.0%	\$500
MOBILIZATION		LUMP	1	5.0%	\$800
BONDING		LUMP	1	2.5%	\$400
TRAFFIC CONTROL		LUMP	1	0.1%	\$100
SWPPPS & BMPs		LUMP	1		\$0
DUST AND DEBRIS CONTROL		LUMP	1		\$0
UTILITY RELOCATIONS		LUMP	1		\$0
REMOVALS		LUMP	1		\$0
CLEARING AND GRUBBING		ACRE	0.00		\$0
STRIPING		MI	0.44	\$12,000	\$5,280
STORM DRAIN SYSTEM		MI	0.44		\$0
LANDSCAPING & FINISH ITEMS		LF	2400		\$0
PERMANENT SIGNING		LF	2400	\$4.00	\$9,600
					\$16,880
					CONTINGENCY (40%)
					\$6,672
ROADWAY SUBTOTAL					\$23,352
DESIGN/OTHER					
ENGINEERING				9%	\$2,102
CONSTRUCTION ENGINEERING/MGMT				11%	\$2,569
DESIGN SUBTOTAL					\$4,670
RIGHT-OF-WAY					
UNDEVELOPED		ACRE	0.00	\$25,000	\$0
DEVELOPED		ACRE		\$900,000	
RESIDENTIAL RELOCATIONS		EACH			
BUSINESS RELOCATIONS		EACH			
ROW ACQUISITION (MAPS, APPRAISALS, ETC)		LUMP		15%	\$0
RIGHT-OF-WAY SUBTOTAL					\$0
PROJECT SUBTOTAL					\$28,022



Rail Trail ID: 3K				
From: Highline Canal Trail		To: Summit Ridge Parkway		
New Major Local		Length of Project (Mi): 3.73		
Description	Unit	Quantity	Unit Cost	Estimated Cost
<b>ROADWAY</b>				
SURVEY	LUMP	1	3.0%	\$33,400
MOBILIZATION	LUMP	1	5.0%	\$55,700
BONDING	LUMP	1	2.5%	\$27,900
TRAFFIC CONTROL	LUMP	1	0.3%	\$3,400
SWPPP & BMPs	LUMP	1	1.0%	\$11,200
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	\$5,600
UTILITY RELOCATIONS	LUMP			\$0
REMOVALS	LUMP			\$0
CLEARING AND GRUBBING	ACRE	6.78	\$1,000.00	\$6,782
TRAIL	MI	3.73	\$296,600	\$1,106,318
STORM DRAIN SYSTEM	MI	3.73	\$450,000	
LANDSCAPING & FINISH ITEMS	LF	19700	\$100.00	
PERMANENT SIGNING	LF	19700	\$4.00	
SUBTOTAL				\$1,250,300
CONTINGENCY (40%)				\$500,120
ROADWAY SUBTOTAL				\$1,750,420
<b>DESIGN/OTHER</b>				
ENGINEERING			9%	\$157,538
CONSTRUCTION ENGINEERING/MGMT			11%	\$192,546
DESIGN SUBTOTAL				\$350,084
<b>RIGHT-OF-WAY</b>				
UNDEVELOPED	ACRE	6.78	\$25,000	\$169,545
DEVELOPED	ACRE		\$900,000	
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$25,432
RIGHT-OF-WAY SUBTOTAL				\$194,977
PROJECT SUBTOTAL				\$2,295,481

Reservoir Loop Trail ID: 3L				
From: Rail Trail - Rail Crossing		To: Rail Trail		
New Major Local		Length of Project (Mi): 1.37		
Description	Unit	Quantity	Unit Cost	Estimated Cost
<b>ROADWAY</b>				
SURVEY	LUMP	1	3.0%	\$12,300
MOBILIZATION	LUMP	1	5.0%	\$20,500
BONDING	LUMP	1	2.5%	\$10,300
TRAFFIC CONTROL	LUMP	1	0.3%	\$1,300
SWPPP & BMPs	LUMP	1	1.0%	\$6,100
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	\$2,100
UTILITY RELOCATIONS	LUMP			\$0
REMOVALS	LUMP			\$0
CLEARING AND GRUBBING	ACRE	2.49	\$1,000.00	\$2,491
TRAIL	MI	1.37	\$296,600	\$406,342
STORM DRAIN SYSTEM	MI	1.37	\$450,000	
LANDSCAPING & FINISH ITEMS	LF	7300	\$100.00	
PERMANENT SIGNING	LF	7300	\$4.00	
SUBTOTAL				\$459,433
CONTINGENCY (40%)				\$183,773
ROADWAY SUBTOTAL				\$643,206
<b>DESIGN/OTHER</b>				
ENGINEERING			9%	\$57,889
CONSTRUCTION ENGINEERING/MGMT			11%	\$70,753
DESIGN SUBTOTAL				\$128,641
<b>RIGHT-OF-WAY</b>				
UNDEVELOPED	ACRE	2.49	\$25,000	\$62,273
DEVELOPED	ACRE		\$900,000	
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$9,341
RIGHT-OF-WAY SUBTOTAL				\$71,614
PROJECT SUBTOTAL				\$843,461

Orchard Pathway ID: 4A				
From: Highland Drive		To: Future Regional Park		
New Major Local		Length of Project (Mi): 0.94		
Description	Unit	Quantity	Unit Cost	Estimated Cost
<b>ROADWAY</b>				
SURVEY	LUMP	1	3.0%	\$8,500
MOBILIZATION	LUMP	1	5.0%	\$14,100
BONDING	LUMP	1	2.5%	\$7,100
TRAFFIC CONTROL	LUMP	1	0.3%	\$600
SWPPP & BMPs	LUMP	1	1.0%	\$2,900
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	\$1,500
UTILITY RELOCATIONS	LUMP			\$0
REMOVALS	LUMP			\$0
CLEARING AND GRUBBING	ACRE	1.71	\$1,000.00	\$1,709
TRAIL	MI	0.94	\$296,600	\$278,804
STORM DRAIN SYSTEM	MI	0.94	\$450,000	
LANDSCAPING & FINISH ITEMS	LF	5000	\$100.00	
PERMANENT SIGNING	LF	5000	\$4.00	
SUBTOTAL				\$315,513
CONTINGENCY (40%)				\$126,205
ROADWAY SUBTOTAL				\$441,718
<b>DESIGN/OTHER</b>				
ENGINEERING			9%	\$39,755
CONSTRUCTION ENGINEERING/MGMT			11%	\$48,589
DESIGN SUBTOTAL				\$88,344
<b>RIGHT-OF-WAY</b>				
UNDEVELOPED	ACRE	1.71	\$25,000	\$42,727
DEVELOPED	ACRE		\$900,000	
RESIDENTIAL RELOCATIONS	EACH			
I-15 Crossing	EACH	0	\$2,000,000	\$0
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$6,409
RIGHT-OF-WAY SUBTOTAL				\$49,136
PROJECT SUBTOTAL				\$579,198

Santaquin Canyon Pathway ID: 4C				
From: Santaquin Boundary		To: Santaquin Canyon		
New Major Local		Length of Project (Mi): 0.84		
Description	Unit	Quantity	Unit Cost	Estimated Cost
<b>ROADWAY</b>				
SURVEY	LUMP	1	3.0%	\$7,600
MOBILIZATION	LUMP	1	5.0%	\$12,600
BONDING	LUMP	1	2.5%	\$6,300
TRAFFIC CONTROL	LUMP	1	0.3%	\$800
SWPPP & BMPs	LUMP	1	1.0%	\$2,600
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	\$1,300
UTILITY RELOCATIONS	LUMP			\$0
REMOVALS	LUMP			\$0
CLEARING AND GRUBBING	ACRE	1.53	\$1,000.00	\$1,527
TRAIL	MI	0.84	\$296,600	\$249,144
STORM DRAIN SYSTEM	MI	0.84	\$450,000	
LANDSCAPING & FINISH ITEMS	LF	4500	\$100.00	
PERMANENT SIGNING	LF	4500	\$4.00	
SUBTOTAL				\$281,871
CONTINGENCY (40%)				\$112,749
ROADWAY SUBTOTAL				\$394,620
<b>DESIGN/OTHER</b>				
ENGINEERING			9%	\$35,516
CONSTRUCTION ENGINEERING/MGMT			11%	\$43,408
DESIGN SUBTOTAL				\$78,924
<b>RIGHT-OF-WAY</b>				
UNDEVELOPED	ACRE	1.53	\$25,000	\$38,182
DEVELOPED	ACRE		\$900,000	
RESIDENTIAL RELOCATIONS	EACH			
I-15 Crossing	EACH	0	\$2,000,000	\$0
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$5,727
RIGHT-OF-WAY SUBTOTAL				\$43,909
PROJECT SUBTOTAL				\$517,453



# Annexation Policy Plan & Map

Adopted December ?, 2022

Ordinance No. 12-??-2022



## ANNEXATION POLICY PLAN

### I. Introduction

In accordance with Section 10-2-401.5, Utah State Code, “no municipality may annex unincorporated area located within a specified county unless the municipality has adopted an annexation policy plan.” An Annexation Policy Plan is a guide for the City to make decisions regarding future annexations and helps the city plan for future expansion in conjunction with neighboring political entities. The Annexation Policy Plan works in conjunction with the general plan. Open communication between a city and other political entities, particularly Utah County, is a priority in the process of developing and implementing an Annexation Policy Plan. The following document addresses the requirements outlined in Section 10-2-401.5.

~~During the 2001 General Session, the Utah legislature adopted Chapter 206 of the State Code, pertaining to municipal annexations of property. It states in part, “after December 31, 2002, no municipality may annex an unincorporated area located within a specified county unless the municipality has adopted an annexation policy plan as provided in this section.”~~

~~Since this requirement was passed, Santaquin City adopted an annexation policy plan (Annexation Plan) in November 2002 (City Ordinance 11-02-2002). The expansion area shown in that plan was changed by adoption of the Santaquin City Long Range Master Plan on April 6, 2005. In October 2006, the City Council initiated a revision of the General Plan to address community character, increased development pressures and the City’s ability to provide services and facilities amidst unanticipated growth. These revisions would establish goals and policies to sustain a high quality of life for residents of the community and promote economic development for existing and future businesses. The Santaquin City General Plan: A Community Prospering in Country Living (General Plan) was adopted May 2, 2007 by Ordinance 05-02-2007, effective May 7, 2007. The City’s Annexation Policy Plan was amended June 15, 2007 in accordance with that plan. This current plan was adopted to address annexation petitions which were not within the previous plan boundaries.~~

### II. Purpose

The purpose of this plan is to remain in compliance with State requirements as well as the goals and policies of the recently adopted General Plan. The General Plan addresses the impacts of the City’s increasing population and demand for housing developments. It also outlines appropriate development types in unincorporated areas which the City may annex in the future. This plan establishes an expansion area and policies for expansion consistent with the General Plan.

### III. The Plan



## ANNEXATION POLICY PLAN

Utah State Code Annotated (UCA), Section 10-2-401.5 requires that each Policy Plan include the following:

- (a) A map of the expansion area which may include territory located outside the county in which the municipality is located;
- (b) A statement of the specific criteria that will guide the municipality's decision whether or not to grant future annexation petitions, addressing matters relevant to those criteria including:
  - (i) The character of the community;
  - (ii) The need for municipal services in developed and undeveloped unincorporated areas;
  - (iii) The municipality's plans for extension of municipal services;
  - (iv) How the services will be financed;
  - (v) An estimate of the tax consequences to residents both currently within the municipal boundaries and in the expansion area; and
  - (vi) The interests of all affected entities;
- (c) Justification for excluding from the expansion area any area containing urban development within 1/2 mile of the municipality's boundary; and
- (d) A statement addressing any comments made by affected entities at or within ten days after the public meeting required by U.C.A. 10-2-401.5.

### **IV. Map of the Expansion Area**

The amended expansion area map is attached hereto as Exhibit A.

### **V. Criteria for Granting of Future Annexation Petitions**

Except under the very limited circumstances established in section 10-2-418 of the Utah Code, the process of annexation does not occur without a petition that is signed by the owners of the majority of the privately owned property covered by the petition. The Santaquin City Council believes that annexation should only occur when: (1) the owners of the property and the City agree that annexation will benefit the owners of the property proposed for annexation; and (2) when the annexation will not result in substantial negative impact to existing residents of the City.

This Annexation Policy Plan includes certain areas that are covered by a pending petition for annexation into the City. Any petition must be evaluated under the criteria found in Utah State Code Title 10-2-403.5(3) which include the criteria below:

#### **Character of the Community**



## ANNEXATION POLICY PLAN

~~The General Plan title states that Santaquin is “A Community Prospering in Country Living.”~~ The community vision stated in the General Plan is:

~~“To provide a small-town atmosphere with well-planned and organized growth, a family oriented, clean, fun and friendly community that is a great place to live, a crossroads for southern Utah County characterized by its agricultural heritage, good parks and recreation facilities and a strong business tax base.”~~

“Santaquin residents enjoy living in a community featuring orchards, wilderness access, world-class recreation, a historical mining district, and working lands, while having access to regional opportunities—all hallmarks of the lifestyle that Santaquin residents have enjoyed for generations. Our families value these qualities and are committed to preserving Santaquin’s small town character while nurturing the City as it grows.”

Together, we will:

- Plan proactively, working with the market to encourage development patterns that align with community goals while honoring private property rights.
- Encourage a focused growth strategy as a part of actively supporting and preserving agricultural pursuits and community heritage.
- Expand opportunities for farmers to continue farming if they choose.
- Create and maintain a variety of welcoming neighborhoods so our families and future generations can thrive.
- Enhance downtown, creating a place to gather and enjoy time together.
- Grow our recreational opportunities to better enjoy our community, the mountains, and the great outdoors.”

The present boundaries of Santaquin City and most of the proposed Expansion Area includes a large amount of crop producing lands that are consistent with the City’s agricultural heritage. Having these lands in the City enables Santaquin to better encourage the future uses and development of the gateways to the City. The City also encourages planning and forethought regarding the considerable amount of vacant ground in the area.

Some of the area that is included in the amended Expansion Area includes sensitive lands that back onto United States Forest Service property or State of Utah Division of Wildlife Resource lands. Access to these public lands and associated recreation opportunities has been a major concern for residents of the area. With these lands in Santaquin City, access points, trails, and open space areas can be established, which allow continued access and enjoyment of public lands by area citizens and City residents.





## ANNEXATION POLICY PLAN

### The Need for Municipal Services in Developed and Undeveloped Unincorporated Areas

Services currently provided by Santaquin City include sewer and water systems, waste disposal, drainage and facilities for them, public utilities, rights-of-way, easements, police and fire protection, and other public services, including parks and recreation facilities. Many of these facilities or systems are addressed with the City's Capital Improvement Plans (CIP). These plans are an important part of the City's operations, and, periodically, must be reviewed and updated within the context of all General Plan or other CIP elements which may change against the broader context of economic, social, and political standards of the City. These plans should especially be reviewed when considering petitions for annexation of areas which do not currently have services or where services must be updated or improved to meet City standards.

Culinary and irrigation services for much of the northern plan area are currently serviced by the Spring Lake Water Users Association or private wells. Extension of the City's culinary and irrigation services will be development driven and financed. However, the City is presently expanding its ability to provide culinary and pressurized irrigation water in areas of the City and has contemplated additional capacity in lines where future development, including future development in the expansion area, is anticipated to occur in the near future. Until such time as City service lines are available, Santaquin will need to contract with the Spring Lake Water Users Association for continued services to those properties currently serviced. Persons utilizing well water will be able to continue use of those wells without having to dedicate them to the City before development of their property occurs.

Most of the existing homes within the expansion area utilize septic tanks for sewage disposal. Until additional trunk lines and a new wastewater treatment facility are constructed for Santaquin, these properties will be able to continue use of the septic system in accordance with State health codes and standards.

Waste disposal for most of the expansion area is currently handled through Utah County. Santaquin City contracts with a commercial waste disposal company and has provided in the service agreement for the availability for such service in areas that are annexed into the City.

Power needs in the areas north of the Highline Canal are handled through the South Utah Valley Electric Company. Santaquin will seek to establish appropriate franchise agreements with this company for continued service as needed.

Part of this area is currently within the Payson City EMS service area. However, the Santaquin City Department of Public Safety has also provided such service to the area as needed and with the recently completed expansion of its Public Safety facilities is



## ANNEXATION POLICY PLAN

equipped to provide Police, Fire, and EMS services in the expansion area in connection with reasonably anticipated growth.

### The Municipality's Plans for Extension of Municipal Services

As is discussed above, many homes and areas within this annexation plan are currently provided services through private or personal means. Police, Fire, EMS and Residential Waste Disposal services will be provided to all areas upon annexation and will be expanded as necessary with development. Extension of City utility services within this area will be based on development driven demands. Santaquin City has adopted, and regularly updates, capital facility master plans for water, sewer, storm drainage transportation, and park/recreational amenities. These plans include many of the areas outlined in the Annexation Policy Plan. When areas aren't included in the studies of the capital facility master plans, the City requires that studies are complete and the associated master plans are updated accordingly in order to provide sufficient capacity for future growth. ~~The City's General Plan, Chapter 7, Public Facilities and Services Element, outlines Goal and Policies for providing and extending public services. Those Goals and Policies include the following:~~

~~**Goal 1** Have a system of community facilities which provides for the general public safety, health, and welfare through efficient and effective delivery of high-quality public services.~~

~~**Policy 1** Have up to date Capital Improvement Plans which anticipate the needs of the City's infrastructure and facilities.~~

~~**Policy 2** Take advantage of new or expanded public facilities or services which can enhance the overall quality of life in Santaquin.~~

~~**Policy 3** Acquire and otherwise preserve sites for future community facilities within growth areas prior to new development.~~

~~**Policy 4** Cooperate with nearby communities, other governmental agencies, and public and private agencies to improve and expand the range and quality of public services and facilities available to Santaquin residents.~~

~~**Goal 2** Public buildings and facilities must be exemplary of high-quality facilities and services to be provided to the public.~~

~~**Policy 1** Provide and maintain adequate sites and facilities for all City departments.~~

~~**Policy 2** Ensure that all public sites and buildings are attractive and well-maintained, and that preventative maintenance is undertaken as required.~~



## ANNEXATION POLICY PLAN

**Policy 3** — ~~Future public buildings and facilities should be located in the City where they can be a resource and provide optimal service to the surrounding residents and property owners.~~

**Policy 4** — ~~The City Hall should be the primary focus for community activities and city administrative services.~~

**Policy 5** — ~~City facilities, especially those that citizens need to visit on a regular basis, should be grouped wherever possible.~~

**Goal 3** — ~~Provide the greatest level of service to the community with a limited amount of burden on the existing population of the City.~~

**Policy 1** — ~~New developments should provide for all of the required utilities and services to provide for its needs.~~

**Policy 2** — ~~Seek new sources of revenue, such as grants, donations, or low interest loans or bonding, to be utilized in the betterment of the community.~~

### How the services will be financed

Much of the infrastructure costs will be born by the developers of properties in the area. ~~Goal 3 Policy 2 of the General Plan, Chapter 7, Public Facilities and Services Element states that the City will “Seek new sources of revenue, such as grants, donations, or low interest loans or bonding, to be utilized in the betterment of the community.”~~ The City has also established Impact Fees, in accordance with U.C.A. 11-36: Impact Fees Act to help fund many improvements. Current impact fees include Water, Sewer, Public Safety, and Parks and Recreation. These impact fees are reviewed as needed. The City Council has initiated a study for a circulation impact fee as well as establishing a Santaquin Special Service District to provide City services.

### An estimate of the tax consequences to residents both currently within the municipal boundaries and in the expansion area

The following table shows the current tax rates in Santaquin and on those unincorporated properties around Santaquin.

Taxing Unit	Utah County District 120*	Utah County District 125*	Juab County**	Santaquin	
				Utah Co.*	Juab Co.**
County	0.000661	0.000661	0.001851	0.000661	0.001851
Central Utah Water	0.0004	0.0004	0.000400	0.0004	0.000400
State A/C	0.000015	0.000015	0.000015	0.000015	0.000015
Local A/C	0.000111	0.000111	0.000319	0.000111	0.000319
School	0.007583	0.007583	0.005539	0.007583	0.005539
Basic School			0.001652		0.001652
Charter School			0.000017		0.000017





## ANNEXATION POLICY PLAN

City				0.000935	0.000858
East Juab WCD			0.000140		0.000140
Law Enforcement					
Fire			0.000521		0.000521
Special District	0.001409	0.001156			
Total Tax Rate	0.010179	0.009926	0.010454	0.009705	0.011312

\* Information obtained from Utah County Auditors Website, July 26, 2022

\*\* Information obtained from Juab County Treasurers Office, July 28, 2022

~~The South County Animal Service District in Utah County is approved and functioning which may levy taxes in the future. This would increase the tax rate for both unincorporated and incorporated properties.~~

Currently Santaquin has a lower overall tax rate than those properties located in Districts [120](#) and [125](#) of Utah County. This is the majority of developed and useable properties between Spanish Fork and Santaquin. ~~Utah County District 125, which includes those lands which are limited by topography and have little development potential, does have a lower tax rate than Santaquin.~~ Those properties in Juab County would see an increase of ~~.001883~~ [0.000858](#) or ~~0.1883~~ [0.0858](#) percent if annexed into Santaquin.

### The Interests of All Affected Entities

After required notification was provided, the Santaquin City Planning Commission held a public meeting on [November 8, 2022](#) to discuss this plan with affected entities, as defined in Utah Code Ann. § 10-2-401 including Utah County, Juab County, the Towns of Genola and Rocky Ridge, and Nebo School District, and others in attendance. The following expressions of interest and concerns were raised by affected entities in attendance at that meeting.

- Rocky Ridge Planning Commission member, Dave Bunker, expressed interest in Santaquin City's future land use plans near the border of their community. Rocky Ridge anticipates additional housing to the west of their community and that the existing cabinet shop and industrial uses will remain. Mr. Bunker wanted to relate this information in order to coordinate planning efforts better with Santaquin.
- Responding to a recent annexation petition, Utah County expressed concern that annexation boundaries should be drawn to facilitate logical lines for the provision of services.

No other Affected Entity has commented or otherwise expressed interest to Santaquin City regarding the Annexation Policy Plan, including the proposed expansion area.



## ANNEXATION POLICY PLAN

Santaquin City's planning policies include coordination of land uses and circulation plans with neighboring jurisdictions and planning agencies. Santaquin City elected officials and staff will coordinate planning efforts with each adjacent jurisdiction.

### Comments from Other Entities

- Allan Christensen, representing the US Bureau of Reclamation and the Highline/Strawberry Canal property expressed concerns about utilities, fencing standards, and developments along the canal's right-of-way.

Santaquin City subdivision regulations require that any development along irrigation canals, railroads or State maintained roads, must seek approval from those affected agencies prior to final approvals from Santaquin City.

- Several property owners expressed concern about the dedication of Strawberry water rights to the city and how existing private delivery lines would be affected by future development.

Santaquin City has met with representatives of the Strawberry/Highline canal company to discuss these same issues. Santaquin City understands that all Strawberry water rights will remain with the land to which they are attached. Water rights will not be transferred to Santaquin City for general civic uses or for application to areas not previously benefiting from the shares. The canal company will continue to be responsible for delivery of that water, whether through existing private lines or through City controlled irrigation systems.

Any existing irrigation lines, ditches, easements, etc historically utilized for the delivery of water to private properties, will remain after annexation. Development around these lines must be coordinated and respect the existence of such. It is possible that some lines may be routed differently to increase development potential, but even this must be done in accordance with water users rights to those lines.

- One resident asked about the traffic impacts from future development in the area and how existing Spring Lake roads would be impacted.

Prior to any development occurring around Spring Lake, a traffic impact analysis will need to be prepared by a licensed traffic engineer. This analysis will need to address impacts on existing Santaquin City streets, I-15 and state highways. Recommendations from that analysis must be implemented to assure circulation and safety standards are met on all streets affected.

In addition to comments addressed above, [the Santaquin City Council and Payson City Council approved an inter-local agreement on April 7, 2021 to establish a future](#)



## ANNEXATION POLICY PLAN

~~boundary line between the respective cities (see Exhibit B). from affected entities at the March 27, 2008 Planning Commission meeting, Payson City has written a letter in protest of the annexation plan amendment. It states that 1) "there is an overlap interest between communities" and 2) the [Highline] canal is and has been a historic boundary between the two communities."~~

~~The overlap between the two community's policy plans is recognized by Santaquin City. Policy plans are not limiting upon other jurisdictions and do not prevent Payson from annexing areas within Santaquin's plan area where the overlap occurs. These plans are analytical studies for feasibility and policy which do greatly affect the long range planning efforts of a jurisdiction and the anticipated land uses, populations, resources, and revenue of a City. Additional discussion between elected bodies should take place to address this and limit waste of resources and time towards overlap areas. It is not uncommon for neighboring jurisdictions to establish inter-local agreements on matters like jurisdiction boundaries. No such agreements are in place or documented, especially relative to the highline canal being the "boundary between the two communities".~~

### VI. Urban Development within 1/2 mile of the Municipality's Boundary

There are currently no urban developments, as defined by U.C.A., Section 10-2-401 Definitions, within ½ mile of the City's boundary. However, the hamlet of Spring Lake, which is an unincorporated community, abuts this annexation plan area. The community consists of approximately 60 homes built on ½ acre or larger lots. This community was established about the same time as Santaquin and included the residence of Benjamin F. Johnson who settled Summit City (renamed Santaquin City). Residents in this area have a strong sense of identity and association amongst themselves as an independent affiliate with Payson or Santaquin. Many residents believe either Payson or Santaquin will annex them in the future, but prefer to remain disassociated with either at this time.

### VII. Additional Considerations

Section 10-2-401.5(4) of the Utah Code identifies areas to be considered by the Planning Commission and the City Council in establishing an Annexation Policy Plan. Each of these areas is listed in the chart below with a corresponding summary of the consideration.

Item for Consideration	Consideration
Attempts to avoid gaps between or overlaps with the expansion areas of other municipalities	<p>With this amendment, there are no gaps between the Santaquin, Genola, Rocky Ridge, or the Payson Expansion Areas.</p> <p>There is an existing overlap of 0.75 square miles or 480 acres with Genola. <del>Prior to this amendment there has been an overlap with Payson of nearly 3.8 square miles (over 2,400 acres). This amendment adds another 680 overlapping acres (1.06 square</del></p>



## ANNEXATION POLICY PLAN

	<p>miles)</p> <p><del>Santaquin City officials and Mayor have met with the Mayor and other representatives of Payson City to discuss this plan. The Payson City Council has also invited the Santaquin City Council to attend a meeting to discuss these overlap areas.</del></p>
Population growth projections for the municipality and adjoining areas for the next 20 years	<p>A development proposal for the majority of vacant ground south of Spring Lake could add over 400 homes (approx. 1500 people) to the area in the next 15 years. Other housing increases east of I-15 would likely be small ranchette or farm related housing in accordance with the City's General Plan.</p> <p>Projections for areas north of the City have been addressed in the Santaquin City General Plan: <del>A Community Prospering in Country Living.</del></p> <p>Future development on prime agriculture areas would be predicated upon the timing of the interchange installation at 12400 South and I-15. This will be a catalyst for larger commercial and housing related developments north of Santaquin City. The UDOT plans show this as a possibility after 2030.</p>
Current and projected costs of infrastructure, urban services, and public facilities necessary: (i) to facilitate full development of the area within the municipality (ii) to expand the infrastructure, services, and facilities into the area being considered for inclusion in the expansion area;	<p>Costs of materials to construct necessary infrastructure are continuing to increase. The ability of the City to finance future improvements and expand infrastructure has been addressed above and in the Santaquin City General Plan: <del>A Community Prospering in Country Living</del>, which is incorporated herein by reference. Capital Facilities studies have been initiated by the City to address costs for expansion of water systems, sewer expansion plans, roads, storm water, and parks facilities.</p>
in conjunction with the municipality's general plan, the need over the next 20 years for additional land suitable for residential, commercial, and industrial development	<p>Areas east of I-15 for commercial development will likely occur at the intersection of 12400 South and Highway 198. Other areas within the City have been designated in the General Plan for more intense commercial or industrial uses.</p>
the reasons for including agricultural lands, forests, recreational areas, and wildlife management areas in the municipality	<p><b>Agricultural Lands</b></p> <p>This is addressed in detail within the Santaquin City General Plan: <del>A Community Prospering in Country Living</del>. Santaquin City was recognized by the State legislature in 2007 for its efforts to establish a State Farming Heritage District in the area. The large amounts of crop producing lands and equestrian focused properties within this plan are consistent with this recognition and the City's agricultural heritage.</p> <p><b>Forest Lands</b></p> <p>40 acres of currently USDA Forest Service property has been included in the expansion area. These lands were included because the Uinta National Forest had suggested exchanging the property to private ownership.</p> <p><b>Recreational Lands</b></p>



## ANNEXATION POLICY PLAN

	<p>There are no Federal or State Recreation lands included in the Expansion Area</p> <p><b>Wildlife Management Areas</b></p> <p>The Plan includes approximately 350 acres of BLM or State-owned ground in the northwest area. This property is included because of future development potential and to avoid gaps between the Genola and Santaquin expansion areas.</p> <p>Near the south end of the expansion area the City has included nearly 400 acres of State-owned property currently used for Elk management. Of the 400 acres only 60 acres could be easily developed for commercial purposes being located within 300 feet of the southern Santaquin I-15 interchange. Note: State law dictates that Fire protection on State owned property which has been incorporated must be paid for by the City in which the property is located.</p>
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### VIII. Conclusions

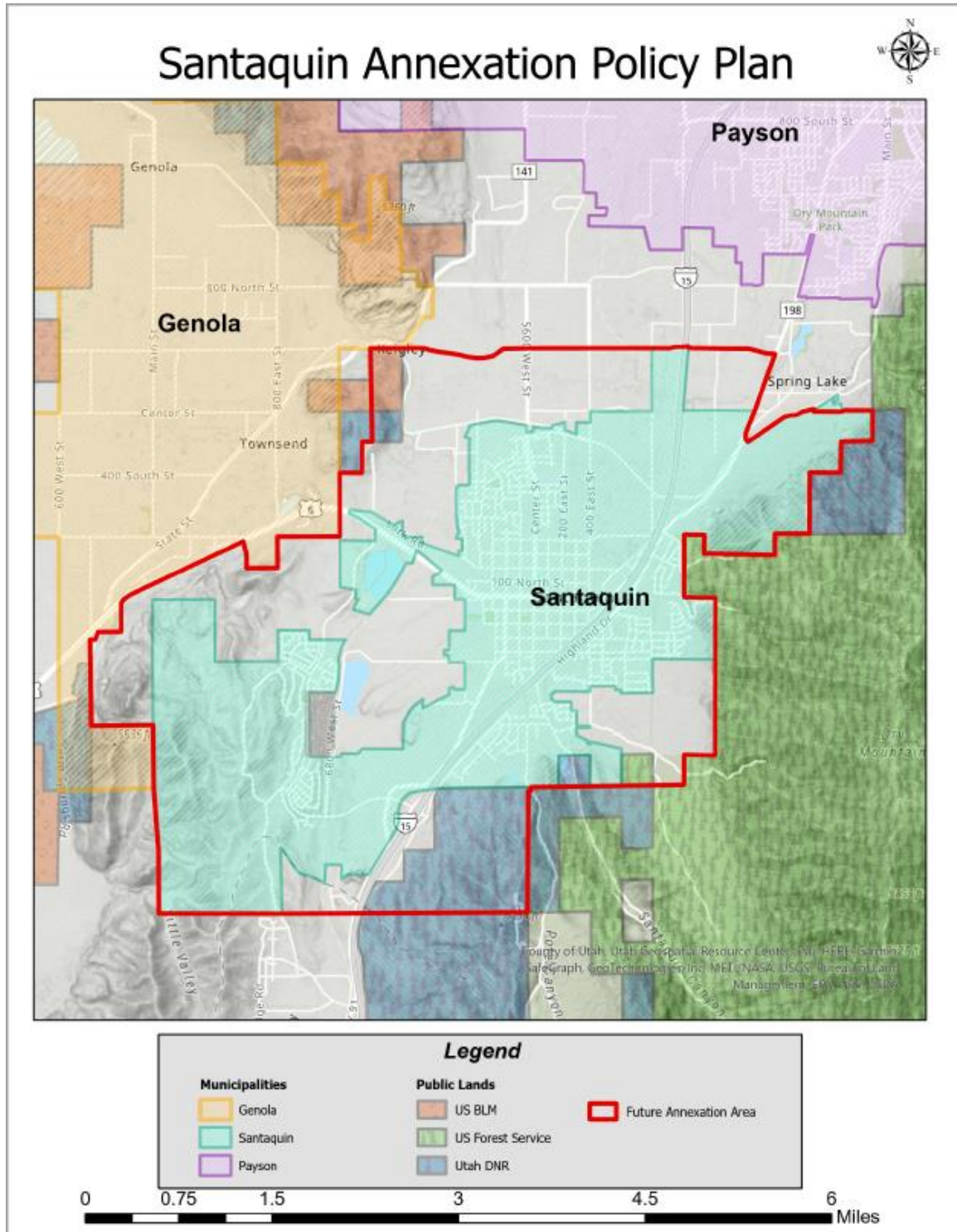
This plan addresses each of the items required by U.C.A. 10-2-401.5. It is created to comply with State requirements and further the goals and policies of the Santaquin City General Plan: ~~A Community Prospering in Country Living~~. Santaquin City's aim is to provide a small-town atmosphere with well-planned and organized growth, a family oriented, clean, fun and friendly community that is a great place to live, a crossroads for southern Utah County characterized by its agricultural heritage, good parks and recreation facilities and a strong business tax base. The acceptance of future annexation petitions and development proposals should be based on adherence to this plan and the General Plan of the City.





## ANNEXATION POLICY PLAN

### Santaquin City Annexation Policy Plan – Exhibit A





## ANNEXATION POLICY PLAN

### Inter-Local Agreement with Payson City – Exhibit B

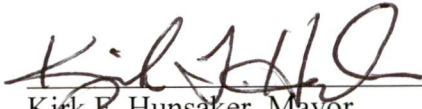


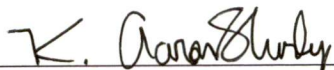
**RESOLUTION 04-07-2021**  
**A RESOLUTION APPROVING AN ADDENDUM TO**  
**INTERLOCAL COOPERATION AGREEMENT ESTABLISHING**  
**THE PAYSON/SANTAQUIN ANNEXATION BOUNDARY**

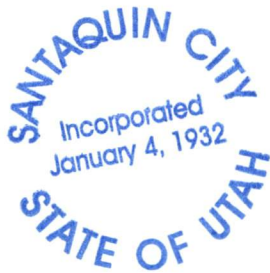
**SECTION 1:** The attached document represents an Addendum to the Interlocal Cooperation Agreement Establishing the Payson/Santaquin Annexation Boundary

**SECTION 2:** This Resolution shall become effective upon passage.

Approved on this the 6<sup>th</sup> day of April 2021.

  
Kirk F. Hunsaker, Mayor

  
K. Aaron Shirley, City Recorder





**ADDENDUM TO INTERLOCAL COOPERATION AGREEMENT ESTABLISHING  
THE PAYSON/SANTAQUIN ANNEXATION BOUNDARY**

WHEREAS, Payson and Santaquin ("Cities") entered into an Interlocal Cooperation Agreement ("Agreement") on August 25, 2011; and

WHEREAS, the Cities created the Agreement to reach the goal of deciding upon a common boundary line along Payson's southern border and Santaquin's northern border. The agreement also contemplated an Interstate 15 interchange in the area and the Cities sharing sales tax revenue generated within 2000 feet of the interchange for 50 years; and

WHEREAS, the Agreement term was for 10 years and expires on August 25, 2021; and

WHEREAS, the Cities agree to abide by the Agreement through the expiration on August 25, 2021; and


WHEREAS, pursuant to Section 10-2-401.5(6) Utah Code Annotated, two or more cities can cooperate and negotiate in establishing each municipality's expansion area under an annexation policy plan.

NOW THEREFORE the parties hereto contract, covenant, and agree as follows:


1. The Cities agree to immediately request their respective Planning Commissions commence the process to amend their Annexation Policy Plans to establish a common annexation policy plan boundary line at 12400 South west of I-15 and east of I-15 to SR198 as described in Exhibit A, and will in good faith work together to get the Interstate 15 interchange at 12400 South; and
2. The Cities intent is to amend and retract their respective Annexation Policy Plans to reflect 12400 South as the expansion area boundary line between the Cities pursuant to Section 10-2-401.5 Utah Code Annotated.
3. The Cities agree to consent in writing to annexation of parcels within the overlapped area and consistent with the boundaries established in this Addendum until August 25, 2021.
4. The Cities will continue to agree to equally share the sales tax revenue generated within 2000 feet of the new Interstate 15 interchange through August 25, 2061 irrespective of location.
5. Santaquin will take the necessary steps to disconnect the portion of its city, as described in Exhibit B, in order to keep the Spring Lake Community together and to be included in Payson's Annexation Policy Plan.
6. The cities will continue to work together on land use and utility planning. This will be important for the future interchange area.
7. The provisions of this Addendum will survive the expiration of the Agreement.

Dated this 7th day of April, 2021.


## PAYSON CITY

  
William R. Wright, Mayor

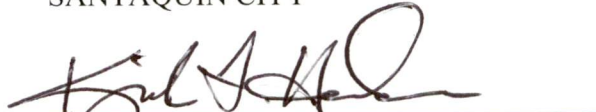
ATTEST:

  
Kim E. Holindrake, City Recorder

APPROVED AS TO FORM

  
Jason Sant, Payson City Attorney

## SANTAQUIN CITY

  
Kirk F. Hunsaker, Mayor

ATTEST:

  
Aaron Shirley, City Recorder

APPROVED AS TO FORM

  
Brett Rich, Santaquin City Attorney



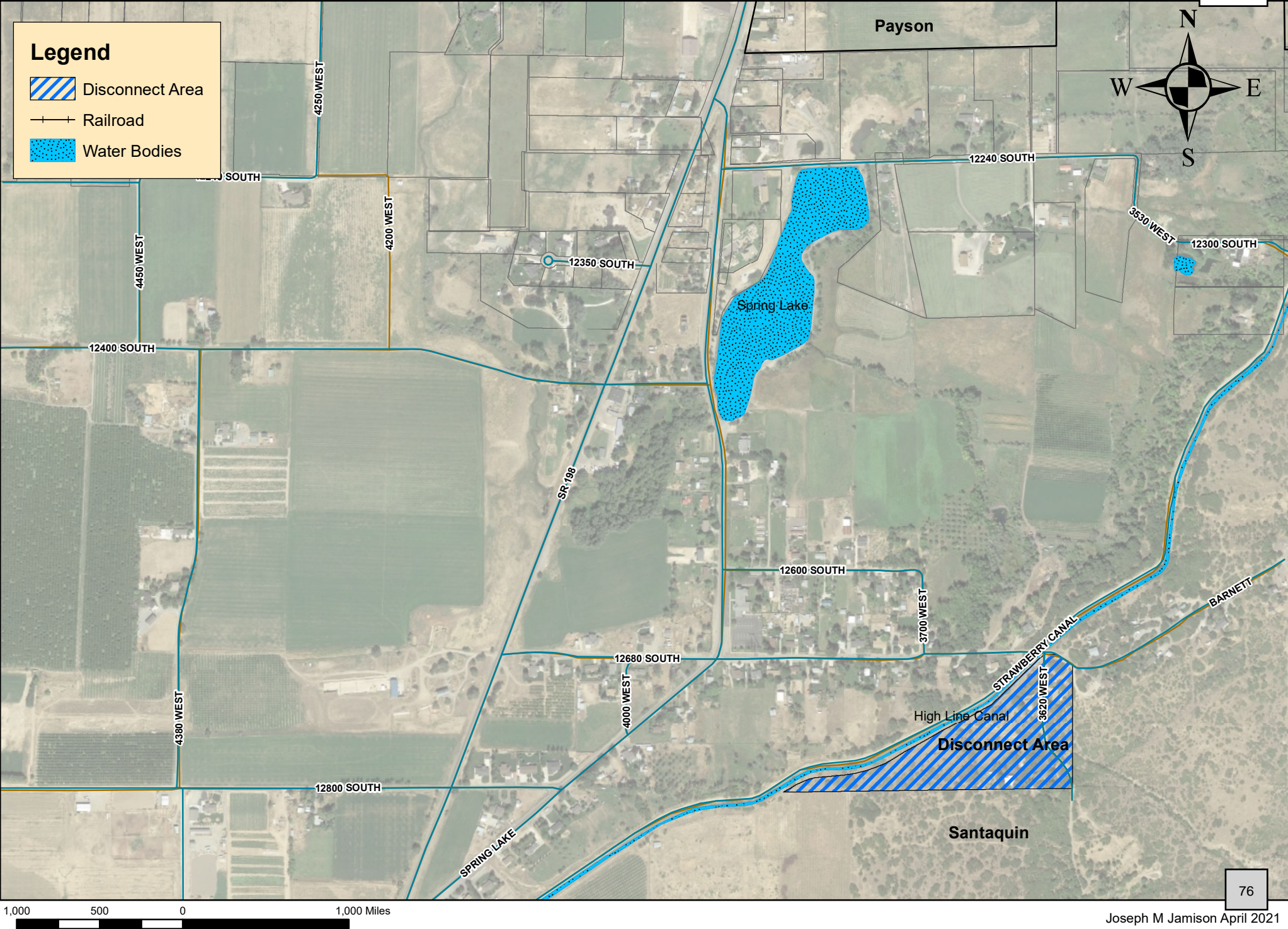
*Item 2.*





# EXHIBIT B

Item 2.



# MEMO



To: Planning Commission

From: Jason Bond, Assistant City Manager

Date: November 4, 2022

Re: **Proposed Amendment Related to Detached Accessory Dwelling Units**

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On October 18, 2022, the City Council review the proposed amendment which would allow detached accessory dwelling units in the R-10 zone. Before the meeting, the Councilmembers received some concerns and ask that the Planning Commission review the draft language again with the expressed concerns in mind.

The concerns expressed are related to privacy, ownership, turnover, and enforcement. Specifics related to these concerns will be discussed in more detail at the meeting. Reviewing the language again with the concerns in mind will facilitate further considerations or confirmation of the Planning Commission's original recommendation.

**Staff Recommendation:** It is recommended that the Planning Commission review the expressed concerns regarding the proposal to allow detached accessory dwelling units within the R-10 zone to determine if more language needs to added or changed. Then provide a recommendation to the City Council.

## **ORDINANCE NO. 10-02-2022**

**AN ORDINANCE AMENDING SANTAQUIN CITY CODE TO MODIFY REGULATIONS FOR DETACHED ACCESSORY DWELLING UNITS AND PERMIT DETACHED ACCESSORY DWELLING UNITS IN THE R-10 RESIDENTIAL ZONE, PROVIDING FOR CODIFICATION, CORRECTION OF SCRIVENER'S ERRORS, SEVERABILITY, AND AN EFFECTIVE DATE FOR THE ORDINANCE.**

**WHEREAS**, the City of Santaquin is a fourth class city of the state of Utah; and

**WHEREAS**, the City Council has specific authority pursuant to Title 10, Chapter 9a Utah Code Ann. (1953 as amended) to adopt a zoning plan including an ordinance and map which divide the municipality into districts or zones and within such districts to regulate the erection, construction, reconstruction, alteration, repair and uses of buildings and structures and the uses of land; and

**WHEREAS**, the state legislature has granted general welfare power to the City Council, independent, apart from, and in addition to, its specific grants of legislative authority, which enables the city to pass ordinances which are reasonably and appropriately related to the objectives of that power, i.e. providing for the public safety, health, morals, and welfare; and

**WHEREAS**, the City Council desires to amend Santaquin City Code Title 10, Chapter 16, Section 080 and Title 10, Chapter 20, Section 080 to modify some regulations for and permit detached accessory dwelling units in the R-10 Residential Zone; and

**WHEREAS**, the City Council hereby implements one of their strategies in the Moderate-Income Housing Plan, as required by Utah Code Annotated 10-9a-408, in order address the need for moderate income housing within Santaquin City; and

**WHEREAS**, the Santaquin City Planning Commission held a public hearing on October 11, 2022, which hearing was preceded by the posting of public notice in at least three public places within the City limits of Santaquin City; and

**WHEREAS**, after the noted public hearing, the Santaquin City Planning Commission forwarded a recommendation to the City Council;

**NOW, THEREFORE, BE IT ORDAINED** by the City Council of Santaquin City, State of Utah, as follows:

### **Section I. Amendments**

**Title 10 Chapter 16 Section 080 is amended as follows:** (underlined text is added, stricken text is deleted)

#### **10.16.080 ACCESSORY DWELLING UNITS**



- A. Number of Accessory Dwelling Units: A maximum of one accessory dwelling unit, either attached or detached, shall be allowed on any one parcel.
- B. Attached (i.e., Accessory Apartments): Attached accessory dwelling units shall be allowed in any residential zone, subject to the following criteria: (Ord. 2-01-2002, 2-5-2002, eff. 2-5-2002; amd. Ord. 03-02-2007, 3-7-2007)
  - 1. Location: Attached accessory dwelling units shall not be allowed on any parcel except those containing a single-family dwelling.
  - 2. Parking: Any property containing an attached accessory dwelling unit shall provide two off-street parking spaces for residents of the unit. Tandem parking will not qualify as approved parking.
  - 3. Utility Meters: A single-family dwelling with an attached accessory dwelling unit may have up to two (2) meters for each water and pressurized irrigation service. (Ord. 04-01-2003, 4-2-2003, eff. 4-3-2003; amd. Ord. 03-02-2007, 3-7-2007)
  - 4. Building Code: All construction and remodeling shall comply with building codes in effect at the time of construction or remodeling. (Ord. 2-01-2002, 2-5-2002, eff. 2-5-2002; amd. Ord. 04-01-2003, 4-2-2003, eff. 4-3-2003; Ord. 03-02-2007, 3-7-2007)
  - 5. Building Entrances: In order to preserve the single-family residential appearance of the building, a new single-family structure approved with an attached accessory dwelling unit shall not have a separate entrance at the front of the building or side of the building facing a street where the sole purpose of the entrance is to provide access to the attached accessory dwelling unit. An attached accessory dwelling unit approved in an existing structure may use existing entrances on any side of the structure. (Ord. 04-01-2003, 4-2-2003, eff. 4-3-2003; amd. Ord. 03-02-2007, 3-7-2007)
  - 6. Construction And Remodeling: Any person constructing, causing the construction of a residence that has an attached accessory dwelling unit, remodeling, or causing the remodeling of a residence for an attached accessory dwelling unit, or any person desiring an attached accessory dwelling unit shall obtain a building permit from the city of Santaquin. Before a permit may be issued, the applicant shall:
    - a. Submit a site plan drawn accurately to scale that shows property lines and dimensions, the location of existing buildings and building entrances, proposed buildings or additions, dimensions from buildings or additions to property lines, the location of parking stalls, and utility meters.
    - b. Include detailed floor plans drawn to scale with labels on rooms indicating uses or proposed uses.
    - c. Pay fees in accordance with the city of Santaquin resolution establishing fees and charges.
  - 7. Prior Uses: For preexisting attached accessory dwelling units, a permit for the attached accessory dwelling unit shall be required, in addition to any permit required for the work to be done, at such time that construction, remodeling, or change of use occurs to the structure in which the attached accessory dwelling unit is located. The city building official shall issue a



permit for any such attached accessory dwelling unit prior to construction, remodeling, or change of use and upon finding compliance with the uniform building code and the following conditions:

- a. The attached accessory dwelling unit is in compliance with the zoning ordinance, and
  - b. A building permit was issued when the unit was constructed or remodeled. If no building permit was issued at the time of construction or remodeling, the applicant shall pay an inspection fee and the chief building official (CBO) or designee shall inspect the unit for life safety violations. All violations identified by the CBO shall be corrected before a permit may be issued. (Ord. 2-01-2002, 2-5-2002, eff. 2-5-2002; amd. Ord. 04-01-2003, 4-2-2003, eff. 4-3-2003; Ord. 03-02-2007, 3-7-2007)
8. Other Similar Units: Attached accessory dwelling units shall include basement rentals, caretaker apartments, and other units of a similar nature and shall be a permitted use in all zones where single-family dwellings are permitted. (Ord. 04-01-2003, 4-2-2003, eff. 4-3-2003; amd. Ord. 03-02-2007, 3-7-2007)
- C. Detached (i.e., Cottages, Casitas): Detached accessory dwelling units shall be allowed in the Main Street Residential (MSR) area of the Main Street Business District zone, ~~and~~ the Residential R-8 zone, and the Residential R-10 zone, subject to the following criteria:
  1. Location: Detached accessory dwelling units shall only be allowed in the rear yard of a single-family dwelling. Detached accessory dwelling units cannot be subdivided from the primary dwelling and cannot be sold separately from the primary dwelling. Either the primary dwelling or the detached accessory dwelling unit need to be owner occupied. Detached accessory dwelling units cannot be leased for a term longer than 2 years without a renewal agreement.
  2. Size and Setbacks: The maximum footprint of a detached accessory dwelling unit shall be 800 square feet. The maximum square footage of a detached accessory dwelling unit shall be 1,600 square feet. The maximum height of a detached accessory dwelling unit shall not exceed the height of the primary dwelling unit or 24 feet, whichever is less. The setbacks of a detached accessory dwelling unit shall be at least 12 feet from the primary dwelling and 8 feet from the side and rear property lines.
  3. Foundation: Detached accessory dwelling units shall be on a permanent foundation. Recreational vehicles and mobile homes shall not be considered detached accessory dwelling units.
  4. Design: The architectural style and color of a detached accessory dwelling unit shall be compatible with the primary dwelling and approved by the Zoning Administrator.
  5. Garages: Accessory dwelling units which are connected to a detached garage, together, shall not exceed a height of 24 feet regardless of the height of the primary dwelling. The maximum square footage of an accessory dwelling unit, inclusive of the garage area, shall be 1,600 square feet. A

carport will not be counted towards the square footage of the accessory dwelling unit, but it must meet the setback requirements in Subsection C2 of this Section.

6. Parking: Any property containing a detached accessory dwelling unit shall provide two off-street parking spaces for residents of the unit. Tandem parking will not qualify as approved parking.
7. Utility Meters: A single-family dwelling with a detached accessory dwelling unit may have up to two (2) meters for each water and pressurized irrigation service.
8. Trash: Each detached accessory dwelling unit shall have their own trash can.
9. Building Code: All construction and remodeling shall comply with building codes in effect at the time of construction or remodeling.
10. Construction And Remodeling: Any person constructing, causing the construction of a residence that has a detached accessory dwelling unit, remodeling, or causing the remodeling of a residence for a detached accessory dwelling unit, or any person desiring a detached accessory dwelling unit shall obtain a building permit from the city of Santaquin. Before a permit may be issued, the applicant shall:
  - a. Submit a site plan drawn accurately to scale that shows property lines and dimensions, the location of existing buildings and building entrances, proposed buildings or additions, dimensions from buildings or additions to property lines, the location of parking stalls, and utility meters.
  - b. Include detailed floor plans drawn to scale with labels on rooms indicating uses or proposed uses.
  - c. Pay fees in accordance with the city of Santaquin resolution establishing fees and charges.
11. Prior Uses: For preexisting detached accessory dwelling units, a permit for the detached accessory dwelling unit shall be required, in addition to any permit required for the work to be done, at such time that construction, remodeling, or change of use occurs to the structure in which the detached accessory dwelling unit is located. The city building official shall issue a permit for any such detached accessory dwelling unit prior to construction, remodeling, or change of use and upon finding compliance with the uniform building code and the following conditions:
  - a. The detached accessory dwelling unit is in compliance with the zoning ordinance, and
  - b. A building permit was issued when the unit was constructed or remodeled. If no building permit was issued at the time of construction or remodeling, the applicant shall pay an inspection fee and the chief building official (CBO) or designee shall inspect the unit for life safety violations. All violations identified by the CBO shall be corrected before a permit may be issued.

**Title 10 Chapter 20 Section 080 is amended as follows:** (underlined text is added, stricken text is deleted)

**10.20.080 R-10 RESIDENTIAL ZONE**

- A. Objectives And Characteristics: The objective in establishing the R-10 Residential Zone is to encourage the creation and maintenance of residential areas within the City which are characterized by smaller to medium sized lots on which single-family dwellings are situated, surrounded by well kept lawns, trees, and other plantings. A minimum of vehicular and pedestrian traffic and quiet residential conditions favorable to family living are also characteristic of this zone. The uses permitted in this zone shall be single-family dwellings and certain other public facilities needed to promote and maintain stable residential neighborhoods. (Ord. 04-01-2003, 4-2-2003, eff. 4-3-2003)

In order to accomplish the objectives and purposes of this title and to promote the characteristics of this zone, the following regulations shall apply in the R-10 Zone. (Ord. 2-01-2002, 2-5-2002, eff. 2-5-2002)

- B. Permitted Uses: Land uses in the R-10 Residential Zone are permitted as follows. Alphabetic use designations in the table below have the following meanings:

P	The listed use is a permitted use within the represented area, based on City development standards and ordinances.
C	The listed use requires a conditional use permit within the represented area in addition to complying with all applicable development standards and ordinances.
N	The listed use is a prohibited use within the represented area.

Use	R-10
<a href="#">Accessory use</a>	P
Adult daycare	C
Assisted living facility - large	C
Assisted living facility - small	P/C
Caretaker facilities associated with a permitted or conditional use	C
Cemeteries	P

Child daycare centers	C
<a href="#">Dwelling, accessory unit attached</a>	<a href="#">P</a>
<a href="#">Dwelling, accessory unit detached</a>	<a href="#">P</a>
<a href="#">Dwellings, single-family detached</a>	<a href="#">P</a>
Golf courses and golf clubhouses (private and public)	P
Gravel, sand, earth extraction, and mass grading when necessary to accomplish the intent of a development project permitted within and in association with the R-10 Zone and with City Council approval and Planning Commission recommendation for approval of a plan detailing the scope and time schedule for the work to be done	C
Home occupations, in accordance with SCC 10.40	P/C
Large scale developments	C
Parks	P
Public and quasi-public buildings	P
Recreational vehicle (RV) parks	N
Religious center	P
Residential facilities for persons with a disability pursuant to SCC 10.60	P
Residential facilities for the elderly pursuant to SCC 10.56	P
Residential support facility	P
Schools	P
Sheltered workshop	C
<del>Single family dwellings and related accessory uses</del>	<del>P</del>

Telecommunications sites. See SCC 10.16.340 paragraph D	
Temporary uses, subject to the provisions of SCC 10.16.300	P
Treatment facility	N

(Ord. 07-01-2011, 7-27-2011, eff. 7-28-2011; amd. Ord. 03-02-2014, 4-16-2014, eff. 4-17-2014; Ord. 02-01-2018, 2-7-2018, eff. 2-8-2018)

## **Section II. Severability**

If any part of this ordinance or the application thereof to any person or circumstances shall, for any reason, be adjudged by a court of competent jurisdiction to be unconstitutional or invalid, such judgment shall not affect, impair or invalidate the remainder of this ordinance or the application thereof to other persons and circumstances, but shall be confined to its operation to the section, subdivision, sentence or part of the section and the persons and circumstances directly involved in the controversy in which such judgment shall have been rendered. It is hereby declared to be the intent of the City Council that this section would have been adopted if such invalid section, provisions, subdivision, sentence or part of a section or application had not been included.

## **Section III. Contrary Provisions Repealed**

Any and all other provisions of the Santaquin City Code that are contrary to the provisions of this Ordinance are hereby repealed.

## **Section IV. Codification, Inclusion in the Code, and Scrivener's Errors**

It is the intent of the City Council that the provisions of this ordinance be made part of the Santaquin City Code as adopted, that sections of this ordinance may be re-numbered or re-lettered, and that the word ordinance may be changed to section, chapter, or other such appropriate word or phrase in order to accomplish such intent regardless of whether such inclusion in a code is accomplished. Typographical errors which do not affect the intent of this ordinance may be authorized by the City without need of public hearing by its filing a corrected or re-codified copy of the same with the City Recorder.

## **Section V. Posting and Effective Date**

This ordinance shall become effective at 5:00 p.m. on Wednesday, October 19, 2022. Prior to that time, the City Recorder shall deposit a copy of this ordinance in the official records of the City and place a copy of this ordinance in three places within the City.

PASSED AND ADOPTED this 18<sup>th</sup> day of October 2022.

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Daniel M. Olson, Mayor

Councilmember Art Adcock	Voted	___
Councilmember Elizabeth Montoya	Voted	___
Councilmember Lynn Mecham	Voted	___
Councilmember Jeff Siddoway	Voted	___
Councilmember David Hathaway	Voted	___

ATTEST:

\_\_\_\_\_  
Amalie R. Ottley, City Recorder

STATE OF UTAH                    )  
   ) ss.  
 COUNTY OF UTAH                )

I, AMALIE R. OTTLEY, City Recorder of Santaquin City, Utah, do hereby certify and declare that the above and foregoing is a true, full, and correct copy of an ordinance passed by the City Council of Santaquin City, Utah, on the 18<sup>th</sup> day of October 2022, entitled

**“AN ORDINANCE AMENDING SANTAQUIN CITY CODE TO MODIFY REGULATIONS FOR DETACHED ACCESSORY DWELLING UNITS AND PERMIT DETACHED ACCESSORY DWELLING UNITS IN THE R-10 RESIDENTIAL ZONE, PROVIDING FOR CODIFICATION, CORRECTION OF SCRIVENER’S ERRORS, SEVERABILITY, AND AN EFFECTIVE DATE FOR THE ORDINANCE.”**

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Corporate Seal of Santaquin City Utah this 18<sup>th</sup> day of October 2022.

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Amalie R. Ottley  
 Santaquin City Recorder

(SEAL)

## AFFIDAVIT OF POSTING

STATE OF UTAH                    )  
   ) ss.  
 COUNTY OF UTAH                )

I, Amalie R. Ottley, City Recorder of Santaquin City, Utah, do hereby certify and declare that I posted in three (3) public places the ordinance, which is attached hereto on the 18<sup>th</sup> day of October 2022.

The three places are as follows:

1.       Zions Bank
2.       Post Office
3.       City Office

I further certify that copies of the ordinance so posted were true and correct copies of said ordinance.

\_\_\_\_\_  
 Amalie R. Ottley  
 Santaquin City Recorder

The foregoing instrument was acknowledged before me this \_\_\_\_ day of \_\_\_\_\_, 20\_\_, by Amalie R. Ottley.

\_\_\_\_\_  
 Notary Public





## **PUBLIC NOTICE**

### **2023 Planning Commission and Development Review Committee (DRC) Schedules**

Notice is hereby given that the 2023 Planning Commission and DRC Meetings will be held on the 2<sup>nd</sup> and 4<sup>th</sup> Tuesdays of every month in the Santaquin City Offices, 275 West Main Street in the Court Room/Council Chambers (2<sup>nd</sup> Floor).

DRC Meetings will be at 10:00 a.m.

Planning Commission Meetings will be at 7:00 p.m.

Special and Emergency Meetings may be called as deemed necessary.

Meetings may also be viewed on the Santaquin City YouTube Channel.

Public meetings will be shown live on the Santaquin City YouTube Channel, which can be found at [https://www.youtube.com/channel/UCTzZT\\_yW2H2Hd-58M2\\_ddSw](https://www.youtube.com/channel/UCTzZT_yW2H2Hd-58M2_ddSw)

The undersigned duly appointed City Recorder for the municipality of Santaquin City hereby certifies that a copy of the foregoing Public Notice was posted on [www.santaquin.org](http://www.santaquin.org), Santaquin City social media sites, posted in three physical locations within the city, and posted on the State of Utah's Public Notice website.

City Recorder, Amalie R. Ottley

DRC & PLANNING COMMISSION

January 10, 2023

January 24, 2023

February 14, 2023

February 28, 2023

March 14, 2023

March 28, 2023

April 11, 2023

April 25, 2023

May 9, 2023

May 23, 2023

June 13, 2023

June 27, 2023

July 11, 2023

July 25, 2023

August 8, 2023

August 22, 2023

September 12, 2023

September 26, 2023

October 10, 2023

October 24, 2023

November 14, 2023

November 28, 2023

December 12, 2023

*December 26, 2023 (No Meeting, Christmas holiday)*



**Planning Commission Members in Attendance:** Commissioners Trevor Wood, Kylie Lance, BreAnna Nixon, Nicci McNeff, Andrea Howard, Michael Weight, Drew Hoffman, and Michael Romero.

**Others in Attendance:** Assistant City Manager Jason Bond, Senior Planner Loren Wiltse, Recorder Amalie Ottley, Assistant Kathy Swenson, Jimmy DeGraffreid representing the Cortland Park development, and City Councilor Jeff Siddoway.

Various members of the public attended the meeting.

Commission Chair Trevor Wood called the meeting to order at 7:00 p.m.

#### **INVOCATION/INSPIRATIONAL THOUGHT**

An inspirational thought was offered by Commissioner Kylie Lance.

#### **PLEDGE OF ALLEGIANCE**

The pledge of allegiance was led by Assistant Manager Bond.

#### **ORDER OF AGENDA ITEMS**

#### **PUBLIC FORUM**

Commission Chair Wood opened the public forum at 7:03 p.m.

No members of the public wished to address the Planning Commission.

Commission Chair Wood closed the public forum at 7:03 p.m.

#### **DISCUSSION & POSSIBLE ACTION ITEMS:**

##### **1. Cortland Park Preliminary Review**

Assistant Manager Bond presented the 102-unit multifamily subdivision located at approximately 200 N and 400 E. Assistant Manager Bond showed the amenities that the development will include. He also stated that the project will go to an Architectural Review Committee (ARC) for approval of the architectural designs and visual aspects of the buildings and landscaping.

The commission discussed parking and ADA stalls in the development. Commissioner Nixon requested that ADA parking stalls be centered more in front of buildings 9,7,5, and 2 to allow for easier disability access to those buildings. The commission also discussed traffic flows and routes around the development. Commissioner Weight inquired about where the dumpsters are located at the site. Assistant Manager Bond pointed out on the plans the locations of dumpsters. Commission Chair Wood approved of the access between the development and the Macey's grocery store stating that it will allow for homeowners to walk back and forth to the store more easily. The commission discussed snow removal at the site. Jimmy DeGraffenreid spoke to potential snow removal ideas at different locations in the parking lot(s). Mr. DeGraffenreid has confidence that a solution for snow removal will be forthcoming, and they will do their best to make sure multiple parking spaces aren't taken. The commission discussed CC&Rs and HOA guidelines. Commissioner Nixon inquired about owner-occupied units versus rentals and discussed with Commissioner Lance the contingencies for homeowner

financing. Mr. DeGraffenreid discussed the difficulty regulating or enforcing percentages of rentals or owned units in a development. The commission discussed storage closets at each unit and the aesthetics. Commissioner Weight mentioned that CC&Rs and HOAs commonly enforce clutter on balconies at their condominiums/apartments. The commission discussed parking on 200 North for overflow. Assistant Manager Bond stated that the curb on 200 North will be painted red to address parking concerns. The commission also discussed ADA access along sidewalks and accessibility to the buildings and surrounding commercial areas. Commission Chair Wood inquired about the fencing at the site. The commission discussed the grading, retaining walls, and fencing between the site and the Macey's store. Commissioner McNeff inquired about plans for lighting to make sure residents are safe. Assistant Manager Bond stated that generally, photometric plans are required to be submitted with the development agreement to meet city code and are review during the final stages. Mr. DeGraffenreid addressed phasing and stages for the site, stating that it will be completed in two phases to make sure appropriate access for the phases are maintained throughout construction. The commission discussed amenities for the site and when they will be completed per the development agreement. Commissioner McNeff inquired about speed bumps or traffic control on the site. The commission discussed that speed bumps would likely impede snow removal and won't be placed in the private parking lot. Commissioner Lance reiterated that FHA financing for first-time homeowners and the requirement for 70% ownership of the units. The commission discussed possible soundproofing in the gym area to allow for the neighboring residents to have an enjoyable experience living in that building. Commissioner Nixon inquired about water retention and soil testing. Assistant Manager Bond confirmed that engineering has completed all the required testing at the site to meet city code. Commissioner McNeff approved of the community's ability to meet the needs of many types of residents.

Commissioner Hoffman made a motion to make a positive recommendation to the City Council to approve the Cortland Park Preliminary Plan with the conditions that all redlines are addressed, that photometric plans are approved by the city, and to move ADA parking stalls to more central locations in front of buildings 9,7,5, and 2. Commissioner Lance seconded the motion.

Commissioner Wood	Yes
Commissioner Lance	Yes
Commissioner Hoffman	Yes
Commissioner Howard	Yes
Commissioner McNeff	Yes
Commissioner Nixon	Yes
Commissioner Weight	Yes
Commissioner Romero	Yes

The motion was unanimously approved.

## 2. Approval of Meeting Minutes

Commissioner Nixon made a motion to approve the Planning Commission Meeting Minutes from September 13, 2022. Commissioner Howard seconded the motion.

Commissioner Wood	Yes
Commissioner Lance	Yes
Commissioner Hoffman	Yes
Commissioner Howard	Yes

Commissioner McNeff	Yes
Commissioner Nixon	Yes
Commissioner Weight	Yes
Commissioner Romero	Yes

The motion was unanimously approved.

Commissioner Howard made a motion to approve the Planning Commission Meeting minutes from October 11, 2022. Commissioner McNeff seconded the motion.

Commissioner Wood	Yes
Commissioner Lance	Yes
Commissioner Hoffman	Yes
Commissioner Howard	Yes
Commissioner McNeff	Yes
Commissioner Nixon	Yes
Commissioner Weight	Yes
Commissioner Romero	Yes

The motion was unanimously approved.

#### **Other Business**

Assistant Manager Bond reminded commission members of an upcoming MAG Statewide Growth Workshop on November 7<sup>th</sup>, 2022 in Provo, Utah.

Assistant Manager Bond also advised of the Annexation Policy Update that has been and will continue to be noticed to the public per Utah State guidelines. He stated that a Public Hearing will need to be held at the end of November and asked if commissioners would be available for a short meeting to have a hearing and make a possible recommendation to the City Council. Commission members confirmed their availability and the city will move forward with public noticing and hearings.

Assistant Manager Bond spoke to a recent request from the City Council for the Planning Commission to re-evaluate the ordinance allowing Detached Accessory Dwelling Units in the R10 Zone at an upcoming meeting. He also addressed the Active Transportation Plan that will be considered at a Public Hearing at the next meeting.

Commissioner Lance inquired about the progress of the new city hall building. Assistant Manager Bond confirmed that the anticipated move in date is Spring 2023. Commissioner Lance also inquired about construction on the north side of 400 East at the Nebo School District property. Assistant Manager Bond confirmed that the Nebo School District is planning to move some FHA buildings and activities offsite from Payson High School while it's under construction. He also confirmed that their activities fall in line with city code.

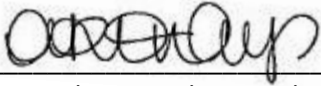
#### **Adjournment**

Commissioner Wood made a motion to adjourn the meeting. Motion seconded by Commissioner McNeff.

Commissioner Wood	Yes
Commissioner Lance	Yes
Commissioner Hoffman	Yes
Commissioner Howard	Yes
Commissioner McNeff	Yes
Commissioner Nixon	Yes
Commissioner Weight	Yes
Commissioner Romero	Yes

The motion was unanimously approved.

Meeting adjourned at 7:53 p.m.



City Recorder – Amalie R. Ottley

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Commission Chair – Trevor Wood