



April 2, 2009

MPE, Inc.  
Mr. Pat Sweeney  
P.O. Box 2429  
Park City, UT 84060

**RE: Treasure CUP Review  
Lowell Avenue Improvements  
Opinion Summary**

Mr. Sweeney;

Alta Engineering was contracted to review The Treasure Hill Traffic Impact Analysis Report dated July, 2004 and associated addendums prepared by Project Engineering Consultants (PEC) and the Traffic Review of the PEC reports contained in a Technical Memorandum dated July 20, 2005 prepared by Fehr and Peers (FP) Transportation Consultants and to respond to The Park City (PCMC) Planning staff's requests contained in a letter dated February 24, 2009 from Ms. Katie Cattan.

Attached are sheets OS 1.0 through OS 8.0 that have been submitted to the PCMC planning department for review and inclusion as presentations at the planning commission public meeting scheduled for April 22, 2009.

The above referenced reports were reviewed. Road cross sections and parking/ snow storage recommendations were studied when placed in the existing right of way of Lowell Avenue. It was found that the cross section and snow storage recommendations contained in the FP Technical Memorandum are the most practical and result in the lowest grading impact to the existing right of way. Fehr & Peers found the existing Lowell Avenue cross section with the snow storage/ parking recommendations could adequately handle the projected additional Treasure traffic volumes with an acceptable level of service and has the capacity for the anticipated winter season PM peak hour traffic volumes. Accordingly, the FP cross section and snow storage recommendations have been chosen as the proposed cross section for the Lowell Avenue improvements and are the limits that are shown on the attached submittal documents.

An existing conditions cross section survey was performed on Lowell Avenue in February of 2009. The data obtained allowed analysis of the FP roadway cross section with the addition of a five foot side walk on the downhill (east) side of Lowell Avenue. The existing back of curb on the east side of Lowell was used as the starting point of the

proposed cross section as this option will have the lowest impact on both the existing residences and existing grade.

The proposed cross section and sidewalk was placed within the existing Lowell Avenue right of way. A retaining wall was introduced on the uphill (west) side of Lowell. The retaining wall will vary in height from a minimum of two feet to an expected maximum height of 5.4 feet under this scenario. The FP cross section proposed can be accommodated within the existing Lowell Avenue right of way with a minimal impact to existing residences and a modest retaining wall on the west side Lowell Avenue. The snow storage and parking recommendations made by Fehr & Peers offer the PCMC traffic and maintenance managers the most flexibility in operating and maintaining the access roadway with the lowest impact to the existing residences. It is for these reasons the FP cross section and recommendations have been submitted.

Other options contained within the PEC report as well as variations on the FP cross section placement and geometry could also be accommodated within the Lowell right of way and could be considered during the final design of the Lowell Avenue improvements.

Sincerely,



Robert J. McMahon, P.E.; P.L.S.