



## ALPINE CITY COUNCIL MEETING AGENDA

NOTICE is hereby given that the CITY COUNCIL of Alpine City, Utah will hold a Public Meeting on **Tuesday, February 12, 2019 at 7:00 pm** at Alpine City Hall, 20 North Main, Alpine, Utah as follows:

- I. **CALL MEETING TO ORDER** \*Council Members may participate electronically by phone.
  - A. **Roll Call:** Mayor Troy Stout
  - B. **Prayer:** Ramon Beck
  - C. **Pledge of Allegiance:** By invitation
- II. **CONSENT CALENDAR**
  - A. **Minutes of the Alpine City Council Meeting held January 22, 2019**
  - B. **Award Bid for PI Meter Project - Phase 3**
- III. **PUBLIC COMMENT**
- IV. **REPORTS and PRESENTATIONS**
  - A. **Mountainville Academy Traffic Study**
- V. **ACTION/DISCUSSION ITEMS**
  - A. **Appointment of Planning Commission Member:** The City Council will consider an appointment to the Planning Commission.
  - B. **Goeckeritz Subdivision, Plat C - Plat Amendment -Quinn Goeckeritz:** The City Council will consider approving a right-of-way dedication in order to adjust the boundary line between two lots in the existing subdivision.
  - C. **Conrad's Landing Subdivision, Plat C - Final Plat Approval - Steve McArthur:** The City Council will consider approving the final plat for the subdivision located at 267 W. Sunset Dr. consisting of 7 lots on 4.19 acres in the CR-20,000 zone.
  - D. **Three Falls Ranch Development Agreement Amendments:** The City Council will review proposed amendments to the Three Falls Ranch Development Agreement.
  - E. **Resolution No. R2019-03 - Alpine City Personnel Policy and Procedure Manual - Clarification on Holiday Overtime Pay.**
- VI. **STAFF REPORTS**
- VII. **COUNCIL COMMUNICATION**
- VIII. **EXECUTIVE SESSION:** Discuss litigation, property acquisition or the professional character, conduct or competency of personnel.

**ADJOURN**

Mayor Troy Stout  
February 8, 2019

THE PUBLIC IS INVITED TO PARTICIPATE IN ALL CITY COUNCIL MEETINGS. If you need a special accommodation to participate, please call the City Recorder's Office at (801) 756-6347 x 4.

CERTIFICATE OF POSTING. The undersigned duly appointed recorder does hereby certify that the above agenda notice was on the bulletin board located inside City Hall at 20 North Main and sent by e-mail to The Daily Herald located in Provo, UT, a local newspaper circulated in Alpine, UT. This agenda is also available on our web site at [www.alpinecity.org](http://www.alpinecity.org) and on the Utah Public Meeting Notices website at [www.utah.gov/pmn/index.html](http://www.utah.gov/pmn/index.html)

# PUBLIC MEETING AND PUBLIC HEARING ETIQUETTE

**Please remember all public meetings and public hearings are now recorded.**

- All comments **must** be recognized by the Chairperson and addressed through the microphone.
- When speaking to the Planning Commission/City Council, please stand, speak slowly and clearly into the microphone, and state your name and address for the recorded record.
- Be respectful to others and refrain from disruptions during the meeting. Please refrain from conversation with others in the audience as the microphones are very sensitive and can pick up whispers in the back of the room.
- Keep comments constructive and not disruptive.
- Avoid verbal approval or dissatisfaction of the ongoing discussion (i.e., booing or applauding).
- Exhibits (photos, petitions, etc.) given to the City become the property of the City.
- Please silence all cellular phones, beepers, pagers or other noise making devices.
- Be considerate of others who wish to speak by limiting your comments to a reasonable length, and avoiding repetition of what has already been said. Individuals may be limited to two minutes and group representatives may be limited to five minutes.
- Refrain from congregating near the doors or in the lobby area outside the council room to talk as it can be very noisy and disruptive. If you must carry on conversation in this area, please be as quiet as possible. (The doors must remain open during a public meeting/hearing.)

## **Public Hearing vs. Public Meeting**

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

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

**ALPINE CITY COUNCIL MEETING**  
**Alpine City Hall, 20 N. Main, Alpine, UT**  
**January 22, 2019**

**I. CALL TO ORDER:** The meeting was called to order at 7:00 pm by Mayor Troy Stout.

**A. Roll Call:** The following were present and constituted a quorum:

Mayor Troy Stout

Council Members: Jason Thelin, Carla Merrill, Kimberly Bryant, Lon Lott

Council Members not present: Ramon Beck was excused.

Staff: Shane Sorensen, Charmayne Warnock, David Church, Austin Roy

Others: Ed Bush, Rick Louder, Dale Buxton, Tom Watkins, Laurie Loveland, Sienna Loveland, David Fotheringham, Rob Burgess, Breezy Anson, Bill Voxx, Emerson Jathan

**B. Prayer:** Troy Stout

**C. Pledge of Allegiance:** Emerson Jathan

Mayor Troy Stout said items C and E would be deleted from the agenda. Item C was the discussion on the Summit Pointe Plat Amendment. Item D was the clarification on the trail requirements for The Ridge at Alpine.

**II. CONSENT CALENDAR**

**A. Minutes of the Alpine City Council meeting held January 8, 2019**

**B. AMI Culinary Water Meter Equipment Purchase: \$173,502.00**

**C. Resolution No. 2019-01 UCMC Task Force Interlocal Agreement**

**D. New Truck – 2019 Ford F-150: \$33,683.89**

**E. Alpine View Estates Bond Release – Griff Johnson: \$190,764.88**

**F. Paper Bond Release- North Point View, Plat B - \$1,000,000.00**

**MOTION:** Lon Lott moved to approve the Consent Calendar with the minutes as corrected. Kimberly Bryant seconded. Ayes: 4 Nays: 0. Motion passed.

<u>Ayes</u>	<u>Nays</u>
Jason Thelin	
Carla Merrill	
Kimberly Bryant	
Lon Lott	

**III. PUBLIC COMMENT**

Rick Louder. Mr. Louder said he lived in Highland and had been working on the proposed plat amendment of Summit Pointe by Blue Bison. He said the Alpine City staff had been very cooperative and helpful, especially Austin Roy. He'd not found that kind of cooperation from Draper City and appreciated Alpine. He said the developer had a habit of pulling things off the agenda at the last minute. He suggested there should be consequences for that such as delaying the item for 30 days before it could be on the agenda again.

Breezy Anson -233 Wilderness Drive. He said he had sent a letter out to the Council and wanted to know if they were clear on what the Trail Committee wanted to see for the trails in The Ridge at Alpine. He had met with Paul Kroff and Jed Muhlstein and discussed it. He felt the alignment the committee proposed would benefit both the development and the city. He suggested that if the developer did not want to build the trail, they could bond or donate to the trail committee and they would put it in.

Mayor Stout said in hoped that in the next ten days they came up with a solid agreement that both parties would sign off on. They would have to figure out a way to fund the trail.

1 **IV. REPORTS AND PRESENTATIONS**

2  
3 **A. Financial Report:** Shane Sorensen reviewed the financial report as of the end of December. He said  
4 there was a two-month lag time on sales tax and other revenue but as they got farther into the budget year, the  
5 revenue would more closely approach what was budgeted. The Council would hopefully soon be talking about how  
6 to pay for the recent lawsuit, which could affect some of the numbers in the budget.  
7

8  
9 **B. Review Meeting Rules and Procedures – David Church:** David Church reviewed the Alpine City  
10 Council Rules and Procedures which were adopted by the Council in 2011 as Resolution No. R2011-04. He said the  
11 Planning Commission should adopt their own rules of procedure.  
12

13  
14 **V. ACTION/DISCUSSION ITEMS**

15  
16 **A. Appointment of Planning Commission Member:** Mayor Stout said that John Gubler's term on the  
17 Planning Commission had expired and Mr. Gubler did not wish to continue. Mayor Stout thanked him for his  
18 service and recommended appointing Jessica Smuin to the Planning Commission. Since she was out of town, they  
19 would vote on it when she was present.  
20

21 **B. Bank of American Fork Site Plan:** Austin Roy said the bank was planning to demolish the existing  
22 building and replace it with a new one. This item was on an earlier agenda and received an exception for setbacks  
23 along with an exception to have parking within the setback. The new building would be rotated in such a way that it  
24 opened up the sight triangle and improved visibility. It also created more space between the street and the drive-up  
25 windows so cars were not exiting directly onto the street. The building was well below the height requirement. The  
26 landscaping plan was well within the 25% landscaping requirement with 37% landscaping. Staff had a question  
27 about a fence or barrier between the bank and the residence on the south side. The bank and the resident had since  
28 met and agreed on a screening requirement between the two properties.  
29

30 Jason Thelin asked if bank representatives had submitted color boards and material samples. Austin Roy said they  
31 did bring in elevations and renderings to the Planning Commission, which were approved and included in the City  
32 Council packet. There were no physical samples. Shane Sorensen researched the ordinance and determined that  
33 physical samples were not a requirement.  
34

35 Lon Lott made a motion to approve the site plan. Carla Merrill made a motion to amend the original motion to  
36 include lighting requirements for the parking lot. The lighting requirement was included in the original motion as a  
37 third condition.  
38

39 **MOTION:** Lon Lott moved to approve the proposed site plan for the Bank of American Fork with the following  
40 conditions:  
41

- 42 1. The developer obtain Demolition and Land Disturbance permits prior to construction.  
43 2. Screening be added to the parking lot on the south property line.  
44 3. The Bank use decorative parking lot lighting consistent with the specification manual and work with  
45 Alpine City staff to make sure it met the lighting code.  
46

47 Carla Merrill seconded. Ayes: 4 Nays: 0 Motion passed.  
48

<u>Ayes</u>	<u>Nays</u>
Jason Thelin	
Carla Merrill	
Kimberly Bryant	
Lon Lott	

1 **MOTION:** Carla Merrill moved to amend the original motion that the Bank of American fork use decorative  
 2 lighting in the parking lot that was consistent with the specification manual and work with staff to make sure it met  
 3 the lighting codes. Kimberly Bryant seconded. Ayes: 4 Nays: 0. Motion passed.

4  
 5 Ayes Nays  
 6 Jason Thelin  
 7 Carla Merrill  
 8 Kimberly Bryant  
 9 Lon Lott

10  
 11 **C. Summit Point Plat Amendment.** This item was withdrawn by the developer.

12  
 13 **D. Three Falls Ranch Development Agreement:** Shane Sorensen said the developer requested some  
 14 amendments to the Three Falls Ranch Development Agreement which would amend language in 3(b) and change  
 15 Exhibit C which was a cross section of the proposed secondary access road. The developer did not want to build the  
 16 secondary access road has previously agreed, and he didn't want it built to City standards. The proposed amendment  
 17 would strike language in 3(b) pertaining to the secondary access road as shown below:

18  
 19 Secondary access road. The amended Subdivision plat provides for a secondary access public road.  
 20 ~~Developer shall build this road to the cross section in Exhibit C hereto. The road shall be constructed to the~~  
 21 ~~adopted City Standards and Specifications.~~ The Secondary Access Road shall be completed at a time of  
 22 development of lots located east of Fort Creek presently designated as lots 30 through 51. The Developer  
 23 agrees to bear the full cost of the road construction, ~~including any necessary utilities.~~

24  
 25 It was also proposed that lot 57 be added to list.

26  
 27 Shane Sorensen said that, in addition, the developer and staff were requesting clarification to a motion made on  
 28 August 25, 2015 which stated the secondary access road would be gated.

29  
 30 Shane Sorensen reviewed the staff report prepared by Jed Muhlestein.

31  
 32 The developer was proposing 20 feet of pavement which was less than the city standard. They were also proposing  
 33 that curb and gutter not be required. Curb and gutter collected water and channeled it instead of allowing sheet  
 34 flowing. There was not a major channel for the water to go through and the closest drainage would be the  
 35 Schoolhouse Springs overflow. Mr. Sorensen said they were concerned with handling the concentrated flow and  
 36 would prefer a sheet flow. He said the City liked curb because it protected the edge of the pavement from  
 37 deteriorating.

38  
 39 The road was designed for a speed of 20 mph but even that would require extensive cuts and fills. There would be  
 40 places where the road pushed out away from the hillside, creating a "pedestal" situation. To help reduce cuts and  
 41 fills, and put the road closer to natural terrain, the developer proposed reducing the minimum curvature of the curve  
 42 even more.

43  
 44 Regarding road grades, the current city code allowed a grade of 9% for unlimited runs and 12% for runs of 600 feet.  
 45 The developer requested approval to design for 12% grade continuously. The previous fire marshal approved the  
 46 request, but the current fire chief had some concerns. The current code allowed up to 10% without an exception.

47  
 48 The developer did not want to pay for utilities in the road, but the City was not in favor of that. Shane Sorensen said  
 49 staff recommended the HOA be responsible for all the maintenance on the road and not just the plowing. If there  
 50 was no curb and gutter to protect the edge of the pavement, the road would deteriorate more quickly. Shane  
 51 Sorensen said there would need to be a guard rail regardless of what was approved. There would need to be cross  
 52 pipes to deal with the drainage issues and there would be a problem with erosion.

53  
 54 Regarding the crash gates which were previously approved, Shane Sorensen said there were a few things that needed  
 55 to be clarified. Did the motion intend to allow year-round gating of the access road, and who was responsible to  
 56 plow it? Plowing the road in winter was mentioned in the discussion but not in the motion of August 25, 2015.

1  
2 David Church said the Council needed to figure out how the City wanted to treat the road. It was a public road and  
3 the City would decide if it would be open all winter or not. The Council could not legally require the HOA to  
4 maintain the road unless the Development Agreement was amended. Carla Merrill noted that the fire chief said the  
5 road had to be open all winter.

6  
7 David Church said it would be a public road so the city could choose to close it off in the winter. If the public  
8 couldn't drive on it, that meant the neighbors couldn't either. However, the public could still walk up the road and  
9 not give up the public right-of-way. The developers may want the City to make it a private road; it was a difficult  
10 process to vacate a public road.

11  
12 Jason Thelin made a motion to amend Exhibit C and Section 3b to state that the developer would build the  
13 secondary road. A discussion ensued.

14  
15 David Church said the developer had requested an amendment to the Development Agreement so he didn't have to  
16 build the road. He would probably not want to amend the Agreement if it said he had to build the road. The other  
17 issue was the gates. The developers wanted gates, but it was a public road. What did the City want to see happened  
18 on maintenance and access? There was a discussion about the road and gates.

19  
20 Jason Thelin withdrew his motion and stated he would craft another motion for the next meeting. Mayor Stout asked  
21 that he work with David Church on the new motion. Shane Sorensen asked that the motion also define what was  
22 meant by utilities in the road. He noted there would need to be a turnaround at each end of the secondary road if the  
23 gates were closed.

24  
25 David Church advised the Council not to contractually agree on how and when the gates could be open.

26  
27 **MOTION:** Jason Thelin moved to table the amendment to the Three Falls Subdivision Development Agreement  
28 and craft a clear motion to submit to the Council at the next meeting. Kimberly Bryant seconded. Ayes: 4 Nays: 0.  
29 Motion passed.

30  
31 Ayes Nays  
32 Jason Thelin  
33 Carla Merrill  
34 Kimberly Bryant  
35 Lon Lott

36  
37 Kimberly Bryant was excused from the meeting.

38  
39 **E. The Ridge at Alpine - Clarification of Trail Requirements.** This item was postponed.

40  
41 **F. Resolution No. R2019-02, Amending the Consolidated Fee Schedule.** Shane Sorensen said the  
42 proposed amendment would increase the rate for the new culinary meter and the new pressurized irrigation meter by  
43 \$1 a month for each utility for a total increase of \$2 per month. It would take effect immediately.

44  
45 **MOTION:** Jason Thelin moved to approve Resolution No. R2019-02 amending the Consolidated Fee Schedule to  
46 increase the rate for the culinary and pressurized irrigation meters. Carla Merrill seconded. Ayes: 3. Nays: 0. Motion  
47 passed. Kimberly Bryant was not present.

48  
49 Ayes Nays  
50 Jason Thelin  
51 Carla Merrill  
52 Lon Lott

53  
54  
55

1           **II (C). Resolution No. R2019-01 amending the Utah County Major Crimes Task Force Interlocal**  
 2 **Agreement.** This item was listed on the Consent Calendar but Chief Brian Gwilliam was not present at the time so  
 3 the Council revisited the issue later in the meeting. It also needed a roll call vote because it involved funding  
 4 approval.  
 5

6 Chief Gwilliam introduced the Utah County Major Crimes Task Force Interlocal Agreement. He said the proposed  
 7 amendment stated that if there was any legal action taken against any of the participating agencies, the agencies  
 8 would first get together and discuss it before one entity made a deal, which would put everyone on the same page.  
 9 He explained that the agency was formed to address the drug and gang problems in the county as well as to provide  
 10 assistance in cases that may need more manpower or expertise. It had been very effective. Since the Lone Peak PSD  
 11 was a small district and didn't have the extra manpower, they contributed monetarily. That contribution would be  
 12 reflected in the budget which would be discussed at the next Lone Peak budget meeting.  
 13

14 **MOTION:** Lon Lott moved to approve Resolution No. R2019-01 amending the Utah County Major Crimes Task  
 15 Force Interlocal Agreement and allow the mayor to sign the Agreement. Carla Merrill seconded. Ayes: 3 Nays: 0.  
 16 Motion passed.  
 17

<u>Ayes</u>	<u>Nays</u>
Jason Thelin	
Carla Merrill	
Lon Lott	

## 23 VI. STAFF REPORTS

24  
 25 Austin Roy said the Planning Commission continued to see applications for new developments.  
 26

27 David Church said the Utah League of Cities and Towns was preparing for Public Officials Day on January 30th. He  
 28 recommended that the Youth Council attend it.  
 29

30 Shane Sorensen

- 31 • The DWR would begin trapping deer in March. The good news was that the city didn't have to buy any  
 32 traps because they could use the Division's. The City was to have 5 to 10 sites in mind. It was likely the  
 33 program would change. The DWR was looking at a trap and euthanize program rather than trap and release.
- 34 • The City's PI bond was with Zions Bank and they could have an opportunity refinance in October which  
 35 could possibly save them \$50,000.
- 36 • Lambert Park signage. They would post signs at the top of Moyle Drive and the bottom of Box Elder.  
 37 There will need to be some language on the sign about life and safety emergencies, it wouldn't apply to  
 38 other areas in the park. Troy Stout suggested they have two different types of signs - one type for the  
 39 emergency access road and another type for the rest of the park.
- 40 • The fire chief wanted to meet with the Council members two at a time to discuss budget issues. They were  
 41 going to see a significant increase in Alpine's portion since Cedar Hills left the Lone Peak PSD.
- 42 • There had been a complaint that the City blocked the road that led to the top of the hill in the cemetery,  
 43 which they did. When winter weather made the road was slick, it was not safe.
- 44 • The City had received a GRAMA request for information about the wildland interface ordinance with  
 45 specific questions about fire sprinklers. At some point, the Council would probably be hearing from some  
 46 property owners about the requirement for fire sprinklers.
- 47 • Verizon had approved the location of the cell tower in Burgess Park.
- 48 • The City would be accepting bids for the next phase of the PI meter project. The public works department  
 49 were installing the culinary meters.
- 50 • Regarding the \$10,000 donation from the Bank of American Fork for Alpine Days, which was discussed in  
 51 the previous meeting, it had been located. The donation was made at the end of the previous fiscal year so it  
 52 had not shown up in the report.
- 53 • The snowpack was at 116% which boded well for the upcoming season.  
 54

1 Chief Brian Gwilliam said the last snow storm had drained a lot of resources, but the Alpine City streets had looked  
2 great. He offered kudos to the men that drove the snowplows.

3  
4 **VII. COUNCIL COMMUNICATION**

5  
6 Lon Lott said his computer had crashed and he was trying to find an email from DWR about the planting project in  
7 Lambert Park. He asked if someone else had information about the next phase of planting. Shane Sorensen said  
8 there was a large group looking for a service project and were wondering if the city would have another large  
9 planting.

10  
11 Jason Thelin

- 12 • He said he would like a structure for a sign by the shooting range next to Lambert Park. Shane Sorensen  
13 said it would make a good Eagle project under the City's direction. Troy Stout said the forest service had  
14 promised an emergency closure for 30 days then said they couldn't do it.
- 15 • He asked about moving the city accounts from Bank of American Fork to Zions. They might have better  
16 offers. David Church said municipal accounts were not investment accounts so interest rate was not an  
17 incentive. If a city had over a certain amount of money, it was swept into the state fund. Cities were  
18 required to invest money in accordance with the laws. Shane Sorensen said a benefit of using the Bank of  
19 American Fork was that it was only a block away and staff had to take deposits to the bank daily.

20  
21 Mayor Stout wondered if it would make the meeting move faster if they moved staff reports and council  
22 communication to the beginning of the agenda. David Church said the downside of doing that was that the audience  
23 liked to ask questions. If something interesting was reported, the public would all want to comment on it.

24  
25 **VIII. EXECUTIVE SESSION.** None held.

26  
27 **MOTION:** Lon Lott moved to adjourn. Carla Merrill seconded. Ayes: 3 Nays: 0. Motion passed.

28  
29 Ayes

30 Jason Thelin  
31 Carla Merrill  
32 Lon Lott

33 Nays

34  
35 Meeting adjourned at 10:15 pm.  
36  
37  
38

Jed Muhlestein, P.E.  
20 North Main  
Alpine, Utah 84004

Feb 7, 2019

**Subject: Pressurized Irrigation Meters Installation Phase III**

Dear Jed:

Attached is the bid tabulation for the Pressurized Irrigation Meters Installation Phase III. The low bidder was B&M Energy & Infrastructure LLC with a Total Base Bid price of \$671,595.50 which was 16.5 percent below the engineer's estimate.

We recommend the project be awarded to B&M Energy & Infrastructure LLC for a total of \$671,595.50. We have checked B&M Energy & Infrastructure LLC's license, bonding, and references and have found everything in order.

Attached is a copy of the Notice of Award if the City so chooses to award this project to B&M Energy & Infrastructure LLC.

Sincerely,  
HORROCKS ENGINEERS

John E. Schiess, P.E.  
Principal Engineer

cc: File

**Engineer's Estimate  
Horrocks Engineers**

**Project Manager:** John E. Schiess, P.E.  
**Project Engineer:** Kasey B. Chesnut, P.E.  
**Bid Opening:** purchasing.utah.gov  
**Date:** February 6, 2019  
**Time:** 2:00 PM

Construction Cost Index: 11206  
 For: Pressurized Irrigation Meters Installation Phase III  
 Alpine City  
 20 North Main Street  
 Alpine, UT 84004

**Base Bid**

**Contractors**  
 B & M Energy & Infrastructure \$671,595.00  
 Craig F. Sorensen Construction \$748,041.00  
 Terry Larsen Excavating \$840,850.19  
 Average \$753,495.40  
 Engineer's Estimate \$804,395.00  
 Percent Difference 7%

ITEM NO.	DESCRIPTION	QUANTITY	UNITS	Engineer's Estimate		Bidder 1 B & M Energy & Infrastructure		Bidder 2 Craig F. Sorensen Construction		Bidder 3 Terry Larsen Excavating		Average	
				UNIT PRICE	TOTAL AMOUNT	UNIT PRICE	TOTAL AMOUNT	UNIT PRICE	TOTAL AMOUNT	UNIT PRICE	TOTAL AMOUNT	UNIT PRICE	TOTAL AMOUNT
1	Mobilization	1	LS	\$20,000.00	\$20,000.00	\$26,990.00	\$26,990.00	\$5,500.00	\$5,500.00	\$79,451.61	\$79,451.61	\$37,313.87	\$37,313.87
2	Category 1 installation of new 1-inch residential water meters & appurtenant items, complete	1232	EA	\$385.00	\$474,320.00	\$330.00	\$406,560.00	\$373.00	\$459,536.00	\$327.66	\$403,677.12	\$343.55	\$423,257.71
3	Category 2 installation of new 1-inch residential water meters & appurtenant items, complete	136	EA	\$410.00	\$55,760.00	\$370.00	\$50,320.00	\$395.00	\$53,720.00	\$416.31	\$56,618.16	\$393.77	\$53,552.72
4	Category 3 installation of new 1-inch residential water meters & appurtenant items, complete	20	EA	\$294.00	\$5,880.00	\$390.00	\$7,800.00	\$350.00	\$7,000.00	\$354.93	\$7,098.60	\$364.98	\$7,299.53
5	Category 4 installation of new 1-inch residential water meters & appurtenant items, complete	20	EA	\$390.00	\$7,800.00	\$495.00	\$9,900.00	\$380.00	\$7,600.00	\$436.56	\$8,731.20	\$437.19	\$8,743.73
6	appurtenant items, complete, in lawn/landscaped areas of parks (commercial, church, school)	19	EA	\$997.00	\$18,943.00	\$860.00	\$16,340.00	\$1,000.00	\$19,000.00	\$454.41	\$8,633.79	\$771.47	\$14,657.93
7	appurtenant items, complete, in lawn/landscaped areas of parks (commercial, church, school)	24	EA	\$820.00	\$19,680.00	\$925.00	\$22,200.00	\$1,250.00	\$30,000.00	\$646.09	\$15,506.16	\$940.36	\$22,568.72
8	meters & appurtenant items, complete, in lawn sod (grass) areas	1180	EA	\$117.00	\$138,060.00	\$85.00	\$100,300.00	\$110.00	\$129,800.00	\$163.99	\$193,508.20	\$119.66	\$141,202.73
9	meters & appurtenant items, complete, in landscaped areas	155	EA	\$324.00	\$50,220.00	\$105.00	\$16,275.00	\$145.00	\$22,475.00	\$276.33	\$42,831.15	\$175.44	\$27,193.72
10	meters & appurtenant items, complete, in concrete paved areas	6	EA	\$162.00	\$972.00	\$1,110.00	\$6,660.00	\$310.00	\$1,860.00	\$1,169.15	\$7,014.90	\$863.05	\$5,178.30
11	meters & appurtenant items, complete, in unimproved areas	110	EA	\$116.00	\$12,760.00	\$75.00	\$8,250.00	\$105.00	\$11,550.00	\$161.63	\$17,779.30	\$113.88	\$12,526.43
<b>TOTAL BASE BID</b>				<b>\$804,395.00</b>		<b>\$671,595.00</b>		<b>\$748,041.00</b>		<b>\$840,850.19</b>		<b>\$753,495.40</b>	

\* Denotes a mathematical error

I hereby certify that this is a true and correct Bid Tabulation for the Pressurized Irrigation Meters Installation Phase III



Kasey B. Chesnut, P.E.

**DOCUMENT 003600**

**NOTICE OF AWARD**

To: B & M Energy & Infrastructure LLC  
1106 Legacy View Street  
Salt Lake City, UT. 84104

PROJECT Description: Alpine City – Pressurized Irrigation Meters Installation Phase III

The OWNER has considered the BID submitted by you for the above described WORK in response to its Advertisement for Bids dated 2/6/2019, and Information for Bidders.

You are hereby notified that your BID has been accepted for items in the total amount of \$671,595.00.

You are required by the Information for Bidders to execute the Agreement and furnish the required CONTRACTOR'S Performance Bond, Payment Bond, and Certificates of Insurance within ten (10) calendar days from the date of this notice to you.

If you fail to execute said Agreement and to furnish said Bonds within ten (10) days from the date of this Notice, said OWNER will be entitled to consider all your rights arising out of the OWNER'S acceptance of your BID as abandoned and as a forfeiture of your Bid Bond. The OWNER will be entitled to such other rights as may be granted by law.

You are required to return an acknowledged copy of this Notice of Award to the OWNER.

Dated this 12th day of February, 2019.

\_\_\_\_\_  
Alpine City  
Owner

ACCEPTANCE OF NOTICE

By \_\_\_\_\_

Receipt of the above NOTICE OF  
AWARD is hereby acknowledged

Title \_\_\_\_\_

By \_\_\_\_\_

this the \_\_\_\_\_ day of \_\_\_\_\_  
2018.

By \_\_\_\_\_

Title \_\_\_\_\_

**MEMORANDUM**



Date: January 18, 2018

To: Alpine City

From: Hales Engineering

**Subject: Alpine – Mountainville Academy Traffic Study**

UT18-1336

**Background**

Mountainville Academy is a K-9 school, located on the east side of Main Street at approximately 200 South. The school begins at 8:00 a.m. and finishes at 3:00 p.m., Monday through Thursday; on Fridays, school starts at 8:00 a.m. and finishes at 12:30 p.m. A vicinity map of the Mountainville Academy can be seen in Figure 1.

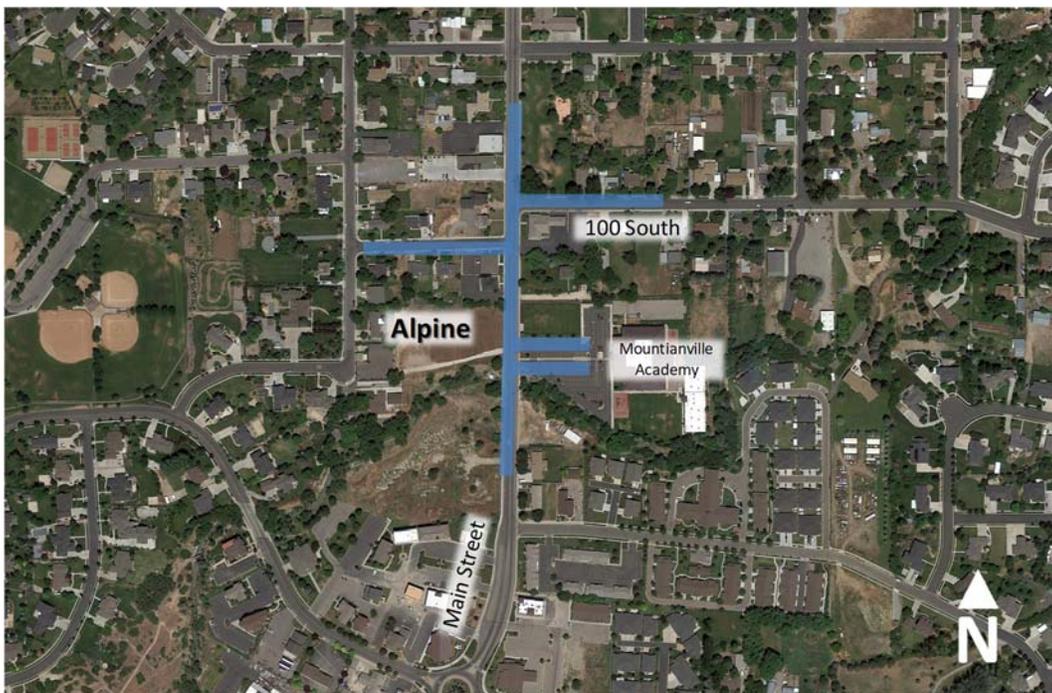
The Mountainville Academy currently experiences some traffic congestion before school; however, more significant congestion occurs after school, during the student pick-up time. The morning drop-off begins around 7:30 a.m., and peaks around 7:45 a.m. The school has a morning program in the Gym that starts around 7:30 a.m., to allow parents to drop off students earlier, to help disperse the drop-off peak traffic flows.

During the afternoon pick up, many parents arrive early and wait in line for up to 30 minutes. School lets out at 3:00 p.m. and pick-up peak occurs at approximately 3:05 p.m. During the peak after school pick-up (15 minutes) congestion along Main Street is high, and queues were observed to extend (northbound) from the school access back to the roundabout; this is likely caused by a few different issues. One potential problem at the intersections of 100 South and 120 South occurs when students are crossing Main Street (at the crosswalk south of 120 South), and vehicles must stop in all directions for the students to cross. Since a two-way left-turn lane does not exist, northbound left-turning vehicles (120 South) must wait in the through travel lane on Main Street for a gap in the southbound traffic to make their turn, thereby creating additional delays during the peak out-loading of the school. Many vehicles are utilizing the shoulder of the roadway while picking up students along Main Street near Legacy Park. This causes drivers to slow down

and sometimes stop in the through travel lane, causing additional delays in the northbound direction.

There are several key issues of concern, but these have been simplified into the following list:

1. The northbound morning drop-off traffic on Main Street queues south from the school and occasionally interferes with the roundabout at Canyon Crest Road
2. In the afternoon, many vehicles arrive early to sit and wait for exiting students, causing extensive queuing in the school parking lot and extending from the school access along Main Street and down toward the roundabout. It should be noted that after school many students leave the school property and walk north along the east side of Main Street to Legacy Park where they then wait to be picked up (only a few were picked up along Main Street).
3. Northbound left-turns from Main Street to 120 South must wait for a gap in southbound traffic to turn west. This causes northbound delays and queuing, essentially blocking the school access.
4. Some vehicles picking up students at the school remain in the pick-up area for many minutes waiting for their student to arrive, causing further delay for those behind them in the queue.



**Figure 1: Vicinity map showing the Mountainville Academy in Alpine, Utah**

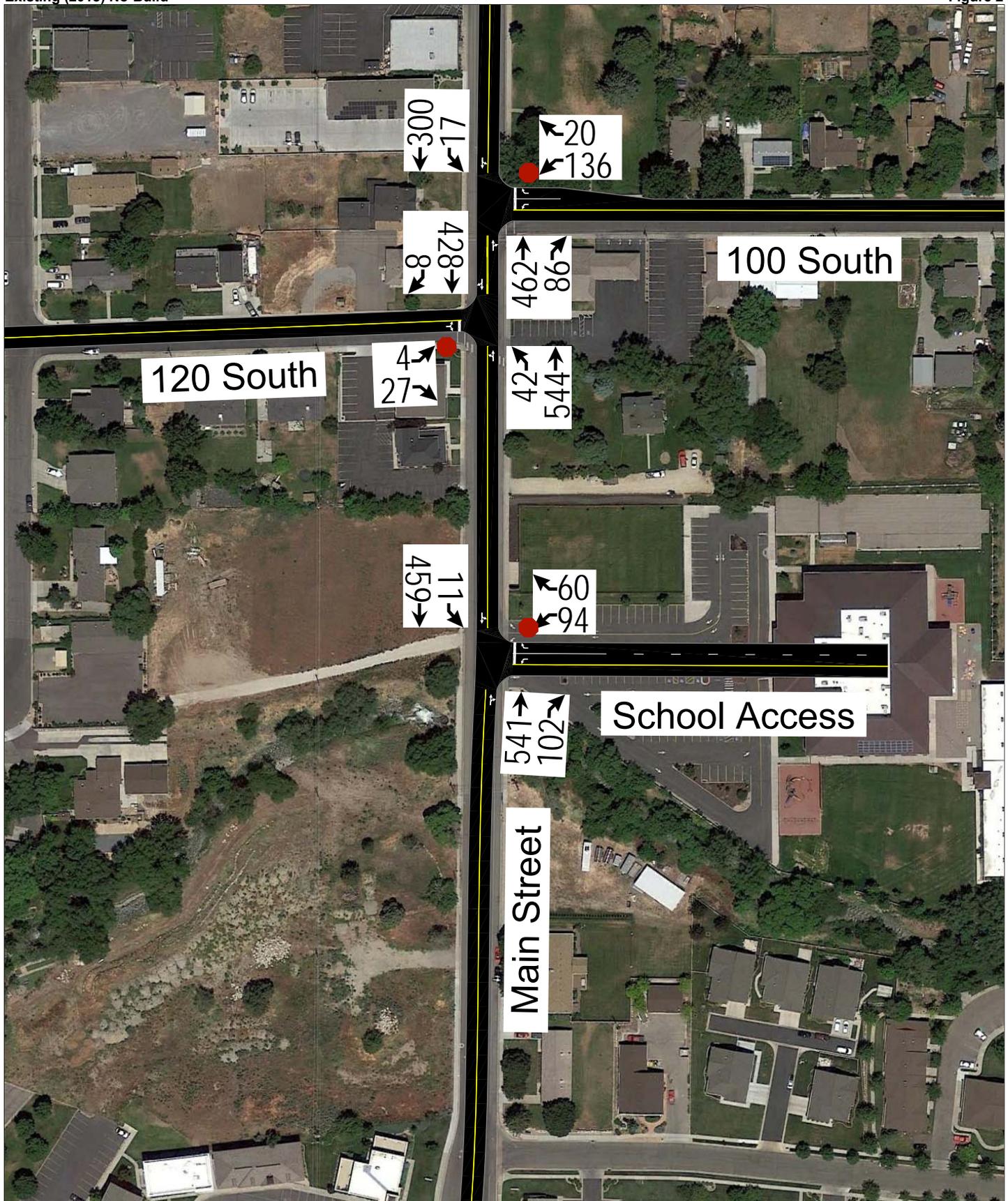
## Data Collection

Weekday morning (7:00 to 9:00 a.m.) and evening (4:00 to 6:00 p.m.) peak period traffic counts were performed at the following intersections:

- School Access / Main Street
- 120 South / Main Street
- 100 South / Main Street

The school access counts were performed on Wednesday, October 24, 2018. The morning peak hour was determined to be between 7:15 and 8:15 a.m., and the afternoon peak hour was determined to be between 2:30 and 3:30 p.m. The morning peak hour volumes were approximately 18% higher than the afternoon peak hour volumes. Therefore, the evening peak hour volumes were used in the analysis to represent the worst-case conditions. The 120 South and 100 South intersections were counted November 13 and 14, 2018. The afternoon peak hour was found to be busier than the morning peak hour. Detailed count data are included in Appendix.

Hales Engineering observed the pick-up and drop-off periods at the school to identify queue lengths, congestion, and problem areas. Hales Engineering also spoke with the teachers on duty directing the traffic to get their feedback on the traffic congestion. According to the traffic counts and observations, the afternoon peak hour represents the worst-case conditions even though the traffic counts were higher in the morning peak hour at the school access. The existing traffic counts can be found in Figure 2. This is likely due to the picking up of students at the park and school. Picking up students typically take more time to occur than does dropping off students.



## **Existing Conditions**

During a site visit, many observations were made about the school pick-up area, the Legacy Park, and the congestion on Main Street. Mountainville Academy has done a good job trying to maximize efficiency in their pick-up area when school lets out. They have two lines for parents to wait in and to pick up their student/s. They have several teachers and staff out in the parking lot directing traffic and helping vehicles move safely about. It was noted that many of the parents had to wait over 2 minutes for their student to get into the vehicle. This is higher than other schools observed by Hales Engineering.

During the afternoon pick-up, many of the students walk over to Legacy Park and get picked up from there. This is beneficial for the school and parents since there are two pick up areas that divide up the traffic congestion on Main Street and in the school parking lot. There is a crossing guard to help students cross 100 South and Main Street (at 120 South). The crossing guards have been well trained to make students wait for a minute to form a larger group before stopping traffic. It is recommended that crossing guards wait at least one minute between traffic interruptions or longer.

In a conversation with the principle of the Mountainville Academy, it was mentioned that parents were told not to pick up or drop-off students along Main Street, the Bank of American Fork parking lot, or the Alpine Dermatology parking lot. Although great effort has been made to inform parents not to pick up students at these locations, it was observed that they are still occurring in limited numbers. It is recommended that the school continue to discourage parents dropping off students in these locations.

Entering Mountainville Academy during pick-up or drop-off times should only be done heading northbound and making a right-turn into the school. This rule is well followed. A staff member stands out at the entrance with a construction cone and waves to all the entering parents and students. The queue to enter the school was observed backing up to at least Red Pine Drive if not further during the morning and afternoon. These vehicles wait/travel in the shoulder as they approach the entrance.

The school egress is very busy during both the start and end of the day. Left- and right-turns are permitted at all times of the days. During the afternoon pick-up, left-turns out of the school were observed to be difficult. Some vehicles would be able to exit as some vehicles on Main Street would stop to let them out. Right-turns out were not as difficult; however, Main Street traffic would also stop to let out vehicles.

There was significant queueing that was observed during the afternoon peak hour that extended from 100/120 South, south to the roundabout at Canyon Crest Road. Some of

the congestion is also caused by the parents of students getting picked up at Legacy Park, as vehicles enter and exit the Main Street traffic flow.

### *Analysis*

Synchro/SimTraffic was used to model the existing afternoon peak hour conditions that were observed on site. To understand the model outputs more easily, the term Level of Service (LOS) is used. LOS is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 1 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections. Figure 2 provides a visual representation of each LOS letter designation.

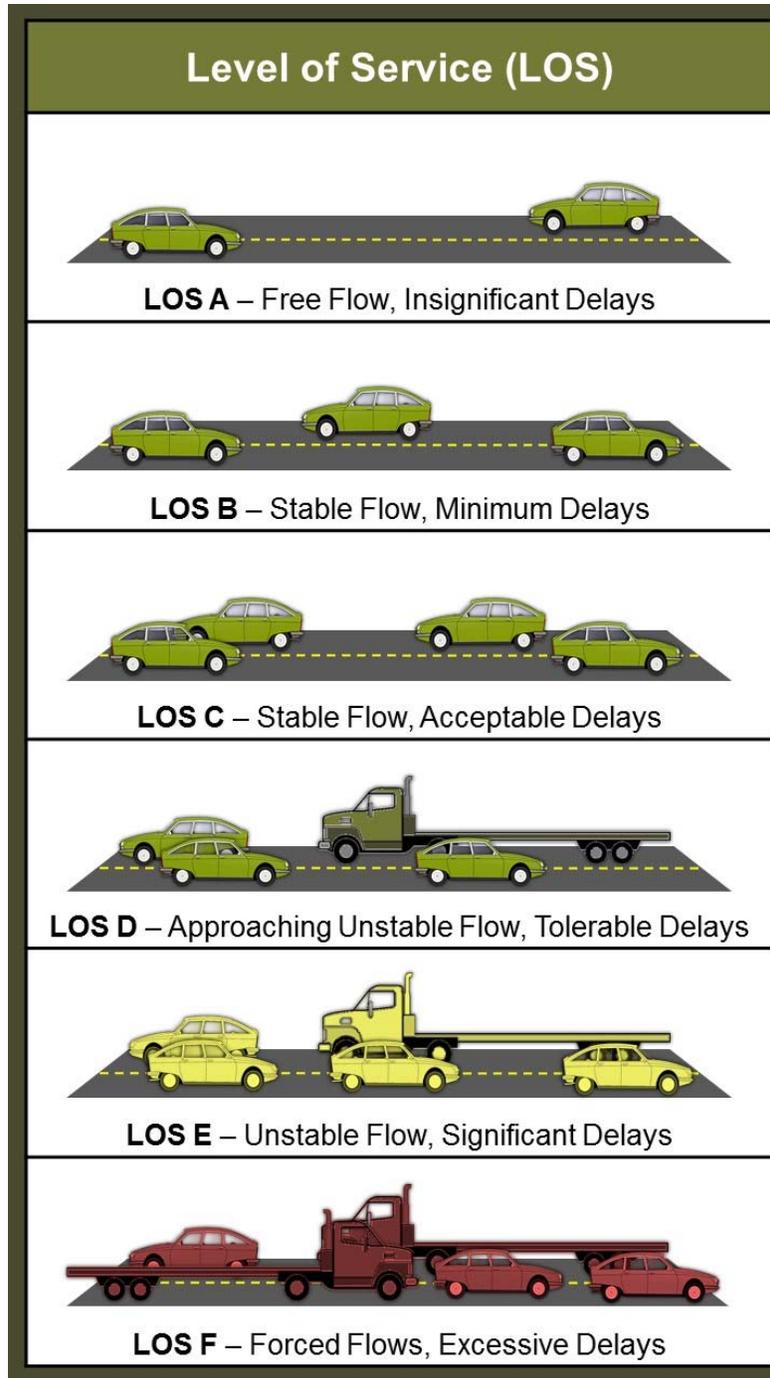
The Highway Capacity Manual (HCM), 6<sup>th</sup> Edition, methodology was used in this study to remain consistent with “state-of-the-practice” professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized and all-way stop intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections LOS is reported based on the worst approach.

For the purposes of this study, a minimum overall intersection performance for each of the study intersections was set at LOS D. However, if LOS E or F conditions exist, an explanation and/or mitigation measures will be presented. A LOS D threshold is consistent with “state-of-the-practice” traffic engineering principles for urbanized areas.

**Table 1: Level of Service Description**

Level of Service	Description of Traffic Conditions	Average Delay (seconds/vehicle)
<b>Signalized Intersections</b>		<b>Overall Intersection</b>
A	Extremely favorable progression and a very low level of control delay. Individual users are virtually unaffected by others in the traffic stream.	$0 \leq 10.0$
B	Good progression and a low level of control delay. The presence of other users in the traffic stream becomes noticeable.	$> 10.0$ and $\leq 20.0$
C	Fair progression and a moderate level of control delay. The operation of individual users becomes somewhat affected by interactions with others in the traffic stream.	$>20.0$ and $\leq 35.0$
D	Marginal progression with relatively elevated levels of control delay. Operating conditions are noticeably more constrained.	$> 35.0$ and $\leq 55.0$
E	Poor progression with unacceptably elevated levels of control delay. Operating conditions are at or near capacity.	$> 55.0$ and $\leq 80.0$
F	Unacceptable progression with forced or breakdown operating conditions.	$> 80.0$
<b>Unsignalized Intersections</b>		<b>Worst Approach</b>
A	Free Flow / Insignificant Delay	$0 \leq 10.0$
B	Stable Operations / Minimum Delays	$>10.0$ and $\leq 15.0$
C	Stable Operations / Acceptable Delays	$>15.0$ and $\leq 25.0$
D	Approaching Unstable Flows / Tolerable Delays	$>25.0$ and $\leq 35.0$
E	Unstable Operations / Significant Delays Can Occur	$>35.0$ and $\leq 50.0$
F	Forced Flows / Unpredictable Flows / Excessive Delays Occur	$> 50.0$

Source: Hales Engineering Descriptions, based on Highway Capacity Manual, 2016 Methodology (Transportation Research Board, 2016)



**Figure 2: LOS Letter Designation**

For the afternoon peak hour, the LOS for each intersection was calculated and can be seen in Table 2 (see Appendix for detailed LOS tables). All intersections in the study area currently function at acceptable LOS during the evening peak hour except 100 South / Main Street. It is important to note that LOS is based on the average delay over an hour. It is likely that during the peak 20-minute period after school ends, the school accesses, and the adjacent intersections will perform at a lower LOS. The heavy congestion lasts for approximately 15 – 20 minutes, and then diminishes quickly. As mentioned previously, there was significant queuing that was observed during the afternoon peak hour that extended from 100/120 South, south to the roundabout at Canyon Crest Road. Some of the congestion is also caused by the parents of students getting picked up at Legacy Park, vehicles entering and exiting the Main Street traffic flow.

**Table 2: Existing (2018) Afternoon Peak Hour Level of Service**

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach <sup>1,3</sup>	Aver. Delay (Sec/Veh) <sup>1</sup>	LOS <sup>1</sup>	Aver. Delay (Sec/Veh) <sup>2</sup>	LOS <sup>2</sup>
School Access / Main Street	WB Stop	NB	27.2	D	-	-
120 South / Main Street	EB Stop	NB	24.9	C	-	-
100 South / Main Street	WB Stop	WB	> 50	F	-	-

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal-controlled intersections.
3. SB = Southbound approach, etc.

Source: Hales Engineering, November 2018

In order to improve the traffic operations and safety in the area around the school, numerous different alternatives were considered, analyzed, and discussed.

## **Traffic Alternatives**

Ten alternatives were identified to mitigate the issues outlined in the previous sections. These alternatives were brainstormed to be used in conjunction with other alternatives or alone. The following are the ten alternatives have been identified to potentially mitigate traffic conditions in the study area:

1. Restripe Main Street to have a three-lane cross section between the school egress and Legacy Park.
2. Shift Main Street striping to the west providing a wide shoulder on the east side of Main Street
3. Offset school hours
4. Hold after school programs that keep a high number of kids at the school
  - i. Sports, clubs, etc.
5. Incentivize Car-pooling
6. Lower student enrollment
7. Number system
8. Group Pick-up
9. Construct a new access out to 100 South from Mountainville Academy
10. School Ingress radius

The alternatives are discussed below:

**Alternative 1 – Stripe Main Street to have three lanes from the School Egress to Legacy Park**

The first alternative is to restripe Main Street to a three-lane cross-section from the School Egress to north of 100 South. This would allow the northbound left-turns at 120 South to be removed from the main flow of traffic while waiting for a gap in traffic. The stripping could not be extended to the south since the northbound shoulder is currently being used for queue storage for vehicles entering the school. The striping could not be extended to far north of 100 South since the northbound shoulder is also being used to pick-up students. This shoulder is also used by Legacy Park patrons. This alternative, along with the routes that would be taken to access each school, is shown in Figure 3.



**Figure 3: Alternative 1 – Three-lane Cross-section**

An analysis was completed for the afternoon peak hours using Alternative 1. As shown in Table 3, all study intersections are anticipated to operate at an acceptable LOS, except 120 South / Main Street (see Appendix for detailed LOS tables). This alternative is able to remove the northbound left-turns at 120 South and prevent northbound through vehicles from having to wait behind that vehicle. It is anticipated that this alternative will reduce delay in the area. This alternative was also able to reduce the northbound queues by several hundred feet.

**Table 3: Alternative 1 - Afternoon Peak Hour Level of Service**

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach <sup>1,3</sup>	Aver. Delay (Sec/Veh) <sup>1</sup>	LOS <sup>1</sup>	Aver. Delay (Sec/Veh) <sup>2</sup>	LOS <sup>2</sup>
School Access / Main Street	WB Stop	WB	26.9	D	-	-
120 South / Main Street	EB Stop	NB	13.8	B	-	-
100 South / Main Street	WB Stop	WB	> 50	F	-	-

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal-controlled intersections.
3. SB = Southbound approach, etc.

Source: Hales Engineering, November 2018

#### Alternative 2 – Shift Main Street Striping West

The second alternative is to shift the striping on Main Street a few feet to the west to allow for a larger northbound shoulder. This would allow vehicles to pass parked cars more comfortably and safely. The few extra feet would also provide a little better sight distance for passing vehicles when pedestrians step out from between parked cars. This measure would best be completed south of the school access and adjacent to Legacy Park.

#### Alternative 3 – Offset school hours

The third alternative is to offset school hours for the elementary and middle school grades. This reduces the demand that occurs during a single 15-minute period but lengthens the congested period. Since Mountainville Academy has a large range of grades, there are many families that have students in both the elementary and middle school grades. This scheduling would cause some families to have to wait around to pick up the later finishing students or return during the second pick-up period. Since many families would likely have to wait for both pick-up periods, this could likely result in increased congestion. Therefore, this alternative is not recommended.

#### Alternative 4 – After School Activities

The fourth alternative is to consider holding numerous after school activities that will encourage many of the students to stay later after school. This would spread out and reduce the pick-up demand during the 15 minutes immediately when school ends. After

school activities could include study hall, sports or intramurals, clubs, dance, drama, band, etc. Even a 30 minute after school activity for 25% of the students would dramatically reduce congestion by spreading out the pick-up period. Mountainville Academy currently holds after school clubs and activities. It is recommended that these activities be further encouraged by the school for further participation.

#### Alternative 5 – Incentivize Car-pooling

The fifth alternative is to reduce the demand for vehicular pick-up/drop-off by incentivizing car-pooling. Incentives could include reduced required parent volunteer hours at the school (if required), treats, reduced transportation fee, dedicated pick up lane, early release of students, etc. Any of these options would require internal study to determine feasibility and effectiveness. More car-pooling would reduce the total number of vehicles arriving to pick-up their students.

#### Alternative 6 – Reduce student body enrollment

The sixth alternative to reduce the demand for vehicular pick-up/drop-off, is to reduce the number of students at the school. Fewer students typically correlates to fewer vehicles travelling to / from the school.

#### Alternative 7 – Vehicle numbering system

The seventh alternative is to increase the rate at which vehicles are loaded during the pick-up time. It was observed that the average vehicle takes over 2 minutes to pick-up their student. Other charter schools have been observed to take approximately 2 minutes or less. With a school that accommodates both elementary and middle school grades, it often takes several minutes for a family to get all of their children gathered and in the vehicle. This is one of the major reasons that the queuing backs up so far in the afternoons. By improving the efficiency of the pick-up, the queues and congestion can be reduced.

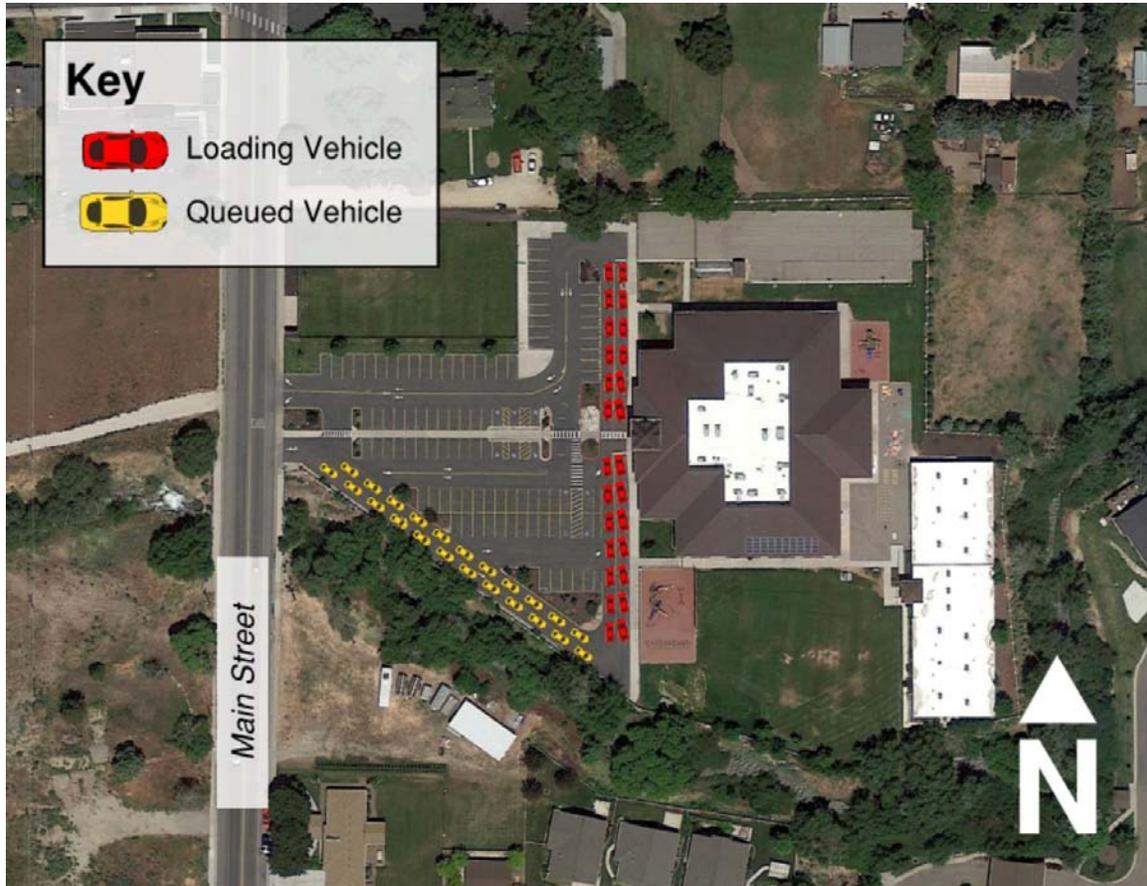
Using a numbering system to alert students, in advance, that their car has arrived lets the student have ample time to find their car at the curb. By having the students waiting at the curb for their car to pull up, queues and pick-up times can be decreased.

This has been done at other charter schools by having a name or number in the vehicle window. A school staff member waits a few hundred feet ahead of the pick-up area and will announce the vehicle over the school intercom so that the students are waiting and ready to go when the vehicle approaches the pick-up zone. This will reduce the average pick-up time for vehicles at the school.

For this system to work effectively, the students need to be gathered in a large central location that can hear the intercom. Mountainville Academy does not appear to have a large location near the pick-up area that would effectively hold a majority of the school body which makes this alternative difficult.

#### Alternative 8 – Group Pick-up

The eighth alternative is to implement a group style pick up system. This allows for two lanes of cars to be picking-up at a time. Using this methodology for pick-up, no vehicles would move as the 20 – 30 vehicles all load at the same time. Then, the entire group of vehicles pulls away, and the next group pulls forward. This alternative could dramatically increase the rate of pick-up if it is administered correctly. Using this system, students would need to be waiting at the curb for their vehicles. This would require a large waiting area near the front of the school to queue students. If students take too long, this system could break down and become ineffective and potentially be worse than the existing system since there is no by-pass lane for parents that have already pick-up their student. This alternative is shown below (see Figure 4).



**Figure 4: Alternative 8 – Group Pick-up**

#### Alternative 9 – New access to 100 South

The ninth alternative is to construct a new access out to 100 South. This would allow vehicles to exit the school access easier since there are fewer vehicles on 100 South than there are on Main Street. There are however, many vehicles that want to travel south via Main Street, which places a large number of vehicles turning left at the 100 South / Main Street intersection. This intersection already performs poorly, and additional vehicles will only make this worse. Due to more vehicles headed southbound on Main Street from 100 South, more conflicts between pedestrians and vehicles will occur making this crossing more unsafe. This alternative would relocate the School Access egress issues to 100 South where known problems already exist. This alternative would also be costly with property acquisition and construction costs. Creating this new access and circulation pattern will be costly and not create a large benefit to the school or the City.

### Alternative 10 – School Ingress Radius

The tenth alternative is to let vehicles use the entire ingress lane at the school access. Currently a staff member places a cone at the access a few feet from the sidewalk. This narrows down the entrance and is likely done to prevent left-turns in. This cone also makes people entering the site to slow down further than necessary to make sure that they don't hit the cone on the way in or hit the curb at the entrance. This slows down entering vehicles and can cause additional queueing on Main Street. By removing the cone from within the access while a staff member is present, vehicles will be able to enter unimpeded and potentially reduce some queueing that occurs on Main Street during mainly the morning drop off time.

## **Conclusions and Recommendations**

Hales Engineering finds the following conclusions:

- Each alternative will have a varying degree of improvement if implemented.
  - Alternatives 2 and 10 are indented to improve safety more than increase capacity.
- Alternative 1 is anticipated to reduce some of the queueing and delay with in the study area by adding a two-way left-turn lane between the School Access and Legacy Park
  - It is recommended that Alternative 1 be implemented to allow additional capacity at 120 South.
- The alternatives have been anticipated to be implemented independently or as a group.
- It is recommended that the school continue to discourage parents from picking up students in near by business parking lots of along Main Street.
- It is recommended that crossing guards wait at least one minute between traffic interruptions but preferably 90 seconds or longer. It is also recommended that both crossing guards stop traffic at the same time.
- It is recommended that the school explore ways to get students to vehicles faster to improve curb side waiting times.
- It is recommended that all alternatives be considered for feasibility and possible implementation.

# APPENDIX





## SimTraffic LOS Report

**Project:** Alpine - Mountainville Academy TS  
**Analysis Period:** Existing (2018) No-Build  
**Time Period:** Afternoon Peak Hour **Project #:** UT18-1336

**Intersection:** Main Street & School Access  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
<b>NB</b>	T	541	546	101	26.9	D
	R	102	104	102	28.8	D
	<b>Subtotal</b>	<b>643</b>	<b>650</b>	<b>101</b>	<b>27.2</b>	<b>D</b>
SB	L	11	10	91	9.6	A
	T	463	452	98	1.2	A
	Subtotal	474	462	97	1.4	A
WB	L	94	93	99	33.8	D
	R	60	58	97	11.9	B
	Subtotal	154	151	98	25.4	D
<b>Total</b>		1,270	1,263	99	17.6	C

**Intersection:** 120 South & Main Street  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
<b>NB</b>	L	42	38	91	27.5	D
	T	559	564	101	24.7	C
	<b>Subtotal</b>	<b>601</b>	<b>602</b>	<b>100</b>	<b>24.9</b>	<b>C</b>
SB	T	441	426	97	6.4	A
	R	8	9	109	3.9	A
	Subtotal	449	435	97	6.3	A
EB	L	4	4	94	30.0	D
	R	27	28	105	6.7	A
	Subtotal	31	32	103	9.6	A
<b>Total</b>		1,082	1,069	99	16.9	C

## SimTraffic LOS Report

**Project:** Alpine - Mountainville Academy TS  
**Analysis Period:** Existing (2018) No-Build  
**Time Period:** Afternoon Peak Hour **Project #:** UT18-1336

**Intersection:** Main Street & 100 South  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	466	467	100	1.3	A
	R	86	87	101	2.1	A
	Subtotal	552	554	100	1.4	A
SB	L	17	18	106	18.9	C
	T	304	307	101	7.9	A
	Subtotal	321	325	101	8.5	A
WB	L	136	117	86	218.5	F
	R	20	19	95	120.6	F
	<b>Subtotal</b>	<b>156</b>	<b>136</b>	<b>87</b>	<b>204.8</b>	<b>F</b>
<b>Total</b>		1,029	1,015	99	34.4	D

**3: Main Street & School Access Performance by movement Interval #1 2:30**

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.4	0.5	0.2	0.0	0.2
Total Delay (hr)	0.1	0.0	0.1	0.0	0.0	0.0	0.3
Total Del/Veh (s)	18.3	7.6	2.7	2.9	7.6	1.0	3.2
Vehicles Entered	18	12	122	20	2	112	286
Vehicles Exited	18	12	123	20	2	111	286
Hourly Exit Rate	72	48	492	80	8	444	1144
Input Volume	70	45	490	76	11	432	1124
% of Volume	103	107	100	105	73	103	102

**3: Main Street & School Access Performance by movement Interval #2 2:45**

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.5	0.5	0.0	0.0	0.3
Total Delay (hr)	0.1	0.0	0.1	0.0	0.0	0.0	0.3
Total Del/Veh (s)	15.7	5.1	4.2	3.6	6.1	0.8	3.7
Vehicles Entered	19	12	124	20	2	103	280
Vehicles Exited	19	12	123	21	2	105	282
Hourly Exit Rate	76	48	492	84	8	420	1128
Input Volume	70	45	490	76	11	432	1124
% of Volume	109	107	100	111	73	97	100

**3: Main Street & School Access Performance by movement Interval #3 3:00**

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.2	0.0	0.0	0.0	0.2
Denied Del/Veh (s)	0.2	0.2	3.7	2.8	0.0	0.0	1.8
Total Delay (hr)	0.5	0.1	2.0	0.5	0.0	0.1	3.2
Total Del/Veh (s)	46.9	16.6	41.4	41.3	13.3	1.8	27.6
Vehicles Entered	40	23	166	44	3	134	410
Vehicles Exited	37	22	150	40	3	133	385
Hourly Exit Rate	148	88	600	160	12	532	1540
Input Volume	165	105	694	179	11	556	1710
% of Volume	90	84	86	89	109	96	90

3: Main Street & School Access Performance by movement Interval #4 3:15

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.1	2.3	2.8	0.0	0.0	1.3
Total Delay (hr)	0.2	0.0	1.9	0.3	0.0	0.0	2.5
Total Del/Veh (s)	30.6	12.8	43.5	44.2	14.5	1.2	27.8
Vehicles Entered	16	13	137	19	2	102	289
Vehicles Exited	19	13	150	23	2	103	310
Hourly Exit Rate	76	52	600	92	8	412	1240
Input Volume	70	45	490	76	11	432	1124
% of Volume	109	116	122	121	73	95	110

3: Main Street & School Access Performance by movement Entire Run

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.3	0.1	0.0	0.0	0.4
Denied Del/Veh (s)	0.2	0.1	1.9	1.9	0.0	0.0	1.0
Total Delay (hr)	0.9	0.2	4.1	0.8	0.0	0.2	6.2
Total Del/Veh (s)	33.8	11.9	26.9	28.8	9.6	1.2	17.6
Vehicles Entered	93	59	548	104	10	452	1266
Vehicles Exited	93	58	546	104	10	452	1263
Hourly Exit Rate	93	58	546	104	10	452	1263
Input Volume	94	60	541	102	11	463	1270
% of Volume	99	97	101	102	91	98	99

5: 120 South & Main Street Performance by movement Interval #1 2:30

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.6	0.2	0.0	0.8
Total Del/Veh (s)	42.6	6.5	20.3	15.5	6.2	3.5	11.7
Vehicles Entered	1	6	8	127	103	2	247
Vehicles Exited	1	6	8	129	106	2	252
Hourly Exit Rate	4	24	32	516	424	8	1008
Input Volume	4	25	37	498	410	8	982
% of Volume	100	96	86	104	103	100	103

5: 120 South & Main Street Performance by movement Interval #2 2:45

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.6	0.2	0.0	0.8
Total Del/Veh (s)	21.2	5.2	20.5	15.7	6.5	3.7	11.8
Vehicles Entered	1	7	8	126	99	3	244
Vehicles Exited	1	7	8	123	97	3	239
Hourly Exit Rate	4	28	32	492	388	12	956
Input Volume	4	25	37	498	410	8	982
% of Volume	100	112	86	99	95	150	97

5: 120 South & Main Street Performance by movement Interval #3 3:00

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.8	0.2	0.3
Total Delay (hr)	0.0	0.0	0.1	1.5	0.2	0.0	1.9
Total Del/Veh (s)	32.3	8.5	34.3	32.5	5.7	3.6	20.9
Vehicles Entered	1	9	12	160	126	3	311
Vehicles Exited	1	9	12	160	128	3	313
Hourly Exit Rate	4	36	48	640	512	12	1252
Input Volume	5	32	56	743	535	9	1380
% of Volume	80	112	86	86	96	133	91

5: 120 South & Main Street Performance by movement Interval #4 3:15

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.1	1.3	0.2	0.0	1.6
Total Del/Veh (s)	24.1	5.8	27.5	28.3	7.4	3.1	20.1
Vehicles Entered	0	6	9	153	98	2	268
Vehicles Exited	1	6	10	152	95	2	266
Hourly Exit Rate	4	24	40	608	380	8	1064
Input Volume	4	25	37	498	410	8	982
% of Volume	100	96	108	122	93	100	108

5: 120 South & Main Street Performance by movement Entire Run

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.2	0.1	0.1
Total Delay (hr)	0.0	0.1	0.3	3.9	0.8	0.0	5.1
Total Del/Veh (s)	30.0	6.7	27.5	24.7	6.4	3.9	16.9
Vehicles Entered	4	28	38	567	426	9	1072
Vehicles Exited	4	28	38	564	426	9	1069
Hourly Exit Rate	4	28	38	564	426	9	1069
Input Volume	4	27	42	559	441	8	1082
% of Volume	94	105	91	101	97	109	99

7: Main Street & 100 South Performance by movement Interval #1 2:30

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	3.0	0.0	0.1	1.1	0.3	0.2
Total Delay (hr)	1.0	0.0	0.0	0.0	0.0	0.2	1.3
Total Del/Veh (s)	104.9	38.7	1.3	2.1	16.9	7.2	19.0
Vehicles Entered	33	4	107	21	4	74	243
Vehicles Exited	30	4	106	21	4	76	241
Hourly Exit Rate	120	16	424	84	16	304	964
Input Volume	136	20	411	81	16	282	946
% of Volume	88	80	103	104	100	108	102

7: Main Street & 100 South Performance by movement Interval #2 2:45

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	3.3	0.0	0.0	0.1	0.1	0.2
Total Delay (hr)	1.0	0.1	0.0	0.0	0.0	0.1	1.2
Total Del/Veh (s)	91.5	31.4	1.1	1.8	12.7	4.9	18.4
Vehicles Entered	33	6	101	20	5	68	233
Vehicles Exited	35	6	102	20	5	67	235
Hourly Exit Rate	140	24	408	80	20	268	940
Input Volume	136	20	411	81	16	282	946
% of Volume	103	120	99	99	125	95	99

7: Main Street & 100 South Performance by movement Interval #3 3:00

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	3.1	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	2.1	0.2	0.1	0.0	0.0	0.2	2.7
Total Del/Veh (s)	208.9	142.1	1.4	2.4	17.8	8.6	32.4
Vehicles Entered	32	6	135	22	5	94	294
Vehicles Exited	23	5	133	21	4	94	280
Hourly Exit Rate	92	20	532	84	16	376	1120
Input Volume	136	20	629	101	20	371	1277
% of Volume	68	100	85	83	80	101	88

7: Main Street & 100 South Performance by movement Interval #4 3:15

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.1	4.2	0.0	0.0	0.0	0.1	0.3
Total Delay (hr)	4.0	0.4	0.0	0.0	0.0	0.2	4.7
Total Del/Veh (s)	304.9	203.9	1.4	2.0	23.9	10.6	59.8
Vehicles Entered	33	6	123	25	5	70	262
Vehicles Exited	29	4	125	26	5	70	259
Hourly Exit Rate	116	16	500	104	20	280	1036
Input Volume	136	20	411	81	16	282	946
% of Volume	85	80	122	128	125	99	110

7: Main Street & 100 South Performance by movement Entire Run

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.5	3.5	0.0	0.0	0.3	0.1	0.2
Total Delay (hr)	8.2	0.7	0.2	0.1	0.1	0.7	9.9
Total Del/Veh (s)	218.5	120.6	1.3	2.1	18.9	7.9	34.4
Vehicles Entered	132	22	467	87	18	306	1032
Vehicles Exited	117	19	467	87	18	307	1015
Hourly Exit Rate	117	19	467	87	18	307	1015
Input Volume	136	20	466	86	17	304	1029
% of Volume	86	95	100	101	106	101	99

Total Zone Performance By Interval

Interval Start	2:30	2:45	3:00	3:15	All
Denied Delay (hr)	0.0	0.0	0.2	0.1	0.4
Denied Del/Veh (s)	0.6	0.5	2.6	1.9	1.5
Total Delay (hr)	2.4	2.3	7.8	8.7	21.3
Total Del/Veh (s)	299.5	248.6	363.8	560.4	879.7
Vehicles Entered	226	231	336	238	1034
Vehicles Exited	7	9	14	9	40
Hourly Exit Rate	28	36	56	36	40
Input Volume	3052	3052	4367	3052	3381
% of Volume	1	1	1	1	1

Intersection: 3: Main Street & School Access, Interval #1

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	69	46	112	64
Average Queue (ft)	40	30	18	14
95th Queue (ft)	73	57	144	64
Link Distance (ft)	403	403	1049	303
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Main Street & School Access, Interval #2

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	68	45	120	51
Average Queue (ft)	38	26	27	10
95th Queue (ft)	66	54	162	47
Link Distance (ft)	403	403	1049	303
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Main Street & School Access, Interval #3

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	167	85	774	120
Average Queue (ft)	101	49	367	24
95th Queue (ft)	184	88	934	114
Link Distance (ft)	403	403	1049	303
Upstream Blk Time (%)			7	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Intersection: 3: Main Street & School Access, Interval #4**

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	109	61	738	73
Average Queue (ft)	53	34	380	17
95th Queue (ft)	117	61	1056	72
Link Distance (ft)	403	403	1049	303
Upstream Blk Time (%)			4	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Intersection: 3: Main Street & School Access, All Intervals**

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	169	87	817	146
Average Queue (ft)	58	35	198	16
95th Queue (ft)	129	69	734	78
Link Distance (ft)	403	403	1049	303
Upstream Blk Time (%)			3	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Intersection: 5: 120 South & Main Street, Interval #1**

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	46	299	105
Average Queue (ft)	20	214	93
95th Queue (ft)	49	321	116
Link Distance (ft)	492	303	62
Upstream Blk Time (%)		1	19
Queuing Penalty (veh)		7	80
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: 120 South & Main Street, Interval #2

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	51	271	103
Average Queue (ft)	18	179	88
95th Queue (ft)	50	316	118
Link Distance (ft)	492	303	62
Upstream Blk Time (%)		3	17
Queuing Penalty (veh)		14	72
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: 120 South & Main Street, Interval #3

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	44	344	101
Average Queue (ft)	23	310	94
95th Queue (ft)	53	384	107
Link Distance (ft)	492	303	62
Upstream Blk Time (%)		23	20
Queuing Penalty (veh)		184	97
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: 120 South & Main Street, Interval #4

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	42	337	101
Average Queue (ft)	17	265	93
95th Queue (ft)	49	405	109
Link Distance (ft)	492	303	62
Upstream Blk Time (%)		17	20
Queuing Penalty (veh)		91	84
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: 120 South & Main Street, All Intervals

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	64	345	113
Average Queue (ft)	20	242	92
95th Queue (ft)	50	385	114
Link Distance (ft)	492	303	62
Upstream Blk Time (%)		11	19
Queuing Penalty (veh)		74	83
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Main Street & 100 South, Interval #1

Movement	WB	WB	NB	SB	B1
Directions Served	L	R	TR	LT	T
Maximum Queue (ft)	225	102	99	140	49
Average Queue (ft)	141	36	67	95	16
95th Queue (ft)	292	127	105	161	61
Link Distance (ft)	951		62	68	71
Upstream Blk Time (%)			6	15	2
Queuing Penalty (veh)			31	45	5
Storage Bay Dist (ft)		50			
Storage Blk Time (%)	69	0			
Queuing Penalty (veh)	14	0			

Intersection: 7: Main Street & 100 South, Interval #2

Movement	WB	WB	NB	SB	B1
Directions Served	L	R	TR	LT	T
Maximum Queue (ft)	254	107	92	114	28
Average Queue (ft)	149	46	65	66	4
95th Queue (ft)	309	142	107	136	32
Link Distance (ft)	951		62	68	71
Upstream Blk Time (%)			5	8	1
Queuing Penalty (veh)			25	23	2
Storage Bay Dist (ft)		50			
Storage Blk Time (%)	67	1			
Queuing Penalty (veh)	13	1			

**Intersection: 7: Main Street & 100 South, Interval #3**

Movement	WB	WB	NB	SB	B1
Directions Served	L	R	TR	LT	T
Maximum Queue (ft)	402	126	97	138	75
Average Queue (ft)	257	39	75	105	23
95th Queue (ft)	583	136	105	167	83
Link Distance (ft)	951		62	68	71
Upstream Blk Time (%)			9	21	4
Queuing Penalty (veh)			64	82	17
Storage Bay Dist (ft)		50			
Storage Blk Time (%)	76	1			
Queuing Penalty (veh)	15	1			

**Intersection: 7: Main Street & 100 South, Interval #4**

Movement	WB	WB	NB	SB	B1
Directions Served	L	R	TR	LT	T
Maximum Queue (ft)	575	149	99	133	68
Average Queue (ft)	449	66	75	85	16
95th Queue (ft)	818	186	106	158	70
Link Distance (ft)	951		62	68	71
Upstream Blk Time (%)	3		8	19	6
Queuing Penalty (veh)	0		41	57	18
Storage Bay Dist (ft)		50			
Storage Blk Time (%)	100	1			
Queuing Penalty (veh)	20	1			

**Intersection: 7: Main Street & 100 South, All Intervals**

Movement	WB	WB	NB	SB	B1
Directions Served	L	R	TR	LT	T
Maximum Queue (ft)	582	150	107	144	94
Average Queue (ft)	249	47	70	87	15
95th Queue (ft)	588	150	107	160	64
Link Distance (ft)	951		62	68	71
Upstream Blk Time (%)	1		7	16	3
Queuing Penalty (veh)	0		40	52	10
Storage Bay Dist (ft)		50			
Storage Blk Time (%)	78	1			
Queuing Penalty (veh)	16	1			

**Zone Summary**

Zone wide Queuing Penalty, Interval #1: 181
Zone wide Queuing Penalty, Interval #2: 151
Zone wide Queuing Penalty, Interval #3: 461
Zone wide Queuing Penalty, Interval #4: 311
Zone wide Queuing Penalty, All Intervals: 276

## SimTraffic LOS Report

**Project:** Alpine - Mountainville Academy TS  
**Analysis Period:** Existing (2018) TWLTL  
**Time Period:** Afternoon Peak Hour **Project #:** UT18-1336

**Intersection:** Main Street & School Access  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	541	530	98	6.6	A
	R	102	105	103	6.3	A
	<b>Subtotal</b>	<b>643</b>	<b>635</b>	<b>99</b>	<b>6.6</b>	<b>A</b>
SB	L	11	11	100	7.3	A
	T	463	448	97	1.0	A
	<b>Subtotal</b>	<b>474</b>	<b>459</b>	<b>97</b>	<b>1.2</b>	<b>A</b>
WB	L	94	93	99	37.5	E
	R	60	60	100	10.5	B
	<b>Subtotal</b>	<b>154</b>	<b>153</b>	<b>99</b>	<b>26.9</b>	<b>D</b>
<b>Total</b>		<b>1,270</b>	<b>1,247</b>	<b>98</b>	<b>7.1</b>	<b>A</b>

**Intersection:** Main Street & 120 South  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	42	44	105	15.1	C
	T	559	547	98	13.7	B
	<b>Subtotal</b>	<b>601</b>	<b>591</b>	<b>98</b>	<b>13.8</b>	<b>B</b>
SB	T	441	430	97	6.3	A
	R	8	9	109	4.6	A
	<b>Subtotal</b>	<b>449</b>	<b>439</b>	<b>98</b>	<b>6.3</b>	<b>A</b>
EB	L	4	4	94	31.9	D
	R	27	28	105	6.7	A
	<b>Subtotal</b>	<b>31</b>	<b>32</b>	<b>103</b>	<b>9.9</b>	<b>A</b>
<b>Total</b>		<b>1,082</b>	<b>1,062</b>	<b>98</b>	<b>10.6</b>	<b>B</b>

## SimTraffic LOS Report

**Project:** Alpine - Mountainville Academy TS  
**Analysis Period:** Existing (2018) TWLTL  
**Time Period:** Afternoon Peak Hour **Project #:** UT18-1336

**Intersection:** Main Street & 100 South  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	466	452	97	1.1	A
	R	86	87	101	1.7	A
	<b>Subtotal</b>	<b>552</b>	<b>539</b>	<b>98</b>	<b>1.2</b>	<b>A</b>
SB	L	17	16	94	15.9	C
	T	304	300	99	4.7	A
	<b>Subtotal</b>	<b>321</b>	<b>316</b>	<b>98</b>	<b>5.3</b>	<b>A</b>
WB	L	136	127	93	183.6	F
	R	20	20	100	99.2	F
	<b>Subtotal</b>	<b>156</b>	<b>147</b>	<b>94</b>	<b>172.1</b>	<b>F</b>
<b>Total</b>		<b>1,029</b>	<b>1,002</b>	<b>97</b>	<b>29.5</b>	<b>D</b>

**3: Main Street & School Access Performance by movement Interval #1 2:30**

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.5	0.4	0.1	0.0	0.3
Total Delay (hr)	0.1	0.0	0.1	0.0	0.0	0.0	0.2
Total Del/Veh (s)	17.1	7.9	2.2	1.7	3.2	0.7	2.7
Vehicles Entered	17	12	120	22	2	113	286
Vehicles Exited	17	12	118	21	2	111	281
Hourly Exit Rate	68	48	472	84	8	444	1124
Input Volume	70	45	490	76	11	432	1124
% of Volume	97	107	96	111	73	103	100

**3: Main Street & School Access Performance by movement Interval #2 2:45**

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.5	0.4	0.0	0.0	0.3
Total Delay (hr)	0.1	0.0	0.1	0.0	0.0	0.0	0.2
Total Del/Veh (s)	17.2	6.3	2.1	1.7	4.6	0.8	2.9
Vehicles Entered	20	11	123	22	3	100	279
Vehicles Exited	20	11	125	22	3	102	283
Hourly Exit Rate	80	44	500	88	12	408	1132
Input Volume	70	45	490	76	11	432	1124
% of Volume	114	98	102	116	109	94	101

**3: Main Street & School Access Performance by movement Interval #3 3:00**

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.2	0.9	0.8	0.0	0.0	0.5
Total Delay (hr)	0.6	0.1	0.6	0.1	0.0	0.1	1.5
Total Del/Veh (s)	57.8	14.6	12.3	9.9	15.0	1.8	13.1
Vehicles Entered	38	25	169	42	3	130	407
Vehicles Exited	34	24	162	41	3	128	392
Hourly Exit Rate	136	96	648	164	12	512	1568
Input Volume	165	105	694	179	11	556	1710
% of Volume	82	91	93	92	109	92	92

3: Main Street & School Access Performance by movement Interval #4 3:15

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.5	0.5	0.0	0.1	0.3
Total Delay (hr)	0.2	0.0	0.2	0.0	0.0	0.0	0.5
Total Del/Veh (s)	29.3	7.7	6.4	7.5	3.8	0.8	6.2
Vehicles Entered	18	12	119	20	3	106	278
Vehicles Exited	22	13	126	22	4	107	294
Hourly Exit Rate	88	52	504	88	16	428	1176
Input Volume	70	45	490	76	11	432	1124
% of Volume	126	116	103	116	145	99	105

3: Main Street & School Access Performance by movement Entire Run

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.1	0.6	0.6	0.0	0.0	0.3
Total Delay (hr)	1.0	0.2	1.0	0.2	0.0	0.1	2.5
Total Del/Veh (s)	37.5	10.5	6.6	6.3	7.3	1.0	7.1
Vehicles Entered	93	60	531	105	11	448	1248
Vehicles Exited	93	60	530	105	11	448	1247
Hourly Exit Rate	93	60	530	105	11	448	1247
Input Volume	94	60	541	102	11	463	1270
% of Volume	99	100	98	103	100	97	98

5: Main Street & 120 South Performance by movement Interval #1 2:30

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.4	0.2	0.0	0.6
Total Del/Veh (s)	45.9	7.1	16.7	10.3	5.7	5.9	8.5
Vehicles Entered	1	6	10	120	106	2	245
Vehicles Exited	1	6	10	124	109	2	252
Hourly Exit Rate	4	24	40	496	436	8	1008
Input Volume	4	25	37	498	410	8	982
% of Volume	100	96	108	100	106	100	103

5: Main Street & 120 South Performance by movement Interval #2 2:45

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.4	0.2	0.0	0.6
Total Del/Veh (s)	30.5	5.3	12.9	10.0	6.4	3.5	8.6
Vehicles Entered	1	6	10	125	98	2	242
Vehicles Exited	1	6	10	122	96	2	237
Hourly Exit Rate	4	24	40	488	384	8	948
Input Volume	4	25	37	498	410	8	982
% of Volume	100	96	108	98	94	100	97

5: Main Street & 120 South Performance by movement Interval #3 3:00

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.8	0.4	0.3
Total Delay (hr)	0.0	0.0	0.1	0.9	0.2	0.0	1.1
Total Del/Veh (s)	20.6	7.6	15.8	17.1	5.6	4.2	12.4
Vehicles Entered	1	10	13	174	122	4	324
Vehicles Exited	1	10	13	172	124	4	324
Hourly Exit Rate	4	40	52	688	496	16	1296
Input Volume	5	32	56	743	535	9	1380
% of Volume	80	125	93	93	93	178	94

5: Main Street & 120 South Performance by movement Interval #4 3:15

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.5	0.2	0.0	0.8
Total Del/Veh (s)	30.5	6.2	12.1	14.3	7.3	5.6	11.2
Vehicles Entered	1	6	11	128	104	1	251
Vehicles Exited	1	6	10	128	101	1	247
Hourly Exit Rate	4	24	40	512	404	4	988
Input Volume	4	25	37	498	410	8	982
% of Volume	100	96	108	103	99	50	101

5: Main Street & 120 South Performance by movement Entire Run

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.2	0.2	0.1
Total Delay (hr)	0.0	0.1	0.2	2.1	0.8	0.0	3.2
Total Del/Veh (s)	31.9	6.7	15.1	13.7	6.3	4.6	10.6
Vehicles Entered	4	28	44	546	431	9	1062
Vehicles Exited	4	28	44	547	430	9	1062
Hourly Exit Rate	4	28	44	547	430	9	1062
Input Volume	4	27	42	559	441	8	1082
% of Volume	94	105	105	98	97	109	98

7: Main Street & 100 South Performance by movement Interval #1 2:30

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	3.0	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.7	0.0	0.0	0.0	0.0	0.1	0.9
Total Del/Veh (s)	74.4	22.4	1.2	2.0	7.7	4.7	13.8
Vehicles Entered	31	4	99	23	4	74	235
Vehicles Exited	33	4	98	22	4	75	236
Hourly Exit Rate	132	16	392	88	16	300	944
Input Volume	136	20	411	81	16	282	946
% of Volume	97	80	95	109	100	106	100

7: Main Street & 100 South Performance by movement Interval #2 2:45

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	3.2	0.0	0.0	0.5	0.0	0.1
Total Delay (hr)	0.8	0.0	0.0	0.0	0.0	0.1	1.0
Total Del/Veh (s)	80.1	28.8	1.0	1.5	18.9	4.1	15.2
Vehicles Entered	34	6	100	20	3	67	230
Vehicles Exited	34	6	101	21	3	66	231
Hourly Exit Rate	136	24	404	84	12	264	924
Input Volume	136	20	411	81	16	282	946
% of Volume	100	120	98	104	75	94	98

7: Main Street & 100 South Performance by movement Interval #3 3:00

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	3.3	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	2.1	0.1	0.0	0.0	0.0	0.1	2.4
Total Del/Veh (s)	185.7	83.7	1.1	1.5	18.4	5.1	27.7
Vehicles Entered	36	6	146	24	5	90	307
Vehicles Exited	23	5	144	24	4	91	291
Hourly Exit Rate	92	20	576	96	16	364	1164
Input Volume	136	20	629	101	20	371	1277
% of Volume	68	100	92	95	80	98	91

7: Main Street & 100 South Performance by movement Interval #4 3:15

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	2.9	0.0	0.2	0.1	0.1	0.2
Total Delay (hr)	3.5	0.4	0.0	0.0	0.0	0.1	4.0
Total Del/Veh (s)	254.2	219.6	1.1	1.5	15.0	4.7	54.7
Vehicles Entered	32	5	107	20	4	69	237
Vehicles Exited	38	6	109	21	5	68	247
Hourly Exit Rate	152	24	436	84	20	272	988
Input Volume	136	20	411	81	16	282	946
% of Volume	112	120	106	104	125	96	104

7: Main Street & 100 South Performance by movement Entire Run

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	3.1	0.0	0.1	0.1	0.0	0.1
Total Delay (hr)	7.1	0.6	0.1	0.0	0.1	0.4	8.3
Total Del/Veh (s)	183.6	99.2	1.1	1.7	15.9	4.7	29.5
Vehicles Entered	134	21	452	87	16	300	1010
Vehicles Exited	127	20	452	87	16	300	1002
Hourly Exit Rate	127	20	452	87	16	300	1002
Input Volume	136	20	466	86	17	304	1029
% of Volume	93	100	97	101	94	99	97

Total Zone Performance By Interval

Interval Start	2:30	2:45	3:00	3:15	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.2
Denied Del/Veh (s)	0.5	0.5	1.0	0.5	0.6
Total Delay (hr)	1.7	1.8	5.1	5.3	13.9
Total Del/Veh (s)	217.1	212.2	275.9	477.4	669.1
Vehicles Entered	221	230	342	221	1014
Vehicles Exited	10	9	14	7	42
Hourly Exit Rate	40	36	56	28	42
Input Volume	3052	3052	4367	3052	3381
% of Volume	1	1	1	1	1

**Intersection: 3: Main Street & School Access, Interval #1**

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	66	61	50	30
Average Queue (ft)	41	29	8	6
95th Queue (ft)	75	60	54	38
Link Distance (ft)	402	402	1049	303
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Intersection: 3: Main Street & School Access, Interval #2**

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	71	52	34	46
Average Queue (ft)	43	25	6	8
95th Queue (ft)	81	58	47	45
Link Distance (ft)	402	402	1049	303
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Intersection: 3: Main Street & School Access, Interval #3**

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	176	83	343	120
Average Queue (ft)	101	49	109	25
95th Queue (ft)	212	87	450	113
Link Distance (ft)	402	402	1049	303
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Intersection: 3: Main Street & School Access, Interval #4**

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	122	53	263	53
Average Queue (ft)	55	30	51	11
95th Queue (ft)	138	59	312	53
Link Distance (ft)	402	402	1049	303
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Intersection: 3: Main Street & School Access, All Intervals**

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	185	87	387	132
Average Queue (ft)	60	34	43	13
95th Queue (ft)	144	70	271	69
Link Distance (ft)	402	402	1049	303
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Intersection: 5: Main Street & 120 South, Interval #1**

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	43	81	238	98
Average Queue (ft)	18	36	165	90
95th Queue (ft)	49	99	268	105
Link Distance (ft)	486		303	63
Upstream Blk Time (%)			1	17
Queuing Penalty (veh)			3	70
Storage Bay Dist (ft)		100		
Storage Blk Time (%)		0	18	
Queuing Penalty (veh)		0	7	

Intersection: 5: Main Street & 120 South, Interval #2

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	49	107	257	97
Average Queue (ft)	20	36	142	86
95th Queue (ft)	52	108	266	112
Link Distance (ft)	486		303	63
Upstream Blk Time (%)			0	17
Queuing Penalty (veh)			2	70
Storage Bay Dist (ft)		100		
Storage Blk Time (%)			16	
Queuing Penalty (veh)			6	

Intersection: 5: Main Street & 120 South, Interval #3

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	46	184	332	97
Average Queue (ft)	24	85	255	93
95th Queue (ft)	55	218	362	101
Link Distance (ft)	486		303	63
Upstream Blk Time (%)			7	19
Queuing Penalty (veh)			52	95
Storage Bay Dist (ft)		100		
Storage Blk Time (%)		0	39	
Queuing Penalty (veh)		0	22	

Intersection: 5: Main Street & 120 South, Interval #4

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	38	136	295	101
Average Queue (ft)	18	47	171	92
95th Queue (ft)	49	146	305	106
Link Distance (ft)	486		303	63
Upstream Blk Time (%)			3	20
Queuing Penalty (veh)			14	86
Storage Bay Dist (ft)		100		
Storage Blk Time (%)			25	
Queuing Penalty (veh)			9	

Intersection: 5: Main Street & 120 South, All Intervals

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	60	188	334	103
Average Queue (ft)	20	51	183	90
95th Queue (ft)	51	152	320	108
Link Distance (ft)	486		303	63
Upstream Blk Time (%)			3	18
Queuing Penalty (veh)			18	80
Storage Bay Dist (ft)		100		
Storage Blk Time (%)		0	25	
Queuing Penalty (veh)		0	11	

Intersection: 7: Main Street & 100 South, Interval #1

Movement	WB	WB	NB	SB	SB	B1
Directions Served	L	R	TR	L	T	T
Maximum Queue (ft)	182	90	87	45	126	32
Average Queue (ft)	118	29	63	10	82	5
95th Queue (ft)	232	108	98	39	143	30
Link Distance (ft)	945		63		69	71
Upstream Blk Time (%)			6	0	9	0
Queuing Penalty (veh)			29	0	26	1
Storage Bay Dist (ft)		50		1		
Storage Blk Time (%)	62	0		2	12	
Queuing Penalty (veh)	12	0		7	2	

Intersection: 7: Main Street & 100 South, Interval #2

Movement	WB	WB	NB	SB	SB	B1
Directions Served	L	R	TR	L	T	T
Maximum Queue (ft)	193	113	93	41	110	11
Average Queue (ft)	126	37	68	13	55	2
95th Queue (ft)	244	116	102	44	119	20
Link Distance (ft)	945		63		69	71
Upstream Blk Time (%)			5	0	6	0
Queuing Penalty (veh)			26	0	18	0
Storage Bay Dist (ft)		50		1		
Storage Blk Time (%)	66	1		4	11	
Queuing Penalty (veh)	13	2		11	2	

**Intersection: 7: Main Street & 100 South, Interval #3**

Movement	WB	WB	NB	SB	SB	B1
Directions Served	L	R	TR	L	T	T
Maximum Queue (ft)	423	110	97	49	137	51
Average Queue (ft)	231	40	74	15	94	13
95th Queue (ft)	457	134	103	47	156	53
Link Distance (ft)	945		63		69	71
Upstream Blk Time (%)			8	0	11	1
Queuing Penalty (veh)			57	0	44	2
Storage Bay Dist (ft)		50		1		
Storage Blk Time (%)	94	2		8	14	
Queuing Penalty (veh)	19	3		27	3	

**Intersection: 7: Main Street & 100 South, Interval #4**

Movement	WB	WB	NB	SB	SB	B1
Directions Served	L	R	TR	L	T	T
Maximum Queue (ft)	504	149	93	49	120	23
Average Queue (ft)	407	73	68	15	65	3
95th Queue (ft)	753	193	98	49	126	25
Link Distance (ft)	945		63		69	71
Upstream Blk Time (%)			6	0	7	0
Queuing Penalty (veh)			28	0	19	1
Storage Bay Dist (ft)		50		1		
Storage Blk Time (%)	91	1		6	13	
Queuing Penalty (veh)	18	1		16	2	

**Intersection: 7: Main Street & 100 South, All Intervals**

Movement	WB	WB	NB	SB	SB	B1
Directions Served	L	R	TR	L	T	T
Maximum Queue (ft)	525	150	102	64	140	74
Average Queue (ft)	221	45	68	13	74	6
95th Queue (ft)	515	143	101	45	141	34
Link Distance (ft)	945		63		69	71
Upstream Blk Time (%)			6	0	8	0
Queuing Penalty (veh)			35	0	27	1
Storage Bay Dist (ft)		50		1		
Storage Blk Time (%)	78	1		5	12	
Queuing Penalty (veh)	16	2		15	2	

**Zone Summary**

Zone wide Queuing Penalty, Interval #1: 157
Zone wide Queuing Penalty, Interval #2: 150
Zone wide Queuing Penalty, Interval #3: 325
Zone wide Queuing Penalty, Interval #4: 195
Zone wide Queuing Penalty, All Intervals: 207

**SimTraffic Queueing Report**  
**Project: Alpine - Mountainville Academy TS**  
**Analysis: Existing (2018) No-Build**  
**Time Period: Afternoon Peak Hour**  
 95<sup>th</sup> Percentile Queue Length (feet)

**HALES ENGINEERING**  
 Innovative transportation solutions

**Project #: UT18-1336**

Intersection	EB	NB		SB		WB	
	LR	LT	TR	LT	TR	L	R
120 South & Main Street	50	385	--	--	114	--	--
Main Street & 100 South	--	--	107	160	--	588	150
Main Street & School Access	--	--	734	78	--	129	69

# ALPINE CITY COUNCIL AGENDA

**SUBJECT: Plat Amendment – Goeckertiz Plat C**

**FOR CONSIDERATION ON: 12 February 2019**

**PETITIONER: Quinn Goeckeritz**

**ACTION REQUESTED BY PETITIONER: Approve the Plat Amendment**

**APPLICABLE STATUTE OR ORDINANCE: Article 3.31**

**BACKGROUND INFORMATION:**

The property owner has applied for a boundary line adjustment between two lots that they already own. Property is located at 289 S. High Bench Road, on approximately 2.45 acres, in the CR20-000 zone, with lots ranging in size from 0.46 acres to 1.97 acres. One of the lots is in a recorded subdivision and would require that the boundary line adjustment be done via plat amendment.

This boundary line adjustment/plat amendment is only coming to Planning Commission/City Council because the right-of-way dedication that must be approved by City Council. Otherwise it would have been approved at a Staff level as a minor subdivision.

The Planning Commission recommended approval with the following motion:

**MOTION:** Bryce Higbee moved to recommend approval of the proposed Goeckeritz Estates Plat C Amendment with the following conditions:

1. Developer provide an engineer's cost estimate
2. Developer meet the water policy

John Gubler seconded. There were 6 Ayes and 0 Nays (recorded below). The motion passed.

**Ayes:**

Bryce Higbee  
Alan MacDonald  
John MacKay  
David Fotheringham  
John Gubler  
Sylvia Christiansen

**Nays:**

None



**ALPINE CITY  
STAFF REPORT**  
January 29, 2019

**To:** Alpine City Planning Commission

**From:** Staff

**Prepared By:** Austin Roy, City Planner  
Planning & Zoning Department

Jed Muhlestein, City Engineer  
Engineering & Public Works Department

**Re: Goeckeritz Estates Plat C – Plat Amendment**

Applicant: Quinn Goeckeritz  
Project Location: 289 S. High Bench Road  
Zoning: CR-20,000 Zone  
Acreage: Approximately 2.45 Acres  
Lot Size: Lots range from 0.46 acres to 1.97 acres  
Request: Recommend approval of the plat amendment

**SUMMARY**

The property owner has applied for a boundary line adjustment between two lots that they already own. Property is located at 289 S. High Bench Road, on approximately 2.45 acres, in the CR20-000 zone, with lots ranging in size from 0.46 acres to 1.97 acres. One of the lots is in a recorded subdivision and would require that the boundary line adjustment be done via plat amendment.

This boundary line adjustment/plat amendment is only coming to Planning Commission for recommendation because of the right-of-way dedication that must be approved by City Council. Otherwise it would have been approved at a Staff level as a minor subdivision.

**BACKGROUND**

In 2001 Goeckeritz Estates Subdivision was created, a minor subdivision with two lots. In 2012, the plat was amended, Goeckertiz Estates Plat B, and the northern boundary line of Lot 1 was adjusted. Now the property owner would like to make further adjustments and dedicate a right-of-way to the City.

## **ANALYSIS**

### Lot Width and Area

Each lot meets the City's lot width/frontage requirements, plat does not show any lot with less than 110 feet of frontage on a public street.

Proposed lots also meet the City's area requirements for the zone, with the smallest lot at 0.46 acres or 20,001 square feet. Lots located in the CR-20,000 zone are required to be at least 20,000 square feet in size.

### Use

Single-unit detached dwellings, which is the proposed use for lots as shown on the plat amendment, are a permitted use in the zone. The developer has not proposed any other uses.

### Street System

Public right-of-way is being dedicated to the City, located on the northwest corner of the plat, which is consistent with the City's Street Master Plan.

### Sensitive Lands (Wildland Urban Interface)

Not applicable, not located in sensitive lands area.

### Trails

Not applicable, no trails in this area.

### General Plan

Proposal complies with the City General Plan.

## **REVIEWS**

### **PLANNING AND ZONING DEPARTMENT REVIEW**

The analysis section in the body of this report serves as the Planning and Zoning Department review.

### **ENGINEERING AND PUBLIC WORKS DEPARTMENT REVIEW**

#### Streets

The application shows the appropriate right of way dedication on High Bench Boulevard. Frontage improvements are required with any development, in this situation the improvements (curb, gutter, sidewalk, roadway) already exist.

#### Utilities

Lot 2 will need to be improved with service laterals for water, sewer, and pressurized irrigation.

#### Other

A bond would be required for the improvements of Lot 2. **The developer needs to submit an engineering cost estimate for the proposed improvements** so one can be created.

**The City water policy needs to be met prior to recordation of the plat.**

A Land Disturbance Permit would be required prior to construction which ensures a Storm Water Pollution Prevention Plan (SWPPP) is followed. All disturbed areas of the site are required to be revegetated after construction.

**There are minor redlines on plat that would need corrected prior to recordation.**

#### LONE PEAK FIRE DEPARTMENT REVIEW

See the attached review from the Lone Peak Fire Department.

#### NOTICING

Notice has been properly issued in the manner outlined in City and State Code

#### **STAFF RECOMMENDATION**

Review staff report and findings and make a recommendation to City Council to either approve or deny the proposed plat amendment. Findings are outlined below.

Findings for a Positive Motion:

- A. Lots comply with area, minimum frontage, use, and slope requirements for the CR-20,000 zone.

Findings for Negative Motion:

- A. None.

#### **MODEL MOTIONS**

##### **SAMPLE MOTION TO APPROVE**

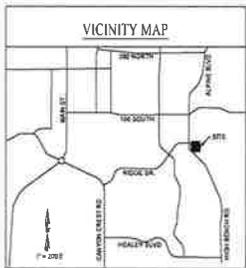
I motion to recommend approval of the proposed Goeckeritz Estates Plat "C" with the following conditions:

- The Developer provide and engineer's cost estimate;
- The Developer address redlines on the plat and plans;
- The Developer meet the water policy.

##### **SAMPLE MOTION TO DENY**

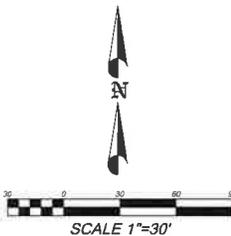
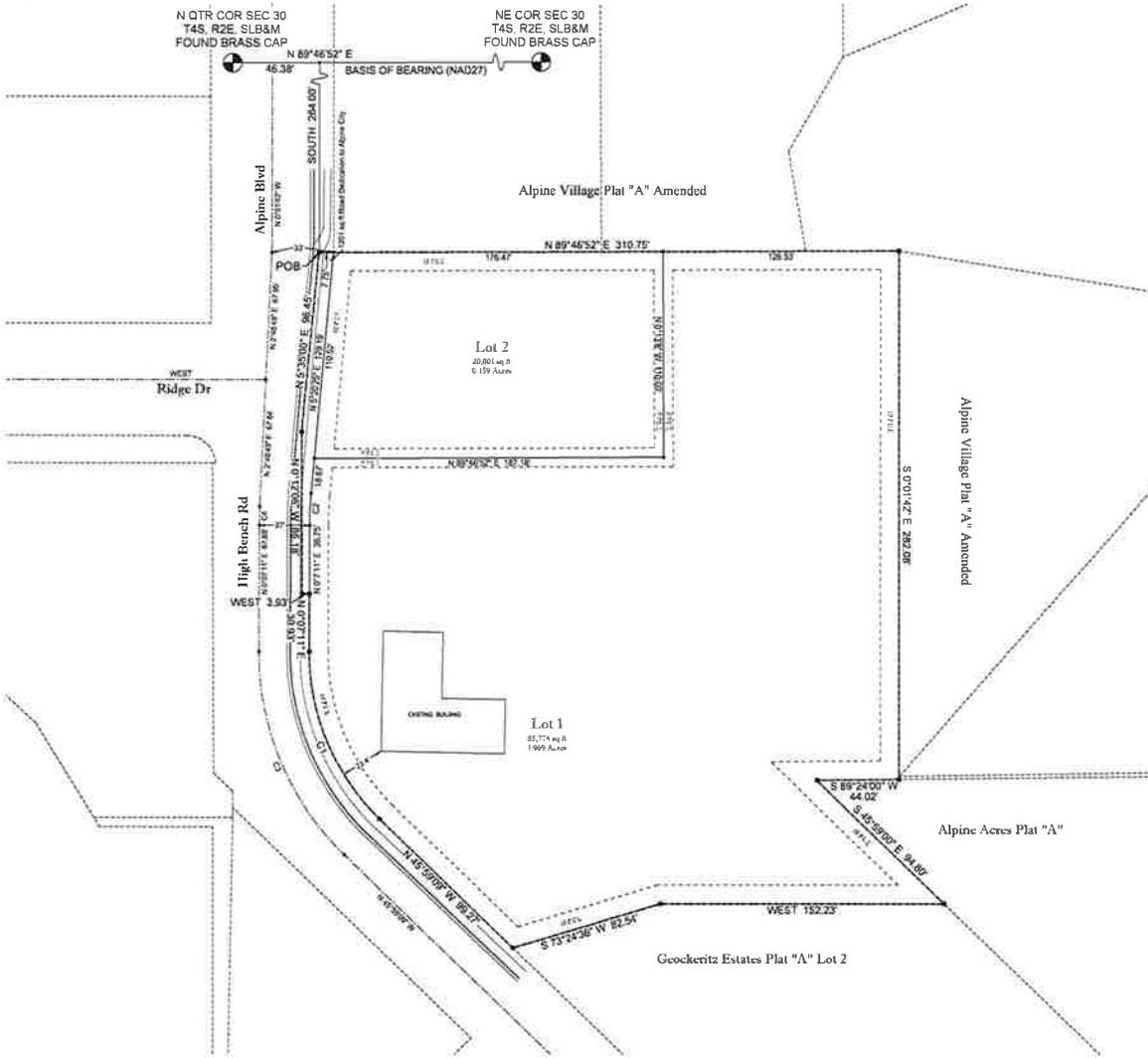
I motion to recommend that the plat amendment Goeckeritz Estates Plat "C" be denied based on the following:

- \*\*\*Insert Finding\*\*\*



# GOECKERITZ ESTATES PLAT "C"

LOCATED IN THE NE 1/4 OF SECTION 30, T4S, R2E, S1B&M1  
ALPINE CITY, UTAH COUNTY, STATE OF UTAH



**CURVE TABLE**

STATION	CHORD	ANGLE	DELTA	CHORD	BEARING
1	171.08	98.36	45°30'	16.11	S 73°24'38" W
2	167.86	98.36	45°30'	16.11	S 73°24'38" W
3	171.08	98.36	45°30'	16.11	S 73°24'38" W
4	171.08	98.36	45°30'	16.11	S 73°24'38" W

**TABULATIONS**

ZONING	CR-30.000
NOTICE AREA	2,496.46
# OF LOTS	2

**ADDRESS TABLE**

LOT 1	1303 S. HIGH BENCH ROAD
LOT 2	1308 S. HIGH BENCH ROAD

**PLAT VACATION NOTICE**  
THE CITY OF ALPINE IS SATISFIED THAT NEITHER THE PUBLIC NOR ANY PERSON WILL BE MATERIALLY INJURED BY THE VACATION OF LOT 1, GOECKERITZ ESTATES PLAT "B" TOGETHER WITH THE 1/4 FOOT P.U.E. ALONG ITS NORTHERLY BOUNDARY AND THAT THERE IS GOOD CAUSE FOR THE VACATION. LOT 1, GOECKERITZ ESTATES PLAT "B" AND THE 1/4 FOOT P.U.E. ARE HEREBY VACATED.

**APPROVAL AS TO FORM**  
APPROVED AS TO FORM THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D. 20\_\_\_\_  
CITY ATTORNEY

**SURVEYOR'S CERTIFICATE**

I, AARON D. THOMAS, DO HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR, AND THAT I HOLD CERTIFICATE NO. 6148786 AS PRESCRIBED BY THE LAWS OF THE STATE OF UTAH. FURTHER CERTIFY BY AUTHORITY OF THE OWNERS, I HAVE MADE A SURVEY OF THE TRACT OF LAND SHOWN ON THIS PLAT AND DESCRIBED BELOW, AND HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS, BLOCKS, STREETS, OPEN SPACES, AND EASEMENTS AND THAT THE SAME HAS BEEN CORRECTLY SURVEYED AND STAKED ON THE GROUND AS SHOWN ON THIS PLAT AND THAT THIS PLAT IS TRUE AND CORRECT.

DATE \_\_\_\_\_ SURVEYOR \_\_\_\_\_

**BOUNDARY DESCRIPTION**

Beginning at point located North 89°46'52" East along section line 45.28 feet and South 254.00 feet from the North Quarter Corner of Section 30, Township 4 South, Range 2 East, Salt Lake Base and Meridian, thence the following two courses and distances along the boundary of Alpine Village Plat "A" Amended, as recorded in the office of the Utah County Recorder: 1) North 89°46'52" East 310.75 feet, and 2) South 0°17'42" East 252.09 feet, thence the following two courses and distances along the boundary of Alpine Acres Plat "A" as recorded in the office of the Utah County Recorder: 1) South 89°24'00" West 44.02 feet, and 2) South 45°50'00" East 94.80 feet, thence the following two courses and distances along the northerly boundary of Lot 2, Goeckeritz Estates Plat "B" as recorded in the office of the Utah County Recorder: 1) West 152.23 feet, and 2) South 73°42'38" West 82.54 feet, thence North 45°50'00" West 99.27 feet, thence along the arc of a 123.00 foot radius curve to the right 99.88 feet through a central angle of 49°08'30" (chord bears North 22°55'59" West 66.33 feet), thence North 0°07'11" East 33.82 feet, thence West 3.83 feet, thence North 0°12'00" West 96.18 feet, thence North 5°35'00" East 86.45 feet to the point of beginning.  
Containing 2.456 acres.  
Basis of Bearing a Utah State Plane Coordinate System, Central Zone (NAD27).

**OWNER'S DEDICATION**

KNOW ALL MEN BY THESE PRESENTS THAT WE, ALL THE UNDERSIGNED OWNERS OF ALL OF THE PROPERTY DESCRIBED IN THE SURVEYOR'S CERTIFICATE HEREON AND SHOWN ON THIS MAP, HAVE CAUSED THE SAME TO BE SUBDIVIDED INTO LOTS, STREETS, OPEN SPACE, AND EASEMENTS AND DO HEREBY DEDICATE THE STREETS AND OTHER PUBLIC AREAS AS INDICATED HEREON FOR PERPETUAL USE OF THE PUBLIC.  
IN WITNESS WHEREOF WE HAVE HEREBY SET OUR HANDS THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D. 20\_\_\_\_

**ACKNOWLEDGMENT**

STATE OF UTAH  
COUNTY OF UTAH  
ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D. 20\_\_\_\_, PERSONALLY APPEARED BEFORE ME THE SIGNERS OF THE FOREGOING DEDICATION WHO FULLY ACKNOWLEDGE TO ME THAT THEY DID EXECUTE THE SAME.  
BY COMMISSIONER BOOKERS \_\_\_\_\_  
NOTARY PUBLIC

**ACCEPTANCE BY LEGISLATIVE BODY**

THE CITY COUNCIL OF ALPINE CITY, COUNTY OF UTAH, APPROVES THIS SUBDIVISION AND HEREBY ACCEPTS THE DEDICATION OF ALL STREETS, EASEMENTS, OPEN SPACES, AND OTHER PARCELS OF LAND INTENDED FOR PUBLIC PURPOSES FOR THE PERPETUAL USE OF THE PUBLIC THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D. 20\_\_\_\_

APPROVED \_\_\_\_\_ CITY ENGINEER ATTEST \_\_\_\_\_ CLERK - RECORDER

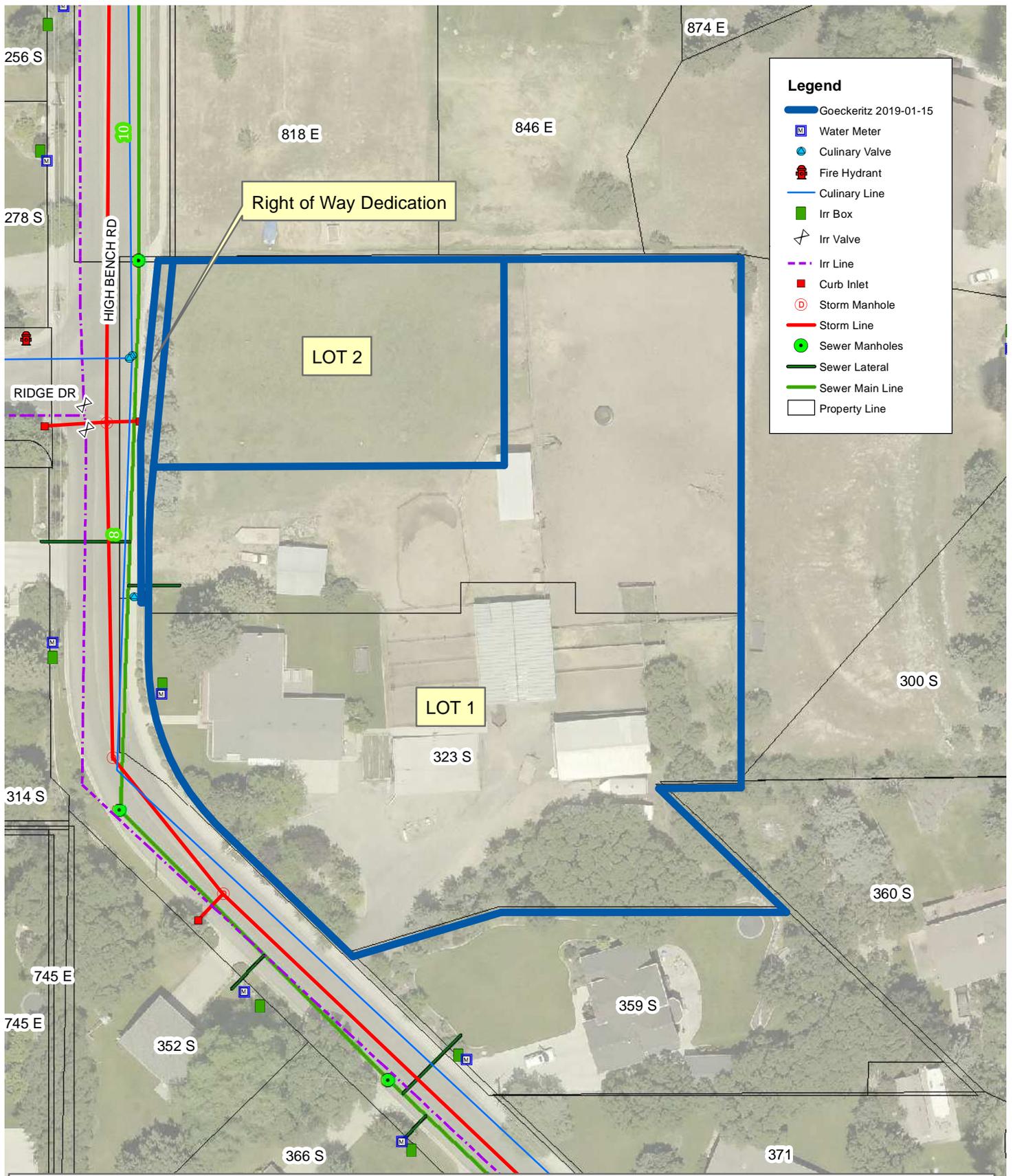
**PLANNING COMMISSION APPROVAL**

APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D. 20\_\_\_\_ BY THE ALPINE CITY PLANNING COMMISSION  
DIRECTOR - SECRETARY \_\_\_\_\_ CHAIRMAN, PLANNING COMMISSION \_\_\_\_\_

**PLAT "C"**

**GOECKERITZ ESTATES**

INCLUDING A VACATION OF LOT 1, GOECKERITZ ESTATES PLAT "B"  
LOCATED IN THE NE 1/4 OF SECTION 30, T4S, R2E, S1B&M1  
ALPINE CITY, UTAH COUNTY, STATE OF UTAH  
SCALE: 1"=30' FEET



**Legend**

- █ Goeckeritz 2019-01-15
- M Water Meter
- ⊙ Culinary Valve
- ⊙ Fire Hydrant
- Culinary Line
- Irr Box
- ⊙ Irr Valve
- - - Irr Line
- Curb Inlet
- ⊙ Storm Manhole
- Storm Line
- ⊙ Sewer Manholes
- Sewer Lateral
- Sewer Main Line
- Property Line

NOTE: Alpine City does not keep records of phone, gas, power, or other utilities not owned/maintained by the city.

Property Boundaries and Utilities are shown for reference only. Though shown generally close, a survey and Blue Stake should be done to locate both accurately.

# Goeckeritz Plat C

1 inch = 70 feet



## ALPINE CITY COUNCIL AGENDA

**SUBJECT: Major Subdivision Final Plat Review – Conrad’s Landing Plat C**

**FOR CONSIDERATION ON: 12 February 2019**

**PETITIONER: Steve McArthur**

**ACTION REQUESTED BY PETITIONER: Approve the Final Plat**

**APPLICABLE STATUTE OR ORDINANCE: Article 4.06.030**

### **BACKGROUND INFORMATION:**

The developer is seeking final approval for Conrad’s Landing Plat C, which consists of 7 lots on 4.19 acres. Lots Range in size from 0.46 to 0.60 acres (20,0058 to 26,046 square feet). Plat C is located in the CR-20,000 zone.

Planning Commission recommended approval with the following motion:

**MOTION:** Bryce Higbee moved to recommend approval of the proposed Conrad’s Landing Plat C Final Plat Review with the following conditions:

1. Developer provide an alternate design for the sewer line for review prior to City Council
2. Developer address redlines on the plat and plans
3. Developer meet the water policy
4. Developer remove all buildings that will conflict with future property lines or provide a bond to do so prior to recording the plat
5. The back of Lot 304, a double frontage lot, be landscaped where possible and as permitted given possible limitations due to the easement and storm drain pond
6. Developer work with the City to install the Alpine City sign and to have the City maintain the surrounding area.

Alan MacDonald seconded the motion. There were 6 Ayes and 0 Nays (recorded below). The motion passed.

#### **Ayes:**

Bryce Higbee  
Alan MacDonald  
John MacKay  
David Fotheringham  
John Gubler  
Sylvia Christiansen

#### **Nays:**

None



**ALPINE CITY  
STAFF REPORT**  
January 25, 2019

**To:** Alpine City Planning Commission

**From:** Staff

**Prepared By:** Austin Roy, City Planner  
Planning & Zoning Department

Jed Muhlestein, City Engineer  
Engineering & Public Works Department

**Re: Conrad's Landing Plat C – Final**

**Applicant:** Steve McArthur, representing Shack Building and Development, LLC.  
**Project Location:** Approximately 267 W. Sunset Drive.  
**Zoning:** CR-20,000 Zone.  
**Acreage:** Approximately 4.19 Acres.  
**Lot Size:** Lots range from 0.46 acres to 0.60 acres.  
**Request:** Recommend approval of the final plat.

**SUMMARY**

The developer is seeking final approval for Conrad's Landing Plat C, which consists of 7 lots on 4.19 acres. Lots Range in size from 0.46 to 0.60 acres (20,0058 to 26,046 square feet). Plat C is located in the CR-20,000 zone.

**BACKGROUND**

The Conrad's Landing Subdivision consists of 14 lots on approximately 8.29 acres. The development is located on Sunset Drive, South Blue Moon Lane, West Braddock Lane, and South Braddock Lane, and lies within the CR-20,000 zone. Lots Range in size from 0.46 to 0.60 acres (20,0058 to 26,046 square feet).

Preliminary approval occurred in 2008. Conrad's Landing Plat A and Plat B were submitted for Final, approved, and built in 2008.

**ANALYSIS**

Lot Width and Area

Lot width requirements for the CR-20,000 zone are 110 feet for a standard lot, and 80 feet for a cul-de-sac lot located on a curve. All proposed lots meet the width requirement.

Lots in the CR-20,000 zone are required to be a minimum of 20,000 square feet in size. The smallest lot proposed on the plat is 0.46 acres or 20,0058 square feet, thus meeting the requirement.

Use

The developer is proposing that the lots be used for single-unit detached dwellings, which is consistent with the permitted uses for the CR-20,000 zone. The developer has not proposed any other uses.

Street System

The proposal calls for a single cul-de-sac with 7 lots and complies with the City Street Master Plan.

Sensitive Lands (i.e. Wildland Urban Interface)

The proposed phase of development is not located in the sensitive lands area. Requirement not applicable to this development.

Trails

The City currently has no trails around this development, nor are there any anticipated.

General Plan

The proposed final plat meets all criteria of the City General Plan.

Other

**Existing Structure(s):**

There are existing buildings/structures onsite that may not meet setbacks if the development was recorded. **All buildings/structures either need removed or a bond provided for the removal of said buildings prior to recordation of the plat.**

**Double Frontage Lot:**

The proposed plat shows a double frontage lot (Lot 304). Double frontage lots are prohibited unless recommended by the Planning Commission and approved by the City Council. Unless approved, **access shall be prohibited on the secondary frontage (back of property) and it shall be labeled accordingly on the plat.**

**The Development Code requires double frontage lots to be fully landscaped by the developer or property owner.** Full landscaping includes: grass, irrigation, street trees, decorative concrete, and irrigation. Landscaping should meet the requirements outlined in the City Tree Guide.

It should be noted that the back of Lot 304 is unique in that there is a storm drain pond and a fifty-foot easement. Both conditions may limit what type of landscaping can be done on the back

of Lot 304. **Staff would recommend the back of Lot 304 be landscaped where possible and as permitted given possible limitations due to the easement and storm drain pond.**

## **REVIEWS**

### PLANNING AND ZONING DEPARTMENT REVIEW

The analysis section in the body of this report serves as the Planning and Zoning Department review.

### ENGINEERING AND PUBLIC WORKS DEPARTMENT REVIEW

#### Streets

The application shows the appropriate right of way dedication for the new cul-de-sac street. Frontage improvements of curb, gutter, and sidewalk are shown to be completed along Alpine Highway, Sunset Drive, and the new proposed cul-de-sac, Conrad Court. The dedicated right of way, bulb of the cul-de-sac, and road grades all appear to meet code requirements.

#### Utilities

Culinary water and pressurized irrigation will connect to existing lines in Braddock Lane. New service laterals are shown for each lot.

The sewer is shown to connect to existing lines in Alpine Highway. New service laterals are shown for each proposed lot. The sewer connection to Alpine Highway enters Metropolitan Water District (MWD) property to make the connection. An inquiry with the MWD about the connection revealed that this connection would cost the City \$1700 every 25 years, plus land use fees. No amount was given regarding the land use fees but from past experience in other parts of town we know these fees can be substantial. **Approval of the plan as proposed would need to be conditioned that the City Council agrees to the fees associated with the connection.** The Developer may be seeking another option for connection but Staff has not seen that yet. Lot 307 will acquire its services from the existing utilities in Sunset Drive. Horrocks Engineers has modeled the proposed development and the correct line sizes are shown on the plans per the master planned models.

Storm drain improvements consist of a retention pond on the west side of lot 304. A storm drain report was submitted with the application, reviewed, and approved. The pond was sized for the 100yr-24hr event, which meets the City's code.

#### Other

A Land Disturbance Permit would be required prior to construction which ensures a Storm Water Pollution Prevention Plan (SWPPP) is followed. All disturbed areas of the site are required to be revegetated after construction.

**The City water policy needs to be met prior to recordation of the plat.**

**There are redlines on plat and plans that would need corrected prior to recordation and construction.**

**LONE PEAK FIRE DEPARTMENT REVIEW**

See the attached review from the Lone Peak Fire Department.

**HORROCKS ENGINEERING REVIEW**

See the attached review from Horrocks Engineers.

**NOTICING**

Notice has been properly issued in the manner outlined in City and State Code

**STAFF RECOMMENDATION**

Review staff report and findings and make a recommendation to City Council to either approve or deny the proposed subdivision. Findings are outlined below.

Findings for a Positive Motion:

- A. The plan aligns with previous approvals for Conrad’s Landing.
- B. Proposed roadway construction appears to meet Alpine City design standards.
- C. Frontage improvements are shown throughout the development.

Findings for Negative Motion:

- A. The sewer connection on Metropolitan Water District will cost the City money annually.

**MODEL MOTIONS**

**SAMPLE MOTION TO APPROVE**

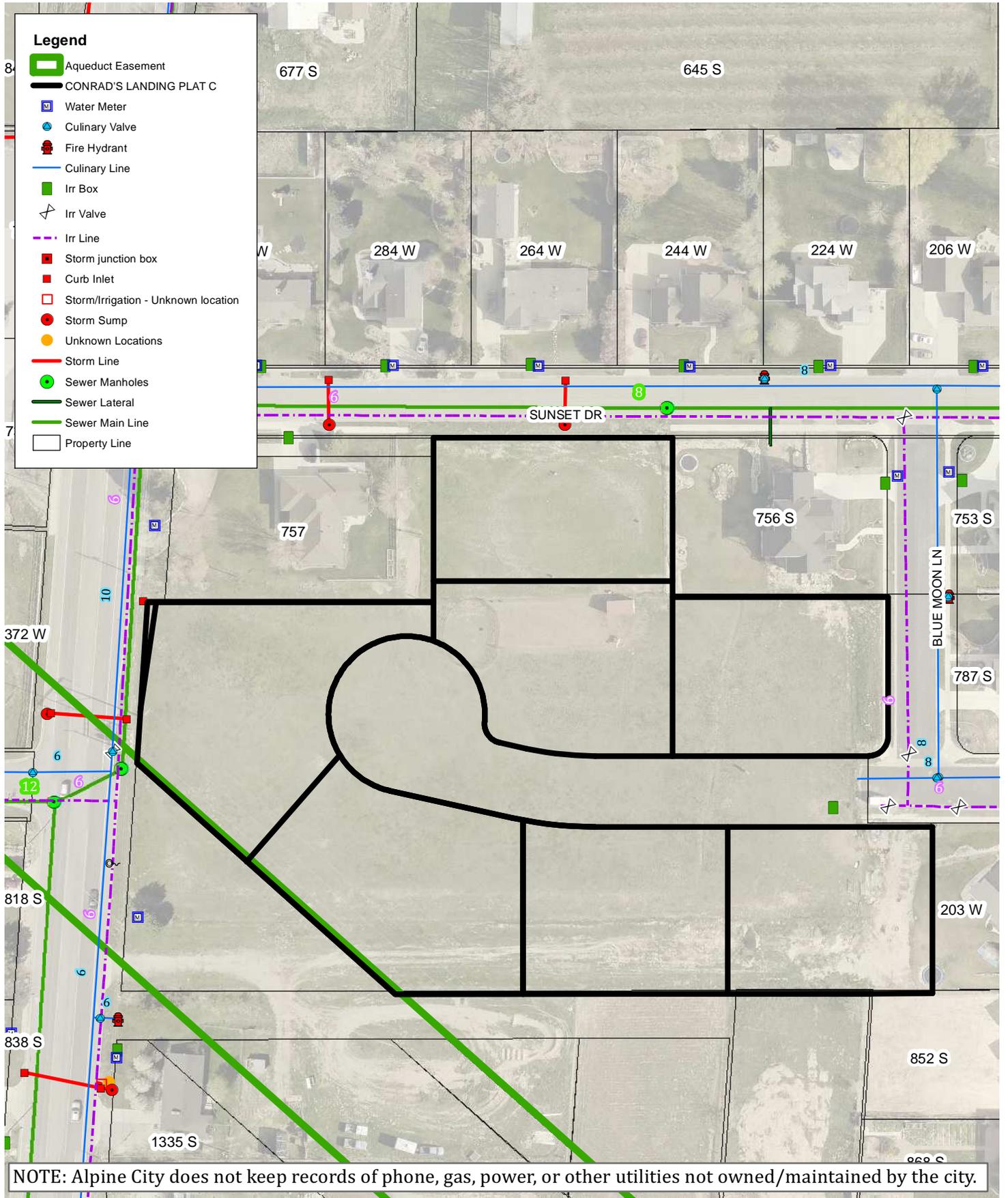
I motion to recommend approval of the proposed Conrad’s Landing Plat C with the following conditions:

- The City Council agrees to charges incurred by a sewer connection on Metropolitan Water District property OR the Developer provide a design that does not cost the city annual charges;
- The Developer address redlines on the plat and plans;
- The Developer meet the water policy;
- The Developer remove all buildings that will conflict with future property lines (or provide a bond to do so prior to recording the plat);
- The back of Lot 304, a double frontage lot, be landscaped where possible and as permitted given possible limitations due to the easement and storm drain pond.

**SAMPLE MOTION TO DENY**

I motion to recommend that the plat amendment Conrad’s Landing Plat C be denied based on the following:

- The Planning Commission would like to see a sewer connection that does not cost the City money.



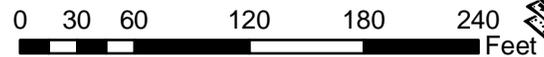
NOTE: Alpine City does not keep records of phone, gas, power, or other utilities not owned/maintained by the city.

Property Boundaries and Utilities are shown for reference only. Though shown generally close, a survey and Blue Stake should be done to locate both accurately.



# Alpine Utility Map

1 inch = 100 feet



**To:** Jed Muhlestein  
Alpine City

**From:** John E. Schiess, P.E.

**Date:** May 3, 2018

**Memorandum**

**Subject:** Conrads Landing Phase 3 Hydraulic Modeling Results and Recommendations

---

The proposed Conrads Landing Phase 3 development consists of 7 residential lots located east of Alpine Highway south of Sunset Dr and west of Blue Lake Lane.

The proposed culinary water improvements have not been modeled at this time. The proposed improvements fit well within the City's culinary water master plan. The following comments and recommendations are noted for the proposed culinary water system.

The proposed pressurized irrigation improvements have not been modeled at this time. The proposed improvements fit well within the City's pressurized irrigation master plan. The following comments and recommendations are noted for the proposed pressurized irrigation system.

The proposed sanitary sewer improvements have not been modeled at this time. The proposed improvements fit well within the City's sanitary sewer master plan. The following comments and recommendations are noted for the proposed sanitary sewer system.

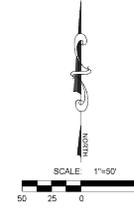
**Recommendations:**

1. The proposed pressurized irrigation mainline could be 4 inch at the City discretion.

**Comments:**

2. Fire flow available in the area surrounding the proposed improvements should be over 3,000 gallons per minute at 20 psi for the proposed lines.

# CONRAD'S LANDING PLAT C ALPINE, UTAH



### VICINITY MAP



**ENGINEERS  
SURVEYORS  
PLANNERS**

3302 N. Main Street  
Spanish Fork, UT 84660  
Phone: 801.798.0555  
Fax: 801.798.9993  
office@lei-eng.com  
www.lei-eng.com

NOT FOR  
CONSTRUCTION

### TABLE OF CONTENTS

COVER	COVER
SHEET 1	FINAL PLAT
SHEET 2	UTILITY PLAN
SHEET 3	GRADING AND DRAINAGE PLAN
SHEET 4	CONRAD'S COURT PLAN & PROFILE
SHEET 5	DETAILS
SHEET 6	EROSION CONTROL
SHEET 8	EROSION CONTROL DETAILS

### TABULATIONS

ZONE	CR-20.000
AREA	4.19 ACRES
LOTS	7
DENSITY	0.60 UNITS PER ACRE

### NOTES

1. ALL CONSTRUCTION TO BE DONE ACCORDING TO THE LATEST EDITION OF ALPINE CITY STANDARDS AND SPECIFICATIONS.
2. CONTRACTOR TO VERIFY ALL EXISTING CONDITIONS AND LOCATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION.
3. ALL LOCAL ROADS TO BE 54' RIGHT-OF-WAY.
4. NO SLOPES TO EXCEED 30%.
5. THIS AREA IS SUBJECT TO THE NORMAL EVERYDAY SOUNDS, ODORS, SIGHTS, EQUIPMENT, FACILITIES, AND ALL OTHER ASPECTS ASSOCIATED WITH AN AGRICULTURAL LIFESTYLE. FUTURE RESIDENTS SHOULD ALSO REALIZE THE RISKS INHERENT WITH LIVESTOCK.
6. INSTALL HANDICAP RAMPS AT ALL INTERSECTIONS PER ALPINE CITY STANDARDS.
7. ALL EXISTING FENCES INSIDE THE PROJECT ARE TO BE REMOVED.



### LEGEND

EXISTING	PROPOSED	BOUNDARY LINE
---	---	STREET CENTERLINE
---	---	60' SIDEWALK
---	---	LOT LINES
---	---	SEWER SERVICE
---	---	SEWER MANHOLE
---	---	STORM DRAIN PIPE (RCP)
---	---	STORM DRAIN MANHOLE
---	---	CURB INLET
---	---	COMBIO BOX
---	---	4" X 4" CATCH BASIN
---	---	3" X 3" CATCH BASIN
---	---	INLET/OUTLET IN/GRATE
---	---	CULINARY WATER PIPE
---	---	40" PIPE ELBOW (W)
---	---	22.5" PIPE ELBOW (W)
---	---	12.5" PIPE ELBOW (W)
---	---	PIPE HYDRANT
---	---	SERVICE & METER (W)
---	---	IRV (W)
---	---	ARWAC VALVE (W)
---	---	BLOWOFF (W)
---	---	TEMP. BLOWOFF (W)
---	---	VALVE (W & SW)
---	---	TIE
---	---	CROSS
---	---	PRESSURIZED BRIDGATION
---	---	45" PIPE ELBOW (PB)
---	---	22.5" PIPE ELBOW (PB)
---	---	12.5" PIPE ELBOW (PB)
---	---	SHOULDER SERVICE
---	---	DUAL SW SERVICE
---	---	ARWAC VALVE (PB)
---	---	BLOWOFF (PB)
---	---	TEMP. BLOWOFF (PB)
---	---	STREET SIGN
---	---	MONUMENT
---	---	FENCE
---	---	STREET LIGHT
---	---	POWER POLE
---	---	DITCH
---	---	FINISH OF TOP
---	---	DATE
---	---	OVERHEAD POWER
---	---	FLOW ARROW
---	---	CONTOURS

### DEVELOPER

SHACK BUILDING AND DEVELOPMENT  
24 NORTH PEEFERBERRY DRIVE  
ALPINE, UT 84004  
(801) 870-2025

### OWNER

GENE TEICHERT  
157 ALPINE HWY  
ALPINE, UT 84004

### ENGINEER

LEI CONSULTING ENGINEERS  
3302 NORTH MAIN  
SPANISH FORK, UTAH 84660  
(801) 798-0555

### PROJECT NAME

CONRAD'S LANDING, PLAT C

CONRAD'S LANDING, PLAT C  
ALPINE, UTAH

COVER

### REVISIONS

1			
2			
3			
4			
5			

### LEI PROJECT #

2007-0793

### DRAWN BY:

RWH

### DESIGNED BY:

BTG

### SCALE:

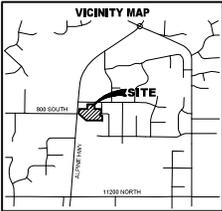
1"=50'

### DATE:

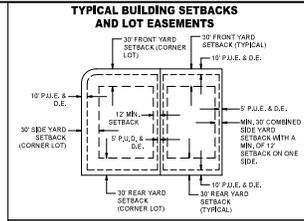
00/00/2018

### SHEET

COVER



ADDRESS TABLE		
LOT NO	ADDRESS	
301	XXXXXX	
302	XXXXXX	
303	XXXXXX	
304	XXXXXX	
305	XXXXXX	
306	XXXXXX	
307	XXXXXX	



**NOTES**

- #6 REBAR & CAP TO BE SET AT ALL LOT CORNERS. NAIL AND BRASS WASHER TO BE SET IN CURB AT PROJECTION OF SIDE LOT BINDER.
- TYPE B MOUNTAIN (ALUMINUM CAP & REBAR) TO BE SET

**TABULATIONS - PLAT "C"**

TOTAL AREA	44.18 ACRES
DENSITY ZONE	2.88 UNITS/ACRE OR-20,000
TOTAL LOTS	12
RESIDENTIAL LOTS	12
OPEN SPACE DEDICATION LOT	0

**LEGEND**

P.U.E. PUBLIC UTILITY EASEMENT  
 D.E. DRAINAGE EASEMENT  
 S.O.L.T. LOT SQUARE FOOTAGE

**SURVEYOR'S CERTIFICATE**

I, RYAN W. HALL, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD CERTIFICATE NO. 631074 IN ACCORDANCE WITH TITLE 98, CHAPTER 22 OF UTAH STATE CODE. I FURTHER CERTIFY BY AUTHORITY OF THE OWNERS, THAT I HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED ON THIS PLAT IN ACCORDANCE WITH SECTION 17-2-7 OF SBO CODE, AND HAVE SUBMITTED SAID TRACT OF LAND INTO LOTS, BLOCKS, STREETS, AND EASEMENTS, AND THE SAID LOTS OR WILL BE, CORRECTLY SURVEYED, STAKED, AND MONUMENTED ON THE GROUND AS SHOWN ON THIS PLAT, AND THAT THIS PLAT IS TRUE AND CORRECT.

**BOUNDARY DESCRIPTION**

A PORTION OF THE SOUTHEAST QUARTER AND THE SOUTHWEST QUARTER OF SECTION 25, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:  
 BEGINNING AT A POINT LOCATED 889'59'07" ALONG THE SECTION LINE 30.00 FEET AND NORTH 2003.18 FEET FROM THE SOUTH QUARTER CORNER OF SECTION 25, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN; THENCE 889'59'07" ALONG SAID LINE 30.00 FEET TO THE NORTHERLY LINE OF METROPOLITAN WATER DISTRICT; THENCE 889'59'07" ALONG SAID LINE 30.00 FEET TO THE EAST LINE OF THE ALPINE HIGHWAY; THENCE 89'38'19" ALONG SAID LINE 123.87 FEET; THENCE EAST 215.32 FEET TO THE EAST LINE OF THE ALPINE HIGHWAY; THENCE 89'38'19" ALONG SAID LINE 162.87 FEET TO A POINT ON THE WEST LINE OF CONRAD'S LANDING SUBDIVISION; THENCE EAST ALONG SAID SUBDIVISION THE FOLLOWING SEVEN (7) COURSES: SOUTH 121.91 FEET; THENCE EAST 165.50 FEET; THENCE SOUTH 106.91 FEET; THENCE ALONG THE ARC OF A 15.00 FOOT RADIUS CURVE TO THE RIGHT 23.56 FEET THROUGH A CENTRAL ANGLE OF 90'00" (CHORD: 645'00'00" W 21.21); THENCE SOUTH 54.00 FEET; THENCE EAST 49.06 FEET; THENCE SOUTH 127.89 FEET TO THE POINT OF BEGINNING.

CONTAINS: ±4.18 ACRES

DATE \_\_\_\_\_ SURVEYOR \_\_\_\_\_  
 (SEE SIGNATURE)

**OWNERS DEDICATION**

KNOW ALL MEN BY THESE PRESENTS THAT WE, ALL OF THE UNDERSIGNED OWNERS OF ALL OF THE PROPERTY DESCRIBED IN THE SURVEYOR'S CERTIFICATE HEREON AND SHOWN ON THIS MAP, HAVE CAUSED THE SAME TO BE SUBMITTED INTO LOTS, BLOCKS, STREETS AND EASEMENTS AND DO HEREBY DEDICATE THE STREETS, EASEMENTS AND OTHER PUBLIC AREAS AS INDICATED HEREON FOR PERPETUAL USE OF THE PUBLIC.

IN WITNESS WHEREOF WE HAVE HERETO SET OUR HANDS THIS DAY OF \_\_\_\_\_ A.D. 20\_\_\_\_

**ACKNOWLEDGMENT**

STATE OF UTAH \_\_\_\_\_ S.S.  
 COUNTY OF DAY \_\_\_\_\_  
 ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D. 20\_\_\_\_ PERSONALLY APPEARED BEFORE ME THE SIGNERS OF THE FOREGOING DEDICATION WHO DULY ACKNOWLEDGE TO ME THAT THEY DID EXECUTE THE SAME.

NOTARY PUBLIC FULL NAME \_\_\_\_\_  
 COMMISSION NUMBER \_\_\_\_\_  
 MY COMMISSION EXPIRES: \_\_\_\_\_  
 A NOTARY PUBLIC COMMISSIONED IN UTAH

**ACCEPTANCE BY LEGISLATIVE BODY**

THE COUNTY OF UTAH APPROVES THIS SUBDIVISION AND HEREBY ACCEPTS THE DEDICATION OF ALL STREETS, EASEMENTS, AND OTHER PARCELS OF LAND INTENDED FOR PUBLIC PURPOSES FOR THE PERPETUAL USE OF THE PUBLIC.  
 THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D. 20\_\_\_\_

APPROVED \_\_\_\_\_ ENDORSE (SEE SIGNATURE) ATTEST \_\_\_\_\_ CLERK/RECORDER (SEE SIGNATURE)

**PLANNING COMMISSION APPROVAL**

APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D. 20\_\_\_\_ BY THE \_\_\_\_\_ PLANNING COMMISSION

DIRECTOR/SECRETARY \_\_\_\_\_ CHAIRMAN, PLANNING COMMISSION \_\_\_\_\_

PLAT "C"

# CONRAD'S LANDING

SUBDIVISION

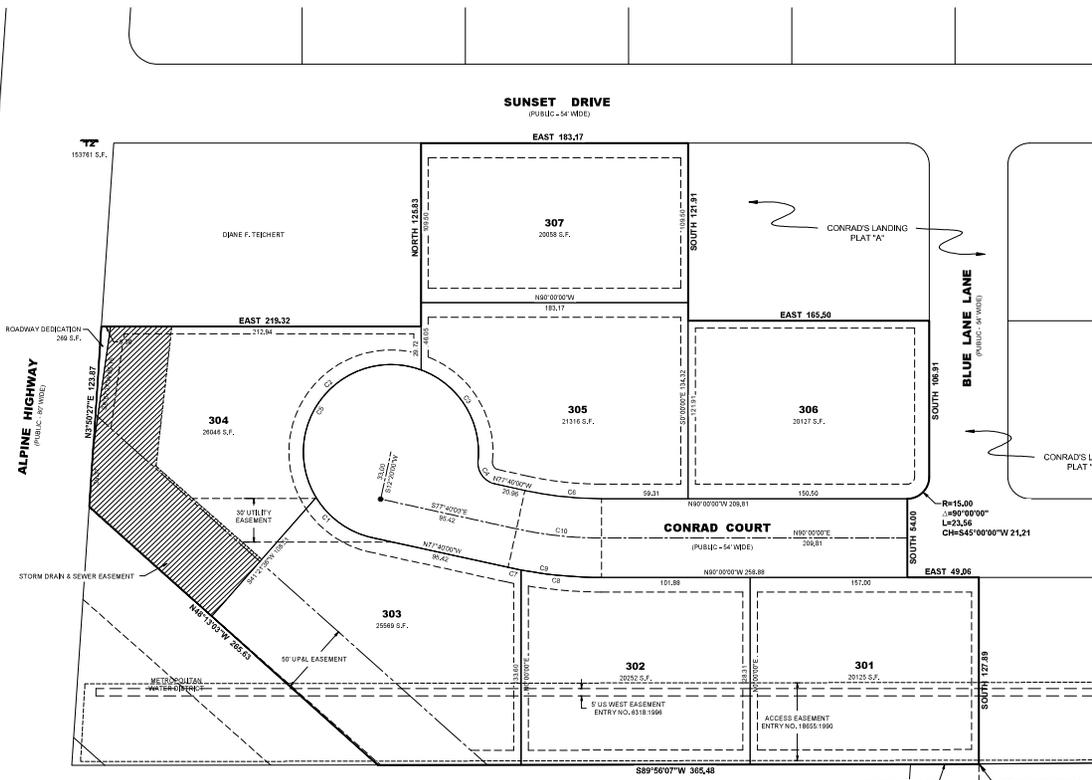
A PORTION OF THE SOUTHEAST QUARTER AND THE SOUTHWEST QUARTER OF SECTION 25, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE & MERIDIAN

ALPINE UTAH COUNTY, UTAH

SCALE: 1" = 40'

SURVEYOR'S SEAL	NOTARY PUBLIC SEAL	COUNTY ENGINEER SEAL	COUNTY RECORDER SEAL
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The form approved by Utah County and the municipalities therein.



**CURVE TABLE**

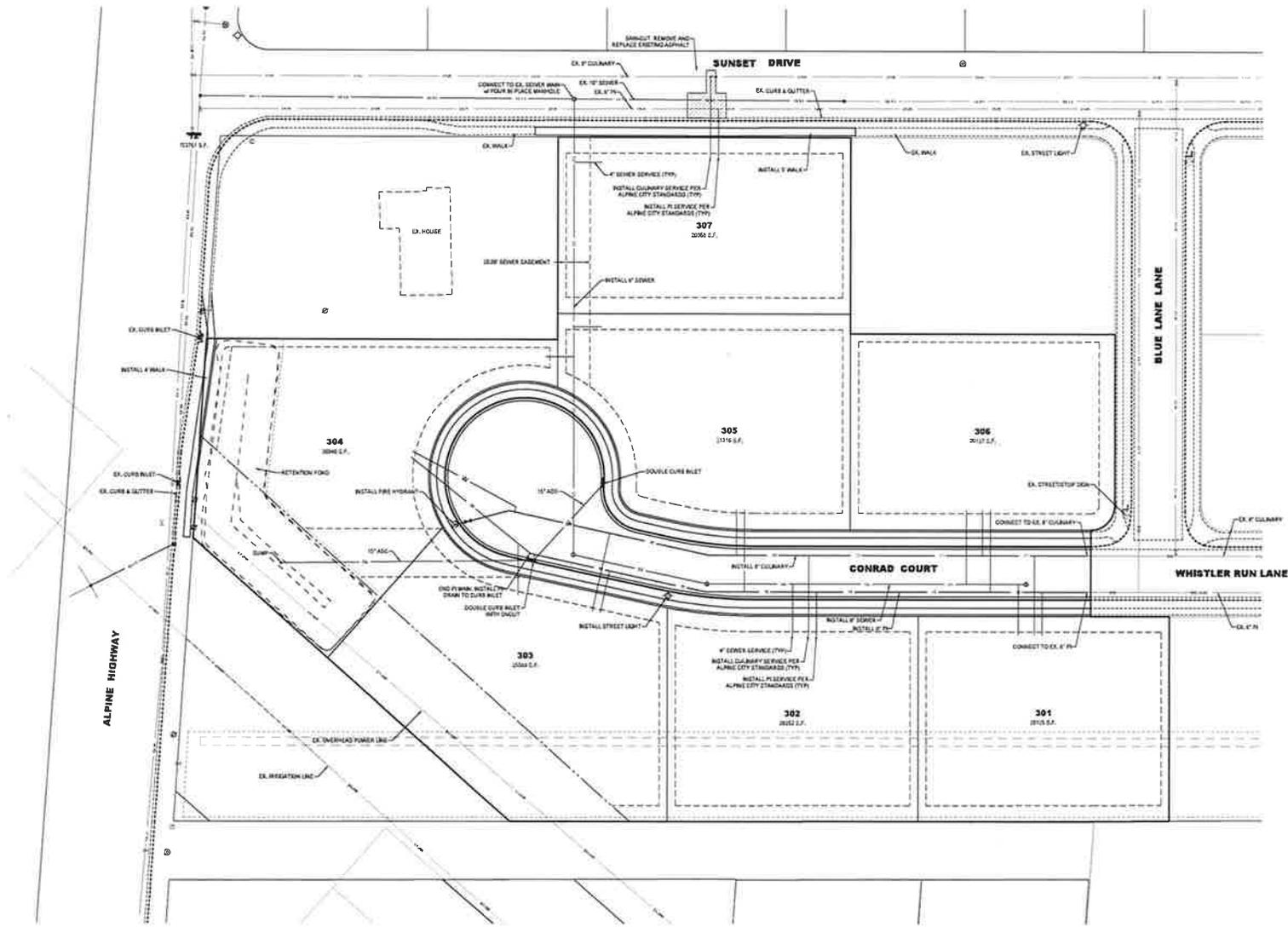
CURVE	RADIUS	DELTA	LENGTH	CHORD
C4	15.00	89°38'19"	21.79	33.00000E 16.00
C6	244.00	12°30'00"	52.06	589'16'00"E 52.06
C7	300.00	1°44'44"	9.34	578'32'02"E 9.34
C8	300.00	19°38'19"	55.44	584'42'32"E 55.36
C9	300.00	12°30'00"	64.68	583'50'00"E 64.68
C10	273.00	12°30'00"	58.77	583'50'00"E 58.68

SOUTH 1/4 CORNER SECTION 25, T4S, R1E, S.L.B.&M (FOUND 1958 UTAH COUNTY MONUMENT)

SOUTHEAST CORNER SECTION 25, T4S, R1E, S.L.B.&M (FOUND 1958 UTAH COUNTY MONUMENT)

300.00 BASIS OF BEARING 889°49'50"W (ALONG THE SECTION LINE) MEASURED: 2654.58 RECORDED: 2554.62



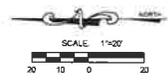


**LEI**  
 A Utah Corporation  
**ENGINEERS  
 SURVEYORS  
 PLANNERS**  
 3302 N. Main Street  
 Spanish Fork, UT 84660  
 Phone: 801.798.0555  
 Fax: 801.798.0293  
 office@lei-eng.com  
 www.lei-eng.com

PROJECT NO. 2007-0793  
 EXHIBIT 1

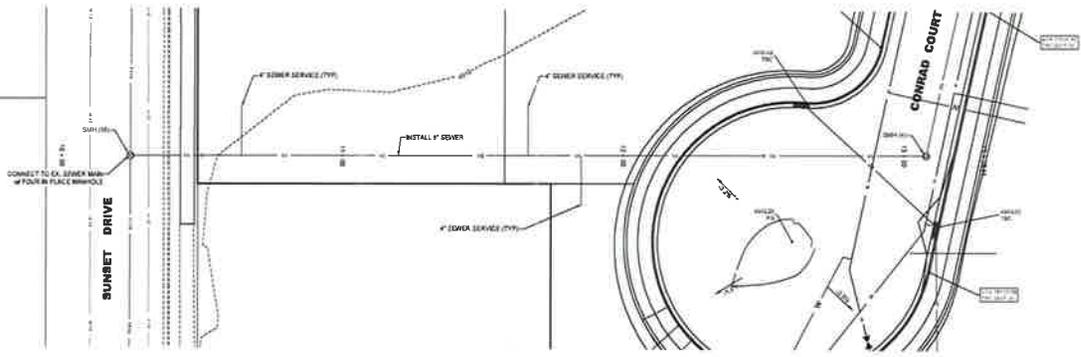
**CONRAD'S LANDING, PLAT C  
 ALPINE, UTAH  
 SEWER RE-ROUTE EXHIBIT**

REVISION	
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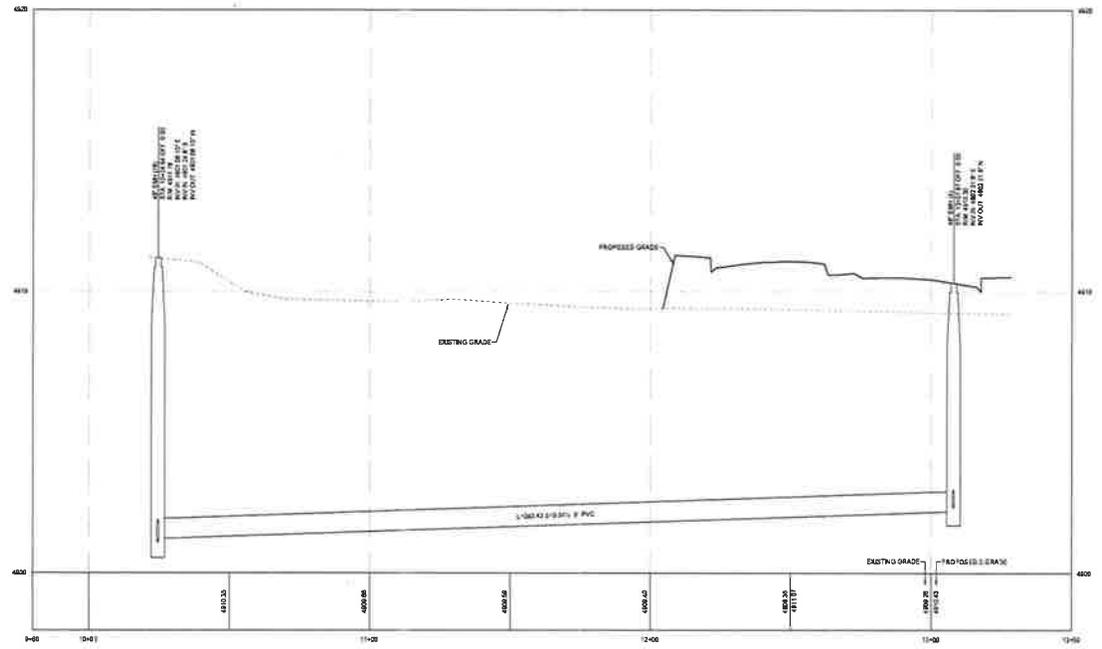


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**ENGINEERS  
 SURVEYORS  
 PLANNERS**  
 3302 N. Main Street  
 Spanish Fork, UT 84602  
 Phone: 801.768.0555  
 Fax: 801.768.9595  
 e: l@le-i-eng.com  
 www.le-i-eng.com

DESIGN PROPOSAL  
 CONRAD'S LANDING, PLAT C



**OFF-SITE SEWER PLAN VIEW**  
 CENTERLINE OMITTED FOR CLARITY



**OFF-SITE SEWER PROFILE VIEW**

303  
 2008.11

**CONRAD'S LANDING, PLAT C**  
 ALPINE, UTAH  
**OFF-SITE SEWER PLAN & PROFILE**

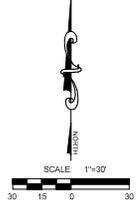
REVISIONS

PROJECT #  
**2007-0783**  
 DRAWN BY:  
**RWH**  
 CHECKED BY:  
**BTQ**  
 SCALE:  
**1"=20'**  
 DATE:  
**02/04/2018**



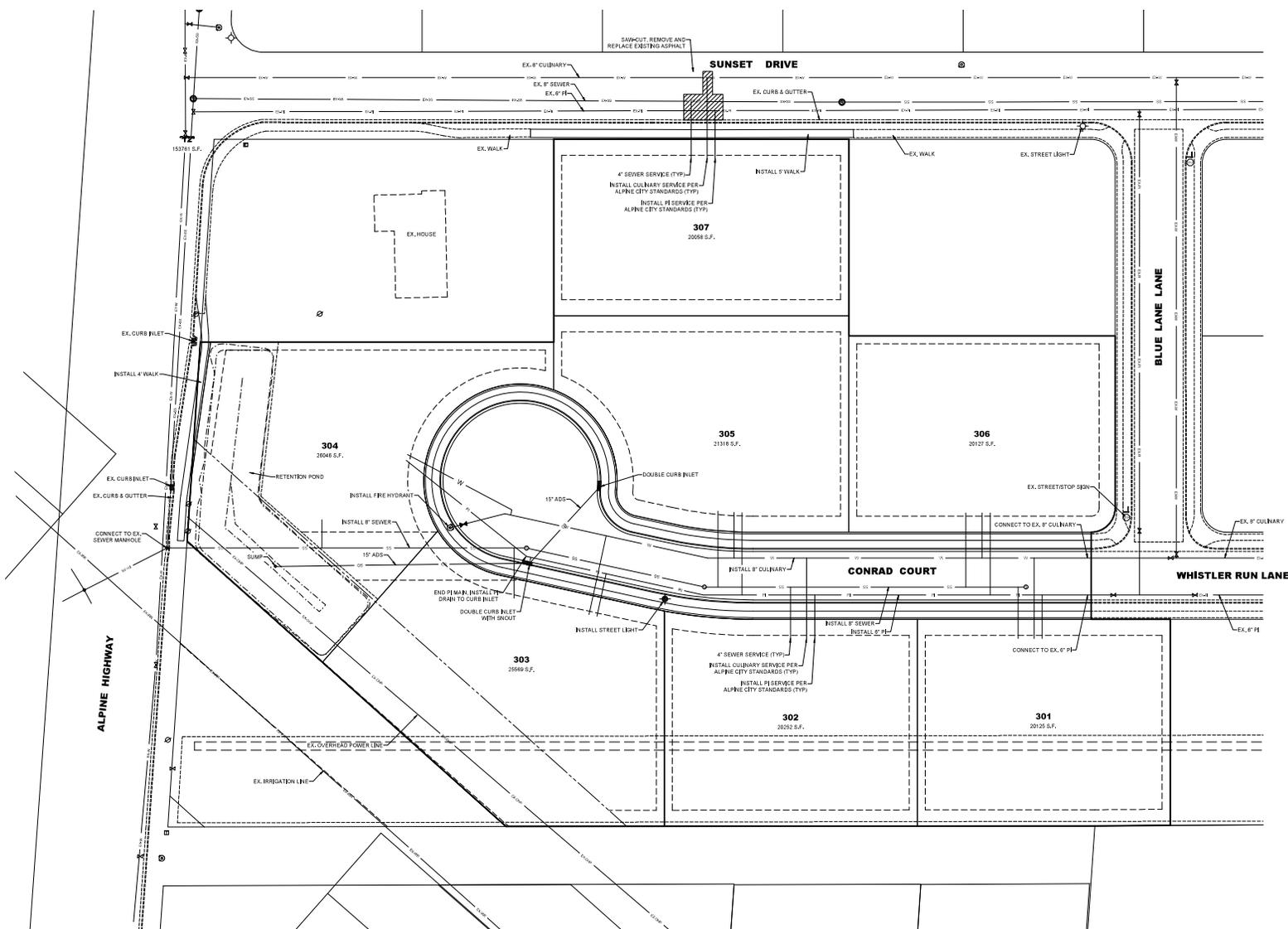
- A Utah Corporation -  
**ENGINEERS  
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 PLANNERS**

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 Fax: 801.798.9993  
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 www.lei-inc.com



NOT FOR  
 CONSTRUCTION

**CONRAD'S LANDING, PLAT C**  
 ALPINE, UTAH  
**UTILITY PLAN**

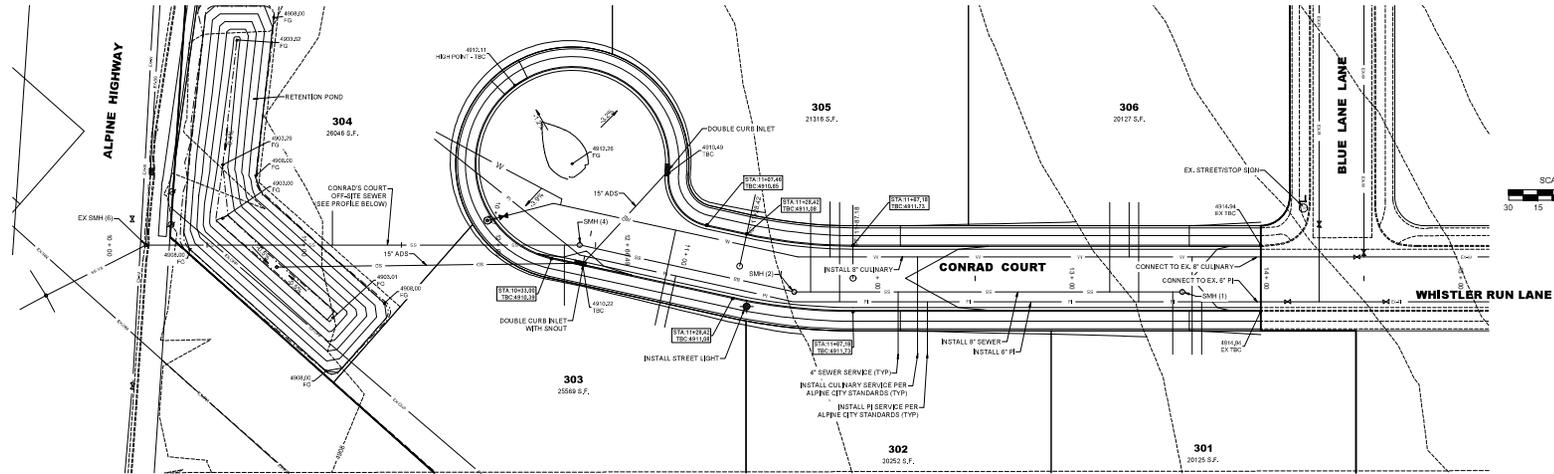


REVISION
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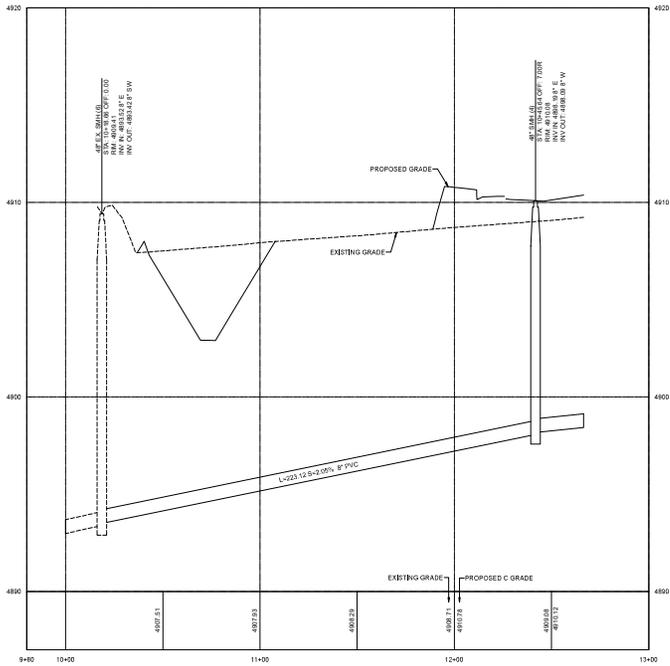
LEI PROJECT #  
**2007-0793**  
 DRAWN BY:  
**RWH**  
 DESIGNED BY:  
**BTG**  
 SCALE:  
**1"=30'**  
 DATE:  
**00/00/2018**

SHEET  
**1**

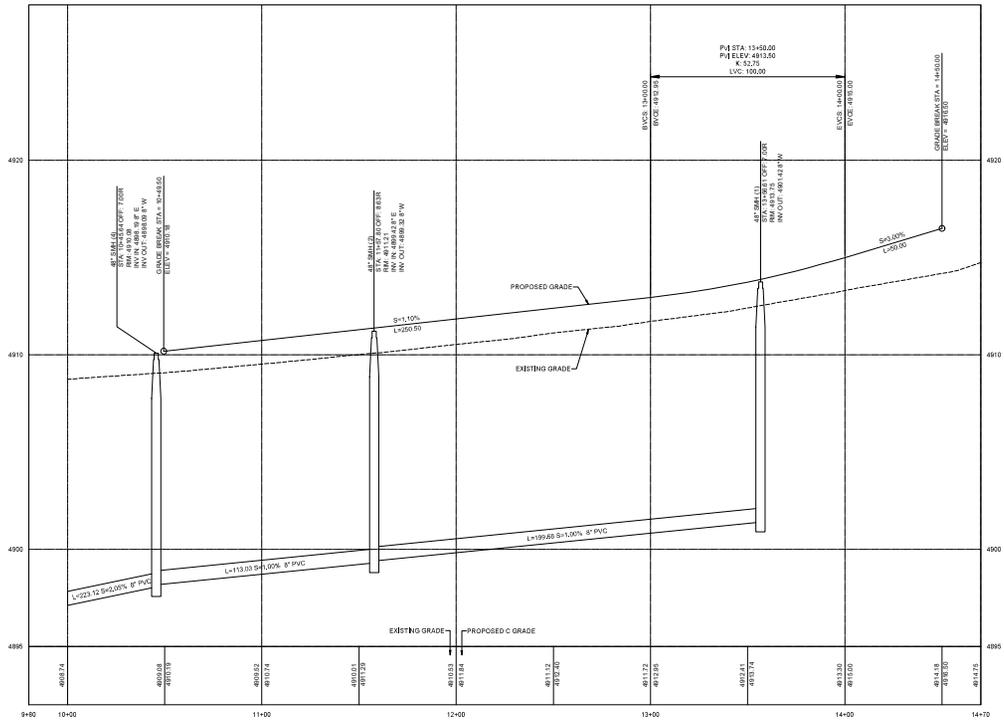




**CONRAD'S COURT PLAN VIEW**  
CENTER LINE OMITTED FOR CLARITY



**CONRAD'S COURT OFF-SITE SEWER PROFILE VIEW**

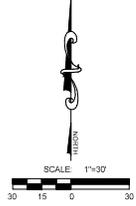


**CONRAD'S COURT PROFILE VIEW**



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SURVEYORS  
PLANNERS**

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Spanish Fork, UT 84660  
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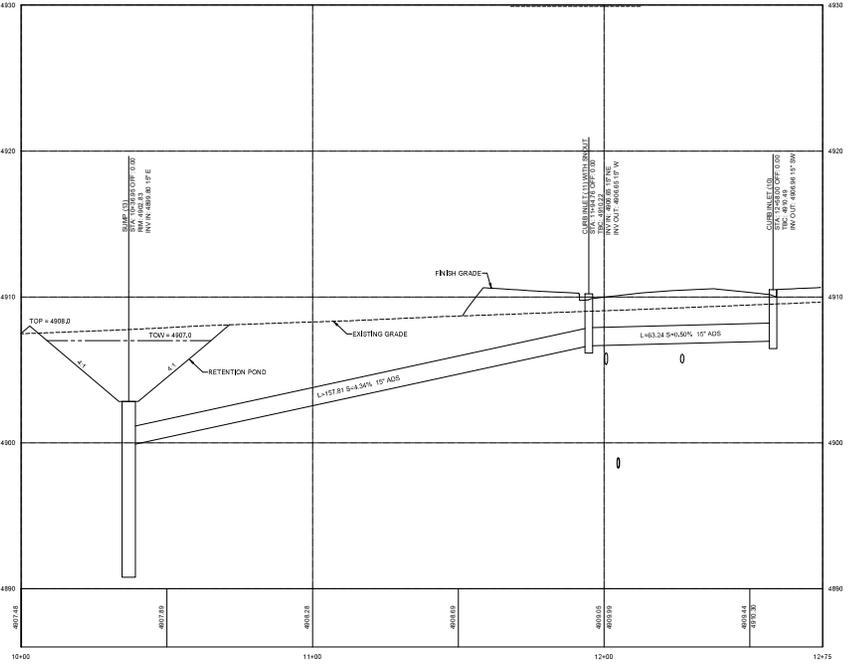
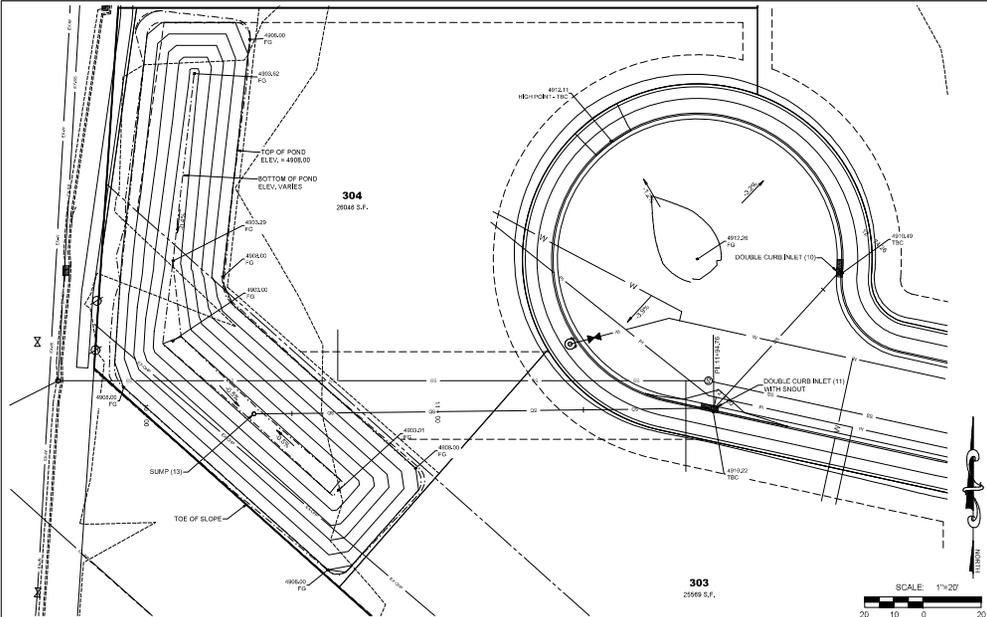
NOT FOR  
CONSTRUCTION

**CONRAD'S LANDING, PLAT C**  
ALPINE, UTAH  
**CONRAD'S COURT PLAN & PROFILE**

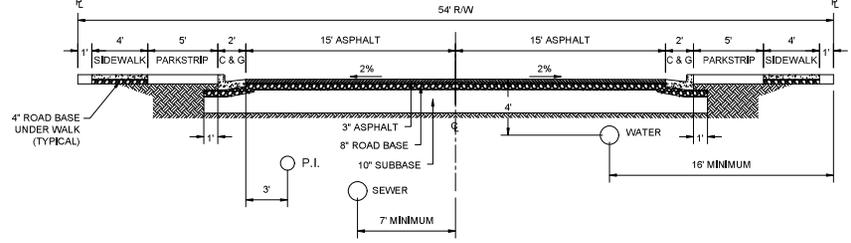
REVISION	DATE
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PROJECT #  
**2007-0793**  
DRAWN BY  
**RWH**  
DESIGNED BY  
**BTG**  
SCALE  
**1"=30'**  
DATE  
**00/00/2018**

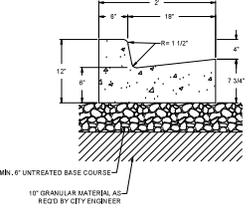
SHEET  
**3**



**STORM DRAINAGE DETAILS**



**54' RIGHT-OF-WAY CROSS SECTION**



**HIGH BACK CURB & GUTTER DETAIL**



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NOT FOR  
 CONSTRUCTION

**CONRAD'S LANDING, PLAT C**  
 ALPINE, UTAH  
**DETAILS**

REVISION	DATE	BY	CHKD
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LEI PROJECT #  
**2007-0793**  
 DRAWN BY:  
**RWH**  
 DESIGNED BY:  
**BTG**  
 SCALE:  
**1"=20'**  
 DATE:  
**00/00/2018**

SHEET  
**4**

**CONSTRUCTION PHASE STORM WATER POLLUTION PROTECTION PLAN BEST MANAGEMENT PRACTICES (BMP)**

BMP#	BMP SYMBOL	TITLE	LOCATION	DURATION
C101	(101)	PRESERVING NATURAL VEGETATION	PER CONTRACTOR	COMMENCEMENT OF GRADING THROUGH COMPLETION OF SITE IMPROVEMENTS
C105	(105)	STABILIZED CONSTRUCTION ENTRANCE	AS SHOWN	BEGINNING OF CONSTRUCTION THROUGH COMPLETION OF ASPHALT IMPROVEMENTS
C106	(106)	WHEEL WASH	AS SHOWN	AS NECESSARY
C108	(108)	GRADING PRACTICES	PER CONTRACTOR	COMMENCEMENT OF GRADING THROUGH COMPLETION OF SITE IMPROVEMENTS
C120	(120)	TEMPORARY AND PERMANENT SEEDING	PER CONTRACTOR	IMPLEMENT PRIOR TO WINTER IF LOT IS NOT UNDER ACTIVE CONSTRUCTION
C121	(121)	MULCHING	PER CONTRACTOR	AS NECESSARY
C124	(124)	SODDING	PER CONTRACTOR	AS NECESSARY
C140	(140)	DUST CONTROL	PER CONTRACTOR	COMMENCEMENT OF GRADING THROUGH COMPLETION OF SITE IMPROVEMENTS
C151	(151)	CONCRETE WASTE MANAGEMENT	PER CONTRACTOR/AS SHOWN	BEGINNING OF CONSTRUCTION THROUGH COMPLETION OF SITE IMPROVEMENTS
C153	(153)	MATERIAL DELIVERY, STORAGE, & CONTAINMENT	PER CONTRACTOR/AS SHOWN	BEGINNING OF CONSTRUCTION THROUGH COMPLETION OF SITE IMPROVEMENTS
C180	(180)	PORTABLE TOILETS	PER CONTRACTOR/AS SHOWN	BEGINNING OF CONSTRUCTION THROUGH COMPLETION OF SITE IMPROVEMENTS
C220	(220)	STORM DRAIN INLET PROTECTION	PER CONTRACTOR	COMMENCEMENT OF GRADING THROUGH COMPLETION OF SITE IMPROVEMENTS
C235	(235)	SILT FENCE	AS SHOWN	COMMENCEMENT OF GRADING THROUGH COMPLETION OF SITE IMPROVEMENTS
C254	(254)	STRAW WATTLE	AS SHOWN	COMMENCEMENT OF GRADING THROUGH COMPLETION OF SITE IMPROVEMENTS



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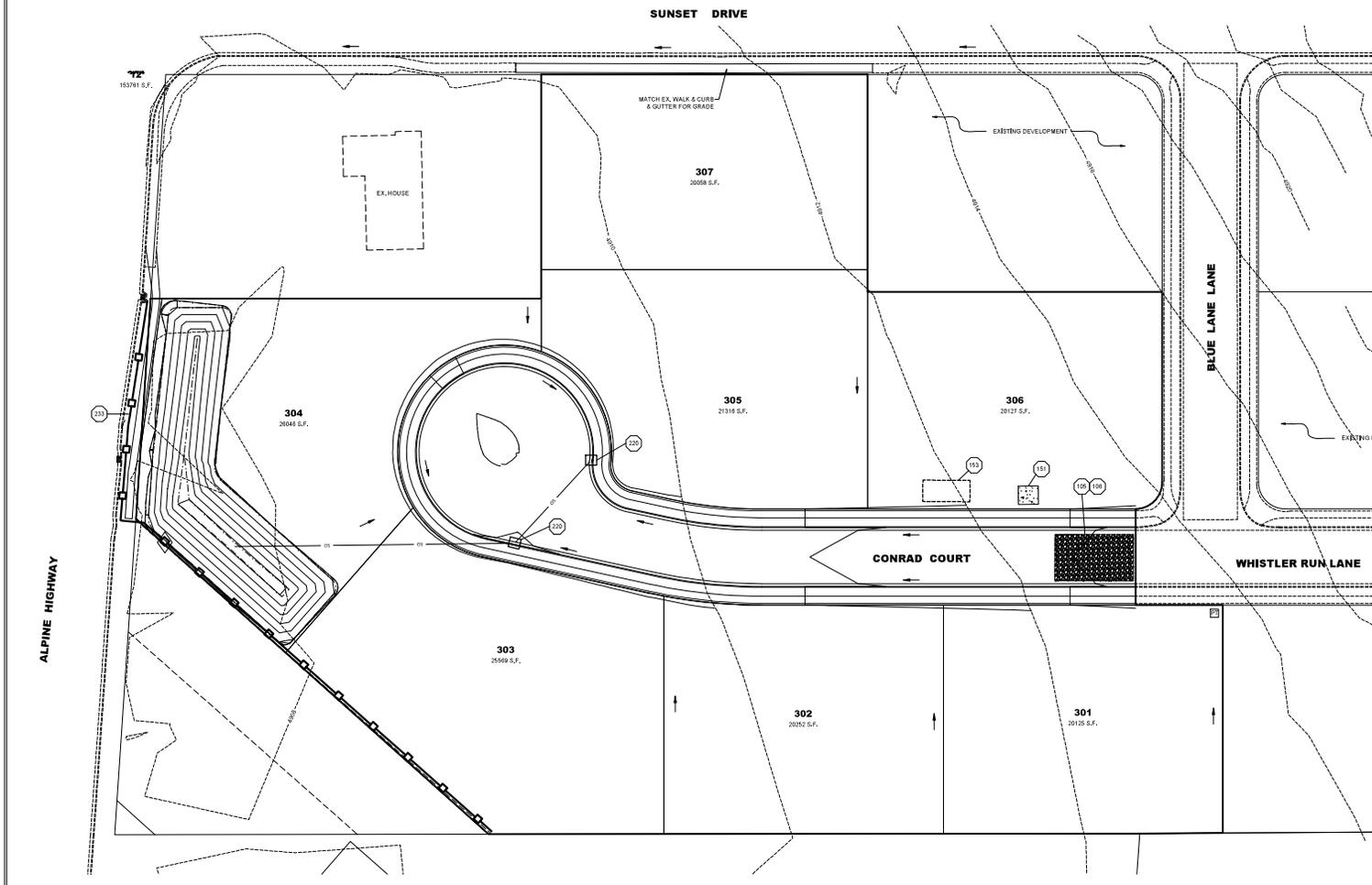
NOT FOR CONSTRUCTION

**CONRAD'S LANDING, PLAT C**  
ALPINE, UTAH  
**EROSION CONTROL PLAN**

REVISION
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LEI PROJECT #  
**2007-0793**  
DRAWN BY:  
RVH  
DESIGNED BY:  
BTG  
SCALE:  
1"=30'  
DATE:  
00/00/2018

SHEET  
**5**



NOTES	
	SILT FENCE
	STORM DRAIN CURB INLET
	STORM DRAIN MANHOLE
	PORTABLE TOILETS
	INLET PROTECTION
	CONCRETE WASTE MGMT. AREA
	MATERIAL STORAGE AREA
	STABILIZED CONSTRUCTION ENTRANCE
	PRESERVATION OF EXISTING VEGETATION

**RESOLUTION NO. R2019-03**

**A RESOLUTION ESTABLISHING A POLICY FOR OVERTIME PAY ON HOLIDAYS**

WHEREAS, the Personnel Policies and Procedures Manual for Alpine City includes a section on overtime pay; and

WHEREAS, the Public Works staff occasionally has to work overtime on recognized holidays; and

WHEREAS, the City recognizes a need to clarify the policy on overtime pay on holidays;

NOW THEREFORE, be it resolved that the governing body of Alpine City approve the adoption of the following addition to Section 8 of the Alpine City Personnel Policy and Procedures manual as follows:

- A. Overtime Pay - Holidays: In the event that an employee is required to work on a holiday for an emergency (i.e. snowplowing, water main break, etc.), the 8 hours for the day of the holiday will count as hours worked along with other hours physically worked during the normal work week. Any hours worked in excess of forty (40) hours for that week will be paid at the overtime rate.

This Resolution shall take effect immediately upon passage.

Adopted and approved this 12<sup>th</sup> day of February 2019.

---

Troy Stout  
Mayor, Alpine City

ATTEST:

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Charmayne G. Warnock, City Recorder