

AMERICAN FORK CITY
WORK SESSION MINUTES
JULY 17, 2014

ATTACHMENT

WORK SESSION

The purpose of City Work Sessions is to prepare the City Council for upcoming agenda items on future City Council Meetings. The Work Session is not an action item meeting. No one attending the meeting should rely on any discussion or any perceived consensus as action or authorization. These come only from the City Council meeting.

The American Fork City Council met in a work session on Thursday, July 17, 2014, at the American Fork Administration Office, 51 E. Main, commencing at 3:30 p.m. Those present included Mayor James H. Hadfield, Councilman Brad Frost, Councilman Jeff Shorter and Councilman Carlton Bowen. Councilman Rob Shelton and Councilman Clark Taylor were excused.

Staff present: Associate Planner Wendelin Knobloch
City Engineer Andy Spencer
Deputy Recorder Terilyn Lurker
Legal Counsel Melissa Mellor
Public Works Director Dale Goodman
Senior Planner Adam Olsen
Streets Superintendent T.J. Warnick

Also present: John Woffinden and Karen Ahlstrom

Mayor Hadfield welcomed everyone and excused Council members Shelton and Taylor. He went over the Steel Days activities and encouraged everyone to attend.

REVIEW OF ALTERNATIVES TO ADDRESS SAFETY ISSUES IN THE VICINITY OF FLEMING DRIVE AND 825 EAST SREET – Public Works Staff

Mayor Hadfield explained that 825 East was built years ago as an extension to the Culver Acres Subdivision. He stated that the sewer in the area flows to the north, but does not include the entire subdivision. There were a couple of homes that are slab on grade and other homes had basements that must pump waste into a tank and then lifted to get to the level of the sewer line. When Fleming Drive was put in, there were claims of a 1-foot protection strip that would not allow the city to cross in order to connect 825 East to Fleming Drive. Mayor Hadfield stated that the land to the east was vacant, and the owners allowed an asphalt walkway to be construction so that children could walk to Barratt Elementary. That worked for a number of years, but there have been problems with illegal activities along that trail. The asphalt walkway needed to be fixed so it would be a safe route to school.

Mayor Hadfield stated the question was asked whether or not they connect 825 East to Fleming Drive. The neighbors came out and stated that they wanted the cul-de-sac to remain so that the road would stay quiet. However, the cul-de-sac did not meet current standards. There are a number of reasons to connect to Fleming Drive. They were there to talk about the benefits of the improvements. He commented that the City was prepared to spend up to \$150,000 to open the street, install sewer lines so that 7 homes would have the ability to connect to the sewer lines,

and take care of drainage issues. Mayor Hadfield felt the connection of 825 East to Fleming Drive was important.

Councilman Bowen asked if the sewer lines could be constructed without connecting the roads. Mayor Hadfield acknowledged that it could be done.

Mayor Hadfield stated that another issue they needed to address was storm drainage. In the winter, the water would accumulate at the end of the road. If the road goes through, then the water could flow properly to where it needed to go. It was noted that if there was no road, they could still work on the storm drain issue but they would have to install a sump.

Councilman Frost asked if the residents would be forced to connect to the sewer if access was provided and if they would have to then pay the impact fee. Mr. Spencer stated that the city would not force the residents to hook up to the sewer unless the homeowner has a major expansion project which would then require other improvements. It was noted that most people would not have the few thousand dollars to invest right away. Mayor Hadfield noted it was much easier and cheaper to connect to sewer than to replace a leach field. Mayor Hadfield did not think they would have to pay an impact fee since the homes were already there, but they would have to pay the TSSD fee. Mr. Spencer understood that there would be an impact fee and they would have to pay the TSSD fee; it totaled approximately \$3600 in fees plus costs to run the sewer line to the stub in at the property line.

Mayor Hadfield explained that the city would run the sewer lines so that all homes would have access to connect and would also have the sewer lines stubbed into the property.

Mr. Spencer stated that the school trail needs to be fixed as it was in desperate need of repair.

Mayor Hadfield stated there are several pages of material before them and asked them to review that information.

Councilman Frost stated that he has an understanding of the sewer, but he was concerned with opening up a road with no sidewalk. Mr. Spencer explained that there were a number of older subdivisions that did not have sidewalks in American Fork, although he would love to see sidewalks there.

Mayor Hadfield restated they needed to address the sub-standard cul-de-sac, storm drainage problems, asphalt sidewalk along Fleming Drive, and sewer availability for residents on 825 East.

Councilman Frost suggested the City have the process of connection and costs available for the homeowners.

Judy Ahlstrom commented that when they purchased their home, they were told the costs would be between \$50,000 and \$80,000 to connect to the sewer. It was noted that cost may have included the installation of the entire sewer main, but the city would carry the cost of the main sewer line.

Mayor Hadfield commented that he was not sure if there was an impact fee on existing homes; they would have to look into that. He did agree that they would have to pay the connection fee and the TSSD impact fee.

Councilman Bowen asked if the asphalt trail was on a public right-of-way or private property. It was explained that it was a combination of both; a portion was not within the public right-of-way on Fleming Drive. Mr. Spencer stated that the intent was to place the new sidewalk where a sidewalk always goes, which was within a public right-of-way.

Mr. Spencer explained where the sewer line would be placed and noted that when they put in the sewer laterals to the property, they would get with the homeowners on the best location.

Councilman Bowen asked for a brief explanation of the different options. Mr. Spencer explained there were four items that needed to be addressed: lack of sewer, condition of the sidewalk, drainage issues and the non-standard length of the cul-de-sac. The first option was to open up the road, installing the utilities and installing sidewalk to the first property. The second option was to re-construct the cul-de-sac to allow for proper drainage, fix the sidewalk and run the utilities but not to connect the residents. Mr. Spencer noted they would have the option to increase the size of the cul-de-sac as it was currently substandard.

Ms. Ahlstrom stated that if cutting into the front yard of their property and the Garrett's property would make the cul-de-sac better, they would support that. The Garrett's were supportive of that as well.

Councilman Bowen asked Ms. Ahlstrom if she wanted the cul-de-sac to remain or to open up the street. Ms. Ahlstrom stated that she wanted the cul-de-sac to remain and that she had all the residents on 825 East, Parker and Chipman sign a petition asking that the cul-de-sac remain. Ms. Ahlstrom thought that the sidewalk proposed would be fabulous and the residents were fully supportive of that. She also liked having the fence gone and a clear path for the children.

Councilman Frost asked if this project had been included in the budget. Mr. Spencer stated that it would be funded through a combination of sidewalk funds and utility maintenance funds.

Councilman Shorter asked if there was a cost difference and it was noted that the costs were similar for either option.

Councilman Frost thought it best if they dispel the rumor on the high cost of connecting to the sewer.

Mayor Hadfield commented that the sewer needs to be installed as well as correcting the sidewalk issue. The question was how and what was the best outcome.

Councilman Frost commented that if they chose to keep the cul-de-sac, the road would never go through and it would remain a cul-de-sac. Ms. Ahlstrom stated that the homeowners on that street all want to keep it a quiet road.

STREETS PLAN PRESENTATION – Public Works Staff

Mayor Hadfield stated that he asked Dale Goodman to put together a report to show what the intent was in the next year for road improvements. He noted there were some B&C road funds, accrual, utility funds, and impact fees totaling approximately \$5.2 million.

Mr. Goodman stated that in addition to the funds mentioned by the Mayor, there was grant money secured through MAG. Some of the projects he would talk about were currently budgeted for, some can be done but were not specific line items, and some were not budgeted for that would require council action for funding.

Mr. Goodman went through his presentation (See Attachment).

South 300 West Expansion – State Street to I-15

This project would be paid for using impact fee and accrual funds. As they will be expanding the capacity of the road, impact fees could be used. They were looking at finishing construction in June or possibly July of 2015. This was a main access route and was critical.

Mayor Hadfield explained that other improvements were needed such as curb and gutter, drainage structures, etc. that caused this to be a very expensive project.

HA5 – High Density Mineral Bond – Various locations

Mr. Goodman stated that they were currently in the middle of this project. They would be measuring the roads and then decide what roads would have the mineral bond applied; this application would include a number of locations around the city. This was basically a protective layer that would extend the life of the road by blocking UV rays and moisture. The funding would come from B&C Road funds and accrual funds.

100 N Overlay – Railroad Tracks to 100 East (200 East)

Mr. Goodman explained this project would include some drainage work, with the road being milled and then overlaid with asphalt. This would be paid for with accrual funds and some utility funds.

Mr. Spencer stated that with the approval of the Main Street Vision project, it was to be a five-lane corridor. This was to buy the city eight or nine years before the major expansion takes place.

900 West – 760 North to 1120 North

This was an extension of the 900 West project and would be mainly funded with grant money. The design and bid process would begin this fall with construction taking place early spring. This would allow them to increase the capacity to the end of the city limits at 1120 North. This project would widen the road to two lanes and a turn lane, install curb, gutter and sidewalk, and bike lanes. This would also give them the ability to connect across Mitchell Hollow on 1120 North.

The process for land acquisition would be similar to what took place on 900 West further south.

1120 North – 900 West to 700 West

This was not a line item in the budget, but they thought they may have enough impact fee funds to connect 1120 North to 900 West.

900 East 700 North – Parking and Storm Drainage

They would widen 900 East on the west side of the road so they could increase parking capacity, including installation of the curb, gutter and sidewalk. They would work around some of the existing trees. They would also work on the storm drainage and install sidewalk around the corner to the first subdivision on 700 North. He felt it would be a great project. They wanted to widen 900 East so they could add diagonal parking; the question remaining was whether the diagonal parking would be normal or back-in parking. Mr. Goodman stated they also want to add a sidewalk into the park. He clarified that the sidewalk would be behind the rock wall on 700 North.

Art Dye River Crossing & Round-about

Mr. Goodman stated this project has also been funded. They would have a bridge/box culvert over the American Fork River and a round-about. One thing that came up in the meeting with the people in that neighborhood was that they felt the city should re-build 980 North before they construct the round-about and bridge.

980 North Improvements

This project was not funded and had a cost estimate of \$700,000. This project would include widening the road to 42 feet, installing curb, gutter and sidewalk, sewer and storm drainage facilities and water facilities. If they add money to the budget, they would have to add money to the accrual fund. As of right now, they do not have a source of funds for this project. Another option was to reallocate money from another project.

Councilman Frost asked if they would tie crossing the river to the 980 North improvements. Mayor Hadfield stated it was up to the council if they were to tie 980 North improvements to the bridge construction; however, he felt there were things that could be done to make it more passible but would cost less.

500 North Reconstruction – 800 East to 850 East

Mr. Goodman explained there were funds available for this project but they were not specified in the budget. The road has settled in a number of places and they would replace the water service laterals and fire hydrant and then install new asphalt.

640 East Reconstruction – 650 North to 700 North

This project was similar to the 500 North reconstruction project. The road was torn up and the sidewalks were in very bad condition. Because of the mature trees, the drainage had changed. They would replace water service laterals and the curb, gutter and sidewalk. This was an in-house project.

Councilman Frost asked if they would have to get rid of the trees. Mr. Goodman stated that would be best but that they would have the arborist come in and evaluate the trees to see if they

could do a root prune. If they can root prune and not create an unstable tree, they would leave the tree but if it was not safe they would have to tear the tree down.

Mayor Hadfield stated that they have budgeted \$5.4 million dollars in road improvement for this fiscal year but have approximately \$1.5 million unbudgeted for the planned projects. Mr. Goodman pointed out that \$2.5 million was a grant from MAG and that was not something the City would see every year. Mayor Hadfield stated that as a result of Andy Spencer's hard work, the city was able to obtain grants for many projects in the city.

Councilman Bowen thanked them for the presentation. He appreciated the information.

Mayor Hadfield stated they would be amending the City Council agenda for clarification on the IFA property and the intention of the trail through that particular area as it deals with the buffer zone.


ADJOURNMENT

The work session adjourned at 4:27 p.m.



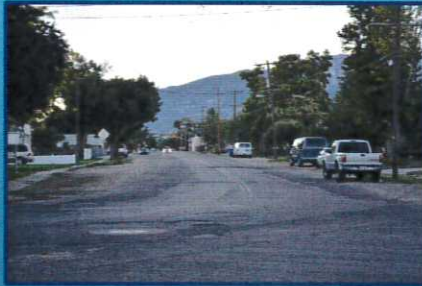
Terilyn Lurker
Deputy Recorder

AMERICAN FORK CITY PUBLIC WORKS



2014-15 STREETS PROJECTS

South 300 W Expansion – State St. to I-15



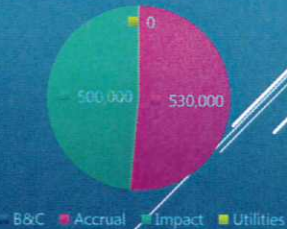
Details

- Remove & replace asphalt
- New curb, gutter and sidewalk
- Conversion to three lane roadway

2014-15 Anticipated Project Timeline

Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Design				Bid			Construct				

Funding: \$1,030,000



HA5 Project – Various Locations

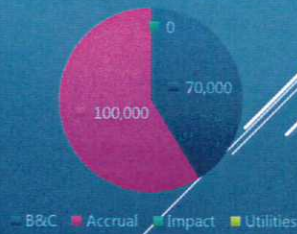


Details

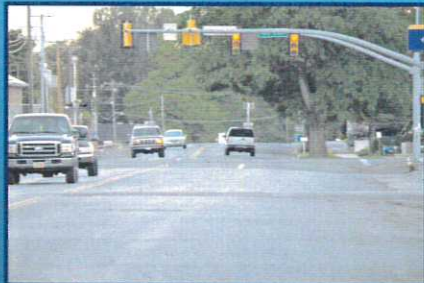
- Crack-seal streets & paths
- Clean streets & paths
- Apply HA5 – High-density Mineral Bond
- Re-stripe streets & paths as necessary

2014-15 Anticipated Project Timeline											
Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Design			Bid			Construct					

Funding: \$170,000



100 N Overlay – RR Tracks to 100 E

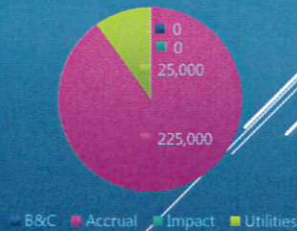


Details

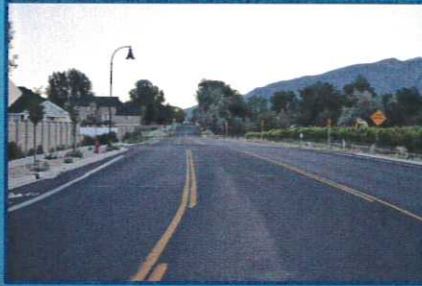
- Minor Storm Drainage Improvements
- 2.5" Overlay
- Increase eastbound left-turn lane capacity
- Maintenance project only, not an expansion project, expansion in future

2014-15 Anticipated Project Timeline											
Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Design			Bid			Construct					

Funding: \$250,000



900 W – 760 N to 1120 N

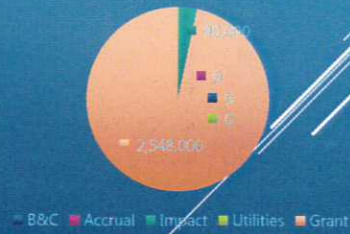


Details

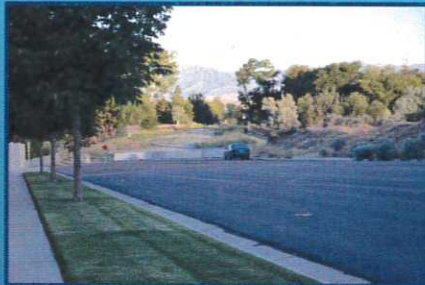
- Widen road to 3 lanes
- New curb, gutter and sidewalk
- 10-foot trail on the east side
- Storm drainage additions

2014-15 Anticipated Project Timeline											
Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Design			Bid			Construct					

Funding: \$2,638,000



1120 N – 900 W to 700 W



Details

- Remove asphalt & improve transition at east end of 1120 North
- Extend curb, gutter, sidewalk & road to 900 W
- Funding source proposal requires final review by City Legal and sufficient I.F. funds
- Project will be bid as an alternate on 900 W.

2014-15 Anticipated Project Timeline											
Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Design			Bid			Construct					

Funding: \$720,000



900 E 700 N – Parking & Storm Drainage

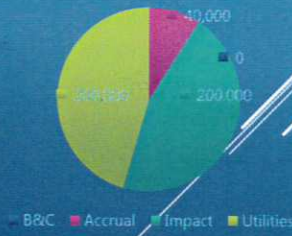


Details

- Widen 900 E
- Install Curb, Gutter & Sidewalk on 900 E and down hill on 700 N
- Install Storm Drainage

2014-15 Anticipated Project Timeline											
Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Design			Bid			Construct					

Funding: \$440,000



Art Dye River Crossing and Round-about



Details

- Install River Crossing at 980 N
- Construct Roundabout at 500 East/980 North
- Extend 980 N, 500 E, & 580 E

2014-15 Anticipated Project Timeline											
Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Design			Bid			Construct					

Funding: \$950,000



980 N Improvements



Details

- Widen road to 42' (minor collector)
- New curb, gutter & sidewalk
- New sewer & storm drainage facilities
- New water facilities
- 10-foot trail along northern right-of-way to be installed where practicable

2014-15 Anticipated Project Timeline											
Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Design						Bid		Construct			

Funding: \$700,000



500 N Reconstruct – 800 E to 850 E

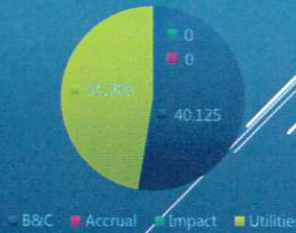


Details

- Replace Water Service Laterals
- Replace Fire Hydrant
- Full Depth Reclamation of Asphalt & Base Material
- Install 3" New Asphalt

2014-15 Anticipated Project Timeline											
Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Design						Bid		Construct			

Funding: \$76,325



640 E Reconstruct – 650 N to 700 N



Details

- Replace Water Service Laterals
- Replace Curb, Gutter & Sidewalk
- Full Depth Reclamation of Asphalt & Base Material
- Install 3" New Asphalt

2014-15 Anticipated Project Timeline											
Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Design			Bid			Construct					

Funding: \$81,500



QUESTIONS?

American Fork Public Works 2014-15 Streets Projects

project	funding						budgeted	unbudgeted	total
	B&C	accrual	impact	utilities	grants	other			
South 300 W Expansion		530,000	500,000				1,030,000		1,030,000
HAS - Various Locations	70,000	100,000					170,000		170,000
100 N Overlay - RR Tracks to 100 E		225,000		25,000			250,000		250,000
900 W - 760 N to 1120 N			90,000				2,638,000		2,638,000
1120 N - 900 W to 700 W			720,000					720,000	720,000
900 E 700 N - Parking & Storm Drainage			40,000	200,000	200,000		440,000		440,000
Art Dye River Crossing & Round-about						900,000	900,000		900,000
980 N Improvements						510,000		700,000	700,000
500 N Reconstruct - 800 E to 850 E	40,125			36,200				76,325	76,325
640 E Reconstruct - 650 N to 700 N	75,000			11,255				86,255	86,255
	185,125	895,000	1,510,000	462,455	2,548,000	1,410,000	5,428,000	1,582,580	7,010,580

no budget line item