CLEARFIELD CITY COUNCIL AND PLANNING COMMISSION
AGENDA
May 7, 2019 – WORK SESSION

Meetings of the City Council of Clearfield City may be conducted via electronic means pursuant to Utah Code Ann. § 52-4-207 as amended. In such circumstances, contact will be established and maintained via electronic means and the meetings will be conducted pursuant to the Electronic Meetings Policy established by the City Council for electronic meetings.

Clearfield City Hall
55 South State Street
Multi-purpose Room, Second Floor
Clearfield, Utah

6:00 P.M. JOINT CITY COUNCIL AND PLANNING COMMISSION

Discussion on Utah Transit Authority's (UTA's) Outreach Initiative Service Choices

Discussion on Planning Commission and City Council Roles and Responsibilities

Update and Discussion on City Land Use and Development Projects

*****ADJOURN THE JOINT CITY COUNCIL/PLANNING COMMISSION WORK SESSION AND IMMEDIATELY RECONVENE IN A CITY COUNCIL WORK SESSION *****

CITY COUNCIL WORK SESSION

Discussion on the Award of Bid for the 2019 Roadway Surface Treatment Project

Discussion on the Fiscal Year 2020 Budget

Review of "The Five Dysfunctions Of A Team"

*****ADJOURN AS THE CITY COUNCIL*****

Dated this 1st day of May, 2019.

/s/Nancy R. Dean, City Recorder

The City of Clearfield, in accordance with the 'Americans with Disabilities Act' provides accommodations and auxiliary communicative aids and services for all those citizens needing assistance. Persons requesting these accommodations for City sponsored public meetings, service programs or events should call Nancy Dean at 525-2714, giving her 48-hour notice.

STAFF REPORT

TO: Mayor Shepherd and City Council Members

FROM: Spencer W. Brimley, Community Development Director

MEETING DATE: Tuesday, May 7, 2019

SUBJECT: UTA Service Choices Discussion

RECOMMENDED ACTION

No action is required at this time. This item is meant to allow the Council and the Commission to understand the objectives of the Utah Transit Authority (UTA) regarding bus service and choices along the Wasatch Front.

DESCRIPTION / BACKGROUND

UTA has announced an outreach initiative (Service Choices) seeking public and community guidance on how best to chart the future course for bus service on the Wasatch Front.

Along with UDOT, MAG (Mountainland Association of Governments), WFRC (Wasatch Front Regional Council) and with the consulting firm Jarret Walker and Associates, UTA is asking everyone who lives within the UTA service area to help identify the top service priorities for the future. UTA wants to know what the public thinks regarding the best way to meet the needs of your community. UTA believes it is essential to engage the communities and all the stakeholders in the region as we plan for the future of public transportation.

Mindful of the resources available, the outreach effort will involve discussing the balance between a focus on increasing ridership and/or increasing coverage. A bus network which focuses on ridership is more frequent and convenient but must be located in densely populated areas with the most potential ridership.

A bus network focused on coverage aims to reach as many people as possible. This results in bus service that is available in more areas, but is less frequent. During the next few months UTA will solicit public feedback on these choices to best identify the regional priorities for bus service. At the same time, UTA hopes to raise awareness in the community regarding the tradeoffs inherit in transit planning. The ultimate goal is to strike a balance between goals for ridership and coverage.

There will be multiple opportunities for the community to participate in this process impacting approximately half of all consumers who utilize public transportation in UTA's service area (approximately 50% of those riding UTA's transit network travel by bus). UTA and the service

choices partners are collaborating to solicit input on local and regional bus service priorities from elected officials and the public. UTA has also procured the consulting services of Jarrett Walker & Associates (JWA), a US based firm specializing in public transportation systems.

The outcome of this outreach effort is also expected to include guidelines for service performance evaluation and monitoring of the bus system's performance.

SCHEDULE / TIME CONSTRAINTS

The first phase will gather input from the public and stakeholders about these critical questions. In June or July 2019, UTA's board will provide direction on these decisions, which will guide us as we draft the detailed plan later that year. That detailed plan would be the subject of a second round of public outreach. The earliest possible implementation date for changes resulting from this study is August, 2020.

LIST OF ATTACHMENTS

Services Choices Report – Executive Summary

JANUARY 22, 2019

SERVICE CHOICES REPORT



Executive Summary

The Utah Transit Authority (UTA), in partnership with the Wasatch Front Regional Council (WFRC), the Utah Department of Transportation (UDOT), and Mountainland Association of Governments (MAG), is launching a new project. UTA Service Choices seeks to help the communities that UTA serves form a clear view on what priorities should determine how to plan bus service.

This study is short-term, focusing on things that can be accomplished in the next few years. The report focuses mostly on bus services because those services are relatively easy to develop or revise quickly. A separate process is considering longer range issues, such as rail development. However, the goals articulated by the public, stakeholders and elected officials through UTA Service Choices will be carried forward into future long-range plans.

Before we do any planning, UTA needs to hear from the public about what the priorities for bus service should be.

What should UTA service be trying to do?

Public transit agencies are asked to serve many different goals at the same time. For example, people often mention one of these goals:

- Reduce traffic congestion on the busiest corridors.
- Reduce air pollution.
- Provide a 'permanent' service to stimulate dense development in urban centers.
- Provide an affordable transportation option for people with limited or no access to personal cars.
- Get workers to their jobs.
- Be available near the homes of everyone who pays taxes to support the service.
- Support future development opportunities.
- Connect clients to social service agencies.
- Get students to class.

UTA receives many different comments requesting changes to the service in order to pursue these goals, but UTA has a limited budget, so doing more of one thing can mean doing less of another. That's why we need hear what your priorities are.

Ridership or Coverage?

The many different goals of transit service can be sorted into two major categories: ridership goals and coverage goals.

Ridership means attracting as many riders as possible. When we do this, we also achieve these goals:

- Compete more effectively with cars, so that more people can travel down a busy road.
- Collect more fare revenue, increasing the share of our budget paid for by fares, assuming that fares don't change.
- Make more efficient use of tax dollars by reducing the cost to provide each ride.
- Improving air quality by replacing single-occupancy vehicle trips with transit trips, reducing emissions.
- Support dense and walkable development and redevelopment.
- Provide the most useful and frequent services to more people.

When we concentrate our most useful services in the places where the most people can take advantage of them, we do all of these things at once.

Coverage means being available in as many places as possible, even if not many people ride. When we do this, we also achieve these goals:

- Access for people without other travel options. This can include low income people, elderly people, and disabled people, among others.
- Providing some service to everyone who pays taxes to support UTA.
- Support for lower density development, such as new low-density suburbs around the edge of the region.

These goals lead us to spread service out so that everyone gets a little bit, which is different than what we do when we are seeking ridership.

Why not? **Spreading service out means spreading it thin.** If UTA buses need to go absolutely everywhere in the region, we have to run lots of routes. When we spread our limited budget over all those routes we can't afford to run very much service on each of them. That means those routes won't be very effective, because they won't run often enough, or late enough, to be there when you need them.

Ridership goals and coverage goals are both very popular. But no transit agency can pursue both goals with the same dollar, because the goals require very different kinds of bus networks. UTA, like every agency, has to decide how much of its budget it will spend pursuing ridership goals, and how much it will spend on coverage goals. There's no right or wrong answer to this question: It depends on what your priorities are.

This report, and this summary, are about helping you think about this choice.

What does planning for ridership mean?

Suppose, for a moment, that we planned the network for high ridership. This network would seek to be useful to the greatest number of people. What would that mean?

When a store or restaurant opens in new town, it will often fail or succeed based on its location. You want to open your business in a place with many potential customers, where it will be easy for people to make the decision to come into the store and buy your products. This is why you so frequently see a fast food restaurant or coffee shop at the intersections of busy streets, and not tucked away in neighborhoods. These businesses know that their best markets are where many people are always passing by, and where its quick and convenient to stop in to pick up a cup of coffee or lunch.

When we're asked to plan for high ridership, we're being asked to think like a business; to identify the best markets with the most potential customers, where useful transit services can compete for the greatest number of trips. We'd concentrate cost-effective, useful service where lots of people can benefit.

So, what is cost-effective, useful service?

To be cost-effective, transit needs to carry many people. It costs the same to send a bus out to drive 10 miles whether 1 person or 100 people ride it. If 100 people ride that bus, the cost to the public to provide each of those 100 trips is 1/100th of what we would spend on that single person.

When we say we want high ridership, we are also saying that we want transit to carry as many people as possible for each hour we pay someone to drive. To do that, the bus must be doing something useful and convenient for a lot of people!

Useful Service Attracts High Ridership

Transit service can only attract riders efficiently if people find it useful for many different types of trips; if it provides freedom to move about the city or region. Where you can go determines what you can do: which jobs you can hold, which grocery stores you can shop at, who you can visit, which schools you can attend, and ultimately how well you are able to share in the opportunities your city can provide to you.

Transit that provides a high degree of freedom is frequent, so that you are never stuck waiting for a bus for long. It is reliable, so that you can be sure you'll make it to your shift or to your appointment on time. It is safe, so that you never have to feel that you are taking a risk by choosing to use it. Finally, it takes you where you need to go.

Useful transit is expensive. To provide high frequency and short waits, we have to pay for more drivers and more buses driving each route. To ensure reliability, we make investments in the design of transit streets and facilities to protect transit and buses from traffic congestion. For people to feel safe, we need highly-qualified, professional staff; vehicles and facilities that are designed to feel open and visible; and, stops and sidewalks that protect riders from cars. We have to focus these expensive elements of usefulness in places where the most people will benefit from them.

Community Geometry

Where can the most people benefit from useful transit service? The key is the geometry of each community. That geometry determines whether many people will be able to use any service that we offer.

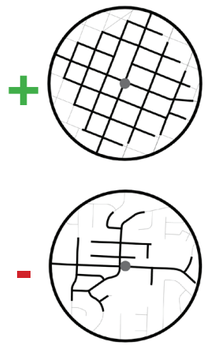
- Density - having many people nearby - is the single most important factor determining whether many people will choose to ride transit, but density alone does not make a strong transit market.
- The surrounding area must be walkable, since almost all transit trips begin and end with a walk to or from the stop.
- Transit streets must be linear, so that buses don't spend a lot of time driving circuitous paths that increase the cost of service and travel times.
- Finally, strong transit markets are in close proximity to other dense, walkable areas and important destinations, so that buses don't have to drive through long, low-demand stretches where few people are getting on or off.

Four Geographic Indicators of High Ridership Potential

Density *How many people, jobs, and activities are near each transit stop?*



Walkability *Can people walk to and from the stop?*

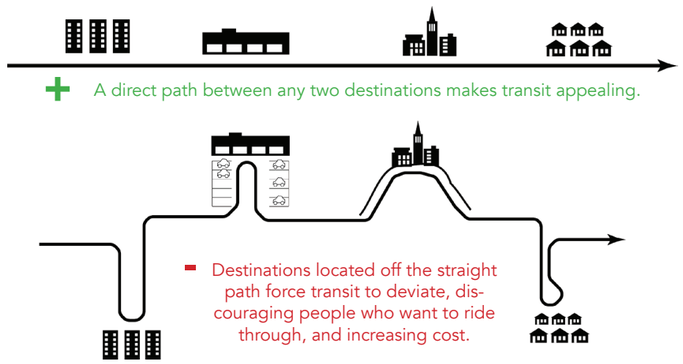


The dot at the center of these circles is a transit stop, while the circle is a 1/4 mile radius. The whole area is within 1/4 mile, but only the black-shaded streets are within a 1/4 mile *walk*.



+ It must also be safe to cross the street at a stop. You usually need the stops on both sides for two-way travel!

Linearity *Can transit run in reasonably straight lines?*



Proximity *Does transit have to traverse long gaps?*

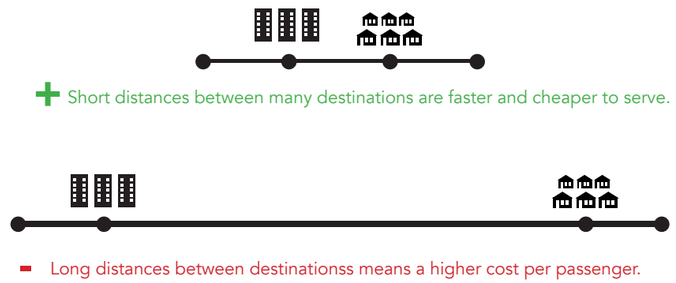


Figure 1: Community Geometry - Four Geographic Indicators of High Ridership Potential

These geometric indicators of high ridership potential are illustrated in Figure 1. Where you see a plus sign, this arrangement is better for transit, because it means more people can get to transit and transit can run more cost-effectively.

Does it sound like we're saying your neighborhood is good or bad? We aren't, but your community's geometry determines whether people can get to the service easily, and that determines how many people are likely to find our service useful. If we are pursuing a ridership goal, we will send more service to places where these factors are positive, and less where they are negative.

So if your community's geometry isn't favorable for high ridership transit but you still want some transit to be available for any of the specific reasons described on the last page, you may want a coverage goal.

Why are Coverage goals important?

Coverage services are not about ridership, they are about availability. For example, we might measure coverage as the percentage of the population that's within 1/2 mile of some service. The goal of coverage service is to make that number high, even if the result is low ridership.

When people demand coverage services, they usually give one of three reasons.

Transportation Options for People Who Can't Drive

The first of these, "access for people who can't drive", is about what people often call the social service function of transit: a transportation option for people with few other choices, who are located in places where high-ridership service would not go.

This could include sites like senior living communities in suburban or rural areas, isolated lower-income communities with low vehicle ownership rates, and important destinations like community colleges or social service agencies that have chosen to build facilities in environments that are difficult for transit to serve efficiently. These are all places where some people need the service badly, but this doesn't mean that many people would use the service compared to higher-density areas that are more efficiently integrated into the rest of the transit network.

Some Service for Everyone Who Pays

Everyone who pays taxes into UTA could reasonably expect some service in return. This is the second common argument for coverage services.

You could also argue that even people who don't have a bus route close to home are benefiting from UTA through reduced traffic congestion and other benefits to the economy.

Still, some people want service to everywhere that pays taxes, and this is a common reason for coverage services to exist.

Supporting Future Development

The last reason is about the future. Sometimes, transit agencies are asked to offer a service today in places that are expected to develop in a way that will generate high ridership in the future. Developers of new neighborhoods often want transit to be there early, before there are many people, so that it is available right as people move in. This is a low-ridership service until there are enough people there.

Do door-to-door or "flexible" services serve ridership or coverage goals?

You may have heard about new service concepts consisting of small vehicles that pick you up when and where you request them, rather than running fixed routes. You may hear these called "microtransit" or "TNC partnerships," where "TNC" (Transportation Network Company) refers to companies like Uber and Lyft.

The basic idea isn't new. Taxis have always responded to customer requests, and shared-ride demand-response services, often called Dial-a-Ride, have been used for decades by US transit agencies. Special services for the disabled, called paratransit, also work this way. UTA's Flex services are also a variation on the same idea.

Smartphone apps have made these service more responsive, so that they can be called on shorter notice. But the app doesn't change the fact that this kind of service carries very few people for every hour of a driver's time, compared to fixed route services.

If these services go to or near each person's door, they will have to follow a meandering path, making many stops that are not in a straight line. This limits the number of people a single vehicle can expect to serve, to no more than about 5-7 passengers per hour at the most efficient. Most UTA fixed routes carry more than 10 passengers per hour, and routes designed for ridership carry well over 20. The busiest UTA bus route carries 36 passengers per hour.

Small vehicles are also not much cheaper to operate. As with all transit with human drivers, the cost of providing these services are mostly the wages paid to the driver. So running small vehicles isn't cheaper unless you pay the driver much less.

Demand-responsive services are never high-ridership services by UTA standards. These service may be relevant in low-demand areas, but only as coverage services, where maximum ridership is not the goal.

Dividing the Budget by Priorities

Every transit agency has to decide how much of its budget to spend on ridership goals as opposed to coverage goals.

Currently, about 55% of UTA bus service is designed to achieve ridership goals, and 44% to achieve coverage goals. The answer to the ridership/coverage question question can be thought of as a point on a spectrum.

A network that was 100% ridership 0% coverage would have excellent service in places where the community geometry supports high ridership transit, but there would be little or no service anywhere else. A 100% coverage network would spread routes across the entirety of the service area, but because spreading it out means spreading it thin, these routes would not be very frequent, and as a result not many people would find them useful.

Any decision regarding the balance of service between the two goals must be made at the level of UTA's three main service regions, internally referred to as "business units". Each region consists of UTA's services operated within one or more counties:

- Northern Region - Davis & Weber Counties & Portions of Box Elder County
- Central Region - Salt Lake County & Portions of Tooele County
- Southern Region - Utah County

Figure 2 shows the existing split between ridership and coverage purposes of bus service in each of UTA's three geographic regions. In the northern region, comprised of Weber, Davis, and Box Elder counties, we estimate the split to be approximately 30% ridership and 63% coverage (with the remaining 7% duplicative[1] service). In the central (Salt Lake and Tooele Counties) and southern (Utah County), this number is closer to 60% ridership, 40% coverage.

The network design of each of the three business units is quite different, as are the implications of shifting the balance on the ridership-coverage spectrum. Because of this, public and stakeholder consultation will ask people about their opinion on the balance in the part of the region where they live.

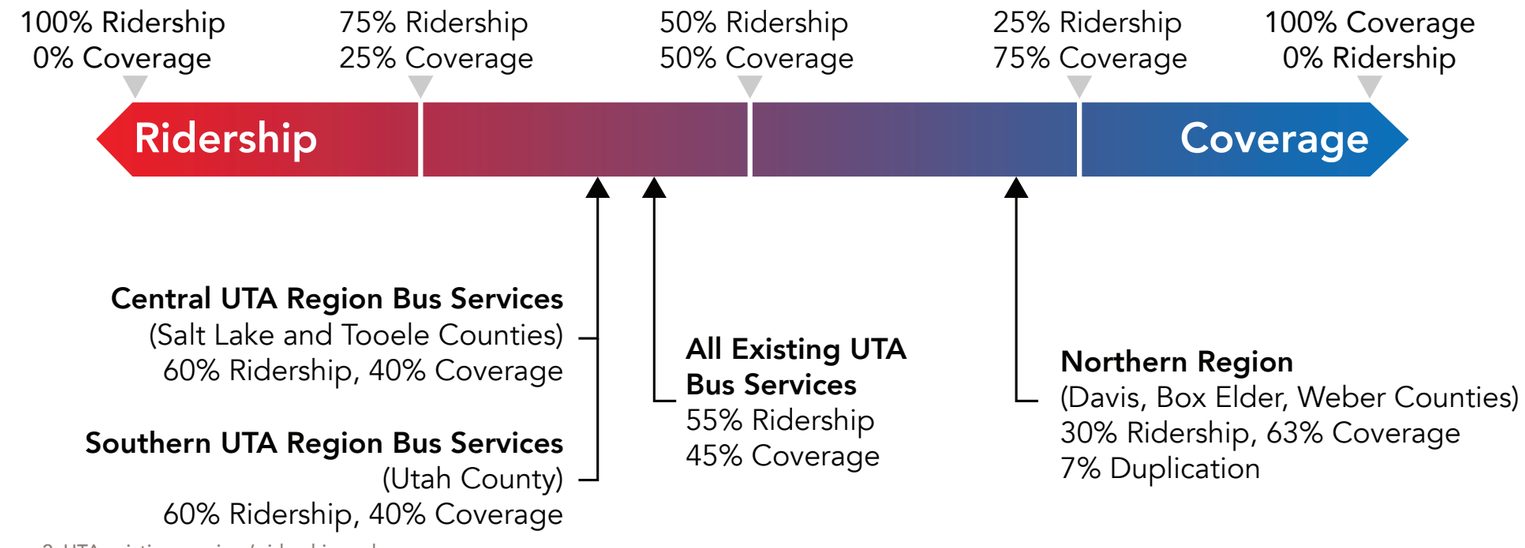


Figure 2: UTA existing services' ridership and coverage purpose

Perhaps today's ridership-coverage balance in each business unit is right for the future, or perhaps the community will value a shift in emphasis. The direction of that shift—either towards higher ridership or towards wider coverage—is a question for the public and stakeholders to discuss as part of this process.

1. By "duplication", we mean services that are at least in some degree redundant. For example, if two rush-hour express services operated along the same route, these two routes would be providing duplicative service.

Two Questions for the Public

For these reasons, we have two questions that this study will ask the public to think about. These are hard questions, because they are about setting priorities.

1. What should the balance between ridership goals and coverage goals be? Divide 100% between these goals:

a. **Maximizing ridership by providing high-frequency, useful services to dense places.** This will put more people near the most useful services, but the number of people across the region with access to transit may be reduced.

b. **Maximizing coverage by extending lower-frequency services to reach more of UTA's service area.** This will increase the number of people across the region with access transit service, but reduce the number of people with access to frequent services.

Figure 3 illustrates how transit networks designed to achieve either of these goals might look different using a fictional geography.

In this image, different shades of brown indicate different densities of development. The darkest brown areas are the densest parts of the region, where many people are in close proximity imagine a major downtown core business area, or a large university's campus and surround commercial and residential areas. Lighter shades mean larger residential lot sizes, less intense commercial development, and a lower overall level of travel demand.

In the High Ridership Network, high-frequency services are concentrated in the densest areas (shown with the darkest two shades of brown). Very little service is available outside of these dense markets, but inside of them, service is very useful, and most places accessible by transit can be reached by frequent services where you'll never be waiting long.

In the High Coverage Network, service is extended to much more of the developed area of the region, but at much lower frequencies. Only one route operates every 15 minutes. As a result, the number of people for whom some transit is nearby is much greater, but the number near very useful service that can compete with driving is much lower.

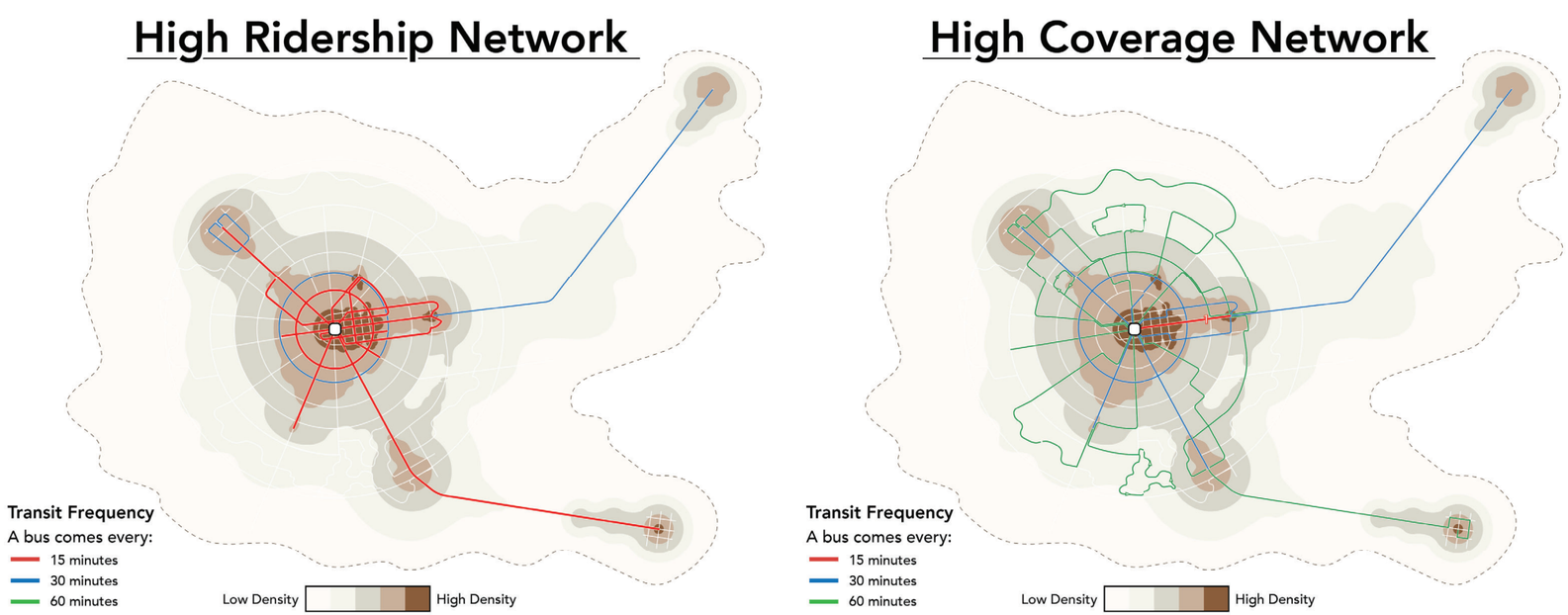


Figure 3: What do transit networks designed to for high ridership or high coverage goals look like?

2. If you think we should run coverage service, what goals for that service are most important to you?

a. **Transportation options for people who can't drive.** This goal would cause UTA to put coverage services only in places where many people don't own cars -- especially places with large numbers of low income, elderly, or disabled persons.

b. **Service to everyone who pays taxes.** If this is the goal, UTA would try to serve every part of its district, even where there are relatively few people who need the service.

c. **Service to newly developing areas, where the community geometry will support ridership eventually.** If this is the goal, coverage service would focus on places where denser development is occurring.

The rest of this report fills in the details, but those are the questions. Once we know the community's priorities, UTA's Board of Trustees will provide direction on the tradeoffs to the agency's planning staff to design a Draft Network Plan based on these principles.

Next Steps

The first phase in this project will gather input from the public and stakeholders about these critical questions. In June or July 2019, UTA's board will provide direction on these decisions, which will guide us as we draft the detailed plan later that year. That detailed plan would be the subject of a second round of public outreach. The earliest possible implementation date for changes resulting from this study is August, 2020.

SERVICE CHOICES

What should be the priorities for UTA bus service?

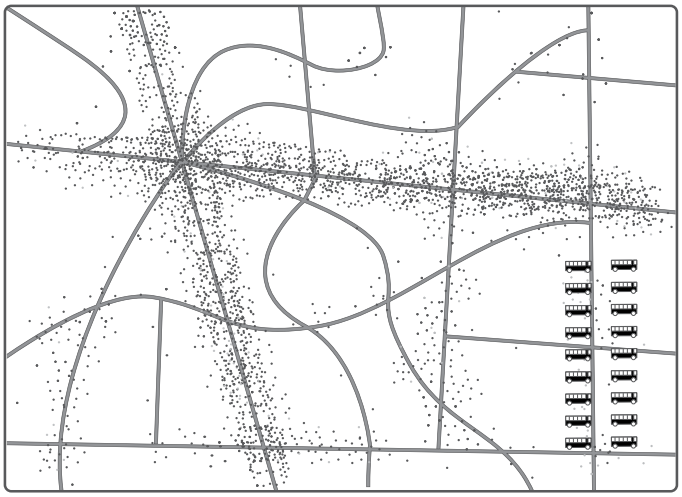
We ask public transit to meet many goals, and sometimes these conflict with one another. We need your help determining what our priorities should be for bus service in your community.

Two of the primary conflicting goals are: **Ridership** (attracting as many riders as possible) and **Coverage** (being available in as many places as possible, even if not many people ride). Both goals are important, but they lead in opposite directions. UTA is asking the community to help determine the appropriate balance between ridership and coverage.

Service Choices:

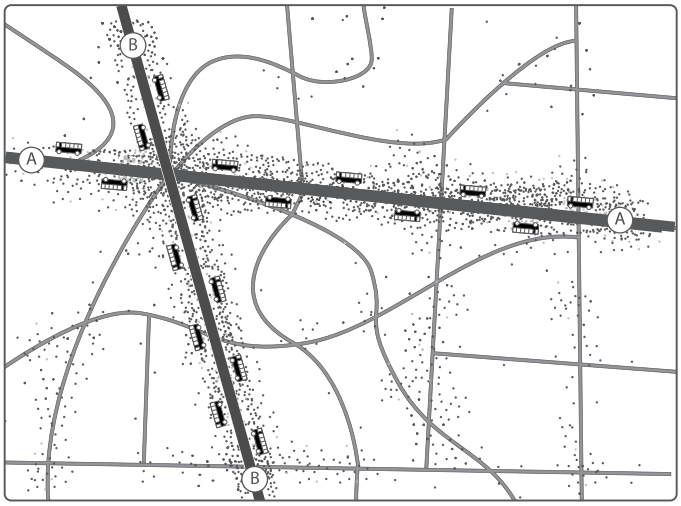
Different goals result in different service

Imagine the graphic to the right represents a fictional town with 18 buses to deploy. The lines represent streets and the dots represent residents and jobs. More dots mean more people and jobs.



How should transit service be designed to best meet the needs of the community? The best service design depends on the goals we are trying to accomplish.

RIDERSHIP ← → COVERAGE





RIDERSHIP

- Focuses on service that generates the most ridership at the least cost per rider
- Provides more frequent service, but only in areas that have the characteristics to support high ridership
- High frequency with reduced coverage

COVERAGE

- Focuses on ensuring access to the transit system is available in as many places as possible with an increased cost per rider
- Provides service in more areas, but spreading the service out means spreading it thin, so buses don't run very often
- Lower ridership and frequency



Project Goals

- Solicit public input on regional priorities for bus service
- Educate the community regarding the tradeoffs inherent in transit service planning
- Strengthen relationships with the public and stakeholders through sincere engagement
- Define bus service typologies (rapid, frequent, express, local, demand-response)
- Establish the appropriate split between coverage and ridership for UTA's bus service
- Develop a bus network plan and vision that is informed by regional input

Project Overview

- UTA led study with funding support from Utah Department of Transportation (UDOT), Mountainland Association of Governments (MAG), and Wasatch Front Regional Council (WFRC)
- Enlisted consultant team of Jarret Walker and Associates (JWA)
- Project is focused on priorities for bus service only
- Robust public outreach campaign including online survey, open houses and workshops

Project Timeline

Early 2019

Service Choices Public Outreach

- Robust public outreach campaign
- Multiple community engagement events
- Online survey

Mid 2019

Board of Trustees Direction on Bus Service Priorities

- Informed by a review of public input received, the UTA Board of Trustees will make a decision on the ridership coverage allocation

Fall 2019

Draft Network Plan and Route Definition

- Draft bus network plan based on Board ridership coverage allocation
- Definition of ridership and coverage bus service characteristics within UTA

Early 2020

Draft Network Bus Plan Public Outreach

- Share draft network plans with the public
- Solicit feedback from the public on any proposed changes to the existing service network

Late 2020

Network Bus Plan Refinement

- Modification of draft network plan as needed
- Reflect public response to proposed changes
- Ensure compliance with all local and federal regulatory requirements

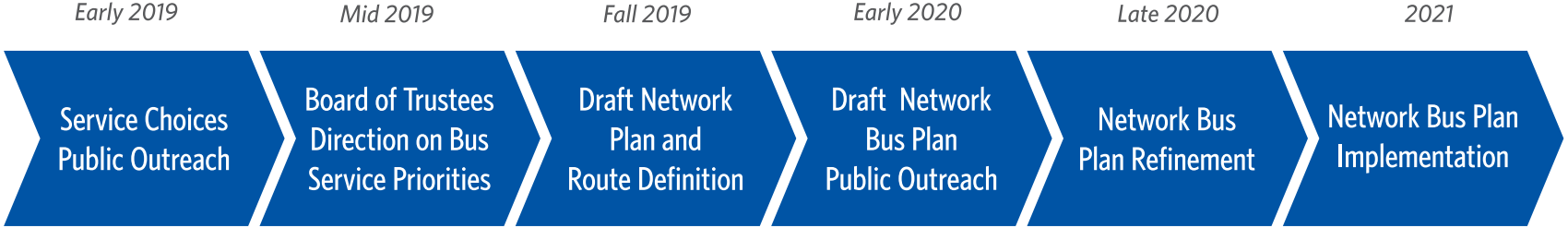
2021

Network Bus Plan Implementation

- Implementation of refined network bus plan



Project Timeline



UTA SERVICE CHOICES

Learn more and provide input at one of 10 upcoming Community Engagement Events

UTA

PUBLIC OPEN HOUSES

THURSDAY
APRIL 25, 5 - 7 pm
Mt. Jordan Middle School
9351 South Mountaineer Lane
Sandy, UT

TUESDAY
APRIL 30, 5 - 7 pm
Provo City Library
550 North University Avenue
Provo, UT

TUESDAY
MAY 7, 5 - 7 pm
North Ogden City Offices
505 East 2600 North
North Ogden, UT

PUBLIC EVENT BOOTHS

SATURDAY
APRIL 27 & MAY 4
Thanksgiving Point Tulip Festival
Ashton Garden
3900 North Garden Drive
Lehi, UT

SATURDAY
MAY 4, 9 am - 10 pm
Orem City 100th Birthday
The Orchard at University Place
575 East University Parkway
Orem, UT

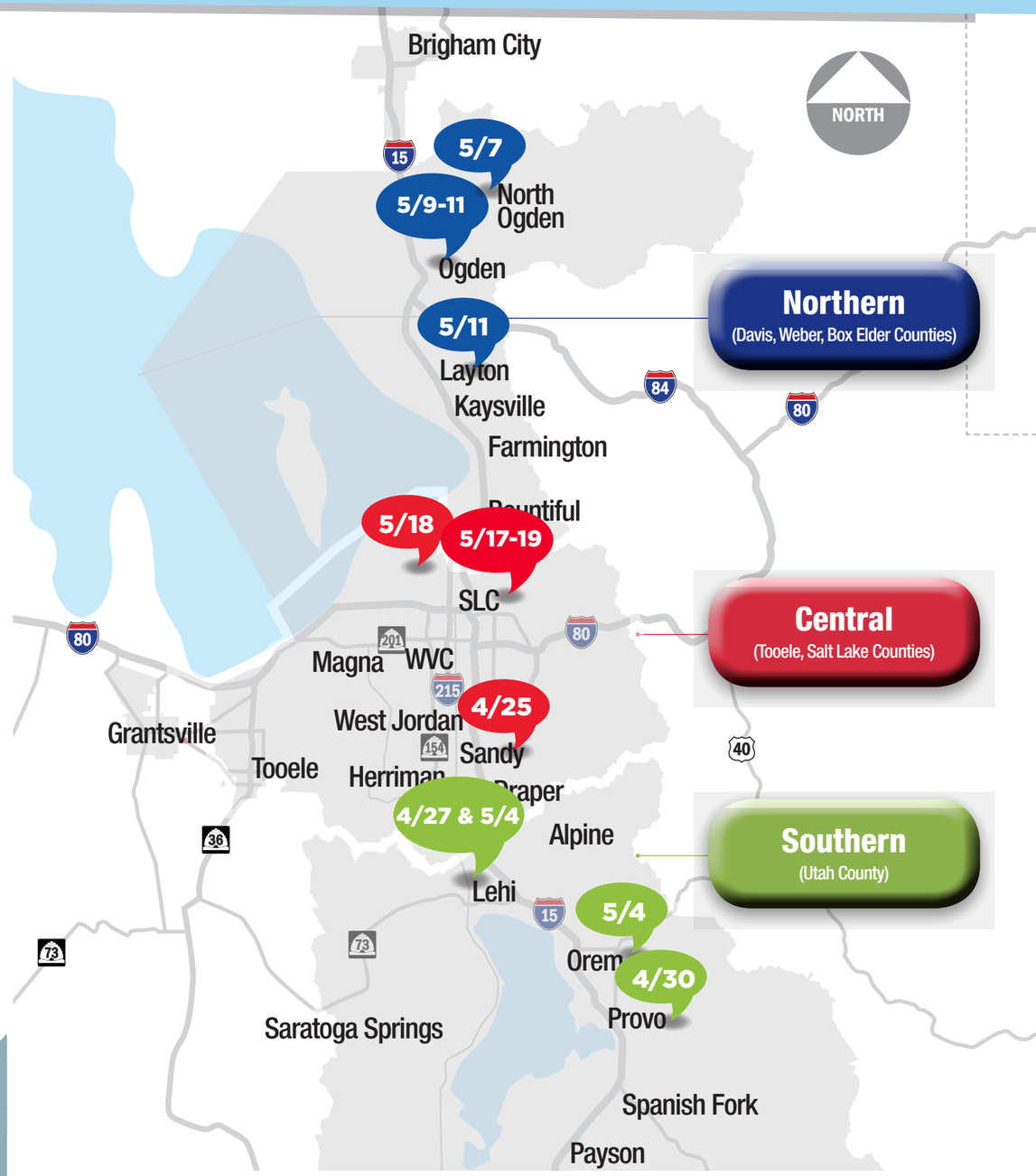
THURSDAY - SATURDAY
MAY 9 - 11, 10 am - 9 pm
150th Ogden Heritage Celebration & Golden Spike 150
25th Street Wall Avenue
Ogden, UT

SATURDAY
MAY 11, 10 am - 2 pm
Safe Kids Day
Northridge High School
2430 North Hill Field Road
Layton, UT

FRIDAY - SUNDAY
MAY 17 - 19, 12 - 7 pm
Living Traditions Festival
Library Square
200 East 400 South
Downtown Salt Lake City, UT

SATURDAY
MAY 18, 10 am - 4 pm
Rose Park Festival
Rose Park Elementary School
1105 West 1000 North
Salt Lake City, UT

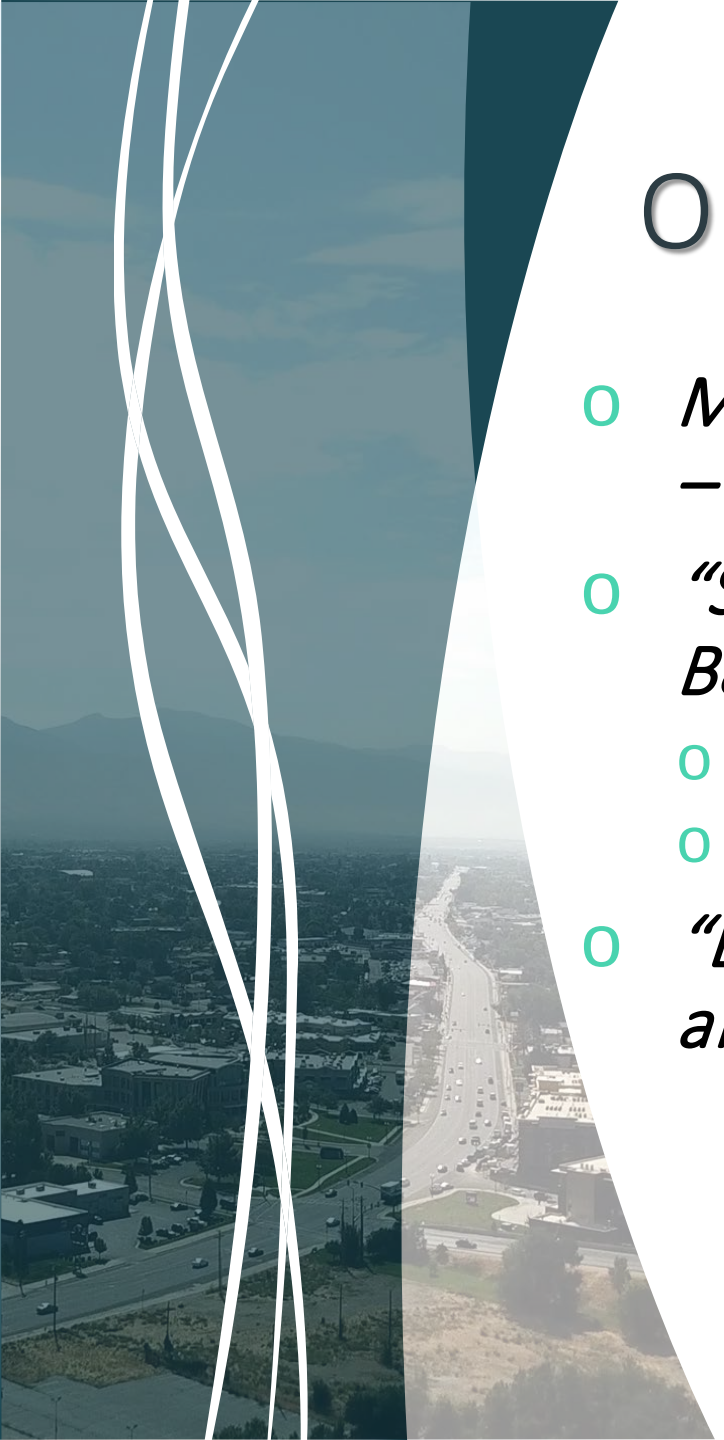




Visit **RideUTA.com/service-choices** for more information.

CITY COUNCIL/PLANNING COMMISSION
JOINT WORK SESSION
MAY 7, 2019





OUTLINE

- *Mayor's Minute – PC and Council Roles and Responsibilities – Mayor Mark Shepherd*
- *"Something is happening here…" City Land Use update – B&S Show*
  - *City Planning Projects &*
  - *Private Development Projects*
- *"Do you see what I see…?" Discussion on Growth: Vision and Messaging - Trevor*

PC AND COUNCIL ROLES AND RESPONSIBILITIES

- *City Council*
  - Establish laws and policies
  - Adopt the City's budget
  - Approve City general plans
  - Decide what services to provide and at what level
  - Determine tax and fee rates
  - Provide advice and consent for appointments of City positions
  - Provide oversight of City functions
  - Conduct financial and management audits
  - Respond to the needs of residents

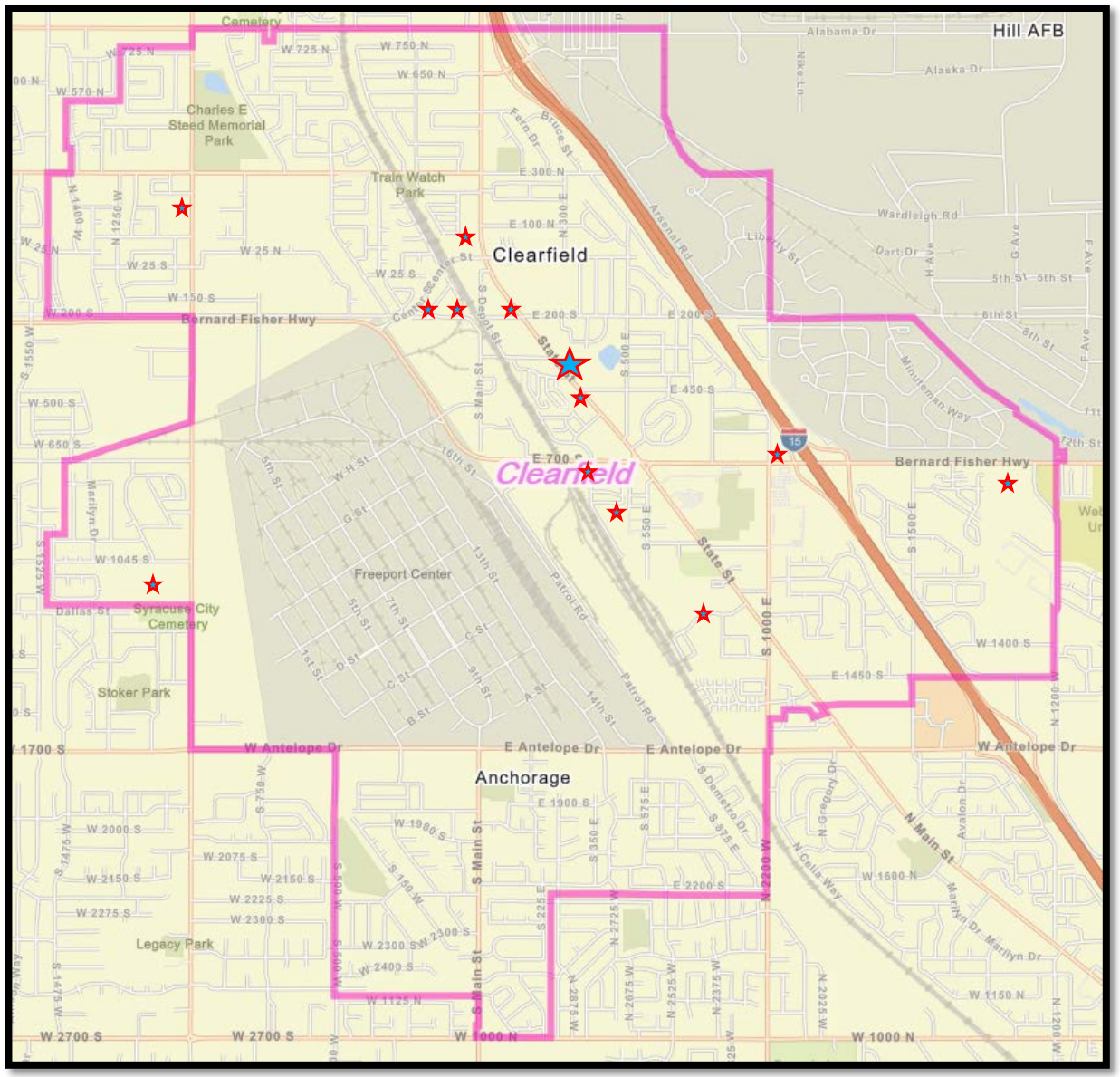
- *Planning Commission*
  - Make recommendations to the Clearfield City Council regarding:
    - Master Plan, land use ordinance, and zoning map adoption and amendments.
  - Designated as the "Land Use Authority" as defined in Utah State Code 10-9a-301.
    - The Planning Commission may receive comment and recommendations from applicants, the public, applicable agencies and City staff regarding land use applications and other items on the Commission's agenda.
    - The Planning Commission takes action on these items, which may include: approval, approval with conditions, denial, continuance or recommendation to other bodies as applicable.



LAND USE UPDATE – CITY PROJECTS

- *FORM BASED CODE UPDATE*
- *ACTIVE TRANSPORTATION PLAN*
- *MODERATE INCOME HOUSING PLAN*
- *GENERAL PLAN – SMALL AREA/NEIGHBORHOOD PLANS*
- *BILLBOARD AMENDMENTS*

LAND USE UPDATE – DEVELOPMENT PROJECTS



BRAVADA 193/SINCLAIR
CLEARFIELD JUNCTION/ DAVIS COUNTY LIBRARY
CLEARFIELD STATION TRADE SPACE
DEPOT CROSSING
AUTUMN RIDGE PH. 5
MODA CLEARFIELD
CITY PLAZA APTS.
MABEY PLACE
MAVERIK
WEAVER MEADOWS
WEST SQUARE
CLEAR-ACUSE CEMETERY





DISCUSSION ON GROWTH: VISION AND MESSAGING

STAFF REPORT

TO: Mayor Shepherd and City Council Members

FROM: Scott Hodge, Public Works Director

MEETING DATE: May 7, 2019

SUBJECT: Roadway Surface Treatment Project Bid Award

RECOMMENDED ACTION

Award the contract for the Roadway Surface Treatment Project to Morgan Industries for the amount of $698,961.50. Approve funding for the bid amount of $698,961.50 with contingency and engineering costs of $74,038.50 for a total project cost of $773,000; and authorize the Mayor's signature to any necessary documents.

DESCRIPTION / BACKGROUND

The City received two bids for the Roadway Surface Treatment project. The project consists of crack sealing; applying a type II slurry seal to various streets throughout the City (approximately 331,500 square yards); and applying type I slurry seal to the City Office Building drives and parking lots and the parking lot at Fisher Park, and restriping said streets and parking lots. Advanced Pavement was the apparent low bidder with a bid of $615,289.00 and Morgan Industries submitted a bid for $698,961.50. However, the bid document contained a provision that the general contractor perform 51% of the work described in the document. Advanced Pavement's bid indicated that they intended to sub-contract 69% of the work. This provision exists to ensure that the company bidding to do the work will have an interest in the project and not just function as a project manager. After a brief conversation with the City's attorney, it was determined that Advanced Pavement's bid did not comply with all of the bidding provisions; thus, the bid should be awarded to Morgan Industries.

CORRESPONDING POLICY PRIORITY (IES)

Providing Quality Municipal Services

Maintaining the roadways in this way provides a service to the citizens and extends the life of the roadway and provides a cost savings long term when compared to the price of replacing and rebuilding the roadways.

FISCAL IMPACT

Budget:

FY19 - Street account 454410 STRMAINT $414,000

FY20 – Street account 454410 STRMAINT $400,000

ALTERNATIVES

- Re-advertise and accept new bids with a modified scope of work and altered provisions in the bid document. This option would likely cause us to get less value from the project as the timeline we had hoped for in the crack sealing would probably not be met. This would cause the crack sealing to be less effective as the cracks are wider in the cooler weather. The original purpose of proceeding with this process in the way we did was, in part, to ensure that this time table could be met. There is also the possibility that re-starting the bidding process would increase the prices of the bids as the construction season has begun and contractors are filling their schedules.

- Award contract to Advanced Pavement. This would be a cost saving of $83,000, but could open the city to liability if the process is challenged because Advanced Pavement did not meet the provisions set in the bid document. A challenge would likely slow the project and cause us to not meet the desired time table for the surface treatments

- Award the contract to Morgan Industries. The cost is $83,000 higher than Advanced Pavement, but they meet the provisions of the bid document and the time table could still be met.

SCHEDULE / TIME CONSTRAINTS

Surface treatment will begin with crack sealing in the late spring and continue with slurry seal being applied into early autumn.

LIST OF ATTACHMENTS

- Bid Results and Bid Tabulations
- Engineers Letter of Recommendation
- Project scope of work

BID RESULTS

2019 Roadway Maintenance Project

OWNER: CLEARFIELD CITY
ENGINEER: CEC, CIVIL ENGINEERING CONSULTANTS, PLLC.

BID DATE: 30th April 2019
TIME: 2:30 PM

BID LOCATION: Clearfield City Offices
55 South State Street; 3rd Floor
Clearfield, Utah 84015

BIDDERS NAME	ADDENDUM	BID BOND	BID AMOUNT
Advanced Pavement, LLC	n/a	5%	$615,289.00**
Morgan Pavement Maintenance	n/a	5%	$698,961.50

** Advanced Pavement, LLC's bid is considered **non-responsive** since they are not performing a minimum of 51% of the work per the Contract Documents *Section 00810 Modification to the General Conditions, page 7 Section H Contractor/Subcontracting.* The documents show that the subcontractor "Asphalt Preservation" is performing 69% of the work.

BID PROPOSAL TABULATION

PROJECT NAME: 2019 ROADWAY MAINTENANCE PROJECT

BID DATE: 30th APRIL 2019
OWNER: CLEARFIELD CITY
PUBLIC WORKS DIRECTOR: SCOTT HODGE

Bid Item	Description	Quantity	Unit	Advanced Pavement, LLC P.O. Box 12847 Ogden, UT 84412		Morgan Pavement Maintenance 625 South Main Clearfield, UT 84015	
				Unit Price	Total Amount	Unit Price	Total Amount
1.	Mobilization, SWPPP & traffic control.	1	ls.	$16,750.00	$16,750.00	$12,000.00	$12,000.00
2.	Crack seal roadways.						
	Sheet 3 streets (approx. 2,800 sy):	1	ls.	$640.00	$640.00	$1,680.00	$1,680.00
	Sheet 4 streets (approx. 88,400 sy):	1	ls.	$25,200.00	$25,200.00	$53,040.00	$53,040.00
	Sheet 5 streets (approx. 98,500 sy):	1	ls.	$31,500.00	$31,500.00	$59,100.00	$59,100.00
	Sheet 6 streets (approx. 29,100 sy):	1	ls.	$11,100.00	$11,100.00	$17,460.00	$17,460.00
	Sheet 7 streets (approx. 4,200 sy):	1	ls.	$1,020.00	$1,020.00	$2,520.00	$2,520.00
	Sheet 8 streets (approx. 7,200 sy):	1	ls.	$6,000.00	$6,000.00	$4,320.00	$4,320.00
	Sheet 9 streets (approx. 6,900 sy):	1	ls.	$4,450.00	$4,450.00	$4,140.00	$4,140.00
	Sheet 10 streets (approx. 17,100 sy):	1	ls.	$10,850.00	$10,850.00	$10,260.00	$10,260.00
	Sheet 11 streets (approx. 8,800 sy):	1	ls.	$3,150.00	$3,150.00	$5,280.00	$5,280.00
	Sheet 12 streets (approx. 11,200 sy):	1	ls.	$1,899.00	$1,899.00	$6,720.00	$6,720.00
	Sheet 13 streets (approx. 21,100 sy):	1	ls.	$7,975.00	$7,975.00	$12,660.00	$12,660.00
	Sheet 14 streets (approx. 5,800 sy):	1	ls.	$1,520.00	$1,520.00	$3,480.00	$3,480.00
	Sheet 15 streets (approx. 17,600 sy):	1	ls.	$6,820.00	$6,820.00	$10,560.00	$10,560.00

Bid Item	Description	Quantity	Unit	Advanced Pavement, LLC P.O. Box 12847 Ogden, UT 84412		Morgan Pavement Maintenance 625 South Main Clearfield, UT 84015	
				Unit Price	Total Amount	Unit Price	Total Amount
	Sheet 16 streets (approx. 12,800 sy):	1	ls.	$2,460.00	$2,460.00	$7,680.00	$7,680.00
3.	Crack seal parking lots.						
	Sheet 17 parking lots (approx. 9,500 sy):	1	ls.	$6,680.00	$6,680.00	$3,895.00	$3,895.00
	Sheet 18 parking lots (approx. 8,100 sy):	1	ls.	$5,040.00	$5,040.00	$3,321.00	$3,321.00
4.	Furnish and install SS Type II slurry seal. (approximately 331,500 square yards).	1	ls.	$412,445.00	$412,445.00	$419,347.50	$419,347.50
5.	Furnish and install SS Type I slurry seal in parking lots (approximately 17,600 square yards).	1	ls	$24,750.00	$24,750.00	$26,048.00	$26,048.00
6.	Install roadway striping and roadway messages on streets.						
	Sheet 4 street striping:	1	ls.	$9,210.00	$9,210.00	$9,630.00	$9,630.00
	Sheet 5 street striping:	1	ls.	$1,100.00	$1,100.00	$1,150.00	$1,150.00
	Sheet 6 street striping:	1	ls.	$550.00	$550.00	$575.00	$575.00
	Sheet 7 street striping:	1	ls.	$550.00	$550.00	$575.00	$575.00
	Sheet 11 street striping:	1	ls.	$1,100.00	$1,100.00	$1,150.00	$1,150.00
	Sheet 12 street striping:	1	ls.	$5,590.00	$5,590.00	$5,850.00	$5,850.00
	Sheet 13 street striping:	1	ls.	$9,100.00	$9,100.00	$9,520.00	$9,520.00
7.	Install roadway striping and roadway messages in Parking Lots.						
	Sheet 17 parking lot striping:	1	ls.	$990.00	$990.00	$1,000.00	$1,000.00
	Sheet 18 parking lot striping:	1	ls.	$850.00	$850.00	$1,500.00	$1,500.00
8.	Asphalt and roadbase patching.	100	sy.	$60.00	$6,000.00	$45.00	$4,500.00

Bid Item	Description	Quantity	Unit	Advanced Pavement, LLC P.O. Box 12847 Ogden, UT 84412		Morgan Pavement Maintenance 625 South Main Clearfield, UT 84015	
				Unit Price	Total Amount	Unit Price	Total Amount
	TOTAL BID:				**$615,289.00** *		**$698,961.50**
	Surety Company			Fidelity and Deposit Company of Maryland		The Guarantee Company of North America, USA	
	City, State			Schaumburg, IL		Southfield, Michigan	
	Bid Security - Bid Bond Amount			5%		5%	
	Contractor's License Number			9737054-5501		9798330-5501	

* Advanced Pavement, LLC's bid is considered **non-responsive** since they are not performing a minimum of 51% of the work per the Contract Documents Section 00810 Modification to the General Conditions, page 7 Section H Contractor/Subcontracting. The documents show that the subcontractor "Asphalt Preservation" is performing 69% of the work.

CIVIL ENGINEERING CONSULTANTS, PLLC.

5141 South 1500 West
Riverdale City, Utah 84405
801-866-0550

30th April 2019

Clearfield City
55 South State Street
Clearfield, Utah 84015

Attn: Mayor Mark Shepherd and City Council
Proj: **2019 Roadway Maintenance Project**
Subj: Bid Results, Bid Proposal Tabulation & Recommendation

Dear Mark Shepherd and Council Members,

The "Bid Opening" for the above referenced project was conducted this afternoon. The lowest responsible bidder is Morgan Pavement Maintenance of Clearfield, Utah.

Enclosed are the "Bid Results" and "Bid Proposal Tabulation". Morgan Pavement Maintenance's bid was reviewed and found to meet the bidding conditions required in the Contract Documents.

Though Advanced Pavement, LLC's bid was lower, they did not meet the requirements for the General Contractor to perform a minimum of 51% of the required work as stated in the Contract Documents *Section 00810 Modification to the General Conditions, page 7 Section H Contractor/Subcontracting.*

Since Morgan Pavement Maintenance's bid is the next lowest responsible bidder for the advertised project, and their bid meets the conditions of the Contract Documents, I herewith recommend award of the above referenced project in the amount of $698,961.50 to Morgan Pavement Maintenance.

Should you have any questions or desire additional information concerning the contractor or his bid, please feel free to contact our office at your earliest convenience.

Sincerely,
CEC, Civil Engineering Consultants, PLLC.

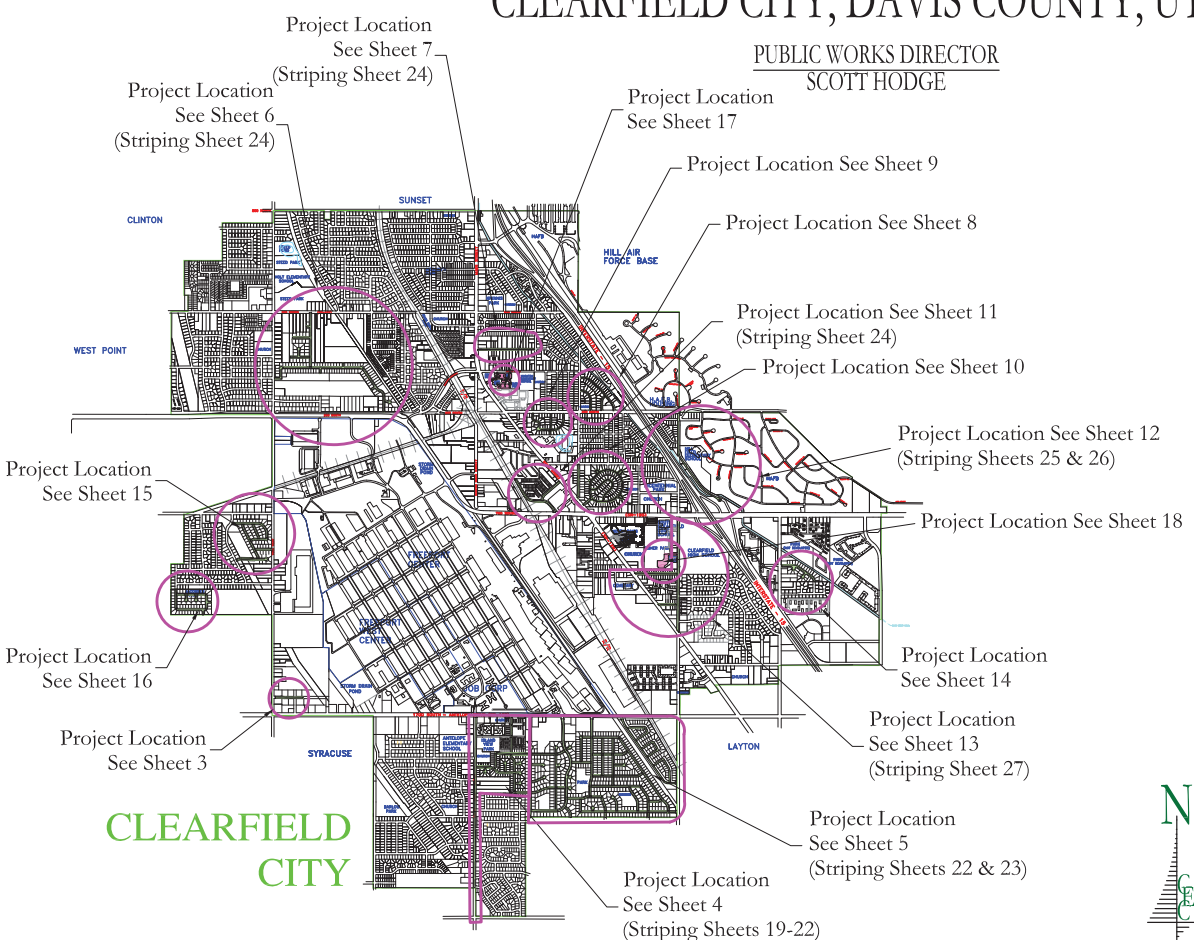
R. Todd Freeman

R. Todd Freeman, S.E. P.E.
City Engineer

cc: Scott Hodge – Clearfield City Public Works Director
Mark Baird – Clearfield City Deputy Public Works Director

2019 ROADWAY MAINTENANCE PROJECT
CLEARFIELD CITY, DAVIS COUNTY, UTAH

PUBLIC WORKS DIRECTOR
SCOTT HODGE



NOT TO SCALE

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27 OF 29	STREET 75 STRIPING
28 OF 29	PARKING LOTS 89-94 STRIPING
29 OF 29	PARKING LOT 95 STRIPING

LICENSED PROFESSIONAL ENGINEER
04-01-19
No. 87-341144-2202
R. TODD FREEMAN
STATE OF UTAH

CIVIL ENGINEERING CONSULTANTS, PLLC.
5141 SOUTH 1500 WEST
RIVERDALE, UT 84405
801.866.0550

NO.	DATE	BY	REVISIONS

DATE: MARCH 2019
DRAWN: JLS
CHECKED: RTF

PROJECT / LOCATION: 2019 ROADWAY MAINTENANCE PROJECT CLEARFIELD CITY, UTAH
TITLE: COVER

CLIENT: CLEARFIELD CITY
PROJECT NUMBER: CC.19001
FILE: ~cc19001 cover.dwg
SHEET: 1 of 29

EROSION CONTROL NOTES

1. During construction, the contractor shall be responsible for preventing and controlling soil erosion due to wind and water runoff. The contractor shall be sole responsible for constructing and maintaining the erosion control facilities. All surrounding streets shall be kept clean of debris from traffic from the project site.

2. The contractor shall comply with the requirements of the "best management practices" for storm water protection. This requirement may include protecting all inlet boxes, catch basins, drainage ditches, etc. during construction. The contractor shall protect all surrounding properties and streets from site runoff as required. Approved storm water protection methods and drainage provisions must be used to protect adjoining properties during construction.

3. The contractor shall use vehicle tracking control best management practices at all locations where vehicles will enter or exit the site. Control facilities must be maintained while construction work is in progress, adjusted when necessary, and removed from the site when the project is completed.

4. The contractor shall install storm water inlet protection devices immediately upon all individual storm water inlets becoming functional.

5. All wash water from construction vehicles (concrete trucks, vehicle cleaning, etc.) shall be disposed in a manner that prevents contact with natural storm water discharges from the site.

6. All construction materials spilled, dropped, washed or tracked from vehicles onto City roadways or into storm drainage facilities must be removed immediately.

7. No rubbish, trash, garbage or other such materials shall be discharged into drainage ditches or storm water runoff channels.

8. The contractor shall adhere to all conditions of the "Utah State Storm Water Pollution and Prevention Plan" adopted for this project. The contractor shall be responsible for adjusting the erosion control measures (silt fences, straw bales, etc.) due to grade changes or other unforeseen conditions during development of the project.

GENERAL CONSTRUCTION NOTES

1. The utilities shown on the drawings are for informational purposes only. The contractor shall locate all underground utilities, contact blue stakes and other applicable utilities prior to laying pipe within 200 feet of said utilities which may be exposed, damaged or crossed as shown on the drawings or as "blue staked". The contractor shall coordinate with the utility company to move the utility if necessary. The contractor shall not modify grade of project lines in order to go over and around existing utilities. The contractor shall pothole for the location of utilities prior to excavation.

2. The contractor shall review and verify all dimensions shown on the drawings. The contractor must bring to the attention of the Engineer any errors, discrepancy or conflicts found on any drawings of items that are located on the site.

3. The contractor shall be responsible to provide appropriate signing and barricading. All flagging, signage and barricades and all traffic control required shall be in compliance with the current "manual on uniform traffic control devices".

4. All public and private roadways must be cleaned daily, or as often as required, of all loose dirt, mud, gravel and all debris as a result of the construction work. This requirement shall apply continuously throughout the duration of the project and shall not be limited to normal construction working hours.

5. All dust on project site shall be controlled by sweeping and watering the construction area.

6. The contractor shall be completely responsible for the job site conditions during the course of construction, including safety of all persons and adjoining property. This requirement shall apply continuously throughout the duration of the project and not be limited to normal construction working hours.

7. Verify depth and location of all existing utilities prior to constructing any new utility lines. Notify project engineer of any discrepancies or conflicts prior to any connections being made.

8. The contractor shall be responsible for meeting all of the requirements established for safe trenching. (See OSHA and UOSHA requirements, latest editions).

9. Specific information provided in the contract documents shall supersede items covered in these drawings.

10. The contractor shall contact and coordinate all utility connections with the utility owner.

11. All construction to comply with specifications contained and with Clearfield City standards and specifications.



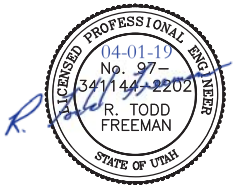
CAUTION NOTICE TO CONTRACTOR

The contractor is herewith instructed that the location and/or elevation of existing utilities as shown on these plans are based on records of the various utility companies and, where possible, measurements taken in the field. The information shown is not to be relied on as being exact or complete. The contractor is required to call the appropriate utility company at least 48 hours before any excavation to request exact field location of utilities. Is the sole responsibility of the contractor to relocate all existing utilities which conflict with the proposed improvements shown on the drawings.

The contractor shall assume sole and complete responsibility for job site conditions during the course of construction of this project, including safety of all persons and property. This requirement shall apply continuously and not be limited to the normal working hours; and the contractor shall defend, indemnify, and hold the owner and the engineer harmless from any and all liability, real or alleged, in connection with the performance of work on this project, excepting for liability arising from sole negligence of the owner or the engineer.

ABBREVIATIONS USED IN DRAWINGS

adj	adjust	elec	electrical	hyd	hydrant	pl	property line	sw	storm water
arv	air release valve	eg	existing grade/ground	in	inch	pp	power pole	swmh	storm water manhole
bw	back of walk	elev	elevation	inv	invert	pr	proposed	tc	top of concrete
bvce	beginning vertical curve elev.	eoc	edge of concrete	irr	irrigation	prc	point of reverse curve	tbc	top back of curb
bvcs	beginning vertical curve station	ep	edge of pavement	ld	land drain	prv	pressure reducing valve	tele	telephone
bw	both ways	evce	end vertical curve elev.	lf	linear foot	pt	point of tangency	toa	top of asphalt
cb	catch basin	evcs	end vertical curve station	lip	lip of curb	pue	public utility easement	toe	toe of slope
chord	chord bearing	ew	each way	lp	low point	pvc	polyvinyl chloride pipe	top	top of slope
cl	centerline	exist	existing	lt	left	r	radius	tow	top of wall
cmp	corrugated metal pipe	ff	finished floor elevation	max	maximum	rc	rebar & cap	tow	top of walk
co	clean out	fg	finished grade	mh	manhole	row	right of way	typ	typical
conc	concrete	fh	fire hydrant	min	minimum	rt	right	w	water
cw	culinary water	fl	flow line	mon	monument	sec cor	section corner	wm	water meter
da	delta angle	fo	fiber optic	nts	not to scale	ser	south end radius	wmh	water manhole
det	detail	ft	foot	oc	on center	ss	sanitary sewer	wv	water valve
dia	diameter	gb	grade break	ohp	over head power	smh	sanitary sewer manhole		
dip	ductile iron pipe	hdpe	high density poly ethylene	pc	point of curvature	sta	station		
dwg	drawing	hp	high point	pi	point of intersection	std	standard		



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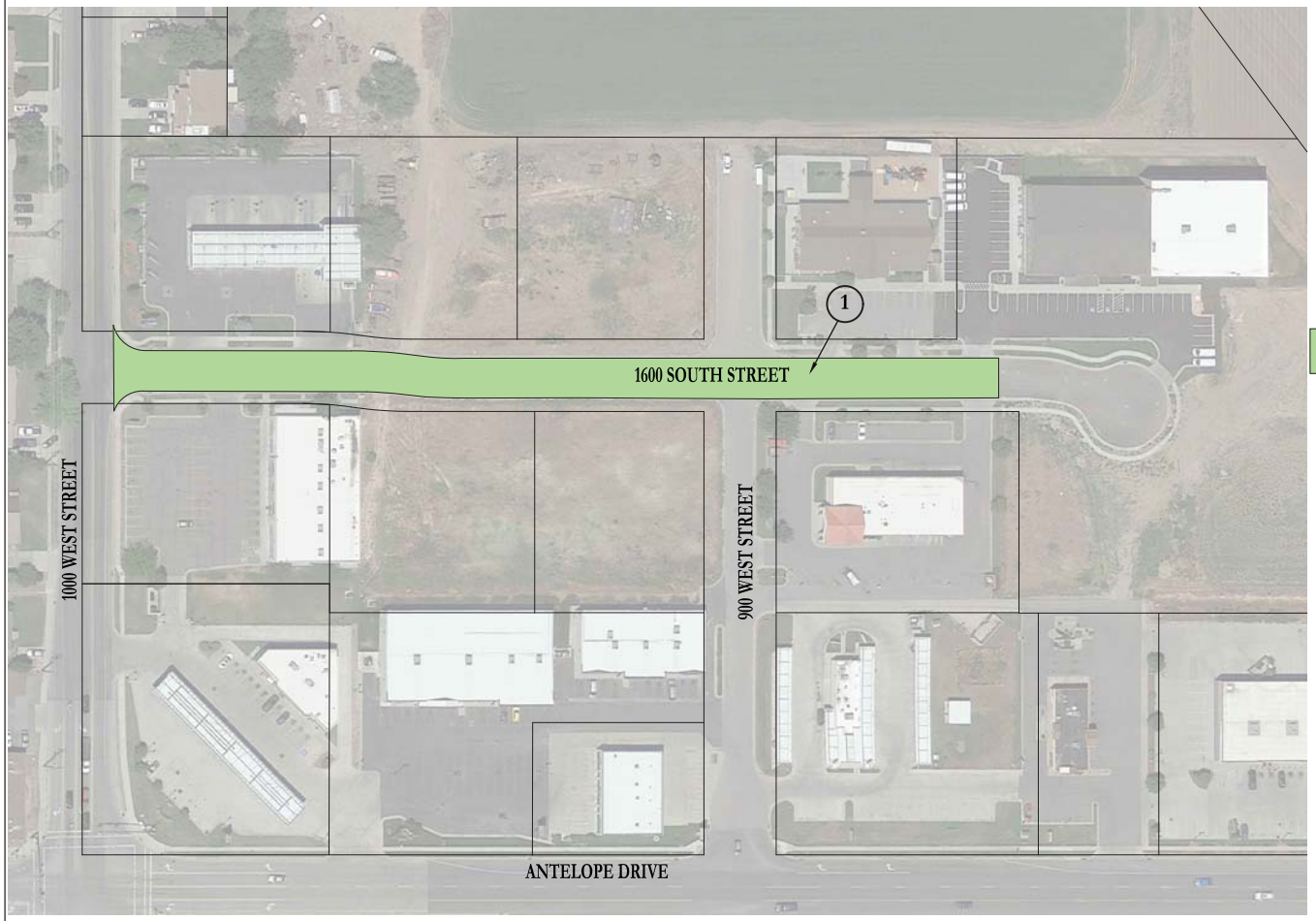
NO.	DATE	BY	REVISIONS

DATE: MARCH 2019
DRAWN: JLS
CHECKED: RTF

PROJECT / LOCATION: 2019 ROADWAY MAINTENANCE PROJECT CLEARFIELD CITY, UTAH

TITLE: NOTES

CLIENT: CLEARFIELD CITY
PROJECT NUMBER: CC.19001
FILE: ~cc19001 cover.dwg
SHEET: 2 of 29



N

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Indicates areas to receive SS Type II Slurry Seal surface treatment (approximately 2,800 square yards)

NOTES:

1. The Contractor shall be responsible for all roadways to be cleaned and free of dirt, debris and all vegetation prior to placement of crack seal and surface treatment materials. Any downtime or loss in materials associated with a stoppage of work due to roadways not being cleaned property will be at the Contractor's expense.
2. The Contractor shall crack seal along the edge of curb and gutter and all cracks in roadway ¼" wide and larger.
3. The Contractor is responsible to verify areas and dimensions for all roads.
4. The Contractor shall protect all storm water inlet boxes, valve boxes and manholes per the contract documents.
5. The Contractor shall install striping tabs to preserve lane widths, striping patterns and roadway messages.

LICENSED PROFESSIONAL ENGINEER
04-01-19
No. 97-341144-2202
R. TODD FREEMAN
STATE OF UTAH

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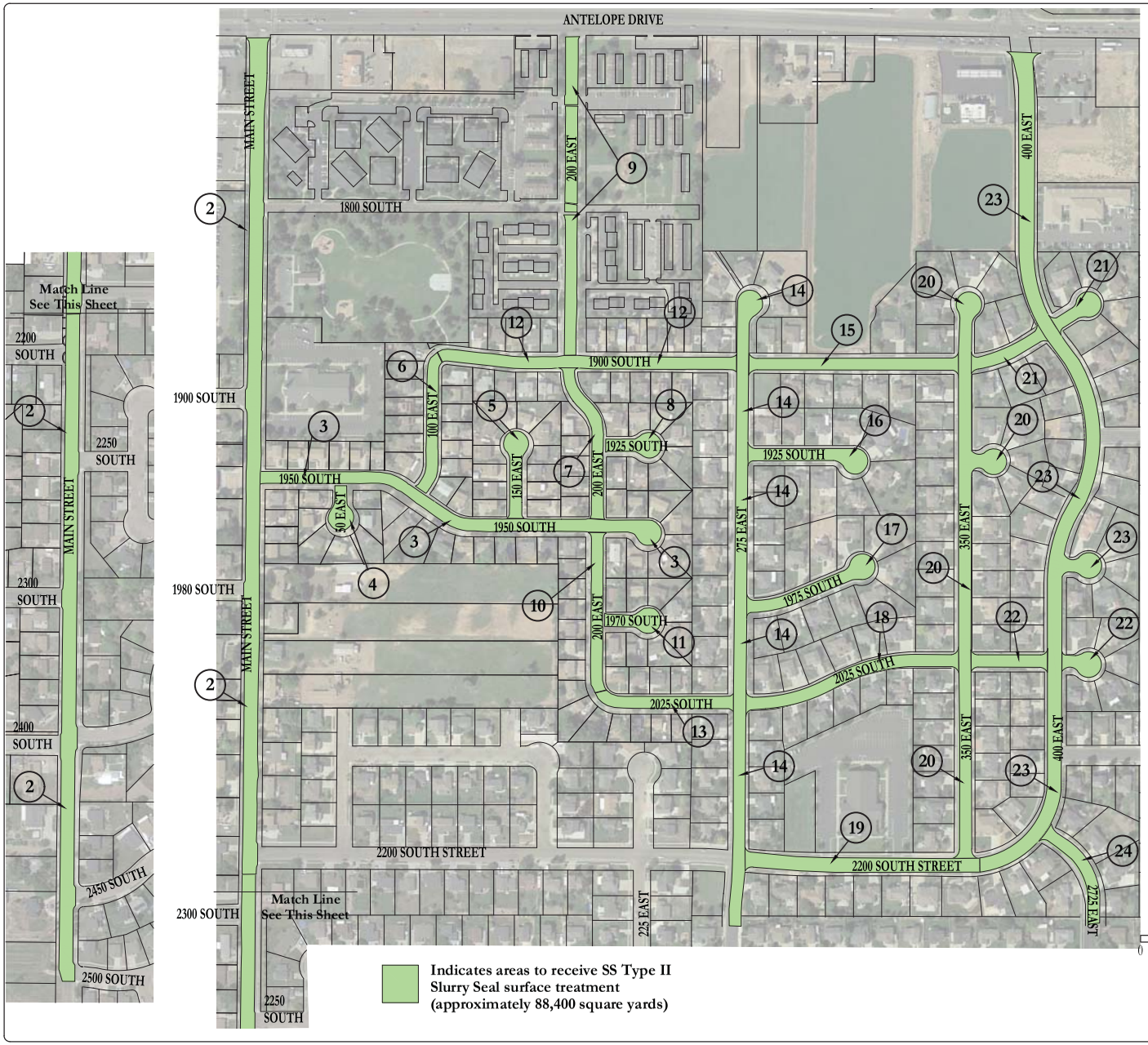
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DATE: MARCH 2019
DRAWN: JLS
CHECKED: RTF

PROJECT / LOCATION: 2019 ROADWAY MAINTENANCE PROJECT CLEARFIELD CITY, UTAH

TITLE: STREET 1

CLIENT: CLEARFIELD CITY
PROJECT NUMBER: CC.19001
FILE: ~cc19001.dwg
SHEET: 3 of 29



NOTES:

1. The Contractor shall be responsible for all roadways to be cleaned and free of dirt, debris and all vegetation prior to placement of crack seal and surface treatment materials. Any downtime or loss in materials associated with a stoppage of work due to roadways not being cleaned property will be at the Contractor's expense.
2. The Contractor shall crack seal along the edge of curb and gutter and all cracks in roadway ¼" wide and larger.
3. The Contractor is responsible to verify areas and dimensions for all roads.
4. The Contractor shall protect all storm water inlet boxes, valve boxes and manholes per the contract documents.
5. The Contractor shall install striping tabs to preserve lane widths, striping patterns and roadway messages.
6. Street 2 (South Main Street) does not need to be crack sealed.

LICENSED PROFESSIONAL ENGINEER
04-01-19
No. 97-341144-2202
R. TODD FREEMAN
STATE OF UTAH

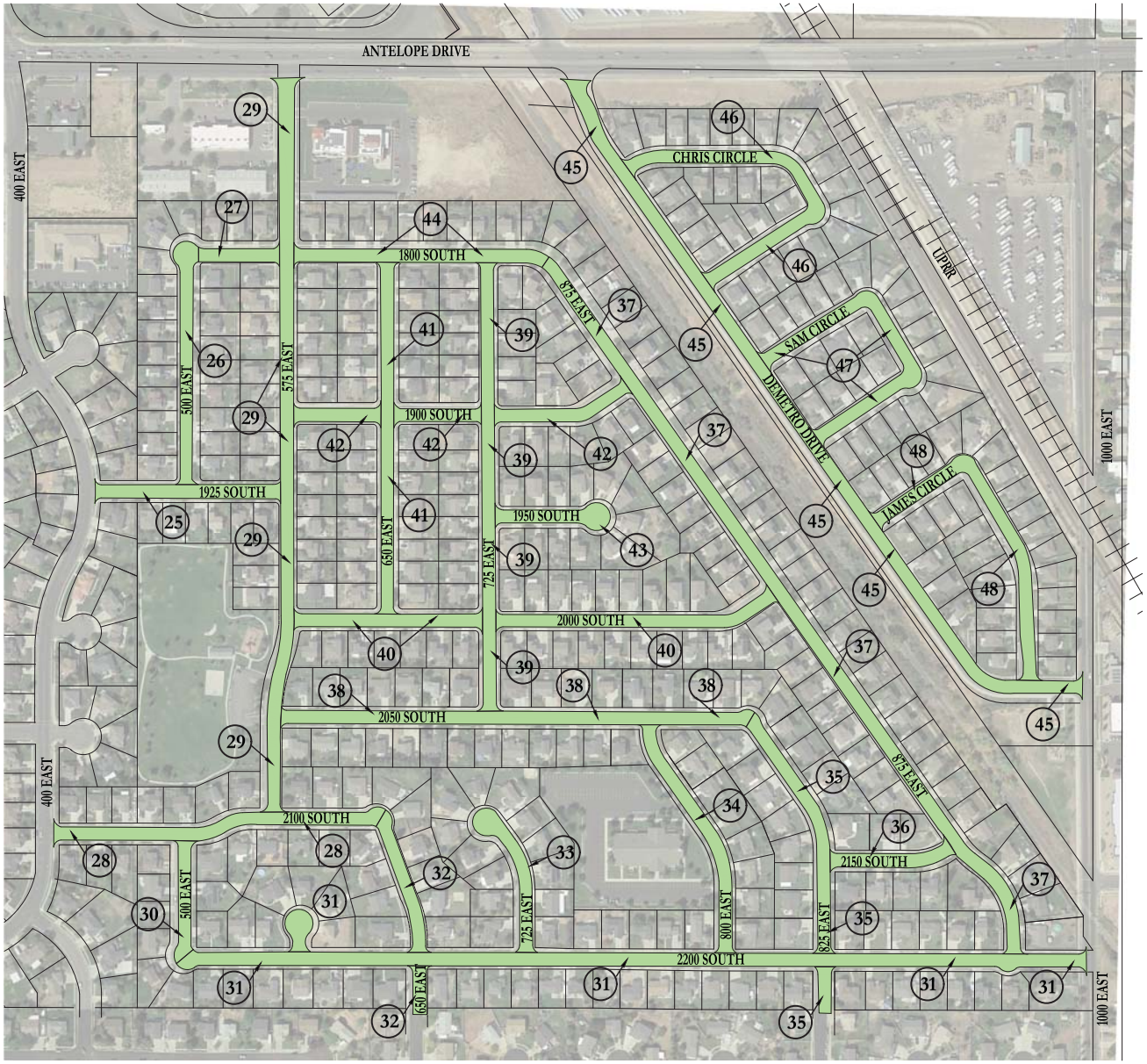
CIVIL ENGINEERING CONSULTANTS, PLLC.
5141 SOUTH 1500 WEST
RIVERDALE, UT 84405
801.866.0550

NO.	DATE	BY	REVISIONS

DATE: MARCH 2019
DRAWN: JLS
CHECKED: RTF

PROJECT / LOCATION: 2019 ROADWAY MAINTENANCE PROJECT CLEARFIELD CITY, UTAH
TITLE: STREETS 2-24

CLIENT: CLEARFIELD CITY
PROJECT NUMBER: CC.19001
FILE: ~cc19001.dwg
SHEET: 4 of 29



NOTES:

1. The Contractor shall be responsible for all roadways to be cleaned and free of dirt, debris and all vegetation prior to placement of crack seal and surface treatment materials. Any downtime or loss in materials associated with a stoppage of work due to roadways not being cleaned property will be at the Contractor's expense.
2. The Contractor shall crack seal along the edge of curb and gutter and all cracks in roadway ¼" wide and larger.
3. The Contractor is responsible to verify areas and dimensions for all roads.
4. The Contractor shall protect all storm water inlet boxes, valve boxes and manholes per the contract documents.
5. The Contractor shall install striping tabs to preserve lane widths, striping patterns and roadway messages.

Indicates areas to receive SS Type II Slurry Seal surface treatment (approximately 98,500 square yards)

N

0 150 300

LICENSED PROFESSIONAL ENGINEER
04-01-19
No. 87-341144-2202
R. TODD FREEMAN
STATE OF UTAH

CIVIL ENGINEERING CONSULTANTS, PLLC.
5141 SOUTH 1500 WEST
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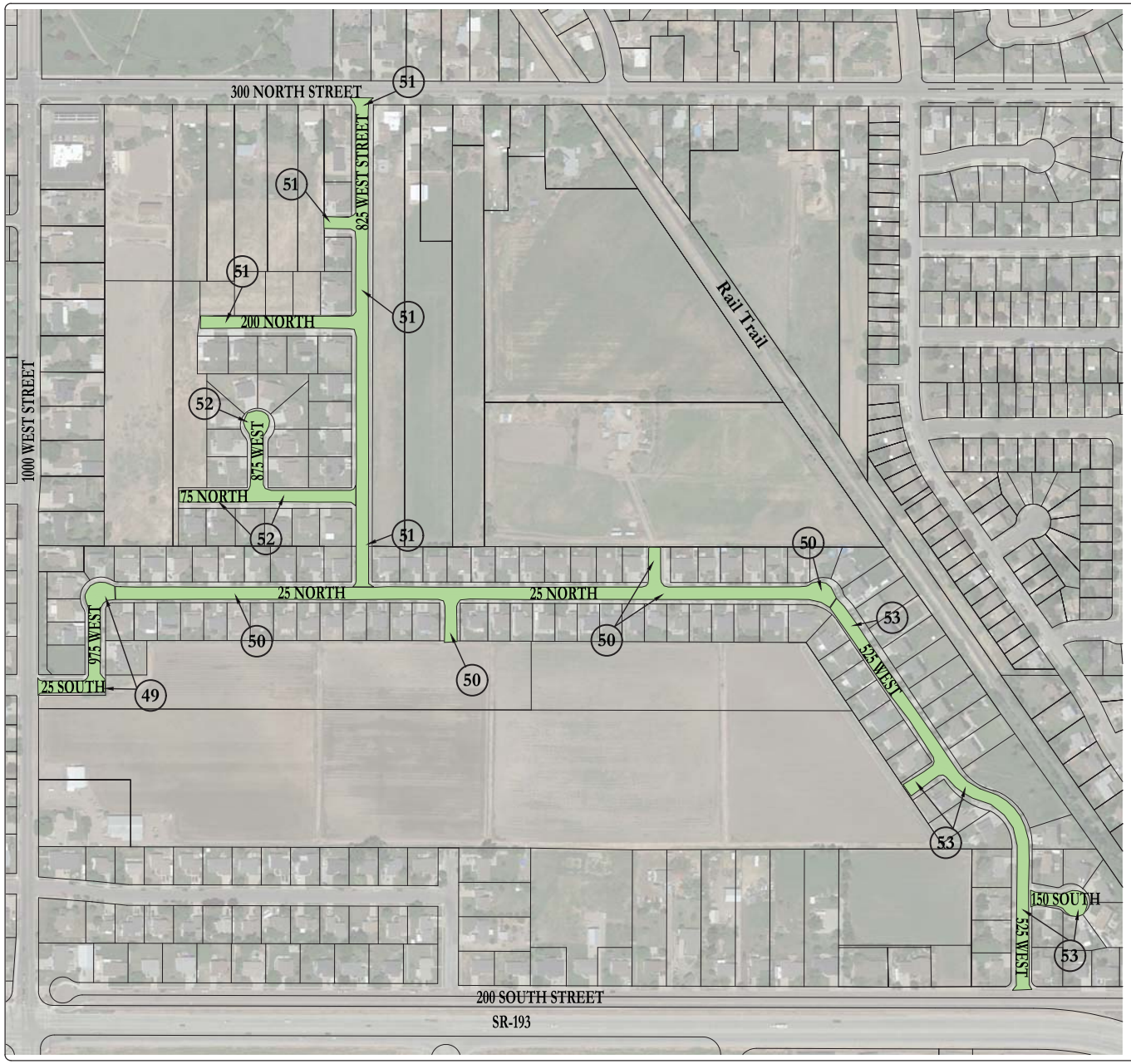
NO.	DATE	BY	REVISIONS

DATE: MARCH 2019
DRAWN: JLS
CHECKED: RTF

PROJECT / LOCATION: 2019 ROADWAY MAINTENANCE PROJECT CLEARFIELD CITY, UTAH

TITLE: STREETS 25-48

CLIENT: CLEARFIELD CITY
PROJECT NUMBER: CC.19001
FILE: ~cc19001.dwg
SHEET: 5 of 29



N

0 150 300

Indicates areas to receive SS Type II Slurry Seal surface treatment (approximately 29,100 square yards)

NOTES:

1. The Contractor shall be responsible for all roadways to be cleaned and free of dirt, debris and all vegetation prior to placement of crack seal and surface treatment materials. Any downtime or loss in materials associated with a stoppage of work due to roadways not being cleaned property will be at the Contractor's expense.
2. The Contractor shall crack seal along the edge of curb and gutter and all cracks in roadway ¼" wide and larger.
3. The Contractor is responsible to verify areas and dimensions for all roads.
4. The Contractor shall protect all storm water inlet boxes, valve boxes and manholes per the contract documents.
5. The Contractor shall install striping tabs to preserve lane widths, striping patterns and roadway messages.

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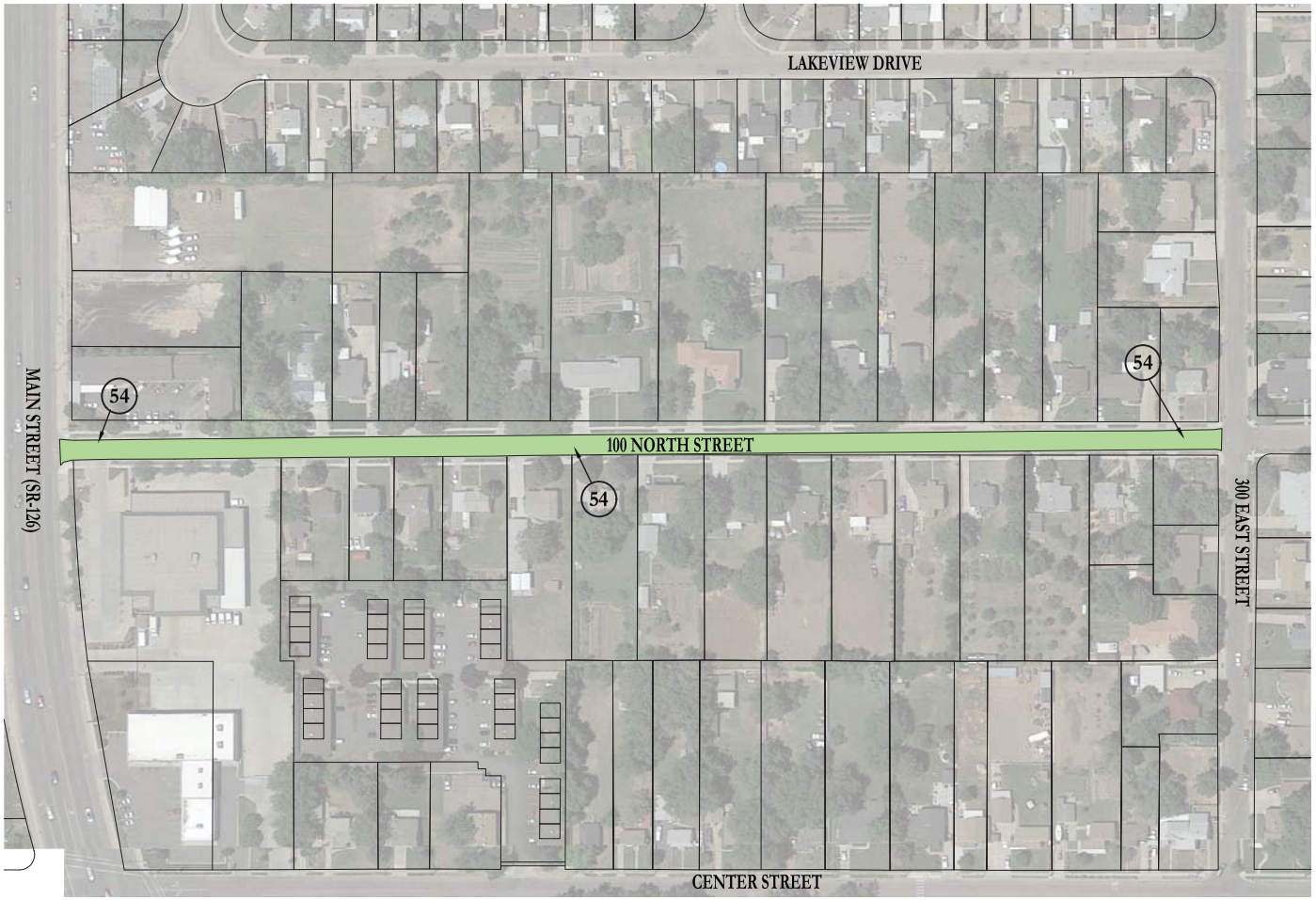
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DATE: MARCH 2019
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CHECKED: RTF

PROJECT / LOCATION: 2019 ROADWAY MAINTENANCE PROJECT CLEARFIELD CITY, UTAH

TITLE: STREETS 49-53

CLIENT: CLEARFIELD CITY
PROJECT NUMBER: CC.19001
FILE: ~cc19001.dwg
SHEET: 6 of 29



N

0 75 150

NOTES:

1. The Contractor shall be responsible for all roadways to be cleaned and free of dirt, debris and all vegetation prior to placement of crack seal and surface treatment materials. Any downtime or loss in materials associated with a stoppage of work due to roadways not being cleaned property will be at the Contractor's expense.
2. The Contractor shall crack seal along the edge of curb and gutter and all cracks in roadway ¼" wide and larger.
3. The Contractor is responsible to verify areas and dimensions for all roads.
4. The Contractor shall protect all storm water inlet boxes, valve boxes and manholes per the contract documents.
5. The Contractor shall install striping tabs to preserve lane widths, striping patterns and roadway messages.

Indicates areas to receive SS Type II Slurry Seal surface treatment (approximately 4,200 square yards)

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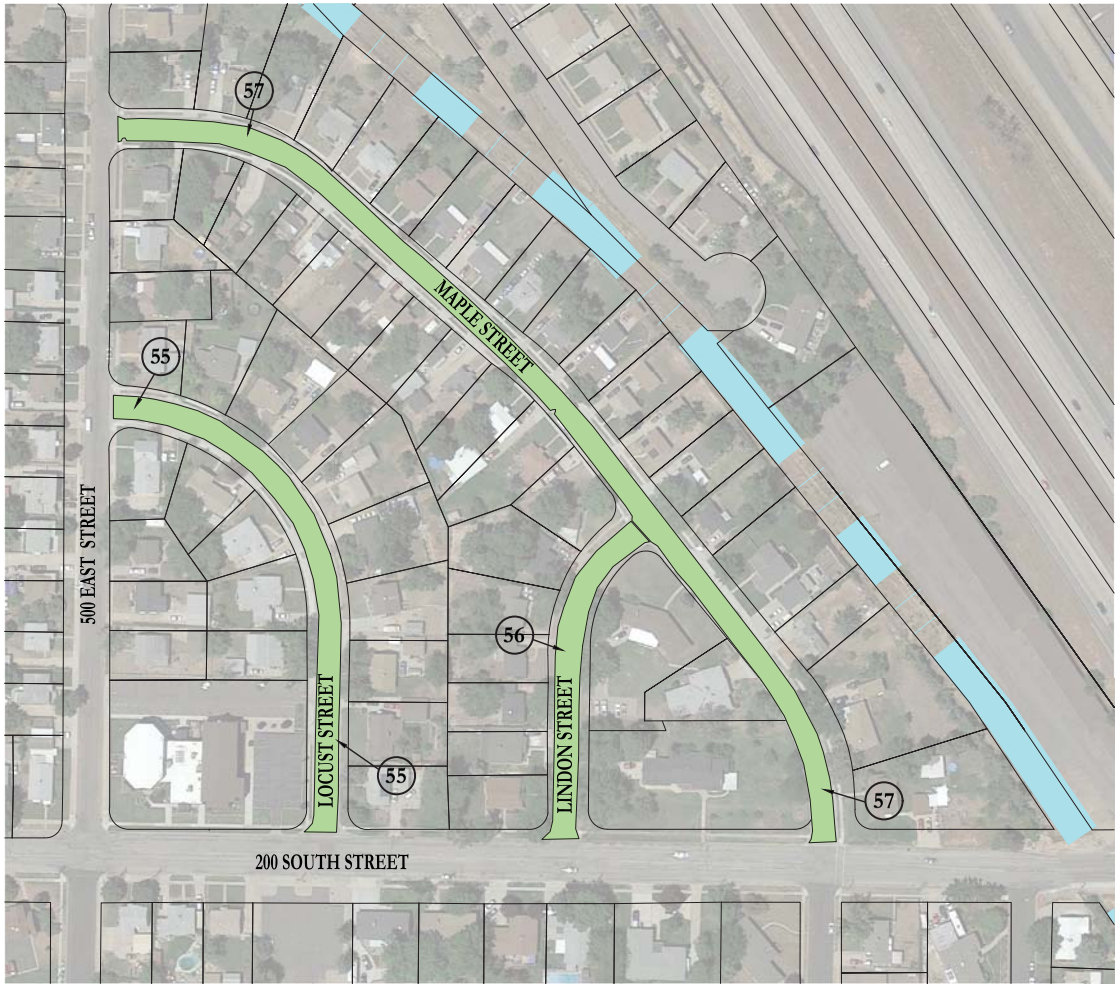
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DATE: MARCH 2019
DRAWN: JLS
CHECKED: RTF

PROJECT / LOCATION: 2019 ROADWAY MAINTENANCE PROJECT CLEARFIELD CITY, UTAH

TITLE: STREET 54

CLIENT: CLEARFIELD CITY
PROJECT NUMBER: CC.19001
FILE: ~cc19001.dwg
SHEET: 7 of 29



N

0 75 150

Indicates areas to receive SS Type II Slurry Seal surface treatment (approximately 7,200 square yards)

NOTES:

1. The Contractor shall be responsible for all roadways to be cleaned and free of dirt, debris and all vegetation prior to placement of crack seal and surface treatment materials. Any downtime or loss in materials associated with a stoppage of work due to roadways not being cleaned property will be at the Contractor's expense.
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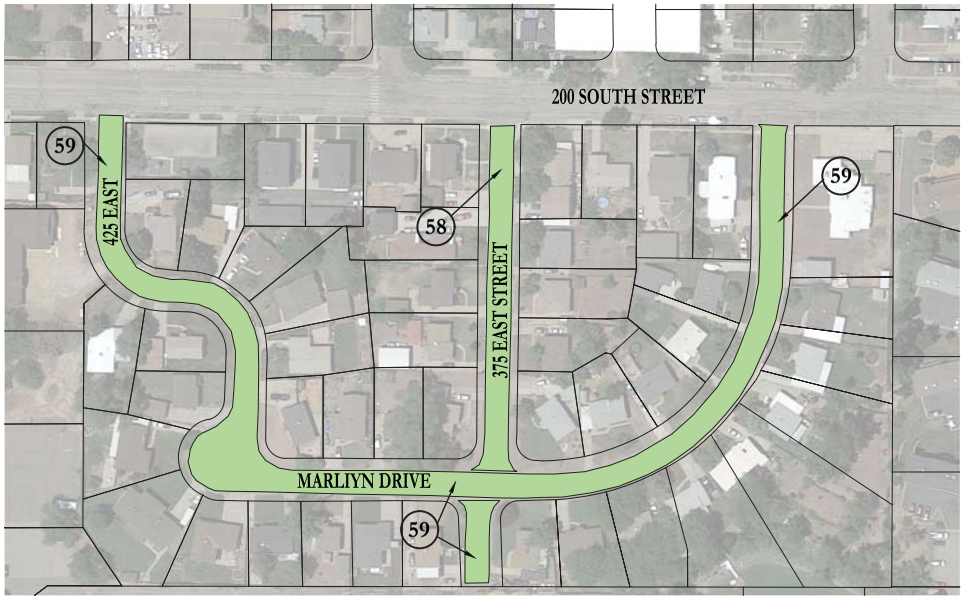
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DATE: MARCH 2019
DRAWN: JLS
CHECKED: RTF

PROJECT / LOCATION: 2019 ROADWAY MAINTENANCE PROJECT CLEARFIELD CITY, UTAH

TITLE: STREETS 55-57

CLIENT: CLEARFIELD CITY
PROJECT NUMBER: CC.19001
FILE: ~cc19001.dwg
SHEET: 8 of 29



N

0 75 150

Indicates areas to receive SS Type II Slurry Seal surface treatment (approximately 6,900 square yards)

NOTES:

1. The Contractor shall be responsible for all roadways to be cleaned and free of dirt, debris and all vegetation prior to placement of crack seal and surface treatment materials. Any downtime or loss in materials associated with a stoppage of work due to roadways not being cleaned property will be at the Contractor's expense.
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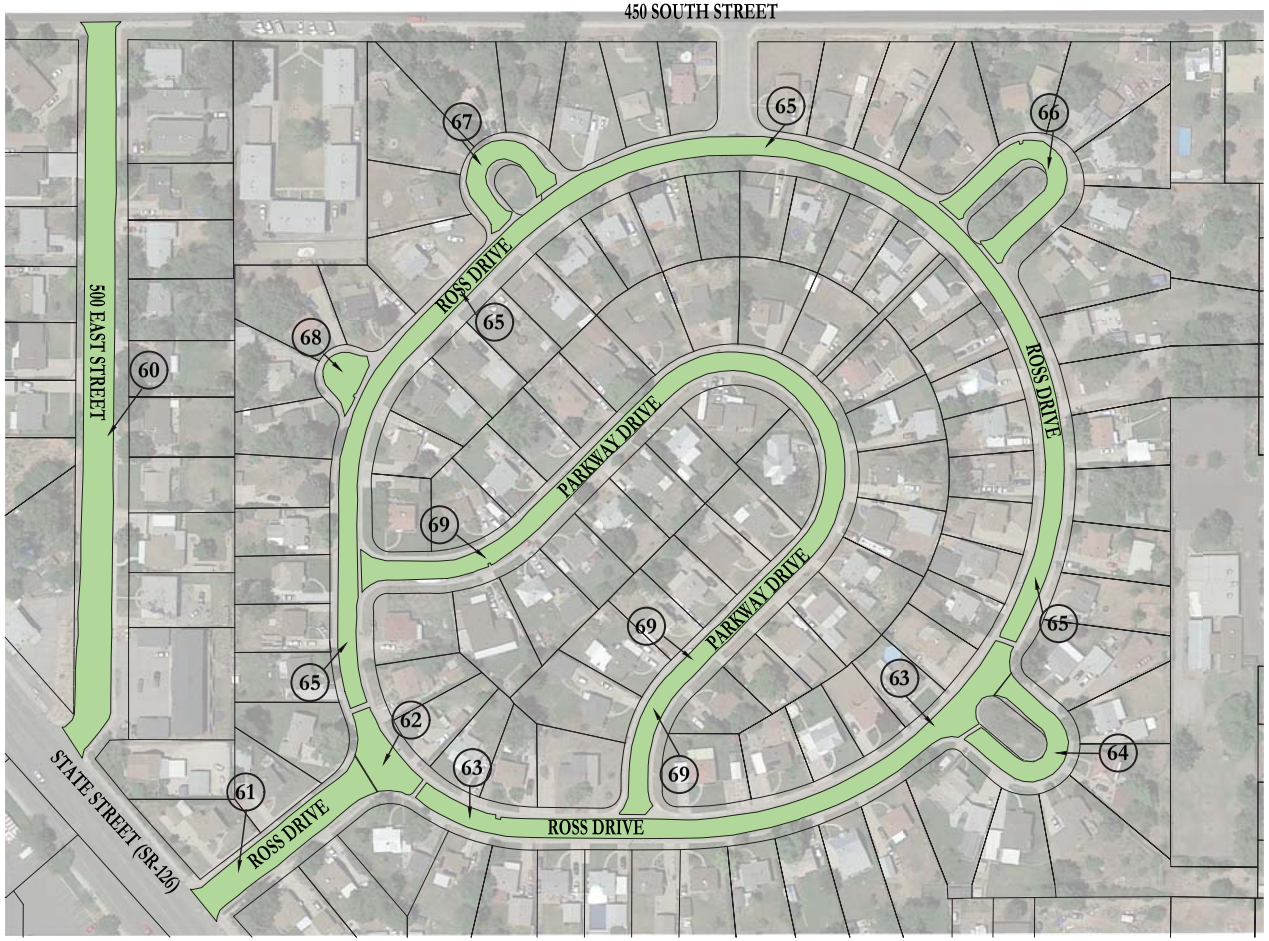
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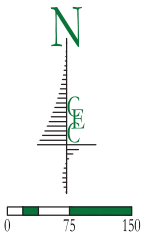
DATE: MARCH 2019
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CHECKED: RTF

PROJECT / LOCATION: 2019 ROADWAY MAINTENANCE PROJECT CLEARFIELD CITY, UTAH

TITLE: STREETS 58-59

CLIENT: CLEARFIELD CITY
PROJECT NUMBER: CC.19001
FILE: ~cc19001.dwg
SHEET: 9 of 29





Indicates areas to receive SS Type II Slurry Seal surface treatment (approximately 17,100 square yards)

NOTES:

1. The Contractor shall be responsible for all roadways to be cleaned and free of dirt, debris and all vegetation prior to placement of crack seal and surface treatment materials. Any downtime or loss in materials associated with a stoppage of work due to roadways not being cleaned property will be at the Contractor's expense.
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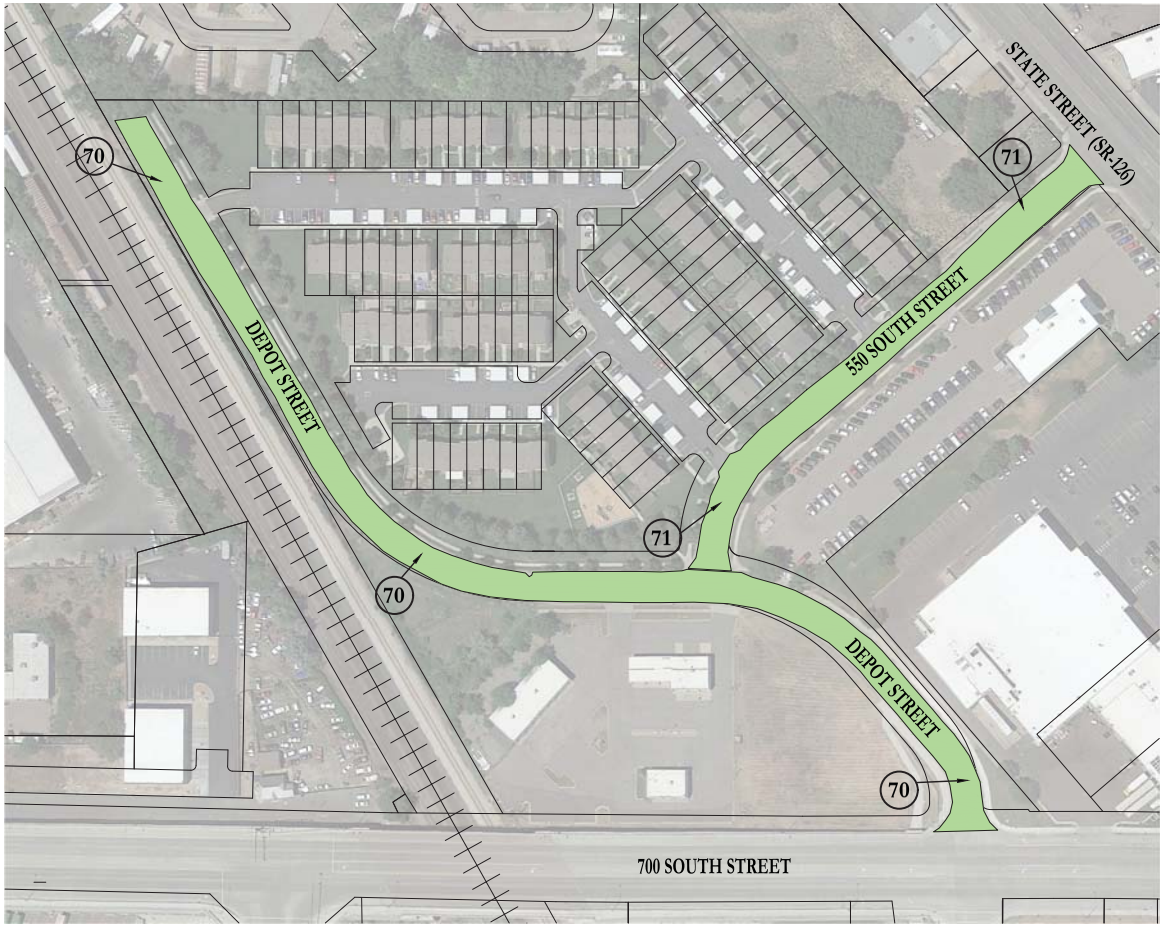
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DATE: MARCH 2019
DRAWN: JLS
CHECKED: RTF

PROJECT / LOCATION: 2019 ROADWAY MAINTENANCE PROJECT CLEARFIELD CITY, UTAH

TITLE: STREETS 60-69

CLIENT: CLEARFIELD CITY
PROJECT NUMBER: CC.19001
FILE: ~cc19001.dwg
SHEET: 10 of 29



N

0 75 150

Indicates areas to receive SS Type II Slurry Seal surface treatment (approximately 8,800 square yards)

NOTES:

1. The Contractor shall be responsible for all roadways to be cleaned and free of dirt, debris and all vegetation prior to placement of crack seal and surface treatment materials. Any downtime or loss in materials associated with a stoppage of work due to roadways not being cleaned property will be at the Contractor's expense.
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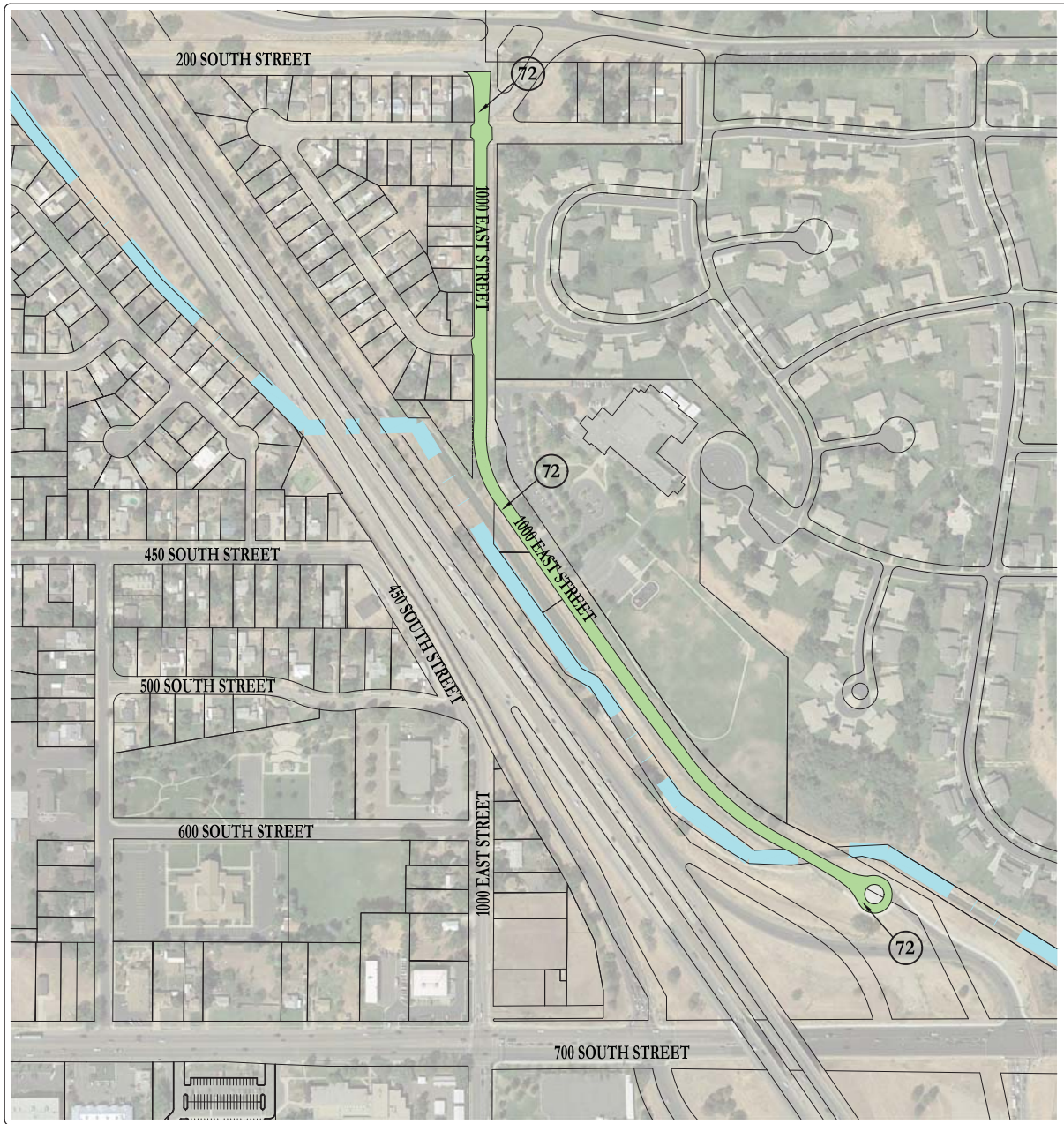
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PROJECT / LOCATION: 2019 ROADWAY MAINTENANCE PROJECT CLEARFIELD CITY, UTAH

TITLE: STREETS 70-71

CLIENT: CLEARFIELD CITY
PROJECT NUMBER: CC.19001
FILE: ~cc19001.dwg
SHEET: 11 of 29



N

0 150 300

Indicates areas to receive SS Type II Slurry Seal surface treatment (approximately 11,200 square yards)

NOTES:

1. The Contractor shall be responsible for all roadways to be cleaned and free of dirt, debris and all vegetation prior to placement of crack seal and surface treatment materials. Any downtime or loss in materials associated with a stoppage of work due to roadways not being cleaned property will be at the Contractor's expense.
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3. The Contractor is responsible to verify areas and dimensions for all roads.
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5. The Contractor shall install striping tabs to preserve lane widths, striping patterns and roadway messages.

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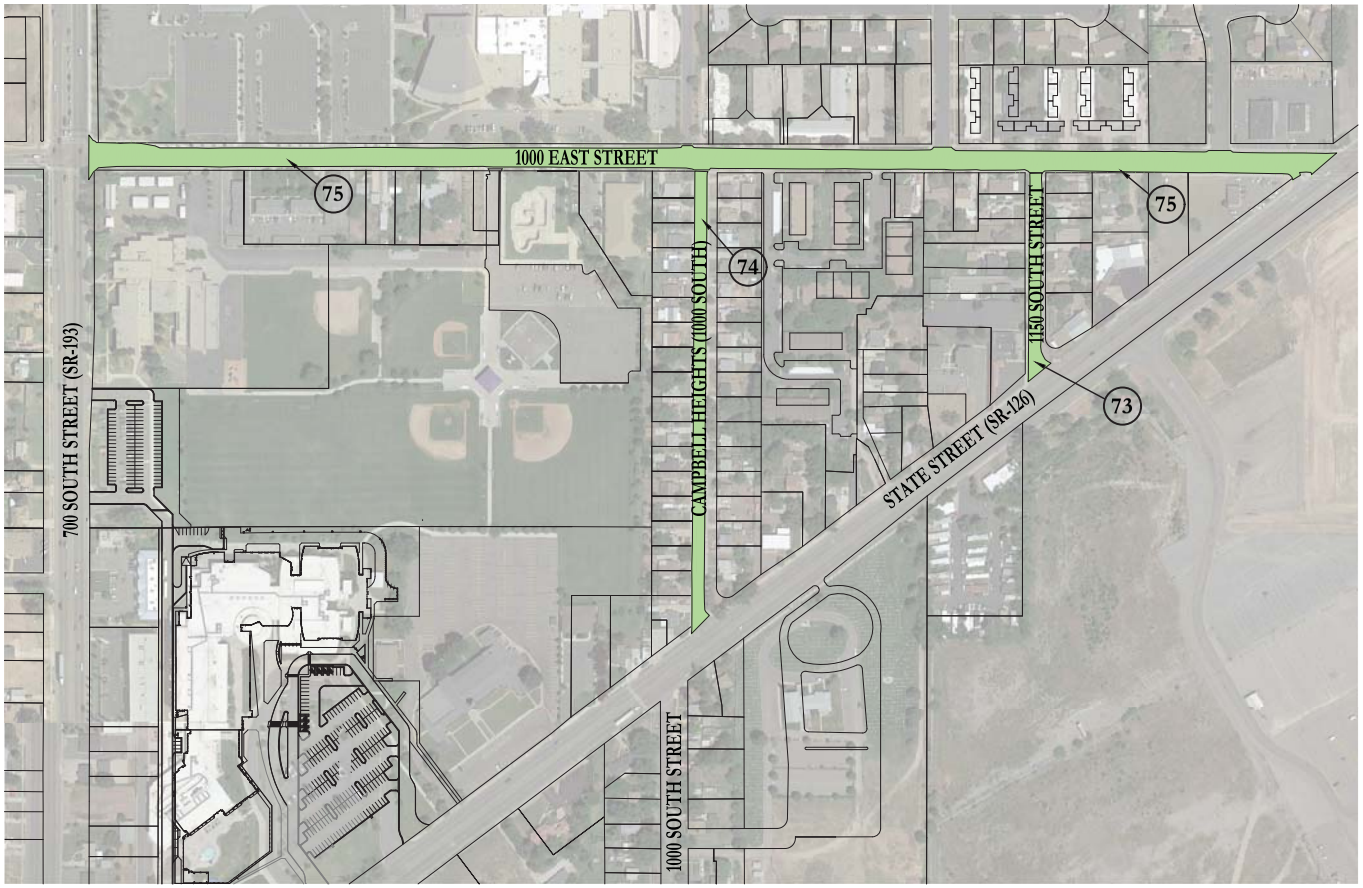
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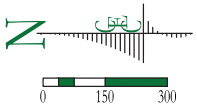
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PROJECT / LOCATION: 2019 ROADWAY MAINTENANCE PROJECT CLEARFIELD CITY, UTAH

TITLE: STREET 72

CLIENT: CLEARFIELD CITY
PROJECT NUMBER: CC.19001
FILE: ~cc19001.dwg
SHEET: 12 of 29





Indicates areas to receive SS Type II Slurry Seal surface treatment (approximately 21,100 square yards)

NOTES:

1. The Contractor shall be responsible for all roadways to be cleaned and free of dirt, debris and all vegetation prior to placement of crack seal and surface treatment materials. Any downtime or loss in materials associated with a stoppage of work due to roadways not being cleaned property will be at the Contractor's expense.
2. The Contractor shall crack seal along the edge of curb and gutter and all cracks in roadway ¼" wide and larger.
3. The Contractor is responsible to verify areas and dimensions for all roads.
4. The Contractor shall protect all storm water inlet boxes, valve boxes and manholes per the contract documents.
5. The Contractor shall install striping tabs to preserve lane widths, striping patterns and roadway messages.



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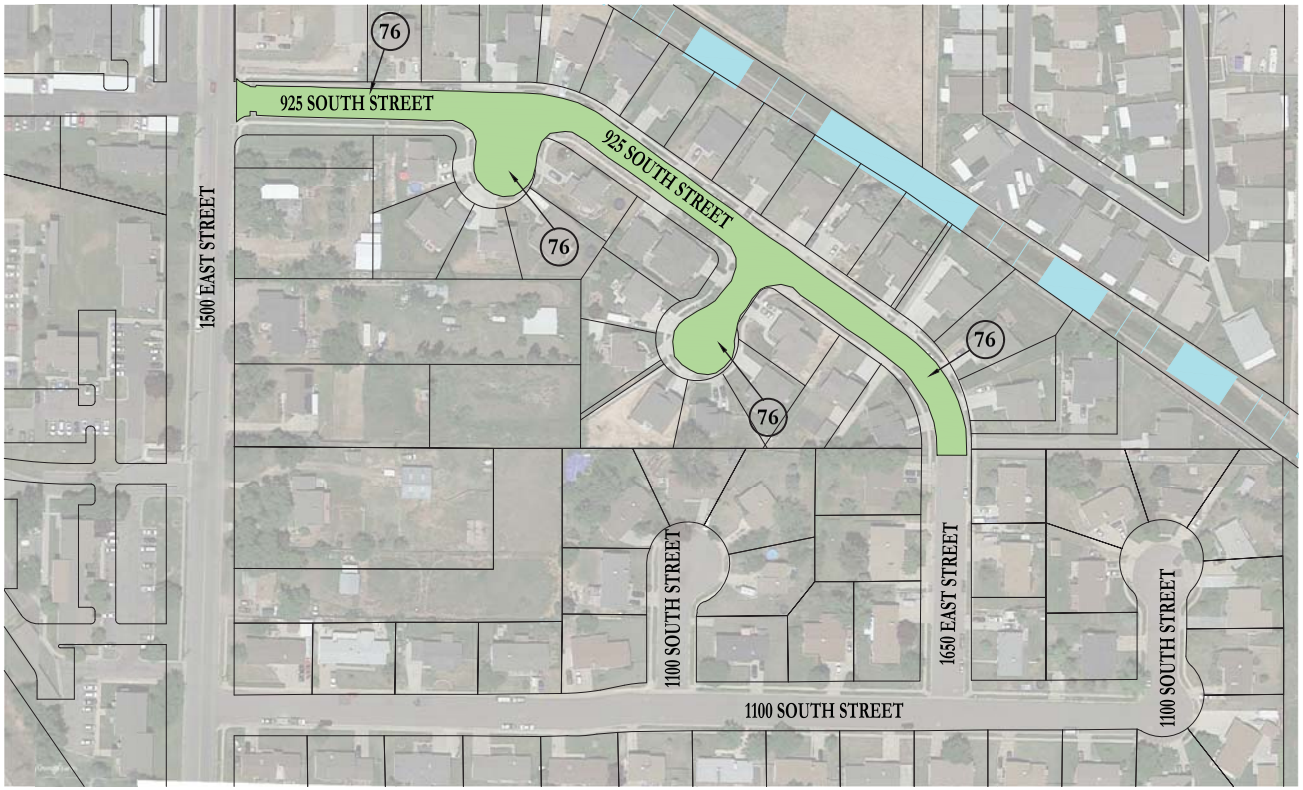
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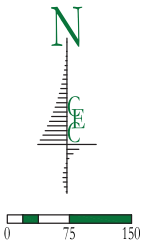
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DRAWN: JLS
CHECKED: RTF

PROJECT / LOCATION: 2019 ROADWAY MAINTENANCE PROJECT CLEARFIELD CITY, UTAH

TITLE: STREET 73-75

CLIENT: CLEARFIELD CITY
PROJECT NUMBER: CC.19001
FILE: ~cc19001.dwg
SHEET: 13 of 29

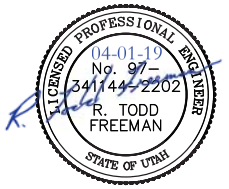




Indicates areas to receive SS Type II Slurry Seal surface treatment (approximately 5,800 square yards)

NOTES:

1. The Contractor shall be responsible for all roadways to be cleaned and free of dirt, debris and all vegetation prior to placement of crack seal and surface treatment materials. Any downtime or loss in materials associated with a stoppage of work due to roadways not being cleaned property will be at the Contractor's expense.
2. The Contractor shall crack seal along the edge of curb and gutter and all cracks in roadway ¼" wide and larger.
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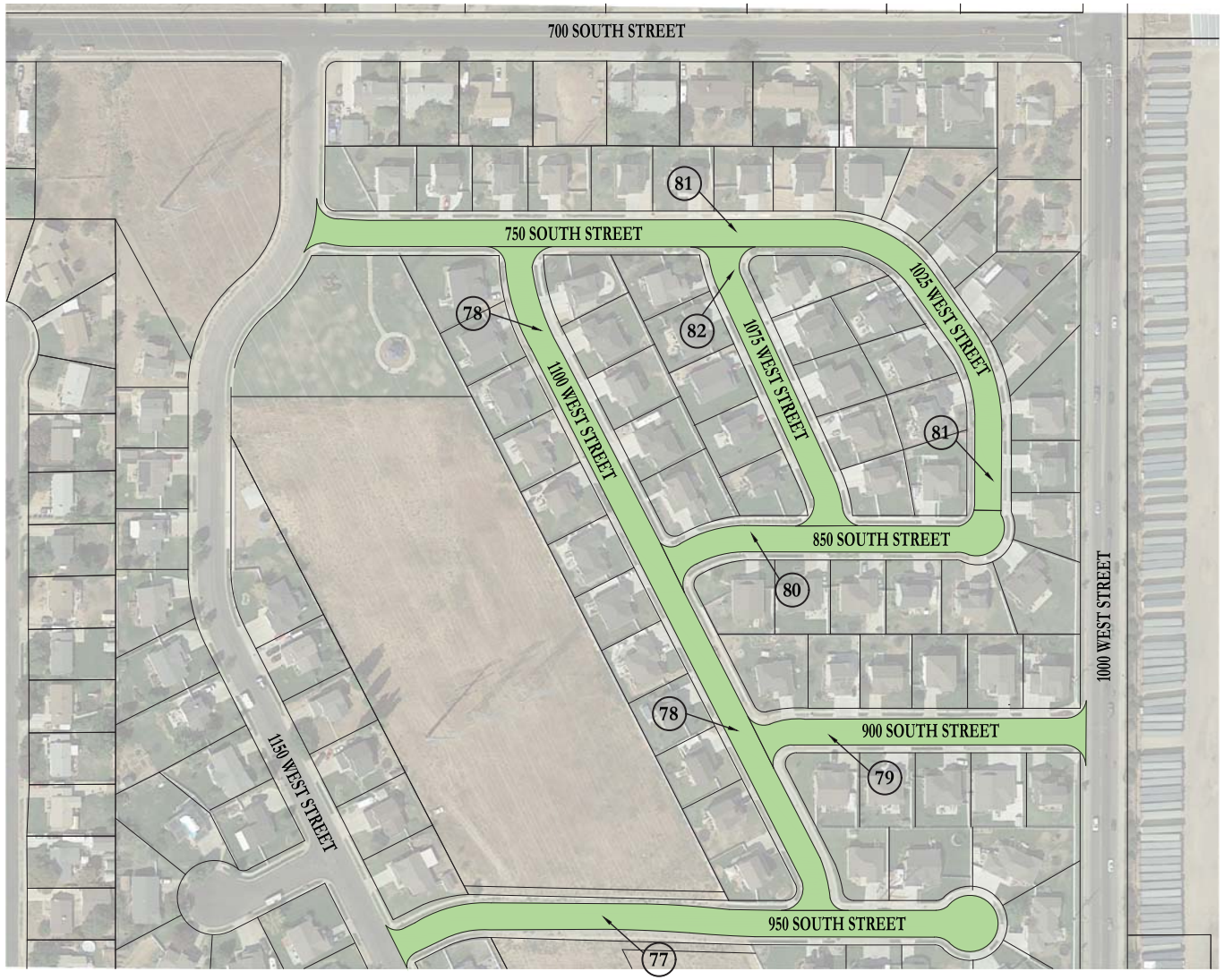
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PROJECT / LOCATION: 2019 ROADWAY MAINTENANCE PROJECT CLEARFIELD CITY, UTAH

TITLE: STREET 76

CLIENT: CLEARFIELD CITY
PROJECT NUMBER: CC.19001
FILE: ~cc19001.dwg
SHEET: 14 of 29



N

0 75 150

Indicates areas to receive SS Type II Slurry Seal surface treatment (approximately 17,600 square yards)

NOTES:

1. The Contractor shall be responsible for all roadways to be cleaned and free of dirt, debris and all vegetation prior to placement of crack seal and surface treatment materials. Any downtime or loss in materials associated with a stoppage of work due to roadways not being cleaned property will be at the Contractor's expense.
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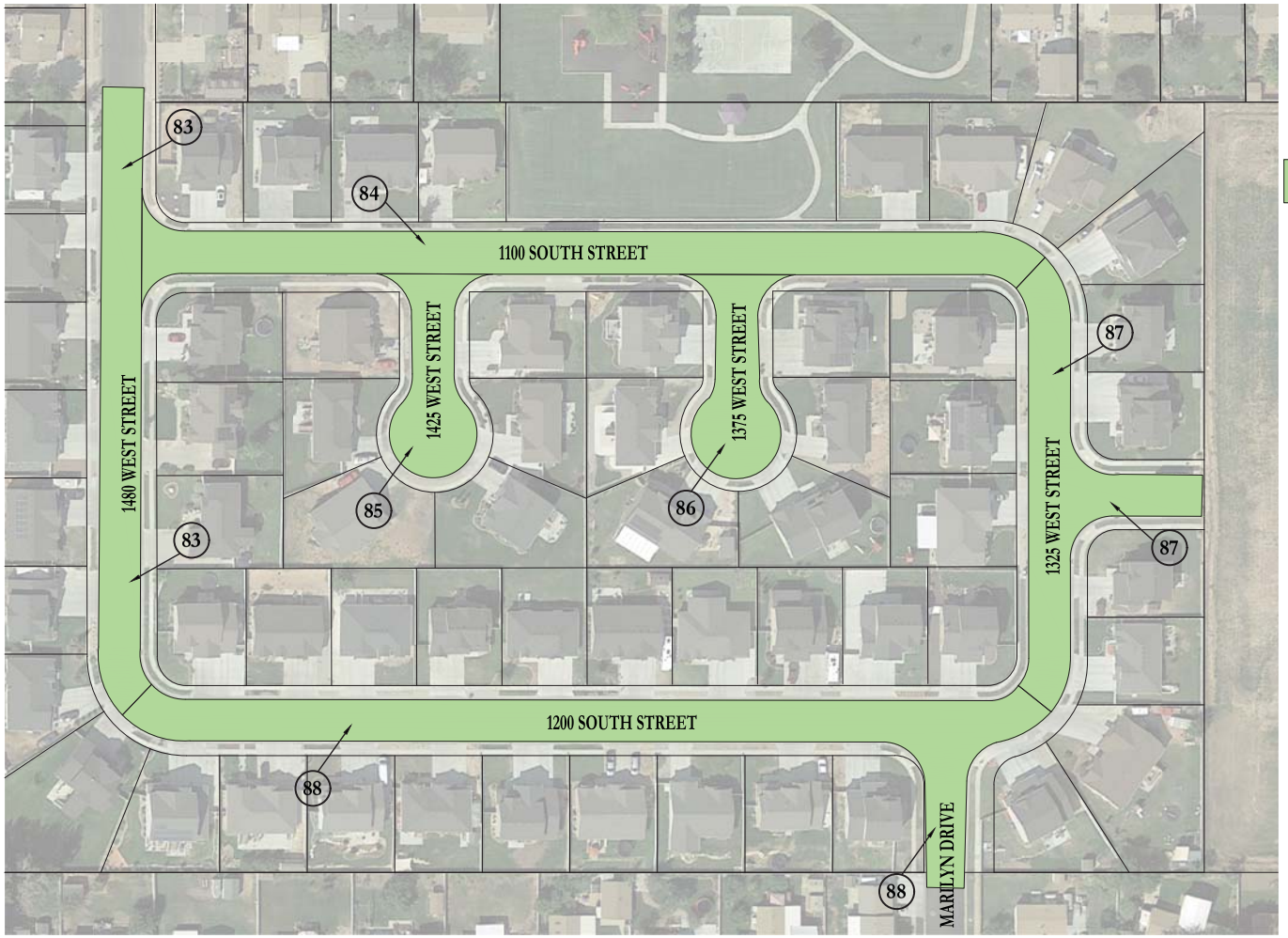
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DATE: MARCH 2019
DRAWN: JLS
CHECKED: RTF

PROJECT / LOCATION: 2019 ROADWAY MAINTENANCE PROJECT CLEARFIELD CITY, UTAH

TITLE: STREETS 77-82

CLIENT: CLEARFIELD CITY
PROJECT NUMBER: CC.19001
FILE: ~cc19001.dwg
SHEET: 15 of 29



N

0 75 150

Indicates areas to receive SS Type II Slurry Seal surface treatment (approximately 12,800 square yards)

NOTES:

1. The Contractor shall be responsible for all roadways to be cleaned and free of dirt, debris and all vegetation prior to placement of crack seal and surface treatment materials. Any downtime or loss in materials associated with a stoppage of work due to roadways not being cleaned property will be at the Contractor's expense.
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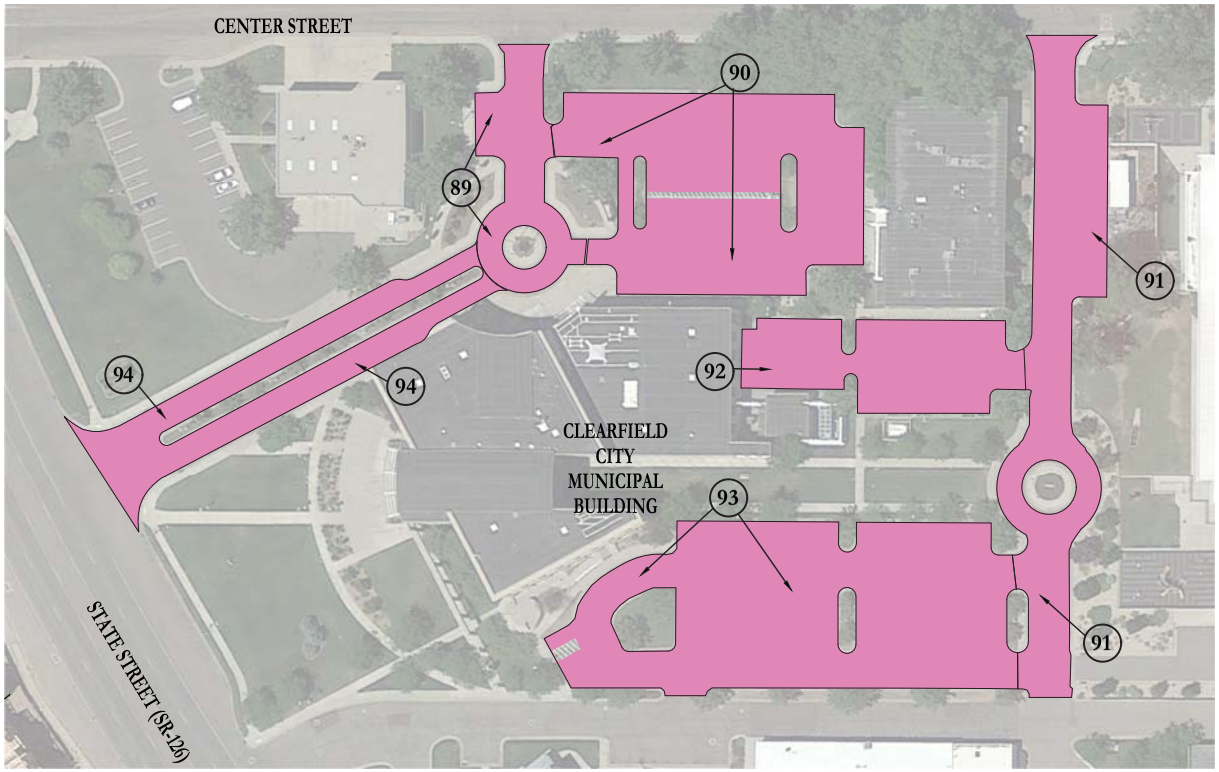
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DATE: MARCH 2019
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CHECKED: RTF

PROJECT / LOCATION: 2019 ROADWAY MAINTENANCE PROJECT CLEARFIELD CITY, UTAH

TITLE: STREETS 83-88

CLIENT: CLEARFIELD CITY
PROJECT NUMBER: CC.19001
FILE: ~cc19001.dwg
SHEET: 16 of 29



N

0 40 80

Indicates areas to receive SS Type I Slurry Seal surface treatment (approximately 9,500 square yards)

NOTES:

1. The Contractor shall be responsible for all roadways to be cleaned and free of dirt, debris and all vegetation prior to placement of crack seal and surface treatment materials. Any downtime or loss in materials associated with a stoppage of work due to roadways not being cleaned property will be at the Contractor's expense.
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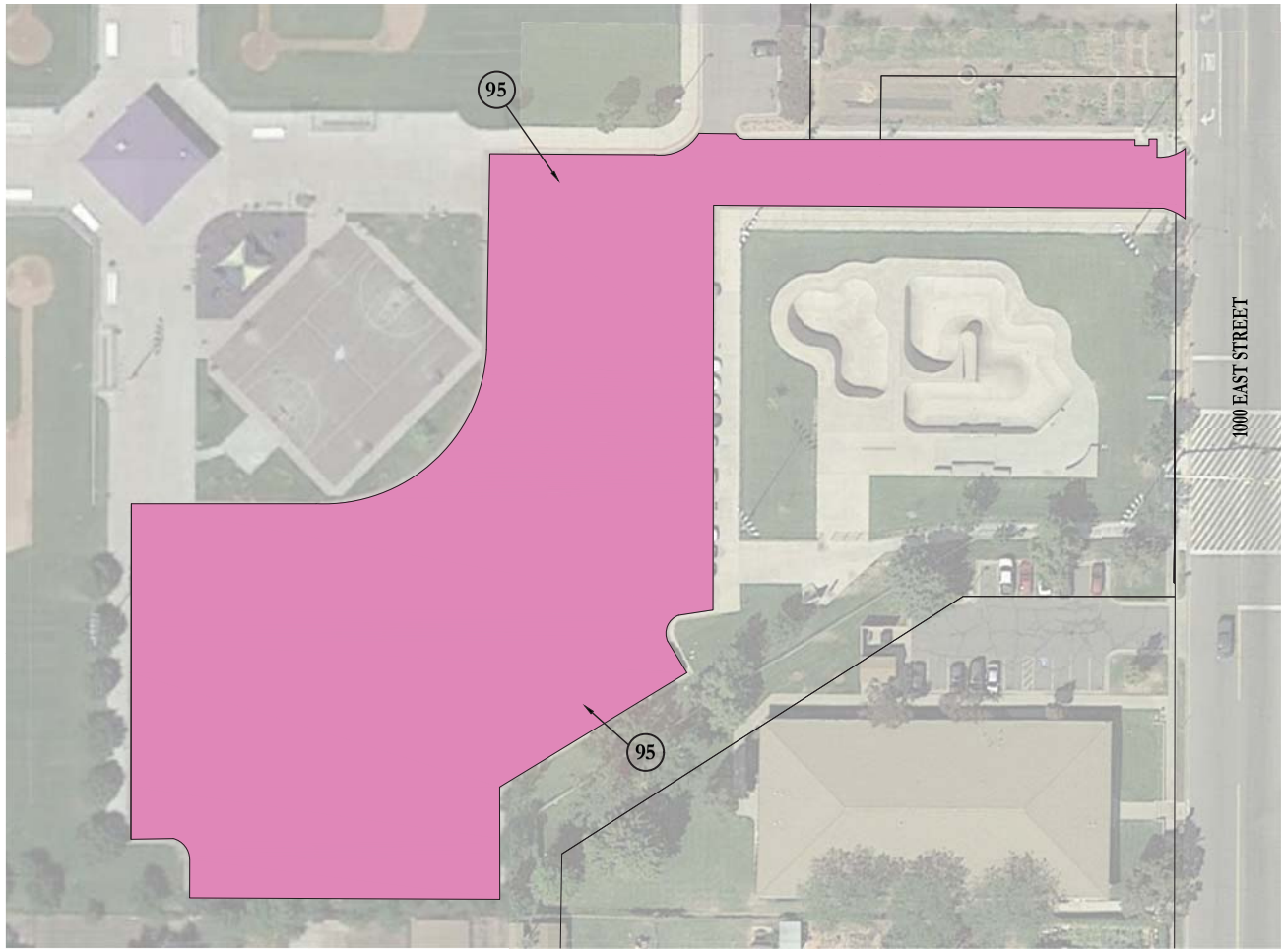
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DATE: MARCH 2019
DRAWN: JLS
CHECKED: RTF

PROJECT / LOCATION: 2019 ROADWAY MAINTENANCE PROJECT CLEARFIELD CITY, UTAH

TITLE: PARKING LOTS 89-94

CLIENT: CLEARFIELD CITY
PROJECT NUMBER: CC.19001
FILE: ~cc19001.dwg
SHEET: 17 of 29



N

0 30 60

Indicates areas to receive SS Type I Slurry Seal surface treatment (approximately 8,100 square yards)

NOTES:

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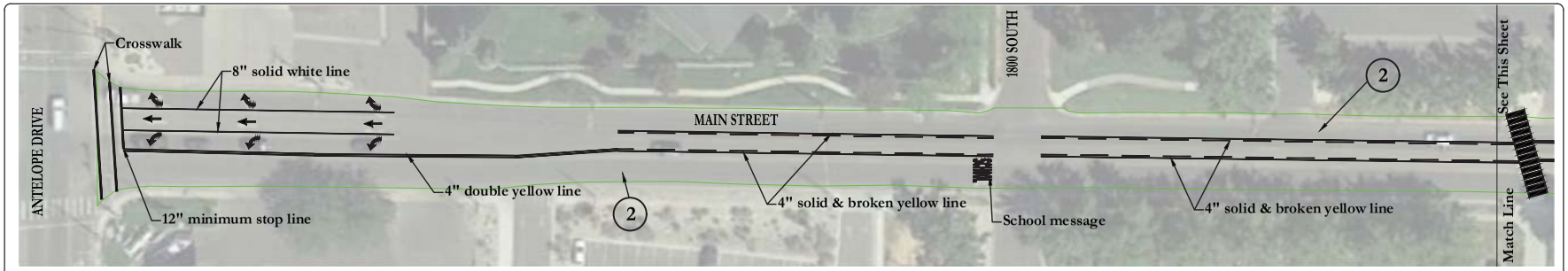
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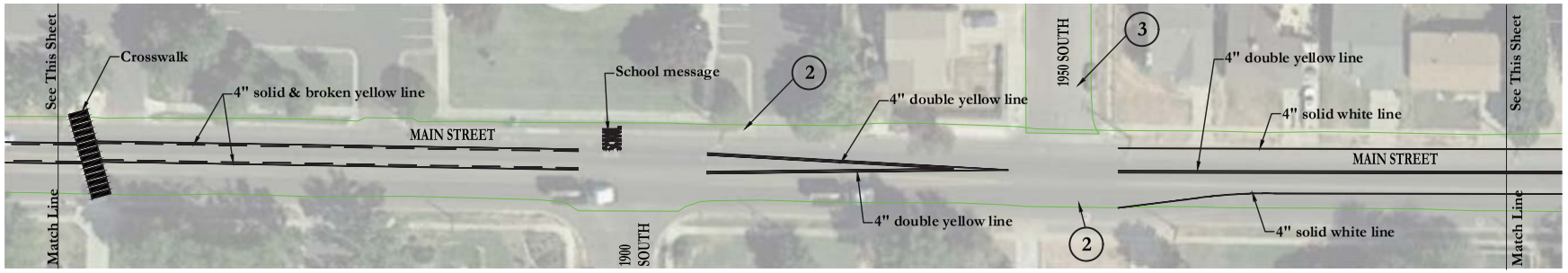
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PROJECT / LOCATION: 2019 ROADWAY MAINTENANCE PROJECT CLEARFIELD CITY, UTAH

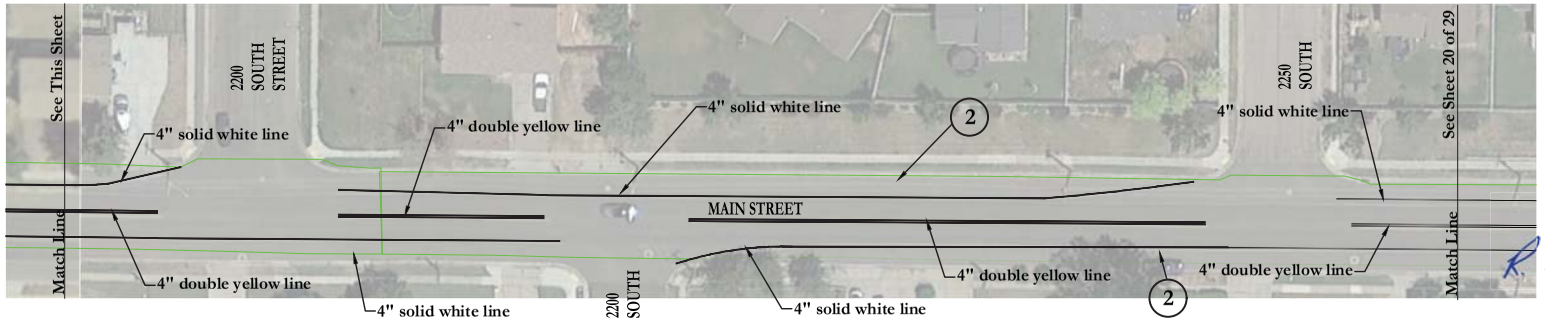
TITLE: PARKING LOT 95

CLIENT: CLEARFIELD CITY
PROJECT NUMBER: CC.19001
FILE: ~cc19001.dwg
SHEET: 18 of 29













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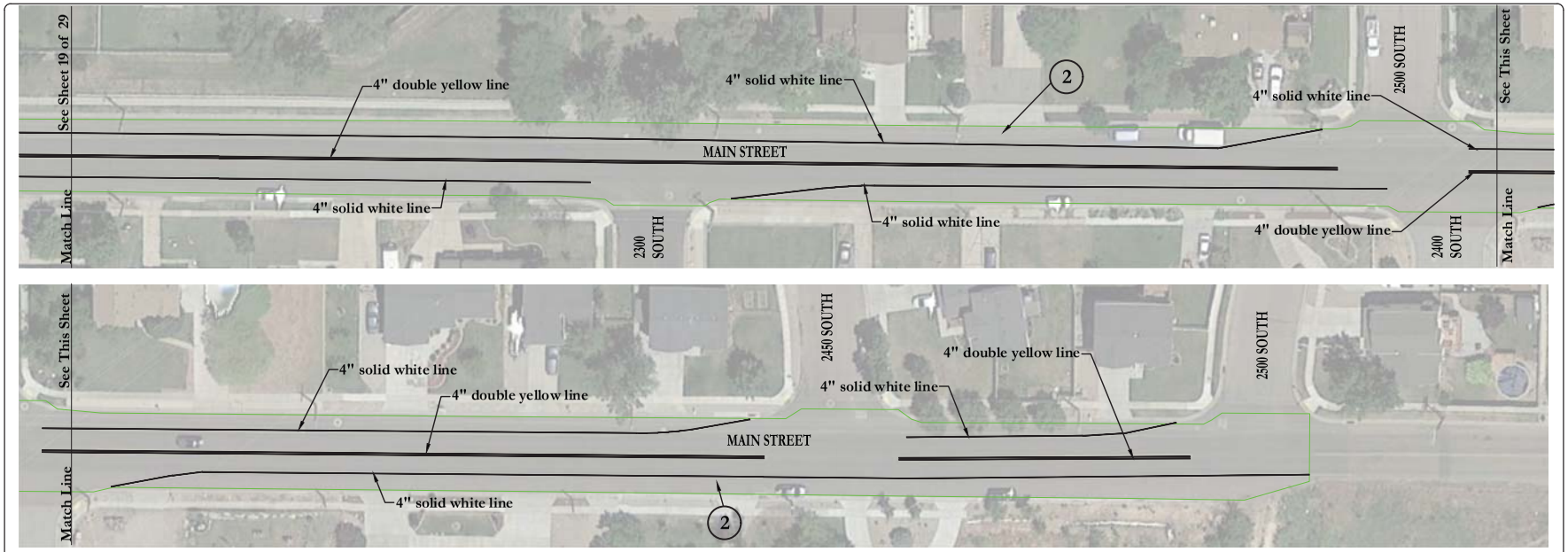
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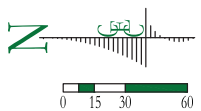
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PROJECT / LOCATION: 2019 ROADWAY MAINTENANCE PROJECT CLEARFIELD CITY, UTAH

TITLE: STREET 2 STRIPING

CLIENT: CLEARFIELD CITY
PROJECT NUMBER: CC.19001
FILE: ~cc19001 ST.dwg
SHEET: 19 of 29







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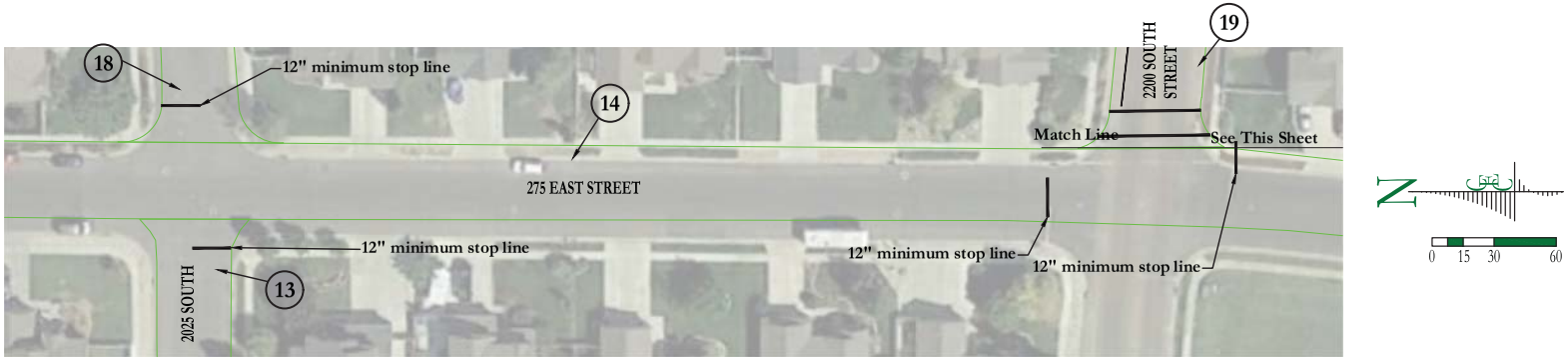
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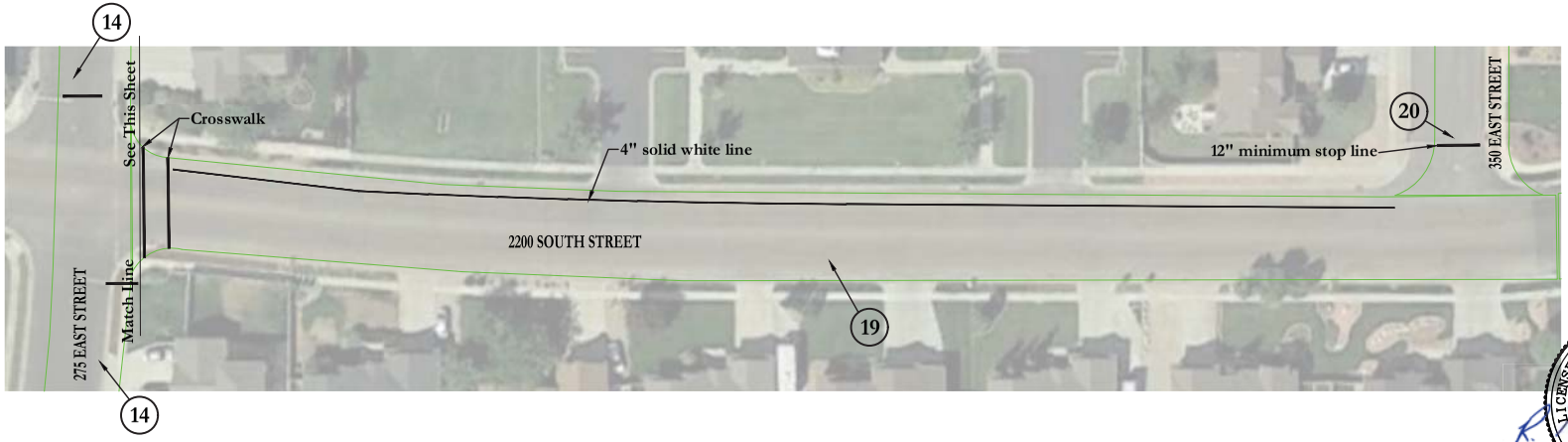
PROJECT / LOCATION: 2019 ROADWAY MAINTENANCE PROJECT CLEARFIELD CITY, UTAH

TITLE: STREET 2 STRIPING

CLIENT: CLEARFIELD CITY
PROJECT NUMBER: CC.19001
FILE: ~cc19001 ST.dwg
SHEET: 20 of 29







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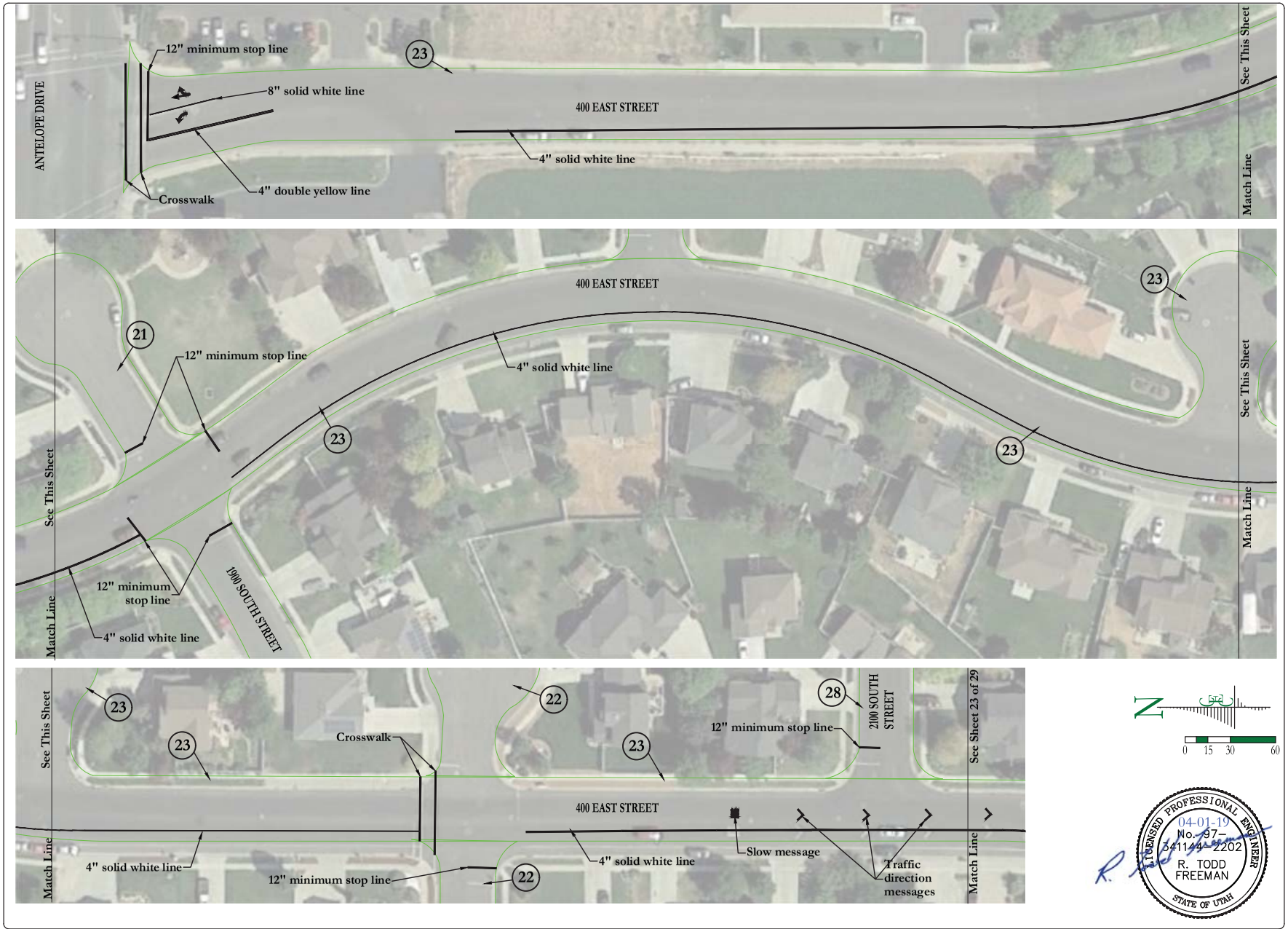
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PROJECT / LOCATION: 2019 ROADWAY MAINTENANCE PROJECT CLEARFIELD CITY, UTAH

TITLE: STREETS 9, 12-14, 18-20 STRIPING

CLIENT: CLEARFIELD CITY
PROJECT NUMBER: CC.19001
FILE: ~cc19001 ST.dwg
SHEET: 21 of 29

LICENSED PROFESSIONAL ENGINEER
04-01-19
No. 97-341144-2202
R. TODD FREEMAN
STATE OF UTAH



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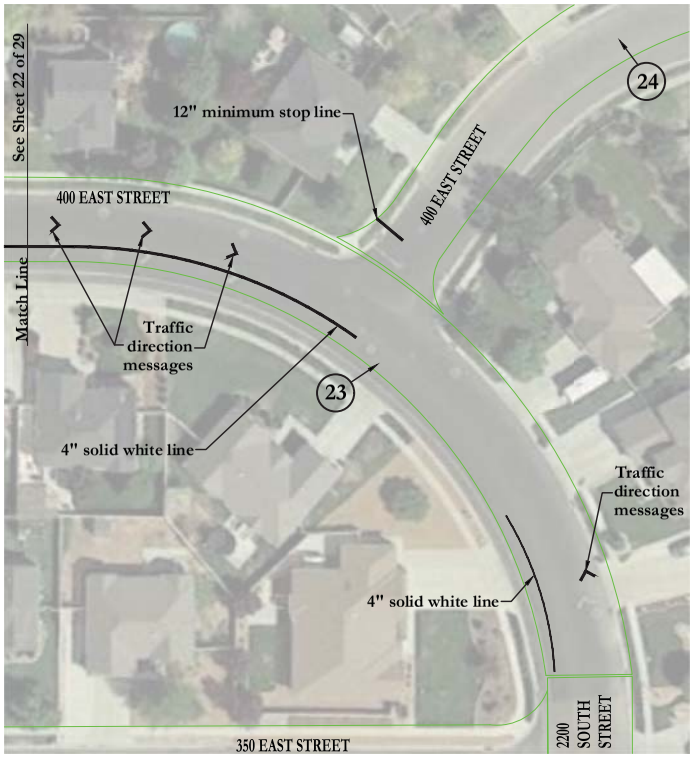
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PROJECT / LOCATION: 2019 ROADWAY MAINTENANCE PROJECT CLEARFIELD CITY, UTAH

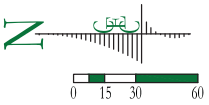
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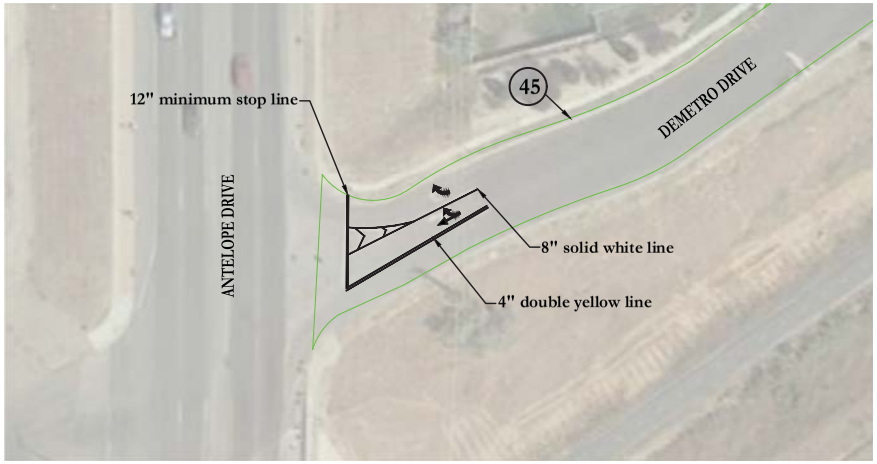
CLIENT: CLEARFIELD CITY
PROJECT NUMBER: CC.19001
FILE: ~cc19001 ST.dwg
SHEET: 22 of 29

LICENSED PROFESSIONAL ENGINEER
04-01-19
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STATE OF UTAH











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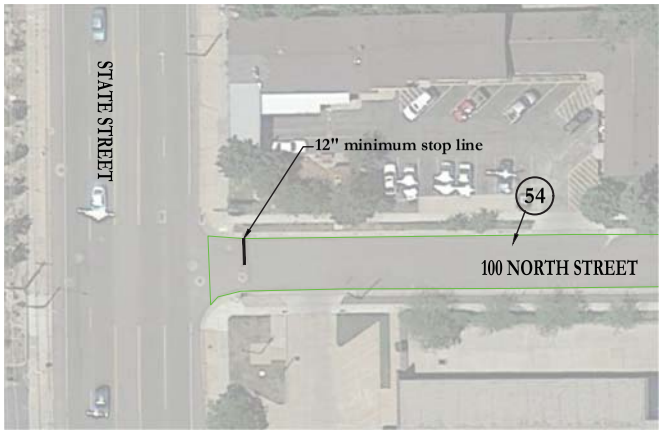
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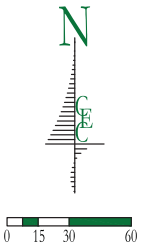
PROJECT / LOCATION: 2019 ROADWAY MAINTENANCE PROJECT CLEARFIELD CITY, UTAH

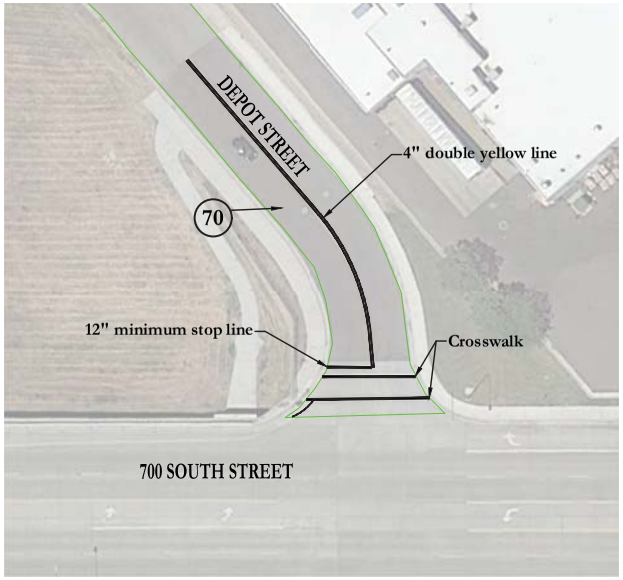
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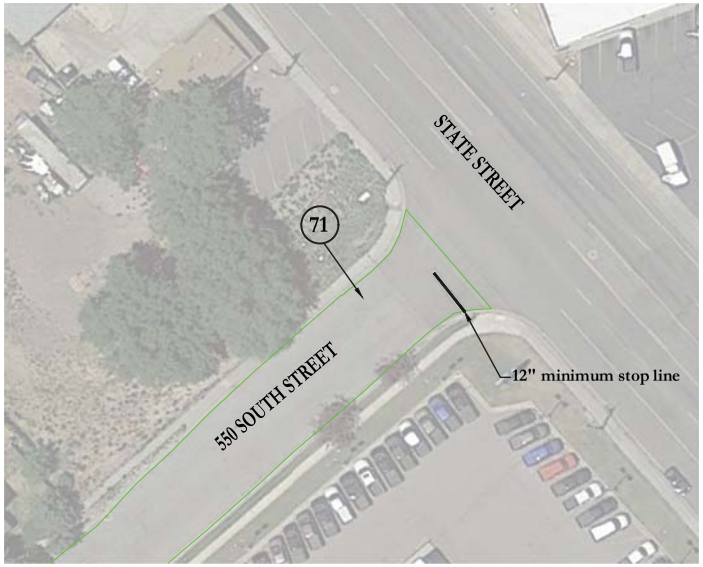
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PROJECT NUMBER: CC.19001
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SHEET: 23 of 29

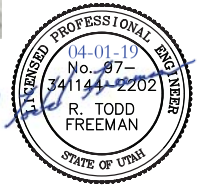












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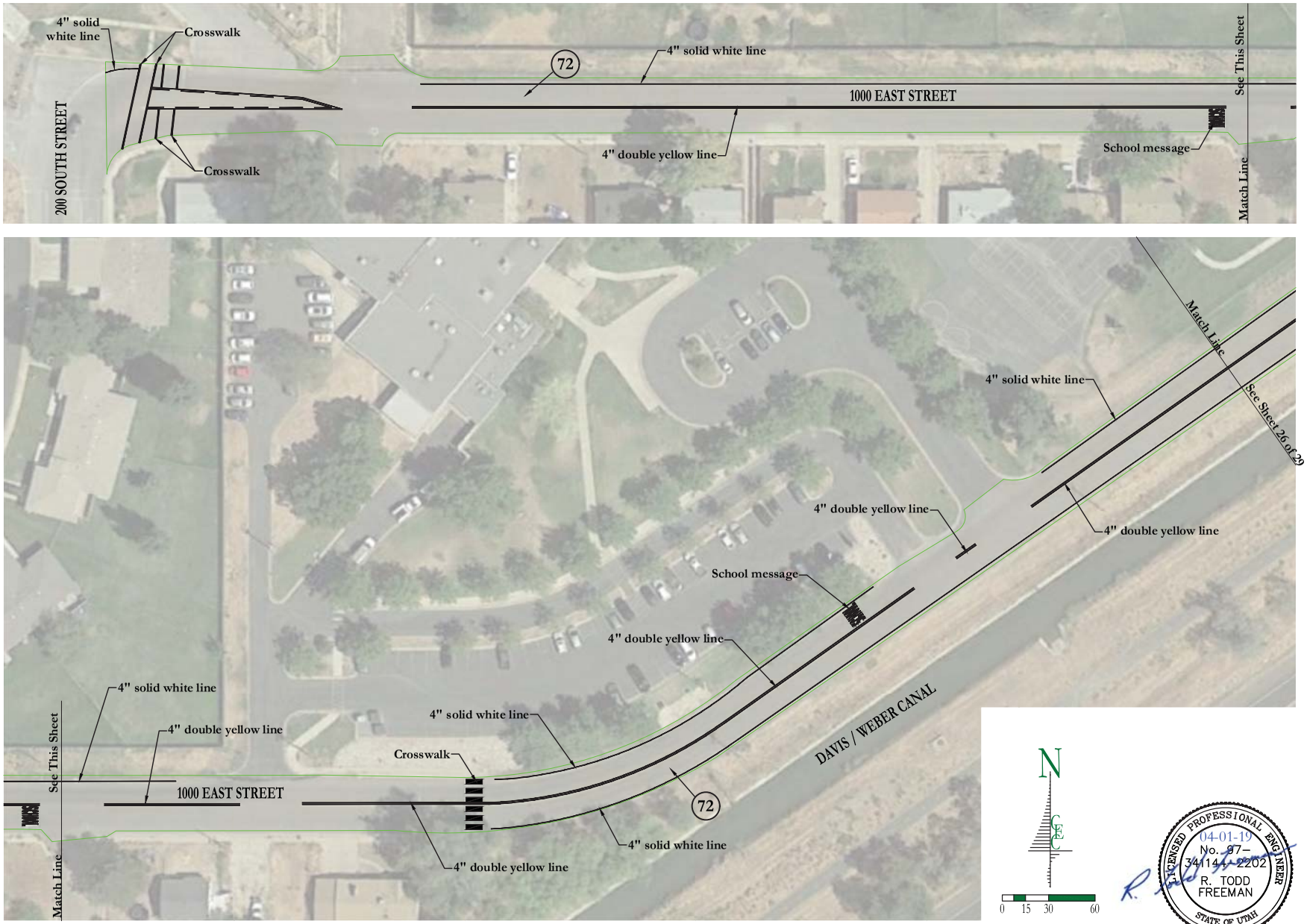
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PROJECT / LOCATION: 2019 ROADWAY MAINTENANCE PROJECT CLEARFIELD CITY, UTAH

TITLE: STREETS 51, 54, 70, 71 STRIPING

CLIENT: CLEARFIELD CITY
PROJECT NUMBER: CC.19001
FILE: ~cc19001.dwg
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LICENSED PROFESSIONAL ENGINEER
04-01-19
No. 87-341144-2202
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STATE OF UTAH

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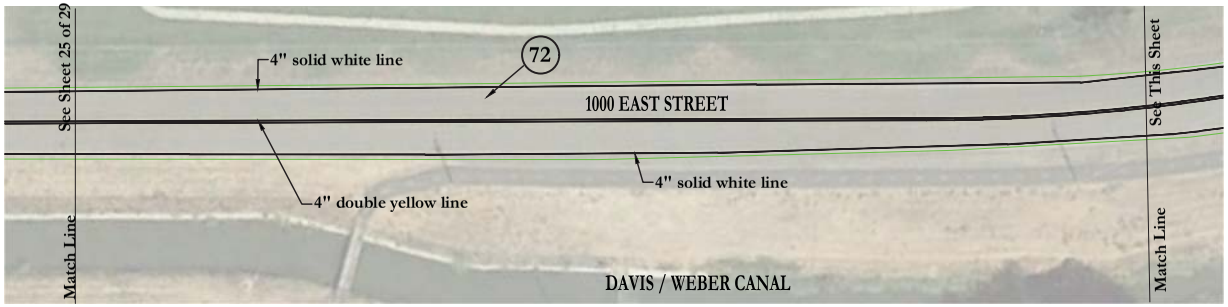
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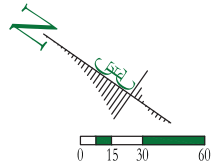
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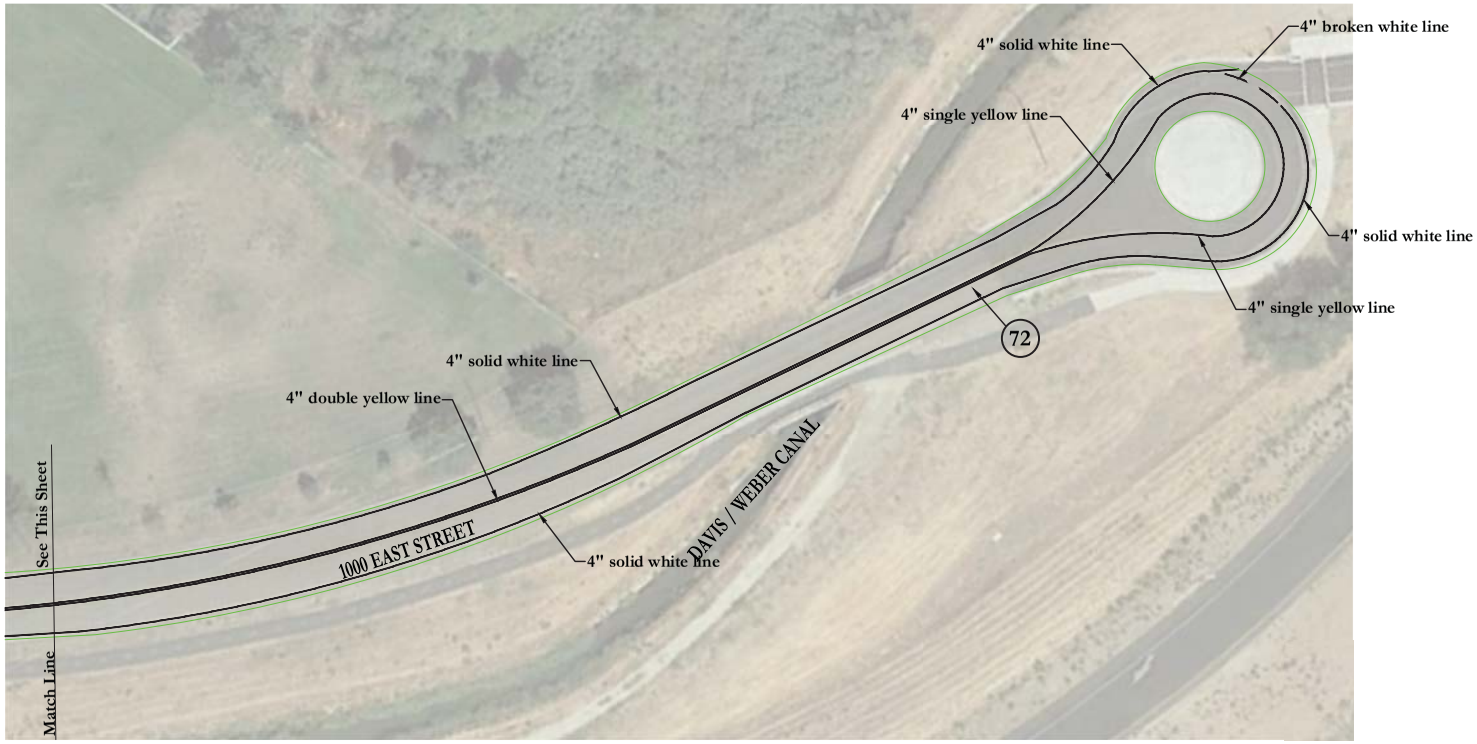
PROJECT / LOCATION: 2019 ROADWAY MAINTENANCE PROJECT CLEARFIELD CITY, UTAH

TITLE: STREET 72 STRIPING

CLIENT: CLEARFIELD CITY
PROJECT NUMBER: CC.19001
FILE: ~cc19001 ST.dwg
SHEET: 25 of 29







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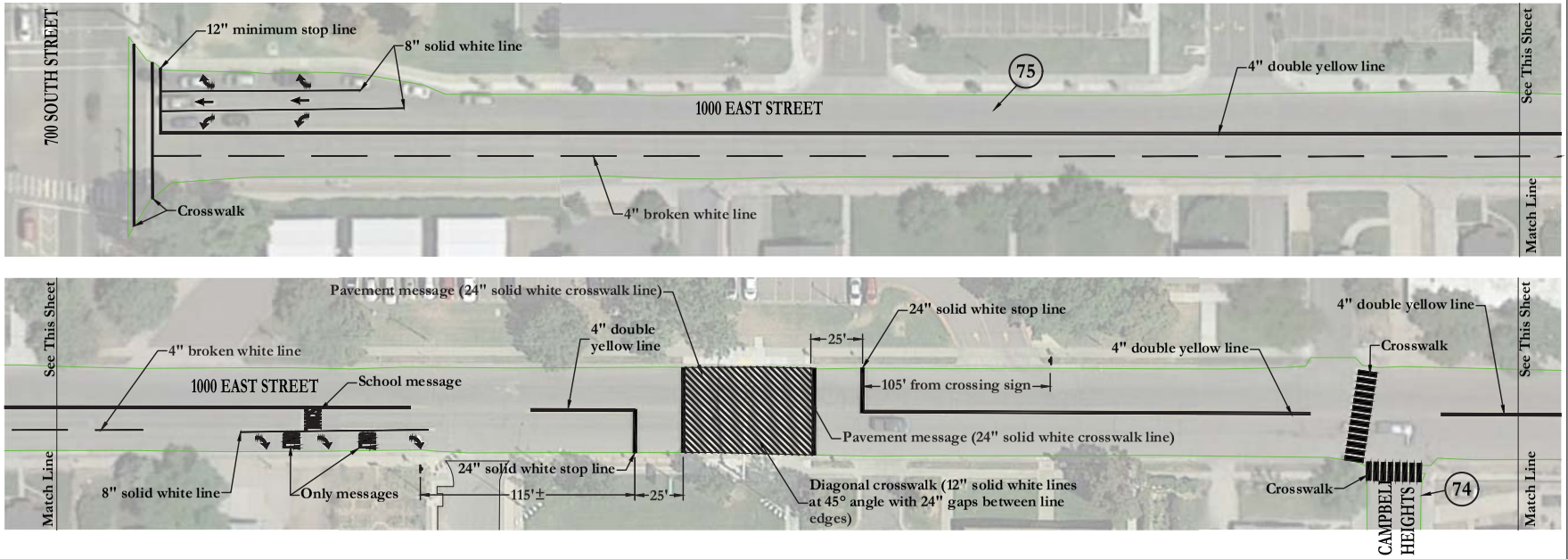
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PROJECT / LOCATION: 2019 ROADWAY MAINTENANCE PROJECT CLEARFIELD CITY, UTAH

TITLE: STREET 72 STRIPING

CLIENT: CLEARFIELD CITY
PROJECT NUMBER: CC.19001
FILE: ~cc19001 ST.dwg
SHEET: 26 of 29

LICENSED PROFESSIONAL ENGINEER
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STATE OF UTAH



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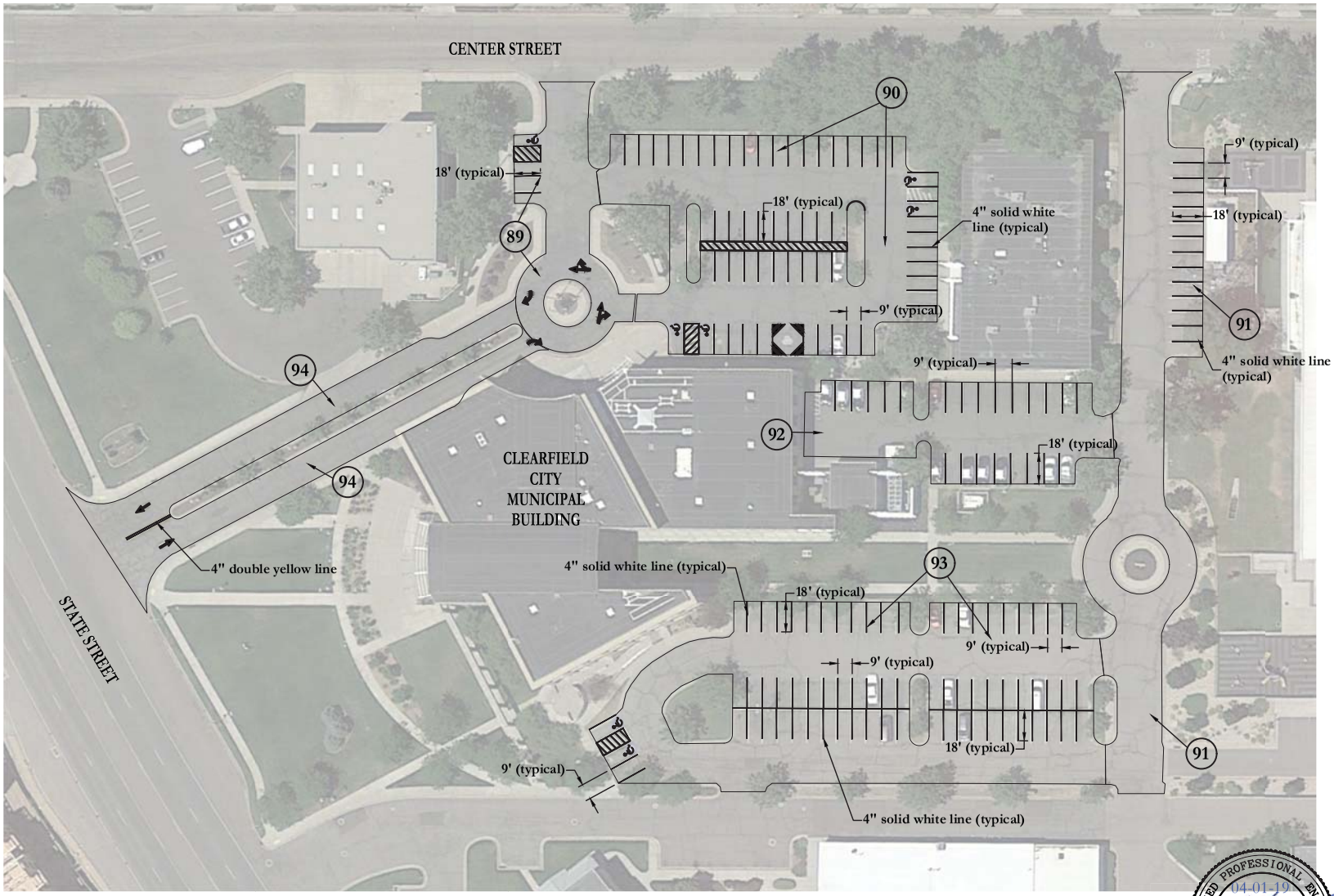
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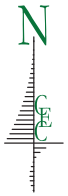
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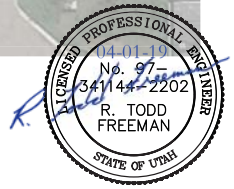
TITLE: STREET 75 STRIPING

CLIENT: CLEARFIELD CITY
PROJECT NUMBER: CC.19001
FILE: ~cc19001 ST.dwg
SHEET: 27 of 29

LICENSED PROFESSIONAL ENGINEER
04-01-19
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STATE OF UTAH







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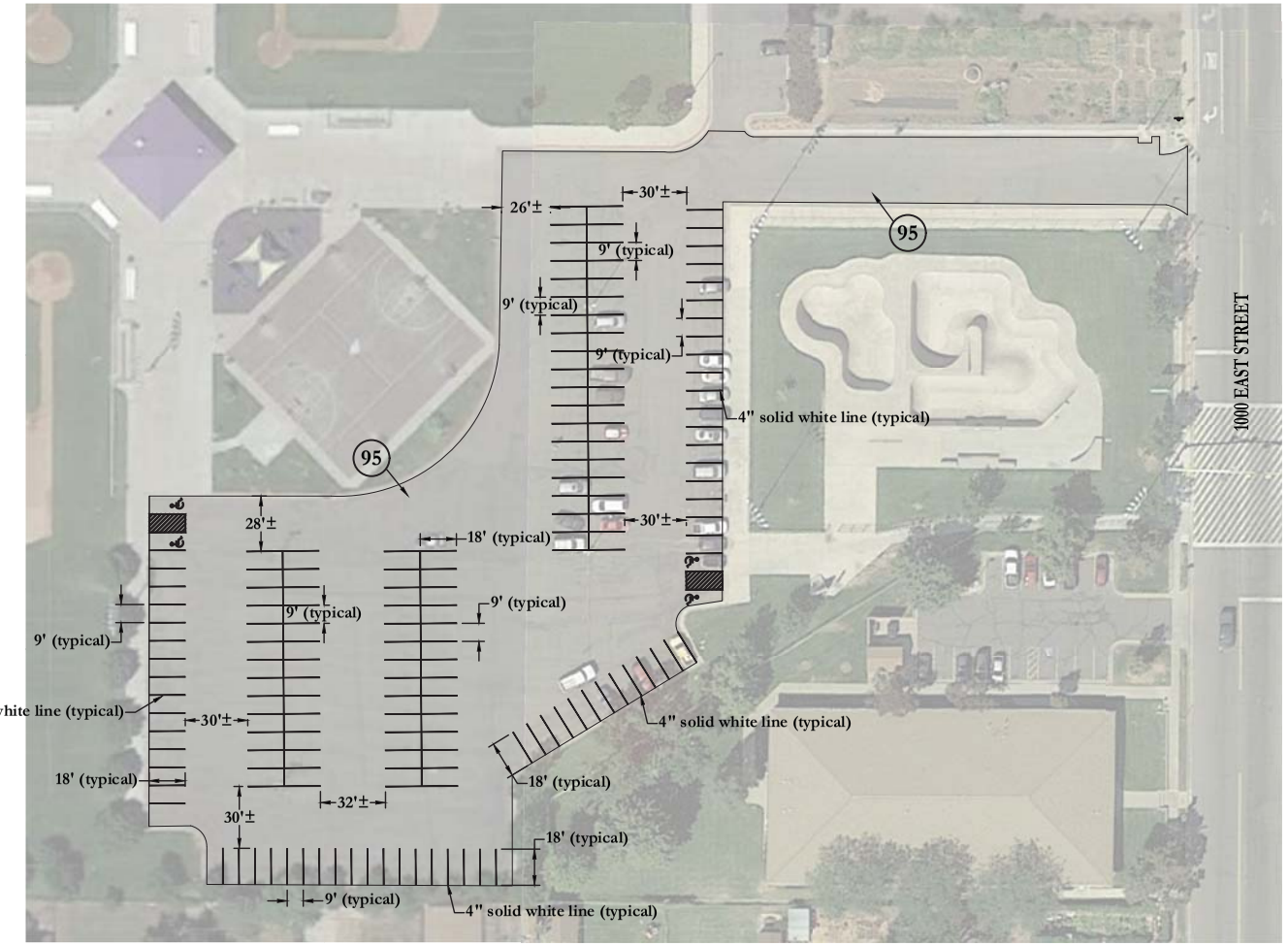
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DATE: MARCH 2019
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CHECKED: RTF

PROJECT / LOCATION: 2019 ROADWAY MAINTENANCE PROJECT CLEARFIELD CITY, UTAH

TITLE: PARKING LOT 89-94 STRIPING

CLIENT: CLEARFIELD CITY
PROJECT NUMBER: CC.19001
FILE: ~cc19001.dwg
SHEET: 28 of 29



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LICENSED PROFESSIONAL ENGINEER
04-01-19
No. 87-341144-2202
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DATE: MARCH 2019
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PROJECT / LOCATION: 2019 ROADWAY MAINTENANCE PROJECT CLEARFIELD CITY, UTAH

TITLE: PARKING LOT 95 STRIPING

CLIENT: CLEARFIELD CITY
PROJECT NUMBER: CC.19001
FILE: ~cc19001.dwg
SHEET: 29 of 29