

Enterprise TAB Budget Requests 2019/2020

As of 22 Oct 2018

Enterprise's overall need for multiple county facilities

- *Enterprise requires multiple community centers, seniors' facilities and aquatic facilities due to significant connectivity barriers and rapidly increasing population.*
 - *There are 198,000+ citizens in Enterprise.*
 - *Enterprise covers 67 sq. miles.*
 - *Residential uses are increasing rapidly.*
- *If the BLM disposal boundary is expanded, Enterprise will have 4 to 5 additional square miles available for development.*
- *There are significant connectivity barriers within Enterprise.*
 - *Interstate 15*
 - *4 Major Projects, 3 active, one failed.*
 - *Arterial and collector roads have been removed from the transportation grid.*
 - *Enclosed subdivisions have vacated local roads for more homes.*
 - *Major projects plans have not added sufficient facilities to serve the public.*
 - *South of CC 215, only three east/west arterials are available, two are not fully built out.*
 - *UPRR tracks block arterial and collector road development.*
 - *Geographic features, 12% or greater slopes block arterial and collector road development.*
 - *Local roads are being vacated to build enclosed subdivisions.*
- *The connectivity barriers significantly increase travel time to county facilities currently planned for western Enterprise.*
 - *The planned regional park facilities in Mountain's Edge are not centrally located.*
 - *Individuals east of I-15 most likely will not use those facilities.*
- *BLM reservations are being released and sold, significantly decreasing land available for needed county facilities.*

Budget requests listed in funding priority

- *Connect Cactus Ave. from Buffalo Drive to Durango Drive A design consultant for Cactus has been selected and negotiations are underway. Project will include a traffic signal at Buffalo. Construction is estimated to begin in mid-2021.*
 - *Currently programmed for Design 2018, Construction early 2020*
 - *This project should be developed as rapidly as possible.*
 - *South of CC 215, there are only three roads that can provide complete east/west routes.*
 - *Currently, only one east/west road, south of CC 215 is built out*
 - *South of CC 215, significant development west of Fort Apache Rd. will require an alternate route(s) to Blue Diamond Rd for east/west traffic flow.*

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- Widen Warm Springs Rd. from Dean Martin Dr. to Decatur Blvd. *Warm Springs is on the CIP for design start in summer 2020. The limits are Durango to Dean Martin. Attempts will be made to get an earlier design start for the section Decatur to Dean Martin.*
 - Warm Springs Rd. is a two-lane road from Dean Martin Dr. to Decatur Blvd.
 - South of CC 215, there are only three roads that can provide complete east/west routes.
 - Traffic is significantly increasing on Warm Springs Rd.
 - Currently, only one east/west road south of CC 215 is built out.
 - South CC 215, significant development west of Fort Apache Rd. will require an alternate route(s) to Blue Diamond Rd for east/west traffic flow.
 - Finish Western Trails Park by constructing a signalized horse crossing on Warm Springs Rd.

- Enterprise Community Center *Mountain's Edge Recreation Center is currently on the CIP list, ranked #12 in the overall list of Regional Projects. Project is unfunded with a cost estimate of \$23,715,000. There is not currently another Recreation Center identified on the CIP list.*
 - There are no recreational centers and/or aquatic facilities for the 198,000+ people living in Enterprise.
 - The recreational center and aquatic facility for Mountain's Edge should be moved up on the priority list and funded with a cost estimate of \$23,715,000.
 - Reserve property for a second community center in eastern Enterprise.
 - There is not currently another recreation center identified on the CIP list. Identify and add to the CIP list for a second recreation center.

- Enterprise Senior Center *There is currently not a Senior Center identified on the CIP list. If the Mtn's Edge Recreation Center is built, senior programming can/will be accommodated through a multi-general approach, not requiring a second building.*
 - Mountain's Edge Regional Park is too far west in Enterprise to accommodate seniors in eastern Enterprise.
 - Lack of effective public transportation.
 - Traffic density higher than seniors desire to drive in.
 - A senior center is needed east of I-15
 - Reserve property for a senior center east of I-15.
 - Add eastern Enterprise senior center to CIP list and fund.

- Fund one neighborhood park in Park District 4 at Cactus and Torrey Pines, Le Baron and Rainbow, Pyle and Jones, or Pyle and Lindell *See below*
 - Enterprise population is growing rapidly.
 - Current Enterprise population requires 495 acres of developed parks
 - Each year the ratio of park acres per 1,000 population is declining.
 - Park District 4 parks identified on the Neighborhood Parks CIP list include:
 - LeBaron and Lindell – 10 acres, \$10,599,040 estimate – ranked #12 *Park is funded and in design anticipate the project being completed near end of 2021.*
 - Valley View and Pyle – 10 acres, \$12,399,940 estimate – ranked #13 *Project is unfunded*
 - Cactus and Torrey Pines – 10 acres, \$9,079,645 estimate – ranked #21 *Project is unfunded*
 - All projects are unfunded.
 - Fund at least two parks.

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- Aquatic Facility *Project is unfunded with no cost estimate assigned.*
 - There are no aquatic facilities for the 198,000+ people living in Enterprise.
 - Reserve property for one or more aquatic facilities
 - Add aquatic facilities to funding list.
 - Aquatic facilities are needed in the eastern and southwestern part of Enterprise.
 - Lack of effective public transportation.
 - Drive time too long from east of I-15 to be practical.
 - Mountain's Edge Aquatic Center project is unfunded with no cost estimate assigned. Fund this project.
 - Mountain's Edge Regional Park is too far west to accommodate individuals in eastern Enterprise.
 - There is not currently another aquatic facility identified on the CIP list. Identify and add to the CIP list for a second aquatic facility east of I-15.

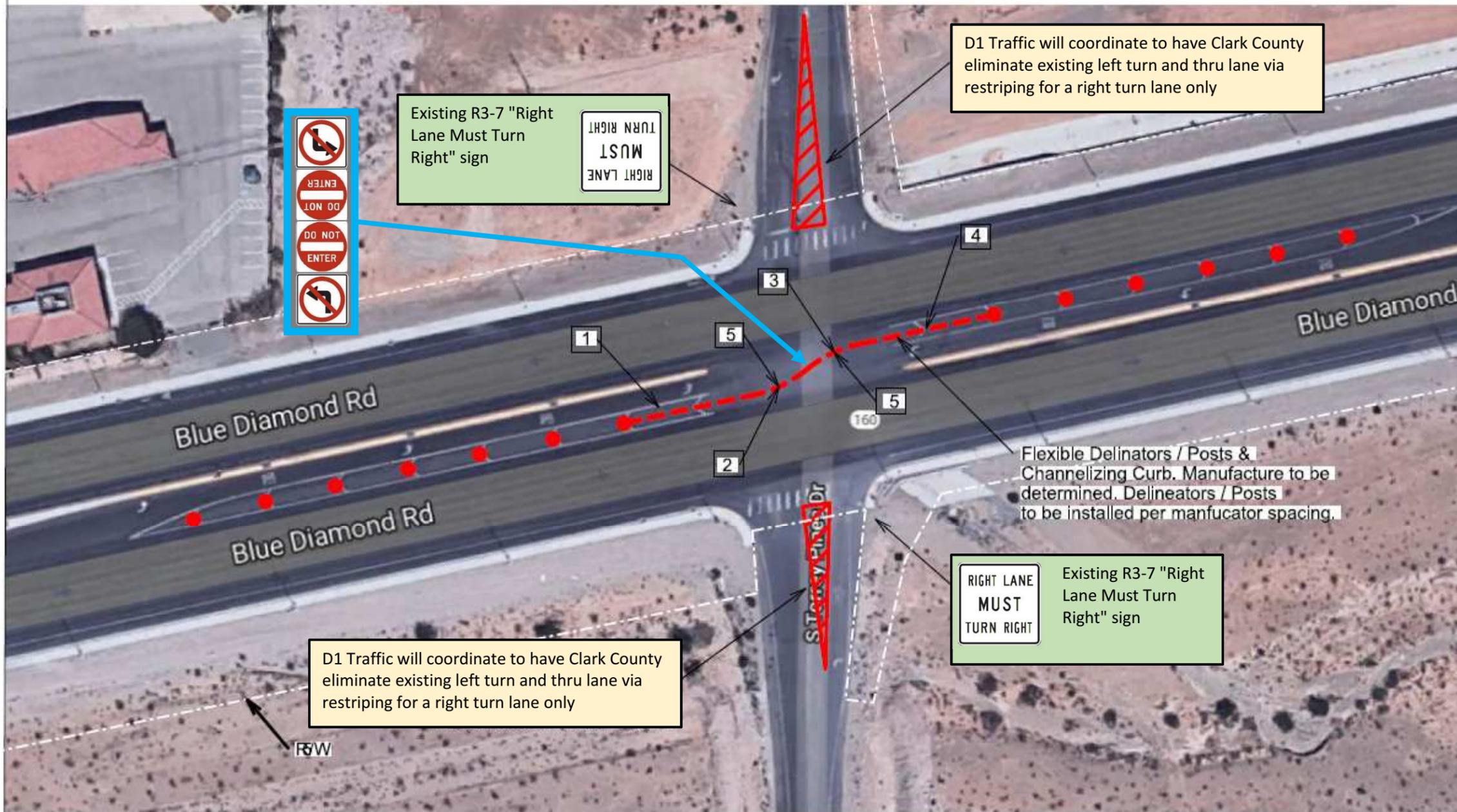
- Traffic signal at Blue Diamond Rd. and Torrey Pines. *NDOT has plans to install an island on Blue Diamond to eliminate the left out from Torrey Pines. See attached.*
 - Completion of a church and a charter school on Pebble Rd. has significantly increased peak traffic at this intersection.
 - Refer to NDOT for appropriate warrants study.

- Build full off-sites for Wigwam Ave. from Rainbow Blvd to Montessori St. *This would be the responsibility of the property owners*
 - This area needs to be studied to help mitigate traffic congestion.
 - Needed to accommodate the traffic flow being generated by the high school and approved charter school.
 - The current local/collector roads cannot accommodate the peak traffic.

- Build full off-sites for Cougar Ave. from Rainbow Blvd to Montessori St. *This would be the responsibility of the property owners*
 - This area needs to be studied to help mitigate traffic congestion.
 - Needed to accommodate the traffic flow being generated by the high school and approved charter school.
 - The current local/collector roads cannot accommodate the peak traffic.

- Four-way stop at Gilespe Street and Eldorado Lane design *This intersection was studied in January and did not meet warrants.*
 - Study to see if four-way stop is warranted.

- Provide audio and presentation system for the Enterprise TAB. *Microphones have been purchased and are currently in use. An effective camera/display system which will meet the constraints of TAB meetings has not been found.*
 - The lack of audio and presentation systems detracts from the public's ability to participate in the TAB hearings.
 - The number of individuals attending the TAB meetings is increasing.
 - The public has trouble hearing the presentations and the TAB members' discussions.
 - The plans and charts presented cannot be seen by the public and some of the board members.



LENGTHS:

1	80 FT
2	40 FT
3	40 FT
4	80 FT

Curve Data:

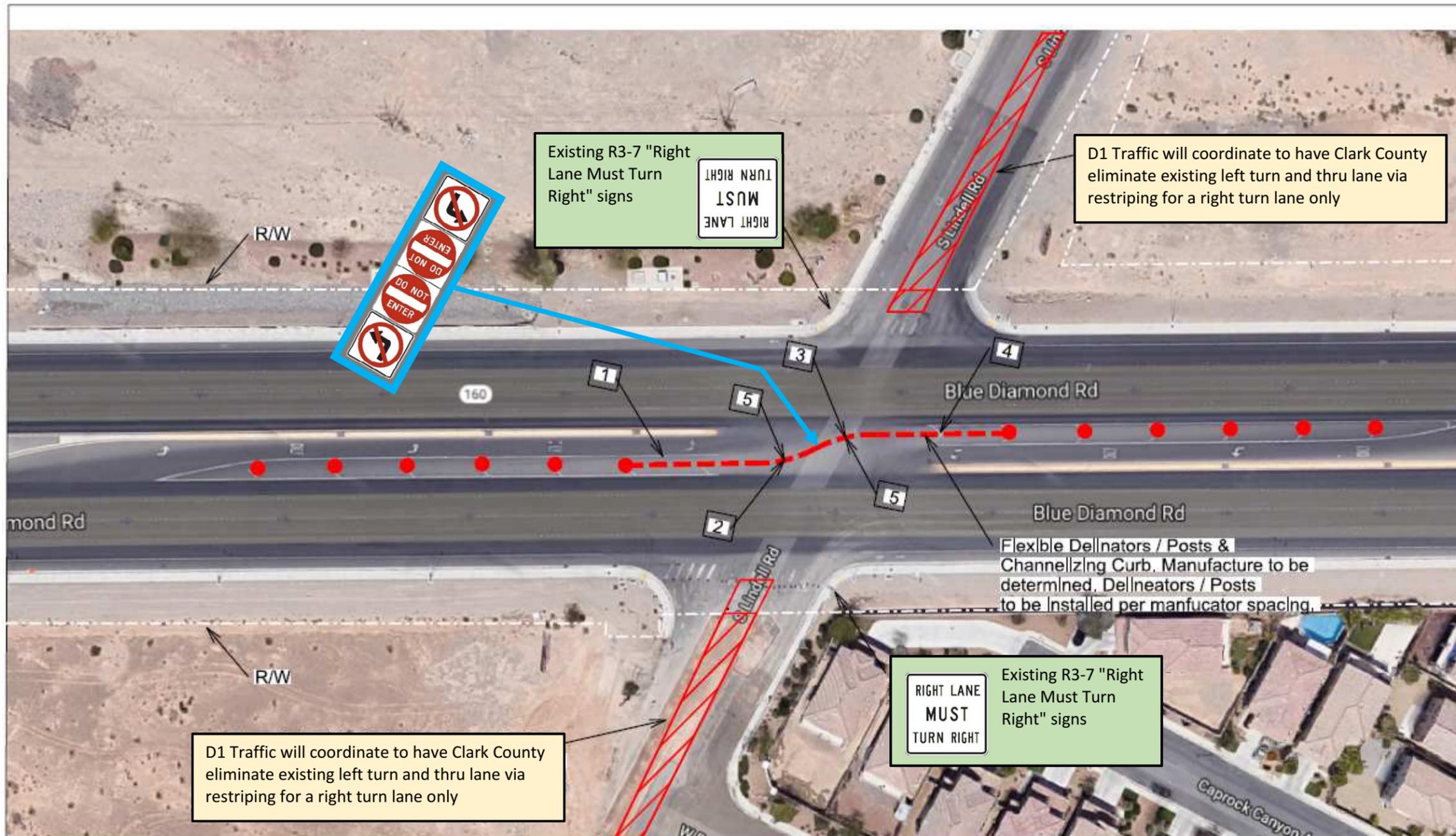
5	R=74.0' L=40.0'
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⊗ K-71s at each existing chevron point

--- NDOT RW per as-bulbs

Notes: Depending on which flexible delinator / post product is chosen the following shall occur

1. The center median island shall follow the Clark County Uniform Standard Drawing 221 sign plan. R5-1 "Do Not Enter" signs & R3-2 "No Left Turn" Signs shall be installed facing traffic on NB & SB Torrey Pines.
2. The curve radius & tangent lengths will change based on the run of the individual unit chosen. These can be adjusted as needed.



LENGTHS:

1	80 FT
2	40 FT
3	40 FT
4	80 FT

Curve Data:

5	R=74.0' L=40.0'
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- K-71s at each existing chevron point
- NDOT R/W per as-builts

Notes: Depending on which flexible delinator / post product is chosen the following shall occur

1. The center median island shall follow the Clark County Uniform Standard Drawing 221 sign plan. R5-1 "Do Not Enter" signs & R3-2 "No Left Turn" Signs shall be installed facing traffic on NB & SB Lindell.
2. The curve radius & tangent lengths will change based on the run of the individual unit chosen. These can be adjusted as needed.

BLUE DIAMOND AT LINDELL PROPOSED S ISLAND