



15 April 2021

Sabine Ellis
City Traffic Engineer
City of Mesa
20 East Main Street
Mesa, Arizona 85201

**SUBJECT: WESTMOUNT ESTATES
MCKELLIPS ROAD, WEST OF CONSOLIDATED CANAL
PRELIMINARY SIGHT DISTANCE ANALYSIS**

Dear Ms. Ellis,

Please find enclosed a brief preliminary sight distance analysis (PSDA) regarding the Westmount Estates project proposed on the south side of McKellips Road, west of Consolidated Canal in Mesa, Arizona. The vicinity of the project is shown in **Figure 1**. The project will consist of a new 30-unit apartment complex, as shown in **Figure 2**. The future site will be served by one proposed access point.

The purpose of this preliminary sight distance analysis is to preliminary identify potential sight distance issues at the proposed project access point.

Existing Conditions

The Westmount Estates project site will be located on the south side of McKellips Road, approximately 1,400 feet from Horne Road, or approximately 170 feet west of the Consolidated Canal.

East/west McKellips Road is a seven-lane, major arterial roadway providing three lanes in each direction of travel, separated by a two-way, center left turn lane and a posted speed limit of 45 miles per hour (mph). Roadway lighting, curb, gutter, sidewalk and bike lanes are provided on both sides of the roadway in the immediate vicinity of the project site. In the immediate vicinity of the project site, McKellips Road increases in elevation, to travel over the Consolidated Canal, from west to east and appears to return to grade level approximately 170 feet west of the western edge of the Consolidated Canal. McKellips Road continues at grade east of the Consolidated Canal.

Preliminary Sight Distance Review

The Westmount Estates site will construct one 30-foot wide driveway on the south side of McKellips Road, approximately 1,400 feet east of Horne Road. Vehicles traveling eastbound will make use of a shared through/right turn lane while westbound traffic will utilize the existing two-way center left turn lane to enter the site. Northbound traffic exiting the site will be provided a shared left turn/right turn lane.

The preliminary sight distance evaluation, based on City of Mesa requirements, was conducted in the field using poles with flags where the proposed driveway to the project site is expected to be located. A sight distance evaluation with topographic survey data was not completed.

The City of Mesa provides sight distance and visibility guidelines in their *Engineering & Design Standards Section 211 – Sight Distance and Visibility* (April 2019) which state that sight distance triangles and calculations should be based on the latest edition of the Policy on Geometric Design of Highways and Streets (AASHTO Green Book). The City of Mesa also provides a simplified figure which outlines these sight distance triangles and can be found attached to this report.

Table 1 below shows the results of the preliminary sight distance review based on aerial measurements and City of Mesa guidelines. In accordance with City of Mesa standards, the sight distance along 45 mph McKellips Road utilized the 50 mph design speed. Sight lines are based off a driver's eye height of 3.5 feet and a target object height of 3.5 feet.

Table 1 – Preliminary Sight Distance Review

Westmount Access/McKellips Road Sight Line	Measured Distance from Aerial Image	Distance Required per City of Mesa
Northbound Left Turn Maneuver From STOP, looking East	Unobstructed	662
Northbound Left Turn Maneuver From STOP, looking West	300	662
Westbound Left Turn From Major Road, looking West	Unobstructed	480

*Distances in Feet, Based on 50 mph design speed

As shown in **Table 1**, the sight visibility triangles for the northbound left turn, looking east, and the westbound left turn from the McKellips Road analyzed are expected to be unobstructed.

However, visibility for northbound left turns, looking west (towards nearside traffic) is limited by obstructions to approximately 300 feet of available sight distance. These obstructions include an existing roadway luminaire pole, a roadway lighting voltage meter and associated electrical equipment, and a large shrub immediately adjacent to the luminaire pole.

Conclusion


Based on City of Mesa guidelines for stopping sight distance, the proposed intersection of Westmount Access/McKellips Road will require a minimum clear zone of 662 feet for northbound vehicles exiting the site looking east and 662 feet for northbound vehicles exiting the site looking west.

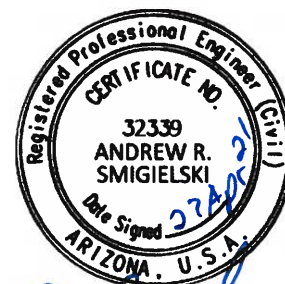
Based on the existing conditions observed during a field visit in April 2021, an existing roadway luminaire pole, a roadway lighting voltage meter and associated electrical equipment, and a large shrub immediately adjacent to the luminaire pole are expected to limit sight distance for northbound vehicles exiting the site. To provide adequate sight distance at the proposed intersection of Westmount Access/McKellips Road these obstructions, located approximately 100 feet west of the proposed access driveway, should be removed or relocated.

The preliminary sight distance analysis was performed based on the site plan. It is recommended that sight distances at the proposed access points be verified during the design process.

Thank you again for your time and review of this PSDA. If you have any questions regarding the PSDA, please feel free to contact me at 602.266.7983.

Respectfully Submitted,


Andrew Smigielski, PE, PTOE, PTP
Southwest Traffic Engineering, LLC
Senior Traffic Engineer

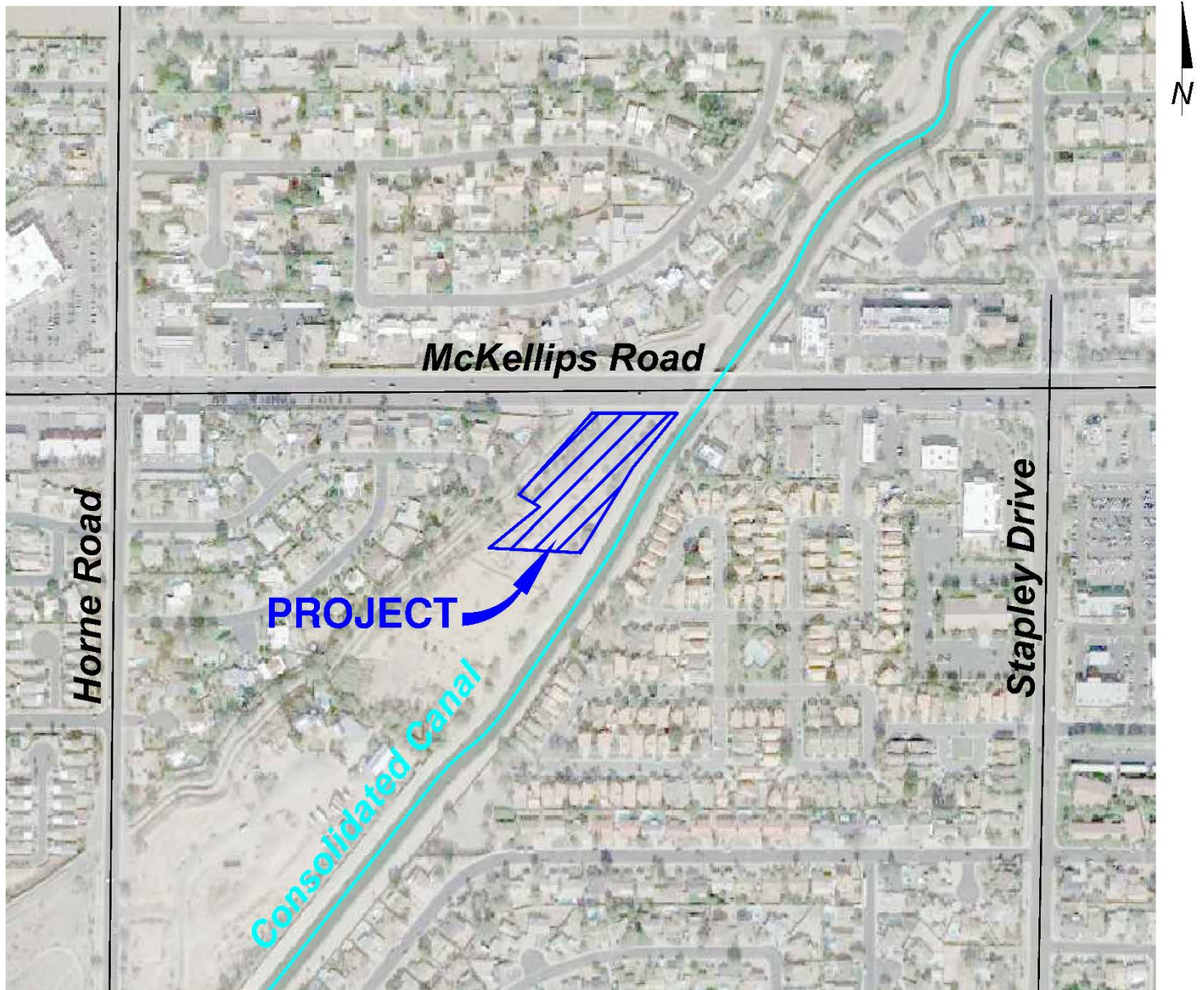


cc: Victoria Snively, United Realty MTA, LLC (by email)

Attachments:

Figure 1 – Vicinity Map
Figure 2 – Site Plan
City of Mesa Sight Distance Triangles

Figure 1 – Vicinity Map

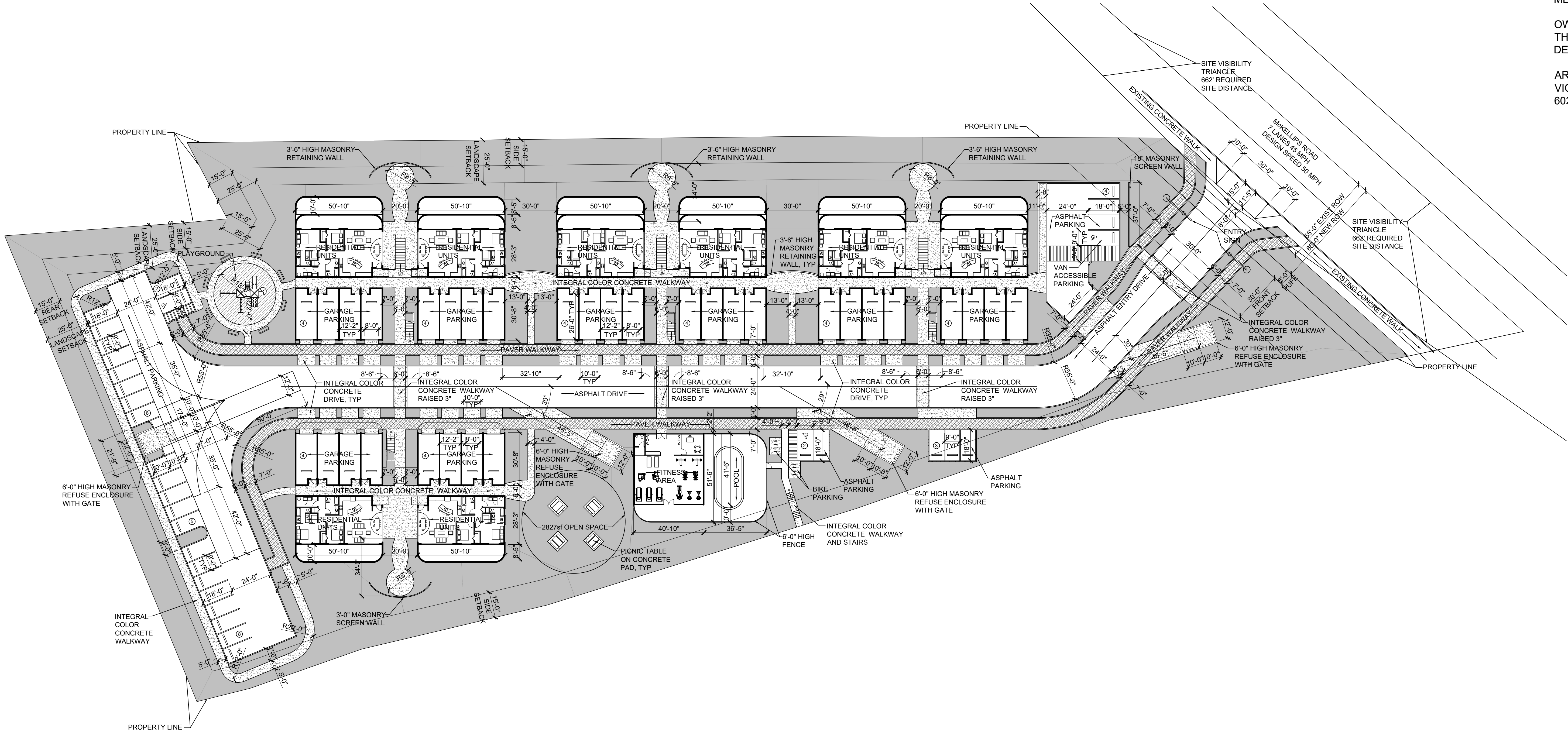


LEGEND:

- EXISTING ROAD
- EXISTING WATERWAY
-  PROJECT SITE

Westmount Estates
1920 South Consolidated Canal Mesa, AZ
East McKellips Road and North Stapley Drive

NOT FOR
CONSTRUCTION



GRADE LEVEL SITE PLAN

scale: 1" = 30'-0"

RE-ZONING REQUEST	
PARCELS	
APN: 136-25-001-A	CURRENT RM-4
	REZONED RM-2
APN: 136-25-009	CURRENT RM-4
	REZONED RM-2
APN: 136-25-012A	CURRENT RS-9
	REZONED RM-2

REQUESTED DEVIATIONS	
1-MINIMUM BUILDING SEPARATION	
PER TABLE 11-5-5 MINIMUM BUILDING SEPARATION IS 35'. DEVIATION REQUEST FOR 30' BUILDING SEPARATION.	
2-GARAGE DOORS	
PER SECTION 11-5-5.B.2 THE MAXIMUM NUMBER OF GARAGE DOORS ADJACENT TO ONE ANOTHER SHALL BE LIMITED TO THREE. DEVIATION REQUEST FOR FOUR DOORS ADJACENT TO ONE ANOTHER.	

SITE (TABLE 11-5-5)	
161,781sf OR 3.714 ACRES	
LANDSCAPE	
68,829sf / 161,781sf	
43% COVERAGE PROVIDED	
LOT COVERAGE	
70% MAX LOT COVERAGE PERMITTED	
92,952sf / 161,781sf	
57% COVERAGE PROVIDED	
BUILDING COVERAGE	
45% MAX BUILDING COVERAGE PERMITTED	
44,279sf / 161,781sf	
27% COVERAGE PROVIDED	

OPEN SPACE	
REQUIRED	
200sf / UNIT	
30 UNITS x 150sf = 6,000sf	
PROVIDED	
PLAYGROUND = 1,520sf	
POOL = 1,792sf	
OPEN AREA BY FITNESS = 2,827sf	
TOTAL 6,139sf+	

UNITS	
BELOW GRADE	
(6) 3-BEDROOM	
GRADE	
(8) 2-BEDROOM	
2nd FLOOR	
(8) 3-BEDROOM	
(8) 2-BEDROOM	
TOTALS	
(14) 3-BEDROOM	
(16) 2-BEDROOM	
30 UNITS PROVIDED	
(TABLE 11-5-5)	
15 UNITS PER ACRE	
15 x 3.714 = 55 UNITS PERMITTED	
30 UNITS / 3.714 ACRES =	
8 UNITS / ACRE PROVIDED	

PARKING (11-32-3.A)	
REQUIRED	
2.1 SPACES PER UNIT	
2.1 x 30 = (63) SPACES REQUIRED	
1 COVERED SPACE PER UNIT	
(30) COVERED SPACES REQUIRED	
PROVIDED	
(32) GARAGE SPACES	
(32) SURFACE SPACES	
(64) TOTAL SPACES PROVIDED	
(2) ACCESSIBLE (1) VAN ACCESSIBLE = TOTAL (3)	

SHEET INDEX	
A1.0	SITE PLAN
A1.1	RENDERED SITE PLAN
A2.0 FLOOR PLANS	
A3.0	ELEVATIONS
A3.1	ELEVATIONS
A3.2	ELEVATIONS
A3.3	ELEVATIONS
A4.0	RENDERED ELEVATIONS
A4.1	RENDERED ELEVATIONS
A4.2	RENDERED ELEVATIONS
A4.3	RENDERED ELEVATIONS
A5.0	MODEL RENDERINGS
A5.1	MODEL RENDERINGS
A5.2	MODEL RENDERINGS
L1	LANDSCAPE PLAN
L2	LANDSCAPE PLAN

City Ordinances

CITY OF MESA CODE 8.6.3 (D) STATES:

The responsible party of any property shall not allow or permit trees, shrubs, or plants on land adjacent to sidewalks or public places fronting or bordering their property to grow in a manner that impedes, obstructs, or interferes with the passage on any street, sidewalk, alley or other passageway within the city or that limits the visibility of any traffic control device or signal. Vegetation must be trimmed a minimum of 8 feet over the sidewalk and 14 feet over the street or alley. If you have any questions about vegetation and visibility, or if you have a traffic concern, contact our traffic studies staff at 480.644.2160.

Transportation *Driving Mesa's Future*



City Of Mesa
P.O. Box 1466
Mesa, AZ 85211-1466



480.644.2160



transportation.info@mesaaz.gov



www.mesaaz.gov/transportation



Rev. 2.7.14

VEGETATION & VISIBILITY

What you need to know



Transportation

VISIBILITY OF SIGNS & SIGNALS

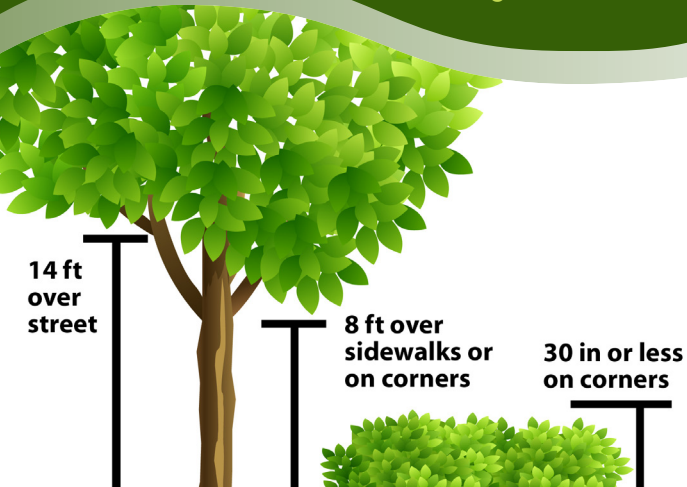
Stop signs, speed limit signs, yellow diamond-shaped warning signs and traffic signals are just a few of the many traffic control devices we rely on to keep traffic moving safely and efficiently.

For maximum visibility, traffic control devices need to be seen from a distance of at least 200 feet for 25 mph residential streets, and up to 600 feet for high speed arterial streets. For this reason, it is especially important to keep bushes, trees and other vegetation properly trimmed and maintained. Refer to City Code 8.6.3 (D) for more information.

STREET & SIDEWALK CLEARANCE

To ensure that visibility is not restricted, please trim and maintain all trees to at least eight feet over sidewalks and 14 feet over streets. See Figure 1 for an illustration. Refer to City Code 8.6.3 (D) for more information.

Figure 1



SIGHT OBSTRUCTIONS

Every year, the Transportation Department investigates hundreds of calls regarding sight obstructions. Sight obstructions occur when something is limiting the visibility of a driver to see oncoming traffic, a hazard in the roadway or a traffic control device. Most commonly, the obstruction is vegetation that is overgrown and limiting visibility. Vegetation that has grown to block the line of sight can dramatically limit or block the ability to see.

Keeping vegetation properly maintained is one of the most important things we can do to maximize visibility and improve traffic safety. The Department has provided residents with a few guidelines on this important issue.



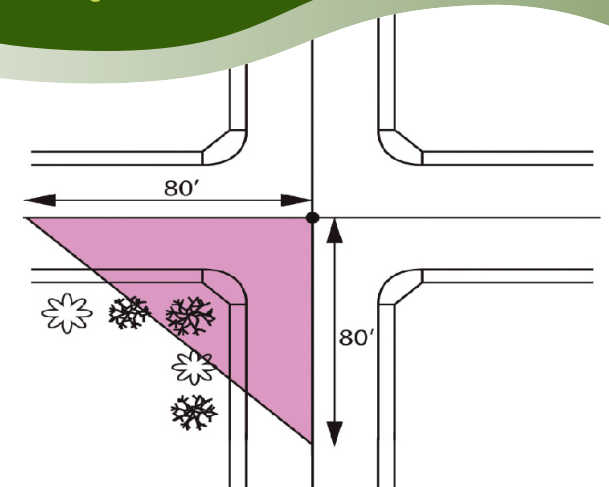
VISIBILITY ON CORNER LOTS

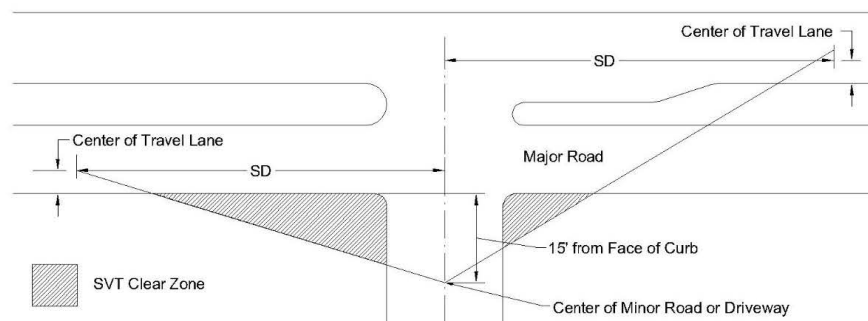
Keeping bushes and trees trimmed and maintained on corners is especially important. If a corner is blocked or partially blocked by overgrown vegetation, it may be difficult to spot traffic, pedestrians and traffic control devices, such as stop signs, thus increasing the potential for crashes.

For this reason, bushes and shrubs within the 80-foot triangle on local streets (see Figure 2) should be trimmed and maintained to a height of 30-inches or less above sidewalks and curbs. In addition, trees within this area should be trimmed so that the lowest branches do not extend below eight feet. The best test is to check for visibility.

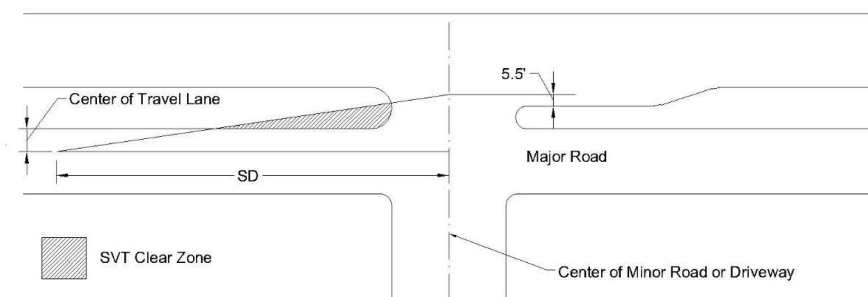
Although vegetation is the most common visibility limitation on corners, the 80-foot triangle also applies to fences, walls, signs and any other possible obstruction. The clear area needed on collector and major streets is larger. Contact the Transportation Department for more information.

Figure 2



**Case B1 – Left Turn Maneuver From STOP**

Required Sight Distance (SD)				
Through Road Cross-Section	2 LU*	3 LU*	4LD** 5 LU*	6LD** 7 LU*
Through Road Width	34', 40', 48'	46, 48'	68', 72'	88', 94'
Time gap (t_g)	7.5"	8.0"	8.5"	9.0"
Design Speed				
30 mph	331	353	375	397
35 mph	386	412	437	463
40 mph	441	470	500	529
45 mph	496	529	562	595
50 mph	551	588	625	662

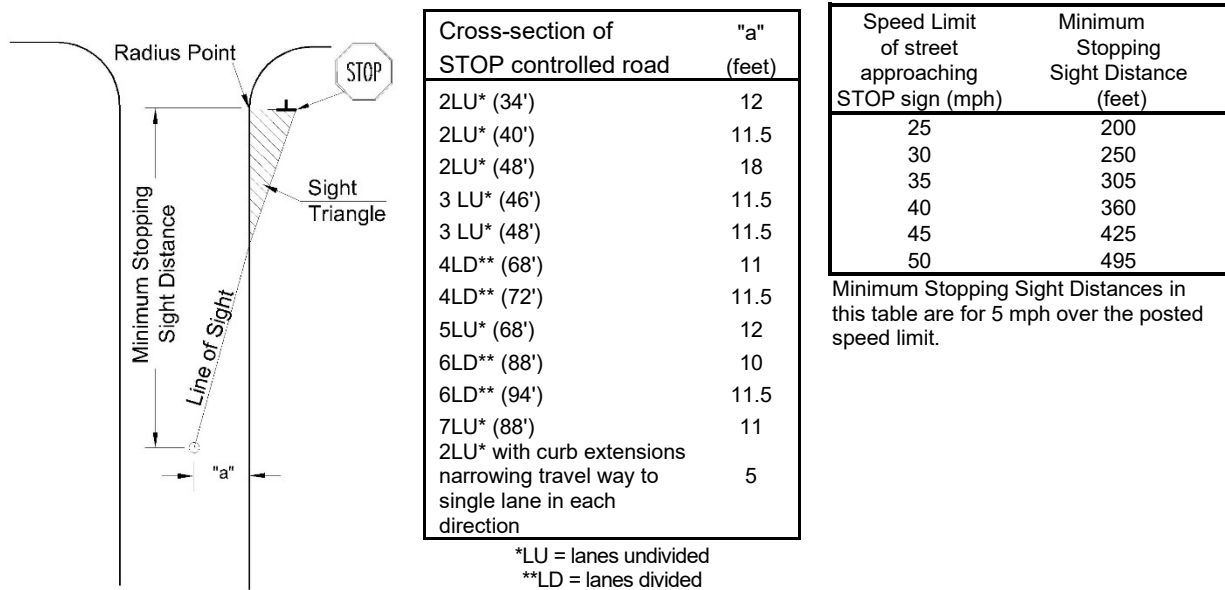
**Case F - Left Turns From Major Road**

Required Sight Distance (SD)		
Through Road Cross-Section	4LD**	6LD**
Through Road Width	68'	88', 94'
Time gap (t_g)	6.0"	6.5"
Design Speed		
30 mph	265	290
35 mph	310	335
40 mph	355	385
45 mph	400	430
50 mph	445	480

*LU = lanes undivided **LD = lanes divided
 Intersection Sight Distance (SD) = $1.47 * V * t_g$
 V = Design Speed (mph) = 5 mph over the speed limit
 t_g = time gap (seconds) – Passenger Car, Level Grade

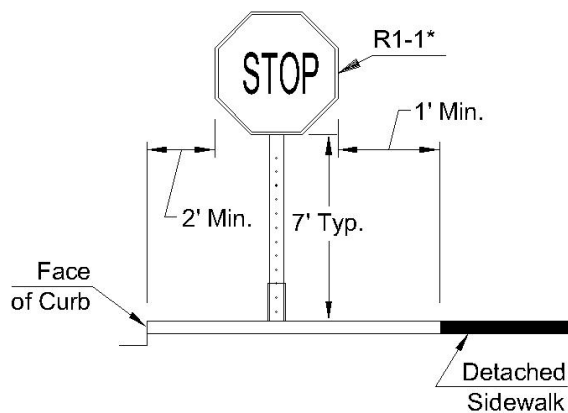
Figure 2.3 – Design Guidelines for Sight Triangles per AASHTO Green Book

Sight Visibility Triangle Approaching STOP Signs

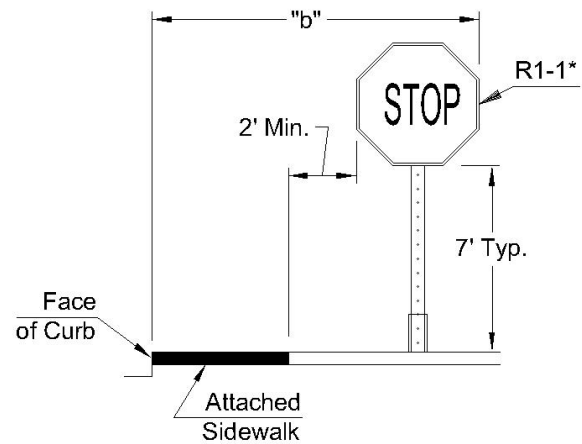


STOP Sign Locations for Attached and Detached (or Absent) Sidewalks

STOP sign location when sidewalk is detached or absent



STOP sign location when sidewalk is attached

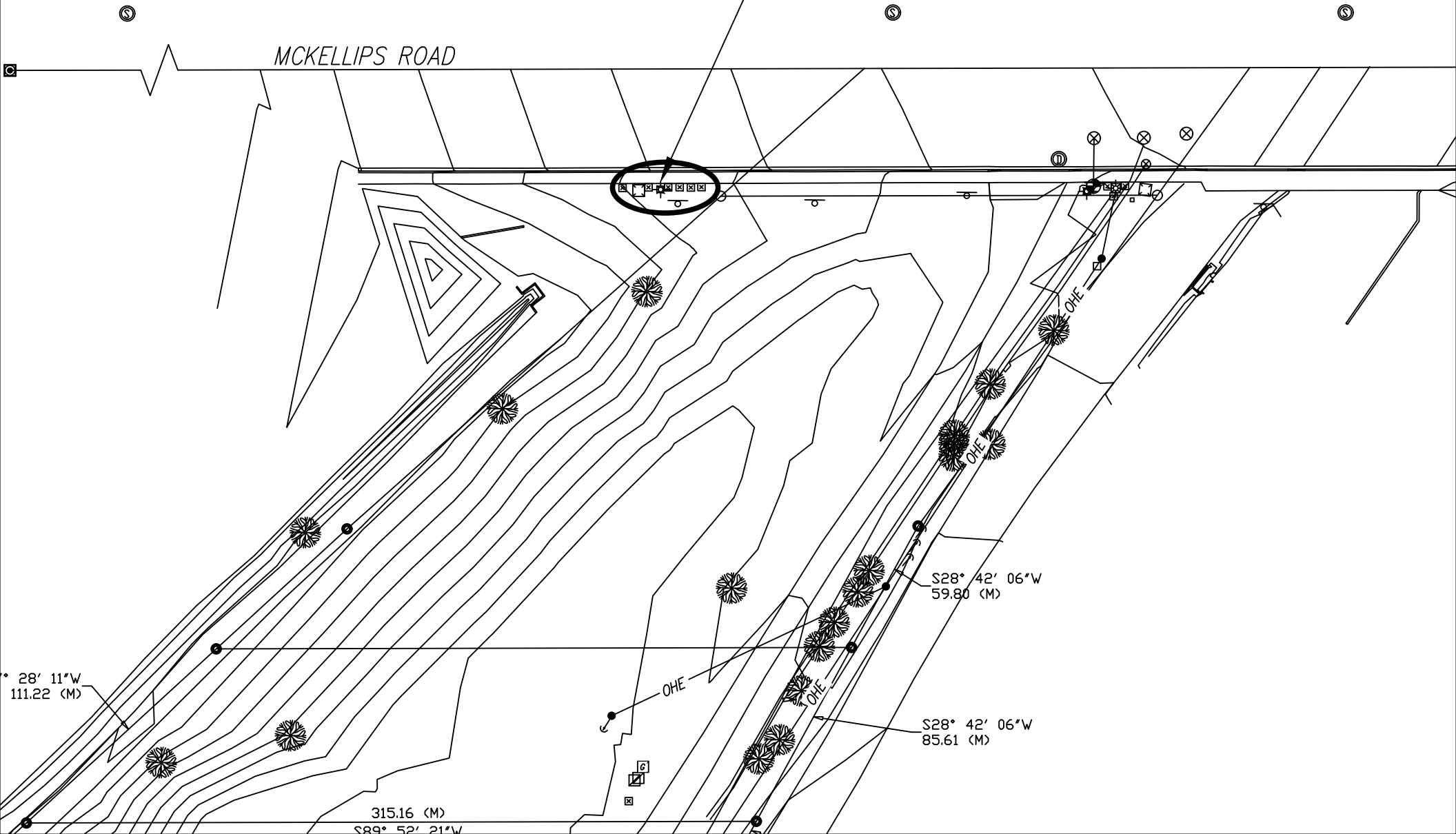


* Sign Size per latest Edition of the Manual on Uniform Traffic Control Devices

Figure 2.4 – Sight Distance Requirements for Stop Signs

Sight distance
obstructions

MCKELLIPS ROAD



LEGAL DESCRIPTION (per title report)

PARCEL 1
THE NORTH 325 FEET OF THAT PORTION OF THE NORTHEAST QUARTER OF SECTION 11, TOWNSHIP 1 NORTH, RANGE 5 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT WHERE THE CONSOLIDATED CANAL INTERSECTS THE NORTH LINE OF SECTION 11, TOWNSHIP 1 NORTH, RANGE 5 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA;

RUNNING THENCE WEST TO THE RIGHT OF WAY OF THE UTAH CANAL;

THENCE SOUTHWESTERLY ALONG THE EAST BANK OF THE UTAH CANAL, 650 FEET;

THENCE EAST TO THE RIGHT OF WAY OF THE CONSOLIDATED CANAL, SAID LINE BEING PARALLEL WITH THE NORTH SECTION LINE;

THENCE NORTHEASTERLY ALONG THE RIGHT OF WAY OF THE SAID CONSOLIDATED CANAL TO THE PLACE OF BEGINNING.

THE SAID 325 FEET SHALL BE MEASURED PERPENDICULAR TO THE NORTH SECTION LINE OF SAID SECTION 11, SO THAT THE SOUTH LINE OF THIS PARCEL IS PARALLEL WITH AND 325 FEET SOUTH OF THE NORTH SECTION LINE OF SAID SECTION 11.

PARCEL 2
THE SOUTH 75 FEET OF THE NORTH 325 FEET OF THAT PORTION OF THE NORTHEAST QUARTER OF SECTION 11, TOWNSHIP 1 NORTH, RANGE 5 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT WHERE THE CONSOLIDATED CANAL INTERSECTS THE NORTH LINE OF SECTION 11, TOWNSHIP 1 NORTH, RANGE 5 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA;

RUNNING THENCE WEST TO THE RIGHT OF WAY OF THE UTAH CANAL;

THENCE SOUTHWESTERLY ALONG THE EAST BANK OF THE UTAH CANAL, 650 FEET;

THENCE EAST TO THE RIGHT OF WAY OF THE CONSOLIDATED CANAL, SAID LINE BEING PARALLEL WITH THE NORTH SECTION LINE;

THENCE NORTHEASTERLY ALONG THE RIGHT OF WAY OF THE SAID CONSOLIDATED CANAL TO THE PLACE OF BEGINNING.

THE SAID 325 FEET SHALL BE MEASURED PERPENDICULAR TO THE NORTH SECTION LINE OF SAID SECTION 11, SO THAT THE SOUTH LINE OF THIS PARCEL IS PARALLEL WITH AND 325 FEET SOUTH OF THE NORTH SECTION LINE OF SAID SECTION 11.

PARCEL 3
THAT PORTION OF THE NORTHEAST QUARTER OF SECTION 11, TOWNSHIP 1 NORTH, RANGE 5 EAST, OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 11, BEING A BRASS CAP MONUMENT IN HAND HOLE;

THENCE NORTH 90 DEGREES 00 MINUTES 00 SECONDS WEST 1056.93 FEET, UPON THE NORTH LINE THEREOF TO THE WESTERLY RIGHT OF WAY LINE OF THE CONSOLIDATED CANAL;

THENCE SOUTH 36 DEGREES 00 MINUTES 45 SECONDS WEST 244.30 FEET UPON SAID WESTERLY LINE;

THENCE SOUTH 28 DEGREES 49 MINUTES 45 SECONDS WEST 145.41 FEET UPON SAID WESTERLY LINE TO THE POINT OF BEGINNING;

THENCE SOUTH 28 DEGREES 49 MINUTES 45 SECONDS WEST 10.04 FEET UPON SAID WESTERLY LINE;

THENCE SOUTH 30 DEGREES 45 MINUTES 10 SECONDS WEST 187.96 FEET UPON SAID WESTERLY LINE;

THENCE SOUTH 34 DEGREES 47 MINUTES 20 SECONDS WEST 62.09 FEET UPON SAID WESTERLY LINE;

THENCE SOUTH 34 DEGREES 47 MINUTES 20 SECONDS WEST 48.50 FEET UPON SAID WESTERLY LINE;

THENCE NORTH 64 DEGREES 19 MINUTES 27 SECONDS EAST 24.19 FEET;

THENCE NORTH 69 DEGREES 36 MINUTES 08 SECONDS WEST 50.00 FEET TO THE EASTERLY RIGHT OF WAY LINE OF THE UTAH CANAL;

THENCE NORTH 47 DEGREES 35 MINUTES 50 SECONDS EAST 163.17 FEET UPON SAID EASTERLY LINE;

THENCE NORTH 90 DEGREES 00 MINUTES 00 SECONDS EAST 315.16 FEET TO THE POINT OF BEGINNING.

PARCEL 4
AN EASEMENT FOR INGRESS AND EGRESS DESCRIBED AS FOLLOWS:

A 16 FOOT WIDE EASEMENT FOR INGRESS AND EGRESS, LYING WESTERLY OF AND PARALLEL WITH THE ABOVE SAID WESTERLY LINE OF THE CONSOLIDATED CANAL.

APPLICABLE SCHEDULE B ITEMS

1&2. THESE ARE OF A LEGAL NATURE AND THEREFOR NO CONCLUSION IS IMPLIED BY THIS SURVEY.

3. AN EASEMENT FOR HIGHWAY AND INCIDENTAL PURPOSES, RECORDED AS DOCKET 7824, PAGE 521.

4. AN EASEMENT FOR HIGHWAY AND INCIDENTAL PURPOSES, RECORDED AS DOCKET 7824, PAGE 522.

5. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED AS DOCKET 8702, PAGE 846.

6. AN EASEMENT FOR HIGHWAY AND INCIDENTAL PURPOSES, RECORDED AS DOCKET 8025, PAGE 153.

7. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED AS DOCKET 8702, PAGE 847.

8. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED AS DOCKET 8518, PAGE 220.

9. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED AS DOCKET 8702, PAGE 845.

10. THE EFFECT OF A MAP PURPORTING TO SHOW THE LAND RECORDED AS BOOK 591 OF SURVEY, PAGE 5.

11. AN EASEMENT FOR BRIDGE WINGWALLS AND RETAINING WALLS AND INCIDENTAL PURPOSES, RECORDED AS 96-0872453 OF OFFICIAL RECORDS.

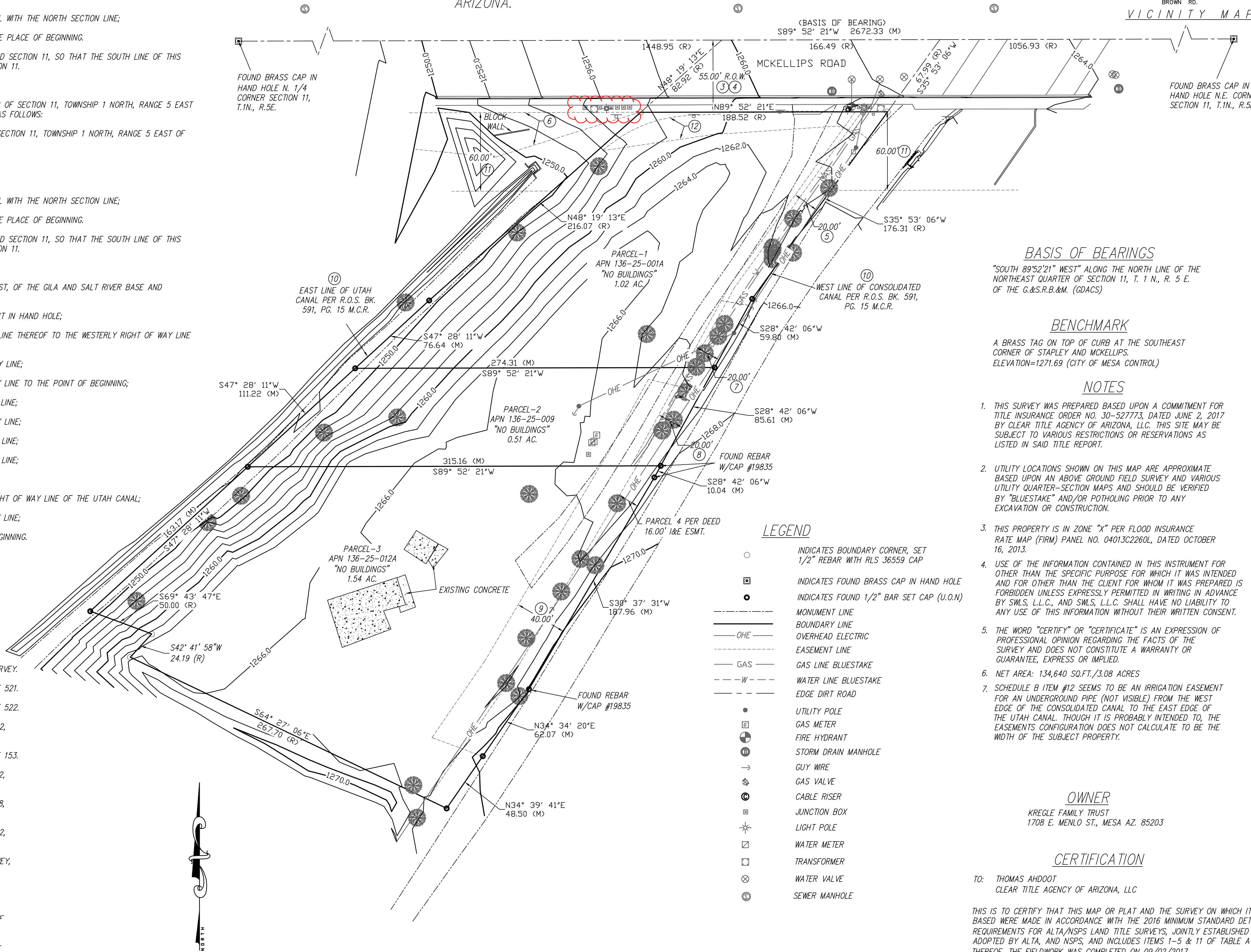
12. AN EASEMENT FOR IRRIGATION AND INCIDENTAL PURPOSES, RECORDED AS 2000-0513293 OF OFFICIAL RECORDS. *(SEE NOTE #7)

13. AN EASEMENT FOR IRRIGATION AND INCIDENTAL PURPOSES, RECORDED AS 2001-0901115 OF OFFICIAL RECORDS. (DOES NOT AFFECT PROPERTY)

14. THIS IS OF A LEGAL NATURE AND THEREFOR NO CONCLUSION IS IMPLIED BY THIS SURVEY.

ALTA/ACSM
LAND TITLE SURVEY

LOCATED IN THE NORTHEAST QUARTER OF SECTION 11,
TOWNSHIP 1 NORTH, RANGE 5 EAST OF THE GILA AND
SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY,
ARIZONA.



BASIS OF BEARINGS

"SOUTH 89°52'21" WEST" ALONG THE NORTH LINE OF THE NORTHEAST QUARTER OF SECTION 11, T. 1 N., R. 5 E. OF THE G.&S.R.B.&M. (GDACS)

BENCHMARK

A BRASS TAG ON TOP OF CURB AT THE SOUTHEAST CORNER OF STAPLEY AND MCKELLIPS.
ELEVATION=1271.69 (CITY OF MESA CONTROL)

NOTES

- THIS SURVEY WAS PREPARED BASED UPON A COMMITMENT FOR TITLE INSURANCE ORDER NO. 30-527773, DATED JUNE 2, 2017 BY CLEAR TITLE AGENCY OF ARIZONA, LLC. THIS SITE MAY BE SUBJECT TO VARIOUS RESTRICTIONS OR RESERVATIONS AS LISTED IN SAID TITLE REPORT.
- UTILITY LOCATIONS SHOWN ON THIS MAP ARE APPROXIMATE BASED UPON AN ABOVE GROUND FIELD SURVEY AND VARIOUS UTILITY QUARTER-SECTION MAPS AND SHOULD BE VERIFIED BY "BLUESTAKE" AND/OR POTHOLING PRIOR TO ANY EXCAVATION OR CONSTRUCTION.
- THIS PROPERTY IS IN ZONE "X" PER FLOOD INSURANCE RATE MAP (FIRM) PANEL NO. 04013C2260L, DATED OCTOBER 16, 2013.
- USE OF THE INFORMATION CONTAINED IN THIS INSTRUMENT FOR OTHER THAN THE SPECIFIC PURPOSE FOR WHICH IT WAS INTENDED AND FOR OTHER THAN THE CLIENT FOR WHOM IT WAS PREPARED IS FORBIDDEN UNLESS EXPRESSLY PERMITTED IN WRITING IN ADVANCE BY SWLS, L.L.C., AND SWLS, L.L.C. SHALL HAVE NO LIABILITY TO ANY USE OF THIS INFORMATION WITHOUT THEIR WRITTEN CONSENT.
- THE WORD "CERTIFY" OR "CERTIFICATE" IS AN EXPRESSION OF PROFESSIONAL OPINION REGARDING THE FACTS OF THE SURVEY AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EXPRESS OR IMPLIED.
- NET AREA: 134,640 SQ.FT./3.08 ACRES
- SCHEDULE B ITEM #12 SEEMS TO BE AN IRRIGATION EASEMENT FOR AN UNDERGROUND PIPE (NOT VISIBLE) FROM THE WEST EDGE OF THE CONSOLIDATED CANAL TO THE EAST EDGE OF THE UTAH CANAL. THOUGH IT IS PROBABLY INTENDED TO, THE EASEMENTS CONFIGURATION DOES NOT CALCULATE TO BE THE WIDTH OF THE SUBJECT PROPERTY.

OWNER

KREGLE FAMILY TRUST
1708 E. MENLO ST., MESA AZ. 85203

CERTIFICATION

TO: THOMAS AHD00T
CLEAR TITLE AGENCY OF ARIZONA, LLC

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA, AND NSPS, AND INCLUDES ITEMS 1-5 & 11 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON 09/02/2017.

BY: RICHARD L. ANDERSEN, RLS 36559



EXP- 12/31/2019

ALTA/ACSM
LAND TITLE SURVEY



DESIGNED: XXX
DRAWN: LAF
CHECKED: RLA
DATE: 09/09/2017
JOB NO.: 1591

DRAWING NO