



**March 1, 2023**

**City Council Meeting**

**Information Packet**

# AGENDA ITEM #1

## Public Comments.

*Public Comments will also be taken by email until 5:00 pm on March 1<sup>st</sup>, 2023. Please email comments to [bbaugh@grantsvilleut.gov](mailto:bbaugh@grantsvilleut.gov). Please add 'Public Comment' in the subject line.*

# AGENDA ITEM #2

## Summary Action Items:

- a. Minutes from the Regular and Joint Meetings held on 02/15/2023
- b. Approval of Bills
- c. Accepting contract with Outdoor Fitness Court As Part Of The 2023 National Fitness Campaign

**MINUTES OF THE JOINT MEETING OF THE GRANTSVILLE CITY COUNCIL  
HELD WITH PLANNING COMMISSION, ON FEBRUARY 15<sup>TH</sup> 2023 AT THE  
GRANTSVILLE CITY HALL, 429 EAST MAIN STREET, GRANTSVILLE, UTAH AND  
ON ZOOM. THE MEETING BEGAN AT 6:00 P.M.**

**Mayor and Council Members Present:**

Mayor Neil Critchlow  
Jolene Jenkins  
Scott Bevan  
Jeff Hutchins  
Darrin Rowberry  
Jewel Allen

**Commission Members Present:**

Jaime Topham, Commission Chair  
John Limburg, Vice Chair  
Derek Dalton  
Kevin Hall  
Rick Barchers

**Appointed Officers and Employees Present:**

Jesse Wilson, City Manager  
Braydee Baugh, Recorder  
Gina Francom, Deputy Recorder  
Brett Coombs, City Attorney  
Dan England, City Engineer  
Cavett Eaton, City Zoning Administrator  
Lanise Thompson, Community Development Administrative Assistant  
Shay Stark, City Contract Planner

**Citizens and Guests Present: Melanie Langford, Joseph Lopez, Sydnee Holmes,  
Barry Bunderson**

There were many members of the public present in person and via Zoom

**AGENDA:**

**1. Discussion regarding Chapter 21 Amendments**

Mayor Critchlow advised he would like to discuss the topic of Minor Subdivisions. Mr. Hall asked if the new Commission Members could receive paper copies of the proposal provided by Mr. Stark and they were provided physical copies. **Councilmember Jenkins arrived for the meeting and wanted it noted this was the only time she has been tardy.** Mr. Stark advised after meeting with Staff, it was pointed out by the Finance Director the proposal for the minor subdivisions be set up in different levels. Mr. Stark explained the first “level” is what would be considered a single lot subdivision. Mr. Stark explained these occur when someone has adjusted the boundary on the property but did not go through the subdivision process to be a legal parcel, and by State Code, this would be required for it to become a buildable lot. Mr. Stark continued that “Level 2” would be

if someone wants to split their lot. Mr. Stark explained the reason for this is if the property already has street frontage and utilities in place, all the property owner would need to do is go through and add the sewer and water connections. Mr. Stark advised if there wasn't anything further that was required it would be a simple review process. Mr. Stark advised the next "Level" is if the property owner wanted to split their lot into four lots, but all the lots fronting an existing street and the only addition would be the utility connections. Mr. Stark advised the property owner should only have to do a plat and simple drawing showing utility connections; this should not go through an entire subdivision process. Mr. Stark advised the fourth "level" would be four lots or less with the difference being there had to be road frontage and mains brought down a private road. Mr. Stark advised this would require more review, there would be a dedication of easements and land and improvements made to make the subdivision work. Mr. Stark advised this again would be a simple review and the property owner should not have to go through an entire subdivision preliminary and final approval. Mr. Stark advised the final level is a subdivision in the traditional sense where there are a large number of improvements and review needed. Mr. Stark advised that after discussions with Planning Commission, the feedback was combining Level 2&3 as the process was essentially the same. Mr. Stark advised the other issue that came up was identifying when a development was going to be required to do full improvements. Mr. Stark advised that typically people who are just subdividing their lot haven't been made to improve the street frontage, but as development occurs around them, it has been required. Mr. Stark continued this causes gaps in the improvements and the City ends up paying for the improvements. Mr. Stark advised there are several projects where the limitation to the improvements has been a point of argument. Mr. Stark advised particularly on Old Lincoln Highway where the developers are not required to improve that road but are increasing the impact to those roads. Mr. Stark advised the other question is the approval process. Mr. Stark asked if for Single Lot splits if the City Council is okay with delegating the approval to the Planning Commission or if City Council still wants the determining vote on approvals. Councilmember Hutchins asked how the proposal addresses fees. Mayor Critchlow advised the fees will be discussed at a later time. Commission Member Hall wanted to clarify a few things regarding the requirements for where current developments are storing their storm water. City Engineer, Dan England, advised the developments are responsible for storing their own storm water. Commission Member Hall advised the water is ran into the ground and then into a sump pump and wanted to point out that all the curb and gutter is being required but there is no plan for what to do with the Storm Water other than to store it onsite. Mr. England advised this was the best way to maintain the aquifers for the City. Commission Member Hall noted there is not a storm drainage plan but the practice is to have the property responsible for their own storm water. Mayor Critchlow advised storm water basins are being thought out and he has been working with the City Engineer to identify those. Mayor Critchlow felt for single lot subdivisions, the staff should be able to make the decision on whether or not the single lot development needs curb, gutter, and other improvements. Commission Chair Topham agreed the current process is long and complicated and staff should be empowered for some of the simpler divisions. Commission Chair Topham questioned for the "Level 2" if it was necessary to have 2 staff DRC's for a plat.

Commission Chair Topham asked about the open space requirements and advised the code requires 10% open space or a fee in lieu. Commission Chair Topham questioned if someone is doing a smaller level subdivision - will that property owner be required to provide the open space or pay the fee in lieu, and if so, why should that be a requirement. Commission Chair Topham advised her hope for this meeting is to be able to give direction to the people who come before the Planning Commission. Commission Member Limburg asked if the City is willing to do the improvements on the smaller subdivisions that come in before the major subdivisions. Commission Member Limburg pointed out this is an issue on Quirk Street where a Minor Subdivision was not required to do the street improvements but now there is a Major Subdivision coming in now that will be required to complete those improvements and is the City going to make the financial commitment to improve those sections that were not originally improved. Commission Member Barchers noted a simpler process is needed but it should be fair and equitable to everybody. Mayor Critchlow advised that in some areas, it does not make sense to put in curb and gutter. Commission Member Limburg noted that Commission Member Barchers brought up the property owners would pay into a fund that would cover the cost of curb and gutter in another area. Councilmember Jenkins asked Attorney Coombs if the City could legally require the property owners to pay a fee and the fees are kept in a fund until the road improvements are completed. City Engineer, Dan England, advised the money could be collected but the little bit of interest collected versus the inflation cost of construction is not equal. Mr. England advised there is a law that Cities can only keep the money for approximately 10 years and if it is unused, it has to be returned to the property owner. Attorney Coombs advised the administrative cost is involved in that. Councilmember Jenkins asked if there could be a general curb, gutter, sidewalk fund that could cover the cost of the improvements in other parts of the City. Mr. England advised that is a possibility but developers will fight that policy because they will only want to contribute to what their project requires. Attorney Coombs advised that could not be done and legally the cost of the development has to relate directly to the cost of the development. Attorney Coombs advised the City cannot ask for a developer to pay for the cost of a sidewalk across town. Councilmember Hutchins advised that previously the City would require property owners to pay for the street improvements if, at a later date, the City determined those improvements were required and Councilmember Hutchins asked for clarity on if that is still legally applicable. Attorney Coombs advised nothing has changed but it's a matter of enforcement. Councilmember Hutchins advised that if there is an "improvement fund" it could be years and different property owners that see the benefit of the money the original property owner is required to pay. Attorney Coombs advised the largest restriction is if there already were impact fees that were paid. Councilmember Rowberry noted on the South side of Durfee and Quirk there was sidewalk put in but not on the North side of the road and noted that if the City wanted to put sidewalk in on the North side, the property owners may question why they have to pay when it was installed on the South side through a grant. City Manager Jesse Wilson advised part of the issue is the timing and the grant funding is not always a guarantee. Councilmember Rowberry advised that as a property owner it would be more palatable to know that some time down the road, if the City determines the street needs improvements, the City will work with the current property owner on a payment plan or

payment option for that immediate improvement. Commission Member Limburg asked Mr. England about the situation where the City had a cost estimate for the street improvements but it was more than the property owner could afford. Councilmember Hutchins acknowledged curb and gutter does not fit in all areas of the City, but should evaluate what makes sense for the surrounding area, for the safety of the area and other factors. Commission Member Barchers advised the direction is suited, but if that decision is left to “admin”, who will be responsible for that assessment. Commission Member Barchers noted there should be a plan for the administration to identify where and who will be required to pay for sidewalks. Commission Member Hall noted the language on the plat covers the notice to property owners but suggested that might be something that is designated by zoning as well. Councilmember Hutchins advised there should be a legitimate reason for a sidewalk to be installed on any street and that should be the only time the City approaches the property owner about the cost associated. Commission Chair Topham advised some direction regarding the levels of subdivision process and open space. Councilmember Hutchins advised he is in favor of the process as it seems well thought out and feels that level five should have an open space requirement. Councilmember Hutchins advised he get the most push back about the fees associated with the subdivision process. Councilmember Hutchins noted the fees should be the direct cost to the City for review and the City should not be making money. Councilmember Hutchins advised he saw no issue with giving the staff the authorization to approve simpler subdivisions for efficiency of process. Commission Chair Topham confirmed that City Council is comfortable with Level 1, Level 2, and Level 3 all being approved at staff level- not even being seen by Planning Commission. Mayor Critchlow and Councilmember Hutchins both agreed. Commission Chair Topham asked Mr. Stark if Level 4 was necessary. Mr. Stark advised that once you start getting above 4 lots the requirement is for a preliminary and final approval separate. Mr. Stark advised the issue with level 4 is there is a dedication of land, utilities etc. Commission Chair Topham asked for clarification on why 4 and 5 levels were separate. Mr. Stark advised Level 4 is 4 lots or less and therefore a simpler process. Mayor Critchlow advised Level 4 should be Planning Commission approval. Councilmember Hutchins advised he preferred a scale of fees so they are proportionate to the size of the development. Commission Chair Topham wanted to confirm that Levels 1-4 are exempt from open space requirement. Councilmembers agreed that Levels 1-4 should be exempt from open space. Commission Member Barchers was concerned that someone would take a large parcel and do several 4 lot subdivisions. Commission Chair Topham wanted the language to specify that applicants can only do one smaller subdivision. Commission Chair Topham noted that if someone is already in a platted subdivision and wants to divide a single lot they have to go through a subdivision amendment. Attorney Coombs advised that process is correct and there is a notice requirement and other process that would have to take place. Attorney Coombs advised that once the process and language is identified, he will draft an ordinance to change that process and it will need to go through Planning Commission and City Council for formal approval and adoption. Councilmember Rowberry wanted to confirm how the information is provided to the public regarding the change. Councilmember Jenkins advised that would be the responsibility of the Planning Administrator. There was a consensus that there should be a checklist after this was

adopted. Commission Chair Topham asked if there was another meeting that could take place for the road improvements and identifying when the improvements should be required. Mayor Critchlow requested a joint meeting on March 29<sup>th</sup>, 2023 at 6:00 pm.

## **2. Adjourn.**

**Motion:** Councilmember Hutchins made the motion to adjourn

**Second:** Councilmember Rowberry seconded the motion.

**Vote:** The vote was as follows: Councilmember Rowberry, “Aye”, Councilmember Hutchins, “Aye”, Councilmember Bevan, “Aye”, Councilmember Allen “Aye”, and Councilmember Jenkins, “Aye”. The motion carried.

**Motion:** Councilmember Limburg made the motion to adjourn

**Second:** Councilmember Barchers seconded the motion.

**Vote:** The vote was as follows: Commission Chair Topham, “Aye”, Commission Member Limburg, “Aye”, Commission Member Hall, “Aye”, Commission Member Dalton “Aye”, and Commission Member Barchers “Aye”. The motion carried.



**MINUTES OF THE REGULAR MEETING OF THE GRANTSVILLE CITY COUNCIL,  
HELD ON FEBRUARY 15<sup>TH</sup> 2023 AT THE GRANTSVILLE CITY HALL, 429 EAST  
MAIN STREET, GRANTSVILLE, UTAH AND ON ZOOM. THE MEETING BEGAN  
AT 7:00 P.M.**

**Mayor and Council Members Present:**

Mayor Neil Critchlow  
Jolene Jenkins  
Scott Bevan  
Jeff Hutchins  
Darrin Rowberry  
Jewel Allen

**Appointed Officers and Employees Present:**

Sherrie Broadbent, Finance Director  
Dan England, City Engineer  
Jacob Enslin, Police Chief  
Braydee Baugh, Recorder  
Gina Francom, Deputy Recorder  
Jesse Wilson, City Manager  
Brett Coombs, City Attorney

**Citizens and Guests Present: Melanie Langford, Joseph Lopez, Sydnee Holmes,  
Barry Bunderson**

There were many members of the public present in person and via Zoom

Mayor Critchlow asked Councilmember Jeff Hutchins to lead the Pledge of Allegiance.

**AGENDA:**

- 1. Presentation by Hope Squad. The Hope Squad was unable to attend. Mr. Wilson provided a statement from the Hope Squad.**
- 2. Public Comments: No Comments were offered**
- 3. Summary Action Items.**
  - a. Approval of minutes from February 1st, 2023 regular meeting
  - b. Approval of Bills totaling \$296,752.70

**Motion:** Councilmember Hutchins made a motion to approve the summary action items.

**Second:** Councilmember Jenkins seconded the motion.

**Vote:** The vote was as follows: Councilmember Rowberry, “Aye”, Councilmember Hutchins, “Aye”, Councilmember Bevan, “Aye”, Councilmember Allen “Aye”, and Councilmember Jenkins, “Aye”. The motion carried.

#### 4. Mayor Critchlow State of City Address

*Members of the City Council, city employees, and members of the community: I appreciate this opportunity to deliver the State of the City address for 2023.*

*I want to begin by thanking those who have supported me in my first year in office. I'm grateful to my family, to the members of the city council, city employees, and the citizens of this great city.*

*As we look back over this past year, there have been many successes as well as some challenges. I appreciate those who have given their time, talents, and energy toward endeavors that have bettered our community.*

*I make a special note of those who are willing to volunteer in these efforts- everything from our volunteer fire department to coaching or advising youth activities to organizing community events to just being a good neighbor. All of these efforts add to the, if not "small-town" feel, then the "home-town" feel that we enjoy.*

*As we look to the future, I can see some challenges on the horizon for us.*

*Everyone is aware of the state of the national economy and the stress that is placed on families to make due with the resources they have.*

*As a city organization, we also need to live within our means without raising taxes and placing more of a burden on our citizens. The housing market in our city has slowed dramatically in the past several months. Applications for home building permits are down. This has an effect on the bottom line for our revenues.*

*This is the time for us, as city leaders, to take a critical look at our budgets. We need to maintain services to our citizens as we look to future needs such as a new sewer plant.*

*In campaigning for this office and throughout this past year I heard from many of our citizens about issues including growth, our parks, our cemetery, infrastructure, and transparency in our city government.*

*Those are concerns that I share with our citizens. I ask for your cooperation and support as I pledge to keep working and striving to keep Grantsville a great place to live.*

#### 5. Consideration of Resolution 2023-06 approving the appointment of Interim Chief

Jesse Wilson stood for this item. Mr. Wilson advised Chief Enslin has officially retired there has not been a new Chief hired, an interim chief would need to be appointed. Mayor Critchlow advised he would like to nominate Lt. Robert Sager as the interim Chief of

Unapproved

Police.

**Motion:** Councilmember Allen made the motion to approve Resolution 2023-06 approving the appointment of Interim Chief

**Second:** Councilmember Jenkins seconded the motion.

**Vote: Vote:** The vote was as follows: Councilmember Rowberry, “Aye”, Councilmember Hutchins, “Aye”, Councilmember Bevan, “Aye”, Councilmember Allen “Aye”, and Councilmember Jenkins, “Aye”. The motion carried.

## **6. Approval of the Burmester Water Line Change Order**

Jesse Wilson stood for this item. Mr. Wilson advised the City was approved for this grant. Mr. Wilson advised that in 2014 Barry Bunderson with Civil-Projex provided a bid for this item. Mr. Wilson advised due to the increase in cost and the increase in project size the amount of the change order is more than a staff approval would allow. Finance Director, Sherrie Broadbent advised this project also includes Vegas Street which is the reason for the increase in scope of the project. Councilmember Hutchins asked where the water line currently ends. Mr. Wilson advised this would loop the water line around from Vegas to Cooley.

**Motion:** Councilmember Allen made the motion to approve the Burmester Water Line Change Order

**Second:** Councilmember Rowberry seconded the motion.

**Vote:** The vote was as follows: Councilmember Rowberry, “Aye”, Councilmember Hutchins, “Aye”, Councilmember Bevan, “Aye”, Councilmember Allen “Aye”, and Councilmember Jenkins, “Aye”. The motion carried.

**7. Council Reports**

**Councilmember Rowberry:**

**Councilmember Jenkins:** Would like to thank staff for the work that goes into the City.

**Councilmember Bevan:** Beautification Committee met and will inventory the trailer March 3<sup>rd</sup> and will meet again March 10<sup>th</sup>. Met with Historic Preservation Committee and will meet with Merrill Nelson on his history project.

**Councilmember Hutchins:**

**Councilmember Allen:** Went to capital for Utah League of Cities and Towns policy meeting. There is the April Training in St. George. Moana Dalton will be reaching out to the City regarding a grant opportunity.

**Mayor Critchlow:** There is a meeting at the library for the Waterwise Landscaping. Would like to discuss Street Lights in the next couple of meetings. Next meeting there will be a plaque for Gary Pinkham. There is legislation for the Sand and Gravel pits that passed committee today. Expresses condolences to the City of Tooele for the loss of a young gentleman

**8. Closed Session (Personnel, Real Estate, Imminent Litigation).**

**There was no closed session**

**9. Adjourn.**

**Motion:** Councilmember Allen made the motion to adjourn

**Second:** Councilmember Jenkins seconded the motion.

**Vote:** The vote was as follows: Councilmember Rowberry, “Aye”, Councilmember Hutchins, “Aye”, Councilmember Bevan, “Aye”, Councilmember Allen “Aye”, and Councilmember Jenkins, “Aye”. The motion carried.



## Congratulations!

Grantsville, UT has been selected as a 2023 Healthy Cities Campaign Grant Recipient!

Dear James,

On behalf of the National Fitness Campaign Grant Committee, we are pleased to share that Grantsville, UT has been selected as a grant eligible partner in the 2023 Healthy Cities Campaign! This notification letter confirms eligibility for one (1) 2023 NFC Grant of \$30,000. The next step is to schedule your official Grant Eligibility Award Call within the next 10 days, where the qualifications submitted in your Grant Application will be confirmed by the NFC team, and your Grant Program Requirements (GPR) will be aligned for eligibility and participation in this year's campaign. A copy of your GPR Document is attached to this formal award letter for your review, and is based on dates submitted in your Grant Application.

The \$30,000 Grant Award will be confirmed pending 1) the submission of a Resolution of Adoption, endorsed by your local governing body or appropriate council, and a countersigned copy of the attached formal GPR document within 60 days of the Award Call, 2) authorization to proceed, documented by formal funding confirmation (commonly a purchase order) and 3) confirmation of a scheduled shipping date for the Fitness Court and appropriate storage plans. Once set, GPR milestones must be met in order to maintain funding eligibility in the campaign.

To support this partnership and align your GPR milestones with your community's local adoption and funding processes, we have assigned a Partnership Manager – McKenzie Coltrin – as your dedicated partner and champion in support of this partnership. Over the coming months, McKenzie will work with your team to support the path outlined in the GPR Document, assisting in the confirmation of required remaining funding, installation, and launch of your program.

The 2023 Healthy Cities Campaign is part of a national movement to make world-class fitness free and accessible in public spaces across the country, which is more important today than ever before – thank you for your commitment to supporting this goal.

Here is a sneak peak at what's ahead:

- Fitness Court® Launch – Cut the ribbon on your beautiful new outdoor gym & announce free fitness to the community!
- Classes & Challenges – Get residents moving & keep them engaged with ongoing group classes, individual training, and competitive events.
- Press & Promotions – Shine a spotlight on your community and local partners for joining this exciting and innovative wellness movement!

Once again, we are thrilled to invite you to join us as a partner in the 2023 Healthy Cities Campaign, and we look forward to making world-class fitness free in Grantsville, UT!

Best in Fitness,

Mitch Menaged, Founder



## Grantsville, UT - National Fitness Campaign 2023 Funding Cycle Grant Program Requirements (G.P.R.)

### MILESTONE 1: ADOPTION

- **Summary:** Commit to project adoption and confirm matching funding
  - **Requirement A:** Countersigned Grant Program Requirements Document
  - **Deadline:** 2/1/2023
  - **Requirement B:** Resolution of Adoption or Letter of Support
  - **Deadline:** 2/16/2023
- \*Purchase Order Will Satisfy Adoption Requirement if Submitted Within 60 Days of Grant Award

### MILESTONE 2: AUTHORIZATION TO PROCEED - FUNDING CONFIRMED

- **Summary:** Execute budgeting and fundraising plan (as needed) and confirm total required funding
  - **Requirement:** Funding confirmation document submitted to NFC for remaining program funding (typically P.O)\*
- \*Refer to Official Quote and Funding Requirements Summary for details
- **Deadline:** 2/16/2023

### MILESTONE 3: SHIPMENT FOR STORAGE

- **Summary:** Identify Fitness Court® storage location and schedule Fitness Court® delivery
- **Requirement:** Accept Fitness Court® delivery and store at a secure location, prepare to be invoiced for program funds
- **Deadline:** 4/17/2023 to 5/5/2023

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### MILESTONE 4: INSTALL CONCRETE SLAB & ART APPROVAL

- **Summary:** Review slab drawings & schedule concrete installer, confirm Fitness Court orientation, Approve art print preview
- **Requirement:** Install concrete slab (*cure time of 28 days before Fitness Court® installation*)
- **Deadline:** March 2023 - pending weather

### MILESTONE 5: FITNESS COURT® ASSEMBLY

- **Summary:** Select Fitness Court® Assembly Team - NFC'S Installation Network is recommended, (includes art install)
- **Requirement:** Confirm installation timeline with NFC, provide completed installation photos for NFC inspection
- **Deadline:** April 2023 - pending weather

### MILESTONE 6: PRESS LAUNCH CEREMONY

- **Summary:** hold Fitness Court® press launch event & ribbon cutting
- **Requirement:** Promote press release, hold launch event within campaign year (weather permitting)
- **Deadline:** May 2023 - pending weather

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Trent Matthias, Director  
National Fitness Campaign

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Jesse Wilson, City Manager  
Grantsville, UT

*It is noted by the National Fitness Campaign and the municipality, school or organization listed above that this document in no way constitutes a binding agreement, or requirement to proceed with the NFC Program at any time. Formal commitment occurs upon receipt of complete local match funding by the program awardee, with submission of Funding Confirmation Documentation to National Fitness Campaign.*

# **AGENDA ITEM #3**

Presentation by President Hacking with  
Tooele Tech – Student of the Year

# **AGENDA ITEM #4**

Consideration of Resolution  
2023-07 Appointing permanent  
Police Chief



**GRANTSVILLE CITY  
RESOLUTION NUMBER 2023-07**

**A RESOLUTION APPOINTING ROBERT SAGER AS CHIEF OF POLICE FOR THE  
GRANTSVILLE CITY POLICE DEPARTMENT**

**WHEREAS**, in accordance with Utah Code Ann. §§ 10-3b-303(1), *et al.* and Grantsville City Code (GCC) § 8-2-1, and GCC § 2-5-3, the Mayor, subject to confirmation by the City Council may hire and appoint a Chief of Police to perform executive and administrative functions for the Grantsville City Police Department; and

**WHEREAS**, Utah Code § 10-3-913 and GCC § 8-2-1 grants the Chief of Police the same authority as the sheriff within the boundaries of Grantsville City, including but no limited to the authority to: (a) suppress riots, disturbances, and breaches of the peace; (b) apprehend all persons violating state laws and city ordinances; (c) diligently discharge his duties and enforce all ordinances of the city to preserve the peace, good order, and protection of the rights and property of all persons; (d) attend the municipal justice court located within the city when required, provide security for the court, and obey its orders and directions; and (3) select a representative of law enforcement to serve as a member of a child protection team; and

**WHEREAS**, the Chief of Police of the Grantsville City Police Department is a department head within the City and reports to the City Manager and/or the City Council; and

**WHEREAS**, Chief Jacob Enslen retired as the Chief of Police; and

**WHEREAS**, the City engaged in a public recruitment for the position resulting in the interview of several qualified candidates, including Grantsville City Police Lieutenant Robert Sager; and

**WHEREAS**, the City Council hereby confirms the Mayor's appoint and finds that Robert Sager is qualified to be hired as the Grantsville City Chief of Police and should therefore

be appointed to act in that office; and

**WHEREAS**, City Council hereby determines that entering this action is in the best interest of the City and will promote the general health, safety and welfare of the citizens of the City.

**NOW THEREFORE BE IT RESOLVED BY THE GRANTSVILLE CITY COUNCIL,**

**SECTION 1. APPOINTMENT** - The City Council hereby confirms the appointment of Robert Sager as Chief of Police for the Grantsville Police Department with all attendant duties, obligations, and benefits. Chief Sager shall perform such duties with fidelity, competence and care, and as required of him by the ordinances of Grantsville City, the laws of The State of Utah, and statutes of The United States of America. Chief Sager shall continue to serve until his successor is appointed, qualified, and sworn in.

**SECTION 2. OATH OF OFFICE** – Chief Sager, prior to assuming command, shall take, subscribe and file an Oath of Office swearing to uphold and defend the Constitutions of The State of Utah and The United States of America.

This resolution is effective immediately upon passage.

ADOPTED AND PASSED BY THE CITY COUNCIL OF GRANTSVILLE CITY,  
THIS 1<sup>st</sup> DAY OF MARCH, 2023.

BY ORDER OF THE

\_\_\_\_\_  
Mayor Neil Critchlow

ATTEST

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Braydee Baugh, City Recorder

# **AGENDA ITEM #5**

Consideration of Resolution 2023-08  
Approving the Preliminary Plat for  
Hollywood Corner Subdivision  
consisting of (30) ½ acre lots to be built  
at the corner of Quirk and Hollywood  
located in the R-1-21

**GRANTSVILLE CITY  
RESOLUTION NO. 2023-08**

**A RESOLUTION APPROVING THE PRELIMINARY PLAT FOR THE HOLLYWOOD  
CORNER SUBDIVISION FOR THE CREATION OF THIRTY (30) SINGLE FAMILY  
LOTS IN THE RM-1-12 ZONE**

**WHEREAS**, The Coassolo Group submitted an application for a preliminary subdivision plat for the Hollywood Corner Subdivision in Grantsville City, Utah for the creation of thirty (30) single family residential lots in the R-1-12 zone; and

**WHEREAS**, the proposed uses of the subject property are permitted uses in R-1-12 zone as indicated in the Grantsville City Land Use Management and Development Code (GLUMDC); and

**WHEREAS**, the Grantsville City Planning and Zoning Commission reviewed the preliminary plat in a regularly scheduled public meeting for compliance with the requirements of the pertinent Grantsville City code requirements, and found that the proposed preliminary plat has met or can meet the requirements of GLUMDC, through the City Council granting variances; and

**WHEREAS**, the Grantsville City Council hereby determines that it is in the best interest of the City to approve the preliminary plat for The Coassolo Group for the Hollywood Corner Subdivision in Grantsville City, Utah for the creation of 30 single-family residential lots in the R-1-12 zone.

**NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF GRANTSVILLE CITY, STATE OF UTAH, AS FOLLOWS:**

**Section 1. Preliminary Plat.** The City of Grantsville approves the Preliminary Plat provided in Exhibit A.

**Section 2. Severability Clause.** If any part or provision of this Resolution is held invalid or unenforceable, such invalidity or unenforceability shall not affect any other portion of this Resolution and all provisions, clauses and words of this Resolution shall be severable.

ADOPTED AND PASSED BY THE CITY COUNCIL OF GRANTSVILLE CITY, THIS  
1<sup>st</sup> DAY OF MARCH, 2023.

BY ORDER OF THE  
GRANTSVILLE CITY COUNCIL

\_\_\_\_\_  
By Mayor Neil Critchlow

ATTEST

\_\_\_\_\_  
Braydee Baugh, City Recorder



## MEMORANDUM

**DATE:** January 27, 2023

**TO:** Braydee Baugh, City Recorder

**FROM:** Cavett Eaton, Planning & Zoning Administrator

**RE:** **ZONING ITEMS UP FOR CONSIDERATION AT COUNCIL MEETING TO BE HELD XXXXX, 2022**

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### **City Council Agenda Items #: Consideration of Resolution 2022-\_\_ approval of the Preliminary Plat for Hollywood Corner Subdivision**

**The Planning Commission recommended approval this item on January 19, 2023:**

In the discussion at the Planning Commission meeting of January 5, 2023, the issue of an easement for storm water drainage was brought up. At present the storm water storage will be on the parcel to the north of the subdivision. Todd Castagno representing the developer, explained that Dean and Betty Matthews, who were present, own both parcels are willing to put in writing that the storm water from Hollywood corner can be stored on the adjacent property. Gary also brought up the issues of Nygreen and Quirk. Not completing Nygreen at this time but adding additional right-of-way for Quirk. These will all be worked out with Brett Coombs in the Development Agreement.

**Commission Member Gary Pinkham made a motion to recommend approval of the Preliminary Plat for Hollywood Corner Subdivision with the condition that the applicant continue to put into place the paper work agreement for the storm water and the Nygreen and Quirk Street issues that are being incorporated into the Development Agreement. Commission Member Jaime Topham seconded the motion. All voted in favor and the motion carried unanimously. (John Limburg was not present at the meeting)**

**- End of Memorandum-**



**Planning and Zoning**

336 W. Main Street • Grantsville, UT 84029

Phone: (435) 884-1674 • Fax: (435) 884-0426

CD-22-07.13

## Preliminary Plan Summary and Recommendation

<b>Parcel ID:</b>	01-074-0-0010	<b>Meeting Date:</b>	January 19, 2023
<b>Property Address:</b>	Not at this time	<b>Current Zone/Proposed Zone</b>	R-1-12

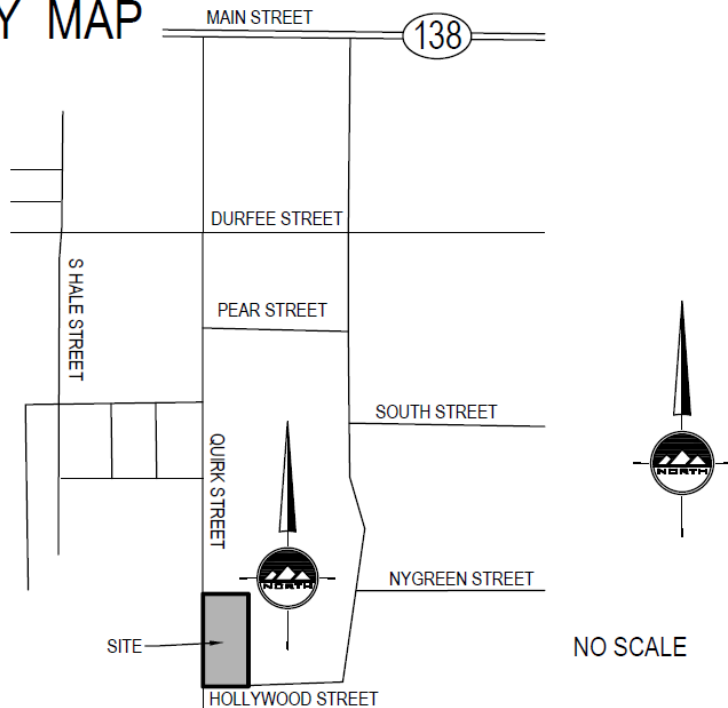
**Applicant Name:** The Coassolo Group  
**Request:** Consideration to recommend approval of Preliminary Plat for Hollywood Corner Subdivision  
**Prepared by:** Cavett Eaton  
**Planning Staff Recommendation:** Approval with recommendation from City Engineering

### PROJECT DESCRIPTION

Hollywood Corner Subdivision consisting of (30) ½ acre lots to be built at the corner of Quirk and Hollywood, zoned R-1-12.

### SITE & VICINITY DESCRIPTION

#### VICINITY MAP







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### ISSUES OF CONCERN/PROPOSED MITIGATION

---

Storm drain. Todd is working with Brett to address this with his Development Agreement and will have updated response.

### NEIGHBORHOOD RESPONSE

---

None at this time. Radius letters sent December 27, 2022.

### PLANNING COMMISSION RESPONSE

---

In the previous Planning Commission Meeting – Discussions were held regarding:

- 1) Streets Nygreen and Hollywood – Todd will be covering ½ (or more) of the cost of these streets on Hollywood Frontage. Todd is providing a 54' of right-of-way and may be giving more. Has given the City 10' for a walking trail.
- 2) The Development Agreement will cover the above issues.
- 3) Rocky Mountain Power is burying the power on the south frontage.
- 4) Handling of water retention for this property needs to be settled. Storm water is being collected and it is going to the neighbor's property. Something has to be put in writing to create a regional retention basin for this water drainage and a legal commitment that shows how this is going to be handled with Todd and the neighbor property owner.
- 5) Open space is either a fee in lieu of or combine to include the regional retention basin.

- 6) Parking and Access on Quirk was discussed. No access (driveways) on Quirk to any homes. Addresses for lots 102 and 103 need re-addressed to go on to Hollywood.

---

## **PLANNING STAFF RECOMMENDATION**

---

Planning Staff recommends approval of the Preliminary Plan for Hollywood Corner Subdivision with stipulations that the Water Retention issues continue to be discussed and worked out in the Development Agreement as well as right-of-way concessions. Issues with Lot Addressing to be changed by Developer ASAP.

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**BENCHMARK**  
 NORTH QUARTER CORNER OF SECTION 7,  
 TOWNSHIP 3 SOUTH, RANGE 5 WEST  
 SALT LAKE BASE AND MERIDIAN  
 (2.5" BRASS TOOELE COUNTY SURVEY  
 MONUMENT ON 4" PIPE, DATED 1986)  
 ELEV = 4599.95' (USED ELEVATION)  
 4414.85' (TRUE ELEVATION)

# HOLLYWOOD CORNER SUBDIVISION

HOLLYWOOD AND QUIRK STREET  
 GRANTSVILLE CITY, UTAH

**FOR REVIEW  
 NOT FOR CONSTRUCTION**

DATE PRINTED  
 November 16, 2022

## INDEX OF DRAWINGS

1 OF 1	PLAT		
C-001	GENERAL NOTES	PP-4	RUTH COURT PLAN AND PROFILE
C-002	PRE-CONSTRUCTION GENERAL NOTES	PP-5	FROSTY LANE PLAN AND PROFILE
C-100	DEMOLITION PLAN	PP-6	GEORGE COURT PLAN AND PROFILE
C-200	SITE PLAN	PP-7	HOLLYWOOD STREET PLAN AND PROFILE
C-201	SITE PLAN STRIPPING PLAN	PP-8	HOLLYWOOD STREET PLAN AND PROFILE
C-300	GRADING AND DRAINAGE PLAN	PP-9	CHESTNUT PLAN AND PROFILE
C-301	DRAINAGE CALCULATIONS	PP-10	CHESTNUT PLAN AND PROFILE
C-400	UTILITY PLAN	PP-11	CHESTNUT PLAN AND PROFILE
C-500	EROSION CONTROL PLAN	PP-12	SANITARY SEWER PLAN AND PROFILE
PP-0	PLAN AND PROFILE KEY MAP	PP-13	STORM DRAIN PLAN AND PROFILE
PP-1	QUIRK STREET PLAN AND PROFILE	D-600	DETAILS
PP-2	QUIRK STREET PLAN AND PROFILE	D-601	DETAILS
PP-3	QUIRK STREET PLAN AND PROFILE	D-602	DETAILS

**ENSIGN**  
 THE STANDARD IN ENGINEERING

**TOOELE**  
 169 N. Main Street, Unit 1  
 Tooele, UT. 84074  
 Phone: 435.843.3590

**SALT LAKE CITY**  
 Phone: 801.255.0529

**LAYTON**  
 Phone: 801.547.1100

**CEDAR CITY**  
 Phone: 435.865.1453

**RICHFIELD**  
 Phone: 435.896.2983

**WWW.ENSIGNENG.COM**

FOR:  
 THE COASSOLO GROUP, LLC  
 PO BOX 190  
 GRANTSVILLE CITY, UTAH 84029

CONTACT:  
 TODD CASTAGNO  
 PHONE: 435-849-1485

HOLLYWOOD CORNER SUBDIVISION  
 PRELIMINARY DESIGN  
 HOLLYWOOD STREET AND QUIRK STREET  
 GRANTSVILLE CITY, UTAH

**For Review**  
 11/21/2022 4:05:52 PM

**COVER**

APPROVED BY CITY COUNCIL ON: \_\_\_\_\_  
 - PRE-CONSTRUCTION MEETING DATE: \_\_\_\_\_

APPROVED FOR CONSTRUCTION ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_

GRANTSVILLE CITY PUBLIC WORKS DIRECTOR

APPROVED BY CITY ENGINEER, GRANTSVILLE CITY, UTAH  
 FOR PUBLIC IMPROVEMENTS ONLY (SHEETS \_\_\_\_\_)

CITY ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

APPROVAL OF THESE PLANS DOES NOT RELEASE THE DEVELOPER FROM RESPONSIBILITY FOR CORRECTION OF MISTAKES, ERRORS OR OMISSIONS CONTAINED THEREIN. IF DURING THE COURSE OF CONSTRUCTION THE PUBLIC INTEREST REQUIRES A MODIFICATION OR A DEPARTURE FROM THE CITY SPECIFICATIONS, OR THE APPROVED PLANS, THE CITY SHALL HAVE THE AUTHORITY TO REQUIRE SUCH MODIFICATION OR A DEPARTURE, AND TO SPECIFY THE MANNER WHICH THE SAME IS MADE.

PROJECT NUMBER: T1216G  
 PRINT DATE: 2022-10-12  
 DRAWN BY: C. CHILD  
 CHECKED BY: J. CLEGG  
 PROJECT MANAGER: C. CHILD

**C-000**

### NOTICE TO CONTRACTOR

ALL CONTRACTORS AND SUBCONTRACTORS PERFORMING WORK SHOWN ON OR RELATED TO THESE PLANS SHALL CONDUCT THEIR OPERATIONS SO THAT ALL EMPLOYEES ARE PROVIDED A SAFE PLACE TO WORK AND THE PUBLIC IS PROTECTED. ALL CONTRACTORS AND SUBCONTRACTORS SHALL COMPLY WITH THE OCCUPATIONAL SAFETY AND HEALTH REGULATIONS OF THE U.S. DEPARTMENT OF LABOR AND THE STATE OF UTAH DEPARTMENT OF INDUSTRIAL RELATIONS CONSTRUCTION SAFETY ORDERS. THE CIVIL ENGINEER SHALL NOT BE RESPONSIBLE IN ANY WAY FOR THE CONTRACTORS AND SUBCONTRACTORS COMPLIANCE WITH SAID REGULATIONS AND ORDERS.

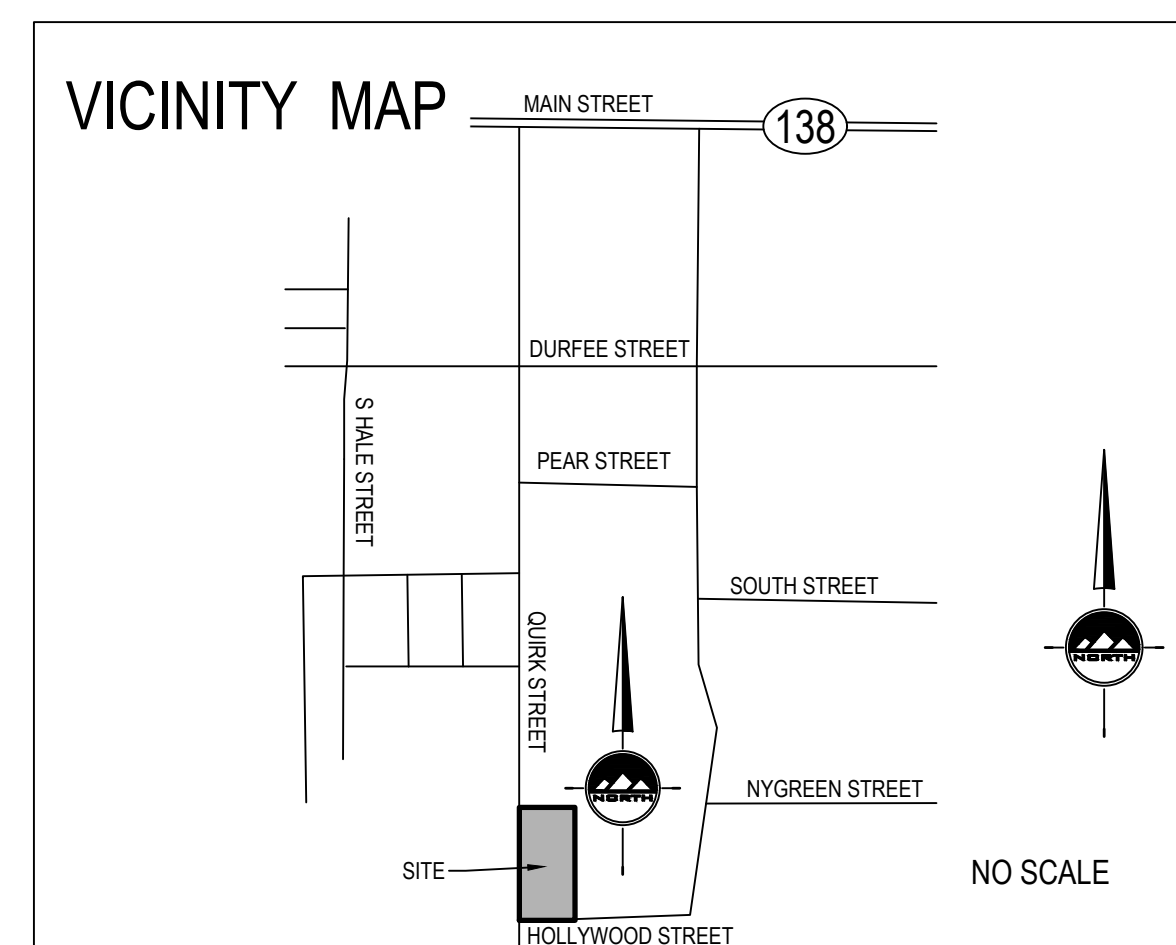
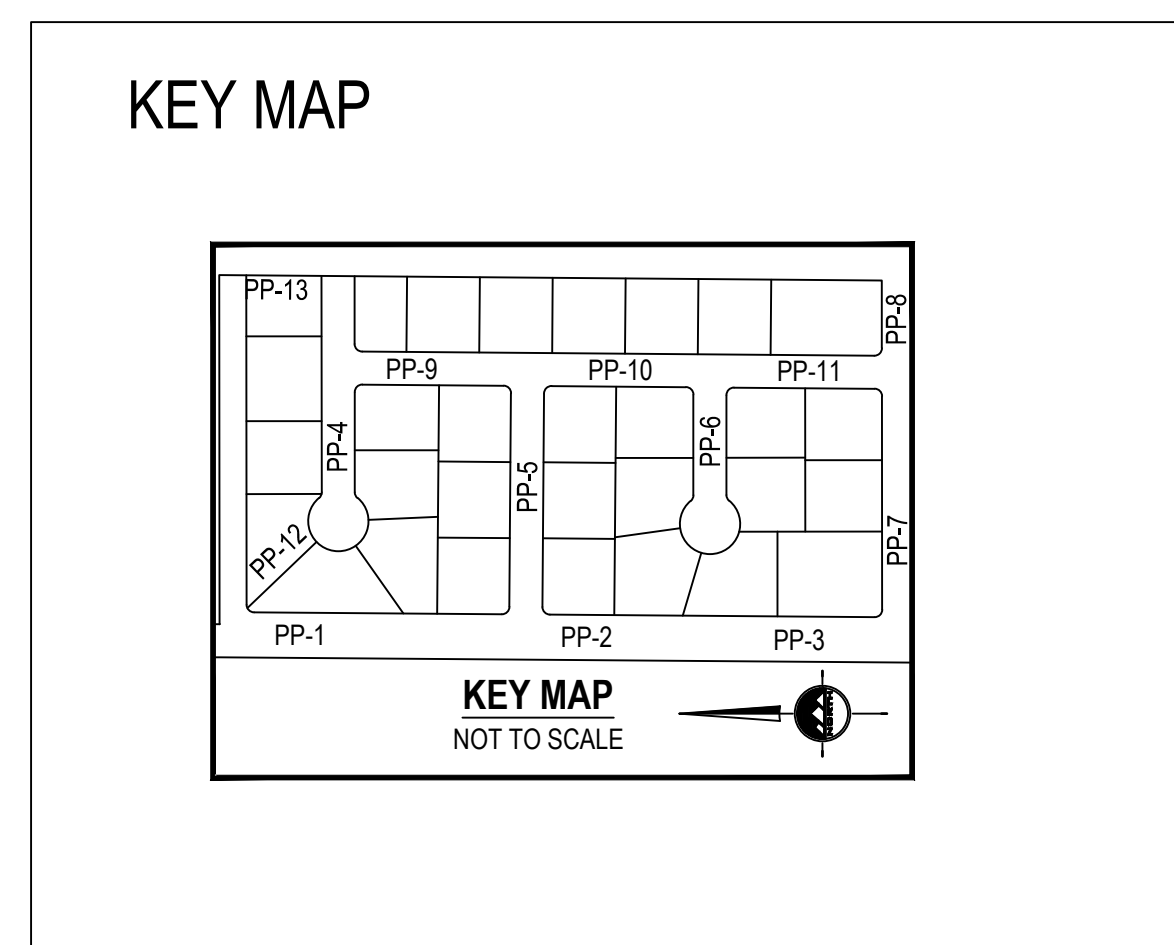
CONTRACTOR FURTHER AGREES TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB-SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND THE CIVIL 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 THE SOLE NEGLIGENCE OF THE OWNER OR ENGINEER.

### NOTICE TO DEVELOPER/ CONTRACTOR

UNAPPROVED DRAWINGS REPRESENT WORK IN PROGRESS, ARE SUBJECT TO CHANGE, AND DO NOT CONSTITUTE A FINISHED ENGINEERING PRODUCT. ANY WORK UNDERTAKEN BY DEVELOPER OR CONTRACTOR BEFORE PLANS ARE APPROVED IS UNDERTAKEN AT THE SOLE RISK OF THE DEVELOPER, INCLUDING BUT NOT LIMITED TO BIDS, ESTIMATION, FINANCING, BONDING, SITE CLEARING, GRADING, INFRASTRUCTURE CONSTRUCTION, ETC.

### UTILITY DISCLAIMER

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND / OR ELEVATIONS OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.



### GENERAL NOTES

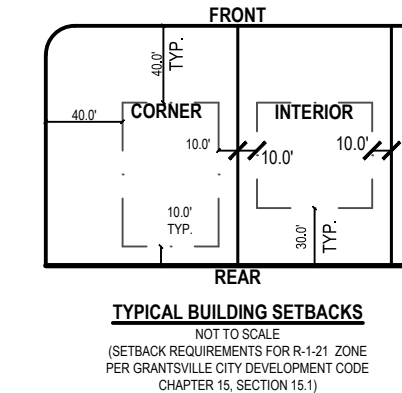
- ALL WORK SHALL CONFORM TO GRANTSVILLE CITY STANDARDS & SPECIFICATIONS.
- CALL BLUE STAKES AT LEAST 48 HOURS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES.
- NORTH QUARTER CORNER OF SECTION 7, TOWNSHIP 3 SOUTH, RANGE 5 WEST SALT LAKE BASE AND MERIDIAN (2.5" BRASS TOOELE COUNTY SURVEY MONUMENT ON 4" PIPE, DATED 1986)  
 ELEV = 4599.95' (USED ELEVATION)  
 4414.85' (TRUE ELEVATION)

CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD
C1	15.00'	23.42'	89°28'33"	N45°12'53"E	21.12'
C2	15.00'	23.69'	90°29'02"	S44°48'20"E	21.30'
C3	15.00'	23.70'	90°31'27"	N44°47'07"W	21.31'
C4	15.00'	13.14'	50°12'29"	S64°50'55"W	12.73'
C5	60.00'	67.95'	64°53'08"	S72°11'14"W	64.37'
C6	60.00'	75.88'	72°27'36"	N39°08'24"W	70.92'
C7	60.00'	20.39'	19°28'16"	N6°49'32"E	20.29'
C8	60.00'	68.57'	65°28'51"	N49°18'06"E	64.90'
C9	60.00'	60.86'	58°07'07"	S68°53'55"E	58.29'
C10 (TOTAL)	60.00'	293.65'	280°24'59"	N0°02'51"W	76.80'
C11	15.00'	13.14'	50°12'29"	S64°50'55"W	12.73'
C12	15.00'	23.42'	89°28'33"	N45°12'53"E	21.12'
C13	15.00'	23.57'	90°02'26"	N44°32'36"W	21.22'
C14	15.00'	23.56'	90°00'00"	S45°26'11"W	21.21'
C15	15.00'	23.56'	90°00'00"	S44°33'49"E	21.21'
C16	15.00'	23.55'	89°57'34"	N45°27'24"E	21.21'
C17	15.00'	23.70'	90°32'26"	N44°47'37"W	21.31'
C18	15.00'	13.14'	50°12'29"	S64°49'56"W	12.73'
C19	60.00'	59.04'	47°46'50"	S63°37'06"W	48.60'
C20	60.00'	59.97'	57°16'16"	N63°51'21"W	57.51'
C21	60.00'	65.00'	62°04'08"	N4°11'09"W	61.87'
C22	60.00'	20.33'	19°25'00"	N36°33'25"E	20.24'
C23	60.00'	98.31'	93°52'45"	S86°47'42"E	87.66'
C24 (TOTAL)	60.00'	293.65'	280°24'59"	N0°03'50"W	76.80'
C25	15.00'	9.69'	37°01'31"	S88°22'05"E	9.53'
C26	15.00'	3.45'	13°10'59"	S83°28'20"E	3.44'
C27	15.00'	23.42'	89°27'34"	S45°12'23"W	21.11'
C28	15.00'	23.70'	90°31'27"	S44°47'07"E	21.31'

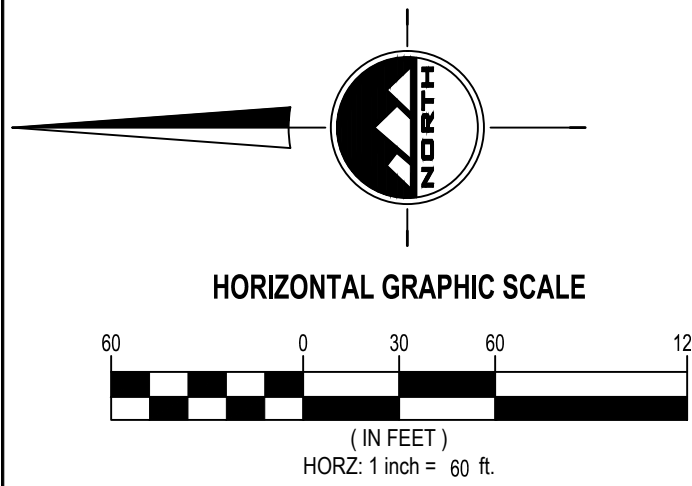
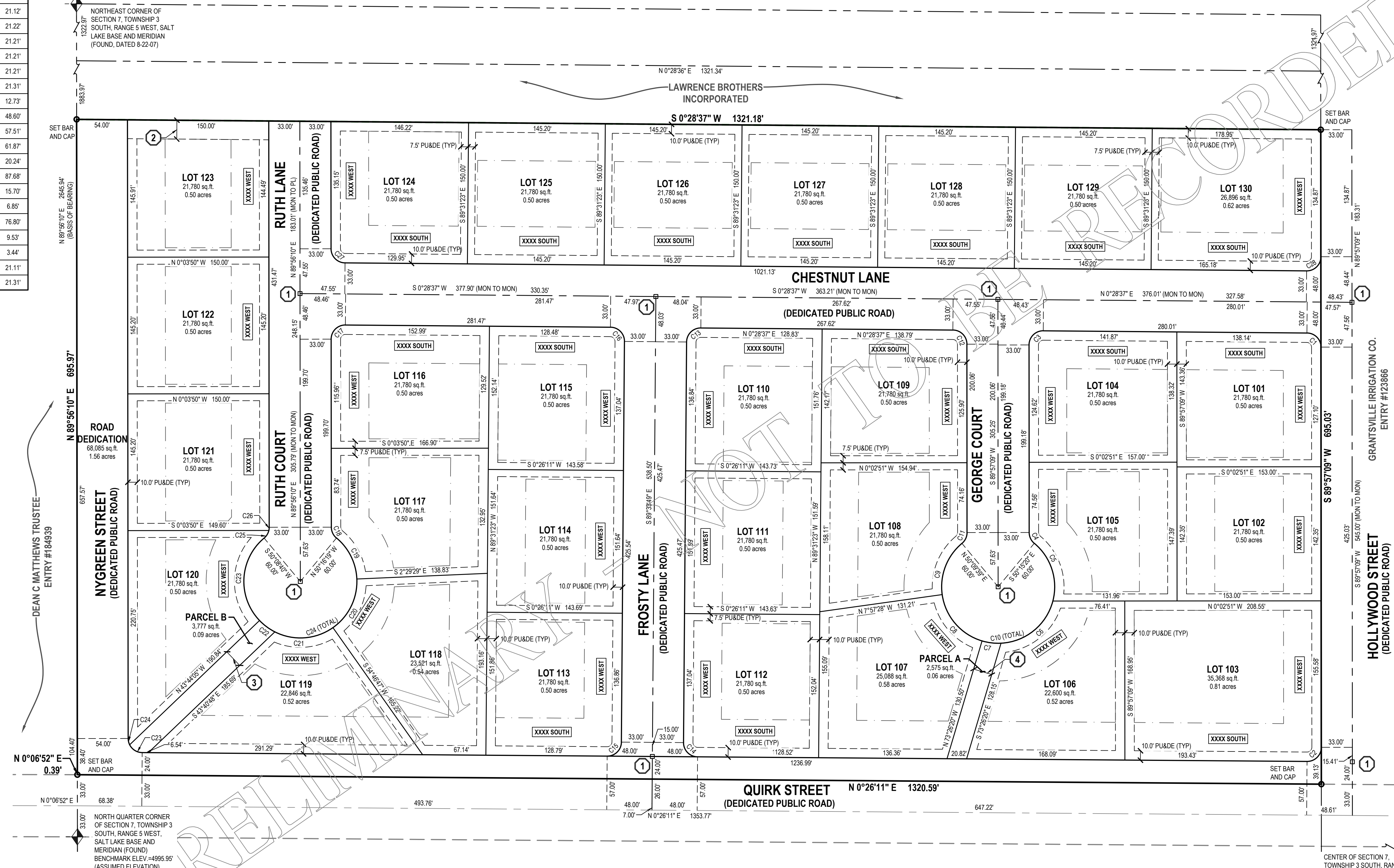
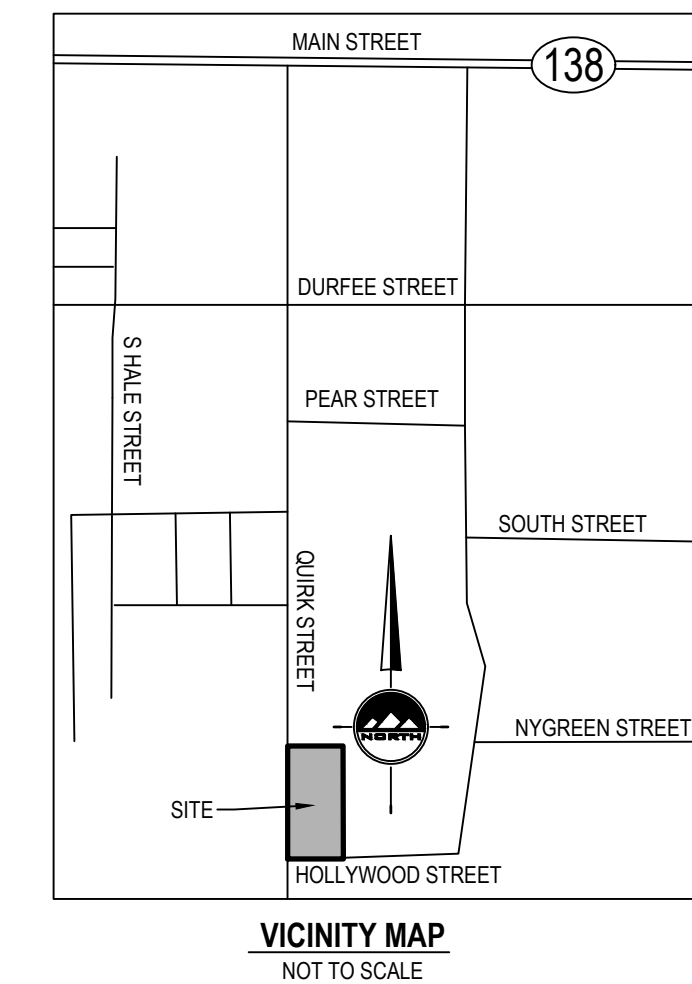
# HOLLYWOOD CORNER SUBDIVISION PRELIMINARY PLAT

LOCATED IN THE NORTHEAST QUARTER OF SECTION 7,  
TOWNSHIP 3 SOUTH, RANGE 5 WEST, SALT LAKE BASE AND MERIDIAN  
GRANTSVILLE, TOOELE COUNTY, UTAH

- KEYNOTES:**
- INSTALL STREET MONUMENT PER GRANTSVILLE CITY STANDARDS AND SPECIFICATIONS.
  - 20' STORM DRAIN EASEMENT HEREBY DEDICATED TO GRANTSVILLE CITY TO ALLOW CITY ACCESS AND TO BE MAINTAINED BY PROPERTY OWNER TO GRANTSVILLE CITY DRAINAGE BASIN STANDARDS.
  - 20' SANITARY SEWER & AND TRAIL ACCESS EASEMENT HEREBY DEDICATED TO GRANTSVILLE.
  - 20' TRAIL ACCESS EASEMENT HEREBY DEDICATED TO GRANTSVILLE.



- NOTES**
- ALL PUBLIC STREETS ARE HEREBY DEDICATED TO GRANTSVILLE CITY AS RIGHT-OF-WAY ("R.O.W.") FOR PUBLIC USE.
  - NO DRIVEWAYS SHALL BE CONSTRUCTED SO AS TO SLOPE TOWARD ANY STRUCTURES WITHOUT WRITTEN PERMISSION FROM GRANTSVILLE CITY ENGINEER.
  - 5/8" X 24" REBAR AND CAP TO BE SET AT ALL LOT CORNERS UNLESS OTHERWISE INDICATED.
  - INDIVIDUAL LOT OWNERS ARE REQUIRED TO GRADE LOTS TO PREVENT DRAINAGE ONTO NEIGHBORING PROPERTIES.
  - NO DRIVEWAYS SHALL BE CONSTRUCTED AS TO ACCESS QUIRK OR FUTURE NYGREEN STREET.
  - NO SECONDARY ACCESS FROM NYGREEN STREET AND QUIRK STREETS FOR LOTS 103, 106, 107, 112, 113, 118, 119, 120, 121, 122, AND 123.



**LEGEND**

	EXISTING STREET MONUMENT		PUA&E		PUBLIC UTILITY & DRAINAGE EASEMENT		EASEMENT LINE
	PROPOSED STREET MONUMENT TO BE SET		BOUNDARY LINE		RIGHT OF WAY LINE		ADJACENT RIGHT OF WAY LINE
	SECTION CORNER		ADJACENT PROPERTY LINE		TANGENT LINE		DRAINAGE EASEMENT
	5/8" X 24" REBAR WITH YELLOW PLASTIC CAP, OR NAIL STAMPED "ENSIGN ENG. & LAND SURV."		CENTER LINE		TEMPORARY TURN AROUND EASEMENT		

**SURVEYOR'S CERTIFICATE**

I, Douglas J. Kinsman, do hereby certify that I am a Professional Land Surveyor, and I hold License No. 334575, in accordance with Title 58, Chapter 22, of the Professional Engineers and Land Surveyors Act. I further certify that by authority of the owners I have completed a survey of the property described on this SUBDIVISION plat in accordance with Section 17-23-17, have verified all measurements, and have subdivided said tract of land into lots and streets, together with easements, hereafter to be known as

## HOLLYWOOD CORNER SUBDIVISION

and that the same has been correctly surveyed and monumented on the ground as shown on this plat.

**BOUNDARY DESCRIPTION**

A parcel of land, situate in the Northeast Quarter of Section 7, Township 3 South, Range 5 West, Salt Lake Base and Meridian, said parcel also located in Grantsville, Tooele County, Utah, more particularly described as follows:

Beginning at a point which is located North 89°56'10" East 761.97 feet along the Section Line, and South 0°28'37" West 1321.18 feet from the North Quarter Corner of Section 7, Township 3 South, Range 5 West, Salt Lake Base and Meridian, and running:

thence South 89°57'09" West 695.03 feet to the East Line of Quirk Street;

thence North 0°26'11" East 1320.59 feet along the said East Line of Quirk Street;

thence North 0°06'52" East 0.39 feet along the said East Line of Quirk Street;

thence North 89°56'10" East 695.57 feet;

thence South 0°28'37" West 1321.18 feet to the Point of Beginning.

Parcel contains: 918,775 square feet, or 21.09 acres.

**OWNER'S DEDICATION**

Know all men by these presents that the undersigned are the owner(s) of the herein described tract of land and hereby cause the same to be divided into lots and streets together with easements as set forth hereafter to be known as:

## HOLLYWOOD CORNER SUBDIVISION

The undersigned owner(s) hereby dedicate to Grantsville City all those parts or portions of said tract of land on said plat designated herein as streets, the same to be used as public thoroughfares forever. The undersigned owner(s) also hereby convey to Grantsville City and to any and all public utility companies providing service to the herein described tract a perpetual, non-exclusive easement over the public utility and drainage easements shown on this plat, the same to be used for sewer, water lines, appearances, fire facilities, drainage facilities and the installation, maintenance and operation of public utility service lines and facilities. The undersigned owners also hereby convey any other easements as shown and/or noted on this plat to the parties indicated and for the purposes shown hereon.

In witness whereof I / we have hereunto set my / our hand this \_\_\_\_\_ day of \_\_\_\_\_ A.D., 20\_\_\_\_

By: The Coassolo Group, LLC  
Todd Castagno, Managing Member

By: \_\_\_\_\_

**LIMITED LIABILITY COMPANY ACKNOWLEDGMENT**

STATE OF UTAH  
County of Tooele

JS.S.

On the \_\_\_\_\_ day of \_\_\_\_\_ A.D., 20\_\_\_\_  
personally appeared before me, the undersigned Notary Public, in and for said County of \_\_\_\_\_ in the State of Utah, who after being duly sworn, acknowledged to me that He/She is the \_\_\_\_\_ of \_\_\_\_\_ a Limited Liability Company and that He/She signed the Owner's Dedication freely and voluntarily for and in behalf of said Limited Liability Company for the purposes therein mentioned and acknowledged to me that said Corporation executed the same.

MY COMMISSION EXPIRES: \_\_\_\_\_

NOTARY PUBLIC RESIDING IN \_\_\_\_\_ COUNTY.

**HOLLYWOOD CORNER SUBDIVISION  
PRELIMINARY PLAT**

LOCATED IN THE NORTHEAST QUARTER OF SECTION 7,  
TOWNSHIP 3 SOUTH, RANGE 5 WEST, SALT LAKE BASE AND MERIDIAN  
GRANTSVILLE, TOOELE COUNTY, UTAH

**CITY FIRE DEPARTMENT APPROVAL**

APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_  
BY THE GRANTSVILLE CITY FIRE DEPT.

GRANTSVILLE CITY FIRE CHIEF

**GRANTSVILLE CITY PUBLIC WORKS APPROVAL**

APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_  
BY THE GRANTSVILLE CITY PUBLIC WORKS.

GRANTSVILLE CITY PUBLIC WORKS DIRECTOR

**PLANNING COMMISSION APPROVAL**

APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_  
BY THE GRANTSVILLE CITY PLANNING COMMISSION.

CHAIR, GRANTSVILLE CITY PLANNING COMMISSION

**TOOELE COUNTY SURVEY DEPARTMENT**

APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_  
BY THE TOOELE COUNTY SURVEY DEPARTMENT.

RECORD OF SURVEY FILE #XXXX-XXXX

TOOELE COUNTY SURVEY DEPT. DIRECTOR

**ENGINEER'S CERTIFICATE**

I HEREBY CERTIFY THAT THIS OFFICE HAS EXAMINED THIS PLAT AND IT IS CORRECT IN ACCORDANCE WITH INFORMATION ON FILE IN THIS OFFICE.

GRANTSVILLE CITY ENGINEER DATE

**DEVELOPER**  
THE COASSOLO GROUP, LLC  
PO BOX 190  
GRANTSVILLE, UTAH, 84029  
TODD CASTAGNO  
435-849-1485

**SHEET 1 OF 1**

PROJECT NUMBER: T1216G  
MANAGER: C. CHILD  
DRAWN BY: C. CHILD  
CHECKED BY: D. KINSMAN  
DATE: 11/16/22

**ENSIGN**  
WWW.ENSIGNENG.COM

**TOOELE COUNTY RECORDER**

RECORDED # \_\_\_\_\_  
STATE OF UTAH, COUNTY OF TOOELE, RECORDED AND FILED AT THE  
REQUEST OF: \_\_\_\_\_  
DATE: \_\_\_\_\_  
FEES \_\_\_\_\_  
TOOELE COUNTY RECORDER

**TOOELE COUNTY TREASURER**

I HEREBY CERTIFY THAT PROPERTY TAXES DUE AND OWNING HAVE BEEN PAID IN FULL THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_  
FOR PARCEL NO. \_\_\_\_\_

TOOELE COUNTY TREASURER

**CITY MAYOR APPROVAL**

APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_  
BY THE GRANTSVILLE CITY MAYOR

GRANTSVILLE CITY MAYOR ATTEST: GRANTSVILLE CITY RECORDER

**CITY ATTORNEY'S APPROVAL**

APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_  
BY THE GRANTSVILLE CITY ATTORNEY

GRANTSVILLE CITY ATTORNEY

**TOOELE**  
169 N. Main Street, Unit 1  
Tooele, UT. 84074  
Phone: 435.843.3590

**SALT LAKE CITY**  
Phone: 801.255.0529

**LAYTON**  
Phone: 801.547.1100

**CEDAR CITY**  
Phone: 435.865.1453

**RICHFIELD**  
Phone: 435.896.2983

**WWW.ENSIGNENG.COM**

FOR:  
THE COASSOLO GROUP, LLC  
PO BOX 190  
GRANTSVILLE CITY, UTAH 84029  
CONTACT:  
TODD CASTAGNO  
PHONE: 435-849-1465

HOLLYWOOD CORNER SUBDIVISION  
PRELIMINARY DESIGN  
HOLLYWOOD STREET AND QUIRK STREET  
GRANTSVILLE CITY, UTAH

**GRANTSVILLE GENERAL NOTES**

- ALL WORK DONE OR IMPROVEMENTS INSTALLED WITHIN GRANTSVILLE CITY INCLUDING BUT NOT LIMITED TO EXCAVATION, CONSTRUCTION, ROADWORK AND UTILITIES SHALL CONFORM TO THE GRANTSVILLE CITY CONSTRUCTION STANDARDS AND SPECIFICATIONS, CITY MUNICIPAL CODE, THE LATEST EDITION OF THE APWA MANUAL OF STANDARD SPECIFICATIONS AND MANUAL OF STANDARD PLANS, THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND ANY STATE OR FEDERAL REGULATIONS AND PERMIT REQUIREMENTS OF VARIOUS GOVERNING BODIES. THE CONTRACTOR IS RESPONSIBLE TO HAVE A COPY OF THESE SPECIFICATIONS AND TO KNOW AND CONFORM TO THE APPROPRIATE CODES, REGULATIONS, DRAWINGS, STANDARDS AND SPECIFICATIONS.
- THE EXISTENCE AND LOCATION OF ANY OVERHEAD OR UNDERGROUND UTILITY LINES, PIPES, OR STRUCTURES SHOWN ON THESE PLANS ARE OBTAINED BY A RESEARCH OF THE AVAILABLE RECORDS. EXISTING UTILITIES ARE LOCATED ON PLANS ONLY FOR THE CONVENIENCE OF THE CONTRACTOR. THE CONTRACTOR SHALL BEAR FULL RESPONSIBILITY FOR THE PROTECTION OF UTILITIES AND THE ENGINEER BEARS NO RESPONSIBILITY FOR UTILITIES NOT SHOWN ON THE PLANS OR NOT IN THE LOCATION SHOWN ON THE PLANS. THIS INCLUDES ALL SERVICE LATERALS OF ANY KIND. THE CONTRACTOR SHALL, AT HIS OWN EXPENSE, LOCATE ALL UNDERGROUND AND OVERHEAD INTERFERENCES, WHICH MAY AFFECT HIS OPERATION DURING CONSTRUCTION AND SHALL TAKE ALL NECESSARY PRECAUTIONS TO AVOID DAMAGE OF THE SAME. THE CONTRACTOR SHALL USE EXTREME CAUTION WHEN WORKING NEAR OVERHEAD UTILITIES SO AS TO SAFELY PROTECT ALL PERSONNEL AND EQUIPMENT, AND SHALL BE RESPONSIBLE FOR ALL COST AND LIABILITY IN CONNECTION THEREWITH.
- THE CONTRACTOR SHALL TAKE ALL PRECAUTIONARY MEASURES NECESSARY TO PROTECT EXISTING UTILITY LINES, STRUCTURES, SURVEY MONUMENTS AND STREET IMPROVEMENTS WHICH ARE TO REMAIN IN PLACE, FROM DAMAGE, AND ALL SUCH IMPROVEMENTS OR STRUCTURES DAMAGED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED OR REPLACED SATISFACTORY TO THE CITY ENGINEER AND OWNING UTILITY COMPANY AT THE EXPENSE OF THE CONTRACTOR.
- ALL CONSTRUCTION SHALL BE AS SHOWN ON THESE PLANS, ANY REVISIONS SHALL HAVE THE PRIOR WRITTEN APPROVAL OF THE CITY ENGINEER AND PUBLIC WORKS DIRECTOR.
- PERMITS ARE REQUIRED FOR ANY WORK IN THE PUBLIC WAY. THE CONTRACTOR SHALL SECURE ALL PERMITS AND INSPECTIONS REQUIRED FOR THIS CONSTRUCTION.
- CURB, GUTTER, AND SIDEWALK, FOUND TO BE UNACCEPTABLE PER CITY STANDARDS AND APWA SHALL BE REMOVED AND REPLACED.
- CONTRACTOR SHALL PROVIDE ALL NECESSARY HORIZONTAL AND VERTICAL TRANSITIONS BETWEEN NEW CONSTRUCTION AND EXISTING SURFACES TO PROVIDE FOR PROPER DRAINAGE AND FOR INGRESS AND EGRESS TO NEW CONSTRUCTION. THE EXTENT OF EXISTING TO BE AS SHOWN ON PLANS.
- ANY SURVEY MONUMENTS DISTURBED SHALL BE REPLACED AND ADJUSTED PER TOOELE COUNTY SURVEYORS REQUIREMENTS.
- ALL PRIVACY WALLS, NEW OR EXISTING, ARE ONLY SHOWN ON CIVIL PLANS FOR THE PURPOSE OF REVIEWING GRADING RELATIONSHIPS, FLOOD CONTROL AND SIGHT DISTANCE AT INTERSECTIONS. ALL WALLS SHALL HAVE A MINIMUM 2 FT X 2 FT X 4 INCH DEEP SPOT FOOTINGS. BOTTOM OF ALL FOOTINGS ON ALL WALLS SHALL BE A MINIMUM OF 30 INCHES BELOW FINISHED GRADE. WALLS GREATER THAN 6 FEET REQUIRE A SEPARATE PERMIT AND INSPECTION BY THE BUILDING DEPARTMENT.
- ALL CONSTRUCTION MATERIALS PER APWA MUST BE SUBMITTED AND APPROVED BY THE CITY ENGINEER PRIOR TO THE PLACEMENT OF ASPHALT WITHIN CITY RIGHT OF WAY. GRANTSVILLE PUBLIC WORKS WILL APPROVE PIPE ZONE MATERIAL TO BE PLACED.
- REQUEST FOR INSPECTION BY THE GRANTSVILLE CITY ENGINEERING DEPT. SHALL BE MADE BY THE CONTRACTOR AT LEAST 48 HOURS BEFORE THE INSPECTION SERVICES WILL BE REQUIRED.
- WORK IN PUBLIC WAY, ONCE BEGUN, SHALL BE PROSECUTED TO COMPLETION WITHOUT DELAY AS TO PROVIDE MINIMUM INCONVENIENCE TO ADJACENT PROPERTY OWNERS AND TO THE TRAVELING PUBLIC. PLEASE SEE CODE 17 GENERAL PROVISIONS FOR MORE DETAILS.
- THE CONTRACTOR SHALL TAKE ALL NECESSARY AND PROPER PRECAUTIONS TO PROTECT ADJACENT PROPERTIES FROM ANY AND ALL DAMAGE THAT MAY OCCUR FROM STORM WATER RUNOFF AND/OR DEPOSITION OF DEBRIS RESULTING FROM ANY AND ALL WORK IN CONNECTION WITH CONSTRUCTION.
- POWER POLES AND/OR OTHER EXISTING FACILITIES NOT IN PROPER LOCATION BASED ON PROPOSED IMPROVEMENTS SHOWN HEREON WILL BE RELOCATED AT NO EXPENSE TO THE GRANTSVILLE CITY. POWER LINES AND ALL OTHER AERIAL UTILITIES ARE TO BE BURIED AND POLES REMOVED AS DETERMINED BY THE CITY ENGINEER.
- CURB AND GUTTER WITH A GRADE OF LESS THAN FOUR-TENTHS OF ONE PERCENT SHALL BE CONSTRUCTED BY FORMING. EACH JOINT SHALL BE CHECKED FOR A GRADE PRIOR TO CONSTRUCTION AND WATER TESTED AS SOON AS POSSIBLE AFTER CONSTRUCTION.
- CONTRACTOR TO FOLLOW GRANTSVILLE CITY NOISE ORDINANCE STANDARDS CODE ORDINANCE 2018-19
- CONTRACTORS ARE RESPONSIBLE FOR ALL OSHA REQUIREMENTS ON THE PROJECT SITE.
- A UPDES (UTAH POLLUTANT DISCHARGE ELIMINATION SYSTEM) PERMIT IS REQUIRED FOR ALL CONSTRUCTION ACTIVITIES AS PER STATE LAW AS WELL AS PROVIDING A STORM WATER POLLUTION PREVENTION PLAN TO THE CITY.
- ALL CITY MAINTAINED UTILITIES INCLUDING: WATERLINE, FIRE HYDRANTS, STREETLIGHT WIRING, AND STORM DRAIN MUST BE IN PUBLIC RIGHT OF WAY OR IN RECORDED EASEMENTS.
- CONTRACTOR SHALL WORK GRANTSVILLE CITY REGULAR WORKING HOURS OF MONDAY THROUGH FRIDAY 7:00 AM TO 4:00 PM
- PRIOR TO 90% BOND RELEASE, A LEGIBLE AS-BUILT DRAWING MUST BE SUBMITTED TO THE GRANTSVILLE CITY STAMPED AND SIGNED BY A PROFESSIONAL ENGINEER. AS-BUILTS MUST SHOW ALL CHANGES AND ACTUAL FIELD LOCATIONS OF STORM DRAINAGE, WATERLINES, IRRIGATION, STREET LIGHTING, AND POWER. AS-BUILTS WILL BE HELD TO THE SAME STANDARDS AS APPROVED DESIGN DRAWINGS. NO "REDLINED PLANS" ALLOWED. IN THE ABSENCE OF CHANGES, COPIES OF THE APPROVED DRAWINGS WILL BE REQUIRED STATING "INSTALLED AS PER DRAWINGS". AS-BUILT DRAWINGS FOR NEW DEVELOPMENTS SHALL BE SUBMITTED TO THE CITY IN THE FOLLOWING FORMATS AND QUANTITIES PRIOR TO THE 90% BOND RELEASE: 1 DXF COPY, 1 PDF COPY, AND 1 GIS SHAPE FILE CONTAINING THE SAME.
- FILTER FABRIC WRAPPED AROUND AN INLET GRADE IS NOT AN ACCEPTABLE INLET SEDIMENT BARRIER. SEE GRANTSVILLE CITY CONSTRUCTION STANDARDS AND SPECIFICATIONS FOR DETAILS OF APPROVED STORM WATER BMPs WHICH SPECIFICALLY STATES THE UTILIZATION OF AN OIL WATER SNOOT SEPARATOR.
- ASPHALT PAVING IS NOT ALLOWED WITHOUT A WRITTEN EXCEPTION FROM THE ENGINEERING DEPARTMENT AND PUBLIC WORKS DEPARTMENT BELOW AN AMBIENT TEMPERATURE OF 50 DEGREES AND RISING.
- TO ENSURE PROPER PLANTING, PROTECTION AND IRRIGATION OF TREES, MITIGATING RISK OF TREE FAILURE OR FUTURE DAMAGE TO INFRASTRUCTURE, CONTRACTORS ARE REQUIRED TO FOLLOW THE STANDARDS AND SPECIFICATIONS OF THE ISA - INTERNATIONAL SOCIETY OF ARBORICULTURE.
- WHEN A PROPOSED DEVELOPMENT BORDERS A COLLECTOR, MINOR COLLECTOR OR ARTERIAL STREET AND IS REQUIRED TO CONSTRUCT COLLECTOR STREET FENCING ALONG THE BACK OF SIDEWALK, THE DEVELOPMENT SHALL ALSO BE REQUIRED PUT IN A CONCRETE MOW STRIP FROM THE BACK OF SIDEWALK TO UNDERNEATH THE FENCE PANELS. CONCRETE MOW STRIPS SHALL ALSO BE REQUIRED BETWEEN THE SIDEWALK AND FENCING ALONG THE REAR OF DOUBLE FRONTAGE LOTS.
- CONCRETE FOR ALL SURFACE IMPROVEMENTS INCLUDING BUT NOT LIMITED TO: SIDEWALK, DRIVEWAY ENTRANCES, PEDESTRIAN RAMPS, CURB AND GUTTER, WATER MAINS, MANHOLE, VAULT AND VALVE COLLARS, AND ANY OTHER CAST IN PLACE SURFACE CONCRETE FEATURES SHALL BE CONSTRUCTED WITH MINIMUM 4,500 PSI CONCRETE.
- CULINARY WATER AND SEWER SERVICE LATERALS SHALL BE MARKED ON THE TOP BACK OF CURB AND LIP OF CURB AT THEIR ACTUAL LOCATION OF CROSSING THE CURB AND GUTTER. PINS OR STAMPS SHALL BE USED AND MUST BE INSTALLED WHILE THE CONCRETE IS STILL WET AND WILL READILY ACCEPT THE MARKER. GRADING MARKING DUE TO DRY CEMENT IS NOT ALLOWED.

**GRANTSVILLE CITY GRADING NOTES**

- IN THE EVENT THAT ANY UNFORESEEN CONDITIONS NOT COVERED BY THESE NOTES ARE ENCOUNTERED DURING GRADING OPERATIONS, THE OWNER AND CITY ENGINEER SHALL BE IMMEDIATELY NOTIFIED FOR DIRECTION.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PERFORM ALL NECESSARY CUTS AND FILLS WITHIN THE LIMITS OF THIS PROJECT AND THE RELATED OFF-SITE WORK, SO AS TO GENERATE THE DESIRED SUBGRADE, FINISH GRADES AND SLOPES SHOWN.
- CONTRACTOR SHALL TAKE FULL RESPONSIBILITY FOR ALL EXCAVATION. ADEQUATE SHORING SHALL BE DESIGNED AND PROVIDED BY THE CONTRACTOR TO PREVENT UNDERMINING OF ANY ADJACENT FEATURES OR FACILITIES AND/OR CAVING OF THE EXCAVATION.
- THE CONTRACTOR IS WARNED THAT AN EARTHWORK BALANCE WAS NOT NECESSARILY THE INTENT OF THIS PROJECT. ANY ADDITIONAL MATERIAL REQUIRED OR LEFTOVER MATERIAL FOLLOWING EARTHWORK OPERATIONS BECOMES THE RESPONSIBILITY OF THE CONTRACTOR.
- CONTRACTOR SHALL GRADE THE PAVEMENT AREA SUBGRADE TO THE LINES (HORIZONTAL) AND ELEVATIONS (VERTICAL) SHOWN ON THE PLANS WITHIN A TOLERANCE OF 0.1 + TO 0.1 -.
- ALL CUT AND FILL SLOPES SHALL BE PROTECTED UNTIL EFFECTIVE EROSION CONTROL HAS BEEN ESTABLISHED.
- THE USE OF POTABLE WATER WITHOUT A SPECIAL PERMIT FOR BUILDING OR CONSTRUCTION PURPOSES INCLUDING CONSOLIDATION OF BACKFILL OR DUST CONTROL IS PROHIBITED. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS FOR CONSTRUCTION WATER FROM GRANTSVILLE CITY ENGINEERING AND UTILITIES DEPARTMENT.
- THE CONTRACTOR SHALL MAINTAIN THE STREETS, SIDEWALKS AND ALL OTHER PUBLIC RIGHT-OF-WAY IN A CLEAN, SAFE AND USABLE CONDITION. ALL SPILLS OF SOIL, ROCK OR CONSTRUCTION DEBRIS SHALL BE PROMPTLY REMOVED FROM THE PUBLICLY OWNED PROPERTY DURING CONSTRUCTION AND UPON COMPLETION OF THE PROJECT. ALL ADJACENT PROPERTY, PRIVATE OR PUBLIC SHALL BE MAINTAINED IN A CLEAN, SAFE AND USABLE CONDITION.
- IN THE EVENT THAT ANY TEMPORARY CONSTRUCTION ITEM IS REQUIRED THAT IS NOT SHOWN ON THESE DRAWINGS, THE DEVELOPER AGREES TO PROVIDE AND INSTALL SUCH ITEM AT HIS OWN EXPENSE AND AT THE DIRECTION OF THE CITY ENGINEER. TEMPORARY CONSTRUCTION INCLUDES DITCHES, BERMS, ROAD SIGNS AND BARRICADES, ETC.
- ALL GRADING WORK SHALL CONFORM TO THE SOILS REPORT AS PREPARED BY THE SOILS ENGINEER AND APPROVED BY THE CITY ENGINEER, AND AS SHOWN ON THESE PLANS.
- ALL QUALITY CONTROL TESTING SHALL BE PERFORMED BY AN INDEPENDENT LICENSED AND CERTIFIED THIRD-PARTY TESTING SERVICE.

**GRANTSVILLE CITY TRAFFIC NOTES**

- WHEN A DESIGNATED "SAFE ROUTE TO SCHOOL" IS ENCRoaCHED UPON BY A CONSTRUCTION WORK ZONE THE SAFE ROUTE SHALL BE MAINTAINED IN A MANNER ACCEPTABLE TO GRANTSVILLE CITY.
- IF THE IMPROVEMENTS NECESSITATE THE OBLITERATION, TEMPORARY OBSTRUCTION, TEMPORARY REMOVAL OR RELOCATION OF ANY EXISTING TRAFFIC PAVEMENT MARKING, SUCH PAVEMENT MARKING SHALL BE RESTORED OR REPLACED WITH LIKE MATERIALS TO THE SATISFACTION OF THE CITY ENGINEER, PUBLIC WORKS DIRECTOR OR DESIGNEE.
- THE STREET SIGN CONTRACTOR SHALL OBTAIN STREET NAMES AND BLOCK NUMBERING FROM THE PLANNING DEPARTMENT PRIOR TO CONSTRUCTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND INSTALLING ALL PERMANENT SIGNS SHOWN ON THE PLANS. STREET NAME SIGNS SHALL CONFORM IN THEIR ENTIRETY TO CURRENT CITY STANDARDS AND THE LATEST MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) MANUAL. ALL OTHER SIGNS SHALL BE STANDARD SIZE UNLESS OTHERWISE SPECIFIED ON THE PLANS. ALL SIGN POSTS SHALL BE INSTALLED IN ACCORDANCE WITH THE CURRENT CITY STANDARDS AND THE LATEST MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) MANUAL.
- ALL PERMANENT TRAFFIC CONTROL DEVICES CALLED FOR HEREON SHALL BE IN PLACE AND IN FINAL POSITION PRIOR TO ALLOWING ANY PUBLIC TRAFFIC ONTO THE PORTIONS OF THE ROAD(S) BEING IMPROVED HEREINAFTER, REGARDLESS OF THE STATUS OF COMPLETION OF PAVING OR OTHER OFF-SITE IMPROVEMENTS CALLED FOR PER APPROVED CONSTRUCTION DRAWINGS UNLESS APPROVED BY THE CITY ENGINEER & PUBLIC WORKS DIRECTOR.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING UTAH TRANSIT AUTHORITY (UTA) IF APPLICABLE. IF THE CONSTRUCTION INTERRUPTS OR RELOCATES A BUS STOP OR HAS AN ADVERSE EFFECT ON BUS SERVICE ON THAT STREET TO ARRANGE FOR TEMPORARY RELOCATION OF STOP.
- BEFORE ANY WORK IS STARTED IN THE RIGHT-OF-WAY, THE CONTRACTOR SHALL INSTALL ALL ADVANCE WARNING SIGNS FOR THE CONSTRUCTION ZONE. THE CONTRACTOR SHALL INSTALL TEMPORARY STOP SIGNS AT ALL NEW STREET ENCROACHMENTS INTO EXISTING PUBLIC STREETS. ALL CONSTRUCTION SIGNING, BARRICAADING, AND TRAFFIC DELINEATION SHALL CONFORM TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PER THE CURRENT EDITION ADOPTED BY UDOT AND BE APPROVED BY THE GRANTSVILLE CITY BEFORE CONSTRUCTION BEGINS. TRAFFIC CONTROL PLANS SHALL BE SUBMITTED AS PART OF THE ENGINEERING CONSTRUCTION PACKAGE AND APPROVED BY THE GRANTSVILLE CITY ENGINEER AND PUBLIC WORKS DIRECTOR.
- ALL SIGNS LARGER THAN 36" X 36" OR 1296 SQUARE INCHES PER SIGN POLE SHALL BE MOUNTED ON A SLIP BASE SYSTEM PER UDOT STANDARD DRAWING SN 108 (DETAILED DRAWING ATTACHED TO STANDARD DRAWINGS) WITH A 2" BAR BACKING. SIGNS OF THIS SIZE ARE NOT ALLOWED TO BE MOUNTED ON A YIELDING POLE.
- SIGN COMPONENTS SUCH AS SHEETING, EC FILM, INKS, LETTERS AND BORDERS ARE ALL REQUIRED TO BE FROM THE SAME MANUFACTURER. ONLY EC FILM MAY BE USED TO ACHIEVE COLOR. VINYL EC FILM IS NOT ACCEPTED.
- ALL NEW ROUNDABOUTS, CROSSWALKS, STOP BARS AND LEGENDS SHALL BE INSTALLED WITH PAINT AND GLASS BEAD.
- PAVING ASPHALT BINDER GRADE SHALL BE PG 58-28 UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER. ASPHALT AGGREGATE SIZE SHALL BE 3/4 INCH FOR RESIDENTIAL AND COLLECTOR ROADS; NO MORE THAN 15% RAP (RECLAIMED ASPHALT PAVEMENT) BY WEIGHT WILL BE ALLOWED IN THE ASPHALT MIX DESIGN FOR THE PAVING OF PUBLIC AND ARTERIAL STREETS. UP TO THE 15 PERCENT WILL BE ALLOWED WITH NO CHANGE IN THE SPECIFIC BINDER GRADE. THE ASPHALT MIX DESIGN SHALL HAVE NO MORE THAN 3% AIR VOIDS.
- POTHOLING: ALL POTHOLES MUST BE SAW CUT SQUARE AND HAVE A MINIMUM SIZE OF 1 SQUARE FOOT. WHEN REPAIRING A POTHOLE, SAND OR PEA GRAVEL MEETING GRANTSVILLE CITY STANDARDS SHALL BE PLACED OVER THE EXPOSED UTILITY TO A DEPTH OF 6 INCHES. FOLLOWING THE PEA GRAVEL WILL BE FLOWABLE FILL UP TO 1 INCH BELOW THE BOTTOM EDGE OF THE EXISTING ASPHALT. THE REMAINING PORTION OF THE HOLE SHALL BE FILLED WITH ASPHALT, WHICH WILL HAVE AN OVERALL THICKNESS OF THE EXISTING ASPHALT PLUS 1 INCH.
- ALL FILL WITHIN THE PUBLIC RIGHT OF WAY SHALL BE A-1-A TO A-3, WITH THE EXCEPTION OF TOP SOIL IN THE PARK STRIP FOR LANDSCAPING AND UNDERGROUND UTILITIES. TRENCH BACKFILL MATERIALS AND FILL MATERIALS IMPROVEMENTS SHALL BE CLEAN, NONCLUMPING, GRANULAR AND FLOWABLE, 2" MINUS, A-1-A TO A-2-7 SOILS ACCORDING TO AASHTO 145 SOIL CLASSIFICATION SYSTEM. LIME TREATED FLOWABLE FILLS, IF APPROVED, SHALL HAVE A 28-DAY STRENGTH OF 65 PSI. 16. ALL TRAFFIC ROAD CLOSURES INVOLVING 1 OR MORE LANES OF TRAFFIC MUST RECEIVE PRIOR APPROVAL FROM THE CITY ENGINEER, PUBLIC WORKS DIRECTOR OR HIS/HER REPRESENTATIVE. VMS PMS BOARDS MUST BE PLACED A MINIMUM OF 7 DAYS IN ADVANCE OF ANY LANE CLOSURE ON COLLECTOR, MINOR COLLECTOR OR ARTERIAL STREET. VMS PMS BOARDS MUST ALSO BE PLACED IN ADVANCE OF ANY LANE CLOSURES ON A SUBDIVISION STREET PER THE CITY ENGINEER'S DIRECTION.
- ROUNDABOUTS, INCLUDING THEIR INGRESS AND EGRESS, SHALL BE CONSTRUCTED WITH CONCRETE PAVEMENT. ENGINEER SHALL DESIGN CROSS SECTION AND SUBMIT TO THE CITY FOR REVIEW AND APPROVAL.

**GRANTSVILLE CITY WATER NOTES**

- THE FOLLOWING GRANTSVILLE CITY WATER NOTES ARE INTENDED FOR GENERAL WATER STANDARDS ONLY AND ARE NOT ALL INCLUSIVE. THE CITY HAS INCLUDED THE CULINARY WATER DESIGN AND CONSTRUCTION STANDARDS WITHIN THE CITY CONSTRUCTION STANDARDS AND SPECIFICATIONS.
- NO WORK SHALL BEGIN UNTIL THE WATER PLANS HAVE BEEN RELEASED FOR CONSTRUCTION BY THE ENGINEERING DEPARTMENT. FOLLOWING WATER PLAN APPROVAL, FORTY-EIGHT (48) HOUR NOTICE SHALL BE GIVEN TO THE ENGINEERING DEPARTMENT AND THE PUBLIC WORKS DEPARTMENT PRIOR TO THE START OF CONSTRUCTION. NOTICE MUST BE GIVEN BY 2:00 P.M. THE BUSINESS DAY PRIOR TO AN INSPECTION.
- ALL WORK WITHIN GRANTSVILLE CITY SHALL CONFORM TO GRANTSVILLE CITY STANDARDS AND SPECIFICATIONS, APWA AND APWA ACCORDING TO CITY STANDARDS. WATER METERS PER THE CURRENT EDITION ADOPTED BY UDOT AND BE APPROVED BY THE GRANTSVILLE CITY BEFORE CONSTRUCTION BEGINS. TRAFFIC CONTROL PLANS SHALL BE SUBMITTED AS PART OF THE ENGINEERING CONSTRUCTION PACKAGE AND APPROVED BY THE GRANTSVILLE CITY ENGINEER AND PUBLIC WORKS DIRECTOR.
- FOR COMMERCIAL AND CONDOMINIUM DEVELOPMENTS - THE DEVELOPER SHALL PURCHASE AND INSTALL METER BOXES AND SETTERS ACCORDING TO CITY STANDARDS. WATER METERS AND REAL PROPERTY AT THE TIME OF WATER MAIN INSTALLATION, WATER METERS WILL BE SUPPLIED AND INSTALLED BY THE GRANTSVILLE CITY UTILITIES DEPARTMENT (AT DEVELOPER'S EXPENSE). THE DEVELOPER SHALL ALSO PROVIDE THE SITE ADDRESS, LOT NUMBER, METER SIZE AND PAVEMENT FEES PRIOR TO BUILDING PERMIT APPROVAL. THE DEVELOPER SHOULD ALSO PAY FOR RENTAL OF A HYDRANT METER, AND/OR USE THE GRANTSVILLE CITY PUBLIC WATER STANDPIPE LOCATED BY THE PUBLIC WORKS BUILDING.
- ALL WATER FACILITIES SHALL BE FILLED, DISINFECTED, PRESSURE TESTED, FLUSHED, FILLED AND AN ACCEPTABLE WATER SAMPLE OBTAINED PRIOR TO COMMISSIONING THE NEW WATER LINE TO THE GRANTSVILLE CITY CULINARY WATER DISTRIBUTION SYSTEM.
- GRANTSVILLE CITY UTILITIES DEPARTMENT MUST APPROVE WATER SHUT DOWN WHICH MAY REQUIRE EVENING AND WEEKEND SHUT DOWN AS DEEMED NECESSARY, REQUIRING THE CONTRACTOR TO BE BILLED FOR OVERTIME. 48 HOUR NOTICE IS REQUIRED.
- WATER SUB-OUT INSTALLATIONS WILL NOT BE CONSTRUED AS A COMMITMENT FOR WATER SERVICE.
- CONDITIONAL APPROVAL OF VALVED OUTLET (6" AND LARGER), IN THE EVENT THE WATER PLANS SHOW ONE OR MORE VALVED OUTLETS EXTENDING OUT OF PAVED AREAS, INSTALLATIONS OF THESE OUTLETS IS ACCEPTABLE, HOWEVER, IF THE OUTLETS ARE INCORRECTLY LOCATED OR NOT USED FOR ANY REASON WHEN THE PROPERTY IS DEVELOPED, THE DEVELOPER SHALL ABANDON THE OUTLETS AT THE CONNECTION TO THE ACTIVE MAIN IN ACCORDANCE WITH THE CITY STANDARDS AND AT THE DEVELOPER'S EXPENSE.
- ALL LINES TO BE PRESSURE TESTED ACCORDING TO GRANTSVILLE CITY AND APWA STANDARDS AND CHLORINATED PRIOR TO USE AND FINAL ACCEPTANCE.
- ALL FITTINGS TO BE COATED WITH POLY FM GREASE AND WRAPPED WITH 8 MIL THICK POLYETHYLENE.
- NO OTHER UTILITY LINES MAY BE PLACED IN THE SAME TRENCH WITH WATER LINE UNLESS APPROVED BY THE CITY ENGINEER.
- ANY CONFLICT WITH EXISTING UTILITIES SHALL BE IMMEDIATELY CALLED TO THE ATTENTION OF THE CITY ENGINEER OR DESIGNEE.
- ALL WATER VAULTS WILL BE CONSTRUCTED PER GRANTSVILLE CITY STANDARD DRAWINGS AND SPECIFICATIONS. NO VAULTS ARE ALLOWED IN TRAFFIC AREAS WITHOUT PRIOR APPROVAL OF THE CITY ENGINEER.
- LANDSCAPING AND IRRIGATION ADJACENT TO VAULTS SHALL DRAIN AWAY FROM VAULTS.
- ONCE THE WATERLINE HAS BEEN TESTED, APPROVED AND CITY WATER IS FLOWING THROUGH THE PIPE, ONLY CITY PERSONNEL ARE AUTHORIZED TO SHUT DOWN AND CHARGE THE WATERLINE.
- MEGALUG FOLLOWING RING OR AN APPROVED EQUIVALENT SHALL BE USED ON ALL FITTINGS.
- APWA PLAN 562, CITY REQUIRES STAINLESS STEEL TIE-DOWN RESTRAINTS WITH TURNBUCKLES ONLY. 5/8" REBAR IS NOT ACCEPTABLE. MEGALUG FOLLOWERS REQUIRED ON ALL FITTINGS AND ALL DIMENSIONS OF THRUST BLOCKING STILL APPLY. THRUST BLOCKS MAY BE ELIMINATED IF HORIZONTAL TIE DOWN RESTRAINTS HAVE BEEN PRE-ENGINEERED AND RECEIVE PRIOR CITY APPROVAL.
- WATER MAINS WILL BE HOT TAPPED AS CALLED OUT ON THE APPROVED PLANS. UNDER SPECIAL CIRCUMSTANCES, WHEN A CONTRACTOR SUBMITS A REQUEST FOR A SHUTDOWN CONTRARY TO THE APPROVED PLANS AND THE REQUEST IS APPROVED AT THE DISCRETION OF THE CITY ENGINEER OR DESIGNEE, THE CONTRACTOR MUST PROVIDE 48-HOUR NOTICE TO NEIGHBORS AND THOSE AFFECTED. IF BUSINESSES ARE IMPACTED BY THE SHUTDOWN IT WILL BE DONE AFTER HOURS AND ALL OVERTIME FEES FOR CITY PERSONNEL, EQUIPMENT AND VEHICLES MUST BE PAID IN ADVANCE.
- CONTRACTORS ARE REQUIRED TO WRITE THE LOT NUMBER WITH A BLACK PERMANENT MARKER ON THE INSIDE OF THE WATER METER BARRELS AS THEY ARE INSTALLED.

**GRANVILLE CITY FIRE DEPARTMENT NOTES**

- ON ANY NEW HOME OR BUILDING INSTALLATION, ACCESSIBLE FIRE HYDRANTS SHALL BE INSTALLED BEFORE COMBUSTIBLE CONSTRUCTION COMMENCES AND SAID FIRE HYDRANTS SHALL BE IN GOOD WORKING ORDER WITH AN ADEQUATE WATER SUPPLY.
- CONTRACTOR SHALL CALL THE PUBLIC WORKS DEPARTMENT AND ENGINEERING DEPARTMENT FOR UNDERGROUND INSPECTION, PRESSURE AND FLUSH VERIFICATION OF ALL FIRE HYDRANTS AND FIRE LINES BEFORE BACK FILLING.
- PAINTING OF THE CURBS AND HYDRANT AND ANY WORK NECESSARY FOR PROTECTION OF HYDRANTS FROM PHYSICAL DAMAGE SHALL BE APPROVED BEFORE BEING CONSTRUCTED. HYDRA-FINDERS WILL BE INSTALLED PER GRANTSVILLE CITY STANDARDS DETAIL.
- A FLOW TEST MUST BE WITNESSED BY THE FIRE DEPARTMENT PRIOR TO OCCUPANCY FOR VERIFICATION OF REQUIRED ON-SITE WATER SUPPLY.
- ALL ON-SITE FIRE MAIN MATERIALS MUST BE U.L. LISTED AND A.W.W.A. APPROVED.
- THE TURNING RADIUS FOR ANY FIRE APPARATUS ACCESS ROAD AND/OR FIRE LANE, PUBLIC OR PRIVATE, SHALL BE NOT LESS THAN FORTY-EIGHT FEET (48') OUTSIDE RADIUS EQUALING 96' OR LARGER AND TWENTY-TWO FEET (22') INSIDE RADIUS AND SHALL BE PAVED.
- A FIRE APPARATUS ROAD SHALL BE REQUIRED WHEN ANY PORTION OF AN EXTERIOR WALL OF THE FIRST STORY IS LOCATED MORE THAN ONE HUNDRED FIFTY FEET (150') FROM FIRE DEPARTMENT VEHICLE ACCESS ROADS AND/OR FIRE LANES, PUBLIC OR PRIVATE, IN EXCESS OF ONE HUNDRED FIFTY FEET (150') IN LENGTH SHALL BE PROVIDED WITH AN APPROVED TURN AROUND AREA. CONTRACTOR/ENGINEER SHALL FOLLOW LATEST INTERNATIONAL FIRE CODE REGULATIONS AT ALL TIMES IN REGARDS TO DISTANCE.
- ACCESS ROADS SHALL BE MARKED BY PLACING APPROVED SIGNS AT THE START OF THE DESIGNATED FIRE LANE, ONE SIGN AT THE END OF THE FIRE LANE AND WIDTH SIGNS AT INTERVALS OF ONE HUNDRED FEET (100') ALONG ALL DESIGNATED FIRE LANES. SIGNS TO BE PLACED ON BOTH SIDES OF AN ACCESS ROADWAY IF NEEDED TO PREVENT PARKING ON EITHER SIDE. SIGNS SHALL BE INSTALLED AT LEAST 5' MEASURED FROM THE BOTTOM EDGE OF THE SIGN TO THE NEAR EDGE OF PAVEMENT, WHERE PARKING OR PEDESTRIAN MOVEMENTS OCCUR. THE CLEARANCE TO THE BOTTOM OF THE SIGN SHALL BE AT LEAST 7'. THE CURB ALONE OR ON THE PAVEMENT OR CEMENT IF CURB IS NOT PRESENT, SHALL BE PAINTED WITH RED WEATHER RESISTANT PAINT IN ADDITION TO THE SIGNS.
- ELECTRICALLY CONTROLLED ACCESS GATES SHALL BE PROVIDED WITH AN APPROVED EMERGENCY WATER VEHICLE DETECTOR/RECEIVER SYSTEM. SAID SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH THE GRANTSVILLE CITY F.D. APPROVAL. GATES ARE ONLY ALLOWED WITH PRIOR APPROVAL.
- ALL PRIVATE UNDERGROUND FIRE LINES THAT SERVICE AUTOMATIC FIRE SPRINKLER SYSTEMS SHALL BE NO SMALLER THAN EIGHT (8) INCHES IN DIAMETER AND HAVE A POST INDICATOR VALVE (PIV) BETWEEN THE WATER MAIN AND THE BUILDING. IF A PIV IS NOT FEASIBLE DUE TO SITE CONSTRAINTS, A WATER MAIN VALVE (WV) MAY BE USED WITH THE APPROVAL OF THE CITY ENGINEER OR FIRE CODE OFFICIAL. FOR A WAY TO BE ALLOWED, ANOTHER VALVE MUST BE INSTALLED ON THE FIRE SERVICE LINE BACK AT THE CONNECTION TO THE WATER MAIN, WHICH WILL BE MAINTAINED BY THE CITY AS PART OF ITS CULINARY WATER SYSTEM. ALL FIRE LINES MATERIAL SHALL BE DUCTILE IRON; (DUCTILE IRON FROM THE PIV TO THE BUILDING SHALL BE PERMITTED OR DUCTILE IRON FROM THE MAIN WATER LINE TO THE IRV).
- POST INDICATOR VALVES (PIV) SHALL BE BETWEEN 6 AND 40 FEET FROM BUILDINGS NOT EXCEEDING THREE STORIES OR EQUIVALENT IN HEIGHT AND BETWEEN 30 AND 40 FEET ON BUILDINGS IN EXCESS OF THREE OR MORE STORIES IN HEIGHT OR EQUIVALENT.
- ROADS AND ACCESSES SHALL BE DESIGNED AND MAINTAINED TO SUPPORT THE IMPOSED LOADS OF FIRE APPARATUS. SURFACE SHALL BE PAVED BEFORE THE APPLICATION OF COMBUSTIBLE MATERIAL.
- ALL NEW BUILDINGS EQUIPPED WITH A FIRE DEPARTMENT CONNECTION (FDC) MUST HAVE INLETS SECURED WITH KNOX BRAND LOCKING FDC CAP(S) WITH A SWIVEL COLLAR. ALL NEW BUILDINGS ARE ALSO REQUIRED TO HAVE A KNOX BRAND KEY LOCK BOX MOUNTED ON THE EXTERIOR BUILDING, SUCH THAT FIRE DEPARTMENT PERSONNEL MAY GAIN ACCESS IN CASE OF AN EMERGENCY.

**LEGEND**

	SECTION CORNER		EXISTING EDGE OF ASPHALT
	EXISTING MONUMENT		PROPOSED EDGE OF ASPHALT
	PROPOSED MONUMENT		EXISTING STRIPING
	EXISTING REBAR AND CAP		EXISTING STRIPING
	SET ENSIGN REBAR AND CAP		EXISTING FENCE
	EXISTING WATER METER		PROPOSED FENCE
	PROPOSED WATER METER		EXISTING FLOW LINE
	EXISTING WATER MANHOLE		PROPOSED FLOW LINE
	EXISTING WATER MANHOLE		GRADE BREAK
	EXISTING WATER BOX		EXISTING STORM DRAIN LINE
	EXISTING WATER VALVE		PROPOSED STORM DRAIN LINE
	PROPOSED WATER VALVE		ROOF DRAIN LINE
	EXISTING FIRE HYDRANT		CATCHMENTS
	PROPOSED FIRE HYDRANT		HIGHWATER LINE
	PROPOSED FIRE DEPARTMENT CONNECTION		EXISTING SANITARY SEWER
	EXISTING SECONDARY WATER VALVE		PROPOSED SANITARY SEWER LINE
	PROPOSED SECONDARY WATER VALVE		PROPOSED SAN. SWR. SERVICE LINE
	EXISTING IRRIGATION BOX		EXISTING LAND DRAIN LINE
	EXISTING IRRIGATION VALVE		PROPOSED LAND DRAIN LINE
	PROPOSED IRRIGATION VALVE		PROPOSED LAND DRAIN SERVICE LINE
	EXISTING SANITARY SEWER MANHOLE		EXISTING CULINARY WATER LINE
	PROPOSED SANITARY SEWER MANHOLE		PROPOSED CULINARY WATER LINE
	EXISTING SANITARY CLEAN OUT		PROPOSED CULINARY WATER SERVICE LINE
	EXISTING STORM DRAIN CLEAN OUT BOX		EXISTING SECONDARY WATER LINE
	PROPOSED STORM DRAIN CLEAN OUT BOX		PROPOSED SECONDARY WATER LINE
	EXISTING STORM DRAIN INLET BOX		PROPOSED SEC. WATER SERVICE LINE
	EXISTING STORM DRAIN CATCH BASIN		EXISTING IRRIGATION LINE
	PROPOSED STORM DRAIN CATCH BASIN		PROPOSED IRRIGATION LINE
	EXISTING STORM DRAIN COMBO BOX		EXISTING OVERHEAD POWER LINE
	PROPOSED STORM DRAIN COMBO BOX		EXISTING ELECTRICAL LINE
	EXISTING STORM DRAIN CLEAN OUT		EXISTING GAS LINE
	EXISTING STORM DRAIN CULVERT		EXISTING TELEPHONE LINE
	PROPOSED STORM DRAIN CULVERT		ACCESSIBLE ROUTE
	TEMPORARY SAG INLET PROTECTION		SAW CUT LINE
	TEMPORARY IN-LINE INLET PROTECTION		STRAW WATTLE
	ROOF DRAIN		TEMPORARY BERM
	EXISTING ELECTRICAL MANHOLE		TEMPORARY SILT FENCE
	EXISTING ELECTRICAL BOX		LIMITS OF DISTURBANCE
	EXISTING TRANSFORMER		EXISTING GRAVEL
	EXISTING UTILITY POLE		EXISTING WALL
	EXISTING LIGHT		PROPOSED WALL
	PROPOSED LIGHT		EXISTING CONTOURS
	EXISTING GAS METER		PROPOSED 0.5' CONTOURS
	EXISTING GAS MANHOLE		BUILDABLE AREA WITHIN SETBACKS
	EXISTING GAS VALVE		PUBLIC DRAINAGE EASEMENT
	EXISTING TELEPHONE MANHOLE		EXISTING ASPHALT TO BE REMOVED
	EXISTING TELEPHONE BOX		PROPOSED ASPHALT
	EXISTING TRAFFIC SIGNAL BOX		EXISTING CURB AND GUTTER
	EXISTING CABLE BOX		PROPOSED REVERSE PAN CURB AND GUTTER
	EXISTING BOLLARD		PROPOSED REVERSE PAN CURB
	PROPOSED BOLLARD		TYPE D MOUNTABLE CURB AND GUTTER
	EXISTING SIGN		CONCRETE TO BE REMOVED
	PROPOSED SIGN		EXISTING CONCRETE
	EXISTING SPOT ELEVATION		PROPOSED CONCRETE
	PROPOSED SPOT ELEVATION		STAMPED CONCRETE
	EXISTING FLOW DIRECTION		BUILDING TO BE REMOVED
	EXISTING TREE		EXISTING BUILDING
	DENSE VEGETATION		PROPOSED BUILDING

NOTE: MAY CONTAIN SYMBOLS THAT ARE NOT USED IN THIS PLAN SET.

**ABBREVIATIONS**

APWA	AMERICAN PUBLIC WORKS ASSOCIATION
AR	ACCESSIBLE ROUTE
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS
AWWA	AMERICAN WATER WORKS ASSOCIATION
BMP	BEST MANAGEMENT PRACTICES
BOS	BOTTOM OF STEP
BVC	BEGIN VERTICAL CURVE
C	CURVE
CB	CATCH BASIN
CF	CURB FACE
CD	CLEAN OUT
COMM	COMMUNICATION
CONC	CONCRETE
CONT	CONTINUOUS
DIA	DIAMETER
DIP	DIP
ELEC	ELECTRICAL
ELEV	ELEVATION
EVA	EDGE OF ASPHALT
EOC	END OF VERTICAL CURVE
EW	EACH WAY
EXIST	EXISTING
FF	FINISH FLOOR
FG	FINISH GRADE
FH	FIRE HYDRANT
FL	FLOW LINE OR FLANGE
GB	GRADE BREAK
GV	GATE VALVE
HC	HANDICAP
HR	HIGH POINT
I	IRRIGATION
K	RATE OF VERTICAL CURVATURE
LD	LAND DRAIN
LF	LINEAR FEET

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FOR:  
THE COASSOLO GROUP, LLC  
PO BOX 190  
GRANTSVILLE CITY, UTAH 84029  
CONTACT:  
TODD CASTAGNO  
PHONE: 435-849-1465

**HOLLYWOOD CORNER SUBDIVISION**  
**PRELIMINARY DESIGN**  
**HOLLYWOOD STREET AND QUIRK STREET**  
**GRANTSVILLE CITY, UTAH**

**For Review**  
11/21/2022 4:05:59 PM

**PRECONSTRUCTION  
GENERAL NOTES**

PROJECT NUMBER: T1216G  
PRINT DATE: 2022-11-16  
DRAWN BY: C. CHILD  
CHECKED BY: J. CLEGG  
PROJECT MANAGER: C. CHILD

**C-002**

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Jason Smith	Grantsville City Fire Marshal	801-598-7049	firemarshal@grantsvilleut.gov

**GRANTSVILLE PRECONSTRUCTION GENERAL NOTES**

CHAIN OF COMMUNICATION

- FIRST CONTACT: CODY CHRISTENSEN PUBLIC WORKS INSPECTOR
- SECOND CONTACT: GLEN MILLWARD (WATER), MARKUS SEAT (SEWER), TRAVIS DANIELS (FIRE CHIEF), JASON SMITH (ASSISTANT FIRE CHIEF).

PLEASE COMMUNICATE THROUGH E-MAIL TO MAINTAIN A WRITTEN RECORD.

MAIN CONSTRUCTION CONTACT

- PROJECT FOREMAN:

CONSTRUCTION SCHEDULE

- CONSTRUCTION STARTS:
- PLEASE PROVIDE A CONSTRUCTION SCHEDULE. HELPS CITY TO PLAN FOR WHAT IS HAPPENING. PROVIDE TO JAMES AND HE WILL DISSEMINATE TO OTHERS.

PERMITTING

CONSTRUCTION STAKING

- SURVEYING & STAKING:
- WE ARE HAVING SOME ALIGNMENT ISSUES ON CITY UTILITIES PLEASE MAKE SURE YOU GET ADEQUATE STAKING.

GEOTECHNICAL

- DOES THE CONTRACTOR HAVE A COPY OF THE GEOTECHNICAL REPORT AND IS HE FAMILIAR WITH THE REQUIREMENTS?
- DOES THE CITY INSPECTOR HAVE A COPY OF THE GEOTECHNICAL REPORT AND IS HE FAMILIAR WITH THE REQUIREMENTS? THE CITY INSPECTORS WILL BE GIVEN A COPY.
- GEO-TECH SHALL MONITOR THE EXCAVATION AND DETERMINE THE LOCATIONS THAT REQUIRE ADDITIONAL GRANULAR SUB-BASE AND SPECIFY THE DEPTH REQUIRED. CITY WOULD LIKE A DRAWINGS SHOWING THE AREAS THAT REQUIRE ADDITIONAL WORK.
- WHO WILL DO SOILS, COMPACTION TESTING?

SUBMITTALS:

- THE CONTRACTOR SHALL PROVIDE SUBMITTALS FOR MATERIAL TO THE CITY FOR APPROVAL PRIOR TO PURCHASE OF MATERIALS AND INSTALLATION. THE CITY WANTS TO CHECK THAT THE MATERIALS MEET SPEC BEFORE THEY ARE ORDERED SO THEY DONT GET REJECTED WHEN THEY HAVE BEEN INSTALLED. SUBMIT TO CHRISTY MONTIERTH IN PUBLIC WORKS.
- THE CITY IS FINE WITH THE MATERIALS THAT HAVE PREVIOUSLY BEEN USED.

SEWER

- PIPE MATERIAL: PVC ASTM D-3034 SDR-35
- FOLLOW OSHA REQUIREMENTS FOR TRENCHING (4' VERTICAL WITH 1:1 SLOPING OR STEPPING OR USE TRENCH BOXES).
- SEWER LATERALS PER CITY STANDARD. (APWA 431).
- UTAH REQUIREMENT OF 10' HORIZONTAL SEPARATION BETWEEN SEWER AND WATER LATERALS.
- 18" MINIMUM VERTICAL SEPARATION BETWEEN WATER AND SEWER.
- CRUSHED ROCK ¾-INCH MINUS IN PIPE ZONE (¾-INCH ROUNDED PEA GRAVEL IS NOT ALLOWED BY THE CITY).
- SEWER LATERALS. GRAVEL BEDDING TO BE EXTENDED TO DWELLING.
- NATIVE SOILS MAY BE USED ABOVE THE PIPE ZONE IF THEY ARE SUITABLE TO THE CITY AND CAN MEET COMPACTION REQUIREMENTS (BLENDING MAY BE REQUIRED).
- OFFSET TEES FOR SEWER LATERALS; GASKET TYPE.
- COMPACTION - 95% IN ROADS, 90% OFF-ROAD (ASTM D-1557, MODIFIED PROCTOR)
- INSTALLATION AS PER ASTM D-2321
- ALL PRECAST MANHOLES TO BE PROVIDED WITH RUBBER BOOTS AND STAINLESS-STEEL BANDS AT PIPE PENETRATIONS.
- INTERIOR PIPE PENETRATIONS IN ALL SEWER MANHOLES SHALL BE GROUTED.
- TRACER WIRE EXTENDING FROM MAIN TO LATERAL STUB ON ALL LATERALS AND EXTENDED TO SURFACE AT STUB MARKER. INCLUDE AN EXTRA 30-FEET TO EXTEND ALONG THE SERVICE TO THE DWELLING.
- STAMP (WHEN WET) OR PIN (DO NOT GRIND) GUTTER BOTH AT THE LIP AND TOP OF CURB AN "S" AT ALL SERVICE LATERALS (TWO PLACES FOR EACH SERVICE). MAKE SURE THESE ARE LOCATED ABOVE THE LATERALS IN THE PROPER LOCATIONS.
- EXTEND UTILITY LATERAL STUB MARKERS BEYOND THE 15-FOOT PU&DE (15-FEET BEHIND BACK OF WALK).
- END OF SEWER LATERALS SHALL BE PLUGGED.

TESTING:

- AIR TEST MANDATORY - CERTIFICATION REQUIRED.
- VACUUM TEST REQUIRED FOR THE MANHOLES.
- VIDEO INSPECTION AFTER FLUSHING - THE CITY DOES NOT NEED TO OBSERVE THE VIDEO INSPECTION. VIDEO RECORD TO BE PROVIDED FOR CITY REVIEW.
- PLEASE PROVIDE THE CITY 48 HOURS' NOTICE PRIOR TO TESTING.

EMERGENCY SERVICES

- INSTALL SILT FENCE FIVE FEET OUT AROUND FIRE HYDRANTS AND ELECTRICAL TRANSFORMERS AFTER THEIR INSTALLATION. THIS HELPS MAINTAIN A CLEAR SPACE AROUND THEM AND MAKES THEM VISIBLE IF EMERGENCY SERVICES ARE NEEDING TO FIND THEM DURING CONSTRUCTION.
- INSTALL TEMPORARY SIGNAGE AT THE BEGINNING OF WORK ON THE SITE.
- PARK ONLY ON ONE SIDE OF ACCESS ROADS SO EMERGENCY ACCESS IS CLEAR.
- COORDINATE WITH FIRE CHIEF FOR HIS INSPECTIONS. ROADS: FACE OF CURB TO FACE OF CURB IS PROPER DISTANCE AND HYDRANTS ARE PROPERLY PLACED. THE HEIGHT OF THE HYDRANTS WILL ALSO BE INSPECTED. 18" ABOVE GROUND FROM THE PUMPER NOZZLE.
- PAINT RED CURB TEN FEET EITHER DIRECTION FIRE HYDRANTS.

CULINARY WATER

- PIPE MATERIAL: PVC C900 DR18
- USE BEDDING SAND FOR BACKFILL IN THE PIPE ZONE (CITY NEEDS TO PREAPPROVE SAND BEDDING.) CITY WANTS CLEANED WASHED SAND. THE CITY WANTS A BUCKET AHEAD OF TIME SO THE CITY CAN WET IT AND SEE IF IT SETS UP LIKE CONCRETE OR NOT. IT CANT SET UP LIKE CONCRETE. THEY CAN PULL FROM THE STAKER PIT BUT THE SAND NEEDS TO BE WASHED. THE CITY CAN PROVIDE AN EXAMPLE FOR WHAT THEY ARE LOOKING FOR.
- WATER LATERALS SAND BEDDING NEEDS TO GO TO THE DWELLING.
- NATIVE SOILS MAY BE USED ABOVE THE PIPE ZONE IF THEY ARE SUITABLE TO THE CITY AND CAN MEET COMPACTION REQUIREMENTS (BLENDING MAY BE REQUIRED)
- VALVES SHALL BE CLUSTERED IN INTERSECTIONS
- VALVES & TEMP. BLOW-OFF ARE LOCATED AT THE DEAD-END MAIN OF PHASE LINES TO ALLOW FOR FLUSHING, ISOLATION AND CONTINUED SERVICE TO EXISTING CONNECTIONS WHEN FUTURE PHASES ARE CONSTRUCTED.
- METER AND SERVICES SHALL BE ¾-INCH POLYETHYLENE SDR11 IPS. INSTALL SERVICE LATERALS AND METERS WITHIN 5-FEET OF LOT LINES (AS CLOSE TO LOT LINE AS PRACTICABLE), ONE ON EACH SIDE OF COMMON LOT LINE (ALTERNATE WITH SECONDARY WATER).
- USE 150# CORP STOPS.
- 10' HORIZONTAL SEPARATION OF WATER AND SEWER LATERAL PER STATE REQUIREMENTS. WATER LATERAL TO BE LOCATED UPSLOPE OF SEWER LATERAL TO THE EXTENT PRACTICABLE.
- 18" MINIMUM VERTICAL SEPARATION BETWEEN WATER AND SEWER.
- 10' HORIZONTAL SEPARATION OF WATER AND STORMWATER.
- METER BARRELS SHALL BE 21-INCH DIAMETER WHITE CORRUGATED POLYETHYLENE
- METER TO BE INSTALLED 18 TO 22 INCHES BELOW THE LID.
- PLACE SAND AROUND THE WATER SERVICE SETTER BASES AND ABOVE TO STABILIZE SETTER AND PROVIDE INSULATION. GRAVEL IS NOT ALLOWED.
- TAPPING SADDLES SHALL BE BRASS WITH DOUBLE STAINLESS STEEL OR BRASS STRAPS WRAPPED WITH POLY SOCK.
- USE DUAL CHECK AND HEAVY-DUTY ANGLE VALVES FOR ALL SERVICES.
- INSTALL TRACER WIRE AND LOCATING TAPE ABOVE WATER MAIN.
- INSTALL TRACER WIRE FROM MAIN CONNECTION THROUGH METER PIT TO STUB MARKER WITH 30' EXCESS TO EXTEND TO THE DWELLING.
- STAMP (WHEN WET) OR PIN (DO NOT GRIND) GUTTER BOTH AT THE LIP AND TOP OF CURB WITH A "W" AT ALL SERVICE LATERALS (2 PLACES EACH SERVICE). MAKE SURE THESE ARE LOCATED ABOVE THE LATERALS IN THE PROPER LOCATIONS.
- THRUST BLOCKS NEED TO BE INSPECTED BY THE CITY PRIOR TO BACKFILL. SIZE BASED ON TEST PRESSURES
- MAKE SURE FIRE HYDRANTS NEED TO BE INSTALLED TO THE PROPER HEIGHT TO HELP THE BREAK A WAY FUNCTION WORKS.
- HYDRO FINDERS MUST BE INSTALLED.

TESTING:

- HYDROSTATIC PRESSURE TEST: 200 PSI FOR A MINIMUM OF 2 HOURS FOR MAIN ONLY AND 150 PSI IF TESTING WITH TAPPING SADDLES AND CORPORATIONS IN PLACE - INSPECTOR (GLEN MILLWARD OR ASSIGNED CITY INSPECTOR) MUST BE PRESENT FOR THE ENTIRE DURATION OF THE TEST.

DISINFECTION:

- HYPOCHLORITE POWDER
- CHLORINE RESIDUALS WILL BE TESTED ONCE BY THE CITY, BUT ANY RETESTS WILL BE PERFORMED BY THE CONTRACTOR/DEVELOPER
- ONLY ONE SERIES OF BAC-T TESTING WILL BE PERFORMED BY THE CITY TO ACCEPT WATER LINES AND ANY RETESTS WILL BE PERFORMED BY THE CONTRACTOR/DEVELOPER (PRELIMINARY INVESTIGATIVE TESTS BY THE CONTRACTOR/DEVELOPER ARE ENCOURAGED) THE CITY NEEDS TO DO THE GRAB ON ANY SAMPLES.
  - PER AWWA C651, BAC-T TESTING SHALL BE COMPLETED FOR EVERY 1,200 FEET OF NEW WATER MAIN AT THE END OF THE LINE, AND AT EACH BRANCH. TWO CONSECUTIVE SAMPLE SETS SHALL BE COLLECTED AT THE AFOREMENTIONED LOCATIONS AT LEAST 24 HOURS APART.

**THE CITY WILL NOT SWING METER BOXES TO ACCOMMODATE THE DRIVEWAY. THINK ABOUT THE LATERAL LOCATIONS BEFORE LOCATING THE DWELLING.**

STORM WATER

PIPE MATERIAL:

- REINFORCED CONCRETE (RCP) AND/OR ADS N-12-WT
- INSTALLATION AND COMPACTION TO FOLLOW MANUFACTURERS RECOMMENDATIONS.
- ALL CATCH BASIN BOXES INCLUDE A SUMP. FOR BOXES WITH SNOTS THE SUMP DEPTH IS BASED UPON THE SNOT MODEL. MANUFACTURES RECOMMENDATION. FOR ALL OTHER BOXES THE DEPTH IS 12" BELOW THE FLOW LINE OF THE PIPES.

FRANCHISE UTILITIES

- GAS: DOMINION
- POWER: ROCKY MOUNTAIN POWER
- CABLE: COMCAST
- PHONE: CENTURY LINK
- PLEASE INSTALL STUBS FOR FUTURE PHASES FOR FRANCHISED UTILITIES SO THAT NEW STREETS AND CONCRETE DONT HAVE TO BE CUT TO EXTEND TO A FUTURE PHASE.

SURFACE IMPROVEMENTS

PAVEMENT:

- ¾" OR ¾-INCH ASPHALT AGGREGATE (1/2" IS THE CITY PREFERENCE). THE CITY STANDARD PAVEMENT SECTION IS 3-INCH ASPHALT ON 6-INCH UBC ON 8-INCH GRANULAR BORROW. (FABRIC)
  - MARSHALL MIX REQUIRED PRIOR TO PAVING
  - ROAD BASE AND CROSS-SECTION PER APPROVED DRAWINGS.
  - PROVIDE PROPER SIGNAGE PER UTAH MUTCD.
  - PROVIDE STOPS BARS AT STOP SIGNS.
  - ADA TRUNCATED DOME INSERTS NEED TO BE YELLOW IN PED RAMPS. THE SPACING IS REQUIRED TO BE 2" TO FRONT OF RAMP AND NO MORE THAN 2" OFF THE SIDES OF THE WALKING PATH.
  - INSTALL "NO PARKING" SIGNS IN TEMPORARY TURNAROUNDS. HOMEOWNERS ARE PARKING VEHICLES IN THEM.
- CONCRETE:
- AIR TEST EVERY 50 YARDS UNLESS RESULTS ARE OUT OF SPEC (5% - 7%)
  - 3 CYLINDERS EVERY 50 YARDS
  - 4,500 PSI CONCRETE FOR ALL SURFACE IMPROVEMENTS.
  - SIDEWALK SECTION IS 6" PCC ON 6" UBC.

EARTHWORK:

- PROVIDE COMPACTION AND SIEVE ANALYSIS ON ALL INITIAL PROCTORS AND NEW MATERIAL.
- COMPACTION TESTS EVERY 100 FEET OF PIPE TRENCH. VARY DEPTHS TO PROVIDE RESULTS THROUGHOUT STRATA.
- ROAD WORK AND BASE - BOTH SHOULDERS AND CENTERLINE WITH A MAXIMUM OF 200' BETWEEN

TESTS.

- PROOF ROLL TRENCHES, SUBGRADE, AND BASE
- MINIMUM OF FOUR COMPACTION TESTS AROUND EACH MANHOLE AND CLEANOUT.
- USE APWA DETAIL 255 FOR PIPE TRENCH PATCHING.

TESTING AND QA/QC

- 48-HOUR NOTICE IS REQUIRED PRIOR TO ANY TESTING. MAKE SURE THE TEST IS SCHEDULED.
- INSPECTOR(S) REPRESENTING THE CITY MUST BE PRESENT FOR ALL TESTING INCLUDING THOSE PERFORMED BY AN INDEPENDENT AGENCY.
- PUBLIC WORKS HOURS ARE 7 AM TO 3:30 PM MONDAY THROUGH FRIDAY. HOWEVER, THE CITY WILL WORK WITH CONTRACTOR IF CONTRACTOR IS WORKING OUTSIDE THESE HOURS.
- COMPACT FILL IN 8' LIFTS.

CONSTRUCTION WATER

- CONTRACTOR SHALL OBTAIN WATER FOR CONSTRUCTION FROM A CITY APPROVED FIRE HYDRANT USING A HYDRANT METER RENTED FROM THE CITY. THERE IS A \$1800 REFUNDABLE DEPOSIT FOR HYDRANT METERS AND A CHARGE OF \$6 PER 1000 GALLONS FOR ALL WATER USED. \$75 A MONTH RENTAL CHARGE.
- PLEASE DONT DAMAGE THE METERS AND DONT TAKE ANYTHING OFF THE METER.

EROSION CONTROL / STORM WATER SYSTEM PROTECTION

- MINIMIZE POTENTIAL FOR OFF-SITE RUN-OFF
- MINIMIZE DISTURBED AREAS.
- KEEP WORKING AREA WETTED TO MINIMIZE DUST
- PROVIDE SILT FENCE TO PREVENT SEDIMENT TRANSPORT DOWNSTREAM.
- CONTAIN ALL SEDIMENT ON SITE.
- MAINTAIN BMPS AS PER SWPPP.
- SWPPP TO BE ON-SITE AT ALL TIMES.
- PROOF OF COVERAGE UNDER UPDES REQUIRED
  - CITY WILL NEED A COPY OF THE NOI.
- THE CITY IS ON COMPLIANCE GO. MAKE SURE UPDATES ARE LOADED IN COMPLIANCE GO. ADD THE CITY PUBLIC WORKS E-MAIL CONTACT. HAVE A RSI AND PTOE ON SITE.
- THE CITY WILL CHECK WITH THE CONTRACTOR AFTER AN EVENT.
- THE CITY WILL SHARE INSPECTION REPORTS WITH THE CONTRACTOR.
- INSPECT AFTER RAINFALL AND OTHER EVENTS (WEATHER, AND CONSTRUCTION AROUND BMPS) THAT MAY AFFECT BMPS.
- MAKE SURE TO FOLLOW THE SWPPP AS SHOWN ON THE PLANS.
- PROVIDE VEGETATIVE COVER ON COMPLETED OR LONG-TERM TEMPORARY GRADING WITHIN 14 DAYS.
- PUT THE SWPPP SIGN ON SITE AND VISIBLE SO THE STATE CAN SEE IT ON A DRIVE BY.

CONSTRUCTION DEBRIS DISPOSAL

- MAINTAIN A WORK SITE THAT IS CLEAN AS POSSIBLE AND PROPERLY DISPOSE OF DEBRIS AND TRASH.
- NO GARBAGE PITS ALLOWED
- NO ON-SITE CONCRETE WASHOUT ALLOWED UNLESS HAULED FROM SITE AT END OF PROJECT OR OTHER PROVISIONS ARE MADE.

SITE SAFETY

- CONFORM TO OSHA STANDARDS.
- CLOSE TRENCHES AT NIGHT.
- SECURE OPEN TRENCHES AND PLUG LINES.

SECURITY

- SECURE CONSTRUCTION EQUIPMENT WHEN NOT IN USE.

SANITATION

- CLEAN AND PROPERLY MAINTAINED PORT-A-JOHN(S) ON SITE AT ALL TIMES.

HAZARDOUS MATERIAL STORAGE ON SITE

- IF THERE ARE HAZARDOUS MATERIALS ON SITE, MAKE SURE THE CITY HAS APPROVED IT AND THAT IT HAS SECONDARY CONTAINMENT. THE FIRE CHIEF NEEDS TO KNOW WHAT IS ON SITE, HOW IT IS SECURED AND WERE IT IS LOCATED.

SITE ACCESS

AS SHOWN ON THE SWPPP DONT DEVIATE FROM IT.

CONSTRUCTION OBSERVATION

- CITY PERSONNEL WILL INSPECT REGULARLY AS NEEDED.

CONSTRUCTION DRAWINGS

- KEEP AN ACCURATE SET OF AS-BUILTS.
- PROVIDE COPIES OF AS-BUILTS AT COMPLETION OF PROJECT PRIOR TO OCCUPANCY.
- MAKE SURE CHANGES IN AS-BUILTS ARE BUBBLED AND CLEAR AS WHAT CHANGES HAVE OCCURRED.
- CITY HAS STORM BASIN PLAN CERTIFICATION THE DESIGNING ENGINEER NEEDS TO SIGN AND STAMP.
- PROVIDE DIGITAL SET OF AS-BUILTS (PDF, DWG AND SHAPE FILES ARE REQUIRED.) FOR CITY PRIOR TO OCCUPANCY.
- CITY WILL PROVIDE A LIST OF ITEMS REQUIRED IN THE SHAPE FILE.
- BRAYDEE WILL PROVIDE REQUIREMENTS FOR THE CONSTRUCTION DRAWINGS.
- IF THERE ARE QUESTIONS ABOUT THE PLANS AND CONDITIONS ON THE GROUND FIRST REQUEST THE DESIGN ENGINEER'S INTERPRETATION AND BRING THAT INTERPRETATION TO THE CITY WHEN QUESTIONS COME UP. THE ONSITE INSPECTORS CANNOT MAKE APPROVALS TO CHANGES. DOCUMENT CHANGES.

CONSTRUCTION DRAWINGS:

DONT PRINT ANY PLANS UNTIL ALL OF THE CHANGES HAVE BEEN MADE AND YOU HAVE RECEIVED A COPY OF THE SIGNED PLANS FROM GRANTSVILLE CITY.

- PROVIDE DAN ENGLAND WITH ONE 24X36 AND FOUR 11X17S.

**811**  
Know what's below.  
Call before you dig.

**BENCHMARK**  
NORTH QUARTER CORNER OF SECTION 7,  
TOWNSHIP 3 SOUTH, RANGE 5 WEST  
SALT LAKE BASE AND MERIDIAN  
(2.5" BRASS TOOLEE COUNTY SURVEY  
MONUMENT ON 4" PIPE, DATED 1986)  
ELEV = 4599.95' (USED ELEVATION)  
4414.85' (TRUE ELEVATION)



- GENERAL NOTES**
- ALL WORK TO COMPLY WITH THE GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
  - EXISTING UNDERGROUND UTILITIES AND IMPROVEMENTS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS BASED UPON RECORD INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF THESE PLANS. LOCATIONS MAY NOT HAVE BEEN VERIFIED IN THE FIELD AND NO GUARANTEE IS MADE AS TO THE ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXISTENCE AND LOCATION OF THE UTILITIES SHOWN ON THESE PLANS OR INDICATED IN THE FIELD BY LOCATING SERVICES. ANY ADDITIONAL COSTS INCURRED AS A RESULT OF THE CONTRACTOR'S FAILURE TO VERIFY THE LOCATIONS OF EXISTING UTILITIES PRIOR TO THE BEGINNING OF CONSTRUCTION IN THEIR VICINITY SHALL BE BORNE BY THE CONTRACTOR AND ASSUMED INCLUDED IN THE CONTRACT. THE CONTRACTOR IS TO VERIFY ALL CONNECTION POINTS WITH THE EXISTING UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED TO THE EXISTING UTILITIES AND UTILITY STRUCTURES THAT ARE TO REMAIN. IF CONFLICTS WITH EXISTING UTILITIES OCCUR, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONSTRUCTION TO DETERMINE IF ANY FIELD ADJUSTMENTS SHOULD BE MADE.
  - ALL SURFACE IMPROVEMENTS DISTURBED BY CONSTRUCTION SHALL BE RESTORED OR REPLACED, INCLUDING TREES AND DECORATIVE SHRUBS, SO, FENCES, WALLS AND STRUCTURES, WHETHER OR NOT THEY ARE SPECIFICALLY SHOWN ON THE CONTRACT DOCUMENTS.
  - ALL CONSTRUCTION SIGNAGE, BARRICADES, TRAFFIC CONTROL DEVICES, ETC. SHALL CONFORM TO THE LATEST EDITION OF THE M.U.T.C.D. THE CONTRACTOR WILL MAINTAIN SUCH SO THAT THEY ARE PROPERLY PLACED AND VISIBLE AT ALL TIMES.
  - SIDEWALKS AND CURBS DESIGNATED TO BE DEMOLISHED SHALL BE DEMOLISHED TO THE NEAREST EXPANSION JOINT, MATCHING THESE PLANS AS CLOSELY AS POSSIBLE.
  - THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.

- SCOPE OF WORK:**  
PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:
- SAWCUT EXISTING ASPHALT PAVEMENT TO PROVIDE A CLEAN EDGE FOR THE TRANSITION BETWEEN EXISTING AND PROPOSED ASPHALT PAVEMENT.
  - REMOVE AND PROPERLY DISPOSE OF EXISTING ASPHALT PAVEMENT.
  - SAWCUT, REMOVE, AND PROPERLY DISPOSE OF EXISTING ASPHALT PATH. CONTRACTOR TO PROVIDE TRAIL ACCESS THROUGH CONSTRUCTION SITE.
  - REMOVE AND PROPERLY DISPOSE OF EXISTING STORM DRAIN PIPE.
  - REMOVE AND PROPERLY DISPOSE OF EXISTING GRAVEL FILLED STORM DRAIN PIPE.
  - REMOVE AND PROPERLY DISPOSE OF EXISTING PRIVATE IRRIGATION LINE.
  - REMOVE AND RELOCATE EXISTING FIRE HYDRANT.
  - REMOVE AND PROPERLY DISPOSE OF EXISTING FENCE.
  - REMOVE AND PROPERLY DISPOSE OF EXISTING SIGN.
  - REMOVE EXISTING POWER POLES AND OVERHEAD POWER LINES TO UNDERGROUND UTILITY LINES. COORDINATE WITH LOCAL POWER COMPANY.
  - REMOVE AND PROPERLY DISPOSE OF EXISTING STRUCTURES, CONCRETE SLABS, STAIRS, ETC., INCLUDING ALL ELECTRICAL APPURTENANCES, IN THIS AREA WHETHER OR NOT IDENTIFIED ON PLANS. WELL ABANDONMENT WILL BE PERMITTED THROUGH THE STATE. CONTRACTOR TO FILL IN ALL HOLES CREATED DURING DEMOLITION WITH STRUCTURAL FILL TO PROPER SUBGRADE ELEVATION.
  - REMOVE AND PROPERLY DISPOSE OF EXISTING GRAVEL ROAD.
  - PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, SIGNS, ETC. (TYPICAL UNLESS OTHERWISE NOTED).
  - EXISTING 8" IRRIGATION LINE TO BE REMOVED AND REROUTED THROUGH SUBDIVISION SEE UTILITY PLAN FOR LAYOUT OF NEW IRRIGATION LINE.
  - LIMIT OF DISTURBANCE.

**ENSIGN**  
THE STANDARD IN ENGINEERING

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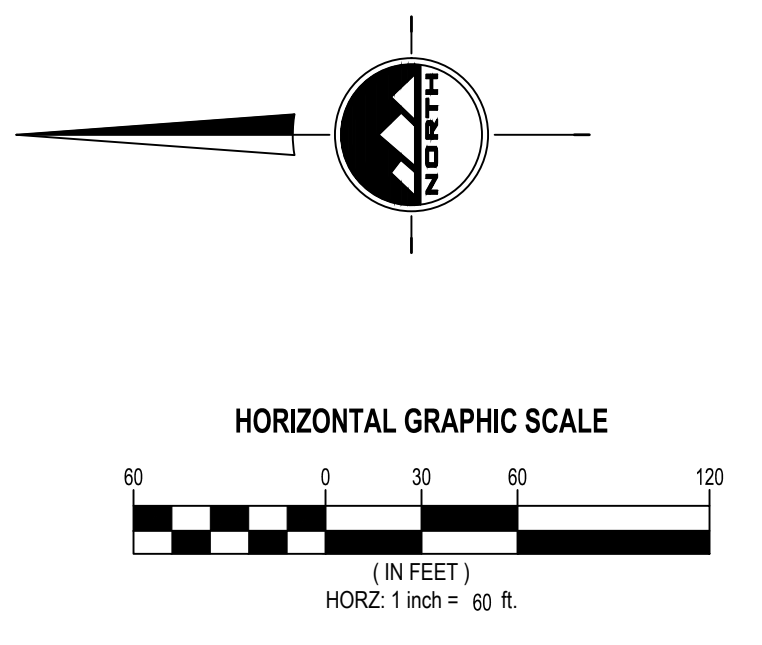
[WWW.ENSIGNENG.COM](http://WWW.ENSIGNENG.COM)

FOR:  
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**HOLLYWOOD CORNER SUBDIVISION**  
**PRELIMINARY DESIGN**  
HOLLYWOOD STREET AND QUIRK STREET  
GRANTSVILLE CITY, UTAH

**For Review**  
11/21/2022 4:05:59 PM



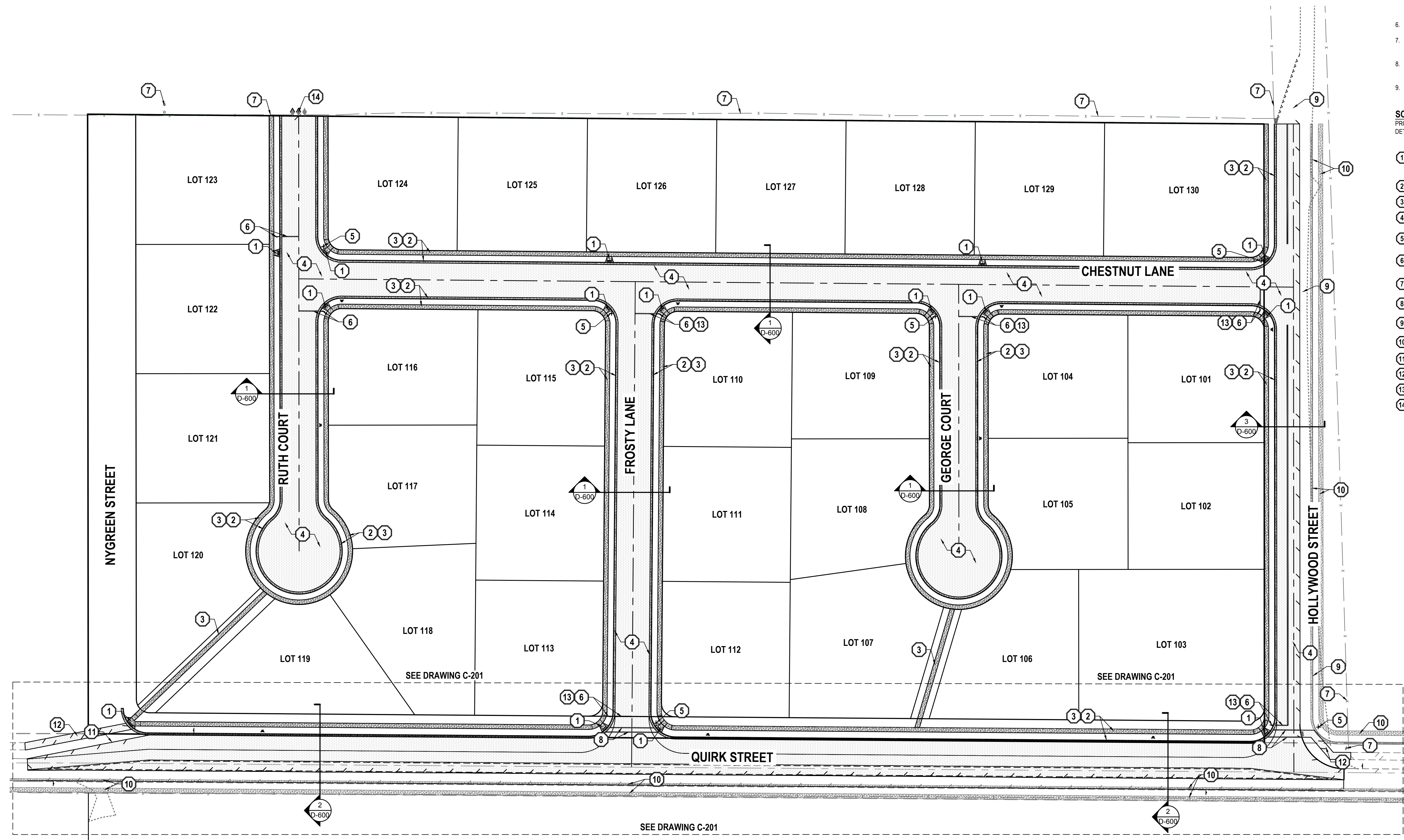
**DEMOLITION PLAN**

PROJECT NUMBER: T1216G  
PRINT DATE: 2022-11-04  
DRAWN BY: C. CHILD  
CHECKED BY: J. CLEGG  
PROJECT MANAGER: C. CHILD

**C-100**

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- GENERAL NOTES**
1. ALL WORK TO COMPLY WITH THE GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
  2. ALL IMPROVEMENTS MUST COMPLY WITH ADA STANDARDS AND RECOMMENDATIONS.
  3. SEE LANDSCAPE/ARCHITECTURAL PLANS FOR CONCRETE MATERIAL, COLOR, FINISH, AND SCORE PATTERNS THROUGHOUT SITE.
  4. ALL PAVEMENT MARKINGS SHALL CONFORM TO THE LATEST EDITION OF THE M.U.T.C.D. (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES).
  5. ALL SURFACE IMPROVEMENTS DISTURBED BY CONSTRUCTION SHALL BE RESTORED OR REPLACED, INCLUDING TREES AND DECORATIVE SHRUBS, SOIL, FENCES, WALLS AND STRUCTURES, WHETHER OR NOT THEY ARE SPECIFICALLY SHOWN ON THE CONTRACT DOCUMENTS.
  6. NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING CONCRETE OR ASPHALT.
  7. THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.
  8. GRADING PERMIT MUST BE OBTAINED FROM GRANTSVILLE CITY PRIOR TO DISTURBING ANY VEGETATION OR MOVING ANY SOIL. CONTACT THE CITY ENGINEER AT 435-884-1661.
  9. RIGHT-OF-WAY ENCROACHMENT PERMIT MUST BE OBTAINED FROM GRANTSVILLE CITY PRIOR TO DOING ANY WORK IN THE EXISTING RIGHT-OF-WAY, OR ON ANY STATE ROADS.

- SCOPE OF WORK:**  
PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:
1. HANDICAP ACCESS RAMP TO BE CONSTRUCTED SIMILAR TO APWA STANDARD PLAN NO. 235. CONTRACTOR TO FIELD FIT AND SHALL CONSTRUCT IN A WAY NOT EXCEED MAXIMUM SLOPES. INSTALL WITH DETECTABLE WARNING SURFACE PER GRANTSVILLE CITY STANDARDS AND APWA PLAN NO. 238 AND SPECIFICATIONS. COLOR PER GRANTSVILLE CITY STANDARDS.
  2. CONSTRUCT 2.5' TYPE A CURB AND GUTTER PER APWA PLAN NO. 205 AND SPECIFICATIONS. (TYP.)
  3. CONSTRUCT 6" THICK, 5.0' SIDEWALK PER APWA PLAN NO. 231 AND SPECIFICATIONS. (TYP.)
  4. ASPHALT PAVEMENT: 3" THICK ASPHALTIC CONCRETE WITH 6" AGGREGATE BASE ON 6" OF SUBGRADE.
  5. INSTALL STREET INTERSECTION IDENTIFICATION PER GRANTSVILLE CITY STANDARDS AND SPECIFICATIONS AND MUTCD R1-1.
  6. INSTALL "STOP" SIGN PER MUTCD R1-1 AND 12" WIDE SOLID WHITE STOP BAR PER M.U.T.C.D. STANDARD PLANS.
  7. PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, SIGNS, ETC. (TYPICAL UNLESS OTHERWISE NOTED).
  8. 12" WIDE SOLID CROSS WALK BAR PER M.U.T.C.D. STANDARD PLANS.
  9. TRANSITION BETWEEN PROPOSED ASPHALT AND EXISTING GRAVEL ROAD WITH NEW GRAVEL SECTION PER DETAIL 10D-600.
  10. FUTURE ROAD IMPROVEMENTS.
  11. TAPER TEMPORARY ASPHALT TIE-IN PER GRANTSVILLE CITY STANDARDS AND SPECIFICATIONS.
  12. 10" WIDE, 3" THICK ASPHALT TRAIL WITH 6" SUBBASE.
  13. INSTALL "CROSS TRAFFIC DOES NOT STOP" SIGN PER MUTCD W4-4P.
  14. INSTALL END OF ROADWAY MARKERS PER MUTCD OM-1.
- NOTE: MAY CONTAIN KEYNOTES THAT ARE NOT USED ON THIS SHEET.

**ENSIGN**  
THE STANDARD IN ENGINEERING

**TOOLEE**  
169 N. Main Street, Unit 1  
Tooele, UT. 84074  
Phone: 435.843.3590

**SALT LAKE CITY**  
Phone: 801.255.0529

**LAYTON**  
Phone: 801.547.1100

**CEDAR CITY**  
Phone: 435.865.1453

**RICHFIELD**  
Phone: 435.896.2983

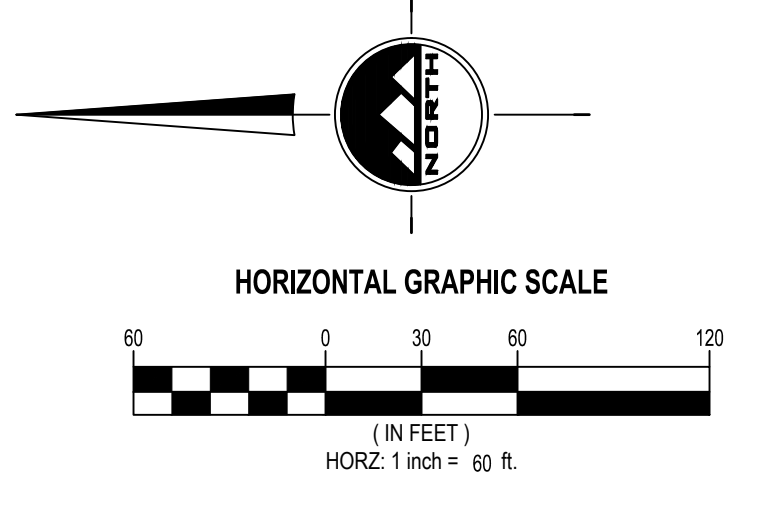
[WWW.ENSIGNENG.COM](http://WWW.ENSIGNENG.COM)

FOR:  
THE COASSOLO GROUP, LLC  
PO BOX 190  
GRANTSVILLE CITY, UTAH 84029

CONTACT:  
TODD CASTAGNO  
PHONE: 435-849-1465

**HOLLYWOOD CORNER SUBDIVISION**  
**PRELIMINARY DESIGN**  
**HOLLYWOOD STREET AND QUIRK STREET**  
**GRANTSVILLE CITY, UTAH**

*For Review*  
11/21/2022 4:05:59 PM



**SITE PLAN**

PROJECT NUMBER: T1216G  
PRINT DATE: 2022-11-09  
DRAWN BY: C. CHILD  
CHECKED BY: J. CLEGG  
PROJECT MANAGER: C. CHILD

**C-200**



**811**  
Know what's below.  
Call before you dig.

**BENCHMARK**  
NORTH QUARTER CORNER OF SECTION 7,  
TOWNSHIP 3 SOUTH, RANGE 5 WEST  
SALT LAKE BASE AND MERIDIAN  
(2.5" BRASS TOOLEE COUNTY SURVEY  
MONUMENT ON 4" PIPE, DATED 1986)  
ELEV = 4599.95' (USED ELEVATION)  
4414.85' (TRUE ELEVATION)

**SCOPE OF WORK:**  
PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE  
DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:

- ① 4" SOLID WHITE STRIPING
- ② 4" SOLID AND DASHED YELLOW STRIPING
- ③ END OF STRIPING
- ④ INSTALL HORIZONTAL ALIGNMENT SIGNS, MUTCD W4-1 AND W1-4R.

MAY CONTAIN KEYNOTES THAT ARE NOT USED ON THIS SHEET.

**ENSIGN**  
THE STANDARD IN ENGINEERING

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169 N. Main Street, Unit 1  
Tooele, UT, 84074  
Phone: 435.843.3590

**SALT LAKE CITY**  
Phone: 801.255.0529

**LAYTON**  
Phone: 801.547.1100

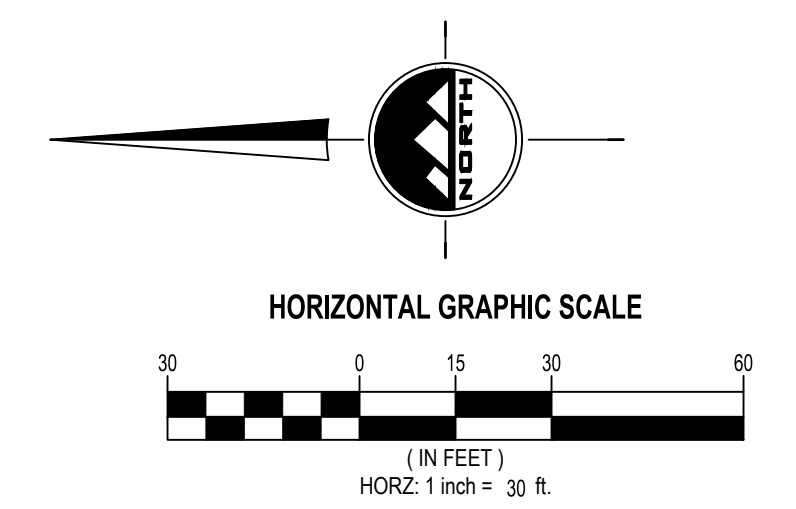
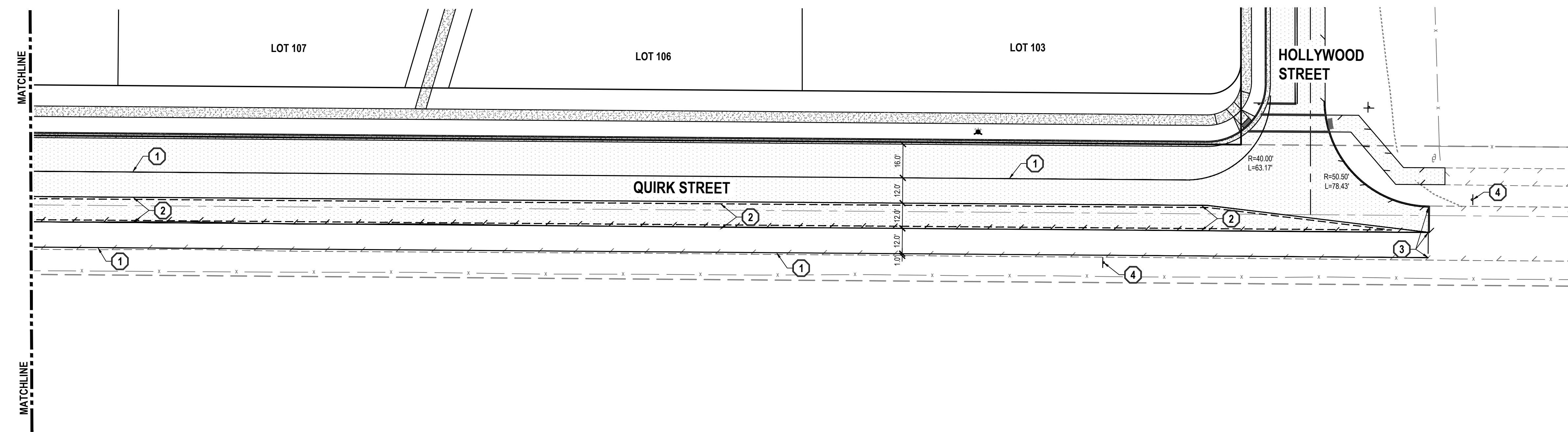
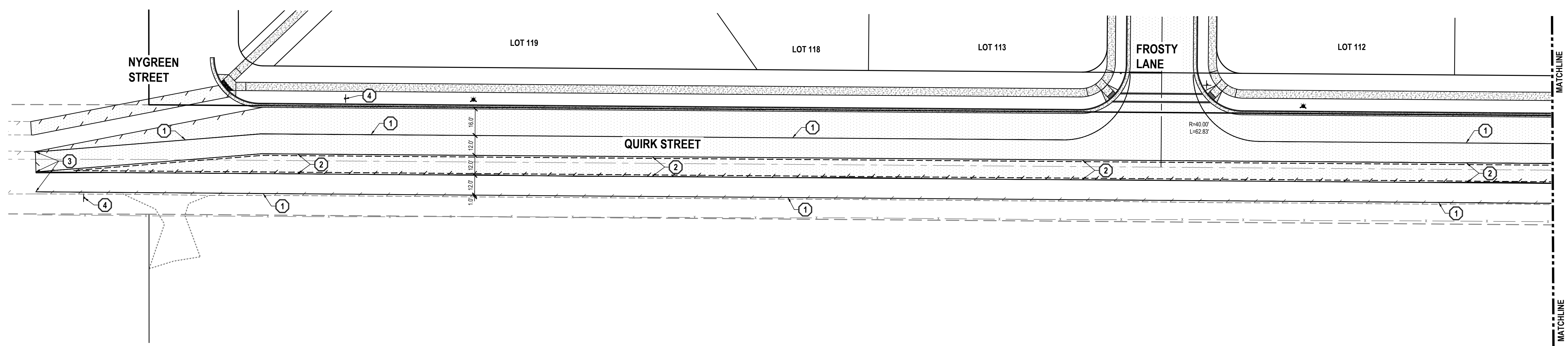
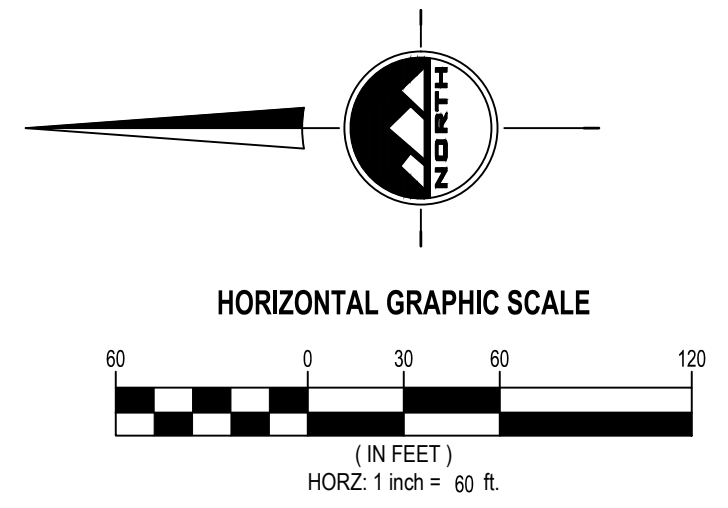
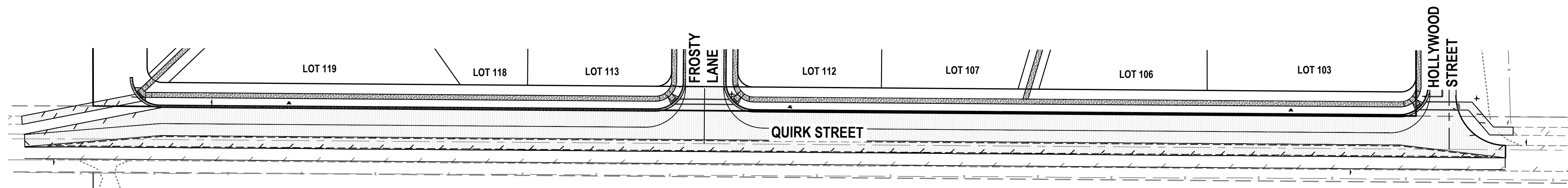
**CEDAR CITY**  
Phone: 435.865.1453

**RICHFIELD**  
Phone: 435.896.2983

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FOR:  
THE COASSOLO GROUP, LLC  
PO BOX 190  
GRANTSVILLE CITY, UTAH 84029

CONTACT:  
TODD CASTAGNO  
PHONE: 435-849-1485



**HOLLYWOOD CORNER SUBDIVISION**  
**PRELIMINARY DESIGN**  
HOLLYWOOD STREET AND QUIRK STREET  
GRANTSVILLE CITY, UTAH

**For Review**  
11/21/2022 4:05:59 PM

**SITE STRIPPING PLAN**

PROJECT NUMBER: T1216G  
PRINT DATE: 2022-11-09  
DRAWN BY: C. CHILD  
CHECKED BY: J. CLEGG  
PROJECT MANAGER: C. CHILD

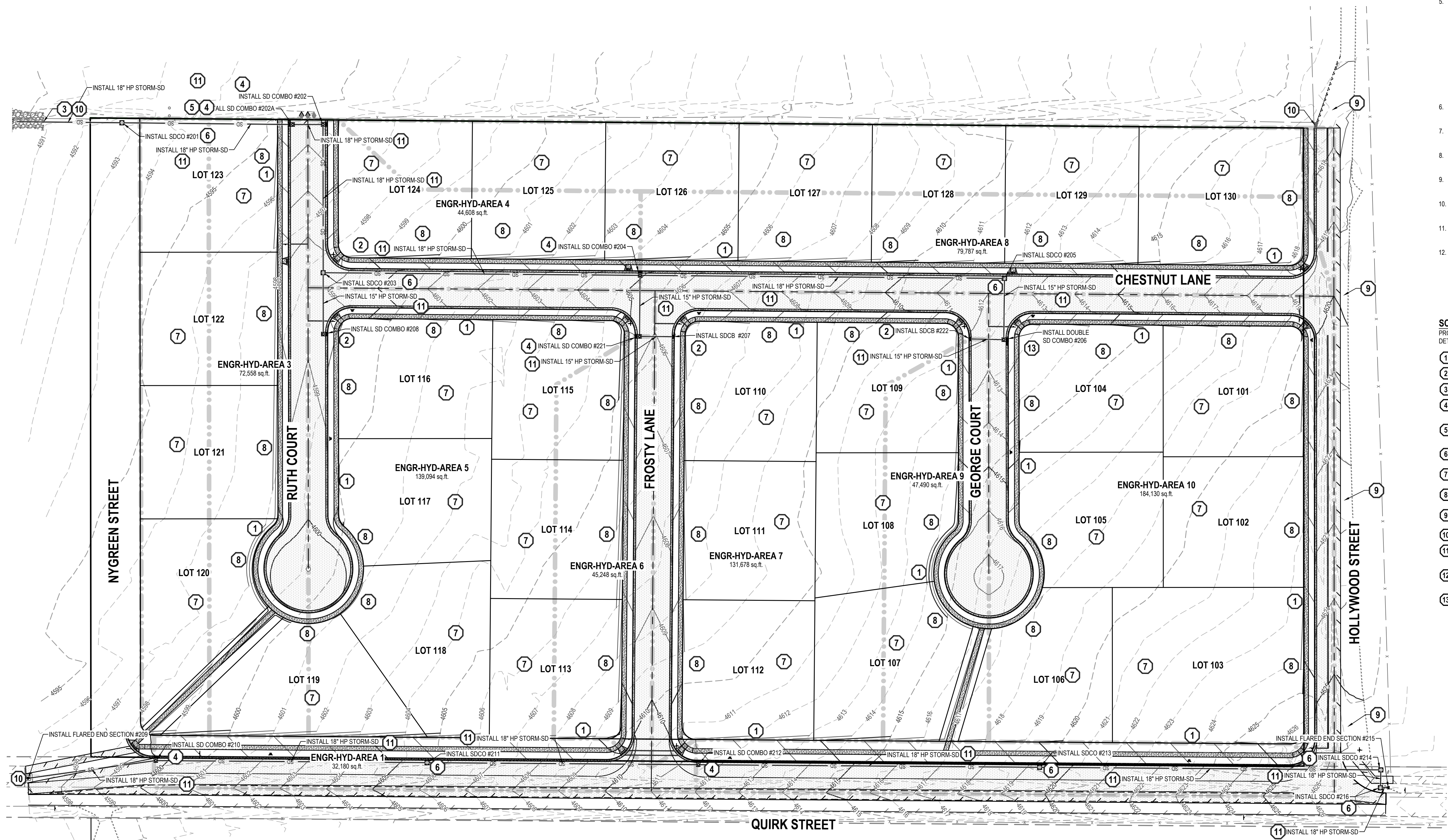
**C-201**

**811**  
Know what's below.  
Call before you dig.

CALL BLUESTAKES  
@ 811 AT LEAST 48 HOURS  
PRIOR TO THE  
COMMENCEMENT OF ANY  
CONSTRUCTION.

**BENCHMARK**

NORTH QUARTER CORNER OF SECTION 7,  
TOWNSHIP 3 SOUTH, RANGE 5 WEST  
SALT LAKE BASE AND MERIDIAN  
(2.5" BRASS TOOLEE COUNTY SURVEY  
MONUMENT ON 4" PIPE, DATED 1986)  
ELEV = 4599.95' (USED ELEVATION)  
4414.85' (TRUE ELEVATION)



- GENERAL NOTES**
1. ALL WORK TO COMPLY WITH THE GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
  2. ALL IMPROVEMENTS MUST COMPLY WITH ADA STANDARDS AND RECOMMENDATIONS.
  3. ALL WORK SHALL COMPLY WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER POSSIBLY INCLUDING, BUT NOT LIMITED TO, REMOVAL OF UNCONSOLIDATED FILL, ORGANICS, AND DEBRIS, PLACEMENT OF SUBSURFACE DRAIN LINES AND GEOTEXTILE, AND OVEREXCAVATION OF UNSUITABLE BEARING MATERIALS AND PLACEMENT OF ACCEPTABLE FILL MATERIAL.
  4. THE CONTRACTOR SHALL BECOME FAMILIAR WITH THE EXISTING SOIL CONDITIONS.
  5. EXISTING UNDERGROUND UTILITIES AND IMPROVEMENTS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS BASED UPON RECORD INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF THESE PLANS. LOCATIONS MAY NOT HAVE BEEN VERIFIED IN THE FIELD AND NO GUARANTEE IS MADE AS TO THE ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXISTENCE AND LOCATION OF THE UTILITIES SHOWN ON THESE PLANS OR INDICATED IN THE FIELD BY LOCATING SERVICES. ANY ADDITIONAL COSTS INCURRED AS A RESULT OF THE CONTRACTOR'S FAILURE TO VERIFY THE LOCATIONS OF EXISTING UTILITIES PRIOR TO THE BEGINNING OF CONSTRUCTION IN THEIR VICINITY SHALL BE BORNE BY THE CONTRACTOR AND ASSUMED INCLUDED IN THE CONTRACT. THE CONTRACTOR IS TO VERIFY ALL CONNECTION POINTS WITH THE EXISTING UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED TO THE EXISTING UTILITIES AND UTILITY STRUCTURES THAT ARE TO REMAIN. IF CONFLICTS WITH EXISTING UTILITIES OCCUR, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONSTRUCTION TO DETERMINE IF ANY FIELD ADJUSTMENTS SHOULD BE MADE.
  6. ALL STORM DRAIN INFRASTRUCTURE TO BE INSTALLED PER GOVERNING AGENCY OR APWA STANDARD PLANS AND SPECIFICATIONS.
  7. ENSURE MINIMUM COVER OVER ALL STORM DRAIN PIPES PER MANUFACTURER'S RECOMMENDATIONS. NOTIFY ENGINEER IF MINIMUM COVER CANNOT BE ATTAINED.
  8. THE CONTRACTOR SHALL ADJUST TO GRADE ALL EXISTING UTILITIES AS NEEDED PER LOCAL GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
  9. NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING CONCRETE, ASPHALT, OR STORM DRAIN STRUCTURES OR PIPES.
  10. THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.
  11. GRADING PERMIT MUST BE OBTAINED FROM GRANTSVILLE CITY PRIOR TO DISTURBING ANY VEGETATION OR MOVING ANY SOIL. CONTACT THE CITY ENGINEER AT 435-884-1661.
  12. RIGHT-OF-WAY ENCROACHMENT PERMIT MUST BE OBTAINED FROM GRANTSVILLE CITY PRIOR TO DOING ANY WORK IN THE EXISTING RIGHT-OF-WAY, OR ON ANY STATE ROADS.

- SCOPE OF WORK:**
- PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS.
1. SLOPE TO EXISTING GROUND MAXIMUM 3:1 SLOPE.
  2. CATCH BASIN PER CITY STANDARDS AND SPECIFICATIONS.
  3. DAYLIGHT TO EXISTING GROUND.
  4. COMBINATION INLET/CLEANOUT BOX PER CITY STANDARDS AND SPECIFICATIONS.
  5. SMOOTH 18" OR APPROVED EQUAL CUT PIPE FLUSH WITH STRUCTURAL WALL. ENSURE PIPE/STRUCTURE INTERFACE IS SMOOTH AND FREE OF DEBRIS. INSTALL PER MANUFACTURER'S RECOMMENDATIONS AND SPECIFICATIONS. INSTALL ON NORTH SIDE OF STORM DRAIN BOX.
  6. CLEANOUT BOX PER APWA STANDARD PLAN NO. 330 AND SPECIFICATIONS.
  7. INDIVIDUAL LOT OWNERS ARE REQUIRED TO GRADE LOTS TO PREVENT DRAINAGE ONTO NEIGHBORING PROPERTIES.
  8. DRIVE WAY AND APPROACH TO BE INSTALLED BY LOT OWNER PER GRANTSVILLE CITY STANDARDS.
  9. TRANSITION BETWEEN PROPOSED ASPHALT AND EXISTING GRAVEL ROAD WITH NEW GRAVEL SECTION PER DETAIL 10D-600.
  10. OUTLET RIPRAP PER SHEET D-602.
  11. INSTALLATION AND TRENCHING PER CITY STANDARDS AND SPECIFICATIONS. LENGTH AND SLOPE PER PLAN.
  12. DUE TO THE ANGLE AT WHICH THE PIPES COME INTO THE STORM DRAIN BOXES AND SOFTWARE CONSTRAINTS, PIPES APPEAR TO BE COMING OUT CORNER. THIS IS NOT TRULY HOW THE PIPES ARE TO BE INSTALLED, THEY ARE TO BE INSTALLED IN THE SIDE OF STORM DRAIN BOXES.
  13. DOUBLE COMBINATION INLET/CLEANOUT BOX PER CITY STANDARDS AND SPECIFICATIONS.
- NOTE: MAY CONTAIN KEYNOTES THAT ARE NOT USED ON THIS SHEET.

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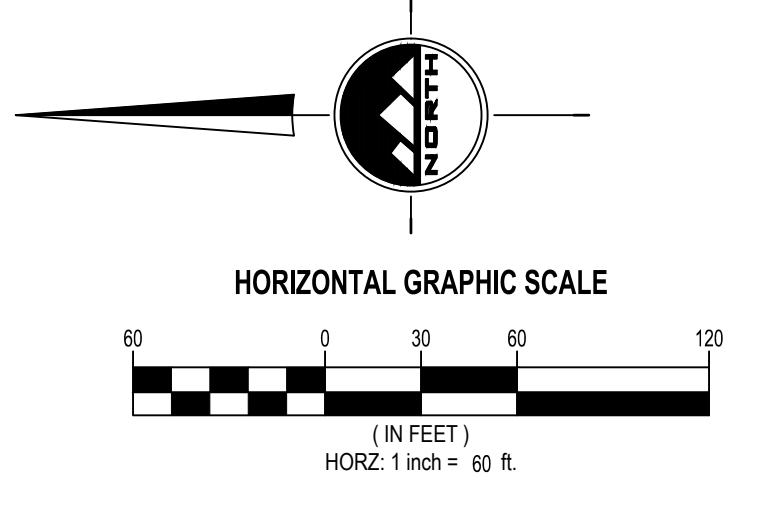
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FOR:  
THE COASSOLO GROUP, LLC  
PO BOX 190  
GRANTSVILLE CITY, UTAH 84029

CONTACT:  
TODD CASTAGNO  
PHONE: 435-849-1465

**HOLLYWOOD CORNER SUBDIVISION**  
**PRELIMINARY DESIGN**  
**HOLLYWOOD STREET AND QUIRK STREET**  
**GRANTSVILLE CITY, UTAH**

*For Review*  
11/21/2022 4:05:59 PM



**GRADING PLAN**

PROJECT NUMBER: T1216G  
PRINT DATE: 2022-11-16

DRAWN BY: C. CHILD  
CHECKED BY: J. CLEGG

PROJECT MANAGER: C. CHILD

**C-300**

**Study Summary Statistics**

No. of Lots	30
Roof SF/lot	2500
Drove SF/lot	1000
Total Lots Hardscape, SF	105000
Total Road Hardscape SF	159017
Total Hardscape, SF	264017
Total Area, SF	874483
Landscaped Area, SF	610466
Weighted Average C	0.36

**Retention Calculations (100-year storm)**

Basin Tributary Area	874,483 SF
Runoff coefficient C:	0.361
Basin Area	30,000 SF
Allowable Discharge Rate	- cfs/acre
Total Discharge	- cfs

Infiltration Rate per GSH Job No. 3218-002-21  
Rate = 45 minutes per inch = 1.33 in/hr 0.67

Time (min)	i (in/hr)	Cumulative Runoff to Basin (cf)	Infiltration (cf)	Required Storage (cf)
5	6.07	13,324	139	13,185
10	4.62	20,276	277	19,999
15	3.82	25,147	416	24,731
30	2.58	33,968	831	33,137
60	1.59	41,868	1,663	40,205
120	0.84	44,238	3,325	40,913
180	0.56	44,521	4,988	39,534
360	0.30	46,608	9,975	36,633
720	0.17	53,191	19,950	33,241
1440	0.10	61,354	39,900	21,454
		Required Detention:	40,913	
		Provided Detention:	1,540,000	



The Coassolo Group, LLC  
Job No. 3511-001-22  
Geotechnical Study - Proposed Hollywood Corner Subdivision  
May 16, 2022

The groundwater measurements presented are conditions at the time of the field exploration and may not be representative of other times or locations. Groundwater levels may vary seasonally and with precipitation, as well as other factors including irrigation. Evaluation of these factors is beyond the scope of this study. Groundwater levels may, therefore, be at shallower or deeper depths than those measured during this study, including during construction and over the life of the structure.

The extent and nature of any dewatering required during construction will be dependent on the actual groundwater conditions prevalent at the time of construction and the effectiveness of construction drainage to prevent run-off into open excavations.

**5.3.1 Stormwater Percolation Test**

A stormwater percolation test was performed at a depth of approximately 5 feet in the representative natural sandy clay soils at Test Pit TP-6. The measured percolation rate was 45 minutes per inch. This design percolation rate should be considered typical for the soils at the site.

**5.3.2 Subdrain**

The residential structures may have full or partial depth basements. Structures with subgrade levels will require subdrains. A subdrain system, if utilized, shall consist of a perimeter foundation/chimney subdrain and an under-slab subdrain. The perimeter subdrain would consist of a 4-inch diameter slotted or perforated PVC or other durable material pipe installed with an invert at least 18 inches below the top of the lowest adjacent slab. The drain pipe shall slope at least 0.25 percent to a suitable point of gravity discharge, such as an inside or outside sump. The 4-inch diameter slotted PVC pipe shall be encased in a one-half to three-quarter-inch clean gap-graded gravel extending 2 inches below laterally and continuously up at least 12 inches above the top of the lowest adjacent slab. The gravels must be separated from the adjacent soils with a geotextile fabric, such as Mirafi 140N or equivalent. Extending up from the top of the foundation subdrain to within 1 foot of final grade shall be a synthetic drain board or a zone of "free-draining" permeable fill, also separated from all adjacent soils with a geotextile fabric. Prior to the placement of the perimeter foundation subdrain, the outside subgrade walls shall be appropriately waterproofed.

In addition to the perimeter foundation/chimney subdrain, an under-slab drain is recommended. This shall consist of a minimum of 8 inches of "free-draining" one-half to three-quarter inch minus clean gap-graded gravel placed over properly prepared suitable natural subgrade soils and/or structural fill extending to suitable natural soil. The "free-draining" gravel shall be hydraulically connected to the perimeter drain. In addition, we recommend 4-inch diameter slotted PVC pipes be installed laterally and spaced approximately 50 feet apart beneath the below-grade level slab of the structure with an invert elevation of at least 12 inches below the top of the lowest adjacent slab. This subdrain would be similarly encased in the one-half- to three-quarter-inch clean gap-graded gravel, separated from the natural soils with a geotextile fabric, extending up to the 6-inch layer of gravel underneath the at-grade slab. This subdrain line would discharge to the perimeter subdrain.

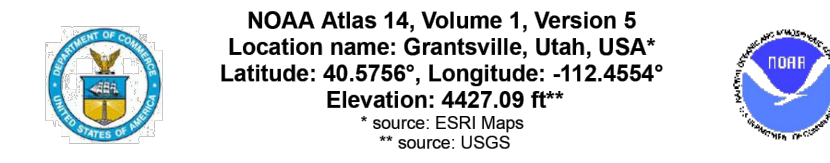
**Catchment Calculations (10-year storm)**

Time of Concentration:	30 min
Rainfall Intensity I:	1.34 in/hr
Manning's N	0.013

Catchment	Area (SF)	C	Flow (CFS)	Destination
1	32,160	0.361	0.361	210
2	38,968	0.361	0.437	212
3	72,558	0.361	0.813	202A
4	44,608	0.361	0.500	202
5	139,094	0.361	1.559	208
6	45,248	0.361	0.507	221
7	131,678	0.361	1.476	207
8	79,787	0.361	0.894	205
9	47,490	0.361	0.532	222
10	184,130	0.361	2.064	206

**Pipe Design (10-year storm)**

Pipe	Tributary Basins	Surface Flow (CFS)	Upstream Pipes	Pipe Flow (CFS)	Total Flow (CFS)	Pipe Slope	Diameter (N)	Full Flow Capacity (CFS)	% of Full-Flow Capacity
222-206	9	0.532	None	0.000	0.532	0.85%	15	4.80	11.1%
205-206	10	2.064	222-206	0.532	2.596	0.86%	15	9.26	49.3%
204-205	-	0.000	205-206	2.596	2.596	1.74%	18	13.89	18.7%
207-221	7	1.476	None	0.000	1.476	0.52%	15	4.67	31.6%
204-221	6	0.507	207-221	1.476	1.983	1.23%	15	7.18	27.6%
203-204	8	0.894	204-221	4.579	5.473	1.94%	18	14.67	37.3%
203-208	5	1.559	None	0.000	1.559	0.50%	15	4.56	34.0%
202-203	4	0.500	203-208	7.032	7.532	1.85%	18	14.33	52.6%
202A-202	3	0.813	202-203	7.532	8.346	1.00%	18	10.53	79.2%
201-202A	-	0.000	202A-202	8.346	8.346	1.29%	18	11.96	69.8%
215-216	-	6.000	None	0.000	6.000	36.14%	18	63.32	9.5%
214-216	-	0.00	215-216	6.000	6.000	0.50%	18	7.45	80.6%
213-214	-	0.000	214-216	6.000	6.000	2.12%	18	15.34	39.1%
212-213	-	0.000	213-214	6.000	6.000	2.10%	18	15.26	39.3%
211-212	2	0.437	212-213	6.000	6.437	2.00%	18	14.90	43.2%
210-211	-	0.000	211-212	6.437	6.437	1.98%	18	14.82	43.4%
209-210	1	0.361	210-211	6.437	6.798	1.07%	18	10.90	62.4%



NOAA Atlas 14, Volume 1, Version 5  
Location name: Grantsville, Utah, USA\*  
Latitude: 40.5756°, Longitude: -112.4554°  
Elevation: 4427.09 ft\*\*  
\* source: USGS  
\*\* source: ESRI Map

**POINT PRECIPITATION FREQUENCY ESTIMATES**

Saraj Perica, Sarah Dettz, Sarah Heim, Lillian Hiner, Kazungu Mataria, Deborah Martin, Sandra Pavlovic, Iqbal Roy, Carl Trappala, Dale Urruh, Fenglin Yan, Michael Yekta, Tan Zhao, Geoffrey Bowen, Daniel Street, Li-Chuan Chen, Tye Parzylo, John Yanchuan

NOAA, National Weather Service, Silver Spring, Maryland

PF Tabular | PF graphical | Maps & aeriels

**PF tabular**

**PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches/hour)<sup>1</sup>**

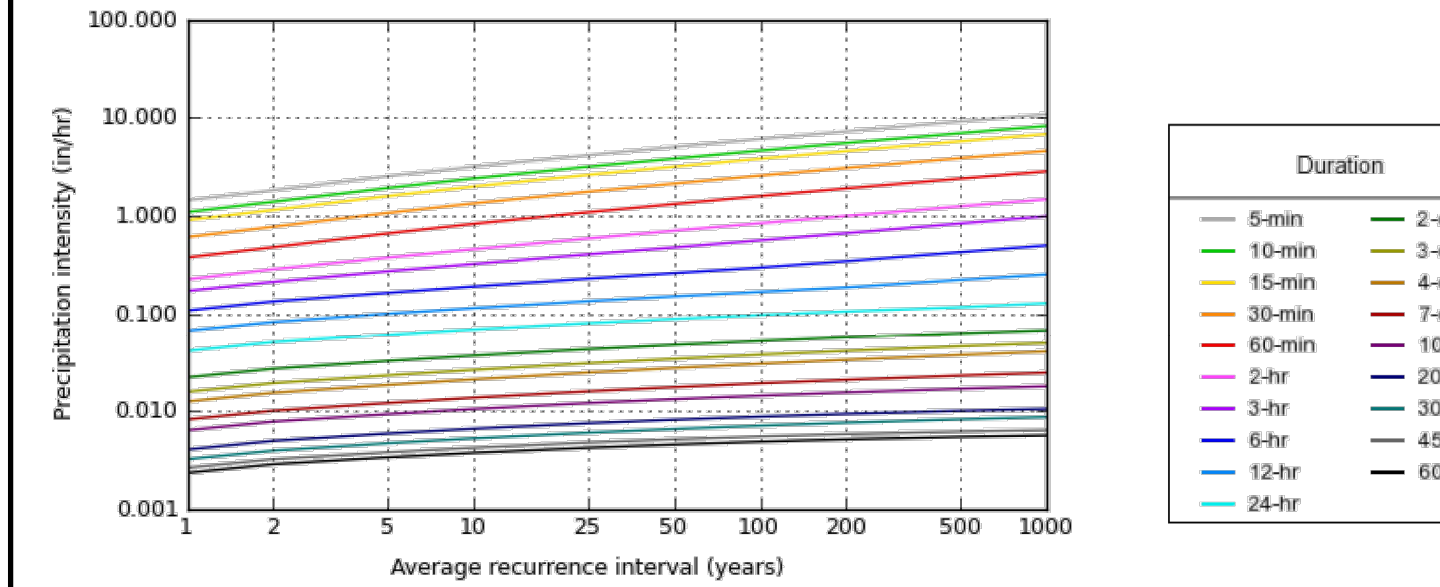
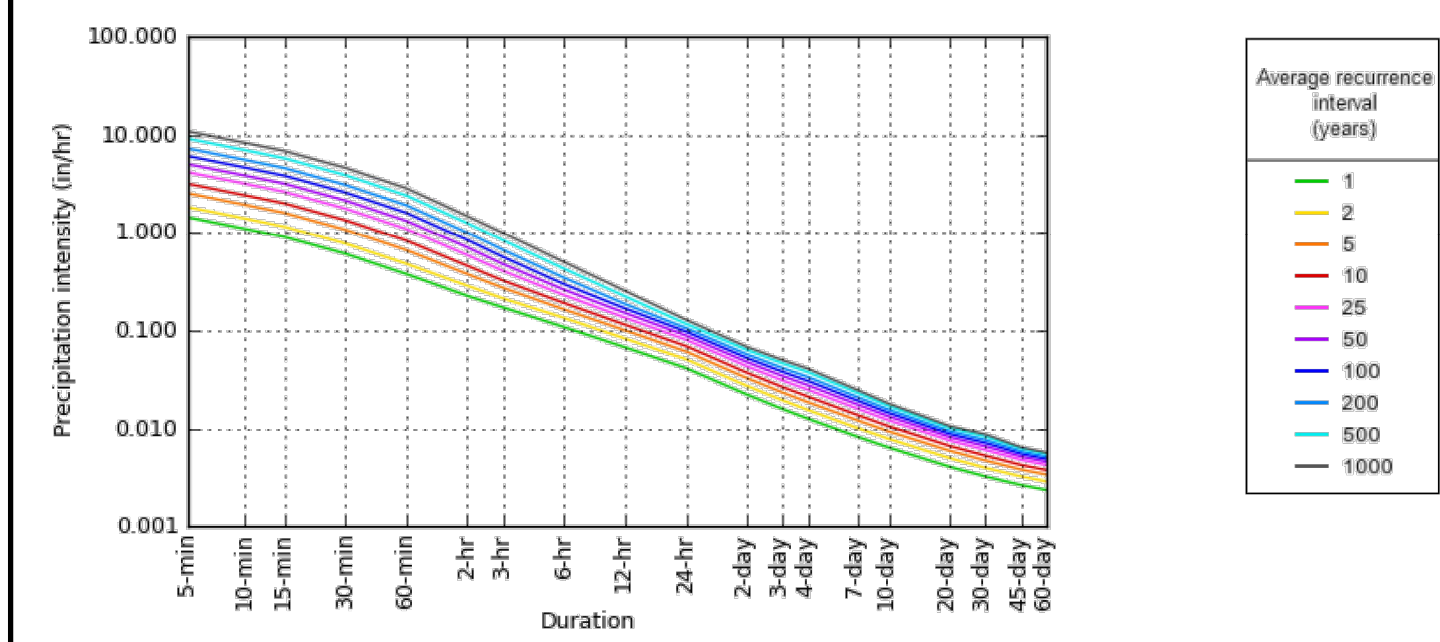
Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	1.44 (1.26-1.63)	1.82 (1.63-2.09)	2.53 (2.24-2.88)	3.17 (2.78-3.59)	4.15 (3.58-4.74)	5.03 (4.22-5.78)	6.07 (4.98-7.07)	7.26 (5.76-8.59)	9.14 (6.91-11.0)	10.8 (7.86-13.3)
10-min	1.09 (0.960-1.24)	1.39 (1.24-1.59)	1.92 (1.70-2.19)	2.41 (2.12-2.73)	3.16 (2.72-3.61)	3.83 (3.22-4.40)	4.62 (3.79-5.38)	5.53 (4.38-6.54)	6.95 (5.26-8.38)	8.25 (6.00-10.1)
15-min	0.904 (0.796-1.02)	1.15 (1.02-1.32)	1.59 (1.41-1.81)	1.99 (1.75-2.26)	2.61 (2.25-2.98)	3.16 (2.66-3.64)	3.82 (3.13-4.44)	4.57 (3.62-5.40)	5.75 (4.34-6.92)	6.82 (4.96-8.36)
30-min	0.668 (0.534-0.890)	0.774 (0.690-0.896)	1.07 (0.950-1.22)	1.34 (1.18-1.52)	1.78 (1.52-2.00)	2.13 (1.79-2.45)	2.57 (2.12-2.99)	3.08 (2.44-3.64)	3.87 (2.82-4.66)	4.59 (3.34-5.63)
60-min	0.376 (0.331-0.427)	0.479 (0.427-0.548)	0.662 (0.588-0.754)	0.829 (0.728-0.941)	1.09 (0.938-1.24)	1.32 (1.11-1.52)	1.59 (1.30-1.85)	1.90 (1.51-2.25)	2.40 (1.81-2.89)	2.84 (2.07-3.48)
2-hr	0.225 (0.205-0.251)	0.285 (0.258-0.320)	0.375 (0.341-0.420)	0.456 (0.410-0.510)	0.588 (0.517-0.658)	0.706 (0.608-0.796)	0.840 (0.702-0.960)	0.998 (0.808-1.16)	1.25 (0.959-1.49)	1.47 (1.09-1.79)
3-hr	0.171 (0.158-0.189)	0.212 (0.194-0.235)	0.271 (0.239-0.299)	0.322 (0.293-0.355)	0.405 (0.361-0.445)	0.476 (0.416-0.536)	0.563 (0.481-0.646)	0.666 (0.554-0.781)	0.836 (0.682-1.00)	0.991 (0.751-1.20)
6-hr	0.108 (0.100-0.117)	0.134 (0.124-0.144)	0.163 (0.152-0.176)	0.190 (0.176-0.205)	0.229 (0.209-0.246)	0.260 (0.234-0.282)	0.296 (0.263-0.325)	0.344 (0.298-0.395)	0.426 (0.358-0.507)	0.499 (0.408-0.610)
12-hr	0.067 (0.063-0.072)	0.082 (0.077-0.089)	0.100 (0.094-0.105)	0.114 (0.106-0.123)	0.134 (0.124-0.145)	0.150 (0.138-0.164)	0.167 (0.151-0.184)	0.186 (0.165-0.207)	0.222 (0.192-0.253)	0.253 (0.214-0.306)
24-hr	0.041 (0.038-0.044)	0.051 (0.047-0.055)	0.061 (0.056-0.066)	0.069 (0.064-0.075)	0.088 (0.074-0.097)	0.098 (0.081-0.096)	0.097 (0.089-0.105)	0.105 (0.096-0.114)	0.117 (0.106-0.128)	0.128 (0.112-0.156)
2-day	0.022 (0.021-0.024)	0.027 (0.025-0.029)	0.033 (0.030-0.035)	0.037 (0.034-0.040)	0.043 (0.040-0.046)	0.047 (0.044-0.051)	0.052 (0.048-0.056)	0.057 (0.052-0.061)	0.063 (0.057-0.068)	0.068 (0.061-0.078)
3-day	0.016 (0.015-0.017)	0.019 (0.018-0.021)	0.023 (0.022-0.025)	0.026 (0.025-0.028)	0.031 (0.029-0.033)	0.034 (0.032-0.037)	0.038 (0.035-0.041)	0.041 (0.038-0.045)	0.046 (0.042-0.050)	0.050 (0.045-0.056)
4-day	0.013 (0.012-0.014)	0.015 (0.014-0.017)	0.018 (0.017-0.020)	0.021 (0.020-0.023)	0.025 (0.023-0.027)	0.028 (0.025-0.030)	0.030 (0.028-0.033)	0.033 (0.031-0.036)	0.037 (0.034-0.041)	0.041 (0.036-0.044)
7-day	0.008 (0.008-0.009)	0.010 (0.009-0.011)	0.012 (0.011-0.013)	0.014 (0.013-0.015)	0.016 (0.015-0.017)	0.018 (0.016-0.019)	0.019 (0.018-0.021)	0.021 (0.019-0.022)	0.023 (0.021-0.025)	0.025 (0.022-0.027)
10-day	0.006 (0.006-0.007)	0.008 (0.007-0.008)	0.009 (0.009-0.010)	0.011 (0.010-0.011)	0.012 (0.011-0.013)	0.013 (0.012-0.014)	0.014 (0.013-0.015)	0.015 (0.014-0.017)	0.017 (0.016-0.018)	0.018 (0.016-0.019)
20-day	0.004 (0.004-0.004)	0.005 (0.005-0.005)	0.006 (0.006-0.006)	0.007 (0.007-0.007)	0.008 (0.008-0.008)	0.008 (0.008-0.009)	0.009 (0.009-0.009)	0.009 (0.009-0.010)	0.010 (0.009-0.011)	0.011 (0.010-0.011)
30-day	0.003 (0.003-0.003)	0.004 (0.004-0.004)	0.005 (0.005-0.005)	0.005 (0.005-0.006)	0.006 (0.006-0.006)	0.007 (0.007-0.007)	0.007 (0.007-0.008)	0.008 (0.008-0.008)	0.008 (0.008-0.009)	0.009 (0.008-0.009)
45-day	0.003 (0.002-0.003)	0.003 (0.003-0.003)	0.004 (0.004-0.004)	0.004 (0.004-0.005)	0.005 (0.005-0.005)	0.005 (0.005-0.005)	0.006 (0.006-0.006)	0.006 (0.006-0.006)	0.006 (0.006-0.007)	0.006 (0.006-0.007)
60-day	0.002 (0.002-0.003)	0.003 (0.003-0.003)	0.003 (0.004-0.004)	0.004 (0.004-0.004)	0.004 (0.004-0.005)	0.005 (0.005-0.005)	0.005 (0.005-0.005)	0.005 (0.005-0.005)	0.005 (0.005-0.006)	0.006 (0.005-0.006)

<sup>1</sup> Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS). Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values. Please refer to NOAA Atlas 14 document for more information.

[Back to Top](#)

**PF graphical**

PDS-based intensity-duration-frequency (IDF) curves  
Latitude: 40.5756°, Longitude: -112.4554°



NOAA Atlas 14, Volume 1, Version 5

Created (GMT): Thu Jun 16 18:53:41 2022

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**Maps & aeriels**

Small scale terrain



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FROM:  
THE COASSOLO GROUP, LLC  
PO BOX 190  
GRANTSVILLE CITY, UTAH 84029  
CONTACT:  
TODD CASTAGNO  
PHONE: 435-849-1485

**HOLLYWOOD CORNER SUBDIVISION**  
**PRELIMINARY DESIGN**  
**HOLLYWOOD STREET AND QUIRK STREET**  
**GRANTSVILLE CITY, UTAH**

**For Review**  
11/21/2022 4:05:59 PM

**DRAINAGE CALCULATIONS**

PROJECT NUMBER: T1216G  
PRINT DATE: 2022-11-09  
DRAWN BY: C. CHILD  
CHECKED BY: J. CLEGG  
PROJECT MANAGER: C. CHILD

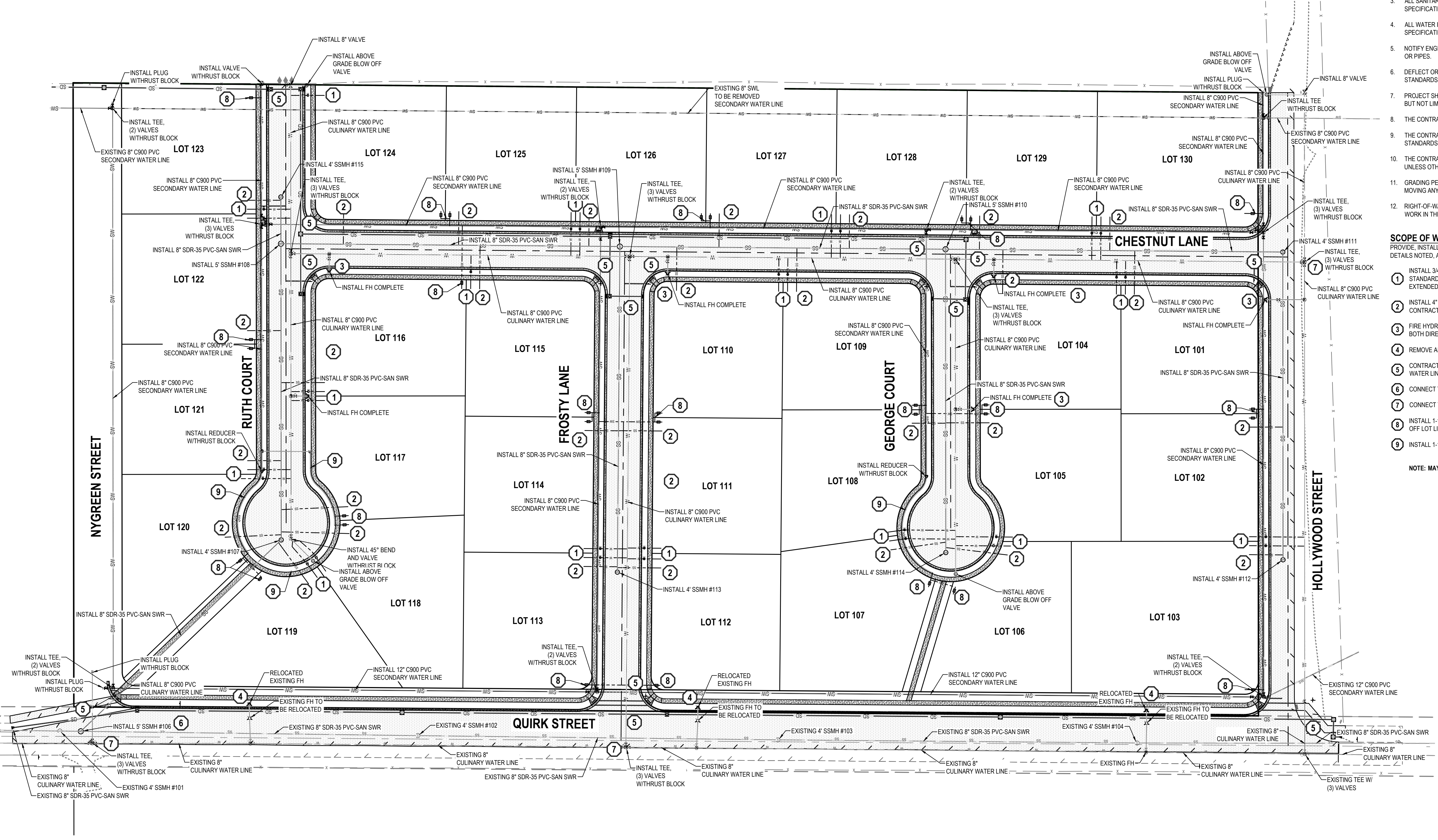
**C-301**

**811**  
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**BENCHMARK**

NORTH QUARTER CORNER OF SECTION 7,  
TOWNSHIP 3 SOUTH, RANGE 5 WEST  
SALT LAKE BASE AND MERIDIAN  
(2.5" BRASS TOOLE COUNTY SURVEY  
MONUMENT ON 4" PIPE, DATED 1986)  
ELEV = 4599.95' (USED ELEVATION)  
4414.85' (TRUE ELEVATION)



- GENERAL NOTES**
- ALL WORK TO COMPLY WITH THE GRANTSVILLE CITY'S STANDARDS AND SPECIFICATIONS.
  - EXISTING UNDERGROUND UTILITIES AND IMPROVEMENTS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS BASED UPON RECORD INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF THESE PLANS. LOCATIONS MAY NOT HAVE BEEN VERIFIED IN THE FIELD AND NO GUARANTEE IS MADE AS TO THE ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXISTENCE AND LOCATION OF THE UTILITIES SHOWN ON THESE PLANS OR INDICATED IN THE FIELD BY LOCATING SERVICES. ANY ADDITIONAL COSTS INCURRED AS A RESULT OF THE CONTRACTOR'S FAILURE TO VERIFY THE LOCATIONS OF EXISTING UTILITIES PRIOR TO THE BEGINNING OF CONSTRUCTION IN THEIR VICINITY SHALL BE BORNE BY THE CONTRACTOR AND ASSUMED INCLUDED IN THE CONTRACT. THE CONTRACTOR IS TO VERIFY ALL CONNECTION POINTS WITH THE EXISTING UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED TO THE EXISTING UTILITIES AND UTILITY STRUCTURES THAT ARE TO REMAIN. IF CONFLICTS WITH EXISTING UTILITIES OCCUR, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONSTRUCTION TO DETERMINE IF ANY FIELD ADJUSTMENTS SHOULD BE MADE.
  - ALL SANITARY SEWER INFRASTRUCTURE TO BE INSTALLED PER GRANTSVILLE CITY STANDARD PLANS AND SPECIFICATIONS.
  - ALL WATER INFRASTRUCTURE TO BE INSTALLED PER GRANTSVILLE CITY OR APWA STANDARD PLANS AND SPECIFICATIONS.
  - NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING UTILITY STRUCTURES OR PIPES.
  - DEFLECT OR LOOP ALL WATERLINES TO AVOID CONFLICTS WITH OTHER UTILITIES PER GRANTSVILLE CITY'S STANDARDS AND SPECIFICATIONS.
  - PROJECT SHALL COMPLY WITH ALL UTAH DIVISION OF DRINKING WATER RULES AND REGULATIONS INCLUDING, BUT NOT LIMITED TO, THOSE PERTAINING TO BACKFLOW PROTECTION AND CROSS CONNECTION PREVENTION.
  - THE CONTRACTOR IS TO COORDINATE ALL UTILITIES WITH MECHANICAL/PLUMBING PLANS.
  - THE CONTRACTOR SHALL ADJUST TO GRADE ALL EXISTING UTILITIES AS NEEDED PER GRANTSVILLE CITY'S STANDARDS AND SPECIFICATIONS.
  - THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.
  - GRADING PERMIT MUST BE OBTAINED FROM GRANTSVILLE CITY PRIOR TO DISTURBING ANY VEGETATION OR MOVING ANY SOIL. CONTACT THE CITY ENGINEER AT 435-884-1661.
  - RIGHT-OF-WAY ENCROACHMENT PERMIT MUST BE OBTAINED FROM GRANTSVILLE CITY PRIOR TO DOING ANY WORK IN THE EXISTING RIGHT-OF-WAY, OR ON ANY STATE ROADS.

- SCOPE OF WORK:**  
PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:
- INSTALL 3/4" HDPE SDR 9 CULINARY WATER SERVICE LATERAL AND 3/4" METER SET PER GRANTSVILLE CITY STANDARD PLAN, OUTSIDE OF METER LOCATED NO MORE THEN 5' FROM LOT CORNER, LATERAL TO BE EXTENDED 15' FROM BACKSIDE OF SIDEWALK.
  - INSTALL 4" SANITARY SEWER SERVICE LATERAL @ 2.0% MINIMUM SLOPE PER APWA PLAN #431, CONTRACTOR TO MAINTAIN 18" OF SEPARATION BETWEEN INTERSECTING PIPE LINES. TYPICAL.
  - FIRE HYDRANT ASSEMBLY COMPLETE PER CITY STANDARDS AND SPECIFICATIONS, PAINT CURB RED 15' BOTH DIRECTIONS FROM HYDRANT.
  - REMOVE AND RELOCATE EXISTING FIRE HYDRANT.
  - CONTRACTOR TO MAINTAIN 18" OF SEPARATION BETWEEN INTERSECTING PIPE LINES. LOOP CULINARY WATER LINE PER GRANTSVILLE CITY AND APWA PLAN #543.1, #543.2, #562 STANDARDS AND SPECIFICATIONS.
  - CONNECT TO EXISTING SEWER MAIN PER GRANTSVILLE CITY'S STANDARDS AND SPECIFICATIONS.
  - CONNECT TO EXISTING WATER MAIN PER GRANTSVILLE CITY'S STANDARDS AND SPECIFICATIONS.
  - INSTALL 1-1/2" SECONDARY WATER LATERAL, WITH 1" SECONDARY WATER SERVICE LATERAL, APPROX. 3' OFF LOT LINES, AND LOCATED AT OPPOSITE LOT CORNER AS CULINARY WATER SERVICE LATERAL, TYPICAL.
  - INSTALL 1-1/2" SECONDARY WATER LATERAL, TYPICAL.
- NOTE: MAY CONTAIN KEYNOTES THAT ARE NOT USED ON THIS SHEET.

**ENSIGN**  
THE STANDARD IN ENGINEERING

**TOOELE**  
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**SALT LAKE CITY**  
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**CEDAR CITY**  
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**RICHFIELD**  
Phone: 435.896.2983

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FOR:  
THE COASSOLO GROUP, LLC  
PO BOX 190  
GRANTSVILLE CITY, UTAH 84029

CONTACT:  
TODD CASTAGNO  
PHONE: 435-849-1465

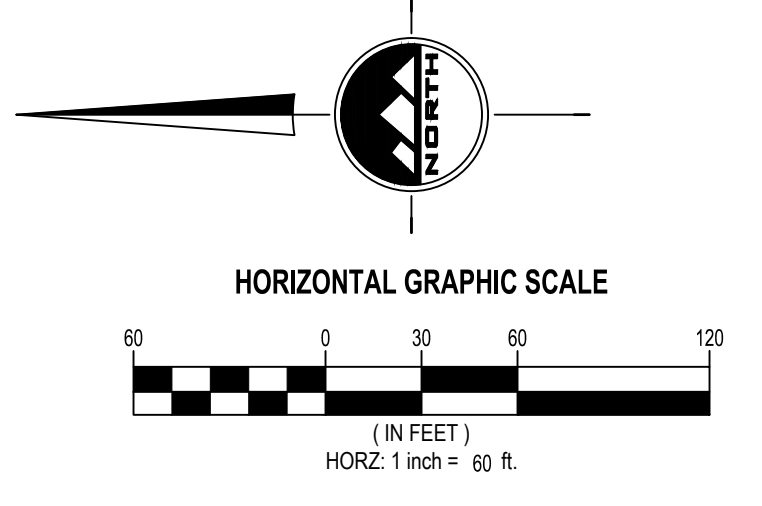
**HOLLYWOOD CORNER SUBDIVISION**  
**PRELIMINARY DESIGN**  
HOLLYWOOD STREET AND QUIRK STREET  
GRANTSVILLE CITY, UTAH

*For Review*  
11/21/2022 4:05:59 PM

**UTILITY PLAN**

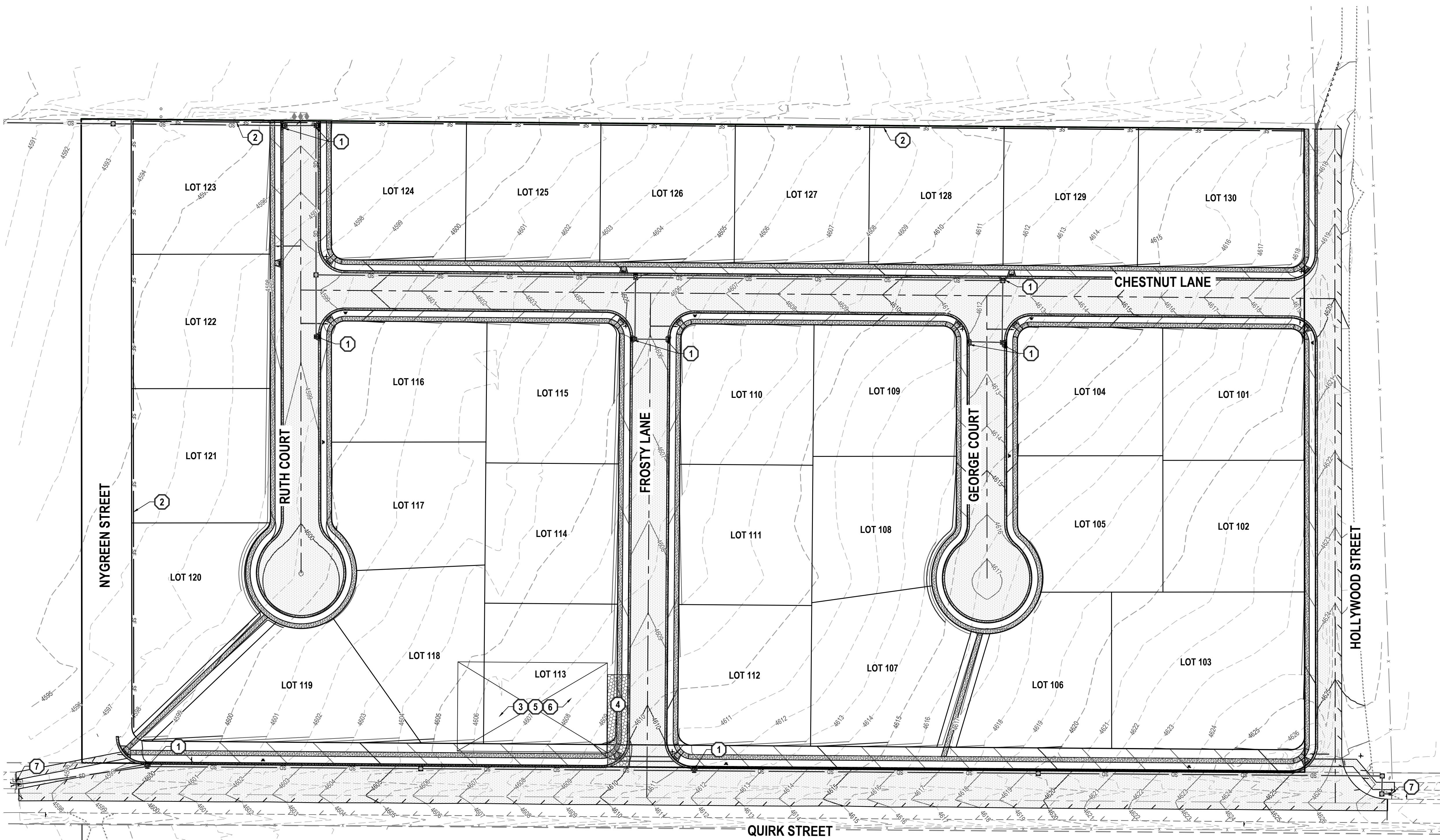
PROJECT NUMBER: T1216G      PRINT DATE: 2022-11-09  
DRAWN BY: C. CHILD      CHECKED BY: J. CLEGG  
PROJECT MANAGER: C. CHILD

**C-400**



**811**  
 CALL BLUESTAKES  
 @ 811 AT LEAST 48 HOURS  
 PRIOR TO THE  
 COMMENCEMENT OF ANY  
 CONSTRUCTION.  
 Know what's below.  
 Call before you dig.

**BENCHMARK**  
 NORTH QUARTER CORNER OF SECTION 7,  
 TOWNSHIP 3 SOUTH, RANGE 5 WEST  
 SALT LAKE BASE AND MERIDIAN  
 (2.5" BRASS TOOLEE COUNTY SURVEY  
 MONUMENT ON 4" PIPE, DATED 1986)  
 ELEV = 4599.95' (USED ELEVATION)  
 4414.85' (TRUE ELEVATION)



- GENERAL NOTES**
1. THIS PLAN IS DESIGNED AS A FIRST APPRAISAL OF NECESSARY MEANS TO PROTECT THE WATERS OF THE STATE FROM POTENTIAL POLLUTION. IT IS THE RESPONSIBILITY OF THE OWNER/OPERATOR TO ADD WARRANTED BEST MANAGEMENT PRACTICES (BMP'S) AS NECESSARY. MODIFY THOSE SHOWN AS APPROPRIATE, AND DELETE FROM THE PROJECT THOSE FOUND TO BE UNNECESSARY. FEDERAL AND STATE LAW ALLOWS THESE UPDATES TO BE MADE BY THE OWNER/OPERATOR ONSITE AND RECORDED BY THE OWNER/OPERATOR ON THE COPY OF THE SWPPP KEPT ONSITE.
  2. DISTURBED LAND SHALL BE KEPT TO A MINIMUM. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 14 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED. HOWEVER, WHERE CONSTRUCTION ACTIVITY ON A PORTION OF THE SITE IS TEMPORARILY CEASED, AND EARTH DISTURBING ACTIVITIES WILL BE RESUMED WITHIN 21 DAYS, TEMPORARY STABILIZATION MEASURES DO NOT HAVE TO BE INITIATED ON THAT PORTION OF THE SITE.
  3. RESEED DISTURBED LAND WITH NATIVE GRASS MIXTURE WITHIN 14 CALENDAR DAYS OF ACHIEVEMENT OF FINISH GRADE TO STABILIZE SOILS IF LAND IS NOT TO BE RE-WORKED WITHIN 14 CALENDAR DAYS OF THE CESSATION OF CONSTRUCTION ACTIVITIES AT THAT LOCATION.
  4. DETAILS SHOWN ARE TO BE EMPLOYED TO PROTECT RUNOFF AS APPROPRIATE DURING CONSTRUCTION. NOT ALL DETAILS ARE NECESSARY AT ALL PHASES OF THE PROJECT. IT SHALL BE THE RESPONSIBILITY OF THE OWNER/OPERATOR TO USE APPROPRIATE BEST MANAGEMENT PRACTICES AT THE APPROPRIATE PHASE OF CONSTRUCTION. SEE SWPPP FOR BMP IMPLEMENTATION SCHEDULE.
  5. VARIOUS BEST MANAGEMENT PRACTICES HAVE BEEN SHOWN ON THE PLANS AT SUGGESTED LOCATIONS. THE CONTRACTOR MAY MOVE AND RECONFIGURE THESE BMP'S TO OTHER LOCATIONS IF PREFERRED, PROVIDED THE INTENT OF THE DESIGN IS PRESERVED.
  6. NOT ALL POSSIBLE BMP'S HAVE BEEN SHOWN. THE CONTRACTOR IS RESPONSIBLE TO APPLY CORRECT MEASURES TO PREVENT THE POLLUTION OF STORM WATER PER PROJECT SWPPP.
  7. A LUPDES (UTAH POLLUTANT DISCHARGE ELIMINATION SYSTEM) PERMIT IS REQUIRED FOR ALL CONSTRUCTION ACTIVITIES 1 ACRE OR MORE.

- SCOPE OF WORK:**  
 PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:
- 1 INLET PROTECTION PER DETAIL 4D-600.
  - 2 SILT FENCE PER DETAIL 5D-600.
  - 3 PORTABLE TOILET PER DETAIL 7D-600.
  - 4 VEHICLE WASHDOWN AND STABILIZED CONSTRUCTION ENTRANCE PER DETAIL 6D-600.
  - 5 SUGGESTED TEMPORARY CONSTRUCTION SITE PARKING, STAGING, DUMPSTER, AND MATERIAL STORAGE AREA.
  - 6 SUGGESTED STOCKPILE AREA.
  - 7 STRAW WATTLE PER DETAIL 9D-600.
- NOTE: MAY CONTAIN KEYNOTES THAT ARE NOT USED ON THIS SHEET.

REVISION SCHEDULE			
NUMBER	DATE	AUTHOR	COMPANY REPRESENTATIVE SIGNATURE
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			

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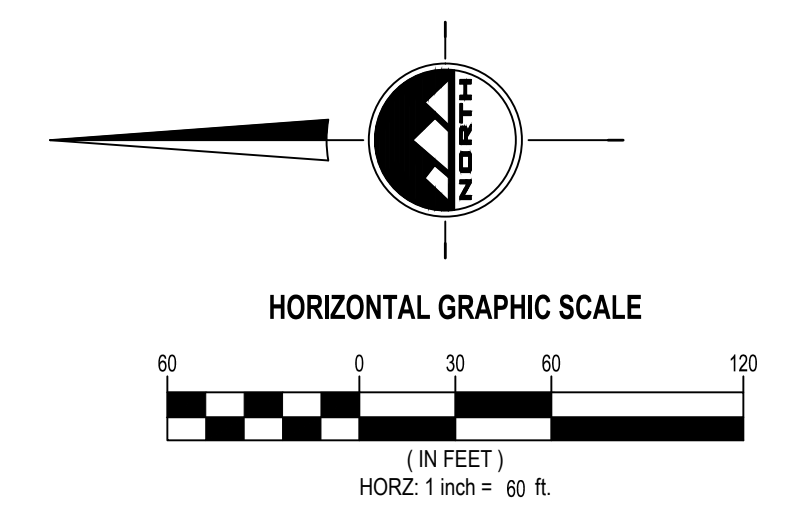
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FOR:  
 THE COASSOLO GROUP, LLC  
 PO BOX 190  
 GRANTSVILLE CITY, UTAH 84029

CONTACT:  
 TODD CASTAGNO  
 PHONE: 435-849-1485

**HOLLYWOOD CORNER SUBDIVISION**  
**PRELIMINARY DESIGN**  
 HOLLYWOOD STREET AND QUIRK STREET  
 GRANTSVILLE CITY, UTAH

*For Review*  
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**EROSION CONTROL PLAN**

PROJECT NUMBER: T1216G  
 PRINT DATE: 2022-11-09

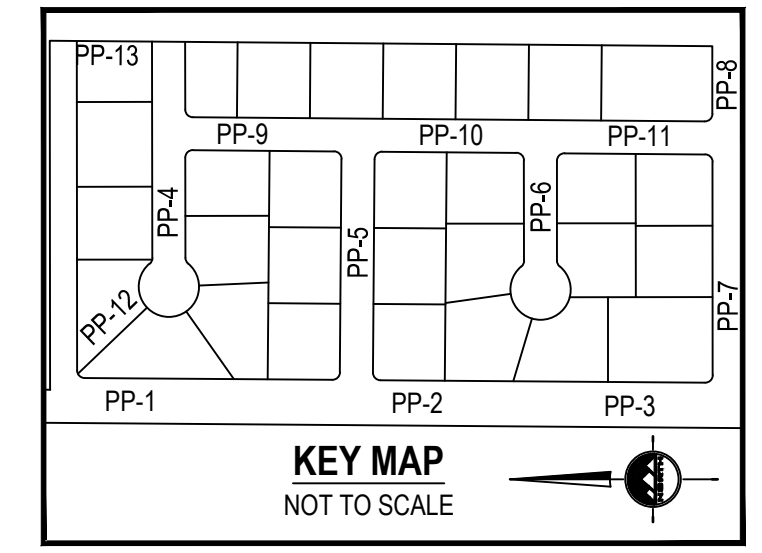
DRAWN BY: C. CHILD  
 CHECKED BY: J. CLEGG

PROJECT MANAGER:  
 C. CHILD

**C-500**

**811**  
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**BENCHMARK**  
 NORTH QUARTER CORNER OF SECTION 7,  
 TOWNSHIP 3 SOUTH, RANGE 5 WEST  
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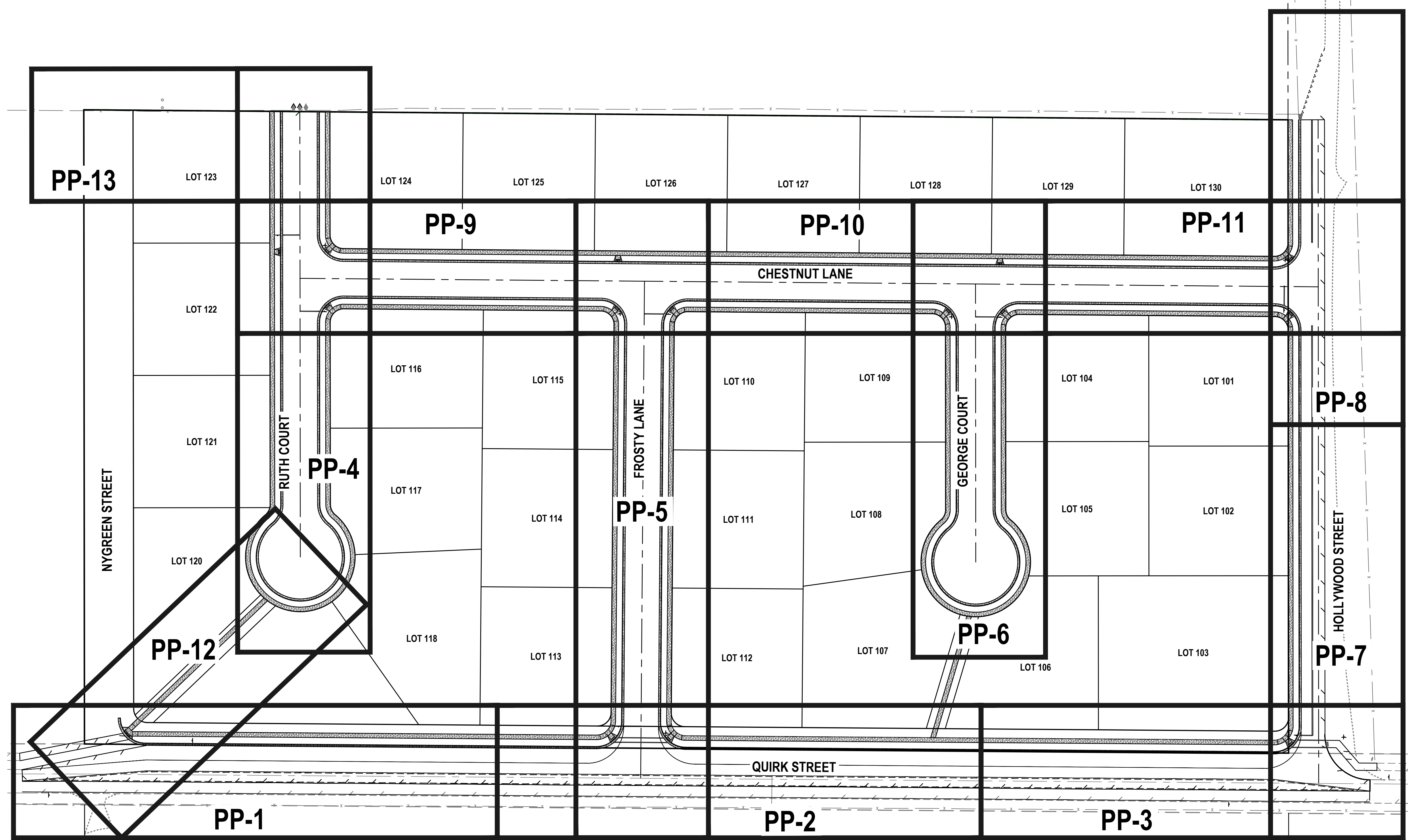
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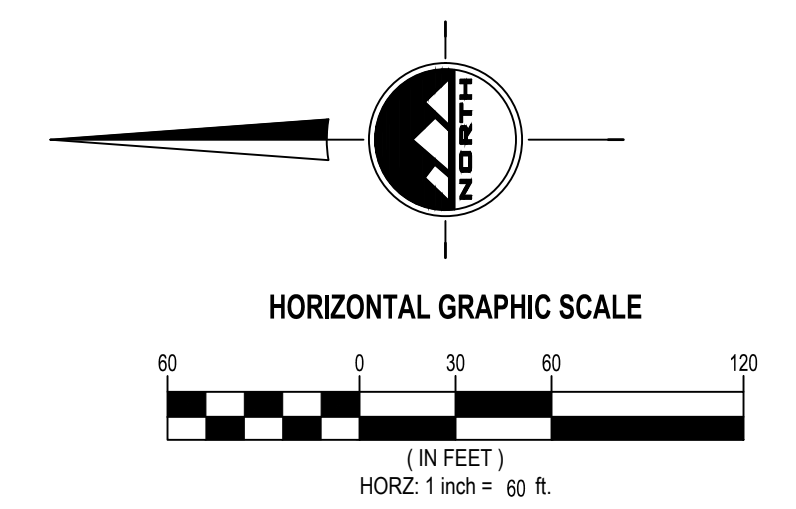
**HOLLYWOOD CORNER SUBDIVISION**  
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 GRANTSVILLE CITY, UTAH

**For Review**  
 11/21/2022 4:06:00 PM

PLAN AND PROFILES

PROJECT NUMBER: T1216G  
 PRINT DATE: 2022-07-06  
 DRAWN BY: C. CHILD  
 CHECKED BY: J. CLEGG  
 PROJECT MANAGER: C. CHILD

**PP-0**

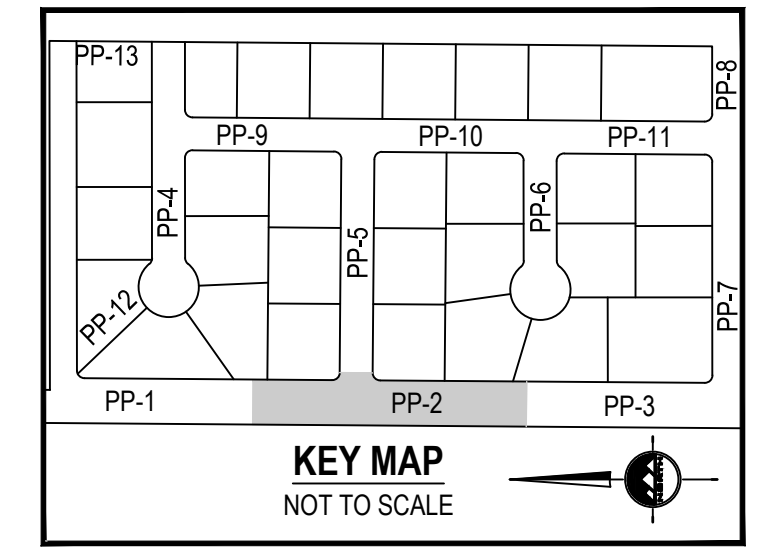




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PIPE LINES. LOOP CULINARY WATER LINE PER GRANTSVILLE CITY AND APWA  
PLAN #543.1, #543.2, #562 STANDARDS AND SPECIFICATIONS.



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**HOLLYWOOD STREET AND QUIRK STREET**  
**GRANTSVILLE CITY, UTAH**

**For Review**  
11/21/2022 4:06:00 PM

**PLAN AND PROFILES**

PROJECT NUMBER  
T1216G

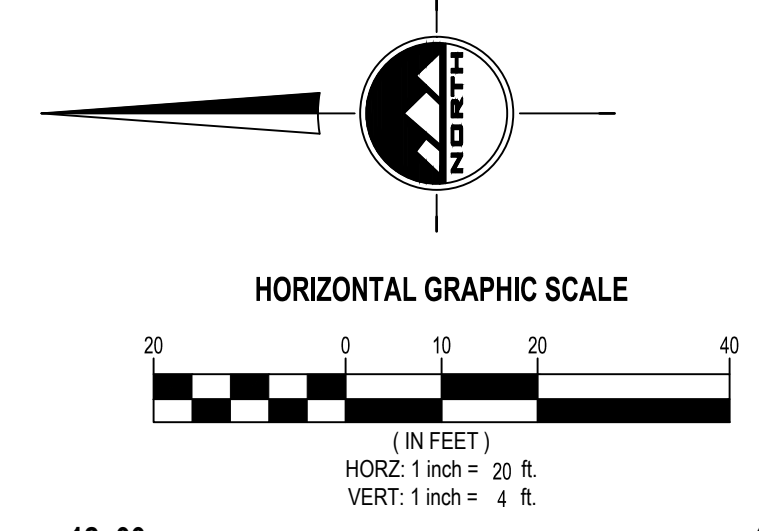
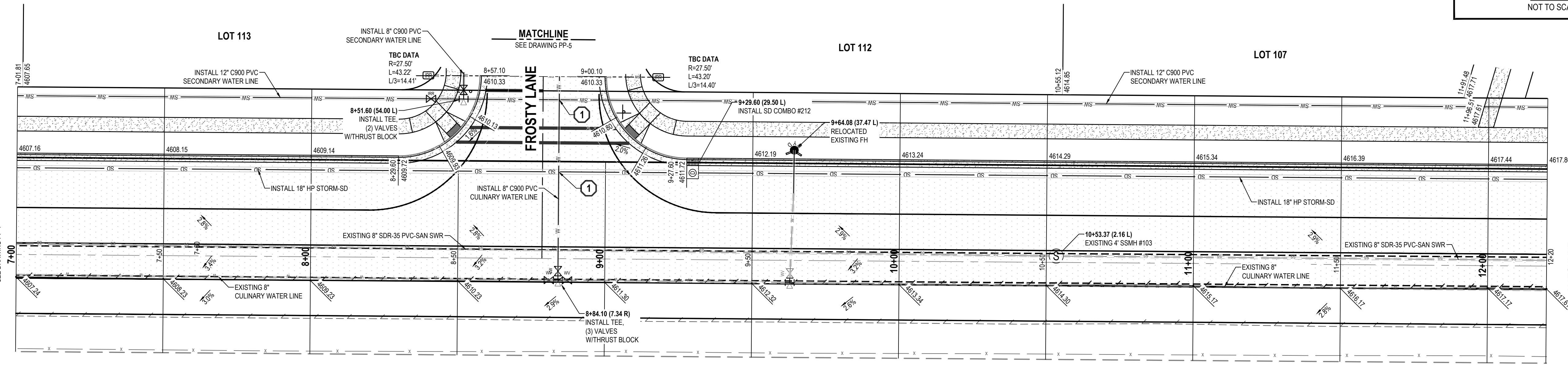
PRINT DATE  
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DRAWN BY  
C. CHILD

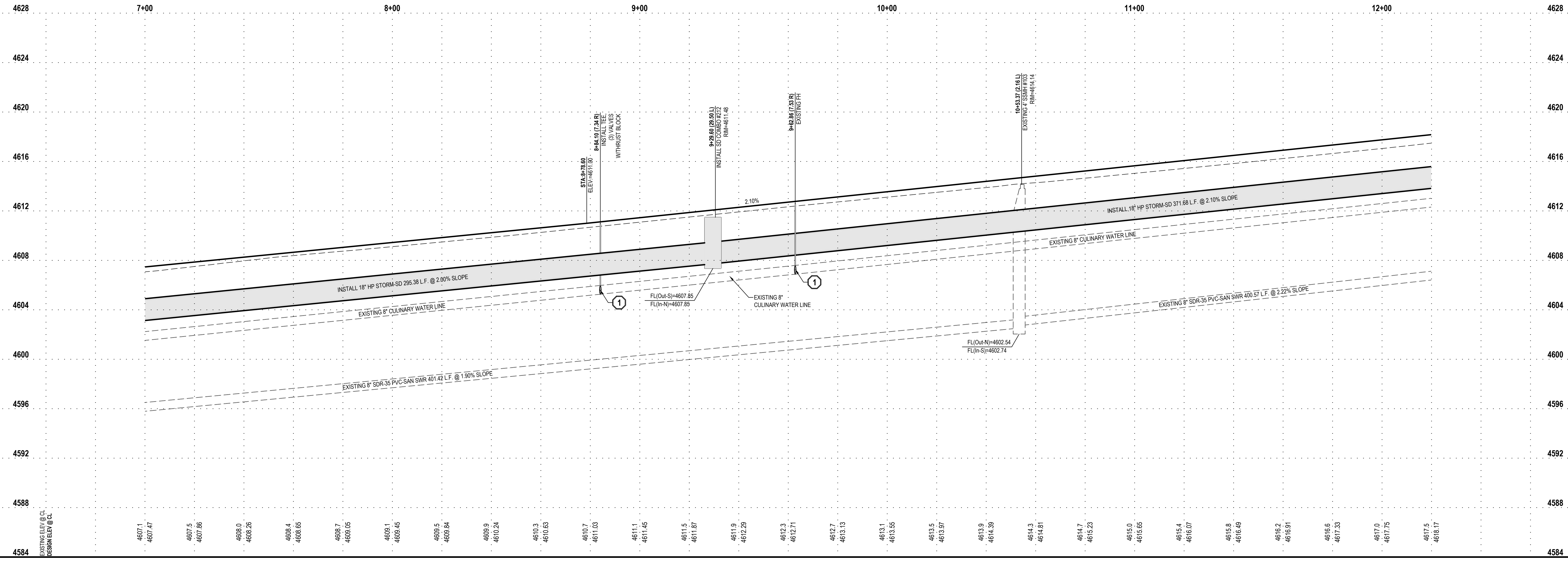
CHECKED BY  
J. CLEGG

PROJECT MANAGER  
C. CHILD

**PP-2**



**QUIRK STREET**



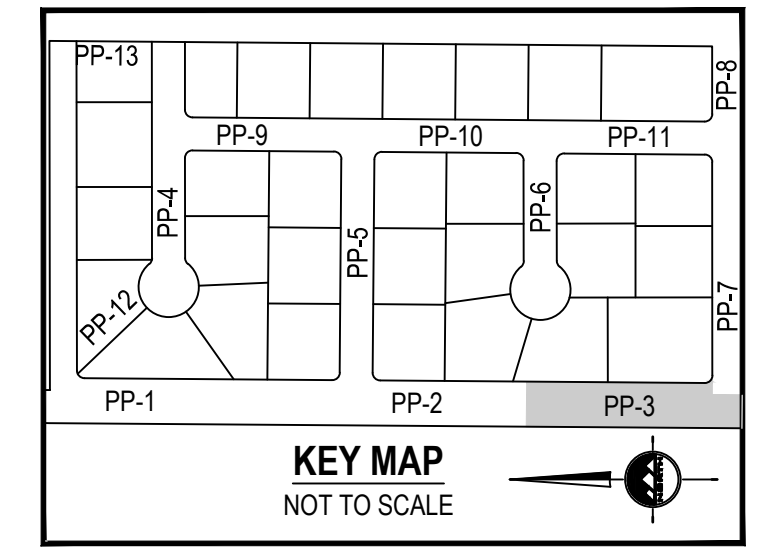
ENSGN ENG @ C.  
C. CHILD  
ELEV @ C.  
ELEV @ C.



**811**  
CALL BLUESTAKES  
@ 811 AT LEAST 48 HOURS  
PRIOR TO THE  
COMMENCEMENT OF ANY  
CONSTRUCTION.  
Know what's below.  
Call before you dig.

**BENCHMARK**  
NORTH QUARTER CORNER OF SECTION 7,  
TOWNSHIP 3 SOUTH, RANGE 5 WEST  
SALT LAKE BASE AND MERIDIAN  
(2.5" BRASS TOOLEE COUNTY SURVEY  
MONUMENT ON 4" PIPE, DATED 1986)  
ELEV = 4599.95' (USED ELEVATION)  
4414.85' (TRUE ELEVATION)

**SCOPE OF WORK:**  
PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER  
THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS  
NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:  
1 CONTRACTOR TO MAINTAIN 18" OF SEPARATION BETWEEN INTERSECTING  
PIPE LINES. LOOP CULINARY WATER LINE PER GRANTSVILLE CITY AND APWA  
PLAN #543.1, #543.2, #562 STANDARDS AND SPECIFICATIONS.



**TOOLEE**  
169 N. Main Street, Unit 1  
Tooele, UT. 84074  
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**SALT LAKE CITY**  
Phone: 801.255.0529

**LAYTON**  
Phone: 801.547.1100

**CEDAR CITY**  
Phone: 435.865.1453

**RICHFIELD**  
Phone: 435.896.2983

**WWW.ENSIGNENG.COM**

FOR:  
THE COASSOLO GROUP, LLC  
PO BOX 190  
GRANTSVILLE CITY, UTAH 84029

CONTACT:  
TODD CASTAGNO  
PHONE: 435-849-1485

**HOLLYWOOD CORNER SUBDIVISION  
PRELIMINARY DESIGN  
HOLLYWOOD STREET AND QUIRK STREET  
GRANTSVILLE CITY, UTAH**

**For Review**  
11/21/2022 4:06:00 PM

**PLAN AND PROFILES**

PROJECT NUMBER  
T1216G

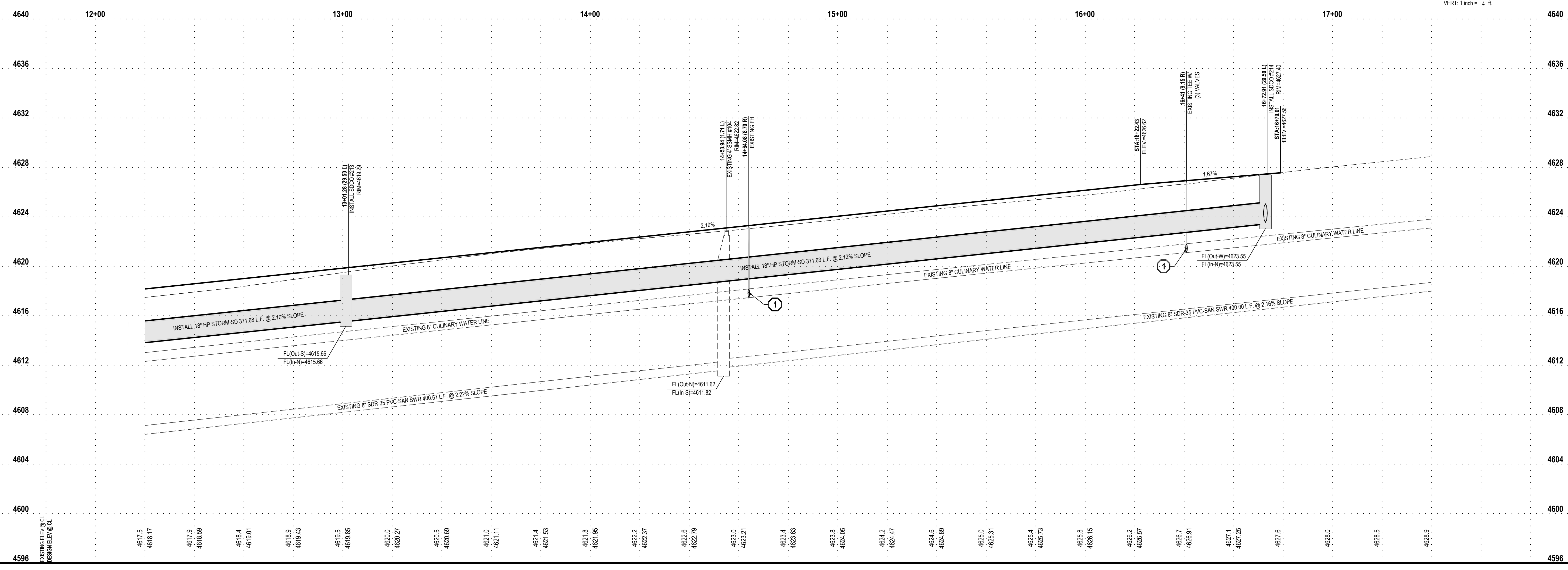
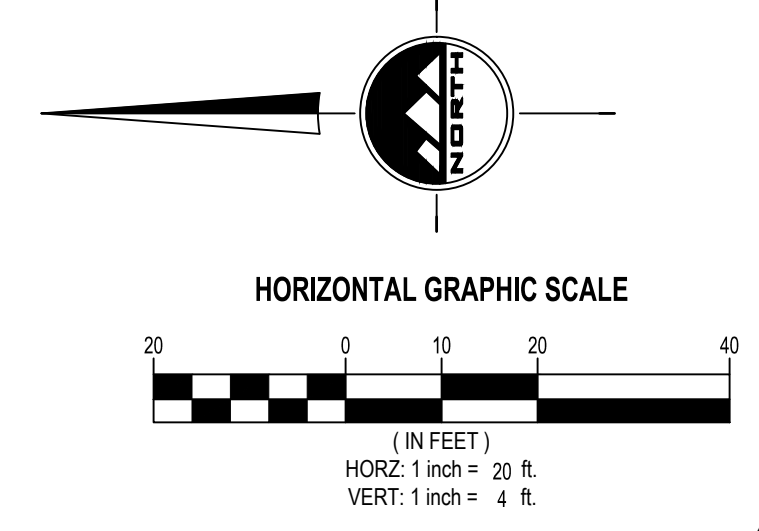
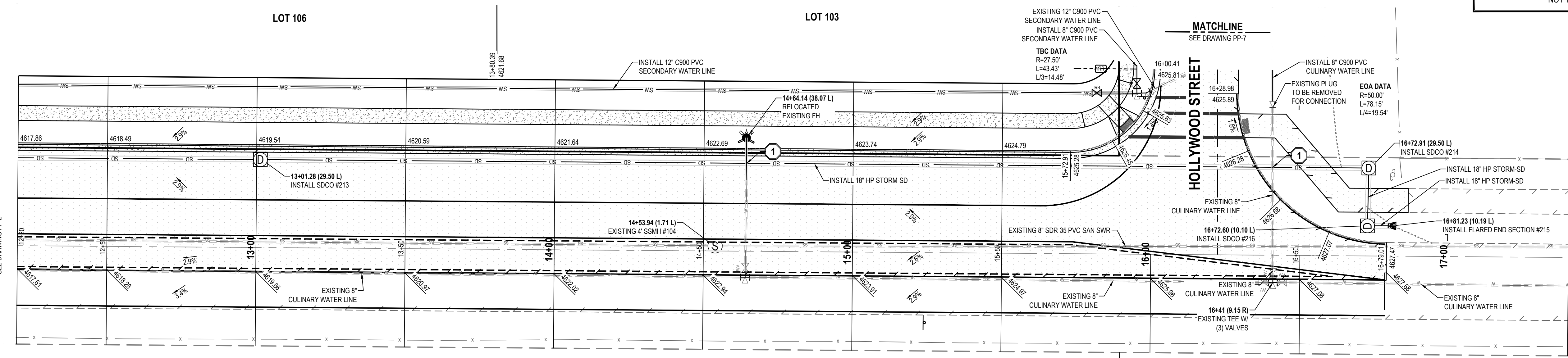
PRINT DATE  
2022-07-01

DRAWN BY  
C. CHILD

CHECKED BY  
J. CLEGG

PROJECT MANAGER  
C. CHILD

**PP-3**



**QUIRK STREET**

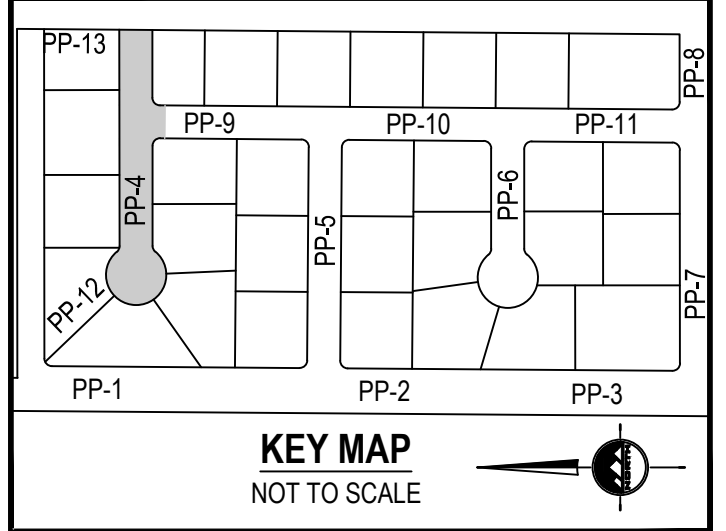
ENGIN ELEV @ C.C.  
BENCH ELEV @ U.C.

4596

**811**  
Know what's below.  
Call before you dig.

**BENCHMARK**  
NORTH QUARTER CORNER OF SECTION 7,  
TOWNSHIP 3 SOUTH, RANGE 5 WEST  
SALT LAKE BASE AND MERIDIAN  
12.5" BRASS TOOLEE COUNTY SURVEY  
MONUMENT ON 4" PIPE, DATED 1986)  
ELEV = 4599.95' (USED ELEVATION)  
4414.85' (TRUE ELEVATION)

**SCOPE OF WORK:**  
PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED. THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:  
CONTRACTOR TO MAINTAIN 18" OF SEPARATION BETWEEN INTERSECTING PIPE LINES. LOOP CULINARY WATER LINE PER GRANTSVILLE CITY AND APWA PLAN #543.1, #543.2, #562 STANDARDS AND SPECIFICATIONS.



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**SALT LAKE CITY**  
Phone: 801.255.0529

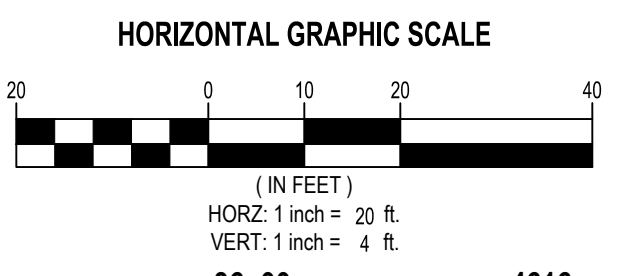
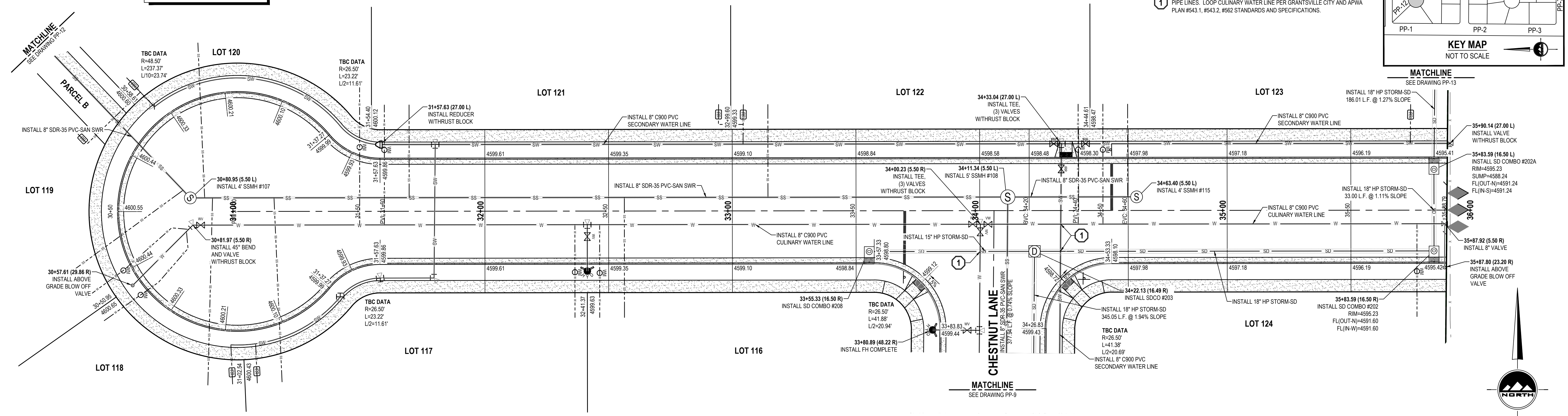
**LAYTON**  
Phone: 801.547.1100

**CEDAR CITY**  
Phone: 435.865.1453

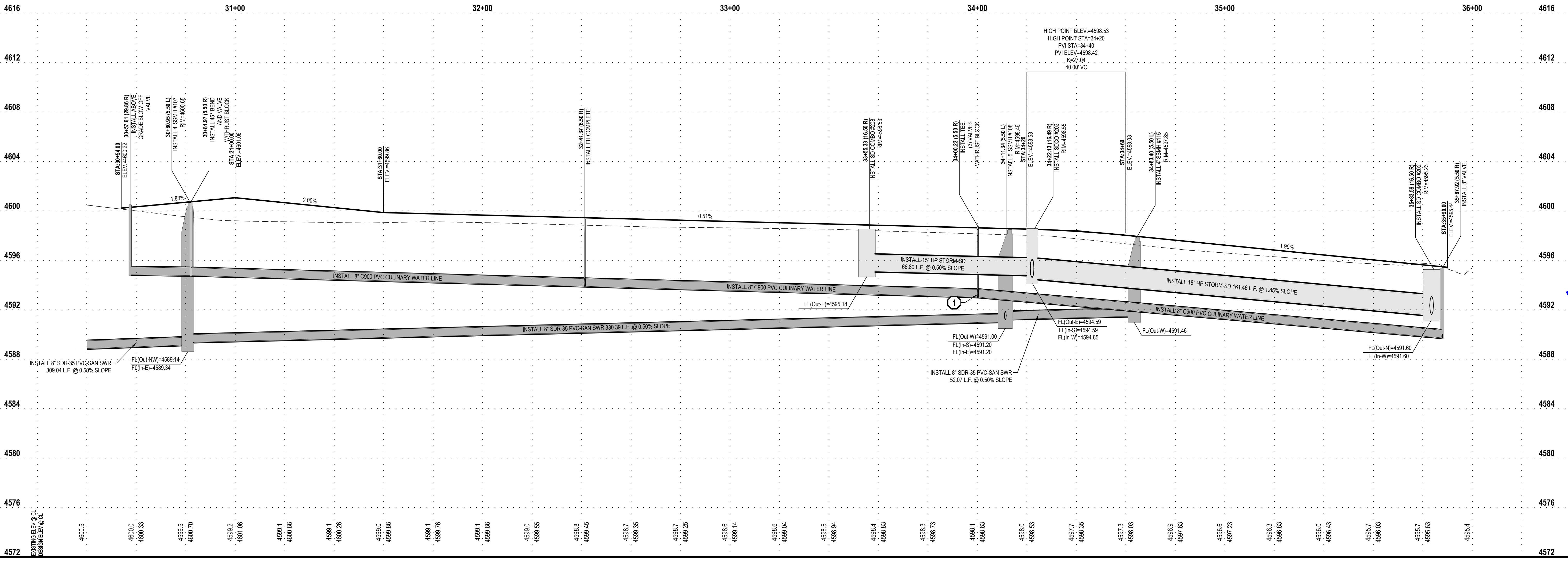
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CONTACT:  
TODD CASTAGNO  
PHONE: 435-849-1465



**RUTH COURT**



**HOLLYWOOD CORNER SUBDIVISION**  
**PRELIMINARY DESIGN**  
HOLLYWOOD STREET AND QUIRK STREET  
GRANTSVILLE CITY, UTAH

**For Review**  
11/21/2022 4:06:00 PM

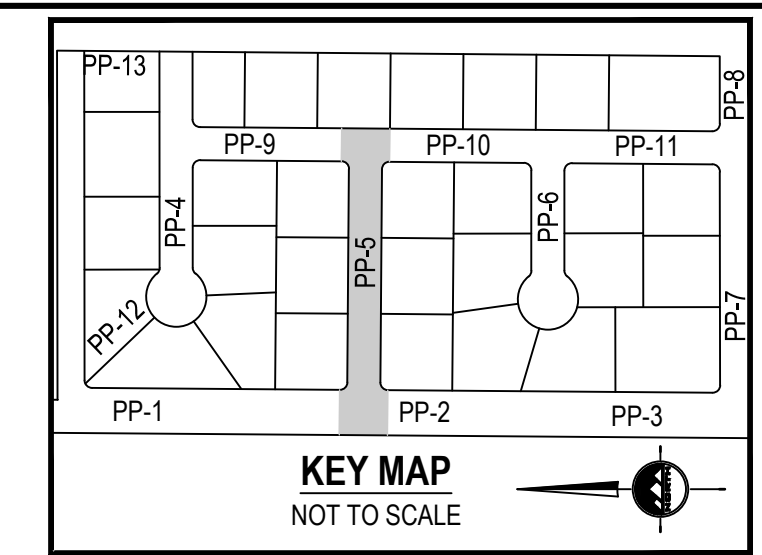
**PLAN AND PROFILES**

PROJECT NUMBER: T1216G  
PRINT DATE: 2022-08-31  
DRAWN BY: C. CHILD  
CHECKED BY: J. CLEGG  
PROJECT MANAGER: C. CHILD

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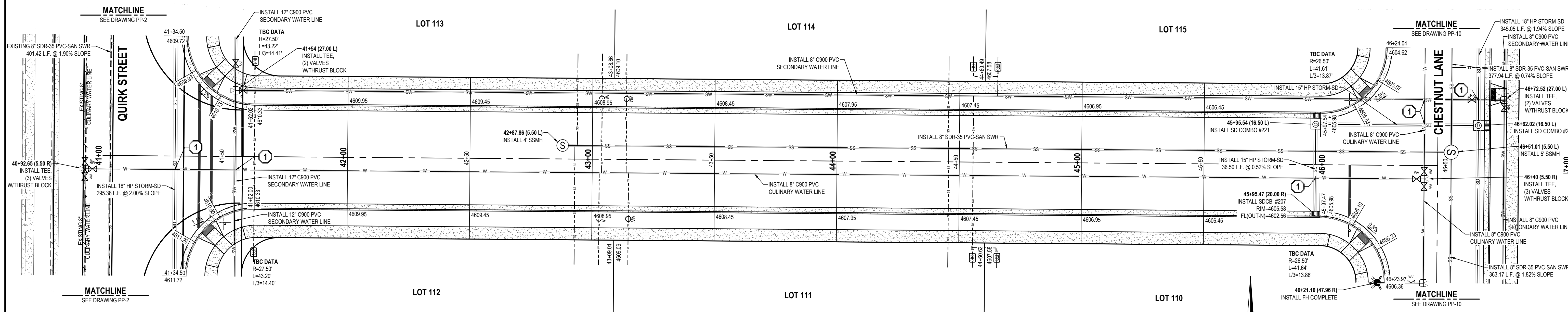
**CEDAR CITY**  
Phone: 435.865.1453

**RICHFIELD**  
Phone: 435.896.2983

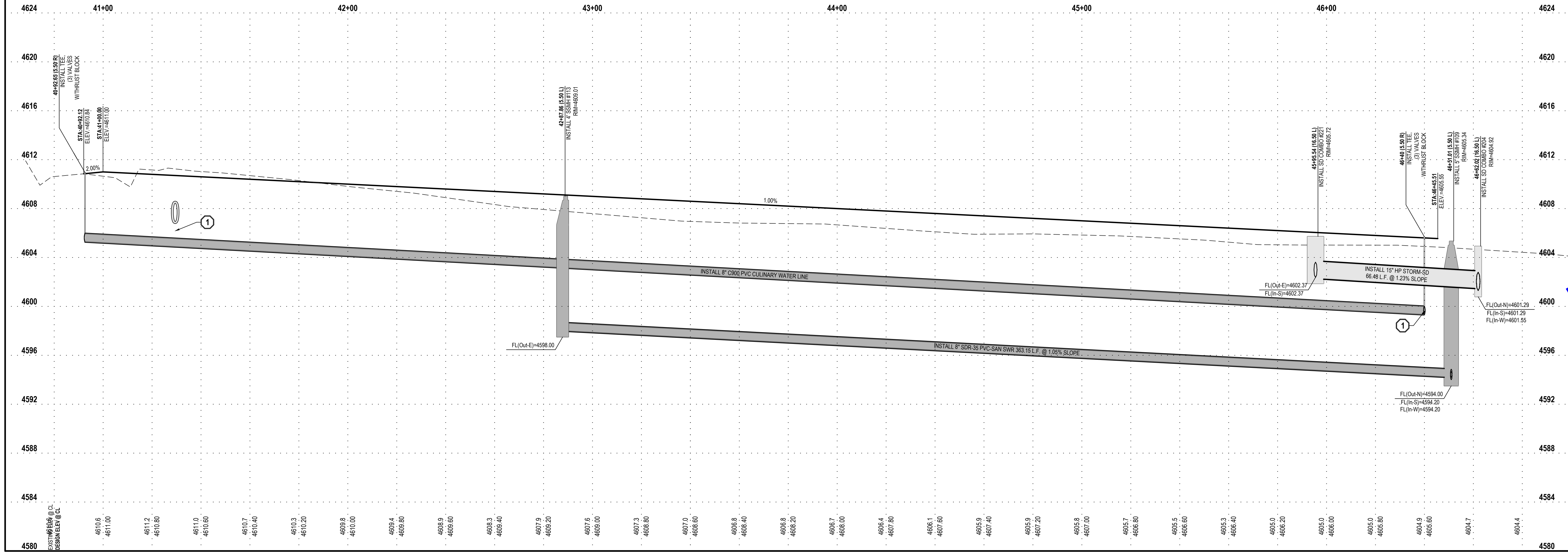
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CONTACT:  
TODD CASTAGNO  
PHONE: 435-849-1465



**FROSTY LANE**



**HOLLYWOOD CORNER SUBDIVISION**  
**PRELIMINARY DESIGN**  
**HOLLYWOOD STREET AND QUIRK STREET**  
**GRANTSVILLE CITY, UTAH**

**For Review**  
11/21/2022 4:06:00 PM

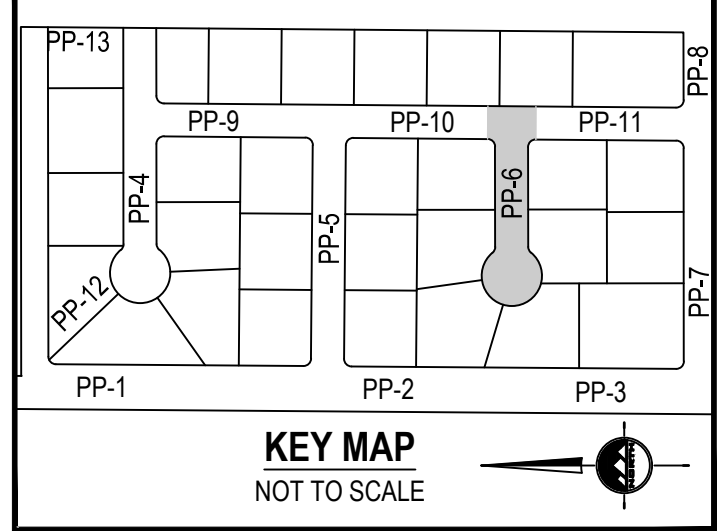
**PLAN AND PROFILES**

PROJECT NUMBER: T1216G  
PRINT DATE: 2022-08-31  
DRAWN BY: C. CHILD  
CHECKED BY: J. CLEGG  
PROJECT MANAGER: C. CHILD

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 Phone: 435.843.3590

**SALT LAKE CITY**  
 Phone: 801.255.0529

**LAYTON**  
 Phone: 801.547.1100

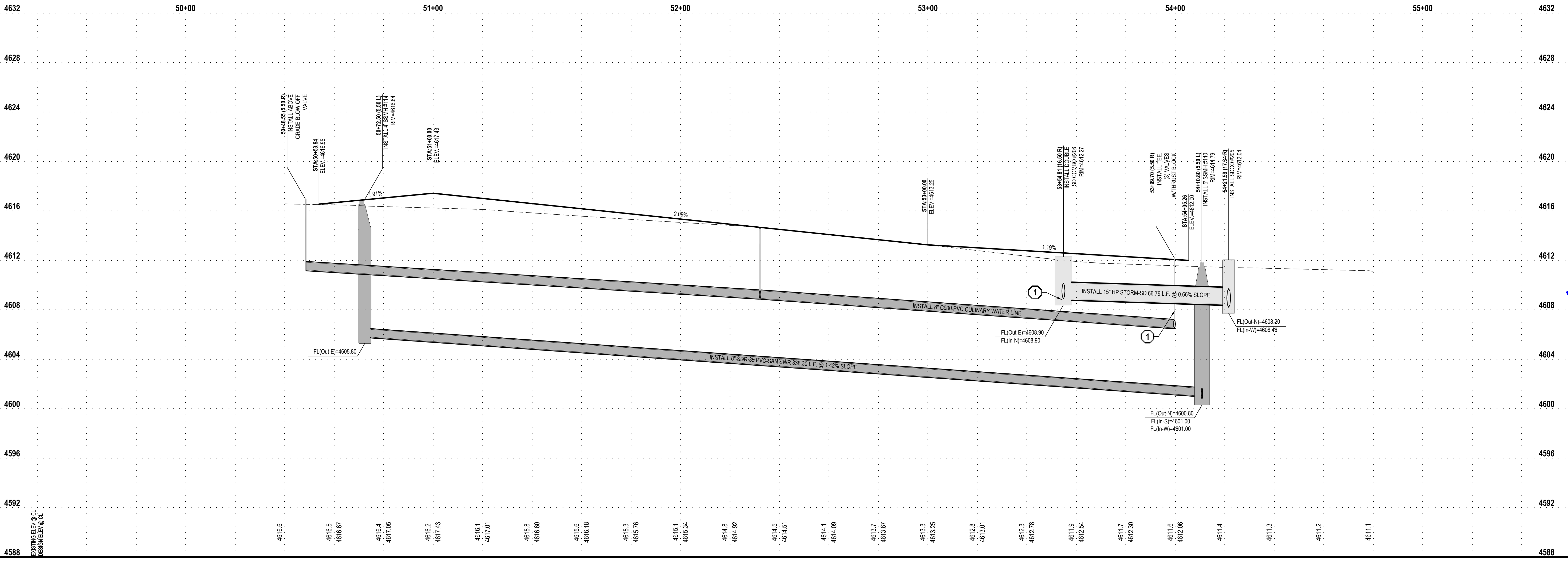
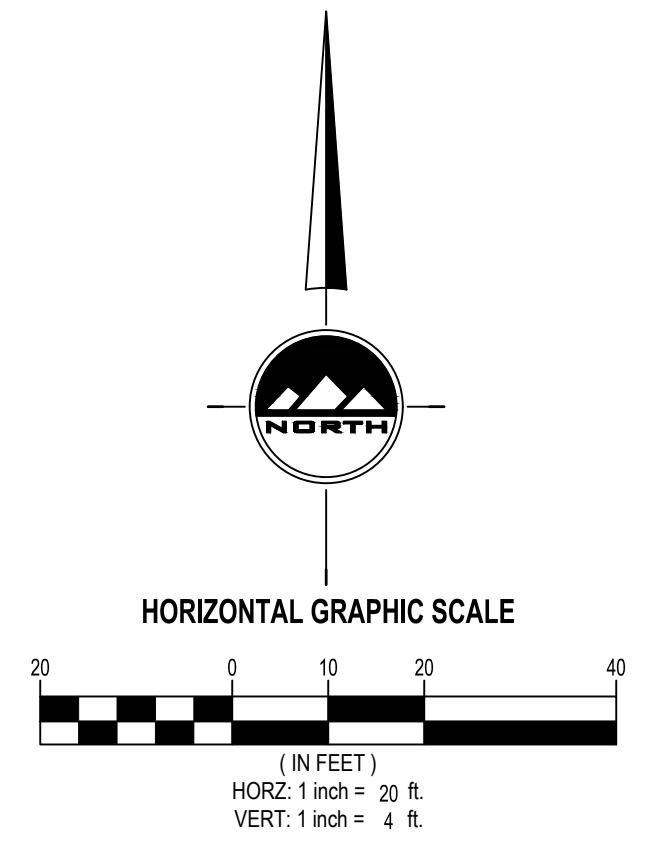
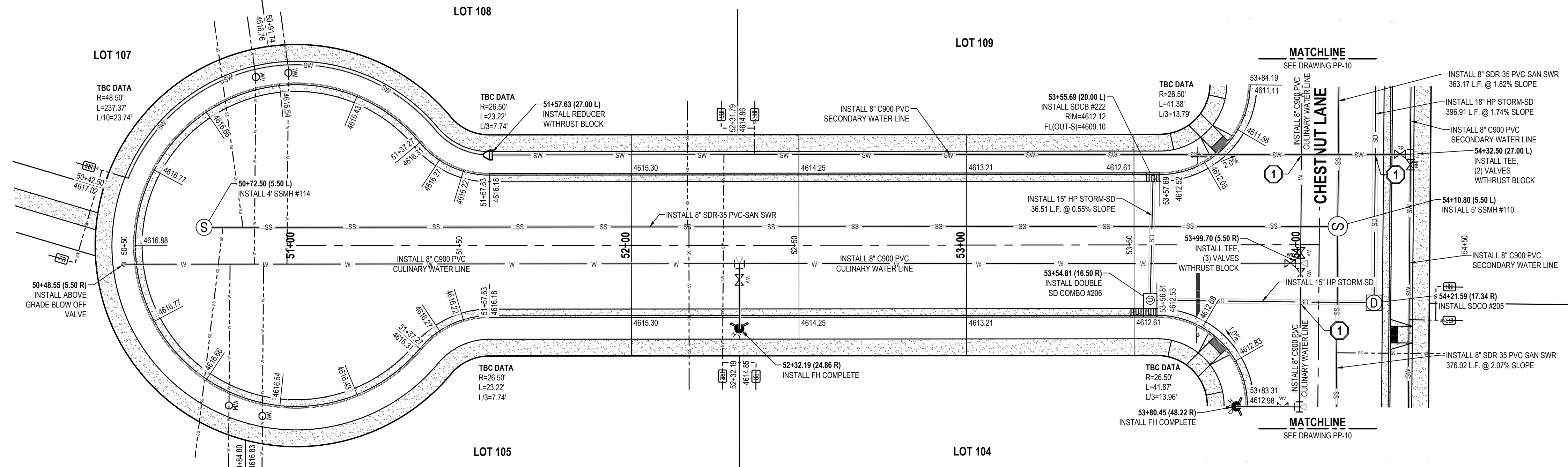
**CEDAR CITY**  
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**RICHFIELD**  
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CONTACT:  
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 PHONE: 435-849-1465



**HOLLYWOOD CORNER SUBDIVISION**  
**PRELIMINARY DESIGN**  
**HOLLYWOOD STREET AND QUIRK STREET**  
**GRANTSVILLE CITY, UTAH**

**For Review**  
 11/21/2022 4:06:00 PM

**PLAN AND PROFILES**

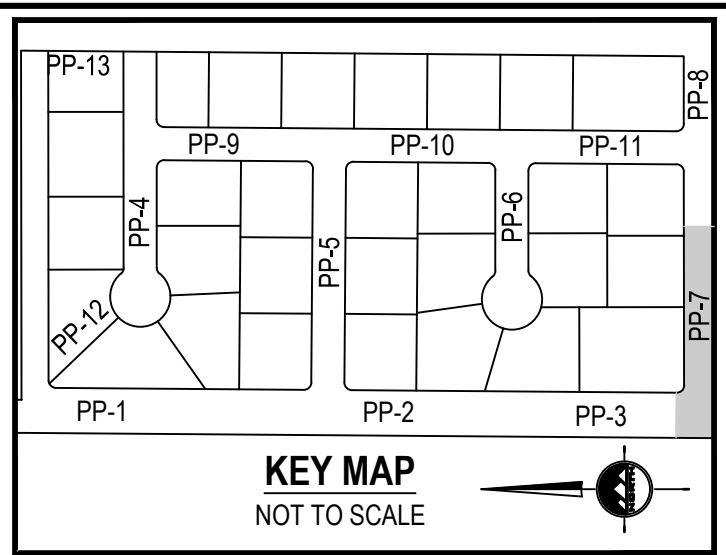
PROJECT NUMBER: T1216G  
 PRINT DATE: 2022-08-31  
 DRAWN BY: C. CHILD  
 CHECKED BY: J. CLEGG  
 PROJECT MANAGER: C. CHILD

**PP-6**

**811**  
Know what's below.  
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Phone: 801.255.0529

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Phone: 801.547.1100

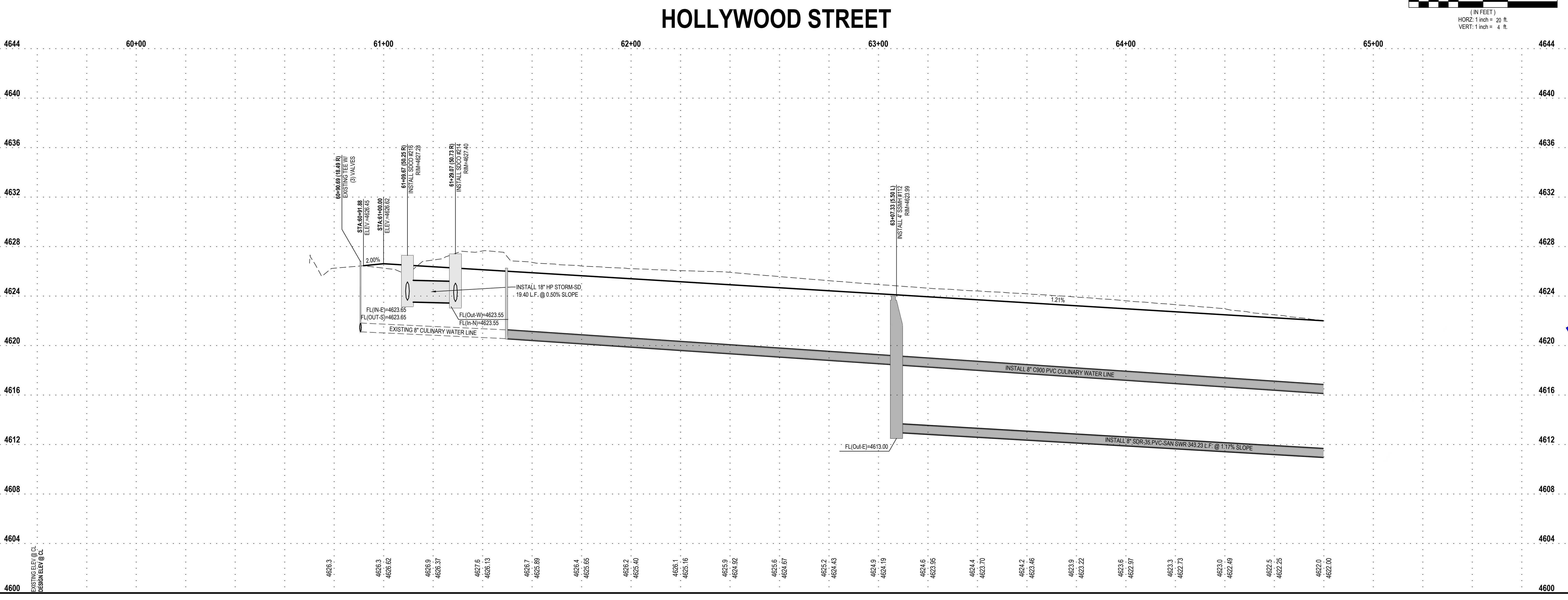
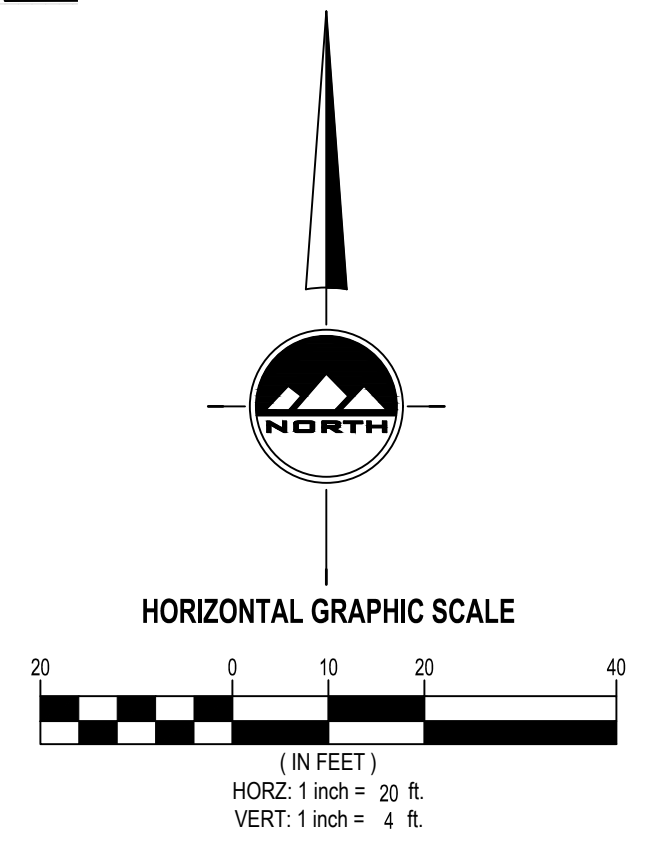
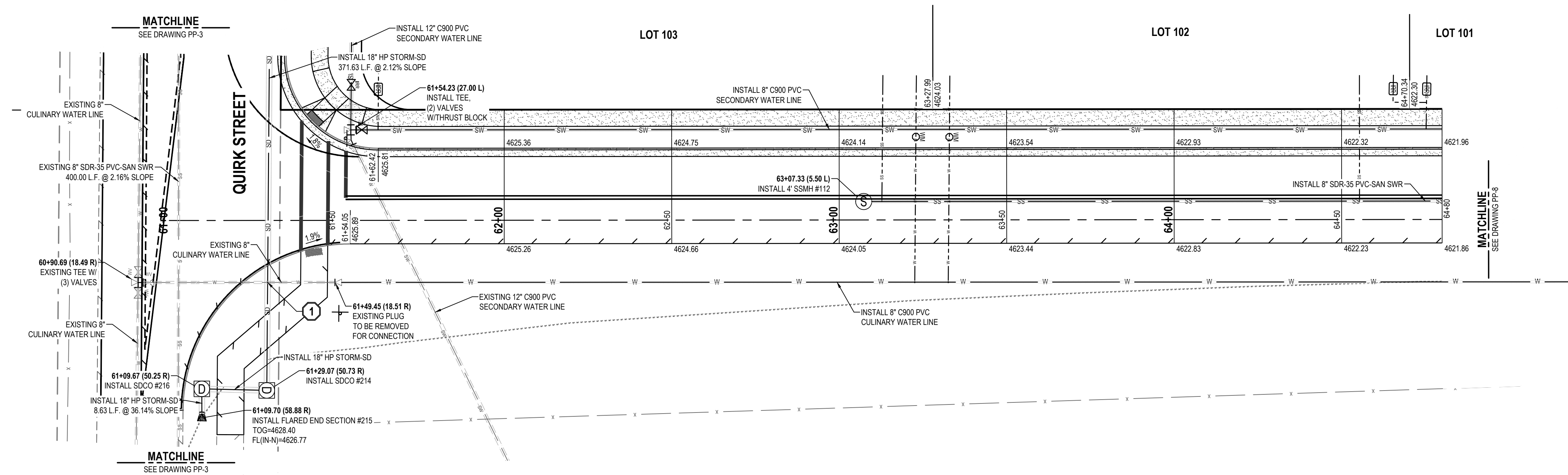
**CEDAR CITY**  
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**RICHFIELD**  
Phone: 435.896.2983

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THE COASSOLO GROUP, LLC  
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CONTACT:  
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PHONE: 435-849-1465



**HOLLYWOOD CORNER SUBDIVISION**  
**PRELIMINARY DESIGN**  
HOLLYWOOD STREET AND QUIRK STREET  
GRANTSVILLE CITY, UTAH

**For Review**  
11/21/2022 4:06:00 PM

**PLAN AND PROFILES**

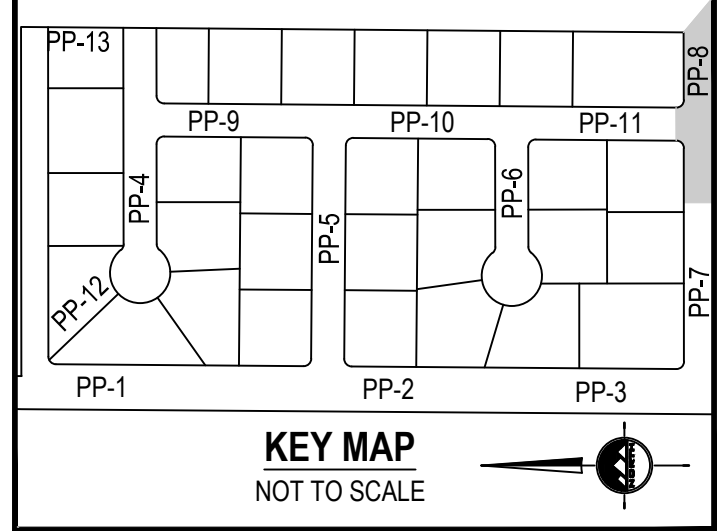
PROJECT NUMBER: T1216G  
PRINT DATE: 2022-08-31  
DRAWN BY: C. CHILD  
CHECKED BY: J. CLEGG  
PROJECT MANAGER: C. CHILD

**PP-7**

EXISTING ELEV @ C.  
DESIGN ELEV @ U.C.

**811**  
 Know what's below.  
 Call before you dig.

**BENCHMARK**  
 NORTH QUARTER CORNER OF SECTION 7,  
 TOWNSHIP 3 SOUTH, RANGE 5 WEST  
 SALT LAKE BASE AND MERIDIAN  
 (2.5" BRASS TOOLEE COUNTY SURVEY  
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 Phone: 435.843.3590

**SALT LAKE CITY**  
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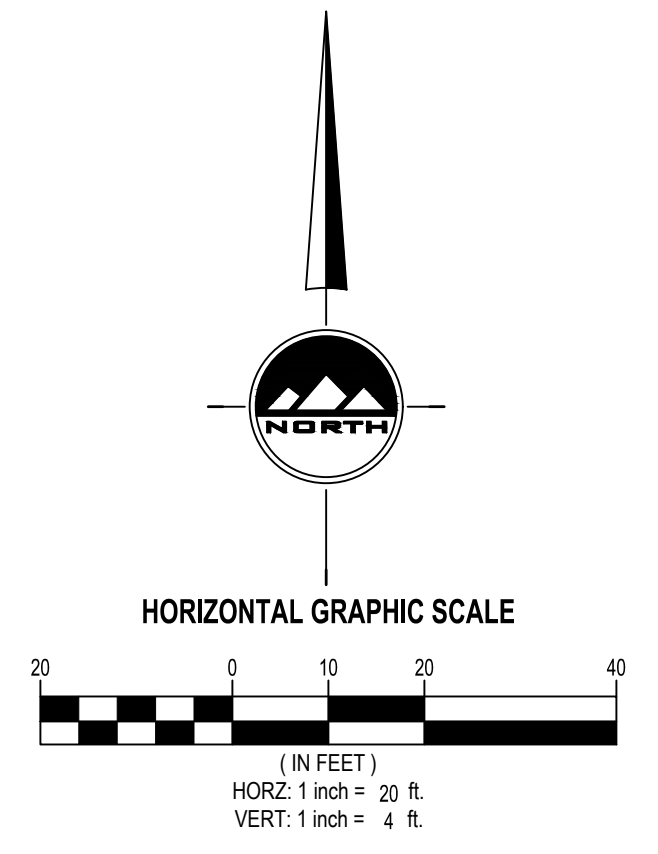
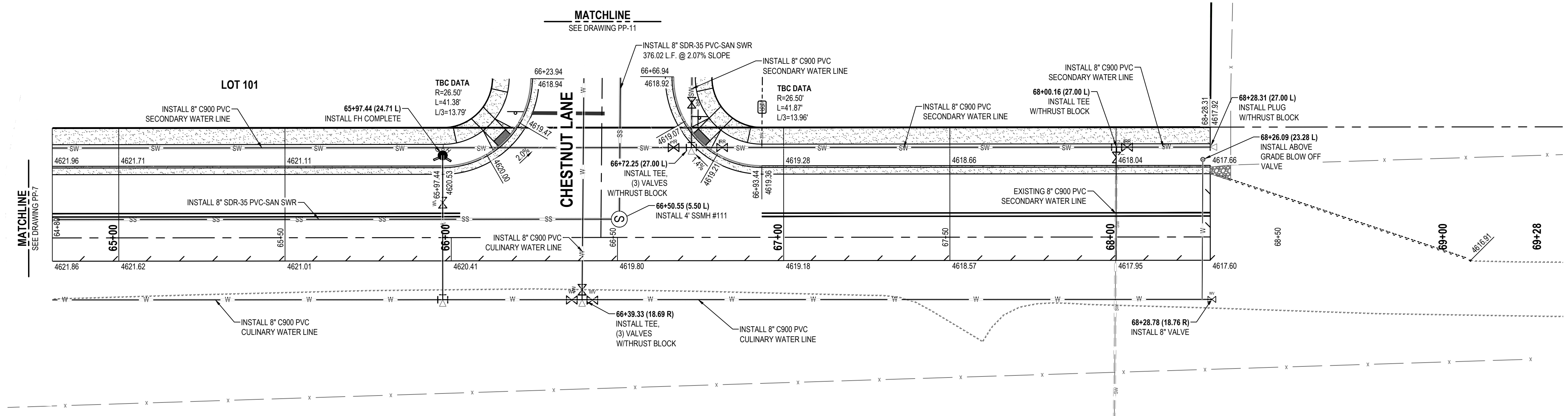
**CEDAR CITY**  
 Phone: 435.865.1453

**RICHFIELD**  
 Phone: 435.896.2983

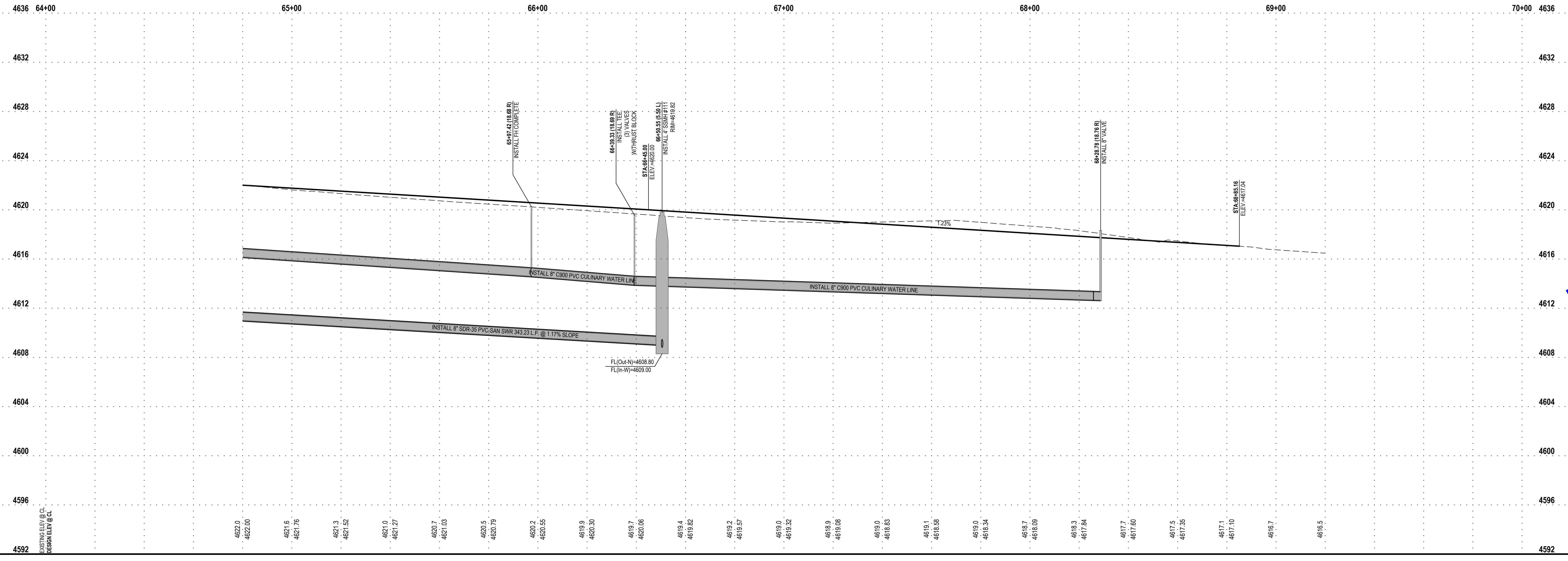
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CONTACT:  
 TODD CASTAGNO  
 PHONE: 435-849-1485



**HOLLYWOOD STREET**



**HOLLYWOOD CORNER SUBDIVISION**  
**PRELIMINARY DESIGN**  
 HOLLYWOOD STREET AND QUIRK STREET  
 GRANTSVILLE CITY, UTAH

**For Review**  
 11/21/2022 4:06:00 PM

**PLAN AND PROFILES**

PROJECT NUMBER: T1216G  
 PRINT DATE: 2022-07-05  
 DRAWN BY: C. CHILD  
 CHECKED BY: J. CLEGG  
 PROJECT MANAGER: C. CHILD

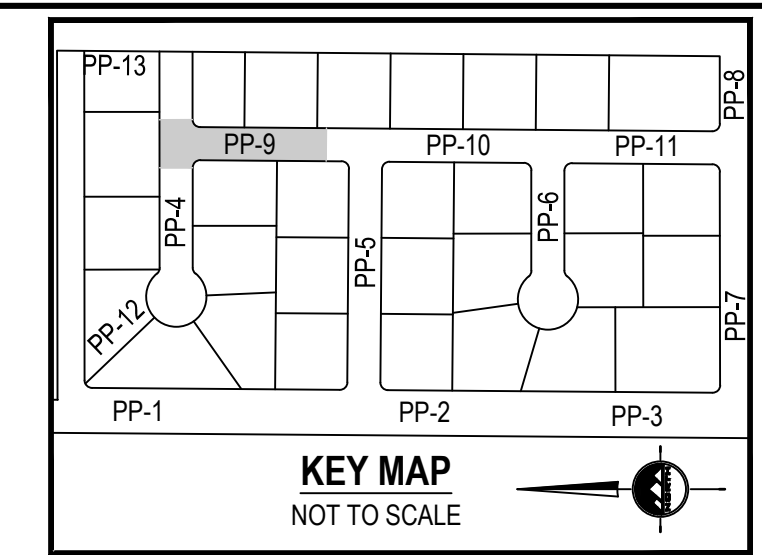
**PP-8**

ENSIGN ENG. & C.  
 DESIGN ELEV. @ 4'

**811**  
Know what's below.  
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**BENCHMARK**  
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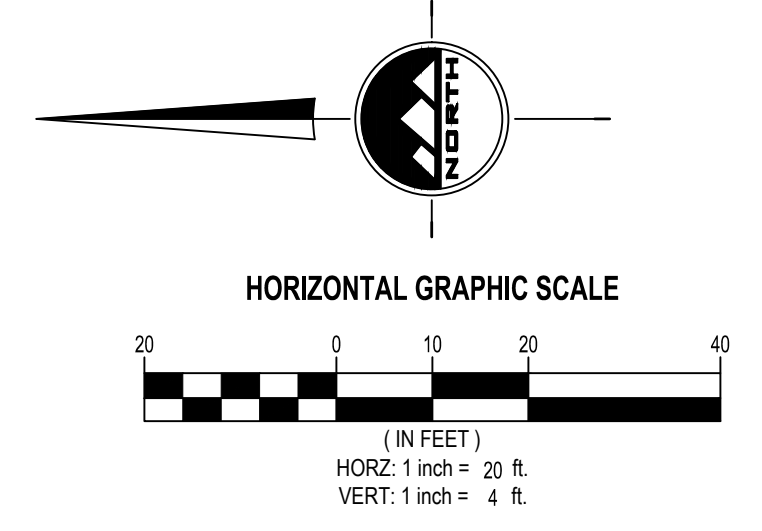
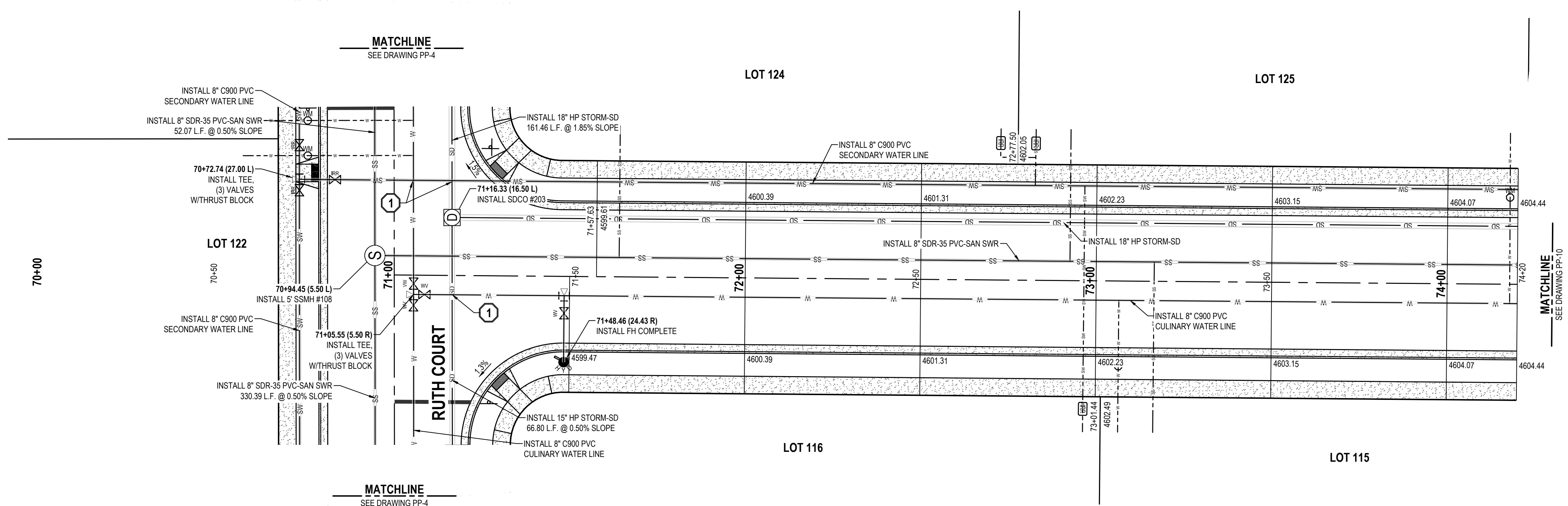
**CEDAR CITY**  
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**RICHFIELD**  
Phone: 435.896.2983

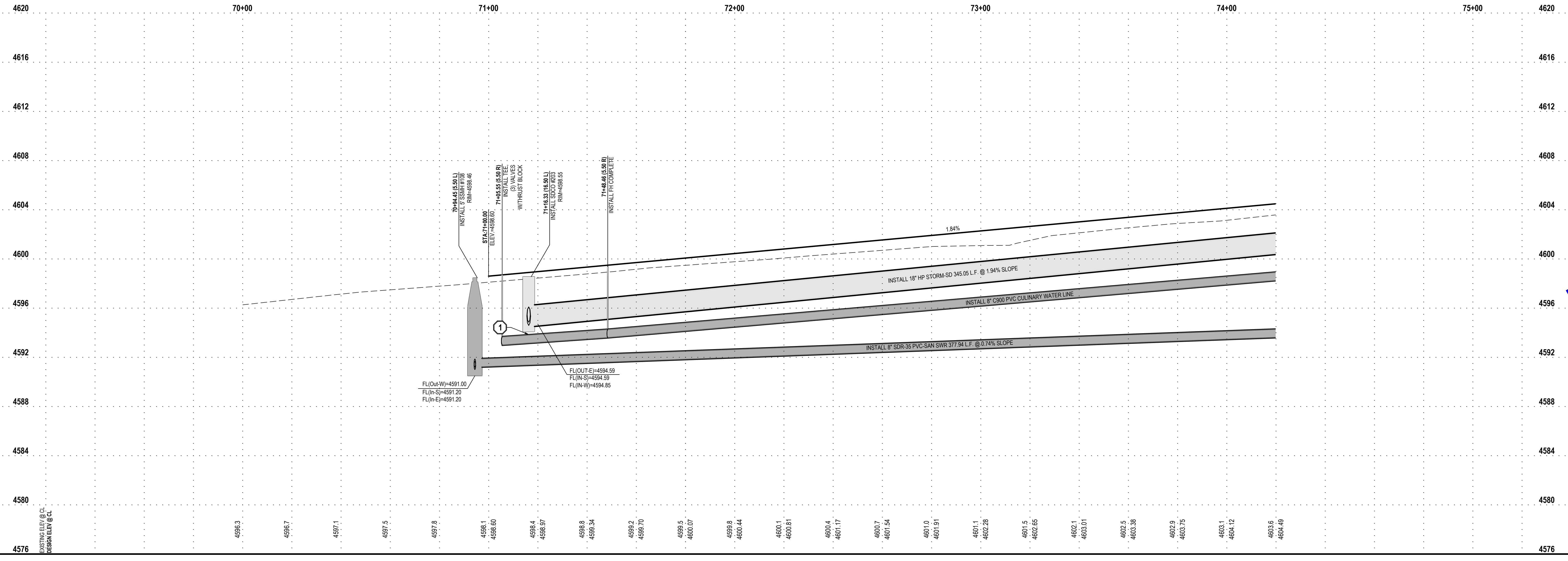
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GRANTSVILLE CITY, UTAH 84029

CONTACT:  
TODD CASTAGNO  
PHONE: 435-849-1485



**CHESTNUT LANE**



**HOLLYWOOD CORNER SUBDIVISION**  
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11/21/2022 4:06:00 PM

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PROJECT NUMBER: T1216G  
PRINT DATE: 2022-07-05  
DRAWN BY: C. CHILD  
CHECKED BY: J. CLEGG  
PROJECT MANAGER: C. CHILD

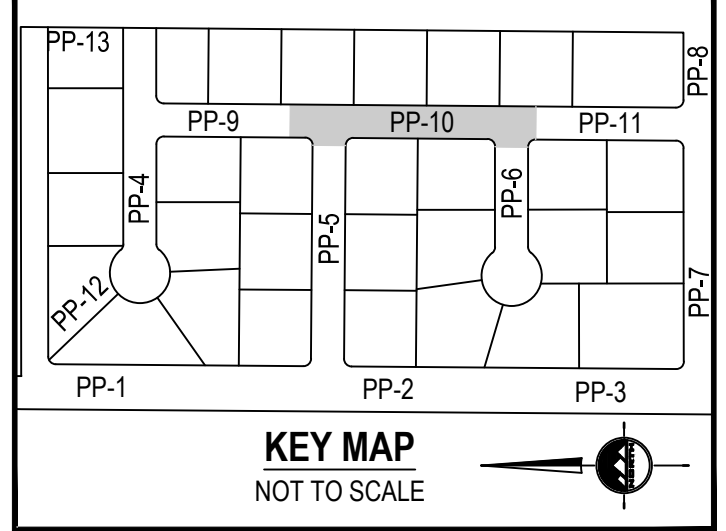
**PP-9**

ENGIN ELEV @ C.C.  
BENCH ELEV @ U.C.

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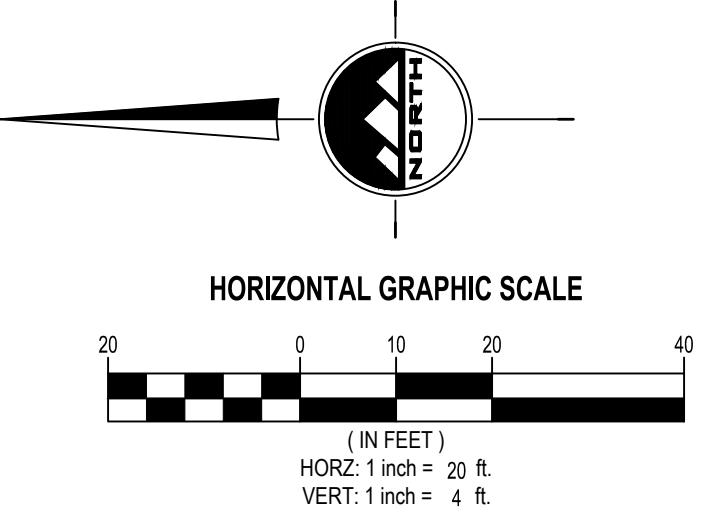
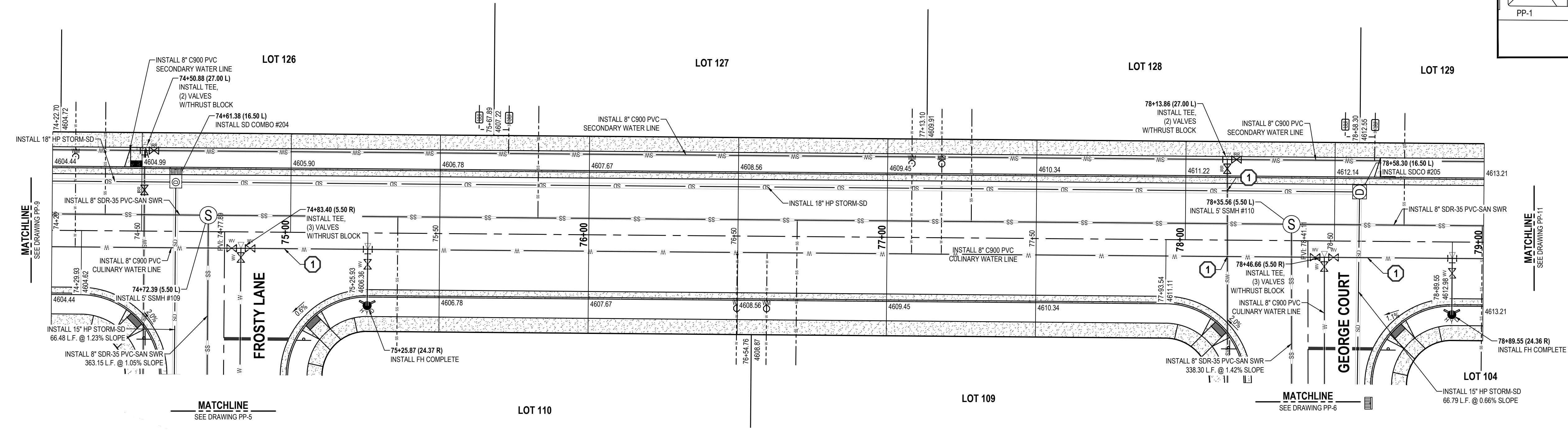
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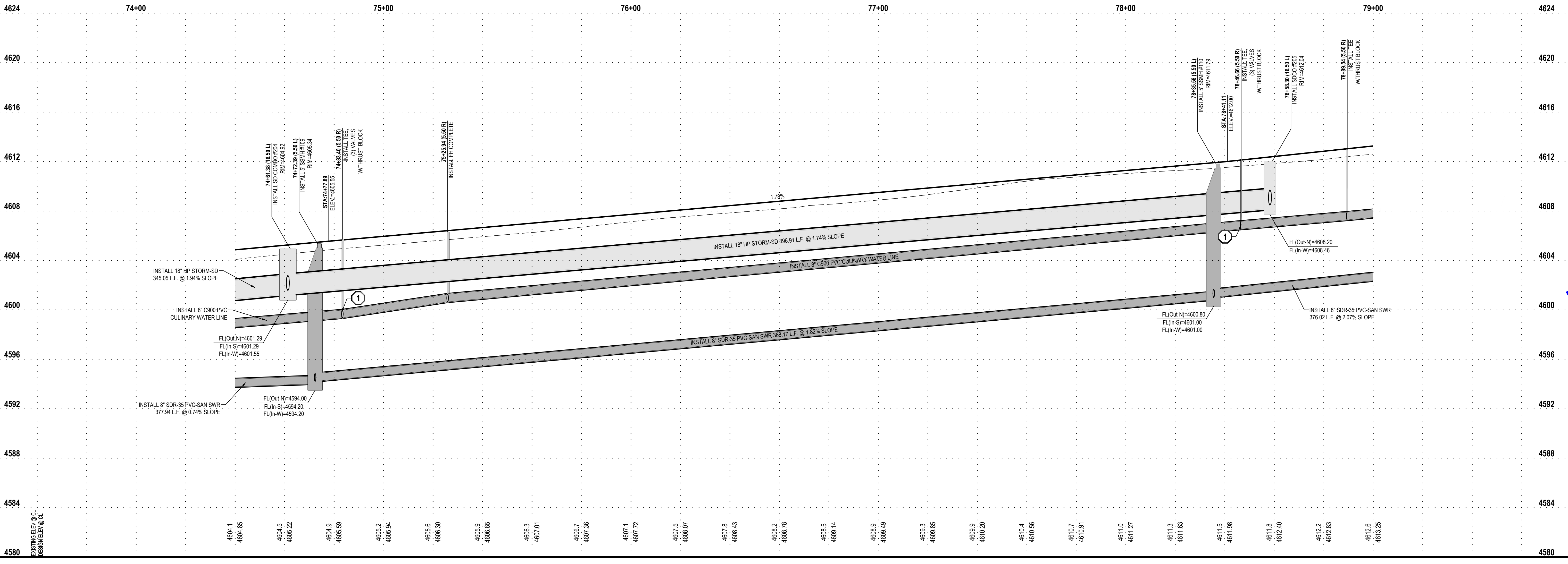
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THE COASSOLO GROUP, LLC  
PO BOX 190  
GRANTSVILLE CITY, UTAH 84029

CONTACT:  
TODD CASTAGNO  
PHONE: 435-849-1465



**CHESTNUT LANE**



**HOLLYWOOD CORNER SUBDIVISION**  
**PRELIMINARY DESIGN**  
**HOLLYWOOD STREET AND QUIRK STREET**  
**GRANTSVILLE CITY, UTAH**

**For Review**  
11/21/2022 4:06:00 PM

**PLAN AND PROFILES**

PROJECT NUMBER: T1216G  
PRINT DATE: 2022-10-11  
DRAWN BY: C. CHILD  
CHECKED BY: J. CLEGG  
PROJECT MANAGER: C. CHILD

**PP-10**

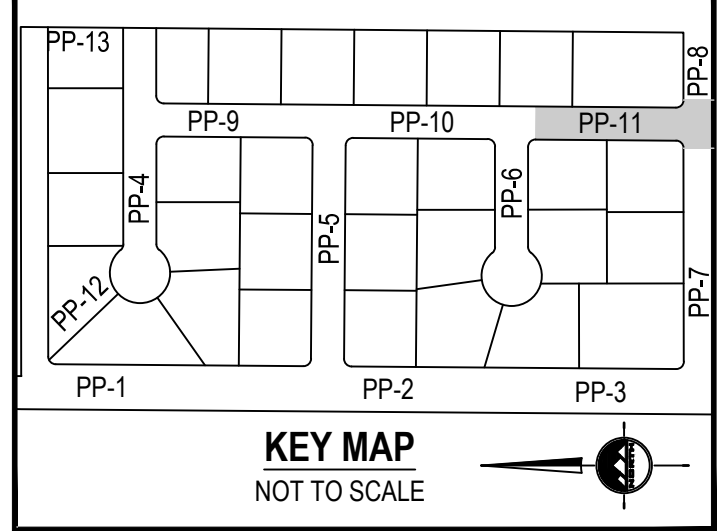
ENGIN ELEV @ C.C.  
DESIGN ELEV @ C.C.



**811**  
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**BENCHMARK**  
NORTH QUARTER CORNER OF SECTION 7,  
SALT LAKE BASE AND MERIDIAN  
(2.5" BRASS TOOLEE COUNTY SURVEY  
MONUMENT ON 4" PIPE, DATED 1986)  
ELEV = 4599.95' (USED ELEVATION)  
4414.85' (TRUE ELEVATION)

**SCOPE OF WORK:**  
PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:  
1 CONTRACTOR TO MAINTAIN 18" OF SEPARATION BETWEEN INTERSECTING PIPE LINES. LOOP CULINARY WATER LINE PER GRANTSVILLE CITY AND APWA PLAN #543.1, #543.2, #562 STANDARDS AND SPECIFICATIONS.



**ENSIGN**  
THE STANDARD IN ENGINEERING

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Tooele, UT. 84074  
Phone: 435.843.3590

**SALT LAKE CITY**  
Phone: 801.255.0529

**LAYTON**  
Phone: 801.547.1100

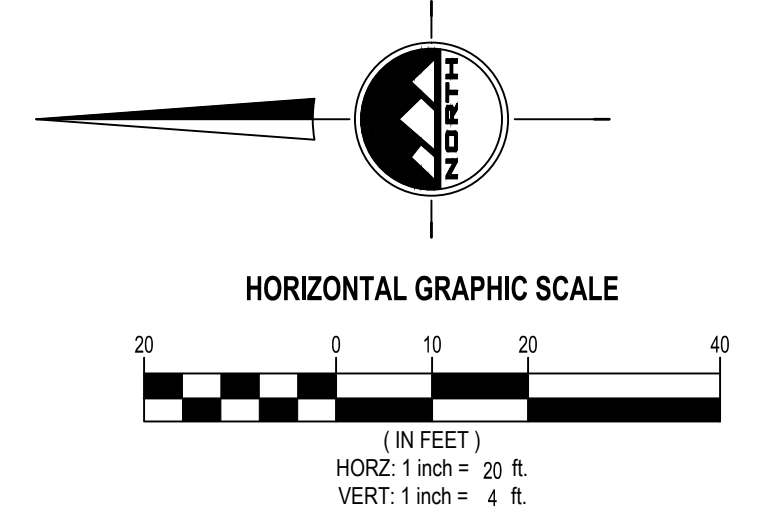
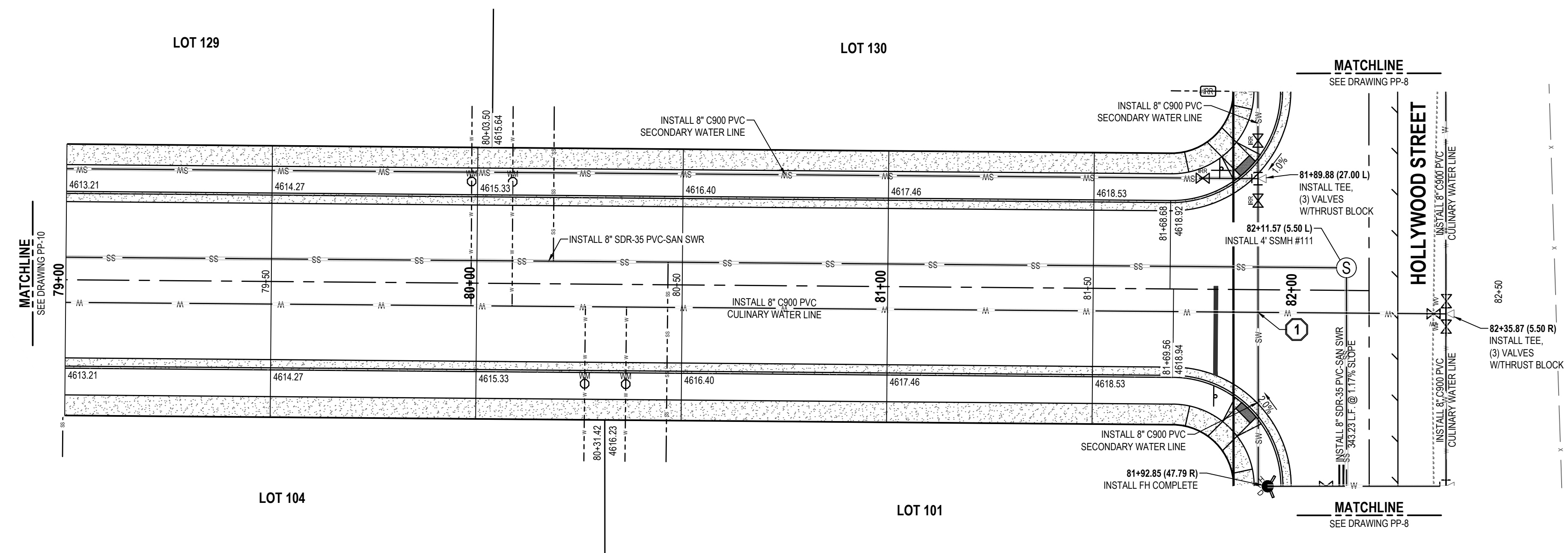
**CEDAR CITY**  
Phone: 435.866.1453

**RICHFIELD**  
Phone: 435.896.2983

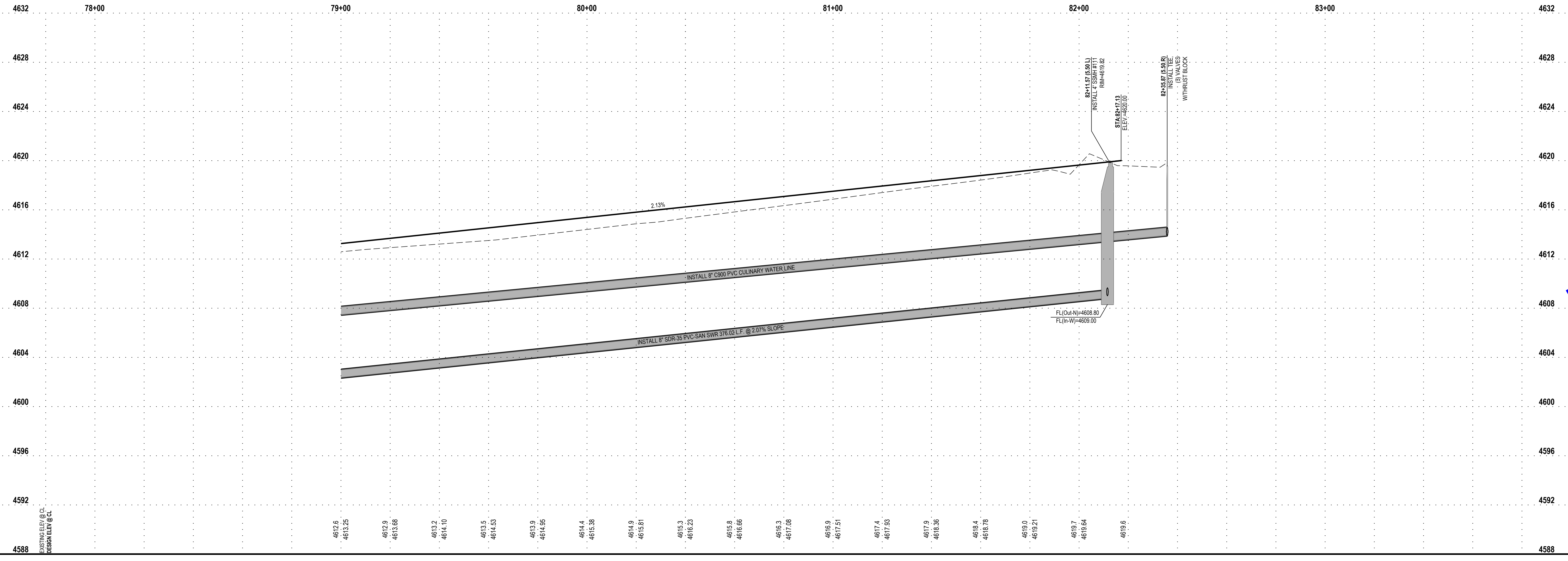
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FOR:  
THE COASSOLO GROUP, LLC  
PO BOX 190  
GRANTSVILLE CITY, UTAH 84029

CONTRACT:  
TODD CASTAGNO  
PHONE: 435-849-1485



**CHESTNUT LANE**



**HOLLYWOOD CORNER SUBDIVISION**  
**PRELIMINARY DESIGN**  
**HOLLYWOOD STREET AND QUIRK STREET**  
**GRANTSVILLE CITY, UTAH**

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**PLAN AND PROFILES**

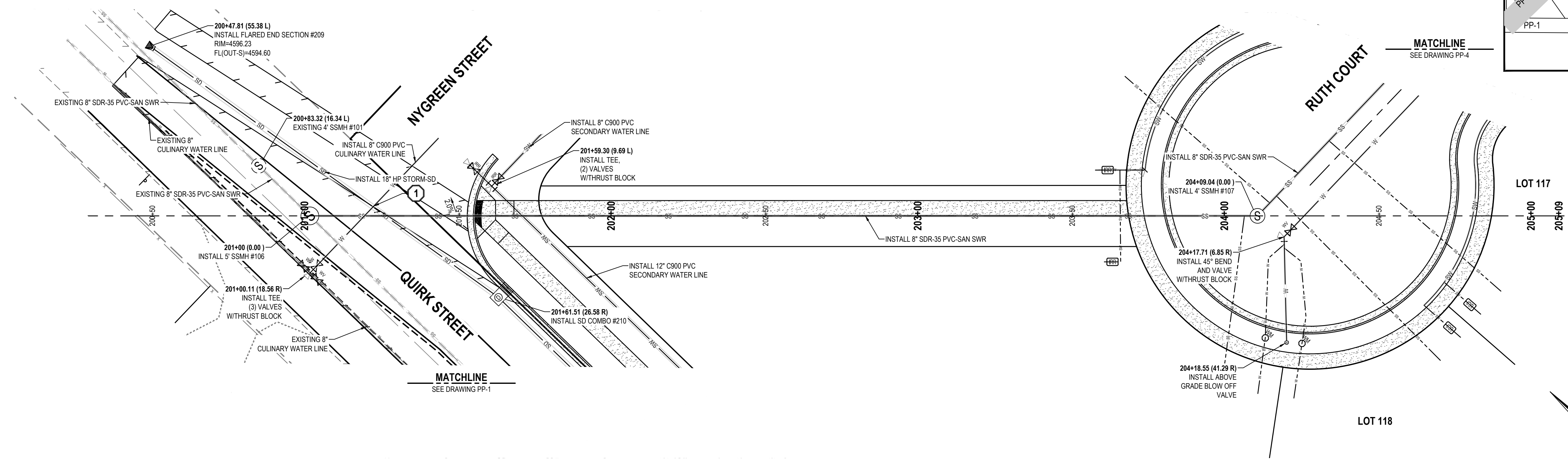
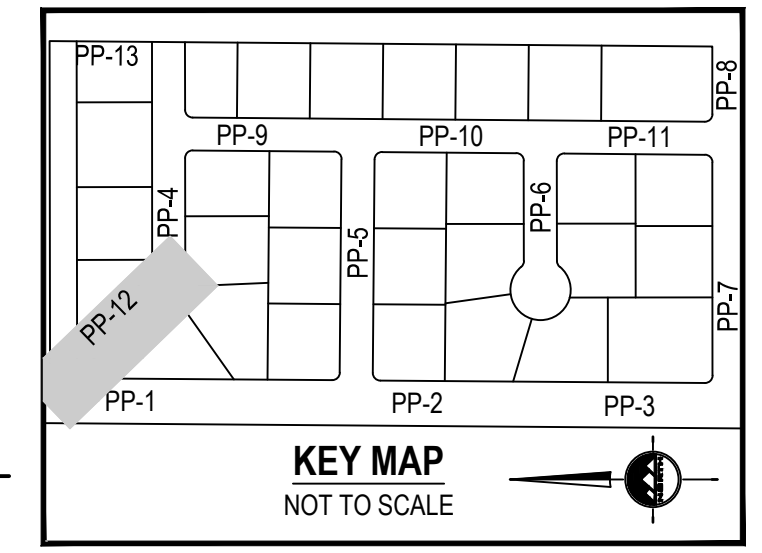
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PRINT DATE: 2022-07-05  
DRAWN BY: C. CHILD  
CHECKED BY: J. CLEGG  
PROJECT MANAGER: C. CHILD

**PP-11**

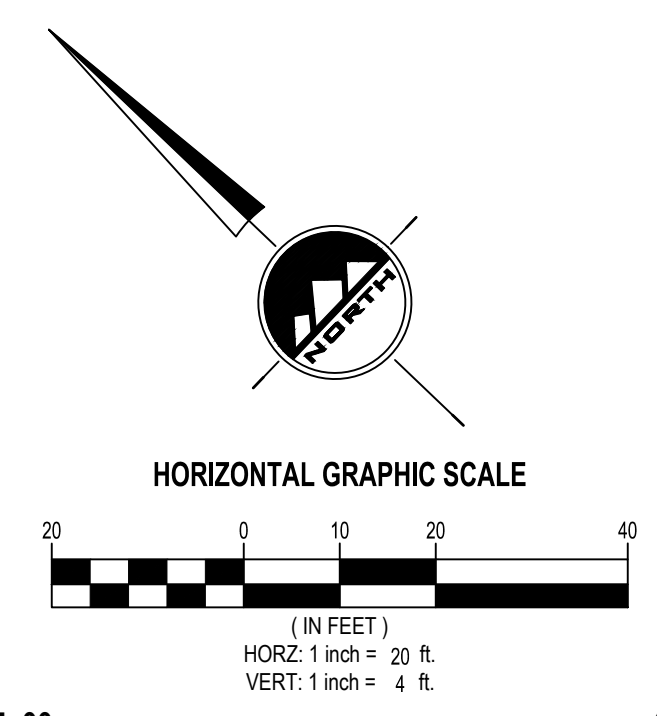
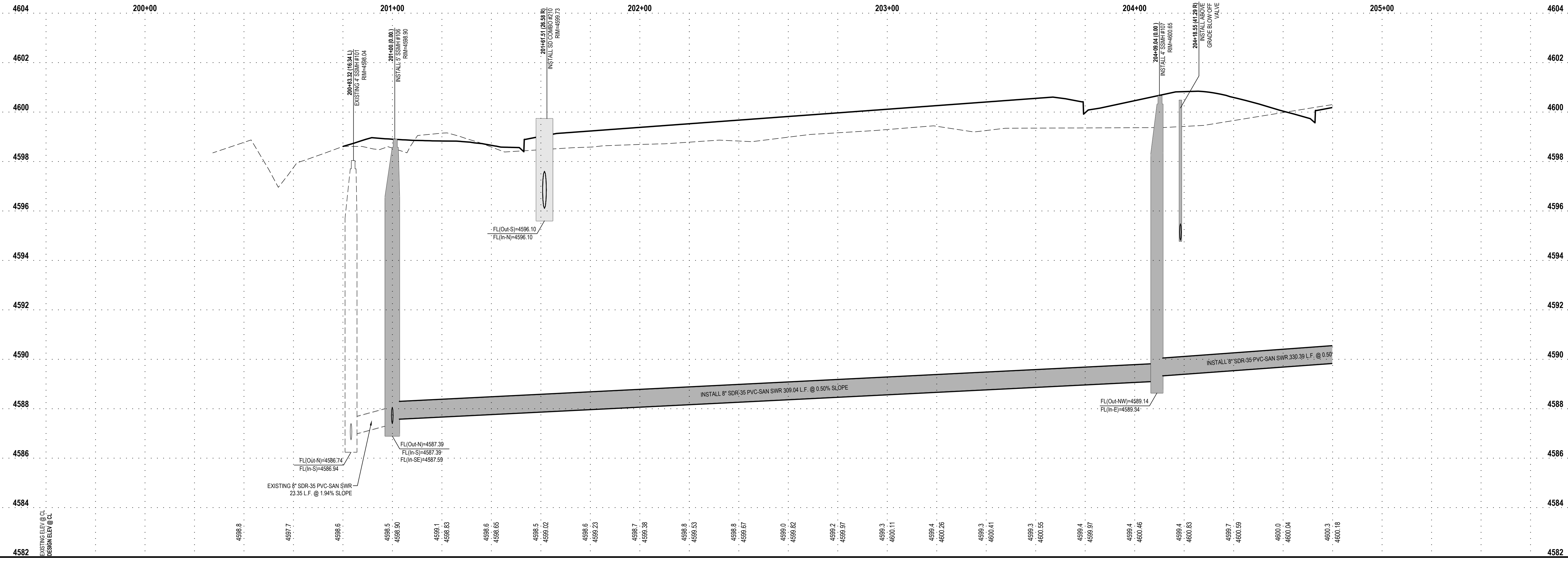
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**BENCHMARK**  
 NORTH QUARTER CORNER OF SECTION 7,  
 TOWNSHIP 3 SOUTH, RANGE 5 WEST  
 SALT LAKE BASE AND MERIDIAN  
 (2.5" BRASS TOOLEE COUNTY SURVEY  
 MONUMENT ON 4" PIPE, DATED 1986)  
 ELEV = 4599.95' (USED ELEVATION)  
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 THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS  
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 PIPE LINES. LOOP CULINARY WATER LINE PER GRANTSVILLE CITY AND APWA  
 PLAN #543.1, #543.2, #562 STANDARDS AND SPECIFICATIONS.



**SANITARY SEWER LAYOUT**



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FOR:  
 THE COASSOLO GROUP, LLC  
 PO BOX 190  
 GRANTSVILLE CITY, UTAH 84029

CONTRACT:  
 TODD CASTAGNO  
 PHONE: 435-849-1485

**HOLLYWOOD CORNER SUBDIVISION**  
**PRELIMINARY DESIGN**  
 HOLLYWOOD STREET AND QUIRK STREET  
 GRANTSVILLE CITY, UTAH

*For Review*  
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**PLAN AND PROFILES**

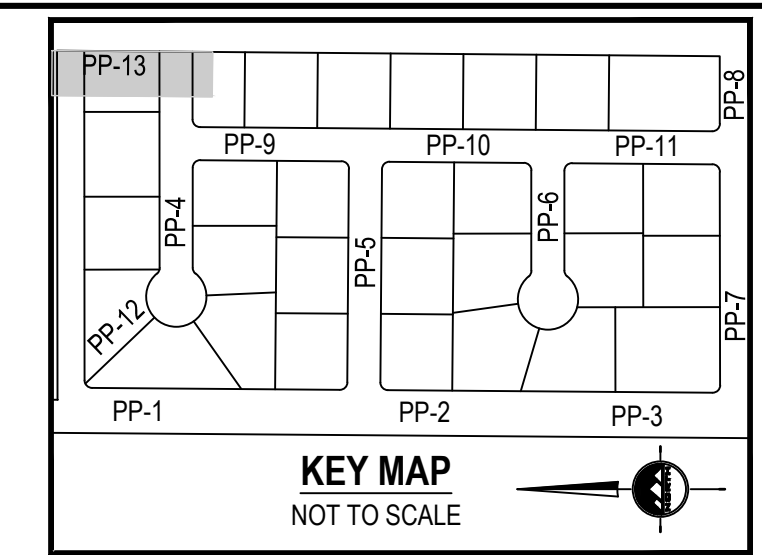
PROJECT NUMBER: T1216G  
 PRINT DATE: 2022-07-05  
 DRAWN BY: C. CHILD  
 CHECKED BY: J. CLEGG  
 PROJECT MANAGER: C. CHILD

**PP-12**

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  - SD PIPE TO DAYLIGHT INTO EXISTING FIELD THAT WILL BE USED AS STORM DRAIN BASIN UNTIL FIELD IS DEVELOPED. INSTALL RIP RAP PER D-602



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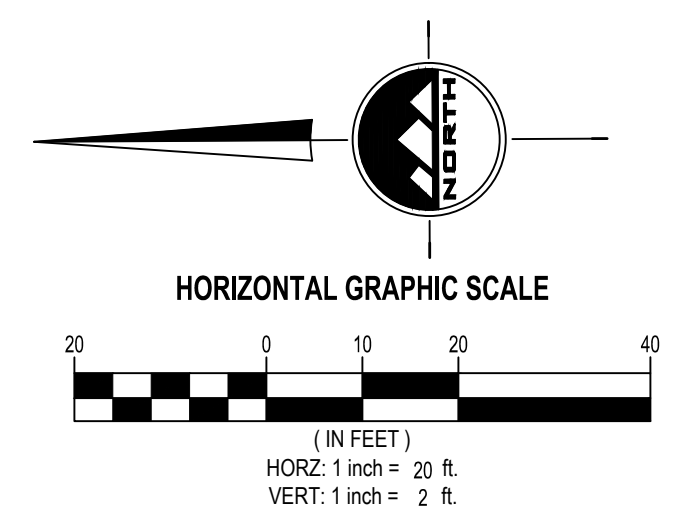
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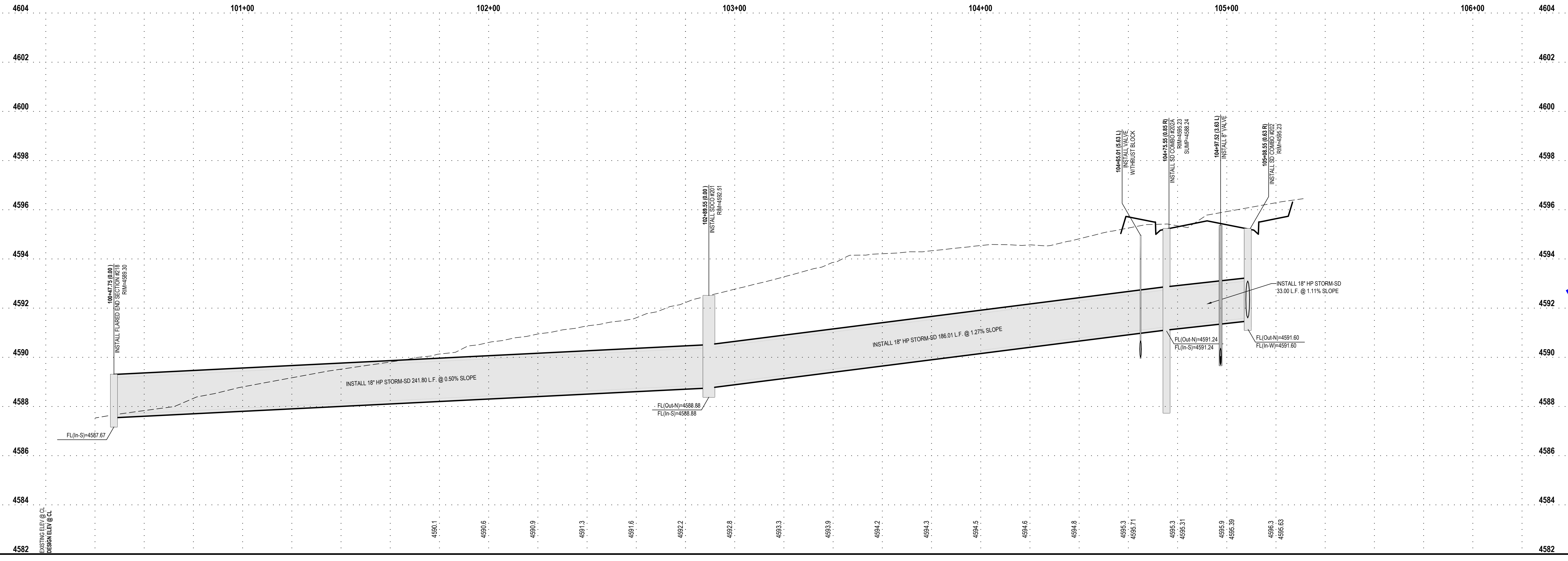
FOR:  
THE COASSOLO GROUP, LLC  
PO BOX 190  
GRANTSVILLE CITY, UTAH 84029

CONTACT:  
TODD CASTAGNO  
PHONE: 435-849-1485

**HOLLYWOOD CORNER SUBDIVISION**  
**PRELIMINARY DESIGN**  
**HOLLYWOOD STREET AND QUIRK STREET**  
**GRANTSVILLE CITY, UTAH**



**STORM DRAIN LINE**



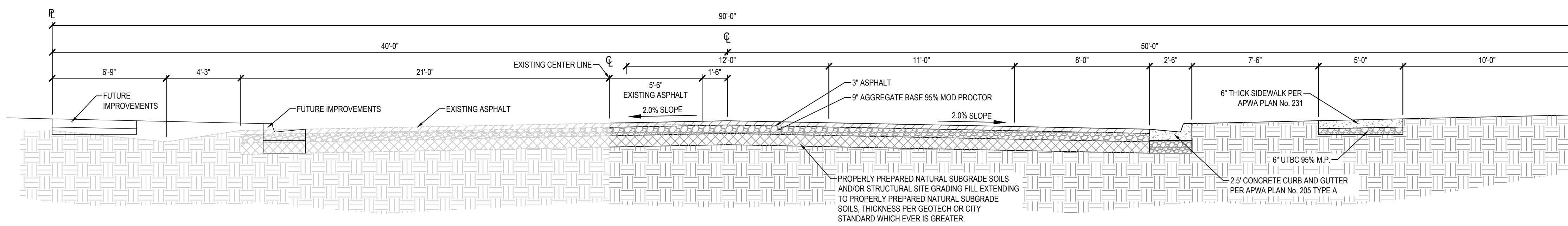
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**PLAN AND PROFILES**

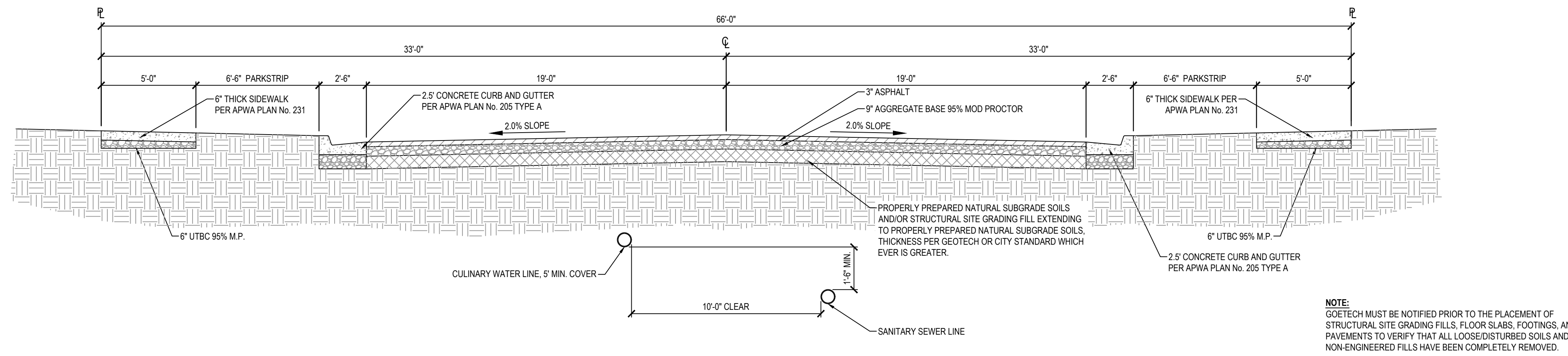
PROJECT NUMBER: T1216G  
PRINT DATE: 2022-11-16  
DRAWN BY: C. CHILD  
CHECKED BY: J. CLEGG  
PROJECT MANAGER: C. CHILD

**PP-13**

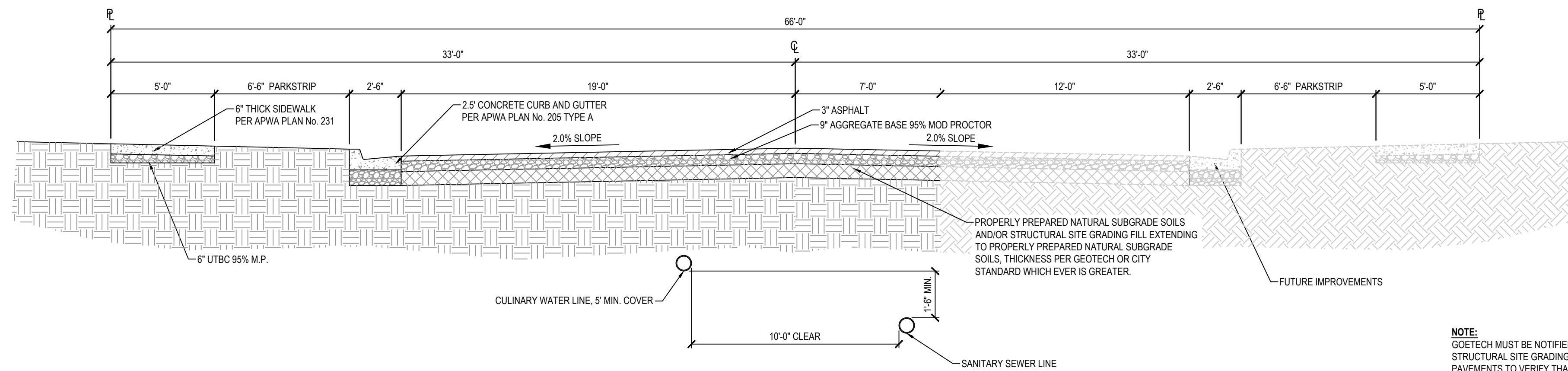
**NOTE:**  
ALL CONCRETE SURFACE IMPROVEMENTS SHALL  
BE CONSTRUCTED USING 4,500 PSI CONCRETE



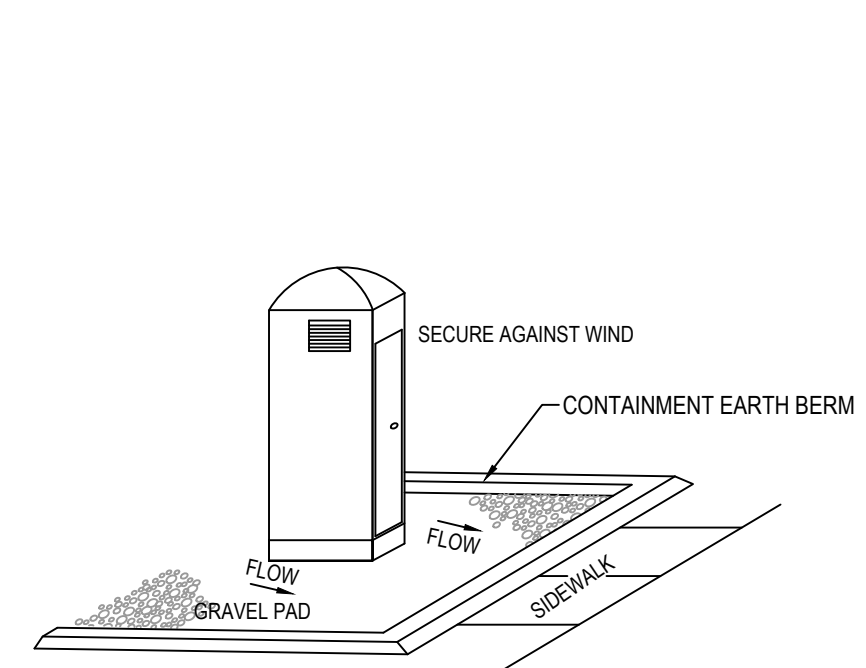
1 QUIRK STREET 90 FOOT ROAD CROSS SECTION  
SCALE: NONE



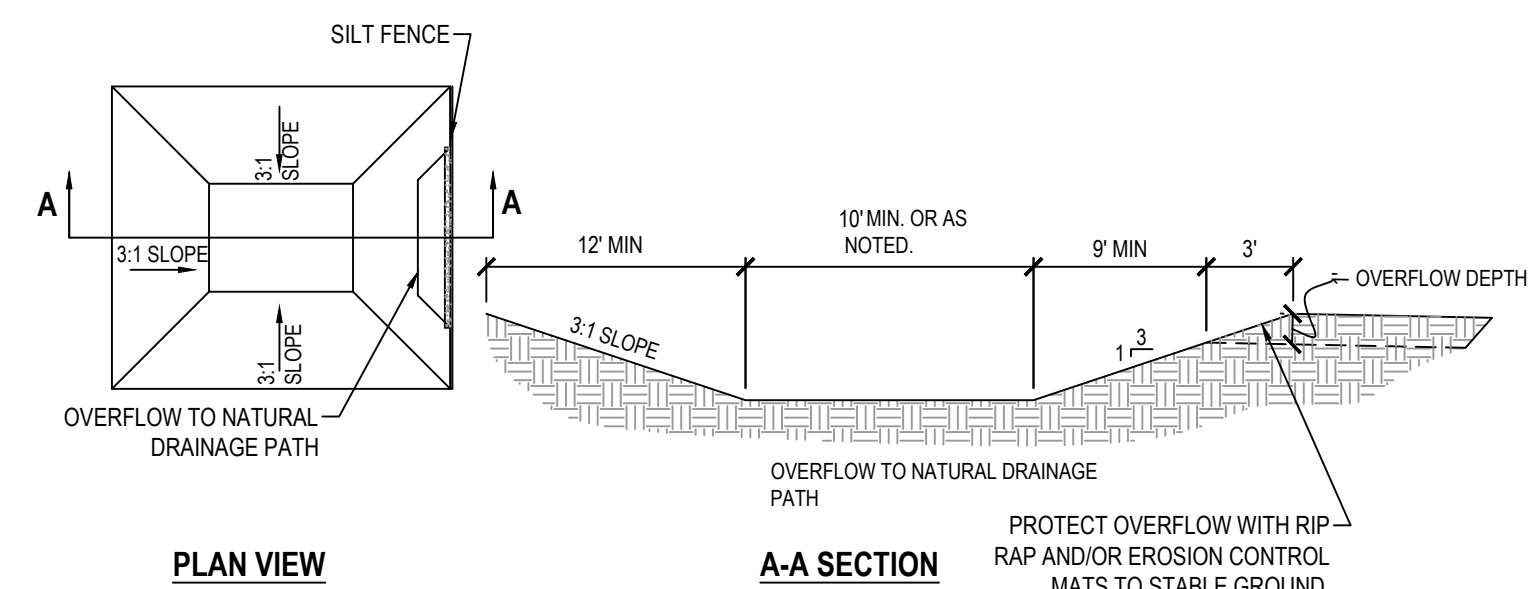
2 TYPICAL 66 FOOT ROAD CROSS SECTION  
SCALE: NONE



3 HOLLYWOOD ROAD CROSS SECTION  
SCALE: NONE

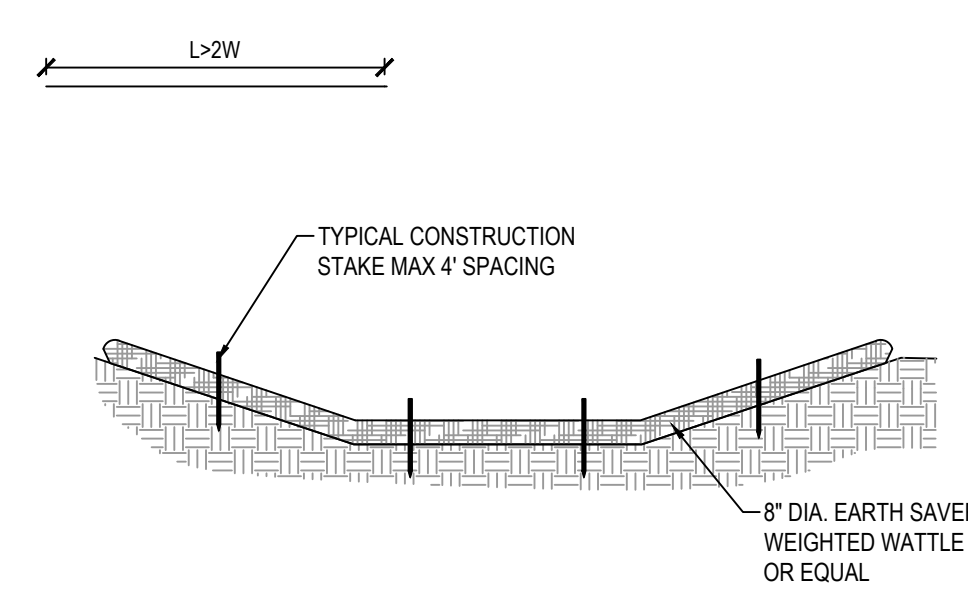


7 PORTABLE TOILET  
SCALE: NONE

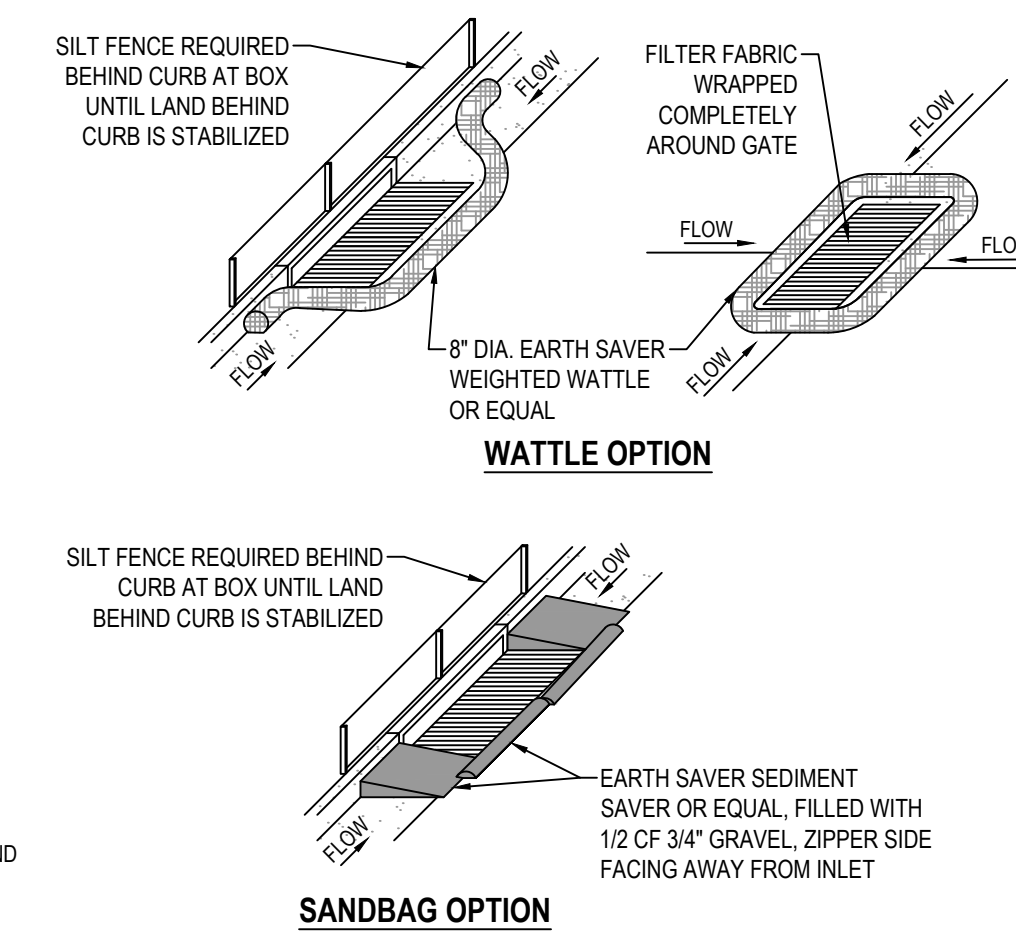


- NOTES:**
- CLEAN OUT BASIN WHEN CAPACITY IS REDUCED BY HALF.
  - SIZE BASIN PER MINIMUM DIMENSIONS SHOWN, AND PER DIMENSIONS IN PLAN, WHICHEVER IS GREATER.
  - SAFETY FENCING IS REQUIRED FOR DEPTH GREATER THAN THREE FEET.
  - WHERE 2:1 RATIO OF LENGTH TO WIDTH IS NOT AVAILABLE, CONSTRUCT BERM(S) FOR BAFFLE(S) BETWEEN INLET AND OUTLET TO ACHIEVE 2:1 FLOW LENGTH RATIO.
  - WHERE TEMPORARY SEDIMENTATION WILL BE CONVERTED TO A PERMANENT DETENTION POND, PROTECT OUTLET PER DTL L, TEMPORARY BASIN OUTLET PROTECTION.

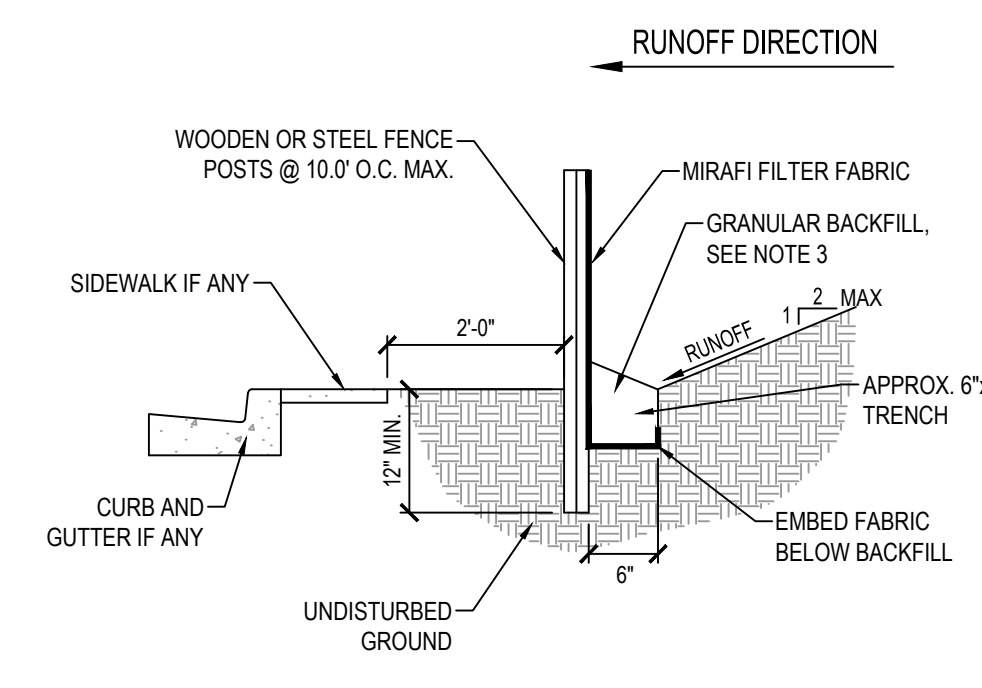
8 TEMPORARY SEDIMENTATION BASIN  
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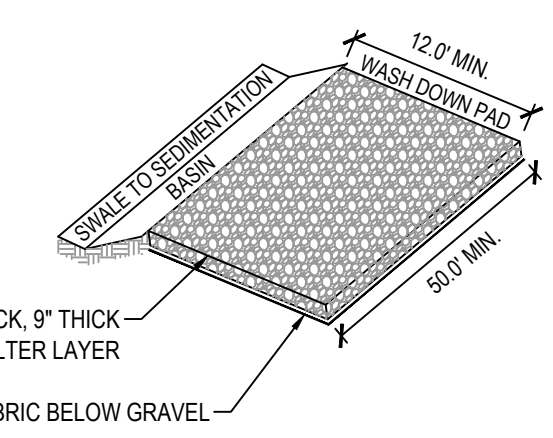
9 STRAW WATTLE  
SCALE: NONE



4 SAG INLET PROTECTION  
SCALE: NONE

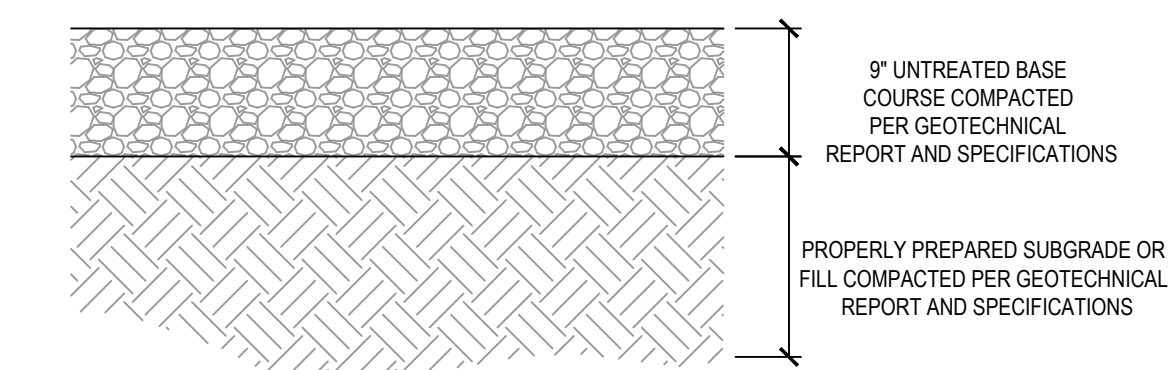


5 TEMPORARY SILT FENCE  
SCALE: NONE



6 STABILIZED CONSTRUCTION ENTRANCE  
SCALE: NONE

- GRAVEL NOTES**
- ALL PAVING TO BE PLACED OVER PROPERLY PREPARED NATURAL SOILS AND/OR PROPERLY PREPARED EXISTING FILL SOILS AND PROPERLY COMPACTED STRUCTURAL FILL WHERE SPECIFIED.
  - ALL STRUCTURAL FILL TO BE COMPACTED TO A MINIMUM OF 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY THE AASHTO T-180 (D-1557) METHOD OF COMPACTION. LIFTS SHOULD NOT EXCEED 8" IN LOOSE THICKNESS.
  - REMOVE SURFACE VEGETATION AND OTHER DELETERIOUS MATERIALS OVER THE ENTIRE SITE IN PREPARATION OF PROPOSED IMPROVEMENTS.



10 STANDARD ON-SITE GRAVEL SECTION  
SCALE: NONE



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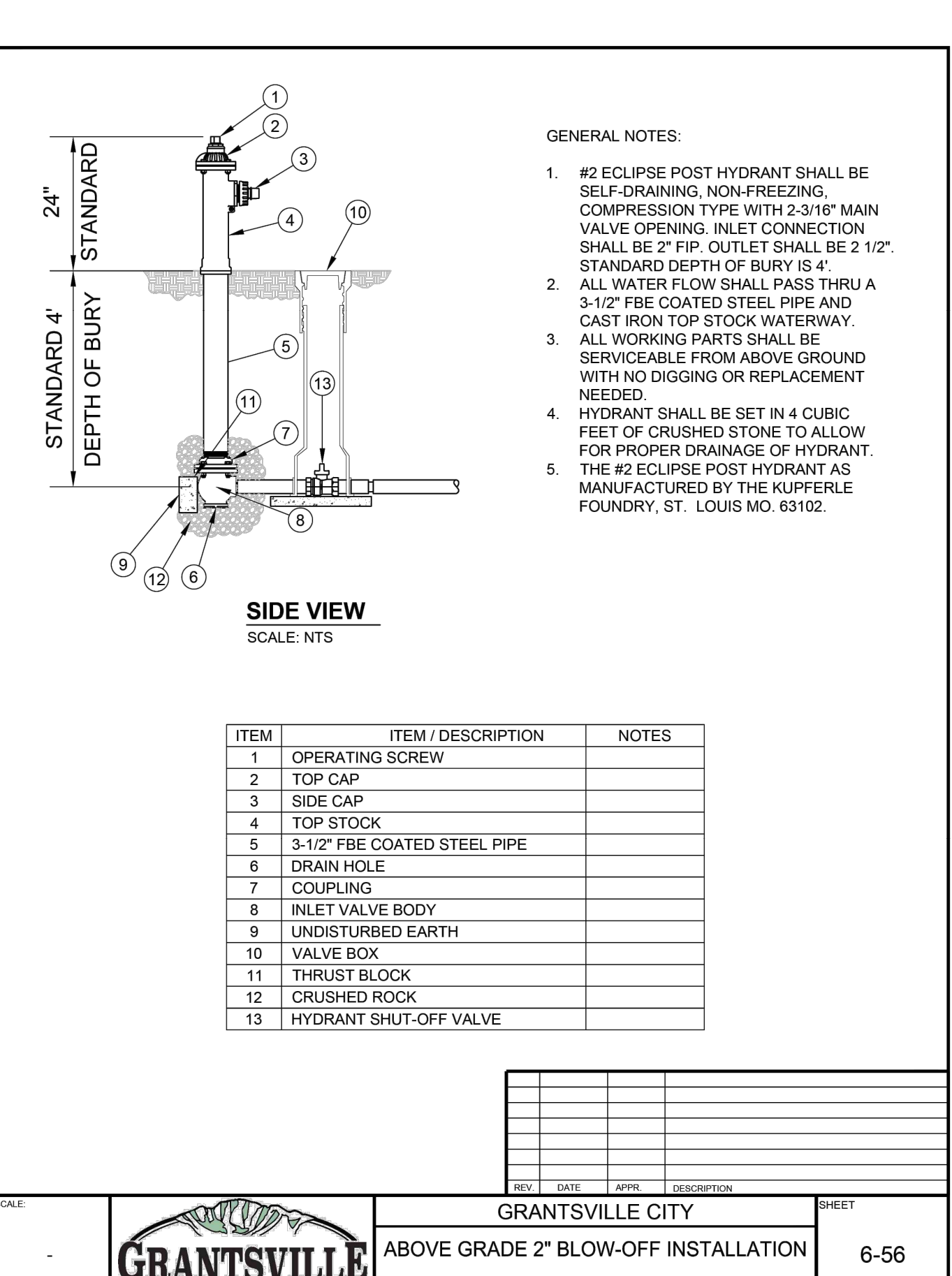
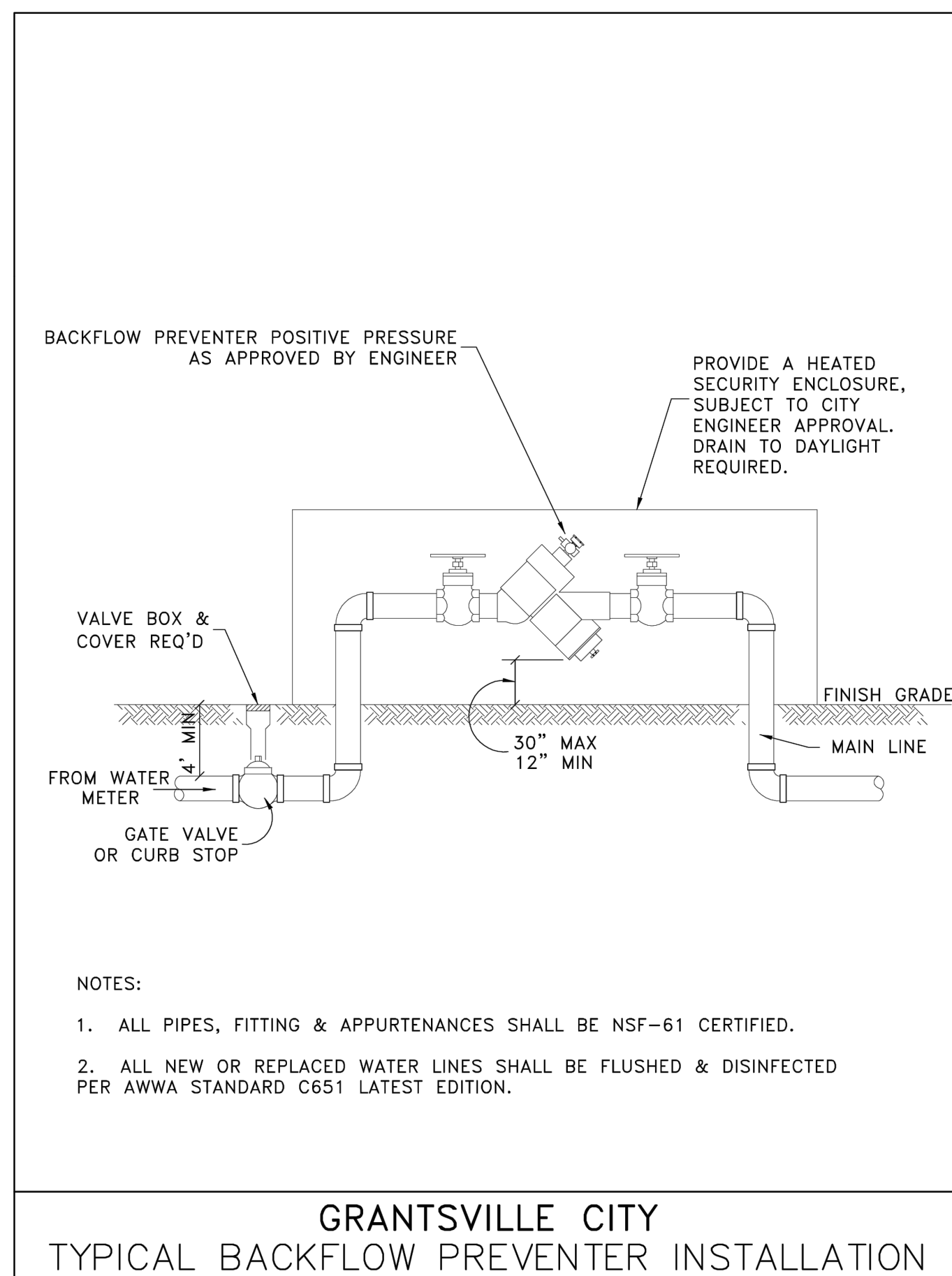
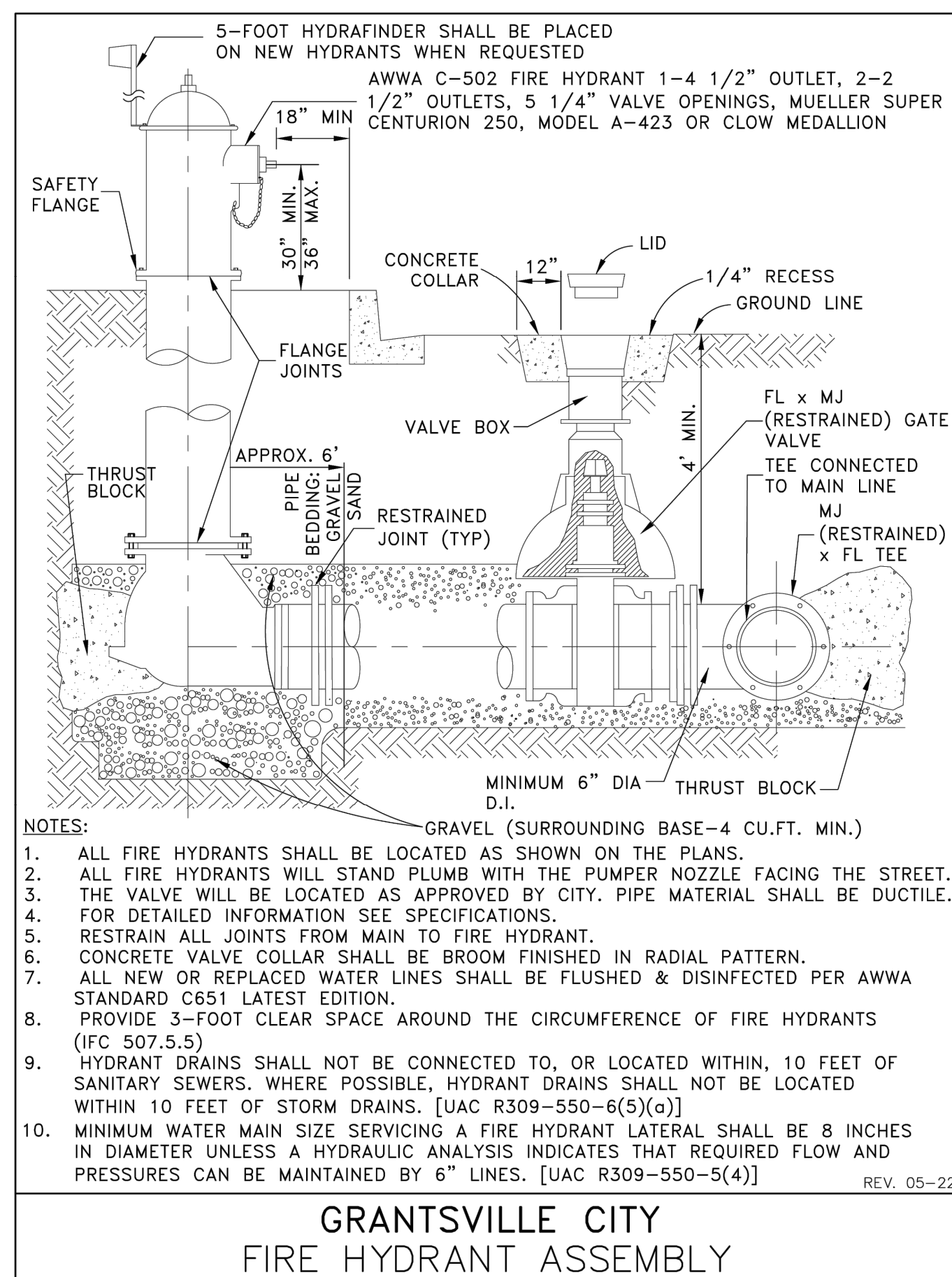
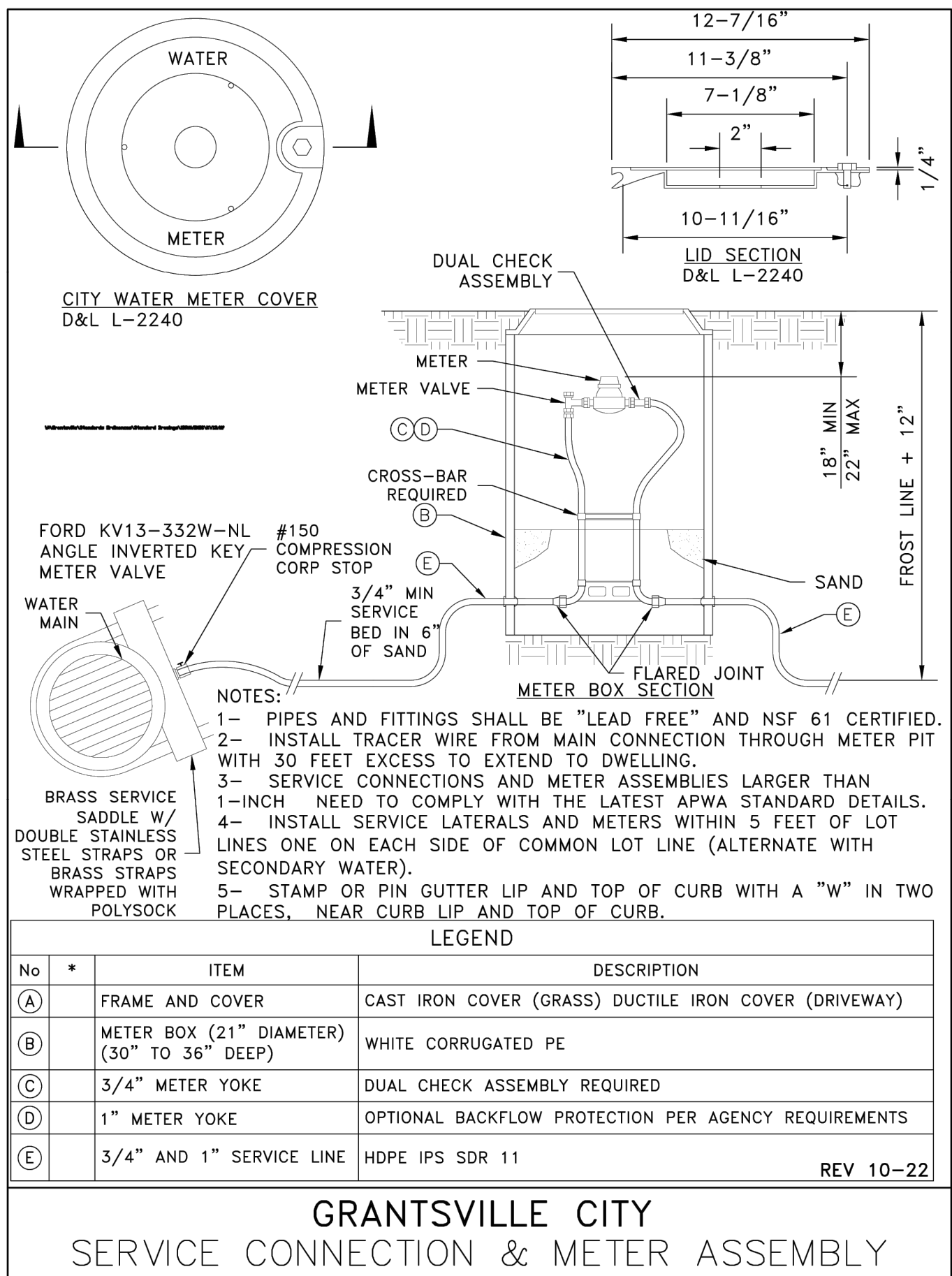
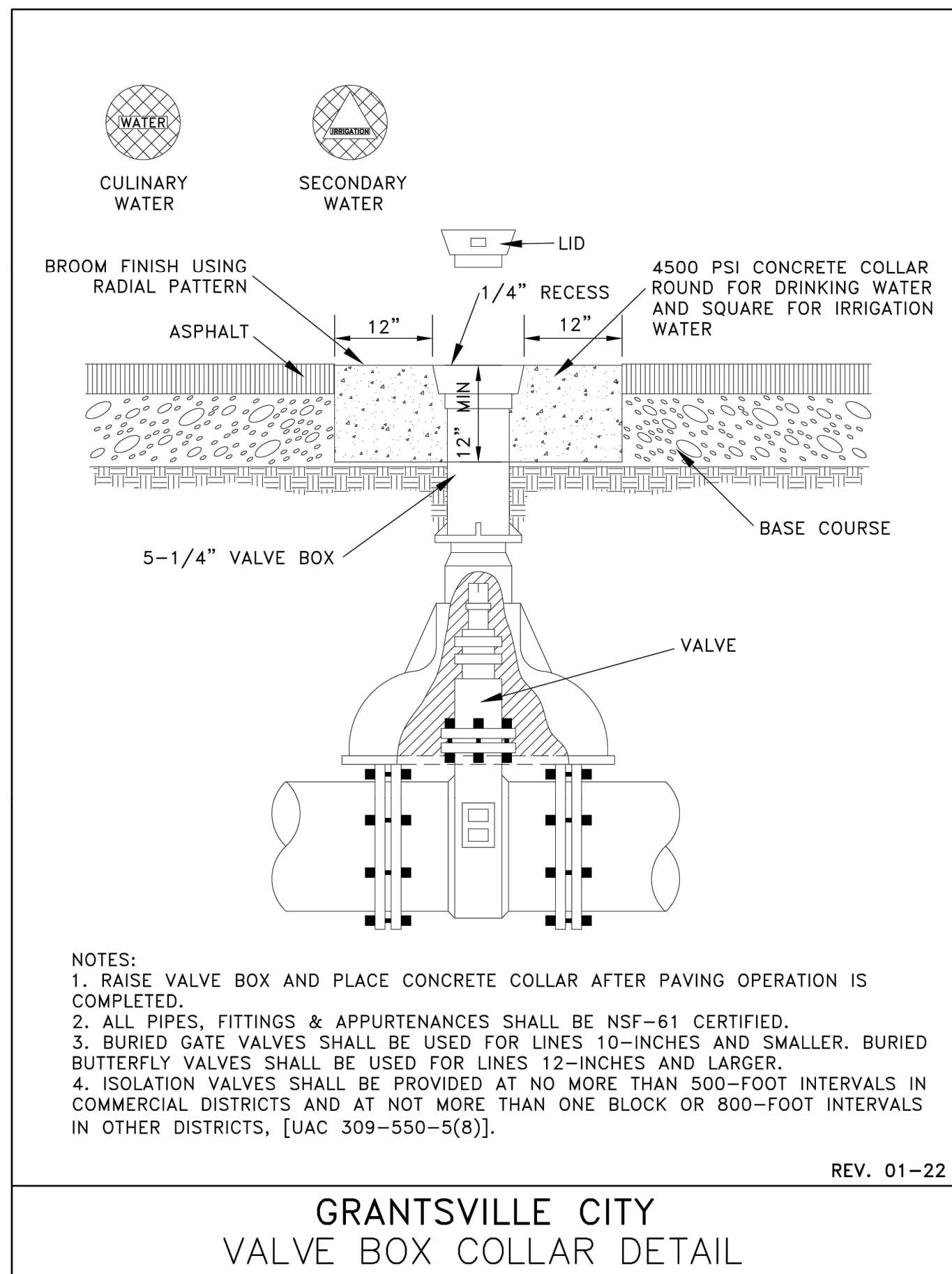
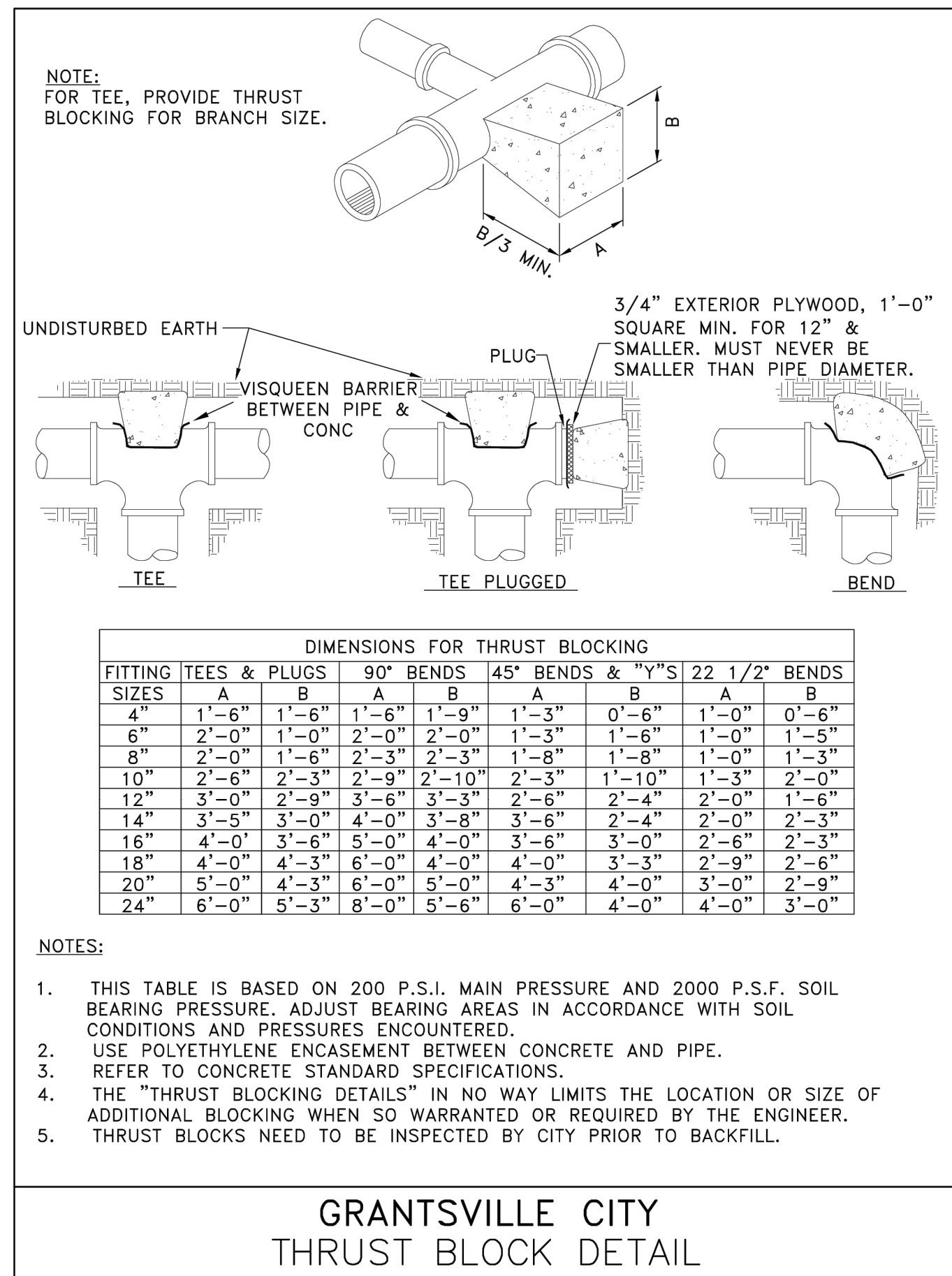
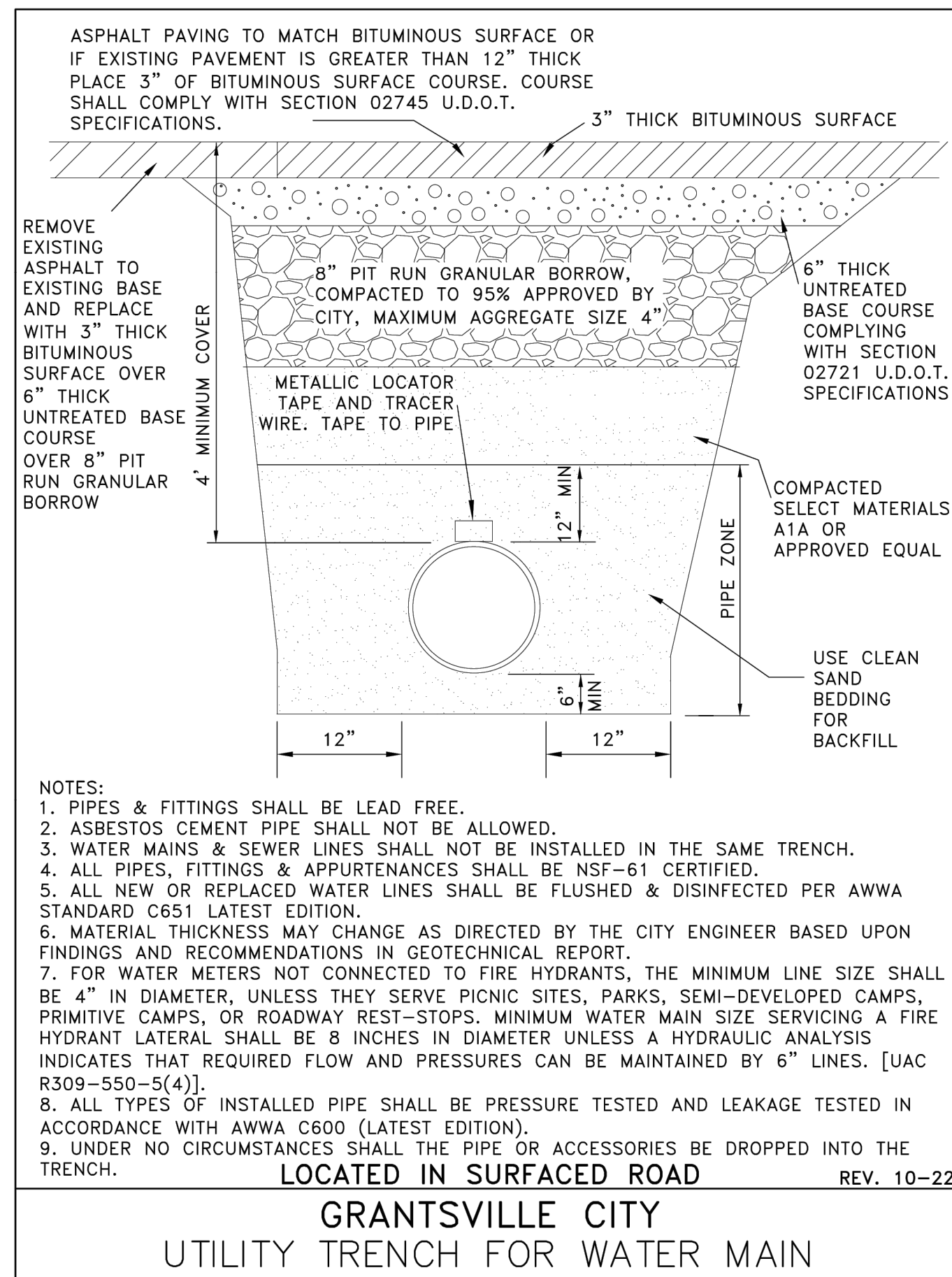
**HOLLYWOOD CORNER SUBDIVISION**  
**PRELIMINARY DESIGN**  
**HOLLYWOOD STREET AND QUIRK STREET**  
**GRANTSVILLE CITY, UTAH**

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**DETAILS**

PROJECT NUMBER: T1216G  
PRINT DATE: 11/16/22  
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CHECKED BY: J. CLEGG  
PROJECT MANAGER: C. CHILD

**D-600**



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**DETAILS**

PROJECT NUMBER	PRINT DATE
T1216G	
DRAWN BY	CHECKED BY
C. CHILD	J. CLEGG
PROJECT MANAGER	
C. CHILD	

**NOTE:**  
ALL CONCRETE SURFACE IMPROVEMENTS SHALL BE CONSTRUCTED USING 4,500 PSI CONCRETE

**D-601**

**When type of maintenance is required?** Inspect rock outlet structures after heavy rains to see if any erosion around or below the riprap has taken place or if stones have been dislodged. Immediately make all needed repairs to prevent further damage. Remove any debris that has collected on the outlet pad.

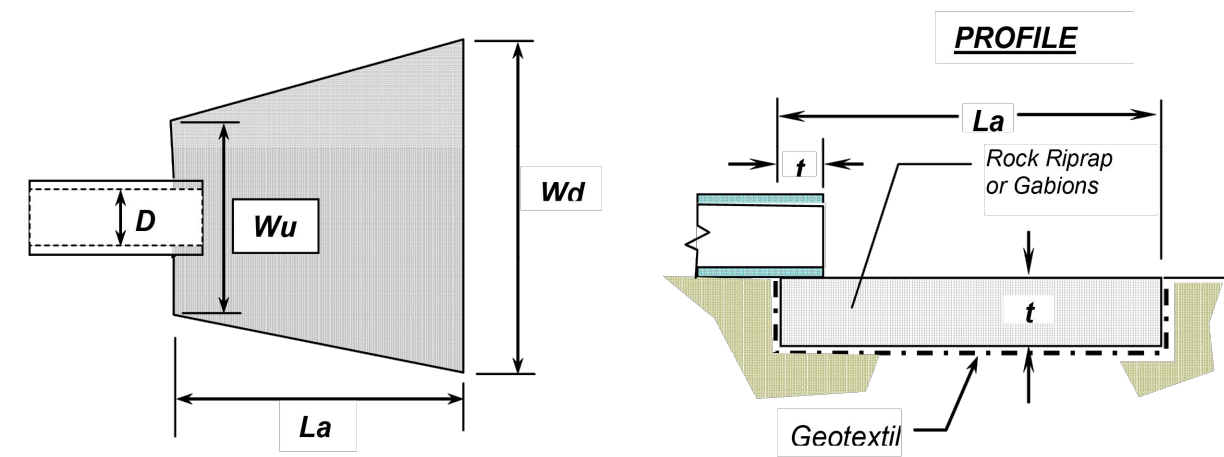


Figure 1 - Typical detail for rock outlet protection below a culvert

Culvert Size D, (inches)	Rock Size d <sub>50</sub> (inches)	Apron Length La, (feet)	Upstream Width Wu, (feet)	Downstream Width Wd, (feet)	Thickness t, (inches)	Quantity (tons)
12	6	12	3	13	18	15
18	9	16	4.5	18	24	20
21	9	18	5	20	24	35
24	9	20	6	22	24	60
30	9	22	7.5	24	24	75
36	12	24	9	27	30	120
42	18	26	10.5	30	36	180
48	18	28	12	32	36	215

TABLE 1 - Rock outlet protection apron dimensions

Galion Rock	Smallest Dimension in Inches				% of rocks smaller than size shown
	6" d <sub>50</sub>	9" d <sub>50</sub>	12" d <sub>50</sub>	18" d <sub>50</sub>	
8	12	15	21	30	100
6	9	12	18	24	50-70
4	6	9	12	18	35-50
3	2	3	4	6	2-10

TABLE 2 - Required rock gradation

**NOTE:** After a fire many trees are weakened from burning around the base of the trunk. The trees can fall over or blow down without warning. Shallow rooted trees can also fall. Therefore be extremely alert when around burned trees.

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# Rock Outlet Protection



Denver Federal Center  
Building 56, Room 2604  
PO Box 25426  
Denver, Co 80225-0426  
  
720-544-2810 - office  
www.co.nrcs.usda.gov

**What is rock outlet protection?**

A pad or apron of heavy rock placed at the outlet end of culverts or chutes.

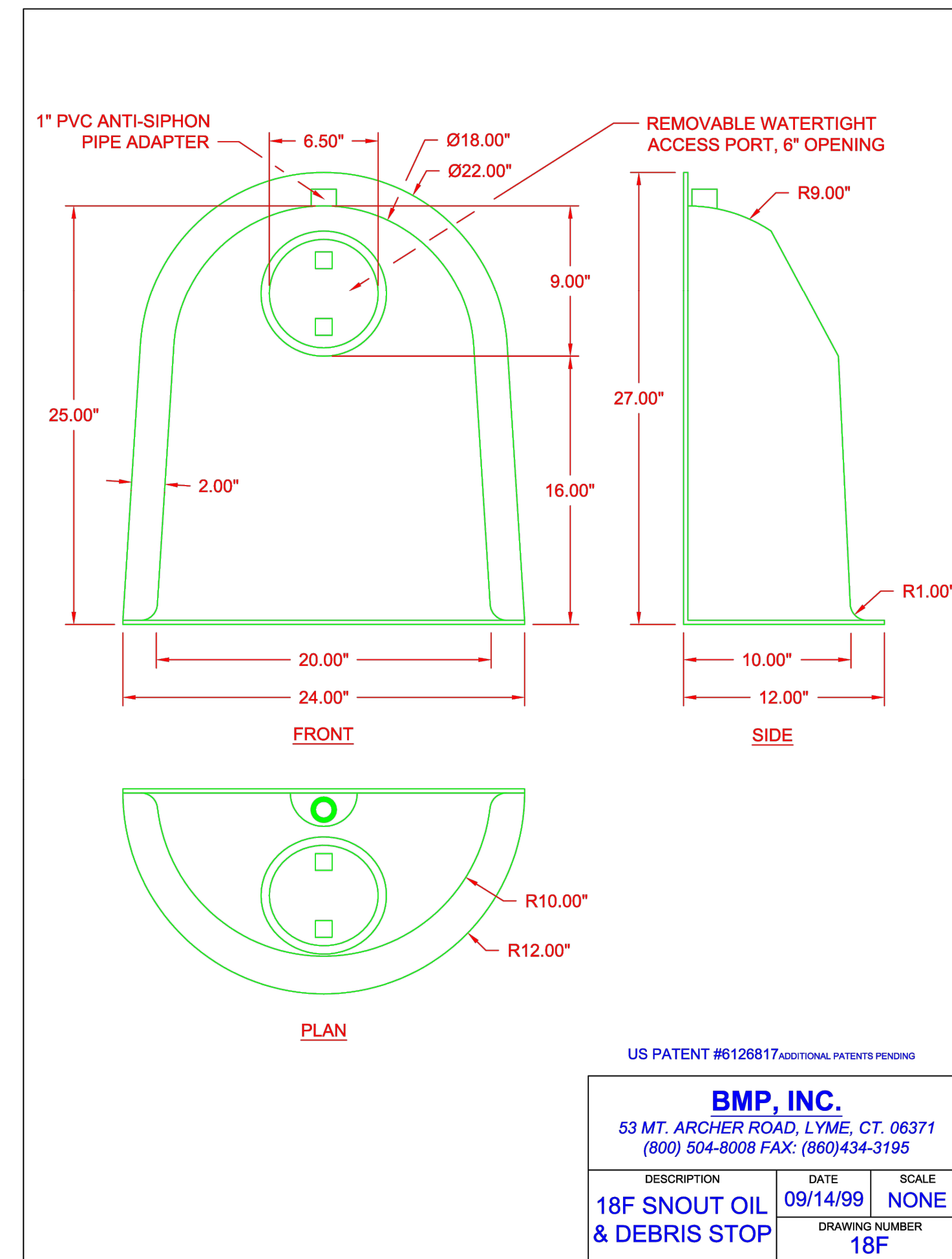
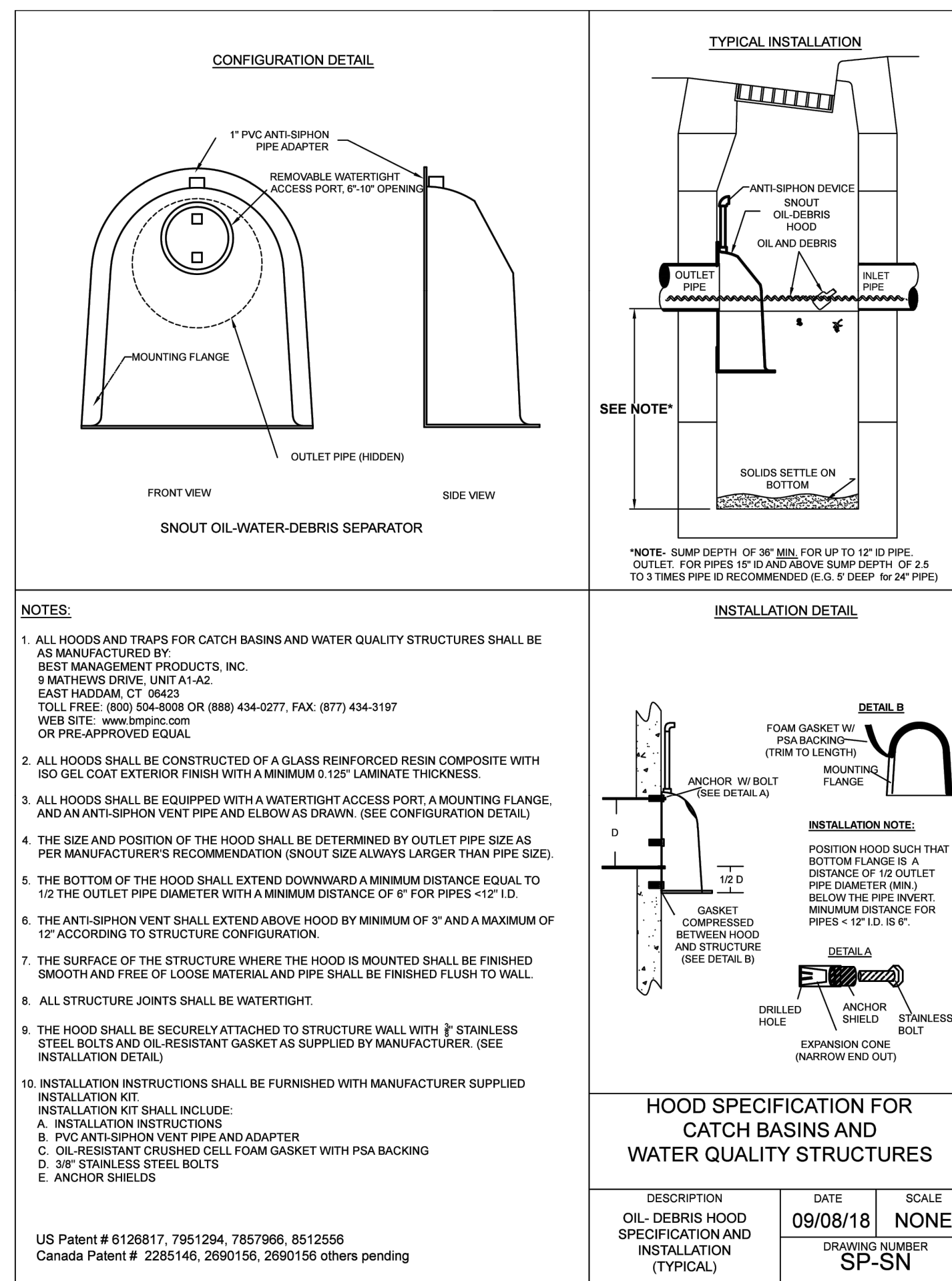
**When is rock outlet protection used?**

Rock outlet protection is installed where the energy at the outlets of culverts or chutes are sufficient to erode the receiving channel or area. This fact sheet does not apply to continuous rock linings of channels or streams. Pipes that dump water at the top of a slope, or down slopes steeper than 10 percent, or flow at rates greater than 10 feet per second require a site specific design that is beyond the scope of this fact sheet.

**How is rock outlet protection installed?**

**Apron length:** Apron length (La) shall be determined from Table 1.  
**Apron width:** The apron width is based on the diameter of the discharge pipe (D). The apron width will be 3D at the upstream end (Wu), and the downstream width (Wd) will be equal to D + La. The apron shall extend across the channel bottom and up side slopes for a minimum height equal to the diameter of the pipe (D).  
**Alignment:** The apron shall be located so that there are no bends in the horizontal alignment. The apron should be level over its length, and the elevation of the downstream end of the apron must be the same as the elevation of the receiving channel or adjacent ground.  
**Thickness:** The required apron thickness is shown in Table 1.  
**Gabions:** When a gabion mattress is used it shall be made of double twisted galvanized steel wire. Gabions shall be fabricated in such a manner that the sides, ends, and lid can be assembled at the construction site into mats a minimum of 12 inches thick.  
**Materials:** Outlet protection may be done using rock riprap or gabion mattresses to construct the apron. The rock shall consist of field stone or rough unheven quarry stone. The stone shall be hard and angular and of a quality that will not disintegrate on exposure to water or weathering. Broken concrete may be used provided it does not have any exposed steel or reinforcing bars, and that it is broken into blocky pieces such that the largest dimension of each piece is no more than 3 times the smallest dimension. The required rock size is shown in Tables 1 and 2. In all cases a geotextile (filter fabric) shall be placed between the apron and the underlying soil to prevent soil movement into and through the riprap.

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US PATENT #6126817 ADDITIONAL PATENTS PENDING  
**BMP, INC.**  
53 MT. ARCHER ROAD, LYME, CT. 06371  
(800) 504-8008 FAX: (860) 434-3195  
DESCRIPTION: 18F SNOOT OIL & DEBRIS STOP DATE: 09/14/99 SCALE: NONE  
DRAWING NUMBER: 18F

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DETAILS

PROJECT NUMBER: T1216G PRINT DATE:  
DRAWN BY: C. CHILD CHECKED BY: J. CLEGG  
PROJECT MANAGER: C. CHILD

D-602

**NOTE:**  
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## Street Sign Inconsistencies

With street name, and number. **Correct**

Street number not on sign. **Incorrect**

"Provide Signs, Letters and Brackets To Agency Specifications" - Utah Chapter American Public Works Assoc. Plan No. 292

APWA PLAN #	GRANTSVILLE CITY CHANGES
205.1 - CURB AND GUTTER	TYPE "A" ONLY
231 - SIDEWALK	6" MIN CONCRETE THICKNESS 6" MIN BASE COURSE
235.2 - CORNER CURB CUT ASSEMBLY	6" PPC ON 6" UBC
238 - DETECTABLE WARNING SURFACE	STYLE "T" ONLY YELLOW COLOR TILE
255 - BITUMINOUS PAVEMENT T-PATCH	TRENCH BACKFILL TO BE A1A MATERIAL.
292 - STREET NAME SIGNPOST	USE NEW CITY LOGO W/ STREET NAME & GRID NUMBER ON SIGN
315.1 - CATCH BASIN	24" BASE COURSE UNLESS GEOTECH SAY DIFFERENT
316 - COMBINATION CATCH BASIN AND CLEANOUT BOX	24" BASE COURSE UNLESS GEOTECH SAY DIFFERENT
341.1 - PRECAST MANHOLE	24" BASE COURSE UNLESS GEOTECH SAY DIFFERENT
341.2 - PRECAST MANHOLE	24" BASE COURSE UNLESS GEOTECH SAY DIFFERENT
381 - TRENCH BACKFILL	TRENCH BACKFILL TO BE A1A MATERIAL.
382 - PIPE ZONE BACKFILL	WATER DESIGN - REFER TO GRANTSVILLE UTILITY TRENCH FOR WATER DETAIL SEWER DESIGN - SHOULD BE 3/4" MINUS BEDDING CRUSHED DRAIN ROCK. PER UTAH CODE R309-550-8(2)
411 - SANITARY SEWER MANHOLE	24" BASE COURSE UNLESS GEOTECH SAY DIFFERENT

# **AGENDA ITEM #6**

Approving the Memorandum of Understanding for the SRO for Tooele School District

MEMORANDUM OF UNDERSTANDING  
Between Grantsville City and  
Tooele County School District for  
School Resource Officer  
2022-2023

A. Purpose

The purpose of this Memorandum of Understanding (MOU) is to establish protocols pertaining to the operation of the School Resource Officer (SRO) program of the Grantsville City Police Department and the Tooele County School District and to memorialize the agreement between the District and Grantsville City regarding such services.

B. General Provisions

1. In addition to the provisions of this MOU, School Resource Officers are required to comply with all the provisions of the Grantsville City personnel policy and procedures manual, the Grantsville City Police Department policy manual, and any police department directives (hereafter collectively referred to as Grantsville City policies.) If anything in this MOU is found to be contrary to or to violate the higher requirements of law or Grantsville City policies, then the employee must adhere to the higher requirement.
2. This MOU is subject to change. The updated MOU will be provided to employees before any changes take effect. The updated MOU will be dated and will supersede all earlier versions.

C. Organization and Administration

1. The Grantsville City Police Chief (or designee) shall assign officers the responsibility to supervise the SROs. These officers shall report directly to the Chief of Police through the appointed chain of command,
2. The Superintendent of the Tooele County School District will determine which school(s) will be assigned an SRO. For the purposes of this agreement all secondary schools located in Grantsville City can be assigned to an SRO.
3. Personnel assignments will be the responsibility of the Grantsville City Police Department. In the event of general leave time for an SRO, the school will be without the SRO's services. In cases of extended leave, TCPD and school officials will make a modified decision on how to proceed.



4. The school resource officer supervisor will evaluate officers assigned to this position with consideration given to advisory evaluation Input provided by the principal of the assigned school.
5. The Grantsville City Police Department may order the reassignment of an SRO at any time to address police department and/or school district needs.

#### D. Requirements and Selection Process

1. The officer assigned as an SRO will be selected in accordance with Grantsville City policies.
2. Assignment will be made by the Chief of Police after careful consideration of past work performance, Internal affairs records, special skills, evaluations, education, training and demonstrated public relations abilities. Before making the assignment the Chief of Police will discuss the applicants with the district and will consider the District's Input.
3. Assignment to SRO will be a lateral transfer. Length of assignment as an SRO is dependent upon the needs of the Police Department in addition to other variables to include job performance and the officer's ability to coordinate the SRO program within the school system.
4. The SRO should, before entering the program or as soon after as possible, complete, together with the principal (or principal's designee) an approved basic SRO school/training program under Utah codes 53A-11-1603.

#### E. Job Task Assignments

1. Individual job tasks will be assigned by the SROs supervisor(s) in cooperation with the school principal. Although not directly responsible to school system employees, the SRO must cultivate a high degree of cooperation and communication with school employees in order to be sensitive to the needs of the school. When lawful, permissible, and practical the SRO should respond quickly and willingly to requests for assistance by school system employees to address problems or meet school needs.
2. The SRO shall not participate in administrative disciplinary action of students. SROs are sworn, state certified law enforcement officers and, as such, are governed by Constitutionals Federal and State Laws as well as Grantsville City policies. Enforcement action is to be initiated only based on reasonable suspicion and/or probable cause that a violation of law has occurred, as outlined in Section J below.
3. School employees should not assign, nor should an SRO accept routine, daily duties to be performed on a regular basis. Such duties include but are not limited to the following:

- a. Cafeteria Monitor
- b. Crossing Guard
- c. Bus Duty
- d. Substitute Teacher

The SRO is expected to be regularly present and involved, to some extent, in such activities as listed above, as well as any high traffic, high visibility activity or environment. However, he/she should not be depended on by the school system employees to perform specific duties on a daily basis.

4. If a request by a school system employee has direct conflict with Grantsville City policies, the SRO will inform the school system employee of the conflict at the time the task is assigned and will not violate Grantsville City policies.

#### F. Conduct and Responsibilities

1. SROs shall conduct themselves responsibly and, in a manner, which best represents the interests of the Grantsville City Police Department and the Tooele County School District.
2. The SRO will be respectful with school administrators. This includes maintaining open lines of communication between the SRO and school administration as well as making school administration informed and aware of any SRO activity with which they would reasonably and logically be concerned or about which they would have a foreseeable need to know.
3. The SRO must notify the SRO supervisor, as soon as practical, of any incident or occurrence arising in the course of his/her duties about which the supervisor would have a foreseeable need to know. This Includes but is not limited to:
  - a. Any unusual or extraordinary event which is likely to attract the attention of the public, the media, school officials or other government or elected officials,
  - b. Any event or Incident which personally involves the SRO or in which the SRO has a personal interest which extends beyond a professional nature. This Includes, but is not limited to, Incidents in which the SRO is the victim of a crime, or Incidents resulting from personal conflict between the SRO and school employees, students, parents, or others.
  - c. Criminal complaints against school employees or Grantsville City personnel.
  - d. Sexual harassment complaints against school employees or Grantsville City personnel.
4. The SRO should contact other police agencies when students who reside outside of Grantsville City limits are involved in crimes or activities that might reasonably cross jurisdictional lines.
5. The SRO will arrive on the campus of his/her school thirty minutes prior to the official start of the school day and will leave no earlier than thirty minutes after the official dismissal time.

6. The SRO should use his/her Grantsville City vehicle to drive to and from school related functions consistent with Grantsville City policies.
7. The SRO is responsible for arranging, planning, and providing security at special events as requested by the principal.
  - a. The SRO will provide security for any events during normal school hours. If the school needs security after hours, then, the school is responsible for compensating the off-duty officers at the current police department approved rate of pay of \$70 per hour with a 2-hour minimum.
  - b. Coaching-The SRO may, with the written approval of police administration and the written approval of school administration, serve as a coach or assistant coach for school athletic teams. This section applies in like manner to any paid position for the School District.
    - 1) At times the SRO will be filling a vacant, paid or supplemented coaching position. Under these circumstances, the school is responsible for compensating the SRO for serving as a coach according to the rate of pay or the supplement established for that position
    - 2) Under other circumstances, the SRO, serving in a coaching capacity, may be compensated by mutual agreement between himself/herself and school officials.
    - 3) At no time shall an SRO be simultaneously compensated by more than one source for providing a special service.
8. Transporting students in Grantsville City vehicles is prohibited without prior approval of the SRO supervisor.
9. The SRO shall not fraternize with students except as stated in subsection d.
  - a. All interactions with students must be strictly professional in nature. SROs shall not become personally involved with a student or allow a personal relationship to develop.
  - b. There is to be no intentional contact or communication between the SRO and students outside of the SROs official capacity. This includes but is not limited to written or verbal communication, telephone calls, emails, or personal contact.
  - c. In all interactions with students the SRO must consider every measure to avoid any appearance of impropriety.
  - d. If a student is a relative or family friend, then the student and SRO shall not have any confidential or private communications whether electronically or in person. In other words, a responsible third party must be witness to all communications.
10. The SRO must notify the SRO supervisor and the school principal any time he/she will be away from his/her campus.
  - a. In accordance with Grantsville City policies, the SRO will supply written notice of any requested leave to the SRO supervisor at least two weeks in advance,

- b. Notice of any unexpected absenteeism, such as illness, must be provided to the SRO supervisor at least four hours prior to the beginning of the shift.
- 11. The SRO is responsible for appearing in court as required,
- 12. The SRO is expected to adhere to and follow the chain-of-command of the Grantsville City Police Department. The SRO may have to miss school hours for approved training and when asked to assist with emergency response.

#### G. Uniform and Appearance

1. The Police Department standard (class B) uniform is the designated uniform for SROs. When not wearing the Class B uniform the SRO should wear the approved Class C special event uniform.
2. The SRO should be equipped with all items as normally required of patrol officers, including all items listed in Section 1046.4 of the Grantsville City Police Department Policies and Procedures Manual.
3. If an SRO desires to participate in informal, school-related activities, the SRO may, with permission of the SRO supervisor, wear civilian attire. Such permission may be granted on a case-by-case basis only and will apply only to the specific activity for which it is requested. Mixing of civilian and official attire is not permitted.
4. Either the standard Class B uniform or the alternate Class C uniform should be worn at all times while on duty or attending any related event in an official capacity.
5. Uniforms worn by SROs are to be clean, presentable, and professional in appearance. Stains, excessive wrinkles, and offensive odors are considered violations of this rule. The SRO shall conform to the personal appearance and grooming regulations required by the Grantsville City Police Department.

#### H. Philosophy

The SRO Program is organized around three fundamental principles:

1. Law Enforcement
  - a. Safety - The SRO shall engage in activities which help ensure a safe, healthy, and productive school environment, emphasizing the use of restorative approaches to address negative behavior.
  - b. Security- The SRO shall arrange, provide and/or plan for security at special events.
  - c. Enforcement- The SRO shall enforce violations of criminal law, which occur on campus,
2. Mentoring - Although the SRO is not a professional counselor, he/she is expected to provide informal counseling on a regular basis. The SRO must be prepared to make referrals to the appropriate professional, when necessary,

3. Teaching – Although the SRO is not a professional teacher, he/she may be asked to train or inform the students, faculty, or administration when a need is identified.

#### I. Task Guidelines

1. The SRO shall perform law enforcement tasks within the school that include but are not limited to the following.
  - a. Patrol school buildings and campus.
  - b. Issue warnings and citations to traffic violations on or around school property.
  - c. Investigate traffic accidents which occur on school property.
  - d. Remove trespassers from school property upon the request of the principal or other authorized school administrator, or as the SRO deems necessary for the safety of the school.
  - e. Receive complaints of criminal activity occurring on school property and completing reports.
  - f. Conduct investigations including, but not limited to:
    1. Reported criminal activity occurring on school property,
    2. Suspicious activity near or around the school,
    3. Threats to the school during school hours and after hours. Threats on school property or to occur in the future on school property. These investigations include looking into reports of students threatening to bring weapons to school to prevent these instances from occurring.
  - g. Coordinate drug-dog search activities.
  - h. Assist school employees in developing and executing plans and strategies to prevent and/or minimize dangerous situations from occurring on campus.
2. The SRO shall perform mentoring tasks, which include but are not limited to:
  - a. Develop a positive rapport with students, parents, faculty, and school administration.
  - b. Participate in informal discussions with students to build trust.
  - c. Conduct conflict- resolution sessions.
  - d. Participate in conferences with parents, teachers, and students.
  - e. Identify potential and actual delinquent behavior problems in students and refer them to appropriate school, professional, and community services agencies.
  - f. The SRO shall not engage in informal counseling with students and should not meet alone with a student unless the door is open and both the SRO and student are visible through the open door.
3. The SRO shall perform tasks related to teaching including:
  - a. Act as a positive role model for students.
  - b. Advise students, parents, and faculty concerning information which is relevant to the SRO's role.

c. At the request of school administration and approval of Tooele Police supervisors, the SRO can organize and present materials arising from police knowledge, training, and experience to students and school staff.

J. Respect for Student Rights.

1. An SRO shall confer with school administration to resolve offenses that is a minor violation of law that would not violate the law if the offense was committed by an adult. In accordance with Utah Code Section 58G-8-211, evidence-based alternative interventions shall be utilized instead of law enforcement or court for minors who are alleged to have committed a class C misdemeanor, infraction, a status offense on school property, or truancy. This is for a minor who is enrolled at the school while school is in session or during a school activity at a school.
2. An SRO may conduct or participate in a search of a student's person, possessions, or locker only where there is probable cause to believe that the search will turn up evidence that the child has committed or is committing a criminal offense,
  - a. It is recommended that in addition to having probable cause, the SRO should follow Utah State law and Grantsville City Police Department policy and procedures when conducting searches of persons and property which may require a search warrant.
  - b. The SRO shall inform school administration prior to conducting a probable cause search where practicable.
  - c. The SRO shall not ask school officials to search a student's person, possessions, or locker in an effort to circumvent the students' protections.
3. The SRO may question a student about criminal conduct that could expose the child to court- involvement or arrest provided that the requirements and procedures of Utah Code § 78A-6-112.5 are satisfied.
  - a. The SRO shall inform school administrators prior to questioning the student on school grounds where practicable.
  - b. The SRO shall not ask a school official to question a student in an effort to circumvent these protections.
  - c. Other conversations between SRO and students will be on the premise of building relationships to help develop a healthy learning environment and promote pro-social behaviors.
  - d. If the student is 18 years old, the student will be informed of their Miranda Rights before questioning. If the student is 17 years old or younger (child), the child has the right to have their parent or guardian present during the questioning. To question the child must be informed of their Miranda Rights in the presence of their parent or guardian and permission to continue must be given by the parent or guardian.

4. If an exigent circumstance or immediate threat exists, a school official or SRO may question a student about criminal conduct or conduct a search of a student or possessions.
5. Strip searches of student by either school officials or SRO are prohibited.
6. SRO shall not use physical force or restraints on a student, including handcuffs, tasers, mace, or other physical or chemical restraints unless a student's actions pose a threat, or the student is subject to arrest.

#### K. Reporting and Records Requirement

1. It shall be the responsibility of each SRO to complete and submit all police reports in a timely manner.
2. Because of the large volume of dally encounters and the high number of informal requests for services associated with SROs, it would be counterproductive to require SROs to complete a report as part of every activity or response they perform. An appropriate report will be completed under circumstances including, but not limited to the following:
  - a. Any Incident which involves the commission or suspected commission of a criminal offense, even if no suspect Information or Intent to prosecute exists.
  - b. Fights.
  - c. Traffic crashes occurring on school property.
  - d. Providing assistance for other agencies or divisions or social services.
  - e. Any other event for which its reasonably foreseeable that documentation will be necessary.
3. All evidence seized by an SRO is to be documented and stored as required by Grantsville City policies. This does not include tobacco products intended solely as evidence of a civil, tobacco violation. These items are to be given to school administration.

#### L. Access to Education Records

1. School officials shall allow the SRO to inspect and copy any public records, including directory information, maintained by the school to the extent allowed by law.
2. If some information in a student's record is needed in an emergency to protect the health or safety of the student or other Individuals, school officials shall disclose to the SRO that information that is needed to respond to the emergency situation based on (1) the seriousness of the threat to health or safety of an Individual; (II) the need of the Information to meet the emergency situation, and (III) the extent to which time is of the essence,

3. If the SRO needs confidential student record information, but no emergency situation exists, the Information may be disclosed only as allowed by applicable law including FERPA (Family Education Rights Privacy Act).
4. Law Enforcement Unit Records. Law enforcement unit records created by the Grantsville City Police Department for a law enforcement purpose which the Grantsville City Police Department maintains are not subject to FERPA. The Grantsville City Police Department may share law enforcement unit records with the District to the extent permitted under the Government Access Management Act (GRAMA) or other applicable law. Once law enforcement unit records are provided to the District and maintained by the District, the records may become student education records protected by FERPA.

#### M. Financial Payment

Tooele County School District will pay a flat rate of \$81,000 for one SRO per school year to Grantsville City for 9 months of full- time service on an annual basis. This payment will be broken into two equal payments of \$40,500 due in the months of August and February of each year.

Signatures

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Tooele County School District	Date
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Grantsville City Manager, Jesse Wilson	Date
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Legal Reference(s)'

Utah codes 53A-II-1604  
FERPA 34 CFR Part 99.



# **AGENDA ITEM #7**

Discussion regarding the MOU  
amendment with CW Land

**GRANTSVILLE CITY  
RESOLUTION NO. 2021-50**

**A RESOLUTION APPROVING A MEMORANDUM OF UNDERSTANDING BETWEEN  
GRANTSVILLE CITY AND MOUNTAIN VISTA DEVELOPMENT, INC. CONCERNING  
THE DEVELOPMENT OF THE OLD LINCOLN HIGHWAY MIXED-USE PROJECT.**

**WHEREAS**, this Memorandum of Understanding (MOU) is entered into as of the effective date (as indicated by the latest signature below (the “Effective Date”)) by and between Grantsville City (the “City”) and Mountain Vista Development, Inc. (“Owner”); and

**WHEREAS**, the Owner owns and seeks to develop certain real property located in Grantsville, City Utah, which property is located at approximately 1,201 North Old Lincoln Highway and consists of 148.73 acres contained within parcels 010-40-A-0022 (consisting of previous parcel Tax ID #'s including all of 01-115-0-003, 01-115-0-019, 16-031-0-0002, 01-040-A-0019, and 01-040-A-0020 and parts of 01-115-0-017, and 01-040-A-0010), 01-115-0-0020 (consisting of previous parcel Tax ID #'s including all of 01-115-0-003, 01-115-0-019, 16-031-0-0002, 01-040-A-0019, and 01-040-A-0020 and parts of 01-115-0-017, and 01-040-A-0010), and 16-031-0-0002 (collectively the “Property”).

**WHEREAS**, the Owner and the City have entered into this Memorandum of Understanding to memorialize the general understanding of the parties as it relates to the master plan for the development of the heretofore described property (“Project”); and

**WHEREAS**, the City Council and Owner met in an open work meeting on December 9, 2020, and discussed the concept plan of the future development of the Project, the approved minutes from the work meeting are attached as “Exhibit A” and incorporated herein by this reference; and

**WHEREAS**, the property subject to this MOU is currently zoned for Mixed Use and Commercial uses; and,

**WHEREAS**, it is anticipated that at some time in the future the parties will negotiate and enter into a Master Development Agreement for the Project; and

**WHEREAS**, the Owner and the City have agreed that the Project will be developed to contain

no more than 1,292 residential units constructed in accordance with the Grantsville City General Plan, Future Land Use Map and the Grantsville City Land Use Development and Management Code (GLUDMC); and

**WHEREAS**, should this Agreement terminate for any reason, other than a breach of contract by the Owner, then Owner shall not be limited to 1,292 residential units, and shall be permitted to develop the property as permitted by the laws and ordinances of Grantsville City and the State of Utah; and

**WHEREAS**, the Owner and the City have agreed that the Project will utilize a minimum of 20% of the land area - 29.75 Acres - for commercial development and that such development is required as a condition of this MOU; and

**WHEREAS**, the Owner presented to the City Council the “Project Master Plan” (the “Master Plan”), attached as “Exhibit B” and incorporated herein by this reference, which document shows the Project being separated into uses, as well as potential road placements; and

**WHEREAS**, the Owner and City have agreed that the 20% commercial use may be considered for relocation to a parcel located directly west of SR-138 to another parcel within the project area to provide a residential buffer between existing uses to the east of Old Lincoln Highway and to encourage the use of Old Lincoln Highway for local traffic retaining the through traffic and truck traffic on SR-138; and

**WHEREAS**, the Owner and City agree that the Owner shall not develop more than an additional 258 residential units on the Property and that such additional development shall be granted in place of the 20% commercial use on the Property, if the commercial use is relocated; and

**WHEREAS**, notwithstanding anything to the contrary on this Memorandum of Understanding, the City and Owner specifically agree and acknowledge that the Owner shall be entitled to seek the creation of one or more Public Infrastructure Districts permitted pursuant to Utah statutes, particularly Chapter 2a, Part 12 of the Public Infrastructure District Act, (the “PID Act”) as determined by Owner,

in order to implement and facilitate the financing, construction and operation of public infrastructure for the Subject Property. Subject to the provisions of the PID Act, the City and Owner agree to continuing cooperation in connection with the formation and operation of Public Infrastructure Districts, if created, in order to accommodate development circumstances, to fund, construct and/or provide public facilities and services set forth in this Memorandum of Understanding or otherwise required in connection with the development of the Property, within or otherwise serving all or a portion of the Subject Property. The City agrees that it will exercise any rights reserved to the City under the PID Act in connection with the establishment or operation of any Public Infrastructure District for the Subject Property in accordance with the requirements of the PID Act, or any portion thereof. Any Public Infrastructure District created for the Subject Property, or any portion thereof, shall not create any financial liabilities for the City.

**WHEREAS**, the City Council hereby finds these actions are in the best interest of the public's health, safety, and general welfare.

**NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF GRANTSVILLE CITY, STATE OF UTAH, AS FOLLOWS:**

**Section 1. Memorandum of Understanding.** The City Council hereby authorizes the Mayor to enter into this Memorandum of Understanding ("MOU").

**Section 2. Amendments.** This MOU may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date it is signed by all signatories.

**Section 3. Termination.** If any signatory to this MOU determines that its terms will not or cannot be carried out, the party shall immediately consult with the other part(ies) to attempt to develop an amendment to this MOU. If within 120 days an amendment cannot be reached, any signatory may terminate the MOU upon written notification to the other signatories.

**Section 4. Duration.** This MOU shall remain in effect for a period of five (5) years after the

date it takes effect, unless it is terminated prior to that time. If there are no objections from any signatory, the term of this MOU will be automatically extended for an additional five (5) years, so long as the signatories agree to an extension at least thirty (30) days prior to the termination date. If any party objects to extending this MOU, or proposes amendments, the parties should consult to consider amendments to avoid termination.

**Section 5. Severability Clause.** If any part or provision of this Resolution is held invalid or unenforceable, such invalidity or unenforceability shall not affect any other portion of this Resolution and all provisions, clauses and words of this Resolution shall be severable.

ADOPTED AND PASSED BY THE CITY COUNCIL OF GRANTSVILLE CITY, THIS 7th DAY OF JULY, 2021.

BY ORDER OF THE  
GRANTSVILLE CITY COUNCIL

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By Mayor Brent K. Marshall

ATTEST

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Christine Webb, CityRecorder

MOUNTAIN VISTA DEVELOPMENT, INC

Date: \_\_\_\_\_

By: \_\_\_\_\_

STATE OF UTAH )

: ss.

COUNTY OF \_\_\_\_\_ )

Before me, a notary public, appeared \_\_\_\_\_ on the \_\_\_\_\_ day of \_\_\_\_\_, in the year \_\_\_\_\_, who affirmed that (s)he is an authorized agent for Mountain Vista Development, Inc, and that (s)he read, understood and executed that foregoing Agreement on behalf of Mountain Vista Development, Inc., for its stated purposes.

\_\_\_\_\_

Notary Public

Residing at \_\_\_\_\_, UT

My Commission Expires: \_\_\_\_\_

# EXHIBIT A

Approved

**MINUTES OF A WORK MEETING OF THE GRANTSVILLE CITY COUNCIL, HELD ON DECEMBER 9, 2020 AT THE GRANTSVILLE CITY HALL, 429 EAST MAIN STREET, GRANTSVILLE, UTAH AND ONLINE AS A ZOOM MEETING. THE MEETING BEGAN AT 6:45 P.M.**

**Mayor and Council Members Present:**

Mayor Brent Marshall  
Jewel Allen  
Jeff Hutchins  
Darrin Rowberry  
Krista Sparks

Scott Stice was excused.

**Appointed Officers and Employees Present:**

Christine Webb, City Recorder  
Brett Coombs, City Attorney  
Sherrie Broadbent, Finance Director  
Jaime Topham, Planning Commission Chair  
Kristy Clark, Zoning Administrator  
Timm Dixon, City Engineer

**Citizens and Guests Present:**

Whit Cook  
Monte Kingston  
Derek Ellis  
Shay Stark  
Marilyn  
Adam Long

**AGENDA:**

- 1. Discussion with Monte Kingston and Mountain Vista Development on 155 acres in the northwest area of Grantsville City about the future uses and density for that property.**

Derek Ellis and Monte Kingston were present. They provided a conceptual land use plan. Mr. Ellis explained this was a conforming use to the General Plan. He stated they are going to come to the City for a re-zone on this property. He said they are looking for some direction from the City on what they would like to see in this area. He commented this seems like a good area for the zoning they are requesting because of the direct freeway access.



## Approved

Mayor Marshall reported he received a comment concerning the property directly north of the Silver Fox Development. The road ties in on the existing road and there is concern about traffic going from the subdivision to the commercial area. Mr. Ellis pointed out these were conceptual roadways. Mayor Marshall stated the individual was not opposed to the development, but had some concerns. He noticed there is another through street that could help alleviate some of the residential traffic going in and coming out coming off both Hwy. 138 and Old Lincoln Hwy. Mr. Ellis stated he expected the City would want them to extend that road.

Mayor Marshall shared that the individual who spoke with him hoped the homes will be equivalent to the homes already there. Mr. Ellis asked if he meant in square footage of the homes or lot sizes. Mayor Marshall believed that he wanted the new homes to blend with the existing homes. Mr. Ellis explained they normally take some form of transition from the density and structure type to the commercial area. Mayor Marshall shared from the information he had that this person is requesting that any homes that directly connect to their neighborhood only be zoned as R-1-21. And that the City require any developer to adhere to the design presence or equivalent that has already been set. They felt that if the developer requests to build a residential neighborhood with properties that are smaller than half acre or that use a different design or abated quality, they request that there is no direct access through the community but be required to create separate access points from the Old Lincoln Highway or 138. This person believed that to maintain uniformity and aesthetic appeal the lots sizes should be larger further south than they are and decrease in size as they go north. They felt the intersection at Old Lincoln Hwy. and 138 would be an ideal location for access to any potential apartment or business complexes to be built. Mr. Ellis stated as long as the Fire Marshal is okay with it, he suggests they do not bring that street through. He added there will be transitional density starting with what goes up (which will not be half-acre) from that point moving north.

Mayor Marshall reported another request of the individual was to have them bury the power lines already there. Mr. Ellis stated they cannot do that. Mayor Marshall stated the next concern was a park. The nearest park is Lincoln Park which is farther south and a considerable distance away. The individual felt it would be greatly appreciated if there was open public space equal in size to the Lincoln Park but closer to the size of a regional park with walking trails and paths. Other concerns from people in the neighborhood were increasing the water pressure, improving the Old Lincoln Hwy., and getting faster internet speeds into the area. Mr. Ellis stated this area is not conducive to a regional park. He pointed out there is a great area next to the current Worthington development that would be great for a regional park. He agreed there should be a regional park and they will work towards it just like they have with Wells Crossing.

Councilwoman Allen inquired about the trail idea. Mr. Ellis answered they love that idea. He thought this area is conducive that, but as far as open soccer fields and baseball fields, the land next to Worthington would better serve for a regional park. Mayor Marshall agreed that there

Approved

would be more room to do some of those things at the Worthington area. Mr. Ellis reported there is a lot of area that can't have sewer and a regional park would be the perfect use of that land. Councilman Hutchins commented the sewer in this area of town and asked if Mayor Marshall could give him an update. Mr. Ellis explained what allows them to use this piece of property is the engineering they put in place at the Worthington project. They have been working on that project for two to three (2 – 3) years.

Mayor Marshall stated there was a comment on Zoom that they could not hear the audio of the meeting.

Mayor Marshall, Mr. Ellis, and Mr. Kingston talked about the easements. Councilwoman Allen asked about the church sites shown on the map provided. Mr. Ellis confirmed it was either one site or the other. He explained this is the biggest project they have ever done. They thought the best approach would be to come to the City to find out what the City would like to see happen, discuss what they, as developers, would like for densities, and what the City would like for amenities and businesses. Then they will design a master plan for the development. Councilwoman Sparks asked what the current zone is for the property. Mr. Ellis answered there are two zones; one is commercial and the other is mixed use. He stated they would like to have an MOU (Memorandum of Understanding) or a Master Development Agreement so they can lock in some numbers on the densities. He stated they are not asking for the densities listed on the conceptual plan. They do not want thirty (30) units to the acre for commercial; those came from the general plan.

Mayor Marshall felt the commercial part of this is one of those things we would like to see. He thought something along the lines of a mini-truck stop to get the trucks off the road would be a good idea. Mr. Ellis reported he contacted Flying J about placing a facility in this location. There was a discussion about possible commercial ideas.

Councilwoman Allen inquired about the concern on water pressure. Mayor Marshall stated there is not a water pressure issue because there is a huge (twelve inch) waterline out there. He explained it is partially looped because there is a waterline on Hwy 138 and one on the Old Lincoln Hwy which goes beyond Bonnie Plants.

Councilwoman Sparks asked about the water usage and whether they will fully landscape the property or have xeriscape. Mr. Ellis felt they will have more of a xeriscape. Councilwoman Allen expressed concern about light pollution. Mr. Ellis stated they would prefer to minimize light pollution and felt it is best to have downward facing sconces on any residential developments.

Approved

**2. Discussion with Monte Kingston and Mountain Vista Development regarding water for the Scenic Slopes P.U.D. Subdivision.**

Councilman Hutchins stated he and Councilman Stice were concerned about being asked to minimize the water requirements in the area. He said they are all about xeriscaping and think it is important. He reported they are concerned about how long we can assure it doesn't change. He added the number one issue with growth in this valley is water. Mayor Marshall added that if we allow Scenic Slopes to do the xeriscape, would there be some covenants of the development stating it will remain xeriscaped even if the home is sold. Mr. Ellis stated they will restrict it. He commented they talked to the Mayor about getting a regional park put together and even with the density being used in the subdivision, the amount of land dedicated as a park will exceed the requirement by over 100%. He stated they will restrict the water usage any way the City would like them to.

Mr. Ellis reported they are installing landscaping. He stated this is difficult in Utah because you only have four or five months out of the year where you can't grade to install landscaping. He commented that one of the difficulties that comes with this subdivision is they will have to bond with the City. This will create some administrative process for staff. Timm pointed out that is part of the Land Disturbance Ordinance.

Councilman Hutchins explained Councilman Stice was concerned about the precedence of allowing the water requirements to be adjusted. Councilman Hutchins stated he had a hard time talking to constituents and saying they made exceptions to water. We need to educate the public on the fact that this provides conservation of watering. Mr. Ellis added that they are going to deed restrict it and that makes sense. Mayor Marshall liked having the deed restriction on the mylar. Mr. Ellis said they will deed restrict it, add it to the mylar, and put it in the CC&Rs. Mr. Dixon requested to see the calculations they used to come up with the amount of outdoor water. Mr. Kingston will provide Mr. Dixon with the calculations.

**3. Closed Session (Personnel, Real Estate, Imminent Litigation).**

**Motion:** Councilwoman Allen made a motion to go into a closed session for pending or imminent litigation.

**Second:** Councilwoman Sparks seconded the motion.

**Vote:** The vote was as follows: Councilwoman Allen, "Aye", Councilman Rowberry, "Aye", Councilman Hutchins, "Aye", and Councilwoman Sparks, "Aye". The motion carried and the Council went into a closed session at 8:07 pm.

## Approved

Those in attendance were: Mayor Marshall, Councilman Rowberry, Councilwoman Allen, Councilman Hutchins, Councilwoman Sparks, Brett Coombs, Christine Webb, Adam Long, and Sherrie Broadbent.

**Motion:** Councilman Hutchins made a motion to go back into an open session.

**Second:** Councilwoman Sparks seconded the motion

**Vote:** The vote was as follows: Councilman Rowberry, "Aye", Councilwoman Allen, "Aye", Councilman Hutchins, "Aye", and Councilwoman Sparks, "Aye". The motion carried.

### 4. Adjourn.

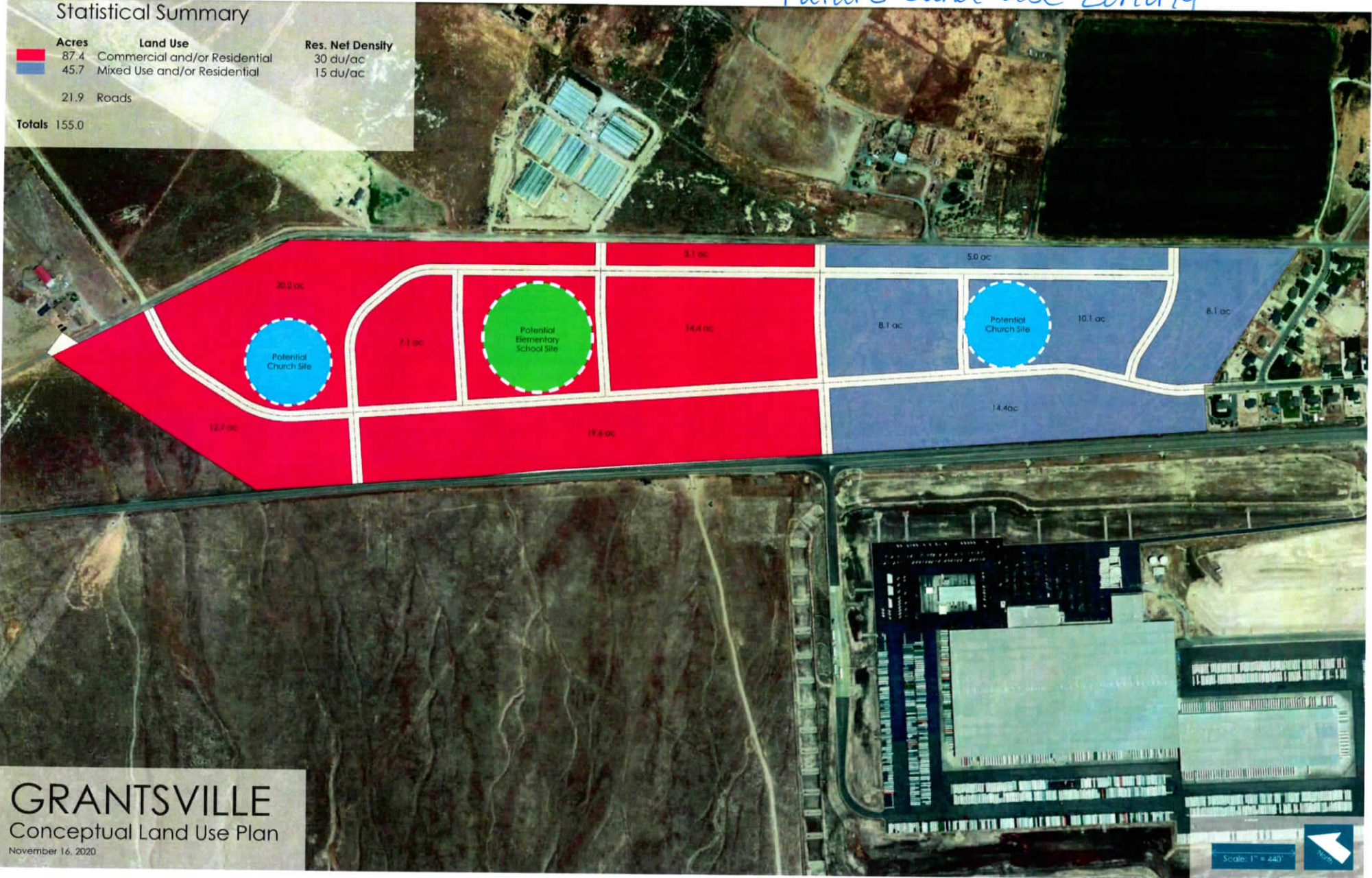
**Motion:** Councilwoman Allen made a motion to adjourn. Councilman Rowberry seconded the motion. The meeting was adjourned at 9:18 p.m.

# Exhibit B

# Future Land Use Zoning

## Statistical Summary

Acres	Land Use	Res. Net Density
87.4	Commercial and/or Residential	30 du/ac
45.7	Mixed Use and/or Residential	15 du/ac
21.9	Roads	
<b>Totals</b>	<b>155.0</b>	



**GRANTSVILLE**  
Conceptual Land Use Plan

November 16, 2020

Scale: 1" = 440'



STATE OF UTAH )

: ss.

COUNTY OF TOOELE )

I, Christine Webb, do hereby certify that I am the duly appointed, qualified and acting Recorder for the Grantsville City Council, (the "City"), State of Utah, and do further certify that the foregoing is a true and correct copy of Resolution 2021-50, duly adopted by the City of Grantsville, by the Council thereof at a meeting duly called and held in Grantsville, UT on the 7th day of July, 2021.

---

Christine Webb, City Recorder

# **AGENDA ITEM #8**

Discussion regarding the Master Traffic Plan





## MEMORANDUM

**DATE:** February 3, 2023  
**TO:** Braydee Baugh, City Recorder  
**FROM:** Cavett Eaton, Planning & Zoning Administrator  
**RE:** **ZONING ITEMS UP FOR CONSIDERATION AT COUNCIL MEETING  
TO BE HELD MARCH 1, 2022**

---

**City Council Agenda Items #8: Consideration of Resolution 2022-TBD\_\_  
approval of the Proposed Adoption of the Grantsville Transportation Master  
Plan to the General Plan**

**The Planning Commission recommended approval of this item on February 2, 2023:**

Dan England was present to explain and answer questions. He explained the projected growth, the existing roads, the traffic spots, truck routes, size of side streets, and collector roads. He outlined sizes and improvement that each of the different street may require. He used the different maps from the study to show what traffic would be if no road improvements were made compared to the various roads that have been proposed.

John had questions about the railroad and a grade separation so the railroad does not cross the Mid-valley exit. He also had concerns about detours on Durfee that doesn't take traffic back to Main.

Rick had question about the width of the road so he could better understand the improvement including in the various road sizes.

Rick also mentioned a project the country had at one point to put a trail along the north edge of Tooele Army Depot.

Dan and Mayor explained that some of the country trails have shifted. This is trails for ATV

Jesse mentioned the county is in the process of looking at other places to put trails. Dan and Jesse both explained the trail on the south side of South willow is actual on Depot property and they allow us to use it.

John had question about paving and right of way needed to make Quirk meet the paving requirements.

Mayor explained this is all in the works.

Grantsville



2022

# GRANTSVILLE CITY TRANSPORTATION MASTER PLAN



 Horrocks.





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# Grantsville Transportation Master Plan (TMP)

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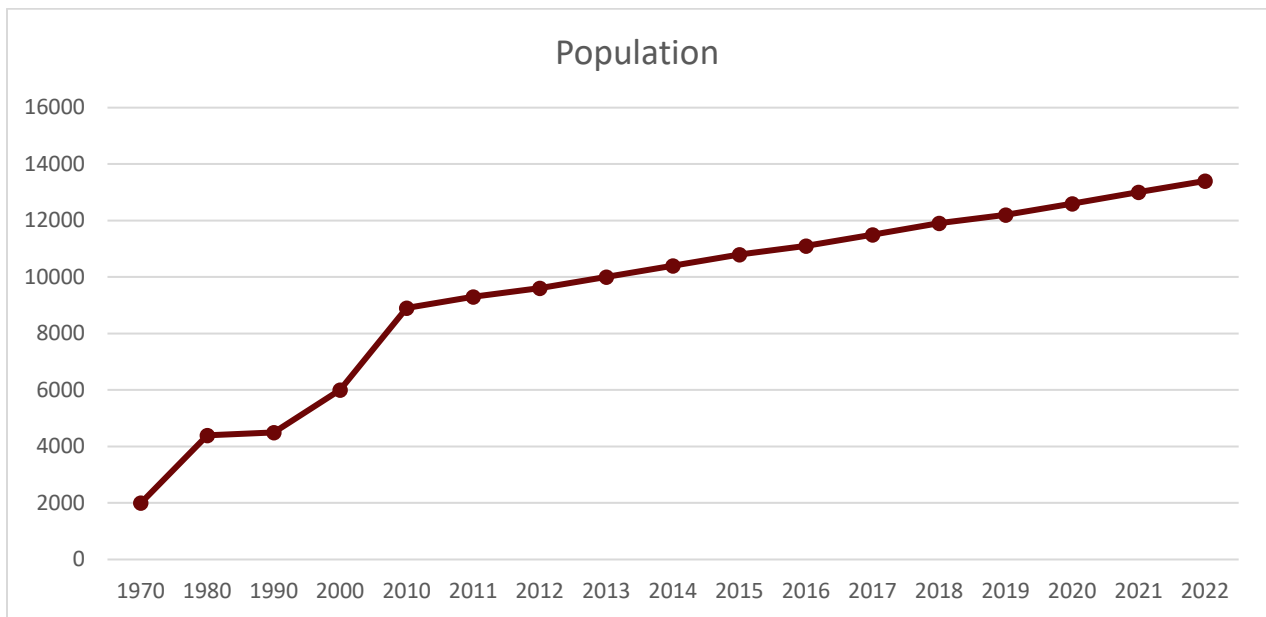
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# INTRODUCTION

Grantsville City (Grantsville) may be considered a small town, but is currently experiencing significant population and traffic growth, which is expected to continue in the future. Grantsville City’s population is currently about 13,500 people with an annual growth rate of 2.86%. To keep pace with the upcoming growth, this Transportation Master Plan (TMP) acts as a guide for maintaining and planning a transportation network to sustain and support the needs of the city. **Figure 1** displays the historic population of Grantsville.

**Figure 1: Grantsville City Historic Population**



The Governor’s Office of Management and Budget (GOMB) has also published the estimated growth for Grantsville through 2060.

2020	2030	2040	2050	2060
11,798	15,940	20,806	25,910	31,421

The projected growth does not include the recent activity for developments in the “West Bank” and the “Northwestern” areas. This TMP includes traffic for both of these areas, which may increase traffic by a doubling of the population projections of the GOMB. Having an updated TMP, coordinating with the Wasatch Front Regional Council (WFRC), and the Utah Department of Transportation (UDOT) will help for long range planning.

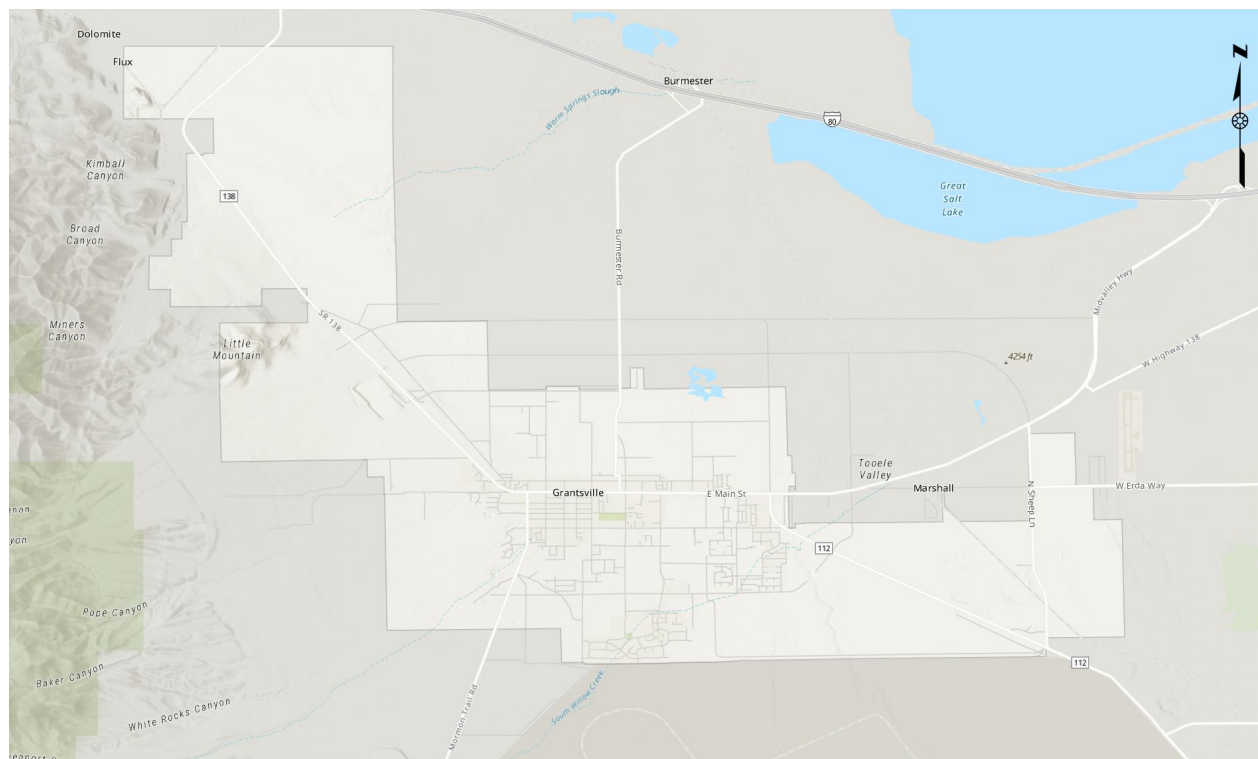
# Grantsville Transportation Master Plan (TMP)

August 2022

This TMP contains an analysis of the existing transportation network and conditions. Major deficiencies are itemized, and potential improvement or mitigation alternatives are discussed. An analysis of the existing and future transportation network is also included for the horizon years of 2031, 2041, and 2050.

Major UDOT projects and improvements within Grantsville, such as the Mid-Valley Highway, are reflected in the future network. Recommended improvements and projects will be provided to aid Grantsville in planning for future transportation projects. This TMP is intended to be a useful tool to aid Grantsville in taking a proactive effort in planning and maintaining the overall transportation network within the city. The area including and surrounding Grantsville is shown in [Figure 2](#).

Figure 2: Grantsville City Area Map



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## Public Involvement

It is important for this TMP to be transparent and accessible to the public. Grantsville residents and business owners benefit when they know future transportation plans. Grantsville desired public input to help shape the Transportation Master Plan. Opportunities for the public to be involved were presented in the following forums:

- **Steering Committee**
- **Open House/Council Meeting**
- **Social Media Outreach**
  - City website
  - City e-newsletter
  - Virtual Signage near City Hall
- **Public Comment Survey:**
  - Master plan description and purpose
  - Frequently asked questions
  - An interactive map where citizens could place their comments

---

## Existing Conditions

Existing socioeconomic and traffic data were used to calibrate the Travel Demand Model and prepare for projecting traffic volumes into the future. However, roadways and intersections with current deficiencies were investigated to determine if mitigations were necessary on the existing roadway network. Existing traffic data was collected, and the existing roadway lanes were documented. The combination of traffic and roadway geometrics provide an idea of roadway operations.

Based on existing data, Main Street/SR-138 operates poorly along the east part of town, see [Figure 3](#). This section of Main Street has three lanes of traffic, and the daily traffic exceeds the traffic limits of a three-lane road.

### Data Collection

Data was collected in Grantsville as part of the TMP. Additionally, UDOT traffic data was also used to supplement the collected traffic data. [Figure 4](#) displays the traffic count location gathered in support of this TMP.

### Truck Routes

Truck routes planning is a necessary part of any transportation planning process. Trucks movement directly and indirectly contributes to the economy. Thus, it is imperative to recognize, design and incorporate an efficient, reliable, and safe freight system into Grantsville City's TMP. While planning and designing trucking movement, it is also important to consider both short- and long-term strategies and improvements that will encourage high levels of freight movement performance. Short-Term strategies and improvements should be geared around providing momentum for the acceptance and implementation of the long-term solutions. The recommendations that are made throughout this TMP are to help in reducing congestion and future transportation demands which will in turn, help with the freight and goods movement activities. This will ultimately strengthen the economic growth of the community. See [Figure 5](#) for the existing truck routes.



# Grantsville Transportation Master Plan (TMP)

August 2022



Figure 3: Existing Roadway Deficiencies

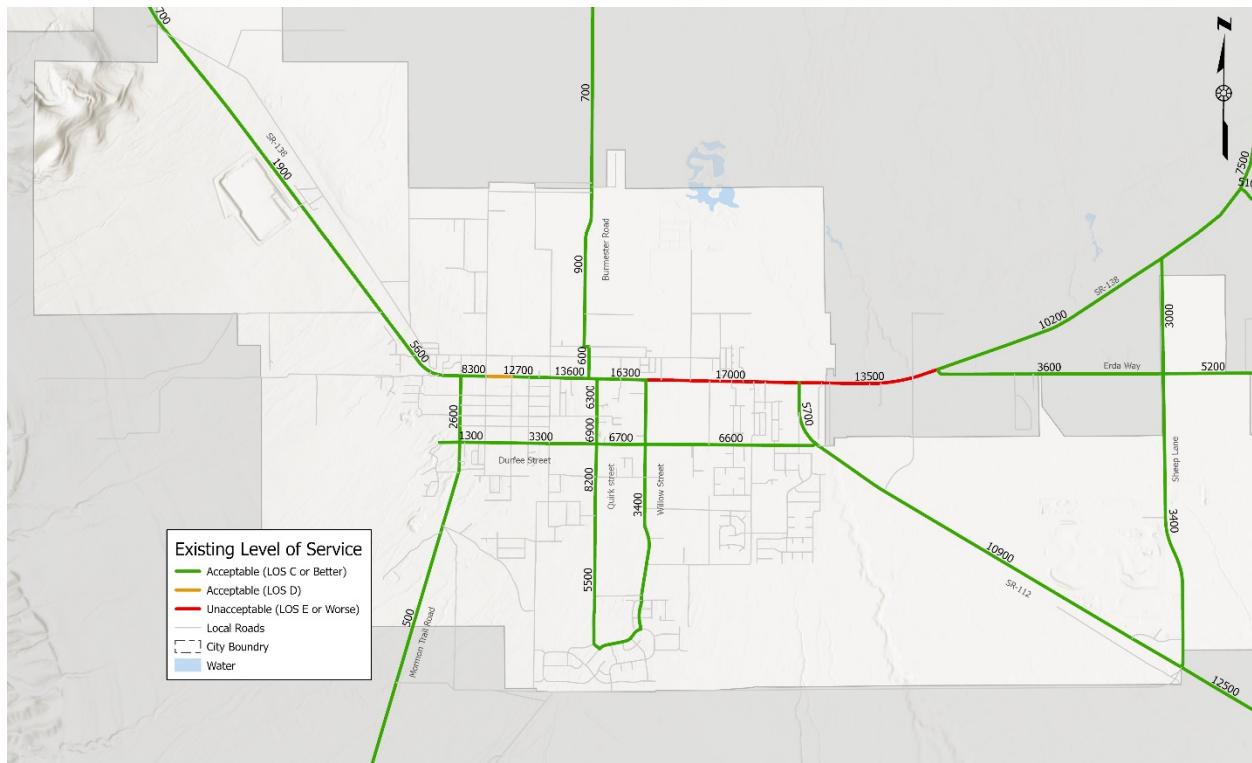
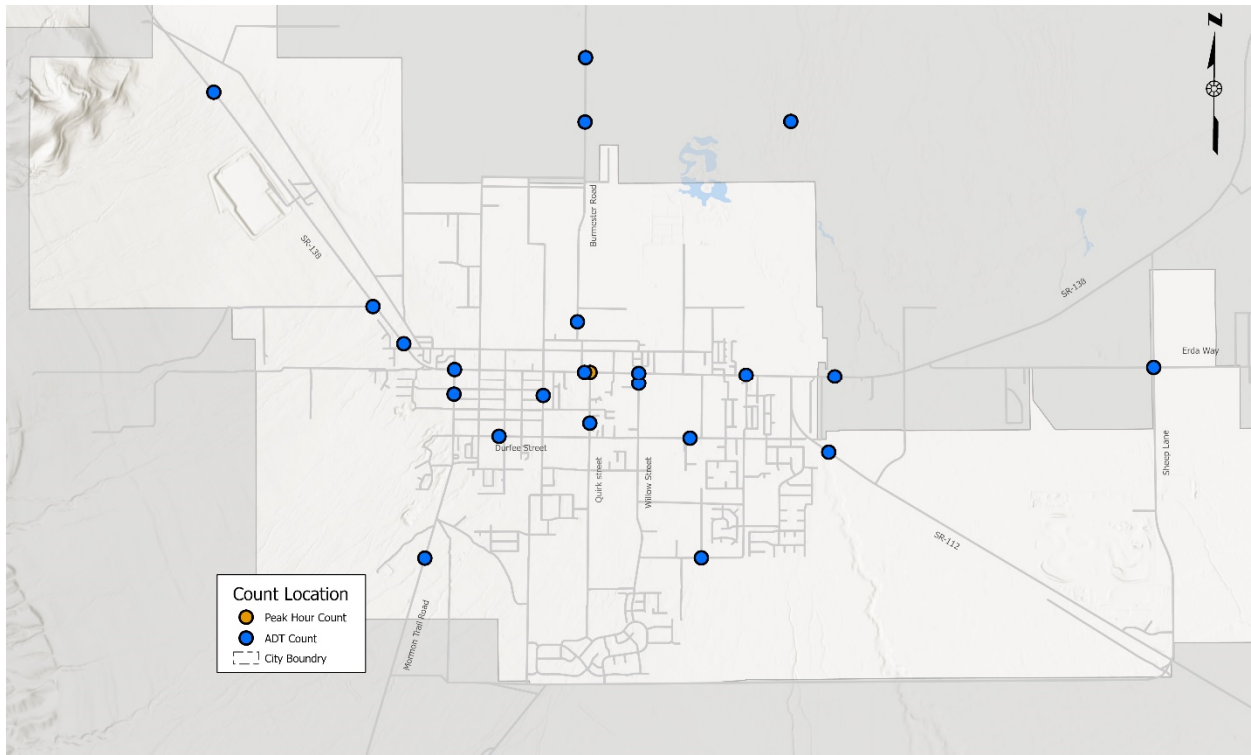


Figure 4: Count Location Map

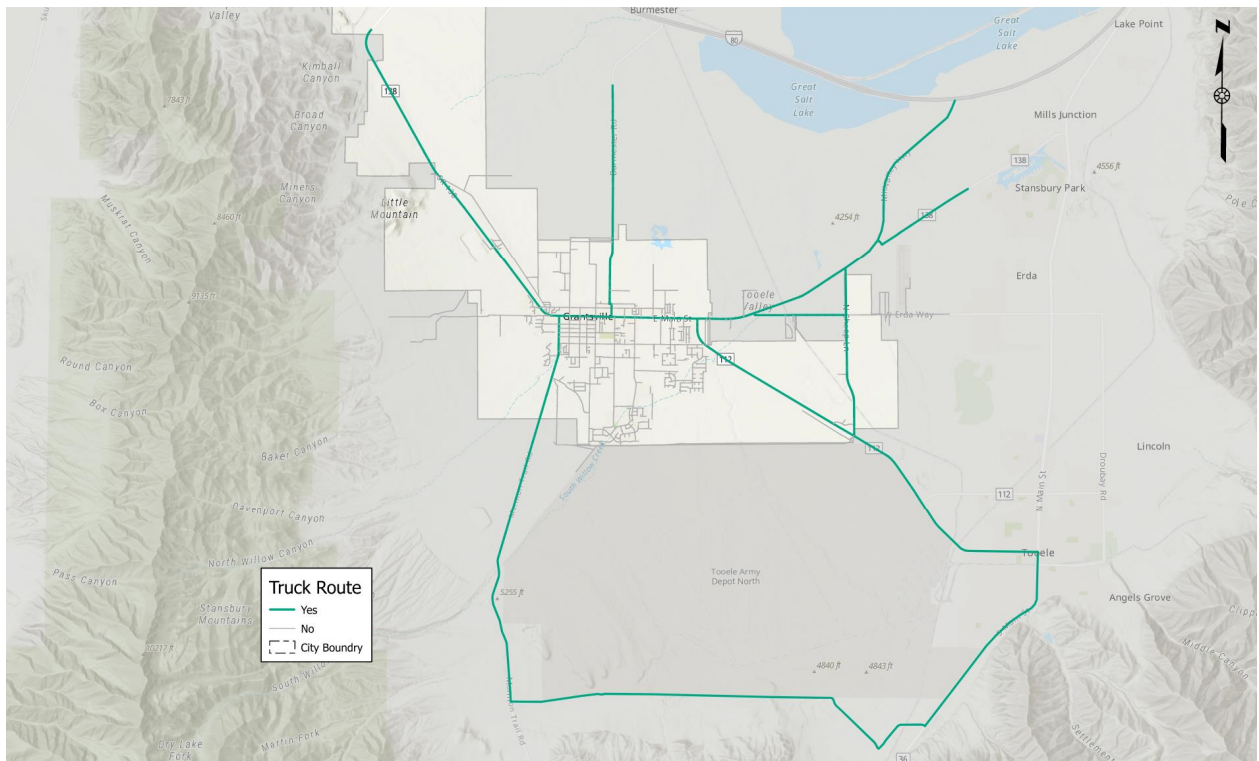


# Grantsville Transportation Master Plan (TMP)

August 2022



Figure 5: Truck Routes Map



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## Travel Demand Modelling

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Travel Demand modelling is used to project existing traffic conditions into the future. Grantsville’s land use plan, socioeconomic data as well as additional data obtained from Grantsville and the Statewide TDM serve as valuable input into the travel demand model. The WFRC uses a statewide travel demand model which was also used for this TMP. This section discusses the socioeconomic data, land use, vehicle trip generation as well as the precautions of using the Travel Demand modelling.

### Land Use and Zoning

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The population data used in this study is based on the best available statewide data provided by the GOMB. This data was supplemented using the data provided by Grantsville City staff considering recent development applications and future planning.

The information is the best available data for predicting future travel demands. However, land use planning is a dynamic process and the assumptions made in this report should be used as a guide and should not supersede other planning efforts especially when it comes to localized intersections and roadways.

### Socioeconomic Conditions

---

Grantsville City’s population growth from 2010 to 2021 was approximately 3,000 people. Per the GOMB stated earlier, the population is estimated to increase to over 31,000 by 2060. This doesn’t account for the potential growth due to the West Bank area and the Northwest area developments.

The forecasted growth will place increased pressure on the City’s infrastructure, including the street network. Grantsville is committed to increasing residential, commercial, office, and retail to accommodate growth demands so citizens can meet their needs within the city boundaries. This growth will therefore have considerable impact on traffic volumes in the city. Future development and plans along major corridors have been implemented into the modeling effort.

### Trip Generation

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To generate vehicle trips, the city is split into geographical sections called Traffic Analysis Zones (TAZ). Each TAZ contains socioeconomic data including the number of households, employment opportunities, and average income levels. This data is used to generate vehicle trips that originate in the TAZ. All trips generated in the TAZ are assigned to other TAZs based on the data within other zones. Since the WFRC travel demand model predicts regional travel patterns, the TAZ structure was updated to obtain more detailed travel demand data for Grantsville. This was completed by splitting larger TAZ’s.

### Travel Demand Model Precautions

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The Grantsville City transportation system should not only accommodate existing travel demands but also have built-in capacity to account for the demand that will be placed on the system in the future. While considering the socioeconomic data used in this report and the anticipated growth in the city, some precautions should be considered.

First, the TAZ specific socioeconomic data only approximates the boundary conditions of Grantsville and is based on data provided by the WFRC and the City’s planning documents. Second, actual values may vary as a result of the large study area of the regional travel demand model, which includes the unincorporated areas around Grantsville City. Therefore, the recommendations in this report represent a planning level analysis and should not be used for construction of any project without review and further

analysis. This document should also be considered a living document and be updated regularly as development plans, zoning plans, and traffic patterns and trends change.

## Functional Classification

All trips include two distinct functions: mobility and land access. Mobility and land access should share an inverse relationship, meaning as mobility increases land access decreases. Street facilities are classified by the relative amounts of through and land-access service they provide. There are four primary classifications: Freeway/Expressway, Arterial, Collector and Local Streets. Each classification is explained in further detail in the following paragraphs and is also represented in [Figure 6](#). A more detailed description of the characteristics of the four primary functional classifications of streets are found in [Table 1](#).

- **Freeways and Expressways** – Freeway and expressway facilities provide service for long distance trips between cities and states. No land access is provided by these facilities. For example, I-15.
- **Arterials** – Arterial facilities should provide service primarily for through-traffic movements. All traffic controls and the facility design are intended to provide an efficient through movement. An example of an existing arterial is Main Street, which is a UDOT facility.
- **Collectors** – Collector facilities are intended to serve both through and land-access functions in relatively equal proportions. They are frequently used for shorter through movements associated with the distribution and collection portion of trips. An example of a collector is Quirk Street.
- **Local Streets** – Local Street facilities primarily serve land-access functions. The design and control facilitate the movement of vehicles on and off the roadway network from land parcels.

Figure 6: Mobility vs. Land Access Representation

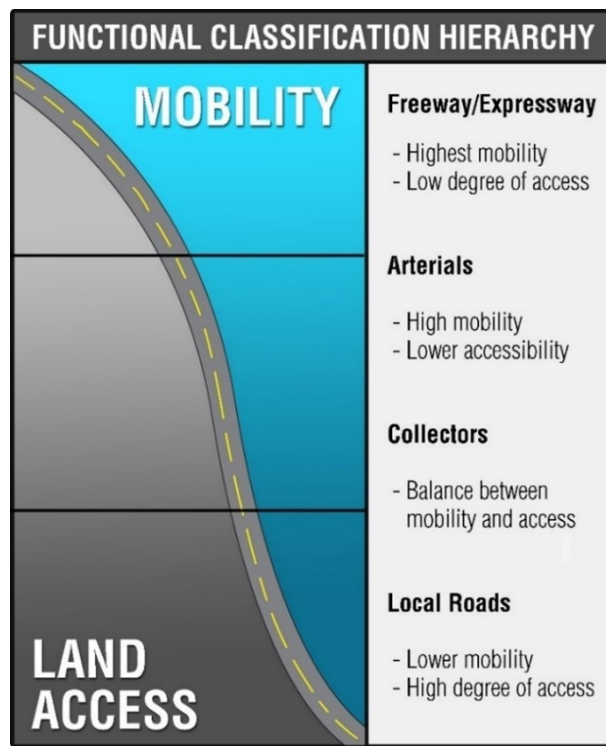




Table 1: Street Functional Classification

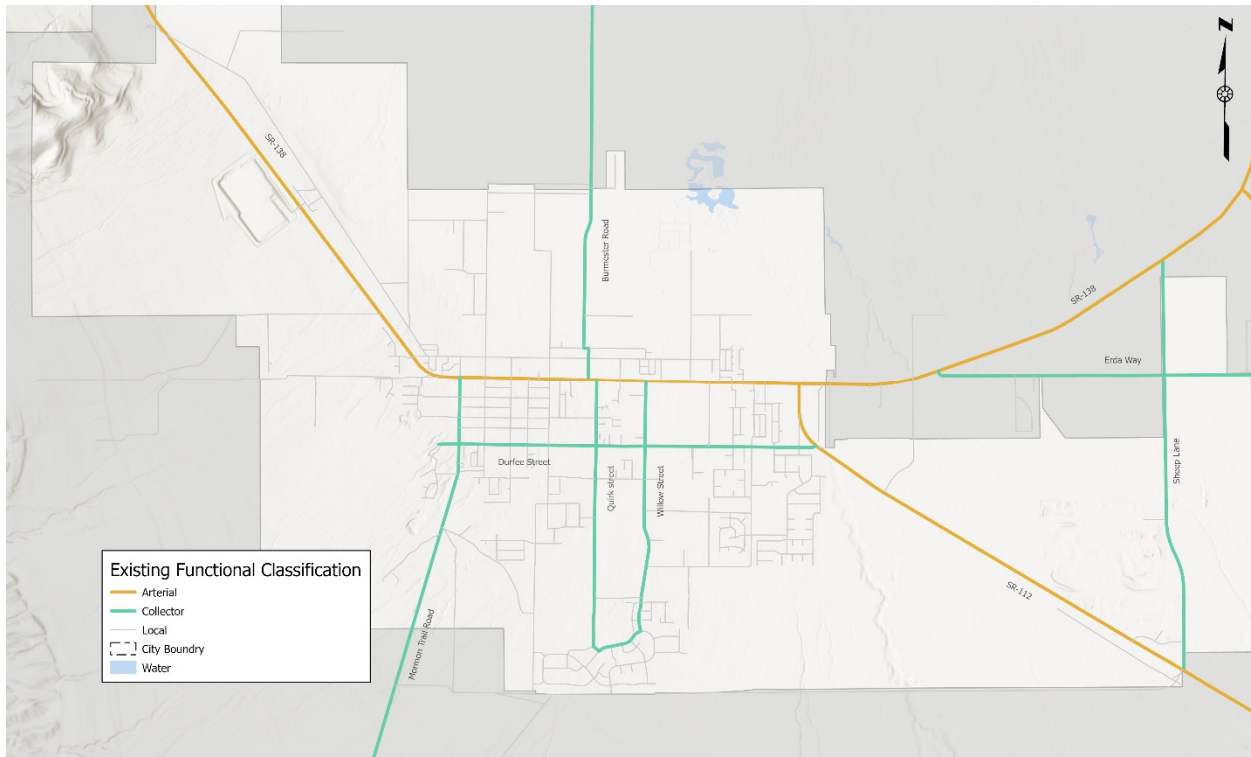
Characteristic	Functional Classification			
	Freeway and Expressway	Arterial	Collector	Local Street
Function	Traffic movement	Traffic movement, land access	Collect and distribute traffic between streets and arterials, land access	Land access
Typical % of Surface Street System Mileage	Not applicable	5-10%	10-20%	60-80 %
Continuity	Continuous	Continuous	Continuous	None
Spacing	4 miles	¼ -2 miles	¼ -1 mile	As needed
Typical % of Surface Street System Vehicle-Miles Carried	Not applicable	40-65%	10-20%	10-25 %
Direct Land Access	None	Limited: major generators only	Restricted: some movements prohibited; number and spacing of driveways controlled	Safety controls access
Minimum Roadway Intersection Spacing	1 mile	½ mile	300 feet-¼ mile	300 feet
Speed Limit	55-80 mph	40-55 mph in fully developed areas	30-40 mph	25 mph
Parking	Prohibited	Discouraged	Limited	Permitted
Comments	Supplements capacity of arterial street system & provides high-speed mobility	Backbone of street system		Through traffic should be discouraged, subject to traffic calming

In Grantsville City, the roadways are split into five functional classifications: Major Arterial, Minor Arterial, Standard Collector, Conditional Collector and Local/Rural. The lane configurations for these five classifications are shown in **Table 2**, and a map showing the existing functional class is shown in **Figure 7**.

Table 2: Functional Classifications

Functional Classification	Number of Lanes
Local/Rural	2 Lanes
Conditional Collector	2 Lanes
Standard Collector	2-3 Lanes
Minor Arterial	3-4 Lanes
Major Arterial	4-5 Lanes

Figure 7: Existing Functional Classification



# Grantsville Transportation Master Plan (TMP)

August 2022

## Typical Roadway Cross-Sections

Typical roadway cross-sections are shown in **Figure 8**. Several of these cross-sections show the phased improvement on the left half and the complete improvement on the right half. The minimum paved surface width for any partial roadway is 26 feet. Phased improvements that show sidewalks shall have all sidewalks constructed at the final elevation according to the complete improvement standards.

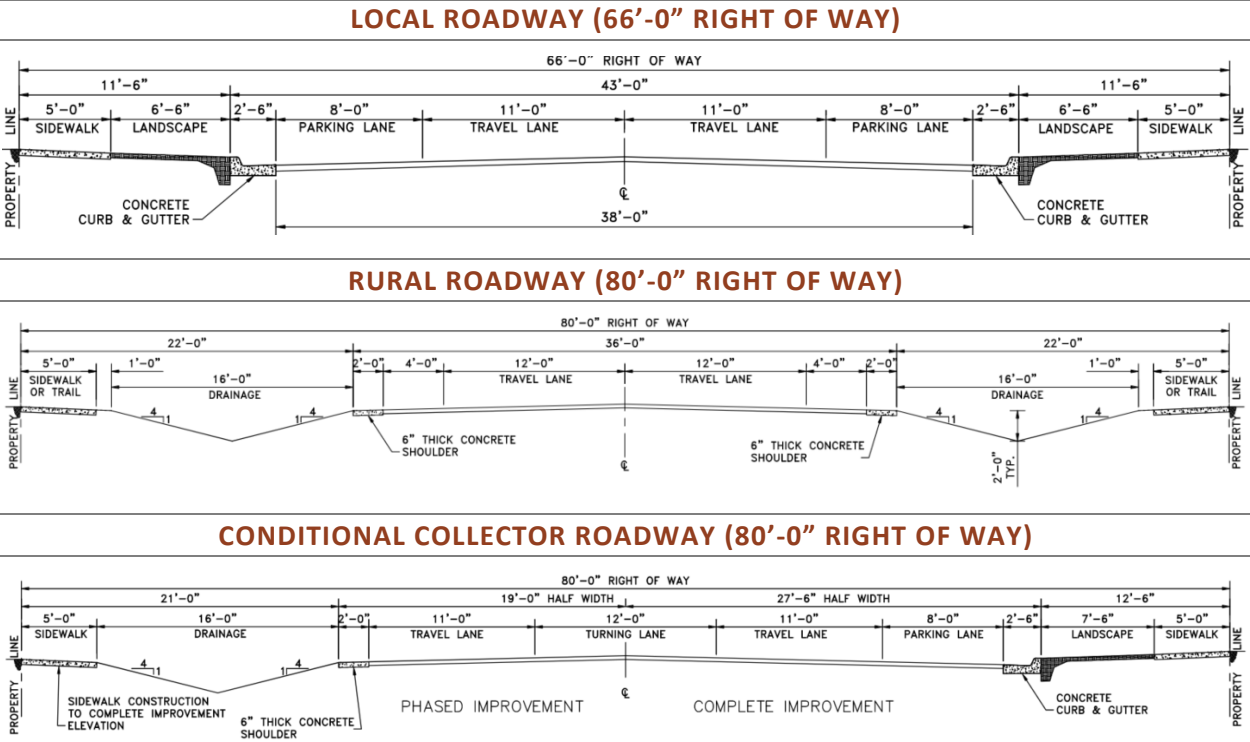
Local streets are designed to offer access from residential roadways to the roadway network. They gather and direct traffic to collector or arterial roadways. Local streets should be designed to minimize speed and cut-through traffic while allowing access for emergency vehicles. They are typically placed with driveways on both sides and speed limits of 25 miles per hour.

Generally, no striping is proposed on local streets. However, the city engineer may provide roadway striping as needed as a traffic calming measure. Parking may be restricted on local streets near intersections, in high density or commercial areas, where snow removal or storage issues arise, or at other locations deemed necessary by the city.

The city has two local road classifications, a local roadway for urban locations, and a rural roadway. Two types of collectors have been classified based on the rural or urban locations and desired feel of the roadway. Arterial streets are defined by a larger right-of-way (ROW). The city has two types of arterials, the conditional arterial has a 90-foot ROW and the standard arterial has 5 travel lanes and a 108-foot ROW. The roadway width needed can vary, making the parkway ROW vary from 66' to 108'.

All roadways are to be built according to Grantsville City Standards and Specifications. This includes meeting pavement thickness requirements which may increase depending upon a geotechnical report based on the volume of vehicles and trucks using the roadway.

Figure 8: Typical Cross-Sections

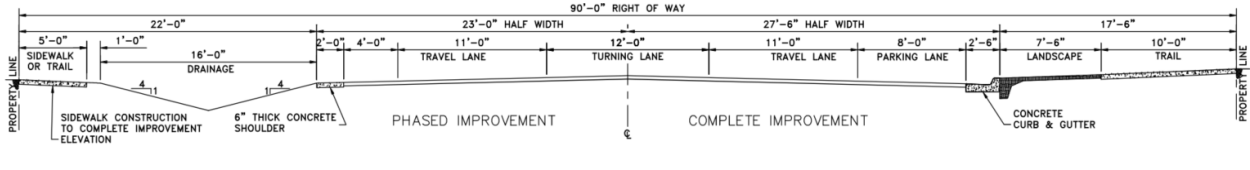




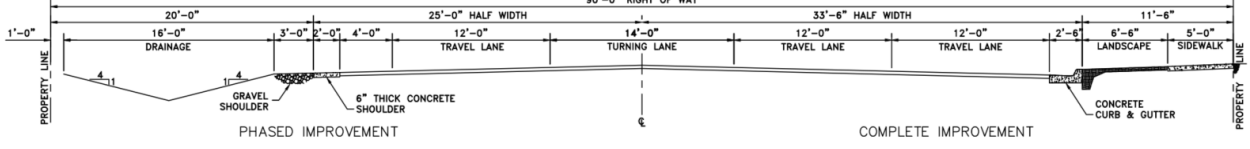
# Grantsville Transportation Master Plan (TMP)

August 2022

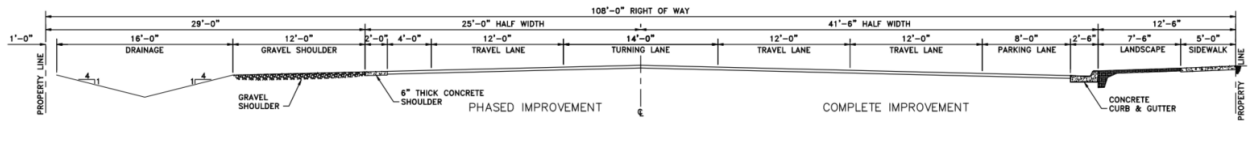
## STANDARD COLLECTOR ROADWAY (90'-0" RIGHT OF WAY)



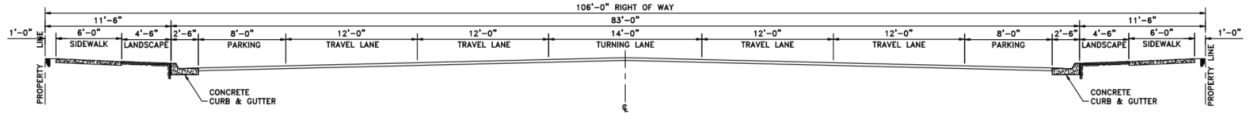
## CONDITIONAL ARTERIAL ROADWAY (90'-0" RIGHT OF WAY)



## STANDARD ARTERIAL ROADWAY (108'-0" RIGHT OF WAY)



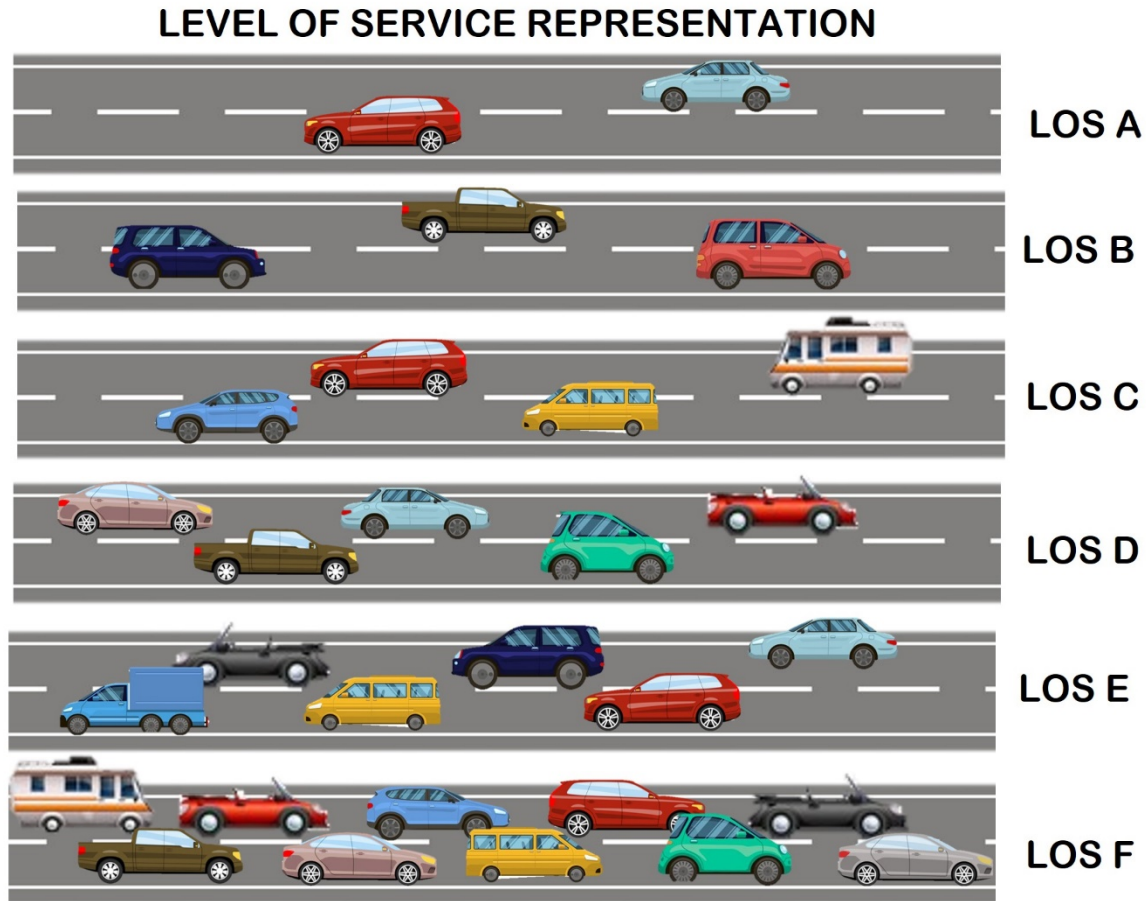
## MAIN STREET (106'-0" RIGHT OF WAY)



## Level of Service

The adequacy of an existing street system can be quantified by assigning a Level of Service (LOS) to major roadways and intersections. As defined in the *Highway Capacity Manual (HCM)*, a document published by the Transportation Research Board (TRB), LOS serves as the traditional form of measurement of a roadway’s functionality. The TRB identifies LOS by reviewing the number of lanes assigned to a roadway, the amount of traffic using the roadway and the time of delay per vehicle traveling on the roadway and at intersections. Level of service ranges from A (free flow where users are virtually unimpeded by other traffic on the roadway) to F (traffic exceeds the operating capacity of the roadway) as shown in **Figure 9**.

Figure 9: Level of Service Representation



### Roadway Level of Service

Roadway LOS is used as a planning tool to quantitatively represent the ability of a particular roadway to accommodate the travel demand during the peak hours of the day. Typically, the peak hour falls within the 4:00 PM and 6:00 PM hours and sometimes between the 7:00 AM to 9:00 AM hours. The LOS is assigned during the peak hour based on the number of lanes and the lane capacity. Lane capacity is different based on the functional classification of the roadway. Roadway segment LOS can be mitigated with geometry improvements, additional lanes, two-way-left turn lanes, and access management. Intersections are not included when analyzing roadway LOS and therefore the LOS indicates if the existing number of lanes, lane widths and functional classification are adequate for the traffic volumes.

LOS D is approximately 80 percent of a roadway’s capacity and is a common goal for urban streets during peak hours. A standard of LOS D for system streets (collectors and arterials) is acceptable for future planning. Attaining LOS C or better on these streets would be potentially cost prohibitive and may present societal impacts, such as the need for additional lanes and wider street cross-sections. LOS D suggests that for most times of the day, the roadways will be operating well below capacity. The peak times of the day will likely experience moderate congestion characterized by a higher vehicle density and slower than free flow speeds. Although the model uses traffic volumes during the peak hour of the day, [Table 3](#) and [Table 4](#) show estimated annual daily traffic (ADT) values for LOS C, LOS D, and LOS E on Arterial and Collector Streets for reference.

**Table 3: Estimated LOS based on ADT on Arterial Streets**

Lanes	LOS C	LOS D	LOS E
2-3	12,400	15,100	17,700
4-5	28,500	32,800	40,300
6-7	43,000	50,500	63,400

**Table 4: Estimated LOS based on ADT on Collector Streets**

Lanes	LOS C	LOS D	LOS E
2	9,700	12,100	14,500
3	10,800	13,400	16,100

**Intersection Level of Service**

Whereas roadway LOS considers an overall picture of a roadways capacity to estimate operating conditions, intersection LOS looks at each individual vehicle movement at an intersection and provides a more precise method for quantifying operations. Since intersections are typically a source of bottlenecks in the transportation network, a detailed look into vehicle delay at each intersection should be performed on a regular basis. The methodology for calculating delay at an intersection is outlined in the *Highway Capacity Manual* (HCM) and the resulting criteria for assigning LOS to signalized and un-signalized intersections are outlined in . LOS D is considered the industry standard for intersections in an urbanized area. LOS D at an intersection corresponds to an average control delay of 35-55 seconds per vehicle for a signalized intersection and 25-35 seconds per vehicle for an un-signalized intersection.

**Table 5: Intersection Level of Service**

LOS*	Signalized Intersection (sec)	Stop-Controlled/ Roundabout (sec)
A	≤10	≤10
B	>10-20	>10-15
C	>20-35	>15-25
D	>35-55	>25-35
E	>55-80	>35-50
F	≥80	≥50

\*LOS F when traffic volumes exceed capacity

At a signalized intersection under LOS D conditions, the average vehicle will be stopped for less than 55 seconds. This is considered an acceptable amount of delay during the times of the day when roadways are most congested. Generally, traffic signal cycle lengths (the length of time it takes for a traffic signal to cycle through every movement) should be below 90 seconds. An average delay of less than 55 seconds suggests that in most cases, no vehicles will have to wait more than one cycle before proceeding through an intersection.

Un-signalized intersections are generally stop-controlled. These intersections allow major streets to flow freely, and minor intersecting streets to stop prior to entering the intersection. In cases where traffic volumes are more evenly distributed or where sight distances may be limited, four-way stop-controlled intersections are common. LOS for an un-signalized intersection is assigned based on the average control of the worst approach (always a stop approach) at the intersection. An un-signalized intersection operating at LOS D means the average vehicle waiting at one of the stop-controlled approaches will wait

no longer than 35 seconds before proceeding through the intersection. This delay may be caused by large volumes of traffic on the major street resulting in fewer gaps in traffic for a vehicle to turn, or for queued vehicles waiting at the stop sign. Roundabout LOS is also measured using the stopped controlled LOS parameters.

Intersection and roadway segment LOS problems must be solved independently of each other, as the treatment required to mitigate the congestion is different in each case. Intersection problems may be mitigated by adding turn lanes, improving signal timing, and improving corridor signal coordination.

## **Site Development Transportation Impacts (Traffic Impact Studies) \*\*\*Additional Task\*\*\***

As growth occurs throughout the City, the impacts of proposed developments on the surrounding transportation networks will need to be evaluated prior to giving approval to build. This is accomplished by requiring that a Traffic Impact Study (TIS) be performed for any proposed development in the city based on City staff recommendations. A TIS will allow the City to determine the site-specific impacts of a development including internal site circulation, access issues, and adjacent roadway and intersection impacts. In addition, a TIS assists in defining impacts to the overall transportation system in the vicinity of the development. The area and items to be evaluated in a TIS include key intersections and roads as determined by the City Engineer on a case-by-case basis.

Each TIS will be conducted by an engineer chosen by the developer with the following qualifications:

- **Have a Current Utah PE License**
- **Firm or Individual Specializing in Traffic Engineering**
- **Use of Software Utilizing Most Recent Highway Capacity Manual (HCM) Methodologies**

A scoping meeting will be required by the developer/Traffic Engineer with the City Engineer to determine the scope of each TIS. Included in this meeting are the following discussion items:

- **Scope (Submitted to Grantsville City and Developer)**
- **Establish Study Area**
- **Establish Trip Generation**
- **Establish Trip Distribution**
- **Study Intersections**
- **AM/PM Peak Hours and/or Weekend Peak Hours**

TIS requirements are separated into four permit levels based on proposed annual daily traffic (ADT). The basic requirements for all TIS's are included in Level I with additional requirements necessary for each level (additional ADT). For all TIS's that require Level III or IV requirements (Greater than 3000 trips generated), access to the WFRC travel demand model is required.

Grantsville City Traffic Impact Study Requirements are included in [\*\*Appendix A: Traffic Impact Study Guidelines\*\*](#) of this report. The City Engineer will review the TIS or assign someone to do so and will respond in writing to the TIS report within 30 days.

Included in [\*\*Appendix A: Traffic Impact Study Guidelines\*\*](#), are guidelines for developers to completing a TIS and submitting it to the city. The requirements include when a TIS will be required and what level of effort must be established in the study, who may or may not perform a TIS, and when certain elements must be included. The TIS guidelines presented follow closely the guidelines outlined by UDOT. It is important that these guidelines be fluid and that each development be treated individually, as special cases may require more or less information than the standard requires. The City reserves the right to

waive any and all TIS requirements as well as requiring extra information at the discretion of the City Engineer.

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## Future Roadway Network Conditions

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The 2031, 2041 and 2050 conditions and methodologies used to incorporate roadway plans for each horizon years are outlined in this section. Projects were selected on input from city staff, elected officials as well as the public. Grantsville is not alone in improving the regional roadway network. The WFRC facilitates regional roadway planning and there no planned projects in the currently adopted RTP. It is the intent for Grantsville City to work with the WFRC and UDOT to identify future regional projects. These future conditions include the projected homes to be built in the “West Bank” and “Northwestern” areas as well as throughout the city. The future jobs from the planned buildings along Sheep Lane were also included. These updates account for the majority of the anticipated growth and are the principal driver for the majority of the roadway network projects happening in the near future.

### 2031 No Build Level of Service

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A no-build scenario is intended to show what the roadway network would be like in the future if no action is taken to improve the city roadway network (including existing deficiencies). The travel demand model was used to predict this condition by applying the future growth and travel demand to the existing roadway network, as shown in **Figure 10**. The no build scenarios include all of the projected homes and jobs, and demonstrates how the existing roadway network would perform without any changes to the present-day conditions. The following roadways would perform at LOS E or worse if no action were taken to improve the roadway network:

- **Main Street/SR-138**
- **SR-112**
- **Durfee Street (Willow St. to SR-112)**

### 2031 Roadway Improvements

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When a roadway network is failing at intersections or sections of roadway, improvements can take various forms. The failing roadways or intersections can be improved directly, or the network surrounding the failing locations can be improved. The improvements recommended in Grantsville will focus more on improving the entire roadway network over just the failing locations. To mitigate traffic growth in Grantsville City by 2031 the following projects are proposed to be constructed.

- **Northern Arterial** new roadway to **SR-112 extension**
- **Vegas Street expansion** (Cooley Street to Burmester Road)
- **Race Street E/W** (Burmester Road to SR-112 Extension)
- **Mack Canyon Road** (West of SR-138)
- **Main Street/SR-138 expansion** (Northern Arterial to SR-179)
- **Nygreen Street extension** (West of Mormon Trail Road to Willow Street)
- **Nygreen Street expansion** (Willow Street to Worthington Street)
- **Nygreen Street extension** (Worthington Street to East of Gold Dust Road)
- **Cooley Street expansion** (Vegas Street to Main Street)
- **Kearl Street expansion** (North Street to Main Street)
- **Race Street N/S** (East/West Race Street to Main Street)
- **Matthews Lane expansion** (Main Street to Durfee Street)



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- **Southern Collector** (Nygreen Street to the south)
- **Worthington Street extension** (Main Street to Nygreen Street)
- **SR-112 extension** (Northern Arterial to Main Street)
- **Lamb Lane expansion** (Main Street to SR-112)
- **Sheep Lane expansion** (Erda Way to SR-112)

The indicated roadway segments in the above section form the basis of the improvements included on the project map shown in [Figure 11](#). In addition to new roadway projects, the functional classification for roadways in the year 2031 are shown in [Figure 12](#).

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Figure 10: 2031 No Build Level of Service

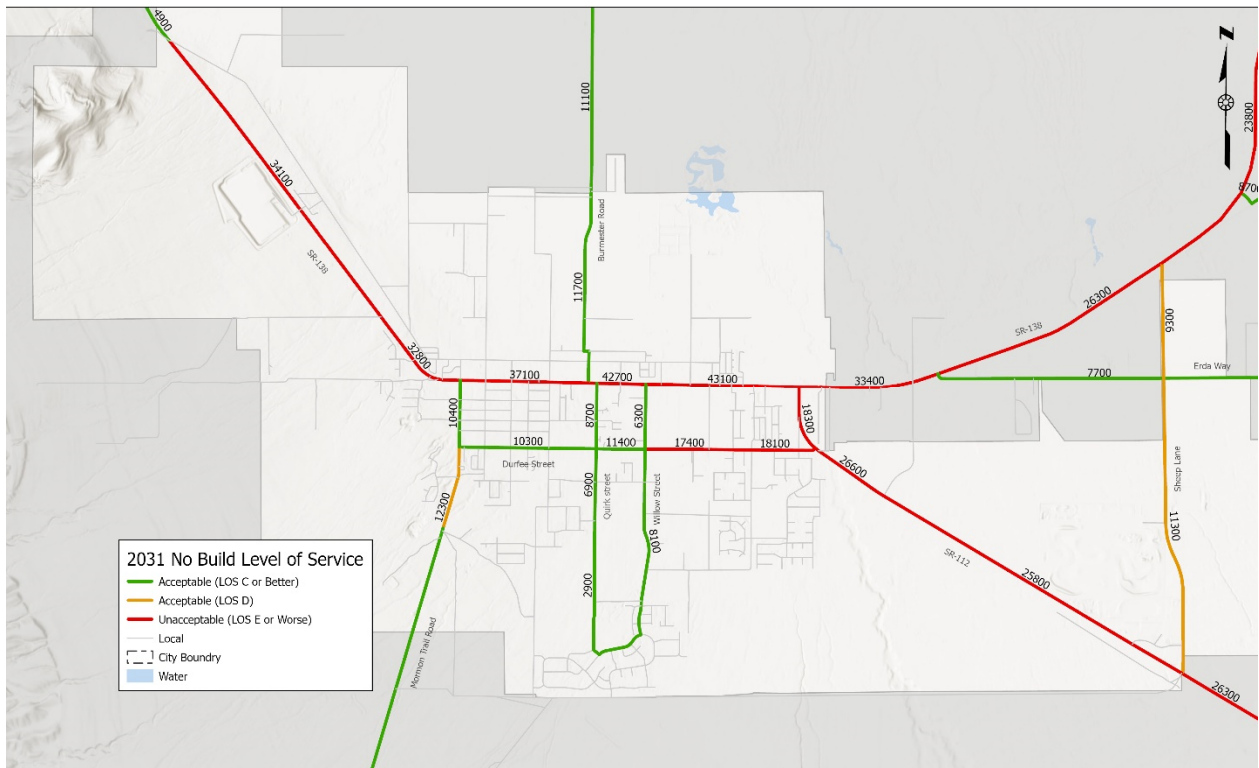
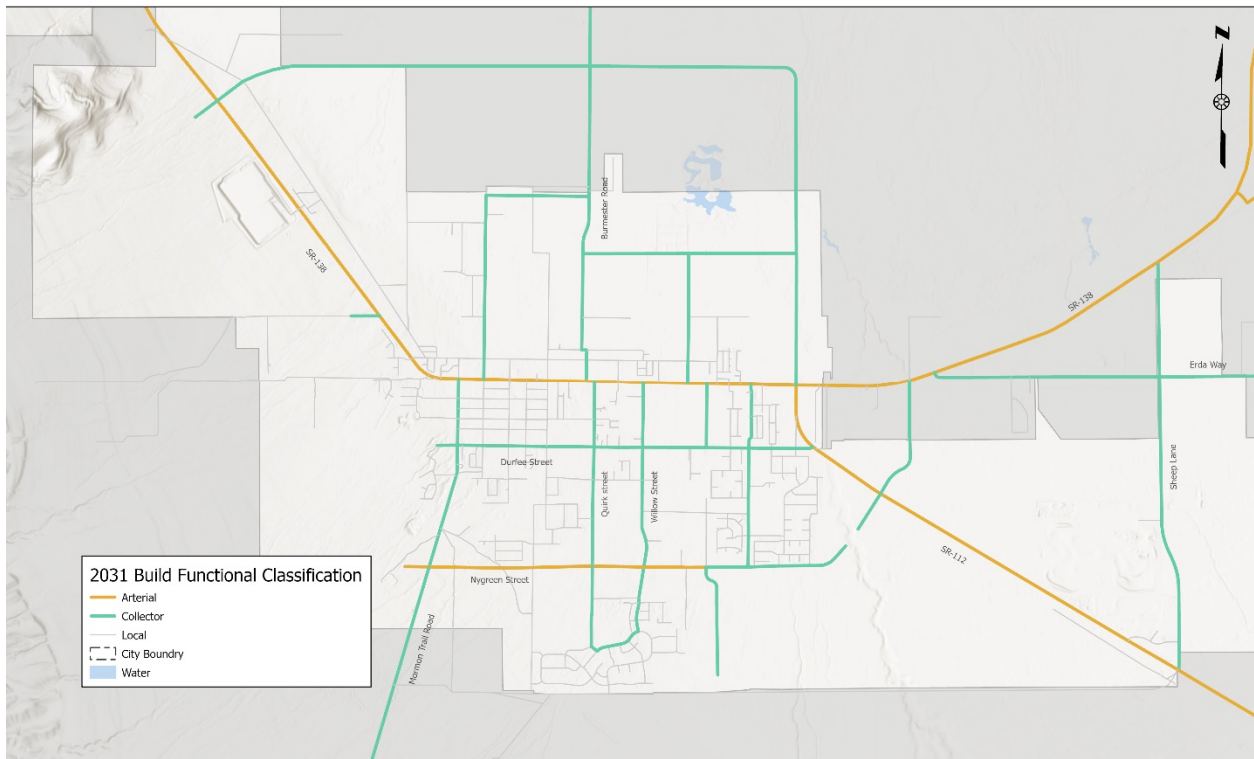






Figure 12: 2031 Build Functional Classification



## 2041 No Build Level of Service

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A no-build scenario is intended to show what the roadway network would be like in the future if no action is taken to improve the city roadway network (including existing deficiencies). The travel demand model was used to predict this condition by applying the future growth and travel demand to the existing roadway network, as shown in [Figure 13](#). The following roadways would perform at LOS E or worse if no action were taken to improve the roadway network:

- **Main Street/SR-138**
- **SR-112**
- **Durfee Street (Willow Street to SR-112)**
- **Burmester Road**
- **Mormon Trail Road**
- **Erda Way**
- **Sheep Lane**

## 2041 Roadway Improvements

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When a roadway network is failing at intersections or sections of roadway, improvements can take various forms. The failing roadways or intersections can be improved directly, or the network surrounding the failing locations can be improved. The future improvement recommendations in Grantsville will focus more on improving roadway network surrounding the city to relieve travel demand that is more central. Erda Way is not addressed in the roadway improvements due to the Tooele County Transportation Master Plan specifically addressing this and stating that they want to maintain the rural feel of this roadway. To mitigate traffic growth in Grantsville City by 2041 the following projects are proposed to be constructed.

- **Expansion of Northern Arterial** connection to **SR-112 Extension**
- **Southern Collector** connection to SR-112
- **SR-112 Extension** (Northern Arterial to Main Street)
- **Burmester Road expansion** (North of northern Arterial connection to SR-112)
- **Sheep Lane expansion** (SR-138 to Erda Way)

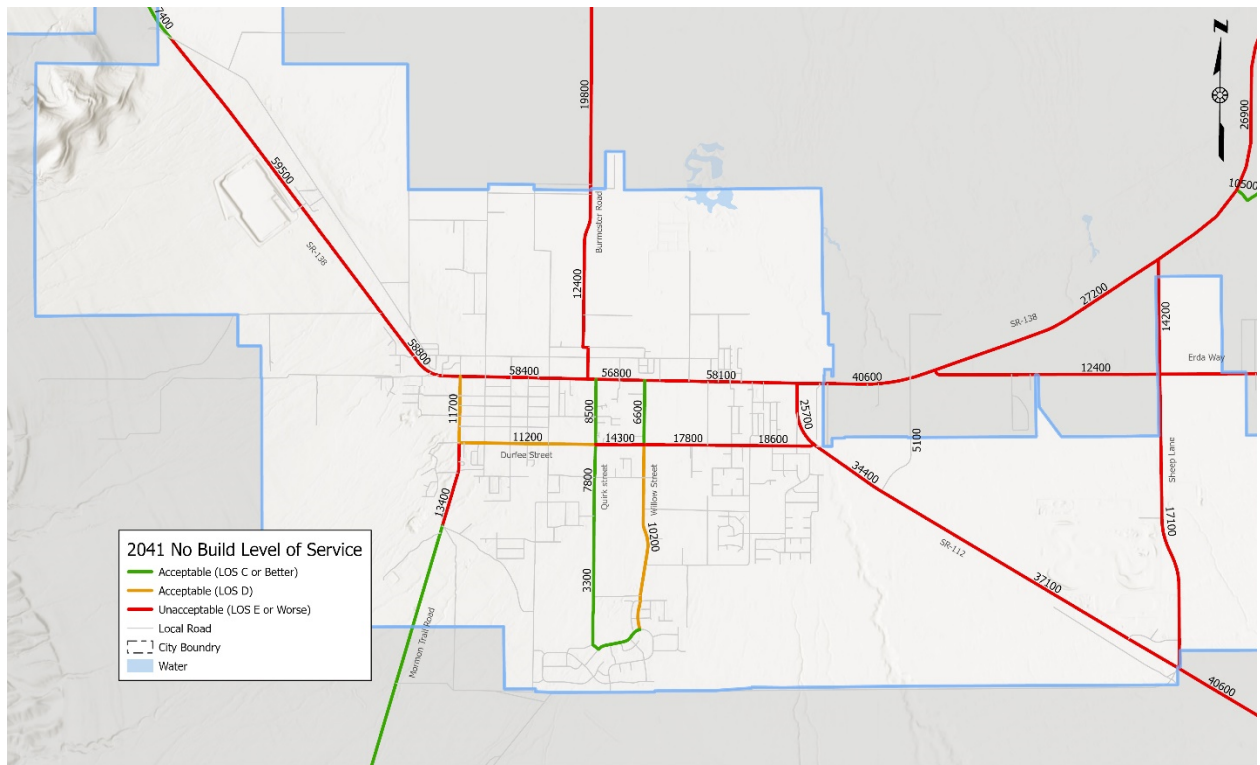
The indicated roadway segments in the above section form the basis of the improvements included on the project map shown in [Figure 14](#). The 2041 roadway functional classifications are shown in [Figure 15](#).

# Grantsville Transportation Master Plan (TMP)

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Figure 13: 2041 No Build Level of Service

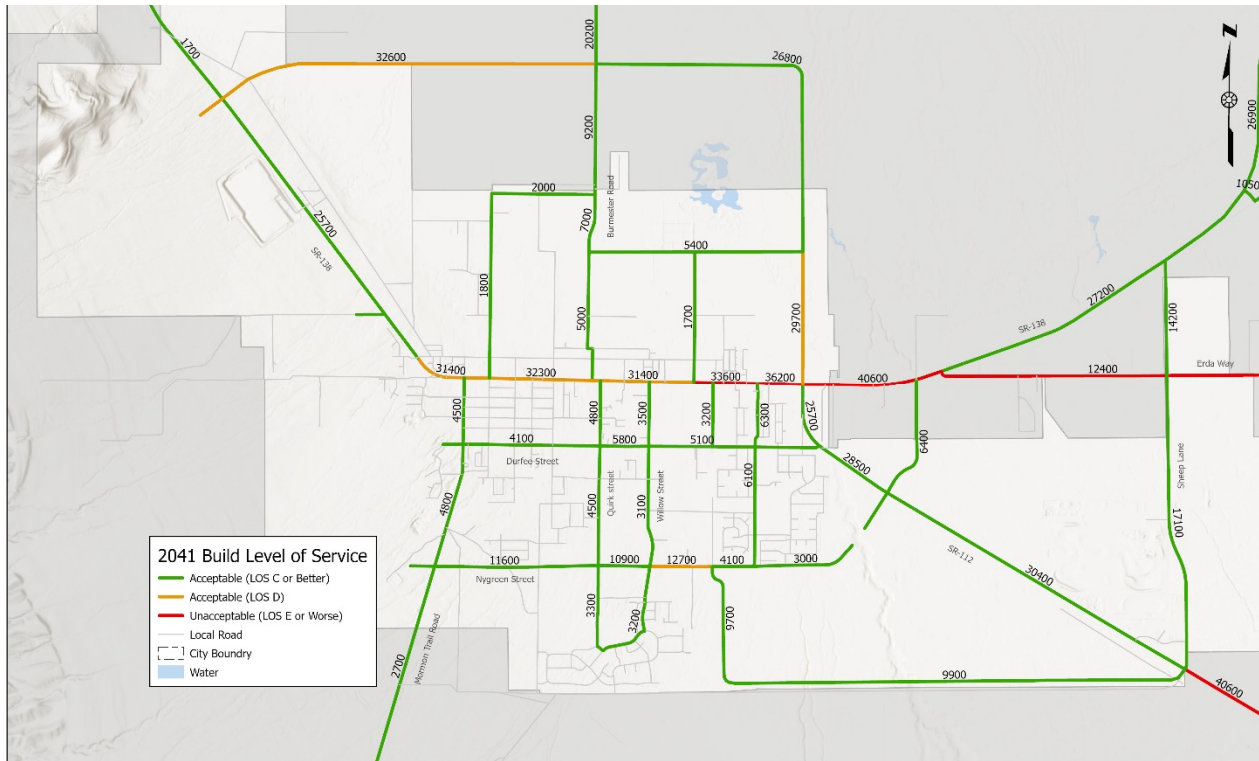


# Grantsville Transportation Master Plan (TMP)

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Figure 14: 2041 Build Level of Service

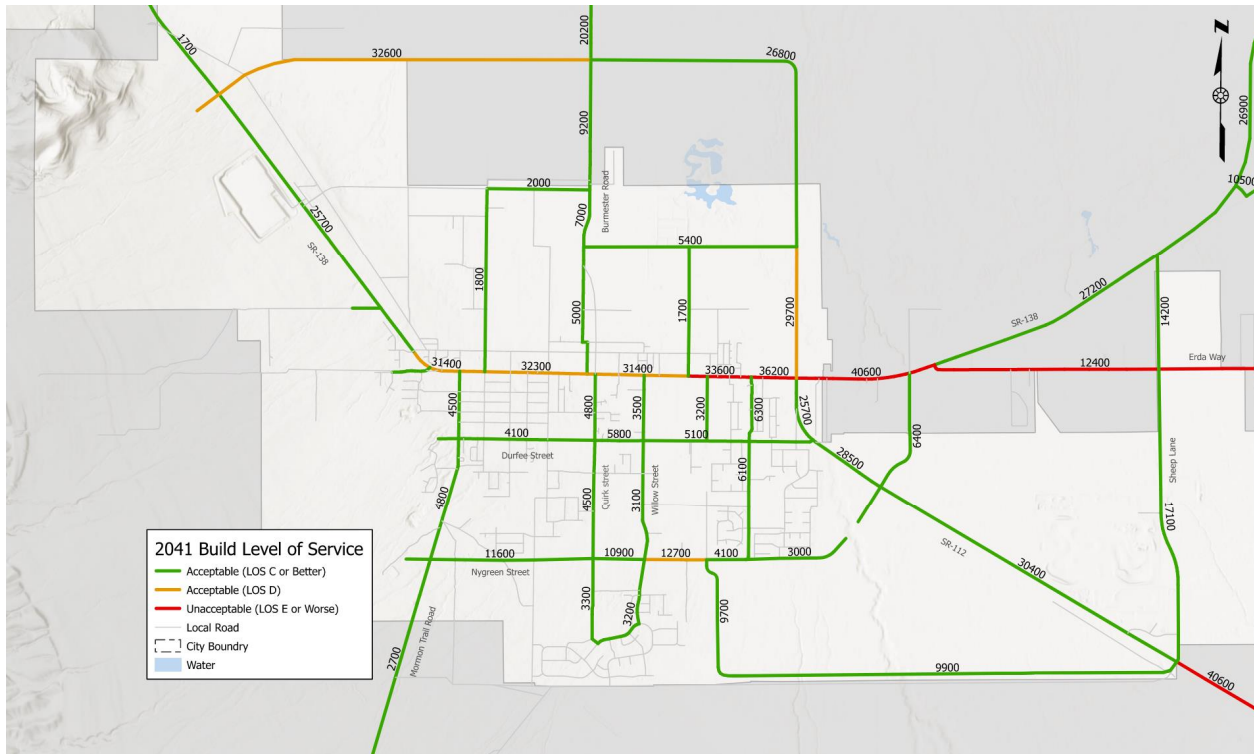


# Grantsville Transportation Master Plan (TMP)

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Figure 15: 2041 Build Functional Classification



## 2050 No Build Level of Service

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A no-build scenario is intended to show what the roadway network would be like in the future if no action is taken to improve the city roadway network (including existing deficiencies). The travel demand model was used to predict this condition by applying the future growth and travel demand to the existing roadway network, as shown in **Figure 16**. The following roadways would perform at LOS E or worse if no action were taken to improve the roadway network:

- **Main Street/SR-138**
- **SR-112**
- **Durfee Street (Willow Street to SR-112)**
- **Burmester Road**
- **Mormon Trail Road**
- **Erda Way**
- **Sheep Lane**
- **Willow Street**

## 2050 Roadway Improvements

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When a roadway network is failing at intersections or sections of roadway, improvements can take various forms. The failing roadways or intersections can be improved directly, or the network surrounding the failing locations can be improved. The 2050 improvement recommendations in Grantsville will continue to focus on improving the surrounding roadway network. Erda Way is not addressed in the roadway improvements due to the Tooele County Transportation Master Plan specifically addressing this and stating that they want to maintain the rural feel of this roadway. To mitigate traffic growth in Grantsville City by 2050 the following projects are proposed to be constructed.

- **Northern Collector** connection to **SR-112 extension**
- **SR-112 expansion** (Durfee Street south to Tooele)

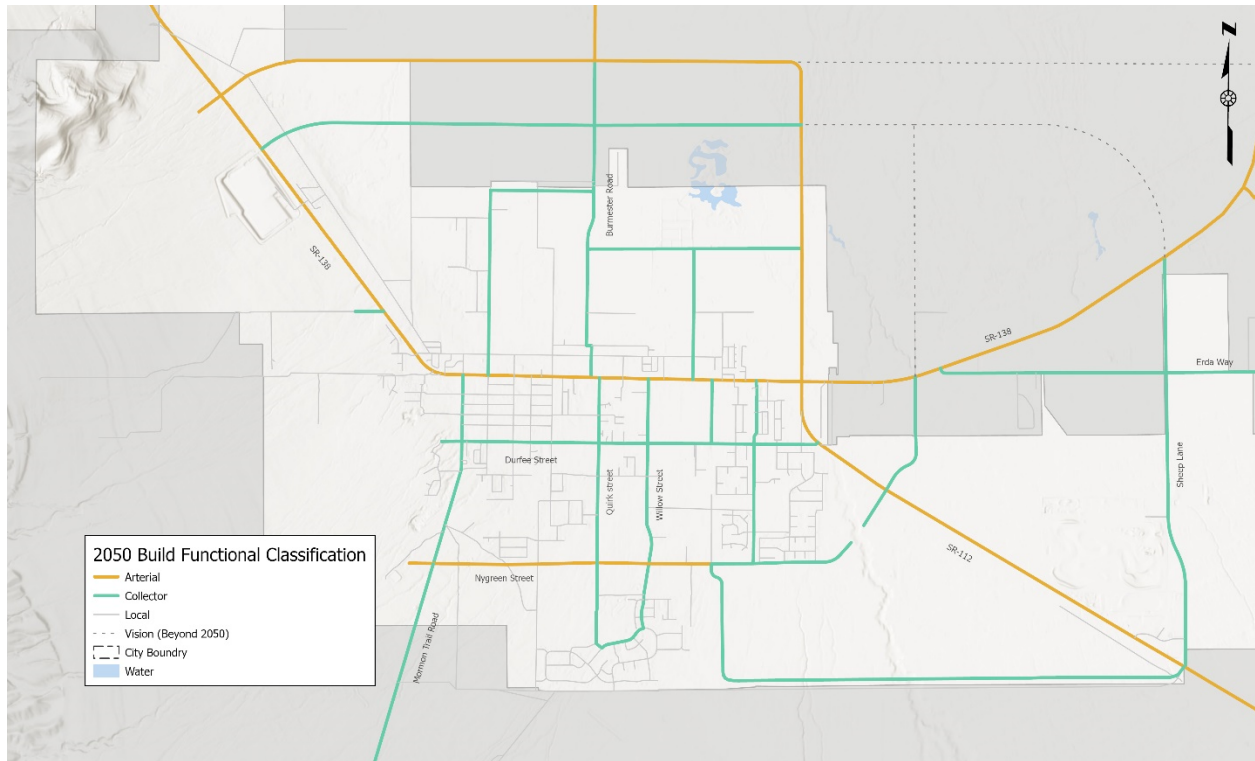
The indicated roadway segments in the above section form the basis of the improvements included on the project map shown in **Figure 17**. **Figure 18** displays the functional classifications for the 2050 horizon year.







Figure 18: 2050 Build Functional Classification



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## Funding for Roadway Network Improvements

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There are multiple revenue sources that have been considered as a means of financing transportation capital improvements needed as a result of new growth. These sources include federal funding, state and county funding, and city funding. This section discusses the potential revenue sources that could be used to fund transportation needs as growth happens.

Transportation routes often span multiple jurisdictions and provide regional significance to the transportation network. As a result, other government jurisdictions often help pay for such regional benefits. Those jurisdictions could include the Federal Government, the State Government or UDOT, or the Mountainland Association of Governments (MAG). The City will need to continue to partner and work with these other jurisdictions to ensure adequate funds are available for specific improvements necessary to maintain an acceptable LOS. The city will also need to partner with adjacent communities to ensure corridor continuity across jurisdictional boundaries (i.e., arterials connect with arterials; collectors connect with collectors, etc.).

Funding sources for transportation are essential if Grantsville City recommended improvements are to be built. The following paragraphs further describe the various transportation funding sources available to the city.

### Federal Funding

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Federal money is available to cities and counties through the federal-aid program. UDOT administers these funds. To be eligible, a project must be listed on the five-year Statewide Transportation Improvement Program (STIP).

The Surface Transportation Program (STP) funds projects for any roadway with a functional classification of a collector street or higher as established on the Functional Classification Map. STP funds can be used for both rehabilitation and new construction. The Joint Highway Committee programs a portion of the STP funds for projects around the state in urban areas. Another portion of the STP funds can be used for projects in any area of the state at the discretion of the State Transportation Commission. Transportation Enhancement funds are allocated based on a competitive application process. The Transportation Enhancement Committee reviews the applications and then a portion of those is passed to the State Transportation Commission. Transportation enhancements include 12 categories ranging from historic preservation, bicycle and pedestrian facilities and water runoff mitigation. Other federal and state trails funds are available from the Utah State Parks and Recreation Program.

Wasatch Front Regional Council (WFRC) accepts applications for federal funds through local and regional government jurisdictions. WFRC's Technical Advisory and Regional Planning committees select projects for funding every two years. The selected projects form the Transportation Improvement Program (TIP). To receive funding, projects should include one or more of the following aspects:

- **Congestion Relief** – spot improvement projects intended to improve Levels of Service and/or reduce average delay along those corridors identified in the Regional Transportation Plan as high congestion areas.
- **Mode Choice** – projects improving the diversity and/or usefulness of travel modes other than single occupant vehicles.
- **Air Quality Improvements** – projects showing demonstrable air quality benefits.
- **Safety** – improvements to vehicular, pedestrian, and bicyclist safety.

### State/County Funding

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The distribution of State Class B and C Program money is established by State Legislation and is administered by the State Department of Transportation. Revenues for the program are derived from



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State fuel taxes, registration fees, driver license fees, inspection fees, and transportation permits. Seventy-five percent of these funds are kept by UDOT for their construction and maintenance programs. The rest is made available to counties and cities. A few of the roads in Grantsville City fall under UDOT jurisdiction, SR-138 (Main Street) and SR-112. It is in the interests of the City that staff are aware of the procedures used by UDOT to allocate those funds and to be active in requesting the funds for UDOT owned roadways in the City.

Class B and C funds are allocated to each city and county by a formula based on population, lane miles, and land area. Class B funds are given to counties, and Class C funds are given to cities and towns. Class B and C funds can be used for maintenance and construction projects; however, thirty percent of those funds must be used for construction or maintenance projects that exceed \$40,000. The remainder of these funds can be used for matching federal funds or to pay the principal, interest, premiums, and reserves for issued bonds.

In 2005, the state senate passed a bill providing for the advance acquisition of right-of-way for highways of regional significance. This bill would enable cities in the county to better plan for future transportation needs by acquiring property to be used as future right-of-way before it is fully developed and becomes extremely difficult to acquire. UDOT holds on account the revenue generated by the local corridor preservation fund, but the county is responsible to program and control the monies. To qualify for preservation funds, the city must comply with the Corridor Preservation Process found at the following link <https://www.udot.utah.gov>.

Another source of funding for Grantsville City is the statewide gas tax. As of January 1, 2016, the state began collecting \$0.05 per gallon of gas purchased to directly use towards transportation improvements.

### City Funding

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Most cities utilize general fund revenues for their transportation programs. Another option for transportation funding is the creation of special improvement districts. These districts are organized for the purpose of funding a single specific project that benefits an identifiable group of properties. Another source of funding used by cities includes revenue bonding for projects felt to benefit the entire community.

Private interests often provide resources for transportation improvements. Developers construct the local streets within subdivisions and often dedicate right-of-way and participate in the construction of collector/arterial streets adjacent to their developments. Developers can also be considered a source of funds for projects through the use of impact fees. These fees are assessed as a result of the impacts a particular development will have on the surrounding roadway system, such as the need for traffic signals or street widening.

General fund revenues are typically reserved for operation and maintenance purposes as they relate to transportation. However, general funds could be used if available to fund the expansion or introduction of specific services. As of the publishing of this TMP, Grantsville City will have a general fund budgeted line item for transportation improvements.

General obligation bonds are debt paid for or backed by the city's taxing power. In general, facilities paid for through this revenue stream are in high demand amongst the community. Typically, general obligation bonds are not used to fund facilities that are needed as a result of new growth because existing residents would be paying for the impacts of new growth. As a result, general obligation bonds are not considered a fair means of financing future facilities needed as a result of new growth.

Certain areas might require different needs or methods of funding other than traditional revenue sources. A Special Assessment Area (SAA) can be created for infrastructure needs that benefit or encompass specific areas of the city. Creation of the SAA may be initiated by the municipality by a resolution declaring

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the public health, convenience, and necessity requiring the creation of a SAA. The boundaries and services provided by the district must be specified and a public hearing held prior to creation of the SAA. Once the SAA is created, funding can be obtained from tax levies, bonds, and fees when approved by the majority of the qualified electors of the SAA. These funding mechanisms allow the costs to be spread out over time. Through the SAA, tax levies and bonding can apply to specific areas in the city needing and benefiting from the improvements.

Grant monies are ideal for funding projects within the city since they do not need to be paid back. Grants are highly competitive as they come from federal funds dispersed at the national level, therefore obtaining such funding is not guaranteed for the city and should not be considered as a viable revenue source.

### Impact Fees

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Impact fees are a way for a community to obtain funds to assist in the construction of infrastructure improvements resulting from and needed to serve new growth. The premise behind impact fees is that if no new development occurred, the existing infrastructure would be adequate. Therefore, new developments should pay for the portion of required improvements that result from new growth. Impact fees are assessed for many types of infrastructure and facilities that are provided by a community, such as roadway facilities. According to state law, impact fees can only be used to fund growth related system improvements.

To help fund roadway improvements, impact fees should be established. These fees are collected from new developments in the city to help pay for improvements that are needed to the roadway system due to growth. At the culmination of the Transportation Master Planning process, a citywide Impact Fee Facilities Plan (IFFP) will be developed according to state law to determine the appropriate impact fee values for the city.

### Cost to Implement Future Projects

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The specific roadway network needs resulting from future growth throughout Grantsville City were identified by the unacceptable Levels of Service from the No-Build scenarios in [Figure 16](#). Updating the roadway network as shown in [Figure 17](#) is necessary since project scopes change as development occurs throughout Grantsville City. As projects are identified, they are put into the Capital Facilities Plan (CFP) to identify the funds needed for the roadway improvements. All roadway projects recommended for 2031, 2041, and for 2050 are included in [Appendix B: Cost Estimates](#).

A detailed breakdown of the costs of each project is included in [Table 6](#). The total cost for the 2031 CFP projects is **\$193,104,951**. Grantsville City is financially responsible for a significant portion and part will be eligible to be paid by impact fees. The total cost for the 2041 projects is **\$106,393,059**. The total cost for the 2050 projects is **\$67,940,329**. Projects 1 to 17 are to be built by the year 2031, projects 18 to 22 are before 2041, and projects 23 and 24 are 2050 projects.

Although this TMP should be regularly updated, it is necessary for all roadway improvements to accommodate projected 2050 traffic volumes. The total cost estimate for Grantsville City to improve the transportation system by 2050 is **\$367,438,339**. All projects included for the horizon year 2050 are listed in [Appendix B: Cost Estimates](#).

Many of the identified projects are for UDOT roads or roads which would be eligible for WFRC funding assistance, such as SR-112 and SR-138. Where a planned project occurs on a UDOT road, it is assumed that the city would not participate in funding that project. In the case of WFRC eligible roadways, the City would be responsible for a 6.77% match of the total project cost. This 6.77% would need to be funded by the City with the funding mechanisms described earlier.

Table 6: Grantsville City Roadway Projects

GRANTSVILLE CITY CAPITAL IMPROVEMENTS												
IMPROVEMENT DESCRIPTION	LENGTH FT	COLLECTOR	ARTERIAL	WIDTH ROW	WIDTH ASPHALT	ROW	PAVEMENT & UBC	GRANULAR FILL	CLEAR & GRUB	CURB & GUTTER	SIDEWALK	COST
<b>Projects Completed by 2031</b>												
1	Northern Arterial (as collector)	26,420	X		108	55	X	X	X	X	X	\$40,248,603
2	Vegas Street	4,350	X		90	55	X	X	X	X	X	\$6,130,736
3	Race Street E/W	9,110	X		90	55	X	X	X	X	X	\$12,839,312
4	Mack Canyon Road	1,320	X		90	55	X	X	X	X	X	\$1,860,361
5	Main Street/SR-138	12,500			106	78	X	X	X	X	X	\$18,551,803
6	Nygreen Street section 1	9,080		X	108	50	X	X	X	X	X	\$13,445,667
7	Nygreen Street section 2	4,390		X	108	50	X	X	X	X	X	\$6,500,713
8	Nygreen Street section 3	2,870	X		90	55	X	X	X	X	X	\$4,044,876
9	Cooley Street	8,170	X		90	55	X	X	X	X	X	\$11,514,509
10	Kearl Street	1,550	X		90	55	X	X	X	X	X	\$2,184,515
11	Race Street N/S	5,490	X		90	55	X	X	X	X	X	\$7,737,412
12	Matthews Lane	2,730	X		90	55	X	X	X	X	X	\$3,847,565
13	Southern Collector	5,150	X		90	55	X	X	X	X	X	\$7,258,228
14	Worthington Street	7,780	X		90	55	X	X	X	X	X	\$10,964,857
15	SR-112 Extension	13,490	X		108	55	X	X	X	X	X	\$20,550,857
16	Lamb Lane	5,360	X		90	55	X	X	X	X	X	\$7,554,194
17	Sheep Lane	12,680		X	90	55	X	X	X	X	X	\$17,870,743
<b>Total 2031 Projects</b>												<b>\$193,104,951</b>
<b>Projects Completed by 2041</b>												
18	Northern Arterial	26,420		X	0	74		X	X	X	X	\$24,624,746
19	Southern Collector Connection	20,190	X		90	55	X	X	X	X	X	\$28,455,071
20	SR-112 Extension	13,490		X	0	74	X	X	X	X	X	\$13,504,157
21	Burmester Road	19,590		X	108	74	X	X	X	X	X	\$33,015,947
22	Sheep Lane	4,820		X	90	55	X	X	X	X	X	\$6,793,137
<b>Total 2041 Projects</b>												<b>\$106,393,059</b>
<b>Projects Completed by 2050</b>												
23	Northern Collector	23,130	X		90	55	X	X	X	X	X	\$32,598,603
24	SR-112 Expansion	20,970		X	108	74	X	X	X	X	X	\$35,341,726
<b>Total 2050 Projects</b>												<b>\$67,940,329</b>
<b>TOTAL ALL PROJECTS</b>												<b>\$367,438,339</b>

## Walking and Biking Transportation

Formerly referred to as active transportation, walking and biking transportation is important to evaluate. Accommodating alternative modes of transportation is a vital consideration when planning a livable and sustainable community. As a fast-growing city, it is important for Grantsville City to continue to plan for improved transit, trails, and pedestrian facilities. These facilities will improve the overall quality of life of the residents while aiding in congestion relief and increasing the lifespan of the City’s roadway network.

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## Complete Street Policy

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Grantsville City is committed to providing transportation options for all modes, including bicyclists, pedestrians, motorists, commercial vehicles, and emergency vehicles. A Complete Street is designed to accommodate all these modes for all ages and all abilities where possible. Complete Street policies seek to achieve a wide range of benefits like improving safety, enhancing vitality, improving the visual and economic appeal of a streetscape, and improving public welfare by addressing a wide array of health and environmental problems. As roadways are re-surfaced, reconstructed, or constructed new, the City will try to analyze and recommend treatments that:

- Create a safe environment for all roadway users
- Provide better neighborhood walkability
- Accommodate people riding bicycles where possible
- Plan for future transit service
- Facilitate person-through-put, not just vehicle-through-put

Complete Street practices should be a routine part of all operations to evaluate every transportation project and program as an opportunity to integrate policies and achieve Complete Street goals. Complete Street can be implemented in some manner on many roadways. The City will look holistically at the transportation network to identify the best streets for walking and riding a bicycle, while also ensuring that major arterials and thoroughfares remain accessible and viable for regional travel. Implementation of Complete Street will use the following practices:

- **All Agencies** - The City of Grantsville City Complete Street Policy will be carried out within all departments with multi-jurisdictional cooperation among private developers, and state and regional agencies to develop a connected and integrated network that can serve all roadway users.
- **Context Sensitivity** - Project implementation is sensitive to the community's physical, economic, and social settings. A context-sensitive approach will be taken to ensure preserving scenic, historical, and environmental resources while improving and maintaining safety, mobility, and infrastructure conditions.
- **Training** – Training and education will be considered to familiarize employees with the Complete Street Policy to enable them to answer questions from the community members.
- **Design Guidance** - The best and latest design standards should be used to adopt a Complete Street Policy, such as existing design guidance from the American Association of State Highway Officials (AASHTO), Utah Department of Transportation (UDOT), the Institute of Transportation Engineers (ITE), the National Association of City Transportation Officials (NACTO), the Americans with Disabilities Act (ADA).
- **Planning Consistency** – As part of this TMP update, street design standards will be available to enable staff to select from a range of design options that fit with the unique context of a particular project.



# APPENDIX A: TRAFFIC IMPACT STUDY GUIDELINES



# APPENDIX B: COST ESTIMATES



## GRANTSVILLE CITY CAPITAL IMPROVEMENTS

IMPROVEMENT DESCRIPTION	LENGTH FT	C O L L E C T O R	A R T E R I A L	W I D T H R O W	W I D T H A S P H A L T	R O W	P A V E M E N T & U B C	G R A N U L A R F I L L	C L E A R & G R U B	C U R B & G U T T E R	S I D E W A L K	C O S T
<b>Projects Completed by 2031</b>												
1	Northern Arterial (as collector)	26,420	X		108	55	X	X	X	X	X	\$40,248,603
2	Vegas Street	4,350	X		90	55	X	X	X	X	X	\$6,130,736
3	Race Street E/W	9,110	X		90	55	X	X	X	X	X	\$12,839,312
4	Mack Canyon Road	1,320	X		90	55	X	X	X	X	X	\$1,860,361
5	Main Street/SR-138	12,500			106	78	X	X	X	X	X	\$18,551,803
6	Nygreen Street section 1	9,080		X	108	50	X	X	X	X	X	\$13,445,667
7	Nygreen Street section 2	4,390		X	108	50	X	X	X	X	X	\$6,500,713
8	Nygreen Street section 3	2,870	X		90	55	X	X	X	X	X	\$4,044,876
9	Cooley Street	8,170	X		90	55	X	X	X	X	X	\$11,514,509
10	Kearl Street	1,550	X		90	55	X	X	X	X	X	\$2,184,515
11	Race Street N/S	5,490	X		90	55	X	X	X	X	X	\$7,737,412
12	Matthews Lane	2,730	X		90	55	X	X	X	X	X	\$3,847,565
13	Southern Collector	5,150	X		90	55	X	X	X	X	X	\$7,258,228
14	Worthington Street	7,780	X		90	55	X	X	X	X	X	\$10,964,857
15	SR-112 Extension	13,490	X		108	55	X	X	X	X	X	\$20,550,857
16	Lamb Lane	5,360	X		90	55	X	X	X	X	X	\$7,554,194
17	Sheep Lane	12,680		X	90	55	X	X	X	X	X	\$17,870,743
<b>Total 2031 Projects</b>											<b>\$193,104,951</b>	
<b>Projects Completed by 2041</b>												
18	Northern Arterial	26,420		X	0	74		X	X	X	X	\$24,624,746
19	Southern Collector Connection	20,190	X		90	55	X	X	X	X	X	\$28,455,071
20	SR-112 Extension	13,490		X	0	74	X	X	X	X	X	\$13,504,157
21	Burmester Road	19,590		X	108	74	X	X	X	X	X	\$33,015,947
22	Sheep Lane	4,820		X	90	55	X	X	X	X	X	\$6,793,137
<b>Total 2041 Projects</b>											<b>\$106,393,059</b>	
<b>Projects Completed by 2050</b>												
23	Northern Collector	23,130	X		90	55	X	X	X	X	X	\$32,598,603
24	SR-112 Expansion	20,970		X	108	74	X	X	X	X	X	\$35,341,726
<b>Total 2050 Projects</b>											<b>\$67,940,329</b>	
<b>TOTAL ALL PROJECTS</b>											<b>\$367,438,339</b>	

<b>Road Price List</b>		
<b>Description</b>	<b>Price</b>	<b>Units</b>
Right Of Way	\$200,000.00	Acre
Pavement & UBC	\$4.50	S.F.
Granular Fill	\$40.00	C.Y.
Clear & Grub	\$3.50	C.Y.
Chip Seal	\$2.00	S.Y.
Curb & Gutter	\$105.00	L.F.
2" Overlay Existing Asphalt	\$1.50	S.F.
Sidewalk one side of street	\$50.00	L.F.
Design, CM, Insp	15%	
Contingency & Util Conflicts	20%	

# **AGENDA ITEM #9**

Council Reports

# **AGENDA ITEM #10**

Closed Session (Imminent Litigation,  
Personnel, Property)

# **AGENDA ITEM #11**

Adjourn