

TOOELE CITY CORPORATION

RESOLUTION 2021

A RESOLUTION OF THE TOOELE CITY COUNCIL APPROVING AN AGREEMENT WITH PINE TREE CONSTRUCTION FOR PAVILIONS AT ENGLAND ACRES PARK AND WIGWAM PARK.

WHEREAS, the City Administration, including the Director of Parks and Recreation, recommends to the City Council the construction of pavilions at England Acres Park and Wigwam Park ("Project") to improve the parks and recreation experience at these two parks; and,

WHEREAS, the City put the Project out to bid in accordance with the procedures of §11-39-101 *et seq.*, Utah Code Annotated, as amended; and,

WHEREAS, the City received four bids, of which Pine Tree Construction was the lowest responsible responsive bidder, with a bid of \$912,228 (see the bid tabulation attached as Exhibit A; three pavilions were included in the bid documents, for pavilions A, B, and C—this Resolution and the Project deal with only pavilions A and C); and,

WHEREAS, the proposed agreement is attached as Exhibit B:

NOW, THEREFORE, BE IT RESOLVED BY THE TOOELE CITY COUNCIL that the Agreement (Exhibit B) with Pine Tree Construction for the pavilion Project (pavilions A and C) is hereby approved, in the amount of \$912,228.

This Resolution is in the best interest of the health, safety, and general welfare of Tooele City and its residents and visitors, and shall become effective immediately upon passage, without further publication, by authority of the Tooele City Charter.

IN WITNESS WHEREOF, this Resolution is passed by the Tooele City Council this ____ day of _____, 2021.

TOOELE CITY COUNCIL

(For)

(Against)

ABSTAINING: _____

MAYOR OF TOOELE CITY

(Approved)

(Disapproved)

ATTEST:

Michelle Y. Pitt, City Recorder

S E A L

Approved as to Form:

Roger Evans Baker, City Attorney

Exhibit A

Bid Tabulation

Exhibit B

Agreement with Pine Tree Construction

England Acres Park and Wigwam Pavilions, Bid Results August 3, 2021

Contractor	England Acres Pavillion Complete	England Acres Parking Lot & Storm Drain Facility Complete	Wigwam Pavilion Building Complete
England Construction	\$582,271.00	\$396,822.00	\$598,224.00
Wasatch West Contracting	\$610,394.00	\$512,029.00	\$607,832.00
Broken Arrow Construction	No Bid	\$390,000.00	No Bid
Pine Tree Construction	\$471,184.00	\$170,000.00	\$441,044.00
Entelen Design Build	\$456,000.00	\$462,000.00	\$534,000.00

AGREEMENT

PART 1 GENERAL

1.1 CONTRACTOR

- A. Name: Pine Tree Construction
- B. Address: 1939 South 4130 West, Suite F, Salt Lake City, Utah 84104
- C. Telephone number: (801) 243-9475
- D. Email: pinetreeco@msn.com

1.2 OWNER

- A. The name of the OWNER is Tooele City Corporation

1.3 CONSTRUCTION CONTRACT

- A. The Construction Contract is known as

**England Acres Park and Wigwam Pavilions Project
Bid Schedules A and C**

1.4 ENGINEER

- A. Darwin Cook, Parks Director, is the OWNER's representative and agent for this Construction Contract who has the rights, authority and duties assigned to the ENGINEER in the Contract Documents.

PART 2 TIME AND MONEY CONSIDERATIONS

2.1 CONTRACT PRICE

- A. The Contract Price includes the cost of the Work specified in the Contract Documents, plus the cost of all bonds, insurance, permits, fees, and all charges, expenses or assessments of whatever kind or character.
- B. The Schedules of Prices awarded from the Bid Schedule are as follows.
 - 1. Base Bid.
 - 2. _____
 - 3. _____

4. _____

- C. An Agreement Supplement [] is, [] is not attached to this Agreement.
- D. Based upon the above awarded schedules and the Agreement Supplement (if any), the Contract Price awarded is: Nine Hundred Twelve Thousand Two Hundred Twenty Eight Dollars (\$912,228.00)

2.2 CONTRACT TIME

- A. The Work shall be fully completed by November 30, 2021.
- B. Any time specified in work sequences in the Summary of Work shall be a part of the Contract Time.

2.3 PUNCH LIST TIME

- A. The Work will be complete and ready for final payment within 5 days after the date CONTRACTOR receives ENGINEER's Final Inspection Punch List unless exemptions of specific items are granted by ENGINEER in writing or an exception has been specified in the Contract Documents.
- B. Permitting the CONTRACTOR to continue and finish the Work or any part of the Work after the time fixed for its completion, or after the date to which the time for completion may have been extended, whether or not a new completion date is established, shall in no way operate as a waiver on the part of the OWNER of any of OWNER's rights under this Agreement.

2.4 LIQUIDATED DAMAGES

- A. Time is the essence of the Contract Documents. CONTRACTOR agrees that OWNER will suffer damage or financial loss if the Work is not completed on time or within any time extensions allowed in accordance with Part 12 of the General Conditions. CONTRACTOR and OWNER agree that proof of the exact amount of any such damage or loss is difficult to determine. Accordingly, instead of requiring any such proof of damage or specific financial loss for late completion, CONTRACTOR agrees to pay the following sums to the OWNER as liquidated damages and not as a penalty.

1. **Late Contract Time Completion:**

Five Hundred dollars and 00 cents (\$ 500.00) for each day or part thereof that expires after the Contract Time until the Work is accepted as Substantially Complete as provided in Article 14.5 of the General Conditions.

- 2. **Late Punch List Time Completion:** 50% of the amount specified for Late Contract Time Completion for each day or part thereof if the Work remains incomplete after the Punch List Time. The Punch List shall be considered

delivered on the date it is transmitted by facsimile, hand delivery or received by the CONTRACTOR by certified mail.

3. **Interruption of Public Services:** No interruption of public services shall be caused by CONTRACTOR, its agents or employees, without the ENGINEER's prior written approval. OWNER and CONTRACTOR agree that in the event OWNER suffers damages from such interruption, the amount of liquidated damages stipulated below shall not be deemed to be a limitation upon OWNER's right to recover the full amount of such damages.

Five Hundred dollars and 00 cents (\$ 500.00) for each day or part thereof of any utility interruption caused by the CONTRACTOR without the ENGINEER's prior written authorization.

- C. **Survey Monuments:** No land survey monument shall be disturbed or moved until ENGINEER has been properly notified and the ENGINEER's surveyor has referenced the survey monument for resetting. The parties agree that upon such an unauthorized disturbance it is difficult to determine the damages from such a disturbance, and the parties agree that CONTRACTOR will pay as liquidated damages the sum of (\$500.00) to cover such damage and expense.
- D. **Deduct Damages from Moneys Owed CONTRACTOR:** OWNER shall be entitled to deduct and retain liquidated damages out of any money which may be due or become due the CONTRACTOR. To the extent that the liquidated damages exceed any amounts that would otherwise be due the CONTRACTOR, the CONTRACTOR shall be liable for such amounts and shall return such excess to the OWNER.

PART 3 EXECUTION

3.1 EFFECTIVE DATE

- A. OWNER and CONTRACTOR execute this Agreement and declare it in effect as of the _____ day of _____, 2021.

3.2 CONTRACTOR'S SUBSCRIPTION AND ACKNOWLEDGMENT

- A. CONTRACTOR's signature: _____
- B. Please print name here: _____
- C. Title: _____
- D. CONTRACTOR's Utah license number: _____

Acknowledgment

State of _____)
) ss.
County of _____)

The foregoing instrument was acknowledged before me this _____ day of _____, 2021.

by _____
(person acknowledging and title or representative capacity, if any).

Notary's signature

Residing at

My commission expires:

Notary's seal

3.3 OWNER'S SUBSCRIPTION AND ACKNOWLEDGMENT

A. OWNER's signature: _____

B. Please print name here: _____

C. Title: _____

ATTEST:

Michelle Y. Pitt
Tooele City Recorder

S E A L

APPROVED AS TO FORM

Roger Evans Baker
Tooele City Attorney

END OF DOCUMENT

TOOELE CITY CORPORATION

ORDINANCE 2021 29

**AN ORDINANCE OF TOOELE CITY AMENDING TOOELE CITY CODE SECTION 2
REGARDING ARC RADII FOR INTERSECTING RIGHT OF WAY BOUNDARIES.**

WHEREAS, Utah Code §10-9a-102 authorizes cities to enact ordinances, resolution, and rules and to enter other forms of land use controls they consider necessary or appropriate for the use and development of land within the municipality to provide for the health, safety, welfare, prosperity, peace and good order, comfort, convenience, and aesthetics of the municipality; and,

WHEREAS, Utah Code §10-8-8 enables cities “to lay out, establish, open, alter, widen, narrow, extend, grade, pave, or otherwise improve streets, alleys, avenues, boulevards” and associated improvements; and,

WHEREAS, Utah Code §10-8-11 enables cities to “regulate the use of streets, alleys, avenues” and associated improvements and to “remove obstructions and encroachments” from city streets; and,

WHEREAS, Utah Code §10-8-24 enables cities to act to prevent injury or obstruction to city streets; and,

WHEREAS, the design and standards for construction of streets and roads in Tooele City are governed by Tooele City Code Chapter 4-8; and,

WHEREAS, TCC Section 4-8-2 contains street cross-section and other street specifications, including the arc radii for intersecting right-of-way boundaries; and,

WHEREAS, Tooele City has adopted and maintains a detailed manual of public works specifications (“APWA Manual”), including standards for arc radii for intersecting right-of-way boundaries, which Manual enables the construction of safe standardized public improvements; and,

WHEREAS, the APWA Manual contains radii specifications which conflict with the City Code, creating confusion among staff and developers, which confusion can be eliminated by amendment to the specifications; and,

WHEREAS, the City Administration, including the Public Works Director and the City Engineer, recommends that TCC Section 4-8-2 be amended consistent with the new and more detailed and accurate APWA Manual, the proposed amendments being shown in the attached Exhibit A; and,

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF TOOELE CITY that Tooele City Code Section 4-8-2 is hereby amended as shown in Exhibit A.

This Ordinance is necessary for the immediate preservation of the peace, health, safety, and welfare of Tooele City and its residents and businesses and shall become effective upon passage, without further publication, by authority of the Tooele City Charter.

IN WITNESS WHEREOF, this Ordinance is passed by the Tooele City Council this _____ day of _____, 2021.

TOOELE CITY COUNCIL

(For)

(Against)

ABSTAINING: _____

MAYOR OF TOOELE CITY

(Approved)

(Disapproved)

ATTEST:

Michelle Y. Pitt, City Recorder

S E A L

Approved as to Form: _____
Roger Evans Baker, City Attorney

Exhibit A

Proposed Amendments to TCC Section 4-8-2

CHAPTER 8. ROAD AND BRIDGE CONSTRUCTION STANDARDS

- 4-8-1. Specifications Adopted - Amendments.**
- 4-8-2. Street Design.**
- 4-8-2.1. Infill Overlay District Street Design.**
- 4-8-3. Street Widths.**
- 4-8-4. Street Improvements.**
- 4-8-5. Fire Hydrants.**
- 4-8-6. Street Lighting.**
- 4-8-7. Alleys.**
- 4-8-8. Blocks.**
- 4-8-9. Street Names and Signage.**
- 4-8-10. Building Address Numbers.**
- 4-8-11. Bridge Standards and Design.**

4-8-1. Specifications Adopted - Amendments.

The most recent edition of the Standard Specifications for Road and Bridge Construction, as adopted, updated, revised, and published by The Utah Department of Transportation, is herewith adopted by reference as the standard specifications for road and bridge construction, in its entirety, including all requirements for bidding, award of contract, scope of work, control of work, control of material, legal regulations and responsibility to the public, prosecution and progress of work, measurement and payment for work, and all other provisions therein contained with the following amendments thereto:

(1) The following definitions are amended:

- (a) Commission: Tooele City Corporation.
- (b) Department: Tooele City Community Development and Public Works Department, inclusive of Engineering.
- (c) Director: The Director of the Community Development and Public Works Department.
- (d) Engineer: The Tooele City Engineer or consulting engineer assigned to the project in question, as designated by the Director.
- (e) State: The State of Utah and its political subdivisions acting through their authorized

representatives.

(2) In all instances where the context of said specifications may be interpreted in more than one manner, said specifications shall be interpreted so as to apply to Tooele City Corporation rather than the State of Utah, its road commission, or other agencies, and shall be interpreted in such a manner as to validate the provision in question.
(Ord. 2015-07, 03-18-2015) (Ord. 1997-09, 03-05-1997) (Ord. 1974-16, 12-09-1974)

4-8-2. Street Design.

(1) All streets shall be subject to topographical conditions, public safety, and the relation to the proposed uses of land to be served by such streets. Where uses of land are not shown on a land use plan or plat approved by the City, the arrangement of streets in a subdivision and elsewhere shall either:

(a) provide for the continuation or appropriate projection of existing streets in surrounding areas; or

(b) conform to a plan for the area or neighborhood approved or adopted by the City Council to meet a particular situation where topographical and other conditions make continuance or conformance to existing streets impracticable.

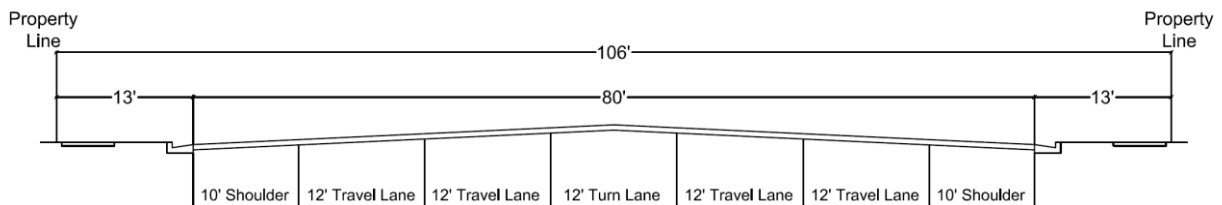
(2) Streets shall be laid out so as to intersect as nearly as possible at right angles and no street shall intersect any other street at less than 60 degree angles.

(3) The following functional classifications and details shall apply to all street rights-of-way within Tooele City:

(a) (i) Functional Classification - Arterial street.

(ii) Definition - A large street with medium traffic speeds generally designed to efficiently convey high volumes of traffic through the community. Direct access from arterial streets to adjacent properties is limited and controlled and widely spaced. Residential properties shall not have driveway access directly onto an arterial street.

(iii) Cross section:

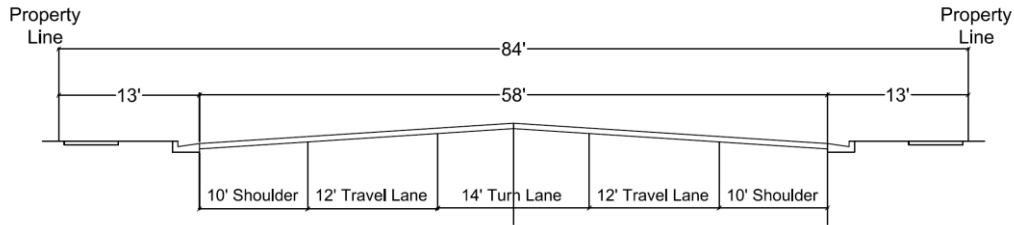


(b) (i) Functional Classification - Major collector street.

(ii) Definition - A larger street with medium traffic speeds generally designed to convey regional traffic between areas of the community

containing lower classification roads to arterial streets. Direct access from arterial streets to adjacent properties is limited and widely spaced.

(iii) Cross Section:

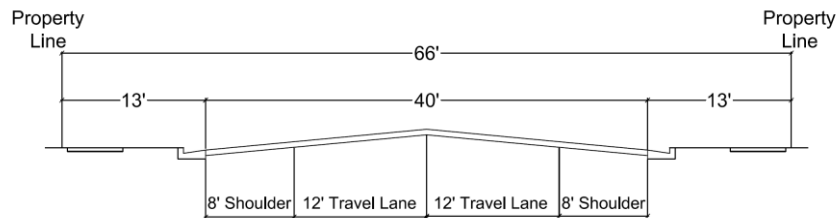


(c) (i) Functional Classification – Minor collector street.

neighborhood or non-residential areas to feed traffic to larger classification streets for regional travel.

(ii) Definition - A medium-sized street intended to be the primary traffic conveyor through

(iii) Cross Section:

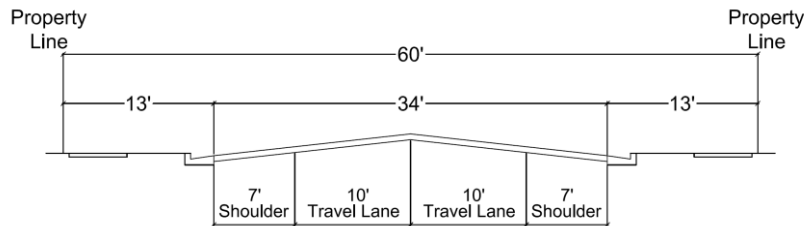


(d) (i) Functional Classification – Local street.

at slower speeds and providing direct access to adjacent properties.

(ii) Definition - A smaller street designed primarily for localized neighborhood traffic

(iii) Cross section:

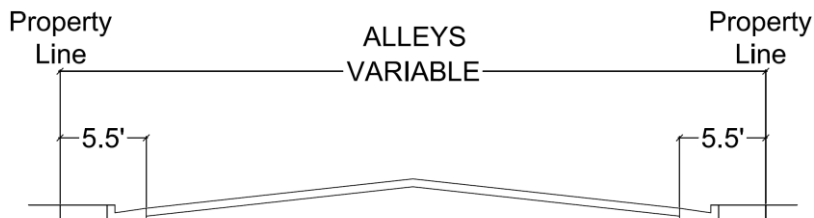


(e) (i) Functional Classification – Alleys.

inaccessible. Alley streets generally do not provide for pedestrian traffic as an encouragement to utilize more visible routes.

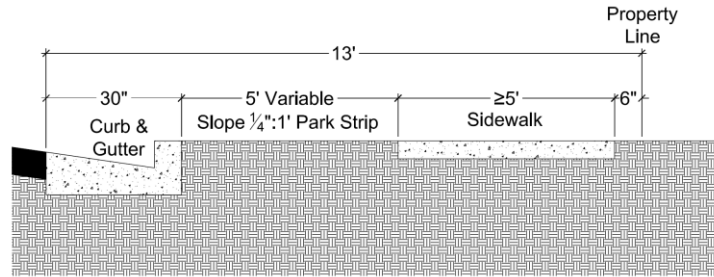
(ii) Definition - A narrow street designed and intended for minimal vehicular traffic that provide secondary access to adjacent properties or access to properties that would otherwise be

(iii) Cross section:



(f) Curb and Gutter, Parkstrip and Sidewalk.

(i) Cross Section:



(ii) Curb and Gutter.

(A) Curbs and gutters shall be constructed on all streets and shall be not less than 30" in overall width. Curbs may be constructed integrally with the Portland cement concrete pavement. Three 5/8" reinforcing bars 10" long shall be installed in all curb and gutter, centered over each sewer and water trench crossed by the curb and gutter.

(B) Curbs shall be APWA Type "A" high-back design unless approved otherwise by the Public Works Director, or their designee.

(C) Adequate provision shall be made at all crosswalks and intersections for wheelchairs to cross the curb and gutter and drive approaches. The City-adopted specifications for such crossings shall be complied with in regard thereto. The Community Development and Public Works Department Director or their designee may approve alterations to the standards in instances necessary to comply with ADA requirements.

(D) Curb and gutters, driveway approaches, and all appurtenances thereto shall be constructed of class 4000 psi (6.5 sack) mix Portland cement concrete. Unless allowed otherwise by the Community Development and Public Works Department Director, the amount of cement in the mix design shall be increased to 7.5 sack mix between October 1 and March 1. All driveway approaches, waterways and other appurtenances shall be subject to the weight of vehicles on any occasion.

(E) An expansion joint shall be placed no greater than every 50 lineal feet with contraction joint control strikes placed no greater than every ten lineal feet.

(F) Curbs, gutters, driveway approaches and other appurtenances shall have a slump of not less than two inches and not more than four inches. Maximum slump is eight inches after the addition of a high range water reducer (super plasticizer) at site. Entrained air shall be 5% to 7%.

(iii) Sidewalks.

(A) Sidewalks and all appurtenances thereto shall be constructed of class 4000 psi (6.5 sack) mix Portland cement concrete. Unless allowed otherwise by the Community Development and Public Works Department Director, the amount of cement in the mix design shall be increased to 7.5 sack mix between October

1 and March 1. All driveway approaches, waterways and other appurtenances shall be subject to the weight of vehicles on any occasion.

(B) Sidewalks and other appurtenances shall have a slump of not less than two inches and not more than four inches. Maximum slump is eight inches after the addition of a high range water reducer (super plasticizer) at site. Entrained air shall be 5% to 7%.

(C) For all sidewalks an expansion joint shall be placed no greater than every 50 lineal feet with contraction joint control strikes spaced no greater than that equal to the width of the sidewalk.

(D) Sidewalks in newly-created subdivisions shall serve the present and future pedestrian traffic of the vicinity. Such sidewalks shall be located in accordance with proper land planning procedures, principles, and with due regard for public safety. Unless otherwise approved by the Community Development and Public Works Department Director, sidewalks shall be constructed parallel to the curb, and generally located five feet distant therefrom so as to provide a park strip between the curb and the sidewalk.

(E) Sidewalks in residential areas shall have a minimum depth of four inches and six inches where crossed as part of a driveway. Sidewalks in non-residential areas shall have a minimum depth of six inches. The maximum slope of any sidewalk shall be 2% or compliant with ADA standards.

(F) All one- and two-family residential development sidewalks shall have a minimum width of five feet, and all multi-family, commercial properties and industrial properties which require sidewalks shall have a minimum width of six feet. All rebuilt sidewalks less than five feet wide shall be widened to five feet in width for a distance of five feet at least every 200 feet. Sidewalks constructed adjacent to or as an integral part of the curb shall be a minimum of seven feet in width and provide a means of installing street signs, traffic control signs, and mailboxes that does not impede pedestrian traffic, visibility of signage or access to mailboxes.

(iv) Parkstrips. The Community Development and Public Works Department Director may modify the width of the park strip and/or allow for placement of the sidewalk directly adjacent to the curb and

gutter with the recommendation of the City Engineer in order to accommodate available right-of-way limitations, match existing conditions, consider unique design criteria, or other unusual field related considerations.

(4) Dead end streets, including cul-de-sacs, where permitted, shall not be more than 250 feet in length measured from the centerline of the last intersecting street to the centerpoint of the turnaround area. Cul-de-sacs shall have a minimum outside right-of-way radius of 50 feet at the closed end, unless the street ends at a point where the subdivider or developer intends to extend a street pursuant to a preliminary plan submitted and approved by the City, in which case the turnaround may be a minimum radius of 40 feet and constructed of a temporary nature acceptable to the Tooele City Fire Department. Cul-de-sacs may be extended beyond 250 feet with written findings from the Public Works Director that:

- (a) doing so is necessary to reasonably develop properties adjacent to the cul-de-sac;
- (b) doing so is necessary to provide vehicular safe access and utility service to the properties adjacent to the cul-de-sac;
- (c) no other option exists for providing access

Design Speed, MPH	20	30	40	50	60
Stopping Sight Distance	150	200	275	350	475
Stopping Distance, feet	16	28	55	85	160
K* Value for: Crest Vertical Curve	24	35	55	75	105
Sag Vertical Curve		1100	1500	1800	2100
Passing Sight Distance					
Passing Distance, feet: 2-Lane		365	686	985	1340
K* Value for: Crest Vertical Curve					
*K value is a coefficient by which the algebraic difference in grade may be multiplied to determine the length in feet of the vertical curve which will provide minimum sight distance.					

(9) Minimum radii of horizontal curvature along the center line shall be:

- (a) 300 feet for arterial class streets;
 - (b) 250 feet for major collector class streets;
 - (c) 200 feet for minor collector class streets;
- and
- (d) 100 feet for local class streets and alleys.

(10) Between reversed curves there shall be a tangent at least 100 feet long.

(11) Intersecting right-of-way boundaries and improvements for all classes of street, alley, and pavement intersections shall be rounded by an arc having a minimum radius of 29.5 feet, except that allies shall be rounded by an arc having a minimum radius of 15.0 feet, the minimum radius of which shall be:

to the properties adjacent to the cul-de-sac;

(d) the cul-de-sac turnaround radius at the closed end, as required in this Section, is increased by not less than ten feet; and,

(e) doing so will not violate applicable provisions of the building or fire codes.

(5) No more than two cross streets shall intersect at any one intersection.

(6) Street grades shall be:

(a) more than 1.0% without written findings from the Public Works Director establishing that the grade must be less, but in no case shall be less than 0.5%;

(b) less than 10% for minor collector streets, local streets, and alleys; and

(c) less than 7% for major collector and arterial streets.

(7) Streets shall be leveled, whenever possible, to a grade of less than 4% for a distance of at least 100 feet approaching all intersections, and shall be a maximum grade of 3% at the intersection.

(8) All crests and sags shall have a vertical curve pursuant to the following table:

- ~~(a) 20 feet for arterial class streets;~~
 - ~~(b) 20 feet for major collector class streets;~~
 - ~~(c) 15 feet for minor collector class streets;~~
 - ~~(d) 15 feet for local class streets; and~~
 - ~~(e) five feet for alleys;~~
 - ~~(f) 20 feet for pavement edges where the existing right of way improvements do not include curb and gutter.~~
- When streets of different classes intersect, the greater radius requirement shall be the requirement.

(12) Whenever a street adjacent to a proposed development is not fully improved, excluding sidewalk and parkstrip on the opposite side of the street, the subdivider or developer shall be responsible for construction of the entire width of the street, except for sidewalk and parkstrip on the opposite side of the

street, for the entire length of the development project including tapered transitions, as necessary, beyond the length of the development project, as outlined in Section 4-8-4(4) and (5).

(13) No new half-streets shall be permitted.

(14) If development plans call for peripheral streets to be constructed, the subdivider or developer shall be responsible for construction of the entire width of the street, except for sidewalk and parkstrip on the opposite side of the street, as outlined in Section 4-8-4(4) and (5).

(15) All streets proposed or intended to be built, owned, or maintained as private streets shall be designed and constructed to the same standards and specifications outlined in this Chapter for public local class or larger streets. Private streets may not be reduced in width narrower than 30 feet of asphalt with curb and gutter on each side. Any private street proposed to be narrower than 34 feet of asphalt shall be required to prevent on-street parking through the provision of adequate off-street parking as outlined in Chapters 7-4 and 7-11a and through private enforcement. Land use applications that include proposed private streets that are narrower than 34 feet of asphalt shall include, as a part of the application, a mechanism by which perpetual private enforcement preventing on-street parking is assured. Applications that include private streets narrower than 34 feet in asphalt width shall be subject to review and approval of the proposed private street design and private parking enforcement mechanism by the designated approval authority for the type of land use application, following recommendation from the Tooele City Fire Chief, Community Development Department, Public Works Department, and the City Engineer. The City Attorney shall review the proposed private parking enforcement mechanism and provide a recommendation to the approval authority on that proposed mechanism. Land use applications may propose alterations to the cross section for the street regarding sidewalks and parkstrips but shall maintain pedestrian access of at least a 5-foot width throughout the development and in compliance with requirements of the Americans with Disabilities Act (ADA).

(Ord. 2021-03, 01-20-2021) (Ord. 2019-01, 02-13-2019) (Ord. 2015-07, 03-18-2015) (Ord. 1994-56, 01-31-1995) (Ord. 1991-04, 06-11-1991)

4-8-2.1. In-Fill Overlay District Street Design.

(1) Intermediate Local Class Streets within the In-Fill Overlay District, as identified in Section 7-14-1.2, shall be required to maintain a minimum asphalt width of 30 feet with curb and gutter on each side. Parkstrips and sidewalks shall not be required.

(2) Secondary Local Class Streets within the In-Fill Overlay District, as identified in Section 7-14-1.2,

shall be required to provide a minimum right-of-way width of 26 feet. Asphalt, curb and gutter, parkstrips, and sidewalk improvements shall not be required.

(3) Except as provided in this Section, street improvement standards for Local Class Streets, as outlined in Section 4-8-4, shall be applicable to all Intermediate Local Class Streets and Secondary Local Class Streets within the In-Fill Overlay District. Required minimum asphalt widths for Intermediate Local Class Streets and Secondary Local Class Streets within the In-Fill Overlay District shall be provided within a dedicated public right-of-way.

(Ord. 2020-26, 06-17-2020) (Ord. 2017-27, 11-01-2017)

4-8-3. Street Widths.

Street widths shall conform to the provisions of Section 7-19-17 of this Code and this Chapter. Street design and construction standards and specifications shall conform to the provisions of this Chapter.

(Ord. 2015-07, 03-18-2015) (Am. Ord. 1998-32, 10-07-1998)

4-8-4. Street Improvements.

As a general rule, the arrangement of streets in a new development shall provide for the continuation of existing streets in adjoining areas at the same or greater widths, unless altered by the Planning Commission and City Council following a recommendation of the Community Development and Public Works Department Director. Partial streets shall not be permitted within a development, adjacent to a development, leading to a development, or otherwise. All developments shall be adjacent to a dedicated street that complies with the following:

(1) The full width of the right-of-way shall be graded to the required section.

(2) All unsuitable sub-base material shall be removed and shall be replaced with stable, compacted material in conformance with generally accepted engineering practices.

(3) Pavement sections shall be of the following minimum thicknesses and materials:

(a) residential areas:

(i) standard reinforced Portland cement pavement having a uniform thickness of ten inches. Concrete for such pavement shall have a minimum 14-day compressive strength of three thousand pounds per square inch, shall contain not less than 6% entrained air. Slump shall be not less than two inches nor more than four inches.

(ii) eight inch thick pozzolanic base course and wearing surface of a bituminous concrete binder and surface course having a minimum compacted thickness of three inches.

(iii) eight inch thick bituminous aggregate mixture base course and a wearing surface of bituminous concrete binder and surface course having a minimum

compacted thickness of three inches.

(iv) ten inch thick gravel or crushed stone base course (aggregate base course, type B) having a wearing surface of bituminous concrete binder and surface course, Class 1, having a minimum compacted thickness of three inches.

(b) commercial and industrial areas:

(i) standard reinforced Portland cement pavement having a uniform thickness of ten inches. Concrete for such pavement shall have a minimum 14-day compressive strength of three thousand pounds per square inch, shall contain not less than 6% entrained air. Slump shall be not less than two inches nor more than four inches.

(ii) ten inch thick pozzolanic base course and wearing surface of a bituminous concrete binder and surface course having a minimum compacted thickness of four inches.

(iii) ten inch thick bituminous aggregate mixture base course and a wearing surface of bituminous concrete binder and surface course having a minimum compacted thickness of four inches.

(iv) ten inch thick gravel or crushed stone base course (aggregate base course, type B) having a wearing surface of bituminous concrete binder and surface course, Class 1, having a minimum compacted thickness of four inches.

(4) Street improvements required to be installed along the frontage of the property under a land development or construction application shall be as follows:

(a) undeveloped alleys, for the purposes of this section determined to be alleys without hard-surface paving and curb and gutter, shall not be required to install right-of-way improvements unless the alley provides primary access to a dwelling unit created by the land development or construction application;

(b) curb, gutter, sidewalk, and parkstrip landscaping; and

(c) hard-surface asphalt paving for vehicular traffic with a minimum width of 30 feet.

(5) When tying-in to existing asphalt pavement, a minimum two foot "T-cut" shall be performed. When widening or tying-in to existing asphalt, tapers shall be provided within the right-of-way to existing asphalt beyond the property under land development or construction, as approved by the Community Development and Public Works Department Director following a recommendation from the City Engineer.

(Ord. 2015-07, 03-18-2015) (Ord. 2014-09, 09-03-2014) (Ord. 1977-26, 12-19-1977)

4-8-5. Fire Hydrants.

Fire hydrants shall be installed along all streets with spacing determined by the currently adopted fire code. All placement locations and any adjustment to spacing shall be by approval of the Tooele City Fire Chief as a part

of a preliminary plan or site plan.
(Ord. 2015-07, 03-18-2015)

4-8-6. Street Lighting.

(1) Street lighting shall be installed to serve all properties within a subdivision as well as all commercial and industrial development projects. Such improvements shall be of the individual service or of the multiple circuit type and shall consist of standards, luminaires, cable conduit under driveways and/or streets, controllers, hand holes, and all other miscellaneous work and equipment necessary for an integrated system of street lights.

(2) Locations. There shall be at least one street light at each intersection and interior of each cul-de-sac turnaround area, and spaced not greater than 300 feet in between in residential areas. In non-residential areas, spacing shall be not greater than 400 feet.

(Ord. 2015-07, 03-18-2015) (Ord. 1977-26, 12-19-1977)

4-8-7. Alleys.

(1) In commercial and industrial districts, provisions shall be made for service access, separate from customer travel and parking areas, for such purposes as off-street merchandise loading, unloading, and parking consistent and adequate for the uses proposed.

(2) Alleys in residential areas shall not be permitted.

(3) Dead-end alleys shall be avoided, but if unavoidable, they shall be provided with adequate turnaround facilities at the closed end, with a minimum outside radius of 50 feet at the closed end.
(Ord. 2015-07, 03-18-2015) (Ord. 1977-26, 12-19-1977)

4-8-8. Blocks.

(1) The lengths, widths, and shapes of blocks shall be determined with due regard to:

(a) Provision for adequate building sites suitable to the special needs of the type of use contemplated.

(b) Zoning requirements as to lot size and dimensions.

(c) Needs for convenient access, circulation, control and safety of street traffic.

(2) Block lengths shall not exceed 1,000 feet, and shall not be less than 300 feet in length, except that the Planning Commission may approve adjustments to this requirement when it finds that:

(a) the block layout does not cause adverse travel distance for pedestrians or vehicles; or

(b) topography or some other factor of the property necessitate such for safety concerns that cannot otherwise be addressed or accommodated

through design of the development.

(3) Pedestrian crosswalks not less than ten feet wide shall be required at all intersections and at mid-block locations deemed appropriate by the Planning Commission, upon recommendation of the Chief of Police and the Director, to provide for pedestrian circulation or access to schools, playgrounds, shopping centers, and transportation and other community facilities, and shall be provided approximately half way between the ends of blocks approved to be longer than 1,000 feet in length.

(Ord. 2015-07, 03-18-2015) (Ord. 1977-26, 12-19-1977)

4-8-9. Street Names and Signage.

(1) Street signs of a material and construction approved by the City shall be installed at locations and of a type determined by the City. Street signs shall be installed at each intersection using the coordinate system outlined in Section 4-8-10 herein to identify streets. Street names shall be identified on the final plat for the subdivision. All street signs shall be in conformance with the Manual of Uniform Traffic Control Devices (MUTCD) and shall be installed at the subdivider's or developer's sole expense.

(2) The City Council shall approve the names of streets within the city as a part of preliminary plat or site plan review.

(3) Street names shall be assigned in accordance with the following:

(a) All street coordinates shall end in zero and shall generally end in "50" or "00".

(b) Streets running north-south or east-west shall be assigned a numeric coordinate, i.e. 500 North.

(c) Streets that curve shall be assigned names. Street signs with names shall include appropriate numeric coordinates.

(d) Streets that back track, loop, or are longer than 600 feet and curve more than 30 degrees from the original heading shall be assigned at least two separate street names.

(e) Circles shall be addressed as part of the main street.

(f) Names of streets shall not continue in more than one primary bearing. The bearing may either be north-south or east-west, but not both.

(g) Street names shall be verified with Tooele County by the applicant before being proposed for a development project in order to avoid duplication.

(Ord. 2015-07, 03-18-2015) (Ord. 1994-03, 02-19-1994)

4-8-10. Property Address Numbers.

(1) Property address numbers shall be proposed by the applicant for any preliminary plat or site development plan. The Building Official shall determine the final property address of any dwelling, building, or structure within Tooele City.

(2) Addresses shall be assigned according to the following:

(a) The baselines for all addresses in Tooele City shall be:

(i) Vine Street for north and south addresses;

(ii) Main Street for east and west addresses south of the railroad tracks; and

(iii) Berra Boulevard for east and west addresses north of the railroad tracks and 1000 North.

(b) No home or business addresses will end in "00" without first requesting in writing and receiving approval for such in writing from the Building Official after consideration of at least the following:

(i) the relationship of existing addresses in the vicinity to the requested address;

(ii) the relationship of the requested address to the existing street grid coordinates; and

(iii) potential implications of the requested address on public safety response, any anticipated future road and its anticipated coordinates, and the potential complications of addressing undeveloped neighboring properties.

(c) Addresses shall coincide to the front of the building. Corner properties shall have two addresses assigned to them until a building permit is issued, at which time one of those addresses will become the permanent address, as determined by the Building Official.

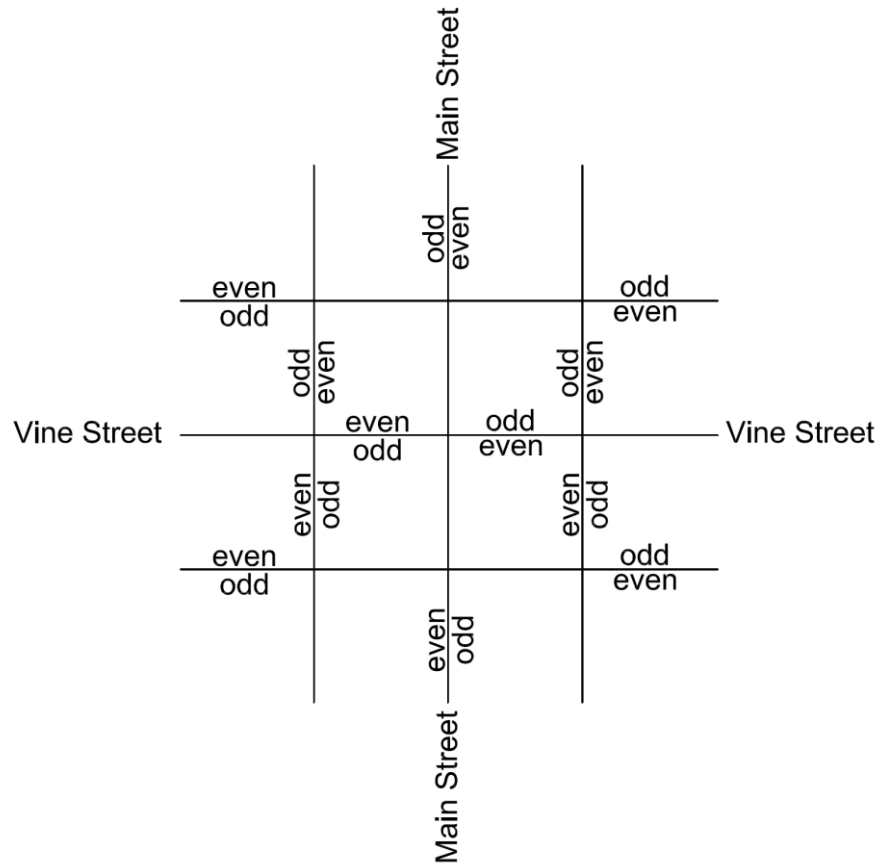
(d) Addresses of properties on generally parallel, nearby streets shall not coincide.

(e) All dwellings or primary buildings shall display the assigned address for such dwelling or building in a position as to be plainly visible and legible from the street or road fronting the property. The displayed address shall contrast with the background upon which it is affixed and shall conform to any other requirements set forth in the building and fire codes adopted by the City.

(f) Odd and even addresses shall be assigned according to Figure 4-8-10-1 below and generally when facing away from any one of the baselines identified in Section 4-8-10(2)(a) herein:

(i) even address numbers shall be on the right-hand side of the street; and

(ii) odd address numbers shall be on the left-hand side of the street.



ODD & EVEN NUMBERING

Figure 4-8-10-1

(3) All dwellings or buildings shall display the assigned address for such dwelling or building in a position as to be plainly visible and legible from the street or road fronting the property. The displayed address shall contrast with the background upon which it is affixed and shall conform to any other requirements set forth in the building and fire codes adopted by the City.

(Ord. 2015-07, 03-18-2015) (Ord. 1994-03, 02-19-1994)

4-8-11. Bridge Standards and Design. Any bridge to be constructed for vehicular or pedestrian traffic shall be designed according to the adopted standards for the same as implemented by the Utah Department of Transportation.

(Ord. 2015-07, 03-18-2015)