CHAPTER 8. ROAD AND BRIDGE CONSTRUCTION STANDARDS

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) Sections 2.2 through 2.7 of this Chapter describe and illustrate the typical functional classifications, and the standards for construction and improvement, applicable to street rights-of-way within Tooele City. See also Table 4-8-2.6: Table of Substandard Local Street Requirements.

(4) Dead end streets.

(a) 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.

(b) Dead end streets, whether temporary or permanent, greater than 150 feet in length, or deeper than one single-family residential lot in depth (whether front-yard frontage or side-yard frontage), whichever is less, shall require a cul-de-sac.

(c) Cul-de-sacs shall have a minimum outside right-of-way radius of 60 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 subdivision submitted and approved by the City, in which case the turnaround shall have the minimum radius required by the International Fire Code.

(d) Dead end streets, including cul-de-sacs, where permitted, may be extended beyond 250 feet with written findings from the Public Works Director, in consultation with the Community Development Director and Fire Chief, that:

(i) doing so is necessary to reasonably

develop properties adjacent to the dead end street;

(ii) doing so is necessary to provide vehicular safe access and utility service to the properties adjacent to the dead end street;

(iii) no other option exists for providing access to the properties adjacent to the dead end street;

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

(v) doing so will not violate applicable provisions of the adopted 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 Table 4-8-2 (Vertical Curve Table).

(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 street, alley, and pavement intersections shall be rounded by an arc, the minimum radius of which shall be:

(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.

(a) Private streets may not be reduced in width narrower than 32 feet of asphalt with curb and gutter on each side unless approved otherwise through a city council approved Planned Unit Development (PUD), Residential Special District (RSD) or other formal Tooele City Council action. In no case shall the pavement width of a private street be less than allowed by the International Fire Code and Tooele City Code Chapter 3 – Fire Code.

(b) Any private street proposed to be narrower than 32 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 shall provide, 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 32 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.

(c) 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. 2025-27, 10-15-2025) (Ord. 2024-02, 01-17-2024) (Ord. 2023-21, 06-07-2023)

Table 4-8-2. Vertical Curve Table

Design Speed (mph)	Crest Vertical Curve				Sag Vertical Curve	
	Stopping Sight Distance		Passing Sight Distance		Stopping Sight Distance	
	ft	K Value[1]	ft	K Value[1]	ft	K Value[1]
15	80	3	-	-	80	10
20	115	7	400	57	115	17
25	155	12	450	72	155	26
30	200	19	500	89	200	37
35	250	29	550	108	250	49
40	305	44	600	129	305	64
45	360	61	700	175	360	79
50	425	84	800	229	425	96
55	495	114	900	289	495	115
60	570	151	1000	357	570	136
65	645	193	1100	432	645	157
70	730	247	1200	514	730	181
75	820	312	1300	604	820	206
80	910	384	1400	700	910	231

1. Rate of vertical curvature, K, is the length of curve (L) per percent algebraic difference intersecting grades (A), K = L/A

Source: AASHTO "Green Book" (A Policy on Geometric Design of Highways and Streets), 7th Edition, 2018. Use latest edition of AASHTO Green Book if applicable.

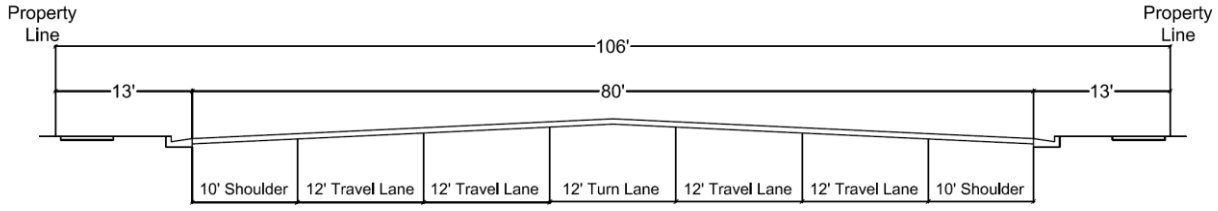
(Ord. 2023-21, 06-07-2023)

4-8-2.1. In-Fill Overlay District Street Design. (Repealed.)
(Ord. 2023-21, 06-07-2023) (Ord. 2020-26, 06-17-2020) (Ord. 2017-27, 11-01-2017)

4-8-2.2. Arterial Streets.

(1) 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.

(2) Cross section:

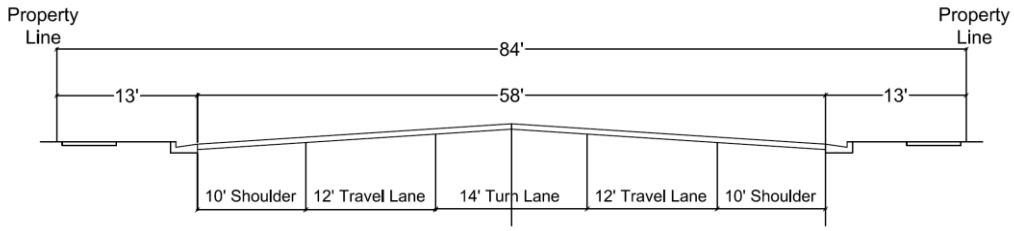


(Ord. 2023-21, 06-07-2023)

4-8-2.3. Major Collector Streets.

(1) 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.

(2) Cross Section:

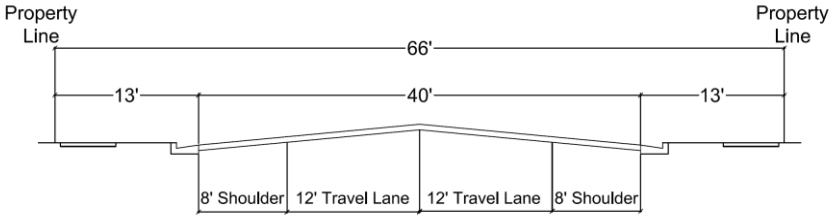


(Ord. 2023-21, 06-07-2023)

4-8-2.4 Minor Collector Streets.

(1) Definition - A medium-sized street intended to be the primary traffic conveyor through neighborhood or non-residential areas to feed traffic to larger classification streets for regional travel.

(2) Cross Section:

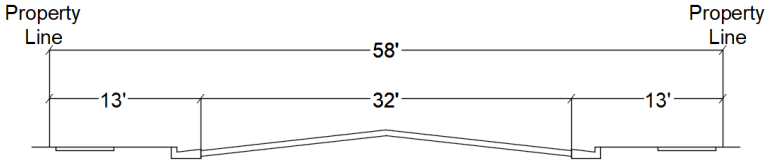


(Ord. 2023-21, 06-07-2023)

4-8-2.5 Local Streets.

(1) Definition - A smaller street designed primarily for localized neighborhood traffic at slower speeds and providing direct access to adjacent properties.

(2) Cross section:



(Ord. 2023-21, 06-07-2023)

4-8-2.6. Substandard Local Streets.

(1) Definition – Any one of several historic streets of varying substandard right-of-way widths, narrower than a local street, designed primarily for localized neighborhood traffic at slow speeds, and providing primary or secondary access to adjacent properties.

(2) Cross section – The cross-sections of these substandard local streets are described in Table 4-8-2.6: Table of Substandard Local Street Requirements.

(3) Standards – The standards required for improving substandard local streets adjacent to new development or redevelopment are established in Table 4-8-2.6: Table of Substandard Local Street Requirements.

(Ord. 2023-21, 06-07-2023)

Table 4-8-2.6. Table of Substandard Local Street Requirements.

150 West Street				
ROW Section	**Existing ROW Widths**	**Asphalt Requirements**	**Curb & Gutter Requirements**	**Sidewalk Requirements**
650 North – 600 North	54.75 Feet	30 Feet	Required	West Side
600 North – 500 North	49.5 Feet	30 Feet	Required	East Side
500 North – 400 North	49.5 Feet	30 Feet	Required	Not Required
400 North – Utah Avenue	49.5 Feet	30 Feet	Required	Not Required
Utah Avenue – Vine Street	49.5 Feet	30 Feet	Required	Both Sides
Vine Street – 100 South	49.5 Feet	30 Feet	Required	Not Required
100 South – 200 South	49.5 Feet	30 Feet	Required	West Side
200 South – 400 South	49.5 Feet	30 Feet	Required	Not Required
50 West Street				
ROW Section	**Existing ROW Widths**	**Asphalt Requirements**	**Curb & Gutter Requirements**	**Sidewalk Requirements**
600 North – 500 North	33 Feet	30 Feet	Required	Not Required
500 North – 400 North	33 Feet	30 Feet	Required	West Side
400 North – Utah Avenue	33 Feet	30 Feet	Required	East Side
Utah Avenue – Vine Street	33 Feet	30 Feet	Required	West Side
Vine Street – 100 South	33 Feet	30 Feet	Required	West Side
100 South – 200 South	33 Feet	30 Feet	Required	One Side
200 South – 400 South	33 Feet	30 Feet	Required	Not Required
400 South – 520 South	33 Feet	30 Feet	Required	Not Required
520 South – Main Street	33 Feet	30 Feet	Required	East Side
Garden Street (50 East)				
ROW Section	**Existing ROW Widths**	**Asphalt Requirements**	**Curb & Gutter Requirements**	**Sidewalk Requirements**
700 North – 600 North	33 Feet	30 Feet	Required	West Side
600 North – 500 North	33 Feet	30 Feet	Required	Not Required
500 North – 400 North	33 Feet	30 Feet	Required	Not Required
400 North – Utah Avenue	33 Feet	30 Feet	Required	Not Required
Utah Avenue – Vine Street	33 Feet	30 Feet	Required	Both Sides
100 South – 200 South	33 Feet	30 Feet	Required	Not Required
200 South – 400 South	33 Feet	30 Feet	Required	Not Required
400 South – Skyline Drive	33 Feet	30 Feet	Required	Not Required
Canyon Road *				
ROW Section	**Existing ROW Widths**	**Asphalt Requirements**	**Curb & Gutter Requirements**	**Sidewalk Requirements**
Entire Length of Road	Undetermined	Undetermined	Not Required	Not Required

Notes to Table 4-8-2.6:
1. Parkstrips are not required in substandard local streets.
2. The Mayor has administrative authority to correct any errors in this Table and to establish the requirements for any corrected street section.

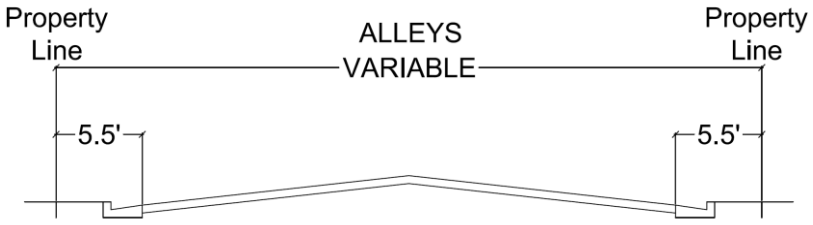
* Canyon Road is exempt from standard cul-de-sac requirements and may use alternative forms of emergency vehicle turn around configurations as approved by the Tooele City Fire Marshall.

(Ord. 2026-01, 01-21-2026) (Ord. 2023-21, 06-07-2023)

4-8-2.7. Alleys.

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

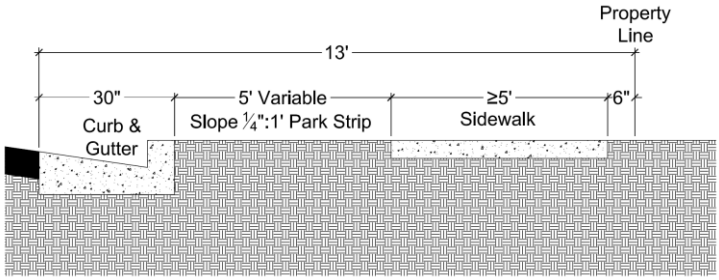
(2) Cross section:



(Ord. 2023-21, 06-07-2023)

4-8-2.8. Curb and Gutter, Parkstrips, and Sidewalks.

(1) Cross Section:



(2) Curb and Gutter – Standards.

(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 ⅝" 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%.

(3) Sidewalks – Standards.

(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.

(4) 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.

(Ord. 2023-21, 06-07-2023) (Ord. 2023-21, 06-07-2023) (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)

4-8-3. 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 subdivision 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 the City. Streets 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 subdivision 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 subdivision 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.

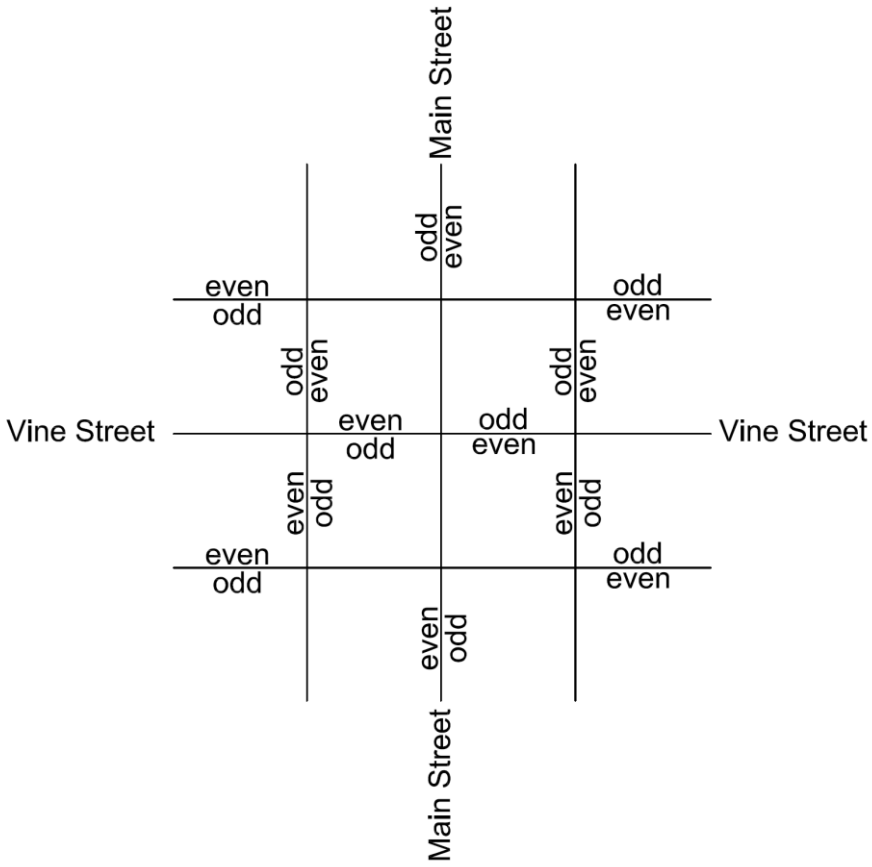
(d) Addresses of properties on generally parallel, nearby streets shall not coincide.

(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)