NOTICE AND AGENDA
SANTA CLARA CITY COUNCIL MEETING
Wednesday, October 25, 2023
Time: 5:00 p.m.

AGENDA

Public Notice is hereby given that the Santa Clara City Council will hold a Regular Meeting in the City Council Chambers, located at 2603 Santa Clara Drive, Santa Clara, Utah on Wednesday October 25, 2023 commencing at 5:00 PM. The meeting will be broadcast via You Tube linked on our website at https://sccity.org/meetings.

1. **Call to Order:**

2. **Opening Ceremony:**
   - Pledge of Allegiance: Leina Mathis
   - Opening Comments: Maj Bob Schmig, Salvation Army , St. George Interfaith Council.

3. **Conflicts and Disclosures:**

4. **Working Agenda:**

   A. Public Hearing(s) 5:00 p.m. (None)

   B. Consent Agenda:
   1. Approval of Claims and Minutes:
      - October 11, 2023, City Council Meeting
      - October 18, 2023 City Council Work Meeting
      - Claims through October 25, 2023

   2. Calendar of Events
      - Nov. 8, 2023, Regular City Council Meeting
      - Nov. 15, 2023 City Council Work Meeting
      - Nov. 22, 2023 Regular City Council Meeting.

   3. Cancel the Nov. 22, 2023 Regular City Council Meeting

   C. General Business:

   1. Discussion and action to approve the Design for the Crestview irrigation line. Presented by Dustin Mouritsen, Public Works Director.

   2. Discussion and action to approve the Traffic Signal Design for Pioneer Pkwy & Red Mountain. Presented by Dustin Mouritsen, Public Works Director.

5. **Reports:**
   a. Mayor / Council Reports

6. **Executive Session**

7. **Adjournment**

Note: In compliance with the Americans with Disabilities Act, individuals needing special accommodation during this meeting should notify the city no later than 24 hours in advance of the meeting by calling 435-673-6712. In accordance with State Statute and Council Policy, one or more Council Members may be connected via speakerphone or may by two-thirds vote to go into a closed meeting.

Zoom Meeting Participants: Participants on the Zoom call are limited to City Staff, Council Members, and applicants on the agenda. Email calendar invitations will be sent out in advance of the meeting. Instructions for each meeting will include the meeting ID, and password to join. When joining the meeting your screen name must show your full name. Each applicant will be accepted into the meeting when their item is up for discussion. Please contact Chris Shelley at (435)673-6712 Ext. 203 with any questions regarding public meetings. .

The undersigned, duly appointed City Recorder does hereby certify that the above notice and agenda was posted within the Santa Clara City limits on this 19th day of October 2023 at Santa Clara City Hall, on the City Hall Notice Board, at the Santa Clara Post Office, on the Utah State Public Notice Website, and on the City Website at http://www.sccity.org. The 2021 meeting schedule was also provided to the Spectrum on January 3, 2023.

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Chris Shelley – City Recorder

SANTA CLARA CITY COUNCIL MEETING
WEDNESDAY, OCTOBER 11, 2023
MINUTES

THE CITY COUNCIL FOR THE CITY OF SANTA CLARA, WASHINGTON COUNTY, UTAH, met for a Regular Meeting on Wednesday, October 11, 2023, at 5:00 p.m. in the City Council Chambers of the Town Hall at 2603 Santa Clara Drive, Santa Clara, Utah. Notice of the time, place, and agenda of the meeting was provided to *The Spectrum* and to each member of the governing body by emailing a copy of the Notice and Agenda to *The Spectrum* and also, along with any packet information, to the mayor and each council member, at least two days before the meeting. The meeting will be broadcast via YouTube linked on our website at https://sccity.org/meetings.

Mayor:	Rick Rosenberg
Council Members:	Christa Hinton Leina Mathis Ben Shakespeare Jarrett Waite
City Manager:	Brock Jacobsen
Excused:	Council Member Denny Drake
Others Present:	Selena Nez, Deputy City Recorder Jim McNulty, Planning and Economic Development Manager Dustin Mouritsen, Public Works Director Cody Mitchell, Building Official Ryan VonCannon, Parks Director Gary Hall, Power Director Kristelle Hendrickson, Executive Assistant

1. Call to Order.

Mayor Rick Rosenberg called the meeting to order at 5:03 p.m. and welcomed those present.

2. Opening Ceremony.

A. Pledge of Allegiance: Ben Shakespeare.

B. Opening Comments (Invocation): Rev. Joyce DeToni-Hill, Shepherd of the Hills United Methodist Church, St. George Interfaith Council.

3. Conflicts and Disclosures.

There were no conflicts or disclosures.

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4. Working Agenda.

A. Public Hearing.

There was no public hearing.

B. Consent Agenda.

i. Approval of Claims and Minutes.

a. September 13, 2023, Executive Session
b. September 27, 2023, Regular City Council Meeting Minutes
c. September 27, 2023, Executive Session
d. Claims through October 11, 2023

ii. Calendar of Events.

A. October 17, 2023, Candidate Forum 5:30 p.m. to 7:00 p.m.
B. October 18, 2023, City Council Work Meeting
C. October 25, 2023, City Council Regular Meeting

Council Member Shakespeare moved to APPROVE the Consent Agenda as presented. Council Member Waite seconded the motion. Vote on motion: Council Member Waite-Aye, Council Member Mathis-Aye, Council Member Hinton-Aye, Council Member Shakespeare-Aye. The motion passed unanimously.

C. General Business.

i. Discussion and Action to Approve a Proclamation Declaring Oct. 23-31 as Red Ribbon Week, a Drug Prevention Awareness Program. Presented by Mary Ann Novak.

Mary Ann Novak read the Proclamation in its entirety. Mayor Rosenberg declared October 23-31, 2023, as Red Ribbon Week. During this week, all citizens were urged to join with the Benevolent and Protective Order of Elks in participating in Drug Prevention Education Activities. Ms. Novak reported that Red Ribbon Week began in 1985 after the death of Drug Enforcement Administration ("DEA") Special Agent Enrique "Kiki" Camarena. He was brutally murdered by a drug cartel he was investigating in Mexico. After his death, the desire was to honor his sacrifice. As a result, local celebrations began in California where Agent Camarena grew up. In 1988, the National Family Partnership started the first national Red Ribbon Week. President and Mrs. Reagan served as honorary chairpersons during that time and Congress officially established Red Ribbon Week. The Elks have been supporting the endeavor since the beginning.

Council Member Hinton moved to APPROVE the Proclamation for Red Ribbon Week designating the week of October 23-31, as presented. Council Member Mathis seconded the

motion. Vote on motion: Council Member Waite-Aye, Council Member Mathis-Aye, Council Member Hinton-Aye, Council Member Shakespeare-Aye. The motion passed unanimously.

ii. Discussion and Action to Approve a Proclamation Declaring October 8-14, 2023, as Fire Prevention Week. Presented by Andrew Parker, Fire Chief.

Captain Youngberg from the Fire Department reported that Fire Prevention Week is celebrated throughout North America every October and is entering its 101st year. Fire Prevention Week works to educate people about the leading risks of home fires. Local fire departments, schools, and community organizations play a key role in bringing Fire Prevention Week to life in the communities each year and spreading basic but critical fire safety messages. The National Fire Protection Association, the official sponsor of Fire Prevention Week for more than 100 years, has announced 'Cooking Safety Starts with You' as the theme for Fire Prevention Week. The focus on cooking safety is intended to educate the public about simple but important steps they can take to help reduce the risk of fire when cooking at home.

Captain Youngberg reported that according to the National Fire Protection Association, cooking is the leading cause of home fires with nearly half of all home fires involving cooking equipment. Cooking is also the leading cause of home fire injuries. Unattended cooking is the leading cause of home cooking fires and related deaths. In addition, the National Fire Protection Association data shows that cooking is the only major cause of fire that resulted in more fires and fire deaths from 2014 to 2018 than from 1980 to 1984. The proclamation was presented to adopt October 8-14, 2023, as Fire Prevention Week in the City of Santa Clara. The proclamation was read in its entirety.

Mayor Rosenberg proclaimed October 8-14, 2023, as Fire Prevention Week in the City of Santa Clara and urged all residents and visitors to be aware of their surroundings, engage in fire-safe practices, and support the many public safety activities in Santa Clara Ivins Fire Rescue during the Fire Prevention Week and all year long. A Fire Department Open House was scheduled for the following Saturday, October 14, 2023. It will commence at 8:00 a.m. with a pancake breakfast at a cost of $5 per plate. The event is open to the public. They will then be doing a fire scenario demonstration at 11:00 a.m. and an education demonstration on a vehicle at 1:00 p.m.

Council Member Mathis moved to APPROVE the Proclamation Declaring October 8-14, 2023, as Fire Prevention Week, as presented. Council Member Hinton seconded the motion. Vote on motion: Council Member Waite-Aye, Council Member Mathis-Aye, Council Member Hinton-Aye, Council Member Shakespeare-Aye. The motion passed unanimously.

iii. Discussion and Action to Consider a Request from Jason Lindsey to Remove the Requirement to Place a Sidewalk Along the West Side of Lugano Lane. Presented by Dustin Mouritsen, Public Works Director.

Public Work Director, Dustin Mouritsen, reported that Title 16 of the Subdivision Ordinance specifies that curb, gutter, and sidewalk are required in all subdivisions in the Designated Streets

Project Areas. With the final plat the applicant, Jason Lindsey agreed to comply with recommendations from all City reviewing departments. He is required to install the public street improvement cross-section with a park strip that meets City standards.

Lance Smith was present on behalf of Mr. Lindsey and stated that the intent of the subdivision is to provide walkable access. All of the Americans with Disabilities Act ("ADA") improvements will be installed as well as a sidewalk around the side and connecting to the sidewalk on Riverwood in the Cottonwoods Subdivision. The intent is to increase the buffer on the double-fronted lots from Cottonwood that back Lugana Lane and increase the vegetative buffer. It was planned to be a tree-lined street. Mr. Smith stated that they spoke to the residents of the double-fronted lots who were supportive of the request.

Council Member Shakespeare invited Mr. Lindsey to bring the request forward and met him on-site. A sidewalk runs the entire perimeter of the property from Riverwood Lane around the cul-de-sac at the end to the east side of the subdivision with ADA access. There is a 10 to 12-foot landscaped area with sidewalk on the west side. Further north there is a garage that has been built. The lots are double fronted with access off of River Riverwood Lane. There are ADA accesses so if the sidewalk is installed, it will shrink what the landscape buffer becomes. The ordinance spells that out but he thought this was a situation where an explanation was worthwhile.

Council Member Mathis asked if the homes face Lugano or Riverwood. Mr. Smith clarified that the double-fronted homes face Riverwood. The intent was to remove the sidewalk on the back side of the homes. Currently, there is a precast wall around the entire project. It was noted that the matter had not been reviewed by the Planning Commission.

Planning and Economic Development Manager, Jim McNulty stated that the Staff Report clearly states that the request meets the recommendations of all reviewing departments. The applicants agreed to a 56-foot cross-section. The opposite side of Lugano includes a four-foot sidewalk to tie in with Vineyard Drive. The City's current standards require a five-foot sidewalk but there was some leeway that allowed them to tape to four feet because of the current road project that is underway. Mr. McNulty explained that public streets require sidewalks on both sides to promote walkability. The City does not have a Construction Design Standard for a public street with sidewalk on only one side. It does not comply with Title 16 either. The local road requirement is 50 feet including 35 feet of oil, 2½ feet of curb and gutter on either side, and a five-foot sidewalk. The sidewalk is proposed on both sides to promote walkability. Mr. McNulty recommended they keep it because it is a public street, and he was concerned about setting a precedent. It was confirmed that the curb and gutter are already in. There will be a plant strip between the sidewalk and the wall on the one side with 10 feet between the curb and gutter and the wall. There is landscaping from the sidewalk to the wall. If approved, the landscaping would extend to the back of the curb and gutter. It is one of the Homeowners Association ("HOA") maintained parcels.

Council Member Waite commented that where he lives, 90% of the residents walk and there is one sidewalk and a trail to the other side. It seemed to him that in this case having the additional landscaped buffer makes more sense than doubling up the sidewalk, which he did not believe will be used. He agreed that they do not want to set a precedent but suggested that common sense be used.

Council Member Mathis commented that near the double-fronted lots on the west side, there is no sidewalk in front of the homes. The recollection was that those were done as part of a PD, which allows for greater flexibility. A previous applicant would have supported not having a sidewalk on both sides of the street. Mr. Mouritsen commented that if it is something the Council would like to entertain, they should go through the process to create the cross-section and allow for it rather than make an amendment that violates the current zoning.

Council Member Shakespeare recognized that a precedent may be set but felt it was something to consider. Mr. Mouritsen commented that he likes safe, walkable communities with sidewalks on both sides of the streets. He was not in favor of what was proposed and suggested they uphold the City's ordinances and standards.

Council Member Waite asked Mayor Rosenberg for his opinion. The Mayor commented that if there is an application to remove the sidewalk, this is probably a good one. They are able to expand a landscape strip that is odd-shaped and narrows down in some places. Where it is narrow the size of the trees is limited. He commented that a design exception is an important tool for the City to have. He realizes the City has standards but stated that they cannot have a standard for every application that comes in. He supported having a standard in place that sets the bar but that allows for adjustments to be made where needed. He stated that there are several examples along Vineyard Drive where the pavement is not the standard width because there wasn't enough room. He was confident that the landscaping that is installed will be top quality and commented that this is a fairly low-traffic area. In response to a comment, Mr. Mouritsen stated that a Landscape Plan is available.

Project Engineer, Jared Bates commented that he had one safety concern with the sidewalk on that side of the street alone. He stated that if a child is walking on the sidewalk on the west side and lives on Lot 4 or 5, they will have to walk down and cross the street to get to their home, which could create a safety hazard. Mr. McNulty pointed out that there is very low traffic in the area. He explained that the City's local cross-section standard is 50 feet. That includes 35 feet of asphalt. State Code, as of February 2024, allows them to go down to 32 feet of asphalt. It will be a very slow, narrow road with a small amount of traffic.

Council Member Mathis was generally okay with modifying the Design Guidelines in this particular instance, but she also wants to make sure they are complying with the statute as well. She questioned whether they were better off making the one exception or tabling it and modifying the Design Guidelines. It was reported that to modify the design exceptions would require the City to develop a criterion specifying when a sidewalk can be eliminated on one side of the street that could be applied in other areas as well. Possible options were discussed.

Mayor Rosenberg commented that lots fronting only on one side will be one of the criteria. There will be a nominal number of lots where that would be allowed. With a collector road, you would want the sidewalk there since there will be heavier traffic. There would likely be no residents fronting North Town Road with the exception of corner lots. He commented that the design exception may be a better alternative in this case. He noted that an applicant would have to come

to the City Council and request it and go through certain steps to justify it. The Council would make the determination of whether it is justified.

City Manager, Brock Jacobsen commented that one issue with tabling it is that the applicants are on their final punch list and ready for acceptance. To bring it back and change the design guidelines would likely take a few months. It was anticipated to be a rare occurrence that is based on the number of daily trips and double-sided lots.

Mayor Rosenberg commented that most of the time when an applicant is going through the development process, they are trying to double front the street. In this case, it is single loaded because the developer's cost per lot doubles due to the shape of the parcel and the fact that he went with very low density and large lots on a confined parcel between two existing developments. Other options available to the applicant were mentioned. It was noted that the lots will be one acre in size with large trees. The request was believed to not be a cost or safety issue.

Mr. McNulty mentioned that the 56-foot cross-section is intended to accommodate the wider park strip and sidewalk. A typical cross-section is 50 feet. The applicants chose a wider park strip and spoke to the Parks Director about a recommendation for trees that should be planted. Staff was working with the applicants to create an estate lot feel and look, which was the reason it was wider than normal. It was reported that the HOA assumes responsibility for maintaining the landscaping inside the right-of-way.

Council Member Shakespeare moved to APPROVE the Final Plat for the Lugano Subdivision, subject to the following conditions:

1. **That the applicant be required to comply with the recommendations from all City reviewing departments.**

2. **That the applicant be required to install public street improvements (56-foot cross-section with park strip) that meet City standards. That public street improvements be required for the Lot 5 frontage along Vineyard Drive.**

3. **That street trees be allowed as per the City's recommended list.**

4. **The building setback for this subdivision meets the requirements of Chapter 17.60.050, Residential Building Agriculture, RA Zone.**

5. **The building height for all homes in this subdivision is limited to 35 feet.**

6. **The two (2) open space areas included in the final plan be identified as Open Space Areas #1 and #2. The applicant be required to form an HOA for maintenance and ownership of the open space areas.**

7. **All landscaping (including HOA-owned and maintained areas) is required to comply with City Ordinance #2022-05 (Water Efficiency and Conservation).**

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8. **The applicant provides a Will Serve Letter or other verified documentation from the Washington County Water Conservancy District ("WCWCD") prior to final plat recordation.**

9. **A secondary water system is required for outdoor water use.**

10. **The applicant provides a Dust Control Plan prior to final plat recordation.**

11. **Remove the west side sidewalk at Lugano Lane.**

12. **The HOA shall maintain the landscape within the right-of-way.**

Council Member Mathis seconded the motion. Vote on motion: Council Member Waite-Aye, Council Member Mathis-Aye, Council Member Hinton-Nay, Council Member Shakespeare-Aye. The motion passed 3-to-1.

iv. Discussion and action to consider a Proposed Code Amendment to Title 16, Subdivisions and Approve Ordinance 2023-21 Approving the Code Amendment. Presented by Jim McNulty, City Planner.

Mr. McNulty reported that on September 13, 2023, there was a discussion about the State Code and Senate Bill 174 and the required changes mandated by the State to subdivision ordinances. A public hearing took place before the Planning Commission on September 28. The Planning Commission then forwarded a recommendation of approval to the City Council. The Planning Commission also had two work discussions on the pending change on August 10 and September 14, 2023. Both the Planning Commission and City Council were in favor of the matter proceeding. Utah Code includes requirements for land use ordinance amendments. To amend an ordinance the Planning Commission must hold at least one public hearing, which took place. A public hearing to consider an ordinance amendment requires a 10-day notice, which was done. Staff recommended that the City Council approve the proposed Code Amendment to Title 16.

Mr. McNulty reviewed the required changes, which included the following:

1. All cities with a population exceeding 5,000 located in a county of the 1st, 2nd, or 3rd class must revise their subdivision ordinances to comply with this process by February 1, 2024. As of the 2020 Census, Washington County is a county of the 2nd class (population of approximately 180,000+).

2. SB-174 requires local governments to designate a Land Use Authority (LUA) to review subdivision applications. These authorities may not be members of a town/city council.

3. SB-174 establishes a two-step process for approving subdivisions. This includes a preliminary subdivision review with the Planning Commission, and a final subdivision review with the Technical Review Committee, TRC which includes

representatives from all reviewing city departments, private utilities, and relevant contract professionals.

4. Municipalities may perform up to four review cycles (Final Plat) on a given application. A review cycle is not considered complete until the applicant has adequately addressed all of the redlines identified by the municipality. Each review cycle at this stage must be completed in 20 days.

5. SB-174 creates two (2) distinct appeal processes after the four review cycles have been exhausted and 20 days have passed.

Specific changes were identified. The Planning Commission recommended approval to the City Council of the proposed ordinance amendments. Council Member Shakespeare commended staff for their efforts.

Council Member Hinton moved to APPROVE the proposed Code Amendments to Title 16 and Ordinance 2023-21. Council Member Mathis seconded the motion. Vote on motion: Council Member Waite-Aye, Council Member Mathis-Aye, Council Member Hinton-Aye, Council Member Shakespeare-Aye. The motion passed unanimously.

5. Reports.

A. Mayor and Council Reports.

Council Member Shakespeare reported on the following:

- He thanked staff for their work on Swiss Days, which was a success.

Council Member Mathis reported on the following:

- The Youth Council met the previous week. Thanks was expressed to Mr. Jacobsen who made a City Manager presentation. The Council Members were very pleased and asked a lot of questions. He did a very good job and represented the City well.

Council Member Hinton reported on the following:

- She attended the recent Southern Utah Veterans Home's 10th anniversary celebration, which was very well attended.

Council Member Waite reported on the following:

- On Monday he drove to Cedar City to a recent Mayor's Association Meeting where Governor Cox was present. Representatives from the Utah League of Cities and Towns ("ULCT") were also present. The ULCT presented a packet to the Governor containing research cities have done to affect affordability. It was noted that cities are doing a lot in that regard. Each city was asked to share things they have done specifically. Council

Member Waite spoke about the Robert Smith Project and the affordable apartments. He also mentioned Silverado which will likely be developed soon. Governor Cox indicated that apartments are desired in the State, but the focus needs to be on starter homes. Currently, the average home square footage in Utah is 2,400 square feet. In the 1940s, the average home was 1,000 to 1,200 square feet in size. Mayor Hart brought up an interesting topic about the possibility of making a change to allow for the retention of land ownership but allow for it to be leased to developers to build affordable housing. As a result, revenue would continue to come into a school.

- The ULCT plans to conduct an online training on December 16 for newly elected officials. A more in-depth training was planned after the new year in association with the Five County Association of Governments.
- Council Member Waite attended a recent Builders Conference and gave a short State of the City address. He reported and provided photos of new developments taking place in the City. His biggest takeaway was that Mayor Staheli agreed with the need to look at smaller homes.
- A resident reached Council Member Waite about the proximity of food trucks to residences, specifically with respect to noise. For example, there is one food truck in the City that has a generator running all day and into the night. There is nothing in the ordinance pertaining to food trucks. He looked at St. George's ordinance and found that it is basic but requires food truck operators to submit a map of where they will be located in the City. A food truck with a generator next to a home has a significant impact. Mayor Rosenberg stated that noise in general should be addressed. He received a call earlier about pouring concrete at the school at 3:00 a.m. The ordinance states that they cannot begin until 6:00 a.m. He suggested that action be taken. Mr. Jacobsen stated that years ago the State took away some of the City's ability to regulate food trucks by requiring them to only be licensed in one City, which makes it more difficult to regulate. Mayor Rosenberg commented that currently, food trucks occupy significant space in every parking area in the City.

Mayor Rosenberg reported on the following:

- As part of the Economic Summit, the desire is to spotlight another business in the City. Last year they highlighted Dutchmans. He asked for suggestions from the Council.
- The Mayor received notice that solid waste fees will be increasing again by 2½% and will take effect in January of next year.

Mr. Jacobsen reported on the following:

- He received notice from the Housing Action Coalition of their second Annual Forum and Expo on Attainable Housing and Rising to the Challenges scheduled for October 25. Those interested in attending were asked to contact him.

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Building Official, Cody Mitchell reported on the following:

- Building Permits are steady with six in the queue for townhomes at Coyote Landing. The second building in Giovengo is underway with three of the four having been issued. The fourth was ready to be purchased.
- Building Permits were issued to Jersey Mike's the Blow Dry Bar and Thrive Spa. Alfredo A's has not yet submitted its signs.

Council Member Shakespeare reported on the following:

- He commented on affordable housing and stated that there has been debate over lot size. In the past, land prices were 15% of the total build cost. Today it is about 40%. Permit costs used to be around 2% and now are about 9%. Cities are having pressure to find affordability and the number one issue is the size of lots and land.

6. Executive Session.

There was no Executive Session.

7. Adjournment.

Council Member Mathis moved to ADJOURN. Council Member Shakespeare seconded the motion. The motion passed with the unanimous consent of the Council.

The City Council Meeting adjourned at 6:14 p.m.

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Chris Shelley
City Recorder

Approved: _____

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City of Santa Clara
Check Register
All Bank Accounts - 10/18/2023 to 10/18/2023

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
ALLIANCE FIRE & SAFETY INC.	70707	67754	07/13/2023	10/18/2023	167.00	STATION MAINTENANCE	104230-775 - STATIONS OPERATION	
					$167.00			
BABAUTA, ERIC BOWEN	70708	101623-REFUND	10/16/2023	10/18/2023	75.00	BAIL REFUND CASE#231200052	102560-000 - BAIL & RESTITUTION	
					$75.00			
BUCKS ACE SANTA CLARA	70709	3076	10/10/2023	10/18/2023	24.88	DRYWALL ANCHORS	535310-250 - OPERATING SUPPLIES	
BUCKS ACE SANTA CLARA	70709	3123	10/11/2023	10/18/2023	79.16	DISTILLED WATER FOR BATTERIES-DOOR KNO	535310-260 - BUILDING MAINTENAN	
					$104.04			
					$104.04			
BUSINESS SOLUTIONS GROUP LL	70710	16457	10/06/2023	10/18/2023	67.00	JUSTIC COURT/CITY ENVELOPES	104130-240 - OFFICE SUPPLIES	
BUSINESS SOLUTIONS GROUP LL	70710	16457	10/06/2023	10/18/2023	225.00	JUSTIC COURT/CITY ENVELOPES	104120-240 - OFFICE SUPPLIES	
					$292.00			
					$292.00			
CHILD SUPPORT SERVICES	70737	101823-873789	10/18/2023	10/18/2023	206.77	CASEY-C000873789 PAY PERIOD 10/18/2023	102595-000 - GARNISMENTS PAYABL	
					$206.77			
CITY OF ST GEORGE - UTILITIES	70711	101723-SC SNW	09/29/2023	10/18/2023	13,633.39	SANTA CLARA SNW CYN	515110-276 - O & M - WELLS 6 & 7	
CITY OF ST GEORGE - UTILITIES	70711	101723-SC WELL	09/29/2023	10/18/2023	14,721.64	SNOW CANYON WELL 6	515110-271 - WELLS UTILITY COSTS	
CITY OF ST GEORGE - UTILITIES	70711	101723-SNOW C	09/29/2023	10/18/2023	9,302.44	SNOW CANYON WELL 7	515110-271 - WELLS UTILITY COSTS	
CITY OF ST GEORGE - UTILITIES	70711	101723-WTR TA	09/29/2023	10/18/2023	20,128.83	WTR TANK AT MOUTH	515110-276 - O & M - WELLS 6 & 7	
					$57,786.30			
					$57,786.30			
CITY OF ST GEORGE-IMPACT	70712	JUL-SEP 2023	10/12/2023	10/18/2023	27,580.00	SEWER IMPACT FEES JUL-SEP 2023	522411-000 - SEWER IMPACT - ST G	
					$27,580.00			
EQUITABLE	EFT	1482506	10/18/2023	10/18/2023	3,501.27	DENTAL INSURANCE	102251-000 - DENTAL PAYABLE	
					$3,501.27			
EXPRESS LUBE	70713	75167	10/03/2023	10/18/2023	47.69	2019 FORD F-150 OIL CHANGE FRED TRUCK	104240-253 - VEH/EQUIP REPAIR	
					$47.69			
FAITH ELECTRIC, LLC	70714	1266	10/03/2023	10/18/2023	1,589.00	POWER UP STORAGE BOX	104230-775 - STATIONS OPERATION	
					$1,589.00			
FESTIVAL SOUNDS	70715	1870	09/19/2023	10/18/2023	2,550.00	SWISS DAYS ENTERTAINMENT EQUIPTMENT	104610-013 - ENTERTAINMENT	
					$2,550.00			
HORROCKS	70716	80683	10/10/2023	10/18/2023	6,588.90	PROFESSIONAL SERVICES FOR AUG 1-31 2023	103310-000 - STATE/FEDERAL	
					$6,588.90			
KEETCH, WESLEY & REBECCA	70717	Refund: 686007	10/17/2023	10/18/2023	157.82	Refund: 686007 - KEETCH, WESLEY & REBECCA	531311-000 - ACCOUNTS RECEIVABL	
					$157.82			
LINS SUPERMARKETS INC	70718	01-2793711	10/01/2023	10/18/2023	183.49	ACCT#325 SWISS DAYS SWISS MISS & MISTER	104610-009 - LITTLE SWISS MISS &	
					$183.49			
MOUNT OLYMPUS WATERS (1385	70719	10221385092723	09/27/2023	10/18/2023	36.97	COOLER RENT & 5 GAL WATERS NOV 2022	104130-260 - BUILDING MAINTENAN	
MOUNT OLYMPUS WATERS (1385	70719	10221385092723	09/27/2023	10/18/2023	84.97	COOLER RENT & 5 GAL WATERS NOV 2022	104240-260 - BUILDING MAINTENAN	
MOUNT OLYMPUS WATERS (1385	70719	10221385092723	09/27/2023	10/18/2023	97.93	COOLER RENT & 5 GAL WATERS NOV 2022	104410-260 - BUILDING MAINTENAN	

City of Santa Clara
Check Register
All Bank Accounts - 10/18/2023 to 10/18/2023

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
MOUNT OLYMPUS WATERS (1385	70719	10221385092723	09/27/2023	10/18/2023	251.32	COOLER RENT & 5 GAL WATERS NOV 2022	104510-260 - BUILDING MAINTENAN	
MOUNT OLYMPUS WATERS (1385	70719	10221385092723	09/27/2023	10/18/2023	261.51	COOLER RENT & 5 GAL WATERS NOV 2022	104230-775 - STATIONS OPERATION	
					$732.70			
					$732.70			
PENCE, ETHAN	70720	Refund: 2001771	10/17/2023	10/18/2023	38.79	Refund: 2001771 - PENCE, ETHAN	531311-000 - ACCOUNTS RECEIVABL	
					$38.79			
PETRO WEST INC	70721	SM160859	09/19/2023	10/18/2023	164.18	PUMP LABOR - DIESEL REPAIR	535310-251 - FUEL	
PETRO WEST INC	70721	SM160859	09/19/2023	10/18/2023	164.19	PUMP LABOR - DIESEL REPAIR	104230-250 - VEHICLE OPERATIONS	
PETRO WEST INC	70721	SM160859	09/19/2023	10/18/2023	164.19	PUMP LABOR - DIESEL REPAIR	104510-251 - FUEL	
PETRO WEST INC	70721	SM160859	09/19/2023	10/18/2023	164.19	PUMP LABOR - DIESEL REPAIR	515110-251 - FUEL	
					$656.75			
					$656.75			
PRESTON'S OFFICE SOLUTIONS	70722	117228	10/09/2023	10/18/2023	130.49	XEROX/C8135/H2 & METER COPIES	104240-250 - OPERATING SUPPLIES	
					$130.49			
STAR SIGN & BANNER INC	70723	153433	08/30/2023	10/18/2023	151.44	COUNTRY KIDS SPONSOR-COMMUNITY BANNE	104610-005 - BANNERS-SPONSORS	
STAR SIGN & BANNER INC	70723	153614	09/14/2023	10/18/2023	237.20	SWISS DAYS BANNER THANK YOU TO OUR SPO	104610-005 - BANNERS-SPONSORS	
					$388.64			
					$388.64			
STATE OF UTAH - DEPARTMENT O	70738	24H5000251	10/16/2023	10/18/2023	4,508.52	AMBULANCE ASSESSMENT SFY 2024 QTR 1	104230-400 - EMERGENCY MEDICAL	
					$4,508.52			
STATE OF UTAH / BLDG	70724	JUL-SEP 2023	10/12/2023	10/18/2023	619.98	BUILDING SURCHARGE JUL-SEP 2023	104240-940 - INTERGOVT CHARGES	
					$619.98			
STRAIGHT STRIPE PAINTING INC	70725	23461	10/17/2023	10/18/2023	3,250.00	PAVEMENT MARKING PAINT/PAVEMENT MARKIN	104410-412 - CHIP SEALING M&S	
					$3,250.00			
STRIVE WORKPLACE SOLUTIONS	70726	OE-49551	10/17/2023	10/18/2023	235.56	8 -10 REAM CASES OF PAPER	104130-240 - OFFICE SUPPLIES	
STRIVE WORKPLACE SOLUTIONS	70726	OE-49551	10/17/2023	10/18/2023	235.56	8 -10 REAM CASES OF PAPER	104240-240 - OFFICE SUPPLIES	
					$471.12			
					$471.12			
SUNRISE ENGINEERING, INC.	70727	0137686	10/10/2023	10/18/2023	360.00	SANTA CLARA CITY-MISC.ENGINEERING ON-CA	515110-320 - ENGINEERING SERVIC	
					$360.00			
TATE, NOLAN	70728	Refund: 2001597	10/17/2023	10/18/2023	73.75	Refund: 2001597 - TATE, NOLAN	531311-000 - ACCOUNTS RECEIVABL	
					$73.75			
UPPER CASE PRINTING INK.	70729	1024	10/05/2023	10/18/2023	227.15	BACK OF BILL PRINTING	104130-370 - PROFESSIONAL SERVI	
					$227.15			
WARNER, KIMBERLY REBECKA	70730	101823- REFUN	10/18/2023	10/18/2023	200.00	BAIL REFUND FOR CASE#221200191	102560-000 - BAIL & RESTITUTION	
					$200.00			
WASH. COUNTY WATER CONSER	70731	53315	10/01/2023	10/18/2023	4,509.02	REG.PIPELINE BOND PAYMENT OCT 2023	515110-822 - DEBT PAYMENT TO WA	
					$4,509.02			
WASHINGTON CITY	70732	0003654	10/11/2023	10/18/2023	2,790.00	HELP WITH POWER OUTAGE ON 10-06-23	535310-466 - POWER LINES/POLES/	
					$2,790.00			

City of Santa Clara
Check Register
All Bank Accounts - 10/18/2023 to 10/18/2023

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
WASHINGTON COUNTY- HCP	70733	JUL-SEP 2023-H	10/12/2023	10/18/2023	14,984.28	HCP IMPACT FEES JUL-SEP 2023	102260-000 - HCP IMPACT FEES - CO	
					$14,984.28			
WEBB, RACHEL MICHELLE	70734	101723-RW	10/17/2023	10/18/2023	79.62	COURT INTERPRETER 10/17/23	104120-330 - LEGAL SERVICES	
					$79.62			
WESTERN UNITED ELECTRIC SU	70735	6097700	09/29/2023	10/18/2023	7,684.00	SINGLE PHASE TRANSFORMERS FOR VINEYAR	535310-254 - NEW SUBDIVISION EXP	
WESTERN UNITED ELECTRIC SU	70735	6098646	10/12/2023	10/18/2023	347.70	FEEDTHROUGH BUSHINGS FOR VINEYARD DR.	535310-730 - IMPROVEMENTS	105
					$8,031.70			
					$8,031.70			
WHITAKER CONSTRUCTION CO.	70736	2023-0930	09/30/2023	10/18/2023	-15,826.00	VINEYARD DR PH 2	102585-000 - SUBDIVISION SECURIT	
WHITAKER CONSTRUCTION CO.	70736	2023-0930	09/30/2023	10/18/2023	20,585.09	VINEYARD DR PH 2	545410-730 - IMPROVEMENTS	105
WHITAKER CONSTRUCTION CO.	70736	2023-0930	09/30/2023	10/18/2023	24,471.39	VINEYARD DR PH 2	104410-730 - IMPROVEMENTS	105
WHITAKER CONSTRUCTION CO.	70736	2023-0930	09/30/2023	10/18/2023	71,399.50	VINEYARD DR PH 2	535310-730 - IMPROVEMENTS	105
WHITAKER CONSTRUCTION CO.	70736	36053	10/09/2023	10/18/2023	109,562.55	2022-090 SANTA CLARA WATERLINE REPLACEM	424200-730 - ARPA CAPITAL IMPROV	105
					$210,192.53			
					$210,192.53			
					$353,074.32			

Mayor
Rick Rosenberg

City Manager
Brock Jacobsen

CITY OF
SANTA CLARA
FOUNDED 1854

City Council
Denny Drake
Leina Mathis
Ben Shakespeare
Jarett Waite
Christa Hinton

CITY COUNCIL

Meeting Date: 25/Oct/23 **Agenda Item:** 1

Applicant: N/A **Requested by:** Dustin Mouritsen

Subject: Design for the Crestview irrigation line.

Description:

Consider approval for the low bidder Rosenberg Associates for the design of the 8" irrigation line on Crestview Drive to provide secondary water to the Santa Clara Elementary for the cost of $39,900. The next closest bid was $70,800.

Recommendation: Approval **Attachments:** N/A

Cost: 39900

Legal Approval: Yes

Finance Approval: Yes

Budget Approval: Yes

2603 Santa Clara Drive, Santa Clara, Utah 84765

Phone (435) 673-6712 Fax (435) 628-7338

ROSENBERG ASSOCIATES
CIVIL ENGINEERS • LAND SURVEYORS

AGREEMENT
FOR PROFESSIONAL SERVICES

CLIENT **City of Santa Clara**
2603 Santa Clara Drive
Santa Clara, UT 84765-5463

ENGINEER **Rosenberg Associates**
352 East Riverside Drive, Suite A-2
St. George, UT 84790

PROJECT **12454-23-012**
Crestview Drive Irrigation Line Design
Santa Clara, UT

EFFECTIVE DATE October 5, 2023

THIS IS AN AGREEMENT between the above-named Client and Engineer. The Client's project, of which the Engineer's services are a part, is generally described as follows:

Provide civil engineering and land surveying to design an underground irrigation line to run along Crestview Drive in Santa Clara, Utah, extending from the Santa Clara Elementary School eastward to Canyon View Drive, then southward along Canyon View Drive to connect to the existing irrigation line.

The Client and the Engineer agree as follows:

ARTICLE 1 – ENGINEER'S SERVICES

1.1 Work Plan: The Engineer shall provide services outlined in the following Work Plan:

WORK PLAN

120 BASE MAP: Perform a field mapping survey to determine project topography and existing site features, utilities (based on features above ground), structures, and adjacent roadway features. Prepare a project base map using the field survey and existing available project boundary and topographic information.

260 CIVIL CONSTRUCTION PLANS: Research, evaluate, design, and develop project civil construction plans for the elements listed below. Review completed plans with the Client.

24 Storm Water Mitigation: Prepare a storm water mitigation plan document and preliminary design plans to illustrate the methods and procedures proposed to control and eliminate storm water pollution sources during construction. *Work excludes the preparation of a Storm Water Pollution Prevention Plan (SWPPP), which will be the responsibility of the construction contractor.*

30 Pipeline Plan and Profile: Prepare horizontal and vertical alignment plans for the project pipeline to include typical cross sections, construction notes, and details.

40 Utility: Prepare a project utility construction plan to include anticipated conflicts with existing underground utilities. Review plan design with the local utility service providers. *Utility mapping will be based upon information obtained from utility service providers.*

80 Opinion of Cost: Prepare an engineer's opinion of probable construction costs for the public infrastructure improvements as required by the local governing agency for bonding.

270 CONSTRUCTION CONTRACT DOCUMENTS: Prepare material and construction specifications for the preliminary design plans. Prepare bidding documents and work agreement forms. Compile into a contract bidding package to include with the project general conditions and construction specifications.

410 PROJECT BID AND CONTRACTOR SELECTION: Assist with advertising and obtaining bids for the project. Receive and process contractor deposits or charges for the bidding documents and maintain a record of prospective bidders. Attend the pre-bid conference and issue addenda to clarify, correct, or change the bidding documents. Attend the bid opening, prepare bid tabulation sheets, and assist in evaluating the bids.

430 GENERAL ADMINISTRATION OF THE CONSTRUCTION CONTRACT: Consult with the Client and act as the Client's representative as provided in the project contract documents. Specific duties to include the following:

- Process applications for payment.

- Recommend and process contractor change orders.
- Prepare the contractor's completion documents in accordance with the contract documents to obtain final payment.
- Conduct the substantial completion and final completion process

520 DRAWING OF RECORD: Incorporate field measurements of completed construction improvements into a drawing of record.

The following services are not included in the Work Plan:

- Fees for package submission and plan reviews by the local, state, and/or federal governing agencies. These fees will be furnished by the Client to the Engineer when each package is submitted.
- Geotechnical Investigation.
- Construction engineering or observation
- Construction surveying

ARTICLE 2 – FEES AND INVOICING

2.1 Fees: The Client shall pay the Engineer for the Engineer's services on an hourly-rate, time-and-materials basis.

COST ESTIMATE

120	**BASE MAP**		**$5,500**
260	**CIVIL CONSTRUCTION PLANS**		**$18,600**
24	Storm Water Mitigation	$2,800	
30	Pipeline Plan and Profile	$7,200	
40	Utility	$7,600	
80	Opinion of Cost	$1,000	
270	**CONSTRUCTION CONTRACT DOCUMENTS**		**$4,400**
410	**PROJECT BID AND CONTRACTOR SELECTION**		**$3,200**
430	**GENERAL ADMINISTRATION OF THE CONSTRUCTION CONTRACT**		**$5,400**
520	**DRAWING OF RECORD**		**$2,800**
PROJECT TOTAL			**$39,900**

2.1.1. *Time and Materials Cost Estimate:* If a Cost Estimate is included in this Agreement, the Engineer and the Client agree that the Cost Estimate is an estimate only, and is not a guaranteed maximum fee or a billing cap; however, the Engineer shall not exceed the total estimated compensation amount of the Cost Estimate unless agreed to by the Client. The Engineer may alter the estimated distribution of compensation in breakdown by phases and tasks set forth in the Cost Estimate to be consistent with services actually rendered.

2.2 Fee Schedule: The Engineer's rates for Time and Materials billings are set forth in the following Fee Schedule. The Fee Schedule rates may be adjusted annually to reflect equitable changes in the compensation payable to the Engineer.

Dustin Mouritsen

From: Nathan Wallentine <nwallentine@sunrise-eng.com>
Sent: Thursday, October 5, 2023 1:35 PM
To: Dustin Mouritsen
Cc: Joseph K Phillips
Subject: Crestview Drive Irrigation Pipeline

Dustin, per our discussions I have below the price to design the project. Let me know if you have any questions.

Thanks,

-Nate

Design Fee: Lump Sum $34,700
Bidding & Negotiations: Estimated Hourly $6,000
Construction Administration: Estimated Hourly $30,100

Design Fee includes using Lidar data combined with the minimal amount of shots from the previous heights project for a design surface. The design fee also includes taking additional survey shots on the sewer manholes. Survey data beyond that scope is not included.

The Bidding & Negotiations and Construction Administration fee's anticipate Sunrise Engineering being the lead for these services. If the City elects to be the lead out these services the estimated hourly fee would be reduced.

NATHAN WALLENTINE, P.E.
Project Manager

nwallentine@sunrise-eng.com
11 North 300 West, Washington, UT 84780
TEL 435.767.0990 CELL 801.425.3561
sunrise-eng.com

This email has been scanned for spam and viruses by Proofpoint Essentials. Click here to report this email as spam.

SUNRISE ENGINEERING INC.

11 North 300 West, Washington, Utah 84780

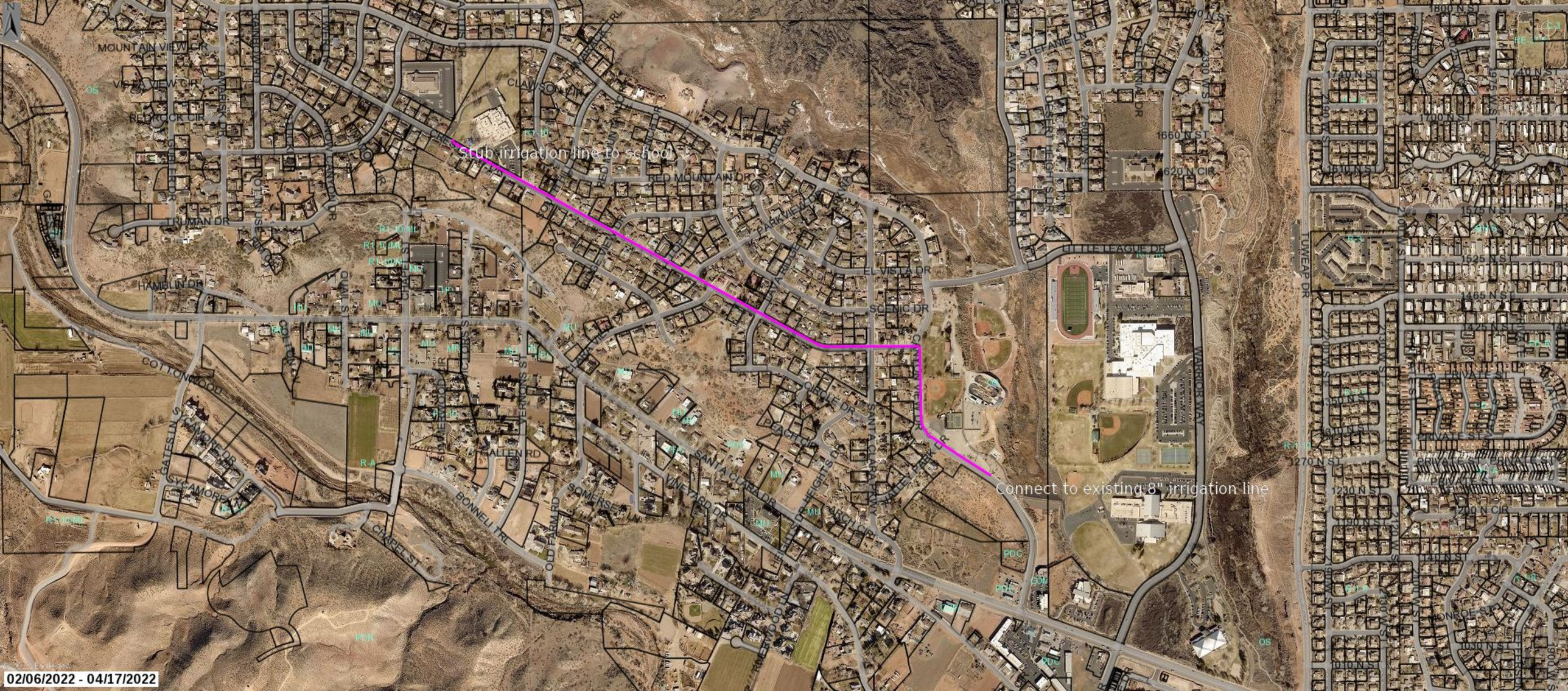
Tel: (435) 652-8450

Engineer's Opinion of Probable Cost

SANTA CLARA CITY WATER FACILITY PLAN PROJECTS

NW/MG 11/15/2022

NO.	DESCRIPTION	Est Quantity	Units	Unit Price	TOTAL COST	LF. Eligible	Impact Fee Eligible Cost
Irrigation: Crestview Drive 8" Line							
1	Mobilization	1	LS	$ 16,430	$ 16,430	100%	$ 16,430
2	8" PVC Irrigation Line (DR-18), Bedding, Backfill, Tracer Wire, Etc.	5,300	LF	$ 60.00	$ 318,000	100%	$ 318,000
3	Misc Connections and Tie Ins	1	LS	$ 10,600.00	$ 10,600	100%	$ 10,600
4	2.5" Bituminous Surface Coarse	15,900	SF	$ 3.00	$ 47,700	100%	$ 47,700
5	6" Untreated Base Course	15,900	SF	$ 1.00	$ 15,900	100%	$ 15,900
			SUBTOTAL		$ 345,030	100%	$345,030
			CONTINGENCY	20%	$ 70,000	100%	$ 70,000.00
			CONSTRUCTION TOTAL		$ 415,030		$ 415,030
	INCIDENTALS						
6	Administration		LS	1%	$ 4,200	100%	$ 4,200
14	Engineering Design		LS	12.5%	$ 51,900	100%	$ 51,900
15	Engineering Construction Services		HOURLY	8%	$ 33,300	100%	$ 33,300
16	Legal & Fiscal/Interim Financing	0	EST.			100%	$ -
17	Miscellaneous	0	EST.			100%	$ -
18	GIS Mapping	0	EST.		$ 800	100%	$ 800
						100%	
			TOTAL PROJECT COST		**$ 505,230**	**100%**	**$ 505,230**


Stub irrigation line to school
Connect to existing 8" irrigation line
02/06/2022 - 04/17/2022

Mayor
Rick Rosenberg

City Manager
Brock Jacobsen

CITY OF
SANTA CLARA
FOUNDED 1854

City Council
Denny Drake
Leina Mathis
Ben Shakespeare
Jarett Waite
Christa Hinton

CITY COUNCIL

Meeting Date: 25/Oct/23 **Agenda Item: 2**

Applicant: **Santa Clara City** **Requested by:** Dustin Mouritsen

Subject: Traffic Signal Design Pioneer Parkway and Red Mountain Drive.

Description:

Discussion and approval for the Design of a 4-way traffic signal at the intersection of Pioneer Parkway and Red Mtn. Drive. Staff is recommending Avenue Consultants with the low bid of $28,740. The project is in the Traffic and Transportation Master Plan and is impact fee eligible.

Recommendation: Approval

Attachments: N/A

Cost: 28740

Legal Approval: Yes

Finance Approval: Yes

Budget Approval: Yes

2603 Santa Clara Drive, Santa Clara, Utah 84765

Phone (435) 673-6

712 Fax (435) 628-7338

RED MOUNTAIN DRIVE

LOCATED IN N.W. ¼ OF SECTION 9, TOWNSHIP 42 SOUTH, RANGE 16 WEST OF THE SALT LAKE BASE AND MERIDIAN
CITY OF ST. GEORGE, WASHINGTON COUNTY, UTAH.

0 100' 200'
SCALE: 1"=100'

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

NOTICE:
EXISTING UTILITIES ARE SHOWN ON PLANS FOR THE CONVENIENCE OF THE CONTRACTOR AND ARE NOT GUARANTEED TO BE CORRECT. THE CONTRACTOR IS RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ALL UTILITIES. THE ENGINEER BEARS NO RESPONSIBILITY FOR UTILITIES NOT SHOWN OR SHOWN INCORRECTLY.



SHEET INDEX

SHEET NUMBER	SHEET DESCRIPTION
1	COVER SHEET
2	SITE PLAN
3	SITE PLAN
4	STRIPING PLAN
5	STRIPING PLAN
6	STREET SECTIONS
7	EROSION CONTROL PLAN
8	EROSION CONTROL PLAN
9	EROSION CONTROL NOTES
10	GRADING PLAN
11	GRADING PLAN
12	RED MOUNTAIN DRIVE PROFILE
13	GRADING PLAN BRIDGE
14	BOX CULVERT DETAILS
15	BOX CULVERT DETAILS
16	BRIDGE DETAILS
17	UTILITY PLAN
18	UTILITY PLAN
19	UTILITY PLAN - INTERSECTION
20	DETAILS

GENERAL NOTES

1. THE CONTRACTOR IS REQUIRED TO CALL THE CITY FOR INSPECTION OF ALL IMPROVEMENTS RELATED TO THIS PROJECT.
2. THE CONTRACTOR IS REQUIRED TO OBTAIN AN ENCROACHMENT PERMIT FOR ANY WORK DONE IN A PUBLIC RIGHT-OF-WAY.
3. ANY NECESSARY MODIFICATIONS SHALL BE APPROVED BY THE DESIGN ENGINEER AND CITY PRIOR TO CONSTRUCTION.
4. ALL WORK SHALL BE CONTAINED ON THE SUBJECT SITE ONLY. NO STOCKPILING OR CONSTRUCTION ACTIVITY SHALL OCCUR OFF OF THE APPROVED PROJECT AREA.
5. THE CONTRACTOR SHALL PROVIDE A TEMPORARY TRASH ENCLOSURE ON SITE DURING ALL CONSTRUCTION ACTIVITIES TO CONTAIN DEBRIS AND PREVENT AIRBORNE LITTERING OFF SITE.
6. A WATER TRUCK SHALL BE USED ON SITE TO WET DOWN ALL EARTHWORK AND TO CONTROL AIRBORNE PARTICLES.
7. UNLESS SHOWN OTHERWISE ON THESE PLANS OR AS INDICATED IN THE PROJECT CONTRACT DOCUMENTS, ALL CONSTRUCTION SHALL CONFORM TO "THE CITY OF ST. GEORGE STANDARD SPECIFICATIONS FOR DESIGN AND CONSTRUCTION", "THE INTERNATIONAL PLUMBING CODE" AND "THE INTERNATIONAL BUILDING CODE" LATEST EDITIONS AS ADMINISTERED BY THE CITY OF ST. GEORGE.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION OF AND PROTECTION OF ALL EXISTING UNDERGROUND UTILITIES DURING CONSTRUCTION.
9. ALL EXCAVATIONS AND GRADING SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF CITY OF ST. GEORGE, SPECIFICALLY APPENDIX "J" OF "THE INTERNATIONAL BUILDING CODE," LATEST EDITION.
10. PROJECTS SHALL INSTALL AN INFORMATIONAL SIGN ON SITE BEFORE CONSTRUCTION START. THIS SIGN WILL HAVE A MINIMUM SIZE, PLACEMENT LOCATION AND CONTENT INFORMATION WITH THE COMPANY NAME, PHONE CONTACT & GRADING PERMIT NUMBER.
11. A MANDATORY PRE-CONSTRUCTION MEETING WILL BE REQUIRED ON ALL PROJECTS PRIOR TO ANY GRUBBING, GRADING, OR CONSTRUCTION ACTIVITIES. THE PERMIT HOLDER WILL BE REQUIRED TO NOTIFY ALL DEVELOPMENT SERVICES INSPECTORS.
12. ALL WORK AND MATERIALS SHALL MEET CITY OF SANTA CLARA STANDARDS.

PROJECT OWNER/ DEVELOPER

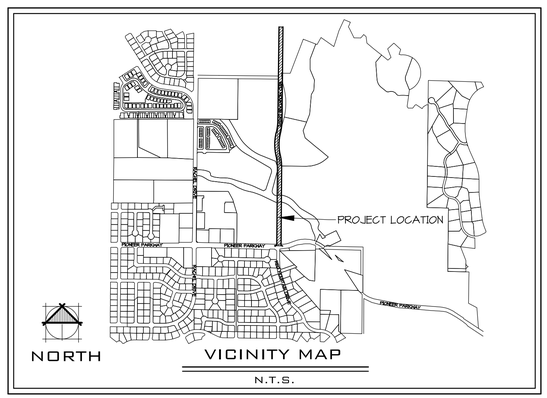
REGAL REALSOURCE, LLC.
9216 S. WASATCH BLVD.
SLC, UT. 84093
CONTACT: RICK LLOYD
(801) 201-6383

PROJECT ENGINEER

ROSENBERG ASSOCIATES
352 EAST RIVERSIDE DRIVE, SUITE A2
ST. GEORGE, UT 84790
CONTACT: JARED BATES, PE
(435) 673-8586

GEOTECHNICAL ENGINEER

APPLIED GEOTECHNICAL ASEC
1420 SOUTH 270 EAST
ST. GEORGE, UT 84790
CONTACT: WAYNE ROGERS, PE
(435) 673-6850



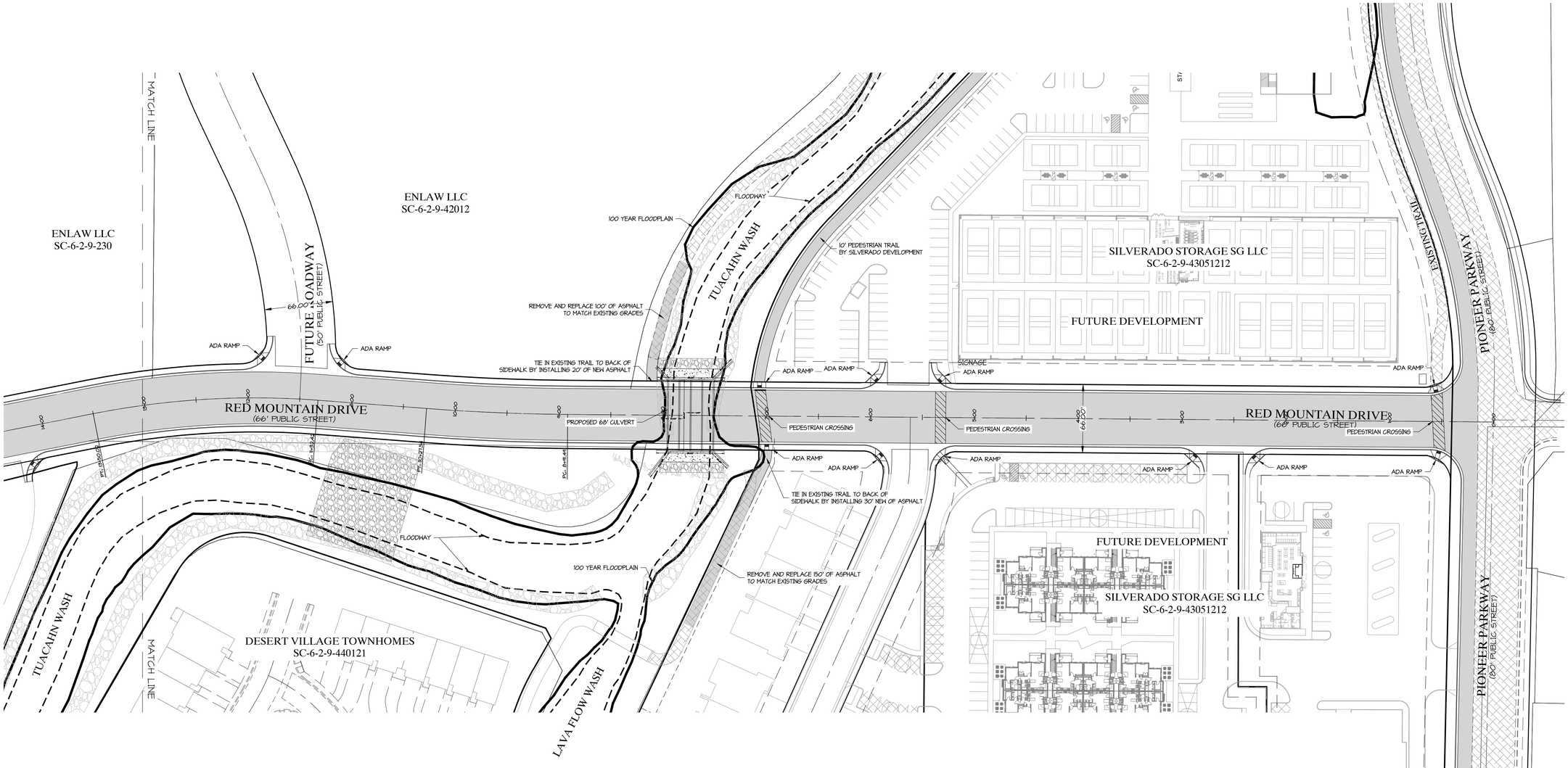
DATE: 12/21/22
JOB NO.: 4828-20-50
DESIGNED BY: DMH
CHECKED BY: JWB
DWG: CON PLANS
REVISIONS DATE

ROSENBERG ASSOCIATES
CIVIL ENGINEERS • LAND SURVEYORS
352 East Riverside Drive, Suite A-2 St. George, Utah 84790
Ph (435) 673-8586 Fx (435) 673-8397
www.racivil.com

COVER SHEET
FOR
RED MOUNTAIN DRIVE
ST. GEORGE
UTAH

PROFESSIONAL ENGINEER
JARED W. BATES
12/21/22
7888544
STATE OF UTAH

SHEET
1
1 OF 20 SHEETS



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

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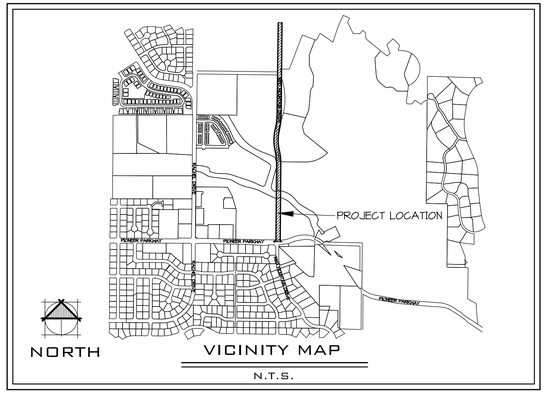
0 50' 100'
SCALE: 1"=50'

*FULL WIDTH IMPROVEMENTS SHOWN. EXTENTS OF CONSTRUCTION TO BE DETERMINED BY SANTA CLARA CITY

PROJECT OWNER/ DEVELOPER
REGAL REALSOURCE, LLC.
9216 S. WASATCH BLVD.
SLC, UT. 84093
CONTACT: RICK LLOYD
(801) 201-6383

PROJECT ENGINEER
ROSENBERG ASSOCIATES
352 EAST RIVERSIDE DRIVE, SUITE A2
ST. GEORGE, UT 84790
CONTACT: JARED BATES, PE
(435) 673-8586

GEOTECHNICAL ENGINEER
APPLIED GEOTECHNICAL ASSOC
1420 SOUTH 270 EAST
ST. GEORGE, UT 84790
CONTACT: WAYNE ROGERS, PE
(435) 673-6850



DATE: 12/21/22
JOB NO.: 4828-20-50
DESIGNED BY: DMH
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REVISIONS DATE

ROSENBERG ASSOCIATES
CIVIL ENGINEERS • LAND SURVEYORS

352 East Riverside Drive, Suite A-2 St. George, Utah 84790
Ph (435) 673-8586 Fx (435) 673-8397
www.racivil.com

SITE PLAN FOR RED MOUNTAIN DRIVE
ST. GEORGE UTAH

PROFESSIONAL ENGINEER
JARED W. BATES
No. 7885858
STATE OF UTAH

SHEET
2
2 OF 20 SHEETS

ENLAW LLC
SC-6-2-9-4404

ENLAW LLC
SC-6-2-9-230

ENLAW LLC
SC-6-2-9-42012

RED MOUNTAIN DRIVE
(66' PUBLIC STREET) N

MATCH LINE

BAMBAM INV LLC
SC-6-2-4-3301

EXISTING 28' OF ASPHALT
BUILT BY SOLACE

PROPOSED 11' OF ASPHALT
BUILT BY REGAL HOMES

AFFIRMATION DRIVE
(60' PUBLIC STREET)

ADA RAMP

2016 100 YEAR FLOODPLAIN

FLOODWAY

ENLAW LLC
SC-6-2-9-42012

ENLAW LLC
SC-6-2-9-42012

MATCH LINE

*FULL WIDTH IMPROVEMENTS SHOWN. EXTENTS OF CONSTRUCTION TO BE DETERMINED BY SANTA CLARA CITY

811
Know what's **below.**
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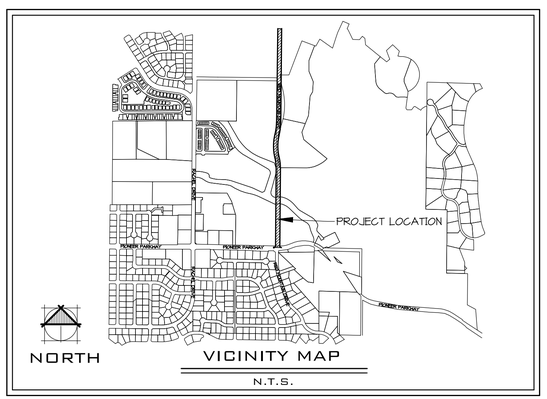
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0 50' 100'
SCALE: 1"=50'

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ST. GEORGE, UT 84790
CONTACT: JARED BATES, PE
(435) 673-8586

GEOTECHNICAL ENGINEER
APPLIED GEOTECHNICAL AGEC
1420 SOUTH 270 EAST
ST. GEORGE, UT 84790
CONTACT: WAYNE ROGERS, PE
(435) 673-6850



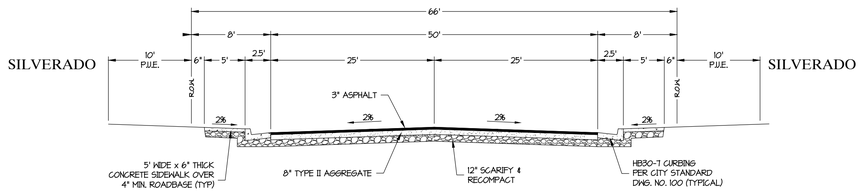
DATE: 12/21/22
JOB NO.: 4828-20-50
DESIGNED BY: DMH
CHECKED BY: JWB
DWG: CON PLANS
REVISIONS DATE

ROSENBERG ASSOCIATES
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Ph (435) 673-8586 Fx (435) 673-8397
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SITE PLAN
FOR
RED MOUNTAIN DRIVE
ST. GEORGE
UTAH

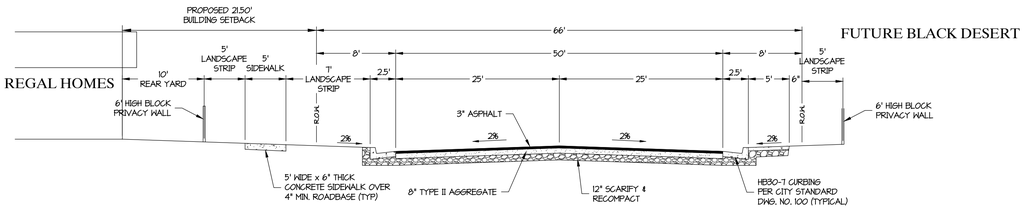
PROFESSIONAL ENGINEER
JARED W. BATES
12/21/2022
7888
STATE OF UTAH

SHEET
3
3 OF 20 SHEETS



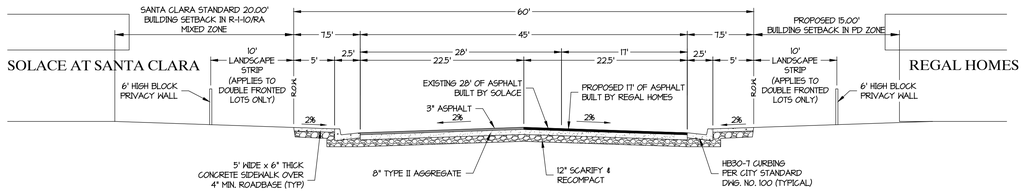
RED MOUNTAIN DRIVE - 66' R.O.W. (STA 0+00 - 14+00)

SCALE: N.T.S.



PROPOSED RED MOUNTAIN DRIVE - 66' R.O.W. (STA 14+00 - 27+00)

SCALE: N.T.S.



AFFIRMATION DRIVE - 60' R.O.W.

SCALE: N.T.S.

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STREET SECTIONS FOR RED MOUNTAIN DRIVE

ST. GEORGE UTAH

PROFESSIONAL ENGINEER JARED W. BATES 7888859 STATE OF UTAH

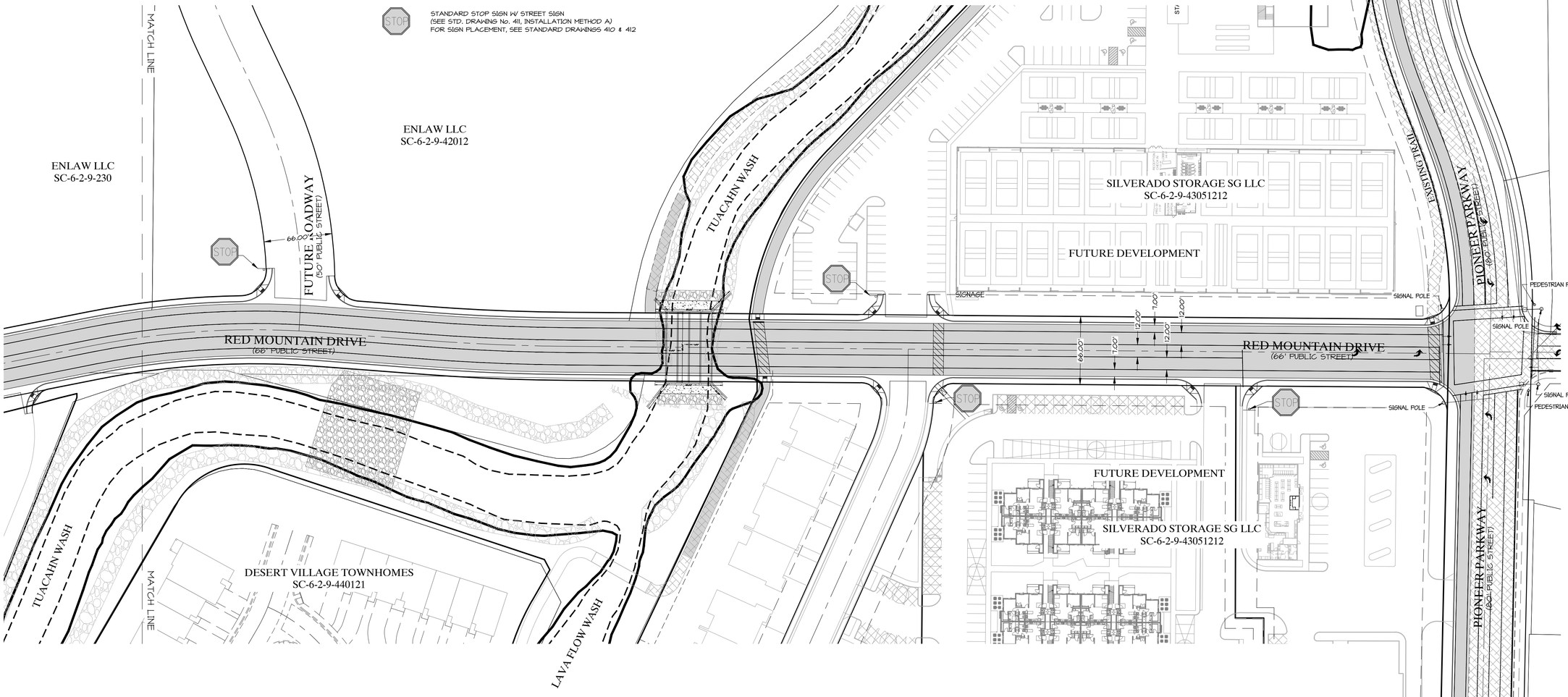
SHEET 4

NOTE:

ALL TRAFFIC CONTROL SIGNS AND STRIPING SHALL CONFORM TO CITY OF ST. GEORGE STANDARDS AS WELL AS THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

SIGN SUMMARY:

STOP — STANDARD STOP SIGN W/ STREET SIGN (SEE STD. DRAWING No. 411, INSTALLATION METHOD A) FOR SIGN PLACEMENT, SEE STANDARD DRAWINGS 410 & 412



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

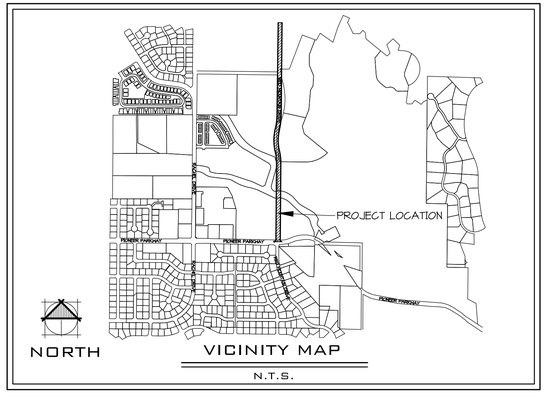
NOTICE:
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0 50' 100'
SCALE: 1"=50'

PROJECT OWNER/ DEVELOPER
REGAL REALSOURCE, LLC. — CONTACT: RICK LLOYD
4216 S. WASATCH BLVD. — (801) 201-6383
SLC, UT. 84093

PROJECT ENGINEER
ROSENBERG ASSOCIATES — CONTACT: JARED BATES, PE
352 EAST RIVERSIDE DRIVE, SUITE A2 — (435) 673-8586
ST. GEORGE, UT 84790

GEOTECHNICAL ENGINEER
APPLIED GEOTECHNICAL ASSOC — CONTACT: WAYNE ROGERS, PE
1420 SOUTH 270 EAST — (435) 673-6850
ST. GEORGE, UT 84790



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STRIPING PLAN FOR RED MOUNTAIN DRIVE
ST. GEORGE UTAH

PROFESSIONAL ENGINEER — JARED W. BATES — 7885802 — STATE OF UTAH

SHEET
5
5 OF 20 SHEETS

NOTE:

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SIGN SUMMARY:

STOP — STANDARD STOP SIGN W/ STREET SIGN
(SEE STD. DRAWING No. 411, INSTALLATION METHOD A)
FOR SIGN PLACEMENT, SEE STANDARD DRAWINGS 410 & 412

ENLAW LLC
SC-6-2-9-4404

ENLAW LLC
SC-6-2-9-230

MATCH LINE

ENLAW LLC
SC-6-2-9-42012

RED MOUNTAIN DRIVE
(66' PUBLIC STREET)

12.00' 7.00' 12.00'
12.00' 7.00'

100.00'

BAMBAM INV LLC
SC-6-2-4-3301

28.00' 11.00'

EXISTING 28' OF ASPHALT BUILT BY SOLACE

PROPOSED 11' OF ASPHALT BUILT BY REGAL HOMES

AFFIRMATION DRIVE
(60' PUBLIC STREET)

2016 100 YEAR FLOODPLAIN

FLOODWAY

MATCH LINE

ENLAW LLC
SC-6-2-9-42012

Know what's below. Call before you dig.

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PROJECT OWNER/ DEVELOPER

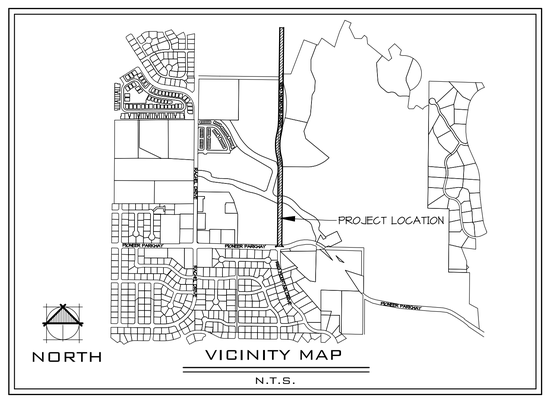
REGAL REALSOURCE, LLC.
9216 S. WASATCH BLVD.
SLC, UT. 84093
CONTACT: RICK LLOYD
(801) 201-6383

PROJECT ENGINEER

ROSENBERG ASSOCIATES
352 EAST RIVERSIDE DRIVE, SUITE A2
ST. GEORGE, UT 84790
CONTACT: JARED BATES, PE
(435) 673-8586

GEOTECHNICAL ENGINEER

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1420 SOUTH 270 EAST
ST. GEORGE, UT 84790
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DATE: 12/21/22
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REVISIONS | DATE

ROSENBERG ASSOCIATES
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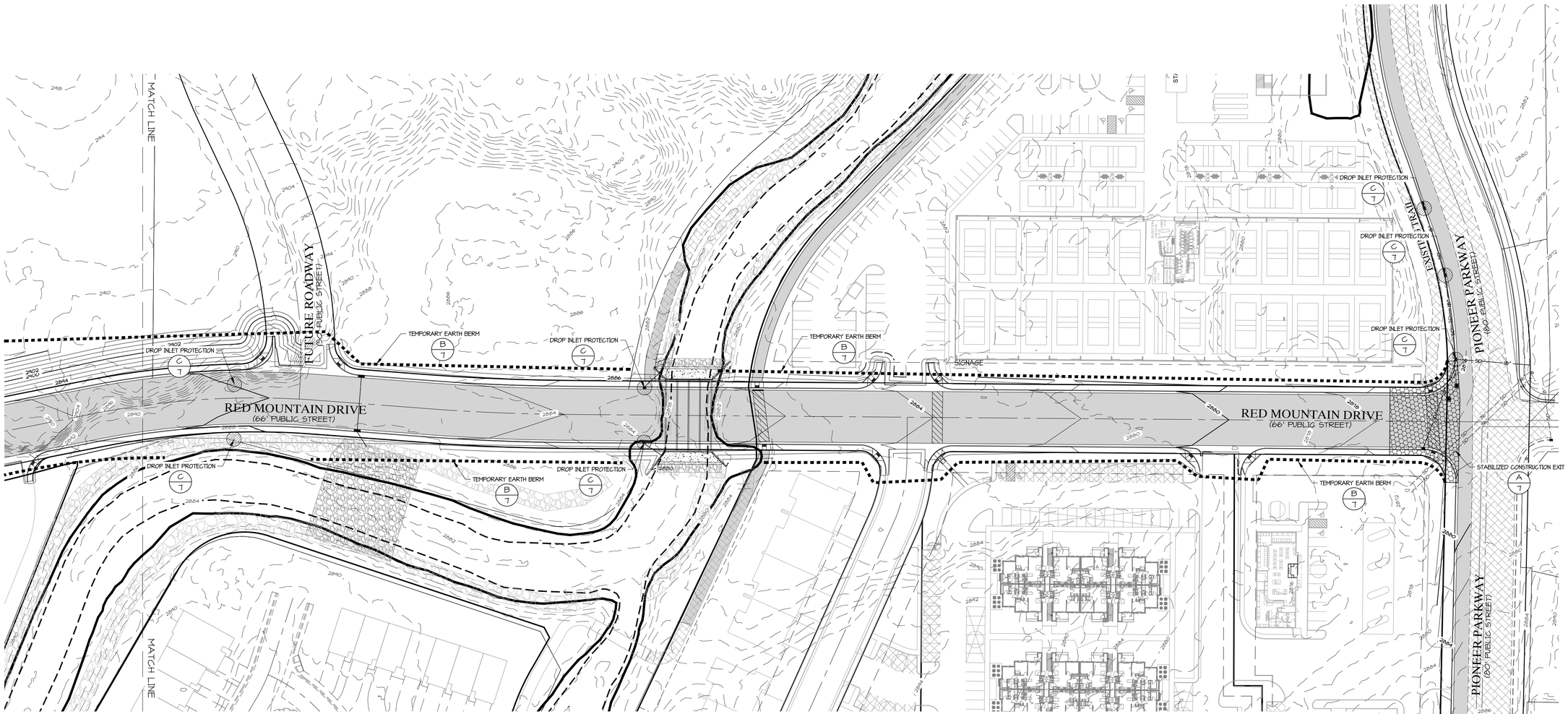
352 East Riverside Drive, Suite A-2 St. George, Utah 84790
Ph (435) 673-8586 Fx (435) 673-8397
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STRIPING PLAN FOR RED MOUNTAIN DRIVE

ST. GEORGE
UTAH

PROFESSIONAL ENGINEER
JARED W. BATES
12/21/22
78888
STATE OF UTAH

SHEET
6
6 OF 20 SHEETS

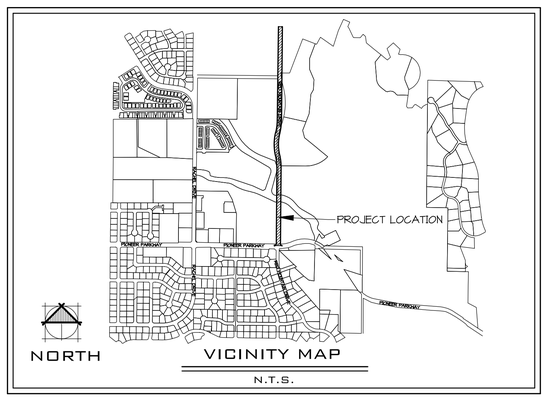


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0 50' 100'
SCALE: 1"=50'

LEGEND:
- EARTH BERM
- STABILIZED CONSTRUCTION EXIT
- DROP INLET PROTECTION



DATE: 12/21/22
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REVISIONS

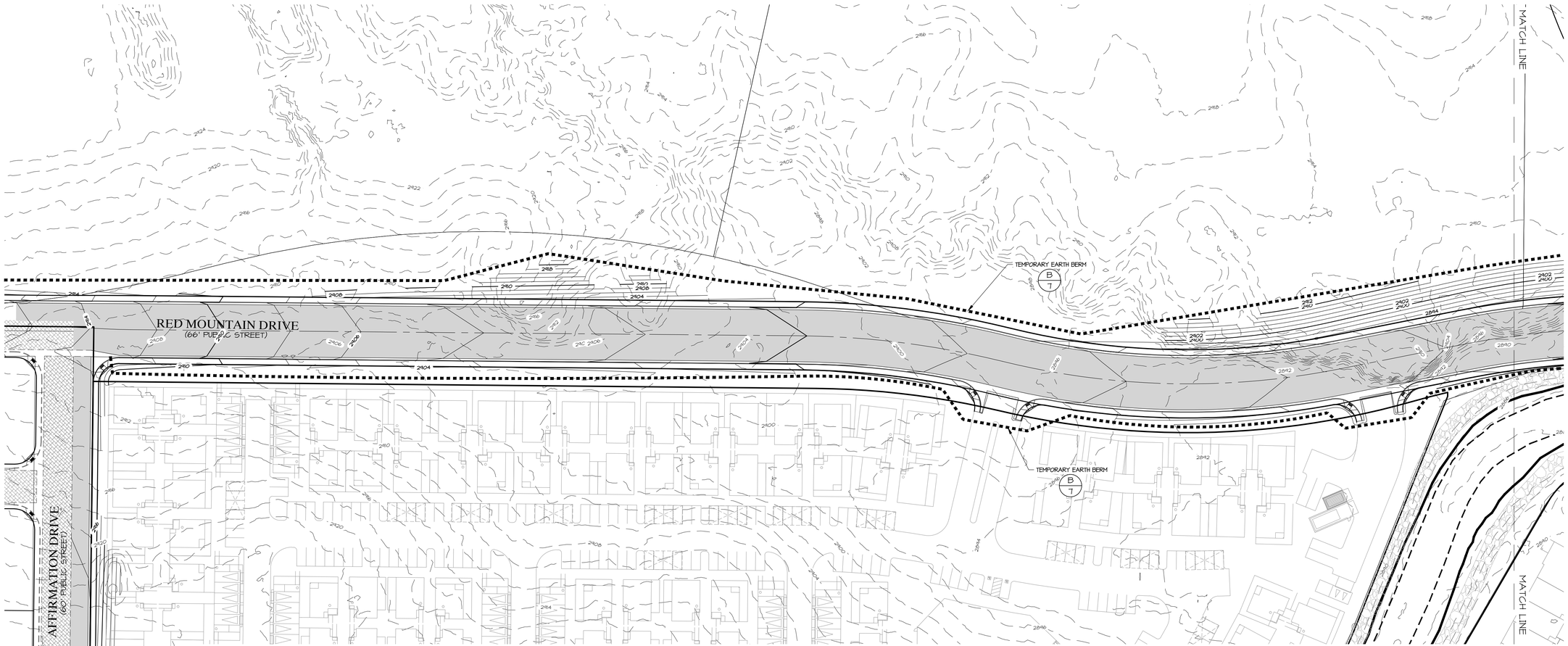
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352 East Riverside Drive, Suite
A-2 St. George, Utah 84790
Ph (435) 673-8586 Fx (435) 673-8397
www.racivil.com

EROSION CONTROL PLAN
FOR
RED MOUNTAIN DRIVE
ST. GEORGE
UTAH

PROFESSIONAL ENGINEER
JARED W. BATES
NO. 7888858
STATE OF UTAH

SHEET
7
7 OF 20 SHEETS



811

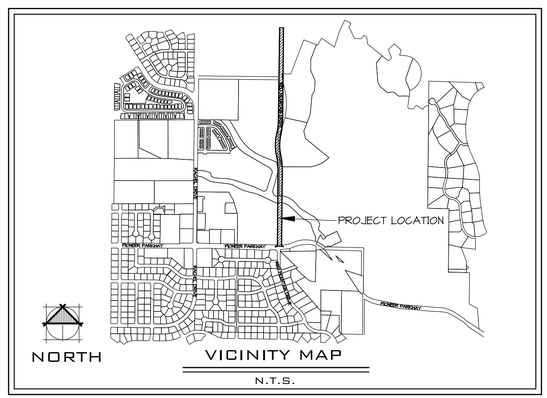
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SCALE: 1"=50'

LEGEND:

- EARTH BERM
- STABILIZED CONSTRUCTION EXIT
- DROP INLET PROTECTION



DATE: 12/21/22
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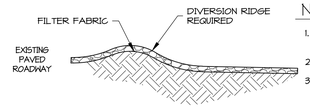
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EROSION CONTROL PLAN
FOR
RED MOUNTAIN DRIVE
ST. GEORGE
UTAH

PROFESSIONAL ENGINEER
JARED W. WATES
7888811
STATE OF UTAH

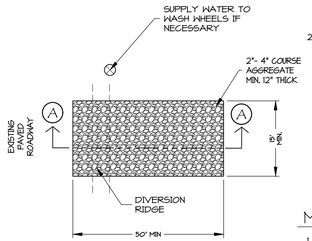
SHEET
8
8 OF 20 SHEETS



NOTES:

1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE TOP DRESSING, REPAIR, AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.
2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY.
3. WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN. TEMPORARY GRAVEL CONSTRUCTION ENTRANCE/EXIT.

SECTION A-A



PLAN VIEW

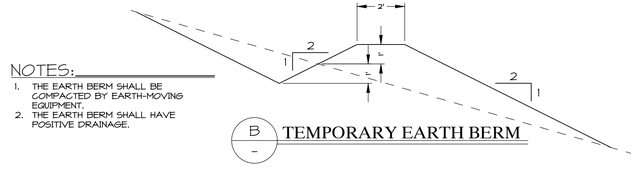
CONSTRUCTION SPECIFICATIONS:

1. THE AGGREGATE SIZE FOR CONSTRUCTION OF THE PAD SHALL BE 2 TO 4 INCH STONE. PLACE GRAVEL TO THE SPECIFIC GRADE AND DIMENSIONS SHOWN ON THE PLANS, AND SMOOTH IT. USE GEOTEXTILE FABRICS, IF NECESSARY, TO IMPROVE STABILITY OF THE FOUNDATION IN LOCATIONS SUBJECT TO SEEPAGE OR HIGH WATER TABLE. THE WIDTH OF THE PAD SHALL NOT BE LESS THAN THE FULL WIDTH OF ALL POINTS OF INGRESS OR EGRESS AND IN ANY CASE SHALL NOT BE LESS THAN 12 FEET WIDE. THE LENGTH OF THE PAD SHALL BE REQUIRED, BUT NOT LESS THAN 50 FEET.
2. LOCATE CONSTRUCTION ENTRANCES AND EXITS TO LIMIT SEDIMENT LEAVING THE SITE AND TO PROVIDE FOR MAXIMUM UTILITY BY ALL CONSTRUCTION VEHICLES. AVOID ENTRANCES WHICH HAVE STEEP GRADES AND ENTRANCES AT CURVES IN PUBLIC ROADS. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND, AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED, OR TRACKED ONTO PUBLIC RIGHT-OF-WAY SHALL BE REMOVED IMMEDIATELY. PROVIDE DRAINAGE TO CARRY WATER TO A SEDIMENT TRAP OR OTHER SUITABLE OUTLET. WHEN NECESSARY, WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING ANY STORM DRAIN, DITCH OR WATERCOURSE THROUGH USE OF SAND BAGS, GRAVEL, STRAW BALES, OR OTHER APPROVED METHODS.

MAINTENANCE:

1. MAINTAIN THE GRAVEL PAD IN A CONDITION TO PREVENT MUD OR SEDIMENT FROM LEAVING THE CONSTRUCTION SITE. REPLACE GRAVEL MATERIAL WHEN SURFACE VOIDS ARE VISIBLE. AFTER EACH RAINFALL, INSPECT ANY STRUCTURE USED TO TRAP SEDIMENT AND CLEAN IT OUT AS NECESSARY. IMMEDIATELY REMOVE ALL OBJECTIONABLE MATERIALS SPILLED, WASHED, OR TRACKED ONTO PUBLIC ROADWAYS. REMOVE ALL SEDIMENT DEPOSITED ON PAVED ROADWAYS WITHIN 24 HOURS.

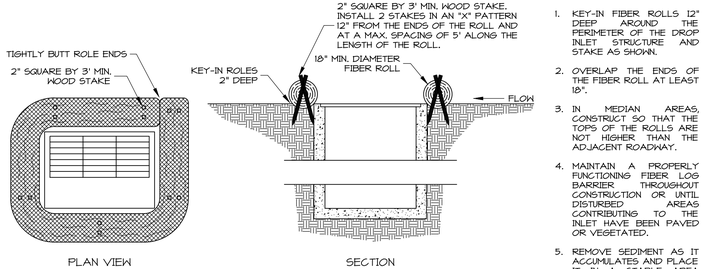
A – STABILIZED CONSTRUCTION EXIT



NOTES:

1. THE EARTH BERM SHALL BE COMPACTED BY EARTH-MOVING EQUIPMENT.
2. THE EARTH BERM SHALL HAVE POSITIVE DRAINAGE.

B – TEMPORARY EARTH BERM



NOTE:

1. KEY-IN FIBER ROLLS 12" DEEP AROUND THE PERIMETER OF THE DROP INLET STRUCTURE AND STAKE AS SHOWN.
2. OVERLAP THE ENDS OF THE FIBER ROLL AT LEAST 18".
3. IN MEDIAN AREAS, CONSTRUCT SO THAT THE TOPS OF THE ROLLS ARE NOT HIGHER THAN THE ADJACENT ROADWAY.
4. MAINTAIN A PROPERLY FUNCTIONING FIBER LOG BARRIER THROUGHOUT CONSTRUCTION OR UNTIL DISTURBED AREAS CONTRIBUTING TO THE INLET HAVE BEEN PAVED OR VEGETATED.
5. REMOVE SEDIMENT AS IT ACCUMULATES AND PLACE IT IN A STABLE AREA APPROVED BY THE ENGINEER.

C – DROP INLET PROTECTION

EROSION & SEDIMENTATION CONTROL NOTES:

1. AT ALL TIMES DURING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREVENTING AND CONTROLLING EROSION DUE TO WIND AND RUNOFF. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR MAINTAINING EROSION CONTROL FACILITIES SHOWN.

2. THE CONTRACTOR SHALL REMOVE LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION CHEMICALS EXPOSED TO STORM WATER, FROM THE SITE ON A DAILY BASIS, OR AS A MINIMUM, PRIOR TO AN ANTICIPATED STORM EVENT, OR OTHERWISE PREVENT SUCH MATERIAL FROM BECOMING A POLLUTANT SOURCE FOR STORM WATER DISCHARGES.

3. CONTRACTOR SHALL USE VEHICLE TRACKING CONTROL AT ALL LOCATIONS WHERE VEHICLE WILL ENTER OR EXIT THE SITE. VEHICLE TACKING CONTROL FACILITIES, SILT FENCE, EARTHEN BERM, AND INLET PROTECTION WILL BE MAINTAINED WHILE CONSTRUCTION IS IN PROGRESS, MOVED WHEN NECESSARY FOR PHASING OF THE WORK , UNTIL AL WORK IS COMPLETE.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING STREETS CLEAN OF DEBRIS FROM TRAFFIC FROM THE SITE. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, THE CONTRACTOR SHALL REMOVE OFF-SITE ACCUMULATIONS OF SEDIMENT IMMEDIATELY TO MINIMIZE OFFSITE IMPACTS. AT NO TIME SHALL SEDIMENT BE WASHED DOWN UNPROTECTED INLETS INTO THE CITY STORM SEWER SYSTEM.

5. CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING DRAINAGE AND EROSION CONTROL FACILITIES AS REQUIRED, AND SHALL REMOVE SEDIMENT FORM SEDIMENT TRAPS OR PONDS WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY 50%

6. EXCEPT AS PROVIDED IN (A), (B) AND (C) BELOW, THE CONTRACTOR SHALL INITIATE STABILIZATION MEASURES 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.

   (A) WHERE THE INITIATION OF STABILIZATION MEASURES BY THE 14TH DAY AFTER CONSTRUCTION ACTIVITY TEMPORARILY OR PERMANENTLY CEASE IS PRECLUDED BY SNOW COVER OR FROZEN GROUND CONDITIONS, STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE.
   (B) 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.
   (C) IN ARID AREAS (AREAS WITH AN AVERAGE ANNUAL RAINFALL OF 0-10 INCHES), SEMI-ARID AREAS (AREAS WITH AN AVERAGE ANNUAL RAINFALL OF 10 TO 20 INCHES), AND AREAS EXPERIENCING DROUGHTS WHERE THE INITIATION OF STABILIZATION MEASURES BY THE 14TH DAY AFTER CONSTRUCTION ACTIVITY HAS TEMPORARILY OR PERMANENTLY CEASED IS PRECLUDED BY SEASONAL ARID CONDITIONS, STABILIZATION SHALE BE INITIATED AS SOON AS PRACTICABLE.

7. EROSION CONTROL STRUCTURES BELOW SODDED AREAS MAY BE REMOVED ONCE SOD AND FINAL LANDSCAPING IS IN PLACE. EROSION CONTROL STRUCTURES BELOW SEEDED AREAS MUST REMAIN IN PLACE UNTIL THE ENTIRE AREA HAS ESTABLISHED A MATURE COVERING OF HEALTHY VEGETATION. EROSION CONTROL IN PROPOSED PAVED AREAS SHALL REMAIN IN PLACE UNTIL PAVEMENT IS COMPLETE.

8. NOT USED

9. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED DUE TO UNFORESEEN PROBLEMS OR IF THE PLAN DOES NOT FUNCTION AS INTENDED. A REPRESENTATIVE OF THE CITY OF SANTA CLARA PUBLIC WORKS DEPARTMENT MAY REQUIRE ADDITIONAL CONTROL DEVICES UPON INSPECTION OF PROPOSED FACILITIES

10. THIS PLAN IS ONLY TO BE USED FOR INSTALLATION OF EROSION CONTROL FACILITIES. DO NOT USE THIS PLAN FOR FINISH GRADING OR STORM SEWER CONSTRUCTION. PLEASE NOTE THAT CONTOURS SHOWN ON THIS PLAN ARE FINISH GRADES.

11. THE CONTRACTOR SHALL AMEND THE STORM WATER MANAGEMENT PLAN (SWPPP) WHENEVER:

   (A) THERE IS A CHANGE IN DESIGN, CONSTRUCTION, OPERATION, OR MAINTENANCE, WHICH HAS A SIGNIFICANT EFFECT ON THE DISCHARGE OF POLLUTANTS TO THE WATERS OF THE STATE AND WHICH HAS NOT OTHERWISE BEEN ADDRESSED IN THE PLAN.
   (B) INSPECTIONS OR INVESTIGATIONS BY SITE OPERATORS, LOCAL, STATE OR FEDERAL OFFICIALS INDICATE THE SWPPP IS PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANTS FROM SOURCES IDENTIFIED UNDER PART III.D.1. OF THE PERMIT, OR IS OTHERWISE NOT ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY
   (C) A NEW CONTRACTOR AND/OR SUBCONTRACTOR WILL IMPLEMENT A MEASURE OF THE SWPPP IN ORDER TO IDENTIFY THEIR ROLE AND RESPONSIBILITY FOR THE SWPPP. AMENDMENTS TO THE PLAN MAY BE REVIEWED BY THE EXECUTIVE SECRETARY (OR AUTHORIZED REPRESENTATIVE) IN THE SAME MANNER AS PART III.B.2. OF THE PERMIT.

12. THE CONTRACTOR SHALL KEEP A RECORD OF THE DATES WHEN MAJOR GRADING ACTIVITIES OCCUR, WHEN CONSTRUCTION ACTIVITIES TEMPORARILY OR PERMANENTLY CEASE ON A PORTION OF THE SITE, AND WHEN STABILIZATION MEASURES ARE INITIATED, AND INCLUDE THIS INFORMATION IN THE SWPPP.

13. THE TOTAL AREA TO BE DISTURBED CONTAINS 5.65 ACRES.

14. PROJECT SITE IS TRIBUTARY TO THE TUACAHN WASH.

15. THERE ARE NO EXISTING WATER SURFACE FEATURES AFFECTED BY THIS PROJECT.

16. DUST CONTROL-CONSTRUCTION TRAFFIC MUST ENTER AND EXIT THE SITE AT THE STABILIZED CONSTRUCTION EXIT. THE PURPOSE IS TO TRAP DUST AND MUD THAT WOULD OTHERWISE BE CARRIED OFF-SITE BY CONSTRUCTION TRAFFIC.

17. WATER TRUCKS WILL BE USED AS NEEDED DURING CONSTRUCTION TO REDUCE DUST GENERATED ON THE SITE. DUST CONTROL MUST BE PROVIDED BY THE GENERAL CONTRACTOR TO A DEGREE THAT IS ACCEPTABLE TO THE CONSTRUCTION MANAGER OR ON-SITE OWNER REPRESENTATIVE, AND IN COMPLIANCE WITH APPLICABLE LOCAL AND STATE DUST CONTROL REGULATIONS. AFTER CONSTRUCTION, THE SITE WILL BE PERMANENTLY STABILIZED (AS DESCRIBED ELSEWHERE), WHICH WILL REDUCE THE POTENTIAL FOR DUST GENERATION.

18. BETWEEN THE TIME THE SWPPP IS IMPLEMENTED AND FINAL SITE STABILIZATION IS ACHIEVED, ALL DISTURBED AREAS AND POLLUTANT CONTROLS MUST BE INSPECTED AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS FOLLOWING A RAINFALL OF 0.25 INCHES OR GREATER. THE PURPOSE OF SITE INSPECTIONS IS TO ASSESS PERFORMANCE OF POLLUTANT CONTROLS. THE GENERAL CONTRACTOR'S DESIGNATED REPRESENTATIVE WILL CONDUCT THE INSPECTIONS. BASED ON THESE INSPECTIONS, THE GENERAL CONTRACTOR WILL DECIDE WHETHER IT IS NECESSARY TO MODIFY THIS SWPPP, ADD OR RELOCATE SEDIMENT BARRIERS, OR WHATEVER ELSE MAY BE NEEDED IN ORDER TO PREVENT POLLUTANTS FROM LEAVING THE SITE VIA STORM WATER RUNOFF. THE GENERAL CONTRACTOR HAS THE DUTY TO CAUSE POLLUTANT CONTROL MEASURES TO BE REPAIRED, MODIFIED, MAINTAINED, SUPPLEMENTED, OR WHATEVER ELSE IS NECESSARY IN ORDER TO ACHIEVE EFFECTIVE POLLUTANT CONTROL.

   EXAMPLES OF PARTICULAR ITEMS TO EVALUATE DURING SITE INSPECTIONS ARE LISTED BELOW. THIS LIST IS NOT INTENDED TO BE COMPREHENSIVE. DURING EACH INSPECTION THE INSPECTOR MUST EVALUATE OVERALL POLLUTANT CONTROL SYSTEM PERFORMANCE AS WELL AS PARTICULAR DETAILS OF INDIVIDUAL SYSTEM COMPONENTS. ADDITIONAL FACTORS SHOULD BE CONSIDERED AS APPROPRIATE TO THE CIRCUMSTANCES.

   (A) LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE MUST BE INSPECTED FOR EVIDENCE OF OFF-SITE SEDIMENT TRACKING. A STABILIZED CONSTRUCTION EXIT WILL BE CONSTRUCTED WHERE VEHICLES EXIT AND ENTER THE PROJECT. THIS EXIT WILL BE MAINTAINED OR SUPPLEMENTED AS NECESSARY TO PREVENT SEDIMENT FORM LEAVING THE SITE ON VEHICLES.
   (B) SEDIMENT BARRIERS AND FENCES MUST BE INSPECTED AND, IF NECESSARY, THEY MUST BE ENLARGED OR CLEANED IN ORDER TO PROVIDE ADDITIONAL CAPACITY. ALL MATERIAL EXCAVATED FROM BEHIND SEDIMENT BARRIERS WILL BE STOCKPILED ON THE UP SLOPE SIDE. ADDITIONAL SEDIMENT BARRIERS / FENCES SHALL BE INSTALLED AS NEEDED.
   (C) INSPECTIONS WILL EVALUATE DISTURBED AREAS AND AREAS USED FOR STORING MATERIALS WHICH ARE EXPOSED TO RAINFALL FOR EVIDENCE OF, OR THE POTENTIAL FOR, POLLUTANTS ENTERING THE DRAINAGE SYSTEM. AS NECESSARY, THE MATERIALS MUST BE COVERED OR ORIGINAL COVERS MUST BE REPAIRED OR SUPPLEMENTED. ALSO, PROTECTIVE BERMS MUST BE CONSTRUCTED, AS NEEDED, IN ORDER TO CONTAIN RUNOFF FROM MATERIAL STORAGE AREAS.
   (D) GRASSED AREAS WILL BE INSPECTED TO CONFIRM THAT A HEALTHY STAND OF GRASS IS MAINTAINED. THE SITE HAS ACHIEVED FINAL STABILIZATION ONCE ALL AREAS ARE COVERED WITH BUILDING FOUNDATION OR PAVEMENT, OR HAVE A STAND OF MATURE GRASS WITH AS LEAST 70 PERCENT UNIFORM DENSITY. THE DENSITY OF 70 PERCENT OR GREATER MUST BE MAINTAINED TO BE CONSIDERED AS STABILIZED. AREAS MUST BE WATERED, FERTILIZED, AND RESEEDED AS NEEDED TO ACHIEVE THIS GOAL.
   (E) ALL DISCHARGE POINTS MUST BE INSPECTED TO DETERMINE WHETHER EROSION CONTROL MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO RECEIVING WATERS.

19. BASED ON INSPECTION RESULTS, ANY MODIFICATION NECESSARY TO INCREASE EFFECTIVENESS OF THIS SWPPP TO AN ACCEPTABLE LEVEL MUST BE MADE WITHIN SEVEN CALENDAR DAYS OF THE INSPECTION. THE INSPECTION REPORTS MUST BE COMPLETED ENTIRELY AND ADDITIONAL REMARKS SHOULD BE INCLUDED IF NEEDED TO FULLY DESCRIBE A SITUATION. AN IMPORTANT ASPECT OF THE INSPECTION REPORT IS THE DESCRIPTION OF ADDITIONAL MEASURES THAT NEED TO BE TAKEN TO ENHANCE PLAN EFFECTIVENESS. THE INSPECTION REPORT MUST IDENTIFY WHETHER THE SITE WAS IN COMPLIANCE WITH THE SWPPP AT THE TIME OF INSPECTION AND SPECIFICALLY IDENTIFY ALL INCIDENTS OF NON-COMPLIANCE.

20. INSPECTION REPORTS MUST BE KEPT ON FILE BY THE CITY OF SANTA CLARA AS AN INTEGRAL PART OF THIS SWPPP FOR AT LEAST THREE YEARS FROM THE DATE OF COMPLETION OF THE PROJECT.

21. IT IS THE RESPONSIBILITY OF THE CITY OF SANTA CLARA TO ASSURE THE ADEQUACY OF SITE POLLUTANT DISCHARGE CONTROLS. ACTUAL PHYSICAL SITE CONDITIONS OR CONTRACTOR PRACTICES COULD MAKE IT NECESSARY TO INSTALL MORE STRUCTURAL CONTROLS THAN ARE SHOWN ON THE PLANS. (FOR EXAMPLE, LOCALIZED CONCENTRATIONS OF RUNOFF COULD MAKE IT NECESSARY TO INSTALL ADDITIONAL SEDIMENT BARRIERS.) ASSESSING THE NEED FOR ADDITIONAL CONTROLS AND IMPLEMENTING THEM OR ADJUSTING EXISTING CONTROLS WILL BE A CONTINUING ASPECT OF THIS SWPPP UNTIL THE SITE ACHIEVES FINAL STABILIZATION.

22. ALL DETAILS TO CITY OF SANTA CLARA STANDARDS.

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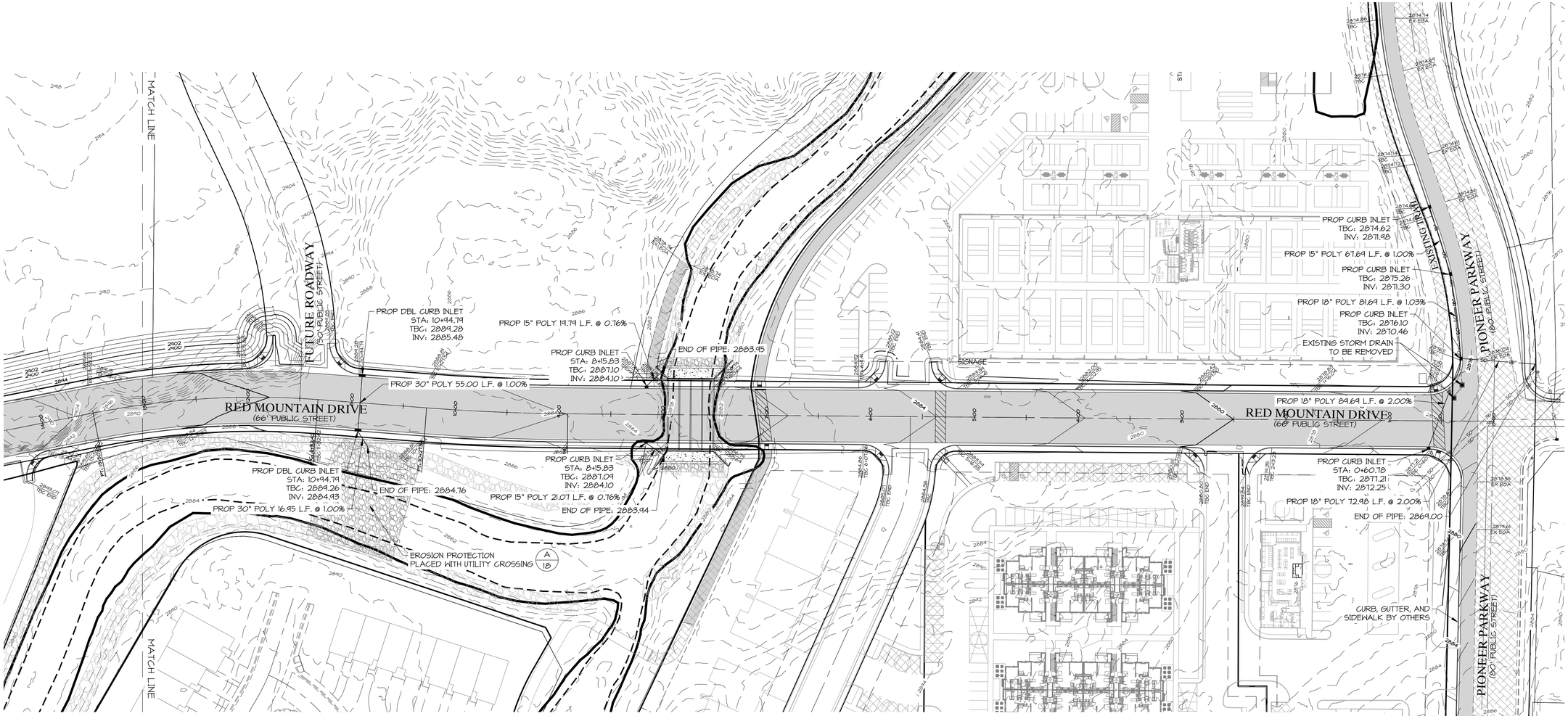
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EROSION CONTROL NOTES
FOR
RED MOUNTAIN DRIVE
ST. GEORGE
UTAH

PROFESSIONAL ENGINEER
JARED W. BATES
No. 7888878
STATE OF UTAH

SHEET
9
9 OF 20 SHEETS



EARTHWORK VOLUMES:

20,507	(C) CU. YD. FILL
14,567	(F) CU. YD. CUT
5,950	(C) CU. YD. NET

THE EARTHWORK CUT AND FILL VOLUMES SHOWN ON THIS PLAN ARE BASED ON THE VOLUME DIFFERENCES BETWEEN TWO DIGITAL TERRAIN MODELS (DTMs), OR SURFACES: THE EXISTING GROUND SURFACE AND THE PROPOSED FINISHED GROUND SURFACE. THIS COMPARISON IS PRESENTED FOR REFERENCE ONLY AS THE FIRST STEP IN THE PROCESS OF PERFORMING THOROUGH EARTHWORK CALCULATIONS AND DOES NOT REFLECT OR REPRESENT A FINAL ESTIMATE OF ACTUAL EARTH TO BE MOVED. UPON REVIEW OF THE GEO-TECHNICAL REPORT, THE CONTRACTOR RESPONSIBLE FOR EXCAVATION SHALL ACCOUNT FOR OVER-EXCAVATION, SCARIFYING, AND ADJUSTMENT FOR ALL IMPROVEMENTS NOT ACCOUNTED FOR IN THE FINISHED GROUND SURFACE; INCLUDING LANDSCAPING, BULKING AND/OR SHRINKAGE OF MATERIAL, IMPORT OF BEDDING MATERIAL AND OTHER MATERIALS, EXCAVATION AND COMPACTION OF UTILITY TRENCHES, AND OTHER FACTORS TO MAKE A FINAL DETERMINATION OF THE TOTAL EARTHWORK REQUIRED FOR THE PROJECT. IN SOME CASES, ADDITIONAL CONSULTATIONS WITH THE GEO-TECHNICAL ENGINEER AND CIVIL ENGINEER MAY BE REQUIRED.

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Call before you dig.

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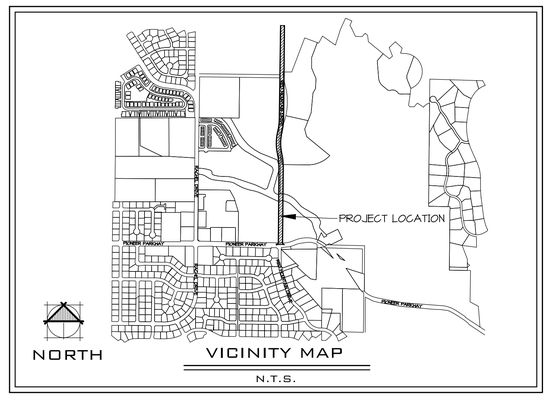
0 50' 100'
SCALE: 1"=50'

LEGEND

- EXISTING CONT-MJR
- EXISTING CONT-MNR
- PROPOSED CONT-MJR
- PROPOSED CONT-MNR
- XXXX TBC — PROPOSED TBC STATION AND ELEVATION

GRADING NOTES:

1. ALL EXCAVATIONS AND GRADING SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY OF ST. GEORGE, SPECIFICALLY APPENDIX 33 OF THE "UNIFORM BUILDING CODE," 1994 EDITION FOR FEE SCHEDULES, APPENDIX K OF THE "UTAH UNIFORM BUILDING STANDARD ACT RULES" FOR GRADING, EXCAVATION AND EARTHWORK CONSTRUCTION AND THE SPECIFICATIONS AND REQUIREMENTS INCLUDED IN THE GEOTECHNICAL STUDY PREPARED BY LANDMARK TESTING & ENGINEERING, 745 EAST FACTORY DRIVE, ST. GEORGE, UTAH 84790.
2. THE CONTRACTOR SHALL PROVIDE SUITABLE EQUIPMENT TO CONTROL DUST AND AIR POLLUTION CAUSED BY CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL ALSO PROVIDE SUITABLE MUD AND DIRT CONTAINMENT TO MAINTAIN THE WORK SITE, ACCESS ROADWAYS AND ADJACENT PROPERTIES IN A CLEAN CONDITION.
3. ALL IMPORTED STRUCTURAL FILL SHALL BE APPROVED BY THE GEOTECHNICAL ENGINEER PRIOR TO DELIVERY TO THE SITE. ALL STRUCTURAL FILL SHALL BE PLACED IN 8 INCH LOOSE HORIZONTAL LIFTS AND COMPACTED TO A MINIMUM OF 95 PERCENT OF MAXIMUM DRY DENSITY (ASTM D-1557).
4. ALL EXCAVATIONS, GRADING AND FILL OPERATIONS WITHIN THE BUILDING AREA SHOULD BE OBSERVED BY THE GEOTECHNICAL ENGINEER TO VERIFY SUB-SOIL CONDITIONS AND DETERMINE ADEQUACY OF SITE PREPARATION, SUITABILITY OF FILL MATERIALS AND COMPLIANCE WITH COMPACTION REQUIREMENTS.



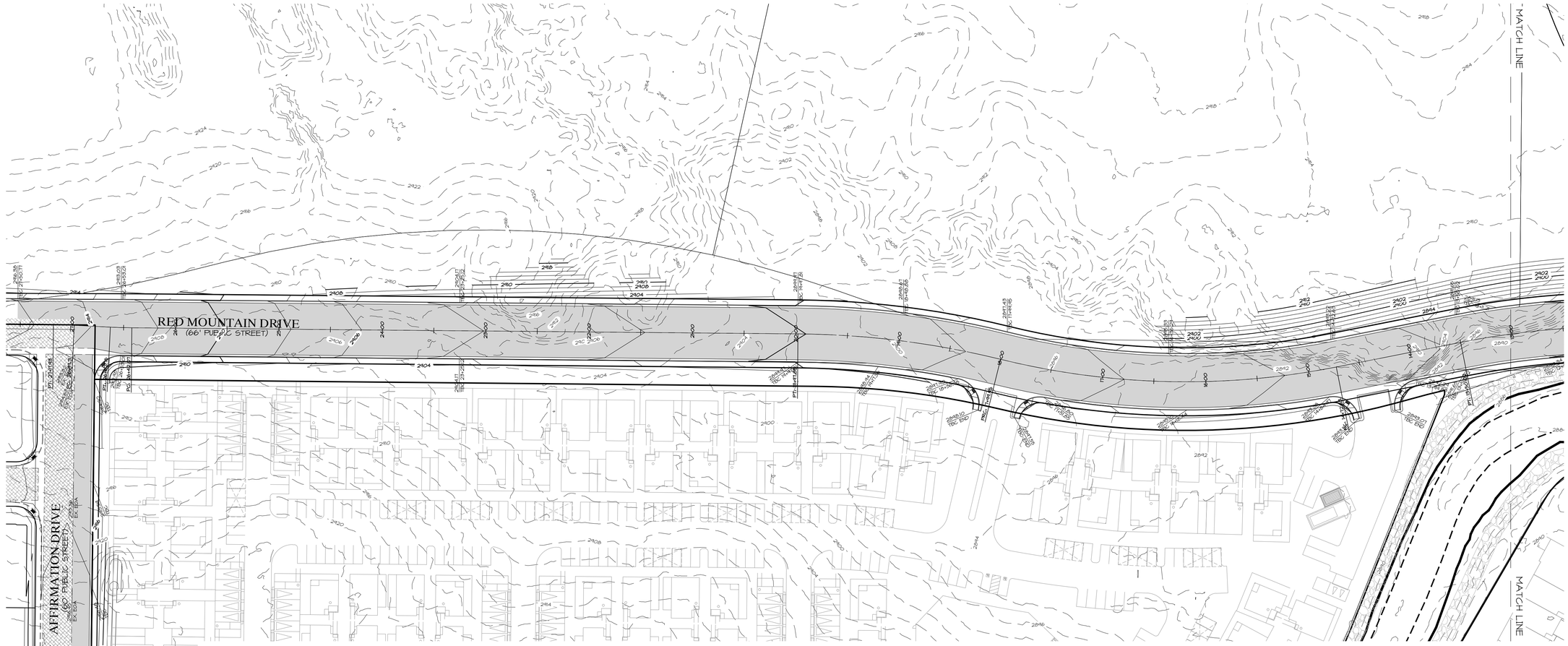
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DWG: CON PLANS
DATE
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GRADING PLAN
FOR
RED MOUNTAIN DRIVE
ST. GEORGE
UTAH

PROFESSIONAL ENGINEER
JARED W. BATES
No. 7888858
STATE OF UTAH

SHEET
10
10 OF 20 SHEETS



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0 50' 100'
SCALE: 1"=50'

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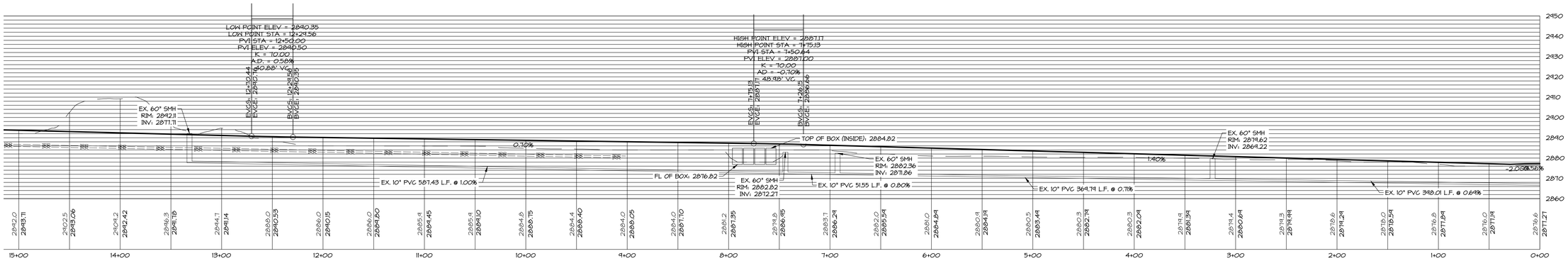
DATE: 12/21/22
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DWG: CON PLANS
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GRADING PLAN FOR RED MOUNTAIN DRIVE
ST. GEORGE UTAH

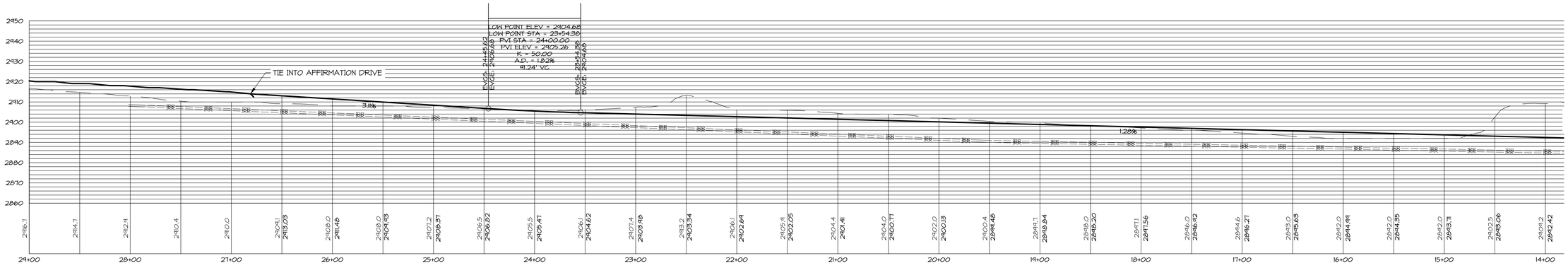
PROFESSIONAL ENGINEER
JARED W. BATES
12/21/22
7888577
STATE OF UTAH

SHEET 11 OF 20 SHEETS



RED MOUNTAIN DRIVE STA 0+00-15+00

HORIZ. SCALE = 1" = 50'
VER. SCALE = 1" = 50'



RED MOUNTAIN DRIVE STA 15+00-29+00

HORIZ. SCALE = 1" = 50'
VER. SCALE = 1" = 50'

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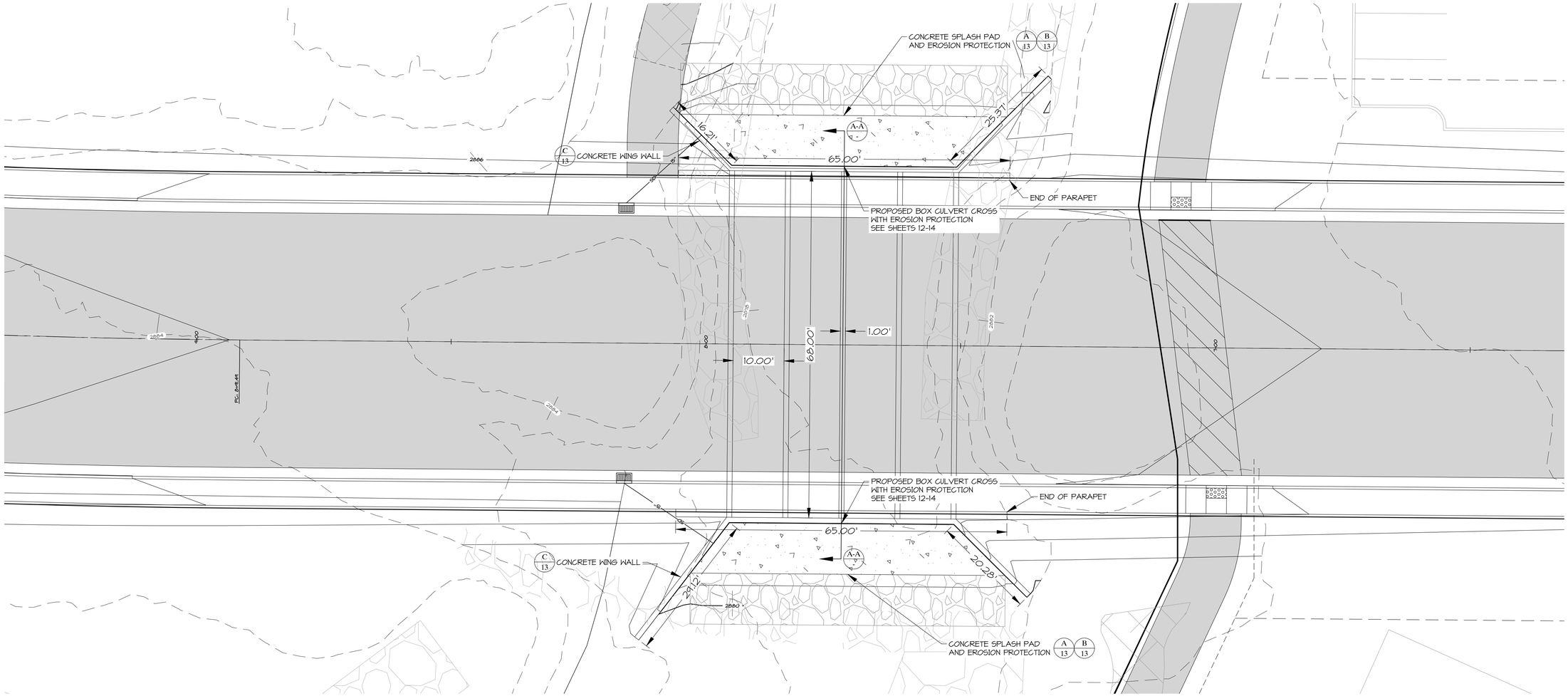
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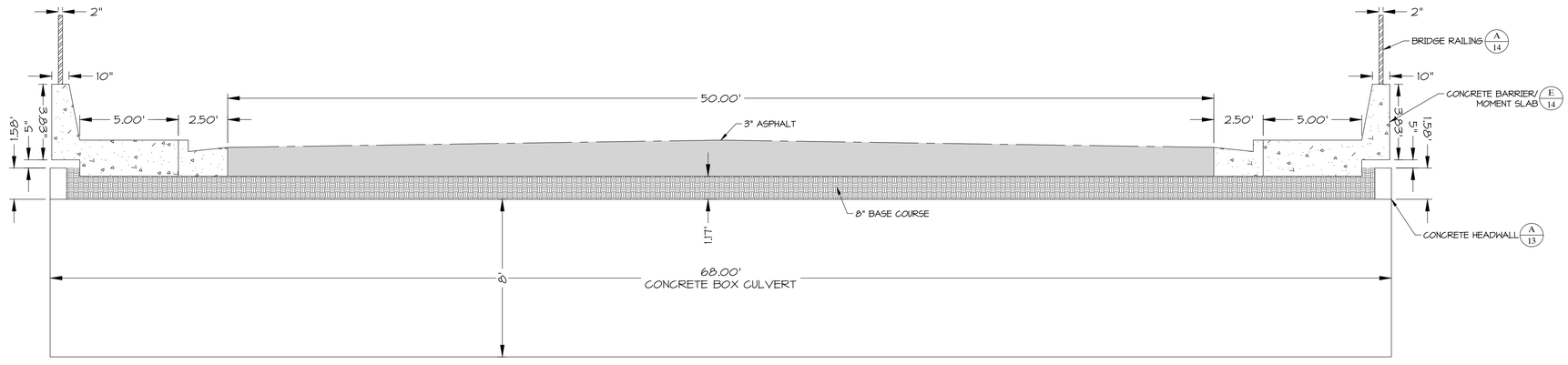
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RED MOUNTAIN DRIVE PROFILE
FOR
RED MOUNTAIN DRIVE
ST. GEORGE
UTAH

PROFESSIONAL ENGINEER
JARED W. BATES
12/21/2022
NO. 7888857
STATE OF UTAH

SHEET
12
12 OF 20 SHEETS





CULVERT & ROAD CROSS SECTION (A-A)

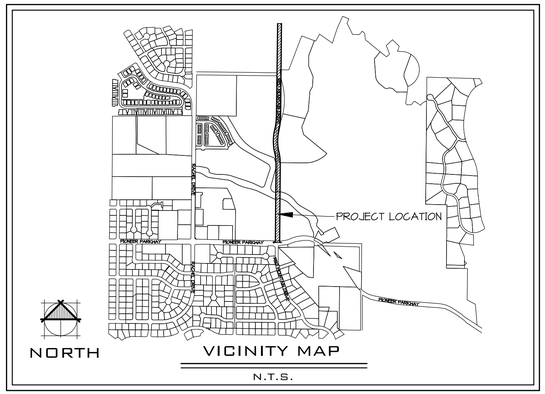
SCALE: NONE

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

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LEGEND

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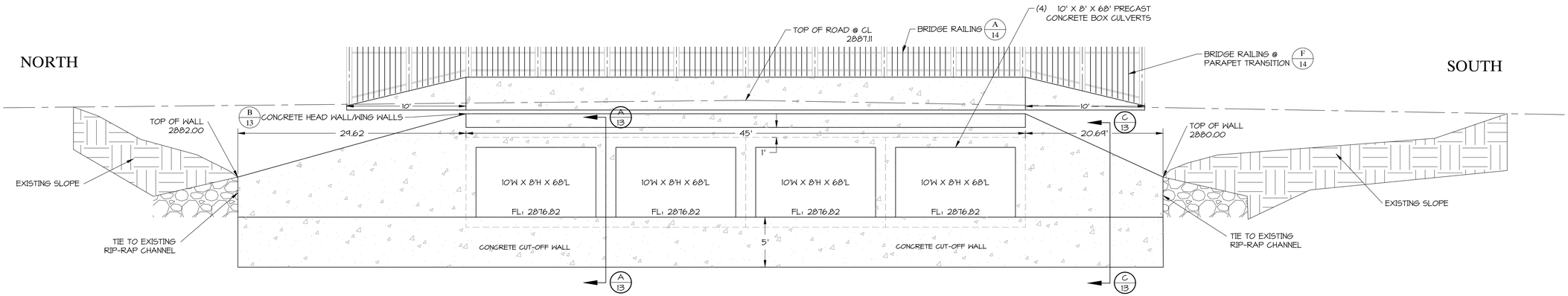
GRADING PLAN BRIDGE FOR RED MOUNTAIN DRIVE

ST. GEORGE UTAH

PROFESSIONAL ENGINEER
JARED W. BATES
No. 7885858
STATE OF UTAH

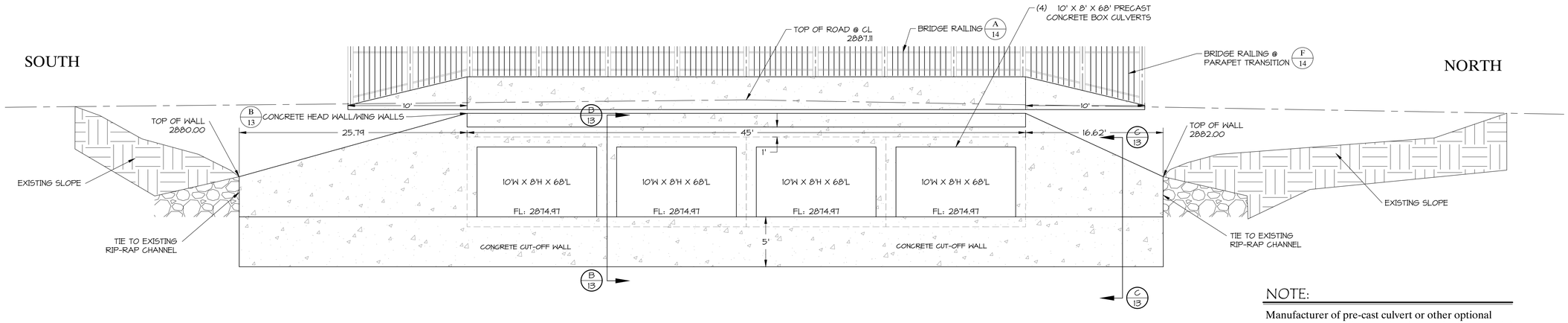
SHEET 13

13 OF 20 SHEETS



CULVERT CROSSING - UPSTREAM ENTRANCE

SCALE: NONE



CULVERT CROSSING - DOWNSTREAM EXIT

SCALE: NONE

NOTE:

Manufacturer of pre-cast culvert or other optional structures to provide shop drawings and other material submittals prior to construction.

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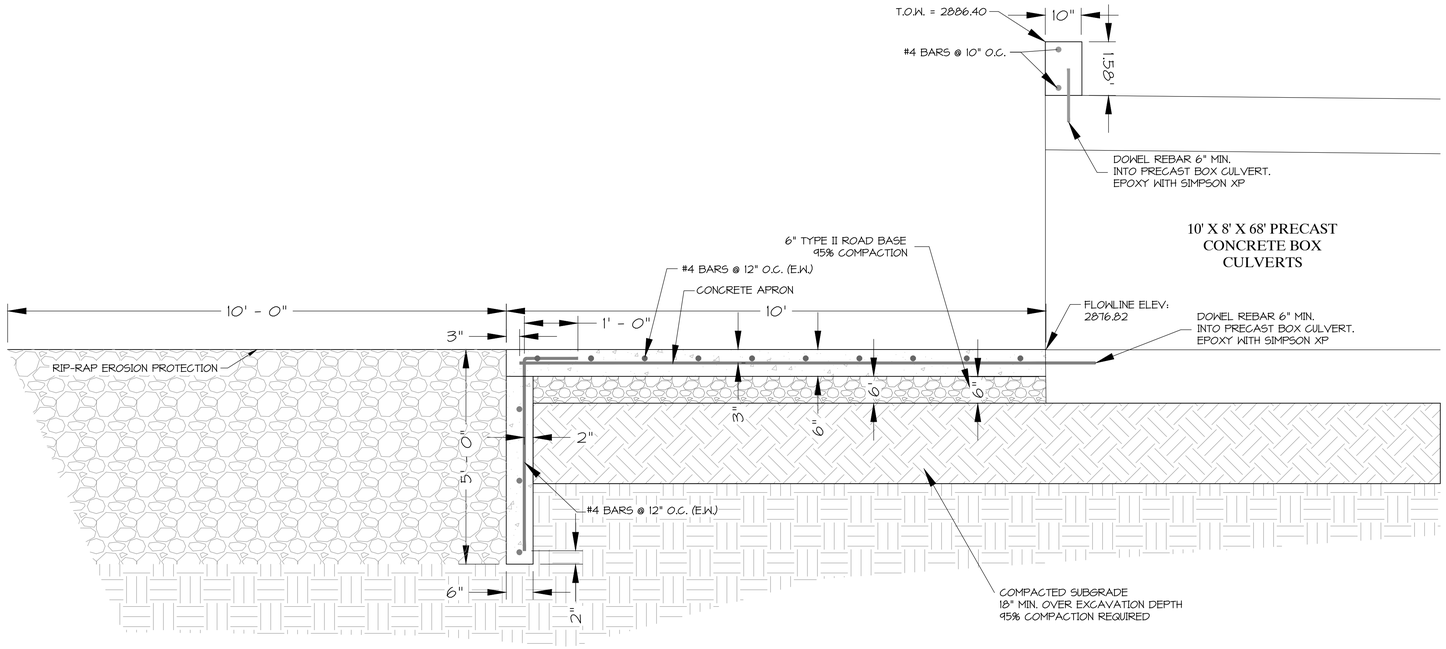
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BOX CULVERT DETAILS
FOR
RED MOUNTAIN DRIVE
ST. GEORGE
UTAH

PROFESSIONAL ENGINEER
JARED W. BATES
7888858
STATE OF UTAH

SHEET
14
14 OF 20 SHEETS



A
-

HEADWALL - SPLASH PAD AND RIP-RAP DETAIL - UPSTREAM ENTRANCE

SCALE: NONE

CONCRETE NOTES

1. CODES AND REFERENCES:

   -BUILDING CODE REQUIREMENTS FOR REINFORCED CONCRETE: ACI-318 LATEST

   -SPECIFICATION FOR STRUCTURAL CONCRETE: ACI-301 LATEST

   -GUIDE FOR CONCRETE FLOOR AND SLAB CONSTRUCTION: ACI-302 LATEST

   -CONCRETE REINFORCING STEEL INSTITUTE HANDBOOK

2. CRITERIA DESIGN STRESSES:

   -CONCRETE STRENGTH (28 DAY) NOTE: ALL CONCRETE IN CONTACT WITH SOIL TO BE TYPE V OR EQUIVALENT SULFATE-RESISTANT CEMENT.

   -RETAINING WALLS - 4,500 PSI

   -REINFORCING STEEL: #3 BAR AND SMALLER (ASTM A615, GRADE 40) Fy = 40,000 PSI
   #4 BAR AND LARGER (ASTM A615, GRADE 60) Fy = 60,000 PSI

   ALL BARS WHICH REQUIRE WELDING (ASTM A706 GRADE 60)

3. PROVIDE COVER FOR REINFORCING AS SPECIFIED IN ACI-318-LATEST

4. WHERE SPLICES IN REINFORCING ARE REQUIRED, THEY SHALL BE LAPPED AND STAGGERED SUCH THAT NO MORE THAN ONE-HALF OF THE BARS ARE LAP SPLICED WITHIN A REQUIRED LAP LENGTH, AND SHALL MEET THE REQUIREMENTS OF A CLASS "B" SPLICE.

5. MINIMUM SPLICE LENGTHS FOR CLASS "B" (GRADE 60, 4,500 PSI CONCRETE):
   #3 BAR THROUGH #5 BAR: 28" OVERLAP.
   #6 BAR: 33" OVERLAP.
   #7 BAR: 38" OVERLAP.
   #8 BAR: 44" OVERLAP.
   (REF: ACI 318-02 SEC. 12.2)

6. MAKE HORIZONTAL BARS CONTINUOUS AROUND CORNERS OR PROVIDE CORNER BARS.

7. CONCRETE MIX DESIGNS SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL.

8. MIX DESIGNS SHALL BE SUBMITTED FOR EACH TYPE OF CONCRETE AND INCLUDE: MIX IDENTIFICATION, STATEMENT OF INTENDED USE, MIX PROPORTIONS, DESIGN STRENGTH, DESIGN SLUMP, WET AND DRY UNIT WEIGHT, AND OTHER SUPPORTING DATA PER SPECIFICATIONS.

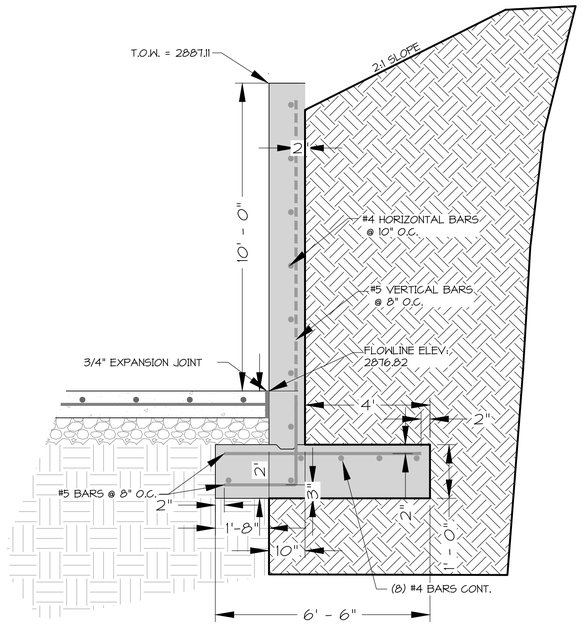
9. ADMIXTURES MAY BE USED, HOWEVER, THEY SHALL NOT BE CONSIDERED AS REPLACING ANY PART OF THE CEMENT FOR A SPECIFIED CONCRETE STRENGTH.

10. NO ALUMINUM CONDUITS OR PIPES SHALL BE EMBEDDED IN CONCRETE.

11. HOT WEATHER AND COLD WEATHER CONCRETING SHALL BE IN ACCORDANCE WITH ACI 305 & ACI 306 RECOMMENDED PRACTICES RESPECTIVELY.

12. MECHANICALLY VIBRATE CONCRETE.

13. CONCRETE CYLINDERS SHALL BE CAST FOR STRENGTH TESTING FOR EACH POUR.



C
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WINGWALL DETAIL

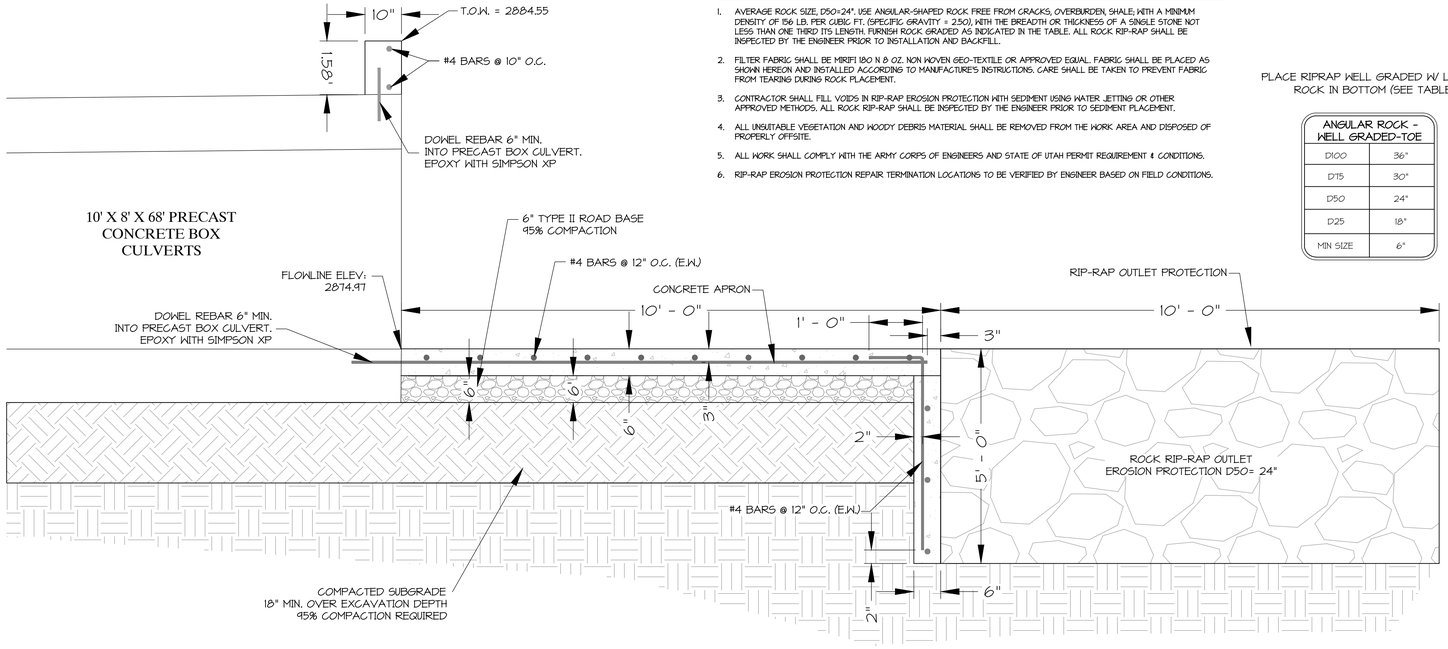
SCALE: NONE

RIP-RAP CONSTRUCTION NOTES

1. AVERAGE ROCK SIZE, D50=24", USE ANGULAR-SHAPED ROCK FREE FROM CRACKS, OVERBURDEN, SHALE; WITH A MINIMUM DENSITY OF 156 LB. PER CUBIC FT. (SPECIFIC GRAVITY = 2.50), WITH THE BREADTH OR THICKNESS OF A SINGLE STONE NOT LESS THAN ONE THIRD ITS LENGTH. FURNISH ROCK GRADED AS INDICATED IN THE TABLE. ALL ROCK RIP-RAP SHALL BE INSPECTED BY THE ENGINEER PRIOR TO INSTALLATION AND BACKFILL.
2. FILTER FABRIC SHALL BE MIRIFI 180 N 8 OZ. NON WOVEN GEO-TEXTILE OR APPROVED EQUAL. FABRIC SHALL BE PLACED AS SHOWN HEREON AND INSTALLED ACCORDING TO MANUFACTURE'S INSTRUCTIONS. CARE SHALL BE TAKEN TO PREVENT FABRIC FROM TEARING DURING ROCK PLACEMENT.
3. CONTRACTOR SHALL FILL VOIDS IN RIP-RAP EROSION PROTECTION WITH SEDIMENT USING WATER JETTING OR OTHER APPROVED METHODS. ALL ROCK RIP-RAP SHALL BE INSPECTED BY THE ENGINEER PRIOR TO SEDIMENT PLACEMENT.
4. ALL UNSUITABLE VEGETATION AND WOODY DEBRIS MATERIAL SHALL BE REMOVED FROM THE WORK AREA AND DISPOSED OF PROPERLY OFFSITE.
5. ALL WORK SHALL COMPLY WITH THE ARMY CORPS OF ENGINEERS AND STATE OF UTAH PERMIT REQUIREMENT & CONDITIONS.
6. RIP-RAP EROSION PROTECTION REPAIR TERMINATION LOCATIONS TO BE VERIFIED BY ENGINEER BASED ON FIELD CONDITIONS.

PLACE RIPRAP WELL GRADED W/ LARGER ROCK IN BOTTOM (SEE TABLE)

ANGULAR ROCK - WELL GRADED-TOE	
D100	36"
D75	30"
D50	24"
D25	18"
MIN SIZE	6"



B
-

HEADWALL - SPLASH PAD AND RIP-RAP DETAIL - DOWNSTREAM EXIT

SCALE: NONE

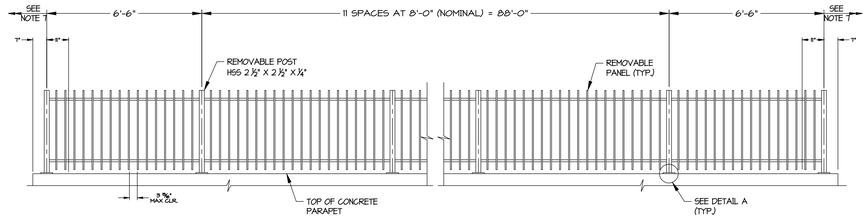
DATE: 12/21/22
JOB NO.: 4828-20-50
DESIGNED BY: DMH
CHECKED BY: JWB
DWG: CON PLANS
REVISIONS DATE

ROSENBERG ASSOCIATES
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352 East Riverside Drive, Suite
A-2 St. George, Utah 84790
Ph (435) 673-8586 Fx (435) 673-8397
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BOX CULVERT DETAILS
FOR
RED MOUNTAIN DRIVE
ST. GEORGE
UTAH

PROFESSIONAL ENGINEER
JARED W. BATES
12/21/22
7888547
STATE OF UTAH

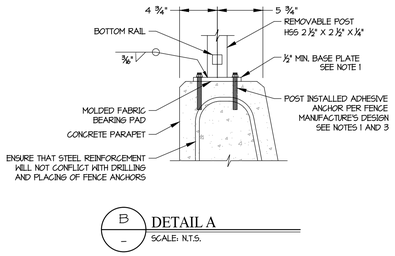
SHEET
15
15 OF 20 SHEETS



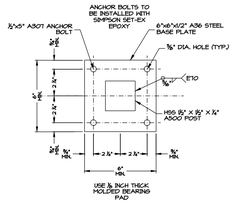
A — BRIDGE RAILING
SCALE: N.T.S.

NOTES:

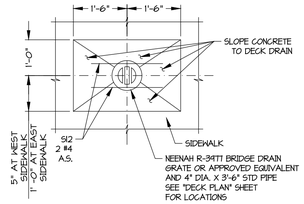
1. PROVIDE A FENCE SYSTEM DESIGNED ACCORDING TO AASHTO LFRD BRIDGE DESIGN SPECIFICATIONS, 5TH EDITION 2010.
2. USE AASHTO M270 GRADE 46 FOR FENCE POST STEEL.
3. STRUCTURAL EPOXY FOR POST INSTALLED ANCHORS SHALL BE QUALIFIED FOR USE PER ACI1. 318 APPENDIX D, ACI 355.2 AND HAVE CURRENT ICC CERTIFICATION. USE SIMPSON SET-EX EPOXY OR EMBED AS SHOWN IN THE EMBEDMENT TABLE.
4. OTHER QUALIFYING PRODUCTS INCLUDE HILTI RE-500 SD, AND POWERS PE 1000+.
5. SUBMIT FENCING SYSTEM STYLE, TYPE AND COLOR TO ENGINEER FOR APPROVAL PRIOR TO ORDERING.
6. INSTALL FENCING SYSTEM PER MANUFACTURERS SPECIFICATIONS.
7. HOT-DIP GALVANIZE ALL FENCE STEEL AND INSTALLATION HARDWARE AFTER FABRICATION IN ACCORDANCE WITH AASHTO M-111 (ASTM A-123). APPLY FINISH IN ACCORDANCE WITH SPECIFICATION 4.15.
8. SEE ROADWAY PLANS FOR FENCE LIMITS AND DETAILS BEYOND BRIDGE.



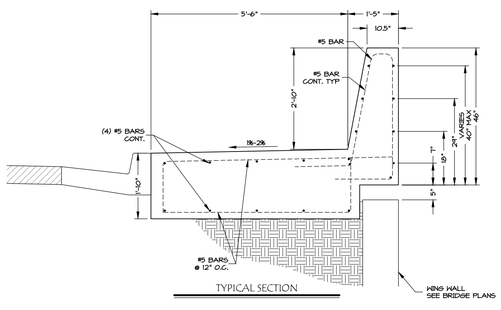
B — DETAIL A
SCALE: N.T.S.



C — BASE PLATE DETAIL
SCALE: N.T.S.



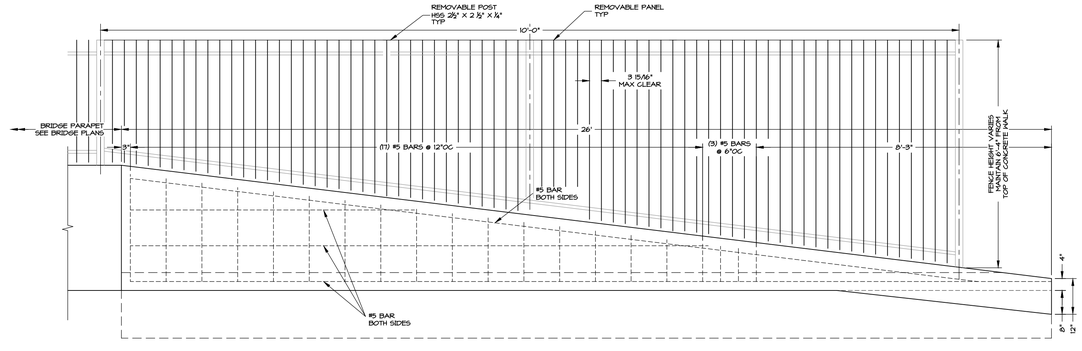
D — DECK DRAIN DETAIL
SCALE: N.T.S.



CONCRETE AND REINFORCING NOTES:

1. CODES AND REFERENCES:
   -BUILDING CODE REQUIREMENTS FOR REINFORCED CONCRETE: ACI-318 LATEST
   -AASHTO LATEST EDITION
   -CONCRETE REINFORCING STEEL INSTITUTE HANDBOOK
2. CRITERIA DESIGN STRESSES:
   -CONCRETE STRENGTH (28 DAY) 4,000 PSI
   -REINFORCING STEEL:
   #3 BAR AND SMALLER (ASTM A615, GRADE 40) Fy = 40,000 PSI
   #4 BAR AND LARGER (ASTM A615, GRADE 60) Fy = 60,000 PSI
   ALL BARS HIGH REQUIRE WELDING (ASTM A706 GRADE 60)
3. PROVIDE COVER FOR REINFORCING AS SPECIFIED IN ACI-318-LATEST CONCRETE CAST AGAINST AND PERMANENTLY EXPOSED TO EARTH = 3" CONCRETE EXPOSED TO EARTH OR WEATHER = 2"
4. WHERE SPLICES IN REINFORCING ARE REQUIRED, THEY SHALL BE LAPPED AND STAGGERED SUCH THAT NO MORE THAT ONE-HALF OF THE BARS ARE LAP SPLICED WITHIN A REQUIRED LAP LENGTH, AND SHALL MEET THE REQUIREMENTS OF A CLASS "B" SPLICE.
5. MINIMUM SPLICE LENGTHS FOR CLASS "B" (GRADE 60, 4,000 PSI CONCRETE).
   #3 BAR THROUGH #5 BAR, 31" OVERLAP.
   #6 BAR, 44" OVERLAP.
   #7 BAR, 65" OVERLAP.
6. MAKE HORIZONTAL BARS CONTINUOUS AROUND CORNERS OR PROVIDE CORNER BARS.
7. SAW CONTRACTION JOINTS AT 15 FOOT INTERVALS. CONTRACTION JOINTS TO BE 1/8" TO 1/4" THICK AND 1" DEEP. ADJUST REBAR AT JOINT TO MAINTAIN MINIMUM 2 INCH OFFSET BETWEEN REBAR & JOINT.

E — CONCRETE BARRIER/ MOMENT SLAB DETAIL
SCALE: N.T.S.



F — BRIDGE RAILING AT PARAPET TRANSITION
SCALE: N.T.S.

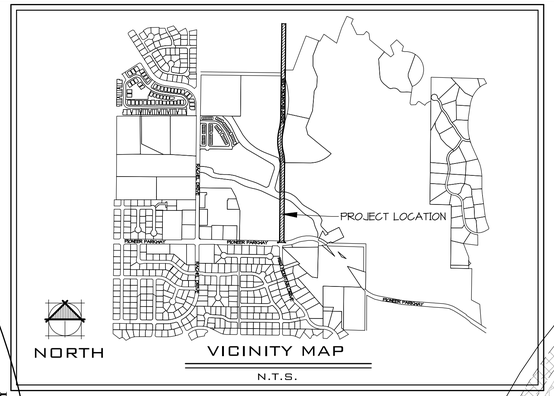
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BRIDGE DETAILS FOR RED MOUNTAIN DRIVE
ST. GEORGE UTAH

PROFESSIONAL ENGINEER — JARED W. BATES — 7888578 — STATE OF UTAH — 12/21/22

SHEET 16
16 OF 20 SHEETS



0 50' 100'

SCALE: 1"=50'

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

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UTILITY LEGEND

- EXISTING WATER LINE
- PROPOSED WATER LINE
- EXISTING SEWER LINE
- PROPOSED SEWER LINE
- EXISTING STORM DRAIN LINE
- PROPOSED STORM DRAIN LINE
- EXISTING PRIMARY POWER LINE
- PROPOSED PRIMARY POWER LINE
- EXISTING OVERHEAD POWER LINE
- PROPOSED OVERHEAD POWER LINE
- EXISTING GAS LINE
- PROPOSED GAS LINE
- EXISTING IRRIGATION LINE
- PROPOSED IRRIGATION LINE
- EXISTING WATER METER
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- PROPOSED WATER METER
- PROPOSED FIRE HYDRANT
- PROPOSED WATER VALVE
- EXISTING SEWER MANHOLE
- PROPOSED SEWER MANHOLE
- EXISTING CURB INLET
- EXISTING CURB INLET
- EXISTING TRANSFORMER
- EXISTING 4-WAY VAULT
- EXISTING POWER SWITCH
- EXISTING ELECTRICAL BOX
- EXISTING POWER POLE
- PROPOSED POWER POLE
- EXISTING GUY WIRE

WATER NOTES:

1. ALL WATERLINE WORKS MUST BE INSTALLED BY A CONTRACTOR THAT HAS BEEN PRE-QUALIFIED BY THE CITY OF SANTA CLARA WATER DEPARTMENT.
2. ALL CONSTRUCTION SHALL CONFORM TO THE "SANTA CLARA CITY STANDARD SPECIFICATIONS FOR DESIGN AND CONSTRUCTION", "THE INTERNATIONAL PLUMBING CODE", AND THE "UNIFORM BUILDING CODE" LATEST EDITION AS ADMINISTERED BY THE CITY OF SANTA CLARA.
3. CONTRACTOR SHALL POTHOLE ALL PIPELINES AND VERIFY LOCATION AND DEPTH PRIOR TO PROCEEDING WITH ANY BUILDING OR PIPELINE CONSTRUCTION.
4. THE POTABLE WATER SUPPLY TO LAWN IRRIGATION SYSTEMS SHALL BE PROTECTED AGAINST BACKFLOW PER THE INTERNATIONAL PLUMBING CODE (IPC) SECTION 608.16.5 AND FOR FIRE SPRINKLER SYSTEMS PER (IPC) 608.16.4.
5. ALL BACKFLOW ASSEMBLY INSTALLATION SHALL COMPLY WITH BACKFLOW CITY ORDINANCE 9-1-19H.1. TEST REQUIREMENTS SHALL BE IN ACCORDANCE WITH SANTA CLARA CITY BACKFLOW ORDINANCE 9-1-19H.1-5-6-5.
6. 14 GAUGE WIRE SHALL BE TAPED TO ALL WATER LINES FOR LOCATING PURPOSES. THE WIRE SHALL ALSO BE BROUGHT UP AT EACH VALVE BOX AND HYDRANT.
7. THRUST RESTRAINT ON THE NEW PIPELINE WILL BE AS SHOWN ON THE DETAILS. USE MEGA-LUG ON THE FITTINGS AND FIELD LOCK GASKETS ON THE REQUIRED LENGTH OF RESTRAINED PIPE.
8. ASPHALT REPLACED OVER THE PIPE TRENCHING IS TO MATCH EXISTING PAVEMENT DEPTHS WITH A 6" OVER CUT FROM EDGE OF THE TRENCH LINE ON EACH SIDE OF THE TRENCH.
9. CONTRACTORS SHALL CUT OFF AND CAP (BACK AT THE WATER MAIN), ALL EXISTING SERVICE LINES OR UNUSED STUB LINES THAT WILL BE ABANDONED.
10. ANY CHANGES MADE IN THE FIELD MUST BE FIRST APPROVED AND DOCUMENTED BY SANTA CLARA CITY PUBLIC WORKS DEPARTMENT.
11. FIRE HYDRANTS AND WATER METERS SHALL BE INSTALLED 3 FT. BEHIND BACK OF CURB.
12. NO T'S ON WATER SERVICES, SINGLE SERVICE FROM MAIN LINE ONLY.
13. NO SERVICES ON HYDRANT LINES. LATERALS MUST RUN OFF MAINLINE.
14. ALL 12" AND 16" WATER VALVES ARE TO BE GATE VALVES.

POWER NOTES:

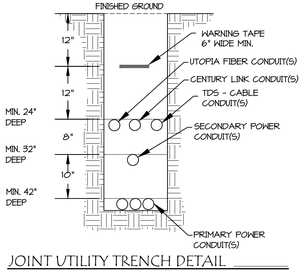
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5. ALL JUC TRENCHES WILL BE BACKFILLED AND COMPACTED IN 6" TO 8" LIFTS TO A COMPACTION OF 95% IN ROADWAYS/SIDEWALKS AND 90% BEHIND SIDEWALK. TESTING IS TO BE DONE AT MIDDLE AND TOP OF TRENCH.
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WASTE WATER NOTES:

1. NO SEWER UNDER 9" DEEP UNLESS APPROVED SANTA CLARA CITY.
2. ANY SEWERS NOT IN PUBLIC STREETS SHALL SHOW RECORDED EASEMENTS.
3. 100' MAXIMUM SPACE BETWEEN SEWER LATERAL CLEANOUTS.
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5. SEE GRADING AND DRAINAGE SHEETS FOR STORM DRAIN DATA.
6. UNLESS OTHERWISE ON THESE PLANS ALL CONSTRUCTION SHALL CONFORM TO THE "SANTA CLARA CITY CONSTRUCTION DESIGN STANDARDS AND DRAWINGS AS ADOPTED ON OCTOBER 12, 2016", "THE UNIFORM PLUMBING CODE", AND THE "UNIFORM BUILDING CODE" LATEST EDITIONS AS ADMINISTERED BY SANTA CLARA CITY.
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JOINT UTILITY TRENCH DETAIL

SCALE: N.T.S.

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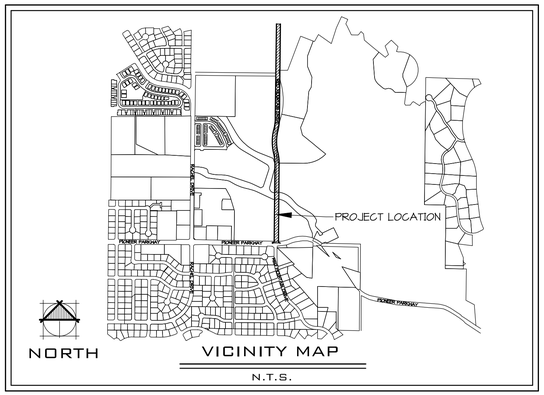
UTILITY PLAN FOR RED MOUNTAIN DRIVE

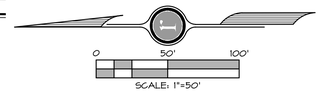
ST. GEORGE UTAH

PROFESSIONAL ENGINEER — JARED W. BATES — 7888578 — STATE OF UTAH — 12/21/22

SHEET 17

17 OF 20 SHEETS





811

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UTILITY LEGEND

- EXISTING WATER LINE — W
- PROPOSED WATER LINE — W
- EXISTING SEWER LINE — SS
- PROPOSED SEWER LINE — SS
- EXISTING STORM DRAIN LINE — SD
- PROPOSED STORM DRAIN LINE — SD
- EXISTING PRIMARY POWER LINE — ABC
- PROPOSED PRIMARY POWER LINE — ABC
- EXISTING OVERHEAD POWER LINE — OH
- PROPOSED OVERHEAD POWER LINE — OH
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- PROPOSED GAS LINE — G
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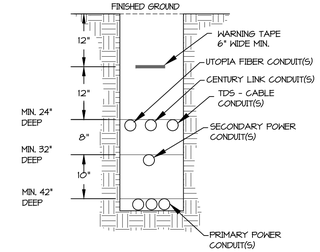
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JOINT UTILITY TRENCH DETAIL

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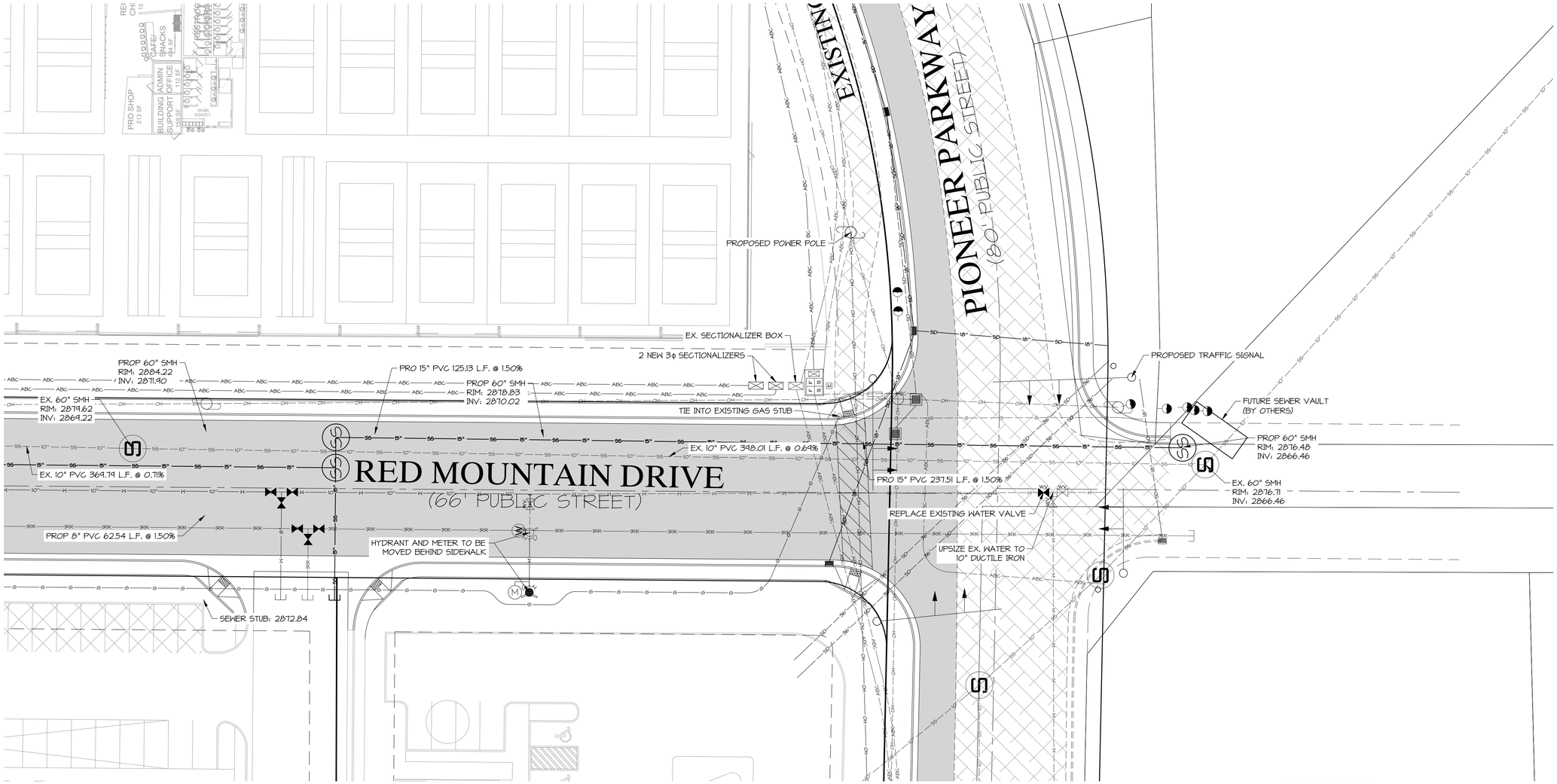
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UTILITY PLAN FOR RED MOUNTAIN DRIVE

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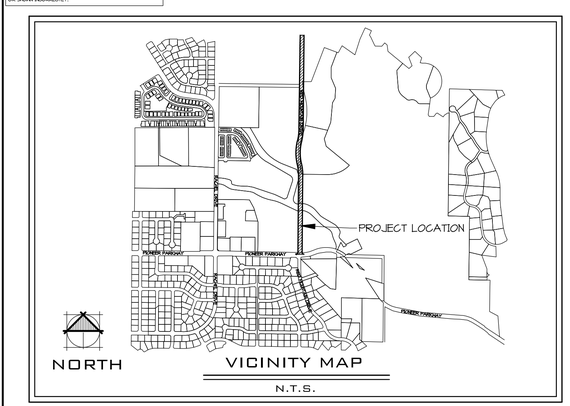
SHEET
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18 OF 20 SHEETS



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0 20' 40'
SCALE: 1"=20'



UTILITY LEGEND

- EXISTING WATER LINE
- PROPOSED WATER LINE
- EXISTING SEWER LINE
- PROPOSED SEWER LINE
- EXISTING STORM DRAIN LINE
- PROPOSED STORM DRAIN LINE
- EXISTING PRIMARY POWER LINE
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- EXISTING GUY WIRE

WATER NOTES:

1. ALL WATERLINE WORKS MUST BE INSTALLED BY A CONTRACTOR THAT HAS BEEN PRE-QUALIFIED BY THE CITY OF SANTA CLARA WATER DEPARTMENT.
2. ALL CONSTRUCTION SHALL CONFORM TO THE "SANTA CLARA CITY STANDARD SPECIFICATIONS FOR DESIGN AND CONSTRUCTION", "THE INTERNATIONAL PLUMBING CODE", AND THE "UNIFORM BUILDING CODE" LATEST EDITION AS ADMINISTERED BY THE CITY OF SANTA CLARA.
3. CONTRACTOR SHALL POTHOLE ALL PIPELINES AND VERIFY LOCATION AND DEPTH PRIOR TO PROCEEDING WITH ANY BUILDING OR PIPELINE CONSTRUCTION.
4. THE POTABLE WATER SUPPLY TO LAWN IRRIGATION SYSTEMS SHALL BE PROTECTED AGAINST BACKFLOW PER THE INTERNATIONAL PLUMBING CODE (IPC) SECTION 608.16.5 AND FOR FIRE SPRINKLER SYSTEMS PER (IPC) 608.16.4.
5. ALL BACKFLOW ASSEMBLY INSTALLATION SHALL COMPLY WITH BACKFLOW CITY ORDINANCE 9-1-1-1447. TEST REQUIREMENTS SHALL BE IN ACCORDANCE WITH SANTA CLARA CITY BACKFLOW ORDINANCE 9-1-1-1447.5-9-5.
6. 14 GAUGE WIRE SHALL BE TAPED TO ALL WATER LINES FOR LOCATING PURPOSES. THE WIRE SHALL ALSO BE BROUGHT UP AT EACH VALVE BOX AND HYDRANT.
7. THRUST RESTRAINT ON THE NEW PIPELINE WILL BE AS SHOWN ON THE DETAILS. USE MEGA-LUG ON THE FITTINGS AND FIELD LOCK GASKETS ON THE REQUIRED LENGTH OF RESTRAINED PIPE.
8. ASPHALT REPLACED OVER THE PIPE TRENCHING IS TO MATCH EXISTING PAVEMENT DEPTHS WITH A 6" OVER CUT FROM EDGE OF THE TRENCH LINE ON EACH SIDE OF THE TRENCH.
9. CONTRACTORS SHALL CUT OFF AND CAP (BACK AT THE WATER MAIN), ALL EXISTING SERVICE LINES OR UNUSED STUB LINES THAT WILL BE ABANDONED.
10. ANY CHANGES MADE IN THE FIELD MUST BE FIRST APPROVED AND DOCUMENTED BY SANTA CLARA CITY PUBLIC WORKS DEPARTMENT.
11. FIRE HYDRANTS AND WATER METERS SHALL BE INSTALLED 3 FT. BEHIND BACK OF CURB.
12. NO 'Y'S ON WATER SERVICES, SINGLE SERVICE FROM MAIN LINE ONLY.
13. NO SERVICES ON HYDRANT LINES. LATERALS MUST RUN OFF MAINLINE.
14. ALL 12" AND 16" WATER VALVES ARE TO BE GATE VALVES.

POWER NOTES:

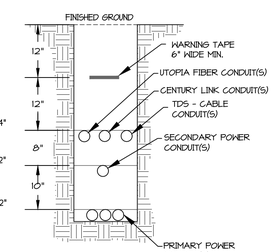
1. THE POWER DESIGN ON THIS UTILITY PLAN IS CONSIDERED BY SANTA CLARA CITY AS PRELIMINARY AND NON-BIDABLE UNTIL ACCOMPANIED BY A JUC APPROVAL STAMP.
2. ALL PRIMARY UNDER-GROUND POWER WORK/INSTALLATION MUST BE COMPLETED BY A CONTRACTOR THAT HAS BEEN PRE-QUALIFIED BY SANTA CLARA CITY AND MEET ALL SANTA CLARA CITY STANDARDS. ALL OVER-HEAD WORK/INSTALLATION MUST BE COMPLETED BY SANTA CLARA CITY.
3. ALL WORK DONE BY SANTA CLARA CITY WILL BE BILLABLE TO THE DEVELOPER.
4. IT IS THE RESPONSIBILITY OF THE DESIGN ENGINEER TO PROVIDE LOCATION AND ELEVATION OF ALL EXISTING AND DESIGN UNDER-GROUND/OVER-HEAD UTILITIES AND STRUCTURES THAT WILL IMPACT THE SANTA CLARA CITY POWER DESIGN.
5. ALL JUC TRENCHES WILL BE BACKFILLED AND COMPACTED IN 6" TO 8" LIFTS TO A COMPACTION OF 95% IN ROADWAYS/SIDEWALKS AND 90% BEHIND SIDEWALK. TESTING IS TO BE DONE AT MIDDLE AND TOP OF TRENCH.
6. ALL CHANGES TO EXISTING GRADES NEAR EXISTING POWER UTILITIES MUST BE APPROVED BY SANTA CLARA CITY PRIOR TO CONSTRUCTION.
7. ANY IN FIELD CHANGES TO THE JUC APPROVED POWER DESIGN WILL BE AT THE DEVELOPER'S EXPENSE AND MUST BE PRE-APPROVED AND DOCUMENTED BY SANTA CLARA CITY PRIOR TO INSTALLATION.

WASTE WATER NOTES:

1. NO SEWER UNDER 9' DEEP UNLESS APPROVED SANTA CLARA CITY.
2. ANY SEWERS NOT IN PUBLIC STREETS SHALL SHOW RECORDED EASEMENTS.
3. 100' MAXIMUM SPACE BETWEEN SEWER LATERAL CLEANOUTS.
4. EXISTING 12" SEWER LINE AND MANHOLES TO BE ABANDONED/REMOVED AS SHOWN ON PLANS.

GENERAL NOTES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ALL EXISTING UNDERGROUND UTILITIES DURING CONSTRUCTION.
2. THE CONTRACTOR IS REQUIRED TO CALL THE CITY FOR INSPECTION OF ALL IMPROVEMENTS RELATED TO THIS PROJECT.
3. THE CONTRACTOR IS REQUIRED TO OBTAIN AN ENCROACHMENT PERMIT FOR ANY WORK DONE IN A PUBLIC RIGHT-OF-WAY.
4. ANY NECESSARY MODIFICATIONS SHALL BE APPROVED BY THE DESIGN ENGINEER PRIOR TO CONSTRUCTION.
5. SEE GRADING AND DRAINAGE SHEETS FOR STORM DRAIN DATA.
6. UNLESS OTHERWISE ON THESE PLANS ALL CONSTRUCTION SHALL CONFORM TO THE "SANTA CLARA CITY CONSTRUCTION DESIGN STANDARDS AND DRAWINGS AS ADOPTED ON OCTOBER 12, 2016", "THE UNIFORM PLUMBING CODE", AND THE "UNIFORM BUILDING CODE" LATEST EDITIONS AS ADMINISTERED BY SANTA CLARA CITY.
7. CONTRACTOR TO VERIFY LOCATION OF ALL EXISTING UTILITY, STORM DRAIN AND FIRE SERVICE LINES SHOWN OR NOT SHOWN ON UTILITY PLAN.
8. ALL EXCAVATIONS AND GRADING SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE SANTA CLARA CITY AND THE SPECIFICATIONS AND REQUIREMENTS INCLUDED IN THE GEOTECHNICAL INVESTIGATION PREPARED BY AGEC.



JOINT UTILITY TRENCH DETAIL
SCALE: N.T.S.

DATE: 12/21/22
JOB NO.: 4828-20-50
DESIGNED BY: DMH
CHECKED BY: JWB
DWG: CON PLANS

REVISIONS | DATE

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UTILITY PLAN - INTERSECTION
FOR
RED MOUNTAIN DRIVE
ST. GEORGE
UTAH

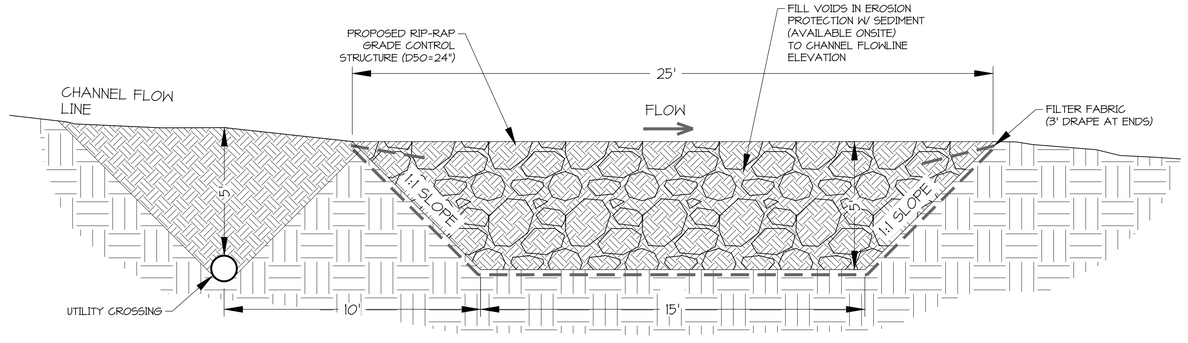
PROFESSIONAL ENGINEER
JARED W. GATES
7888811
STATE OF UTAH

SHEET
19
19 OF 20 SHEETS

	SANTA CLARA CITY STANDARD DETAIL DRAWINGS	
	ROADWAY DETAIL DRAWINGS (SERIES 100)	DRAWING NUMBER
*	STANDARD CURB & GUTTER DETAIL	100
	CONCRETE CURB & GUTTER (RU30 & PR24)	101
	DRIVEWAY CURB (TYPE HB30-1) DETAILS	110
	DRIVEWAY APRON DETAILS	111
*	STANDARD SIDEWALK DETAILS	120
*	HANDICAP RAMP DETAILS	121
*	STANDARD CONCRETE JOINT DETAILS	122
	10' TRAIL SECTION	130
	STANDARD ROAD CROSS SECTIONS	140
	ROADWAY DETAILS 50' WIDE ACCESS	141
	RESIDENTIAL ACCESS - A	142
	RESIDENTIAL ACCESS - B	143
*	STANDARD 6' CROSS GUTTER	151
	DRIVEWAY ACCESS DETAILS WITHOUT CURBING	152
	DRIVEWAY WITHOUT CURBING (50' & 60' RIGHT OF WAY)	153
	CLASS I STANDARD MONUMENT DETAILS	160
	CLASS II MONUMENT	161
*	TRENCH BACKFILL AND REPAIR DETAIL	170
*	MANHOLES & VALVE BOXES CONCRETE COLLAR	171
*	CONCRETE WATER VALVE COLLAR	172
*	CONCRETE MANHOLE COLLAR	173
*	CONCRETE IRRIGATION VALVE COLLAR	174
	DRAINAGE & SEWER DETAIL DRAWINGS (SERIES 200)	
*	CURB INLET SINGLE CATCH BASIN BOX (PAGE 1)	200A
	CURB INLET DOUBLE CATCH BASIN BOX (PAGE 2)	200B
*	CURB INLET SINGLE CATCH BASIN FRAME (PAGE 3)	200C
	CURB INLET DOUBLE CATCH BASIN FRAME (PAGE 4)	200D
*	STANDARD CATCH BASIN GRATE - BICYCLE SAFE	202
	34" SOLID LID DETAILS	203
	SIDEWALK DRAINAGE STRUCTURE (PAGE 1)	204A
	SIDEWALK DRAINAGE STRUCTURE (PAGE 2)	204B
	TEMPORARY ON-SITE DRAINAGE RETENTION BERM FOR UNIMPROVED SUBDIVISION LOTS	207
*	STANDARD MANHOLE DETAILS	220
	JUNCTION & DROP MANHOLE DETAILS	221
*	MANHOLE FRAME & COVER DETAILS	222
*	MANHOLE STEP DETAILS	223
	SEWER CLEANOUT COVER DETAIL	224
	TYPICAL RESIDENTIAL SEWER CONNECTION DETAILS	230
	P.V.C SERVICE CONNECTION EXISTING P.V.C SEWER MAINS	231
*	P.V.C SERVICE CONNECTION NEW P.V.C SEWER MAINS	232

	SANTA CLARA CITY STANDARD DETAIL DRAWINGS	
	WATER DETAIL DRAWINGS (SERIES 300)	DRAWING NUMBER
*	WATER METER BOX DETAILS	300
*	WATER METER BOX LOCATION DETAILS	301
*	STANDARD FIRE HYDRANT DETAILS	302
*	WATER METER SETTER DETAILS	303
*	8" OR 6" WATER LATERAL (CONNECTION TO EXISTING LINE)	304
*	3/4" WATER SERVICE CONNECTION AND METER	305
*	WATER LINE THRUST BLOCK DETAILS	306
*	STANDARD TEE PVC RESTRAINING SYSTEM DETAIL	307
*	STANDARD BENDS FOR PVC RESTRAINING SYSTEM DETAIL	308
*	STANDARD TEE DUCTILE IRON RESTRAINING SYSTEM DETAIL	309
*	STANDARD BENDS FIR DUCTILE IRON RESTRAINING SYSTEM DETAIL	310
*	IN LINE VALVE/DEAD END ON PVC PIPE DETAIL	312
*	STANDARD PRESSURE REDUCING VALVE FOR EXISTING PRV & PIPING	314
	STANDARD PRESSURE REDUCING VALVE & VAULT FOR NEW CONSTRUCTION	315
	STANDARD AIR VAC DETAIL	316
	REMOTE AIR VAC DETAIL	317
	2" FIRE LINE DETAIL	318
	FIRE LINE VALVE BOX	319
*	TYPICAL WATER & SEWER CROSSING AND PIPE SPERATION	320
	UNDERWATER CROSSING & SAMPLING MANHOLE	321
	ABOVE WATER CROSSING	322
	CONCRETE ENGASEMENT DETAIL	330
	SIGNAGE DETAIL DRAWINGS (SERIES 400)	
*	STANDARD STREET SIGN	400
	PRIVATE STREET SIGN	401
	SIGN DESTINATION FORM	402
*	SIGN, POST AND INSTALLATION DETAILS	410
*	SIGN, POST AND MOUNTING DETAILS	411
*	TYPICAL SIGN PLACEMENT DETAILS	412

* DENOTES DETAILS USED FOR THIS PROJECT



A — UTILITY LINE WASH CROSSING AND GRADE CONTROL
SCALE: N.T.S.

RIP-RAP CONSTRUCTION NOTES

1. USE ANGULAR-SHAPED ROCK FREE FROM CRACKS, OVERBURDEN, SHALE; WITH A MINIMUM DENSITY OF 156 LB. PER CUBIC FT. (SPECIFIC GRAVITY = 2.50), WITH THE BREADTH OR THICKNESS OF A SINGLE STONE NOT LESS THAN ONE THIRD ITS LENGTH. FURNISH ROCK GRADED AS INDICATED IN THE TABLE. ALL ROCK RIP-RAP SHALL BE INSPECTED BY THE ENGINEER PRIOR TO INSTALLATION AND BACKFILL.
2. FILTER FABRIC SHALL BE MIRIFI 180 N 8 OZ. NON WOVEN GEO-TEXTILE OR APPROVED EQUAL. FABRIC SHALL BE PLACED AS SHOWN HEREON AND INSTALLED ACCORDING TO MANUFACTURE'S INSTRUCTIONS. CARE SHALL BE TAKEN TO PREVENT FABRIC FROM TEARING DURING ROCK PLACEMENT.
3. CONTRACTOR SHALL FILL VOIDS IN RIP-RAP EROSION PROTECTION WITH SEDIMENT USING WATER JETTING OR OTHER APPROVED METHODS. ALL ROCK RIP-RAP SHALL BE INSPECTED BY THE ENGINEER PRIOR TO SEDIMENT PLACEMENT.
4. ALL UNSUITABLE VEGETATION AND WOODY DEBRIS MATERIAL SHALL BE REMOVED FROM THE WORK AREA AND DISPOSED OF PROPERLY OFFSITE.
5. ALL WORK SHALL COMPLY WITH THE ARMY CORPS OF ENGINEERS AND STATE OF UTAH PERMIT REQUIREMENT & CONDITIONS.
6. RIP-RAP EROSION PROTECTION REPAIR TERMINATION LOCATIONS TO BE VERIFIED BY ENGINEER BASED ON FIELD CONDITIONS.

DATE: 12/21/22
JOB NO.: 4828-20-50
DESIGNED BY: DMH
CHECKED BY: JWB
DWG: CON PLANS

REVISIONS
DATE

ROSENBERG ASSOCIATES
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DETAILS
FOR
RED MOUNTAIN DRIVE
ST. GEORGE
UTAH

PROFESSIONAL ENGINEER
JARED W. BATES
12/21/22
NO. 7888857
STATE OF UTAH

SHEET
20
20 OF 20 SHEETS

To: **Dustin Mouritsen, Public Works Director**

From: **Aron Baker, P.E.**

Date: **October 11, 2023**

Subject: **Proposal for Signal Design Services, Pioneer Parkway & Red Mountain Drive**

Thank you for trusting in our services and providing us the opportunity to submit traffic signal design services for the intersection at Pioneer Parkway and Red Mountain Drive in Santa Clara, Utah. This proposal explains our scope of work, fee, and other services to provide this design.

Scope of Work - Traffic Signal Design

Our scope of work includes the complete design of a new traditional 4-way intersection that may include ADA ramps with 30-foot curb radii, curb, gutter, asphalt, and sidewalk. The sidewalk and planter strip on the southwest corner will be essentially undisturbed, with new ramps on each corner and a connecting sidewalk on the southeast corner that connects to the existing sidewalk to the south. The trail on the north side will connect to the new ramps. Development along the north side is assumed to construct their frontage improvements that accommodate the new ramps and existing trail.

The **principal items of work** we will perform for the traffic signal design includes:

- Collect and gather existing topography and utility information
- Analyze the existing AM and PM peak hour traffic counts to suggest signal timing operation
- Survey the site to gather roadway features, signing, striping, above-ground utilities, light poles, crosswalks, trails, planter strips, etc.
- Gather existing Right-of-Way information and prepare a map and boundary descriptions as exhibits for City standard enter-and-construct documents, as needed
- Prepare a Roadway Plan to show new future curb and gutter locations with 30-foot curb radii on each corner, proposed ADA ramp locations, sidewalk connections, asphalt placement, etc.
- Prepare a Lighting Plan in conjunction with the new signal poles
- Prepare a Drainage Plan to show any revised drainage modifications
- Prepare signing and striping plans
- Coordinate with Santa Clara City power department for the location of a power source
- Coordinate with Santa Clara City and UDOT to possibly connect signal to ATMS system
- Layout of the traffic signals will meet the latest Santa Clara City and/or UDOT standards
- Evaluate the need for advance warning signs, if necessary
- Production of a final plan set complete with specifications and applicable standard drawings will be delivered to Santa Clara City for advertisement

The following assumptions are made for the design:

- The signal will be designed and built to UDOT standards
- If needed by the city, the city will provide geotechnical testing for approximate pole locations.
- There are overhead power lines that will impact the placement of the signal poles and arms on the east leg and north leg.
- All evidence of existing crosswalks will be removed.

- All striping to be removed will be done by sandblasting, not grinding or painting with black paint.
- Existing light pole on southwest corner will be removed and placed on top of the new signal pole. New poles will all have light extensions mounted on top to illuminate pedestrian crosswalks.
- Horrocks will provide a signal timing plan to be implemented by the City.
- Pedestrian crossings are proposed on each approach.
- It is intended to have the plans reviewed once by the city and comments would reflect these comments. If there are further reviews, a contract mod would be necessary.

After we submit the approved plans for advertisement, we do not anticipate providing any construction management services outside of an occasional telephone conversation or field visit to answer questions. If construction management of the roadway removal, construction or traffic signal is desired, this can be accomplished by a contract modification.

Cost Estimate

Our fee to complete the principal items of work for the signal design is not-to-exceed $34,800.

Our prices include all direct costs such as travel, phone, fax, computer, and attendance at any online meetings. Upon receiving your approval of this memo, we will begin the design and anticipate submitting a 60% roadway and signal layout to Santa Clara City within 10 weeks with an advertising package 4 weeks later.

If you have any questions, please feel free to contact me via email or phone. Thank you for this opportunity to provide our services for this project.

SCOPE OF SERVICES

Pioneer Parkway & Red Mountain Drive Traffic Signal

Prepared for: City of Santa Clara

By: Avenue Consultants

October 18, 2023

EXECUTIVE SUMMARY

The purpose of the project is to provide safer, less delayed, and more efficient turning movements for traffic at the Pioneer Parkway / Red Mountain Drive intersection. Heavy traffic generated by existing and proposed development in the area warrants safety improvements provided by a signal installation.

The design for the signal is assumed to be confined to the intersection area only. No roadway widening or site design is anticipated to be part of the project work plan.

Project Team

The project will be completed by Avenue Consultants, Inc. as prime. One survey subconsultant is expected to be used for this project and a city crew will assist with a utility potholing investigation.

PROJECT ASSUMPTIONS AND UNKNOWNS

The following is a list of the project assumptions and unknowns:

Assumptions:

- It is assumed that appropriate right-of-way width (or utility easement) is available at all four corners of the intersection for placement of the signal poles. If determined that additional right-of-way is needed, additional effort (and associated fee) would be necessary to prepare legal descriptions for the placement of the signal equipment.
- All roadway design and construction will be completed prior to construction of the signal
- Underground power, storm drain, and other utilities installed by the adjacent development will not conflict with signal pole bases (proposed signal poles are shown on the approved construction plans)
- No modifications to existing pedestrian access ramps or roadways will be necessary
- No geotechnical analysis is necessary
- No additional traffic engineering will be required
- No street lighting will be required other than those that are combined with the signal poles
- No ATMS will be required
- No utility relocation design will be required

Unknowns:

- The extent and location of existing underground utilities

PROJECT DESCRIPTION

The purpose of the project is to provide a safer, more efficient turning movement experience for traffic entering the intersection, to reduce delay time for the traffic movements, and to improve pedestrian safety.

DETAILED WORK PLAN

The following effort will be performed in support of this scope of work.

Task 01: Project Management

OVERVIEW: Effectively manage the scope, schedule, documentation, and budget for the project.

Avenue will provide management and administrative functions throughout the project design phase including accounting setup, schedule updates, document filing, invoicing and subconsultant coordination.

DELIVERABLES:

- Project Progress Updates
- Monthly Invoices (Assume 2)

Task 02: Turning Lane Storage Length Design

OVERVIEW: Using traffic volume data from the previous impact study, Avenue will calculate the appropriate turning lane storage lengths and forward that information to Rosenberg Associated for inclusion in the Red Mountain Drive construction plans.

DELIVERABLES:

- Information Table Showing Calculated Storage Lengths

Task 03: Initial Mapping, Geometry Layout, and Kickoff Meeting

OVERVIEW: Using topographic survey, Avenue will compile a project base map that depicts right-of-way information, existing improvements, and physical features within the intersection area for use in the signal layout. Prepare an initial layout of the signal based on existing constraints. Identify and tabulate potential conflicts. Hold a project kickoff meeting with City Staff and the Avenue Team to discuss objectives, constraints, schedule, and get approval of the initial layout before proceeding to design.

Sub Tasks: field survey, right-of-way research, existing features map preparation

METHODOLOGY: Utilize topographic survey to create a base map of the project area showing existing roadway alignments and development improvements. Attend a Technical Review Committee (TRC) meeting to gather information and comments from the City and utility companies that cover the project area. Utility information will be used for cost estimating and determination of impacts created by the improvements. Identify potential conflicts with existing utilities or other existing improvements for discussion and resolution purposes. Take the proposed signal layout back to the TRC to discuss potential conflicts and impacts. Discuss the layout and identified conflicts in the project kickoff meeting and coordinate pothole locations.

DELIVERABLES:

- Project Schedule
- Preliminary Signal Design (horizontal layout on an aerial image)

Task 04: Prepare 90% Plans and Specifications

OVERVIEW: Avenue will develop the signal design in accordance with City Standards and other accepted requirements (such as the UDOT Design of Signalized Intersections Manual). Create preliminary signal plan sheets. Avenue will also coordinate any utility conflicts found in the pothole operations with the TRC and discuss utility conflicts with each affected utility stakeholder. Prepare specifications and contract documents according to City Standards including an estimate of probable cost for the improvements. Implement appropriate specifications from the UDOT Standards if specific City standards for signal equipment and installation is unavailable. Provide a quality control and assurance review of the documents prior to submittal to the city for review. Conduct a 90% review meeting following sufficient time for the plan and document review by the city staff.

DELIVERABLES:

- 90% Plan Set and Specifications/Bid Documents
- Construction Estimate

Task 05: Pothole for Utilities

OVERVIEW: If conflicts cannot be avoided, Avenue will arrange to pothole for existing utilities (using city staff/equipment) in the vicinity of the signal bases and obtain preliminary relocation costs from utility owners. Coordinate utility relocation with utility designers. Incorporate preliminary utility relocations on the plan sheets.

DELIVERABLES:

- Utility Pothole Data Sheet

Task 06: Prepare Final Plan Set

OVERVIEW: Compile comments and decisions made during the 90% review meeting and incorporate them into a final plan set.

Prepare a final plan set and bid document based upon final comments and decisions made during the 90% plan review meeting. Submit the plans and documents to the city for a final review. Hold a final review meeting to discuss any concerns or issues found. Update final cost estimate.

DELIVERABLES:

- Final Plan Set and Documents

Task 07: Provide Advertisement and Bidding Services

OVERVIEW: Provide advertising assistance as needed. Address questions from plan holders and bidders. Assist with reviewing the bids received including reviewing for correctness and approving the low bid.

Be available to answer bidder questions, review bids, prepare a letter of recommendation.

DELIVERABLES:

- Bid tabulation (abstract) and recommendation letter/email.

PROPOSED FEE

Project Management (Task 01)	$ 3,440.00
Turning Lane Storage Length Calculation (Task 02)	$ 290.00
Initial Mapping, Geometry Layout, & Kickoff Meeting (Task 03; Including Sub)	$ 9,830.00
Prepare 90% Plans & Specifications (Task 04)	$ 9,580.00
Potholing for Utilities (Task 05; using city crew)	$ 810.00
Prepare Final Plan Set for Advertisement (Task 06)	$ 3,370.00
Provide Advertisement & Bidding Services (Task 07)	$ 1,370.00
Reimbursable Expenses	$ 50.00
Total Project Fee Estimate – Not to Exceed	***$ 28,740.00***