



ROOSEVELT CITY | UT

Roosevelt City Airport Board
October 17, 2024

Notice is hereby given that the Roosevelt City Airport Board will hold a regular meeting on October 17, 2024, at the Roosevelt Municipal Building, 255 South State Street, Roosevelt, Utah. The meeting shall begin promptly at 05:00 PM

1. CALL TO ORDER

2. ROLL CALL

3. APPROVAL OF PREVIOUS MINUTES

4. ENGINEER'S UPDATE ON PROJECTS & GRANTS

4.a. GRANT UPDATE- AIP 22- FAA GRANT OFFER SIGNED, IN PLAEC, KIMBERLY SILVESTER

4.b. PROJECT UPDATE- FENCING PROJECT, KIMBERLY SILVESTER

- i. Review Gate Locations.
- ii. Electrical Vault mapping.
- iii. Review J-U-B Questions/Clarifications

Attachments

1. [45-24-017_PerimeterFencing.pdf](#)

4.c. ALP UPDATE, KIMBERLY SILVESTER

Final MPU/ALP submitted to FAA for review/approval.

i. FAA is behind in their review. We are keeping in touch with them every 2 weeks to get updates.

ii. After FAA Planner reviews, the ALP will be submitted for Airspace review, which can take 6-8 weeks.

4.d. AIRPORT OVERLAY DISTRICT- HB 206, KIMBERLY SILVESTER

City does have one already (<https://hosting.civicing.com/rooseveltcityut/books/municipal-code/R17.25.010>), but there isn't a map that shows the various zones (see attached "Roosevelt Land Use Compatibility Zones.PDF").

Duchesne Airport Overlay District was on Duchesne County Commission Agenda for approval on October 7th. (No word if it was approved).

County is now in the process of establishing one for Roosevelt Airport (county jurisdiction only). (See attached "Airport Overlay Zone Roosevelt.doc" and "Roosevelt Land Use Compatibility_2Zones.pdf") <https://duchesne.utah.gov/wp-content/uploads/2024/10/Roosevelt->

[Airport-Overlay.pdf](#)

Board/City may want to reevaluate the City Overlay District to add a Map and perhaps align language closer to Duchesne Co's?

- i. Differences in County Language to City's Zone (based on input from Duchesne process):
 - 1. High Density Greater than 1 Dwelling / Acre, Low Density One Dwelling / Acre or less
 - 2. Combining Zones 1-5
 - 3. Provisions requested by energy companies. May not affect city as much as county, limited drilling within city limits?

Attachments

- 1. [Roosevelt Land Use Compatibility Zones.pdf](#)
- 2. [Roosevelt Land Use Compatibility_2Zones.pdf](#)
- 3. [Airport Overlay Zone Roosevelt.pdf](#)

5. ACTION ITEMS

5.a. AIRPORT FREQUENCY CHANGE, VINCE REILEY

Airport Board Member Vince Reiley is requesting a final decision from the Airport Board regarding changing the Airport's Frequency.

6. ITEMS FOR FUTURE DISCUSSION

7. ADJOURN

ROOSEVELT, UTAH
FEBRUARY 2025

INSTALL PERIMETER FENCING

PRELIMINARY PLANS NOT FOR CONSTRUCTION

ROOSEVELT *Utah*

PROJECT NO. 45-24-017



www.jub.com

OTHER J-U-B COMPANIES



**THE
LANGDON
GROUP**



**GATEWAY
MAPPING
INC.**



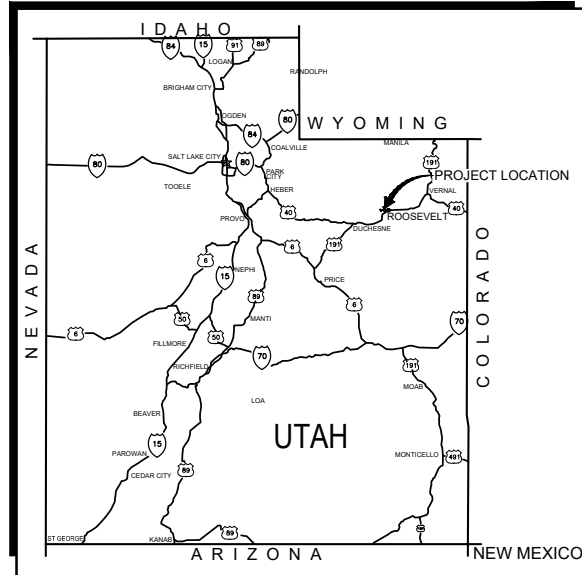
Know what's **below**.
Call before you dig.

**CALL 2 BUSINESS DAYS IN ADVANCE BEFORE
YOU DIG, GRADE, OR EXCAVATE FOR THE
MARKING OF UNDERGROUND MEMBER UTILITIES**

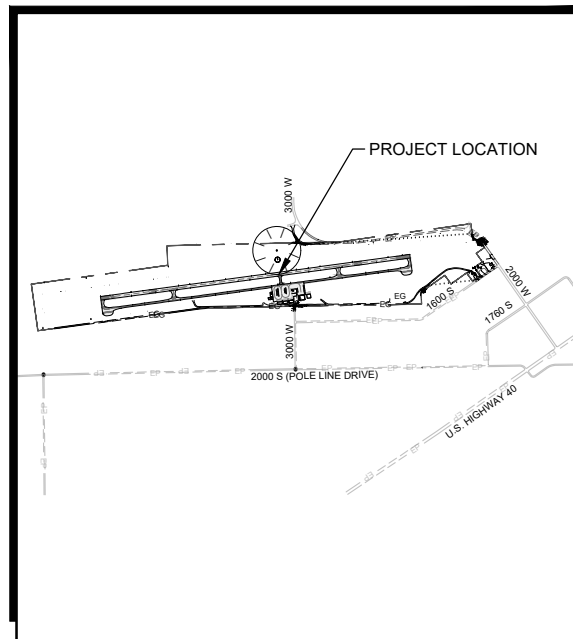
LAST UPDATED: 9/25/2024

SHEET NUMBER:

G-001



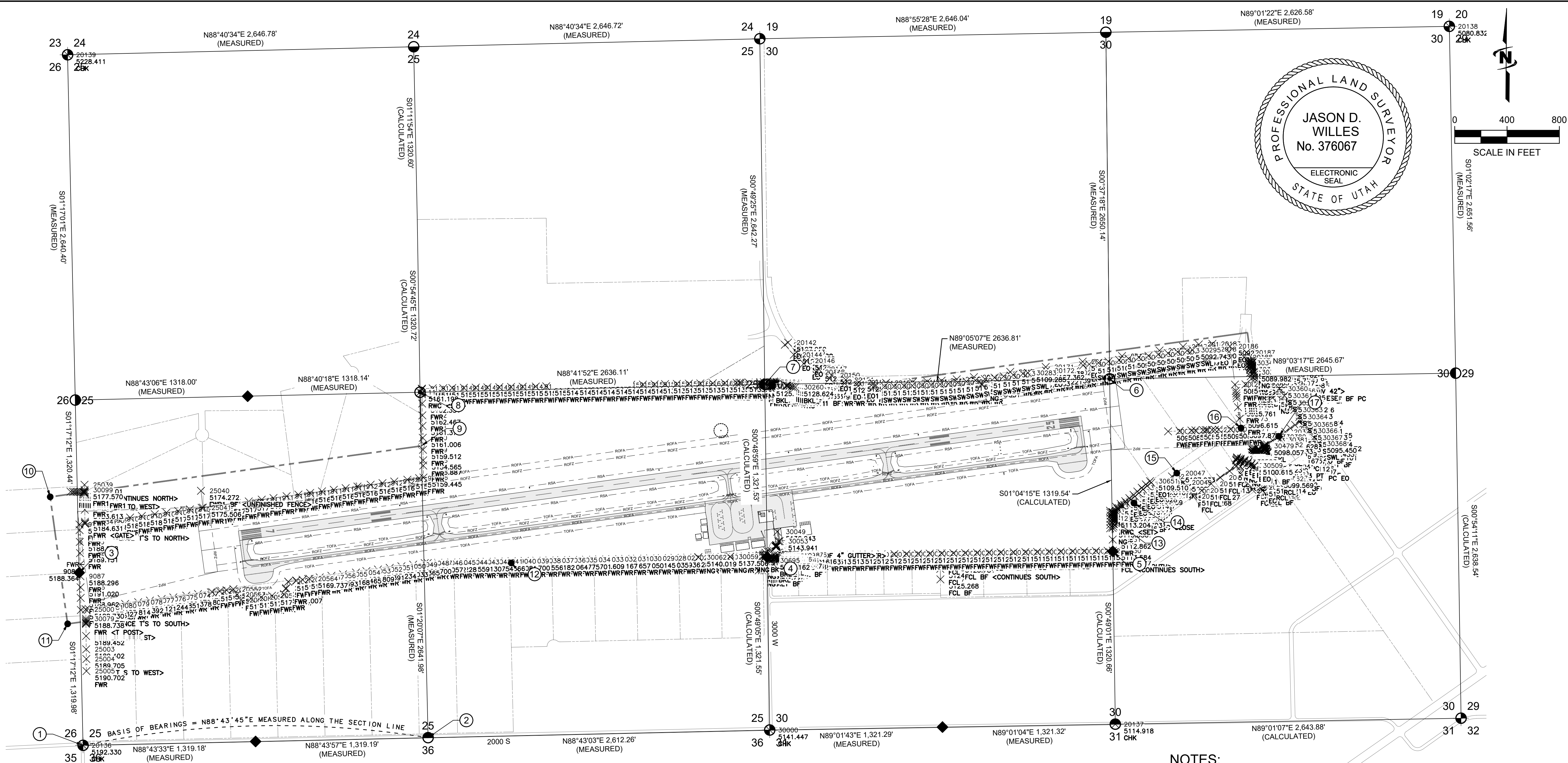
AREA MAP



VICINITY MAP

OWNER
ROOSEVLET MUNICIPAL AIRPORT
ROOSEVELT CITY CORPORATION
KIRBY WOLFINJER, AIRPORT MANAGER
225 SOUTH STATE STREET
ROOSEVELT, UTAH 84066
(435)-722-5001

Plot Date: 10/15/2024 9:38 AM Plotted By: Matthew Goro
Date Created: 8/19/2024 JUBCENTRALCLIENTS\UTROROSE\ELI\TOT\PROJECT\S45-24-017 REBARFENCINGDESIGN\CAD\SHEET\45-24-017 G-002.DWG



CONTROL POINT LISTING								
NAME	PROJECT COORDINATES			NAD83, STATE PLANE, UTAH CENTRAL ZONE (U.S. SURVEY FEET)				DESCRIPTION
	NORTHING	EASTING	ELEVATION	NORTHING	EASTING	LATITUDE	LONGITUDE	
CP 1	47728.672	193259.082	5192.33					FOUND SOUTHWEST CORNER OF SECTION 25
CP 2	47787.106	195896.729	5166.772					FOUND SOUTH QUARTER CORNER OF SECTION 25
CP 3	49111.15	193238.229	5189.402					FOUND SIXTEENTH CORNER OF SECTION 25
CP 4	49166.948	198489.548	5137.683					FOUND SIXTEENTH CORNER OF SECTION 30
CP 5	49210.729	201131.641	5113.713					FOUND CORNER OF SECTION 30 (FOUND FENCE POST AT CALC)
CP 6	50530.368	201107.069	5105.123					FOUND CORNER OF SECTION 30
CP 7	50488.417	198470.619	5127.346					FOUND QUARTER CORNER OF SECTION 25
CP 8	50428.376	195835.112	5161.198					FOUND CORNER OF SECTION 25
CP 9	50017.413	195842.925	5159.539					SET 5/8" REBAR WITH PLASTIC CAP
CP 10	49628.203	193007.705	5184.08					FOUND T-POST WITH CAP STAMPED PLS 148951
CP 11	48657.262	193140.995	5189.879					FOUND T-POST WITH BROKEN CAP
CP 12	49122.854	196532.7	5155.5					FOUND REBAR WITH PLASTIC CAP (ALLRED SURVEYING)
CP 13	49463.278	201127.024	5113.204					SET 5/8" REBAR WITH PLASTIC CAP
CP 14	49580.406	201293.37	5112.074					FOUND REBAR WITH PLASTIC CAP
CP 15	49809.701	201620.85	5107.2					FOUND REBAR WITH PLASTIC CAP (TIMBERLINE LS 362251)
CP 16	50154.863	202111.488	5098.305					FOUND REBAR WITH PLASTIC CAP (PLS 148951)
CP 17	50091.047	202400.48	5096.355					FOUND REBAR WITH PLASTIC CAP

NOT SURE HOW TO FILL IN THIS SECTION

SURVEY CONTROL NOTES	
1.	THE STATE PLANE AND GEODETIC COORDINATES SHOWN HEREON WERE DERIVED USING THE UTAH AGRC "T.U.R.N." V.R.S. NETWORK. OCCUPATION DATES: MAY 22 - 24, 2018 & JULY 28, 2020. NETWORK SPATIAL REFERENCE: N.A.D. 83 (2011) EPOCH 2010.
2.	THE PROJECT COORDINATES SHOWN HEREON WERE DERIVED BY HOLDING THE OBSERVED N.A.D. 83, U.S. SURVEY FOOT, STATE PLANE, UTAH CENTRAL ZONE VALUES FOR EACH CONTROL POINT AND SCALING SAID VALUES TO GROUND ABOUT POINT 0,0 USING A COMBINED GRID TO GROUND SCALE FACTOR OF 1.00030808209 (0.999692012795). A FALSE NORTHING OF -7,225,882.8298 AND A FALSE EASTING OF -1,847,525.2376 WAS THEN APPLIED. ALL DISTANCES SHOWN ARE GROUND VALUES.
3.	TO CONVERT TO STATE PLANE COORDINATES USE THE FOLLOWING FORMULAS: STATE PLANE NORTHING = (PROJECT NORTHING + 7,225,882.8298 / 1.00030808209) STATE PLANE EASTING = (PROJECT EASTING + 1,847,525.2376 / 1.00030808209)
4.	THE BASIS OF BEARINGS WAS ESTABLISHED USING THE OBSERVED N.A.D. 83 BEARING OF S 82°14'30" W ALONG THE LINE BETWEEN CONTROL POINT NUMBER 3 AND CONTROL POINT NUMBER 5.
5.	CONTROL POINT NUMBER 1 SERVES AS THE PRIMARY BENCHMARK FOR THIS PROJECT USING THE OBSERVED N.A.V.D. 88 (GEOID09), U.S. SURVEY FOOT ELEVATION OF 5,116.70.
6.	THE CONTROL POINT COORDINATES SHOWN HEREON ARE BASED ON ACTUAL FIELD MEASUREMENTS AND SHOULD BE USED FOR ALL CONSTRUCTION STAKING.

NOTES:

- REFER TO SHEET G-003 FOR GENERAL LEGEND, SYMBOLS AND PLAN KEY
- CONTRACTOR SHALL VERIFY ALL CONTROL POINTS AND REPORT ANY DISCREPANCIES TO ENGINEER PRIOR TO CONSTRUCTION.
- A PERSON WHO FINDS IT NECESSARY TO DISTURB ANY ESTABLISHED GOVERNMENT SURVEY MONUMENT OR PUBLIC LAND SURVEY GOVERNMENT CORNER LOCATION FOR ANY REASON, INCLUDING THE IMPROVEMENT OF A ROAD, SHALL NOTIFY THE COUNTY SURVEYOR AT LEAST FIVE BUSINESS DAYS BEFORE THE DAY ON WHICH THE PERSON DISTURBS THE GOVERNMENT SURVEY MONUMENT OR PUBLIC LAND SURVEY GOVERNMENT CORNER LOCATION. (SEE TITLE 17, CHAPTER 23, SECTION 14(2), UTAH CODE ANNOTATED, 1953 AS AMENDED).
- A PERSON MAY NOT PERFORM ANY CONSTRUCTION WORK WITHIN 30 FEET OF A GOVERNMENT SURVEY MONUMENT OR PUBLIC LAND SURVEY GOVERNMENT CORNER LOCATION UNLESS THE PERSON OBTAINS ANY PERMIT THE COUNTY REQUIRES BEFORE BEGINNING CONSTRUCTION WORK WITHIN 30 FEET OF THE GOVERNMENT SURVEY MONUMENT OR PUBLIC LAND SURVEY GOVERNMENT CORNER LOCATION, TOGETHER WITH ANY ADDITIONAL PERMITS THAT APPLICABLE LAW MAY REQUIRE. (SEE TITLE 17, CHAPTER 23, SECTION 14(4), UTAH CODE ANNOTATED, 1953 AS AMENDED).
- TO THE EXTENT POSSIBLE, CONTRACTOR SHALL NOT DISTURB OR REMOVE EXISTING LAND SURVEY BOUNDARY MARKERS (I.E. REBAR WITH STAMPED PLASTIC CAPS, PLUGS IN CONCRETE, NAILS WITH TAGS, ALUMINUM CAPS, BRASS CAPS, ETC.). IN THE CASE THAT AN EXISTING LAND SURVEY BOUNDARY MARKER MUST BE REMOVED IN ORDER TO CONSTRUCT A FENCE POST, THE CONTRACTOR SHALL PLACE SWING TIE OFFSETS SUFFICIENT TO PLACE THE FENCE POST AT THE FORMER LOCATION OF THE LAND SURVEY BOUNDARY MARKER. IF THE REMOVED MARKER IS A GOVERNMENT SURVEY MONUMENT OR PUBLIC LAND SURVEY GOVERNMENT CORNER, CONTRACTOR SHALL COMPLY WITH UTAH STATE CODE AS LISTED IN NOTES 2 AND 3 ABOVE. CONTRACTOR SHALL FURTHER REPORT ANY SUCH INSTANCES TO THE ENGINEER.



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J-U-B ENGINEERS, INC.

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NO.	REVISION	DESCRIPTION	BY	DATE

ROOSEVLET MUNICIPAL AIRPORT
INSTALL PERIMETER FENCING

GENERAL PLAN AND SURVEY CONTROL

FILE: 45-24-017_G-002

JUB PROJ. #: 45-24-017

DRAWN BY: AWB

DESIGN BY: MVG

CHECKED BY: KAS

AT FULL SIZE, IF NOT ONE INCH SCALE ACCORDINGLY

LAST UPDATED: 9/24/2024

SHEET NUMBER:

G-002

Plot Date: 10/15/2024 9:36 AM Plotted By: Matthew Gore
Date Created: 9/12/2024 J:\B\CENTRAL CLIENTS\TUTT ROOSEVELT CITY PROJECT\SW&S-24-017 REHAB\ENGINEERING\DESIGN\CAD\SHEET\45-24-017 G-003.DWG

GENERAL LINE LEGEND

LINE DESCRIPTION	PROPOSED LINE	EXISTING LINE
POWER / COMMUNICATIONS		
OVERHEAD POWER	— OHP —	— OHP —
UNDERGROUND POWER	— UP —	— UP —
OVERHEAD TELEPHONE	— OHT —	— OHT —
UNDERGROUND TELEPHONE	— UT —	— UT —
FIBER OPTIC	— F/O —	— F/O —
CABLE TELEVISION	— CTV —	— CTV —
UNDERGROUND POWER, TEL, CABLE TV		— P,T,CTV —
UNDERGROUND POWER, TEL, CABLE TV, GAS		— P,T,CTV,G —
STORM DRAIN		
STORM DRAIN (GENERAL)	— SD —	— SD —
STORM DRAIN	— X*SD —	— X*SD —
UNDER DRAIN	— UD —	— UD —
WATER		
WATER (GENERAL)	— W —	— W —
WATER (SPECIFIED SIZE)	— X*W —	— X*W —
WATER SERVICE	— WS —	— WS —

NOTE:
THE LOCATION OF ALL EXISTING KNOWN UNDERGROUND UTILITIES IS SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO THE START OF CONSTRUCTION. IN THE EVENT OF DAMAGE TO EXISTING UTILITIES OR CABLES, THE ENGINEER AND THE OWNER ARE TO BE NOTIFIED IMMEDIATELY. THE CONTRACTOR SHALL REPAIR ANY SUCH DAMAGE TO UTILITIES, AS DIRECTED BY THE ENGINEER, IMMEDIATELY AND AT THE CONTRACTOR'S EXPENSE.

LINE DESCRIPTION	PROPOSED LINE	EXISTING LINE
SITE		
FENCE	— X —	— X —
MAJOR CONTOUR	— 2521 —	— —
MINOR CONTOUR	— —	— —
GRADE BREAK		— GB —
TOP OF BANK		— TOB —
TOE OF SLOPE		— TOE —
CUT LIMITS	— —	
FILL LIMITS	— —	
DITCH	— —	— —
STORM SWALE	— —	— —
ROADWAY		
ACCESS ROUTE	— —	— —
ROAD SHOULDER	— —	— —
ROAD CENTERLINE	— —	— —
ROAD ASPHALT	— —	— EP —
ROAD GRAVEL	— —	— EG —
TOP BACK OF CURB	— —	— —
LIP OF GUTTER	— —	— —
LANDSCAPING LIMITS	— LS —	— LS —

GENERAL SYMBOL LEGEND

SITE		
BOLLARD		
BOULDER		
DRINKING FOUNTAIN		
FLAGPOLE		
GATE		
MAIL BOX		
PARKING METER		
POST		
SIGN		
SPOT ELEVATION		
TREE (SHRUB)		
TREE (STUMP)		
TREE (CONIFEROUS)		
TREE (DECIDUOUS)		
TEST HOLE		
WELL		
WELL (MONITORING)		
SANITARY SEWER		
CLEANOUT		
SEWER STUB		
SS MANHOLE		
IRRIGATION		
IRRIGATION VALVE		
IRRIGATION VALVE BOX		
SPRINKLER		

COMMUNICATION		
TELE. MANHOLE		
TELE. PEDASTAL		
TELE. POLE		
TV PEDASTAL		
GUY WIRE		
DOMESTIC WATER		
FIRE HYDRANT		
SPIGOT		
YARD HYDRANT		
WATER MANHOLE		
WATER METER		
WATER VALVE		
ELECTRIC		
ELEC. MANHOLE		
ELEC. METER		
ELEC. TRANS.		
JUNCTION BOX		
POWER POLE		
POWER STUB		
STREET LIGHT		
TRAFFIC SIGNAL POLE		
STORM DRAIN		
CATCH BASIN		
DRY WELL		
FLARE END		
GREASE TRAP		
SD MANHOLE		

AIRPORT LEGEND

LINE DESCRIPTION	PROPOSED LINE	EXISTING LINE
AIRPORT LINETYPES		
AIRPORT PROPERTY LINE	— — — — —	— — — — —
BUILDING RESTRICTION LINE	— BRL —	— BRL —
RUNWAY OBJECT FREE AREA	— ROFA —	— ROFA —
RUNWAY OBJECT FREE ZONE	— ROFZ —	— ROFZ —
RUNWAY PROTECTION ZONE	— RPZ —	— RPZ —
RUNWAY SAFETY AREA	— RSA —	— RSA —
RUNWAY VISIBILITY ZONE	— RVZ —	— RVZ —
TAXIWAY SAFETY AREA	— TSA —	— TSA —
TAXIWAY OBJECT FREE AREA	— TOFA —	— TOFA —
PRECISION OBSTACLE FREE ZONE	— POFZ —	— POFZ —

DESCRIPTION	PROPOSED	EXISTING
AIRFIELD PAVEMENT		
AIRFIELD PAVEMENT		
PAVEMENT TO BE REMOVED		

LINE DESCRIPTION	PROPOSED LINE	EXISTING LINE
AIRPORT SYMBOLS		
AIRFIELD LIGHT (RUNWAY)		
LIGHT JUNCTION CAN		
AIRFIELD LIGHT (TAXIWAY)		
THRESHOLD LIGHTS		
TAXIWAY REFLECTOR		
REIL		
LIGHTED GUIDANCE SIGN		
VASI/PAPI		
AIRCRAFT TIEDOWN		
AIRPORT REFERENCE POINT		
AIRPORT BEACON		
ELECTRICAL JUNCTION BOX (LIGHT TRAFFIC)		
ELECTRICAL JUNCTION BOX (HEAVY TRAFFIC)		
WIND CONE		
SEGMENTED CIRCLE		
TETRAHEDRON		

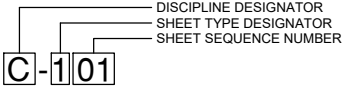
SECTION AND DETAIL IDENTIFIERS

NOTE:
A DASH MAY BE PLACED IN THE LOWER PORTION OF THE IDENTIFIER IF THE DETAIL DRAWING OR SECTION VIEW IS LOCATED ON THE SAME SHEET

SECTION IDENTIFICATION		DETAIL IDENTIFICATION	
CALLOUT		SECTION IDENTIFIER	
LABEL		SECTION IDENTIFIER	

SHEET NUMBERING

EXAMPLE
SHEET NUMBER



DISCIPLINE DESIGNATORS		
DISCIPLINE	DESIGNATOR	DESCRIPTION
GENERAL	G	ALL GENREAL
SURVEY/MAPPING	V	ALL SURVEY
CIVIL	C	ALL CIVIL
ELECTRICAL	E	ALL ELECTRICAL

SHEET TYPE DESIGNATORS	
DESIGNATOR	SHEET TYPE
0	GENERAL (SYMBOLS, LEGENDS, NOTES, ETC.)
1	TYPICAL SECTIONS, PLAN SHEETS
2	GRADING SHEETS
3	PLAN AND PROFILES
4	MARKING SHEETS
5	DETAILS OR COMBINED DETAILS AND SECTIONS



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REVISION		BY		DATE
NO.	DESCRIPTION	NO.	BY	DATE

ROOSEVLET MUNICIPAL AIRPORT
INSTALL PERIMETER FENCING

FAA AIP NO. 3-49-0047-023-2025
GENERAL LEGEND AND SYMBOLS

FILE: 45-24-017_G-003
JUB PROJ. #: 45-24-017
DRAWN BY: AWB
DESIGN BY: MVG
CHECKED BY: KAS
AT FULL SIZE, IF NOT ONE
INCH, SCALE ACCORDINGLY
LAST UPDATED: 8/28/2024
SHEET NUMBER:

G-003

GENERAL NOTES

1. THE CONTRACTOR SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS AND REGULATIONS AND CONSTRUCTION PERMITS THAT ARE PERTINENT TO THIS WORK. THE CONTRACTOR SHALL PROCURE ALL PERMITS, LICENSES BONDS, ETC. REQUIRED BY LOCAL, STATE AND FEDERAL AGENCIES.
2. THE OWNER'S PROJECT SAFETY OFFICER IS AIRPORT MANAGER, KIRBY WOLFINJER (435) 823-7228. THE SAFETY OFFICER WILL INITIATE AND CANCEL ALL CONSTRUCTION RELATED NOTICES TO AIRMAN (NOTAM) BASED ON CONTRACTOR SCHEDULES. THE CONTRACTOR SHALL COORDINATE ALL ACTIVITIES WITH THE ENGINEER. NO WORK SHALL BEGIN UNTIL THE NOTAM FOR THAT WORK IS POSTED WITH THE FAA.
3. THE CONTRACTOR SHALL SUBMIT A CONSTRUCTION SCHEDULE A MINIMUM OF 10 DAYS PRIOR TO THE PRE-CONSTRUCTION CONFERENCE.
4. NO RUNWAY AND/OR TAXIWAY CLOSURE S ARE ANTICIPATED, HOWEVER IF NECESSARY, CONTRACTOR SHALL COORDINATE RUNWAY AND/OR TAXIWAY CLOSURES WITH THE ENGINEER AND SAFETY OFFICER. THE CONTRACTOR SHALL PROVIDE THE REQUEST FOR CLOSURE(S) A MINIMUM OF **5 WORKING DAYS PRIOR** TO EACH CLOSURE DATE. ALL NECESSARY LOW-PROFILE BARRICADES AND/OR RUNWAY CLOSURE CROSSES SHALL BE PLACED AND REMOVED BY THE CONTRACTOR IN THE PRESENCE OF THE RPR IMMEDIATELY PRIOR TO ANY CLOSURE AND REOPENING. CONFIRMATION OF INTENT TO START A PHASE OR SUBPHASE OF CONSTRUCTION IS REQUIRED 48 HOURS PRIOR TO COMMENCEMENT OF CONSTRUCTION.
5. THE EXISTING UNDERGROUND UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY. THE CONTRACTOR SHALL FIELD VERIFY THE EXACT LOCATION AND ELEVATION OF ALL UTILITIES PRIOR TO COMMENCING WORK IN ANY AREA. ALL DAMAGE TO EXISTING UTILITIES SHALL BE IMMEDIATELY REPORTED TO THE RPR, ENGINEER AND THE OWNER. THE CONTRACTOR SHALL IMMEDIATELY REPAIR ANY DAMAGE MADE TO UTILITIES TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
6. CONTRACTOR SHALL HOLD, AT A MINIMUM, WEEKLY CONSTRUCTION MEETINGS WHICH MAY BE ATTENDED BY AIRPORT PERSONNEL AND ENGINEERING REPRESENTATIVES TO REVIEW CONTRACTOR SCHEDULE, WORK PROGRESS AND SAFETY ISSUES. IF A SAFETY ISSUE ARISES, THE OWNER OR ENGINEER MAY REQUIRE MORE FREQUENT MEETINGS. ALL SAFETY-RELATED DEFICIENCIES SHALL BE REMEDIED IMMEDIATELY BY THE CONTRACTOR.
7. CONSTRUCTION PERSONNEL SHALL BE GRANTED PERMISSION TO PARK THEIR PERSONAL VEHICLES WITHIN THE STAGING AREA OR IN DESIGNATED VEHICLE PARKING AREAS ONLY. PERSONAL VEHICLES WILL NOT BE AUTHORIZED WITHIN THE PERIMETER FENCE.
8. THE CONTRACTOR SHALL STORE ALL EQUIPMENT AND MATERIALS IN THE STAGING AREA WHEN NOT IN USE.
9. THE CONTRACTOR SHALL CONTROL DUST BY WATERING ANY DISTURBED AREAS OR BY OTHER EROSION STABILIZATION METHODS APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL CLEAN/MAINTAIN ALL PAVEMENT CROSSINGS BY SWEEPING OR OTHER APPROVED METHODS AT THE END OF EACH WORK SHIFT AT A MINIMUM OR AS REQUIRED BY RPR. CLEANING EQUIPMENT SHALL BE AVAILABLE ON SITE AT ALL TIMES.
10. UPON COMPLETION OF THE PROJECT, ALL AREAS DISTURBED AS A RESULT OF THE CONTRACTOR'S STAGING AND CONSTRUCTION OPERATIONS SHALL BE RESTORED, INCLUDING SEEDING, TO A CONDITION THAT IS EQUAL TO OR BETTER THAN ORIGINAL AT THE CONTRACTOR'S EXPENSE AND IN A TIMELY MANNER.
11. CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXISTING ASPHALT EDGES OF CONSTRUCTION ENTRANCES AND TO REPAIR ANY DAMAGES, AT THE CONTRACTOR'S COST, TO THE EXISTING ASPHALT. ACCEPTABLE EDGE PROTECTION MAY INCLUDE STEEL PLATES OR DIRT BRIDGING.
12. ALTERNATE HAUL ROUTES, ACCESS POINTS AND STAGING AREAS MAY BE PROPOSED BY THE CONTRACTOR, SUBJECT TO APPROVAL BY THE ENGINEER. SUCH PROPOSALS SHALL BE SUBMITTED IN WRITING A MINIMUM OF 10 WORKING DAYS PRIOR TO THE PRE-CONSTRUCTION MEETING.
13. THE CONTRACTOR SHALL LIMIT THEIR OPERATIONS TO THE CONSTRUCTION AREAS IDENTIFIED ON THIS PLAN. ALL OTHER AREAS OF THE AIRPORT ARE RESTRICTED.

SAFETY NOTES:

1. THE CONTRACTOR SHALL MAINTAIN CLEAR ROUTES FOR FIRE FIGHTING AND MEDICAL EMERGENCY.
2. ALL CONSTRUCTION EQUIPMENT AND VEHICLES THAT ENTER INSIDE THE AIRPORT PERIMETER FENCING SHALL BE MARKED AND/OR LIGHTED IN ACCORDANCE WITH SECTION 70-08 OF THE FAA GENERAL PROVISIONS. EQUIPMENT AND VEHICLE FLAGGING/LIGHTING SHALL BE IN ACCORDANCE WITH AC 150/5210-5, "PAINTING, MARKING, AND LIGHTING OF VEHICLES USED ON AN AIRPORT", CURRENT EDITION.
3. THE CONTRACTOR SHALL LIMIT THEIR OPERATIONS TO THE CONSTRUCTION AREAS IDENTIFIED ON THIS PLAN. ALL OTHER AREAS OF THE AIRPORT ARE RESTRICTED.
4. THE AIRPORT WILL BE OPEN TO AIRCRAFT OPERATIONS DURING THE PROJECT. CONSTRUCTION AND THE CONTRACTOR WILL NOT BE ALLOWED TO ENTER THE ROFZ WHILE THE RUNWAY IS OPEN. THE CONTRACTOR SHALL MAINTAIN CONTINUOUS COORDINATION WITH THE OWNER/SAFETY OFFICER AND ENGINEERING/RPR TO AVOID DISTURBANCE TO AIRCRAFT OPERATIONS.
5. ALL PERSONNEL AND EQUIPMENT AUTHORIZED TO WORK WITHIN THE RUNWAY OBJECT FREE AREA LIMITS OF RUNWAY 7/25, WHEN ACTIVE, SHALL BE ACCOMPANIED BY CONTRACTOR PERSONNEL EQUIPPED WITH A WORKING TWO-WAY RADIO AND FAMILIAR WITH PROPER COMMUNICATION PROCEDURES. UNICOM FREQUENCY FOR ROOSEVELT MUNICIPAL AIRPORT IS 122.80.
6. THE CONTRACTOR SHALL SUPPLY ALL LOW PROFILE LIGHTED BARRICADES, AS REQUIRED DURING CONSTRUCTION OPERATIONS PER SECTION 70-08 OF THE SPECIFICATIONS AND AS SHOWN ON THE PLANS. THE CONTRACTOR SHALL PLACE AND WEIGHT DOWN THE BARRICADES IN THE PRESENCE OF THE SAFETY OFFICER OR ENGINEER. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL LOW PROFILE LIGHTED BARRICADES FOR THE DURATION OF THE CONTRACT.
7. ALL AIRPORT ACCESS GATES, PERIMETER FENCING AND TEMPORARY FENCING USED FOR CONSTRUCTION ACCESS SHALL BE MAINTAINED BY THE CONTRACTOR TO DETER HUMAN AND ANIMAL INTRUSIONS ONTO THE AIRPORT WHEN CONTRACTOR IS NOT ON SITE.
8. ALL OPERATIONS DURING CONSTRUCTION SHALL BE SUBJECT TO ADVISORY CIRCULAR 150/5370-26, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION", CURRENT EDITION. AVAILABLE FROM ENGINEER OR FAA WEBSITE (FAA.GOV).
9. AT ANY TIME, FOR EMERGENCY OPERATIONS, OR WHEN CONDITIONS MAY BE HAZARDOUS TO PUBLIC SAFETY, THE CONTRACTOR MAY BE DIRECTED BY THE ENGINEER, OWNER OR SAFETY OFFICER TO CEASE OPERATIONS AND VACATE FROM THE PERIMETER FENCED CONFINES OF THE AIRPORT OR A DESIGNATED PORTION THEREOF. NO ADDITIONAL STANDBY TIME WILL BE GRANTED OR PAID FOR THIS ITEM.
10. EXISTING AIRPORT PAVEMENTS SHALL NOT BE USED AS HAUL ROUTES UNLESS PRIOR PERMISSION HAS BEEN GRANTED BY THE AIRPORT AND THE RPR/ENGINEER.
11. ALL EXCAVATIONS WITHIN RUNWAY OR TAXIWAY SAFETY AREAS SHALL BE BACKFILLED, COMPACTED, AND GRADED PRIOR TO OPENING THE RUNWAY OR TAXIWAY FOR OPERATIONS. THE GRADING SHALL LEAVE NO POTENTIALLY HAZARDOUS RUTS, HUMPS, DEPRESSIONS, OR OTHER SURFACE VARIATIONS AS DETERMINED BY THE ENGINEER.



J-U-B ENGINEERS, INC.

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392 E. Winchester St.

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Salt Lake City, UT 84107

Phone: 801.886.9062

www.jub.com

PRELIMINARY

PLANS

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CONSTRUCTION

REUSE OF DRAWINGS

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REVISION

NO.	DESCRIPTION	BY	DATE

ROOSEVLET MUNICIPAL AIRPORT
INSTALL PERIMETER FENCING

FAA AIP NO. 3-49-0047-023-2025
OPERATIONAL, SAFETY, AND PHASING PLAN

FILE: 45-24-017_G-101

JUB PROJ. #: 45-24-017

DRAWN BY: AWB

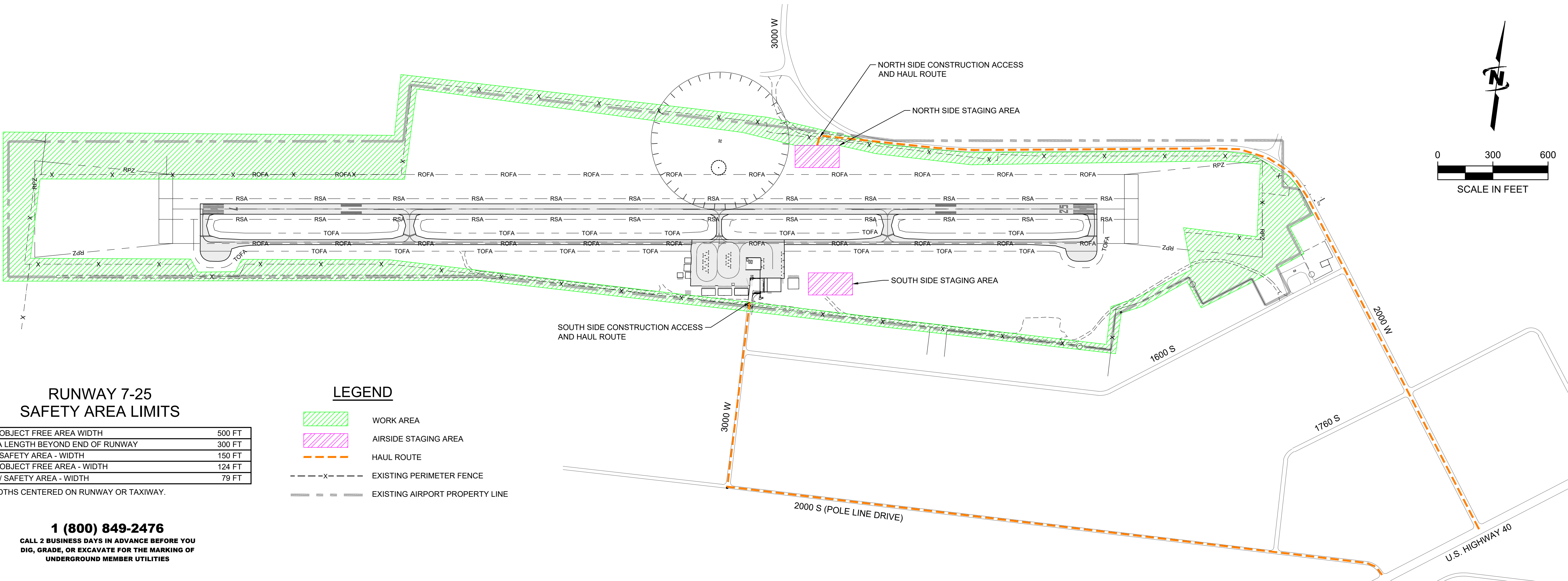
DESIGN BY: MWG

CHECKED BY: KAS

ONE INCH
AT FULL SIZE, IF NOT ONE
INCH, SCALE ACCORDINGLY
LAST UPDATED: 9/26/2024

SHEET NUMBER:

G-101



RUNWAY 7-25
SAFETY AREA LIMITS

RUNWAY OBJECT FREE AREA WIDTH	500 FT
RSA/ROFA LENGTH BEYOND END OF RUNWAY	300 FT
RUNWAY SAFETY AREA - WIDTH	150 FT
TAXIWAY OBJECT FREE AREA - WIDTH	124 FT
TAXIWAY / SAFETY AREA - WIDTH	79 FT

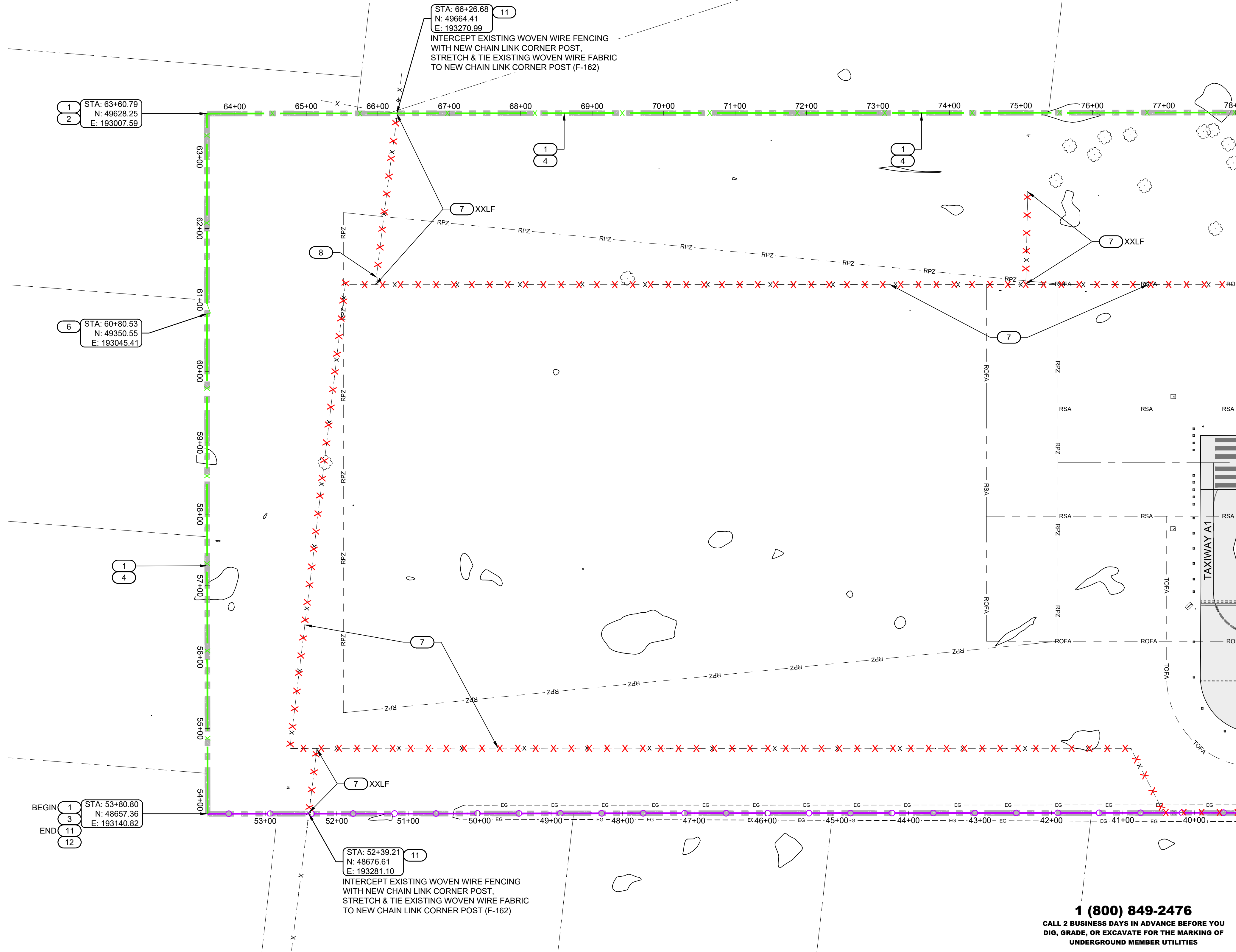
1. ALL WIDTHS CENTERED ON RUNWAY OR TAXIWAY.

LEGEND

- WORK AREA
- AIRSIDE STAGING AREA
- HAUL ROUTE
- EXISTING PERIMETER FENCE
- EXISTING AIRPORT PROPERTY LINE

1 (800) 849-2476

CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU
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UNDERGROUND MEMBER UTILITIES



LEGEND

- x - - - - - x - - - - - EXISTING WIRE OR CHAIN LINK FENCE
- - - - - o - - - - - (RETAIN AND PROTECT)
- x x x x x x x x x x EXISTING FENCE TO BE REMOVED
- o o o o o o o o o o NEW PERIMETER FENCE (5 FOOT HIGH CHAIN LINK)
- o o o o o o o o o o NEW PERIMETER FENCE (WOVEN & BARBED WIRE WITH METAL POSTS)
- - - - - AIRPORT PROPERTY LINE

FENCING NOTES:

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9. REMOVE AND DISPOSE EXISTING BARRICADE OR SIGN
10. 5-FT CHAIN LINK FENCE (F-162) REFER TO UDOT 2025 STD DWG FG 6 FOR INSTALLATION DETAILS AND NOTES
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REVISION	NO.	DESCRIPTION	DATE

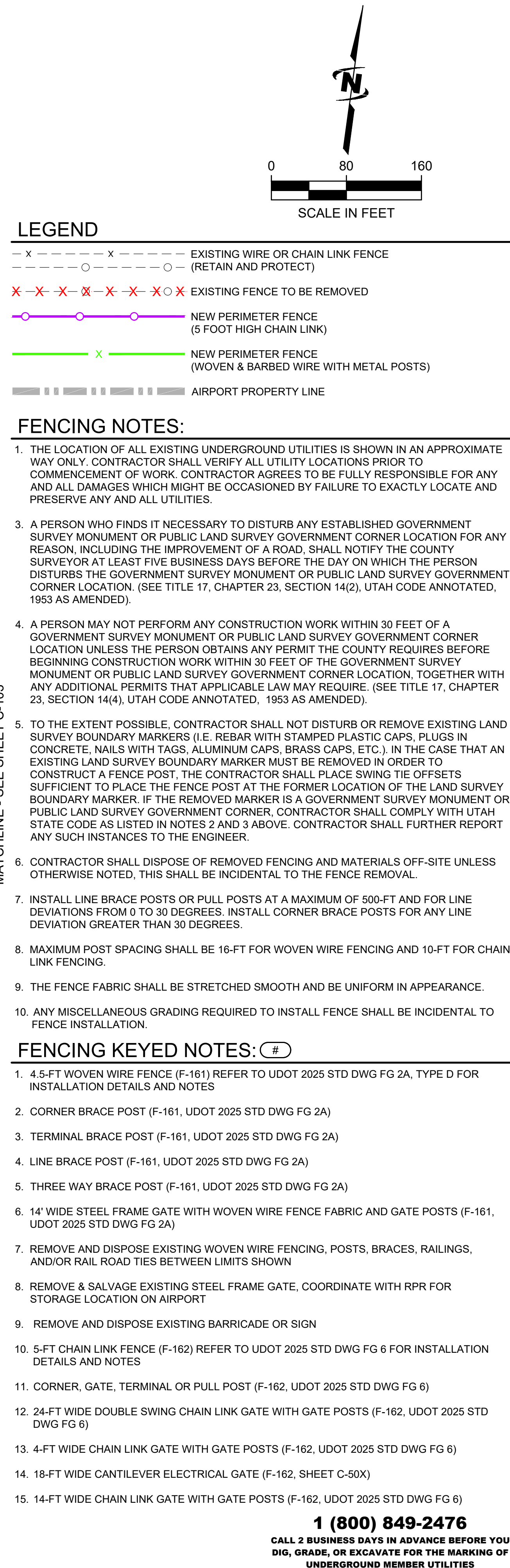
ROOSEVLET MUNICIPAL AIRPORT
INSTALL PERIMETER FENCING

FAA AIP NO. 3-49-0047-023-2025
FENCING REMOVAL AND LAYOUT PLAN

FILE: 45-24-017_C-101X
JUB PROJ. #: 45-24-017
DRAWN BY: AWB
DESIGN BY: MVG
CHECKED BY: KAS
AT FULL SIZE, IF NOT ONE INCH SCALE ACCORDINGLY
LAST UPDATED: 10/9/2024

SHEET NUMBER:

C-101





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REVISION			
NO.	DESCRIPTION	BY	DATE

**ROOSEVLET MUNICIPAL AIRPORT
INSTALL PERIMETER FENCING**

FAA AIP NO. 3-49-0047-023-2025

FENCING REMOVAL AND LAYOUT PLAN

FILE: 45-24-017 C-101X

JUB PROJ. #: 45-24-017

DRAWN BY: AWB

DESIGN BY: MVG

CHECKED BY: KAS



ONE INCH
AT FULL SIZE, IF NOT ONE
INCH. SCALE ACCORDINGLY

LAST UPDATED: 10/9/2024

SHEET NUMBER:

C-102



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ROOSEVELT MUNICIPAL AIRPORT INSTALL PERIMETER FENCING

FAA AIP NO. 3-49-0047-023-2025
FENCING REMOVAL AND LAYOUT PLAN

FILE : 45-24-017 C-101X

JUB PROJ. # :45-24-017

DRAWN BY: AWB

DESIGN BY: MVG

CHECKED BY: KA

A horizontal scale bar with arrows at both ends, labeled "ONE INCH" in the center.

AT FULL SIZE, IF NOT
INCH SCALE ACCORD

LAST UPDATED: 10/9/2024

SHEET NUMBER:

STREET FIGHTING

C-103

0.100



- ## FENCING NOTES

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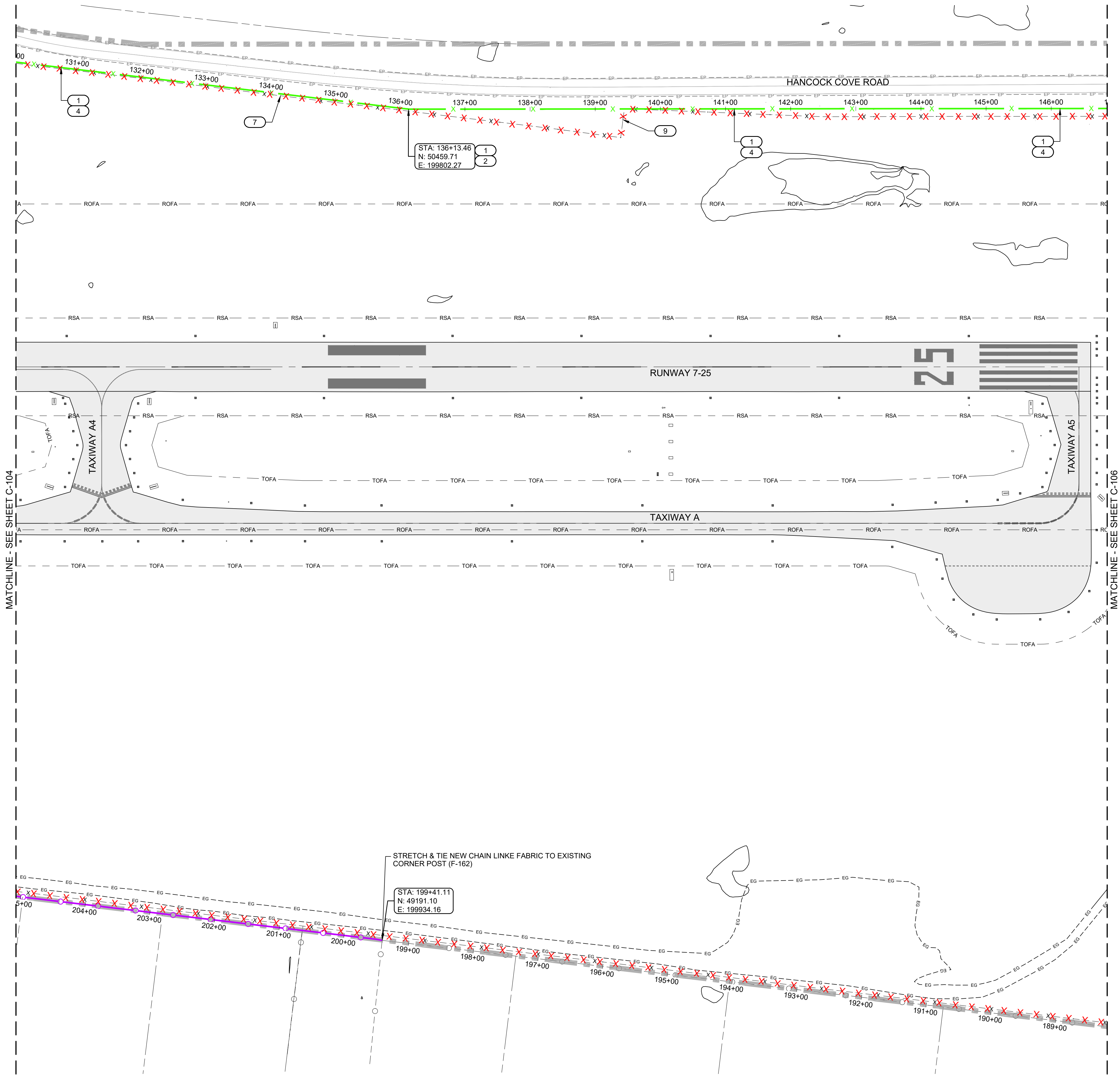
ROOSEVLET MUNICIPAL AIRPORT
INSTALL PERIMETER FENCING

FAA AIP NO. 3-49-0047-023-2025
FENCING REMOVAL AND LAYOUT PLAN

FILE : 45-24-017 C-101X
JUB PROJ. # :45-24-017
DRAWN BY: AWB
DESIGN BY: MVG
CHECKED BY: KAS
 ONE INCH AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

SHEET NUMBER:

C-104



LEGEND

- X - - - - - X - - - - - EXISTING WIRE OR CHAIN LINK FENCE (RETAIN AND PROTECT)
- - - - - O - - - - - O - - - - - EXISTING FENCE TO BE REMOVED
- - - - - X - - - - - NEW PERIMETER FENCE (5 FOOT HIGH CHAIN LINK)
- - - - - X - - - - - NEW PERIMETER FENCE (WOVEN & BARBED WIRE WITH METAL POSTS)
- - - - - AIRPORT PROPERTY LINE

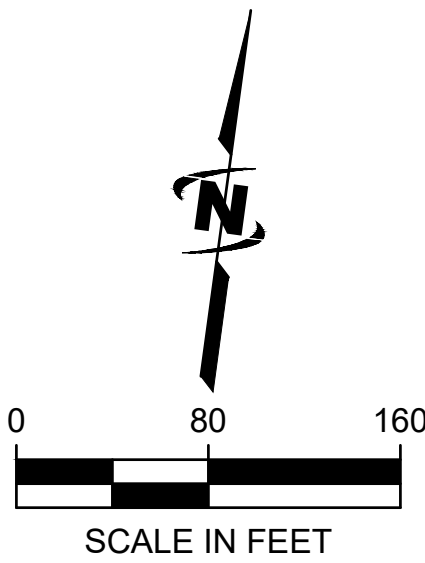
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6. CONTRACTOR SHALL DISPOSE OF REMOVED FENCING AND MATERIALS OFF-SITE UNLESS OTHERWISE NOTED, THIS SHALL BE INCIDENTAL TO THE FENCE REMOVAL.
7. INSTALL LINE BRACE POSTS OR PULL POSTS AT A MAXIMUM OF 500-FT AND FOR LINE DEVIATIONS FROM 0 TO 30 DEGREES. INSTALL CORNER BRACE POSTS FOR ANY LINE DEVIATION GREATER THAN 30 DEGREES.
8. MAXIMUM POST SPACING SHALL BE 16-FT FOR WOVEN WIRE FENCING AND 10-FT FOR CHAIN LINK FENCING.
9. THE FENCE FABRIC SHALL BE STRETCHED SMOOTH AND BE UNIFORM IN APPEARANCE.
10. ANY MISCELLANEOUS GRADING REQUIRED TO INSTALL FENCE SHALL BE INCIDENTAL TO FENCE INSTALLATION.

FENCING KEYED NOTES: (#)

1. 4.5-FT WOVEN WIRE FENCE (F-161) REFER TO UDOT 2025 STD DWG FG 2A, TYPE D FOR INSTALLATION DETAILS AND NOTES
2. CORNER BRACE POST (F-161, UDOT 2025 STD DWG FG 2A)
3. TERMINAL BRACE POST (F-161, UDOT 2025 STD DWG FG 2A)
4. LINE BRACE POST (F-161, UDOT 2025 STD DWG FG 2A)
5. THREE WAY BRACE POST (F-161, UDOT 2025 STD DWG FG 2A)
6. 14' WIDE STEEL FRAME GATE WITH WOVEN WIRE FENCE FABRIC AND GATE POSTS (F-161, UDOT 2025 STD DWG FG 2A)
7. REMOVE AND DISPOSE EXISTING WOVEN WIRE FENCING, POSTS, BRACES, RAILINGS, AND/OR RAIL ROAD TIES BETWEEN LIMITS SHOWN
8. REMOVE & SALVAGE EXISTING STEEL FRAME GATE, COORDINATE WITH RPR FOR STORAGE LOCATION ON AIRPORT
9. REMOVE AND DISPOSE EXISTING BARRICADE OR SIGN
10. 5-FT CHAIN LINK FENCE (F-162) REFER TO UDOT 2025 STD DWG FG 6 FOR INSTALLATION DETAILS AND NOTES
11. CORNER, GATE, TERMINAL OR PULL POST (F-162, UDOT 2025 STD DWG FG 6)
12. 24-FT WIDE DOUBLE SWING CHAIN LINK GATE WITH GATE POSTS (F-162, UDOT 2025 STD DWG FG 6)
13. 4-FT WIDE CHAIN LINK GATE WITH GATE POSTS (F-162, UDOT 2025 STD DWG FG 6)
14. 18-FT WIDE CANTILEVER ELECTRICAL GATE (F-162, SHEET C-50X)
15. 14-FT WIDE CHAIN LINK GATE WITH GATE POSTS (F-162, UDOT 2025 STD DWG FG 6)

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NO.	REVISION	DESCRIPTION	BY	DATE

ROOSEVLET MUNICIPAL AIRPORT
INSTALL PERIMETER FENCING

FAA AIP NO. 3-49-0047-023-2025
FENCING REMOVAL AND LAYOUT PLAN

FILE: 45-24-017 C-101X
JUB PROJ. #: 45-24-017
DRAWN BY: AWB
DESIGN BY: MVG
CHECKED BY: KAS
AT FULL SIZE, IF NOT ONE
INCH SCALE ACCORDINGLY
LAST UPDATED: 10/9/2024

SHEET NUMBER:
C-105

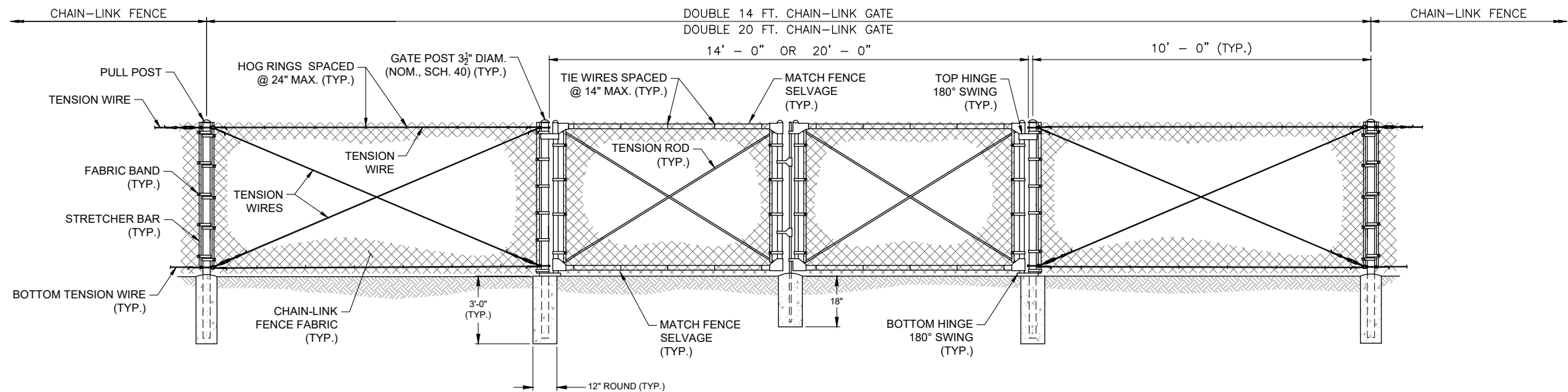


- ## FENCING NOTES

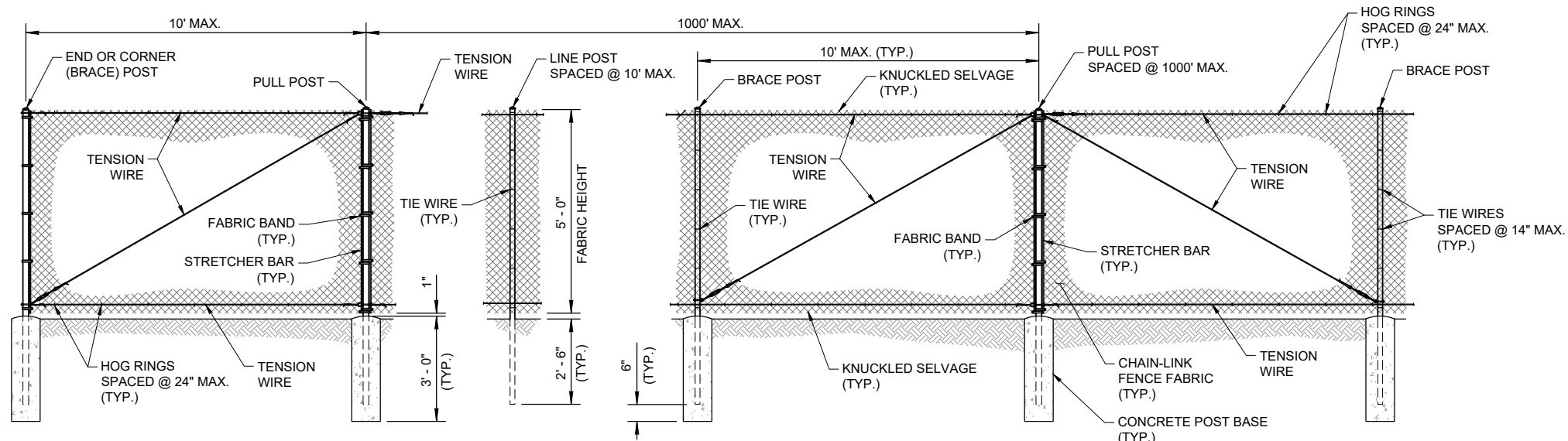
1. THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES IS SHOWN IN AN APPROXIMATE WAY ONLY. CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS PRIOR TO COMMENCEMENT OF WORK. CONTRACTOR AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UTILITIES.
3. A PERSON WHO FINDS IT NECESSARY TO DISTURB ANY ESTABLISHED GOVERNMENT SURVEY MONUMENT OR PUBLIC LAND SURVEY GOVERNMENT CORNER LOCATION FOR ANY REASON, INCLUDING THE IMPROVEMENT OF A ROAD, SHALL NOTIFY THE COUNTY SURVEYOR AT LEAST FIVE BUSINESS DAYS BEFORE THE DAY ON WHICH THE PERSON DISTURBS THE GOVERNMENT SURVEY MONUMENT OR PUBLIC LAND SURVEY GOVERNMENT CORNER LOCATION. (SEE TITLE 17, CHAPTER 23, SECTION 14(2), UTAH CODE ANNOTATED, 1953 AS AMENDED).
4. A PERSON MAY NOT PERFORM ANY CONSTRUCTION WORK WITHIN 30 FEET OF A GOVERNMENT SURVEY MONUMENT OR PUBLIC LAND SURVEY GOVERNMENT CORNER LOCATION UNLESS THE PERSON OBTAINS ANY PERMIT THE COUNTY REQUIRES BEFORE BEGINNING CONSTRUCTION WORK WITHIN 30 FEET OF THE GOVERNMENT SURVEY MONUMENT OR PUBLIC LAND SURVEY GOVERNMENT CORNER LOCATION, TOGETHER WITH ANY ADDITIONAL PERMITS THAT APPLICABLE LAW MAY REQUIRE. (SEE TITLE 17, CHAPTER 23, SECTION 14(4), UTAH CODE ANNOTATED, 1953 AS AMENDED).
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6. CONTRACTOR SHALL DISPOSE OF REMOVED FENCING AND MATERIALS OFF-SITE UNLESS OTHERWISE NOTED, THIS SHALL BE INCIDENTAL TO THE FENCE REMOVAL.
7. INSTALL LINE BRACE POSTS OR PULL POSTS AT A MAXIMUM OF 500-FT AND FOR LINE DEVIATIONS FROM 0 TO 30 DEGREES. INSTALL CORNER BRACE POSTS FOR ANY LINE DEVIATION GREATER THAN 30 DEGREES.
8. MAXIMUM POST SPACING SHALL BE 16-FT FOR WOVEN WIRE FENCING AND 10-FT FOR CHAIN LINK FENCING.
9. THE FENCE FABRIC SHALL BE STRETCHED SMOOTH AND BE UNIFORM IN APPEARANCE.
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- ## FENCING KEYED NOTES: (#)
1. 4.5-FT WOVEN WIRE FENCE (F-161) REFER TO UDOT 2025 STD DWG FG 2A, TYPE D FOR INSTALLATION DETAILS AND NOTES
 2. CORNER BRACE POST (F-161, UDOT 2025 STD DWG FG 2A)
 3. TERMINAL BRACE POST (F-161, UDOT 2025 STD DWG FG 2A)
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 7. REMOVE AND DISPOSE EXISTING WOVEN WIRE FENCING, POSTS, BRACES, RAILINGS, AND/OR RAIL ROAD TIES BETWEEN LIMITS SHOWN
 8. REMOVE & SALVAGE EXISTING STEEL FRAME GATE, COORDINATE WITH RPR FOR STORAGE LOCATION ON AIRPORT
 9. REMOVE AND DISPOSE EXISTING BARRICADE OR SIGN
 10. 5-FT CHAIN LINK FENCE (F-162) REFER TO UDOT 2025 STD DWG FG 6 FOR INSTALLATION DETAILS AND NOTES
 11. CORNER, GATE, TERMINAL OR PULL POST (F-162, UDOT 2025 STD DWG FG 6)
 12. 24-FT WIDE DOUBLE SWING CHAIN LINK GATE WITH GATE POSTS (F-162, UDOT 2025 STD DWG FG 6)
 13. 4-FT WIDE CHAIN LINK GATE WITH GATE POSTS (F-162, UDOT 2025 STD DWG FG 6)
 14. 18-FT WIDE CANTILEVER ELECTRICAL GATE (F-162, SHEET C-50X)
 15. 14-FT WIDE CHAIN LINK GATE WITH GATE POSTS (F-162, UDOT 2025 STD DWG FG 6)

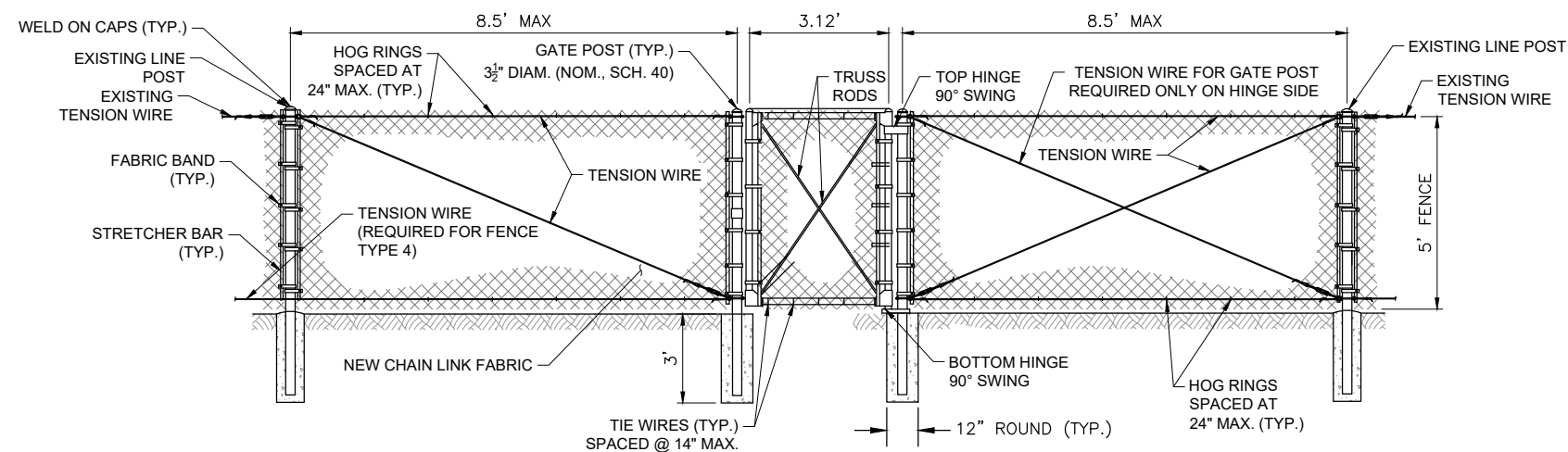
1 (800) 849-2476
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UNDERGROUND MEMBER UTILITIES



A DOUBLE GATE FENCE DETAIL
SCALE: N.T.S.



B 5' CHAIN-LINK FENCE DETAIL
SCALE: N.T.S.



C 3' WIDE PEDESTRIAN GATE
SCALE: N.T.S.

NOTES:

1. ALL CHAIN-LINK FENCE CONCRETE POST BASES SHALL BE 10" MINIMUM DIAMETER.
2. ALONG THE TOP AND BOTTOM, USING HOG RINGS, FASTEN THE CHAIN-LINK FENCE FABRIC TO THE TENSION WIRE WITHIN THE LIMITS OF THE FIRST FULL FABRIC WEAVE.
3. DETAILS ARE ILLUSTRATIVE AND SHALL NOT LIMIT HARDWARE DESIGN OR POST SELECTION OF ANY PARTICULAR FENCE TYPE.
4. BRACE POSTS REQUIRED ON ALL ALIGNMENT CHANGES GREATER THAN 15°.
5. ALL TIE WIRES SHALL BE NEW STEEL TIE WIRES OF SAME GAGE AS FENCE FABRIC.
6. INSTALL ELECTRICAL GROUND EVERY 500'.



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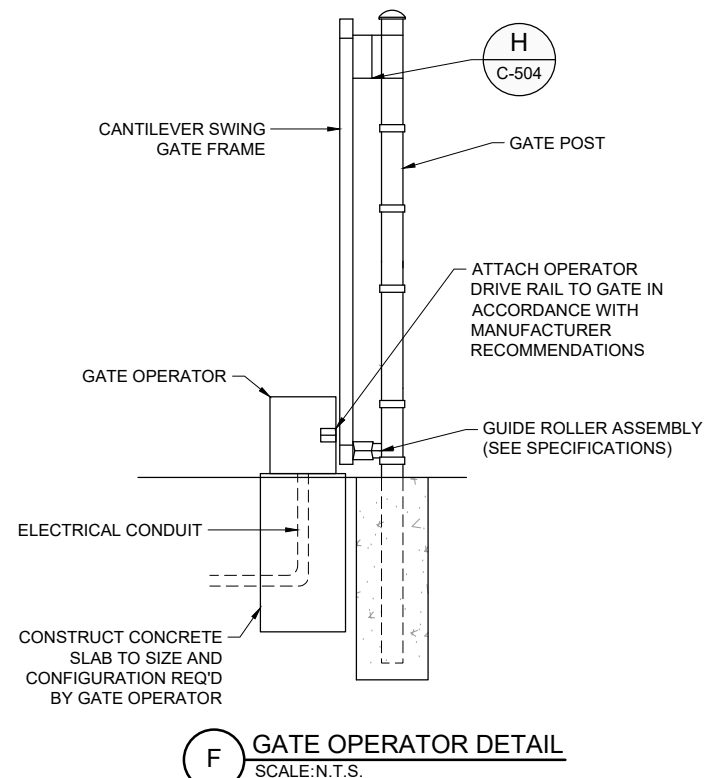
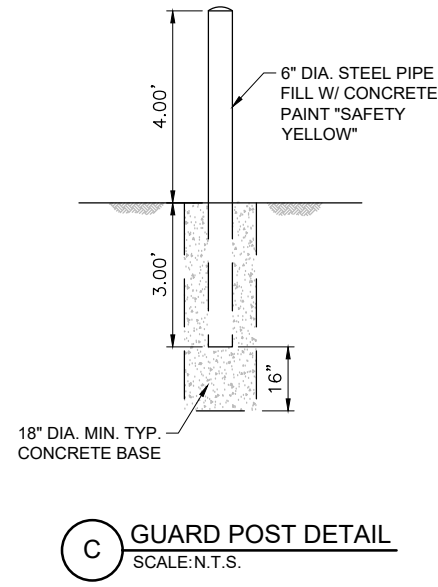
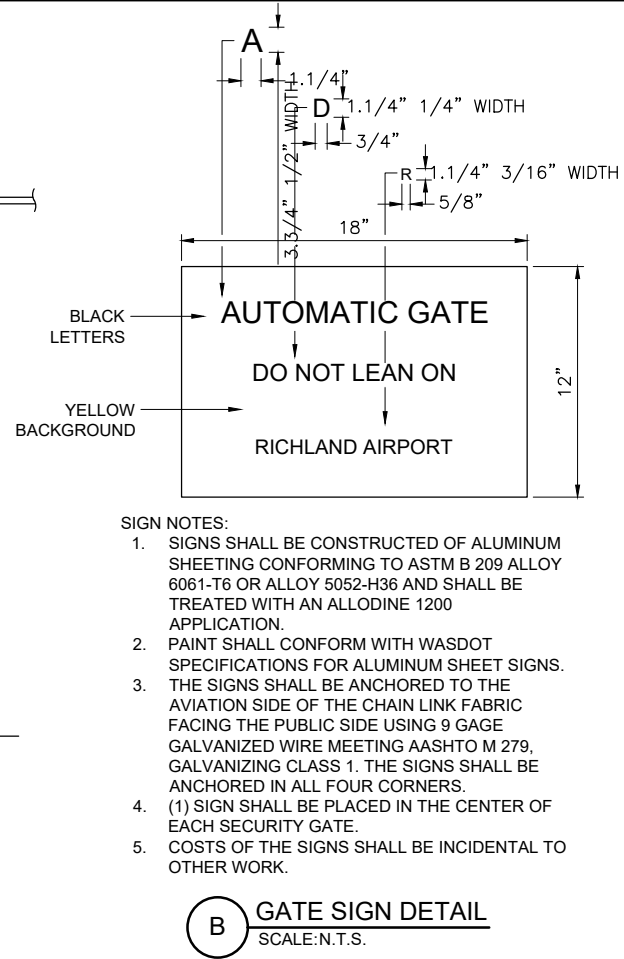
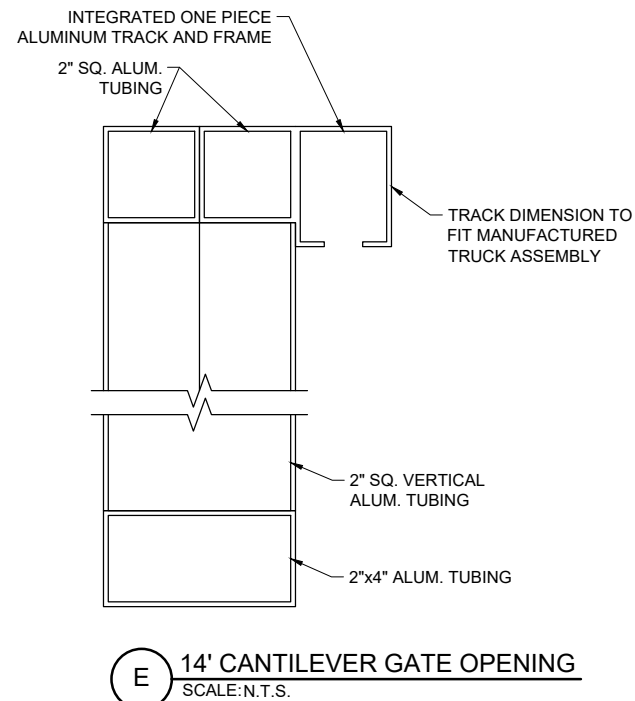
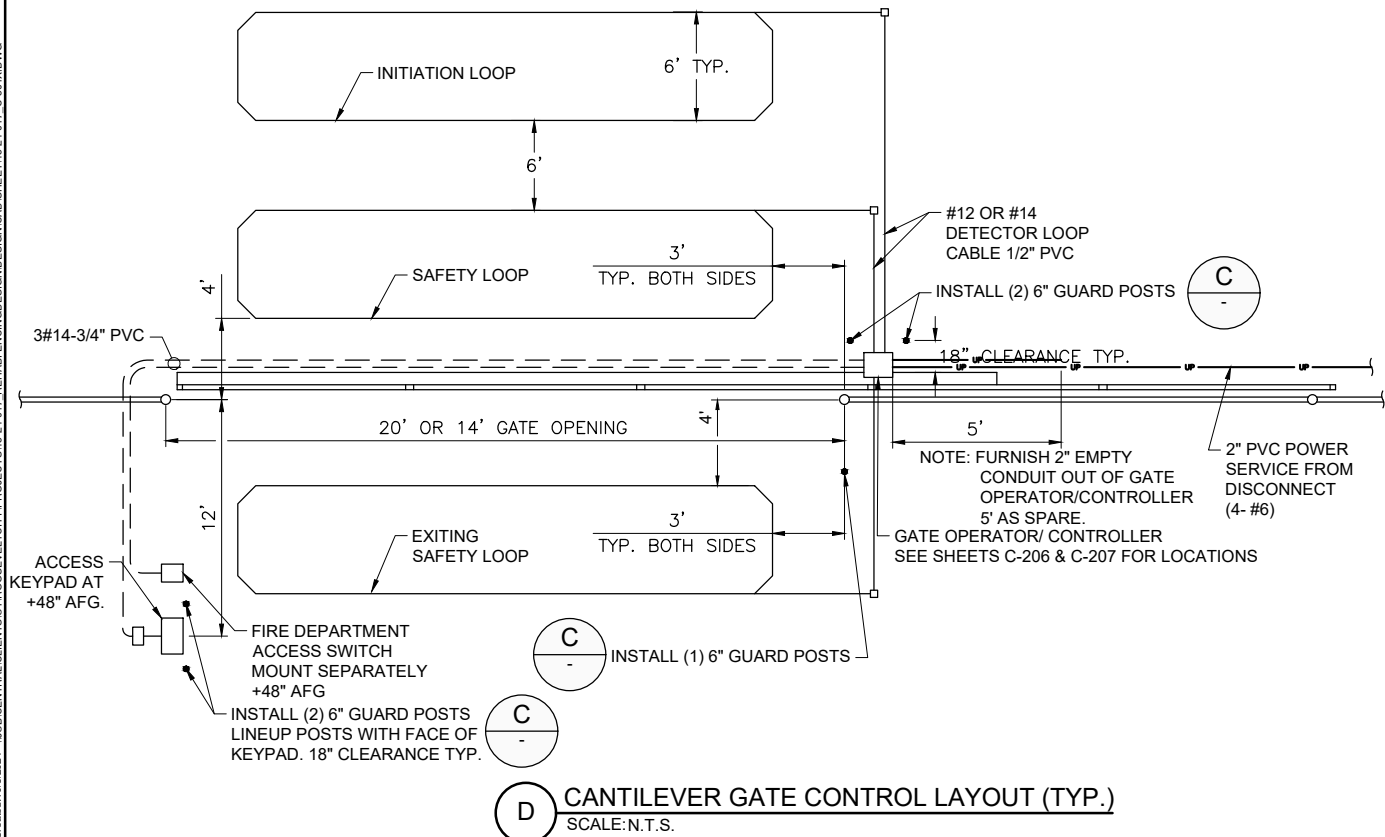
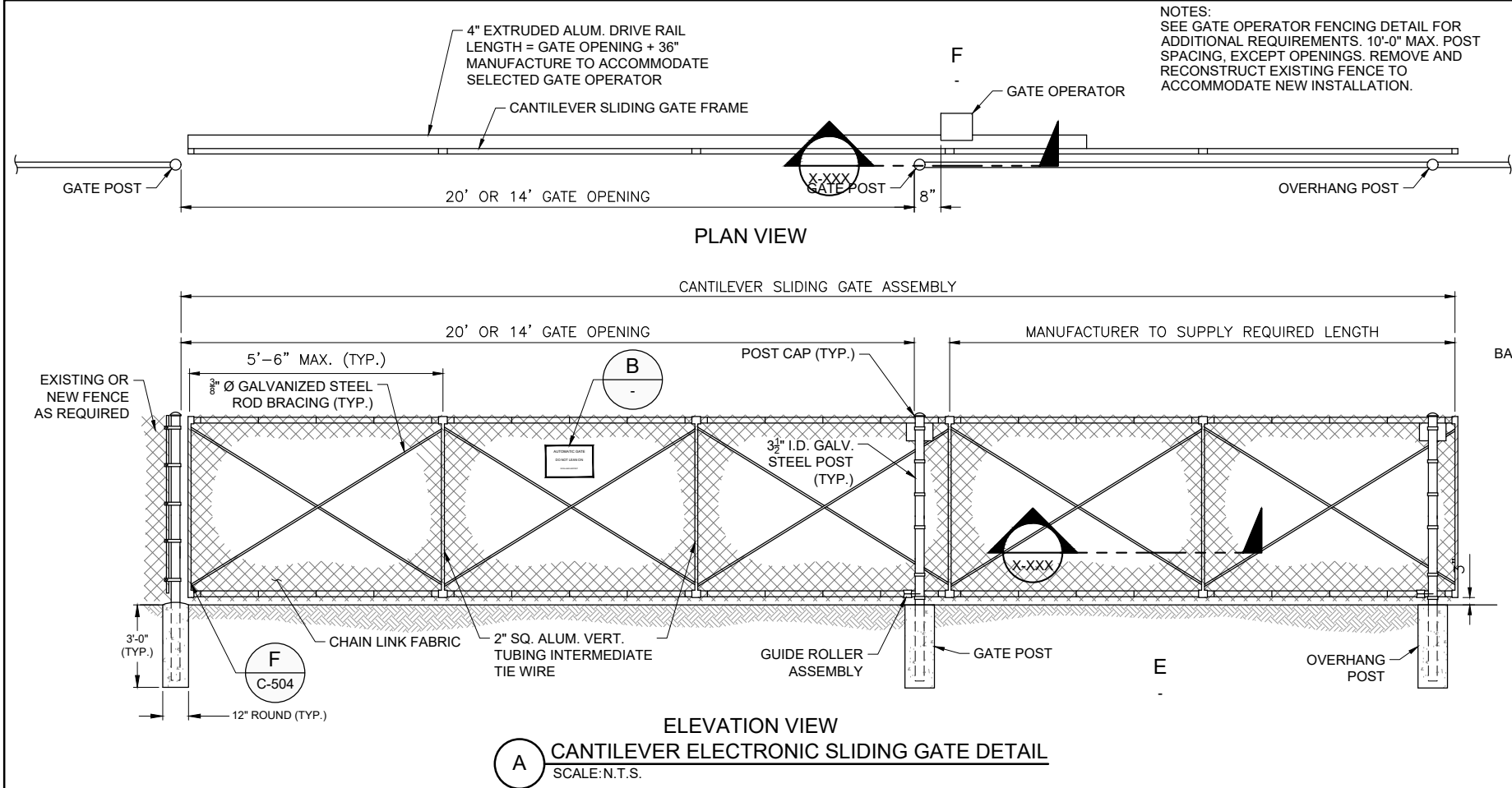
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PLANS
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CONSTRUCTION

REVISION	NO.	DESCRIPTION	BY	DATE

ROOSEVLET MUNICIPAL AIRPORT
INSTALL PERIMETER FENCING
FAA AIP NO. 3-49-0047-023-2025
FENCING DETAILS

FILE: 45-24-017_C-501X
JUB PROJ. #: 45-24-017
DRAWN BY: AWB
DESIGN BY: MVG
CHECKED BY: KAS
AT FULL SIZE, IF NOT ONE
INCH, SCALE ACCORDINGLY
LAST UPDATED: 10/8/2024
SHEET NUMBER:
C-501

Plot Date: 10/15/2024 9:39 AM Plotted By: Matthew Gore
Date Created: 10/02/2024 JUB/CENTRAL CLIENTS/UT/Roosevelt Municipal Airport/REHAB FENCING DESIGN CAD SHEET 45-24-017 C-501X.DWG





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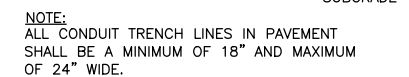
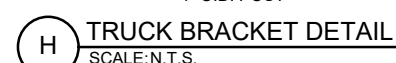
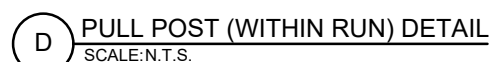
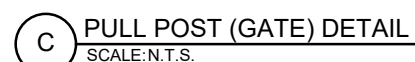
REUSE OF DRAWINGS
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NO.	REVISION	DESCRIPTION	BY	DATE

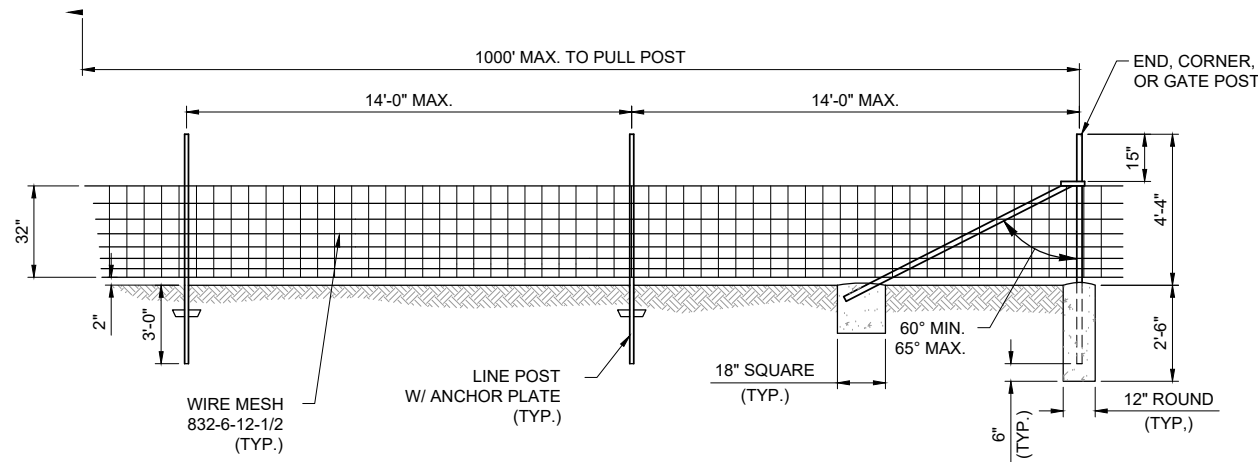
**ROOSEVLET MUNICIPAL AIRPORT
INSTALL PERIMETER FENCING**

FAA AIP NO. 3-49-0047-023-2025
FENCING DETAILS

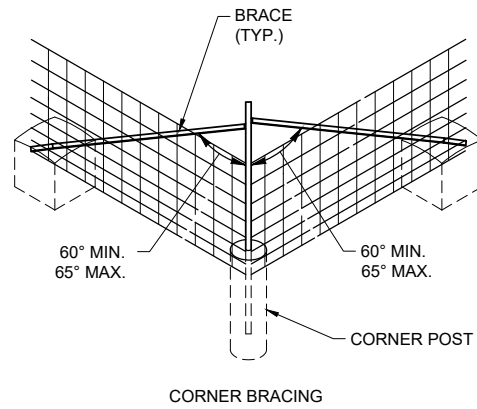
FILE: 45-24-017_C-501X
JUB PROJ. #: 45-24-017
DRAWN BY: AWB
DESIGN BY: MVG
CHECKED BY: KAS
AT FULL SIZE, IF NOT ONE
INCH, SCALE ACCORDINGLY
LAST UPDATED: 10/8/2024
SHEET NUMBER:
C-502



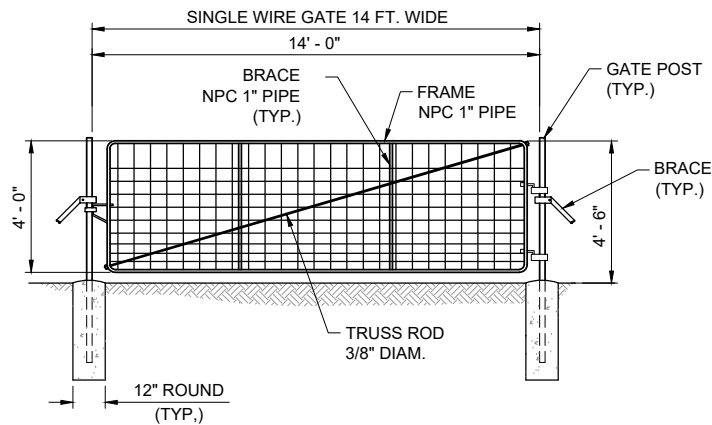
Plot Date: 10/15/2024 9:39 AM Plotted By: Matthew Gore
Date Created: 10/02/2024 J:\B\CENTRAL CLIENTS\UT\ROOSEVELT\ROOSEVELT MUNICIPAL AIRPORT\REHAB\ENCLOSURE\DESIGN\CAD\PROJECTS\45-24-017\REHAB\ENCLOSURE\DESIGN\CAD\PROJECTS\45-24-017 C-501X.DWG



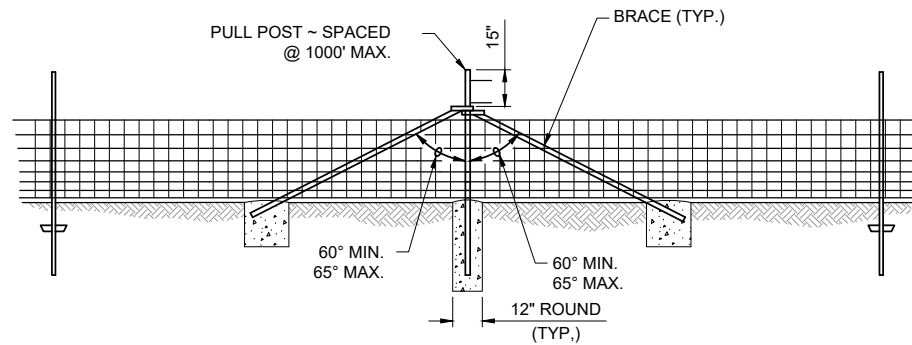
A 4.5-FT WIRE FENCE
SCALE: N.T.S.



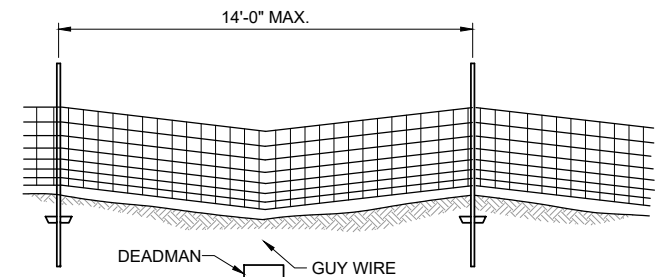
B CORNER BRACING DETAIL (WIRE FENCE)
SCALE: N.T.S.



C SINGLE 14-FT WIRE DRIVEWAY GATE DETAIL
SCALE: N.T.S.



D INTERMEDIATE / PULL POST
SCALE: N.T.S.



E GRADE DEPRESSION (SAG) DETAIL
SCALE: N.T.S.

NOTE:
1. THE BRACING AND PULL POST DETAILS FOR WIRE FENCE CLASS D ARE THE SAME AS FOR CLASS C.



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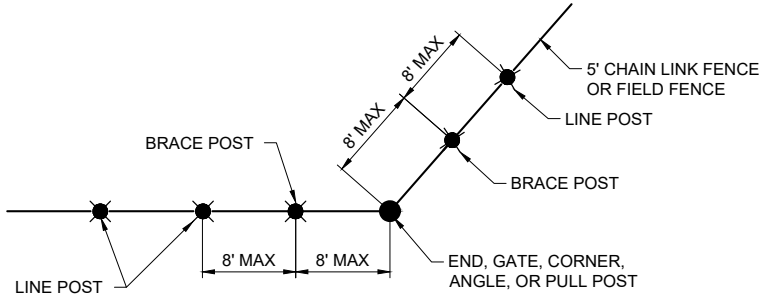
ROOSEVELT MUNICIPAL AIRPORT
INSTALL PERIMETER FENCING

FAA AIP NO. 3-49-0047-023-2025
FENCING DETAILS

FILE: 45-24-017_C-501X
JUB PROJ. #: 45-24-017
DRAWN BY: AWB
DESIGN BY: MWG
CHECKED BY: KAS
AT FULL SIZE, IF NOT ONE
INCH, SCALE ACCORDINGLY
LAST UPDATED: 10/8/2024
SHEET NUMBER:

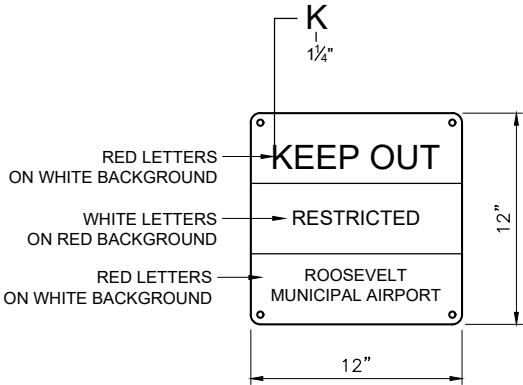
C-504

Plot Date: 10/15/2024 9:39 AM Plotted By: Matthew Gore
Date Created: 10/02/2024 J:\B\CENTRAL CLIENTS\UTU\ROOSEVELT CITY PROJECT\SW-24-017 REHAB FENCING\DESIGN\CAD\Sheet\45-24-017_C-501X.DWG



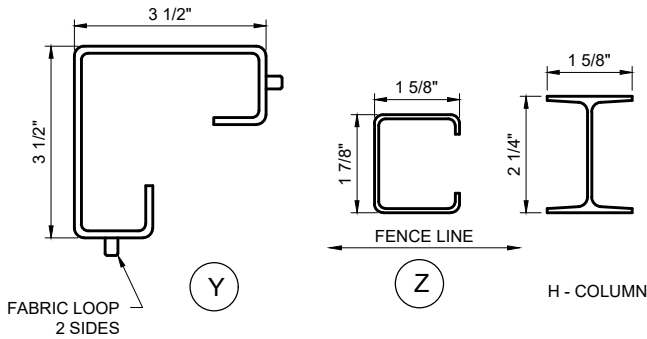
A TYPICAL FENCE CORNER LAYOUT
SCALE: N.T.S.

NOTES:
1. PULL



- NOTES:**
- SIGN SHALL BE CONSTRUCTED OF ALUMINUM SHEETING CONFORMING TO ASTM B 209 ALLOY 6061-T6 OR ALLOY 5052-H36 AND SHALL BE TREATED WITH AN ALLODINE 1200 APPLICATION.
 - PAINT SHALL CONFORM WITH WSDOT SPECIFICATIONS FOR ALUMINUM SHEET SIGNS.
 - THE SIGNS SHALL BE ANCHORED TO THE AVIATION SIDE OF THE CHAIN LINK FABRIC FACING THE PUBLIC SIDE USING 9 GAGE GALVANIZED WIRE MEETING AASHTO M 279, GALVANIZING CLASS 1. THE SIGNS SHALL BE ANCHORED IN ALL FOUR CORNERS.
 - (1) SIGN SHALL BE PLACED IN THE CENTER OF SECURITY GATE.
 - COSTS OF THE SIGNS SHALL BE INCIDENTAL TO OTHER WORK. FIELD VERIFY SIZE OF SIGN PANEL.
 - SIGN SHALL BE INSTALLED 1 EA. PER 200 LF OF FENCE AND 1 AT ALL GATES.

B PERIMETER FENCE SIGN DETAIL
SCALE: N.T.S.

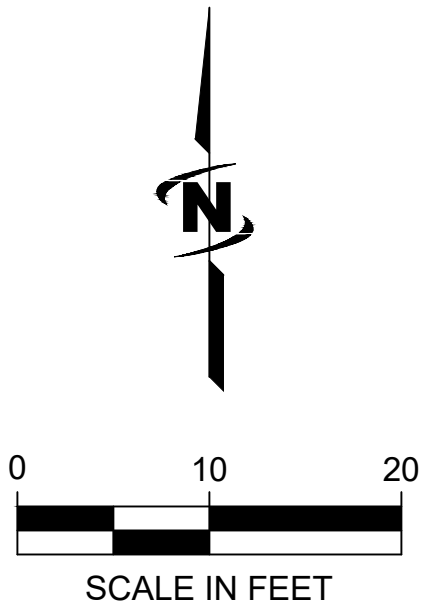
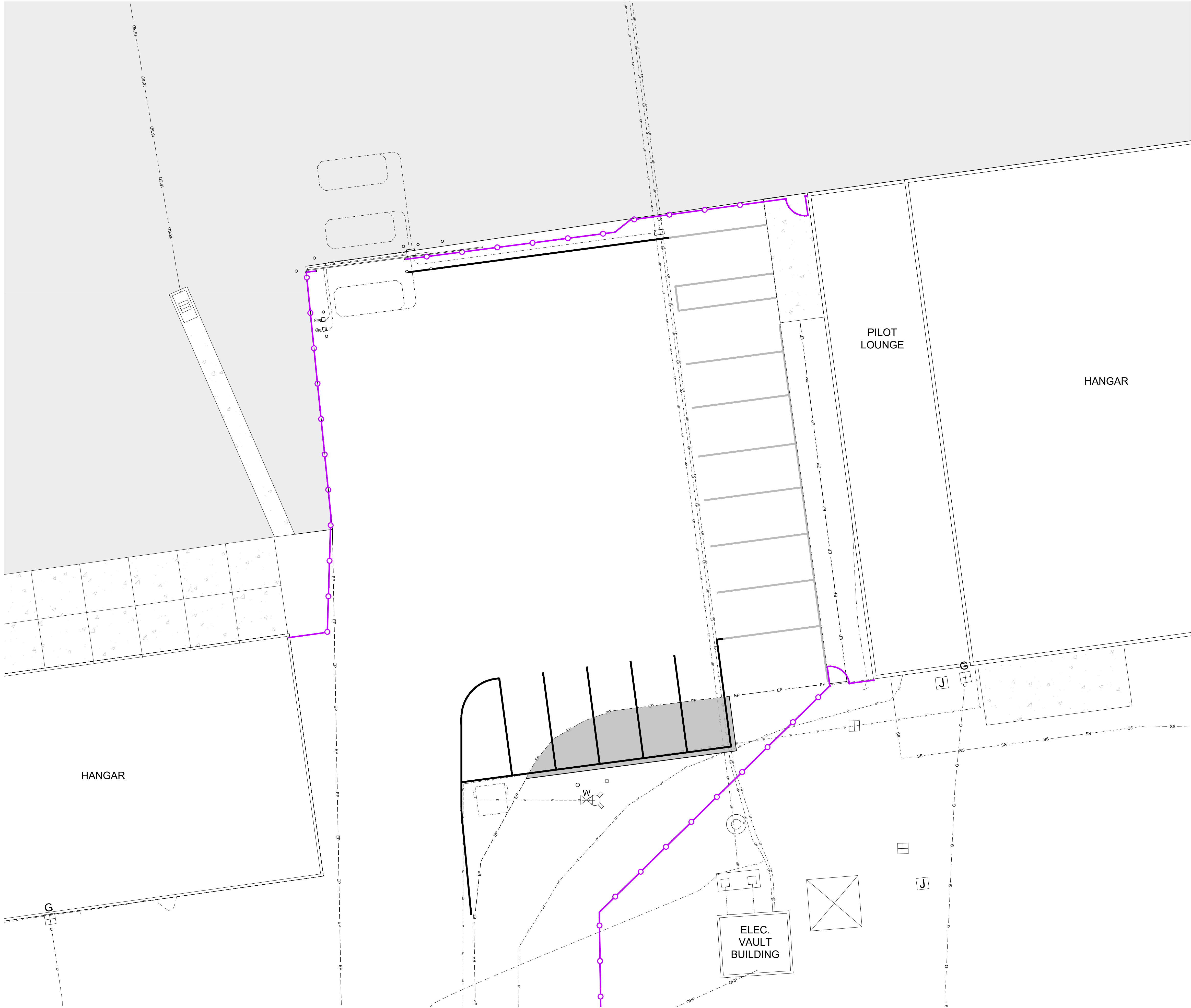


POST SPECIFICATIONS					
POST	PIPE	ROLL FORMED		H-COLUMN	T-POST
	NOM. SIZE (SCH. 40) I.D.	SECTION	WEIGHT (LB/FT)	WIGHT (LB/FT)	WEIGHT (LB/FT)
END, CORNER, OR PULL POST	2" DIAM.	Y	5.1000	-	-
LINE OR BRACE POST	2"DIAM.	Z	1.8500	3.2600	3.1000

REUSE OF DRAWINGS				
JUBB SHALL RETAIN ALL COMMON LAW, STATUTORY, COPYRIGHT AND OTHER RESERVED RIGHTS OF THESE DRAWINGS, AND THE SAME SHALL NOT BE REUSED WITHOUT JUBB'S PRIOR WRITTEN CONSENT. ANY REUSE WITHOUT WRITTEN CONSENT BY JUBB WILL BE AT CLIENT'S SOLE RISK AND WITHOUT LIABILITY OR LEGAL EXPOSURE TO JUBB.				
REVISION				

ROOSEVLET MUNICIPAL AIRPORT INSTALL PERIMETER FENCING	FAA AIP NO. 3-49-0047-023-2025 FENCING DETAILS
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Plot Date: 10/15/2024 9:39 AM Plotted By: Matthew Goro
Date Created: 12/2024 J:\B\CENTRAL\CLIENTS\ROOSEVLET\PROJECTS\45-24-017-REHAB\FENCING\DESIGN\CAD\SHEET\45-24-017 E-101.DWG



- NOTES:
1. REFER TO SHEET G-003 FOR SYMBOLS AND PLAN KEY.
 - 2.
 3. RETAIN AND PROTECT ALL OTHER ELECTRICAL SYSTEM COMPONENTS.
 - 4.

ELECTRICAL DEMOLITION NOTES:



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2760 W. Excursion Ln.
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REVISION			
NO.	DESCRIPTION	BY	DATE

ROOSEVLET MUNICIPAL AIRPORT
INSTALL PERIMETER FENCING

FAA AIP NO. 3-49-0047-023-2025
ELECTRICAL GATE PLAN

FILE: 45-24-017 E-101
JUB PROJ #: 45-24-017
DRAWN BY: AWB
DESIGN BY: MVG
CHECKED BY: KAS

AT FULL SIZE, IF NOT ONE
INCH SCALE ACCORDINGLY
LAST UPDATED: 9/13/2024

SHEET NUMBER:
E-101

1 (800) 849-2476
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UNDERGROUND MEMBER UTILITIES

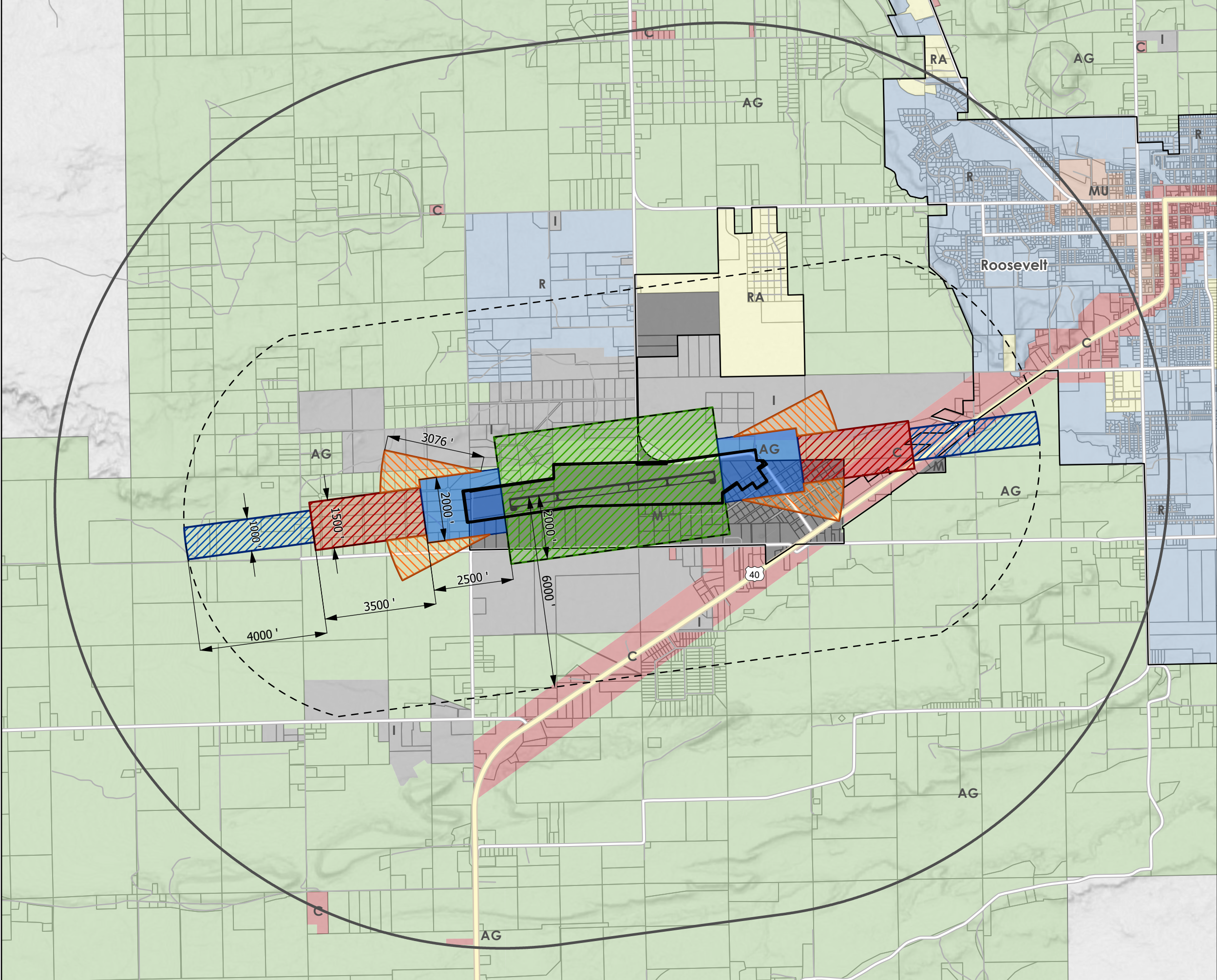
Roosevelt Land Use Compatibility Overlay Zones

Land Use Compatibility Overlay Zones

- Zone 1 – Runway Protection Zone
- Zone 2 – Inner Approach/Departure Zone
- Zone 3 – Inner Turning Zone
- Zone 4 – Outer Approach/Departure Zone
- Zone 5 – Sideline Zone
- Zone 6 – Traffic Pattern Zone
- Roosevelt City

Roosevelt City and Duchesne County Zoning

- AG - Agricultural
- R - Residential
- RA - Residential Agriculture
- MU - Mixed Use
- C - Commercial
- I - Industrial
- M - Manufacturing
- Roosevelt Airport Boundary
- Airspace Overall Boundary
- Parcels



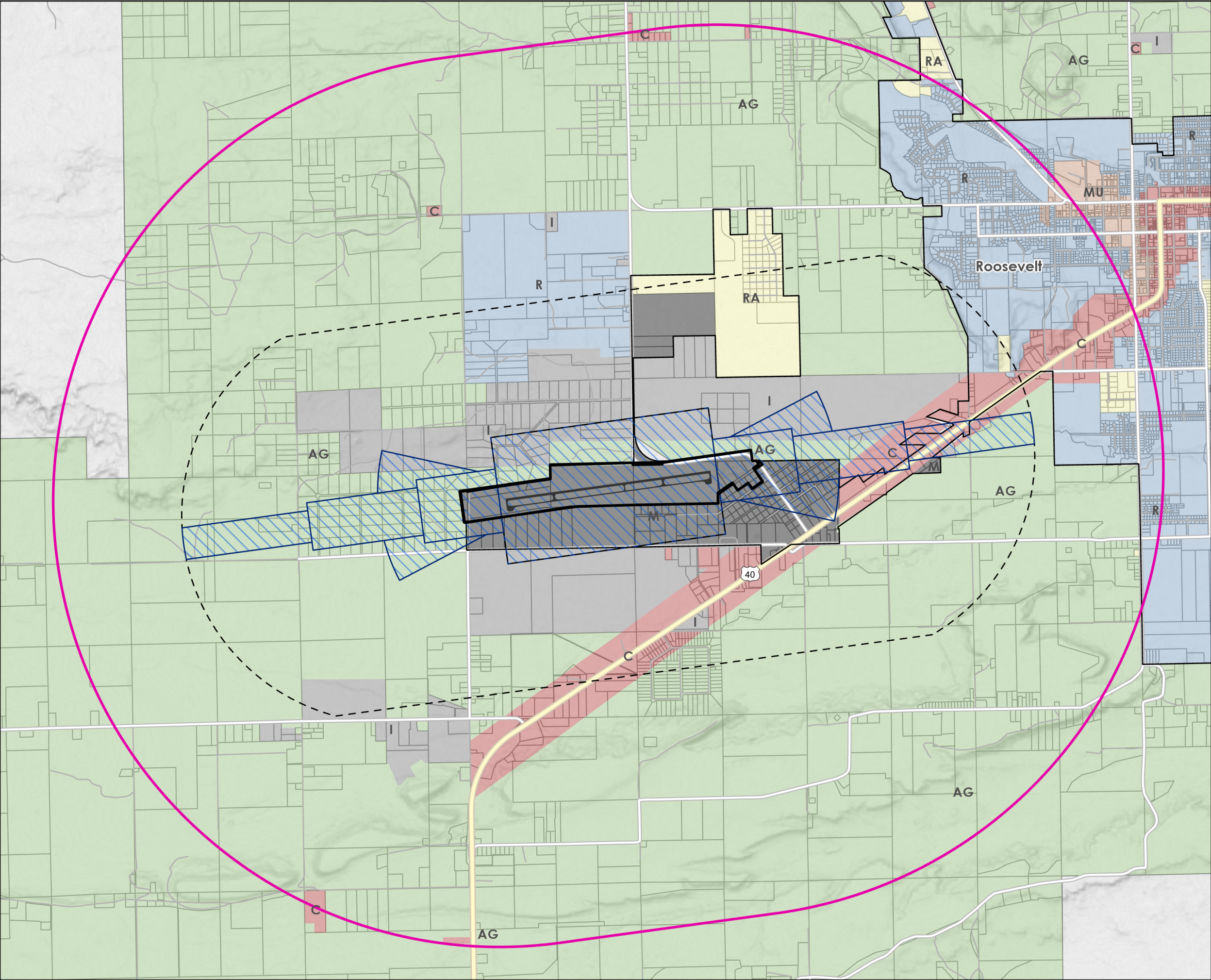
Roosevelt Land Use Compatibility Overlay Zones

Land Use Compatibility Overlay Zones

- ASCZ 1-5
- ASCZ 6
- Roosevelt City

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1
2 **ORDINANCE #24-__**
3

4 **AN ORDINANCE AMENDING TITLE 8, THE DUCHESNE COUNTY**
5 **ZONING ORDINANCE TO CREATE AN AIRPORT OVERLAY ZONING**
6 **DISTRICT PROTECTING THE ROOSEVELT MUNICIPAL AIRPORT**
7

8 WHEREAS, Roosevelt City owns and operates the Roosevelt Municipal Airport; and,
9

10 WHEREAS, to qualify for funding from the Federal Aviation Administration (hereafter “FAA”),
11 Roosevelt City has adopted an Airport Master Plan and an Airport Overlay Zoning District to
12 regulate development in proximity of the Roosevelt Municipal Airport; and,
13

14 WHEREAS, the Roosevelt Municipal Airport Runway Protection Zone, Inner
15 Approach/Departure Zone, Inner Turning Zone, Outer Approach/Departure Zone, Sideline Zone
16 and Traffic Pattern Zone extend outside of the corporate limits into Duchesne County
17 jurisdiction as shown on Exhibit A attached hereto and incorporated herein and; and
18

19 WHEREAS, the Utah Legislature, during the 2023 General Session, passed House Bill 206,
20 which requires counties to adopt airport overlay zoning regulations to protect airports from
21 incompatible development and safety hazards; and
22

23 WHEREAS, If the County fails to adopt an airport overlay zone by December 31, 2024, the
24 following requirements shall apply in an airport influence area (within 5,000 feet of a runway):
25

- (a) The County must notify a person building on or developing land within an airport influence area, in writing, of aircraft overflights and associated noise;
- (b) The County must, as a condition to granting a building permit, subdivision plat, or a requested zoning change within an airport influence area, require the person building or developing land to grant or sell to the airport owner, at appraised fair market value, an aviation easement; and
- (c) The County must require that a person building or developing land within an airport influence area conform to the requirements of Title 72, Chapter 10 of the Utah Code (Utah Aeronautics Act) and 14 C.F.R. Part 77; and

28
29 WHEREAS, a significant portion of Roosevelt City’s future growth is likely to occur in the
30 vicinity of the airport; and
31

32 WHEREAS, overly restrictive land use regulations near the Roosevelt Municipal Airport could
33 constitute a taking without just compensation unless Roosevelt City were to acquire such
34 properties; and
35

36 WHEREAS, the Duchesne County Planning Commission conducted a public hearing on
37 _____, 2024 regarding this proposed amendment and has recommended approval; and

WHEREAS, the Duchesne County Commission conducted a public hearing regarding this proposed amendment on _____, 2024 and accepted the Planning Commission recommendation.

BE IT HEREBY ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS that:

SECTION 1.

A new Section 8-9-21 is added to the Duchesne County Zoning Ordinance to read as follows:

Section 8-9-21 Roosevelt Municipal Airport Overlay District

A. Purpose. It is the purpose of this section to regulate and restrict the height of structures and objects of natural growth, and otherwise regulate the use of land, in the vicinity of the Roosevelt City Municipal Airport by creating the appropriate zones and establishing the boundaries thereof; defining certain terms used in this section, referring to the Roosevelt City Municipal Airport Land Use Compatibility Overlay Zones map (Exhibit A) which is incorporated in and made a part of this section; and, providing for enforcement.

B. Findings. To assist communities in the appropriate land use and height restriction designations, the Federal Aviation Administration (FAA) has published two documents, FAR Part 77, Objects Affecting Navigable Airspace, and Advisory Circular (AC) 150/5300-13, Airport Design. This section incorporates the guidelines set forth in these FAA documents. Based on this information Duchesne County finds that:

1. ~~That it~~ It is necessary in the interest of the public health, public safety and general welfare that the creation or establishment of obstructions that are hazardous to air navigation be prevented; and

2. ~~That the~~ The encroachment of noise sensitive or otherwise incompatible land uses within certain areas as set forth in this section may endanger the health, safety and welfare of the owners, occupants, or users of the land in proximity to the Roosevelt City Municipal Airport;

3. ~~That the~~ The Roosevelt City Municipal Airport fulfills an essential community purpose.

C. Applicability. The provisions of this section shall apply to all lands, buildings, structures, natural features or uses located within those areas that are defined by the airport overlay district and designated on the Roosevelt Airport Part 77 Surfaces map which identifies areas of height limitations and the Roosevelt City Municipal Airport Land Use Compatibility Overlay Zones map (Exhibit A).

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D. Definitions. The following definitions shall apply ~~to regulation and consideration of airport overlay zones, as regulated by this section in the Roosevelt Municipal Airport Overlay District:~~

1. "Airport" means the Roosevelt Municipal Airport.

2. "Airport elevation" means the highest point of the airport's useable landing area measured in feet above sea level. The Roosevelt Municipal Airport is five thousand one hundred seventy-six (5,176) feet above mean sea level.

~~2.3.~~ "Airport-compatible land uses" means those land uses that can coexist with a nearby airport without constraining the safe and efficient operation of the airport, or exposing people living or working nearby to potential negative environmental or safety impacts. Airport-compatible land uses do not create airspace obstructions and hazards to safe navigation (such as tall structures, light, glare, electronic/radio, smoke, steam, or other atmospheric interference emanating from nearby land uses). Airport-compatible land uses do not attract birds and other wildlife hazards to the airport and its immediate environs and do not bring high concentrations of people within airport runway protection zones. Low density residential uses, as defined herein, are considered to be an airport-compatible land use, in the Outer Approach/Departure Zone (Zone 4) and the Traffic Pattern Zone (Zone 6). The entity authorized to determine what constitutes an airport-compatible land use is the FAA, via issuance of a Determination of No Hazard to Air Navigation.

~~3.4.~~ "Approach surface" means an imaginary surface longitudinally centered on the extended runway centerline, extending outward and upward from the end of the primary surface and at the same slope as the approach zone height limitation slope set forth in Section 8-9-21 F below. The perimeter of the approach surface coincides with the perimeter of the approach zone in plan view.

5. "Approach, Transitional, Horizontal, and Conical Zones." These zones are defined in Section 8-9-21 E below.

~~4.6.~~ "City" means the City of Roosevelt, Utah.

7. "Conical surface" means an imaginary surface extending outward and upward from the periphery of the horizontal surface at a slope of twenty (20) to one (20:1) for a horizontal distance of four thousand (4,000) feet.

~~5.8.~~ "County" means Duchesne County, Utah.

~~6.9.~~ "FAA Form 7460-1, Notice of Proposed Construction or Alteration" means a form which the Federal Aviation Administration requires to be completed by anyone who is proposing to construct or alter an object that could

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affect airspace and allows the FAA to conduct an airspace analysis to determine whether the object will adversely affect airspace or navigational aids. More information regarding this requirement can be found on the FAA website.

~~7.10.~~ “FAR Part 77 surfaces” means imaginary airspace surfaces, per Part 77 of 49 CFR of the Federal Aviation Regulations, established with relation to each runway of an airport. There are five types of surfaces: (1) primary; (2) approach; (3) transitional; (4) horizontal; and (5) conical.

~~8.11.~~ “Hazard to air navigation” means an obstruction determined to have a substantial adverse effect on the safe and efficient utilization of the navigable airspace.

~~9.12.~~ “High Density Residential” means residential development of greater than one dwelling unit per acre.

~~10.13.~~ “Horizontal surface” means a horizontal plane one hundred fifty (150) feet above the established airport elevation, the perimeter of which plane coincides with the inner perimeter of the conical surface.

~~11.14.~~ “Low Density Residential” means residential development of one dwelling unit per acre or less.

~~12.15.~~ “Obstruction” means any permanent or temporary structure, growth, or other object, including a mobile object, which exceeds a limiting height set forth in Section 8-9-21 F below.

~~13.16.~~ “Person” means an individual, firm, partnership, corporation, company, association, joint stock association, or governmental entity, including a trustee, receiver, assignee, or similar representative of any of them.

~~14.17.~~ “Primary surface” means a surface longitudinally centered on a runway. The primary surface has a width and distance beyond each end of the runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline. The primary surface at Roosevelt Municipal Airport is five hundred (500) feet wide and extends two hundred (200) feet beyond runway end for the current six thousand five hundred one (6,501) foot Runway 7-25.

~~15.18.~~ “Runway” means a defined area on an airport prepared for landing and takeoff of aircraft along its length; Runway 7-25 at the Roosevelt Municipal Airport.

~~16.19.~~ “Structure” means an object (including a mobile object extending 15 feet or more above a roadway surface, 17 feet or more above a highway surface or 23

feet or more above a railroad surface) constructed or installed by persons, including, but ~~without limitation not limited to~~, buildings, towers, cranes, smokestacks, earth formations, and overhead transmission lines.

~~17-20.~~ “Transitional surfaces” means those imaginary surfaces extending outward at ninety (90) degree angles to the runway centerline at a slope of seven feet horizontally for each foot vertically, from the sides of the primary and approach surfaces to where they intersect with the horizontal and conical surfaces.

~~18-21.~~ “Tree” means any vegetation of natural growth.

~~19. “Utility runway” and “non-utility runway” mean runways that are constructed for and intended to be used by propeller-driven aircraft of twelve thousand five hundred (12,500) pounds maximum gross weight or less, or more, respectively.~~

~~20. “Visual runway” and “instrument (non-precision) runway” mean runways intended solely for the operation of aircraft using visual or instrument approach procedures, respectively.~~

E. Airport Height Limitation Zones. In order to carry out the provisions of this section, zones are established which include all of the land lying beneath the approach surfaces, transitional surfaces, horizontal surfaces and conical surfaces as they apply to the Roosevelt Municipal Airport. The zones are shown on the Roosevelt Municipal Airport Part 77 Surfaces Map, which is a part of the Roosevelt Municipal Airport Layout Plan (ALP). An area located in more than one zone is considered to be only in the zone with the more restrictive height limitation. The various zones are defined as follows:

1. Approach Zone. The inner edge of this approach zone coincides with the width of the primary surface and is five hundred (500) feet wide for Runway 7-25. The approach zone expands uniformly to the width three thousand five hundred (3,500) feet at a horizontal distance of ten thousand (10,000) feet from the primary surface end. Its centerline is the continuation of the centerline of the runway.
2. Transitional Zone. Transitional zones are the areas beneath the transitional surfaces.
3. Horizontal Zone. Horizontal zones are established by swinging arcs of ten thousand (10,000) feet radii from the center of each end of the primary surface of each runway and connecting the adjacent arcs by drawing lines tangent to those arcs. Horizontal zones do not include approach and transitional zones.
4. Conical Zone. Conical zones are established as the area commencing at the periphery of the horizontal zones and extending outward and upward twenty (20) to one (20:1) therefrom for a horizontal distance of four thousand (4,000) feet.

- 217
218 F. Height limitations. No structure shall be erected, altered, or maintained and no tree shall
219 be allowed to grow in any zone, as defined in this section, to a height in excess of the
220 applicable height limit established for that zone. The applicable height limitations for
221 each of the zones are established as follows:
222
- 223 1. Approach Zone. Slopes thirty-four (34) feet outward for each foot upward (34:1)
224 beginning at the end of and at the same elevation as the primary surface and
225 extending to a horizontal distance of ten thousand (10,000) feet along the
226 extended runway centerline.
227
 - 228 2. Transitional Zones. Slopes seven feet outward for each foot upward (7:1)
229 beginning at the sides of and at the same elevation as the primary surface and the
230 approach surface, and extending to a height of one hundred fifty (150) feet above
231 the airport elevation.
232
 - 233 3. Horizontal Zone. One hundred fifty (150) feet above the airport elevation or at a
234 height of five thousand three hundred twenty-six (5,326) feet above mean sea
235 level.
236
 - 237 4. Conical Zone. Slopes twenty (20) feet outward for each foot upward (20:1) for
238 four thousand (4,000) feet beginning at the periphery of the horizontal zone to a
239 height of five thousand five hundred twenty-six (5,526) feet above mean sea level.
240
- 241 G. Safety Measures. No use may be made of land or water within any zone defined herein so
242 as to:
243
- 244 1. Create electrical interference with the navigational signals or radio
245 communications between the airport and aircraft;
246
 - 247 2. Make it difficult for pilots to distinguish between airport lights and others; no new
248 or expanded industrial, commercial, recreational or residential use shall project
249 lighting directly onto an existing runway, taxiway, or approach/departure surface
250 except where necessary for safe air travel;
251
 - 252 3. Result in glare in the eyes of pilots using the airport; impair visibility in the
253 vicinity of the airport;
254
 - 255 4. Create bird strike hazards; or
256
 - 257 5. Otherwise endanger or interfere with the landing, take-off, or maneuvering of
258 aircraft intending to use the airport.
259
 - 260 6. Approval of cellular and other communications or transmission towers located
261 within any zone described within Section 8-9-19 E above shall be conditioned to
require their removal within ninety (90) days of discontinuance of use.

H. Airport Safety Compatibility Zones (ASCZ). Zones described below are shown on the Roosevelt Municipal Airport Land Use Compatibility Overlay ~~District Zones~~ Map (Exhibit A) with the prohibited land uses listed in order to promote the general safety and general welfare of properties surrounding the airport and the continued viability of the airport. A parcel located in more than one zone is considered to be only in the zone in which the majority of the parcel is located.

- ~~1. Zone 1 — Runway Protection Zone (RPZ). Only airport uses and activities are allowed within the RPZ.~~
- ~~2. Zone 2 — Inner Approach/Departure Zone. Prohibited land uses within this zone are residences (all residential types), places of public assembly such as churches, schools (K-12), colleges, hospitals, office buildings, shopping centers and other uses with similar concentrations of persons. Asphalt plants and rock crushing are also prohibited. Fuel storage facilities or the storage or use of significant amounts of materials which are explosive, flammable, toxic, corrosive, or otherwise exhibit hazardous characteristics shall not be located within the approach surface. Hazardous wildlife attractants including waste disposal operations, water management and storm water facilities with above ground water storage, and manmade wetlands shall not be allowed within this zone.~~
- ~~3. Zone 3 — Inner Turning Zone. Prohibited land uses within this zone are schools (K-12), residential (all residential types) and hospitals.~~
- ~~4. Zone 4 — Outer Approach/Departure Zone. Prohibited land uses within this zone are high density residential, places of public assembly such as churches, schools (K-12), hospitals, office buildings, shopping centers and other uses with similar concentrations of persons. Only low density residential uses are allowed. Residential areas should have the disclosure statement included in Section 8-9-21 K below.~~
- ~~5. Zone 5 — Sideline Zone. Prohibited land uses within this zone are residences (all types), places of public assembly such as churches, schools, hospitals, office buildings, shopping centers and other uses with similar concentrations of persons. Mining, including sand and gravel pits, is prohibited in the sideline zone.~~
- ~~6. Zone 6 — Traffic Pattern Zone. Prohibited land uses within this zone are schools, hospitals and other uses with similar concentrations of persons. Only low density residential uses are allowed. Residential areas should have the disclosure statement included in Section 8-9-21 K below.~~

1. Zone 1 - Runway Protection Zone (RPZ), Zone 2 - Inner Approach/Departure Zone, Zone 3 - Inner Turning Zone, Zone 4 - Outer Approach/Departure Zone, and Zone 5 - Sideline Zone: Prohibited land uses within these zones are low and

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high density residential, places of public assembly such as churches, schools (K-12), colleges, hospitals, shopping centers and other uses with similar concentrations of persons. Asphalt plants, sand and gravel mining, and rock crushing is also prohibited. Fuel storage facilities or the storage or use of significant amounts of materials which are explosive, flammable, toxic, corrosive, or otherwise exhibit hazardous characteristics shall not be located within these zones; provided, however, that use of said materials, oil storage tanks, and similar facilities for the storage of oil or related produced hydrocarbons from oil and gas drilling and production facilities are expressly permitted as Airport-compatible land uses, subject to the approval process in Section 8-9-21 (H) (3) below. Hazardous wildlife attractants including waste disposal operations, water management and storm water facilities with above-ground water storage, and manmade wetlands shall not be allowed within these zones. Notwithstanding the above, airport-compatible land uses are allowed; provided that the applicant has applied for and the FAA has issued a Determination of No Hazard to Air Navigation for the project and the associated conditions of approval are met. Building permits for all permitted uses shall include the disclosure statement from Section 8-9-21 L below.

2. Zone 6—Traffic Pattern Zone. High density residential use is prohibited. Airport-compatible land uses are allowed; provided that the applicant has applied for and the FAA has issued a Determination of No Hazard to Air Navigation for the project and the associated conditions of approval are met. Building permits for all permitted uses shall include the disclosure statement from Section 8-9-21 L below.

3. All Zones: Notwithstanding anything to the contrary herein, activities directly or indirectly related to or necessary for exploring for, developing, producing, storing and transporting oil and gas, along with all associated hydrocarbon and non-hydrocarbon substances, are Airport compatible land uses and are allowed in all zones provided that the operator applies for and obtains a Determination of No Hazard to Air Navigation from the FAA for each surface location prior to the commencement of surface disturbance and any associated conditions of the FAA approval are met. The FAA is the only authority able to determine compatible land use to avoid the creation of hazards to air navigation. If the FAA issues the foregoing Determination of No Hazard to Air Navigation, nor further permits or approvals will be required from the County under this Ordinance, with the exception of a conditional use permit. The Oil and Gas drilling and production facility operator shall provide both the County and Duchesne City with a copy of said Determination of No Hazard to Air Navigation.

I. Permits for Future Uses.

1. ~~Future Uses.~~ Except as specifically provided in this section, no material change shall be made in the use of land, no structure shall be erected or otherwise

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established, and no tree shall be planted in ~~Zones 1, 2, 3, 4 and 5, defined in Subsection H above and depicted on the Roosevelt Land Use Compatibility Overlay Zone map~~ any zone defined in this section, unless a permit shall have been applied for and granted. Each application for a permit shall indicate the purpose for which the permit is desired, with sufficient particularity to determine whether the resulting use, structure, or tree would conform to the provisions of this section. Each application for a permit shall be forwarded by the County to ~~the Roosevelt~~ City for review and a recommendation. No permit for a use inconsistent with the provisions of this section shall be granted unless a variance has been approved in accordance with this section. All permit applications within the airport overlay district shall, in addition to being reviewed through the standard development review process, be subject to the following:

- a. All developments, permits or plats with proposed buildings and/or structures found to be within twenty (20) feet of any of the height limitations described in Section 8-9-21 F above and/or all buildings and structures over two hundred (200) feet in height must submit a site plan, building elevations and an FAA Form 7460-1 to the city/county. Upon review, further documentation shall be required, if more accurate data is necessary for a determination of impact including detailed surveys by a licensed land surveyor.
- b. All developments, permits or plats falling within the ASCZs described in Section 8-9-21 H above associated with special use permits, variances or existing nonconforming uses must also submit a site plan to ~~Duchesne~~ the County for review.
- c. In the area lying within the limits of a horizontal zone and conical zone, no permit shall be required for any tree or structure less than seventy-five (75) feet of vertical height above the ground except when, because of terrain, land contour, or topographic features, the tree or structure would extend above the height limits prescribed for such zones.
- d. In areas lying within the limits of the approach zones, but at a horizontal distance of not less than forty-three thousand two hundred (43,200) feet from each end of the runway, no permit shall be required for any tree or structure less than seventy-five (75) feet of vertical height above the ground except when such tree or structure would extend above the height limits prescribed for the approach zone.
- e. Nothing contained in any of the foregoing exceptions shall be construed as permitting or intending to permit any construction or alteration of any structure or growth of any tree in excess of any height limits established by this section.

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f. Future uses must meet the definition of an “airport-compatible land use” in order to be placed in any of the six Airport Safety Compatibility Zones listed above.

e.g. Approval of cellular and other communications or transmission towers located within any height limitation zone described within Section 8-9-21 E above shall be conditioned to require their removal within ninety (90) days of the discontinuance of use.

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2. Existing Uses. No permit shall be granted that would allow the establishment or creation of an obstruction, or permit a nonconforming use, structure, or tree to become a greater hazard to air navigation than it was on the effective date of this section.
3. Nonconforming Uses Abandoned or Destroyed. Whenever the city/county determines that a nonconforming tree or structure has been abandoned, or more than eighty (80) percent torn down, physically deteriorated, or decayed, no permit shall be granted that would allow such a structure or tree to extend above the applicable height limit or otherwise deviate from the zoning regulations.
4. Variances.
 - a. Any person desiring to erect or increase the height of any structure, or permit the growth of any tree, or use property not in accordance with the provisions of this section, may apply to the county planning department for a variance. The application for variance shall be accompanied by a determination from the Federal Aviation Administration as to the effect of the proposal on the operation of air navigation facilities and the safe, efficient use of navigable air space.
 - b. A variance shall be allowed where it is duly found that a literal application or enforcement of this section will result in an unnecessary hardship and relief granted will not be contrary to the public interest; will not create a hazard to air navigation; will do substantial justice; and will be in accordance with the spirit of this section.
 - c. No application for variance may be considered unless a copy of the application has been furnished to the airport owner for advice as to the aeronautical effects of the variance. If the airport owner does not respond to the application within fifteen (15) days after receipt, the appropriate jurisdiction may act on its own to grant or deny the application.
5. Obstruction Marking and Lighting. Any permit or variance granted may, if such action is deemed advisable to effectuate the purpose of this section, be conditioned to require the owner of the structure or tree in question to install,

operate, and maintain, at the owner's expense, necessary markings and lights. If deemed proper by the city/county planning offices, this condition may be modified to require the owner to permit the airport owner at its own expense to install, operate and maintain the necessary markings and lights.

6. Conditional Use Permit. ~~Any use allowed under the Duchesne County Zoning Ordinance, which will be located in Zones 1, 2, 3, 4 or 5, described in Subsection H above and depicted on the Roosevelt Land Use Compatibility Overlay Zone Map, shall be treated as a conditional use under that code and shall be subject to all provisions and procedures required for conditional uses under that code. Any use allowed conditionally under the County zoning code, which will be located in an Airport Safety Compatibility Zone, shall be treated as a conditional use under that code and shall be subject to all provisions and procedures required for conditional uses. However, the proposed use must qualify as an airport-compatible land use. If the conditional use permit has been requested by Duchesne County, the decision shall be made by the Duchesne City Council, after receiving a recommendation from the Duchesne City Planning Commission and the FAA.~~

J. Nonconforming uses.

1. Effect Not Retroactive. The provisions of this section shall not be construed to adversely affect any existing structure or use as of its effective date, nor require any change in the construction, alteration or intended use of any prior structure, the construction or alteration of which was begun prior to its effective date, so long as it is diligently prosecuted.
2. Marking and Lighting. The owner of any existing nonconforming structure or tree is required to permit the installation, operation, and maintenance of markers and lights deemed necessary by the operating authority of the airport to indicate to the operators of aircraft the presence of obstructions. The markers and lights shall be installed, operated, and maintained at the expense of the operating authority of the airport.

K. Appeals.

1. Any decision of the County staff during the course of administering this ordinance may be appealed to the Duchesne County Planning Commission within ten (10) days of the decision.
2. Duchesne County Planning Commission decisions may be appealed to the Duchesne County Commissioners within ten (10) days of the decision.

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3. If Duchesne County is the appellant, the decision regarding the appeal shall be made by the Roosevelt City Council, after receiving a recommendation from the Roosevelt City Planning Commission and the FAA.

K.L. Disclosure.

1. To all extents possible, property owners and potential property buyers should be made aware of the following disclosure. The disclosure statement shall be listed on all approved subdivision plats, minor subdivision plats, conditional use permits, agreements, deeds and zoning approvals for building permits within any of the identified zones in Section 8-9-21 E or 8-9-21 H above:

"Properties near the Roosevelt Airport may be subject to varying noise levels and vibration. Properties near the airport may be located within height and use restriction zones as described and illustrated by Federal standards and regulations and the City of Roosevelt/Duchesne County Zoning and Subdivision regulations. There is the potential that standard flight patterns will result in aircraft passing over the properties at low altitudes and during all hours of the day. Generally, it is not practical to redirect or severely limit airport usage and/or planned airport expansion. Developments near the airport should assume that at any given time there will be some impact from air traffic."

SECTION 2. Severability.

If any court of competent jurisdiction declares any Section of this Ordinance invalid, such decision shall be deemed to apply to that Section only, and shall not affect the validity of the Ordinance as a whole or any part thereof other than the part declared invalid.

SECTION 3. Effective Date. This ordinance shall become effective fifteen (15) days after publication.

DATED this _____ day of _____, 2024.

ATTEST:

DUCHESNE COUNTY
BOARD OF COMMISSIONERS

Chelise Jessen
County Clerk/Auditor

Irene Hansen, Commissioner

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Greg Miles, Commissioner

Tracy Killian, Commissioner

