THE CITY OF WEST JORDAN, UTAH

ORDINANCE NO. 25-47

AN ORDINANCE AMENDING THE CITY'S PUBLIC IMPROVEMENT STANDARDS, SEPECIFICATIONS, AND PLANS; ENACTING AN ADDITIONAL SET OF STANDARDS, IDENTIFIED AS "A TRAFFIC CALMING MANUAL FOR NEW DEVELOPMENT"

WHEREAS, the City of West Jordan ("**City**") adopted West Jordan City Code ("**City Code**") in 2009; and the City Council of the City ("**Council**" or "**City Council**") has adopted, as land use regulations, Public Improvement Standards, Specifications, and Plans ("**Public Improvement Standards**"); and

WHEREAS, the City Council desires to enact an additional set of Public Improvement Standards, as land use regulations, identified as a "Traffic Calming Manual for New Development" ("**proposed new Standards**"); and

WHEREAS, the Planning Commission of the City ("**Planning Commission**") held a public hearing and provided a recommendation on September 2, 2025, regarding the proposed new Standards; and

WHEREAS, the City Council held a public hearing on September 23, 2025, regarding the proposed new Standards, and finds it to be in the best interest of the public health, safety, and welfare of the residents of the City to adopt the proposed new Standards.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WEST JORDAN, UTAH AS FOLLOWS:

Section 1. Amendment of proposed new Standards. The proposed new Standards, together with Standard Drawings and a Traffic Calming Decision Matrix, are adopted, as shown in Attachments A1, A2, and A3 to this Ordinance.

Section 2. Severability. If any provision of this Ordinance is declared to be invalid by a court of competent jurisdiction, the remainder shall not be affected thereby.

Section 3. Effective Date. This Ordinance shall become effective immediately upon posting or publication as provided by law and upon (i) the Mayor signing the Ordinance, (ii) the City Council duly overriding the veto of the Mayor as provided by law, or (iii) the Mayor failing to sign or veto the Ordinance within fifteen (15) days after the City Council presents the Ordinance to the Mayor.

PASSED BY THE CITY COUNCIL OF THE CITY OF WEST JORDAN, UTAH, THIS 23RD DAY OF SEPTEMBER 2025.

CITY OF WEST JORDAN

By: Kayleen Whitelock
Kayleen Whitelock (Sep 25, 2025 09:41:02 MDT)
Kayleen Whitelock
Council Chair

ATTEST:

Cindy M. Quick, MMC
Council Office Clerk

[See next page]:

Voting by the City Council	**"YES"**	**"NO"**
Chair Kayleen Whitelock	☒	☐
Vice Chair Bob Bedore	☒	☐
Council Member Pamela Bloom	☒	☐
Council Member Kelvin Green	☒	☐
Council Member Zach Jacob	☒	☐
Council Member Chad Lamb	☒	☐
Council Member Kent Shelton	☒	☐

PRESENTED TO THE MAYOR BY THE CITY COUNCIL ON SEPTEMBER 24, 2025

Mayor's Action: X Approve _____ Veto

By: _____ Sep 25, 2025
Mayor Dirk Burton Date

ATTEST:

_____
Tangee Sloan, MMC, UCC
City Recorder

STATEMENT OF APPROVAL/PASSAGE (check one)

X The Mayor approved and signed Ordinance No. 25-47.

_____ The Mayor vetoed Ordinance No. 25-47 on _____ and the City Council timely overrode the veto of the Mayor by a vote of _____ to _____.

_____ Ordinance No. 25-47 became effective by operation of law without the Mayor's approval or disapproval.

_____
Tangee Sloan, MMC, UCC
City Recorder

CERTIFICATE OF PUBLICATION

I, Tangee Sloan, certify that I am the City Recorder of the City of West Jordan, Utah, and that a short summary of the foregoing ordinance was published on the Utah Public Notice Website on the 29 day of September 2025. The fully executed copy of the ordinance is retained in the Office of the City Recorder pursuant to Utah Code Annotated, 10-3-711.

_____
Tangee Sloan, MMC, UCC
City Recorder

[Attachments on the following pages.]

Attachments to

ORDINANCE NO. 25-47

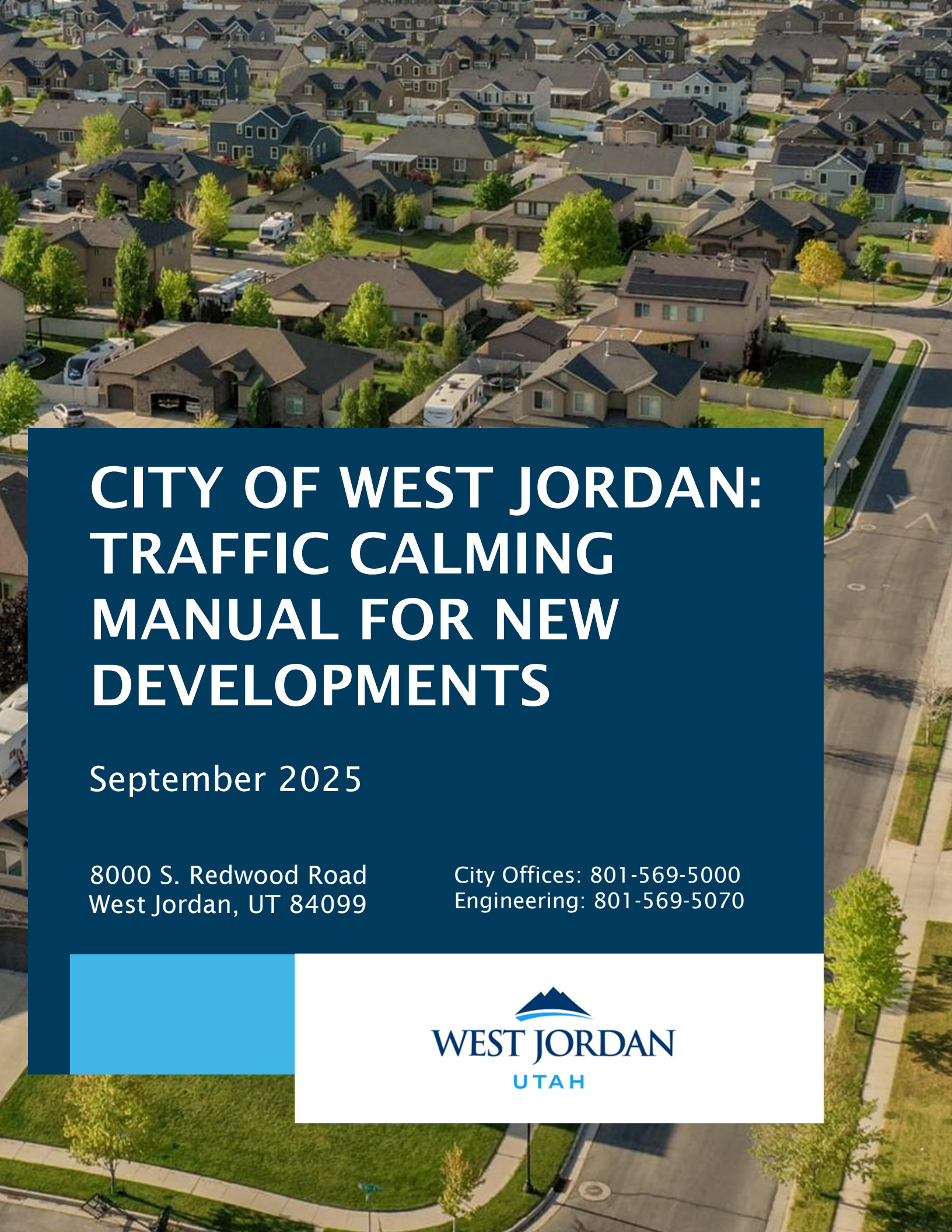
AN ORDINANCE AMENDING THE CITY'S PUBLIC IMPROVEMENT STANDARDS, SEPECIFICATIONS, AND PLANS; ENACTING AN ADDITIONAL SET OF STANDARDS, IDENTIFIED AS "A TRAFFIC CALMING MANUAL FOR NEW DEVELOPMENT"

Attachment A1 – Traffic Calming Manual

Attachment A2 – Standard Drawings

Attachment A3 – Traffic Calming Decision Matrix

[See the following pages.]



CITY OF WEST JORDAN: TRAFFIC CALMING MANUAL FOR NEW DEVELOPMENTS

September 2025

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West Jordan, UT 84099

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Engineering: 801-569-5070

WEST JORDAN
UTAH

Acknowledgements

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1 EXECUTIVE SUMMARY

1.1 Purpose of the Manual

This traffic calming manual is designed to help City of West Jordan and residential developers implement traffic calming measures in new residential developments. By applying proactive traffic calming strategies early in the development process, the city aims to create safer neighborhoods that promote lower vehicle speeds, improve pedestrian safety, and enhance the overall quality of life for residents.

1.2 Traffic Calming Requirements

This manual defines key terms and outlines the process for designing and installing traffic calming devices in new developments. A key regulation in West Jordan traffic calming are speed control points (intentional design elements like curves, roundabouts, chokers, or raised crosswalks) which are to be placed at regular intervals (specified in this manual) to reduce speeds and shape safe driving behavior in new developments.

1.3 Standard Drawings

The manual offers general guidelines for applying traffic calming devices, including recommendations on using multiple device types, maintaining emergency vehicle access, adhering to current design and construction standards, and managing landscaping and maintenance responsibilities. City of West Jordan has approved several traffic calming devices for use in city developments. Each tool was selected based on national research, local context, and alignment with West Jordan's safety goals. Descriptions of these tools are provided. The manual also includes standard drawings, which should be used when submitting development applications and site plans.

1.4 Developer Checklist

The appendix to this manual includes a developer checklist which outlines all required submission materials for traffic calming devices to be used in new residential developments including plans, designs, impact analyses, and maintenance strategies. This checklist ensures that traffic calming tools are built to specification and accomplish the goals of City of West Jordan development.

1.5 Existing Streets

The appendices also include an overview of the existing streets traffic calming program in City of West Jordan is also included, which is not the focus of this manual.

2 PURPOSE AND DEFINITIONS

Traffic calming refers to design strategies and physical measures used to slow down vehicle traffic, improve safety, and enhance the quality of life in neighborhoods and other shared road environments. There are a wide range of tools available for traffic calming, ranging from speed humps and narrowed roadways to roundabouts and raised crosswalks. When applied effectively, these tools help reduce vehicle speeds, minimize cut-through traffic, and create streets that are safer and more comfortable for all users, including pedestrians, cyclists, and drivers.

This manual has been created to guide City of West Jordan and developers in the design, evaluation, and implementation of effective traffic calming strategies in new residential areas of the city. The information in this document was created based upon research into nationally recognized best practices, local context, and coordination with city leadership to help ensure that traffic calming measures are thoughtfully applied and aligned with the community goals of City of West Jordan. By offering a consistent framework and decision-making process, this manual will assist in selecting appropriate treatments, engaging with residents, and achieving measurable improvements in safety, mobility, and neighborhood livability.

The strategies and information in this manual is intended for application in new residential developments in West Jordan City. This intent will allow City of West Jordan to proactively shape safer street environments as city population and residential development increases.

2.1 City Code Regarding Traffic Calming

Current City of West Jordan Code contains the following ordinance regarding traffic calming. This language can be found in section 14-5-5 of city code:

- “The City of West Jordan requires traffic calming measures for new local streets to target a mean vehicle operating speed of 25 miles per hour (mph). To achieve this objective, the maximum length of roadway section between speed control points shall be 500 feet. For a definition of speed control points and design instructions, see the City of West Jordan: Traffic Calming Manual for New Developments. The type and number of required speed control points is subject to review and approval by the City’s Traffic Engineer.”

2.2 Speed Control Points: Definition and Regulation

A speed control point is a location along a roadway where a design feature or traffic calming device is intentionally introduced to slow vehicles to a desired speed and influence safer driving behaviors. These points serve as cues which encourage drivers to reduce vehicle speed. Examples of speed control points include roadway curves, various traffic calming devices (including roundabouts, raised crosswalks, chokers, etc.) or strategically spaced signage.

Specifically, Speed Control Points are defined under the following parameters:

- An approved traffic calming device (See Section 4)
- Any design condition that requires a complete stop such as the intersection of a local residential street with an arterial street, or a "T" intersection between local streets.
    - Note: Stop sign controls at four-legged intersections between local streets do not qualify as speed control points.

- A horizontally curved street with the following design features (see Table 1 and Figure 1 below). The radius of the curve (R) and delta angle (D) are calculated from the centerline of the street. Additionally, R is measured from point of curve (PC) to PC.

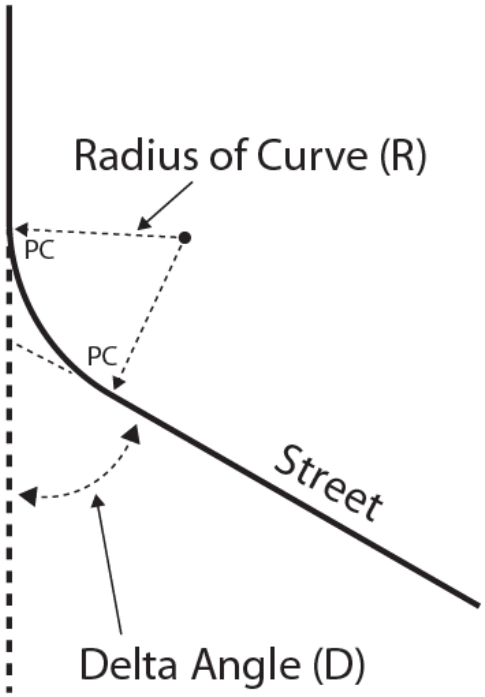


Figure 1: Low Speed Curve Values Diagram

Table 1: Low Speed Curve Values

Delta Angle (D)	Radius (R)
If Delta Angle is less than 30°	Does Not Qualify as a Speed Control Point
If Delta Angle is between 30° and 40°	Radius must be less than 100 Feet
If Delta Angle is between 41° and 50°	Radius must be 120 Feet (Minimum) - 130 (Maximum)
If Delta Angle is greater than 51°	Radius must be 130 Feet (Minimum) - 150 Feet (Maximum)
Does Not Qualify as a Speed Control Point	If Radius is greater than 150 Feet

When placed at appropriate intervals, speed control points create a rhythm that prevents excessive speeding and reinforces the desired speed limit throughout a corridor. For speed control points in West Jordan to achieve their objectives, the maximum length of the roadway section between speed control points is 500 feet. This requirement is based on an analysis of speed control point data and is in line with requirements in other US cities (See Table 2 and Figure 2; Source: Traffic Calming: State of the Practice ITE/FHWA, 1999).

Table 2: Spacing Requirements in Example Cities

Community	Spacing (feet)
Bellevue, Washington	200 – 300
Berkeley, California	150 – 400
Boulder, Colorado	150 – 800
Gwinnett County, Georgia	350 – 500
Howard County, Maryland	400 – 600
Montgomery County, Maryland	400 – 600
Phoenix, Arizona	500 or less
Portland, Oregon	300 – 600

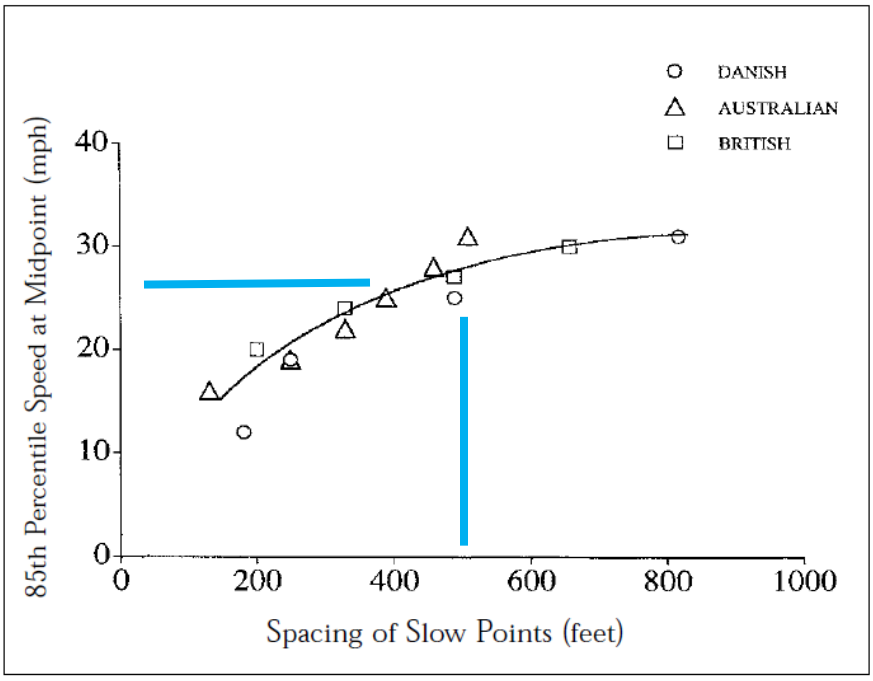


Figure 2: Midpoint Speed Versus Distance Between Speed Control Points

3 GENERAL GUIDELINES FOR IMPLEMENTING TRAFFIC CALMING MEASURES

When a developer plans for traffic calming tools to be used in a new residential development, the tools must be incorporated in the development plan submitted for review by City of West Jordan. This section provides general guidelines regarding the implementation of traffic calming devices.

3.1 Use of Multiple Types of Traffic Calming Devices

To allow flexibility in design and development and to reduce visual redundancy for residents, different types of traffic calming devices may be used in a single development or along an individual street segment. The developer should ensure that the placement of traffic calming tools along a street segment adheres to City of West Jordan standards and the speed control point requirement discussed previously.

3.2 Maintaining Emergency Vehicle Operations

Emergency vehicle operations are important in residential areas. The approved options for traffic control devices discussed in this report are intended to allow emergency vehicle access with minimized delay.

Generally, traffic calming devices should be incorporated into the overall development in a manner that is not detrimental to emergency vehicle operations. For example, the developer must provide access to fire hydrants that allows two-way traffic flow to be maintained around the emergency vehicle during minor emergencies.

3.3 Design and Construction Standards

Design and construction of traffic calming devices will be performed in accordance with this guide, the approval of City of West Jordan, and current versions of the following standards:

- A Policy on Geometric Design of Highways and Streets (American Association of State Highway and Transportation Officials [AASHTO] Green Book)
- Manual on Uniform Traffic Control Devices (MUTCD) (Federal Highway Administration)
- Roundabout: An Information Guide (Federal Highway Administration, Publication No. FHWA-RD-00-067)

If design standards from these sources are in conflict or questions arise over the design of traffic calming measure, City of West Jordan will determine the appropriate standard.

3.4 Landscaping and Maintenance of Traffic Calming Devices

Any desired landscaping of traffic calming devices will be provided by the developer as part of the initial construction. Landscaping will conform to current City of West Jordan landscaping and irrigation standards and should not restrict sight distance for vehicles traveling on main street or side street approaches.

Maintenance of landscaping is the responsibility of the maintaining authority, which is either the property owner or a legally constituted homeowners association.

3.5 Spacing and Locations

Multiple traffic calming devices within a series should normally be placed nor more than 500 feet apart and not less than 200 feet apart. The distance between devices should be measured between the points at which the devices become effective in physically controlling speeds.

The first traffic calming device in a series should usually be located in a position where it cannot be approached at a high speed from either direction. To achieve this objective, the first in a series of traffic calming devices should typically be installed within 200 to 500 feet of a low-speed curve (as previously defined) or a stop condition.

4 TRAFFIC CALMING DEVICES ALLOWED

The traffic calming devices approved by City of West Jordan and allowed for use in residential developments are outlined in this section. Each of these tools was selected based on a combination of national research into traffic calming strategies and coordination with City of West Jordan staff who manage operations, maintenance, and public safety. This process ensured that each device aligns with local policy, roadway conditions, and community needs. By establishing a consistent set of approved traffic calming tools, the City aims to promote safe, predictable, and context-sensitive applications of traffic calming across neighborhoods and corridors.

Different traffic calming tools may be appropriate for varying roadway contexts. As a result, certain tools which are appropriate for higher volume local roads (which see 400 or more vehicles per day [vpd]) would not be appropriate for lower volume local roads (with less than 400 vpd). See Table 3 below for a list of which traffic calming tools are appropriate and approved for use on these different roadway contexts. Traffic volumes can be determined by a traffic study required as part of the West Jordan development process.

Table 3: Approved Traffic Calming Devices for City of West Jordan Developments

Local Low Volume Roads <400 vehicles per day	**Local High-Volume Roads** 400 - 2000+ vpd
Bulb-out	Bulb-out
Choker	Choker
Realigned Intersections	Speed Feedback Radar Signs
Raised Crosswalk	Ped Refuge Island
	Raised Crosswalk
	Roundabout
	Realigned Intersections

4.1 Approved Traffic Calming Devices

The sections below provide a brief overview and description of each traffic calming tool approved for use in City of West Jordan developments.

4.1.1 Bulb-out

A bulb-out (also known as a corner extension) is a horizontal extension of the sidewalk into the street, resulting in a narrower roadway section. Bulb-outs are typically utilized at corner locations at intersections. Bulb-outs help create safer conditions for pedestrians by slowing vehicle turning speeds, shortening pedestrian crossing distance across the roadway, and helping increase pedestrian visibility at intersection areas. Bulb-outs may be used at all corners at an intersection, or only select corners, based on needs of the area. Bulb-outs provide a useful location to place a pedestrian crossing (either level with the roadway or a raised crosswalk).

The design of a bulb-out needs to pay close attention to the existing drainage system, as the existing gutter alignment will be altered and could necessitate a major utility relocation, particularly if additional drainage inlets are required. Typically, bulb-outs are constructed between a width of 6-8 feet and offset from traffic lanes by at least 1.5 feet. However, exact bulb-out dimensions may vary based on the intersection area. Fire apparatuses must be able to navigate through bulb-out areas.

Figure 3: Bulb-Out

4.1.2 Choker

A choker is similar to a bulb-out but is located at a midblock location. Chokers are horizontal extensions of the curb into the street, resulting in a narrower roadway section. They are typically paired at a midblock location that narrows the street by widening the sidewalk or planting strip at that location. A choker can also be created through the use of roadside islands. This narrowing is intended to discourage motorist speeding and to reduce vehicle speeds in general.

The narrower roadway cross-section created by the placement of a choker lowers the margin of error for motorists who, as a result, tend to moderate their speed. A choker may provide a useful location to place a midblock crosswalk (either level with the roadway or as a raised crosswalk) because it shortens the distance a pedestrian walks across the roadway.

Figure 4: Choker

4.1.3 Realigned Intersection

A realigned intersection is the reconstruction of an intersection with perpendicular angles to have skewed approaches or travel paths through the intersection. This is performed to remove or discourage fast vehicle movements through the intersection. An example of a realigned intersection is the conversion of a 3-way intersection (with straight approaches) into curving streets meeting at right angles, removing all straight paths through the intersection area.

When developing a realigned intersection, traffic reviews and analysis of traffic volumes should be completed for the intersection to understand potential impacts to vehicle queues and changes in vehicle and pedestrian movements. Realigned intersection development may also impact elements such as lighting, drainage, and other utilities, which should be considered in the design of the intersection.

Figure 5: Realigned Intersection (FHWA Traffic Calming ePrimer)

4.1.4 Raised Crosswalk

Raised crosswalks are elevated pedestrian crosswalks, constructed similarly to speed humps or speed tables with a marked crosswalk. Raised crosswalks extend from curb to curb providing vertical deflection and a pedestrian crossing area across the width of the roadway. Wheelchair ramps should be installed at each end in accordance with ADA Standards. Drop inlets are required on the uphill side of the raised crosswalk for drainage purposes. All other geometric requirements for speed humps should be applied to raised crosswalks. Raised crosswalks should be marked as regular crosswalks. Pedestrian crossing signs should be installed at raised crosswalks for both directions.

Raised crosswalks can be placed at locations which are likely to have pedestrian demand to cross the street. Common examples include schools, neighborhood recreation areas, and trail access areas.

Figure 6: Raised Crosswalk

4.1.5 Pedestrian Refuge Island

A pedestrian (ped) refuge island is a type of raised median island located along a street centerline which narrows the travel lanes at that location. They also include a cut in the island along a marked crosswalk which runs across the street and through the island. Ped refuge islands encourage slower speeds from oncoming vehicles while helping increase visibility of the crossing area. They reduce potential conflict areas and allow a pedestrian to cross one direction of traffic at a time.

The crossing to the island can be level with the pavement (with a corresponding break in the median island), or raised, where the pedestrian crossing is level with the sidewalk. With the latter option, the ped refuge island is combined with a raised crosswalk, combining the impact and effectiveness of both tools into one.

Figure 7: Ped Refuge Island

4.1.6 Roundabout

Roundabouts are an intersection design which requires traffic to circulate counterclockwise around a center island. Roundabouts may be used at cross-intersections or T-intersections of streets, and act as an alternative to signals, stop controls, or uncontrolled intersections. Roundabouts help reduce potential conflict points and increase safety at intersections; as a result, they may be especially effective at intersections that have a propensity for traffic collisions. The center island of a roundabout typically extends a minimum of 28 feet from the center. The concrete truck apron typically has a width of 2 feet. The inscribed circle diameter should be between 88 and 200 feet. Typically, the circulating roadway has a width of 14 feet to 19 feet. However, these specifications will vary based upon the geometry of the intersection area and may be adjusted to be smaller or larger.

Roundabout design should follow West Jordan Standard Drawing RD-290.

Figure 8: Roundabout

4.1.7 Speed Radar Feedback Signs

Speed radar feedback signs are interactive signs which draw motorist's attention to their current speed. Such signs utilize radar to capture and display the speed of oncoming vehicles. They are combined with a static speed limit sign, showing drivers when they exceed the designated speed limits. Speed radar signs shall be permanently mounted on signposts following West Jordan Standards.

Speed radar signs allow for flexibility in their placement. They may be utilized in residential areas, school zones, on a temporary basis for construction zones, or in other areas where slower vehicle speeds are desired. They are also significantly less costly than the other tools discussed in this manual. However, their long-term impact may lessen over time as drivers grow familiar with their presence. Their impact is also purely behavioral; they do not influence vehicle travel direction or roadway layout in any way.

Figure 9: Speed Radar Feedback Sign

5 STANDARD DRAWINGS

Standard drawings for the approved traffic calming devices discussed in the previous section are included in the West Jordan Transportation Standard Drawings, offering visual references and different specifications utilized in the design for traffic calming. These standards have been prepared and adopted to provide a minimum set of standards to be used in the design and construction of traffic calming.

If unique physical conditions affecting a specific subdivision, development or building site are such that it is impossible or impractical for the developer to fully comply with the design standards, the Traffic Engineer or City Engineer may recommend reasonable modifications to such standards and policies for the specific development.

6 APPENDICES

Additional information pertaining to Traffic Calming in City of West Jordan is included in the appendices of this document.

- Appendix 1 details a review checklist containing information which developers will be required to submit to City of West Jordan when planning to implement traffic calming tools in new residential developments.
- Appendix 2 details the current existing streets traffic calming program in City of West Jordan, which is used to evaluate the need for traffic calming on existing roadways in the city and not new developments (which is the focus of this manual).

6.1 Appendix 1: Development Review Checklist

Developers of new residential areas in City of West Jordan are required to submit the following information with their development application to detail traffic calming devices to be used in their development. All items in this list must be completed in order for the city to review and approve the use of these devices. Note that additional information may be requested by the city.

Ensure all provided information is accurate, complete, and in compliance with City of West Jordan ordinances. Incomplete submissions may result in delays in the review and approval process. For more information, contact City of West Jordan Engineering at 801-569-5070.

6.1.1 Submittal Requirements

- Traffic Calming Plan Sheet showing an overview of the development roadway layout to include:
    - Road Name(s)
    - Identification of collector or local road status
    - Identification of public or private road status
    - Locations of traffic calming devices
    - Type of traffic calming devices with identified standard drawing for construction
    - Identification of existing signage and proposed signage with MUTCD references for sign type and size
    - Identify proposed pavement marking locations and materials following MUTCD and UDOT standards
    - Identification of maintenance obligations of special features (if any)
- Narrative Description
    - Comprehensive description including scope, location, and traffic flow impact. Ensures compliance with City of West Jordan standards.
- Impact Analysis
    - Analysis on emergency services and general traffic flow impacts, with strategies for mitigation if necessary.

6.1.2 Additional Design Requirements

- Emergency Services
    - No impacts to Emergency Vehicle access and/or to fire hydrants within neighborhood.
- Stormwater Department:
    - No impacts to the existing stormwater runoff system.
- Public Transportation
    - No impacts to bus routes or bus stops

6.2 Appendix 2: City of West Jordan Existing Streets Traffic Calming Program

The processes and procedures discussed in this manual are intended for application in new developments within West Jordan. Regarding existing residential areas, City of West Jordan currently utilizes a Neighborhood Traffic Management Program to guide traffic calming management. Program information is available at the website below. The information in this section was taken from the website and provides an overview of the program.

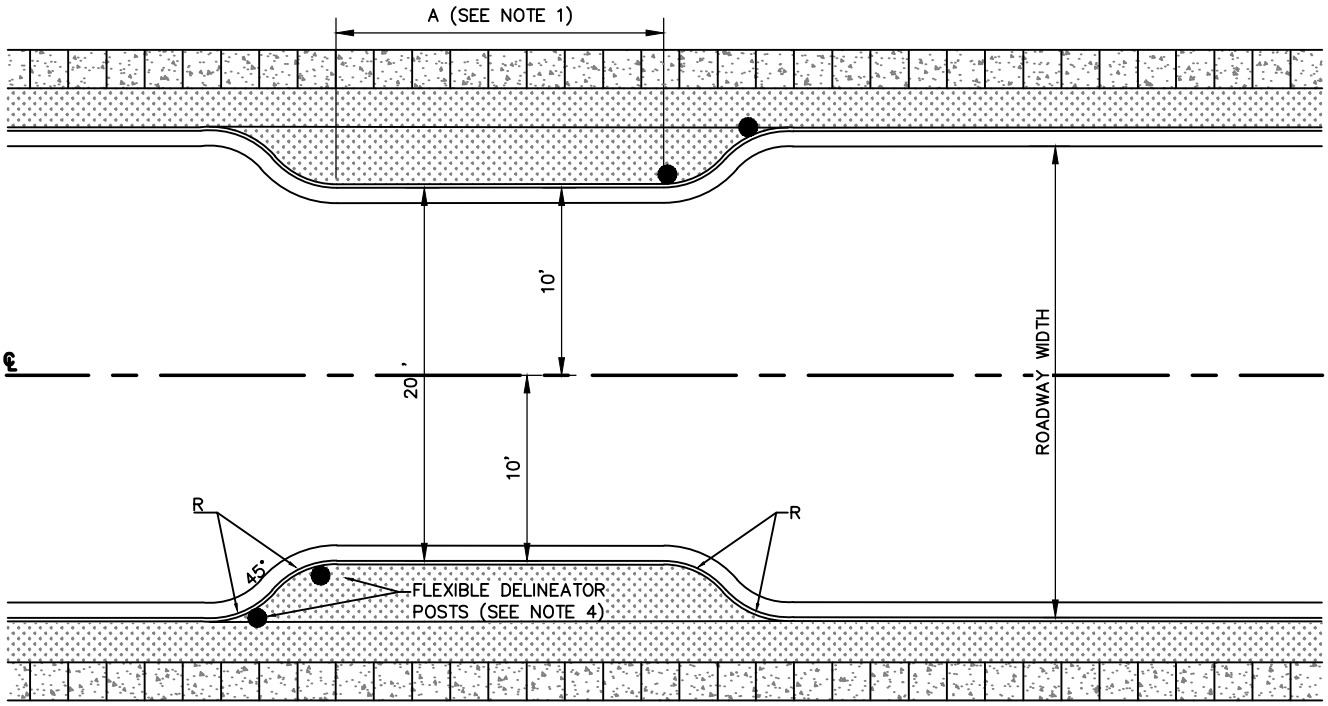
Traffic Calming - City of West Jordan

6.2.1 Neighborhood Traffic Management Program

The Neighborhood Traffic Management Program for local residential streets represents the City of West Jordan's commitment to the safety and livability of residential neighborhoods.

The program provides a process for identifying and addressing problems related to speeding, excessive traffic volume, and safety on streets classified as "local residential streets." Under the program, the Neighborhood Traffic Calming Committee will work with residents within neighborhoods to evaluate the type and severity of traffic problems.

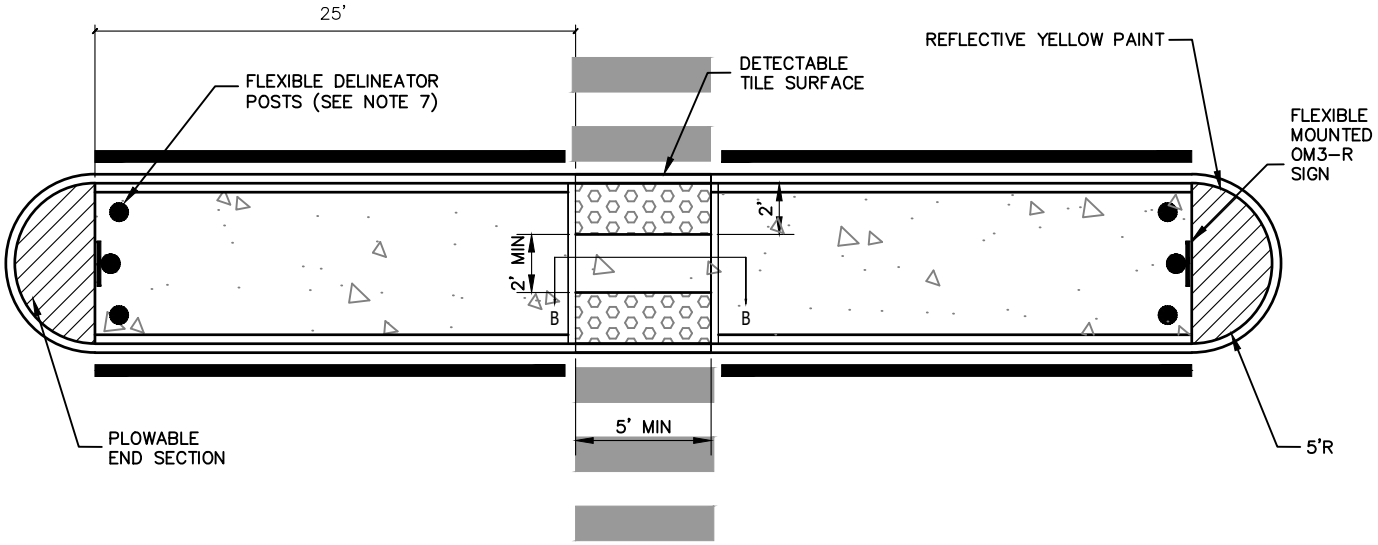
The program website contains a link for residents to report traffic concerns and request a speed study in their neighborhood, which the city can use to determine if traffic calming implementation may be warranted at the reported location. The website also contains resources to contact to report traffic signal problems, to view UDOT traffic cameras, and to download a copy of the West Jordan Active Transportation (AT) Plan for refence.



PLAN VIEW

NOTES:

1. THE LENGTH (A) IS DESIRABLY 20 FEET. IT MAY BE SHORTENED OR LENGTHENED TO COORDINATE WITH PAVEMENT, STREETSCAPE, LANDSCAPE OR OTHER URBAN DESIGN TREATMENTS, TO A MAXIMUM OF 50 FEET. PER APPROVAL OF THE CITY ENGINEER.
2. THE RECEIVING AND RETURN ANGLE IS 45 DEGREES.
3. THE RADIUS (R) IS A DESIRABLE 4 FEET BUT MAY BE ALTERED TO COORDINATE WITH PAVEMENT, STREETSCAPE, LANDSCAPE OR OTHER URBAN DESIGN TREATMENTS, PER APPROVAL BY CITY ENGINEER.
4. TYPE 1 FLEXIBLE DELINATION POST (UDOT STANDARD GW 6B): WHITE WITH RED REFLECTIVE SHEETING. PLACEMENT: IMMEDIATELY BEHIND CURB.



PLAN VIEW

NOTES:

1. UNTREATED BASE COURSE: USE CLASS A UNTREATED BASE COURSE GRADE 1 OR GRADE 3/4 PER APWA SECTION 32 11 23.

   A. PLACE BACKFILL MATERIAL PER APWA SECTION 32 05 10.
   B. COMPACT BACKFILL MATERIAL PER APWA SECTION 31 23 26 TO A MODIFIED PROCTOR DENSITY OF 95 PERCENT OR GREATER.

2. CONCRETE: CLASS 4000 PER APWA SECTION 03 30 04.

   A. IF NECESSARY, PROVIDE CONCRETE WHICH ACHIEVES DESIGN STRENGTH IN 72 HOURS (3 DAYS). USE CAUTION, HOWEVER, AS SPIDER CRACKS DEVELOP IF AIR TEMPERATURE EXCEEDS 90 DEGREES F.
   B. PLACE CONCRETE PER APWA SECTION 03 30 10.
   C. PROVIDE 1/2 INCH RADIUS ON ALL EXPOSED CONCRETE EDGES UNLESS OTHERWISE SHOWN.
   D. APPLY A SEALING/CURING COMPOUND PER APWA SECTION 03 39 00. (TYPE ID CLASS A; CLEAR WITH FUGITIVE DYE)
   E. PROTECT CONCRETE FROM PREMATURE DRYING, HOT OR COLD TEMPERATURES, GRAFFITI, AND MECHANICAL INJURY.
   F. REPLACE CONCRETE DAMAGED BY MECHANICAL INJURY, OR THAT DOES NOT CONFORM TO REQUIRED LEVELS, LINES, DETAILS AND ELEVATIONS.

3. EXPANSION JOINTS:

   A. PROVIDE FULL DEPTH 1/2 INCH THICK F1 JOINT FILLER MATERIAL PER APWA SECTION 32 13 73. SET TOP OF FILLER FLUSH WITH SURFACE OF CONCRETE. PLACE EXPANSION JOINTS EVERY 50 FEET.
   B. EXPANSION JOINTS ARE NOT REQUIRED IN SLIP FORM WORK EXCEPT AT THE START OR END OF THE WORK DAY, AND AT THE START OR END OF A STREET INTERSECTION CURB RADIUS RETURN.

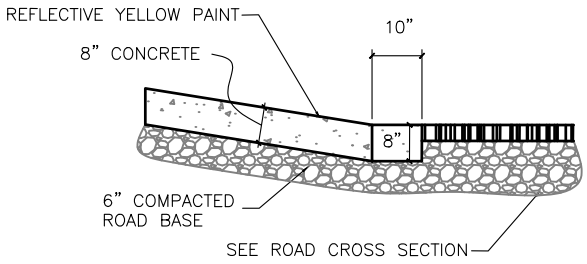
4. CONTRACTION JOINTS: MAKE CONTRACTION JOINTS VERTICAL, AT LEAST 1/8" WIDE, AND 2 INCHES DEEP OR 1/4 SLAB THICKNESS IF THE SLAB IS GREATER THAN 8 INCHES THICK. PLACE CONTRACTION JOINTS EVERY 10 FEET.

5. COLORING: NO COLOR OR EARTH TONE AS APPROVED BY THE CITY OR MATCH COLOR OF EXISTING, PER CITY ENGINEER. NO BROADCASTING OF COLOR ON THE SURFACE OF THE CONCRETE. APPLY COLOR TO CONCRETE MIX PER MANUFACTURE REQUIRED RATIO.

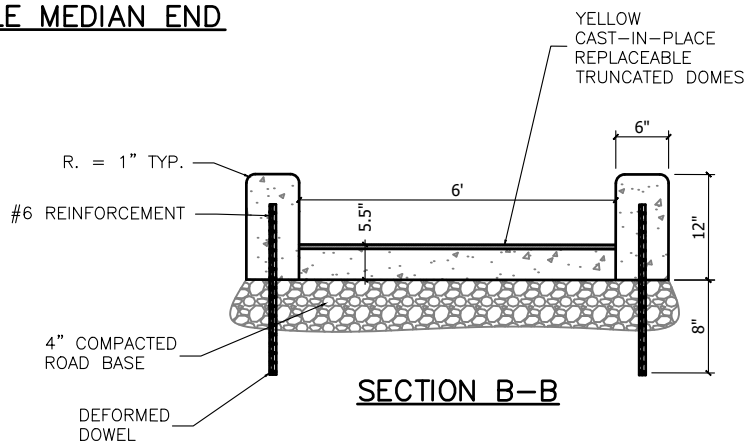
6. INSTALL SHARKSTEETH MARKINGS 50 FEET AHEAD OF THE CROSSWALK.

7. FLEXIBLE DELINEATOR POSTS SHALL BE YELLOW WITH YELLOW REFLECTIVE SHEETING, INSTALLED AT BACK OF CURB WITH UNIFORM HEIGHT THROUGHOUT. IMPACT RECOVER BASE OR FLEXIBLE BASE TYPE IS ACCEPTABLE. (SEE SHEET 2 FOR DETAIL)

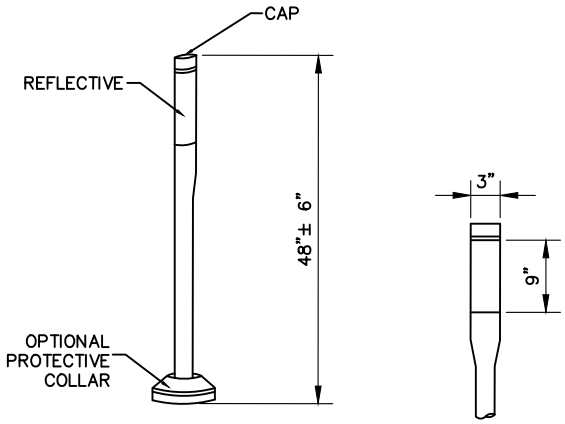
8. REBAR: CONTRACTOR TO USE ¾ INCH COATED DEFORMED DOWELS ON 5 FEET MAXIMUM CENTERS.



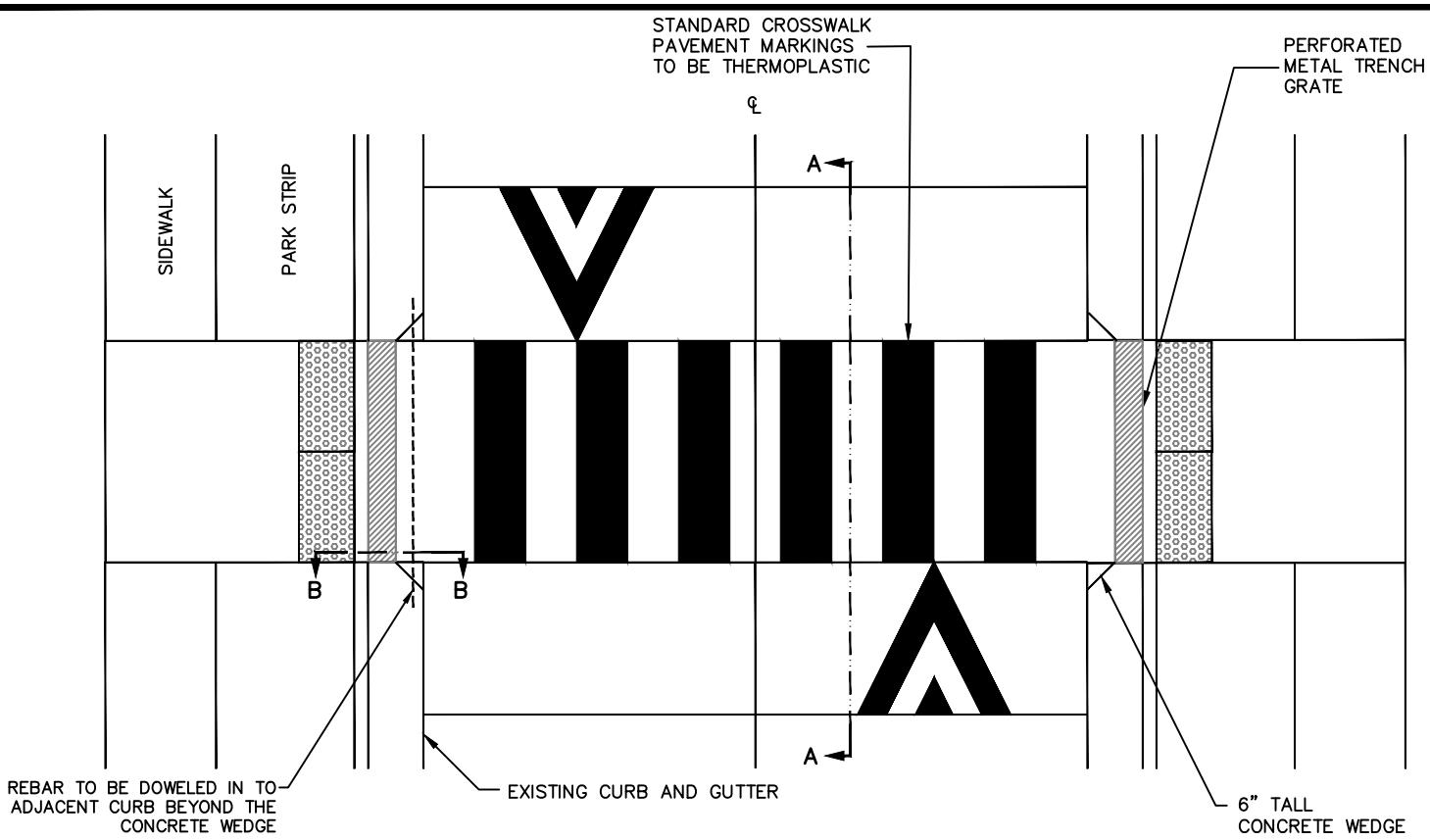
PLOWABLE MEDIAN END



SECTION B–B



FLEXIBLE DELINEATOR POSTS



PLAN

NOTES:

1. UNTREATED BASE COURSE; PROVIDE CLASS A UNTREATED BASE COURSE SPECIFIED IN APWA SECTION 32 11 23.
   A. PLACE MATERIAL PER APWA SECTION 32 11 23.
   B. COMPACT PER APWA SECTION 31 23 26 TO A MODIFIED PROCTOR DENSITY OF 95 PERCENT OR GREATER. MAXIMUM LIFT THICKNESS BEFORE COMPACTION IS 8 INCHES WHEN USING RIDING COMPACTION EQUIPMENT OR 6 INCHES WHEN USING HAND HELD COMPACTION EQUIPMENT.

2. CONCRETE: CLASS 4000 PER APWA SECTION 03 30 04.
   A. IF NECESSARY, PROVIDE CONCRETE THAT ACHIEVES DESIGN STRENGTH IN LESS THAN 7 DAYS. USE CAUTION; HOWEVER, AS CONCRETE CRAZING (SPIDER CRACKS) MAY DEVELOP IF AIR TEMPERATURE EXCEEDS 90 DEGREES F.
   B. PLACE CONCRETE PER APWA SECTION 03 30 10
   C. PROVIDE 1/2 INCH RADIUS ON CONCRETE EDGES EXPOSED TO PUBLIC VIEW.
   D. CURE CONCRETE PER APWA SECTION 03 39 00 WITH TYPE ID CLASS D (CLEAR WITH FUGITIVE DYE) MEMBRANE FORMING COMPOUND UNLESS SPECIFIED OTHERWISE.

3. EXPANSION JOINTS:
   A. MAKE EXPANSION JOINTS VERTICAL, FULL DEPTH.
   B. PROVIDE F1 JOINT FILLER MATERIAL 1/2 INCH WIDE, APWA SECTION 32 13 73.
   C. SET TOP OF FILLER FLUSH WITH SURFACE OF CONCRETE.

4. CONTRACTION JOINT: MAKE CONTRACTION JOINTS VERTICAL 1/8 INCH WIDE AND 1/3 SLAB THICKNESS.

5. FINISH: BROOMED.

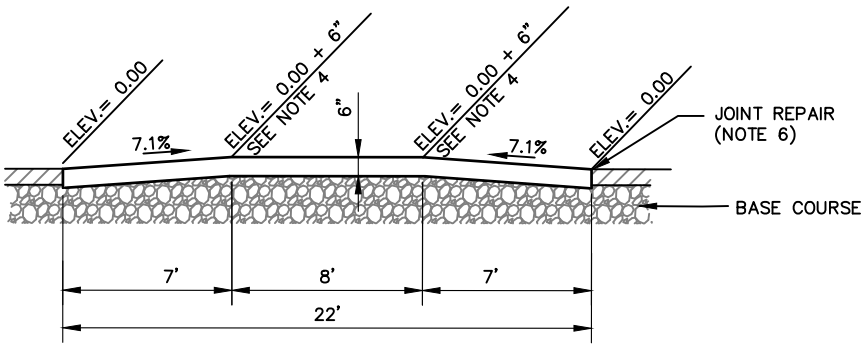
6. JOINT REPAIR: IF A CRACK OCCURS AT THE CONNECTION TO EXISTING PAVEMENT, SEAL THE CRACK PER APWA SECTION 32 01 17.

7. SYMBOLS: THERMO-PLASTIC OR METHYL METHACRYLATE TO BE USED AS SPECIFIED IN UDOT SECTION 02765 AND SECTION 02768. REMOVE DIRT, LOOSE STONES, OR OTHER FOREIGN MATERIAL IMMEDIATELY PRIOR TO APPLYING.APPLY PER UDOT SECTION 02765 AND 02768.

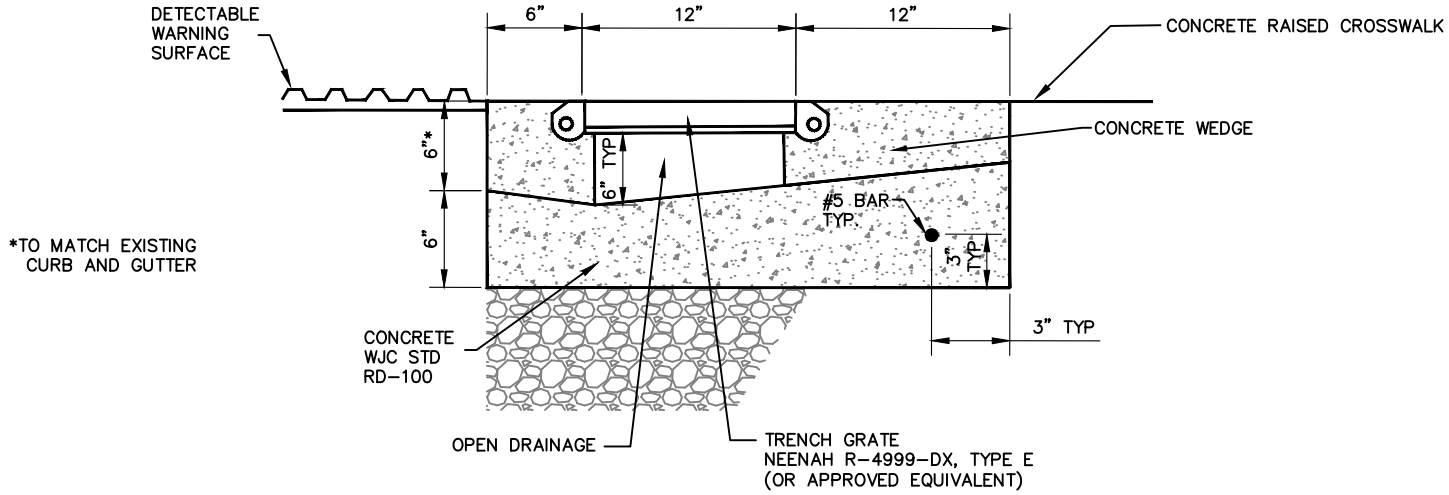
8. SIGNING AND STRIPING SHALL COMPLY WITH LATEST UTAH MUTCD SPEED TABLES, CROSSWALK OPTION A.

9. DRAINAGE: INLETS ARE REQUIRED ON THE UPHILL SIDE OF A RAISED CROSSWALK.

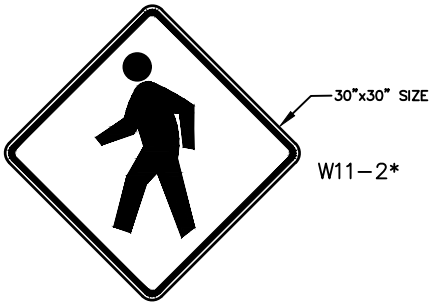
10. ADA RAMPS SHALL MEET UDOT ADA RAMP STANDARDS.



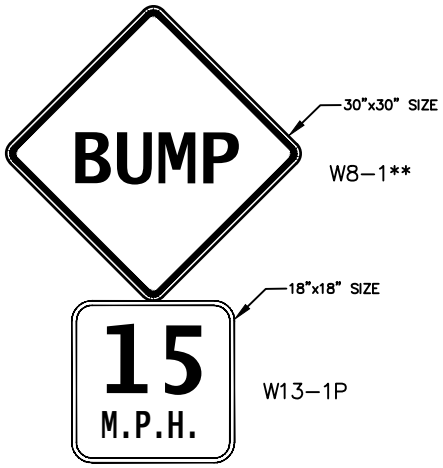
SECTION A–A



SECTION B–B



*S1–1 FOR SCHOOL CROSSING

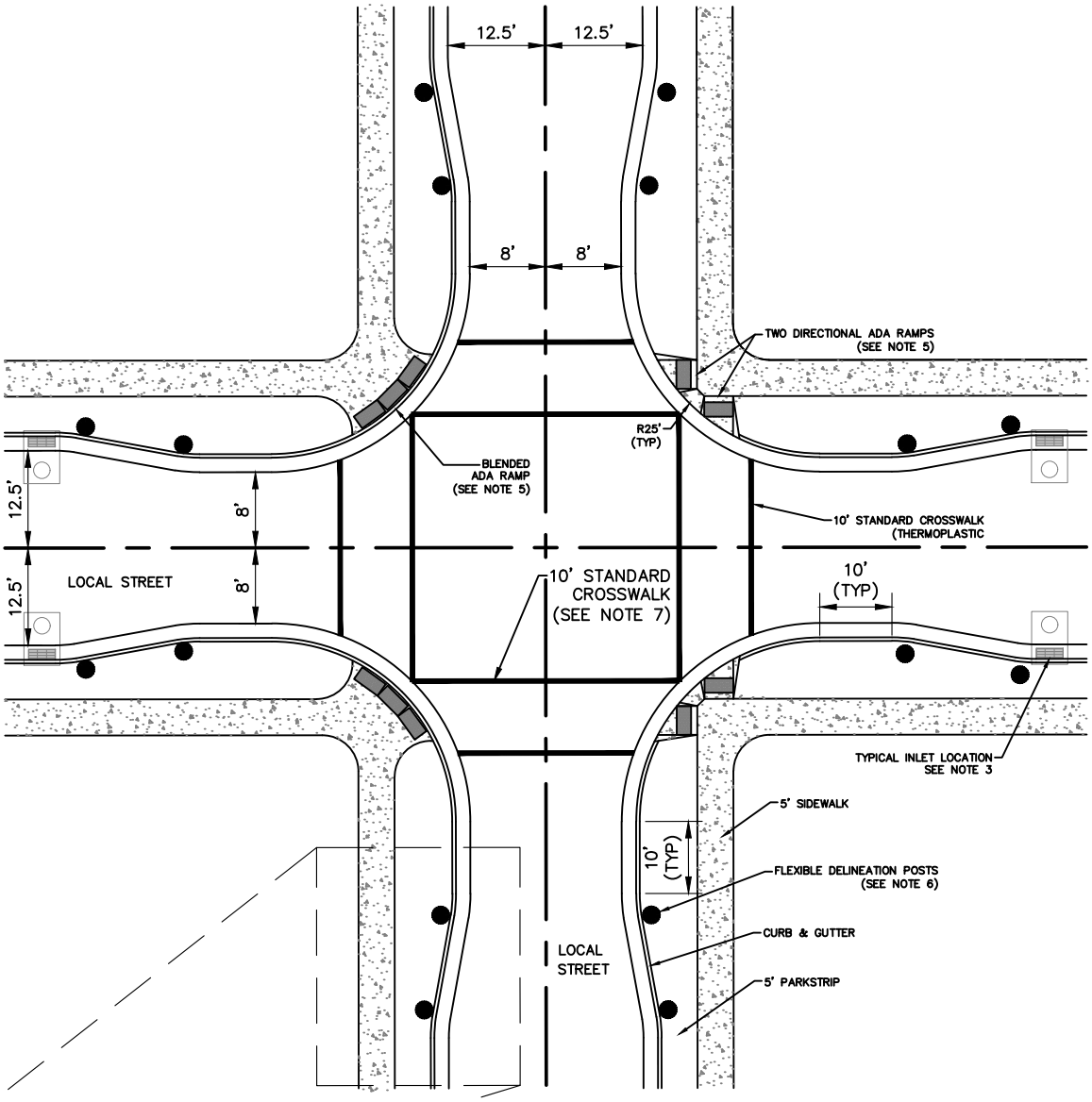


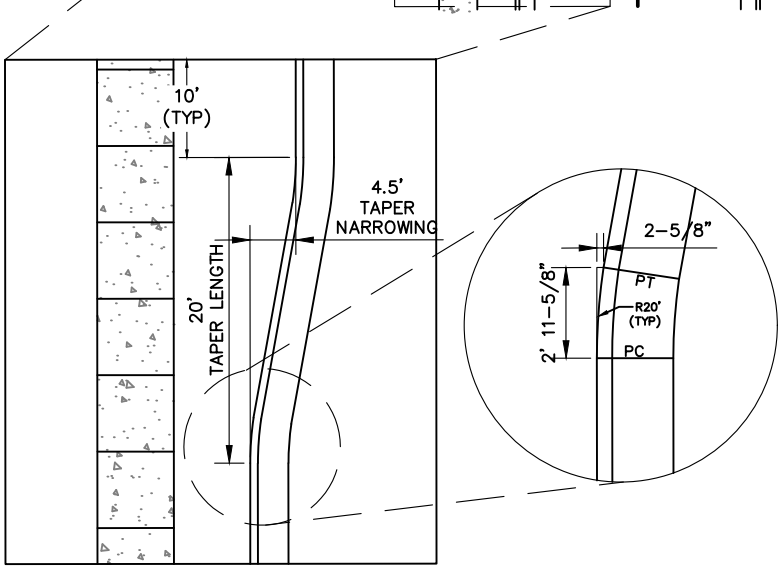
**PLACE AT MINIMUM 50 FEET
BEHIND CROSSING SIGHT

WEST JORDAN

RAISED CROSSWALK

PLAN
RD-320





NOTES:

1. EDGE CONCRETE WITH 1/2" RADIUS EDGING TOOL.
2. SEE RD-200 FOR SIDEWALK SPECIFICATIONS.
3. LOCATE INLET GRATES UPSTREAM OF ADA RAMPS AND OUTSIDE OF BULB OUT AREA AS SHOWN IN DETAIL.
4. SEE RD-100 FOR CURB AND GUTTER SPECIFICATIONS.
5. ADA RAMPS: MAY BE BLENDED TRANSITION OR TWO DIRECTIONAL RAMPS CONFORMING TO ADA UDOT STANDARDS. DESIGN SHALL REFLECT SITE CONDITIONS AND REQUIRES CITY ENGINEER APPROVAL.
6. TYPE 1 FLEXIBLE DELINEATION POST (UDOT STANDARD GW 6B): WHITE WITH RED REFLECTIVE SHEETING. PLACEMENT: IMMEDIATELY BEHIND CURB.
7. CROSSWALK; STRIPE CROSSWALK USING THERMOPLASTIC IF CROSSWALK IS WARRANTED BY LATEST VERSION OF UTAH MUTCD OR AS DIRECTED BY CITY TRAFFIC ENGINEER.

DRAWING UPDATED JULY, 2025

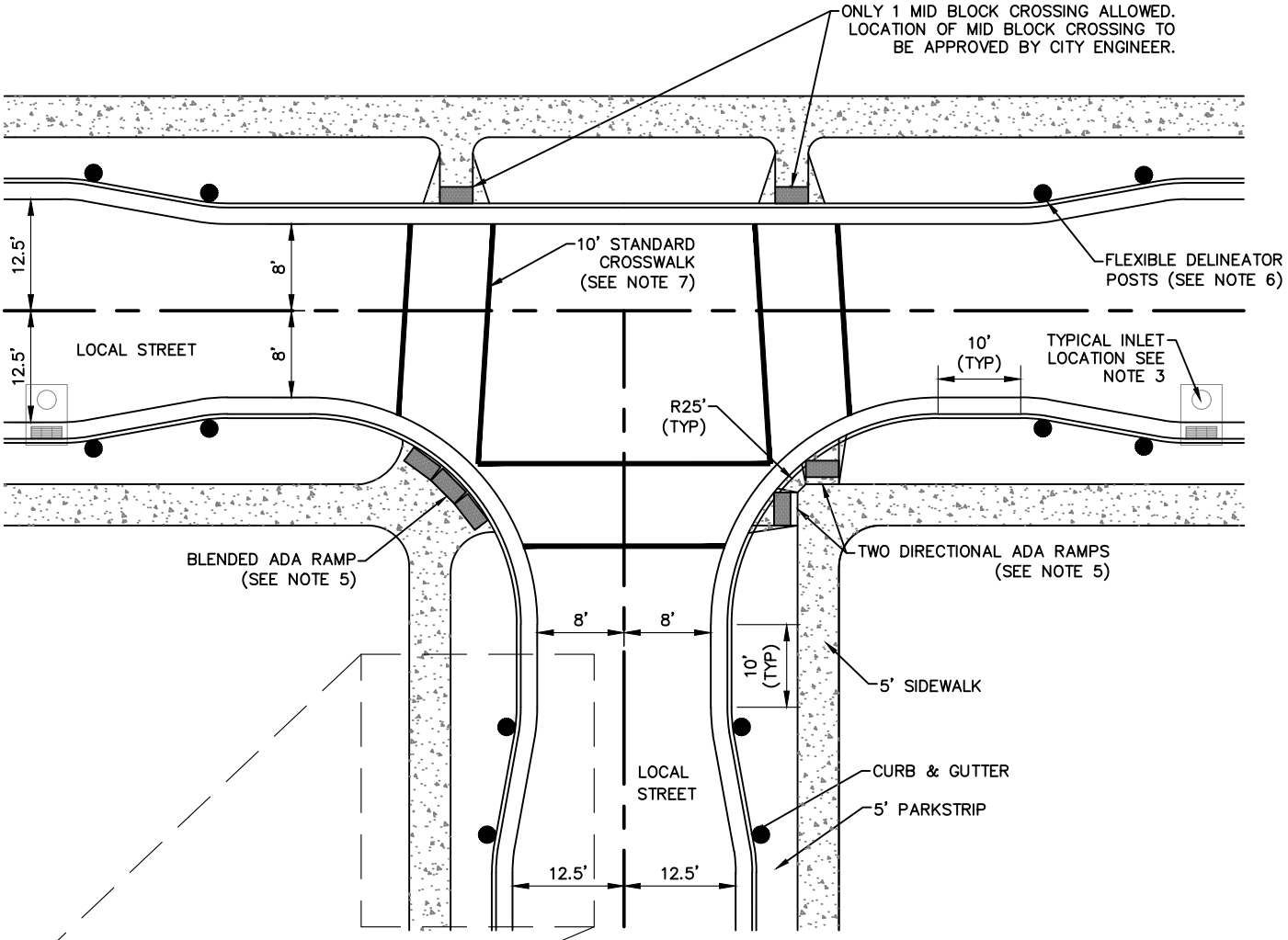
City of West Jordan, Utah

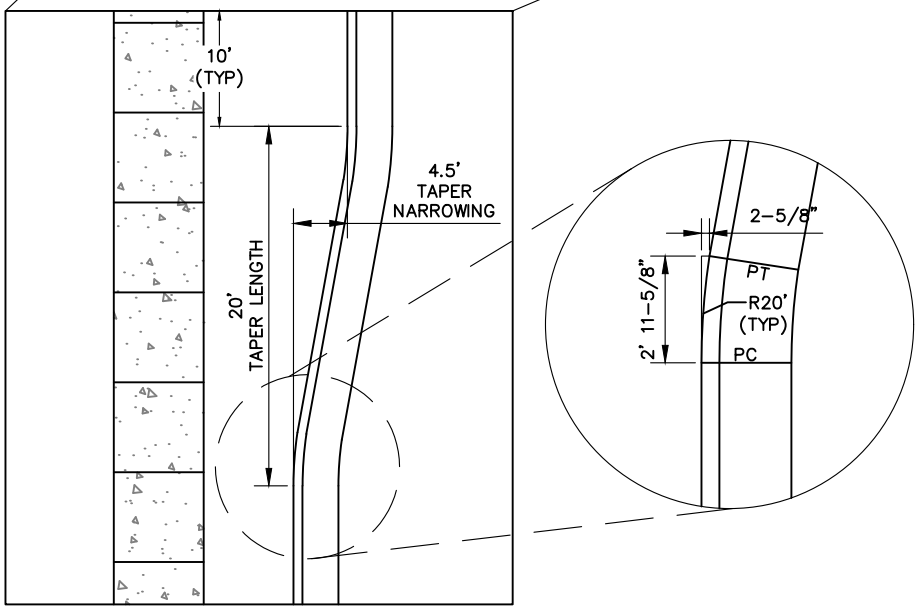
WEST JORDAN

LOCAL BULBOUT INTERSECTION

PLAN

RD-330





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DRAWING UPDATED JULY, 2025

City of West Jordan, Utah

WEST JORDAN

LOCAL BULBOUT "T" INTERSECTION

PLAN

RD-340

TRAFFIC CALMING DECISION PROCESS

WEST JORDAN RESIDENTIAL TRAFFIC CALMING PLAN

STREET IDENTIFIED
through the 'Neighborhood Traffic Management Program'

INITIAL RESPONSE
City collects data

EVALUATION
Data is evaluated and scored to determine qualification for traffic calming measures

QUALIFIES
for long-term response

Permanent issue

Identified street **MERITS** *a response*

Identified street ***does not*** *merit traffic calming*

Temporary issue

School Zone
Apply through 'Safe Routes to School' Program (Jordan School District)

General
Apply through 'Neighborhood Traffic Management Program'

TRAFFIC CALMING TOOLS *for* SCHOOL AREAS

- Raised Crosswalk
- Ped Refuge
- Bulb-out
- Choker
- Lane Narrowing
- Crosswalks, Striping, and Signage
- Review School Zone Criteria
- Radar

GENERAL TRAFFIC CALMING TOOLS

- Choker
- Bulb-out
- Lane Narrowing
- Radar Signs
- On-Street Parking

SHORT-TERM TRAFFIC CALMING

Temporary Speed Cushions

DOES NOT QUALIFY *for traffic calming*

Speed Campaign

Indicates added pedestrian benefit

Indicates added bike benefit

TRAFFIC CALMING METHODS

WEST JORDAN RESIDENTIAL TRAFFIC CALMING PLAN

STRATEGY	METHOD	MEAN SPEED REDUCTION	85% SPEED REDUCTION	CRASH IMPACT	COST
ROAD DIET	1. Bulb-outs	-2 to -4 mph	-1 to -4 mph	30%	$20,000 - $100,000
	2. Choker	-2 to -4 mph	-1 to -4 mph	30%	$20,000 to $60,000
	3. Lane Narrowing	-1 to -4 mph	-1 to -2 mph	17% to 62%	$20,000 per mile
	4. On-Street Parking	-1 to -5 mph	-1 to -2 mph	52% to -165%	$20,000 per mile
	5. Medians (New Development)	2 to -5 mph	2 to -5 mph	12% to 40%	Varies
	6. Pavement Treatment	N/A	N/A	9% to 15%	Varies
ROADWAY OBSTACLES	7. Speed Table / Speed Bump	-3 to -11 mph	-4 mph to -13 mph	36% to 64%	Table: $20K - $30K Bump: $2K - $4K
	8. Raised Crosswalk	-3 to -11 mph	-4 mph to -13 mph	30% to 40%	$20,000 to $30,000
	9. Speed Cushions (Temporary)	-2 to -10 mph	-5 mph to -7 mph	N/A	$3,000 to $4,000
	10. Roundabouts	-15 to -20 mph	-8 mph to -20 mph	19% to 82%	$400,000+
	11. Ped Refuge Island	2 to -5 mph	2 to -5 mph	26% to 32%	$10,000 to $20,000
	12. Realigned Intersection	-5 to -13 mph	N/A	N/A	$15,000 to $60,000
DRIVER BEHAVIOR	13. Driver Feedback Signs	-1 to -3 mph	-1 to -3 mph	5% to 7%%	$20,000 to $100,000
	14. Speed Trailer	-1 to -3 mph	-1 to -3 mph	5% to 7%	$20,000 to $60,000
	15. Police Enforcement	-3 to -5 mph	N/A	N/A	$20,000 per mile
	16. Lowering Speed Limits	-1 to -2 mph	-4 to -11 mph	36% to 50%	$20,000 per mile
	17. Neighborhood Sign Program/ Yard Signs	N/A	N/A	9%	Varies
	18. Speed Campaign	N/A	N/A	9%	Varies

Ordinance No. 25-47 Traffic Calming Manual for New Development

Final Audit Report 2025-09-29

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