

**HEBER CITY CORPORATION
75 North Main Street
Heber City, UT 84032
Heber City Council Meeting**

July 21, 2026

**5:30 p.m. Work Meeting
6:00 p.m. Regular Meeting**

TIME AND ORDER OF ITEMS ARE APPROXIMATE AND MAY BE CHANGED AS TIME PERMITS

I. WORK MEETING - 5:30 P.M.

1. Resolution 2026-19 Property Tax Abatement (Heidi Franco, Mayor) - *20 min*

II. BREAK - 10 MIN

III. REGULAR MEETING - 6:00 P.M.

1. Call to Order
2. Pledge of Allegiance (Sid Ostergaard, Council Member)
3. Prayer/Thought by Invitation (Mike Johnston, Council Member)

IV. AWARDS, RECOGNITION, and PROCLAMATIONS:

1. New Police Officer Oath of Office

V. CONFLICT OF INTEREST DISCLOSURE:

VI. PUBLIC HEARINGS: (Council May Take Action Following Public Comment and Upon Conclusion of the Public Hearing)

1. Public Hearing for Vacation of a Portion of Springs at Coyote Ridge Phase 4 Plat - Ordinance 2026-12 (Jamie Baron, Planning Manager)

VII. PUBLIC COMMENTS: (2 min per person/30 min max)

VIII. CONSENT AGENDA:

1. June 16, 2026, City Council Meeting Minutes and the July 7, 2026, City Council Meeting Minutes (Trina Cooke, City Recorder)

IX. GENERAL BUSINESS ITEMS:

1. Pioneer Days Holiday Fireworks Prohibited July 22, 23, 24, and 25 (Matt Brower, City Manager; Clint Neerings, Fire Marshal) - *15 min*

X. ACTION ITEMS: (Council can discuss; table; continue; or approve items)

1. Decision regarding Repair or Replacement of the Public Works Salt Storage Structure (Russ Funk, City Engineer) - *20 min*
2. Approval of UDOT Betterment Agreement in the amount of \$875,822.15 relating to the realignment and new traffic signal at the intersection of Mill Rd & Hwy 40 (Russ Funk, City Engineer) - *15 min*

XI. COMMUNICATION:

1. Council Board Reports (Council) - *45 min*

XII. ADJOURNMENT:

Ordinance 2006-05 allows Heber City Council Members to participate in meetings via telecommunications media. In accordance with the Americans with Disabilities Act, those needing special accommodations during this meeting or who are non-English speaking should contact Trina Cooke at the Heber City Offices 435.657.7886 at least eight hours prior to the meeting.

Posted on July 16, in the Heber City Municipal Building located at 75 North Main, the Heber City Website at www.heberut.gov, and on the Utah Public Notice Website at <http://pmn.utah.gov>.

Heber City Council Staff Report

MEETING DATE: 7/21/2026

SUBJECT: Mayor's Recommendation for Resolution 2026-19
A RESOLUTION TO AUTHORIZE PROPERTY TAX ABATEMENTS
TO QUALIFYING HEBER CITY SENIORS



RESPONSIBLE: Mayor Heidi Franco

STRATEGIC RELEVANCE: Affordability for Citizens

RECOMMENDATION

At the City's Strategic Retreat in January 2026, Mayor Franco focused on maintaining affordability with a proposed property tax abatement for low-income senior citizens who own primary residences in Heber City. Given the tremendous increase in housing prices and accompanying increases in property taxes with new growth, this is needed as these things are pricing our long-time residents out of the homes they've lived in for decades. Mayor Franco is now proposing this Resolution 2026-19.

Mayor Franco and Jeremy Cook met with the Wasatch County Clerk and staff to discuss the process for this. Wasatch County already offers several Property Tax Abatement Programs. This proposed City Property Tax Abatement is based on the County's two programs: the 'Circuit Breaker' program for Seniors with income below \$44,221; and the Wasatch County 'Resolution 25-03' Program where low-income senior citizens with income below \$65,534 yet above the \$44,221, can apply for property tax relief.

This is the proposed City process for Resolution 2026-19 to start January 2027.

- 1- Wasatch County will qualify low-income seniors until Dec 31st of each year in these two Abatement Programs.
- 2- Then County will give Heber City the list of qualifying Heber City property owners in Jan of next year.
- 3- Heber City will distribute an additional Property Tax Abatement to qualified Heber City senior homeowners in Jan-Feb based on a **to be determined budget** compared to the **actual number** of qualified homeowners.

4- Heber City will use moneys from the “Sixth Amendment to the Development Agreement for the Upper Jordanelle Ridge Master Planned Community, March 3, 2026” to fund this program. (See: <https://hebercityut.portal.civicclerk.com/event/461/files/attachment/3329>.)

It provides revenues of \$1,500 per building permit for the next 3,000 residential units constructed over the next decades, & part of it would be used for this property tax abatement program.

The FY 2026-27 Budget projects \$250,000 from this Developer Fee this year; and up to \$4.5 Million over the next 25 years.

5- Currently suggest the City distribute a lump sum abatement of two separate amounts for the two separate County programs.

Proposed City Property Tax Abatement Examples: (this is not decided yet)

- 75 Applicants in ‘Circuit Breaker Program’ @ \$700 each = \$52,500.
- Plus another 75 Applicants in ‘County Program’ @ \$400 each = \$30,000.
- Total ‘Sixth Amendment’ moneys used = \$82,500.

In 2025, Wasatch County qualified approximately 146 applicants in Heber City for the low income property tax abatement program. We would plan for 150 qualified applicants in January 2027 at this point.

CONCLUSION

Recommend approval.

EXHIBIT A. PROPOSED CITY RESOLUTION 2026 -19, A RESOLUTION TO AUTHORIZE PROPERTY TAX ABATEMENTS TO QUALIFYING HEBER CITY SENIORS.

EXHIBIT B. PPT PRESENTATION ON RESOLUTION 2026-19

EXHIBIT C. WASATCH COUNTY RESOLUTION 25-03

EXHIBIT D. FORM TC-90H HOMEOWNERS TAX CREDIT APPLICATION

EXHIBIT E. FORM TC-90CY LOW-INCOME ABATEMENT AND HOMEOWNER’S TAX CREDIT APPLICATION

HEBER CITY RESOLUTION 2026-19

A RESOLUTION TO AUTHORIZE PROPERTY TAX ABATEMENTS TO QUALIFYING HEBER CITY SENIORS

WHEREAS, housing costs and associated property taxes in Heber City increased significantly in this decade; and

WHEREAS, City utility rates also increased with more projected future increases, and

WHEREAS, the Heber City Council desires to help qualifying City seniors with primary residences afford their property taxes through property tax relief, and

WHEREAS, in accordance with Utah Code Annotated 59-2-1347, 59-2-1208, and 59-2-1803 which allows Property Tax Income Relief to seniors; etc., and

WHEREAS, the City Council desires to offer additional property tax relief to senior households who qualify for the 'Circuit Breaker' Abatement Program and the Wasatch County property tax relief program per Wasatch County Resolution 25-03.

Now, therefore, be it further resolved:

Section 1. The Heber City Council expresses its intent to provide property tax relief to Heber City's seniors with primary residential property who qualify for the Utah State 'Circuit Breaker' program and the Wasatch County 'Resolution 25-03' Program at the beginning of each calendar year.

Section 2. To receive this tax relief, eligible 66+ senior citizens in Heber City who are primary residential property owners can submit an application to Wasatch County per the Utah State Tax Commission's 'Circuit Breaker' program and Wasatch County's Resolution 25-03 Abatement Program; and be qualified through Wasatch County and state code requirements.

Section 3. Qualifications for Heber City seniors to receive city property tax abatements are according to State Form TC-90H - 'Utah Homeowner's Tax Credit Application', and 'TC-90cy Low-Income Abatement and Homeowner's Tax Credit Application.'

Section 4. In January of the following calendar year, after Wasatch County has qualified senior applicants, then Heber City will calculate the number of qualified senior citizen primary

residential properties in collaboration with the Wasatch County Clerk’s office. Heber City will also calculate the amount of budgeted money available for the City’s property tax abatement relief program from Section 6 below.

Section 5. Heber City will then distribute lump sum property tax abatements to qualified 66+ senior citizens within the City to abate their previous year’s property tax. The lump sum is not meant to pay for all city and county property taxes but provide some tax relief to qualified applicants.

Section 6. Heber City will use money from the “Sixth Amendment to the Development Agreement for the Upper Jordanelle Ridge Master Planned Community, March 3, 2026” to finance this program. See:
<https://hebercityut.portal.civicclerk.com/event/461/files/attachment/3329> .

PASSED AND ADOPTED THIS _____ DAY OF _____,
BY THE HEBER CITY COUNCIL, STATE OF UTAH.

	AYE	NAY	ABSENT	ABSTAIN
YVONNE M. BARNEY	_____	_____	_____	_____
AARON CHEATWOOD	_____	_____	_____	_____
MIKE JOHNSTON	_____	_____	_____	_____
MORGAN MURDOCK	_____	_____	_____	_____
SID OSTERGAARD	_____	_____	_____	_____

APPROVED:

Mayor Heidi Franco

ATTEST:

Date:

RECORDER

**PROPOSED CITY
PROPERTY TAX
ABATEMENT
FOR
QUALIFIED SENIOR
CITIZENS**

RESOLUTION 2026-19

Mayor Heidi Franco

Jeremy Cook, Legal Review



PURPOSE:

FOR 'A RESOLUTION TO AUTHORIZE PROPERTY TAX ABATEMENTS TO QUALIFYING HEBER CITY SENIORS.'

AFFORDABILITY ISSUE: City can help Seniors stay in their homes.

- Property Values increased by 53% just in 2021 – 2022.⁽¹⁾
- 2010, Heber City AMI was \$55,865.⁽²⁾
- 2024, Heber City AMI was \$110,339 ⁽³⁾
- Poverty Rates in Heber City are 5.3% of population = up to approximately 3,707 people.⁽⁴⁾
- **Annual Inflation Rates between 2021-2026 = 26% increase.** ⁽⁵⁾
- Utility Rate increases (water, sewer, storm water, P&I) of 10%-36% from 2025-2027, with more planned.⁽⁶⁾



WASATCH COUNTY SENIOR ABATEMENTS:

<https://www.wasatchcounty.gov/183/Property-Tax-Relief>

1ST PROGRAM: “Circuit Breaker Low Income - Over 66 years of age by December 31, 2025, under 66 years of age and disabled, or under 66 years of age and experiencing extreme hardship, and your household income for 2025 was **less than \$44,221.**”

State Form with Qualifications, etc.

[TC-90H, Utah Homeowner's Tax Credit Application](#)



2ND PROGRAM: “A new [County] property tax abatement is available for primary residents over 66 years old whose **income is under \$65,534** but exceeds the Circuit Breaker Low Income limit of \$44,221.”

County Form [TC-90cy Low-Income Abatement and Homeowner's Tax Credit Application \(PDF\)](#)

UTAH STATE TAX COMMISSION — 1ST PROGRAM:

County Programs for HOMEOWNERS

Homeowner Low-income Abatement

Eligibility

To qualify for this tax credit:

- You are a homeowner or manufactured homeowner.
- Your home is owner-occupied.
- Your 2025 total household income was less than \$44,221 (UCA §59-2a-101(17)).
- You were a Utah resident for the entire year.
- You owned the home for the entire calendar year.
- One of the following three statements is true:
 - You qualified for the credit in 2025,
 - You are:
 - a. at least 67 years of age, or
 - b. you are an unmarried surviving spouse.

You must be able to prove Utah residency and household income to qualify.

Abatement Amount

Up to \$1,412 of property tax can be abated, based on income, plus an additional credit equal to the tax on 20 percent of a home's fair market value.



UTAH CODE ANNOTATED 59-2A:



U.C.A. 59-21-303(1)(c)(ii):

“A homeowner's credit under this part **may not exceed the claimant's property tax liability for the residence** for the year in which the claimant applies for a homeowner's credit under this part.”

U.C.A. 59-2a-304 (2):

“Only **one claimant per household per year** is entitled to payment under this part.”

U.C.A. 59-2a-305: (For 1st Program)

- (1) (a) Subject to Subsection (2), for a calendar year beginning on or after January 1, 2024, a claimant may claim a homeowner's credit that does not exceed the following amounts:

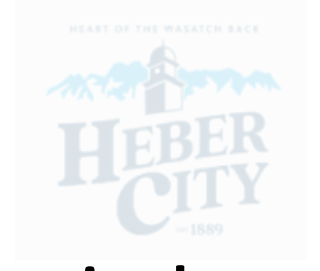
If household income is

(Increased yearly by CPI Index)

Homeowner's credit

\$0 -- \$13,884	\$1,259
\$13,885 -- \$18,515	\$1,105
\$18,516 -- \$23,141	\$954
\$23,142 -- \$27,770	\$726
\$27,771 -- \$32,401	\$577
\$32,402 -- \$36,754	\$351
\$36,755 -- \$40,840	\$197

PROPOSED CITY PROCESS:



- 1- Wasatch County will qualify low-income seniors until Dec 31st of each year in these two Abatement Programs.**
- 2- Then County will give Heber City the list of qualifying Heber City property owners in Jan of next year.**
- 3- Heber City will distribute an additional Property Tax Abatement to qualified Heber City senior homeowners in Jan-Feb based on a **to be determined budget** compared to the actual **number** of qualified homeowners. (*Could be delayed.)**
- 4- Heber City will use moneys from the “Sixth Amendment to the Development Agreement for the Upper Jordanelle Ridge Master Planned Community, March 3, 2026” to fund this program. (See: <https://hebercityut.portal.civicclerk.com/event/461/files/attachment/3329> & ‘Costs & Funding’ next slides.)**
- 5- Currently suggest the City distribute a lump sum abatement of two separate amounts for the two separate County programs. (See next slide.)**

COSTS & FUNDING



In 2025, Wasatch County qualified approximately 146 applicants in Heber City for the low-income property tax abatement program.

- Planning for around 150 qualified applicants in January 2027.

FUNDING: Use the 'Sixth Amendment' Development Fee in FY 27 Budget Projections for Property Tax Abatement Costs.

- **Projected from FY 2027 Budget Workshop #1:** “Fee from ‘Sixth Amendment’: \$1,500 for next 3,000 units commencing in March ’26 = \$4.5M.” (1)

COSTS & FUNDING - 2

Financial Projections as of 7/16/26:

-Tony Kohler reports that in FY 2025-2026, the City already collected **\$36,000** in these fees. The money is not spent and will be transferred to a dedicated account.

-Tony estimates that City could have up to another 33 permits in the latter half of 2026—or in the Q1 & Q2 FY 2027 budget generating another **\$49,500**.

-Other later FY 2027-28 projections (next year's construction season) could be up to another 110 permits generating another \$165,00.

For Calendar Year 2026: Projections **up to \$85,500** (with \$36,000 already collected).

For Calendar Year 2027: Projections up to \$165,000.

Proposed City Abatement Examples: (*this is not decided yet, nor have total number of qualified applicants been determined until the end of Dec 2026.)

- **75 Applicants in 'Circuit Breaker Program' @ \$700 each = \$52,500.**

- **Plus another 75 Applicants in 'County Program' @ \$400 each = \$30,000.**



Discussion

& NEXT STEPS



WASATCH COUNTY RESOLUTION 25-03
A RESOLUTION TO AUTHORIZE INCREASES TO THE TAX RELIEF INCOME LIMIT

WHEREAS, housing costs in Wasatch County have been increasing significantly in recent years; and

WHEREAS, the Wasatch County Council (the "Council") desires to help qualifying households afford their housing through property tax relief; and

WHEREAS, the council is given authority to provide tax relief in accordance with Utah Code §59-2-1347 which states in part: "If an interested person applies to a county legislative body for an adjustment or deferral of taxes levied against property located in the county, the county legislative body may accept a sum less than the full amount due, or defer the full amount due, where, in the judgment of the county legislative body, the best human interests and the interests of the state and the county are served;" and

WHEREAS, the state of Utah annually sets a household income limit for tax relief in accordance with Utah Code § 59-2-1208 as adjusted by the State of Utah and referred to hereafter as the "Tax Relief Income Limit," which is \$40,840 in 2024; and

WHEREAS, in addition to meeting the Tax Relief Income Limit, in order to be a qualifying household of the indigent abatement provided for in Utah Code § 59-2-1803, taxpayers must also be 66+ years of age, or disabled or experiencing an extreme hardship, and

WHEREAS, the Council desires to offer additional tax relief for qualifying household making 50% more than the Tax Relief Income Limit who may still have difficulty affording their housing.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Wasatch County Council does hereby resolve that:

SECTION 1. The Council hereby expresses its intent to exercise its authority to provide tax relief to applicants with a gross household income equal to or less than 150% of the Tax Relief Income Limit ("Eligible Applicants").

SECTION 2. To Receive this tax relief, Eligible Applicants shall submit an application as described in Utah code § 59-2-1804 for the Council's review and decisions, which shall be entirely at the discretion of the Council.

SECTION 3. Tax relief hereunder, if granted, shall be in the form of a tax abatement in the same amounts as the indigent abatement defined in Utah Code § 59-2-1803 and 1804, which amount of totals half of the taxes due or the maximum authorized under the code, whichever is less.

SECTION 4. This tax relief is hereby granted for subsequent years until amended or repealed by the Council or is automatically repealed if the Utah State Legislature adopts an income limit in a legislative session that increases the state limit by at least 40%.

APPROVED and PASSED this 22 day of January, 2025

Karl McMillan
Karl McMillan,

Wasatch County Council Chairman

Joey D. Granger
Attest: Joey D. Granger,

Wasatch County Clerk/Auditor



VOTE

Karl McMillan, Chairman	<u>y</u>
Erik Rowland, Vice-Chair	<u>y</u>
Kendall Crittenden	<u>—</u>
Colleen Bonner	<u>y</u>
Mark Nelson	<u>y</u>
Spencer Park	<u>y</u>
Luke Searle	<u>y</u>



Wasatch County Senior Abatement Application

First Name	Last Name	Date of Birth	Phone Number	Address

Primary Residence Parcel Number

Annual Household Income:

Wages	Dividends Interest	Pensions Annuities IRA / 401(k) distributions etc.	Social Security or Railroad Retirement	Current Year Capital Gains	Unemployment income or Worker's Compensation income	Business, rental, farm income	Total

(Income tax return must be attached to verify income*)

Signature of Applicant: _____

Date: _____

County Use Only:

Over age 66	Total Income Under \$65,534	Primary Residence Status

2026 Income Ranges		County Credit Amount	
\$	\$		
44,222.00	48,600.00	\$	1,000.00
\$	\$		
48,601.00	54,600.00	\$	750.00

Tax Return information and other sensitive personally identifiable information provided will be used only for property tax purposes within the Wasatch County Clerk/Auditor office and will not be sold or transferred.



\$	\$	
54,601.00	60,600.00	\$ 600.00
\$	\$	
60,601.00	65,534.00	\$ 500.00

Please return completed form to the Wasatch County Clerk before September 01.

Tax Return information and other sensitive personally identifiable information provided will be used only for property tax purposes within the Wasatch County Clerk/Auditor office and will not be sold or transferred.



Homeowner's Tax Credit Application

(For low-income, elderly and widows/widowers)

Clear

Homeowners and mobile homeowners applying for property tax credit must file this form with the county where the home is located by Sept. 1, 2026.

Renters and mobile homeowners applying for lot rental refund, file form TC-90CB with the Utah State Tax Commission by Dec. 31, 2026.

Section 1 - Applicant's Name

If more than one person lives in a household, only one person may file an application.

Applicant's last name	Applicant's first name	Middle initial	Birth date	Social Security number
Spouse's last name (if spouse is living)	Spouse's first name	Middle initial	Birth date	Social Security number
Address	City	County	State	ZIP Code
				Daytime telephone number

Enter your property serial/account number(s)
from your most recent property tax billing notice:

Section 2 - Household Income

Household income must include **ALL** household members' incomes.

Complete and add lines 1 through 10 and enter the total on line 11. Household income is income received during 2025 by everyone living in the household as of Jan. 1, 2026, not just the applicant. Do not include income of children under 18 or your (or your spouse's) parents and grandparents, even if they live with you. **Send documentation for information provided below. If you enter any amounts on lines 2, 3, 4 or 5, you must include your federal tax return and all schedules. Amounts will be reviewed.**

Total people in household as of Jan. 1, 2026	.....	1
1. Wages, salaries, tips and other compensation (W-2, 1099Misc, 1040 Schedule C, etc.)	.....	1
2. Pension and annuities, including IRAs (taxable/nontaxable)	.....	2
3. Current-year capital gain or loss	.....	3
4. Business, rental, farm income	.....	4
5. Depreciation on claimed residence	.....	5
6. Total interest income, dividends (taxable/nontaxable)	.....	6
7. Social Security/Railroad retirement (but not Social Security Disability)(taxable/nontaxable)	.....	7
8. Unemployment, worker's compensation	.....	8
9. Veterans disability pensions	.....	9
10. Other income received under UCA §59-2a-101(20), such as alimony, loss carryforwards, etc.	.....	10
11. Total 2025 household income from all sources (add lines 1 through 10)	.....	11

You do not qualify if the amount on line 11 is greater than \$44,221 (the 2025 maximum total income).

You may be required to submit additional information to support your claims.

Section 3 - Homeowner's Tax Credit

Applicant must answer all four questions below.

1. Did you qualify for the homeowner's tax credit last year, or will you be age 67 or older on **Dec. 31, 2026**,
OR are you a widow or widower? ☐ Yes ☐ No

If you are a widow or widower, enter your spouse's date of death:

2. Was the total household income (from Section 2, line 11) less than \$44,221? ☐ Yes ☐ No
3. Will you provide your own financial support for 2026 (No one else can claim you on their 2026 tax return)? ☐ Yes ☐ No
4. Will you live in Utah for all of 2026? ☐ Yes ☐ No

You must be domiciled in Utah for the entire 2026 calendar year to be eligible.

—Continued on next page

— Section 3, continued from page 1

If your name is not listed as the property owner of the Property Tax Billing Notice, attach legal documentation of ownership.

Only property tax on applicant's primary residence is eligible for property tax credit.

Is the home located on property that exceeds one acre?	☐ Yes	☐ No	If yes, total number of acres:	
Is any portion of the home rented out?	☐ Yes	☐ No	If yes, what percent is rented:	
Is a portion of the home used for business?	☐ Yes	☐ No	If yes, what percent is used:	

You must have owned the home on Jan. 1, 2026 to qualify.

If you qualify for property tax credit, you may also qualify for low-income abatement. See form TC-90L.

Section 4 - Residency Status of Applicant

Under state and federal law we can not process this application or issue a credit to anyone who does not provide this information.

→ Check **ONLY ONE** box (providing false information subjects the signer to penalties for perjury):

- 1. ☐ I am a U.S. citizen.
- 2. ☐ I qualify under 8 U.S.C. 1641 and I am in the U.S. lawfully.

→ If you checked box 2, you must attach one of the following:

- Employment authorization card
- Documentation showing I-94 (arrival departure) number*
- Alien Registration Number issued by U.S. Citizenship and Immigration Service*

*The I-94 (arrival/departure) number and the Alien Registration Number are issued by the U.S. Citizenship and Immigration Service.

Under penalties of perjury, I declare that I am a U.S. citizen OR that I qualify under 8 U.S.C 1641 and am in the United States lawfully.

Applicant signature	Date
---------------------	------

Section 5 - Certification and Signature

Under penalties of perjury, I declare that, to the best of my knowledge and understanding, this information is true, correct and complete.

Applicant signature	Date	Spouse's signature (must sign if home is owned in joint tenancy)	Date
Preparer's name and address or organization (if not applicant)			Preparer's telephone number

2025 Homeowner's Tax Credit Refund Schedule

Lower Household Income Limit	Upper Household Income Limit	Maximum Homeowner Tax Credit
\$0	\$15,033	\$1,412
15,034	20,048	1,245
20,049	25,057	1,082
25,058	30,069	835
30,070	35,083	674
35,084	39,796	429
39,797	44,221	262



To review the Privacy Notice regarding the collection and use of your personal data, scan this QR code, or visit tax.utah.gov/privacy

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****Latest figures from 7/16/26:**

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- Plus another 75 Applicants in ‘County Program’ @ \$400 each = \$30,000.

- **Total ‘Sixth Amendment’ money used for Proposed Abatements = \$82,500.**

In 2025, Wasatch County qualified approximately 146 applicants in Heber City for the low income property tax abatement program. We would plan for 150 qualified applicants in January 2027 at this point—or when money are available. The Council can also consider lowering the Abatement amounts to reflect current money available in January 2027.

CONCLUSION

Recommend approval.

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WHEREAS, the City Council desires to offer additional property tax relief to senior households who qualify for the 'Circuit Breaker' Abatement Program and the Wasatch County property tax relief program per Wasatch County Resolution 25-03.

Now, therefore, be it further resolved:

Section 1. The Heber City Council expresses its intent to provide property tax relief to Heber City's seniors with primary residential property who qualify for the Utah State 'Circuit Breaker' program and the Wasatch County 'Resolution 25-03' Program at the beginning of each calendar year.

Section 2. To receive this tax relief, eligible 66+ senior citizens in Heber City who are primary residential property owners can submit an application to Wasatch County per the Utah State Tax Commission's 'Circuit Breaker' program and Wasatch County's Resolution 25-03 Abatement Program; and be qualified through Wasatch County and state code requirements.

Section 3. Qualifications for Heber City seniors to receive city property tax abatements are according to State Form TC-90H - 'Utah Homeowner's Tax Credit Application', and 'TC-90cy Low-Income Abatement and Homeowner's Tax Credit Application.'

Section 4. In January of the following calendar year, after Wasatch County has qualified senior applicants, then Heber City will calculate the number of qualified senior citizen primary

residential properties in collaboration with the Wasatch County Clerk’s office. Heber City will also calculate the amount of budgeted money available for the City’s property tax abatement relief program from Section 6 below.

Section 5. Heber City will then distribute lump sum property tax abatements to qualified 66+ senior citizens within the City to abate their previous year’s property tax. The lump sum is not meant to pay for all city and county property taxes but provide some tax relief to qualified applicants.

Section 6. Heber City will use money from the “Sixth Amendment to the Development Agreement for the Upper Jordanelle Ridge Master Planned Community, March 3, 2026” to finance this program. See:

<https://hebercityut.portal.civicclerk.com/event/461/files/attachment/3329> .

**PASSED AND ADOPTED THIS _____ DAY OF _____, _____
BY THE HEBER CITY COUNCIL, STATE OF UTAH.**

[INSERT NAMES / VOTES]

APPROVED:

Mayor Heidi Franco

ATTEST:

_____ **Date:** _____

RECORDER



Heber City Council Staff Report

MEETING DATE: 7/21/2026
SUBJECT: Public Hearing for Vacation of a Portion of Springs at Coyote Ridge
Phase 4 Plat - Ordinance 2026-12
RESPONSIBLE: Jamie Baron
DEPARTMENT: Planning
STRATEGIC RELEVANCE: Community and Economic Development

SUMMARY

Thrive Development is seeking the vacate a portion of Springs at Coyote Phase 4 as it will be come a part of Phase 5. A public hearing is required as this area contains a public right of way easement. Phase 5 will include the construction of the road.

RECOMMENDATION

Staff recommends the City Council approve Ordinance 2026-12 as proposed.

BACKGROUND

Thrive Development is seeking the vacate a portion of Springs at Coyote Phase 4 as it will be come a part of Phase 5. A public hearing is required as this area contains a public right of way easement. Phase 5 will include the construction of the road.

DISCUSSION

This easement was required during the plat of phase 4 to allow for a future road to be constructed through the neighboring Marelko Property that was not part of the subdivision.

Since phase 4 was recorded, Thrive development has got the Marelko property under contract and received approval of an amended MDA for phase 5, including the construction of said road. The location of the road will be different than the current easement location.

FISCAL IMPACT

N/A

CONCLUSION

Thrive Development is seeking the vacate a portion of Springs at Coyote Phase 4 as it will be come a part of Phase 5. A public hearing is required as this area contains a public right of way easement. Phase 5 will include the construction of the road. Staff is recommending the City Council approve Ordinance 2026-12 with the following findings:

Findings

1. The proposed plat amendment is consistent with he development code.
2. The City Council held a public hearing on July 21, 2026.
3. The proposed plat is consistent with the Springs Phase 5 MDA.

ALTERNATIVES

1. Approve as proposed
 2. Approve as amended
 3. Continue
 4. Deny
-

POTENTIAL MOTIONS

Approval - Staff Recommended Option

I move to **approve Ordinance 2026-12** as presented, with the findings in the conclusion of the staff report.

ACCOUNTABILITY

Department: Planning
Staff member: Jamie Baron, Planning Manager

EXHIBITS

1. Ord 2026-12 Vacating a portion of Springs Phase 4
2. SPRINGS AT COYOTE RIDGE 4 PLAT Amendment (1)
3. SPRINGS AT COYOTE RIDGE 5 PLAT

ORDINANCE NO. 2026-12

**AN ORDINANCE VACATING A POTION OF SPRINGS AT COYOTE RIDGE PHASE 4
PLAT.**

WHEREAS, the City Council of Heber City, Utah finds that the vacation of a potion of Springs at Coyote phase 4 is in the public interest as it will allow for Phase 5 to be constructed, including a public road.

WHEREAS, The City Council held a public hearing, in accordance with Utah State Code.

BE IT ORDAINED by the City Council of Heber City, Utah, that the portion of Springs at Coyote Ridge Phase 4, as described in exhibit A, is here by vacated.

This Ordinance shall take effect immediately upon passage.

PASSED, APPROVED and ORDERED TO BE PUBLISHED BY THE HEBER CITY
COUNCIL this _____ day of _____ 2026.

	AYE	NAY	ABSENT	ABSTAIN
Yvonne Barney	_____	_____	_____	_____
Aaron Cheatwood	_____	_____	_____	_____
Michael Johnston	_____	_____	_____	_____
Sid Ostergaard	_____	_____	_____	_____
Morgan Murdock	_____	_____	_____	_____

APPROVED:

Mayor Heidi Franco

ATTEST:

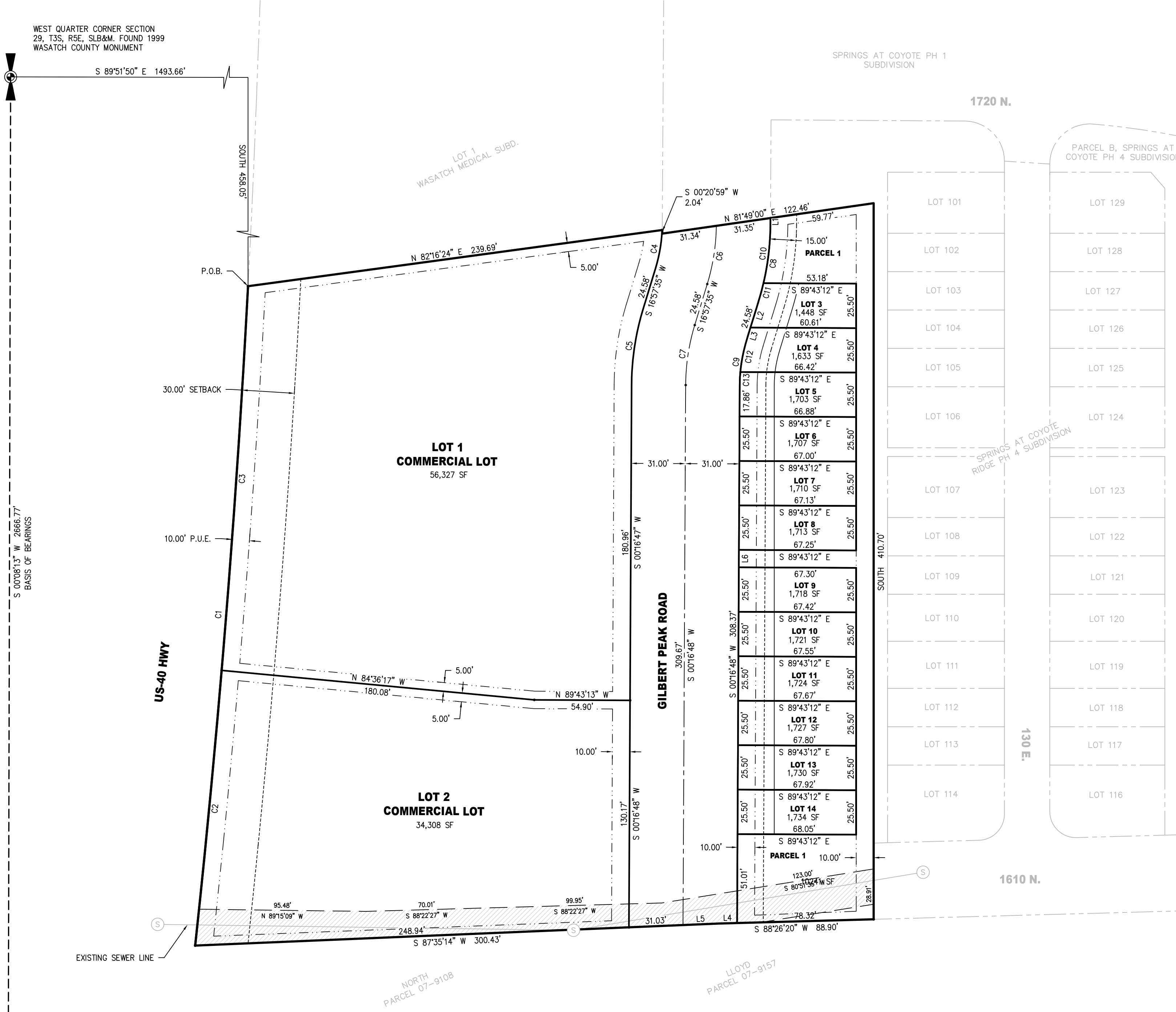
RECORDER

Date: _____

Exhibit A

THE SPRINGS AT COYOTE RIDGE PHASE 5

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 29,
TOWNSHIP 3 SOUTH, RANGE 5 EAST,
SALT LAKE BASE AND MERIDIAN
HEBER CITY, WASATCH COUNTY, UTAH



CURVE TABLE					
CURVE	RADIUS	ARC LENGTH	DELTA ANGLE	CHORD LENGTH	CHORD BEARING
C1	6950.49	379.40	307.39	379.38	N 04°54'58" E
C2	6950.49	158.58	118.26	158.57	N 05°29'35" E
C3	6950.49	220.83	149.13	220.82	N 03°55'45" E
C4	89.00	22.32	142.21	22.28	N 09°46'29" E
C5	151.00	43.96	164.07	43.80	N 08°37'42" E
C6	120.00	33.93	161.07	33.82	S 08°51'32" W
C7	120.00	34.93	164.07	34.81	S 08°37'12" W
C8	151.00	43.78	163.41	43.63	S 08°39'15" W
C9	89.00	25.91	164.07	25.82	S 08°37'12" W
C10	151.00	33.90	12°51'42"	33.83	S 06°46'45" W
C11	151.00	9.88	344.59	9.88	S 15°05'08" W
C12	89.00	18.26	11°45'13"	18.23	S 11°04'58" W
C13	89.00	7.65	4°55'33"	7.65	S 02°44'35" W

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S 00°20'59" W	1493.66
L2	S 16°57'35" W	16.65
L3	S 16°57'35" W	7.93
L4	S 88°26'20" W	10.37
L5	S 87°35'14" W	20.46
L6	S 00°16'48" W	10.00

LEGEND

- SET REBAR & CAP STAMPED "TITAN"
- SEWER AND DRAINAGE EASEMENT
- CENTER OF RIGHT-OF-WAY
- PUBLIC UTILITY AND DRAINAGE EASEMENT
- BUILDING SETBACK

NARRATIVE

THIS PLAT WAS PREPARED AT THE REQUEST OF THE CLIENT FOR THE PURPOSE OF SUBDIVIDING A PARCELS 21-4368, 21-4369, 21-4370, 21-8118 (BEING VACATED FROM THE SPRINGS AT COYOTE RIDGE PHASE 4), AND PARCEL C AS SHOWN ON THE SPRINGS AT COYOTE RIDGE PHASE 4 (BEING VACATED FROM THE SPRINGS AT COYOTE RIDGE PHASE 4).

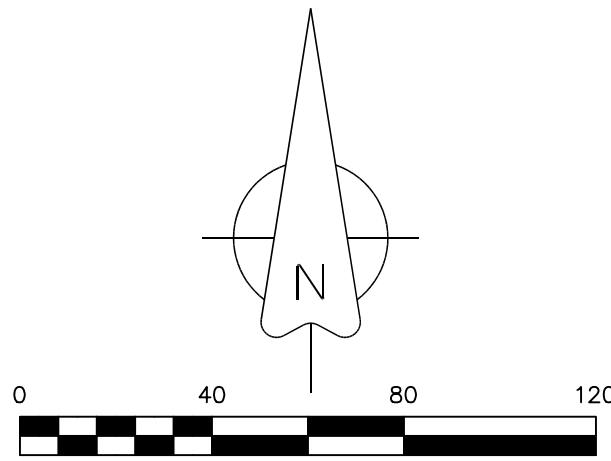
BASIS OF BEARINGS

BASIS OF BEARINGS FOR THIS PROJECT: THE BASIS OF BEARINGS FOR THIS SURVEY WAS ESTABLISHED AS S00°08'13"W 2666.77 FEET BETWEEN FOUND WASATCH COUNTY MONUMENTS FOR THE WEST 1/4 AND SOUTHWEST CORNERS OF SECTION 29, TOWNSHIP 3 SOUTH, RANGE 5 EAST, SALT LAKE BASE AND MERIDIAN.

PLAT NOTES:

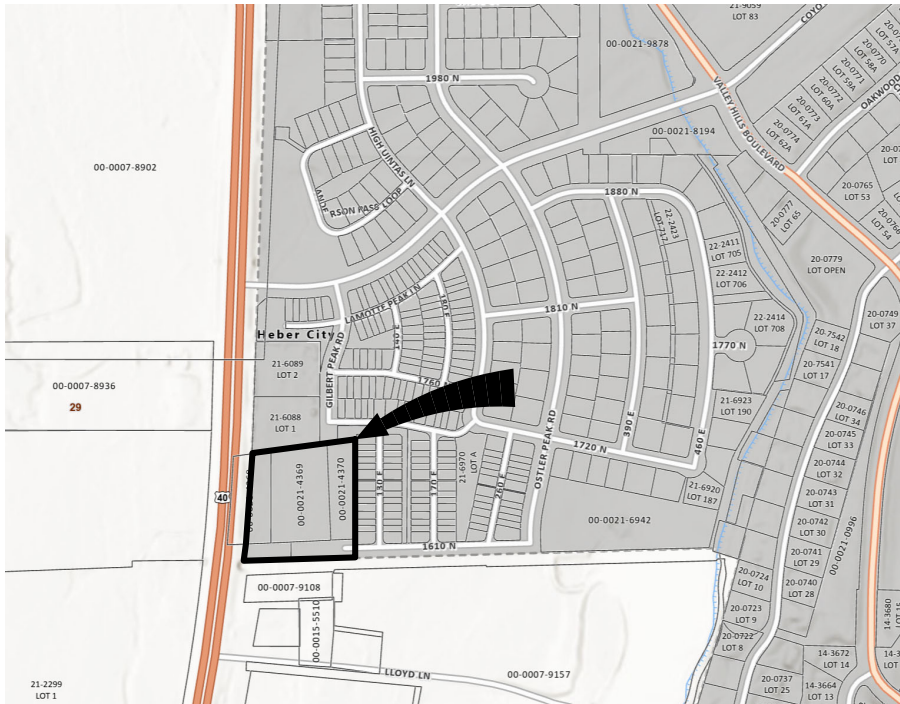
- LOTS 1 AND 2 ARE RESERVED FOR COMMERCIAL USE. LOTS 3 THROUGH 14 ARE RESIDENTIAL UNITS.
- A 5/8" REBAR & CAP MARKED "TITAN" WILL BE SET AT ALL EXTERIOR BOUNDARY AND REAR LOT CORNERS UNLESS OTHERWISE NOTED ON THIS PLAT. ALL FRONT CORNERS WILL BE SET AT THE CURB, LOT LINE EXTENDED, WITH A COPPER RIVET.
- LOT 2 AND PARCEL 1 ARE SUBJECT TO A SEWER DRAINAGE AND TRAIL PERMANENT EASEMENT AND ARE HEREBY GRANTED TO HEBER CITY WITH RIGHT-OF-WAY FOR THE PURPOSE OF HEBER CITY UTILITIES AND APPURTENANCES, TOGETHER WITH THE RIGHT TO CONSTRUCT, OPERATED, MAINTAIN, REPAIR AND REPLACE SAID FACILITIES AND THE RIGHT OF INGRESS AND EGRESS AT ANY TIME FOR SUCH PURPOSES.

ADDRESS TABLE	
LOT 1	XXX GILBERT PEAK ROAD
LOT 2	XXX GILBERT PEAK ROAD
LOT 3	XXX GILBERT PEAK ROAD
LOT 4	XXX GILBERT PEAK ROAD
LOT 5	XXX GILBERT PEAK ROAD
LOT 6	XXX GILBERT PEAK ROAD
LOT 7	XXX GILBERT PEAK ROAD
LOT 8	XXX GILBERT PEAK ROAD
LOT 9	XXX GILBERT PEAK ROAD
LOT 10	XXX GILBERT PEAK ROAD
LOT 11	XXX GILBERT PEAK ROAD
LOT 12	XXX GILBERT PEAK ROAD
LOT 13	XXX GILBERT PEAK ROAD
LOT 14	XXX GILBERT PEAK ROAD



VICINITY MAP

N.T.S.



SURVEYING FIRM NAME: TITAN LAND SURVEYING
SURVEYING FIRM ADDRESS: 983 E. 270 N. HEBER CITY, UT
PROJECT NO.: T26-077

SURVEYOR'S CERTIFICATE

I, DEREK KOHLER, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR AND THAT I HOLD A LICENSE (11725351) IN ACCORDANCE WITH UTAH CODE, TITLE 58, CHAPTER 22 OF THE PROFESSIONAL ENGINEERS AND LAND SURVEYORS LICENSING ACT. I FURTHER CERTIFY THAT, BY AUTHORITY OF THE OWNERS, I HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED ON THIS AMENDED SUBDIVISION PLAT IN ACCORDANCE WITH SECTION 17-23-17, HAVE VERIFIED ALL MEASUREMENTS, HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS, STREETS, TOGETHER WITH EASEMENTS, AND HAVE PLACED MONUMENTS ON THE GROUND AS REPRESENTED ON THE PLAT. I ALSO CERTIFY THAT I HAVE FILED WITH THE WASATCH COUNTY SURVEYOR, PURSUANT TO STATE LAW, A MAP OF THE SURVEY I COMPLETED.

BOUNDARY DESCRIPTION

BEGINNING AT A POINT S89°51'50"E 1493.66 FEET ALONG THE QUARTER SECTION LINE AND SOUTH 458.05 FEET FROM THE WEST QUARTER CORNER OF SECTION 29, TOWNSHIP 3 SOUTH, RANGE 5 EAST, SALT LAKE BASE AND MERIDIAN, SAID POINT BEING THE SOUTHWEST CORNER OF LOT 1, WASATCH MEDICAL SUBDIVISION; THENCE ALONG N82°16'24"E 239.69 FEET ALONG SAID WASATCH MEDICAL SUBDIVISION TO A POINT ON THE SPRINGS AT COYOTE RIDGE PHASE 1 SUBDIVISION; THENCE ALONG SAID SPRINGS AT COYOTE RIDGE PHASE 1 AND PHASE 4 SUBDIVISIONS THE FOLLOWING FIVE COURSES: (1) S00°20'59"W 2.04 FEET; (2) N81°49'00"E 122.46 FEET; (3) SOUTH 410.70 FEET; (4) S88°26'20"W 88.90 FEET; (5) S87°35'14"W 300.43 FEET TO A POINT ON THE EASTERLY RIGHT OF WAY LINE OF US HIGHWAY 40, SAID POINT BEING THE BEGINNING OF A NON-TANGENT CURVE CONCAVE WESTERLY AND TO WHICH POINT A RADIAL LINE BEARS S83°51'12"E; THENCE ALONG SAID HIGHWAY 40 379.40 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 03°07'39", WITH A CHORD BEARING AND DISTANCE OF N04°34'58"E 379.36 FEET. PARCEL CONTAINS 3.355 ACRES



OWNER'S DEDICATION

THE UNDERSIGNED OWNER OF THE ABOVE-DESCRIBED TRACT OF LAND HAS/HAVE CAUSED THE SAME TO BE SUBDIVIDED INTO LOTS, PARCELS, AND STREETS, TOGETHER WITH EASEMENTS AND RIGHTS-OF-WAY, TO BE HEREAFTER KNOWN AS:

THE SPRINGS AT COYOTE RIDGE PHASE 5

I, THE UNDERSIGNED OWNER OF THE LAND SHOWN AND DESCRIBED ON THIS SUBDIVISION PLAT, HAVE CAUSED SAME TO BE SUBDIVIDED AS SHOWN AND WITH PUBLIC UTILITY EASEMENTS GRANTED AS SHOWN, HEREAFTER TO BE KNOWN AS THE SPRINGS AT COYOTE RIDGE PHASE 5. I ALSO DO HEREBY CONSENT TO THE RECORDATION OF THIS PLAT

IN WITNESS WHEREOF I HAVE SET FORTH MY HAND THIS ____ DAY OF ____, 20__.

SIGNATURE PRINT NAME TITLE

OWNER'S ACKNOWLEDGMENT

STATE OF UTAH
COUNTY OF UTAH

ON THIS ____ DAY OF ____, 20__, PERSONALLY APPEARED BEFORE ME, THE SIGNER OF THE FOREGOING INSTRUMENT, WHO DULY ACKNOWLEDGED TO ME THAT HE/SHE IS THE AUTHORIZED TO EXECUTE THE FOREGOING DEDICATION IN ITS BEHALF AND HE/SHE EXECUTED IT IN SUCH CAPACITY

WITNESS MY HAND AND OFFICIAL SEAL.

NOTARY PUBLIC FULL NAME: _____

OWNER'S ACKNOWLEDGMENT

STATE OF UTAH
COUNTY OF UTAH

ON THIS ____ DAY OF ____, 20__, PERSONALLY APPEARED BEFORE ME, THE SIGNER OF THE FOREGOING INSTRUMENT, WHO DULY ACKNOWLEDGED TO ME THAT HE/SHE IS THE AUTHORIZED TO EXECUTE THE FOREGOING DEDICATION IN ITS BEHALF AND HE/SHE EXECUTED IT IN SUCH CAPACITY

WITNESS MY HAND AND OFFICIAL SEAL.

NOTARY PUBLIC FULL NAME: _____

APPROVAL BY LEGISLATIVE BODY

THE CITY COUNCIL OF HEBER CITY, COUNTY OF WASATCH, APPROVES THIS SUBDIVISION SUBJECT TO THE CONDITIONS AND RESTRICTIONS STATED HEREON, AND HEREBY ACCEPTS THE DEDICATION OF ALL STREETS, EASEMENTS, AND OTHER PARCELS OF LAND INTENDED FOR THE PUBLIC PURPOSE OF THE PERPETUAL USE OF THE PUBLIC.

Mayor Date RECORDER'S SEAL

PLANNING DIRECTOR

Approved on this ____ day of ____, 20__

PLANNING MANAGER

CITY ENGINEER

Approved on this ____ day of ____, 20__

CITY ENGINEER

WASATCH CO. FIRE DISTRICT

Approved on this ____ day of ____, 20__

FIRE CHIEF

CITY ATTORNEY

Approved on this ____ day of ____, 20__

CITY ATTORNEY

COUNTY SURVEYOR

Approved on this ____ day of ____, 20__

COUNTY SURVEYOR

COUNTY RECORDER

ENTRY #: DATE: TIME:

FEE: BOOK: PAGE: FOR:

BY: WASATCH COUNTY RECORDER MARCY M. MURRAY

HEBER CITY CORPORATION
75 North Main Street
Heber City, UT 84032
Heber City Council Meeting
June 16, 2026

DRAFT Minutes

4:00 p.m. Work Meeting
6:00 p.m. Regular Meeting

I. WORK MEETING - 4:00 P.M.

Mayor Heidi Franco called the City Council Meeting to order at 4:22 p.m. and welcomed everyone present.

City Council Present: Mayor Heidi Franco
Council Member Yvonne Barney
Council Member Aaron Cheatwood
Council Member Morgan Murdock
Council Member Sid Ostergaard
Council Member Mike Johnston Arrived at 5:36 PM

Staff Present: City Manager Matt Brower
Community Development Director Tony Kohler
Planning Manager Jamie Baron
City Engineer Russ Funk
Finance Manager Sara Jane Nagel
City Attorney Jeremy Cook
Deputy City Recorder Andrew Conley
Chief of Police Parker Sever

Staff Participating Remotely: Finance Manager Sara Jane Nagel, Human Resource Manager Cherie Ashe, Public Works Director Matthew Kennard, IT Director Anthon Beales, Assistant City Manager J. Mark Smedley, and City Engineer Russ Funk.

Also Present: Kaden Obrey, Max Martin, Tom Wynne, Evan Watson, Travis Biggs, Curtis Leavitt, Brad Gonzales, Rachel Kahler, Tori Broughton, Jeff Andrews, Tatum Smuin, Mia Yue, Marrissa Stanger, Chris York, and others who did not sign in or whose handwriting was illegible.

Also Attending Remotely: (names are shown as signed-in online) D, Jami Hewlett, Jason Talley, A, Adam B, B, Betsy Russon, Bill, BPollock, Cannon Taylor, cf, Cody W, Dalton Lyons, Dave, Doug Smith, Grace Doerfler, Heber Resident, jc, Jen, Jeremy, Jordan, Kamen Goddard, KB, Michael Miller, Missy, Phil's cellphone, S, Shorty5, and TMT.

1. Highlands Proposed PID (Tony Kohler, Community Development Director) - 30 minutes

Max Martin, with Forestar Real Estate Group, introduced the group present to discuss the PID (Public Infrastructure District) with Council as follows: Betsy Russen with WBA was the district Counsel; Tom Wynne and Evan Watson, with Wells Fargo; and Curtis Leavitt with DR Horton. Mr. Martin noted that while the development groups were national companies, they were local Utahns as well. Their goal was to help provide affordable homes in the difficult market. He shared a presentation as included in the meeting materials and described how a PID could assist the developer in bringing down the price of homes in a development. He reviewed the location of the development and the units included in the PID area. Mr. Martin explained the extensive cost of the infrastructure for a development of the size proposed. By bonding through private investors with the PID, it would alleviate some of the cost burden on the developer, allowing the developer to provide homes at a lower cost, while protecting the home-buyer and eliminating City liability. Affordable units would first be offered to City employees, first responders, and school teachers. The design images shared in the attached presentation were conceptual only. Mr. Marten described the initial Board of Trustees and the transition to elected homeowners within the PID boundary. Council discussed the missing middle housing a PID would help provide, a desire to see actual cost and savings versus example numbers, and whether or not a PID would eventually place a burden on the homeowners.

2. North Village Storm Water Discussion (Russ Funk, City Engineer) - 60 minutes

City Engineer Russ Funk was prepared to offer a summary of the City's North Village Stormwater Master Plan and share the reasons for the upcoming update proposed for the plan, as outlined in the attached Staff Report. He reviewed the historic drainage patterns, the changes to the patterns caused by the construction of irrigation canals for farming and highways, and challenges faced based on the changes. Mr. Funk advised that all the stakeholders had been meeting and listed the main concerns of all involved as well as the plan to address the concerns. He described the engineering design of resection basins proposed to be installed on the mountainside above development. Mr. Funk explained the difference between a moderate hazard and high hazard dam and the need to have an emergency response plan in place for either. He noted the City's infrastructure was designed to withstand a hundred-year storm, but asked Council if they would be willing to reconsider the possibility of allowing the North Fields to be considered as a final destination option, based on the new information provided. Council discussed options for dam safety, allowing natural water runoff into the North Fields while preventing debris flow, and the continuing process to determine an acceptable plan. Mr. Funk agreed to keep the Council updated.

3. Celebration Housing Development Agreement (Tony Kohler, Community Development Director) - 15 minutes

Mayor Franco stated the Celebration Workforce Housing would be pushed to the end of the meeting if time permitted.

II. BREAK - 10 MIN

III. REGULAR MEETING - 6:00 P.M.

1. Call to Order

Mayor Heidi Franco called the Regular City Council Meeting to order at 6:22 p.m.

2. Pledge of Allegiance (Morgan Murdock, Council Member)

Council Member Morgan Murdock led the recitation of the Pledge of Allegiance.

3. Prayer/Thought by Invitation (Heidi Franco, Mayor)

Mayor Franco shared a prayer.

Mayor Franco presented former Airport Manager Travis Biggs with the Mayor's Award and thanked him for his service to the City. City Manager Matt Brower also recognized the dedication and commitment to the City that Mr. Biggs had shown during his tenure.

IV. CONFLICT OF INTEREST DISCLOSURE:

There were no conflicts disclosed.

V. PUBLIC HEARINGS: (Council May Take Action Following Public Comment and Upon Conclusion of the Public Hearing)

1. Public Hearing and Possible Adoption of the Final Budget Amendment for Fiscal Year 2026 Resolution 2026-13 (Sara Nagel, Finance Manager) -

Finance Director Sara Nagel explained that budget amendments were needed on occasion to pay for unexpected expenditures. In order to maintain a balanced budget, funds needed to be moved. She provided the requested budget amendments as listed in the presentation attached to the meeting materials. Ms. Nagel answered Council questions and offered further clarification.

Mayor Franco opened the Public Hearing at 6:53 p.m.

Travis Biggs, former Airport Manager, described the past success of airport events held for the community. He shared a vision to have a designated event gathering place on airport property for community events. He felt planes could gather on the designated field when there were no events being held and the airport could offer camping spaces. The airport and CAPS (Center for Advanced Professional Studies), at Wasatch High School, had previously collaborated on airport projects. Mr. Biggs had contacted the CAPS organizer to share his plan and ask for their help. He hoped to provide bathrooms, a storage unit, and possibly a shower for the campers, at the event space. Lillian Grotegut, with CAPS, presented a design concept for the proposed project. Mr. Biggs stated that one of the goals within the Airport Master Plan was to protect local pilots, the smaller aircraft, balloons, and gliders, that operated out of the airport, and to not become only a jet-port. Ms. Grotegut explained that she had been mentored by Rob Bowess with Inform Architecture, who had helped her with the design idea along with another CAPS student, Kate Bringham. Ms. Grotegut had been excited to take on the project and create something unique that would add character to both the valley and the airport. Mr. Biggs added that Ms. Grotegut would be attending an architectural design masters program in Hungary that fall. They hoped Council would be willing to help them see the project through. Council expressed appreciation for the unique design as well as a willingness to continue discussions with the airport and CAPS.

Brad Gonzalez, with All-West Fiber, addressed the franchise agreement the telecommunications company held with the City and recognized the company had unintentionally put the cart ahead of the horse with their construction deployment. The company had been working with City Engineer Russ Funk, who had helped them better understand the expectation of the City. The company's goal was to work with the City to provide fiber internet. He felt fiber was no longer a luxury but had become a utility. Mr. Gonzalez stated that the requirement to put the lines underground could make the project no longer feasible due to the significant cost increase. Mayor Franco informed Mr. Gonzalez that this time was intended specifically for the Budget Amendment Public Hearing and suggested he come forward during the Public Comment period of the meeting to discuss his concerns further with Council.

With no one further coming forward to comment, the Public Hearing was closed at 7:01 p.m.

Council Member Cheatwood asked for the meeting date and dollar amount to be corrected for the ModTruss item. He noted there was not a City Council meeting held on May 29 and City Council had approved the dollar amount of \$49,500.00.

Motion: Council Member Cheatwood moved to approve the budget amendment Resolution 2026-13 as outlined in Exhibit A.

Second: Council Member Murdock made the second.

Voting Yes: Council Members Ostergaard, Johnston, Barney, Cheatwood, and Murdock.

Voting No: None.

The **Motion Passed Unanimously, 5-0.**

2. Public Hearing and Possible Adoption of Ordinance 2026-13 Amending the Consolidated Fee Schedule (Sara Nagel, Finance Manager)

Finance Director Sara Nagel recalled that this was the second Public Hearing for the amendment to the Consolidated Fee Schedule. Council had asked for corrections to the redlined version of the fee schedule during the June 2, 2026, City Council Meeting's Public Hearing. She reviewed the updates in the attached version of the Consolidated Fee Schedule. Mayor Franco felt the park reservation cleaning deposit was too high. Council discussed the concern that a low cleaning deposit would not be incentive enough for park users to clean up after themselves. Community Development Director Tony Kohler described the updates to the Plan Review fees. Council asked to have the word "permit" added after "Sign" to clarify it was a "Sign permit" fee. City Engineer Russ Funk clarified that the irrigation fee based on lot size would be amended in the future to charge by water usage once the metering was activated. He agreed to clarify an error identified in the fee schedule for lots over 20,000 square-feet. Council discussion continued.

Mayor Franco opened the Public Hearing for comments at 7:30 p.m. With no one from the public coming forward to comment, the public comment period was closed.

Motion: Council Member Cheatwood moved to approve Ordinance 2026-13 with the minor language changes discussed as well as the pressurized irrigation for lots over 20,000 square-feet as described by Mr. Funk and Mr. Brower.

Second: Council Member Ostergaard made the second.

Voting Yes: Council Members Ostergaard, Johnston, Barney, Cheatwood, and Murdock.

Voting No: None.

The **Motion Passed Unanimously, 5-0.**

VI. PUBLIC COMMENTS: (2 min per person/30 min max)

Brad Gonzales with All West Fiber explained the company had planned to install above-ground fiber lines throughout the City. The company had not understood that it's contract with the City indicated that all new lines needed to be placed underground. The project had been stalled for the time being and All West hoped to work with the City towards an acceptable solution. Mr. Gonzales noted that the ground conditions in Heber made it difficult to drill horizontally. Council Member Cheatwood proposed an agreement that allowed All West to install aerial lines until the road needed to be trenched at a future date for the installation or maintenance of other utilities. Mr. Gonzales felt the company would be highly agreeable to such an arrangement. City Engineer Russ Funk explained that the cost of undergrounding utilities would fall to the City if it was a future city project. Mayor Franco proposed All West return to a future Council Meeting for further discussion and negotiations. Mr. Funk agreed to continue working with All West.

Mayor Franco wished to share a public comment from several community members that had expressed concern regarding a contractor of the Heber Market on Main using it as a platform for political gain. She stated that such actions were not allowed and wished to restate the rules so the situation did not happen again in the future.

VII. CONSENT AGENDA:

Council Member Johnston inquired about the request from the Wasatch Trails Foundation to use TAP (Trails Arts and Parks) grant money outside of Heber City limits. Foundation Director Mia Yue explained the trails were used by the entire Valley. Wasatch County and Midway City both permitted their funding to be utilized where it was most needed rather than containing it within their borders and Ms. Yue was asking the same permission from Heber City, noting that trail users throughout the county contributed to Heber City's economy.

Motion: Council Member Ostergaard moved to approve the four items listed on the Consent Agenda.

Second: Council Member Cheatwood made the second.

Voting Yes: Council Members Ostergaard, Johnston, Barney, Cheatwood, and Murdock.

Voting No: None.

The **Motion Passed Unanimously, 5-0.**

1. Contract Award to Morgan Pavement for the Heber City 2026 Pavement Striping Project in the amount of \$169,518.00 (Russ Funk, City Engineer)
2. Utah Division of Forestry, Fire and State Lands (FFSL) Cooperative Agreement (Tony Kohler, Community Development Director)
3. Heber City Airport Taxi Lane Emergency Change Order Authorization (Adam Bunker, Airport Manager)
4. First Addendum to Wasatch Trails Foundation Trail Maintenance Agreement (Jeremy Cook, City Attorney)

VIII. GENERAL BUSINESS ITEMS:

1. FY 2026 Fraud Risk Assessment (Sara Nagel, Finance Manager)

Finance Director Sara Nagel reviewed the Fraud Risk Assessment as attached to the meeting materials. She noted the City did all they could to maintain the best score possible.

IX. ACTION ITEMS: (Council can discuss; table; continue; or approve items)

1. Main Street Plaza Concept Design & Scope of Work for Final Drawings (Tony Kohler, Community Development Director, Lars Erickson) - 60 minutes

Terracon had been contracted by the City to create the Trailhead Plaza Design at the Main Street Park. The Terracon team had implemented Council feedback provided at a previous meeting and shared the updated design as included in the presentation attached in the meeting materials. Terracon representative Lars Erickson noted the design concept phase was the first step before the City could work towards the next phase that would outline the installation of the projects and getting pricing for the construction, at which point the City could apply for grants as well. It would not be built all at once but in phases. Council Member Ostergaard expressed support for the project and felt it was important for the City to continue to move forward. Council continued to share ideas for improvements.

Mayor Franco opened the discussion for public comment.

Marissa Stanger felt the park could not contain the market as it had gotten so big. Mr. Erickson explained the goal was to have the market spread through the downtown. Ms. Stanger was concerned that the music would not be heard on the adjoining C Street.

Tatum Smuin asked where the play areas would be located at the park and whether there could be visibility to all of the play areas from one place.

Jami Hewlett expressed concern about the expense of the proposed park project and noted that the City was raising taxes. She thought the upkeep for the park would be horrendous and City was trying to get grants and spending millions of dollars of federal funds. She said all the income was going to go to CAMS (Community Alliance for Main Street) and asked why CAMS didn't build their own park. She felt the parking had been taken away from Chicks and the old customers could not walk that far. She asked to see the return on investment.

Mr. Erickson explained the year-round revenue that the downtown activities could produce would help alleviate the need for property tax increases. He shared a fee proposal for Terracon's scope of work for the project as included in the presentation.

Council Member Barney expressed concern with the high cost. She felt there were many parks in the City that needed attention and the City should not focus entirely on one park. Council Member Johnston was pleased with the proposed project and felt that Heber City's downtown core had very little going on. He felt that there was parking available and referred to Park City's non-existent parking that did not impact the success of their events. He felt it was important for the City to continue to evolve with

the park.

2. Resolution 2026-15: A Resolution Adopting the Heber Valley Airport Non-Reversionary Form Lease (Matt Brower, City Manager, Jeremy Cook, City Attorney) - 45 minutes

City Manager Matt Brower expressed gratitude for the work that had gone into the proposed lease agreement. Mayor Franco added that the Airport Advisory Board Chair Jason Talley had expressed his support for the proposed document. City Attorney Jeremy Cook recalled that there were several leases at the airport that were expiring and the City wished to adopt a standard non-reversionary form lease going forward. Airport Counsel Steve Osit had provided the initial draft and staff had worked with the Airport Advisory Board (AAB) to arrive at the current version attached to the meeting materials. He reviewed key points of the proposed lease agreement.

AAB Chair Jason Talley explained that the airport was self-sufficient but there would be financial pressure on the airport to implement improvements and the payment plan associated with the leases would provide the revenue needed.

Motion: Council Member Cheatwood made the motion to approve Resolution 2026-15 adopting the Heber Valley Airport non-reversionary lease as presented.

Second: Council Member Barney made the second.

Voting Yes: Council Members Ostergaard, Johnston, Barney, Cheatwood, and Murdock.

Voting No: None.

The **Motion Passed Unanimously, 5-0.**

3. Water Conservation Status Report and Resolution 2026-14: A Resolution of the Heber City Council Adopting a Phase of the Heber City Water Shortage Plan (Russ Funk, City Engineer) - 25 minutes

City Engineer Russ Funk introduced Chris York, Project Manager at the Wasatch County Water Efficiency Project for the Central Utah Water Conservancy District. Mr. Funk noted the lack of snowpack the state had received during the previous winter and that Governor Cox's office had declared a statewide state of emergency as more than 60% of Utah was experiencing extreme drought conditions. Mr. York informed Council that he met weekly with the Provo River Commissioner to report water usage, water diverted from the Provo River and where it went, and the water commissioner kept them informed of the flow. There were water rights that were delivered from the Provo River and they would be unable to fulfill 100% of the first-class water-rights that year. Reserves would need to be taken from the Jordanelle reservoir. Mr. Funk added that, if Council recommended the City enter level two of the City's Water Shortage Plan, it would continue to ask the community to voluntarily conserve water. Level three would upgrade the water conservation to mandatory.

Council Member Cheatwood was comfortable with level two. Council Member Johnston clarified that the purpose of the water conservation request was to extend the irrigation watering season to September. The culinary water was not at risk. There would need to be education and information delivered to the residents.

Mr. York said there had been better success when asking communities to voluntarily conserve water than mandating they do so.

Mayor Franco opened the discussion for public comment.

Tatum Smuin asked how homeowners within HOAs (Homeowners Associations) could avoid fines for yellow or dry lawns. City Attorney Jeremy Cook responded that the City could not regulate HOAs. Ms. Smuin provided a calculation of turf that belonged to the City and how much water could be saved by eliminating some of the turf spaces.

Motion: Council Member Barney moved to extend meeting to 10:30 p.m.

Second: Council Member Johnston made the second.

Voting Yes: Council Members Ostergaard, Johnston, Barney, Cheatwood, and Murdock.

Voting No: None.

The **Motion Passed Unanimously, 5-0.**

Motion: Council Member Barney made a motion to approve Resolution 2026-14 to adopt level two of the water shortage plan and to direct Staff to create three new outreach messages: one for agricultural water use; the second about City water use; and third, what residents can do to conserve water, and that this was not affecting culinary water use.

Second: Council Member Cheatwood made the second.

Voting Yes: Council Members Ostergaard, Johnston, Barney, Cheatwood, and Murdock.

Voting No: None.

The **Motion Passed Unanimously, 5-0.**

4. Amended and Restated Fixed Based Operator (FBO) Lease (Matt Brower, City Manager) - 30 minutes

City Manager Matt Brower recalled the settlement agreement between OK3 Air and the City. As part of the settlement agreement, both parties agreed to negotiate an amended and restated Fixed Base Operator (FBO) lease agreement. The amended lease would permit the City to increase the fuel-flowage fee at the airport from five cents per gallon to seven cents per gallon. The amended lease agreement also clarified many ambiguous points previously included. Mr. Brower outlined three trigger events that needed to happen before the new lease would be executed. The trigger events were on schedule to be completed by January 2027. Council continued to discuss details of the new lease and airport minimum standards.

Motion: Council Member Cheatwood moved to authorize the City Manager to enter

into the ground lease and fixed base operator agreement with OK3 Air, substantially in the form that is attached to the Staff Report.

Second: Council Member Ostergaard made the second.

Voting Yes: Council Members Ostergaard, Johnston, Barney, Cheatwood, and Murdock.

Voting No: None.

The **Motion Passed Unanimously, 5-0.**

X. RECESS AS THE HEBER CITY COUNCIL AND CONVENE AS THE CRA BOARD:

Motion: Council Member Cheatwood moved to recess as the Heber City Council and to convene as the CRA (Community Reinvestment Agency) Board.

Second: Council Member Johnston made the second.

Voting Yes: Council Members Ostergaard, Johnston, Barney, Cheatwood, and Murdock.

Voting No: None.

The **Motion Passed Unanimously, 5-0.**

1. Public Hearing and Possible Adoption of the Final Budget Amendment for Fiscal Year 2026 Heber City CRA Resolution 2026-16 (Sara Nagel, Finance Manager) -

Finance Director Sara Nagel recalled the CRA's purchase of the former Wasatch Wave building the previous August using the affordable housing fee-in-lieu money paid to the City by Jordanelle Ridge. The proposed CRA budget amendment was to approve the expenditure of those funds.

Mayor Franco opened the public hearing at 10:24 p.m.

Jami Hewlett wanted to comment about the water. She felt the City could use the text message alert system to remind the people that we lived in a desert and all the landscaping that shouldn't be there. She proposed the Tree Committee focus on keeping native trees and not landscaping. She thought there was supposed to be a hold on the installation of landscaping yet continued to see developers install landscaping and sprinklers. She said developers had taken the water away from farmers because farmers had been told to use it or lose it, so the farmers were continuing to try to use it. Ms. Hewlett said the wells did not contain an endless amount of water and felt the City Staff had implied it could replace the limited irrigation water with drinking water to continue development. She said the continuous drilling would lead to earthquakes and destruction. She said that irrigating the fields had filled the aquifers and the farmers were no longer doing that. Therefore, the prehistoric aquifers were going dry.

Ms. Hewlett wished to comment on the current subject as well. She felt the developer's

fee-in-lieu payment to the City should be applied to increasing power and sewer operations rather than affordable housing.

The Public Hearing was closed at 10:28 p.m.

Motion: Council Member Cheatwood moved to approve Resolution 2026-16 approving the final amendment to the Heber City Community Reinvestment Agency Budget for the fiscal year 2026.

Second: Council Member Johnston made the second.

Voting Yes: Council Members Ostergaard, Johnston, Barney, Cheatwood, and Murdock.

Voting No: None.

The **Motion Passed Unanimously, 5-0.**

*****Note:** the correct Resolution number for the CRA resolution series is 2026-01. It has been corrected in the City's records.

2. Public Hearing for the FY 2027 Heber City Community Redevelopment Agency Budget (Sara Nagel, Finance Manager)

Finance Director Sara Nagel explained the 2027 CRA Budget should have been included within the City's Tentative Budget adoption, but had been overlooked. The Public Hearing that night was solely to ensure Heber City remained transparent and in compliance with State requirements.

Mayor Franco opened the Public Hearing for public comment at 10:30 p.m. With no one coming forward to comment, the Public Hearing was closed.

XI. ADJOURN AS THE CRA BOARD AND RECONVENE AS THE HEBER CITY COUNCIL:

Motion: Council Member Cheatwood made the motion to adjourn as the CRA Board, to reconvene as the Heber City Council, and to enter a Closed Meeting for the purpose of discussing the character, professional competence, or physical or mental health of an individual.

Second: Council Member Barney made the second.

Voting Yes: Council Members Ostergaard, Johnston, Barney, Cheatwood, and Murdock.

Voting No: None.

The **Motion Passed Unanimously, 5-0.**

The Heber City Council Entered a Closed Meeting at 10:32 p.m.

City Council Present: Mayor Heidi Franco
Council Member Yvonne Barney
Council Member Aaron Cheatwood

Council Member Mike Johnston
Council Member Morgan Murdock
Council Member Sid Ostergaard

Staff Present: City Manager Matt Brower

Motion: Council Member Cheatwood moved to end the Closed Meeting.

Second: Council Member Barney made the second.

Voting Yes: Council Members Ostergaard, Johnston, Barney, Cheatwood, and Murdock.

Voting No: None.

The **Motion Passed Unanimously, 5-0.**

XII. COMMUNICATION:

XIII. ADJOURNMENT:

Motion: Council Member Cheatwood made the motion to adjourn.

Second: Council Member Barney made the second.

Voting Yes: Council Members Ostergaard, Johnston, Barney, Cheatwood, and Murdock.

Voting No: None.

The **Motion Passed 5-0.**

The meeting was adjourned at 10:40 p.m.

Trina Cooke, City Recorder

PUBLIC COMMENTS RECEIVED BY EMAIL:

From: Dana Graham [REDACTED]
Sent: Monday, June 15, 2026 8:13 PM
To: CC Public Comments <ccpublic@heberut.gov>
Subject: (EXTERNAL) Water issue

I am [REDACTED] sick and tired of driving past churches and city buildings that are watering when they're not supposed to be. And now you wanna limit us more this is ridiculous. What is wrong with you People!!!?

Lmao

Article says: People would be asked to wash their cars on lawns or other surfaces that could absorb the water, and they could only use commercial car washes once a month.

What you are going to police the car washes now? Isn't that violating the car washes that sell unlimited passes? What is this effing China?? Good lord city council wake TF up!! Look at the churches watering in the daytime. Hey that Wasatch golf course is so nice and green. What ya gonna do about that?? Make it make sense. I think it's time for all of you to resign. You have broken to people's trust and you can't even make sense. Just why don't you all resign?

Sincerely;
Dana Graham

From: Tracy Taylor [REDACTED]
Sent: Tuesday, June 16, 2026 10:49 AM
To: CC Public Comments <ccpublic@heberut.gov>; Heidi Franco <hfranco@Heberut.gov>
Subject: (EXTERNAL) PID concerns- Auditor Alert 2025-05

Hi Heber City Council-

With another PID application on your work meeting today, I feel compelled to remind you of the State Auditor's concerns and ask you to have a more wide-ranging discussion (and appropriate research) FIRST of whether PIDS are in the public's best interest. If PID's fail, the state auditor has weighed in that the public entities that

approved them will be on the hook. This may create negligence, on your part, to protect your CURRENT citizens if you choose to move forward on any more PIDs.

When Wohali failed last year, the State Auditor sent Coalville a message: <https://www.kpcw.org/state-regional/2026-04-21/summit-county-golf-resort-bankruptcy-ignites-debate-over-development-financing>

Please review the message from the State Auditor, below.

Please do your due diligence on PIDs.

Thank you,

Tracy Taylor

Wasatch Taxpayers Association

cell: [REDACTED]

From: Office of the State Auditor <stateauditor@utah.gov>

Sent: Thursday, March 19, 2026 3:47 PM

To: Tracy Taylor [REDACTED]

Subject: Auditor Alert 2025-05 - Component Unit Report

[VIEW THIS EMAIL IN BROWSER](#)

STATE OF UTAH OFFICE OF THE UTAH STATE AUDITOR



TINA M. CANNON
UTAH STATE AUDITOR

Auditor Alert 2025-05

FINALIZED

Date: March 19, 2026

Subject: Component Unit Reporting

Introduction

Recently, a developer associated with a Public Infrastructure District (PID) declared bankruptcy. The bankruptcy creates concerns regarding the viability of the project and whether the associated PID will be able to satisfy bonding requirements. This PID was created by a city that appointed the board and will take ownership of the infrastructure constructed by the PID. Furthermore, the

PID was required to report annually to the city, and the city must approve any annexations or withdrawals of property into or from the PID. Governmental Accounting Standards Board (GASB) codification 2100 provides guidance for determining if a government entity, such as this PID, is a component unit of a primary government.

Component Unit Determination

Component units are legally separate organizations for which elected officials of the primary government are financially accountable. In addition, a component unit can be another organization for which the nature and significance of its relationship with a primary government is such that exclusion would cause the reporting entity's financial statements to be misleading or incomplete (GASB 2100.119). A primary government can be any general-purpose government entity such as a state, county, city, or town, or a special purpose government entity such as a college or university, school district or water district, provided they function as their own separate legal entity with their own elected governing body.

The main factors to consider when determining whether a government entity is a component unit of a primary government are:

1. Financial Accountability – See GASB codification 2100.120
2. Control - See GASB codification 2100.121-.124.
3. Imposition of will – See GASB codification 2100.125-.126
4. Financial Benefit or Burden on Primary Government – See GASB codification 2100.127-.133

Component Unit Reporting

Financial statements of the reporting entity should provide an overview of the entity yet allow users to distinguish between the primary government and its component units (GASB codification 2100.144).

Component units can be categorized into discrete component units and blended component units. Discrete component units' financial data must be reported in the primary government's financial statements in one or more columns separate from the financial data of the primary government (GASB codification 2600.107). Blended component units' financial activities are more intertwined with the activities of the primary government and are presented together in the financial statements (GASB codification 2600.112).

Conclusion

Primary governments must determine which government entities qualify as component units. In making this determination, the primary government must consider:

- The appointment of the potential component unit board
- If there is a potential financial benefit/burden relationship that exists between the primary government and the potential component unit
- If the primary government can impose its will on the potential component unit
- If it would be misleading to exclude a potential component unit from its financial statements

Determining if an entity is a component unit should be approached from a perspective of accountability and transparency. Creating entities should account for their actions including the acts of the officials they appoint to operate other governmental agencies. The level of reporting and disclosure should be documented by the creating entity and auditors should provide an opinion on the adequacy of the report.

In the case of most Public Infrastructure Districts, the creating entity will meet the requirements to include the activity of those districts as a discretely presented component unit if they appoint the majority of the board, have a potential benefit or burden relationship, or can impose their will on the entity. Primary governments and external auditors should be mindful of the criteria for including the financial information of component units, including required information in the notes to the financial statements.

Note: several bills from the Utah 2026 General Session were passed that affect PIDs such as HB17, HB475S04, HB492S06, HB507S04, SB39, SB225S03, and SB278S04 and are currently awaiting the governor's action before becoming law, typically on May 6, 2026. The facts and circumstances in place at the end of an audit period must be considered when making a component unit determination. Any changes made to a potential component unit's structure in response to bills enacted from the Utah 2026 General Session or subsequent legislative sessions cannot be applied retroactively. Component unit determinations must follow GASB standards, a nonexchange transaction from a potential component unit to a creating entity constitutes a financial benefit regardless of assertions in statute to the contrary.

[Auditor Alert 2025-05 PDF](#)

[All Auditor Alerts](#)

HEBER CITY CORPORATION
75 North Main Street
Heber City, UT 84032
Heber City Council Meeting
July 7, 2026

DRAFT Minutes

4:00 p.m. Work Meeting
6:00 p.m. Regular Meeting

I. WORK MEETING - 4:00 P.M.

Mayor Franco called the meeting to order at 4:02 p.m. and welcomed everyone present.

City Council Present: Mayor Heidi Franco
Council Member Yvonne Barney - remotely
Council Member Aaron Cheatwood
Council Member Mike Johnston
Council Member Morgan Murdock
Council Member Sid Ostergaard

Staff Present: City Manager Matt Brower
Community Development Director Tony Kohler
City Engineer Russ Funk
Finance Manager Sara Jane Nagel
Public Works Director Matthew Kennard
IT Director Anthon Beales
City Attorney Jeremy Cook
City Recorder Trina Cooke
Chief of Police Parker Sever

Staff Participating Remotely: IT Director Anthon Beales, Public Works Director Matthew Kennard, Human Resource Director Cherie Ashe, Administrative Assistant to the City Manager Lainee Meyers, Finance Manager Sara Nagel, City Engineer Russ Funk, Engineering Technician Desiree Muheim, and Accounting Technician Wendy Anderson.

Also Present: Jason Glidden, Michael Plowman, Russ Watts, Bob McKinley, Grace Doerfler, Phil Jordan, Matt Chipman, Annette McRae, Kelli Cottle, Audrey Linford, Janet Gee, Curtis Leavitt, Linda L. Middleton, Tori Broughton, Tracy Taylor, Don K. Taylor, Dylan Taylor, Kat Lawry, Steve Lawry, La Turnbull, Tom Wynne, Dave Harris, and others who did not sign in or whose handwriting was illegible.

Also Attending Remotely: (names are shown as signed-in online) TC, A, B, BPollock, CB, Claudia O'Grady, Dallin Koecher, Grace Doerfler, Jen, Keri Smith, Shorty5, SRH, and TMT.

1. Celebration Housing Development Agreement (Tony Kohler, Community Development Director) - *20 min*

Council Member Johnston wished to state that he had no conflict of interest, but wanted to declare that Russ Watts was a client of the company he worked for.

Community Development Director Tony Kohler recalled the City's ongoing negotiations with Celebration Workforce Housing. The hope was to provide affordable housing to the community that would be agreeable to both parties. Parking availability had been a challenge for the project. Project representative Russ Watts further described the project plan and design to the Council. Council discussed parking possibilities, the number of proposed units, phasing, and pricing.

2. Affordable Housing 101: Federal/State Funding Tools-What are Low Income Housing Tax Credits and how are they Used? (Claudia O'Grady (UHC)) - *60 min*

Jason Glidden with Mountainlands Affordable Housing and Claudia O'Grady with the Utah Housing Corporation shared a presentation as included in the meeting recording. Ms. O'Grady covered the understanding of housing needs, rent limits, income limits, and affordable housing needs in Utah housing. She explained the concepts of the housing program offered through Utah Housing Corporation and the tax credits that helped the program work. Ms. O'Grady listed the key participants contributing to the program, outlined the homeownership structure therein, and shared the types of tax credits available. Council discussed both the benefits and concerns with the program and its projects.

3. 1200 S & Mill Rd Roundabout Design Discussion (Russ Funk, City Engineer) - *20 min*

City Engineer Russ Funk recalled the level-of-service anticipated for the future at the intersection of 1200 South and Mill Road. He presented roundabout design options, as included in the meeting materials, to assist with traffic flow. He shared concerns from property owners that would be impacted by the construction of a roundabout at the intersection. Council discussed the size preference for the proposed roundabout, the impacted property owners, whether the County would be willing to partner with the City, and how best to proceed.

II. BREAK - 10 MIN

III. REGULAR MEETING - 6:00 P.M.

1. Call to Order

Mayor Franco called the meeting to order at 6:19 p.m. and welcomed everyone present.

2. Pledge of Allegiance (Sid Ostergaard, Council Member)

Council Member Oster led the recitation of the Pledge of Allegiance.

3. Prayer/Thought by Invitation (Yvonne Barney, Council Member)

Mayor Franco shared a prayer.

IV. AWARDS, RECOGNITION, and PROCLAMATIONS:

1. Mayor's Award to Don Taylor, Retiring MAG Trail Coordinator

Mayor Franco presented Don Taylor with the Mayor's Award and expressed gratitude from the City for his service as the Mountainlands Association of Governments (MAG) Trails Planner. Mr. Taylor thanked the Mayor and Council for the award and spoke briefly about his many accomplishments.

2. Mayor's Contest Awards - Alexis Linford, Bauer Cottle, Esther Linford, Rocky Cottle, Eve Linford

Each of the Mayor's contest award winners read their entries. Eve Linford, Rocky Cottle, Esther Linford, Bauer Cottle, and Alexis Linford. Mayor Franco presented each winner with an award.

V. CONFLICT OF INTEREST DISCLOSURE:

There were no conflicts disclosed.

VI. PUBLIC HEARINGS: (Council May Take Action Following Public Comment and Upon Conclusion of the Public Hearing)

1. Public Hearing for proposed Tava-Highlands Public Infrastructure District (PID) (Tony Kohler, Community Development Director)

Community Development Director Tony Kohler clarified that Council was not being asked to take action that night. The agenda item was to hold the Public Hearing only. He provided a brief background of the development project. Project representative Max Martin shared project details and the group's hope to be approved for a PID (Public Infrastructure District) as a funding mechanism for the project. Tom Wynne explained the financing mechanism the PID would provide versus funding through a bank.

Mr. Martin shared the cost benefit to the homeowner with a PID versus without a PID for the housing products they intended to offer. He reviewed the potential City amenities the PID could provide. Council further discussed details of the PID.

Randall Larson with Gilmore Bell provided further details of the financial benefits of using a PID for the development.

Mayor Franco opened the Public Hearing at 7:24 p.m.

Annette McRae said she was running for Utah State Senate. She expressed appreciation for the Council's discussion of the proposed PID and said the Council had brought up many of the concerns she had with PIDs as well. She wanted to see more solid accountability and transparency. She broke down the numbers for a homeowner with the cost of a PID and felt it was not a wash. She felt it was trading a lower upfront cost for a longer long-term burden placed on the homeowner rather than the developer. Ms. McRae cited the ongoing PID lawsuits in Park City.

Linda Middleton had been researching the issue ever since she had cared for her father who had perfect hearing. She needed a single level but they had built three-story homes. Assisted living cost \$5,000.00 per month. She did not think anyone could control insurance costs in the future. She had to replace her roof due to a hail storm and insurance rates had gone up. She did not know what the cost was but knew we would be paying. The developments would scrape off the topsoil, then a windstorm would come through, and she would be breathing the dust and the soot from the fires, and had to wash her car every day, which she said we did not have the water for. She felt the environment and air quality were under attack. She could not imagine where we would get the water.

Russ Funk, speaking as a Wasatch County Resident, explained that he did not generally care for PIDs but felt that in this case, where the developer was offering an affordable product, he supported the plan. He wanted to see language that held the developer to the affordable product. City Attorney Jeremy Cook did not know that a PID governing document could contain the proposed language that would be enforceable.

Annette McRae read that the State Auditor had counted at least 24 PIDs in Summit and Wasatch Counties since 2019, carrying up to \$3.9 billion in debt, which was four times the general obligation bond in the entire state of Utah combined. She said if the Council approved the PID, they would be locked in for three decades. She felt the developer should bear the cost of the infrastructure and thought the PID would create a snowball of problems. She understood the proposed amenities were appetizing but said she generally did not like PIDs.

The Public Hearing was closed at 7:45 p.m.

Mr. Martin clarified that the developers could not pay themselves for their board participation but were allowed to cover the administrative costs. Council felt the item should return to a future meeting to continue the discussion.

VII. PUBLIC COMMENTS: (2 min per person/30 min max)

Mayor Franco opened the Public Comment Period at 7:50 p.m.

Linda Middleton wanted to thank everyone that had made the Utah 250 event happen. She also loved the car event prior to the free concert at the park and felt the car event was wonderful. She loved the summer in the park and said it was a joy for her. She expressed appreciation for the free music and loved maintaining the residential hometown feel. She felt Heber City was Heaven.

Annette McRae, running for Senate District 20, wished to discuss the Maverick Mine. She was concerned about groundwater contamination. She read the Utah Code surrounding groundwater rules for protecting the water. She asked if the rule was adequate and felt there was a discrepancy in the project documents. The mines air permit capped production at 900 tons per year but the operations plan described extracting one million tons annually. She had emailed the Council her research packet. She asked the Council to look into it and said once the water was contaminated, there was no putting it back in the toothpaste tube.

Council Member Barney read a public comment emailed to her from Steve Phillips. The email is included at the end of these meeting minutes.

The Public Comment period was closed at 8:03 p.m.

VIII. CONSENT AGENDA:

Mayor Franco asked for clarification of the dollar amount of Consent Agenda item two, which was provided by the City Engineer Russ Funk. He had received additional information for the cost of the project since the Staff Report had been uploaded.

Motion: Council Member Cheatwood moved to approve the Consent Agenda as outlined.

Second: Council Member Murdock made the second.

Voting Yes: Council Members Ostergaard, Johnston, Barney, Cheatwood, and Murdock.

Voting No: None.

The **Motion Passed Unanimously, 5-0.**

1. May 19, 2026, City Council Meeting Minutes, June 2, 2026, City Council Meeting Minutes, and June 25, 2026, Special City Council Meeting Minutes (Trina Cooke, City Recorder)
2. Authorization to approve a Final Design and Construction Services Agreement with Sunrise Engineering for the Public Works Salt Storage Structure Repair/Replacement Project (Russ Funk, City Engineer)
3. Mayoral Nominations for the Arts Advisory Committee: Phil Jordan, Janet Gee, Laurie Turnblom (Heidi Franco, Mayor)

IX. GENERAL BUSINESS ITEMS:

1. Report on Atlas Towers Location of Lease in Cemetery (Tony Kohler, Community Development Director)

Community Development Director Tony Kohler recalled Council's approval for a cell tower to be located at the cemetery. He updated Council on further discussion with Atlas Towers and the Public Works Staff to outline the plan for installation. Atlas had provided initial design drawings with the tower built to resemble a pine tree. The process would require a zone change that would need to go to the Planning Commission for a recommendation to Council for approval. The proposed code change would remove the max tower height of 35 feet that was currently in place. Council further discussed the tower design.

X. ACTION ITEMS: (Council can discuss; table; continue; or approve items)

1. Authorization to Commence Main Street Plaza Schematic (30%) Design & Utilization of a Construction Management/General Contractor (CM/GC) (Tony Kohler, Community Development Director, Lars Erickson) - *40 min*

Community Development Director Tony Kohler recalled the previous discussions with Council regarding the proposed park design updates. Terracon was proposing a step-by-step plan beginning with 30% of the proposal phasing to ease Council into the updates at the park and make them more comfortable with the costs. Mr. Kohler proposed onboarding a Construction Manager/General Contractor (CMGC) with the first phase. He reviewed the proposed process as outlined in the attached Staff Report. Dave Harris with Terracon provided additional clarification of the proposed plan to move forward with a list of services that would be included in the first 30% phase. He suggested bringing in Susie Becker with Zions Public Finance to provide the City with an economic impact study. Mr. Kohler shared a letter of cost estimate from Ms. Becker for the proposed study. The attached presentation provided costs for the reduced scale phase, a task list, and reviewed the team's talent. Council discussed their preferences regarding how to proceed, as well as moving forward with plans for C Street.

Mayor Franco opened the discussion for public comment at 9:15 p.m.

Linda Middleton said she loved the park and used it often. She loved the car show, the music, and the walkability. She expressed appreciation for the newly placed monument. She was concerned with the multiple events in the valley competing on the same night as the Heber Market on Main. She felt that was how families showed up with their kids for the free events. She did not feel the park should be used to make money. She had gone to Midway to see the symphony but she loved the rock and roll. Ms. Middleton felt the "no parking" signs were obnoxious. She said there were homes around the park that were year-round businesses and needed the parking in the winter. She appreciated the maintenance workers who kept the park clean and said if dogs were allowed in the park they would be peeing everywhere. She wanted to know why the City was trying to fix something that wasn't broken. She thought the park worked as it was. She suggested speaking with the business owners. She wanted the park to remain free for the citizens.

Phil Jordan had developed projects for thirty years. He acknowledged the process was messy. He felt the 30% phase was a good way forward and that the City had an amazing team with Terracon. He felt these projects had been very successful elsewhere. He noted the tough decisions the Council would have to make along the way. He suggested implementing more than one cost-estimator as well as a stakeholder committee. He proposed a design contingency and described it as a useful tool to move forward.

The public comment period was closed at 9:27 p.m.

Motion: Council Member Johnston made the motion to authorize Terracon to commence with the Main Street Plaza Schematic, which is 30% design with the utilization of a construction management general contractor going through phase A as described with a budget of three hundred seventy four thousand dollars.

Second: Council Member Cheatwood made the second

Voting Yes: Council Members Ostergaard, Johnston, Cheatwood, Murdock, and Barney.

Voting No: None.

The **Motion Passed Unanimously, 5-0.**

XI. RECESS AS THE HEBER CITY COUNCIL AND CONVENE AS THE CRA BOARD:

Motion: Council Member Cheatwood made the motion to recess as the Heber City Council and Convene as the CRA (Community Redevelopment Agency) Board.

Second: Council Member Murdock made the second.

Voting Yes: Council Members Ostergaard, Johnston, Barney, Cheatwood, and Murdock.

Voting No: None.

The **Motion Passed Unanimously, 5-0.**

The **CRA board convened at 9:33 p.m.**

1. Leveraging CRA (Community Reinvestment Agency) Owned Properties to Advance Envision Central Heber Long Range Plan (Tony Kohler, Community Development Director) - *45 min*

Community Development Director Tony Kohler reviewed the City-owned properties and the properties under contract in the CRA area. The City had acquired the Wasatch Wave building and an outbuilding used for printing located behind it, the Heber Light and Power (HL&P) building, and was under contract to purchase the former fire station. Staff had recently interviewed realtors and property management firms to discuss potential uses. He was seeking Council direction for the possible uses of the buildings. City Manager Matt Brower proposed that the former Wave building and the printer press building be converted into commercial retail or dining to help revitalize downtown. The Heber Light and Power building was in disrepair and the recommendation was to raze it for additional parking. Council considered possible tenants, length of lease options, remodeling, and costs involved.

Mr. Brower informed Council of the status of negotiations with Wasatch County to purchase the former fire station. He hoped to lease the space within the buildings for commercial uses and to have the tenants pay for the improvements. He listed the following decisions needed from Council:

1. get a realty firm under contract to load the vacant buildings for commercial use
2. continue forward with the purchase of the Fire Station
3. next steps for the HL&P building

Motion: Council Member Cheatwood moved to extend the meeting to 10:30 p.m.

Second: Council Member Murdock made the second.

Voting Yes: Council Members Ostergaard, Johnston, Barney, Cheatwood, and Murdock.

Voting No: None.

The **Motion Passed Unanimously, 5-0.**

Council discussion continued regarding potential uses for revitalization of the downtown block and recently acquired, or soon-to-be acquired, building space. Mr. Brower agreed to return to a future meeting with more numbers, information, and a timeline.

XII. ADJOURN AS THE CRA BOARD AND RECONVENE AS THE HEBER CITY COUNCIL:

Motion: Council Member Cheatwood made the motion to adjourn as the CRA Board and reconvene as the Heber City Council.

Second: Council Member Ostergaard made the second.

Voting Yes: Council Members Ostergaard, Johnston, Barney, Cheatwood, and Murdock.

Voting No: None.

The **Motion Passed Unanimously, 5-0.**

The CRA meeting was adjourned at 10:11p.m.

XIII. COMMUNICATION:

Mr. Brower shared the success of the City-sponsored Red, White, and Blue Festival that had drawn more than 16,000 visitors over the weekend. He had been contacted by several business owners that had chosen to remain open over the weekend and had banner sales. He thanked the Council for sponsoring the Red, White, and Blue Festival. He commended Mayor Franco for her essay contest.

Mayor Franco asked about the monument placement and design. Council Member Johnston volunteered to design the monument stand. Council further discussed the design and location for the monument stand.

Mayor Franco proposed Council provide board reports during the coming Council meetings

Council Member Murdock asked for an update on the Jordanelle Ridge conservation easement. Mr. Brower agreed to push for the meeting needed with the County.

Mayor proposed using the POSTT (Parks, Open Space, Trails, and Trees) committee to draft the preservation fee ordinance.

XIV. CLOSED SESSION (As Needed by City Council)

There was no closed meeting held.

XV. ADJOURNMENT:

Motion: Council Member Ostergaard made the motion to adjourn.

Second: Council Member Cheatwood made the second.

Voting Yes: Council Members Ostergaard, Johnston, Cheatwood, and Murdock.

Voting No: None.

Council Member Barney was absent.

The **Motion Passed 4-0.**

The Heber City Council Meeting adjourned at 10:23 p.m.

Trina Cooke, City Recorder

PUBLIC COMMENTS RECEIVED BY EMAIL:

From: Tracy Taylor [REDACTED]
Sent: Tuesday, July 7, 2026 4:37 PM
To: CC Public Comments <ccpublic@heberut.gov>; Heidi Franco <hfranco@Heberut.gov>
Subject: (EXTERNAL) Highland PID concerns- Auditor Alert 2025-05

Hi Heber City Council-

Please explain tonight what the FINANCIAL benefit to Heber City Citizens/ Taxpayers is, if you try to justify approving this PID for Highlands. Not a future benefit in price of a home, that does NOT benefit the citizens. Not a future benefit to some random public building or amenity that the developer promises to the public, THAT does not financially benefit the Taxpayers. If you cannot name a single FINANCIAL benefit, I would say this approval is not justified. And the State Auditor below, has already determined MAJOR possible liability to citizens. Please do not approve this PID.

Tracy Taylor

With another PID application on your work meeting today, I feel compelled to remind you of the State Auditor's concerns and ask you to have a more wide-ranging discussion (and appropriate research) FIRST of whether PIDs are in the public's best interest. If PIDs fail, the state auditor has weighed in that the public entities that approved them will be on the hook. This may create negligence, on your part, to protect your CURRENT citizens if you choose to move forward on any more PIDs.

When Wohali failed last year, the State Auditor sent Coalville a message: <https://www.kpcw.org/state-regional/2026-04-21/summit-county-golf-resort-bankruptcy-ignites-debate-over-development-financing>

Please review the message from the State Auditor, below.

Please do your due diligence on PIDs.

Thank you,

Tracy Taylor

Wasatch Taxpayers Association

cell: [REDACTED]

From: Office of the State Auditor <stateauditor@utah.gov>
Sent: Thursday, March 19, 2026 3:47 PM
To: Tracy Taylor [REDACTED]
Subject: Auditor Alert 2025-05 - Component Unit Report

STATE OF UTAH
OFFICE OF THE UTAH STATE AUDITOR



TINA M. CANNON
UTAH STATE AUDITOR

Auditor Alert 2025-05

FINALIZED

Date: March 19, 2026

Subject: Component Unit Reporting

Introduction

Recently, a developer associated with a Public Infrastructure District (PID) declared bankruptcy. The bankruptcy creates concerns regarding the viability of the project and whether the associated PID will

be able to satisfy bonding requirements. This PID was created by a city that appointed the board and will take ownership of the infrastructure constructed by the PID. Furthermore, the PID was required to report annually to the city, and the city must approve any annexations or withdrawals of property into or from the PID. Governmental Accounting Standards Board (GASB) codification 2100 provides guidance for determining if a government entity, such as this PID, is a component unit of a primary government.

Component Unit Determination

Component units are legally separate organizations for which elected officials of the primary government are financially accountable. In addition, a component unit can be another organization for which the nature and significance of its relationship with a primary government is such that exclusion would cause the reporting entity's financial statements to be misleading or incomplete (GASB 2100.119). A primary government can be any general-purpose government entity such as a state, county, city, or town, or a special purpose government entity such as a college or university, school district or water district, provided they function as their own separate legal entity with their own elected governing body.

The main factors to consider when determining whether a government entity is a component unit of a primary government are:

1. Financial Accountability – See GASB codification 2100.120
2. Control - See GASB codification 2100.121-.124.
3. Imposition of will – See GASB codification 2100.125-.126
4. Financial Benefit or Burden on Primary Government – See GASB codification 2100.127-.133

Component Unit Reporting

Financial statements of the reporting entity should provide an overview of the entity yet allow users to distinguish between the primary government and its component units (GASB codification 2100.144).

Component units can be categorized into discrete component units and blended component units. Discrete component units' financial data must be reported in the primary government's financial statements in one or more columns separate from the financial data of the primary government (GASB codification 2600.107). Blended component units' financial activities are more intertwined with the activities of the primary government and are presented together in the financial statements (GASB codification 2600.112).

Conclusion

Primary governments must determine which government entities qualify as component units. In making this determination, the primary government must consider:

- The appointment of the potential component unit board
- If there is a potential financial benefit/burden relationship that exists between the primary government and the potential component unit
- If the primary government can impose its will on the potential component unit
- If it would be misleading to exclude a potential component unit from its financial statements

Determining if an entity is a component unit should be approached from a perspective of accountability and transparency. Creating entities should account for their actions including the acts of the officials they appoint to operate other governmental agencies. The level of reporting and disclosure should be documented by the creating entity and auditors should provide an opinion on the adequacy of the report.

In the case of most Public Infrastructure Districts, the creating entity will meet the requirements to include the activity of those districts as a discretely presented component unit if they appoint the majority of the board, have a potential benefit or burden relationship, or can impose their will on the entity. Primary governments and external auditors should be mindful of the criteria for including the financial information of component units, including required information in the notes to the financial statements.

Note: several bills from the Utah 2026 General Session were passed that affect PIDs such as HB17, HB475S04, HB492S06, HB507S04, SB39, SB225S03, and SB278S04 and are currently awaiting the governor's action before becoming law, typically on May 6, 2026. The facts and circumstances in place at the end of an audit period must be considered when making a component unit determination. Any changes made to a potential component unit's structure in response to bills enacted from the Utah 2026 General Session or subsequent legislative sessions cannot be applied retroactively. Component unit determinations must follow GASB standards, a nonexchange transaction from a potential component unit to a creating entity constitutes a financial benefit regardless of assertions in statute to the contrary.

[Auditor Alert 2025-05 PDF](#)

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From: Rick Fersch [REDACTED]
Sent: Tuesday, July 7, 2026 10:39 AM
To: CC Public Comments <ccpublic@heberut.gov>
Subject: (EXTERNAL) PLEASE DO NOT RAISE OUR TAXES!

Warning! This message was sent from outside your organization and we were unable to verify the sender.

We moved to Heber from Seattle to avoid high taxes! We are retired on fixed incomes- if you raise property taxes - we will have to cover from our other living expenses! PLEASE reduce expenses- don't raise our taxes!

Rick and patti fersch, [REDACTED]
Sent from my iPhone

From: Steve Phillips [REDACTED]
Sent: Tuesday, 07 July 2026 14:26:54
To: Yvonne Barney <ybarney@heberut.gov>
Subject: (EXTERNAL) Please Stand Firm on Highlands PIDs

Council member Barney,

Thank you for your cautious approach to the Highlands Public Infrastructure Districts. I'm writing to encourage you to continue opposing or delaying this proposal.

You have already noted that PIDs may lower upfront home prices while saddling future buyers with extra fees on top of regular property taxes. That means shifting roughly 40 million dollars in

infrastructure costs onto a relatively small group of Highlands homeowners over decades, which undermines true affordability for “missing middle” and lower-income families.

You also referenced the Utah State Auditor’s strong concerns about PIDs and the problems seen in other Utah communities. Given that experience—and the failed Wohali/Coalville situation—you are right to question whether these districts provide enough transparency and oversight to justify granting a private project special taxing authority.

Please continue to insist on clear, independent analysis of 30-year homeowner costs and on strong safeguards before even considering Highlands PIDs. Your caution reflects good stewardship of both the city and future residents.

Sincerely,

Steve Petersen

From: WELLS BARKER [REDACTED]

Sent: Tuesday, July 7, 2026 3:00 PM

To: Heidi Franco <hfranco@Heberut.gov>; Aaron Cheatwood <acheatwood@heberut.gov>; Sid Ostergaard <sostergaard@heberut.gov>; Mike Johnston <mjohnston@heberut.gov>; Morgan Murdock <mmurdock@heberut.gov>; Yvonne Barney <ybarney@heberut.gov>; Russell Funk <rfunk@Heberut.gov>; Trina Cooke <tcooke@Heberut.gov>

Subject: (EXTERNAL) Round-A-bout at Mill Road and 1200 South.

Dear Mayor, City Council Members, City Engineer, City Recorder, and City Staff,

We are writing regarding the proposed roundabout at or near my property located at 1150 S. Mill Road. Heber, Utah

Unfortunately, we are unable to attend tonight’s City Council meeting due to a family funeral. Because this proposal directly affects our property, privacy, access, businesses, property value, and future use of the property, **We respectfully request that this email be entered into the public record for tonight’s meeting.**

The City Engineer stopped by the property today and informed us that the City is considering placing a large roundabout on the corner of my property. **We are very concerned that this information was provided so close to a City Council meeting and without enough time for us to review the project, understand the scope, ask questions, consult with appropriate professionals, or meaningfully respond.**

We are not opposed to appropriate safety improvements. However, a project of this size and location could have serious long-term impacts on my property, my businesses, access, privacy, property value, and future use of the property. For that reason, **we respectfully request that the City not vote on, approve, fund, acquire right-of-way for, or otherwise advance this project until directly impacted**

property owners have received full information and a meaningful opportunity to respond at a future public meeting.

Before this project moves forward in any way, We are requesting copies of all studies, plans, drawings, reports, records, communications, and supporting information related to this proposed roundabout, including but not limited to the following:

1. Project drawings and right-of-way information

Please provide all concept drawings, engineered drawings, maps, surveys, design plans, right-of-way maps, property-impact maps, and any drawings showing the proposed footprint of the roundabout and how it would affect my property.

2. Property taking, easements, and access changes

Please clarify whether the City anticipates any permanent taking of land, temporary construction easement, utility easement, drainage easement, sidewalk/trail easement, slope easement, access modification, driveway relocation, setback issue, or other encumbrance affecting my property.

3. Eminent domain, condemnation, and acquisition process

Please confirm whether the City anticipates using eminent domain, condemnation, or the threat of condemnation for any portion of this project. Please also provide the City's right-of-way acquisition policy, acquisition timeline, appraisal process, negotiation process, and any documents explaining how affected property owners will be compensated.

4. Property value impact and appraisal

Please provide any study or analysis showing how a large roundabout directly adjacent to my property may affect property value, resale value, marketability, privacy, noise, lighting, access, parking, future use, and overall desirability. If any property, easement, or access right is affected, we request a before-and-after appraisal that evaluates the property before the project and after the project, including damage to the remaining property.

5. Severance damages and damage to the remaining property

Please explain how the City will evaluate severance damages or damages to the remaining property if any portion of the property is acquired or impacted. Any valuation should address not only the value of land taken, but also impacts to access, parking, businesses, privacy, noise, lighting, signage, landscaping, future use, redevelopment potential, and marketability.

6. Business impact

Please provide an analysis of how this project may affect my two businesses, including customer access, parking, deliveries, employee access, vendor access, visibility, signage, safety, traffic flow, and disruption during construction. We also request information about whether mitigation or compensation would be available if access or business operations are negatively impacted.

7. Traffic and safety studies

Please provide the full traffic study used to justify this project, including current traffic counts,

projected traffic counts, turning movements, peak-hour data, crash history, safety concerns, pedestrian safety analysis, bike safety analysis, emergency vehicle access, school bus access, and large truck turning templates.

8. Crash history and safety justification

Please provide the crash history for this intersection for the last 5–10 years, including crash type, severity, date, contributing factors, and whether a roundabout would have prevented or reduced those crashes. Please also provide the engineering justification, warrant analysis, or decision matrix used to determine that a roundabout is necessary at this location.

9. Alternatives analysis

Please provide documentation showing what alternatives were studied before recommending a roundabout, including a traffic signal, 4-way stop, turn lanes, speed reduction measures, smaller intersection improvements, a mini-roundabout, pedestrian improvements, or a no-build option. We would also like to understand why a large roundabout is being recommended over less intrusive options.

10. City bypass impact

Please provide any study or modeling showing how the proposed city bypass will affect traffic flow at this intersection. We would like to understand whether the roundabout is being designed based on current traffic, projected post-bypass traffic, or future development assumptions. It seems premature to advance a permanent design at this intersection without understanding how the bypass will change traffic volumes, turning movements, and safety conditions.

11. Main Street and 12th South intersection impact

Please provide any traffic modeling or analysis showing how the intersection at Main Street and 12th South will affect this proposed roundabout, including backups, queuing, turning patterns, congestion, and peak-hour traffic. This roundabout should not be studied in isolation if nearby intersections will directly affect how it functions.

12. Future development, developer involvement, and project funding

Please provide all information showing whether this project is connected to future development, subdivision approvals, developer agreements, impact fees, grants, UDOT requirements, County requirements, regional transportation plans, or the proposed bypass. Please also provide the funding source for this project, including whether it is being funded by the City, County, UDOT, federal funds, grants, impact fees, developer contributions, or any combination of these.

13. Agency involvement

Please clarify whether UDOT, the County, any regional transportation agency, outside consultant, or private developer is involved in planning, funding, reviewing, requiring, or recommending this roundabout. Please provide all communications and documents involving those parties.

14. Design standards and design vehicle

Please provide the design standards, engineering manuals, roundabout warrants, turning-radius requirements, speed assumptions, lane-width assumptions, and design vehicle used for this roundabout. Please also provide turning templates for passenger vehicles, emergency vehicles, school buses, garbage trucks, trailers, delivery trucks, semis, and any farm or commercial vehicles expected to use the intersection.

15. Pedestrian, bicycle, school-route, and ADA analysis

Please provide the pedestrian, bicycle, school-route, and ADA accessibility analysis, including crosswalk locations, refuge islands, sidewalk impacts, lighting, visibility, and how pedestrians will safely cross near the roundabout.

16. Construction impact and access plan

Please provide the proposed construction timeline, staging plan, road closure plan, detour plan, access plan, business access plan, work hours, utility disruption plan, dust/noise mitigation plan, and emergency access plan. We would also like written clarification that safe and reasonable access to my property and businesses will be maintained before, during, and after construction.

17. Temporary construction easements

Please identify any temporary construction easement needed, the exact area affected, the duration, compensation, restoration obligations, and whether access to the home and businesses will be maintained at all times.

18. Drainage, grading, irrigation, utilities, and snow removal

Please provide grading, drainage, stormwater, irrigation, and utility plans showing that this project will not create runoff, flooding, utility conflicts, irrigation damage, snow-storage problems, or long-term maintenance burdens for my property.

19. Restoration obligations

Please provide the City's restoration plan for fencing, landscaping, trees, irrigation, driveways, parking areas, signage, mailboxes, utilities, drainage, and any other property features disturbed by the project.

20. Environmental, noise, lighting, and visual impacts

Please provide any noise, lighting, air quality, environmental, tree removal, visual impact, or neighborhood character analysis prepared for this project.

21. Privacy, cameras, lighting, and center-island design

If the City ultimately moves forward with a roundabout at this location, We want to be very clear about privacy and design concerns. We do not want any traffic cameras, surveillance cameras, or monitoring equipment installed in a way that faces or records my home, yard, business entrances, parking areas, or private property. We would also oppose a statue, monument, public art feature, sign, or other decorative structure in the center of the roundabout if it would draw additional attention to the area, encourage people to stop or gather, create visual clutter, impact traffic visibility, or further reduce the privacy and quiet

enjoyment of the property. Any lighting, signage, landscaping, or center-island design should be reviewed with directly impacted property owners before final approval.

22. Long-term maintenance plan

Please provide the long-term maintenance plan for the roundabout, including snow removal, landscaping, irrigation, lighting, signage, weeds, trash, repairs, and who will be responsible for ongoing costs.

23. Future use of the property

Please provide any analysis showing how this project may affect setbacks, parking requirements, business licensing, future development, redevelopment, sale of the property, driveway permits, signage, fencing, landscaping, and overall future use of the property.

24. Construction safety, liability, and point of contact

Please provide the construction safety plan, traffic control plan, contractor insurance requirements, liability coverage, and the point of contact for property damage, access issues, or business disruption during construction.

25. Public process and notice

Please provide information about when this project was first proposed, when it was placed on the City Council agenda, what notice was given to directly impacted property owners, whether a public open house has been held, and whether there will be another meeting where affected property owners can review the studies and provide input before any decision is made.

26. Records, communications, and public documents

Please preserve and provide all records, communications, studies, drawings, emails, text messages, meeting notes, staff notes, consultant materials, traffic models, developer communications, agency communications, internal discussions, and public meeting materials related to the proposed roundabout, bypass impacts, property acquisition, design alternatives, funding, affected properties, and this intersection.

Please treat this email as a formal request for all public records related to this project, including but not limited to traffic studies, engineering reports, drawings, right-of-way maps, property-impact analyses, business-impact analysis, cost estimates, funding applications, meeting minutes, staff reports, consultant communications, internal communications, developer communications, agency communications, and any studies involving the city bypass or the Main Street and 12th South intersection.

Again, we are not opposed to safety improvements. However, **We are deeply concerned about the scale, timing, and potential impact of this proposal. A project that directly affects private property, business operations, access, property value, privacy, and future use should not move forward without full transparency, adequate notice, and meaningful participation from the property owners most directly affected.**

Because we cannot attend tonight's meeting due to a family funeral, we respectfully request that this item be tabled or postponed until directly impacted property owners have had the opportunity to review the relevant documents and provide input at a future public meeting. We also request an on-site meeting with the City Engineer, project designer, City Manager, and affected property owners before any design is finalized or advanced.

Please confirm that this email has been received and entered into the public record for tonight's meeting. We would also appreciate confirmation of who will be responsible for providing the requested documents and what the expected timeline will be.

Sincerely,

Wells and Sue Barker

[REDACTED]
[REDACTED]
[REDACTED]



Heber City Council Staff Report

MEETING DATE: 7/21/2026
SUBJECT: Pioneer Days Holiday Fireworks Prohibited July 22, 23, 24, and 25
RESPONSIBLE: Matt Brower, Clint Neerings, Fire Marshal
DEPARTMENT: Administrative
STRATEGIC RELEVANCE:

SUMMARY

RECOMMENDATION

BACKGROUND

DISCUSSION

From: Matt Brower
Sent: Monday, July 20, 2026 4:55 PM
To: City Council
Cc: Eric Hales ; Parker Sever ; Matthew Kennard ; Jeremy Cook ; Eric Hales ; Clint Neerings ; Ryan Bunnell ; Anthony Kohler ; Trina Cooke ; Matt Brower
Subject: Pioneer Holiday Firework Ban

All,

Today the Utah League of Cities and Towns (ULC&T) and the Director of the Division of Forestry, Fire and State Lands (Division) provided an update on Pioneer Holiday firework restrictions...

The following facts were shared at this afternoon's meeting:

National Preparedness Level 5 (PL 5): The U.S. is at its highest wildland fire alert. National firefighting resources, personnel, and equipment are fully committed across the country.

Inconsistent Rainfall: Recent rains were scattered and missed many regions. Fire potential remains dangerously high throughout the state—including here in Wasatch County.

Lightning Strikes: Recent storms triggered widespread lightning. Two new lightning-caused fires

broke out in Wasatch County on Sunday, further straining local resources.

Weather Forecast: Long-term projections indicate a continuation of hot, dry weather patterns.

Local Risk Level: Taken together, these conditions create an extremely hazardous fire danger environment for the Heber and Wasatch County areas.

Governor's Executive Order and Division Order to Ban Fireworks:

State Executive Order: Governor Cox issued an executive order on June 26, 2026, active through July 26, 2026, which temporarily waived specific state laws to give the Division authority to ban fireworks in municipalities.

July 4th Holiday Firework Ban: The Division enacted a complete fireworks ban for the July 4th holiday period (July 2–5), which has now expired.

Local Opt-Out Clause: While the order permitted mayors and local fire chiefs to designate specific safe zones for fireworks, Mayor Franco and Chief Hales chose to uphold the full ban in Heber City due to severe fire risks.

Pioneer Day Holiday Division Order:

- **Default State Restrictions:** The Division plans to issue a new order that restricts fireworks exclusively to pre-mapped, low-risk municipal zones, effectively banning them in designated high fire hazard areas.
- **Local Expansion Authority:** Mayors, with written approval from their local fire chiefs, have the authority to expand these restrictions to include additional city neighborhoods or to implement a complete, citywide ban.
- **Strict Submission Deadline:** To extend restrictions beyond standard hazard maps, cities must submit a formal application to the Division by 1:00 p.m. on July 21, 2026.
- **Application Requirements:** The extension request must include a detailed justification of the decision alongside a joint letter signed by both the Mayor and the Fire Chief.

Heber City Fireworks Band Pioneer Holiday (July 22, 23, 24 and 25):

- **Holiday Restriction Extension:** Following consultations with the City Manager, Police Chief, City Attorney, and Clint Neerings of the Wasatch County Fire Department, the Mayor and Fire Chief have elected to extend the fireworks ban to the entire city through the Pioneer Day holiday (July 22, 23, 24 and 25). Justification for this decision includes:
 - National Crisis Level: The United States remains at National Preparedness Level 5, indicating maxed-out wildland firefighting resources nationwide.
 - High Local Risk: Severe wildfire risks persist immediately in and around Heber City.
 - Lightning and Unpredictable Weather: Recent storms brought erratic rainfall and heavy lightning, sparking two new wildfires within Wasatch County.
 - County-Wide Consensus: Unified action is anticipated, as all municipalities within Wasatch County are expected to implement matching jurisdiction-wide firework bans.
 - Depleted Local Resources: Recent fire containment efforts have significantly strained local emergency response personnel and assets.

Next Steps:

In anticipation of the Division's order to be issued tomorrow, consistent with the Mayor and Fire Chief's findings, staff has begun the work to place "no fire works signs" up throughout the city—including A-frame signs and reader boards. Staff will also get info out via social media, web page, etc.

Staff, including Fire Department personnel, will be on hand tomorrow to update council and answer questions.

Should you have any questions, please let me know.

Best.

Matt Brower
City Manager
Heber City
75 N Main Street, Heber City, UT 84032

FISCAL IMPACT

CONCLUSION

ALTERNATIVES

1. Approve as proposed
 2. Approve as amended
 3. Continue
 4. Deny
-

POTENTIAL MOTIONS

Alternative 1 - Approval - Staff Recommended Option

I move to **approve** the **item** as presented, with the findings and conditions as presented in the conclusion above.

Alternative 2 - Approve as Amended

I move to **approve** the **item** as amended, as follows.

Alternative 3 - Continue

I move to **continue** the **item** to another meeting on [DATE], with direction to the applicant and/or Staff on information and / or changes needed to render a decision, as follows:

Alternative 4 - Denial

I move to **deny** the **item** with the following findings.

ACCOUNTABILITY

Department: Administrative
Staff member:

EXHIBITS

None



Heber City Council Staff Report

MEETING DATE: 7/21/2026
SUBJECT: Decision regarding Repair or Replacement of the Public Works Salt Storage Structure
RESPONSIBLE: Russ Funk
DEPARTMENT: Engineering
STRATEGIC RELEVANCE: Infrastructure Sustainability
Necessary Administrative Action

SUMMARY

The purpose of this item is to review the recommendations provided by Sunrise Engineering relating to the Salt Storage Repair/Replacement Project and to make a final decision whether to move forward with Removal and Replacement or Retrofit and Repair.

RECOMMENDATION

Accept the recommendation from Sunrise Engineering to move forward with Removal & Replacement of the failing structure.

BACKGROUND

Staff outlined the history of the failing salt storage structure during the April 21, 2026 Council Meeting and received direction to solicit proposals for replacement or repair. After receiving design proposals, Council approved awarding the contract to Sunrise Engineering during the July 7, 2026 Council Meeting.

Sunrise has completed the first phase of the contract by evaluating the structure to determine the feasibility of repair and making a recommendation on how to move forward. See attached Observation and Recommendation Report.

DISCUSSION

The analysis concludes that costs to remove and replace or retrofit and repair would be similar, with removing and replacing costing slightly more.

- Remove & Replace: \$522,700
- Retrofit & Repair: \$493,100

However, this savings would be offset by additional operation and maintenance expenses over the lifespan of the structure and would include more risk for continued problems. These concerns are in

addition to obvious aesthetic differences that may be a factor for the City.

There are some budgetary concerns as outlined below. However, staff believes the storage volume of the salt shed is needed to operate during a "normal" Heber Valley winter and having the structure in place before the upcoming winter season would require completing the design and getting it out to bid asap.

FISCAL IMPACT

The Draft FY27 Budget includes \$232,000 for the "Salt Shed Reconstruction". Based on the cost estimates in the report, this budget does not appear to be adequate to complete the project. Although design and bidding can be completed well within the allocated budget, moving forward with construction would likely require a future budget amendment and dipping into the City's funding reserves.

It is the intent of the City to try and recoup the cost of the repairs through ongoing litigation, but recovery of expenses is not guaranteed.

CONCLUSION

Based on the need for the salt storage capacity and the results of the analysis performed by Sunrise Engineering, staff recommends that Council move forward with plans to remove and replace the failing salt storage structure.

ALTERNATIVES

1. Approve as proposed - Removal & Replacement Option
2. Approve as amended
3. Continue
4. Deny

POTENTIAL MOTIONS

Alternative 1 - Approval - Staff Recommended Option

I move to **approve** the **item** as presented, with the findings and conditions as presented in the conclusion above.

Alternative 2 - Approve as Amended

I move to **approve** the **item** as amended, as follows.

Alternative 3 - Continue

I move to **continue** the **item** to another meeting on [DATE], with direction to the applicant and/or Staff on information and / or changes needed to render a decision, as follows:

Alternative 4 - Denial

I move to **deny** the **item** with the following findings.

ACCOUNTABILITY

Department: Engineering
Staff member: Russ Funk, City Engineer
Matthew Kennard, Public Works Director

EXHIBITS

1. Sunrise Engineering Observation & Recommendation Report

7/15/2026

Recipient:

Town of Heber City

75 North Main

Heber City, UT

Subject: Salt Storage Shed Failure Observation and Recommendations

To Whom it May Concern:

At the request of Heber City, Sunrise Engineering performed a site visit to the Heber City Public Works property on July 1, 2026 to observe the current conditions of the salt storage shed and determine the potential causes of damage to the structure. The Sunrise team including Derek Anderson, PE, Steve Hansen, SE, Jeff Lundgreen PE, and Joey Knight EIT met with Russel Funk (City Engineer), Kyle Turnbow (Sr. Staff Engineer), Justin Motley (Utility Maintenance Operator), and Christian Payan (Water/Roads UMO). This report presents our observations, findings, and recommendations based on the site visit and original building drawings received from Heber City. See the Appendix for all figures and tables referenced in the report.

Structure Information and Observation:

The Salt Shed was constructed in 2019 and was used until 2024 when the public works team noticed large cracks forming in the concrete wall and the wall itself being pulled away from the floor slab. Justin Motley and Christian Payan described that the earthwork was done with small lifts and proper compaction testing so that soil settlement should not have been an issue.

The Salt Storage Shed structure is approximately 20' tall inside. Based on provided photographs and reports the salt piled to approximately 17'-18' tall from the finish floor slab at the tallest point. Additionally, it was evident that the salt pile reached approximately 14' high at the back (north) wall.

The concrete walls are 10" thick and 10' tall, with a 10' tall 8x8x16 Concrete Masonry Unit (CMU) block wall on top of the concrete wall. The roof is framed with pre-engineered roof trusses and spans from side wall to side wall (east and west walls). As shown in Figures 1 and 2 (see Appendix), the wall corners have significant cracks running all the way to the top of the wall with the cracks penetrating from the exterior to the interior of the concrete and masonry block. The back wall is pulling away from the floor slab with a large 5-6" gap between the wall face and the edge of floor slab (Figure 3). While on site, it was determined that the concrete portion of the wall was leaning approximately 7 degrees out of plumb. At the midpoint of the back wall, the size opening between the wall face and the ceiling was estimated to be 18"-24" in width (see Figure 4). Additional stress cracking was observed on the side walls near the back wall corners and at the mid span of the side walls as shown in Figures 5 and 6, respectively.

Based on these observations and prior to reviewing the engineering and construction drawings, it was determined that the most likely cause of failure was due to the concrete footing not being large enough to withstand the overturning stresses of the lateral pressure from the salt pile and additional lateral impact forces from machinery pushing against the salt pile. These observations and determinations are consistent with the review report prepared by Palmer Engineering and Forensics dated December 30, 2024 (#2412321).

Building Construction Documents Review:

Upon reviewing construction documents and engineering calculations, the cause of failure being an undersized footing was corroborated. The footing was specified as 30" wide and 12" deep. Upon reviewing the Engineer of Records stamped calculations we observed that while the specific wall calculations do account for wind, seismic, and snow loadings, they do not show any consideration for lateral stresses induced on the walls by the salt piles and heavy machinery use. The calculations for the existing building specifically state to, "ignore overturning" as the wall would be braced at the top. The permanent deformation of the structure is due to the result of lateral loads on the walls from the salt and heavy machinery usage. In other words, the original engineering design did not meet the actual loading criteria that the wall would see during its lifetime.

Analysis:

Sunrise performed an analysis of the wall as currently built and an analysis of what we would consider an acceptable, code-compliant design. Our analysis of the existing back wall with accurate loading conditions was completed to assess critical loading scenarios and the associated wall instabilities. Our analysis of the current wall showed that the wall was not designed to account for the lateral loads of the salt piles and loading machinery, the analysis calculations showed a failure in wall flexure as well as footing sliding and overturning. We believe that the permanent wall curvature is associated with overturning action due to the footing being too small which is then causing the wall to fail in flexure. We also believe that the wall pulling away from the finish floor slab is due to sliding failure. Additionally, we believe that the rotating footing is pushing up on the floor slab causing the slab to lift. This is more evidence that an overturning failure has occurred. Our analysis of the wall showed that a much larger footing and a thicker wall with additional reinforcement would be required to resist the lateral loading, and this is true whether the wall is cantilevered or restrained at top.

Additionally, we believe that the current design and construction did not provide sufficient connectivity between the back wall and the roof diaphragm to consider the wall as restrained and therefore ignoring overturning is not appropriate.

The construction documents also show that the same design used for the back wall is present for the side walls. While the side walls will not see the same consistent loading across the entire wall as the back wall does, it was and will continue to be loaded with a horizontal force from the salt and some minor loading from the equipment if the salt is pushed in at an angle. This means that the existing side wall and foundations are also undersized. This finding points towards these walls being subject to a similar failure if the wrong loading conditions are created.

Recommendations:

Based on visual observation, document review, and our analysis of the existing conditions we recommend that the structure be demolished and rebuilt. While technically a small portion of the side walls and front wing walls may be found sufficient for the loading conditions and could possibly be saved, the entire back (North) and a major portion of the side (East and West) walls will need to be replaced or retrofitted. We believe that if not rebuilt or retrofitted the existing wall would undergo a similar failure mechanism. Retrofitting the back footing is not an option as the size and reinforcing within the walls are not sufficient in these sections. Retrofitting the side walls would be extensive and create an unattractive concrete exterior wall that would likely require a wall to run to the roof to ensure water does not penetrate between the two walls. Retrofitting the existing footing and walls would be expensive and create further issues that may decrease the overall life of the structure. Partial demolition and rebuilding of the problematic areas may be slightly more achievable, but additional shoring would be required and the amount of wall saved would be minimal. Any existing cracking would need to be addressed and some kind of protection to ensure water cannot penetrate the cracking would be recommended. With the longevity of the structure in mind, it makes more sense to demolish and reconstruct the structure in its entirety.

An opinion of probable construction cost (OPCC), See Table 1 and Table 2 in the Appendix, was completed for comparing the two options of retrofitting/partial rebuild of the existing structure versus demolition of the entire existing structure and rebuilding with the appropriate and code-compliant engineering. Please note that the OPCC was completed using assumed material and labor values, and preliminary engineering assumptions. Based on the OPCC, the option of retrofitting the structure would be approximately \$30,000 less in total cost compared to rebuilding the existing structure. However, having a completely rebuilt structure would cost less in maintenance over the full life of the structure compared to the retrofit option. A possible maintenance cost for the retrofit option would be building inspections done on a consistent basis (typically every 1-2 years). There is concern that placing a new foundation next to an existing foundation could result in differential settlement and therefore an inspection of the structure would be recommended. There is additional concern that any existing cracks could pose a risk for water entering the walls and degrading the concrete or CMU and reinforcing. Additional costs from waterproofing or CMU and rebar degradation due to direct or indirect contact with salt could shorten the life of the structure significantly. With the additional cost of incidental costs and likely contingency for construction being higher for a retrofit or partial reconstruction we have estimated that both options are very similar in price and estimated to be around \$500,000 to demo and rebuild or retrofit the structure. (See Tables 1 and 2 in the Appendix)

By rebuilding the entire structure, you are ensuring no issues of the original design remain and you are resetting the life cycle of the structure.

Note: By providing this report we are in no way taking accountability or liability for the existing structure. The structure should not be used; access should be limited and caution taken as the back wall could potentially collapse as it is not stable.

Additional photographs and analysis calculations can be provided upon request.

If you have any questions regarding the report above, please feel free to contact our office at the above listed phone number or by emailing us directly at jeff.lundgreen@sunrise-eng.com or shansen@sunrise-eng.com.

Regards,

Jeffrey Lundgreen, PE



APPENDIX: Photographs and Analysis



Figure 1: Interior north east corner cracking

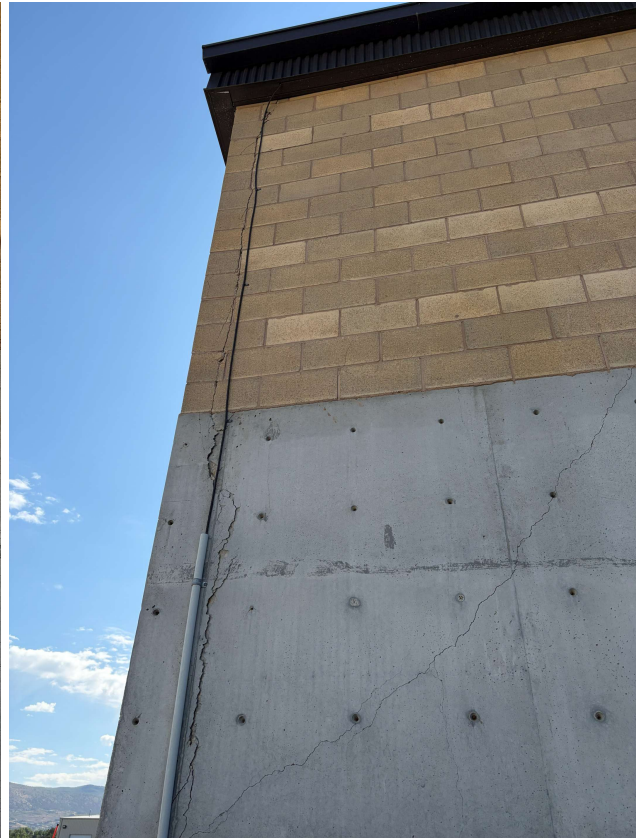


Figure 2: Exterior northwest corner cracking

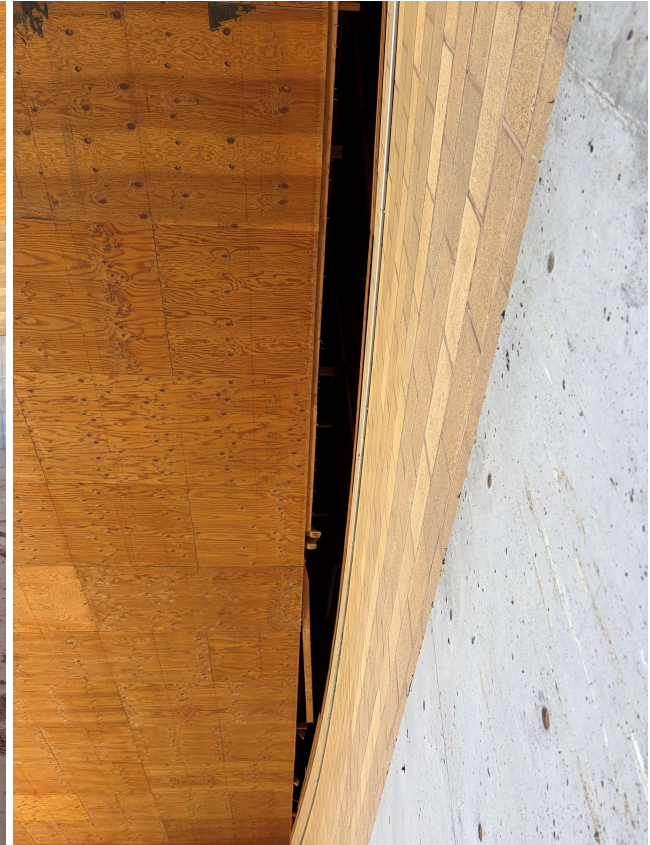


Figure 3: Back wall lifting & pulling away from floor Figure 4: Gap between ceiling finish and back wall



Figure 5: Diagonal cracking at east side wall



Figure 6: Cracking at middle of west side wall

Table 1: Salt Storage Replacement OPCC

SUNRISE ENGINEERING, INC. CONSULTING ENGINEERS AND SURVEYORS <i>Opinion of Probable Construction Costs</i>						
						
DESCRIPTION: Salt Storage Structure Replacement			PROJECT NO: _____			
OWNER: _____			DATE: 07/15/26			
Heber City			BY: JK/JL			
No.	Spec.	Item	Quantity	Unit	Unit Price	Amount
GENERAL BID ITEMS						
1		MOBILIZATION	1	LS	\$ 50,000.00	\$ 50,000.00
2		DEMOLITION	1	LS	\$ 50,000.00	\$ 50,000.00
3		EARTHWORK	1	LS	\$ 30,000.00	\$ 30,000.00
4		CONSTRUCTION	1	LS	\$ 277,000.00	\$ 277,000.00
SUBTOTAL						\$ 407,000.00
CONSTRUCTION CONTINGENCY					15%	\$60,000.00
CONSTRUCTION TOTAL						\$467,000.00
INCIDENTALS						
		Preliminary Engineering	2.9%	LS	\$ 14,900.00	\$ 14,900.00
		Engineering of New Structure	3.3%	LS	\$ 17,300.00	\$ 17,300.00
		Bidding and CM Services	4.5%	T&M	\$ 23,500.00	\$ 23,500.00
SUBTOTAL						\$ 55,700.00
COMBINED TOTAL						\$522,700.00
In providing opinions of probable construction cost, the Client understands that the Engineer has no control over costs or the price of labor, equipment or materials, or over the Contractor's method of pricing, and that the opinion of probable construction cost provided herein is made on the basis of the Engineer's qualifications and experience. The Engineer makes no warranty, expressed or implied, as to the accuracy of such opinions compared to bid or actual costs.						

Table 2: Salt Storage Retrofit OPCC

SUNRISE ENGINEERING, INC. CONSULTING ENGINEERS AND SURVEYORS <i>Opinion of Probable Construction Costs</i>						
						
DESCRIPTION: Salt Storage Structure Retrofit/Partial Demolition			PROJECT NO: _____			
OWNER: _____			DATE: 07/15/26			
Heber City			BY: JK/JL			
No.	Spec.	Item	Quantity	Unit	Unit Price	Amount
GENERAL BID ITEMS						
1		MOBILIZATION	1	LS	\$ 40,000.00	\$ 40,000.00
2		DEMOLITION	1	LS	\$ 35,000.00	\$ 35,000.00
3		EARTHWORK	1	LS	\$ 20,000.00	\$ 20,000.00
4		CONSTRUCTION	1	LS	\$ 231,000.00	\$ 231,000.00
SUBTOTAL						\$ 326,000.00
CONSTRUCTION CONTINGENCY					25%	\$80,000.00
CONSTRUCTION TOTAL						\$406,000.00
INCIDENTALS						
		Preliminary Engineering	3.0%	LS	\$ 14,900.00	\$ 14,900.00
		Engineering of New Structure	5.0%	LS	\$ 24,500.00	\$ 24,500.00
		Bidding and CM Services	9.7%	T&M	\$ 47,700.00	\$ 47,700.00
SUBTOTAL						\$ 87,100.00
COMBINED TOTAL						\$493,100.00
In providing opinions of probable construction cost, the Client understands that the Engineer has no control over costs or the price of labor, equipment or materials, or over the Contractor's method of pricing, and that the opinion of probable construction cost provided herein is made on the basis of the Engineer's qualifications and experience. The Engineer makes no warranty, expressed or implied, as to the accuracy of such opinions compared to bid or actual costs.						



Heber City Council Staff Report

MEETING DATE: 7/21/2026

SUBJECT: Approval of UDOT Betterment Agreement in the amount of \$875,822.15 relating to the realignment and new traffic signal at the intersection of Mill Rd & Hwy 40

RESPONSIBLE: Russ Funk

DEPARTMENT: Engineering

STRATEGIC RELEVANCE: Community and Economic Development
Infrastructure Sustainability
Necessary Administrative Action

SUMMARY

The purpose of this item is to seek Council approval to enter into a Betterment Agreement with UDOT so they will complete a realignment of Mill Road and install a new traffic signal at the intersection of Mill Rd and Hwy 40.

RECOMMENDATION

Approve the UDOT Betterment Agreement in the amount of \$875,882.15.

BACKGROUND

UDOT is completing a Hwy 40 Widening Project going from near the 1200 South intersection to approximately Center Creek Dr south of town. In addition to installation of the new traffic signal at 1500 South, staff has been working with UDOT in an effort to have a new traffic signal installed at the Mill Road intersection as part of the project. UDOT is willing to install the signal conditioned upon Mill Road being realigned perpendicularly to Hwy 40 as anticipated by the City's existing Hwy 40 Access Agreement with UDOT. Although design for the realignment has been included in UDOT's project plans, the cost of the work and negotiation for the necessary property for the realignment is the responsibility of Heber City.

Staff has also been working with the owners and potential developers of the Heiner property located at the north-east corner of the intersection. It is anticipated that a property swap will take place where the property required for the realignment will be dedicated to Heber City, and that the unused portion of the existing right-of-way will be vacated back to the property owner with easements remaining for existing utilities. It is also anticipated that construction costs will be shared, with the property owner/developer paying for the standard roadway cross-section costs, and the City using primarily impact fees to pay for the increased costs to upgrade to a major collector cross-section.

DISCUSSION

Timing:

UDOT intends on advertising the project as soon as possible and has requested the Betterment Agreement and required property dedication paperwork be in place by the end of July. Although we have already drafted some initial terms, it will likely take us a little longer to get the cost sharing agreement with the owner/developer finalized. The Betterment Agreement can only be between Heber City and UDOT (not the developer), which could pose some risk to the City if we move forward with the agreement and the cost sharing agreement and potential development falls through. However, there appears to be enough money in the impact fee and transportation tax funds that the City could cover the expense for a while if needed. It's possible that a future project may need to be delayed if an agreement isn't ultimately reached.

Agreement Language:

Staff is working with UDOT on some minor modifications to the language/terms of the Betterment Agreement. We have discussed and tentatively agreed to the changes with the UDOT PM, but UDOT's process of getting the language finalized requires further approval, and the final version is not available at the deadline for staff report submittal. An marked up attachment showing the proposed changes has been attached.

FISCAL IMPACT

The Draft FY27 Budget includes \$565,000 of Street Impact Fees (Fund 46) and \$35,000 of Transportation Tax (Fund 48) funding for the project. Depending on the outcome of the cost sharing agreement, the City may need a future budget amendment to make the necessary deposit to UDOT. There appears to be enough surplus in each of these funds to cover the overage if needed.

CONCLUSION

Based on the benefits to the community of completion of the proposed improvements and seeing that adequate funding is available to adequately cover the risk, staff recommends moving forward with the Betterment Agreement.

ALTERNATIVES

1. Approve as proposed
2. Approve as amended
3. Continue
4. Deny

POTENTIAL MOTIONS

Alternative 1 - Approval - Staff Recommended Option

I move to **approve the item** as presented, with the findings and conditions as presented in the conclusion above.

Alternative 2 - Approve as Amended

I move to **approve the item** as amended, as follows.

Alternative 3 - Continue

I move to **continue** the **item** to another meeting on [DATE], with direction to the applicant and/or Staff on information and / or changes needed to render a decision, as follows:

Alternative 4 - Denial

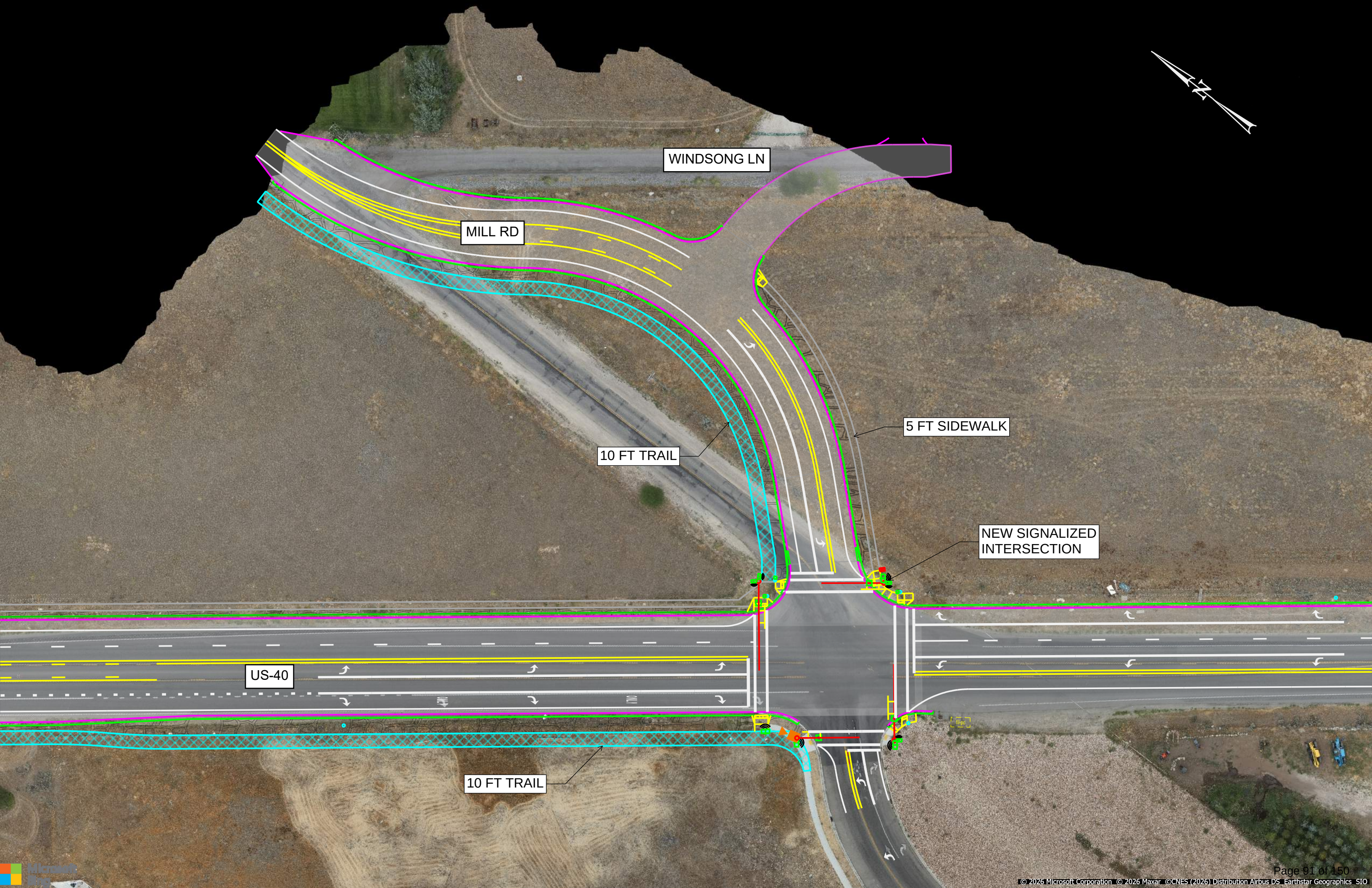
I move to **deny** the **item** with the following findings.

ACCOUNTABILITY

Department: Engineering
Staff member: Russ Funk, City Engineer

EXHIBITS

1. Project Concept Exhibit
2. Draft Betterment Agreement
3. Proposed Changes to Draft Betterment Agreement



WINDSONG LN

MILL RD

US-40

10 FT TRAIL

5 FT SIDEWALK

NEW SIGNALIZED
INTERSECTION

10 FT TRAIL

Local Agency Cost Estimate Betterment Agreement	Betterment Description: Roadway and drainage work to realign Mill Rd.	Estimated Cost for Betterment \$875,822.15
PIN: 18431 FINET/CID: 73967	Project Number: S-0040(210)18 Project Name: US-40 – 189 to Mill Road	Agreement Number
		Date Executed

THIS AGREEMENT, made and entered into the date shown below, by and between the **Utah Department of Transportation**, (“UDOT”), and **Heber City** a political subdivision of the State of Utah, (“**Local Agency**”).

Subject to the attached provisions, UDOT will include the following betterment work items into the above referenced Project and will oversee construction of the betterment work. Upon signing this Agreement, the Local Agency agrees that the costs shown below are estimates only and the Local Agency is responsible for paying all actual costs associated with these betterment items, based on Contract Unit Bid Prices, and actual quantities placed.

Detailed Description of Betterment Work:

Bid Item Number	Description	Quantity	Unit	Estimated Unit Price	Estimated Cost
133	Mobilization	1	Lump	\$85,000.00	\$85,000.00
134	Traffic Control	1	Lump	\$18,500.00	\$18,500.00
135	Silt Fence	1,063.00	ft	\$4.00	\$4,252.00
136	Gutter - Inlet Barrier	10	Each	\$205.00	\$2,050.00
137	Survey	1	Lump	\$3,500.00	\$3,500.00
138	Granular Borrow (Plan Quantity)	1,278.00	cu yd	\$45.25	\$57,829.50
139	Rock Mulch	604	sq yd	\$34.50	\$20,838.00
140	Weed Barrier Geotextile	604	sq yd	\$5.00	\$3,020.00
141	Remove Fence	695	ft	\$3.00	\$2,085.00

142	Remove Mailbox	2	Each	\$350.00	\$700.00
143	Remove Asphalt Pavement	2,314.00	sq yd	\$14.95	\$34,594.30
144	Clearing and Grubbing (Plan Quantity)	1.2	Acre	\$8,600.00	\$10,320.00
145	Roadway Excavation (Plan Quantity)	1,333.00	cu yd	\$22.45	\$29,925.85
146	Surface Ditch	152	ft	\$15.00	\$2,280.00
147	Drainage Pipe - 18 inch, Smooth, Leak-Resistant	329	ft	\$159.00	\$52,311.00
148	Hydrodynamic Separator	1	Each	\$106,000.00	\$106,000.00
149	Heber City Sump Disposal	5	Each	\$14,000.00	\$70,000.00
150	Heber City Curb Inlet Box - Open Face	5	Each	\$10,000.00	\$50,000.00
151	Untreated Base Course (Plan Quantity)	858	cu yd	\$53.50	\$45,903.00
152	HMHMA - 1/2 Inch	874	Ton	\$141.00	\$123,234.00
153	Emulsified Asphalt (Tack)	3	Ton	\$932.00	\$2,796.00
154	Pavement Marking Paint	33	gal	\$55.00	\$1,815.00
155	Pavement Message (Preformed Thermoplastic)	2	Each	\$350.00	\$700.00
156	Perpendicular/Parallel Pedestrian Access Ramp	1	Each	\$3,250.00	\$3,250.00
157	Heber City Concrete Sidewalk	1,167.00	sq ft	\$13.95	\$16,279.65
158	Concrete Trail, 6 Inch Thick	4,385.00	sq ft	\$13.85	\$60,732.25
159	High Back Curb and Gutter	1,057.00	ft	\$43.00	\$45,451.00
160	Concrete Driveway Flared, 7 inch Thick	109	sq ft	\$16.00	\$1,744.00
161	Curb and Gutter Type B1 to High Back Curb and Gutter Transition	2	Each	\$850.00	\$1,700.00
162	Sign Type A-1	16	sq ft	\$80.00	\$1,280.00
163	Relocate Sign Less Than 20 Square Feet	3	Each	\$500.00	\$1,500.00
164	Small Sign Tubular Steel Post Base (B1)	3	Each	\$350.00	\$1,050.00
165	Sign Post P2	3	Each	\$300.00	\$900.00
166	HECP Type 1 (Plan Quantity)	826	sq yd	\$0.55	\$454.30
167	Strip and Stockpile Salvaged Topsoil (Plan Quantity)	5,824.00	sq yd	\$1.75	\$10,192.00
168	Spread Salvaged Topsoil (Plan Quantity)	826	sq yd	\$2.20	\$1,817.20

169	Drill Seed (Plan Quantity)	826	sq yd	\$0.25	\$206.50
170	Grinding for Grooved-In Pavement Markings	2,168.00	ft	\$0.70	\$1,517.60
171	Grinding for Grooved-In Pavement Messages	2	Each	\$47.00	\$94.00
TOTAL ESTIMATED COST OF BETTERMENT WORK					\$875,822.15

The total estimated cost of the betterment work shall be advanced / deposited with UDOT prior to advertising / procurement of the Project. The Local Agency shall deposit the amount with UDOT's Comptroller's Office located at UDOT/Comptroller, 4501 South 2700 West, Box 141510, Salt Lake City 84119-1510.

In the event the actual betterment costs are higher, the Local Agency shall pay the additional amount required within 30 days of receiving an invoice from UDOT. In the event the actual betterment costs are lower, UDOT will refund the balance of the amount deposited within 30 days of determining the final cost of the betterment work.



Provisions

(Note: the language in these provisions shall not be changed without prior approval from the Utah AG's office)

The Local Agency desires to include the betterment work items described herein in the project contract work.

UDOT will include the Local Agency's requested betterment work in the project contract provided that the Local Agency pay the actual additional costs and UDOT's project will not be delayed because of the betterments. No betterments will be added to the bid package until this Agreement has been signed by both parties.

The Local Agency, at no cost to the Project, shall provide on-call support from Local Agency's Design Engineer or appropriate representative to correct or clarify issues during construction **and to perform the necessary inspection for the Local Agency work installed by the contractor.** The Local Agency engineer and / or inspector shall work with and through UDOT's Project Manager or Resident Engineer and shall give no orders directly to UDOT's contractor unless authorized in writing to do so. UDOT's contractor will accomplish the work covered herein on the Local Agency's facilities **in accordance with the plans and specifications provided by the Local Agency,** including changes or additions to the plans and specifications which are approved by the parties.

The Local Agency, through its inspection of the work, will provide UDOT's Project Manager or Resident Engineer with information covering any problems or concerns the Local Agency may have with acceptance of the facilities upon completion of construction.

Any periodic plan and specification review or construction inspection performed by UDOT arising out of the performance of the project does not relieve the Local Agency of its duty in the performance of this project or to ensure compliance with acceptable standards.

Except in cases of emergency, access for maintenance and servicing of the Local Agency facilities located on UDOT's right-of-way will be by permit issued by UDOT to the Local Agency, and that the Local Agency will obtain the permit and abide by the conditions thereof for policing

and other controls in the conformance with Utah Administrative Rules.

I. Indemnification:

UDOT and the Local Agency are both governmental entities subject to the Governmental Immunity Act. Each party agrees to indemnify, defend, and save harmless the other from and against all claims, suits and costs, including attorneys' fees for injury or damage of any kind, arising out of its negligent acts, errors or omissions of its officers, agents, contractors or employees in the performance of this agreement. Nothing in this paragraph is intended to create additional rights to third parties or to waive any of the provisions of the Governmental Immunity Act. The obligation to indemnify is limited to the dollar amounts set forth in the Governmental Immunity Act, provided the Act applies to the action or omission giving rise to the protections in this paragraph. The indemnification in this paragraph shall survive the expiration or termination of this Agreement.

II. Termination:

This Agreement may be terminated as follows:

- a. By mutual agreement of the parties, in writing.
- b. By either UDOT or the Local Agency for failure of the other party to fulfill their obligations as set forth in the provisions of this Agreement. Reasonable allowances will be made for circumstances beyond the control of the parties. Written notice of intent to terminate is required and shall specify the reasons for termination.
- c. By UDOT for the convenience of the State upon written notice to the Local Agency.
- d. Upon satisfactory completion of the provisions of this Agreement.

III. Maintenance:

The Local Agency agrees that, upon completion and final inspection of the project construction, to accept, own and maintain the betterment work covered herein at no further cost to UDOT.

IV. Payment and Reimbursement to UDOT:



The Local Agency shall be responsible for all actual costs associated with these betterment items.

The Local Agency agrees that if it modifies or cancels this Agreement at any time after it has been signed, the Local Agency agrees to pay any cancellation penalties or costs incurred by UDOT as a result of the betterment work scope being modified or cancelled. In the event the Local Agency fails to reimburse UDOT for the costs included in this Agreement, funding for other Local Agency projects or B&C road funds may be withheld until the entire payment is made.

V. Change in Scope and Schedule:

The Local Agency recognizes that if its project scope or schedule changes from the terms of this Agreement, Local Agency will notify the UDOT Project Manager or Resident Engineer will be notified prior to changes being made. Any costs incurred by UDOT as a result of these scope or schedule changes will be the responsibility of the Local Agency.

In the event there are changes in the scope of the work, extra work, or changes in the planned work covered by this Agreement, a signed written modification to this Agreement is required prior to the start of work on the changes or additions.

VI. Prohibition on Certain Telecommunications and Video Surveillance Services or Equipment:

All work of the Company that relates to any agreement with UDOT is subject to Public Law 115-232, Sec. 889 and 2 CFR § 200.216 (the "Telecommunications Laws"). Among other things, the Telecommunications Laws prohibit the use of any sort of "covered telecommunications" equipment or services, which are those provided by a company listed in such laws. The Company shall at all times comply with the Telecommunications Laws. The Company hereby certifies that it has read the Telecommunications Laws and consulted with legal counsel as needed. For all matters which are the subject of any agreement between the Company and UDOT, the Company hereby certifies that it currently conforms with, and will continue to conform with, the Telecommunications Laws in all respects. The

Company shall also place this certification in all UDOT-related contracts with subcontractors, consultants, and suppliers for UDOT's benefit. If any government entity having jurisdiction determines that the Company or its associates is not in compliance with the Telecommunications Laws, the Company agrees that it shall promptly notify UDOT of the same and remedy any deficiency.

VII. Miscellaneous:

This Agreement shall constitute the entire agreement and understanding of the parties with respect to the betterments, and shall supersede all offers, negotiations, and other agreements. Any amendment to this agreement must be in writing and executed by authorized representatives of each party.

Each party agrees to undertake and perform all further acts that are reasonably necessary to carry out the intent and purpose of this agreement at the request of the other party.

The failure of either party to insist upon strict compliance of any of the terms and conditions, or failure or delay by either party to exercise any rights or remedies provided in this Agreement, or by law, will not release either party from any obligations arising under this Agreement.

This Agreement may be executed in counter parts by the parties.

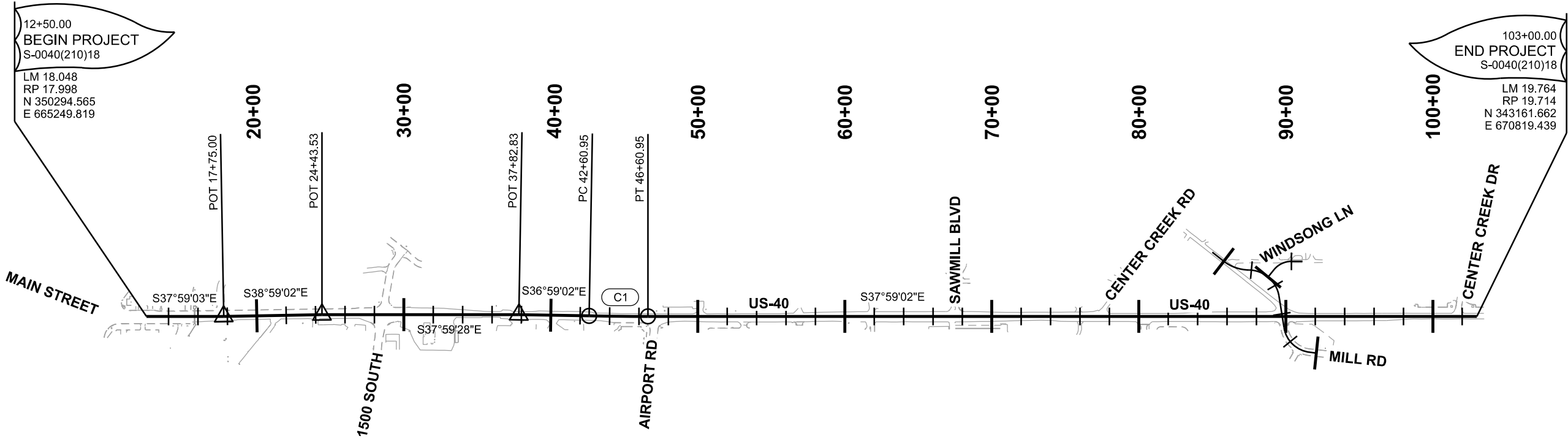
Each party represents that it has the authority to enter into this Agreement.

Language content was reviewed and approved by the Utah AG's office on April 10, 2018.

Local Agency			Utah Department of Transportation		
By		Date	By		Date
Title/Signature of Official			Project Manager		
By		Date	By		Date
Title/Signature of additional official, if required			Region Director		
By		Date	By		Date
Title/Signature of additional official, if required			Comptroller's Office		

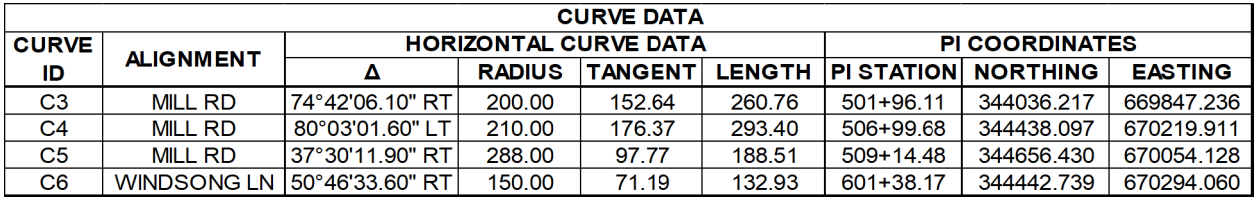
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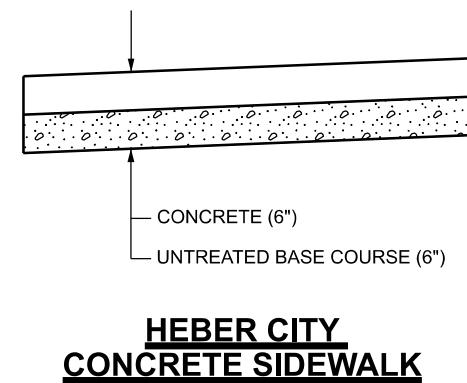
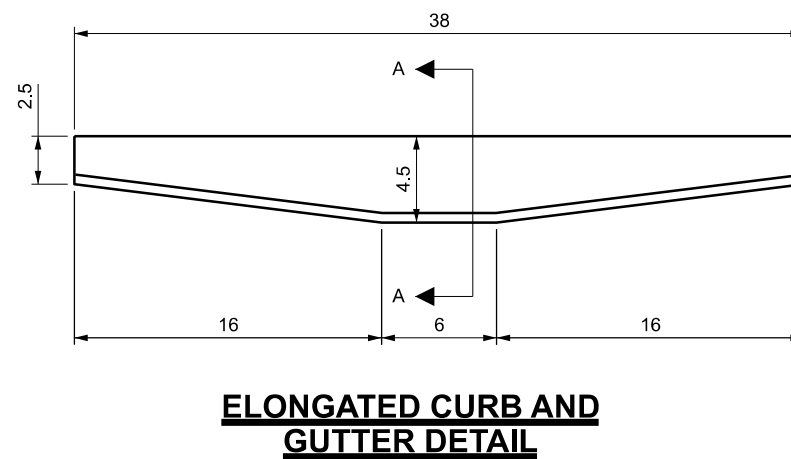
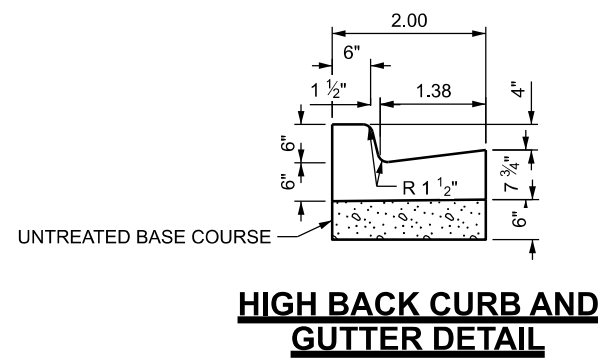
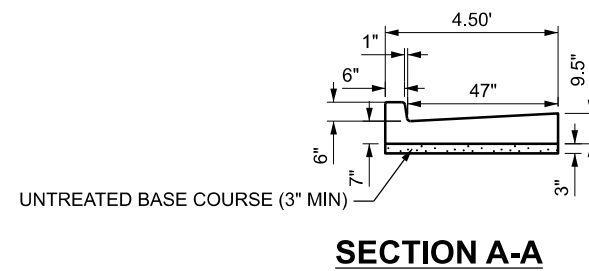
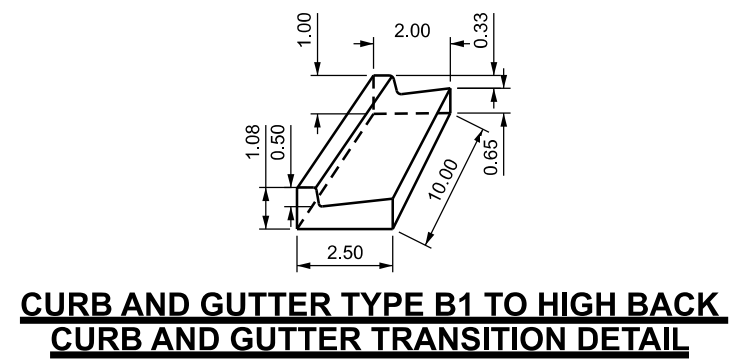
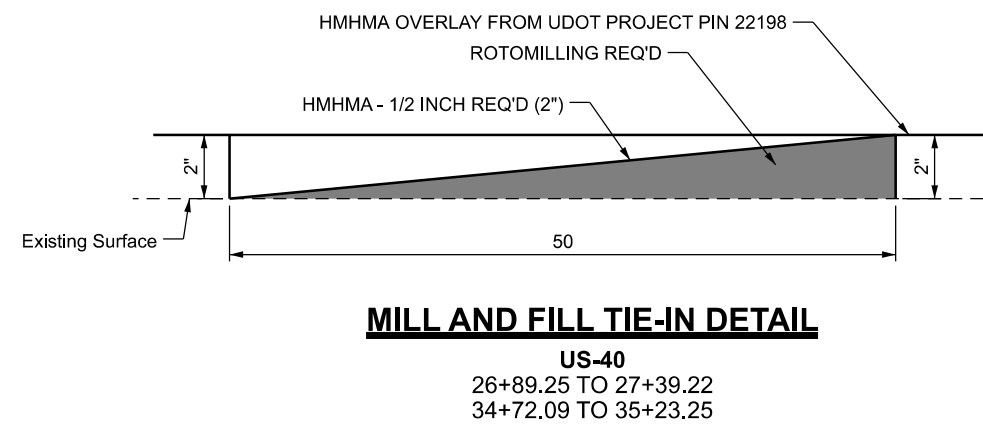
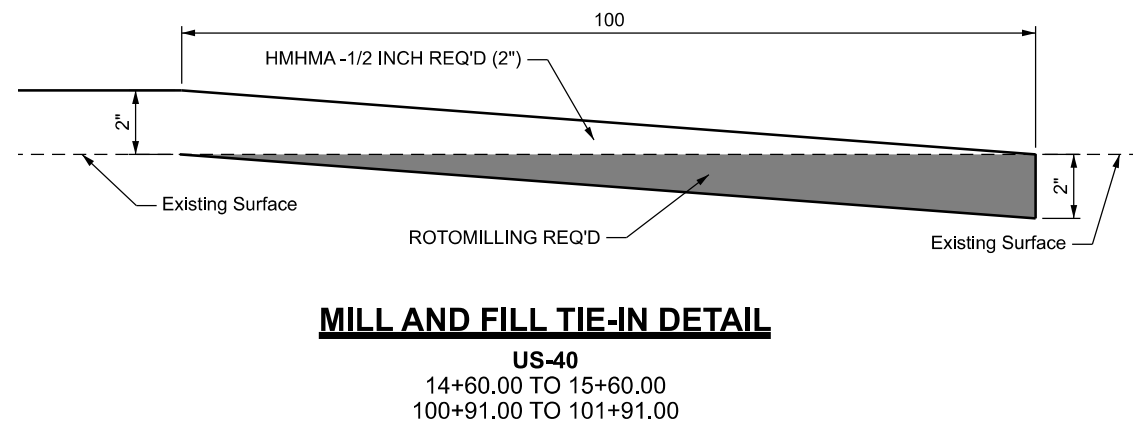
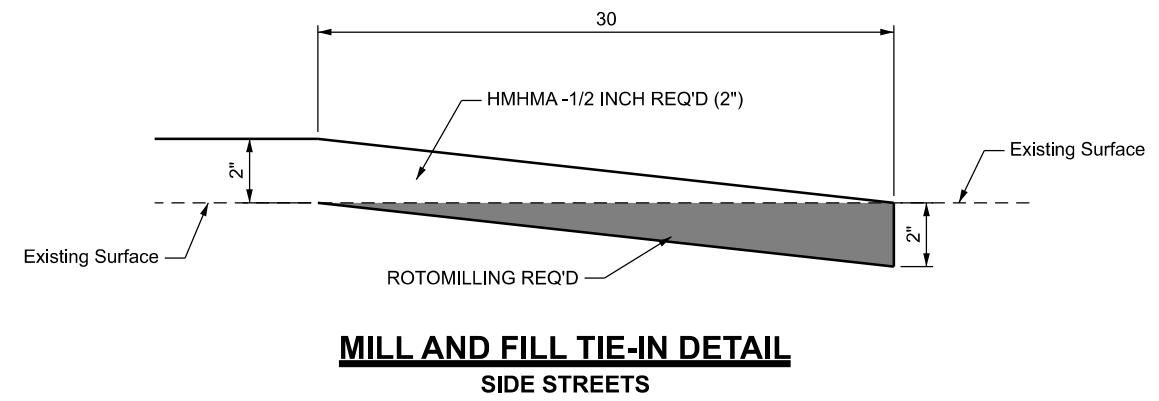
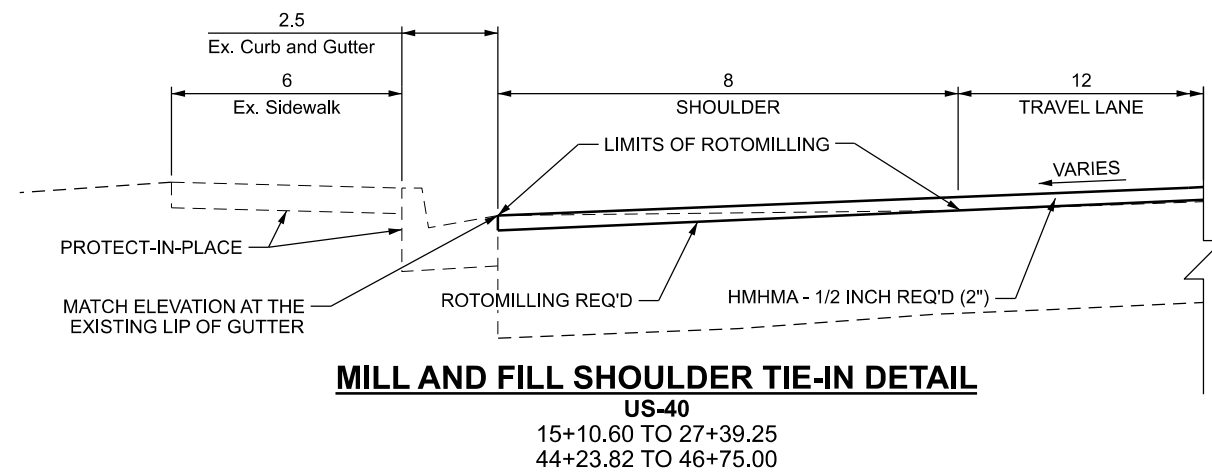
CURVE DATA								
CURVE ID	ALIGNMENT	HORIZONTAL CURVE DATA				PI COORDINATES		
		Δ	RADIUS	TANGENT	LENGTH	PI STATION	NORTHING	EASTING
C1	US-40	1°00'00.00" LT	22918.32	200.00	400.00	44+60.95	347763.908	667225.844



- NOTES:**
- SEE HC-02 FOR MILL ROAD AND WINDSONG LN ALIGNMENT INFORMATION.

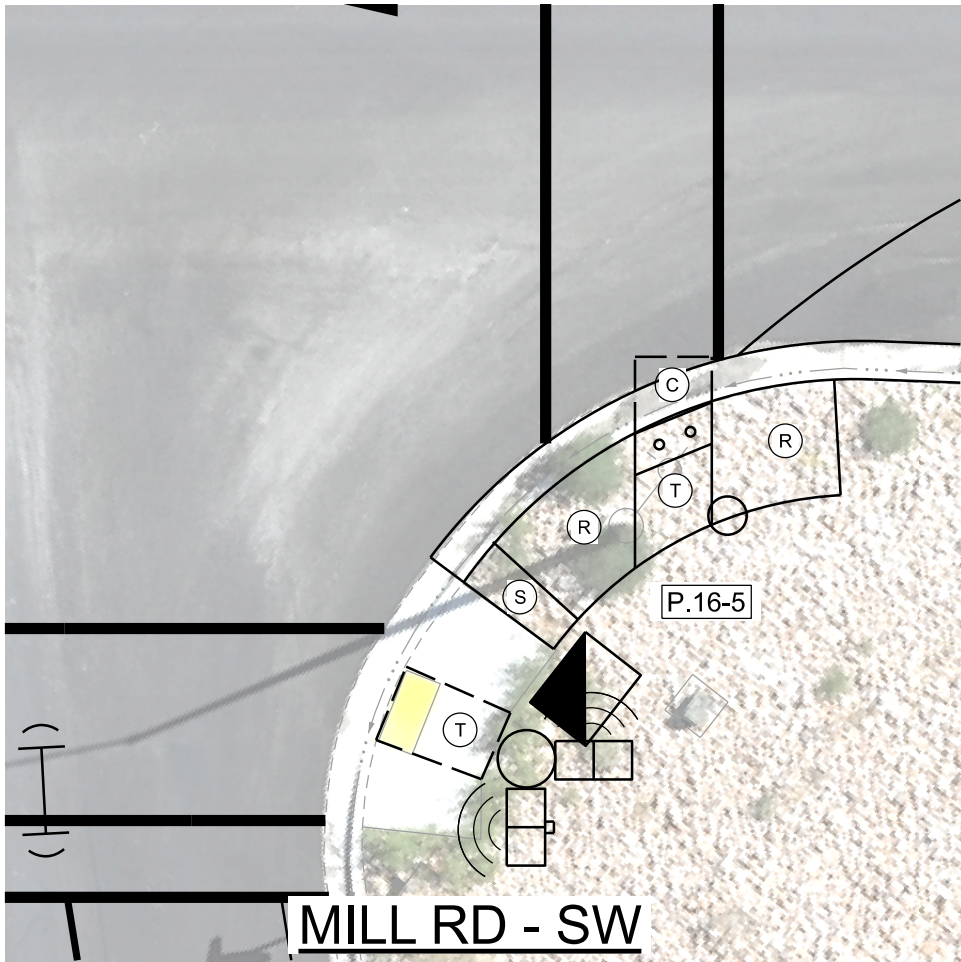
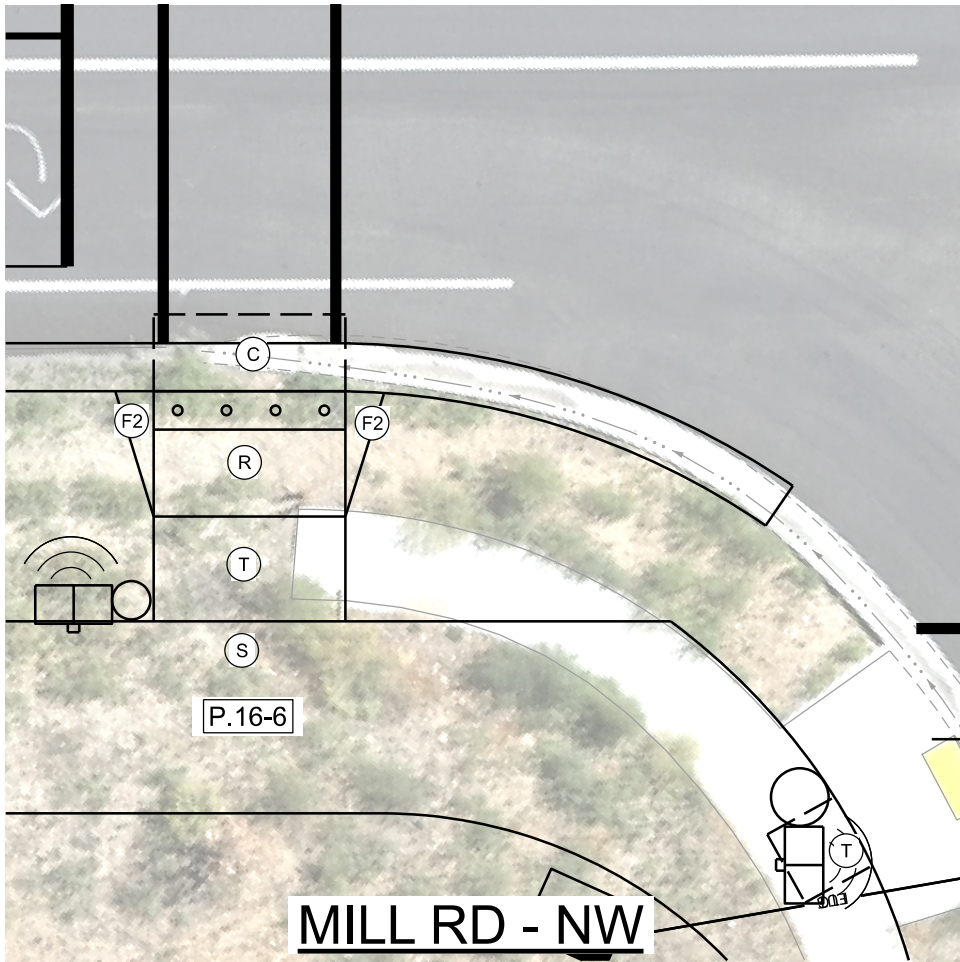
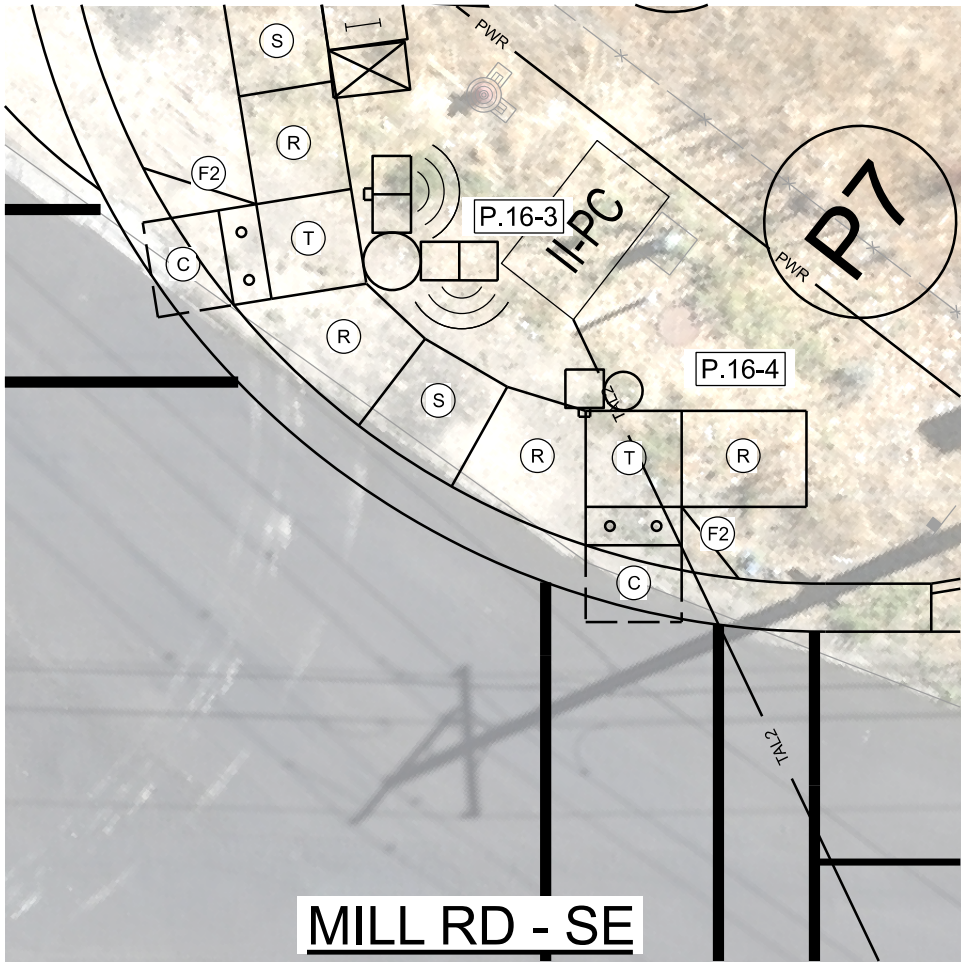
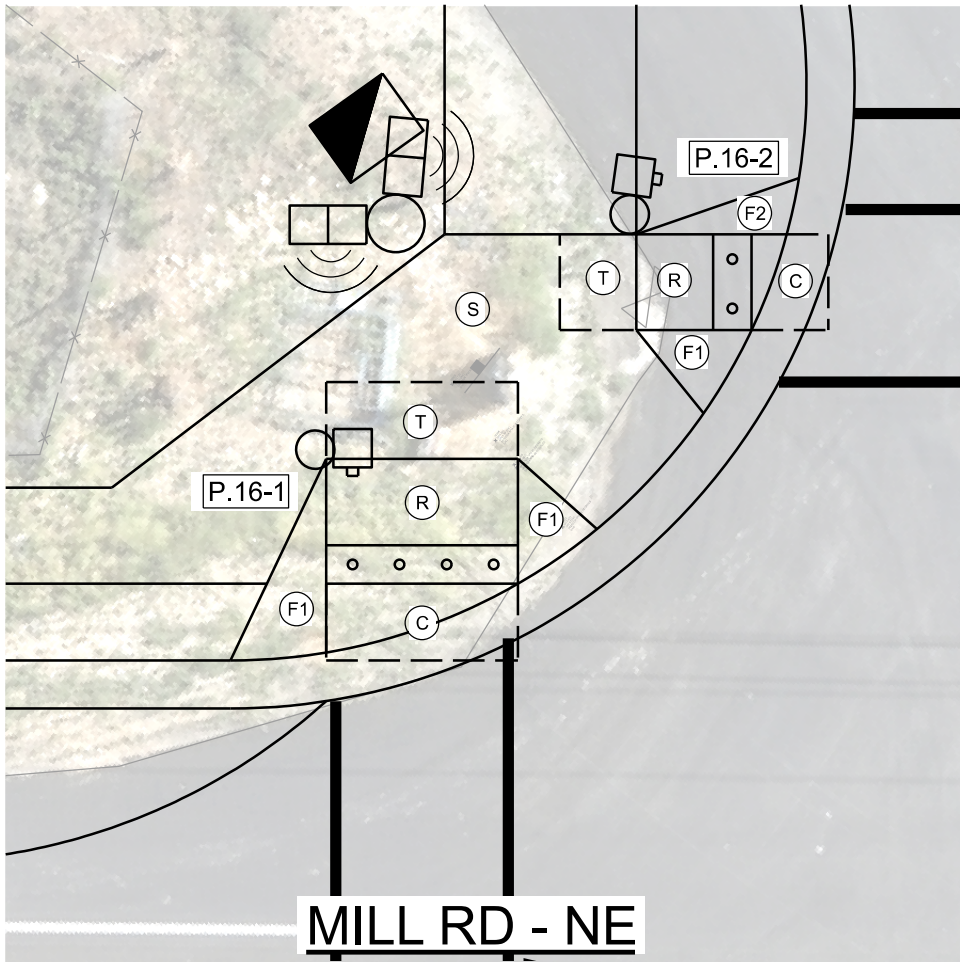
PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP		REVISIONS	
PROJECT NUMBER		S-0040(210)18		APPROVED			
HORIZONTAL CONTROL		PIN 18431		DRAWN BY PUG			
				QC CHECKED BY AMY			
				DATE 04/13/2026			
				PROFESSIONAL ENGINEER			
				DATE			
				APPROVED BY			
				NO.		DATE	
				APPROVED BY		REMARKS	
SHEET NO.		HC-01					

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PROJECT	US-40 - 189 TO MILL ROAD			UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP										REVISIONS											
	PROJECT NUMBER	S-0040(210)18	PIN	18431	APPROVED	DRAWN BY			PJG	QC CHECKED BY			MRB.	NO.			DATE	APPROVED BY	REMARKS						
DT-01				DETAILS				04/13/2026 DATE										PROFESSIONAL ENGINEER							

14-JUL-2026 DGN: Files\pwr\udot\pawbent\mcomudo\paw\01\Documents\UDOT Projects\Region 3 Projects\B431 US 40\B431 TO CENTER CREEK\Roadway Design\B431.DT-05.dgn



GENERAL NOTES:

- SEE 2026 UDOT STANDARD DRAWINGS, PA SERIES, FOR SPECIFIC STANDARDS APPLICABLE TO DT SHEETS. CONSTRUCT PEDESTRIAN RAMPS ACCORDING TO STANDARDS APPLICABLE TO ELEMENTS SHOWN IN LEGEND.
- PEDESTRIAN RAMP DESIGNS SHOWN ARE REPRESENTATIVE OF WHAT MAY WORK TO MEET STANDARD. SURVEY MAY BE OUTDATED IN CERTAIN AREAS. THE CONTRACTOR MAY NEED TO ADJUST PEDESTRIAN RAMP CONFIGURATION IN THE FIELD TO MEET UDOT AND ADA STANDARDS.
- PROTECT ALL UTILITIES IN PLACE EXCEPT THOSE CALLED FOR RECONSTRUCTION IN PLANS.
- ADJUST PAVEMENT THICKNESS AS NEEDED AROUND PEDESTRIAN ACCESS RAMPS OR GRIND UP TO 4" INTO ASPHALT PAVEMENT AFTER CONSTRUCTION TO ATTAIN STANDARD CLEAR SPACE SLOPES AS NECESSARY, UNLESS A TECHNICAL INFEASIBILITY HAS BEEN APPROVED.
- INSTALL DETECTABLE WARNING SURFACE PANELS THAT CONTRAST WITH SURROUNDING ELEMENTS.
- MOUNT PUSH BUTTONS 42+/- 2" ABOVE TURNING SPACE. INSTALL PEDESTRIAN POLES 10" OR LESS FROM EDGE OF TURNING SPACE.

LEGEND:

- | | | | |
|-----|----------------------------|------|-----------------------|
| (T) | TURNING SPACE | (S) | SIDEWALK |
| (R) | RAMP | (F1) | TRAVERSABLE FLARE |
| (C) | CLEAR SPACE | (F2) | NON-TRAVERSABLE FLARE |
| [] | DETECTABLE WARNING SURFACE | | |
| [] | CLEAR SPACE | | |

PEDESTRIAN RAMP LEGEND:

- P.X-X
PED RAMP NUMBER
SHEET NUMBER

PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				REVISIONS					
PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		DRAWN BY		MAZ	
DETAILS				PROFESSIONAL ENGINEER		04/13/2026		DATE		QC CHECKED BY		MRB	
										NO.		DATE	
										APPROVED BY		REMARKS	



1. SEE 2026 UDOT STANDARD DRAWINGS, PA SERIES, FOR SPECIFIC STANDARDS APPLICABLE TO DT SHEETS. CONSTRUCT PEDESTRIAN RAMPS ACCORDING TO STANDARDS APPLICABLE TO ELEMENTS SHOWN IN LEGEND.
2. PEDESTRIAN RAMP DESIGNS SHOWN ARE REPRESENTATIVE OF WHAT MAY WORK TO MEET STANDARD. SURVEY MAY BE OUTDATED IN CERTAIN AREAS. THE CONTRACTOR MAY NEED TO ADJUST PEDESTRIAN RAMP CONFIGURATION IN THE FIELD TO MEET UDOT AND ADA STANDARDS.
3. PROTECT ALL UTILITIES IN PLACE EXCEPT THOSE CALLED FOR RECONSTRUCTION IN PLANS.
4. ADJUST PAVEMENT THICKNESS AS NEEDED AROUND PEDESTRIAN ACCESS RAMPS OR GRIND UP TO 4" INTO ASPHALT PAVEMENT AFTER CONSTRUCTION TO ATTAIN STANDARD CLEAR SPACE SLOPES AS NECESSARY, UNLESS A TECHNICAL INFEASIBILITY HAS BEEN APPROVED.
5. INSTALL DETECTABLE WARNING SURFACE PANELS THAT CONTRAST WITH SURROUNDING ELEMENTS.
6. MOUNT PUSH BUTTONS 42+/- 2" ABOVE TURNING SPACE. INSTALL PEDESTRIAN POLES 10" OR LESS FROM EDGE OF TURNING SPACE.

	TURNING SPACE		SIDEWALK
	RAMP		TRAVERSABLE FLARE
	CLEAR SPACE		NON-TRAVERSABLE FLARE
	DETECTABLE WARNING SURFACE		
	CLEAR SPACE		

P.X-X

PED RAMP NUMBER

SHEET NUMBER

SHEET NO. DT-06

SUMMARY OF ITEMS - HEBER CITY BETTERMENT					
BID ITEM	PAY ITEM NUMBER	PAY ITEM NAME	QUANTITY	UNIT	SHEET NUMBER
128	015017010	MOBILIZATION	1	LUMP	SM-02
129	01554700*	TRAFFIC CONTROL	1	LUMP	SM-02
130	015717030	SILT FENCE	1,063	FT	SM-09
131	015717100	GUTTER - INLET BARRIER	10	EACH	SM-09
132	017217010	SURVEY	1	LUMP	SM-02
133	020567015	GRANULAR BORROW (PLAN QUANTITY)	1,278	CU YD	SM-02
134	02066700*	ROCK MULCH	678	SQ YD	SM-15
135	020757040	WEED BARRIER GEOTEXTILE	678	SQ YD	SM-15
136	022217080	REMOVE FENCE	695	FT	SM-05 TO SM-06
137	022217106	REMOVE MAILBOX	2	EACH	SM-05 TO SM-06
138	022217165	REMOVE ASPHALT PAVEMENT	2,282	SQ YD	SM-05 TO SM-06
139	022317020	CLEARING AND GRUBBING (PLAN QUANTITY)	1	ACRE	SM-05 TO SM-06
140	023167020	ROADWAY EXCAVATION (PLAN QUANTITY)	1,333	CU YD	SM-02
141	023187020	SURFACE DITCH	152	FT	SM-03
142	026107386	DRAINAGE PIPE - 18 INCH, SMOOTH, LEAK-RESISTANT	329	FT	SM-08
143	02631701*	HYDRODYNAMIC SEPARATOR	1	EACH	SM-09
144	02633705P	HEBER CITY SUMP DISPOSAL	5	EACH	SM-09
145	02633707P	HEBER CITY CURB INLET BOX - OPEN FACE	5	EACH	SM-08
146	027217020	UNTREATED BASE COURSE (PLAN QUANTITY)	858	CU YD	SM-02
147	02740705*	HMHMA - 1/2 INCH	874	TON	SM-02
148	027487020	EMULSIFIED ASPHALT (TACK)	3	TON	SM-02
149	027657050	PAVEMENT MARKING PAINT	33	GAL	SM-10 TO SM-12
150	027687105	PAVEMENT MESSAGE (PREFORMED THERMOPLASTIC)	2	EACH	SM-13
151	027717059	PERPENDICULAR/PARALLEL PEDESTRIAN ACCESS RAMP	1	EACH	SM-03 TO SM-04
152	02776700P	HEBER CITY CONCRETE SIDEWALK	1,167	SQ FT	SM-03 TO SM-04
153	02776701P	CONCRETE TRAIL, 6 INCH THICK	5,281	SQ FT	SM-03 TO SM-04
154	02776702P	HIGH BACK CURB AND GUTTER	1,057	FT	SM-03 TO SM-04
155	027767045	CONCRETE DRIVEWAY FLARED, 7 INCH THICK	90	SQ FT	SM-03 TO SM-04
156	02776705P	CURB AND GUTTER TYPE B1 TO HIGH BACK CURB AND GUTTER TRANSITION	2	EACH	SM-03 TO SM-04
157	028917020	SIGN TYPE A-1	16	SQ FT	SM-14 TO SM-15
158	028917285	RELOCATE SIGN LESS THAN 20 SQUARE FEET	3	EACH	SM-14 TO SM-15
159	028917300	SMALL SIGN TUBULAR STEEL POST BASE (B1)	3	EACH	SM-14 TO SM-15
160	028917360	SIGN POST P2	3	EACH	SM-14 TO SM-15
161	029117010	HECP TYPE 1 (PLAN QUANTITY)	1,082	SQ YD	SM-15
162	029127000	STRIP AND STOCKPILE SALVAGED TOPSOIL (PLAN QUANTITY)	6,362	SQ YD	SM-15
163	029127010	SPREAD SALVAGED TOPSOIL (PLAN QUANTITY)	1,082	SQ YD	SM-15
164	029227010	DRILL SEED (PLAN QUANTITY)	1,082	SQ YD	SM-15
165	029837010	GRINDING FOR GROOVED-IN PAVEMENT MARKINGS	2,168	FT	SM-10 TO SM-12
166	029837030	GRINDING FOR GROOVED-IN PAVEMENT MESSAGES	2	EACH	SM-14 TO SM-15

PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				REVISIONS			
PROJECT NUMBER		S-0040(210)18						PROJECT PIN		18431	
SUMMARY				APPROVED		DRAWN BY		PJC			
						QC CHECKED BY		MRB			
						DATE		04/13/2026			
						PROFESSIONAL ENGINEER					
SHEET NO.		SM-02		NO.		DATE		APPROVED BY		REMARKS	

HEBER CITY BETTERMENT											
MILL RD	500+00.00	511+00.00	1		1		1				
TOTAL			1	0	1	0	1	0	0	0	0

ALIGNMENT	FROM TO		AREA	GRANULAR BORROW (PLAN QUANTITY)			UNTREATED BASE COURSE (PLAN QUANTITY)			HMHMA - 1/2 INCH			HMA - 1/2 INCH			EMULSIFIED ASPHALT (TACK)¹		SEPARATION GEOTEXTILE	ASPHALT PAVEMENT SOFT SPOT REPAIR - CONTINGENCY ITEM	UTBC SOFT SPOT REPAIR - CONTINGENCY ITEM	BORROW SOFT SPOT REPAIR - CONTINGENCY ITEM	ROТОMILLING	REMARKS	
																(2:1 DILUTE)	(0.08 GAL/YD²)							
	(PG 76-34)			(PG 76-34)			(0.18 GAL/YD²)		(240 GAL/TON)															
	(133 LB/FT³)			(138 LB/FT³)			(152 LB/FT³)			(152 LB/FT³)			# OF APPL TON											
	STATION	STATION		SQ FT	DEPTH (IN)	VOL (CU FT)	CU YD	DEPTH (IN)	VOL (CU FT)	CU YD	DEPTH (IN)	VOL (CU FT)	TON	DEPTH (IN)	VOL (CU FT)	TON	# OF APPL							TON
US-40	14+60.00	27+39.00	18,808.00	12	18808.00	696.59	10	15673.33	580.49	9	14106.00	1072.06				2	1.39	2,090	21	24	28		WIDENING	
US-40	34+72.00	101+91.00	151,882.00	12	151882.00	5625.26	10	126568.33	4687.72	9	113911.50	8657.27				2	11.25	16,876	169	188	226		WIDENING	
US-40	14+60.00	27+39.00	84,020.00							2	14003.33	1064.25				1	7.00		21			2,587	2" OVERLAY	
US-40	34+72.00	101+91.00	359,851.00							2	59975.17	4558.11				1	29.99		89			1,449	2" OVERLAY	
US-40	23+77.46	24+17.46	1,333.00				6	666.50	24.69				4	444.33	33.77									DRIVEWAY TIE IN
US-40	34+98.08	35+26.07	972.39				6	486.20	18.01															DRIVEWAY TIE IN
US-40	36+89.15	37+09.15	417.56				6	208.78	7.73															DRIVEWAY TIE IN
US-40	67+41.67	67+92.64	1,210.07				6	605.04	22.41				4	403.36	30.66									DRIVEWAY TIE IN
US-40	39+98.64	40+38.64	1,686.97				6	843.49	31.24				4	562.32	42.74									DRIVEWAY TIE IN
US-40	43+32.63	43+48.67	516.02				6	258.01	9.56															DRIVEWAY TIE IN
US-40	44+07.67	44+45.92	339.28				6	169.64	6.28															DRIVEWAY TIE IN
US-40	49+81.50	50+35.34	1,398.54				6	761.02	28.19				4	466.18	35.43									DRIVEWAY TIE IN
US-40	61+66.97	62+27.87	1,332.82				6	666.41	24.68				4	444.27	33.76									DRIVEWAY TIE IN
US-40	67+12.27	67+49.23	300.33				6	150.17	5.56				4	100.11	7.61									DRIVEWAY TIE IN
US-40	75+88.75	76+10.75	379.72				6	189.86	7.03															DRIVEWAY TIE IN
TOTAL			6,322			5,454			15,352			184			50		18,966	300	212	254	4,036			
HEBER CITY BETTERMENT																								
MILL RD	504+59.00	510+27.50	29,431.00	12	29,431.00	1,090.04	8	19,620.67	726.69	4	9,810.33	745.59				1	2.45		30	29	44			MILL RD
MILL RD	509+07.99	509+26.35	322.00				6	161.00	5.96															DRIVEWAY TIE IN
WINDSONG LN	600+00.00	603+00.00	5,066.00	12	5,066.00	187.63	8	3,377.33	125.09	4	1,688.67	128.34				1	0.42		5	5	8			WINDSONG LN
TOTAL			1,278			858			874						3			35	34	51				

ALIGNMENT	FROM TO		ROADWAY EXCAVATION (PLAN QUANTITY)	ROADWAY EXCAVATION (PLAN QUANTITY) -	SURFACE DITCH	EMBANKMENT (FOR INFORMATION ONLY)'	REMARKS
	STATION	STATION	CU YD	CU YD	FT	CU YD	
US-40	17+01.44	20+36.35		4,765		583	US-40 RETENTION POND
US-40	14+60.00	101+91.00	3,795			4,414	RIGHT SIDE OF US-40
US-40	14+60.00	101+91.00	3,826			8,644	LEFT SIDE OF US-40
TOTAL			7,621	4,765	0	13,641	
HEBER CITY BETTERMENT							
MILL RD	504+59.00	510+27.50	1,333			345	
MILL RD	508+56.31	509+95.20			152		
TOTAL			1,333	0	152	345	

¹EMBANKMENT QUANTITY SHOWN IS FOR INFORMATION ONLY AND THE TOTAL INCLUDES ALL EMBANKMENT NEEDED

[illegible]

CONCRETE SUMMARY 2 OF 2																							
ALIGNMENT	FROM		TO		PERPENDICULAR/ PARALLEL PEDESTRIAN ACCESS RAMP	CONCRETE SIDEWALK	HEBER CITY CONCRETE SIDEWALK	CONCRETE FLATWORK, 4 INCH THICK	CONCRETE CURB TYPE B5	CONCRETE CURB TYPE B4	CONCRETE CURB AND GUTTER TYPE M1	CONCRETE CURB AND GUTTER TYPE B1	HIGH BACK CURB AND GUTTER	ELONGATED CURB AND GUTTER	CONCRETE FLATWORK, 7 INCH THICK	CONCRETE TRAIL, 6 INCH THICK	CONCRETE CURB AND GUTTER TRANSITION	CURB AND GUTTER TYPE B1 TO HIGH BACK CURB AND GUTTER TRANSITION	CONCRETE DRIVEWAY FLARED, 7 INCH THICK	CONCRETE DRIVEWAY OPEN, 7 INCH THICK	FLOWABLE END SECTION	MAILBOX ASSEMBLY	REMARKS
	STATION	OFFSET	STATION	OFFSET	EACH	SQ FT	SQ FT	SQ FT	FT	FT	FT	FT	FT	FT	SQ FT	SQ FT	EACH	EACH	SQ FT	SQ FT	EACH	EACH	
US-40	80+12.77	56.77 RT	80+13.14	75.54 RT									18.77										
US-40	80+54.26	55.94 RT	80+54.64	74.84 RT									18.90										
US-40	17+29.00	41.50 RT	17+67.00	41.50 RT										38.25									
US-40	93+77.64	43.50 LT	94+15.64	43.50 LT										38.25									
US-40	58+58.45	45.50 LT	59+88.18	45.50 LT											778.40								
US-40	16+43.21	55.50 RT	18+22.17	55.50 RT												1798.34							
US-40	18+34.17	55.50 RT	20+84.58	55.50 RT												2504.16							
US-40	21+49.46	55.50 RT	23+77.46	55.50 RT												2280.01							
US-40	24+17.46	55.50 RT	27+43.75	56.00 RT												3254.31							
US-40	34+67.42	52.00 RT	37+41.67	54.79 RT												2743.59							
US-40	37+92.64	55.50 RT	39+98.64	55.50 RT												2059.98							
US-40	40+38.64	55.50 RT	44+30.01	60.50 RT												3923.04							
US-40	47+51.97	68.66 RT	50+41.96	59.50 RT												2932.85							
US-40	58+73.95	60.00 RT	61+33.50	55.50 RT												2596.95							
US-40	62+17.03	55.50 RT	67+12.22	55.50 RT												4951.99							
US-40	67+49.23	55.50 RT	75+88.75	58.50 RT												8395.93							
US-40	76+10.75	58.50 RT	80+14.77	56.73 RT												4038.89							
US-40	80+52.26	55.98 RT	89+53.40	79.10 RT												9153.91							
US-40	58+48.45	39.50 LT	58+58.45	39.50 LT													1						
US-40	59+88.18	39.50 LT	59+98.18	38.50 LT													1						
US-40	67+25.05	73.08 LT	67+25.30	83.08 LT													1						
US-40	67+73.32	89.25 LT	67+73.81	73.25 LT													1						
US-40	61+46.97	65.28 RT	61+44.46	77.38 RT														1					
US-40	18+28.17	39.00 RT																	188.00				
US-40	23+97.46	39.00 RT																	580.31				
US-40	35+11.89	41.77 LT																	244.00				
US-40	36+98.97	38.48 LT																	180.00				
US-40	37+66.96	38.73 RT																	720.00				
US-40	40+18.64	39.00 RT																	580.00				
US-40	43+40.65	37.00 LT																	148.33				
US-40	44+16.70	37.00 LT																	148.11				
US-40	50+18.34	37.00 LT																	292.00				
US-40	56+94.10	37.00 LT																	788.00				
US-40	61+86.97	37.00 LT																	340.00				
US-40	67+30.73	39.00 RT																	815.40				
US-40	73+78.08	37.00 LT																	1145.00				
US-40	75+99.88	42.00 RT																	328.00				
US-40	80+33.19	39.86 RT																	1251.58				
US-40	53+11.68	39.00 RT																		464.62			
US-40	56+90.46	39.00 RT																		401.42			
US-40	29+53.00	1.58 RT	29+60.00	1.58 RT																	1		
US-40	33+33.00	1.58 RT	33+40.00	1.58 RT																	1		
US-40	67+47.91	42.00 LT	67+53.91	42.00 LT																	1		
US-40	76+50.00	8.00 RT	76+57.00	8.00 RT																	1		
US-40	78+12.62	2.50 RT	78+19.62	2.50 RT																	1		
US-40	23+67.50	42.75 RT																				1	
US-40	23+71.00	42.75 RT																				2	
US-40	37+35.00	41.92 RT																				1	
US-40	39+91.00	42.75 RT																				1	
US-40	43+55.00	40.50 LT																				1	
US-40	44+30.50	40.50 LT																				1	
US-40	57+13.00	40.50 LT																				1	
US-40	62+13.00	40.50 LT																				2	
US-40	62+16.50	40.50 RT																				1	
US-40	73+99.00	40.50 LT																				1	
SUBTOTAL 2					0	0	0	0	0	0	0	0	38	77	779	50,634	4	1	7,749	867	5	12	
SUBTOTAL 1					17	32,362	0	761	1,105	506	130	13,295	0	0	0	0	0	0	0	0	0	0	
TOTAL					17	32,362	0	761	1,105	506	130	13,295	38	77	779	50,634	4	1	7,749	867	5	12	

HEBER CITY BETTERMENT																						
MILL RD	506+59.82	43.46 RT			1																	
MILL RD	504+45.75	46.00 RT	506+52.36	46.00 RT			1166.17															
MILL RD	504+71.30	21.00 LT	510+05.00	21.00 LT									518.32									
MILL RD	504+65.30	33.00 RT	506+64.03	58.09 RT									235.36									
MILL RD	506+95.49	56.84 RT	509+85.81	33.00 RT									303.32									
MILL RD	504+51.84	41.75 LT	509+25.00	39.00 LT											4385.00							
MILL RD	504+61.30	21.50 LT	504+71.30	21.00 LT													1					
MILL RD	504+55.30	33.50 RT	504+65.30	33.00 RT													1					
MILL RD	509+29.88	31.00 RT																108.36				
TOTAL					1	0	1,167	0	0	0	0	0	1,057	0	0	4,385	0	2	109	0	0	0

[illegible]

14-JUL-2026 8:00:00 AM D:\Users\paw\Documents\DOT\Projects\Region 3\Projects\18431\US-40 - 189 TO CENTER CREEK\Roadway Design\18431_SM-07.dgn

REMOVAL SUMMARY (2 OF 2)																					
ALIGNMENT	FROM		TO		REMOVE TREE	REMOVE FENCE	REMOVE MAILBOX	REMOVE CONCRETE SIDEWALK	REMOVE CONCRETE DRIVEWAY	REMOVE CONCRETE CURB	REMOVE CONCRETE CURB AND GUTTER	REMOVE GUTTER	REMOVE ASPHALT PAVEMENT	REMOVE RETAINING WALL	REMOVE BRICK FENCE	REMOVE BUSINESS SIGN	REMOVE BOLLARD	REMOVE GUARDRAIL	REMOVE UTILITY POLE	CLEARING AND GRUBBING (PLAN ACRE)	REMARKS
	STATION	OFFSET	STATION	OFFSET	EACH	FT	EACH	SQ YD	SQ YD	FT	FT	FT	SQ YD	FT	FT	EACH	EACH	FT	EACH		
US-40	14+98.20	50.65 RT	15+47.94	50.51 RT							49.73										
US-40	15+89.86	39.09 LT	15+99.19	39.19 LT							9.33										
US-40	18+04.67	42.12 LT	18+40.79	41.24 LT							36.18										
US-40	47+31.59	81.80 RT	47+37.80	67.50 RT							20.74										
US-40	52+73.68	39.06 RT	53+64.60	39.27 RT							90.92										
US-40	56+53.96	39.63 RT	56+69.20	49.97 RT							19.32										
US-40	57+11.75	50.00 RT	57+25.63	38.19 RT							7.78										
US-40	62+03.37	65.30 RT	62+03.37	56.47 RT							8.84										
US-40	66+86.15	33.92 LT	67+25.33	83.08 RT							67.75										
US-40	67+73.31	89.25 LT	68+12.91	33.82 LT							78.11										
US-40	79+93.58	54.46 RT	80+13.26	75.49 RT							32.04										
US-40	80+05.95	56.56 RT	80+62.33	56.62 RT							56.37										
US-40	80+54.36	74.84 RT	80+74.32	54.72 RT							31.06										
US-40	89+19.69	36.03 RT	89+49.00	44.49 RT							30.99										
US-40	80+02.35	54.51 RT	80+68.45	53.94 RT								66.11									
US-40	14+60.00	0.00 RT	101+91.00	0.00 RT									7,807								ASSUMED DEPTH OF EXISTING ASPHALT ON US-40 IS 9 INCHES.
US-40	70+56.01	50.18 RT	70+98.35	50.68 RT										42.46							
US-40	20+91.75	55.50 RT	20+93.00	61.56 RT											6.02						
US-40	21+23.28	60.50 RT	21+38.50	56.36 RT											16.54						
US-40	25+40.00	37.00 RT														1					
US-40	20+94.37	58.00 RT															1				
US-40	21+22.82	58.00 RT															1				
US-40	53+99.63	23.87 LT	56+52.71	31.86 LT														253.80			
US-40	59+16.72	37.37 RT	61+06.79	37.18 RT														190.19			
US-40	69+07.82	52.32 RT																	1		
US-40	14+50.00	50.00 RT	101+00.00	50.00 RT																4.97	US-40 RT
US-40	14+50.00	50.00 LT	101+00.00	50.00 LT																4.87	US-40 LT
SUBTOTAL 2					0	0	0	0	0	0	540	67	7,807	43	23	1	2	444	1	10	
SUBTOTAL 1					14	8,744	8	90	157	121	0	0	0	0	0	0	0	0	0	0	
TOTAL					14	8,744	8	90	157	121	540	67	7,807	43	23	1	2	444	1	10	
HEBER CITY BETTERMENT																					
MILL RD	504+49.43	42.49 RT	506+25.79	59.58 LT		196.74															
MILL RD	506+60.08	60.01 LT	508+46.85	34.81 RT		276.36															
MILL RD	509+45.95	48.02 LT	510+05.25	42.13 RT		68.70															
WINDSONG LN	600+79.58	33.71 LT	601+66.99	18.81 RT		103.50															
WINDSONG LN	601+81.44	21.04 RT	602+34.10	22.12 RT		50.03															
MILL RD	510+15.94	15.29 RT					1														
MILL RD	510+18.29	15.59 RT					1														
MILL RD	504+59.00	0.00 RT	510+27.50	0.00 RT									1,786								ASSUMED DEPTH OF EXISTING ASPHALT ON MILL RD IS 3 INCHES.
WINDSONG LN	600+00.00	0.00 RT	603+00.00	0.00 RT									529								ASSUMED DEPTH OF 3 INCHES
MILL RD	504+55.00	0.00 RT	510+27.39	0.00 RT																0.94	MILL RD RT
WINDSONG LN	600+75.00	0.00 RT	602+27.62	0.00 RT																0.10	WINDSONG LN
TOTAL					0	695	2	0	0	0	0	0	2,314	0	0	0	0	0	0	1	

WALL SUMMARY												
ALIGNMENT	FROM		TO		MODULAR BLOCK GRAVITY WALL EST. LUMP QTY: (8 POWER POLES) 101 SQ FT	MODULAR BLOCK GRAVITY WALL EST. LUMP QTY: 1060 SQ FT	MODULAR BLOCK GRAVITY WALL EST. LUMP QTY: 888 SQ FT	MODULAR BLOCK GRAVITY WALL EST. LUMP QTY: 869 SQ FT	MODULAR BLOCK GRAVITY WALL EST. LUMP QTY: 177 SQ FT	MODULAR BLOCK GRAVITY WALL EST. LUMP QTY: 355 SQ FT	MODULAR BLOCK GRAVITY WALL EST. LUMP QTY: 485 SQ FT	REMARKS
	STATION	OFFSET	STATION	OFFSET	LUMP	LUMP	LUMP	LUMP	LUMP	LUMP	LUMP	
US-40	38+10.50	47.00 LT	38+23.50	47.00 LT	1							
US-40	40+15.50	47.00 LT	40+28.50	47.00 LT	1							
US-40	40+42.38	58.50 RT	44+28.50	63.50 RT		1						WALL A
US-40	42+06.00	47.00 LT	42+24.00	47.00 LT	1							
US-40	45+82.50	47.00 LT	45+99.50	47.00 LT	1							
US-40	47+02.00	50.50 LT	49+98.00	50.50 LT			1					WALL B
US-40	53+29.50	47.00 LT	55+30.00	47.00 LT	1							
US-40	55+30.00	47.00 LT	55+44.00	47.00 LT	1							
US-40	58+45.00	50.50 LT	61+40.00	50.50 LT				1				WALL C
US-40	60+35.50	56.50 RT	61+33.50	56.50 RT					1			WALL D
US-40	62+17.03	56.50 RT	64+48.73	56.50 RT						1		WALL E
US-40	68+80.00	59.50 RT	71+10.00	59.50 RT							1	WALL F
US-40	72+32.00	50.00 LT	72+46.00	50.00 LT	1							
US-40	94+58.00	46.50 LT	94+72.00	46.50 LT	1							
TOTAL					1	1	1	1	1	1	1	

REVISIONS

UTAH DEPARTMENT OF TRANSPORTATION
WALL CONSULTANT GROUP

APPROVED

PROJECT
US-40 - 189 TO MILL ROAD

PROJECT NUMBER
S-0040(210)18

18431

18431

04/13/2026

DATE

PROFESSIONAL ENGINEER

QC
CHECKED BY

AMV

PJG

NO.

DATE

APPROVED BY

REMARKS

HEBER CITY BETTERMENT																	
MILL RD	P19-01	CB19-01	506+55.85	34.76 RT	CB19-02	506+54.69	17.96 LT				52.73						
MILL RD	P19-02	CB19-02	506+56.72	19.43 LT	CB19-03	507+50.17	19.43 LT				84.11						
MILL RD	P19-03	CB19-03	507+54.21	19.41 LT	CB19-04	508+47.96	19.42 LT				89.76						
MILL RD	P19-04	CB19-04	508+49.68	20.37 LT	HDS19-05	508+49.68	24.00 LT				3.04						
MILL RD	P19-05	HDS19-05	508+51.51	26.00 LT	SMP19-06	508+61.14	26.00 LT				10.50						
MILL RD	P19-06	SMP19-06	508+66.19	26.00 LT	SMP19-07	508+74.90	26.00 LT				10.00						
MILL RD	P19-07	SMP19-07	508+79.48	26.00 LT	SMP19-08	508+88.66	26.00 LT				10.00						
MILL RD	P19-08	SMP19-08	508+93.24	26.00 LT	SMP19-09	509+02.41	26.00 LT				10.00						
MILL RD	P19-09	SMP19-09	509+07.46	26.00 LT	SMP19-10	509+16.17	26.00 LT				10.00						
MILL RD	P19-11	CB19-04	508+49.68	17.69 LT	CB19-11	508+49.68	29.96 RT				47.92						
TOTAL								0	0	0	329	0	0	0	0	0	0

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HEBER CITY BETTERMENT														
MILL RD	CB19-01	506+54.69	36.77 RT					1						
MILL RD	CB19-02	506+54.69	20.37 LT					1						
MILL RD	CB19-03	507+52.19	20.37 LT					1						
MILL RD	CB19-04	508+49.68	20.37 LT					1						
MILL RD	HDS19-05	508+49.68	26.00 LT			1								
MILL RD	SMP19-06	508+63.43	26.00 LT				1							INSTALL WITH GRATED MANHOLE COVER
MILL RD	SMP19-07	508+77.19	26.00 LT				1							INSTALL WITH GRATED MANHOLE COVER
MILL RD	SMP19-08	508+90.95	26.00 LT				1							INSTALL WITH GRATED MANHOLE COVER
MILL RD	SMP19-09	509+04.71	26.00 LT				1							INSTALL WITH GRATED MANHOLE COVER
MILL RD	SMP19-10	509+18.47	26.00 LT				1							INSTALL WITH GRATED MANHOLE COVER
MILL RD	CB19-11	508+49.68	32.37 RT					1						
TOTAL				0	0	1	5	5	0	0	0			

SHEET NO.	US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				REVISIONS				
	PROJECT										
SM-09	PROJECT NUMBER	S-0040(210)18	PIN	18431	APPROVED	DRAWN BY	AJB				
	SUMMARY					QC CHECKED BY					
				PROFESSIONAL ENGINEER		04/13/2026					
						DATE					
								NO.	DATE	APPROVED BY	REMARKS

14-JUL-2026 DGN: Files\pwt\udot\pawbent\mycomutodt.pw 0\Documents\UDOT Projects\Region 3 Projects\B431 US-40\B431 TO CENTER CREEK Roadway Design\B431.SM-10.dgn

EROSION CONTROL SUMMARY (1 OF 2)								
ALIGNMENT	FROM		TO		SILT FENCE	GUTTER - INLET BARRIER	LOOSE RIPRAP	REMARKS
	STATION	OFFSET	STATION	OFFSET	FT	EACH	CU FT	
US-40	15+72.95	75.98 RT	16+75.00	74.22 RT	102.17			
US-40	16+75.00	74.22 RT	16+98.39	130.00 RT	82.57			
US-40	16+98.39	130.00 RT	18+68.04	326.97 RT	306.89			
US-40	29+44.77	75.50 LT	30+25.00	75.00 LT	80.23			
US-40	30+25.00	75.50 LT	34+98.08	93.00 LT	490.58			
US-40	34+49.05	70.81 RT	35+50.00	70.81 RT	100.95			
US-40	35+26.07	93.00 LT	35+50.00	70.50 LT	46.43			
US-40	35+50.00	70.81 RT	36+26.53	70.81 RT	76.53			
US-40	35+50.00	70.50 LT	35+92.30	70.50 LT	42.23			
US-40	40+93.42	66.00 LT	43+39.96	86.50 LT	255.78			
US-40	44+44.71	69.63 LT	46+00.00	67.00 LT	155.75			
US-40	46+00.00	67.00 LT	47+08.31	67.05 LT	108.14			
US-40	47+36.70	105.72 RT	50+51.77	75.00 RT	329.17			
US-40	50+49.51	60.50 LT	51+25.00	60.50 LT	75.49			
US-40	51+25.00	60.50 LT	51+92.76	60.50 LT	67.76			
US-40	67+91.22	60.00 LT	72+00.00	60.00 LT	408.78			
US-40	71+06.08	69.77 RT	72+00.00	70.50 RT	93.96			
US-40	72+00.00	70.50 RT	75+88.61	82.00 RT	400.11			
US-40	72+00.00	60.00 LT	72+56.97	60.00 LT	56.97			
US-40	76+10.59	82.00 RT	77+00.00	75.00 RT	96.41			
US-40	77+00.00	75.00 RT	80+13.35	81.50 RT	319.85			
US-40	78+15.22	99.37 LT	82+25.00	69.00 RT	428.25			
US-40	80+54.54	81.50 RT	81+48.43	66.50 RT	108.90			
US-40	82+25.00	69.00 LT	87+50.00	63.00 LT	531.00			
US-40	82+94.18	67.22 RT	87+50.00	75.50 RT	456.06			
US-40	87+50.00	75.50 RT	89+53.60	84.55 RT	206.68			
US-40	87+50.00	63.00 LT	89+05.48	132.56 LT	230.14			
US-40	90+09.00	150.13 LT	92+75.00	66.00 LT	335.57			
US-40	90+22.36	62.89 RT	90+61.88	47.74 RT	48.66			
US-40	92+75.00	66.00 LT	94+92.01	77.50 LT	228.51			
US-40	95+30.36	77.50 LT	98+00.00	49.50 LT	297.64			
US-40	97+18.34	46.00 RT	98+00.00	46.00 RT	81.66			
US-40	98+00.00	46.00 RT	101+03.01	46.00 RT	303.01			
US-40	98+00.00	49.50 LT	99+54.48	49.50 LT	154.48			
US-40	15+93.63	40.92 RT				1		CB01-02
US-40	15+93.63	38.54 LT				1		CB01-03
US-40	18+15.83	40.92 RT				1		CB02-01
US-40	18+15.83	40.71 LT				1		CB02-05
US-40	18+38.97	72.55 RT				1		CB02-02
US-40	18+52.93	40.52 LT				1		CB02-06
US-40	18+52.95	40.92 RT				1		CB02-04
US-40	21+52.95	40.92 RT				1		CB03-01
US-40	23+71.12	40.92 RT				1		CB03-02
US-40	24+95.58	44.02 RT				1		CB03-03
US-40	29+48.96	50.42 LT				1		CB04-03
US-40	34+69.76	44.43 LT				1		CB05-03
US-40	34+84.76	37.42 RT				1		CB05-04
US-40	37+35.59	40.09 RT				1		CB06-03
US-40	37+35.59	39.75 LT				1		CB06-01
US-40	39+92.30	38.92 LT				1		CB06-02
US-40	42+92.30	38.92 LT				1		CB07-01
US-40	45+92.30	38.92 LT				1		CB07-02
US-40	47+83.08	40.92 RT				1		CB08-02
US-40	47+83.08	38.92 LT				1		CB08-01
US-40	48+03.08	40.92 RT				1		CB08-03
US-40	50+76.38	40.92 RT				1		CB08-04
US-40	50+76.38	38.92 LT				1		CB08-05
SUBTOTAL 1					7107.27	23	0	

EROSION CONTROL SUMMARY								
ALIGNMENT	FROM		TO		SILT FENCE	GUTTER - INLET BARRIER	LOOSE RIPRAP	REMARKS
	STATION	OFFSET	STATION	OFFSET	FT	EACH	CU FT	
US-40	53+69.61	40.92 RT				1		CB09-01
US-40	53+69.64	38.92 LT				1		CB09-02
US-40	56+57.87	40.92 RT				1		CB10-01
US-40	58+46.12	40.92 RT				1		CB10-02
US-40	60+28.49	40.92 RT				1		CB10-03
US-40	62+21.06	40.92 RT				1		CB11-01
US-40	62+36.06	40.92 RT				1		CB11-02
US-40	65+21.06	40.92 RT				1		CB11-03
US-40	68+11.14	40.92 RT				1		CB12-01
US-40	68+11.14	42.92 LT				1		CB12-04
US-40	68+26.14	42.92 LT				1		CB12-03
US-40	70+93.87	40.92 RT				1		CB12-02
US-40	73+76.60	40.92 RT				1		CB13-01
US-40	76+59.33	7.00 RT				1		CB13-03
US-40	76+59.33	43.92 RT				1		CB13-02
US-40	77+42.99	52.53 LT				1		CB14-03
US-40	78+03.65	66.98 LT				1		CB14-04
US-40	78+36.46	43.92 RT				1		CB14-01
US-40	78+36.46	38.92 LT				1		CB14-05
US-40	78+51.46	38.92 LT				1		CB14-06
US-40	81+13.12	40.92 RT				1		CB14-02
US-40	83+95.67	40.92 RT				1		CB15-01
US-40	86+51.27	36.92 RT				1		CB15-02
US-40	89+12.76	36.92 RT				1		CB16-01
US-40	89+73.33	115.06 RT				1		
US-40	90+19.10	101.67 RT				1		
US-40	90+38.82	42.92 LT				1		CB16-03
US-40	90+39.30	36.32 RT				1		CB16-02
US-40	90+54.64	83.45 RT				1		
US-40	90+55.35	41.18 RT				1		
US-40	92+97.42	42.92 LT				1		CB17-01
US-40	95+56.02	42.92 LT				1		CB17-02
US-40	15+76.75	54.86 RT	15+84.18	54.88 RT			1.40	
US-40	18+51.23	89.00 RT	18+51.66	82.03 RT			3.19	
SUBTOTAL 2					0.00	32	4.59	
SUBTOTAL 1					7107.27	23	0	
TOTAL					7108	55	5	

HEBER CITY BETTERMENT							
MILL RD	505+25.00	48.00 LT	509+50.00	48.00 LT	308.54		
MILL RD	505+25.00	57.00 RT	506+54.93	74.85 RT	175.40		
MILL RD	507+01.85	79.34 RT	508+59.25	45.00 RT	200.20		
MILL RD	509+50.00	50.00 RT	510+56.97	13.05 RT	107.37		
MILL RD	509+50.00	48.00 LT	510+42.05	48.00 LT	101.25		
WINDSONG LN	600+75.00	27.00 RT	602+48.00	28.00 RT	150.47		
WINDSONG LN	600+75.00	37.16 LT	600+90.74	35.94 LT	19.62		
MILL RD	506+54.69	36.77 RT				1	CB19-01
MILL RD	506+54.60	20.38 RT				1	CB19-02
MILL RD	507+52.19	20.37 LT				1	CB19-03
MILL RD	508+49.68	20.37 LT				1	CB19-04
MILL RD	508+49.68	32.37 RT				1	CB19-11
MILL RD	508+63.43	26.00 LT				1	SMP19-06
MILL RD	508+77.19	26.00 LT				1	SMP19-07
MILL RD	508+90.95	26.00 LT				1	SMP19-08
MILL RD	509+04.71	26.00 LT				1	SMP19-09
MILL RD	509+18.47	26.00 LT				1	SMP19-10
TOTAL					1063	10	0

PROJECT		PROJECT NUMBER		S-0040(210)18		SUMMARY		US-40 - 189 TO MILL ROAD		APPROVED		DRAWN BY		QC CHECKED BY		DATE		NO.		APPROVED BY		REMARKS																					
UTAH DEPARTMENT OF TRANSPORTATION																							REVISIONS																				
WALL CONSULTANT GROUP																																											

HEBER CITY BETTERMENT																			
MILL RD	504+42.07	33.11 RT	504+63.60	24.00 RT	24.02	0.13										24.02		4" SWL, R=30'	
MILL RD	504+63.60	24.00 RT	506+46.53	24.00 RT	197.01	1.04										197.01		4" SWL	
MILL RD	504+53.46	12.33 LT	504+57.53	12.00 LT	4.08	0.02										4.08		4" SWL, R=25'	
MILL RD	504+57.53	12.00 LT	510+27.39	12.00 LT	560.95	2.95										560.95		4" SWL	
MILL RD	507+01.07	24.00 RT	508+25.82	23.72 RT	137.22	0.72										137.22		4" SWL	
MILL RD	508+25.82	23.72 RT	510+27.55	12.00 RT	190.86	1.00										190.86		4" SWL	
MILL RD	507+01.07	12.00 RT	508+16.98	12.00 RT										122.51	0.81			4" S&BYL	
MILL RD	507+01.07	0.00 RT	508+16.71	0.00 RT										115.64	0.76	115.64		4" S&BYL	
MILL RD	504+51.47	0.00 RT	506+48.33	0.00 RT					196.86	2.07						196.86		8" SWL	
MILL RD	504+49.53	12.00 RT	506+48.33	12.00 RT								205.94	2.17			205.94		4" DYL	
MILL RD	508+16.71	0.00 RT	510+27.47	0.00 RT								210.76	2.22			210.76		4" DYL	
MILL RD	508+16.98	12.00 RT	508+24.98	11.74 RT								8.00	0.08			8.00		4" DYL	
MILL RD	508+24.98	11.74 RT	510+21.69	0.00 RT								193.28	2.03			193.28		4" DYL	
SUBTOTAL 1					1,114	6	0	0	197	2	0	0	618	7	238	2	2,167	0	
																	2,168	0	
33 (2 APPLICATIONS)																			

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PAVEMENT MARKING THERMOPLASTIC SUMMARY											
ALIGNMENT	FROM		TO		REMOVE PAVEMENT MESSAGE	PAVEMENT MESSAGE (PREFORMED THERMOPLASTIC)	PAVEMENT MESSAGE (PREFORMED THERMOPLASTIC STOP LINE, CROSSWALKS - 12 INCH)	PAVEMENT MESSAGE (PREFORMED THERMOPLASTIC STOP LINE, CROSSWALKS - 24 INCH)	GRINDING FOR CONTINUOUS GROOVED-IN PAVEMENT MARKING LINES	GRINDING FOR GROOVED- IN PAVEMENT MESSAGES	REMARKS
	STATION	OFFSET	STATION	OFFSET	EACH	EACH	FT	FT	FT	EACH	
US-40			18+16.65	34.00 LT		1				1	RIGHT ARROW
US-40			19+96.73	34.00 LT		1				1	RIGHT ARROW
US-40			24+82.28	0.33 RT		1				1	LEFT ARROW
US-40			25+13.17	35.80 RT		1				1	RIGHT ARROW
US-40			26+22.26	2.10 LT		1				1	LEFT ARROW
US-40			26+34.15	33.70 RT		1				1	RIGHT ARROW
US-40			27+55.41	33.50 RT		1				1	RIGHT ARROW
US-40			34+86.06	4.22 LT		1				1	LEFT ARROW
US-40			36+29.90	1.69 LT		1				1	LEFT ARROW
US-40			44+15.31	37.00 RT		1				1	RIGHT ARROW
US-40			46+19.38	37.00 RT		1				1	RIGHT ARROW
US-40			47+02.92	91.39 RT		1				1	LEFT ARROW
US-40			47+92.87	1.00 RT		1				1	LEFT ARROW
US-40			49+62.87	1.00 RT		1				1	LEFT ARROW
US-40			51+32.87	1.00 RT		1				1	LEFT ARROW
US-40			67+36.96	71.31 LT		1				1	RIGHT ARROW
US-40			68+27.42	35.00 LT		1				1	RIGHT ARROW
US-40			70+18.74	35.00 LT		1				1	RIGHT ARROW
US-40			73+99.88	1.00 RT		1				1	LEFT ARROW
US-40			75+39.94	1.00 RT		1				1	LEFT ARROW
US-40			76+80.00	1.00 RT		1				1	LEFT ARROW
US-40			86+12.60	1.00 RT		1				1	LEFT ARROW
US-40			86+12.60	25.00 RT		1				1	RIGHT ARROW
US-40			86+84.69	25.00 RT		4				4	ONLY
US-40			87+52.60	1.00 RT		1				1	LEFT ARROW
US-40			87+52.60	25.00 RT		1				1	RIGHT ARROW
US-40			88+25.82	25.00 RT		4				4	ONLY
US-40			88+92.02	1.00 RT		1				1	LEFT ARROW
US-40			88+92.02	25.00 RT		1				1	RIGHT ARROW
US-40			90+55.92	35.00 LT		1				1	RIGHT ARROW
US-40			90+55.92	1.00 RT		1				1	LEFT ARROW
US-40			91+95.92	35.00 LT		1				1	RIGHT ARROW
US-40			91+95.92	1.00 RT		1				1	LEFT ARROW
US-40			93+35.92	35.00 LT		1				1	RIGHT ARROW
US-40			93+35.92	1.00 RT		1				1	LEFT ARROW
US-40			95+54.24	35.00 LT		1				1	RIGHT ARROW
US-40			96+20.88	35.00 LT		1				1	RIGHT ARROW
MILL RD			502+31.30	5.50 RT		1				1	LEFT ARROW
MILL RD			502+93.00	5.50 RT		1				1	LEFT ARROW
US-40	46+39.35	7.00 RT	46+39.35	44.32 RT				37.32	37.32		STOP BAR
US-40	46+59.40	54.88 RT	47+39.56	58.95 RT			80.26		80.26		AIRPORT RD - CW
US-40	46+68.81	64.37 RT	47+33.53	67.66 RT			64.80		64.80		AIRPORT RD - CW
US-40	46+98.32	70.87 RT	47+32.30	72.60 RT			34.02		34.02		AIRPORT RD - SB
US-40	47+58.87	37.00 LT	47+58.87	43.78 RT			80.78		80.78		CROSSWALK
US-40	47+67.87	37.00 LT	47+67.87	40.61 RT			77.61		77.61		CROSSWALK
US-40	47+72.87	37.00 LT	47+72.87	7.00 RT			44.00		44.00		STOP BAR
US-40	67+26.16	60.07 LT	67+41.99	56.93 LT				16.14	16.14		STOP BAR
US-40	89+12.60	5.00 LT	89+12.60	31.00 RT			36.00		36.00		STOP BAR
US-40	89+17.60	37.40 LT	89+17.60	35.00 RT			72.40		72.40		CROSSWALK
US-40	89+26.60	40.65 LT	89+26.60	35.01 RT			75.66		75.66		CROSSWALK
US-40	90+21.92	43.58 LT	90+21.92	40.23 RT			83.81		83.81		CROSSWALK
US-40	90+30.92	41.37 LT	90+31.92	35.64 RT			77.02		77.02		CROSSWALK
US-40	90+35.92	41.00 LT	90+35.92	7.00 RT			48.00		48.00		STOP BAR
MILL RD	503+17.88	0.00 RT	503+13.93	24.45 RT			24.77		24.77		STOP BAR
MILL RD	503+25.40	21.47 LT	503+17.91	24.91 RT			46.98		46.98		CROSSWALK
MILL RD	503+36.33	26.40 LT	503+27.29	29.54 RT			56.67		56.67		CROSSWALK
MILL RD	504+41.45	25.77 LT	504+31.05	38.59 RT			65.19		65.19		CROSSWALK
MILL RD	504+49.78	20.92 LT	504+41.08	32.95 RT			54.57		54.57		CROSSWALK
MILL RD	504+54.65	19.69 LT	504+49.53	12.00 RT			32.10		32.10		STOP BAR
MILL RD	502+31.30	5.50 RT			1.00						RMV LEFT THU ARROW
MILL RD	502+31.30	16.50 RT			1.00						RMV RIGHT ARROW
MILL RD	503+00.00	5.50 RT			1.00						RMV LEFT THU ARROW
MILL RD	503+00.00	16.50 RT			1.00						RMV RIGHT ARROW
TOTAL					4	45	1055	53	1108	45	
HEBER CITY BETTERMENT											
MILL RD			504+73.46	6.00 RT		1				1	LEFT ARROW
MILL RD			506+28.33	6.00 RT		1				1	LEFT ARROW
TOTAL					0	2	0	0	0	2	

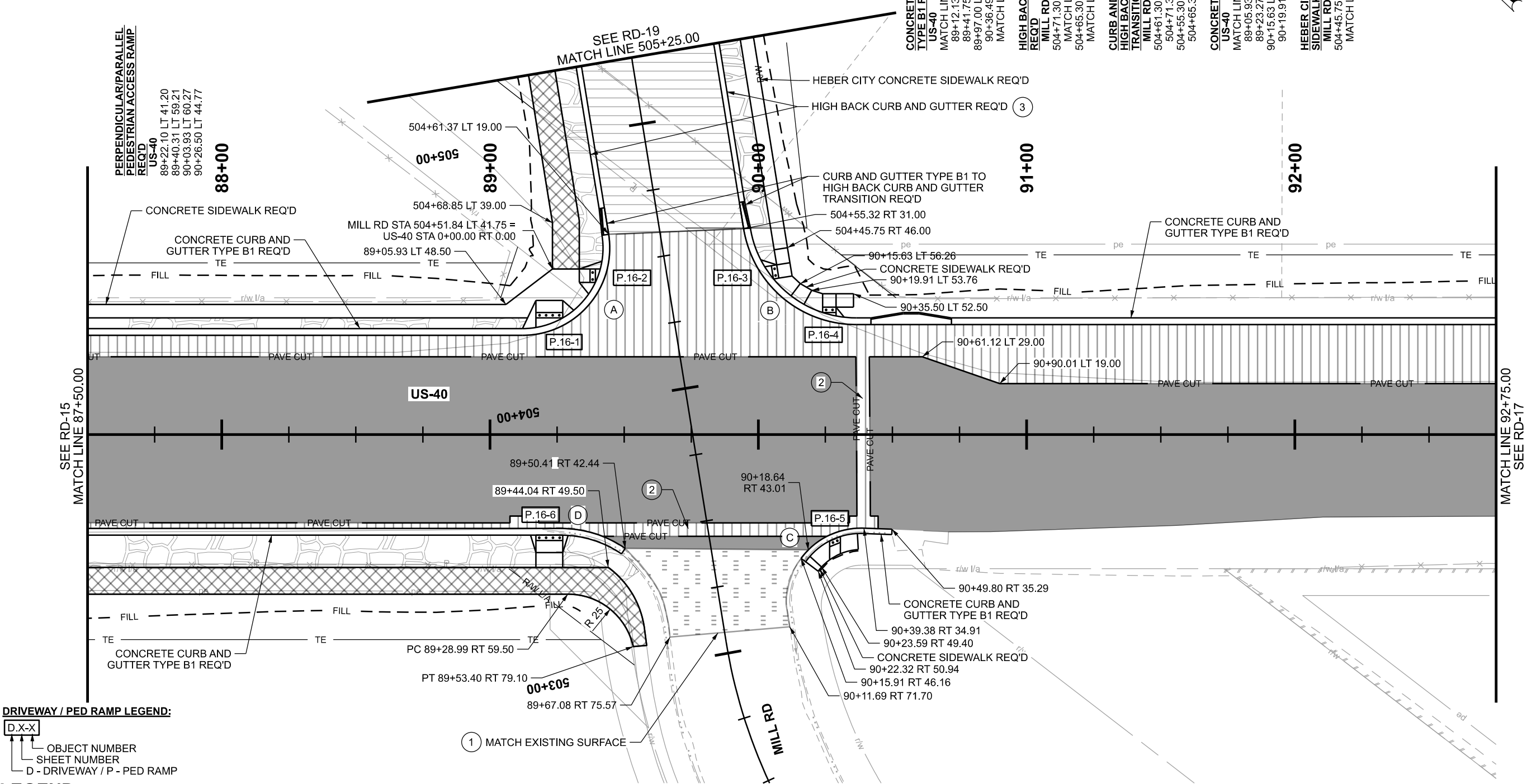
PROJECT		PROJECT NUMBER		S-0040(210)18		18431		SUMMARY		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION		WALL CONSULTANT GROUP		APPROVED		DRAWN BY		MAZ		QC		CHECKED BY		MRB		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE		APPROVED BY		REMARKS		NO.		DATE	
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SIGNING KEY		
SIGN COLOR		SIGN CODE
BK = BLACK	G = GREEN	N = NEW
BL = BLUE	R = RED	R = RELOCATE
BR = BROWN	W = WHITE	X = REMOVE
FY = FLUORESCENT YELLOW		

HEBER CITY BETTERMENT											
MILL RD	504+55.00	0.00 RT	510+27.39	0.00 RT	4.638	584	584	584			
WINDSONG LN	600+75.00	0.00 RT	602+27.62	0.00 RT	496	241	241	241			
MILL RD	504+41.92	35.80 RT	506+56.76	39.44 RT					204	204	
MILL RD	504+50.24	31.88 LT	510+05.22	29.00 LT					400	400	
TOTAL					5,133	824	825	825	0	604	604

SHEET NO. SM-16

CURB CURVE DATA TABLE (TBC)							
CURVE	PC		CC		PT		RADIUS (FT)
	STA	OFF	STA	OFF	STA	OFF	
A	89+12.13	LT 39.50	89+12.13	LT 69.50	89+41.75	LT 74.28	30
B	89+97.00	LT 77.12	90+36.49	LT 83.50	90+36.49	LT 43.50	40
C	90+17.51	RT 47.36	90+38.36	RT 62.89	90+39.31	RT 36.91	26
D	89+26.38	RT 37.50	89+26.38	RT 77.50	89+48.99	RT 44.51	40



DRIVEWAY / PED RAMP LEGEND:

D.X-X


 OBJECT NUMBER
 SHEET NUMBER
 D - DRIVEWAY / P - PED RAM

LEGEND

HMHMA - 1/2 INCH REQ'D (9")
 UNTREATED BASE COURSE (PLAN QUANTITY) REQ'D (10")
 GRANULAR BORROW (PLAN QUANTITY) REQ'D (12")
 SEPARATION GEOTEXTILES REQ'D

	HMHMA - 1/2 INCH REQ'D (4")
	UNTREATED BASE COURSE (PLAN QUANTITY) REQ'D (8")
	GRANULAR BORROW (PLAN QUANTITY) REQ'D (10")
	SEPARATION GEOTEXTILES REQ'D

ROTOMILLING - 2 INCH REQ'D
HMHMA - 1/2 INCH REQ'D (2")

HMA - 1/2 INCH REQ'D (4")
UNTREATED BASE COURSE (PLAN QUANTITY) REQ'D (8")

 CONCRETE TRAIL, 6 INCH THICK REQ'D (6"

HMHMA - 1/2 INCH REQ'D (2" OVERLAY)

 UNTREATED BASE COURSE (PLAN QUANTITY) REQ'D (6"

ROCK MULCH REQ'D
WEED BARRIER GEOTEXTILE REQ'D

CONCRETE CURB AND GUTTER
TYPE B1 REQ'D

0340
MATCH LINE RT 37.50 TO
89+26.38 RT 37.50 (R=40.00) TO
89+48.99 RT 44.51
90+17.51 RT 47.36 (R=26.00) TO
90+39.31 RT 36.91 TO
90+49.74 RT 37.29

PERPENDICULAR/PARALLEL
PEDESTRIAN ACCESS RAMP

REQD	US-40
89+22.10 RT	37.51
90+28.57 RT	38.80

NOTES:

- 1 SEE DT SHEETS FOR ROTOMILLING AND HMMMA OVERLAY EXTENTS AT TIE IN AREA AND ADJACENT TO EXISTING CURB AND GUTTER.
- 2 SEE DT-14 FOR T-PATCH DETAIL. ADJUST WIDTH AND LOCATION OF THE TRENCH AS NEEDED FOR CONSTRUCTION. AREA SHOWN IS OD + 3 FT PER UDOT STANDARD DRAWING DG 5.
- 3 SEE DT-01 FOR HIGH BACK CURB AND GUTTER AND ELONGATED CURB AND GUTTER DETAILS.

PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP																	
PROJECT NUMBER		S-0040(21)018		PIN		18431		APPROVED		DRAWN BY		PHG									
										QC CHECKED BY		MRB									
										04/13/2026											
										PROFESSIONAL ENGINEER		DATE									
RD-16														NO.		DATE		APPROVED BY		REMARKS	
SHEET NO.		REVISONS																			

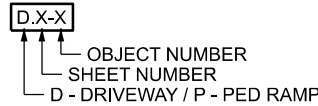


HIGH BACK CURB AND GUTTER REQ'D
MILL RD
MATCH LINE RT 33.00 TO
509+85.81 RT 33.00

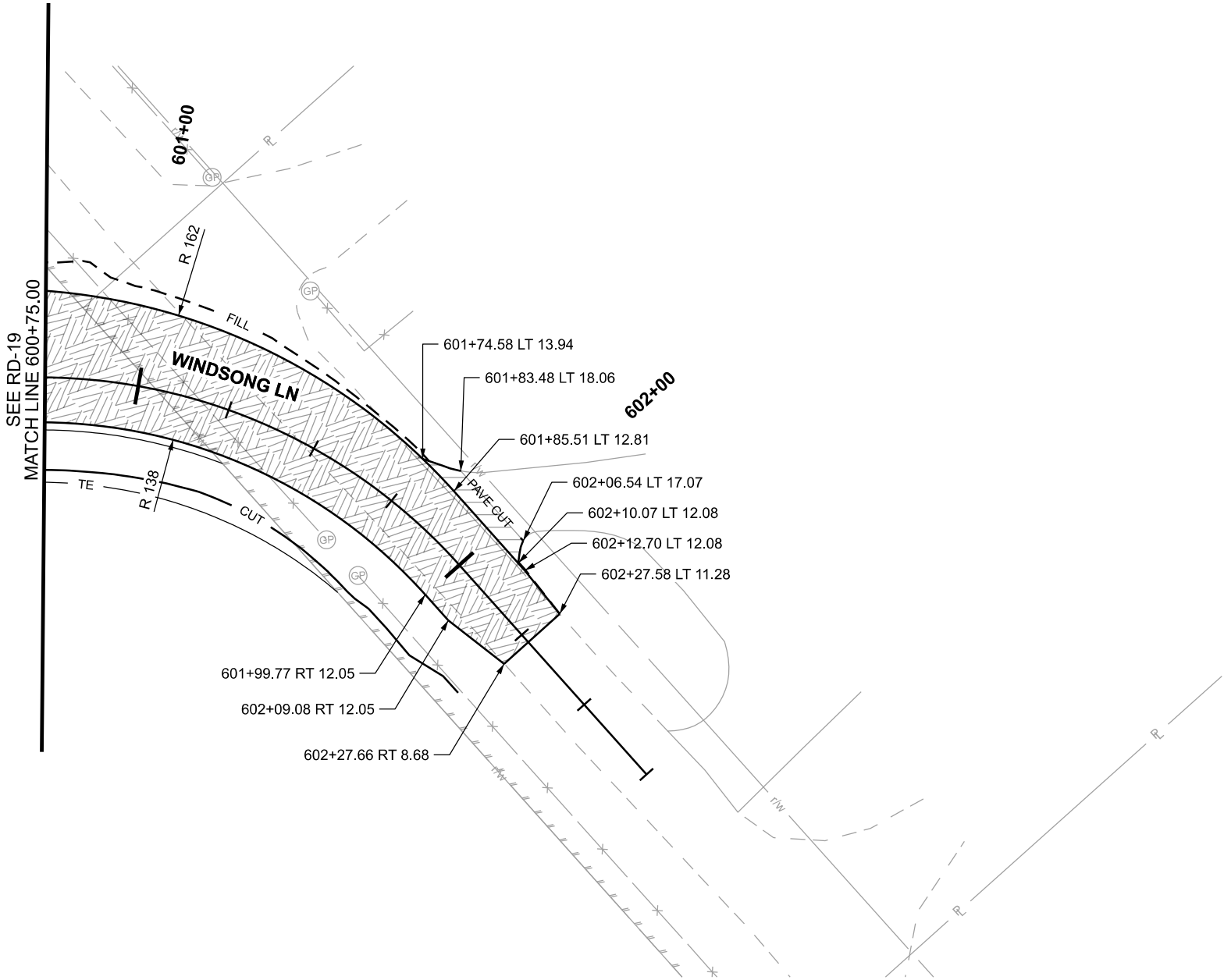
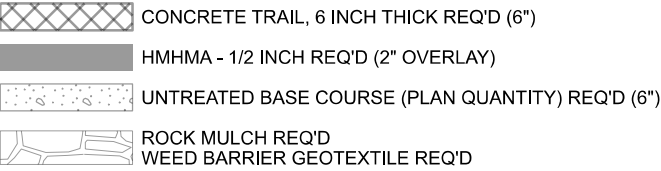
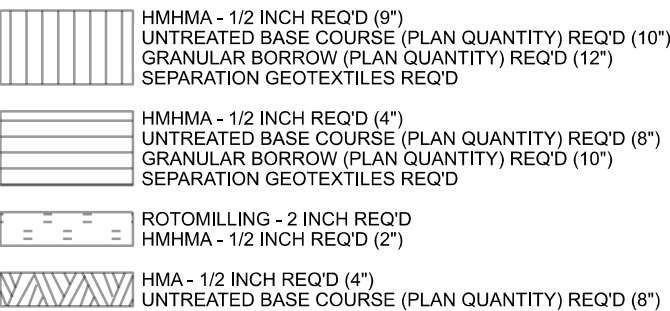
SHEET NO. RD-20Page 116 of 150

14-JUL-2026 DGN Files pwr\\udot-pw-bentleycom\udot- Projects\\Region 3 Projects\\Region 3 Projects\\18431 US 40 189 TO CENTER CREEK Roadway Design\\18431 RD-21.dgn

DRIVEWAY / PED RAMP LEGEND:



LEGEND



NOTES:

1. SEE DT-01 FOR HIGH BACK CURB AND GUTTER AND ELONGATED CURB AND GUTTER DETAILS.

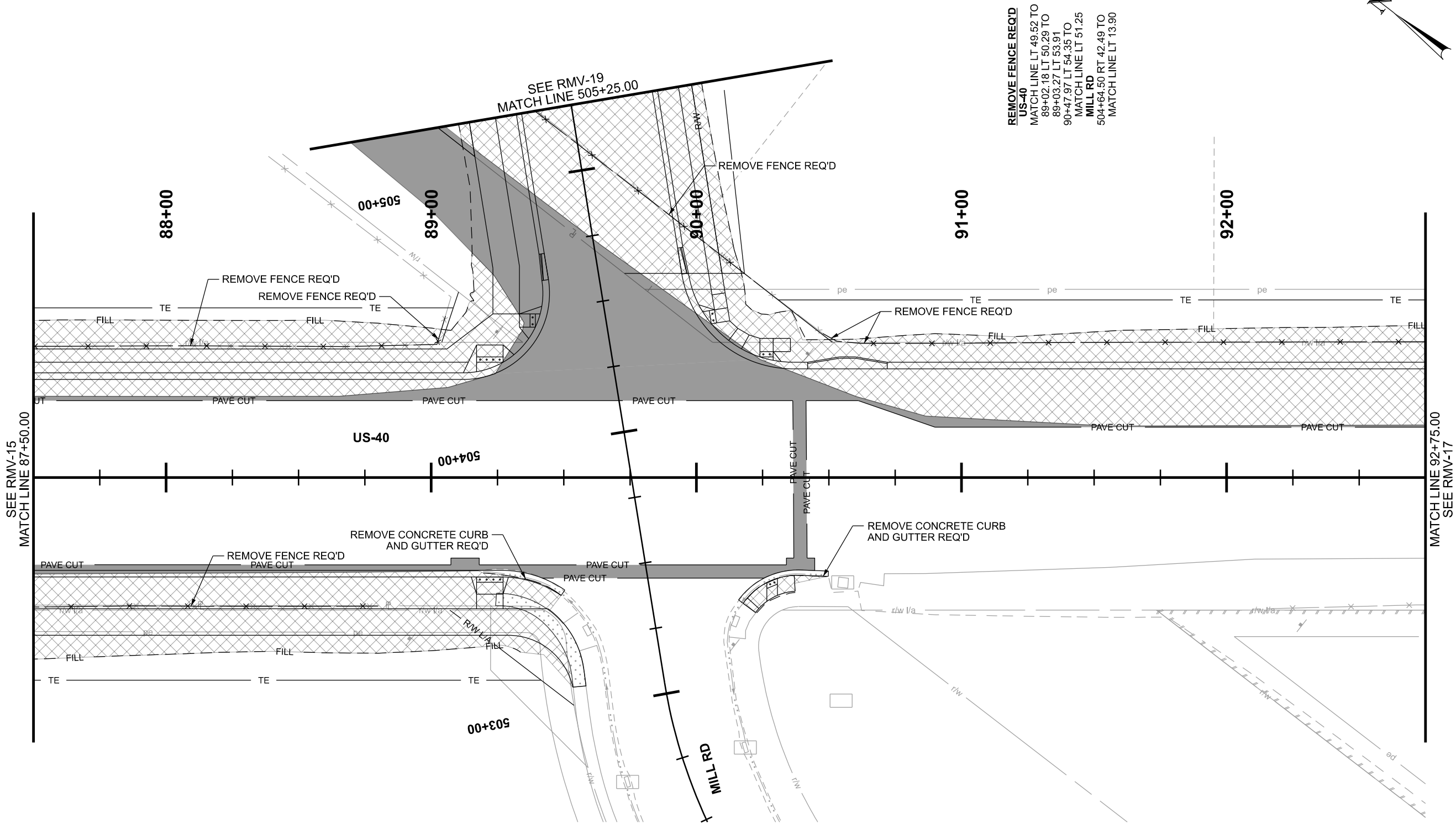
PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				DRAWN BY P/JG				
PROJECT NUMBER	S-0040(210)18		PIN	18431	APPROVED 04/13/2026 DATE				QC CHECKED BY		MRB	
	ROADWAY			PROFESSIONAL ENGINEER					DATE			
PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				DRAWN BY		P/JG		
PROJECT NUMBER		S-0040(210)18						PIN		18431		
PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				DRAWN BY		P/JG		
								QC CHECKED BY		MRB		
PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		04/13/2026		
								DATE				
PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				DRAWN BY		P/JG		
								QC CHECKED BY		MRB		
PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		04/13/2026		
								DATE				
PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				DRAWN BY		P/JG		
								QC CHECKED BY		MRB		
PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		04/13/2026		
								DATE				
PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				DRAWN BY		P/JG		
								QC CHECKED BY		MRB		
PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		04/13/2026		
								DATE				
PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				DRAWN BY		P/JG		
								QC CHECKED BY		MRB		
PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		04/13/2026		
								DATE				
PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				DRAWN BY		P/JG		
								QC CHECKED BY		MRB		
PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		04/13/2026		
								DATE				
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								QC CHECKED BY		MRB		
PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		04/13/2026		
								DATE				
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								QC CHECKED BY		MRB		
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								DATE				
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								QC CHECKED BY		MRB		
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								DATE				
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								QC CHECKED BY		MRB		
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								DATE				
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								QC CHECKED BY		MRB		
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								DATE				
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								QC CHECKED BY		MRB		
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								DATE				
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								QC CHECKED BY		MRB		
PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		04/13/2026		
								DATE				
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								QC CHECKED BY		MRB		
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								DATE				
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								QC CHECKED BY		MRB		
PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		04/13/2026		
								DATE				
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								QC CHECKED BY		MRB		
PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		04/13/2026		
								DATE				
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								QC CHECKED BY		MRB		
PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		04/13/2026		
								DATE				
PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				DRAWN BY		P/JG		
								QC CHECKED BY		MRB		
PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		04/13/2026		
								DATE				
PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				DRAWN BY		P/JG		
								QC CHECKED BY		MRB		
PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		04/13/2026		
								DATE				
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								QC CHECKED BY		MRB		
PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		04/13/2026		
								DATE				
PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				DRAWN BY		P/JG		
								QC CHECKED BY		MRB		
PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		04/13/2026		
								DATE				
PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				DRAWN BY		P/JG		
								QC CHECKED BY		MRB		
PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		04/13/2026		
								DATE				
PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				DRAWN BY		P/JG		
								QC CHECKED BY		MRB		
PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		04/13/2026		
								DATE				
PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				DRAWN BY		P/JG		
								QC CHECKED BY		MRB		
PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		04/13/2026		
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PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				DRAWN BY		P/JG		
								QC CHECKED BY		MRB		
PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		04/13/2026		
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PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				DRAWN BY		P/JG		
								QC CHECKED BY		MRB		
PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		04/13/2026		
								DATE				
PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				DRAWN BY		P/JG		
								QC CHECKED BY		MRB		
PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		04/13/2026		
								DATE				
PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				DRAWN BY		P/JG		
								QC CHECKED BY		MRB		
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PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				DRAWN BY		P/JG		
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PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				DRAWN BY		P/JG		
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PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		04/13/2026		
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PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				DRAWN BY		P/JG		
								QC CHECKED BY		MRB		
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PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				DRAWN BY		P/JG		
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								DATE				
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PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		04/13/2026		
								DATE				
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PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				DRAWN BY		P/JG		
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PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				DRAWN BY		P/JG		
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PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		04/13/2026		
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PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				DRAWN BY		P/JG		
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								DATE				
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								QC CHECKED BY		MRB		
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								DATE				
PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				DRAWN BY		P/JG		
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								DATE				
PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				DRAWN BY		P/JG		
								QC CHECKED BY		MRB		
PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		04/13/2026		
								DATE				
PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				DRAWN BY		P/JG		
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PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		04/13/2026		
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PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				DRAWN BY		P/JG		
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PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		04/13/2026		
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PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				DRAWN BY		P/JG		
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PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		04/13/2026		
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PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				DRAWN BY		P/JG		
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PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		04/13/2026		
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PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				DRAWN BY		P/JG		
								QC CHECKED BY		MRB		
PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		04/13/2026		
								DATE				
PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				DRAWN BY		P/JG		
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PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		04/13/2026		
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PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				DRAWN BY		P/JG		
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PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		04/13/2026		
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PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				DRAWN BY		P/JG		
								QC CHECKED BY		MRB		
PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		04/13/2026		
								DATE				

14-JUL-2026 DGN Files pwr\\udot\\pawbent\\mycomudot\\pawbent\\udot\\Projects\\Region 3 Projects\\Region 3 Projects\\18431 US 40 189 TO CENTER CREEK Roadway Design\\18431_RMV-16.dgn

LEGEND

- REMOVE CONCRETE SIDEWALK REQ'D
- REMOVE ASPHALT PAVEMENT REQ'D
- REMOVE TREE REQ'D
- CLEARING AND GRUBBING REQ'D

- REMOVE CONCRETE SIDEWALK REQ'D**
US-40
89+24.29 RT 48.33 TO
89+53.54 RT 79.09
- REMOVE CURB AND GUTTER REQ'D**
US-40
89+19.69 RT 36.03 TO
89+49.00 RT 44.49
- REMOVE FENCE REQ'D**
US-40
MATCH LINE RT 48.87 TO
88+79.86 RT 48.53

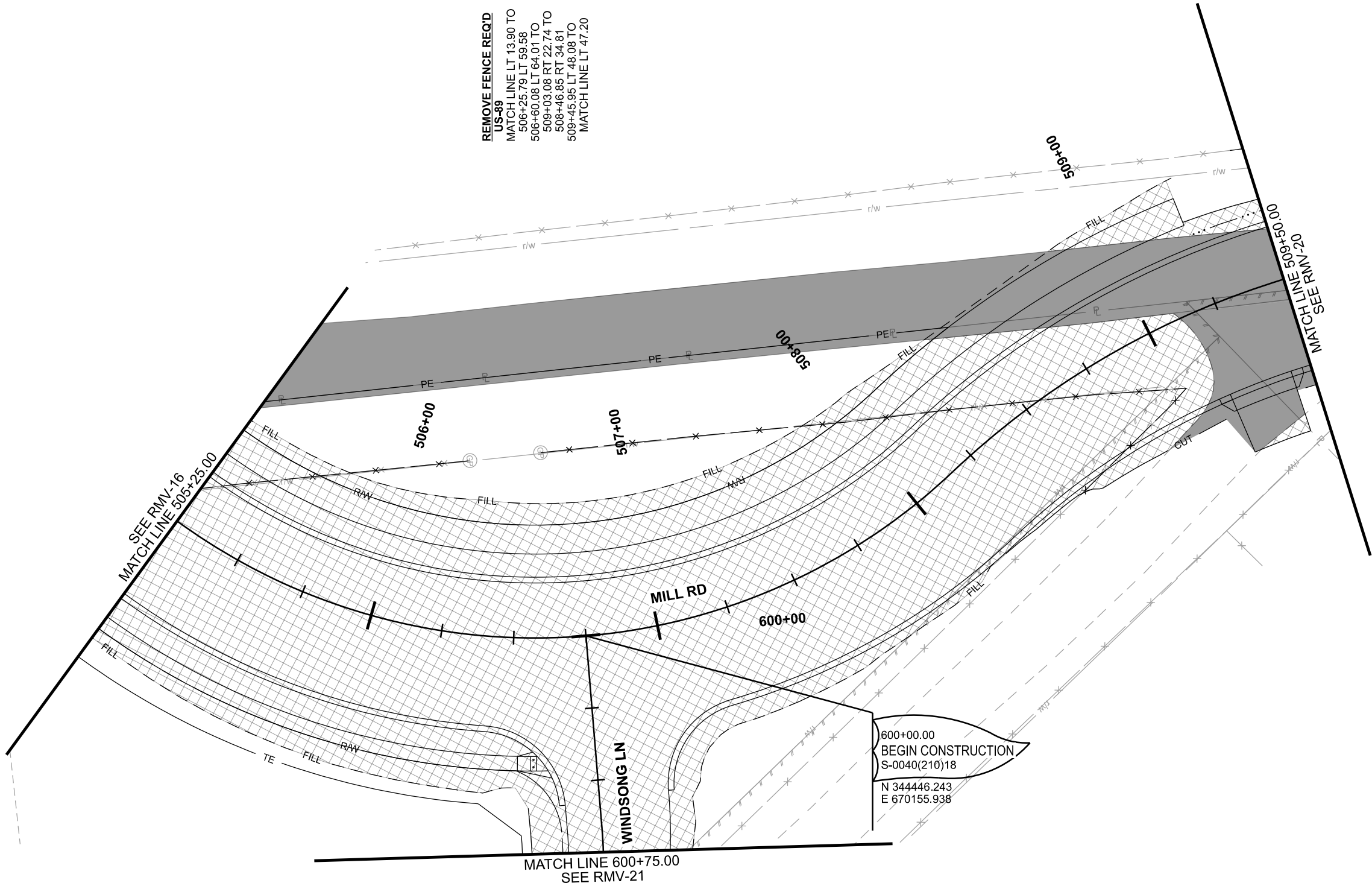


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				WALL CONSULTANT GROUP																	
PROJECT NUMBER	S-0040(210)18	PIN	18431	APPROVED		DRAWN BY		PUG		QC CHECKED BY		MRB		NO.		DATE		APPROVED BY		REMARKS	
REMOVAL				PROFESSIONAL ENGINEER		04/13/2026															
						DATE															
SHEET NO.				RMV-16																	

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LEGEND

- REMOVE CONCRETE SIDEWALK REQ'D
- REMOVE ASPHALT PAVEMENT REQ'D
- REMOVE TREE REQ'D
- CLEARING AND GRUBBING REQ'D



PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				REVISIONS				
PROJECT NUMBER	S-0040(210)18	PIN	18431	APPROVED	DRAWN BY	PUG	QC CHECKED BY	MRB	NO.	DATE	APPROVED BY	REMARKS
REMOVAL				04/13/2026								
				PROFESSIONAL ENGINEER								
				DATE								
				</								

14-JUL-2026

11/11/2019



US-40

600+79.58 33.71 LT TO
601+66.99 18.81 RT
601+81.44 21.04 RT TO
602+34.10 22.12 RT

602+75.00
END CONSTRUCTION
S-0040(210)18
N 344327.112
E 670383.654

RMV-21

PROJECT

PROJECT
NUMBER

WALL CONSULTANT GROUP

DRAWN BY

QC
CHECKED BY

MPB

APPROVED BY _____

REMARKS

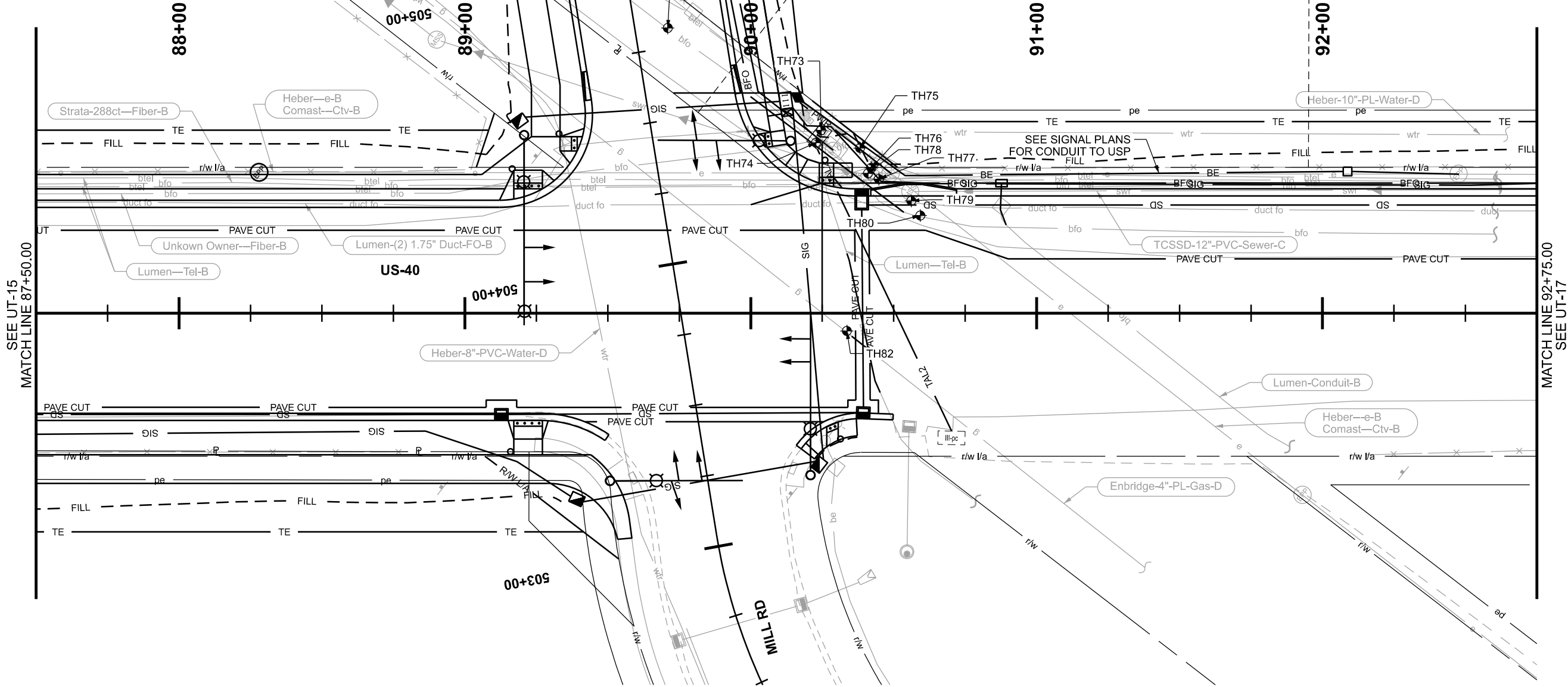
REVISIONS

14-JUL-2026 DGN Files pwr\jddst\pawbent\mycomudst-pw-01\Documents\UDOT Projects\Region 3 Projects\18431 US 40 189 TO CENTER CREEK\Utilities\18431 UT-16.dgn

UTILITY TAG LEGEND

Owner-Size-Material-Type-Quality Level

- EXCAVATE AND EXPOSE REQ'D
US-40
90+33.67 LT 20.88 TO
90+45.28 RT 27.75 (LUMEN)
- RECONSTRUCT MANHOLE - LOWER
REQ'D
US-40
90+55.78 LT 42.56 (SEWER)
- RECONSTRUCT MANHOLE - RAISE
REQ'D
US-40
90+55.78 LT 42.56 (SEWER)
- RISER POLE (OVERHEAD TO
UNDERGROUND) REQ'D
US-40
92+47.72 LT 48.61
- INSTALL SECONDARY JUNCTION
BOX REQ'D
US-40
92+08.74 LT 49.55
- ONE 3-INCH CONDUIT REQ'D
US-40
92+08.74 LT 49.55 TO
92+47.72 LT 48.61
- RELOCATE FIBER OPTIC JUNCTION
BOX (LUMEN)
US-40
90+87.74 LT 37.35 TO
90+87.74 LT 45.50
- RELOCATE FIBER OPTIC (LUMEN)
US-40
90+00.00 LT 37.93 TO
90+25.00 LT 45.50 TO
MATCH LINE LT 45.50
- REPLACE POWER POLE (HEBER
POWER)
US-40
88+27.97 LT 49.33
- RELOCATE TELEPHONE PEDESTAL
(LUMEN)
MILL RD
504+85.87 RT 21.17 TO
505+06.27 RT 36.89
- RELOCATE BURIED TELEPHONE
(LUMEN)
MILL RD
504+30.37 RT 61.73 TO
504+54.87 RT 39.01 TO
505+06.27 RT 36.89 TO
MATCH LINE RT 36.92
- RELOCATE BURIED FIBER OPTIC
(STRATA)
MILL RD
504+30.37 RT 61.73 TO
504+53.68 RT 35.95 TO
MATCH LINE RT 34.55



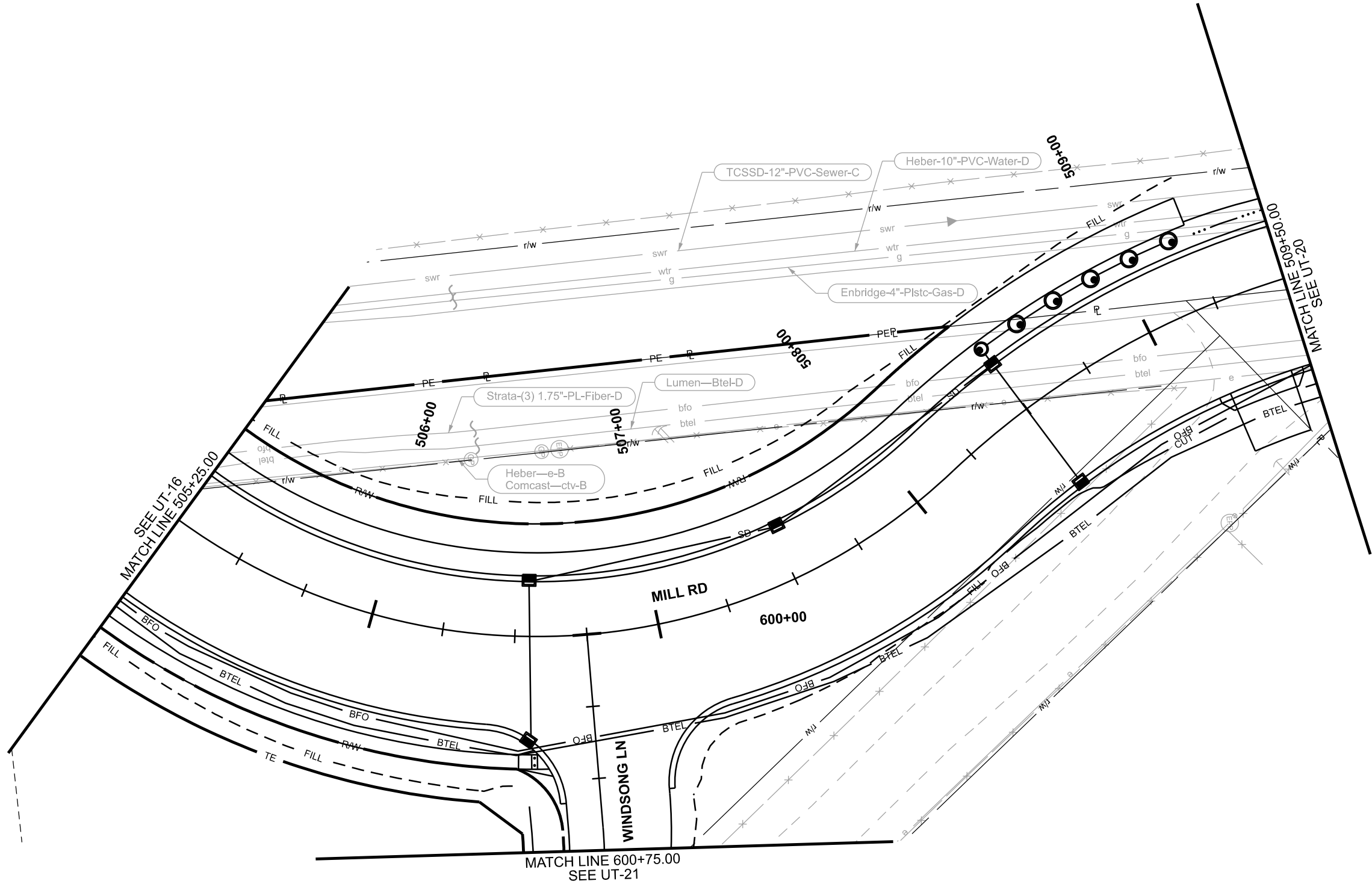
LOOP GAS LINE (ENBRIDGE)
US-40
90+39.22 RT 11.16

US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION		REVISIONS	
PROJECT		WALL CONSULTANT GROUP			
PROJECT NUMBER	S-0040(210)18	APPROVED	DRAWN BY	BOW	
			QC CHECKED BY	PLP	
			04/13/2026		
			DATE		
			PROFESSIONAL ENGINEER		
			NO.		DATE
			APPROVED BY		REMARKS

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UTILITY TAG LEGEND

Owner-Size-Material-Type-Quality Level



RELOCATE BURIED TELEPHONE
(LUMEN)
MILL RD
MATCH LINE RT 36.92 TO
506+51.68 RT 41.27 TO
507+13.56 RT 36.85 TO
MATCH LINE RT 42.89

RELOCATE BURIED FIBER OPTIC
(STRATA)
MILL RD
MATCH LINE RT 34.55 TO
506+52.10 RT 39.75 TO
507+14.04 RT 35.30 TO
MATCH LINE RT 31.46

US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION				REVISIONS			
		WALL CONSULTANT GROUP							
PROJECT		APPROVED		DRAWN BY		BOW			
PROJECT NUMBER	S-0040(210)18	PIN	18431	QC CHECKED BY		PLP			
				04/13/2026					
				DATE					
				PROFESSIONAL ENGINEER					

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UTILITY TAG LEGEND

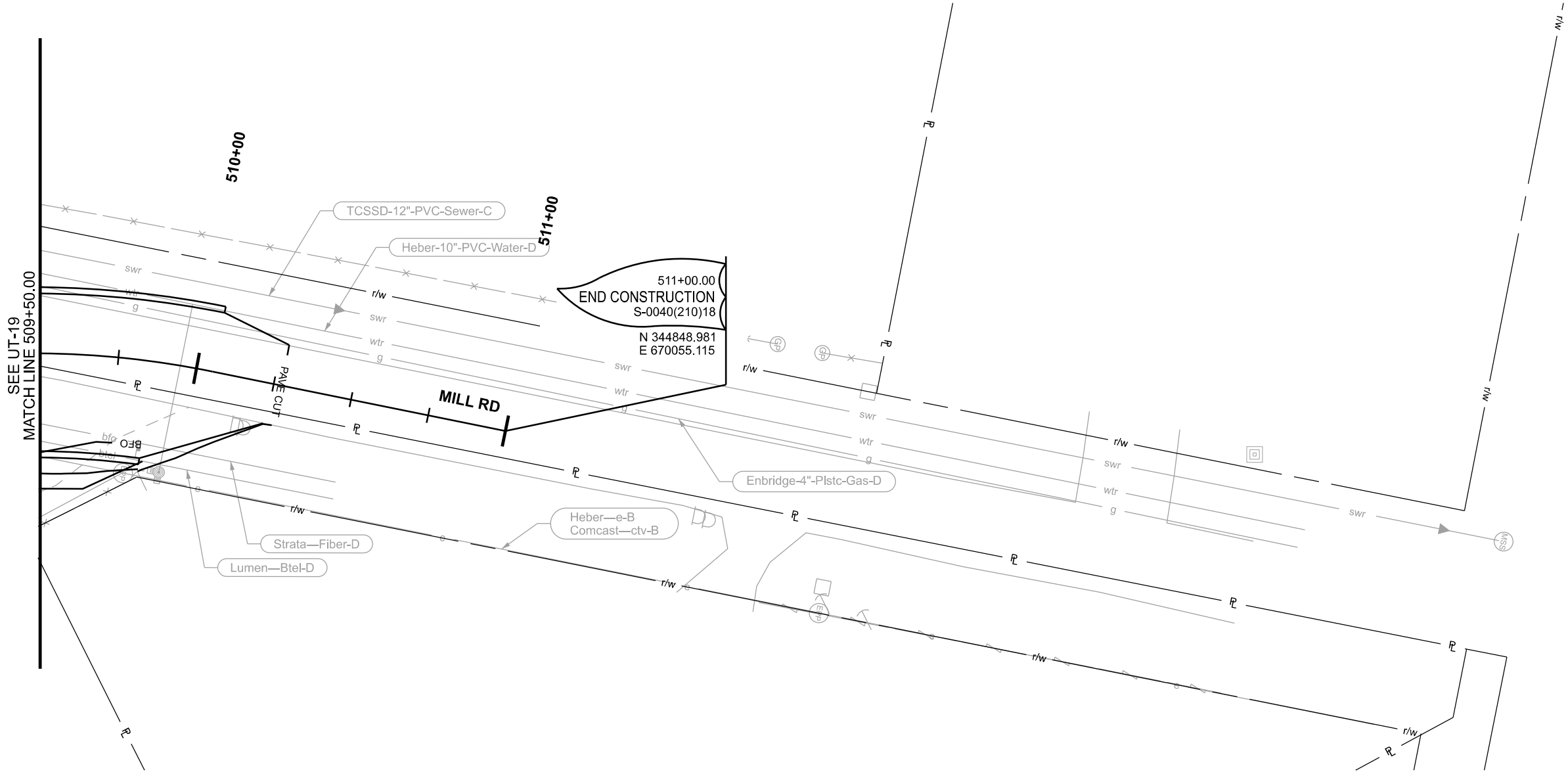
Owner-Size-Material-Type-Quality Level

RELOCATE BURIED TELEPHONE

(LUMEN)
MILL RD
MATCH LINE RT 36.92 TO
509+66.46 RT 42.43 TO
509+87.03 RT 31.82

RELOCATE BURIED FIBER OPTIC

(STRATA)
MILL RD
MATCH LINE RT 34.55 TO
509+70.10 RT 27.28 TO
509+87.92 RT 26.46

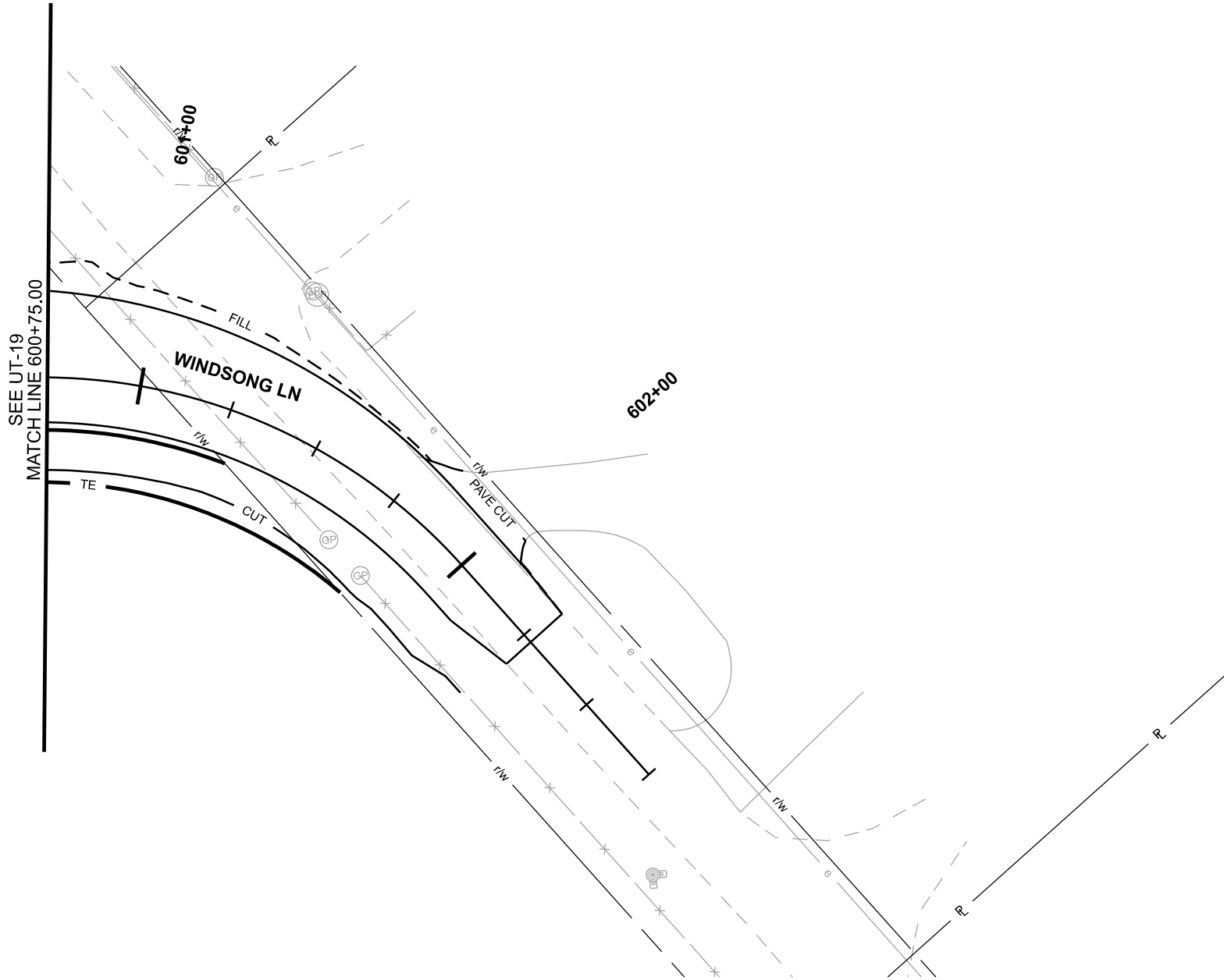


SHEET NO.		UT-20		UTAH DEPARTMENT OF TRANSPORTATION				REVISIONS					
PROJECT		US-40 - 189 TO MILL ROAD		WALL CONSULTANT GROUP									
PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		DRAWN BY		BOW	
								04/13/2026		QC CHECKED BY		PLP	
								PROFESSIONAL ENGINEER		DATE		APPROVED BY	

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UTILITY TAG LEGEND

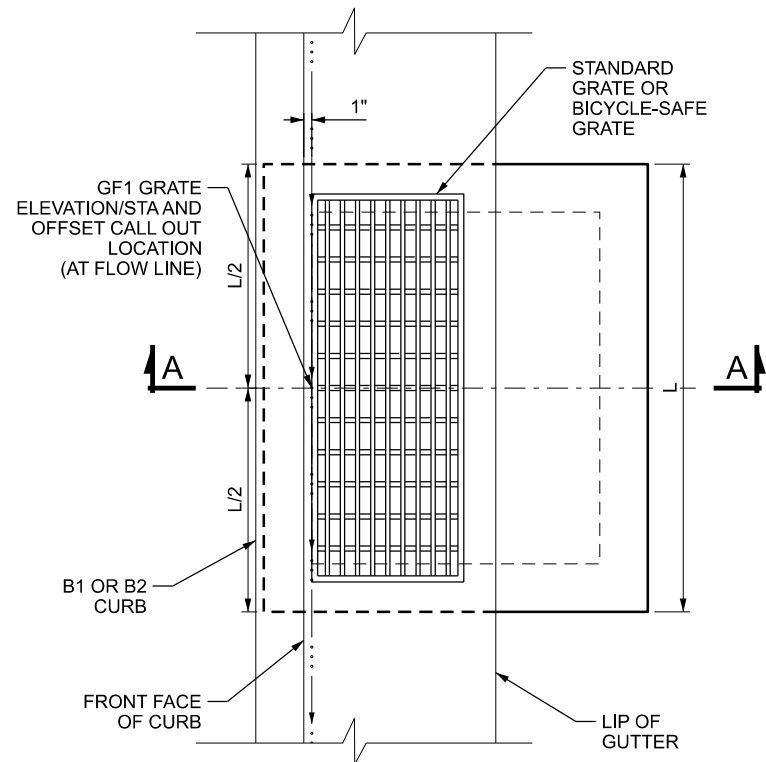
Owner-Size-Material-Type-Quality Level



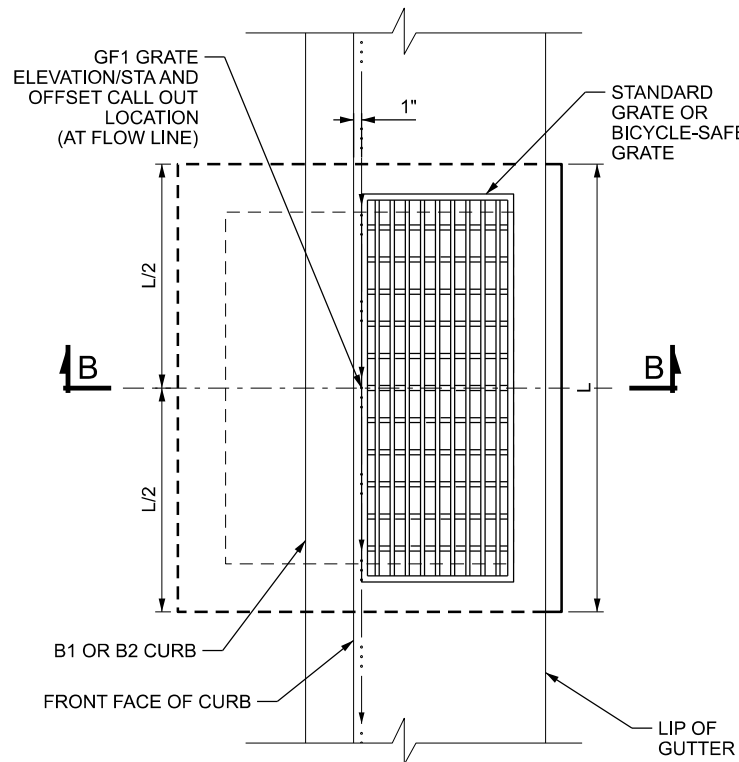
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S-0040(210)18				18431		04/13/2026		QC		PLP							
UTILITY				PIN		DATE		PROFESSIONAL ENGINEER		CHECKED BY							

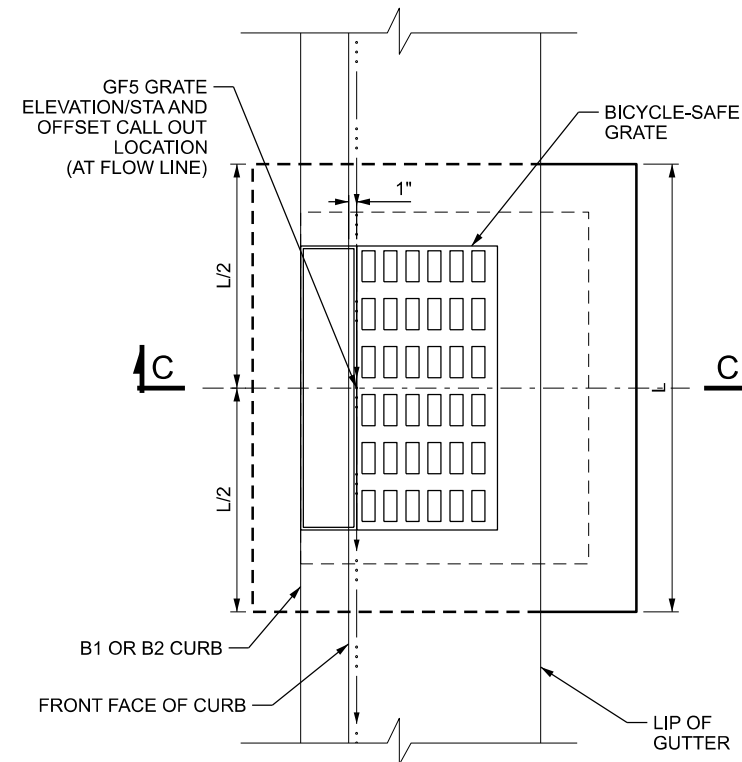
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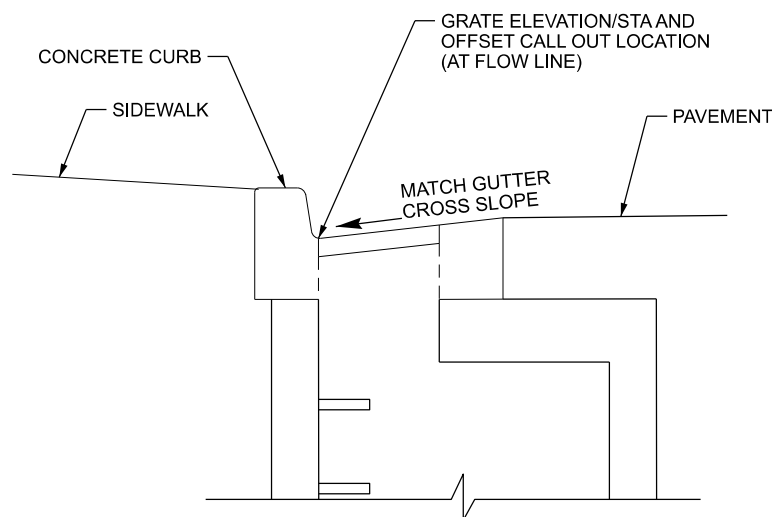
CB WITH GF1 GRATE



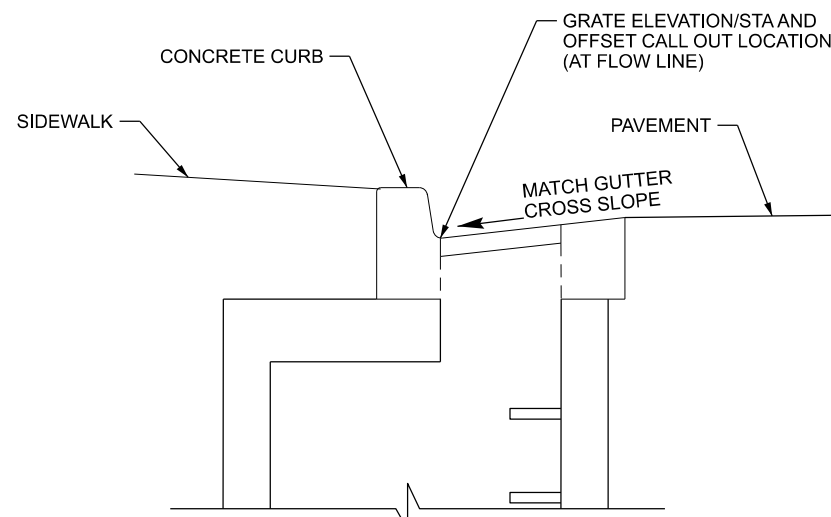
ROTATED CB WITH GF1 GRATE



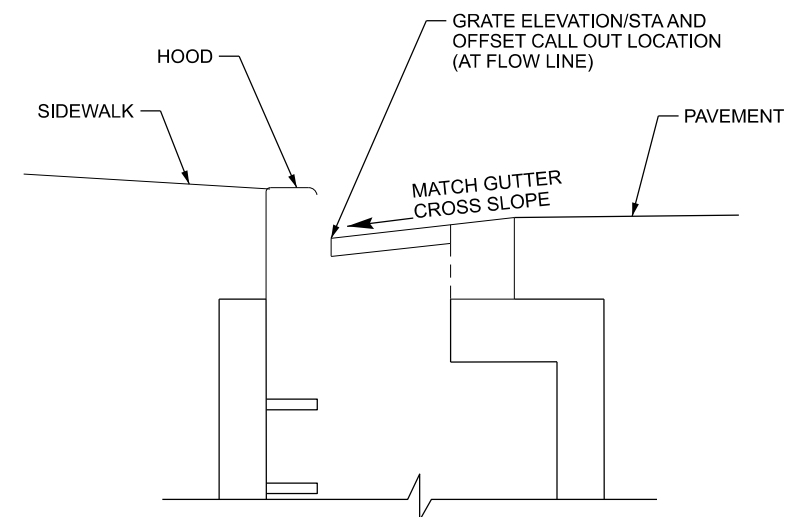
CB WITH GF5 GRATE



SECTION A-A



SECTION B-B



SECTION C-C

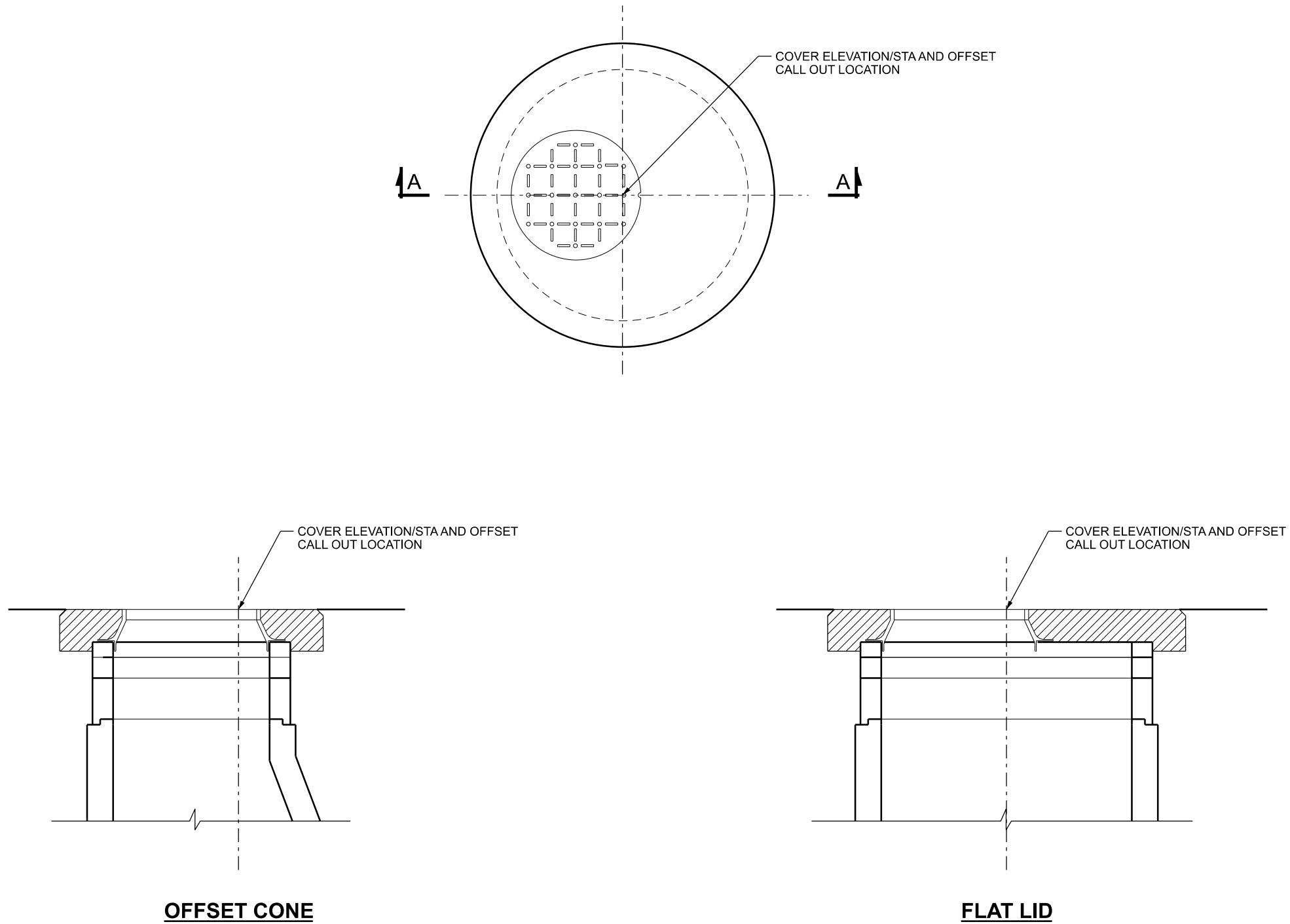
CATCH BASIN CALLOUT LOCATIONS

NOTES:

1. DO NOT PRECAST TOP OF CATCH BASINS, MANHOLES, SUMPS, OR HYDRODYNAMIC SEPARATORS. ADJUST GRATE OR LID TO FINAL GRADE. ADJUST PLACEMENT OF BOXES, AS NEEDED, TO AVOID UTILITIES.

REVISIONS				UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP			
NO.	DATE	APPROVED BY	REMARKS	DRAWN BY	QC CHECKED BY	DATE	
				AJB	CMR	04/13/2026	
				APPROVED			
				PROFESSIONAL ENGINEER			
				DRAINAGE DETAIL			
				S-0040(210)18			
				18431			
				US-40 - 189 TO MILL ROAD			
				PROJECT			
				PROJECT NUMBER			
				SHEET NO. DRDT-01			

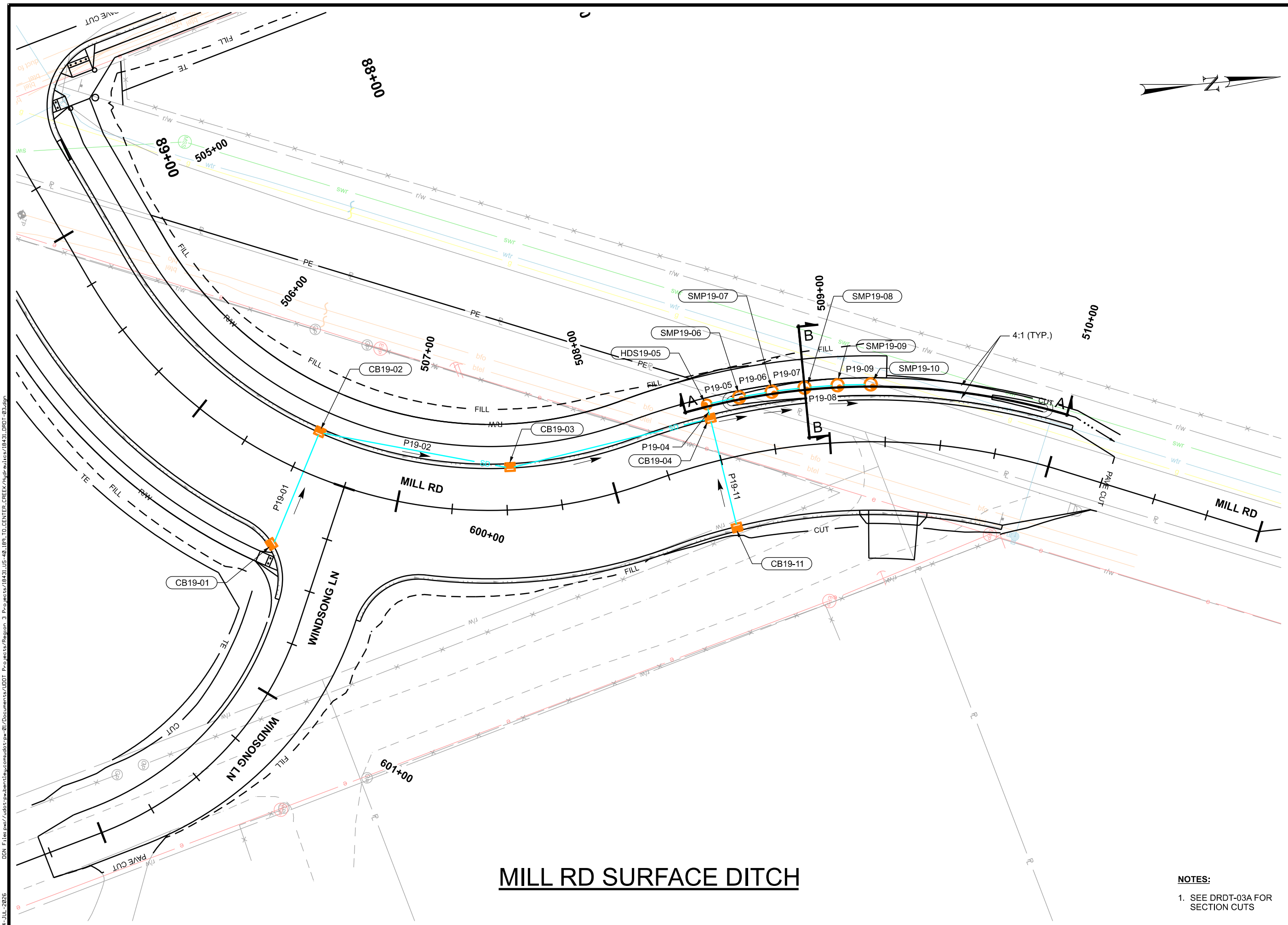
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SECTION A-A

**MANHOLE, SUMP, & HYDRODYNAMIC
SEPARATOR CALLOUT LOCATIONS**

PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				REVISIONS		
PROJECT NUMBER	S-0040(210)18	PIN	18431	DRAINAGE DETAIL	APPROVED	DRAWN BY	AJB			
						QC CHECKED BY	CMR			
					PROFESSIONAL ENGINEER	DATE	04/13/2026			



MILL RD SURFACE DITCH

NOTES:

1. SEE DRDT-03A FOR
SECTION CUTS

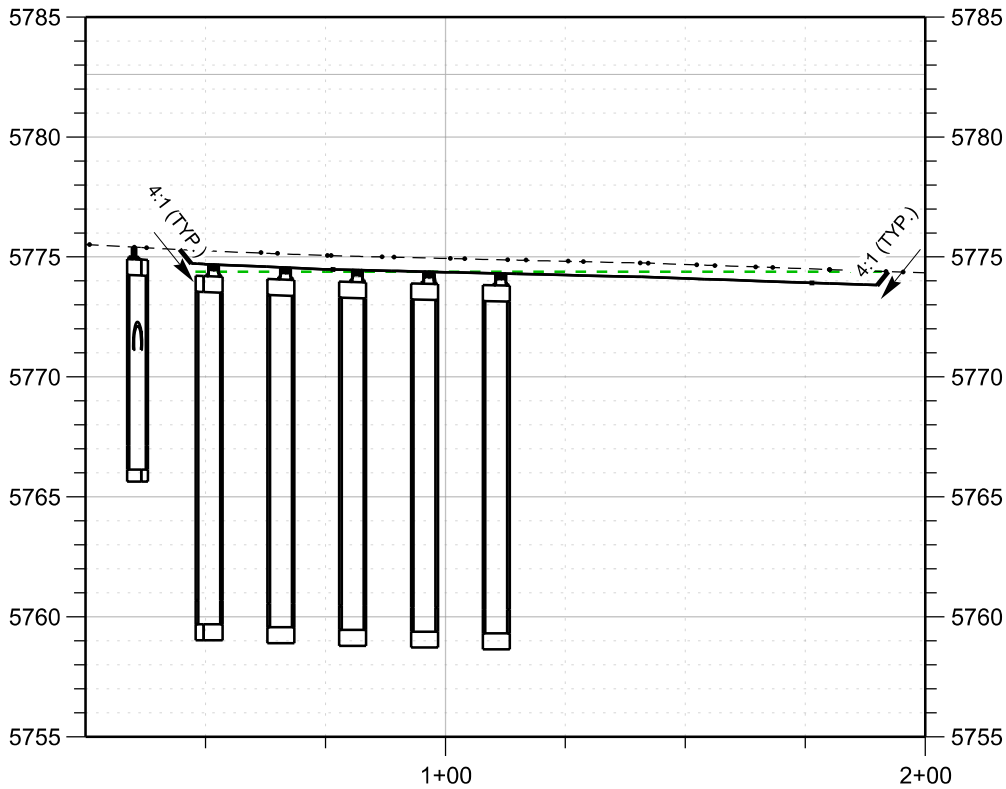
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PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		04/13/2026		QC CHECKED BY					
DRAINAGE DETAIL								PROFESSIONAL ENGINEER		DATE							
SHEET NO.		DRDT-03										NO.		DATE	APPROVED BY	REMARKS	

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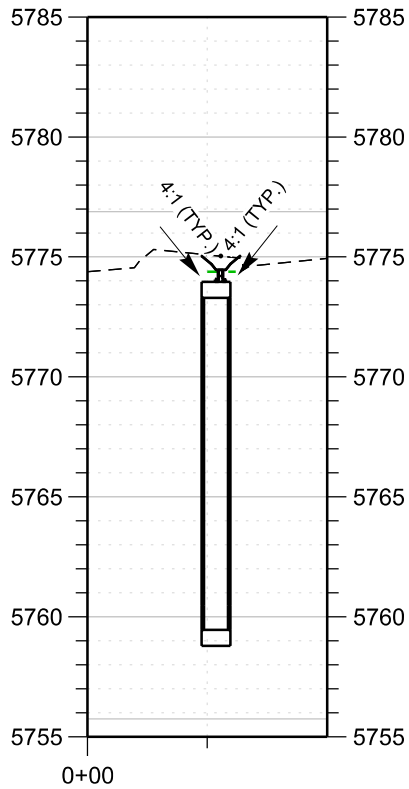
- GRADING NOTES:**
1. SIDESLOPES OF SURFACE DITCH ARE 4:1 OR FLATTER
- GRADING QUANTITY:**
CUT = 14 CU YDS
FILL = 0 CU YDS
NET = 14 CU YDS
- ITEMS FOR DITCH:**
SURFACE DITCH REQ'D

LEGEND

- Existing Grade
--- FINISHED GRADE
--- 10-YR HGL



SECTION A-A



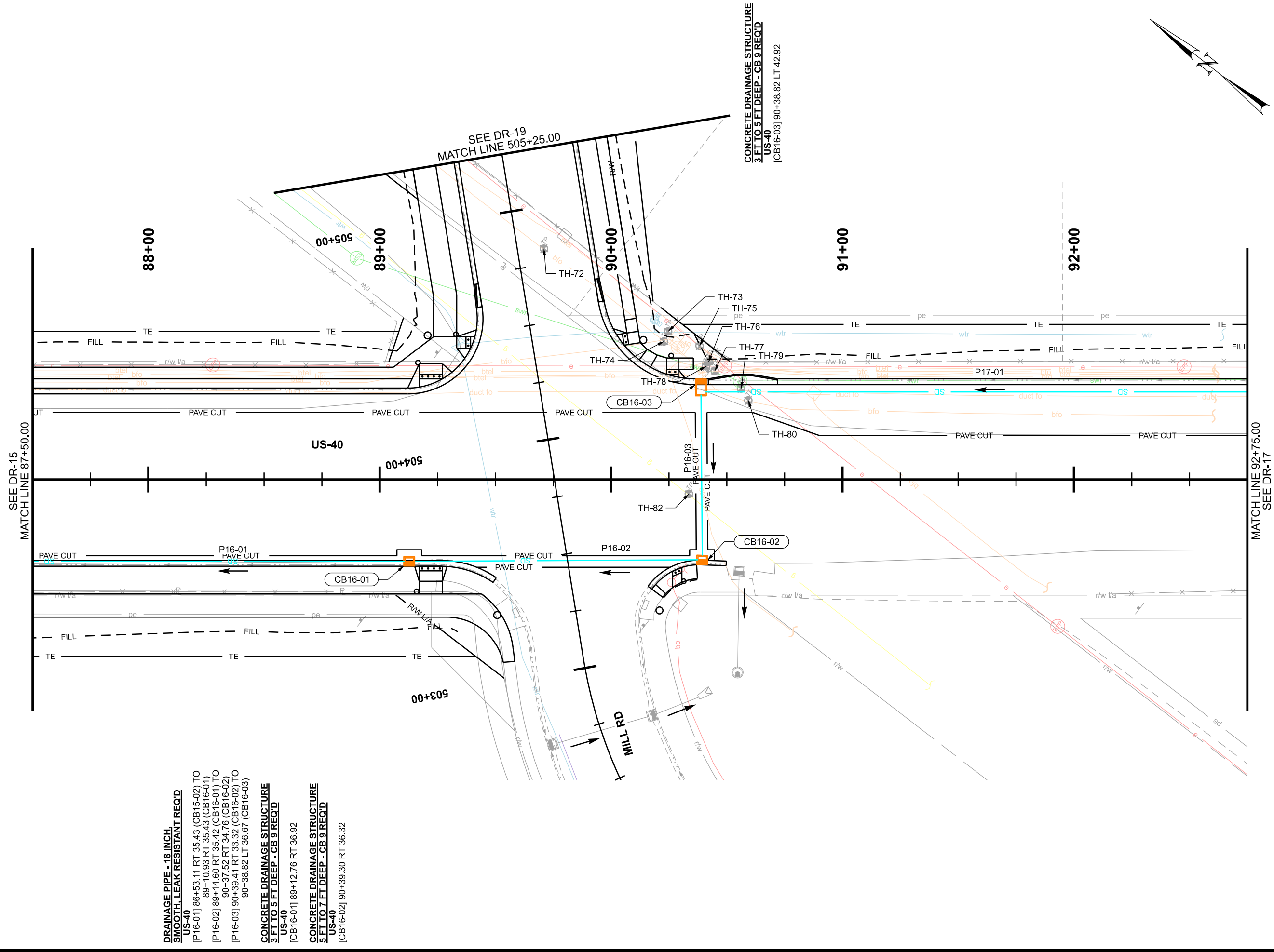
SECTION B-B

HYDRAULIC DATA:
DRAINAGE AREA = 0.72ACRES
CN = 97 HYDROLOGY USES NRCS METHOD

HYDRAULIC NOTES:

- DITCH INFILTRATES RUNOFF
4.0 IN/HR INFILTRATION RATE
- THERE IS A 0.00 FEET OF FREEBOARD BETWEEN THE 24-HR, 10-YEAR
WSEL (5774.38) AND THE TOP OF DITCH (5774.38).

PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				REVISIONS															
PROJECT NUMBER		S-0040(210)18		PIN		18431		DRAWN BY		AUB		QC CHECKED BY		CMR		NO.		DATE		APPROVED BY		REMARKS	
PROJECT NUMBER		S-0040(210)18		PIN		18431		APPROVED		04/13/2026		DATE		PROFESSIONAL ENGINEER		DATE		APPROVED BY		REMARKS			
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PROJECT NUMBER		S-0040(210)18		PIN																			



PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				REVISIONS									
PROJECT NUMBER		S-0040(210)18		P/N		18431		APPROVED		DRAWN BY		AJB					
										QC CHECKED BY		CMR					
								04/13/2026		DATE							
								PROFESSIONAL ENGINEER						NO.		DATE	
														APPROVED BY		REMARKS	
SHEET NO.		DR-16															



- ① SEE HEBER CITY STANDARD DRAWING DRAIN-3 FOR SUMP DISPOSAL CITY REQUIREMENTS. THIS DOES NOT INCLUDE THE OIL SEPARATOR BOX DETAILED IN THE SAME DRAWING. SUMP DISPOSAL TO BE INSTALLED WITH GRATED LID.
- ② SEE HEBER CITY STANDARD DRAWING DRAIN-4 FOR CURB INLET BOX - OPEN FACE CITY REQUIREMENTS.
- ③ SEE DRDT-03 & DRDT-03A FOR DTICH DETAILS.

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NAME	CB19-01	CB19-02	CB19-03	CB19-04	HDS19-05	SMP19-06	SMP19-07	SMP19-08	SMP19-09	SMP19-10
RIM/GRATE (FT)	5779.18	5778.09	5776.39	5774.81	5775.41	5774.69	5774.56	5774.45	5774.38	5774.31
STRUCTURE INVERT (FT)	5774.84ft	5773.76ft	5772.06ft	5770.04ft	5766.13ft	5759.69ft	5759.56ft	5759.45ft	5759.38ft	5759.31ft
DESIGN SPREAD (FT)	1.52ft	3.97ft	1.85ft							
DESIGN HGL (FT)	5775.50	5774.69	5773.10	5771.34						



NAME	P19-01	P19-02	P19-03	P19-04	P19-05	P19-06	P19-07	P19-08	P19-09
DIAMETER (IN) MATERIAL	18" SMOOTH	18" SMOOTH	18" SMOOTH	18" SMOOTH	18" SMOOTH	18" SMOOTH	18" SMOOTH	18" SMOOTH	18" SMOOTH
LENGTH (FT) / SLOPE (%)	52.73ft / 1.86%	84.11ft / 1.91%	89.76ft / 2.02%	3.04ft / 0.53%	10.50ft / 0.50%	10.00ft / 1.29%	10.00ft / 1.06%	10.00ft / 0.72%	10.00ft / 0.71%
START INVERT (FT)	5775.34	5774.26	5772.56	5770.64	5770.63	5760.19	5760.06	5759.95	5759.88
STOP INVERT (FT)	5774.36	5772.65	5770.74	5770.63	5770.58	5760.06	5759.95	5759.88	5759.81
DESIGN / CAPACITY Q (CFS)	0.2 / 14.0	1.1 / 14.2	1.7 / 14.6	2.1 / 5.2					
DESIGN VELOCITY (FT/S)	2.6	4.8	5.5	3.3					

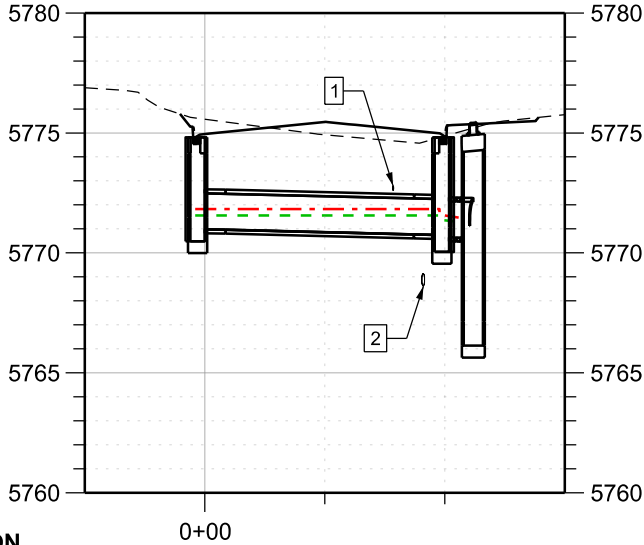
UTILITY #	UTILITY	OWNER	SIZE	COMMENTS
1	FIBER OPTIC	LUMEN	UNKNOWN	LOCATION AND DEPTH QLD; PROTECT-IN-PLACE
2	FIBER OPTIC	UNKNOWN	(3) 1.75"	LOCATION AND DEPTH QLD; PROTECT-IN-PLACE
3	GAS	ENBRIDGE	4"	LOCATION AND DEPTH QLD; PROTECT-IN-PLACE

- - - - - Existing Grade
 _____ FINISHED GRADE
 - - - - - 10-YR HGL
 - - - - - 50-YR HGL

14-JUL-2026 DGN: Files\pwr\udbt\pwr\bencl\mycomstud\pwr\01\Documents\UD01: Projects\Region_3: Projects\18431: US 40 - 189 TO CENTER CREEK\Hydraulics\18431_DR-19B.dgn

NODE INFORMATION

NAME	CB19-11	CB19-04
RIM/GRATE (FT)	5774.82	5774.81
STRUCTURE INVERT (FT)	5770.48ft	5770.04ft
DESIGN SPREAD (FT)	1.18ft	1.57ft
DESIGN HGL (FT)	5771.52	5771.34



PIPE INFORMATION

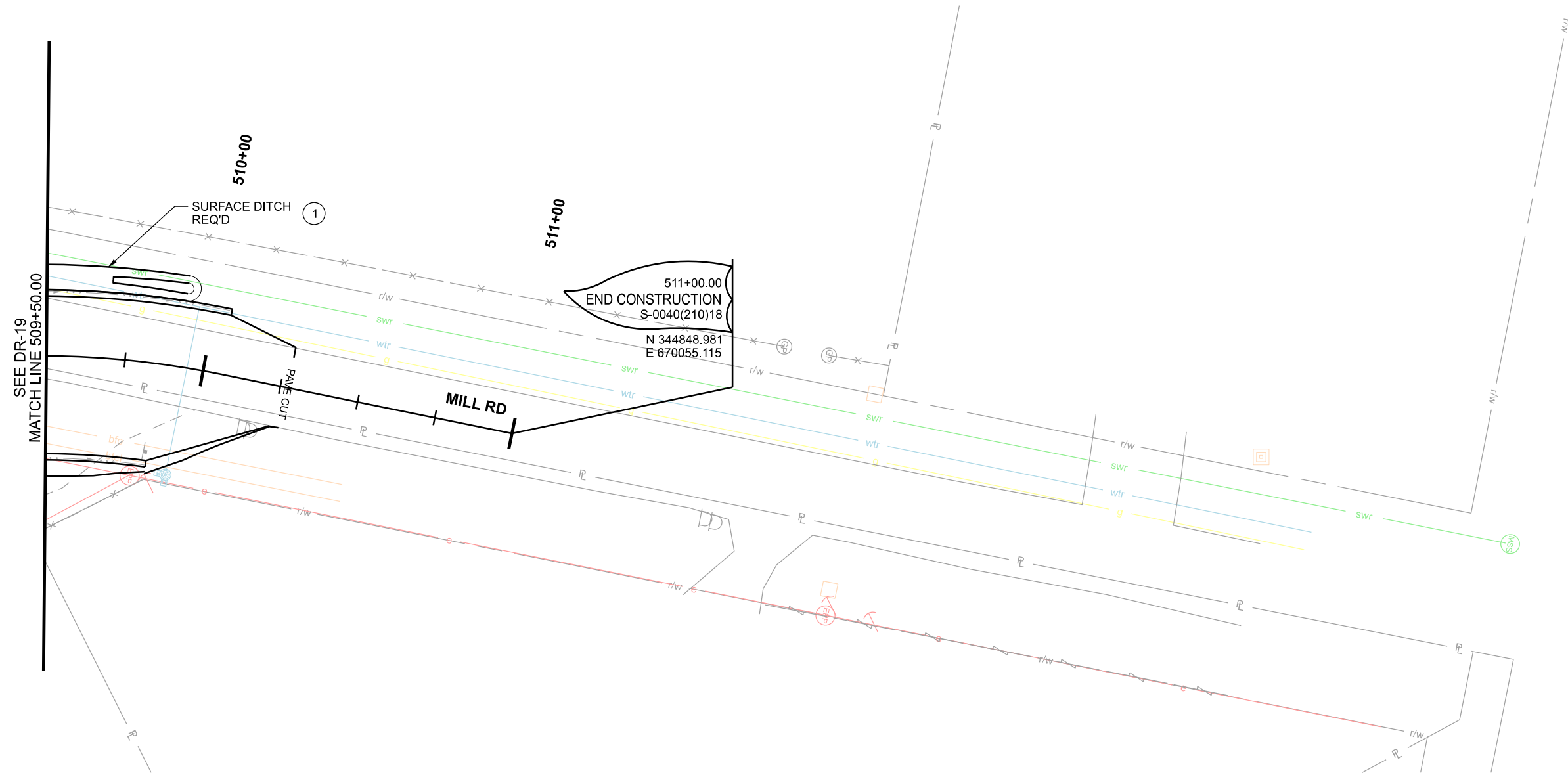
NAME	P19-11
DIAMETER (IN) MATERIAL	18" SMOOTH
LENGTH (FT) / SLOPE (%)	47.92ft / 0.50%
START INVERT (FT)	5770.98
STOP INVERT (FT)	5770.74
DESIGN / CAPACITY Q (CFS)	0.2 / 7.2
DESIGN VELOCITY (FT/S)	1.7

UTILITY #	UTILITY	OWNER	SIZE	COMMENTS
1	FIBER OPTIC	LUMEN	UNKNOWN	LOCATION AND DEPTH QLD; PROTECT-IN-PLACE
2	FIBER OPTIC	UNKNOWN	(3) 1.75"	LOCATION AND DEPTH QLD; PROTECT-IN-PLACE

LEGEND

- Existing Grade
- FINISHED GRADE
- - - 10-YR HGL
- - - 50-YR HGL

PROJECT		US-40 - 189 TO MILL ROAD		SHEET NO. DR-19B	
PROJECT NUMBER		S-0040(210)18		DRAINAGE	
APPROVED		DRAWN BY		QC CHECKED BY	
		AUB			
APPROVED		DATE		REMARKS	
		04/13/2026			
PROFESSIONAL ENGINEER		DATE		APPROVED BY	
UTAH DEPARTMENT OF TRANSPORTATION		WALL CONSULTANT GROUP		REVISIONS	



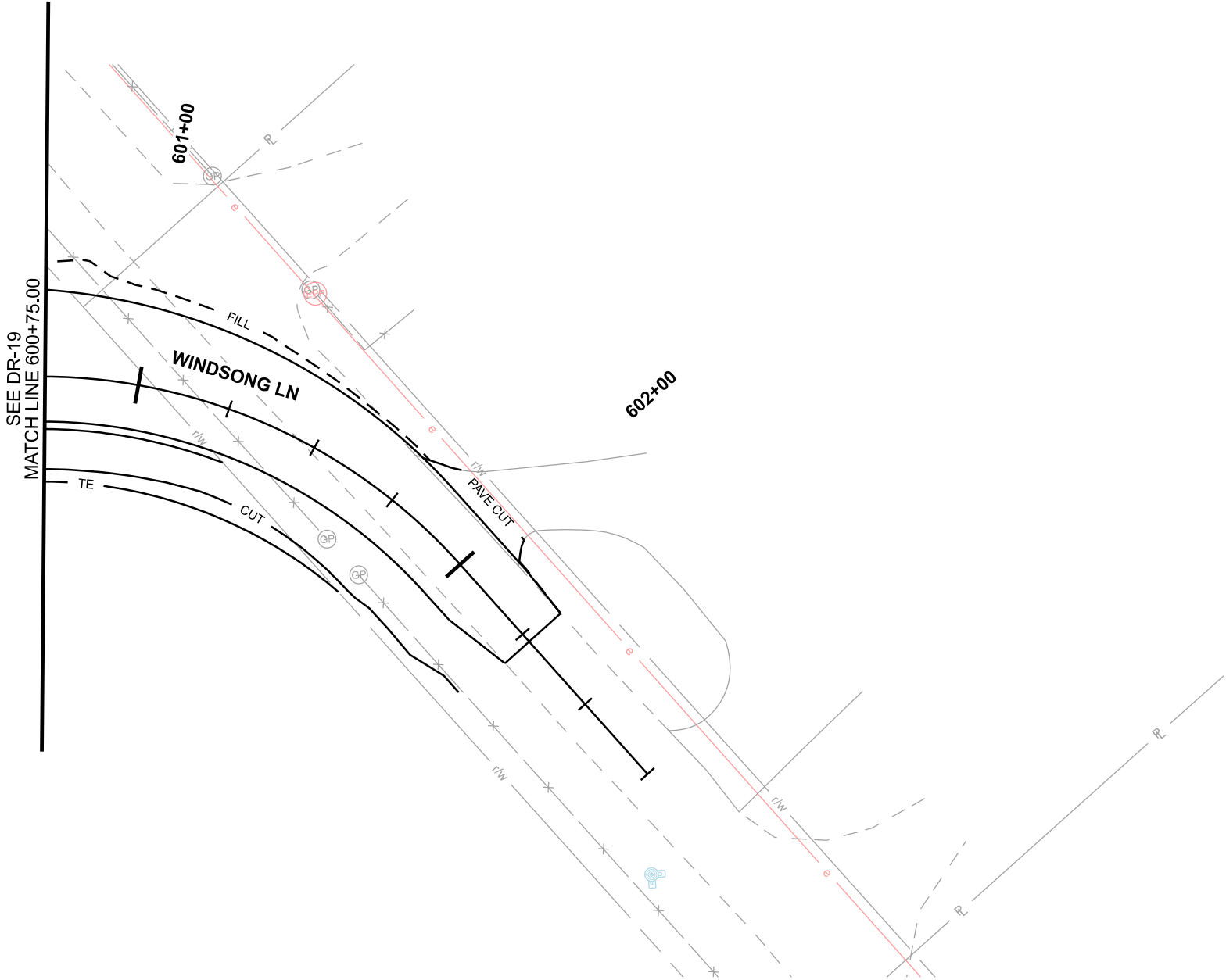
SURFACE DITCH REQ'D
MILL RD
MATCH LINE LT 25.00 TO
509+95.20 LT 25.00

NOTES:

① SEE DRDT-03 & DRDT-03A FOR DITCH DETAILS

[illegible]

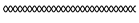
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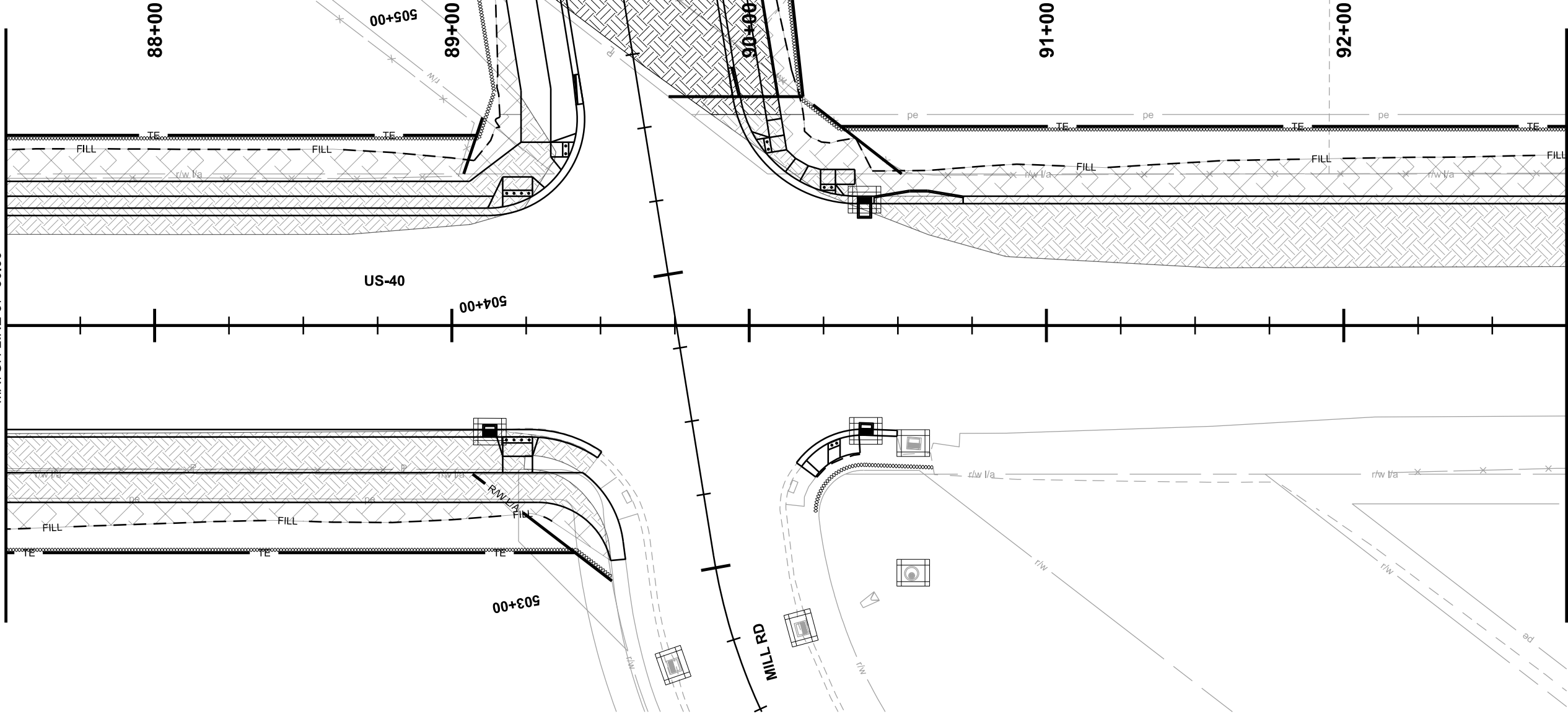
PROJECT		US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION WALL CONSULTANT GROUP				REVISIONS			
PROJECT NUMBER	S-0040(210)18	PIN	18431	APPROVED		DRAWN BY	AJB				
				PROFESSIONAL ENGINEER		04/13/2026	QC CHECKED BY				
DRAINAGE							CMR	NO.	DATE	APPROVED BY	REMARKS
SHEET NO.		DR-21									

14-JUL-2026 D:\Bentley\pwworking\Bentley\Documents\UDOT\Projects\Region 3\Projects\B431\US 40\189 TO CENTER CREEK\Hydraulics\B431.EC-16.dgn

LEGEND

-  GUTTER - INLET BARRIER REQ'D
-  SILT FENCE REQ'D
-  LOOSE RIPRAP REQ'D
-  STRIP AND STOCKPILE SALVAGED TOPSOIL (PLAN QUANTITY) REQ'D
-  STRIP AND STOCKPILE SALVAGED TOPSOIL (PLAN QUANTITY) REQ'D
-  DRILL SEED (PLAN QUANTITY) REQ'D
-  SPREAD SALVAGED TOPSOIL (PLAN QUANTITY) REQ'D

SEE EC-15
MATCH LINE 87+50.00



MATCH LINE 92+75.00
SEE EC-17

SILT FENCE REQ'D
US-40
MATCH LINE RT 75.50 TO
89+53.60 RT 84.55
90+22.36 RT 62.89 TO
90+61.88 RT 47.74

GUTTER - INLET BARRIER REQ'D
US-40
89+12.76 RT 36.92 (CB16-01)
89+73.33 RT 115.06
90+19.10 RT 101.67
90+39.30 RT 36.32 (CB16-02)
90+54.64 RT 83.45
90+55.35 RT 41.18

SILT FENCE REQ'D
US-40
MATCH LINE LT 63.00 TO
89+05.48 LT 132.56
90+09.00 LT 150.13 TO
MATCH LINE LT 66.00

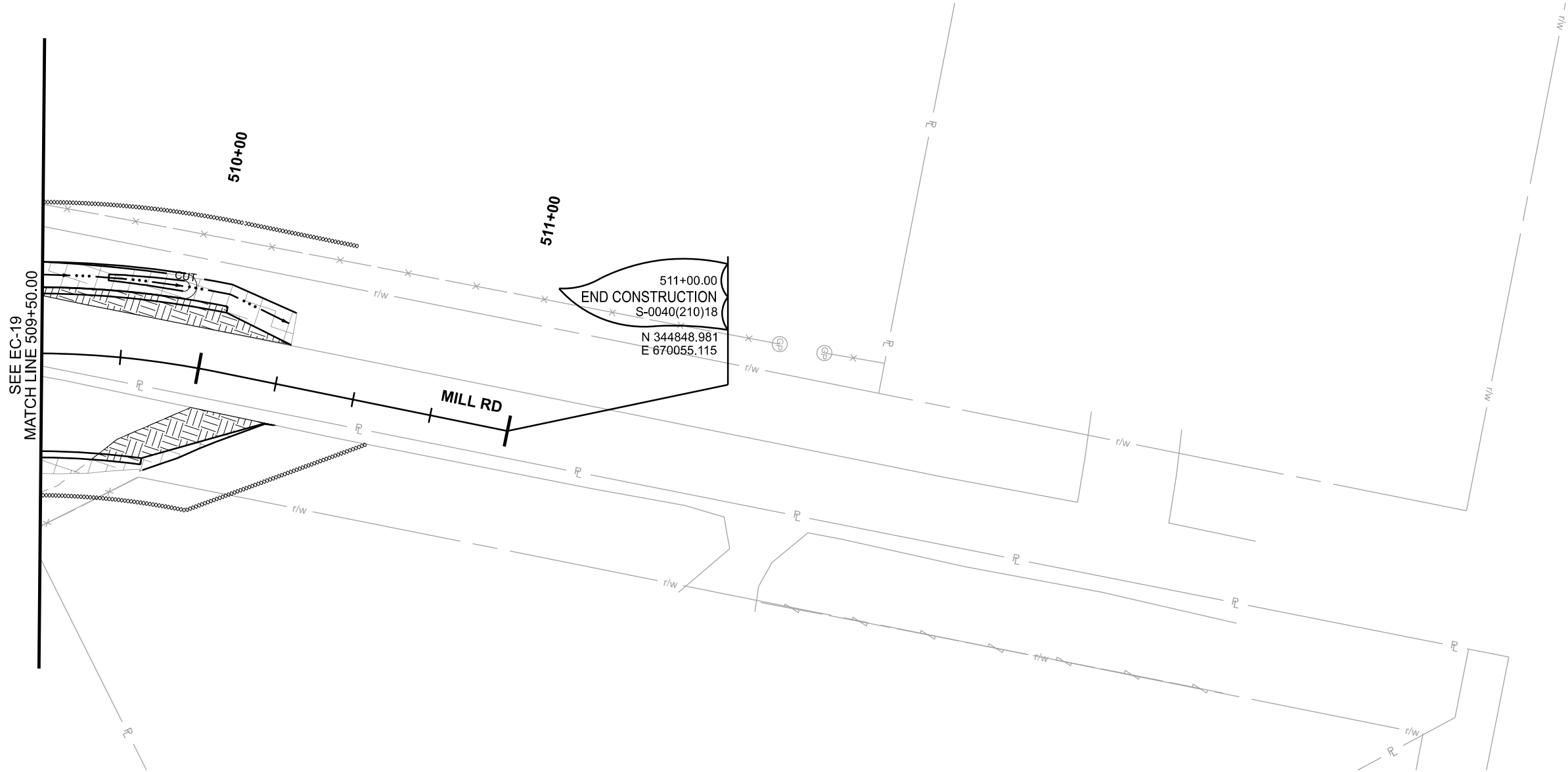
GUTTER - INLET BARRIER REQ'D
US-40
90+38.82 LT 42.92 (CB16-03)

PROJECT		US-40 - 189 TO MILL ROAD		REVISIONS	
PROJECT NUMBER		S-0040(210)18			
EROSION CONTROL		PIN			
		18431			
		APPROVED			
		WALL CONSULTANT GROUP			
		UTAH DEPARTMENT OF TRANSPORTATION			
		DRAWN BY			
		AUB			
		QC			
		CHECKED BY			
		CMR			
		DATE			
		04/13/2026			
		PROFESSIONAL ENGINEER			
		DATE			
		APPROVED BY			
		NO.			
		DATE			
		REMARKS			
SHEET NO.		EC-16			

14-JUL-2026

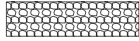
	GUTTER - INLET BARRIER REQ'D
	SILT FENCE REQ'D
	LOOSE RIPRAP REQ'D
	STRIP AND STOCKPILE SALVAGED TOPSOIL (PLAN QUANTITY) REQ'D
	STRIP AND STOCKPILE SALVAGED TOPSOIL (PLAN QUANTITY) REQ'D
	DRILL SEED (PLAN QUANTITY) REQ'D
	SPREAD SALVAGED TOPSOIL (PLAN QUANTITY) REQ'D

SILT FENCE REQ'D
MILL RD
MATCH LINE LT 48.00 TO
510+42.05 LT 48.00



SHEET NO.		EC-20	
PROJECT	US-40 - 189 TO MILL ROAD		
PROJECT NUMBER	S-0040(210)18	PIN	18431
EROSION CONTROL		APPROVED	
		DRAWN BY	
		AJB	
		QC CHECKED BY	
		CMR	
		DATE	
		04/13/2026	
		PROFESSIONAL ENGINEER	
		APPROVED BY	
		DATE	
		REMARKS	
		REVISIONS	

14-JUL-2026



SILT FENCE REQ'D



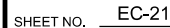
STRIP AND STOCKPILE SALVAGED TOPSOIL (PLAN QUANTITY) REQ'D



SPREAD SALVAGED TOPSOIL (PLAN QUANTITY) REQ'D



SILT FENCE REQ'D
WINDSONG LN
MATCH LINE LT 37.16 TO
600+90.74 LT 35.94

[illegible]

14-JUL-2026

X.X-X

X.X-X

SWL - SOLID WHITE LINE
SYL - SOLID YELLOW LINE
DYL - DOUBLE YELLOW LINE
BWL - BROKEN WHITE LINE
BYL - BROKEN YELLOW LINE
DWL - DOTTED WHITE LINE
LDL - LANE DROP LINE
S&BYL - SOLID AND BROKEN YELLOW LINE
SL - STOP LINE

PAVEMENT MARKING
PAINT REQ'D

PAINT REQ'D
MILL RD
(4" SWL)

MATCH LINE RT 24.00 TO
 506+46.53 RT 24.00
 50507+01.07 RT 24.00 TO
 508+25.82 RT 23.72 TO
 MATCH LINE RT 15.87
 (4" DY)
 MATCH LINE RT 12.00 TO
 506+48.33 RT 12.00
 508+16.98 RT 12.00 TO
 MATCH LINE RT 3.84
 (4" S&BYL)
 50507+01.07 RT 12.00 TO
 508+16.98 RT 12.00

REQ'D
MILL RD

REF ID: A76583

MILL RD
[19.1-R] 509+84.47 RT 28.19 TO
507+02.20 RT 49.77
[19.2-R] 509+84.47 RT 28.19 TO
507+02.20 RT 49.77
[19.3-R] 509+84.47 RT 28.19 TO
507+02.20 RT 49.77

WINDSONG LN

1200 E
WINDSONG LN

SEE NOTE 1.

01+00

REVISIONS

UTAH DEPARTMENT OF TRANSPORTATION

WALL CONSULTANT GROUP

APPROVED

S-0040(210)18

SIGNING AND STRIPING

QC
CHECKED BYQC
CHECKED BY

1100

SHEET NO. SS-19

14-JUL-2026 D:\Files\pvt\udot\pabent\mycomudot\p\01\Documents\UDOT Projects\Region 3 Projects\18431 US 40 189 TO CENTER CREEK Traffic and Safety\18431 SS-20.dgn

SIGN CODE LEGEND:
N - NEW SIGN
R - RELOCATE SIGN
X - REMOVE SIGN

X.X-X

— SIGN CODE
— SIGN NUMBER
— SHEET NUMBER

STRIPING KEY:
SWL - SOLID WHITE LINE
SYL - SOLID YELLOW LINE
DYL - DOUBLE YELLOW LINE
BWL - BROKEN WHITE LINE
BYL - BROKEN YELLOW LINE
DWL - DOTTED WHITE LINE
LDL - LANE DROP LINE
S&BYL - SOLID AND BROKEN YELLOW LINE
SL - STOP LINE

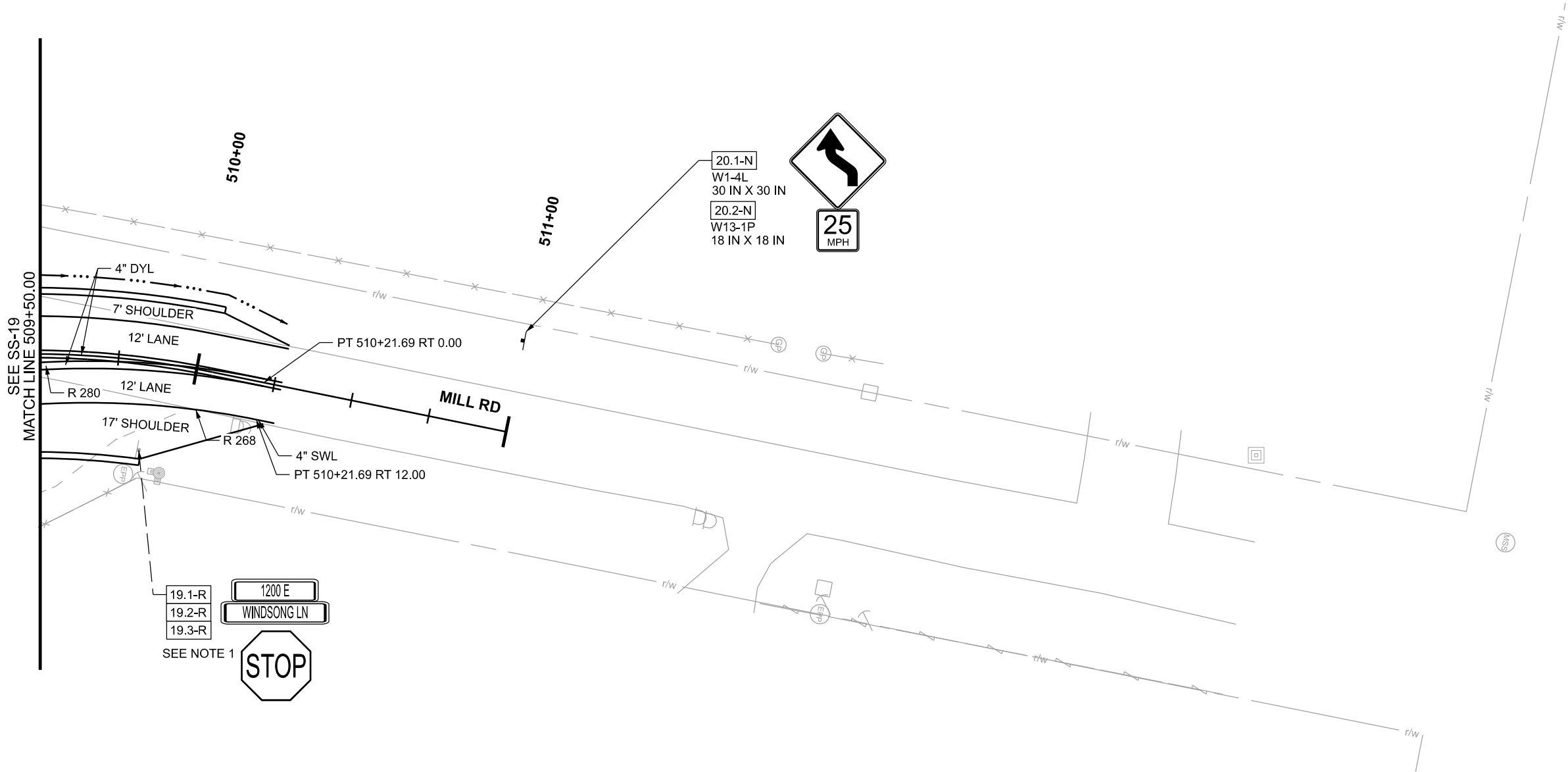
PAVEMENT MARKING

PAINT REQ'D
MILL RD
(4" SWL)
MATCH LINE RT 15.87 TO
510+27.55 RT 12.00
(4" DYL)
MATCH LINE RT 3.84 TO
510+21.69 LT 0.00

**RELOCATE SIGN LESS THAN
20 SQUARE FEET REQ'D**

MILL RD
[19.1-R] 509+84.47 RT 28.19 TO
507+02.20 RT 49.77
[19.2-R] 509+84.47 RT 28.19 TO
507+02.20 RT 49.77
[19.3-R] 509+84.47 RT 28.19 TO
507+02.20 RT 49.77

PAVEMENT MARKING
PAINT REQ'D
MILL RD
(4" SWL)
MATCH LINE LT 12.00 TO
510+27.39 LT 12.00
(4" DYL)
MATCH LINE LT 0.00 TO
510+27.39 RT 0.00
SIGN TYPE A-1 REQ'D
MILL RD
[20.1-N] 511+00.00 LT 29.34
[20.2-N] 511+00.00 LT 29.34



20.1-N
W1-4L
30 IN X 30 IN
20.2-N
W13-1P
18 IN X 18 IN



19.1-R
19.2-R
19.3-R
1200 E
WINDSONG LN
STOP

SEE NOTE 1

NOTES:

1. SEE SHEET SS-19 FOR RELOCATION DESTINATION.

US-40 - 189 TO MILL ROAD		UTAH DEPARTMENT OF TRANSPORTATION		WALL CONSULTANT GROUP		REVISIONS	
PROJECT		APPROVED		DRAWN BY	MAZ		
PROJECT NUMBER	S-0040(210)18	DATE		QC CHECKED BY	PJG		
SIGNING AND STRIPING		PROFESSIONAL ENGINEER		DATE			
SHEET NO.		SS-20		NO.		DATE	
				APPROVED BY			
						REMARKS	

Local Agency Cost Estimate Betterment Agreement	Betterment Description: Roadway and drainage work to realign Mill Rd.	Estimated Cost for Betterment \$875,822.15
PIN: 18431 FINET/CID: 73967	Project Number: S-0040(210)18 Project Name: US-40 – 189 to Mill Road	Agreement Number
		Date Executed

THIS AGREEMENT, made and entered into the date shown below, by and between the **Utah Department of Transportation**, (“UDOT”), and **Heber City** a political subdivision of the State of Utah, (“**Local Agency**”).

Subject to the attached provisions, UDOT will include the following betterment work items into the above referenced Project and will oversee construction of the betterment work. Upon signing this Agreement, the Local Agency agrees that the costs shown below are estimates only and the Local Agency is responsible for paying all actual costs associated with these betterment items, based on Contract Unit Bid Prices, and actual quantities placed.

Detailed Description of Betterment Work:

Bid Item Number	Description	Quantity	Unit	Estimated Unit Price	Estimated Cost
133	Mobilization	1	Lump	\$85,000.00	\$85,000.00
134	Traffic Control	1	Lump	\$18,500.00	\$18,500.00
135	Silt Fence	1,063.00	ft	\$4.00	\$4,252.00
136	Gutter - Inlet Barrier	10	Each	\$205.00	\$2,050.00
137	Survey	1	Lump	\$3,500.00	\$3,500.00
138	Granular Borrow (Plan Quantity)	1,278.00	cu yd	\$45.25	\$57,829.50
139	Rock Mulch	604	sq yd	\$34.50	\$20,838.00
140	Weed Barrier Geotextile	604	sq yd	\$5.00	\$3,020.00
141	Remove Fence	695	ft	\$3.00	\$2,085.00

142	Remove Mailbox	2	Each	\$350.00	\$700.00
143	Remove Asphalt Pavement	2,314.00	sq yd	\$14.95	\$34,594.30
144	Clearing and Grubbing (Plan Quantity)	1.2	Acre	\$8,600.00	\$10,320.00
145	Roadway Excavation (Plan Quantity)	1,333.00	cu yd	\$22.45	\$29,925.85
146	Surface Ditch	152	ft	\$15.00	\$2,280.00
147	Drainage Pipe - 18 inch, Smooth, Leak-Resistant	329	ft	\$159.00	\$52,311.00
148	Hydrodynamic Separator	1	Each	\$106,000.00	\$106,000.00
149	Heber City Sump Disposal	5	Each	\$14,000.00	\$70,000.00
150	Heber City Curb Inlet Box - Open Face	5	Each	\$10,000.00	\$50,000.00
151	Untreated Base Course (Plan Quantity)	858	cu yd	\$53.50	\$45,903.00
152	HMHMA - 1/2 Inch	874	Ton	\$141.00	\$123,234.00
153	Emulsified Asphalt (Tack)	3	Ton	\$932.00	\$2,796.00
154	Pavement Marking Paint	33	gal	\$55.00	\$1,815.00
155	Pavement Message (Preformed Thermoplastic)	2	Each	\$350.00	\$700.00
156	Perpendicular/Parallel Pedestrian Access Ramp	1	Each	\$3,250.00	\$3,250.00
157	Heber City Concrete Sidewalk	1,167.00	sq ft	\$13.95	\$16,279.65
158	Concrete Trail, 6 Inch Thick	4,385.00	sq ft	\$13.85	\$60,732.25
159	High Back Curb and Gutter	1,057.00	ft	\$43.00	\$45,451.00
160	Concrete Driveway Flared, 7 inch Thick	109	sq ft	\$16.00	\$1,744.00
161	Curb and Gutter Type B1 to High Back Curb and Gutter Transition	2	Each	\$850.00	\$1,700.00
162	Sign Type A-1	16	sq ft	\$80.00	\$1,280.00
163	Relocate Sign Less Than 20 Square Feet	3	Each	\$500.00	\$1,500.00
164	Small Sign Tubular Steel Post Base (B1)	3	Each	\$350.00	\$1,050.00
165	Sign Post P2	3	Each	\$300.00	\$900.00
166	HECP Type 1 (Plan Quantity)	826	sq yd	\$0.55	\$454.30
167	Strip and Stockpile Salvaged Topsoil (Plan Quantity)	5,824.00	sq yd	\$1.75	\$10,192.00
168	Spread Salvaged Topsoil (Plan Quantity)	826	sq yd	\$2.20	\$1,817.20

169	Drill Seed (Plan Quantity)	826	sq yd	\$0.25	\$206.50
170	Grinding for Grooved-In Pavement Markings	2,168.00	ft	\$0.70	\$1,517.60
171	Grinding for Grooved-In Pavement Messages	2	Each	\$47.00	\$94.00
TOTAL ESTIMATED COST OF BETTERMENT WORK					\$875,822.15

The total estimated cost of the betterment work shall be advanced / deposited with UDOT prior to advertising / procurement of the Project. The Local Agency shall deposit the amount with UDOT's Comptroller's Office located at UDOT/Comptroller, 4501 South 2700 West, Box 141510, Salt Lake City 84119-1510.

include "and upon invoice from UDOT"?

In the event the actual betterment costs are higher, the Local Agency shall pay the additional amount required within 30 days of receiving an invoice from UDOT. In the event the actual betterment costs are lower, UDOT will refund the balance of the amount deposited within 30 days of determining the final cost of the betterment work.



Provisions

(Note: the language in these provisions shall not be changed without prior approval from the Utah AG's office)

The Local Agency desires to include the betterment work items described herein in the project contract work.

UDOT will include the Local Agency's requested betterment work in the project contract provided that the Local Agency pay the actual additional costs and UDOT's project will not be delayed because of the betterments. No betterments will be added to the bid package until this Agreement has been signed by both parties.

The Local Agency, at no cost to the Project, shall provide on-call support from Local Agency's Design Engineer or appropriate representative to correct or clarify issues during construction ~~and to perform the necessary inspection for the Local Agency work installed by the contractor.~~ The Local Agency engineer and / or inspector shall work with and through UDOT's Project Manager or Resident Engineer and shall give no orders directly to UDOT's contractor unless authorized in writing to do so. UDOT's contractor will accomplish the work covered herein on the Local Agency's facilities ~~in accordance with the plans and specifications provided by the Local Agency,~~ including changes or additions to the plans and specifications which are approved by the parties.

The Local Agency, through its inspection of the work, will provide UDOT's Project Manager or Resident Engineer with information covering any problems or concerns the Local Agency may have with acceptance of the facilities upon completion of construction.

Any periodic plan and specification review or construction inspection performed by ~~UDOT~~ arising out of the performance of the project does not relieve the ~~Local Agency~~ of its duty in the performance of this project or to ensure compliance with acceptable standards.

Except in cases of emergency, access for maintenance and servicing of the Local Agency facilities located on UDOT's right-of-way will be by permit issued by UDOT to the Local Agency, and that the Local Agency will obtain the permit and abide by the conditions thereof for policing

and other controls in the conformance with Utah Administrative Rules.

I. Indemnification:

UDOT and the Local Agency are both governmental entities subject to the Governmental Immunity Act. Each party agrees to indemnify, defend, and save harmless the other from and against all claims, suits and costs, including attorneys' fees for injury or damage of any kind, arising out of its negligent acts, errors or omissions of its officers, agents, contractors or employees in the performance of this agreement. Nothing in this paragraph is intended to create additional rights to third parties or to waive any of the provisions of the Governmental Immunity Act. The obligation to indemnify is limited to the dollar amounts set forth in the Governmental Immunity Act, provided the Act applies to the action or omission giving rise to the protections in this paragraph. The indemnification in this paragraph shall survive the expiration or termination of this Agreement.

II. Termination:

This Agreement may be terminated as follows:

- By mutual agreement of the parties, in writing.
- By either UDOT or the Local Agency for failure of the other party to fulfill their obligations as set forth in the provisions of this Agreement. Reasonable allowances will be made for circumstances beyond the control of the parties. Written notice of intent to terminate is required and shall specify the reasons for termination.
- By UDOT for the convenience of the State upon written notice to the Local Agency.
- Upon satisfactory completion of the provisions of this Agreement.

III. Maintenance:

The Local Agency agrees that, upon completion and final inspection of the project construction, to accept, own and maintain the betterment work covered herein at no further cost to UDOT.

IV. Payment and Reimbursement to UDOT:

Strike

by UDOT

can stay with changes above

by Local Agency

UDOT



The Local Agency shall be responsible for all actual costs associated with these betterment items.

The Local Agency agrees that if it modifies or cancels this Agreement at any time after it has been signed, the Local Agency agrees to pay any cancellation penalties or costs incurred by UDOT as a result of the betterment work scope being modified or cancelled. In the event the Local Agency fails to reimburse UDOT for the costs included in this Agreement, funding for other Local Agency projects or B&C road funds may be withheld until the entire payment is made.

V. Change in Scope and Schedule:

The Local Agency recognizes that if its project scope or schedule changes from the terms of this Agreement, Local Agency will notify the UDOT Project Manager or Resident Engineer will be notified prior to changes being made. Any costs incurred by UDOT as a result of these scope or schedule changes will be the responsibility of the Local Agency.

In the event there are changes in the scope of the work, extra work, or changes in the planned work covered by this Agreement, a signed written modification to this Agreement is required prior to the start of work on the changes or additions.

VI. Prohibition on Certain Telecommunications and Video Surveillance Services or Equipment:

All work of the Company that relates to any agreement with UDOT is subject to Public Law 115-232, Sec. 889 and 2 CFR § 200.216 (the "Telecommunications Laws"). Among other things, the Telecommunications Laws prohibit the use of any sort of "covered telecommunications" equipment or services, which are those provided by a company listed in such laws. The Company shall at all times comply with the Telecommunications Laws. The Company hereby certifies that it has read the Telecommunications Laws and consulted with legal counsel as needed. For all matters which are the subject of any agreement between the Company and UDOT, the Company hereby certifies that it currently conforms with, and will continue to conform with, the Telecommunications Laws in all respects. The

Company shall also place this certification in all UDOT-related contracts with subcontractors, consultants, and suppliers for UDOT's benefit. If any government entity having jurisdiction determines that the Company or its associates is not in compliance with the Telecommunications Laws, the Company agrees that it shall promptly notify UDOT of the same and remedy any deficiency.

VII. Miscellaneous:

This Agreement shall constitute the entire agreement and understanding of the parties with respect to the betterments, and shall supersede all offers, negotiations, and other agreements. Any amendment to this agreement must be in writing and executed by authorized representatives of each party.

Each party agrees to undertake and perform all further acts that are reasonably necessary to carry out the intent and purpose of this agreement at the request of the other party.

The failure of either party to insist upon strict compliance of any of the terms and conditions, or failure or delay by either party to exercise any rights or remedies provided in this Agreement, or by law, will not release either party from any obligations arising under this Agreement.

This Agreement may be executed in counter parts by the parties.

Each party represents that it has the authority to enter into this Agreement.

Language content was reviewed and approved by the Utah AG's office on April 10, 2018.

Local Agency			Utah Department of Transportation		
By		Date	By		Date
Title/Signature of Official			Project Manager		
By		Date	By		Date
Title/Signature of additional official, if required			Region Director		
By		Date	By		Date
Title/Signature of additional official, if required			Comptroller's Office		



Heber City Council Staff Report

MEETING DATE: 7/21/2026
SUBJECT: Council Board Reports
RESPONSIBLE: Council
DEPARTMENT: Administrative
STRATEGIC RELEVANCE:

SUMMARY

RECOMMENDATION

BACKGROUND

DISCUSSION

FISCAL IMPACT

CONCLUSION

ALTERNATIVES

1. Approve as proposed
 2. Approve as amended
 3. Continue
 4. Deny
-

POTENTIAL MOTIONS

Alternative 1 - Approval - Staff Recommended Option

I move to **approve** the item as presented, with the findings and conditions as presented in the conclusion above.

Alternative 2 - Approve as Amended

I move to **approve** the item as amended, as follows.

Alternative 3 - Continue

I move to **continue** the item to another meeting on [DATE], with direction to the applicant and/or Staff on information and / or changes needed to render a decision, as follows:

Alternative 4 - Denial

I move to **deny** the item with the following findings.

ACCOUNTABILITY

Department: Administrative
Staff member:

EXHIBITS

None