

Title 15 Land Usage

Chapter 152 Roads, Highways And Rights-Of-Way

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152.01 Definitions

For the purpose of this chapter, the following definitions shall apply unless the context clearly indicates or requires a different meaning.

Access Management: The systematic control of the location, spacing, design, and operation of driveways, median openings, and street connections to optimize roadway safety and capacity, consistent with AASHTO Green Book and APWA street design and layout standards.

American Association of State Highway and Transportation Officials (AASHTO). This is a national agency/organization that publishes standards, design manuals, engineering criteria,

geometric design standards, safety standards etc. for roads, bridges, highways, bike facilities, roadside clear zones, and traffic engineering.

Average Daily Traffic (ADT): The average number of vehicles that travel over a specific road segment in a 24-hour period, including both directions of travel for two-way roads as determined by accepted engineering methods in the AASHTO Green Book and UDOT Traffic Operations Manual.

Backfill: Material used to refill an excavation within a right-of-way, placed and compacted in accordance with APWA trench excavation and backfill rules.

Base Course/Subbase: Base Course: The layer of material placed directly beneath the pavement surface, providing load distribution and structural support, as specified in APWA aggregate base courses.

Compaction: The process of densifying soil or aggregate by mechanical means to achieve the required density as specified in APWA compaction of soil and aggregate specifications.

Cul-de-Sac: A local street with only one outlet and having a turnaround for vehicles at its terminus. Cul-de-sacs are not permitted in Fairfield Town except for temporary access as approved by the Fire Marshal in accordance with International Fire Codes and APWA street construction standards.

Degradation Fee: A monetary charge assessed to offset the impact of street cuts or excavations on the long-term pavement condition.

Department of Roads: The Town department responsible for planning, construction, repair, inspection, and maintenance of public roads and rights-of-way, operating consistent with APWA project coordination.

Director of Roads: The person appointed by the Town with primary responsibility for managing the Department of Roads and overseeing the access, construction, maintenance, utilities, and repair of the Town's public roadways and rights-of-way in accordance with this title and APWA guidelines.

Drainage Facility: Any structure or improvement used to collect, convey, or detain surface water runoff, including culverts, swales, storm drains, detention basins, and inlets, as defined in APWA storm drainage systems definitions.

Driveway Approach: The area of a driveway between the public right-of-way line and the edge of pavement, designed and constructed in accordance with APWA standard drawings and the UDOT Access Management Manual.

Easement: A recorded right granted to the Town or another entity for access, utilities, or maintenance within private property boundaries, in accordance with APWA utility coordination.

Emergency Work: Any unplanned work within the right-of-way necessary to restore essential services or protect public safety.

Encroachment: Any unauthorized structure, improvement, or obstruction placed within a public right-of-way, easement, or roadway that interferes with its intended use or maintenance, as governed by APWA protection and restoration of surface standards.

Encroachment Permit: Written approval from Fairfield Town authorizing a temporary or permanent structure, excavation, or use within the public right-of-way.

Excavation: Any mechanical removal of earth material within a public right-of-way or easement, including trenching, grading, or boring, performed under a Town-issued permit per APWA excavation rules.

Expressway: A high-speed, limited-access highway primarily used for long-distance travel and managed by the Utah Department of Transportation (UDOT), consistent with AASHTO functional classification standards. No direct access is permitted from adjoining properties.

Fence Line: A barrier composed of posts, wires, rails, or other materials used as a boundary marker, which must conform to setback and visibility standards established by the Town and APWA landscaping and sight distance requirements.

Hard Surface Capping: The use of concrete, asphalt, or other durable, approved surface materials to cover and protect a roadbed or right-of-way, particularly where excavation or utility work has occurred per APWA asphalt paving or concrete paving guidelines.

Inspection: The observation, testing, and verification of work performed in a public right-of-way to confirm compliance with Town standards and approved permits.

Local Street: A road providing direct access to adjacent properties, intended for low-speed, low-volume traffic and typically serving residential areas, consistent with the AASHTO Green Book.

Major Arterial: A high-capacity road is intended to move large volumes of traffic between major destinations. Property access is limited and regulated by AASHTO and APWA cross-sections.

Master Road Plan: The official transportation plan adopted by the Town that identifies current and future public street alignments, classifications, and rights-of-way consistent with AASHTO functional classifications and the UDOT Design Manual.

Minor Arterial: A road that provides connections between neighborhoods and community activity centers, facilitating moderate traffic volumes with limited access points per the AASHTO Green Book.

Monument Sign:

A freestanding sign with a solid base mounted close to the ground, not exceeding the height limits specified in the applicable APWA signage regulations.

MUTCD Manual on Uniform Traffic Control Devices**Obstruction:**

Any object—whether temporary or permanent—that impedes or endangers travel within a public road, right-of-way, or sidewalk, including unauthorized deposits, debris, or signage.

Partial Road:

A half-width roadway constructed along the boundary of a parcel, pending future development of the adjacent parcel to complete the full width, designed and improved per APWA cross-section standards.

Pavement Structure:

The combination of surface, base, and subbase layers placed on the subgrade to support traffic loads, designed per the AASHTO Pavement Design Guide and APWA asphalt paving standards.

Permittee:

Any person or entity who has obtained written authorization from the Town to perform construction, excavation, or installation activities within the public right-of-way, consistent with APWA regulatory requirements.

Phantom Road:

An unimproved right-of-way shown on historical or official maps that has not been developed or opened for public use but remains under Town jurisdiction.

Planning Commission:

The official body designated by the Fairfield Town under Utah Code § 10-9a-301 to review and make recommendations regarding land use and infrastructure matters, including road alignments and vacations.

Prescriptive Easement:

A public or private right-of-way acquired through continuous use over time without formal dedication or recording, as recognized by Utah Code § 72-5-104.

Private Road:

A road not dedicated to public use or maintained by the Town, generally serving commercial or HOA-managed developments and maintained per APWA street construction standards under a recorded private-maintenance agreement.

Public Improvement:

Any infrastructure constructed to Town standards and intended for ownership, operation, or maintenance by Fairfield Town, including roads, sidewalks, storm drains, water lines, and related appurtenances.

Public Road: A road, street, or highway that has been formally dedicated to and accepted by the Town for public use and maintained under APWA standard specifications.

Public Right-of-Way:

Land dedicated or reserved for public use, including the surface, subsurface, streets, sidewalks, drainageways, and utility corridors governed by APWA and the Fairfield Town Master Road Plan.

Restoration: The process of returning the road surface, base, and sub-base to its original or better condition following excavation or disturbance.

Right-of-Way

The surface and the space above and below any public road, street, highway, alley, or sidewalk that is owned, controlled, or maintained by the Town for public use.

Roadway Line:

The measured distance from the centerline of a road to each edge of the platted or surveyed right-of-way as shown on approved construction drawings.

Rural Road: A road serving agricultural or large-lot residential properties, typically unpaved or gravel-surfaced, approved by the Fire Marshal for emergency access per APWA aggregate base courses.

Sight Distance Triangle:

A defined area at road intersections that must remain clear of visual obstructions to ensure adequate visibility for motorists and pedestrians as defined in the AASHTO Green Book and APWA standards.

Subbase: The layer of granular material beneath the base course providing additional stability and drainage.

Subgrade: The native soil or improved material beneath a pavement structure prepared to support the base, per APWA preparation of subgrade standards.

Town Engineer: A professional engineer designated or contracted by the Town to review road plans, inspect infrastructure, and ensure compliance with Town and APWA standards.

Traffic Control Device: Any sign, signal, pavement marking, or device placed or erected by authority of the Town or State to regulate, warn, or guide traffic, consistent with the Manual on Uniform Traffic Control Devices (MUTCD) and APWA traffic control for construction and maintenance operations guidelines.

Trench Restoration: The process of replacing pavement and base materials following excavation within a right-of-way, meeting minimum thickness and compaction standards per APWA street restoration.

UDOT: Utah Department of Transportation

Utility: Any public or private system for conveying electricity, gas, telecommunications, water, wastewater, or stormwater, including associated structures, conduits, or appurtenances, as covered by APWA standards.

Utility Easement: A designated area within or adjacent to a road or right-of-way reserved for the installation and maintenance of public or private utilities, governed by APWA utility coordination guidelines.

Vehicle Weight Limit: The maximum permissible weight of a vehicle (including load) operating on Town roads, typically expressed in tons per axle or total gross vehicle weight, determined in accordance with AASHTO design load standards.

Winter Snow Event: A weather condition involving measurable snowfall that triggers the Town's official snow removal operations and corresponding parking restrictions per APWA roadway maintenance rules.

Work Zone: The area of a roadway under construction or maintenance where traffic control devices are placed to protect workers and the traveling public, established per APWA and MUTCD.

(Prior Code, § 6.3.10)

152.02 Purpose

This Chapter establishes regulations to promote the safety and health of individuals who use and travel upon the roads, highways, and rights-of-way within Fairfield Town. It is further intended to:

1. Protect the structural integrity and longevity of public roads and rights-of-way.
2. Prevent unauthorized or unnecessary crossings and excavations.
3. Provide for the regulated approval, oversight, and restoration of essential crossings and excavations; and
4. Establish standards for the proper repair and maintenance of roads and rights-of-way following construction or disturbance.
5. Ensure that all construction, excavation, and repair activities conform to uniform standards for design, materials, and workmanship consistent with APWA general requirement specifications

(Prior Code, § 6.3.10)

152.03 Department of Roads

(A) Established

1. There is hereby established a Department of Roads, which shall be responsible for the general administration and supervision of construction, maintenance, and repair of all roads, streets, sidewalks, bridges, and other public ways within Fairfield Town.
2. The Department shall operate under the direction and control of the Director of Roads, who shall be appointed in accordance with Town policy and procedures.
3. The Department shall enforce compliance with Fairfield Town Standards and applicable APWA testing and inspection specifications during design review and inspection.

(B) Powers and Duties of the Department of Roads. The Department of Roads shall have the following powers and responsibilities:

1. Manage and oversee the construction, repair, and maintenance of all roads, sidewalks, bridges, curbs, gutters, culverts, drains, and other public ways. The Department shall exercise control over all water flowing on or through such areas, including stormwater, floodwater, drainage, and irrigation flows.
2. Maintain a public record of all reported complaints related to the condition of roads and public infrastructure. The Department shall promptly investigate such complaints and, when appropriate, initiate repairs or other corrective actions. Each complaint and resulting action shall be documented.
3. Undertake or direct the repair of any identified defects in roads or public ways. Where repairs cannot be completed immediately, the Department shall implement reasonable measures to protect the public from harm until the defect is addressed.
4. Coordinate with engineers retained by Fairfield Town to review plans for subdivisions, developments, and other projects involving public or private infrastructure.
5. Ensure with engineers that construction drawings, subgrade, base course, asphalt, concrete work, traffic control compliance, and materials testing meet APWA standards.
6. Inspect or assign inspectors to oversee the construction of all infrastructure improvements within subdivisions or within any public right-of-way to ensure compliance with approved plans and specifications.

7. Facilitate the final acceptance of public infrastructure improvements by Fairfield Town upon successful completion and compliance with applicable standards.
8. Approve the timely release of construction and warranty bonds required to guarantee the construction, function, and durability of infrastructure improvements.

(Prior Code, § 6.3.10)

152.04 Adoption of Standard Specifications

- (A) All road infrastructure improvements within Fairfield Town shall be designed and constructed in accordance with the Town's adopted Design Guidelines and Standard Specifications.
- (B) Where the Town's standards are silent or in conflict, the work shall comply with applicable sections of the American Public Works Association (APWA) Utah Chapter Manual of Standard Specifications, latest edition.

(Prior Code, § 6.3.05)

152.05 Plats and Description

A. Purpose

The purpose of this section is to ensure the proper documentation, preservation, and accessibility of all public roads within Fairfield Town through accurate platting and description.

B. Duties of the Planning Commission

1. The Fairfield Town Planning Commission shall identify, review, and document all roads that exist within the incorporated limits of the Town.
2. The Commission shall prepare and maintain current plats and written descriptions for all such roads. Plats and descriptions shall meet survey accuracy and documentation requirements consistent with APWA record drawing specifications.
3. The Commission may, as necessary, locate and describe additional roads situated on public lands within the Town's jurisdiction.
4. All plats and road descriptions shall be filed with the Office of the Town Recorder and shall be maintained as official public records.

(Prior Code, § 6.3.30)

152.06 Locating of Lines

A. Roadway Line Definition

1. For purposes of this Chapter, roadway lines shall be defined as the measured distance from the centerline of a road to each edge of the platted or surveyed right-of-way.
2. The total width of the right-of-way shall be calculated as twice the distance from the centerline to the edge of the roadway line.

B. Minimum Right-of-Way Width

1. No public roadway located within Fairfield Town that is considered surveyed and platted shall have a total right-of-way width of less than fifty-five (55) feet.
2. Exceptions may apply in cases where existing partially deeded half roads have not yet had their full width acquired or platted.
3. Surveying and staking shall conform to APWA surveying specifications.

(Prior Code, § 6.3.40)

152.07 Utilities

A. Utility Responsibilities

1. Any person, company, or entity that owns, operates, or manages a utility located within, beneath, alongside, over, or across any Fairfield Town road, highway, or right-of-way shall be fully responsible for the repair, replacement, or relocation of such utility when:
 - a. The utility is damaged; or
 - b. Relocation is required due to the rebuilding, reconstruction, or realignment of a Town road, highway, or right-of-way.

B. Timeframe for Compliance

1. Upon receiving written notice from Fairfield Town, the responsible utility owner or operator shall complete all required repairs, relocations, or replacements within five (5) calendar days.
2. All such work shall be performed at the expense of the utility owner or operator.

C. Town Authority to Act

1. If the utility owner or operator fails to complete the required work within the time specified, the Town may proceed to perform or contract the necessary work.

2. The utility owner or operator shall be liable for all costs incurred by the Town in completing such work.

D. Installation Standards and Surface Restoration

1. Boring of utility lines or pipelines beneath roadways is strongly encouraged to minimize surface disruption.
2. Any utility trenching, excavation, extension or installation that results in road surface damage shall require full restoration of the affected surface in accordance with Fairfield Town's adopted Design Guidelines and APWA Standard Specifications.
3. Restoration shall include full-depth pavement replacement per APWA drawings standards or as directed by the Town.
4. The cost of any such restoration shall be borne entirely by the utility owner or operator responsible for the extension or installation.
5. The Town may require density and material testing per APWA testing and quality control standards to verify compaction and surface quality.
6. Failure to meet these standards shall require rework at the permittee's expense.

(Prior Code, § 6.3.50)

152.08 Obstructions and Encroachments

A. Unauthorized Encroachments

1. No person shall place, construct, or maintain any structure or object within the right-of-way of any Town road, highway, or public way without first obtaining the required permit from the Town. Work zones and right-of-way shall comply with APWA traffic control standards to ensure safe passage of the traveling public. This includes but is not limited to:
 - a. Approaches or driveway entrances;
 - b. Roads or private access lanes;
 - c. Poles, pipelines, conduits, sewers, culverts, or ditches;
 - d. Billboards, advertising signs, or any other permanent or temporary fixtures.
2. In the event of an unauthorized installation, the Town may:
 - a. Remove the installation or require the responsible party to remove it.
 - b. Provide written notice to remove the encroachment, delivered via personal service, registered mail, and by posting the notice on the object for ten (10) consecutive days;
 - c. If removal is not completed within ten (10) days, remove the object and recover the cost of removal from the responsible party. Additional fines may be imposed for each day the encroachment remains following notice, as specified in the Fairfield Fee Schedule.
 - d. If the person denies the existence of or refuses to remove the encroachment, the Town Council may initiate legal action to abate the encroachment as a nuisance. If

judgment is rendered in favor of the Town, the responsible party shall be liable for all costs of the action and daily fines for each day the violation persists following notice.

B. Vehicles Obstructing Rights-of-Way

No person shall place, leave, or cause to be placed or left any vehicle, wagon, trailer, or other obstruction upon any public road, street, or right-of-way in a manner that obstructs traffic, endangers the public, or impairs visibility.

C. Temporary Placement of Materials

Building materials or other similar objects may be temporarily placed upon a public road only if they do not obstruct, endanger, or impede ordinary traffic, and only with prior approval of the Town Council when required. Traffic control devices shall conform to APWA and Manual on Uniform Traffic Control Devices (MUTCD) standards.

D. Discharge of Gravel and Foreign Materials

1. It is unlawful to operate a vehicle or other conveyance on any public road, street, or right-of-way in a manner that causes the discharge or dropping of sand, gravel, rock, or other material unless the operator:
 - a. Immediately stops; and
 - b. Removes all such materials from the public way.
2. This section shall not apply to construction activities performed by authorized personnel involving lawful material placement or unloading within a project zone.

E. Prohibited Excavations and Structures in Rights-of-Way

No person shall dig, excavate, or disturb any right-of-way, nor shall any structure or object—including approaches, driveways, poles, pipelines, conduits, sewers, culverts, or similar facilities—be placed or maintained within a right-of-way without first obtaining written approval from the Town Council.

F. Advertising Prohibited Without Permit

It is unlawful for any person to place any form of advertising within three hundred (300) feet of a Town road unless:

1. The advertising is located on private property.
2. The property is in a zoning district that permits such advertising; and
3. A permit has been obtained from the Town Council prior to placement.
4. The advertising does not obstruct sight distance, distract motorists, or interfere with traffic control devices, consistent with APWA and MUTCD standards.

G. Tree Planting Restrictions

1. No tree shall be planted within any Town road right-of-way or within ten (10) feet of the edge of such right-of-way, unless specifically approved by resolution of the Town Council.
2. Tree placement shall comply with APWA standards to ensure vegetation does not obstruct visibility, signage, drainage, or utilities.
3. The Roads Director shall treat all trees planted in violation of this subsection as obstructions and shall take appropriate action for their removal.

H. Visual Obstructions

It is unlawful for any person to place or maintain any object that obstructs visibility and creates a traffic hazard. This includes, but is not limited to:

1. Fences;
2. Signs;
3. Motorhomes, trailers, or other vehicles or structures.

I. Cleanup

Upon completion of work, all rights-of-way shall be cleared of debris and restored in accordance with APWA cleanup standards.

(Prior Code, § 6.3.60) Penalty, see § 152.99.

152.09 Traffic Control Plans.

A. Any construction, maintenance, or activity affecting the public right-of-way shall require a Traffic Control Plan (TCP) prepared in accordance with the most current edition of the Manual on Uniform Traffic Control Devices (MUTCD).

B. The TCP shall be approved by the Director of Roads prior to work commencement. All required signs, barricades, and devices must be maintained on site during work.

C. Failure to maintain a compliant TCP may result in immediate suspension of work.

152.10 Poles, Posts, and Fences

A. Violations Deemed Obstructions

1. The Director of Roads or Town Engineer shall treat any post, pole, fence, or similar object set or placed in violation of this section as an obstruction to the public right-of-way under Section 6.3.60.

2. Such violations shall be subject to enforcement and abatement as provided in that section.

B. Location Restrictions

1. No person shall set, place, maintain, or allow any post, pole, fence, or similar obstruction along or within the right-of-way of any public road, avenue, lane, alley, trail, or sidewalk in the Town, except as expressly permitted under this section.

C. Utility Pole Placement

1. No person shall set or install any utility pole on a public road in the Town unless the installation complies with APWA utility pole specifications as adopted by the Town Council.
2. Utility poles shall maintain required lateral and vertical clearances from traveled ways as established by the Town Engineer.
3. The Director of Roads or Town Engineer shall provide such specifications upon request.

D. Right-of-Way Permit Required

1. No telephone, telegraph, electric, or communication pole intended to carry wires or conduct current may be installed within a public road right-of-way without prior approval or the granting of a right-of-way permit by the Town Council.

E. Mailboxes

1. All mailboxes shall conform to United States Postal Service (USPS) standards and shall:
 - a. Be installed at a height of forty-one (41) to forty-five (45) inches above the surface of the roadway; and
 - b. Be located six (6) to eight (8) inches from the face of the curb or edge of the pavement.
2. Mailboxes must be installed in accordance with APWA subgrade preparation standards and in a manner that does not obstruct the traveled way, drainage, or compromise sight visibility and shall be maintained in good repair by the property owner

F. Signage Restrictions

1. No signs shall be placed within the right-of-way of any Town road or highway unless the sign is an official traffic control or regulatory sign authorized by the Town or other public authority.
2. Any unauthorized sign, display, or device located within the right-of-way is hereby declared a public nuisance and may be removed by order of the Roads Director.

G. Fence Line Standards

1. Fence posts or other permanent fencing materials may only be installed along a line not less than one-half of the surveyed and platted right-of-way width measured from the centerline of the road.
2. No public highway in the Town shall be deemed to have a right-of-way width less than fifty-five (55) feet, except where an alternative width is expressly documented by a recorded plat or deed.

H. Sight Distance Triangle at Intersections

1. At any intersection involving a public street, driveway, or roadway:
 - a. No fence, wall, berm, structure, or vegetation exceeding three (3) feet in height above grade shall be placed within a sight distance triangle measured thirty (30) feet along each intersecting roadway from the point of intersection, or otherwise determined by the Town Engineer based on design speed criteria; and
 - b. No object within this area shall block more than twenty percent (20%) of the field of vision as viewed from three and one-half (3.5) feet above the centerline of the intersecting roadway.
2. The purpose of this provision is to preserve adequate sight distance for motorists and pedestrians consistent with APWA planting standards and the American Association of State Highway and Transportation Officials (AASHTO) Geometric Design Standards for Intersection Sight Distance.

I. Reservation of Town Utility Use

Any grant, franchise, or permission issued by the Town for the placement of communication or electric utility poles within a public right-of-way shall be subject to the following reserved right, whether or not expressly stated in the grant:

1. The Town retains the right, whenever deemed necessary for the public good, to install or co-locate municipal facilities (including street lighting, traffic control, or communication lines) within the same right-of-way or on existing poles where authorized under a joint-use or utility-occupancy agreement approved by the Town Engineer and consistent with APWA electrical utilities and National Electrical Safety Code (NESC) standards.
2. Such Town use shall be coordinated with the utility owner to avoid interference, ensure structural safety, and comply with UDOT utility accommodation rules and APWA street lighting standards .
3. Nothing in this section shall be construed as granting the Town ownership rights or attachments without prior technical approval and agreement.

(Prior Code, § 6.3.70) Penalty, see § 152.99

152.11 Bridges, Ditches, Water, and Waterways

A. Violations Deemed Obstructions

1. The Director of Roads shall treat any unauthorized bridge, flume, pipe, ditch, or similar structure as an obstruction and shall address the violation in accordance with Section 6.3.60 and APWA storm drainage structures standards.

B. Location Restrictions

1. It is unlawful for any person to construct, place, install, or maintain any bridge, culvert, storm drain, sewer, irrigation ditch, well, spillway, or similar structure upon, in, under, or along any public road, street, avenue, lane, alley, trail, or sidewalk within the Town without prior approval as set forth in this section.

C. Bridge Approval

1. All proposed bridges over public rights-of-way shall be designed and constructed in accordance with APWA and UDOT standards and submitted to the Town Council for review and approval.
2. The Council may approve, deny, or condition such proposals based on review from the Town Engineer of hydraulic, structural, and geotechnical plans to ensure that such work does not impair public safety, roadway stability, or drainage capacity. .

D. Septic System Location

1. Septic systems must be designed, permitted, and installed in accordance with specifications adopted by the Utah County Health Department or other applicable regulatory agencies.
2. Septic systems shall also comply with APWA utility coordination and installation standards to ensure proper separation from public utilities and to prevent interference with roadway drainage, structures, or right-of-way improvements.
3. No septic component, including tanks, drain fields, or connecting laterals, may encroach into the public right-of-way or utility easement.

E. Ditches and Waterways

1. Any ditch, canal, or waterway proposed to cross, run over, or pass under any public sidewalk, street, or right-of-way shall:
 - a. Be subject to prior approval by both the Town Council and the Fairfield Irrigation Company; and
 - b. Be designed, permitted, and constructed under the supervision and direction of the

Town Engineer and the Director of Roads in accordance with APWA storm drainage structures, storm drain piping, and erosion and sediment control standards.

2. All installations shall comply with the UDOT utility accommodation rules and shall be designed to prevent obstruction of drainage or damage to roadway structures.

F. Headgates

1. The placement, adjustment, or replacement of headgates used to control irrigation or other water flows shall be carried out under the direction of the Fairfield Irrigation Company and subject to review and approval by the Town Engineer when located within or adjacent to a public right-of-way.
2. All headgates, structures, and associated piping or channels shall be designed and installed in accordance with APWA storm drainage structures, storm drain piping, and erosion and sediment control guidelines and shall comply with UDOT utility accommodation rules.
3. No headgate or irrigation control structure may be placed within a public right-of-way without compliance with this provision.

G. Water Mains

1. Water mains may be installed across or along any public road only upon issuance of a permit and approval by the Town Engineer and Town Council.
2. All water mains shall:
 - a. Be laid at a sufficient depth to protect the integrity of the roadway;
 - b. Be located in accordance with the APWA and the Town's adopted Design Standards and Specifications; and
 - c. Be installed and inspected under the supervision of the Town Engineer or Director of Roads.
3. Design and installation requirements;
 - a. Minimum cover shall meet depth standards - typically 30 inches minimum and 72 inches maximum from finished grade to the top of pipe - unless otherwise approved by the Town Engineer.
 - b. Trenching, bedding, and backfill shall conform to APWA excavation and fill plans and standards.
 - c. Provide thrust blocks or joint restraints per APWA plans and standards.
 - d. Disinfection and pressure testing shall be performed in accordance with APWA commissioning and utilities guidelines.
4. No person shall excavate in any public road for the purpose of laying water mains or pipes without first obtaining a right-of-way excavation permit from the Town. Roadway surfaces shall be restored per APWA plans.

H. Water Discharge onto Roads Prohibited

1. It is unlawful for any person to allow water from any ditch, stream, well, storm drain or irrigation system to discharge or flow onto any public road, sidewalk, or right-of-way in a manner that:
 - a. Damages or undermines the road surface, shoulder, or subgrade;
 - b. Interferes with vehicular or pedestrian use of the roadway; or
 - c. Causes standing water, icing, or pooling that poses a nuisance or safety hazard to the public.
2. All water discharges shall be managed in compliance with APWA temporary controls and storm drainage systems standards which require proper surface-water control and disposal to prevent damage to roadways and adjacent properties.

(Prior Code, § 6.3.80) Penalty, see § 152.99

152.12 Insurance, Indemnification, and Bonds.

A. Before a right-of-way or excavation permit is issued, the applicant shall provide:

1. Proof of general liability insurance naming Fairfield Town as an additional insured in amounts specified by Town resolution;
2. A signed hold-harmless agreement indemnifying the Town from any claims arising from the permitted activity;
3. A performance bond equal to 110% of the approved cost estimate; and
4. A maintenance bond (20%) valid for two years following final acceptance.

B. Failure to maintain insurance or bonds shall be grounds for immediate revocation of the permit.

(Prior Code, § 6.3.85)

152.13 Limitations on Use of Vehicles

A. Prohibition of Road-Damaging Vehicles

1. Any person who drives, operates, or moves a vehicle or object upon any Town road, street, or structure in a manner that causes damage shall be held liable for the cost of repairs.
2. If the operator of the vehicle or object is not the owner but is acting with the owner's express or implied permission, both the operator and the owner shall be jointly and severally liable for any damage sustained.

3. Damages may be recovered by the Town through a civil action in accordance with APWA pavement performance and maintenance standards.
4. It is unlawful to operate any vehicle on or across a Town road if the vehicle has wheels with lugs, flanges, cleats, ridges, bolts, or any metal or wood projection extending beyond the tread or surface of the tire, unless protective measures are taken to prevent road damage. Acceptable protection includes:
 - a. The placement of solid planks or other suitable materials on the road surface; or
 - b. The use of wheel attachments designed to prevent damage.
5. Exceptions to this subsection include:
 - a. Tractors or tractor engines equipped with caterpillar treads that do not contain projections likely to damage road surfaces;
 - b. The use of tire chains of reasonable proportions for safety purposes during conditions involving snow, ice, or similar hazards that may cause skidding or loss of control.

B. Road Repairs and Liability

1. Any person, company, or corporation responsible for damaging a Town road or right-of-way shall immediately repair the injury at their own expense.
2. All repairs shall be completed under the supervision and to the satisfaction of the Town Engineer or Director of Roads and in accordance with APWA asphalt pavement repair and excavation and fill standards.

C. Vehicle Weight Limits

1. The following weight limits are hereby established for all roads classified as "local" within the incorporated limits of the Town:
 - a. Maximum axle weight: Four (4) tons per axle;
 - b. Maximum gross vehicle weight: Eighteen (18) tons per vehicle.
2. Temporary permits authorizing higher weight limits may be granted on a case-by-case basis by the Director of Roads or the Town Council, provided that the applicant demonstrates compliance with AASHTO design load standards and UDOT overweight permit criteria.
3. All applicable permit fees shall be established by resolution of the Town Council and referenced in the official Fairfield Fee Schedule.

(Prior Code, § 6.3.90) Penalty, see § 152.99

152.14 Street Cuts and Degradation Fees.

A. Streets resurfaced or reconstructed within the past five (5) years shall not be cut except in emergency situations approved by the Director of Roads.

B. When cuts are authorized, a pavement degradation fee shall be assessed based on current Town fee schedules.

C. All restored surfaces shall meet Town standard pavement section requirements and be subject to a two-year warranty.

(Prior Code, § 6.3.95)

152.15 Official Map

A. Adoption of Official Maps

1. Fairfield Town may, from time to time and in accordance with Utah Code § 10-9a-407 et seq. , adopt an official map depicting the location and alignment of all existing public streets within the Town.
2. Such official maps shall be prepared in accordance with APWA submittal procedures and the AASHTO Policy on Geometric Design of Highways and Streets, and may also include the location of streets shown on subdivision plats that have been reviewed and approved by the Fairfield Planning Commission.

B. Amendments to the Official Map

1. The Town may add to or modify the official map by including the accurate, surveyed location of:
 - a. Proposed new streets;
 - b. Extensions or realignments of existing streets;
 - c. Street widenings or narrowings; or
 - d. Street vacations or abandonments.
2. No addition or modification to the official map shall be made unless:
 - a. The proposed change has been accurately surveyed and definitively located in accordance with APWA measurement and payment and UDOT CADD/GIS standards; and
 - b. A public hearing has been held by the Town to receive input on the proposed change.
3. The inclusion of any street or proposed street on the official map shall not, by itself, constitute or be deemed to constitute the legal opening, dedication, acceptance, or establishment of such street by the Town.

C. Updates to the Master Road Plan

1. The Planning Commission shall update the Town's Master Road Plan upon the dedication of any new road or roads.
2. Updates shall reflect changes approved through subdivision or development processes and shall be incorporated into future planning and mapping efforts consistent with APWA submittal procedures and the Town's adopted design standards.

(Prior Code, § 6.3.100)

152.16 Temporary Right-of-Way Occupancy.

- A. Temporary use of the public right-of-way for dumpsters, construction trailers, storage containers, scaffolding, or similar purposes shall require a Right-of-Way Occupancy Permit.
- B. Occupancy permits shall be issued for a defined duration and location and shall carry daily fees as set forth in the Town Fee Schedule.
- C. The permittee shall maintain clear pedestrian and vehicle access and restore all affected surfaces upon completion.

(Prior Code, § 6.3.105)

152.17 Winter Snow Removal

A. Snow Removal from Public Roads

1. Fairfield Town shall be responsible for snow removal on all public roads within the Town's jurisdiction.
2. Snow removal operations shall be carried out by the Fairfield Road Department under the direction of the Director of Roads and in accordance with an officially adopted Snow and Ice Control Operation Plan, prepared consistent with APWA roadway maintenance guidelines and the AASHTO Maintenance Manual for Roadways and Bridges.
3. Snow shall be cleared from travel lanes and stored in locations that do not obstruct drainage ditches, culverts, channels, flowlines, or borrow pits, as conditions allow and consistent with APWA storm drainage structures and temporary controls standards.
4. Priority shall be given to the following areas, in order of importance:
 - a. Access routes to public facilities (Town Hall, emergency services, schools);
 - b. Roads serving major residential developments with high-volume traffic;
 - c. Higher-intensity residential and commercial areas.
5. Use of deicing materials shall follow best management practices established by APWA and Utah Department of Environmental Quality (DEQ) to minimize environmental impacts and protect water quality.

B. Snow Removal from Private Driveways and Approaches

1. Property owners are responsible for removing snow and ice from the following areas:
 - a. Private driveways and access approaches;
 - b. Sidewalks and footpaths adjacent to their property;
 - c. Areas around mailboxes and garbage collection containers.
2. Snow cleared from private properties shall not be pushed onto or across any Fairfield Town road, gutter, or right-of-way.
3. Snow shall be stored on the same side of the street as the originating driveway or approach, in a manner that does not obstruct traffic or create a hazardous condition.
4. Property owners are responsible for ensuring that foot traffic areas remain free of snow and ice to prevent slips, falls, or obstructed pedestrian access.

C. Parking Restrictions During Snow Events

1. It is unlawful for any person to park or allow any motor vehicle to remain parked on any Town street during periods of active snow accumulation or removal operations, to allow unobstructed access for snow plowing equipment and emergency vehicles.
2. This restriction remains in effect during and immediately after a snowstorm until the Town has determined snow removal operations are complete.

D. Parking Enforcement and Towing Authority

1. The Utah County Sheriff's Office, serving as the Town's law enforcement authority, is authorized to issue citations or cause the removal (towing) of any vehicle parked in violation of Subsection C.
2. This includes:
 - a. Motor vehicles;
 - b. Trailers or non-road vehicles;
 - c. Non-motorized vehicles;
 - d. Junk or abandoned vehicles.
3. The registered owner of any vehicle towed under this section shall be responsible for all associated towing and storage fees.

E. Damage or Obstruction Liability

1. Any person whose actions interfere with or damage Town snow removal operations, including plowing, salting, or sanding, shall be liable for the cost of repairs or cleanup under APWA surface cleaning guidelines.

(Prior Code, § 6.3.110) Penalty, see § 152.99

152.18 Property Acquisition and Management

A. Interpretation of "Road Purposes"

For the purposes of this Chapter, the term "road purposes" shall include, but is not limited to, the following:

1. The establishment, acquisition, and use of rights-of-way, including those required for State or County roads within the Town;
2. The construction, reconstruction, relocation, improvement, and maintenance of all Town roads, streets, roadways, and related facilities under the Town's jurisdiction;
3. The development and management of limited-access facilities, including the regulation of access rights, air rights, light, view, frontage, and service roads consistent with AASHTO Geometric Design Standards;
4. The installation and maintenance of drainage systems associated with roads, including culverts, cuts, fills, channel changes, and associated improvements in accordance with APWA storm drainage structures standards;
5. The acquisition and use of road material sites, including sites used for the manufacture of road materials and necessary access routes thereto;
6. The preservation of clear sightlines and unobstructed views along roadways and intersections consistent with APWA planting and sight distance standards to ensure the safety of the traveling public;
7. The installation and maintenance of traffic control devices, signage, fences, curbs, barriers, lighting, and related infrastructure in accordance with APWA street construction and the MUTCD standards for the convenience and safety of road users;
8. The construction and maintenance of storm sewers, sidewalks, trails, and roadway illumination systems;
9. The construction and maintenance of livestock crossings or roads, where applicable;
10. The establishment and maintenance of roadside rest areas adjacent to or in the vicinity of public roads.

B. Property Contributions for Road Purposes

1. The Fairfield Town Council is authorized to accept contributions of real or personal property for the purpose of establishing, maintaining, or improving Town roads.
2. Such contributions may be accepted by gift, bequest, grant, or donation subject to APWA submittal procedures for record documentation.

C. Public Use Constitutes Dedication

1. A road or right-of-way shall be deemed dedicated and abandoned to public use if it has been continuously used by the public as a thoroughfare for a period of ten (10) years or more.
2. Such use shall be presumed to create a public right-of-way under Utah Code Ann. § 72-5-104 or applicable common law.

D. Acquisition and Disposition of Road Property

1. The Town Council is authorized to acquire real property or interests in real property for road purposes by gift, agreement, exchange, purchase, condemnation, or other lawful means consistent with the UDOT Right-of-Way Manual and APWA project coordination standards.
2. Such acquisition may be for temporary, present, or reasonably foreseeable future use in connection with public roads.
3. If the Town Council determines that any property acquired for road purposes is no longer needed, the Town may dispose of such property by lease, sale, exchange, or other lawful disposition.

E. Dedication of Roads for Public Use

1. Roads or streets proposed for dedication to the Town must extend the full length of the property's frontage.
2. For properties located on corners, dedication shall be required along all public-facing sides.
3. The size and classification of the road dedication shall be based on the following criteria:
 - a. The volume of traffic generated by the proposed development;
 - b. The anticipated impact of such traffic on adjacent streets and the surrounding community;
 - c. The minimum roadway standards applicable to the zoning district in which the property is located;
 - d. Projected traffic flow patterns;
 - e. Existing adjacent streets and connections.

- f. Functional classification per AASHTO and APWA design criteria.
4. All dedications shall comply with APWA measurement and payment and submittal procedures standards to ensure accurate survey and mapping requirements.

F. Prescriptive Easement Dedications

1. Where a prescriptive easement or right-of-way wholly or partially exists on a property, the full width of the easement up to the property boundary shall be dedicated to the Town.
2. In certain circumstances, dedication of the entire width of the existing street or road may be required.
3. Where applicable, developers may be eligible for impact fee offsets or credits related to the value of the land or improvements dedicated under this section.
4. Dedications shall be documented and recorded per APWA and accepted by formal Town Council action.

(Prior Code, § 6.3.120)

152.19 Vacation of Public Street or Right-of-Way

A. General Procedure

1. All petitions to vacate a public street, right-of-way, or public easement shall comply with Utah Code § 10-9a-609.5 and applicable provisions of the UDOT Right-of-Way Manual.
2. The proposed vacation shall be reviewed and recommended by the Planning Commission and shall require a public hearing and approval by the Fairfield Town Council.
3. No street, right-of-way, or easement shall be vacated except by ordinance adopted by the Town Council, prepared and recorded in accordance with APWA submittal procedures.

B. Application Requirements

1. Each petition shall be submitted using the official application form provided by the Town Recorder and shall include the fee established by resolution of the Town Council.
2. The application shall include the following:
 - a. A written narrative explaining the reason(s) for the proposed vacation;
 - b. A detailed surveyed exhibit of the area to be vacated prepared in accordance with APWA measurement and payment guidelines, showing:
 - i. A north arrow;

- ii. All adjacent streets, buildings, and structures;
- iii. The acreage, bearings-and-distance description, and surveyed boundary of the area to be vacated;
- iv. Adjacent properties and names and addresses of all property owners;
- c. A petition signed by the owners of record of all properties:
 - i. Adjacent to or relying on the public street, right-of-way, or easement; or
 - ii. Accessed exclusively by or within three hundred (300) feet of the public street or easement;
- d. Proof of written notice to all affected utility providers and culinary water or sanitary sewer operators with facilities located within the area to be vacated in accordance with APWA utility coordination criteria.

C. Application Submittal Procedures

1. Applicants shall contact the Town Recorder prior to submitting an application.
2. All required documents shall be submitted electronically via the Town's website, including:
 - a. Completed application form and narrative;
 - b. Supporting maps or exhibits;
 - c. If applicable, a petition signed by affected property owners for plat amendments.
3. The applicant shall provide:
 - a. A verified mailing list and
 - b. Stamped and addressed #10 envelopes for all affected property owners identified under Subsection B(2)(c).

D. Review and Approval Process

1. The Planning Commission shall:
 - a. Conduct a public meeting following departmental review;
 - b. Determine whether good cause exists for the vacation and whether any person or the public will be materially injured;
 - c. Forward a recommendation to the Town Council based on its findings.
2. Upon receiving a recommendation, the Town Council shall:
 - a. Schedule and provide notice of a public hearing pursuant to Utah Code § 10-9a-208;
 - b. Hold a public hearing to determine whether to approve the vacation.
3. The Town Council may approve the vacation by ordinance if it finds the following:
 - a. The right-of-way is unnecessary for present or future public use;
 - b. The vacation is consistent with the Town's General Plan, Master Road Plan, and APWA roadway continuity standards;
 - c. The vacation benefits the public more than if the right-of-way remained.
 - d. Adequate consideration has been offered, which may include non-monetary

contributions, as determined by the Town Council;

e. The vacation will not impair the function or viability of adjacent rights-of-way or public service easements consistent with APWA storm drainage structures guidelines.

4. The Town Council may impose conditions, including but not limited to:
 - a. Payment of compensation;
 - b. Execution of indemnification agreements;
 - c. Ongoing maintenance responsibility for the vacated area;
 - d. Retention of certain defined reservations and easements.

E. Recording and Effect of Vacation

1. If the Town Council approves a vacation ordinance, it shall ensure that either:
 - a. A plat showing the vacated area is recorded with the Utah County Recorder; or
 - b. The ordinance itself is recorded per APWA rules.
2. Upon recording, the ordinance shall:
 - a. Revoke public acceptance and relinquish the Town's fee interest in the vacated area;
 - b. Not impair any private right-of-way or easement or any public utility franchise rights.
 - c. Reference all coordinate data and survey control points consistent with APWA standards.

F. Effective Period of Approval

1. Approval of a street vacation shall remain valid for a period of one (1) year from the date of Town Council approval.
2. If the vacation is not recorded with the Utah County Recorder within that period, the approval shall become void, and a new application must be submitted in compliance with the current Town Code and General Plan.

G. Effective Date of Ordinance

This section shall take effect upon adoption and publication or posting in accordance with state law by the Fairfield Town Council.

(Prior Code, § 6.3.125)

152.20 Road Classifications.

A. Purpose

A roadway classification system for all streets and roads within the corporate limits of Fairfield Town is hereby established. This classification system is intended to organize the Town's roadways by function, traffic volume, and level of access, and shall be used in connection with UDOT's Roadway Design Manual, AASHTO, APWA standards, and the regulation of roadway widths, construction standards, access management, parking restrictions, and placement of

traffic control devices. All streets and roads shall be categorized for purposes including, but not limited to:

1. Parking controls;
2. Through street designations;
3. Stop and yield intersections; and
4. Other regulations governing traffic movement.
(Reference: 1976 Code § 11-326)

B. Minimum Right-of-Way Width

1. All public roads in Fairfield Town shall maintain a minimum public right-of-way width of sixty (60) feet for local and collector streets, unless otherwise approved by the Town Council based on engineering justification, topography, and established historical conditions.
2. A ten (10) foot utility easement shall be required along both sides of the right-of-way unless otherwise designated by the Town Council or elsewhere in this Code.
3. Any exceptions to these minimums must be approved by the Town Council and clearly justified based on topography, historical use, or planning context.
4. These requirements are intended to ensure adequate space for roadway improvements, utilities, drainage, landscaping, pedestrian access, and emergency access consistent with APWA guidelines.

C. Types of Roads.

Table 1

CLASSIFICATIONS	Right of way	Surface Width	Easements	Access Spacing Driveway	Snow removal	Weight limits
Local streets	60 feet	24-28 feet	10 feet both sides	50 Agriculture Is exempt	24 hrs. 4 inches	4 ton per axle with a weight limit of 18 tons per vehicle
Local collectors	60-66 feet	28-34 feet	10 feet both sides	200	12 hrs. 4 inches	4 ton per axle with a weight limit of 18 tons

						per vehicle
Major Collector	66-70 feet	34-40 feet	10 feet both sides	330	24 hrs. 4 inches	NA
Minor Arterial	70-80 feet	40-48 feet	10 feet both sides	330	24 hrs. 4 inches	NA
Major arterial	80-100 feet	48-60 feet	10 feet both sides	500	24 hrs. 4 inches	NA
Principal arterial	100-120 feet	64-84 feet	10 feet both sides	500	24 hrs. 4 inches	NA
Expressways	120 feet	Variable	10 feet both sides	1000	24 hrs. 4 inches	NA
Rural roads	56 feet	24 feet	10 feet both sides	50	48 hrs. 6 inches	NA
Partial Roads Minimum Local road only	27.5 feet	27.5 feet	10 feet on one side	50	24 hrs. 4 inches	4 ton per axle with a weight limit of 18 tons per vehicle
ADT = Average Daily Traffic, defined as the average number of vehicles passing a specific point in a 24 hour period, if the roadway allows for two-way traffic ADT includes vehicles traveling in both directions						

1. Pavement widths assume two travel lanes (10-12 ft each) plus shoulders and parking lanes as applicable.
2. Pavement structure shall comply with APWA asphalt paving standards and minimum 4-inch compacted asphalt over 8-inch base course unless otherwise specified by the Town Engineer.

D. Roadway Type Descriptions

1. Local Streets

Local streets provide direct access to adjacent properties with very limited traffic capacity.

- a. Intended for low traffic volumes (typically fewer than 1,500 average daily trips [ADT]).
- b. Designed for low speeds and to serve residential areas.
- c. Direct driveway access is permitted.

2. Local Collectors

Local collectors connect local streets to higher-order roads and manage internal neighborhood circulation.

- a. Intended for moderate traffic volumes (generally 2,500–5,000 ADT).

- b. Should avoid direct access to single-family residential properties when feasible.
- c. Provide a transition between local streets and the arterial network.

3. **Major Collectors**

Major collectors provide traffic service to residential, institutional, and low-intensity commercial uses.

- a. Typical traffic volumes are less than 10,000 ADT.
- b. Provide a balance between access and mobility.
- c. Direct access to nonresidential properties is common; access to residential parcels should be limited.

4. **Minor Arterials**

Minor arterials support travel between activity centers and accommodate moderate-length trips.

- a. Typical traffic volumes range from 10,000 to 25,000 ADT.
- b. Serve business parks, retail centers, and community institutions.
- c. Allow limited access, with priority given to traffic movement over driveway connections.

5. **Major Arterials**

Major arterials serve as primary high-volume roads connecting major destinations.

- a. Support traffic volumes greater than 20,000 ADT.
- b. Provide connections to expressways or freeways.
- c. High-speed travel is prioritized; property access is secondary and limited.

6. **Expressways**

Expressways serve long-distance, high-speed travel and are managed by the Utah Department of Transportation (UDOT).

- a. Trip lengths typically exceed five (5) miles.
- b. Traffic volumes may exceed 100,000 ADT.
- c. Property access is not permitted from expressways.

7. **Partial Roads**

Partial roads are interim half-width improvements permitted under limited conditions.

- a. Require 28 feet of improved width on one side of a full right-of-way.
- b. Unpaved surfaces require Fire Marshal approval.
- c. Adequate stormwater control is required per APWA guidelines.
- d. Improvements must be constructed entirely on the developer's property.
- e. The Town Council may approve partial roads under the following conditions:
 - i. The Planning Commission recommends approval;
 - ii. The road runs along a shared property boundary;
 - iii. The road is temporary in nature and will be vacated in the future;
 - iv. The cost of full-width construction imposes an unreasonable burden;
 - v. Other reasonable conditions justify an exception.

8. **Rural Roads**

Unpaved roads serving parcels five (5) acres or larger.

- a. Require Fire Marshal approval for emergency access.
- b. Intended for low-density areas with limited development.

c. Minimum improved width required is twenty-four (24) feet, with six (6) inch compacted gravel surface per APWA standards.

9. Commercial Zone Roads

All roads within commercial zoning districts must meet a minimum right-of-way width of sixty-six (66) feet thirty (30) feet paved width, designed per APWA and AASHTO commercial-turning standards.

10. Phantom Roads

Phantom roads are rights-of-way platted on the original Fairfield Town map but remain unimproved.

- a. These rights-of-way remain under Town ownership.
- b. The Town may activate and improve such roads at its discretion consistent with the Master Road Plan and General Plan.

11. Private Roads

Private roads may be permitted with Town Council approval under the following conditions:

a. Access and Design

- i. Properties must be accessed from a public road that meets all APWA public safety standards.
- ii. Private roads must meet applicable APWA standards for commercial or HOA use.
- iii. Commercial drives used as private roads must have a minimum 24-foot paved surface.

b. Maintenance and Responsibility

- i. The applicant must provide documentation showing a permanent easement, a perpetual maintenance agreement, and funding plan.
- ii. No public improvements shall be installed or maintained by the Town on private roads.
- iii. Fire department approval is required, including turnaround compliance.

c. Restrictions on Use

- i. Private roads may only serve commercial or HOA developments, not individual residential or agricultural properties.
- ii. The maximum length of a private road is 1,500 linear feet.
- iii. Private driveways longer than 150 feet must include a turnaround approved by the Fire Chief.

d. Homeowner Associations (HOAs)

- i. HOAs or similar entities must be legally responsible for the perpetual maintenance of private access tracts.
- ii. HOA covenants assigning road maintenance responsibilities must be approved by the Town Council and may not be amended without Council approval.
- iii. The final plat shall include a notice stating that the road is private and not eligible for dedication to the Town.

e. Naming of Private Drives

- i. Private driveways may be named for addressing purposes if:
 - The driveway exceeds 400 feet in length from the public road; or
 - The residence is not visible from the public street.
- ii. Named private drives shall not count toward minimum frontage requirements for building permits.
- iii. All street names, including private road names, require Town Council approval.

E. Design and Access Management Standards

1. Access spacing and intersection design shall comply with the AASHTO Green Book and the UDOT Access Management Manual.
2. Minimum driveway spacing should be:
 - a. Local - fifty (50) feet.
 - b. Collector - two hundred (200) feet.
 - c. Minor Arterial - three hundred and thirty (330) feet.
 - d. Major Arterial - five hundred (500) feet.
3. Each road classification shall be designed with cross sections, turning radii, and pavement structures consistent with APWA and UDOT small-urban standards.
4. Deviations may be approved by the Town Engineer only where physical constraints or rural context warrant modification.

(Prior Code, § 6.3.150)

152.21 General Standards

A. Road Development Guidelines

Development of new roads within Fairfield Town shall comply with the following standards:

1. All new roads and crossroads located within or adjacent to a proposed subdivision shall conform to the Fairfield Town Master Road Plan and the AASHTO Green Book functional classification system.
2. Wherever feasible, new roads shall be located along shared property lines when both adjoining properties stand to benefit from such improvement in accordance with APWA street construction standards.
3. The alignment and width of all through streets shall be preserved, except where unusual topographical or environmental conditions, verified by the Town Engineer, justify a deviation.
 - a. Where the Planning Commission determines it is necessary to promote an orderly street system, proposed roads shall be extended by dedication to the boundary of adjoining undeveloped property.

4. When a large subdivision abuts a major thoroughfare, arterial, or state highway, the Planning Commission may require the inclusion of marginal access roads in the street layout consistent with AASHTO Access Management Guidelines.
5. Road width shall be measured from lot line to lot line. Minimum width standards shall follow the Fairfield Town Master Road Plan and APWA design standards, unless otherwise approved by the Town Council.
6. Any access to State Road 73 or other state facilities shall be subject to the regulations and permitting standards of the Utah Department of Transportation (UDOT) Access Management Manual and require a UDOT encroachment permit.

B. Construction Requirements for Developers

Any developer or applicant for a building permit within an undeveloped or unimproved area shall construct road improvements from an existing improved street to the full extent of the developer's property boundary. Roadway construction shall meet current Fairfield Town and APWA standard specifications. All construction shall be inspected and accepted by the Town Engineer prior to plat recordation or certificate of occupancy.

C. Emergency Access Standards

All roads and driveways shall comply with the minimum design standards for emergency vehicle access per the International Fire Code and APWA standards, as reviewed and approved by the Fire Marshal or designee. Minimum turning radius for fire apparatus should be fifty (50) feet inner/sixty (60) feet outer diameter paved. Road grades shall not exceed ten (10) percent without Fire Marshal or designee approval.

D. Cost Recovery for Road Extensions

1. If a road extension benefits properties adjacent to or beyond the developer's frontage, the Town may authorize a Master Development Agreement (MDA) to define reimbursement provisions consistent with Utah Code § 10-9a-610.
2. The MDA shall be executed prior to the start of construction and shall include:
 - a. Identification of any excess capacity created by the improvement.
 - b. A cost-sharing formula for prorated reimbursement to the developer;
 - c. Terms for reimbursement triggered by future service connections by third-party property owners.
3. The Town shall track reimbursements for a period determined by the Town Council or until full recovery of prorated costs is achieved.
4. All reimbursements shall be contingent on actual collection from benefitted property owners, and shall expire upon the term set in the MDA or Town Policy.

E. Cul-de-Sacs and Turnarounds

1. Permanent cul-de-sacs are not permitted in Fairfield Town.
2. Temporary turnarounds shall be required on all roads that extend more than one (1) lot from an intersection.
 - a. Turnarounds shall be designed with a diameter of sixty (60) feet, recorded as easements on the final plat, and designed with APWA cross-section requirements.
 - b. Temporary turnarounds shall comply with Fairfield Town road standards unless otherwise approved by the Town Council.
 - c. Final design and approval shall be obtained from the Fire Chief or designated representative.

F. Motor Vehicle Access Standards

All lots and parcels with frontage on a public street shall comply with the following access control standards:

1. A maximum of two (2) driveway connections shall be permitted per lot along any single street frontage.
2. Driveways shall be no closer than twenty (20) feet from one another.
3. Driveways shall not exceed thirty (30) feet in width at the point of connection to the public street, measured at a right angle to the centerline of the driveway.
4. On corner lots or on curves with a centerline radius of forty-five (45) feet or less, no driveway shall be located within fifty (50) feet of the point of intersection of the lot lines (or point of intersection of inside tangent lines at the curve) per AASHTO standards.
5. All driveway locations and spacing along state routes shall comply with the UDOT Access Management Manual and be approved by UDOT prior to permit issuance.
6. Driveway approaches shall be constructed per APWA standard drawings and curb and gutter series and shall maintain ADA-compliant pedestrian cross-slopes.

G. Driveway Approaches.

All driveway approaches or connections to a Town road shall require approval from the planning commission during site plan approval.

Driveway widths, slopes, and materials shall conform to Fairfield Town Standards and shall not conflict with drainage, utilities, or pedestrian access.

(Prior Code, § 6.3.160)

152.22 As-Built Drawings and Close-Out.

A. Upon completion of any approved road or utility work, the permittee shall submit as-built drawings in PDF and digital (GIS) format showing the final locations, depths, and materials used.

B. Compaction and density testing results must accompany the submittal.

C. No bonds shall be released until the as-built documentation has been approved by the Director of Roads.

(Prior Code, § 6.3.165)

152.23 Enforcement

A. Authority for Enforcement

1. The Utah County Sheriff's Department, acting as the Town's designated law enforcement agency, is authorized to:
 - a. Issue citations for violations of this title;
 - b. Tow or cause to be towed, by a licensed commercial towing service, any junk vehicles, non-motorized vehicles, non-roadworthy vehicles, or other objects or obstructions parked or placed in violation of this title in accordance with APWA protection and restoration of surfaces standards; and
 - c. Take such actions when said vehicle or object obstructs or endangers the safe travel of vehicles or pedestrians on any Town road.
2. The registered owner of the towed vehicle or object shall be responsible for all towing, impound, and associated fees.

B. Administrative Enforcement

1. The Director of Roads or designee shall ensure compliance with this title consistent with APWA project coordination and quality control standards through:
 - a. Withholding of building, excavation, and road access permits, or any other related approvals for non-compliant properties or applicants;
 - b. Initiating enforcement actions through written correction or stop-work orders documented under APWA submittal procedures, including referrals to legal counsel for prosecution or injunctions; and
 - c. Requiring submission and review of necessary plans, and performing site inspections, materials testing, or record audits to verify compliance with applicable APWA standards.

C. Penalties for Violations

1. Any person, firm, corporation, or other entity found to be in violation of any provision of this title shall be guilty of a Class B misdemeanor pursuant to Utah Code §10-3-703 .

2. The Town Attorney is authorized to initiate legal proceedings, which may include:
 - a. Injunctive relief;
 - b. Mandamus actions;
 - c. Orders of abatement; or
 - d. Other appropriate legal remedies necessary to obtain compliance or recovery of damages and restoration costs for Town property.

D. Limitation of Liability

1. The issuance of any permit, performance of inspections, approval of plans, or any other official act under this title shall not be construed to impose liability upon Fairfield Town or any of its officers, agents, or employees for any damages resulting from:
 - a. The construction, placement, or maintenance of structures, facilities, or private improvements;
 - b. The use of any public or private road or rights-of-way; or
 - c. Any act or omission by the permittee or third parties.
2. Applicants and property owners are solely responsible for ensuring the safety, adequacy, and legality of their improvements and activities within the Town's rights-of-way or jurisdiction.
3. These limitations are consistent with the Utah Governmental Immunity Act (§ 63G-7-101 et seq.).

(Prior Code, § 6.3.170)

152.24 Judicial Review

A. Legal Action

1. Any person or entity seeking to challenge a decision made by the Town Council, Planning Commission, or any other official or governmental body acting under the authority of this title shall file such challenge in a court of competent jurisdiction in accordance with Utah Code sections § 10-9a-801 through § 10-9a-803.
2. The legal action must be filed no later than thirty (30) calendar days following the date of the final decision being challenged.
3. Failure to timely file the legal challenge shall constitute a waiver of any claim or right to contest the decision.
4. Filing of a petition does not automatically stay enforcement of the challenged decision unless ordered by the court.

B. Scope of Review

1. Judicial review shall be limited to the record of proceedings before the Town and shall be governed by applicable provisions of Utah State law, including the Utah Code Title 10, Chapter 9a (Municipal Land Use, Development, and Management Act), and Utah Rules of Civil Procedure.
2. The Town shall compile the record for judicial review in accordance with APWA submittal procedures including:
 - a. All applications, plans, and correspondence submitted by the applicant;
 - b. Meeting minutes, staff reports, and exhibits, and
 - c. The final written findings, decisions, or ordinances adopted by the Town.
3. The scope of review shall be deferential to factual findings and limited to determining whether the decision was arbitrary, capricious, illegal, or procedurally defective under Utah law.

C. Record Maintenance and Certification

1. The Town Recorder and Director of Roads shall ensure that all records associated with actions under this Title are maintained in a manner consistent with APWA project coordination standards and with Utah Code § 63G-2 (GRAMA), to facilitate timely certification of the record for court review

(Prior Code, § 6.3.180)

152.25 Severability

A. Severability of Provisions

1. If any section, subsection, sentence, clause, phrase, or portion of this chapter is held to be invalid or unconstitutional by a court of competent jurisdiction, such portion shall be deemed severable under Utah Code § 68-3-12.
2. The invalidity or unenforceability of any portion shall not affect or impair the validity, application, or enforceability of the remaining provisions of this chapter.
3. All remaining portions shall remain in full force and effect, independent of the invalidated portion and shall be administered in a manner consistent with APWA project coordination standards, ensuring that ongoing projects, permits, and administrative actions proceed without interruption unless specifically enjoined by court order.

(Prior Code, § 6.3.190)

152.26 Conflict with Other Land Use Ordinances or Town Code

A. Governing Provisions

1. In the event of a conflict between the provisions of this chapter and any other provision of the Fairfield Town Code, including land use ordinances, subdivision, or building

regulations, the more stringent provision shall govern and apply.

2. This rule of interpretation shall ensure that the highest standard for public safety, health, welfare, and infrastructure design and development regulation is maintained consistent with APWA regulatory requirements.
3. Where uncertainty exists as to which provision is more stringent, the determination shall be made by the Town Council upon recommendation from the Planning Commission or appropriate staff (i.e., Town Engineer) based on the following:
 - a. The degree of public safety and engineering protection achieved;
 - b. Compliance with Utah Code § 10-9a-104; and
 - c. Consistency with APWA specifications, UDOT design standards, and adopted Fairfield Master Road Plan.
4. When a conflict arises between a technical specification (e.g., APWA design standards) and an administrative or zoning provision, the Town shall apply APWA project coordination to reconcile the requirements, ensuring that both legal and engineering standards are satisfied to the maximum extent feasible.
5. Where state or federal law establishes a higher minimum requirement than that contained in this Chapter, the higher standard shall apply.

(Prior Code, § 6.3.200)

Working Draft with updated to the 1.1.2020 information