

Title 12

ROADWAYS AND PUBLIC PLACES

Chapters:

- 12.04 Construction Standards
- 12.08 Streets Names and Building Numbers
- 12.12 Off-Highway Vehicle Routes

Chapter 12.04

CONSTRUCTION STANDARDS

Sections:

- 12.04.010 Compliance with county provisions.
- 12.04.020 Roads and streets.
- 12.04.030 Pavement restoration after excavation.

12.04.010 Compliance with county provisions.

A. It is unlawful for any person, corporation, association, or group of persons to construct, build or connect any access road, alley or trail to any county road without first obtaining authority from the duly authorized agent of the county and adhering to the rules and regulations as promulgated by the governing body of Grand County, state of Utah.

B. It is unlawful for any person, corporation, association, or group of persons to excavate on, dig up, cut through, tunnel under, or blockade any county road without first obtaining authority from the duly authorized agent of the county and adhering to the rules and regulations as promulgated by the governing body of Grand County, state of Utah.

C. "County road," as used in this section, is all roads in Grand County, state of Utah, maintained by Grand County.

"Authorized agent," as used in this section, shall be the county council.

D. Any person convicted of violating any provisions of this section shall be punished by a fine in any sum not exceeding two hundred ninety-nine dollars (\$299.00) or by imprisonment in the county jail for a period not longer than six months, or by both such fine and imprisonment. (Ord. 47 §§ 1--5, 1961)

12.04.020 Roads and streets.

All construction of roads and streets shall comply with the "Greenbook," 1994 edition, Standard Specifications for Public Works Construction, published by BNI Publications Inc., 3055 Overland Ave., Los Angeles, CA. 90034.

A. Street Standards.

1. Minimum Street Design and Construction Standards. All lots shall have frontage on a street that conforms to the standards of this section.

TABLE 1
MINIMUM STREET CONSTRUCTION STANDARDS

CLASSIFICATION	MAJOR COLLECTOR	MINOR COLLECTOR	LOCAL	PUBLIC LANE	PRIVATE LANE	PRIVATE ACCESS TRACT
Compacted Sub-base	12 inches	12 inches	6 inches	6 inches	6 inches	N/A
Compacted Road Base	6 inches	6 inches	4 inches	4 inches	4 inches	4 inches
Pavement	4 inches	3 inches	2.5 inches bituminous asphalt	2 inches bituminous asphalt	2 inches bituminous asphalt or armor coating	None
Curb & Gutter	High back	High Back	Mountable or high back curb	None	None	None
Side Slopes (from centerline)	2%	2%	2%	2%	2%	2%
Ditch -- Width & Depth	As Appropriate	As appropriate	As Appropriate	As Appropriate	As Appropriate	As Appropriate
Ditch -- Side Slopes	4:1	4:1	3:1	3:1	3:1	3:1
Culvert -- Type & Length	As Appropriate	As appropriate	As Appropriate	As Appropriate	As Appropriate	As Appropriate
Design Speed	35	35	25--30	20--30	20--30	10--15
R-O-W Width	80 ft.	66 ft.	56 ft.	56 ft.	44 ft.	24 ft.
Surface Width	60 ft.	50 ft.	38 ft.	24 ft.	24 ft.	16
Travel Lanes	4	2	2	2	2	2
Lane Widths	12 ft.	12 ft.	11 ft.	11 ft.	11 ft.	8 ft.
Sidewalk Placement	4 ft., detached	4 ft., detached	No	No	No	None
Min.-Max. Grades	.5%--8%	.5%--8%	.5%--10%	.5%--12%	.5%--12%	.5%--12%
Min. Horizontal & Alignment Radius	450 ft.	450 ft.	250 ft.	150 ft.	150 ft.	75 ft.

Intersection Grade	.5%--3%	.5%--4%	.5%--10%	.5%--12%	.5%--12%	N/A
On-Street Parking	None	Yes	Yes	None	None	None
Intersection Sight Distance	350 ft.	350 ft.	300 ft.	300 ft.	300 ft.	N/A
Stopping Sign Distance	325 ft.	325 ft.	250 ft.	200 ft.	200 ft.	100 ft.
Curb Return Radius	25 ft.	25 ft.	20 ft.	15 ft.	15 ft.	15 ft.
Cul-de-sacs	None	None	ROW Diameter - 100' Min. radius -- 40' Max. length -- 400'	Same as Local	Same as Local	N/A
Shoulders	6 ft. -- 4 Lanes 0 ft. -- 5 Lanes	13 ft. -- 2 Lanes 7 ft. -- 3 Lanes	8 ft.	10 ft.	10 ft.	None

2. Street Dedications. All streets shall be dedicated to the public; provided, however, private streets may be permitted, at the sole discretion of the planning commission, subject to the following conditions:

a. The planning commission determines that it is not physically possible to provide for through street access to adjoining property (i.e., the subject property terminates at a waterway, escarpment or other reasonably insurmountable impediment to through access) in order to provide for the orderly development of a street system; and

b. Plat notes and covenants or other documents make it clear that the county will not maintain the streets and include the following provisions:

i. An undivided interest in the right-of-way shall be conveyed to each of the individual lots being served by the lane,

ii. A homeowners' association or other entity with assessment authority shall be established through subdivision covenants or other document that will be responsible for the perpetual maintenance of the lane,

iii. Up on approval of such subdivision covenants or other document by the county council, those portions of such covenants or other document which pertain to private road maintenance may not be amended without the prior written approval of the county council, and

iv. The plat shall include a plat note that will provide disclosure to all successors and assigns, as follows: "Note: the private lane shown hereon lacks the right-of-way and travel surface required by the county for a public street, and therefore the private lane cannot be dedicated to the county for im-

provement or maintenance, but will remain the responsibility of the Homeowners Association in perpetuity.”

3. Private Street Standards. Notwithstanding other provisions to the contrary, the planning commission may permit deviations from otherwise required design specifications (pursuant to subsection (A)(2) of this section) as follows:

a. Private Lane.

- i. The right-of-way width may be reduced to forty-four (44) feet;
- ii. The travel surface may be finished with two inches of gravel or armor coating (chip and seal), instead of two inch bituminous asphalt;
- iii. Curb treatment may be required where recommended by the county engineer; and
- iv. All public lane standards shall be applicable.

b. Private Access Tract. A private access tract may be permitted to serve a maximum of two to three dwelling units; provided that, at a minimum, such access tracts shall have:

- i. The right-of-way width of twenty-four (24) feet;
- ii. The opening width and travel surface width of sixteen (16) feet;
- iii. The interior curve radii of seventy-five (75) feet;
- iv. A grade not exceeding twelve (12) percent;
- v. All entrances and exits shall be located and constructed such that vehicles approaching or using them will be able to obtain adequate sight distance in both directions along the roadway necessary to maneuver safely and without interfering with roadway traffic;
- vi. An entrance/exit approach grade may slope downward and away from the road surface at the same rate as the normal shoulder slope, but in no case at more than four percent for a distance equal to the width of the shoulder, and in no case for less than fifteen (15) feet from the pavement edge;
- vii. The angle of approach from the adjacent roadway shall be between sixty (60) and ninety (90) degrees;
- viii. No features may interfere with the drainage system of the adjacent street or roadway;
- ix. The developer shall pay for and install drainage structures that will become integral parts of the existing street or roadway drainage system, the dimensions of all which must be approved by the county road superintendent prior to installation;
- x. A turnaround, satisfactory to the fire chief, will be provided where the access tract is more than one hundred fifty (150) feet long;
- xi. Curb treatment may be required where recommended by the county engineer; and
- xii. All other public lane standards shall be applicable.

4. Street Classification. Streets for the entire subdivision area shall be designed by professional engineer, licensed in the state of Utah and qualified to perform such work, and shall be shown graphically. The determination of which street design and construction standards apply to streets shall be based on the following criteria:

a. Minor Collector. Any street within a subdivision that: (1) connects with a minor collector in another subdivision or developed area; or (2) any street that in the opinion of the county engineer that will or should function as a collector street, shall meet the minor collector standards.

b. Local. In subdivisions where the lot sizes are less than one-half acre or the overall subdivision density is greater than one DU per one-half acre, the street shall meet local standards.

c. Public or Private Lane. In subdivisions where the lot sizes are less than one acre or the overall subdivision density is greater than one DU per acre, the streets shall meet the public or private lane standards.

5. Relations to Adjoining Street System. The arrangement of streets in new subdivisions shall make provision for the continuation of the existing streets in adjoining areas (or their proper protection where adjoining land is not subdivided) at the same or greater width (but in no case less than the required minimum width) unless variations are deemed necessary by the planning commission. Where the planning commission determines that it is desirable to provide for street access to adjoining property in order to provide an orderly development of a street system, proposed streets shall be extended by dedication to the boundary of such property. Stub streets thus provided which are in excess of one hundred (100) feet in length shall require a temporary turn-around with a minimum radius (paved or graveled surface) of fifty (50) feet.

6. Street Widths. Street widths shall be as specified in Table 2, Minimum Street Design Standards; provided, however, where an adopted arterial and collector street plan specifies more restrictive standards, the requirements of the adopted plan shall apply.

7. Cul-De-Sacs and Dead-Ends. Cul-de-sacs (dead-end streets) shall be used only where unusual drainage or land ownership configurations exist that makes other designs impractical. Except where a waterway, escarpment or other reasonably insurmountable physical impediment prevents through access, all streets shall terminate at a property line so as to facilitate connection to future or existing streets. The length of a cul-de-sac shall be measured from the centerline intersection with the intersecting street to the center point of the turn around. Cul-de-sacs shall be the construction standards specified in Table 1. Notwithstanding other provisions to the contrary,

a. A cul-de-sac up to a maximum of one thousand (1,000) feet in length may be permitted to serve up to a maximum of twenty (20) dwelling units; and

b. All driveways longer than one hundred fifty (150) feet shall have a turnaround, satisfactory to the fire chief.

8. Horizontal Street Curves. Horizontal street curves shall be as specified in Table 2 unless otherwise approved by the county engineer.

9. Vertical Curves. Vertical curves shall be used at all changes of grade exceeding one percent and shall be designed to provide minimum sight distances of two hundred (200) feet for minor streets and three hundred (300) feet for all other streets, except that vertical curves for major streets shall be as determined by the current specifications of the Utah State Department of Transportation.

10. Street Intersections. Streets will intersect each other as near as possible at right angles. Minor streets shall approach the arterial or collector streets at an angle of not less than eighty (80) degrees. Offsets in opposing street alignment centerline at intersections between ten (10) feet and one hundred fifty (150) feet shall be prohibited.

Intersections of minor streets with major streets shall be kept to the minimum. No more than four streets shall enter an intersection. Street intersections shall have a vertical alignment such that the grade shall not exceed three percent for a minimum distance of fifty (50) feet each way from the centerline of the intersection.

11. Corner Returns. Curbs at all intersections shall be rounded with curves having a radius such that a uniform off-set from the property lines is achieved, as shown in the county's standard specifi-

cations. Property lines at street intersections shall be rounded with a curve having a fifteen (15) foot radius.

12. Curved Streets Preferred. In the design of subdivision, curving streets shall be preferred to straight streets or rigid ninety (90) degree grid systems.

13. Roads in Mountainous Terrain. Notwithstanding any other provisions to the contrary, roads in mountainous terrain shall be designed at less than maximum allowable slope in order that they can be safely negotiated and that snow can be removed during winter.

14. Frontage on Major Highways. Where a subdivision or new development abuts a major highway or arterial street, direct vehicular access shall be consolidated and otherwise limited in accordance with the requirements of UDOT. Frontage roads may be required.

15. Streets in Planned Unit Developments. These standards shall also apply in planned unit developments, unless otherwise modified by the county council.

16. Half Streets. The dedication of half streets in any subdivision is prohibited, except on the borders of the subdivision where dedication of the additional street width by adjacent properties is possible and likely. The half street shall be of sufficient width to accommodate construction of the full pavement width required for the appropriate street classification, including curb and gutter on both sides of the street and sidewalk on the side which is being developed.

17. Off-Site Streets. Off-site streets that provide primary access to subdivisions shall be adequate in the county engineer's opinion to provide safe vehicular access. Where such off-site streets do not conform to the standards of this section and no approved capital improvements plan addresses the street standard deficiency, the developer shall be required to demonstrate that such street(s) are adequate to serve the anticipated development, and to protect the public health, safety and general welfare at full buildout under existing zoning. Where such demonstration is not made, the developer shall be required to pay an equitable and proportionate share of the costs of the improvements necessary to serve the proposed development.

B. Cuts in Pavement. All cuts made in county street pavements shall be permitted and completed according to county policy in effect at the time of construction.

C. Sidewalks (or Trails), Curbs and Gutters. Sidewalks, curbs and gutters may be required on both sides of all new streets to be dedicated to the public and on existing streets bordering the subdivision lots. Where topography or other conditions dictate, the planning commission may require a trail on one side of such new or existing streets in lieu of required sidewalks.

D. Easements. Where alleys are not provided, easements of not less ten (10) feet on each side of all front, rear and side lot lines will be required where necessary for poles, wire, conduits, storm or sanitary sewers, gas and water mains and other public utilities, except that where the required building setback from the property line in the zone where the property is located is less than ten (10) feet the required easement width is equal to the required setback distance.

Easements of greater width may be required along property lines where necessary for surface overflow or for the extension of main sewers or similar utilities.

E. Underground Utilities. Unless the planning commission and county council determine, upon application by the subdivider, supported by recommendation of the county engineer, that it is not feasible to do so, all power lines, telephone lines, and other normally overhead utility lines shall be placed underground by the subdivider. (Ord. 305 Exh. A § 1(A), (C)--(F), 1999)

12.04.030 Pavement restoration after excavation.

A. No person shall make any excavation in any street, lane, or other county thoroughfare, or remove any pavement or other material forming any street or improvement thereon, without first having obtained a permit from the county roads superintendent.

B. When for any purpose an excavation is made or permitted in a public county road, the road shall be promptly restored to county standards as presented in subsection D of this section. The restoration shall be made, or shall be caused to be made, by the person, contractor, agency or governmental entity making the excavation. If the county road is not restored according to county standards as determined by an inspection by the county roads superintendent, (even though the road condition may not be dangerous to public travel), the superintendent shall notify the person responsible for restoration and require them to make such further restoration as the superintendent deems necessary and as shall be sufficient to meet the county standards.

C. If such person neglects to do so within five days after such notice, the superintendent shall cause such restoration to be made and shall charge such person therefor. Until such restoration is completed, the responsible party shall take measures to protect the public from injury by reason of such defect.

D. Grand County Pavement Restoration Standards.

1. Trench bottom shall be compacted if disturbed.
2. Trench shall be backfilled in eight inch compacted lifts.
3. Finished road surface shall be within one-half inch of existing grade adjacent to trench.
4. Contractor will furnish Grand County with documented compaction tests; and shall accept responsibility for re-patching if more than three-fourths inch variation from adjacent surface grade occurs within two years of date of patch.
5. Road patching shall be performed within forty-eight (48) hours of trenching.
6. When working within twelve (12) feet of Grand County roads, contractors must meet MUTCD regulations for safety signing.
7. Trench back filling and restoration shall be conducted according to the following specifications:

(Ord. 276, 1996)

Chapter 12.08

STREET NAMES AND BUILDING NUMBERS

Sections:

- 12.08.010 Uniform numbering system established.
- 12.08.020 Basis for assigning numbers.
- 12.08.030 Number assignment placement on buildings.
- 12.08.040 Filing for purpose of facilitating correct numbering.
- 12.08.050 County surveyor--Duties.
- 12.08.060 New street names--Approval required.
- 12.08.070 Street names--Restrictions.
- 12.08.080 Existing streets.
- 12.08.090 Violation--Penalty.

12.08.010 Uniform numbering system established.

There is established a uniform system for numbering buildings fronting on all streets, avenues and public ways in those designated sections not on any Indian Reservation, and not within any incorporated city or town. All houses and other buildings in those designated sections shall be numbered in accordance with the provisions of this chapter. (Ord. 211 § 1, 1989)

12.08.020 Basis for assigning numbers.

A. The numbering of buildings on any road shall begin at the west or south terminal. All buildings on the south side of east/west streets and east of north/south streets shall bear even numbers and

likewise all buildings on the north side of east/west streets and west side of north/south streets shall bear odd numbers.

B. Numbering is to be based on the grid or milepost numbering system.

1. A multiple-family dwelling having only one number, and separate apartments in the building will carry letter or number designations in addition to the number assigned to the main entrance of the building.

2. Any duplex houses having two front entrances shall have a separate number for each entrance. When using the milepost system, house or building numbers are posted on the building or driveway entrance with the number indicating the distance from the beginning of the road in hundredths of a mile. The county may assign numbers to other roads whether part of county maintained system or not. For each grid system placed within the county, the county surveyor shall choose a point of origin. All house numbering within the system will be referenced north, south, east or west from the point of origin. (Ord. 329 § 7 (part), 2000; Ord. 211 § 2, 1989)

12.08.030 Number assignment placement on buildings.

A. There shall be assigned to each house and other residential or commercial building located on any street, avenue or public way, its respective number under the uniform system provided for in this chapter. When each house or building has been assigned, its respective number or numbers, the owner, occupant or agent shall place or cause to be placed upon each house or building controlled by him the number or numbers assigned under the uniform system as provided in this chapter.

B. Such numbers shall be placed on all appropriate existing buildings within sixty (60) days after the assignment of a permanent number. The numbers used shall not be less than three inches in height and shall be made of durable and clearly visible material.

C. The numbers shall be conspicuously placed so that the number can be seen plainly from the street line. Whenever any building is situated more than fifty (50) feet from the street line, the numbers shall appear near the walk, driveway or entrance to such building, so as to be easily discernable from the street. (Ord. 211 § 3, 1989)

12.08.040 Filing for purpose of facilitating correct numbering.

A file showing the proper numbers of all houses or other buildings fronting upon all streets, avenues or public ways shall be kept on file in the office of the county surveyor. This file shall be opened to inspection by any person during the office hours of the county. (Ord. 211 § 4, 1989)

12.08.050 County surveyor--Duties.

It shall be the duty of the county surveyor to inform any applicant of the number or numbers belonging to or embraced within the county of any such lot or property as provided in this chapter. In case of conflict as to the proper number to be assigned to any building, the county surveyor shall determine the number of such building. (Ord. 211 § 5, 1989)

12.08.060 New street names--Approval required.

Everyone submitting a subdivision plat to the planning and zoning commission shall show the proper number, and name if desired, of any and all streets and these street designations shall be ap-

proved by the planning and zoning commission before such new streets are officially named. (Ord. 211 § 6, 1989)

12.08.070 Street names--Restrictions.

No street or road name shall duplicate an existing street or road name. Cul-de-sacs shall have different names as the street or road from which they originate. Street or county road numbers shall be based on the Moab Grid System. This system designates which streets shall carry the directional prefix (north, south, east and west) and the numbering sequence. The zoning administrator shall assign street or county road names. The decision of the zoning administrator in regards to street or road names, and numbers shall be final except as otherwise decided by the county council on appeal. In subdivisions, street names shall be designated on the preliminary plat or PUD plan and revised. The zoning administrator shall confirm that the names are in accordance with this policy and if not, advise the applicant as to the revisions that should be made. (Ord. 305 Exh. A § 1(B), 1999)

12.08.080 Existing streets.

The county council by resolution may change, rename or name an existing or newly established street within the limits of the county at any time upon recommendation of the planning and zoning commission, after consultation with the county planning and zoning chairperson, and any other governmental agency directly affected thereby. (Ord. 211 § 7, 1989)

12.08.090 Violation--Penalty.

In addition to other penalties authorized for infractions, any person found guilty of violating the provisions of this chapter requiring that they renumber and/or post the number of their home or other building in a conspicuous place as dictated by this chapter or who otherwise refused to cooperate with the renumbering of their house or building shall cause the street address number to be installed by county work crew. Following such installation the county shall send the home or business owner a bill for the sum of twenty dollars (\$20.00). Such twenty dollar (\$20.00) fee for installing the street number is declared to be a legitimate county charge and if not timely paid, the county attorney shall be required to collect the sum. (Ord. 329 § 7 (part), 2000; Ord. 211 § 8, 1989)

Chapter 12.12

OFF-HIGHWAY VEHICLE ROUTES

Sections:

- 12.12.010 Short title.
- 12.12.020 Intent and purpose.
- 12.12.030 Definitions.
- 12.12.040 Established.
- 12.12.050 Compliance with state regulations.

12.12.010 Short title.

This chapter shall be known as, and shall be entitled, “off highway vehicle routes designation for Grand County, Utah,” and may be so cited and pleaded. (Ord. 190 § 3-1-1, 1987)

12.12.020 Intent and purpose.

It is the intent and purpose of the county council of Grand County to avail itself of the powers granted under Title 41, Chapter 22, Section 10.5, Utah Code Annotated, 1953, as amended, in a manner that will promote the safety and protection of persons, property and the environment connected with the use and operation of off-highway vehicles in Grand County. (Ord. 190 § 3-1-2, 1987)

12.12.030 Definitions.

All definitions shall be the same as the definitions contained in Title 41, Chapter 22, Section 2, UCA, 1953 as amended. (Ord. 190 § 3-3-2, 1987)

12.12.040 Established.

A. All dirt surface roads in the Grand County system which lie outside of Moab Valley shall be designated as off-highway vehicle routes.

B. Where the county road is within property of the U.S. Forest Service, the National Park Service, or the Utah State Lands System, that road is not to be designated as an off-highway vehicle route, unless so designated by that agency.

C. No asphalt or black-top surfaced road within the county system shall be designated an off-highway vehicle route. (Ord. 190 § 3-4-1, 1987)

12.12.050 Compliance with state regulations.

Anyone using a county road for off-highway operation is subject to all provisions of Chapter 6, Title 41, Utah Code Annotated, 1953 as amended, and Chapter 22, Title 41, Utah Code Annotated, 1953 as amended. (Ord. 190 § 3-4-2, 1987)