



**NOTICE OF A REGULAR
CITY COUNCIL MEETING
March 3, 2026, at 10:00 AM**

PUBLIC NOTICE is hereby given that the Vineyard City Council will hold a regularly scheduled City Council meeting on Tuesday, March 3, 2026, at 10:00 AM, in the City Council Chambers at City Hall, 125 South Main Street, Vineyard, UT. This meeting can also be viewed on our [live stream page](#).

AGENDA

Presiding Mayor Zack Stratton

1. CALL TO ORDER/INVOCATION/INSPIRATIONAL THOUGHT/PLEDGE OF ALLEGIANCE

2. WORK SESSION

2.1. Transportation Utility Fee Discussion

3. RECESS (11:30AM)

The Council will take a brief recess and return to the regularly scheduled city council meeting at 12:00pm or as soon thereafter as possible.

4. WORK SESSION

4.1. The Bluffs Project Alignment

Staff is requesting alignment from the Council regarding the Bluffs Project.

4.2. Holdaway Fields Development Agreement

Cadence Homes has requested to amend their Development Agreement.

4.3. 400 South Roadway Design

With Cadence Homes working on the 400 South Connection from Lake View Drive, Staff is looking for alignment from the City Council on the design of 400 South to the east.

4.4. The Forge and IHC Development Agreements

Dakota Pacific and Intermountain Health have submitted congruent Development Agreements regarding The Forge Development

4.5. RDA Administration

5. PUBLIC COMMENTS

“Public Comments” is defined as time set aside for citizens to express their views for items not on the agenda. During a period designated for public comment, the mayor or chair

may allot each speaker a maximum amount of time to present their comments, subject to extension by the mayor or by a majority vote of the council. Speakers offering duplicate comments may be limited. Because of the need for proper public notice, immediate action cannot be taken in the Council Meeting. The Chair of the meeting reserves the right to organize public comments by topic and may group speakers accordingly. If action is necessary, the item will be listed on a future agenda; however, the Council may elect to discuss the item if it is an immediate matter of concern. *Public comments can be submitted ahead of time to tonyl@vineyardutah.gov.*

6. ADJOURNMENT

The next regularly scheduled meeting is on 3/10/2026.

This meeting may be held in a way that will allow a councilmember to participate electronically.

The public is invited to participate in all City Council meetings. In compliance with the Americans with Disabilities Act, individuals needing special accommodations during this meeting should notify the City Recorder at least 24 hours prior to the meeting by calling (385) 338-5183.

I, the undersigned Deputy City Recorder for Vineyard, Utah, hereby certify that the foregoing notice and agenda was posted at Vineyard City Hall, on the Vineyard City and Utah Public Notice websites, and delivered electronically to staff and to each member of the Governing Body.

AGENDA NOTICING COMPLETED ON:

2/27/2026

CERTIFIED (NOTICED) BY:

/s/Tony Lara

TONY LARA, DEPUTY CITY RECORDER

TRANSPORTATION UTILITY FEE ROADS, TRAILS & STREET LIGHTS

Vineyard City, Utah
December 2025

OPTION 1: RES @ 4.75/MONTH

RATE STRUCTURE – ADJUSTED FOR AXEL WEIGHT

User Type	Total DU or KSF in City	ERU / Type	Total ERUs	Monthly Rate / DU or KSF
Residential	6,522	1.00	6,552	\$ 4.75
Office	278	3.88	1,078	36.00
Retail/Com	322	7.70	2,480	70.00
Light Industrial	901	9.23	8,320	84.00
Flex Space	276	3.94	1,086	36.00
Total			19,517	

2026 Revenue Requirement	\$ 1,791,480
Shortfall	204,260*
* Street Sweeper is \$200k – push to next Fiscal Year	

RATE STRUCTURE – ADDITIONAL INDUSTRIAL

Project	Cost	Period (yrs)	KSF	Monthly Rate / KSF
1750 N	\$500,000	5	901	\$ 9.25
Regular Industrial Fee				\$84.00
Total Industrial Fee				\$93.25

OPTION 1: RES @ 4.75/MONTH

RATE STRUCTURE – SAMPLE SIZES

User Type	Monthly Rate / DU or KSF		DU or KSF	Monthly Fee	
Residential	\$	4.75	1	\$	4.75
Office		36.00	5		180.00
Retail/Com		70.00	5		350.00
Light Industrial		84.00	5		420.00
Flex Space		36.00	5		180.00
Total					

OPTION 2: RES @ 3.50/MONTH

RATE STRUCTURE – ADJUSTED FOR AXEL WEIGHT

User Type	Total DU or KSF in City	ERU / Type	Total ERUs	Monthly Rate / DU or KSF
Residential	6,522	1.00	6,552	\$ 3.50
Office	278	3.88	1,078	36.00
Retail/Com	322	7.70	2,480	70.00
Light Industrial	901	9.23	8,320	84.00
Flex Space	276	3.94	1,086	36.00
Total			19,517	

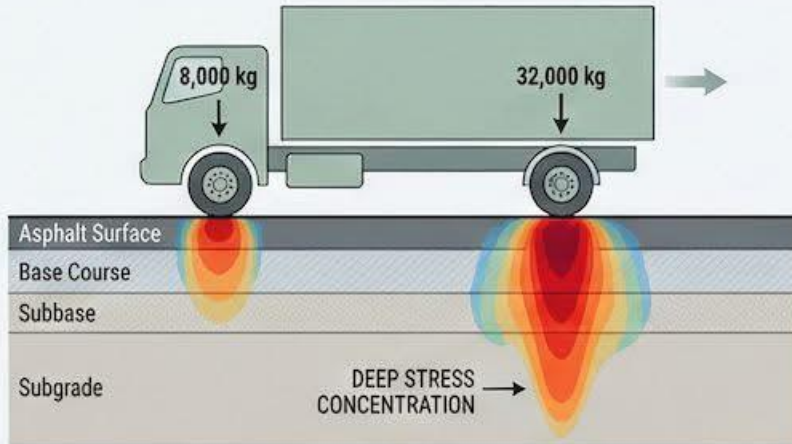
2026 Revenue Requirement	\$ 1,791,480
Shortfall	253,400*
* Street Sweeper is \$200k – push to next Fiscal Year – Need another \$50k	

REST OF SLIDES ARE IF NEEDED

What Actually Damages Roads

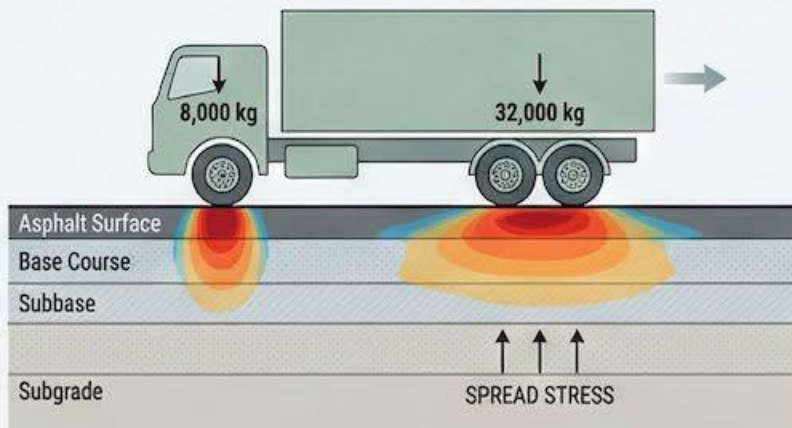
ZONE 1: AXLE COUNT & WEIGHT DISTRIBUTION

Total Weight: 40,000 kg



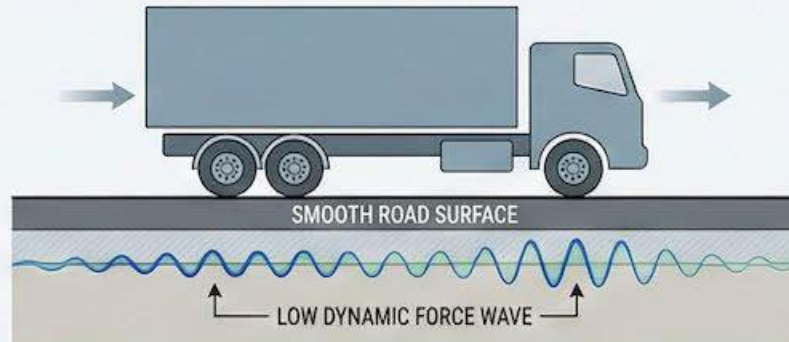
SINGLE AXLES: High localized pressure, deep structural damage.

Total Weight: 40,000 kg

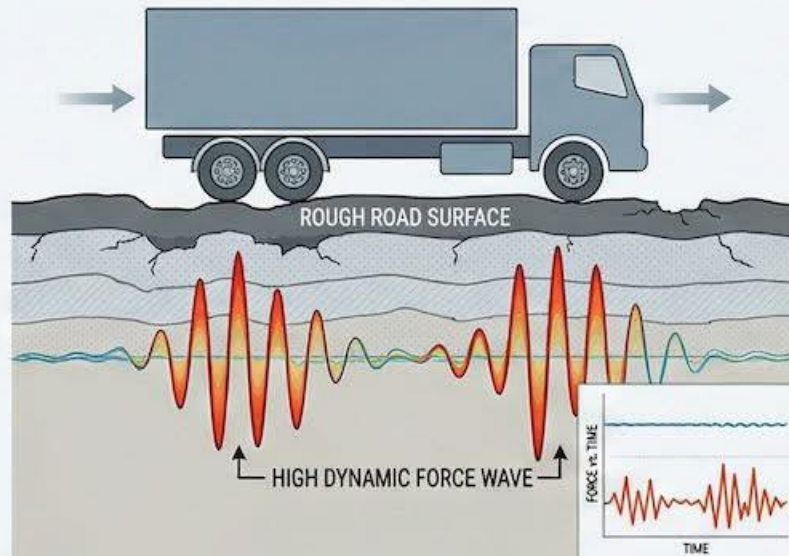


MULTI AXLES: Load spread over larger area, reduced peak stress, extended pavement life.

ZONE 2: ROAD ROUGHNESS & DYNAMIC TYRE FORCE

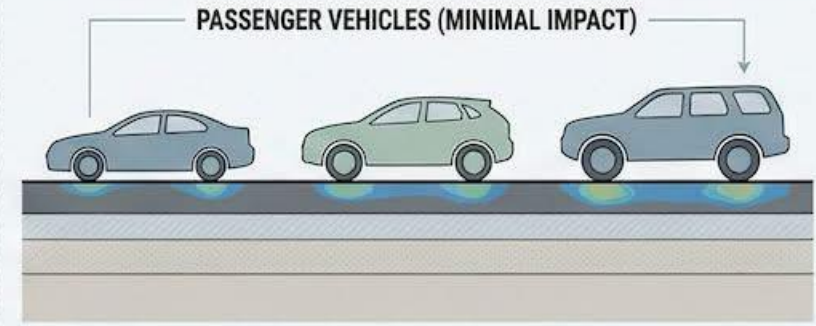


SMOOTH SURFACE: Consistent, low impact tyre forces, minimal additional stress.

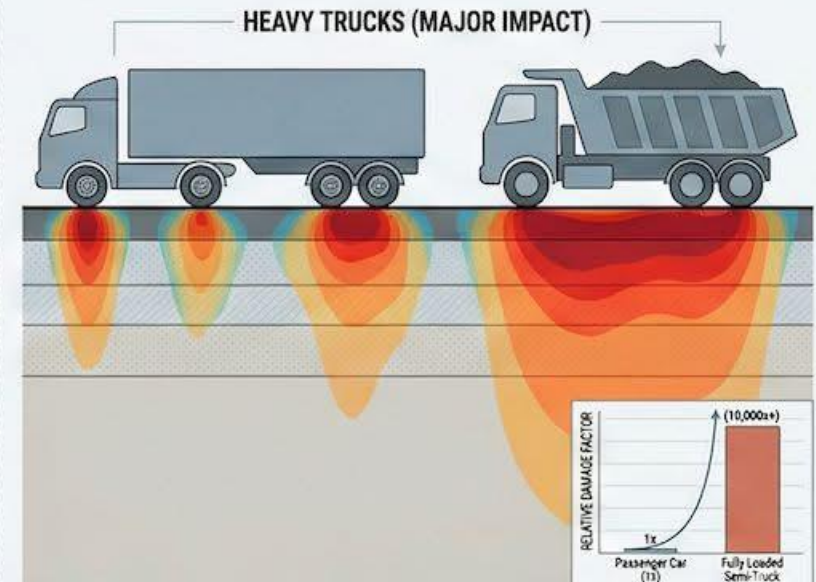


ROUGH SURFACE: High impact, fluctuating tyre forces, accelerated pavement deterioration.

ZONE 3: VEHICLE TYPE & CUMULATIVE IMPACT



LIGHTWEIGHT VEHICLES: Negligible individual contribution to structural fatigue.



HEAVY COMMERCIAL VEHICLES: Primary drivers of deep structural damage and pavement failure.

UTAH SUPREME COURT RULING

- Transportation Utility Fee - Legal
 - City Authority – 10-8-84
 - Establish Clear Link:
 - Demand for Service and
 - Fee for Service
 - Create Transportation Utility Fee Fund
 - For Repair, Replacement, Maint.
-

IN THE
SUPREME COURT OF THE STATE OF UTAH

UTAH SAGE, INC., DBA HOBBY TRACTORS & EQUIPMENT, LARKIN
TIRES, INC., GARY LARSON, AND FRATERNAL ORDER OF EAGLES
#3372,

Appellees and Cross-appellants,

v.

PLEASANT GROVE CITY,
Appellant and Cross-appellee.

No. 20200290
Heard March 14, 2022
Filed February 23, 2023

On Direct Appeal

Fourth District, Spanish Fork
The Honorable Jared Eldridge
No. 190300164

Attorneys:

Gerald M. Salcido, Sandy, for appellees and cross-appellants
Robert C. Keller, Nathanael J. Mitchell, Salt Lake City, for
appellant and cross-appellee

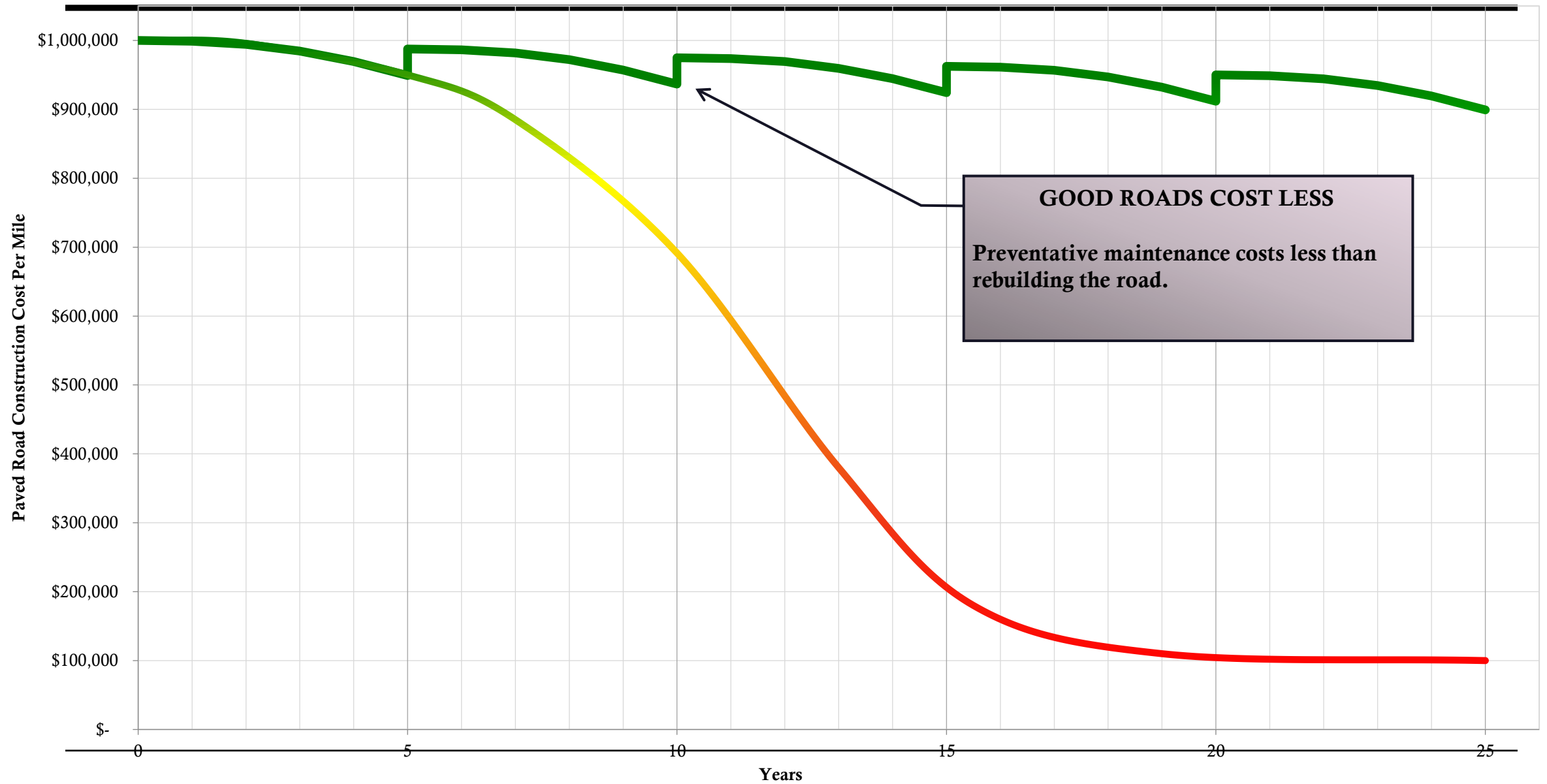
JUSTICE PETERSEN authored the opinion of the Court, in which
CHIEF JUSTICE DURRANT, ASSOCIATE CHIEF JUSTICE PEARCE, JUSTICE
HAGEN, and JUSTICE POHLMAN joined.

Due to their retirements, JUSTICE HIMONAS and JUSTICE LEE did not
participate herein; JUSTICE DIANA HAGEN and JUSTICE JILL M.
POHLMAN* sat.

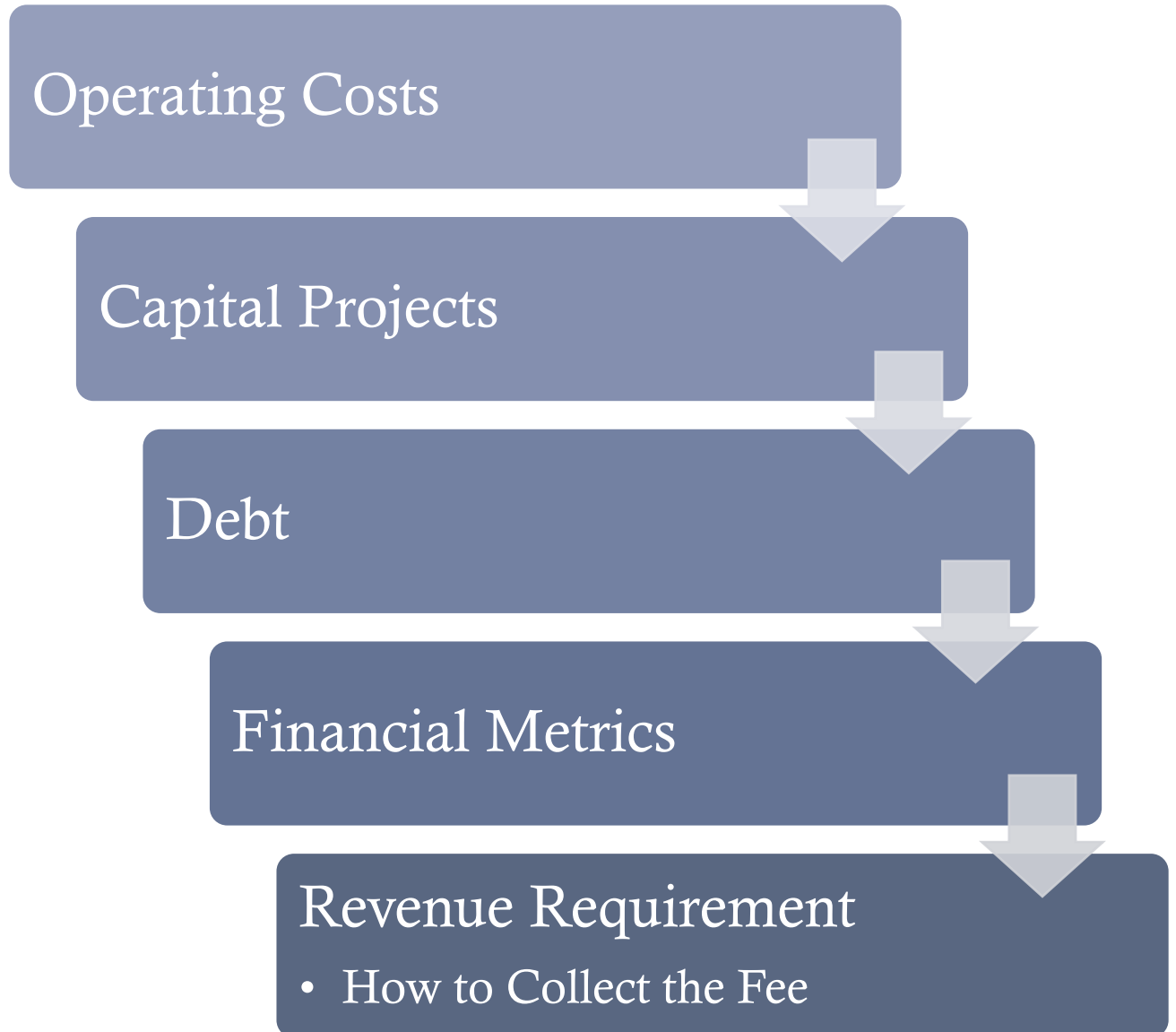
JUSTICE PETERSEN, opinion of the Court:

* JUSTICE HAGEN and JUSTICE POHLMAN became members of the
Court on May 18, 2022 and August 17, 2022, respectively. Both sat
as visiting judges prior to their confirmations.

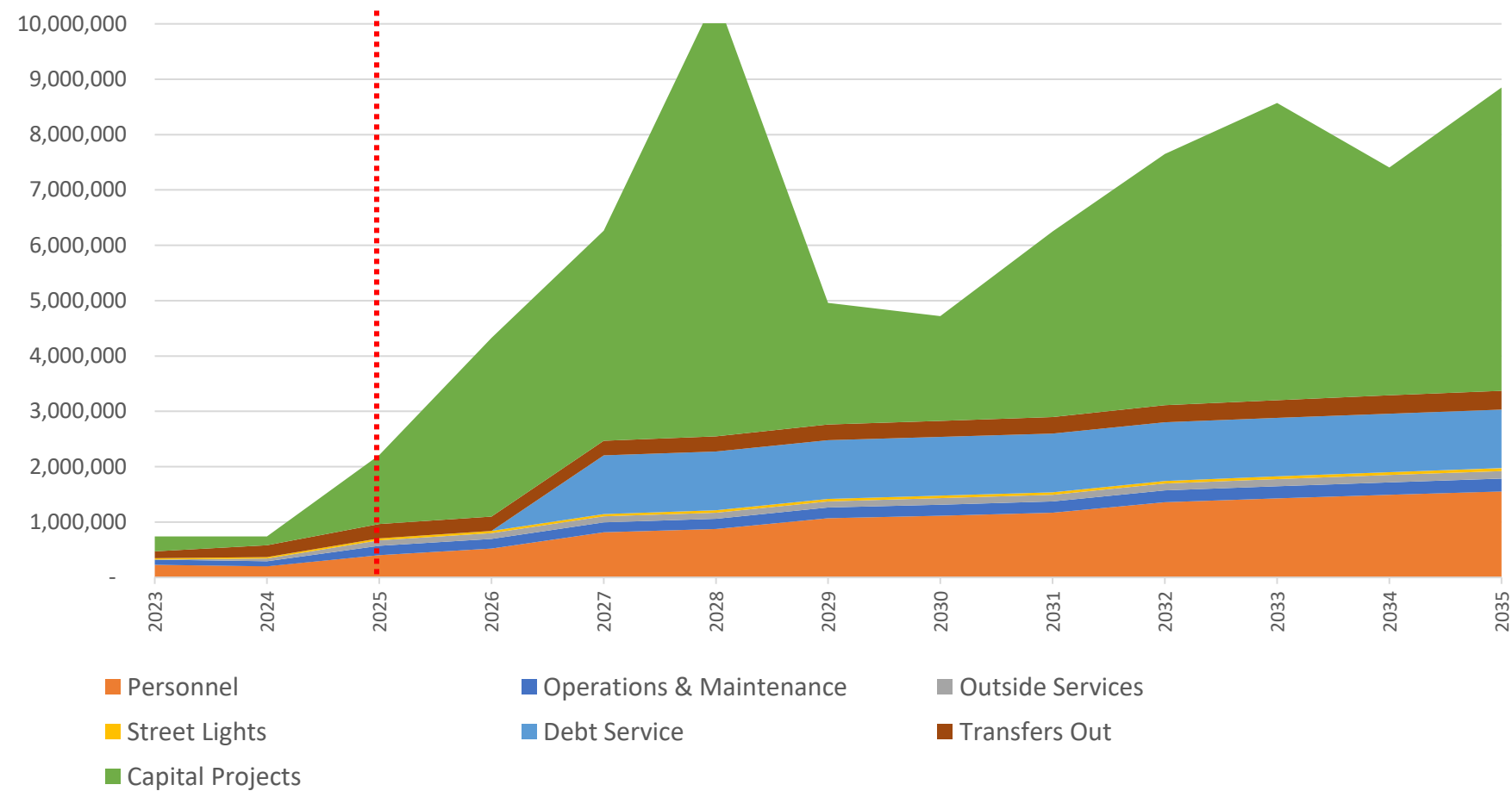
Remaining Road Value Over Time



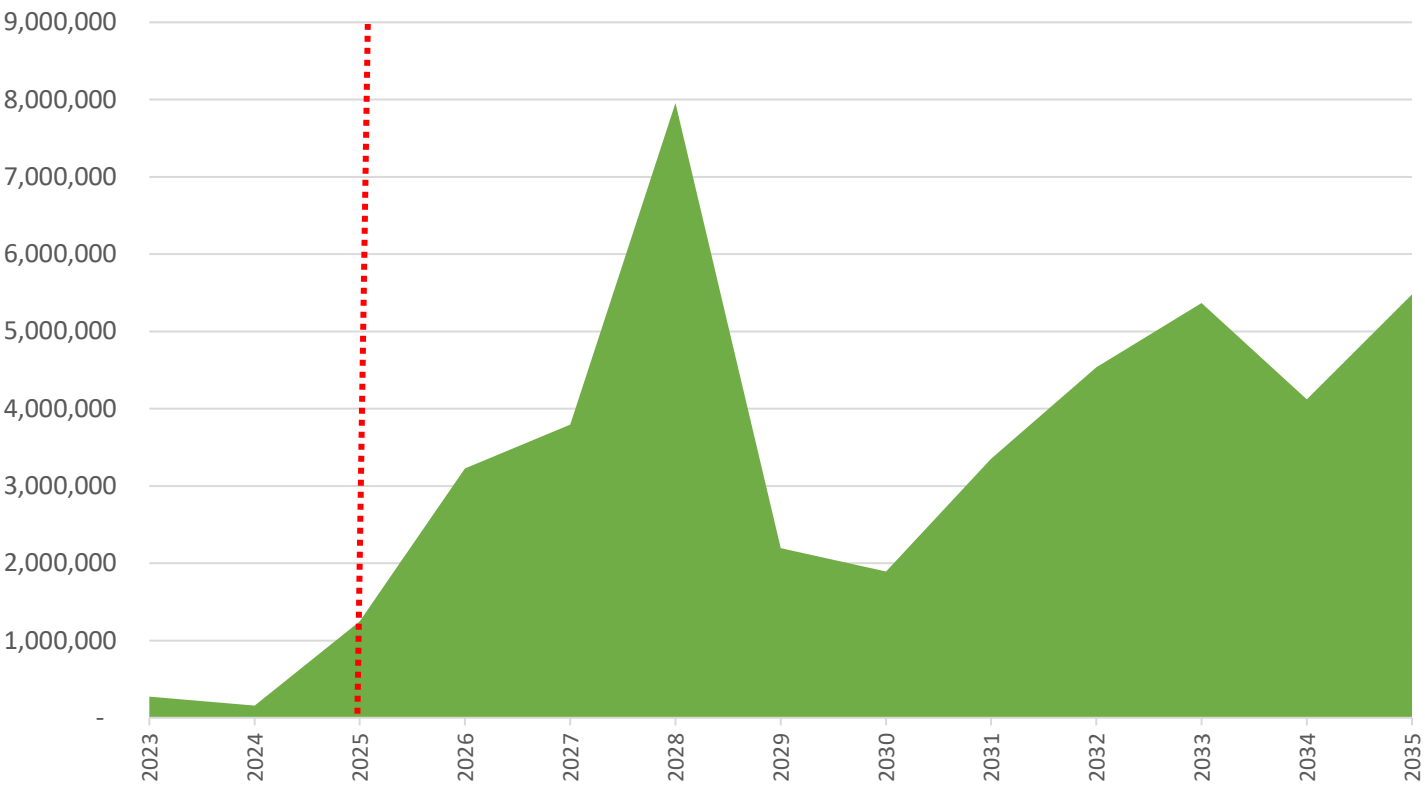
METHODOLOGY



EXPENDITURES

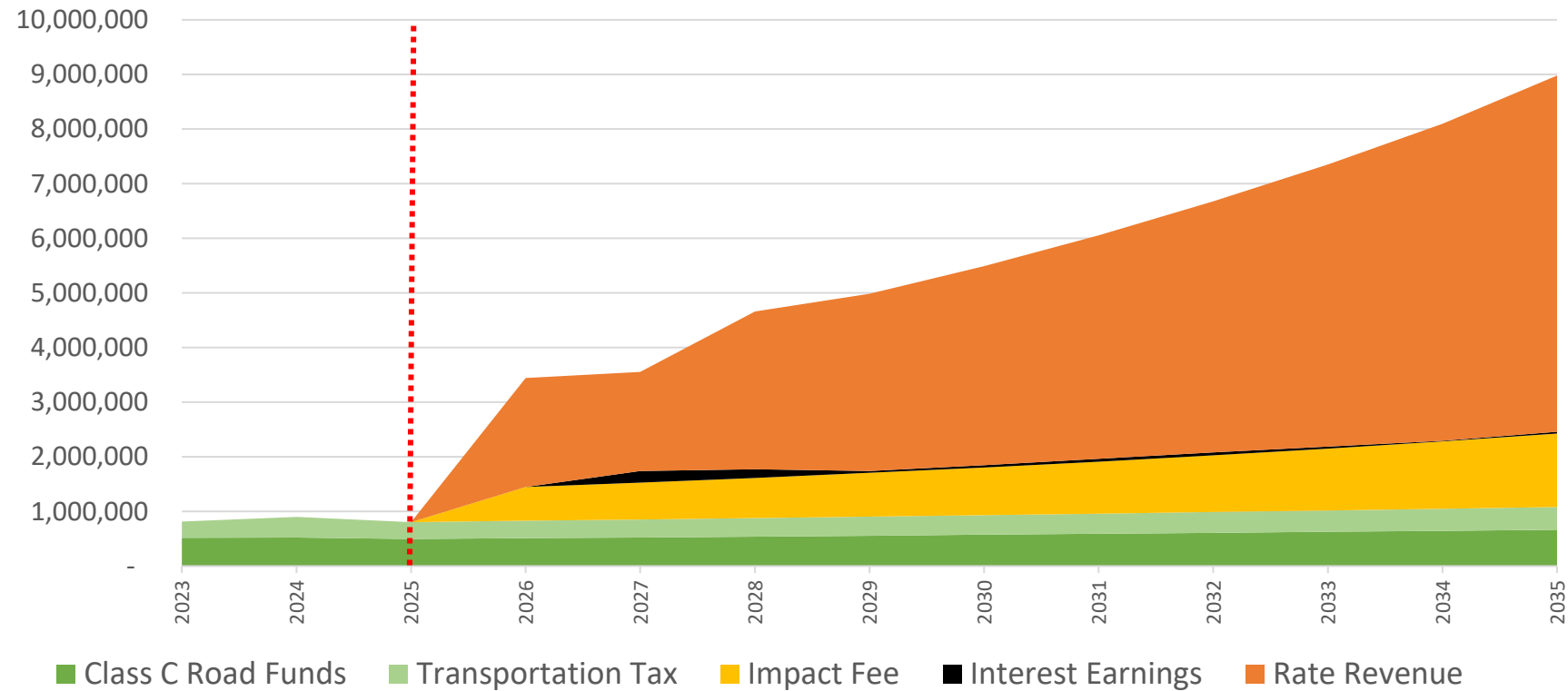


CAPITAL PROJECTS - \$41M



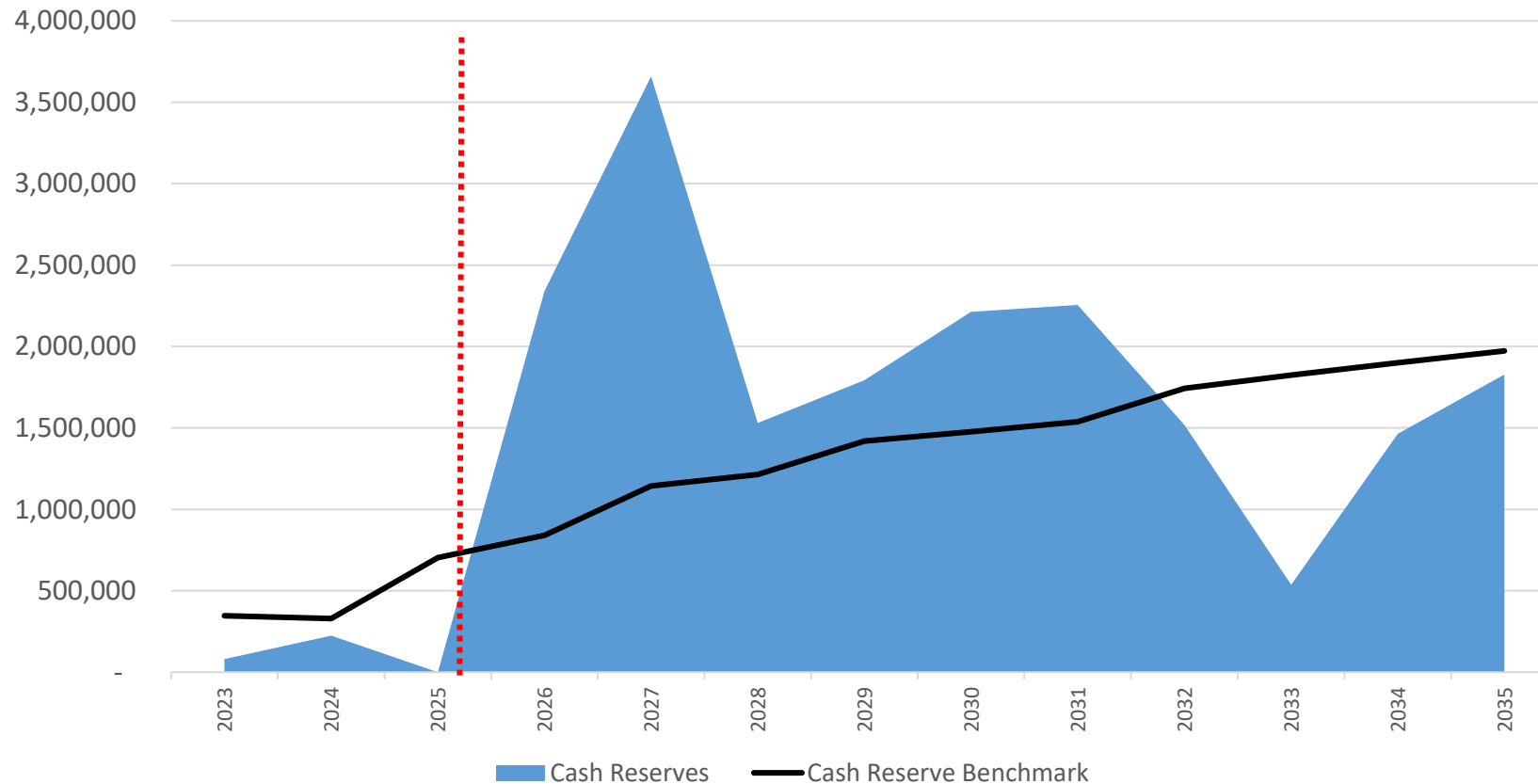
Capital Projects	Year	Cost
Pavement Preservation	Annual	\$ 28,701,335
Streetlights Maintenance	Annual	1,560,794
600 North / Main Street Intersection	2026	80,000
Main Street: Zinfandel Ln to 400 South	2026	520,000
400 South: Main Street to Lake View Drive	2026	1,370,000
300 West: Lake Boulevard Connection - New 2 Lane Road & Roundabout	2027	2,180,000
Lake Boulevard	2028	4,800,000
300 West / Vineyard Connector: New Right-Out Auxiliary Lane to Connector & Roundabout	2028	1,130,000
1750 N Street Reconstruction	2030	500,000
Total Capital Projects		\$ 40,842,128

REVENUES



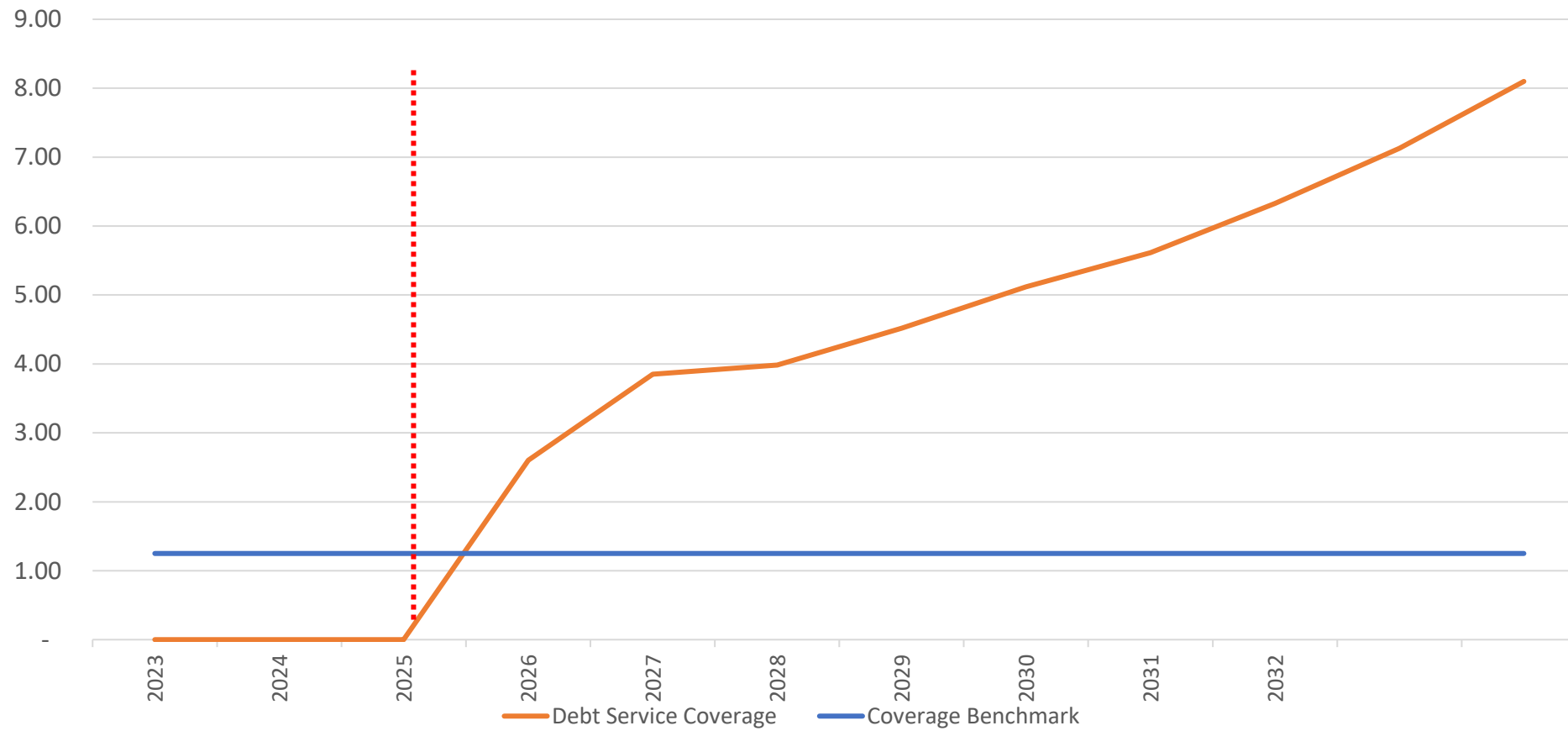
Note: All Revenues are for transportation and can only be used for appropriate transportation projects.

CASH RESERVES

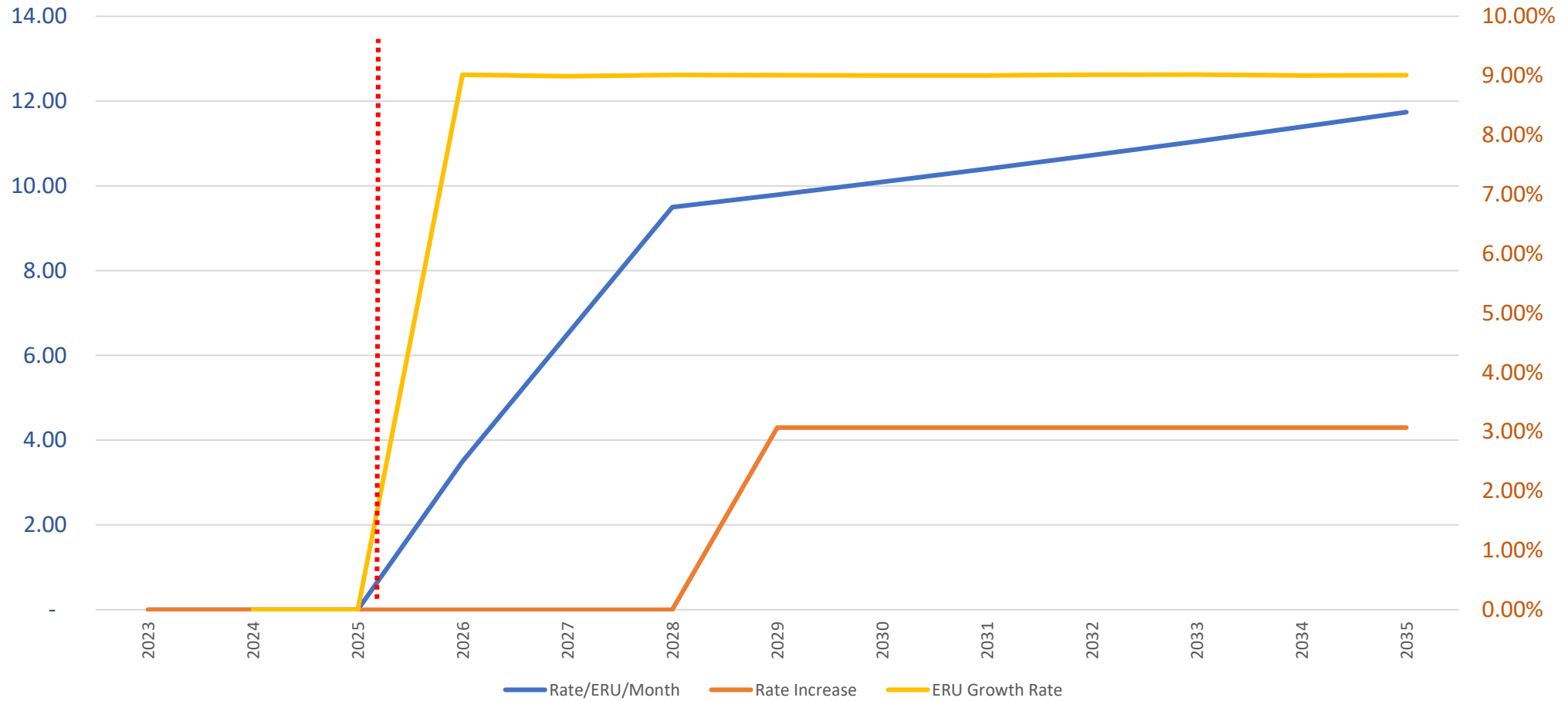


Note: Projects will be adjusted to ensure cash reserves are appropriate each year.

COVERAGE



RATE & GROWTH



COMPARABLES

Category 1 - Detailed Schedules								
	Residential		Office	Retail/Com		Industrial*No Fee for residential - used GF Subsidy		
South Salt Lake	\$	2.79	\$	11.07	\$	21.66	\$	25.87
	Residential	Residential (Abatement)	Commerical - Tier 1 (0-4 Trips)	Commercial - Tier 2 (4+ Trips)				
Pleasant Grove	\$	8.45	\$	6.76	\$	41.27	\$	236.05
	Residential	Residential - Multifamily	Commercial A - <100 trip-ends	Commercial B - 100-199 trip ends	Commercial C - 200-599 trip ends	Commercial D - 600+ trip ends	Public Use A - <300 trip ends	Public Use B - >=300 trip ends
Provo	\$	3.68	\$	2.21	\$	9.98	\$	26.36
	Residential	Residential - Multifamily	Commercial 1 <= 10 ADT	Commercial 2 10-25 ADT	Commercial 3 >= 26ADT	Schools/ Churches		
Kaysville	\$	7.85	\$	5.45	\$	3.00	\$	6.00
	Residential	Comm 1	Comm 2	Comm 3	Comm 4	Comm 5	Comm 6	Public Use
South Ogden	\$	5.52	\$	6.31	\$	17.50	\$	30.48
Sample Uses		Office type	Medical, Auto	Restaurants	Day Care	Fast food, C Store	Big Box	

COMPARABLES

Category 2 - Less Detailed

All Accounts	
Highland	\$ 18.50

All Accounts	
Mapleton	\$ 8.00

	Residential	Commercial	Industrial
Pleasant View	\$ 4.00	\$ 6.00	\$ 8.00

Per ERU	
South Weber	\$ 15.00

All Accounts	
Fruit Heights	\$ 7.50

	Residential/ERU	Non-Res/ERU
Farmington	\$ 3.60	\$ 1.84



VINEYARD CITY COUNCIL STAFF REPORT

Meeting Date: March 3, 2026

Agenda Item: Holdaway Fields Development Agreement

Department: Planning Department

Presenter: Anthony Fletcher

Background/Discussion:

Staff has the final draft of the development agreement that will go before the Planning Commission and City Council for review and a vote later this month. Staff is looking for feedback on the final draft.

Updates since last meeting:

-Impact Fee Language: Staff is requesting that impact fees are calculated at the time of building permit rather than at the time of original adoption (2022)

-Park Phasing: With Cadence Homes wanting to switch the delivery of the parks, staff is requesting that the city be given 1 year from signing to indicate which structures in the East Park should be preserved for future use.

Fiscal Impact:

Recommendation:

Sample Motion:

Attachments:

None



VINEYARD CITY COUNCIL STAFF REPORT

Meeting Date: March 3, 2026

Agenda Item: 400 South Roadway Design

Department: Engineering

Presenter: Naseem Ghandour, Cache Hancey

Background/Discussion:

The Vineyard City Transportation Master Plan classifies 400 South as a Minor Arterial. The City currently owns a 65-foot right-of-way (ROW) from Lake View Drive to Holdaway Road. In 2025, Avenue Consultants provided stamped engineering drawings for the proposed ROW section, which includes a 5-foot sidewalk and 8-foot planting strip on the south side, a 36-foot roadway (two 11-foot travel lanes and two 6-foot bike lanes), and a 10-foot trail on the north side.

A short segment of the corridor narrows below the planned width. Staff recommends maintaining the overall ROW design through this section, with the north-side trail reduced to 6 feet to accommodate the constrained width. This ROW is complimentary to the ROW currently under construction by Cadence Homes to the South and the ROW already built and established by Vineyard and Orem City to the East.

Staff is looking for alignment from the City Council on how to continue with the proposed ROW to ensure that this roadway can be built in collaboration with Cadence Homes and this vital connection is provided this year.

Fiscal Impact:

Recommendation:

Sample Motion:

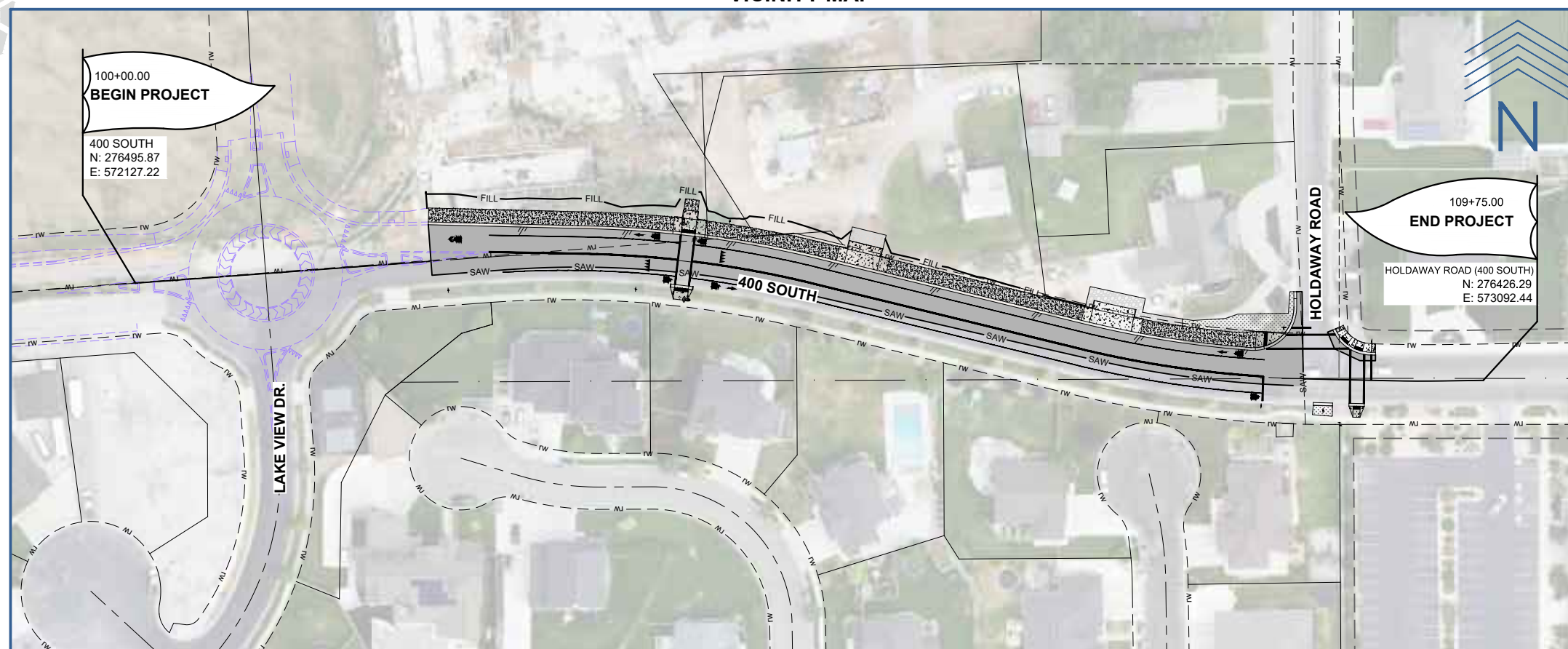
Attachments:

1. 400 South (Avenue Drawing)
2. 400 S 65ft ROW
3. 400 South Ped Crossing Concept - Avenue - 2025.06.12 - PED CROSSING

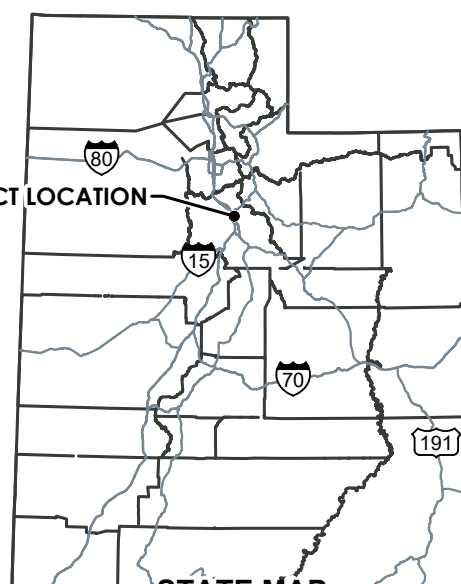
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13 DECEMBER 2025

VICINITY MAP



PROJECT LOCATION



STATE MAP

SHEET LIST TABLE

SHEET NUMBER	SHEET TITLE	SHEET DESCRIPTION
1	G001	TITLE SHEET
2	G002	GENERAL NOTES AND ABBREVIATIONS
3	CS100	
4	RMV-01	REMOVAL
5	RMV-02	REMOVAL
6	RD-01	ROADWAY
7	RD-02	ROADWAY
8	GR-01	GRADING & DRAINAGE
9	GR-02	GRADING & DRAINAGE
10	RDT-01	ROADWAY DETAILS
11	RDT-02	ROADWAY DETAILS
12	RDT-03	ROADWAY DETAILS
13	RDT-04	ROADWAY DETAILS
14	RDT-05	ROADWAY DETAILS
15	RDT-06	ROADWAY DETAILS
16	RDT-07	ROADWAY DETAILS
17	RDT-08	ROADWAY DETAILS
18	RDT-09	ROADWAY DETAILS

PROJECT CONTACTS

OWNER VINEYARD CITY 125 S. MAIN STREET VINEYARD, UT 84059 CONTACT: NASEEM GHANDOUR PHONE: (385) 338-5281 EMAIL: NASEEM@VINEYARDUTAH.GOV	CIVIL ENGINEER / SURVEYOR AVENUE CONSULTANTS 588 W 400 S, SUITE 250 LINDON, UT 84042 CONTACT: KIMBERLY FOSTER, P.E., LSIT PHONE: (801) 860-7536 EMAIL: KFOSTER@AVENUECONSULTANTS.COM
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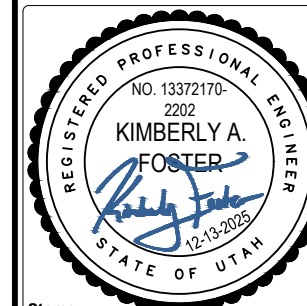
avenue CONSULTANTS

1870



avenue CONSULTANTS

Avenue Consultants, Inc
588 W 400 S, Suite 250
London, UT 84042
www.avenueconsultants.com



Stamp

TITLE SHEET

1000000

**400 S RECONSTRUCTION
(HOLD AVEY RD TO LAKEVIEW DR)**

125 SOUTH MAIN STREET

Designer KF, PE

Checker	KC. PE
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SHEET NO.

1 OF 18

SHEET TITLE

G001

THE CONTRACTOR SHALL CAREFULLY READ ALL OF THE NOTES AND SPECIFICATIONS. THE CONTRACTOR SHALL BE SATISFIED AS TO THEIR TRUE MEANING AND INTENT AND SHALL BE RESPONSIBLE FOR COMPLYING WITH EACH.

CONTRACTOR TO COMMUNICATE WITH PROPERTY OWNERS WITH THE OWNER, OR OWNER'S REPRESENTATIVE.

GENERAL NOTES:

- ALL IMPROVEMENTS SHALL BE CONSTRUCTED IN STRICT ACCORDANCE WITH ALL JURISDICTIONAL AUTHORITIES.
- CONTRACTOR SHALL COMPLY WITH THE STANDARDS INDICATED ABOVE AND WITHIN THE CONSTRUCTION DOCUMENTS. THE CONTRACTOR SHALL NOTIFY ALL AGENCIES, OWNERS, ENGINEERS, AND UTILITY COMPANIES 5 DAYS PRIOR TO A PRE-CONSTRUCTION MEETING.
- IT IS INTENDED THAT THESE PLANS AND SPECIFICATIONS REQUIRE ALL LABOR AND MATERIALS NECESSARY AND PROPER FOR THE WORK CONTEMPLATED AND THAT THE WORK BE COMPLETED IN ACCORDANCE WITH THEIR TRUE INTENT AND PURPOSE. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY REGARDING ANY DISCREPANCIES OR AMBIGUITIES WHICH MAY EXIST IN THE PLANS OR SPECIFICATIONS. THE ENGINEER'S INTERPRETATION THEREOF SHALL BE CONCLUSIVE.
- WHERE THE PLANS OR SPECIFICATIONS DESCRIBE PORTIONS OF THE WORK IN GENERAL TERMS BUT NOT IN COMPLETE DETAIL, IT IS UNDERSTOOD THAT ONLY THE BEST GENERAL PRACTICE IS TO PREVAIL AND THAT ONLY MATERIALS AND WORKMANSHIP OF THE FIRST QUALITY ARE TO BE USED.
- THE CONTRACTOR SHALL BE SKILLED AND REGULARLY ENGAGED IN THE GENERAL CLASS AND TYPE OF WORK CALLED FOR IN THE PROJECT PLANS AND SPECIFICATIONS. THEREFORE, THE OWNER IS RELYING UPON THE EXPERIENCE AND EXPERTISE OF THE CONTRACTOR, IT SHALL BE EXPECTED THAT PRICES PROVIDED WITHIN THE CONTRACT DOCUMENTS SHALL INCLUDE ALL LABOR AND MATERIALS NECESSARY AND PROPER FOR THE WORK CONTEMPLATED AND THAT THE WORK BE COMPLETED IN ACCORDANCE WITH THEIR TRUE INTENT AND PURPOSE.
- THE CONTRACTOR SHALL BE COMPETENT, KNOWLEDGEABLE, AND HAVE SPECIAL SKILLS ON THE NATURE, EXTENT, AND INHERENT CONDITIONS OF THE WORK TO BE PERFORMED. CONTRACTOR SHALL ALSO ACKNOWLEDGE THAT THERE ARE CERTAIN PECULIAR AND INHERENT CONDITIONS EXISTENT IN CONSTRUCTION OF PARTICULAR FACILITIES, WHICH MAY CREATE, DURING THE CONSTRUCTION PROGRAM, UNUSUAL OR PECULIAR SAFETY CONDITIONS, WHICH CONDITIONS COULD BE HAZARDOUS TO PERSONS, PROPERTY AND THE ENVIRONMENT. CONTRACTOR SHALL BE AWARE OF SUCH PECULIAR RISKS AND HAVE THE SKILL AND EXPERIENCE TO FORESEE AND TO ADOPT PROTECTIVE MEASURES TO ADEQUATELY AND SAFELY PERFORM THE CONSTRUCTION WORK WITH RESPECT TO SUCH HAZARDS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PERMITS AND LICENSES REQUIRED FOR THE CONSTRUCTION AND COMPLETION OF THE PROJECT, AND SHALL PERFORM ALL WORK IN ACCORDANCE WITH THE REQUIREMENTS AND CONDITIONS OF ALL PERMITS AND APPROVALS APPLICABLE TO THIS PROJECT. THE CONTRACTOR SHALL ENSURE THAT THE NECESSARY RIGHTS-OF-WAY, EASEMENTS, AND/OR PERMITS ARE SECURED PRIOR TO CONSTRUCTION.
- CONTRACTOR SHALL OBTAIN AN ENCROACHMENT PERMIT WHERE APPLICABLE FOR ANY WORK DONE WITHIN RIGHTS-OF-WAY OR EASEMENTS FROM VINEYARD CITY. CONTRACTOR SHALL NOTIFY CITY, COUNTY, AND/OR STATE, 24 HOURS IN ADVANCE OF COMMENCING THE WORK, OR AS REQUIRED BY SAID PERMITS.
- THE CONTRACTOR SHALL, AT THE TIME OF BIDDING, AND, THROUGHOUT THE PERIOD OF THE CONTRACT, BE LICENSED IN THE STATE OF UTAH AND SHALL BE BONDABLE FOR AN AMOUNT EQUAL TO OR GREATER THAN THE AMOUNT BID AND TO DO THE TYPE OF WORK CONTEMPLATED IN THE PLANS AND SPECIFICATIONS.
- CONTRACTOR SHALL INSPECT THE SITE OF THE WORK PRIOR TO BIDDING TO SATISFY THEMSELVES BY PERSONAL EXAMINATION OR BY SUCH OTHER MEANS AS THEY MAY PREFER, OF THE LOCATION OF THE PROPOSED WORK, AND OF THE ACTUAL CONDITIONS OF, AND AT, THE SITE OF WORK. IF, DURING THE COURSE OF THEIR EXAMINATION, A BIDDER FINDS FACTS OR CONDITIONS WHICH APPEAR TO THEM TO BE IN CONFLICT WITH THE LETTER OR SPIRIT OF THE PROJECT PLANS AND SPECIFICATIONS, THEY SHALL CONTACT THE ENGINEER FOR ADDITIONAL INFORMATION AND EXPLANATION BEFORE SUBMITTING THEIR BID. SUBMISSION OF A BID BY THE CONTRACTOR SHALL CONSTITUTE ACKNOWLEDGMENT THAT, IF AWARDED THE CONTRACT, THEY HAVE RELIED AND ARE RELYING ON THEIR OWN EXAMINATION OF (1) THE SITE OF THE WORK, (2) ACCESS TO THE SITE, AND (3) ALL OTHER DATA AND MATTERS REQUISITE TO THE FULFILLMENT OF THE WORK AND ON THEIR OWN KNOWLEDGE OF EXISTING FACILITIES ON AND IN THE VICINITY OF THE SITE OF THE WORK TO BE CONSTRUCTED UNDER THIS CONTRACT. THE INFORMATION PROVIDED BY THE OWNER OR THE ENGINEER IS NOT INTENDED TO BE A SUBSTITUTE FOR, OR A SUPPLEMENT TO THE INDEPENDENT VERIFICATION BY THE CONTRACTOR TO THE EXTENT SUCH INDEPENDENT INVESTIGATION OF SITE CONDITIONS IS DEEMED NECESSARY OR DESIRABLE BY THE CONTRACTOR. CONTRACTOR SHALL ACKNOWLEDGE THAT THEY HAVE NOT RELIED SOLELY UPON OWNER OR ENGINEER FURNISHED INFORMATION REGARDING SITE CONDITIONS IN PREPARING AND SUBMITTING THEIR BID.
- THE CONTRACTOR SHALL PROVIDE ALL LIGHTS, BARRICADES, SIGNS, FLAGGERS OR OTHER DEVICES NECESSARY FOR PUBLIC SAFETY.
- THE CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE ALL WATER, POWER, SANITARY FACILITIES AND TELEPHONE SERVICES AS REQUIRED FOR THE CONTRACTORS USE DURING CONSTRUCTION.
- THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY FIELD CHANGES MADE WITHOUT PRIOR WRITTEN AUTHORIZATION FROM THE OWNER AND/OR ENGINEER.
- THE CONTRACTOR SHALL EXERCISE DUE CAUTION AND SHALL CAREFULLY PRESERVE BENCH MARKS, CONTROL POINTS, SECTION CORNERS, REFERENCE POINTS AND ALL SURVEY STAKES, AND SHALL BEAR ALL EXPENSES FOR REPLACEMENT AND/OR ERRORS CAUSED BY UNNECESSARY LOSS OR DISTURBANCE.
- THE CONTRACTOR AGREES THAT:
 - THEY SHALL BE RESPONSIBLE TO CLEAN THE JOB SITE AT THE END OF EACH DAY.
 - THEY SHALL BE RESPONSIBLE TO REMOVE AND DISPOSE OF ALL TRASH, SCRAP AND UNUSED MATERIAL AT THEIR OWN EXPENSE IN A TIMELY MANNER.
 - THEY SHALL BE RESPONSIBLE TO MAINTAIN THE SITE IN A NEAT, SAFE AND ORDERLY MANNER AT ALL TIMES.
 - THEY SHALL BE RESPONSIBLE TO KEEP MATERIALS, EQUIPMENT, AND TRASH OUT OF THE WAY OF OTHER CONTRACTORS SO AS NOT TO DELAY THE JOB. FAILURE TO DO SO WILL RESULT IN A DEDUCTION FOR THE COST OF CLEAN UP FROM THE FINAL PAYMENT.
 - THEY SHALL BE RESPONSIBLE FOR THEIR OWN SAFETY, TRAFFIC CONTROL, PERMITS, RETESTING AND RE-INSPECTIONS AT THEIR OWN EXPENSE.
- THE CONTRACTOR SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOBSITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE AND GROSS NEGLIGENCE OF THE OWNER OR THE ENGINEER.
- DUST CONTROL SHALL BE PROVIDED AT ALL TIMES, AT THE CONTRACTOR'S EXPENSE, TO MINIMIZE ANY DUST NUISANCE AND SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF VINEYARD CITY.
- WHEN CONSTRUCTION STAKING IS REQUIRED THE CONTRACTOR SHALL NOTIFY THE ENGINEER/LAND SURVEYOR ONE (1) WEEK IN ADVANCE OF THE NEED FOR STAKING. ANY STAKING REQUESTED BY THE CONTRACTOR OR THEIR SUBCONTRACTORS THAT IS ABOVE AND BEYOND STANDARD STAKING NEEDS, INCLUDING RE-STAKING WILL BE SUBJECT TO A CONTRACTOR CHANGE ORDER AND THE IMPACT COSTS OF WORK PERFORMED
- FOR ALL WORK WITHIN PUBLIC RIGHTS-OF-WAYS OR EASEMENTS, THE CONTRACTOR SHALL PRESERVE THE INTEGRITY AND LOCATION OF ANY AND ALL PUBLIC UTILITIES AND PROVIDE THE NECESSARY CONSTRUCTION TRAFFIC CONTROL. CONTRACTOR SHALL, THROUGH THE ENCROACHMENT PERMIT PROCESS, VERIFY WITH THE NECESSARY REGULATORY AGENCIES, THE NEED FOR ANY TRAFFIC ROUTING PLAN. IF PLAN IS REQUIRED, CONTRACTOR SHALL PROVIDE PLAN AND RECEIVE PROPER APPROVALS PRIOR TO BEGINNING CONSTRUCTION.

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADEQUATELY SCHEDULING INSPECTION AND TESTING OF ALL FACILITIES CONSTRUCTED UNDER THIS CONTRACT. ALL TESTING SHALL CONFORM TO THE REGULATORY AGENCY'S STANDARD SPECIFICATIONS. ALL RE-TESTING AND/OR RE-INSPECTION SHALL BE PAID FOR BY THE CONTRACTOR.
- IF EXISTING FEATURES NEED TO BE DISTURBED AND/OR REMOVED FOR THE PROPER PLACEMENT OF IMPROVEMENTS TO BE CONSTRUCTED BY THESE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXISTING FEATURES FROM DAMAGE. COST OF REPLACING OR REPAIRING EXISTING FEATURES SHALL BE INCLUDED IN THE BID PRICE FOR ITEMS REQUIRING REMOVAL AND/OR REPLACEMENT.
- THE CONTRACTOR SHALL MAINTAIN A NEATLY MARKED SET OF FULL-SIZE AS-BUILT DRAWINGS SHOWING THE FINAL LOCATION AND LAYOUT OF ALL FACILITIES. AS-BUILT DRAWINGS SHALL REFLECT CHANGE ORDERS, ACCOMMODATIONS, AND ADJUSTMENTS TO ALL IMPROVEMENTS CONSTRUCTED. WHERE NECESSARY, SUPPLEMENTAL DRAWINGS SHALL BE PREPARED AND SUBMITTED BY THE CONTRACTOR. PRIOR TO ACCEPTANCE OF THE PROJECT, THE CONTRACTOR SHALL DELIVER TO THE ENGINEER, ONE SET OF NEATLY MARKED AS-BUILT DRAWINGS SHOWING THE INFORMATION REQUIRED ABOVE. AS-BUILT DRAWINGS SHALL BE REVIEWED AND THE COMPLETE AS-BUILT DRAWING SET SHALL BE CURRENT WITH ALL CHANGES AND DEVIATIONS REDLINED AS A PRECONDITION TO THE FINAL PROGRESS PAYMENT APPROVAL AND/OR FINAL ACCEPTANCE.
- WORK IN EASEMENT AND/OR RIGHTS-OF-WAY IS SUBJECT TO THE APPROVAL AND ACCEPTANCE OF THE REGULATORY AGENCY RESPONSIBLE FOR OPERATION AND/OR MAINTENANCE OF SAID EASEMENT AND/OR RIGHTS-OF-WAY.
- NO ALLOWANCE WILL BE MADE FOR DISCREPANCIES OR OMISSIONS THAT CAN BE EASILY OBSERVED. VERIFY ALL EXISTING CONDITIONS BEFORE BIDDING, AND ANSWER ANY QUESTIONS BEFORE CONSTRUCTION.
- FURNISH, MAINTAIN, AND RESTORE ALL MONUMENTS AND MONUMENT REFERENCE MARKS WITHIN THE PROJECT SITE. CONTACT THE CITY OR COUNTY SURVEYOR FOR MONUMENT LOCATIONS AND CONSTRUCTION DETAILS.
- PROVIDE A CONSTRUCTION SCHEDULE IN ACCORDANCE WITH CITY, COUNTY, AND STATE REGULATIONS FOR WORKING IN THE RIGHT-OF-WAY.
- FURNISH ALL MATERIALS TO COMPLETE THE PROJECT.
- TRAFFIC CONTROL IS TO CONFORM TO THE CURRENT MUTCD AND UDOT STANDARDS.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ADJACENT SURFACE IMPROVEMENTS.
- ALL EXISTING ASPHALT WILL BE SAW CUT IN NEAT STRAIGHT LINES BY THE CONTRACTOR PRIOR TO EXCAVATION.
- STRIPING WILL BE PER THE PLANS AND/OR AS DIRECTED BY THE OWNER'S REPRESENTATIVE. STRIPING TO INCLUDE HANDICAP INSIGNIAS, SIGNS, CROSS-HATCHING, DIRECTION ARROWS, ETC. AS SHOWN OR AS DIRECTED.

GENERAL CLEARING AND GRADING NOTES:

- CLEARING, GRUBBING AND DISPOSAL OF VEGETATIVE MATERIAL NEEDS TO BE IN ACCORDANCE WITH STATE AND COUNTY REGULATIONS, WHICH APPLY TO SOLID WASTE.
- CONTRACTOR SHALL PERFORM EARTHWORK IN ACCORDANCE WITH VINEYARD CITY STANDARD SPECIFICATIONS AND CONSTRUCTION STANDARDS, EROSION, SEDIMENT, RE-VEGETATION REQUIREMENTS, AND THE SWPP PLAN AS REQUIRED BY THE STATE OF UTAH, DEPARTMENT OF ENVIRONMENTAL QUALITY AND DIVISION OF AIR QUALITY.
- THE CONTRACTOR WILL PERFORM EARTHWORK IN ACCORDANCE WITH TECHNICAL SPECIFICATIONS OUTLINED IN THE CONSTRUCTION STANDARDS AND PER CURRENT CITY STANDARD.
- SEDIMENTATION BMP'S SHOWN ON THE EROSION CONTROL AND SEDIMENT CONTROL PLANS (STORM WATER POLLUTION PREVENTION PLAN) TO BE INSTALLED WITHIN THE SAME WORKING DAY THE LAND DISTURBANCE OCCURS.
- DUST CONTROL BMP'S ARE TO BE ON SITE AND IMPLEMENTED AS SOON AS LAND DISTURBANCE OCCURS.
- THE EXISTING TOPOGRAPHY SHOWN ON THESE PLANS IS BASED ON DRAWINGS AND A TOPOGRAPHIC SURVEY PERFORMED BY AVENUE CONSULTANTS. IF THE EXISTING GRADE IS DIFFERENT FROM WHAT IS SHOWN ON THE GRADING PLAN, STOP WORK AND CONTACT AVENUE CONSULTANTS. WORK IS TO REMAIN STOPPED UNTIL THE ENGINEER PROVIDES A WRITTEN NOTICE TO RESUME WORK.
- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE STREETS, STORM DRAINS, CHANNELS, DITCHES, AND SWALES FREE FROM DEBRIS, SOIL, MUD, OR OTHER MATERIAL THAT WOULD CAUSE A PUBLIC SAFETY CONCERN OR VIOLATE ANY CITY, STATE, OR FEDERAL LAWS.
- BMP'S ARE TO BE IN PLACE AND MAINTAINED UNTIL WRITTEN NOTIFICATION IS RECEIVED FROM VINEYARD CITY.
- IF DISTURBANCE OCCURS OUTSIDE THE LIMITS OF DISTURBANCE, WORK WILL STOP AND REMAIN STOPPED UNTIL A WRITTEN RESPONSE IS RECEIVED FROM THE ENGINEER.
- THE CONTRACTOR SHALL REMOVE ALL VEGETATION AND DELETERIOUS MATERIALS FROM THE SITE UNLESS NOTED OTHERWISE.
- NATURAL VEGETATION AND SOIL COVER SHALL NOT BE DISTURBED PRIOR TO ACTUAL CONSTRUCTION OF A REQUIRED FACILITY OR IMPROVEMENT. MASS CLEARING OF THE SITE IN ANTICIPATION OF CONSTRUCTION SHALL BE AVOIDED. CONSTRUCTION TRAFFIC SHALL BE LIMITED TO ONE APPROACH TO SITE. THE APPROACH SHALL BE DESIGNATED BY THE OWNER.

GENERAL UTILITY NOTES

- THE LOCATIONS OF UNDERGROUND FACILITIES SHOWN ON THESE PLANS ARE BASED ON FIELD SURVEYS AND LOCAL UTILITY COMPANY RECORDS. IT SHALL BE THE CONTRACTORS FULL RESPONSIBILITY TO CONTACT THE VARIOUS UTILITY COMPANIES TO LOCATE THEIR FACILITIES PRIOR TO PROCEEDING WITH CONSTRUCTION. NO ADDITIONAL COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR DAMAGE AND REPAIR TO THESE FACILITIES CAUSED BY CONTRACTORS WORK FORCE.
- START AT THE LOW END OF ALL GRAVITY FED LINES AND WORK UPHILL. FAILURE TO COMPLY WITH THIS NOTE SHALL RELEASE THE CIVIL ENGINEER OF ALL LIABILITY.
- CONTRACTOR SHALL LAYOUT AND POTHOLE FOR ALL POTENTIAL CONFLICTS WITH UTILITY LINES ON OR OFF SITE AS REQUIRED PRIOR TO ANY CONSTRUCTION.
- STORM DRAIN - SEE VINEYARD CITY STANDARDS & SPECIFICATIONS FOR ALL DETAILS & SPECIFICATIONS GOVERNING THE CONSTRUCTION & INSPECTION OF THE STORM DRAIN & APPURTENANCES WITHIN THE PUBLIC RIGHT-OF-WAY AS SHOWN ON THIS PLAN. SEE THE DETAILS PROVIDED ON THIS SET OF DRAWINGS FOR ALL OTHER STORM DRAIN CONSTRUCTION. APWA STANDARDS WILL BE USED IN THE ABSENCE OF ANY STANDARDS AND DETAILS.
- ALL DIMENSIONS AND GRADES OF EXISTING STORM DRAIN PIPES, BOX CULVERTS, STRUCTURES, ETC. SHOWN ON THE PLANS SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. NOTIFY THE ENGINEER IF ANY DISCREPANCIES EXIST. PRIOR TO PROCEEDING WITH CONSTRUCTION FOR NECESSARY PLAN OR GRADE CHANGES. NO EXTRA COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR WORK HAVING TO BE REDONE DUE TO THE DIMENSIONS OR GRADES SHOWN INCORRECTLY ON THESE PLANS, IF SUCH NOTIFICATION HAS NOT BEEN GIVEN.
- THESE PLANS SHOW THE LOCATION OF POWER, NATURAL GAS, AND COMMUNICATIONS UTILITIES, BUT ARE NOT DESIGN DRAWINGS FOR THE RELOCATION OR REMOVAL OF EXISTING DRY UTILITIES, NOR FOR ANY NEW DRY UTILITY STUBS. CONTRACTOR IS TO SUBMIT SITE PLAN TO DRY UTILITIES FOR DESIGN OF SERVICE CONNECTIONS TO BUILDING. ACTUAL CONSTRUCTION OF SAID SERVICES TO BE DONE BY RESPECTIVE UTILITY PROVIDERS.
- VERIFY DEPTHS OF UTILITIES IN THE FIELD BY POT HOLING A MINIMUM OF 300 FEET AHEAD OF PIPELINE CONSTRUCTION TO AVOID CONFLICTS WITH DESIGNED PIPELINE GRADE AND ALIGNMENT. IF A CONFLICT ARISES RESULTING FROM THE CONTRACTOR'S NEGLIGENCE TO POTHOLE UTILITIES THE CONTRACTOR WILL BE REQUIRED TO RESOLVE THE CONFLICT WITHOUT ADDITIONAL COST OR CLAIM TO THE OWNER OR ENGINEER.
- ALL DIMENSIONS, GRADES, AND UTILITY DESIGNS SHOWN ON THE PLANS SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. NOTIFY THE ENGINEER IF ANY DISCREPANCIES EXIST, PRIOR TO PROCEEDING WITH CONSTRUCTION FOR NECESSARY PLAN OR GRADE CHANGES. NO EXTRA COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR WORK HAVING TO BE REDONE DUE TO THE DIMENSIONS OR GRADES SHOWN INCORRECTLY ON THESE PLANS, IF SUCH NOTIFICATION HAS NOT BEEN GIVEN.
- NO CHANGE IN DESIGN LOCATION OR GRADE WILL BE MADE BY THE CONTRACTOR WITHOUT THE WRITTEN

ABBREVIATIONS

AP	APPROVAL OF THE PROJECT ENGINEER.
ADS	ALL EXISTING MANHOLES, WATER VALVES, CLEAN OUTS, ETC., ARE TO BE RAISED OR LOWERED TO GRADE.
ASTM	CORRUGATED BLACK PLASTIC PIPE
MATERIALS	AMERICAN SOCIETY FOR TESTING AND MATERIALS
APWA	AMERICAN PUBLIC WORKS ASSOCIATION
AWWA	AMERICAN WATER WORKS ASSOCIATION
B&C	BAR & CAP
BLA	BOUNDARY LINE AGREEMENT
BLDG	BUILDING
BM	BENCHMARK
BOW	BACK OF WALK
BP	BURIED POWER
BV	BUTTERFLY VALVE
BVC	BEGIN VERTICAL CURVE
C&G	CURB AND GUTTER
CB	CATCH BASIN
CH	CHORD
CI	CAST IRON
CIP	CAST IN PLACE
CL	CENTERLINE
CMP	CORRUGATED METAL PIPE
CO	CLEANOUT
COMM	COMMUNICATIONS
CONC	CONCRETE
CW	CULINARY WATER
DI	DUCTILE IRON
EOA	EDGE OF ASPHALT
EG	EXISTING GRADE
EL	ELEVATION, ELBO
ELEV	ELEVATION
EOP	EDGE OF PAVEMENT
EVC	END VERTICAL CURVE
EX	EXISTING
FFE	FINISH FLOOR ELEVATION
FG	FINISH GRADE
FH	FIRE HYDRANT
FL	FLOWLINE, FLANGE
FT	FEET
G	GAS, NATURAL GAS
GB	GRADE BREAK
GV	GATE VALVE
HDPE	HIGH DENSITY POLYETHYLENE PIPE
HP	HIGH POINT
IE, INV	INVERT ELEVATION, INVERT
IR	IRON ROD
IRR	IRRIGATION
K	RADIUS OF CURVATURE
LT	LEFT
L	LENGTH
LAT	LATERAL SERVICE
LBS	POUNDS
LD	LAND DRAIN
LF	LINEAR FEET
LG	LIP OF GUTTER
LP	LOW POINT
MAX, MIN	MAXIMUM, MINIMUM
MH	MANHOLE
MON	MONUMENT
MJ	MECHANICAL JOINT
NG	NATURAL GRADE
NTS	NOT TO SCALE
OC	ON CENTER
OHP	OVERHEAD POWER
PC	POINT OF CURVATURE
PCC	PORTLAND CEMENT CONCRETE
PI	POINT OF INTERSECTION
PL	PROPERTY LINE
PT	POINT OF TANGENCY
PUE	PUBLIC UTILITY EASEMENT
PVC	POLYVINYL CHLORIDE
PVI	POINT OF VERTICAL INFLECTION
RCP	REINFORCED CONCRETE PIPE
R	RADIUS
RC	REBAR & CAP
RCL	ROADWAY CENTERLINE
RCP	REINFORCED CONCRETE PIPE
ROW	RIGHT OF WAY
SEC	SECTION
SD	STORM DRAIN
SDCB	STORM DRAIN CATCH BASIN
SDCO	STORM DRAIN CLEANOUT
SLB&M	SALT LAKE BASE & MERIDIAN
SPEC	SPECIFICATION
SS	SANITARY SEWER
SSCO	SANITARY SEWER CLEANOUT
STA	STATION
STD	STANDARD
SW	SECONDARY WATER
TAN	TANGENT
TB	THRUST BLOCK
TBA	TO BE ABANDONED
TBC	TOP BACK CURB
TBW	TOP BACK OF WALK
TC	TOP OF CONCRETE
TCW	TOP OF CURB WALL
TOA	TOP OF ASPHALT
TOC	TOP OF CONCRETE
TOE	TOA OF SLOPE OR WALL
TOG	TOP OF GRATE
TOW	TOP OF WALL
TEL	TELEPHONE
TYP	TYPICAL
UTIL	UTILITY
VC	VERTICAL CURVE
W	WATER
WM	WATER METER

LEGEND

	SET CONTROL POINT
	EXISTING TREE
	EXISTING GATE / BOLLARD
	EXISTING POWER / GUYED / LIGHT POLE
	EXISTING COMMUNICATIONS UTILITY
	EXISTING ELECTRICAL UTILITY
	EXISTING GAS METER / SIGN
	EXISTING WATER METER / VALVE
	EXISTING FIRE HYDRANT
	EXISTING IRRIGATION METER / VALVE
	EXISTING UTILITY MANHOLE
	EXISTING CURB INLET, JUNCTION BOX & COMBO BOX
	EXISTING FENCE - WIRE
	EXISTING FENCE - CHAIN LINK
	EXISTING FENCE - DECORATIVE
	EXISTING CURB & GUTTER
	EDGE OF ASPHALT
	EXISTING SANITARY SEWER
	EXISTING STORM DRAIN
	EXISTING CULINARY WATER
	EXISTING IRRIGATION
	EXISTING GAS
	EXISTING BURIED ELECTRIC
	EXISTING OVERHEAD POWER
	EXISTING FIBER OPTIC
	EXISTING COMMUNICATIONS
	BUILDING
	PROPOSED SANITARY SEWER MANHOLE
	PROPOSED STORM DRAIN MANHOLE
	PROPOSED CURB, JUNCTION AND COMBO BOX
	PROPOSED FIRE HYDRANT
	PROPOSED WATER METER / VALVE
	PROPOSED IRRIGATION METER / VALVE
	PROPOSED POWER / LIGHT POLE & SIGNAL
	PROPOSED ELECTRICAL BOX
	PROPOSED SANITARY SEWER
	PROPOSED STORM DRAIN
	PROPOSED ROOF DRAIN
	PROPOSED CULINARY WATER
	PROPOSED IRRIGATION
	PROPOSED GAS
	PROPOSED POWER BURIED
	SECTION CORNER FOUND / SECTION CORNER NOT FOUND
	BENCHMARK / CENTER MON
	FOUND CORNER
	SET REBAR W/ CAP
	NEW LOT CORNER (NOT SET)
	SECTION LINE
	QUARTER SECTION LINE
	SIXTEENTH SECTION LINE
	TIE LINE
	SUBDIVISION/PROJECT BOUNDARY
	ADJOINING PROPERTIES
	CENTERLINE
	EXISTING EASEMENT
	LOT LINE
	NEW EASEMENT
	NEW LOT LINE
	NEW SETBACK LINE
	COLLECTING GUTTER
	RELEASE GUTTER
	GRADE BREAK
	EX MAJOR CONTOUR
	EX MINOR CONTOUR
	MAJOR CONTOUR
	MINOR CONTOUR
	PROPERTY BOUNDARY
	CUT LIMIT
	FILL LIMIT

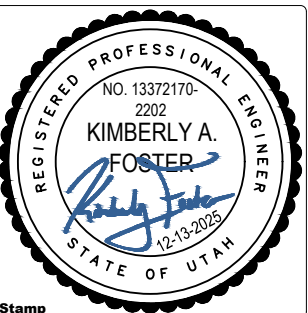
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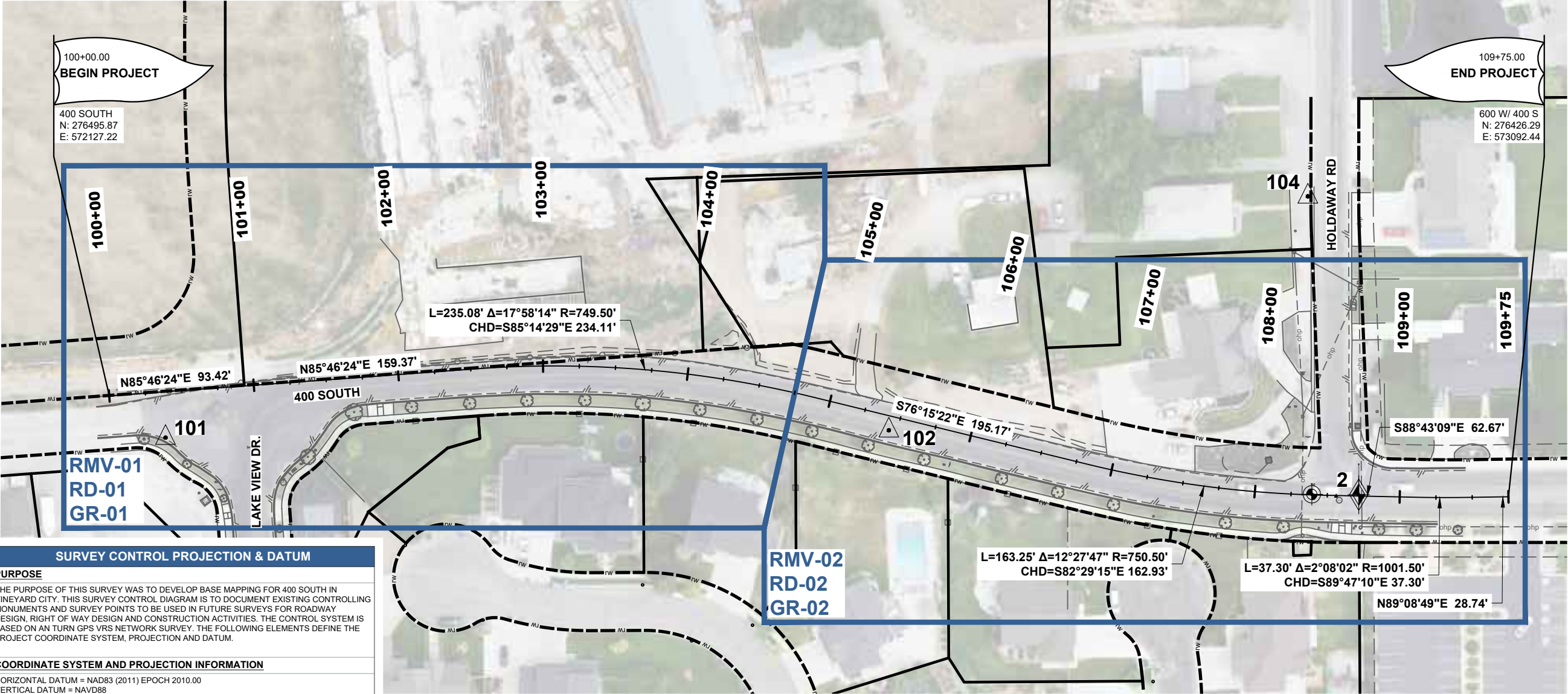


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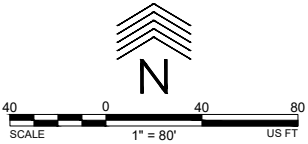
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GENERAL NOTES AND ABBREVIATIONS	
VINEYARD CITY	
400 S RECONSTRUCTION (HOLDAWAY RD TO LAKEVIEW DR)	
125 SOUTH MAIN STREET	
Designer KF, PE	Checker KC, PE
SHEET NO.	2 OF 18
SHEET TITLE	G002

SURVEY CONTROL TABLE						
POINT ID	NORTHING	EASTING	ELEVATION	TYPE	SECTION & TOWNSHIP/ RANGE	ADDRESS
1	276425.593	575732.876	4550.346	REF SW SEC. COR.	20, 6S 2E	400 S GENEVA RD
2	276427.759	572989.196	4536.917	N 1/4 CORNER	7, 6S 3E	400 S HOLDAWAY DR
101	276467.069	572166.040	4525.834	CP - MAG NAIL	--	400 S LAKE VIEW DR
102	276472.138	572665.055	4532.576	CP - MAG NAIL	--	367 S HOLDAWAY RD
103	276428.813	573188.596	4538.881	CP - MAG NAIL	--	435 W 3200 N
104	276633.566	572954.086	4537.495	CP - MAG NAIL	--	380 S HOLDAWAY RD
105	276878.256	572965.171	4538.427	CP - MAG NAIL	--	350 S HOLDAWAY RD



SURVEY CONTROL PROJECTION & DATUM	
PURPOSE	
THE PURPOSE OF THIS SURVEY WAS TO DEVELOP BASE MAPPING FOR 400 SOUTH IN VINEYARD CITY. THIS SURVEY CONTROL DIAGRAM IS TO DOCUMENT EXISTING CONTROLLING MONUMENTS AND SURVEY POINTS TO BE USED IN FUTURE SURVEYS FOR ROADWAY DESIGN, RIGHT OF WAY DESIGN AND CONSTRUCTION ACTIVITIES. THE CONTROL SYSTEM IS BASED ON AN TURN GPS VRS NETWORK SURVEY. THE FOLLOWING ELEMENTS DEFINE THE PROJECT COORDINATE SYSTEM, PROJECTION AND DATUM.	
COORDINATE SYSTEM AND PROJECTION INFORMATION	
HORIZONTAL DATUM = NAD83 (2011) EPOCH 2010.00 VERTICAL DATUM = NAVD88 COORDINATE SYSTEM = NAD 1983 UTAH CENTRAL ZONE 4302 PROJECTED AT GROUND GEOID MODEL = GEOID 18 UNITS = US SURVEY FOOT FALSE NORTHING OFFSET = -7,000,000 FALSE EASTING OFFSET = -1,000,000 COMBINED SCALE FACTOR = 1.000283562	
THE COMBINED SCALE FACTOR AND CONVERGENCE ANGLE FOR THIS PROJECT WERE DERIVED FROM THE FOLLOWING VALUES: PROJECT LATITUDE = N 40°17'23.13478" PROJECT LONGITUDE = W 111°44'35.92556" PROJECT HEIGHT = 4480.348'	
PROJECT DATUM (US SURVEY FOOT):	
PROJECT COORDINATES ARE MODIFIED NAD 1983 UTAH CENTRAL ZONE 4302 COORDINATES. THE STATE PLANE COORDINATE VALUES ARE SCALED BY THE COMBINED SCALE FACTOR (FROM COORDINATE 0.0 OR LATITUDE 20°31'27.66067" N, LONGITUDE 116°02'57.11642" W) THEN TRUNCATED BY THE FALSE NORTHING AND EASTING OFFSET VALUES. THE RESULTING PROJECT COORDINATES ARE TABULATED ON SHEET SC-03 and SC-04.	
TO CONVERT PROJECT COORDINATES TO STATE PLANE COORDINATES: ((PROJECT NORTHING + 7,000,000) / 1.000283562) = STATE PLANE NORTHING ((PROJECT EASTING + 1,000,000) / 1.000283562) = STATE PLANE EASTING	

NOTES	
SURVEY NOTES	
1. DIGITAL LEVELLING WAS NOT PERFORMED AS PART OF THIS CONTROL SURVEY.	
2. THIS CONTROL SURVEY CONFORMS TO THE UDOT SURVEY AND GEOMATICS STANDARDS 2017.	
3. ALL BEARINGS SHOWN, OR COMPUTED FROM COORDINATE VALUES TABULATED HEREIN, ARE GRID BEARINGS OF THE NAD 1983 UTAH CENTRAL ZONE 4302.	
4. SURVEY CONTROL POINTS MEET OR EXCEED THE ACCURACY REQUIREMENTS OF UDOT HORIZONTAL PROJECT CONTROL AT 2CM (0.07") LOCAL POSITIONAL ACCURACY WITH 95% CERTAINTY.	
5. CONTROL POINT MARKS ARE SUBJECT TO THE EFFECTS OF SURFACE ACTIVITY AND SEASONAL MOVEMENTS. MARKS MAY ALSO BE DISTURBED, DAMAGED OR REMOVED AFTER THE COMPLETION OF THIS SURVEY. CONTROL POINT POSITIONS SHOULD BE FIELD VERIFIED PRIOR TO SUBSEQUENT SURVEY ACTIVITIES. THIS CONTROL SURVEY WAS COMPLETED IN AUGUST 2023.	



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NO. 13372170-2202
KIMBERLY A. FOSTER
12/13/2025
STATE OF UTAH

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SURVEY CONTROL

VINEYARD CITY

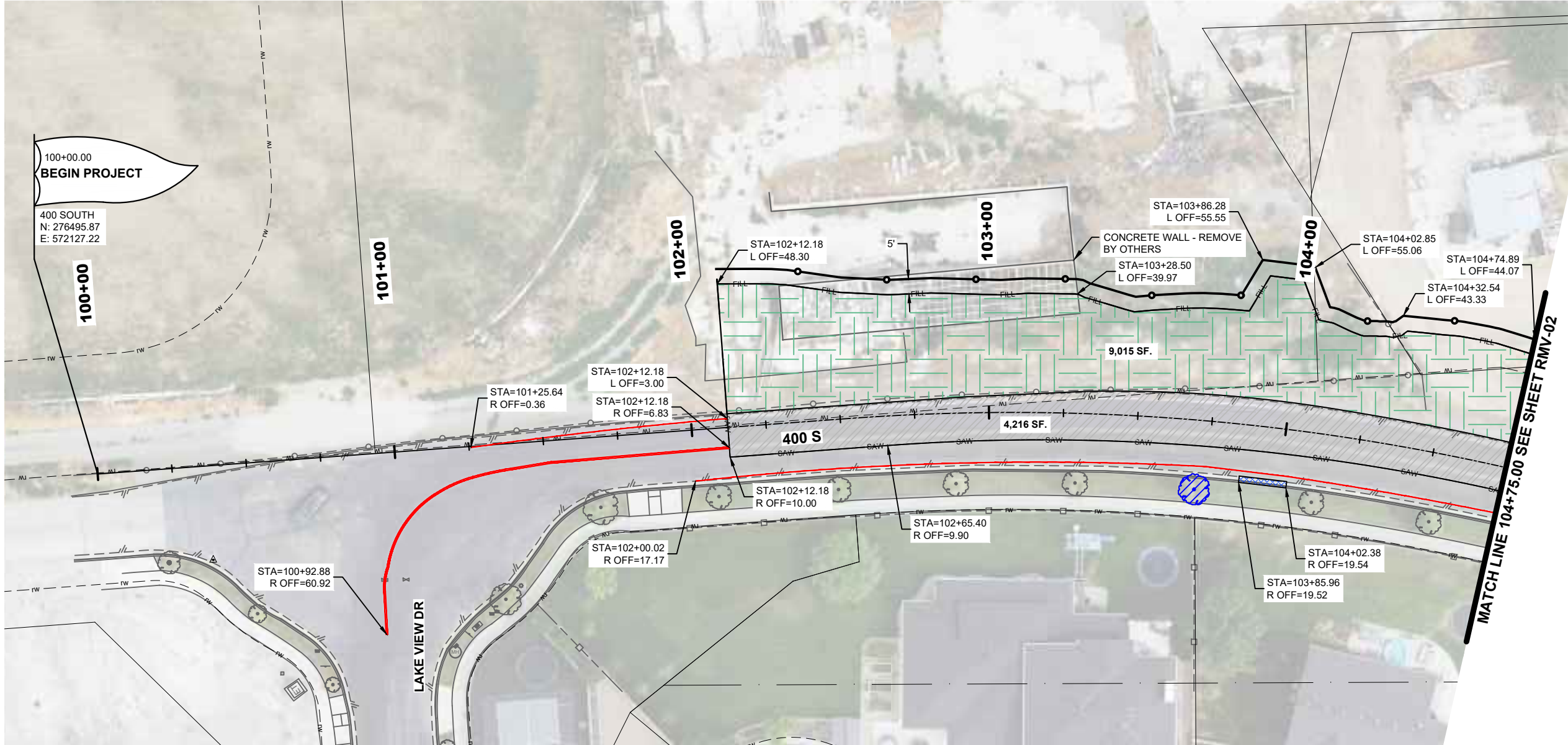
**400 S RECONSTRUCTION
(HOLDAWAY RD TO LAKEVIEW DR)**

125 SOUTH MAIN STREET

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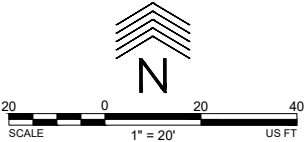
SHEET NO. 3 OF 18

SHEET TITLE **CS100**



REMOVAL LEGEND	
	CLEARING AND GRUBBING STRIP AND STOCKPILE TOPSOIL (6")
	REMOVE AND DISPOSE ASPHALT PAVEMENT SECTION
	TEMPORARY SILT FENCE
	REMOVE CONCRETE CURB AND GUTTER
	REMOVE CONCRETE SIDEWALK
	REMOVE EXISTING STRIPING / PAINT MESSAGE
	SALVAGE AND STOCKPILE EXISTING GRAVEL
	REMOVE AND DISPOSE EXISTING TREE

SHEET NOTES	
1.	CONTRACTOR TO FIELD LOCATE ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.
2.	PROTECT IN PLACE EXISTING UTILITIES.
3.	SEE RD SERIES FOR SIGN REMOVALS AND RELOCATIONS.
4.	PROVIDE TEMPORARY SILT FENCES DURING DEMOLITION AND CONSTRUCTION PHASES PER CITY STANDARDS AND SPECIFICATIONS.

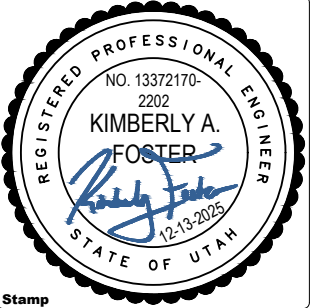


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REMOVAL

VINEYARD CITY

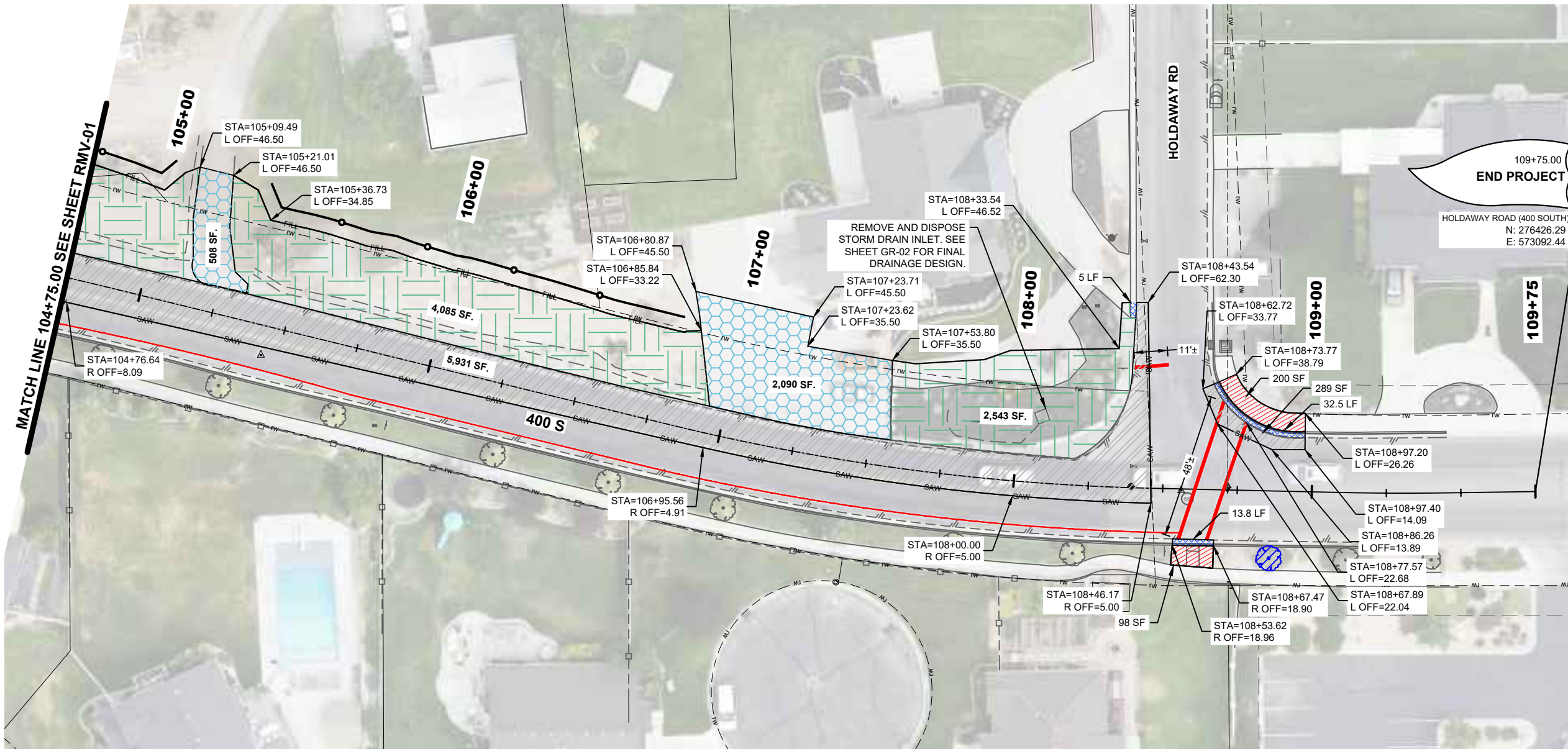
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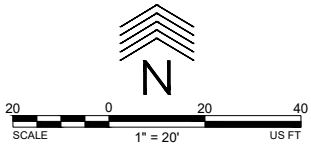
SHEET NO. 4 OF 18

SHEET TITLE **RMV-01**



REMOVAL LEGEND	
	CLEARING AND GRUBBING STRIP AND STOCKPILE TOPSOIL (6')
	REMOVE AND DISPOSE ASPHALT PAVEMENT SECTION
	TEMPORARY SILT FENCE
	REMOVE CONCRETE CURB AND GUTTER
	REMOVE CONCRETE SIDEWALK
	REMOVE EXISTING STRIPING / PAINT MESSAGE
	SALVAGE AND STOCKPILE EXISTING GRAVEL
	REMOVE AND DISPOSE EXISTING TREE

SHEET NOTES	
1.	CONTRACTOR TO FIELD LOCATE ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.
2.	PROTECT IN PLACE EXISTING UTILITIES.
3.	SEE RD SERIES FOR SIGN REMOVALS AND RELOCATIONS.
4.	PROVIDE TEMPORARY SILT FENCES DURING DEMOLITION AND CONSTRUCTION PHASES PER CITY STANDARDS AND SPECIFICATIONS.



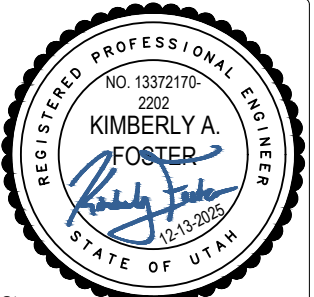
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REMOVAL

VINEYARD CITY

**400 S RECONSTRUCTION
(HOLDAWAY RD TO LAKEVIEW DR)**

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SHEET NO. 5 OF 18

SHEET TITLE **RMV-02**

RRFB ASSEMBLY MATERIALS SCHEDULE	
EA	15' TRAFFIC / PED POLE (SLIP BASE)
EA	1"x36" ANCHOR BOLT (TRAFFIC POLES)
EA	LED BEACON
EA	SOLAR CONTROLLER
EA	SOLAR PANEL ASSEMBLY
EA	MOUNTING KIT FOR TOP OF POLE SOLAR PANEL ASSEMBLY
EA	OVERHEAD LIGHTING AC RELAY KIT
EA	OVERHEAD LIGHTING AC LED LIGHT FIXTURE
EA	OVERHEAD LIGHTING 6" TENON SIDE-OF-POLE-MOUNT

SITE KEYED NOTES	
1	CONCRETE SIDEWALK SECTION PER VINEYARD STD DWG NO. 4 - SEE PLAN FOR WIDTH.
2	2' TYPICAL CURB & GUTTER PER VINEYARD STD DWG NO. 5
3	TYPE A - 24" CURB & GUTTER ADA ACCESS PER APWA PLAN 205.1
4	TRANSITION BETWEEN STANDARD CURB & GUTTER AND ADA ACCESS CURB AND GUTTER.
5	CURB AND GUTTER 5' TRANSITION TO MATCH EXISTING
6	CURB AND GUTTER INSTALLATION WITH NO ASPHALT CUT PER APWA PLAN 252
7	PERPENDICULAR PEDESTRIAN MID BLOCK RAMP PER VINEYARD STD DWG NO. 7B
8	CORNER PEDESTRIAN ACCESS RAMP PER VINEYARD STD DWG NO. 7A
9	CONCRETE DIP DRIVEWAY APPROACH PER APWA PLAN NO 215
10	ASPHALT PAVEMENT PER VINEYARD STANDARDS AND SPECIFICATIONS. MATCH EXISTING ASPHALT PAVEMENT AND BASE COURSE DEPTHS.
11	LANDSCAPE RESTORATION - COORDINATE WITH CITY AND OWNER FOR MATERIALS AND SPECIFICATIONS
12	SIGN, POLE, & BASE INSTALLATION PER VINEYARD STD DWG NO. 25
13	15' STATE FURNISHED TRAFFIC POLE. CONTRACTOR FURNISHED PED POLE FOUNDATION - 2'X3', AND CONTRACTOR FURNISHED PUSH BUTTON SIGN ASSEMBLY. INSTALL STATE FURNISHED SOLAR PANEL AND LIGHT ON TOP OF POLE.
14	SALVAGED GRAVEL NEW LOCATION
15	CORNER CURB CUT ASSEMBLY W/ CURB WALL PER APWA PLAN 235.1 & 238

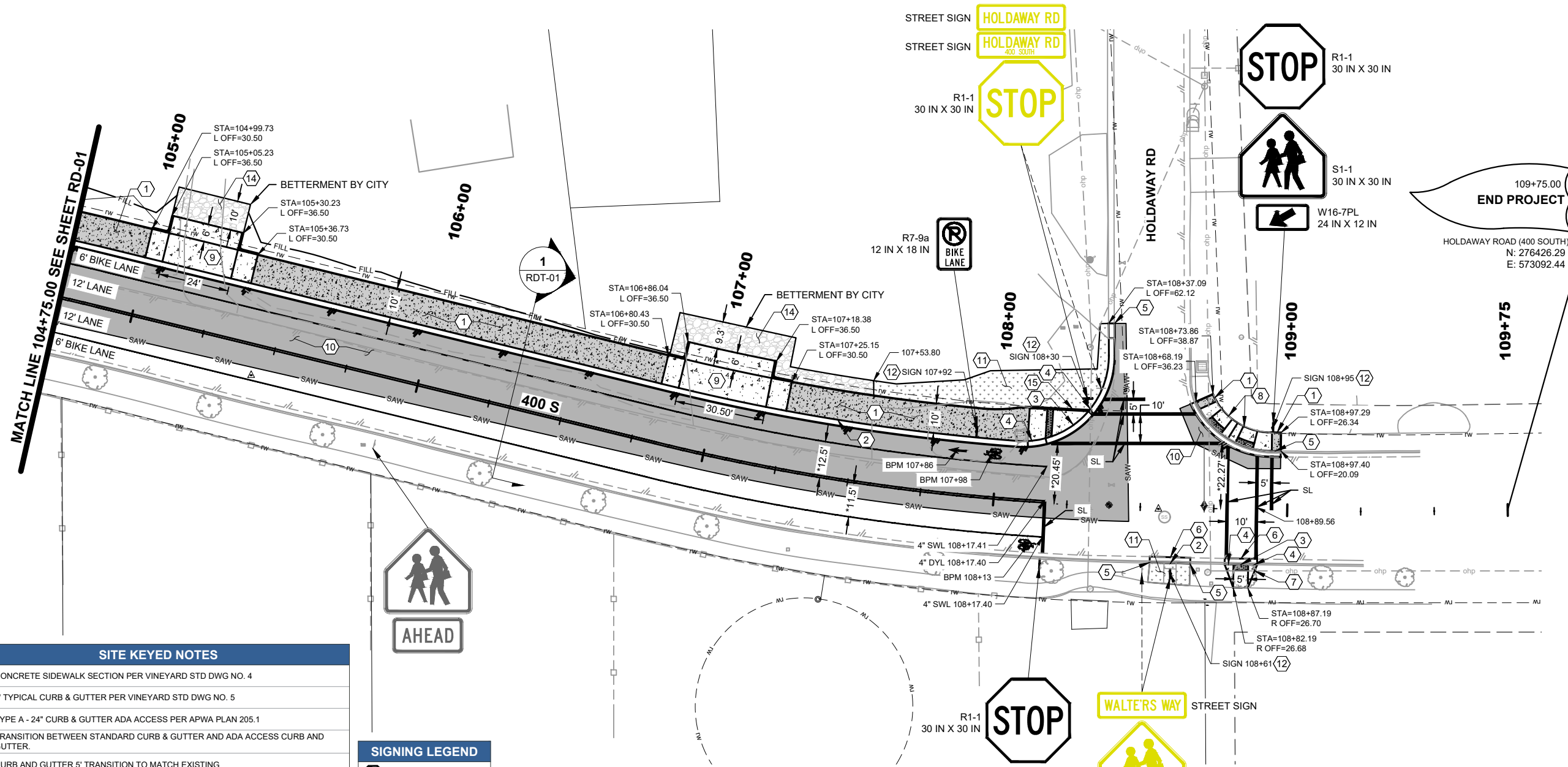
SIGNING LEGEND	
	NEW SIGN
	RELOCATE SIGN
	PROTECT IN PLACE SIGN

SIGN SCHEDULE		
SIGN TYPE	SIGN SIZE	QTY
W11-2	30 IN X 30 IN	4
W16-7PL	24 IN X 12 IN	2
W16-7PR	24 IN X 12 IN	2
R10-25	9 IN X 12 IN	2
R1-5	30 IN X 30 IN	2
R7-9a	12 IN X 18 IN	1

STRIPING KEY	
SWL	SOLID WHITE LINE - PAINT 
DYL	DOUBLE YELLOW LINE - PAINT 
SL	12" STOP LINE - THERMOPLASTIC 
YM	YIELD MARKING - THERMOPLASTIC 
BPM	BIKE PAVEMENT MESSAGE - THERMOPLASTIC 

SHEET NOTES	
1.	COLORED DASHED LINEWORK INDICATES WORK DONE BY OTHERS. CONTRACTOR TO COORDINATE WITH DEVELOPMENT PLANS DONE BY OTHERS FOR TIE IN.
2.	PROTECT IN PLACE ALL EXISTING UTILITIES UNLESS OTHERWISE NOTED.
3.	SEE SURVEY CONTROL SHEET, CS100, FOR ALIGNMENT INFORMATION.
4.	* DIMENSION INDICATES STRIPE TO CENTERLINE OF ALIGNMENT.

[illegible]



SITE KEYED NOTES

- 1 CONCRETE SIDEWALK SECTION PER VINEYARD STD DWG NO. 4
- 2 2' TYPICAL CURB & GUTTER PER VINEYARD STD DWG NO. 5
- 3 TYPE A - 24" CURB & GUTTER ADA ACCESS PER APWA PLAN 205.1
- 4 TRANSITION BETWEEN STANDARD CURB & GUTTER AND ADA ACCESS CURB AND GUTTER.
- 5 CURB AND GUTTER 5' TRANSITION TO MATCH EXISTING
- 6 CURB AND GUTTER INSTALLATION WITH NO ASPHALT CUT PER APWA PLAN 252
- 7 PERPENDICULAR PEDESTRIAN MID BLOCK RAMP PER VINEYARD STD DWG NO. 7B
- 8 CORNER PEDESTRIAN ACCESS RAMP PER VINEYARD STD DWG NO. 7A
- 9 CONCRETE DIP DRIVEWAY APPROACH PER APWA PLAN NO 215
- 10 ASPHALT PAVEMENT PER VINEYARD STANDARDS AND SPECIFICATIONS. MATCH EXISTING ASPHALT PAVEMENT AND BASE COURSE DEPTHS.
- 11 LANDSCAPE RESTORATION - COORDINATE WITH CITY AND OWNER FOR MATERIALS AND SPECIFICATIONS
- 12 SIGN, POLE, & BASE INSTALLATION PER VINEYARD STD DWG NO. 25
- 13 15' STATE FURNISHED TRAFFIC POLE, CONTRACTOR FURNISHED PED POLE FOUNDATION - 2'X3', AND CONTRACTOR FURNISHED PUSH BUTTON SIGN ASSEMBLY. INSTALL STATE FURNISHED SOLAR PANEL AND LIGHT ON TOP OF POLE.
- 14 SALVAGED GRAVEL NEW LOCATION
- 15 CORNER CURB CUT ASSEMBLY W/ CURB WALL PER APWA PLAN 235.1 & 238

SIGNING LEGEND

- STOP NEW SIGN
- STOP RELOCATE SIGN
- STOP PROTECT IN PLACE SIGN

SIGN SCHEDULE

SIGN TYPE	SIGN SIZE	QTY
R1-1	30 IN X 30 IN	2
R7-9a	12 IN X 18 IN	1
S1-1	30 IN X 30 IN	1
W16-7PL	24 IN X 12 IN	1
RELOCATE - STOP (1) & STREET (2)		
RELOCATE - CROSSWALK (1) & STREET (1)		

STRIPING KEY

SWL	SOLID WHITE LINE - PAINT
DYL	DOUBLE YELLOW LINE - PAINT
SL	12" STOP LINE - THERMOPLASTIC
YM	YIELD MARKING - THERMOPLASTIC
BPM	BIKE PAVEMENT MESSAGE - THERMOPLASTIC

SHEET NOTES

1. COLORED DASHED LINEWORK INDICATES WORK DONE BY OTHERS. CONTRACTOR TO COORDINATE WITH DEVELOPMENT PLANS DONE BY OTHERS FOR TIE IN.
2. PROTECT IN PLACE ALL EXISTING UTILITIES UNLESS OTHERWISE NOTED.
3. SEE SURVEY CONTROL SHEET, CS100, FOR ALIGNMENT INFORMATION.
4. * DIMENSION INDICATES STRIPE TO CENTERLINE OF ALIGNMENT.

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ROADWAY

VINEYARD CITY

400 S RECONSTRUCTION
(HOLDADAWAY RD TO LAKEVIEW DR)

125 SOUTH MAIN STREET

Designer KF, PE

Checker KC, PE

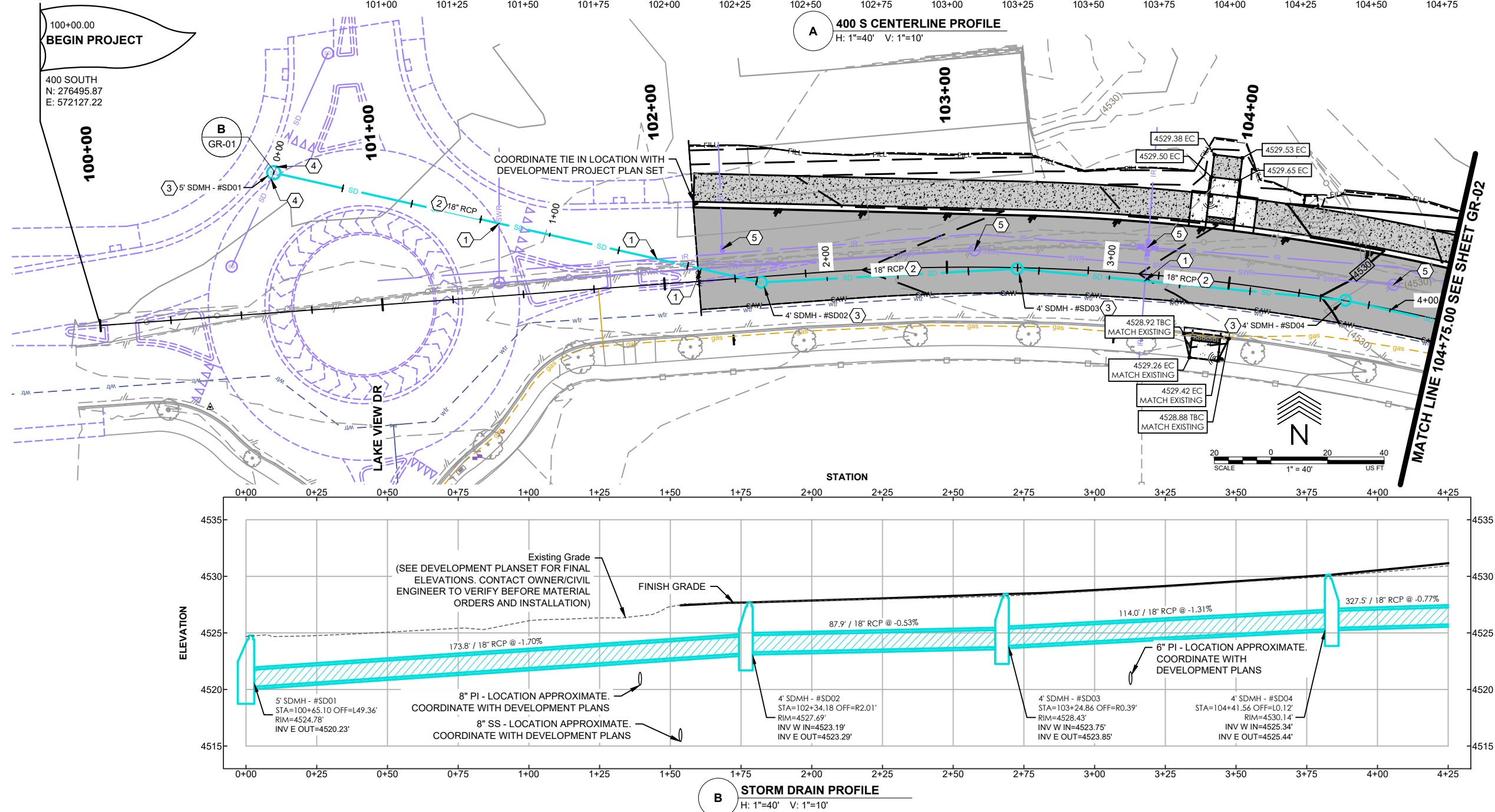
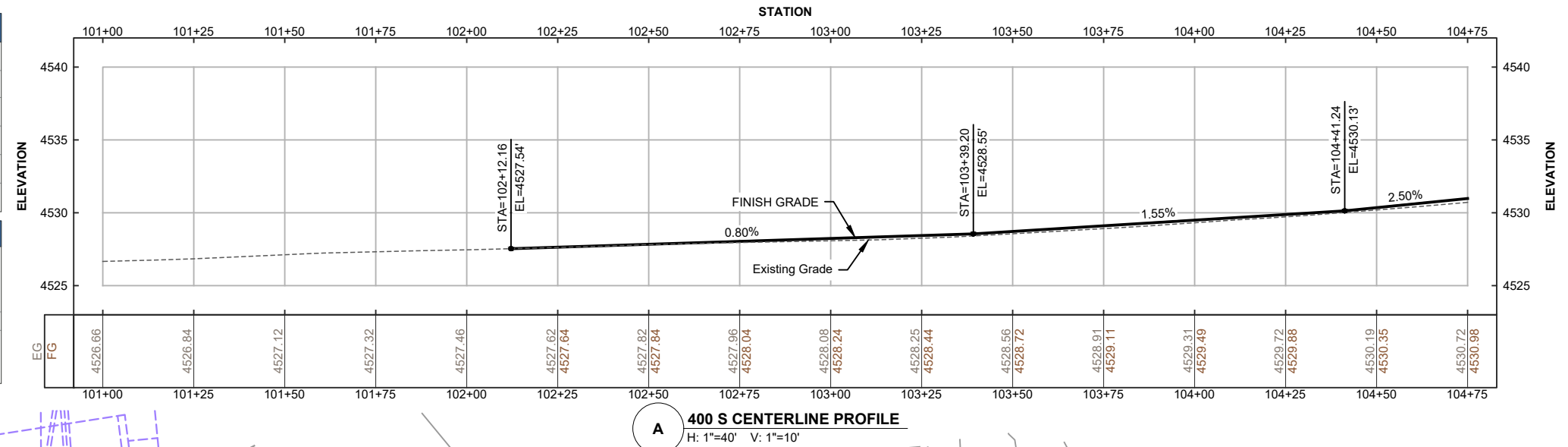
SHEET NO.

7 OF 18

SHEET TITLE

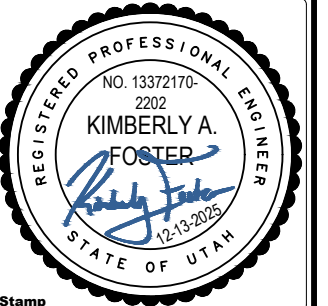
RD-02

- | | |
|----|--|
| 1. | THE ENGINEER HAS MADE AN EXTENSIVE EFFORT TO LOCATED ALL UTILITY LINES. UTILITIES SHOWN ON PLANS ARE FROM RECORD MAPS PROVIDED BY OTHERS AND OBSERVATIONS IN THE FIELD. CONTRACTOR TO VERIFY HORIZONTAL AND VERTICAL LOCATION OF ALL EXISTING UTILITIES PRIOR TO BEGINNING WORK. |
| 2. | PROTECT IN PLACE ALL EXISTING UTILITIES UNLESS OTHERWISE NOTED. |
| 3. | COORDINATE WITH DEVELOPMENT PROJECT AND PLANS FOR STORM DRAIN AND GRADING TIE IN ELEVATIONS AND LOCATIONS. DEVELOPMENT PROJECT PROPOSED UTILITIES SHOWN IN PURPLE ON THIS PLAN. ACTUAL LOCATION MAY VARY. |

[illegible]

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GRADING & DRAINAGE

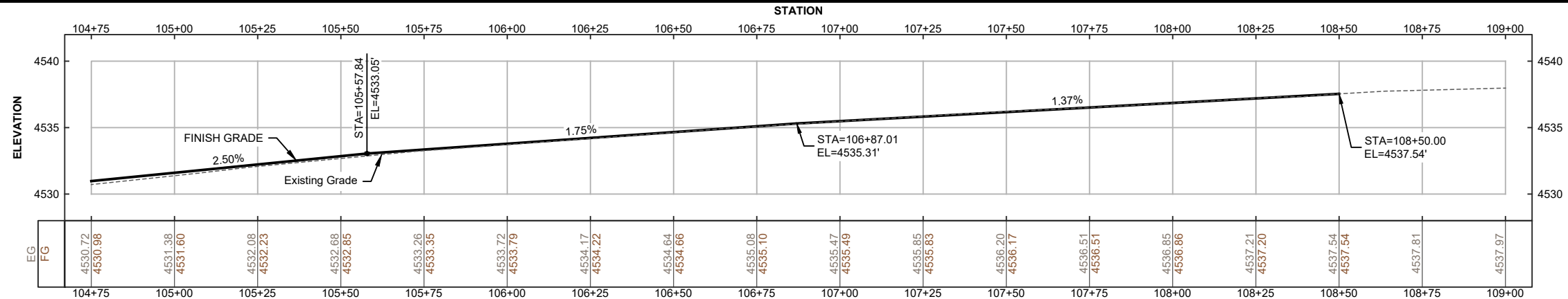
VINEYARD CITY

**400 S RECONSTRUCTION
(HOLDWAY RD TO LAKEVIEW DR)**

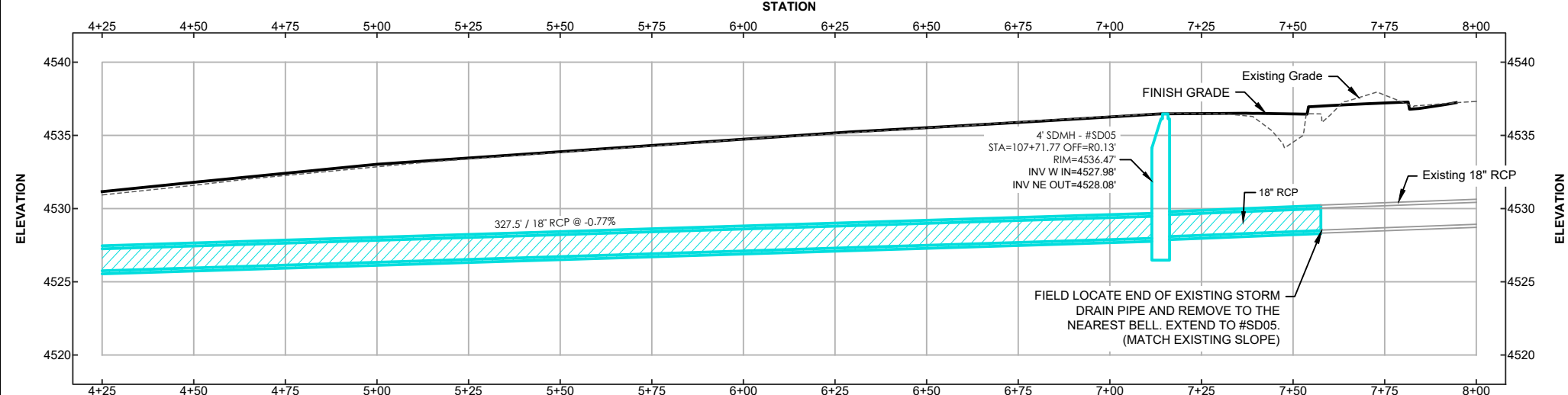
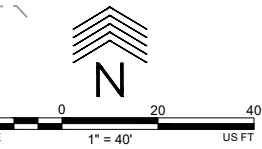
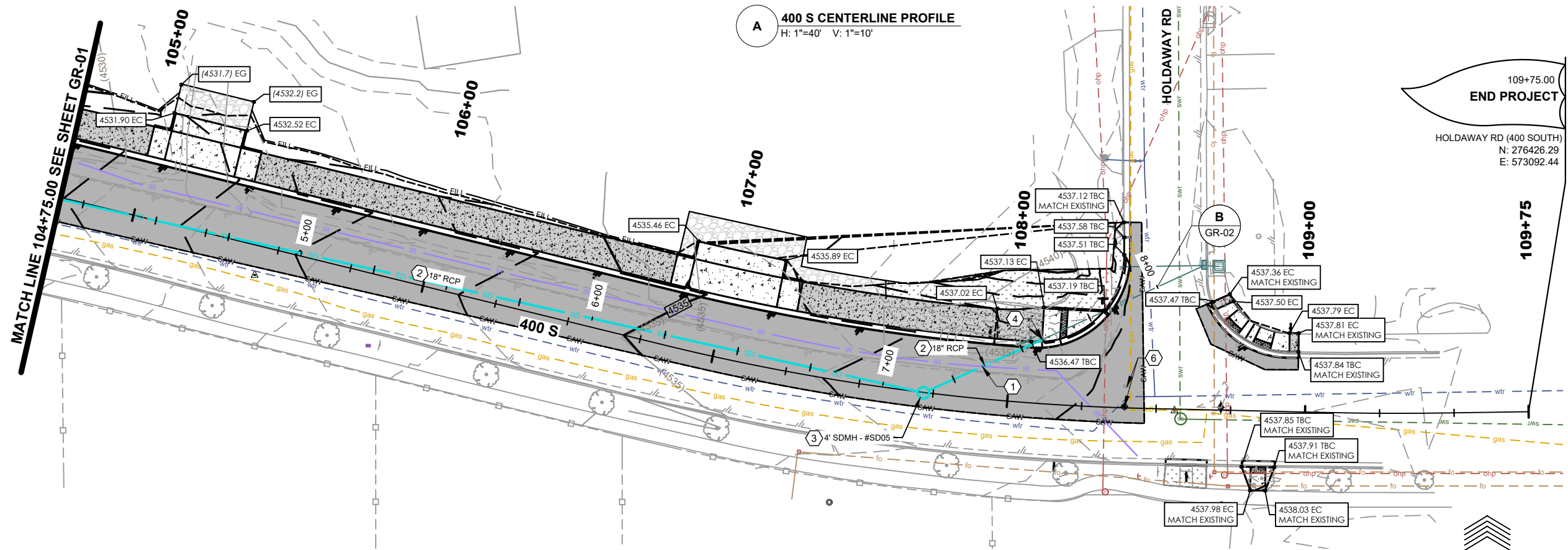
12300 MAIN STREET

Designer KF, PE	Checker KC, PE
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SHEET NO.	8 OF 18
SHEET TITLE	GR-01



A 400 S CENTERLINE PROFILE
H: 1"=40' V: 1"=10'

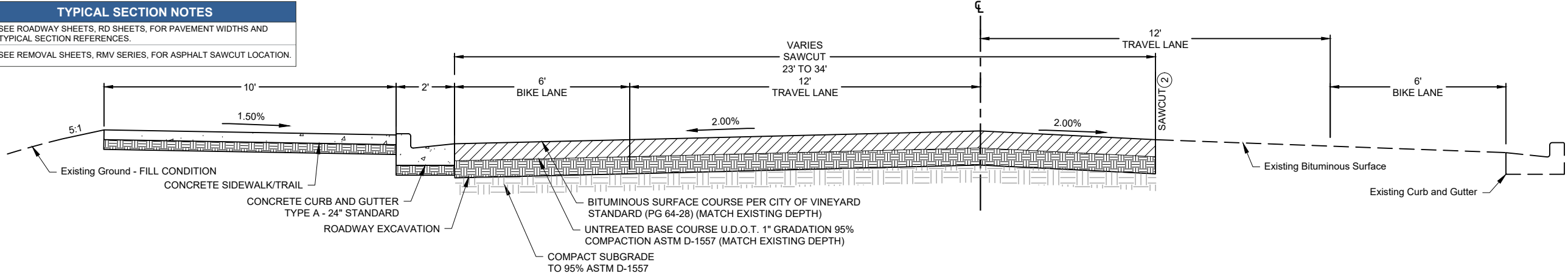


B 400 S CENTERLINE PROFILE
H: 1"=40' V: 1"=10'

KEYED NOTES	
1	PROVIDE 1' VERTICAL CLEARANCE BETWEEN OUTSIDE OF NEW PIPE TO EXISTING PIPE
2	STORM DRAIN PIPE WITH TYPICAL TRENCH PER VINEYARD STD DWG 13
3	STORM DRAIN JUNCTION BOX MANHOLE WITH CONCRETE COLLAR PER VINEYARD STD DWG 9A - SEE PLAN FOR SIZE
4	CONNECT TO EXISTING STORM DRAIN PIPE PER VINEYARD STANDARDS AND SPECIFICATIONS
5	RAISE/LOWER UTILITY STRUCTURE TO FINISH GRADE. CONCRETE COLLAR INCLUDED IN DEVELOPMENT PLANS.
6	RAISE/LOWER EXISTING WATER VALVE OR SURVEY MONUMENT TO FINISH GRADE WITH CONCRETE COLLAR PER VINEYARD STD DWG 17
SHEET NOTES	
THE ENGINEER HAS MADE AN EXTENSIVE EFFORT TO LOCATED ALL UTILITY LINES. UTILITIES SHOWN ON PLANS ARE FROM RECORD MAPS PROVIDED BY OTHERS AND OBSERVATIONS IN THE FIELD. CONTRACTOR TO VERIFY HORIZONTAL AND VERTICAL LOCATION OF ALL EXISTING UTILITIES PRIOR TO BEGINNING WORK.	
COORDINATE WITH DEVELOPMENT PROJECT AND PLANS FOR STORM DRAIN AND GRADING TIE IN ELEVATIONS AND LOCATIONS.	
DEVELOPMENT PROJECT PROPOSED UTILITIES SHOWN IN PURPLE ON THIS PLAN. ACTUAL LOCATION MAY VARY.	

REVISIONS: <table border="1"> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>																						VINEYARD STAY CONNECTED		avenue CONSULTANTS Avenue Consultants, Inc. 588 W 400 S, Suite 250 London, UT 84042 www.avenueconsultants.com	
Stamp REGISTERED PROFESSIONAL ENGINEER NO. 13372170-2202 KIMBERLY A. FOSTER 12/13/2025 STATE OF UTAH		GRADING & DRAINAGE VINEYARD CITY 400 S RECONSTRUCTION (HOLDAWAY RD TO LAKEVIEW DR) 125 SOUTH MAIN STREET																							
Designer KF, PE		Checker KC, PE		SHEET NO. 9 OF 18																					
SHEET TITLE		GR-02																							

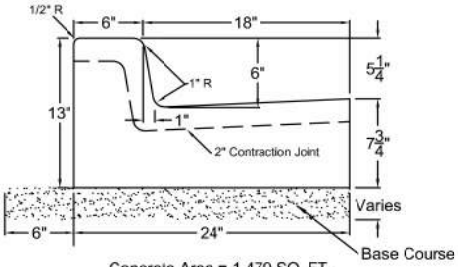
TYPICAL SECTION NOTES	
1	SEE ROADWAY SHEETS, RD SHEETS, FOR PAVEMENT WIDTHS AND TYPICAL SECTION REFERENCES.
2	SEE REMOVAL SHEETS, RMV SERIES, FOR ASPHALT SAWCUT LOCATION.



1 TYPICAL SECTION - 400 SOUTH
RDT-01 NOT TO SCALE

Curb and gutter

1. GENERAL
 - A. Variance from specified dimensions and slopes must be acceptable to the ENGINEER. System configuration may be changed at ENGINEER's discretion.
 - B. Additional requirements are specified in APWA Section 32 16 13.
2. PRODUCTS
 - A. Base Course: Untreated base course, APWA Section 32 11 23. Do not use gravel as a base course without ENGINEER's permission.
 - B. Expansion Joint Filler: 1/2-inch thick type F1 full depth, APWA Section 32 13 73.
 - C. Concrete: Class 4000, APWA Section 03 30 04. If necessary, provide concrete that achieves design strength in less than 7 days. Use caution; however, as concrete crazing (spider cracks) may develop if air temperature exceeds 90 degrees F.
 - D. Concrete Curing Agent: Clear membrane forming compound with fugitive dye (Type ID Class A), APWA Section 03 39 00.
3. EXECUTION
 - A. Base Course Placement: APWA Section 32 05 10. Thickness is 6-inches if flow-line grade is 0.5 percent (s=0.005) or greater. If slope is less, provide 8-inches. Maximum lift thickness before compaction is 8-inches when using riding equipment or 6-inches when using hand held equipment. Compaction is 95 percent or greater relative to a modified proctor density, APWA Section 31 23 26.
 - B. Concrete Placement: APWA Section 03 30 10.
 - 1) Install expansion joints vertical, full depth, with top of filler set flush with concrete surface. Install at the start or end of a street intersection curb return. Expansion joints are not required in concrete placement using slip-form construction.
 - 2) Install contraction joints vertical, 1/8-inch wide or 1/4 slab thickness if the slab is greater than 8-inches thick. Match joint location in adjacent Portland-cement concrete roadway pavement.
 - 3) Provide 1/2-inch radius edges. Apply a broom finish. Apply a curing agent.
 - C. Protection and Repair: Protect concrete from deicing chemicals during cure. Repair construction that does not drain. If necessary, fill flow-line with water to verify.



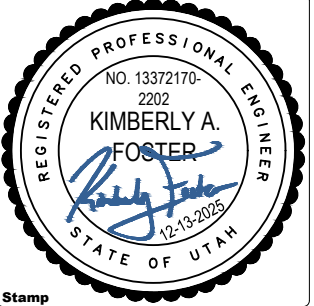
Plan
205.1
Revised January 2025

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ROADWAY DETAILS

VINEYARD CITY

400 S RECONSTRUCTION
(HOLDADWAY RD TO LAKEVIEW DR)

125 SOUTH MAIN STREET

Designer KF, PE	Checker KC, PE
SHEET NO.	10 OF 18
SHEET TITLE	RDT-01

Dip driveway approach

1. GENERAL

- A. Variance from specified dimensions and slopes must be acceptable to the ENGINEER. System configuration may be changed at ENGINEER's discretion.
B. Additional requirements are specified in APWA Section 32 16 13.

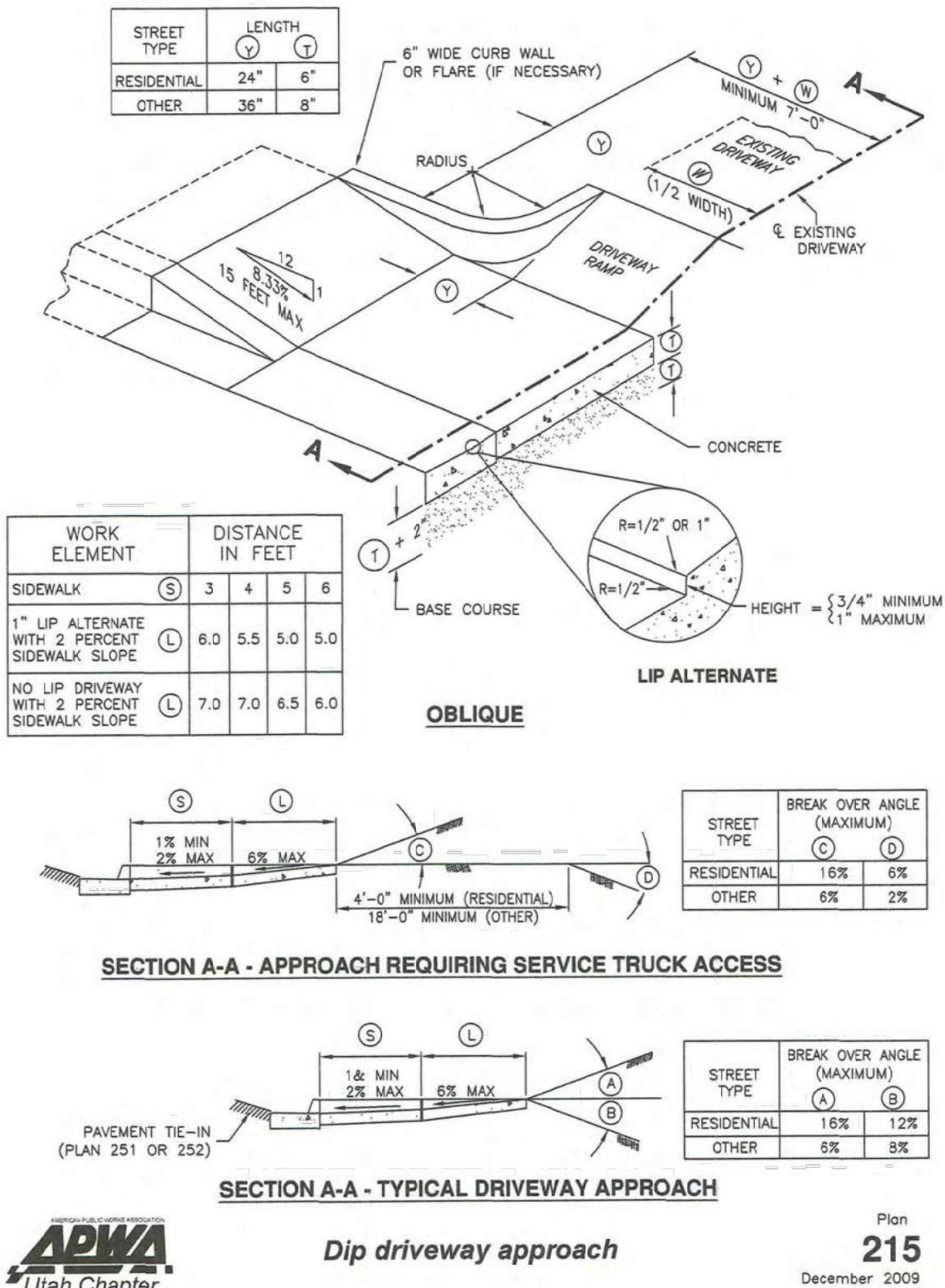
2. PRODUCTS

- A. Base Course: Untreated base course, APWA Section 32 11 23. Do not use gravel as a base course without ENGINEER's permission.
B. Expansion Joint Filler: 1/2-inch thick type F1 full depth, APWA Section 32 13 73..
C. Concrete: Class 4000, APWA Section 03 30 04. If necessary, provide concrete that achieves design strength in less than 7 days. Use caution; however, as concrete crazing (spider cracks) may develop if air temperature exceeds 90 degrees F.
D. Reinforcement: Galvanized or epoxy coated, deformed, 60 ksi yield grade steel, ASTM A615.
E. Concrete Curing Agent: Clear membrane forming compound with fugitive dye (Type ID Class A), APWA Section 03 39 00.

3. EXECUTION

- A. Base Course Placement: APWA Section 32 05 10. Maximum lift thickness before compaction is 8-inches when using riding equipment or 6-inches when using hand held equipment. Compaction is 95 percent or greater relative to a modified proctor density, APWA Section 31 23 26.
B. Concrete Placement: APWA Section 03 30 10.
1) Install expansion joints vertical, full depth, with top of filler set flush with concrete surface.
2) Install contraction joints vertical, 1/8-inch wide or 1/4 slab thickness if the slab is greater than 8-inches thick. Maximum length to width ratio for non-square panels is 1.5 to 1. Maximum panel length (in feet) is 1.5 times the slab thickness (in inches).
3) Provide 1/2-inch radius edges. Apply a broom finish. Apply a curing agent.
C. Protection and Repair. Protect concrete from deicing chemicals during cure. Repair construction that does not drain. If necessary, fill flow-line with water to verify.

215



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ROADWAY DETAILS

VINEYARD CITY

400 S RECONSTRUCTION
(HOLDAWAY RD TO LAKEVIEW DR)

125 SOUTH MAIN STREET

Designer KF, PE

Checker KC, PE

SHEET NO.

11 OF 18

SHEET TITLE

RDT-02

Corner curb cut assembly

1. GENERAL
- A. Where existing elements or spaces are altered to receive an assembly; slopes and dimensions shall comply with slopes and dimensions shown on the drawing, or to the maximum extent feasible permitted by the ENGINEER. Final configuration of the assembly may be different than shown. Where physical constraints (e.g. utility covers, poles, vaults, etc.) prevent compliance, a single diagonal curb cut assembly may serve both pedestrian street crossings.

B. Installation of flares or curb returns is ENGINEER's choice.

C. Definitions and supplemental requirements are specified in APWA Section 32 16 14.
2. PRODUCTS
- A. Base Course: Untreated base course, APWA Section 32 11 23. Do not use gravel as a base course without ENGINEER's permission.

B. Expansion Joint Filler: 1/2-inch thick type F1 full depth, APWA Section 32 13 73.

C. Detectable Warning Surface: Paver, ribbed composite panel, or tile. Provide a color that contrasts with adjacent walking surface, either light-on-dark or dark-on-light. ENGINEER to select type and color unless indicated elsewhere.

D. Concrete: Class 4000, APWA Section 03 30 04.

E. Concrete Curing Agent: Clear membrane forming compound with fugitive dye (Type ID Class A), APWA Section 03 39 00.
3. EXECUTION
- A. Base Course Placement: APWA Section 32 05 10. Maximum lift thickness before compaction is 8-inches when using riding equipment or 6-inches when using hand held equipment. Compaction is 95 percent or greater relative to a modified proctor density, APWA Section 31 23 26.

B. Curb Modifications:

1) The sloped surface created to accommodate a flare area shall be perpendicular to the back of curb.

2) No grade break shall exist between the flow-line and the foot of the curb ramp or blended transition. Length of the curb modification abutting the curb ramp or transition is 4 feet minimum for each crosswalk served.

C. Curb Ramp: Length not required to exceed 15 feet. Grade breaks are perpendicular to the direction of ramp run and are not permitted on ramp or turning space surface. Sides are parallel to each other and perpendicular to the ends. At the bottom grade break it may be necessary to install a transition zone, (APWA Plan 238).

D. Concrete Placement: APWA Section 03 30 10.

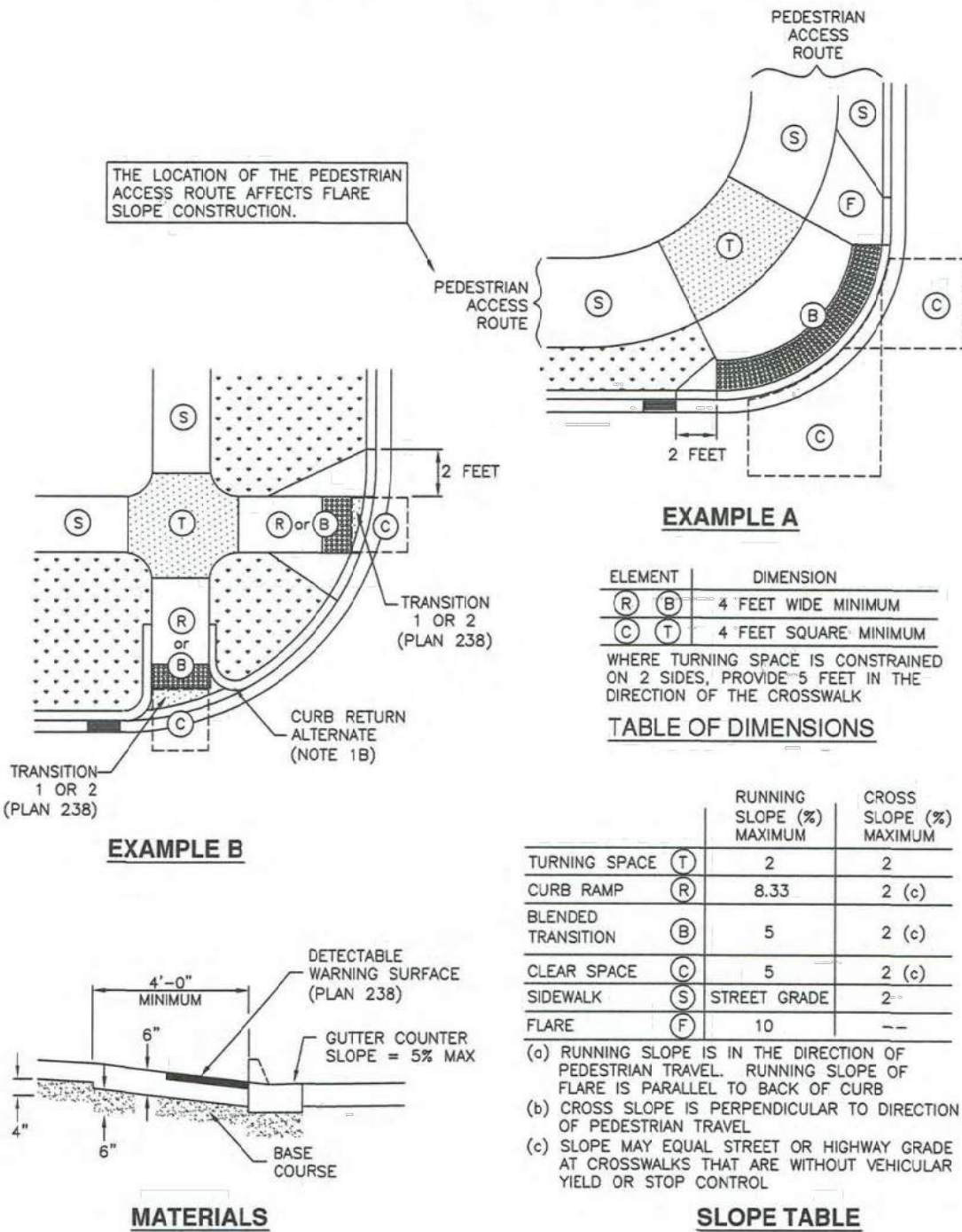
1) Maximum length to width ratio for rectangular panel joints is 1.5 to 1. Joint spacing measured in feet not to exceed twice slab thickness measured in inches or a maximum of 15 feet.

2) Install expansion joints vertical, full depth, with top of filler set flush with concrete surface. Install contraction joints vertical, 1/8-inch wide, and 1/4 of the depth of the concrete flatwork.

3) Provide 1/2-inch radius edges. Apply a broom finish. Apply a curing agent.

E. Clear Space: No trip hazards in the clear space.

TURNING SPACE AT SIDEWALK LEVEL



Corner curb cut assembly

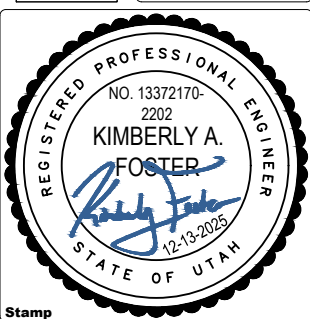
Plan
235.1
September 2011

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ROADWAY DETAILS

VINEYARD CITY

400 S RECONSTRUCTION
(HOLDAWAY RD TO LAKEVIEW DR)

125 SOUTH MAIN STREET

Designer KF, PE

Checker KC, PE

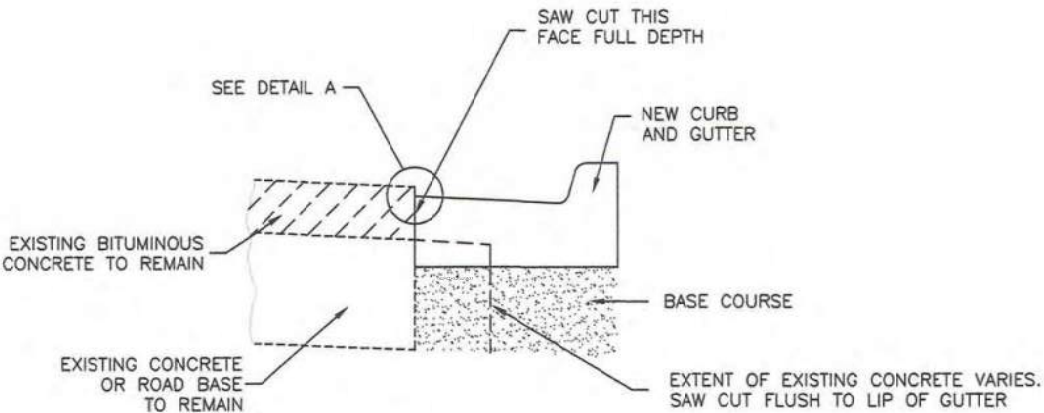
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SHEET TITLE RDT-03

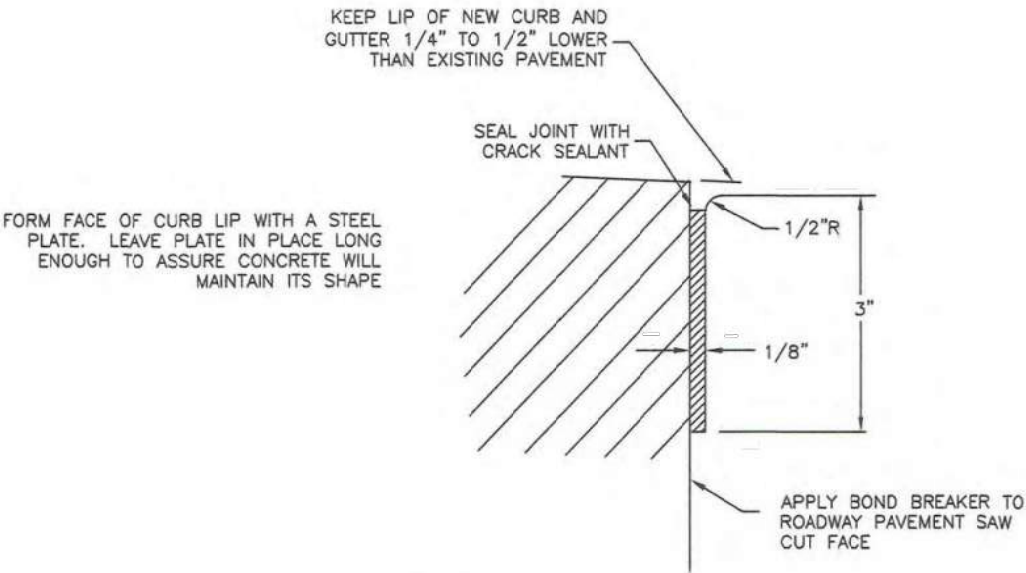
235.1

Curb and gutter replacement without pavement tie-in

1. GENERAL
- A. Place curb and gutter or other concrete flatwork against existing pavement
2. PRODUCTS
- A. Base Course: Untreated base course, APWA Section 32 11 23. Do not use gravel as a base course without ENGINEER's permission.
- B. Bond Breaker: Paraffin wax, lithium grease, or other semi-solid, inert lubricant.
- C. Crack Sealant: CAS1, APWA Section 32 13 73.
3. EXECUTION
- A. Base Course Placement: Match existing thickness or 8-inches minimum. Maximum lift thickness before compaction is 8-inches when using riding equipment or 6-inches when using hand held equipment. Compaction is 95 percent or greater relative to a modified proctor density, APWA Section 31 23 26.
- B. Apply bond breaker to vertical surface of roadway pavement cut.
- C. Steel Plate.
- 1) A steel plate provides a clean straight edge so bituminous concrete can be milled out in the future without damaging the curb and gutter.
- 2) If straight edge between Portland-cement concrete and bituminous concrete cannot be provided, remove and replace curb and gutter per Plan 251.
- 3) Remove the plate after concrete has set.



SECTION



DETAIL A



Curb and gutter replacement without pavement tie-in

Plan 252 August 2001

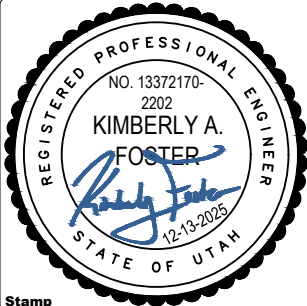
252

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ROADWAY DETAILS

VINEYARD CITY

400 S RECONSTRUCTION (HOLDAWAY RD TO LAKEVIEW DR)

125 SOUTH MAIN STREET

Designer KF, PE

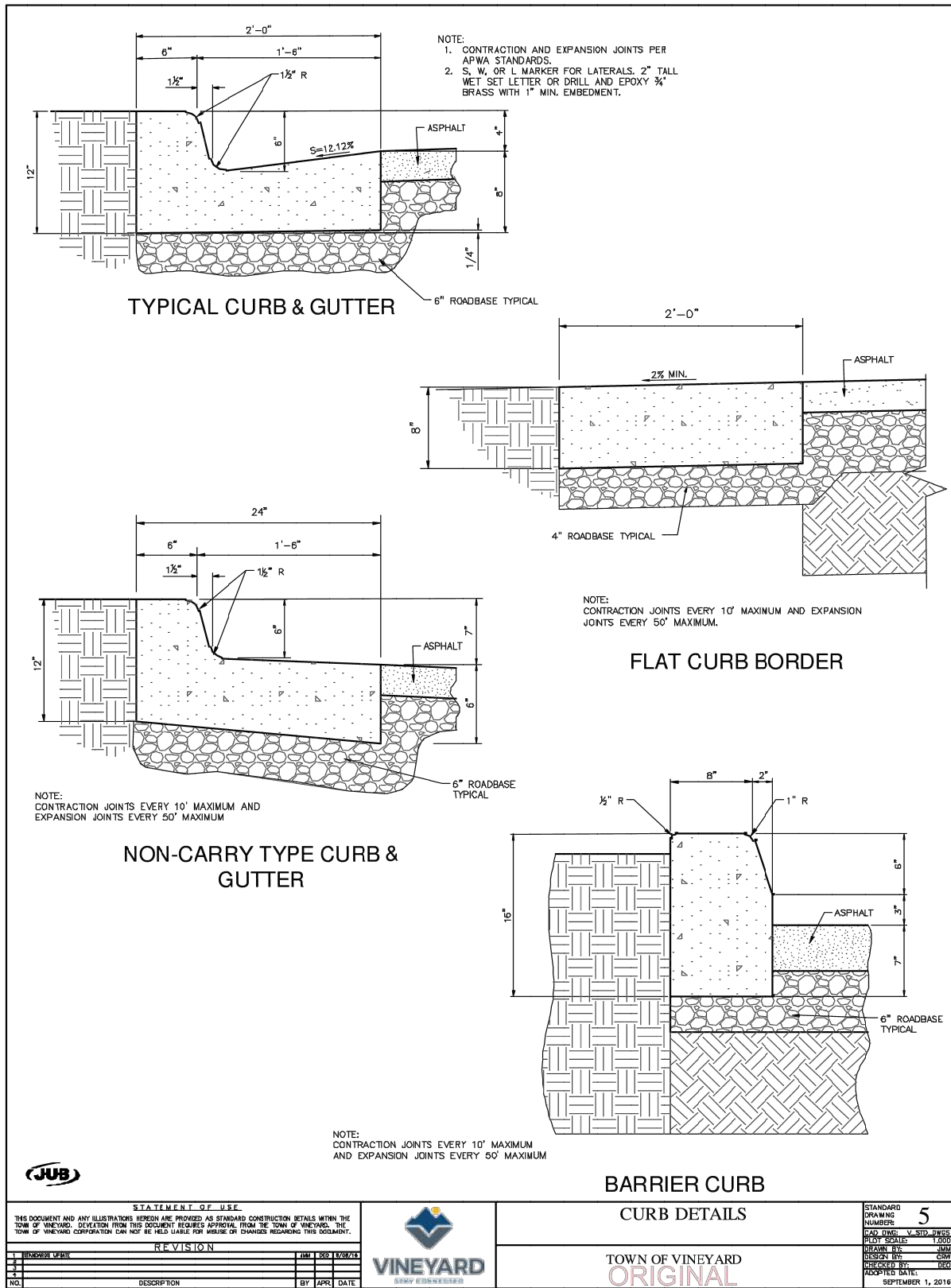
Checker KC, PE

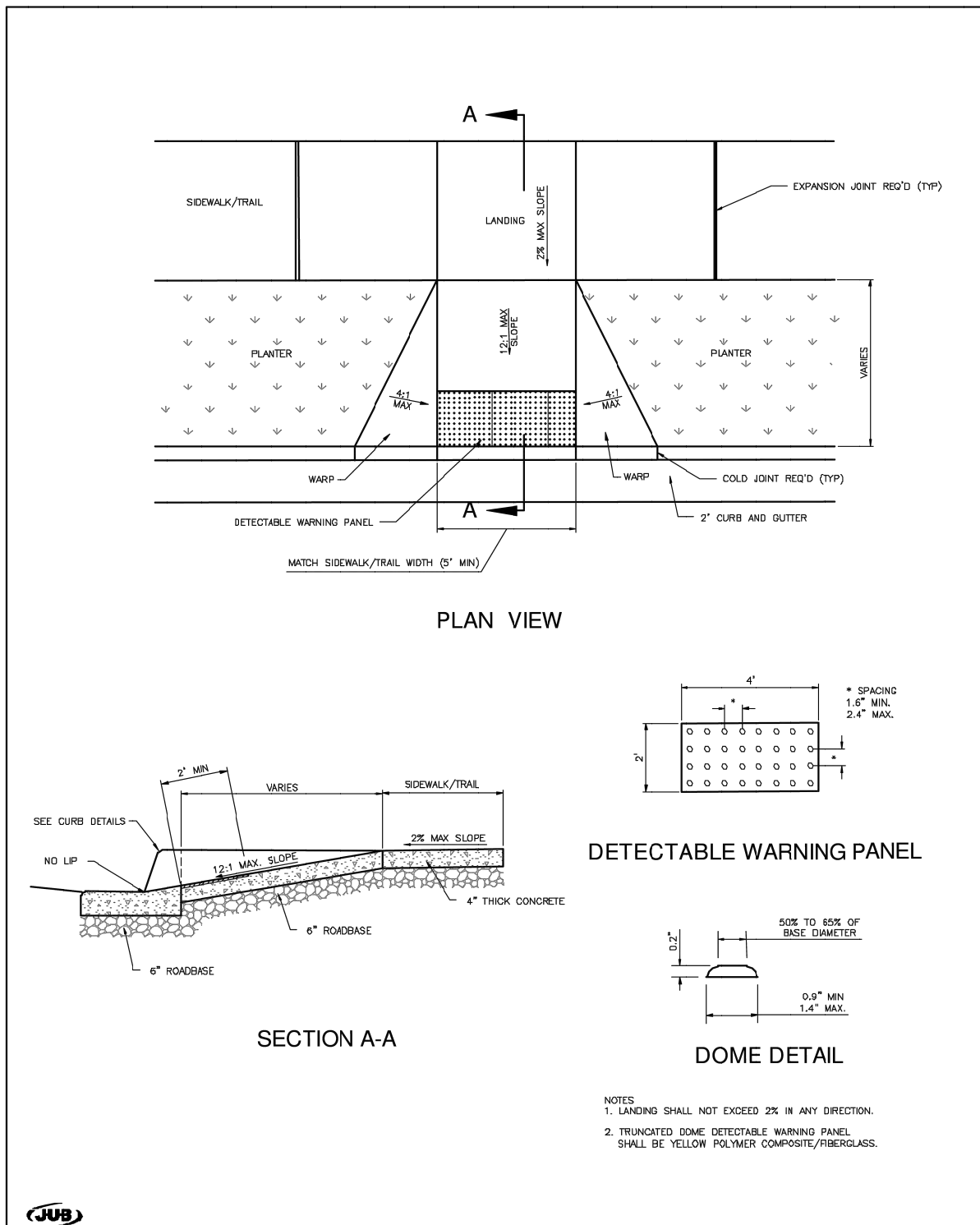
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14 OF 18

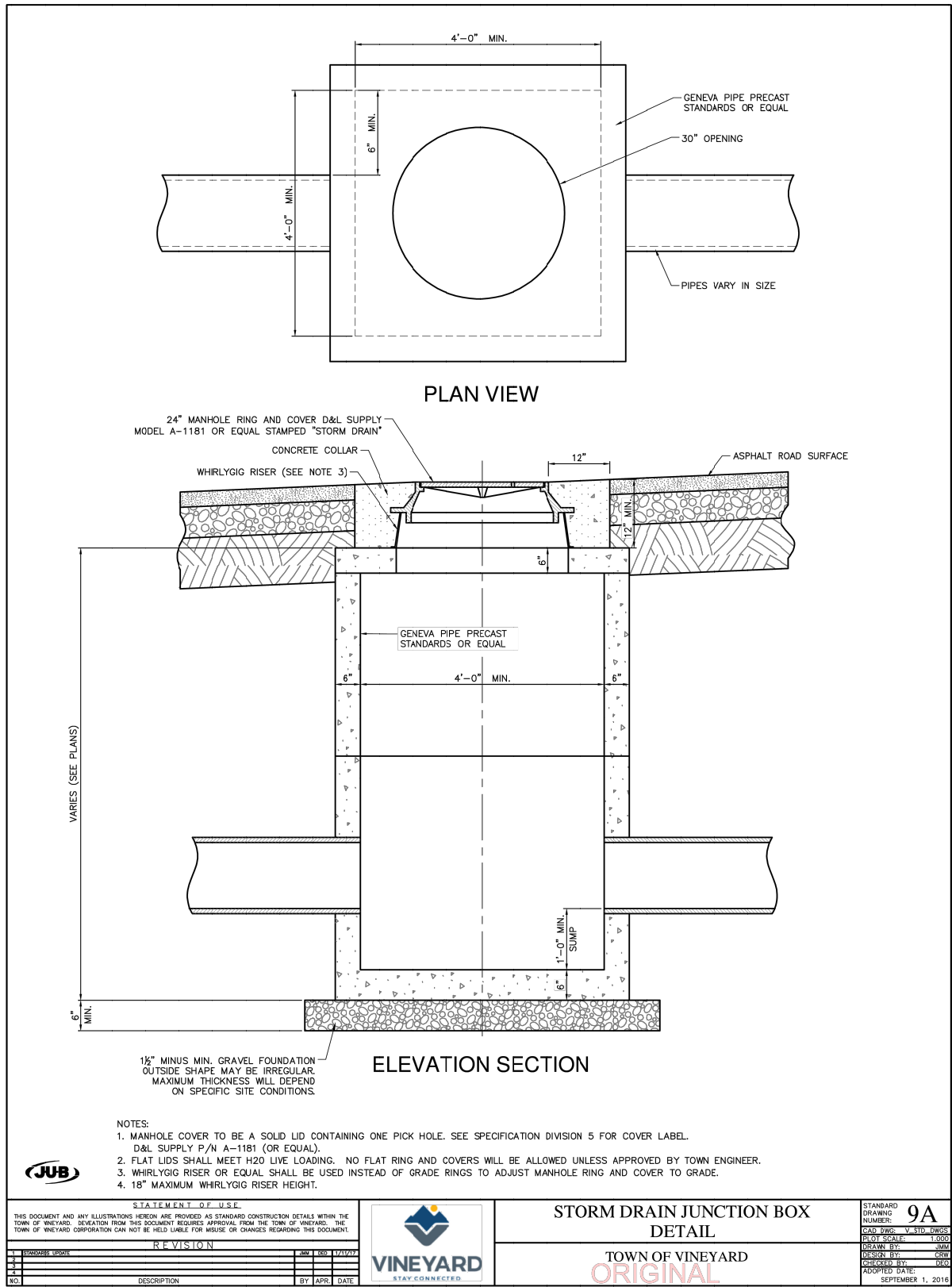
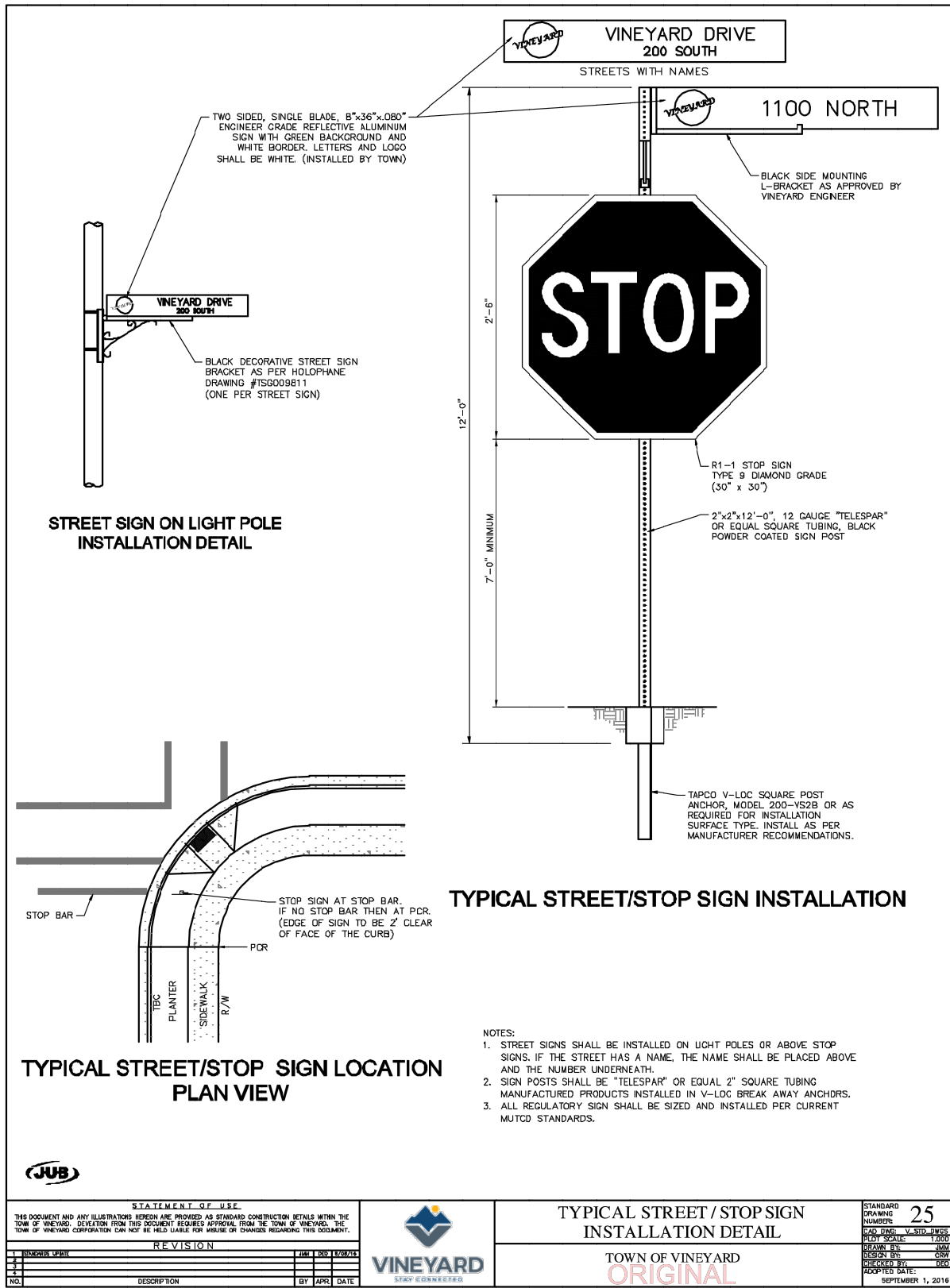
SHEET TITLE

RDT-05





Designer KF, PE	Checker KC, PE
SHEET NO.	16 OF 18
SHEET TITLE	RDT-07



REVISIONS:

NO.	DESCRIPTION	BY	DATE
1	DESIGNER UPON	JM	05/28/25
2			
3			

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REGISTERED PROFESSIONAL ENGINEER
NO. 13372170-2202
KIMBERLY A. FOSTER
12/13/2025
STATE OF UTAH

ROADWAY DETAILS

VINEYARD CITY

400 S RECONSTRUCTION (HOLDAWAY RD TO LAKEVIEW DR)

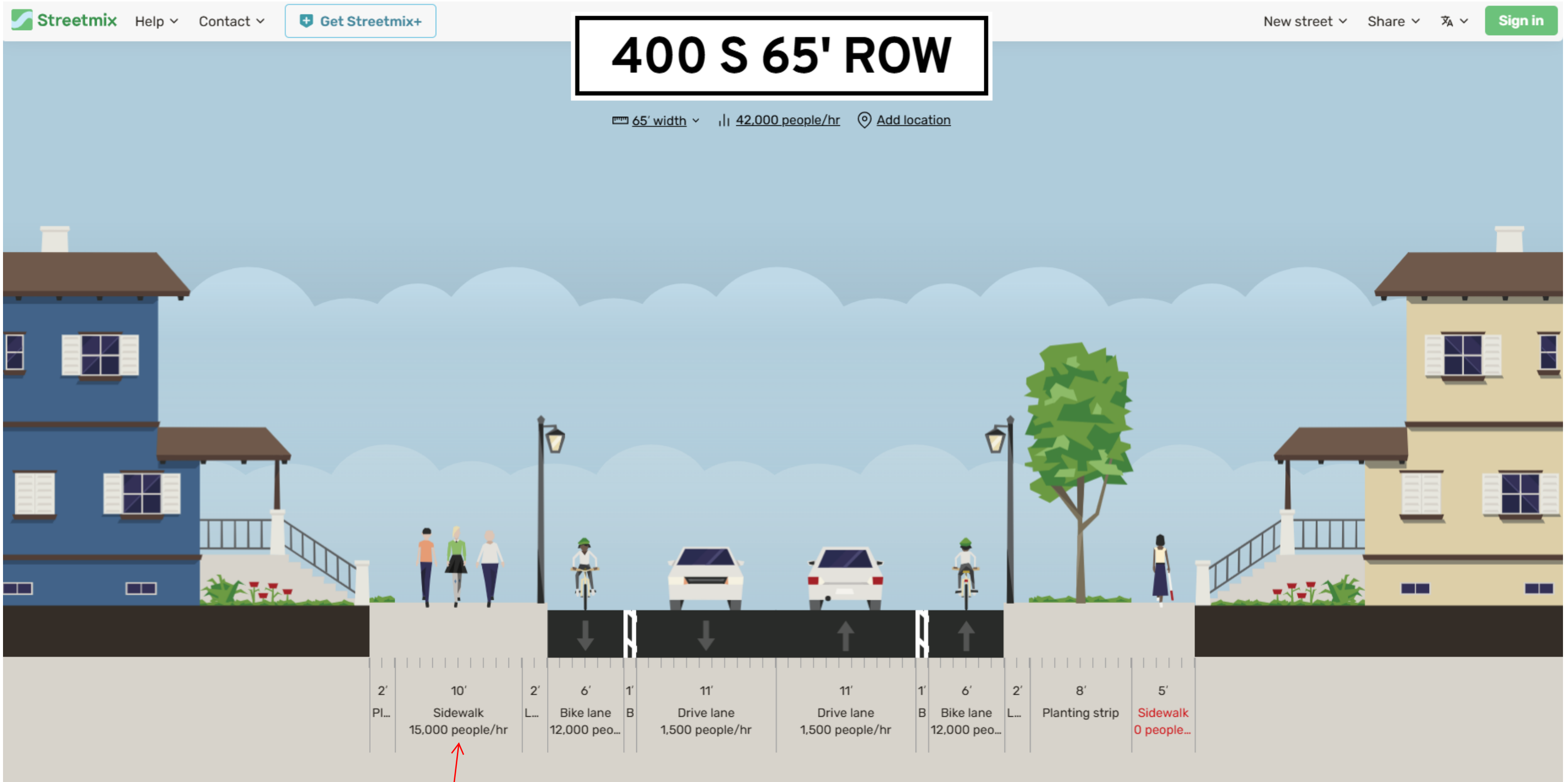
125 SOUTH MAIN STREET

Designer KF, PE

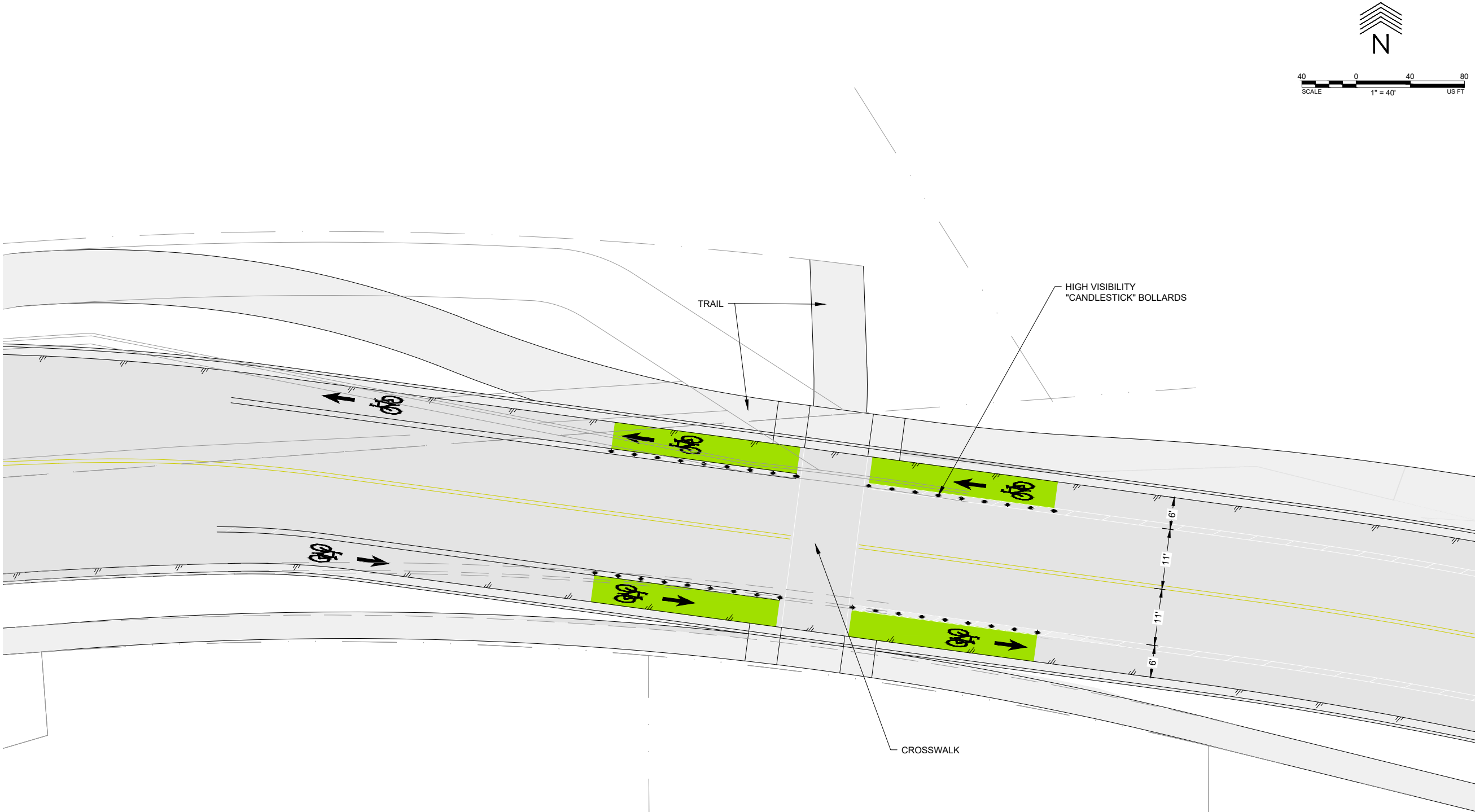
Checker KC, PE

SHEET NO. 17 OF 18

SHEET TITLE **RDT-08**



Trail



DESIGNER KJC		CHECKER KLF	
SHEET NO.		2 OF 2	
SHEET TITLE		RD-02	

400 SOUTH CONCEPT DESIGN

VINEYARD CITY

VINEYARD CITY - 400 SOUTH CONCEPT

Stamp

REVISIONS:

###	###	###	REVISION DESCRIPTION

Avenue Consultants, Inc
6575 South Redwood Road, Suite 101
Taylorsville, UT 84123
www.avenueconsultants.com



VINEYARD CITY COUNCIL STAFF REPORT

Meeting Date: March 3, 2026

Agenda Item: The Forge and IHC Development Agreements

Department: Planning Department

Presenter: Cache Hancey

Background/Discussion:

These items are slated for public hearing at Planning Commission and City Council later this month. Staff has worked closely with the applicants and the City Attorney to collaborate on language in these agreements to protect the city and encourage development of this area.

The Forge: Dakota Pacific has applied for a Development Agreement Amendment to modify the existing phasing requirements. This would postpone the initial requirement for a regionally significant entertainment anchor to a later phase.

Intermountain Health: Intermountain Health has applied for a Development Agreement regarding their property located within the Forge Special Purpose Zoning District. The development agreement would allow for the modification of lots, roadway access, and design requirements within the special purpose zoning district. It is their intention of purchasing the northeast corner lot (39:258:0004) of the Forge to consolidate with their existing property to create a 9.7-acre campus.

Fiscal Impact:

Recommendation:

Sample Motion:

Attachments:

None

Current State of the RDA

City Council RDA Sub-Committee Report

The Audit of Agreed-Upon Procedures (AUP Audit) Report and accompanying Supplemental Observations and Recommendations Report of December 10, 2025 revealed a number of financial vulnerabilities in our city. These vulnerabilities were found in several areas, many of which are being addressed, with more to follow. So far, the city has not attempted to correct deficiencies found in the RDA finances, even though the dollar amounts in question at the RDA are at least an order of magnitude higher than any of the other at-risk area of city finances. A draft resolution was discussed in one work session, with the outcome that we needed to rework the resolution, re-bid the 'next steps'/'next level' audit (a more in-depth audit beyond the sample that was included in the AUP Audit).

To this point, no RFP has been issued for the new, extended audit. We have not been able to determine how the new audit should be funded, by the city or by the RDA. We have not been able to determine whether funds exist within the RDA to pay for these services, nor take appropriate action to make the required funds available. Nor have we been able to make progress on staffing to begin correcting the identified flaws in the RDA financial record keeping. We have not even been able to agree on how the RDA should be staffed going forward. It is clear from the AUP audit that more will need to be done than can be done by a single part-time RDA director. What would that organization look like? What would be best practice with regard to possible staffing?

Something else to consider, I am told the RDA will be required to make substantial payments as soon as April 1st. How can we verify these payments are correct? Somehow that will have to be done between now and then, and we are running out of time to put verification measures in place before then.

As a reminder, the auditor found these (and other) problems:

- No billing amount verification system exists. No documented process exists describing what steps City staff should take before approving RDA reimbursement payments.
- No receipts were provided in reimbursement requests. Many billing packets lacked subcontractor invoices, scale tickets, manifests, or other detailed substantiation for billed quantities.
- Vineyard paid exorbitant mark-ups. Some subcontractors applied significant multipliers (several as high as 290%) or billed for labor, equipment, or materials without supporting agreements or contract-based rate authorizations.

- No one verified the bills. No documentation was provided showing that Vineyard staff or Anderson-Geneva performed independent verification of billed quantities, on-site inspections tied to specific invoices, or third-party engineering reviews.
- RDA Board failed to verify payment amounts before approving them. RDA Board materials showed high-level updates but no evidence of detailed review or discussion of individual payment packets or supporting documentation.
- The RDA transactions represent the single largest exposure to possible graft within the city. The at-risk dollar amounts processed through the RDA are in the millions of dollars not just thousands, unlike the other areas appearing in the AUP Audit findings.

Questions that need to be answered in today's work session:

1. What will it take to get an RFP out for the next-level RDA audit?
 - a. Can we get a date by which the RFP will be posted?
 - b. Can we get a closing date for RFPs.
 - c. What will be the process for reviewing proposals?
 - d. We already have a formal proposal from Chris Harding, the AUP auditor. As he is the preferred provider, is there any way to short-cut this process and get him hired for this.
2. The next step RDA audit needs to be funded.
 - a. How were these things funded in the past?
 - b. How do we want to fund and account for it moving forward?
 - c. What will it take to make that funding change? How do we do it? When can that be done?
 - d. When can we get whatever is required on the calendar? Can it be done now?
3. What do we want the RDA administration to look like?
 - a. Do we want to continue with a part-time RDA Director?
 - b. If we want to restructure RDA administration, what positions do we want to fund?
 - c. One proposed change is to hire a staff flex-time RDA director with contract advisors to help with various specialties peculiar to RDAs, for example:
 - i. Environmental cleanup expert
 - ii. Large-scale general building contractor
 - iii. Attorney
 - iv. Bond and financial specialist
 - v. Urban Renewal Area, TIF, HTRZ, PID specialist

Communications from concerned citizens

From Karston Walker:

Contracts for Vinyard RDA

1. Affordable Housing Agreement – Flagborough

(Resolution 2023-19) 1687385775_RES 2023-19 Affordab...

What This Agreement Actually Does

This is not a reimbursement agreement itself.

It is a **condition precedent to receiving tax increment** under a Participation Agreement.

Page 3 makes it clear:

- Developer is receiving tax increment within the HTRZ and Urban Renewal Area.
- Section 2.4.4 of the Participation Agreement requires 11.2% Affordable Housing designation.

Key Legal Mechanics

1. Snapshot Enforcement Mechanism

- Compliance measured at Years 5, 10, 15, 20, 25 of HTRZ Collection Period (p.3).
- If compliant → Agency can pay reimbursement.
- If not compliant → reimbursement is blocked.

This is a conditional disbursement structure.

2. Rent Calculation Tied to 80% AMI^[1]Page 8–9 (Exhibit A):

- Max rent formula
- AMI indexed
- Hard math schedule

This is objective, not discretionary.

3. Deed Restriction for For-Sale Units^[1]Page 4:

- Recorded deed restriction
- Occupancy income $\leq$ 80% AMI
- 30% of income cap on housing cost
- City must approve resale within 5 days

This creates a recorded land encumbrance.

4. Runs With the Land^[1]Page 5:^[1]Binding on successors and assigns.

Risk / Control Observations

- City verifies compliance.
- RDA only pays if City confirms.
- Flagborough is explicit third-party beneficiary under Interlocal.

This is a gatekeeper agreement.

It does not create payment — it conditions payment under another agreement.

2. First Amendment to Geneva West Side Land Donation & Development Agreement

(Resolution 2023-55) 1703868108_RES 2023-55 First Am...

This one is financially more significant.

Core Changes (Page 3–4)

A. Tax Increment Collection Period Clarification

- Triggered by Phase 5A and 5B.
- Two separate 15-year periods.

- 75% of increment in first 15 years.
- 55% thereafter.

That is a sliding capture rate structure.

B. Reimbursement for Backbone Infrastructure^[SEP]Page 3:^[SEP]Agency reimburses Developer for:

- Parking
- Costs identified in Participation Agreement

So this ties back to Participation Agreement cost definitions.

C. Land Donation^[SEP]Developer donates Lake Promenade Property to City or district.

This is a public improvement offset structure.

D. Recorded Memorandum Requirement^[SEP]Page 4:^[SEP]Section amended so that:

- Memorandum of agreement is recorded in Utah County.

This is critical.

That means there should be a recorded document.

3 **Land Donation & Development Agreement – Anderson Geneva**

(Resolution 2023-51) 1703804780_RES 2023-51 Land Don...

This is foundational.

Two agreements are approved:

- Right of Way & Land Donation
- Development Agreement

A. Right of Way & Land Donation

Key points (Page 4–6):

- Developer donates right-of-way.
- City approves alignment.
- Developer delivers instruments.
- Attorney fee clause.
- Equitable remedies only (no monetary damages).

That's important:^[SEP]Remedies limited to equitable relief in some provisions.

B. Development Agreement (starting Page 11)

This is where vesting occurs.

Vested Rights Clause (Page 12–13)

City locks in:

- Applicable City Laws at time of agreement.
- Future City Laws limited to enumerated categories.
- No impact fees for redevelopment agreement infrastructure.

That is very developer-favorable.

Infrastructure Clause (Page 14)

Developer builds infrastructure.^[SEP]City processes permits.^[SEP]Impact fees not applied if related to RDA infrastructure.

This is a vesting + protection structure.

4 **Interlocal Agreement – HTRZ**

(Resolution 2023-20) 1687385801_RES 2023-20 ILA with...

This is structural money flow.

Key Provisions (Page 3–4)

- City must distribute all HTRZ Funds to Agency.
- County directed to pay Agency directly.

- Flagborough is an intended third-party beneficiary.

This is huge.

This means:

- Developer can enforce payment indirectly.
- City does not retain HTRZ funds discretion.

Collection Period: 25 years starting Jan 1, 2028.

We have two missing agreements from Dec 10, 2025:

- Resolution U2025-05 (Detention Basin)
- Resolution U2025-06 (1750 N Lift Station / Pump House)

These are almost certainly:

Either: (A) In the PMN meeting packet (B) In the same S3 resolution directory (C) Recorded in Utah County as memorandum

These are framework agreements.

What we still need:

- The actual **Participation Agreements**
- The specific **Reimbursement Agreements** (with interest, caps, accrual mechanics)

Those will contain:

- Reimbursement caps
- Interest rates
- Compounding rules
- Documentation standards
- Waterfall priority

Structural Similarities Across These Agreements

1 Everything is tied to Participation Agreements (even if not attached here).

2 All reimbursement flows originate from:

- Tax Increment (Urban Renewal)
- HTRZ Funds

3 Strong vesting language protecting developer from:

- Future fee increases
- New impact fees
- Law changes

4 Recorded Memorandum requirement appears in the West Side Amendment.

5 Remedies often limited to equitable relief.

6 Amendments require written instrument signed by parties.

OBJ:

PIDS

Utah City PIDS

If we can ask the city attorney or city financial staff/Chis to do a couple of hours of work on Utah City PIDS it may be a good thing.... to understand.

maximum debt mill levy

Qualified property

Conversion protections

Bond authority

Disclosure / notice

Reporting

Quality Control

Transfer of ownerships
HOAs

Attaching some information from Christy Henshaw

[08]

[08]

So, Flalgship had about 100 Utah accredited investors to a meeting where they walked the new grocery store saw the new court facilities being built and were pitched on investing at least \$250,000 with a four year start return window in Utah City

More to look at

If Chris doesn't want to do these then perhaps Jessie the temporary city attorney ? or the new one? or new Vineyard financial person

Perhaps some of this we could ask Chris to do for the 300 or 333 hours - like reconciling the bond funds and payments into and out of the RDA

Interpreting Utah statute, determining legal priority between RDA, PID, and HTRZ structures, and assessing enforceability or municipal liability;

- Rendering conclusions about procurement legality, bond issuance decisions, or compliance judgments that are legal in nature;
- Correcting or restating RDA financial statements, which would require a formal financial statement audit

----- Forwarded message -----

From: **Karsten Walker** <karstenwalker@hotmail.com>

Date: Wed, Feb 4, 2026 at 6:07 PM

Subject: Fw: Vineyard Info

To: bizrockstar@gmail.com <bizrockstar@gmail.com>

From: Chris Harding <chrishardingg@gmail.com>

Sent: Wednesday, February 4, 2026 2:22 PM

To: Karsten Walker <karstenwalker@hotmail.com>

Subject: Re: Vineyard Info

Karsten,

Thank you for sending these materials and for sharing the work you've been doing. I appreciate the time and effort that's gone into pulling together the bond, budget, tax, and PID-related information, and I've received the Dropbox invite.

I do want to clearly restate something I emphasized during last night's City Council meeting. While many of the items outlined in the Vineyard_RDA_Investigation_Scope document raise thoughtful questions, a significant portion of that document goes well beyond the scope of the work I am proposing and comfortable performing.

In particular, the draft scope includes elements that would require:

- Making determinations regarding whether fraud occurred, including assessments of intent, concealment, and scienter;^[SEP]
- Interpreting Utah statute, determining legal priority between RDA, PID, and HTRZ structures, and assessing enforceability or municipal liability;^[SEP]
- Rendering conclusions about procurement legality, bond issuance decisions, or compliance judgments that are legal in nature;^[SEP]
- Correcting or restating RDA financial statements, which would require a formal financial statement audit; and^[SEP]
- Undertaking work that contemplates criminal escalation or legal enforcement authority.

Those activities are not audit or AUP functions and would materially change the engagement into a full forensic and legal investigation, requiring a different mandate, substantially more time, significantly higher cost, and formal involvement of legal counsel.

The engagement I outlined is intentionally narrower and more practical:

- Spending a defined and reasonable amount of effort validating historical RDA reimbursements and supporting documentation where questions already exist; and^[SEP]
- Looking forward by helping the City establish clear, defensible billing, reimbursement, documentation, and oversight practices so future RDA reimbursements are subject to consistent checks and balances.

I'm happy to review information to the extent it directly supports those objectives, but I want to be clear about maintaining alignment with the scope discussed publicly and avoiding scope creep into areas that involve legal determinations or forensic conclusions.

Thanks,

Chris

On Tue, Feb 3, 2026 at 4:11 PM Karsten Walker <karstenwalker@hotmail.com> wrote:

Chris

Hi, How are you?

I invited you to Vineyard Dropbox of some grammar requested files for the Vineyard RDA. I am also attaching some of the work I have been doing on the Vineyard RDA on the bonds, the budget, and the Pacificorp tax refund for their petition or appeal to the Utah Tax Commission - there should also be an adjustment to the Union Pacific Rail Road taxes due to a similar appeal or petition and overpayment and refunds.

I think we need to figure out how the RDA, HTRZ, and PID overlap. I tried to recreate the excel budget file they the Vineyard RDA submitted to GOEO for their annual reports. So, I attached a few of the PID files.

Good luck - see you tonight

Karsten

On Feb 25, 2026, at 6:52 PM, K Utah <bizrockstar@gmail.com> wrote:

Hi,

From one of the many contracts or reimbursement developer participation agreements

- ii. The Available Tax Increment shall be equal to the total tax increment generated by the Property and received by the RDA within the Project (the " Total Tax Increment") minus administrative costs and income -targeted housing funds (but only if and to the extent that environmental remediation costs are estimated to be less than 20% of the total uses of RDA funds) (collectively the " Agency Tax Increment Costs"). The Parties agree that the Agency Tax Increment Costs shall not be more than twenty- six percent (26%) of the Total Tax Increment generated by the Property and received by the Agency from within the Project.

- iii. " Annual Reimbursement Payments" shall be made by April 1ST of each year.

- Annual reimbursement payments by April 1

So it seems to me it would be important to have the city council see the reimbursement packets and vote to approve the reimbursement checks and not just have a mayor (any mayor not just Zach) to sign off on these....

Also sorry this is long but dug into costs and overhead....with some AI help....

1 ☐☐ What “Eligible Backbone Infrastructure” Means in These Agreements

Under the 2020 Land Donation & Development Agreement (LDDA), “Backbone Infrastructure” is defined broadly and includes things like:

- Major roads
- Utilities
- Public improvements
- Structured parking (explicitly included)
- Possibly certain environmental and site prep components

The key structure:

- Developer incurs costs
- Developer submits documentation
- RDA reviews for eligibility
- Once approved → becomes “Infrastructure Reimbursable Costs”
- Unreimbursed balance accrues **7.5% compounding interest**
- Paid only from “Available Tax Increment”

So the critical gatekeeper is:

What qualifies as a reimbursable “cost”?

That’s where “true cost” becomes important.

2 What Is “True Cost” in Public Reimbursement Agreements?

In municipal reimbursement contexts, “true cost” typically means:

Hard Costs (Direct Construction Costs)

- Materials
- Labor
- Equipment
- Subcontractor invoices
- Site work
- Utilities
- Paving
- Concrete
- Structural elements

Soft Costs (Often Allowed, Sometimes Capped)

- Engineering
- Architecture
- Permitting

- Environmental consultants
- Testing
- Survey
- Legal directly tied to the improvement

Overhead & General Conditions (This is the danger zone)

- Project management
- Supervision
- Insurance
- Bonding
- Mobilization
- Temporary facilities
- Office overhead allocation

The contract language matters enormously here:

- Does it cap overhead?
 - Does it limit profit?
 - Does it require competitive bidding?
 - Does it allow affiliate contracting?
 - Does it define cost as “actual cost incurred” or “reasonable and necessary cost”?
-

3 The 270% Overhead Issue (Harding AUP Reference)

If contractor overhead was being added at ~270%, that’s not “cost” — that’s markup layered on markup.

Let’s be very clear:

Typical Industry Ranges

- General Contractor Fee: 5–15%
- Overhead: 5–10%
- Combined markup: often 10–20% total
- Construction manager at risk (CMAR): 6–12%

270% overhead is not overhead.

That’s either:

- Affiliate transfer pricing,
- Double counting,

- Cost plus stacking,
- Or classification error.

If the reimbursement agreement does not cap or define “allowable cost,” and the RDA simply reimburses “costs incurred,” then inflated intercompany pricing can legally become reimbursable unless restricted.

That’s the structural vulnerability.

4 Why This Matters With 7.5% Compounding

Here’s the danger:

If “true cost” is inflated:

- Principal increases
- Interest accrues on inflated principal
- Increment is consumed longer
- School mitigation is reduced proportionally
- Public exposure extends decades

This becomes a math problem, not just a legal problem.

Example:

If actual infrastructure = \$10M

But reimbursable submission = \$15M (inflated via overhead stacking)

At 7.5% compounding:

- Year 1 interest = \$1.125M
- Year 5 balance $\approx$ \$21.5M
- Year 10 $\approx$ \$30M+

Inflated cost → exponential public exposure.

5 What We Need to Check in These Contracts

I need to confirm:

- Is there a definition of “Cost”?

- Is there language limiting reimbursement to “reasonable and necessary”?
- Is there competitive bidding required?
- Is self-performance allowed?
- Are affiliate transactions allowed?
- Are profit/fee percentages capped?
- Is there independent cost certification?
- Is there audit right language?

From what I’ve seen so far:

- There is submission + documentation review.
- There is RDA determination.
- But I have not yet seen a strict overhead cap in the parsed text.

That doesn’t mean it doesn’t exist — but if it doesn’t, that’s the exposure.

6 What the Harding AUP Likely Flagged

An Agreed Upon Procedures (AUP) engagement is not a full audit.

It doesn’t give an opinion.

It tests specific procedures.

If Harding highlighted 270% contractor overhead, that likely means:

- Affiliate or related-party contractor
- Markup not clearly separated from cost
- Lack of competitive bid comparison
- No documented benchmark
- Cost categories bundled together

This doesn’t automatically mean fraud.

It can mean:

- Weak contract drafting
 - Weak cost definition
 - Weak RDA review controls
 - Or aggressive cost-plus structure
-

7 What You Should Be Asking Right Now

If you want clarity, the key questions are:

1. Are reimbursable costs defined as:
 - “actual cost”
 - “actual cost plus fee”
 - “reasonable and necessary”
 - “costs as approved by Agency”
 2. Does the agreement prohibit reimbursement of:
 - Developer profit?
 - Overhead beyond X%?
 - Affiliate markup?
 3. Is there a clause allowing the Agency to:
 - Audit?
 - Disallow?
 - Claw back?
 4. Were these improvements competitively bid?
 5. Were costs certified by independent CPA or engineer?
 6. Did any reimbursement request include:
 - Intercompany invoices?
 - Shared services allocations?
 - Management fee stacking?
-

8 Big Picture: Is This Structurally Aggressive?

Yes.

Because:

- Broad Backbone Infrastructure definition
- Structured parking reimbursable
- 7.5% compounding
- HTRZ overlay
- Long duration capture
- Assignment flexibility

If “true cost” is not tightly defined, the economic exposure is open-ended.

9 Next Smart Move

If you want to move from theory → evidence:

I recommend we build a “Reimbursable Cost Stress Test Model”:

Column A: Submitted Cost

Column B: Hard Cost Benchmark

Column C: Overhead %

Column D: Allowed Under Agreement?

Column E: Interest Impact Over 10 Years

That will show you:

- Whether this is normal
- Aggressive
- Or structurally extractive

1 What the Contracts Allow vs What the AUP Found

A. LDDA – Backbone Infrastructure Approval Process

LDDA requires:

- RFP bid package submitted to City Public Works
- At least three bids per project
- Approved budget
- Submission of invoices + payment history
- Reimbursement only after approval

Land Donation and Development A...

Land Donation and Development A...

The reimbursement base becomes “Infrastructure Reimbursable Costs,” which then accrues 7.5% interest once approved and paid

Land Donation and Development A...

What the AUP shows:

Payments were being approved off email summaries instead of subcontractor invoices.

That means the LDDA process controls were not consistently followed.

The contract framework assumes:

- documentation exists,
- invoices exist,
- costs are verifiable.

The AUP says:

That chain was broken.

B. Flagborough – The Definition of Costs Is Broad

Flagborough defines:

Indirect Costs include:

- engineering
- legal
- insurance
- interest reserves
- marketing
- contingency
- “other similar costs”

Participation Agreement - Flagb...

Vertical Construction Costs include:

- bonding
- permit fees
- impact fees
- contingency

Participation Agreement - Flagb...

Enhanced Development Costs are calculated as:

- 50% of Indirect + Horizontal + Vertical (for Density Qualified Buildings)

Participation Agreement - Flagb...

- 33.4% for Affordable Housing, and that bucket includes land + developer fees

Participation Agreement - Flagb...

Notice something:

There is no hard cap on:

- overhead %
- contractor fee %
- general conditions %
- affiliate markup %
- contingency %

The only control mechanism is:

“documentation sufficient to establish actual costs”

Participation Agreement - Flagb...

That’s procedural — not structural.

2 Where a 270% Multiplier Can Exist Legally

Now let’s be very precise.

A 270% labor multiplier means:

If labor cost = \$100

Invoice charged = \$270

That can happen through:

- Subcontractor labor rate × markup
- GC markup on subcontractor markup
- Developer affiliate markup
- Allocation of general conditions
- Allocation of indirect costs
- Misclassification between cost buckets

Under Flagborough definitions, “Indirect Costs” and “Vertical Construction Costs” are wide enough that layered overhead can be embedded before it ever reaches the RDA review stage.

If the RDA:

- does not demand original subcontractor invoices,
- does not benchmark labor rates,
- does not compare to bid schedules,

then the approved “actual cost” becomes the reimbursable base.

And once approved?

It accrues 7.5% compounding interest under LDDA.

Land Donation and Development A...

That is how inflated principal becomes long-term increment capture.

3 The Real Structural Issue

The problem is not just “missing receipts.”

The structural weakness is this:

LDDA relies on bid + approval process

Flagborough relies on cost definition + documentation

But neither creates:

- A cost ceiling
- A markup cap
- A related-party pricing restriction
- A mandatory third-party cost certification
- A unit price schedule lock
- A “reasonable and necessary” audit standard (like older 2017 agreements used)

That older language referenced “reasonable and necessary costs”

Reimbursement - Westside Storm ...

The newer structure shifts to:

“actual costs incurred” + defined categories.

That is a very important evolution.

4 What the AUP Slide Really Signals

The AUP presentation says:

29% of invoices lacked support
270% multipliers applied without visible contract authorization

Copy of Vineyard City AUP Prese...

This indicates:

- Weak documentation enforcement
- Weak segregation of duties
- No independent field verification
- No systematic reconciliation of quantities
- Possibly no independent cost benchmarking

The slide explicitly recommends:

Implement City-led field inspections to verify work quantities.

Copy of Vineyard City AUP Prese...

That means verification was not happening at scale.

5 Let's Be Honest About Risk

There are three levels of risk here:

Level 1 – Documentation Failure

Receipts missing, email approvals instead of invoices.

Fixable with policy.

Level 2 – Control Weakness

No reconciliation, no quantity verification, no oversight.

Requires governance reform.

Level 3 – Structural Incentive Risk

Broad cost definitions + compounding interest + long duration capture.

That's not a clerical issue.

That's architectural.

6 ☐☐ Here's the Hard Question

If 270% multipliers were applied:

Was that:

- a pricing anomaly?
- affiliate transfer pricing?
- or systematic markup stacking?

The answer determines whether this is:

- sloppy oversight
 - aggressive developer accounting
 - or public finance exposure
-

7 ☐☐ What I Recommend Next (No Politics, Just Mechanics)

If you want clarity instead of speculation, we need:

1. One full reimbursement packet with:
 - contractor invoice
 - subcontractor invoice
 - labor breakdown
 - change orders
 - allocation schedule
2. Identify:
 - Was the contractor related to developer?
 - Was markup disclosed?
 - Was markup approved in writing?
 - Did contract specify fee %?
3. Reconstruct:
 - Base labor cost
 - Markup layer 1
 - Markup layer 2
 - Indirect allocation
 - Developer fee (if any)
 - Interest impact over 10 years

Then we'll know if the 270% is:

- A math error
- A classification issue
- Or a structural profit engine
- **Did the developer get 3 bids? If not can you deny reimbursement?**

VIDEO – anonymous source

You didn't get this video from me - please and

thanks <https://vimeo.com/1155607558/1bccef540b?>