

SITE PLAN

06/11/2026

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	PROPERTY BOUNDARY
	STORM DRAIN LINE
	CULINARY WATER LINE
	SECONDARY WATER LINE
	GAS LINE
	SEWER LINE
	BURIED POWER LINE
	AERIAL POWER LINE
	COMMUNICATION LINE
	CONTOUR MAJOR
	CONTOUR MINOR
	ASPHALT
	OPEN FACE CURB AND GUTTER
	FENCE
	CONCRETE
	EXISTING TO BE REMOVED

	CULINARY WATER LINE (SIZE SHOWN ON PLAN)
	STORM DRAIN LINE (SIZE SHOWN ON PLAN)
	SECONDARY WATER LINE (SIZE SHOWN ON PLAN)
	GAS LINE
	SANITARY SEWER LINE (SIZE SHOWN ON PLAN)
	BURIED POWER LINE
	BURIED COMMUNICATION LINE
	CONTOUR MAJOR
	CONTOUR MINOR
	ASPHALT
	CATCH CURB AND GUTTER
	SPILL CURB AND GUTTER
	CONCRETE SIDEWALK
	BUILDING SETBACK
	EASEMENT

1. PAYSON CITY DEPARTMENT OF PUBLIC WORKS STANDARD DRAWINGS AND SPECIFICATIONS.
2. 2025 MANUAL OF STANDARD SPECIFICATIONS AND MANUAL OF STANDARD PLANS, UTAH CHAPTER, AMERICAN PUBLIC WORKS ASSOCIATION (APWA)
3. THE SPECIFICATIONS MENTIONED IN ITEM ONE AND TWO SHALL SUPERSEDE ANY CONFLICTING SPECIFICATIONS CONTAINED WITHIN THESE PLANS.

THE IMPROVEMENTS FOR THIS PROJECT HAVE BEEN REVIEWED BY THE CITY ENGINEER FOR GENERAL CONFORMANCE WITH THE REQUIREMENTS OF THE CITY SUBDIVISION ORDINANCE. THIS SET OF CITY-APPROVED DRAWINGS SHALL BE USED FOR CONSTRUCTION OF THE REQUIRED SUBDIVISION IMPROVEMENTS. THE DEVELOPER'S ENGINEER, WHOSE STAMP IS ON THESE DRAWINGS, IS RESPONSIBLE FOR THE ENGINEERING DESIGN, DRAFTING, AND RELATED FIELD INFORMATION. THE CONSTRUCTION CONTRACTOR IS RESPONSIBLE FOR DIMENSIONS WHICH SHALL BE CONFIRMED AND CORRELATED AT THE JOB SITE; FABRICATION PROCESSES AND TECHNIQUES OF CONSTRUCTION; COORDINATION OF HIS OR HER WORK WITH THAT OF ALL OTHER TRADES; AND THE SATISFACTORY PERFORMANCES OF HIS OR HER WORK.

BY: _____ DATE: _____

- DESIGNING OUR FUTURE



ROCKY MOUNTAIN ATV/MC
SOUTH ADDITION
1551 AMERICAN WAY
PAYSON, UT 84651

[illegible]

PROJECT #: 25-330
DRAWN BY: R. WEBER
PROJECT MANAGER: J. BLACK
ISSUED: 06/11/2026

DRAFT

COVER

C001



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GENERAL

- ALL MATERIALS, WORKMANSHIP, CONSTRUCTION AND PLACEMENT SHALL MEET OR EXCEED THE STANDARDS AND SPECIFICATIONS AS DEFINED IN THE 2025 (CURRENT EDITION) MANUAL OF STANDARD SPECIFICATIONS AND MANUAL OF STANDARD PLANS, UTAH CHAPTER, AMERICAN PUBLIC WORKS ASSOCIATION (APWA) AND APPLICABLE CITY, COUNTY, STATE AND FEDERAL REGULATIONS/REQUIREMENTS, INTERNATIONAL PLUMBING CODE, UTAH DRINKING WATER REGULATIONS, WHERE THERE IS A CONFLICT BETWEEN THESE PLANS, SPECIFICATIONS OR ANY APPLICABLE STANDARD, THE MOST RESTRICTIVE STANDARD SHALL APPLY. THE CONTRACTOR IS REQUIRED TO ADHERE TO ALL OF THE ABOVE-MENTIONED DOCUMENTS UNLESS OTHERWISE NOTED AND APPROVED IN WRITING BY THE DIRECTOR OF PUBLIC WORKS AND ENGINEER.
- THESE PLANS AND SPECIFICATIONS ARE THE PROPERTY OF CIVIL SOLUTIONS GROUP AND SHALL NOT BE PHOTOCOPIED, RE-DRAWN, OR USED ON ANY OTHER PROJECT OTHER THAN THE PROJECT SPECIFICALLY DESIGNED FOR, WITHOUT WRITTEN PERMISSION.
- THE OWNERS AND ENGINEERS OF CIVIL SOLUTIONS GROUP, INC. DISCLAIM ANY LIABILITY FOR ANY CHANGES OR MODIFICATIONS MADE TO THESE PLANS OR THE DESIGN THEREON WITHOUT THEIR CONSENT.
- THESE PLANS ARE DRAWN TO SCALE WHEN PLOTTED ON A 24" X 36" SHEET OF PAPER. THESE PLANS ARE PRODUCED IN COLOR AND SHOULD BE PLOTTED AS SUCH.
- ALL REFERENCES TO ANY PUBLISHED STANDARDS SHALL REFER TO THE LATEST REVISION OF SAID STANDARD, UNLESS SPECIFICALLY STATED OTHERWISE.
- IMPROVEMENTS DEPICTED IN THESE PLANS AND CONSTRUCTED BY THE CONTRACTOR SHALL BE GUARANTEED BY THE CONTRACTOR TO BE FREE FROM MATERIAL AND WORKMANSHIP DEFECTS FOR A PERIOD OF ONE YEAR FROM THE DATE OF ACCEPTANCE.
- CIVIL SOLUTIONS GROUP DOES NOT CONTROL OR WILL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, SCHEDULES, SEQUENCES, OR PROCEDURES OF THE CONTRACTOR.
- CIVIL SOLUTIONS GROUP WILL NOT BE RESPONSIBLE FOR CONSTRUCTION SITE SAFETY, PEDESTRIAN ACCESSIBILITY, ETC.
- CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE MATERIALS TESTING AND INSPECTIONS AS REQUIRED BY THE MUNICIPALITY, APWA STANDARDS AND SPECIFICATIONS, OR THESE PLANS.
- CONTRACTOR SHALL BE LICENSED, BONDED, AND INSURED FOR THIS WORK.

SAFETY AND RESPONSIBILITY

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ASPECTS OF SAFETY, INCLUDING, BUT NOT LIMITED TO, EXCAVATION, TRENCHING, SHORING, TRAFFIC CONTROL, SECURITY AND OTHER SITE RELATED SAFETY PRACTICES. REFER TO OSHA PUBLICATION 2228, EXCAVATING AND TRENCHING, APWA, AND OTHER STANDARD PUBLICATIONS. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR CONFORMING TO LOCAL AND FEDERAL CODES GOVERNING SHORING AND BRACING OF EXCAVATIONS AND TRENCHES, AND FOR THE PROTECTION OF WORKERS.
- THE CONTRACTOR SHALL SUBMIT A CONSTRUCTION TRAFFIC CONTROL PLAN TO THE REVIEWING AGENCY (LOCAL GOVERNMENT, DEPARTMENT OF TRANSPORTATION, OR OTHERS AS REQUIRED BY PERMIT) FOR REVIEW AND ACCEPTANCE, PRIOR TO ANY CONSTRUCTION ACTIVITIES WITHIN, OR AFFECTING THE RIGHT-OF-WAY. ALL TRAFFIC CONTROL PLANS SHALL BE IN ACCORDANCE WITH MUTCD STANDARDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL TRAFFIC CONTROL DEVICES, PERSONNEL AND OTHER FACILITIES AS MAY BE REQUIRED BY THE CONSTRUCTION ACTIVITIES.
- ALL CONSTRUCTION FENCING, EROSION CONTROL, TREATMENTS, WARNING SIGNS, AND TRAFFIC CONTROL SHALL BE INSTALLED PRIOR TO ANY CONSTRUCTION. CONSTRUCTION FENCING SHALL BE INSTALLED AT THE LIMITS OF WORK WHEREVER POSSIBLE.
- CONTRACTOR MUST OBTAIN ALL THE NECESSARY PERMITS AND AGREEMENTS AND PAY ALL APPLICABLE FEES PRIOR TO ANY CONSTRUCTION ACTIVITIES.
- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING A SAFE AND SECURE WORK AREA THROUGHOUT CONSTRUCTION.
- THE CONTRACTOR IS RESPONSIBLE FOR DUST CONTROL ACCORDING TO THE GOVERNING ENTITY STANDARDS.
- THE CONTRACTOR IS REQUIRED TO KEEP ALL CONSTRUCTION ACTIVITIES WITHIN THE APPROVED PROJECT LIMITS. THIS INCLUDES, BUT IS NOT LIMITED TO, VEHICLE AND EQUIPMENT STAGING, MATERIAL STORAGE AND LIMITS OF TRENCH EXCAVATION. IT IS THE CONTRACTORS RESPONSIBILITY TO OBTAIN PERMISSION AND/OR EASEMENTS FROM THE APPROPRIATE GOVERNING ENTITY AND/OR INDIVIDUAL PROPERTY OWNER(S) FOR WORK OR STAGING OUTSIDE OF THE PROJECT LIMITS.

SURVEY AND EXISTING CONDITIONS

- THE CONTRACTOR WILL BE RESPONSIBLE FOR FIELD LOCATING AND VERIFYING LOCATIONS AND ELEVATIONS OF ALL EXISTING UTILITIES (INCLUDING, BUT NOT LIMITED TO, WATER, SEWER, OVERHEAD AND UNDERGROUND POWER, CONTROL WIRING, IRRIGATION, MANHOLES, HANDHOLES, JUNCTIONS, ETC) AND OTHER IMPROVEMENTS PRIOR TO INSTALLING ANY OF THE ELEMENTS INDICATED IN THESE PLANS. IF A CONFLICT EXISTS AND/OR A DESIGN MODIFICATION IS REQUIRED, THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER. DESIGN MODIFICATION(S) MUST BE APPROVED BY THE OWNER AND ENGINEER PRIOR TO BEING IMPLEMENTED. THE CONTRACTOR IS CAUTIONED THAT LOCATIONS SHOWN ON THESE PLANS ARE APPROXIMATE. THE CONTRACTOR IS RESPONSIBLE TO REPAIR ALL DAMAGED UTILITIES AT NO ADDITIONAL COST.
- PROTECT ALL IMPROVEMENTS NOT INCLUDED IN THE SCOPE OF SITE DEMOLITION. ANY IMPROVEMENT WHICH IS DAMAGED SHALL BE REPAIRED OR REPLACED IN-KIND TO THE OWNER'S SATISFACTION AT NO ADDITIONAL COST TO THE OWNER.

CONSTRUCTION AND SITE MAINTENANCE

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR RECORDING AS-CONSTRUCTED INFORMATION ON A SET OF RECORD DRAWINGS KEPT ON THE CONSTRUCTION SITE. THIS RECORD DRAWING SET SHALL BE AVAILABLE TO THE OWNERS/ENGINEERS DESIGNATED REPRESENTATIVE AT ALL TIMES. DIGITAL RECORDATION ON A DIGITAL RECORD SET IS ACCEPTABLE.
- UPON COMPLETION OF CONSTRUCTION, THE SITE SHALL BE CLEANED AND RESTORED TO A CONDITION EQUAL TO, OR BETTER THAN, THAT WHICH EXISTED BEFORE CONSTRUCTION, OR TO THE GRADES AND CONDITION AS REQUIRED BY THESE PLANS AND SPECIFICATIONS.

PAVEMENTS AND COMPACTION

- ALL TRENCHING, REPAIRS, AND OTHER WORK IN THE PUBLIC RIGHT OF WAY SHALL COMPLY WITH ALL REQUIREMENTS OF THE REVIEWING AUTHORITY.
- IF THE CONTRACTOR CHOOSES TO WORK WITHIN THE PUBLIC WAY WHEN HOT MIX ASPHALT IS NOT AVAILABLE, THE CONTRACTOR MUST OBTAIN APPROVAL FROM THE APPROPRIATE GOVERNING ENTITY PRIOR TO INSTALLING TEMPORARY ASPHALT SURFACING MATERIAL. WHEN PERMANENT ASPHALT BECOMES AVAILABLE, THE CONTRACTOR SHALL REMOVE THE TEMPORARY ASPHALT, FURNISH AND INSTALL THE PERMANENT ASPHALT. THE CONTRACTOR SHALL GUARANTEE THE ASPHALT RESTORATION FOR A PERIOD AS REQUIRED BY THE GOVERNING ENTITY FROM THE DATE OF ACCEPTANCE.
- SOIL COMPACTION EFFORT SHALL MINIMALLY BE AS FOLLOWS, THOUGH MORE RESTRICTIVE REQUIREMENTS MAY BE STATED IN THE GEOTECHNICAL REPORT OR APWA MANUAL, AND THE MOST RESTRICTIVE STANDARD SHALL BE ADHERED TO:
 - THE MINIMUM RELATIVE DENSITY SHALL BE 95% OF THE MODIFIED PROCTOR (ASTM D 1557 OR AASHTO T 180) FOR A-1 SOILS.
 - THE MINIMUM RELATIVE DENSITY SHALL BE 95% OF THE STANDARD PROCTOR (ASTM D 698 OR AASHTO T 99) FOR ALL SOILS OTHER THAN A-1. SOILS THAT LIE BENEATH PAVEMENTS, STRUCTURES AND OTHER ELEMENTS AS DEFINED IN THIS PLAN AND SPECIFICATIONS.
 - THE MINIMUM RELATIVE DENSITY SHALL BE 92% OF THE STANDARD PROCTOR (ASTM D 698 OR AASHTO T 99) FOR ALL SOILS OTHER THAN A-1 SOILS THAT LIE BENEATH LANDSCAPED OR OTHER AREAS THAT ARE NOT INTENDED FOR VEHICULAR OR STRUCTURAL LOADINGS.
- UNTREATED BASE COURSE THICKNESS UNDER CURBS AND GUTTERS AT ALL DRIVE LOCATIONS SHALL BE 10" MIN.
- ALL APPLIED PAVEMENT STRIPING AND CURB PAINTING SHALL MEET CURRENT UDOT AND APWA AND CITY STANDARDS FOR PAINT TYPE, THICKNESS, APPLICATION RATE, ETC.

COORDINATION REQUIREMENTS

- THE CONTRACTOR IS RESPONSIBLE TO NOTIFY ALL APPROPRIATE GOVERNMENT AND PRIVATE ENTITIES ASSOCIATED WITH THE PROJECT FOR WORK COORDINATION.
- ALL ON-SITE DEWATERING ACTIVITIES MUST BE APPROVED BY THE AUTHORITY HAVING JURISDICTION. ADEQUATE MEASURES MUST BE TAKEN TO REMOVE ALL SEDIMENT PRIOR TO DISCHARGE.
- THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATIONS OF EXISTING UTILITIES, AS INDICATED ON THESE PLANS, IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED UPON AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL CONTACT BLUE STAKES (BY DIALING 811) AT LEAST 3 WORKING DAYS PRIOR TO BEGINNING EXCAVATION, TRENCHING OR GRADING TO HAVE ALL REGISTERED UTILITY LOCATIONS MARKED. ALL OTHER UN-REGISTERED UTILITIES (I.E. DITCH, IRRIGATION COMPANY, OTHER SITE-SPECIFIC UTILITIES, ETC.) ARE TO BE LOCATED BY CONTACTING, IN ADVANCE, THE RESPECTIVE REPRESENTATIVE. UTILITY SERVICE LATERALS SHOULD ALSO BE LOCATED PRIOR TO BEGINNING EXCAVATION, TRENCHING OR GRADING ACTIVITIES.
- THE CONTRACTOR SHALL COORDINATE AND COOPERATE WITH THE PROJECT OWNER, ENGINEER, LOCAL JURISDICTION AND ALL UTILITY COMPANIES INVOLVED REGARDING RELOCATIONS, ADJUSTMENTS, EXTENSIONS AND REARRANGEMENTS OF EXISTING UTILITIES DURING CONSTRUCTION, AND TO ASSURE THAT THE WORK IS ACCOMPLISHED IN A TIMELY FASHION AND WITH MINIMAL DISRUPTION OF SERVICE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING, IN ADVANCE, ALL PARTIES AFFECTED BY ANY DISRUPTION OF UTILITY SERVICE AS WELL AS THE UTILITY COMPANIES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL UTILITIES AND EXISTING IMPROVEMENTS DURING CONSTRUCTION AND FOR COORDINATING WITH THE APPROPRIATE UTILITY COMPANY OR AGENCY FOR ANY UTILITY CROSSINGS REQUIRED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COST OF ALL MEANS REQUIRED TO PROTECT EXISTING UTILITIES AND IMPROVEMENTS AND/OR TO WORK AROUND SUCH UTILITIES. THIS INCLUDES, BUT IS NOT LIMITED TO, SUPPORTING EXISTING UTILITIES AND IMPROVEMENTS, SHORING AROUND EXISTING UTILITIES AND IMPROVEMENTS, EXCAVATION SUPPORT, PHASING OF WORK AND TRAFFIC CONTROL.
- THE CONTRACTOR SHALL NOTIFY THE LOCAL JURISDICTION AND AFFECTED UTILITY COMPANY, AND ALL AFFECTED PARTIES A MINIMUM OF 24 HOURS PRIOR TO ANY INTERRUPTION OF SERVICE.
- THE CONTRACTOR IS NOT TO OPERATE ANY VALVES, FIRE HYDRANTS AND OTHER APPURTENANCES WITHOUT THE UTILITY OWNER'S PERMISSION.
- IF DURING CONSTRUCTION CONDITIONS ARE ENCOUNTERED WHICH COULD INDICATE A SITUATION THAT IS NOT IDENTIFIED IN THE PLANS OR SPECIFICATIONS, THE CONTRACTOR SHALL CONTACT THE ENGINEER IMMEDIATELY.
- AT THE OWNERS DISCRETION, CIVIL SOLUTIONS GROUP SHALL PROVIDE A PROJECT ENGINEER ON SITE PERIODICALLY DURING CONSTRUCTION, REPRESENTING THE OWNER, TO ENSURE CONSTRUCTION MEETS THE REQUIREMENTS OF THESE PLANS AND SPECIFICATIONS. THE CONTRACTOR IS EXPECTED TO COORDINATE AND COOPERATE WITH ON SITE ENGINEER.
- PROPOSED GRADES INDICATE DESIGN INTENT. THE CONTRACTOR SHALL VERIFY ELEVATIONS AND MAKE ADJUSTMENTS TO MEET FIELD CONDITIONS AS REQUIRED. DO NOT PROCEED WITH ANY ADJUSTMENT OR FIELD MODIFICATION UNTIL APPROVED BY THE ENGINEER.
- CONTRACTOR ACKNOWLEDGES THAT PLANS AND/OR ASSEMBLIES AND PRECISE PLACEMENT OF EQUIPMENT MAY NOT BE POSSIBLE DUE TO EXISTING CONDITIONS. CONTRACTOR SHALL COORDINATE ANY SUCH OCCURRENCE WITH ENGINEER WITHOUT ADDITIONAL COST.

UTILITIES

- WATER LINE THRUST BLOCK AND RESTRAINTS ARE TO BE INSTALLED PER MUNICIPAL DRAWINGS AND SPECIFICATIONS.
- ALL WATERLINES INSTALLATIONS AND TESTING TO BE IN ACCORDANCE WITH AWWA SECTIONS C600, C601, C651, C206, C200, C900, C303 AWWA MANUAL M11 AND ALL OTHER APPLICABLE AWWA, UPWS, ASTM AND ANSI SPECIFICATIONS RELEVANT TO THE INSTALLATION AND COMPLETION OF THE PROJECT. AMENDMENT TO SECTION C600 SECTION 4.1.1; DOCUMENT TO READ MINIMUM TEST PRESSURE SHALL NOT BE LESS THAN 200 P.S.I. GAUGED TO A HIGH POINT OF THE PIPELINE BEING TESTED. ALL MATERIALS USED FOR WATERWORKS PROJECTS TO BE RATED FOR 150 P.S.I. MINIMUM OPERATING PRESSURE.
- CONTRACTOR IS TO INSTALL WATER SERVICE LINES, METER YOKES AND/OR ASSEMBLIES AND METER BOXES WITH LIDS LOCATED AS APPROVED ON THE PLANS PER APPLICABLE MUNICIPAL DETAIL DRAWINGS. ALL WATER METERS, CATCH BASINS, CLEANOUT BOXES, MANHOLES, DOUBLE CHECK VALVE DETECTOR ASSEMBLIES, REDUCED PRESSURE DETECTOR ASSEMBLIES AND BACKFLOW PREVENTION DEVICES MUST BE LOCATED OUTSIDE OF ALL APPROACHES, DRIVEWAYS, PEDESTRIAN WALKWAYS AND OTHER TRAVELED WAYS UNLESS OTHERWISE APPROVED ON PLANS.
- BACKFLOW PREVENTORS ARE REQUIRED ON ALL IRRIGATION AND FIRE SPRINKLING TAPS. CONTRACTORS SHALL INSTALL BACKFLOW PREVENTION DEVICES ON FIRE SPRINKLER CONNECTIONS. DOUBLE CHECK VALVE ASSEMBLIES SHALL BE INSTALLED ON CLASS 1, 2 AND 3 SYSTEMS. REDUCED PRESSURE PRINCIPLE VALVES SHALL BE INSTALLED ON CLASS 4 SYSTEMS. ALL FIRE SPRINKLING BACKFLOW ASSEMBLIES SHALL CONFORM TO ASSE STANDARD 1048, 1013, 1047 AND 1015. THE CONTRACTOR SHALL BE RESPONSIBLE TO PERFORM BACKFLOW PREVENTION TESTS PER MUNICIPALITY STANDARDS AND SUBMIT RESULTS TO MUNICIPALITY AND ENGINEER.
- ALL WATER, FIRE AND SEWER SERVICES STUBBED TO A PROPERTY MUST BE USED OR WATER AND FIRE SERVICES MUST BE KILLED AT THE MAIN AND SEWER LATERALS CAPPED AT PROPERTY LINE PER PUBLIC UTILITIES REQUIREMENTS. ALLOWABLE SERVICES TO BE KEPT WILL BE AS DETERMINED BY THE MUNICIPALITY. ALL WATER AND FIRE SERVICE KILLS AND SEWER LATERAL CAPS ARE TO BE KILLED AND CAPPED AS DETERMINED AND VISUALLY VERIFIED BY THE MUNICIPAL INSPECTOR.
- ALL EXISTING AND PROPOSED MANHOLES, HYDRANTS, VALVES, CLEAN-OUT BOXES, CATCH BASINS, METERS, ETC. MUST BE RAISED OR LOWERED TO FINAL GRADE PER MUNICIPAL OR APWA STANDARDS AND INSPECTOR REQUIREMENTS. CONCRETE COLLARS MUST BE CONSTRUCTED ON ALL MANHOLES, CLEANOUT BOXES, CATCH BASINS AND VALVES PER PUBLIC UTILITIES STANDARDS. ALL MANHOLE, CATCH BASIN, OR CLEANOUT BOX CONNECTIONS MUST BE MADE WITH THE PIPE CUT FLUSH WITH THE INSIDE OF THE BOX AND GROUTED OR SEALED AS REQUIRED BY THE PUBLIC UTILITIES INSPECTOR. ALL MANHOLE, CLEANOUT BOX OR CATCH BASIN DISCONNECTIONS MUST BE REPAIRED AND GROUTED AS REQUIRED BY THE ON-SITE PUBLIC UTILITIES INSPECTOR.
- CONTRACTOR SHALL NOT ALLOW ANY GROUNDWATER OR DEBRIS TO ENTER NEW OR EXISTING PIPE DURING CONSTRUCTION, UTILITY TRENCHING, OR BACKFILL.
- DETECTABLE WARNING TAPE AND DEDICATED TRACING WIRE SHALL BE PROVIDED FOR ALL SUBSURFACE UTILITIES. THIS SHALL BE BURIED A MAXIMUM OF 18" DEEP.
- THE TOPS, RIMS, GRATES, COVERS, ETC. OF ANY UTILITY STRUCTURE THAT IS TO REMAIN SHALL BE ADJUSTED TO MATCH FLUSH WITH FINAL GRADE. ALL NEW COMPONENTS SHALL SIMILARLY BE INSTALLED FLUSH WITH FINAL GRADE.
- FOR UTILITY CONFLICTS REQUIRING MAINLINE RELOCATIONS, THE CONTRACTOR MUST NOTIFY THE APPLICABLE UTILITY COMPANY OR USER A MINIMUM OF 2-WEEKS IN ADVANCE. A ONE-WEEK MINIMUM NOTIFICATION IS REQUIRED FOR CONFLICTS REQUIRING THE RELOCATION OF SERVICE LATERALS. ALL RELOCATIONS ARE SUBJECT TO APPROVAL FROM THE APPLICABLE UTILITY COMPANY AND/OR USER.
- THE SCOPE OF THE ELECTRICAL, COMMUNICATION, AND GAS FACILITIES SHOWN IN THESE PLANS ARE DIAGRAMMATIC. CIVIL SOLUTIONS GROUP DID NOT DESIGN OR COORDINATE THESE ELEMENTS. DESIGN

- AND COORDINATION OF THESE FACILITIES ARE BY OTHERS. NOT ALL COMPONENTS OF THE EXISTING FACILITIES OR THE PROPOSED FACILITIES ARE SHOWN. CONTRACTOR IS TO INCLUDE ALL REQUIRED COMPONENTS IN SCOPE.
- ALL CONDUIT SHALL BE RIGID PVC ELECTRICAL CONDUIT, NEMA TC2 AND UL-651. FITTINGS AND CONDUIT BODIES SHALL BE PVC TO MATCH CONDUIT, NEMA TC-3. PRIMER/SOLVENT CEMENT SHALL MEET ASTM F656 AND D2564 REQUIREMENTS. PULL ROPE SHALL BE ¾ INCH DOUBLE BRAIDED, LOW STRETCH POLYESTER COMPOSITE ROPE. SEAL ALL ENDS WITH BLANK DUCT PLUGS, SECURE ROPE TO DUCT PLUG.
 - ALL MAINLINES SHALL BE INSTALLED AND TESTED ACCORDING TO THE MANUFACTURERS INSTALLATION INSTRUCTIONS, APWA SPECIFICATIONS, CONTRACT DOCUMENTS. THE CONTRACTOR SHALL ARRANGE FOR THE SERVICE OF THE MANUFACTURERS QUALIFIED INSTRUCTOR AND BE QUALIFIED/FACTORY CERTIFIED BEFORE INSTALL.
 - ALL UTILITIES INCLUDING, BUT NOT LIMITED TO, MANHOLES, JUNCTION BOXES, INLETS, CLEAN OUTS, ETC. SHALL BE FURNISHED WITH A 12" MIN CONCRETE COLLAR AT THE SURFACE FLUSH WITH GRADE. MIN 8" THICK.
 - ALL PIPES ENTERING MANHOLES, JUNCTION BOXES, INLET BOXES, ETC. SHALL BE FURNISHED WITH A 12" CONCRETE COLLAR AT THE CONNECTION POINT, MIN. 12" THICK. GROUTED ON THE INTERIOR SIDE WHERE APPLICABLE.

STORMWATER POLLUTION PREVENTION

- CONSTRUCTION SITES MUST BE IN COMPLIANCE WITH THE UTAH POLLUTION DISCHARGE ELIMINATION SYSTEM (UPDES) STORM WATER PERMIT FOR CONSTRUCTION ACTIVITIES (538-6923) AND SHALL BE COMPLIANT WITH THE MUNICIPALITIES MS4 REQUIREMENTS. A COPY OF THE PERMIT'S STORM WATER POLLUTION PREVENTION PLAN MUST BE SUBMITTED TO PUBLIC UTILITIES FOR REVIEW AND APPROVAL. ADDITIONAL WATER QUALITY AND EROSION CONTROL MEASURES MAY BE REQUIRED.
- THE CONTRACTOR IS RESPONSIBLE FOR THE PREPARATION OF THE SWPPP, THE FILING OF PERMITS, MAINTENANCE OF BMP'S, AND ALL OTHER ITEMS ASSOCIATED WITH SWPPP AND MS4 COMPLIANCE.
- THE CONTRACTOR SHALL HAVE ONSITE AT ALL TIMES AN UP TO DATE STORM WATER POLLUTION PREVENTION PLAN (SWPPP), A BMP MAINTENANCE FOLDER, ONE (1) SIGNED COPY OF THE APPROVED PLANS, ONE (1) COPY OF THE APPROPRIATE STANDARDS AND SPECIFICATIONS, AND A COPY OF ANY PERMITS AND AGREEMENTS NEEDED FOR THE JOB.
- THE CONTRACTOR SHALL COMPLY WITH ALL TERMS AND CONDITIONS OF THE UTAH PERMIT FOR STORM WATER DISCHARGE, THE SWPPP AND THE EROSION CONTROL PLAN.
- ALL BMP'S SHALL BE INSTALLED AT THE LIMITS OF CONSTRUCTION AND AT AREAS WITH DISTURBED SOIL (ON OR OFF SITE) PRIOR TO ANY OTHER GROUND DISTURBING ACTIVITY. ALL BMP'S SHALL BE MAINTAINED IN GOOD REPAIR BY THE CONTRACTOR, UNTIL THE ENTIRE DISTURBED AREA IS STABILIZED WITH HARD SURFACING OR LANDSCAPING AND A NOTICE OF TERMINATION IS FILED.
- MUD AND DEBRIS MUST BE REMOVED BY THE END OF EACH WORKING DAY BY AN APPROPRIATE MECHANICAL METHOD (I.E. MACHINE BROOM SWEEP, HAND SWEEPING, ETC.).

ADA COMPLIANCE GENERAL NOTES

- ACCESSIBLE PEDESTRIAN PATHWAYS
 - CONTINUOUS ACCESSIBLE ROUTE: THE CONTRACTOR SHALL PROVIDE AN ACCESSIBLE PEDESTRIAN ROUTE CONNECTING ALL ACCESSIBLE PARKING SPACES, BUILDING ENTRANCES, AND SITE AMENITIES. THIS ROUTE SHALL BE AT LEAST 36 INCHES WIDE (CLEAR) WITH NO ABRUPT CHANGES IN LEVEL EXCEEDING 1/4 INCH (CHANGES UP TO 1/2 INCH MUST BE BEVELED). RUNNING SLOPES SHALL NOT EXCEED 5% (1:20), AND CROSS SLOPES SHALL NOT EXCEED 2% (1:48). ANY WALKWAY SEGMENT WITH A SLOPE >5% SHALL BE TREATED AS A RAMP AND COMPLY WITH RAMP REQUIREMENTS.
 - SURFACE CHARACTERISTICS: THE CONTRACTOR SHALL ENSURE ALL ACCESSIBLE WALKWAYS ARE FIRM, STABLE, AND SLIP-RESISTANT, FREE OF MUD, SAND, DEBRIS, AND OTHER IMPEDIMENTS.
 - VERTICAL CLEARANCE & PROTRUSIONS: THE CONTRACTOR SHALL MAINTAIN AT LEAST 80 INCHES OF VERTICAL CLEARANCE ON ALL PEDESTRIAN PATHS. NO PROTRUDING OBJECTS SHALL EXTEND MORE THAN 4 INCHES FROM WALLS BETWEEN 27 AND 80 INCHES ABOVE THE FLOOR/GROUND SURFACE.
- CURB RAMPS AND RAMPS
 - SLOPES & DIMENSIONS: THE CONTRACTOR SHALL CONSTRUCT ALL CURB RAMPS AND RAMPS ON ACCESSIBLE ROUTES WITH A MAXIMUM RUNNING SLOPE OF 8.33% (1:12) AND A CROSS SLOPE ≤ 2% (1:48). EACH RAMP OR CURB RAMP SHALL HAVE A CLEAR WIDTH OF AT LEAST 36 INCHES.
 - LANDINGS: THE CONTRACTOR SHALL PROVIDE A LEVEL LANDING (≤2% SLOPE) AT THE TOP OF EACH CURB RAMP, AT LEAST 36 INCHES IN LENGTH AND AT LEAST AS WIDE AS THE RAMP, EXCLUDING FLARED SIDES. THE BOTTOM TRANSITION TO THE STREET/DRIVE MUST ALSO BE FLUSH AND SMOOTH, WITH A MAXIMUM RUNNING SLOPE OF 5% (1:20).
 - FLARES/SIDE SLOPES: WHERE CURB RAMP SIDES ARE EXPOSED AND WITHOUT HANDRAILS, THE CONTRACTOR SHALL PROVIDE FLARED SIDES ≤1:10. IF SITE CONSTRAINTS PROHIBIT A TOP LANDING, FLARED SIDES (≤1:12) MAY BE USED TO ACCOMMODATE CROSSING FROM THE SIDE.
 - DETECTABLE WARNINGS: THE CONTRACTOR SHALL INSTALL DETECTABLE WARNING SURFACES (TRUNCATED DOMES) 24 INCHES DEEP ACROSS THE FULL WIDTH OF EACH CURB RAMP OR FLUSH TRANSITION.
 - HANDRAILS (IF APPLICABLE): FOR ANY RAMP (NOT CURB RAMP) WITH A RISE >6 INCHES OR LENGTH >6 FEET, THE CONTRACTOR SHALL INSTALL HANDRAILS ON BOTH SIDES, MOUNTED 34–38 INCHES ABOVE THE RAMP SURFACE, AND EXTEND THEM AT LEAST 12 INCHES BEYOND THE RAMP RUN AT TOP AND BOTTOM.
- ACCESSIBLE PARKING
 - MINIMUM NUMBER OF SPACES: THE CONTRACTOR SHALL PROVIDE ACCESSIBLE PARKING SPACES IN ACCORDANCE WITH THE TOTAL PARKING COUNT AND ADA STANDARDS. AT LEAST ONE OF EVERY SIX (BUT MINIMUM ONE) OF THE REQUIRED ACCESSIBLE SPACES MUST BE VAN-ACCESSIBLE.
 - SPACE DIMENSIONS: EACH STANDARD ACCESSIBLE SPACE SHALL BE AT LEAST 96 INCHES WIDE WITH A 60-INCH-WIDE ACCESS AISLE. VAN-ACCESSIBLE SPACES SHALL EITHER BE 132 INCHES WIDE WITH A 60-INCH AISLE OR 96 INCHES WIDE WITH A 96-INCH AISLE. SLOPES IN PARKING SPACES AND AISLES SHALL NOT EXCEED 2% IN ANY DIRECTION.
 - PARKING SIGNAGE: THE CONTRACTOR SHALL INSTALL UPRIGHT SIGNAGE WITH THE INTERNATIONAL SYMBOL OF ACCESSIBILITY (ISA) AT EACH ACCESSIBLE SPACE. VAN-ACCESSIBLE SPACES REQUIRE AN ADDITIONAL SIGN STATING "VAN ACCESSIBLE." SIGN BOTTOMS SHALL BE AT LEAST 60 INCHES ABOVE THE GROUND AND CLEARLY VISIBLE.
 - LOCATION AND SLOPE: THE CONTRACTOR SHALL LOCATE ACCESSIBLE PARKING NEAR THE CLOSEST ACCESSIBLE ENTRANCE, CONNECTED TO AN ADA-COMPLIANT ROUTE. SPACES AND ACCESS AISLES SHALL MAINTAIN SLOPE ≤2%. WHEEL STOPS OR CURBS SHALL PREVENT VEHICLES FROM ENCROACHING ON WALKWAYS OR REDUCING AISLE WIDTH.
- BUILDING ENTRANCES AND ACCESS
 - ACCESSIBLE ENTRANCE: THE CONTRACTOR SHALL PROVIDE AT LEAST ONE PRIMARY ACCESSIBLE ENTRANCE PER BUILDING, CONNECTED VIA AN ACCESSIBLE ROUTE TO SITE ARRIVAL POINTS (PARKING, SIDEWALKS, LANDING ZONES).
 - SIGNAGE FOR INACCESSIBLE ENTRANCES: IF ANY PRIMARY ENTRANCE IS NOT ACCESSIBLE, THE CONTRACTOR SHALL INSTALL SIGNAGE DIRECTING USERS TO THE NEAREST ACCESSIBLE ENTRANCE.
- SIGNAGE (DIRECTIONAL & INFORMATIONAL)
 - ENTRANCE AND ROUTE SIGNAGE: THE CONTRACTOR SHALL PROVIDE CLEAR SIGNAGE IDENTIFYING ACCESSIBLE ROUTES AND ENTRANCES. INACCESSIBLE ENTRANCES SHALL INCLUDE SIGNS DIRECTING TO THE ACCESSIBLE ROUTE OR ENTRANCE.
 - PARKING AND LOADING SIGNS: THE CONTRACTOR SHALL INSTALL ISA SYMBOL SIGNS FOR ALL ACCESSIBLE PARKING SPACES. ANY ACCESSIBLE PASSENGER LOADING ZONES SHALL HAVE APPROPRIATE MARKINGS AND SIGNS.
 - DIRECTIONAL WAYFINDING: WHERE THE ACCESSIBLE PATH DIFFERS FROM REGULAR ROUTES, THE CONTRACTOR SHALL PROVIDE ADDITIONAL DIRECTIONAL SIGNAGE (ISA SYMBOLS AND ARROWS). ALL SIGNAGE SHALL BE HIGH-CONTRAST, VISIBLE, AND MOUNTED AT ~4–5 FEET ABOVE GROUND.
- OUTDOOR AMENITIES & SITE ELEMENTS
 - BENCHES AND SEATING: THE CONTRACTOR SHALL PROVIDE A CLEAR, LEVEL SPACE (30"×48") ADJACENT TO OR AT ONE END OF BENCHES FOR WHEELCHAIR SEATING. SLOPES ≤2%.
 - PICNIC TABLES: THE CONTRACTOR SHALL ENSURE A MINIMUM OF 5% OF PICNIC TABLES (OR AT LEAST ONE, WHICHEVER IS GREATER) ARE ACCESSIBLE, WITH PROPER KNEE CLEARANCE (27" MIN. HEIGHT, 30" WIDE, 19" DEEP) AND A FIRM, LEVEL, SURROUNDING SURFACE.
 - BUS STOPS/TRANSIT SHELTERS: THE CONTRACTOR SHALL PROVIDE AN ACCESSIBLE BOARDING/LIGHTING PAD AT LEAST 96 INCHES LONG BY 60 INCHES WIDE, ≤2% CROSS SLOPE, FIRMLY CONNECTED TO THE ACCESSIBLE PATH.
 - PASSENGER LOADING ZONES: THE CONTRACTOR SHALL PROVIDE A DESIGNATED ACCESSIBLE ZONE AT ANY PASSENGER DROP-OFF, WITH A 96-INCH-WIDE VEHICLE SPACE, 20-FOOT LENGTH, AND A 60-INCH-WIDE ACCESS AISLE, ALL ≤2% SLOPE, AND AT LEAST 114 INCHES OF VERTICAL CLEARANCE. LONGER LOADING ZONES (OVER 100 FEET IN LENGTH) SHALL HAVE ADDITIONAL ACCESSIBLE ZONES AS REQUIRED.
- GENERAL COMPLIANCE AND MAINTENANCE
 - CONFORMANCE TO ADA STANDARDS: THE CONTRACTOR SHALL ENSURE ALL CONSTRUCTION COMPLIES WITH THE CURRENT VERSION OF THE ADA STANDARDS FOR ACCESSIBLE DESIGN (AND ANY APPLICABLE LOCAL/STATE CODE IF MORE STRINGENT). FIELD-VERIFIED SLOPES AND DIMENSIONS MUST MEET OR EXCEED THESE REQUIREMENTS.
 - UPKEEP OF ROUTES & FEATURES: THE CONTRACTOR SHALL KEEP ALL ACCESSIBLE ROUTES, RAMPS, AND PARKING STALLS FREE OF OBSTRUCTIONS (EQUIPMENT, MATERIALS, DEBRIS, VEHICLES) AND PROMPTLY CLEAR SNOW, ICE, OR WATER. VEHICLES SHALL NOT BLOCK CURB RAMPS OR SIDEWALKS AT ANY TIME.
 - SIGNAGE AND MARKINGS: THE CONTRACTOR SHALL ENSURE THAT ALL ACCESSIBILITY SIGNS AND PAVEMENT MARKINGS ARE CLEARLY VISIBLE AND MAINTAINED. REPLACE OR REPAINT IF DAMAGED OR FADED BEFORE FINAL ACCEPTANCE.

GRADING

- GENERAL REQUIREMENTS
 - ALL GRADING SHALL CONFORM TO THE 2025 APWA MANUAL OF STANDARD SPECIFICATIONS AND STANDARD PLANS, THE INTERNATIONAL BUILDING CODE (IBC, LATEST ADOPTED EDITION), AND APPLICABLE LOCAL MUNICIPAL STANDARDS.
 - GRADING SHALL ENSURE POSITIVE DRAINAGE AWAY FROM BUILDINGS, ACCESSIBLE ROUTES, AND SITE IMPROVEMENTS, WITH NO AREAS OF PONDING UNLESS DESIGNED AS STORMWATER FEATURES.
 - PROPOSED GRADES SHOWN ON THESE PLANS INDICATE DESIGN INTENT. THE CONTRACTOR SHALL VERIFY ALL EXISTING FIELD CONDITIONS AND COORDINATE WITH THE ENGINEER PRIOR TO ADJUSTMENTS. NO GRADING MODIFICATIONS SHALL BE MADE WITHOUT WRITTEN APPROVAL FROM THE ENGINEER.
- DOORWAY LANDINGS
 - A LEVEL LANDING SHALL BE PROVIDED AT EACH ACCESSIBLE BUILDING ENTRANCE IN ACCORDANCE WITH IBC §1008 AND ADA STANDARDS.
 - MAXIMUM SLOPE: ≤2% (1:48) IN ANY DIRECTION.
 - MINIMUM LANDING SIZE: 60" (5'-0") IN THE DIRECTION OF TRAVEL AND 60" PERPENDICULAR TO THE DOOR SWING, UNLESS OTHERWISE NOTED.
 - WHERE DOORS SWING OUTWARD, LANDINGS SHALL EXTEND AT LEAST 18 INCHES BEYOND THE LATCH SIDE OF THE DOOR.
- ACCESSIBLE ROUTES & CROSS SLOPES
 - GRADING OF ALL WALKWAYS AND ACCESSIBLE ROUTES SHALL MEET THE FOLLOWING REQUIREMENTS:
 - 1.1. RUNNING SLOPE (DIRECTION OF TRAVEL): ≤5% (1:20), UNLESS DESIGNED AS A RAMP.
 - 1.2. CROSS SLOPE (PERPENDICULAR TO TRAVEL): ≤2% (1:48).
 - 1.3. ANY ROUTE EXCEEDING 5% SLOPE SHALL BE CLASSIFIED AS A RAMP AND CONSTRUCTED WITH HANDRAILS, LANDINGS, AND TRANSITIONS PER ADA/IBC RAMP STANDARDS.
 - 1.4. SURFACES SHALL BE FLUSH AT TRANSITIONS, WITH NO ABRUPT CHANGES IN LEVEL. GREATER THAN ¼ INCH. CHANGES BETWEEN ¼ INCH AND ½ INCH MUST BE BEVELED AT A SLOPE ≤1:2.
- CURB & RAMP TRANSITIONS
 - CURB RAMPS SHALL BE PROVIDED WHEREVER AN ACCESSIBLE ROUTE CROSSES A CURB, IN ACCORDANCE WITH ADA AND APWA DETAILS.
 - TRANSITIONS AT CURB RAMPS SHALL BE FLUSH WITH ADJACENT PAVEMENT (NO VERTICAL LIP >¼ INCH).
 - DETECTABLE WARNING SURFACES SHALL BE INSTALLED PER ADA AND APWA REQUIREMENTS AT CURB RAMPS, BLENDED TRANSITIONS, AND OTHER PEDESTRIAN-VEHICULAR INTERFACE POINTS.
- BUILDING PERIMETER DRAINAGE
 - FINISHED GRADE ADJACENT TO BUILDING FOUNDATIONS SHALL BE AT LEAST 6 INCHES BELOW FINISHED FLOOR ELEVATION.
 - FINISHED GRADE ADJACENT TO BUILDING FOUNDATIONS SHALL SLOPE AWAY A MINIMUM OF 2% FOR THE FIRST 10 FEET, UNLESS OTHERWISE REQUIRED BY LOCAL CODE OR APPROVED STORM DRAINAGE DESIGN.
 - WHERE LOT LINES, SIDEWALKS, OR OTHER OBSTRUCTIONS PREVENT 10 FEET OF SLOPING, DRAINS OR SWALES SHALL BE PROVIDED TO ENSURE POSITIVE DRAINAGE AWAY FROM THE BUILDING.
- SITE DRAINAGE & SWALES
 - SIDE SLOPES OF SWALES, BERMS, AND EMBANKMENTS SHALL NOT EXCEED 3:1 (H:V) UNLESS SPECIFICALLY DETAILED IN THE PLANS OR STABILIZED WITH APPROVED RETAINING SYSTEMS.
 - ALL SURFACE DRAINAGE FEATURES SHALL DISCHARGE INTO APPROVED STORMWATER MANAGEMENT FACILITIES AND SHALL NOT DRAIN DIRECTLY OVER SIDEWALKS OR ACCESSIBLE ROUTES.
- FINAL VERIFICATION
 - ACCESSIBLE ROUTES, LANDINGS, AND PARKING AREAS SHALL BE FIELD-VERIFIED FOR COMPLIANCE WITH SLOPES AND TOLERANCES PRIOR TO FINAL ACCEPTANCE.

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ROCKY MOUNTAIN ATM/MC
SOUTH ADDITION
1551 AMERICAN WAY
PAYSON, UT 84651

MARK: DATE:	DESCRIPTION:				

PROJECT #: 25-330
DRAWN BY: R. WEBER
PROJECT MANAGER: J. BLACK
ISSUED: 06/11/2026

DRAFT

NOTES

C002

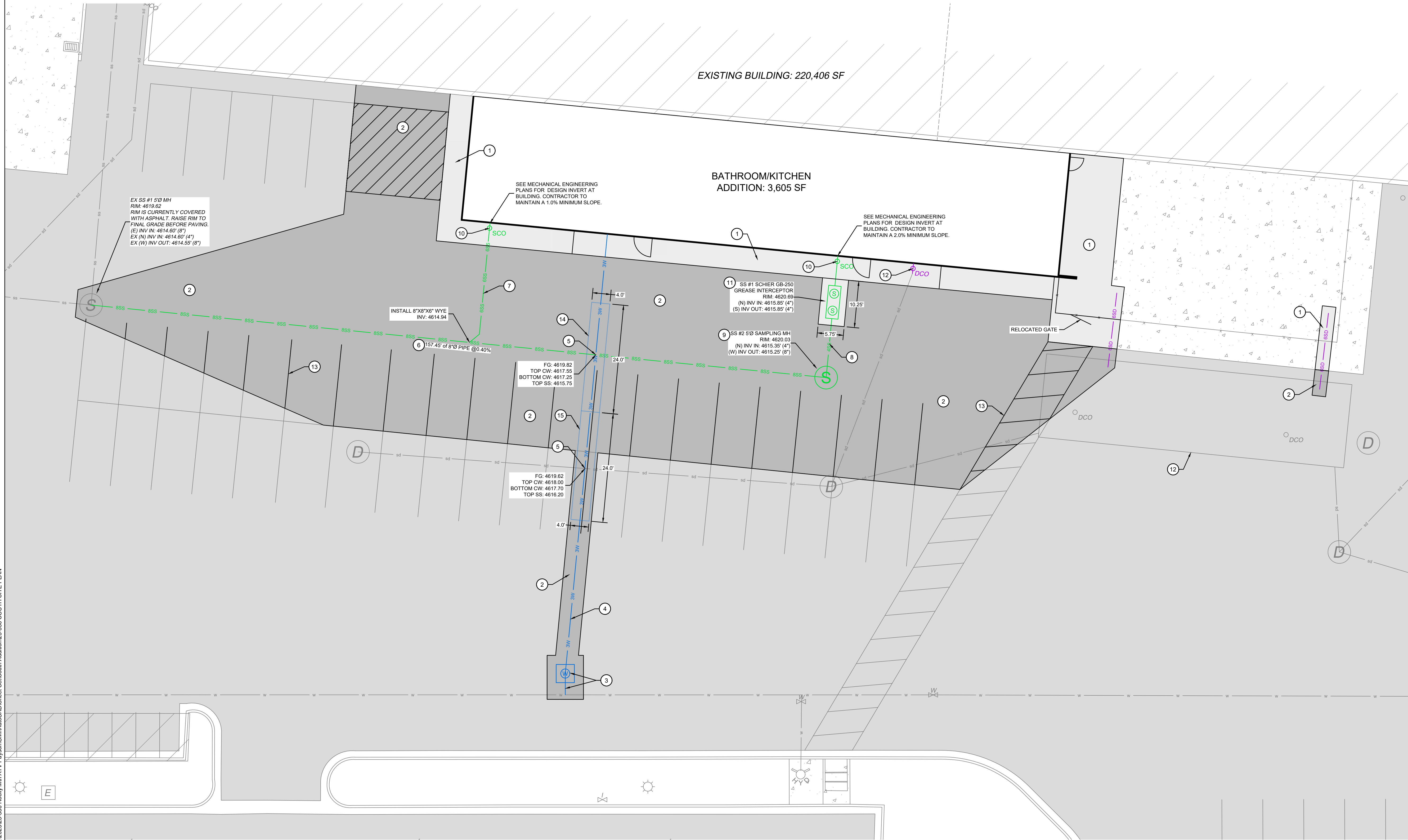
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C101

12. STORM DRAIN SYSTEM (SEE C201 - GRADING & DRAINAGE PLAN).
13. RESTRIPE PARKING STALLS AND PEDESTRIAN CROSSING TO EXISTING DRIVEWAYS AFTER PAVING (TYP).
14. WATERLINE SHALL BE INSTALLED WITH 18" OF CLEARANCE OVER THE SEWER MAIN, BECAUSE THIS INSTALLED DEPTH WILL PROVIDE LESS THAN 4" OF COVER. CONTRACTOR TO INSTALL 2" THICK, 4-FOOT WIDE RIGID EXTRUDED POLYSTYRENE (XPS) INSULATION BOARD, MINIMUM 40 PSI COMPRESSION STRENGTH (DOW STYROFOAM HI-40 OR EQUIV.) TO EQUAL, 3' ABOVE WATERLINE AND TAPE JOINTS.
15. WATERLINE SHALL BE INSTALLED WITH 18" CLEARANCE OVER THE STORM DRAIN, BECAUSE THIS INSTALLED DEPTH WILL PROVIDE LESS THAN 4" OF COVER. CONTRACTOR TO INSTALL 3" THICK, 4-FOOT WIDE RIGID EXTRUDED POLYSTYRENE (XPS) INSULATION BOARD, MINIMUM 40 PSI COMPRESSION STRENGTH (DOW STYROFOAM HI-40 OR APPROVED EQUIV.), INSTALL INSULATION BOARD MINIMUM 3' ABOVE WATERLINE AND TAPE JOINTS.

1. CONTRACTOR TO FIELD VERIFY ALL EXISTING UTILITY LOCATIONS AND CONTRACT ENGINEER IF DIFFERENT FROM LOCATIONS DISPLAYED ON THESE PLANS
2. WATER LINE THRU BLOCK AND RESTRAINTS ARE PER UTILITY COMPANY STANDARD
3. THE CONTRACTOR SHALL PROVIDE FOR THE INSTALLATION OF ALL JOINTS, COUPLINGS, RESTRAINTS, BENDS, ANGLES, AND OTHER APPURTENANCES TO ACHIEVE A COMPLETE WATER MAIN SYSTEM. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOT SHOWING ON THESE PLANS.
4. ALL CONCRETE THRU BLOCKS SHALL BEAR AGAINST UNDISTURBED, NATIVE SOILS. JOINT RESTRAINT DEVICES SHALL BE UTILIZED IN ADDITION TO THRU BLOCKING WHERE REQUIRED.
5. IN ACCORDANCE WITH UTAHS DEPARTMENT OF HEALTH REGULATIONS, A MINIMUM TEN-FOOT HORIZONTAL AND VERTICAL CLEARANCE SHALL BE MAINTAINED. NO OBSTRUCTION IS REQUIRED BETWEEN CULINARY AND SEWER LINES.



BATHROOM/KITCHEN
ADDITION: 3,605 SF

SEE MECHANICAL ENGINEERING
PLANS FOR DESIGN INVERT AT
BUILDING. CONTRACTOR TO
MAINTAIN A 2.0% MINIMUM SLOPE.

EX SS #1 5'Ø MH
RIM: 4619.62
RIM IS CURRENTLY COVERED
WITH ASPHALT. RAISE RIM TO
FINAL GRADE BEFORE PAVING
(E) INV IN: 4614.60' (8")
EX (N) INV IN: 4614.60' (4")
EX (W) INV OUT: 4614.55' (8")

INSTALL 8"X8"X6" WYE
INV: 4614.94

FG: 4619.82
TOP CW: 4617.55
BOTTOM CW: 4617.25
TOP SS: 4615.75

FG: 4619.62
TOP CW: 4618.00
BOTTOM CW: 4617.70
TOP SS: 4616.20

11 SS #1 SCHIER GB-250
GREASE INTERCEPTOR
RIM: 4620.69'
(N) INV IN: 4615.85' (4")
(S) INV OUT: 4615.85' (4")

9 SS #2 5'Ø SAMPLING MH
RIM: 4620.03
(N) INV IN: 4615.35' (4")
(W) INV OUT: 4615.25' (8")

RELOCATED GATE —

ROCKY MOUNTAIN ATV/MC
SOUTH ADDITION
1551 AMERICAN WAY
PAYSON, UT 84651

[illegible]

PROJECT #: 25-330
DRAWN BY: R. WEBER
PROJECT MANAGER: J. BLACK
ISSUED: 06/11/2026

DRAFT

SITE & UTILITY PLAN

C102

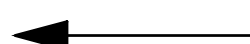
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1. EXISTING UNDERGROUND STORM DRAIN STORAGE
2. TIE NEW DOWN SPOUTS INTO EXISTING STORMTECH SYSTEM WITH 6" PVC PIPES

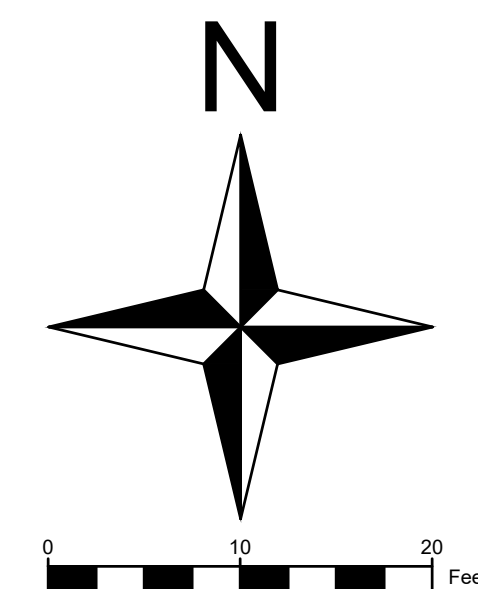
DIRECTION OF FLOW



GRADE BREAK/RIDGELINE/
LOW POINT (SEE ABOVE)

1. MAINTAIN A MAXIMUM OF 2.0% CROSS SLOPE ON ALL SIDEWALKS AND AT ALL BUILDING DOORWAY ENTRANCE AND EXITS.
2. CONTRACTOR TO FIELD VERIFY EX. FINISHED FLOOR ELEVATION AND MATCH WITH ADDITION'S FINISHED FLOOR.

FG = FINISHED GRADE
EG = EXISTING GRADE
ME = MATCH EXISTING
TA = TOP OF ASPHALT
TC = TOP OF CONCRETE
TBC = TOP BACK OF CURB
FL = FLOW LINE
GB = GRADE BREAK
TOW = TOP OF WALL
BOW = BOTTOM OF WALL



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ROCKY MOUNTAIN ATV/MC
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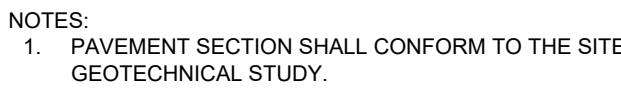
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PROJECT #:	25-330
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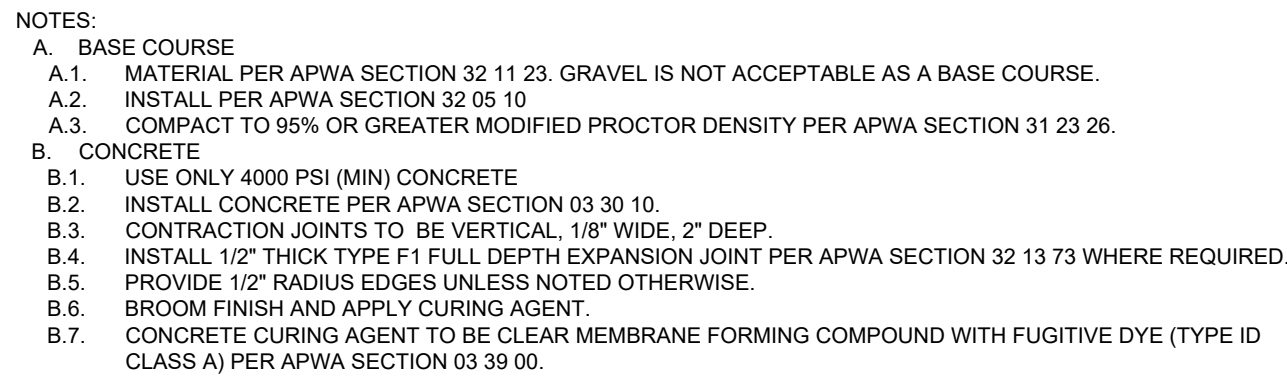
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GRADING & DRAINAGE PLAN

C201



NOT TO SCALE

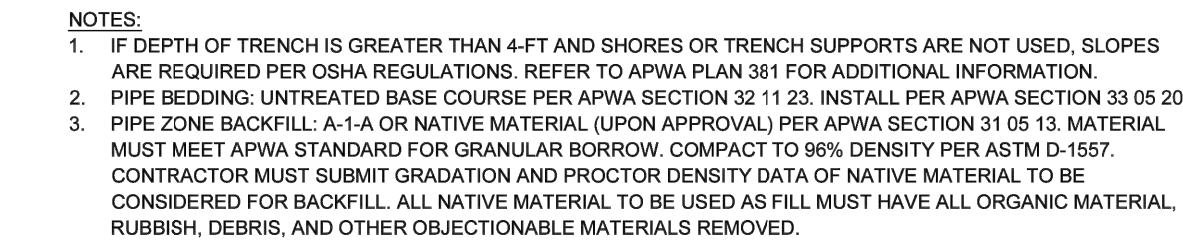


2
C501

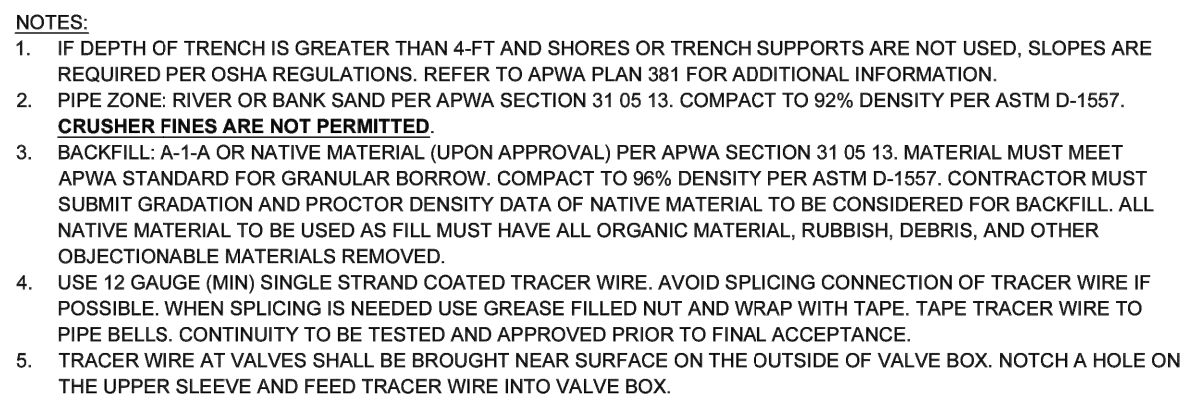
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3
C501



 PAYSON UTAH JANUARY 2026	STORM AND SANITARY SEWER PIPE TRENCH	STANDARD PLAN UT-01	SHEET 1 OF 1
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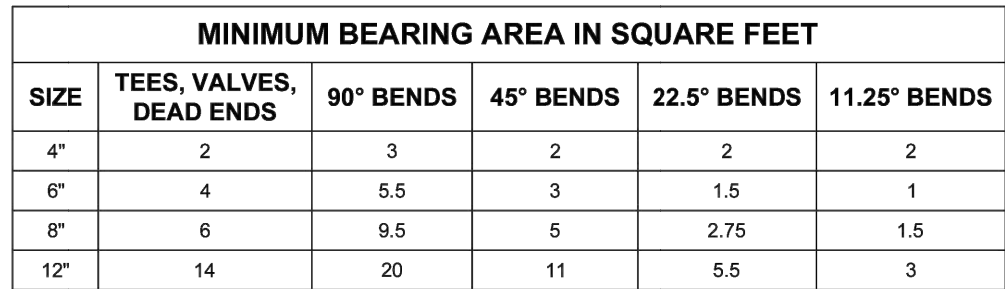
MAIN LINE INSTALLATION:

6. NOTIFY PAYSON CITY PUBLIC WORKS 48 HOURS PRIOR TO MAKING CONNECTION TO ANY EXISTING WATER LINES. SHUT DOWN NOTICES TO ALL AFFECTED CONNECTIONS MUST BE SENT A MINIMUM OF 48 HOURS BEFORE SHUT DOWN. SHUT DOWN MAY NOT LAST FOR MORE THAN 12 HOURS.

7. INSTALL VALVES ON EACH LEG OF A MAIN LINE JUNCTION. USE FLANGED CONNECTIONS FOR VALVES ON NEW FITTING. USE COMPACT CONNECTIONS ON EXISTING FITTING. USE MECHANICAL JOINTS AND SET VALVE FLT FROM EXISTING FITTING. JOINT RESTRAINTS (ES&A MEGALUG OR EQUIV) ARE REQUIRED ON ALL MECHANICAL JOINT CONNECTIONS.

8. REQUIRED VALVE SPACING IS ONE BLOCK OR 20 SERVICE CONNECTIONS, WHICHEVER IS LESS.

 PAYSON UTAH JANUARY 2026	WATER AND PRESSURIZED IRRIGATION PIPE TRENCH	STANDARD PLAN UT-02	SHEET 1 OF 1
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NOTES:

1. CONCRETE: CLASS 4000 PSI MINIMUM PER APWA SECTION 03 30.04. POUR AGAINST UNDISTURBED SOIL. NO BAGES ALLOWED.
2. PIPE JOINTS: DO NOT COVER WITH CONCRETE. LEAVE COMPLETELY ACCESSIBLE.
3. GREASE: APPLY POLY-FM GREASE TO ALL BURIED METAL SURFACES. WRAP 8 MIL THICK POLYETHYLENE SHEET AND TAPE WRAP.
4. SPECIAL CONSTRUCTION REQUIREMENTS:
 - 4.1. THRUST DESIGN FOR PIPE SIZES OR CONFIGURATIONS NOT SHOWN REQUIRE A SPECIAL DESIGN.
 - 4.2. BEARING AREAS, VOLUMES, AND SPECIAL THRUST BLOCKING DETAILS SHOWN ON CONSTRUCTION PLANS TAKE PRECEDENCE OVER THIS PLAN.
5. INSPECTIONS: REQUEST INSPECTION PRIOR TO BACKFILLING.
6. BACKFILL: PROVIDE AND PLACE PER APWA SECTION 03 30.25. COMPACT PER APWA SECTION 31 23.26 TO A DENSITY OF 90% OR GREATER. MAXIMUM LIFT THICKNESS IS 8" WHEN USING RIGID COMPACTION AND 6" WHEN USING HANDHELD COMPACTION EQUIPMENT.

 JANUARY 2026	PRESSURE PIPE DIRECT BEARING THRUST BLOCK	STANDARD PLAN UT-03	SHEET 1 OF 1
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6
C501

DRAFT

