

January 28, 2026

Subject: Endorsement and Disclaimer – 2025 Utah Municipal Standards Study

On behalf of the Utah Chapter Board (Board) of the American Public Works Association (APWA), this letter serves to formally endorse the 2025 Utah Municipal Standards Study and to clarify the Board's objectives in funding and participating in this effort.

APWA is a professional association dedicated to supporting those who operate, improve, and maintain public works and infrastructure through advocacy, education, and member engagement. The Utah Chapter aligns closely with this mission. Each year, our executive committee, chapter committees, and task forces focus their efforts on providing related value to our members, who primarily include municipalities, counties, and other public works agencies throughout Utah.

In the spring of 2025, the Utah League of Cities and Towns, in conjunction with the Utah City Engineers Association (UCEA) and the APWA Utah Chapter, developed and distributed a survey to better understand similarities and differences among select municipal standards and specifications used by Utah municipalities. The 2025 Utah Municipal Standards Study is effectively Phase 1 of the study and summarizes the information collected from responses to 11 of the questions included in this survey.

The primary objective of the survey was to determine how similar or different public infrastructure standards are throughout the state. The APWA Utah Chapter Board (Board) believes that by inviting municipalities to share information on their current standards and by then summarizing this information in a clear and useful format, municipalities can better determine where improvements can be made or where change is unnecessary. The Board feels strongly that municipalities need the ability to adopt standards appropriate for their municipality and at the same time recognizes that municipalities can learn from each other. The Board also recognizes the need for municipalities to be responsive to the needs and perspectives of the development community.

We encourage Utah municipalities, including participants in the survey, to review the accompanying report entitled "2025 Utah Municipal Standards Study" and to evaluate their standards in light of the survey results. Through this process, agencies can continue to refine their standards and policies in pursuit of continuous improvement and sound engineering judgement.

Endorsement and Disclaimer – 2025 Utah Municipal Standards Study

Disclaimer

The intended users of this study are Utah municipalities, and the study is provided for educational and informational purposes only. While care has been taken to accurately compile and summarize the survey responses, the APWA Utah Chapter does not warrant the accuracy or completeness of the information presented. Users of this study are responsible for independently verifying all data.

This Phase 1 study is not intended to be a comprehensive inventory of all municipal standards, nor does it identify the justification or engineering basis underlying individual standards.

Questions regarding the Phase 1 study may be submitted through an online form, accessible at the following URL:

<https://forms.gle/rfFSshmf9g6rFnxR8>

Sincerely,

APWA Utah Chapter Board





American Public Works Association Utah Chapter

2025 UTAH MUNICIPAL STANDARDS STUDY

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Executive Summary

J-U-B Engineers responded to a Request for Proposal from the Utah Chapter of the American Public Works Association (APWA) to analyze data from a survey developed by the Utah League of Cities and Towns (ULCT). The full survey, included in Appendix B, covered city standards ranging from roadways to water systems. This report focuses on roadway standards, but the survey asked questions about a broad range of standards. The survey was initiated to support member agencies, improve understanding of statewide practices and provide an educational resource for municipalities. This report analyzes the current survey data, which shows that most cities have similar standards with only minor variations. Where differences exist, local conditions and community preferences appear to be contributing factors. Additional surveys, interviews, and coordination with respondents is recommended to verify data accuracy and to understand the justifications for outlying standards.



What is APWA? How is it used?

The American Public Works Association (APWA) is a professional organization dedicated to advancing public works and infrastructure services across North America. It provides education, advocacy, and resources for professionals in areas such as transportation, water systems, stormwater management, and municipal engineering. APWA plays a critical role in setting industry benchmarks and promoting best practices that ensure safety, sustainability, and efficiency in public infrastructure projects. Its standards are widely recognized by municipalities and agencies as a foundation for consistent, high-quality public works operations. The Utah Chapter of APWA has furthered this mission by publishing a Manual of Standard Specifications which is what is referenced throughout this report.

The Utah Chapter of APWA first published its Manual of Standard Specifications in 1991, with the latest update in 2025. These standards serve as a reference for design, materials, and construction methods used in public infrastructure projects, helping agencies and contractors align with industry best practices and maintain uniformity, durability, and regulatory compliance across Utah. Commonly referenced in bid documents and project manuals, the standards support methods and materials for the consistent installation of roads, utilities, and drainage systems, reducing risk and improving long-term performance. The manual is developed by volunteers and relies on industry professionals to verify its applicability; however, it is not a complete set of standards. Local professionals and elected officials are responsible for adapting these guidelines to address specific design conditions and reflect the needs and preferences of their communities.

Background

In 2025, APWA and its partners launched this initiative to document and share the current state of engineering standards in Utah with APWA members and partners. The goal is to support professional development, enable peer comparison, and inform long-term planning. It is recommended that future data collection and analysis focus on specific questions from the current survey to provide deeper understanding of outlying standards.

Data Collection

A survey conducted by the Utah League of Cities and Towns (ULCT) was distributed to entities statewide resulting in 75 responses. Some respondents were consultants representing multiple municipalities resulting in a total of 83 different entities, 78 of which were municipalities. Figure 1 shows a map of the municipalities that responded. The map indicates that areas with higher population concentrations had a stronger response rate. One concern is potential bias, specifically, whether cities that responded had previously adopted APWA standards. To address this, a sample of additional cities was selected based on both size and geographic location to check how they compare to cities that did respond; the cities that were selected are:

- | | | | |
|---------------|----------------|--------------|----------------|
| 1. Smithfield | 4. Clearfield | 7. Payson | 10. Richfield |
| 2. Hyrum | 5. South Ogden | 8. Roosevelt | 11. Cedar City |
| 3. Tremonton | 6. Alpine | 9. Price | |

Of the cities listed, 8 out of 11 have adopted APWA standards to some degree. A full review of their standards is beyond the scope of this study; however, this finding demonstrates that cities which did not respond to the survey generally follow similar trends to those that did.

The following cities did not respond to the survey, yet their input was considered essential for creating a complete dataset. Each city was contacted individually, and for those that still did not respond, surveys were completed on their behalf using publicly available standards and specifications. In addition, any incomplete responses from key cities were supplemented in the same way.

VINEYARD

WASHINGTON CITY

AMERICAN FORK

SALT LAKE CITY

MAPLETON

ST. GEORGE

RIVERTON



Figure 1 and Figure 1A in Appendix A lists the respondents referenced throughout this report. In total, 84 respondents are represented based on their submitted responses. Those who do not manage roadways or sidewalks have been excluded from the analysis.

A copy of the complete survey questions can be found in Appendix B. For this report the following questions were reviewed.

QUESTION 10 What is your minimum required asphalt thickness for a local residential street?

QUESTION 15 What is your standard sidewalk width and thickness when a park strip is present?

QUESTION 16 What are your standard curb and gutter dimensions and type?

QUESTION 25 What asphalt types do you allow or specify for road paving? (Select all that apply)

QUESTION 26 What materials do you require for the structural section of a roadway

QUESTION 27 What minimum compacted depth of granular base? (in inches do you require)

QUESTION 28 What Compaction do you require for granular base?

QUESTION 29 When is engineered fill required for the structural section of a roadway?

QUESTION 30 When is geotextile fabric or grid reinforcement required for the structural section of a roadway?

QUESTION 31 What other materials or specifications are required for the structural section of a roadway?

QUESTION 41 Are there any other details you would like to provide about your materials and specifications for the structural section of a roadway?

Questions 27–31 only appeared based on how respondents answered Question 26

Data analysis

Q10: Minimum Asphalt Thickness in Roadway

Figure 2 shows the minimum asphalt thickness for residential streets required by different cities. The data shows nearly 70% of the responding cities identified that 3 inches was the minimum asphalt thickness for a local residential street. It is noteworthy that the 5 communities that listed their minimum thickness to be 2.5 inches are near each other in Southern Utah. Two communities responded that they require a geotechnical study to specify the required thickness.

Additional data collection and analysis is recommended to understand why some cities have adopted asphalt thicknesses that differ from the common 3-inch standard. Possible explanations include the feasibility of different road maintenance methods and emerging data suggesting that variations in pavement thickness may offer long-term cost benefits.

Q15a: Sidewalk Width

Sidewalk width is partly governed by ADA standards, which require a clear walking path of at least 48 inches (4 feet). If the sidewalk is narrower than 60 inches (5 feet), ADA also requires passing spaces, areas where two people using wheelchairs can pass, every 200 feet. Many cities go beyond the minimum and require 5-foot-wide sidewalks, which makes compliance easier and provides extra space for things like trees, shrubs, signs and lightposts that often obstruct the 4-foot clear area. About 51% of responding cities require 5 feet, while 28% require 4 feet. Figure 3 shows how the responses are distributed.

Additional data collection and analysis is recommended to investigate the rationale behind cities that have adopted 6 foot sidewalks as their minimum standard. A possible explanation could be that residents of those cities prefer a wider sidewalk for its increased comfort and safety.

Q15b: Sidewalk Concrete Thickness with a Residential Driveway

The thickness of a sidewalk depends on things like how many vehicles will cross it, how heavy those vehicles are, and the type of soil underneath. 81% of respondents to this question require sidewalks to be 6 inches thick where they cross residential driveways. Many cities use different rules for commercial driveways because they handle heavier traffic. While 6 inches is the most common standard, a few cities allow 4 or 5 inches. Figure 4 shows how these standards vary.

Additional data collection and analysis is recommended to investigate outliers who deviate from the 6-inch sidewalk thickness in driveways to understand the variances shown in the data.

Q15c: Sidewalk Concrete Thickness without a Driveway

Nearly 55% of cities require sidewalks to be 4 inches thick in these areas, while 24% require 6 inches. North of Salt Lake City, most cities specify 4 inches without a driveway, but in Salt Lake and Utah counties, the requirements vary between 4, 5, and 6 inches. Outside the Wasatch Front, most cities also use 4 inches when no driveway is present. Figure 5 shows how these standards are distributed.

Additional data collection and analysis is recommended to investigate why sidewalk thicker than 4-inch are more prevalent than expected. Possible explanations include a response to issues with 4-inch sidewalks not performing as anticipated, or the use of a uniform thickness because driveway locations are unknown during development.

Q16: Standard Curb and Gutter dimensions

The size and shape of curbs and gutters depend on both local preferences and how water needs to drain off the road. Most cities, about 55%, use the APWA Type A standard 30-inches. Of the remaining cities, some follow UDOT standards (3%), while others create their own city-specific designs (17%). These custom designs are usually based on APWA standards but adjusted to fit local needs. Figure 6 shows how these standards are distributed.

Additional data collection and analysis is recommended to investigate why some respondents maintain their own custom standards. Possible explanations include aligning with existing curb and gutter, accommodating community preferences, or having uniform standards with neighboring cities. Additional surveys or interviews will be required to fully address this question.

Q25: Allowable Asphalt types

Because cities often allow multiple asphalt mix options, this survey question permitted multiple answers. Most cities use a system called Superpave to decide what type of asphalt to use. Superpave uses labels like PG 64-22, where “PG” stands for Performance Grade, the first number (64) indicates the highest temperature the asphalt binder is designed for, and the second number (-22) indicates the lowest, both in Celsius. There’s also a rule for how much recycled asphalt (called RAP, or Reclaimed Asphalt Pavement) can be included. Cities often allow several mix options based on what local asphalt plants produce and the temperatures the road will face. For example, mixes like PG 58-28 with less than 15% RAP are common around Ogden, while PG 64-34 with more than 15% RAP is more common near Provo. Figure 7 shows how these standards are distributed.

Additional data collection and analysis is recommended to examine how closely city standards align with what is installed and the extent to which asphalt mix plants influence what gets placed. Preferences for RAP (Reclaimed Asphalt Pavement) should also be evaluated.

Q26: Required Materials for a Road Section

Because cities often require multiple materials for the structural section of a road, this survey question permitted multiple answers. Beneath the asphalt, additional layers of materials are often required. The most common is road base, referred to in this report as granular base. In some cases, engineered fill and geogrid may also be necessary. Among the cities that responded to this question, most require a granular base, and many rely on geotechnical recommendations to determine specific requirements. These requirements are typically based on soil conditions and anticipated loading. While most standards are designed for local roads, larger roads generally require a geotechnical site characterization for design. Figure 8 shows the distribution of this standard.

Q27 and Q28: Granular Base Requirements

The granular base, often called road base, is the layer of material directly beneath the asphalt that provides strength and stability. Because asphalt is flexible, it requires a solid foundation. Sometimes additional layers, such as engineered fill or geogrid, are added for extra support. The thickness of this base varies by city standards. Nearly half of the cities surveyed specify an 8-inch base. Cities in Salt Lake County, in particular, showed strong consensus in adopting the 8 inches of road base specification. Cities in Davis and Weber counties have more variation with some cities in the western part of these counties requiring up to 10 or 12 inches. Figure 9 illustrates how these standards differ.

In addition to the thickness of the base layer under the asphalt, there are rules about how that layer must be compacted. Most cities check this using a Proctor test. This test, done in a lab, shows how dense the soil can be before it starts losing strength. When a specification says “95% Modified Proctor Dry Density,” it means the soil on the road should be packed to 95% of the maximum density found in that lab test. Among the cities surveyed, Figure 10 shows that 74.7% require 95% Modified Proctor, while 16% require 95% Standard Proctor. There is no meaningful grouping of this standard. Figure 10 shows the distribution of this standard. Additional data collection and analysis is recommended to investigate why cities differ from the 8-inch standard. A possible explanation is soil conditions; areas requiring thicker layers often have softer and less dense native soils that need additional granular base. It is also important to understand why some cities do not use the 95% Modified Proctor dry density requirement.

Q29: Engineered Fill Requirements

Engineered fill is a type of soil that is sometimes placed under the road base to provide extra support. The rules for engineered fill are usually less strict, and there are many different types of soil that can be used. This question was limited to those who answered yes to requiring engineered fill on question 26 of those respondents. The responses were evenly split, some always require engineered fill, while others only require it in certain situations based on either the location or a geotechnical study of the site. Figure 11 below shows the distribution of this standard.

Additional data collection and analysis is recommended to investigate why some respondents require engineered fill beneath all base layers. One possible explanation is that local conditions frequently necessitate engineered fill, leading to its adoption as a city standard.

Q30: Geogrid Requirements

Geogrid is a material placed underneath the engineered fill which helps reinforce the roadway section from the impacts of soft or sandy soils so they can handle a greater load. Only those who answered yes to requiring geogrid on question 26 saw this question. Of those that do require engineered fill, 90% require it only when soil type or roadway loading prescribe it. Figure 12 below shows the distribution of this standard.

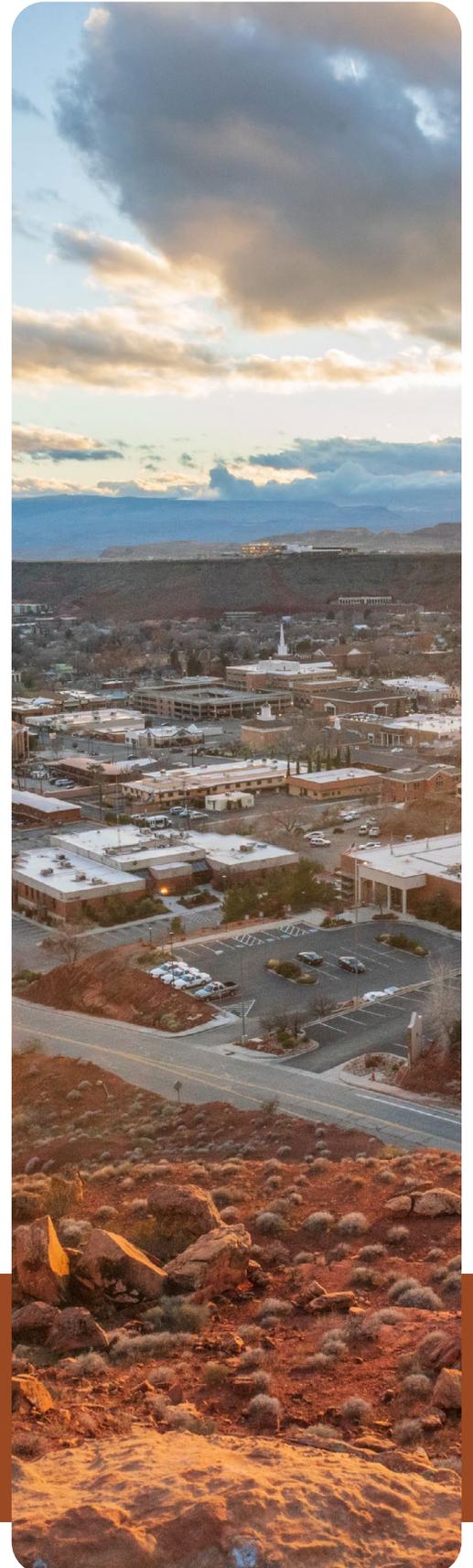
Additional data collection and analysis is recommended to investigate why some respondents require geogrid under all base layers, as local conditions may be a factor.

Recommendations for Additional Data Collection and Analysis

Survey data that was collected for this report when compiled and analyzed created a few questions that require additional coordination with respondents. It's recommended that the following tasks are completed to get a more complete picture of Utah's engineering standards.

- Conduct follow-up surveys that will engage with municipalities whose standards deviate from the typical standard to see what the rationale that led them to their standards.
- Analysis of population and growth rates to understand where most of the development is occurring in Utah.
- Analysis of follow-up survey to draw conclusions about regional trends.
- Verifying responses are using the same nomenclature and fix any issues with data entry.
- Analysis on how recent APWA update has affected standards.
- Identify the update schedules for municipal city standards and evaluate how those time lines influence which standards were selected.

Based on the available data, it is not possible to draw definitive conclusions without resorting to speculation about why certain standards are selected over others. A wide range of factors influence municipal standards, including citizen preferences, local soil conditions, neighboring city practices, state and federal regulatory requirements, practicality of construction and the adoption of innovative products and methods. Because these factors vary significantly across Utah, it is recommended that additional surveys and interviews be conducted to better understand the drivers behind standard selection.



APPENDIX A: FIGURES

FIGURE 1 - Communities that Responded to APWA Standards Survey

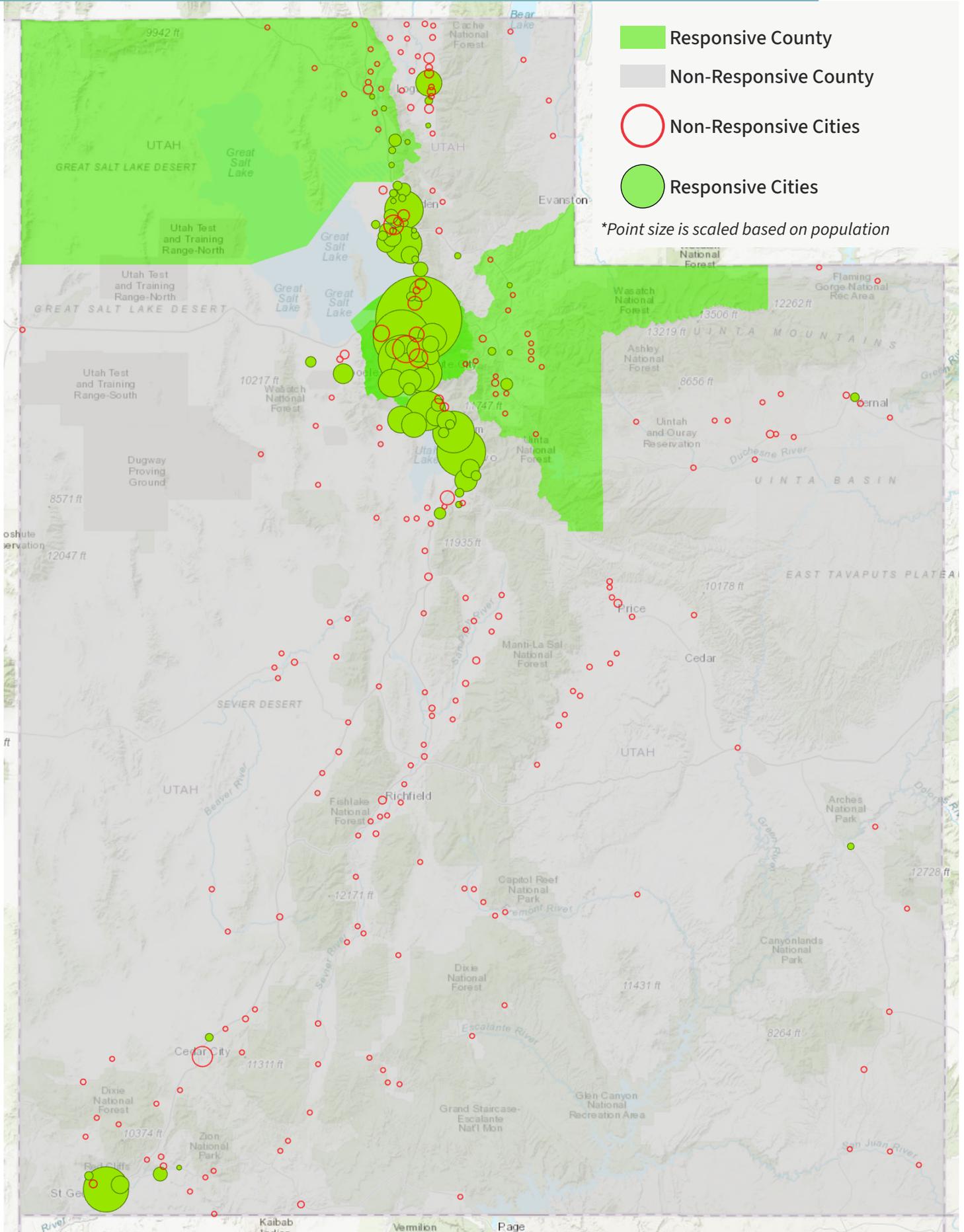
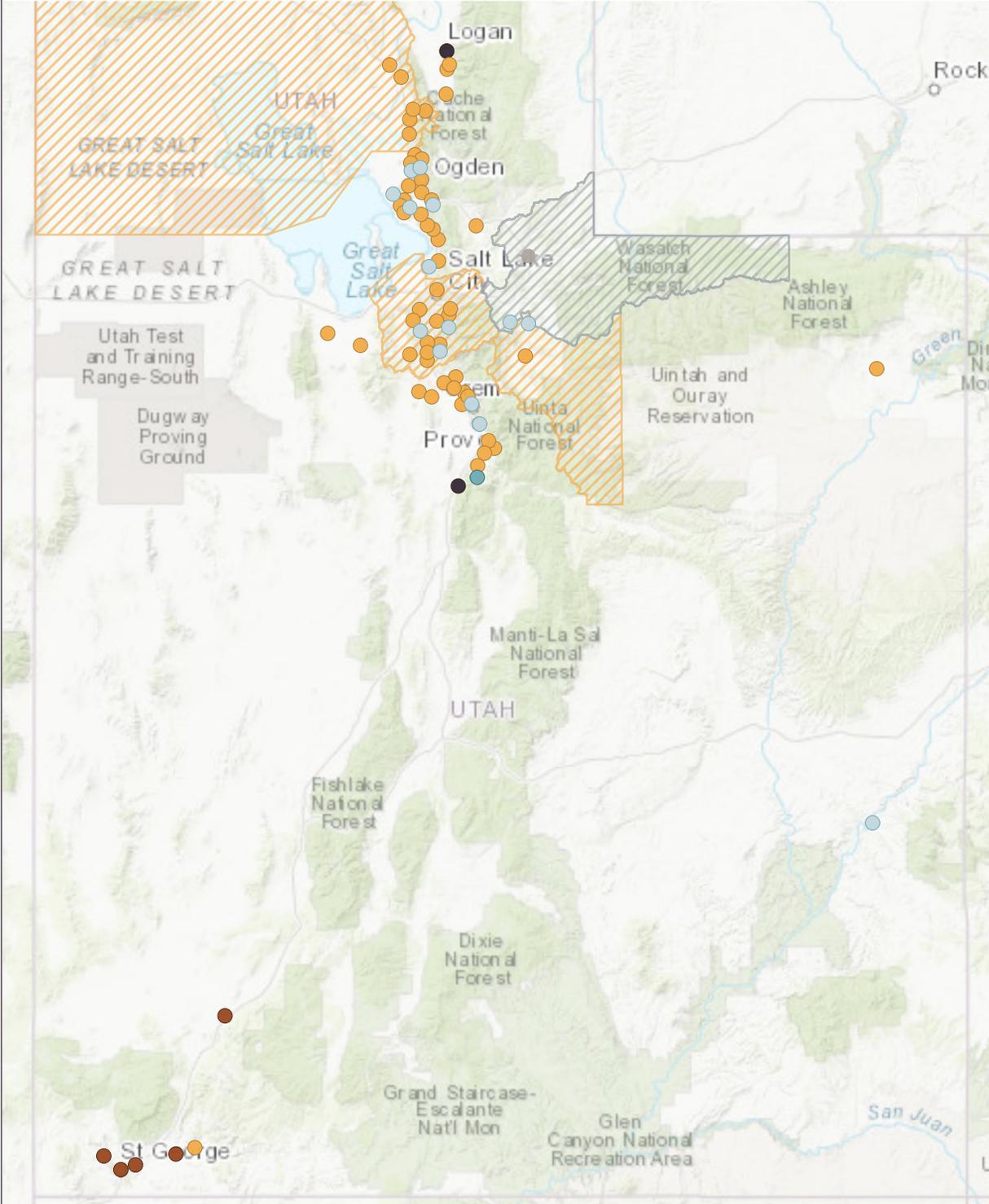


FIGURE 1A - List of Survey Respondents

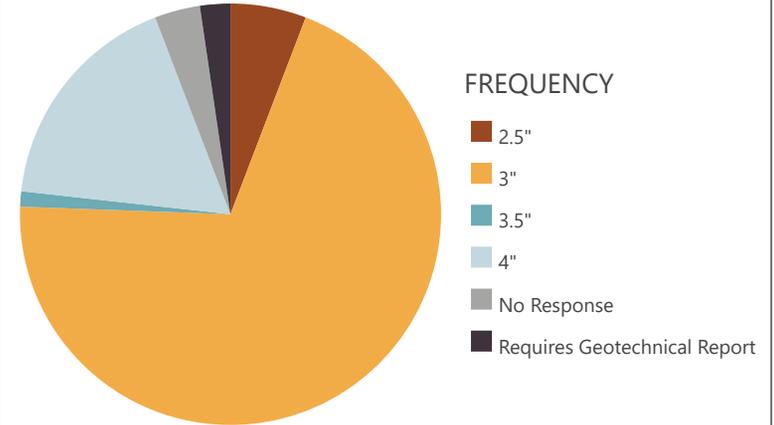
LIST OF RESPONDENTS		
American Fork City	Honeyville City	*Sandy Suburban Improvement District
Bountiful	Hooper City	Santaquin City
Box Elder County	Hurricane City	South Jordan City
Brigham City	Ivins City	South Weber City
City of Bluffdale	Kaysville City	Spanish Fork City
City of Holladay	Kearns	Springville City
City of Logan	Layton City	St. George
City of Moab	Lehi City	Summit County
City of Orem	Lindon City	Syracuse City
City of Saratoga Springs	Mapleton City	Tooele City
City of West Jordan	Marriott Slaterville City	Town of Eldwood
Clearfield City	Millcreek	Town of Mantua
Clinton City	Nillville	Town of Paradise
Coalville City	Morgan City	Uintah City
Cottonwood Heights	Murray City	*Uintah Highlands Improvement District
Draper City	Nibley City	Unincorporated Salt Lake County
Eagle Mtn City	North Ogden City	Vernal City
Elk Ridge City	Ogden	Vineyard City
Enoch City	Orem City	Virgin Town
Farmington City	Park City Municipal	Wasatch County
Farr West City	Perry City	Washington City
Fruit Heights City	Pleasant Grove City	Washington Terrace City
*Granger-Hunter Improvement District	Pleasant View City	West Haven City
Grantsville City	Provo City	*West Haven Special Service District
Harrisville City	Riverton City	West Point City
Heber City	Salem City	West Valley City
Herriman City	Salt Lake City	White City
Hideout	*Salt Lake County Flood Control Engineering	Willard City
Highland City	Sandy City	Woods Cross City

*Responses not included in report

FIGURE 2 - Distribution of Asphalt Thickness Requirements



Q10: Standard for Minimum Asphalt Thickness for a Local Residential Street

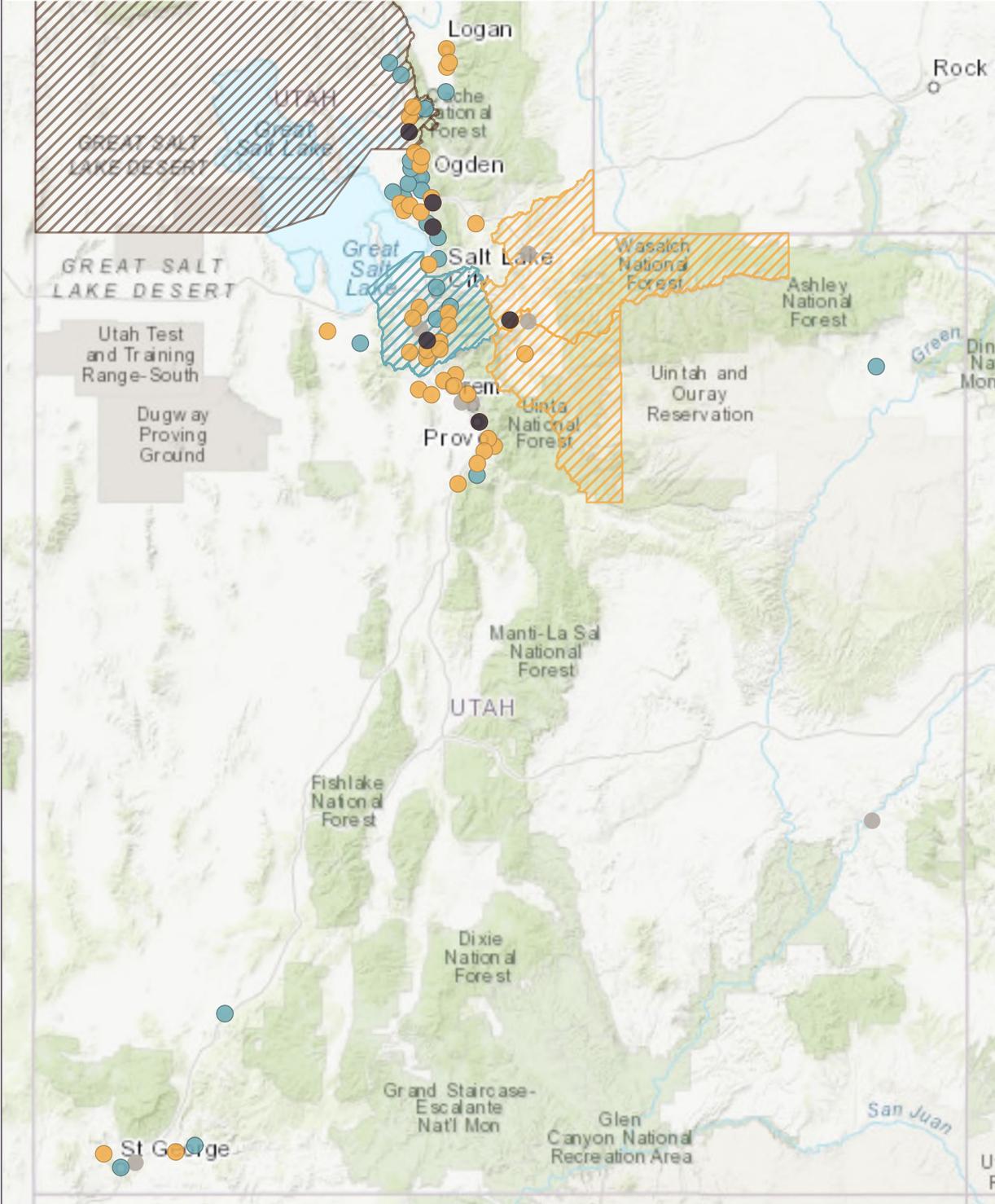


*County and city colors correspond to pie chart categories.

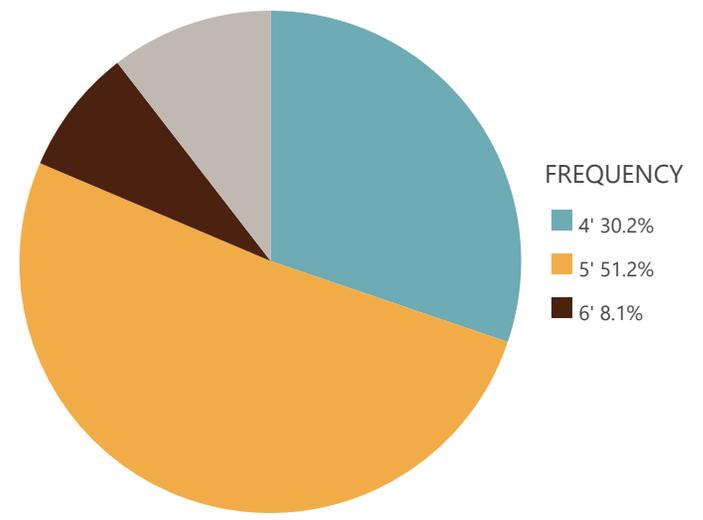
Response	Frequency
3"	60
4"	15
2.5"	5
No Response	3
Requires Geotechnical Report	2
3.5"	1

*While 3 inches is the most common asphalt thickness, 17% of respondents require 4 inches. It is noteworthy that all cities that require 2.5 inch asphalt thickness are near each other in southern Utah. Additional surveys will be necessary to better understand the maintenance requirements and long-term cost benefits associated with the different standards.

FIGURE 3 - Distribution of Sidewalk Width Requirements



Q15a: Standard for Sidewalk Width

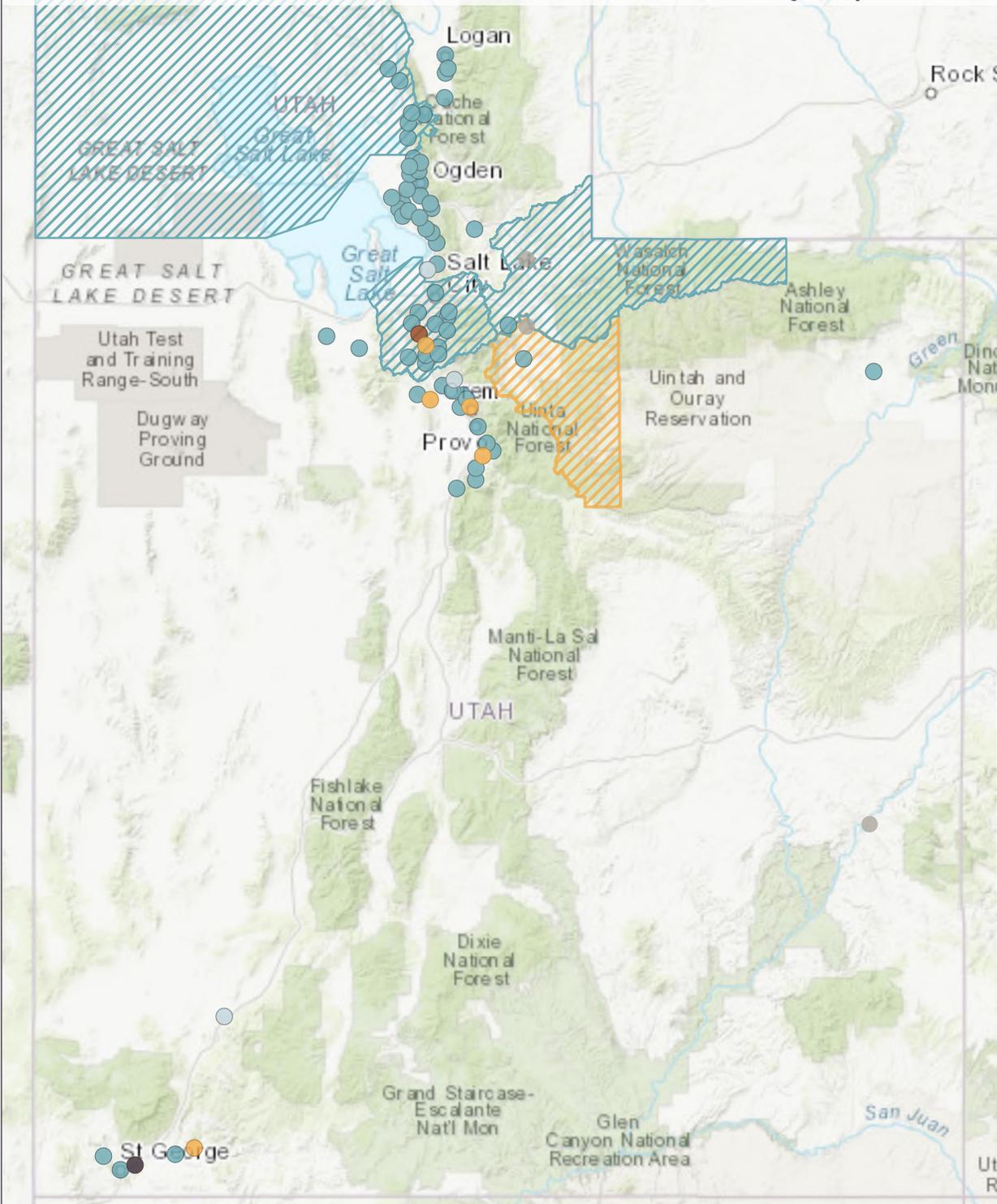


*County and city colors correspond to pie chart categories.

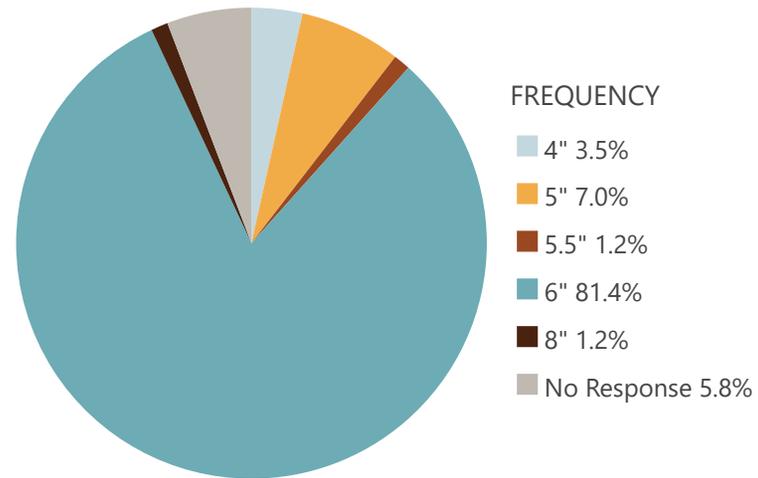
Response	Frequency
5'	44
4'	26
No Response	9
6'	7

*Sidewalk width requirements of 4 or 5 feet reflect different approaches to ADA compliance. A 5-foot width typically removes the need for passing lanes, while 6-foot minimums may accommodate higher pedestrian traffic or community preferences for wider sidewalks. Surveys and interviews will give additional clarity on community preference of sidewalk widths.

FIGURE 4 - Distribution of Sidewalk Thickness with a Driveway Requirements



Q15b: Standard for Sidewalk Thickness for a Residential Driveway

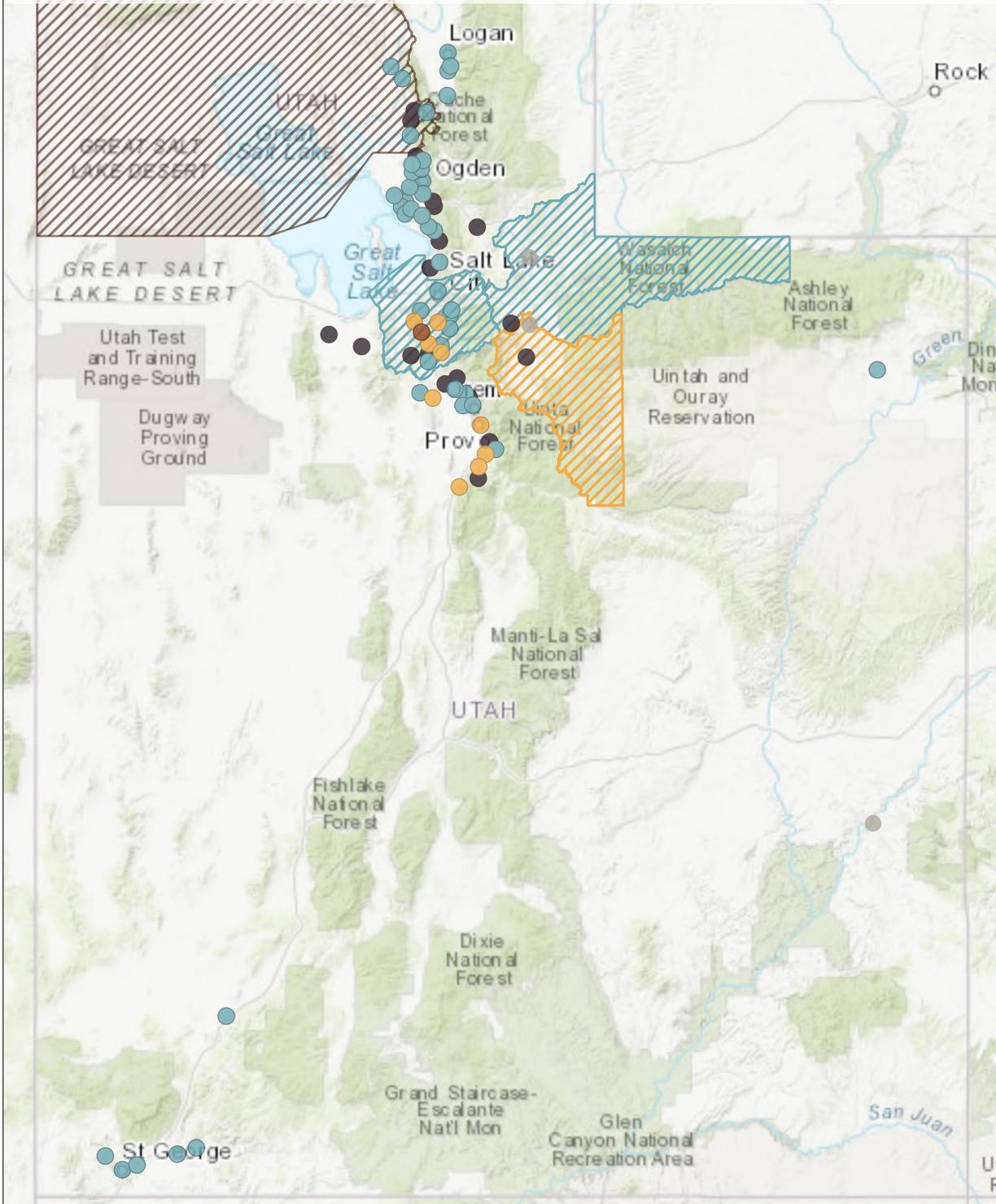


*County and city colors correspond to pie chart categories.

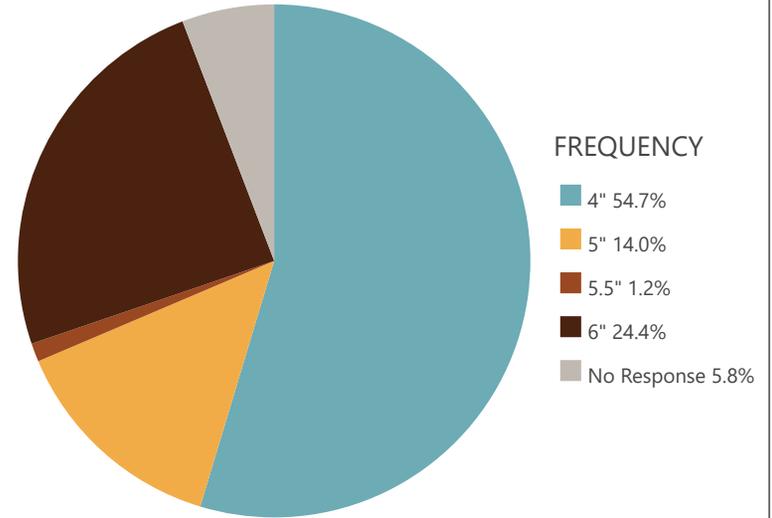
Response	Frequency
6"	70
5"	6
No Response	5
4"	3
5.5"	1
8"	1

*Some respondents may deviate from the 6-inch sidewalk thickness in driveways due to design preferences, construction practices, or interpretation of standards. Further clarification through surveys or interviews may be needed.

FIGURE 5 - Distribution of Sidewalk Thickness Requirements Without a Driveway



Q15c: Standard for Sidewalk Thickness without Driveway

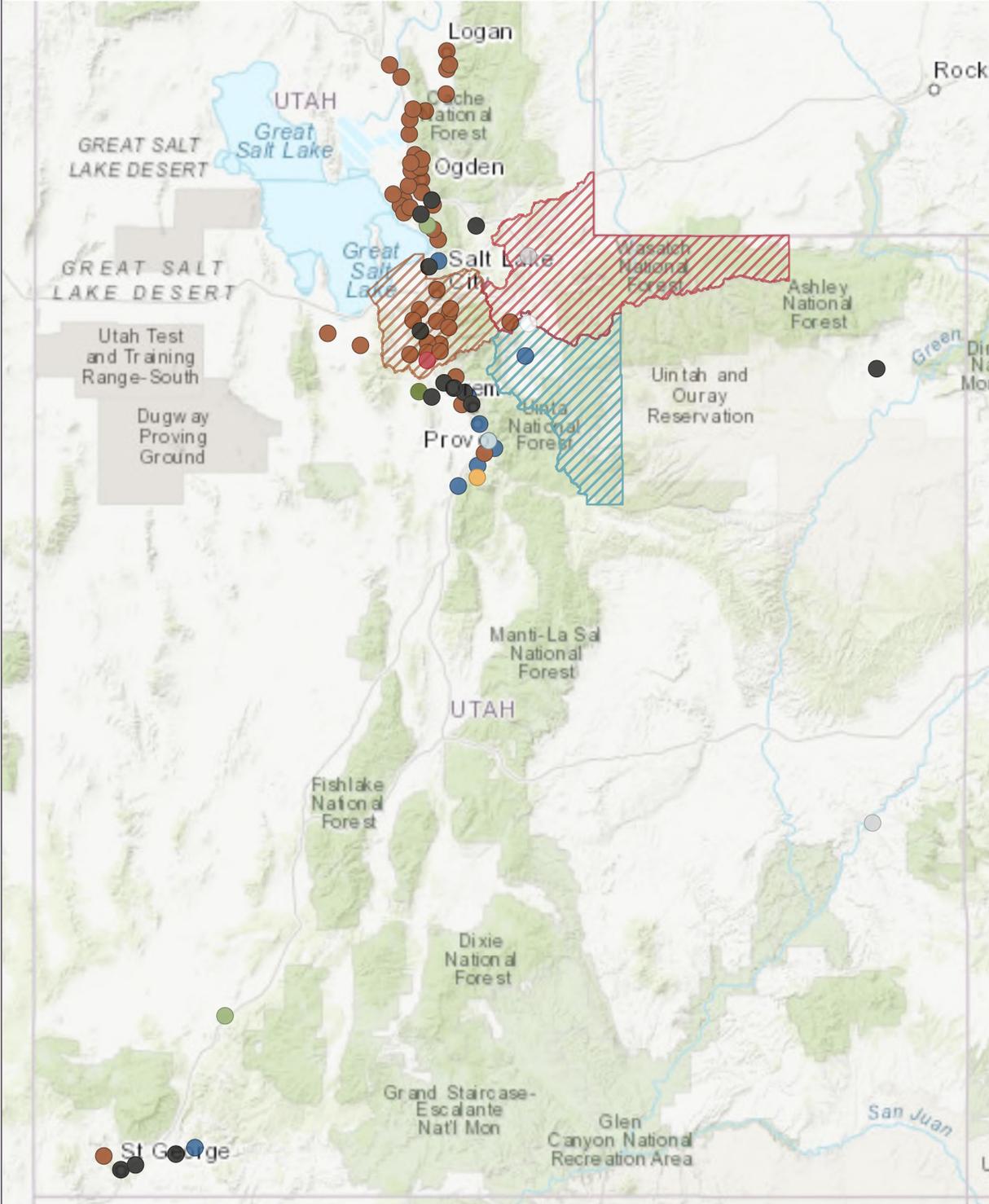


*County and city colors correspond to pie chart categories.

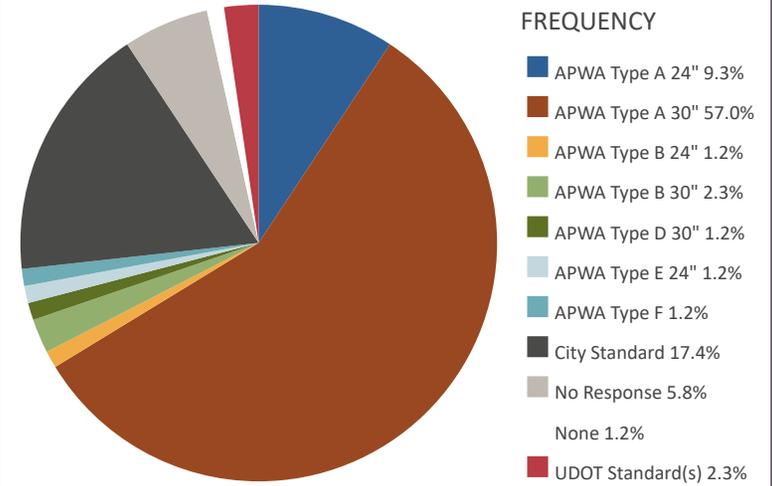
Response	Frequency
4"	47
6"	21
5"	12
No Response	5
5.5"	1

*6-inch thick sidewalks are more common than expected, possibly due to issues with 4-inch sidewalks not performing as anticipated or the use of a uniform thickness when driveway locations are unknown during development. Additional surveys or interviews will be required to fully address this topic.

FIGURE 6 - Distribution of Curb Types



Q16: Standard for Curb and Gutter Dimension and Type

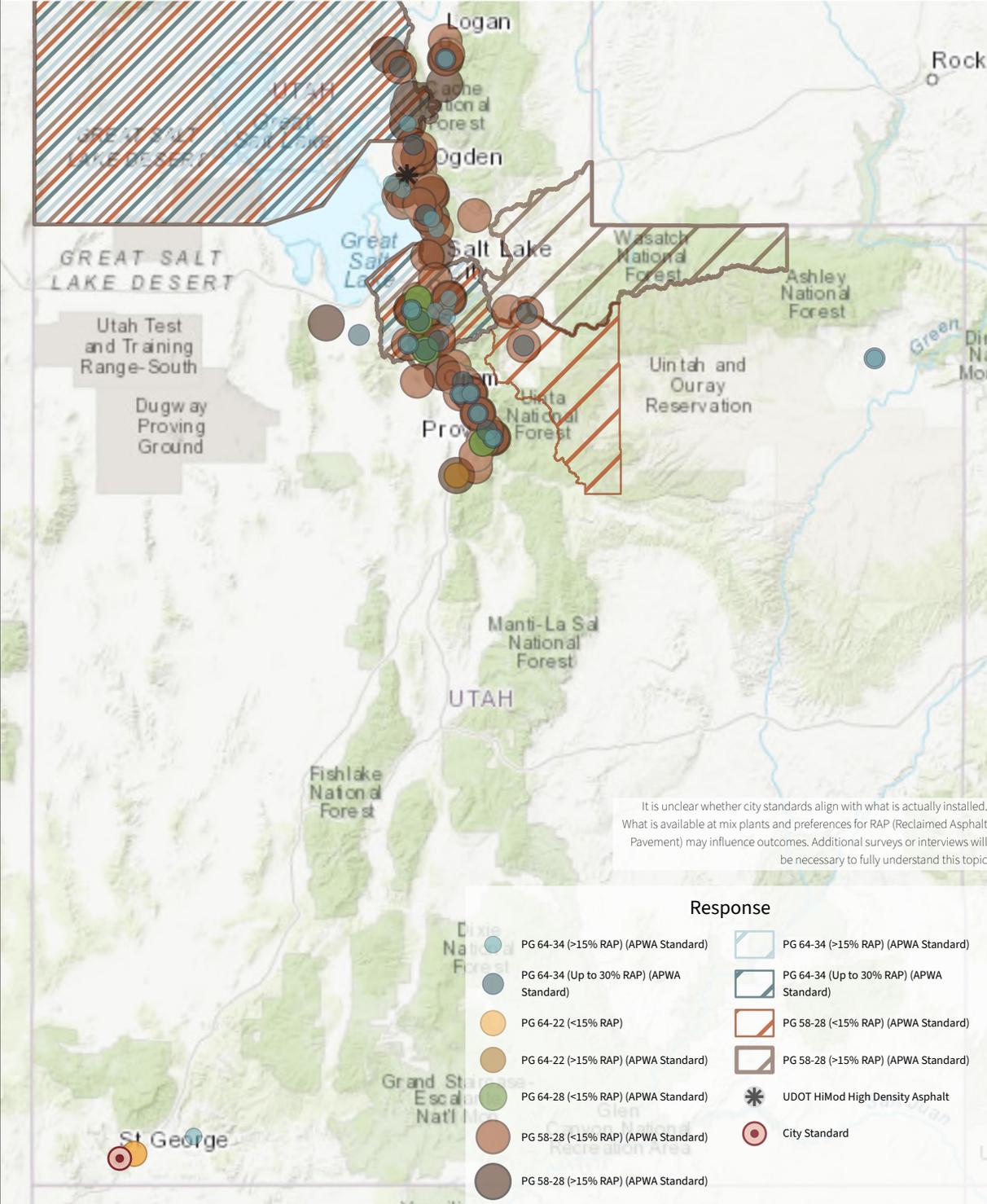


*County and city colors correspond to pie chart categories.

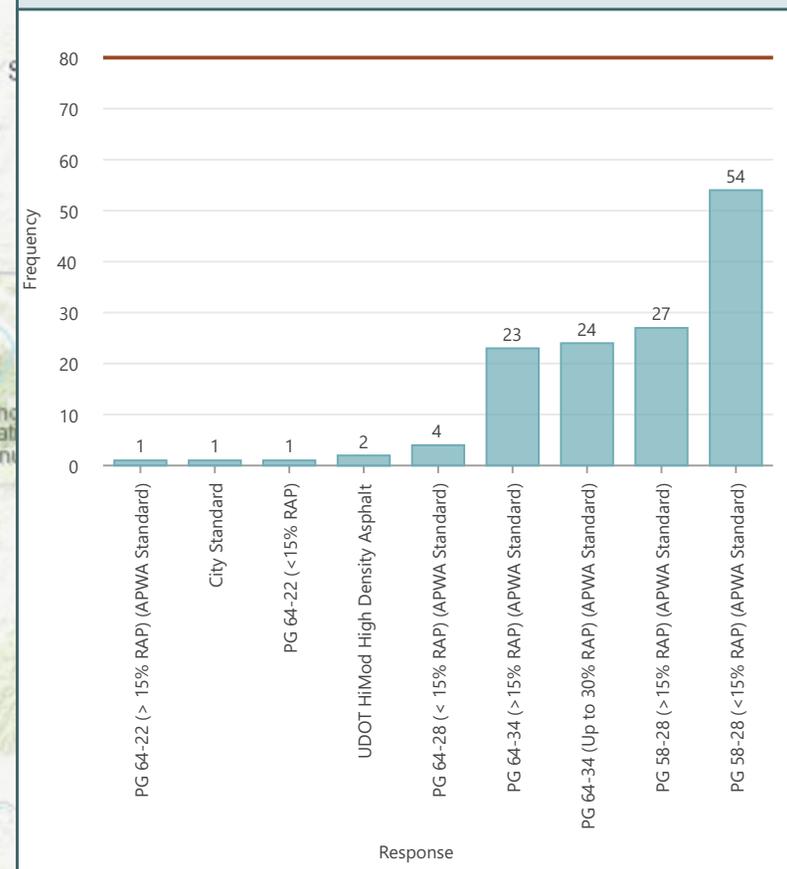
Q16	FREQUENCY
APWA Type A 30"	49
City Standard	15
APWA Type A 24"	8
No Response	5
APWA Type B 30"	2
UDOT Standard(s)	2
APWA Type B 24"	1
APWA Type D 30"	1
APWA Type E 24"	1
APWA Type F	1
None	1

*Cities may maintain their own standards for reasons such as matching existing curb and gutter, accommodating community preferences, or ensuring uniformity in areas where city standards are applied close together. Additional surveys or interviews will be required to fully address this question.

FIGURE 7 - Allowable Asphalt Types Distribution

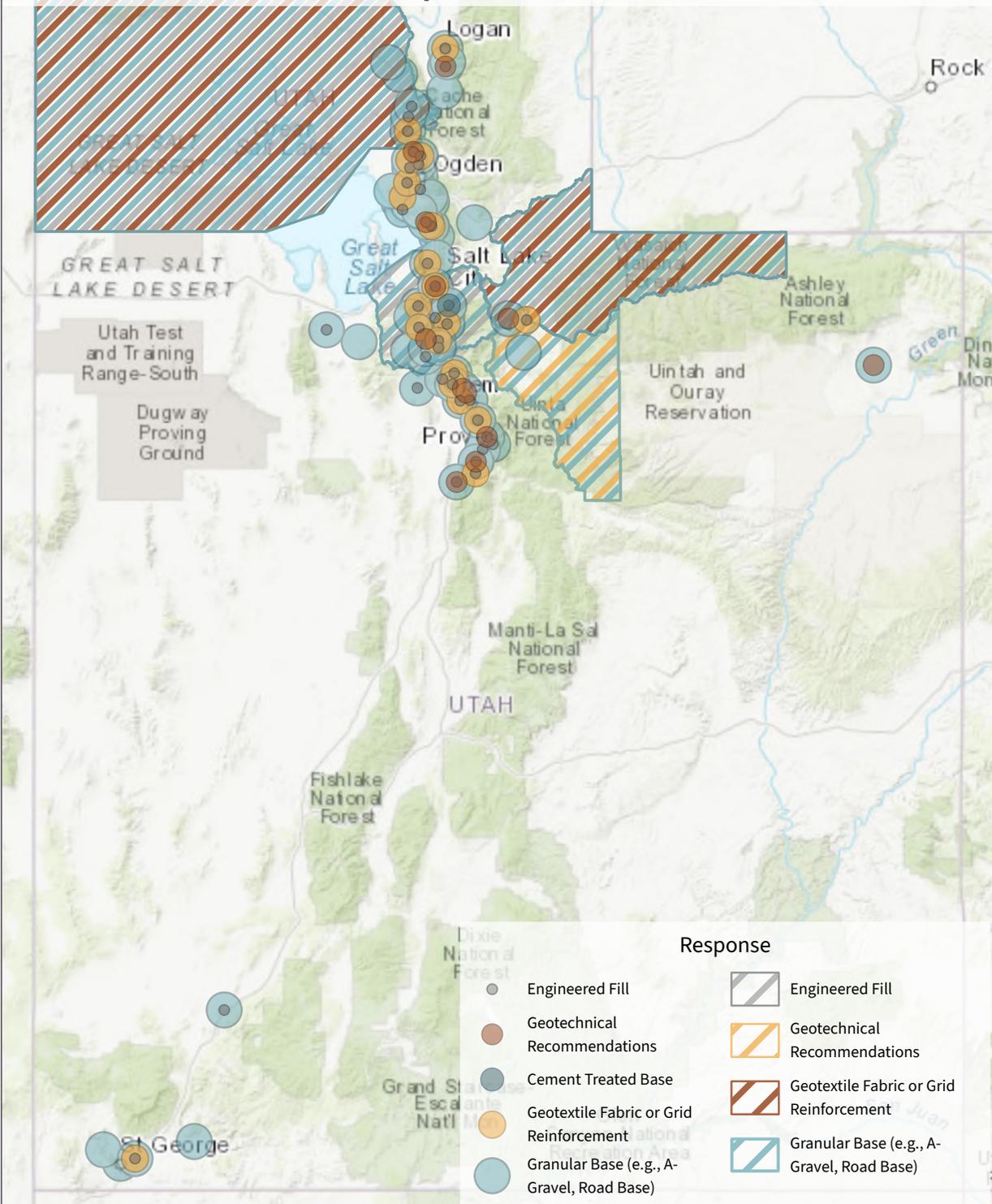


Q25: Allowable Asphalt Types

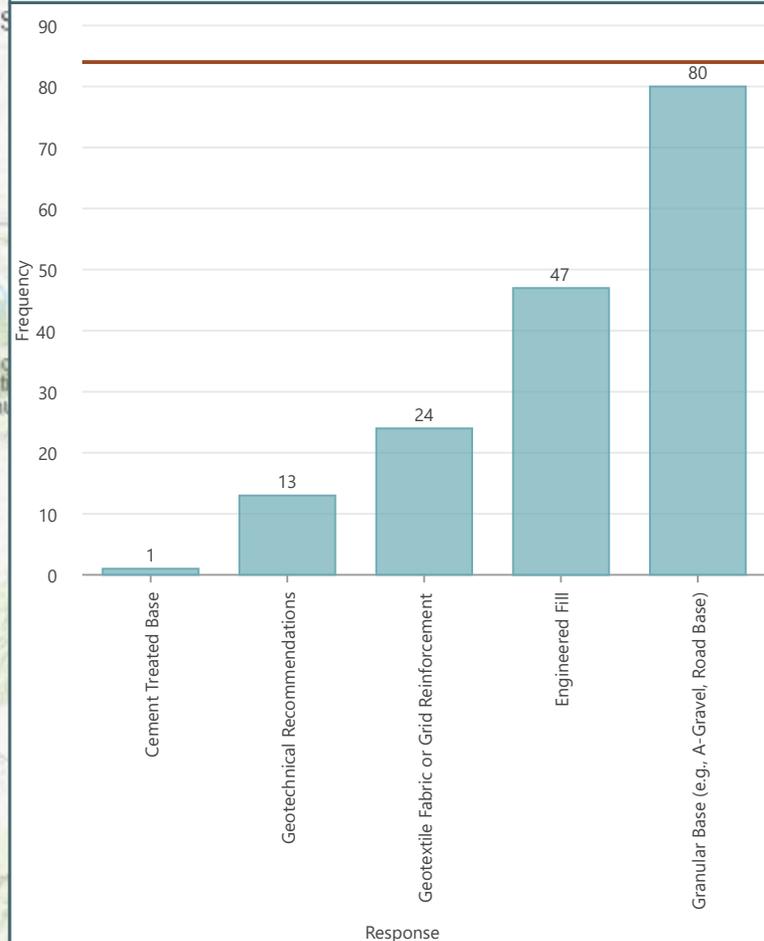


Response	Frequency
PG 58-28 (<15% RAP) (APWA Standard)	54
PG 58-28 (>15% RAP) (APWA Standard)	27
PG 64-34 (Up to 30% RAP) (APWA Standard)	24
PG 64-34 (>15% RAP) (APWA Standard)	23
PG 64-28 (< 15% RAP) (APWA Standard)	4
UDOT HiMod High Density Asphalt	2
PG 64-22 (> 15% RAP) (APWA Standard)	1
City Standard	1
PG 64-22 (<15% RAP)	1

FIGURE 8 - Distribution of Required Structural Road Section Materials

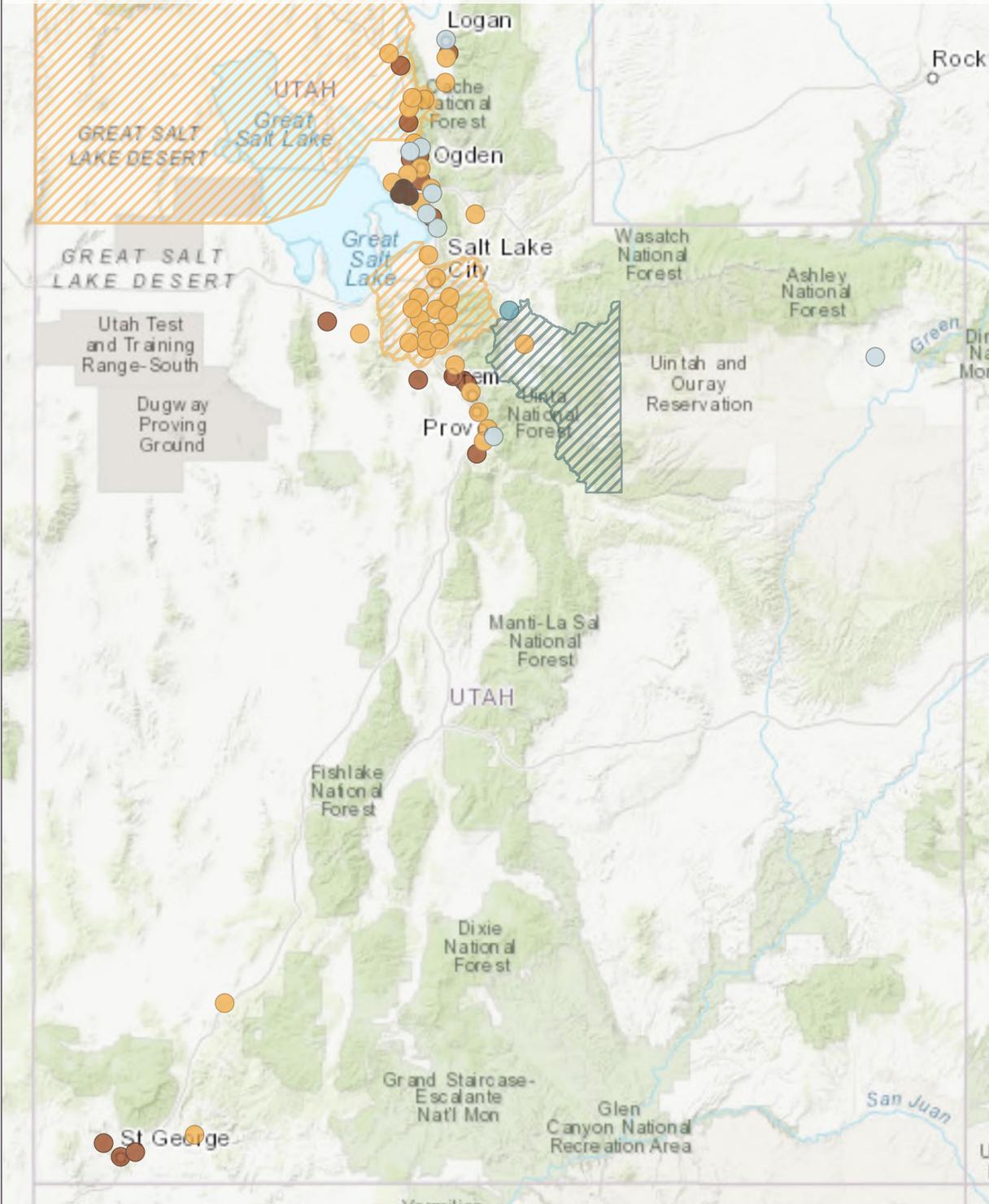


Q26: Required Materials for a Structural Road Section

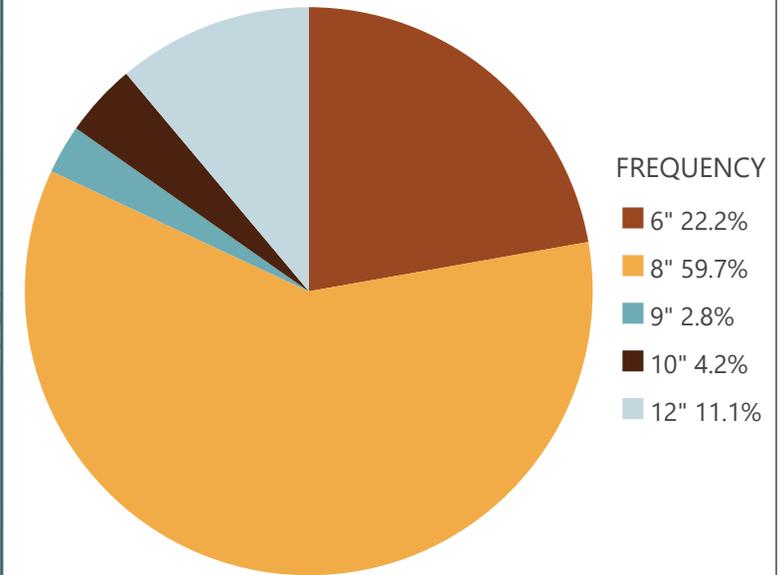


Response	Frequency
Granular Base (e.g., A-Gravel, Road Base)	80
Engineered Fill	47
Geotextile Fabric or Grid Reinforcement	24
Geotechnical Recommendations	13
Cement Treated Base	1

FIGURE 9 - Distribution of Minimum Compacted Depth of Granular Base



Q27: Standard for Minimum Compacted Depth of Granular Base in Roadway



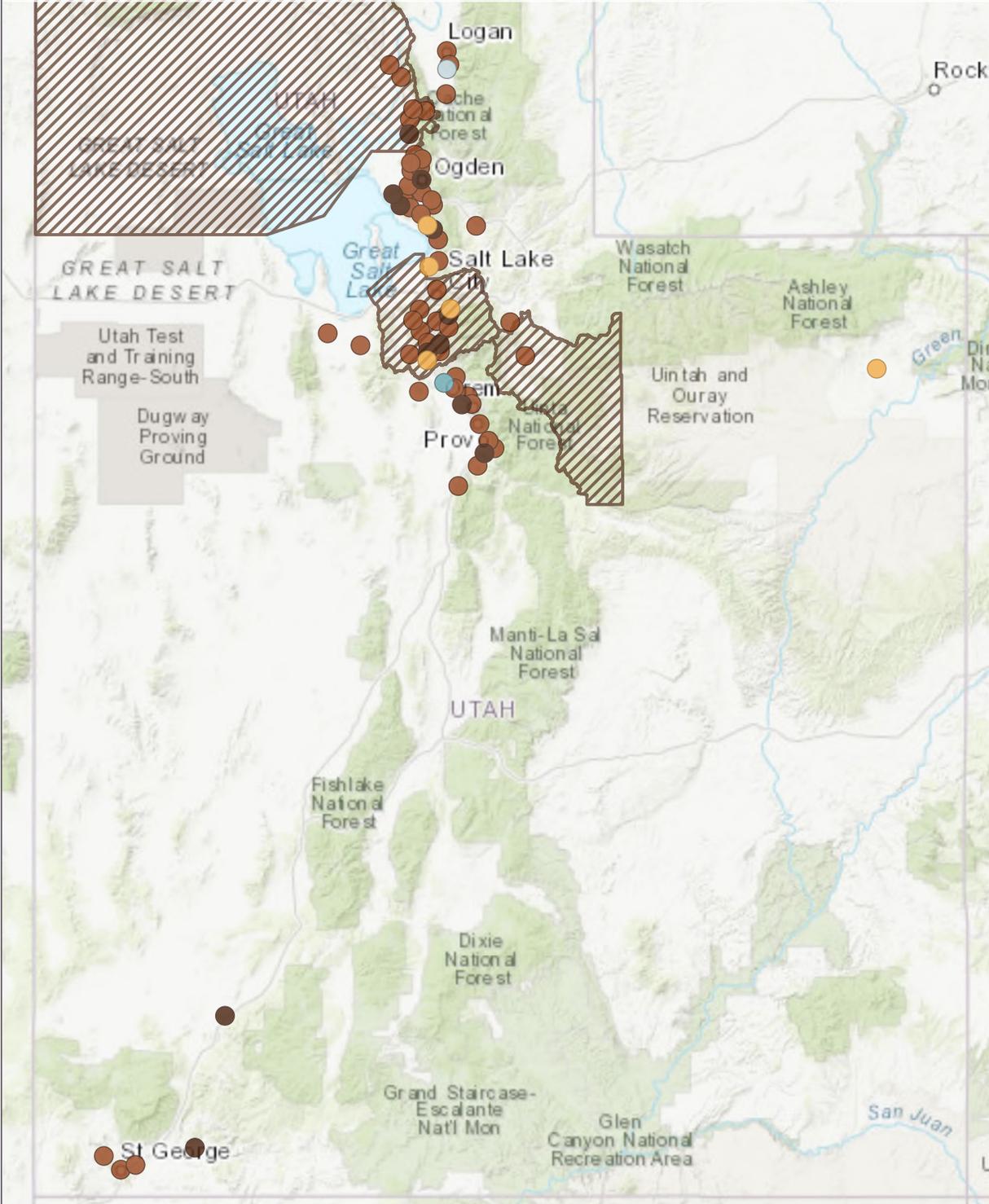
*County and city colors correspond to pie chart categories.

Response	Frequency
8"	43
6"	16
12"	8
10"	3
9"	2

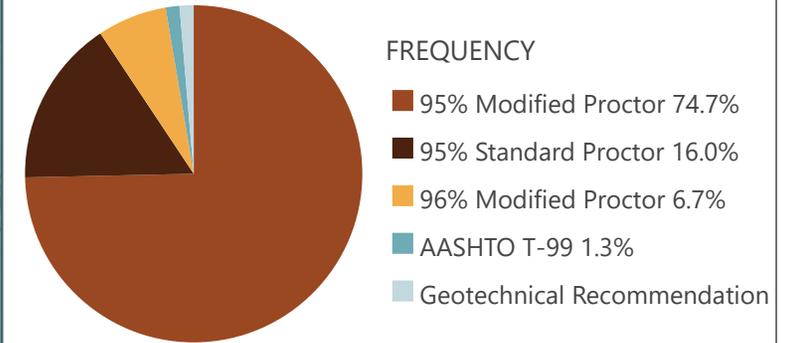
*Depending on soil conditions in the area, respondents may recommend a layer thicker or thinner than 8 inches. Additional surveys or interviews will be required to fully address this question.

*This data only represents those who responded Yes to Granular Base for Question 26.

FIGURE 10 - Distribution of Required Compaction



Q28: Standard for Compaction of Granular Base in Roadway

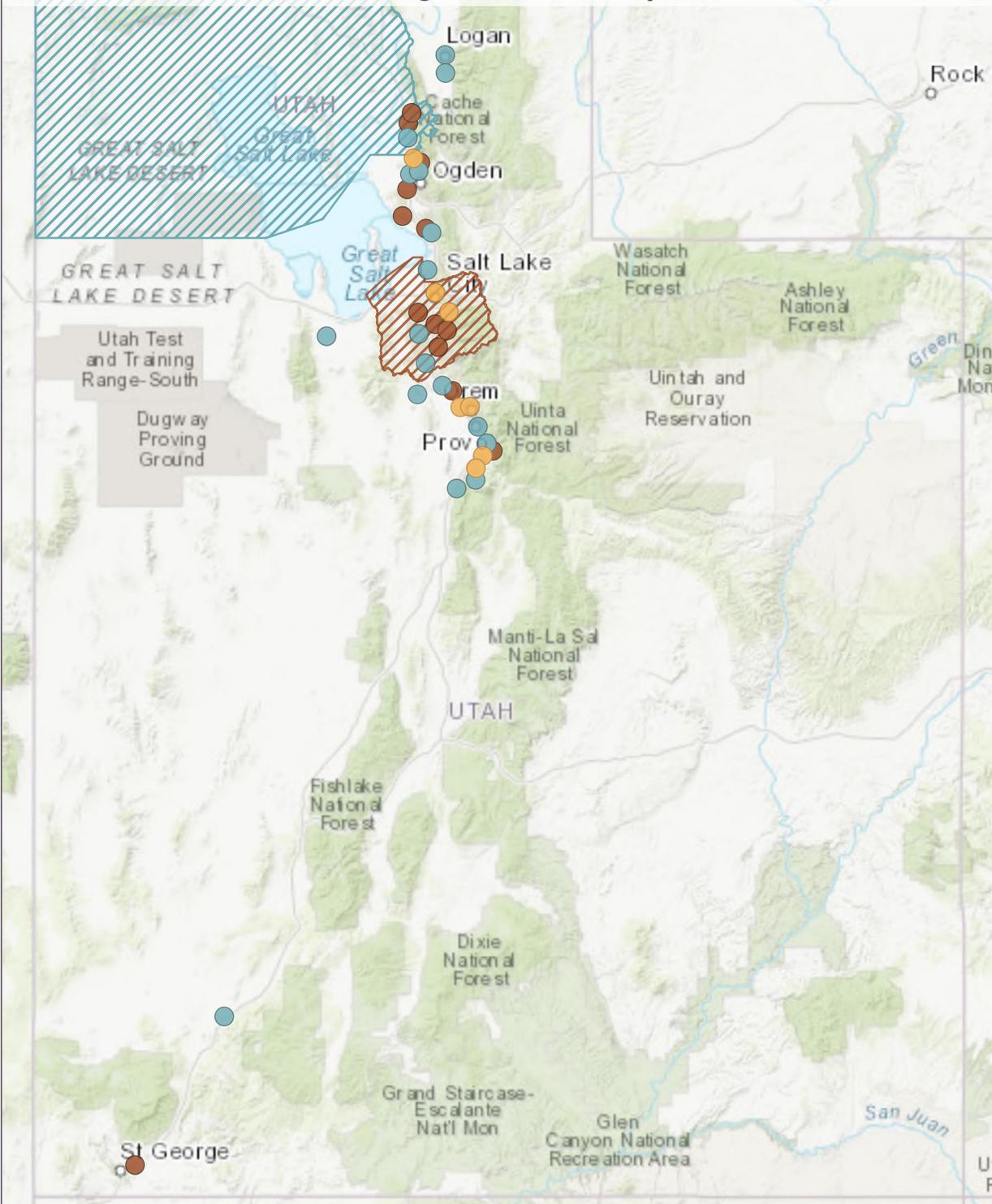


*County and city colors correspond to pie chart categories.

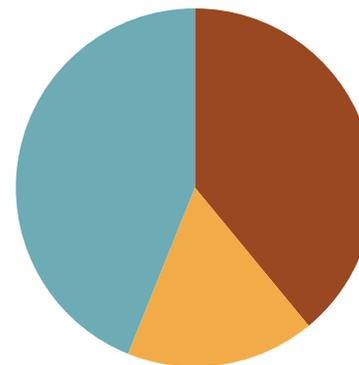
Response	Frequency
95% Modified Proctor	56
95% Standard Proctor	12
96% Modified Proctor	5
AASHTO T-99	1
Geotechnical Recommendation	1

*This data only represents those who responded Yes to Granular Base for Question 26.

FIGURE 11 - Distribution of Engineered Fill Requirements



Q29: Standard for when Engineered Fill is Required in Roadway



FREQUENCY

- Allowed in specific subgrade conditions 39.0%
- Based on Geotechnical Recommendation 17.1%
- Required beneath all base layers 43.9%

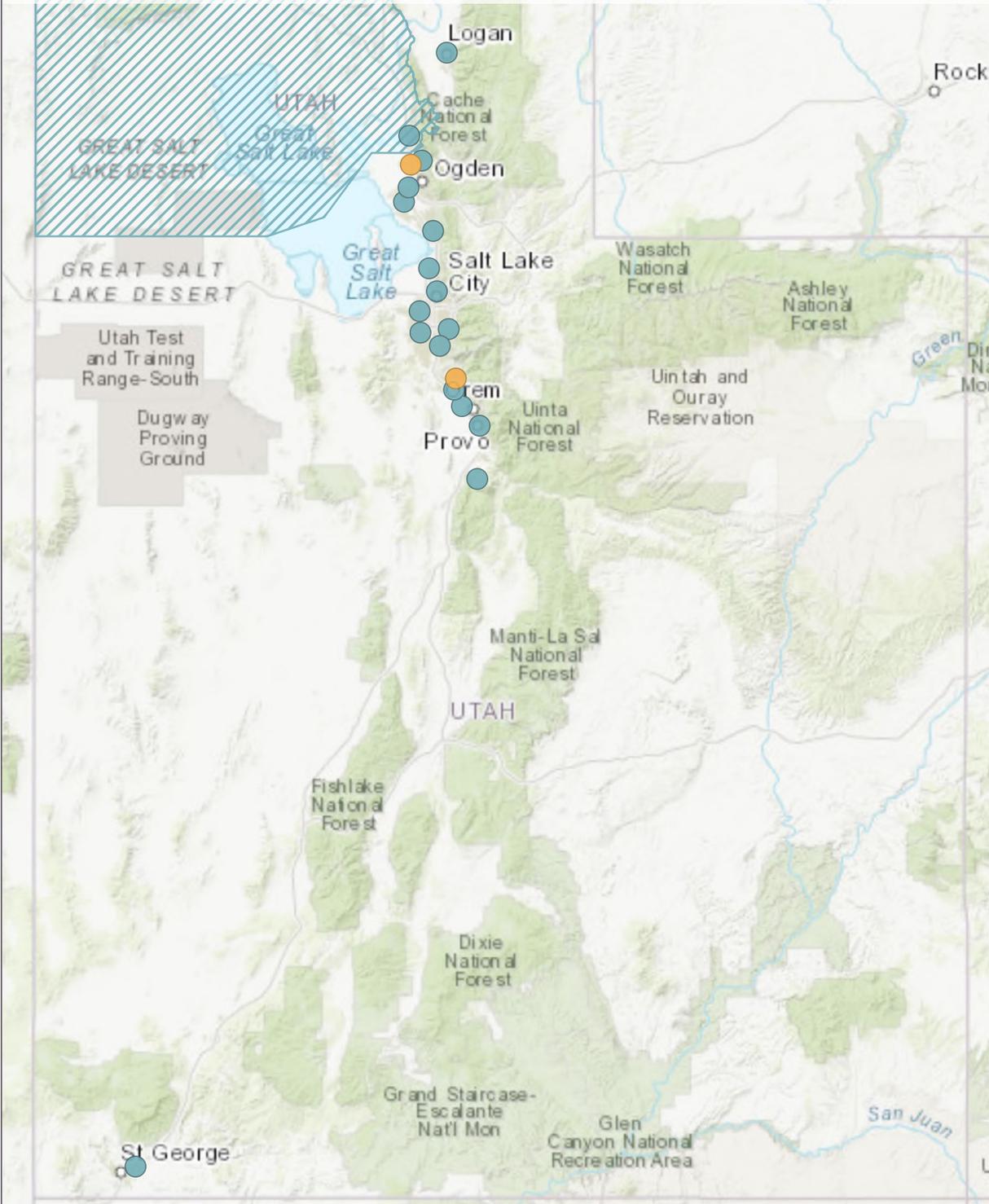
*County and city colors correspond to pie chart categories.

Response	Frequency
Required beneath all base layers	18
Allowed in specific subgrade conditions	16
Based on Geotechnical Recommendation	7

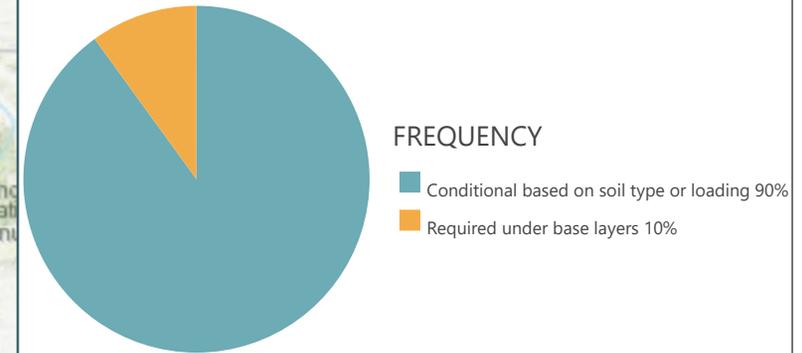
*Most respondents who indicated a requirement for engineered fill only mandate it under specific conditions (56%). Those who always require engineered fill may do so because local soil conditions typically warrant its use, making a uniform requirement reasonable.

*This data only represents those who responded Yes to Granular Base for Question 26.

FIGURE 12 - Geogrid Requirements Distribution



Q30: Standard for when Geogrid is Required in Roadway



*County and city colors correspond to pie chart categories.

Response	Frequency
Conditional based on soil type or loading	18
Required under base layers	2

*Local Conditions may necessitate requiring it under all layers. Additional surveys or interview will be required to fully address this question.

*This data only represents those who responded Yes to Geogrid for Question 26.

APPENDIX B: SURVEY

Public Improvements Standards & Specs

Start of Block: Intro

Introduction: The Utah League of Cities and Towns (ULCT) is conducting this survey in conjunction with the Utah City Engineers Association (UCEA) and the Utah Chapter of the American Public Works Association. The purpose of this survey is to better understand similarities and differences in certain public improvement/development standards and specifications. Your response will help us craft policy and advocate for local governments to maintain the flexibility needed to design appropriate infrastructure for your city's needs. The survey asks some detailed questions about your specifications. We encourage you to preview the survey here before beginning it.

Disclaimer Privacy Notice and Disclaimer: Your participation in this survey is voluntary. The information you provide will be used for research and advocacy purposes. ULCT may share specific city-level data points with state agencies and partner organizations for those stated purposes consistent with ULCT's mission. ULCT is an interlocal government entity and the information collected is subject to the Government Records Access and Management Act (UCA 63G-2-101, et seq.) and the Government Data Privacy Act (UCA 63A-1-101, et seq.). ULCT generally anonymizes and uses data responses it receives in aggregate format. ULCT will not, on its own accord, share your name and email and associated non-aggregated survey responses with any other entities not otherwise indicated herein. Notwithstanding the foregoing, the information you provide is considered public and may be available to the public upon a properly submitted GRAMA request. Your contact information will only be used by ULCT if ULCT staff need additional information about your response. By completing this survey, you consent to the use of your response for these purposes. If you have any further questions, please contact Karson Eilers (keilers@ulct.utah.gov). Thank you for your participation.

What is your name?

What government entity/entities do you represent?

What is your email?

Note: emails will only be used if clarification is needed for results.

End of Block: Intro

Start of Block: Current Specs

Does your agency have a published Standards and Specifications document?

Yes

No

Please provide a link to the current version of your Standards and Specifications.

Was this document formally adopted by your City Council or governing body?

Yes

Uncertain

No

In what year were your current standards implemented or adopted?

How frequently do you update your Standards and Specifications?

- Annually
 - Every 2-4 years
 - Once every 5+ years
 - As needed / case-by-case
 - Other: _____
-

Has your agency adopted or used an outside agency's specifications as the framework for your standards? *(select all that apply)*

- American Public Works Association (APWA) Utah Chapter
- Utah Dept. of Transportation
- Other (please specify): _____
- No external standards have been used

End of Block: Current Specs

Start of Block: Streets & Pavement

What is your minimum required asphalt thickness for a local residential street?

- 3 inches
 - 3.5 inches
 - 4 inches
 - Other: _____
-

How is your paving schedule determined? *(select all that apply)*

- Calendar schedule
 - Minimum temperature threshold (please specify in degrees Fahrenheit):

 - Contractor availability
 - Other: _____
-

What criteria do you use to determine if damage to newly paved roads in a development that is under warranty requires repair or replacement? *(e.g., cracking, chipping, surface raveling)*

- Specific criteria (please describe): _____
 - Case-by-case inspections
 - No specific thresholds
-

Do you require a surface treatment (e.g., slurry seal, chip seal, seal coat, etc.) on new asphalt pavement in residential subdivisions within the warranty period?

- Yes
- No
- Conditional (please explain): _____

End of Block: Streets & Pavement

Start of Block: Street Geometry and Structures

What is your standard cul-de-sac radius (measured to lip of gutter)?

- <40 ft
 - 40 - 45 ft
 - 46 - 50 ft
 - >50 ft
 - Other: _____
-

What is your standard sidewalk width and thickness when a park strip is present?

- Width (ft): _____
 - Thickness (in) with driveway: _____
 - Thickness (in) without driveway: _____
-

What are your standard curb and gutter dimensions and type? (*Select all that apply*)

- APWA Type A 30"
- APWA Type A 24"
- APWA Type B 30"
- APWA Type B 24"
- UDOT Standard(s)
- Other: _____

End of Block: Street Geometry and Structures

Start of Block: ADA and Accessibility

Do you require specific materials or designs for ADA ramps beyond federal minimum specifications?

- Yes (please describe enhancements): _____
- No

End of Block: ADA and Accessibility

Start of Block: Water System Design

What is your maximum allowable velocity in a waterline (ft/sec)?

- <5 fps
 - 5-7 fps
 - >7 fps
 - Other: _____
-

What are your minimum waterline diameters (in inches) for residential areas that are not on a master plan or otherwise identified as part of a larger development?

What pipe materials are approved for waterlines in your city? (*select all that apply*)

- Ductile iron
 - PVC (e.g., C900)
 - HDPE
 - Other: _____
-

How many valves are required at a typical 4-way intersection for a residential development?

- 2
 - 3
 - 4
 - Other: _____
-

What is the required spacing for air release valves on distribution lines as part of a residential development?

- Every x number of feet (please specify): _____
- Case-specific
- Not typically required

End of Block: Water System Design

Start of Block: Stormwater and Drainage

What is your minimum storm drain pipe diameter?

- 12 inch
 - 15 inch
 - 18 inch
 - 24 inch
 - Other: _____
-

What SWPPP compliance measures do you require for land-disturbing activities?
(select all that apply)

- Local SWPPP inspections/enforcement
- State-level enforcement only
- Pre-construction meeting requirements
- Site-specific erosion control measures
- Other: _____

End of Block: Stormwater and Drainage

Start of Block: Materials and Subgrade

What asphalt types do you allow or specify for road paving?
(select all that apply)

- PG 64-34 (>15% RAP) (APWA Standard)
 - PG 58-28 (>15% RAP) (APWA Standard)
 - PG 58-28 (<15% RAP) (APWA Standard)
 - PG 64-34 (Up to 30% RAP) (APWA Standard)
 - Other: _____
-

What materials do you require for the structural section of a roadway?
(select all that apply)

- Granular Base (e.g., A-Gravel, Road Base)
- Engineered Fill
- Geotextile Fabric or Grid Reinforcement
- Other materials: _____

Display this question:

If What materials do you require for the structural section of a roadway? (select all that apply) = Granular Base (e.g., A-Gravel, Road Base)

What minimum compacted depth of granular base (in inches) do you require?

Display this question:

If What materials do you require for the structural section of a roadway? (select all that apply) = Granular Base (e.g., A-Gravel, Road Base)

What compaction do you require for granular base?

- 95% Modified Proctor
- 95% Standard Proctor
- Other: _____

Display this question:

If What materials do you require for the structural section of a roadway? (select all that apply) = Engineered Fill

When is engineered fill required for the structural section of a roadway?

- It is required beneath all base layers
- It is allowed only in specific subgrade conditions
- Other: _____

Display this question:

If What materials do you require for the structural section of a roadway? (select all that apply) = Geotextile Fabric or Grid Reinforcement

When is geotextile fabric or grid reinforcement required for the structural section of a roadway?

- Required under base layers
- Conditional based on soil type or loading
- Other: _____

Display this question:

If What materials do you require for the structural section of a roadway? (select all that apply) = Other materials:

Please list what other materials or specifications are required for the structural section of a roadway.

Are there any other details you would like to provide about your materials and specifications for the structural section of a roadway?

What materials and specifications do you require for trench backfill and asphalt patching?
(select all that apply)

- Controlled low-strength material (CLSM / flowable fill)
- Granular backfill
- Native material
- Asphalt patching
- Other materials or requirements: _____

Display this question:

If What materials and specifications do you require for trench backfill and asphalt patching? (select... = Controlled low-strength material (CLSM / flowable fill)

When are controlled low-strength materials (CLSM /flowable fill) required for trench backfill and asphalt patching?

- Required under all paved surfaces
- Required only in arterial or collector roads
- Required only within utility easements
- Other: _____

Display this question:

If What materials and specifications do you require for trench backfill and asphalt patching? (select... = Granular backfill

What depth (in inches) of granular backfill do you require for trench backfill and asphalt patching?

Display this question:

If What materials and specifications do you require for trench backfill and asphalt patching? (selec...
= Granular backfill

What compaction level of granular backfill is required for trench backfill and asphalt patching?

- 95% Modified Proctor
- Other: _____

Display this question:

If What materials and specifications do you require for trench backfill and asphalt patching? (selec...
= Granular backfill

Do you allow granular backfill to be used in lieu of controlled low-strength materials for local roads?

- Yes
- Uncertain
- No

Display this question:

If What materials and specifications do you require for trench backfill and asphalt patching? (selec...
= Native material

When are native materials allowed in trench backfill?

- Allowed in trench backfill outside of paved areas
- Not allowed in any trench
- Conditional (please explain): _____

Display this question:

If What materials and specifications do you require for trench backfill and asphalt patching? (selec...
= Asphalt patching

What minimum thickness (in inches) do you require for asphalt patching?

Display this question:

If What materials and specifications do you require for trench backfill and asphalt patching? (selec... = Asphalt patching

Do you require sawcut limits or key-ins for asphalt patching?

Yes

No

Display this question:

If What materials and specifications do you require for trench backfill and asphalt patching? (selec... = Asphalt patching

Do you require a specific patch mix for asphalt patching?

Yes (please describe): _____

No

Do you have any other materials requirements or specifications for trench backfilling and asphalt patching?

End of Block: Materials and Subgrade
