

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.
UTAH	UTAH	HHS-000S(3)	1
UTAH	UTAH	NF-37-1(5)	1

# STATE OF UTAH STATE ROAD COMMISSION

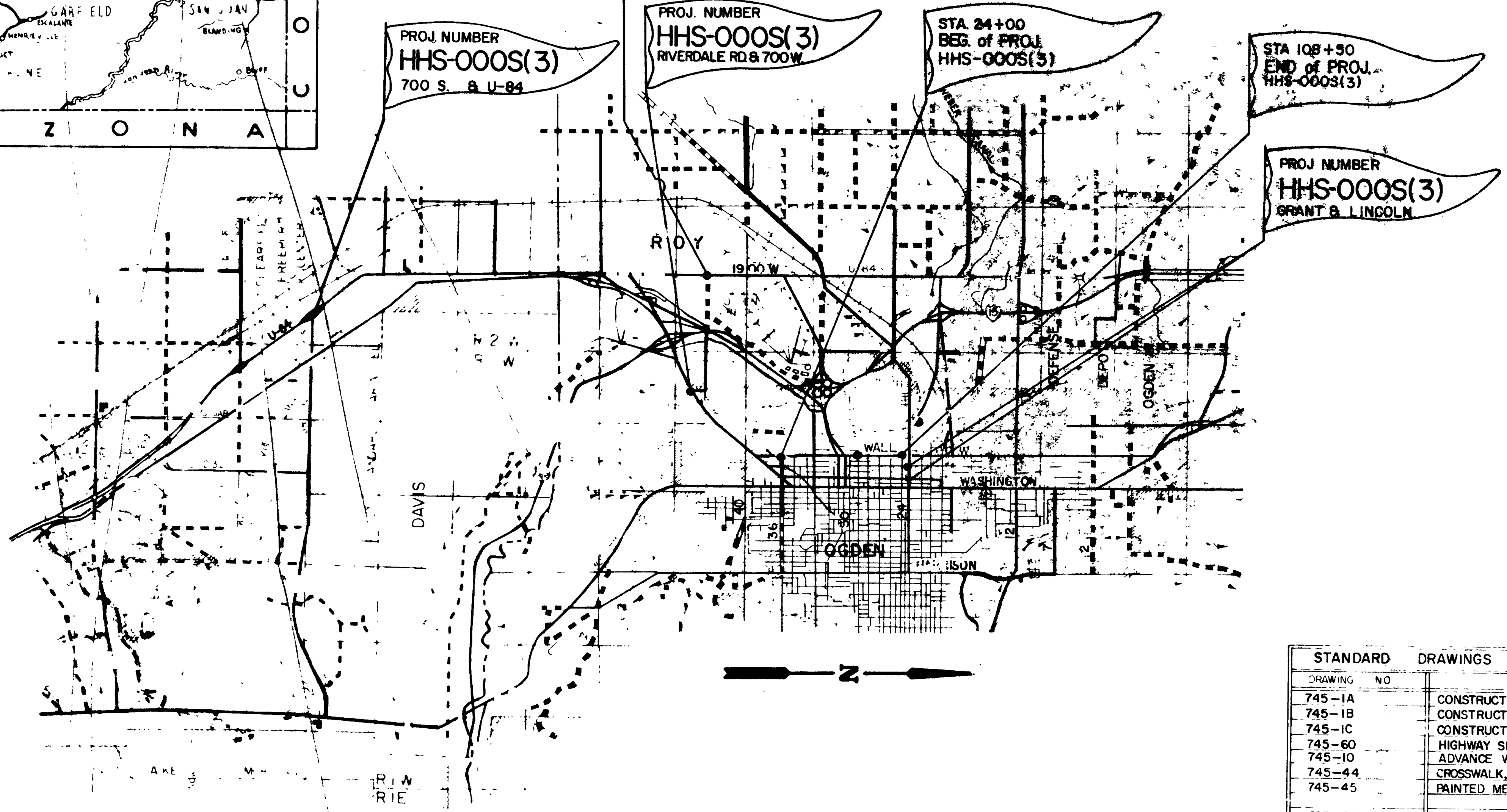
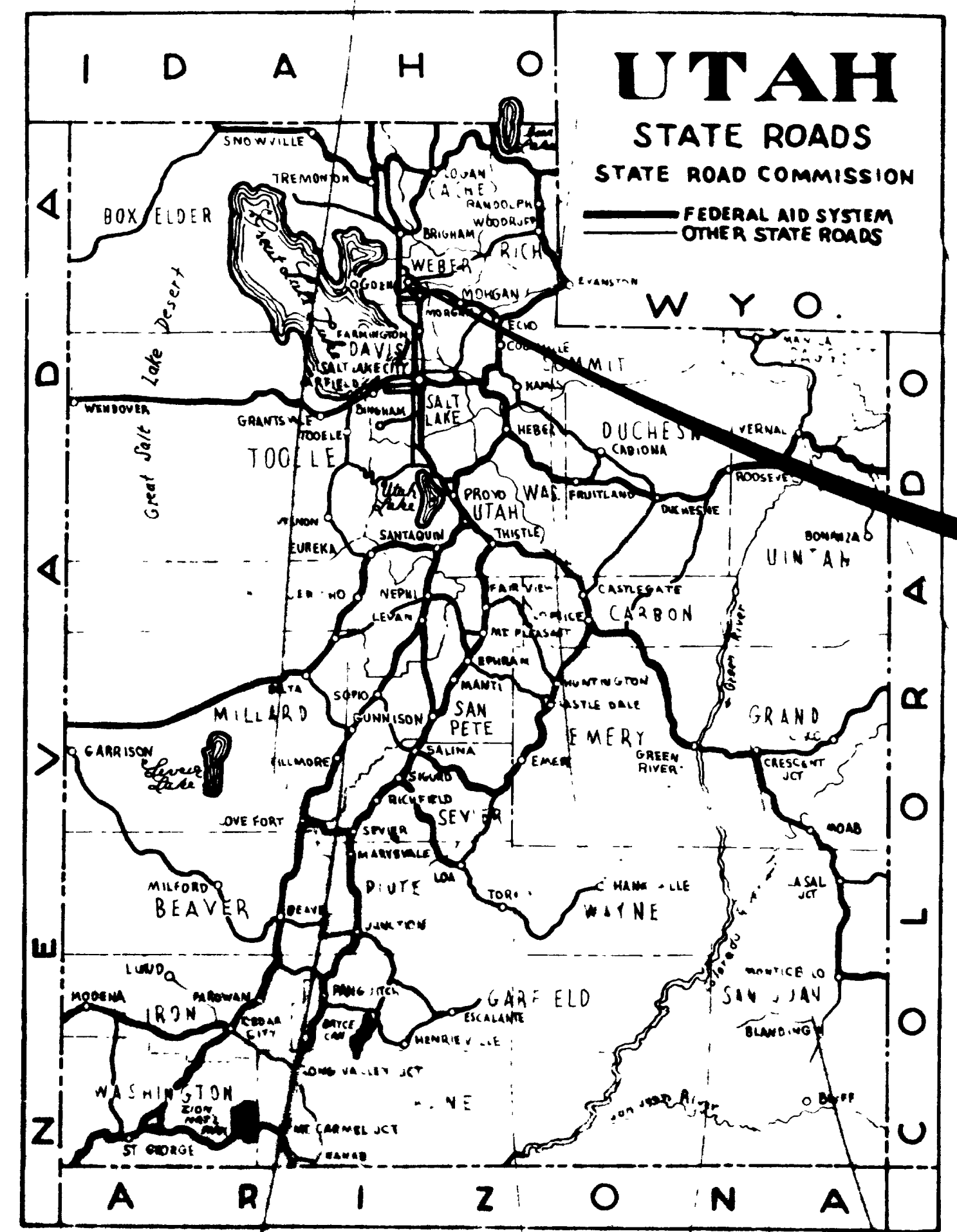
## PLANS OF PROPOSED STATE ROAD AS CONSTRUCTED

FEDERAL AID PROJECT

HHS-000S(3)

RIVERDALE RD. & 700 WEST  
WALL AVE. — 36<sup>th</sup> STREET TO 25<sup>th</sup> STREET — OGDEN  
24<sup>th</sup> STREET — LINCOLN AVE & GRANT AVE. — OGDEN  
SR-84 & 700 SOUTH — CLEARFIELD  
SR-84 & 4400 SOUTH — ROY — NF-37-1(5)

TRAFFIC SIGNALS — CHANNELIZATION — DRAINAGE — SAFETY MODIFICATIONS



### INDEX TO SHEETS

ROADWAY	DRAWINGS	DESCRIPTION	STATION
	1	HHS-000S(3)	
	2-2A	TITLE SHEET	
	3-3C	TYPICAL SECTION SHEETS	
	4	SUMMARY SHEETS	
	5	PLAN SHEET, 700 W & RIVERDALE ROAD	
	6	PLAN SHEET, 25 <sup>th</sup> STREET & WALL AVE.	
	7	PLAN SHEET, 36 <sup>th</sup> STREET & WALL AVE.	
	8	PLAN SHEET, 24 <sup>th</sup> STREET & LINCOLN AVE.	
	9-10	PLAN SHEET, 700 SOUTH & SR 84	
	11	PAINT & SIGNING PLAN	
	12	GUTTER INLET DETAIL	
	13	CONCRETE DRIVEWAYS	
		HHS-000S(3) & NF-37-1(5)	
		TRAFFIC SIGNALS	
S-62	1-2	SUMMARY & SCHEDULE SHEET	
	3-10	SITUATION PLAN	
	11	MAST ARM SIGNAL POLE	
	12	LIGHT POLE EXTENSION DETAIL	
	13	SIGNAL HEAD DETAILS	
	14	PEDESTRIAN SIGNAL ASSEMBLY DETAIL	
	15	DETECTOR DETAIL	
	16	JUNCTION BOX DETAIL	
	17	CONTROLLER BASE JUNCTION BOX	
	18	CONTROLLER BASE DETAILS	
S-62	19	POWER SOURCE DETAILS	

STRUCTURE DRAWINGS		
DRAWING NO.	SHEET NO.	DESCRIPTION
V-988	1	STANDARD SOLID COVER AND GRATING
V-329	1	STANDARD CATCH BASIN
V-1301	1	STANDARD CATCH BASIN

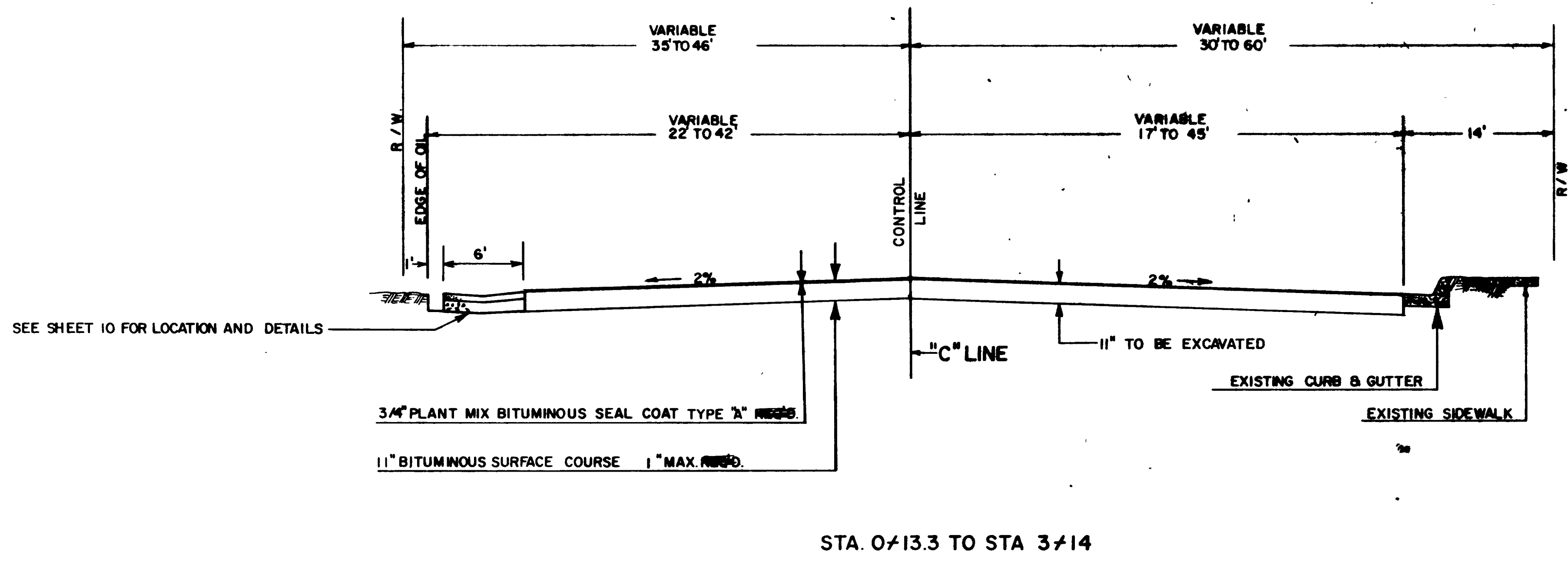
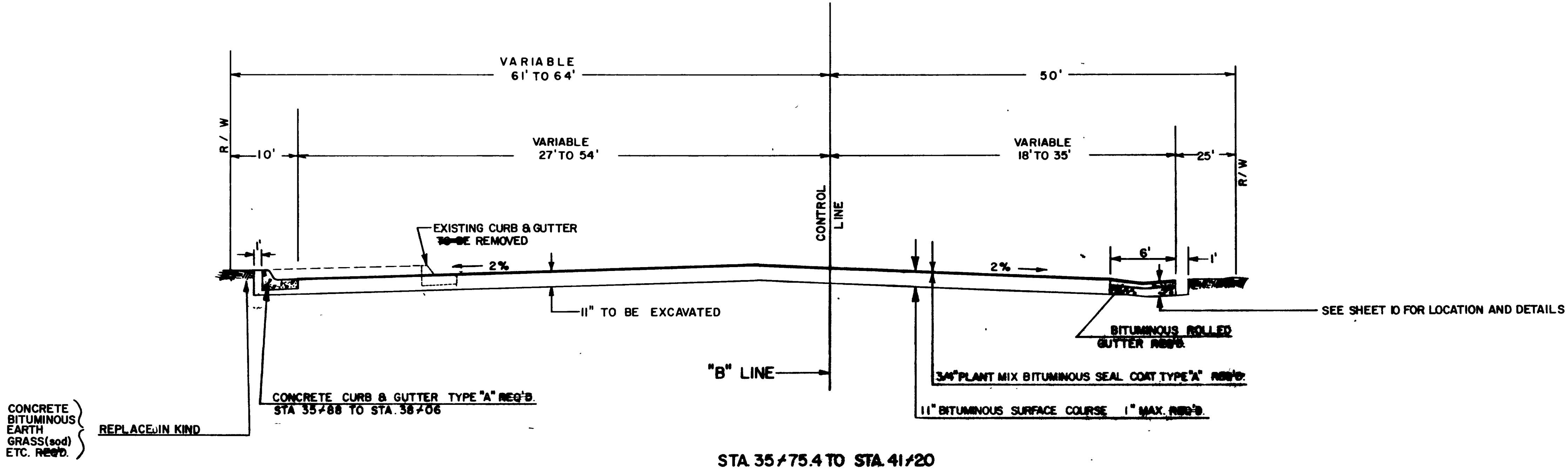
STANDARD DRAWINGS		
DRAWING NO.	DESCRIPTION	DATE
745-1A	CONSTRUCTION SIGNING	6-13-72
745-1B	CONSTRUCTION SIGNING	8-15-73
745-1C	CONSTRUCTION SIGNING	4-13-73
745-60	HIGHWAY SIGNS OTHER THAN FREEWAYS	12-6-74
745-10	ADVANCE WARNING DEVICES	10-5-71
745-44	CROSSWALK, PARKING & INTERSECTION APPROACH	6-6-74
745-45	PAINTED MEDIAN DETAILS	6-5-74
605-20	REINFORCED CONCRETE CULVERTS	3-12-74
615-1	CONCRETE CURB & GUTTER	10-15-70
615-2	INLET & OUTLET GUTTER TRANSITION	12-1-70
715-1	OPEN & REINFORCED CONCRETE DRIVEWAYS	2-5-74

UTAH STATE DEPARTMENT OF HIGHWAYS  
RECOMMENDED FOR APPROVAL *May 1975*  
*Sheldon W. McRae*  
CHIEF, ROADWAY DESIGN DIVISION

APPROVAL *May 1975*  
STATE HIGHWAY ENGINEER

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
APPROVED  
DIVISION ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

# TYPICAL CROSS SECTION

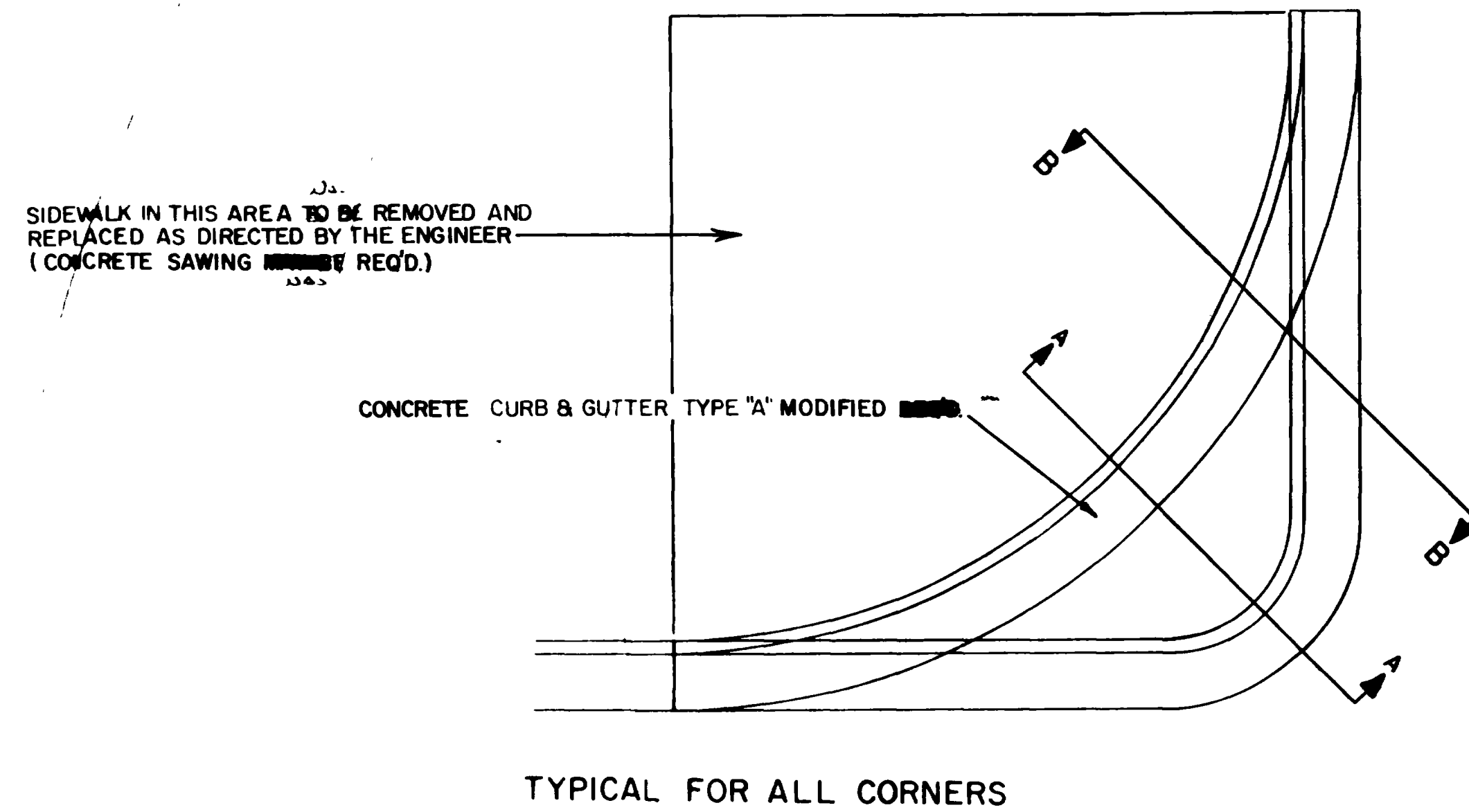
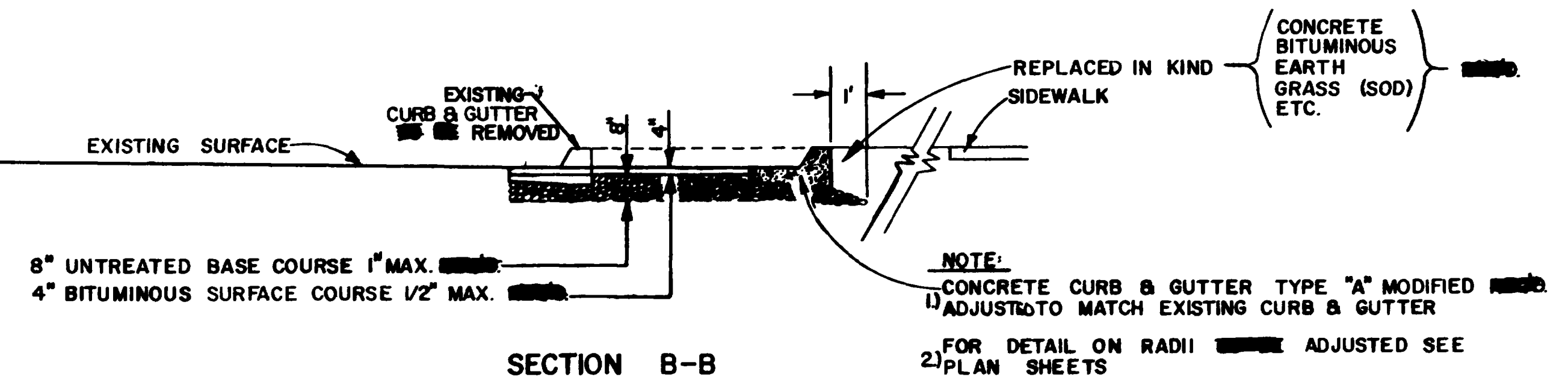
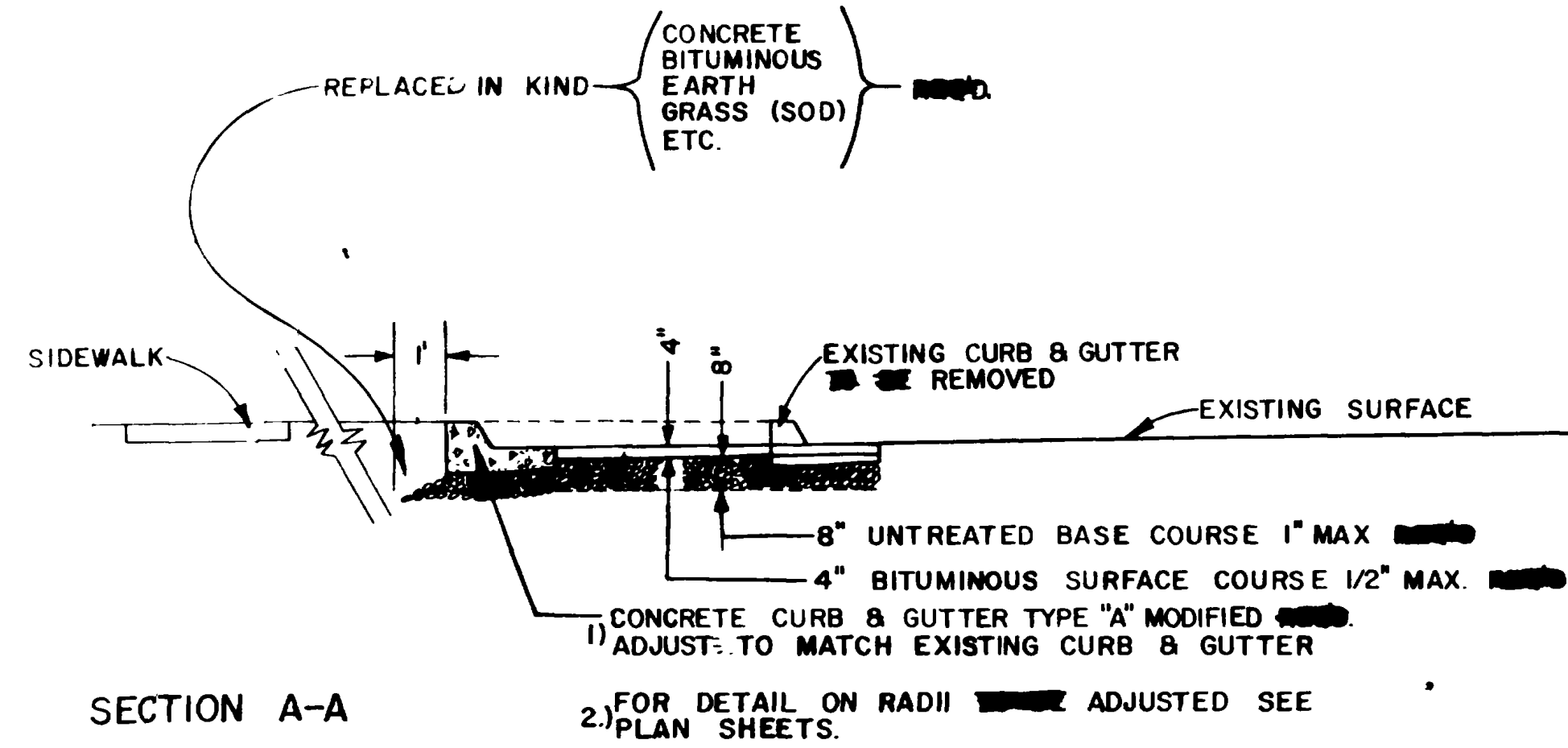


<b>UTAH STATE DEPARTMENT OF HIGHWAYS</b>			
DIST. ONE - OGDEN, UTAH			
ROADWAY DESIGN			
SR. 84 AND 700 SOUTH ST.			
CLEARFIELD			
TYPICAL CROSS SECTION SHEET			
DESIGN	F.B. 7/30/73	CHECK R.N.M. 7/30/73	REVIEW
DRAWN	G.A.B. 7/30/73	CHECK R.N.M. 7/30/73	DESIGN <i>ADL 3/19/75</i>
QUANT.	F.B. 7/30/73	CHECK G.A.B. 7/30/73	R/W
APPROVAL	<i>[Signature]</i> DATE 4/24/75 DIST. PRECONSTRUCTION ENGR.		DAVIS COUNTY
APPROVED DATE 4-24-75 DIST. PRECONSTRUCTION ENGR.			
REVISIONS			
NO.	BY	DATE	REMARKS
PROJECT NUMBER			HHS-000 S(3)
SHEET NO.			2

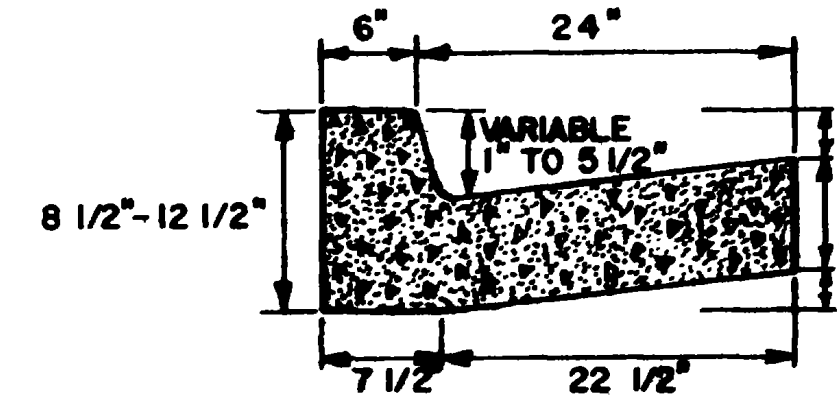
SEE SHEET D FOR LOCATION AND DETAILS

SEE SHEET 10 FOR LOCATION AND DETAILS

# TYPICAL CROSS SECTION



NOTE: BACK OF CURB & GUTTER VARIES FROM 8 1/2" TO 12 1/2" AS DIRECTED BY THE PROJ. ENGINEER.



CONCRETE CURB & GUTTER TYPE "A" MODIFIED

REVISIONS BY DATE

NO.	BY	DATE	TYPE	REMARKS
REVISIONS				

UTAH STATE DEPARTMENT OF HIGHWAYS				
DIST. ONE - OGDEN, UTAH				
ROADWAY DESIGN				
VARIOUS INTERSECTIONS IN OGDEN				
TYPICAL SECTIONS				
DESIGN	XX	XX	CHECK	XX
DRAWN	B.P.W.	11/73	CHECK	B.H.S. 11/73
APPROVED	1-8-74			REVIEW
APPROVED				WEBER COUNTY
PROJECT				HHS-0009(3)
				SHEET NO. 2A

# SUMMARY SHEET

SUMMARY OF ITEMS			CONSTRUCTION SOURCE REFERENCE		AS CONSTRUCTED
			FIELD BOOK	PAGE	
MOBILIZATION	LUMP	•			
FLAGGING	HOUR	270			532
ROADWAY EXCAVATION	CU. YD.	2450			515.4
12" PIPE CULVERT (SPECIFY R.C.P., C.S.P. or C.A.P.)	LIN. FT.	40			36
18" REINFORCED CONCRETE PIPE	LIN. FT.	36			7
18" PIPE CULVERT (SPECIFY R.C.P., C.S.P. or C.A.P.)	LIN. FT.	352			516
UNTREATED BASE COURSE 1" MAX	TON	550			156.4
BITUMINOUS MATERIAL GRADE MC-70 OR MC-250	TON	8			2.2
PLANT MIX BITUMINOUS SEAL COAT TYPE "A"	TON	435			120.3
BITUMINOUS MATERIAL GRADE SS-1 EMULSION	TON	12			3
BITUMINOUS SURFACE COURSE 1" MAX	TON	3640			1001.4
BITUMINOUS MATERIAL GRADE AC-10 VISCOSITY					
GRADED ASPHALT	TON	220	3	55 & 56	311.13
BITUMINOUS MATERIAL GRADE AC-20 VISCOSITY					
GRADED ASPHALT	TON	31	2	58	85.26
CONCRETE CURB TYPE "F"	LIN. FT.	210	6	74-75	204.1
CONCRETE CURB TYPE "G"	LIN. FT.	40	6	76	60
CONCRETE CURB & GUTTER TYPE "A"	LIN. FT.	560	5 & 6	Various	604.5
CONCRETE DRIVEWAY-7" THICK	LIN. FT.	548	5 & 6	Various	539.8
REMOVAL OF CONCRETE PAVEMENT	SQ. YD.	90	2	Various	258.89
REMOVAL OF CONCRETE CURB & GUTTER	LIN. FT.	1100	3	Various	951.20
REMOVAL OF CONCRETE SIDEWALK	SQ. YD.	210	3 & 6	Various	326.70
RECONSTRUCTING CLEAN OUT BOXES & MANHOLES	EACH	7	3	16 & 18	11
RECONSTRUCTING WATER VALVES & MONUMENT BOXES	EACH	5	2	17	7
CATCH BASIN GRATE & FRAME (V-988)	EACH	7	2 & 6	Various	6
GUTTER INLET & OUTLET TRANSITION	EACH	2	2	27 & 28	2
PAINTED PAVEMENT MESSAGE	EACH	38	3	34-36	38
HIGHWAY TRAFFIC PAINT	GAL.	24	3	37 & 38	37.09
CONCRETE MEDIAN FILLER	SQ. YD.	100	6	74-76	109.61
ADVANCE WARNING DEVICE TYPE "A" STATIONARY	HOUR	330	2	1-27	180.5
REMOVAL OF CONCRETE CURB	LIN. FT.	440	3	Various	431.6
REINFORCING STEEL	LBS.	1260	5 & 6	Various	1280
CONCRETE SMALL STRUCTURE CLASS A (AE)	CU. YD.	10	2 & 6	Various	9.911
CLEAN OUT BOX SOLID COVER & FRAME (V-948)	EACH	10	2 & 6	Various	8
BITUMINOUS SURFACE COURSE 1/2" MAX	TON	260	1 & 2		455.30
CONCRETE CURB & GUTTER TYPE "A" MODIFIED	LIN. FT.	840	2 & 6	Various	845.5
MOVING STREET SIGNS	EACH	3	2	4	0
CONCRETE SAWING	LIN. FT.	180	3	Various	196.12
8" CONCRETE PIPE (EXTRA STRENGTH)	LIN. FT.	24	2	1	2
10" CONCRETE PIPE (EXTRA STRENGTH)	LIN. FT.	60	2	1	43
CONCRETE SIDEWALK-4" THICK	SQ. YD.	53	2 & 6	Various	74.62
CONTINGENT SUM PAY ITEM	LUMP	•			

MISCELLANEOUS			CONSTRUCTION SOURCE REFERENCE	
ITEM	UNIT	QUANTITY	FIELD BOOK	PAGE
MOBILIZATION	LUMP	•	7	1
FLAGGING	HOUR	532		
CONCRETE MEDIAN FILLER	SQ. YD.	109.61		
ADVANCE WARNING DEVICE TYPE "A" STATIONARY	HOUR	180.5		
MOVING STREET SIGNS	EACH	3		
CONTINGENT SUM PAY ITEM	LUMP	•		
Install Signal Pole and conduits for future Traffic Signal	F.A.			
Relocation of existing electrical facilities	F.A.			
Installation of Pedestrian push buttons & Traffic Signals	F.A.			
Exploratory Excavation to locate underground utilities	F.A.			
Removing Exist. R.R. Track from right of way	F.A.			
Exc. and Construct Modified C.C.B. & C.D. structure	F.A.			
Reimbursement to the Contractor for work performed at 29th Street & Washington Blvd		\$421.84		
Installation of a new traffic signal Pole, Mast Arm				
Traffic Signals and appurtenances		\$2442.05		
Bituminous Material Grade EC-25C	TON	175.00		
Constructing traffic evacuated loop detectors	1/2" P.I.C.	F.A.		
Removal of Conc. C&G and a portion of an Option				
city box culvert Storm sewer	F.A.			
Replacement of a traffic loop detection device	F.A.			
Removal of waste material from private property	F.A.			

I HEREBY CERTIFY THAT THE ABOVE QUANTITIES OF WORK DONE ARE CORRECT.

DATED 2-1-77

<b>UTAH STATE DEPARTMENT OF HIGHWAYS</b>			
DIST. ONE - OGDEN, UTAH ROADWAY DESIGN			
VARIOUS INTERSECTIONS			
SUMMARY SHEET			
DESIGNED BY	7/30/73	CHECKED BY	R.N.M. 7/30/73
DESIGNED BY	G.A.B. 7/30/73	CHECKED BY	R.N.M. 7/30/73
DESIGNED BY	7/30/73	CHECKED BY	G.A.B. 7/30/73
APPROVED BY	4/18/75	CHECKED BY	4/18/75
APPROVED BY	4-24-75	CHECKED BY	4-24-75
			DAVIS COUNTY

NO.	BY	DATE	TYPE	REMARKS
REVISIONS				

# SUMMARY SHEET

SURFACING											CONSTRUCTION SOURCE REFERENCE						
LENGTH	GRAVEL MATERIAL						BITUMINOUS MATERIAL					BOOK	PAGE				
	BITUMINOUS SURFACE COURSE 1" MAX.			UNTREATED BASE COURSE 1" MAX.			MC-70 / MC-250 PRIME COAT		SS-1 EMULSION TACK COAT		VISCOSITY GRADED ASPHALT						
	WIDTH	DEPTH	TON	WIDTH	DEPTH	TON	WIDTH	DEPTH	TON	WIDTH	RATE	TON	AC-10	AC-20			
"A" LINE	500'				85'	3/4"	196.56		85'	.1	1.88		7	13.76			
"B" LINE	490'	AVG 64.5 ±	11"	2505.6	AVG 64.5 ±	3/4"	161.74	AVG. 64.5 ±	.3	4.95	AVG. 64.5 ±	.1	6.60	5.5	138.59	7	11 32
"C" LINE	270'	AVG. 71.5 ±	11"	1083.6	AVG. 71.5 ±	3/4"	73.87	AVG. 71.5 ±	.3	2.12	AVG. 71.5 ±	.1	2.84	5.5	59.60	7	5.17
ISLANDS	974 SQ. FT.	2"	12.0		974 SQ. FT.		.3	.13					5.5	.66			
S.W. CORNER	15	5	4"	2.2			6	.3	.01				5.5	.12			
N.E. CORNER	75	6	4"	11.0			6	.3	.06				5.5	.60			
S.E. CORNER	150	6	4"	22.0			6	.3	.12				5.5	1.21			
TOTAL				3636.4			432.17		* 7.39				11.32			30	25
USE				3640			435									31	

\* TRANSFERRED TO SHEET # 3B

As Constructed

Adjustments of Existing:

STA	Line	Distance from $\phi$	Description	Book	Pg.	Total
0+57 <sup>3</sup>	"C"	19 <sup>1</sup> Left	C.O.B.	3	16	7ca
0+62 <sup>1</sup>	"C"	25 <sup>1</sup> Left	C.O.B.	3	16	
0+62 <sup>5</sup>	"C"	9 <sup>1</sup> Right	M.H.	3	16	
1+21 <sup>0</sup>	"C"	17 <sup>1</sup> Left	C.O.B.	3	16	
37+08 <sup>2</sup>	"B"	45 <sup>1</sup> Right	C.O.B.	3	16	
36+11 <sup>1</sup>	"B"	34 <sup>1</sup> Left	M.H.	3	16	
196+78 <sup>1</sup>	"A"	45 <sup>1</sup> Right	C.O.B.	3	16	
0+96 <sup>1</sup>	"C"	19 <sup>1</sup> Right	W.V.	3	17	7cc
0+70 <sup>1</sup>	"C"	11 <sup>1</sup> Right	W.V.	3	17	
0+51 <sup>1</sup>	"C"	15 <sup>1</sup> Left	W.V.	3	17	
1+10 <sup>1</sup>	"C"	55 <sup>1</sup> Right	W.V.	3	17	
192+13	"A"	31 <sup>1</sup> Left	W.V.	3	17	
37+44 <sup>1</sup>	"B"	30 <sup>1</sup> Right	W.V.	3	17	
38+00 <sup>1</sup>	"B"	43 <sup>1</sup> Right	W.V.	3	17	

	WHITE						YELLOW		PAINTED PAVEMENT MESSAGE'S EACH	CONSTRUCTION SOURCE REFERENCE				
	4"	6"	8"	12"	18"	4" SKIP	CROSS WALK	STOP BAR		4"	18"			
700 SOUTH & SR-84 "A" LINE NORTH				14			7	1	.4		2	8		
"A" LINE SOUTH				16			6	1.1	5			8		
"B" LINE				14		6		1.2	4	2.8		11		
"C" LINE				14			1	1.2	5	1.6		11		
TOTAL												38		
USE												33		

	CONCRETE CURB & GUTTER, DRIVEWAYS, SIDEWALK & MEDIAN CURB										CONSTRUCTION SOURCE REFERENCE	
	CONC CURB & GUTTER TYPE "A"	CONCRETE CURB TYPE "F" TYPE "G"		CONC. DRIVEWAY "H" THICK	EXC FOR STR	REMOVAL CONC CURB & GUTTER SIDE-WALK			UNTREAT BASE COURSE	BOOK	PAGE	
	LIN. FT	LIN. FT	LIN. FT	LIN. FT	CU YD.	SQ YD.	LIN FT	LIN. FT.	SQ. YD.	TON	BOOK	PAGE
S.E. CORNER		130					90	200	18	16.8		
N.E. CORNER							89	110	22			
S.W. CORNER		65			3.6			45		3.4		
197+70 "A" LINE				44	11.3					15.0		
197+02 "A" LINE				44	11.3					15.0		
37+51 "B" LINE				44	7.6					10.0		
200+87 "A" LINE				32	6.9					10.0		
200+70 "A" - 38+05 "B"	208				1.8					10.9		
197+24 "A" - 37+56 "B"	140				2.3					7.4		
N.W. CORNER				78						5.9		
200+83 "A" LINE				36				6		0.6		
"B" LINE 36+93 TO 37+32								340				
"B" LINE 37+90	16			48	8.2					11.0		
TOTAL	429 *	208	36	212 *	$\phi$	89	436	355 *	40 *	106 *		
USE		210	40			90	440					

\* TRANSFERRED TO SHEET # 3B

$\phi$  FOR INFORMATION ONLY

LINE	STATION or STATION to STATION	ADJUST. EXIST. C.B.	V.B.M.	LIN. FT.	GUTTER INLET TRANS. STD. DWG. 615-2 (MOD)	CATCH BASIN DRAWING NUMBER	C.O.B SOLID COVER & FRAME V-988	CATCH BASIN GRATE & FRAME V-988	REIN-FORCED STEEL LB	CONCRETE SMALL STR CLASS "A" (AE) CU. YD.	REMARKS	CONSTRUCTION SOURCE REFERENCE											
												BOOK	PAGE										
"A"	196+78	46' RT.				V-1329			57	.559	USE GRATE SALVAGED FROM EXIST. C.B.												
"A"	198+25	49' RT.				V-1329			186	1.486	PLUG & ABANDON EXIST. PIPE												
"A"	198+22 / 199+74	49' RT.-38' LT.		184																			
"A"	199+76	38' LT.				V-1301			130	1.100	PLUG & ABANDON EXIST. PIPE												
"C"	0+16 / 1+20	30' LT.		108																			
"A"	198+80	80' RT.							250	2.281	REMOVE EXIST. C.B. SALVAGE & RE-USE EXIST. COVER												
"A"	199+65	45' RT.				V-1301			164	1.438													
"A"	200+17	40' LT.																					
"A"	200+130	54' LT.																					
"B"	36+30	56' LT.																					
"B"	36+40	46' LT.		48																			
"A"	199+65	45' RT.		136																			
"A"	199+65	45' RT.		136																			
"B"	36+51	35' LT.									REMOVE EXIST. C.B.												
"B"	36+58	41' LT.																					
"B"	37+50	35' RT.		2							REMOVE EXIST. C.B.												
"C"	0+92	30' RT.		12																			
"C"	1+20	31' RT.		20		V-1329			152	1.149													
* As Constructed												574	2		6	2	492	3904					
TOTAL												429	5	352	36	2		6	2	492	3904		
USE												7	5	352	36	2							

\* WATER VALVES & CITY MONUMENTS

\*\* TRANSFERRED TO SHEET # 3C  $\phi$  PLUG & ABANDON EXIST. PIPE

LINE	EARTHWORK			CONSTRUCTION SOURCE REFERENCE	
	ROADWAY EXC	ROADWAY EMB.	WASTE	BOOK	PAGE
"B" LINE	1188.5		1422		
"C" LINE	639.6	400	280		
S.E. CORNER	45		15		
TOTAL	2117 *		1717		
<i>As Constructed</i> 1828.1					

\* TRANSFERRED TO SHEET # 3B

I HEREBY CERTIFY THE ABOVE QUANTITIES OF WORK ARE CORRECT  
Thayne DuMont  
 PROJECT ENGINEER  
 DATED 2-1-77

STATE DEPARTMENT OF HIGHWAYS  
ROADWAY DESIGN

**CLEARFIELD  
SR-84 & 700 SOUTH  
SUMMARY SHEET**

GAB 7/73 FB 7/73 REVIEW  
 GAB 7/73 RN 7/73  
 GAB 7/73 FB 7/73  
 8/3/77  
Thayne DuMont  
 PROJECT ENGINEER

**DAVIS**

HHS-000 S (3) 3A

# SUMMARY SHEET

INTERSECTION	SURFACING												CONSTRUCTION SOURCE REFERENCE		
	GRAVEL MATERIAL				BITUMINOUS MATERIAL										
	BITUMINOUS SURFACE COURSE		UNTREATED BASE COURSE		AC-10 VISCOSITY GRADED ASPHALT		MC-70 OR MC-250 PRIME COAT		SS-1 EMULSION TACK COAT						
	1/2" MAX AREA	140 LBS PER CU FT DEPTH	1" MAX AREA	135 LBS PER CU FT DEPTH	PERCENT	TON	0.6/ TONS OF B.S.C.	TON	0.3 GAL PER SQ YD	TON	0.1 GAL PER SQ YD	TON			
LINCOLN AVENUE & 24 <sup>th</sup> STREET	NE		3.45		8.96		.2		.02		.01				
	SE		3.45		8.96		.2		.02		.01				
GRANT AVENUE & 24 <sup>th</sup> STREET	SW		3.08		8.24	6	.2		.02		.01				
	NW		3.45		8.96	6	.2		.02		.01				
	NE		3.45		8.96	6	.2		.02		.01				
WALL AVENUE & 25 <sup>th</sup> STREET	SE		3.45		8.96	6	.2		.02		.01				
	NE		3.07		8.24	6	.2		.02		.01				
	SE		3.07		8.24	6	.2		.02		.01				
	NW		3.07		8.24	6	.2		.02		.01				
	SW		3.07		8.24	6	.2		.02		.01				
WALL AVENUE & 36 <sup>th</sup> STREET			2200		310.00		14.0		.05		.03				
CONCRETE DRIVEWAYS					38.53										
TRANSFERRED FROM SHEET #3A					106.60		200.8		7.39		11.32				
TOTAL			25261		54053		216.8		7.64		11.32				
USE			260		550		220		8		12				

EARTHWORK QUANTITIES			
INTERSECTION	ROADWAY EXC.	CONSTRUCTION SOURCE REFERENCE	
		BOOK	PAGE
WALL AVENUE & 36 <sup>th</sup> STREET	330		
TRANSFERRED FROM SHEET # 3A	217		
TOTAL	2447		
USE	2450		

CONCRETE WORK						
INTERSECTION	CONC SIDEWALK 4" THICK	REMOVAL OF CONC SIDEWALK	CONC SAWING	CONC. DRIVEWAY 7" THICK	CONSTRUCTION SOURCE REFERENCE	
					BOOK	PAGE
LINCOLN AVENUE & 24 <sup>th</sup> STREET	NE	12.00 <del>3.40</del>	30.27 <del>16.6</del>	16.6 <del>3.0</del>		
	SE	25.79 <del>3.40</del>	38.15 <del>17.3</del>	19.0 <del>3.0</del>		
GRANT AVENUE & 24 <sup>th</sup> STREET	SW	10.54 <del>3.40</del>	17.76 <del>10.6</del>	10 <del>3.0</del>		
	NW	32.25 <del>3.40</del>	43.46 <del>17.4</del>	33.1 <del>3.0</del>		
	NE	14.70 <del>3.40</del>	23.71 <del>14.3</del>	15.9 <del>3.0</del>		
	SE	17.85 <del>3.40</del>	25.83 <del>15.5</del>	24.4 <del>3.0</del>		
WALL AVENUE & 25 <sup>th</sup> STREET	SW	9.81 <del>10.54</del>	7.87 <del>15.58</del>			
	SE	10.54 <del>3.40</del>	15.58 <del>19.1</del>	19.1 <del>4.2</del>		
	NW	43.75 <del>9.65</del>	44.01 <del>18.8</del>	50.6 <del>4.2</del>		
WALL AVENUE						
25+62	NE			20 <del>2.0</del>		
26+24	NE			40 <del>4.2</del>		
26+93	NE			25 <del>3.0</del>		
36 <sup>th</sup> STREET				110		
10+82	NE			54 <del>5.6</del>		
11+37	NE			44 <del>4.6</del>		
10+88	SE			44 <del>4.6</del>		
11+78	SE			44 <del>4.6</del>		
TRANSFERRED FROM SHEET # 3A				2070 <del>212</del>		
TOTAL		52.29	208	180	548	
USE		53	210	180	548	

CONCRETE CURB & GUTTER						
INTERSECTION	EXC FOR STR #	TO BE REMOVED	TYPE "A" MOD	TYPE "A" LIN. FT.	CONSTRUCTION SOURCE REFERENCE	
					BOOK	PAGE
LINCOLN AVENUE & 24 <sup>th</sup> STREET	NE	9.08	38.20 <del>3.4</del>	31.2 <del>3.4</del>	10.0	
	SE	9.08	(53.30) <del>3.4</del>	45.8 <del>3.4</del>		
GRANT AVENUE & 24 <sup>th</sup> STREET	SW	9.08	(42.30) <del>3.4</del>	38.1 <del>3.4</del>		
	NW	9.08	44.20 <del>3.4</del>	41.6 <del>3.4</del>		
	NE	9.08	39.0 <del>3.4</del>	32.6 <del>3.4</del>		
	SE	9.08	40.8 <del>3.4</del>	38.7 <del>3.4</del>		
WALL AVENUE & 25 <sup>th</sup> STREET	NE	9.08	29.3 <del>3.4</del>	29.3 <del>3.4</del>		
	SE	9.08	30.20 <del>3.4</del>	25.5 <del>3.4</del>		
	NW	14.00	187.70 <del>3.4</del>	31.4 <del>130</del>	147.7	
	SW	9.08	5.0 <del>3.4</del>	34.0 <del>3.4</del>		
WALL AVENUE & 36 <sup>th</sup> STREET	NE	112.5	332.40 <del>3.4</del>	497.9 <del>3.4</del>		
	SE	30.6	1190 <del>3.4</del>	1370		
TRANSFERRED FROM SHEET # 3A			340.20 <del>3.4</del>	444.80 <del>4.2</del>		
TOTAL			1078.5	840	559	
USE			1100	840	560	

\* \* FOR INFORMATION ONLY

I HEREBY CERTIFY THE ABOVE QUANTITIES OF WORK ARE CORRECT  
*Timothy R. Neumann*  
 PROJECT ENGINEER  
 DATED: 2-1-77

UTAH STATE DEPARTMENT OF HIGHWAYS			
DIST. ONE - OGDEN, UTAH			
ROADWAY DESIGN			
VARIOUS INTERSECTIONS			
SUMMARY SHEET			
DESIGN B.H.S. 12/73	CHECK H.H.R. 12/73	REVIEW	
DRAWN B.P.W. 12/73	CHECK B.H.S. 12/73	DESIGN	12/6/5/1975
QUANT. L.M.B. 12/73	CHECK B.H.S. 12/73	R/W	
APPROVAL	DATE	PROJECT ENGINEER	
APPROVED: 1-15-74	DATE: 1-15-74	<i>Timothy R. Neumann</i>	WEBER COUNTY
PROJECT NUMBER	HHS-0005(3)	SHEET NO.	38

NO.	BY	DATE	TYPE	REMARKS
REVISIONS				

# SUMMARY SHEET

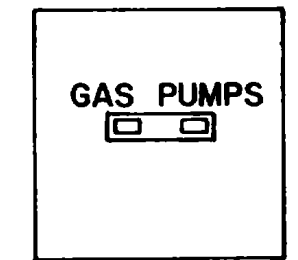
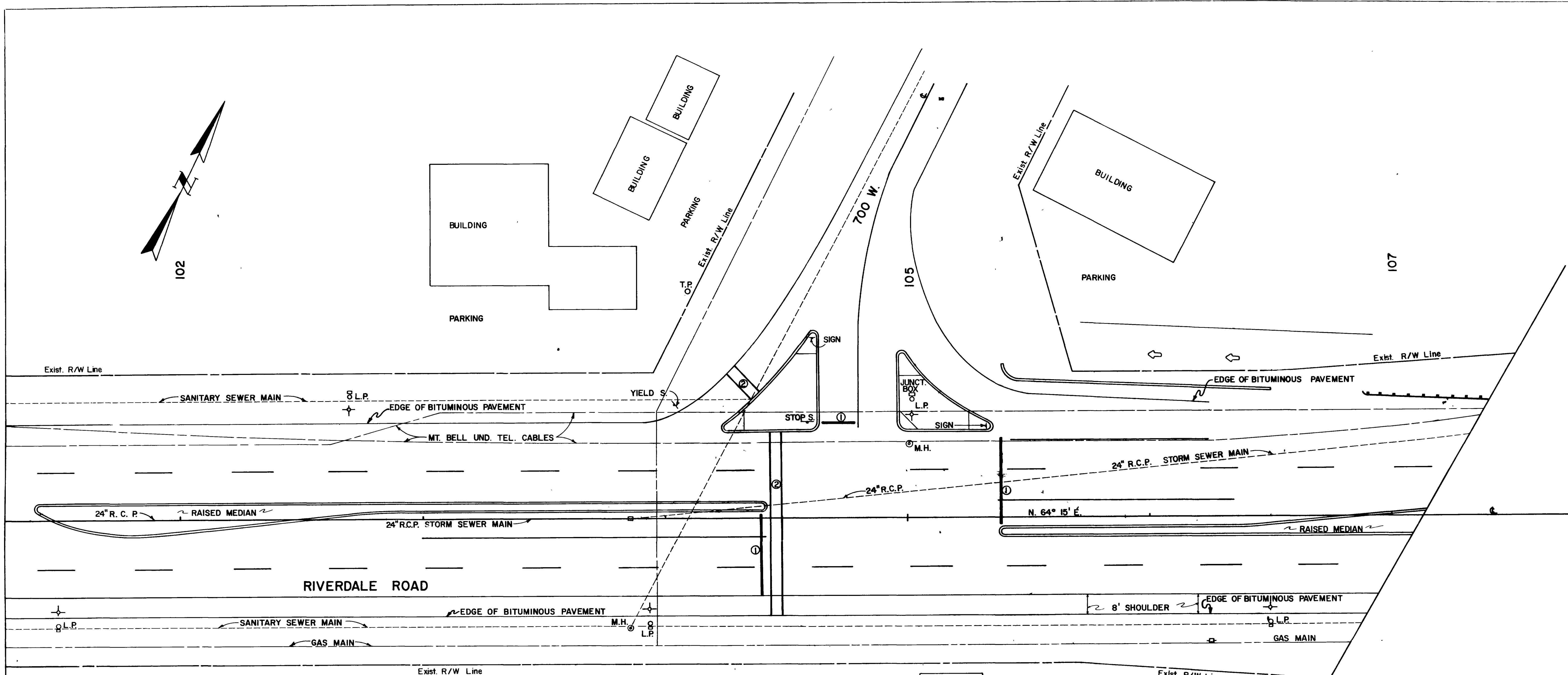
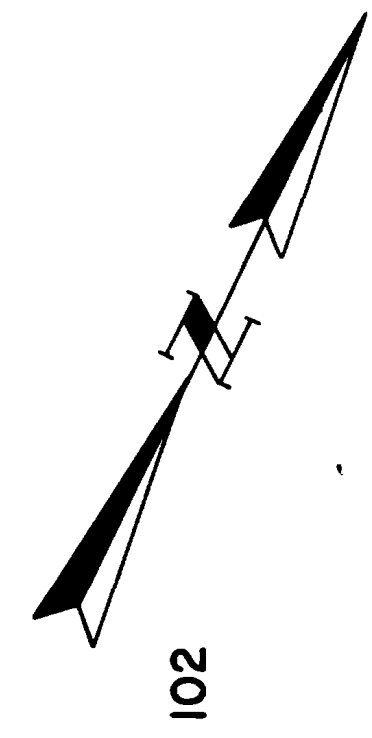
DRAINAGE																		CONSTRUCTION SOURCE REFERENCE			
INTERSECTION	STATION	SIDE OR CORNER	X-ING ANGLE	HEIGHT COVER	CONC. PIPE (EXTRA STRENGTH)		CORRUGATED STEEL PIPE		PIPE CULVERT	EXC. FOR STR.	GRAN. BACKFILL BORROW	CONC. SMALL STRUCT. CL. "A" (AE)	REINF. STEEL	C. O. B. SOLID COVER & FRAME V-988	C. B. GRATE & FRAME V-988	LINE NO.	DWG. NO.	REMARK	CONSTRUCTION SOURCE REFERENCE		
					8"	10"		12"	CU. YD.			TON	CU. YD.		LB.				EACH	EACH	FIELD BOOK
LINCOLN AVE. & 24 <sup>th</sup> STREET	5+54	SE.				20				7.7		.624 .622	84.7		1	2	V-1329	REMOVE EXIST. GUTTER INLET CATCH BASIN REQ'D.			
GRANT AVE. & 24 <sup>th</sup> STREET	114+69.4	S.E.				20				7.7		.604 .622	84.7		1	2	V-1329	REMOVE EXISTING GUTTER INLET CATCH BASIN REMOVE EXISTING GUTTER INLET CATCH BASIN REQ'D.			
	114+81	S.W.				20				7.7		.604 .622	84.7		1	2	V-1329	REMOVE EXISTING GUTTER INLET CATCH BASIN REQ'D.			
WALL AVENUE & 25 <sup>th</sup> STREET	107+05	S.E.								8.72		.620	84.7		2		V-1329	REMOVE EXIST. GUTTER INLET CATCH BASIN REQ'D.			
	108+22	N.W.				24				7		.622	84.7		2		V-1329	REMOVE EXIST. GUTTER INLET CATCH BASIN REQ'D.			
WALL AVENUE & 36 <sup>th</sup> STREET	10+60	N.E.						24		7.4		.716 .622	84.7			2	V-1329	SEE PLAN SHEET #6			
	24+54	N.E.												1				SEE PLAN SHEET #6			
	27+68	N.E.						6		3.8		.532 .622	84.7		2	V-1329	SEE PLAN SHEET #6				
	10+63	S.E.						6		3.8		.532 .622	84.7		2	V-1329	SEE PLAN SHEET #6				
	10+66	S.E.																SEE PLAN SHEET #6			
	23+79	S.E.																SEE PLAN SHEET #6			
	23+82	S.E.								3.39		.116 .622	84.7			2	V-1329	SEE PLAN SHEET #6			
TRANSFERRED FROM SHEET #3A																					
TOTAL					24	60			38	∅		9.502	1254.3	10	7						
USE					24	60			40			10	1260	10	7						

∅ FOR INFORMATION ONLY

I HEREBY CERTIFY THAT THE ABOVE QUANTITIES OF WORK DONE ARE CORRECT Joseph R. Stewart  
PROJECT ENGINEER  
DATED: 2-1-77

NO.	BY	DATE	TYPE	REMARKS

UTAH STATE DEPARTMENT OF HIGHWAYS DIST. ONE - OGDEN, UTAH ROADWAY DESIGN			
VARIOUS INTERSECTIONS SUMMARY SHEET			
DESIGN B.H.S. 12/73	CHECK H.H.R. 12/73	REVIEW	
DRAWN B.P.W. 12/73	CHECK B.H.S. 12/73	DATE	12/19/73
QUANT. L.M.B. 12/73	CHECK B.H.S. 12/73	DATE	12/19/73
APPROVAL	DATE	DATE	DATE
APPROVED 2-24-75	DATE	DATE	DATE
PROJECT NUMBER	HHS-000S(3)	SHEET NO.	3C



**UTILITIES**

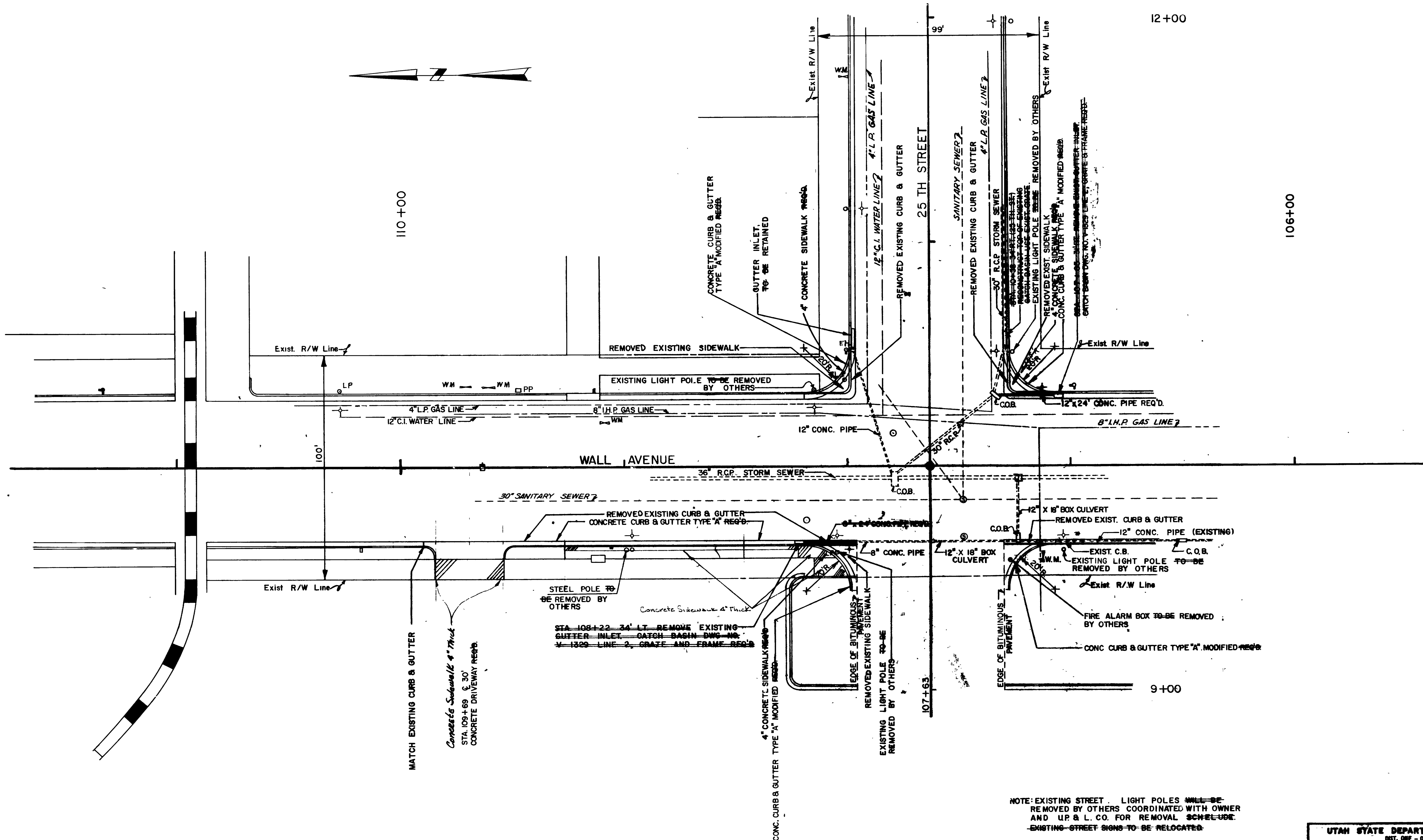
- GAS MAIN ————— MT. FUEL SUPPLY CO.
- SANITARY SEWER MAIN ——— RIVERDALE CITY
- UND. TEL. CABLES ——— MT. BELL TELEPHONE CO.
- STORM SEWER ——— RIVERDALE CITY

- ① PAINTED STOP BAR REQ'D.
- ② PAINTED CROSSWALK REQ'D  
STD DWG 745-44

<b>UTAH STATE DEPARTMENT OF HIGHWAYS</b>			
DIST. ONE - OGDEN, UTAH			
ROADWAY DESIGN			
<b>700 WEST &amp; RIVERDALE ROAD</b>			
<b>RIVERDALE</b>			
<b>PLAN SHEET</b>			
DESIGN	R.N.M. 10/73	CHECK	B.H.S. 10/73
DRAWN	K.A.R. 10/73	CHECK	R.N.M. 10/73
DATE	1-15-74	DATE	10/73
APPROVED	DATE	DATE	DATE
PROJECT			HHS-000S(3)
SHEET NO.			4

NO	BY	DATE	TYPE	REMARKS
REVISIONS				





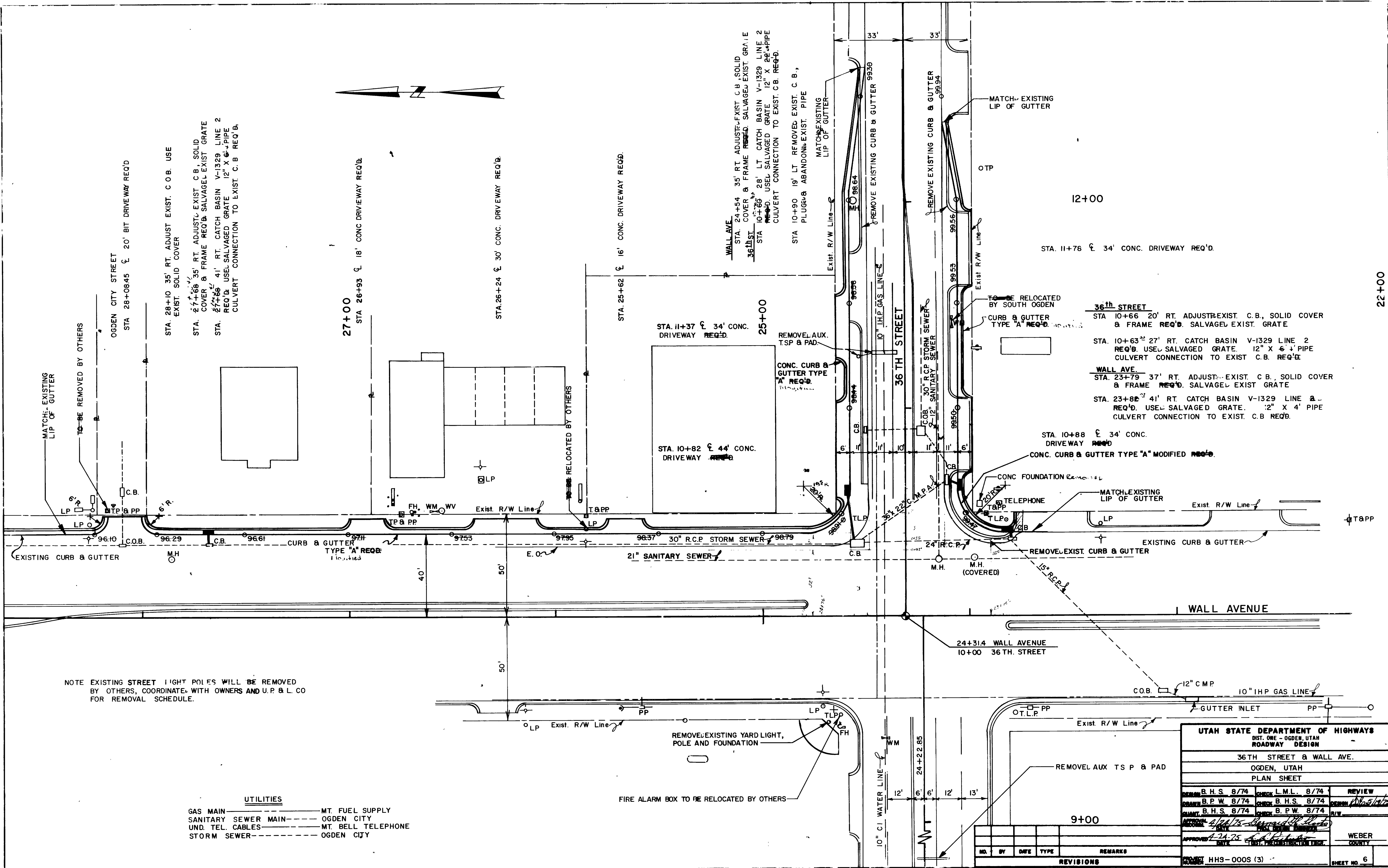
**UTILITIES**

GAS MAIN ———— MT. FUEL SUPPLY  
 SANITARY SEWER MAIN - - - - OGDEN CITY  
 UND. TEL. CABLES ———— MT. BELL TELEPHONE  
 STORM SEWER - - - - - OGDEN CITY

NOTE: EXISTING STREET LIGHT POLES WILL BE REMOVED BY OTHERS COORDINATED WITH OWNER AND UP & L. CO. FOR REMOVAL SCHEDULE. EXISTING STREET SIGNS TO BE RELOCATED.

<b>UTAH STATE DEPARTMENT OF HIGHWAYS</b>			
DIST. ONE - OGDEN, UTAH ROADWAY DESIGN			
25 TH ST & WALL AVENUE			
OGDEN, UTAH			
PLAN SHEET			
DESIGN	B.H.S. 9/73	CHECK	H.H.R. 9/73
DRAWN	B.P.W. 9/73	CHECK	B.H.S. 9/73
QUANT.	L.M.B. 9/73	CHECK	B.H.S. 9/73
APPROVAL	DATE		REVIEW
RECOMM.	DATE		DATE
APPROVED	DATE		WEBER COUNTY
PROJECT NUMBER	HHS-000S(3)		SHEET NO. 5

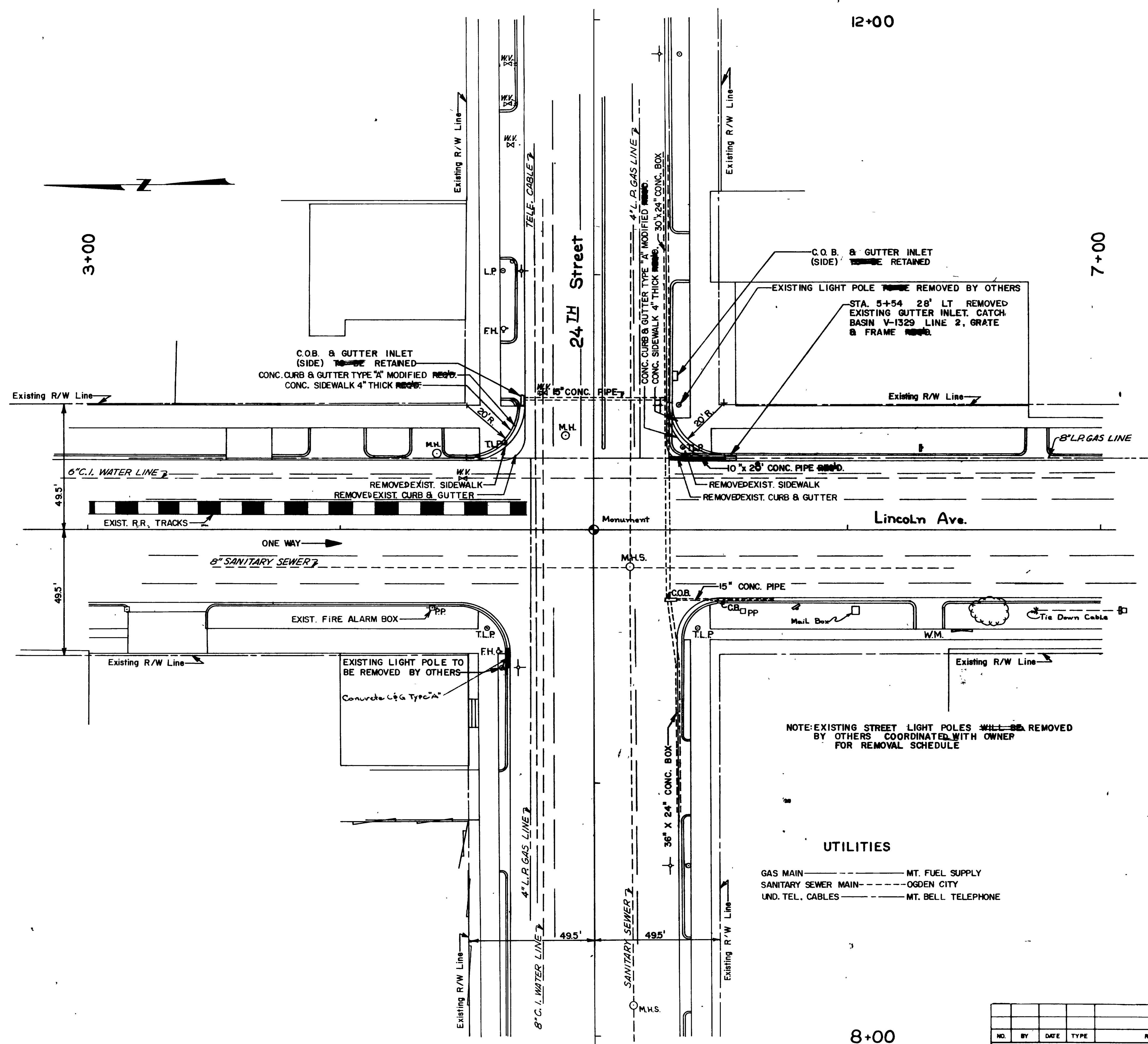
NO.	BY	DATE	TYPE	REMARKS
REVISIONS				



NOTE EXISTING STREET LIGHT POLES WILL BE REMOVED BY OTHERS, COORDINATE WITH OWNERS AND U.P. & L. CO FOR REMOVAL SCHEDULE.

**UTILITIES**  
 GAS MAIN ----- MT. FUEL SUPPLY  
 SANITARY SEWER MAIN ----- OGDEN CITY  
 UND. TEL. CABLES ----- MT. BELL TELEPHONE  
 STORM SEWER ----- OGDEN CITY

UTAH STATE DEPARTMENT OF HIGHWAYS			
DIST. ONE - OGDEN, UTAH			
ROADWAY DESIGN			
36TH STREET & WALL AVE.			
OGDEN, UTAH			
PLAN SHEET			
DESIGNED BY	B.H.S. 8/74	CHECKED BY	L.M.L. 8/74
DRAWN BY	B.P.W. 8/74	CHECKED BY	B.H.S. 8/74
QUANTITY BY	B.H.S. 8/74	CHECKED BY	B.P.W. 8/74
APPROVED BY	[Signature]		DATE
APPROVED BY	[Signature]		DATE
NO.	BY	DATE	REMARKS
REVISIONS			
HHS-0005 (3)			SHEET NO. 6



REVISIONS  
DATE BY

NOTE: EXISTING STREET LIGHT POLES WILL BE REMOVED BY OTHERS COORDINATED WITH OWNER FOR REMOVAL SCHEDULE

**UTILITIES**

- GAS MAIN ————— MT. FUEL SUPPLY
- SANITARY SEWER MAIN ——— OGDEN CITY
- UND. TEL. CABLES ———— MT. BELL TELEPHONE

UTAH STATE DEPARTMENT OF HIGHWAYS			
DIST. ONE - OGDEN, UTAH			
ROADWAY DESIGN			
LINCOLN AVE. & 24 <sup>th</sup> St.			
OGDEN, UTAH			
PLAN SHEET			
DESIGN	XX XX	CHECK	XX XX
DRAWN	M.D.H. 9/73	CHECK	B.H.S. 11/73
QUANT.	L.M.B. 11/73	CHECK	B.H.S. 11/73
APPROVAL	DATE: 15 JAN 74 BY: [Signature]		
REVISIONS	NO. BY DATE TYPE REMARKS		
PROJECT NUMBER: HHS-000S(3)			
			SHEET NO. 7

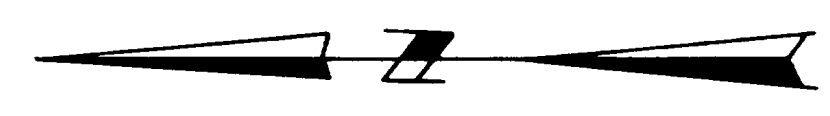
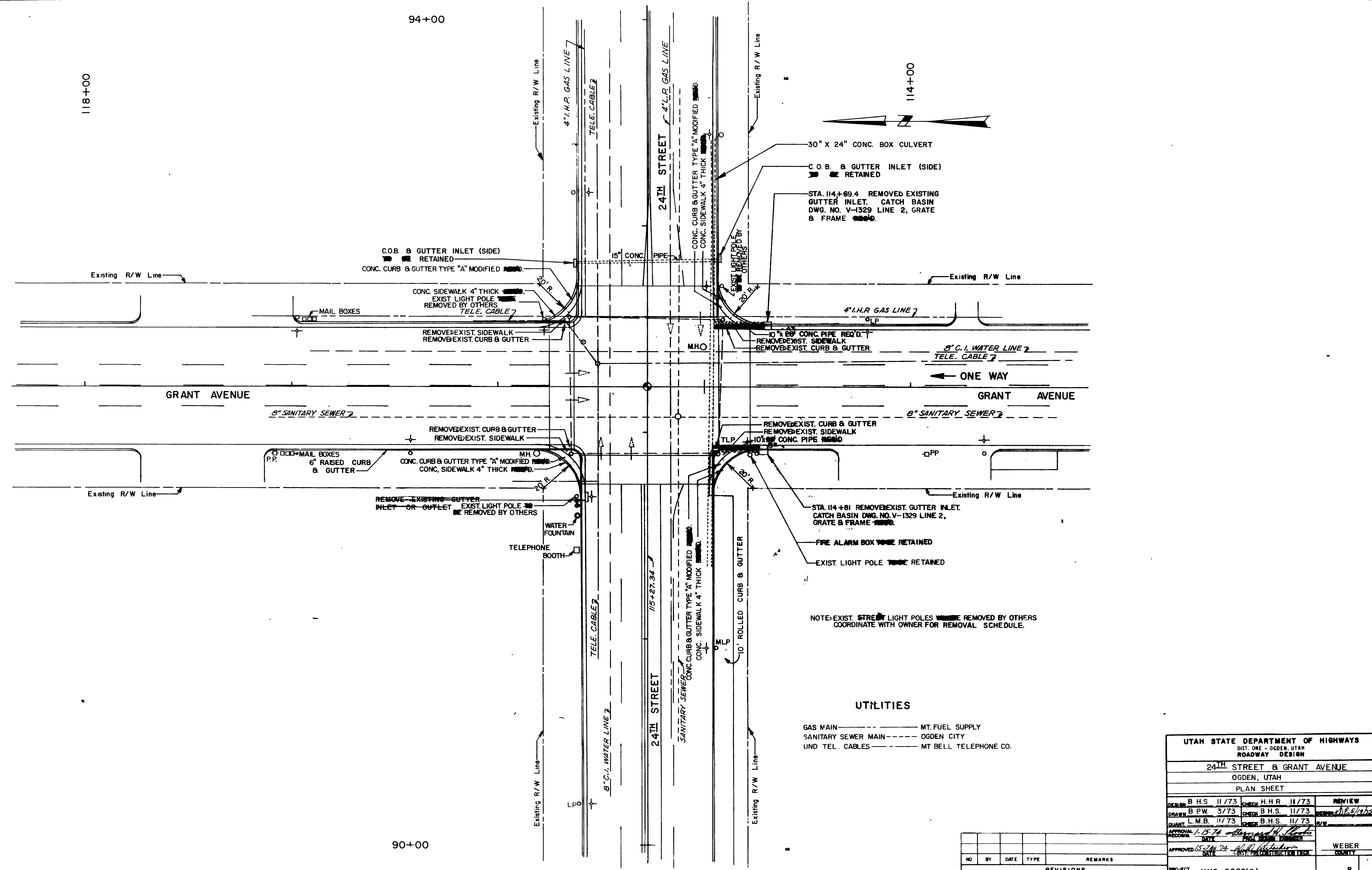
NO.	BY	DATE	TYPE	REMARKS

118+00

94+00

114+00

90+00



30" X 24" CONC. BOX CULVERT  
 C.O.B. & GUTTER INLET (SIDE) RETAINED  
 STA. 114+69.4 REMOVED EXISTING GUTTER INLET, CATCH BASIN DWG. NO. V-1329 LINE 2, GRATE & FRAME ~~REMOVED~~

C.O.B. & GUTTER INLET (SIDE) RETAINED  
 CONC. CURB & GUTTER TYPE "A" MODIFIED

CONC. SIDEWALK 4" THICK  
 EXIST LIGHT POLE REMOVED BY OTHERS  
 TELE. CABLE

REMOVED EXIST. SIDEWALK  
 REMOVED EXIST. CURB & GUTTER

10" CONC. PIPE REQ'D.  
 REMOVED EXIST. SIDEWALK  
 REMOVED EXIST. CURB & GUTTER

8" C.I. WATER LINE  
 TELE. CABLE

ONE WAY

GRANT AVENUE

GRANT AVENUE

8" SANITARY SEWER

8" SANITARY SEWER

REMOVED EXIST. CURB & GUTTER  
 REMOVED EXIST. SIDEWALK

REMOVED EXIST. CURB & GUTTER  
 REMOVED EXIST. SIDEWALK  
 10" CONC. PIPE REQ'D.

MAIL BOXES  
 6" RAISED CURB & GUTTER

CONC. CURB & GUTTER TYPE "A" MODIFIED  
 CONC. SIDEWALK 4" THICK

10" CONC. PIPE REQ'D.

Existing R/W Line

Existing R/W Line

REMOVE EXISTING GUTTER INLET OR OUTLET  
 EXIST LIGHT POLE REMOVED BY OTHERS

STA. 114+81 REMOVED EXIST. GUTTER INLET, CATCH BASIN DWG. NO. V-1329 LINE 2, GRATE & FRAME ~~REMOVED~~

WATER FOUNTAIN  
 TELEPHONE BOOTH

FIRE ALARM BOX ~~REMOVED~~ RETAINED

EXIST. LIGHT POLE ~~REMOVED~~ RETAINED

NOTE: EXIST. STREET LIGHT POLES WERE REMOVED BY OTHERS. COORDINATE WITH OWNER FOR REMOVAL SCHEDULE.

UTILITIES

- GAS MAIN ----- MT. FUEL SUPPLY
- SANITARY SEWER MAIN ----- OGDEN CITY
- UND TEL. CABLES ----- MT BELL TELEPHONE CO.

UTAH STATE DEPARTMENT OF HIGHWAYS			
DIST. ONE - OGDEN, UTAH			
ROADWAY DESIGN			
24 <sup>TH</sup> STREET & GRANT AVENUE			
OGDEN, UTAH			
PLAN SHEET			
DESIGN	B.H.S. 11/73	CHECK	H.H.R. 11/73
DRAWN	B.P.W. 3/73	CHECK	B.H.S. 11/73
QUANT.	L.M.B. 11/73	CHECK	B.H.S. 11/73
APPROVAL	DATE	DATE	DATE
APPROVED	1-15-74	11/11/73	11/11/73
DATE	DATE	DATE	DATE
NO.	BY	DATE	REMARKS
REVISIONS			
PROJECT NUMBER	HHS-000S(3)		SHEET NO. 8

204

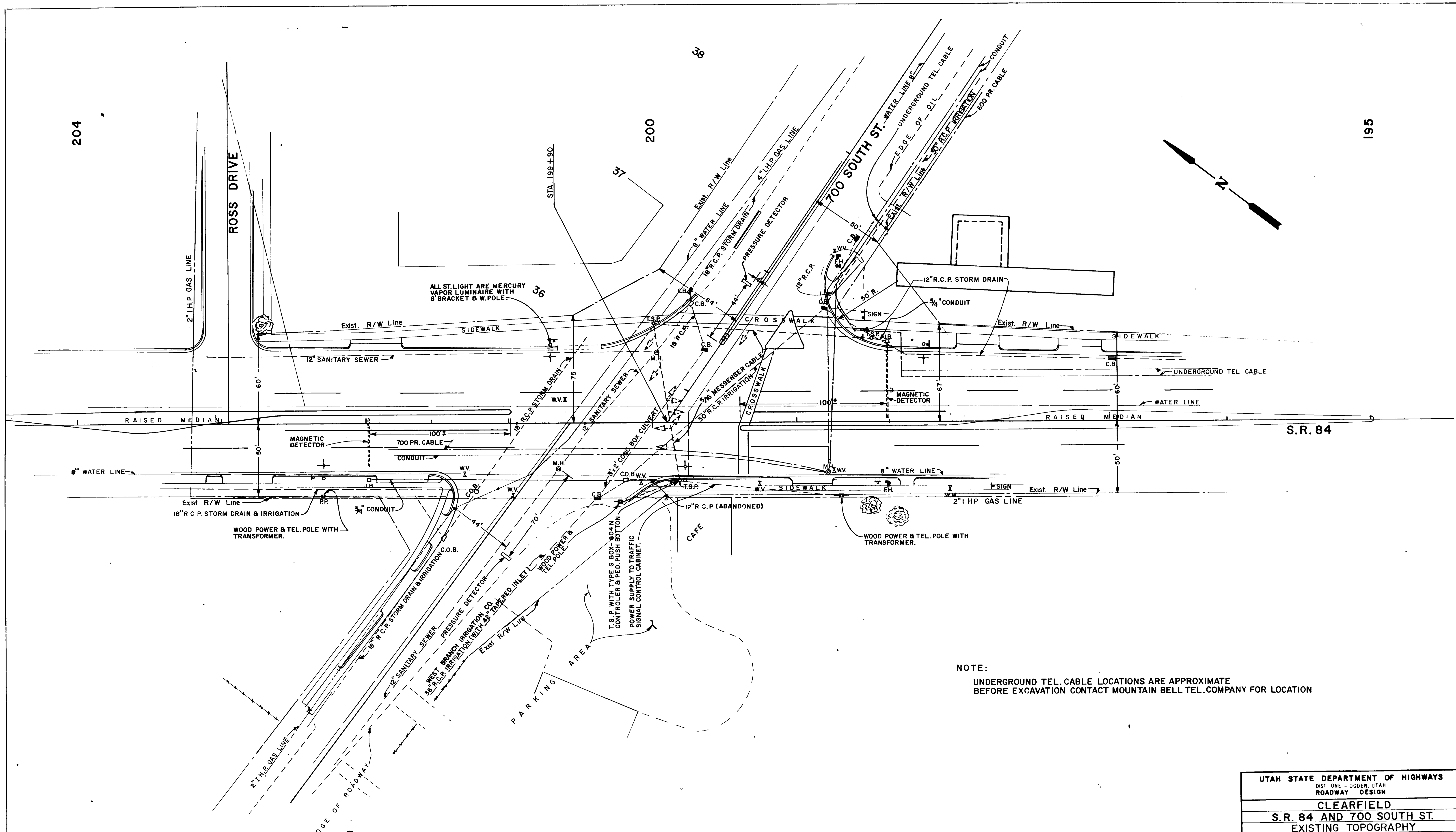
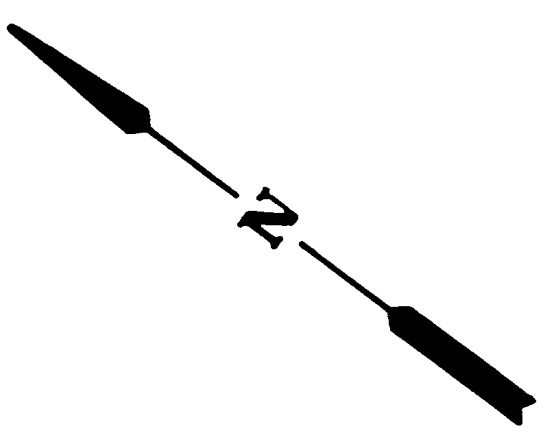
200

195

ROSS DRIVE

700 SOUTH ST.

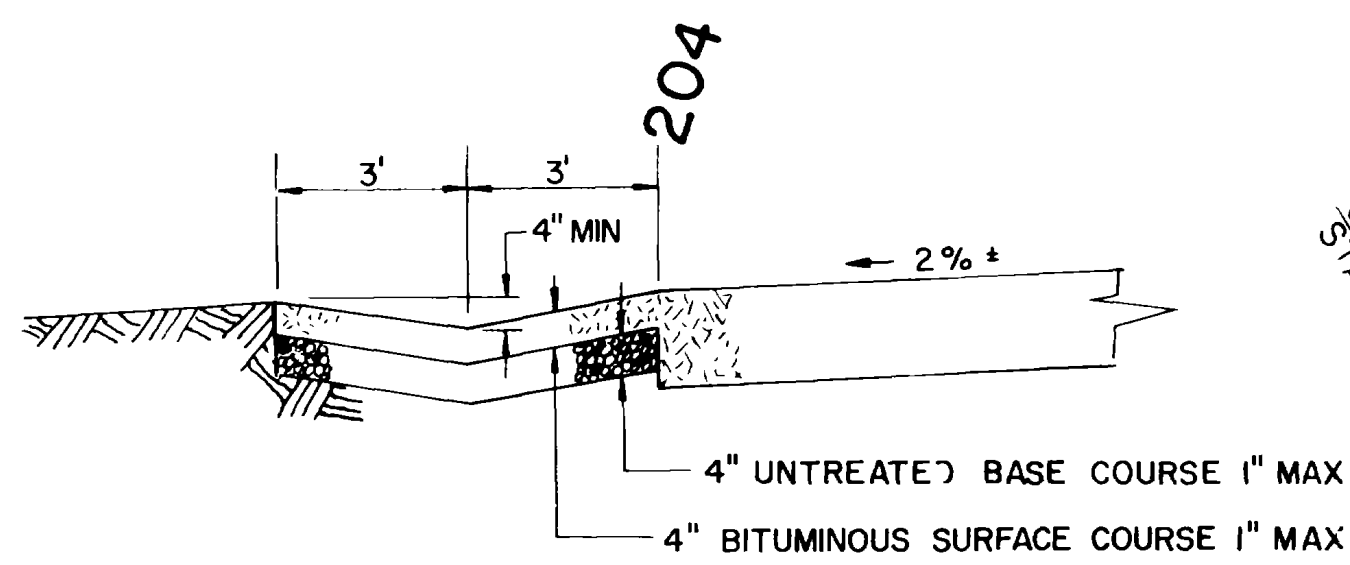
S.R. 84



NOTE:  
 UNDERGROUND TEL. CABLE LOCATIONS ARE APPROXIMATE  
 BEFORE EXCAVATION CONTACT MOUNTAIN BELL TEL. COMPANY FOR LOCATION

UTAH STATE DEPARTMENT OF HIGHWAYS			
DIST ONE - OGDEN, UTAH			
ROADWAY DESIGN			
CLEARFIELD			
S.R. 84 AND 700 SOUTH ST.			
EXISTING TOPOGRAPHY			
DESIGN GAB	8/12/72	CHECK FB	8/16/72
DRAWN F.B.	8/15/72	CHECK R.N.M.	8/15/72
QUANT GAR	7-73	CHECK FB	7-73
APPROVAL DATE	JULY 3-73	DATE	JULY 27-73
APPROVED BY	[Signature]	PROJECT ENGINEER	[Signature]
APPROVED BY	[Signature]	DIST PRECONSTRUCTION ENGR.	[Signature]
PROJECT NUMBER	HHS-000S(3)		SHEET NO. 9

NO	BY	DATE	TYPE	REMARKS
REVISIONS				

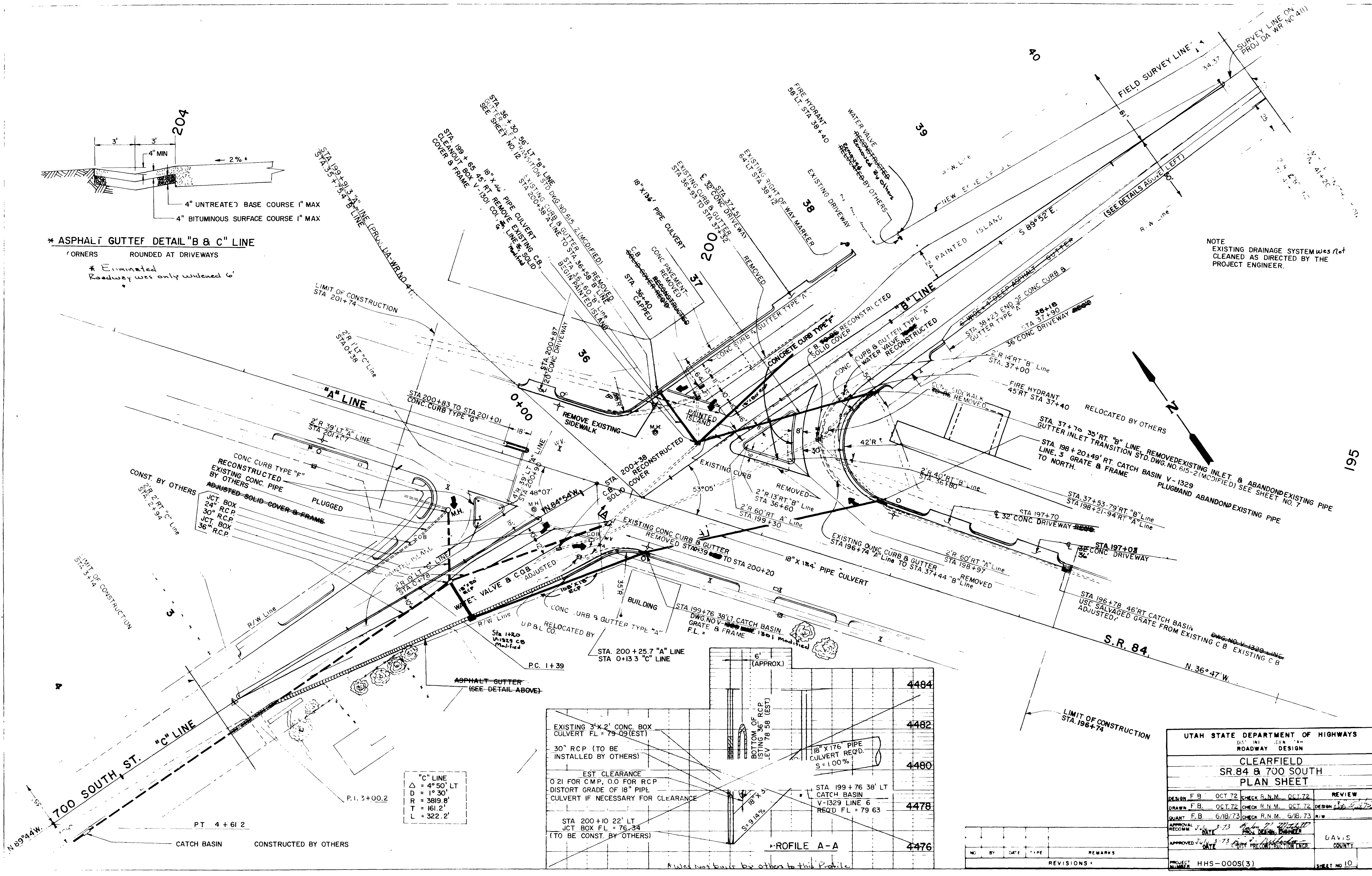


**\* ASPHALT GUTTER DETAIL "B & C" LINE**

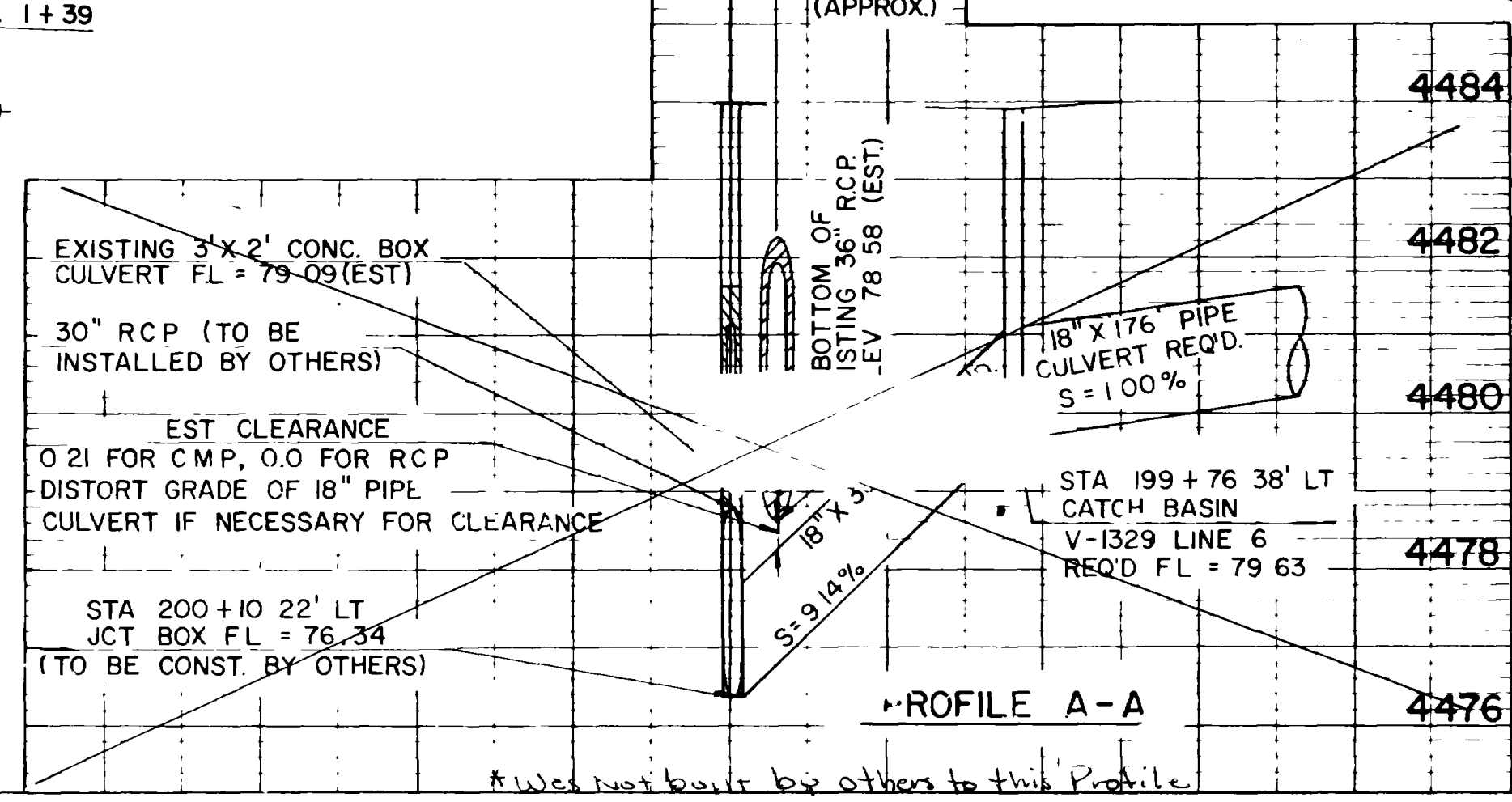
CORNERS ROUNDED AT DRIVEWAYS

\* Eliminated Roadway was only widened 6'

NOTE  
EXISTING DRAINAGE SYSTEM WAS NOT CLEANED AS DIRECTED BY THE PROJECT ENGINEER.

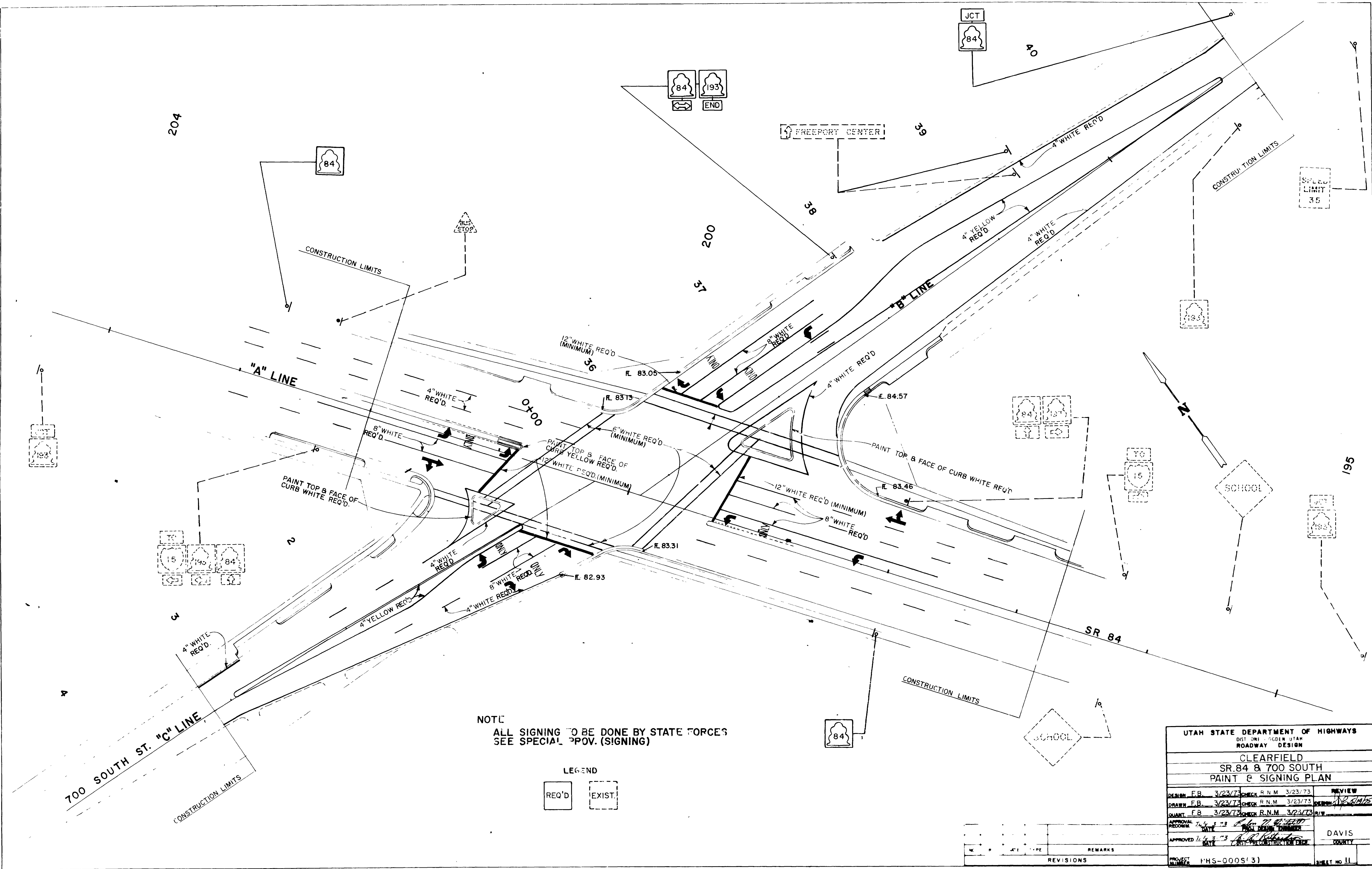


"C" LINE  
 $\Delta = 4^{\circ}50' LT$   
 $D = 1^{\circ}30'$   
 $R = 3819.8'$   
 $T = 161.2'$   
 $L = 322.2'$



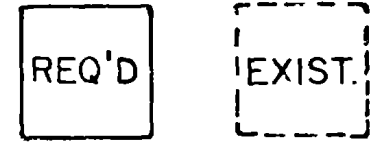
UTAH STATE DEPARTMENT OF HIGHWAYS			
ROADWAY DESIGN			
CLEARFIELD			
SR 84 & 700 SOUTH			
PLAN SHEET			
DESIGN F.B.	OCT 72	CHECK R.N.M.	OCT 72
DRAWN F.B.	OCT 72	CHECK R.N.M.	OCT 72
QUANT F.B.	6/18/73	CHECK R.N.M.	6/18/73
APPROVAL	JUL 73	DATE	DATE
APPROVED	JUL 73	DATE	DATE
PROJECT NUMBER	HHS-000S(3)		SHEET NO 10

NO.	BY	DATE	TYPE	REMARKS
REVISIONS				



NOTE  
 ALL SIGNING TO BE DONE BY STATE FORCES  
 SEE SPECIAL PPOV. (SIGNING)

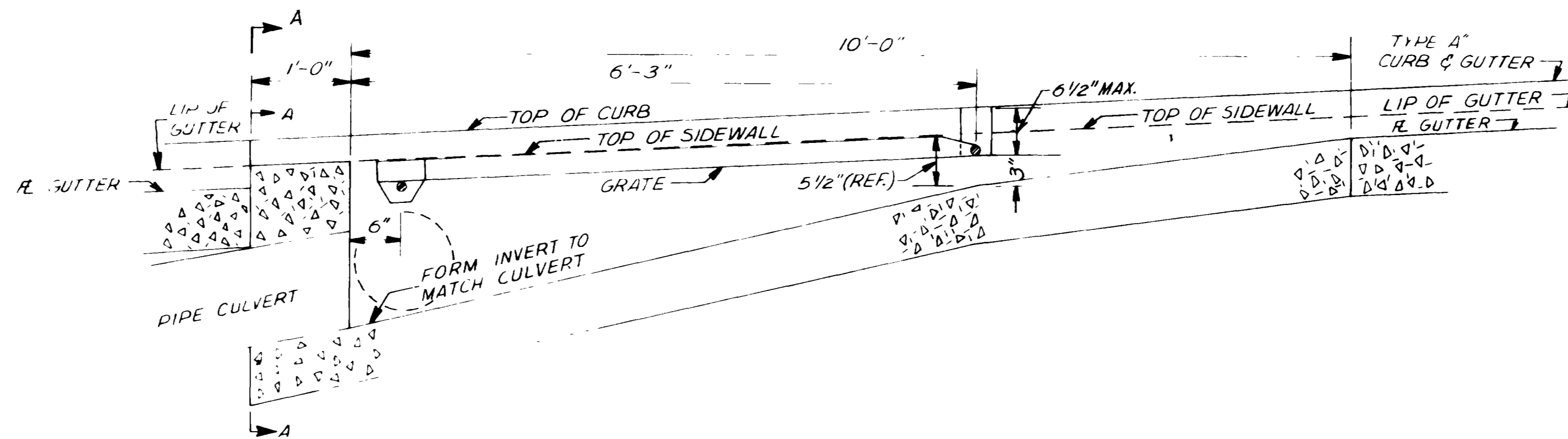
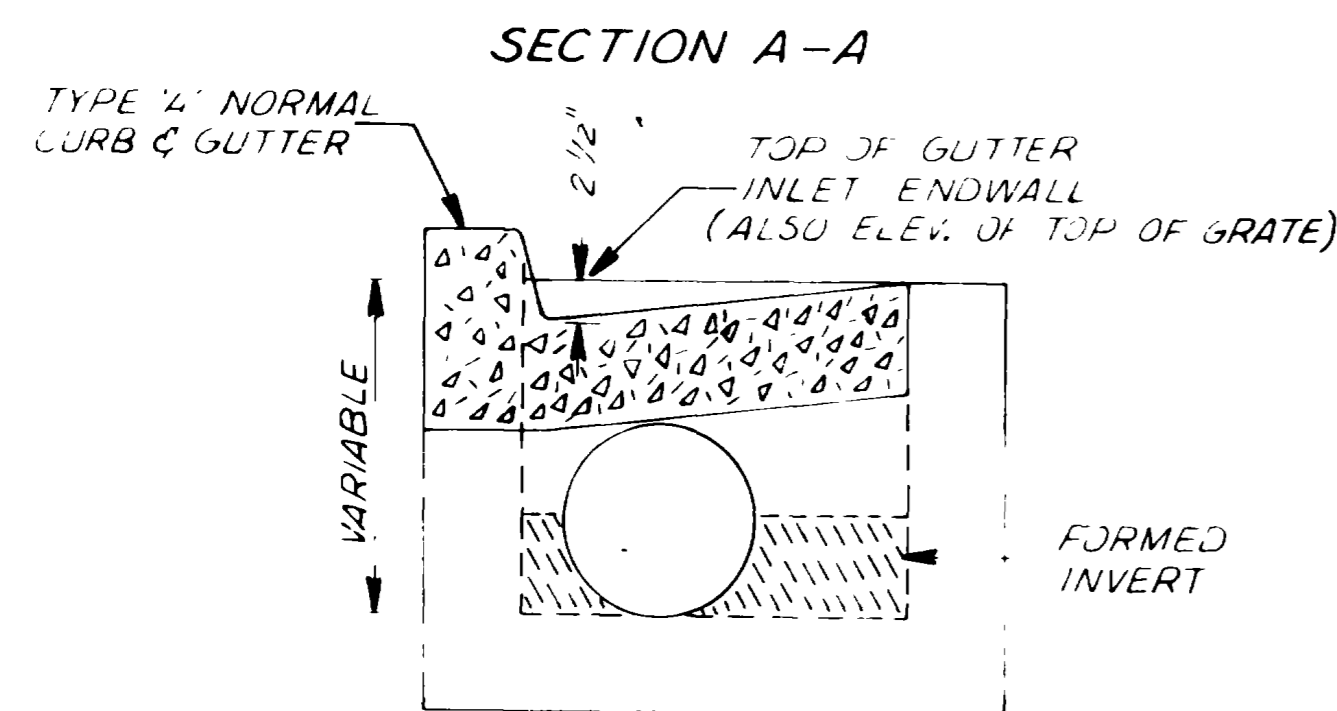
LEGEND



NO.	DATE	REVISIONS	REMARKS

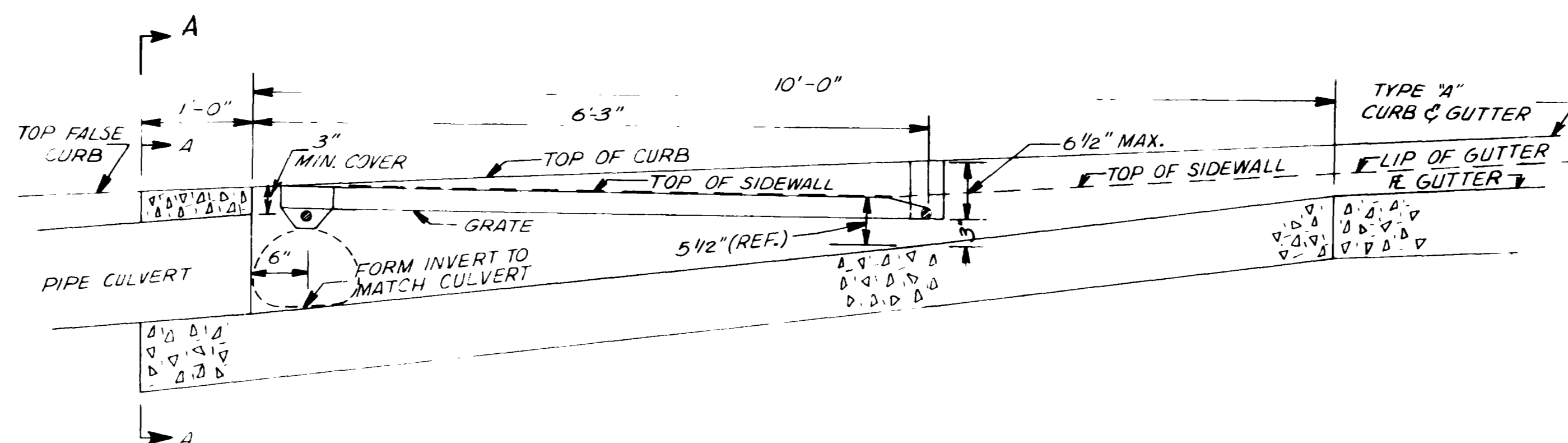
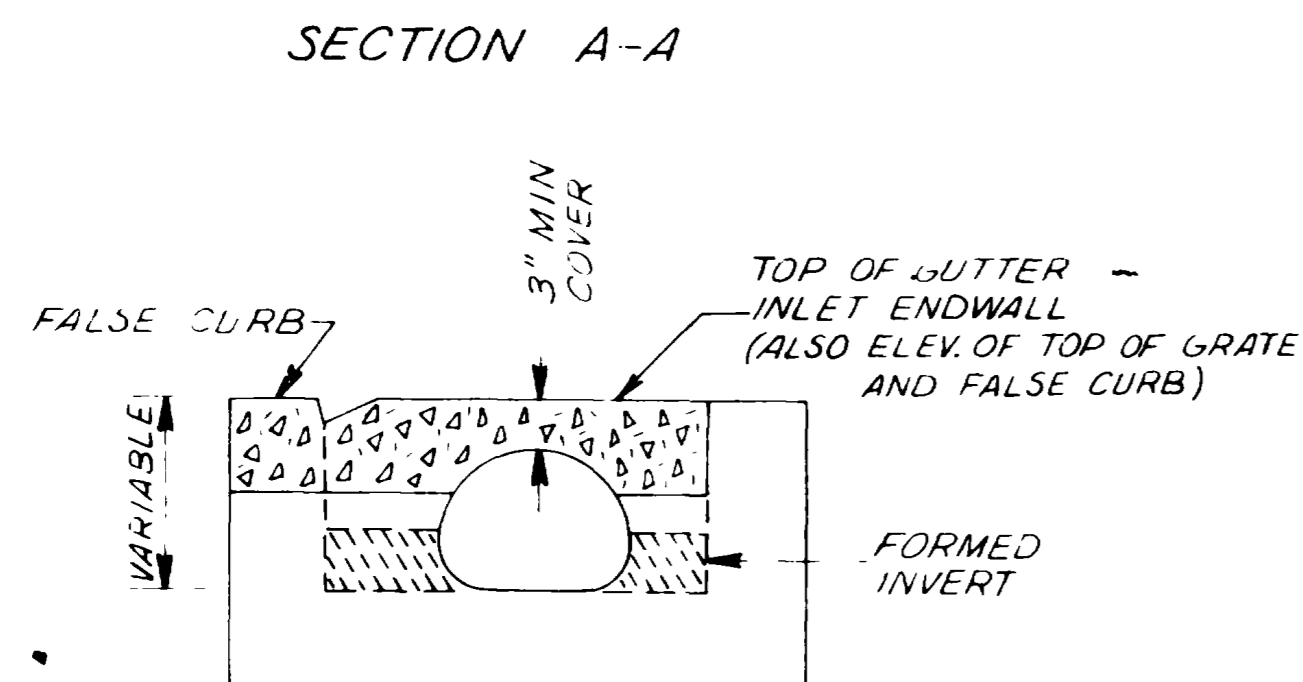
UTAH STATE DEPARTMENT OF HIGHWAYS			
DIST. ONE - TIGER - UTAH			
ROADWAY DESIGN			
CLEARFIELD			
SR 84 & 700 SOUTH			
PAINT & SIGNING PLAN			
DESIGN	F.B.	3/23/73	CHECK R.N.M. 3/23/73
DRAWN	F.B.	3/23/73	CHECK R.N.M. 3/23/73
QUANT.	F.B.	3/23/73	CHECK R.N.M. 3/23/73
APPROVAL	DATE	DATE	
RECOMM.	3/24/73	3/24/73	
APPROVED	DATE	DATE	
3/24/73	3/23/73	3/23/73	
PROJECT NUMBER			PHS-0005(3)
SHEET NO.			11

MODIFIED INLET GUTTER TRANSITION



NORMAL CURB & GUTTER SECTION

NOTE: SEE STD. DWG. NO. 615-2 FOR PLAN VIEW, SPECIFICATIONS, GRATING DETAILS AND DIMENSIONS NOT SHOWN.



FALSE CURB SECTION  
(MINIMUM CLEARANCE SITUATION)

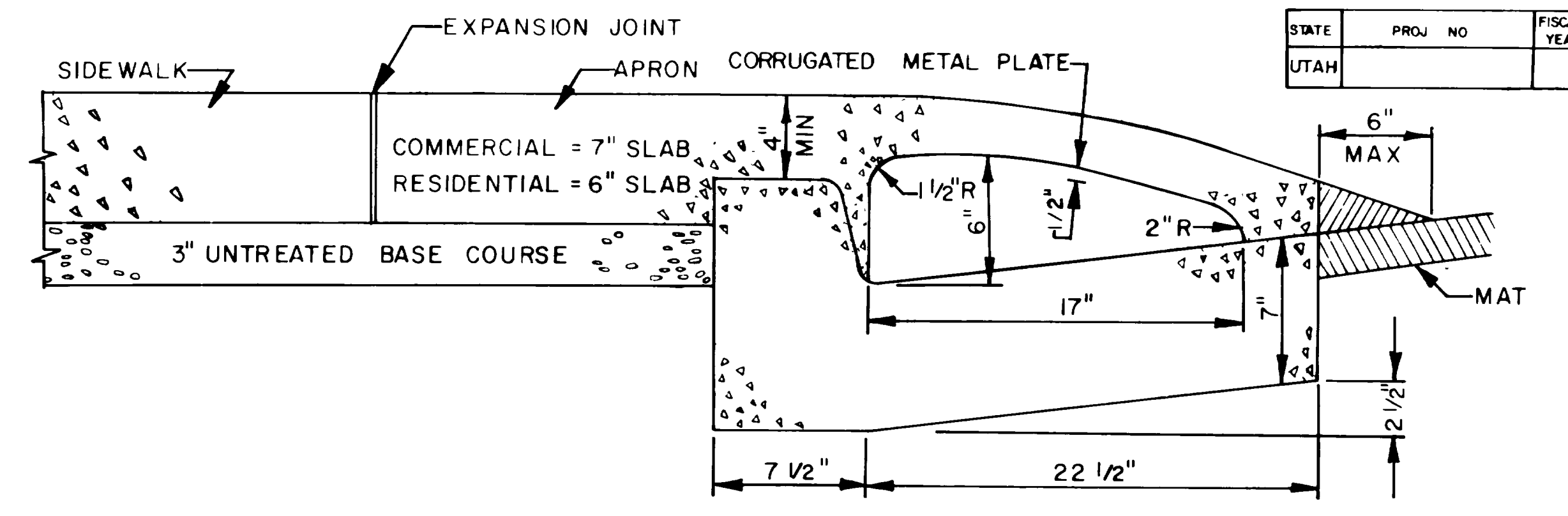
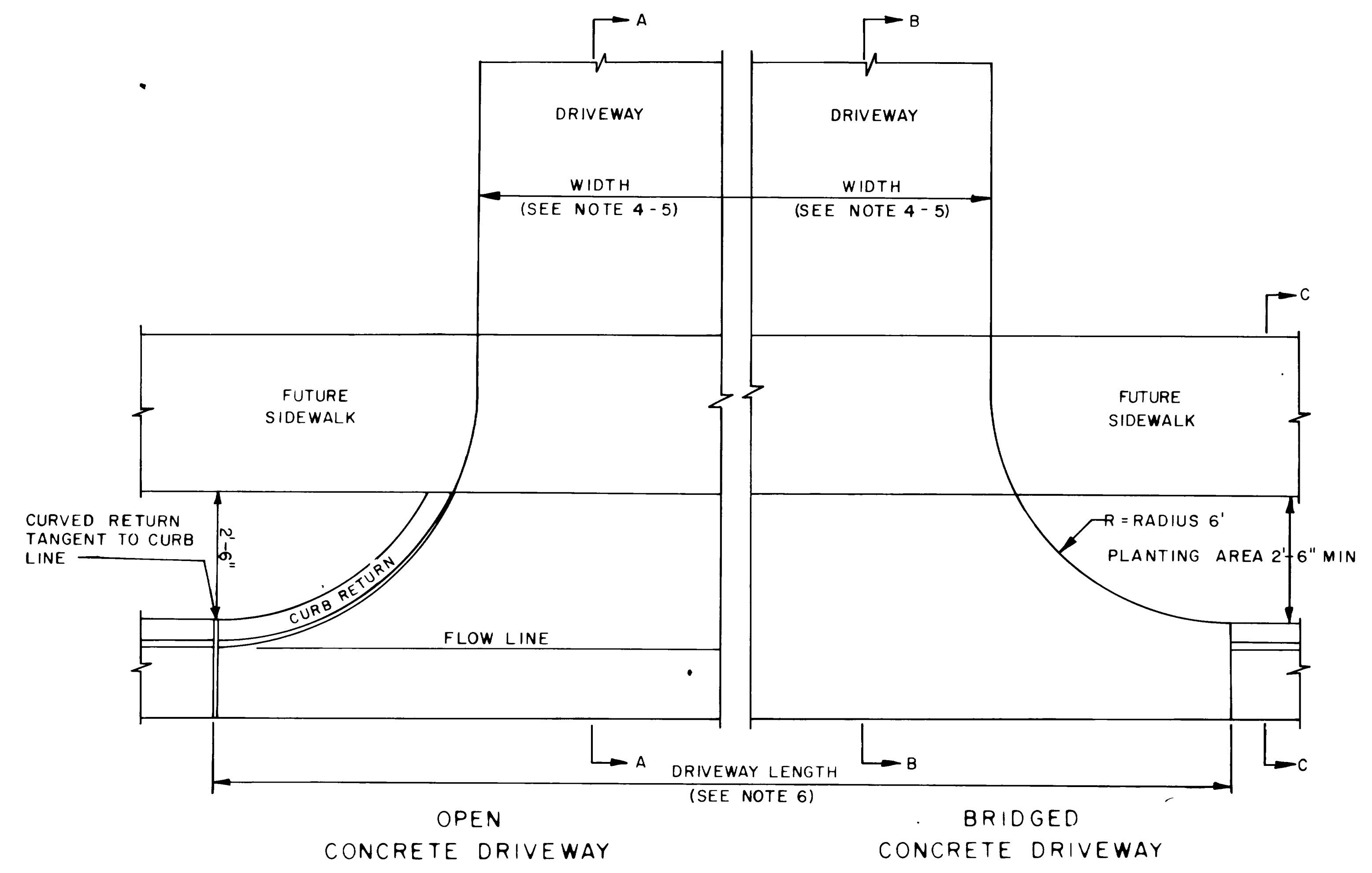
UTAH STATE DEPARTMENT OF HIGHWAYS DIST. JRE - OGDEN, UTAH ROADWAY DESIGN			
CLEARFIELD S.R. 84 & 700 SOUTH STREET GUTTER INLET DETAIL MODIFICATION TO STD DWG NO 615-2			
DESIGN	JWT	6/73	CHECK RNM 6/73
DRAWN	LMB	6/73	CHECK RNM 6/73
QUANT	FB	6/73	CHECK RNM 6/73
APPROVAL	DATE	8/13/73	PHIL THORPE ENGINEER
APPROVED	DATE		DIST. PRECONSTRUCTION ENGINEER
PROJECT NUMBER	HHS-000(3)		SHEET NO 12

NO.	BY	DATE	REVISIONS	REMARKS

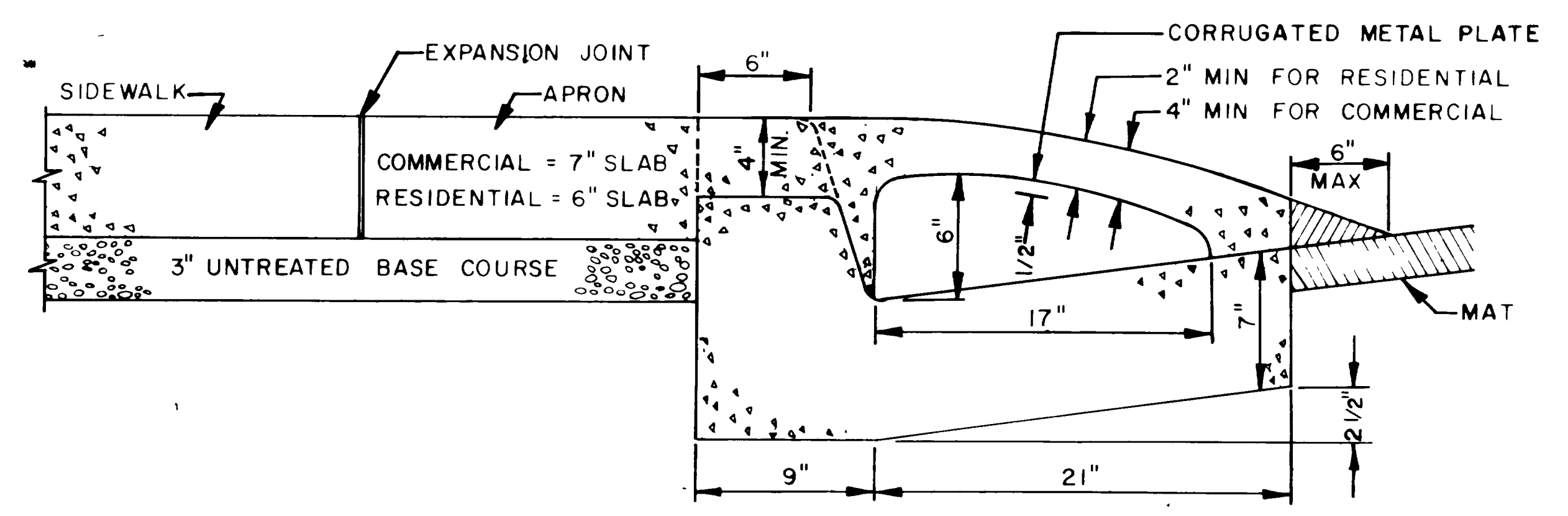


10

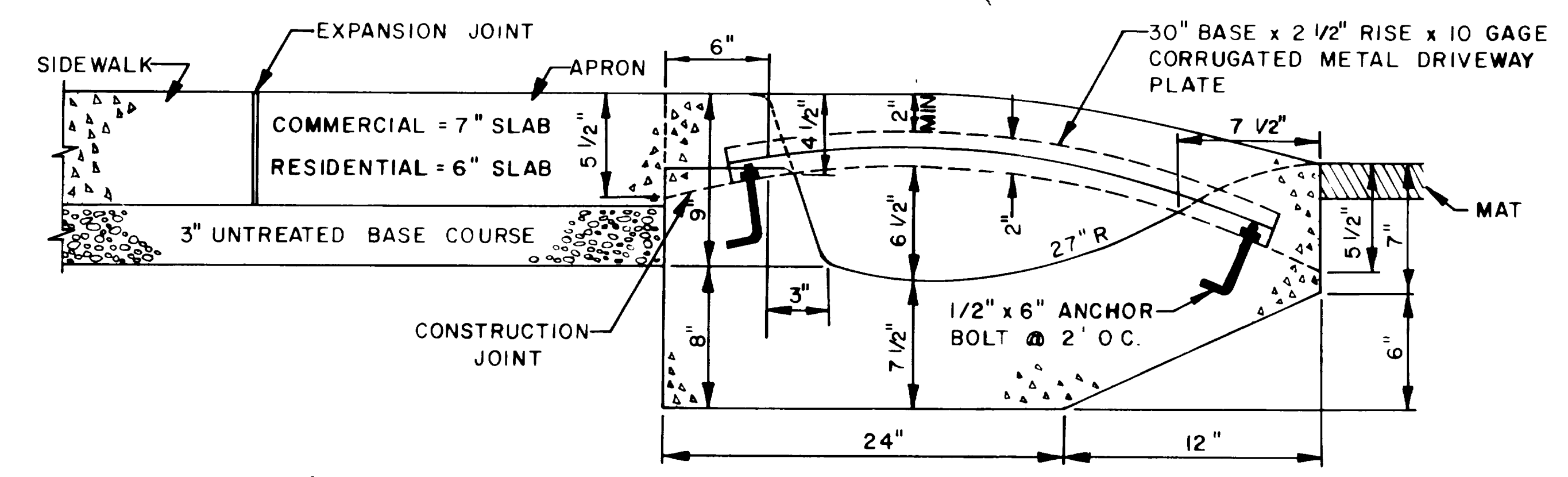
STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UTAH				



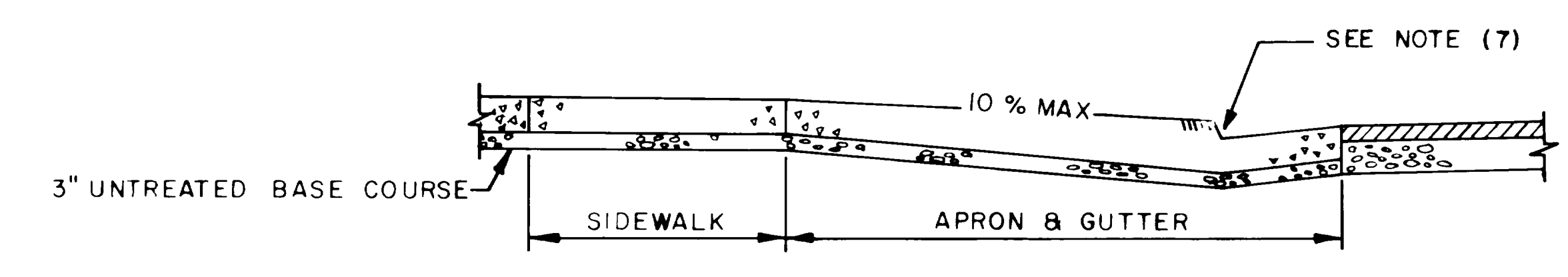
COVERED DRIVEWAY TYPE "A"



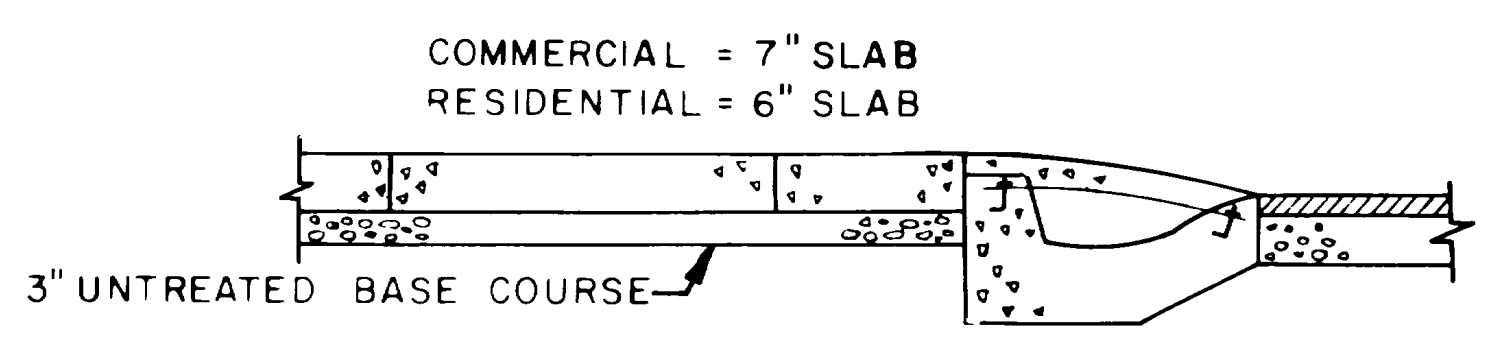
COVERED DRIVEWAY TYPE "B"



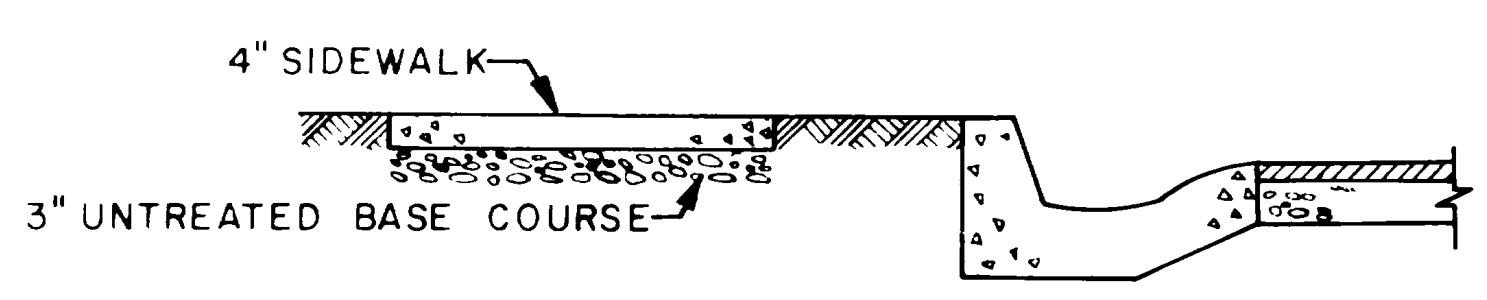
COVERED DRIVEWAY TYPE "C"



SECTION "A-A"



SECTION "B-B"



SECTION "C-C"

NOTES

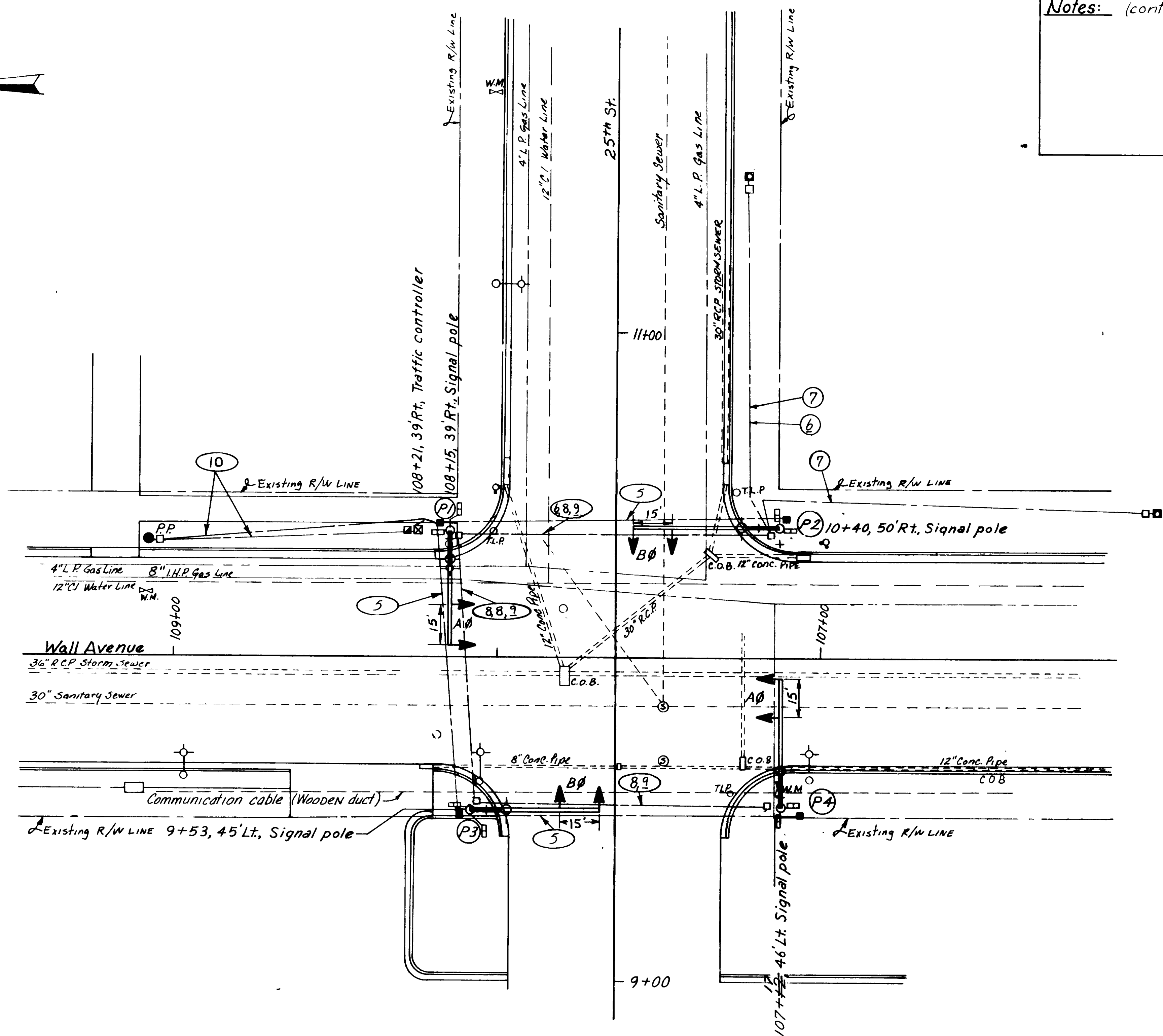
- (1) IF WITH THE MAX 10% SLOPE THE APRON IS STILL LOWER THAN THE SIDEWALK THE SIDEWALK MAY BE SLOPED TRANSVERSELY AT A MAX RATE OF 5% TO MEET THE ELEVATION OF THE APRON OR AS AN ALTERNATE, THE LONGITUDINAL SLOPE OF THE SIDEWALK MAY BE DEPRESSED AT A MAX. RATE OF 5% OUTSIDE THE LIMITS OF THE DRIVEWAY TO MEET THIS ELEVATION OF THE APRON.
- (2) THE CLASS OF CONCRETE SHALL BE AS SPECIFIED DRIVEWAYS SHALL BE ROUGHENED AS DIRECTED BY ENGINEER.
- (3) FOR OTHER MAXIMUM AND MINIMUM VALUES OF DESIGNATED DIMENSIONS, SEE "REGULATIONS FOR THE CONTROL AND PROTECTION OF STATE HIGHWAY R/W" UT. ST. D/H OCT. 8, 1962.
- (4) MATCH DRIVEWAY WIDTH UP TO 20' MAX. FOR RESIDENTIAL.
- (5) MATCH DRIVEWAY WIDTH UP TO 50' MAX. FOR COMMERCIAL.
- (6) LENGTH IS MEASURED FROM THE BREAKS OF THE NORMAL CURB AND GUTTER SECTION.
- (7) GUTTER R. SHALL BE MAINTAINED THROUGH DRIVE BY CONSTRUCTING A SHELF EDGE SHELF RISE SHALL BE A MAX. OF 2" AND A MINIMUM OF 1-1/2"

<b>UTAH STATE DEPARTMENT OF HIGHWAYS</b>			
DIST. ONE - OGDEN, UTAH			
ROADWAY DESIGN			
VARIOUS INTERSECTIONS			
CONCRETE DRIVEWAYS			
DESIGN STD.	5/74	CHECK B.H.S.	5/74
REVIEW			
DRAWN	M.H. 11/74	CHECK B.H.S.	11/74
DESIGN			
QUANT	XX 2/75	CHECK XX	2/75
R/W			
APPROVAL	DATE		
RECOMM.	DATE		
APPROVED	DATE		
PROJECT NUMBER	HHS-000S (3)		
SHEET NO.	13		

NO.	BY	DATE	TYPE	REMARKS
REVISIONS				



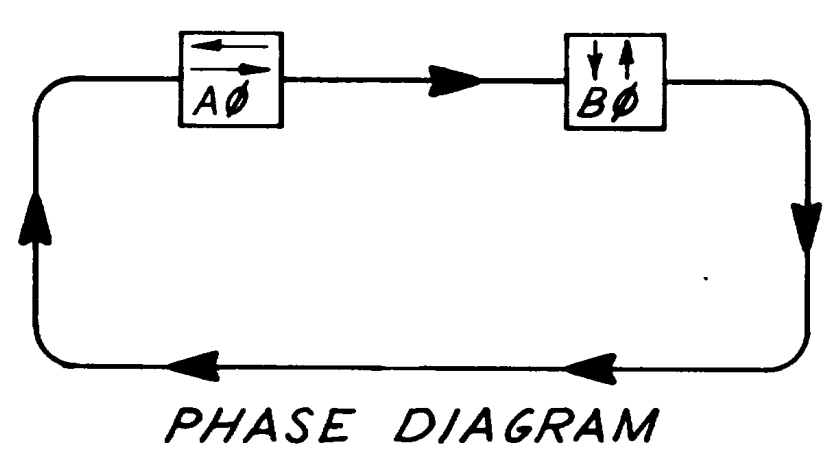




Notes: (cont)

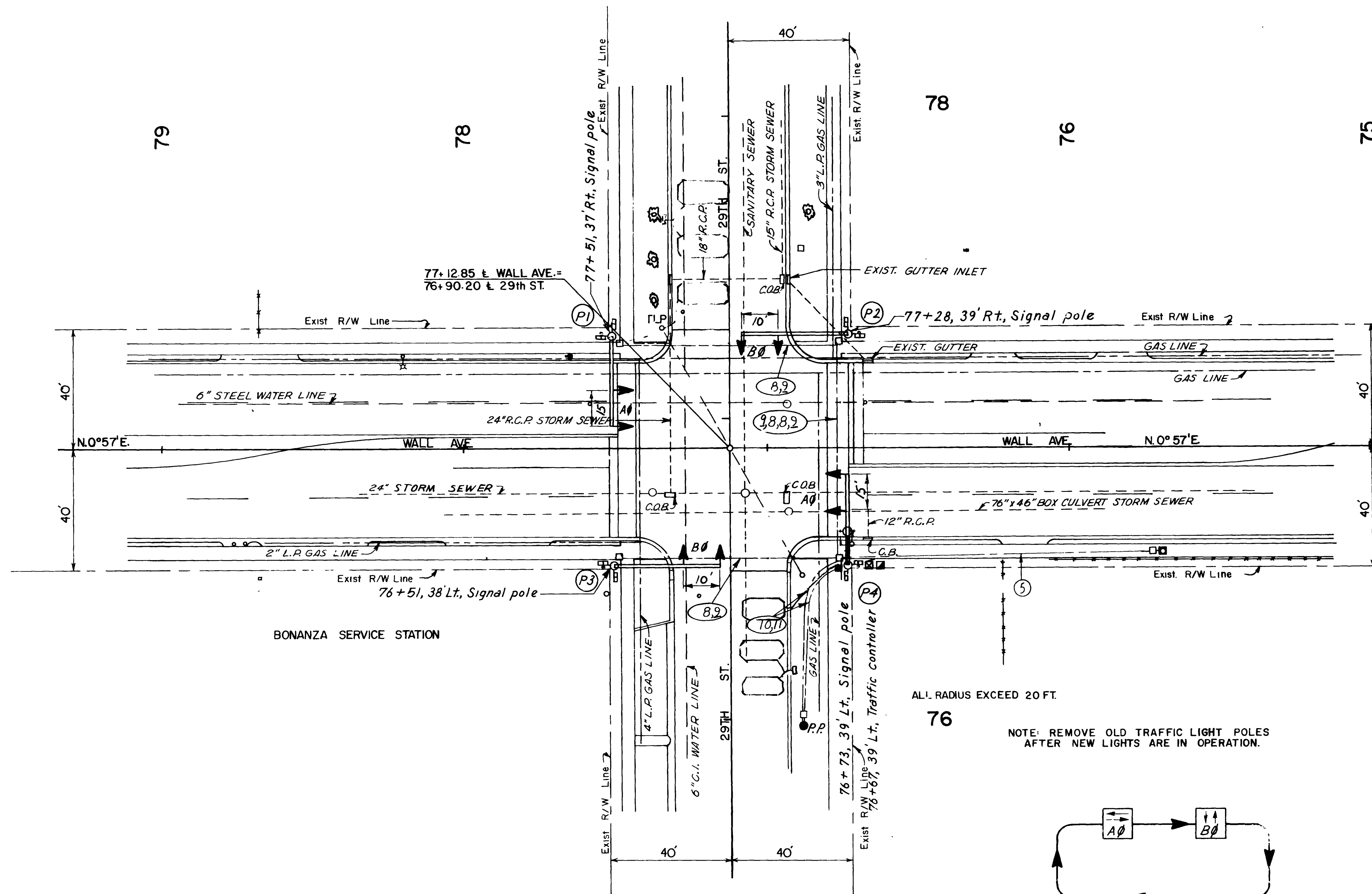
- NOTES:**
1. Power Co. meter shall be located on power pole 7' above ground.
  2. All conduit shall be placed in same trench where possible.
  3. All pedestrian head assemblies shall be type VI as shown on "Pedestrian Signal Assembly Detail" sheet.
  4. All signal head assemblies shall be type I as shown on "Signal Head Details" sheet unless otherwise noted.
  5. Multiple street lighting circuit—use single conductor No. 6 in 1" galvanized rigid steel conduit.
  6. Interlock circuit—use 7 conductor No. 14 cable in 1/2" galvanized rigid steel conduit.
  7. Fire alarm circuit—use 1" galvanized rigid steel conduit. Cable to be furnished & installed by others in contractor's installed conduit.
  8. Signal circuit—use 4 conductor No. 14 cable in 2" galvanized rigid steel conduit. When more than 1 circuit is called for install circuits in same conduit.
  9. Pedestrian circuit—use 7 conductor No. 14 cable in same conduit as signal circuit. When signal circuit conduit is not available use 2" galvanized rigid steel conduit.
  10. Power sources—use single conductor No. 6 & 8 wire in 1" galvanized rigid steel conduit. See Summary & Schedule sheet.

- LEGEND:**
- (P1) Pole identification
  - Mast arm signal pole
  - Mast arm signal pole w/light pole extension & insulator
  - 12"-1 Way-3 section signal head
  - ☒ Traffic signal control cabinet
  - Type III Junction box
  - Type IV Junction box
  - ☐ Pedestrian signal
  - Power source
  - Conduit run
  - ◻ Existing power pole
  - ◼ Type V Junction box



Pole Schedule		UTAH STATE DEPARTMENT OF HIGHWAYS SALT LAKE CITY, UTAH TRAFFIC DESIGN	
Ident	Arm length	TRAFFIC SIGNALS	
P1	35'	WALL AVE. & 25TH STREET	
P2	45'	SITUATION PLAN	
P3	40'	DESIGNED K.F. Harzog	CHECK D.K.F.
P4	40'	DRAWN M. Zupko	CHECK D.K.F.
		QUANT. K.F. Harzog	CHECK D.K.F.
		APPROVAL	REVIEW
		RECOMM. 1-75	DATE
		APPROVED 4-75	DATE
		PROJECT NUMBER	DESIGN NO.
		HH'S 0005(3)	S-62
			3 OF

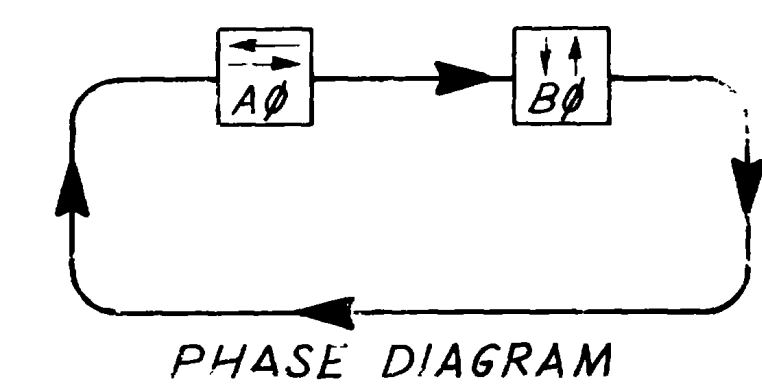
NO	BY	DATE	REMARKS
REVISIONS			



- NOTES:**
1. Power Co. meter shall be located on power pole 7' above ground.
  2. All conduit shall be placed in same trench where possible
  3. All pedestrian head assemblies shall be type VI as shown on "Pedestrian Signal Assembly Detail" Sheet.
  4. All signal head assemblies shall be type I as shown on "Signal Head Details" Sheet unless otherwise noted.
  5. Interlock circuit-use 7 conductor No 14 cable in 1 1/2" galvanized rigid steel conduit
  6. Multiple street lighting circuit-use single conductor No.6 in 1" galvanized rigid steel conduit.
  8. Signal circuit-use 4 conductor No. 14 cable in 2" galvanized rigid steel conduit. When more than 1 circuit is called for install circuits in same conduit.
  9. Pedestrian circuit- use 7 conductor No. 14 cable in same conduit as signal circuit. When signal circuit conduit is not available use 2" galvanized rigid steel conduit
  10. Power sources - use single conductor No.6 wire in 1" galvanized rigid steel conduit. See Summary & Schedule Sheet.
  11. Fire alarm circuit to be installed in same conduit as lighting power source. Cable to be furnished & install by others in contractor's installed conduit.

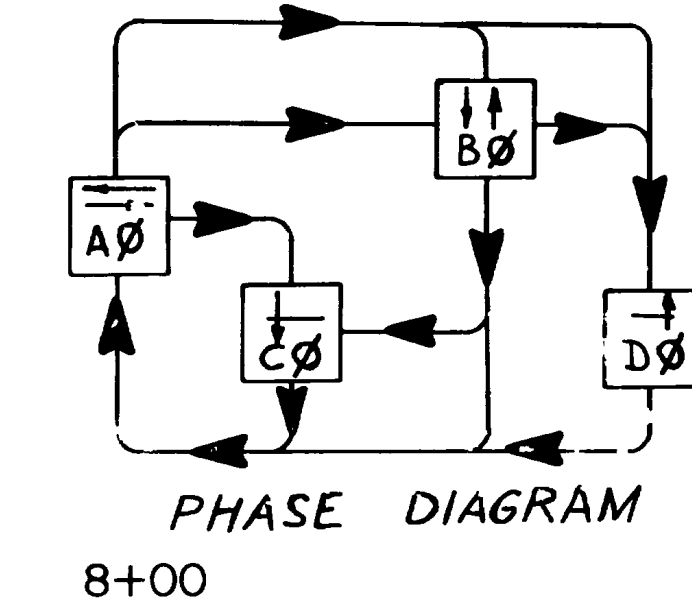
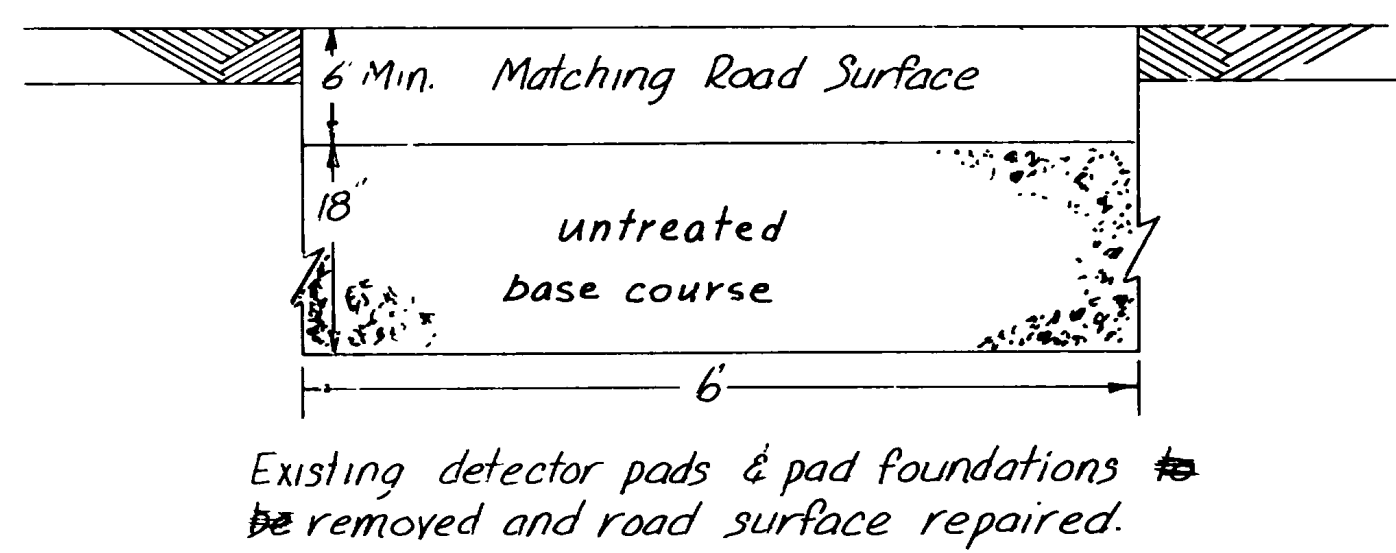
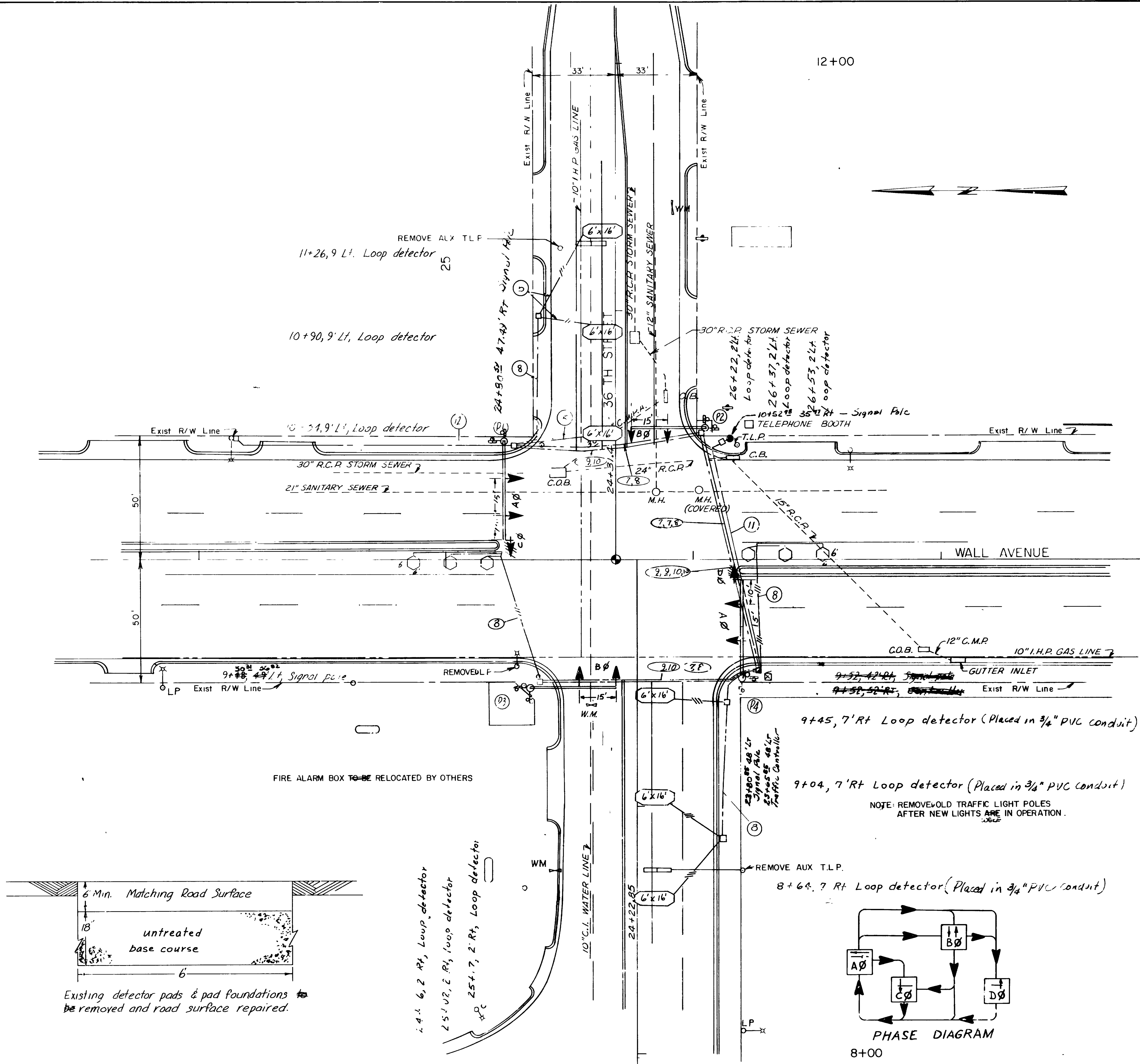
- LEGEND.**
- (P1) Pole identification
  - ⊕ Mast arm signal pole
  - ⊕ Mast arm signal pole w/light pole extension & insulator
  - ➔ 12"-1 Way-3 section signal head
  - ☒ Traffic signal control cabinet
  - Type III junction box
  - Type IV junction box
  - ⊞ Pedestrian signal
  - Power source
  - Conduit run
  - ☑ Type V junction box

ALL RADIUS EXCEED 20 FT.  
 76  
 NOTE: REMOVE OLD TRAFFIC LIGHT POLES AFTER NEW LIGHTS ARE IN OPERATION.



Pole Schedule		UTAH STATE DEPARTMENT OF HIGHWAYS SALT LAKE CITY, UTAH TRAFFIC DESIGN		
Pole Ident.	Mastarm Length	TRAFFIC SIGNALS		
P1	30'	29th St. & WALL AVE.		
P2	35'	SITUATION PLAN		
P3	35'	DESIGN K.F. Herzog	CHECK D.K.F.	REVIEW
P4	30'	DRAWN B.P.W. 3/73	CHECK B.H.S. 3/73	DESIGN
		QUANT. K.F. Herzog	CHECK D.K.F.	R/W
		APPROVAL 4-75	DATE	GROUP LEADER
		APPROVED 4-75	DATE	TRAFFIC DESIGN ENGINEER
		PROJECT NUMBER 445-0005(3)	5-62	WEBER COUNTY
			DWG	SHEET NO. 4

NO.	BY	DATE	TYPE	REMARKS
REVISIONS				

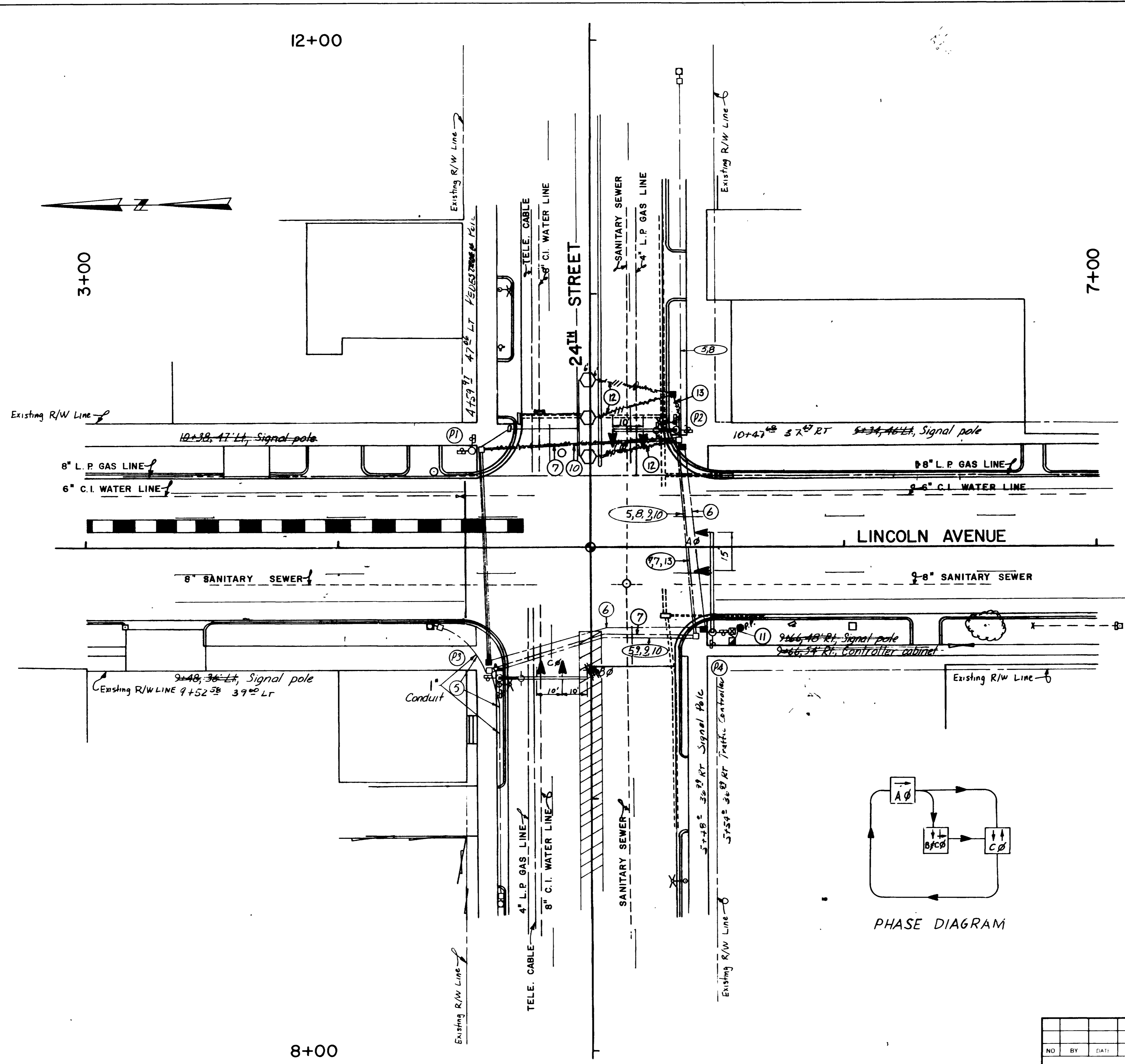


- Notes:**
- 1 Power Co. shall locate meter on power pole 7' above ground
  - 2 All conduit shall be placed in same trench where possible
  - 3 All pedestrian head assemblies shall be type VI as shown on "Pedestrian Signal Assembly Detail" sheet
  - 4 All signal head assemblies shall be type I as shown on "Signal Head Details" sheet.
  - 5 Detector loops—use 1 conductor No 14 cable. 6'x12' loops use 3 turns, 6'x22' loops use 2 turns
  - 7 Push button circuit—use 3 conductor No. 14 cable in same conduit as detector circuit. When detector circuit is not available, use a 1" galvanized rigid steel conduit.
  - 8 Detector circuits—use 2 conductor No 14 shielded cable in 1" galvanized rigid steel conduit
  - 9 Signal circuit—use 4 conductor No 14 cable in 2 galvanized rigid steel conduit. When more than 1 circuit is called for install circuits in same conduit
  - 10 Pedestrian circuit—use 7 conductor No. 14 cable in same conduit as signal circuit.
  - 11 Power source—use single conductor No 8 wire in 1" galvanized rigid steel conduit.
  - 12 Fire alarm circuit—use 1" galvanized rigid steel conduit. Cable to be furnished & installed by others in contractor's installed conduit.

- Legend**
- (D1) Pole identification
  - ⊕ Mast arm signal pole
  - ⊕ Mast arm signal pole with light pole extension
  - 12"-1way-3 section signal head
  - 12"-1way-3 section signal head w/ louvers.
  - ⊕ Traffic signal control cabinet
  - Type III junction box
  - Type IV junction box
  - Type V junction box
  - Pedestrian signal head with push button
  - Power source
  - Loop detector w/ pvc loop lead-in.
  - Conduit run

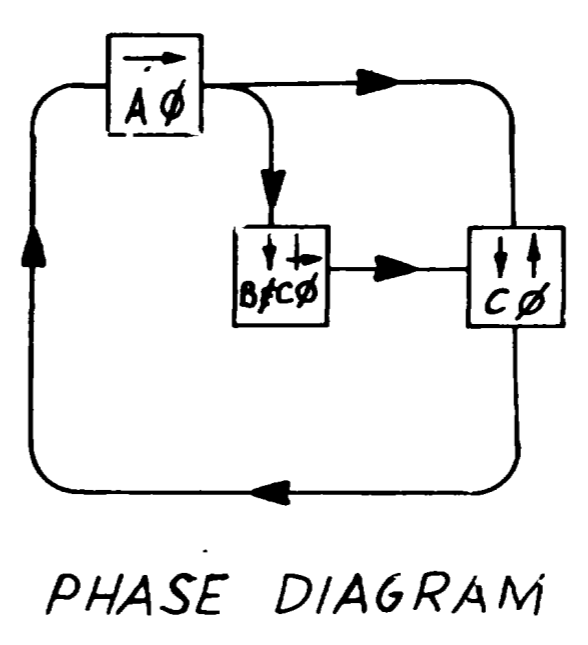
Pole Schedule		UTAH STATE DEPARTMENT OF HIGHWAYS	
Ident	Arm Length	TRAFFIC DESIGN	
P1	40'	Traffic signals	
P2	35'	36th Street & Wall Ave	
P3	35'	Situation Plan	
P4	40'	DESIGN K. E. HERTZOG	CHECK D. K. F.
		DRAWN M. D. H. 3/173	CHECK B. H. S. 3/173
		QUANT. K. E. HERTZOG	CHECK D. K. F.
		APPROVAL DATE 1-75	DATE 1-75
		APPROVED DATE 4-75	DATE 4-75
		PROJECT NUMBER HHS-0005(3)	WEBER COUNTY
		REVISIONS	SHEET NO. 5

NO	BY	DATE	TYPE	REMARKS



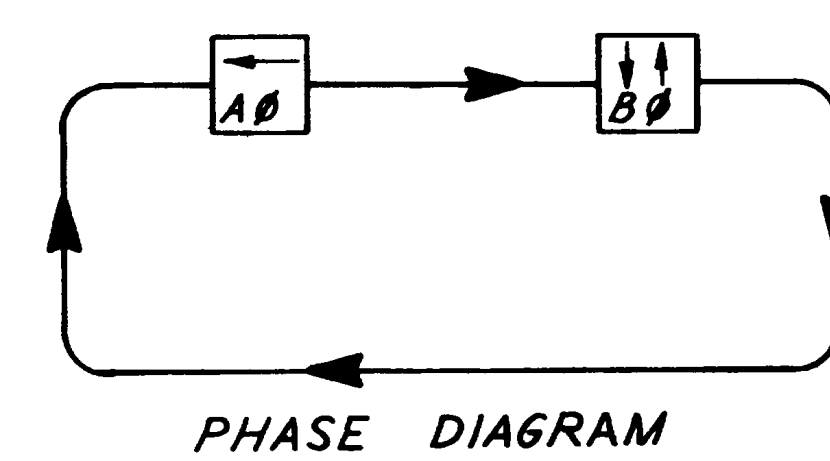
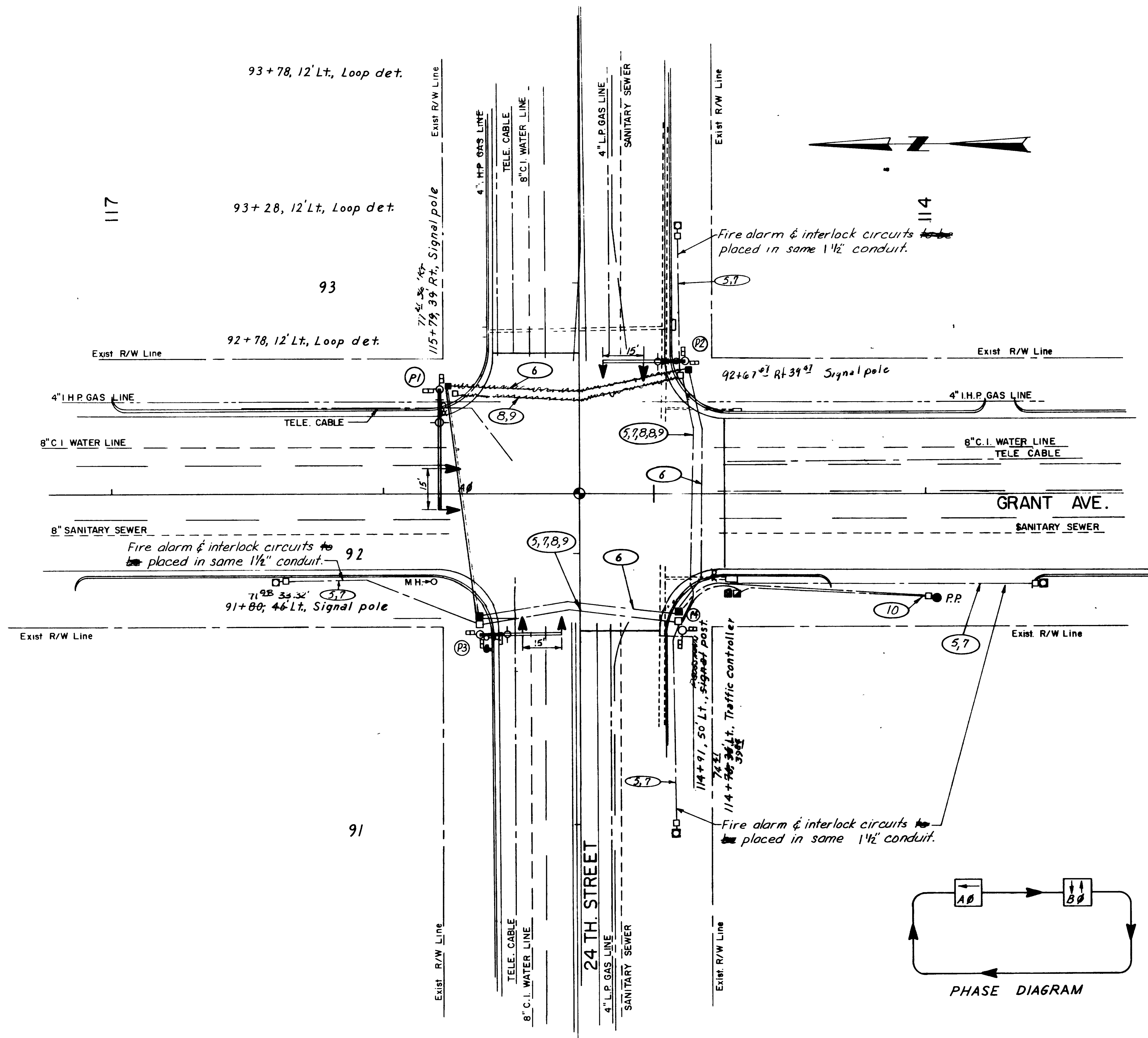
- Notes:**
- 1 Power Co meter shall be located on power pole 7' above ground
  - 2 All conduit shall be placed in same trench where possible
  - 3 All pedestrian head assemblies shall be type VI or VII shown on "Pedestrian Head Assembly Detail" sheet.
  - 4 All signal head assemblies shall be type I as shown on "Signal Head Details" sheet.
  - 5 Fire alarm circuit—use interlock circuit conduit & use signal circuit conduit when available. Cable to be furnished & installed by others in contractor installed conduit.
  - 6 Multiple street lighting circuit—use single conductor No 6 wire in 1" galvanized rigid steel conduit
  - 7 Push button circuit—use 3 conductor No 14 cable in same conduit as detector circuit. When detector circuit not available, use a 1" galvanized rigid steel conduit.
  - 8 Interlock circuit—use 7 conductor No. 14 cable in 1 1/2" galvanized rigid steel conduit. Install in signal circuit conduit when available.
  - 9 Signal circuit—use 4 conductor No. 14 cable in 2" galvanized rigid steel conduit. When more than 1 circuit is called for install circuits in same conduit.
  - 10 Pedestrian circuit—use 7 conductor No. 14 cable in same conduit as signal circuit.
  - 11 Power source—use single conductor No. 6 & 8 wire in 1" galvanized rigid steel conduit. See Summary & Schedule Sheet.
  - 12 Detector loops—use 1 conductor No. 14 cable 6'x6' loops use 3 turns.
  - 13 Detector circuit—use 2 conductor No. 14 shielded cable in 1" galvanized rigid steel conduit.

- Legend:**
- (P1) Pole identification
  - ⊖ Mast arm signal pole
  - ⊖ Mast arm signal pole with light pole extension
  - Post mounted pedestrian signal pole
  - ⊠ Traffic signal control cabinet
  - Type III junction box
  - Type IV junction box
  - ⊠ Type V Junction box
  - ⊠ Pedestrian signal with push button
  - Power source
  - Loop detector w/ pvc loop lead-in
  - Conduit run
  - ➔ 12" - 1 way - 3 section signal head.
  - ➔ 12" - 1 way - 3 section signal head w/ louvers



Pole Schedule		UTAH STATE DEPARTMENT OF HIGHWAYS SALT LAKE CITY, UTAH TRAFFIC DESIGN	
Ident.	Arm length	Traffic Signals	
P1	—	Lincoln Ave. & 24th St.	
P2	30'	Situation Plan	
P3	35' & 40'	DESIGNED K.F. Herzog	CHECK D.K.F.
P4	40' & 55'	DRAWN F.F. Herzog	CHECK D.K.F.
		QUANT D.K.F.	CHECK D.K.F.
		APPROVAL RECOMM 1-75	DATE 1-75
		APPROVED 4-75	DATE 4-75
		PROJECT NUMBER 1145-0005(3)	S-62
			DWG NO. 5 OF 5

NO	BY	DATE	REMARKS

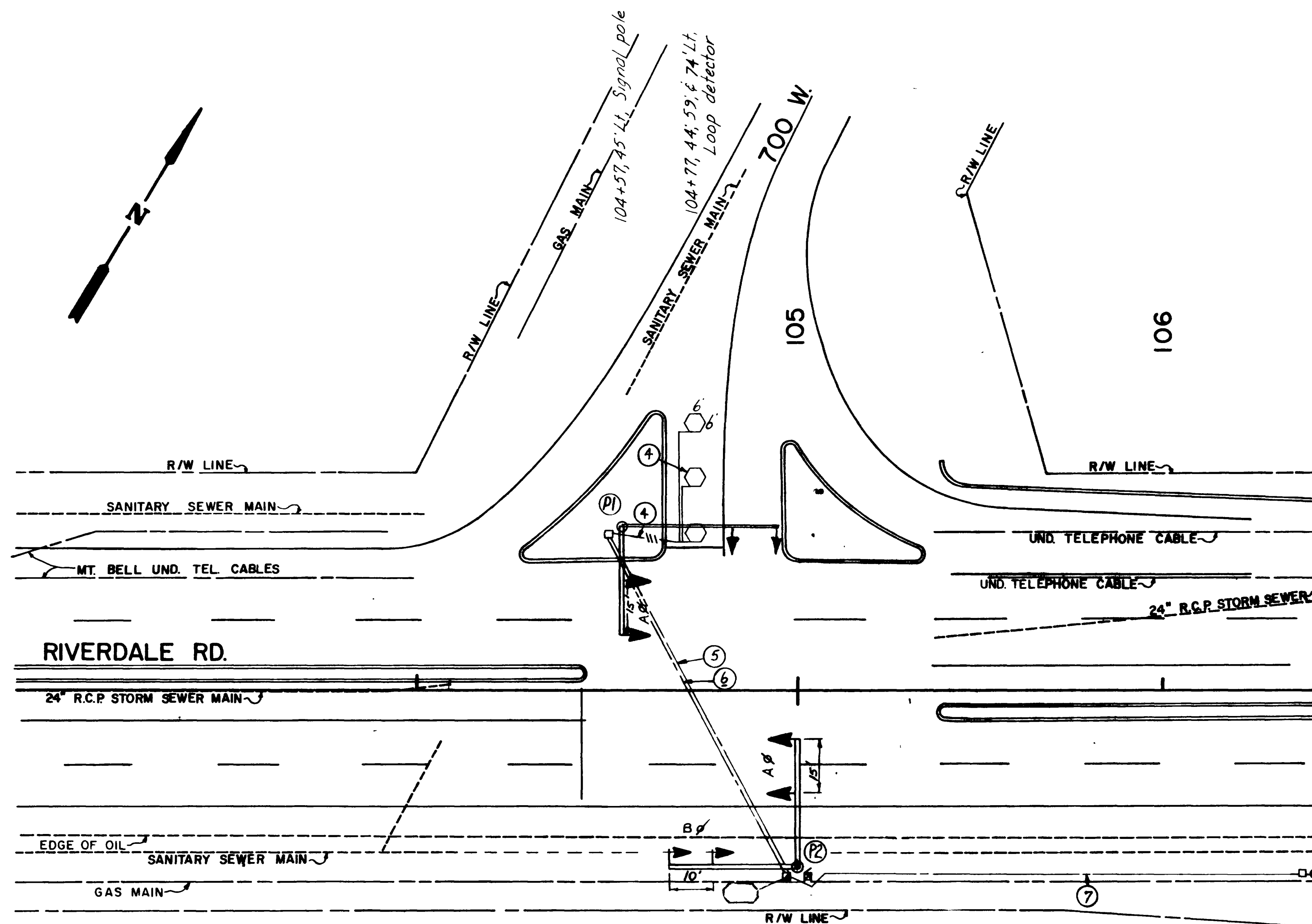


- NOTES:**
1. Power Co. meter shall be located on power pole 7' above ground.
  2. All conduit shall be placed in same trench where possible
  3. All pedestrian head assemblies shall be type VI or VII shown on "Pedestrian Signal Assembly Detail" sheet.
  4. All signal head assemblies shall be type I as shown on "Signal Head Details" sheet unless otherwise noted.
  5. Fire alarm circuit—use interlock circuit conduit. Use signal circuit conduit when available. Cable to be furnished & installed by others in contractor's installed conduit.
  6. Multiple street lighting circuit—use single conductor No. 6 in 1" galvanized rigid steel conduit.
  7. Interlock circuit—use 7 conductor No. 14 cable in 1 1/2" galvanized rigid steel conduit. Use signal circuit conduit when available.
  8. Signal circuit—use 4 conductor No. 14 cable in 2" galvanized rigid steel conduit. When more than 1 circuit is called for install circuits in same conduit.
  9. Pedestrian circuit—use 7 conductor No. 14 cable in same conduit as signal circuit. When signal circuit conduit is not available use 2 galvanized rigid steel conduit.
  10. Power sources—use single conductor No. 6 & 8 wire in 1" galvanized rigid steel conduit. See Summary & Schedule Sheet.

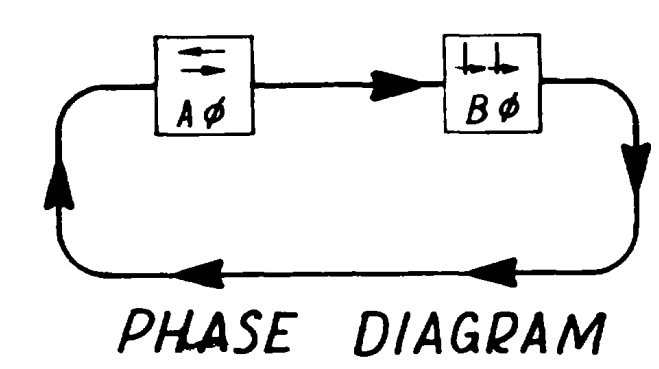
- LEGEND:**
- (P1) Pole identification
  - Mast arm signal pole
  - Mast arm signal pole w/light pole extension & insulator
  - Post mounted signal & pedestrian signal pole
  - 12"-1 Way-3 section signal head
  - ▣ Traffic signal control cabinet
  - Type III Junction box
  - Type IV Junction box
  - Pedestrian signal with push button
  - Power source
  - Conduit run
  - ▣ Type V junction box

Pole Schedule		UTAH STATE DEPARTMENT OF HIGHWAYS SALT LAKE CITY, UTAH TRAFFIC DESIGN	
Pole Ident.	Mast arm Length	TRAFFIC SIGNALS	
P1	45'	GRANT AVE. & 24 TH STREET.	
P2	30'-35'	SITUATION PLAN	
P3	30'-35'	DESIGNED <i>K.F. Harzog</i>	CHECK <i>D.K.F.</i>
P4	—	DRAWN <i>M. Zupko</i>	CHECK <i>D.K.F.</i>
APPROVAL		QUANT <i>D.K.F.</i>	CHECK <i>D.K.F.</i>
RECOMM <i>1-75</i>		DATE <i>1-75</i>	
APPROVED <i>1-75</i>		DATE <i>1-75</i>	
PROJECT NUMBER <i>445 0005/3</i>		OWG NO. <i>S-62</i>	
REVISIONS		WEBER COUNTY	
		2 OF 2	





105+00, 49' RT., Signal pole  
105+06, 49' RT., Traffic controller



**Notes**

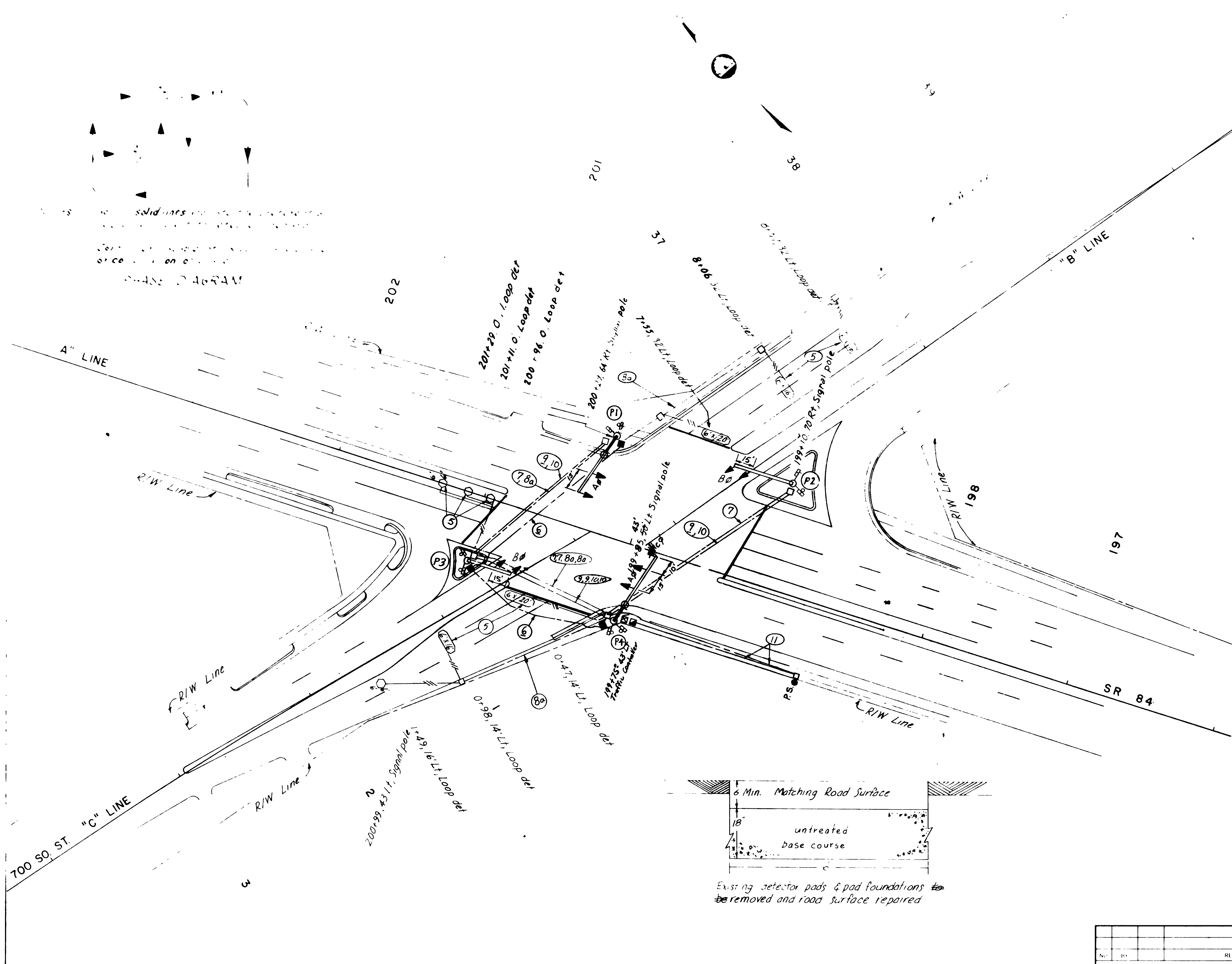
- 1 Power Co shall locate meter on power pole 7' above ground
- 2 All conduit shall be placed in same trench where possible.
- 3 All signal head assemblies shall be type I as shown on "Signal Head Details" sheet.
- 4 Detector loops—use 1 conductor No. 14 cable. 6'x6' loops use 3 turns
- 5 Detector circuit—use 2 conductor No. 14 shielded cable in 1" galvanized rigid steel conduit.
- 6 Signal circuit—use 4 conductor No. 14 cable in 2" galvanized rigid steel conduit.
7. Power source—use single conductor No. 8 wire in 1" galvanized rigid steel conduit.

**Legend:**

- (P1) Pole identification
- ☞ Mast arm signal pole
- ➔ 12"-1 way-3 section signal head
- ▼ 12"-1 way-3 section signal head with left turn arrow
- ☒ Traffic signal control cabinet
- ☐ Type V junction box
- Type IV junction box
- Power source
- Conduit run

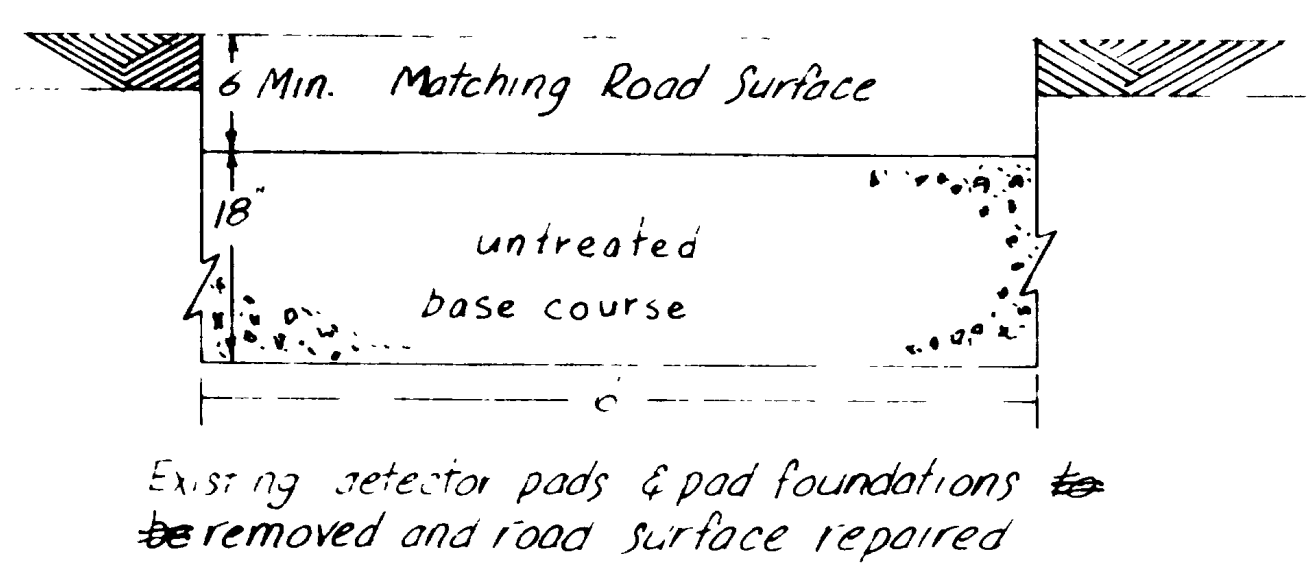
Pole Schedule		UTAH STATE DEPARTMENT OF HIGHWAYS SALT LAKE CITY, UTAH TRAFFIC DESIGN		
Ident.	Arm length	Traffic Signals		
P1	38'-35'	Riverdale Rd. - 700 West		
P2	2-35' 3'-40'	Situation Plan		
DESIGNED	K. F. Herzog	CHECK	D. K. F.	REVIEW
DRAWN	K. F. Herzog	CHECK	D. K. F.	DESIGN
QUANT.	D. K. F.	CHECK	D. K. F.	R/W
APPROVAL	1-75	[Signature]		GROUP LEADER
RECOMM	4-75	[Signature]		TRAFFIC DESIGN ENGINEER
APPROVED	4-75	[Signature]		Weber COUNTY
PROJECT NUMBER	HAS 0005(3)	SWG. NO.	S-62	6 OF

NO	BY	DATE	REMARKS
REVISIONS			



- NOTES:**
1. Power source shall be located at power pole 7' above ground.
  2. All signal heads shall be placed in same trench where possible.
  3. All pedestrian head assemblies shall be type VI as shown on "Pedestrian Signal Assembly Detail" sheet.
  4. All signal head assemblies shall be type I as shown on "Signal Head Assembly Detail" sheet unless otherwise noted.
  5. Detector loops - use 1 conductor No. 14 cable, 6'x6' loops use 3 turns, all other loops use 2 turns.
  6. Multiple street lighting circuit - use single conductor No. 6 in 1" galvanized rigid steel conduit.
  7. Push button circuit - use 3 conductor No. 14 cable in same conduit as the detector circuit. When more than 1 circuit is called for install circuits in same conduit.
  8. Detector circuits - use 2 conductor No. 14 shielded cable in 1-1/2" x 2" galvanized rigid steel conduit. When more than 1 circuit is called for install circuits in same conduit.
  9. Signal circuit - use 4 conductor No. 14 cable in 2" galvanized rigid steel conduit. When more than 1 circuit is called for install circuits in same conduit.
  10. Pedestrian circuit - use 7 conductor No. 14 cable in same conduit as signal circuit. When signal circuit is not available use 2" galvanized rigid steel conduit.
  11. Power sources - use single conductor No. 6 #8 wire in 1" galvanized rigid steel conduit. See Summary & Schedule Sheet.

- LEGEND:**
- (P1) Pole identification
  - ⊖ Mast arm signal pole
  - ⊖ Mast arm signal pole with light pole extension and insulator
  - Post mounted signal and pedestrian signal pole
  - ➔ 12"-1 way-3 section signal head
  - ➔ 12"-1 way-3 section head w/ left turn arrow and louvers
  - ☒ Traffic signal control cabinet
  - Type III junction box
  - Type IV junction box
  - Type V junction box
  - ⊕ Pedestrian signal with push button
  - Power source
  - /--- Loop detector w/ pvc loop lead-in. Conduit run



Pole Schedule		UTAH STATE DEPARTMENT OF HIGHWAYS SALT LAKE CITY UTAH TRAFFIC DESIGN	
Ident.	Mast Arm Length	<b>TRAFFIC SIGNALS</b>	
P1	45'	<b>700 South St SR-84 - Clearfield</b>	
P2	40'	<b>SITUATION PLAN</b>	
P3	30'	DESIGNED <i>K.F. Herzog</i>	CHECK <i>R.L. 8-73</i>
P4	45'	DRAWN <i>Q.E. Z.</i>	CHECK <i>R.L. 8-73</i>
		QUANT <i>K.F. Herzog</i>	CHECK <i>R.L. 8-73</i>
		APPROVAL	DATE <i>8-21-73</i>
		RECOMM	DATE <i>8-21-73</i>
		APPROVED	DATE <i>8-73</i>
		PROJECT NUMBER <i>HHS 0005(3)</i> <i>S-62</i> 9 OF 9	

NO.	BY	REMARKS

solid lines are to be used for...  
 on center line  
 PHASE DIAGRAM

