



**BRIGHAM
CITY**

**ADDENDUM #2
BRIGHAM CITY CONNECTION PROJECT**

The following changes are hereby made to the Contract Documents for the above referenced Project:

DRAWINGS: *The project drawings have been updated as follows and shall be replaced with the attached.*

- Sheets TS-02, DT-03, DT-05, DT-17, SM-01, and SM-02 have been updated to revise the HMA material type to be SP-1/2.
- Sheet W-01 has been updated to include direction on texture and color for the MSE Wall panels

DOCUMENT 00 41 23 BID FORM

- Item 25 shall be revised to be Hot Mix Asphalt Pavement SP -1/2, PG 64/34

DOCUMENT 01 11 01, MEASUREMENT AND PAYMENT shall be updated as follows:

- **MP 25 Hot Mix Asphalt Pavement** SP - 3/8, PG 64-34 shall be replaced with Hot Mix Asphalt Pavement SP -1/2, PG 64/34
- **MP03 Traffic Control**, shall be replaced with the following:

MP 03	Traffic Control	Lump Sum	All traffic control needed on the job. Includes state and local permitting, sub-contractor mobilization, barricades, traffic signs, portable construction message boards, flaggers, other channelizing devices, and all other measures needed to channel traffic and to protect construction personnel and the public (vehicular and pedestrian) from harm resulting from any construction activities. Includes all necessary notifications to public transportation and emergency service agencies with appropriate notice. Maintain reasonable continuous vehicular and pedestrian access for <u>local residents/businesses</u> throughout the duration of the project, including any notifications needed to communicate construction activities to the local residents/businesses. Preparation and on-going modification of a traffic control plan. Also includes Railroad coordination and flagging.	Project Specifications: APWA 01 55 26 M UDOT Project Special Provision 01601S
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TECHNICAL SPECIFICATION 01601S, RAILROAD COMPANY COORDINATION shall be added and included (see attached).

This Addendum, dated April 3, 2024, is hereby attached to and made part of the Bidding Documents and each Bidder shall acknowledge receipt of this Addendum on the Bid Form.

Attachments:

- Drawings
- Technical Specification, 01601S Railroad Company Coordination

Project Engineer:

Adam Birdsall, P.E.
Parametrix
385-341-2834

SPECIAL PROVISION
BRIGHAM CITY CONNECTION
SECTION 01601S
RAILROAD COMPANY COORDINATION

Delete Section 01601 in its entirety and replace with the following:

PART 1 GENERAL

1.1 SECTION INCLUDES

- A. Coordination with railroad companies.
- B. Railroad flagging and construction observation.

1.2 RELATED SECTIONS

- A. Section 01721: Survey

1.3 REFERENCES

- A. Federal Railroad Administration's Railroad Safety Rules
- B. Federal Railroad Administration's Roadway Worker Protection Regulations
- B. Flagging FAQ'S
https://www.up.com/cs/groups/public/@uprr/@realestate/documents/up_pdf_nativedocs/pdf_flagging_faqs.pdf
- D. UP Property Access Training (UP-PAT)
<https://www.up.com/aboutup/community/safety/erailsafe/index.htm>
- E. UPRR and BNSF Railway Guidelines for Railroad Grade Separation Projects
- F. UPRR approved vendors
https://www.up.com/real_estate/third-party-flagging/index.htm
- G. UPRR Guidelines for Preparation of a Bridge Demolition and Removal Plan for Structures Over Railroad

- H. UPRR Public Projects Manual
https://www.up.com/real_estate/roadxing/industry/index.htm
- I. UPRR Guidelines for Track and Ground Monitoring
- J. UTA Property Management website includes information regarding Right of Entry, UTA's Roadway Worker Protection and Rail Safety Training, Insurance Requirements, Licensing and Approvals
<https://www.rideuta.com/Doing-Business/Property-Management>
- K. UDOT Railroad Coordination Manual of Instruction
https://drive.google.com/file/d/1ffPMPVvg4Z61d_7YuQvhEsy45yli-3cj/view?pli=1

1.4 DEFINITIONS

- A. Form B:
 - 1. Form B is the area of work, including safety buffers on all sides defined by the Manager of Track (MOT). This is determined by the MOT prior to beginning any work within Railroad Company right-of-way and will serve as a safety protection area. Form B contains information about employees or equipment working on mainline tracks, controlled siding, and other controlled tracks.
- B. C&M
 - 1. The construction and maintenance (C&M) Agreement is typically applicable for any new facilities or significant rebuild of existing facilities involving UP ROW. These agreements specifically define the initial construction responsibilities and future maintenance responsibilities for the Applicant and the Railroad. Typical types of C&M Agreements with the Highway-Railroad Grade Crossing are:
 - Grade Separation Agreement
 - Active Warning System (Signal) Agreement
 - Surface (Planking) Agreement
 - Interconnection (Signal Preemption) Agreement
- C. MCL
 - 1. The Maintenance Consent Letter (MCL) is the most common agreement. It pertains to an Applicant's maintenance activities that fall within the Railroad ROW. For the MCL process to apply there must be a pre-existing C&M Agreement or Master Agreement in place covering the initial construction of the subject facility.

1.5 SUBMITTALS

- A. Provide all Railroad Company submittals for City review. Authorized submittals will be submitted to the Railroad Company by the City.
 - 1. The City and the Railroad Company have different submittal content and format requirements. For submittals specified by the City in other Sections that are also required by the Railroad Company, prepare and submit two different versions, each one meeting the appropriate entity's requirements:
 - a. One version for City review only
 - b. One version for City review and subsequent submission to the Railroad Company
 - 2. For submittals that are submitted to the Railroad Company on the Contractor's behalf:
 - a. The City's review is for conformance to the contract.
 - b. The Railroad Company provides approval.
 - c. The City's review does not guarantee any outcome of the Railroad Company review. Resubmittals may be required by the Railroad Company even though the City has completed their review and submitted it to the Railroad Company.
 - 3. Provide submittals in the applicable format with all details, drawings, and other information required by the applicable Railroad company references.
 - 4. Railroad As-builts
 - a. Before beginning work, survey all Railroad Company features including the top of rail at proposed track crossings and minimum vertical clearance locations shown. Collect elevation data with corresponding station and offset. Submit data before beginning work.
 - b. After work is completed, re-survey the same features in the same locations surveyed before beginning work. Collect elevation data with corresponding station and offset. Submit this data within 30 calendar days of completing all work within and over the Railroad Company's right-of-way.
 - c. The Railroad Company will perform an independent site inspection when work around the railroad is complete.
- B. Copy of the executed Contractor Endorsement or Contractor Right of Entry for information.
 - 1. A copy of the Maintenance Consent Letter (MCL) and Contractor Endorsement instructions are attached to this Section.
 - 2. The City does not submit this to the Railroad Company
- C. Prepare a railroad specific three-week look-ahead schedule and submit weekly to the Railroad Company.

- D. Track Protection
 - 1. Provide complete details of the track protection.
 - 2. Define means and methods of moving, setting, securing, and removing track protection.
 - 3. Provide the signature and seal of a PE or SE licensed in the State of Utah.

- E. Site Access, Equipment Placement, and Lifting Plan
 - 1. Show points of access into Railroad Company right-of-way.
 - 2. Show proposed track crossings with crossing details, if necessary.
 - 3. Show locations of all equipment while work is being performed. Include swing radii for equipment.
 - 4. Show locations of all equipment while no work is being performed (i.e., staging locations).
 - 5. Include sufficient dimensions or other location information to accurately define equipment locations.
 - 6. Provide details of all anticipated lifting activities, including loads to be lifted, equipment to perform the lifting, locations of equipment while lifting, the destination of lifted objects, rigging, lifting capacity of the equipment and rigging, size and material type of outrigger mats necessary to ensure foundation stability, and all other pertinent details.
 - 7. Provide calculations verifying the crane foundations can support expected loads.
 - 8. Provide the signature and seal of a PE or SE licensed in the State of Utah for the foundation calculations and lifting plan.

- G. Safety Management Plan

- H. Breakdown of flagging bid amount
 - 1. Include days and hours per day used to prepare the flagging bid amounts.
 - 2. Breakdown days and hours per day into work activity (i.e., how many days and hours per day are associated with concrete deck removal, deck forming, etc.).
 - 3. Include relevant correspondence with the Railroad Company or their vendors related to flagging requirements and costs.
 - 4. The Railroad Company does not receive this submittal.

1.6 RAILROAD PROTECTION

- A. All work within, on, under, or over the Railroad Company's right-of-way will require flagging. This includes the use of equipment outside 25 feet of a track that has the potential to foul the track(s).
- B. Railroad Company train schedule:
 - 1. See the Railroad Company's inventory report for the estimated numbers of daily train movements which is attached in the appendices.
 - 2. Schedule work to occur so that no interruptions to train traffic occur.
- C. Form B:
 - 1. Form B requests must be made one day before working within Railroad Company right-of-way and will expire at the end of each day.
 - 2. Form B will encompass the hours the Contractor is allowed to work. Flaggers working longer than fourteen hours require additional approval from their respective companies.
 - 3. Each day, one hour before and after any work within Railroad Company right-of-way, the flaggers will set up the visual notification components that will notify all trains of the Form B area. These hours are included in the overall flagger's hours for the day.
 - 4. The Form B will have an agreed upon start and stop time and mile post limits for each day. A safety meeting will be conducted each morning where the Form B will be distributed and discussed.
 - 5. Form B is not an approval for track shut down or slow down.
 - 6. The number of flaggers is determined by the railroad to ensure the Form B is managed correctly. This is generally defined by workforce size, types of equipment, area of visual line of sight, and other factors to ensure worker and equipment safety and maintain train traffic moving on the line.
 - 7. Form B can be canceled by the contractor one day before the scheduled working date on the form. The Railroad Company dispatcher may require a flagger stay on the project to inform all trains and ensure the trains scheduled for the day are not interrupted if a Form B is canceled without prior days' notice. Railroad company can cancel a Form B at any time. All personnel working within the railroad right of way must meet onsite with the railroad flagger before each shift. All personnel must have all necessary permits and training to enter into railroad right of way.

1.7 RAILROAD – HIGHWAY PROVISIONS

- A. Schedule and hold a railroad-specific pre-construction meeting with the Railroad Company before submitting any submittals. Coordinate the invitee list with the Engineer.
 - 1. Attendance by the designated Railroad Company Representative, the UDOT Railroad Coordinator, and the Engineer is mandatory.

- B. Obtain a Contractor's Right of Entry or Contractor Endorsement (MCL Projects) from the Railroad Company before performing work within or over the Railroad Company's right-of-way.
 - 1. Obtain and maintain the insurance required by the Railroad Company and the Contractor's Right of Entry for the entire duration of the Project unless covered by Rolling OCIP.
 - 2. Comply with the Contractor's Right of Entry or Contractor Endorsement at all times.
 - 3. Performance of work within or over the Railroad Company's right-of-way before obtaining an executed Contractor's Right of Entry or Contractor Endorsement is not permitted.

- C. At a minimum, provide the following notifications to the City, and the Railroad Company:
 - 1. Initial written notice of the work start date at least 30 working days in advance of work beginning.
 - 2. Secondary verbal and written notice of the work start date at least 48 hours before the start of work to confirm the dates are still accurate and all parties are aware of the dates.
 - 3. If more than 30 calendar days will elapse between subsequent work within or over Railroad Company's right-of-way, provide a 30-calendar day initial notice and 48-hour secondary notice for the subsequent work.
 - 4. As required by the selected flagging vendor(s).

- D. Coordinate the need for flagger(s) and site observer(s) with the Railroad Company.
 - 1. Coordinate the construction work and schedule, as well as the necessary site flagging and observation, with the Railroad Company and Railroad Company-approved vendor(s).
 - 2. Use flagger(s) and site observer(s) listed in the railroad approved vendor list and flagging FAQ's.
 - a. Flaggers do not have the authority to modify or waive any requirements of the contract, Contractor Endorsement, Railroad Company, or any other requirement.
 - b. Any modification or waiver to Railroad Company requirements or Railroad Company-authorized submittals must be authorized in writing by the Railroad Company and receive written concurrence from the Engineer.
 - 3. Schedule flaggers and site observers to meet the needs established by the Railroad Company. Provide 30 calendar days advanced notice for scheduling flagger(s) and site observer(s).
 - a. Bridge demolition, shoring, erection, and final bridge walk-through cannot occur without a site observer's attendance on site unless explicitly approved otherwise in writing by the

- Railroad Company.
- b. Other activities with mandatory site observer attendance may be identified by the Railroad Company.
 - c. The selected means and methods, schedule duration, adherence to Railroad Company requirements, effectiveness of coordination, and other Contractor-controlled factors affect the requirements for site observation. The Railroad Company reserves the right to require a site observer at any time.
4. Once construction has started, schedule a weekly meeting to review the schedule, flagging needs, and submittals with the City, the Railroad Company Representative, and selected flagging vendor(s).
- E. Employees, including subcontractors, working within or over the Railroad Company's right-of-way must comply with the Federal Railroad Administration's Roadway Worker Protection Regulations – 49 CFR 214, Subpart C and Railroad Safety Rules.
- 1. Train employees, including those of subcontractors, on the requirements of the regulations and rules.
- F. Do not begin work until the City and the Railroad Company have provided written authorization for the associated submittal covering the work.
- G. Meet with the designated railroad flagger each day before work begins.

PART 2 PRODUCTS Not Used

PART 3 EXECUTION

- A. Submittals.
- 1. Allow the City 10 calendar days for review each time the information is submitted.
 - 2. Allow the Railroad Company 45 calendar days for review each time the information is submitted.
 - 3. Include at least two review cycles per submittal in the schedule. A review cycle includes both the City and the Railroad Company review times.

END SECTION

BRIGHAM CITY CONNECTION PROJECT

Brigham City, Utah



NORTHERN UTAH
NO SCALE



BRIGHAM CITY
NO SCALE

105+00.00
BEGIN PROJECT
SL8541002
N 3710226.4725
E 1494583.5292

125+00.00
END PROJECT
SL8541002
N 3710154.7419
E 1496581.1781

INDEX TO DRAWINGS		
SHT NO.	DWG NO.	SHEET TITLE
GENERAL		
1	1	TITLE SHEET, LOCATION AND MAPS, AND INDEX TO DRAWINGS
2	1-A	ABBREVIATIONS AND LEGEND
3	1-B	GENERAL NOTES
4	1-C	STAGING AREA PLAN
CIVIL		
5	HC-01	HORIZONTAL CONTROL
6	SC-01	SURVEY CONTROL
7 TO 10	TS-01 TO TS-04	TYPICAL SECTION
11 TO 31	DT-01 TO DT-21	DETAIL
32 TO 44	SM-01 TO SM-13	SUMMARY
45 TO 46	MOT-01 TO MOT-2	MAINTENANCE OF TRAFFIC
47 TO 48	RD-01 TO RD-02	ROADWAY PLAN
49	RP-01	ROADWAY PROFILE
50 TO 51	RMV-01 TO RMV-02	REMOVAL
52 TO 54	DR-01 TO DR-03	DRAINAGE PLAN AND PROFILE
55 TO 56	EC-01 TO EC-02	EROSION CONTROL
57 TO 59	SS-01 TO SS-03	SIGNING AND STRIPING
60 TO 63	LT-01 TO LT-04	LIGHTING
STRUCTURE		
1 TO 59	S01 TO S59	STRUCTURE 003087F DRAWINGS
WALLS		
1 TO 11	W01 TO W11	WEST AND EAST MSE WALLS DRAWINGS

GENERAL PURPOSE OF THIS PROJECT:

CONSTRUCT BRIDGE TO CARRY FOREST STREET OVER EXISTING RAILROAD TRACKS.

CONTACT INFORMATION:

APPLICANT:
BRIGHAM CITY
20 NORTH MAIN STREET
BRIGHAM CITY, UT 84302
(435) 226-1437
CONTACT: TYLER PUGSLEY

OWNER:
BRIGHAM CITY

ENGINEER:
PARAMETRIX CONSULTING
9815 S MONROE ST, SUITE 410
SANDY, UT 84070
(801) 307-3400
CONTACT: ADAM BIRDSALL, P.E.

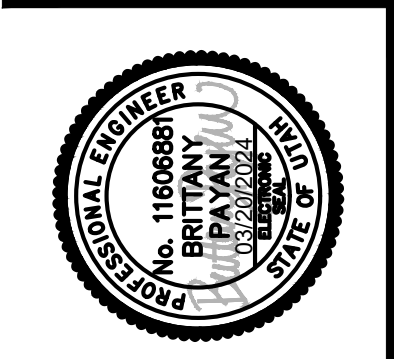
UTILITY:
ONE-CALL 811

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NOT OTHERWISE NOTED ACCORDINGLY

Parametrix

DATE: 03/20/2024
JOB No.: 344-8541-002
DESIGNED: BKP
DRAWN: SLO
CHECKED: AUB
APPROVED: AUB



PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

TITLE SHEET, LOCATION MAPS, AND INDEX TO DRAWINGS

LAYOUT: G1 PATH: U:\Sat\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\985ves\CADD\DWG\Civil PLOTTED BY: OliveSto DATE: Monday, April 1, 2024 4:31:49 PM



ABBREVIATIONS

APPROX	APPROXIMATE	LF	LINEAR FEET, LINEAR FOOT
APWA	AMERICAN PUBLIC WORKS ASSOCIATION	LT	LEFT
ASPH	ASPHALT	MH	MANHOLE
AVE	AVENUE	MIN	MINIMUM, MINUTE
AVG	AVERAGE	MISC	MISCELLANEOUS
BF	BLIND FLANGE	MON	MONUMENT
BLDG	BUILDING	N	NORTH, NORTHING
BLVD	BOULEVARD	NIC	NOT IN CONTRACT
BOT	BOTTOM	NO.	NUMBER
CB	CATCH BASIN	NTS	NOT TO SCALE
CIP	CAST IN PLACE, CAST IRON PIPE	PCC	PORTLAND CEMENT CONCRETE
CLR	CLEAR, CLEARANCE	PERF	PERFORATE, PERFORATED
CO	COUNTY	PH	PHASE
CONC	CONCRETE	PP	POWER POLE
CONN	CONNECT, CONNECTION	PVMT	PAVEMENT
CONST	CONSTRUCT, CONSTRUCTION	PWR	POWER
CONT	CONTINUE, CONTINUOUS	QTY	QUANTITY
CONTR	CONTRACTOR	RCP	REINFORCED CONCRETE PIPE
COORD	COORDINATE	RD	ROAD
CSBC	CRUSHED SURFACING BASE COURSE	RED	REDUCER
CSTC	CRUSHED SURFACING TOP COURSE	REF	REFERENCE
CTR	CENTER	REQD	REQUIRED
CUFT	CUBIC FOOT, CUBIC FEET	ROT	ROTATE
CULV	CULVERT	ROW	RIGHT OF WAY
CY	CUBIC YARD	RT	RIGHT
D	DEPTH, DENSITY, DRAIN, DRAINAGE	S	SOUTH
DEMO	DEMOLITION	SCH	SCHEDULE
DET	DETAIL	SD	STORM DRAIN
DI	DUCTILE IRON	SDMH	STORM DRAIN MANHOLE
DIA	DIAMETER	SECT	SECTION
DIM	DIMENSION	SEG	SEGMENT
DIP	DUCTILE IRON PIPE	SERV	SERVICE
DIST	DISTANCE, DISTRICT	SIG	SIGNAL
DWG	DRAWING	SL	SLOPE
E	EAST, EASTING	SPEC	SPECIFICATION
EA	EACH	SQ	SQUARE
EL	ELEVATION	SQFT	SQUARE FOOT, SQUARE FEET
EOP	EDGE OF PAVEMENT	SQYD	SQUARE YARD, SQUARE YARDS
EQUIP	EQUIPMENT	SS	SANITARY SEWER
EXIST	EXISTING	SSMH	SANITARY SEWER MANHOLE
EXC	EXCAVATE	ST	STREET
FCR	FINE CRUSHED ROCK	STA	STATION
FG	FINISH GRADE	STD	STANDARD
FH	FIRE HYDRANT	SURV	SURVEY
FIN	FINISH, FINISHED	SYS	SYSTEM
FL	FLOW LINE	TEL	TELEPHONE
FM	FORCE MAIN	TEMP	TEMPORARY
G	GAS	THK	THICK, THICKNESS
GND	GROUND	THRU	THROUGH
GR	GRADE	TOB	TOP OF BANK
HORIZ	HORIZONTAL	TOC	TOP OF CONCRETE, TOP OF CURB
HT	HEIGHT	TOT	TOTAL
ID	INSIDE DIAMETER	TOW	TOP OF WALL
IE	INVERT ELEVATION	TSD	TEMPORARY STORM DRAIN
IN	INCH	TYP	TYPICAL
INCL	INCLUDE, INCLUDING	UDOT	UTAH DEPARTMENT OF TRANSPORTATION
INSTL	INSTALL, INSTALLATION	UG	UNDERGROUND
JB	JUNCTION BOX	UP	UTILITY POLE
LCPE	LINED CORRUGATED POLYETHYLENE	VAR	VARIES, VARIABLE
		VERT	VERTICAL
		VOL	VOLUME
		W	WATER, WATT, WEST, WIDTH
		WM	WATER METER
		YD	YARD

LEGEND

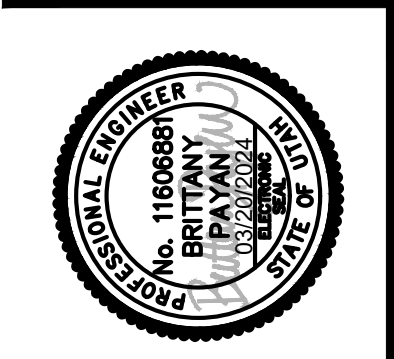
	EXISTING GAS VALVE
	EXISTING CATCH BASIN
	EXISTING STORM MANHOLE
	EXISTING SEWER CLEAN OUT
	EXISTING SEWER MANHOLE
	EXISTING POWER POLE
	EXISTING LIGHT STANDARD
	EXISTING TELEPHONE POLE
	EXISTING TELEPHONE MANHOLE
	EXISTING FIRE HYDRANT
	EXISTING WATER METER
	EXISTING WATER VALVE
	EXISTING WATER MANHOLE
	EXISTING IRRIGATION BOX
	EXISTING FIBER OPTIC BOX
	DROP INLET FIBER ROLL
	CHECK DAM FIBER ROLL
	EXISTING SIGN
	NEW SIGN
	EXISTING MAIL BOX
	NEW MAIL BOX
	EXISTING TREE
	NEW TREE
	PARKING STOP BLOCK
	ABANDONED FIBER OPTIC
	ABANDONED SANITARY SEWER
	ABANDONED STORM DRAIN
	ABANDONED WATER
	EXISTING STORM DRAIN
	EXISTING SANITARY SEWER
	EXISTING POWER
	LIGHTING
	EXISTING WATER
	EXISTING IRRIGATION
	EXISTING FIBER OPTIC
	RIGHT OF WAY
	RAILROAD
	EXISTING EDGE OF GRAVEL
	EXISTING EDGE OF ASPHALT
	NEW EDGE OF ASPHALT
	EXISTING EDGE OF CONCRETE
	FILL SLOPE
	CUT SLOPE
	EXISTING BUILDING LINE
	EXISTING FENCE
	NEW FENCE
	SILT FENCE
	RETAINING WALL
	RETAINING WALL BLOCK

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NECESSARY ACCORDINGLY

Parametrix

DATE: 03/20/2024
 JOB No.: 344-8541-002
 DESIGNED: BKP
 DRAWN: BKP
 CHECKED: AP
 APPROVED: AP



PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

ABBREVIATIONS AND LEGEND

GENERAL NOTES

1. THE CONTRACTOR SHALL EXAMINE THE DRAWINGS AND SHALL NOTIFY THE OWNER OF ANY DISCREPANCIES OR CONFLICTS BEFORE PROCEEDING WITH THE WORK.
2. THE CONTRACTOR SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS AT THE SITE AND SHALL NOTIFY THE ENGINEER OF DISCREPANCIES BETWEEN THE ACTUAL CONDITIONS AND INFORMATION SHOWN ON THE DRAWINGS BEFORE PROCEEDING WITH THE WORK.
3. ALL WORK SHALL CONFORM TO AT LEAST THE MINIMUM STANDARDS OF THE INTERNATIONAL BUILDING CODE (LATEST EDITION), BRIGHAM CITY STANDARDS, AND OTHER REGULATORY AGENCIES EXERCISING AUTHORITY OVER ANY PORTION OF THE WORK WHERE APPLICABLE.
4. SPECIFIC NOTES AND DETAILS SHALL TAKE PRECEDENCE OVER GENERAL NOTES, TYPICAL DETAILS AND SPECIFICATIONS.
5. THE CONTRACTOR SHALL REFER TO THE TECHNICAL PROVISIONS FOR INFORMATION NOT COVERED BY THESE GENERAL NOTES OR THE DRAWINGS.
6. ALL DIMENSIONS SHOWN ON DRAWINGS ARE ASSUMED TO BE IN FEET, UNLESS OTHERWISE NOTED.
7. THE CONTRACTOR SHALL PROVIDE AND BE RESPONSIBLE FOR THE TEMPORARY ERECTION OF BRACING AND SHORING AS REQUIRED FOR STABILITY OF STRUCTURES AND EXCAVATIONS DURING ALL PHASES OF CONSTRUCTION.
8. THE OWNER HAS OBTAINED THE NECESSARY PERMITS REQUIRED TO COMPLETE CONSTRUCTION OF THE PROJECT AS DETAILED. THE CONTRACTOR SHALL OBTAIN UDOT, COUNTY, AND CITY PERMITS WHERE APPLICABLE FOR WORK IN THE PUBLIC RIGHT-OF-WAY.
9. THE CONTRACTOR SHALL BE REQUIRED TO FURNISH ALL TEMPORARY WATER, POWER, OR OTHER UTILITIES AS REQUIRED TO COMPLETE CONSTRUCTION OF THE PROJECT AS DETAILED. WATER FOR FLUSHING AND HYDROSTATIC TESTING CAN BE OBTAINED FROM THE EXISTING PIPELINE AT NO CHARGE TO THE CONTRACTOR.
10. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ALL FLAGGING, BARRICADES, AND TRAFFIC CONTROL AS MAY BE NECESSARY TO ENSURE SAFETY TO THE GENERAL PUBLIC DURING CONSTRUCTION. A TRAFFIC CONTROL PLAN SHALL BE DEVELOPED BY THE CONTRACTOR AND SUBMITTED TO UDOT, BRIGHAM CITY, AND BOX ELDER COUNTRY WHERE APPLICABLE.
11. THE CONTRACTOR SHALL HOLD A VALID UTAH CONTRACTOR'S LICENSE PRIOR TO BEGINNING CONSTRUCTION.
12. THE CONTRACTOR SHALL MAINTAIN CLEAN CONSTRUCTION AREAS. ALL DEBRIS, RUBBISH AND TRASH MUST BE REMOVED FROM THE SITE AND DISPOSED OF IN A LAWFUL MANNER.
13. THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN A SET OF DRAWINGS AT THE JOB SITE FOR THE PURPOSE OF RECORDING ALL ACTUAL MEASUREMENTS AND DETAILS TO BE USED IN THE PREPARATION OF "AS BUILTS" OR "RECORD" DRAWINGS UNTIL DRAWINGS HAVE BEEN SUBMITTED TO AND ACCEPTED BY THE ENGINEER.
14. THE CONTRACTOR SHALL BE RESPONSIBLE TO CONTACT BLUE STAKES AT 1-800-662-4111 TO HAVE UNDERGROUND UTILITIES MARKED IN THE FIELD PRIOR TO ALL EARTHWORK OPERATIONS.
15. SEE THE PROJECT SPECIFICATIONS FOR GRADATION AND COMPACTION REQUIREMENTS FOR BEDDING, BACKFILL, BASE AND CRUSHED ROCK SURFACE COURSE.
16. ALL TRENCHES AND EXCAVATIONS SHALL BE CUT, PROTECTED AND SUPPORTED AS PRESCRIBED BY OSHA.
17. THE CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE AND MAINTAIN ANY EQUIPMENT NECESSARY TO DE-WATER EXCAVATIONS.
18. IMPORT GRANULAR BACKFILL MATERIAL SHALL BE REQUIRED IN ROADWAY AREAS AS DIRECTED BY CITY ENGINEER TO ACHIEVE 95% DRY DENSITY COMPACTION.
19. THE OPEN ENDS OF ALL PIPELINES UNDER CONSTRUCTION SHALL BE COVERED AND EFFECTIVELY SEALED AT THE END OF THE DAYS WORK.
20. FILL ALL ABANDONED MANHOLES WITH FLOWABLE FILL.
21. FILL ALL ABANDONED VALVES WITH ROAD BASE.

UPRR GENERAL NOTES

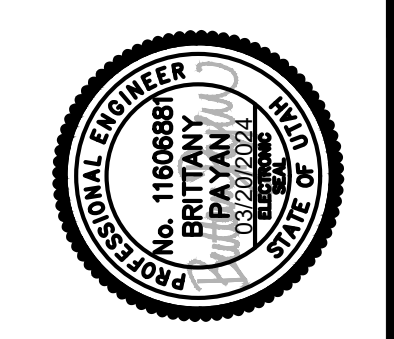
1. **COORDINATION:** USE THE UNION PACIFIC RAILROAD PUBLIC PROJECTS MANUAL AS A GUIDE FOR ASSISTING IN ADMINISTERING, COORDINATING, PLANNING, AND IMPLEMENTING YOUR PROJECT.
2. **DESIGN REVIEW:** PRIOR TO CONSTRUCTION, OBTAIN RAILROAD REVIEW AND APPROVAL OF ALL RELEVANT CONSTRUCTION ITEMS, INCLUDING BUT NOT LIMITED TO, SHORING, TRACK & GROUND MONITORING, ERECTION, DEMOLITION, AND FALSEWORK. ALL DESIGNS MUST ADHERE TO THE MOST RESTRICTIVE PROVISIONS OF THE CURRENT UPRR AND AREMA STANDARDS AND GUIDELINES IN EFFECT AT THE TIME THE WORK IS EXECUTED. ALLOW A MINIMUM OF 4 WEEKS FOR REVIEW AND APPROVAL OF EACH SUBMITTAL. FOR SUBMITTALS NOT IN ACCORDANCE WITH THESE NOTES, LONGER REVIEW TIMES SHALL BE EXPECTED.
3. **OPERATIONS:** PROJECTS SHALL BE DESIGNED SUCH THAT ALL CONSTRUCTION ACTIVITIES AND PHASING WILL NOT COMPROMISE SAFETY NOR IMPACT RAILROAD OPERATIONS.
4. **PASSING TRAINS:** RAILROAD REQUIREMENTS DO NOT ALLOW WORK WITHIN 50 FEET OF TRACK CENTERLINE WHEN A TRAIN PASSES THE WORK SITE AND ALL PERSONNEL MUST CLEAR THE AREA WITHIN 25 FEET OF THE TRACK CENTERLINE AND SECURE ALL EQUIPMENT.
5. **WORK WINDOWS:** CONSTRUCTION ACTIVITIES MUST BE PERFORMED WITHIN NATURALLY OCCURRING TRACK WINDOWS. COORDINATE ALL REQUESTS FOR CONSTRUCTION WORK WINDOWS WITH THE RAILROAD'S DESIGNATED REPRESENTATIVE TO ENSURE THAT THE WORK IS SCHEDULED TO ELIMINATE ANY POTENTIAL DISRUPTION TO THE RAILROAD'S OPERATIONS.
6. **TOP OF RAIL SURVEY:** VERIFY THE ELEVATION OF THE EXISTING TOP-OF-RAIL PROFILE BEFORE STARTING CONSTRUCTION. TOP-OF-RAIL SURVEY SHALL BE PERFORMED FOR 1000 FEET ON EITHER SIDE OF PROPOSED OVERHEAD STRUCTURE. ADDITIONAL VERTICAL CLEARANCE MAY BE REQUIRED FOR ADJUSTMENT OF SAG IN VERTICAL CURVE, FUTURE TRACK RAISE, FLOOD CONSIDERATIONS, CONSTRUCTION AND MAINTENANCE PURPOSES. BRING ALL DISCREPANCIES TO THE ATTENTION OF THE RAILROAD PRIOR TO CONSTRUCTION.
7. **TEMPORARY CONSTRUCTION CLEARANCES:** CONSTRUCTION ACTIVITIES ARE NOT ALLOWED WITHIN THE TEMPORARY CONSTRUCTION CLEARANCE ENVELOPE PER THE CURRENT UPRR GUIDELINES FOR RAILROAD GRADE SEPARATION PROJECTS AND GUIDELINES FOR TEMPORARY SHORING.
8. **PERMANENT CLEARANCE ENVELOPE:** THE MINIMUM PERMANENT VERTICAL CLEARANCE SHALL BE 23'-4" MEASURED FROM TOP OF HIGHEST RAIL TO THE LOWEST OBSTRUCTION UNDER THE STRUCTURE. THE EXTENT OF THIS VERTICAL CLEARANCE SHALL BE A MINIMUM OF 9 FEET TO THE FIELD SIDE OF THE OUTERMOST EXISTING OR FUTURE TRACKS, MEASURED PERPENDICULAR FROM THE CENTERLINE OF SAID TRACKS. IN CURVED TRACK, 9 FEET SHALL BE INCREASED EITHER 6 INCHES TOTAL OR 1.5 INCHES FOR EVERY DEGREE OF CURVE, WHICHEVER IS GREATER. THE PERMANENT VERTICAL CLEARANCE SHALL EXTEND TO COVER ALL EXISTING AND FUTURE TRACKS, INCLUDING THE SPACE IN BETWEEN.
9. **VERIFY PERMANENT CLEARANCES:** ALL PERMANENT CLEARANCES SHALL BE VERIFIED THROUGHOUT CONSTRUCTION. A COMPLIANCE REPORT SHALL BE SUBMITTED TO THE RAILROAD BEFORE PROJECT CLOSING. ALL DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE RAILROAD.
10. **PERMANENT CLEARANCES FOR BID:** THE PERMANENT VERTICAL AND HORIZONTAL DESIGN CLEARANCES, WHICH ARE SPECIFIED IN THE BID DOCUMENTS APPROVED BY THE RAILROAD, MUST BE MAINTAINED IN RELATION TO THE TOP-OF-RAIL AND CENTERLINE OF EXISTING AND FUTURE TRACKS, RESPECTIVELY. ANY REDUCTION OF THESE CLEARANCES IS NOT PERMITTED.
11. **DRAINAGE:** THE PROPOSED PROJECT SHALL NOT INCREASE THE QUANTITY AND/OR CHARACTERISTICS OF THE FLOW IN THE RAILROAD'S DITCHES AND/OR DRAINAGE STRUCTURES.
12. **BEFORE YOU DIG:** APPROPRIATE MEASURES FOR THE LOCATION AND PROTECTION OF UPRR FACILITIES SHALL BE ADDRESSED IN THE PLANS AND CONTRACT DOCUMENTS. FOR SPECIFIC RAILROAD REQUIREMENTS AND ADDITIONAL INFORMATION REFER TO WWW.UP.COM/CBUD. ABANDONMENT OF UTILITIES MUST FOLLOW THE UPRR GUIDELINES FOR ABANDONMENT OF SUBSURFACE UTILITY STRUCTURES.

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NOT SHOWN OTHERWISE ACCORDINGLY

Parametrix

DATE	DESIGNED	CHECKED
03/20/2024	BKP	AP
JOB No.	DRAWN	APPROVED
344-8541-002	BKP	AP



PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

GENERAL NOTES

LAYOUT: 1-C PATH: U:\Sat\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\995ves\CADD\DWG\Civil PLOTTED BY: OliveSto DATE: Monday, April 1, 2024 4:32:19 PM



DRAWING NO.
4 OF 63
1-C

STAGING AREA PLAN

PROJECT NAME
**BRIGHAM CITY
CONNECTION PROJECT**

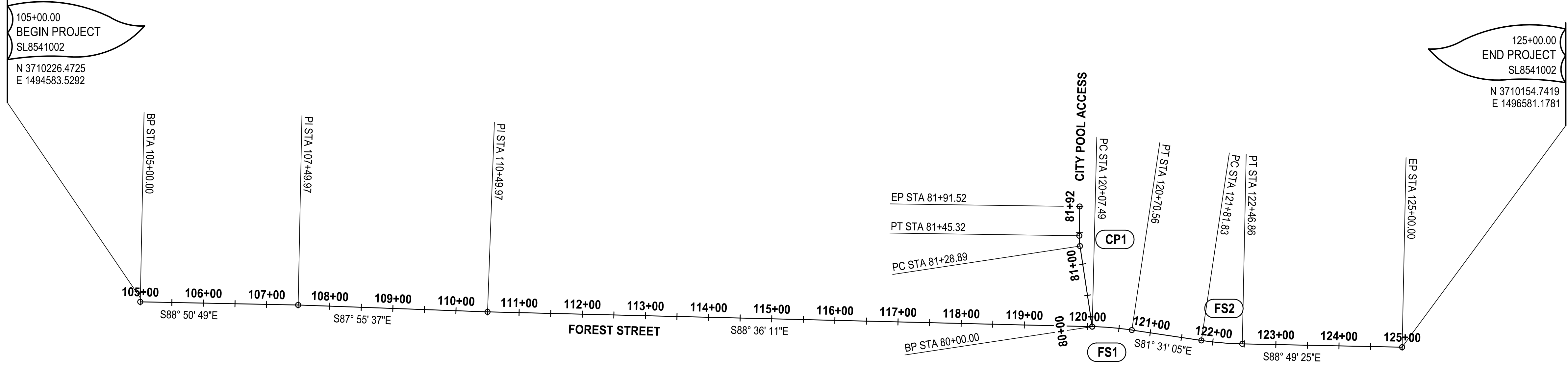


Parametrix
DATE: 03/20/2024
JOB No.: 344-8541-002
DESIGNED: BKP
DRAWN: BKP
CHECKED: AP
APPROVED: AP

ONE INCH
AT FULL
SCALE IF
NOT
ACCORDINGLY

REVISIONS	DATE	BY

LAYOUT: HC 1 PATH: U:\SAR\Projects\Clients\8541-Brigham_City\344-8541-002_Forest_St_Final_Design\985Vecs\CADD\DWG\Civil PLOTTED BY: OliveSta DATE: Monday, April 1, 2024 4:32:28 PM



105+00.00
BEGIN PROJECT
SL8541002
N 3710226.4725
E 1494583.5292

125+00.00
END PROJECT
SL8541002
N 3710154.7419
E 1496581.1781

CURVE DATA								
CURVE ID	HORIZONTAL CURVE DATA					PI COORDINATES		
	Δ		RADIUS	LENGTH	TANGENT	PI STATION	NORTHING	EASTING
FS1	07° 05' 06.65"	RIGHT	510.00	63.07	31.57	120+39.07	3710186.479	1496122.054
FS2	07° 18' 20.82"	LEFT	510.00	65.03	32.56	122+14.39	3710160.607	1496295.541
CP1	09° 24' 47.14"	RIGHT	100.00	16.43	8.23	81+37.12	3710322.825	1496069.965

REVISIONS	DATE	BY
Δ		

ONE INCH
AT FULL
SCALE, IF
NOT SCALE
ACCORDINGLY

Parametrix

DATE: 03/20/2024	DESIGNED: EKP	CHECKED: AP
DWG No.: 344-8541-002	DRAWN: SLO	APPROVED: AP

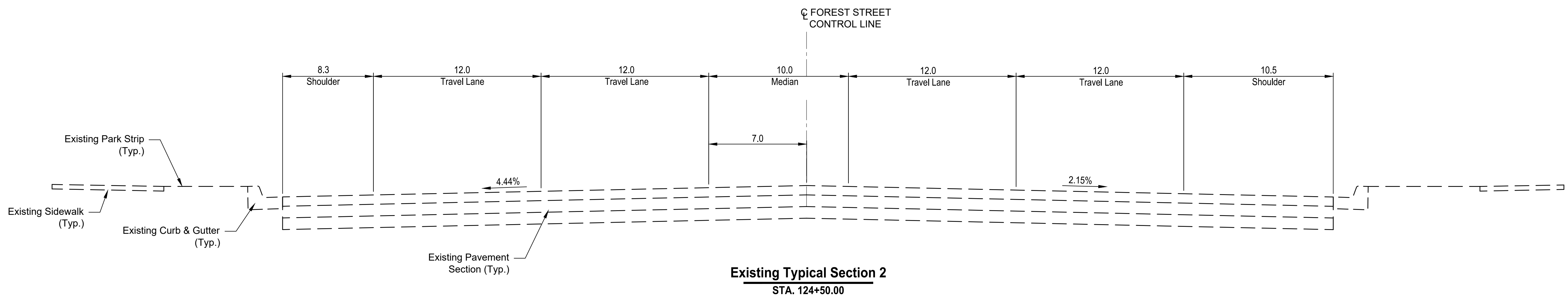
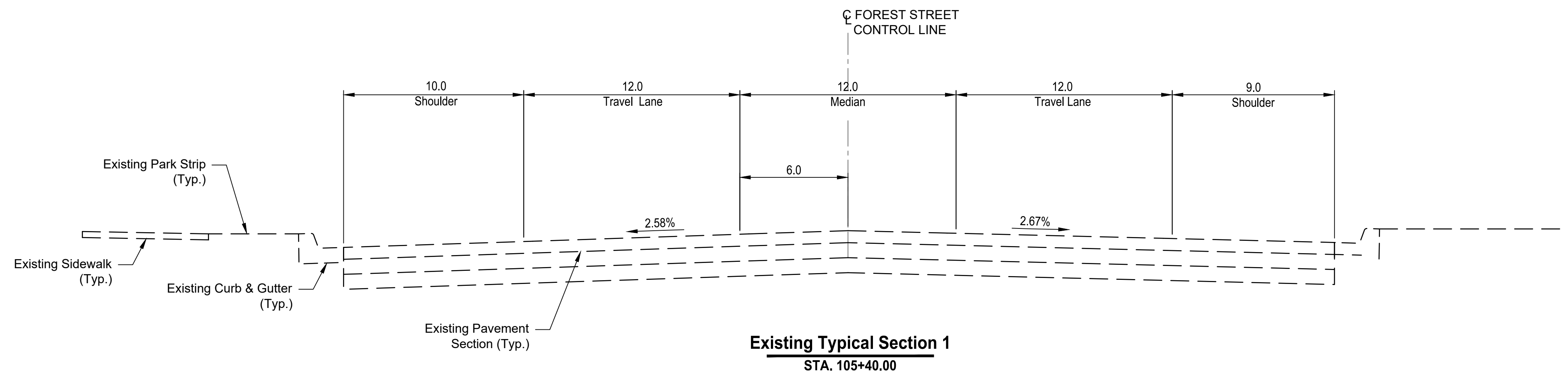


PROJECT NAME
**BRIGHAM CITY
CONNECTION PROJECT**

**HORIZONTAL
CONTROL**

DRAWING NO.
5 OF 63
HC-01

LAYOUT: TS-01 PATH: u:\Set\Projects\Clients\8541-Brigham City\344-8541-002-Forest St. Final Design\995svcs\CADD\DWG\Civil PLOTTED BY: OliveSta DATE: Monday, April 1, 2024 4:32:43 PM

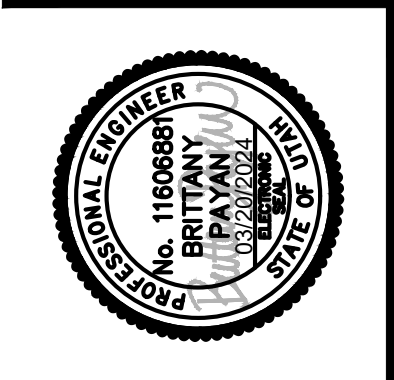


REVISIONS	DATE	BY

ONE INCH
AT FULL
SCALE IF
NOT
OTHERWISE
SPECIFIED
ACCORDINGLY

Parametrix

DATE	DESIGNED	CHECKED
03/20/2024	BKP	AP
JOB No.	DRAWN	APPROVED
344-8541-002	BKP	AP



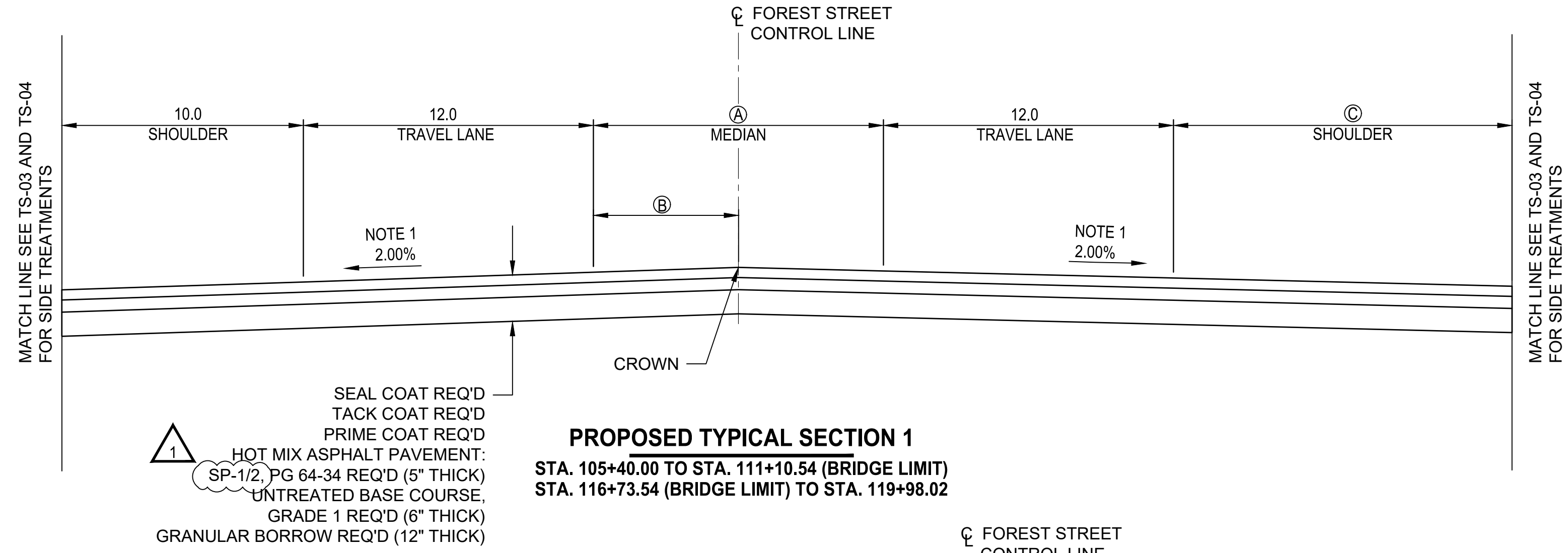
PROJECT NAME
**BRIGHAM CITY
CONNECTION PROJECT**

TYPICAL SECTION

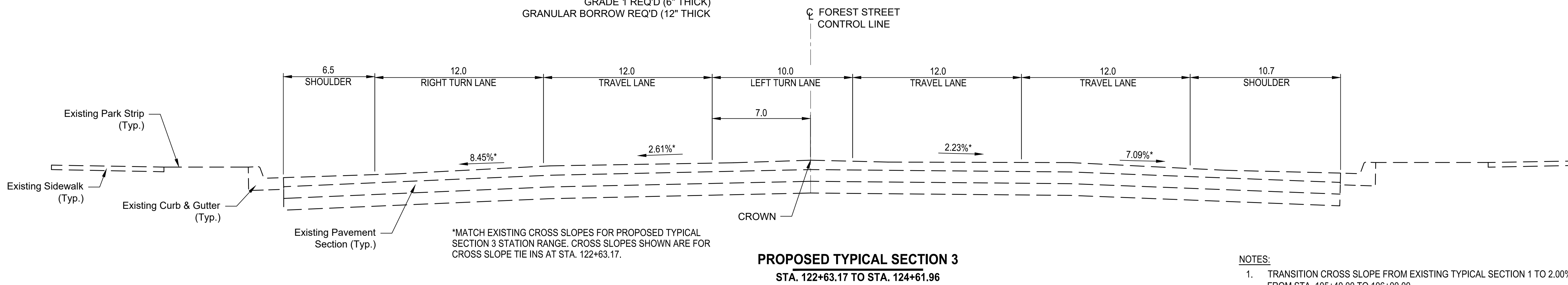
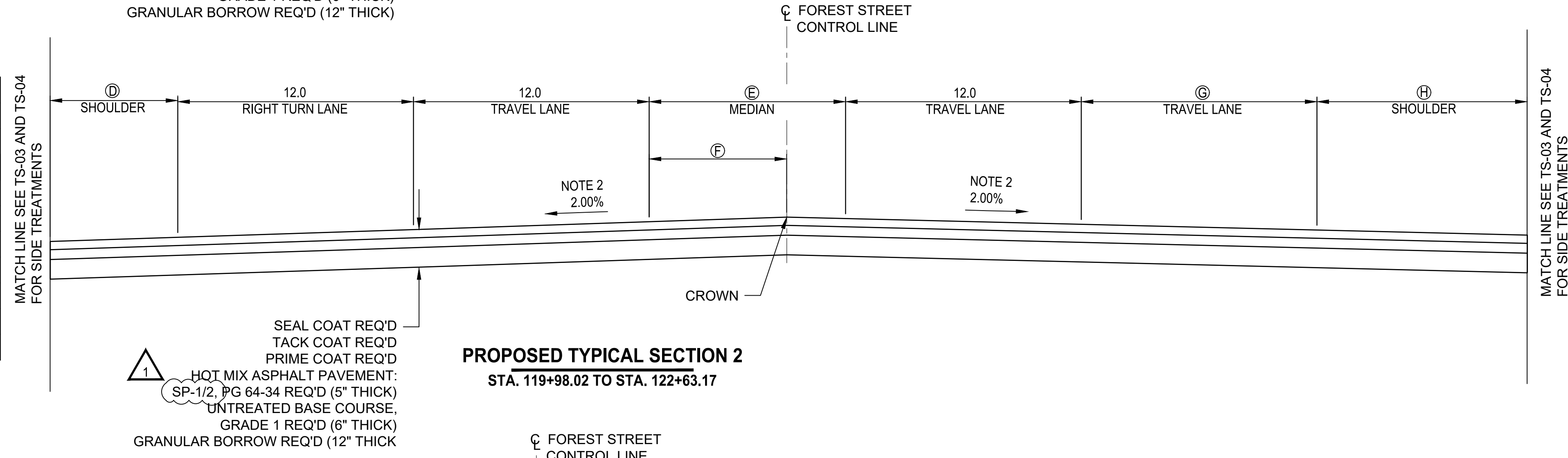
DRAWING NO.
7 OF 63
TS-01

LAYOUT: TS-02 PATH: U:\Set\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\995vcs\CADD\DWG\Civil PLOTTED BY: OliveSto DATE: Monday, April 1, 2024 4:32:49 PM

	A	B	C
105+40.00	12.0	6.0	9.0
106+52.89	12.0	6.0	9.0
106+78.23	12.0	6.0	9.0 TO 14.0
109+46.64	12.0	6.0	14.0
109+91.03	12.0	6.0	IN TAPER
110+41.03	IN TAPER	6.0	IN TAPER
110+91.23	6.0	4.0	12.0
111+10.54	6.0	4.0	12.0
116+73.54	6.0	4.0	12.0
116+93.04	6.0	4.0	12.0
118+43.04	12.0	4.0	12.0
119+98.02	12.0	4.0	12.0



	D	E	F	G	H
119+98.02	4.0	12.0	4.0	0.0	12.0
120+51.06	4.0	12.0	4.0	IN TAPER	12.0
120+58.18	4.0	IN TAPER	4.0	IN TAPER	12.0
121+61.31	4.0	IN TAPER	IN TAPER	IN TAPER	12.0
121+69.21	4.0	IN TAPER	IN TAPER	IN TAPER	IN TAPER
121+94.21	IN TAPER	IN TAPER	7.0	IN TAPER	IN TAPER
122+01.33	IN TAPER	10.0	7.0	IN TAPER	IN TAPER
122+46.86	6.5	10.0	7.0	IN TAPER	IN TAPER
122+57.00	6.5	10.0	7.0	12.0	10.7
122+63.17	6.5	10.0	7.0	12.0	10.7



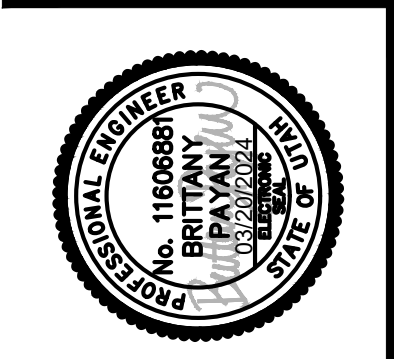
- NOTES:
1. TRANSITION CROSS SLOPE FROM EXISTING TYPICAL SECTION 1 TO 2.00% FROM STA. 105+40.00 TO 106+00.00.
 2. TRANSITION CROSS SLOPE FROM 2.00% TO PROPOSED TYPICAL SECTION 3 FROM STA. 121+50.00 TO 122+63.27.

REVISIONS	DATE	BY
△ HMA MATERIAL CHANGED	4/1/24	BKP

ONE INCH AT FULL SCALE, IF NOT OTHERWISE INDICATED

Parametrix

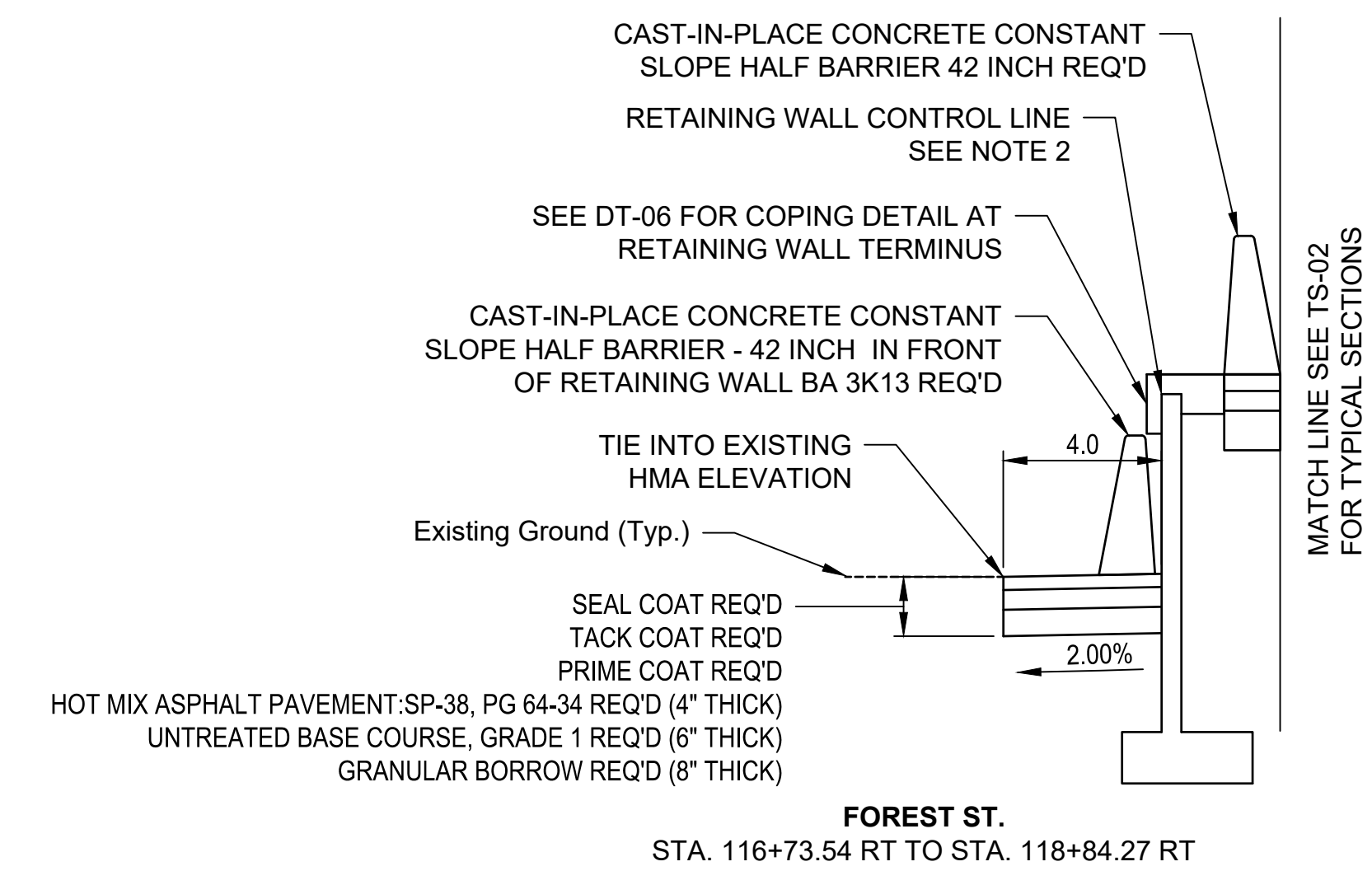
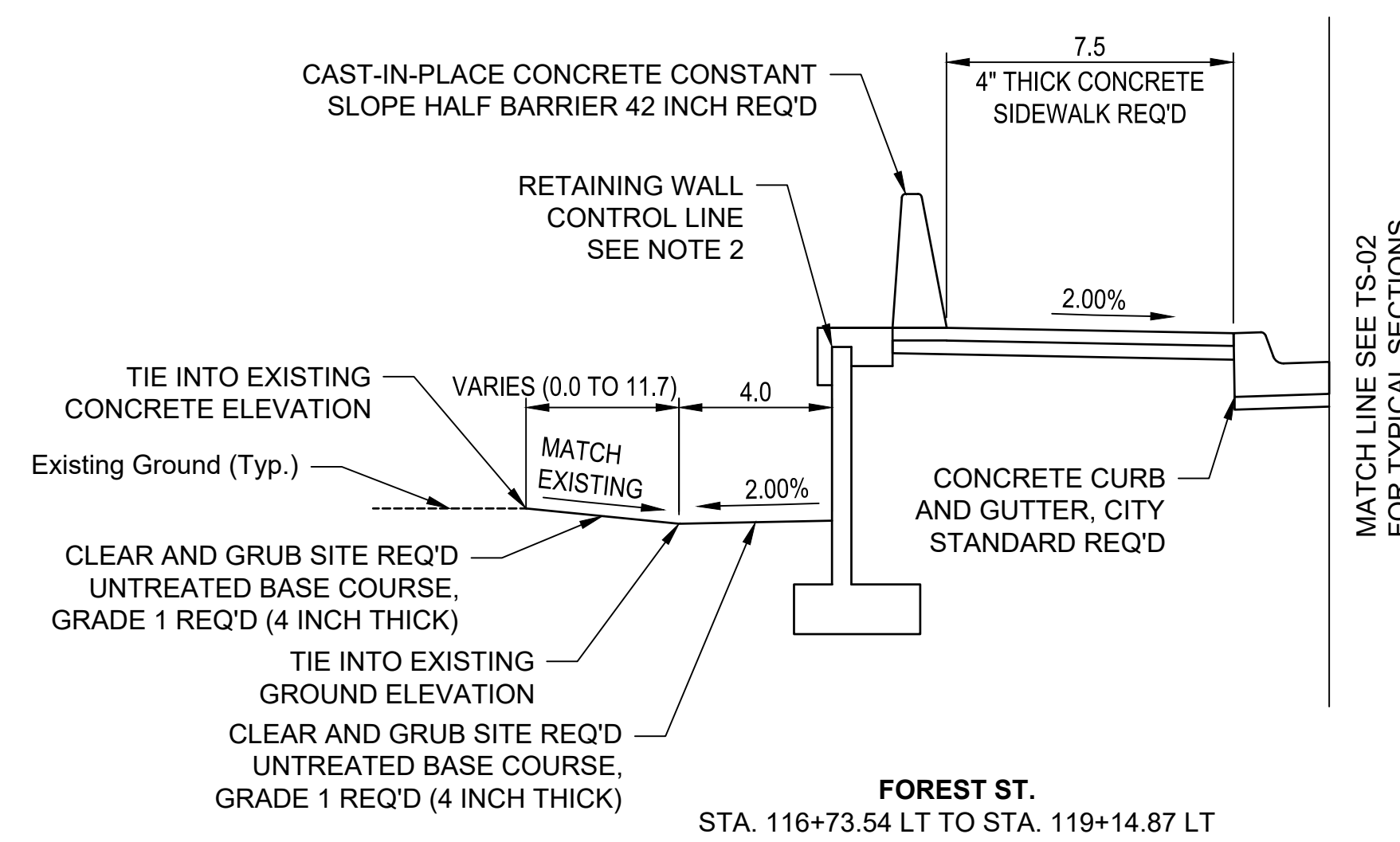
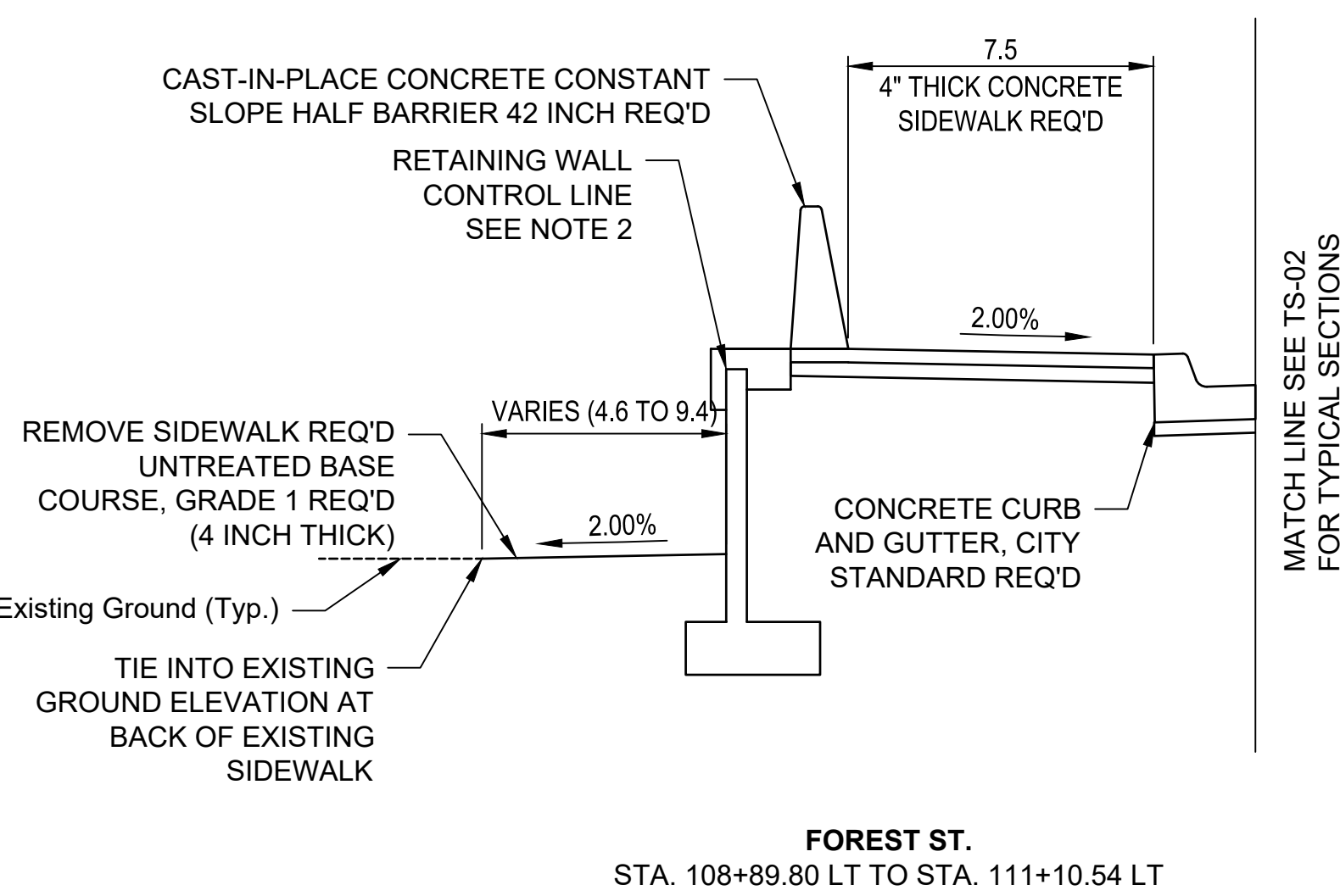
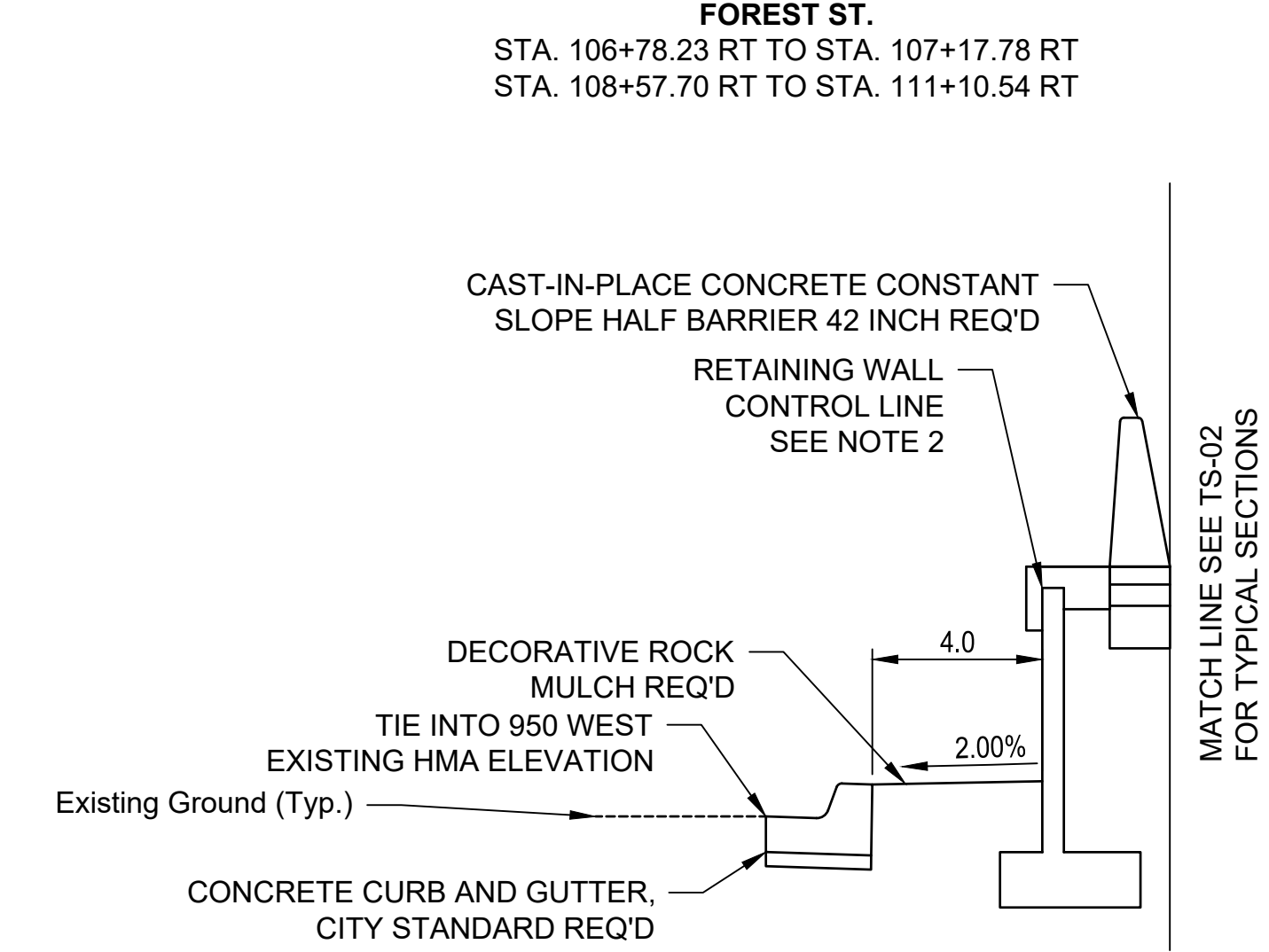
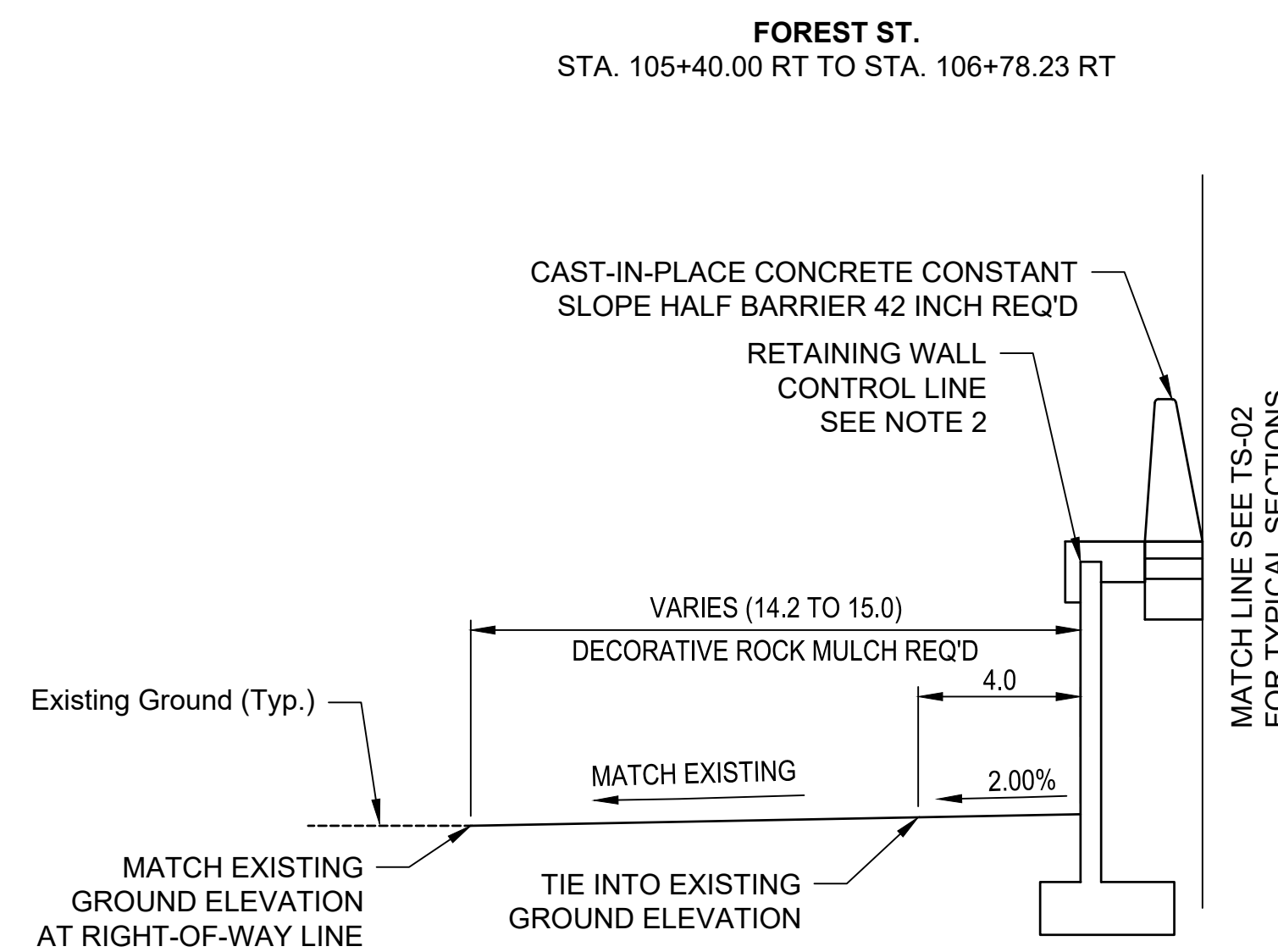
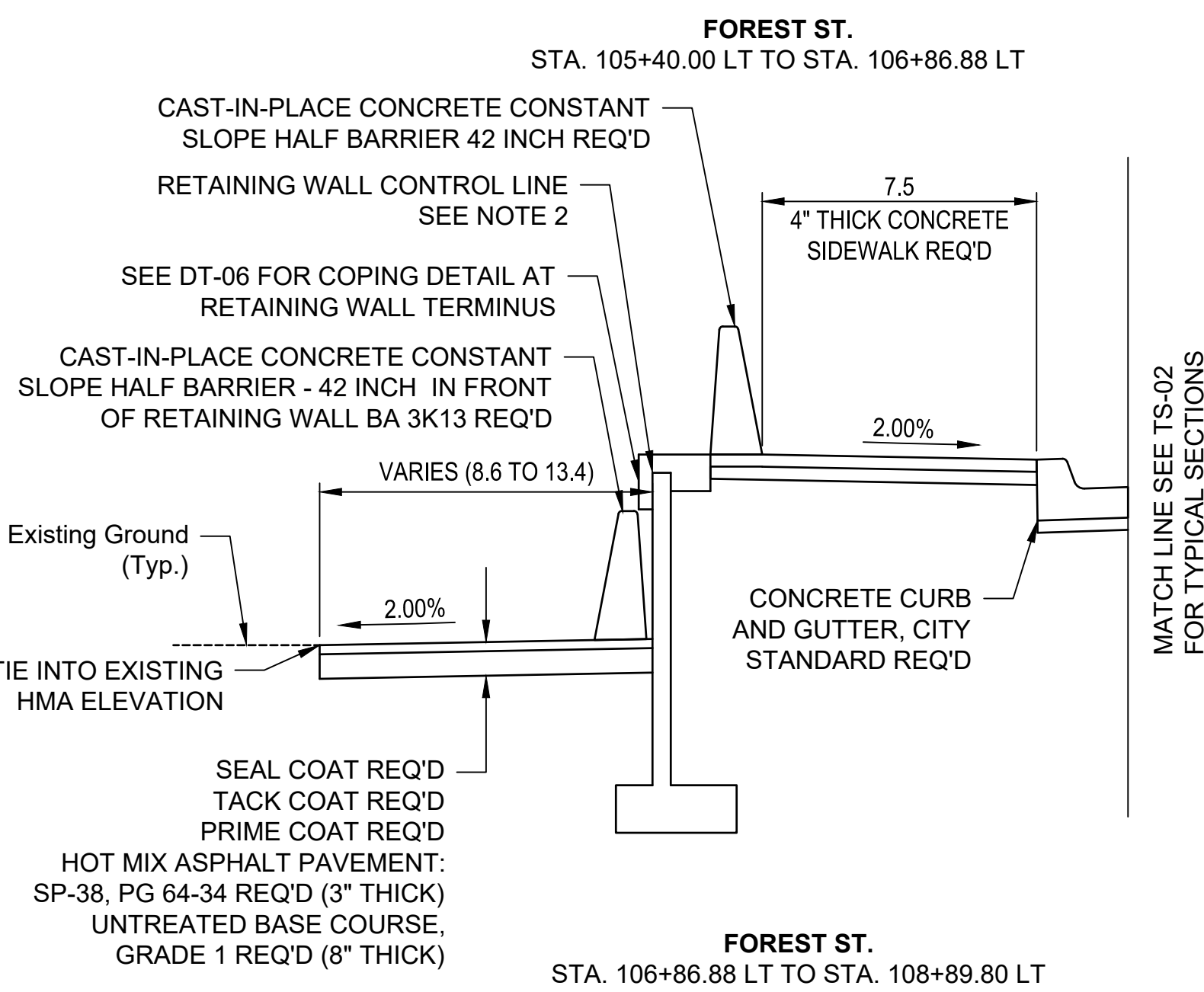
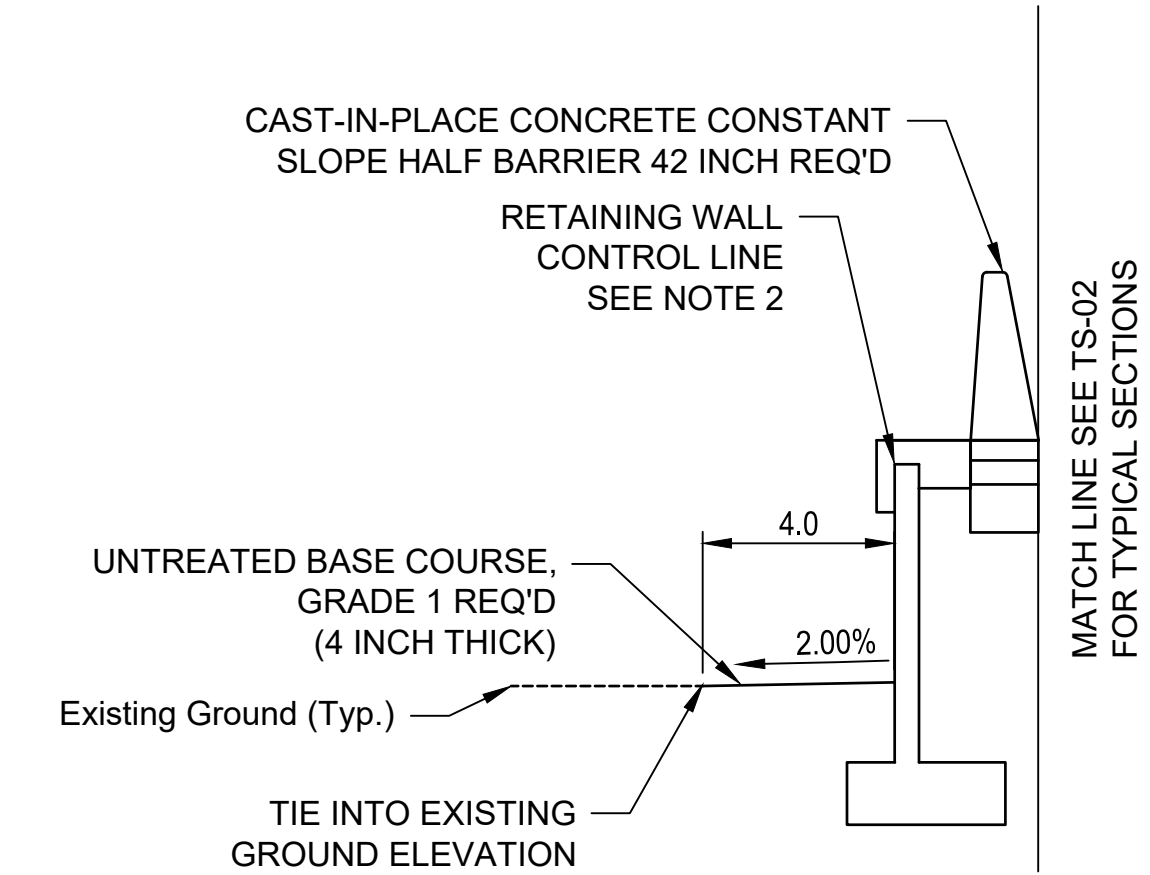
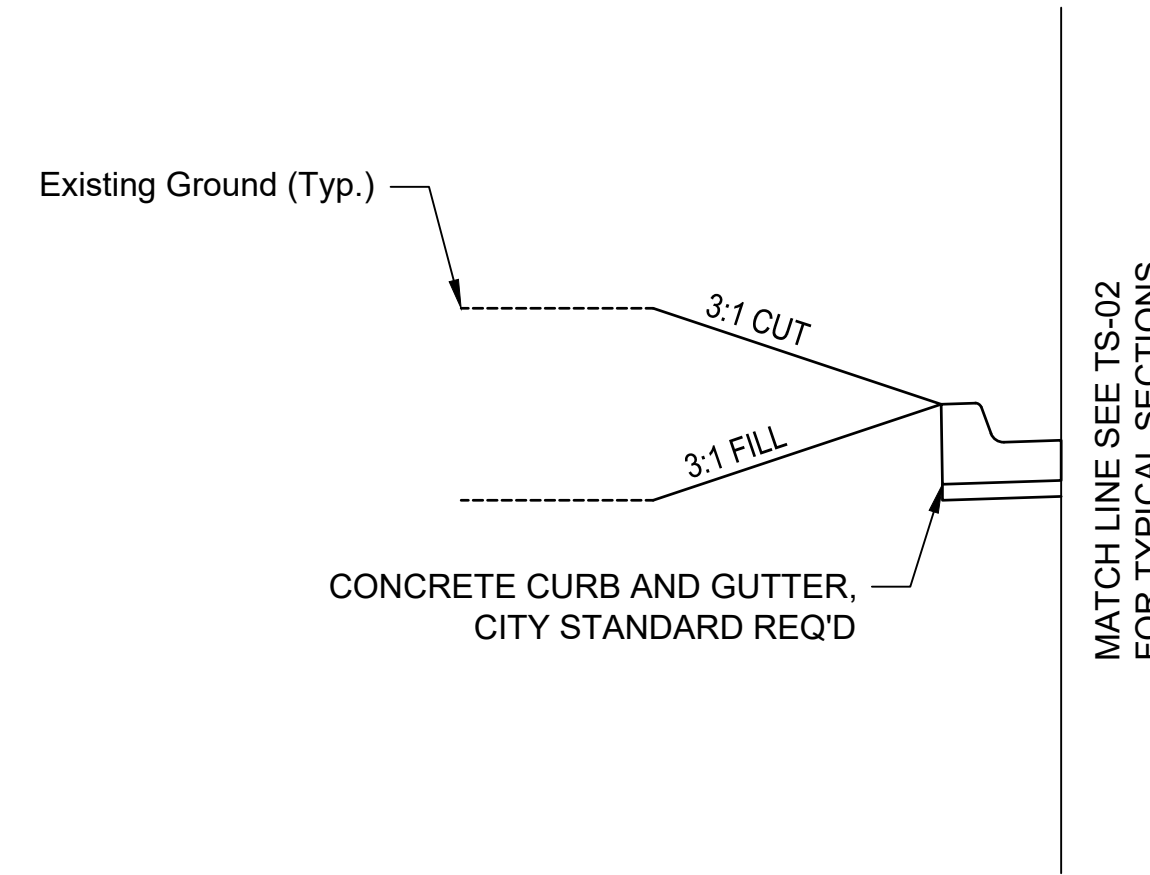
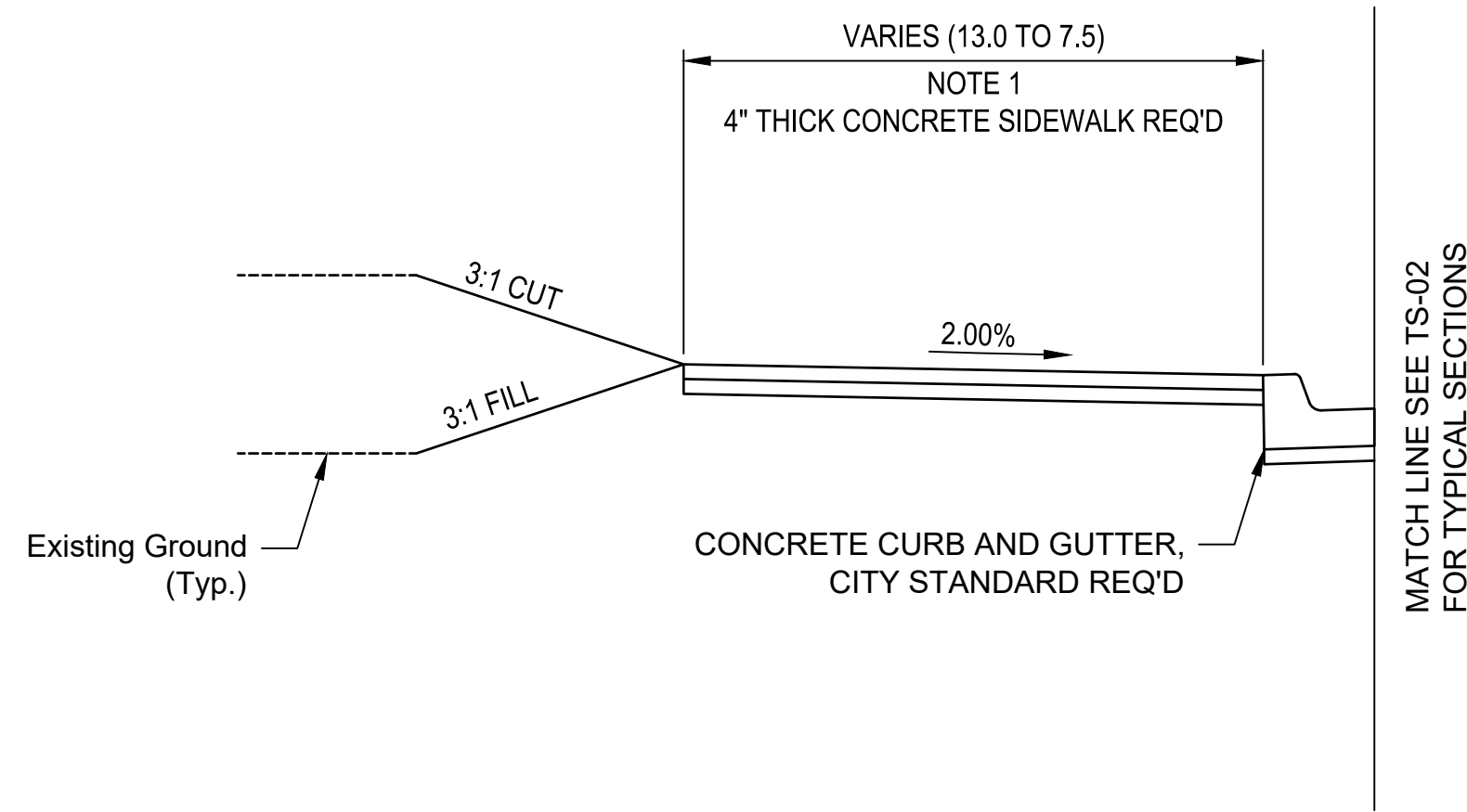
DATE: 03/20/2024
 JOB No.: 344-8541-002
 DESIGNED: BKP
 DRAWN: BKP
 CHECKED: AP
 APPROVED: AP



PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

TYPICAL SECTION

LAYOUT: TS-03
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 PLOTTED BY: OliveSto DATE: Monday, April 1, 2024 4:32:54 PM



SIDE TREATMENTS

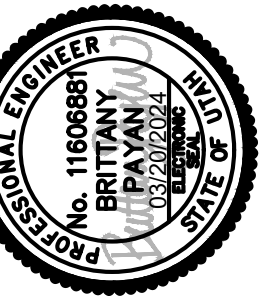
NOTES:

1. SEE ROADWAY SHEETS FOR OFFSET WIDTHS AND LOCATIONS.
2. SEE STRUCTURE SHEETS FOR RETAINING WALL DETAILS.
3. SEE BRIGHAM CITY STANDARD DRAWINGS FOR CURB AND GUTTER AND SIDEWALK DETAILS.
4. SEE UDOT STD DWG BA 3K13 FOR 42 INCH HALF BARRIER PLACEMENT IN FRONT OF RETAINING WALLS.

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NECESSARY ACCORDINGLY

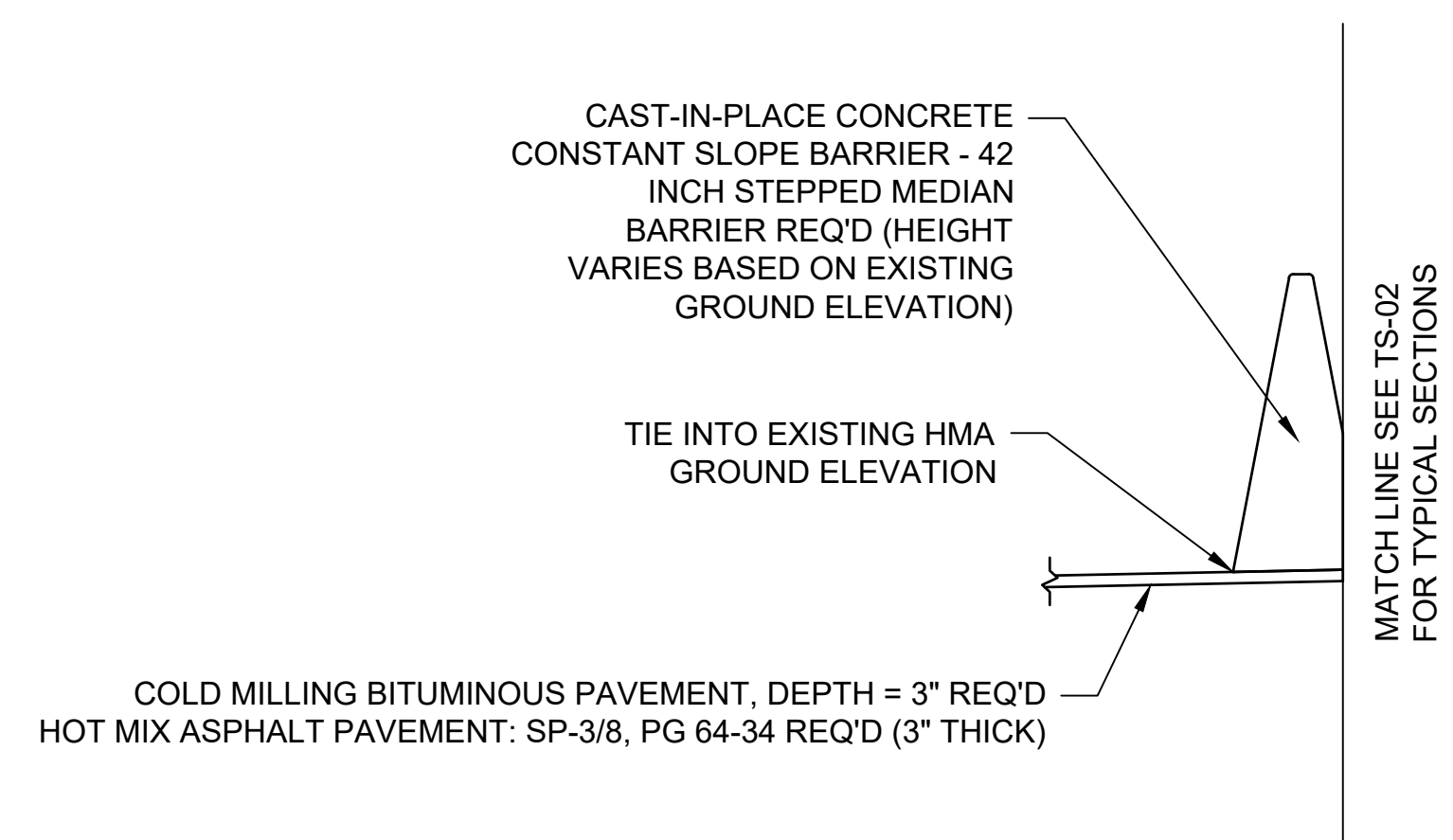
Parametrix
 DATE: 03/20/2024
 JOB No.: 344-8541-002
 DESIGNED: BKP
 DRAWN: BKP
 CHECKED: AP
 APPROVED: AP



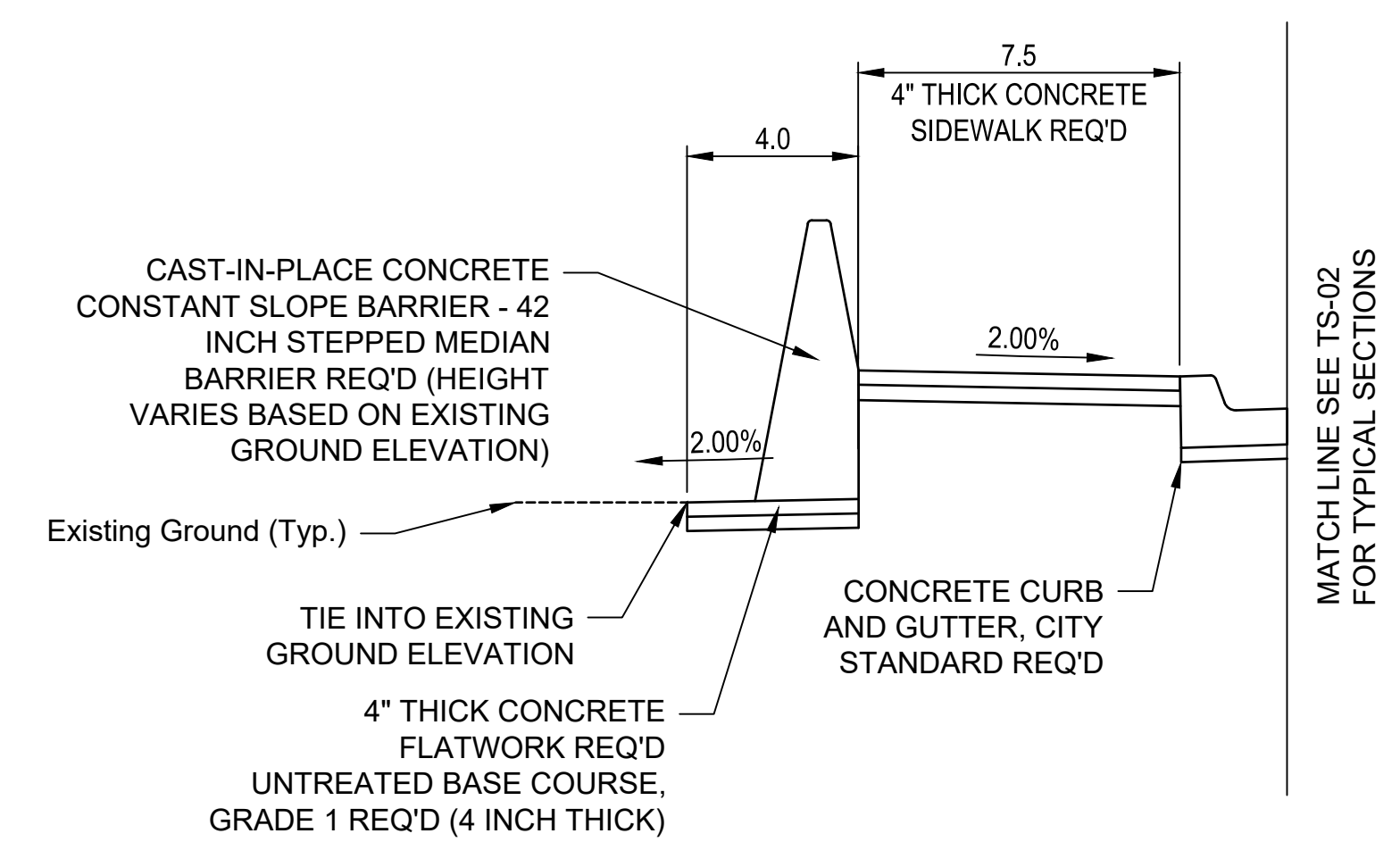
PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

TYPICAL SECTION

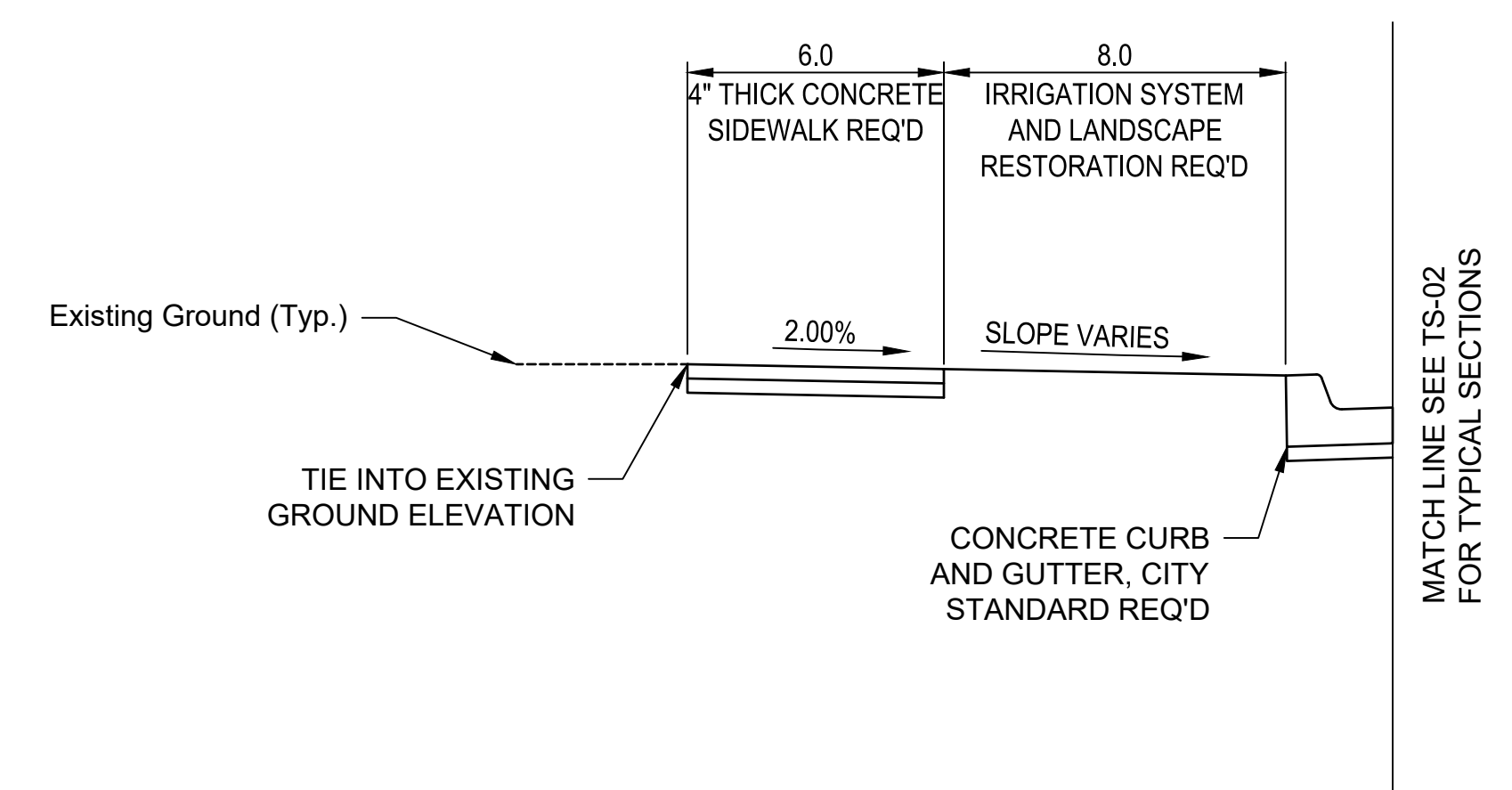
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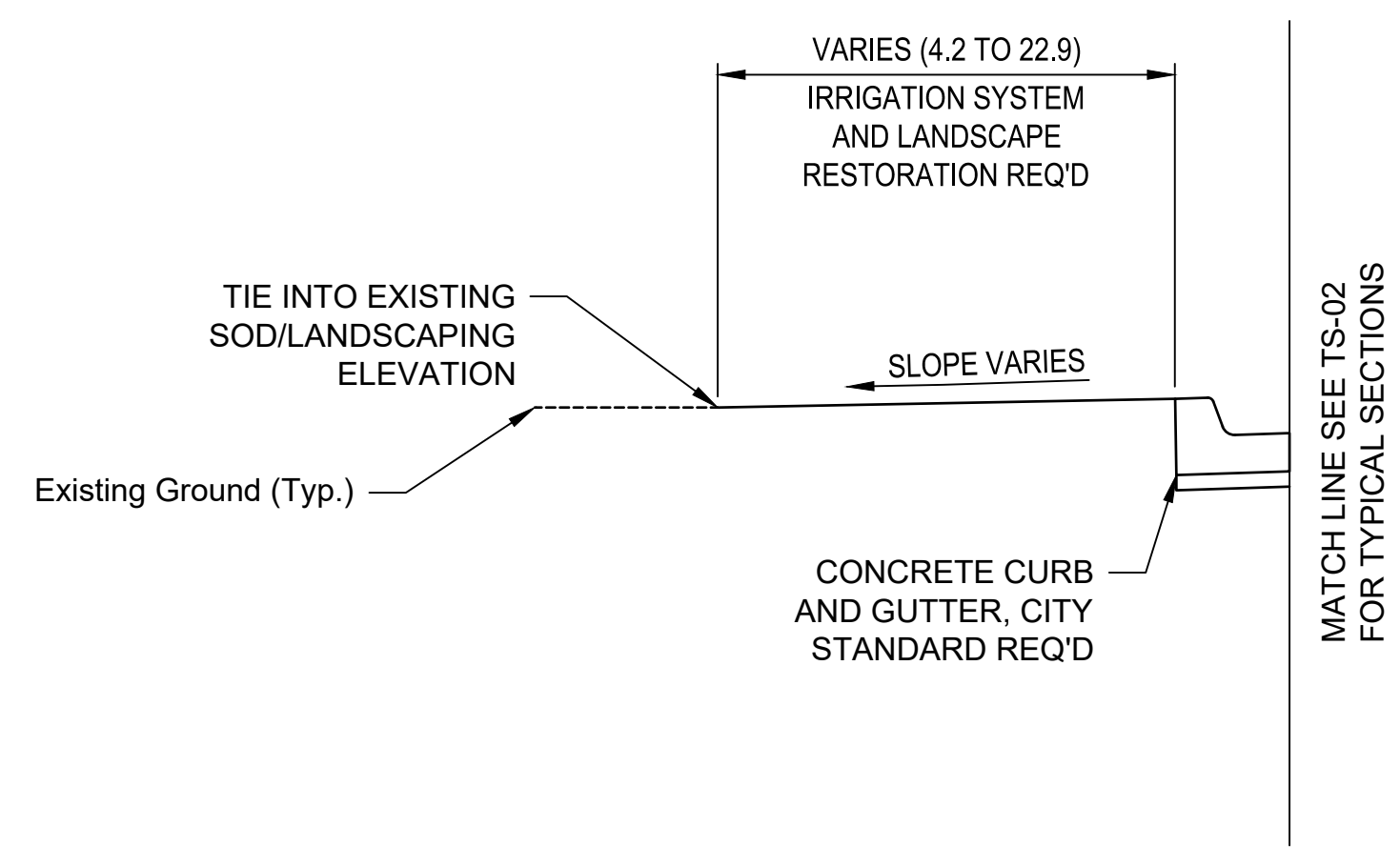
FOREST ST.
 STA. 118+84.27 RT TO STA. 119+86.02 RT



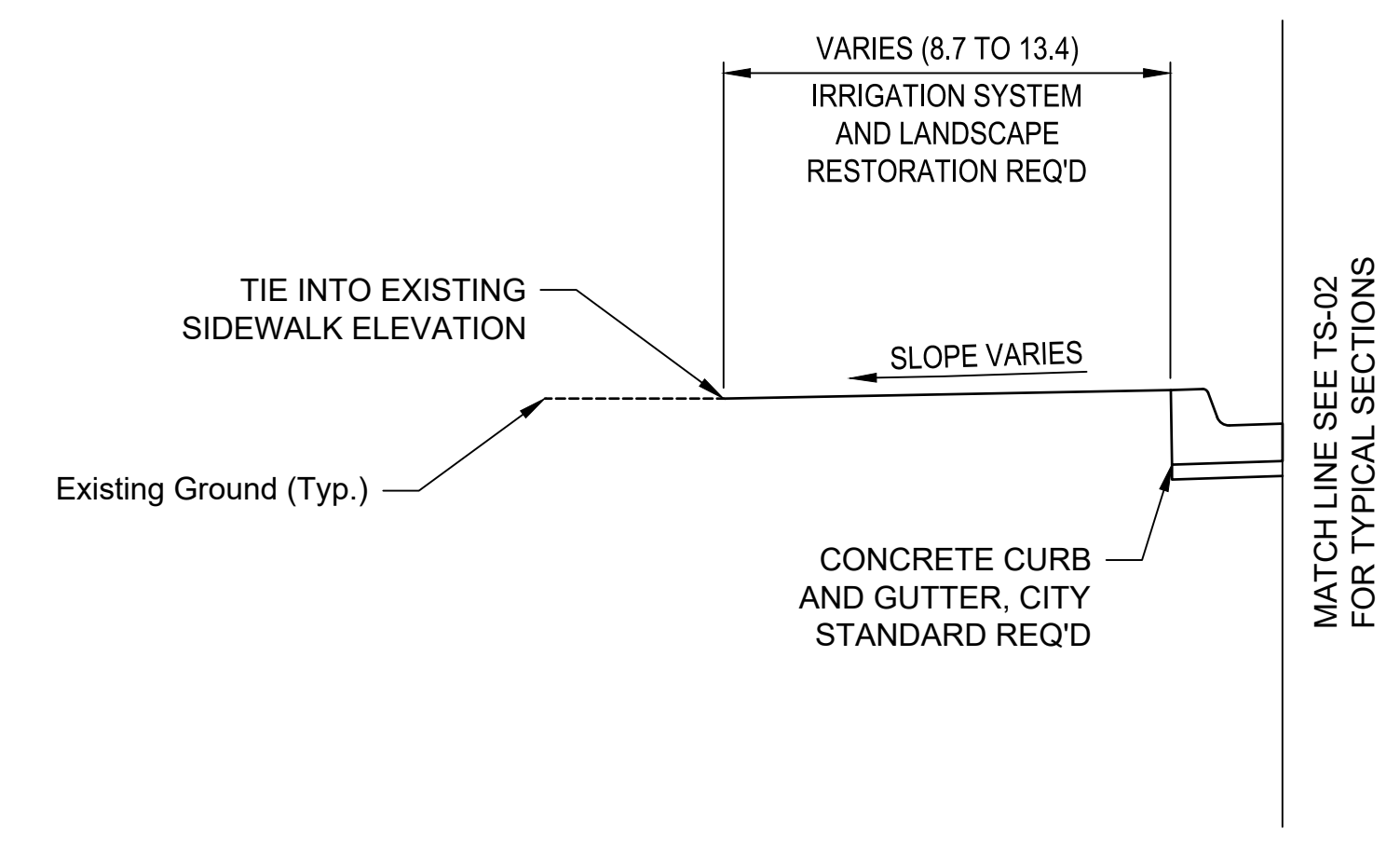
FOREST ST.
 STA. 119+14.87 LT TO STA. 119+54.46 LT



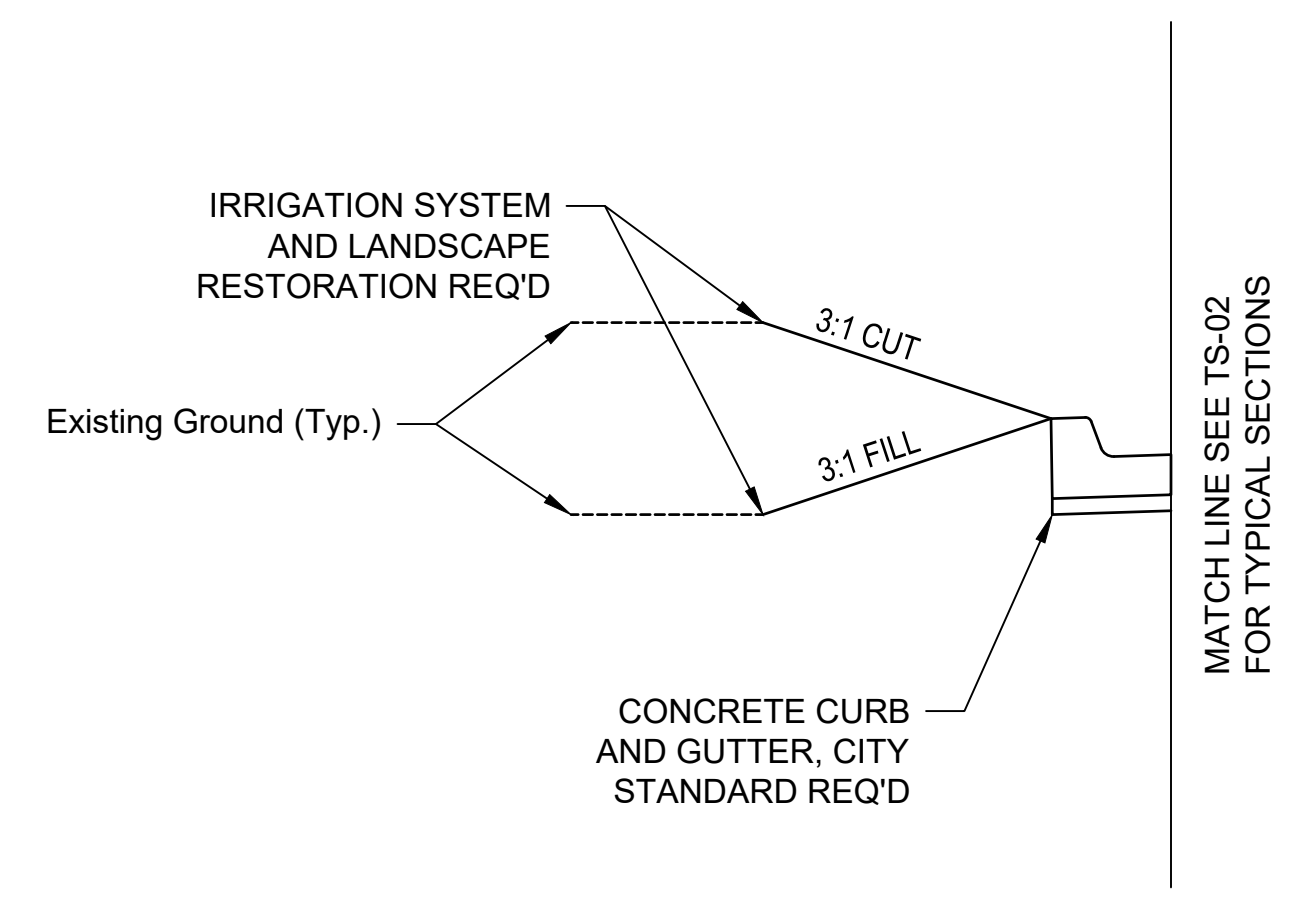
FOREST ST.
 STA. 120+18.58 LT TO STA. 122+63.17 LT



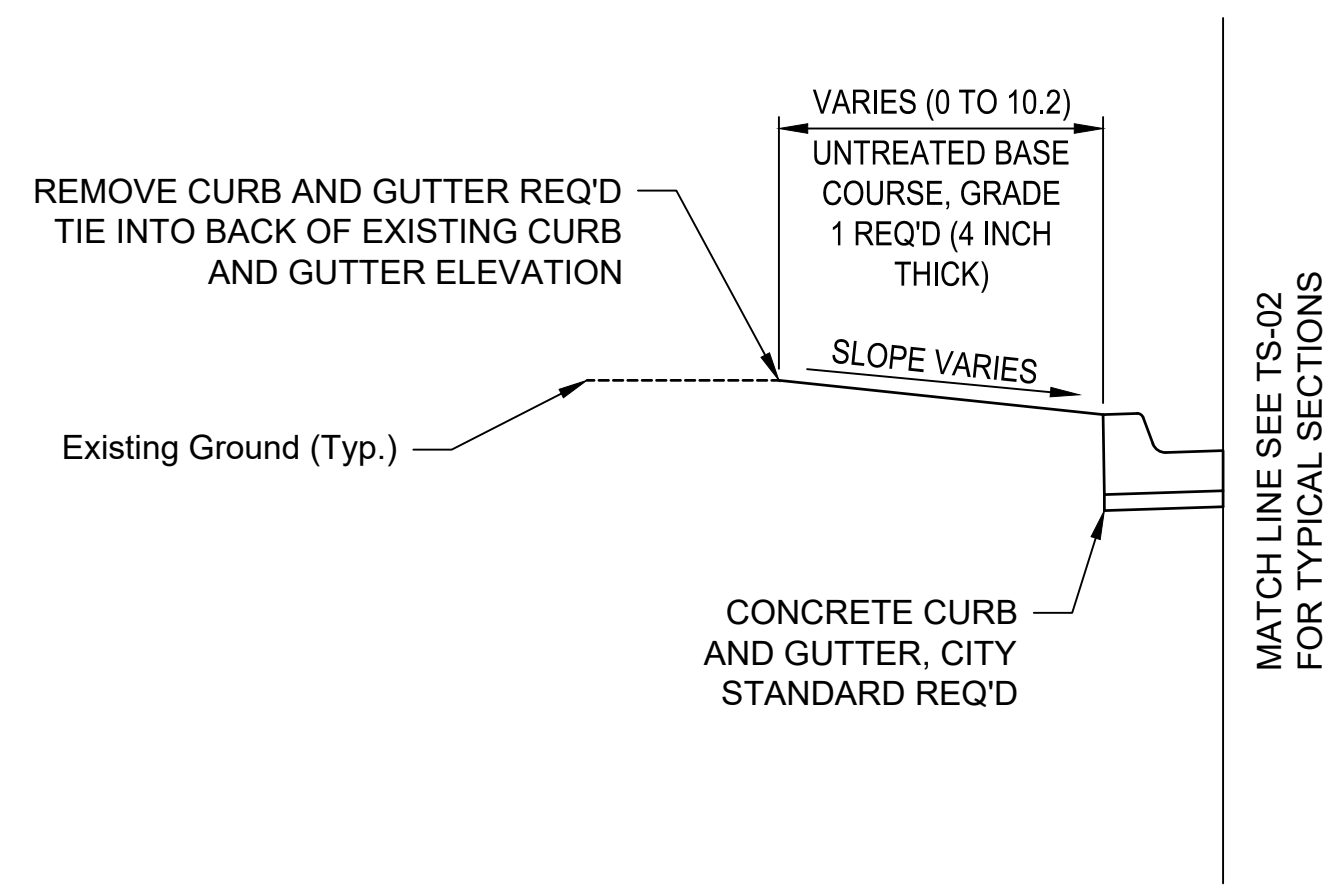
FOREST ST.
 STA. 120+36.00 RT TO STA. 121+84.05 RT



FOREST ST.
 STA. 121+84.05 RT TO STA. 122+63.17 RT



CITY POOL ACCESS
 STA. 80+47.68 RT TO STA. 81+50.00 RT



CITY POOL ACCESS
 STA. 81+08.07 LT TO STA. 81+50.00 LT

SIDE TREATMENTS

- NOTES:**
- SEE ROADWAY SHEETS FOR OFFSET WIDTHS AND LOCATIONS.
 - SEE STRUCTURE SHEETS FOR RETAINING WALL DETAILS.
 - SEE BRIGHAM CITY STANDARD DRAWINGS FOR CURB AND GUTTER AND SIDEWALK DETAILS.

REVISIONS	DATE	BY

ONE INCH
 AT FULL
 SCALE. IF
 NOT
 ACCORDINGLY

Parametrix

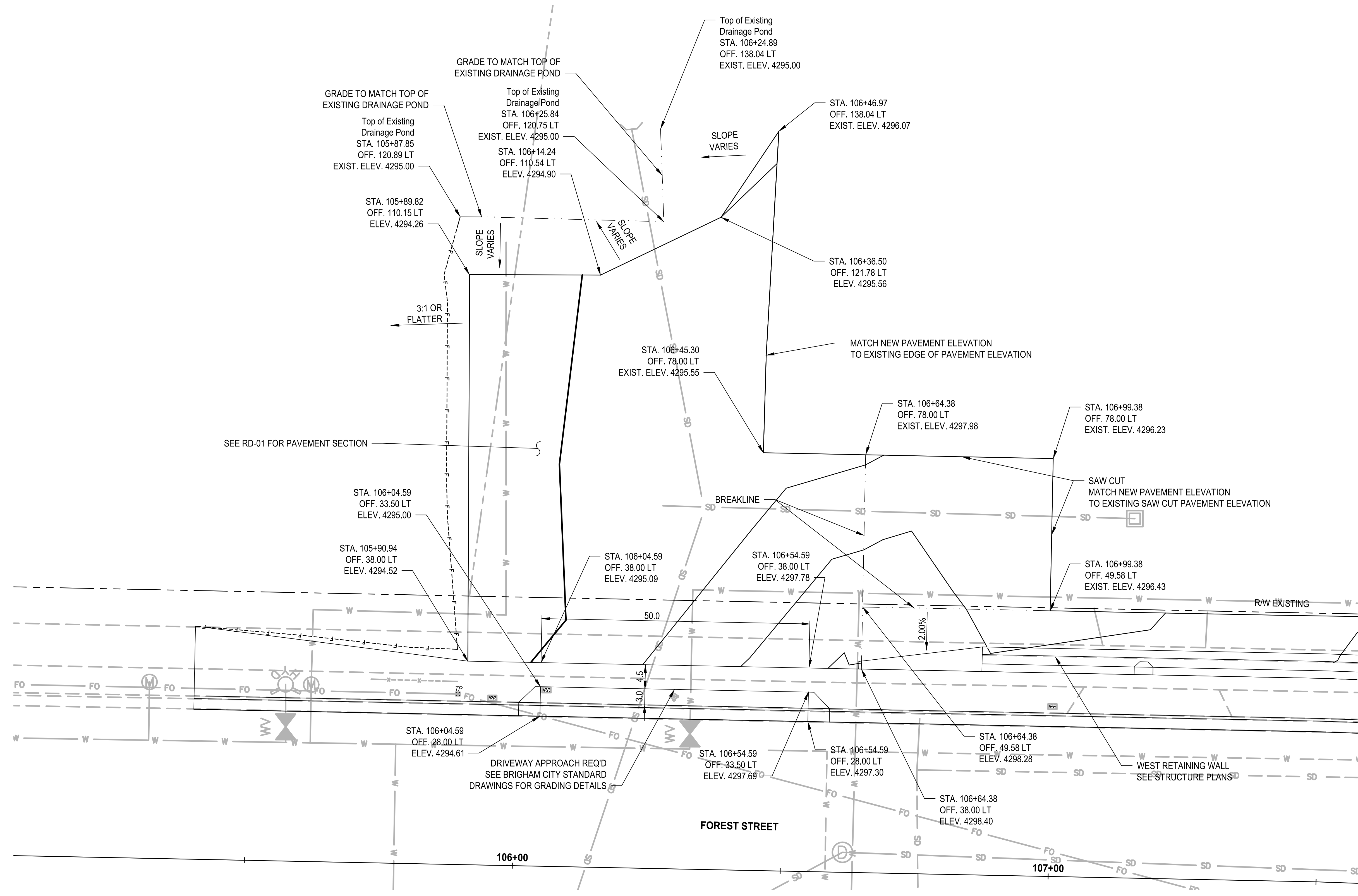
DATE	DESIGNED	CHECKED
03/20/2024	BKP	AP
JOB No.	DRAWN	APPROVED
344-8541-002	BKP	AP



PROJECT NAME
**BRIGHAM CITY
 CONNECTION PROJECT**

TYPICAL SECTION

LAYOUT: DT-01 PATH: U:\Set\Projects\Clients\8541-Brigham City\344-8541-02 Forest St Final Design\995vcs\CADD\DWG\Civil PLOTTED BY: OliveSto DATE: Monday, April 1, 2024 4:33:15 PM



**FOREST STREET
DRIVEWAY DETAIL 1 OF 5**
SCALE 1" = 10'



REVISIONS	DATE	BY
Δ		

ONE INCH AT FULL SCALE IF NOT SCALE ACCORDINGLY

Parametrix

DATE: 01/20/2024
 DESIGNED: BKP
 CHECKED: BKP
 DRAWN: BKP
 APPROVED: AP

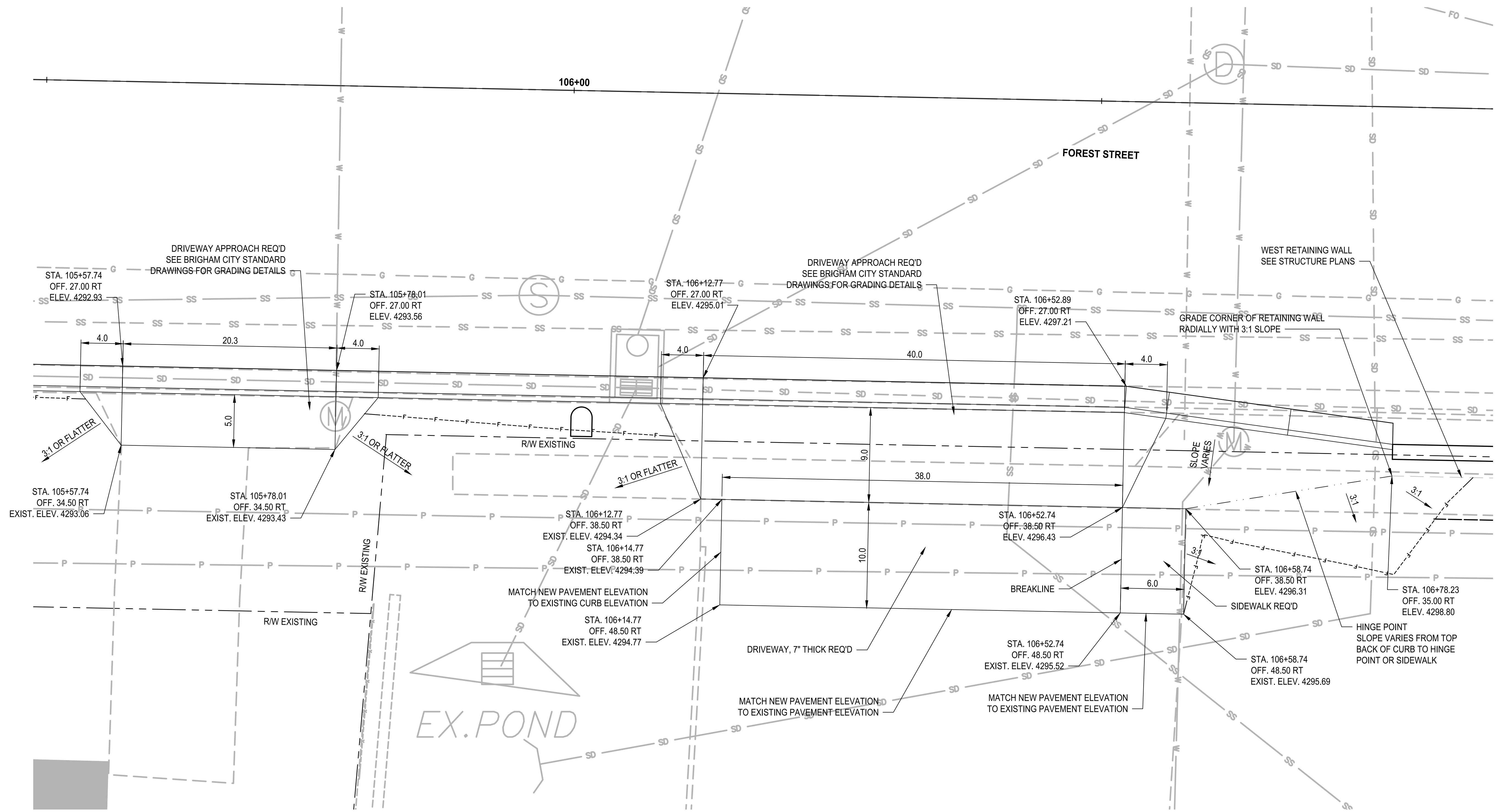


PROJECT NAME
**BRIGHAM CITY
CONNECTION PROJECT**

DETAIL

DRAWING NO.
11 OF 63
DT-01

LAYOUT: DT-02 PATH: U:\Self\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\995svcs\CADD\DWG\Civil PLOTTED BY: OliveSta DATE: Monday, April 1, 2024 4:33:30 PM



FOREST STREET
DRIVEWAY DETAIL 2 OF 5
 SCALE 1" = 10'

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE. IF NOT SCALE ACCORDINGLY

Parametrix

DESIGNED BY: BKJ
 DRAWN BY: BKJ
 CHECKED BY: AP
 APPROVED BY: AP

DATE: 03/20/2024
 JOB No.: 344-8541-002


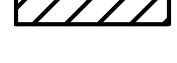
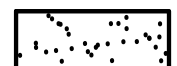







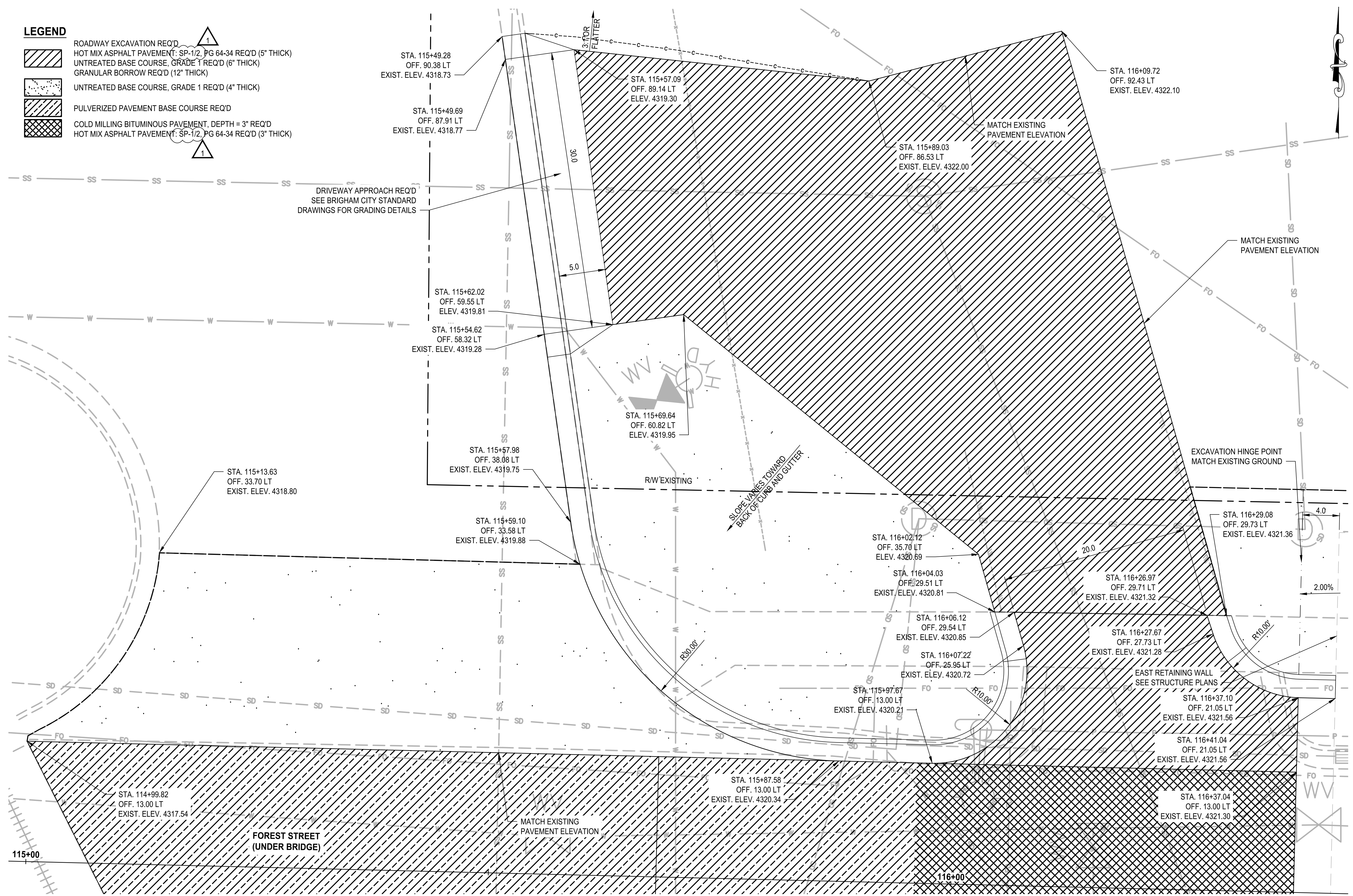
PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

DETAIL

LAYOUT: DT-03
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 PLOTTED BY: OliveStg DATE: Monday, April 1, 2024 4:33:44 PM

LEGEND

-  ROADWAY EXCAVATION REQ'D
-  HOT MIX ASPHALT PAVEMENT, SP-1/2, PG 64-34 REQ'D (5" THICK)
-  UNTREATED BASE COURSE, GRADE 1 REQ'D (6" THICK)
-  GRANULAR BORROW REQ'D (12" THICK)
-  UNTREATED BASE COURSE, GRADE 1 REQ'D (4" THICK)
-  PULVERIZED PAVEMENT BASE COURSE REQ'D
-  COLD MILLING BITUMINOUS PAVEMENT, DEPTH = 3" REQ'D
-  HOT MIX ASPHALT PAVEMENT, SP-1/2, PG 64-34 REQ'D (3" THICK)



**FOREST STREET
 DRIVEWAY DETAIL 3 OF 5**
 SCALE 1" = 5'

REVISIONS	DATE	BY
1	4/1/24	BKP
2		
3		

HMA MATERIAL CHANGED

ONE INCH AT FULL SCALE IF NOT SCALE ACCORDINGLY

Parametrix

DESIGNED BY: BKP
 DRAWN BY: BKP
 CHECKED BY: AP
 APPROVED BY: AP

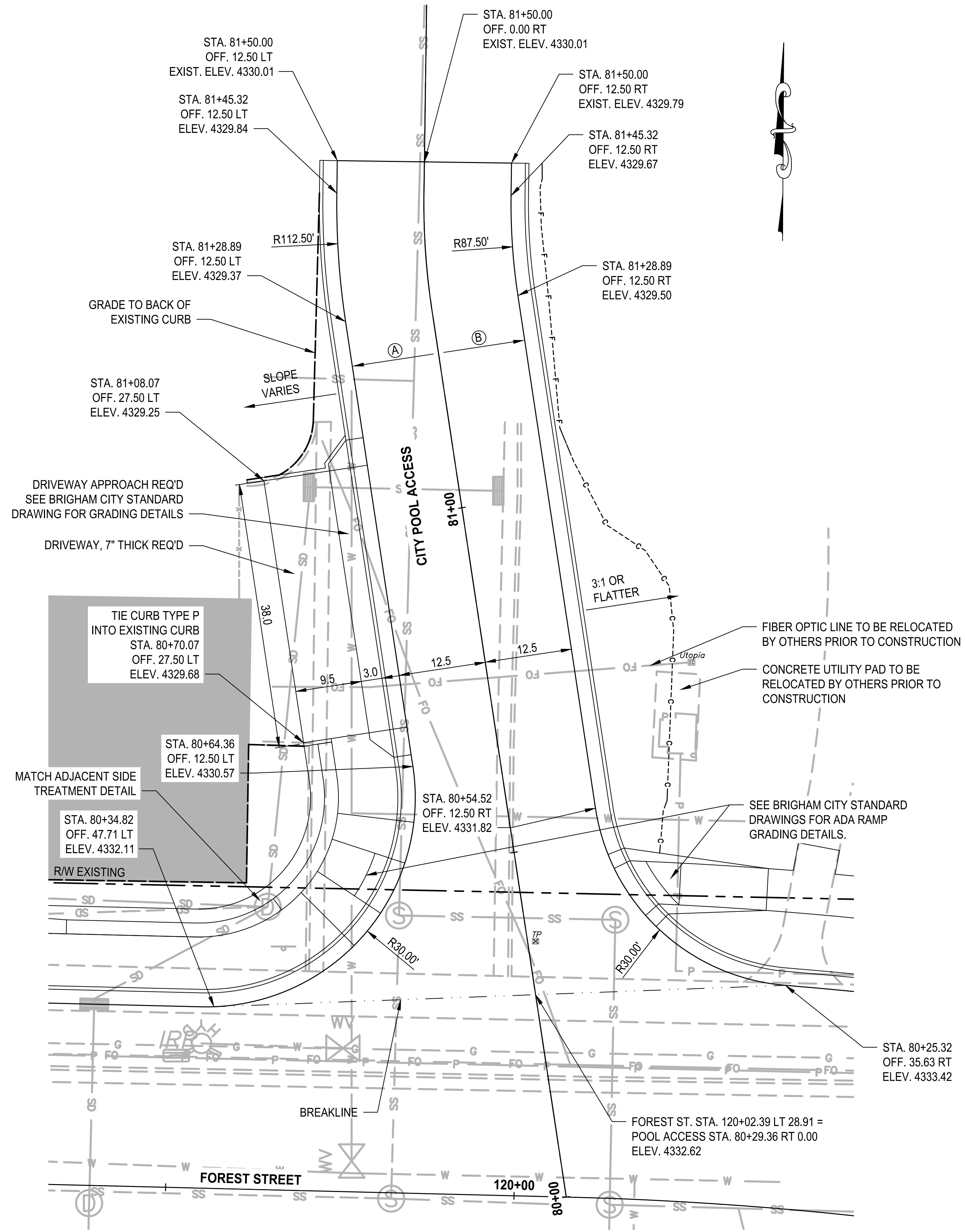
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 JOB No.: 344-8541-002



PROJECT NAME
**BRIGHAM CITY
 CONNECTION PROJECT**

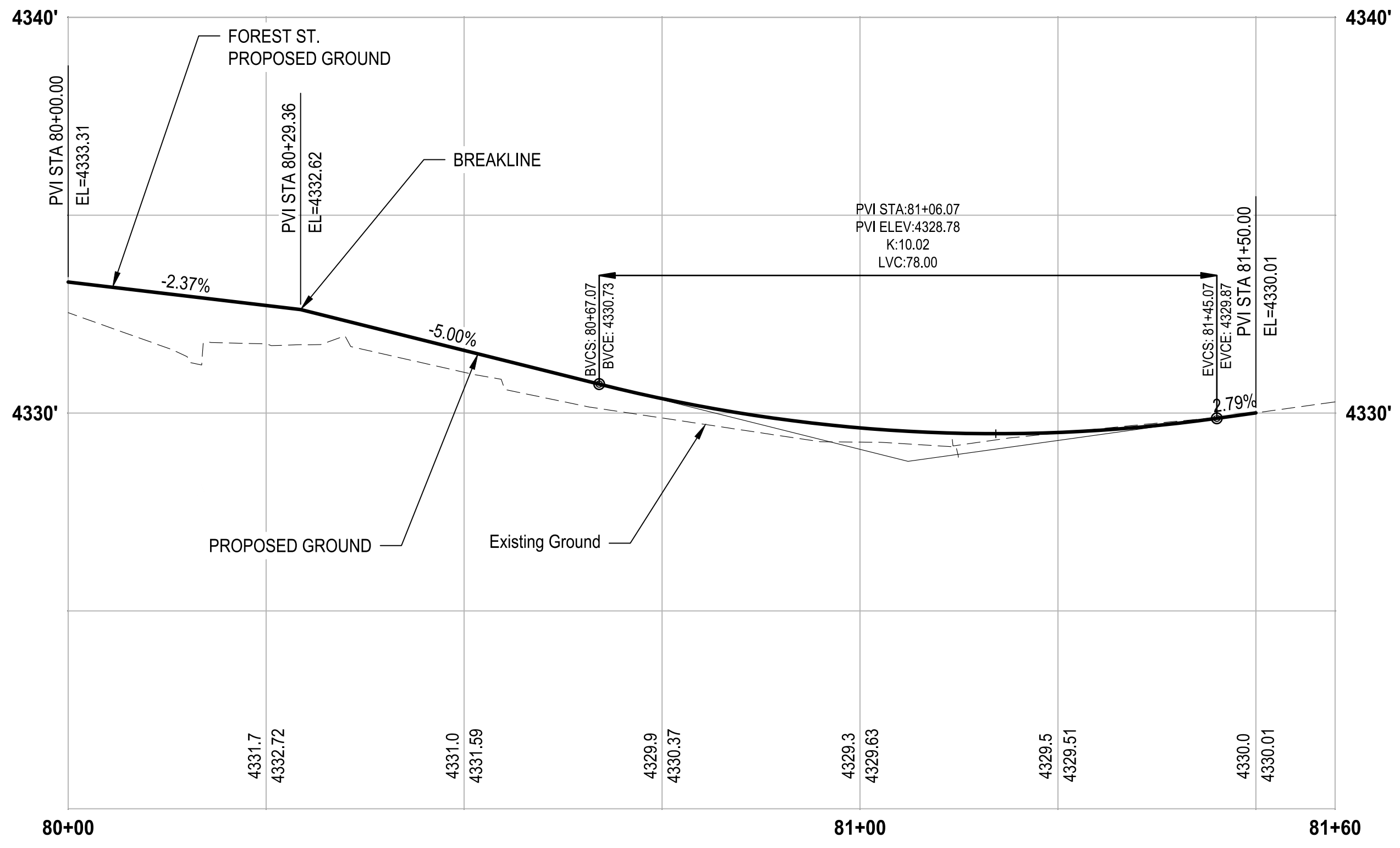
DETAIL

LAYOUT: DT-04 PATH: U:\Self\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\995sica\CADD\DWG\Civil PLOTTED BY: OliveSta DATE: Monday, April 1, 2024 4:34:06 PM



SUPERELEVATION TABLE

STATION	(A)	(B)
80+25.32	FOREST ST.	1.91%
80+34.82	-0.49%	2.48%
80+60.00	-2.09%	4.00%
80+90.00	-4.00%	2.08%
81+50.00	0.00%	-1.75%



**FOREST STREET
DRIVEWAY DETAIL 4 OF 5**
SCALE 1" = 10'

REVISIONS	DATE	BY
△		

ONE INCH AT FULL SCALE. IF NOT SCALE ACCORDINGLY.

Parametrix

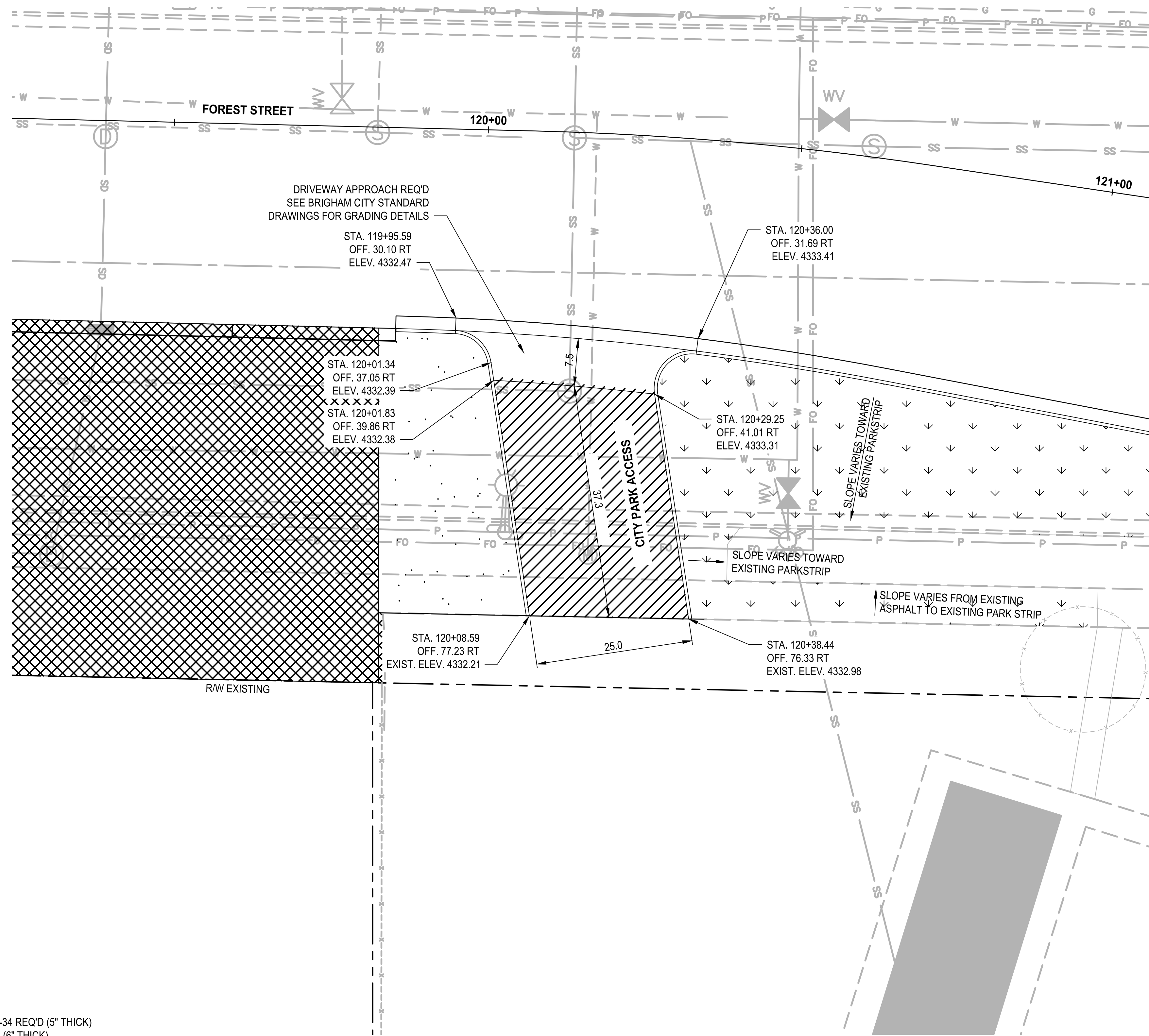
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 CHECKED BY: AP
 DATE: 03/20/2024
 JOB No.: 344-8541-002
 DRAWING: BKP
 APPROVED: AP


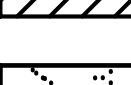


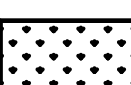
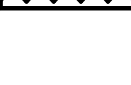




PROJECT NAME
**BRIGHAM CITY
CONNECTION PROJECT**

DETAIL

LAYOUT: DT-05 PATH: U:\Self\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\995\cva\cadd\DWG\Civil PLOTTED BY: OliveStg DATE: Monday, April 1, 2024 4:34:19 PM



- LEGEND**
-  ROADWAY EXCAVATION REQ'D
 -  HOT MIX ASPHALT PAVEMENT: SP-1/2, PG 64-34 REQ'D (5" THICK)
 -  UNTREATED BASE COURSE, GRADE 1 REQ'D (6" THICK)
 -  GRANULAR BORROW REQ'D (12" THICK)
 -  UNTREATED BASE COURSE, GRADE 1 REQ'D (4" THICK)
 -  COLD MILLING BITUMINOUS PAVEMENT, DEPTH = 3" REQ'D
 -  HOT MIX ASPHALT PAVEMENT: SP-1/2, PG 64-34 REQ'D (3" THICK)
 -  IRRIGATION SYSTEM AND LANDSCAPE RESTORATION REQ'D

**FOREST STREET
DRIVEWAY DETAIL 5 OF 5**
SCALE 1" = 10'

REVISIONS	DATE	BY
△	4/1/24	BKP
△		HMA MATERIAL CHANGED

ONE INCH AT FULL SCALE. IF NOT SCALE ACCORDINGLY.

Parametrix

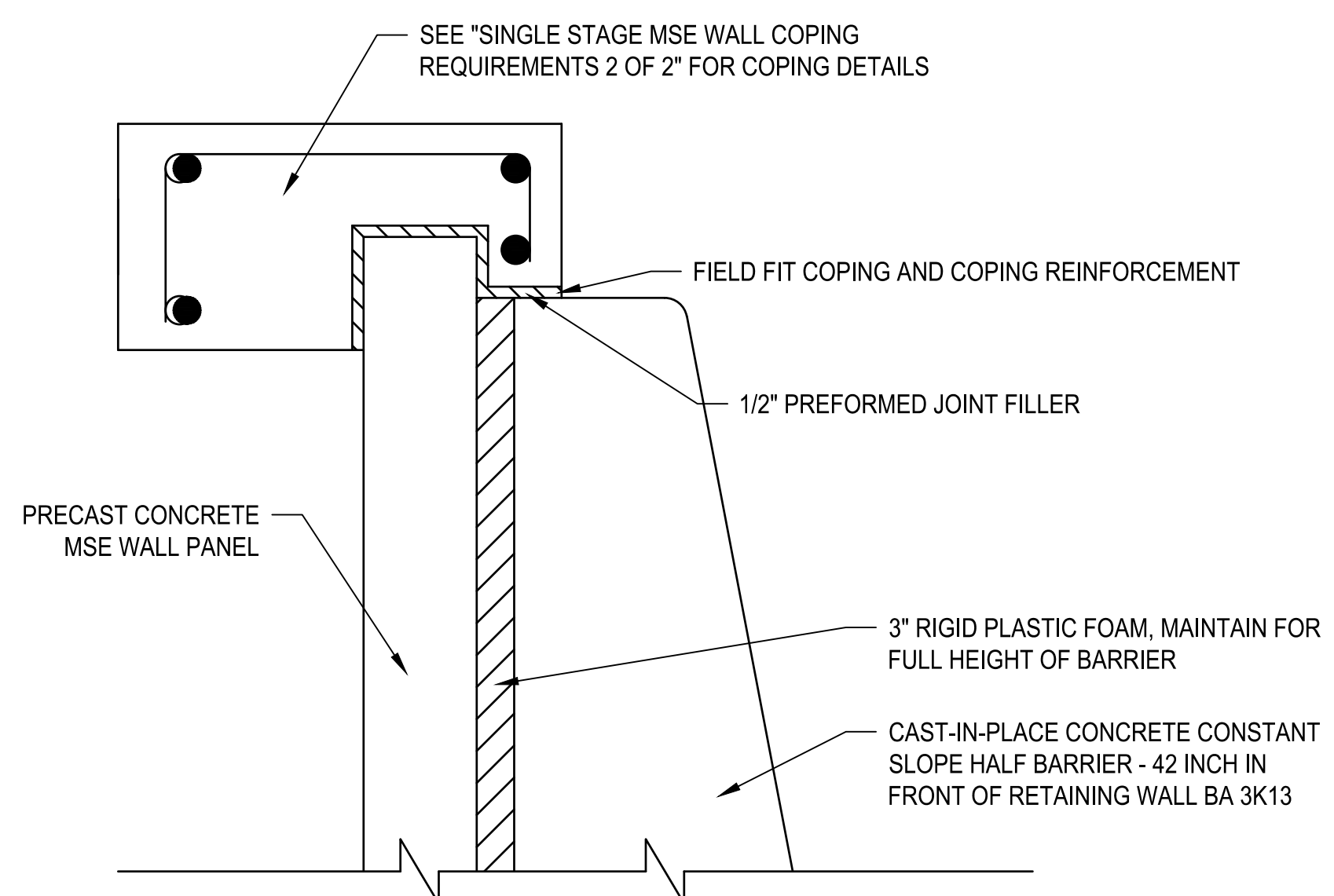
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 DESIGNED: BKP
 DRAWN: BKP
 CHECKED: AP
 APPROVED: AP



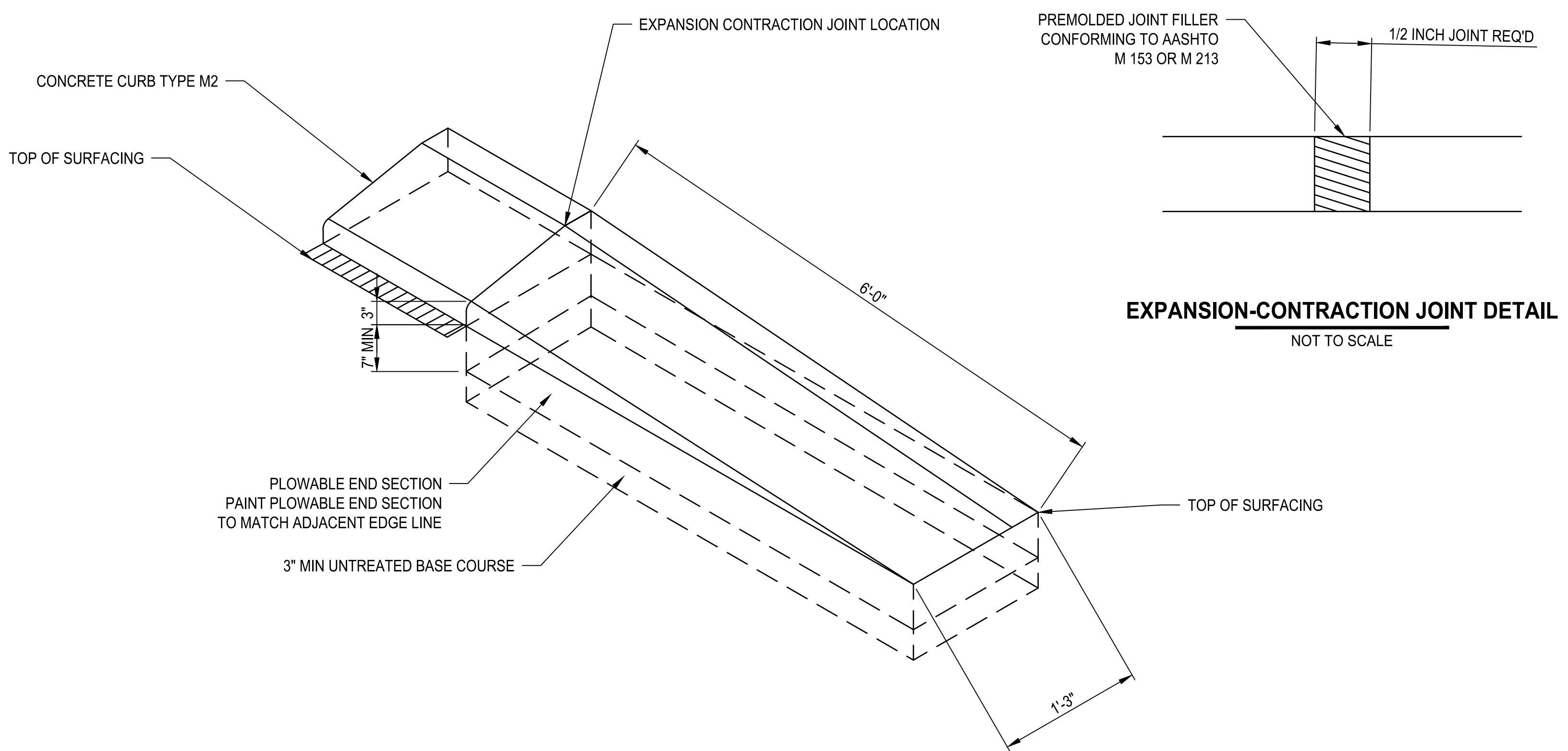
PROJECT NAME
**BRIGHAM CITY
CONNECTION PROJECT**

DETAIL

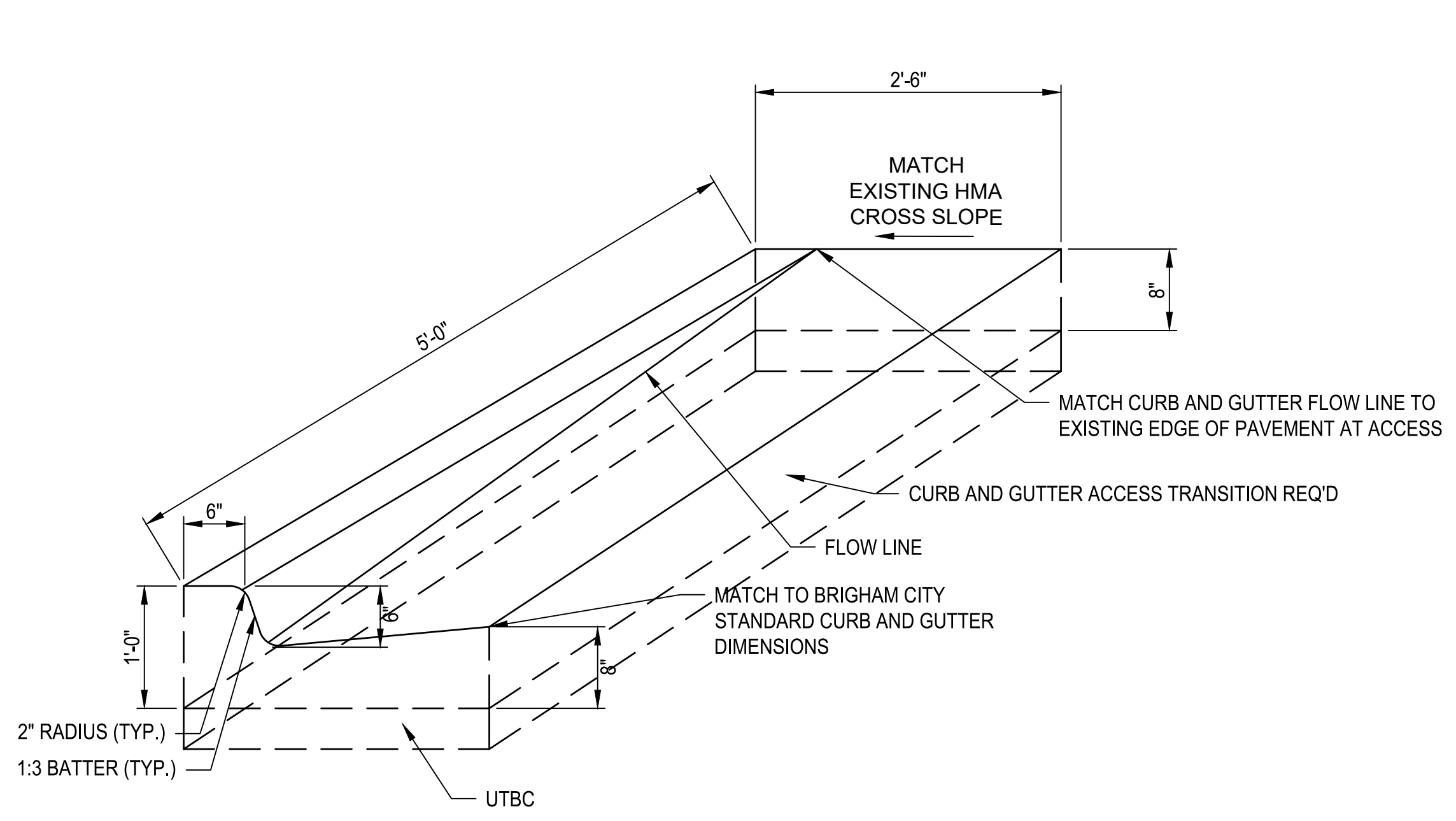
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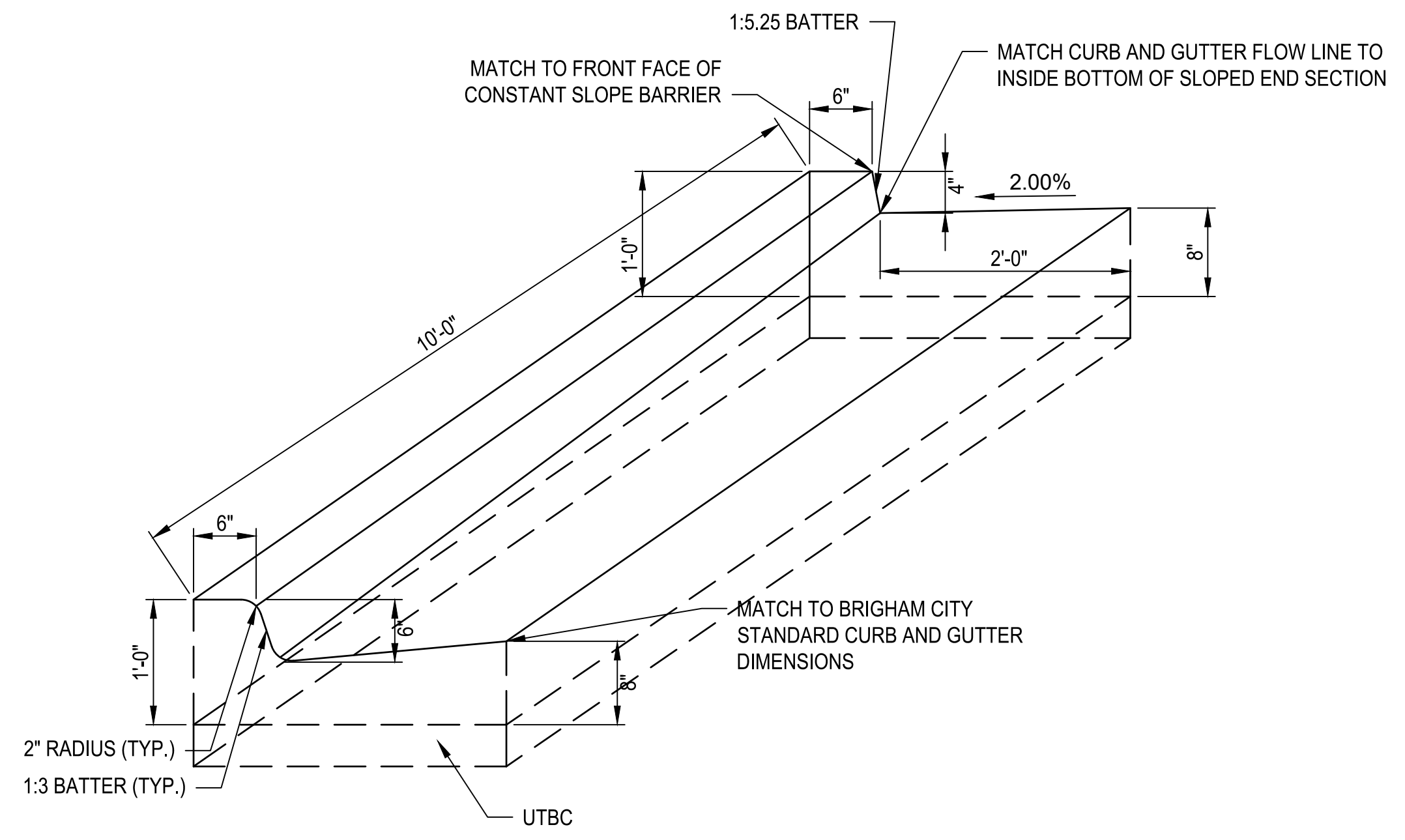
COPING DETAIL AT RETAINING WALL TERMINUS
NOT TO SCALE



CONCRETE CURB TYPE M2 PLOWABLE END SECTION DETAIL
NOT TO SCALE



CONCRETE CURB AND GUTTER ACCESS TRANSITION
NOT TO SCALE



CONCRETE CURB AND GUTTER TRANSITION
NOT TO SCALE

REVISIONS	DATE	BY

1
 ONE INCH
 AT FULL
 SCALE. IF
 NOT SCALE
 ACCORDINGLY

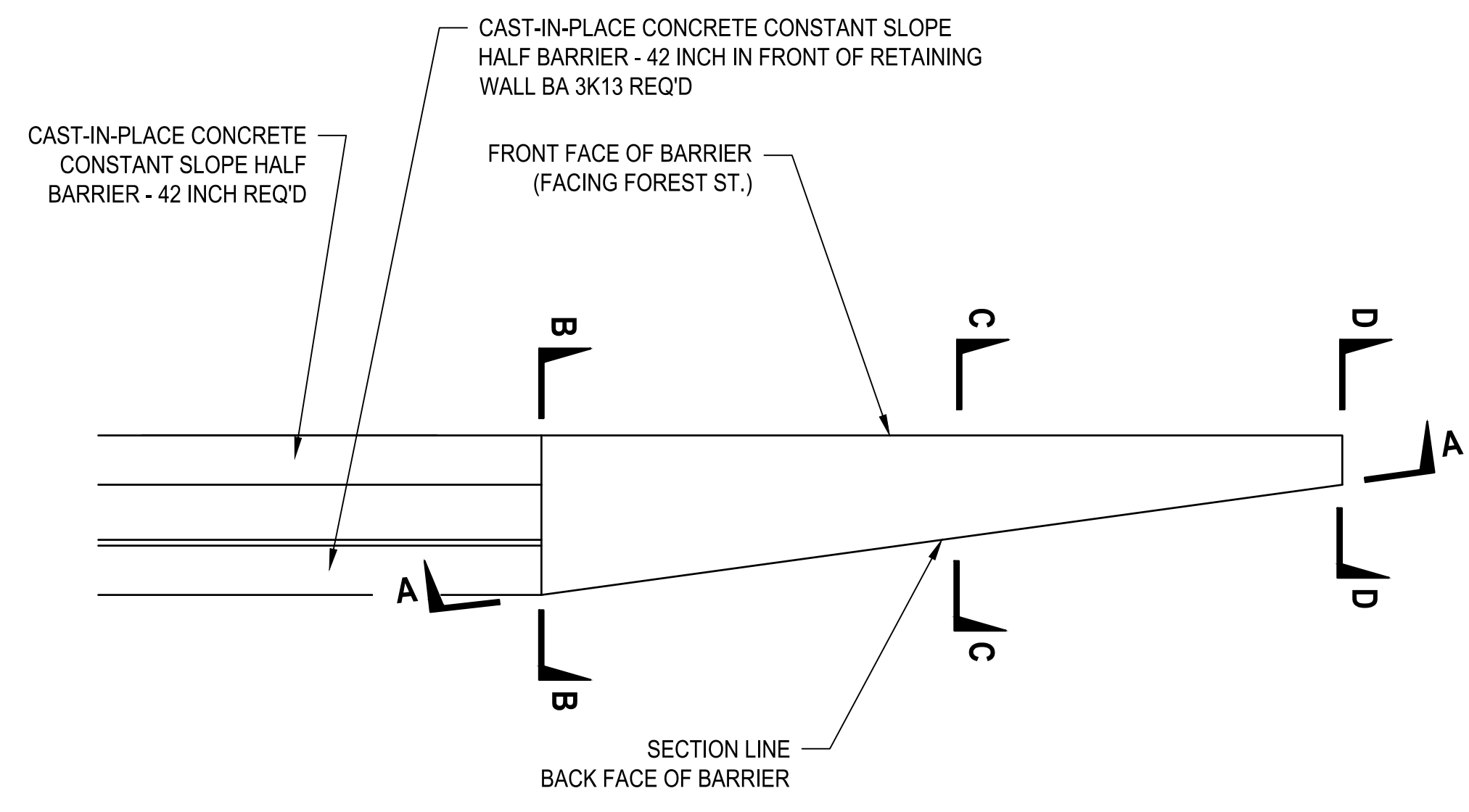
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	BY BKP	BY AP
DATE	DATE	DATE
03/20/2024	03/20/2024	03/20/2024
JOB No. 344-8541-002	DRAWN	APPROVED
	BKP	AP



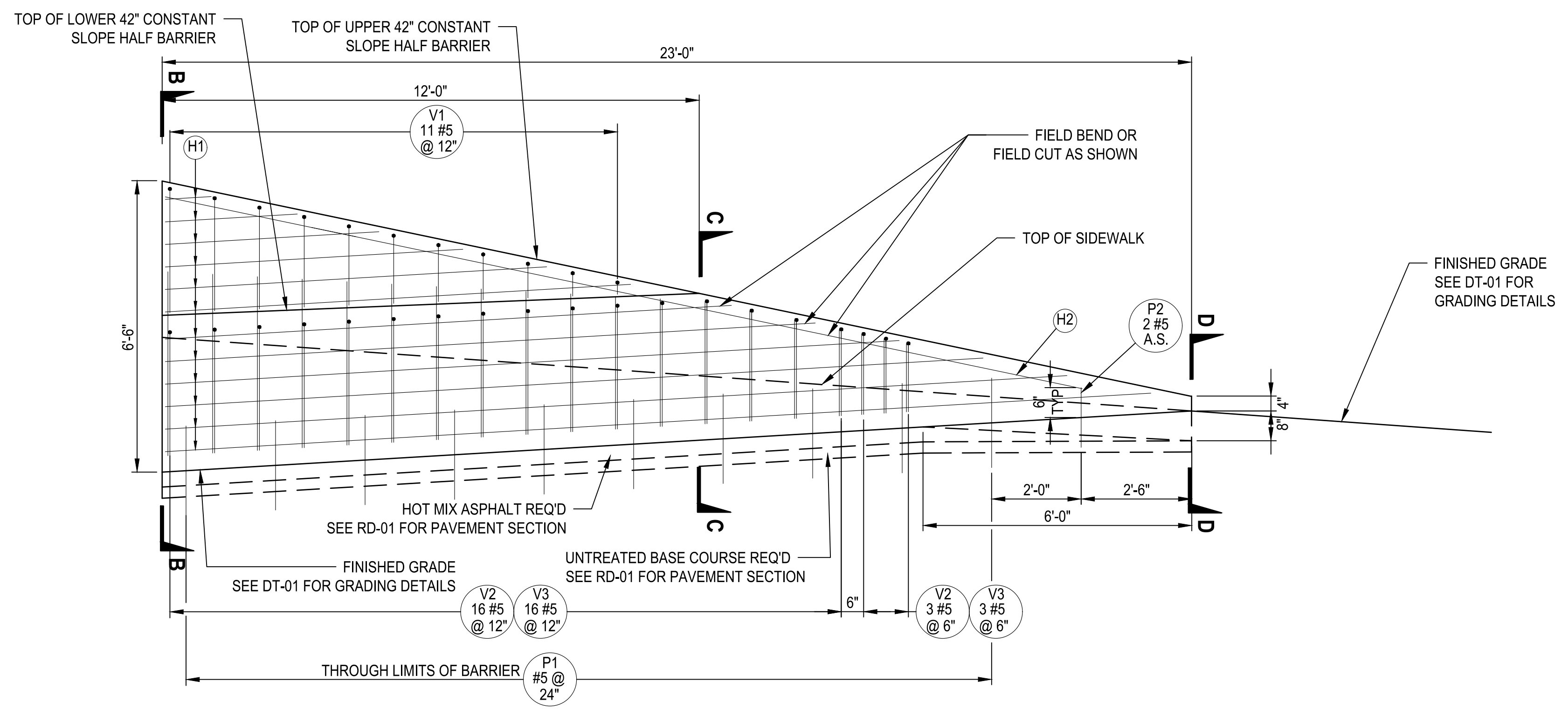
PROJECT NAME
**BRIGHAM CITY
 CONNECTION PROJECT**

DETAIL

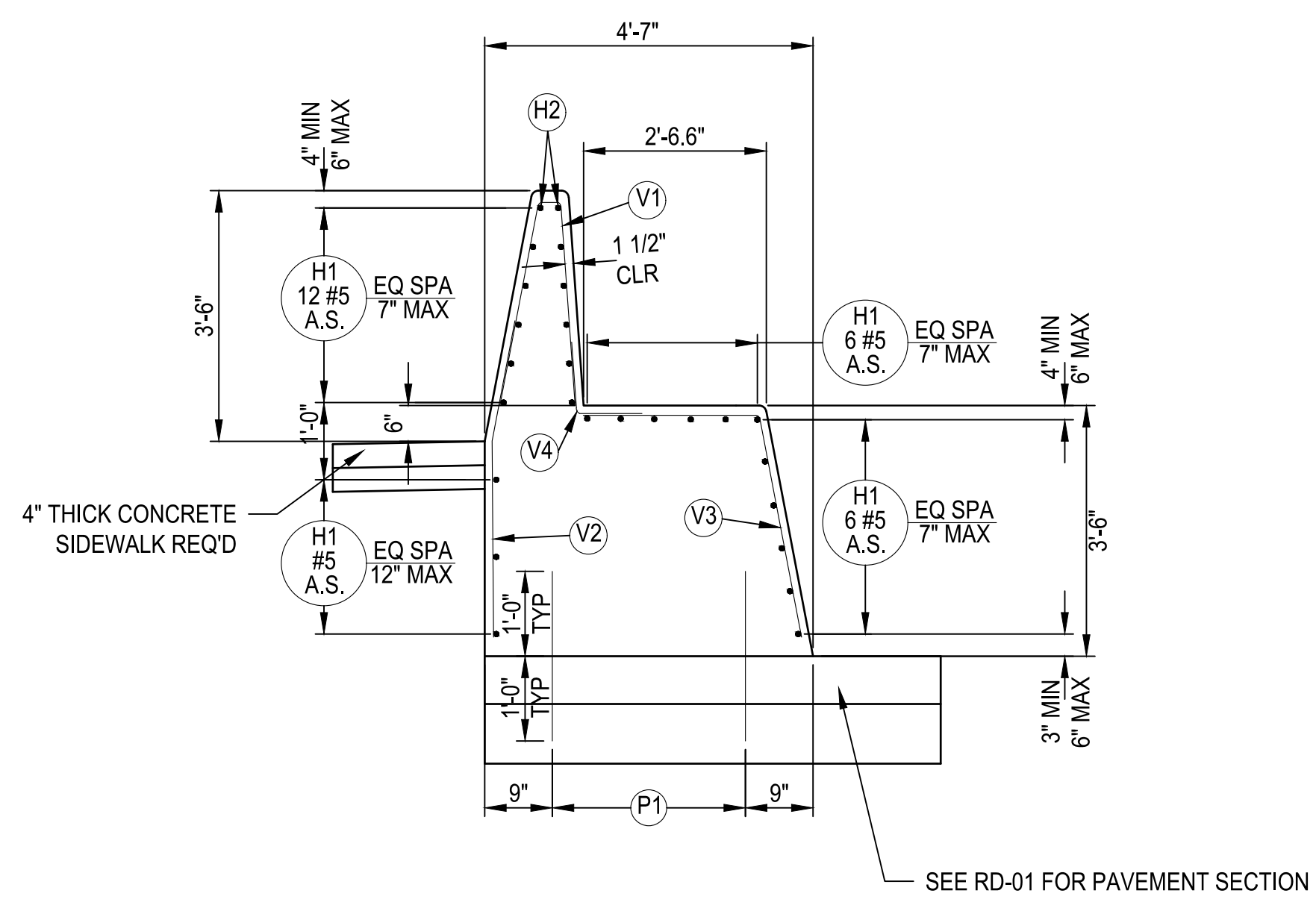
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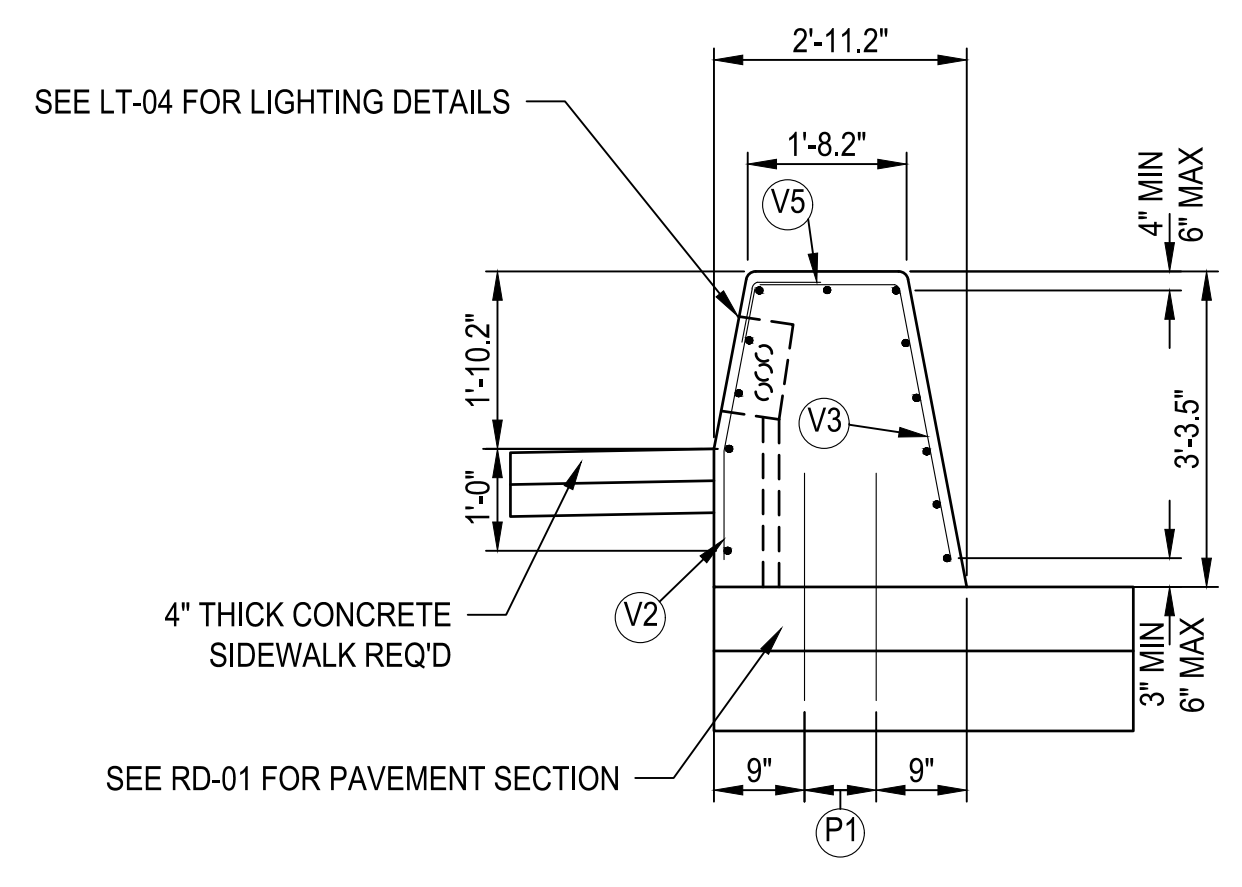
PLAN VIEW



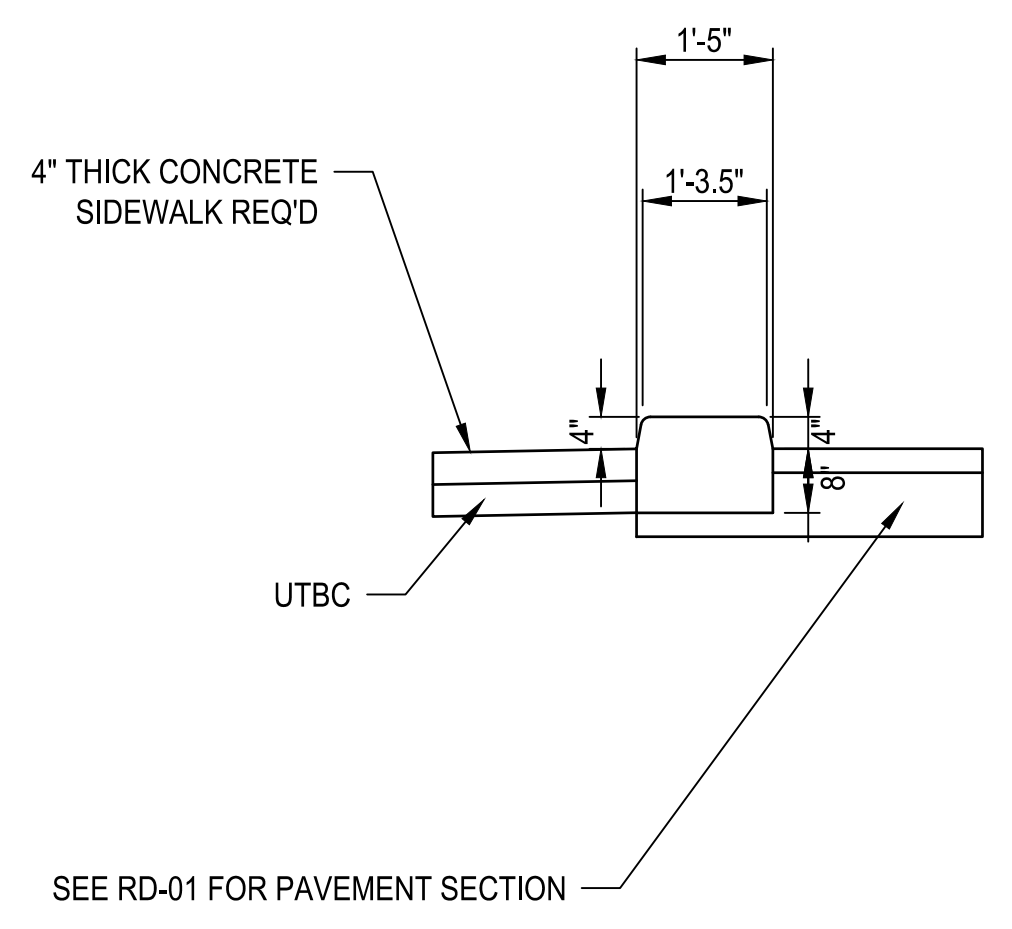
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

MODIFIED SLOPED END SECTION (NORTHWEST END)

NOT TO SCALE

- NOTES:**
1. SEE UDOT STD DWG BA 1A1 FOR GENERAL NOTES.
 2. SEE UDOT STD DWG BA 3A11 FOR NOTES.
 3. CHAMFER EXPOSED CORNERS WITH 3/4" CHAMFER.

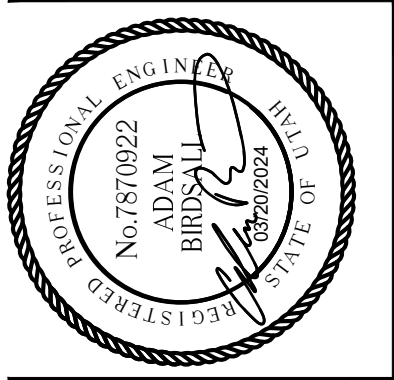
REVISIONS	DATE	BY

ONE INCH AT FULL SCALE. IF NOT SCALE ACCORDINGLY

Parametrix

DESIGNED BY: BKP
 DRAWN BY: BKP
 CHECKED BY: AP
 APPROVED BY: AP

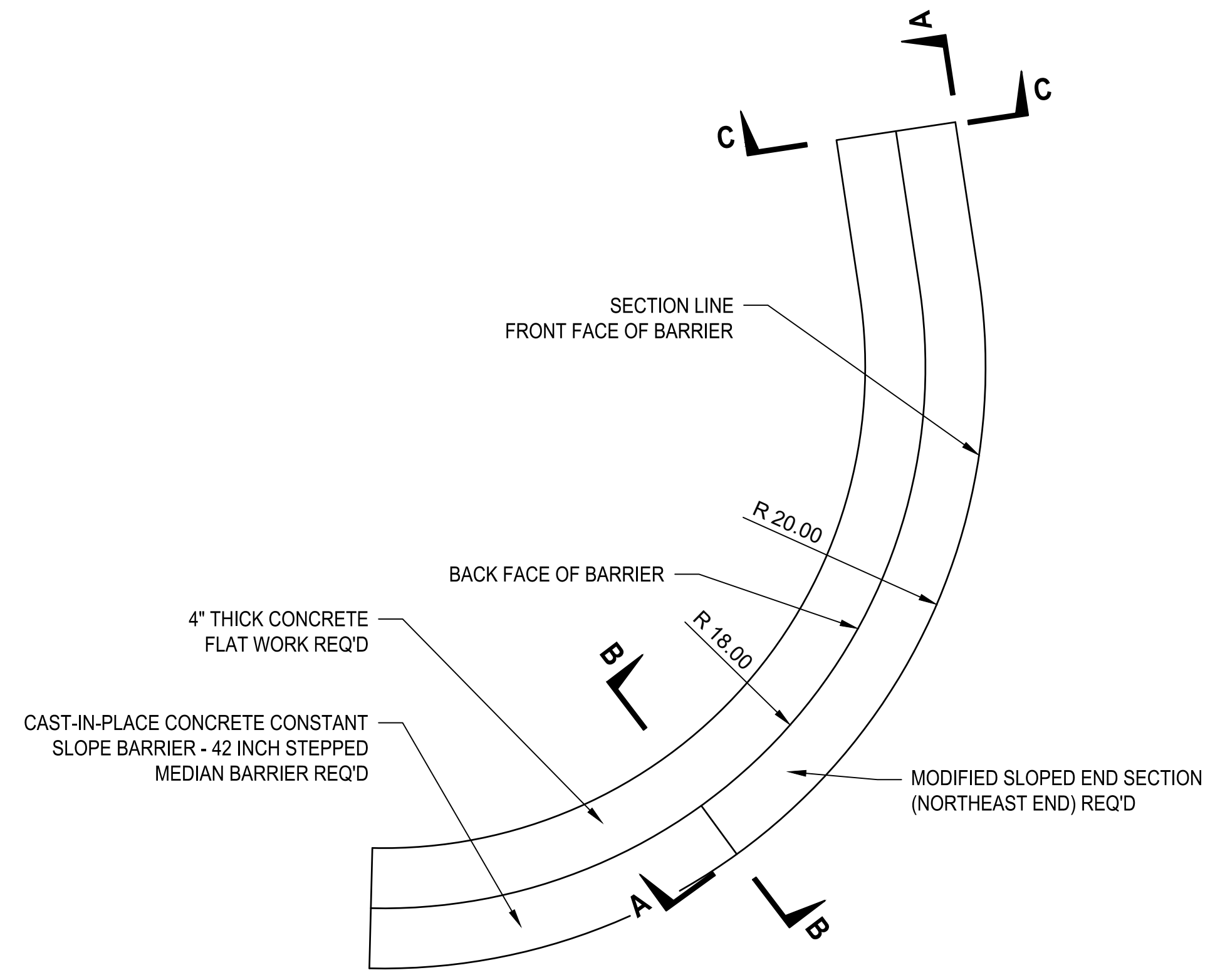
DATE: 03/20/2024
 JOB No.: 344-8541-002



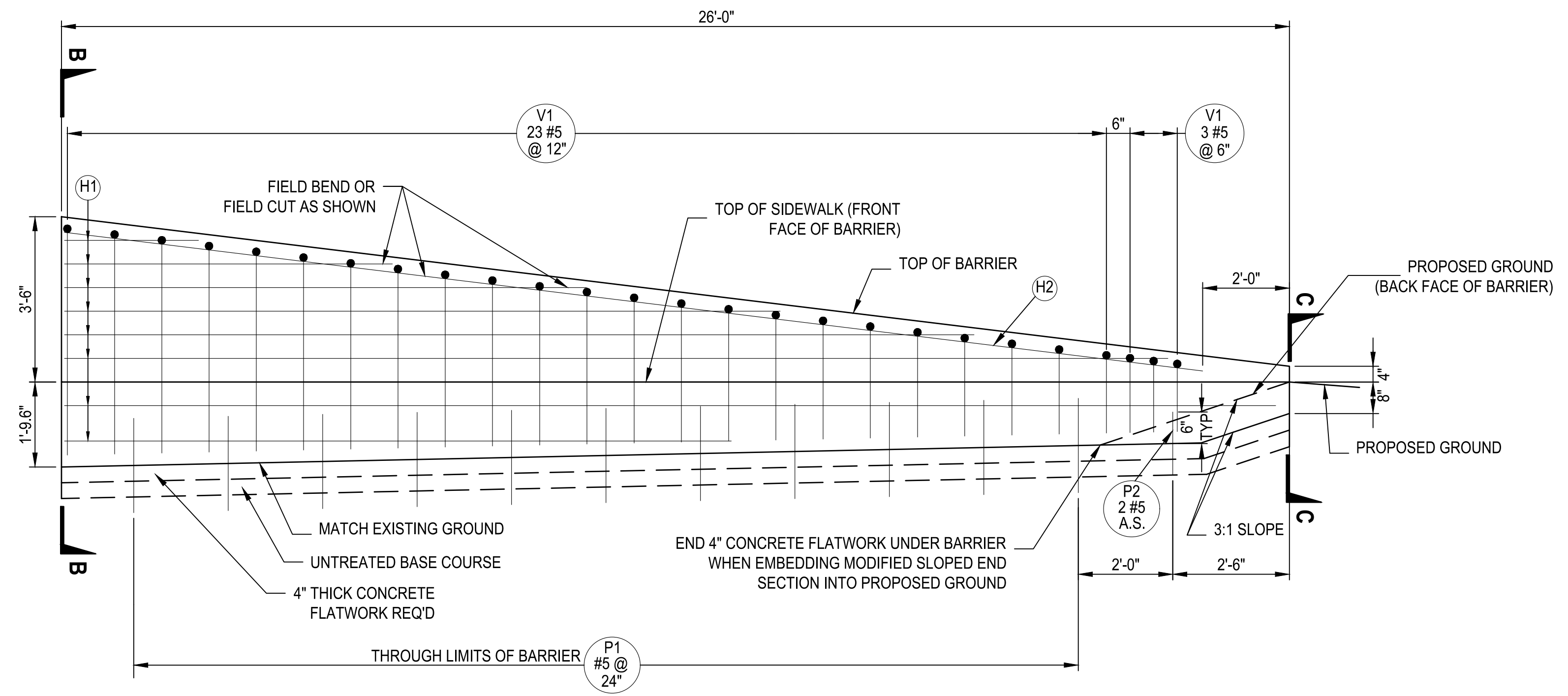
BRIGHAM CITY CONNECTION PROJECT

DETAIL

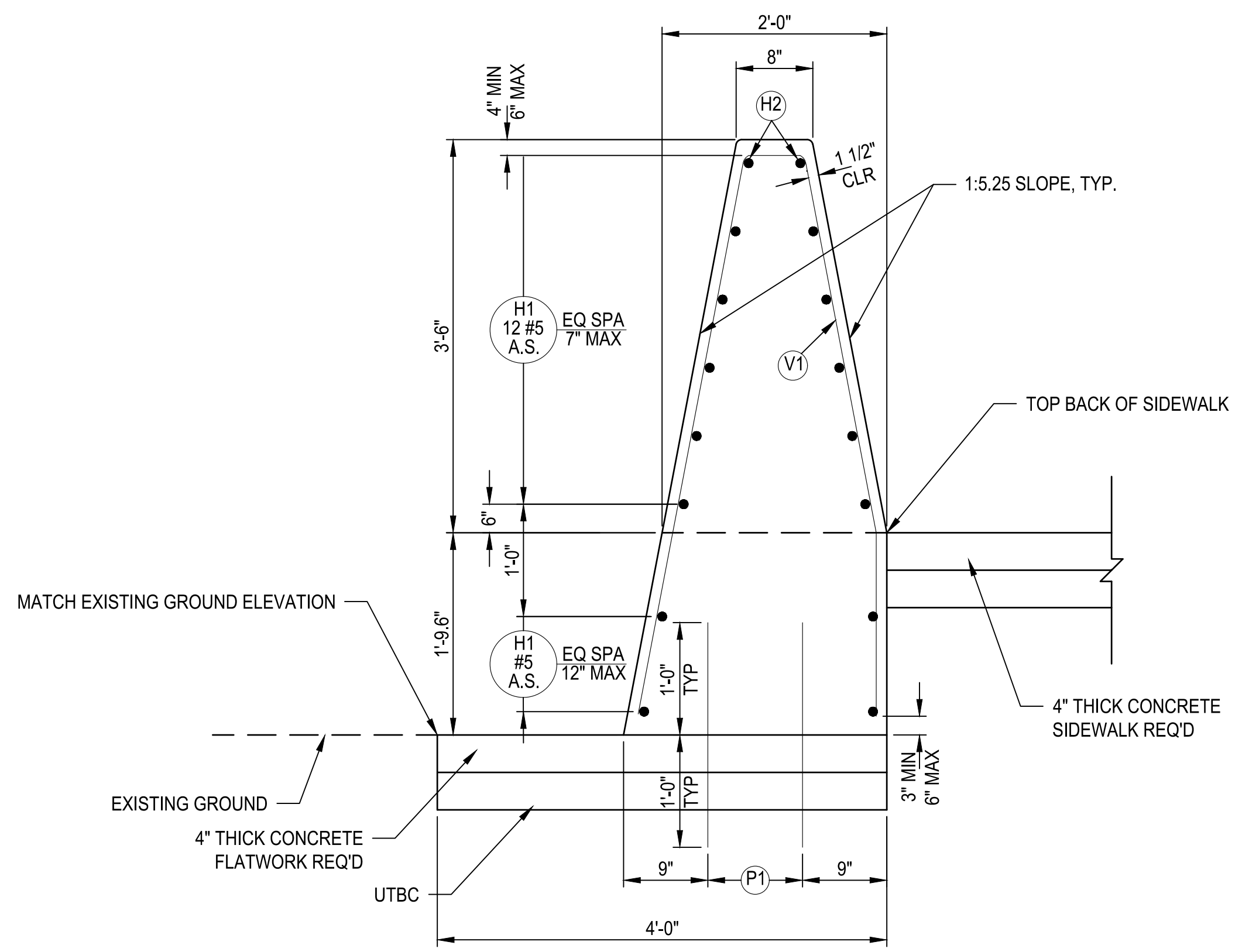
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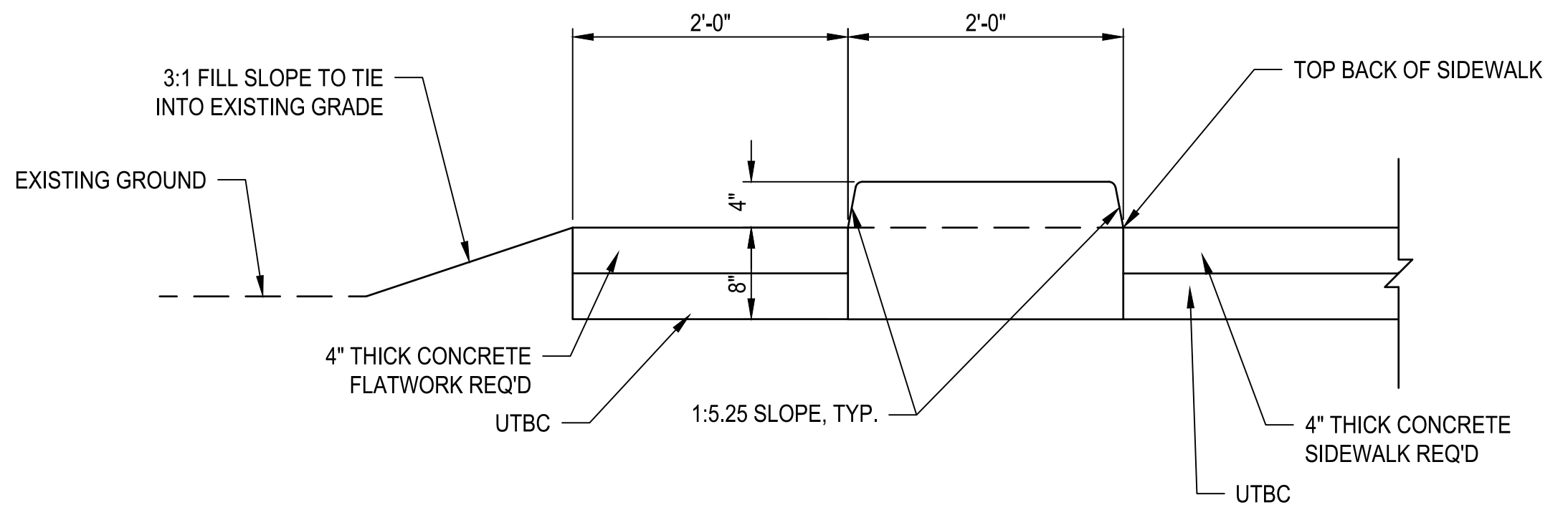
PLAN VIEW



SECTION A-A



SECTION B-B



SECTION C-C

MODIFIED SLOPED END SECTION (NORTHEAST END)

NOT TO SCALE

- NOTES:
- SEE UDOT STD DWG BA 1A1 FOR GENERAL NOTES.
 - SEE UDOT STD DWG BA 3A11 FOR NOTES.
 - CHAMFER EXPOSED CORNERS WITH 3/4" CHAMFER.

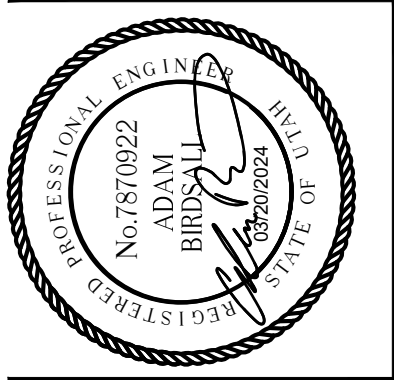
BY	
DATE	
REVISIONS	

ONE INCH AT FULL SCALE IF NOT SCALE ACCORDINGLY

Parametrix

DESIGNED BY: BKP
 DRAWN BY: BKP
 CHECKED BY: AP
 APPROVED BY: AP

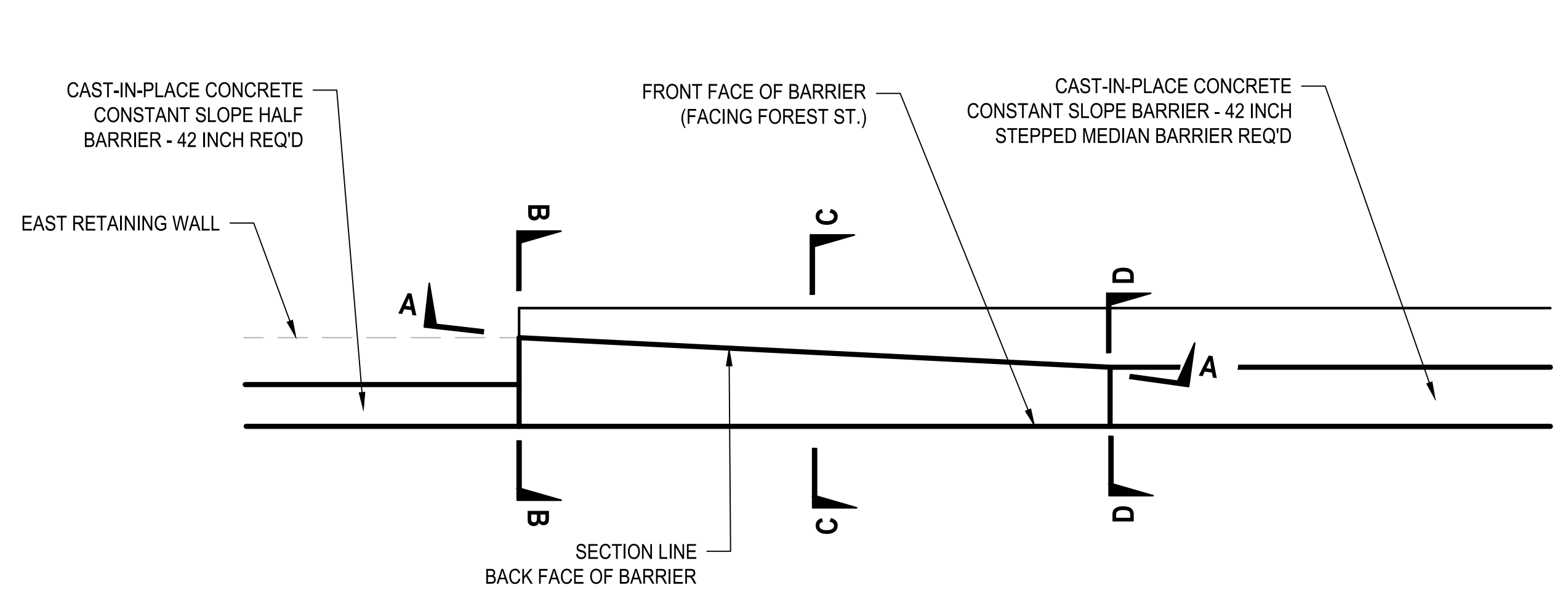
DATE: 03/20/2024
 JOB No.: 344-8541-002



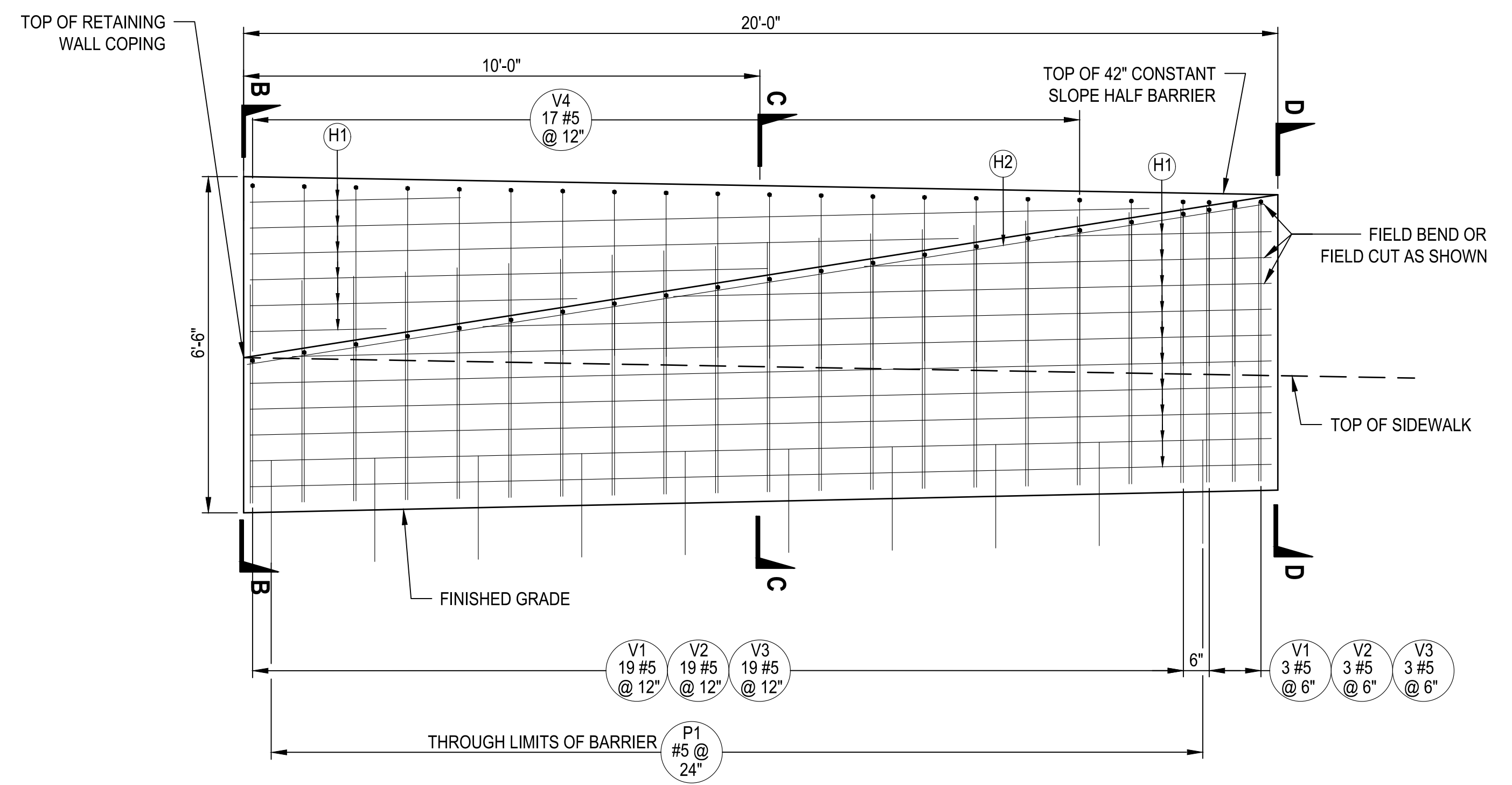
PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

DETAIL

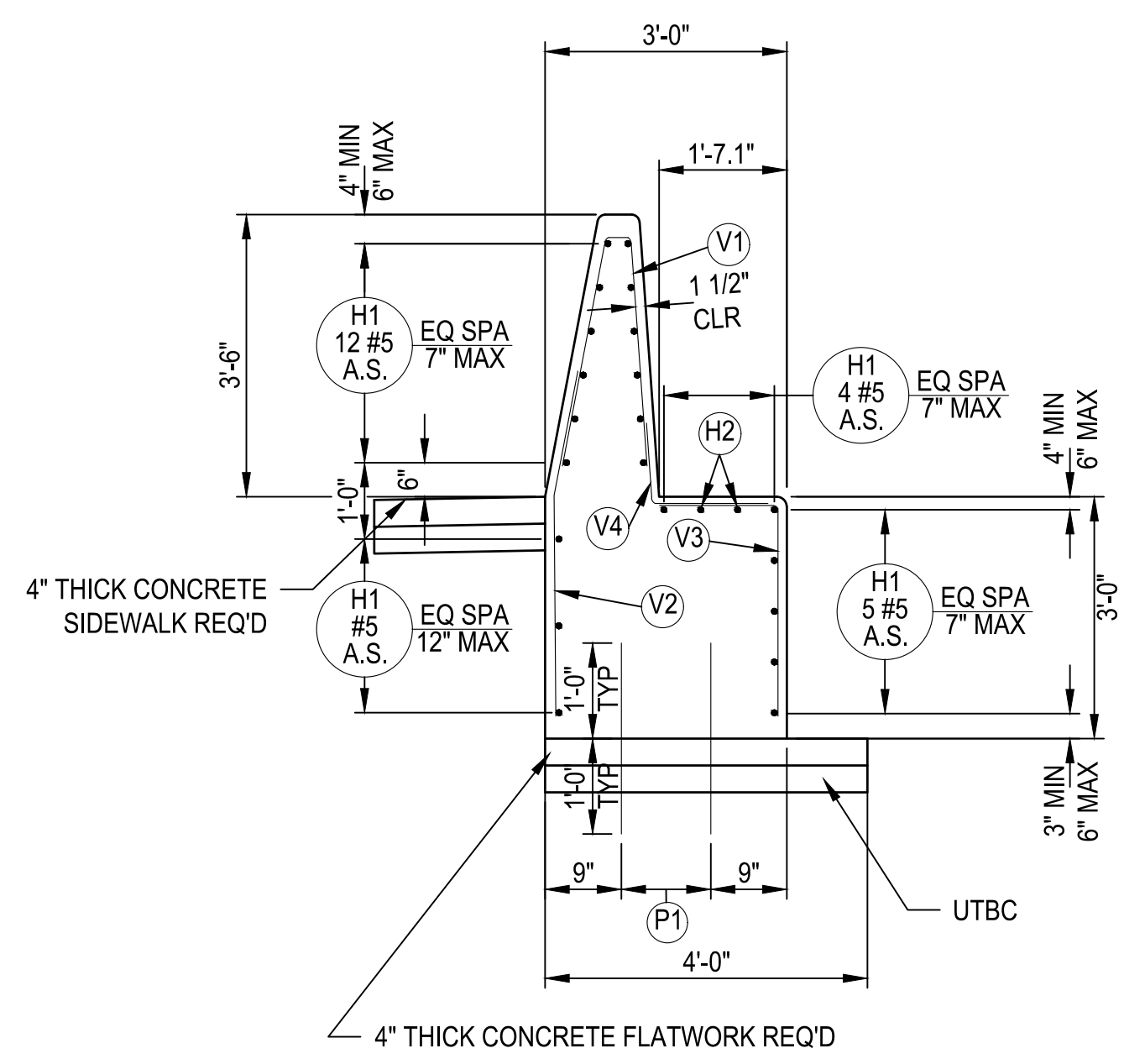
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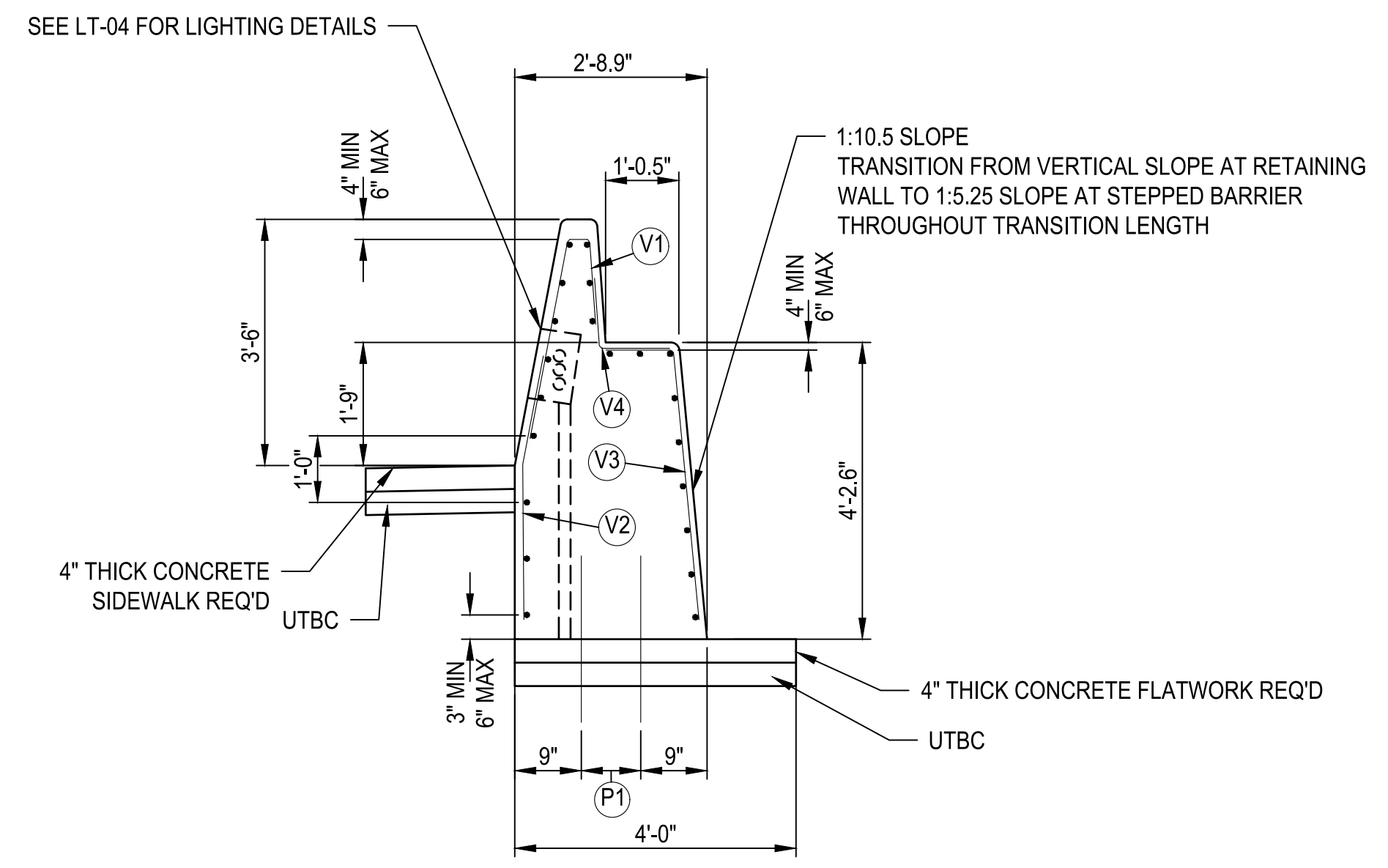
PLAN VIEW



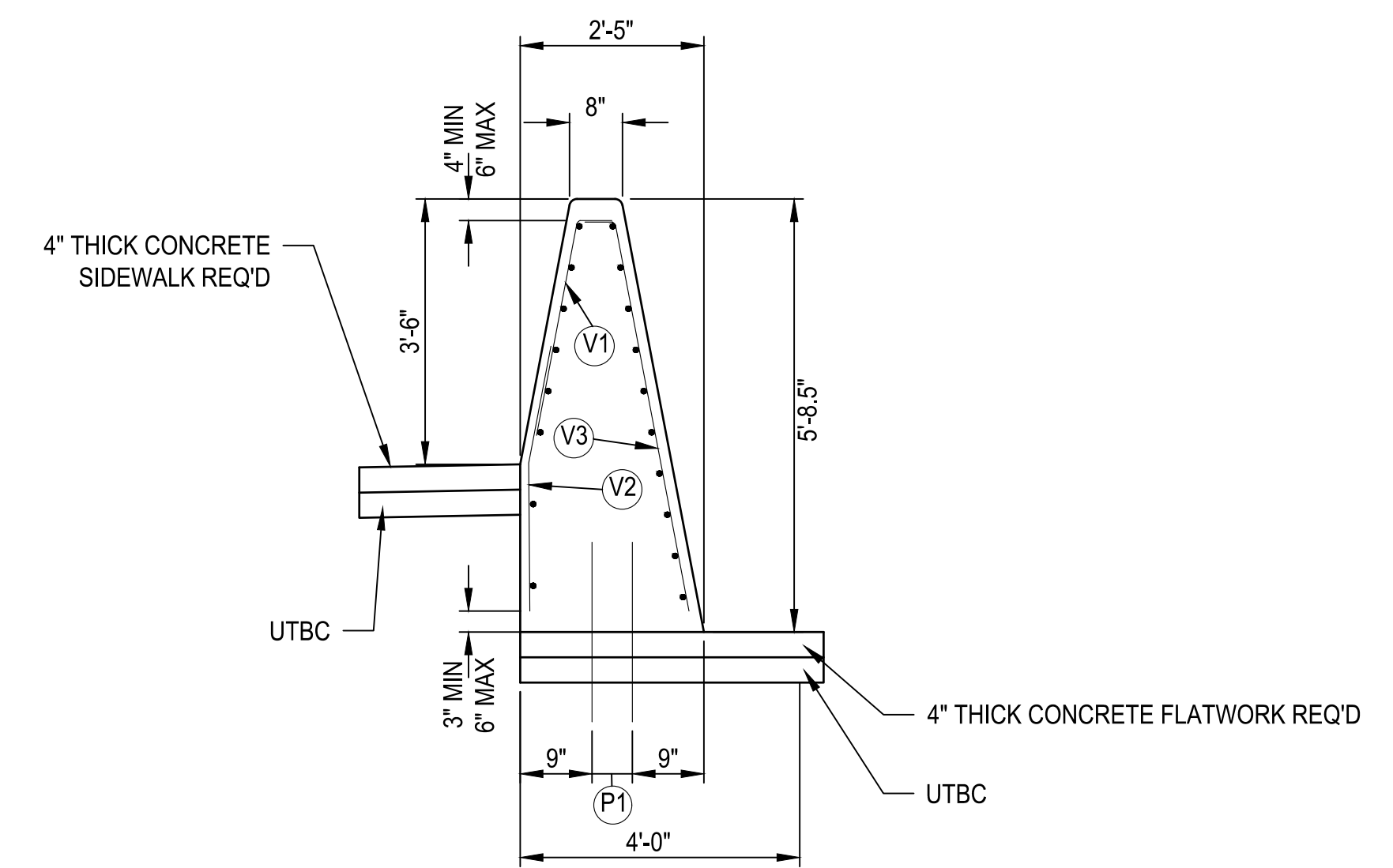
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

RETAINING WALL TO RETAINING STEPPED BARRIER TRANSITION (NORTHEAST)

NOT TO SCALE

- NOTES:**
- SEE UDOT STD DWG BA 1A1 FOR GENERAL NOTES.
 - SEE UDOT STD DWG BA 3A11 FOR NOTES.
 - CHAMFER EXPOSED CORNERS WITH 3/4" CHAMFER.

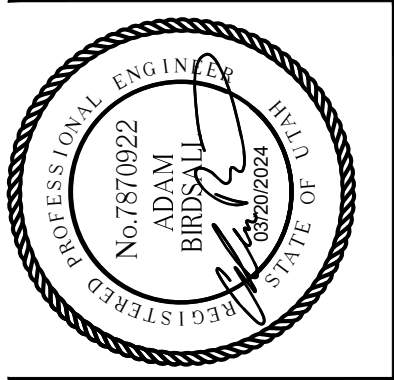
BY	
DATE	
REVISIONS	

ONE INCH AT FULL SCALE IF NOT SCALE ACCORDINGLY

Parametrix

DESIGNED BY: BKP
 DRAWN BY: BKP
 CHECKED BY: AP
 APPROVED BY: AP

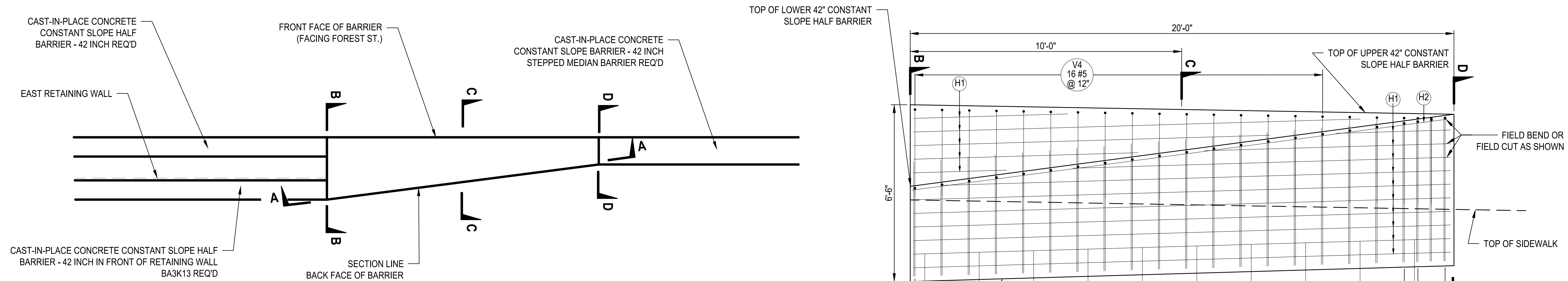
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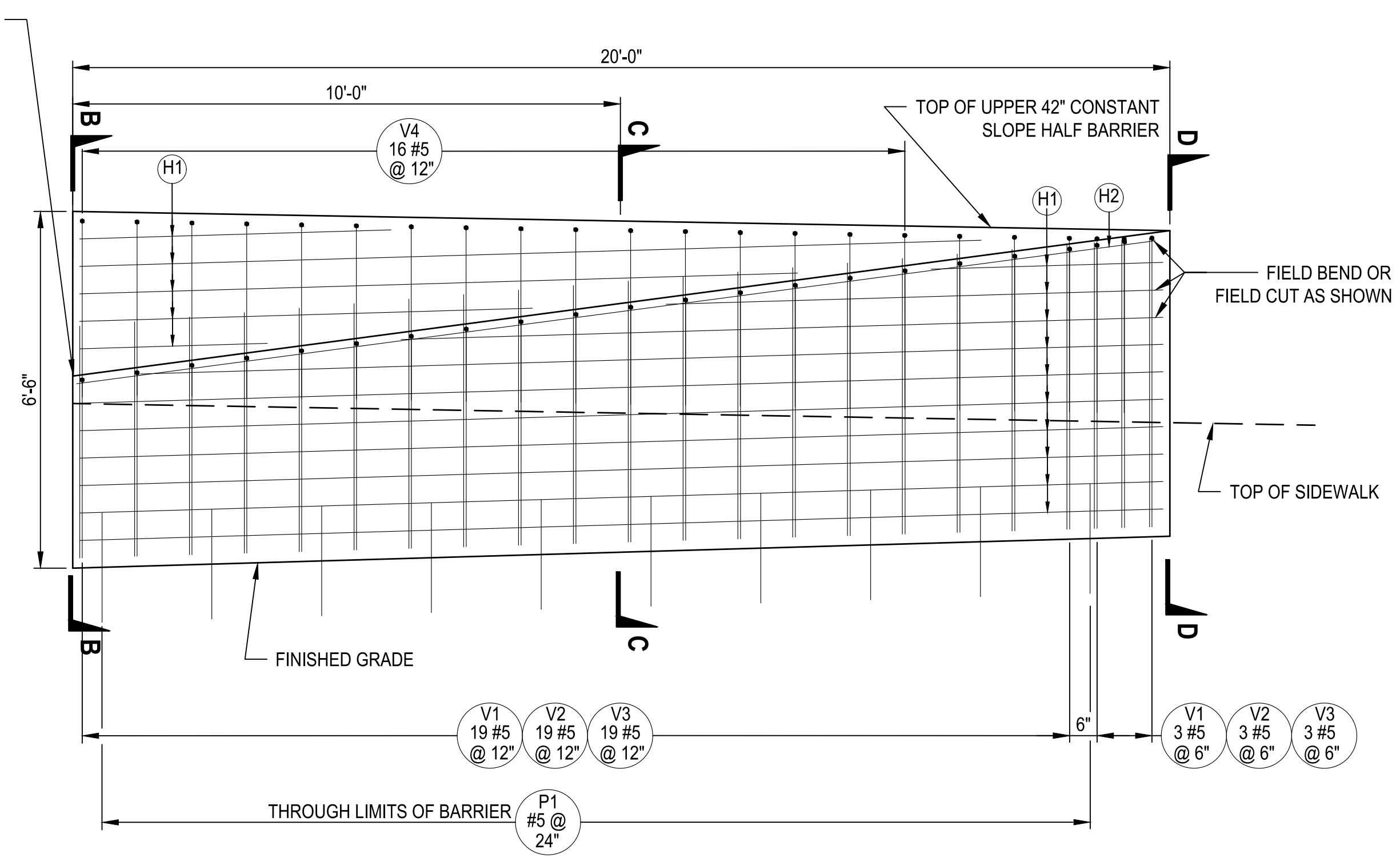
PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

DETAIL

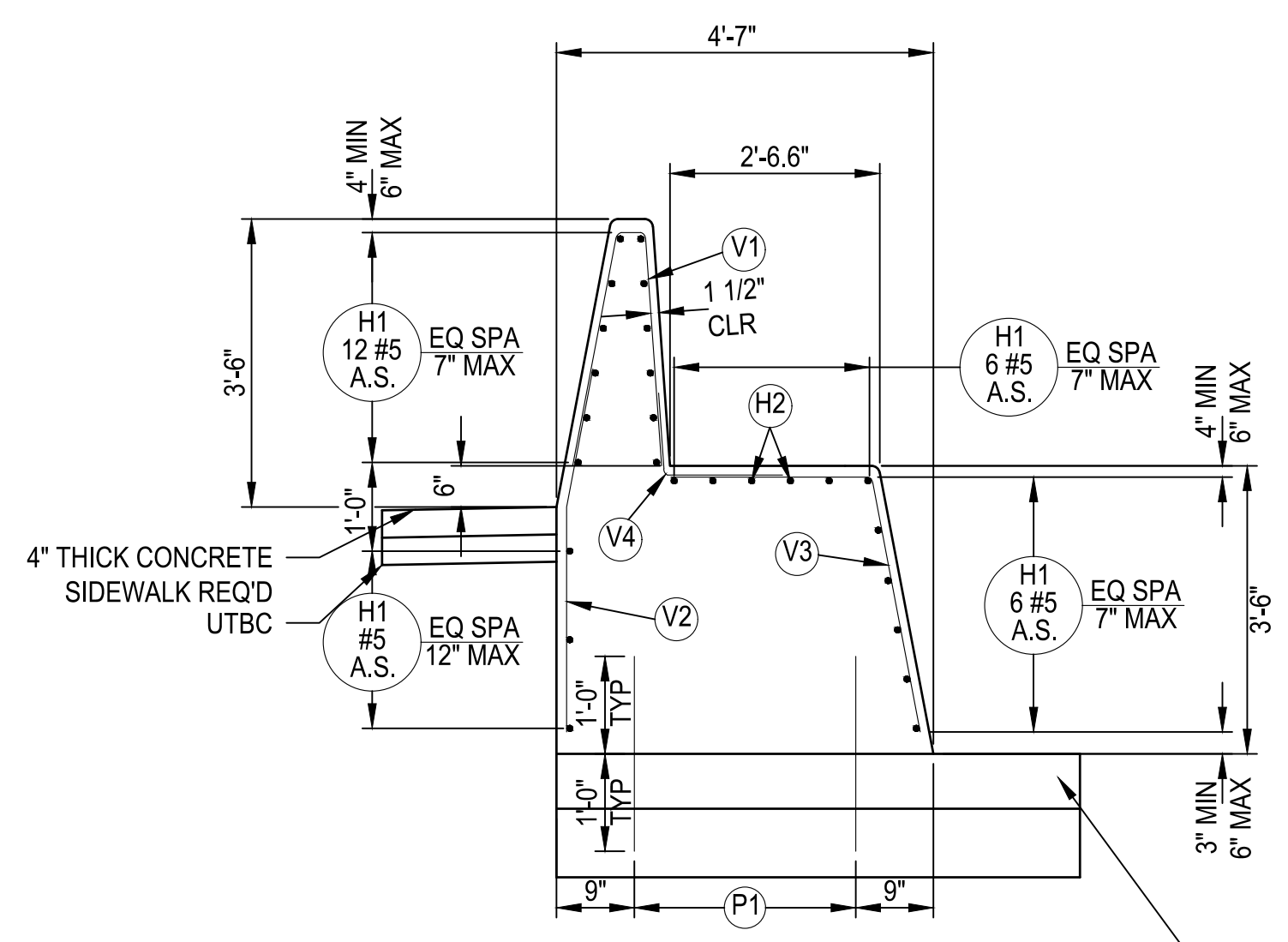
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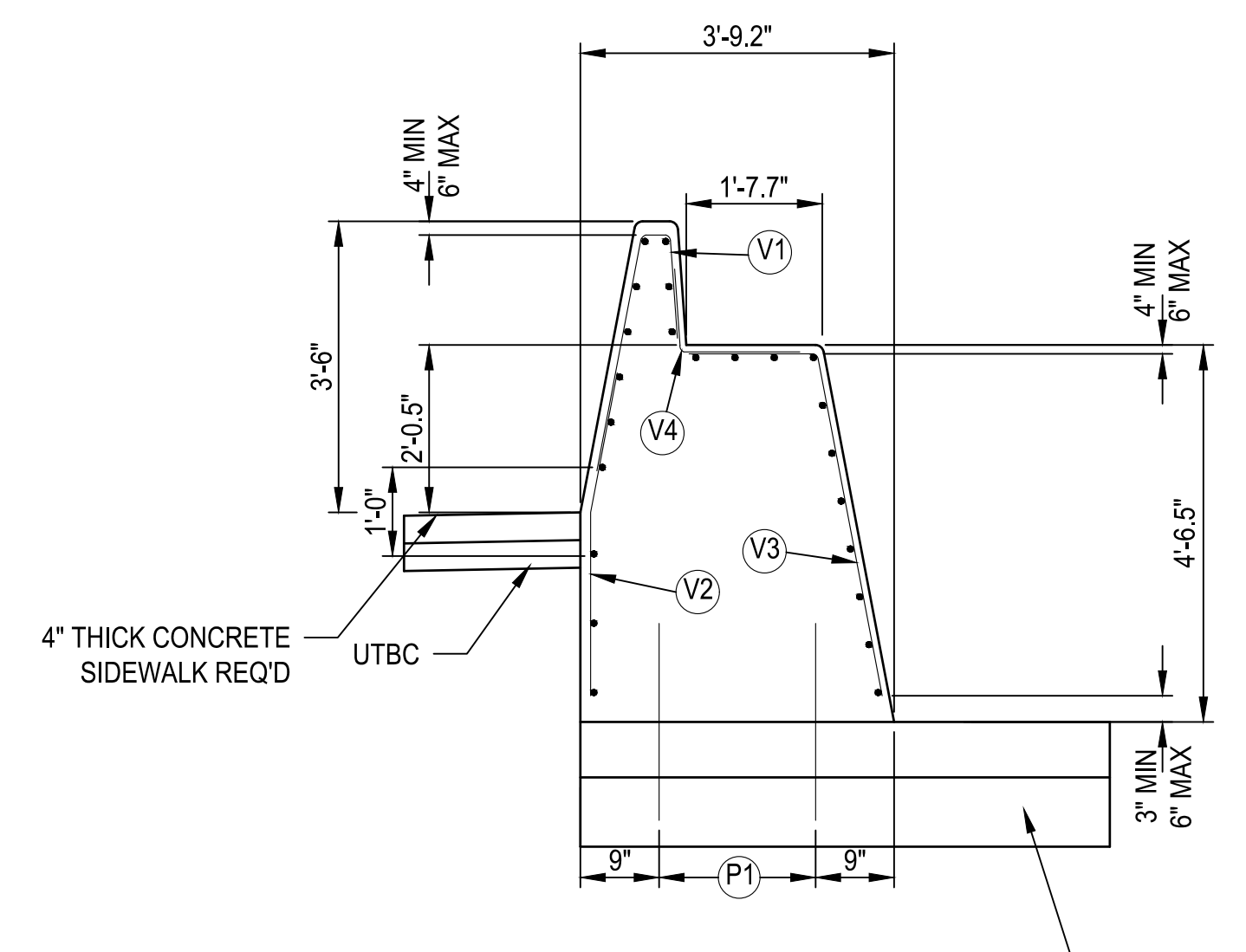
PLAN VIEW



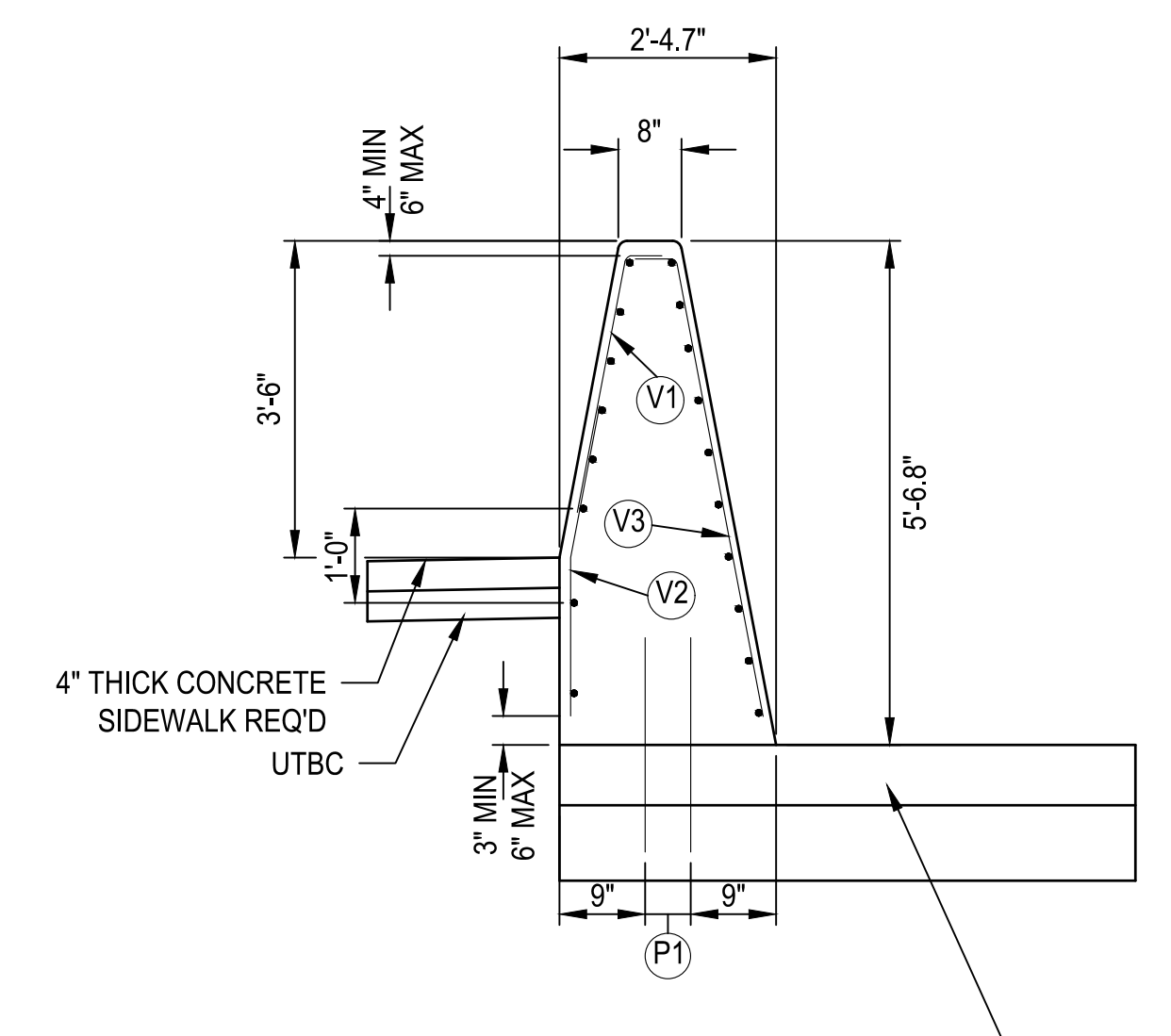
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

RETAINING WALL TO RETAINING STEPPED BARRIER TRANSITION (SOUTHEAST)

NOT TO SCALE

- NOTES:**
1. SEE UDOT STD DWG BA 1A1 FOR GENERAL NOTES.
 2. SEE UDOT STD DWG BA 3A11 FOR NOTES.
 3. CHAMFER EXPOSED CORNERS WITH 3/4" CHAMFER.

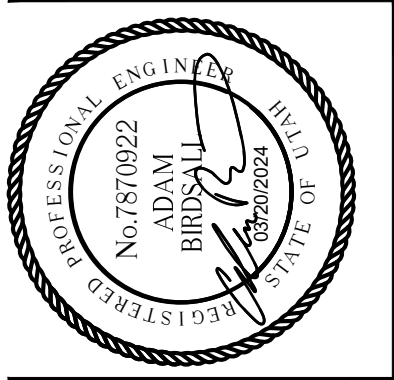
REVISIONS	DATE	BY

ONE INCH AT FULL SCALE. IF NOT SCALE ACCORDINGLY

Parametrix

DESIGNED BY: BKP
 DRAWN BY: BKP
 CHECKED BY: AP
 APPROVED BY: AP

DATE: 03/20/2024
 JOB No.: 344-8541-002



PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

DETAIL

MODIFIED SLOPED END SECTION (NORTHWEST END) DT-07 REINFORCING SCHEDULE

BAR MARK	BAR SIZE	NO. BARS	LOCATION	SKETCH																																																												
P1	#5	AS NEEDED	PAVEMENT TO BARRIER THROUGH LIMITS OF BARRIER (VERTICAL)																																																													
P2	#5	AS NEEDED	PAVEMENT TO BARRIER THROUGH LIMITS OF BARRIER (VERTICAL)																																																													
H1	#5	AS NEEDED	HORIZONTAL IN BARRIER CONTINUOUS THROUGH LENGTH OF BARRIER																																																													
H2	#5	2	DIAGONAL IN BARRIER CONTINUOUS THROUGH LENGTH OF BARRIER																																																													
V1	#5	11	VERTICAL IN TRAILING SLOPED END SECTION	<table border="1"> <thead> <tr> <th>H</th> <th>W</th> <th>QTY</th> </tr> </thead> <tbody> <tr><td>32"</td><td>15 3/8"</td><td>1</td></tr> <tr><td>29"</td><td>14"</td><td>1</td></tr> <tr><td>26"</td><td>12 1/2"</td><td>1</td></tr> <tr><td>23"</td><td>11"</td><td>1</td></tr> <tr><td>20"</td><td>9 5/8"</td><td>1</td></tr> <tr><td>17"</td><td>8 1/4"</td><td>1</td></tr> <tr><td>14"</td><td>6 3/4"</td><td>1</td></tr> <tr><td>11"</td><td>5 3/8"</td><td>1</td></tr> <tr><td>8"</td><td>3 7/8"</td><td>1</td></tr> <tr><td>5"</td><td>2 3/8"</td><td>1</td></tr> <tr><td>2"</td><td>1"</td><td>1</td></tr> </tbody> </table>	H	W	QTY	32"	15 3/8"	1	29"	14"	1	26"	12 1/2"	1	23"	11"	1	20"	9 5/8"	1	17"	8 1/4"	1	14"	6 3/4"	1	11"	5 3/8"	1	8"	3 7/8"	1	5"	2 3/8"	1	2"	1"	1																								
H	W	QTY																																																														
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V2	#5	19	VERTICAL IN TRAILING SLOPED END SECTION	<table border="1"> <thead> <tr> <th>H1</th> <th>H2</th> <th>QTY</th> </tr> </thead> <tbody> <tr><td>30"</td><td>42 1/8"</td><td>1</td></tr> <tr><td>28 1/2"</td><td>40"</td><td>1</td></tr> <tr><td>26 7/8"</td><td>37 7/8"</td><td>1</td></tr> <tr><td>25 3/8"</td><td>35 3/4"</td><td>1</td></tr> <tr><td>23 3/4"</td><td>33 5/8"</td><td>1</td></tr> <tr><td>22 1/4"</td><td>31 1/2"</td><td>1</td></tr> <tr><td>20 5/8"</td><td>29 3/8"</td><td>1</td></tr> <tr><td>19"</td><td>27 1/8"</td><td>1</td></tr> <tr><td>17 1/2"</td><td>25"</td><td>1</td></tr> <tr><td>16"</td><td>23"</td><td>1</td></tr> <tr><td>14 3/8"</td><td>20 3/4"</td><td>1</td></tr> <tr><td>12 7/8"</td><td>18 5/8"</td><td>1</td></tr> <tr><td>11 1/4"</td><td>16 1/2"</td><td>1</td></tr> <tr><td>9 3/4"</td><td>14 3/4"</td><td>1</td></tr> <tr><td>8 1/8"</td><td>13"</td><td>1</td></tr> <tr><td>6 1/2"</td><td>11 3/8"</td><td>1</td></tr> <tr><td>5 3/4"</td><td>10 1/2"</td><td>1</td></tr> <tr><td>5"</td><td>9 5/8"</td><td>1</td></tr> <tr><td>4 1/4"</td><td>8 3/4"</td><td>1</td></tr> </tbody> </table>	H1	H2	QTY	30"	42 1/8"	1	28 1/2"	40"	1	26 7/8"	37 7/8"	1	25 3/8"	35 3/4"	1	23 3/4"	33 5/8"	1	22 1/4"	31 1/2"	1	20 5/8"	29 3/8"	1	19"	27 1/8"	1	17 1/2"	25"	1	16"	23"	1	14 3/8"	20 3/4"	1	12 7/8"	18 5/8"	1	11 1/4"	16 1/2"	1	9 3/4"	14 3/4"	1	8 1/8"	13"	1	6 1/2"	11 3/8"	1	5 3/4"	10 1/2"	1	5"	9 5/8"	1	4 1/4"	8 3/4"	1
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V3	#5	19	VERTICAL IN TRAILING SLOPED END SECTION	<table border="1"> <thead> <tr> <th>H</th> <th>W</th> <th>QTY</th> </tr> </thead> <tbody> <tr><td>30"</td><td>29"</td><td>1</td></tr> <tr><td>29 3/4"</td><td>28 1/8"</td><td>1</td></tr> <tr><td>29 5/8"</td><td>27 1/8"</td><td>1</td></tr> <tr><td>29 3/8"</td><td>26 1/8"</td><td>1</td></tr> <tr><td>29 1/8"</td><td>25 1/8"</td><td>1</td></tr> <tr><td>29"</td><td>24 1/8"</td><td>1</td></tr> <tr><td>28 3/4"</td><td>23 1/8"</td><td>1</td></tr> <tr><td>28 1/2"</td><td>22 1/8"</td><td>1</td></tr> <tr><td>28 3/8"</td><td>21 1/8"</td><td>1</td></tr> <tr><td>28 1/8"</td><td>20 1/8"</td><td>1</td></tr> <tr><td>27 7/8"</td><td>19 1/8"</td><td>1</td></tr> <tr><td>27 5/8"</td><td>18 1/8"</td><td>1</td></tr> <tr><td>27 1/2"</td><td>17 1/8"</td><td>1</td></tr> <tr><td>24 1/4"</td><td>16 3/4"</td><td>1</td></tr> <tr><td>21"</td><td>16 3/8"</td><td>1</td></tr> <tr><td>17 3/4"</td><td>15 7/8"</td><td>1</td></tr> <tr><td>16"</td><td>15 5/8"</td><td>1</td></tr> <tr><td>14 1/2"</td><td>15 1/2"</td><td>1</td></tr> <tr><td>12 7/8"</td><td>15 1/4"</td><td>1</td></tr> </tbody> </table>	H	W	QTY	30"	29"	1	29 3/4"	28 1/8"	1	29 5/8"	27 1/8"	1	29 3/8"	26 1/8"	1	29 1/8"	25 1/8"	1	29"	24 1/8"	1	28 3/4"	23 1/8"	1	28 1/2"	22 1/8"	1	28 3/8"	21 1/8"	1	28 1/8"	20 1/8"	1	27 7/8"	19 1/8"	1	27 5/8"	18 1/8"	1	27 1/2"	17 1/8"	1	24 1/4"	16 3/4"	1	21"	16 3/8"	1	17 3/4"	15 7/8"	1	16"	15 5/8"	1	14 1/2"	15 1/2"	1	12 7/8"	15 1/4"	1
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V4	#5	11	VERTICAL IN TRAILING SLOPED END SECTION SPLICE FOR V1 AND V3	<table border="1"> <thead> <tr> <th>H</th> <th>W</th> <th>QTY</th> </tr> </thead> <tbody> <tr><td>18"</td><td>18"</td><td>5</td></tr> <tr><td>17"</td><td>18"</td><td>1</td></tr> <tr><td>14"</td><td>18"</td><td>1</td></tr> <tr><td>11"</td><td>18"</td><td>1</td></tr> <tr><td>8"</td><td>18"</td><td>1</td></tr> <tr><td>5"</td><td>18"</td><td>1</td></tr> <tr><td>2"</td><td>18"</td><td>1</td></tr> </tbody> </table>	H	W	QTY	18"	18"	5	17"	18"	1	14"	18"	1	11"	18"	1	8"	18"	1	5"	18"	1	2"	18"	1																																				
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V5	#5	19	VERTICAL IN TRAILING SLOPED END SECTION SPLICE FOR V2 AND V3	<table border="1"> <thead> <tr> <th>H</th> <th>W</th> <th>QTY</th> </tr> </thead> <tbody> <tr><td>18"</td><td>18"</td><td>12</td></tr> <tr><td>16 1/2"</td><td>17 1/8"</td><td>1</td></tr> <tr><td>14 3/4"</td><td>16 3/4"</td><td>1</td></tr> <tr><td>13"</td><td>16 3/8"</td><td>1</td></tr> <tr><td>11 3/8"</td><td>15 7/8"</td><td>1</td></tr> <tr><td>10 1/2"</td><td>15 5/8"</td><td>1</td></tr> <tr><td>9 5/8"</td><td>15 1/2"</td><td>1</td></tr> <tr><td>8 3/4"</td><td>15 1/4"</td><td>1</td></tr> </tbody> </table>	H	W	QTY	18"	18"	12	16 1/2"	17 1/8"	1	14 3/4"	16 3/4"	1	13"	16 3/8"	1	11 3/8"	15 7/8"	1	10 1/2"	15 5/8"	1	9 5/8"	15 1/2"	1	8 3/4"	15 1/4"	1																																	
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LAYOUT: DT-12 PATH: U:\Selt\Projects\Clients\8541-Brigham City\344-8541-02 Forest St Final Design\995vcs\cadd\DWG\Civil PLOTTED BY: OliveSto DATE: Monday, April 1, 2024, 4:35:48 PM

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REVISIONS				
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ONE INCH AT FULL SCALE, IF NOT SCALE ACCORDINGLY

Parametrix

DESIGNED: IAT DRAWN: IAT CHECKED: JWB APPROVED: AJB

DATE: 03/20/2024 JOB No.: 344-8541-002

BRIGHAM CITY CONNECTION PROJECT

DETAIL

DRAWING NO. 22 OF 63

DT-12

MODIFIED SLOPED END SECTION (NORTHEAST END) DT-08 REINFORCING SCHEDULE

BAR MARK	BAR SIZE	NO. BARS	LOCATION	SKETCH																																																																																																																																							
P1	#5	AS NEEDED	PAVEMENT TO BARRIER THROUGH LIMITS OF BARRIER (VERTICAL)																																																																																																																																								
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H1	#5	AS NEEDED	HORIZONTAL IN BARRIER CONTINUOUS THROUGH LENGTH OF BARRIER	<table border="1"> <thead> <tr> <th>R</th> <th>QTY</th> </tr> </thead> <tbody> <tr><td>215 3/8"</td><td>1</td></tr> <tr><td>217 5/8"</td><td>1</td></tr> <tr><td>219 7/8"</td><td>1</td></tr> <tr><td>221"</td><td>1</td></tr> <tr><td>222 1/8"</td><td>1</td></tr> <tr><td>223 3/8"</td><td>1</td></tr> <tr><td>224 1/2"</td><td>1</td></tr> <tr><td>225 5/8"</td><td>1</td></tr> <tr><td>230 3/8"</td><td>1</td></tr> <tr><td>231 1/2"</td><td>1</td></tr> <tr><td>232 5/8"</td><td>1</td></tr> <tr><td>233 7/8"</td><td>1</td></tr> <tr><td>235"</td><td>1</td></tr> <tr><td>236 1/8"</td><td>1</td></tr> <tr><td>237 1/4"</td><td>1</td></tr> </tbody> </table>	R	QTY	215 3/8"	1	217 5/8"	1	219 7/8"	1	221"	1	222 1/8"	1	223 3/8"	1	224 1/2"	1	225 5/8"	1	230 3/8"	1	231 1/2"	1	232 5/8"	1	233 7/8"	1	235"	1	236 1/8"	1	237 1/4"	1																																																																																																							
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H2	#5	2	DIAGONAL IN BARRIER CONTINUOUS THROUGH LENGTH OF BARRIER	<table border="1"> <thead> <tr> <th>R</th> <th>QTY</th> </tr> </thead> <tbody> <tr><td>225 5/8"</td><td>1</td></tr> <tr><td>230 3/8"</td><td>1</td></tr> </tbody> </table>	R	QTY	225 5/8"	1	230 3/8"	1																																																																																																																																	
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V1	#5	26	VERTICAL IN TRAILING SLOPED END SECTION	<table border="1"> <thead> <tr> <th>H</th> <th>H1</th> <th>H2</th> <th>W</th> <th>QTY</th> </tr> </thead> <tbody> <tr><td>54 1/8"</td><td>36"</td><td>18 7/8"</td><td>23 7/8"</td><td>1</td></tr> <tr><td>52 3/8"</td><td>34 1/2"</td><td>17 7/8"</td><td>23 3/4"</td><td>1</td></tr> <tr><td>50 5/8"</td><td>33 1/8"</td><td>17 5/8"</td><td>23 3/4"</td><td>1</td></tr> <tr><td>49"</td><td>31 5/8"</td><td>17 3/8"</td><td>23 5/8"</td><td>1</td></tr> <tr><td>47 1/4"</td><td>30 1/8"</td><td>17 1/8"</td><td>23 5/8"</td><td>1</td></tr> <tr><td>45 1/2"</td><td>28 3/4"</td><td>16 7/8"</td><td>23 5/8"</td><td>1</td></tr> <tr><td>43 3/4"</td><td>27 1/4"</td><td>16 5/8"</td><td>23 1/2"</td><td>1</td></tr> <tr><td>42 1/8"</td><td>25 3/4"</td><td>16 3/8"</td><td>23 1/2"</td><td>1</td></tr> <tr><td>40 3/8"</td><td>24 1/4"</td><td>16 1/8"</td><td>23 3/8"</td><td>1</td></tr> <tr><td>38 5/8"</td><td>22 7/8"</td><td>15 7/8"</td><td>23 3/8"</td><td>1</td></tr> <tr><td>37"</td><td>21 3/8"</td><td>15 1/2"</td><td>23 3/8"</td><td>1</td></tr> <tr><td>35 1/4"</td><td>19 7/8"</td><td>15 1/4"</td><td>23 1/4"</td><td>1</td></tr> <tr><td>33 1/2"</td><td>18 1/2"</td><td>15"</td><td>23 1/4"</td><td>1</td></tr> <tr><td>31 3/4"</td><td>17"</td><td>14 3/4"</td><td>23 1/4"</td><td>1</td></tr> <tr><td>30 1/8"</td><td>15 1/2"</td><td>14 1/2"</td><td>23 1/8"</td><td>1</td></tr> <tr><td>28 3/8"</td><td>14 1/8"</td><td>14 1/4"</td><td>23 1/8"</td><td>1</td></tr> <tr><td>26 5/8"</td><td>12 5/8"</td><td>14"</td><td>23"</td><td>1</td></tr> <tr><td>25"</td><td>11 1/8"</td><td>13 3/4"</td><td>23"</td><td>1</td></tr> <tr><td>23 1/4"</td><td>9 3/4"</td><td>13 1/2"</td><td>23"</td><td>1</td></tr> <tr><td>21 1/2"</td><td>8 1/4"</td><td>13 1/4"</td><td>22 7/8"</td><td>1</td></tr> <tr><td>19 3/4"</td><td>6 3/4"</td><td>13"</td><td>22 7/8"</td><td>1</td></tr> <tr><td>18 1/8"</td><td>5 1/4"</td><td>12 3/4"</td><td>22 3/4"</td><td>1</td></tr> <tr><td>16 3/8"</td><td>3 7/8"</td><td>12 1/2"</td><td>22 3/4"</td><td>1</td></tr> <tr><td>15 1/2"</td><td>3 1/8"</td><td>12 3/8"</td><td>22 3/4"</td><td>1</td></tr> <tr><td>14 5/8"</td><td>2 3/8"</td><td>12 1/4"</td><td>22 5/8"</td><td>1</td></tr> <tr><td>13 3/4"</td><td>1 5/8"</td><td>12 1/8"</td><td>22 5/8"</td><td>1</td></tr> </tbody> </table> <p align="center">* VARIES WITH H</p>	H	H1	H2	W	QTY	54 1/8"	36"	18 7/8"	23 7/8"	1	52 3/8"	34 1/2"	17 7/8"	23 3/4"	1	50 5/8"	33 1/8"	17 5/8"	23 3/4"	1	49"	31 5/8"	17 3/8"	23 5/8"	1	47 1/4"	30 1/8"	17 1/8"	23 5/8"	1	45 1/2"	28 3/4"	16 7/8"	23 5/8"	1	43 3/4"	27 1/4"	16 5/8"	23 1/2"	1	42 1/8"	25 3/4"	16 3/8"	23 1/2"	1	40 3/8"	24 1/4"	16 1/8"	23 3/8"	1	38 5/8"	22 7/8"	15 7/8"	23 3/8"	1	37"	21 3/8"	15 1/2"	23 3/8"	1	35 1/4"	19 7/8"	15 1/4"	23 1/4"	1	33 1/2"	18 1/2"	15"	23 1/4"	1	31 3/4"	17"	14 3/4"	23 1/4"	1	30 1/8"	15 1/2"	14 1/2"	23 1/8"	1	28 3/8"	14 1/8"	14 1/4"	23 1/8"	1	26 5/8"	12 5/8"	14"	23"	1	25"	11 1/8"	13 3/4"	23"	1	23 1/4"	9 3/4"	13 1/2"	23"	1	21 1/2"	8 1/4"	13 1/4"	22 7/8"	1	19 3/4"	6 3/4"	13"	22 7/8"	1	18 1/8"	5 1/4"	12 3/4"	22 3/4"	1	16 3/8"	3 7/8"	12 1/2"	22 3/4"	1	15 1/2"	3 1/8"	12 3/8"	22 3/4"	1	14 5/8"	2 3/8"	12 1/4"	22 5/8"	1	13 3/4"	1 5/8"	12 1/8"	22 5/8"	1
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LAYOUT: DT-13 PATH: U:\Set\Projects\Clients\8541-Brigham City\344-8541-002-Forest St-Final Design\995vcs\CADD\DWG\Civil PLOTTED BY: OliveSto DATE: Monday, April 1, 2024 4:35:59 PM

REVISIONS	DATE	BY
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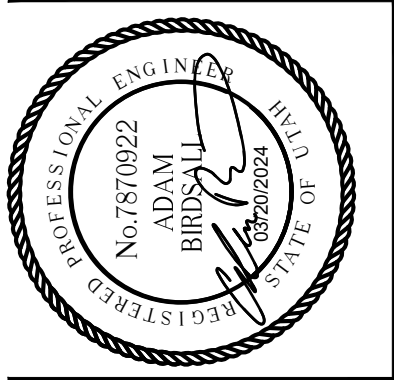
ONE INCH AT FULL SCALE. IF NOT SCALE ACCORDINGLY

Parametrix

DATE: 03/20/2024
 JOB No.: 344-8541-002

DESIGNED: IAT
 DRAWN: IAT

CHECKED: JWP
 APPROVED: AJB



PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

DETAIL

LAYOUT: DT-14 PATH: U:\Satt\Projects\Clients\8541-Brigham City\344-8541-002-Forest St-Final-Design\995vcs\cadd\DWG\Civil PLOTTED BY: OliveSto DATE: Monday, April 1, 2024 4:36:08 PM

RETAINING WALL TO RETAINING STEPPED BARRIER TRANSITION (NORTHEAST END) DT-09 REINFORCING SCHEDULE																																																																																																
BAR MARK	BAR SIZE	NO. BARS	LOCATION	SKETCH																																																																																												
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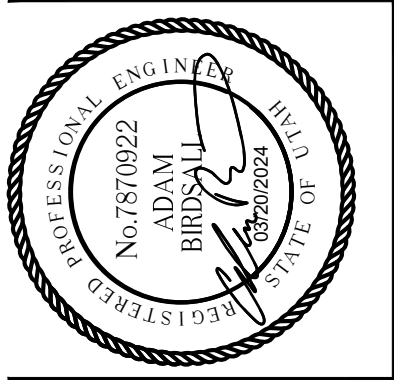
REVISIONS	BY	DATE

ONE INCH AT FULL SCALE IF NOT SCALE ACCORDINGLY

Parametrix

DESIGNED BY: IAT
 DRAWN BY: IAT
 CHECKED BY: JWB
 APPROVED BY: AJB

DATE: 03/20/2024
 JOB No.: 344-8541-002



PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

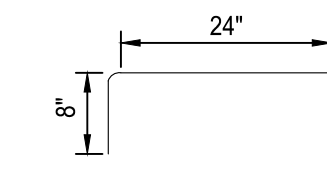
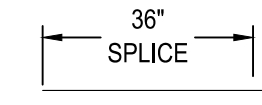
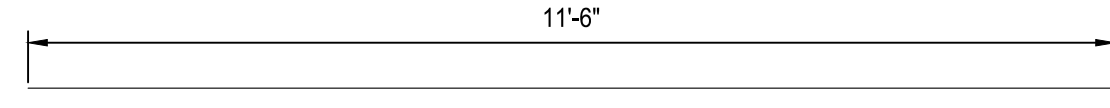
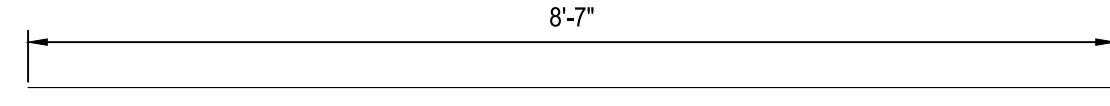
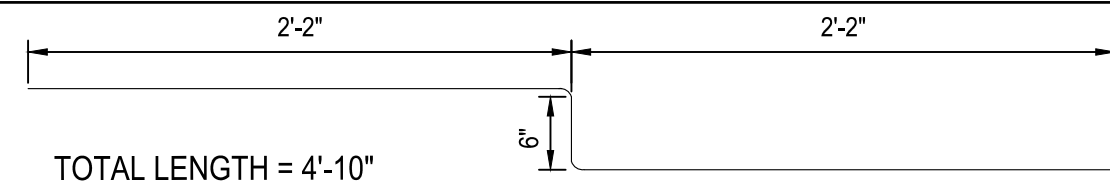
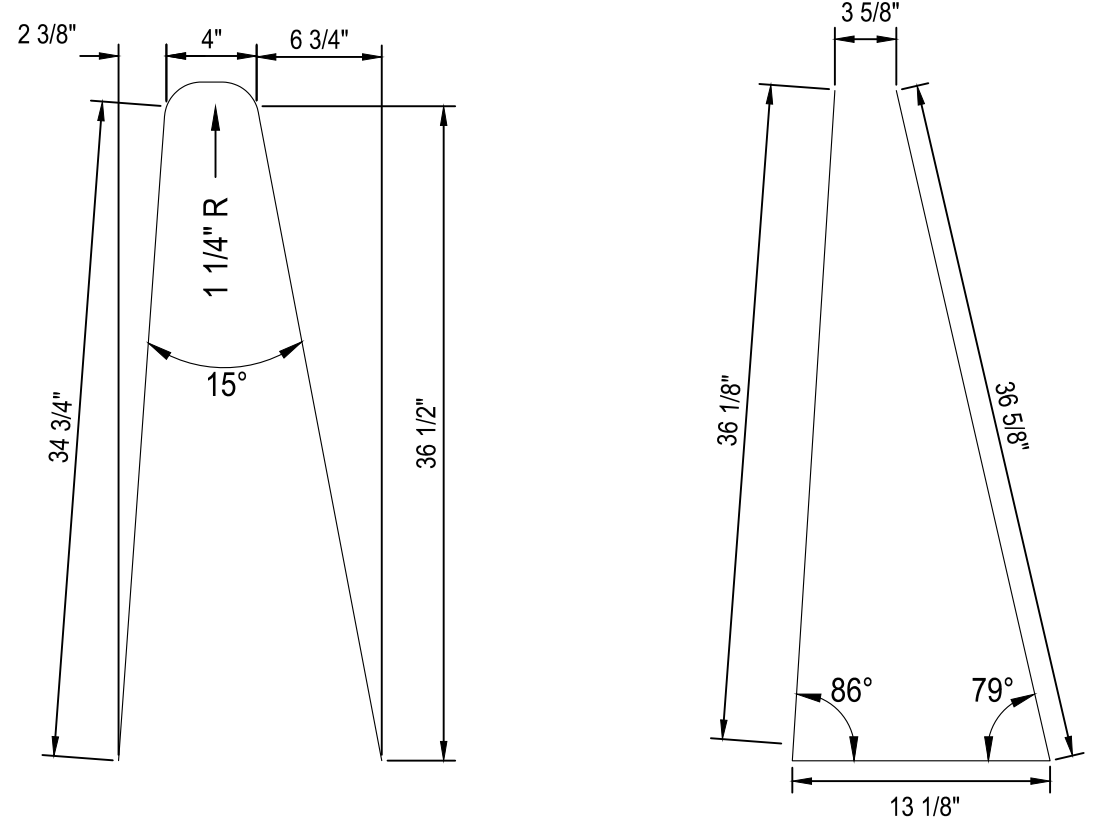
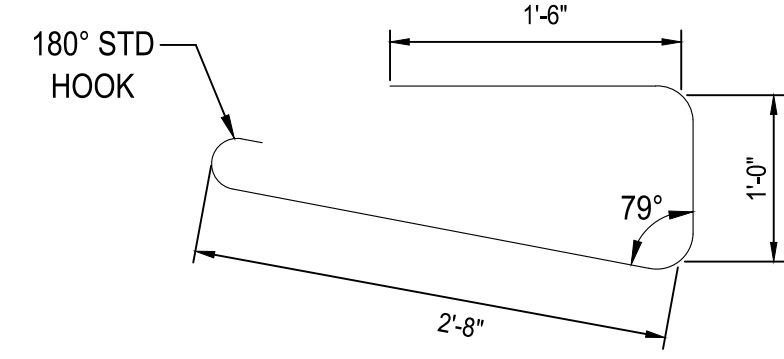
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BAR MARK	BAR SIZE	NO. BARS	LOCATION	SKETCH																																																																					
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V4	#5	16	VERTICAL IN TRAILING SLOPED END SECTION SPLICE FOR V1 AND V3	<table border="1"> <thead> <tr> <th>H</th> <th>W</th> <th>QTY</th> </tr> </thead> <tbody> <tr><td>18"</td><td>17 5/8"</td><td>1</td></tr> <tr><td>18"</td><td>16 1/2"</td><td>1</td></tr> <tr><td>18"</td><td>15 3/8"</td><td>1</td></tr> <tr><td>18"</td><td>14 1/4"</td><td>1</td></tr> <tr><td>18"</td><td>13 1/4"</td><td>1</td></tr> <tr><td>18"</td><td>12 1/8"</td><td>1</td></tr> <tr><td>18"</td><td>11"</td><td>1</td></tr> <tr><td>17"</td><td>9 7/8"</td><td>1</td></tr> <tr><td>15 1/4"</td><td>8 7/8"</td><td>1</td></tr> <tr><td>13 3/8"</td><td>7 3/4"</td><td>1</td></tr> <tr><td>11 1/2"</td><td>6 5/8"</td><td>1</td></tr> <tr><td>9 5/8"</td><td>5 5/8"</td><td>1</td></tr> <tr><td>7 3/4"</td><td>4 1/2"</td><td>1</td></tr> <tr><td>6"</td><td>3 3/8"</td><td>1</td></tr> <tr><td>4 1/8"</td><td>2 1/4"</td><td>1</td></tr> <tr><td>2 1/4"</td><td>1 1/4"</td><td>1</td></tr> </tbody> </table>	H	W	QTY	18"	17 5/8"	1	18"	16 1/2"	1	18"	15 3/8"	1	18"	14 1/4"	1	18"	13 1/4"	1	18"	12 1/8"	1	18"	11"	1	17"	9 7/8"	1	15 1/4"	8 7/8"	1	13 3/8"	7 3/4"	1	11 1/2"	6 5/8"	1	9 5/8"	5 5/8"	1	7 3/4"	4 1/2"	1	6"	3 3/8"	1	4 1/8"	2 1/4"	1	2 1/4"	1 1/4"	1																		
H	W	QTY																																																																							
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4 1/8"	2 1/4"	1																																																																							
2 1/4"	1 1/4"	1																																																																							

BY	
DATE	
REVISIONS	
BRIGHAM CITY CONNECTION PROJECT	
DETAIL	
DRAWING NO. 25 OF 63 DT-15	

BRIDGE PARAPET END SECTION WITH MOMENT SLAB DT-11 REINFORCING SCHEDULE				
BAR MARK	BAR SIZE	NO. BARS	LOCATION	SKETCH
P3	#5	AS NEEDED	CONCRETE FLATWORK TO BARRIER	
H1	#5	AS NEEDED	HORIZONTAL IN BARRIER CONTINUOUS THROUGH LENGTH OF BARRIER	
H2	#5	AS NEEDED	HORIZONTAL IN FOUNDATION OR MOMENT SLAB	
H5	#5	30	HORIZONTAL IN MOMENT SLAB	
H6	#5	15	HORIZONTAL IN CURB AND GUTTER	
V1	#5	AS NEEDED	VERTICAL IN BARRIER	 <p>OPTION 1 TOTAL LENGTH = 6'-4"</p> <p>OPTION 2 TOTAL LENGTH = 7'-1 7/8"</p>
V7	#5	25	VERTICAL IN MOMENT SLAB	 <p>TOTAL LENGTH = 5'-9"</p>

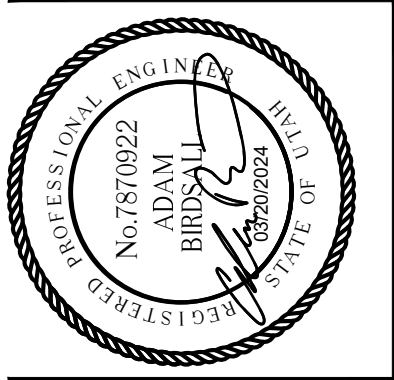
REVISIONS	DATE	BY
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ONE INCH AT FULL SCALE. IF NOT SCALE ACCORDINGLY

Parametrix

DESIGNED BY: IAT
 DRAWN BY: IAT
 CHECKED BY: JWP
 APPROVED BY: AJB

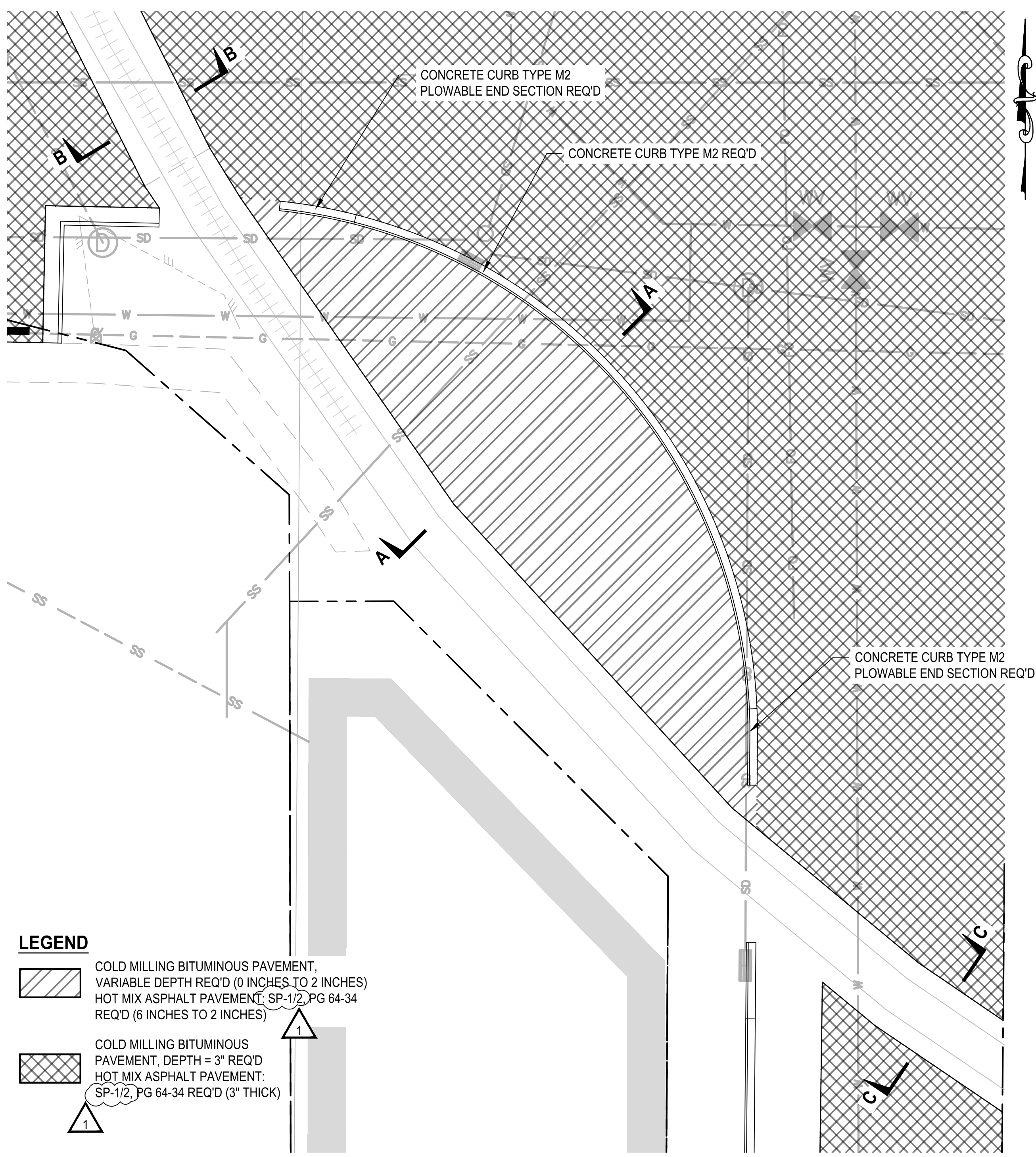
DATE: 03/20/2024
 JOB No.: 344-8541-002



PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

DETAIL

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PLAN VIEW

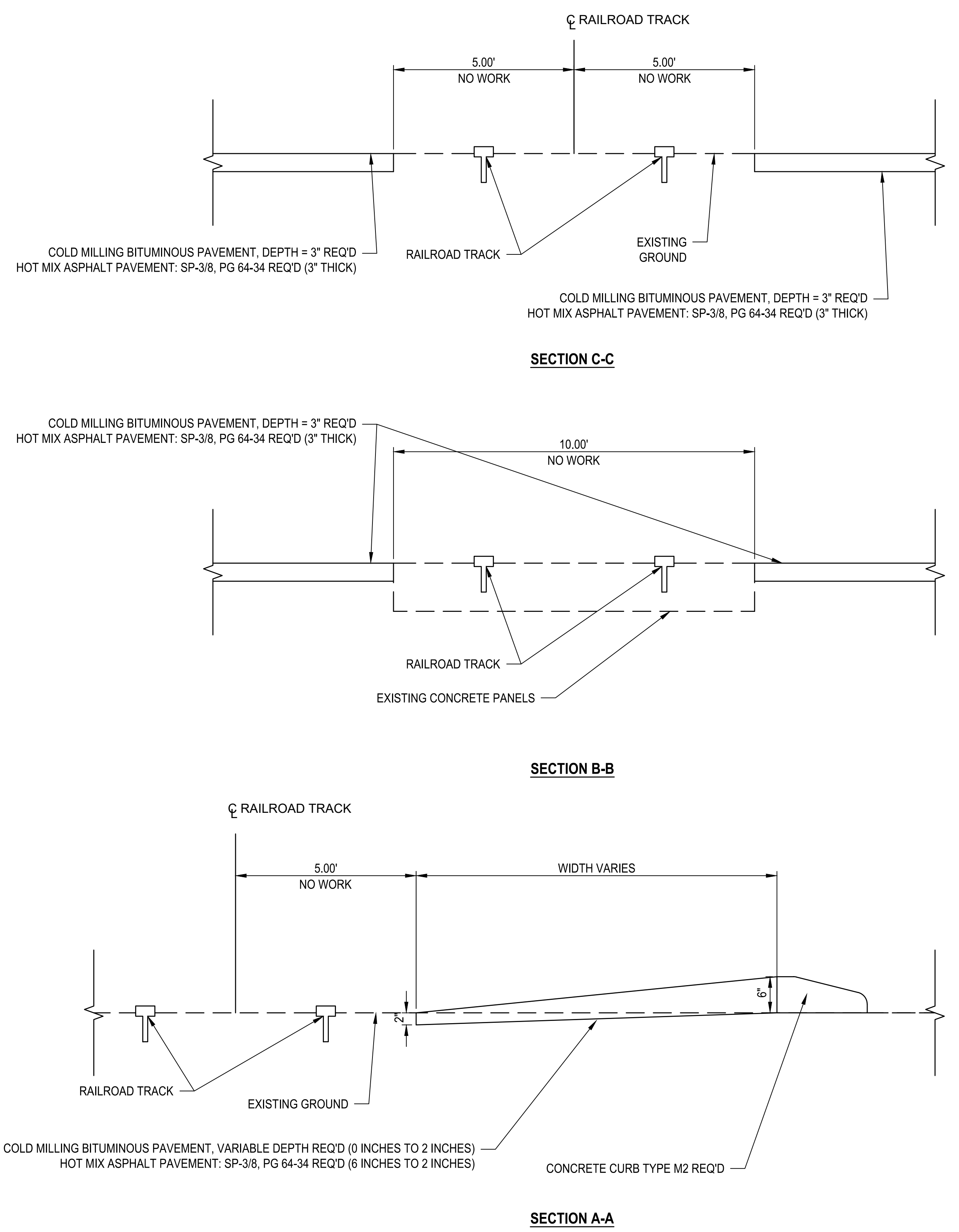
LEGEND

COLD MILLING BITUMINOUS PAVEMENT, VARIABLE DEPTH REQ'D (0 INCHES TO 2 INCHES)
HOT MIX ASPHALT PAVEMENT: SP-1/2, PG 64-34 REQ'D (6 INCHES TO 2 INCHES)

COLD MILLING BITUMINOUS PAVEMENT, DEPTH = 3" REQ'D
HOT MIX ASPHALT PAVEMENT: SP-3/8, PG 64-34 REQ'D (3" THICK)

1

OVERLAY DETAIL



REVISIONS	DATE	BY
1	4/1/24	BKP
2		
3		
4		

ONE INCH AT FULL SCALE IF NECESSARY ACCORDINGLY

Parametrix

DATE: 03/20/2024
JOB No.: 344-8541-002

DESIGNED: BKP
DRAWN: BKP

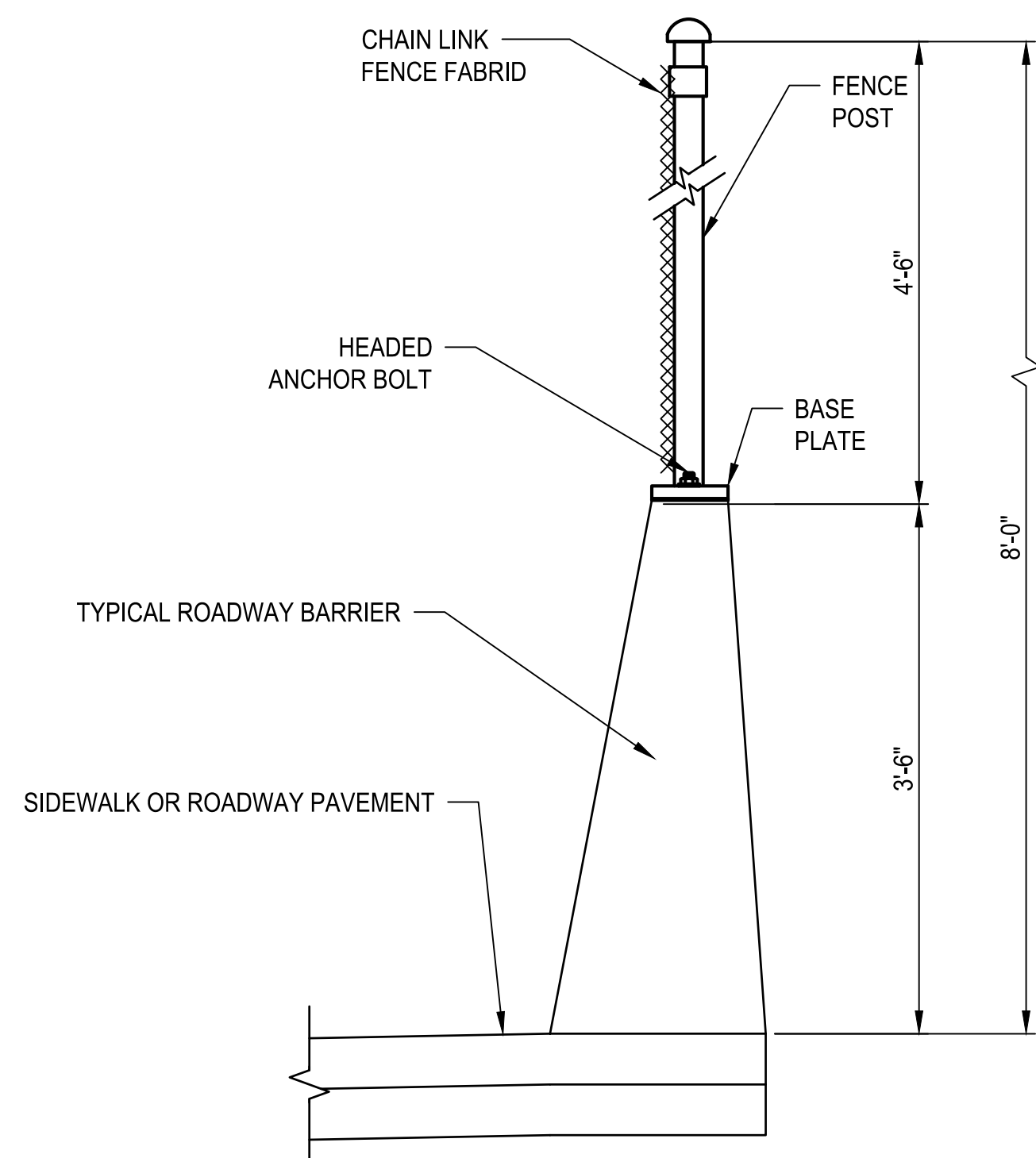
CHECKED: CCS
APPROVED: AP



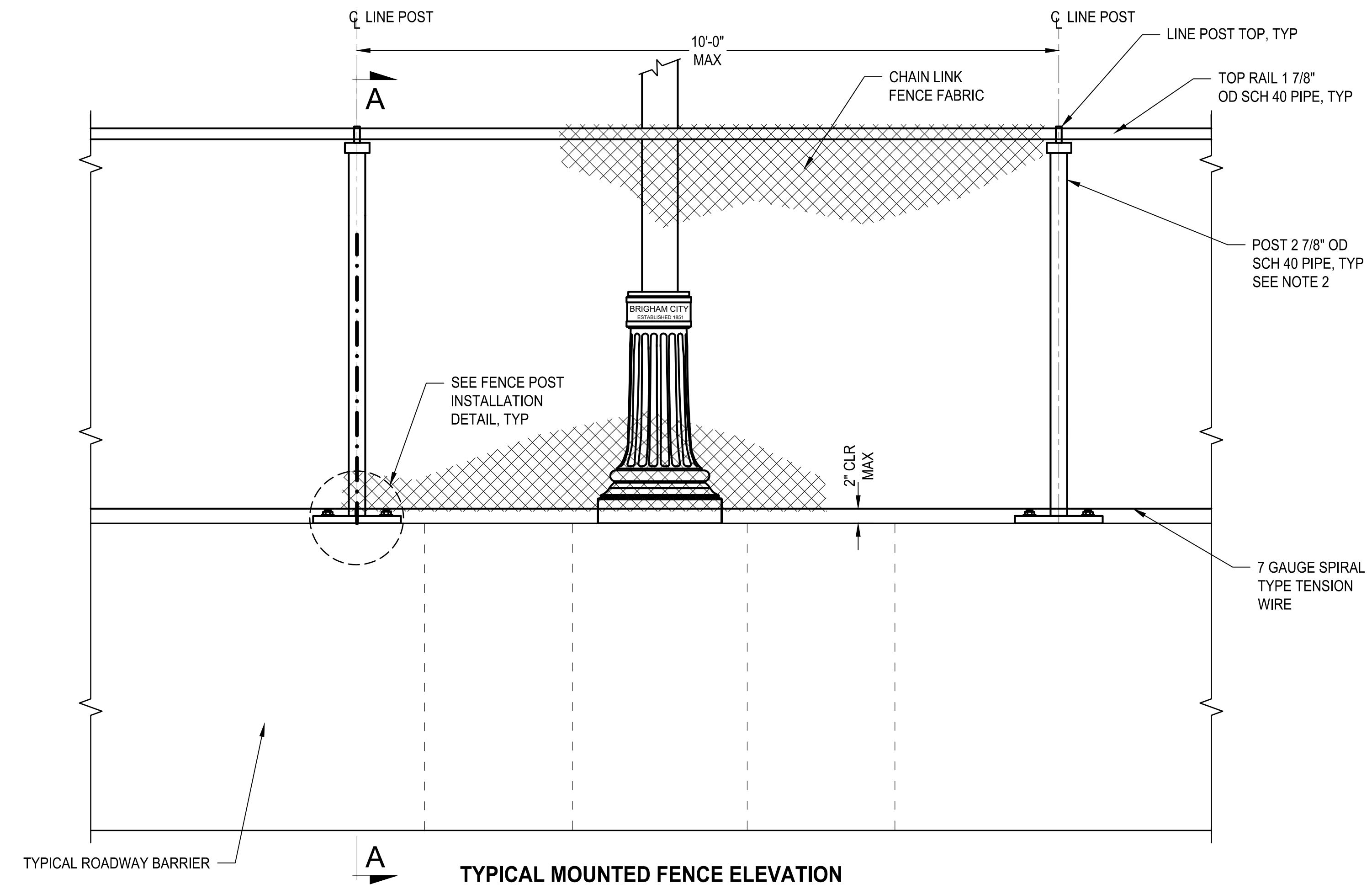
PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

DETAIL

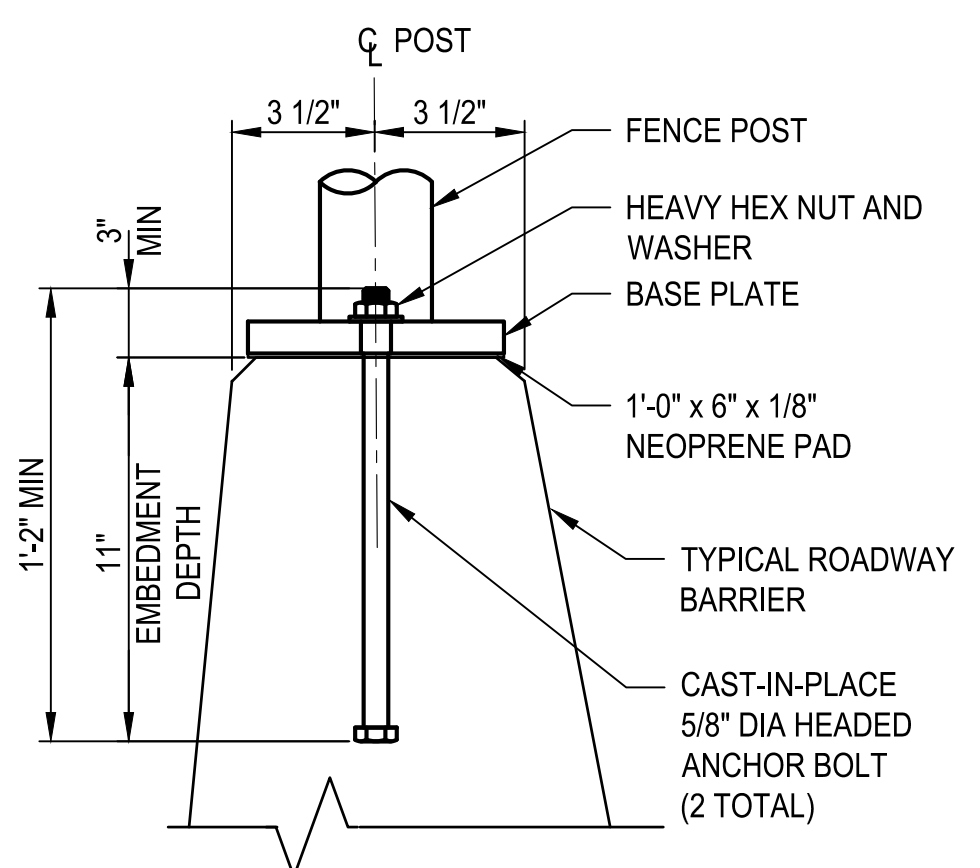
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 LAYOUT: DT-18
 PLOTTED BY: OliveSto DATE: Monday, April 1, 2024 4:36:56 PM



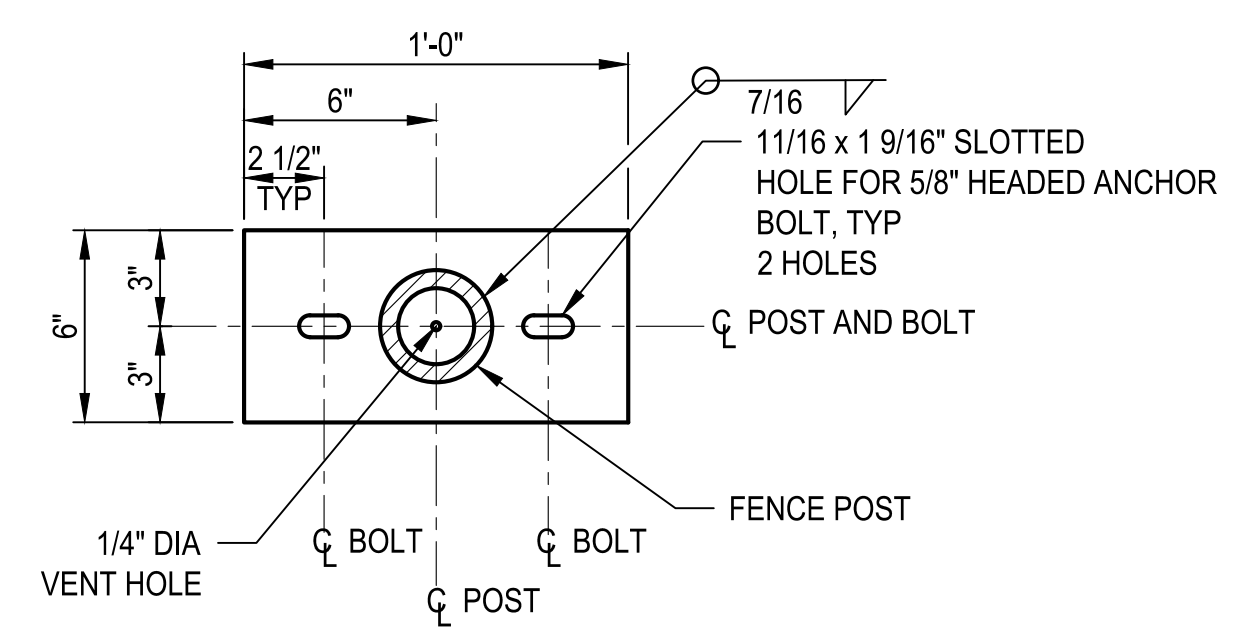
SECTION A-A



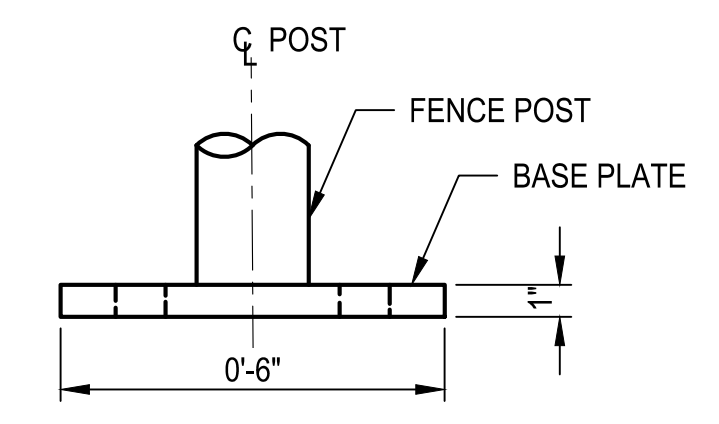
TYPICAL MOUNTED FENCE ELEVATION



FENCE POST INSTALLATION DETAIL



BASE PLATE PLAN



BASE PLATE ELEVATION

FENCING DETAIL 1 OF 2

NOTES

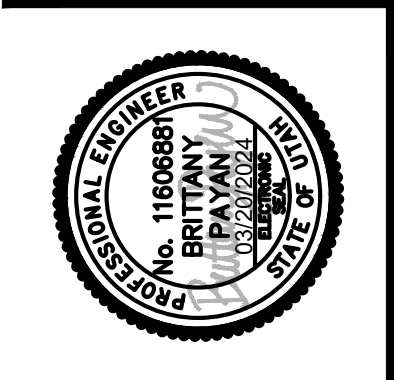
1. PLACE FENCE FABRIC ON TRAFFIC SIDE OF POST.
2. FENCE POSTS ARE PLUMB.
3. FOR DETAILS NOT SHOWN SEE UDOT STD DWG FG 6.
4. CONTRACTOR IS RESPONSIBLE FOR LOCATION AND PLUMBNESS OF ANCHOR BOLTS.
5. ADJUST ANCHOR BOLT LOCATIONS TO AVOID BARRIER REINFORCING STEEL. MAINTAIN MAXIMUM POST SPACING.
6. LOCATE TERMINAL POSTS AT DISCONTINUOUS ENDS OF FENCE AND AT LOCATIONS OF DISCRETE ANGLE CHANGE GREATER THAN 15° HORIZONTALLY OR VERTICALLY. PROVIDE BRACE PANELS ON BOTH SIDES OF TERMINAL POST AS APPLICABLE.
7. INSTALL NUTS FOR EXPANSION RAILS FINGER-TIGHT. NUTS FULLY ENGAGE BOLT WITH A MINIMUM OF ONE BOLT THREAD EXTENDING BEYOND THE NUT. DISTORT THE FIRST THREAD ON THE OUTSIDE OF THE NUT TO PREVENT LOOSENING.
8. FENCE POST CAN NOT BE INSTALLED IN FRONT OF LIGHT FIXTURE.

REVISIONS	DATE	BY

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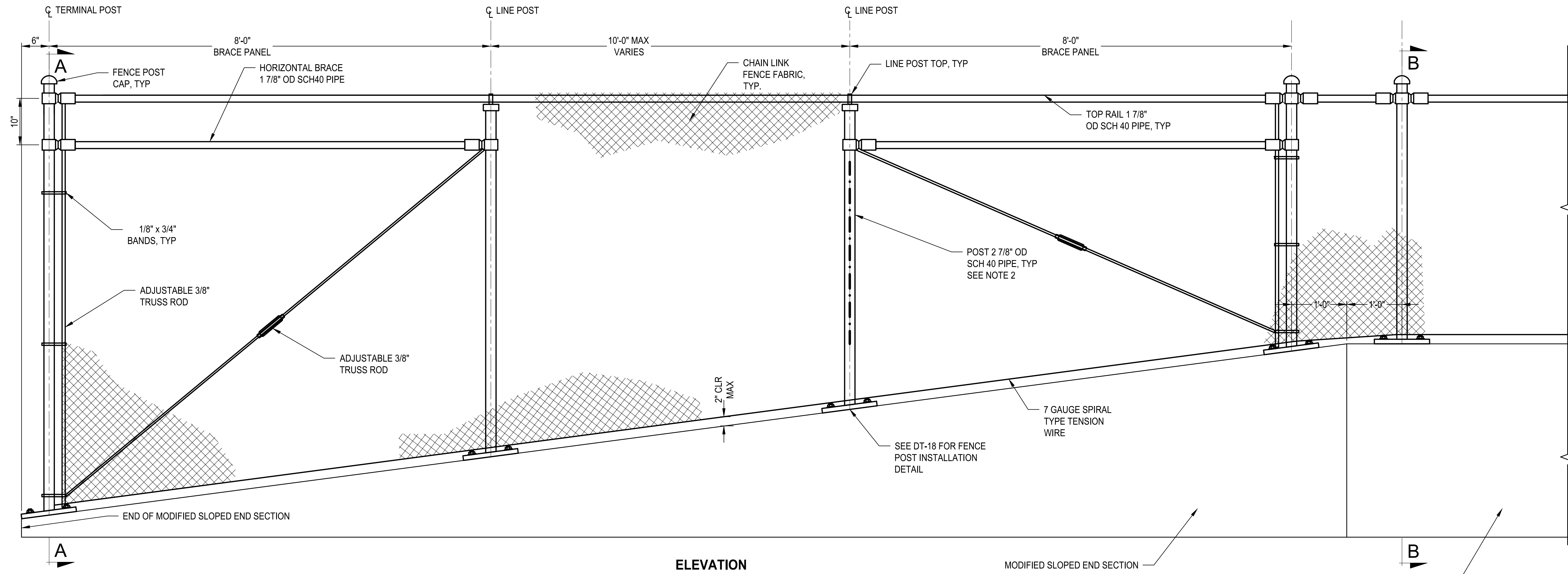
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03/20/2024	BKP	AP
JOB No.	DRAWN	APPROVED
344-8541-002	BKP	AP



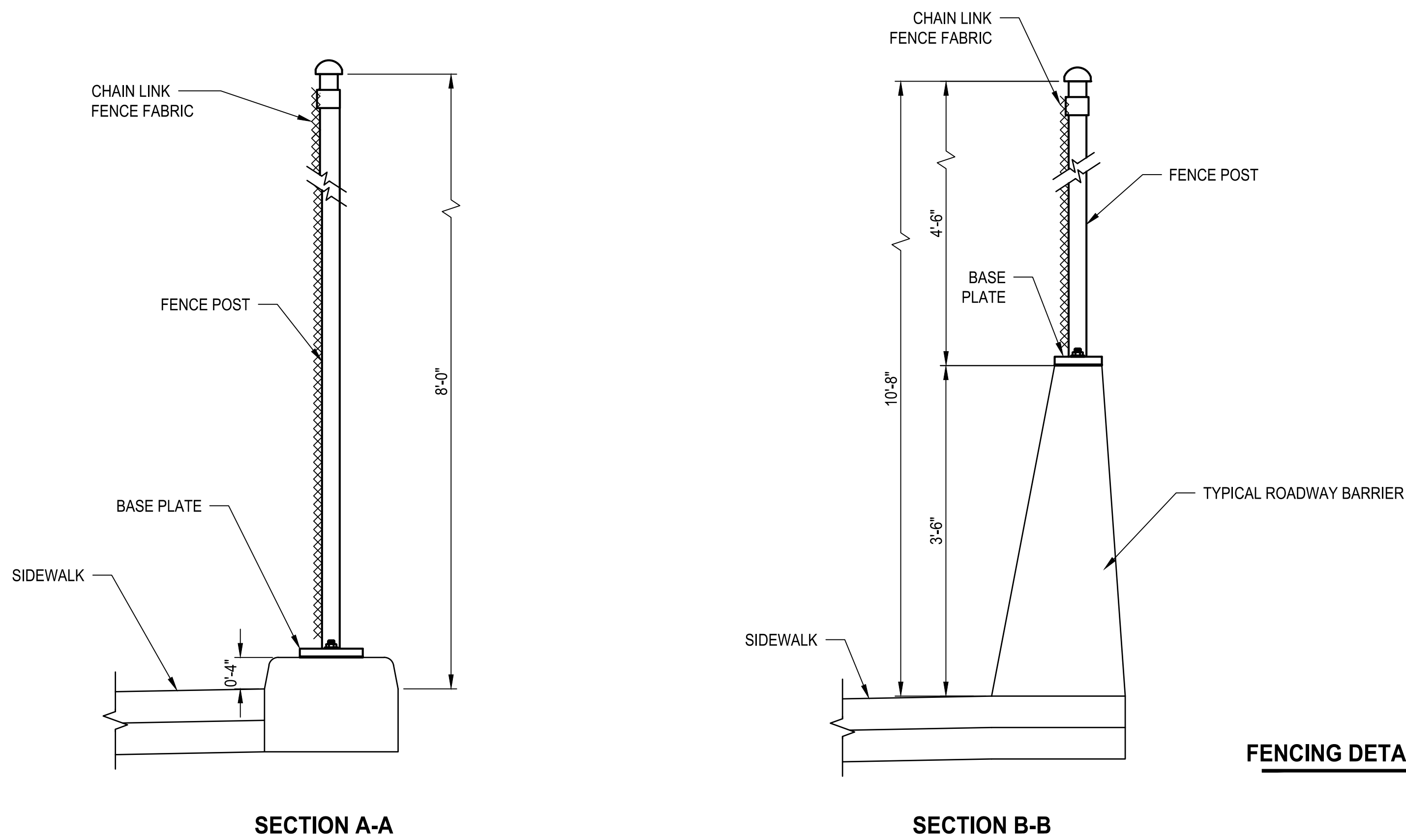
PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

DETAIL

LAYOUT: DT-19 PATH: U:\Set\Projects\Clients\8541-Brigham City\344-8541-002 Forest St. Final Design\995secs\CADD\DWG\Civil PLOTTED BY: OliveSta DATE: Monday, April 1, 2024 4:37:08 PM



ELEVATION



FENCING DETAIL 2 OF 2

NOTES

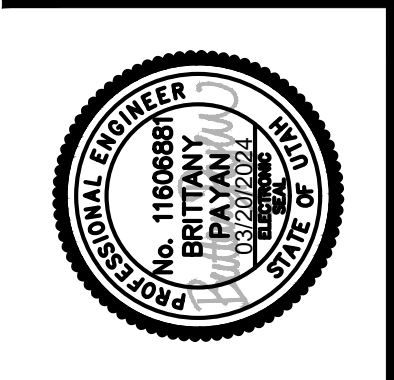
1. PLACE FENCE FABRIC ON TRAFFIC SIDE OF POST.
2. FENCE POSTS ARE PLUMB.
3. CONTRACTOR IS RESPONSIBLE FOR LOCATION AND PLUMBNESS OF ANCHOR BOLTS.
4. ADJUST ANCHOR BOLT LOCATIONS TO AVOID BARRIER REINFORCING STEEL. MAINTAIN MAXIMUM POST SPACING.

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NECESSARY ACCORDINGLY

Parametrix

DATE	DESIGNED	CHECKED
03/20/2024	BKP	AP
JOB No.	DRAWN	APPROVED
344-8541-002	BKP	AP

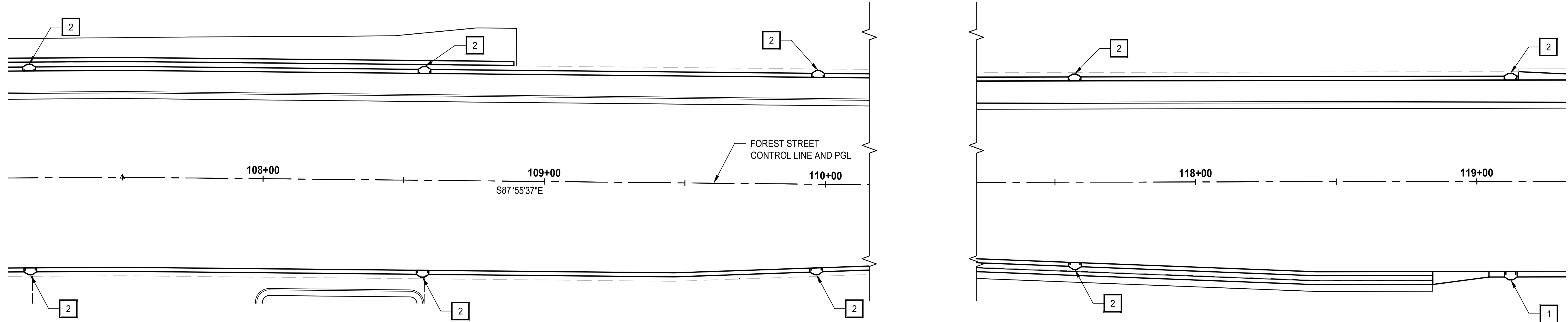


PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

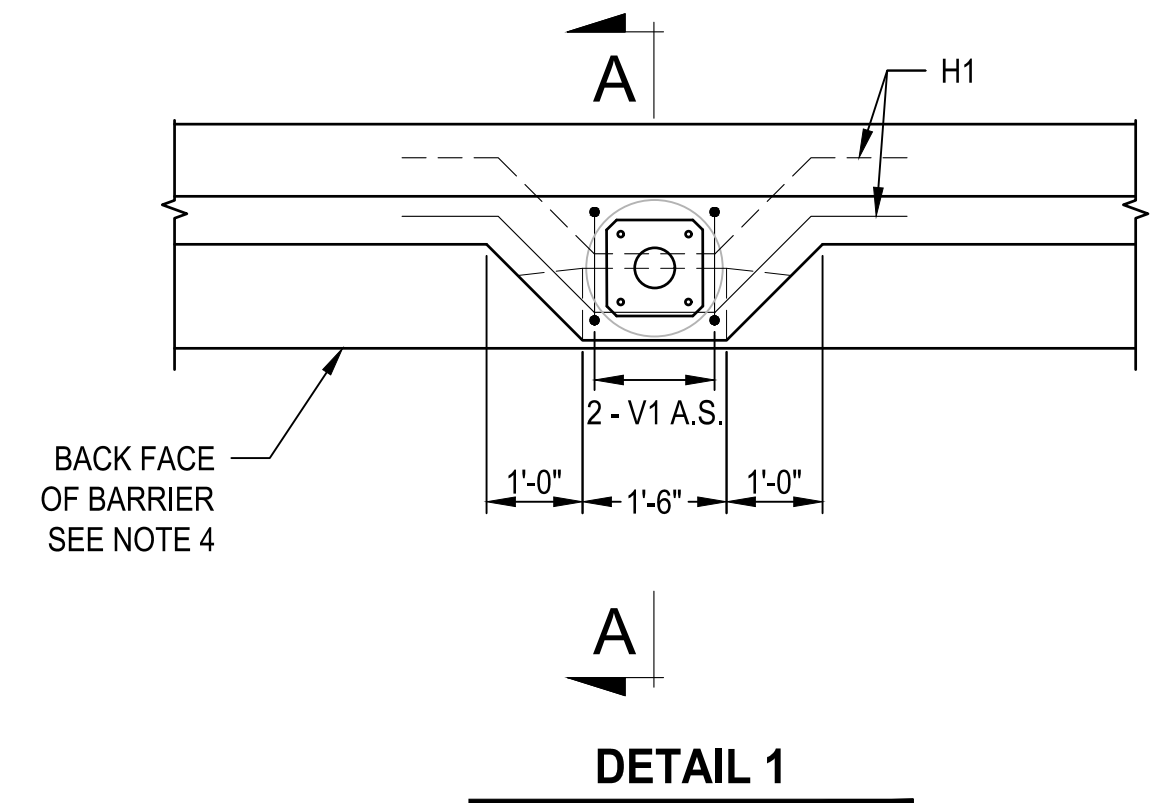
DETAIL

DRAWING NO.
29 OF 63
DT-19

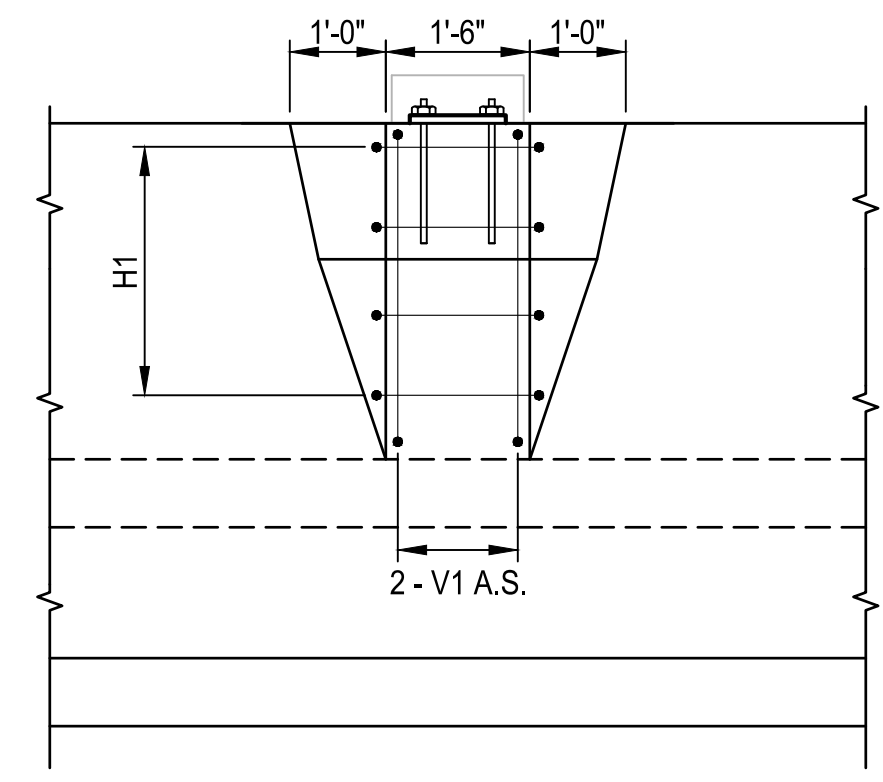
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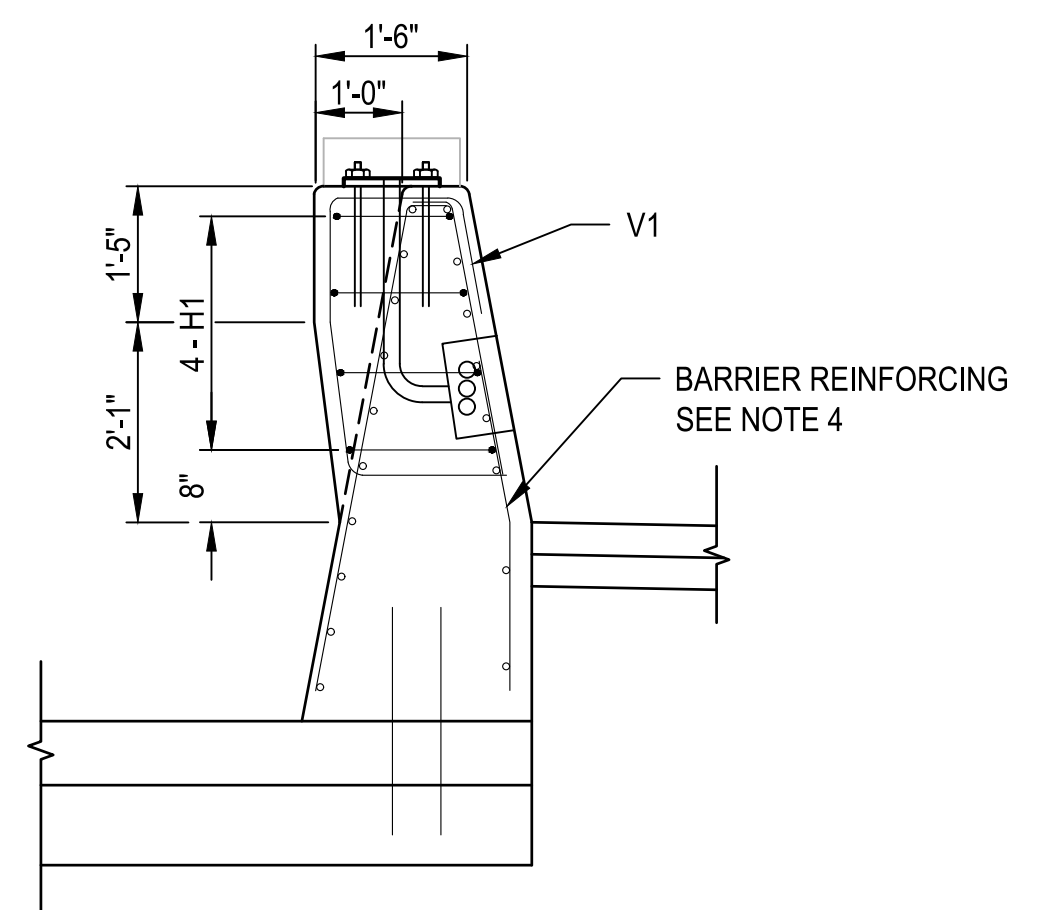
PLAN
SCALE 1" = 20'



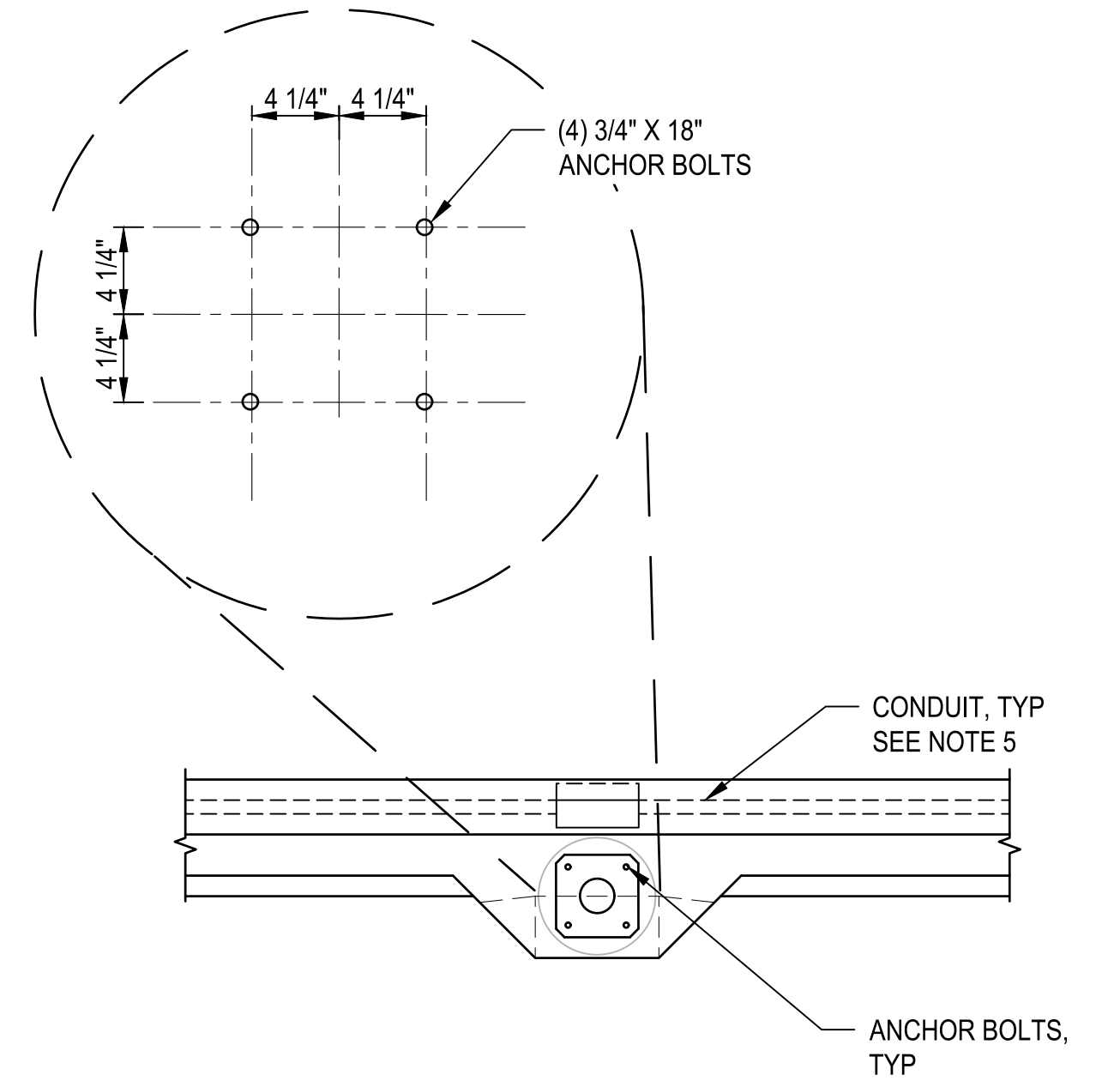
DETAIL 1



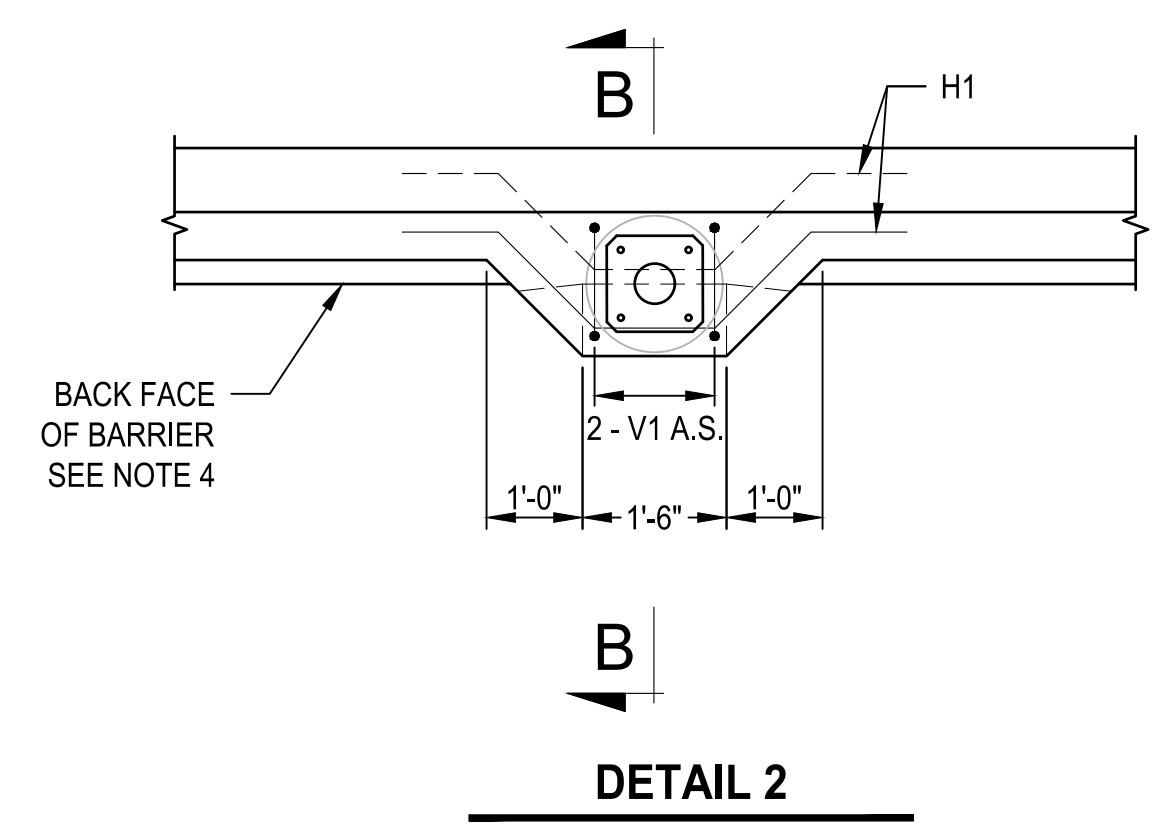
ELEVATION 1



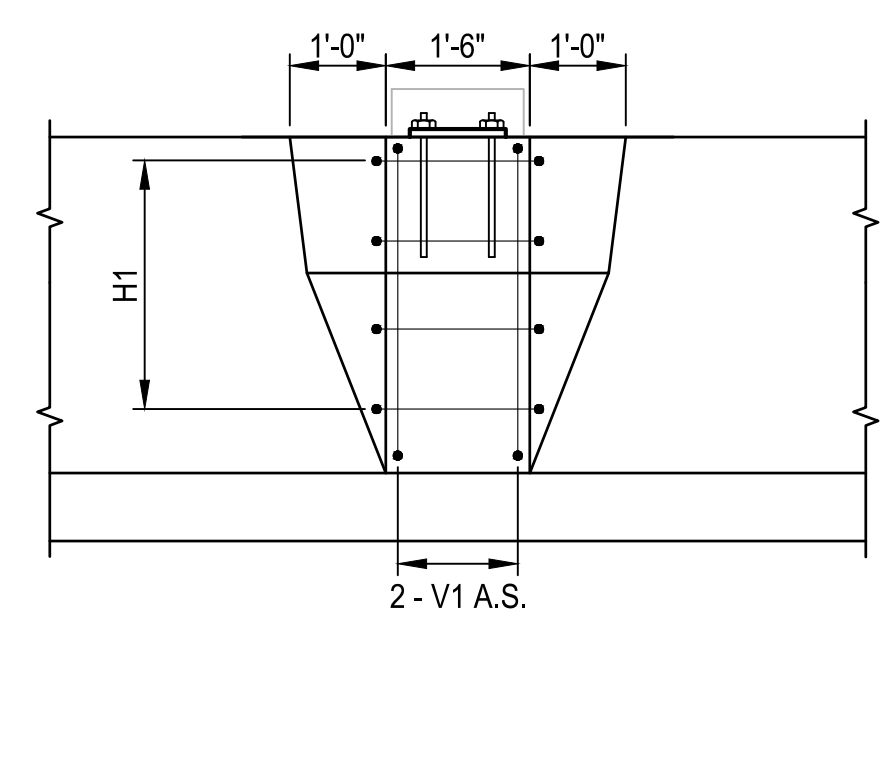
SECTION A-A



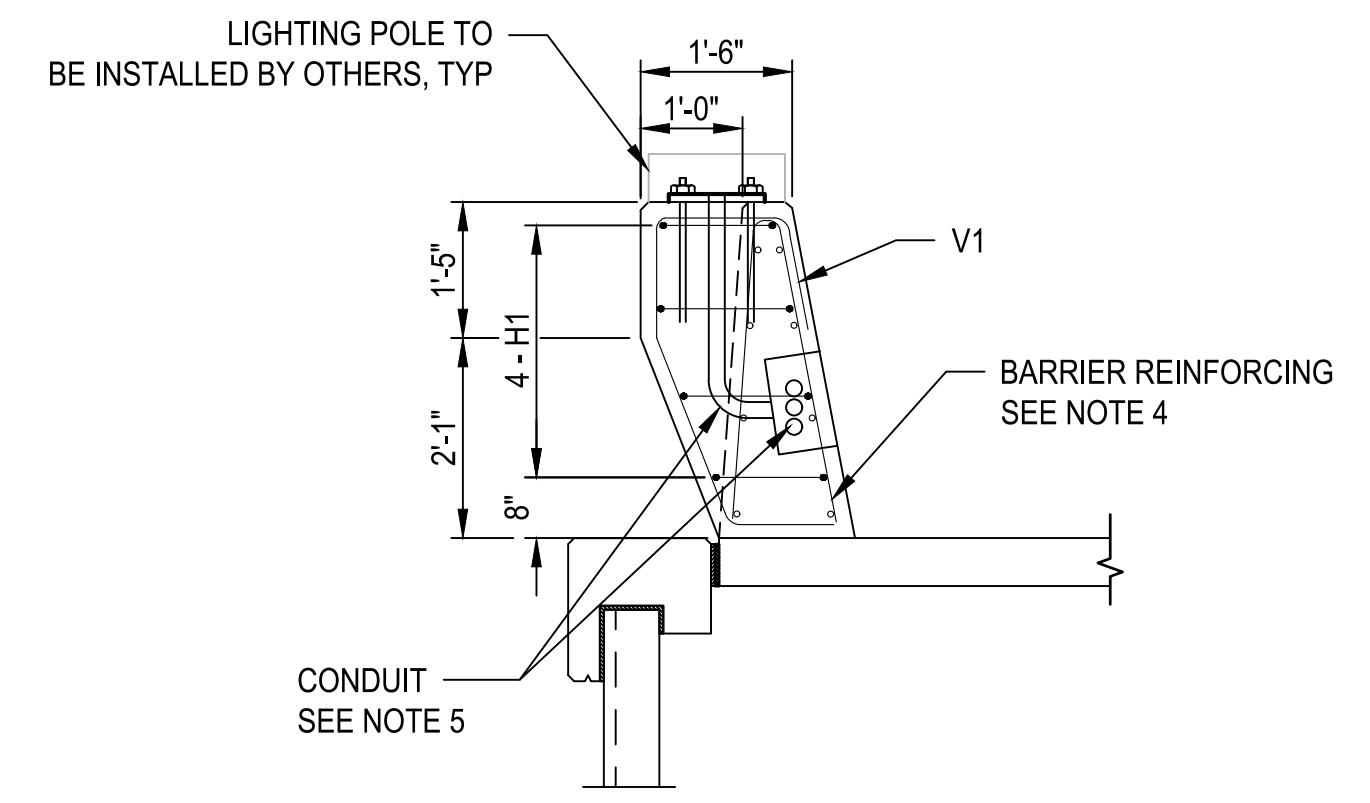
ANCHOR DETAIL



DETAIL 2



ELEVATION 2



SECTION B-B

NOTES

- ILLUMINATION FIXTURES, WIRING, AND OTHER APPURTENANCES RELATED TO LIGHTING SERVICE AND CONNECTION TO BE INSTALLED BY OTHERS.
- THE CONDUIT LAYOUT SHOWN IS SCHEMATIC. CONTRACTOR SHALL COORDINATE LAYOUT WITH BRIGHAM CITY PUBLIC POWER DIRECTOR PRIOR TO INSTALLATION.
- REFER TO APWA STANDARD PLANS AND SPECIFICATIONS FOR CONDUIT CONSTRUCTION DETAILS AND INSTALLATION REQUIREMENTS.
- SEE "DT-21" SHEET FOR BARRIER REINFORCING DETAILS.
- SEE "ELECTRICAL AND STRUCTURE NUMBER DETAILS" SHEET FOR ADDITIONAL CONDUIT AND JUNCTION BOX DETAILS.

CAST-IN-PLACE LIGHTING FOUNDATION DETAILS

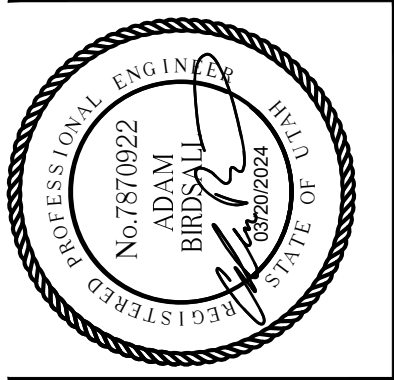
REVISIONS	DATE	BY

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Parametrix

DESIGNED: JLB / 20/2024
 DRAWN: JAT
 CHECKED: AJB
 APPROVED: AJB

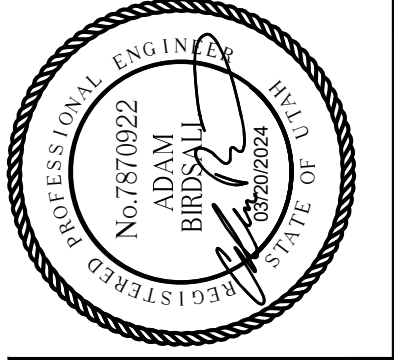
PROJECT NO: 344-8541-002



BRIGHAM CITY CONNECTION PROJECT

DETAIL

CAST-IN-PLACE LIGHTING FOUNDATION DT-20 REINFORCING SCHEDULE										
BAR MARK	BAR SIZE	NO. BARS	LOCATION	SKETCH						
V1	#4	20	VERTICAL IN BARRIER	<table border="1"> <thead> <tr> <th>A</th> <th>QTY</th> </tr> </thead> <tbody> <tr> <td>159°</td> <td>18</td> </tr> <tr> <td>173°</td> <td>2</td> </tr> </tbody> </table>	A	QTY	159°	18	173°	2
A	QTY									
159°	18									
173°	2									
H1	#4	40	HORIZONTAL IN BARRIER							



Parametrix

DATE 04/20/2024	DESIGNED JAT	CHECKED JMP
JOB No. 344-8541-002	DRAWN JAT	APPROVED AJB

**ONE INCH
AT FULL
SCALE. IF
NOT SCALE
ACCORDINGLY**

REVISIONS	DATE	BY
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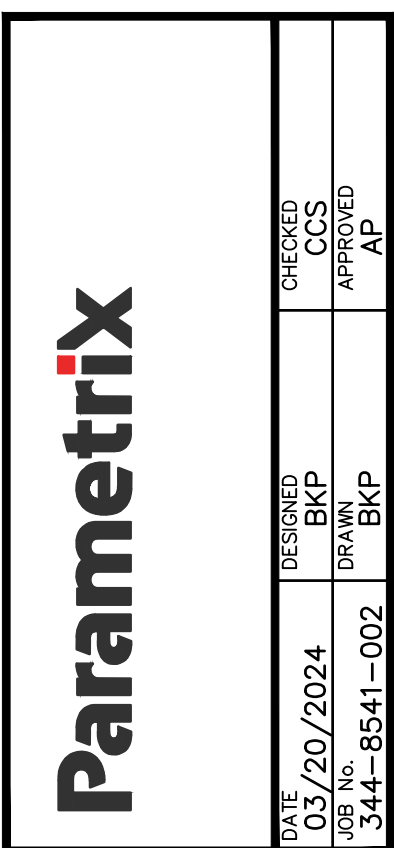

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SUMMARY OF ITEMS

BID ITEM NO.	BID ITEM DESCRIPTION	QUANTITY	UNIT	REFERENCE SHEET
MP 01	MOBILIZATION	1	LUMP SUM	SM-02
MP 02	UPDES STORM WATER REGULATIONS COMPLIANCE (OVER ONE ACRE)	1	LUMP SUM	SM-02
MP 03	TRAFFIC CONTROL	1	LUMP SUM	SM-02
MP 04	SURVEY	1	LUMP SUM	SM-02
MP 05	REMOVE EXISTING ASPHALT	84,152	SQ FT	SM-03
MP 06	REMOVE EXISTING FENCE	619	LIN FT	SM-03
MP 07	REMOVE MAILBOX	1	EACH	SM-03
MP 08	REMOVE CONCRETE SIDEWALK	10,339	SQ FT	SM-03
MP 09	REMOVE CONCRETE DRIVEWAY	3,251	SQ FT	SM-03
MP 10	REMOVE CURB	15	LIN FT	SM-03
MP 11	REMOVE CURB AND GUTTER	2,551	LIN FT	SM-03
MP 12	REMOVE PIPE	143	LIN FT	SM-03
MP 13	REMOVE CATCH BASIN	5	EACH	SM-03
MP 14	BORROW	5,444	CU YD	SM-04
MP 15	GRANULAR BORROW	5,153	TON	SM-02
MP 16	ROADWAY EXCAVATION	8,861	CU YD	SM-04
MP 17	RELOCATE MAILBOX	3	EACH	SM-02
MP 18	COLD MILLING BITUMINOUS PAVEMENT, DEPTH = 3"	3,950	SQ YD	SM-04
MP 19	COLD MILLING BITUMINOUS PAVEMENT, VARIABLE DEPTH	205	SQ YD	SM-04
MP 20	UNTREATED BASE COURSE, GRADE 1	3,275	TON	SM-02
MP 21	PULVERIZED PAVEMENT BASE COURSE	785	SQ YD	SM-02
MP 22	SEAL COAT	14,441	SQ YD	SM-02
MP 23	TACK COAT	14,441	SQ YD	SM-02
MP 24	PRIME COAT	10,287	SQ YD	SM-02
MP 25	HOT MIX ASPHALT PAVEMENT, SP-1/2, PG 64-34	3,420	TON	SM-02
MP 26	CONCRETE CURB AND GUTTER, CITY STANDARD	1,911	LIN FT	SM-05 TO SM-06
MP 27	CONCRETE CURB, TYPE P	118	LIN FT	SM-05 TO SM-06
MP 28	CONCRETE CURB TYPE M2	170	LIN FT	SM-05 TO SM-06
MP 29	CONCRETE CURB AND GUTTER TRANSITION	2	EACH	SM-05 TO SM-06
MP 30	CONCRETE CURB AND GUTTER ACCESS TRANSITION	2	EACH	SM-05 TO SM-06
MP 31	CONCRETE CURB TYPE M2 PLOWABLE END SECTION	3	EACH	SM-05 TO SM-06
MP 32	6-FT PRECAST CONCRETE PARKING STOP BLOCK	16	EACH	SM-05 TO SM-06
MP 33	4" THICK CONCRETE FLATWORK	301	SQ FT	SM-05 TO SM-06
MP 34	4" THICK CONCRETE SIDEWALK	7,974	SQ FT	SM-05 TO SM-06
MP 35	6" THICK CONCRETE SIDEWALK	225	SQ FT	SM-05 TO SM-06
MP 36	DRIVEWAY APPROACH	1,188	SQ FT	SM-04
MP 37	DRIVEWAY, 7" THICK	741	SQ FT	SM-04
MP 38	CONCRETE PEDESTRIAN (ADA) ACCESS RAMP	2	EACH	SM-05 TO SM-06
MP 39	8-FT BLACK CHAIN LINK FENCE, TYPE III	96	LIN FT	SM-07
MP 40	6-FT BLACK CHAIN LINK FENCE, TYPE III	26	LIN FT	SM-07
MP 41	4.5-FT BLACK CHAIN LINK BARRIER MOUNTED FENCE, TYPE III	1,462	LIN FT	SM-07
MP 42	8-FT TO 4.5-FT BLACK CHAIN LINK BARRIER MOUNTED FENCE TRANSITION, TYPE III	48	LIN FT	SM-07
MP 43	6-FT GALVANIZED CHAIN LINK FENCE, TYPE III	414	LIN FT	SM-07
MP 44	RIGHT-OF-WAY FENCE, TYPE B (METAL POST)	534	LIN FT	SM-07
MP 45	8-FT X 4.5-FT WIDE BLACK CHAIN LINK MAN GATE, TYPE III	1	EACH	SM-07
MP 46	8-FT X 8-FT WIDE BLACK CHAIN LINK MAN GATE, TYPE III	1	EACH	SM-07
MP 47	6-FT X 12-FT WIDE GALVANIZED CHAIN LINK GATE, TYPE III	2	EACH	SM-07
MP 48	6-FT X 16-FT WIDE GALVANIZED CHAIN LINK GATE, TYPE III	2	EACH	SM-07
MP 49	CAST-IN-PLACE CONCRETE CONSTANT SLOPE BARRIER - 42 INCH STEPPED MEDIAN BARRIER	84	LIN FT	SM-08
MP 50	CAST-IN-PLACE CONCRETE CONSTANT SLOPE HALF BARRIER 42 INCH	1,202	LIN FT	SM-08
MP 51	CAST-IN-PLACE CONCRETE CONSTANT SLOPE HALF BARRIER - 42 INCH IN FRONT OF RETAINING WALL BA 3K13	499	LIN FT	SM-08
MP 52	CAST-IN-PLACE CONCRETE CONSTANT SLOPE BARRIER - 42 INCH TRAILING SLOPED END SECTION	1	EACH	SM-08
MP 53	CAST-IN-PLACE CONCRETE CONSTANT SLOPE HALF BARRIER - 42 INCH TRAILING SLOPED END SECTION	1	EACH	SM-08
MP 54	CAST-IN-PLACE CONCRETE CONSTANT SLOPE HALF BARRIER - 42 INCH TO 42 INCH BRIDGE PARAPET END SECTION WITH MOMENT SLAB BA 3K14	2	EACH	SM-08
MP 55	CAST-IN-PLACE CONCRETE CONSTANT SLOPE HALF BARRIER - 42 INCH, FULL HEIGHT END SECTION WITH MOMENT SLAB FOUNDATION BA 3K2	2	EACH	SM-08
MP 56	CAST-IN-PLACE CONSTANT SLOPE BARRIER - 42 INCH, LIGHTING FOUNDATION	9	EACH	SM-08
MP 57	CAST-IN-PLACE CONSTANT SLOPE STEPPED MEDIAN BARRIER - 42 INCH LIGHTING FOUNDATION	1	EACH	SM-08
MP 58	MODIFIED SLOPED END SECTION (NORTHWEST END)	1	EACH	SM-08

SUMMARY OF ITEMS

BID ITEM NO.	BID ITEM DESCRIPTION	QUANTITY	UNIT	REFERENCE SHEET
MP 59	MODIFIED SLOPED END SECTION (NORTHEAST END)	1	EACH	SM-08
MP 60	RETAINING WALL TO RETAINING STEPPED BARRIER TRANSITION (NORTHEAST)	1	EACH	SM-08
MP 61	RETAINING WALL TO RETAINING STEPPED BARRIER TRANSITION (SOUTHEAST)	1	EACH	SM-08
MP 62	CHECK DAM - FIBER ROLL	53	LIN FT	SM-09
MP 63	SILT FENCE	193	LIN FT	SM-09
MP 64	DROP-INLET BARRIER - FIBER ROLL	456	LIN FT	SM-09
MP 65	GRANULAR BACKFILL BORROW (PLAN QUANTITY)	2,311	CU YD	SEE STRUCTURE SHEETS
MP 66	TEMPORARY RETAINING WALL	1	LUMP SUM	SEE STRUCTURE SHEETS
MP 67	PILE DRIVING EQUIPMENT	1	LUMP SUM	SEE STRUCTURE SHEETS
MP 68	DRIVEN PILES, 16 INCH	18,558	LIN FT	SEE STRUCTURE SHEETS
MP 69	7 FT CHAIN LINK FENCE, TYPE III	1,126	LIN FT	SEE STRUCTURE SHEETS
MP 70	REINFORCING STEEL - UNCOATED CM (PLAN QUANTITY)	70,660	LBS	SEE STRUCTURE SHEETS
MP 71	REINFORCING STEEL - UNCOATED CS (PLAN QUANTITY)	182,404	LBS	SEE STRUCTURE SHEETS
MP 72	REINFORCING STEEL - COATED (PLAN QUANTITY)	411,548	LBS	SEE STRUCTURE SHEETS
MP 73	STRUCTURAL CONCRETE	1,390	CU YD	SEE STRUCTURE SHEETS
MP 74	STRUCTURAL CONCRETE - LOW SHRINKAGE FIBER	1,548	CU YD	SEE STRUCTURE SHEETS
MP 75	PARTIAL DEPTH PRECAST CONCRETE DECK PANEL	20,178	SQ FT	SEE STRUCTURE SHEETS
MP 76	THIN BONDED POLYMER OVERLAY, TYPE I	30,402	SQ FT	SEE STRUCTURE SHEETS
MP 77	CONCRETE COATING PARAPET	1,126	LIN FT	SEE STRUCTURE SHEETS
MP 78	STRUCTURAL STEEL	1,872	LBS	SEE STRUCTURE SHEETS
MP 79	PRESTRESSED CONCRETE MEMBER, 109 FT 0 INCH TYPE UBT58	21	EACH	SEE STRUCTURE SHEETS
MP 80	PRESTRESSED CONCRETE MEMBER, 90 FT 4 INCH TYPE UBT58	14	EACH	SEE STRUCTURE SHEETS
MP 81	COMPRESSION SEAL JOINT (TYPE A)	130	LIN FT	SEE STRUCTURE SHEETS
MP 82	CONCRETE COATING (PLAN QUANTITY)	23,438	SQ FT	SEE STRUCTURE SHEETS
MP 83	ELECTRICAL WORK BRIDGES	1	LUMP SUM	SEE STRUCTURE SHEETS
MP 84	MSE RETAINING WALL	26,759	SQ FT	SEE STRUCTURE SHEETS
MP 85	WEED BARRIER GEOTEXTILE	158	SQ YD	SM-09
MP 86	CLEAR AND GRUB SITE	1	ACRE	SM-02
MP 87	REMOVE TREE	31	EACH	SM-03
MP 88	GREEN VASE ZELKOVA TREE, 2" CALIPER	9	EACH	SM-09
MP 89	IRRIGATION SYSTEM AND LANDSCAPE RESTORATION	1	LUMP SUM	SM-09
MP 90	DECORATIVE ROCK MULCH	158	SQ YD	SM-09
MP 91	REMOVE SIGN	7	EACH	SM-10
MP 92	REGULATORY SIGN, POST, AND BASE	4	EACH	SM-10
MP 93	WARNING SIGN, POST, AND BASE	2	EACH	SM-10
MP 94	SIGN RELOCATION	2	EACH	SM-10
MP 95	REMOVE PAVEMENT STRIPING	1,254	LIN FT	SM-10
MP 96	REMOVE PAVEMENT SYMBOL	1	EACH	SM-10
MP 97	PAVEMENT MARKING PAINT (4 INCH)	12,475	LIN FT	SM-11 TO SM-12
MP 98	PAVEMENT MARKING PAINT (8 INCH)	532	LIN FT	SM-11 TO SM-12
MP 99	PAVEMENT MARKING PAINT (12 INCH)	245	LIN FT	SM-11 TO SM-12
MP 100	PAVEMENT MARKING PAINT (24 INCH)	138	LIN FT	SM-11 TO SM-12
MP 101	PAVEMENT SYMBOL PAINT	31	EACH	SM-11 TO SM-12
MP 102	ROADWAY ELECTRICAL WORK	1	LUMP SUM	SM-02 AND LT-01
MP 103	CONNECT NEW STORM DRAIN TO EXISTING STRUCTURE	3	EACH	SM-13
MP 104	15" REINFORCED CONCRETE PIPE, LEAK RESISTANT	730	LIN FT	SM-13
MP 105	18" REINFORCED CONCRETE PIPE, LEAK RESISTANT	305	LIN FT	SM-13
MP 106	PRECAST MANHOLE - 341.2 - A	2	EACH	SM-13
MP 107	30" FRAME AND COVER - 302	2	EACH	SM-13
MP 108	44" FRAME AND COVER - 303	1	EACH	SM-13
MP 109	CLEANOUT BOX 331.1 - 305	8	EACH	SM-13
MP 110	COLLAR COVER - 362	25	EACH	SM-13
MP 111	48" GRID GRATE AND FRAME - 310	8	EACH	SM-13
MP 112	RAISE FRAME TO GRADE - 360.1	14	EACH	SM-13
MP 113	PRECAST BOX - 332	1	EACH	SM-13

BY	BKP
DATE	4/1/24
REVISIONS	HMA MATERIAL CHANGED
	
DESIGNED	BKP
DRAWN	BKP
CHECKED	CCS
APPROVED	AP
DATE	03/20/2024
JOB No.	344-8541-002
	
BRIGHAM CITY CONNECTION PROJECT	
SUMMARY	
DRAWING NO.	32 OF 63
SM-01	

LAYOUT: SM-02 PATH: U:\Sat\Projects\Clients\8541-Brigham City\344-8541-C02 Forest St Final Design\955\cadd\DWG\Civil PLOTTED BY: OliveSto DATE: Monday, April 1, 2024 4:37:59 PM

MISCELLANEOUS SUMMARY								
LINE	STATION		MOBILIZATION LUMP SUM	UPDES STORM WATER REGULATIONS COMPLIANCE (OVER ONE ACRE) LUMP SUM	TRAFFIC CONTROL LUMP SUM	SURVEY LUMP SUM	ROADWAY ELECTRICAL WORK LUMP SUM	REMARKS
	FROM	TO						
FOREST ST.	105+00.00	125+00.00	1	1	1	1	1	TRAFFIC CONTROL INCLUDES RAILROAD FLAGGING 1
TOTAL			1	1	1	1	1	

SURFACING SUMMARY																
LINE	STATION		HOT MIX ASPHALT PAVEMENT: (SP-1/2) PG 64-34 1			SEAL COAT	TACK COAT	PRIME COAT	BASE COURSES						PULVERIZED PAVEMENT BASE COURSE	REMARKS
									GRANULAR BORROW			UNTREATED BASE COURSE, GRADE 1				
	FROM	TO	148 LB/CU FT			SQ YD	SQ YD	SQ YD	126 LB/CU FT			128 LB/CU FT				
			AREA SQ FT	DEPTH IN	TON				AREA SQ FT	DEPTH IN	TON	AREA SQ FT	DEPTH IN	TON		
FOREST ST.	105+40.00	111+10.54	33527.2	5	1,033.8	3,725.2	3,725.2	3,725.2	33527.2	12	2,105.5	33527.2	6	1,073.7	FOREST ST. RECONSTRUCTION	
FOREST ST.	105+90.94	108+89.80	8256.7	3	152.7	917.4	917.4	917.4				8256.7	8	352.6	STORAGE FACILITY ACCESS	
FOREST ST.	106+52.74	111+86.82										4216.9	4	90.0	UTBC ADJACENT TO WEST RETAINING WALL	
FOREST ST.	113+79.90	115+10.50												523.6	UNDER FOREST ST. BRIDGE	
FOREST ST.	113+80.70	115+25.44	5354.2	3	99.1	594.9	594.9								EXISTING DEPOT PARKING LOT	
FOREST ST.	113+82.26	114+13.47	800.0	4	19.7	88.9	88.9	88.9	800.0	8	33.5	800.0	6	25.6	PROPOSED ADDITION TO DEPOT PARKING LOT	
FOREST ST.	113+84.92	114+41.08	4832.1	4	119.2	536.9	536.9	536.9	4832.1	8	202.3	4832.1	6	154.7	PROPOSED ADDITION TO DEPOT PARKING LOT	
FOREST ST.	114+99.82	115+68.11												261.3	UNDER FOREST ST. BRIDGE	
FOREST ST.	114+99.82	115+87.58										1186.3	4	25.3	EXISTING UPRR ACCESS	
FOREST ST.	115+21.69	119+84.66	28543.2	3	528.0	3,171.5	3,171.5								UNDER FOREST ST. BRIDGE AND SOUTH OF FOREST ST.	
FOREST ST.	115+41.18	116+04.49	1841.5	6 TO 2	51.4	204.6	204.6								800 WEST INTERSECTION, SOUTHWEST CORNER TO RAILROAD TRACKS SEE DT-17 FOR DETAILS.	
FOREST ST.	115+57.09	116+37.04	3092.7	5	95.4	343.6	343.6	343.6	3092.7	12	194.2	3092.7	6	99.0	PROPOSED UPRR ACCESS / SECONDARY POOL ACCESS	
FOREST ST.	115+57.49	116+05.16										1381.0	4	29.5	UTBC BETWEEN EXISTING AND PROPOSED UPRR ACCESS	
FOREST ST.	116+09.84	116+39.90	1643.6	3	30.4	182.6	182.6								800 WEST, SOUTH OF RAILROAD	
FOREST ST.	116+24.82	119+69.44										2613.5	4	55.8	UTBC ADJACENT TO EAST RETAINING WALL	
FOREST ST.	116+37.04	118+84.27	1189.7	4	29.3	132.2	132.2	132.2	1189.7	8	49.8	1189.7	6	38.1	NEW PAVEMENT ADJACENT TO EAST RETAINING WALL	
FOREST ST.	116+73.54	122+63.17	36544.8	5	1,126.8	4,060.5	4,060.5	4,060.5	36544.8	12	2,295.0	36544.8	6	1,170.3	FOREST ST. RECONSTRUCTION	
FOREST ST.	119+84.40	120+08.00										891.2	4	19.0	UTBC WEST OF CITY PARK ACCESS	
FOREST ST.	120+01.83	120+38.44	927.5	5	28.6	103.1	103.1	103.1	927.5	12	58.2	927.5	6	29.7	CITY PARK ACCESS	
CITY POOL ACCESS	80+29.36	81+50.00	3408.7	5	105.1	378.7	378.7	378.7	3408.7	12	214.1	3408.7	6	109.2	CITY POOL ACCESS RECONSTRUCTION	
CITY POOL ACCESS	81+08.57	81+45.32										86.2	4	1.8	UTBC WEST OF CITY POOL ACCESS	
TOTAL			3,420			14,441	14,441	10,287	5,153			3,275			785	

RELOCATE SUMMARY SHEET						
LINE	FROM		TO		RELOCATE MAIL BOX EACH	REMARKS
	STATION	OFFSET	STATION	OFFSET		
FOREST ST.	106+01.32	31.00 RT	106+01.32	31.00 RT	1	
FOREST ST.	107+38.01	29.43 RT	107+98.00	139.50 RT	1	
FOREST ST.	113+50.94	25.38 RT	114+40.52	82.16 RT	1	
TOTAL					3	

CLEAR AND GRUB SUMMARY SHEET						
LINE	FROM		TO		CLEAR AND GRUB SITE ACRE	REMARKS
	STATION	OFFSET	STATION	OFFSET		
FOREST ST.	105+40.00	LT	122+63.17	LT	0.58	
FOREST ST.	105+40.00	RT	122+63.17	RT	0.10	
TOTAL					1.0	

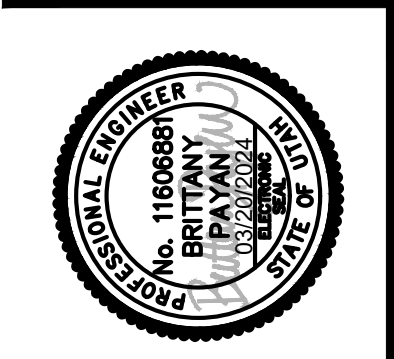
REVISIONS	BY	DATE	DESCRIPTION
1	BKP	4/1/24	HMA MATERIAL CHANGED, TRAFFIC CONTROL REMARK ADDED

ONE INCH
AT FULL
SCALE IF
NOT
INDICATED
ACCORDINGLY

Parametrix

DATE: 03/20/2024 DESIGNED: BKP DRAWN: BKP CHECKED: CCS APPROVED: AP

JOB No.: 344-8541-002



PROJECT NAME
**BRIGHAM CITY
CONNECTION PROJECT**

SUMMARY

LAYOUT: SM-03 PATH: U:\Sat\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\995vcs\CADD\DWG\Civil PLOTTED BY: OliveSto DATE: Monday, April 1, 2024 4:38:04 PM

REMOVAL SUMMARY SHEET															
LINE	FROM		TO		REMOVE EXISTING ASPHALT	REMOVE EXISTING FENCE	REMOVE MAIL BOX	REMOVE CONCRETE SIDEWALK	REMOVE CONCRETE DRIVEWAY	REMOVE CURB	REMOVE CURB AND GUTTER	REMOVE TREE	REMOVE PIPE	REMOVE CATCH BASIN	REMARKS
	STATION	OFFSET	STATION	OFFSET	SQ FT	LIN FEET	EACH	SQ FT	SQ FT	LIN FEET	LIN FEET	EACH	LIN FEET	EACH	
FOREST ST.	105+40.00	0.00 RT	111+47.03	0.00 RT	34299.2										
FOREST ST.	106+45.30	78.00 LT	106+99.38	78.00 LT	1510.1										
FOREST ST.	107+07.59	50.10 LT	107+28.66	50.14 LT	137.8										
FOREST ST.	112+52.25	0.00 RT	113+85.21	0.00 RT	5955.8										
FOREST ST.	115+89.03	86.53 LT	116+09.72	92.43 LT	1358.7										
FOREST ST.	116+37.04	0.00 RT	122+63.17	0.00 RT	37893.6										
FOREST ST.	121+11.58	96.20 RT	121+11.84	68.45 RT	108.5										
FOREST ST.	105+92.03	50.58 LT	108+90.61	53.35 LT		299.4									
FOREST ST.	109+53.78	39.98 RT	111+64.89	33.94 RT		247.0									
FOREST ST.	115+65.20	106.21 LT	115+79.09	35.56 LT		72.0									
FOREST ST.	111+38.61	24.72 RT					1								
FOREST ST.	105+40.00	43.36 LT	111+84.14	51.58 RT				5053.2							
FOREST ST.	106+12.78	38.50 RT	106+58.84	38.54 RT				183.8							
FOREST ST.	115+61.30	33.24 LT	122+63.17	54.00 LT				4263.9							
FOREST ST.	119+85.07	77.34 RT	121+07.84	68.89 RT				702.9							
FOREST ST.	120+30.76	32.04 LT	120+36.63	52.52 LT				135.0							
FOREST ST.	105+57.77	34.56 RT	105+78.06	34.35 RT					109.7						
FOREST ST.	106+11.68	34.58 RT	106+53.86	34.57 RT					231.6						
FOREST ST.	106+14.77	48.50 RT	106+58.74	48.50 RT					440.4						
FOREST ST.	107+06.02	35.49 LT	107+31.18	35.48 LT					139.8						
FOREST ST.	110+22.03	39.75 LT	110+30.75	40.06 LT					61.6						
FOREST ST.	111+27.28	40.61 LT	111+40.57	40.93 LT					79.1						
FOREST ST.	111+43.58	29.69 RT	111+63.49	29.20 RT					114.5						
FOREST ST.	115+13.60	33.70 LT	115+61.25	33.57 LT					1121.3						
FOREST ST.	116+09.80	23.69 LT	116+32.82	23.71 LT					270.9						
FOREST ST.	119+66.31	25.13 LT	119+95.55	25.23 LT					290.1						
FOREST ST.	120+17.36	70.96 RT	120+45.54	69.70 RT					213.2						
FOREST ST.	105+40.00	29.00 RT	107+97.78	47.33 RT						292.2					
FOREST ST.	105+40.00	30.00 LT	111+84.89	64.73 LT						689.6					
FOREST ST.	108+57.20	45.18 RT	111+47.03	23.96 RT						299.8					
FOREST ST.	115+51.26	90.71 LT	116+07.82	23.69 LT						121.8					
FOREST ST.	116+34.86	23.61 LT	122+63.17	38.94 LT						632.6					
FOREST ST.	119+81.01	62.02 RT	122+63.17	39.51 RT						281.1					
FOREST ST.	105+93.31	51.56 LT								1					
FOREST ST.	106+09.93	52.57 LT								1					
FOREST ST.	106+25.67	34.31 LT								1					
FOREST ST.	106+28.84	51.85 LT								1					
FOREST ST.	106+55.63	33.95 LT								1					
FOREST ST.	107+74.91	34.78 LT								1					
FOREST ST.	108+37.56	36.10 LT								1					
FOREST ST.	108+63.77	36.22 LT								1					
FOREST ST.	108+89.66	36.83 LT								1					
FOREST ST.	109+18.09	37.79 LT								1					
FOREST ST.	109+44.33	33.73 RT								1					
FOREST ST.	110+41.76	39.07 LT								1					
FOREST ST.	111+48.79	39.36 LT								1					
FOREST ST.	115+79.35	84.04 LT								1					
FOREST ST.	115+87.50	52.38 LT								1					
FOREST ST.	117+28.56	41.63 LT								1					
FOREST ST.	117+48.19	36.21 LT								1					
FOREST ST.	117+65.85	23.29 LT								1					
FOREST ST.	117+99.94	38.57 LT								1					
FOREST ST.	118+06.27	23.30 LT								1					
FOREST ST.	118+62.89	36.82 LT								1					
FOREST ST.	118+87.04	42.65 LT								1					
FOREST ST.	119+87.17	66.36 RT								1					
FOREST ST.	120+18.17	23.52 LT								1					
FOREST ST.	120+95.44	30.13 LT								1					
FOREST ST.	121+34.26	35.46 LT								1					
FOREST ST.	122+10.39	43.79 RT								1					
FOREST ST.	122+18.06	44.16 LT								1					
FOREST ST.	122+45.47	44.42 RT								1					
FOREST ST.	122+61.83	43.57 LT								1					
FOREST ST.	122+82.65	44.32 RT								1					
FOREST ST.	119+12.58	41.28 LT	119+12.69	37.70 LT							4				
FOREST ST.	119+12.69	37.70 LT	119+63.66	40.58 LT							51				
FOREST ST.	119+63.66	40.58 LT	119+68.11	100.89 LT							60				
FOREST ST.	119+68.11	100.89 LT	119+95.28	101.05 LT							27				
FOREST ST.	119+12.58	41.28 LT										1			
FOREST ST.	119+12.69	37.70 LT										1			
FOREST ST.	119+63.66	40.58 LT										1			
FOREST ST.	119+68.11	100.89 LT										1			
FOREST ST.	119+95.28	101.05 LT										1			
CITY POOL ACCESS	80+35.06	17.59 LT	81+50.00	0.00 RT	2887.4										
CITY POOL ACCESS	80+70.08	27.50 LT	81+07.57	27.50 LT				178.7							
CITY POOL ACCESS	81+07.71	29.99 LT	81+15.23	18.75 LT					15.0						
CITY POOL ACCESS	80+32.57	3.51 LT	81+50.00	13.31 RT						116.6					
CITY POOL ACCESS	80+37.55	31.63 LT	81+50.00	14.87 LT						116.3					
TOTAL					84,152	619	1	10,339	3,251	15	2,551	31	143	5	

REVISIONS	DATE	BY

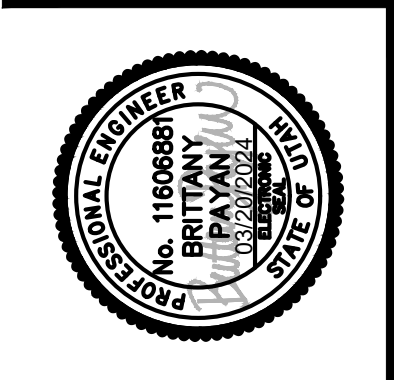
ONE INCH AT FULL SCALE IF NECESSARY ACCORDINGLY

Parametrix

DATE: 03/20/2024
 JOB No.: 344-8541-002

DESIGNED: BKP
 DRAWN: BKP

CHECKED: CCS
 APPROVED: AP



PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

SUMMARY

LAYOUT: SM-04 PATH: U:\Sat1\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\995\cs\CADD\DWG\Civil PLOTTED BY: OliveStg DATE: Monday, April 1, 2024 4:38:09 PM

EARTHWORK SUMMARY						
LINE	STATION		ROADWAY EXCAVATION	NATIVE FILL MATERIAL *	BORROW	REMARKS
	FROM	TO		X0.87		
			CU YD	CU YD	CU YD	
FOREST ST.	105+40.00	111+43.03	4444.7	3866.8	8055.6	
FOREST ST.	105+90.94	108+89.80	280.3	243.9		STORAGE FACILITY ACCESS
FOREST ST.	106+52.74	111+86.82	52.1			UTBC EXCAVATION
FOREST ST.	111+43.03	111+47.03	28.1	24.5	30.0	WEST WALL EXCAVATION UNDER STRUCTURE
FOREST ST.	113+82.26	114+13.47	44.4	38.7		PARKING LOT EXCAVATION
FOREST ST.	113+84.92	114+41.08	268.5	233.6		PARKING LOT EXCAVATION
FOREST ST.	115+45.54	116+41.03	14.4			UTBC EXCAVATION
FOREST ST.	115+57.09	116+02.12	97.7	85.0		UPRR ACCESS
FOREST ST.	115+89.03	116+37.04	104.4	90.8		CITY POOL WEST ACCESS
FOREST ST.	116+24.22	119+69.44	32.4			UTBC EXCAVATION
FOREST ST.	116+37.04	116+41.04	29.1	25.3	16.9	EAST WALL EXCAVATION UNDER STRUCTURE
FOREST ST.	116+41.04	122+63.17	3265.2	2840.7	4941.0	
CITY POOL ACCESS	80+29.36	81+50.00	198.4	172.6	22.5	
CITY POOL ACCESS	81+08.57	81+45.32	1.1			UTBC EXCAVATION
SUB-TOTAL			8,861		13,066	
SUB-TOTAL NATIVE FILL MATERIAL				7,622	(7,622)	
TOTAL			8,861	7,622 *	5,444	

*QUANTITY FOR INFORMATION ONLY. ASSUMED 87% OF NATIVE EARTHWORK WILL BE SUITABLE FOR USE OF FILL MATERIAL.

ROTOMILLING SUMMARY SHEET					
LINE	STATION		COLD MILLING BITUMINOUS PAVEMENT		REMARKS
	FROM	TO	DEPTH = 3"	VARIABLE DEPTH	
			SQ YD	SQ YD	
FOREST ST.	113+80.70	115+10.50	594.9		PARKING LOT
FOREST ST.	115+21.69	119+84.66	3171.5		
FOREST ST.	115+41.18	116+04.49		204.6	800 WEST INTERSECTION, SOUTHWEST CORNER TO RAILROAD TRACKS
FOREST ST.	116+14.95	116+38.98	182.6		800 WEST, SOUTH OF RAILROAD
TOTAL			3950	205	

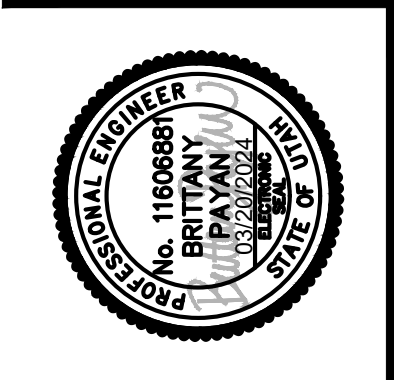
DRIVEWAY SUMMARY							
LINE	FROM		TO		DRIVEWAY APPROACH	DRIVEWAY, 7" THICK	REMARKS
	STATION	OFFSET	STATION	OFFSET	SQ FT	SQ FT	
FOREST ST.	105+53.74	29.50 RT	105+82.01	29.50 RT	121.4		
FOREST ST.	106+00.59	30.50 LT	106+58.59	30.50 LT	165.0		
FOREST ST.	106+08.77	29.50 RT	106+56.69	29.97 RT	395.5		
FOREST ST.	106+14.77	48.50 RT	106+52.74	48.50 RT		380.0	
FOREST ST.	115+51.75	90.79 LT	115+57.49	56.26 LT	162.5		
FOREST ST.	119+95.54	32.60 RT	120+35.88	34.19 RT	214.2		
CITY POOL ACCESS	80+66.07	15.00 LT	81+12.07	15.00 LT	129.0		
CITY POOL ACCESS	80+70.07	27.50 LT	81+08.07	27.50 LT		361.0	
TOTAL					1188	741	

BY	
DATE	
REVISIONS	
Δ	

ONE INCH AT FULL SCALE IF NOT ACCORDINGLY

Parametrix

DATE: 03/20/2024
 JOB No.: 344-8541-002
 DESIGNED: BKP
 DRAWN: BKP
 CHECKED: CCS
 APPROVED: AP



PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

SUMMARY

LAYOUT: SM-05 PATH: U:\Sat\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\995\cs\CADD\DWG\Civil PLOTTED BY: OliveSto DATE: Monday, April 1, 2024 4:38:14 PM

CONCRETE SUMMARY SHEET (1 OF 2)

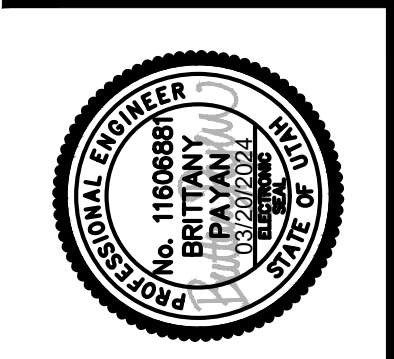
LINE	FROM		TO		CONCRETE CURB AND GUTTER, CITY STANDARD	CONCRETE CURB, TYPE P	CONCRETE CURB TYPE M2	CONCRETE CURB AND GUTTER TRANSITION	CONCRETE CURB AND GUTTER ACCESS TRANSITION	CONCRETE CURB TYPE M2 PLOWABLE END SECTION	6-FT PRECAST CONCRETE PARKING STOP BLOCK	4" THICK CONCRETE FLATWORK	4" THICK CONCRETE SIDEWALK	6" THICK CONCRETE SIDEWALK	CONCRETE PEDESTRIAN (ADA) ACCESS RAMP	REMARKS
	STATION	OFFSET	STATION	OFFSET	LIN FEET	LIN FEET	LIN FEET	EACH	EACH	EACH	EACH	SQ FT	SQ FT	SQ FT	EACH	
FOREST ST.	105+40.00	29.00 RT	106+52.77	29.00 RT	112.8											
FOREST ST.	105+40.00	30.00 LT	110+41.21	30.00 LT	501.7											
FOREST ST.	106+52.77	29.00 RT	106+68.30	30.83 RT	15.6											
FOREST ST.	107+98.22	44.09 RT	108+02.72	39.50 RT	3.2											
FOREST ST.	107+98.28	47.32 RT	107+98.22	44.09 RT	7.2											
FOREST ST.	108+02.72	39.50 RT	108+52.68	39.50 RT	50.0											
FOREST ST.	108+52.68	39.50 RT	108+57.18	43.92 RT	7.0											
FOREST ST.	108+57.18	43.92 RT	108+57.20	45.18 RT	1.3											
FOREST ST.	110+41.21	30.00 LT	110+91.28	28.00 LT	49.8											
FOREST ST.	110+91.28	28.00 LT	110+98.29	28.00 LT	7.0											
FOREST ST.	115+12.49	57.15 RT	115+25.44	57.11 RT	16.0											
FOREST ST.	115+12.55	73.15 RT	115+12.49	57.15 RT	13.0											
FOREST ST.	115+51.26	90.71 LT	115+59.96	38.41 LT	53.0											
FOREST ST.	115+59.96	38.41 LT	115+87.58	15.00 LT	39.4											
FOREST ST.	115+87.58	15.00 LT	115+97.67	15.00 LT	10.1											
FOREST ST.	115+97.67	15.00 LT	116+05.57	24.23 LT	13.8											
FOREST ST.	116+30.90	25.99 LT	116+37.10	23.05 LT	7.1											
FOREST ST.	116+37.10	23.05 LT	116+41.04	23.05 LT	3.9											
FOREST ST.	116+85.79	28.00 LT	119+54.46	28.00 LT	268.7											
FOREST ST.	119+54.46	28.00 LT	119+74.75	36.71 LT	22.7											
FOREST ST.	119+95.55	32.10 RT	120+68.62	35.07 RT	69.1											
FOREST ST.	120+19.81	40.74 LT	120+36.38	34.00 LT	19.4											
FOREST ST.	120+36.38	34.00 LT	120+58.26	34.00 LT	23.3											
FOREST ST.	120+58.26	34.00 LT	121+69.16	36.55 LT	111.8											
FOREST ST.	120+68.62	35.07 RT	121+61.23	38.91 RT	92.6											
FOREST ST.	121+61.23	38.91 RT	122+49.47	39.70 RT	93.3											
FOREST ST.	121+69.16	36.55 LT	122+20.62	38.88 LT	48.6											
FOREST ST.	122+20.62	38.88 LT	122+63.17	39.50 LT	40.5											
FOREST ST.	122+49.47	39.70 RT	122+63.17	39.70 RT	13.7											
FOREST ST.	119+95.55	32.10 RT	120+01.34	37.05 RT		8.3										
FOREST ST.	120+01.34	37.05 RT	120+08.59	77.24 RT		40.8										
FOREST ST.	120+29.25	41.01 RT	120+38.44	76.33 RT		36.2										
FOREST ST.	120+35.90	33.69 RT	120+29.25	41.01 RT		11.1										
FOREST ST.	115+51.08	56.34 RT	116+04.49	118.94 RT			88.2									
FOREST ST.	116+05.25	159.61 RT	116+06.59	241.11 RT			81.5									
FOREST ST.	106+68.30	30.83 RT	106+78.23	32.00 RT				1								
FOREST ST.	119+86.02	32.00 RT	119+95.55	32.10 RT				1								
FOREST ST.	116+05.57	24.23 LT	116+04.03	29.51 LT					1							
FOREST ST.	116+29.08	29.73 LT	116+30.90	25.99 LT					1							
FOREST ST.	115+41.20	54.81 RT	115+51.08	56.34 RT						1						
FOREST ST.	116+04.49	118.94 RT	116+04.74	128.94 RT						1						
FOREST ST.	116+05.08	149.61 RT	116+05.25	159.61 RT						1						
FOREST ST.	114+37.27	92.67 RT									1					
FOREST ST.	114+37.50	101.66 RT									1					
FOREST ST.	114+37.73	110.66 RT									1					
FOREST ST.	114+37.95	119.65 RT									1					
FOREST ST.	114+38.18	128.65 RT									1					
FOREST ST.	114+38.40	137.64 RT									1					
SUB-TOTAL (SHEET 1 OF 2)					1715.5	96.4	169.7	2	2	3	6	0.0	0.0	0.0	0	

REVISIONS	BY	DATE

ONE INCH AT FULL SCALE, IF NOT ACCORDINGLY

Parametrix

DATE: 03/20/2024
 JOB No.: 344-8541-002
 DESIGNED: BKP
 DRAWN: BKP
 CHECKED: CCS
 APPROVED: AP



PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

SUMMARY

LAYOUT: SM-07 PATH: U:\Sat\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\995\cadd\DWG\Civil PLOTTED BY: OliveSto DATE: Monday, April 1, 2024 4:38:24 PM

FENCING AND GATE SUMMARY

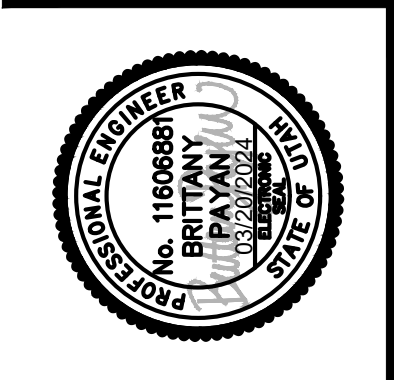
LINE	FROM		TO		BLACK CHAIN LINK FENCE, TYPE III				6-FT GALVANIZED CHAIN LINK FENCE, TYPE III	RIGHT-OF-WAY FENCE, TYPE B (METAL POST)	8-FT X 4.5-FT WIDE BLACK CHAIN LINK MAN GATE, TYPE III	8-FT X 8-FT WIDE BLACK CHAIN LINK MAN GATE, TYPE III	6-FT X 12-FT WIDE GALVANIZED CHAIN LINK GATE, TYPE III	6-FT X 16-FT WIDE GALVANIZED CHAIN LINK GATE, TYPE III	REMARKS
	STATION	OFFSET	STATION	OFFSET	8-FT	6-FT	4.5-FT BARRIER MOUNTED	8-FT TO 4.5-FT BARRIER MOUNTED TRANSITION							
	FEET	FEET	FEET	FEET	FEET	FEET	FEET	FEET							
FOREST ST.	105+89.82	110.15 LT	106+14.24	110.54 LT	24.4										
FOREST ST.	106+14.24	110.54 LT	106+21.67	103.11 LT	10.5										
FOREST ST.	106+38.62	86.12 LT	106+46.05	78.69 LT	10.5										
FOREST ST.	106+46.05	78.69 LT	106+64.38	78.67 LT	18.3										
FOREST ST.	106+64.38	52.41 LT	106+64.38	38.71 LT	13.7										
FOREST ST.	106+64.38	78.67 LT	106+64.38	76.41 LT	2.3										
FOREST ST.	108+90.61	53.35 LT	108+90.80	41.00 LT	12.4										
FOREST ST.	119+68.37	63.23 LT	119+71.65	63.81 LT	3.3										
FOREST ST.	107+17.78	46.07 RT	107+17.78	35.00 RT		11.1									
FOREST ST.	107+93.19	49.31 RT	107+92.96	35.00 RT		14.3									
FOREST ST.	106+78.23	32.71 RT	109+46.65	32.71 RT			267.9								
FOREST ST.	106+86.88	38.71 LT	110+41.35	38.71 LT			355.1								
FOREST ST.	109+46.65	32.71 RT	110+91.24	26.71 RT			145.0								
FOREST ST.	110+41.35	38.71 LT	110+91.47	36.71 LT			49.7								
FOREST ST.	110+91.24	26.71 RT	111+10.54	26.71 RT			19.3								
FOREST ST.	110+91.47	36.71 LT	111+10.54	36.71 LT			19.1								
FOREST ST.	116+73.54	26.71 RT	116+92.79	26.71 RT			19.2								
FOREST ST.	116+73.54	36.71 LT	119+53.44	36.71 LT			279.9								
FOREST ST.	116+92.79	26.71 RT	118+42.79	32.71 RT			150.1								
FOREST ST.	118+42.79	32.71 RT	119+86.02	32.71 RT			143.2								
FOREST ST.	119+53.44	36.71 LT	119+65.25	40.75 LT			12.7								
FOREST ST.	106+64.38	38.71 LT	106+86.88	38.71 LT				22.5							
FOREST ST.	119+65.25	40.75 LT	119+71.65	63.81 LT				25.5							
FOREST ST.	113+53.28	43.31 RT	113+80.68	27.00 RT					31.9						
FOREST ST.	113+80.68	27.00 RT	115+03.56	27.00 RT					122.9						
FOREST ST.	115+27.56	27.00 RT	115+67.11	27.00 RT					39.6						
FOREST ST.	115+61.86	90.95 LT	115+65.20	106.21 LT					15.6						
FOREST ST.	115+67.11	27.00 RT	115+67.11	59.38 LT					86.4						
FOREST ST.	119+60.02	34.50 RT	119+83.90	34.50 RT					23.9						
FOREST ST.	119+83.90	34.50 RT	119+86.08	127.34 RT					92.9						
FOREST ST.	112+14.75	500.00 LT	112+37.77	50.00 LT					450.0						
FOREST ST.	112+37.77	50.00 LT	112+52.34	40.00 LT					17.7						
FOREST ST.	112+52.34	40.00 LT	112+52.34	25.73 RT					65.7						
FOREST ST.	116+58.18	39.00 LT								1					
FOREST ST.	119+68.37	63.23 LT									1				
FOREST ST.	115+03.56	27.00 RT										1			
FOREST ST.	115+27.56	27.00 RT										1			
FOREST ST.	115+61.86	90.95 LT											1		
FOREST ST.	115+67.11	59.38 LT												1	
TOTAL					96	26	1,462	48	414	534	1	1	2	2	

REVISIONS	BY	DATE

ONE INCH AT FULL SCALE IF NOT OTHERWISE ACCORDINGLY

Parametrix

DATE: 03/20/2024
 JOB No.: 344-8541-002
 DESIGNED: BKP
 DRAWN: BKP
 CHECKED: CCS
 APPROVED: AP



PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

SUMMARY

LAYOUT: SM-08
 PATH: U:\Salt\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\995\cs\CADD\DWG\Civil
 PLOTTED BY: OliveSto DATE: Monday, April 1, 2024 4:38:29 PM

BARRIER SUMMARY SHEET

LINE	FROM		TO		CAST-IN-PLACE CONCRETE CONSTANT SLOPE BARRIER - 42 INCH STEPPED MEDIAN BARRIER	CAST-IN-PLACE CONCRETE CONSTANT SLOPE HALF BARRIER 42 INCH	CAST-IN-PLACE CONCRETE CONSTANT SLOPE HALF BARRIER - 42 INCH IN FRONT OF RETAINING WALL BA 3K13	CAST-IN-PLACE CONCRETE CONSTANT SLOPE BARRIER - 42 INCH TRAILING SLOPED END SECTION	CAST-IN-PLACE CONCRETE CONSTANT SLOPE HALF BARRIER - 42 INCH TRAILING SLOPED END SECTION	CAST-IN-PLACE CONCRETE CONSTANT SLOPE HALF BARRIER - 42 INCH TO 42 INCH BRIDGE PARAPET END SECTION WITH MOMENT SLAB BA 3K14	CAST-IN-PLACE CONCRETE CONSTANT SLOPE HALF BARRIER - 42 INCH, FULL HEIGHT END SECTION WITH MOMENT SLAB FOUNDATION BA 3K2	CAST-IN-PLACE CONCRETE CONSTANT SLOPE BARRIER - 42 INCH, LIGHTING FOUNDATION	CAST-IN-PLACE CONCRETE CONSTANT SLOPE STEPPED MEDIAN BARRIER - 42 INCH LIGHTING FOUNDATION	MODIFIED SLOPED END SECTION (NORTHWEST END)	MODIFIED SLOPED END SECTION (NORTHEAST END)	RETAINING WALL TO RETAINING STEPPED BARRIER TRANSITION (NORTHEAST)	RETAINING WALL TO RETAINING STEPPED BARRIER TRANSITION (SOUTHEAST)
	STATION	OFFSET	STATION	OFFSET	FEET	FEET	FEET	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
FOREST ST.	119+04.27	32.00 RT	119+10.29	32.00 RT	6.0												
FOREST ST.	119+13.79	32.00 RT	119+60.02	32.00 RT	46.2												
FOREST ST.	119+34.87	36.00 LT	119+53.44	36.00 LT	18.6												
FOREST ST.	119+53.44	36.00 LT	119+65.68	40.18 LT	12.5												
FOREST ST.	106+86.88	38.00 LT	107+15.29	38.00 LT		28.4											
FOREST ST.	107+04.23	32.00 RT	107+15.29	32.00 RT		11.1											
FOREST ST.	107+18.79	38.00 LT	108+55.29	38.00 LT		137.1											
FOREST ST.	107+18.79	32.00 RT	108+55.29	32.00 RT		136.0											
FOREST ST.	108+58.79	32.00 RT	109+46.64	32.00 RT		87.9											
FOREST ST.	108+58.79	38.00 LT	109+95.29	38.00 LT		136.5											
FOREST ST.	109+46.64	32.00 RT	109+95.25	29.82 RT		48.7											
FOREST ST.	109+98.74	29.67 RT	110+91.23	26.00 RT		92.9											
FOREST ST.	109+98.79	38.00 LT	110+41.33	38.00 LT		42.6											
FOREST ST.	110+41.33	38.00 LT	110+91.45	36.00 LT		49.7											
FOREST ST.	110+91.23	26.00 RT	110+98.29	26.00 RT		7.0											
FOREST ST.	110+91.45	36.00 LT	110+98.29	36.00 LT		6.8											
FOREST ST.	116+85.79	26.00 RT	116+92.80	26.00 RT		7.0											
FOREST ST.	116+85.79	36.00 LT	117+55.29	36.00 LT		69.5											
FOREST ST.	116+92.80	26.00 RT	117+55.33	28.50 RT		62.6											
FOREST ST.	117+58.79	36.00 LT	119+10.29	36.00 LT		151.5											
FOREST ST.	117+58.83	28.64 RT	118+42.80	32.00 RT		84.1											
FOREST ST.	118+42.80	32.00 RT	118+84.27	32.00 RT		41.5											
FOREST ST.	119+13.79	36.00 LT	119+14.87	36.00 LT		1.1											
FOREST ST.	106+86.88	42.58 LT	108+88.77	42.58 LT			202.6										
FOREST ST.	116+39.45	20.05 LT	116+39.45	30.58 RT			50.6										
FOREST ST.	116+39.45	30.58 RT	116+92.71	30.58 RT			53.3										
FOREST ST.	116+92.71	30.58 RT	118+42.71	36.58 RT			150.1										
FOREST ST.	118+42.71	36.58 RT	118+84.27	36.58 RT			41.6										
FOREST ST.	119+60.02	32.00 RT	119+86.02	32.00 RT				1									
FOREST ST.	106+78.23	32.00 RT	107+04.23	32.00 RT					1								
FOREST ST.	110+98.29	26.00 LT	111+10.54	26.00 LT					1								
FOREST ST.	116+73.54	26.00 LT	116+85.79	26.00 LT					1								
FOREST ST.	110+98.29	26.00 RT	111+10.54	26.00 RT						1							
FOREST ST.	116+73.54	26.00 RT	116+85.79	26.00 RT						1							
FOREST ST.	107+15.29	38.00 LT	107+18.79	38.00 LT							1						
FOREST ST.	107+15.29	32.00 RT	107+18.79	32.00 RT							1						
FOREST ST.	108+55.29	38.00 LT	108+58.79	38.00 LT							1						
FOREST ST.	108+55.29	32.00 RT	108+58.79	32.00 RT							1						
FOREST ST.	109+95.25	29.82 RT	109+98.74	29.67 RT							1						
FOREST ST.	109+95.29	38.00 LT	109+98.79	38.00 LT							1						
FOREST ST.	117+55.29	36.00 LT	117+58.79	36.00 LT							1						
FOREST ST.	117+55.33	28.50 RT	117+58.83	28.64 RT							1						
FOREST ST.	119+10.29	36.00 LT	119+13.79	36.00 LT							1						
FOREST ST.	119+10.29	32.00 RT	119+13.79	32.00 RT								1					
FOREST ST.	106+63.88	38.00 LT	106+86.88	38.00 LT									1				
FOREST ST.	119+65.68	40.18 LT	119+72.26	64.43 LT										1			
FOREST ST.	119+14.87	36.00 LT	119+34.87	36.00 LT											1		
FOREST ST.	118+84.27	32.00 RT	119+04.27	32.00 RT												1	
TOTAL					84	1,202	499	1	1	2	2	9	1	1	1	1	1

REVISIONS	BY	DATE

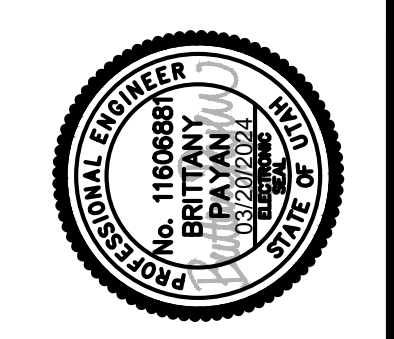
ONE INCH AT FULL SCALE IF NECESSARY ACCORDINGLY

Parametrix

DATE: 03/20/2024
 JOB No.: 344-8541-002

DESIGNED: BKP
 DRAWN: BKP

CHECKED: CCS
 APPROVED: AP



PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

SUMMARY

LAYOUT: SM-09 PATH: U:\Sat\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\995\cs\CAD\DWG\Civil PLOTTED BY: OliveSto DATE: Monday, April 1, 2024 4:38:34 PM

TEMPORARY EROSION CONTROL SUMMARY								
LINE	FROM		TO		CHECK DAM - FIBER ROLL	SILT FENCE	DROP-INLET BARRIER - FIBER ROLL	REMARKS
	STATION	OFFSET	STATION	OFFSET	LIN FEET	LIN FEET	LIN FEET	
FOREST ST.	116+46.38	39.00 LT	116+46.38	43.55 LT	4.6			
FOREST ST.	116+55.48	39.00 LT	116+55.48	43.57 LT	4.6			
FOREST ST.	116+79.24	39.00 LT	116+79.24	43.61 LT	4.6			
FOREST ST.	117+05.99	39.00 LT	117+05.99	43.66 LT	4.7			
FOREST ST.	117+42.24	39.00 LT	117+42.24	48.98 LT	10.0			
FOREST ST.	118+26.43	39.00 LT	118+26.43	44.36 LT	5.4			
FOREST ST.	118+95.73	39.00 LT	118+95.73	53.69 LT	14.7			
FOREST ST.	119+22.23	40.00 LT	119+22.23	43.70 LT	3.7			
FOREST ST.	105+39.93	34.99 RT	105+54.26	35.19 RT		14.3		
FOREST ST.	105+40.33	50.00 LT	105+80.99	50.00 LT		40.7		
FOREST ST.	105+80.44	36.05 RT	106+09.99	37.61 RT		29.6		
FOREST ST.	105+80.99	50.00 LT	105+79.82	122.07 LT		72.1		
FOREST ST.	106+58.74	49.52 RT	106+80.85	49.86 RT		22.1		
FOREST ST.	106+80.85	49.86 RT	106+89.10	39.00 RT		13.6		
FOREST ST.	106+06.46	26.06 RT					26.0	
FOREST ST.	106+33.97	67.66 LT					26.0	
FOREST ST.	107+14.83	67.10 LT					22.0	
FOREST ST.	108+01.31	48.94 RT					30.0	
FOREST ST.	108+54.14	47.80 RT					30.0	
FOREST ST.	111+17.53	26.92 LT					17.3	CB 1-1
FOREST ST.	111+17.53	24.92 RT					17.3	CB 1-2
FOREST ST.	111+72.58	63.26 LT					30.0	
FOREST ST.	111+74.26	44.08 RT					30.0	
FOREST ST.	112+32.07	57.87 LT					17.0	
FOREST ST.	115+67.38	59.20 RT					30.0	
FOREST ST.	116+04.77	152.64 RT					17.0	
FOREST ST.	116+66.53	24.92 RT					17.3	CB 2-2
FOREST ST.	116+66.54	26.92 LT					17.3	CB 2-1
FOREST ST.	119+39.90	32.75 RT					17.3	CB 2-4
FOREST ST.	119+39.94	26.75 LT					17.3	CB 2-3
FOREST ST.	119+75.19	30.85 LT					24.7	MH 2-4
FOREST ST.	120+09.71	75.46 RT					17.3	CB 2-5
FOREST ST.	120+69.80	33.92 RT					17.3	CB 2-6
CITY POOL ACCESS	81+08.95	13.08 LT					17.3	CB 2-7
CITY POOL ACCESS	81+24.71	13.08 RT					17.3	CB 2-8
TOTAL					53	193	456	

LANDSCAPING SUMMARY SHEET									
LINE	FROM		TO		WEED BARRIER GEOTEXTILE	DECORATIVE ROCK MULCH	GREEN VASE ZELKOVA TREE, 2" CALIPER	*IRRIGATION SYSTEM AND LANDSCAPE RESTORATION	REMARKS
	STATION	OFFSET	STATION	OFFSET	SQ YD	SQ YD	EACH	*SQ YD	
FOREST ST.	107+17.78	35.00 RT	108+57.70	35.00 RT	157.8	157.8			
FOREST ST.	120+54.22	38.50 LT					1		
FOREST ST.	120+93.33	38.96 LT					1		
FOREST ST.	121+33.67	39.63 LT					1		
FOREST ST.	121+73.98	40.53 LT					1		
FOREST ST.	122+10.54	46.03 RT					1		
FOREST ST.	122+18.14	42.76 LT					1		
FOREST ST.	122+45.47	44.50 RT					1		
FOREST ST.	122+74.76	43.50 LT					1		
FOREST ST.	123+05.14	44.50 RT					1		
FOREST ST.	115+51.75	LT	116+58.18	LT				545.5	
FOREST ST.	120+20.12	LT	122+63.17	LT				596.3	
FOREST ST.	120+29.78	RT	122+63.17	RT				418.1	
CITY POOL ACCESS	80+48.25	RT	81+50.00	RT				142.6	
TOTAL					158	158	9	LUMP SUM	

*FOR CONTRACTOR INFORMATION ONLY

BY	
DATE	
REVISIONS	
△	

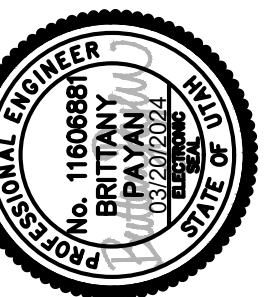
ONE INCH AT FULL SCALE IF NOT SHOWN OTHERWISE ACCORDINGLY

Parametrix

DATE: 03/20/2024
 JOB No.: 344-8541-002

DESIGNED: BKP
 DRAWN: BKP

CHECKED: CCS
 APPROVED: AP



PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

SUMMARY

LAYOUT: SM-10 PATH: U:\Set\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\995ves\CADD\DWG\Civil PLOTTED BY: OliveSto DATE: Monday, April 1, 2024 4:38:39 PM

SIGN SCHEDULE SUMMARY																
LINE	SIGN NO.	FROM		TO		SIGN DESCRIPTION	SIGN CODE	SIGN SIZE			SIGN COLOR	REGULATORY SIGN, POST, AND BASE	WARNING SIGN, POST, AND BASE	SIGN RELOCATION	REMOVE SIGN	REMARKS
		STATION	OFFSET	STATION	OFFSET			24 X 18	30 X 36	36 X 36						
FOREST ST.	1.1	105+30.00	34.00 LT			R2-1; SPEED LIMIT 40	N									
FOREST ST.	1.2	105+30.00	33.00 RT			R2-1; SPEED LIMIT 35	N									
FOREST ST.	1.3	109+77.75	28.33 RT			W10-1; GRADE CROSSING ADVANCE WARNING	X								1	
FOREST ST.	1.4	109+86.78	37.84 LT			R2-1; SPEED LIMIT 40	X								1	
FOREST ST.	1.5	110+19.08	25.93 RT			R2-1; SPEED LIMIT 35	X								1	
FOREST ST.	2.1	118+24.66	21.63 LT			W10-1; GRADE CROSSING ADVANCE WARNING	X								1	
FOREST ST.	2.2	119+13.52	63.63 RT			R2-1; SPEED LIMIT 35	X								1	
FOREST ST.	2.3	119+62.50	35.19 LT	119+78.67	54.74 LT	R1-1; STOP	R							1		SIGN BASE TO BE INSTALLED ATOP NEW SIDEWALK.
FOREST ST.	2.4	119+96.66	91.96 LT	120+09.31	94.25 LT	W13-1; ADVISORY SPEED (PLAQUE)	R							1		
FOREST ST.	2.5	121+67.37	40.51 LT			R3-7R; RIGHT LANE MUST TURN RIGHT	N									
FOREST ST.	2.6	121+87.39	40.95 LT			W4-2R; LANE ENDS (RIGHT)	X								1	
FOREST ST.	2.7	123+93.24	44.33 LT			W9-1R; (RIGHT) LANE ENDS	X								1	SIGN BASE AND SIGN POST TO REMAIN PROTECTED IN PLACE.
FOREST ST.	2.8	123+93.24	44.33 LT			R3-7R; RIGHT LANE MUST TURN RIGHT	N									INSTALL ON EXISTING POST AND BASE FROM SIGN 2.7.
FOREST ST.	2.9					W9-1R; (RIGHT) LANE ENDS	N						1			SEE SS-02 FOR SIGN LOCATION.
FOREST ST.	2.10					W16-2P; (600) FEET	N						1			INSTALL ON SAME POST AS 2.9.
TOTAL											4	2	2	7		

SIGNING KEY

SIGN COLOR	SIGN CODE
W = WHITE	R = RELOCATION
BK = BLACK	N = NEW SIGN
Y = YELLOW	X = REMOVE SIGN
R = RED	

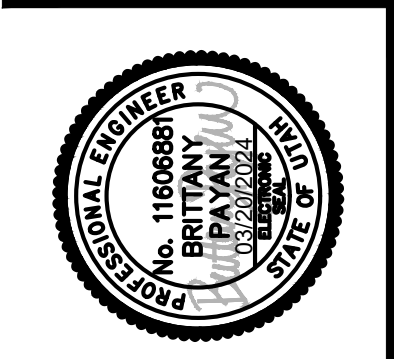
PAVEMENT MARKING REMOVAL SUMMARY SHEET							
LINE	FROM		TO		REMOVE PAVEMENT STRIPING	REMOVE PAVEMENT SYMBOL	REMARKS
	STATION	OFFSET	STATION	OFFSET	LIN FEET	EACH	
FOREST ST.	122+63.17	31.00 LT	124+51.73	31.00 LT	188.6		
FOREST ST.	122+63.17	19.00 LT	124+51.51	19.00 LT	188.3		
FOREST ST.	122+63.17	7.00 LT	124+51.29	7.00 LT	188.1		
FOREST ST.	122+63.17	3.00 RT	123+73.10	3.00 RT	109.9		
FOREST ST.	122+63.17	15.00 RT	124+50.88	15.00 RT	187.7		
FOREST ST.	122+63.17	27.00 RT	124+50.65	27.00 RT	187.5		
FOREST ST.	124+11.10	3.00 RT	124+51.10	3.00 RT	40.0		
FOREST ST.	124+50.46	37.62 RT	124+51.89	39.31 LT	76.9		
FOREST ST.	124+60.34	44.01 RT	124+61.96	42.88 LT	86.9		
FOREST ST.	124+20.00	2.00 LT				1	
TOTAL					1,254	1	

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NECESSARY ACCORDINGLY

Parametrix

DATE: 03/20/2024
 JOB No.: 344-8541-002
 DESIGNED: BKP
 DRAWN: BKP
 CHECKED: CCS
 APPROVED: AP



PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

SUMMARY

PAVEMENT MARKING PAINT SUMMARY SHEET (1 OF 2)

LINE	FROM		TO		4" WHITE		4" YELLOW			8" WHITE		12" WHITE		24" WHITE	PAVEMENT SYMBOL PAINT	REMARKS
	STATION	OFFSET	STATION	OFFSET	SOLID	BROKEN	SOLID	DOUBLE SOLID	SOLID & BROKEN	SOLID	LANE DROP	STOP LINE	CROSS WALK LINE	STOP LINE		
					FEET	FEET*	FEET	FEET	FEET*	FEET	FEET*	FEET	FEET*	FEET		
FOREST ST.	106+52.89	27.00 RT	106+74.32	18.00 RT	23.9											
FOREST ST.	106+54.59	28.00 LT	106+76.96	18.00 LT	25.2											
FOREST ST.	106+74.32	18.00 RT	109+91.03	18.00 RT	316.4											
FOREST ST.	106+76.96	18.00 LT	110+41.03	18.00 LT	364.4											
FOREST ST.	109+91.03	18.00 RT	110+91.03	14.00 RT	100.3											
FOREST ST.	110+41.03	18.00 LT	110+91.03	16.00 LT	49.8											
FOREST ST.	110+91.03	16.00 LT	119+50.22	16.00 LT	859.2											
FOREST ST.	110+91.03	14.00 RT	116+93.04	14.00 RT	602.0											
FOREST ST.	115+22.59	29.70 RT	115+40.41	29.40 RT	17.8											
FOREST ST.	115+40.41	29.40 RT	116+42.12	128.38 RT	157.8											
FOREST ST.	116+93.04	14.00 RT	118+43.04	20.00 RT	150.1											
FOREST ST.	118+43.04	20.00 RT	119+98.02	20.00 RT	155.0											
FOREST ST.	119+50.22	16.00 LT	119+79.44	39.40 LT	40.4											
FOREST ST.	119+98.02	20.00 RT	120+81.49	21.59 RT	80.9											
FOREST ST.	120+17.73	40.11 LT	120+39.31	28.00 LT	26.9											
FOREST ST.	120+39.31	28.00 LT	120+58.26	28.00 LT	20.0											
FOREST ST.	120+58.26	28.00 LT	121+94.21	31.00 LT	135.9											
FOREST ST.	120+81.49	21.59 RT	121+69.62	25.25 RT	88.2											
FOREST ST.	121+69.62	25.25 RT	122+57.00	27.00 RT	90.8											
FOREST ST.	121+94.21	31.00 LT	124+51.73	31.00 LT	254.4											
FOREST ST.	122+57.00	27.00 RT	124+50.88	27.00 RT	193.6											
FOREST ST.	124+10.88	15.00 RT	124+50.88	15.00 RT	40.0											
FOREST ST.	122+57.00	15.00 RT	124+10.88	15.00 RT		153.9										
FOREST ST.	114+20.87	73.49 RT	114+38.57	73.42 RT			18.0									
FOREST ST.	114+20.87	73.49 RT	114+38.57	73.42 RT			79.6									PARKING STALL HATCHING
FOREST ST.	114+20.89	79.49 RT	114+21.12	88.57 RT			9.1									
FOREST ST.	114+21.12	88.57 RT	114+39.11	88.12 RT			18.0									
FOREST ST.	114+21.12	88.57 RT	114+39.11	88.12 RT			80.4									PARKING STALL HATCHING
FOREST ST.	114+21.35	97.57 RT	114+39.34	97.11 RT			18.0									
FOREST ST.	114+21.57	106.56 RT	114+39.56	106.11 RT			18.0									
FOREST ST.	114+21.80	115.56 RT	114+39.79	115.11 RT			18.0									
FOREST ST.	114+22.02	124.55 RT	114+40.01	124.10 RT			18.0									
FOREST ST.	114+22.25	133.55 RT	114+40.24	133.10 RT			18.0									
FOREST ST.	114+22.48	142.54 RT	114+40.47	142.09 RT			18.0									
FOREST ST.	114+22.70	151.54 RT	114+40.69	151.09 RT			18.0									
FOREST ST.	114+22.93	160.53 RT	114+23.04	166.79 RT			6.3									
FOREST ST.	114+23.04	166.79 RT	114+41.08	166.48 RT			18.0									
FOREST ST.	114+23.04	166.79 RT	114+41.08	166.48 RT			57.6									PARKING STALL HATCHING
FOREST ST.	114+38.50	55.43 RT	114+20.87	73.49 RT			25.2									
FOREST ST.	114+38.57	73.42 RT	114+38.50	55.43 RT			18.0									
FOREST ST.	114+38.89	79.42 RT	114+20.89	79.49 RT			18.0									
FOREST ST.	114+39.11	88.12 RT	114+38.89	79.42 RT			8.7									
FOREST ST.	114+40.92	160.08 RT	114+22.93	160.53 RT			18.0									
FOREST ST.	114+41.08	166.48 RT	114+40.92	160.08 RT			6.4									
FOREST ST.	114+47.57	73.39 RT	114+47.50	55.39 RT			18.0									
FOREST ST.	114+56.56	73.36 RT	114+56.50	55.36 RT			18.0									
FOREST ST.	114+65.56	73.32 RT	114+65.49	55.33 RT			18.0									
FOREST ST.	114+74.56	73.29 RT	114+74.49	55.29 RT			18.0									
FOREST ST.	114+83.56	73.26 RT	114+83.49	55.26 RT			18.0									
FOREST ST.	114+92.56	73.22 RT	114+92.49	55.23 RT			18.0									
FOREST ST.	115+01.55	73.19 RT	115+01.49	55.19 RT			18.0									
FOREST ST.	115+13.05	73.15 RT	115+34.53	73.42 RT			21.5									
FOREST ST.	115+13.05	73.15 RT	115+34.53	73.42 RT			135.2									PARKING STALL HATCHING
SUB-TOTAL (SHEET 1 OF 2)					3793.0	153.9	790.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	

*LINEAL FEET QUANTITY INCLUDES GAPS IN PAINT

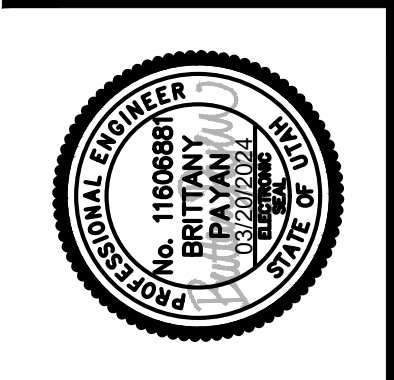
LAYOUT: SM-11
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 PLOTTED BY: OliveSto DATE: Monday, April 1, 2024 4:38:44 PM

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NOT ACCORDINGLY

Parametrix

DATE: 03/20/2024
 JOB No.: 344-8541-002
 DESIGNED: BKP
 DRAWN: BKP
 CHECKED: CCS
 APPROVED: AP



PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

SUMMARY

LAYOUT: SM-12 PATH: U:\Set\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\995ves\CADD\DWG\Civil PLOTTED BY: OliveSto DATE: Monday, April 1, 2024 4:38:49 PM

PAVEMENT MARKING PAINT SUMMARY SHEET (2 OF 2)																	
LINE	FROM		TO		4" WHITE		4" YELLOW			8" WHITE		12" WHITE		24" WHITE	PAVEMENT SYMBOL PAINT	REMARKS	
	STATION	OFFSET	STATION	OFFSET	FEET	FEET*	FEET	DOUBLE SOLID FEET	SOLID & BROKEN FEET*	FEET	LANE DROP FEET*	STOP LINE FEET	CROSS WALK LINE FEET	STOP LINE FEET			EACH
FOREST ST.	115+34.53	73.42 RT	115+26.45	57.98 RT			17.4										
FOREST ST.	109+91.03	6.00 LT	110+41.03	6.00 LT				100.0									
FOREST ST.	109+91.03	6.00 RT	110+91.03	2.00 RT				200.2									
FOREST ST.	110+41.03	6.00 LT	110+91.03	4.00 LT				100.0									
FOREST ST.	110+91.03	4.00 LT	118+43.04	4.00 LT				1504.0									
FOREST ST.	110+91.03	2.00 RT	116+93.04	2.00 RT				1204.0									
FOREST ST.	115+43.79	42.13 RT	116+28.20	135.59 RT				275.4									
FOREST ST.	116+28.20	135.59 RT	116+28.32	148.15 RT				25.2									
FOREST ST.	116+28.52	168.19 RT	116+29.46	260.95 RT				185.6									
FOREST ST.	116+93.04	2.00 RT	118+43.04	8.00 RT				300.2									
FOREST ST.	122+46.20	7.00 LT	124+51.29	7.00 LT				410.2									
FOREST ST.	105+40.00	6.00 LT	109+91.03	6.00 LT					902.3								
FOREST ST.	105+40.00	6.00 RT	109+91.03	6.00 RT					901.9								
FOREST ST.	118+43.04	4.00 LT	120+58.18	4.00 LT					431.1								
FOREST ST.	118+43.04	8.00 RT	120+51.06	8.00 RT					414.7								
FOREST ST.	120+51.06	8.00 RT	122+01.33	3.00 RT					300.4								
FOREST ST.	120+58.18	4.00 LT	121+94.21	7.00 LT					272.0								
FOREST ST.	121+94.21	7.00 LT	122+46.20	7.00 LT					102.6								
FOREST ST.	122+01.33	3.00 RT	122+46.21	3.00 RT					90.3								
FOREST ST.	120+19.59	16.00 LT	120+58.18	16.00 LT					39.8								
FOREST ST.	120+58.18	16.00 LT	121+67.96	18.52 LT					110.2								
FOREST ST.	123+51.10	3.00 RT	124+51.10	3.00 RT					100.0								
FOREST ST.	121+67.96	18.52 LT	121+94.21	19.00 LT						25.8							
FOREST ST.	121+94.21	19.00 LT	124+51.51	19.00 LT						255.3							
FOREST ST.	119+84.35	53.48 LT	119+97.83	53.68 LT							13.5						
FOREST ST.	119+79.44	39.40 LT	120+17.73	40.11 LT								39.1					
FOREST ST.	119+83.74	49.47 LT	120+11.63	49.92 LT								28.3					
FOREST ST.	124+50.46	37.62 RT	124+51.89	39.31 LT								76.9					
FOREST ST.	124+60.34	44.01 RT	124+61.96	42.88 LT								86.9					
FOREST ST.	115+03.35	54.04 RT	115+03.14	42.04 RT									12.0				
FOREST ST.	115+43.79	42.13 RT	115+44.03	29.41 RT									12.7				
FOREST ST.	115+49.94	55.07 RT	115+52.35	43.49 RT									11.8				
FOREST ST.	115+86.36	75.35 RT	115+96.50	65.70 RT									14.0				
FOREST ST.	116+05.32	116.95 RT	116+26.11	116.74 RT									20.8				
FOREST ST.	116+11.56	82.83 RT	116+25.18	73.69 RT									16.4				
FOREST ST.	116+27.94	129.44 RT	116+42.15	128.38 RT									14.3				
FOREST ST.	116+28.75	187.01 RT	116+40.75	186.89 RT									12.0				
FOREST ST.	116+29.76	287.01 RT	116+41.76	286.89 RT									12.0				
FOREST ST.	116+30.26	337.01 RT	116+42.26	336.89 RT									12.0				
FOREST ST.	114+25.61	93.11 RT												1		ADA PARKING SYMBOL	
FOREST ST.	115+72.91	57.05 RT												4		RAILROAD CROSSING (INCLUDES 2 CROSSBARS AND 2 "R" SYMBOLS)	
FOREST ST.	116+30.35	102.78 RT												4		RAILROAD CROSSING (INCLUDES 2 CROSSBARS AND 2 "R" SYMBOLS)	
FOREST ST.	116+36.01	311.95 RT												4		RAILROAD CROSSING (INCLUDES 2 CROSSBARS AND 2 "R" SYMBOLS)	
FOREST ST.	120+38.78	22.00 LT												1		RIGHT TURN ARROW	
FOREST ST.	121+02.67	23.00 LT												4		ONLY (1 EACH PER LETTER)	
FOREST ST.	121+67.51	24.50 LT												1		RIGHT TURN ARROW	
FOREST ST.	122+33.88	25.00 LT												4		ONLY (1 EACH PER LETTER)	
FOREST ST.	122+99.46	25.00 LT												1		RIGHT TURN ARROW	
FOREST ST.	123+64.44	25.00 LT												4		ONLY (1 EACH PER LETTER)	
FOREST ST.	123+73.09	2.00 LT												1		LEFT TURN ARROW	
FOREST ST.	124+29.45	25.00 LT												1		RIGHT TURN ARROW	
FOREST ST.	124+33.09	2.00 LT												1		LEFT TURN ARROW	
SUB-TOTAL (SHEET 1 OF 2)					3793.0	153.9	790.0	0.0	0.0	0.0	0.0	0.0	0.0	0			
SUB-TOTAL (SHEET 2 OF 2)					0.0	0.0	17.4	4304.8	3415.3	250.0	281.1	13.5	231.3	138.0	31		
TOTAL					12475					532		245		138	31		

*LINEAL FEET QUANTITY INCLUDES GAPS IN PAINT

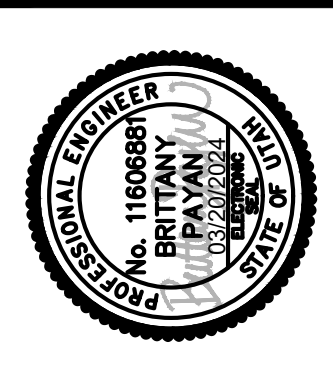
BY	
DATE	
REVISIONS	
▲	

ONE INCH AT FULL SCALE IF NOT ACCORDINGLY



DATE: 03/20/2024
JOB No.: 344-8541-002

CHECKED: CCS
DESIGNED: BKP
DRAWN: BKP
APPROVED: AP



PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

SUMMARY

LAYOUT: SM-13 PATH: U:\Sett\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\995ves\CADD\DWG\Civil PLOTTED BY: OliveSto DATE: Monday, April 1, 2024 4:38:58 PM

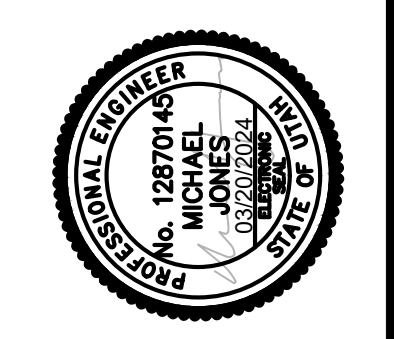
DRAINAGE SYSTEMS														
LINE	FROM		TO		ID #	DRAINAGE PIPE		SMALL STRUCTURES					REMARKS	
	STATION	OFFSET	STATION	OFFSET		REINFORCED CONCRETE, LEAK-RESISTANT		RAISE FRAME TO GRADE 360.1	CONNECT NEW STORM DRAIN TO EXISTING STRUCTURE	PRECAST MANHOLE 341.2 - A & 30" FRAME AND COVER - 302	CLEANOUT BOX 331.1 - 305 & 48" GRID GRATE AND FRAME - 310	PRECAST BOX 332 & 44" FRAME AND COVER - 303		COVER COLLAR - 362
						15"	18"							
						FT	FT							
FOREST ST.	105+97.05	19.49 RT						1					1	SEWER MANHOLE
FOREST ST.	106+06.49	28.08 RT						1					1	STORM DRAIN COMBO BOX
FOREST ST.	106+61.55	3.73 LT						1					1	STORM DRAIN MANHOLE
FOREST ST.	106+63.18	32.03 RT						1					1	WATER METER
FOREST ST.	107+97.55	2.25 LT						1	1				1	STORM DRAIN MANHOLE
FOREST ST.	108+22.15	19.76 RT						1					1	SEWER MANHOLE
FOREST ST.	111+01.87	0.00 RT								1			1	
FOREST ST.	111+17.54	26.75 LT									1		1	
FOREST ST.	111+17.53	24.93 RT									1		1	
FOREST ST.	111+01.87	0.00 RT	111+17.54	26.75 LT	P 1-2	31.0								
FOREST ST.	111+01.87	0.00 RT	111+17.53	24.93 RT	P1-3	29.4								
FOREST ST.	107+97.55	2.25 LT	111+01.87	0.00 RT	P1-1		304.3							
FOREST ST.	116+82.20	0.00 RT								1			1	
FOREST ST.	119+32.11	69.24 RT							2					
FOREST ST.	119+75.12	33.85 LT										1	1	SEE DR-03 FOR DETAILS
FOREST ST.	116+66.54	26.75 LT									1		1	
FOREST ST.	116+66.53	24.93 RT									1		1	
FOREST ST.	119+75.67	105.02 LT									1		1	
FOREST ST.	119+98.71	125.08 LT									1		1	
FOREST ST.	120+09.71	75.46 RT									1		1	
FOREST ST.	120+69.80	33.91 RT									1		1	
FOREST ST.	116+66.54	26.75 LT	116+82.20	0.00 RT	P 2-1	31.0								
FOREST ST.	116+66.53	24.73 RT	116+82.20	0.00 RT	P 2-2	29.3								
FOREST ST.	116+82.20	0.00 RT	119+39.90	0.00 RT	P 2-3	257.7								
FOREST ST.	119+98.71	125.08 LT	119+75.67	105.02 LT	P 2-11	30.5								
FOREST ST.	119+75.67	105.02 LT	119+75.12	33.85 LT	P 2-10	71.2								
FOREST ST.	119+12.58	41.28 LT	119+75.19	37.36 LT	P 2-12	62.7								
FOREST ST.	119+75.17	31.64 LT	119+39.93	26.75 LT	P 2-9	35.6								
FOREST ST.	119+32.11	69.24 RT	120+09.71	75.46 RT	P 2-7	77.8								
FOREST ST.	120+09.71	75.46 RT	120+69.80	33.91 RT	P 2-8	73.1								
FOREST ST.	119+39.90	0.00 RT						1					1	STORM DRAIN MANHOLE
FOREST ST.	119+39.90	32.75 RT						1					1	STORM DRAIN CATCH BASIN
FOREST ST.	119+39.93	26.75 LT						1					1	STORM DRAIN CATCH BASIN
FOREST ST.	119+82.52	39.89 LT						1					1	SEWER MANHOLE
FOREST ST.	120+13.12	39.96 LT						1					1	SEWER MANHOLE
FOREST ST.	120+13.76	0.91 RT						1					1	SEWER MANHOLE
FOREST ST.	120+14.50	41.24 RT						1					1	SEWER MANHOLE
FOREST ST.	120+61.41	1.72 LT						1					1	SEWER MANHOLE
TOTAL						730	305	14	3	2	8	1	25	

REVISIONS	BY	DATE

ONE INCH AT FULL SCALE IF NOT OTHERWISE NOTED ACCORDINGLY

Parametrix

DATE: 03/20/2024
 JOB No.: 344-8541-002
 DESIGNED: MCJ
 DRAWN: MCJ
 CHECKED: AP
 APPROVED: AP



PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

SUMMARY



- ① M4-10L
48 IN X 18 IN
- ② M4-10R
48 IN X 18 IN
- ③ R11-2
48 IN X 30 IN
- ④ R11-4
60 IN X 30 IN
- ⑤ W20-2
36 IN X 36 IN
- ⑥ W20-3
36 IN X 36 IN
- ⑦ M4-8A
24 IN X 18 IN
- ⑧ R3-1
36 IN X 36 IN
- ⑨ R3-2
36 IN X 36 IN
- ⑩ CUSTOM M4-9L
30 IN X 36 IN
- ⑪ CUSTOM M4-9R
30 IN X 36 IN
- ⑫ CUSTOM M4-9L
30 IN X 42 IN
- ⑬ CUSTOM M4-9R
30 IN X 42 IN

- LEGEND :**
- TYPE 3 BARRICADE
 - TEMPORARY TRAFFIC CONTROL SIGN
 - DETOUR ROUTE
 - LOCAL ACCESS ONLY

DETOUR PLAN

NOTES :

1. SIGN LAYOUT NOT TO SCALE. SIGN LOCATIONS TO BE PLACED ACCORDING TO THE UTAH MUTCD. SIGN LOCATIONS MAY BE ADJUSTED IN THE FIELD AS NECESSARY.
2. NOTIFY BRIGHAM CITY PUBLIC WORKS DIRECTOR, TYLER PUGSLEY, AT 435-226-1437 IF ADDITIONAL POLICE SURVEILLANCE IS NEEDED FOR MONITORING TRAFFIC FLOWS OR TRAFFIC SIGN COMPLIANCE AT 400 SOUTH AT-GRADE RAILROAD CROSSING.
3. PROVIDE 2 VMS SIGNS ON I-15 FOR ALTERNATE ROUTES FOR TRUCK TRAFFIC, CONTINGENT UPON COORDINATION WITH UDOT. PROVIDE 2 ALTERNATIVE VMS SIGNS ON FOREST STREET, WEST OF 1200 WEST, DIRECTING TRUCK TRAFFIC TO USE 600 NORTH. COORDINATE WITH BRIGHAM CITY ON MESSAGING FOR VMS SIGNS.

FOR INFORMATION ONLY

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NOT OTHERWISE SPECIFIED

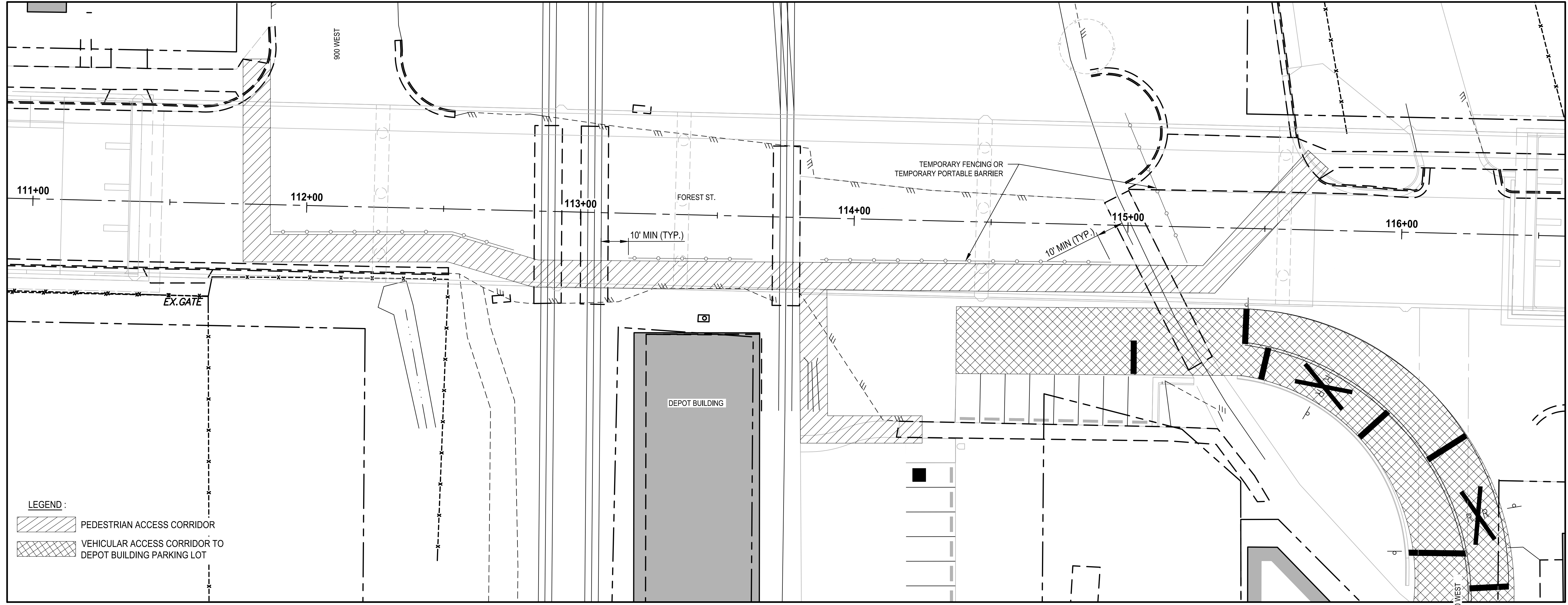
Parametrix

DATE 03/20/2024	DESIGNED BKP	CHECKED CCS
JOB No. 344-8541-002	DRAWN BKP	APPROVED AP

PROJECT NAME
**BRIGHAM CITY
CONNECTION PROJECT**

**MAINTENANCE
OF TRAFFIC**

LAYOUT: MOTZ PATH: U:\Sai\Projects\Clients\8541-Brigham_City\344-8541-002 Forest St Final Design\995ves\CADD\DWG\Civil PLOTTED BY: OliveSto DATE: Monday, April 1, 2024 4:39:28 PM



MAINTENANCE OF TRAFFIC AT RAILROAD TRACKS

NOTES:

1. PEDESTRIAN AND VEHICULAR CORRIDORS ON THIS SHEET ARE CONCEPTUAL AND FOR INFORMATION ONLY. CONTRACTOR TO SUBMIT DETAILED TRAFFIC CONTROL PLANS FOR PEDESTRIAN TRAFFIC ALONG FOREST STREET AND VEHICLE TRAFFIC TO DEPOT BUILDING FROM 800 WEST TO UPRR FOR APPROVAL PRIOR TO CONSTRUCTION. PLANS SHALL INCLUDE ALL PHASES OF CONSTRUCTION AND SHOW ALL TRAFFIC CONTROL DEVICES AND SIGNING TO BE USED DURING FULL CLOSURE.
2. ALL TRAFFIC CONTROL DEVICES SHALL NOT BE PLACED WITHIN 10 FT OF NEAREST RAIL.
3. ALL PEDESTRIAN TRAFFIC AT GRADE CROSSINGS SHALL BE RESTRICTED TO CONCRETE PANELS WITHIN UPRR RIGHT-OF-WAY LIMITS. GRADE CROSSING CONCRETE PANELS SHALL REMAIN IN PLACE UNTIL SIDEWALK ON BRIDGE IS FULLY OPERATIONAL AND PEDESTRIAN ACCESS ACROSS TRACKS IS NO LONGER REQUIRED.
4. TRAFFIC CONTROL PLANS SHALL COMPLY WITH THE UTAH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR ALL RELEVANT TRAFFIC CONTROL ELEMENTS.
5. NON-APPLICABLE SIGNING SHALL BE COVERED OR REMOVED, FOR BOTH EXISTING AND WORK ZONE SIGNS.
6. REFER TO SPECIFICATIONS FOR FLAGGING REQUIREMENTS AT OPERATING RAILROAD CROSSINGS.
7. USE EITHER TEMPORARY PORTABLE BARRIER CHANNELIZING DEVICES OR TEMPORARY FENCING TO DELINEATE A 5 FT MINIMUM WALKWAY SECTION ACROSS RAILROAD TRACKS. TEMPORARY WALKWAY SECTION SHALL INCLUDE A FIRM, STABLE, FREE-DRAINING, AND NON-SLIP SURFACE THAT ALLOWS NORMAL USAGE OF WHEELCHAIRS, WALKERS, STROLLERS, AND OTHER MOBILITY DEVICES. ACCEPTABLE SURFACE MATERIALS MAY INCLUDE CONCRETE, HMA, STEEL, RUBBER, WOOD (3/4 INCH OR THICKER), OR PLASTIC. NON-ACCEPTABLE SURFACE MATERIALS INCLUDE GRAVEL, UNTREATED BASE COURSE, AND ANY OTHER UNEVEN SURFACES. PORTABLE SIGNS AND BASES SHALL BE KEPT OUT OF THE PEDESTRIAN WALKWAY SURFACE.
8. PHASE WORK AS NECESSARY TO PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE AT ALL TIMES.

FOR INFORMATION ONLY

REVISIONS	DATE	BY

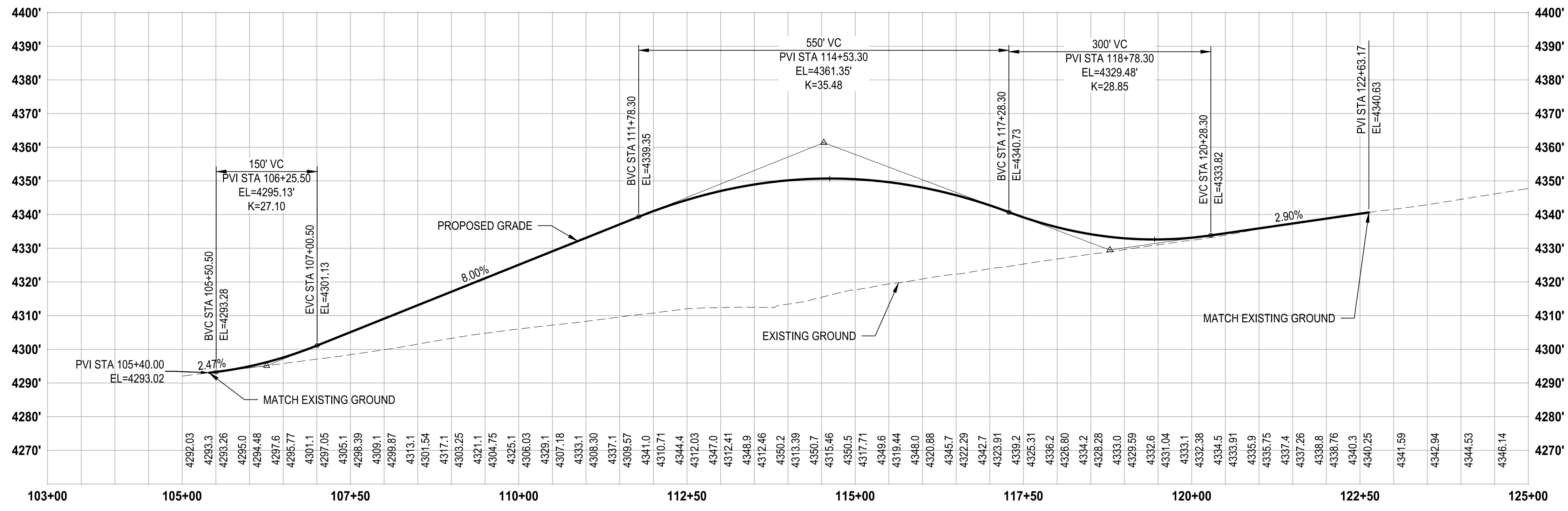
ONE INCH AT FULL SCALE IF NOT OTHERWISE NOTED ACCORDINGLY

Parametrix

DATE	DESIGNED	CHECKED	APPROVED	
03/20/2024	BKP	CCS	AP	
JOB No.	DRAWN	APPROVED		
344-8541-002	BKP			

PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

MAINTENANCE OF TRAFFIC



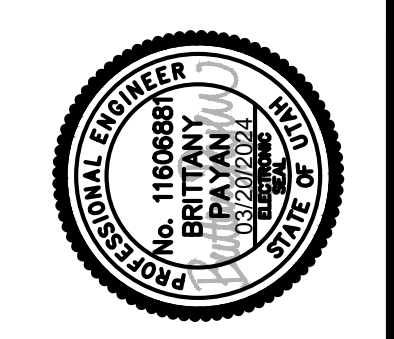
PROFILE
 HORIZ: 1" = 100'
 VERT EXAG: 5:1

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NOT SHOWN OTHERWISE ACCORDINGLY

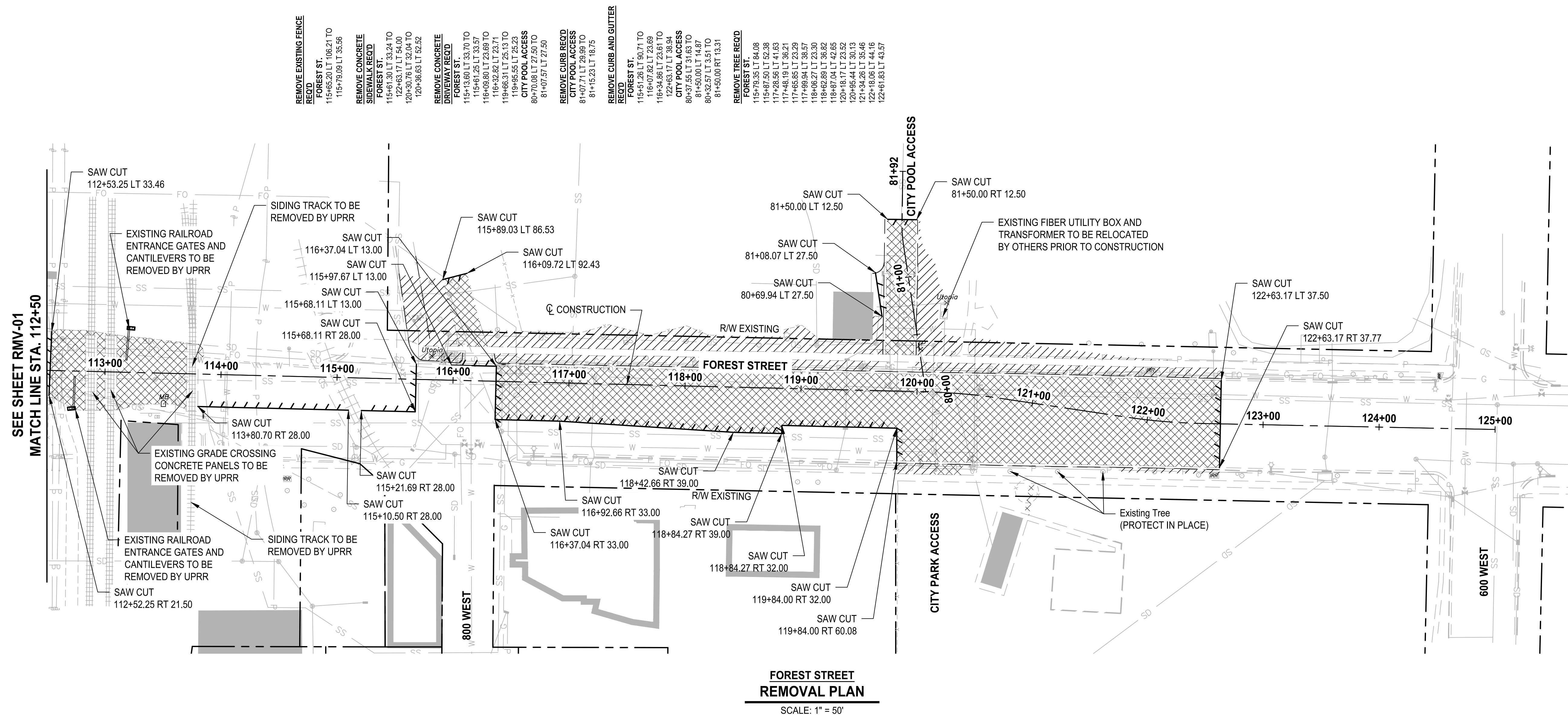
Parametrix

DATE	DESIGNED	CHECKED
03/20/2024	BKP	AP
JOB No.	DRAWN	APPROVED
344-8541-002	BKP	AP



PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

ROADWAY PROFILE



LEGEND

	REMOVE EXISTING ASPHALT REQ'D
	CLEAR AND GRUB SITE REQ'D
	REMOVAL ITEMS

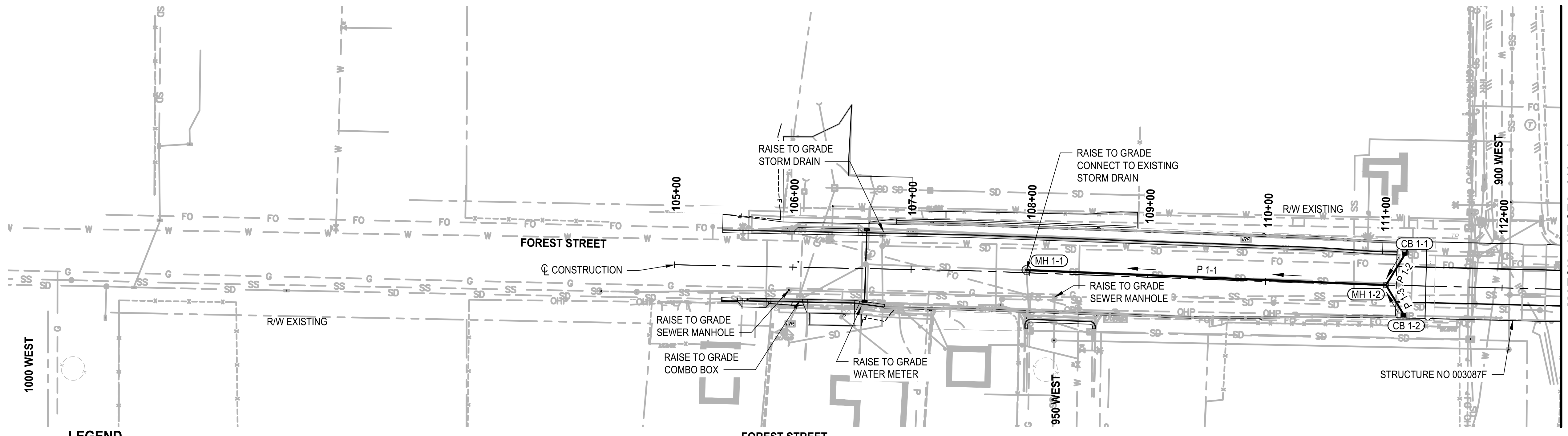
- REMOVE CONCRETE SIDEWALK REQ'D FOREST ST.**
119+45.07 RT 17.34 TO 121+07.84 RT 68.88
- REMOVE CONCRETE DRIVEWAY REQ'D FOREST ST.**
120+17.36 RT 70.86 TO 120+45.54 RT 69.70
- REMOVE CURB AND GUTTER REQ'D FOREST ST.**
119+81.01 RT 82.02 TO 122+63.17 RT 39.51
- RELOCATE MAIL BOX REQ'D FOREST ST.**
114+46.52 RT 82.16
- REMOVE TREE REQ'D FOREST ST.**
119+87.17 RT 66.36
122+10.39 RT 43.79
122+45.47 RT 44.42
122+82.65 RT 44.32

- REMOVE EXISTING FENCE REQ'D FOREST ST.**
115+45.20 LT 106.21 TO 115+79.09 LT 35.56
- REMOVE CONCRETE SIDEWALK REQ'D FOREST ST.**
115+61.30 LT 33.24 TO 122+63.17 LT 54.00
120+30.76 LT 92.04 TO 120+36.63 LT 52.52
- REMOVE CONCRETE DRIVEWAY REQ'D FOREST ST.**
115+13.60 LT 33.70 TO 115+61.25 LT 33.57
116+09.80 LT 23.69 TO 116+32.82 LT 23.71
119+86.31 LT 25.13 TO 119+86.55 LT 25.23
- CITY POOL ACCESS**
80+37.55 LT 31.63 TO 81+00.00 LT 74.87
80+32.57 LT 3.51 TO 81+50.00 RT 13.31
- REMOVE CURB AND GUTTER REQ'D FOREST ST.**
115+51.26 LT 90.71 TO 116+07.82 LT 23.69
116+34.86 LT 23.61 TO 122+63.17 LT 38.94
- CITY POOL ACCESS**
81+50.00 LT 74.87
80+32.57 LT 3.51 TO 81+50.00 RT 13.31
- REMOVE TREE REQ'D FOREST ST.**
115+79.35 LT 84.08
115+87.50 LT 52.38
117+28.56 LT 41.63
117+48.19 LT 36.21
117+65.85 LT 23.29
117+69.94 LT 38.57
118+06.27 LT 23.30
118+62.89 LT 36.82
118+87.04 LT 42.65
120+18.17 LT 23.52
120+85.44 LT 30.13
121+34.26 LT 35.46
122+18.06 LT 44.16
122+61.83 LT 43.57

- NOTES:**
- SEE DR SHEETS FOR ALL DRAINAGE REMOVALS AND RELOCATIONS.
 - SEE SS SHEETS FOR ALL SIGNING REMOVALS AND RELOCATIONS.

REVISIONS	DATE	BY					
▲							
<p>ONE INCH AT FULL SCALE IF NOT ACCORDINGLY</p>							
<p>DATE: 03/20/2024 JOB No.: 344-8541-002</p>				<p>DESIGNED: BKP DRAWN: BKP</p>		<p>CHECKED: AP APPROVED: AP</p>	
<p>PROJECT NAME: BRIGHAM CITY CONNECTION PROJECT</p>							
<p>REMOVAL</p>							
<p>DRAWING NO. 51 OF 63 RMV-02</p>							

LAYOUT: DR-01 PATH: U:\Self\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\995secs\CADD\DWG\Civil PLOTTED BY: OliveSto DATE: Monday, April 1, 2024 4:41:13 PM

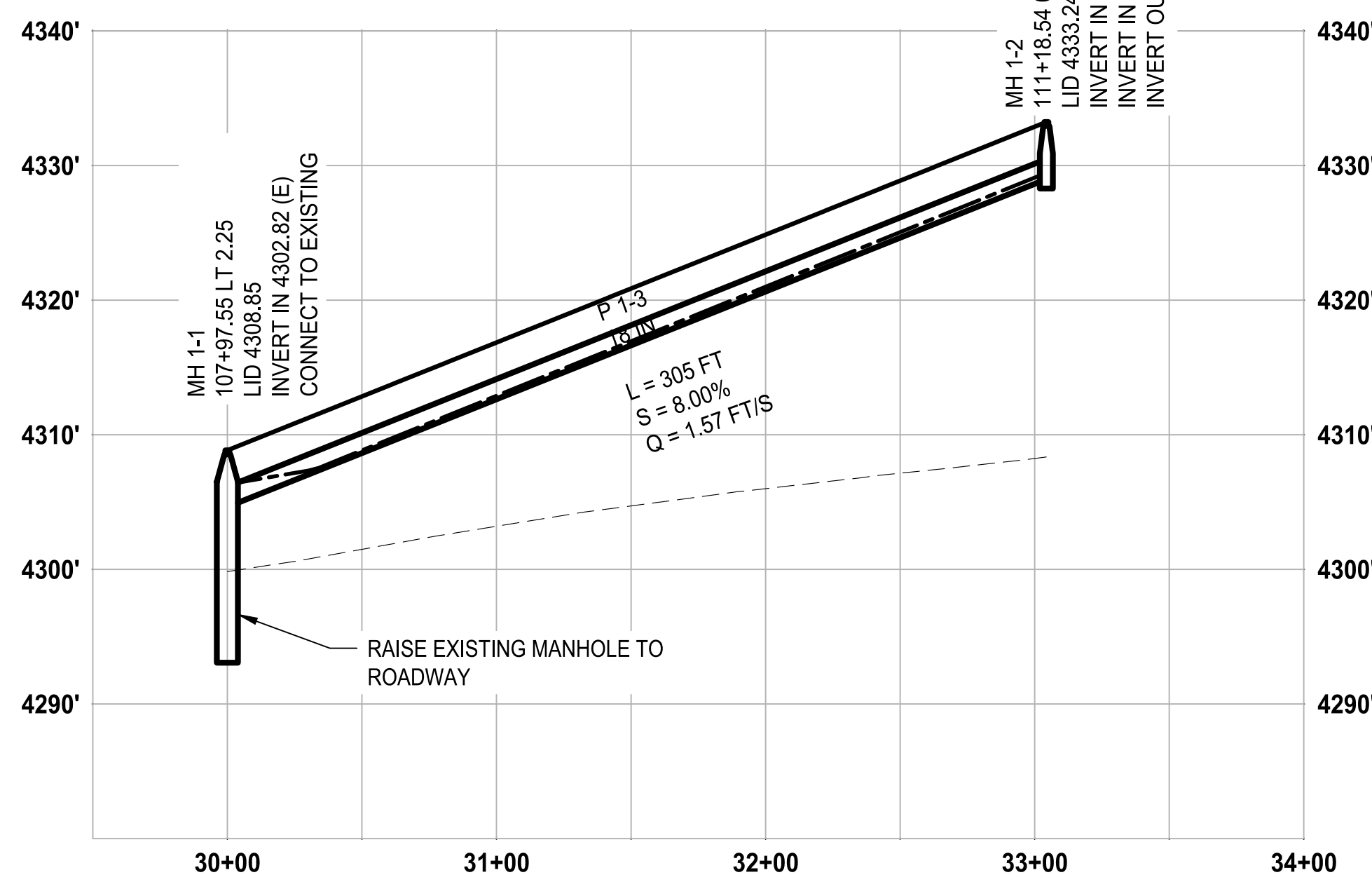


LEGEND

- PROPOSED STORM DRAIN MANHOLE
- PROPOSED STORM DRAIN CATCH BASIN
- PROPOSED STORM DRAIN PIPE
- EXISTING STORM DRAIN MANHOLE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING STORM DRAIN CATCH BASIN
- EXISTING STORM DRAIN PIPE
- EXISTING SANITARY SEWER PIPE

FOREST STREET PLAN
SCALE: 1" = 50'

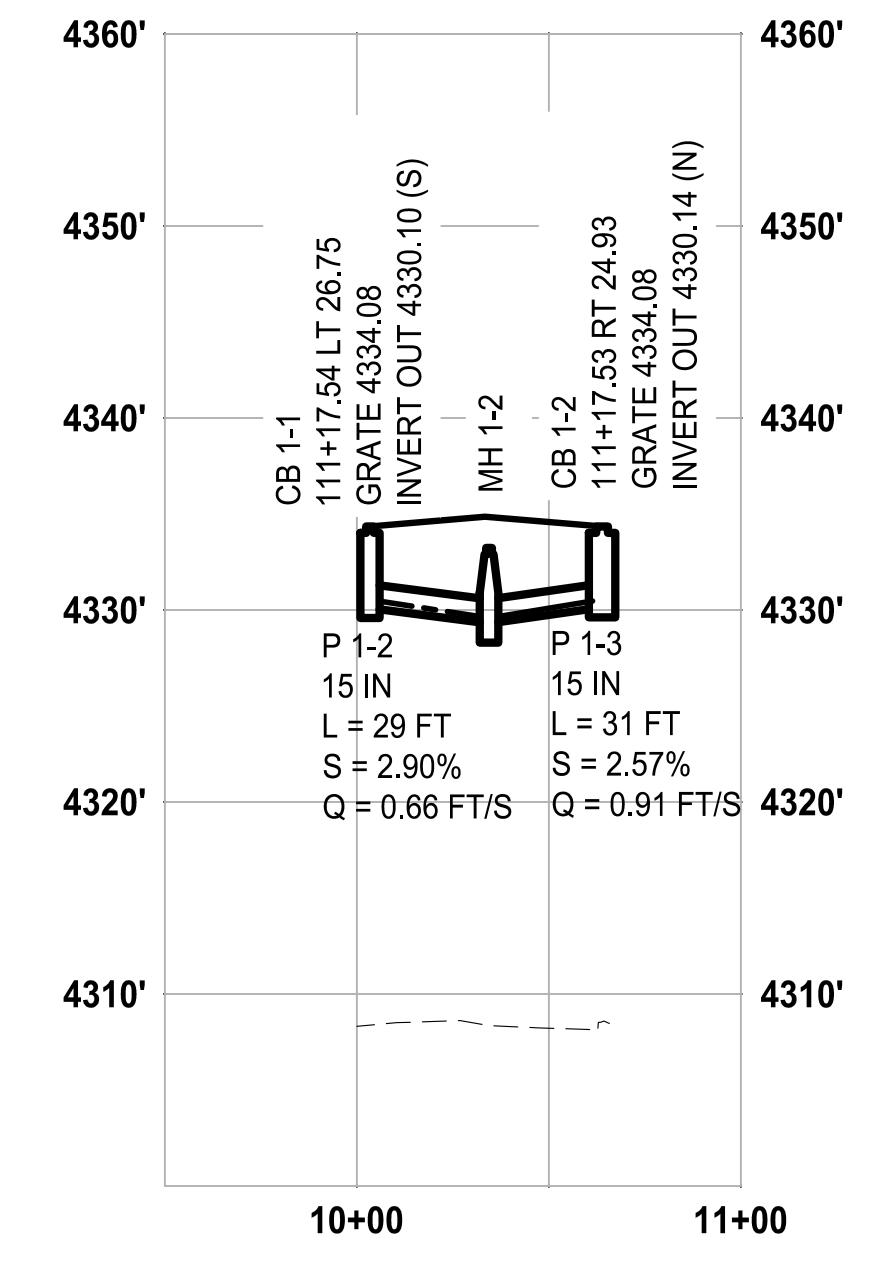
- RAISE FRAME TO GRADE 360.1**
105+97.05 RT 19.49
106+06.49 RT 28.08
106+61.55 LT 3.73
106+63.18 RT 32.03
107+97.55 LT 2.25
108+22.15 RT 19.76
- CONNECT NEW STORM DRAIN TO EXISTING STRUCTURE**
107+97.55 LT 2.25
- PRECAST MANHOLE 341.2 - A 30" FRAME AND COVER - 302**
111+01.87 RT 0.00
- CLEANOUT BOX 331.1 - 305 48" GRID GRATE AND FRAME - 310**
111+17.54 LT 26.75
111+17.53 RT 24.93
- DRAINAGE PIPE - 15 INCH, REINFORCED CONCRETE, LEAK-RESISTANT REQ'D**
111+01.87 RT 0.00 TO
111+17.54 LT 26.75
111+01.87 RT 0.00 TO
111+17.53 RT 24.93
- DRAINAGE PIPE - 18 INCH, REINFORCED CONCRETE, LEAK-RESISTANT REQ'D**
107+97.55 LT 2.25 TO
111+01.87 RT 0.00
- COVER COLLAR - 362**
105+97.05 RT 19.49
106+06.49 RT 28.08
106+61.55 LT 3.73
106+63.18 RT 32.03
107+97.55 LT 2.25
108+22.15 RT 19.76
111+01.87 RT 0.00
111+17.54 LT 26.75
111+17.53 RT 24.93



- LEGEND**
- FINISHED GRADE
 - Existing Grade
 - HGL 25-yr

PIPE PROFILES

HORIZ: 1" = 50'
VERT: 1" = 10'



CB 1-1 TO CB 1-2

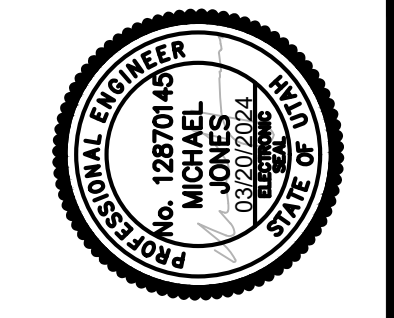
MATCH LINE STA. 112+50
SEE SHEET DR-02

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NECESSARY

Parametrix

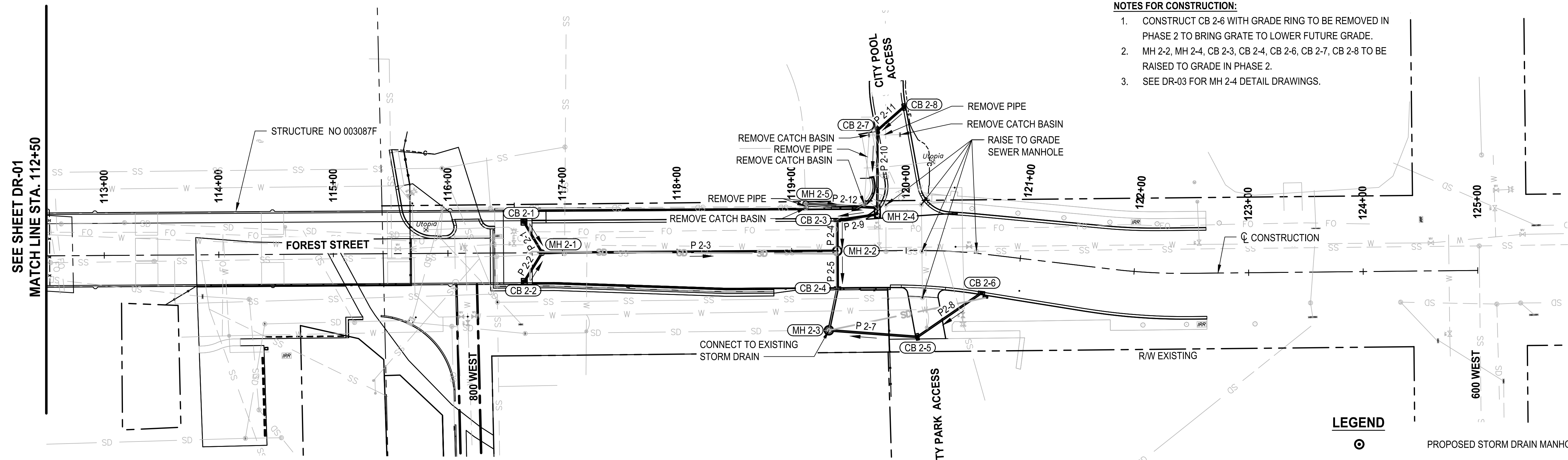
DATE: 03/20/2024 DESIGNED: MCJ CHECKED: JHB
JOB No.: 344-8541-002 DRAWN: MCJ APPROVED: AP



PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

DRAINAGE PLAN AND PROFILE

LAYOUT: DR-02 PATH: U:\Sat\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\995ves\CADD\DWG\Civil PLOTTED BY: OliveSto DATE: Monday, April 1, 2024 4:41:41 PM

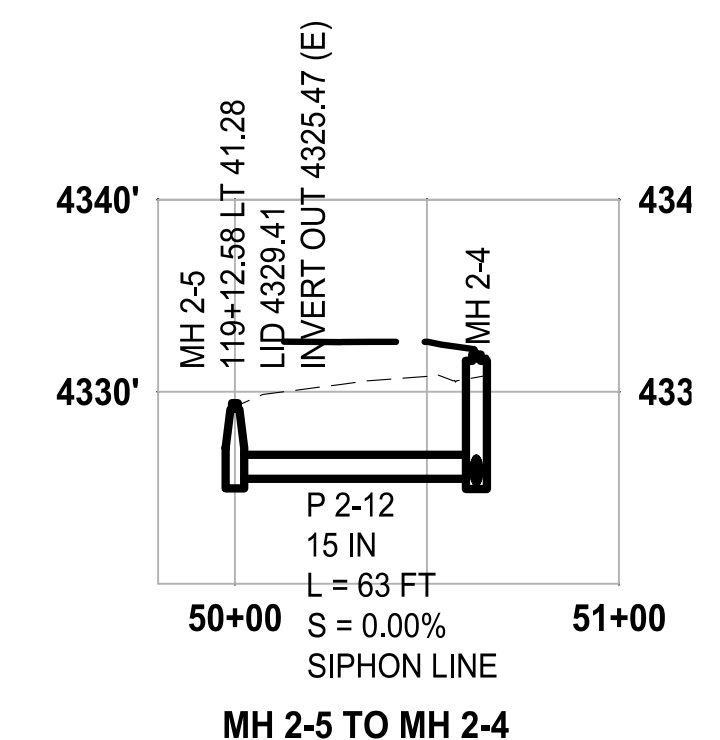
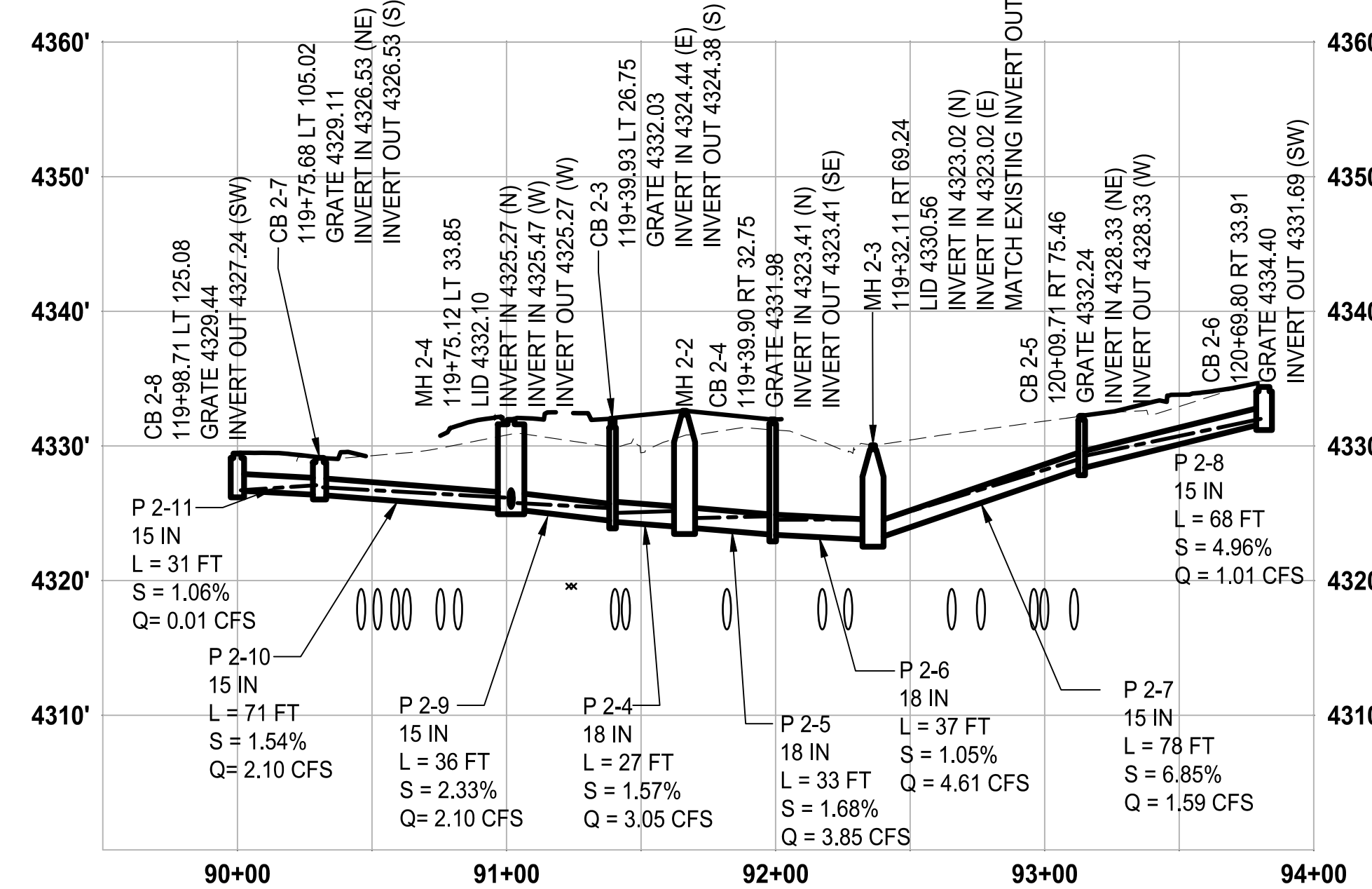
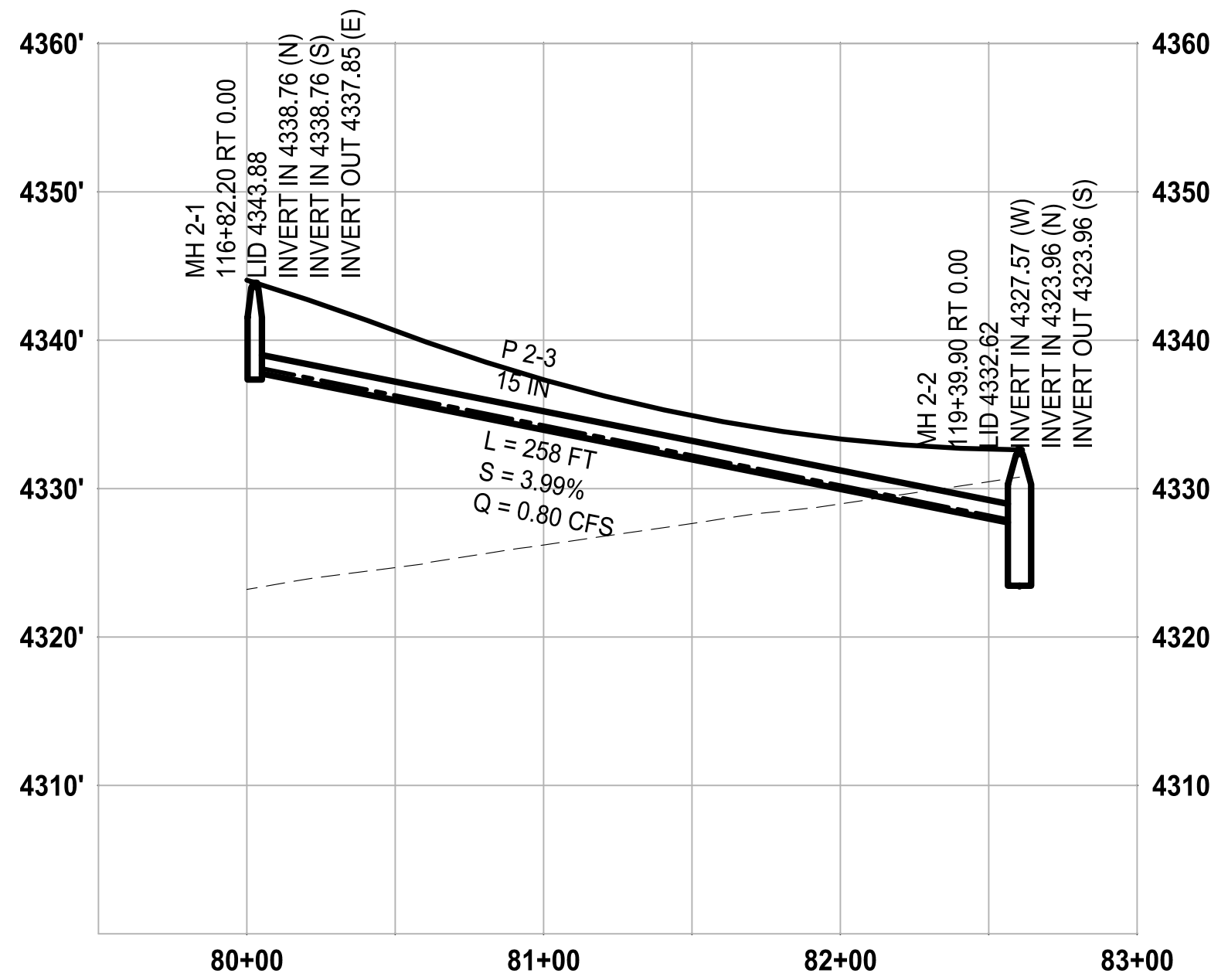
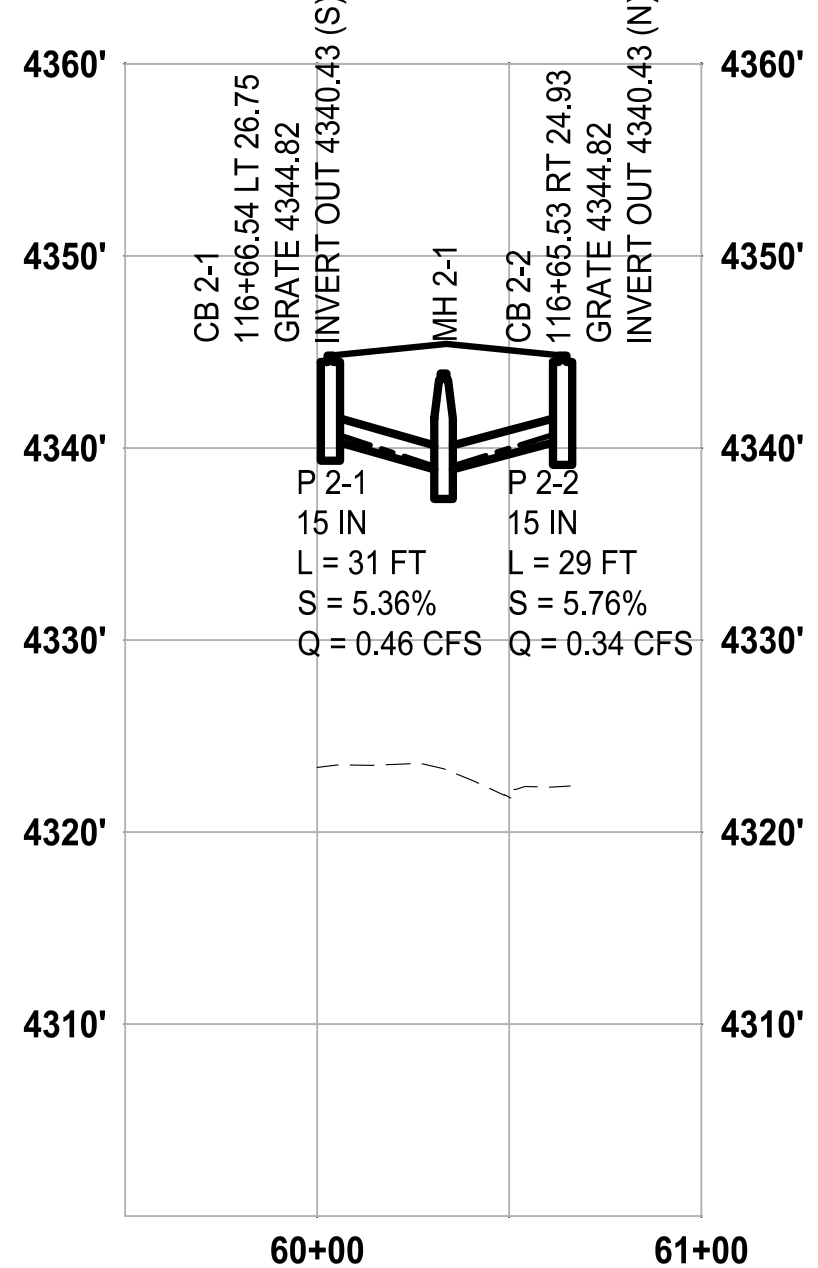


- NOTES FOR CONSTRUCTION:**
- CONSTRUCT CB 2-6 WITH GRADE RING TO BE REMOVED IN PHASE 2 TO BRING GRATE TO LOWER FUTURE GRADE.
 - MH 2-2, MH 2-4, CB 2-3, CB 2-4, CB 2-6, CB 2-7, CB 2-8 TO BE RAISED TO GRADE IN PHASE 2.
 - SEE DR-03 FOR MH 2-4 DETAIL DRAWINGS.

- PRECAST MANHOLE 341.1 - A**
30" FRAME AND COVER - 302
116+82.20 RT 0.00
- PRECAST BOX 332**
44" FRAME AND COVER - 303
119+75.12 LT 33.85
- CLEANOUT BOX 331.1 - 305**
48" GRID GRATE AND FRAME - 310
116+66.54 LT 26.75
116+66.53 RT 24.93
119+76.51 LT 100.33
120+00.67 LT 114.92
120+09.71 RT 75.46
120+69.80 RT 33.91
- DRAINAGE PIPE - 15 INCH, REINFORCED CONCRETE, LEAK-RESISTANT REQD.**
116+66.54 LT 26.75 TO 116+82.20 RT 0.00
116+66.53 RT 24.73 TO 116+82.20 RT 0.00
116+82.20 RT 0.00 TO 119+39.90 RT 0.00
120+00.67 LT 114.92 TO 119+76.51 LT 100.33
119+76.51 LT 100.33 TO 119+75.12 LT 33.85
119+12.58 LT 41.28 TO 119+75.19 LT 37.36
119+75.17 LT 31.64 TO 119+39.93 LT 26.75
119+32.11 RT 69.24 TO 120+09.71 RT 75.46
120+09.71 RT 75.46 TO 120+69.80 RT 33.91
- RAISE FRAME TO GRADE - 360.1**
119+39.90 RT 0.00
119+39.90 RT 32.75
119+39.93 LT 26.75
119+82.52 LT 39.89
120+13.12 LT 39.96
120+13.76 RT 0.91
120+14.50 RT 41.24
120+61.41 LT 1.72
120+69.80 RT 33.91
- COVER COLLAR - 362**
116+66.54 LT 26.75
116+66.53 RT 24.93
116+82.20 RT 0.00
119+39.90 RT 0.00
119+39.90 RT 32.75
119+39.93 LT 26.75
119+75.12 LT 33.85
119+76.51 LT 100.33
120+00.67 LT 114.92
120+09.71 RT 75.46
120+13.12 LT 39.96
120+13.76 RT 0.91
120+14.50 RT 41.24
120+61.41 LT 1.72
120+69.80 RT 33.91
- REMOVE PIPE**
119+12.58 LT 41.28 TO 119+12.69 LT 37.70
119+12.69 LT 37.70 TO 119+63.66 LT 40.58
119+63.66 LT 40.58 TO 119+68.11 LT 100.89
119+68.11 LT 100.89 TO 119+95.28 LT 101.05
- REMOVE CATCH BASIN**
119+12.69 LT 37.70
119+63.66 LT 40.58
119+68.11 LT 100.89
119+95.28 LT 101.05
- CONNECT NEW STORM DRAIN TO EXISTING STRUCTURE**
119+32.11 RT 69.24 (2 CONNECTIONS)

FOREST STREET PLAN
SCALE: 1" = 50'

- LEGEND**
- PROPOSED STORM DRAIN MANHOLE
 - PROPOSED STORM DRAIN CATCH BASIN
 - PROPOSED STORM DRAIN PIPE
 - ⊙ EXISTING STORM DRAIN MANHOLE
 - ⊙ EXISTING SANITARY SEWER MANHOLE
 - EXISTING STORM DRAIN CATCH BASIN
 - EXISTING STORM DRAIN PIPE
 - EXISTING SANITARY SEWER PIPE



- LEGEND**
- FINISHED GRADE
 - - - Existing Grade
 - HGL 25-yr

PIPE PROFILES
HORIZ: 1" = 50'
VERT: 1" = 10'

- UTILITIES LEGEND**
- × Ex Fiber Optic
 - Existing Pipe

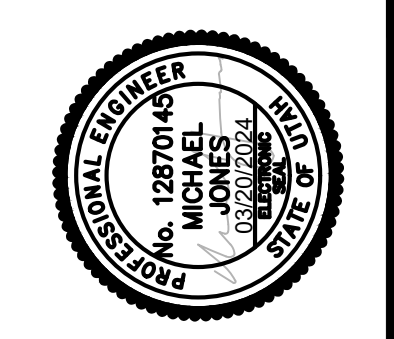
NOTE:
1. Sizes and depths of existing utilities not provided.

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NOT OTHERWISE NOTED ACCORDINGLY

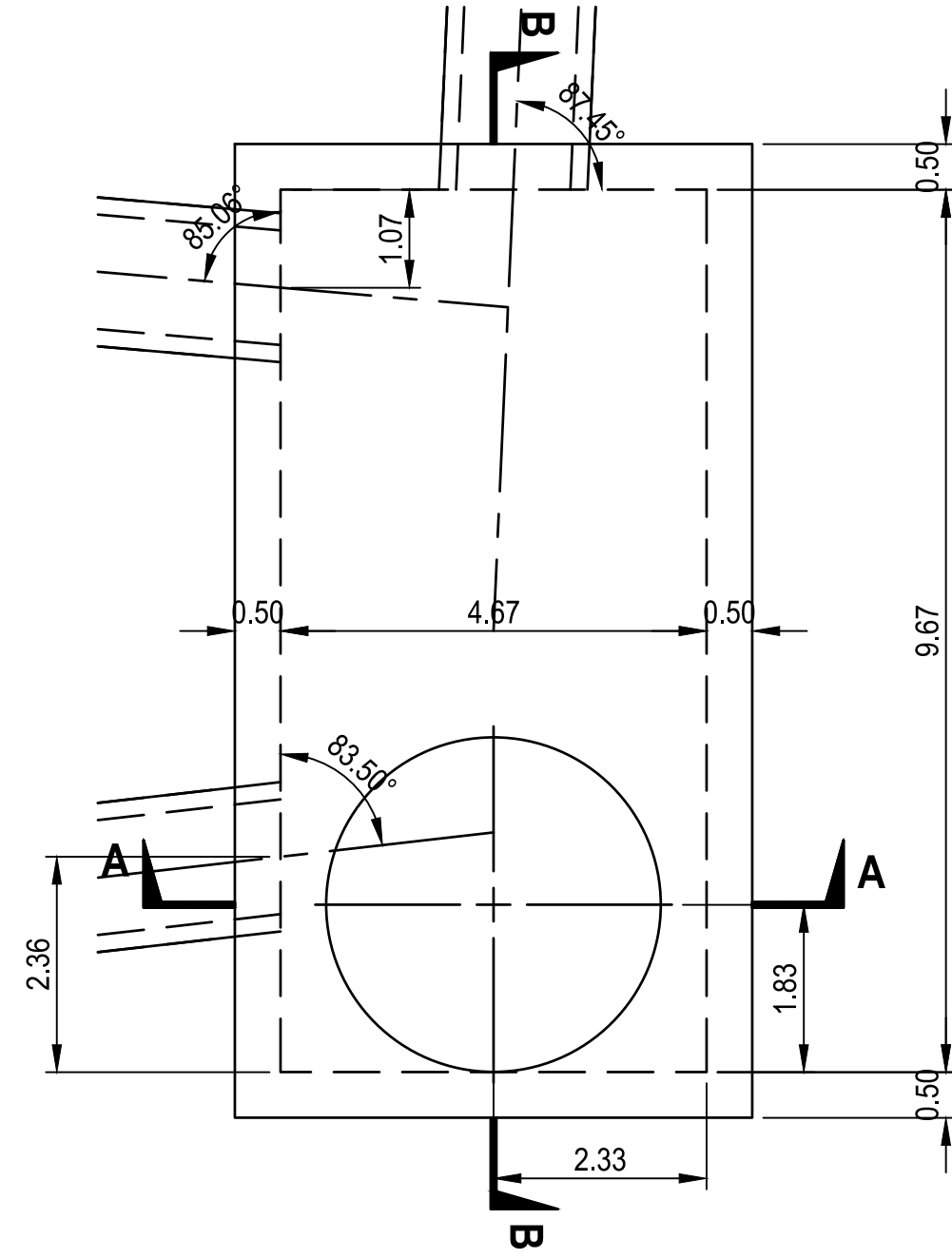
Parametrix

DATE: 03/20/2024 DESIGNED: M.C.J. CHECKED: J.H.B. APPROVED: A.P.
JOB No.: 344-8541-002 DRAWN: M.C.J.

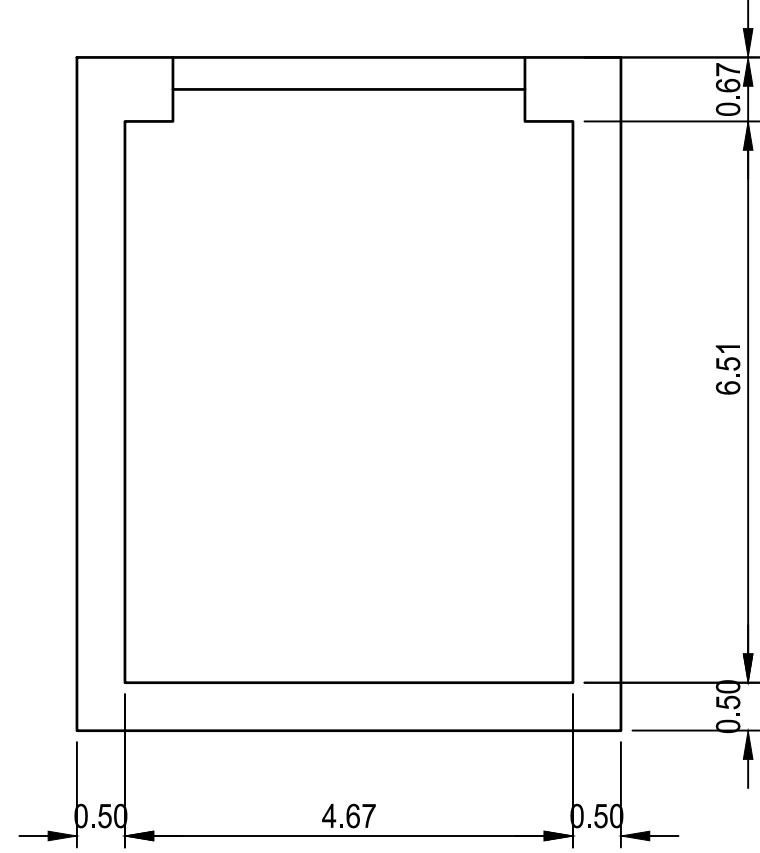


PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

DRAINAGE PLAN AND PROFILE



PLAN



SECTION A-A



SECTION B-B

NOTES

1. USE COATED DEFORMED-CARBON REINFORCING STEEL BARS CONFORMING TO AASHTO M 284 OR M 111 AND M 31 GRADE 60 RESPECTIVELY.
2. FIELD CUT AND BEND REINFORCING STEEL AS NECESSARY TO CLEAR PIPES AND MAINTAIN 2 INCH COVER. REPAIR ANY DAMAGE OR CUTS TO THE COATING ON REINFORCING BARS.
3. USE CLASS AA (AE) CONCRETE.
4. USE TYPE II CEMENT (LOW ALKALI).
5. PROVIDE 2 INCH CONCRETE COVER TO REINFORCING STEEL.
6. PROVIDE 3/4 INCH CHAMFER ON ALL EXPOSED CONCRETE CORNERS.
7. USE APPROVED NON-SHRINK GROUT TO SEAL OPENING AROUND PIP OR USE APPROVED PIPE MANUFACTURER'S PIPE BOOT.
8. SET EDGES OF THE BOX TO MATCH PAVEMENT FINISH GRADE AROUND THE BOX PERIMETER WHEN USING THE BOX AS AN INLET. SET TOP OF SURFACE TO MATCH PAVEMENT CROSS AND LONGITUDINAL SLOPE. RESET ANY BOXES WHERE BOX SURFACE OR GRATE AND FRAME IS NOT FLUSH WITH PAVEMENT. DO NOT EXCEED 1/4 INCH GRATE DEPRESSION.

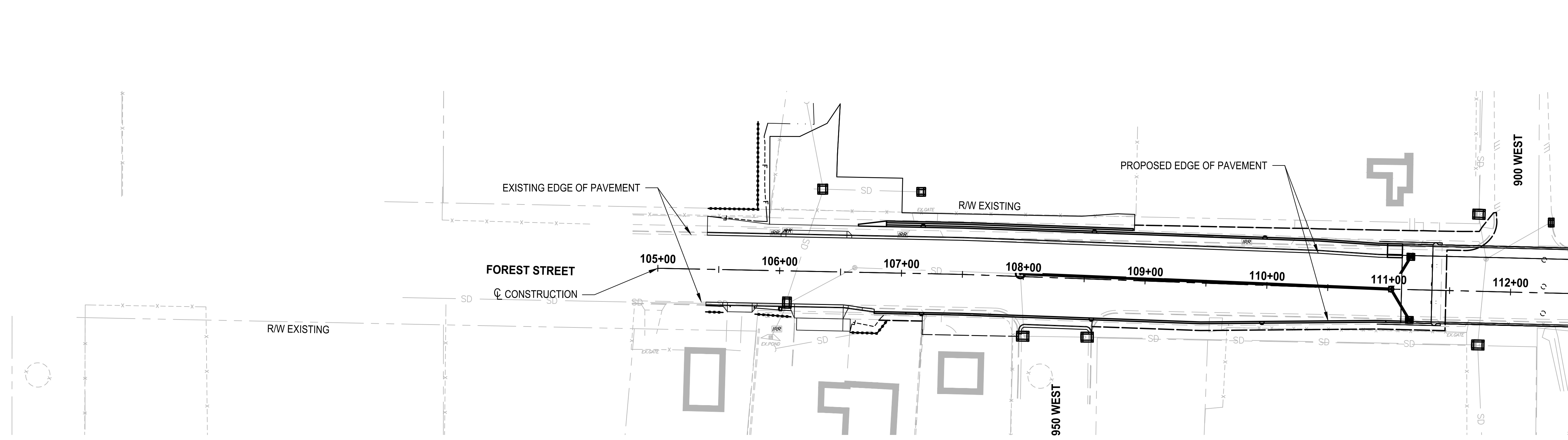
REVISIONS	DATE	BY
△		
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DATE 03/20/2024	DESIGNED MCJ	CHECKED AP
JOB No. 344-8541-002	DRAWN MCJ	APPROVED AP
PROJECT NAME BRIGHAM CITY CONNECTION PROJECT		
DRAINAGE		
DRAWING NO. 54 OF 63 DR-03		

SILT FENCE REQ'D
FOREST ST.
 105+39.93 RT 34.99 TO
 105+54.26 RT 35.19
 105+80.44 RT 36.05 TO
 106+09.99 RT 37.61
 106+58.74 RT 49.52 TO
 106+80.85 RT 49.86 TO
 106+89.10 RT 39.00

DROP-INLET BARRIER -
FIBER ROLL REQ'D
FOREST ST.
 106+06.46 RT 26.06
 108+01.31 RT 48.94
 108+54.14 RT 47.80
 111+7.53 RT 24.92
 111+74.26 RT 44.08

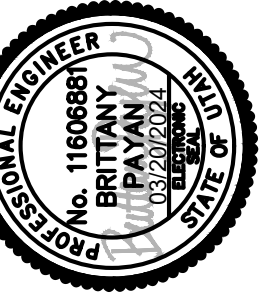
SILT FENCE REQ'D
FOREST ST.
 105+40.33 LT 50.00 TO
 105+80.99 LT 50.00 TO
 105+79.82 LT 122.07

DROP-INLET BARRIER -
FIBER ROLL REQ'D
FOREST ST.
 106+33.97 LT 67.66
 107+14.83 LT 67.10
 111+17.53 LT 26.92
 111+72.58 LT 63.26
 112+32.07 LT 57.87



FOREST STREET
EROSION CONTROL
 SCALE: 1" = 50'

MATCH LINE STA. 112+50
 SEE SHEET EC-02

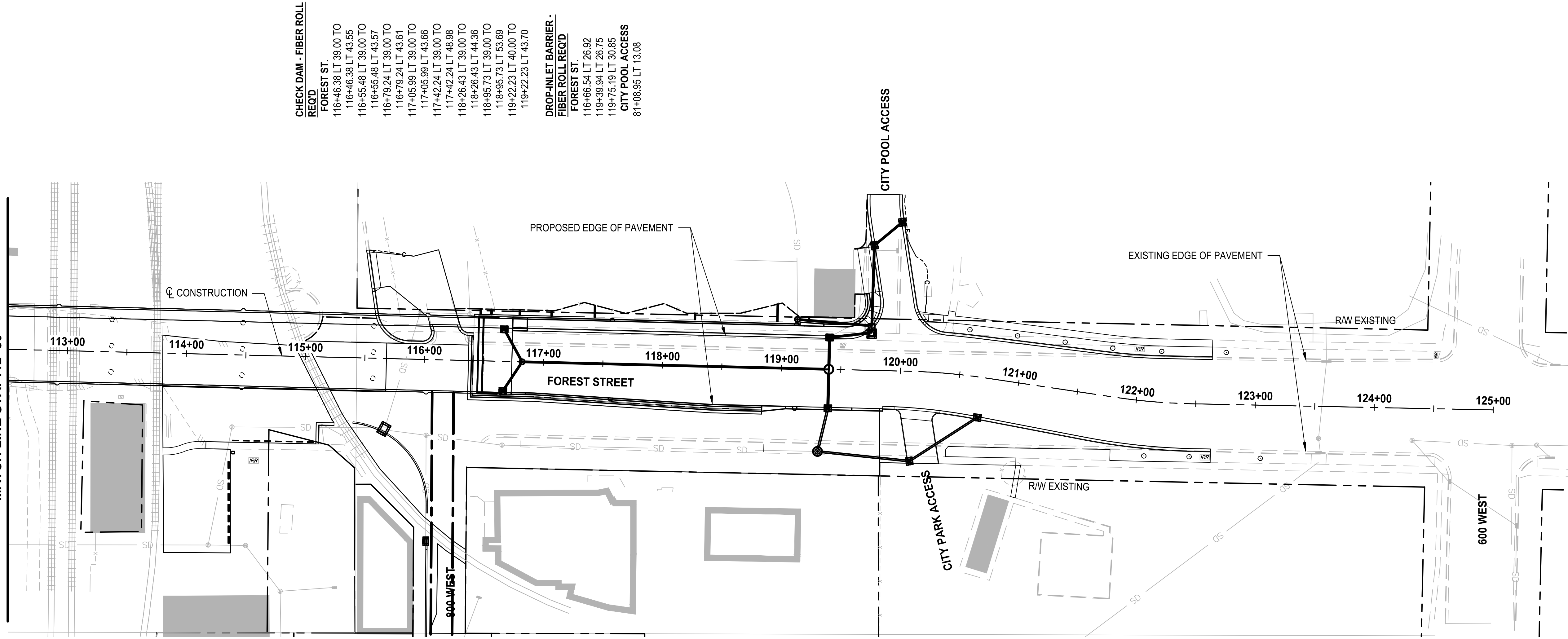


DATE	DESIGNED	CHECKED
03/20/2024	BKP	MCJ
JOB No.	DRAWN	APPROVED
344-8541-002	BKP	AP

ONE INCH
 AT FULL
 SCALE IF
 NOT
 ACCORDINGLY

REVISIONS	DATE	BY

SEE SHEET EC-01
MATCH LINE STA. 112+50



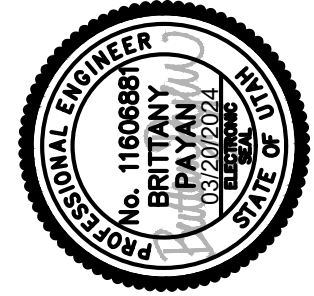
**DROP-INLET BARRIER -
FIBER ROLL REQD**
FOREST ST.
115+67.38 RT 59.20
116+04.77 RT 152.64
116+66.53 RT 24.92
119+39.90 RT 32.75
120+09.71 RT 75.46
120+69.80 RT 33.92
CITY POOL ACCESS
81+24.71 RT 13.08

**CHECK DAM - FIBER ROLL
REQD**
FOREST ST.
116+46.38 LT 39.00 TO
116+46.38 LT 43.55
116+55.48 LT 39.00 TO
116+55.48 LT 43.57
116+79.24 LT 39.00 TO
116+79.24 LT 43.61
117+05.99 LT 39.00 TO
117+05.99 LT 43.66
117+42.24 LT 39.00 TO
117+42.24 LT 48.98
118+26.43 LT 39.00 TO
118+26.43 LT 44.36
118+95.73 LT 39.00 TO
118+95.73 LT 53.69
119+22.23 LT 40.00 TO
119+22.23 LT 43.70
**DROP-INLET BARRIER -
FIBER ROLL REQD**
FOREST ST.
116+66.54 LT 26.92
119+39.94 LT 26.75
119+75.19 LT 30.85
CITY POOL ACCESS
81+08.95 LT 13.08

**FOREST STREET
EROSION CONTROL**
SCALE: 1" = 50'

EROSION CONTROL

PROJECT NAME
**BRIGHAM CITY
CONNECTION PROJECT**



Parametrix

DATE: 03/20/2024
JOB No.: 344-8541-002

DESIGNED: BKP
DRAWN: BKP

CHECKED: MCJ
APPROVED: AP

REVISIONS	DATE	BY

ONE INCH
AT FULL
SCALE IF
NOT
ACCORDINGLY



SIGN CODE LEGEND:
 N - NEW SIGN
 R - RELOCATE SIGN
 X - REMOVE SIGN

XXX
 ↑ SIGN CODE
 ↑ SIGN NUMBER
 ↑ SHEET NUMBER

STRIPING KEY:
 SWL - SOLID WHITE LINE
 SYL - SOLID YELLOW LINE
 DYL - DOUBLE YELLOW LINE
 BWL - BROKEN WHITE LINE
 BYL - BROKEN YELLOW LINE
 DWL - DOTTED WHITE LINE
 LDL - LANE DROP LINE
 S&BYL - SOLID AND BROKEN YELLOW LINE
 SL - STOP LINE
 XLW - CROSS WALK LINE

REMOVE SIGN REQ'D
FOREST ST.
 [1.3-X] 109+77.75 RT 28.33
 [1.5-X] 110+19.08 RT 25.93

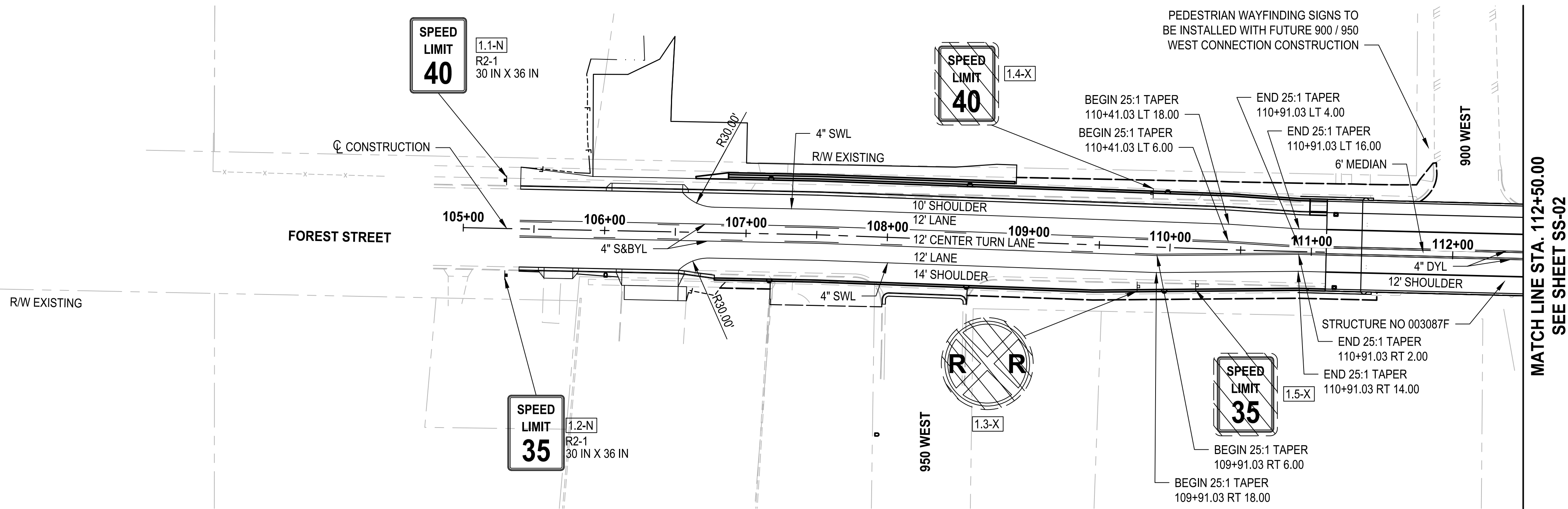
REGULATORY SIGN, POST, AND BASE REQ'D
FOREST ST.
 [1.2-N] 106+30.00 RT 33.00

PAVEMENT MARKING PAINT REQ'D
FOREST ST.
 (4" SWL) 106+52.89 RT 27.00 TO 106+74.32 RT 18.00 TO
 109+91.03 RT 18.00 TO
 110+91.03 RT 14.00 TO
 MATCH LINE RT 14.00
 (4" DYL) 109+91.03 RT 6.00 TO 110+91.03 RT 2.00 TO
 MATCH LINE RT 2.00
 (4" S&BYL) 105+40.00 RT 6.00 TO 109+91.03 RT 6.00

REMOVE SIGN REQ'D
FOREST ST.
 [1.4-X] 109+86.78 LT 37.84

REGULATORY SIGN, POST, AND BASE REQ'D
FOREST ST.
 [1.1-N] 105+30.00 LT 34.00

PAVEMENT MARKING PAINT REQ'D
FOREST ST.
 (4" SWL) 106+54.59 LT 28.00 TO 106+76.96 LT 18.00 TO
 110+41.03 LT 18.00 TO
 110+91.03 LT 16.00 TO
 MATCH LINE LT 16.00
 (4" DYL) 109+91.03 LT 6.00 TO 110+41.03 LT 6.00 TO
 110+91.03 LT 4.00 TO
 MATCH LINE LT 4.00
 (4" S&BYL) 105+40.00 LT 6.00 TO 109+91.03 LT 6.00



MATCH LINE STA. 112+50.00
 SEE SHEET SS-02

	DATE	BY
	REVISIONS	
ONE INCH AT FULL SCALE IF NOT SHOWN OTHERWISE ACCORDINGLY		
DATE	DESIGNED	CHECKED
03/20/2024	BKP	CCS
JOB No. 344-8541-002	DRAWN	APPROVED
	BKP	AP
BRIGHAM CITY CONNECTION PROJECT		
SIGNING AND STRIPING		
DRAWING NO. 57 OF 63		
SS-01		

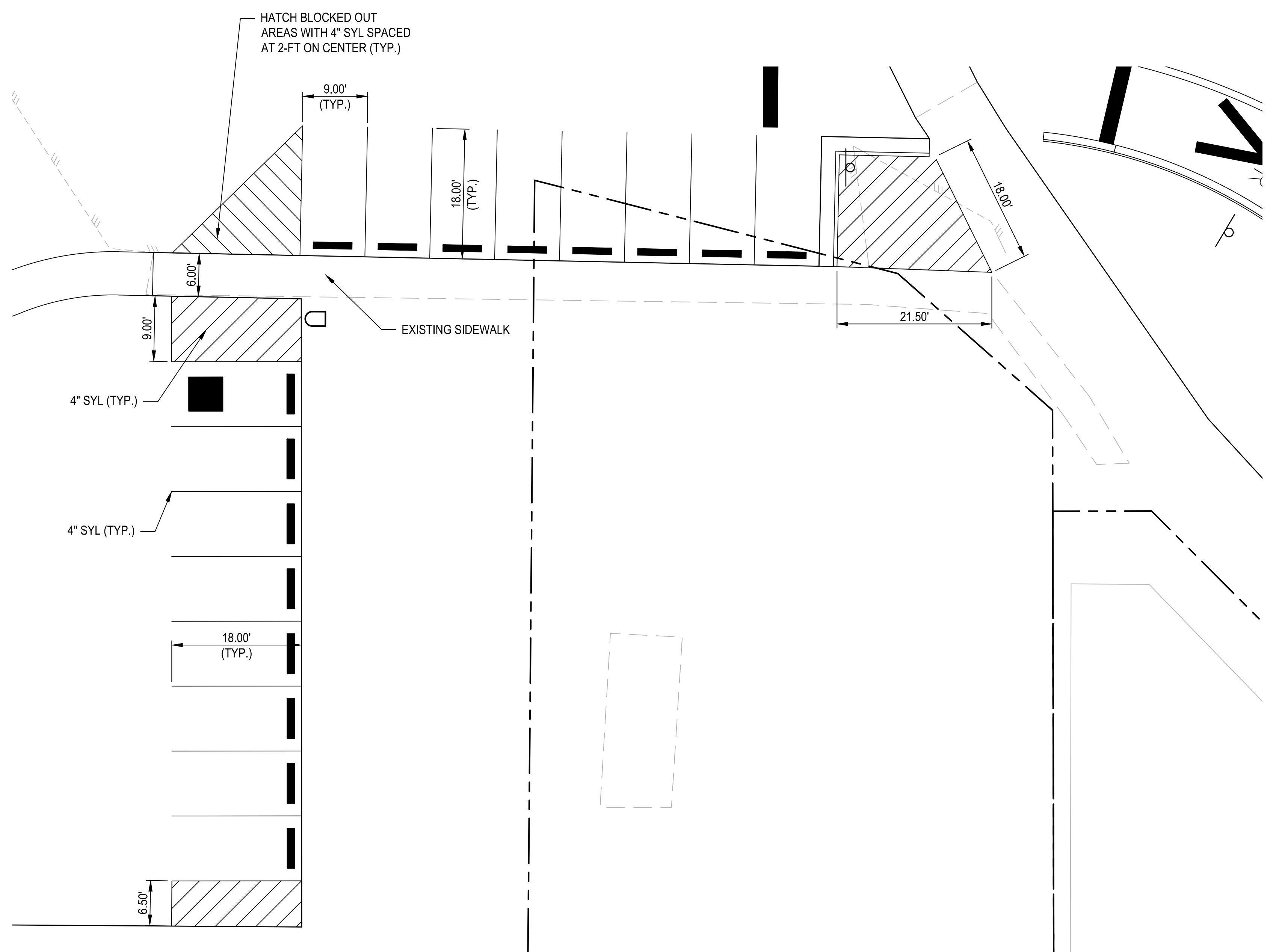
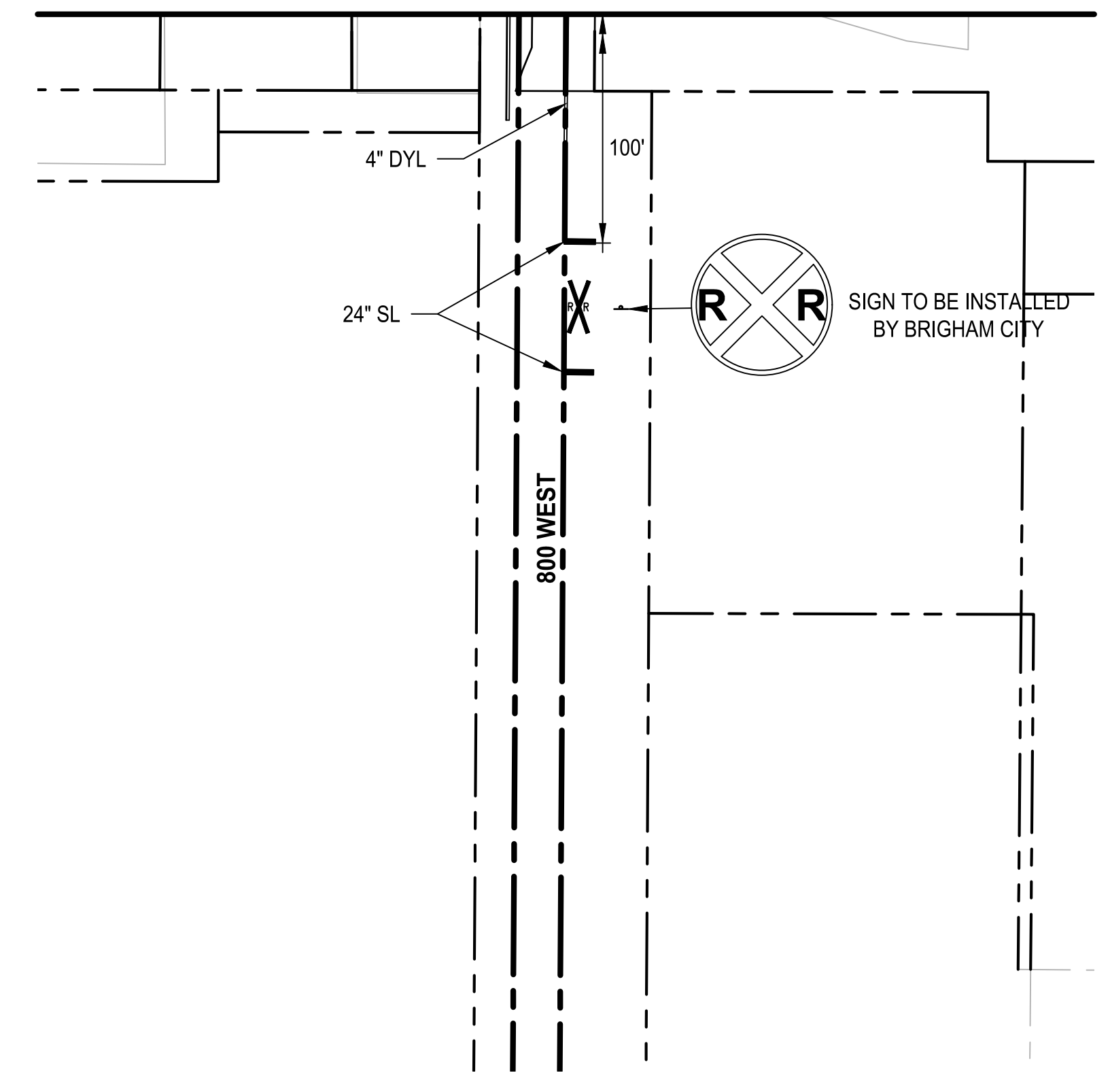
SIGN CODE LEGEND:
 N - NEW SIGN
 R - RELOCATE SIGN
 X - REMOVE SIGN

STRIPING KEY:
 SWL - SOLID WHITE LINE
 SYL - SOLID YELLOW LINE
 DYL - DOUBLE YELLOW LINE
 BWL - BROKEN WHITE LINE
 BYL - BROKEN YELLOW LINE
 DWL - DOTTED WHITE LINE
 LDL - LANE DROP LINE
 S&BYL - SOLID AND BROKEN YELLOW LINE
 SL - STOP LINE
 XLW - CROSS WALK LINE

**PAVEMENT MARKING
 PAINT REQ'D
 FOREST ST.**
 MATCH LINE RT 200.00 TO
 116+29.46 RT 260.95
 (24" SL) 76 RT 297.01 TO
 116+29.46 RT 260.95
 116+30.26 RT 337.01 TO
 116+42.26 RT 338.89

**PAVEMENT SYMBOL PAINT
 REQ'D
 FOREST ST.**
 (RR CROSSING)
 116+36.01 RT 311.95

SEE SHEET SS-02
 MATCH LINE OFF. 200-FT



**FOREST STREET
 PARKING LOT DETAIL**
 SCALE 1" = 10'

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NOT ACCORDINGLY

Parametrix

DATE	DESIGNED	CHECKED
03/20/2024	BKP	CCS
JOB No.	DRAWN	APPROVED
344-8541-002	BKP	AP

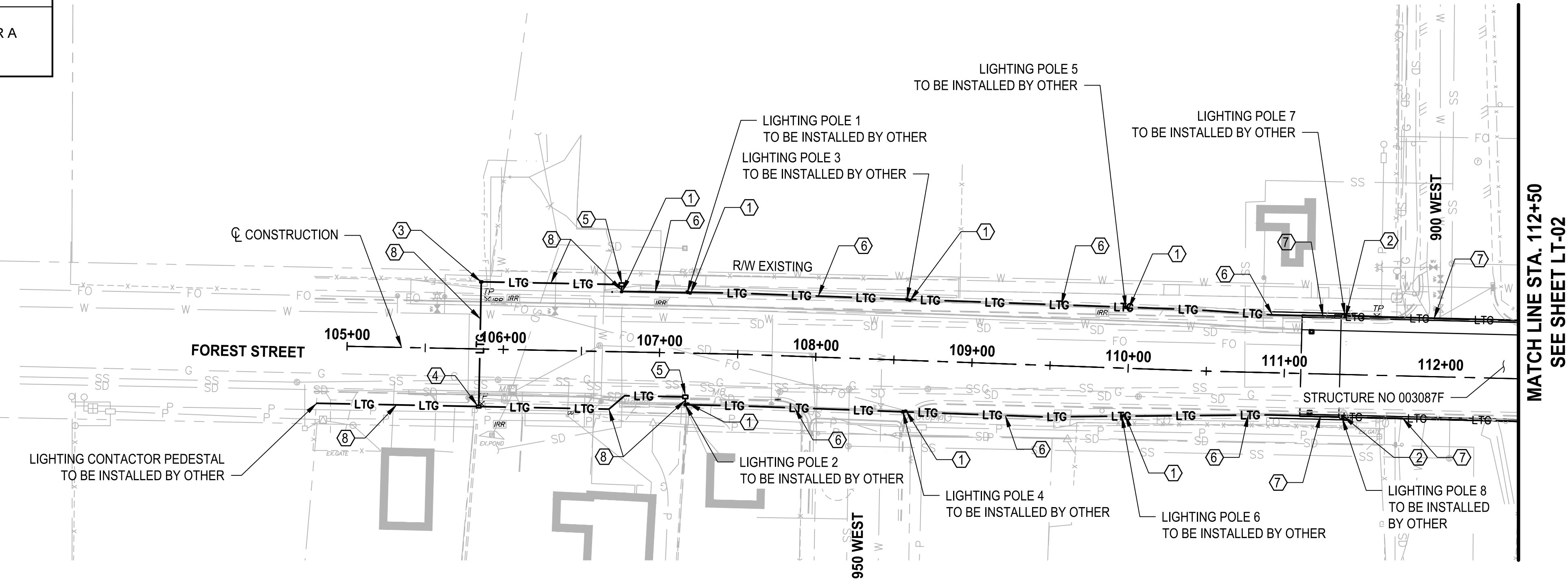
PROFESSIONAL ENGINEER
 No. 1160880
 BRIGHAM CITY
 UTAH
 03/20/2024

PROJECT NAME: **BRIGHAM CITY CONNECTION PROJECT**

SIGNING AND STRIPING

DRAWING NO. 59 OF 63
SS-03

MATERIALS TO BE FURNISHED AND INSTALLED BY CONTRACTOR		
ITEM	QTY.	DESCRIPTION
1	12 EACH	LIGHTING JUNCTION BOX BUILT IN BARRIER
2	8 EACH	LIGHTING JUNCTION BOX BUILT IN PARAPET
3	11 EACH	LIGHTING JUNCTION BOX TYPE I - WITH "LIGHTING" LOGO IMPRINTED ON LID
4	2 EACH	LIGHTING JUNCTION BOX TYPE II - WITH "LIGHTING" LOGO IMPRINTED ON LID
5	3 EACH	LIGHTING JUNCTION BOX TYPE III - WITH DIAMOND PLATE STEEL TRAFFIC RATED LID AND "LIGHTING" LOGO IMPRINTED ON LID
6	2913 FT	1 1/2" PVC CONDUIT CONSTRUCTED IN BARRIER
7	1457 FT	2" PVC CONDUIT CONSTRUCTED IN BARRIER
8	2475 FT	1 1/2" PVC CONDUIT CONSTRUCTED IN PARAPET
9	1238 FT	2" PVC CONDUIT CONSTRUCTED IN PARAPET
10	2698 FT	3" SCHEDULE 40 GRAY PVC CONDUIT
11	54 FT	1/2" DIAMETER DRAIN PIPE
12	MISC LUMP	MISCELLANEOUS ITEMS - TO INCLUDE ANY HARDWARE AND FITTINGS NECESSARY FOR A COMPLETE INSTALLATION OF CONDUIT AND JUNCTION BOXES.



**FOREST STREET
LIGHTING PLAN**
SCALE: 1" = 50'

LEGEND

•	JUNCTION BOX
●	LIGHTING POLE
— LTG —	LIGHTING CONDUIT
ⓧ	PROJECT NOTE NUMBER

- NOTES:**
- ① LIGHTING JUNCTION BOX BUILT IN BARRIER (SEE LT-03 FOR LIGHTING DETAILS)
 - ② LIGHTING JUNCTION BOX BUILT IN PARAPET (SEE STRUCTURE DETAILS)
 - ③ LIGHTING JUNCTION BOX TYPE I (SEE APWA STANDARD PLAN 731)
 - ④ LIGHTING JUNCTION BOX TYPE II (SEE APWA STANDARD PLAN 731)
 - ⑤ LIGHTING JUNCTION BOX TYPE III (SEE APWA STANDARD PLAN 731)
 - ⑥ CONSTRUCTED IN BARRIER (SEE LT-03 FOR LIGHTING DETAILS)
 - ⑦ CONSTRUCTED IN PARAPET (SEE STRUCTURE DETAILS)
 - ⑧ 2 - 3" SCHEDULE 40 GRAY PVC CONDUIT
1. ILLUMINATION FIXTURES, WIRING, AND OTHER APPURTENANCES RELATED TO LIGHTING SERVICE AND CONNECTION TO BE INSTALLED BY BRIGHAM CITY SUBSEQUENT TO CONDUIT AND JUNCTION BOX INSTALLATION.
 2. THE CONDUIT LAYOUT SHOWN IS SCHEMATIC. CONTRACTOR SHALL COORDINATE LAYOUT WITH BRIGHAM CITY PUBLIC POWER DIRECTOR PRIOR TO INSTALLATION.
 3. REFER TO APWA STANDARD PLANS AND SPECIFICATIONS FOR CONSTRUCTION DETAILS AND INSTALLATION REQUIREMENTS.
 4. LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE. FIELD VERIFY THE EXACT UTILITY LOCATIONS PRIOR TO CONSTRUCTION AND BRING ANY CONFLICTS TO THE ATTENTION OF THE ENGINEER.
 5. CONTRACTOR SHALL COORDINATE WITH FIBER OPTIC UTILITY OWNER FOR CONFLICTS WITH FIBER OPTIC LINE.

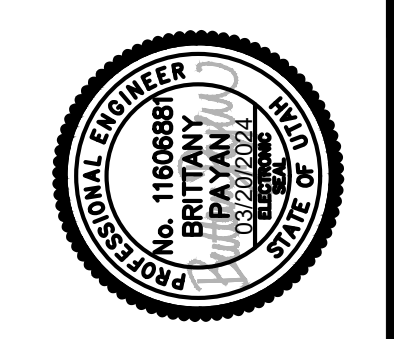
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REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NOT SHOWN OTHERWISE

Parametrix

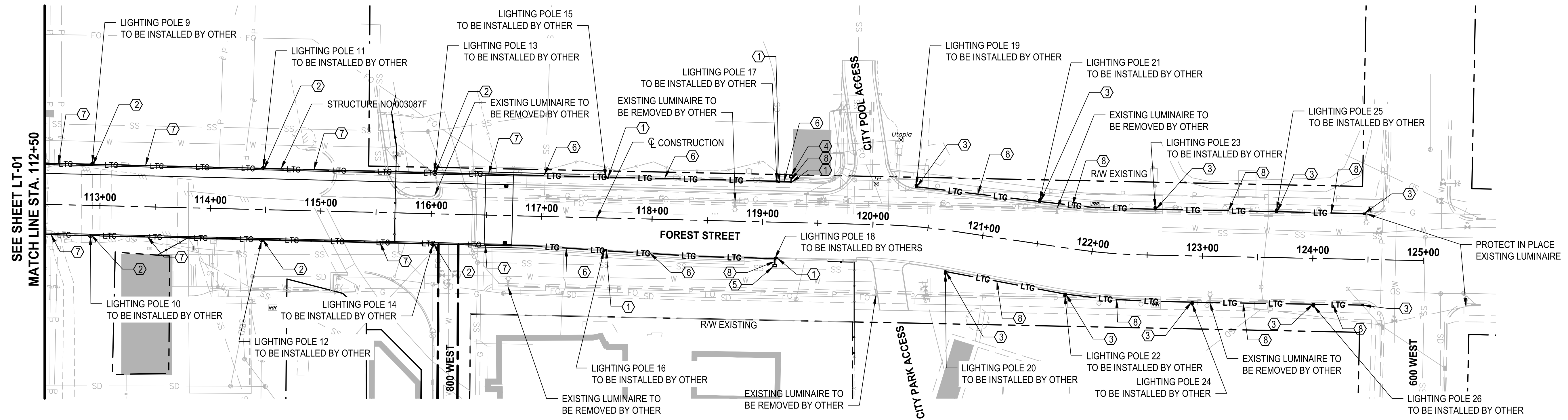
DATE: 03/20/2024 DESIGNED: BKP CHECKED: CCS APPROVED: AP
JOB No.: 344-8541-002 DRAWN: BKP



PROJECT NAME
**BRIGHAM CITY
CONNECTION PROJECT**

LIGHTING

LAYOUT: LT-02 PATH: U:\Set\Projects\Clients\8541-Brigham City\344-8541-002 Forest St. Final Design\995svcs\CADD\DWG\Civil PLOTTED BY: OliveSta DATE: Monday, April 1, 2024 4:44:22 PM



FOREST STREET LIGHTING PLAN
SCALE: 1" = 50'

- LEGEND**
- JUNCTION BOX
 - LIGHTING POLE
 - LTG — LIGHTING CONDUIT
 - ⓧ PROJECT NOTE NUMBER

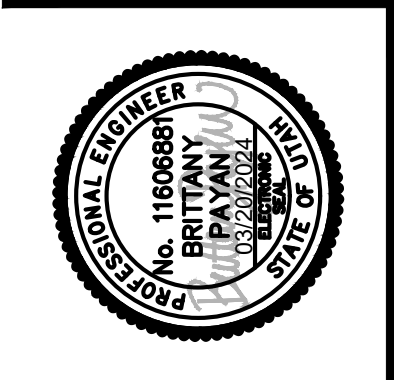
- NOTES:**
- ① LIGHTING JUNCTION BOX BUILT IN BARRIER (SEE LT-03 FOR LIGHTING DETAILS)
 - ② LIGHTING JUNCTION BOX BUILT IN PARAPET (SEE STRUCTURE DETAILS)
 - ③ LIGHTING JUNCTION BOX TYPE I (SEE APWA STANDARD PLAN 731)
 - ④ LIGHTING JUNCTION BOX TYPE II (SEE APWA STANDARD PLAN 731)
 - ⑤ LIGHTING JUNCTION BOX TYPE III (SEE APWA STANDARD PLAN 731)
 - ⑥ CONSTRUCTED IN BARRIER (SEE LT-03 FOR LIGHTING DETAILS)
 - ⑦ CONSTRUCTED IN PARAPET (SEE STRUCTURE DETAILS)
 - ⑧ 2 - 3" SCHEDULE 40 GRAY PVC CONDUIT
1. ILLUMINATION FIXTURES, WIRING, AND OTHER APPURTENANCES RELATED TO LIGHTING SERVICE AND CONNECTION TO BE INSTALLED BY BRIGHAM CITY SUBSEQUENT TO CONDUIT AND JUNCTION BOX INSTALLATION.
 2. THE CONDUIT LAYOUT SHOWN IS SCHEMATIC. CONTRACTOR SHALL COORDINATE LAYOUT WITH BRIGHAM CITY PUBLIC POWER DIRECTOR PRIOR TO INSTALLATION.
 3. REFER TO APWA STANDARD PLANS AND SPECIFICATIONS FOR CONSTRUCTION DETAILS AND INSTALLATION REQUIREMENTS.
 4. LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE. FIELD VERIFY THE EXACT UTILITY LOCATIONS PRIOR TO CONSTRUCTION AND BRING ANY CONFLICTS TO THE ATTENTION OF THE ENGINEER.
 5. CONTRACTOR SHALL COORDINATE WITH FIBER OPTIC UTILITY OWNER FOR CONFLICTS WITH FIBER OPTIC LINE.

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NOT OTHERWISE NOTED ACCORDINGLY

Parametrix

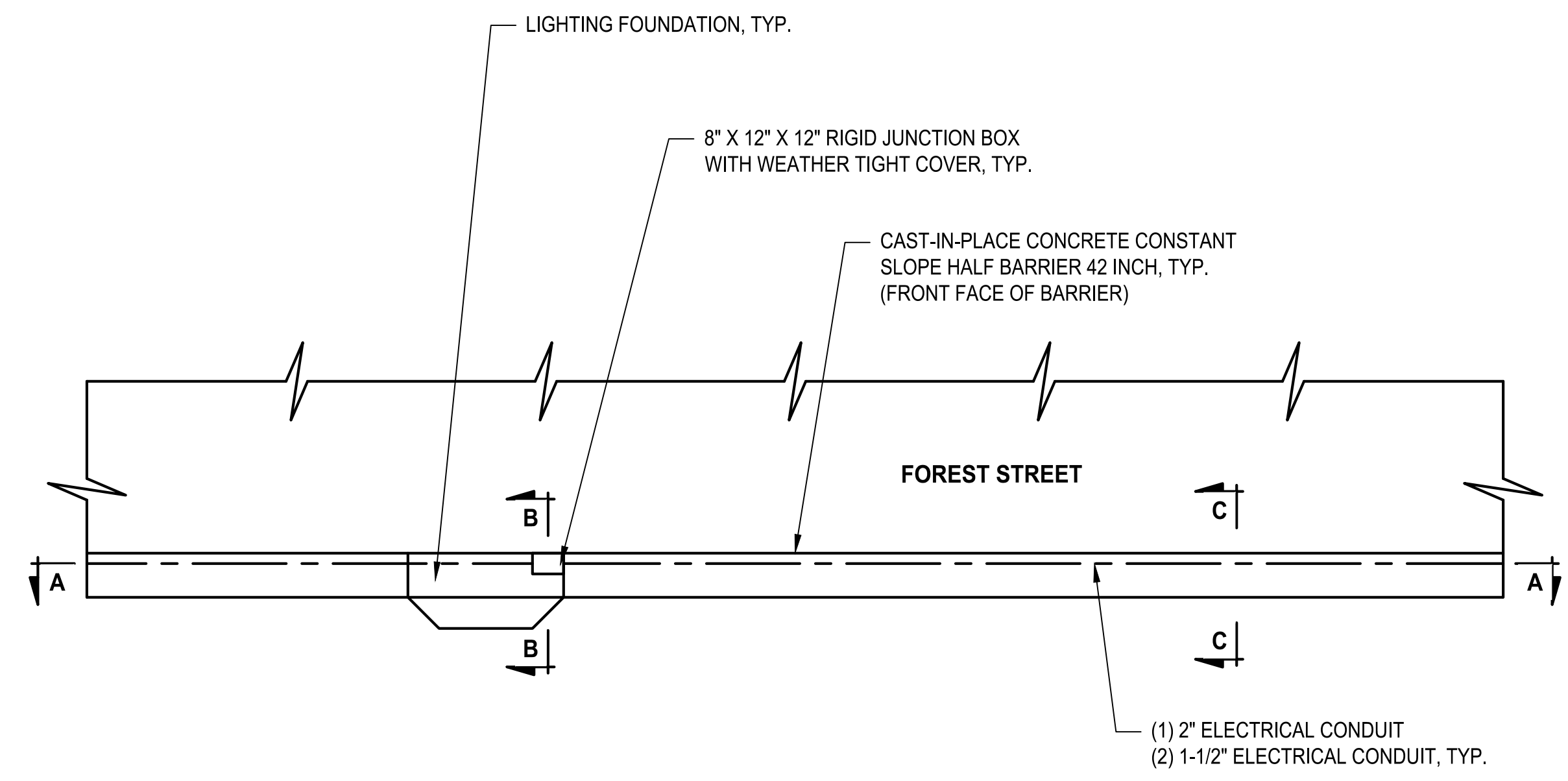
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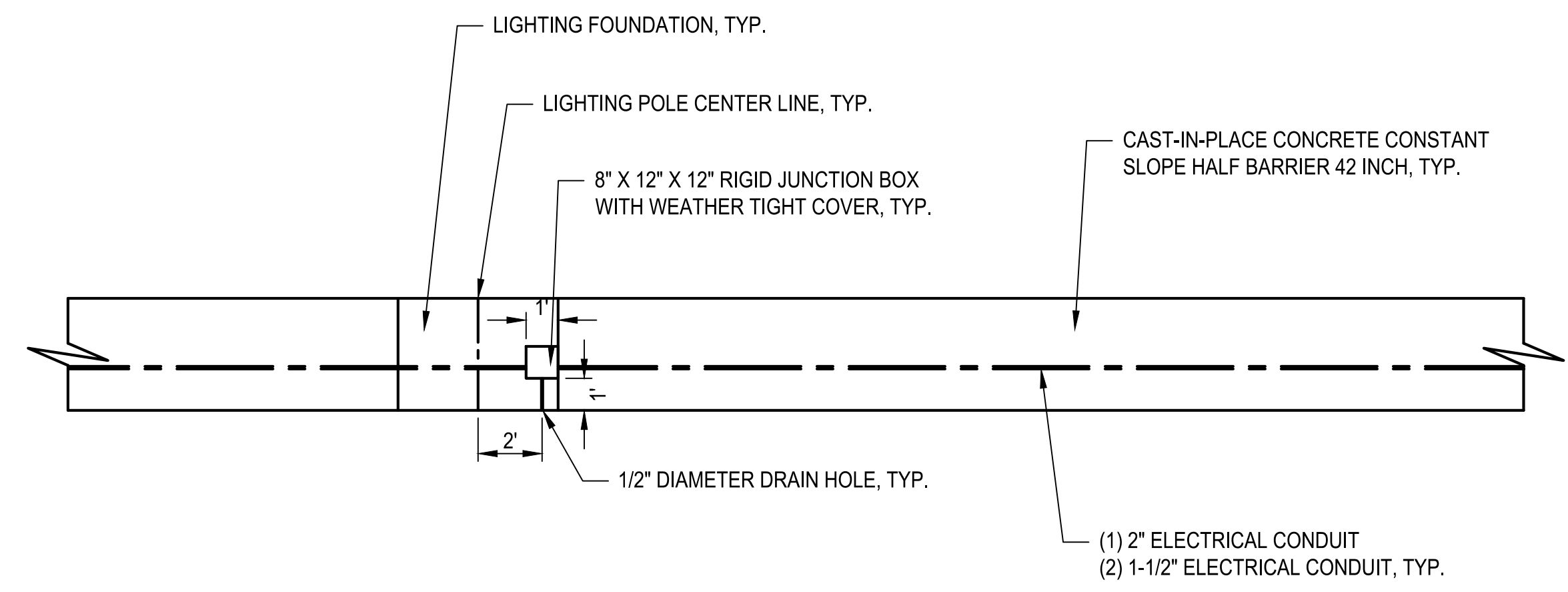
PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

LIGHTING

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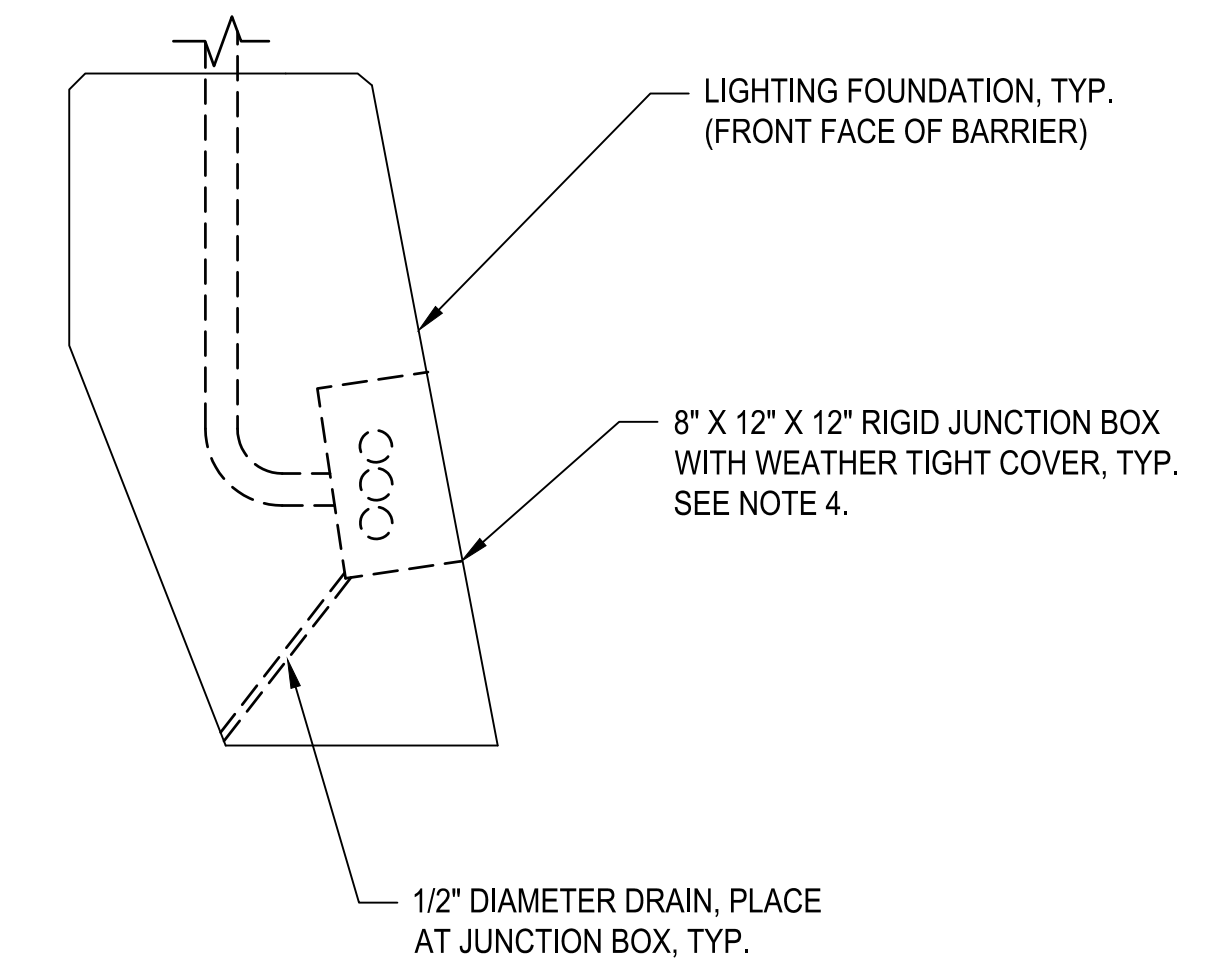


TYPICAL PLAN VIEW

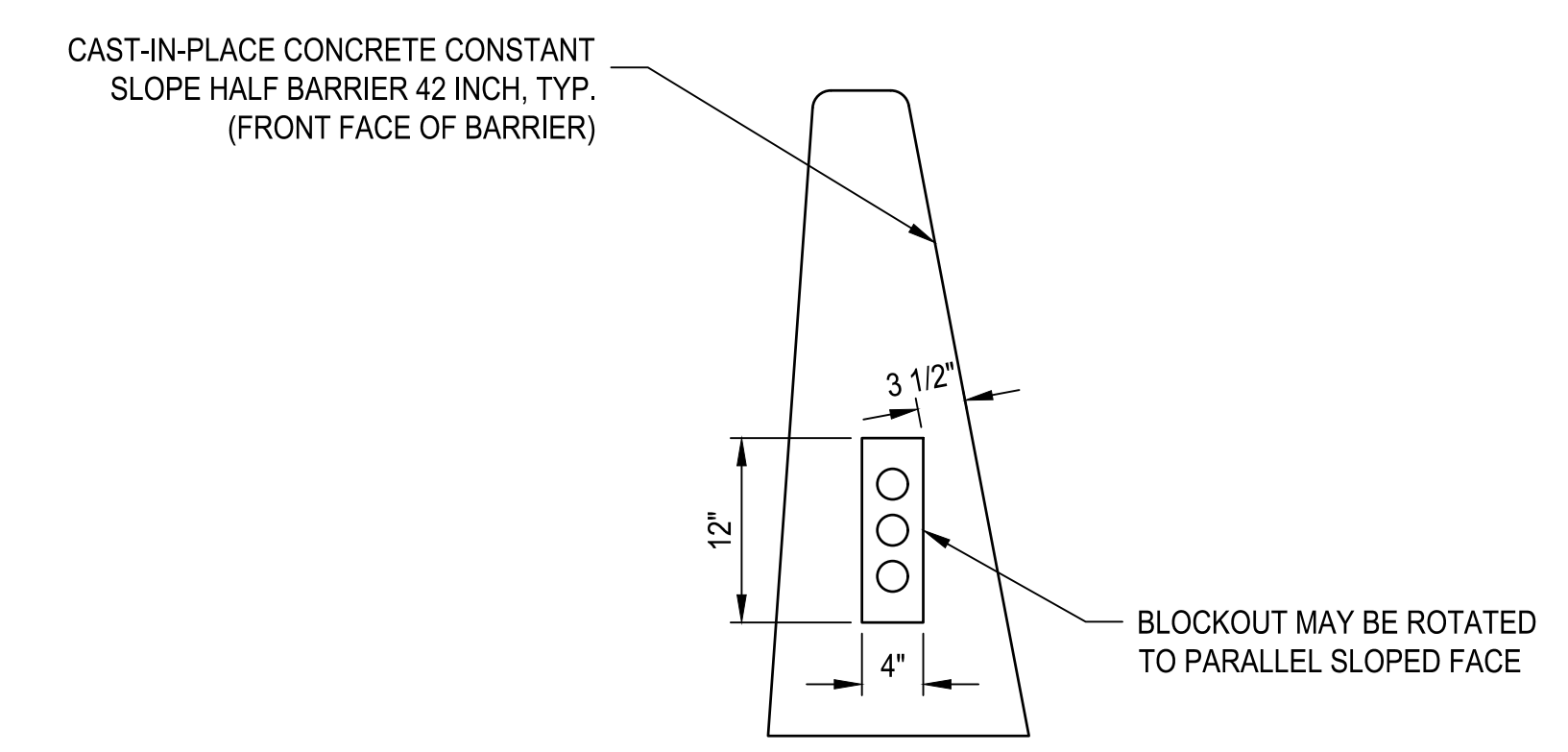


SECTION A-A

**FOREST STREET
LIGHTING DETAILS**
NOT TO SCALE



SECTION B-B



SECTION C-C

- NOTES:**
1. LOCK ELECTRICAL CONDUIT AT JUNCTION BOXES WITH DOUBLE LOCK NUTS.
 2. PROVIDE ALL WORK CONFORMING WITH THE LATEST EDITIONS OF THE NATIONAL ELECTRICAL CODE AND UNDERWRITERS LABORATORIES INC. STANDARDS WHERE APPLICABLE.
 3. CUT OR BEND REBAR IN OUTSIDE FACE OF BARRIER TO ALLOW INSTALLATION OF JUNCTION BOX ON VERTICAL FACE OF BARRIER.
 4. SEE UDOT SPECIFICATION 16526 FOR ALL BUILT IN RIGID JUNCTION BOXES.

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NECESSARY ACCORDINGLY

Parametrix

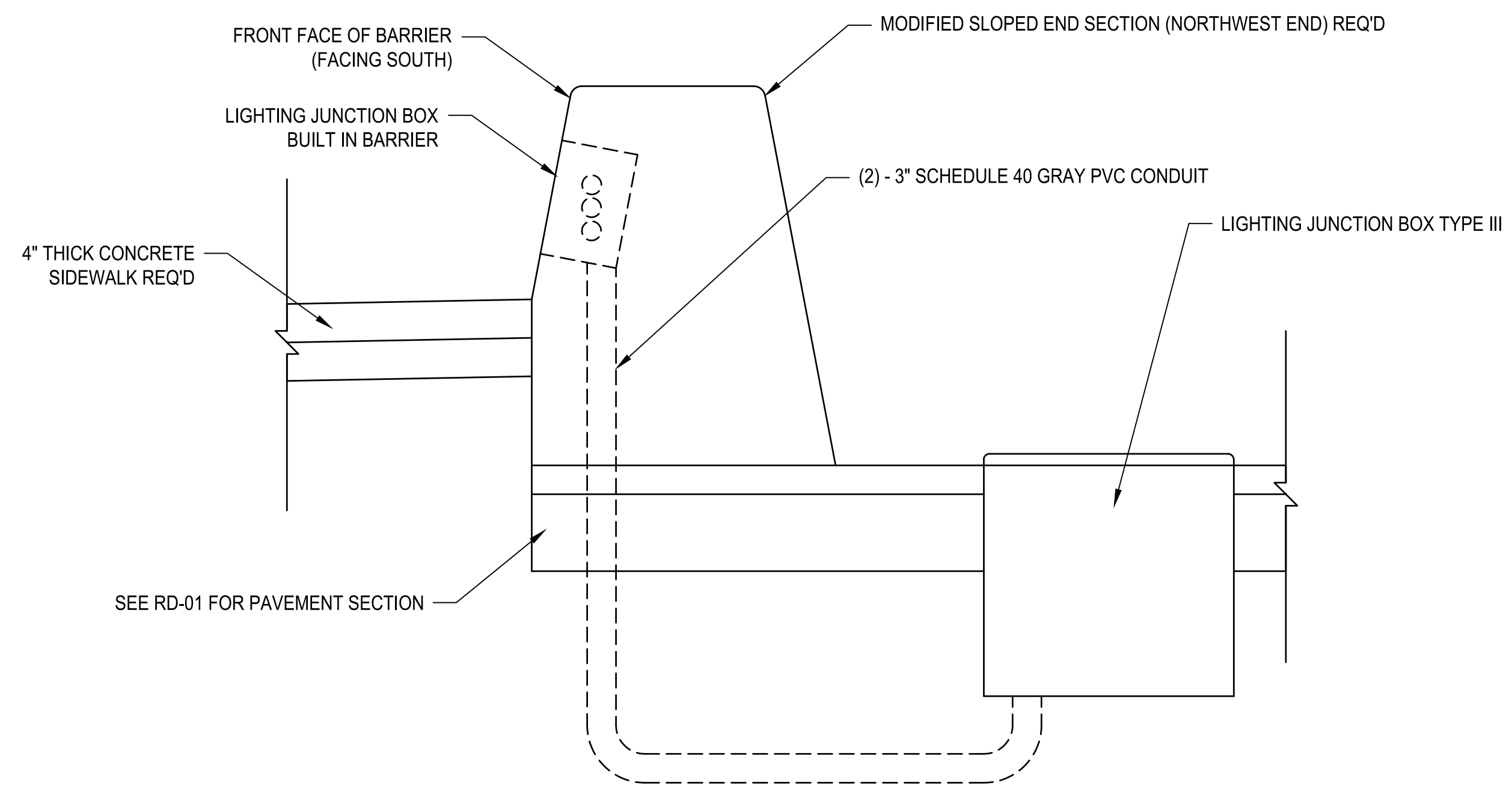
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03/20/2024	BKP	CCS
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344-8541-002	BKP	AP



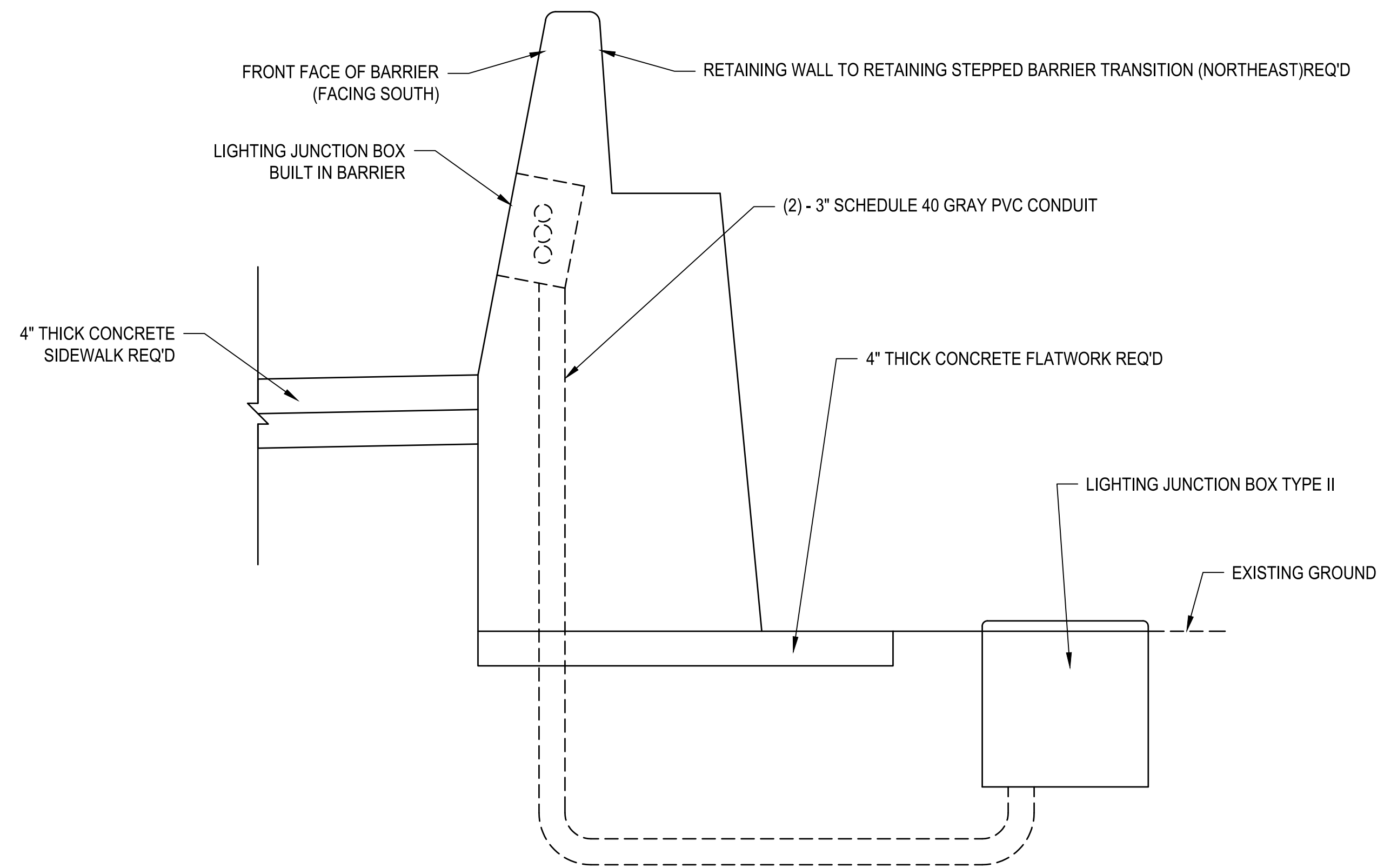
PROJECT NAME
**BRIGHAM CITY
CONNECTION PROJECT**

LIGHTING

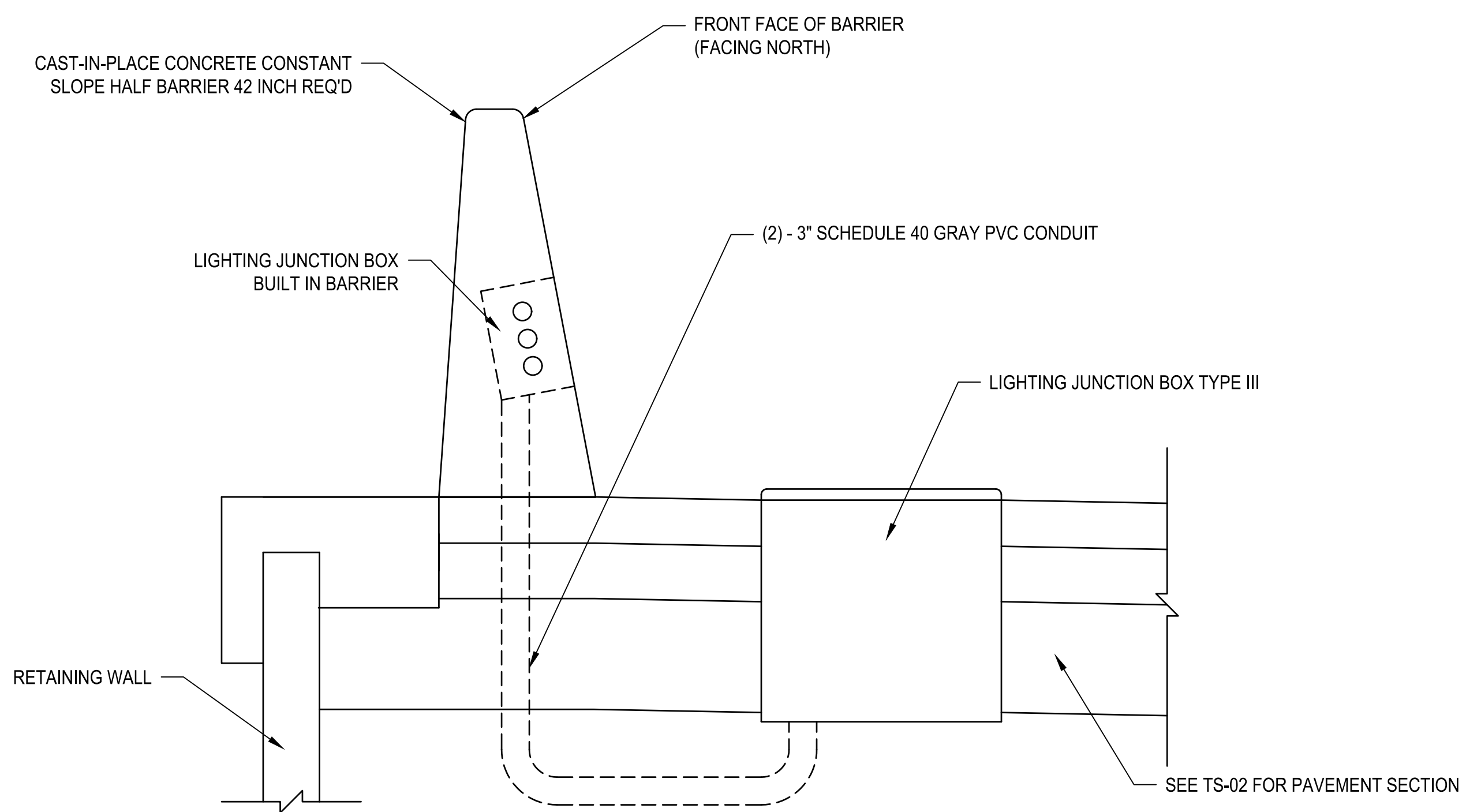
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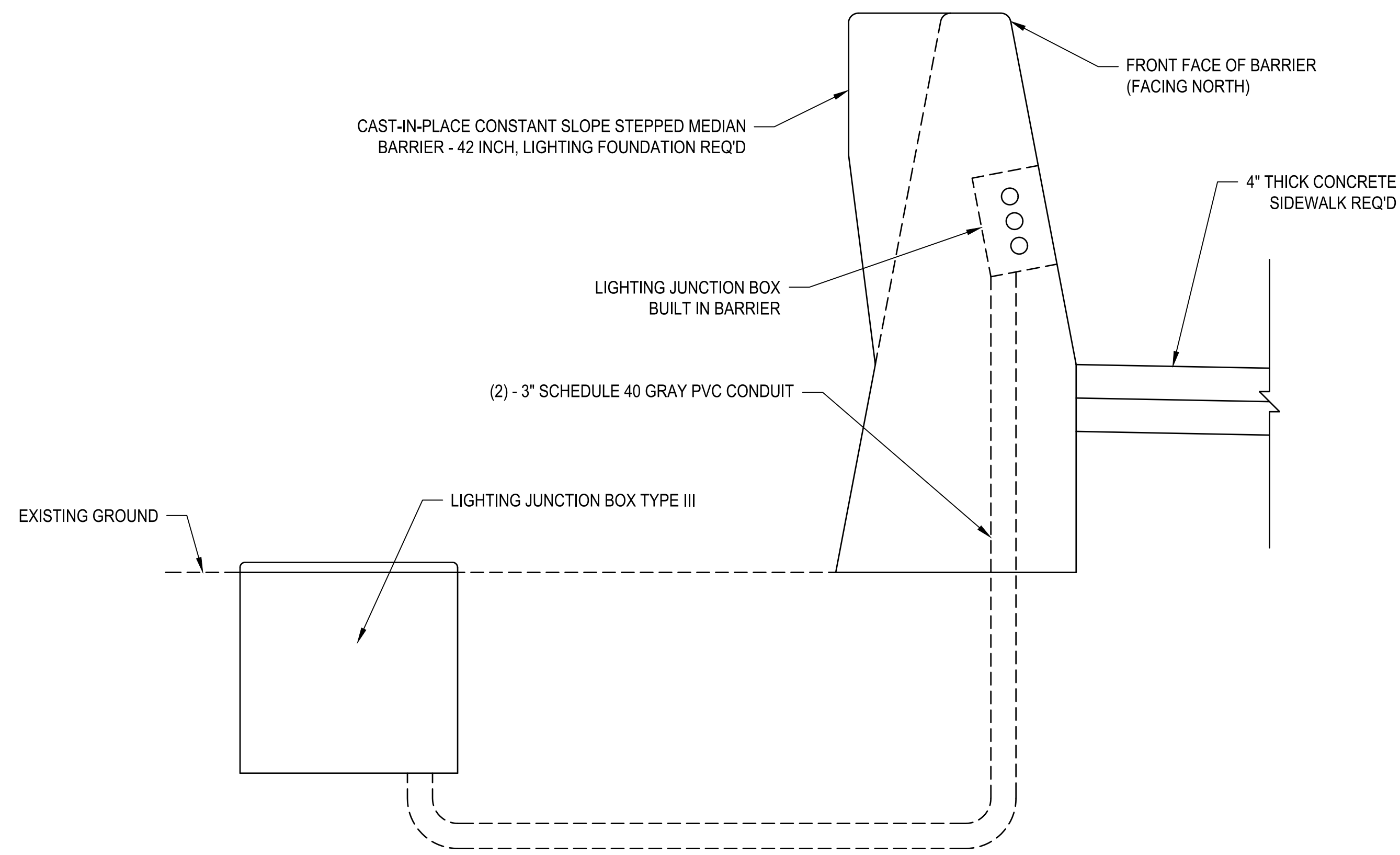
NORTHWEST CORNER BARRIER CONDUIT TERMINAL



NORTHEAST CORNER BARRIER CONDUIT TERMINAL



SOUTHWEST CORNER BARRIER CONDUIT TERMINAL



SOUTHEAST CORNER BARRIER CONDUIT TERMINAL

**FOREST STREET
 LIGHTING DETAILS**
 NOT TO SCALE

REVISIONS	DATE	BY

ONE INCH
 AT FULL
 SCALE IF
 NOT
 ACCORDINGLY

Parametrix

DATE	DESIGNED	CHECKED
03/20/2024	BKP	CCS
JOB No.	DRAWN	APPROVED
344-8541-002	BKP	AP



PROJECT NAME
**BRIGHAM CITY
 CONNECTION PROJECT**

LIGHTING

GENERAL NOTES

- USE COATED DEFORMED CARBON STEEL BARS CONFORMING TO AASHTO M111 OR ASTM A775, AND AASHTO M31 GRADE 60, UNLESS SHOWN OTHERWISE.
- USE COATED DEFORMED CARBON STEEL BARS CONFORMING TO AASHTO M111 OR ASTM A775, AND ASTM A706 GRADE 60 IN CONCRETE COLUMNS.
- USE UNCOATED DEFORMED LOW CARBON CHROMIUM STEEL BARS CONFORMING TO ASTM A1035-CM AND ASTM A1035-CS/AASHTO M334 IN CONCRETE DECK AND PARAPETS.
- USE STRUCTURAL STEEL CONFORMING TO ASTM A36, UNLESS SHOWN OTHERWISE.
- CHAMFER EXPOSED CONCRETE CORNERS 3/4 INCH UNLESS SHOWN OTHERWISE.
- PROVIDE 2 INCH MINIMUM CONCRETE COVER TO REINFORCING STEEL UNLESS SHOWN OTHERWISE.
- VERIFY UTILITY LOCATIONS BEFORE CONSTRUCTION. PROTECT EXISTING UTILITIES IN PLACE UNLESS SHOWN OTHERWISE.
- COAT OR GALVANIZE MISCELLANEOUS STEEL PLACED IN STRUCTURAL CONCRETE, UNLESS SHOWN OTHERWISE.
- DO NOT SCALE DRAWINGS. HORIZONTAL DIMENSIONS ARE PLAN. VERTICAL DIMENSIONS ARE PLUMB.

DESIGN DATA:

HL-93 LOADING IN ACCORDANCE WITH AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION 2020 AND THE UDOT STRUCTURES DESIGN AND DETAILING MANUAL, 2022. SEISMIC DESIGN IN ACCORDANCE WITH AASHTO GUIDE SPECIFICATIONS FOR LRFD SEISMIC BRIDGE DESIGN, 2ND EDITION WITH 2011 AND 2014 INTERIM REVISIONS. LOAD RATING IN ACCORDANCE WITH THE MANUAL FOR BRIDGE EVALUATION, SECOND EDITION, WITH 2013 INTERIMS AND THE UDOT BRIDGE MANAGEMENT MANUAL, 2022.

STRUCTURAL CONCRETE

ALL LOCATIONS UNLESS SHOWN OTHERWISE	145 PCF	f _c = 4.0 KSI		n = 8	CLASS AA(AE)
PRESTRESSED CONCRETE	150 PCF	f _c = 9.5 KSI	f _{ci} = 6.0 KSI	n = 5	CLASS AAA(AE)
PILES	145 PCF	f _c = 4.0 KSI		n = 8	CLASS AA (AE)
PARTIAL-DEPTH PRECAST PANEL	145 PCF	f _c = 6.0 KSI	f _{ci} = 4.5 KSI	n = 6	CLASS AAA(AE)

STRUCTURAL CONCRETE - FIBER

DECK, APPROACH SLAB, DIAPHRAGMS	145 PCF	f _c = 4.0 KSI		n = 7	CLASS AA(LSF)
---------------------------------	---------	--------------------------	--	-------	---------------

CONCRETE WEIGHT FOR LOADS 150 PCF UNLESS SHOWN OTHERWISE

REINFORCING STEEL

ALL LOCATIONS UNLESS SHOWN OTHERWISE	f _y = 60 KSI
DECK	f _y = 100 KSI

PRESTRESSED STRAND:	0.375" DIA GRADE 270 LOW RELAXATION STRAND (PANELS)
	0.600" DIA GRADE 270 LOW RELAXATION STRAND (GIRDER)

SACRIFICIAL WEARING SURFACE:	1/2" CONCRETE
FUTURE WEARING SURFACE:	40 PSF
DESIGN SPEED:	35 MPH FOREST STREET
SEISMIC:	7% PROBABILITY OF EXCEEDANCE IN 75 YR DESIGN EVENT
	PGA = 0.372g, S _s = 0.846g, S ₁ = 0.239g
	As = 0.420g, SDs = 0.983g, SD1 = 0.460g
	SITE CLASS D, SDC D
	BRIDGE CLASSIFICATION - NORMAL
TRAFFIC DATA:	2050 ADT = 9,419 2021 ADT = 6,200
PARAPET TEST LEVEL:	TL-3

ITEM	QUANTITIES	EST QTY	UNIT	AS CONST
GRANULAR BACKFILL BORROW (PLAN QUANTITY)		2,311	CU YD	
TEMPORARY RETAINING WALL		1	LUMP	
PILE DRIVING EQUIPMENT		1	LUMP	
DRIVEN PILE, 16 INCH		18,558	FT	
CHAIN LINK FENCE ON STRUCTURE		1,126	FT	
REINFORCING STEEL - UNCOATED CM (PLAN QUANTITY)		70,660	LB	
REINFORCING STEEL - UN COATED CS (PLAN QUANTITY)		182,404	LB	
REINFORCING STEEL - COATED (PLAN QUANTITY)		411,548	LB	
STRUCTURAL CONCRETE (EST QTY (1,575 CY))	1	1	LUMP	
STRUCTURAL CONCRETE - LOW SHRINKAGE FIBER (EST QTY (1,373 CY))	1	1	LUMP	
PARTIAL-DEPTH PRECAST CONCRETE DECK PANEL		20,178	SQ FT	
THIN BONDED POLYMER OVERLAY, TYPE I		30,402	SQ FT	
CONCRETE COATING PARAPET		1,126	FT	
STRUCTURAL STEEL		1,872	LB	
PRESTRESSED CONCRETE MEMBER, 109 FT 0 INCH TYPE UBT58		21	EACH	
PRESTRESSED CONCRETE MEMBER, 90 FT 4 INCH TYPE UBT58		14	EACH	
COMPRESSION SEAL JOINT (TYPE A)		130	FT	
CONCRETE COATING		23,438	SQ FT	
ELECTRICAL WORK BRIDGES		1	LUMP	

INDEX TO STRUCTURE DRAWINGS

SHT NO.	DWG NO.	SHEET TITLE
01	S01	STRUCTURE GENERAL NOTES AND INDEX
02	S02	SITUATION AND LAYOUT 1 OF 2
03	S03	SITUATION AND LAYOUT 2 OF 2
04	S04	STRUCTURE UTILITIES
05	S05	STRUCTURE CONSTRUCTION PHASING
06	S06	SOIL DATA SHEET 1 OF 12
07	S07	SOIL DATA SHEET 2 OF 12
08	S08	SOIL DATA SHEET 3 OF 12
09	S09	SOIL DATA SHEET 4 OF 12
10	S10	SOIL DATA SHEET 5 OF 12
11	S11	SOIL DATA SHEET 6 OF 12
12	S12	SOIL DATA SHEET 7 OF 12
13	S13	SOIL DATA SHEET 8 OF 12
14	S14	SOIL DATA SHEET 9 OF 12
15	S15	SOIL DATA SHEET 10 OF 12
16	S16	SOIL DATA SHEET 11 OF 12
17	S17	SOIL DATA SHEET 12 OF 12
18	S18	RAILROAD NOTES AND CLEARANCE
19	S19	FOUNDATION PLAN
20	S20	PILE DETAILS 1 OF 2
21	S21	PILE DETAILS 2 OF 2 - 16 INCH FIXED
22	S22	ABUTMENT #1 PLAN AND ELEVATION
23	S23	ABUTMENT #6 PLAN AND ELEVATION
24	S24	ABUTMENT DETAILS
25	S25	WINGWALL DETAILS
26	S26	BENT PLAN AND ELEVATION
27	S27	BENT FOOTING DETAILS
28	S28	BENT CAP DETAILS
29	S29	COLUMN DETAILS
30	S30	FRAMING PLAN
31	S31	UBT58 GIRDER 90 FOOT SPAN
32	S32	UBT58 GIRDER 110 FOOT SPAN
33	S33	ELASTOMERIC BEARING PAD DETAILS
34	S34	INTERMEDIATE DIAPHRAGM DETAILS FOR PRESTRESSED GIRDERS
35	S35	PARTIAL-DEPTH PRECAST CONCRETE DECK PANEL 1 OF 2
36	S36	PARTIAL-DEPTH PRECAST CONCRETE DECK PANE 2 OF 2
37	S37	DECK PLAN 1 OF 2
38	S38	DECK PLAN 2 OF 2
39	S39	DECK SECTIONS
40	S40	DECK AND ABUTMENT DIAPHRAGM DETAILS
41	S41	BENT DIAPHRAGM DETAILS 1 OF 2
42	S42	BENT DIAPHRAGM DETAILS 2 OF 2
43	S43	SCREED ELEVATIONS 1 OF 3
44	S44	SCREED ELEVATIONS 2 OF 3
45	S45	SCREED ELEVATIONS 3 OF 3
46	S46	APPROACH SLAB PLAN 1 OF 2
47	S47	APPROACH SLAB PLAN 2 OF 2
48	S48	APPROACH SLAB DETAILS
49	S49	COMPRESSION JOINT DETAILS
50	S50	APPROACH SLAB DRAIN DETAILS 2X2 GRATE
51	S51	42-INCH SINGLE SLOPE PEDESTRIAN PARAPET W/ SIDEWALK
52	S52	42-INCH SINGLE SLOPE PEDESTRIAN PARAPET
53	S53	LIGHTING LOCATION PLAN AND DETAILS
54	S54	CHAIN LINK FENCE ON STRUCTURE
55	S55	ELECTRICAL AND STRUCTURE NUMBER DETAILS
56	S56	GRAFFITI COVER
57	S57	REINFORCING SCHEDULE 1 OF 3
58	S58	REINFORCING SCHEDULE 2 OF 3
59	S59	REINFORCING SCHEDULE 3 OF 3

INDEX TO MSE WALL DRAWINGS

SHT NO.	DWG NO.	SHEET TITLE
01	W01	MSE WALLS LOCATION PLAN AND GENERAL NOTES
02	W02	WEST MSE WALL SITUATION AND LAYOUT 1 OF 5
03	W03	WEST MSE WALL SITUATION AND LAYOUT 2 OF 5
04	W04	WEST MSE WALL SITUATION AND LAYOUT 3 OF 5
05	W05	WEST MSE WALL SITUATION AND LAYOUT 4 OF 5
06	W06	WEST MSE WALL SITUATION AND LAYOUT 5 OF 5
07	W07	EAST MSE WALL SITUATION AND LAYOUT 1 OF 3
08	W08	EAST MSE WALL SITUATION AND LAYOUT 2 OF 3
09	W09	EAST MSE WALL SITUATION AND LAYOUT 3 OF 3
10	W10	SINGLE STAGE MSE WALL COPING REQUIREMENTS 1 OF 2
11	W11	SINGLE STAGE MSE WALL COPING REQUIREMENTS 2 OF 2

LAYOUT: SG1
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 PLOTTED BY: OliveSlo DATE: Friday, March 22, 2024 9:37:12 AM

REVISIONS	DATE	BY
△	03/24	AUB
△		
△		

REVISOR QUANTITIES
REVISED CONCRETE QUANTITIES

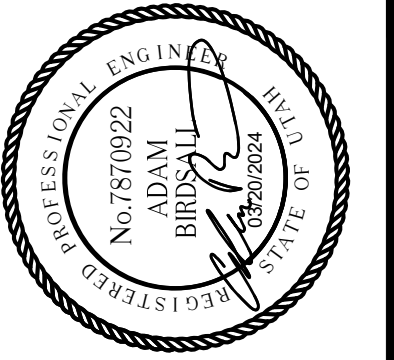
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Parametrix

DATE: 03/20/2024
JOB No.: 344-8541-002

DESIGNED: TWP
DRAWN: SLO

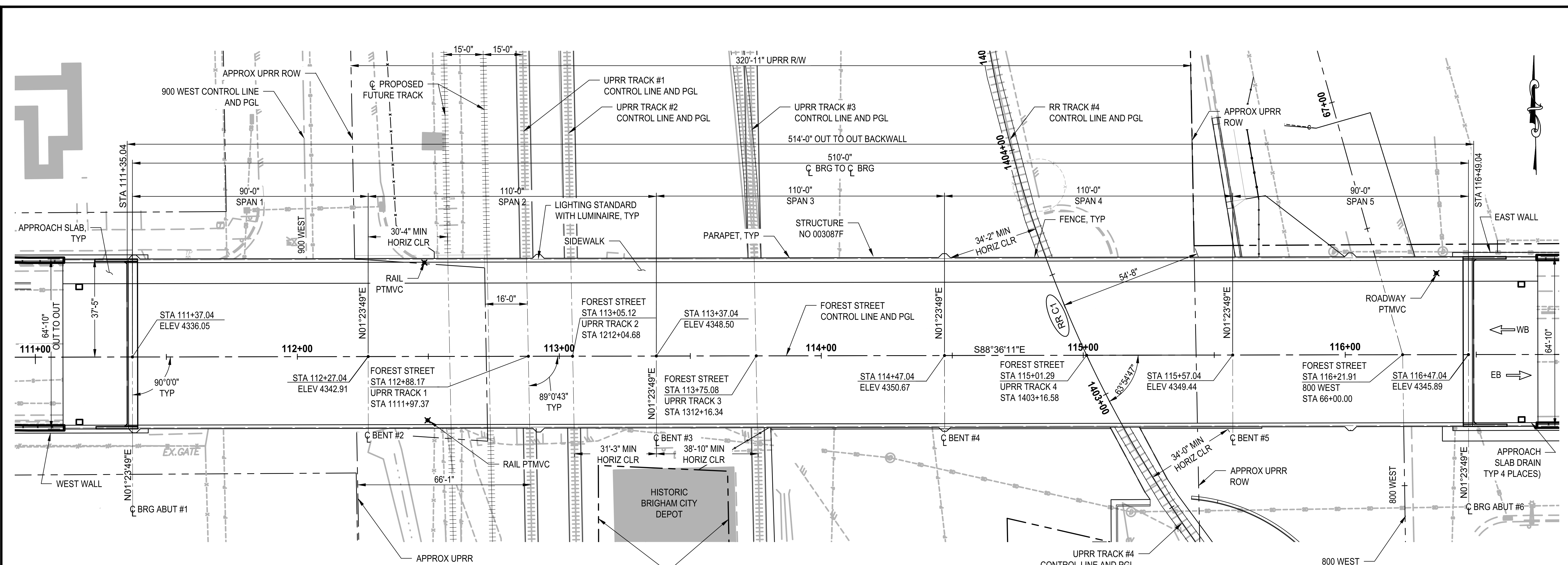
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APPROVED: AUB



PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

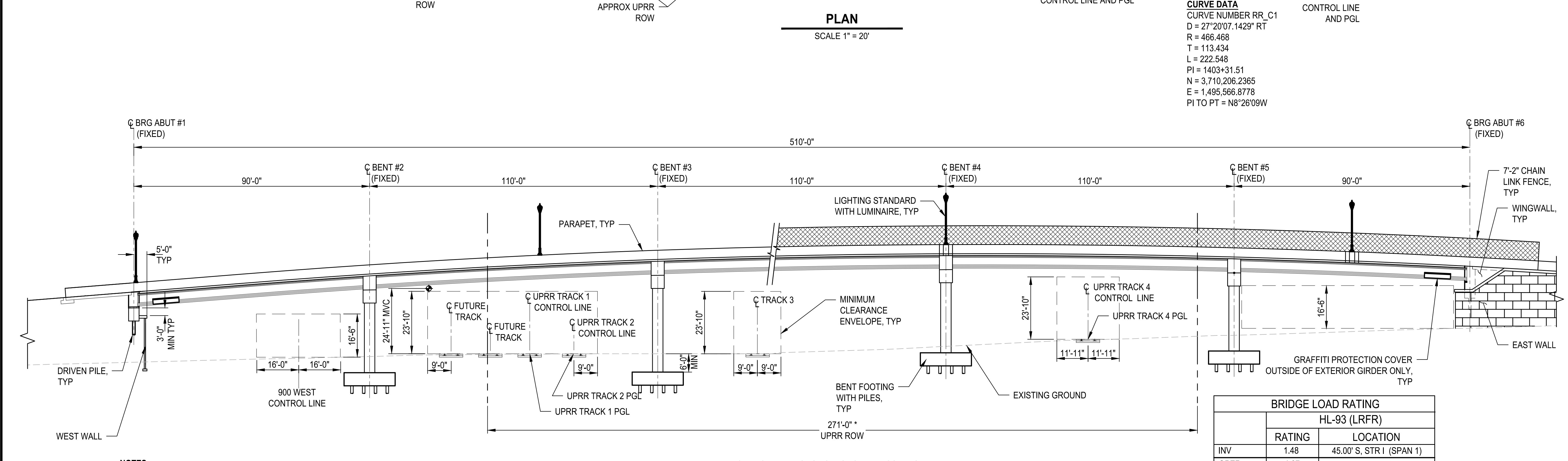
STRUCTURE GENERAL NOTES AND INDEX

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PLAN
SCALE 1" = 20'

CURVE DATA
 CURVE NUMBER RR_C1
 D = 27°20'07.1429" RT
 R = 466.468
 T = 113.434
 L = 222.548
 PI = 1403+31.51
 N = 3,710,206.2365
 E = 1,495,566.8778
 PI TO PT = N8°26'09W



ELEVATION
SCALE 1" = 20'

- NOTES**
- UTILITIES NOT SHOWN FOR CLARITY. SEE "UTILITY PLAN" FOR MORE INFORMATION

BRIDGE LOAD RATING		
HL-93 (LRFR)		
	RATING	LOCATION
INV	1.48	45.00' S, STR 1 (SPAN 1)
OPER	1.87	45.00' S, STR 1 (SPAN 1)

F DENOTES RATING CONTROLLED BY FLEXURE
 S DENOTES RATING CONTROLLED BY SHEAR
 Mr AT 45.00' = 8,289.97 K-FT
 Vr AT 45.00' = 459.20 K

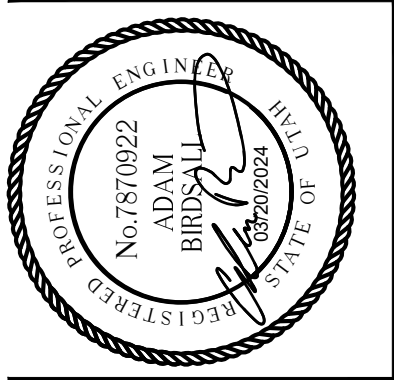
BY	
DATE	
REVISIONS	

ONE INCH AT FULL SCALE IF NOT SCALE ACCORDINGLY

Parametrix

DESIGNED BY: SLO DRAWN BY: AJB CHECKED BY: MJC APPROVED BY: AJB

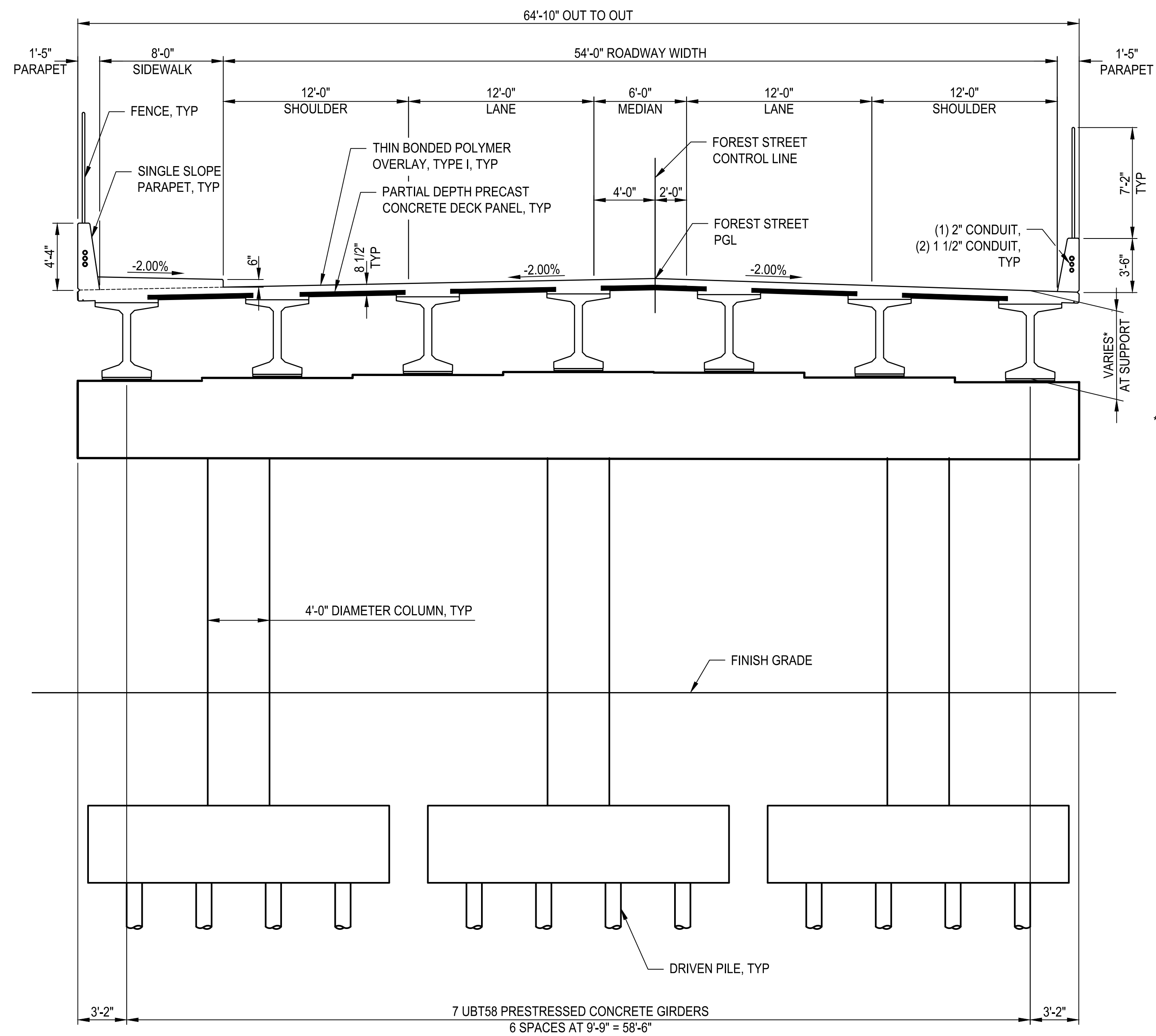
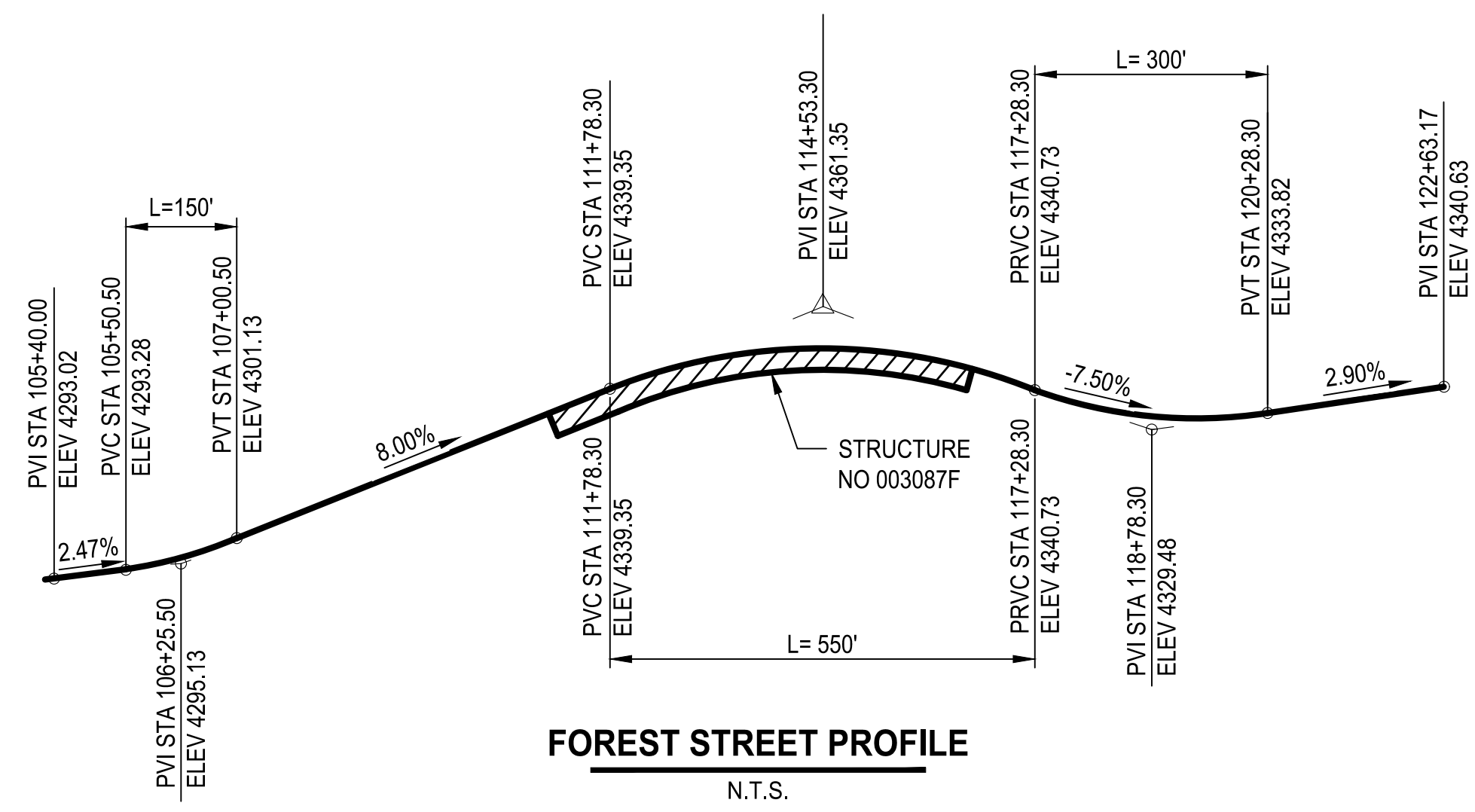
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PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

SITUATION AND LAYOUT
1 OF 2

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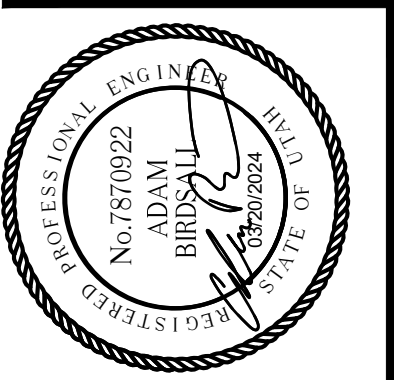


REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NOT OTHERWISE INDICATED

Parametrix

DATE	DESIGNED	CHECKED
03/20/2024	TWP	NCC
JOB No.	DRAWN	APPROVED
344-8541-002	SLO	AJB



PROJECT NAME

BRIGHAM CITY CONNECTION PROJECT

SITUATION AND LAYOUT

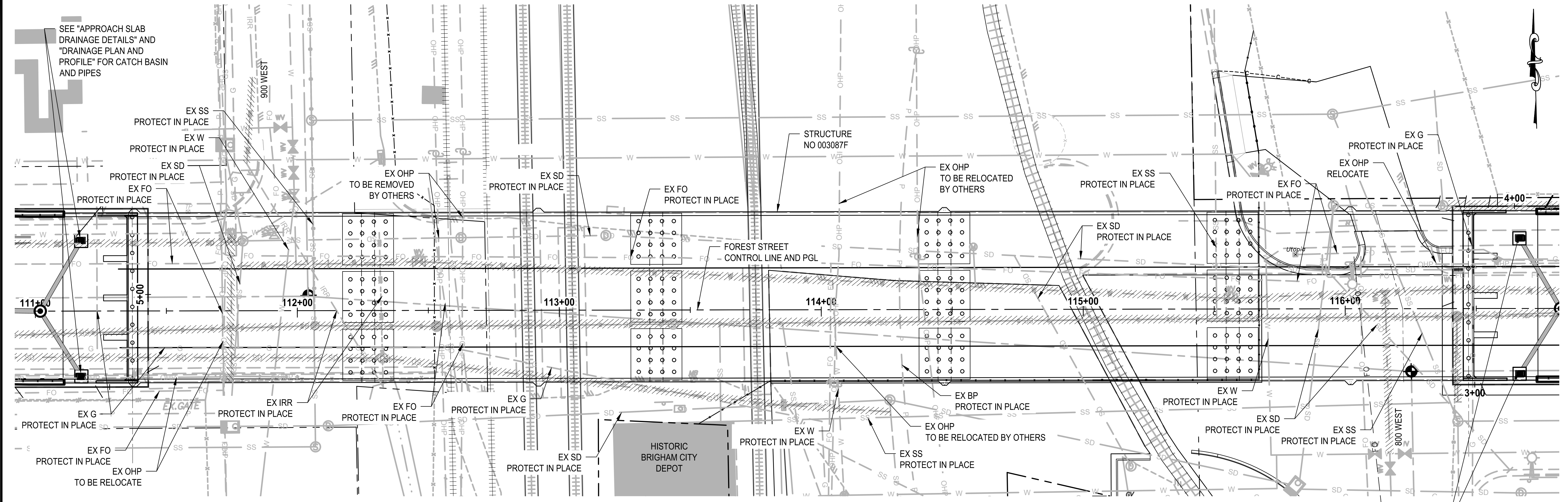
2 OF 2

DRAWING NO.

3 OF 59

S03

LAYOUT: ST
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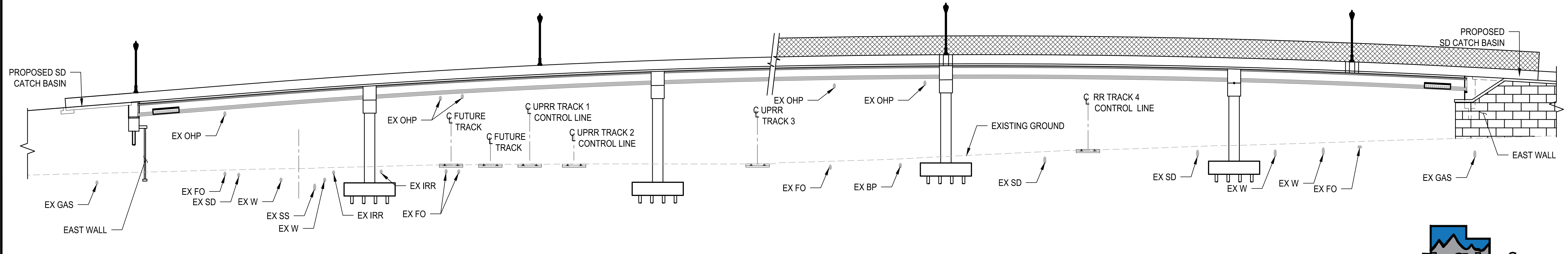


LEGEND
 // // // // // ABANDONED UTILITY LINE

PLAN
 SCALE 1" = 20'

- NOTES**
- FIELD VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION. CALL "BLUE STAKES OF UTAH" AT 811 AT LEAST TWO (2) BUSINESS DAYS PRIOR TO CONSTRUCTION.
 - NOTIFY ALL UTILITIES LOCATED IN THE VICINITY OF THE PROJECT AND ANTICIPATED CONSTRUCTION TIMES.
 - LOCATION OF EXISTING UNDERGROUND UTILITIES HAS BEEN DETERMINED BY INFORMATION PROVIDED BY OTHERS, AND SHALL BE CONSIDERED APPROXIMATE ONLY. CONTRACTOR SHALL DETERMINE EXACT LOCATION AND SIZE OF ALL EXISTING UTILITY LINES PRIOR TO CONSTRUCTION AND SHALL BE RESPONSIBLE FOR ALL DAMAGES RESULTING FROM FAILURE TO LOCATE UTILITIES.

SEE "APPROACH SLAB DRAINAGE DETAILS" AND "DRAINAGE PLAN AND PROFILE" FOR CATCH BASIN AND PIPES



NOTE
 EXISTING UTILITIES TO BE PROTECTED IN PLACE UNLESS OTHERWISE NOTED.

* MEASURED ALONG FOREST STREET CONTROL LINE
ELEVATION
 SCALE 1" = 20'

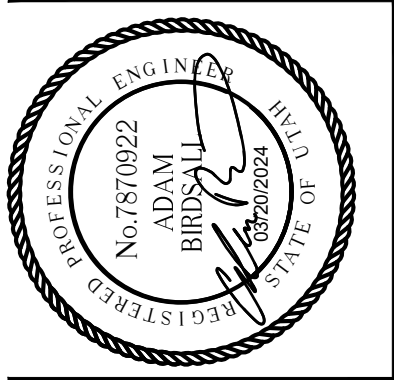
NO.	DATE	REVISIONS

ONE INCH AT FULL SCALE IF NOT SCALE ACCORDINGLY

Parametrix

DESIGNED BY: SLO
 DRAWN BY: SLO
 CHECKED BY: AUB
 APPROVED BY: AUB

DATE: 03/20/2024
 JOB No.: 344-8541-002

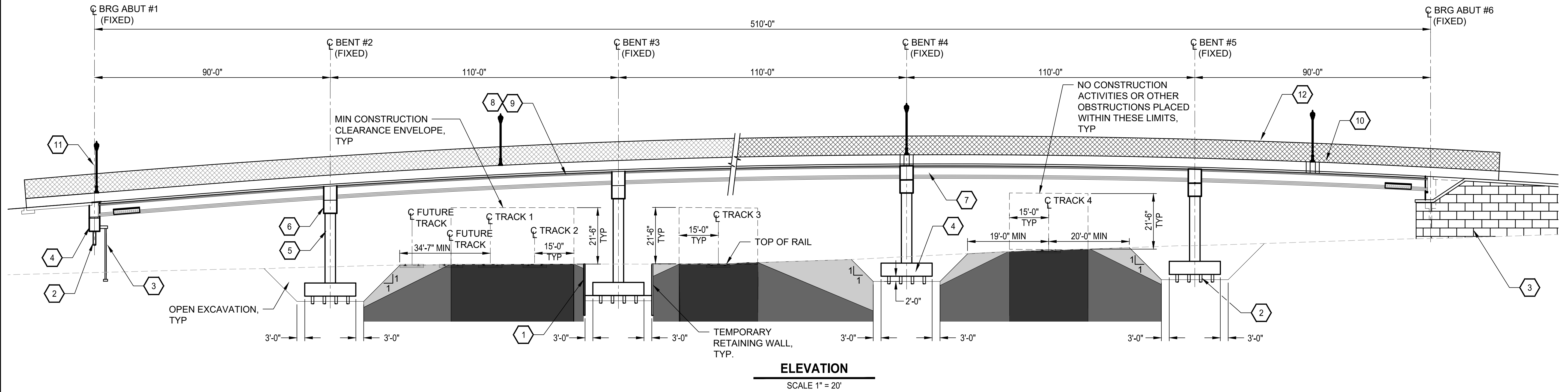


BRIGHAM CITY CONNECTION PROJECT

STRUCTURE UTILITIES



LAYOUT: S-03_CP
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 PLOTTED BY: OliveSto DATE: Friday, March 22, 2024 9:38:59 AM



STRUCTURE CONSTRUCTION PHASING

- 1 INSTALL TEMPORARY RETAINING WALLS AND EXCAVATE FOOTINGS
- 2 INSTALL DRIVEN PILES AT ABUTMENTS AND BENTS
- 3 CONSTRUCT MSE WALLS
- 4 FORM AND POUR BENT AND ABUTMENT PILE CAPS
- 5 FORM AND POUR COLUMNS
- 6 FORM AND POUR BENT CAPS
- 7 SET CONCRETE GIRDERS
- 8 PLACE PARTIAL-DEPTH PRECAST DECK PANELS
- 9 POUR DECK AND DIAPHRAGMS
- 10 FORM AND POUR PARAPET
- 11 INSTALL LAMP POSTS
- 12 CONSTRUCT FENCE

LEGEND

- NO EXCAVATION ALLOWED
- ZONE A SHORING
- ZONE B SHORING

NOTES

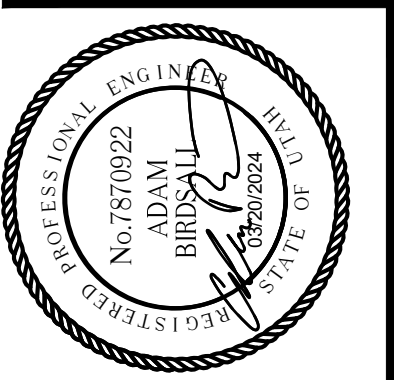
1. FOREST STREET SHALL BE CLOSED DURING THE FULL DURATION OF CONSTRUCTION OF THE BRIDGE AND MSE WALLS.
2. ALL TEMPORARY RETAINING WALLS SHALL BE CONSIDERED ZONE A SHORING.

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NOT OTHERWISE INDICATED

Parametrix

DATE: 03/20/2024
 JOB No.: 344-8541-002
 DESIGNED: TWP
 DRAWN: SLO
 CHECKED: NGB
 APPROVED: AUB



PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

STRUCTURE CONSTRUCTION PHASING

GENERAL NOTES
 DESCRIPTION OF SYMBOLS AND ABBREVIATIONS
 Brigham City Connection Project ■ Brigham City, UT
 Terracon Project No. 61215166



SAMPLING	WATER LEVEL	FIELD TESTS
Modified Dames & Moore Ring Sampler Standard Penetration Test	Water Initially Encountered Water Level After a Specified Period of Time Water Level After a Specified Period of Time Cave In Encountered	N Standard Penetration Test Resistance (Blows/Ft.) (HP) Hand Penetrometer (T) Torvane (DCP) Dynamic Cone Penetrometer UC Unconfined Compressive Strength (PID) Photo-Ionization Detector (OVA) Organic Vapor Analyzer

Water levels indicated on the soil boring logs are the levels measured in the borehole at the times indicated. Groundwater level variations will occur over time. In low permeability soils, accurate determination of groundwater levels is not possible with short term water level observations.

DESCRIPTIVE SOIL CLASSIFICATION

Soil classification as noted on the soil boring logs is based Unified Soil Classification System. Where sufficient laboratory data exist to classify the soils consistent with ASTM D2487 "Classification of Soils for Engineering Purposes" this procedure is used. ASTM D2488 "Description and Identification of Soils (Visual-Manual Procedure)" is also used to classify the soils, particularly where insufficient laboratory data exist to classify the soils in accordance with ASTM D2487. In addition to USCS classification, coarse grained soils are classified on the basis of their in-place relative density, and fine-grained soils are classified on the basis of their consistency. See "Strength Terms" table below for details. The ASTM standards noted above are for reference to methodology in general. In some cases, variations to methods are applied as a result of local practice or professional judgment.

LOCATION AND ELEVATION NOTES

Exploration point locations as shown on the Exploration Plan and as noted on the soil boring logs in the form of Latitude and Longitude are approximate. See **Exploration and Testing Procedures** in the report for the methods used to locate the exploration points for this project. Surface elevation data annotated with +/- indicates that no actual topographical survey was conducted to confirm the surface elevation. Instead, the surface elevation was approximately determined from topographic maps of the area.

STRENGTH TERMS

RELATIVE DENSITY OF COARSE-GRAINED SOILS (More than 50% retained on No. 200 sieve.) Density determined by Standard Penetration Resistance		CONSISTENCY OF FINE-GRAINED SOILS (50% or more passing the No. 200 sieve.) Consistency determined by laboratory shear strength testing, field visual-manual procedures or standard penetration resistance		
Descriptive Term (Density)	Standard Penetration or N-Value Blows/Ft.	Descriptive Term (Consistency)	Unconfined Compressive Strength Qu, (tsf)	Standard Penetration or N-Value Blows/Ft.
Very Loose	0 - 3	Very Soft	less than 0.25	0 - 1
Loose	4 - 9	Soft	0.25 to 0.50	2 - 4
Medium Dense	10 - 29	Medium Stiff	0.50 to 1.00	4 - 8
Dense	30 - 50	Stiff	1.00 to 2.00	8 - 15
Very Dense	> 50	Very Stiff	2.00 to 4.00	15 - 30
		Hard	> 4.00	> 30

RELEVANCE OF SOIL BORING LOG

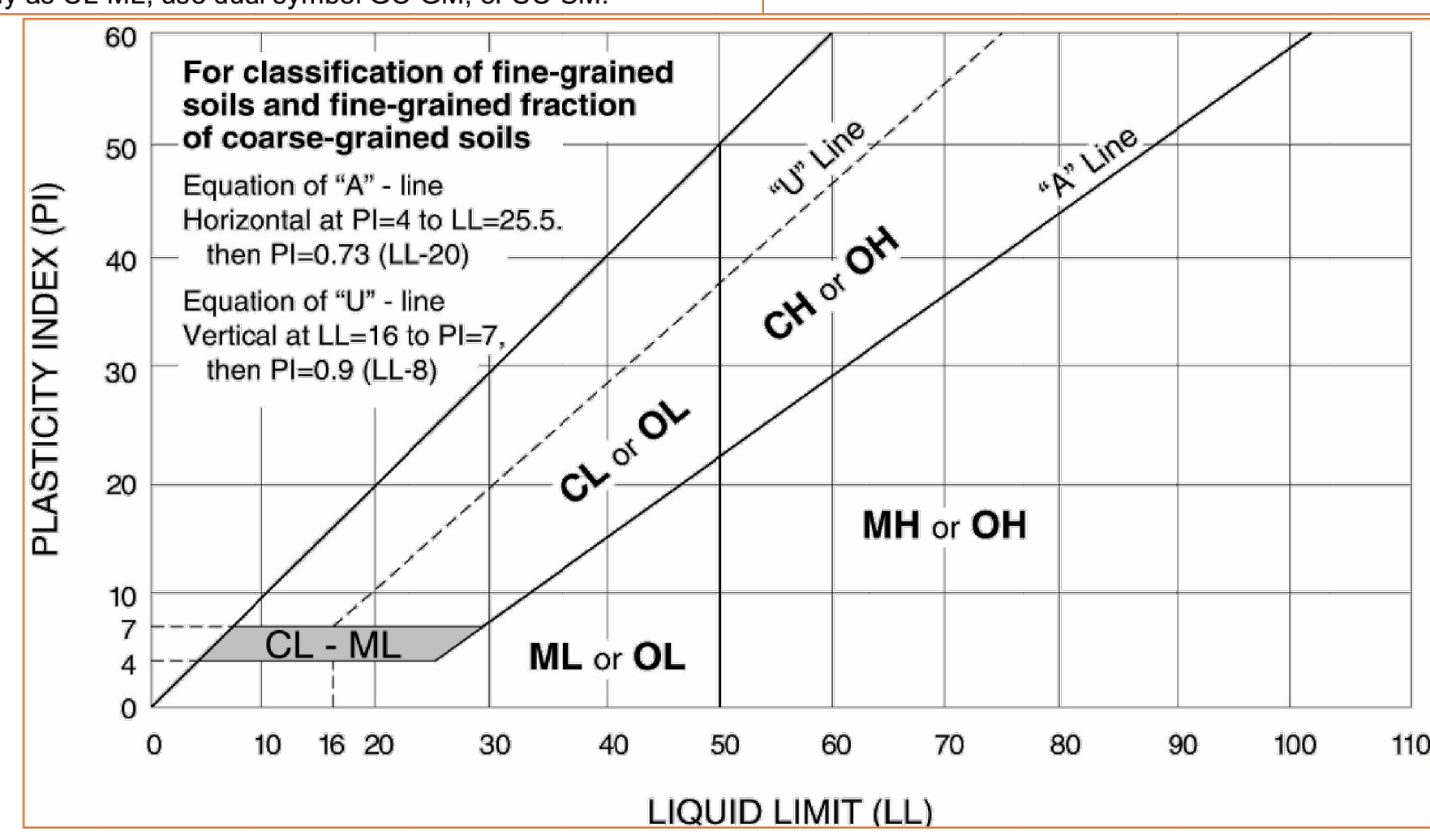
The soil boring logs contained within this document are intended for application to the project as described in this document. Use of these soil boring logs for any other purpose may not be appropriate.

UNIFIED SOIL CLASSIFICATION SYSTEM



Criteria for Assigning Group Symbols and Group Names Using Laboratory Tests ^A				Soil Classification	
				Group Symbol	Group Name ^B
Coarse-Grained Soils: More than 50% retained on No. 200 sieve	Gravels: More than 50% of coarse fraction retained on No. 4 sieve	Clean Gravels: Less than 5% fines ^C	Cu ≥ 4 and 1 ≤ Cc ≤ 3 ^E	GW	Well-graded gravel ^F
			Cu < 4 and/or [Cc < 1 or Cc > 3.0] ^E	GP	Poorly graded gravel ^F
		Gravels with Fines: More than 12% fines ^C	Fines classify as ML or MH	GM	Silty gravel ^{F, G, H}
	Sands: 50% or more of coarse fraction passes No. 4 sieve	Clean Sands: Less than 5% fines ^D	Cu ≥ 6 and 1 ≤ Cc ≤ 3 ^E	SW	Well-graded sand ^I
			Cu < 6 and/or [Cc < 1 or Cc > 3.0] ^E	SP	Poorly graded sand ^I
		Sands with Fines: More than 12% fines ^D	Fines classify as ML or MH	SM	Silty sand ^{G, H, I}
Fine-Grained Soils: 50% or more passes the No. 200 sieve	Silts and Clays: Liquid limit less than 50	Inorganic:	PI > 7 and plots on or above "A" line	CL	Lean clay ^{K, L, M}
			PI < 4 or plots below "A" line ^J	ML	Silt ^{K, L, M}
		Organic:	Liquid limit - oven dried < 0.75	OL	Organic clay ^{K, L, M, N}
			Liquid limit - not dried < 0.75	OH	Organic silt ^{K, L, M, O}
	Silts and Clays: Liquid limit 50 or more	Inorganic:	PI plots on or above "A" line	CH	Fat clay ^{K, L, M}
			PI plots below "A" line	MH	Elastic Silt ^{K, L, M}
	Organic:	Liquid limit - oven dried < 0.75	OH	Organic clay ^{K, L, M, P}	
		Liquid limit - not dried < 0.75	OH	Organic silt ^{K, L, M, Q}	
Highly organic soils:	Primarily organic matter, dark in color, and organic odor			PT	Peat

- ^A Based on the material passing the 3-inch (75-mm) sieve.
- ^B If field sample contained cobbles or boulders, or both, add "with cobbles or boulders, or both" to group name.
- ^C Gravels with 5 to 12% fines require dual symbols: GW-GM well-graded gravel with silt, GW-GC well-graded gravel with clay, GP-GM poorly graded gravel with silt, GP-GC poorly graded gravel with clay.
- ^D Sands with 5 to 12% fines require dual symbols: SW-SM well-graded sand with silt, SW-SC well-graded sand with clay, SP-SM poorly graded sand with silt, SP-SC poorly graded sand with clay.
- ^E $Cu = D_{60}/D_{10}$ $Cc = \frac{(D_{30})^2}{D_{10} \times D_{60}}$
- ^F If soil contains ≥ 15% sand, add "with sand" to group name.
- ^G If fines classify as CL-ML, use dual symbol GC-GM, or SC-SM.
- ^H If fines are organic, add "with organic fines" to group name.
- ^I If soil contains ≥ 15% gravel, add "with gravel" to group name.
- ^J If Atterberg limits plot in shaded area, soil is a CL-ML, silty clay.
- ^K If soil contains 15 to 29% plus No. 200, add "with sand" or "with gravel," whichever is predominant.
- ^L If soil contains ≥ 30% plus No. 200 predominantly sand, add "sandy" to group name.
- ^M If soil contains ≥ 30% plus No. 200, predominantly gravel, add "gravelly" to group name.
- ^N PI ≥ 4 and plots on or above "A" line.
- ^O PI < 4 or plots below "A" line.
- ^P PI plots on or above "A" line.
- ^Q PI plots below "A" line.



LAYOUT: geo
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 PLOTTED BY: Olivis DATE: Friday, March 22, 2024 10:08:55 AM

	BRIGHAM CITY CONNECTION PROJECT SOIL DATA SHEET 1 OF 12
DATE: 03/20/2024 JOB No.: 344-8541-002 DESIGNED: KLB DRAWN: SLO	CHECKED: RLC APPROVED: AUB
DRAWING NO. 6 OF 59 S06	

EXPLORATION PLAN

Brigham City Connection Project — Forest Street Overpass ■ Brigham City, Utah
 April 5, 2023 ■ Terracon Project No. 61215166



DIAGRAM IS FOR GENERAL LOCATION ONLY, AND IS NOT INTENDED FOR CONSTRUCTION PURPOSES

MAP PROVIDED BY MICROSOFT BING MAPS

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NOT ACCORDINGLY

Parametrix

DATE: 03/20/2024	DESIGNED: KUB	CHECKED: RLC
JOB No.: 344-8541-002	DRAWN: SLO	APPROVED: AUB

PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

SOIL DATA SHEET 2 OF 12

DRAWING NO.
 7 OF 59
S07

PATH: U:\Soil\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\995svcs\CADD\DWG\Structure PLOTTED BY: OliveSia DATE: Friday, March 22, 2024 10:09:24 AM LAYOUT: geo

BORING LOG NO. B-S-1										Page 3 of 3		
PROJECT: Brigham City Connection Project					CLIENT: Parametrix Inc Salt Lake City, UT							
SITE: 800 West Forest Street Brigham City, UT												
GRAPHIC LOG	LOCATION	DEPTH (FT)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY (in.)	FIELD TEST RESULTS	(N1)60	AASHTO	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS	PERCENT FINES
	See Exploration Plan										LL-PL-PI	
	Latitude: 41.5106° Longitude: -112.0301°											
	Surface Elev.: 4309 (Ft.)											
	DEPTH ELEVATION (FL)											
	POORLY GRADED SAND WITH SILT (SP-SM) , dark gray, very dense (<i>continued</i>) 97.5 4211.5 SANDY SILT (ML) , dark gray, very stiff, with organics 102.0 4207 POORLY GRADED SAND WITH SILT AND GRAVEL (SP-SM) , dark gray, dense, with organics 108.0 4201 SILT WITH SAND (ML) , dark gray, hard, with organics 110.0 4199 Boring Terminated at 110 Feet	95		18		22-23-28 N=51	28					
		100		16		10-10-12 N=22	11					
		105		18		15-24-12 N=36	18					
		110		15		7-23-26 N=49	26					

Stratification lines are approximate. In-situ, the transition may be gradual. Hammer Type: Automatic (96.6% Efficiency)

Advancement Method: Hollow Stem Auger(3.25" ID)	See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (if any).	Notes:
Abandonment Method: Boring backfilled with Auger Cuttings and/or Bentonite Surface Capped with asphalt patch	See Supporting Information for explanation of symbols and abbreviations.	
WATER LEVEL OBSERVATIONS 15.5' While drilling		Boring Started: 05-12-2022 Boring Completed: 05-12-2022 Drill Rig: Geoprobe Driller: Terracon Project No.: 61215166

BORING LOG NO. B-S-2										Page 1 of 3		
PROJECT: Brigham City Connection Project					CLIENT: Parametrix Inc Salt Lake City, UT							
SITE: 800 West Forest Street Brigham City, UT												
GRAPHIC LOG	LOCATION	DEPTH (FT)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY (in.)	FIELD TEST RESULTS	(N1)60	AASHTO	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS	PERCENT FINES
	See Exploration Plan										LL-PL-PI	
	Latitude: 41.5105° Longitude: -112.0285°											
	Surface Elev.: 4320 (Ft.)											
	DEPTH ELEVATION (FL)											
	ASPHALT , approximately 4.5" 0.4 4319.6 SILTY SAND (SM) , gray brown, loose to medium dense, oxidation stains 8 2-4-2 N=6 5 1-1-3 N=4 16 3-7-9 15 7-10-11 11 5-7-7 N=14 10 6-7-6 N=13 9 9-10-9 N=19 7 7-9-11 N=20 8 6-11-10 N=21 10 2-14-13 N=27 3 6-18-20-31 N=38 SILTY SAND WITH GRAVEL (SM) , brownish tan, medium dense, oxidation stains 35.0 4285 POORLY GRADED GRAVEL WITH SILT AND SAND (GP-GM) , brown to tan mottled gray, dense, clay lenses, oxidation stains 40.0 4280	5		8		2-4-2 N=6	11					
		10		5		1-1-3 N=4	6		7.4			
		15		16		3-7-9	18	A-2-4 (0)	4.3	86	NP	18
		20		15		7-10-11	14					
		25		11		5-7-7 N=14	16		23.1			
		30		10		6-7-6 N=13	13	A-2-4 (0)	22.7		NP	32
		35		9		9-10-9 N=19	23	A-2-4 (0)	20.5		NP	22
		40		7		7-9-11 N=20	22		17.9			
		45		8		6-11-10 N=21	22	A-4 (0)	23.6		NP	43
				10		2-14-13 N=27	25	A-1-b (0)	15.1		NP	22
				3		6-18-20-31 N=38	32					

Stratification lines are approximate. In-situ, the transition may be gradual. Hammer Type: Automatic (96.6% Efficiency)
PP = Pocket Pen Undrained Shear Strength

Advancement Method: Hollow Stem Auger(3.25" ID) 0' to 11.5' Mud Rotary(2.5" Bit) 11.5' to 115'	See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (if any).	Notes:
Abandonment Method: Boring backfilled with bentonite grout upon completion Pavement secured with Utilibond	See Supporting Information for explanation of symbols and abbreviations.	
WATER LEVEL OBSERVATIONS 21' While drilling		Boring Started: 01-19-2022 Boring Completed: 01-19-2022 Drill Rig: Geoprobe Driller: Terracon Project No.: 61215166

	BRIGHAM CITY CONNECTION PROJECT
SOIL DATA SHEET 4 OF 12	S09

DATE	03/20/2024	DESIGNED	KJIB	CHECKED	RLC
JOB No.	344-8541-002	DRAWN	SLO	APPROVED	AJB

REVISIONS	DATE

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BORING LOG NO. B-S-2										Page 2 of 3		
PROJECT: Brigham City Connection Project					CLIENT: Parametrix Inc Salt Lake City, UT							
SITE: 800 West Forest Street Brigham City, UT												
GRAPHIC LOG	LOCATION	DEPTH (FT.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY (in.)	FIELD TEST RESULTS	(N1)60	AASHTO	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES
	See Exploration Plan Latitude: 41.5105° Longitude: -112.0285° Surface Elev.: 4320 (Ft.)											
	POORLY GRADED GRAVEL WITH SILT AND SAND (GP-GM), brown to tan mottled gray, dense, clay lenses, oxidation stains (continued)	50.0		10	8-14-19 N=33	27						
	SILTY SAND (SM), dark gray, medium dense	52.0	4268									
	LEAN CLAY (CL), dark gray to black, soft to very stiff, silt lenses, organic odor	55.0	4265		12	8-8-12 N=20	16	A-4 (0)	20.5		NP	36
					18	2-6-8 N=14	10		23.4			
					14	PP=3.0 ksf		A-4 (10)	21.0	101	33-23-10	97
					20	PP=6.0 ksf		A-4 (10)	39.0	83	33-23-10	97
					18	0-2-4 N=6	4		34.5			
					21	PP=2.0 ksf		A-6 (12)	29.7	96	34-20-14	87
					18	2-3-5 N=8	5		28.7			
					18	0-0-4 N=4	3		37.8			
Stratification lines are approximate. In-situ, the transition may be gradual. Hammer Type: Automatic (96.6% Efficiency) PP = Pocket Pen Undrained Shear Strength												
Advancement Method: Hollow Stem Auger(3.25" ID) 0' to 11.5' Mud Rotary(2.5" Bit) 11.5' to 115'			See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (if any).			Notes: 63.5' - Consolidation 68.5' - UU: 3.2 ksf, Analytical 78.5' - Consolidation						
Abandonment Method: Boring backfilled with bentonite grout upon completion Pavement secured with Utilibond			See Supporting Information for explanation of symbols and abbreviations.									
WATER LEVEL OBSERVATIONS 21' While drilling						Boring Started: 01-19-2022			Boring Completed: 01-19-2022			
						Drill Rig: Geoprobe			Driller: Terracon			
						Project No.: 61215166						

BORING LOG NO. B-S-2										Page 3 of 3		
PROJECT: Brigham City Connection Project					CLIENT: Parametrix Inc Salt Lake City, UT							
SITE: 800 West Forest Street Brigham City, UT												
GRAPHIC LOG	LOCATION	DEPTH (FT.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY (in.)	FIELD TEST RESULTS	(N1)60	AASHTO	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES
	See Exploration Plan Latitude: 41.5105° Longitude: -112.0285° Surface Elev.: 4320 (Ft.)											
	SILTY CLAYEY SAND (SC-SM), dark brown, medium dense (continued)	95.0		16	10-8-7 N=15	8	A-4 (10)	20.6			20-16-4	43
	POORLY GRADED SAND WITH SILT (SP-SM), trace clay, dark gray, dense, organic odor	97.0	4223		14	6-17-27 N=44	22					
	SANDY SILT (ML), dark gray to black, stiff to very stiff, organic odor	102.5	4217.5		18	7-10-10 N=20	10	A-4 (10)	27.2		NP	70
					18	4-5-8 N=13	7		23.8			
					16	10-15-21 N=36	16					
	Stratification lines are approximate. In-situ, the transition may be gradual. Hammer Type: Automatic (96.6% Efficiency) PP = Pocket Pen Undrained Shear Strength											
Advancement Method: Hollow Stem Auger(3.25" ID) 0' to 11.5' Mud Rotary(2.5" Bit) 11.5' to 115'			See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (if any).			Notes: 108' - Analytical						
Abandonment Method: Boring backfilled with bentonite grout upon completion Pavement secured with Utilibond			See Supporting Information for explanation of symbols and abbreviations.									
WATER LEVEL OBSERVATIONS 21' While drilling						Boring Started: 01-19-2022			Boring Completed: 01-19-2022			
						Drill Rig: Geoprobe			Driller: Terracon			
						Project No.: 61215166						

Parametrix BRIGHAM CITY CONNECTION PROJECT	SOIL DATA SHEET 5 OF 12						
PROJECT NAME BRIGHAM CITY CONNECTION PROJECT	PROJECT NO. 344-8541-002						
DATE 03/20/2024	DESIGNED KUB						
JOB NO. 344-8541-002	DRAWN SLO						
CHECKED RLC	APPROVED AJB						
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DRAWING NO. 10 OF 59							
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PATH: U:\Soil\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\995socs\CADD\DWG\Structure PLOTTED BY: OliveSia DATE: Friday, March 22, 2024 10:09:44 AM LAYOUT: geo

BORING LOG NO. B-S-3 Page 1 of 3													
PROJECT: Brigham City Connection Project						CLIENT: Parametrix Inc Salt Lake City, UT							
SITE: 800 West Forest Street Brigham City, UT													
GRAPHIC LOG	LOCATION	DEPTH (FT.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY (in.)	FIELD TEST RESULTS	(N)160	AASHTO	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS		
	See Exploration Plan Latitude: 41.5107° Longitude: -112.0294° Surface Elev.: 4312 (Ft.)	ELEVATION (FT.)									LL-PL-PI		
											PERCENT FINES		
	SILTY SAND WITH GRAVEL (SM), dark brown to black, loose	0 - 7.0		6	4-5-4 N=9	16	A-1-b (0)	8.5			NP	21	
	SILTY SAND (SM), tan, loose	7.0 - 9.5		4	1-2-5 N=7	11							
	SILT WITH SAND (ML), gray and tan, medium stiff to stiff, oxidation stains	9.5 - 16.5		11	2-3-3 N=6	9	A-4 (0)	20.3			NP	47	
					0	4-5-6	8						
	SILTY SAND (SM), tan, medium dense, oxidation stains	16.5 - 27.0		12	1-2-3 N=5	7	A-4 (0)	26.7			NP	74	
					12	3-6-6 N=12	16	A-2-4 (0)	21.5			NP	27
	WELL GRADED SAND WITH GRAVEL (SW), trace clay, tan, medium dense, oxidation stains	27.0 - 31.0			9	9-9-11 N=20	24						
	POORLY GRADED GRAVEL WITH SILT AND SAND (GP-GM), brownish tan, medium dense, oxidation stains	31.0 - 35.0			6	8-11-11 N=22	25						
					8	7-14-12 N=26	26	A-1-a (0)	10.2			NP	5
	SANDY SILT (ML), tannish gray, medium dense	35.0 - 43.0			5	3-6-9-10 N=15	14		13.6				
					10	4-12-13-14 N=25	22	A-4 (0)	24.6			NP	60

Stratification lines are approximate. In-situ, the transition may be gradual. Hammer Type: Automatic (96.6% Efficiency) PP = Pocket Pen Undrained Shear Strength

Advancement Method: Hollow Stem Auger(3.25" ID) 0' to 16.5' Mud Rotary(2.5" Bit) 16.5' to 100'	See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (if any).	Notes:
Abandonment Method: Boring backfilled with bentonite grout upon completion Pavement secured with Utilibond	See Supporting Information for explanation of symbols and abbreviations.	
WATER LEVEL OBSERVATIONS 8' While drilling		Boring Started: 01-18-2022 Boring Completed: 01-18-2022
		Drill Rig: Geoprobe Driller: Terracon
	6949 S High Tech Dr Ste 100 Midvale, UT	Project No.: 61215166

BORING LOG NO. B-S-3 Page 2 of 3												
PROJECT: Brigham City Connection Project						CLIENT: Parametrix Inc Salt Lake City, UT						
SITE: 800 West Forest Street Brigham City, UT												
GRAPHIC LOG	LOCATION	DEPTH (FT.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY (in.)	FIELD TEST RESULTS	(N)160	AASHTO	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS	
	See Exploration Plan Latitude: 41.5107° Longitude: -112.0294° Surface Elev.: 4312 (Ft.)	ELEVATION (FT.)									LL-PL-PI	
											PERCENT FINES	
	POORLY GRADED GRAVEL WITH SILT AND SAND (GP-GM), brown, loose	47.5 - 53.0		2	7-5-4 N=9	8						
	SILT (ML), gray, soft to very stiff	53.0 - 60.5		14	1-1-1 N=2	2		39.2				
					20	PP=5.0 ksf		A-4 (11)	36.7	85	34-24-10	100
	LEAN CLAY (CL), dark gray, soft to stiff	60.5 - 65.0			18	0-0-3 N=3	2	A-6 (13)	33.1		33-19-14	95
					10	1-2-3 N=5	4					
					18	1-1-4 N=5	4					
					18	0-0-3 N=3	2	A-6 (19)	36.9		39-21-18	97
					18	0-7-5 N=12	8					
	SILTY SAND (SM), trace clay, dark gray to gray, medium dense	88.5 - 91.0			11	10-9-12 N=21	12	A-2-4 (0)	27.7		NP	35
	SANDY SILT (ML), dark gray, very stiff											

Stratification lines are approximate. In-situ, the transition may be gradual. Hammer Type: Automatic (96.6% Efficiency) PP = Pocket Pen Undrained Shear Strength

Advancement Method: Hollow Stem Auger(3.25" ID) 0' to 16.5' Mud Rotary(2.5" Bit) 16.5' to 100'	See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (if any).	Notes: 53.5' - Analytical 58.5' - Consolidation, UU: 2.3 ksf
Abandonment Method: Boring backfilled with bentonite grout upon completion Pavement secured with Utilibond	See Supporting Information for explanation of symbols and abbreviations.	
WATER LEVEL OBSERVATIONS 8' While drilling		Boring Started: 01-18-2022 Boring Completed: 01-18-2022
		Drill Rig: Geoprobe Driller: Terracon
	6949 S High Tech Dr Ste 100 Midvale, UT	Project No.: 61215166

REVISIONS											
DATE											
BY											

ONE INCH
AT FULL
SCALE IF
NECESSARY
ACCORDINGLY

Parametrix

DATE: 03/20/2024
 JOB No.: 344-8541-002
 DESIGNED: KUB
 DRAWN: SLO
 CHECKED: RLC
 APPROVED: AUB

PROJECT NAME

BRIGHAM CITY CONNECTION PROJECT

SOIL DATA
SHEET 6 OF 12

DRAWING NO.
11 OF 59

S11


LAYOUT: geo PATH: U:\Soil\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\995vcs\CADD\DWG\Structure PLOTTED BY: OliveSia DATE: Friday, March 22, 2024 10:09:54 AM


BORING LOG NO. B-S-3												Page 3 of 3
PROJECT: Brigham City Connection Project						CLIENT: Parametrix Inc Salt Lake City, UT						
SITE: 800 West Forest Street Brigham City, UT												
GRAPHIC LOG	LOCATION	DEPTH (FT)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY (in.)	FIELD TEST RESULTS	(N1)60	AASHTO	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES
	See Exploration Plan Latitude: 41.5107° Longitude: -112.0294° Surface Elev.: 4312 (Ft.)											
SANDY SILT (ML), dark gray, very stiff (continued)		95		14	1-6-11 N=17	9			25.9			
Boring Terminated at 100 Feet		100		16	4-5-17 N=22	11	A-4 (0)		25.4		NP	68
Stratification lines are approximate. In-situ, the transition may be gradual.												
Advancement Method: Hollow Stem Auger(3.25" ID) 0' to 16.5' Mud Rotary(2.5" Bit) 16.5' to 100'						See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (if any).			Notes: Hammer Type: Automatic (96.6% Efficiency) PP = Pocket Pen Undrained Shear Strength			
Abandonment Method: Boring backfilled with bentonite grout upon completion Pavement secured with Utilibond						See Supporting Information for explanation of symbols and abbreviations.						
WATER LEVEL OBSERVATIONS 8' While drilling									Boring Started: 01-18-2022 Drill Rig: Geoprobe Project No.: 61215166			
						Boring Completed: 01-18-2022 Driller: Terracon						


BORING LOG NO. B-S-4												Page 1 of 3
PROJECT: Brigham City Connection Project						CLIENT: Parametrix Inc Salt Lake City, UT						
SITE: 800 West Forest Street Brigham City, UT												
GRAPHIC LOG	LOCATION	DEPTH (FT)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY (in.)	FIELD TEST RESULTS	(N1)60	AASHTO	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES
	See Exploration Plan Latitude: 41.5105° Longitude: -112.0282° Surface Elev.: 4322 (Ft.)											
ASPHALT, approximately 5"		0.4										
POORLY GRADED GRAVEL WITH SILT AND SAND (GP-GM), dark brown, dense		4.5		12	7-13-22 N=35	62	A-1-a (0)		7.0		NP	9
SILTY SAND (SM), tan, medium dense, oxidation stains		5		10	4-6-8 N=14	22			15.2			
		10		13	3-6-7 N=13	18						
		15		16	6-9-11	10	A-4 (0)		11.2		NP	50
		20		10	7-9-10 N=19	27			14.5			
		25		9	6-6-7 N=13	17	A-2-4 (0)		21.5		NP	28
		30		10	5-8-8 N=16	19	A-2-4 (0)		13.1		NP	21
		35		8	3-7-10 N=17	19						
		40		11	6-11-14 N=25	26	A-4 (0)		17.6		NP	36
SANDY SILT WITH GRAVEL (ML), tan, very stiff, oxidation stains		37.5		8	8-12-17 N=29	27						
POORLY GRADED GRAVEL WITH SAND (GP), tan, medium dense, oxidation stains		42.5		12	6-10-14-14 N=24	20	A-1-a (0)		7.7		NP	3
Stratification lines are approximate. In-situ, the transition may be gradual.												
Advancement Method: Hollow Stem Auger(3.25" ID) 0' to 11.5' Mud Rotary(2.5" Bit) 11.5' to 115'						See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (if any).			Notes: 10' - Direct Shear 15' - Analytical			
Abandonment Method: Boring backfilled with bentonite grout upon completion Pavement secured with Utilibond						See Supporting Information for explanation of symbols and abbreviations.						
WATER LEVEL OBSERVATIONS 21' While drilling									Boring Started: 01-20-2022 Drill Rig: Geoprobe Project No.: 61215166			
						Boring Completed: 01-20-2022 Driller: Terracon						

Parametrix DATE: 03/20/2024 JOB No.: 344-8541-002 DESIGNED: KUB DRAWN: SLO CHECKED: RLC APPROVED: AUB	PROJECT NAME: BRIGHAM CITY CONNECTION PROJECT SOIL DATA SHEET 7 OF 12
REVISIONS BY: _____ DATE: _____ 1 ONE INCH AT FULL SCALE IF NOT ACCORDINGLY	DRAWING NO. 12 OF 59 S12

PATH: U:\Soil\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\995Secs\CADD\DWG\Structure PLOTTED BY: OliveSia DATE: Friday, March 22, 2024 10:10:04 AM LAYOUT: geo

BORING LOG NO. B-S-4												Page 2 of 3		
PROJECT: Brigham City Connection Project						CLIENT: Parametrix Inc Salt Lake City, UT								
SITE: 800 West Forest Street Brigham City, UT														
GRAPHIC LOG	LOCATION	DEPTH	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY (in.)	FIELD TEST RESULTS	(N)160	AASHTO	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	LL-PL-PI	PERCENT FINES		
	See Exploration Plan Latitude: 41.5105° Longitude: -112.0282° Surface Elev.: 4322 (Ft.)													
		DEPTH ELEVATION (FL)												
	WELL GRADED GRAVEL WITH SAND (GW) , tan, medium dense (continued) - heaving sands and gravel	50.5 4271.5		4	2-4-4-2 N=8	6	A-1-a (0)	18.2			NP	4		
	SILTY SAND WITH GRAVEL (SM) , gray, dense	55.0 4265		9	9-15-16-18 N=31	25	A-2-4 (0)	16.7			NP	18		
	LEAN CLAY WITH SAND (CL) , with silt, gray, very stiff	61.0 4261		10	10-8-11 N=19	14		21.7						
	SILTY CLAY (CL-ML) , dark gray, soft to stiff	65.0 4257		5	3-4-5 N=9	7		32.3						
	LEAN CLAY (CL) , dark gray, soft to very stiff, oxidation stains	70.0 4252		24	0-1-2 N=3	2	A-4 (5)	34.3			28-22-6	97		
		75.0		23	PP=5.0 ksf		A-4 (8)	27.2	98		28-19-9	95		
		80.0		24	2-6-6 N=12	8		29.5						
		85.0		24	0-0-5 N=5	3		34.5						
		90.0		24	0-0-0 N=0	3								
Stratification lines are approximate. In-situ, the transition may be gradual.												Hammer Type: Automatic (96.6% Efficiency) PP = Pocket Pen Undrained Shear Strength		
Advancement Method: Hollow Stem Auger(3.25" ID) 0' to 11.5' Mud Rotary(2.5" Bit) 11.5' to 115'			See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (if any).			Notes: 73.5' - Consolidation, UU: 3.8 ksf 83.5' - Analytical								
Abandonment Method: Boring backfilled with bentonite grout upon completion Pavement secured with Utilibond			See Supporting Information for explanation of symbols and abbreviations.											
WATER LEVEL OBSERVATIONS						Boring Started: 01-20-2022			Boring Completed: 01-20-2022					
21' While drilling						Drill Rig: Geoprobe			Driller: Terracon					
			6949 S High Tech Dr Ste 100 Midvale, UT			Project No.: 61215166								

BORING LOG NO. B-S-4												Page 3 of 3		
PROJECT: Brigham City Connection Project						CLIENT: Parametrix Inc Salt Lake City, UT								
SITE: 800 West Forest Street Brigham City, UT														
GRAPHIC LOG	LOCATION	DEPTH	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY (in.)	FIELD TEST RESULTS	(N)160	AASHTO	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	LL-PL-PI	PERCENT FINES		
	See Exploration Plan Latitude: 41.5105° Longitude: -112.0282° Surface Elev.: 4322 (Ft.)													
		DEPTH ELEVATION (FL)												
	LEAN CLAY (CL) , dark gray, soft to very stiff, oxidation stains (continued)	95.0 4225		24	0-2-5 N=7	4	A-6 (19)	32.7			40-21-19	95		
	LEAN CLAY WITH SAND (CL) , dark gray to black, stiff, silt lenses	101.0 4221		15	15-8-4 N=12	6	A-4 (7)	33.0			30-20-10	82		
	SILT WITH SAND (ML) , dark gray to black, soft to medium stiff, silt lenses	105.0 4217		24	0-1-1 N=2	1	A-4 (6)	37.3			33-24-9	74		
		110.0		24	0-0-7 N=7	3								
	SILTY CLAYEY SAND (SC-SM) , dark gray to black, hard	112.0 4210												
		115.0 4207												
Boring Terminated at 115 Feet														
Stratification lines are approximate. In-situ, the transition may be gradual.												Hammer Type: Automatic (96.6% Efficiency) PP = Pocket Pen Undrained Shear Strength		
Advancement Method: Hollow Stem Auger(3.25" ID) 0' to 11.5' Mud Rotary(2.5" Bit) 11.5' to 115'			See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (if any).			Notes: 73.5' - Consolidation, UU: 3.8 ksf 83.5' - Analytical								
Abandonment Method: Boring backfilled with bentonite grout upon completion Pavement secured with Utilibond			See Supporting Information for explanation of symbols and abbreviations.											
WATER LEVEL OBSERVATIONS						Boring Started: 01-20-2022			Boring Completed: 01-20-2022					
21' While drilling						Drill Rig: Geoprobe			Driller: Terracon					
			6949 S High Tech Dr Ste 100 Midvale, UT			Project No.: 61215166								

REVISIONS	BY	DATE			
△					
					
BRIGHAM CITY CONNECTION PROJECT					
SOIL DATA SHEET 8 OF 12					
DRAWING NO. 13 OF 59					
S13					

PATH: U:\Soil\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\995sves\CADD\DWG\Structure PLOTTED BY: OliveSto DATE: Friday, March 22, 2024 10:10:14 AM LAYOUT: geo

BORING LOG NO. B-W-1										Page 1 of 1		
PROJECT: Brigham City Connection Project					CLIENT: Parametrix Inc Salt Lake City, UT							
SITE: 800 West Forest Street Brigham City, UT												
GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 41.5164° Longitude: -112.0311° Surface Elev.: 4303 (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY (In.)	FIELD TEST RESULTS	(N)160	AASHTO	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS	
											LL-PL-PI	PERCENT FINES
	0.8 - ASPHALT, approximately 9"	4302.3										
	SILTY SAND (SM), light brown to dark brown, loose to medium dense			4	1-3-3 N=6	15	A-4 (0)	13.4			NP	42
	4.5 POORLY GRADED SAND WITH SILT AND GRAVEL (SP-SM), light brown and reddish brown, medium dense	4298.5		5	5-7-6 N=13	32						
				5	5-5-6 N=11	25	A-1-a (0)	1.6			NP	6
				6	5-7-6 N=13	25						
	14.0 SILTY SAND (SM), reddish brown, loose to very dense	4289		9	3-2-9 N=11	19	A-4 (0)	18.0			18-16-2	43
	- oxidation stains			10	3-4-3 N=7	11						
				14	1-5-8 N=13	19		16.6				19
	32.0 POORLY GRADED SAND WITH SILT AND GRAVEL (SP-SM), reddish brown to brownish tan, medium dense	4271		10	17-49-43-34	125	A-2-4 (0)	15.7			NP	18
	40.0 - heaving sands	4263		13	35-6-9-18	19						
Stratification lines are approximate. In-situ, the transition may be gradual. Hammer Type: Automatic (96.6% Efficiency)												
Advancement Method: Hollow Stem Auger(3.25" ID)			See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (if any).			Notes:						
Abandonment Method: Boring backfilled with Auger Cuttings and/or Bentonite Surface Capped with asphalt patch			See Supporting Information for explanation of symbols and abbreviations.									
WATER LEVEL OBSERVATIONS						Boring Started: 01-24-2022		Boring Completed: 01-24-2022				
11' While drilling						Drill Rig: Geoprobe		Driller: Terracon				
						Project No.: 61215166						

BORING LOG NO. B-W-2										Page 1 of 2		
PROJECT: Brigham City Connection Project					CLIENT: Parametrix Inc Salt Lake City, UT							
SITE: 800 West Forest Street Brigham City, UT												
GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 41.5106° Longitude: -112.0306° Surface Elev.: 4304 (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY (In.)	FIELD TEST RESULTS	(N)160	AASHTO	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS	
											LL-PL-PI	PERCENT FINES
	0.6 - ASPHALT, approximately 7.5"	4303.4										
	SILTY SAND (SM), dark brown, loose to medium dense, trace organics			2	3-2-2 N=4	10						
	7.0 POORLY GRADED SAND WITH SILT AND GRAVEL (SP-SM), light brown, medium dense	4297		9	1-2-8 N=10	25	A-2-4 (0)	8.1			NP	27
	9.5 SILTY SAND (SM), trace gravel, brownish tan, medium dense	4294.5		10	11-11-10 N=21	47						
	13.0 SANDY SILT (ML), grayish tan, dense, oxidation stains	4291		12	5-7-8 N=15	29						
	18.0 SILTY SAND (SM), brownish tan, medium dense, clay lenses, oxidation stains	4286		13	5-10-15	43	A-4 (0)	20.8			NP	59
				18	6-11-18	47	A-4 (0)	18.9			NP	38
	29.5 WELL GRADED SAND WITH SILT AND GRAVEL (SW-SM), trace clay, brownish tan, dense, oxidation stains	4274.5		13	5-23-48-31	103	A-2-4 (0)	13.9			NP	14
	32.0 WELL GRADED GRAVEL WITH SAND (GW), tan, medium dense to dense	4272		10	6-16-18	48	A-2-4 (0)	20.5			NP	16
				10	7-15-18	45						
				7	5-14-14 N=28							
				10	2-8-25-27 N=33							
	45.0	4259			3-6-11							
Stratification lines are approximate. In-situ, the transition may be gradual. Hammer Type: Automatic (96.6% Efficiency)												
Advancement Method: Hollow Stem Auger(3.25" ID)			See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (if any).			Notes: 15' - Analytical						
Abandonment Method: Boring backfilled with Auger Cuttings and/or Bentonite Surface Capped with asphalt patch			See Supporting Information for explanation of symbols and abbreviations.									
WATER LEVEL OBSERVATIONS						Boring Started: 01-25-2022		Boring Completed: 01-25-2022				
15' While drilling						Drill Rig: Geoprobe		Driller: Terracon				
						Project No.: 61215166						

	BRIGHAM CITY CONNECTION PROJECT SOIL DATA SHEET 9 OF 12
DATE: 03/20/2024 JOB No.: 344-8541-002 DESIGNED: KUB DRAWN: SLO CHECKED: RLC APPROVED: AUB	PROJECT NAME: BRIGHAM CITY CONNECTION PROJECT SHEET: SOIL DATA SHEET 9 OF 12
RAILROAD MILEPOST: 21.141 RAILROAD SUBDIVISION: OGDEN SUB CROSSING LOCATION: BRIGHAM CITY, BOX ELDER COUNTY, UTAH LAT/LONG: 41.51061168/-112.02954543	DRAWING NO. 14 OF 59 S14

PATH: U:\Soil\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\995socs\CADD\DWG\Structure PLOTTED BY: OliveSia DATE: Friday, March 22, 2024 10:10:24 AM
 LAYOUT: geo

BORING LOG NO. B-W-2										Page 2 of 2					
PROJECT: Brigham City Connection Project					CLIENT: Parametrix Inc Salt Lake City, UT										
SITE: 800 West Forest Street Brigham City, UT															
GRAPHIC LOG	LOCATION	DEPTH (FT.)		WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY (in.)	FIELD TEST RESULTS	(N)160	AASHTO	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES		
	See Exploration Plan	Latitude: 41.5106° Longitude: -112.0306°	DEPTH											ELEVATION (FT.)	
SILTY CLAY (CL-ML), trace sand, dark gray to black, very stiff, with organic odor, with pinholes (continued) LEAN CLAY (CL), with silt lenses, dark gray to black, medium stiff, with organics		47.5	4256.5		12	N=17									
					14	1-3-5 N=8									
					24	0-0-0 N=0									
					12	9-12-13 N=25									
LEAN CLAY (CL), dark gray to black, very soft POORLY GRADED SAND (SP), black, medium dense, with organics, with oxidation stains		53.5	4250.5												
		56.5	4247.5												
		60.0	4244												
Boring Terminated at 60 Feet															
Stratification lines are approximate. In-situ, the transition may be gradual. Hammer Type: Automatic (96.6% Efficiency)															
Advancement Method: Hollow Stem Auger(3.25" ID)				See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (if any).				Notes:							
Abandonment Method: Boring backfilled with Auger Cuttings and/or Bentonite Surface Capped with asphalt patch				See Supporting Information for explanation of symbols and abbreviations.											
WATER LEVEL OBSERVATIONS 15' While drilling								Boring Started: 01-25-2022		Boring Completed: 01-25-2022					
								Drill Rig: Geoprobe		Driller: Terracon					
								Project No.: 61215166							

BORING LOG NO. B-W-3										Page 1 of 1					
PROJECT: Brigham City Connection Project					CLIENT: Parametrix Inc Salt Lake City, UT										
SITE: 800 West Forest Street Brigham City, UT															
GRAPHIC LOG	LOCATION	DEPTH (FT.)		WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY (in.)	FIELD TEST RESULTS	(N)160	AASHTO	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES		
	See Exploration Plan	Latitude: 41.5106° Longitude: -112.0280°	DEPTH											ELEVATION (FT.)	
ASPHALT, approximately 6"		0.5	4323.5												
POORLY GRADED SAND WITH SILT AND GRAVEL (SP-SM), tan, medium dense SILTY SAND (SM), tan, medium dense, oxidation stains		4.0	4320		5	1-5-6 N=11		27	A-1-b (0)	2.9		NP	9		
					9	3-5-7 N=12		30							
					12	3-6-6 N=12		27	A-4 (0)	8.9		NP	44		
					13	4-5-6 N=11		21		11.5					
					15	5-7-7 N=14		24		10.4			39		
					14	5-6-6 N=12		19	A-2-4 (0)	18.0		NP	29		
					8	3-5-9 N=14		20	A-2-4 (0)	14.2		NP	18		
					10	6-5-6 N=11		15	A-2-4 (0)	14.9		NP	28		
WELL GRADED SAND WITH SILT AND GRAVEL (SW-SM), tan, medium dense, oxidation stains WELL GRADED GRAVEL WITH SAND (GW), trace silt, tan, dense, oxidation stains		33.5	4290.5												
		38.5	4285.5		12	4-6-18 N=24		31							
		41.5	4282.5		5	11-17-16 N=33		40							
Boring Terminated at 41.5 Feet															
Stratification lines are approximate. In-situ, the transition may be gradual. Hammer Type: Automatic (96.6% Efficiency)															
Advancement Method: Hollow Stem Auger(3.25" ID)				See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (if any).				Notes:							
Abandonment Method: Boring backfilled with Auger Cuttings and/or Bentonite Surface Capped with asphalt patch				See Supporting Information for explanation of symbols and abbreviations.											
WATER LEVEL OBSERVATIONS 21' While drilling								Boring Started: 01-21-2022		Boring Completed: 01-21-2022					
								Drill Rig: Geoprobe		Driller: Terracon					
								Project No.: 61215166							

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT: GEO SMART LOG-NO WELL 61215166 PARAMETRIX-FOREST.GPJ TERRACON DATATEMPLATE.GDT 3/21/23

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT: GEO SMART LOG-NO WELL 61215168 PARAMETRIX-FOREST.GPJ TERRACON DATATEMPLATE.GDT 3/21/23

DATE	BY								
REVISIONS	Δ								
PROJECT NAME BRIGHAM CITY CONNECTION PROJECT					SHEET NO. SOIL DATA SHEET 10 OF 12				
DATE: 03/20/2024 JOB No.: 344-8541-002					DESIGNED: KUB DRAWN: SLO CHECKED: RLC APPROVED: AUB				
DRAWING NO. 15 OF 59 S15									

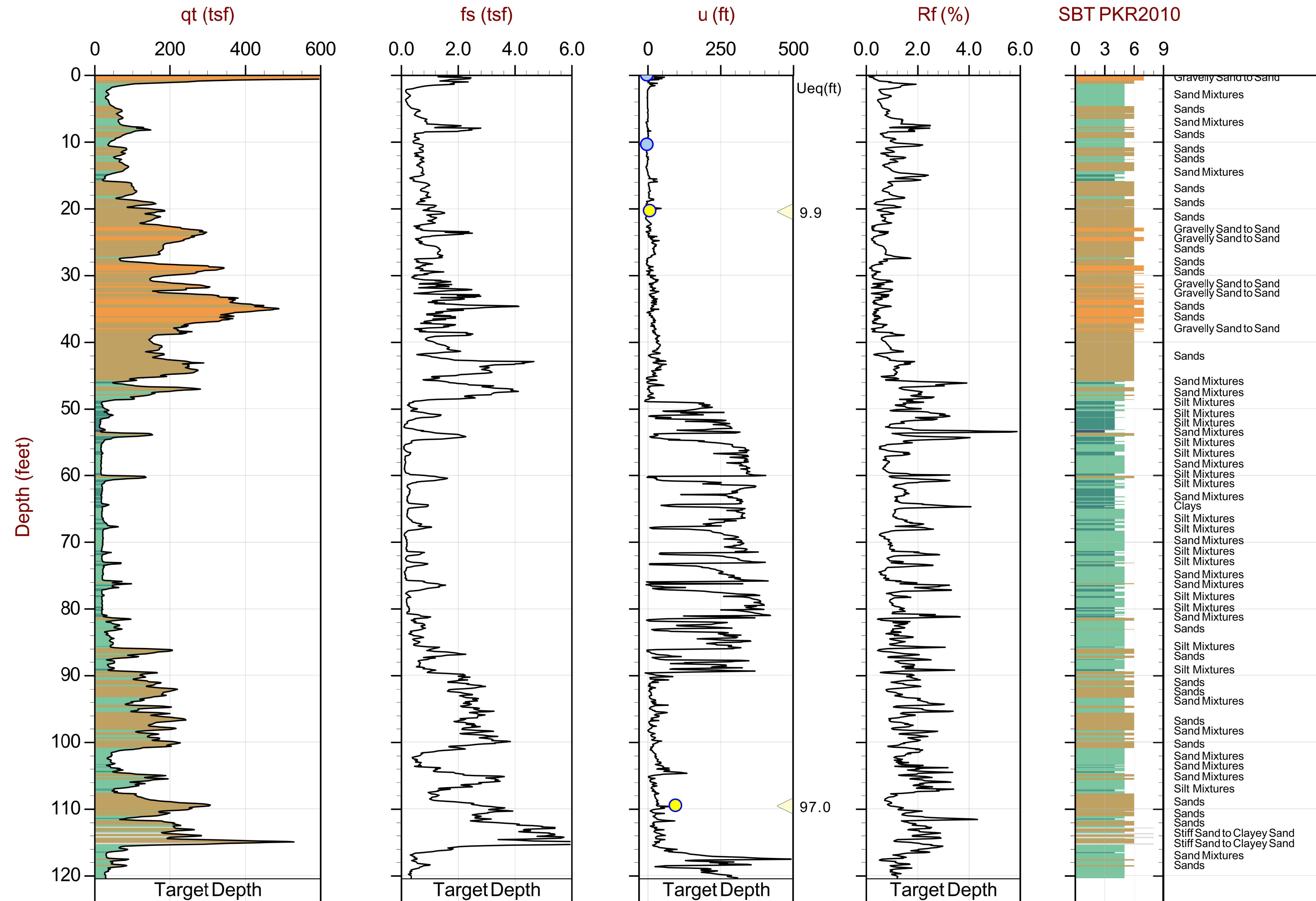
PATH: U:\Soil\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\995vcs\CAOD\DWG\Structure PLOTTED BY: OliveSia DATE: Friday, March 22, 2024 10:10:34 AM LAYOUT: CPT1



Terracon

Job No: 22-52-23573
 Date: 2022-01-20 11:30
 Site: Forest St., Brigham City

Sounding: CPT-01
 Cone: 825:T1500F15U35



Max Depth: 36.725 m / 120.49 ft File: 22-52-23573_CP01.COR SBT: Robertson, 2010 (CPT '10)
 Depth Inc: 0.025 m / 0.082 ft Coords: Lat: 41.510735 Long: -112.029774
 Avg Int: Every Point Sheet No: 1 of 1

● Equilibrium Pore Pressure (Ueq)
 ● Assumed Ueq
 ◀ Dissipation, Ueq achieved
 ◀ Dissipation, Ueq not achieved
 — Hydrostatic Line

The reported coordinates were acquired from consumer grade GPS equipment and are only approximate locations. The coordinates should not be used for design purposes.

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE. IF NOT ACCORDINGLY.

Parametrix

DATE: 03/20/2024	DESIGNED: KUB	CHECKED: RLC
JOB No.: 344-8541-002	DRAWN: SLO	APPROVED: AUB

PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

SOIL DATA SHEET 11 OF 12

DRAWING NO.
 16 OF 59
S16

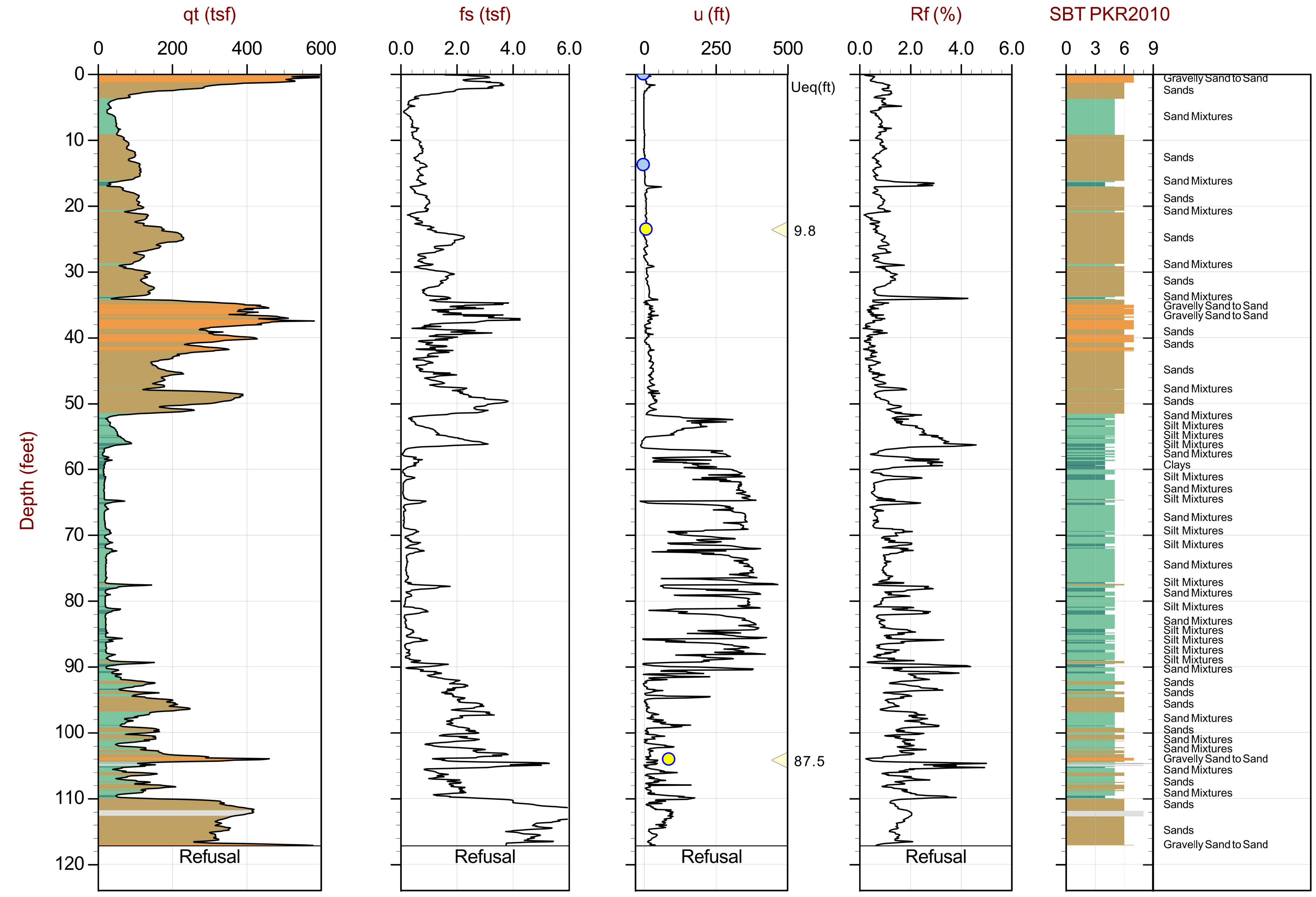
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Terracon

Job No: 22-52-23573
 Date: 2022-01-20 09:12
 Site: Forest St., Brigham City

Sounding: CPT-02
 Cone: 825:T1500F15U35



Max Depth: 35.725 m / 117.21 ft File: 22-52-23573_SP02.COR SBT: Robertson, 2010 (CPT '10)
 Depth Inc: 0.025 m / 0.082 ft Coords: Lat: 41.510603 Long: -112.029011
 Avg Int: Every Point Sheet No: 1 of 1

● Equilibrium Pore Pressure (Ueq)
 ● Assumed Ueq
 ◀ Dissipation, Ueq achieved
 ◀ Dissipation, Ueq not achieved
 — Hydrostatic Line

The reported coordinates were acquired from consumer grade GPS equipment and are only approximate locations. The coordinates should not be used for design purposes.

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE. IF NOT ACCORDINGLY.

Parametrix

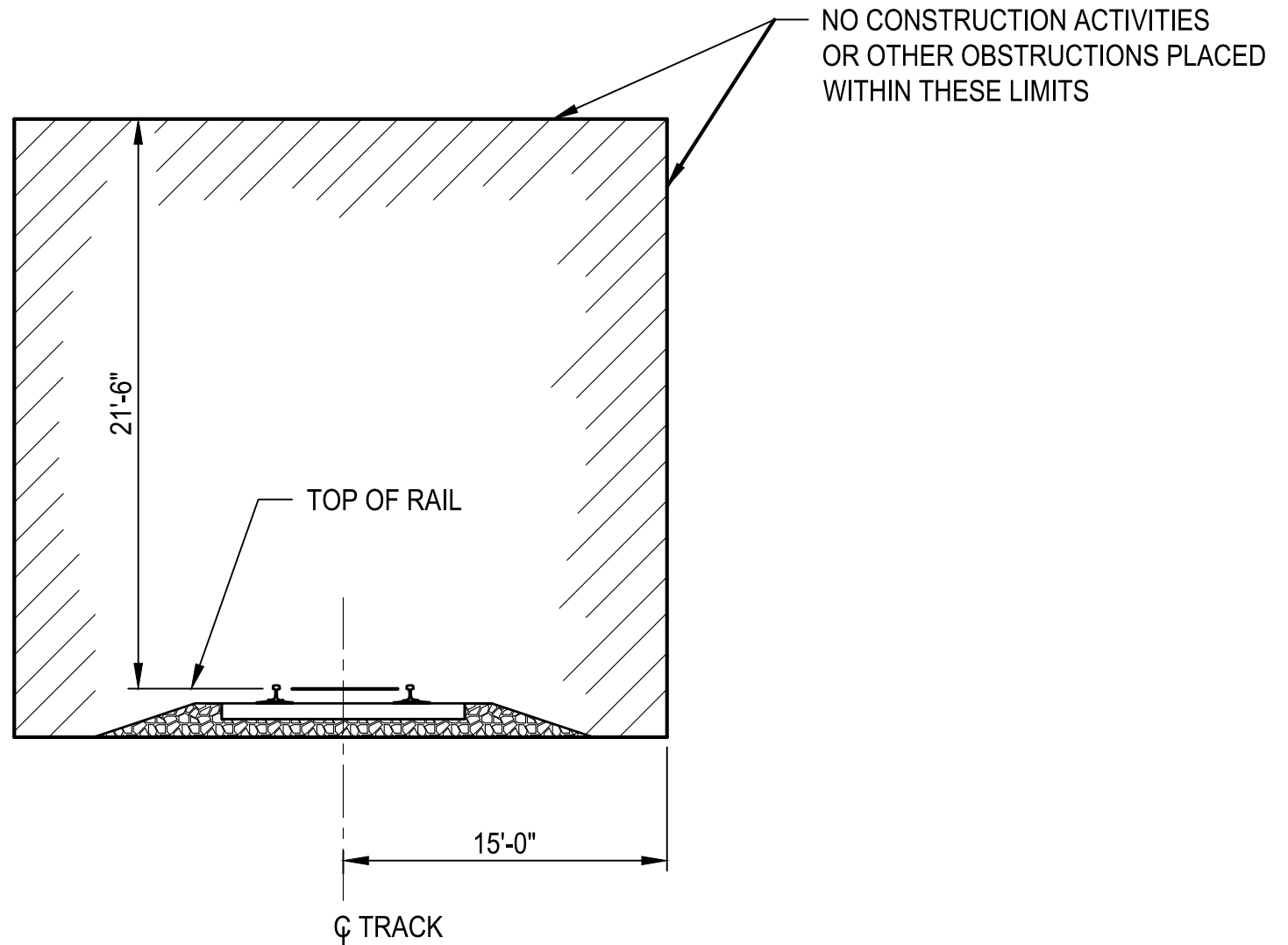
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03/20/2024	KUB	RLC
JOB No.	DRAWN	APPROVED
344-8541-002	SLO	AJB

PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

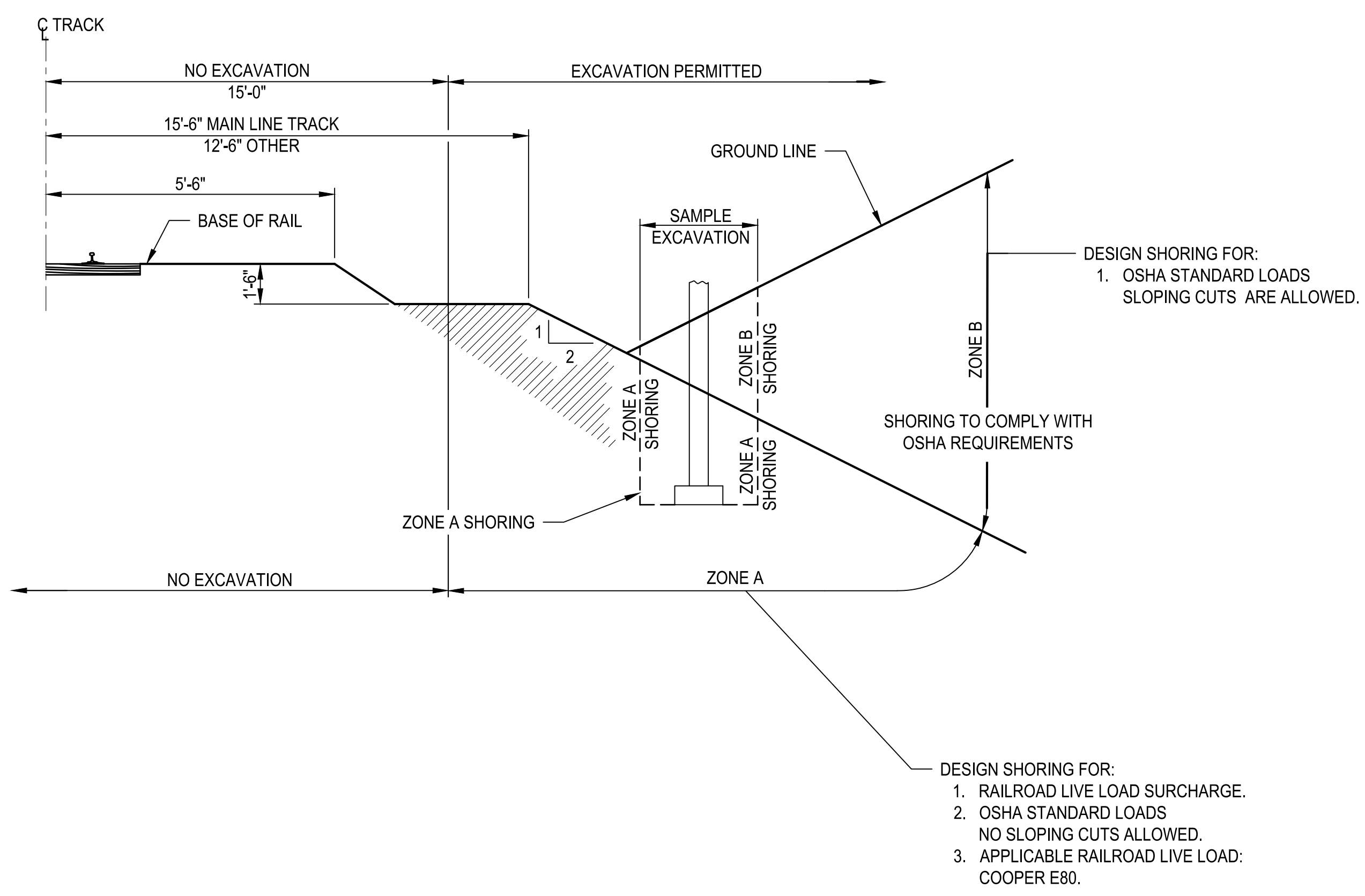
SOIL DATA SHEET 12 OF 12

DRAWING NO.
 17 OF 59
S17

PLOTTED BY: OliveStia DATE: Friday, March 22, 2024 9:41:18 AM
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 LAYOUT: RR



MINIMUM CONSTRUCTION CLEARANCE ENVELOPE
 NORMAL TO RAILROAD



TRACK PROTECTION SHORING REQUIREMENTS

SHORING NOTES

1. ALL DIMENSIONS ARE MEASURED PERPENDICULAR TO ϕ TRACK.
2. PRIOR TO COMMENCING ANY WORK, THE CONTRACTOR TO SUBMIT FOR APPROVAL BY THE RAILROAD DETAILED PLANS INDICATING THE NATURE AND EXTENT OF THE TRACK PROTECTION SHORING PROPOSED. THE CONTRACTOR TO INSTALL THE TEMPORARY SHORING SYSTEM PER THE APPROVED PLANS. DESIGN OF THE TEMPORARY SHORING SYSTEM TO COMPLY WITH UPRR GUIDELINES FOR TEMPORARY SHORING.
3. FOR EXCAVATIONS WHICH ENCROACH INTO ZONE A OR B, SHORING PLANS MUST BE ACCOMPANIED BY DESIGN CALCULATIONS, PLANS AND CALCULATIONS MUST BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF UTAH.

RAILROAD GENERAL NOTES

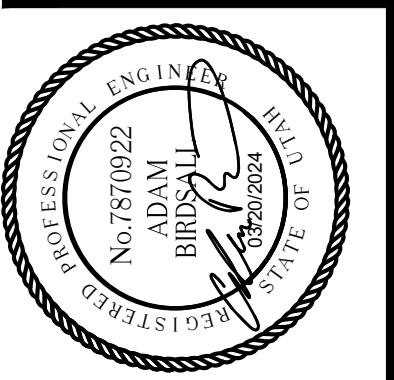
1. RAILROAD COMPANY REVIEW AND APPROVAL OF SHORING, ERECTION, DEMOLITION, AND FALSEWORK IS REQUIRED.
2. DO NOT INCREASE THE QUANTITY AND CHARACTERISTICS OF THE FLOW IN THE RAILROAD'S DITCHES AND DRAINAGE STRUCTURES.
3. VERIFY THE ELEVATION OF THE EXISTING TOP OF RAIL PROFILE BEFORE BEGINNING CONSTRUCTION. NOTIFY THE RAILROAD COMPANY AND THE ENGINEER OF DISCREPANCIES BEFORE BEGINNING CONSTRUCTION.
4. SUBMIT A METHOD OF EROSION AND SEDIMENT CONTROL AND RECEIVE APPROVAL FROM THE RAILROAD COMPANY BEFORE BEGINNING GRADING WHICH IMPACTS THE RAILROAD PROPERTY.
5. COMPLY WITH THE RAILROAD COMPANY'S DEMOLITION REQUIREMENTS FOR DEMOLITIONS WITHIN THE RAILROAD COMPANY'S RIGHT-OF-WAY AND/OR DEMOLITION THAT MAY IMPACT THE RAILROAD COMPANY'S TRACKS OR OPERATIONS.
6. DESIGN ERECTION PROCEDURES OVER THE RAILROAD COMPANY'S RIGHT-OF-WAY TO CAUSE NO INTERRUPTION TO THE RAILROAD COMPANY'S OPERATION, ENABLING THE TRACK(S) TO REMAIN OPEN TO TRAFFIC PER THE RAILROAD COMPANY'S REQUIREMENTS.
7. NO WORK MAY BE PERFORMED WITHIN 50 FEET OF THE TRACK CENTERLINE WHEN A TRAIN PASSES THE SITE. ALL PERSONNEL MUST CLEAR THE AREA WITHIN 25 FEET OF THE TRACK AND ALL EQUIPMENT MUST BE SECURED WHEN A TRAIN PASSES THE SITE.

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NOT OTHERWISE INDICATED

Parametrix

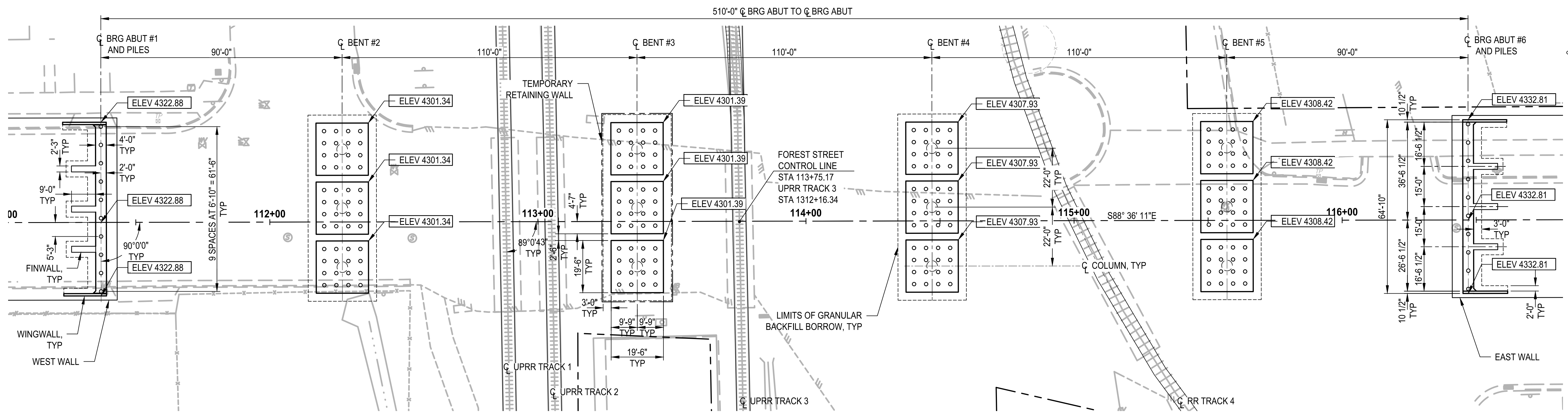
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03/20/2024	TWP	NCC
JOB No. 344-8541-002	DRAWN	APPROVED
	SLO	AJB



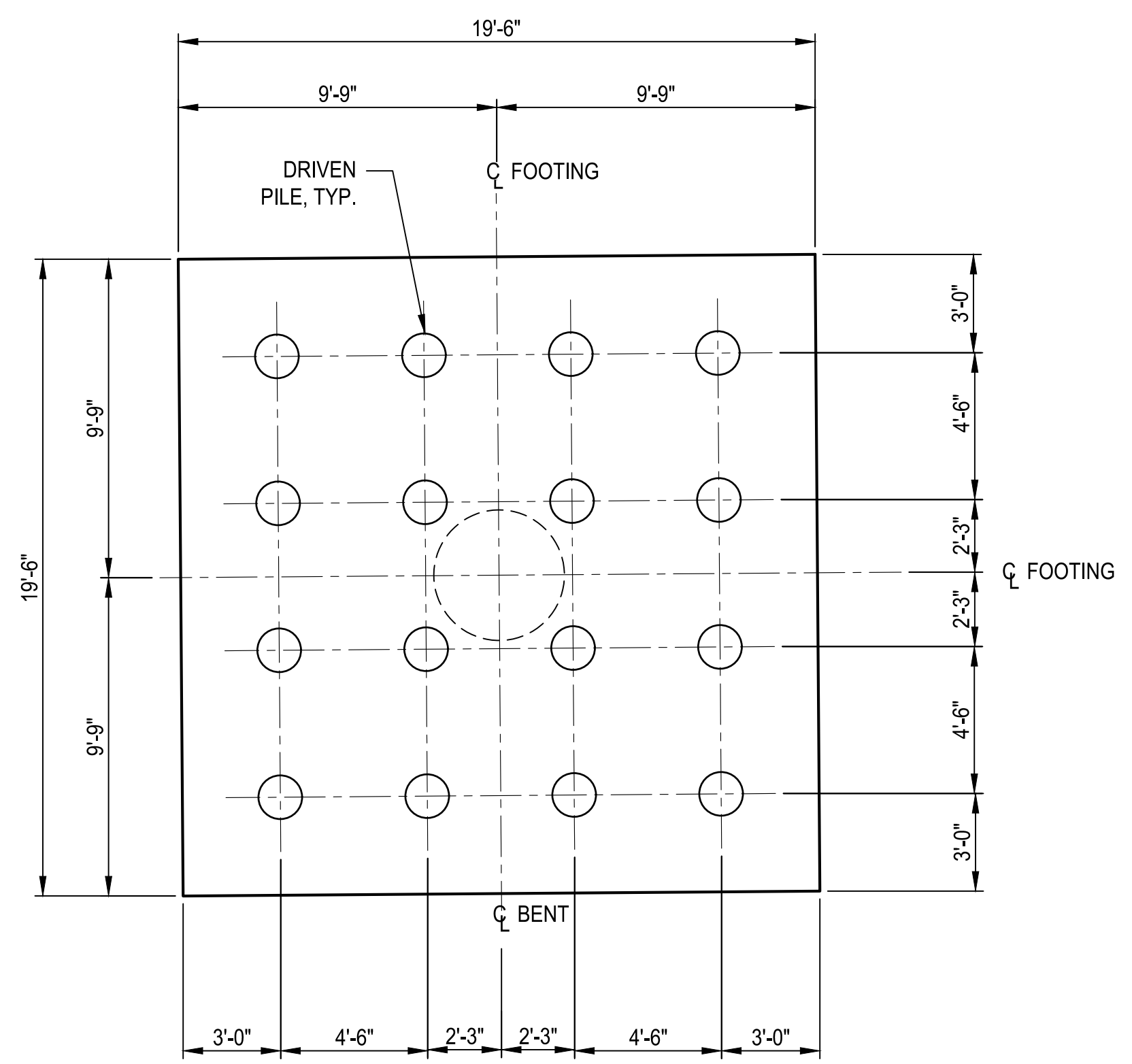
PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

RAILROAD NOTES AND CLEARANCE

PATH: U:\Set\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\995ves\CADD\DWG\Structure
 PLOTTED BY: OliveSta DATE: Friday, March 22, 2024 9:41:46 AM
 LAYOUT: FDN



FOUNDATION PLAN



TYPICAL BENT FOOTING AND PILE LAYOUT

NOTES

- ELEVATIONS ENCLOSED IN RECTANGLES INDICATE BOTTOM OF FOOTING ELEVATIONS.
- SEE SOIL DATA SHEETS FOR SOIL EXPLORATION INFORMATION.
- SEE "PILE DETAILS 2 OF 2 - 16 INCH FIXED" FOR SIZE, DETAILS AND THE PILE EXTENSION INTO THE FOUNDATION. MAINTAIN A MINIMUM EDGE DISTANCE OF 6" AND A MINIMUM PILE SPACING OF 3'-6".
- PERFORM AT LEAST ONE PDA TEST AT EACH FOUNDATION SUPPORT.
- GRANULAR BACKFILL BORROW EXTENDS FROM THE BOTTOM OF THE ABUTMENT AND WINGWALL TO THE APPROACH SLAB.
- BOTTOM OF FOUNDATIONS ARE LEVEL.
- OVER EXCAVATE 2'-0" BELOW BOTTOM OF BENT FOOTING ELEVATIONS AND REPLACE WITH GRANULAR BACKFILL BORROW TO THE TOP OF THE BENT FOOTING.
- ALL DIMENSIONS SHOWN ON ABUTMENTS ARE TYPICAL FOR ALL ABUTMENTS.
- SEE "UTILITY PLAN" FOR UTILITY INFORMATION.

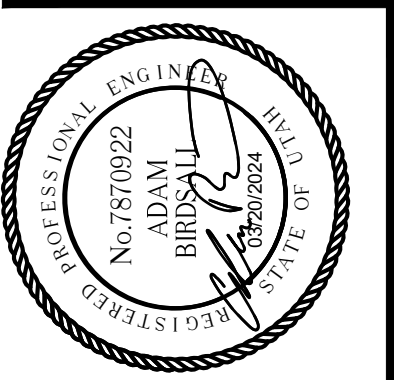
ITEM	LOCATION	EST QTY	UNIT
GRANULAR BACKFILL BORROW	ABUTMENT #1	98	CU YD
GRANULAR BACKFILL BORROW	BENT #2	526	CU YD
GRANULAR BACKFILL BORROW	BENT #3	526	CU YD
GRANULAR BACKFILL BORROW	BENT #4	526	CU YD
GRANULAR BACKFILL BORROW	BENT #5	526	CU YD
GRANULAR BACKFILL BORROW	ABUTMENT #6	98	CU YD

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NOT OTHERWISE INDICATED

Parametrix

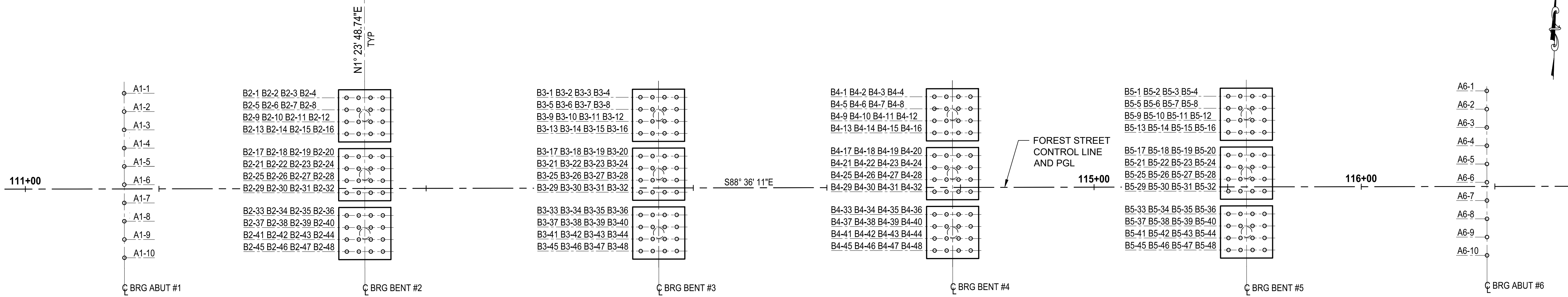
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 JOB No.: 344-8541-002
 DESIGNED: TWP
 DRAWN: SLO
 CHECKED: EA
 APPROVED: AUB



PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

FOUNDATION PLAN

PATH: U:\Sola\Projects\Clients\8541-8541-002 Forest St Final Design\99Sves\CADD\DWG\Structure PLOTTED BY: OliveSta DATE: Friday, March 22, 2024 9:41:59 AM LAYOUT: P1



PILING PLAN

A1-1	
A1-2	
A1-3	
A1-4	
A1-5	
A1-6	
A1-7	
A1-8	
A1-9	
A1-10	

B2-1	B2-13	B2-25	B2-37
B2-2	B2-14	B2-26	B2-38
B2-3	B2-15	B2-27	B2-39
B2-4	B2-16	B2-28	B2-40
B2-5	B2-17	B2-29	B2-41
B2-6	B2-18	B2-30	B2-42
B2-7	B2-19	B2-31	B2-43
B2-8	B2-20	B2-32	B2-44
B2-9	B2-21	B2-33	B2-45
B2-10	B2-22	B2-34	B2-46
B2-11	B2-23	B2-35	B2-47
B2-12	B2-24	B2-36	B2-48

B4-1	B4-13	B4-25	B4-37
B4-2	B4-14	B4-26	B4-38
B4-3	B4-15	B4-27	B4-39
B4-4	B4-16	B4-28	B4-40
B4-5	B4-17	B4-29	B4-41
B4-6	B4-18	B4-30	B4-42
B4-7	B4-19	B4-31	B4-43
B4-8	B4-20	B4-32	B4-44
B4-9	B4-21	B4-33	B4-45
B4-10	B4-22	B4-34	B4-46
B4-11	B4-23	B4-35	B4-47
B4-12	B4-24	B4-36	B4-48

B3-1	B3-13	B3-25	B3-37
B3-2	B3-14	B3-26	B3-38
B3-3	B3-15	B3-27	B3-39
B3-4	B3-16	B3-28	B3-40
B3-5	B3-17	B3-29	B3-41
B3-6	B3-18	B3-30	B3-42
B3-7	B3-19	B3-31	B3-43
B3-8	B3-20	B3-32	B3-44
B3-9	B3-21	B3-33	B3-45
B3-10	B3-22	B3-34	B3-46
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B3-12	B3-24	B3-36	B3-48

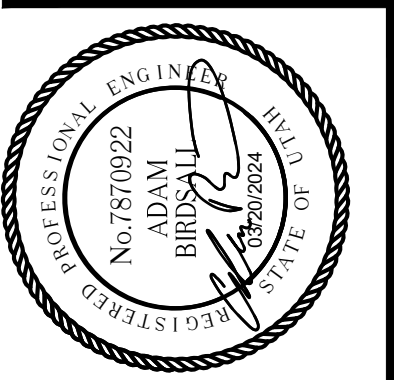
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B5-5	B5-17	B5-29	B5-41
B5-6	B5-18	B5-30	B5-42
B5-7	B5-19	B5-31	B5-43
B5-8	B5-20	B5-32	B5-44
B5-9	B5-21	B5-33	B5-45
B5-10	B5-22	B5-34	B5-46
B5-11	B5-23	B5-35	B5-47
B5-12	B5-24	B5-36	B5-48

A6-1	
A6-2	
A6-3	
A6-4	
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A6-6	
A6-7	
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A6-9	
A6-10	

REVISIONS	DATE	BY

Parametrix

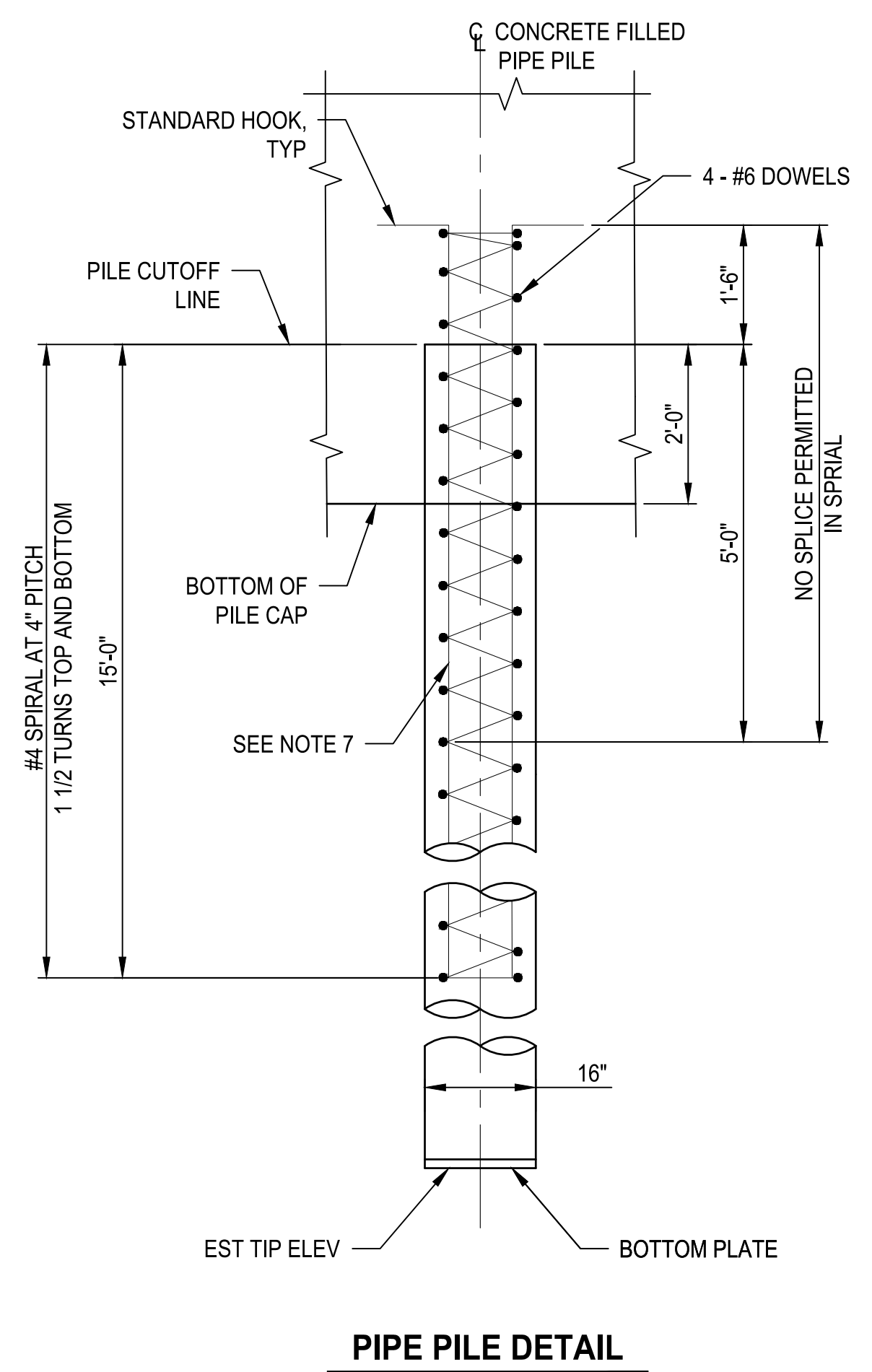
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 DESIGNED: TWP
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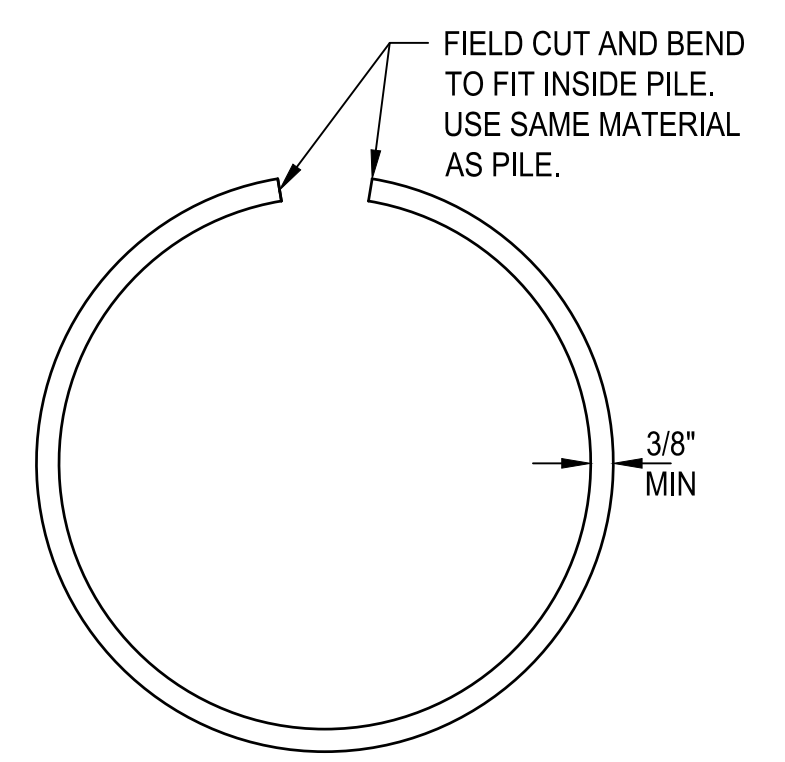
PROJECT NAME
**BRIGHAM CITY
 CONNECTION PROJECT**

**PILE DETAILS
 1 OF 2**

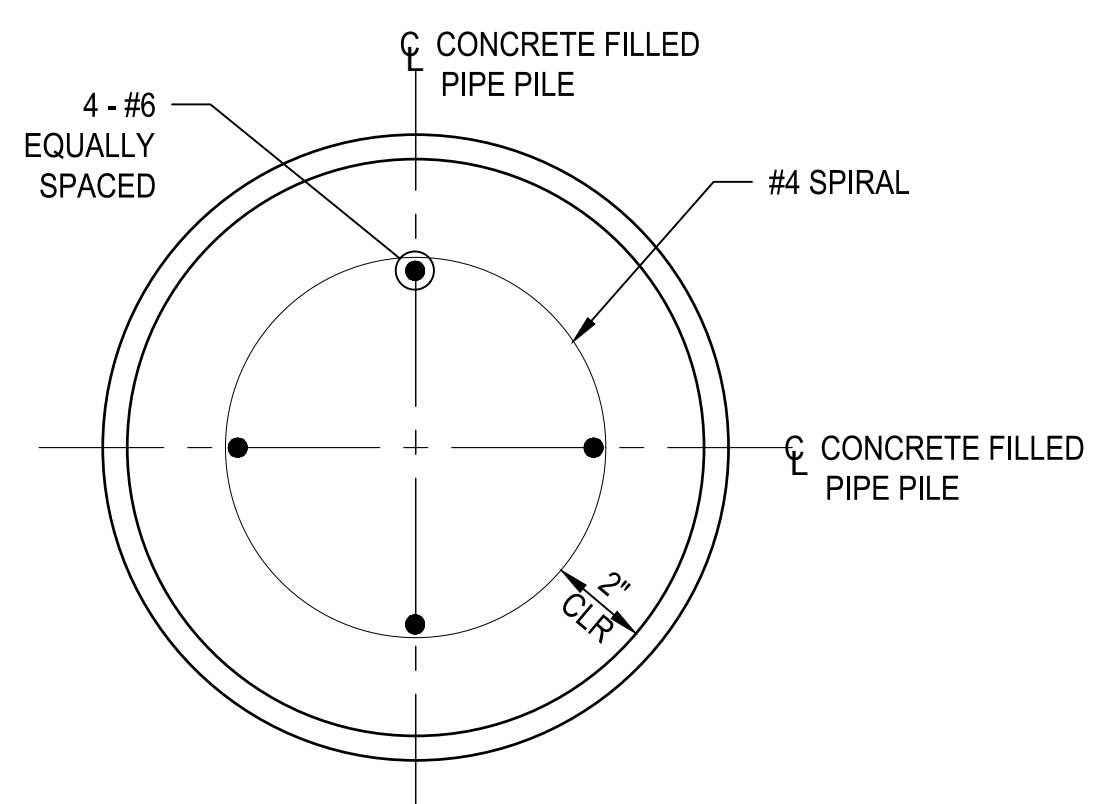
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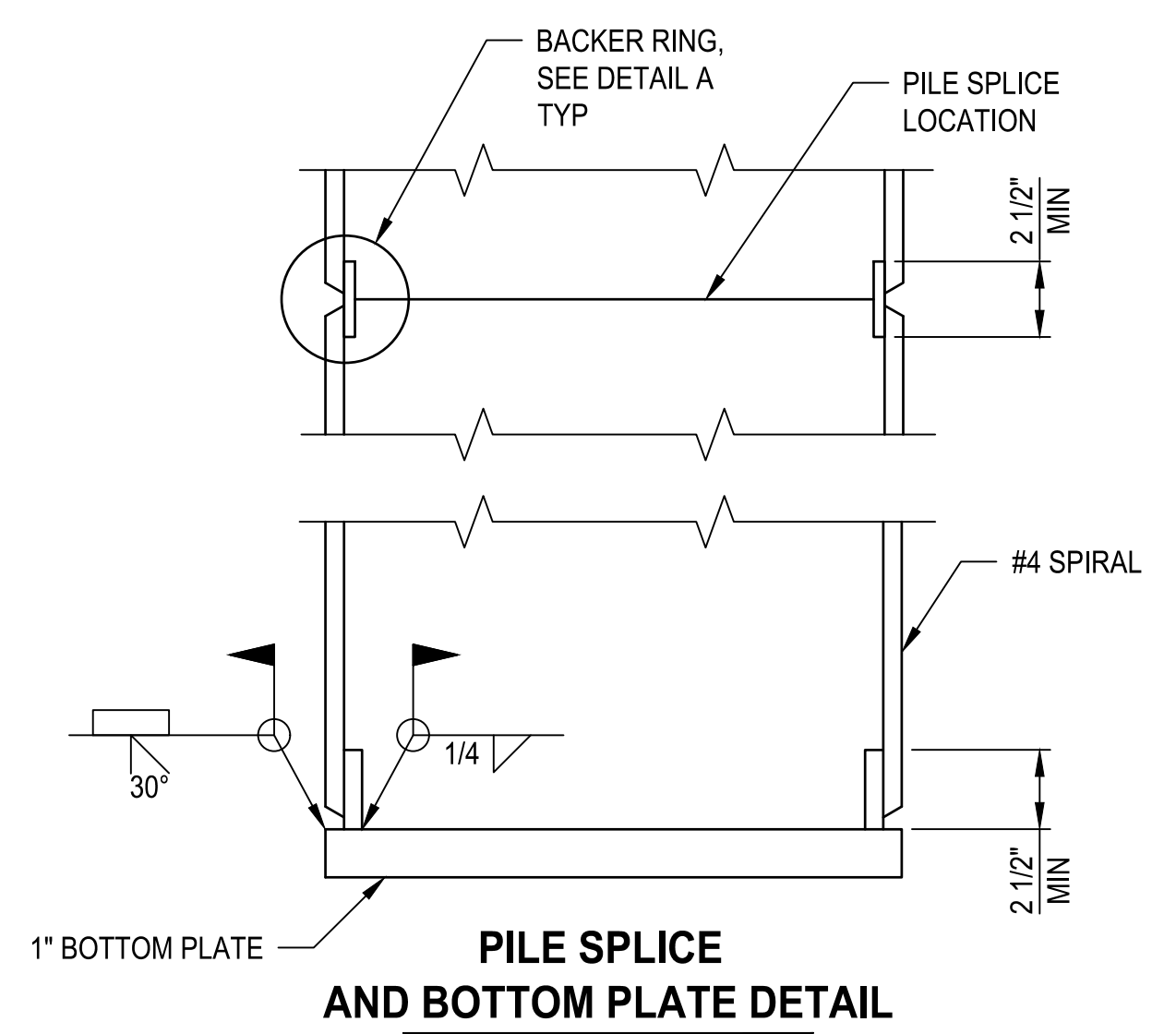
PIPE PILE DETAIL



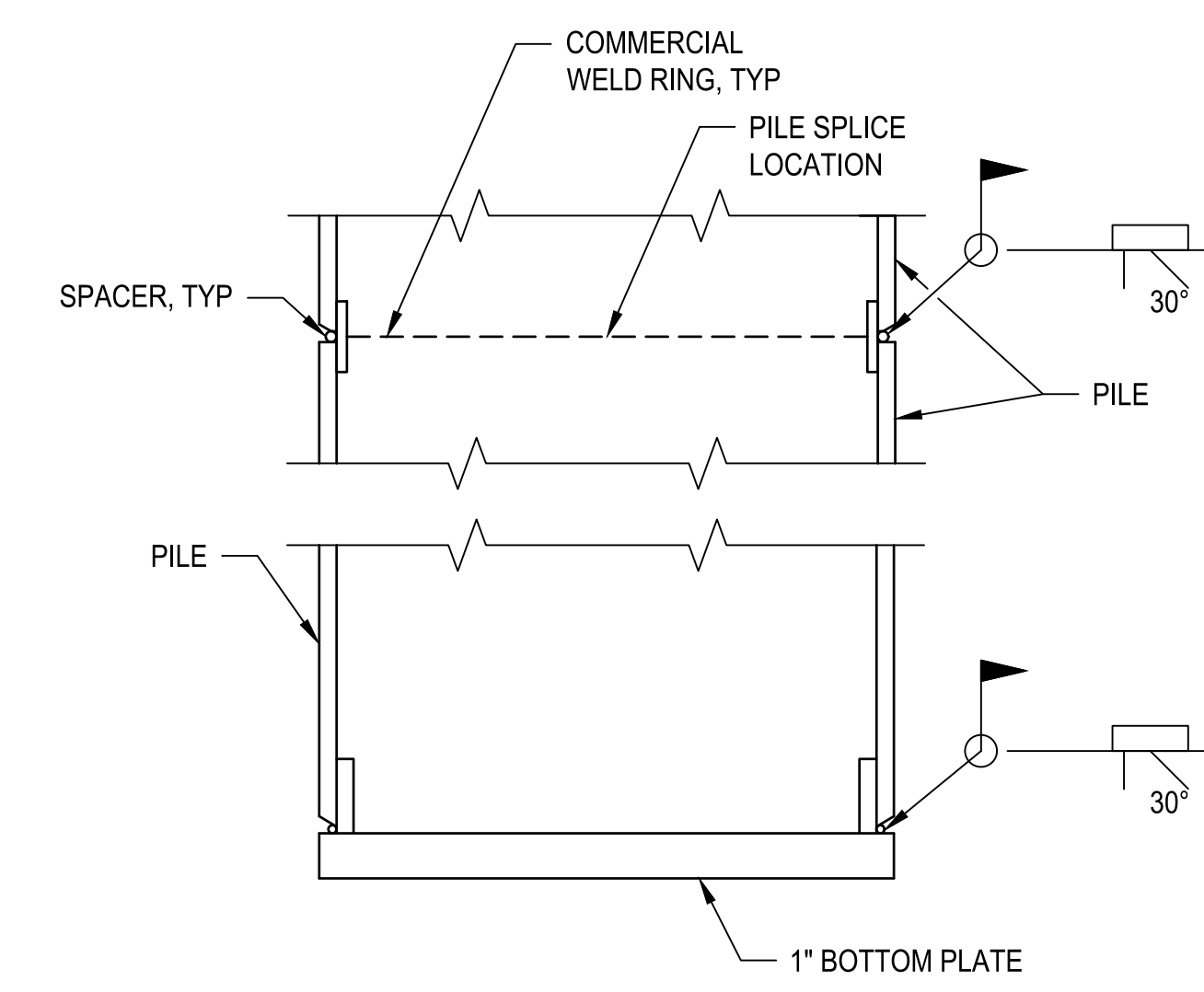
BACKER RING DETAIL



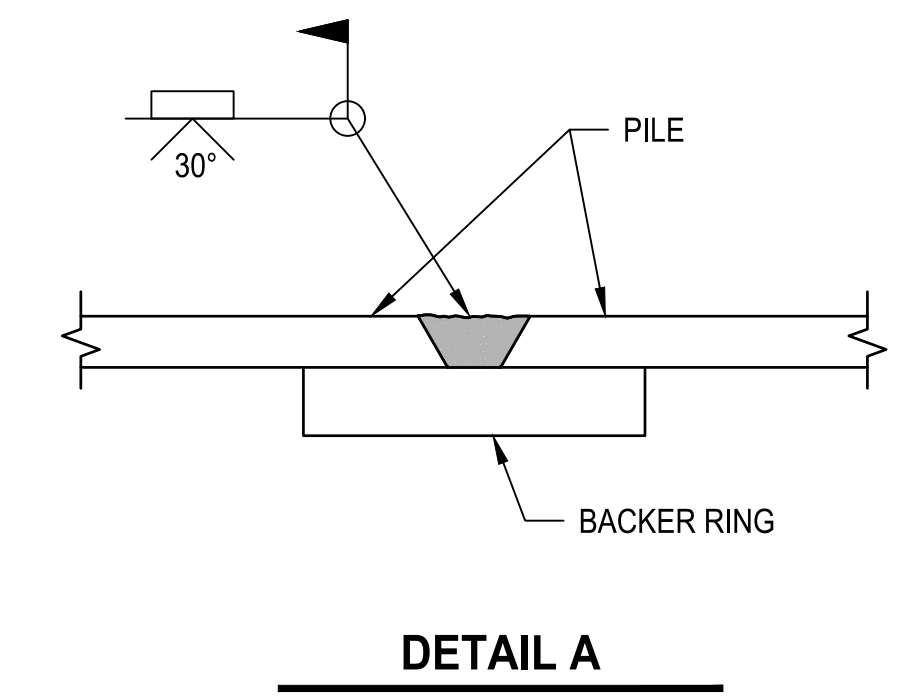
SECTION A-A



PILE SPLICE AND BOTTOM PLATE DETAIL



ALTERNATE PILE SPLICE AND BOTTOM PLATE DETAIL



DETAIL A

PHYSICAL PILE DATA							
LOCATION	PILE SIZE	NUMBER OF PILES	MIN DRIVING RESISTANCE	EST TIP ELEV	MIN TIP ELEV	SCOUR ELEV	EST PILE LENGTH
			KIPS	FEET	FEET	FEET	FEET
ABUTMENT #1	16" X 1/2"	10	740.0	4219.0	4222.0	N/A	106
BENT #2	16" X 1/2"	16	580.0	4222.0	4225.0	N/A	82
BENT #3	16" X 1/2"	16	580.0	4222.0	4225.0	N/A	82
BENT #4	16" X 1/2"	16	580.0	4222.0	4225.0	N/A	88
BENT #5	16" X 1/2"	16	580.0	4222.0	4225.0	N/A	89
ABUTMENT #6	16" X 1/2"	10	740.0	4222.0	4225.0	N/A	113

PILE LOADS												
LOCATION	DC γ = 1.00	DW γ = 1.00	EH γ = 1.00	DD γ = 1.00	LL γ = 1.00	UPLIFT γ = 1.00	EQ HORZ γ = 1.00	EQ VERT γ = 1.00	EQ UPLIFT γ = 1.00	BR γ = 1.00	TU LONG γ = 1.00	TU VERT γ = 1.00
	KIPS	KIPS	KIPS	KIPS	KIPS	KIPS	KIPS	KIPS	KIPS	KIPS	KIPS	KIPS
ABUTMENT #1	135.0	11.4	0.0	460.0	18.2	N/A	111.7	215.6	N/A	3.6	N/A	N/A
BENT #2	71.9	5.7	0.0	340.0	18.7	88.9	41.3	231.8	36.1	0.8	11.3	88.2
BENT #3	71.9	5.7	0.0	340.0	18.7	88.9	41.3	231.8	36.1	0.8	11.3	88.2
BENT #4	71.9	5.7	0.0	340.0	18.7	88.9	41.3	231.8	36.1	0.8	11.3	88.2
BENT #5	71.9	5.7	0.0	340.0	18.7	88.9	41.3	231.8	36.1	0.8	11.3	88.2
ABUTMENT #6	135.0	11.4	0.0	370.0	18.2	N/A	111.7	215.6	N/A	3.6	N/A	N/A

PILE RESISTANCE										
LOCATION	Q _{ULT}	Q _R φ = 0.65	Q _{LATERAL} φ = 1.00	Q _{SCOUR} φ = 1.00	Q _{EQ} φ = 1.00	Q _{EQ LATERAL} φ = 1.00	Q _{EQ UPLIFT} φ = 0.80	Q _{UPLIFT} φ = 0.50	Q _{DL} γ _{DD} = 1.00	Q _{SERVICE} ** φ = 1.00
	KIPS	KIPS	KIPS	KIPS	KIPS	KIPS	KIPS	KIPS	KIPS	KIPS
ABUTMENT #1	740.0	481.0	96.0	N/A	345.0	115.0	276.0	145.0	945.0	259.0
BENT #2	580.0	377.0	78.0	N/A	415.0	98.0	332.0	115.0	1,113.0	242.0
BENT #3	580.0	377.0	78.0	N/A	415.0	98.0	332.0	115.0	1,113.0	242.0
BENT #4	580.0	377.0	78.0	N/A	415.0	98.0	332.0	115.0	1,113.0	242.0
BENT #5	580.0	377.0	78.0	N/A	415.0	98.0	332.0	115.0	1,113.0	242.0
ABUTMENT #6	620.0	403.0	97.0	N/A	450.0	118.0	360.0	125.0	1,071.0	259.0

NOTES

- FILL PILE WITH CLASS AA(AE) CONCRETE, f_c = 4000 PSI.
- HOLD REINFORCING STEEL IN POSITION DURING PLACEMENT OF CONCRETE IN PILE.
- USE PILES CONFORMING TO ASTM A 252 GRADE 3, f_y = 45 KSI.
- MAXIMUM ALLOWABLE DRIVING STRESS = 0.9 fy.
- USE UNCOATED DEFORMED CARBON STEEL BARS CONFORMING TO ASTM A 706 GRADE 60 OR AASHTO M 31 GRADE 60, MEETING THE DUCTILITY REQUIREMENTS FOR ASTM A 706 FOR VERTICAL BARS IN PILES. USE UNCOATED DEFORMED CARBON STEEL BARS CONFORMING TO AASHTO M 31 GRADE 60 FOR SPIRAL.
- SEE "SOIL DATA SHEET 1 OF 12" TO "SOIL DATA SHEET 12 OF 12" FOR ADDITIONAL DATA.
- NO SPLICES PERMITTED IN VERTICAL REINFORCING STEEL.
- REINFORCING STEEL IS NOT INCLUDED IN REINFORCING SCHEDULE.
- USE A PILE HAMMER WITH A MINIMUM RATED HAMMER ENERGY OF 72 KIP-FT.
- PROVIDE COMMERCIAL WELD RING WITH MATERIAL PROPERTIES MEETING AASHTO/AWS D1.5 BRIDGE WELDING CODE REQUIREMENTS.

ITEM	LOCATION	EST QTY	UNIT
DRIVEN PILE 16 INCH	ABUTMENT #1	1,060	FT
DRIVEN PILE 16 INCH	BENT #2	3,936	FT
DRIVEN PILE 16 INCH	BENT #3	3,936	FT
DRIVEN PILE 16 INCH	BENT #4	4,224	FT
DRIVEN PILE 16 INCH	BENT #5	4,272	FT
DRIVEN PILE 16 INCH	ABUTMENT #6	1,130	FT

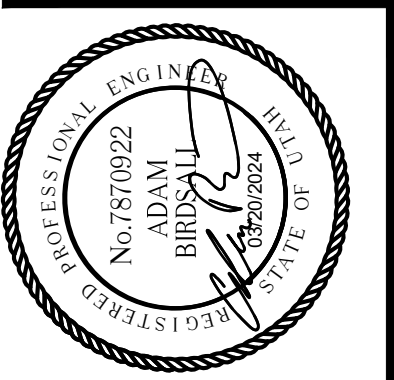
* LATERAL DISPLACEMENT = 1.00 INCHES
 ** SETTLEMENT < 1.00 INCHES

REVISIONS	DATE	BY

ONE INCH
 AT FULL
 SCALE IF
 NOT
 OTHERWISE
 INDICATED

Parametrix

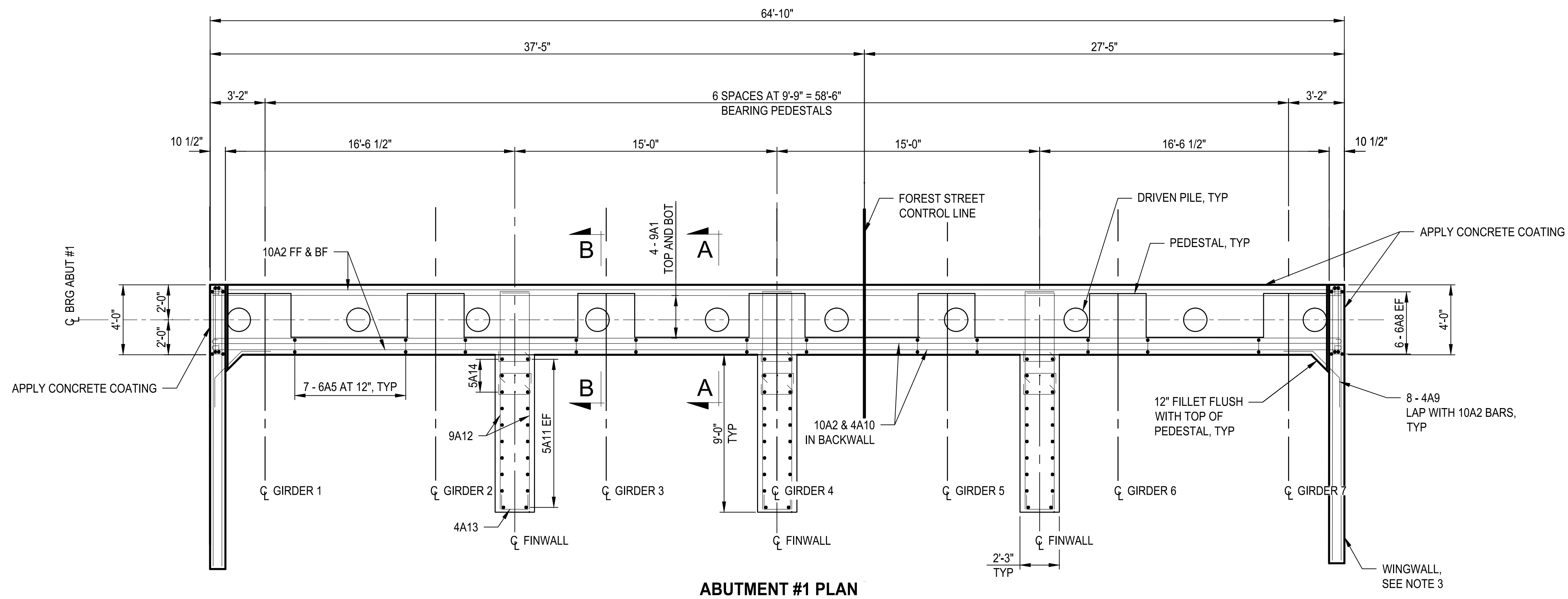
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 JOB No.: 344-8541-002
 DESIGNED: TWP
 DRAWN: SLO
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 APPROVED: AUB



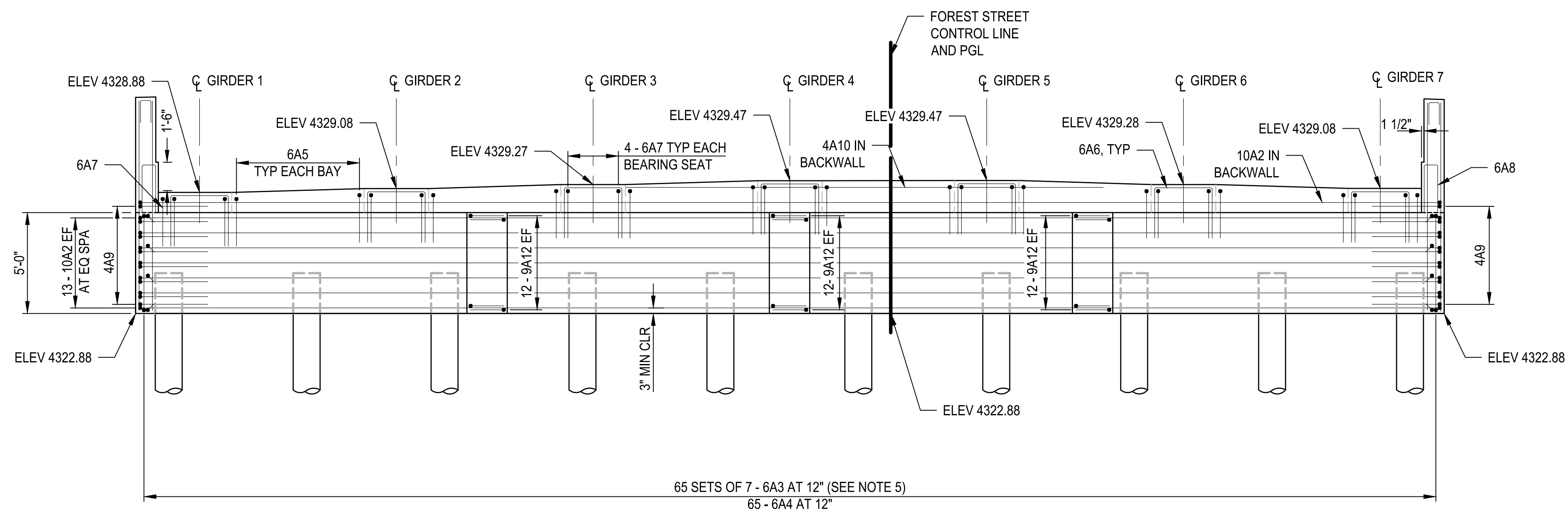
PROJECT NAME
**BRIGHAM CITY
 CONNECTION PROJECT**

**PILE DETAILS
 2 OF 2 -
 16 INCH FIXED**

LAYOUT: ABUT 1 PATH: U:\Self\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\995\cs\CADD\DWG\Structure PLOTTED BY: OliveSis DATE: Friday, March 22, 2024 9:42:27 AM



ABUTMENT #1 PLAN



ABUTMENT #1 ELEVATION
LOOKING AHEAD ON STATION

NOTES

1. SEE "ABUTMENT DETAILS" FOR SECTION A-A AND SECTION B-B.
2. SEE "FOUNDATION PLAN" FOR PILE LAYOUT.
3. SEE "WINGWALL DETAILS" FOR WINGWALL REINFORCEMENT.
4. FINISH BEARING SEAT HIGH AND RUB OR GRIND LEVEL TO ELEVATION SHOWN ± 1/8 INCH. NO GROUTING PERMITTED.
5. ADJUST STIRRUP SPACING TO AVOID PILES AND PILE REINFORCING.
6. STAGGER SPLICES AT 12 FT 6 INCH MINIMUM. SPLICE NO MORE THAN 1/2 OF BARS AT ONE LOCATION.

ITEM	LOCATION	EST QTY	UNIT
STRUCTURAL CONCRETE	ABUTMENT #1	66	CU YD
CONCRETE COATING	ABUTMENT #1	365	SQ FT

REVISIONS	DATE	BY

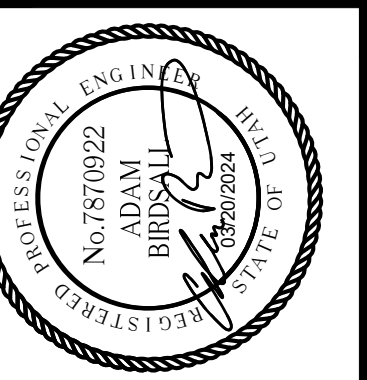
ONE INCH AT FULL SCALE IF NECESSARY ACCORDINGLY

Parametrix

DATE: 03/20/2024
JOB No.: 344-8541-002

DESIGNED: TWP
DRAWN: SLO

CHECKED: EA
APPROVED: AUB



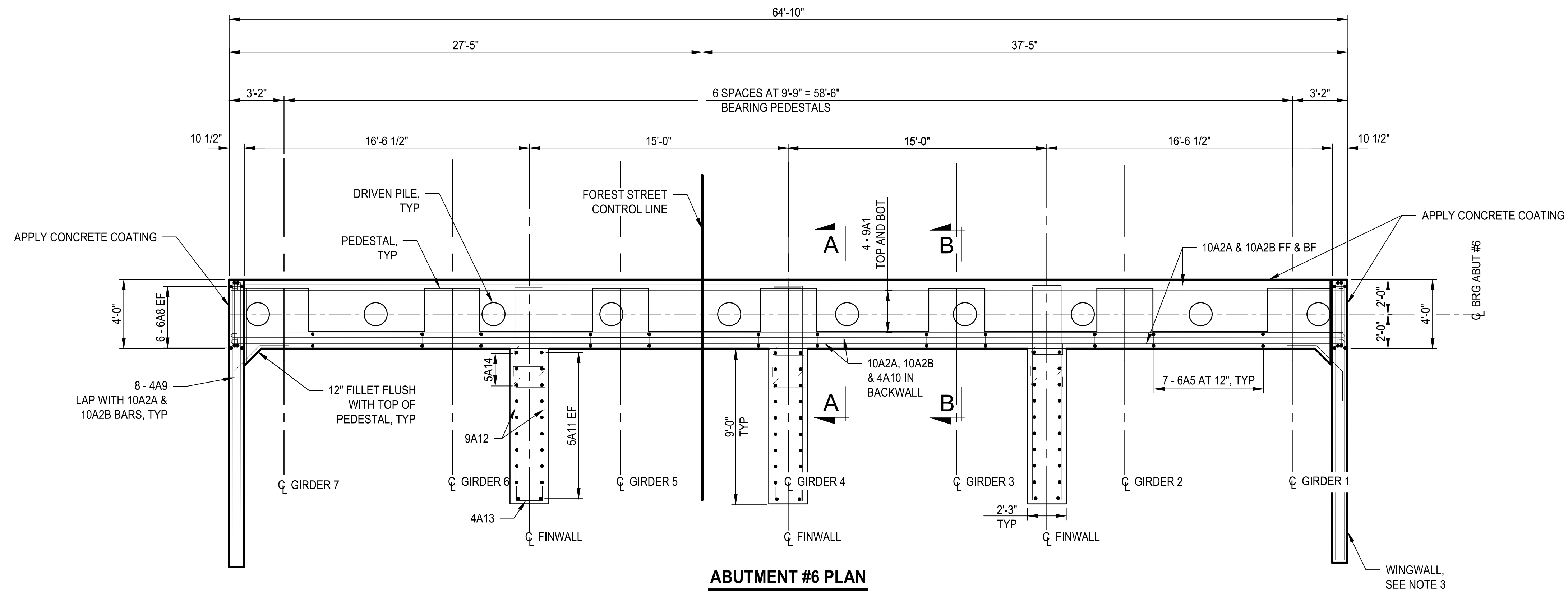
PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

ABUTMENT #1 PLAN AND ELEVATION

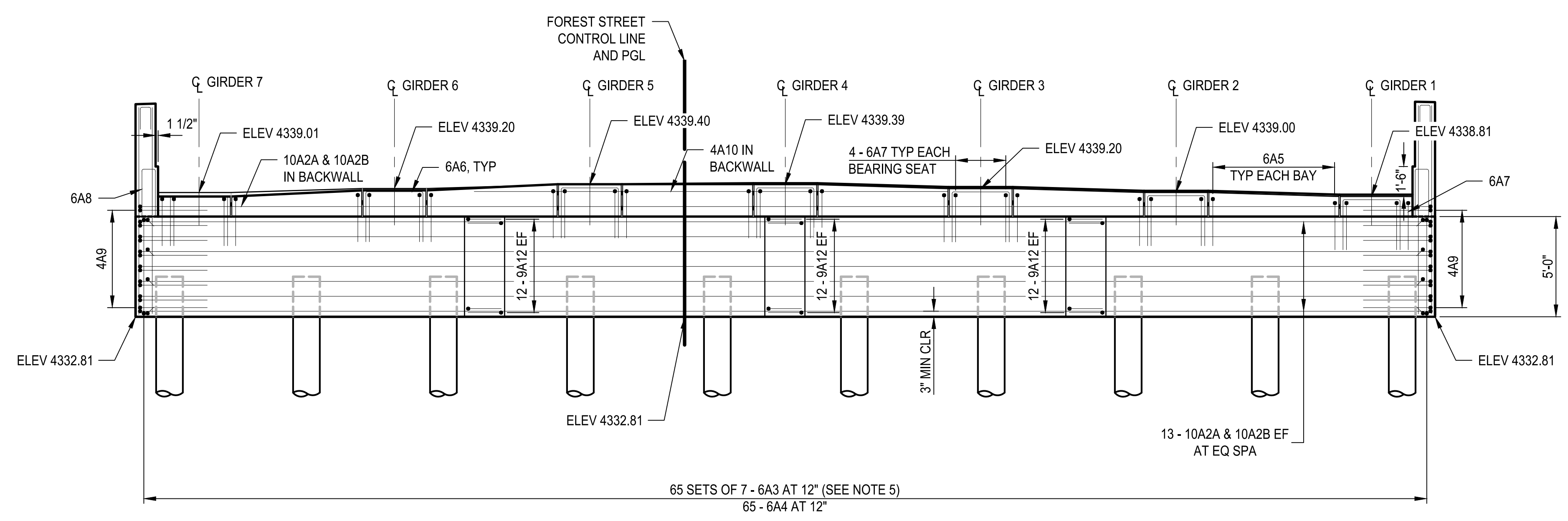
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22 OF 59

S22

LAYOUT: ABUT 6 PATH: U:\Sait\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\995vcs\CAOD\DWG\Structure PLOTTED BY: OliveSia DATE: Friday, March 22, 2024 9:42:41 AM



ABUTMENT #6 PLAN



**ABUTMENT #6 ELEVATION
LOOKING BACK ON STATION**

- NOTES**
- SEE "ABUTMENT DETAILS" FOR SECTION A-A AND SECTION B-B.
 - SEE "FOUNDATION PLAN" FOR PILE LAYOUT.
 - SEE "WINGWALL DETAILS" FOR WINGWALL REINFORCEMENT.
 - FINISH BEARING SEAT HIGH AND RUB OR GRIND LEVEL TO ELEVATION SHOWN ± 1/8 INCH. NO GROUTING PERMITTED.
 - ADJUST STIRRUP SPACING TO AVOID PILES AND PILE REINFORCING.
 - STAGGER SPLICES AT 12 FT 6 INCH MINIMUM. SPLICE NO MORE THAN 1/2 OF BARS AT ONE LOCATION.

ITEM	LOCATION	EST QTY	UNIT
STRUCTURAL CONCRETE	ABUTMENT #6	66	CU YD
CONCRETE COATING	ABUTMENT #6	365	SQ FT

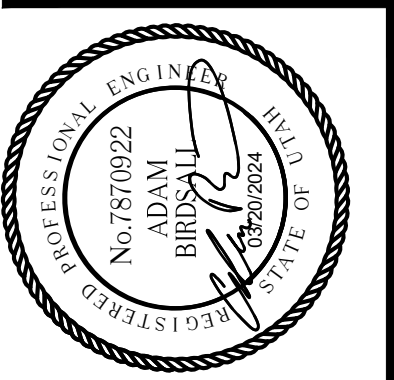
REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NOT ACCORDINGLY

Parametrix

DATE: 03/20/2024 JOB No.: 344-8541-002

DESIGNED: TWP DRAWN: SLO CHECKED: EA APPROVED: AUB



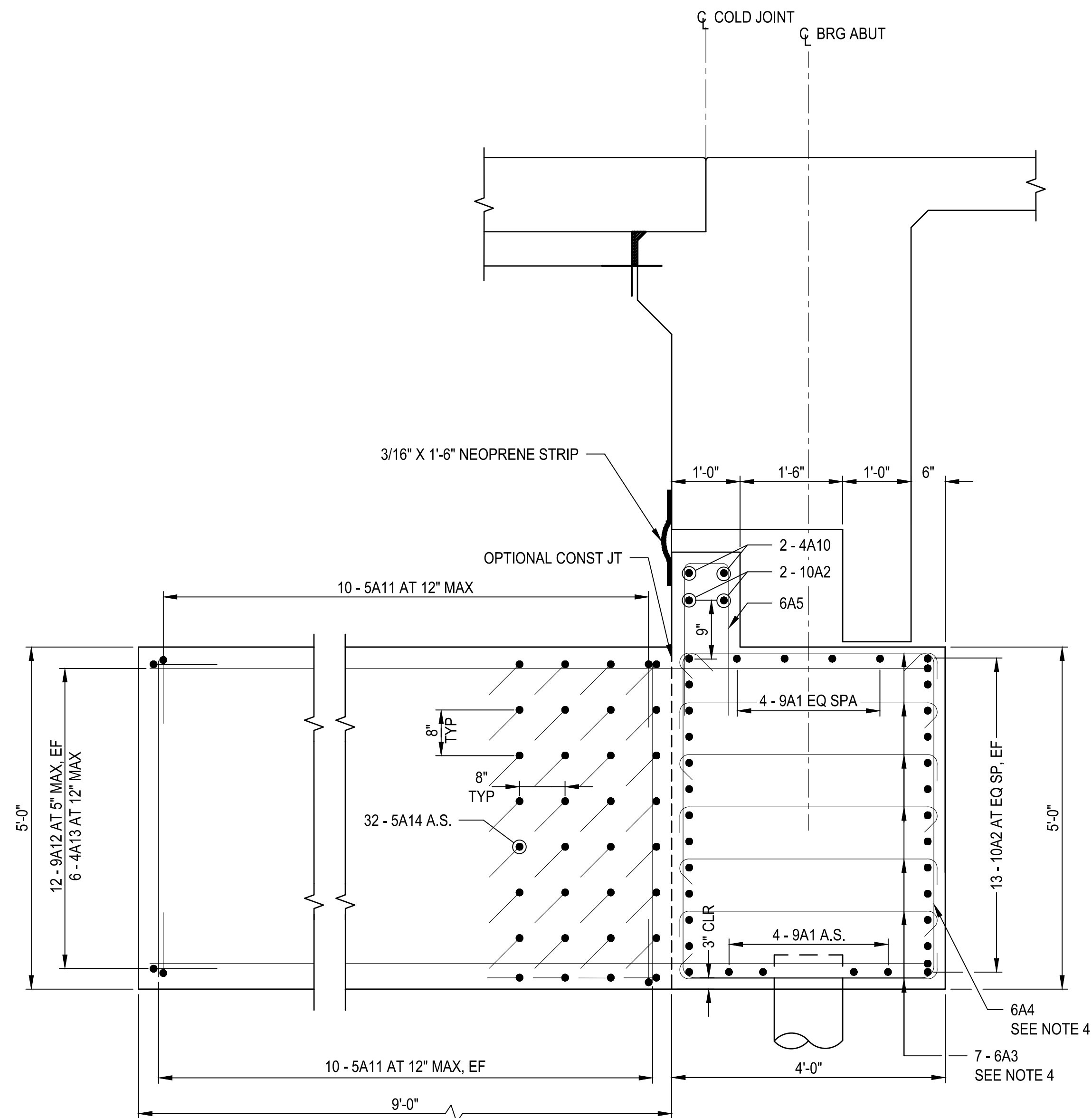
PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

**ABUTMENT #6
PLAN
AND
ELEVATION**

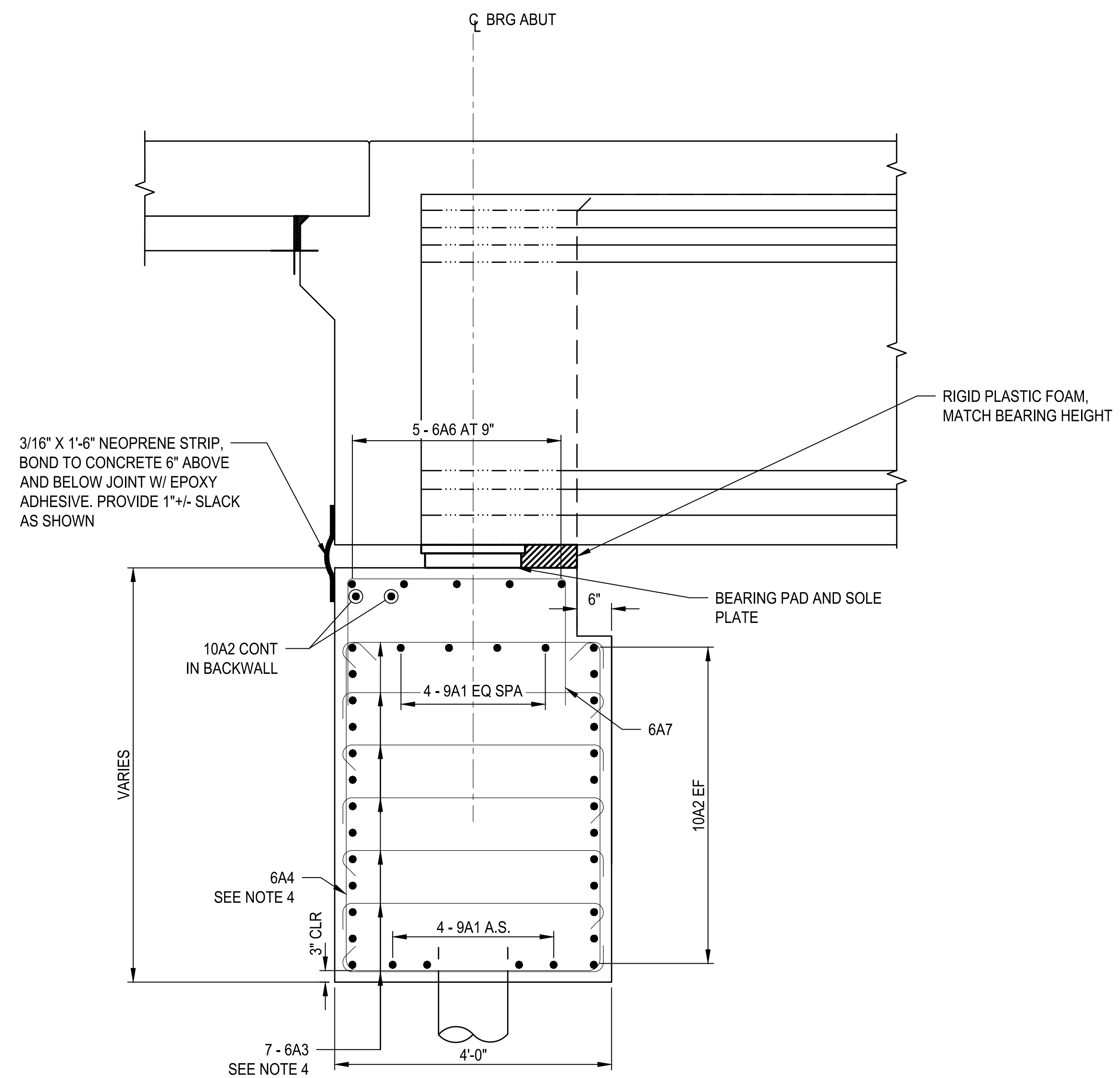
DRAWING NO.
23 OF 59

S23

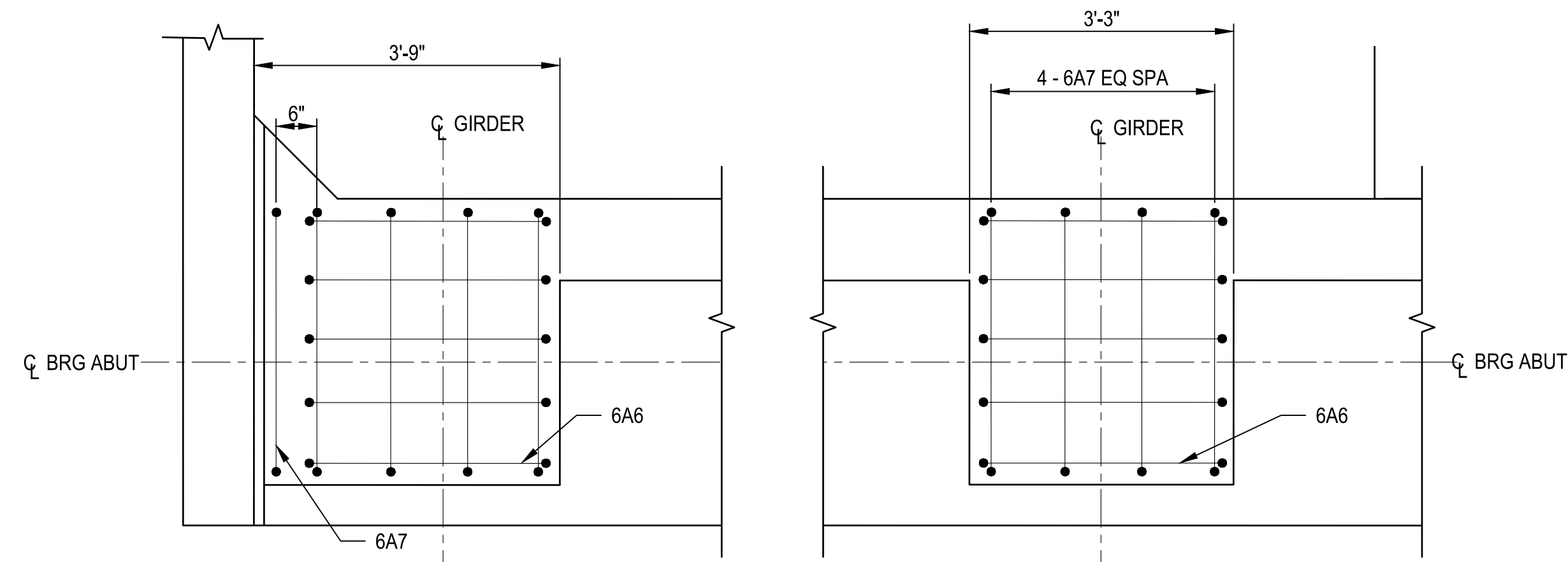
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 PLOTTED BY: OliveSta DATE: Friday, March 22, 2024 9:43:04 AM
 LAYOUT: abut_det



SECTION A-A



SECTION B-B



EXTERIOR GIRDERS

INTERIOR GIRDERS

PLAN - BEARING PEDESTAL

NOTES

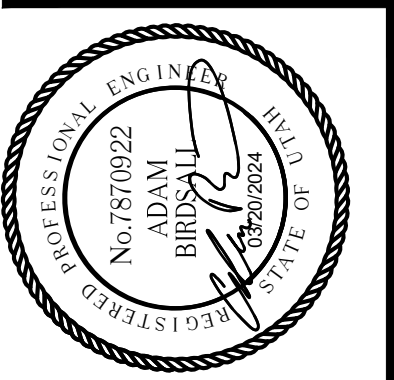
1. SEE "ABUTMENT PLAN AND ELEVATION" FOR LOCATION OF FINWALL.
2. SEE "ABUTMENT PLAN AND ELEVATION" AND "DIAPHRAGM ELEVATIONS" FOR REINFORCING DETAILS.
3. SEE "ABUTMENT PLAN AND ELEVATION" FOR LOCATION OF SECTION A-A AND SECTION B-B.
4. ADJUST STIRRUP SPACING TO AVOID PILES AND PILE REINFORCING.

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NOT OTHERWISE NOTED ACCORDINGLY

Parametrix

DATE: 03/20/2024
 JOB No.: 344-8541-002
 DESIGNED: TWP
 DRAWN: SLO
 CHECKED: EA
 APPROVED: AUB



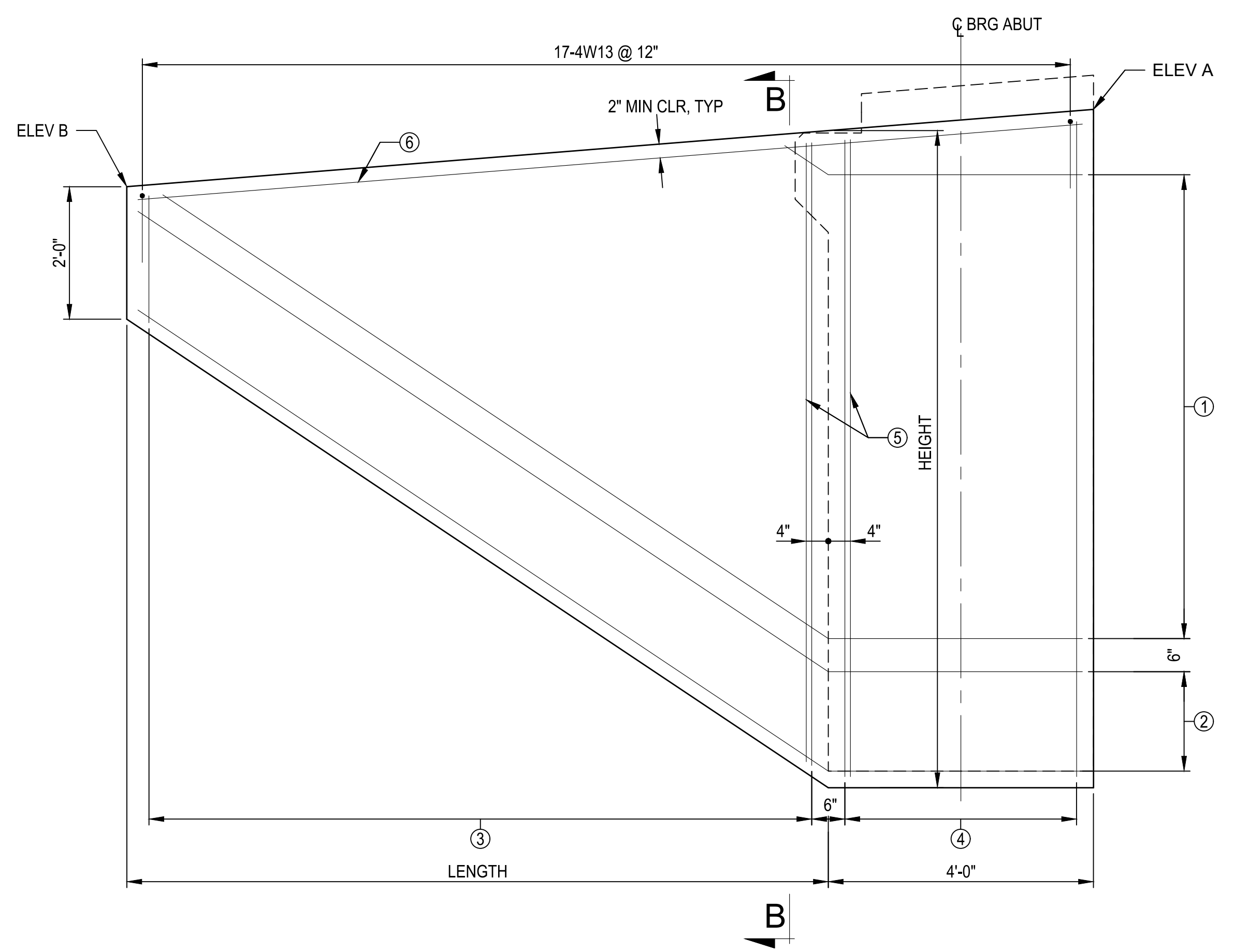
PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

ABUTMENT DETAILS

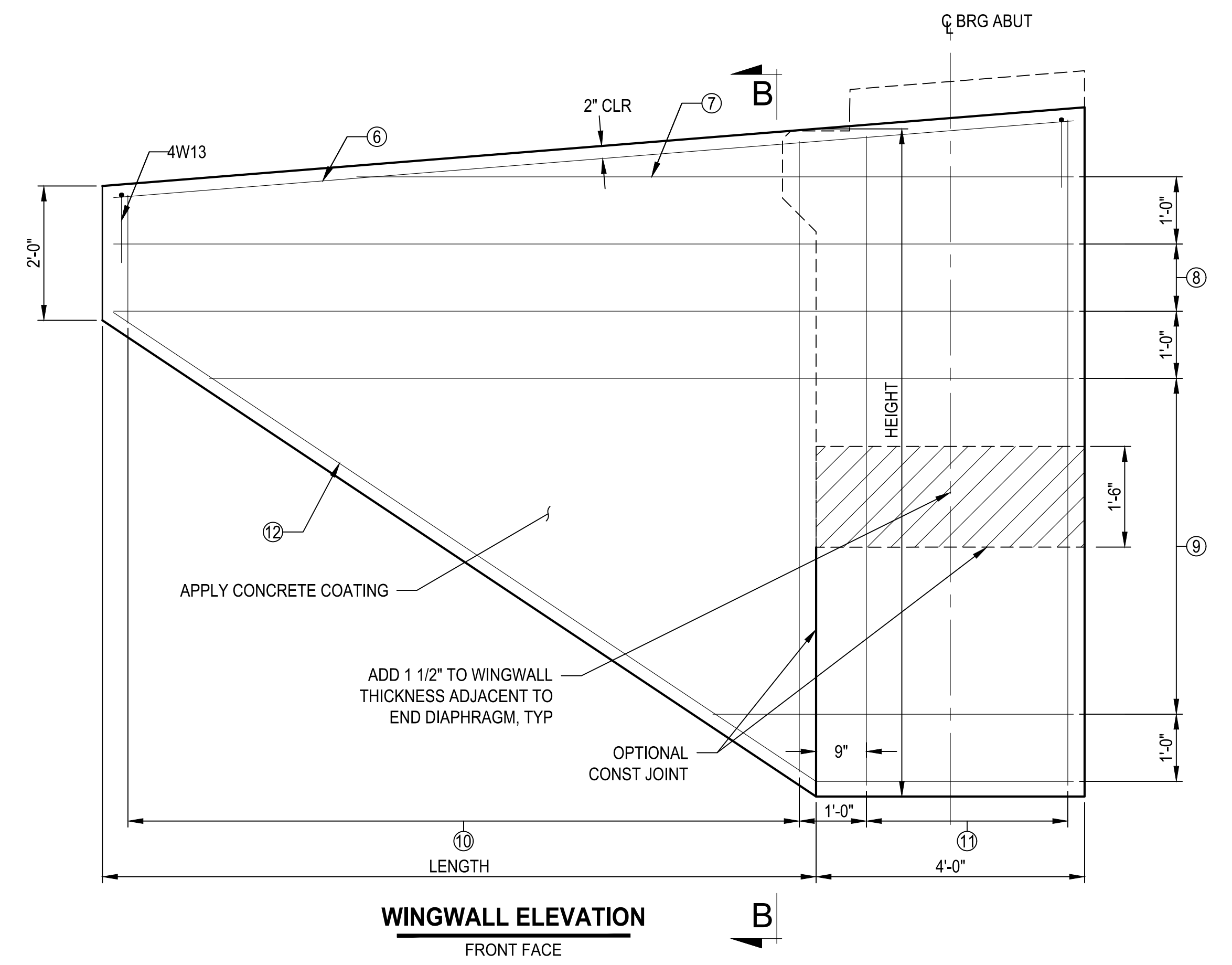
DRAWING NO.
 24 OF 59

S24

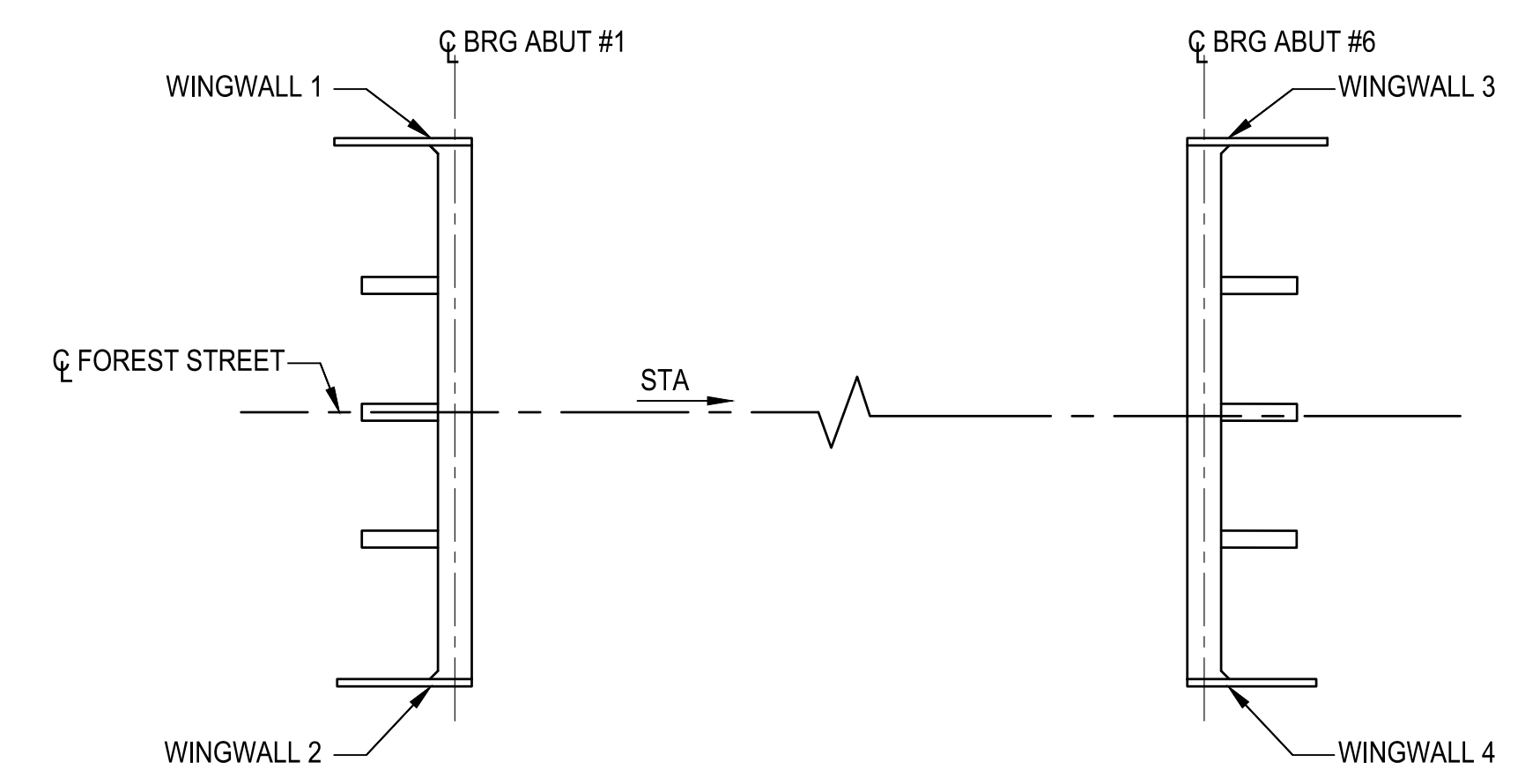
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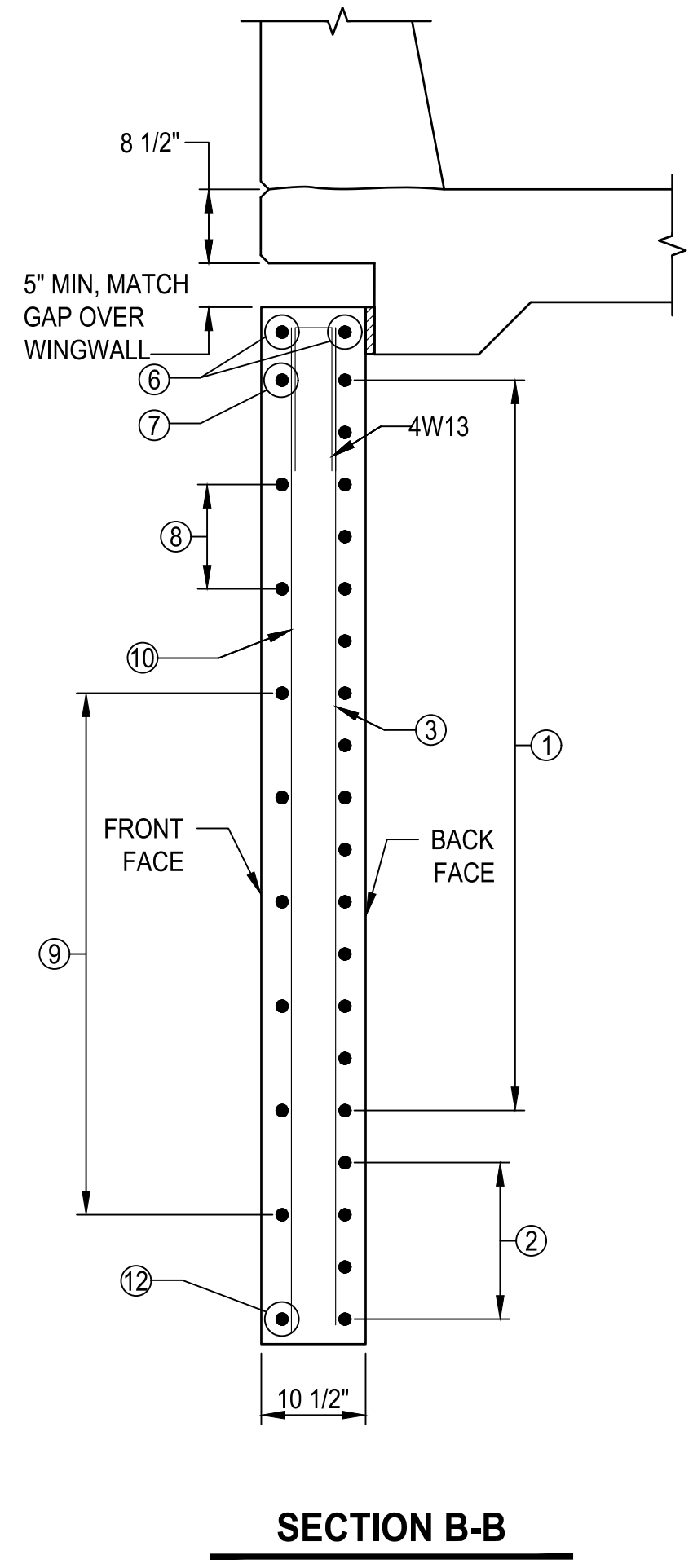
WINGWALL ELEVATION
BACK FACE



WINGWALL ELEVATION
FRONT FACE



WINGWALL KEY PLAN



SECTION B-B

	ABUTMENT 1		ABUTMENT 6	
	WINGWALL 1	WINGWALL 2	WINGWALL 3	WINGWALL 4
LENGTH	12'-3"	12'-6"	12'-7"	12'-10"
HEIGHT	11'-2"	11'-4"	11'-1"	11'-4"
ELEV A	4334.34'	4334.54'	4344.12'	4344.32'
ELEV B	4333.04'	4333.22'	4343.23'	4343.41'
①	18-7W1 @ 6" BF	18-7W14 @ 6" BF	18-7W26 @ 6" BF	18-7W38 @ 6" BF
②	4-7W2 @ 6" BF	4-7W15 @ 6" BF	4-7W27 @ 6" BF	4-7W39 @ 6" BF
③	24-6W3 @ 6" BF	25-6W16 @ 6" BF	25-6W28 @ 6" BF	25-6W40 @ 6" BF
④	8-6W4 @ 6" BF	8-6W17 @ 6" BF	8-6W29 @ 6" BF	8-6W41 @ 6" BF
⑤	2-7W5 BF	2-7W18 BF	2-7W30 BF	2-7W42 BF
⑥	2-7W6 BF & FF	2-7W19 BF & FF	2-7W31 BF & FF	2-7W43 BF & FF
⑦	1-4W7 FF	1-4W20 FF	1-4W32 FF	NOT USED
⑧	2-4W8 @ 12" FF	1-4W21 @ 12" FF	1-4W33 @ 12" FF	2-4W44 @ 12" FF
⑨	7-4W9 @ 12"	9-4W22 @ 12"	8-4W34 @ 12"	9-4W45 @ 12"
⑩	12-4W10 @ 12"	13-4W23 @ 12"	13-4W35 @ 12"	13-4W46 @ 12"
⑪	4-4W11 @ 12"	4-4W24 @ 12"	4-4W36 @ 12"	4-4W47 @ 12"
⑫	1-4W12 FF	1-4W25 FF	1-4W37 FF	1-4W48 FF

ITEM	LOCATION	EST QTY	UNIT
STRUCTURAL CONCRETE	WINGWALL 1	2.60	CU YD
STRUCTURAL CONCRETE	WINGWALL 2	2.70	CU YD
STRUCTURAL CONCRETE	WINGWALL 3	2.67	CU YD
STRUCTURAL CONCRETE	WINGWALL 4	2.77	CU YD
CONCRETE COATING	WINGWALLS	331.41	SQ FT

NOTES

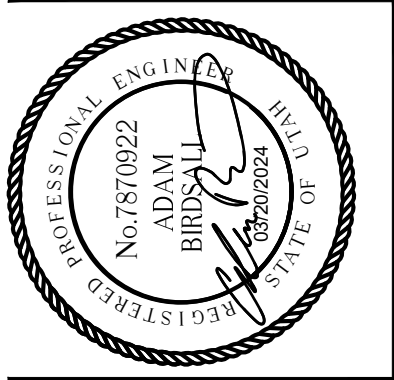
1. WINGWALL QUANTITIES INCLUDE LIMITS OF CONCRETE BEHIND ABUTMENT AND THE CHEEKWALL ABOVE THE BEARING SEAT.

REVISIONS	DATE	BY

ONE INCH
 AT FULL
 SCALE IF
 NOT SCALE
 ACCORDINGLY

Parametrix

PROJECT NO. 344-8541-002
 DATE 03/20/2024
 DESIGNED BY SLO
 DRAWN BY SLO
 CHECKED BY AJB
 APPROVED BY AJB



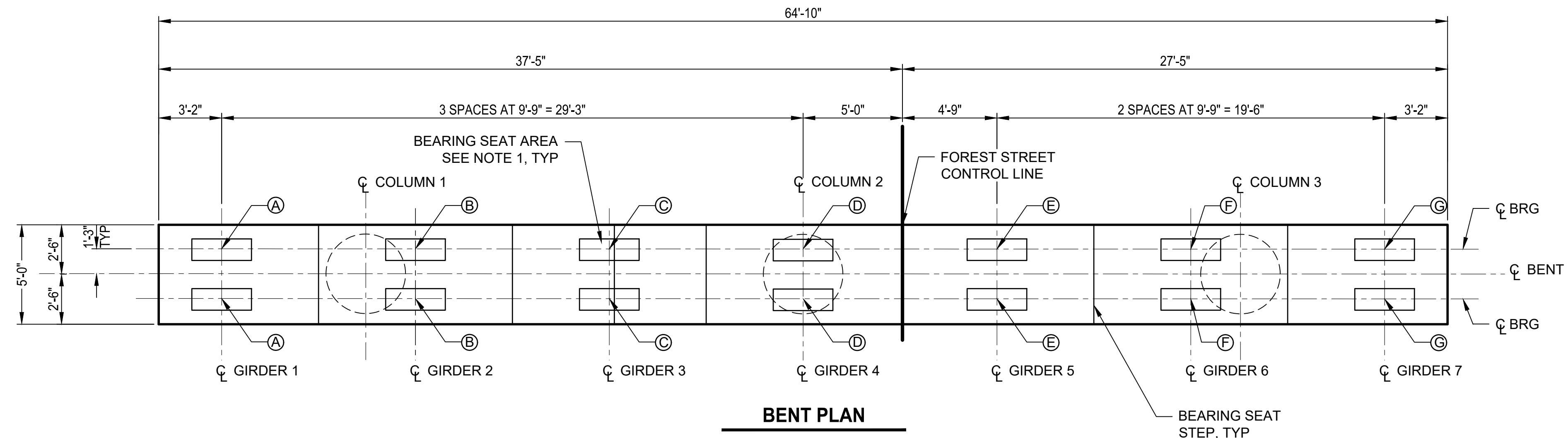
PROJECT NAME
**BRIGHAM CITY
 CONNECTION PROJECT**

**WINGWALL
 DETAILS**

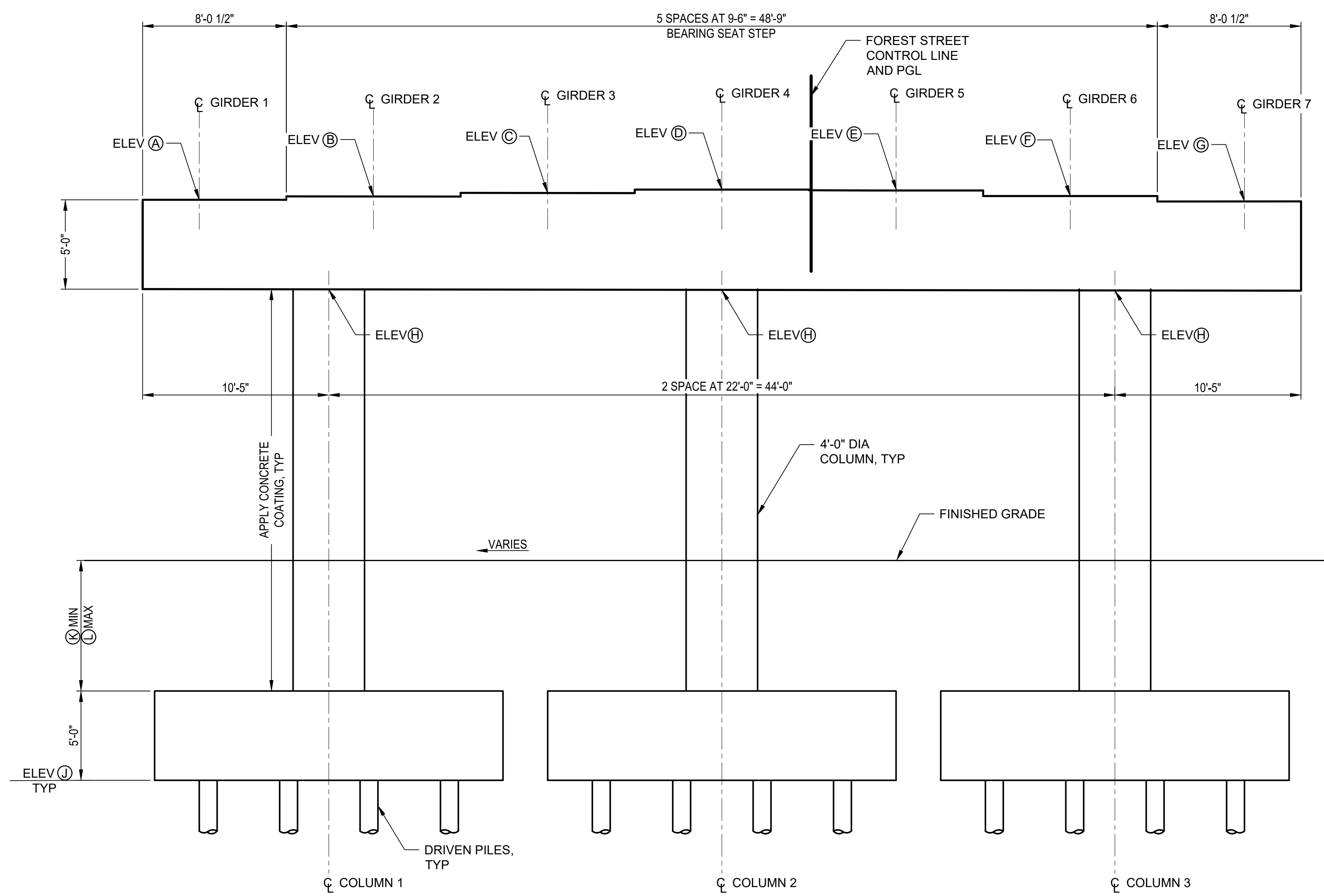
DRAWING NO.
 25 OF 59

S25

LAYOUT: BENT PATH: U:\Sola\Projects\Clients\8541-8541-002 Forest St Final Design\99Svcs\CADD\DWG\Structure PLOTTED BY: OllieSta DATE: Friday, March 22, 2024 9:44:05 AM



BENT PLAN



BENT ELEVATION

LOOKING AHEAD ON STATION

GIRDER ELEVATIONS (FT)								
BENT	SPAN	GIRDER 1 (A)	GIRDER 2 (B)	GIRDER 3 (C)	GIRDER 4 (D)	GIRDER 5 (E)	GIRDER 6 (F)	GIRDER 7 (G)
#2	1	4336.04	4336.24	4336.43	4336.63	4336.63	4336.44	4336.24
	2	4336.24	4336.43	4336.63	4336.82	4336.83	4336.63	4336.44
#3	2	4341.72	4341.92	4342.12	4342.31	4342.32	4342.12	4341.92
	3	4341.84	4342.03	4342.23	4342.42	4342.43	4342.23	4342.04
#4	3	4343.99	4344.19	4344.38	4344.58	4344.58	4344.39	4344.19
	4	4344.00	4344.19	4344.39	4344.58	4344.59	4344.39	4344.20
#5	4	4342.77	4342.97	4343.16	4343.36	4343.36	4343.17	4342.97
	5	4342.71	4342.91	4343.10	4343.30	4343.30	4343.11	4342.91

BENT CAP ELEVATIONS (FT)	
BENT	BOTTOM ELEV (H)
#2	4331.04
#3	4336.72
#4	4338.99
#5	4337.71

FOOTING DEPTHS (FT)			
BENT	BOTTOM ELEV (J)	MIN DEPTH (K)	MAX DEPTH (L)
#2	4301.34	4.91	5.30
#3	4301.39	6.08	6.10
#4	4307.93	2	2.75
#5	4308.42	6	6.322

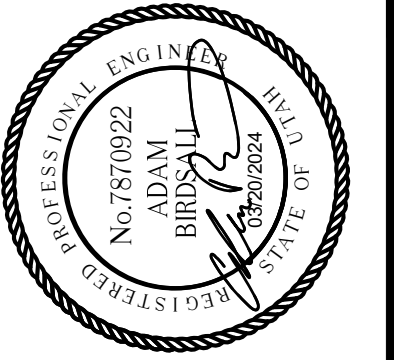
ITEM	LOCATION	EST QTY	UNIT
STRUCTURAL CONCRETE	FOOTINGS	845	CU YD
STRUCTURAL CONCRETE	COLUMNS	148	CU YD
STRUCTURAL CONCRETE	BENT CAP	256	CU YD
CONCRETE COATING	COLUMNS	3219	SQ FT

- NOTES**
1. FINISH BEARING SEAT HIGH AND RUB OR GRIND LEVEL TO ELEVATION SHOWN ± 1/8 INCH. NO GROUTING PERMITTED.
 2. ROUGHEN TOP OF BENT CAP TO 1/4 INCH AMPLITUDE.

BY	
DATE	
REVISIONS	
ONE INCH AT FULL SCALE IF NOT ACCORDINGLY	

Parametrix

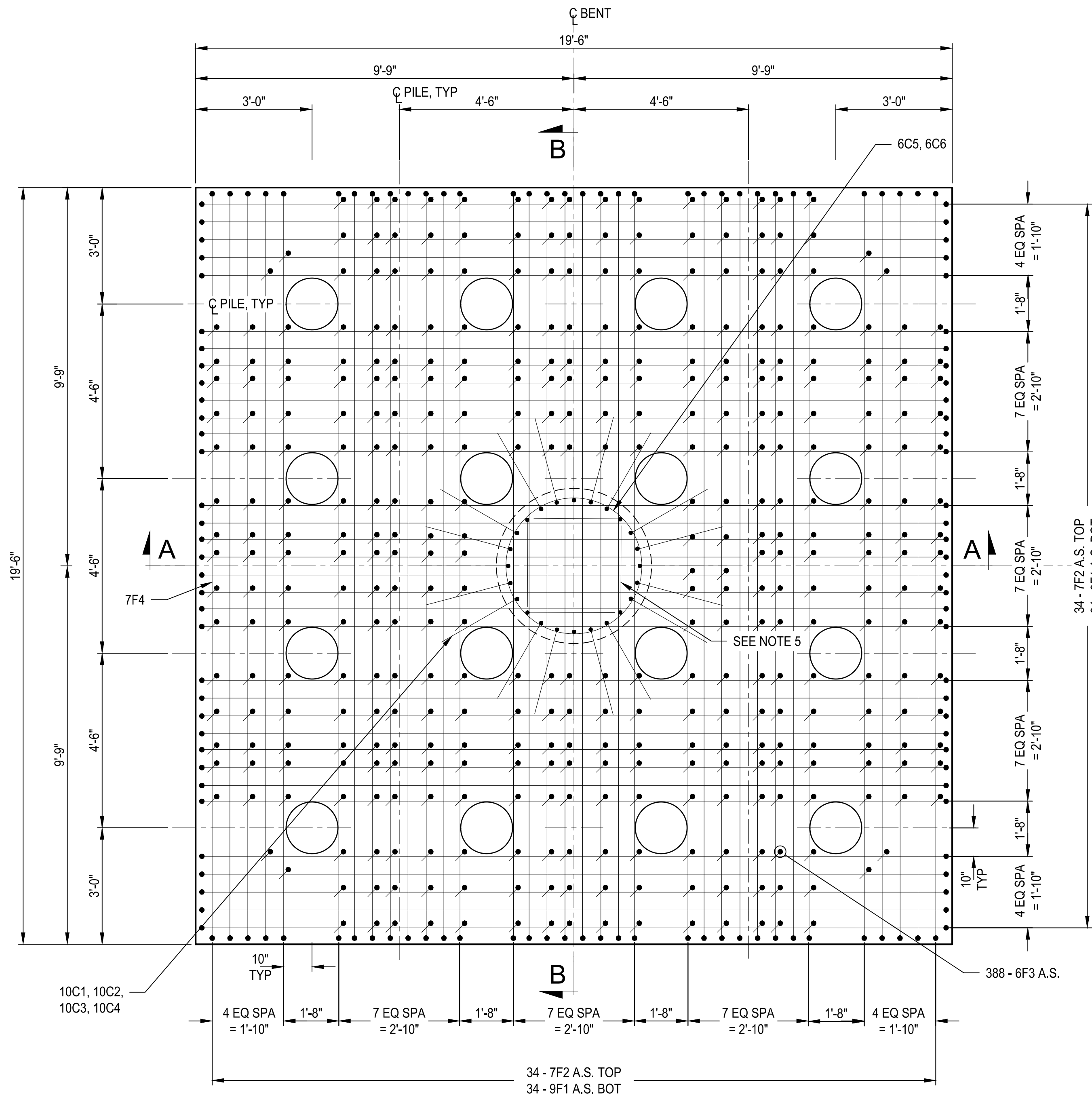
DATE	DESIGNED	CHECKED
03/20/2024	TWP	EA
JOB No.	DRAWN	APPROVED
344-8541-002	SLO	AJB



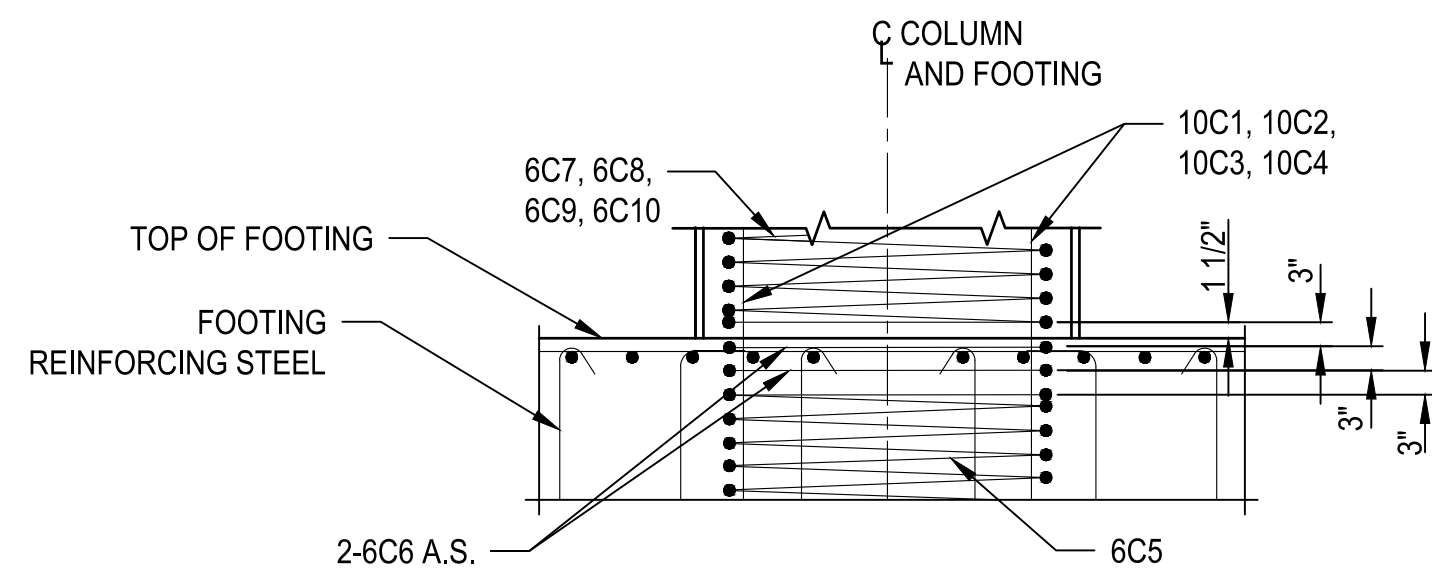
PROJECT NAME
**BRIGHAM CITY
 CONNECTION PROJECT**

**BENT PLAN
 AND
 ELEVATION**

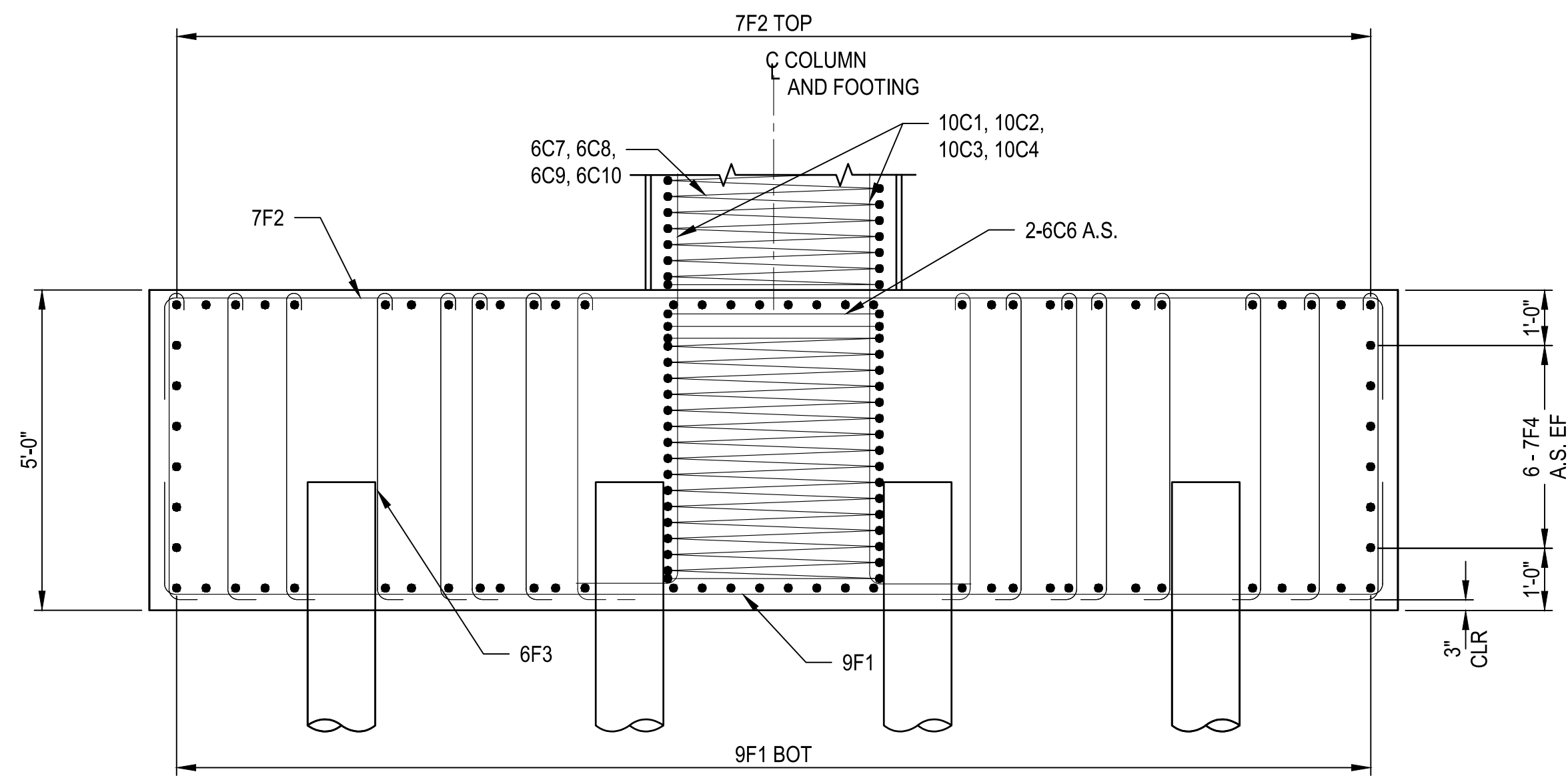
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TYPICAL FOOTING AT COLUMN



SPIRAL SPLICE DETAIL



SECTION A-A

NOTES

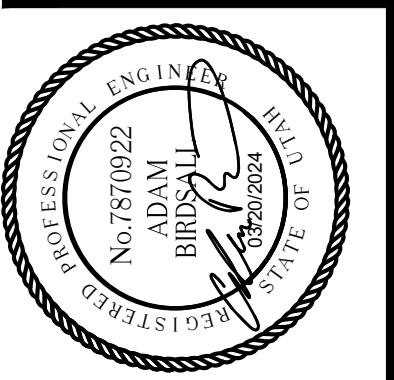
- FOR PILE REINFORCEMENT DETAILS, SEE "DRIVEN PILE DETAILS".
- FOR PILE PLACEMENT, SEE "FOUNDATION PLAN".
- FOR COLUMN REINFORCING DETAILS, SEE "COLUMN DETAILS".
- FOOTING REINFORCEMENT MAY BE ADJUSTED SLIGHTLY, UP TO 3", TO AVOID CONFLICT WITH COLUMN REINFORCEMENT.
- ADJUST COLUMN REINFORCEMENT TO AVOID PILES.

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NECESSARY ACCORDINGLY

Parametrix

DATE: 03/20/2024
 JOB No.: 344-8541-002
 DESIGNED: TWP
 DRAWN: SLO
 CHECKED: EA
 APPROVED: AUB



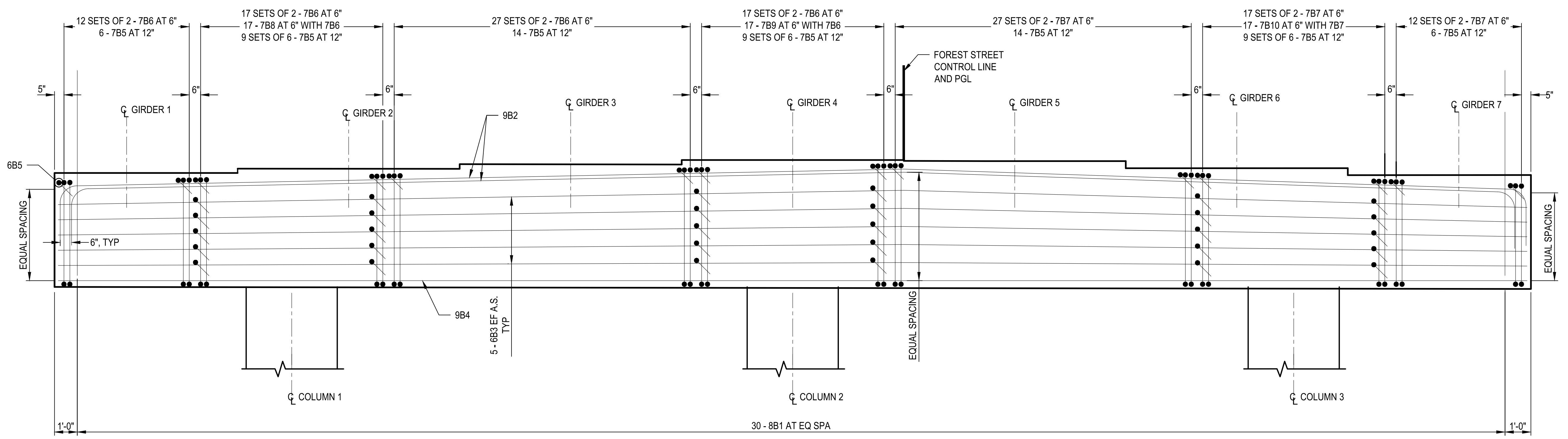
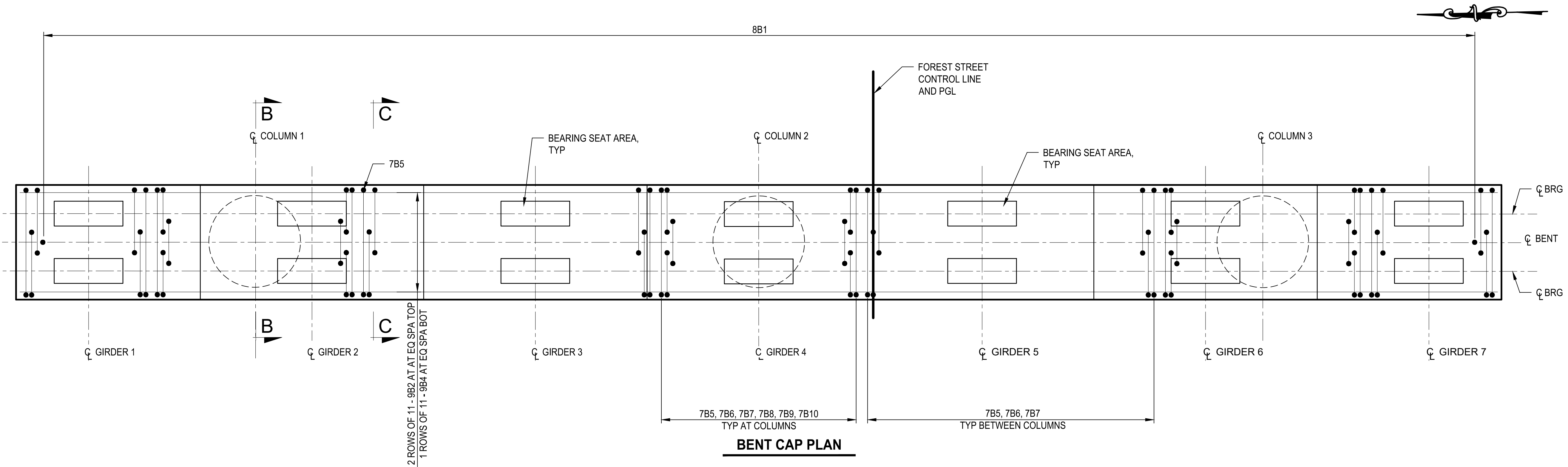
PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

BENT FOOTING DETAILS

DRAWING NO.
 27 OF 59

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PATH: U:\Sola\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\995svcs\CADD\DWG\Structure PLOTTED BY: OliveSta DATE: Friday, March 22, 2024 9:44:44 AM



BENT CAP ELEVATION
COLUMN REINFORCING STEEL NOT SHOWN FOR CLARITY

- NOTES**
- B6 AND B7 REINFORCING ARE SETS OF 2 (4 LEGS).
 - LAP SPLICES ARE NOT PERMITTED IN B1 BARS. STAGGER SPLICES 12 FT 6 INCH MINIMUM. SPLICE NO MORE THAN 1/2 OF TOP AND BOTTOM BARS AT ONE LOCATION.
 - SEE "COLUMN DETAILS" FOR SECTIONS B-B AND C-C.
 - SEE "BENT PLAN AND ELEVATION" FOR DIMENSIONS AND ELEVATIONS.

REVISIONS	DATE	BY

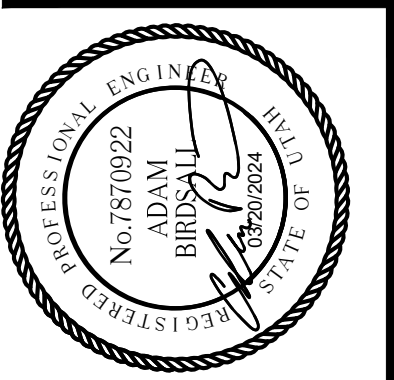
ONE INCH AT FULL SCALE IF NOT OTHERWISE INDICATED

Parametrix

DATE: 03/20/2024
JOB No.: 344-8541-002

DESIGNED: TWP
DRAWN: SLO

CHECKED: EA
APPROVED: AJB



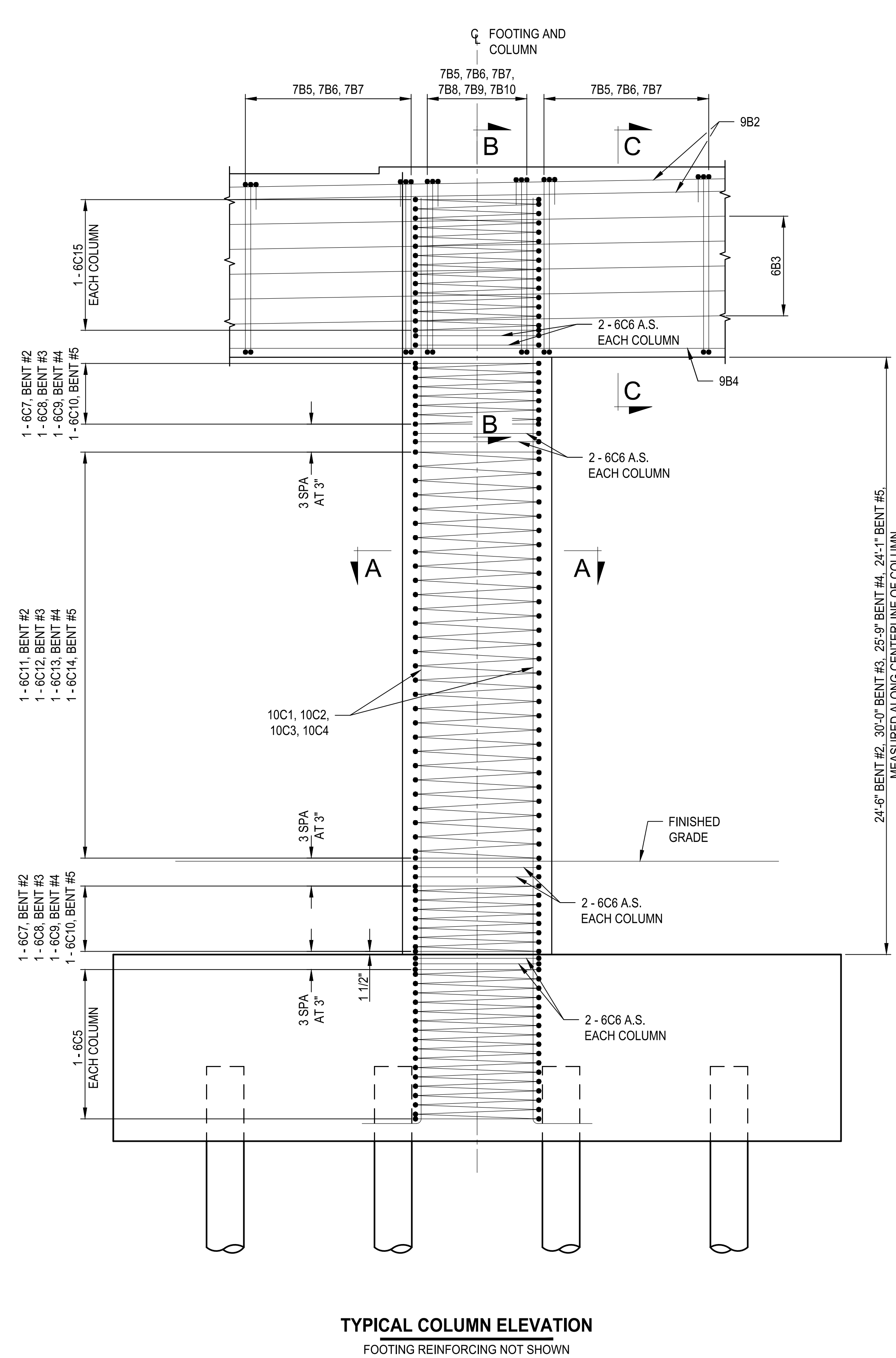
PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

BENT CAP DETAILS

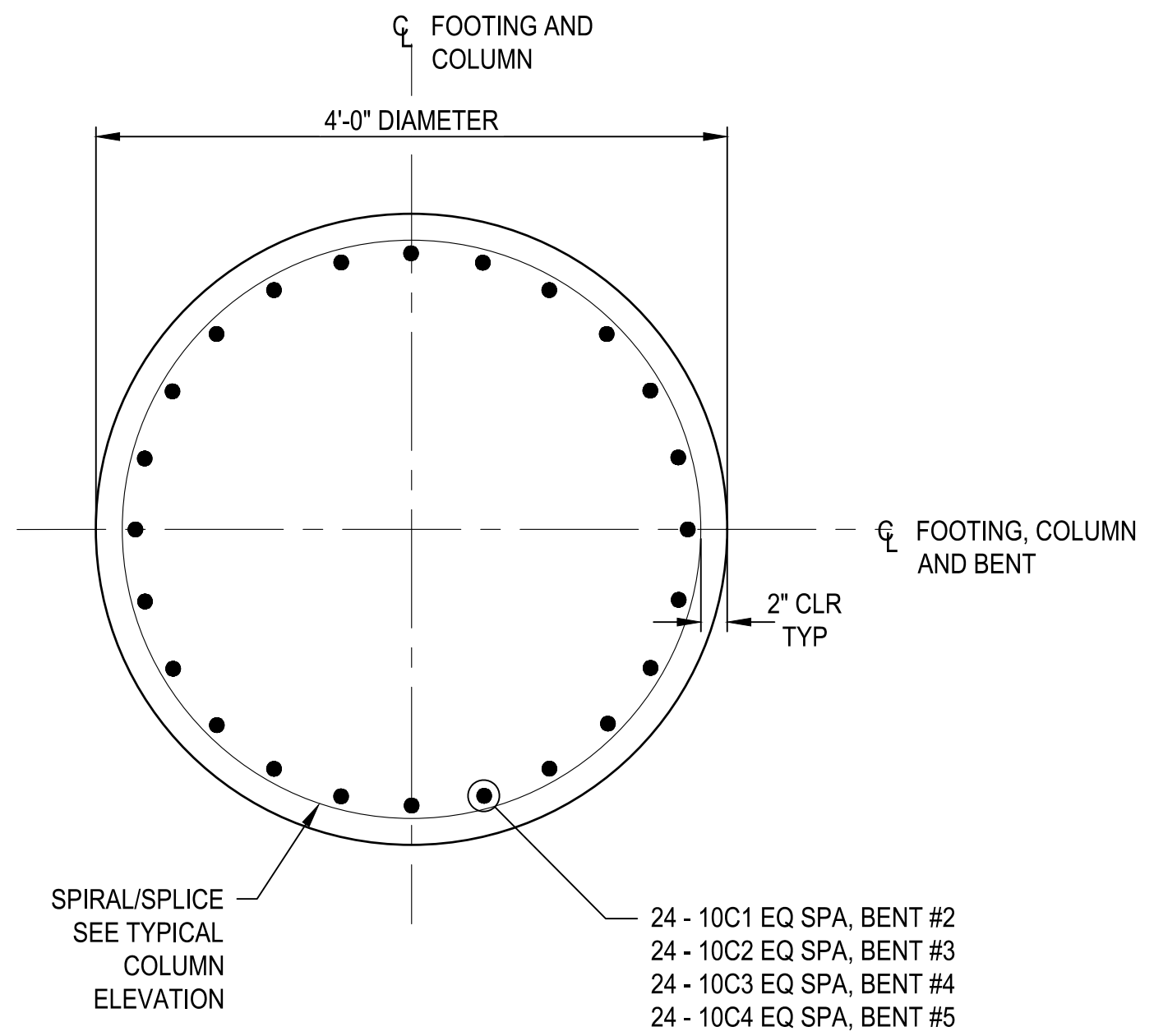
DRAWING NO.
28 OF 59

S28

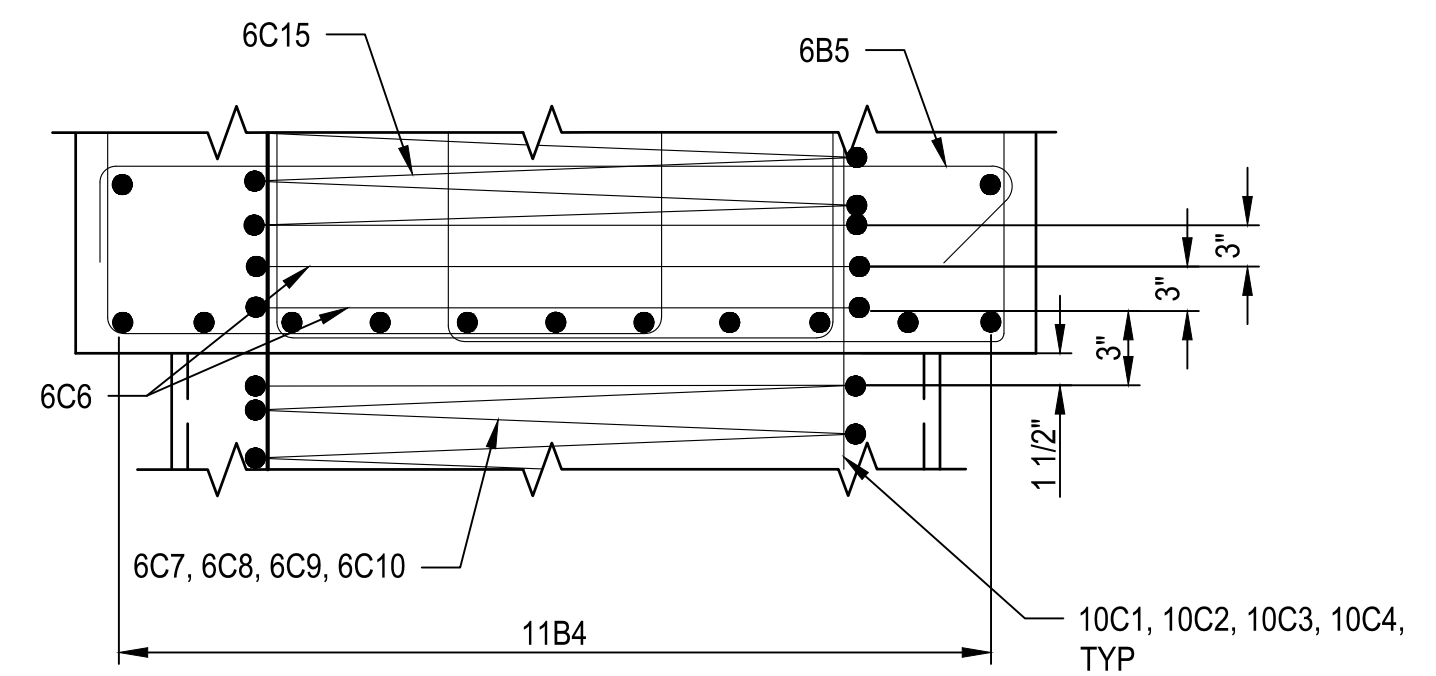
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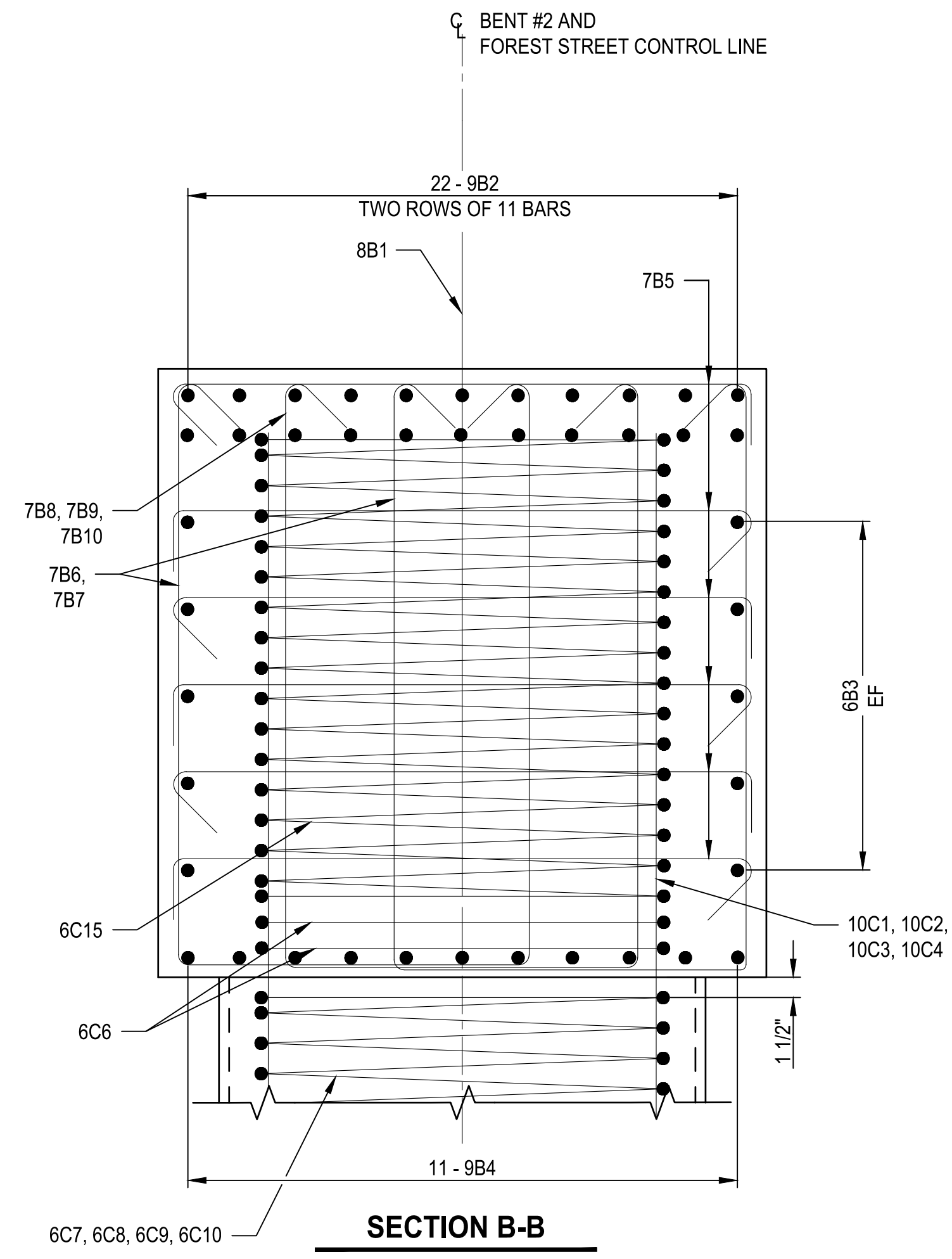
TYPICAL COLUMN ELEVATION
FOOTING REINFORCING NOT SHOWN



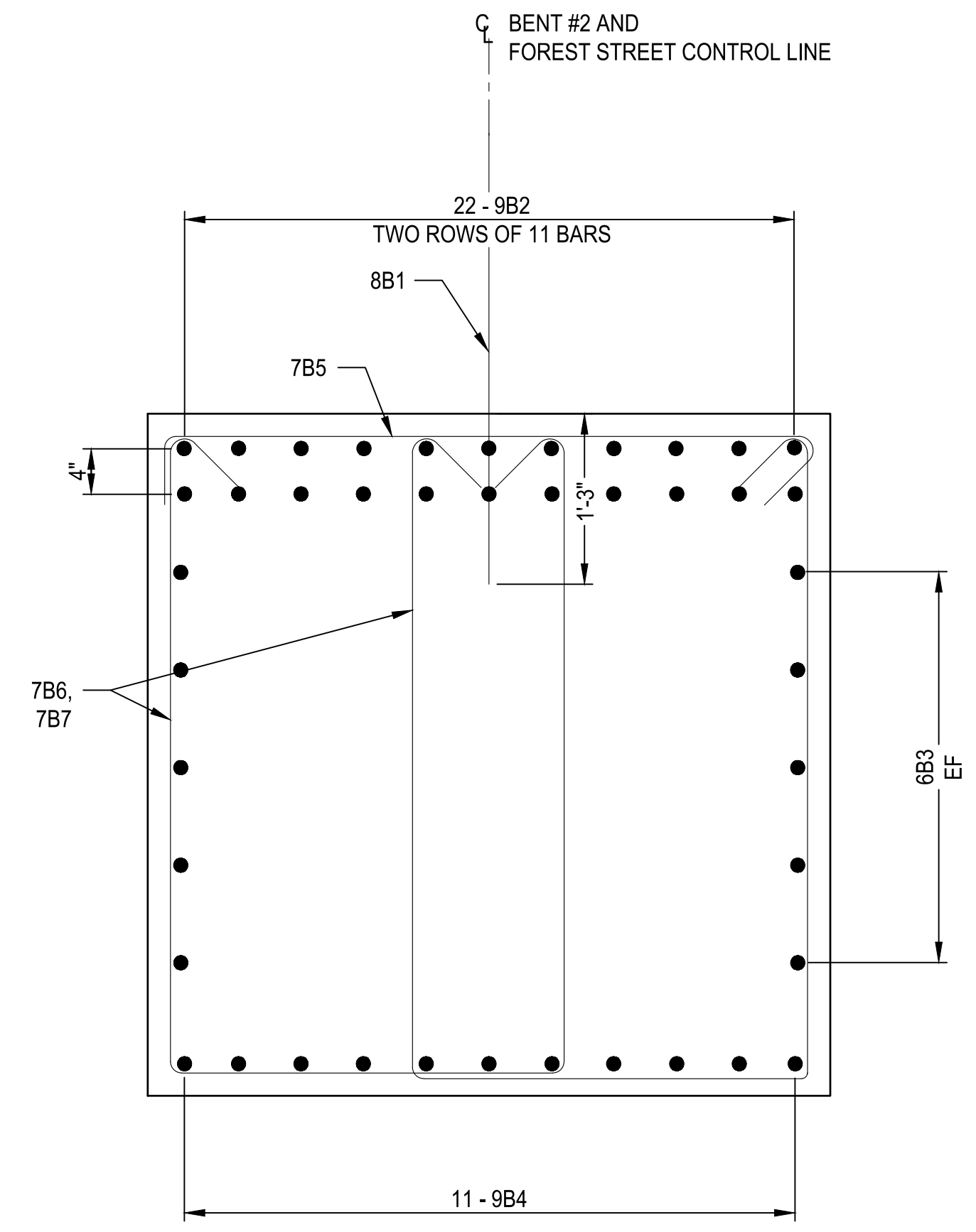
SECTION A-A



SPIRAL SPLICE DETAIL



SECTION B-B



SECTION C-C

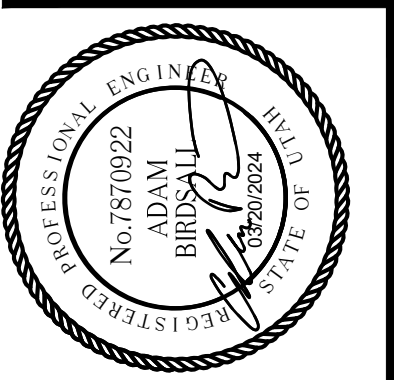
NOTES

1. SPLICES ARE NOT PERMITTED IN MAIN COLUMN REINFORCING BARS (C1-C4).

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NECESSARY ACCORDINGLY

DATE	DESIGNED	CHECKED
03/20/2024	TWP	EA
JOB No.	DRAWN	APPROVED
344-8541-002	SLO	AJB



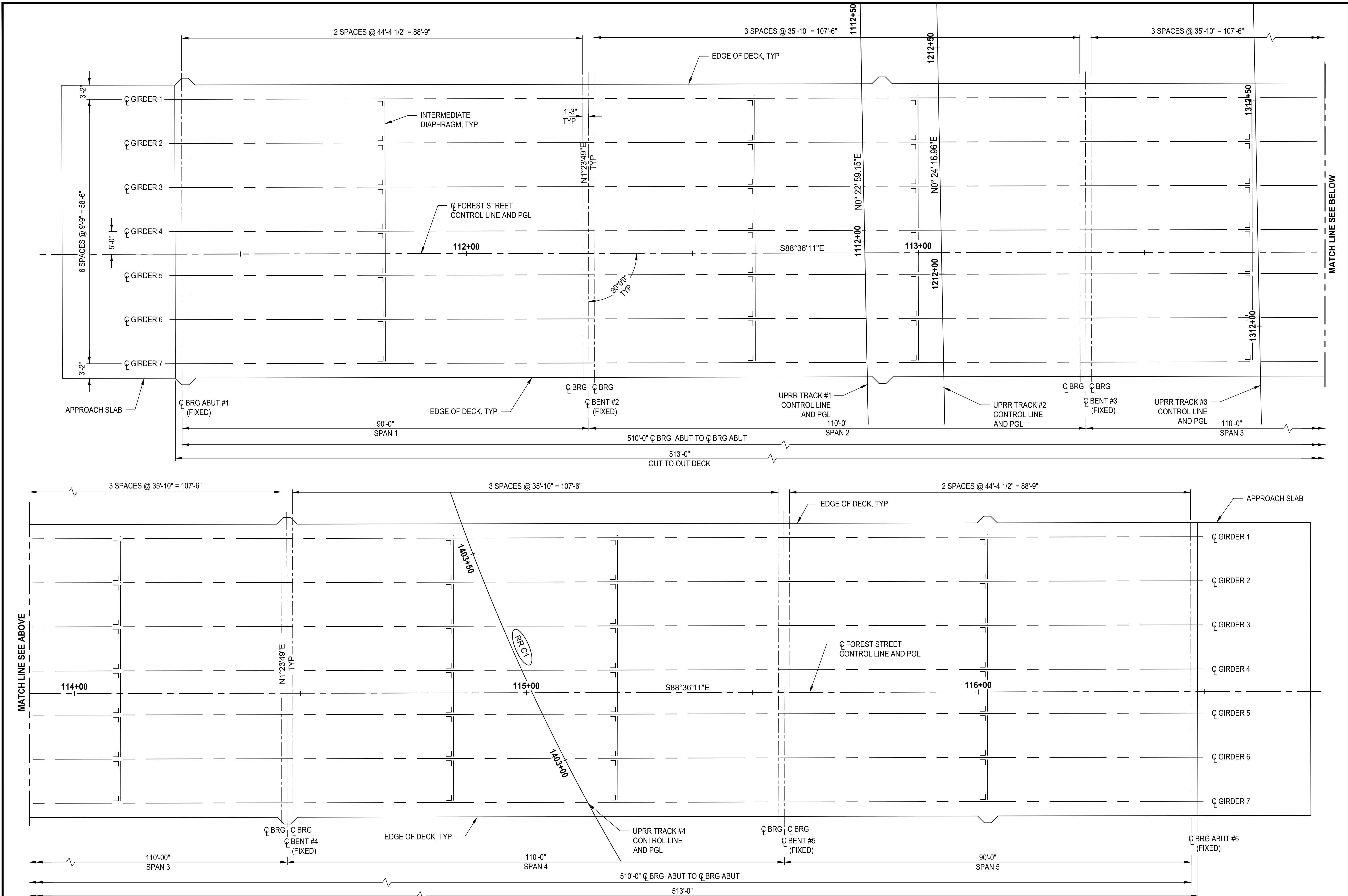
PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

COLUMN DETAILS

DRAWING NO.
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FRAMING PLAN

NOTES

1. DIMENSIONS ARE MEASURED ALONG ϕ GIRDER AND ARE TO ϕ CONNECTION PLATE AT ϕ GIRDER.
2. SEE "SITUATION AND LAYOUT 1 OF 2" FOR HORIZONTAL CURVE DATA.

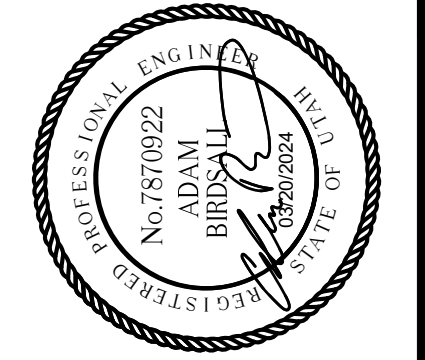
RAILROAD MILEPOST: 21.141 RAILROAD SUBDIVISION: OGDEN SUB CROSSING LOCATION: BRIGHAM CITY, BOX ELDER COUNTY, UTAH LAT/LONG: 41.51061168/-112.02954543

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE, IF NOT OTHERWISE NOTED ACCORDINGLY

Parametrix

DATE: 03/20/2024	DESIGNED: TWP	CHECKED: NICC
JOB No.: 344-8541-002	DRAWN: SLO	APPROVED: AUB

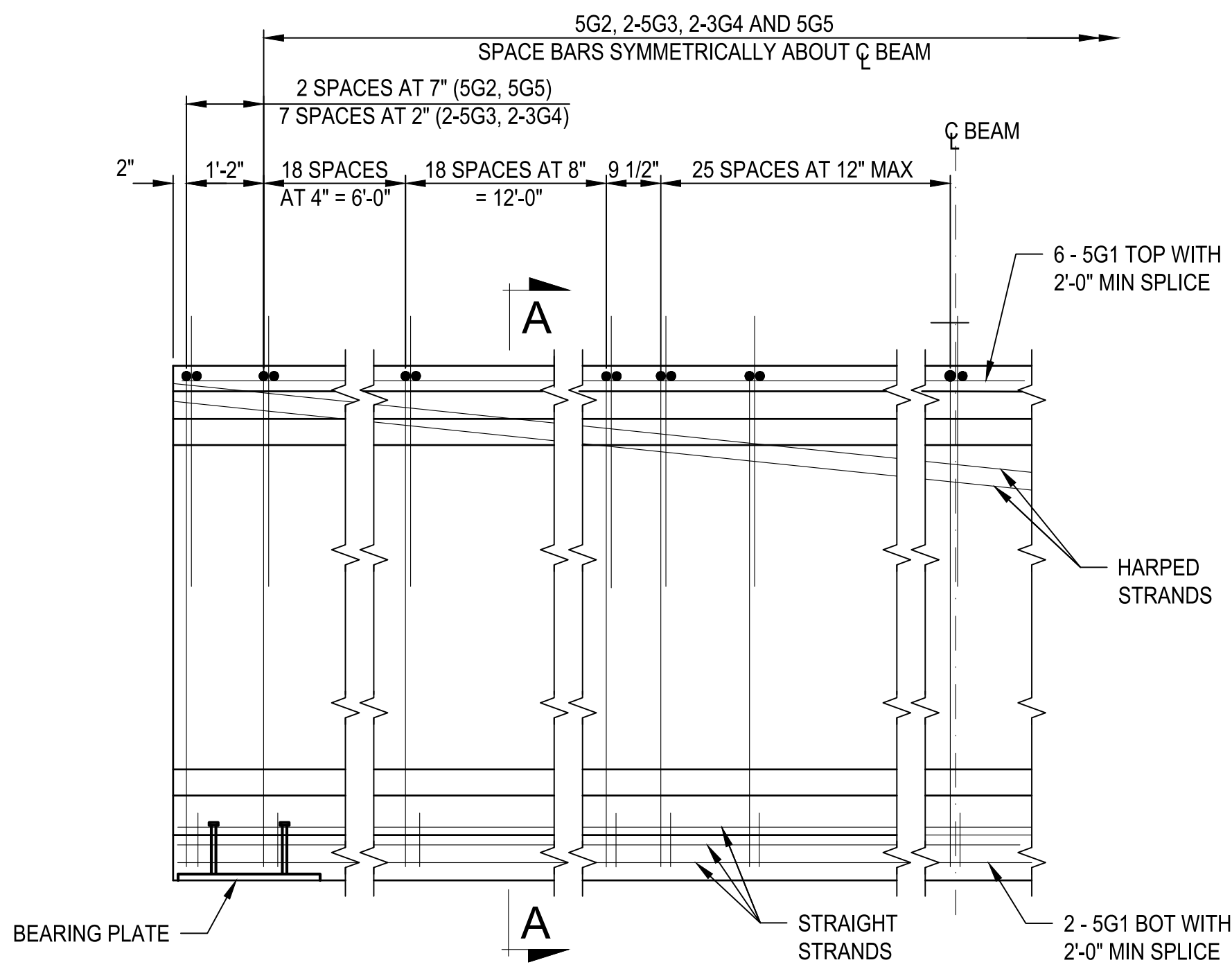


PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

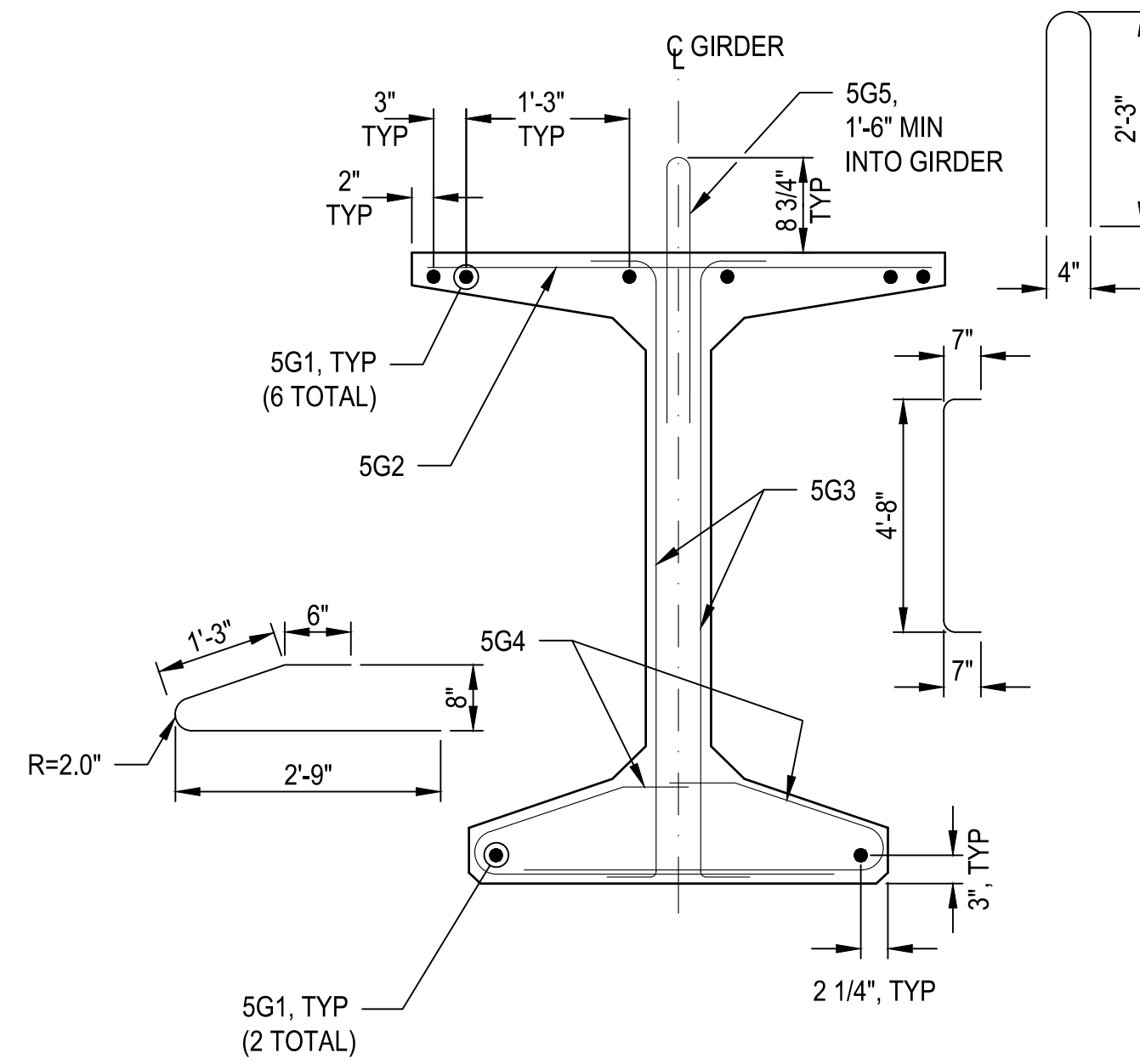
FRAMING PLAN

DRAWING NO. 30 OF 59
S30

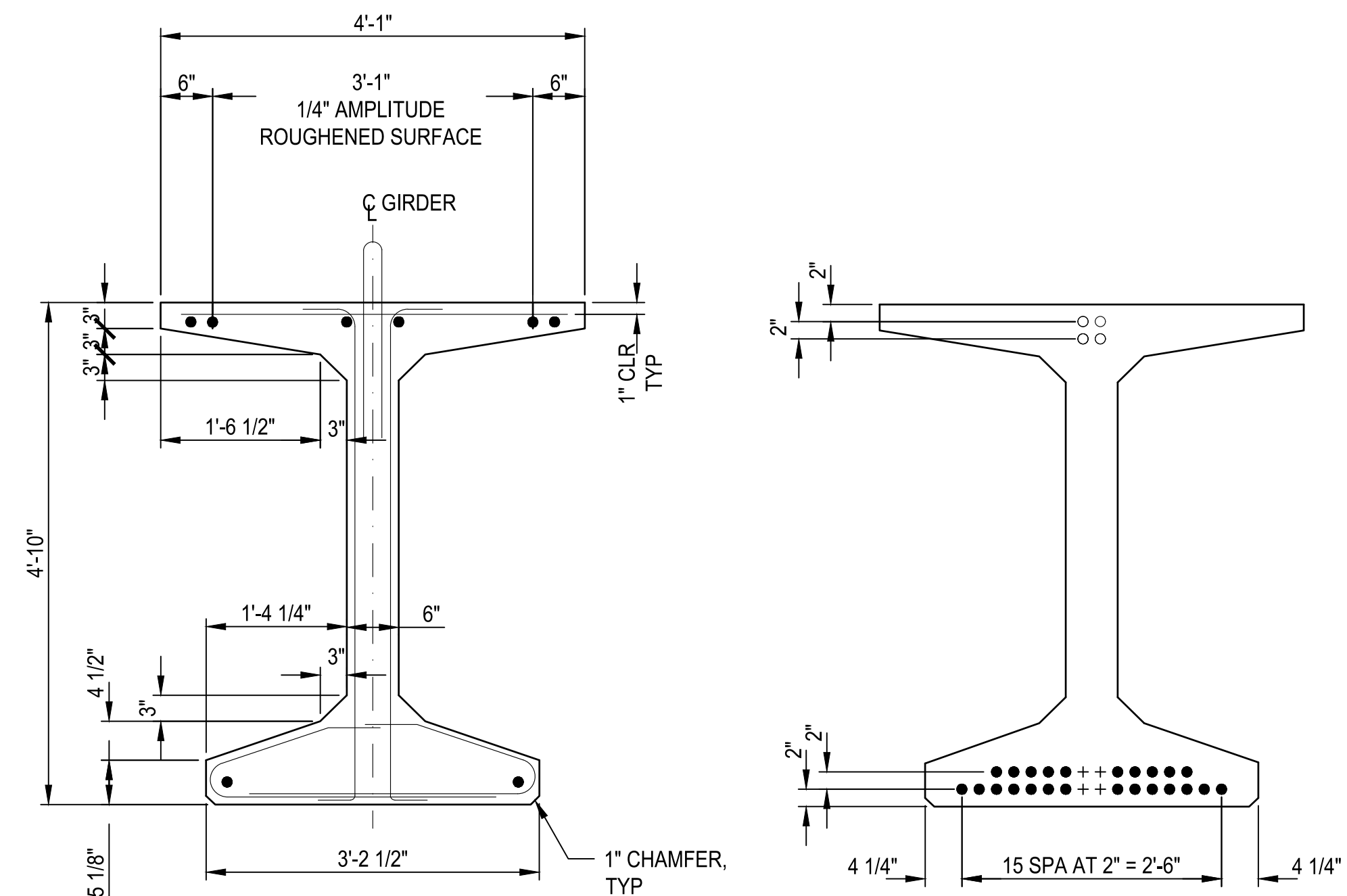
PLOTTED BY: Ohwsta DATE: Friday, March 22, 2024 9:48:02 AM
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 LAYOUT: GIRDER DET



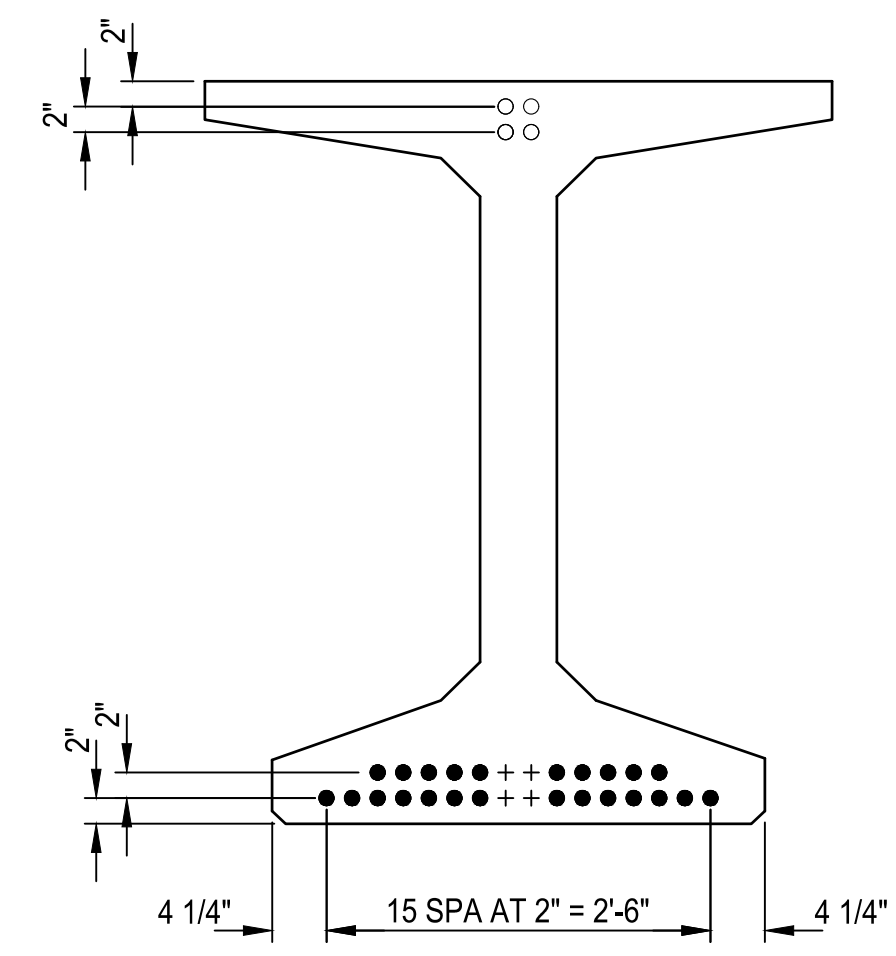
TYPICAL END ELEVATION



SECTION A-A

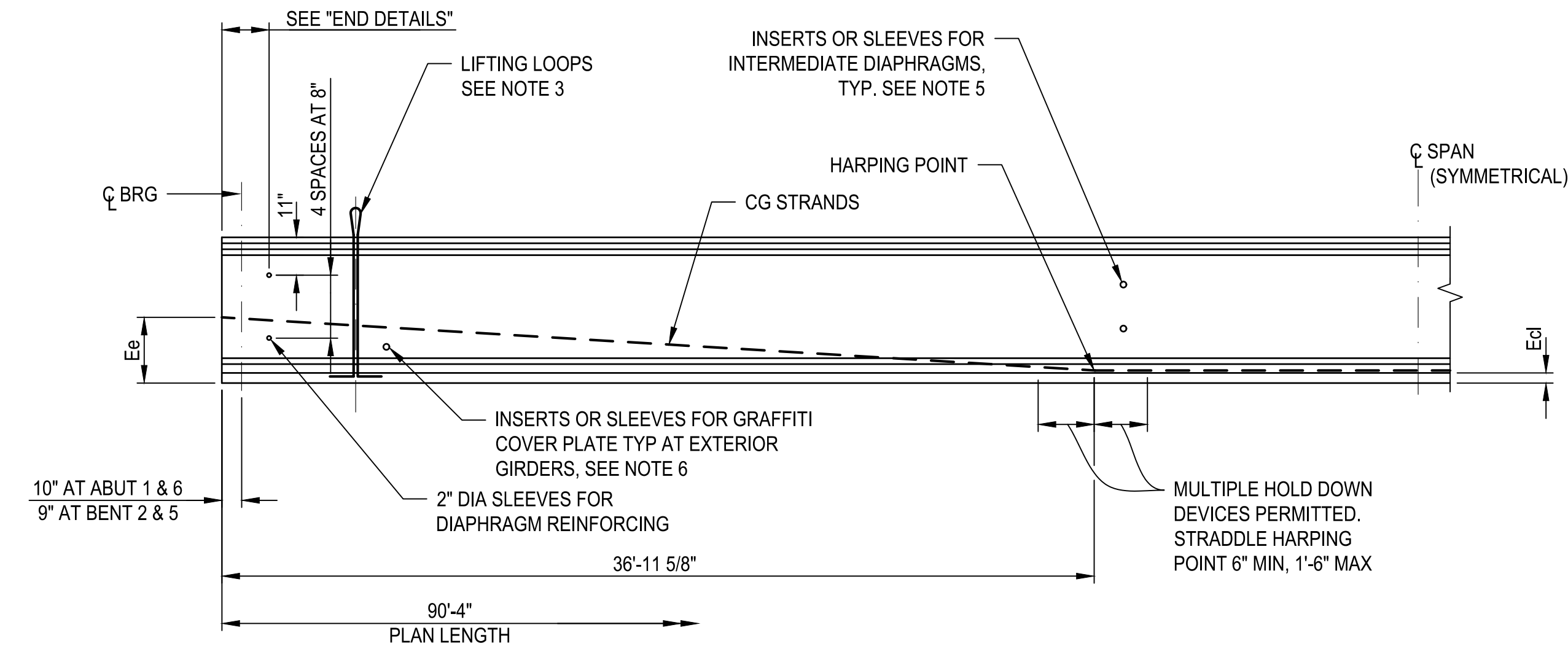


TYPICAL SECTION

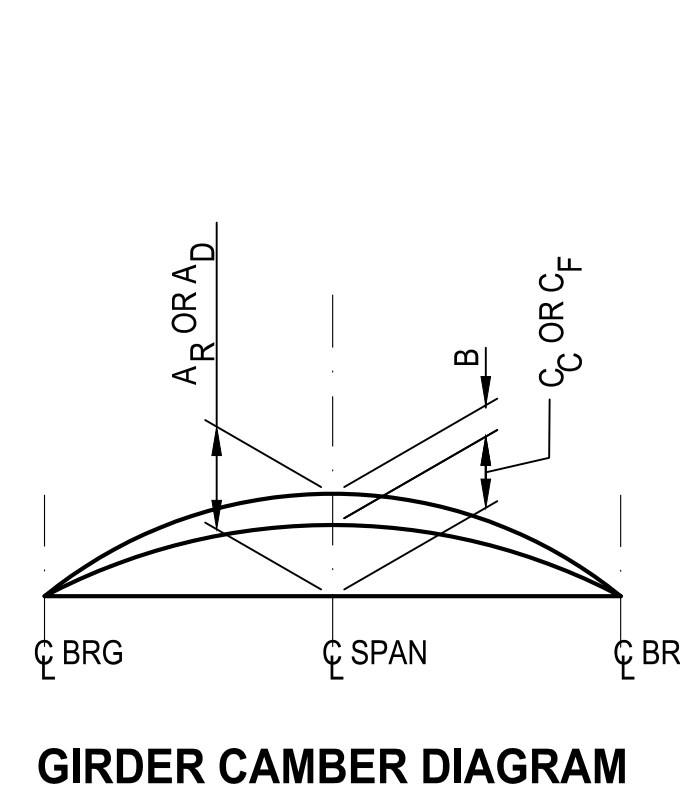


STRAND PATTERN

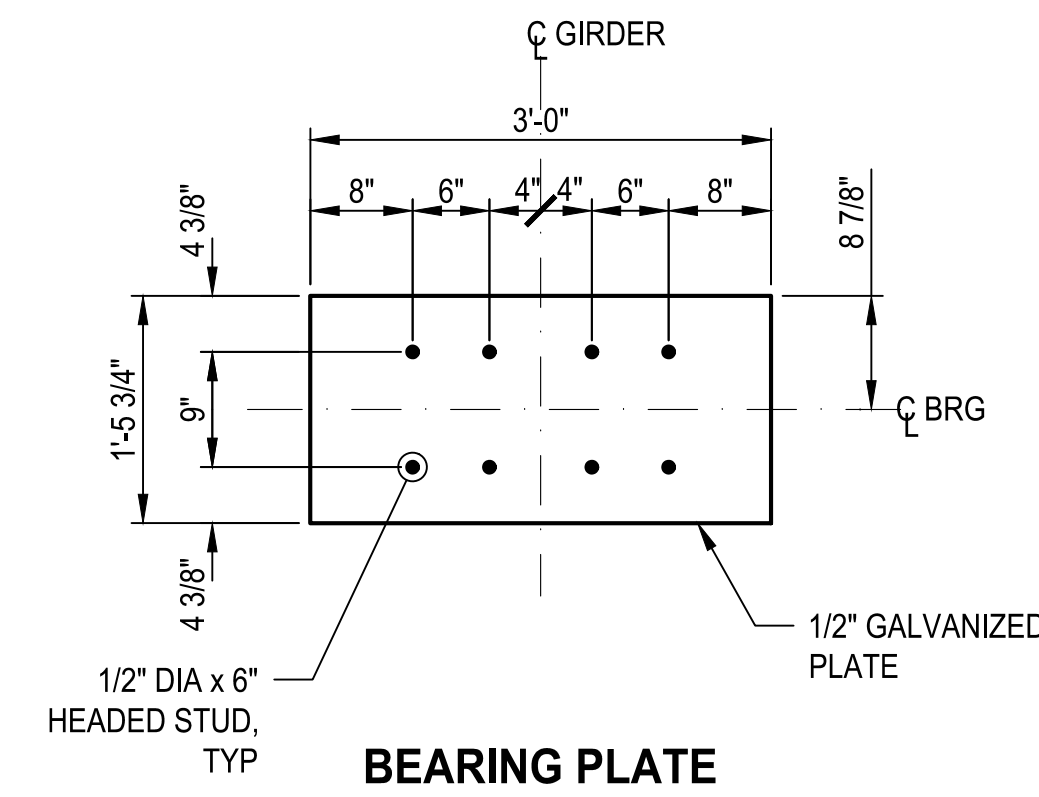
- DENOTES STRAIGHT STRANDS
- DENOTES HARPED STRANDS AT END
- + DENOTES HARPED STRANDS AT MIDSPAN



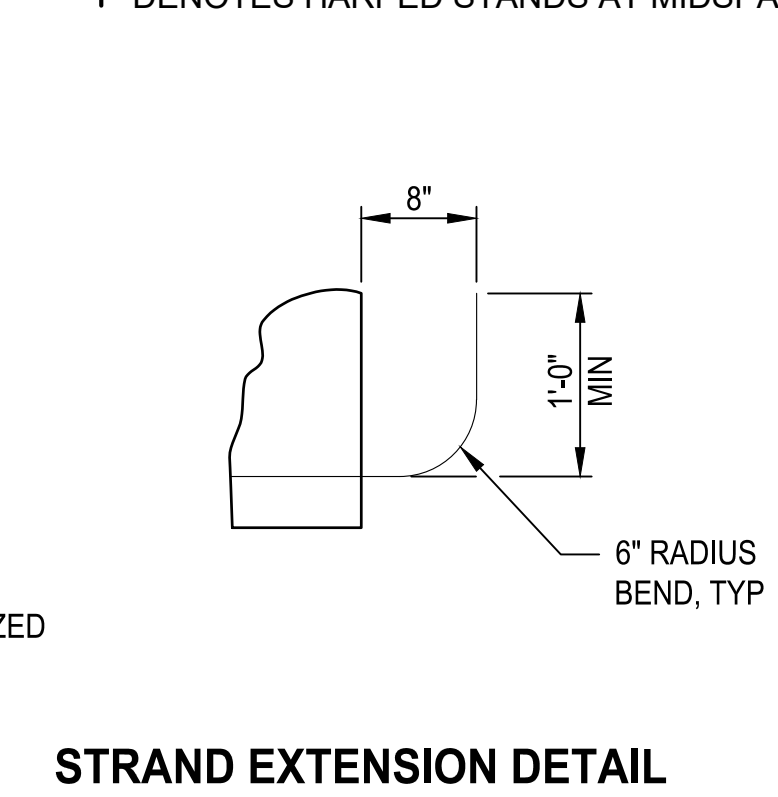
GIRDER ELEVATION



GIRDER CAMBER DIAGRAM



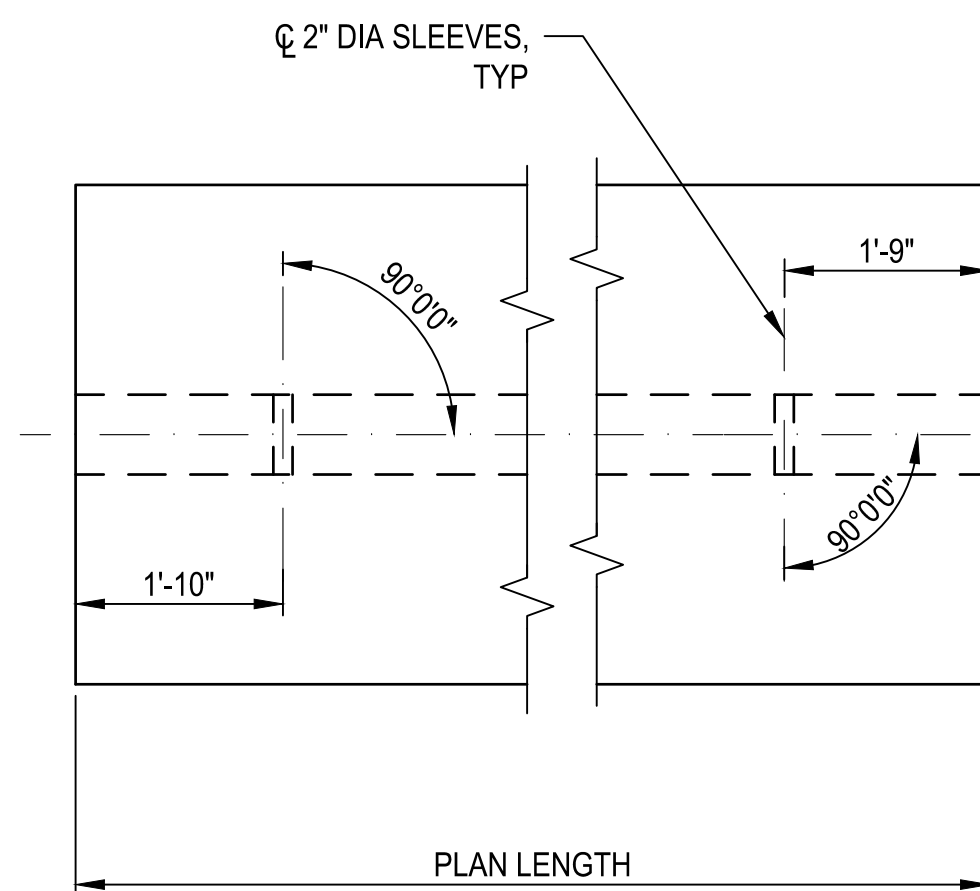
BEARING PLATE



STRAND EXTENSION DETAIL

NOTES

1. INCREASE PLAN LENGTH AS NECESSARY TO COMPENSATE FOR SHORTENING DUE TO PRESTRESS AND SHRINKAGE.
2. USE 0.6 INCH DIAMETER LOW RELAXATION STRANDS (AASHTO M 203 GRADE 270).
3. DESIGN AND INSTALL LIFTING EMBEDMENTS IN ACCORDANCE WITH THE SPECIFICATIONS.
4. BRACE GIRDERS TO PREVENT TIPPING AND TO CONTROL LATERAL BENDING DURING SHIPPING. BRACE GIRDERS LATERALLY TO PREVENT TIPPING UNTIL THE DIAPHRAGMS ARE INSTALLED.
5. SEE "FRAMING PLAN" FOR INTERMEDIATE DIAPHRAGM LOCATIONS AND SEE "INTERMEDIATE DIAPHRAGM DETAILS FOR PRESTRESSED GIRDERS" FOR CONNECTION REQUIREMENTS.
6. USE INSERTS OR SLEEVES FOR GRAFFITI COVER PLATE. ADJUST HOLES TO AVOID CONFLICT WITH GIRDER STRANDS. SEE "GRAFFITI COVER AND ELASTOMERIC PAD - INTEGRAL UBT GIRDER" FOR LOCATION OF INSERTS OR SLEEVES.
7. NOTIFY ENGINEER IF ACTUAL CAMBER VARIES FROM THEORETICAL CAMBER BY MORE THAN 1/8 INCH.
8. EXTEND 8 STRANDS AS SHOWN FOR END OF GIRDER AT BENT ONLY. CUT ALL OTHER STRANDS FLUSH. OFFSET EXTENDED STRANDS FROM SPAN TO SPAN. FABRICATOR TO SELECT AND SHOW EXTENDED STRANDS IN SHOP DRAWINGS.
9. USE STRUCTURAL STEEL CONFORMING TO AASHTO M 270 GRADE 36 FOR BEARING PLATE. GALVANIZE ACCORDING TO AASHTO M 111 AFTER FABRICATION.



END DETAILS

CLIP TOP FLANGE ONLY

SPAN	GIRDER	GIRDER TYPE	THETA 1	THETA 2	PLAN LENGTH	f'ci	f'c	HARPED		STRAIGHT		PRESTRESSED FORCE AFTER ALL LOSSES	LOCATION OF CG STRANDS		CAMBER					
								NUMBER OF STRANDS	JACKING FORCE	NUMBER OF STRANDS	JACKING FORCE		Ee	Ecl	A _R	A _D	B	C _C	C _F	
																				KIPS
1	1	UBT58	N/A	N/A	90'-4"	6.0	9.5	4	175.8	24	1054.6	1,031.8	10.29	2.86	1.3	2.4	0.7	1.6	2.1	
1	2 TO 6	UBT58	N/A	N/A	90'-4"	6.0	9.5	4	175.8	24	1054.6	1,039.9	10.29	2.86	1.3	2.4	0.8	1.5	2.0	
1	7	UBT58	N/A	N/A	90'-4"	6.0	9.5	4	175.8	24	1054.6	1,033.7	10.29	2.86	1.3	2.4	0.8	1.6	2.1	
5	1	UBT58	N/A	N/A	90'-4"	6.0	9.5	4	175.8	24	1054.6	1,010.4	10.29	2.86	1.3	2.4	0.8	1.5	2.0	
5	2 TO 6	UBT58	N/A	N/A	90'-4"	6.0	9.5	4	175.8	24	1054.6	1,021.0	10.29	2.86	1.3	2.4	0.9	1.4	1.9	
5	7	UBT58	N/A	N/A	90'-4"	6.0	9.5	4	175.8	24	1054.6	1,013.4	10.29	2.86	1.3	2.4	0.8	1.5	2.0	

CAMBER NOTES:
 A_R = GIRDER CAMBER AT RELEASE
 A_D = GIRDER CAMBER JUST BEFORE DECK PLACEMENT (USE 40 DAYS)
 B = DEFLECTION DUE TO ALL DEAD LOADS APPLIED TO THE GIRDER (NO FUTURE WEARING SURFACE)
 C_C = GIRDER CAMBER AT CONSTRUCTION AFTER ALL DEAD LOADS APPLIED (NO FUTURE WEARING SURFACE)
 C_F = GIRDER CAMBER AT 20 YEARS (INCLUDES FUTURE WEARING SURFACE)

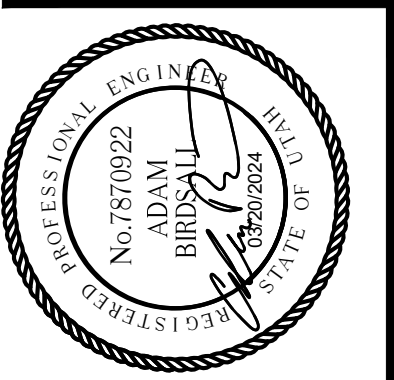
CG STRAND NOTES: Ee = CG OF ALL STRANDS AT END OF GIRDER
 Ecl = CG OF ALL STRANDS AT MIDSPAN OF GIRDER

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NOT ACCORDINGLY

Parametrix

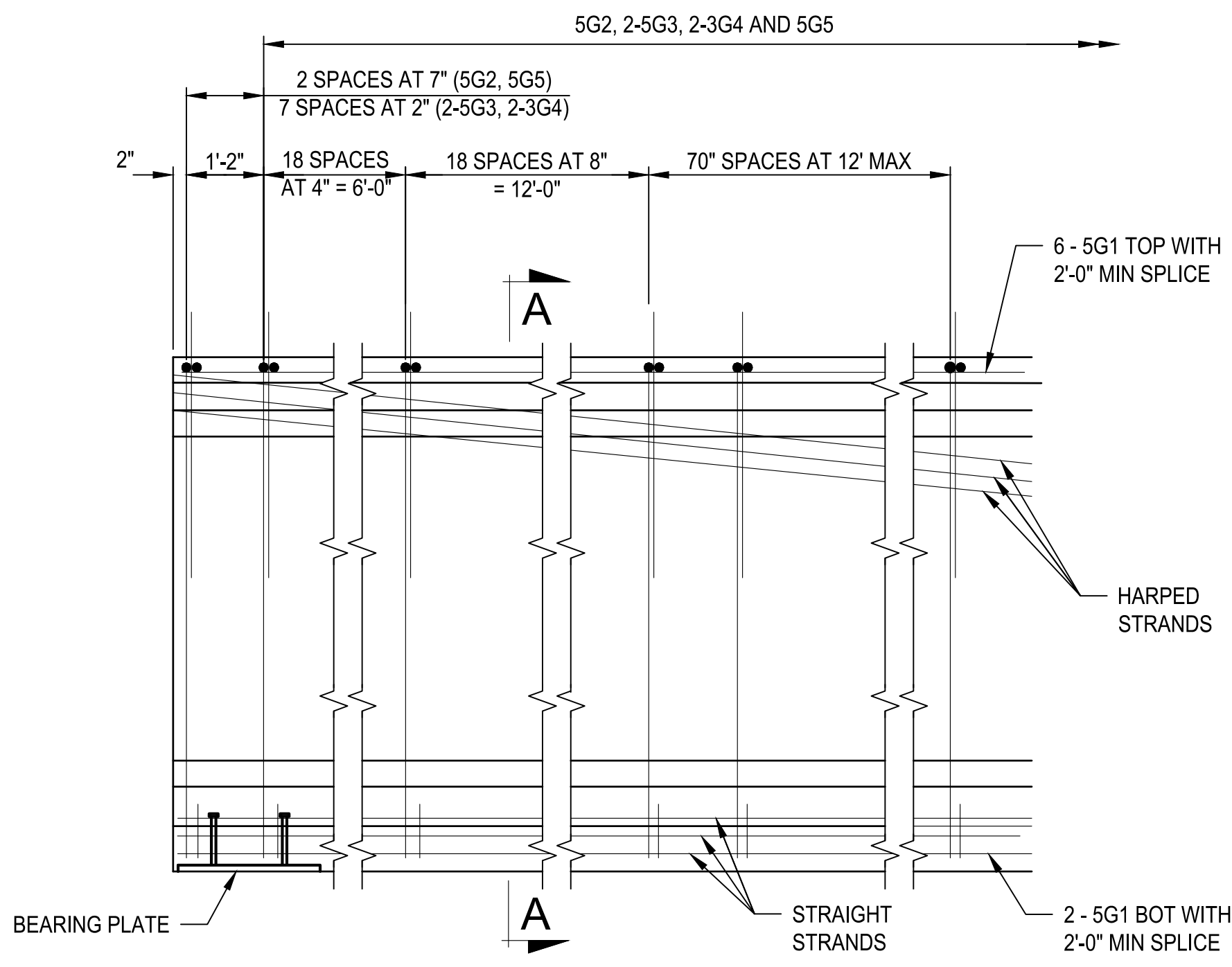
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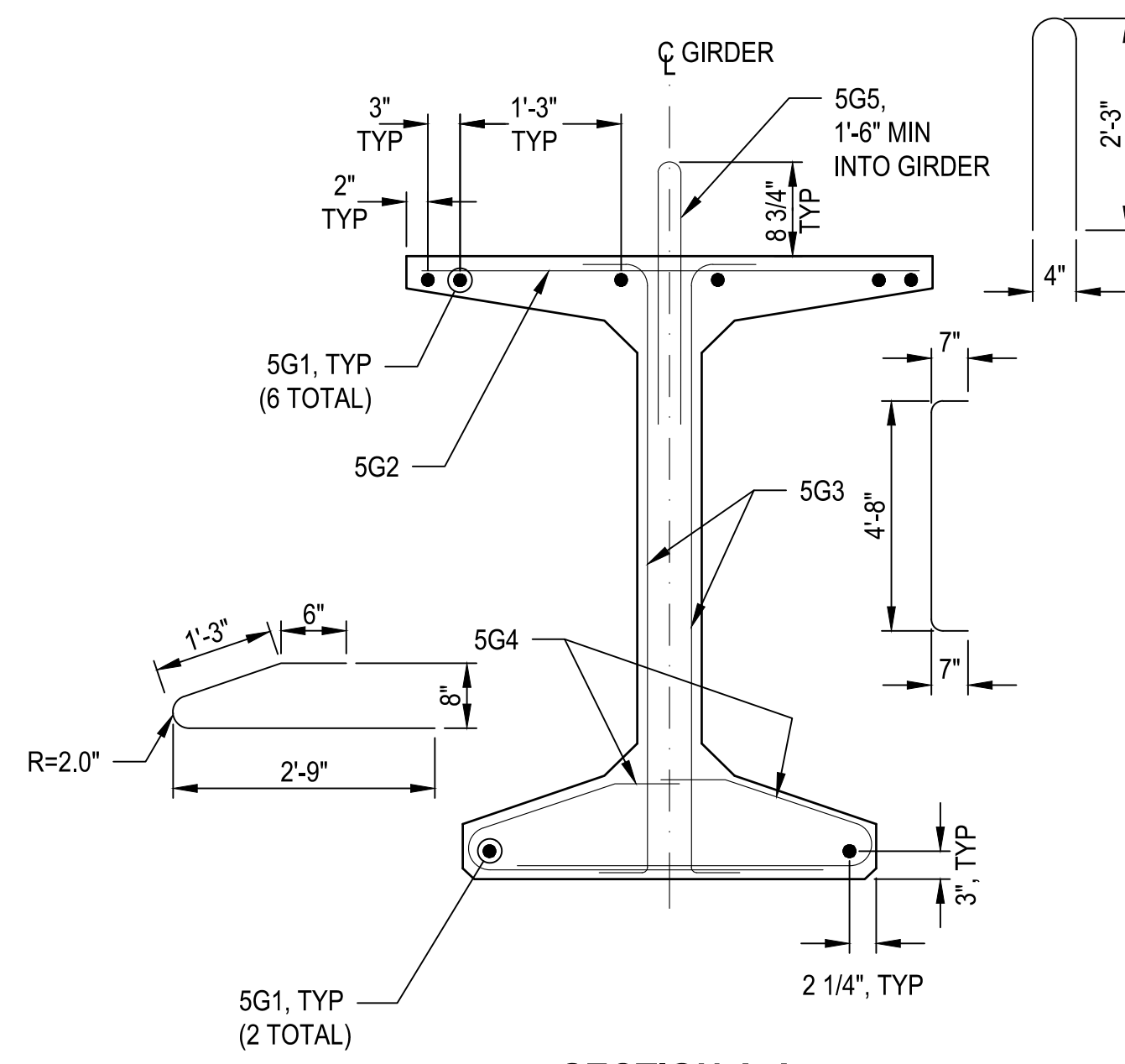
BRIGHAM CITY CONNECTION PROJECT

UBT58 GIRDER 90 FOOT SPAN

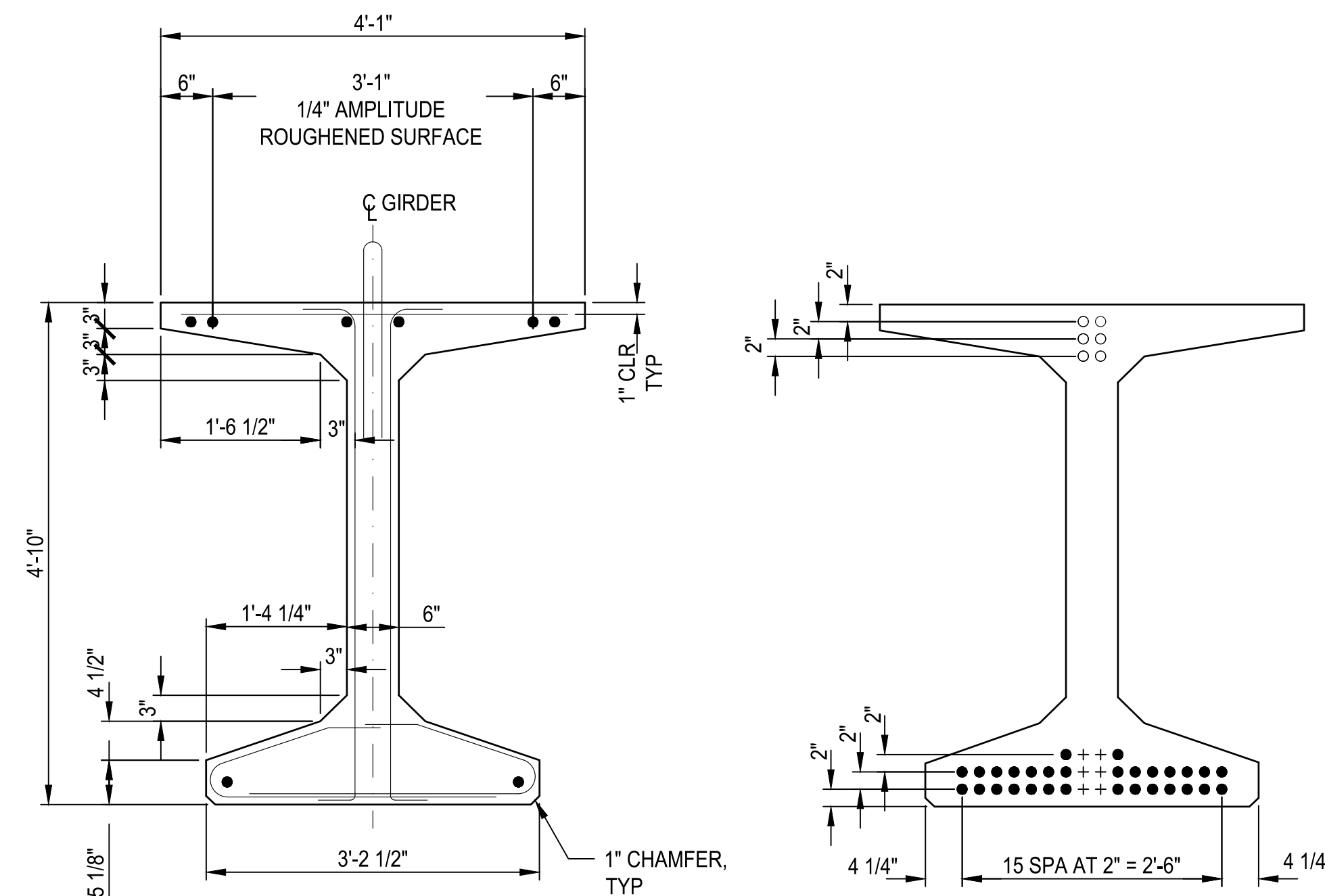
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 LAYOUT: GIRDER DET



TYPICAL END ELEVATION



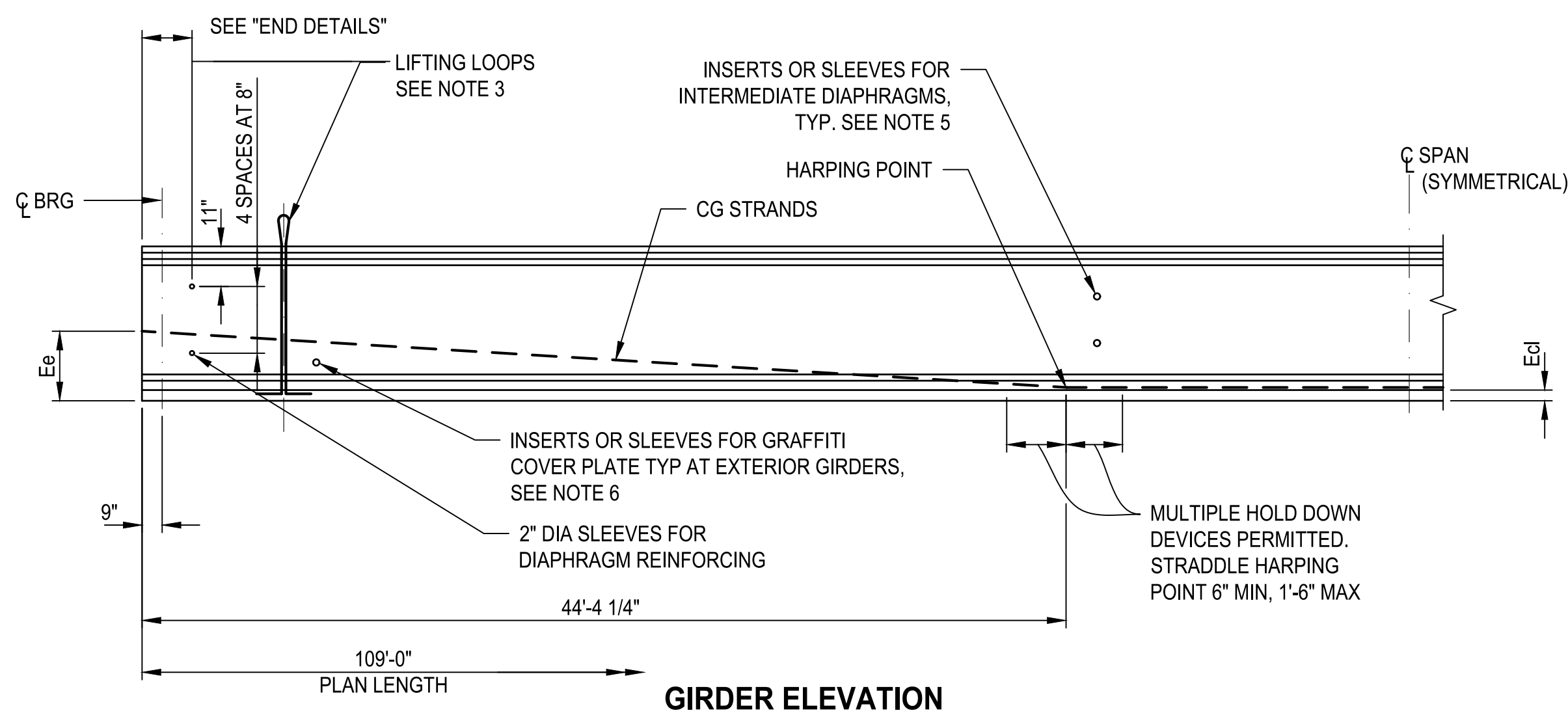
SECTION A-A



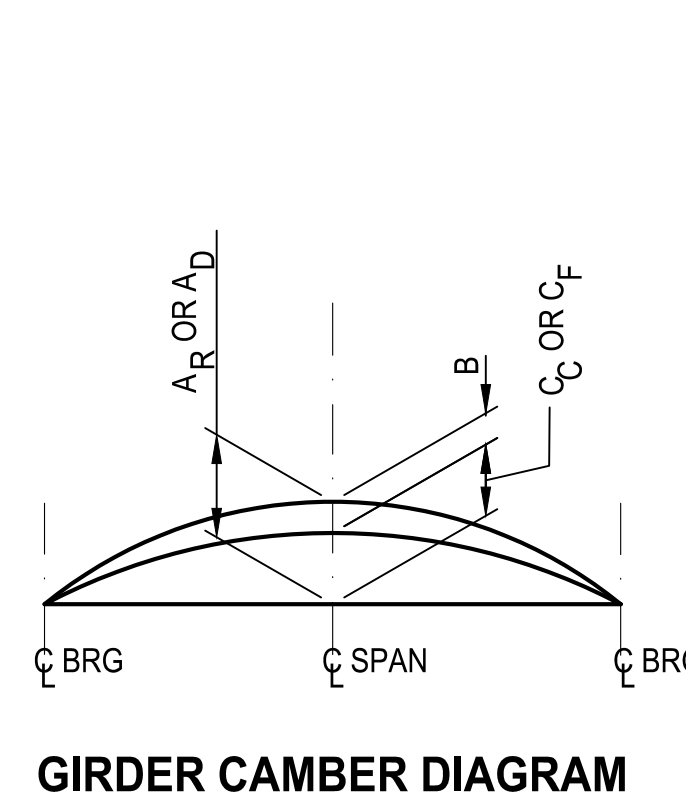
TYPICAL SECTION

STRAND PATTERN

- DENOTES STRAIGHT STRANDS
- DENOTES HARPED STRANDS AT END
- + DENOTES HARPED STANDS AT MIDSPAN



GIRDER ELEVATION



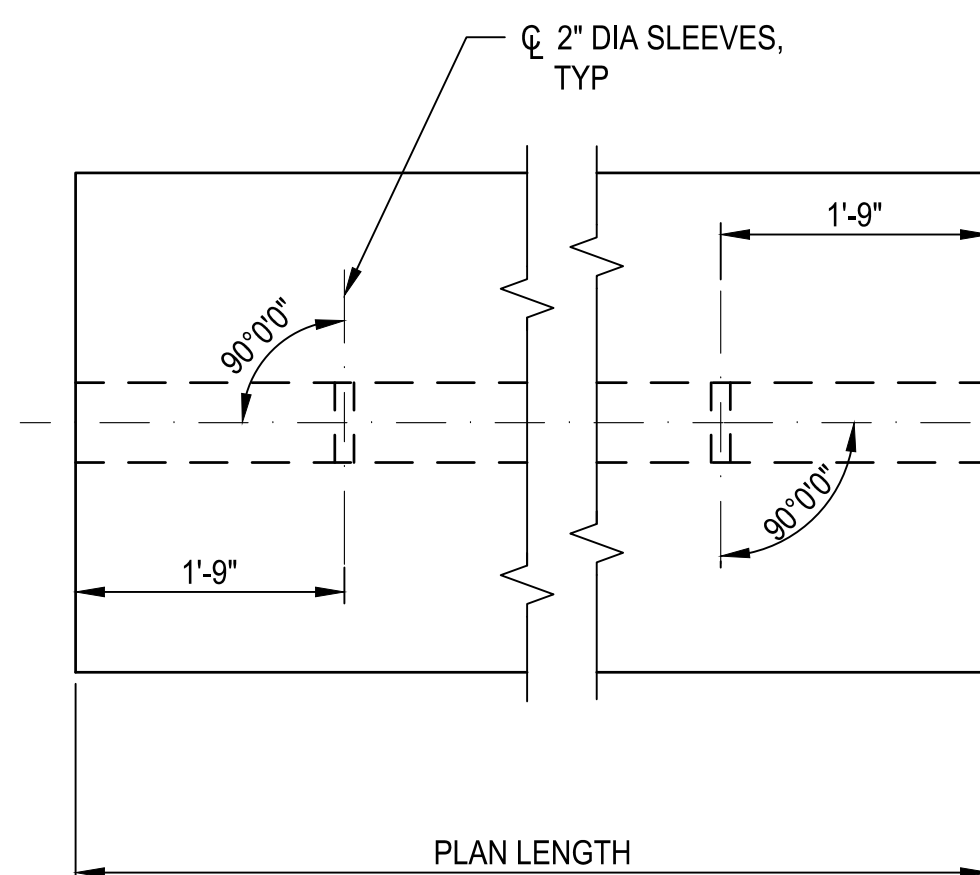
GIRDER CAMBER DIAGRAM

BEARING PLATE

STRAND EXTENSION DETAIL

NOTES

1. INCREASE PLAN LENGTH AS NECESSARY TO COMPENSATE FOR SHORTENING DUE TO PRESTRESS AND SHRINKAGE.
2. USE 0.6 INCH DIAMETER LOW RELAXATION STRANDS (AASHTO M 203 GRADE 270).
3. DESIGN AND INSTALL LIFTING EMBEDMENTS IN ACCORDANCE WITH THE SPECIFICATIONS.
4. BRACE GIRDERS TO PREVENT TIPPING AND TO CONTROL LATERAL BENDING DURING SHIPPING. BRACE GIRDERS LATERALLY TO PREVENT TIPPING UNTIL THE DIAPHRAGMS ARE INSTALLED.
5. SEE "FRAMING PLAN" FOR INTERMEDIATE DIAPHRAGM LOCATIONS AND SEE "INTERMEDIATE DIAPHRAGM DETAILS FOR PRESTRESSED GIRDERS" FOR CONNECTION REQUIREMENTS.
6. USE INSERTS OR SLEEVES FOR GRAFFITI COVER PLATE. ADJUST HOLES TO AVOID CONFLICT WITH GIRDER STRANDS. SEE "GRAFFITI COVER AND ELASTOMERIC PAD - INTEGRAL UBT GIRDER" FOR LOCATION OF INSERTS OR SLEEVES.
7. NOTIFY ENGINEER IF ACTUAL CAMBER VARIES FROM THEORETICAL CAMBER BY MORE THAN 1/8 INCH.
8. EXTEND 8 STRANDS AS SHOWN FOR END OF GIRDER AT BENT ONLY. CUT ALL OTHER STRANDS FLUSH. OFFSET EXTENDED STRANDS FROM SPAN TO SPAN. FABRICATOR TO SELECT AND SHOW EXTENDED STRANDS IN SHOP DRAWINGS.
9. USE STRUCTURAL STEEL CONFORMING TO AASHTO M 270 GRADE 36 FOR BEARING PLATE. GALVANIZE ACCORDING TO AASHTO M 111 AFTER FABRICATION.



END DETAILS

CLIP TOP FLANGE ONLY

SPAN	GIRDER	GIRDER TYPE	THETA 1	THETA 2	PLAN LENGTH	f'ci	f'c	HARPED		STRAIGHT		PRESTRESSED FORCE AFTER ALL LOSSES	LOCATION OF CG STRANDS		CAMBER					
								NUMBER OF STRANDS	JACKING FORCE KIPS	NUMBER OF STRANDS	JACKING FORCE KIPS		KIPS	Ee	Ecl	A _R	A _D	B	C _C	C _F
2	1	UBT58	N/A	N/A	109'-0"	6.0	9.5	6	263.7	30	1318.3	1317.4	11.67	3.33	2.2	3.9	1.6	2.3	3.1	
2	2 TO 6	UBT58	N/A	N/A	109'-0"	6.0	9.5	6	263.7	30	1318.3	1330.0	11.67	3.33	2.2	3.9	1.8	2.1	2.9	
2	7	UBT58	N/A	N/A	109'-0"	6.0	9.5	6	263.7	30	1318.3	1321.1	11.67	3.33	2.2	3.9	1.6	2.3	3.1	
3	1	UBT58	N/A	N/A	109'-0"	6.0	9.5	6	263.7	30	1318.3	1317.0	11.67	3.33	2.2	3.9	1.6	2.3	3.1	
3	2 TO 6	UBT58	N/A	N/A	109'-0"	6.0	9.5	6	263.7	30	1318.3	1329.8	11.67	3.33	2.2	3.9	1.8	2.1	2.9	
3	7	UBT58	N/A	N/A	109'-0"	6.0	9.5	6	263.7	30	1318.3	1320.9	11.67	3.33	2.2	3.9	1.6	2.3	3.1	
4	1	UBT58	N/A	N/A	109'-0"	6.0	9.5	6	263.7	30	1318.3	1317.2	11.67	3.33	2.2	3.9	1.6	2.3	3.1	
4	2 TO 6	UBT58	N/A	N/A	109'-0"	6.0	9.5	6	263.7	30	1318.3	1330.0	11.67	3.33	2.2	3.9	1.8	2.1	2.9	
4	7	UBT58	N/A	N/A	109'-0"	6.0	9.5	6	263.7	30	1318.3	1321.0	11.67	3.33	2.2	3.9	1.6	2.3	3.1	

CAMBER NOTES: A_R = GIRDER CAMBER AT RELEASE
 A_D = GIRDER CAMBER JUST BEFORE DECK PLACEMENT (USE 40 DAYS)
 B = DEFLECTION DUE TO ALL DEAD LOADS APPLIED TO THE GIRDER (NO FUTURE WEARING SURFACE)
 C_C = GIRDER CAMBER AT CONSTRUCTION AFTER ALL DEAD LOADS APPLIED (NO FUTURE WEARING SURFACE)
 C_F = GIRDER CAMBER AT 20 YEARS (INCLUDES FUTURE WEARING SURFACE)

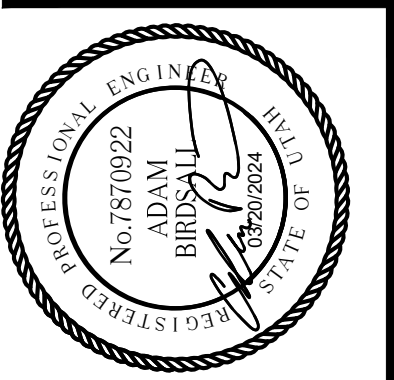
CG STRAND NOTES: Ee = CG OF ALL STRANDS AT END OF GIRDER
 Ecl = CG OF ALL STRANDS AT MIDSPAN OF GIRDER

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NOT INDICATED OTHERWISE

Parametrix

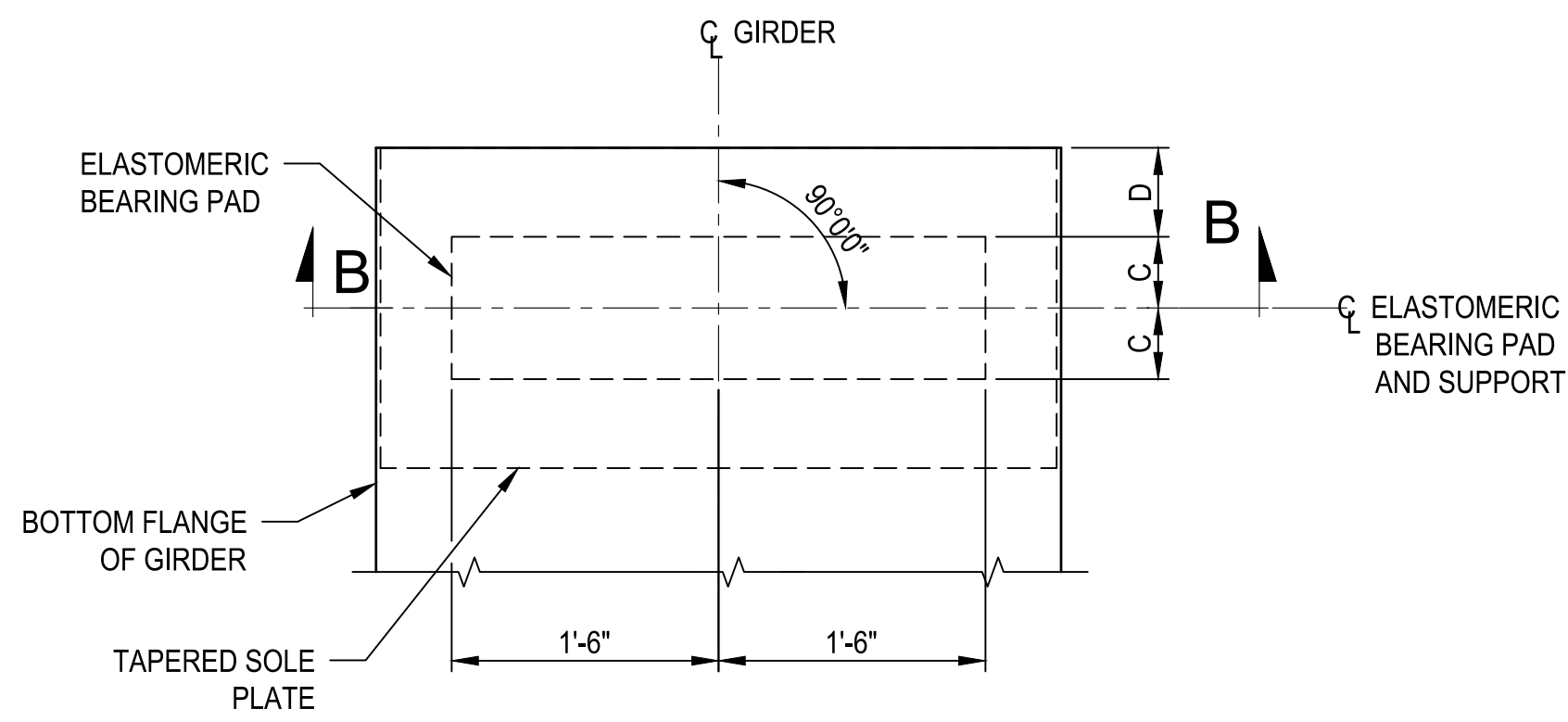
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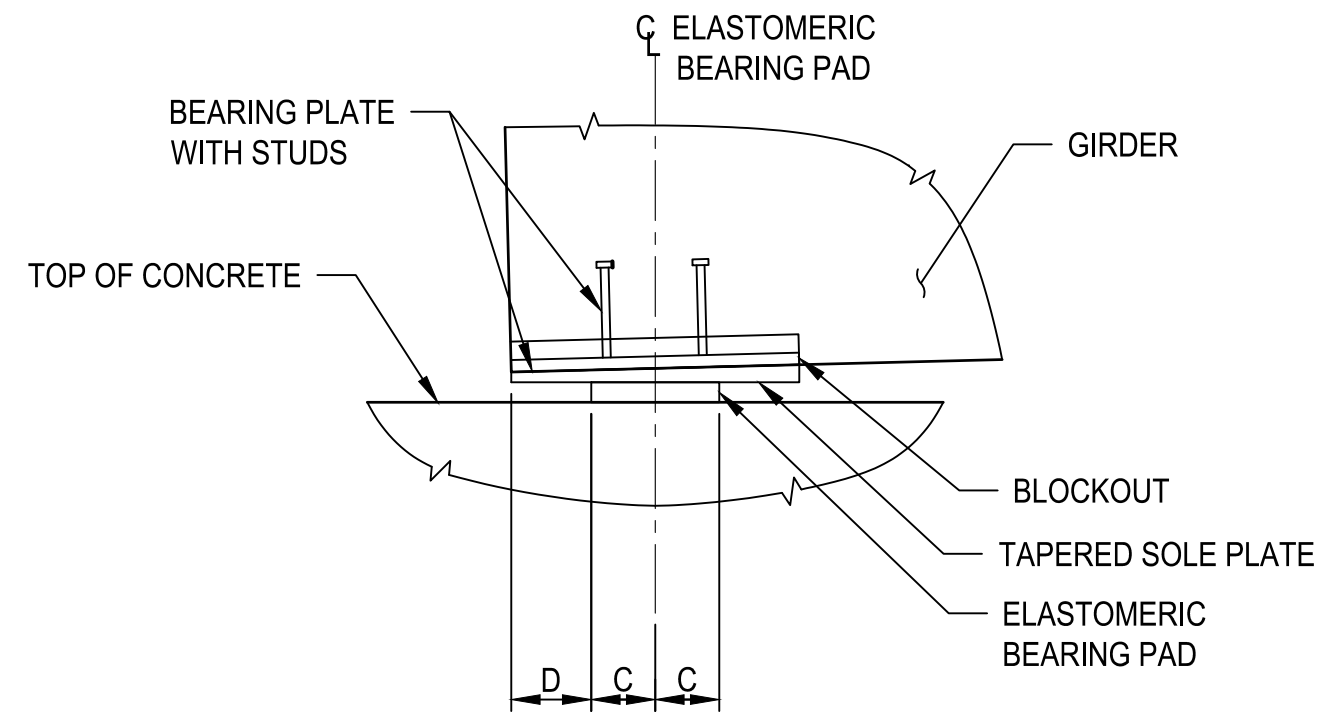
PROJECT NAME: **BRIGHAM CITY CONNECTION PROJECT**

UBT58 GIRDER 110 FOOT SPAN

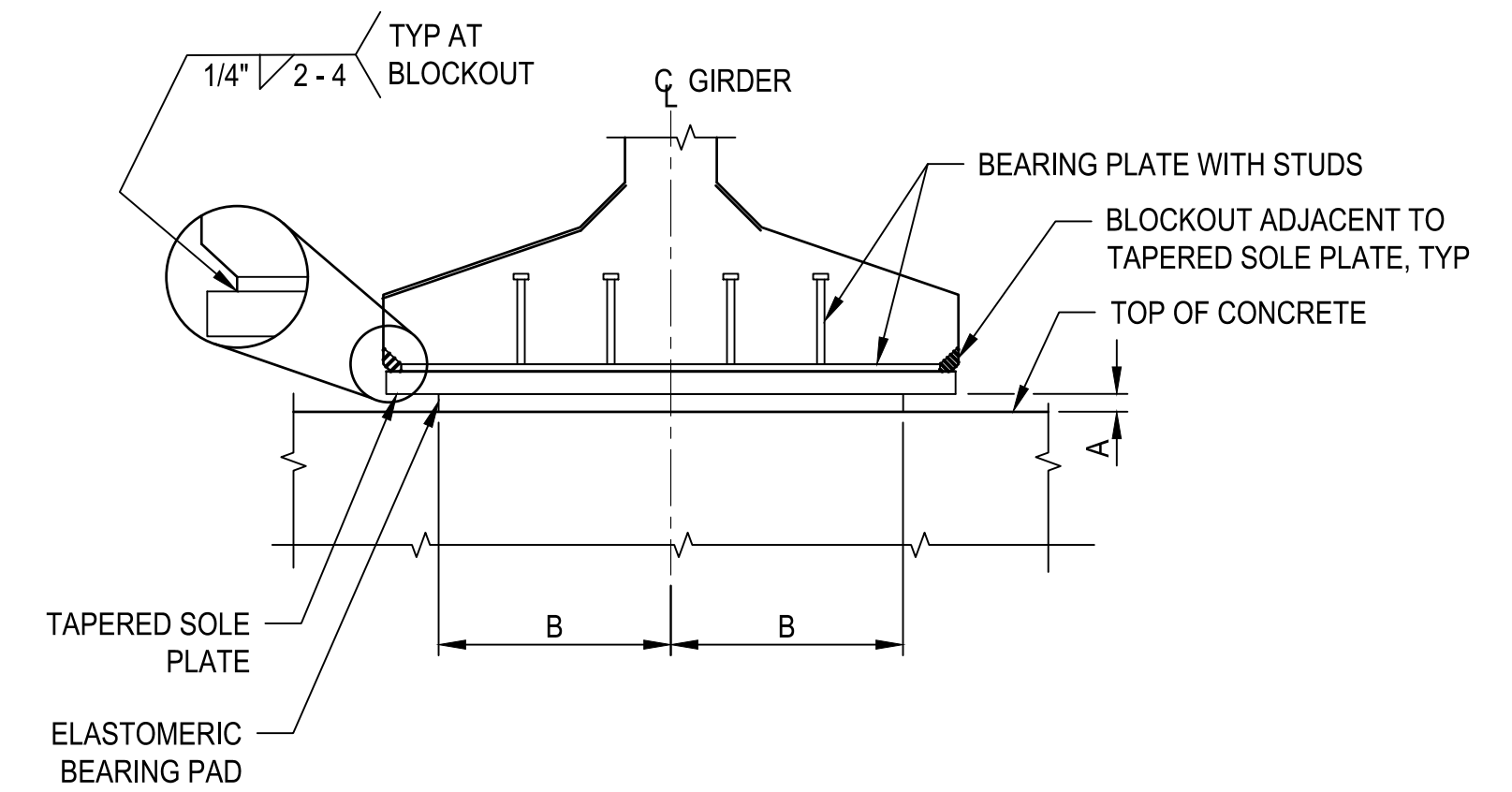
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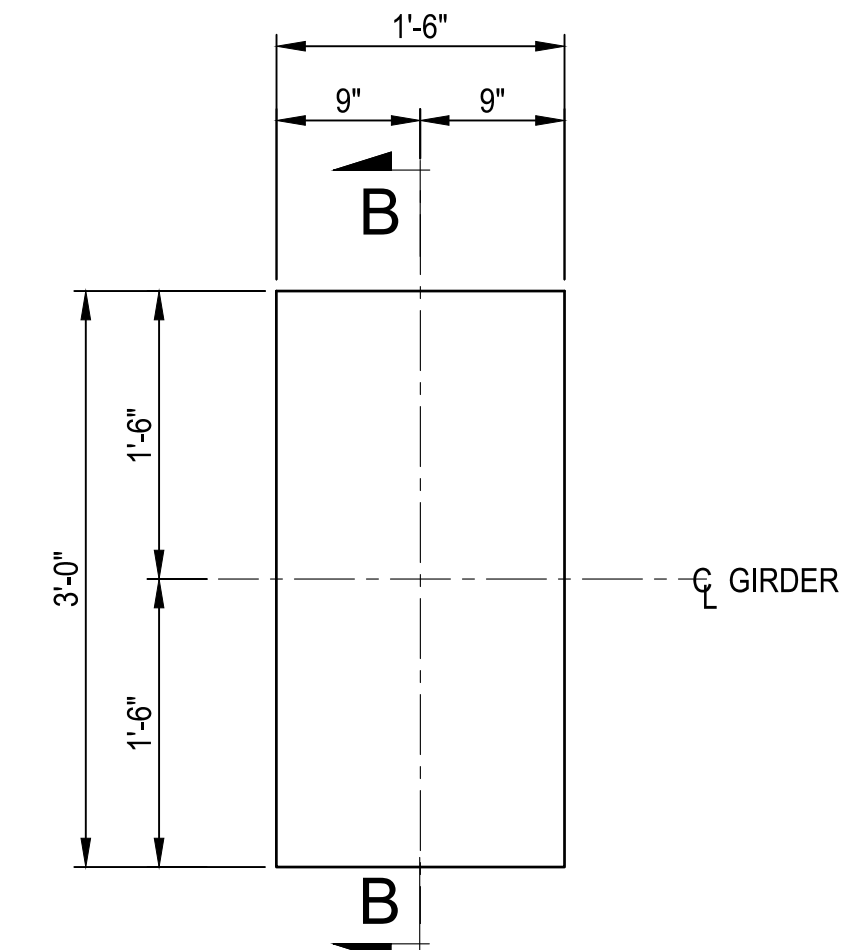
BEARING PLAN



BEARING DETAIL - SIDE VIEW

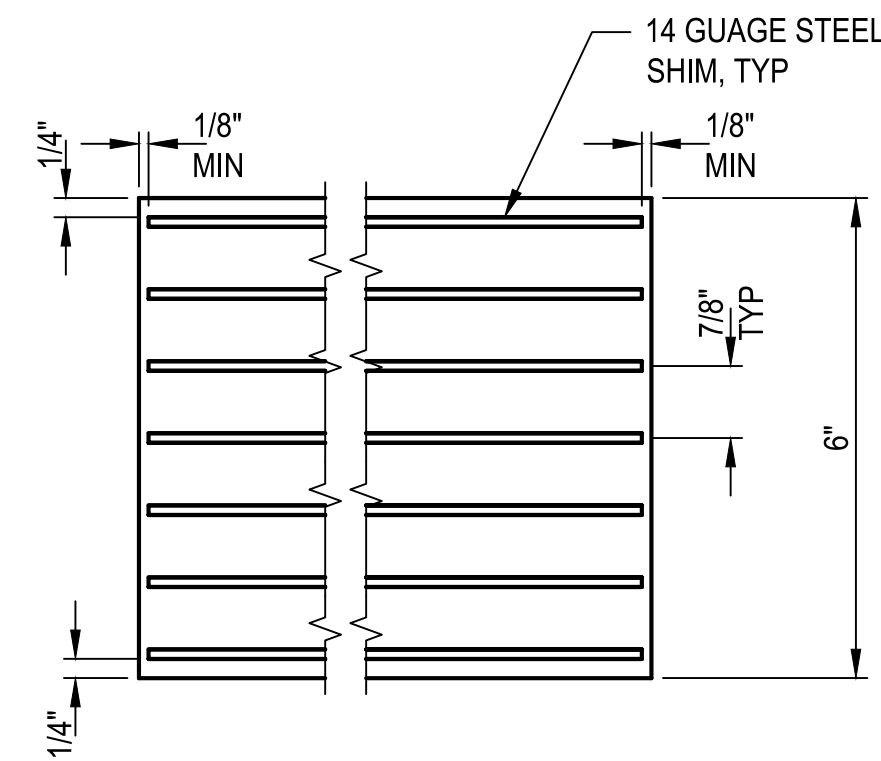


BEARING DETAIL - END VIEW

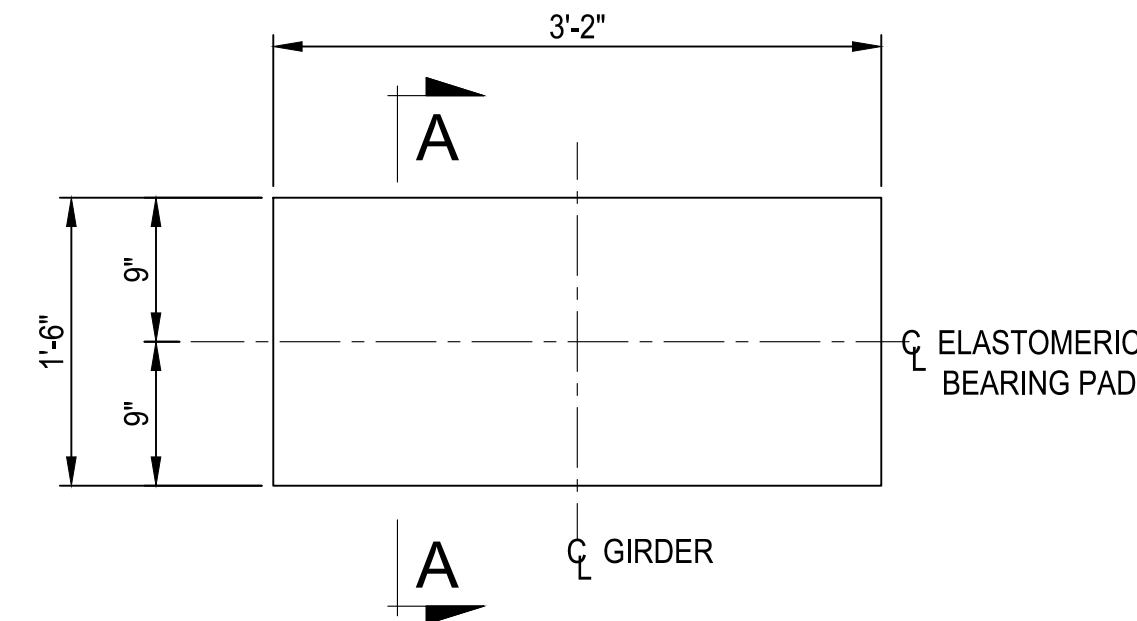


PLAN

ELASTOMERIC BEARING - ABUTMENT



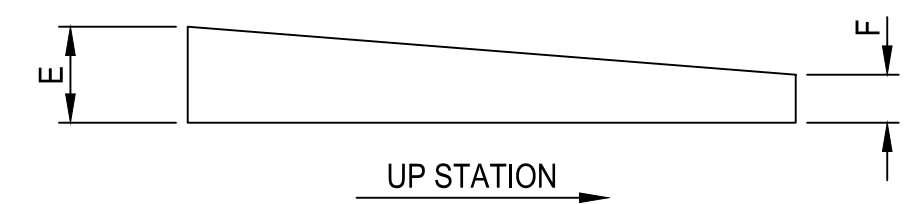
SECTION B-B



PLAN

TAPERED SOLE PLATE

SPAN	BEAM END 1		BEAM END 2	
	E	F	E	F
1	1 1/2"	3"	2 5/8"	1'-1/2"
2	1 1/2"	2'-3/4"	2"	1 1/2"
3	1 1/2"	2'-1/4"	1 1/2"	1 1/2"
4	1 5/8"	1'-1/2"	1 1/2"	2"
5	2"	1'-1/2"	1 1/2"	2 1/2"



SECTION A-A

NOTES

- USE AASHTO M 270 GRADE 36 STEEL FOR GRAFFITI COVER. USE 7/8 INCH DIA ASTM A 307 GRADE A BOLTS WITH ASTM A 563 NUTS AND ASTM F 436 WASHERS. GALVANIZE ALL NUTS, BOLTS AND WASHERS PAINT GRAFFITI COVERS TO MATCH THE COLOR OF THE GIRDERS.
- USE 60 DUROMETER HARDNESS (SHORE A), GRADE 3 ELASTOMER. MINIMUM AND MAXIMUM SHEAR MODULUS ARE 0.130 KSI AND 0.200 KSI, RESPECTIVELY. BEARING PADS ARE DESIGNED USING METHOD A.
- USE AASHTO M 270 GRADE 50 STEEL FOR TAPERED SOLE PLATE.

LOCATION	DC γ = 1.00	DW γ = 1.00	LL WITHOUT IMPACT γ = 1.00	TEMPERATURE MOVEMENT γ = 1.00		SEISMIC MOVEMENT γ = 1.00		NUMBER OF BEARINGS
				LATERAL	LONGITUDINAL	LATERAL	LONGITUDINAL	
				KIPS	KIPS	KIPS	KIPS	
ABUTMENT #1	139	10	42	NA	2.68	5.09	6.96	7
ABUTMENT #6	139	10	42	NA	2.68	5.09	6.96	7

GIRDER	ELASTOMERIC BEARING PAD DIMENSIONS				ALLOWABLE * LOAD	LOAD **	NUMBER OF BEARINGS
	A	B	C	D			
UBT58 AT ABUTS 1 & 6	6"	1'-6"	9"	0"	250 KIPS	140 KIPS	14
UBT58 AT BENTS 2-5	1 5/8"	1'-6"	6 1/2"	2 1/2"	178 KIPS	143 KIPS	56

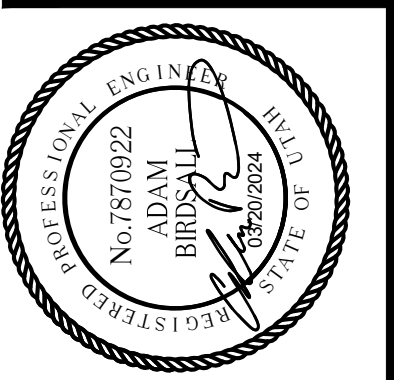
* MAXIMUM ALLOWABLE UNFACTORED NONCOMPOSITE DEAD LOAD
** UNFACTORED NONCOMPOSITE DEAD LOAD

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NECESSARY ACCORDINGLY

Parametrix

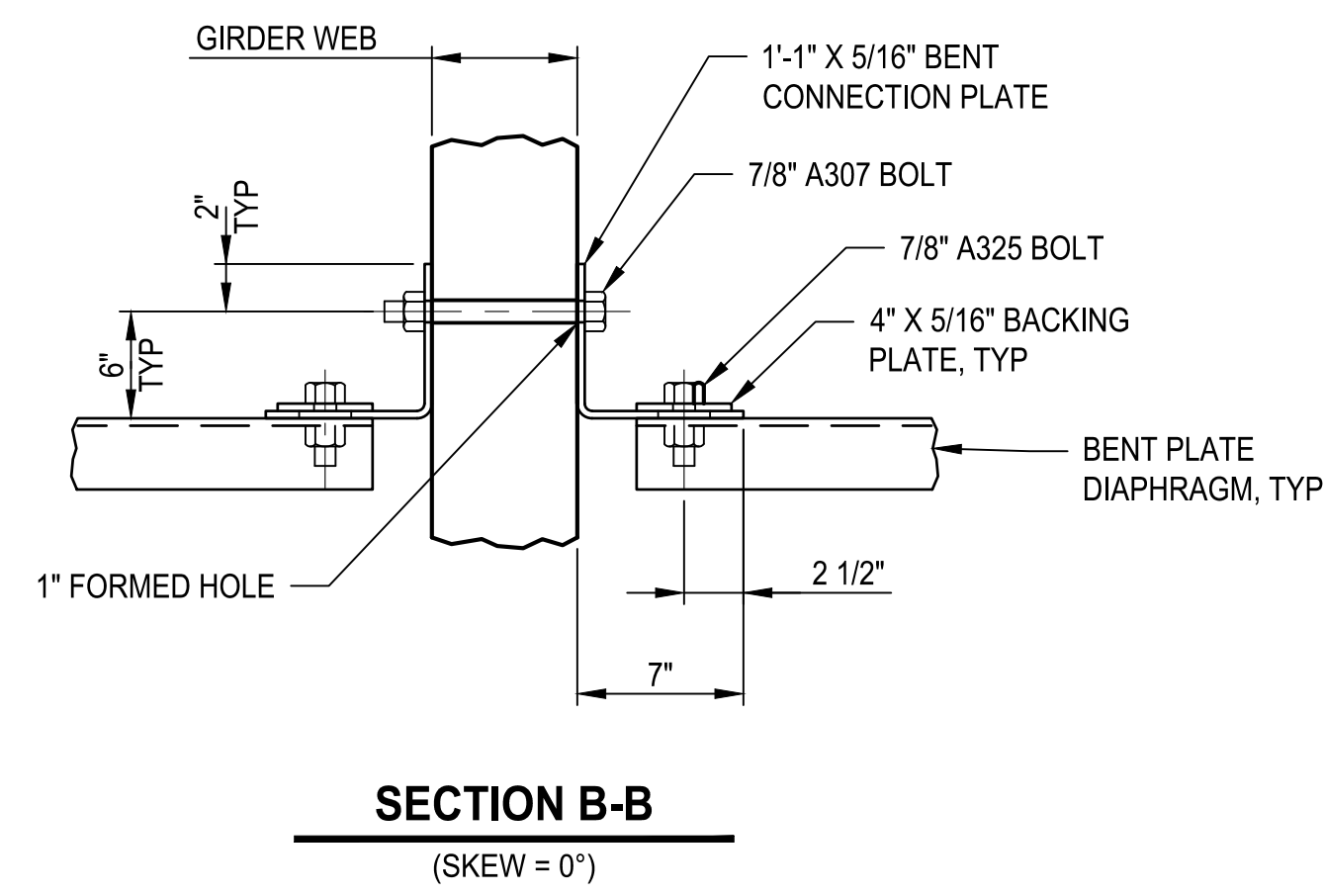
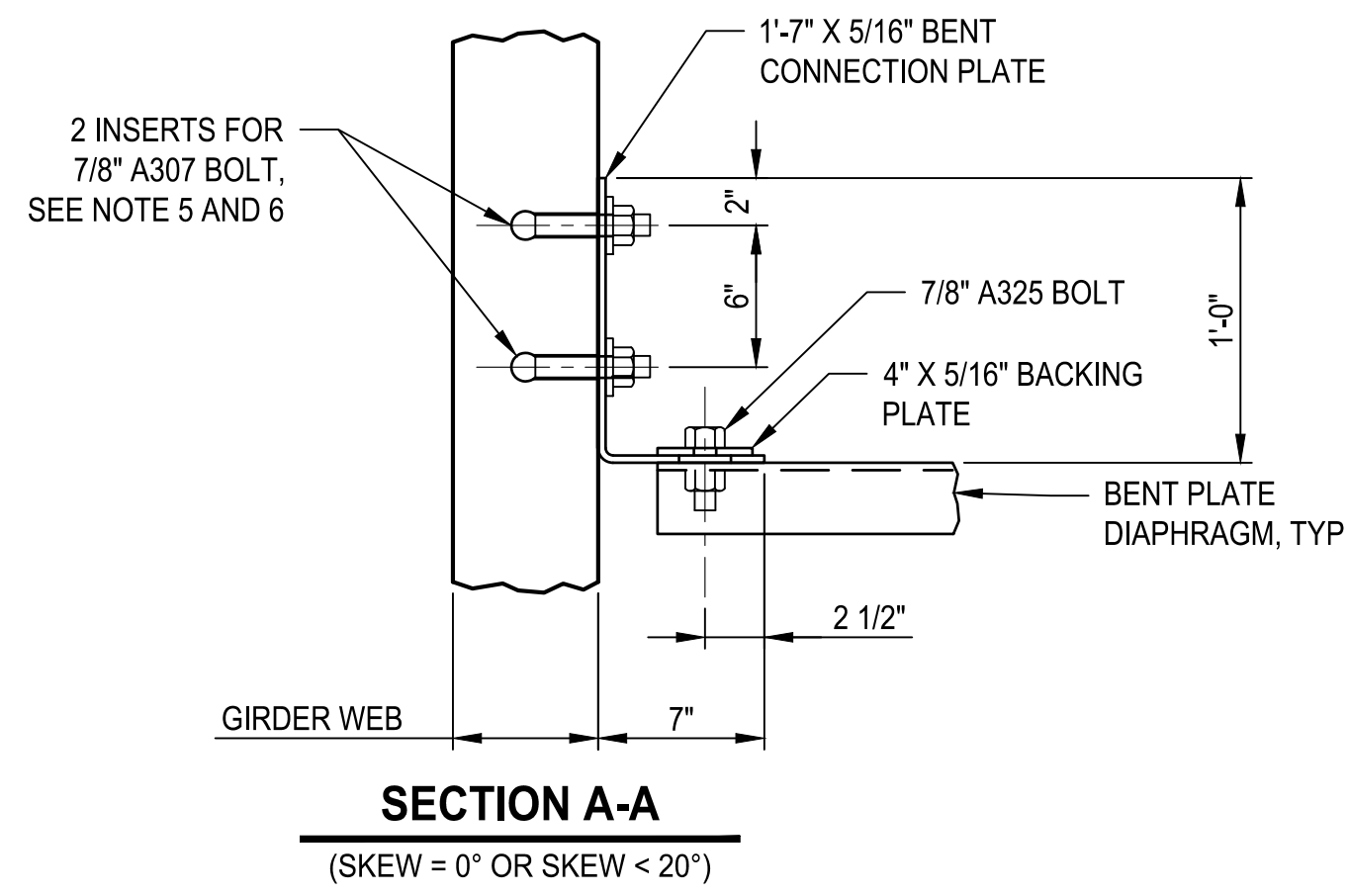
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JOB No.: 344-8541-002
DESIGNED: TWP
DRAWN: SLO
CHECKED: NICC
APPROVED: AUB



PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

ELASTOMERIC BEARING PAD DETAILS

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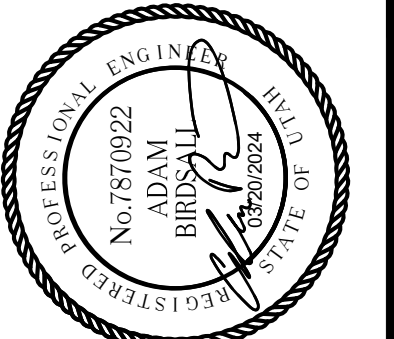
NOTES

1. USE AASHTO M270 GRADE 36 STEEL FOR ALL CONNECTION ANGLES AND PLATES. GALVANIZE ALL CONNECTION ANGLES AND PLATES IN ACCORDANCE WITH AASHTO M111.
2. USE 7/8 INCH DIAMETER ASTM F3125, GRADE A325, TYPE 1, BOLTS, ASTM A563 NUTS AND ASTM F959 WASHERS FOR STEEL TO STEEL CONNECTIONS. GALVANIZE ALL NUTS, BOLTS AND WASHERS. BOLTS ARE SLIP CRITICAL. PROVIDE A CLASS C SURFACE CONDITION.
3. USE 7/8 INCH DIAMETER ASTM A307, GRADE A BOLTS, ASTM A563 NUTS AND ASTM F436 WASHERS FOR STEEL TO CONCRETE CONNECTIONS. GALVANIZE ALL NUTS, BOLTS AND WASHERS.
4. USE THREADED INSERTS FOR DIAPHRAGM CONNECTIONS TO EXTERIOR GIRDERS. PLACE INSERTS PERPENDICULAR TO WEB. PROVIDE INSERTS WITH A MINIMUM ULTIMATE TENSILE CAPACITY OF 11.0 KIPS.
5. ADJUST LOCATION OF INSERTS AND HOLES IN WEB TO AVOID INTERFERENCE WITH PRESTRESSING STRAND. COORDINATE CHANGES WITH BENT CONNECTION PLATE SUPPLIER.
6. FIELD DRILLING OF BENT CONNECTION PLATE IS PERMITTED. FIELD WELDS ARE NOT PERMITTED.
7. INCLUDE GIRDER DIAPHRAGMS IN COST OF GIRDER.

ONE INCH AT FULL SCALE IF NECESSARY ACCORDINGLY

Parametrix

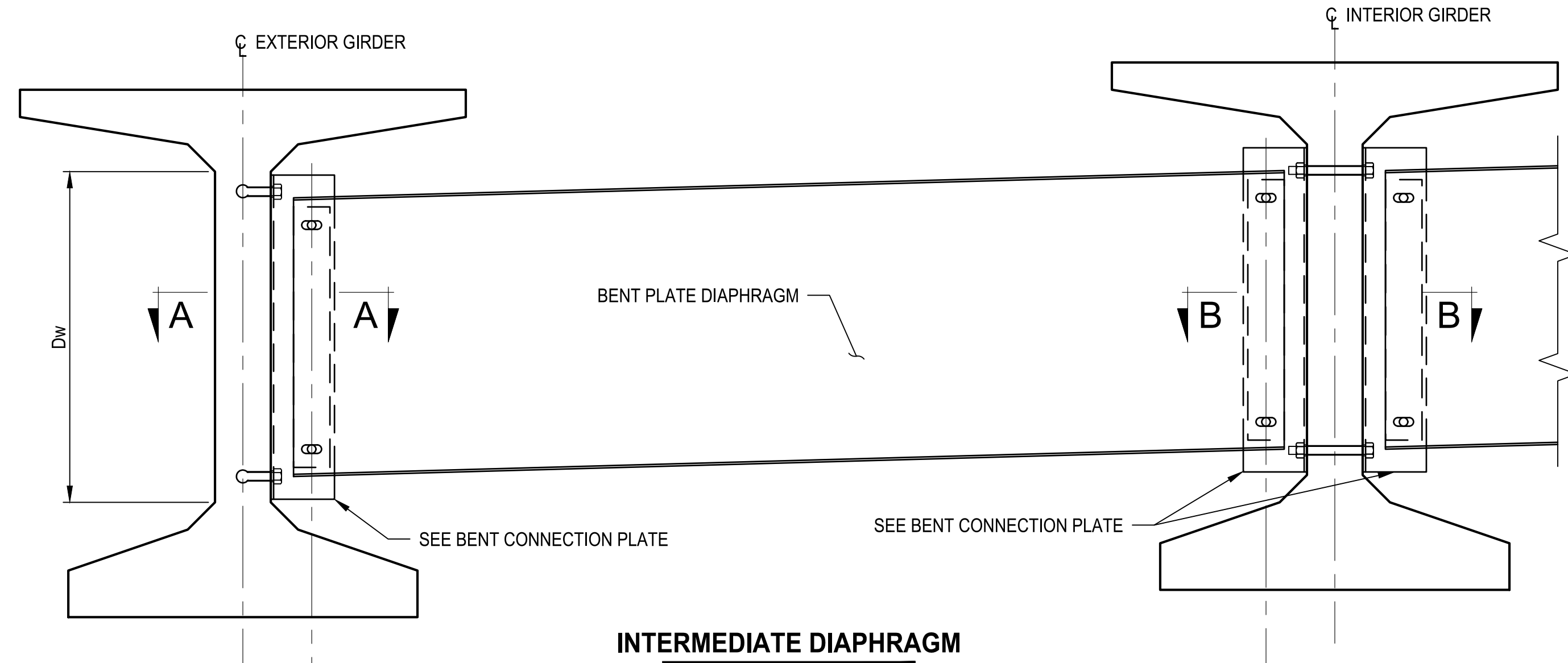
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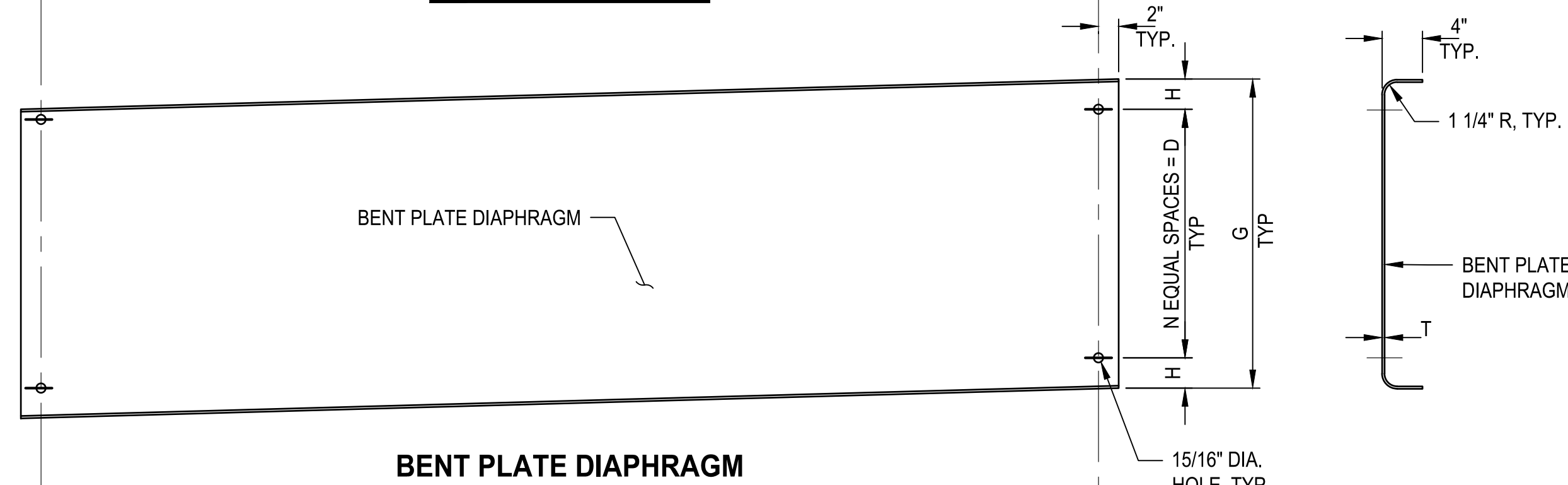
PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

INTERMEDIATE DIAPHRAGM DETAILS FOR PRESTRESSED GIRDERS

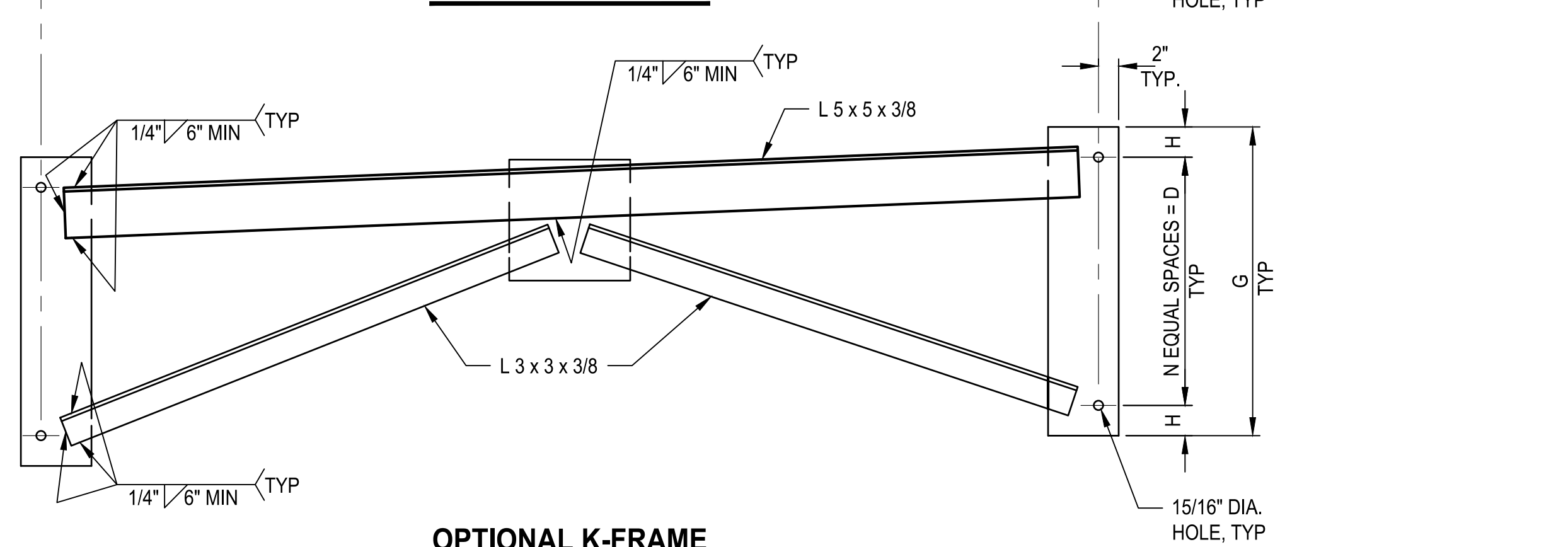
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S34



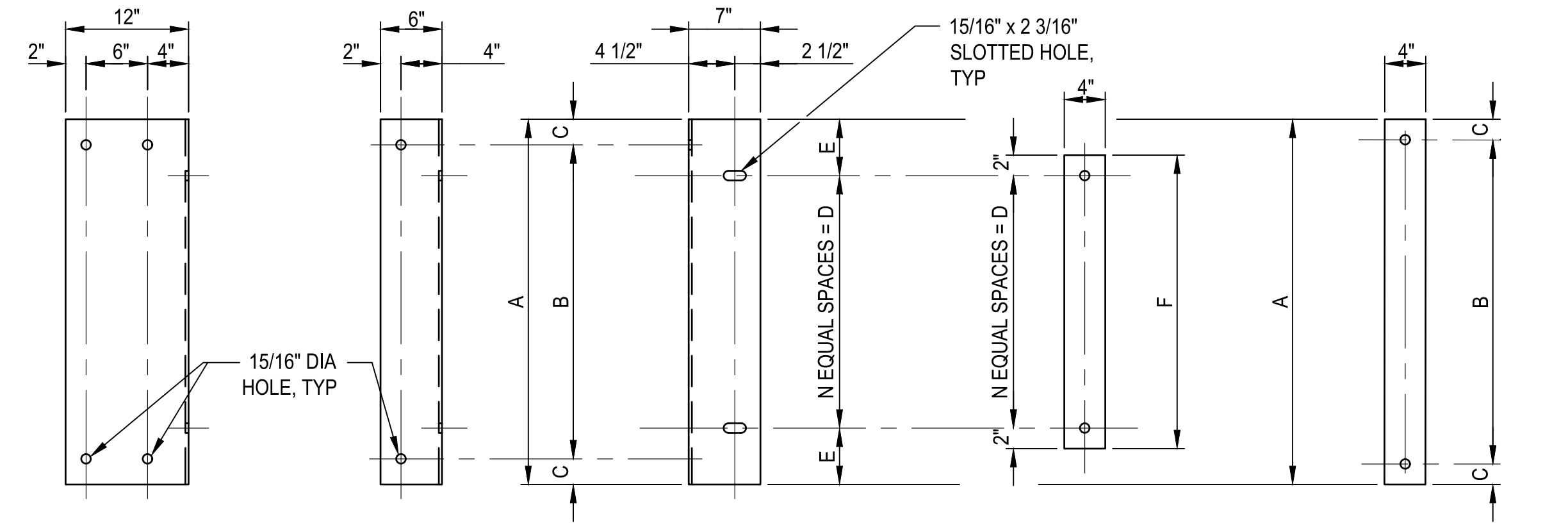
INTERMEDIATE DIAPHRAGM



BENT PLATE DIAPHRAGM



OPTIONAL K-FRAME



SIDE VIEW SECTION A-A

SIDE VIEW SECTION B-B

FRONT VIEW

BENT CONNECTION PLATE

BACKING PLATE

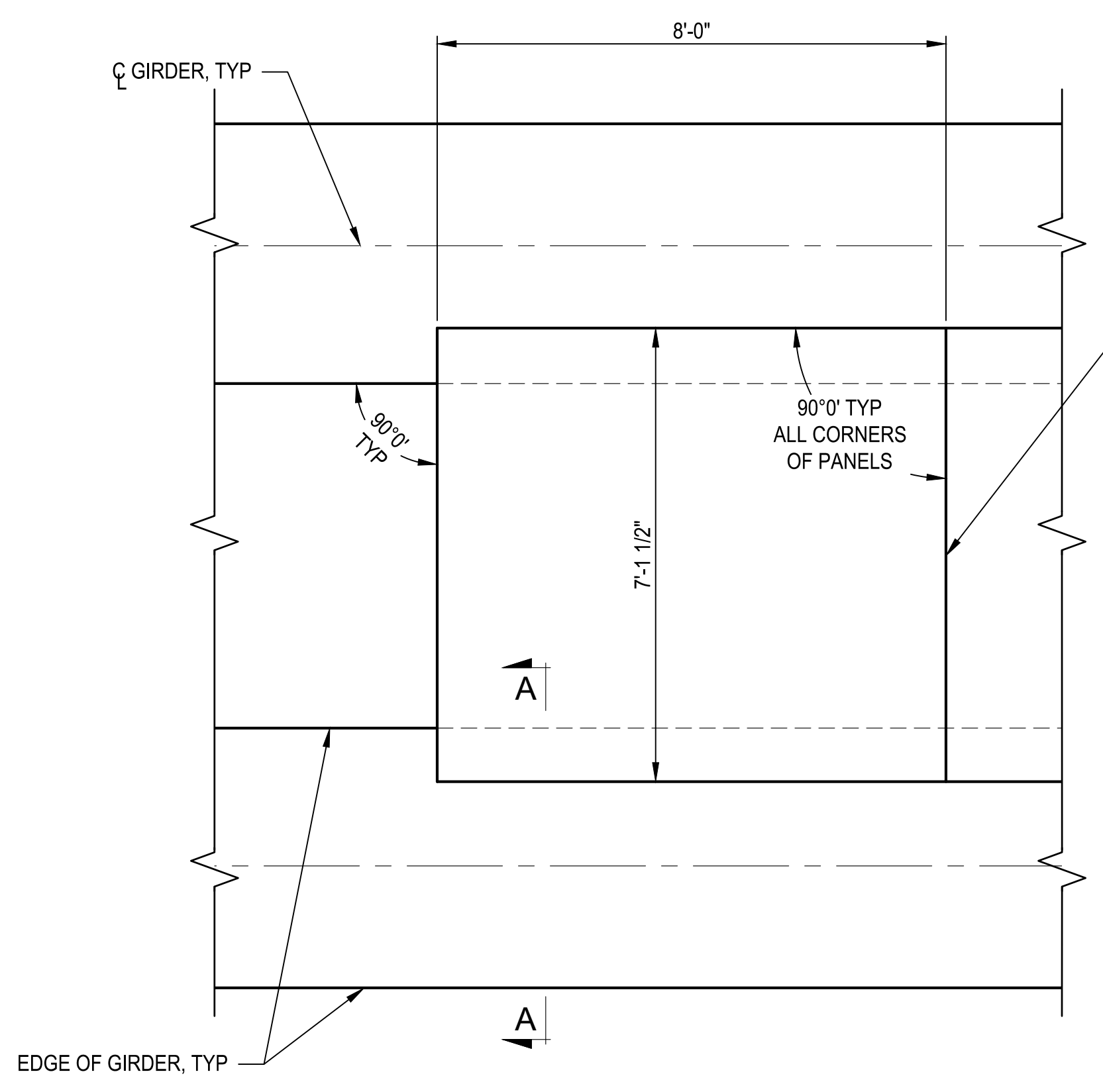
BEARING PLATE

DIAPHRAGM DATA TABLE											
GIRDER	Dw	A	B	C	D	E	F	G	H	N	T
UBT42	20.375	19.625	14.625	2.5	9.625	5.0	13.625	14.625	2.5	2	0.3125
UBT50	28.375	27.625	22.625	2.5	17.625	5.0	21.625	22.625	2.5	3	0.3125
UBT58	36.375	35.625	30.625	2.5	24.625	5.5	28.625	30.625	3.0	4	0.3125
UBT66	44.375	43.625	38.625	2.5	30.625	6.5	34.625	38.625	4.0	5	0.3125
UBT74	52.375	51.625	46.625	2.5	34.625	8.5	38.625	46.625	6.0	5	0.3125
UDBT42	18.375	17.625	12.625	2.5	7.625	5.0	11.625	12.625	2.5	2	0.3125
UDBT50	26.375	25.625	20.625	2.5	15.625	5.0	19.625	20.625	2.5	3	0.3125
UDBT58	34.375	33.625	28.625	2.5	22.625	5.5	26.625	28.625	3.0	4	0.3125
UDBT66	42.375	41.625	36.625	2.5	28.625	6.5	32.625	36.625	4.0	5	0.3125
UDBT74	50.375	49.625	44.625	2.5	32.625	8.5	36.625	44.625	6.0	5	0.3125

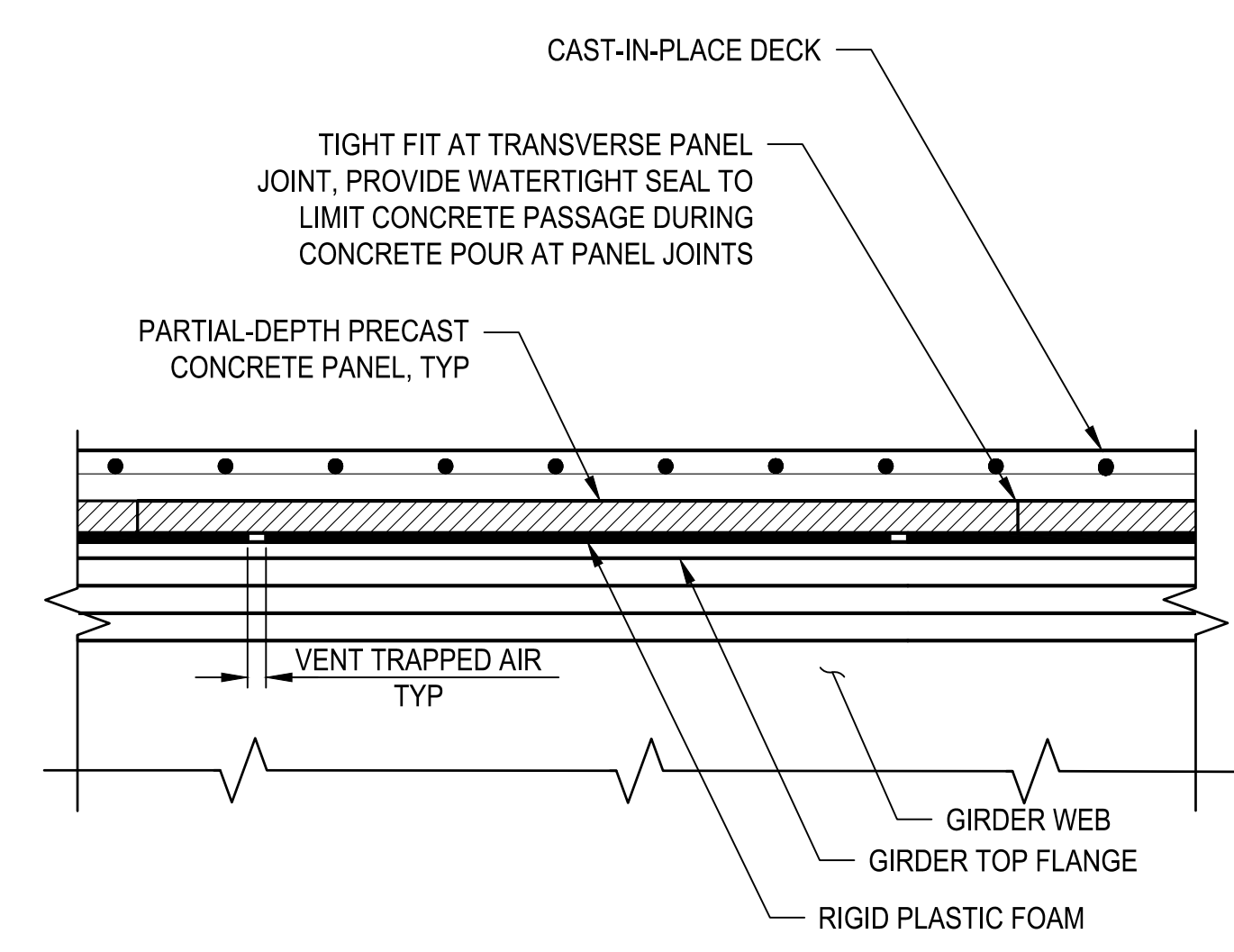
DIMENSIONS ARE SHOWN IN INCHES

ITEM	LOCATION	EST QTY	UNIT
UBT58 DIAPHRAGM (SEE NOTE 7)	SPANS 1, 2, 3, 4, AND 5	48	EACH

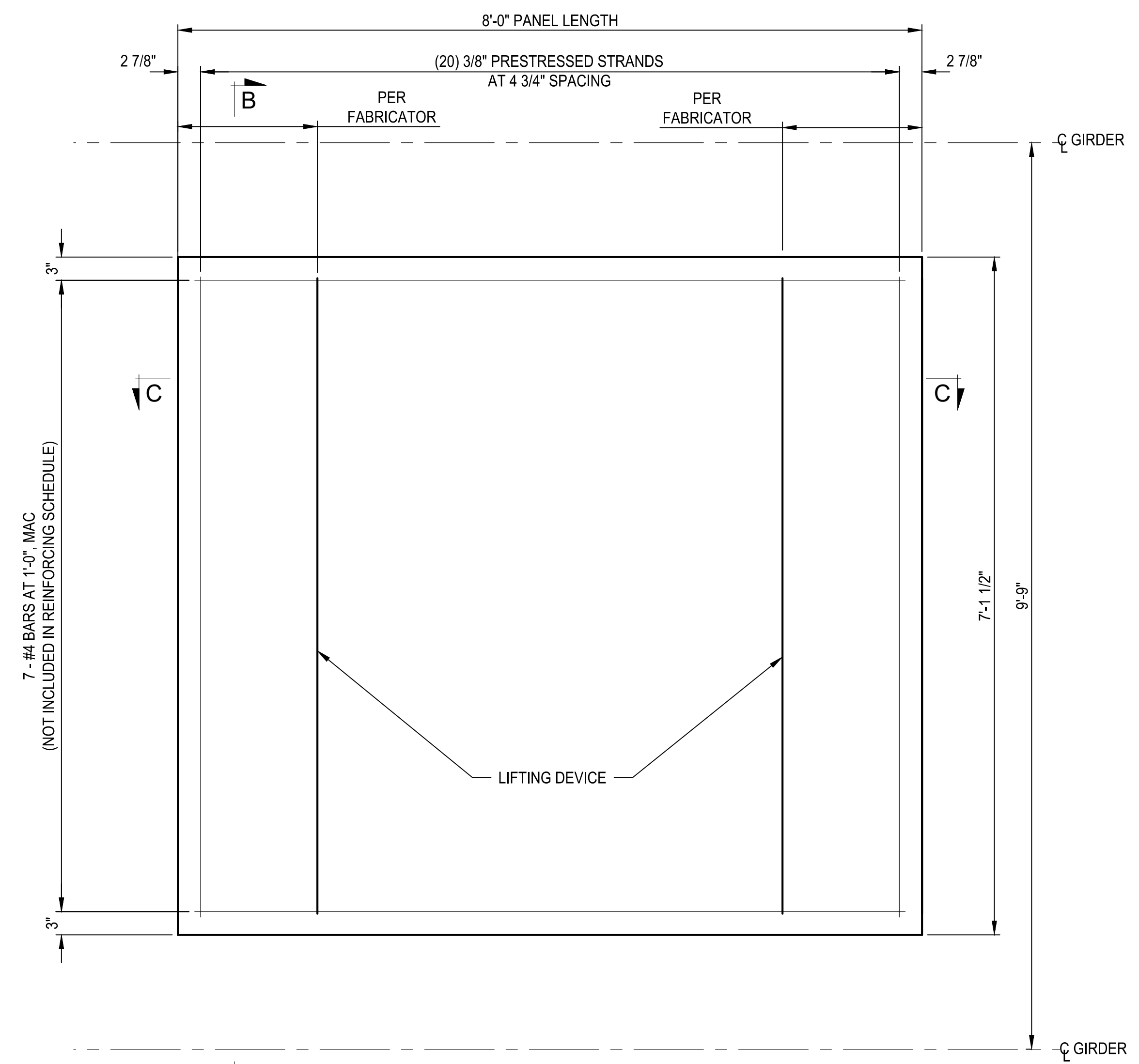
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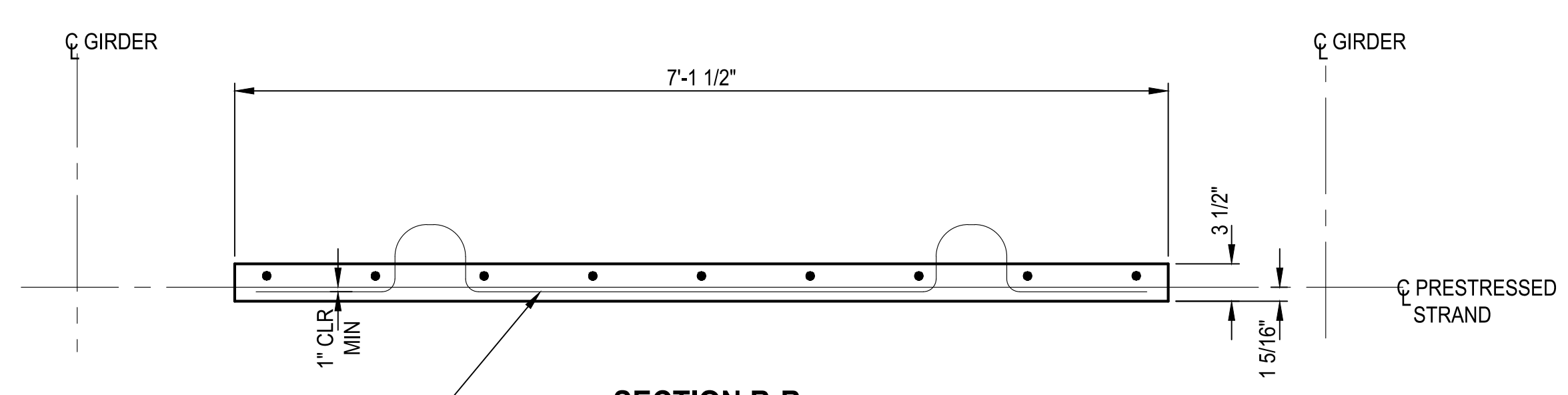
PANEL SET DETAIL



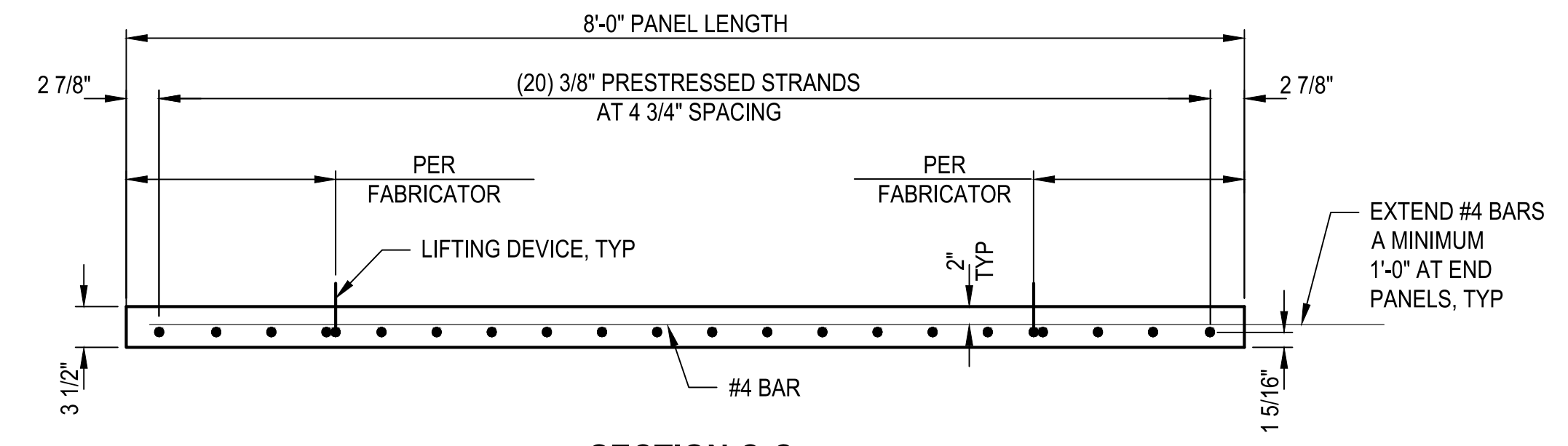
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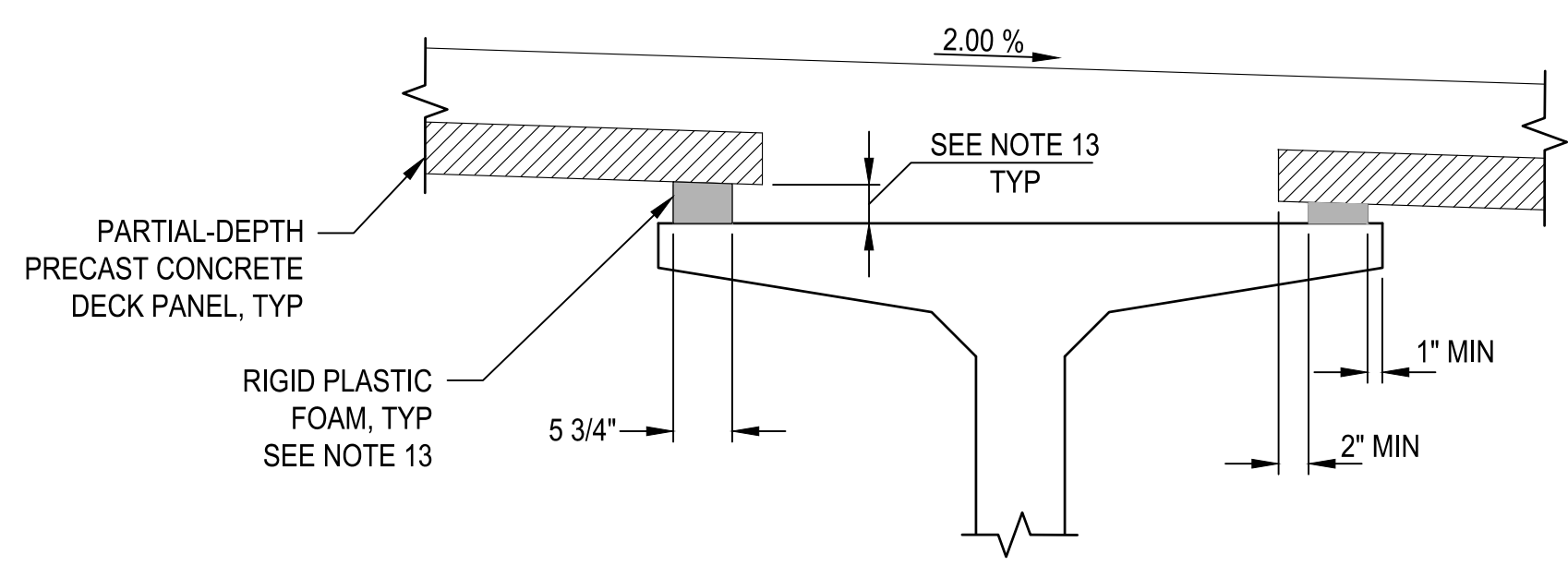
PLAN



SECTION B-B



SECTION C-C



SECTION A-A

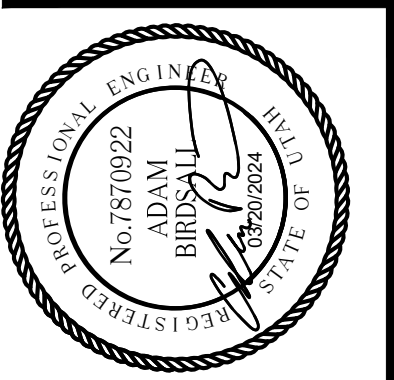
NOTES

- USE CLASS AAA(AE) f'_{ci} = 4500 PSI AND MINIMUM 28 DAYS STRENGTH f'_c = 6000 PSI. USE f'_c min = 5000 PSI AT TIME OF THE DECK POUR.
- USE 3/8 INCH DIA LOW RELAXATION STRANDS MEETING THE REQUIREMENTS OF AASHTO M 203 GRADE 270. MINIMUM JACKING FORCE PER STRAND (Fj) IS 17.2 KIPS. ESTIMATED FINAL FORCE PER STRAND (Ff) IS 14.3 KIPS.
- INSTALLATION OF LIFTING DEVICE IS MANDATORY. USE ALL FOUR LIFTING DEVICES SIMULTANEOUSLY FOR LIFTING THE PANELS. PROVIDE DETAILS OF LIFTING DEVICES ON THE WORKING DRAWINGS.
- REMOVE ALL CONSTRUCTION DEBRIS FROM GIRDERS AND PANELS PRIOR TO DECK POUR. PROVIDE ADEQUATE VIBRATION TO FILL VOIDS UNDER PANELS.
- MAINTAIN THE STABILITY OF THE PANELS ON THE GIRDERS. SUPPORT ERECTED PANELS UNIFORMLY ALONG THE LENGTH OF THE PANEL. PROVIDE THE TOTAL SLAB THICKNESS SHOWN ON THE SUPERSTRUCTURE DETAILS.
- DO NOT WELD REBAR.
- SEE "DECK PLAN 1 OF 2", "DECK PLAN 2 OF 2" AND "DECK SECTIONS" FOR LONGITUDINAL AND TRANSVERSE REINFORCEMENT OVER PANELS.
- SAWING OF PANELS IS ACCEPTABLE.
- STRAND PLACEMENT TOLERANCE IS +/- 1/4 INCH. PANEL THICKNESS TOLERANCE IS +1/4 INCH TO 1/8 INCH.
- CONCENTRATED CONSTRUCTION LOADS MUST NOT EXCEED 700 LBS UNLESS THE LOAD IS DISTRIBUTED TO LESS THAN 117 PSF. TOTAL LOADS APPLIED TO ANY PANEL DURING CONSTRUCTION MUST NOT EXCEED 117 PSF.
- BOTTOM FLEXURAL CRACKS, SAGS GREATER THAN 1/2 INCH, OR CAMBERS GREATER THAN 1/2 INCH WILL BE CONSIDERED EVIDENCE OF MISHANDLING, OVERLOADING, OR EXCEEDING ALLOWABLE TOLERANCE, AND ARE CAUSE FOR REJECTING PANELS AT THE ENGINEER'S DISCRETION.
- USE COATED DEFORMED CARBON STEEL BARS CONFORMING TO ASTM A 775 OR AASHTO M 111 AND AASHTO M 31 GRADE 60, RESPECTIVELY.
- THE ANTICIPATED HEIGHT OF THE RIGID PLASTIC FOAM VARIES FROM 1 3/4 INCH MIN TO 5 3/4 INCH MAX. NOTIFY THE ENGINEER WHEN THE THICKNESS OF THE RIGID PLASTIC FOAM EXCEEDS THESE LIMITS.

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NOT ACCORDINGLY

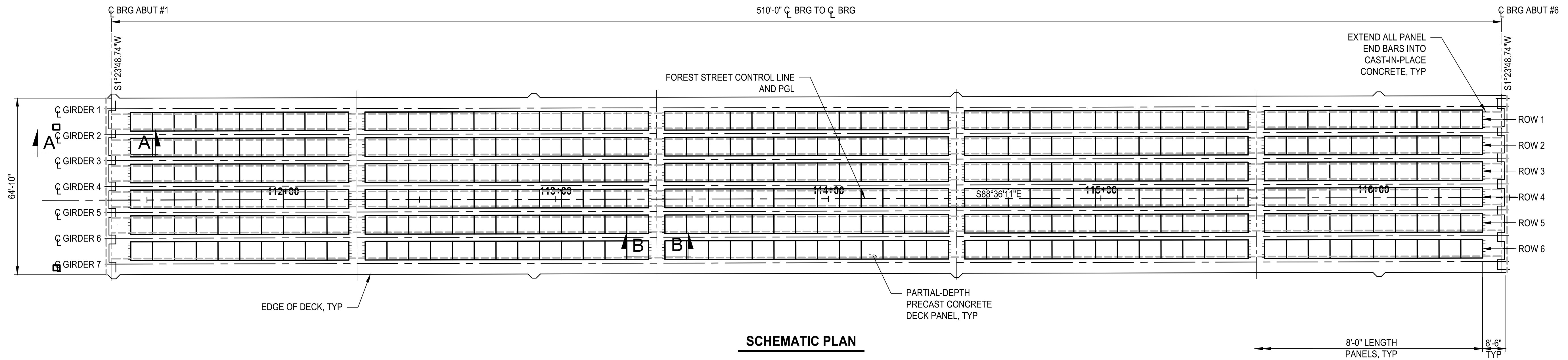
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 APPROVED AUB



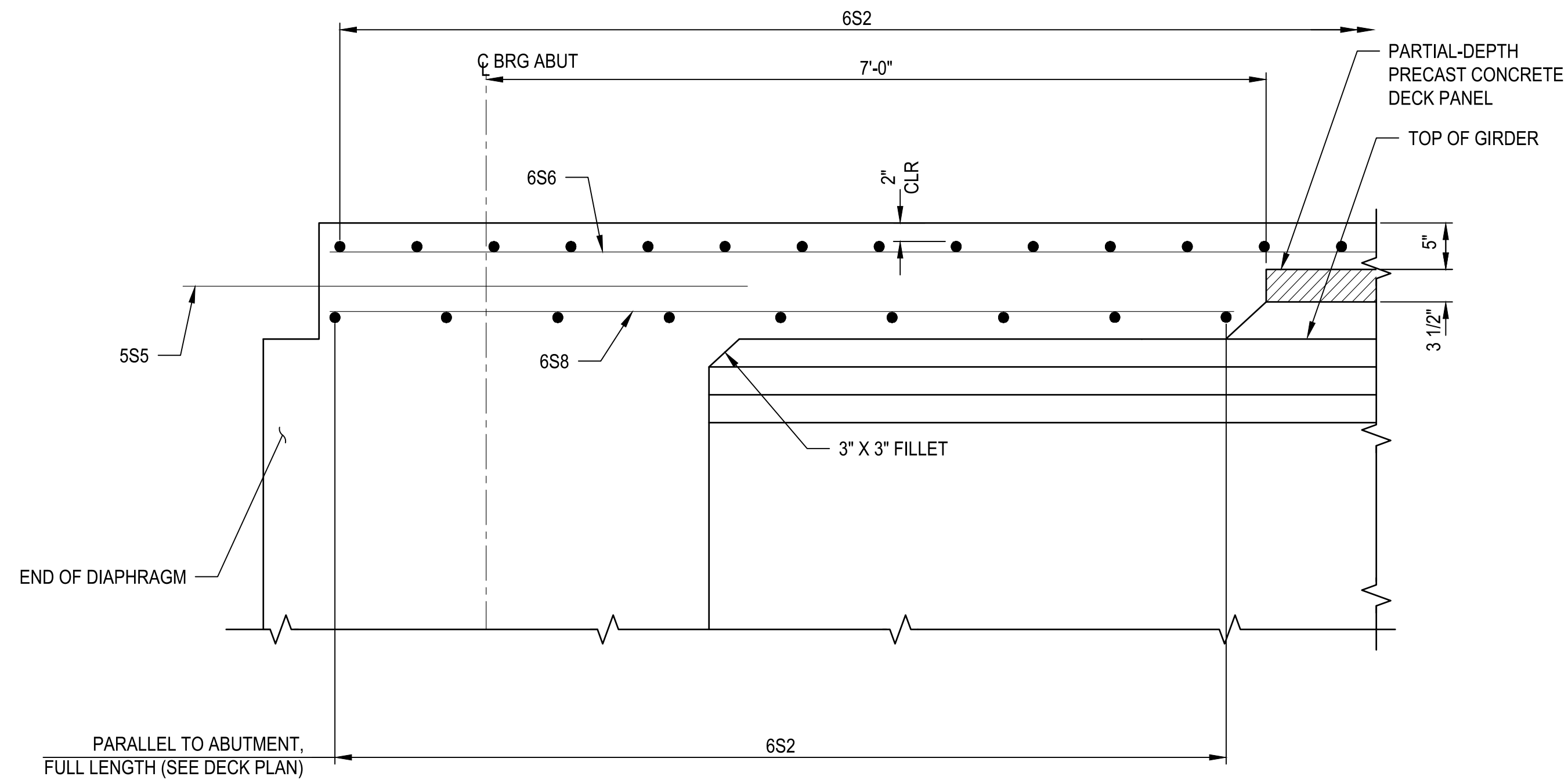
PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

PARTIAL-DEPTH PRECAST PANEL DETAILS
1 OF 2

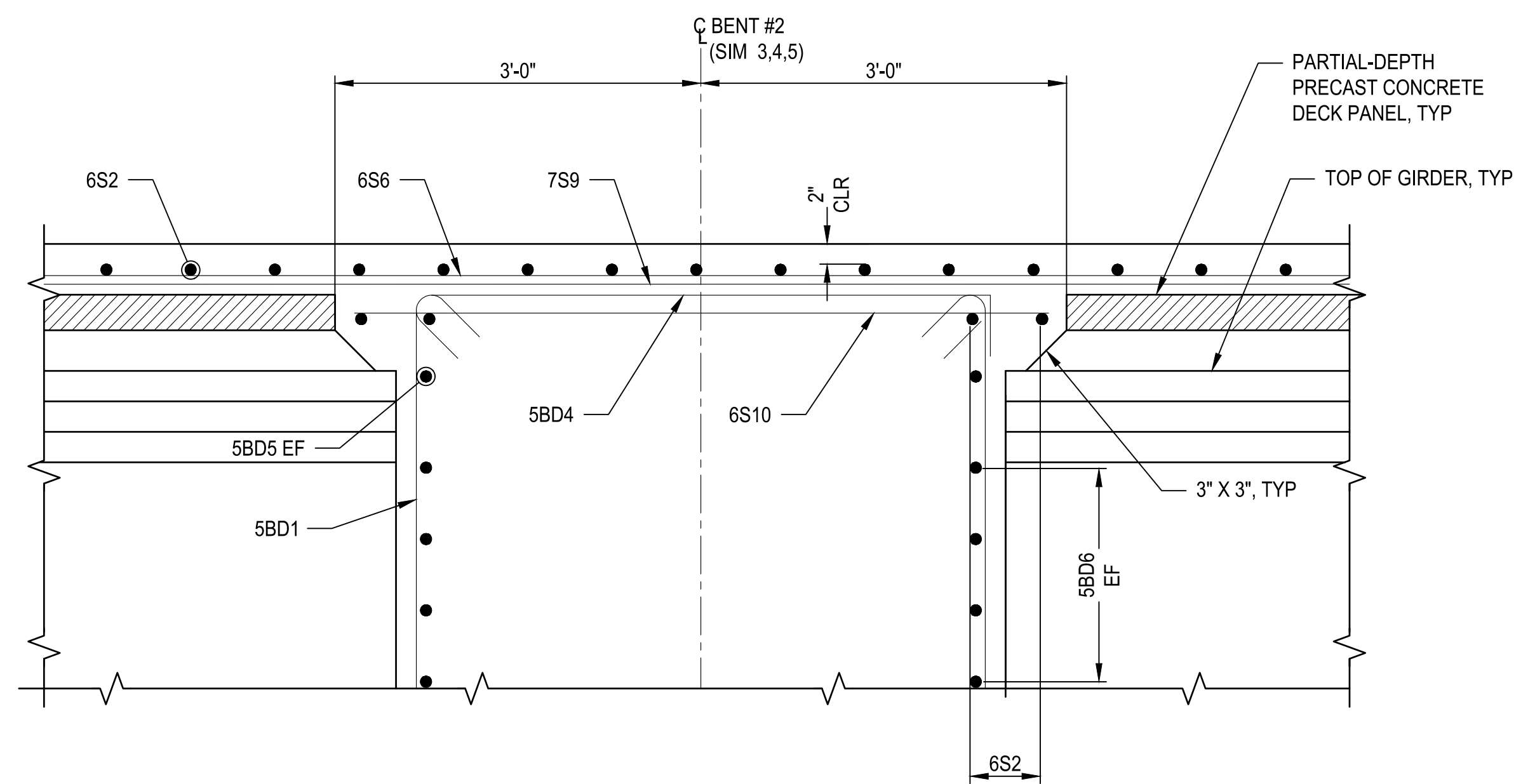
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SCHEMATIC PLAN



SECTION A-A



SECTION B-B

NOTES

- SEE "PARTIAL-DEPTH PRECAST CONCRETE DECK PANEL 1 OF 2" FOR ADDITIONAL DETAILS.

PRECAST CONCRETE DECK PANEL SCHEDULE		
ROW	INTERIOR PANELS	END PANELS
1 THRU 6	49	10
TOTAL	294	60

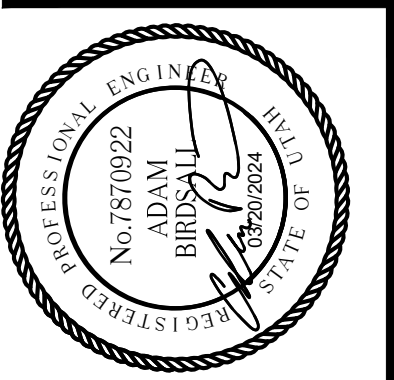
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PARTIAL-DEPTH PRECAST CONCRETE DECK PANEL	DECK	20,178	SF

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NOT OTHERWISE INDICATED

Parametrix

DATE: 03/20/2024
 JOB No.: 344-8541-002
 DESIGNED: TWP
 DRAWN: SLO
 CHECKED: NICC
 APPROVED: AUB



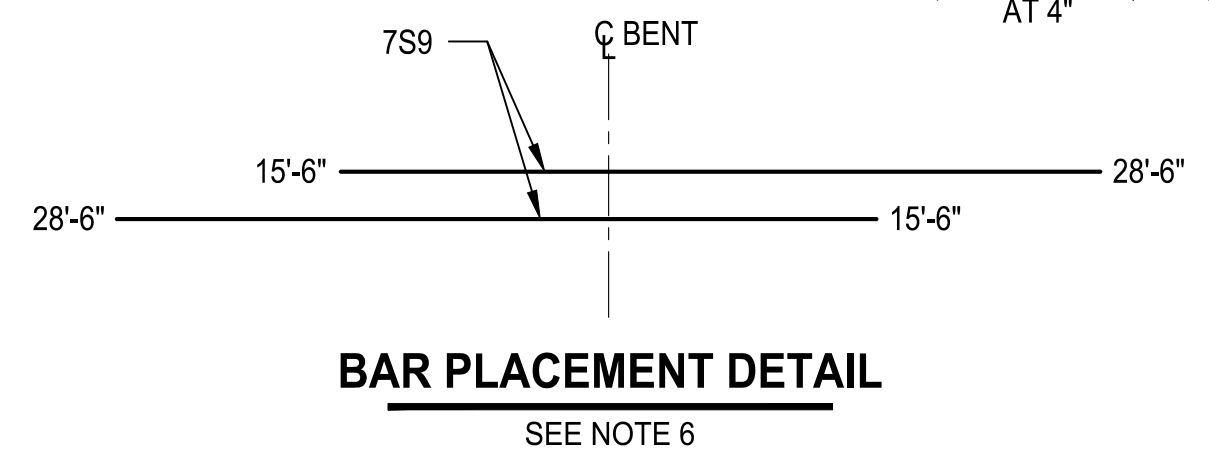
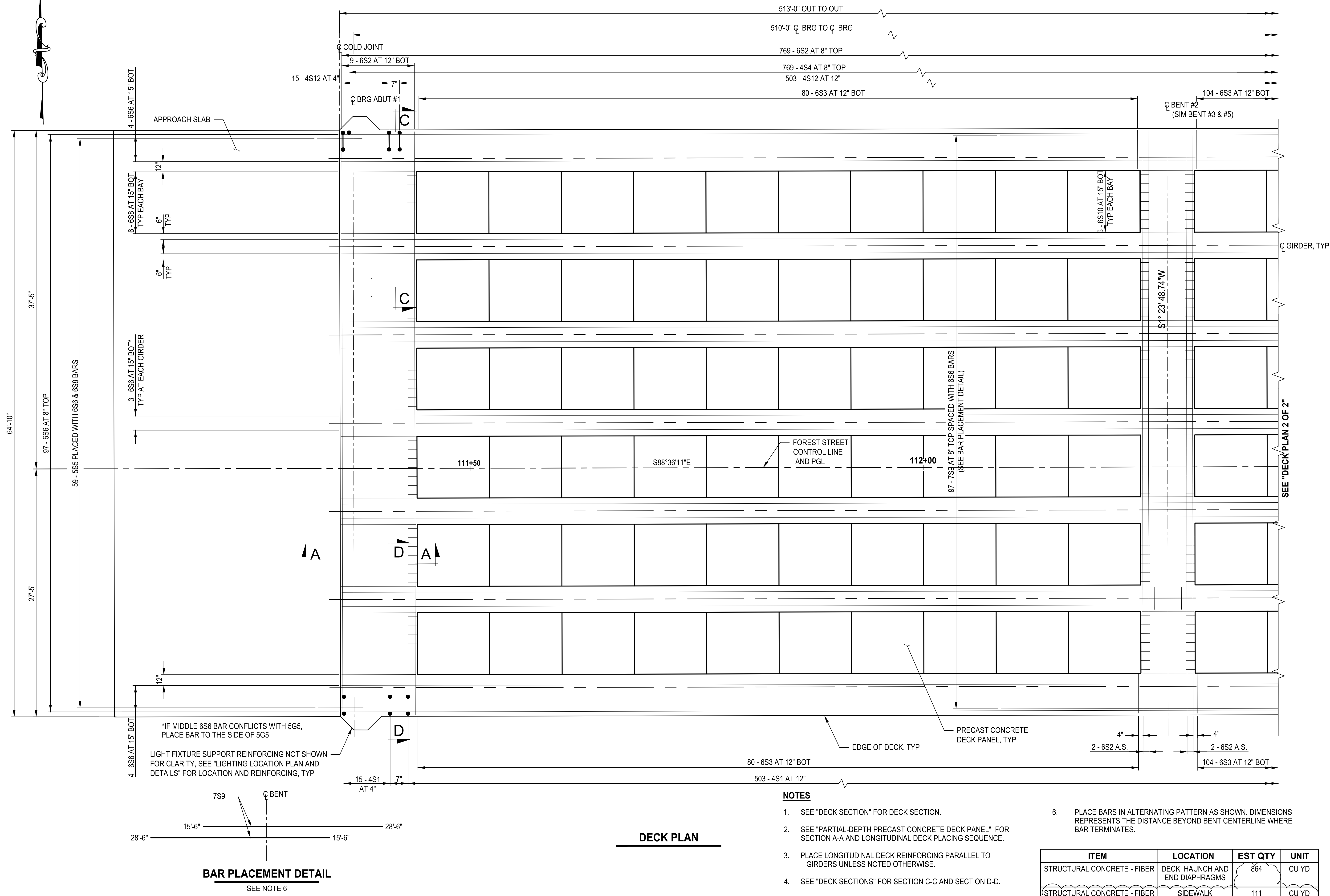
PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

PARTIAL-DEPTH PRECAST CONCRETE DECK PANEL 2 OF 2

DRAWING NO.
 36 OF 59

S36

PATH: U:\Snl\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\995vcs\CADD\DWG\Structure PLOTTED BY: OliveSta DATE: Friday, March 22, 2024 9:49:10 AM LAYOUT: DP 1



DECK PLAN

- NOTES**
- SEE "DECK SECTION" FOR DECK SECTION.
 - SEE "PARTIAL-DEPTH PRECAST CONCRETE DECK PANEL" FOR SECTION A-A AND LONGITUDINAL DECK PLACING SEQUENCE.
 - PLACE LONGITUDINAL DECK REINFORCING PARALLEL TO GIRDERS UNLESS NOTED OTHERWISE.
 - SEE "DECK SECTIONS" FOR SECTION C-C AND SECTION D-D.
 - USE ASTM A1035-CS/AASHTO M334 FOR ALL BARS IN TOP MAT OF DECK BARS (S2, S6, AND S9BARS). USE ASTM A1035-CM FOR ALL OTHER BARS IN DECK, PARAPETS, AND LIGHT PEDESTALS.
 - PLACE BARS IN ALTERNATING PATTERN AS SHOWN. DIMENSIONS REPRESENTS THE DISTANCE BEYOND BENT CENTERLINE WHERE BAR TERMINATES.

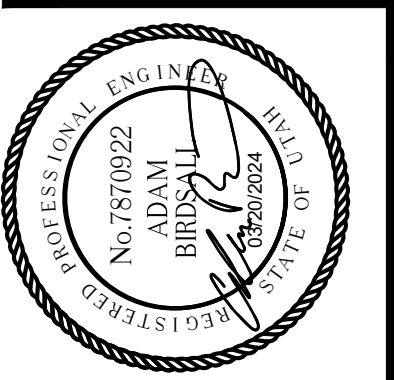
ITEM	LOCATION	EST QTY	UNIT
STRUCTURAL CONCRETE - FIBER	DECK, HAUNCH AND END DIAPHRAGMS	864	CU YD
STRUCTURAL CONCRETE - FIBER	SIDEWALK	111	CU YD

REVISIONS	DATE	BY	QUANTITIES
1	03/24	AUB	

ONE INCH AT FULL SCALE IF NOTED OTHERWISE ACCORDINGLY

Parametrix

DATE: 03/20/2024
 JOB No.: 344-8541-002
 DESIGNED: TWP
 DRAWN: SLO
 CHECKED: NICC
 APPROVED: AUB

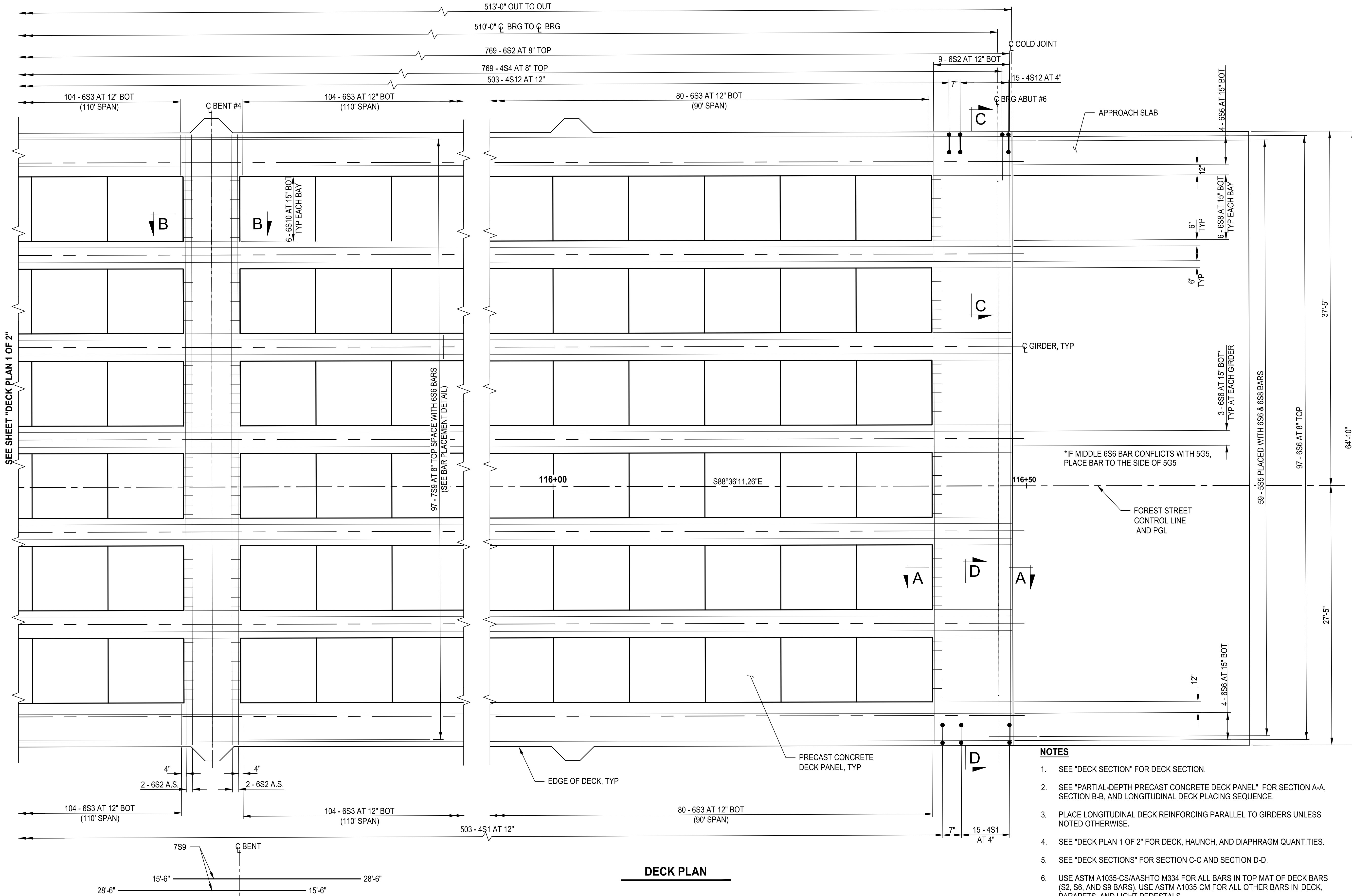


PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

DECK PLAN 1 OF 2

DRAWING NO. 37 OF 59
S37

PATH: U:\Set\Projects\Clients\8541-002 Forest St Final Design\995ves\CADD\DWG\Structure PLOTTED BY: OliveSta DATE: Friday, March 22, 2024 9:49:39 AM LAYOUT: DP2



DECK PLAN

BAR PLACEMENT DETAIL

SEE NOTE 7

NOTES

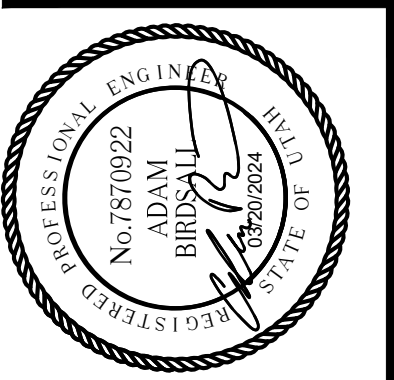
1. SEE "DECK SECTION" FOR DECK SECTION.
2. SEE "PARTIAL-DEPTH PRECAST CONCRETE DECK PANEL" FOR SECTION A-A, SECTION B-B, AND LONGITUDINAL DECK PLACING SEQUENCE.
3. PLACE LONGITUDINAL DECK REINFORCING PARALLEL TO GIRDERS UNLESS NOTED OTHERWISE.
4. SEE "DECK PLAN 1 OF 2" FOR DECK, HAUNCH, AND DIAPHRAGM QUANTITIES.
5. SEE "DECK SECTIONS" FOR SECTION C-C AND SECTION D-D.
6. USE ASTM A1035-CS/AASHTO M334 FOR ALL BARS IN TOP MAT OF DECK BARS (S2, S6, AND S9 BARS). USE ASTM A1035-CM FOR ALL OTHER BARS IN DECK, PARAPETS, AND LIGHT PEDESTALS.
7. PLACE BARS IN ALTERNATING PATTERN AS SHOWN. DIMENSIONS REPRESENTS THE DISTANCE BEYOND BENT CENTERLINE WHERE BAR TERMINATES.

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NOTED ACCORDINGLY

Parametrix

DATE: 03/20/2024	DESIGNED: TWP	CHECKED: NICC
JOB No.: 344-8541-002	DRAWN: SLO	APPROVED: AUB



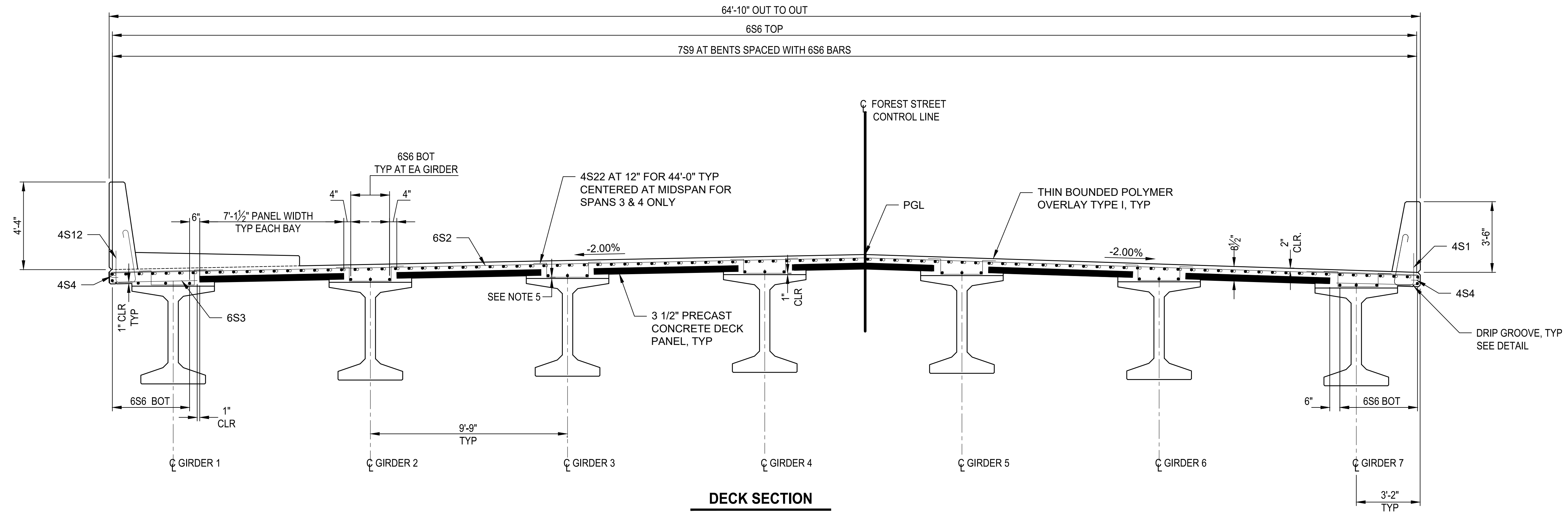
PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

DECK PLAN 2 OF 2

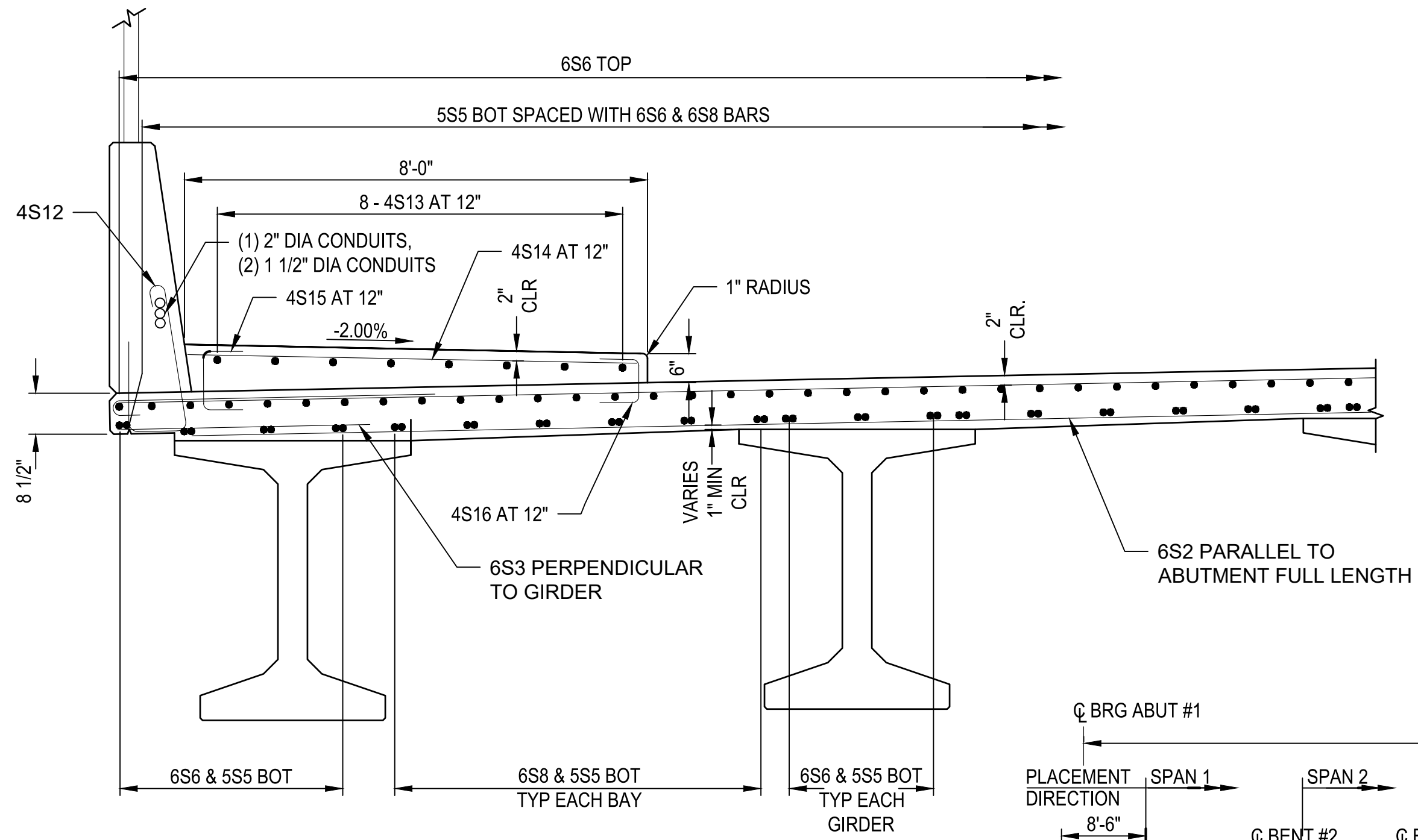
DRAWING NO. 38 OF 59

S38

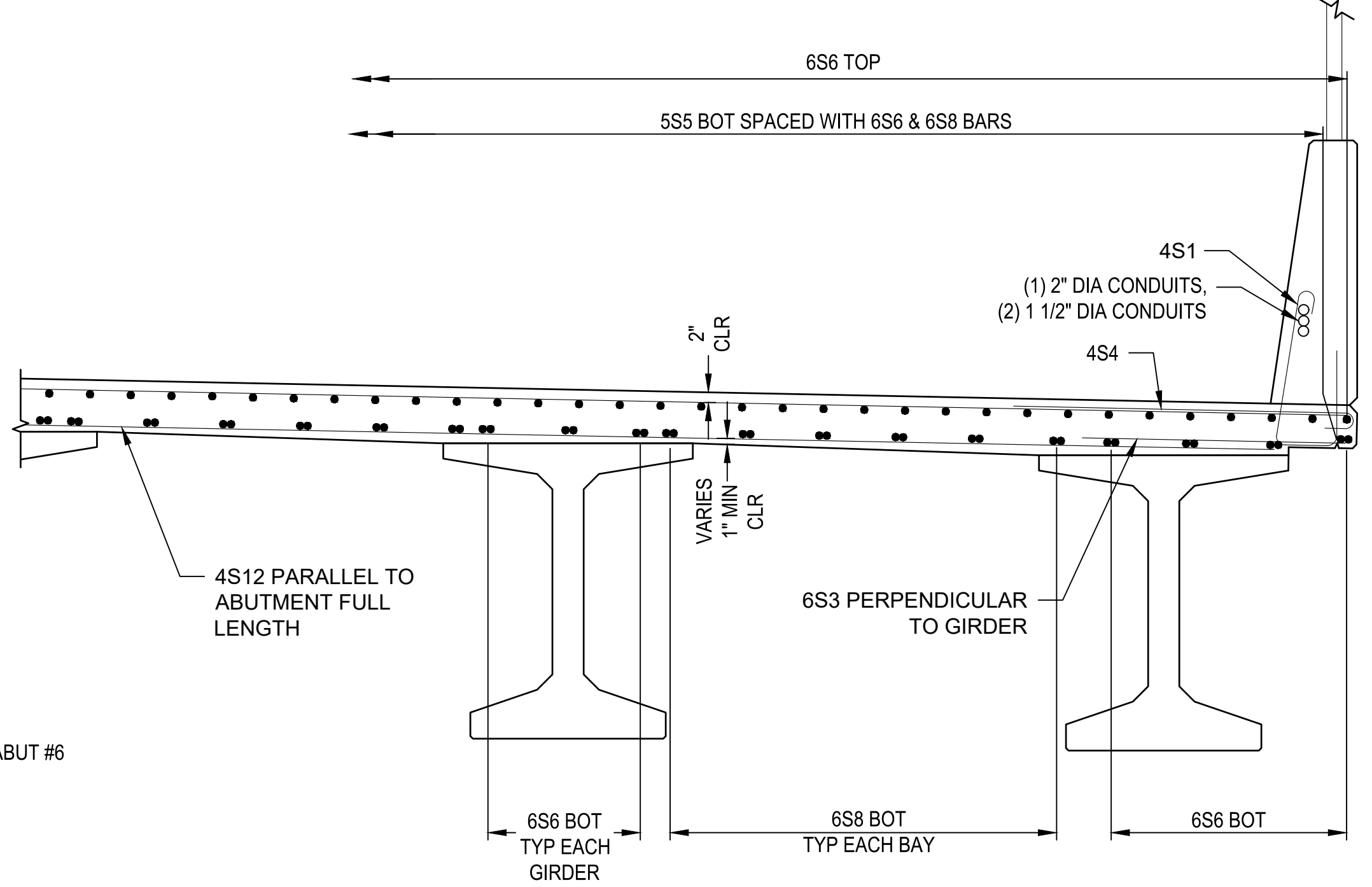
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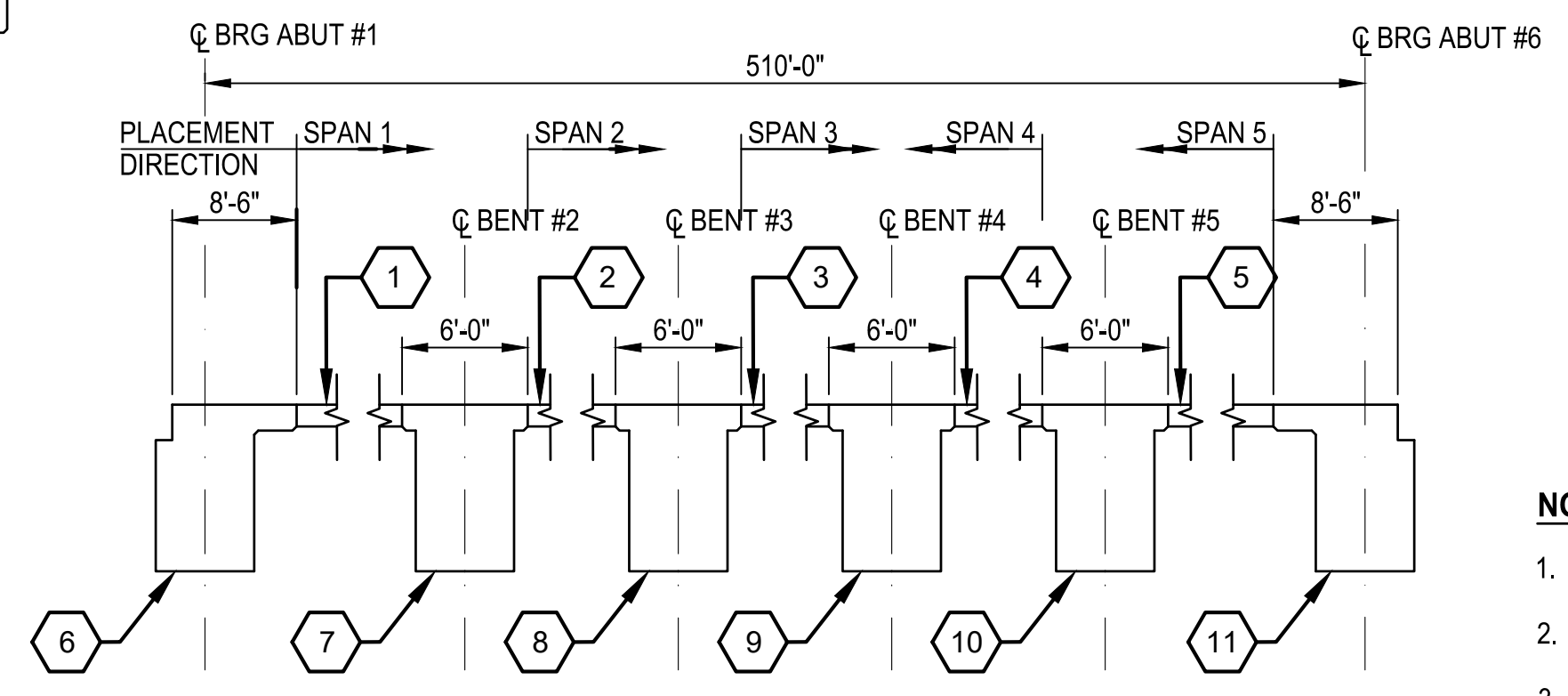
DECK SECTION



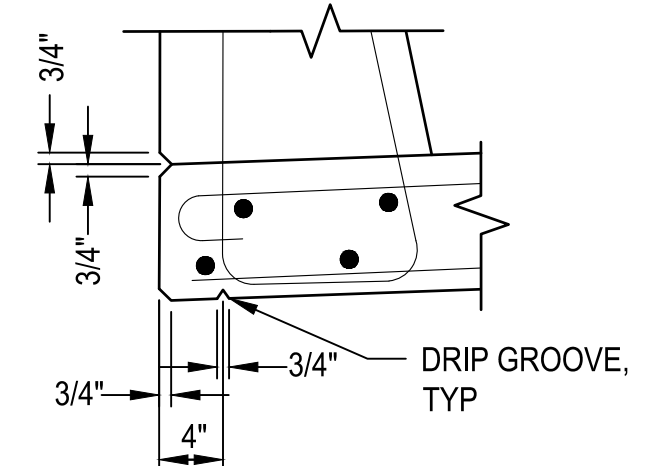
SECTION C-C



SECTION D-D



LONGITUDINAL DECK PLACING SEQUENCE



DRIP GROOVE DETAIL

- NOTES**
- ② DESIGNATES PLACING SEQUENCE.
 - ARROWS DESIGNATE DIRECTION OF PLACEMENT.
 - SEQUENCES ① THRU ⑪ MAY BE COMBINED AT THE CONTRACTOR'S DISCRETION.
 - IF SEQUENCES ⑥ THRU ⑪ ARE NOT COMBINED WITH ① THRU ⑤, DO NOT PLACE ⑥ THRU ⑪ UNTIL DECK SLAB ① THRU ⑤ HAVE CURED FOR 3 DAYS.

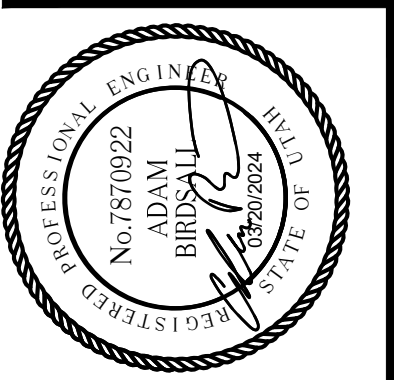
- NOTES**
- SEE "PRECAST CONCRETE DECK PANEL-HALF DEPTH" FOR PRECAST CONCRETE DECK PANEL DETAILS.
 - SEE "DECK AND ABUTMENT DIAPHRAGM DETAILS" FOR SIDEWALK REINFORCEMENT.
 - SEE "DECK PLAN 1 OF 2" AND "DECK PLAN 2 OF 2" FOR LOCATION OF SECTIONS C-C AND D-D.
 - SEE "42-INCH SINGLE SLOPE PEDESTRIAN PARAPET W/SIDEWALK AND 42-INCH SINGLE SLOPE PEDESTRIAN PARAPET" FOR PARAPET REINFORCEMENT.
 - VARY CLEAR DISTANCE BETWEEN TOP OF GIRDER AND 4S22 BAR AS NEEDED TO AVOID REINFORCING CONFLICTS.

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NOT OTHERWISE NOTED ACCORDINGLY

Parametrix

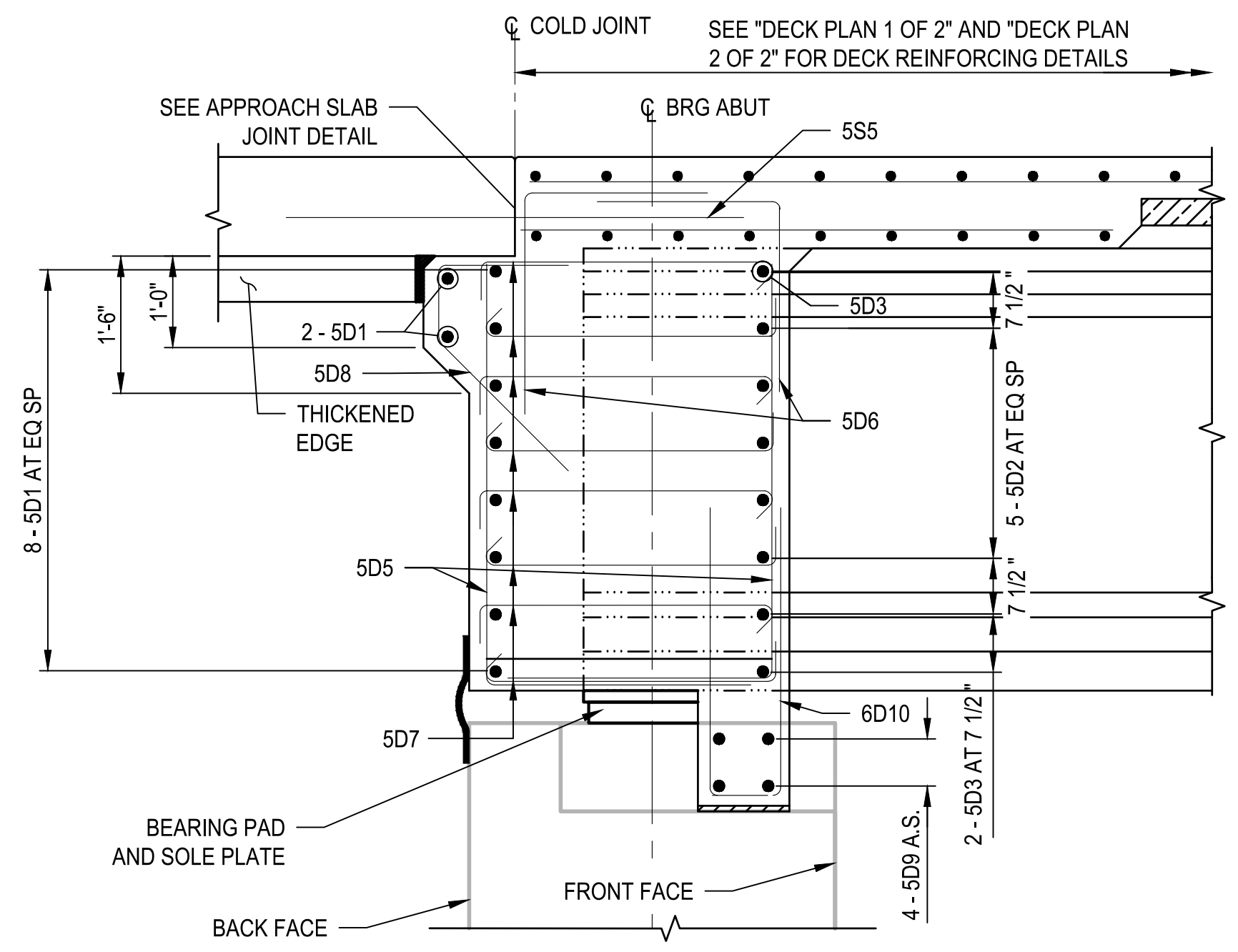
DATE: 03/20/2024
 JOB No.: 344-8541-002
 DESIGNED: TWP
 DRAWN: SLO
 CHECKED: NICC
 APPROVED: AUB



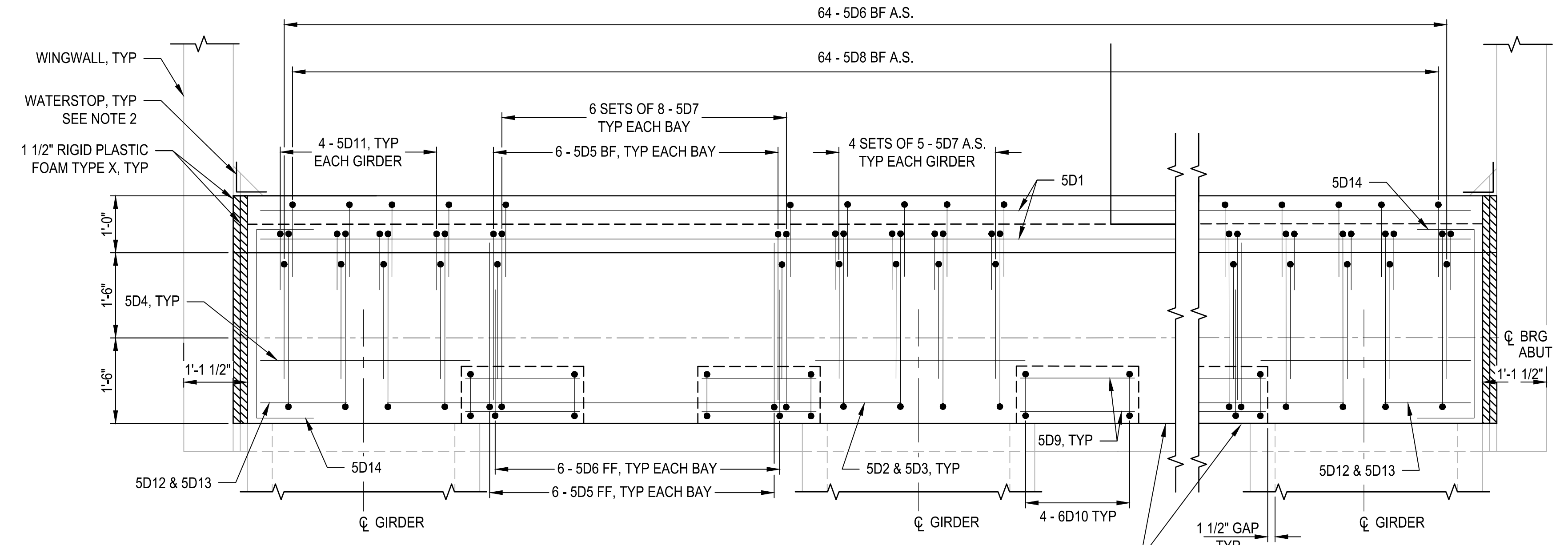
PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

DECK SECTIONS

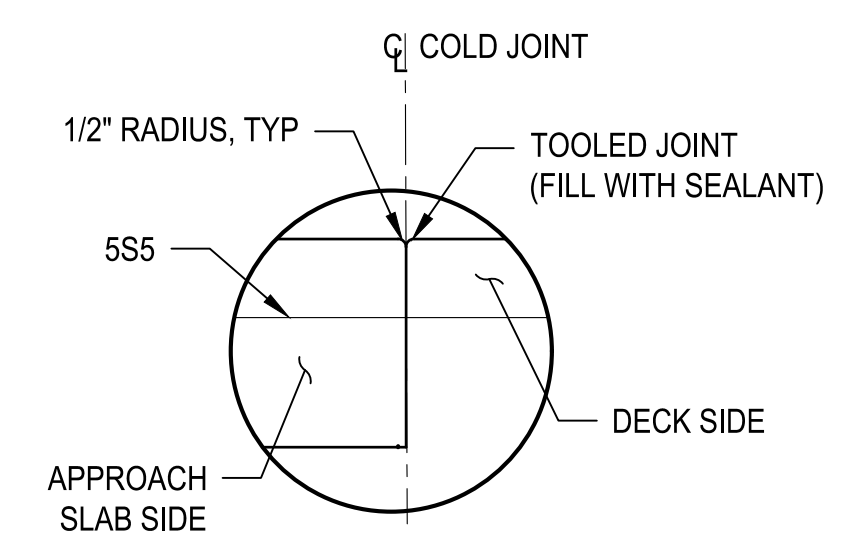
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 PLOTTED BY: OlweSto DATE: Friday, March 22, 2024 9:50:47 AM
 LAYOUT: abut_det



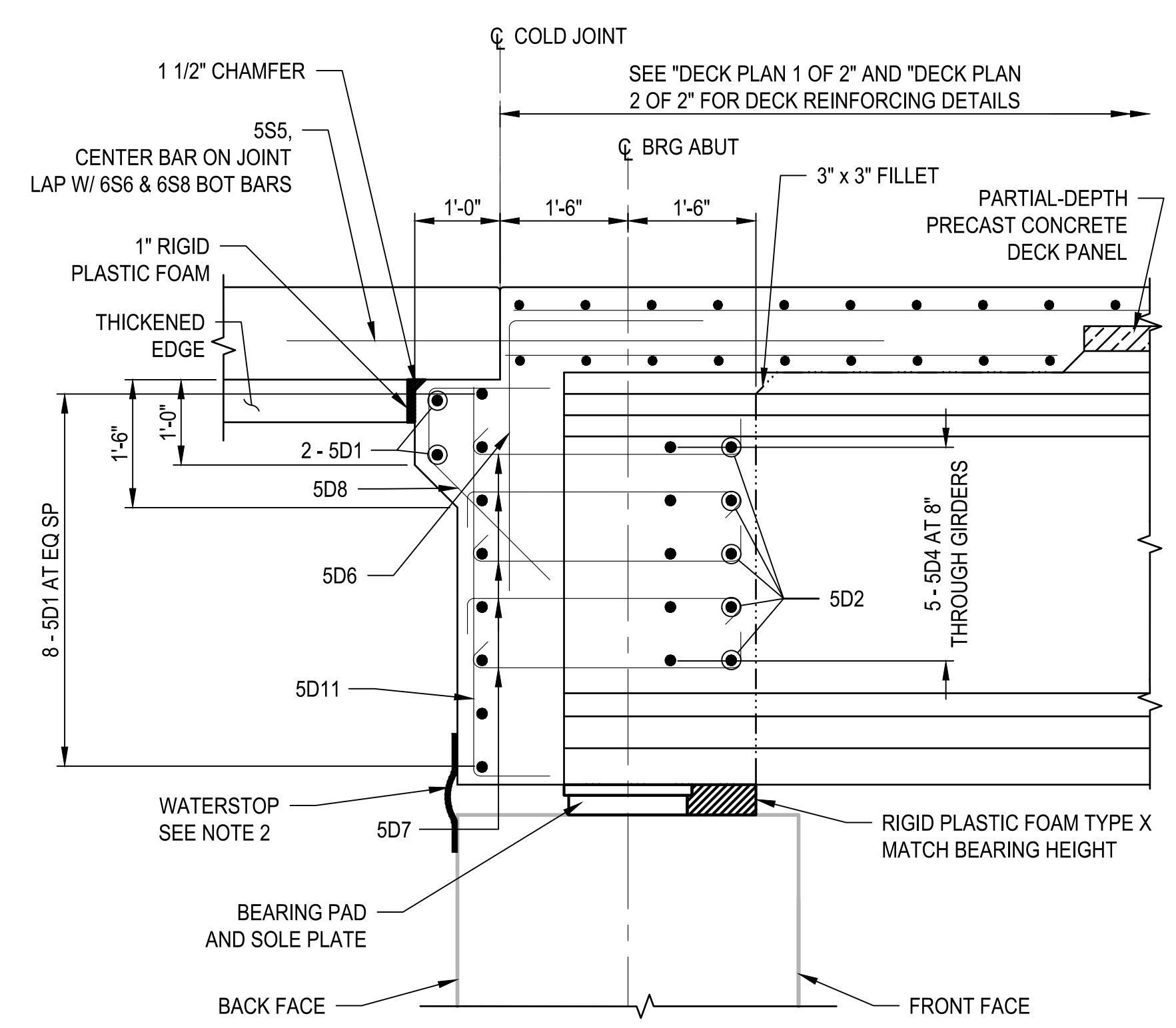
SECTION A-A



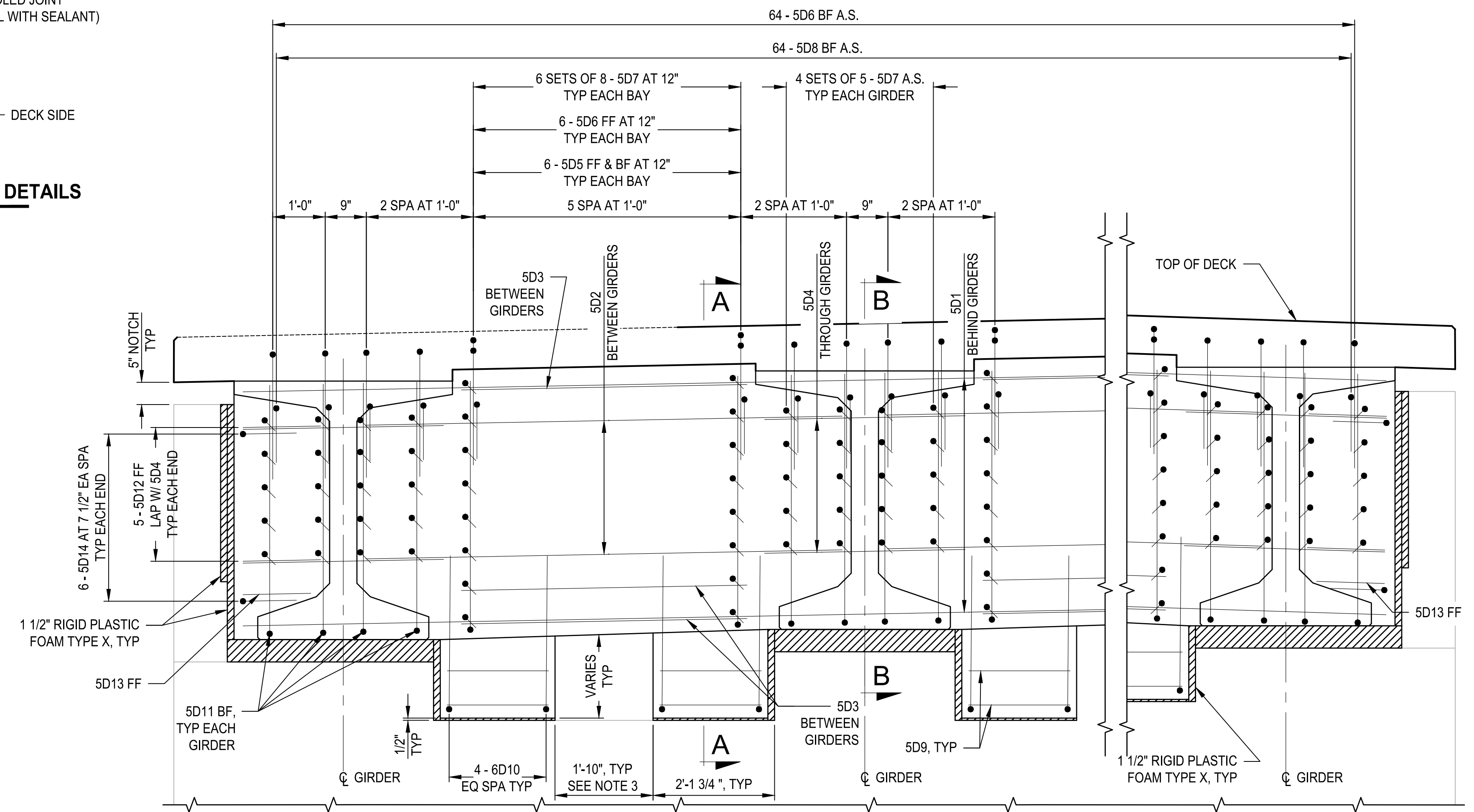
PLAN



APPROACH SLAB JOINT DETAILS



SECTION B-B



ELEVATION

NOTES

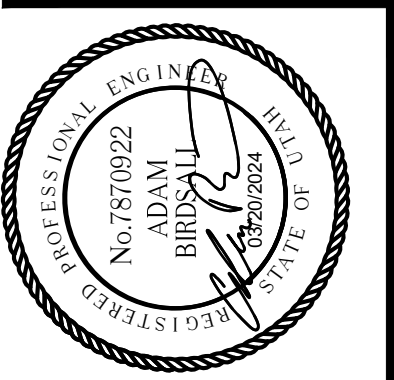
- SEE "DECK PLAN 1 OF 2" AND "DECK PLAN 2 OF 2" FOR LOCATION OF A-A.
- SEE "ABUTMENT DETAILS" FOR WATERSTOP DETAILS.
- JACKING POCKET FOR FUTURE BEARING REPLACEMENT.

ITEM	LOCATION	EST QTY	UNIT
CONCRETE COATING	ABUTMENT DIAPHRAGMS	738	SQ FT

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NOT OTHERWISE NOTED

DATE: 03/20/2024	DESIGNED: TWP	CHECKED: NICC
JOB No.: 344-8541-002	DRAWN: SLO	APPROVED: AUB



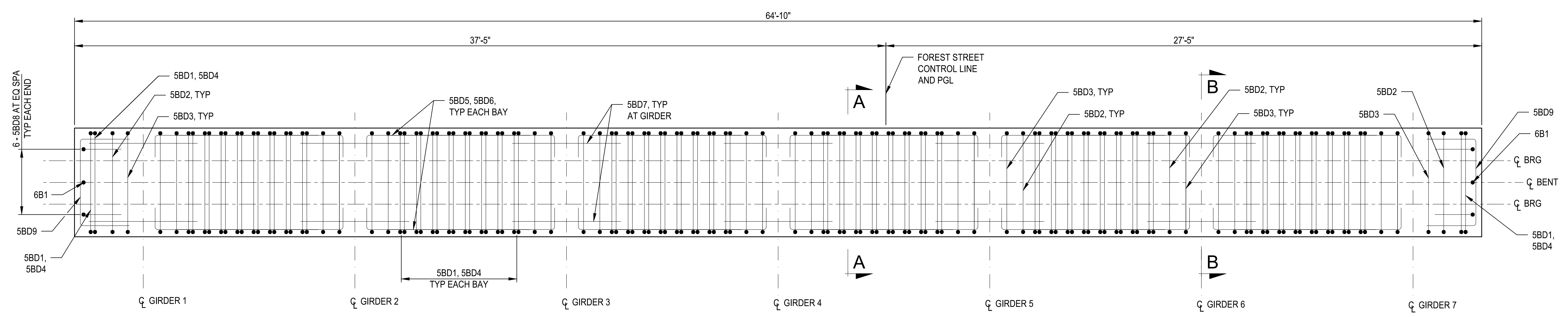
PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

DECK AND ABUTMENT DIAPHRAGM DETAILS

DRAWING NO.
 40 OF 59

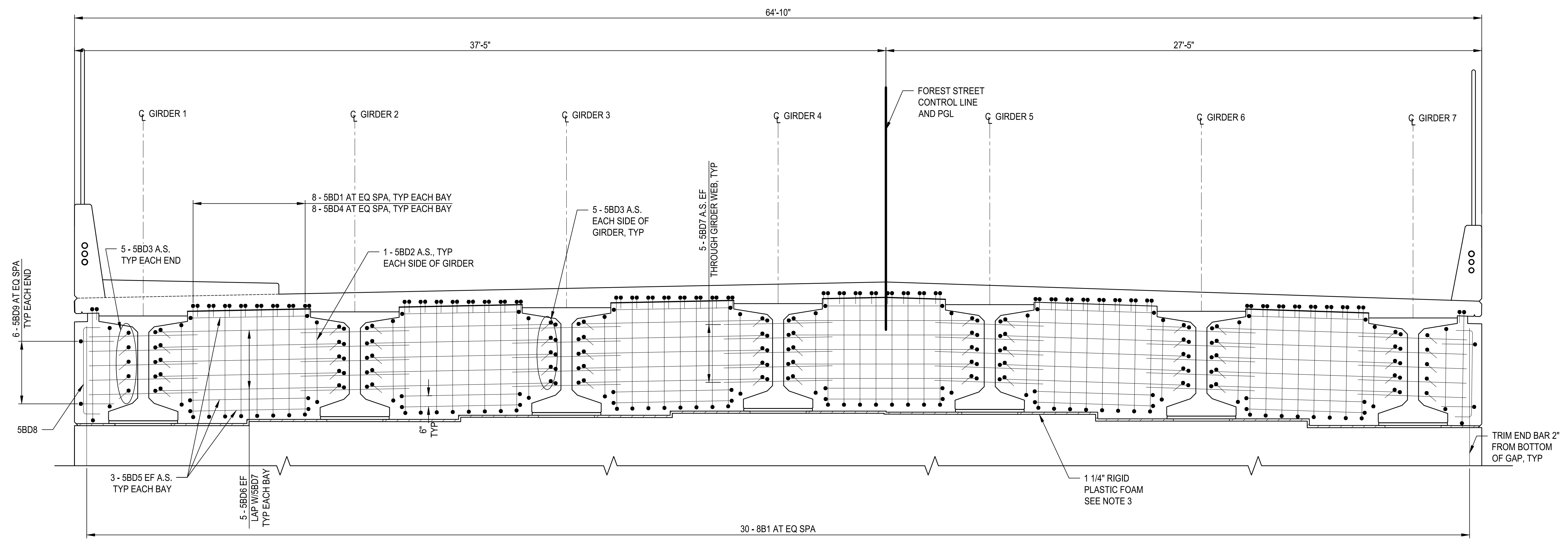
S40

LAYOUT: Bent Det PATH: U:\Soft\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\995scs\CADD\DWG\Structure PLOTTED BY: OrlwaSta DATE: Friday, March 22, 2024 9:51:05 AM



BENT DIAPHRAGM PLAN

PARAPET, SIDEWALK AND DECK NOT SHOWN FOR CLARITY



BENT DIAPHRAGM ELEVATION

NOTES

- SEE "BENT DIAPHRAGM DETAILS 2 OF 2" FOR SECTIONS A-A, B-B AND DETAIL A.
- STEEL REINFORCING IN DECK, SIDEWALK, AND PARAPET NOT SHOWN FOR CLARITY.
- PLACE RIGID PLASTIC FOAM BETWEEN BENT CAP AND BENT DIAPHRAGM. SEE "BENT DIAPHRAGM DETAILS 2 OF 2" FOR EXTENT.
- CONTINUE JOINTS THROUGH SIDEWALK WHERE THEY OCCUR IN THE PARAPET.

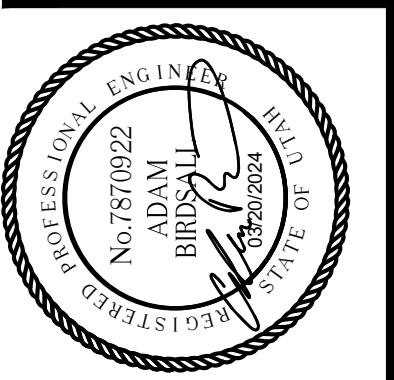
ITEM	LOCATION	EST QTY	UNIT
1	STRUCTURAL CONCRETE - FIBER	228	CU YD

REVISIONS	DATE	BY
1	03/24	AUB

ONE INCH AT FULL SCALE IF NOT OTHERWISE NOTED

Parametrix

DATE: 03/20/2024
 JOB No.: 344-8541-002
 DESIGNED: TWP
 DRAWN: SLO
 CHECKED: EA
 APPROVED: AUB

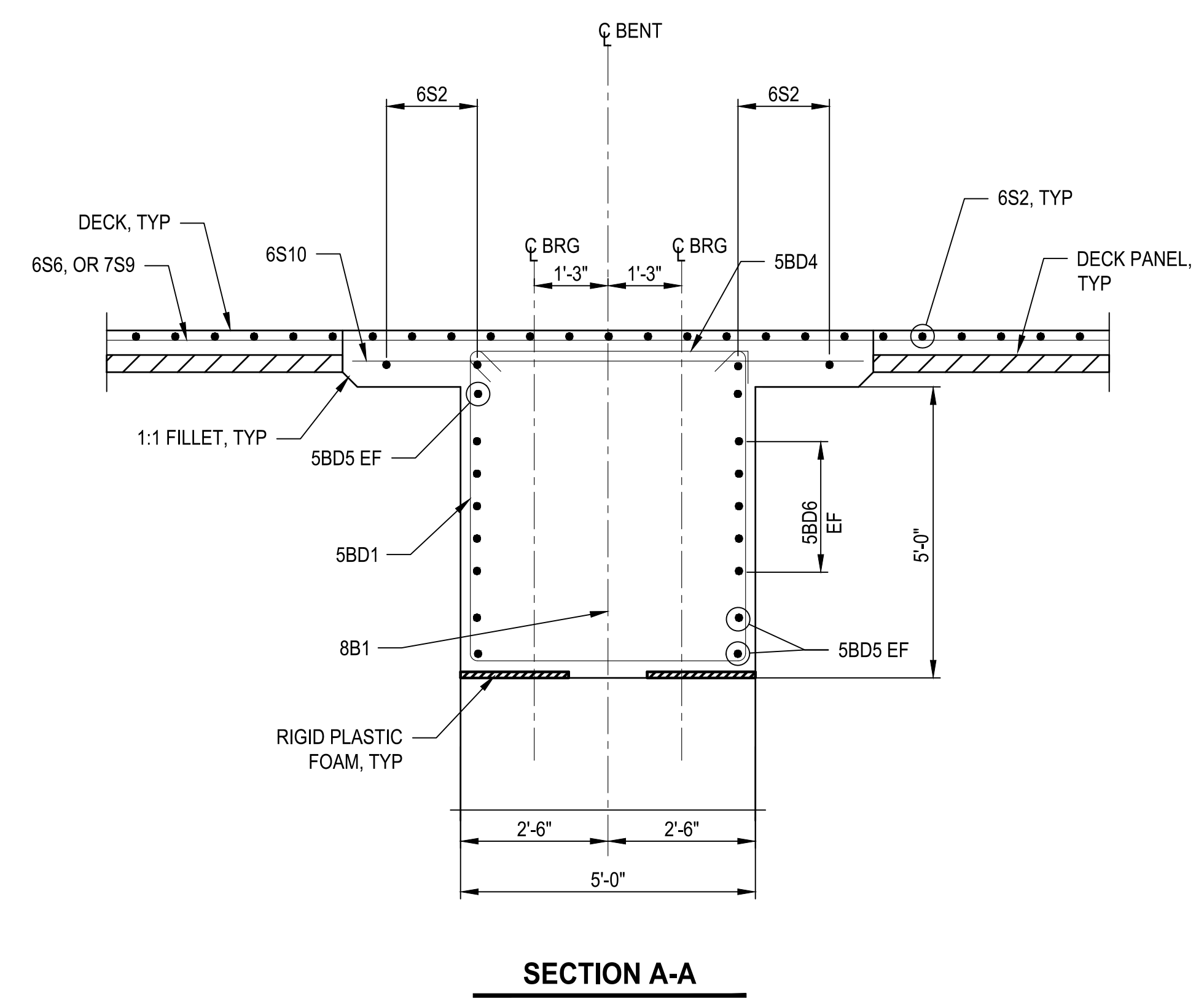


PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

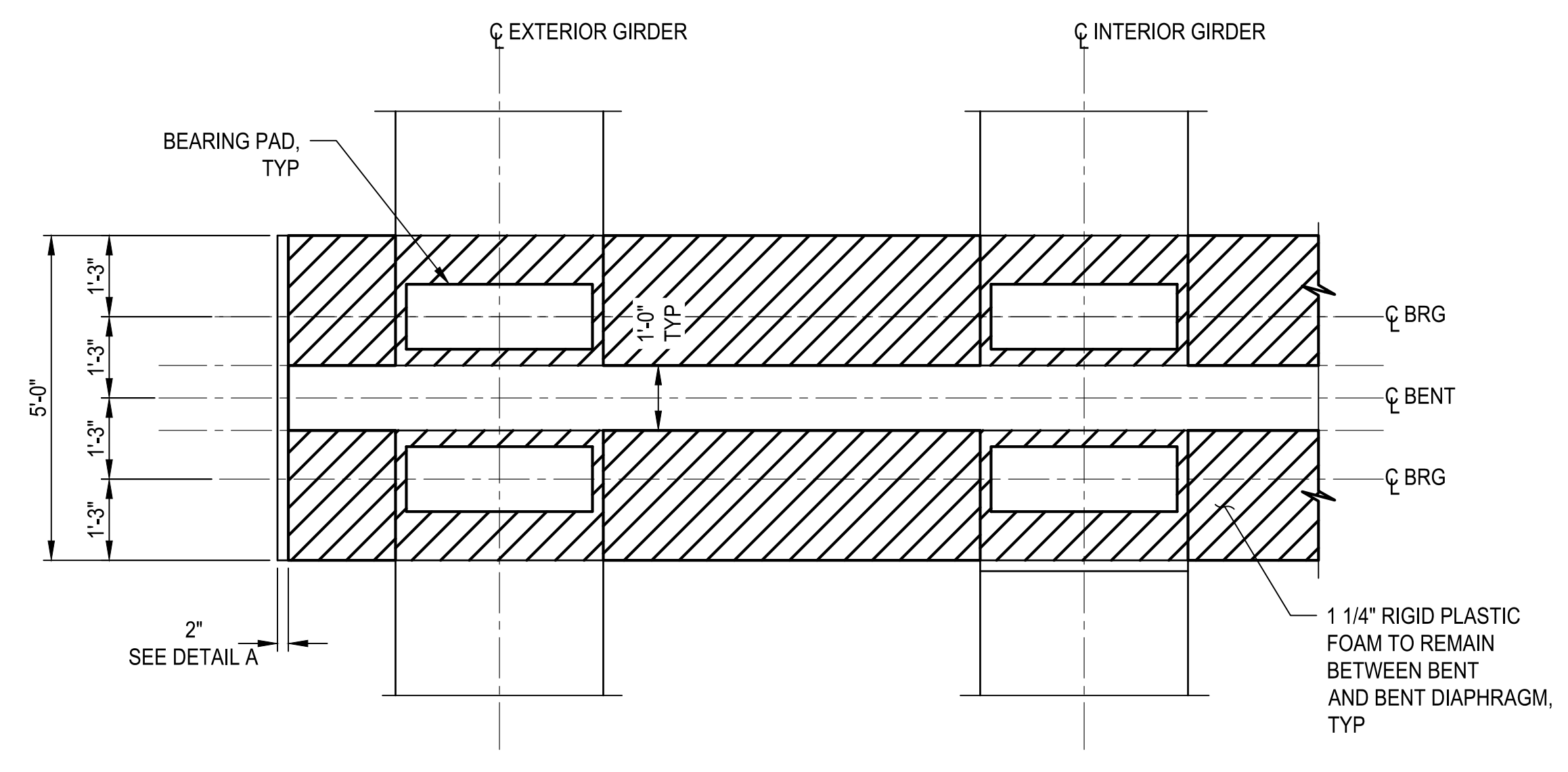
BENT DIAPHRAGM DETAILS 1 OF 2

DRAWING NO.
 41 OF 59
S41

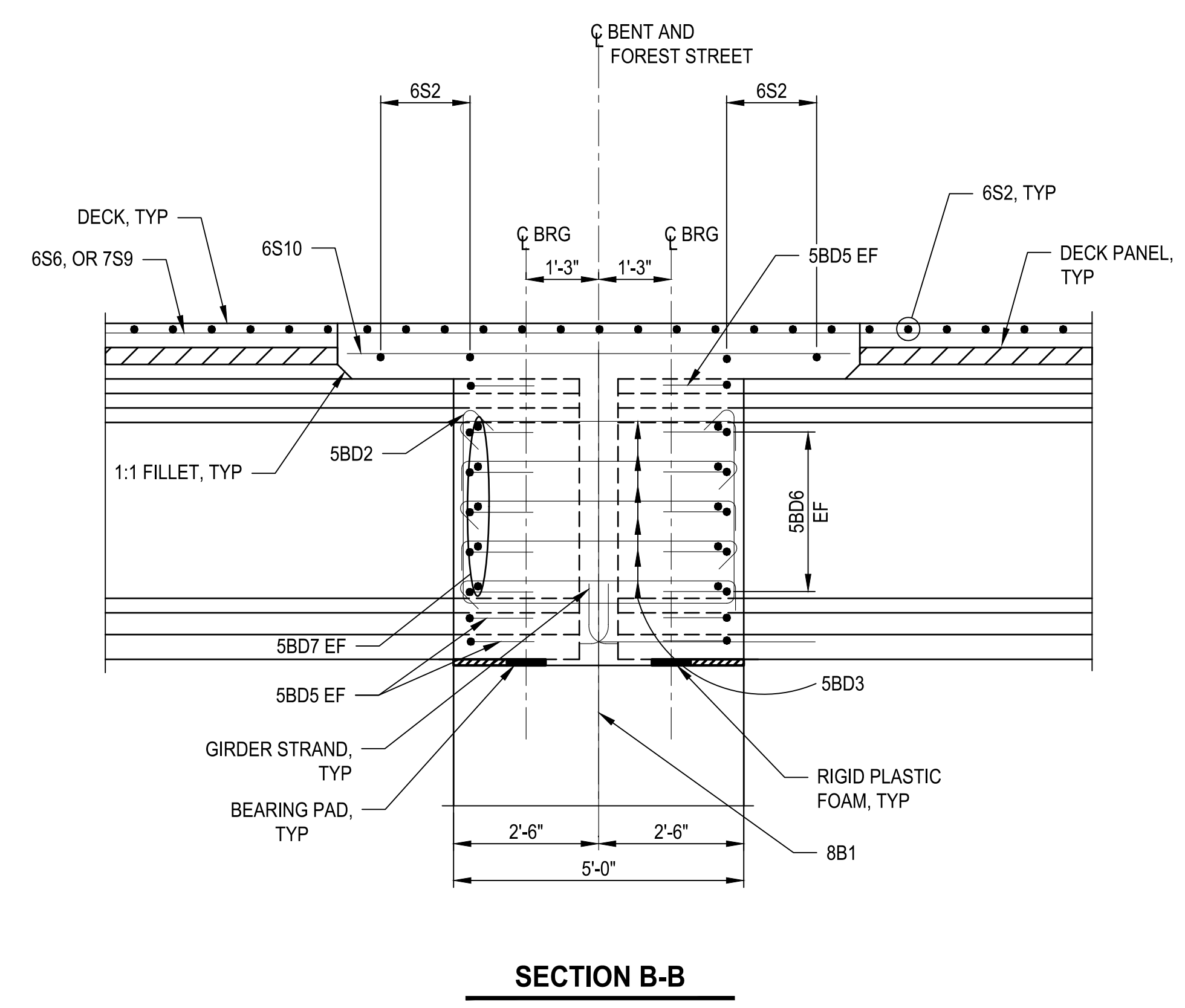
LAYOUT: bent.dwg 2 of 2
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 PLOTTED BY: OllweSta DATE: Friday, March 22, 2024 9:51:14 AM



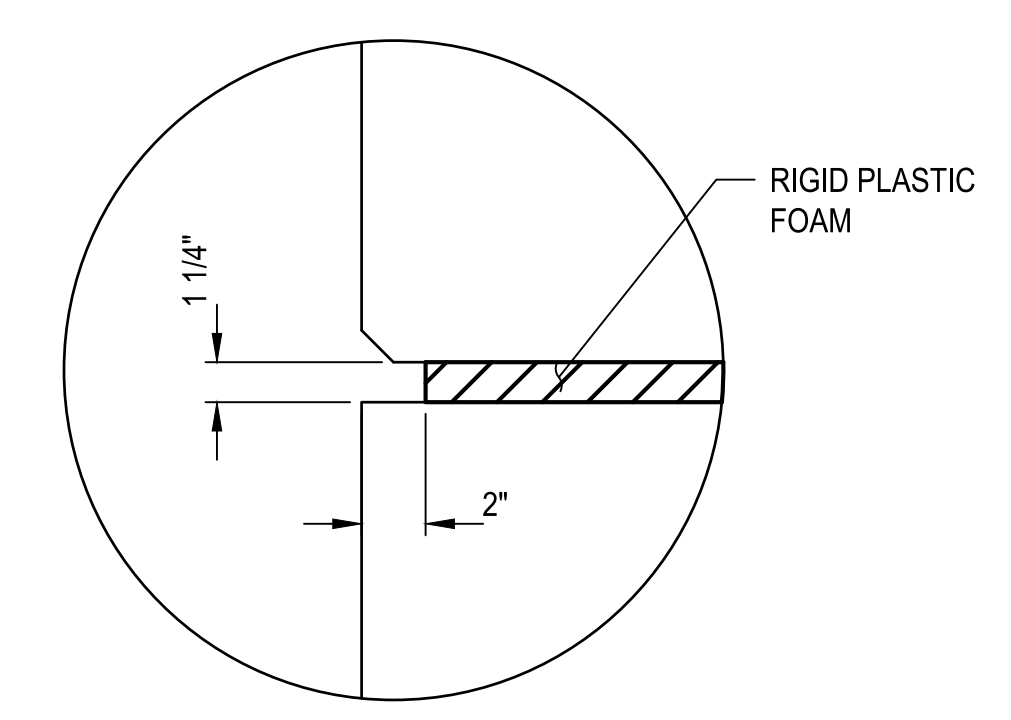
SECTION A-A



TYPICAL PLAN VIEW BETWEEN GIRDERS
 GIRDER STRAND NOT SHOWN



SECTION B-B



DETAIL A

- NOTES**
- SEE "BENT DIAPHRAGM DETAILS 1 OF 2" FOR LOCATIONS OF SECTIONS A-A, B-B, AND DETAIL A.

REVISIONS	DATE	BY

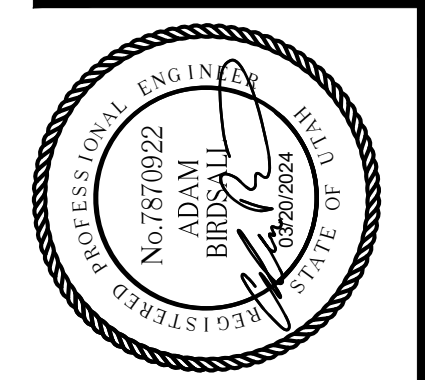
ONE INCH AT FULL SCALE, IF NOT OTHERWISE NOTED ACCORDINGLY

Parametrix

DATE: 03/20/2024
 JOB No.: 344-8541-002

DESIGNED: TWP
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CHECKED: EA
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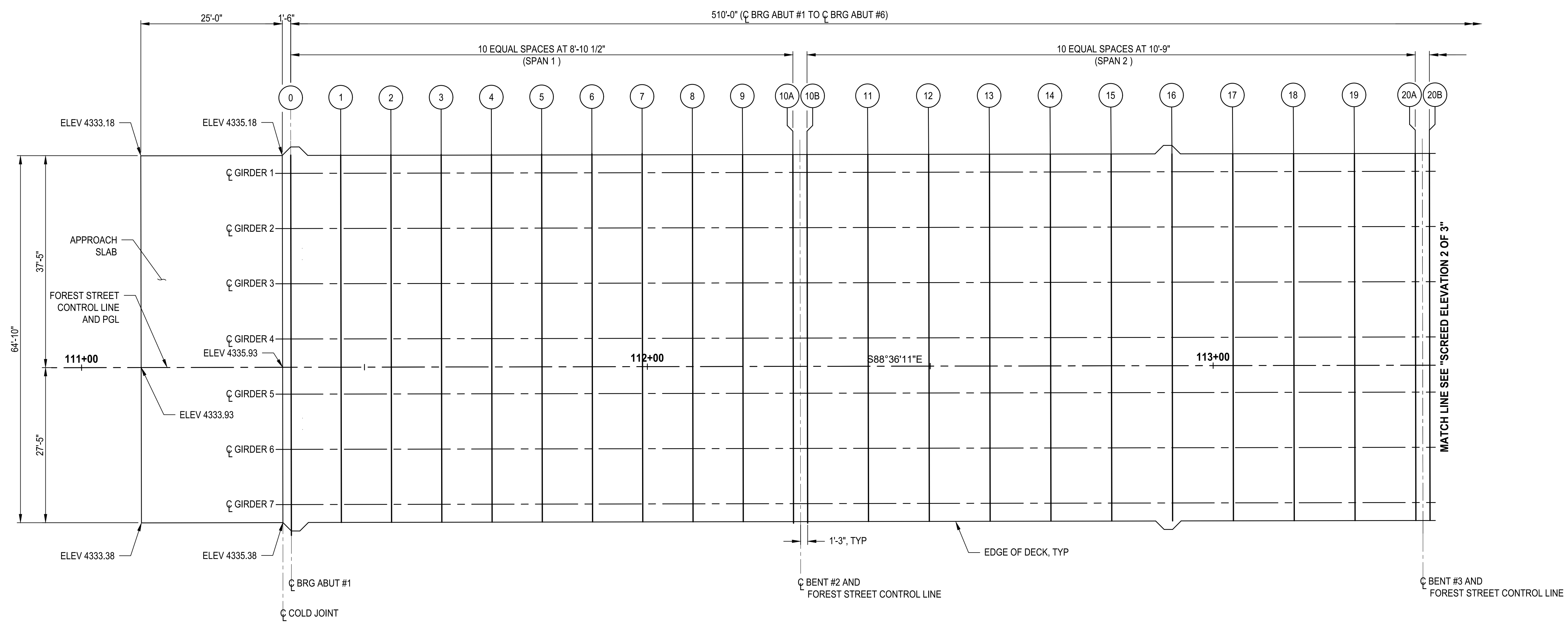
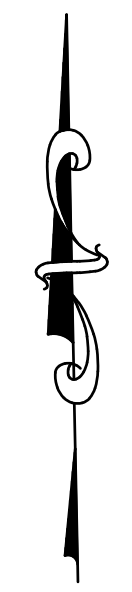
PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

BENT DIAPHRAGM DETAILS 2 OF 2

DRAWING NO.
 42 OF 59

S42

PATH: U:\Sart\Projects\Clients\8541-Brigham City\344-8541-002_Forest St. Final Design\99\SSes\CADD\DWG\Structure PLOTTED BY: OliveSto DATE: Friday, March 22, 2024 9:51:43 AM LAYOUT: screed 1



SCREED ELEVATIONS LOCATION DIAGRAM

		SCREED ELEVATION TABLE																					
		SPAN 1										SPAN 2											
		0	1	2	3	4	5	6	7	8	9	10A	10B	11	12	13	14	15	16	17	18	19	20A
GIRDER 1	ELEV	4335.36	4336.07	4336.78	4337.49	4338.20	4338.91	4339.60	4340.27	4340.92	4341.54	4342.15	4342.31	4343.00	4343.66	4344.29	4344.89	4345.45	4345.98	4346.47	4346.94	4347.37	4347.77
	DL DEFL	0.00	0.02	0.04	0.05	0.06	0.07	0.06	0.05	0.04	0.02	0.00	0.00	0.04	0.08	0.11	0.13	0.13	0.13	0.11	0.08	0.04	0.00
GIRDER 2	ELEV	4335.56	4336.27	4336.98	4337.69	4338.40	4339.11	4339.80	4340.47	4341.11	4341.74	4342.34	4342.51	4343.20	4343.86	4344.49	4345.08	4345.64	4346.17	4346.67	4347.13	4347.57	4347.96
	DL DEFL	0.00	0.02	0.04	0.06	0.07	0.07	0.07	0.06	0.04	0.02	0.00	0.00	0.05	0.09	0.12	0.14	0.15	0.14	0.12	0.09	0.05	0.00
GIRDER 3	ELEV	4335.75	4336.46	4337.17	4337.88	4338.59	4339.30	4339.99	4340.66	4341.31	4341.93	4342.54	4342.70	4343.39	4344.05	4344.68	4345.28	4345.84	4346.37	4346.86	4347.33	4347.76	4348.16
	DL DEFL	0.00	0.02	0.04	0.06	0.07	0.07	0.07	0.06	0.04	0.02	0.00	0.00	0.05	0.09	0.12	0.14	0.15	0.14	0.12	0.09	0.05	0.00
GIRDER 4	ELEV	4335.95	4336.66	4337.37	4338.08	4338.79	4339.50	4340.19	4340.86	4341.50	4342.13	4342.73	4342.90	4343.59	4344.25	4344.88	4345.47	4346.03	4346.56	4347.06	4347.52	4347.96	4348.35
	DL DEFL	0.00	0.02	0.04	0.06	0.07	0.07	0.07	0.06	0.04	0.02	0.00	0.00	0.05	0.09	0.12	0.14	0.15	0.14	0.12	0.09	0.05	0.00
PGL	ELEV	4336.05	4336.76	4337.47	4338.18	4338.89	4339.60	4340.29	4340.96	4341.60	4342.23	4342.83	4343.00	4343.69	4344.35	4344.98	4345.57	4346.13	4346.66	4347.16	4347.62	4348.06	4348.45
	DL DEFL	0.00	0.02	0.04	0.06	0.07	0.07	0.07	0.06	0.04	0.02	0.00	0.00	0.05	0.09	0.12	0.14	0.15	0.14	0.12	0.09	0.05	0.00
GIRDER 5	ELEV	4335.95	4336.66	4337.37	4338.08	4338.79	4339.50	4340.19	4340.86	4341.51	4342.13	4342.74	4342.90	4343.59	4344.25	4344.88	4345.48	4346.04	4346.57	4347.06	4347.53	4347.96	4348.36
	DL DEFL	0.00	0.02	0.04	0.06	0.07	0.07	0.07	0.06	0.04	0.02	0.00	0.00	0.05	0.09	0.12	0.14	0.15	0.14	0.12	0.09	0.05	0.00
GIRDER 6	ELEV	4335.76	4336.47	4337.18	4337.89	4338.60	4339.31	4340.00	4340.67	4341.31	4341.94	4342.54	4342.71	4343.40	4344.06	4344.69	4345.28	4345.84	4346.37	4346.87	4347.33	4347.77	4348.16
	DL DEFL	0.00	0.02	0.04	0.06	0.07	0.07	0.07	0.06	0.04	0.02	0.00	0.00	0.05	0.09	0.12	0.14	0.15	0.14	0.12	0.09	0.05	0.00
GIRDER 7	ELEV	4335.56	4336.27	4336.98	4337.69	4338.40	4339.11	4339.80	4340.47	4341.12	4341.74	4342.35	4342.51	4343.20	4343.86	4344.49	4345.09	4345.65	4346.18	4346.67	4347.14	4347.57	4347.97
	DL DEFL	0.00	0.02	0.04	0.06	0.06	0.07	0.06	0.05	0.04	0.02	0.00	0.00	0.04	0.08	0.11	0.13	0.13	0.13	0.11	0.08	0.04	0.00

NOTES

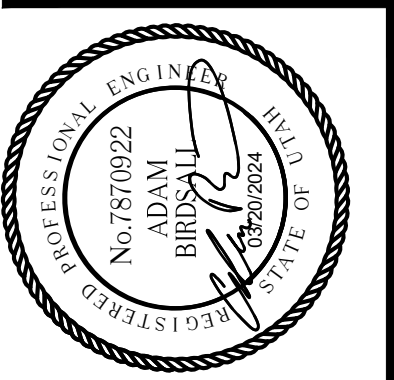
- FINAL TOP OF CONCRETE DECK ELEVATIONS ARE SHOWN. ADD DEAD LOAD DEFLECTIONS TO THE TOP OF CONCRETE DECK ELEVATIONS TO OBTAIN SCREED ELEVATIONS.
- ALL ELEVATIONS AND DEAD LOAD DEFLECTIONS VALUES ARE SHOWN IN FEET.
- SCREED ELEVATIONS ARE PROVIDED AT INTERSECTION OF CENTERLINE OF GIRDER AND SCREED LINE.

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NOT ACCORDINGLY

Parametrix

DATE: 03/20/2024
 JOB No.: 344-8541-002
 DESIGNED: TWP
 DRAWN: SLO
 CHECKED: NICC
 APPROVED: AUB



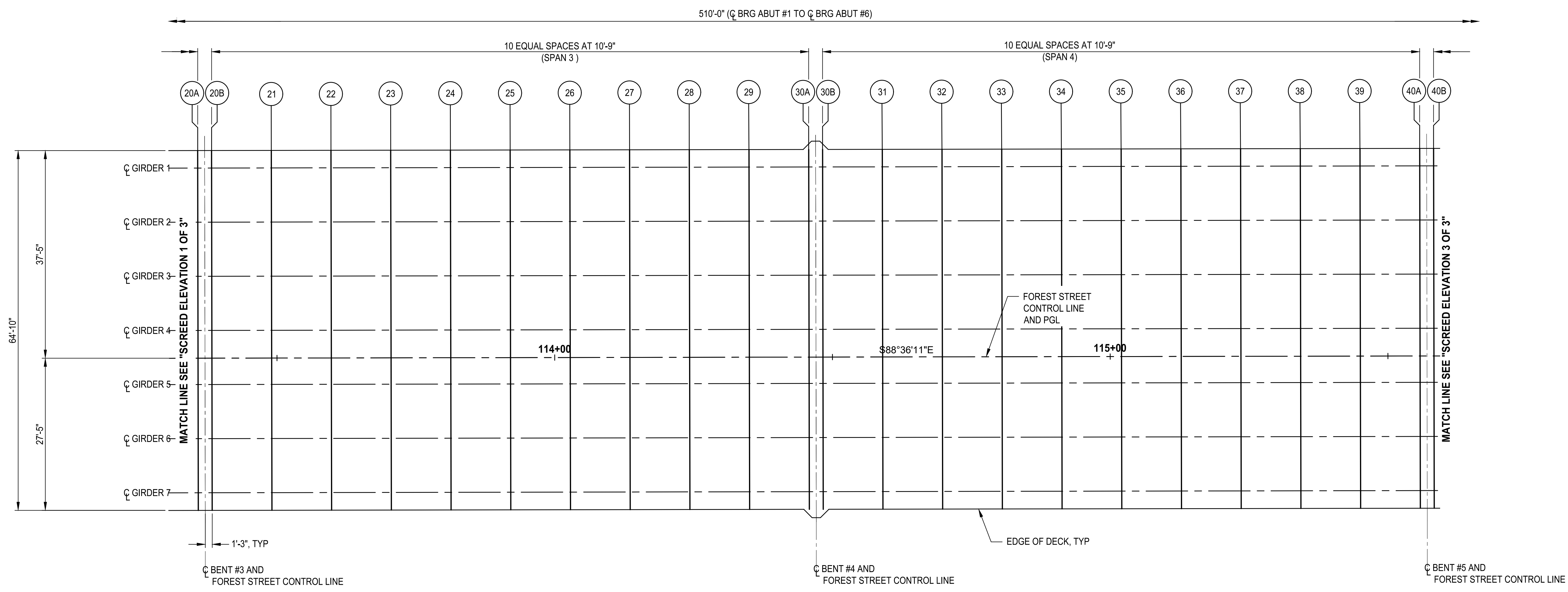
PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

SCREED ELEVATION 1 OF 3

DRAWING NO.
 43 OF 59

S43

LAYOUT: Screenshot 2
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 PLOTTED BY: OliveSta DATE: Friday, March 22, 2024 9:51:54 AM



SCREED ELEVATIONS LOCATION DIAGRAM

		SCREED ELEVATION TABLE																					
		SPAN 3										SPAN 4											
		20B	21	22	23	24	25	26	27	28	29	30A	30B	31	32	33	34	35	36	37	38	39	40A
GIRDER 1	ELEV	4347.86	4348.22	4348.54	4348.84	4349.10	4349.33	4349.52	4349.69	4349.82	4349.92	4349.98	4349.99	4350.02	4350.01	4349.97	4349.90	4349.80	4349.66	4349.49	4349.29	4349.05	4348.78
	DL DEFL	0.00	0.04	0.08	0.11	0.13	0.13	0.13	0.11	0.08	0.04	0.00	0.00	0.04	0.08	0.11	0.13	0.13	0.13	0.11	0.08	0.04	0.00
GIRDER 2	ELEV	4348.05	4348.41	4348.74	4349.03	4349.29	4349.52	4349.72	4349.88	4350.01	4350.11	4350.18	4350.19	4350.21	4350.21	4350.17	4350.10	4349.99	4349.85	4349.68	4349.48	4349.25	4348.98
	DL DEFL	0.00	0.05	0.09	0.12	0.14	0.15	0.14	0.12	0.09	0.05	0.00	0.00	0.05	0.09	0.12	0.14	0.15	0.14	0.12	0.09	0.05	0.00
GIRDER 3	ELEV	4348.25	4348.61	4348.93	4349.23	4349.49	4349.72	4349.91	4350.08	4350.21	4350.31	4350.37	4350.38	4350.41	4350.40	4350.36	4350.29	4350.19	4350.05	4349.88	4349.68	4349.44	4349.17
	DL DEFL	0.00	0.05	0.09	0.12	0.14	0.15	0.14	0.12	0.09	0.05	0.00	0.00	0.05	0.09	0.12	0.14	0.15	0.14	0.12	0.09	0.05	0.00
GIRDER 4	ELEV	4348.44	4348.80	4349.13	4349.42	4349.68	4349.91	4350.11	4350.27	4350.40	4350.50	4350.57	4350.58	4350.60	4350.60	4350.56	4350.49	4350.38	4350.24	4350.07	4349.87	4349.64	4349.37
	DL DEFL	0.00	0.05	0.09	0.12	0.14	0.15	0.14	0.12	0.09	0.05	0.00	0.00	0.05	0.09	0.12	0.14	0.15	0.14	0.12	0.09	0.05	0.00
PGL	ELEV	4348.54	4348.90	4349.23	4349.52	4349.78	4350.01	4350.21	4350.37	4350.50	4350.60	4350.67	4350.68	4350.70	4350.70	4350.66	4350.59	4350.48	4350.34	4350.17	4349.97	4349.74	4349.47
	DL DEFL	0.00	0.05	0.09	0.12	0.14	0.15	0.14	0.12	0.09	0.05	0.00	0.00	0.05	0.09	0.12	0.14	0.15	0.14	0.12	0.09	0.05	0.00
GIRDER 5	ELEV	4348.45	4348.81	4349.13	4349.43	4349.69	4349.92	4350.11	4350.28	4350.41	4350.51	4350.57	4350.58	4350.61	4350.60	4350.56	4350.49	4350.39	4350.25	4350.08	4349.88	4349.64	4349.37
	DL DEFL	0.00	0.05	0.09	0.12	0.14	0.15	0.14	0.12	0.09	0.05	0.00	0.00	0.05	0.09	0.12	0.14	0.15	0.14	0.12	0.09	0.05	0.00
GIRDER 6	ELEV	4348.25	4348.61	4348.94	4349.23	4349.49	4349.72	4349.92	4350.08	4350.21	4350.31	4350.38	4350.39	4350.41	4350.41	4350.37	4350.30	4350.19	4350.05	4349.88	4349.68	4349.45	4349.18
	DL DEFL	0.00	0.05	0.09	0.12	0.14	0.15	0.14	0.12	0.09	0.05	0.00	0.00	0.05	0.09	0.12	0.14	0.15	0.14	0.12	0.09	0.05	0.00
GIRDER 7	ELEV	4348.06	4348.42	4348.74	4349.04	4349.30	4349.53	4349.72	4349.89	4350.02	4350.12	4350.18	4350.19	4350.22	4350.21	4350.17	4350.10	4350.00	4349.86	4349.69	4349.49	4349.25	4348.98
	DL DEFL	0.00	0.04	0.08	0.11	0.13	0.13	0.13	0.11	0.08	0.04	0.00	0.00	0.04	0.08	0.11	0.13	0.13	0.13	0.11	0.08	0.04	0.00

NOTES

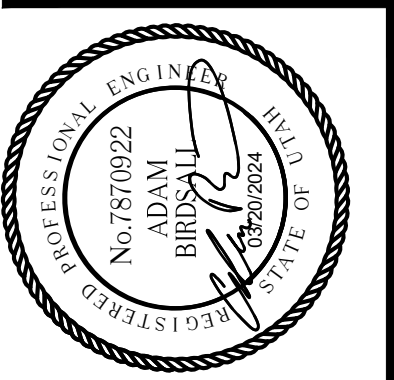
- FINAL TOP OF CONCRETE DECK ELEVATIONS ARE SHOWN. ADD DEAD LOAD DEFLECTIONS TO THE TOP OF CONCRETE DECK ELEVATIONS TO OBTAIN SCREED ELEVATIONS.
- ALL ELEVATIONS AND DEAD LOAD DEFLECTIONS VALUES ARE SHOWN IN FEET.
- SCREED ELEVATIONS ARE PROVIDED AT INTERSECTION OF CENTERLINE OF GIRDER AND SCREED LINE.

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NOT ACCORDINGLY

Parametrix

DATE: 03/20/2024
 JOB No.: 344-8541-002
 DESIGNED: TWP
 DRAWN: SLO
 CHECKED: NICC
 APPROVED: AUB



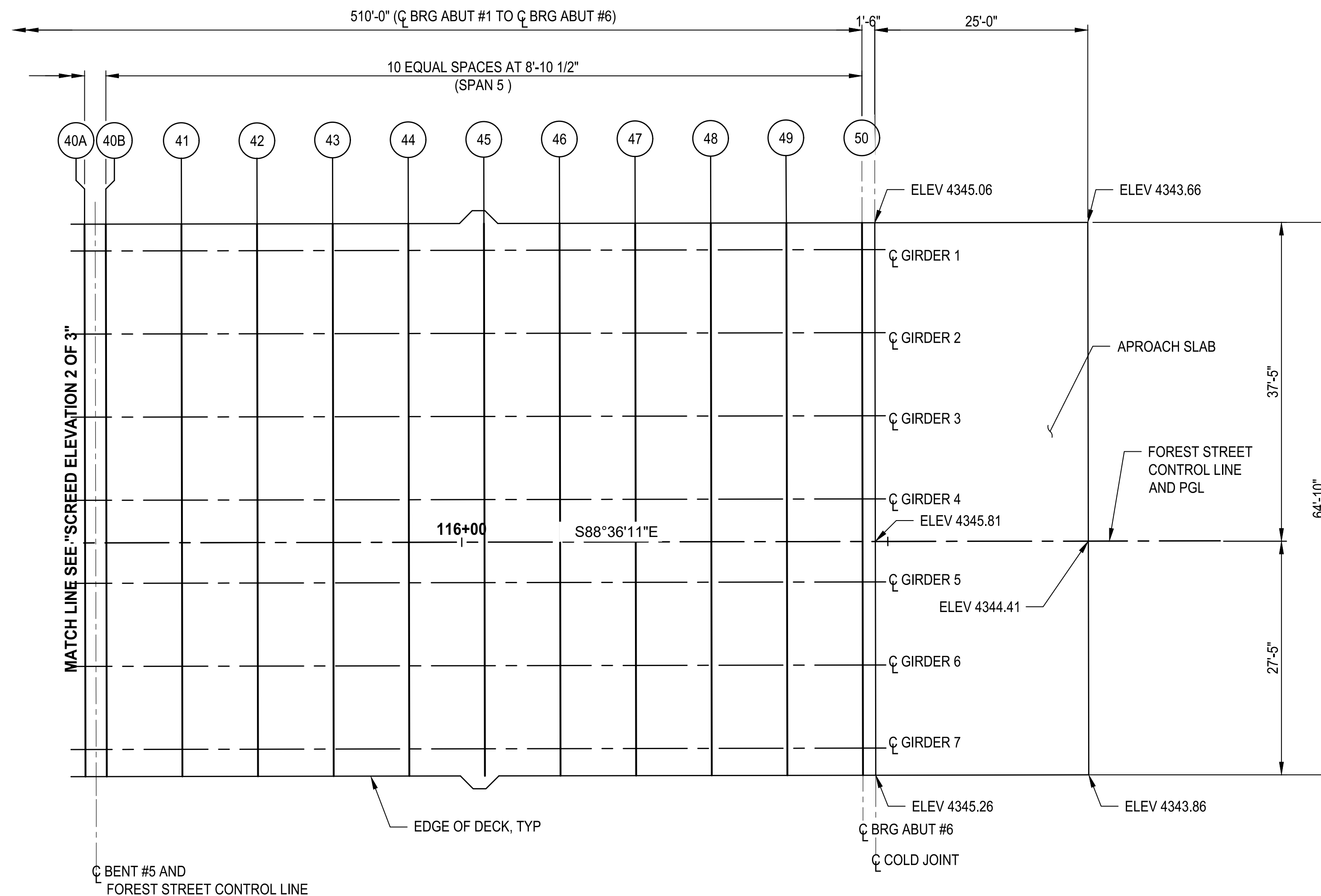
PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

SCREED ELEVATION 2 OF 3

DRAWING NO.
 44 OF 59

S44

LAYOUT: Screed 3 PATH: U:\Sait\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\995svcs\CADD\DWG\Structure PLOTTED BY: OliveSta DATE: Friday, March 22, 2024 9:52:11 AM



SCREED ELEVATIONS LOCATION DIAGRAM

SCREED ELEVATION TABLE												
		SPAN 5										
		40B	41	42	43	44	45	46	47	48	49	50
GIRDER 1	ELEV	4348.72	4348.47	4348.19	4347.90	4347.58	4347.24	4346.88	4346.49	4346.08	4345.66	4345.20
	DL DEFL	0.00	0.02	0.05	0.06	0.08	0.08	0.08	0.06	0.05	0.02	0.00
GIRDER 2	ELEV	4348.91	4348.66	4348.39	4348.09	4347.77	4347.43	4347.07	4346.69	4346.28	4345.85	4345.40
	DL DEFL	0.00	0.03	0.05	0.07	0.08	0.09	0.08	0.07	0.05	0.03	0.00
GIRDER 3	ELEV	4349.11	4348.86	4348.58	4348.29	4347.97	4347.63	4347.27	4346.88	4346.47	4346.05	4345.59
	DL DEFL	0.00	0.03	0.05	0.07	0.08	0.09	0.08	0.07	0.05	0.03	0.00
GIRDER 4	ELEV	4349.30	4349.05	4348.78	4348.48	4348.16	4347.82	4347.46	4347.08	4346.67	4346.24	4345.79
	DL DEFL	0.00	0.03	0.05	0.07	0.08	0.09	0.08	0.07	0.05	0.03	0.00
PGL	ELEV	4349.40	4349.15	4348.88	4348.58	4348.26	4347.92	4347.56	4347.18	4346.77	4346.34	4345.89
	DL DEFL	0.00	0.03	0.05	0.07	0.08	0.09	0.08	0.07	0.05	0.03	0.00
GIRDER 5	ELEV	4349.31	4349.06	4348.78	4348.49	4348.17	4347.83	4347.47	4347.08	4346.67	4346.25	4345.79
	DL DEFL	0.00	0.03	0.05	0.07	0.08	0.09	0.08	0.07	0.05	0.03	0.00
GIRDER 6	ELEV	4349.11	4348.86	4348.59	4348.29	4347.97	4347.63	4347.27	4346.89	4346.48	4346.05	4345.60
	DL DEFL	0.00	0.03	0.05	0.07	0.08	0.09	0.08	0.07	0.05	0.03	0.00
GIRDER 7	ELEV	4348.92	4348.67	4348.39	4348.10	4347.78	4347.44	4347.08	4346.69	4346.28	4345.86	4345.40
	DL DEFL	0.00	0.02	0.05	0.06	0.08	0.08	0.08	0.06	0.05	0.02	0.00

NOTES

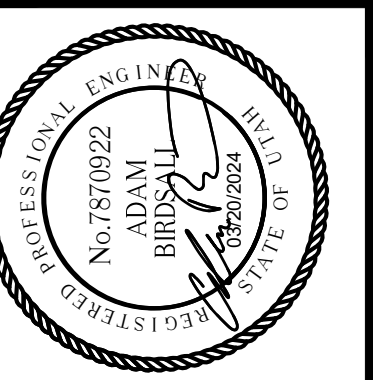
- FINAL TOP OF CONCRETE DECK ELEVATIONS ARE SHOWN. ADD DEAD LOAD DEFLECTIONS TO THE TOP OF CONCRETE DECK ELEVATIONS TO OBTAIN SCREED ELEVATIONS.
- ALL ELEVATIONS AND DEAD LOAD DEFLECTIONS VALUES ARE SHOWN IN FEET.
- SCREED ELEVATIONS ARE PROVIDED AT INTERSECTION OF CENTERLINE OF GIRDER AND SCREED LINE.

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NOT OTHERWISE INDICATED

Parametrix

DATE: 03/20/2024
 JOB No.: 344-8541-002
 DESIGNED: TWP
 DRAWN: SLO
 CHECKED: NICC
 APPROVED: AUB



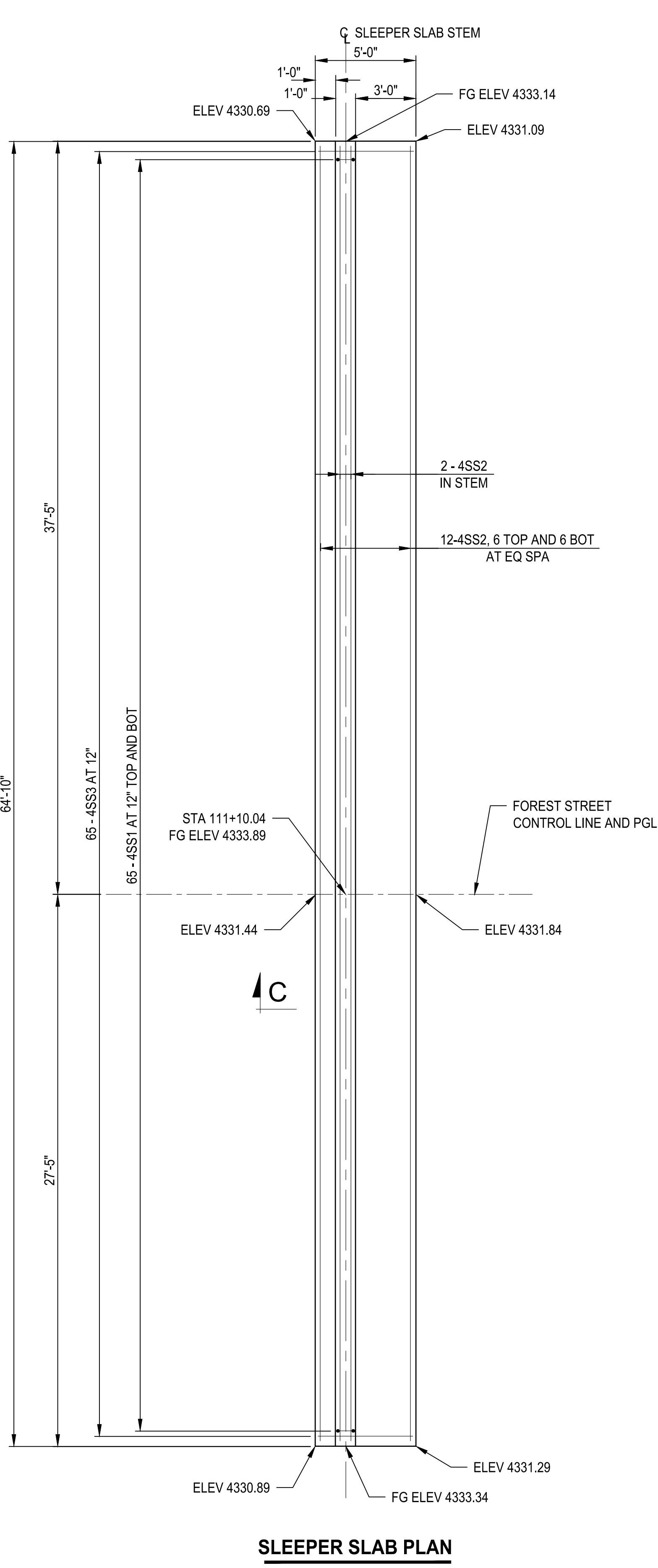
PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

SCREED ELEVATION 3 OF 3

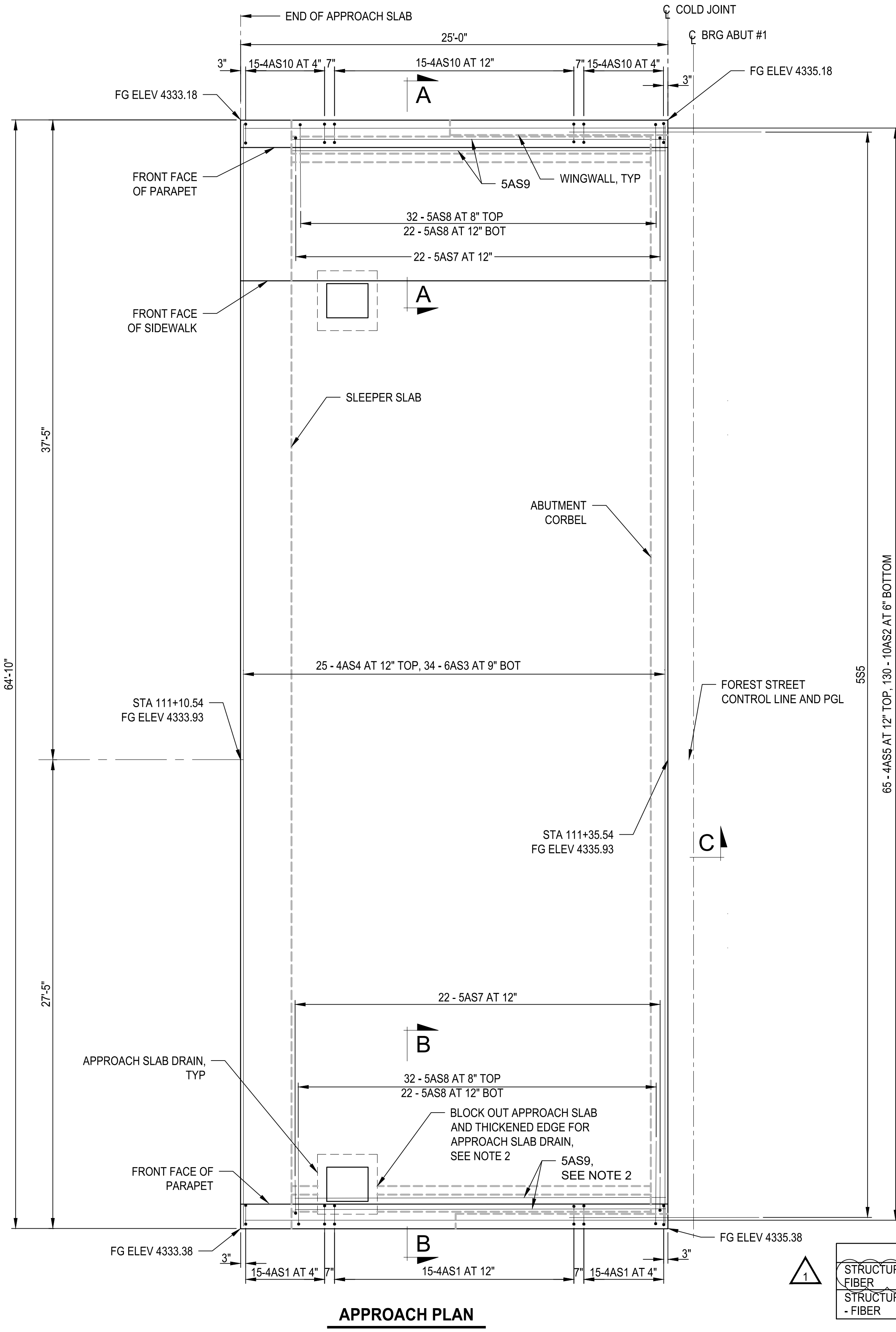
DRAWING NO.
 45 OF 59

S45

LAYOUT: APP SLAB W PATH: U:\Salt\Projects\Clients\B541-Brigham City\344-8541-002 Forest St Final Design\995\cadd\DWG\Structure PLOTTED BY: OliveSto DATE: Friday, March 22, 2024 9:52:27 AM



SLEEPER SLAB PLAN



APPROACH PLAN

NOTES

- SLEEPER SLAB ELEVATIONS SHOWN CORRESPOND TO BOTTOM OF SLEEPER SLAB UNLESS INDICATED BY FG ELEV (FINISHED GRADE ELEVATION).
- FIELD CUT OR BEND APPROACH SLAB REINFORCING TO CLEAR APPROACH SLAB DRAINS.
- SEE "APPROACH SLAB DRAIN DETAILS" FOR LOCATIONS OF DRAINS.
- SEE "APPROACH SLAB DETAILS" FOR SECTION A-A AND B-B.

ITEM	LOCATION	EST QTY	UNIT
STRUCTURAL CONCRETE - FIBER	CLASS AA(LSF) SLEEPER SLABS	18	CU YD
STRUCTURAL CONCRETE - FIBER	CLASS AA(LSF) APPROACH SLAB	66	CU YD

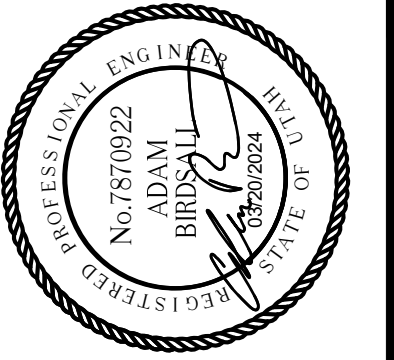
REVISIONS	DATE	BY
△	03/24	AUB

REVISOR: CONCRETE TYPE

ONE INCH AT FULL SCALE IF NOT INDICATED OTHERWISE

Parametrix

DATE: 03/20/2024
 JOB No.: 344-8541-002
 DESIGNED: TWP
 DRAWN: SLO
 CHECKED: NICC
 APPROVED: AUB

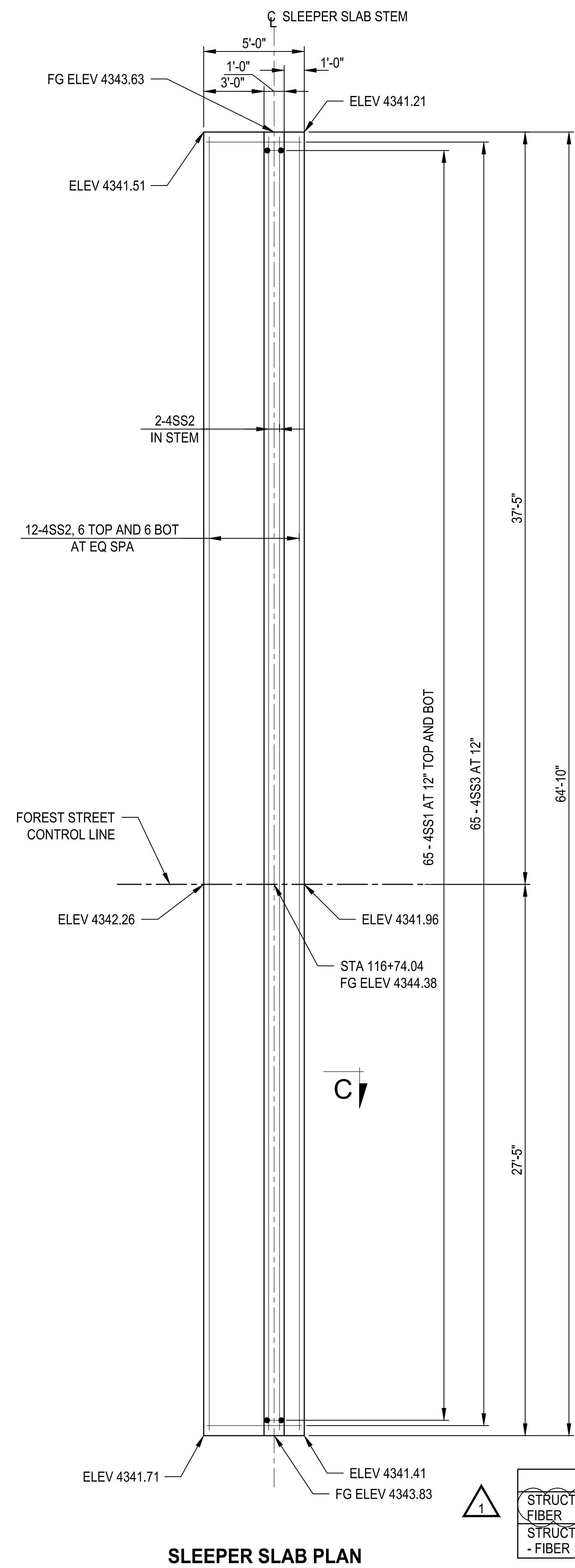
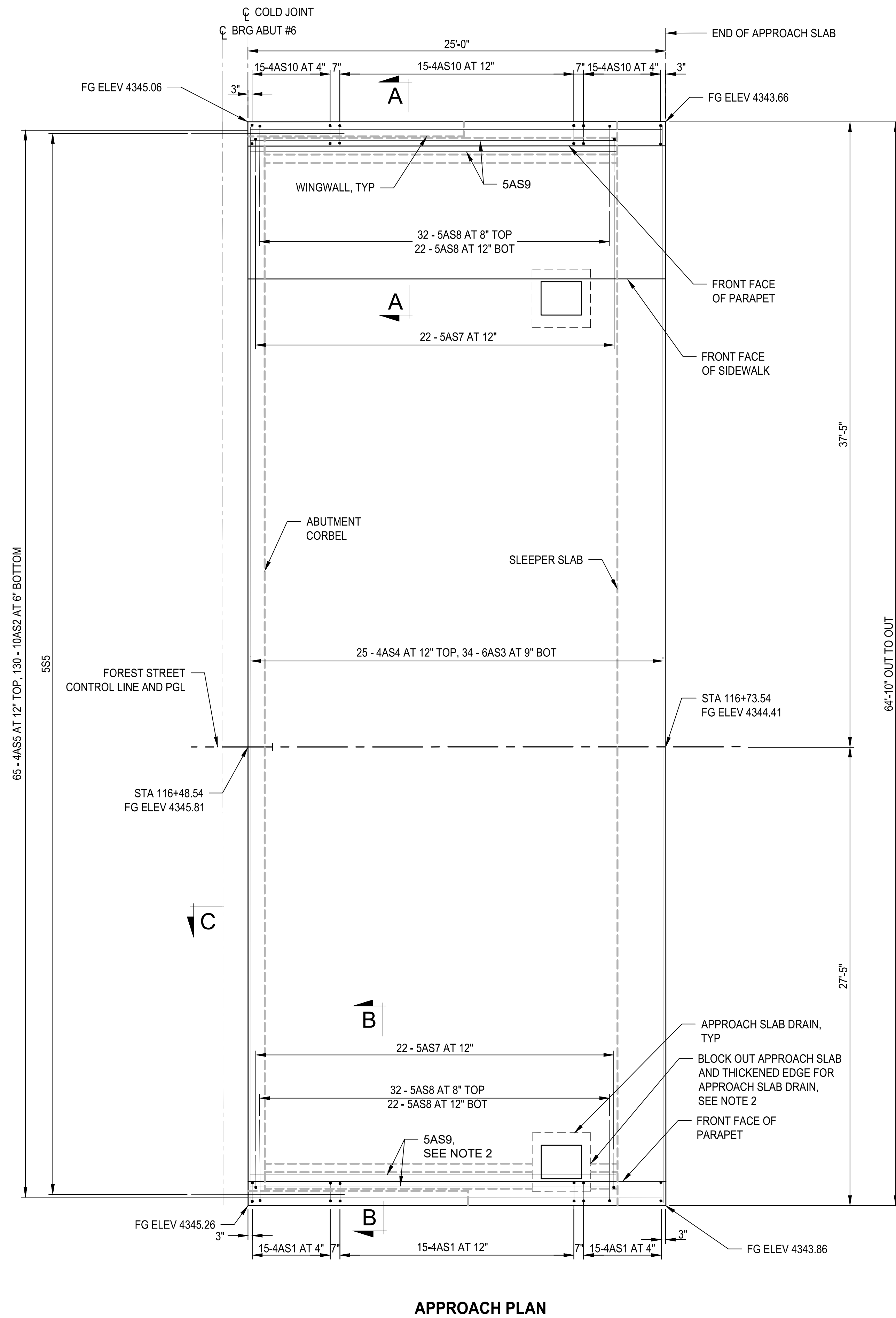


PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

APPROACH SLAB PLAN 1 OF 2

DRAWING NO.
 46 OF 59
S46

LAYOUT: APP SLAB E PATH: U:\Sat\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\995vca\CADD\DWG\Structure PLOTTED BY: OliveSta DATE: Friday, March 22, 2024 9:52:45 AM



NOTES

- SLEEPER SLAB ELEVATIONS SHOWN CORRESPOND TO BOTTOM OF SLEEPER SLAB UNLESS INDICATED BY FG ELEV (FINISHED GRADE ELEVATION).
- FIELD CUT OR BEND APPROACH SLAB REINFORCING TO CLEAR APPROACH SLAB DRAINS.
- SEE "APPROACH SLAB DRAIN DETAILS" FOR LOCATIONS OF DRAINS.
- SEE "APPROACH SLAB DETAILS" FOR SECTION A-A AND B-B.

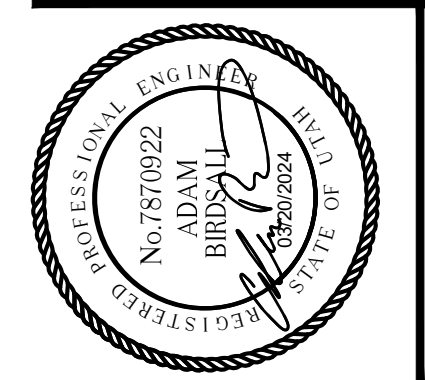
ITEM	LOCATION	EST QTY	UNIT
STRUCTURAL CONCRETE - FIBER	CLASS AA(LSF) SLEEPER SLABS	18	CU YD
STRUCTURAL CONCRETE - FIBER	CLASS AA(LSF) APPROACH SLAB	66	CU YD

REVISIONS	DATE	BY
△	03/24	AJB

ONE INCH AT FULL SCALE IF NOT SHOWN OTHERWISE ACCORDINGLY

Parametrix

DATE: 03/20/2024
 JOB No.: 344-8541-002
 DESIGNED: TWP
 DRAWN: SLO
 CHECKED: NICC
 APPROVED: AJB

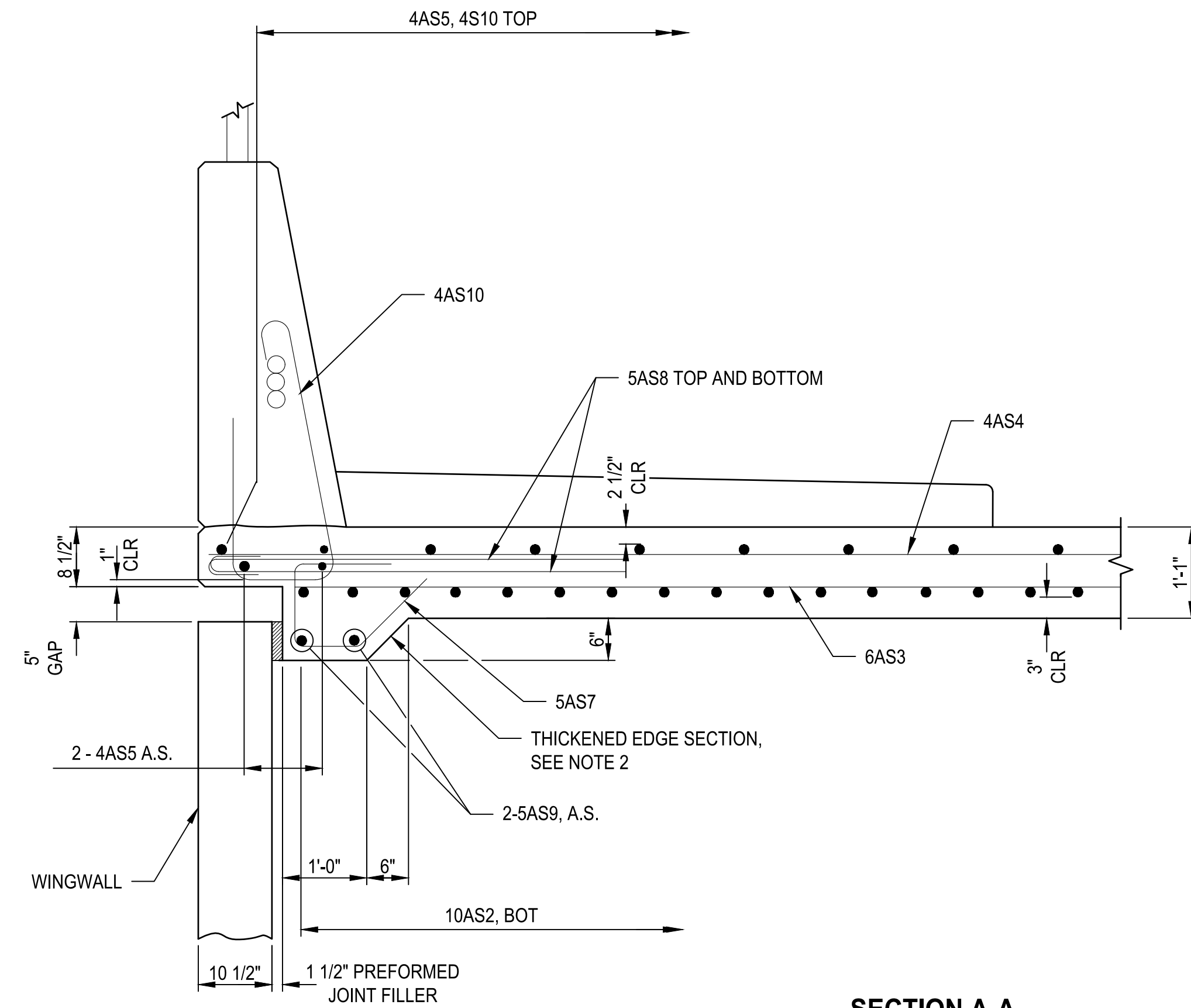


PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

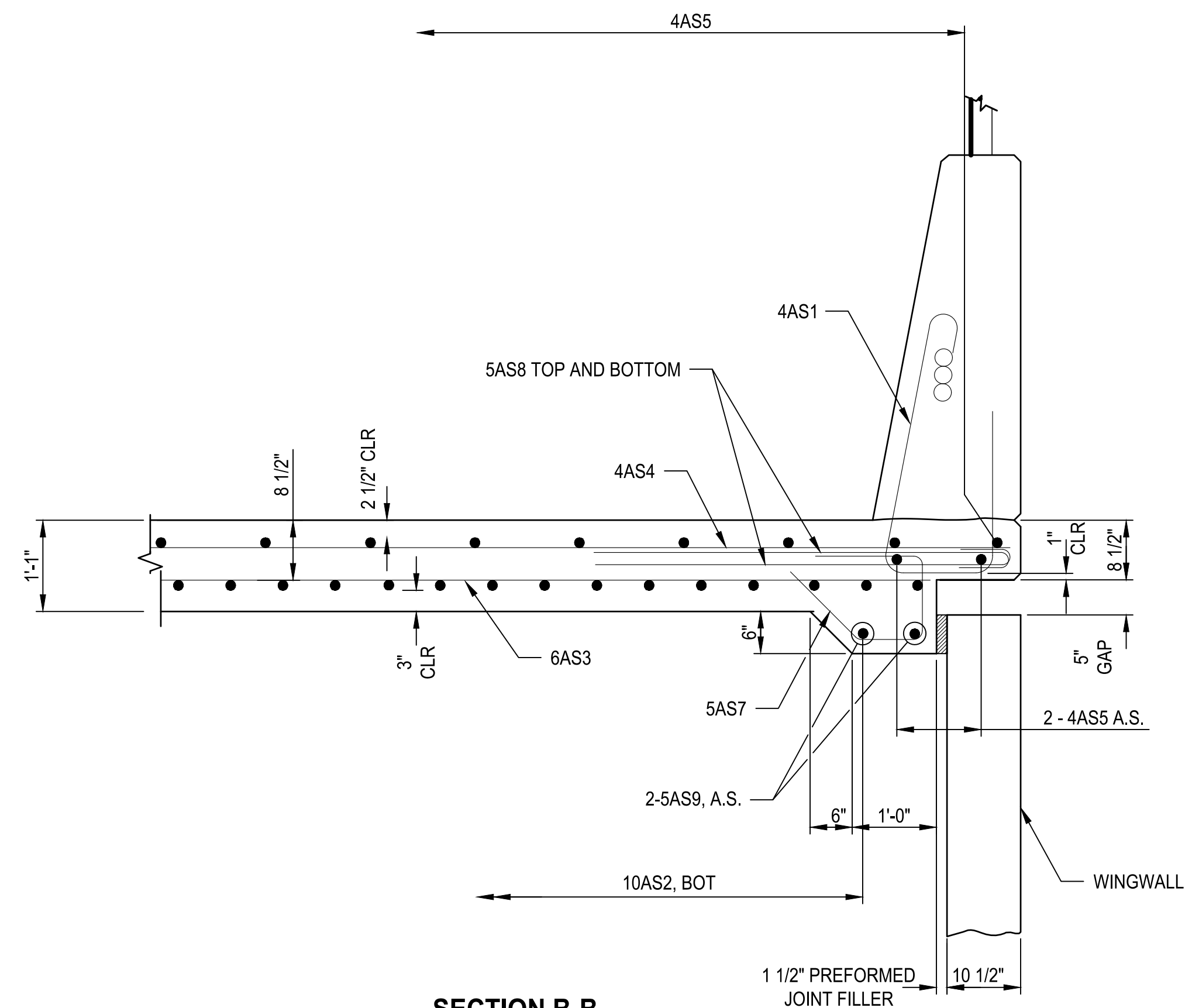
APPROACH SLAB PLAN 2 OF 2

DRAWING NO.
 47 OF 59
S47

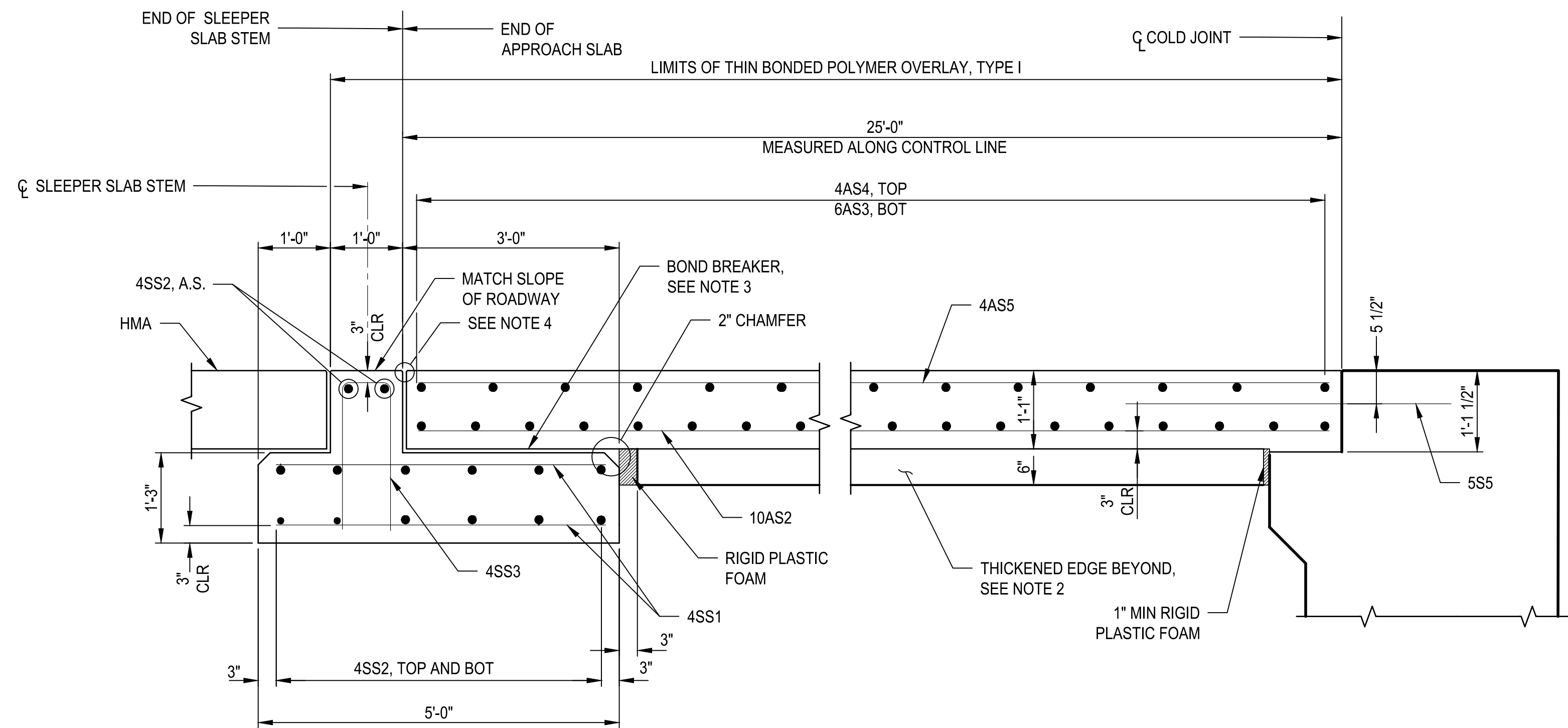
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SECTION A-A



SECTION B-B



SECTION C-C

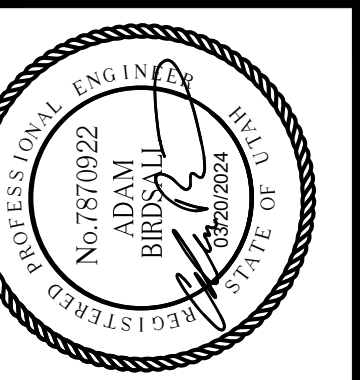
NOTES

- SEE "APPROACH SLAB PLAN 1 OF 2" AND "APPROACH SLAB PLAN 2 OF 2" FOR LOCATIONS OF SECTIONS A-A AND B-B.
- EXTEND THICKENED EDGE AS SHOWN WHEN NO APPROACH SLAB DRAIN IS PRESENT. EXTEND THICKENED EDGE TO APPROACH SLAB DRAIN WHEN THE APPROACH SLAB DRAIN IS PRESENT.
- PLACE BOND BREAKER OVER ENTIRE SURFACE BETWEEN APPROACH SLAB AND SLEEPER SLAB.
- SEE "COMPRESSION JOINT DETAILS" FOR JOINT DETAILS.

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NOT ACCORDINGLY

Parametrix	DESIGNED	TWP	CHECKED	NCC
	DATE	03/20/2024	DRAWN	AJB
	JOB No.	344-8541-002	APPROVED	SLO



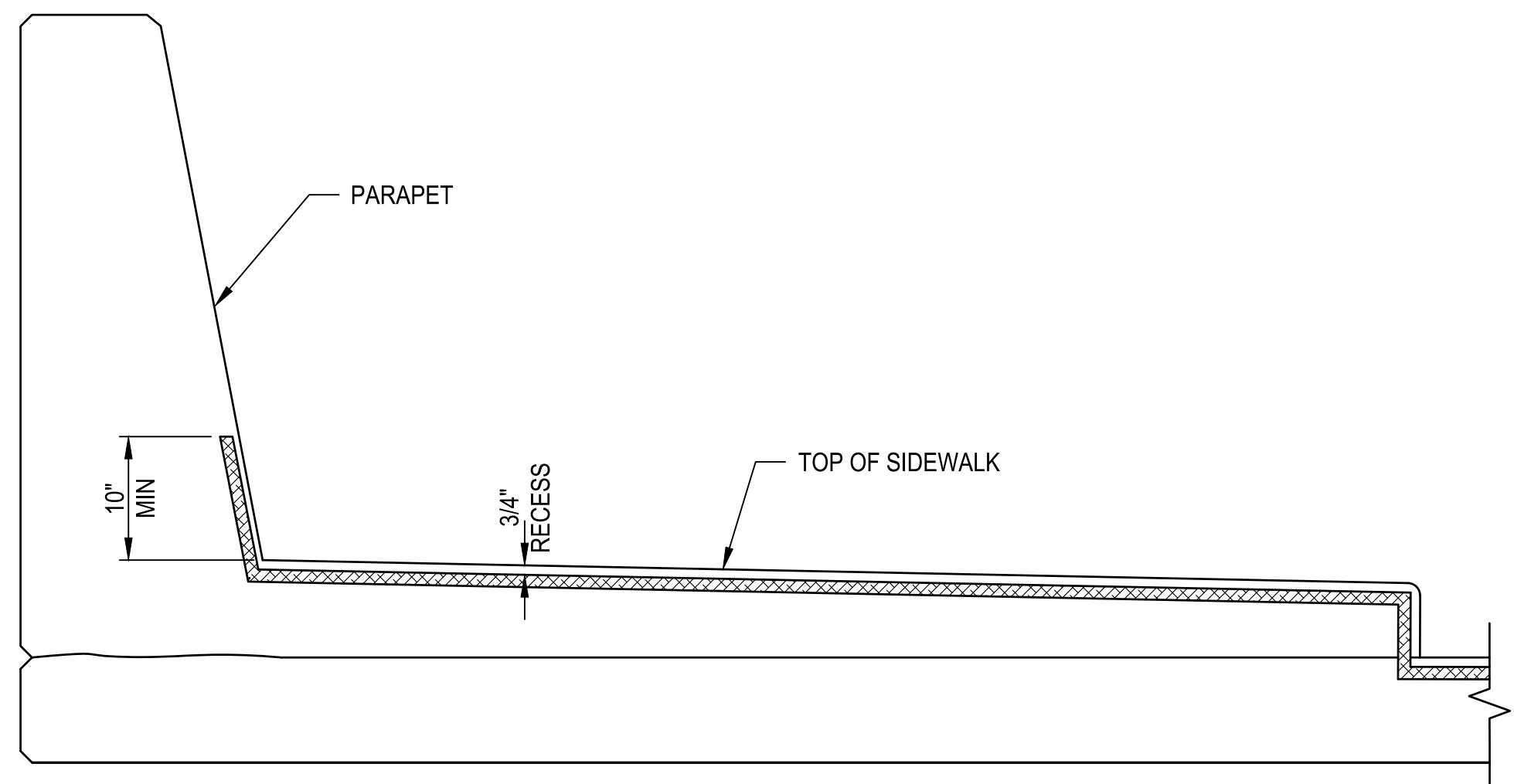
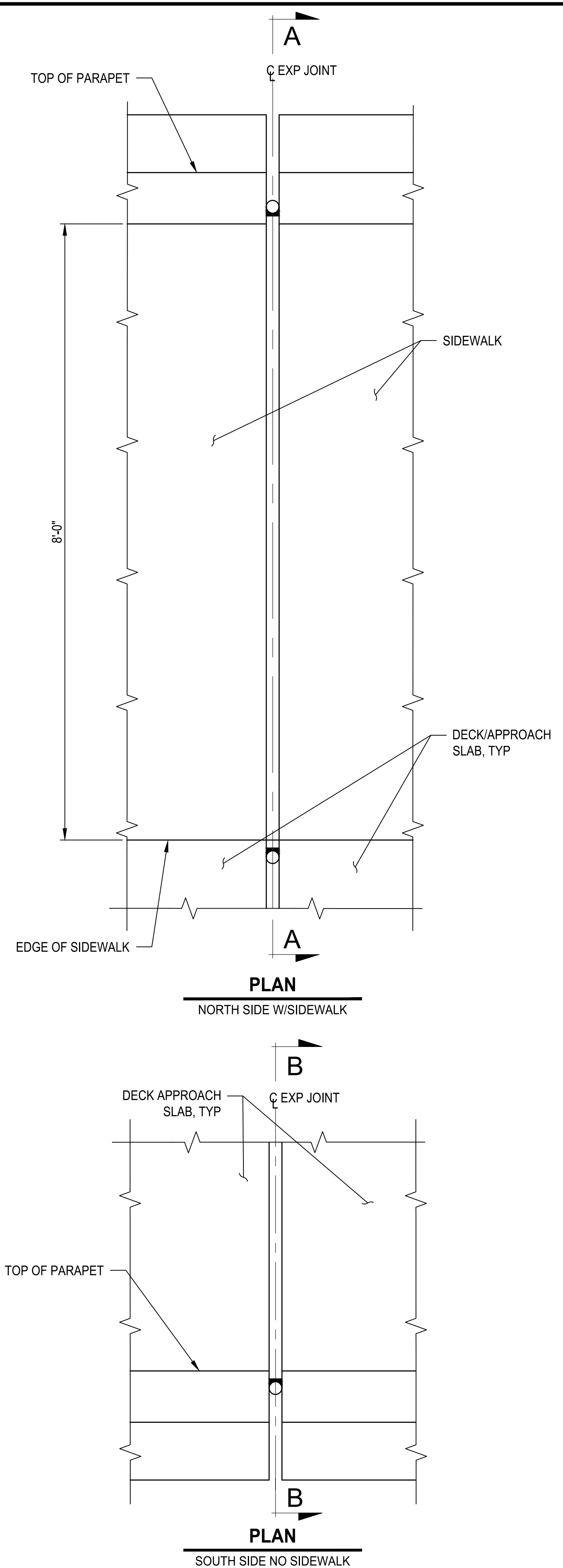
PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

APPROACH SLAB DETAILS

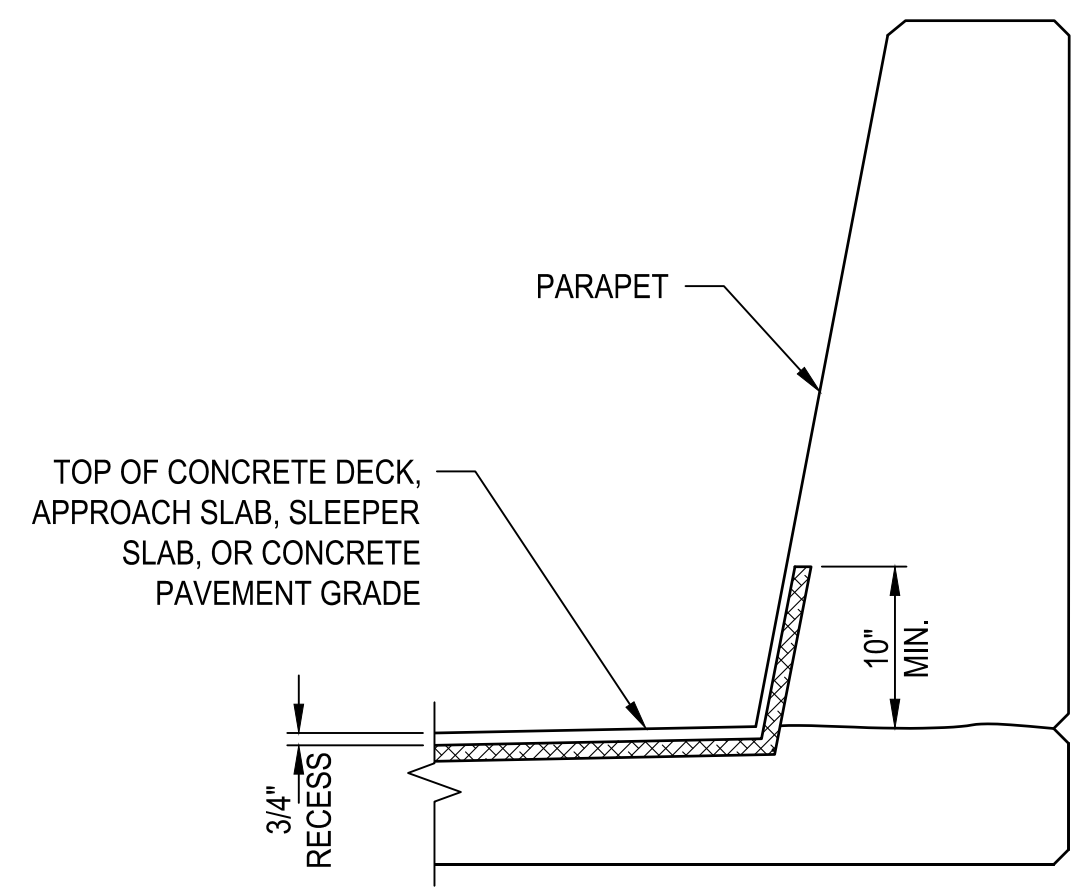
DRAWING NO.
48 OF 59

S48

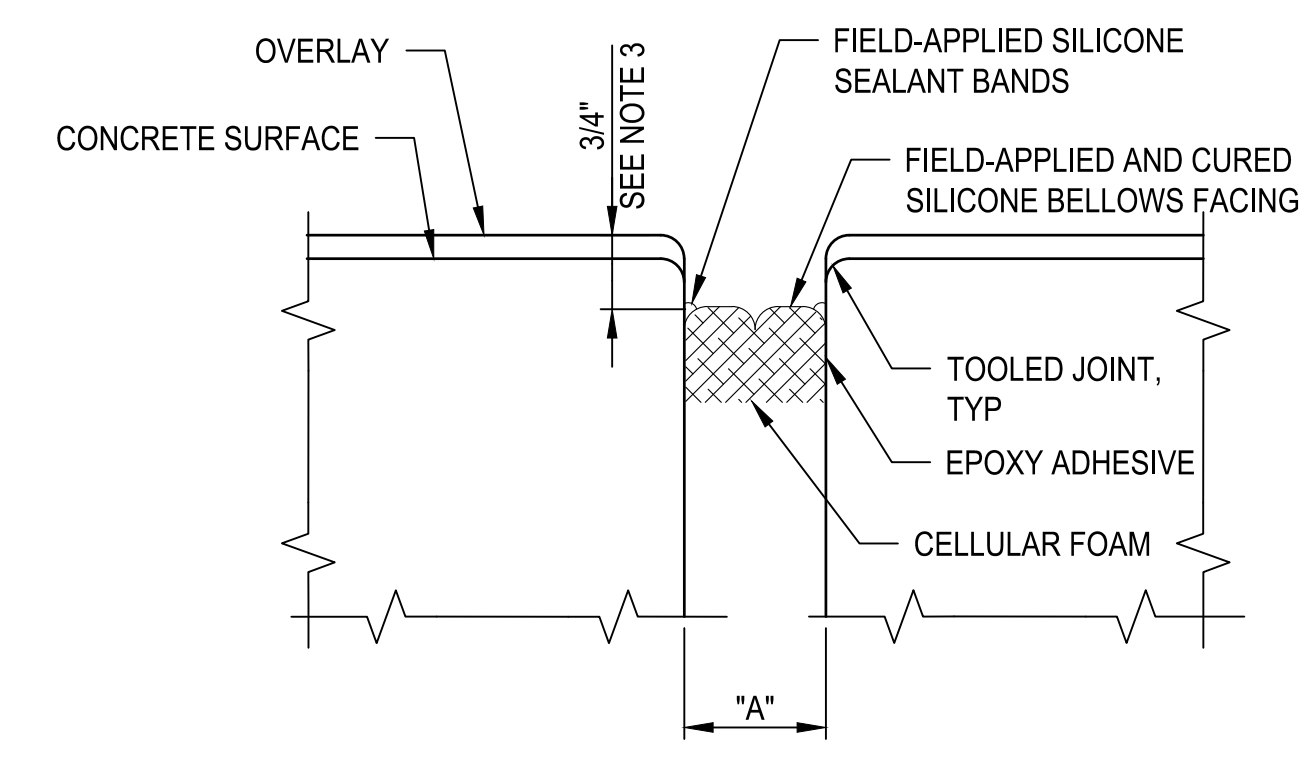
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 LAYOUT: COM JT



SECTION A-A



SECTION B-B



COMPRESSION JOINT SEAL TYPE A

NOTES

1. INSTALL THE EXPANSION DEVICE BELOW FINISHED CONCRETE SURFACE AS SHOWN, PARALLEL TO THE SLOPE AND GRADE OF THE DECK.
2. ROUND INSTALLATION TEMPERATURE TO NEAREST 10 DEGREE INCREMENT.
3. INSTALL JOINT SEALER BELOW THE TRAFFIC SURFACE AS SHOWN OR ACCORDING TO MANUFACTURER'S INSTALLATION INSTRUCTIONS, WHICHEVER IS LARGER.

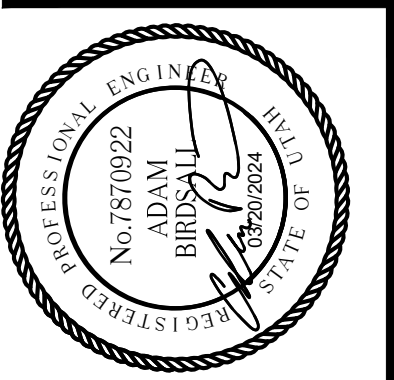
JOINT DATA TABLE															
STRUCTURE NUMBER	LOCATION	TYPE	FACTORY DESIGN MOVEMENT			FACTORY DESIGN WIDTHS PERPENDICULAR TO JOINT		INSTALLATION LIMITS		JOINT WIDTH "A" AT INSTALLATION					
			IN THE DIRECTION OF TRAVEL	PERPENDICULAR TO THE CENTERLINE OF THE JOINT	PARALLEL TO THE CENTERLINE OF THE JOINT	MAXIMUM WIDTH A ^{MAX}	MINIMUM WIDTH A ^{MIN}	MINIMUM INSTALLATION TEMPERATURE	MAXIMUM INSTALLATION TEMPERATURE	T = 40°F	T = 50°F	T = 60°F	T = 70°F	T = 80°F	T = 90°F
			INCH	INCH	INCH	INCH	INCH	F°	F°	INCH	INCH	INCH	INCH	INCH	INCH
003087F	ABUTMENT 1, 6	A	2.80	2.80	0.00	3.875	1.00	40	90	2.625	2.375	2.125	1.875	1.625	1.375

REVISIONS	DATE	BY

ONE INCH
 AT FULL
 SCALE IF
 NOT
 OTHERWISE
 ACCORDINGLY

Parametrix

DATE: 03/20/2024
 JOB No.: 344-8541-002
 DESIGNED: TWP
 DRAWN: SLO
 CHECKED: NICC
 APPROVED: AUB



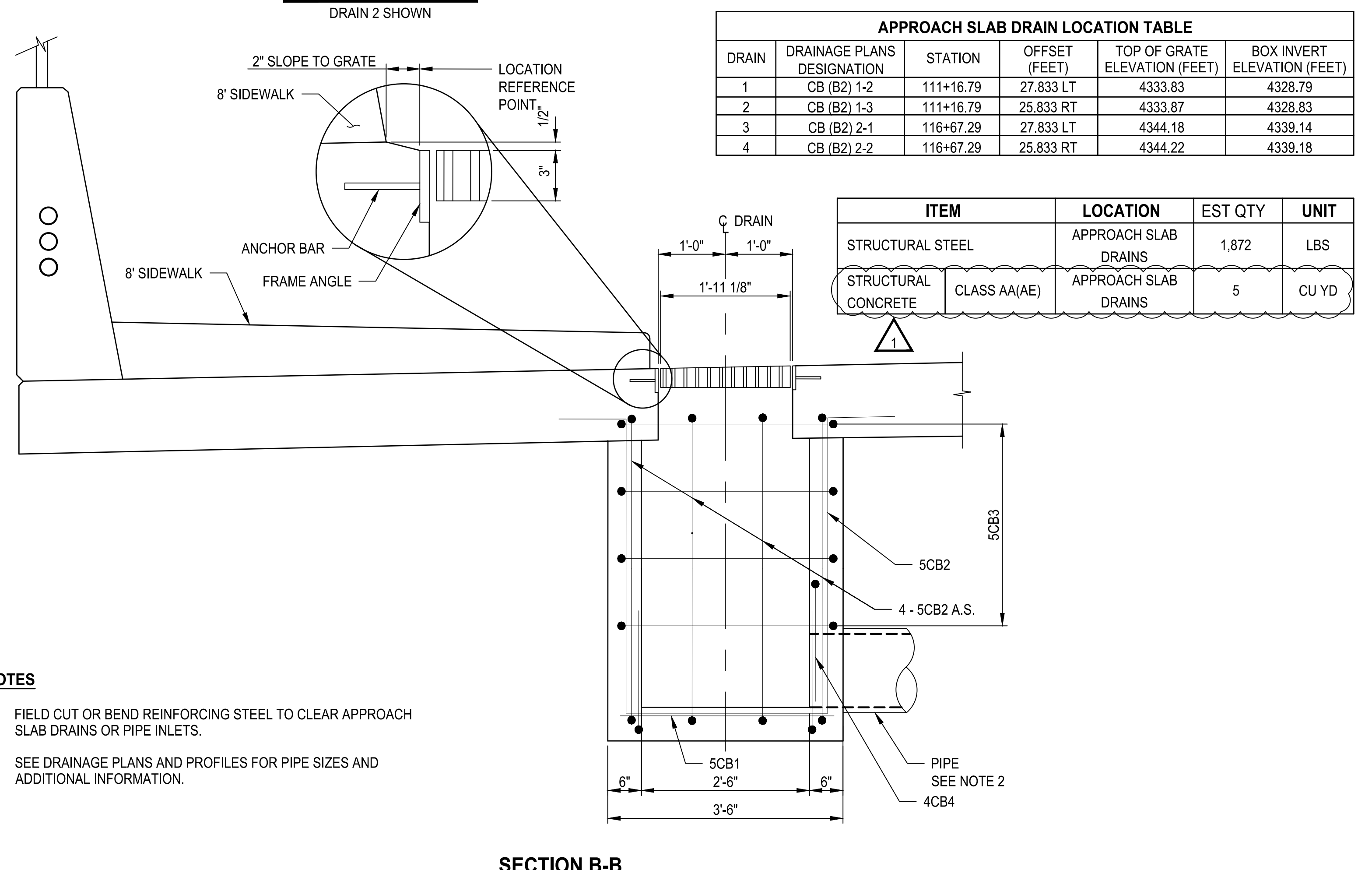
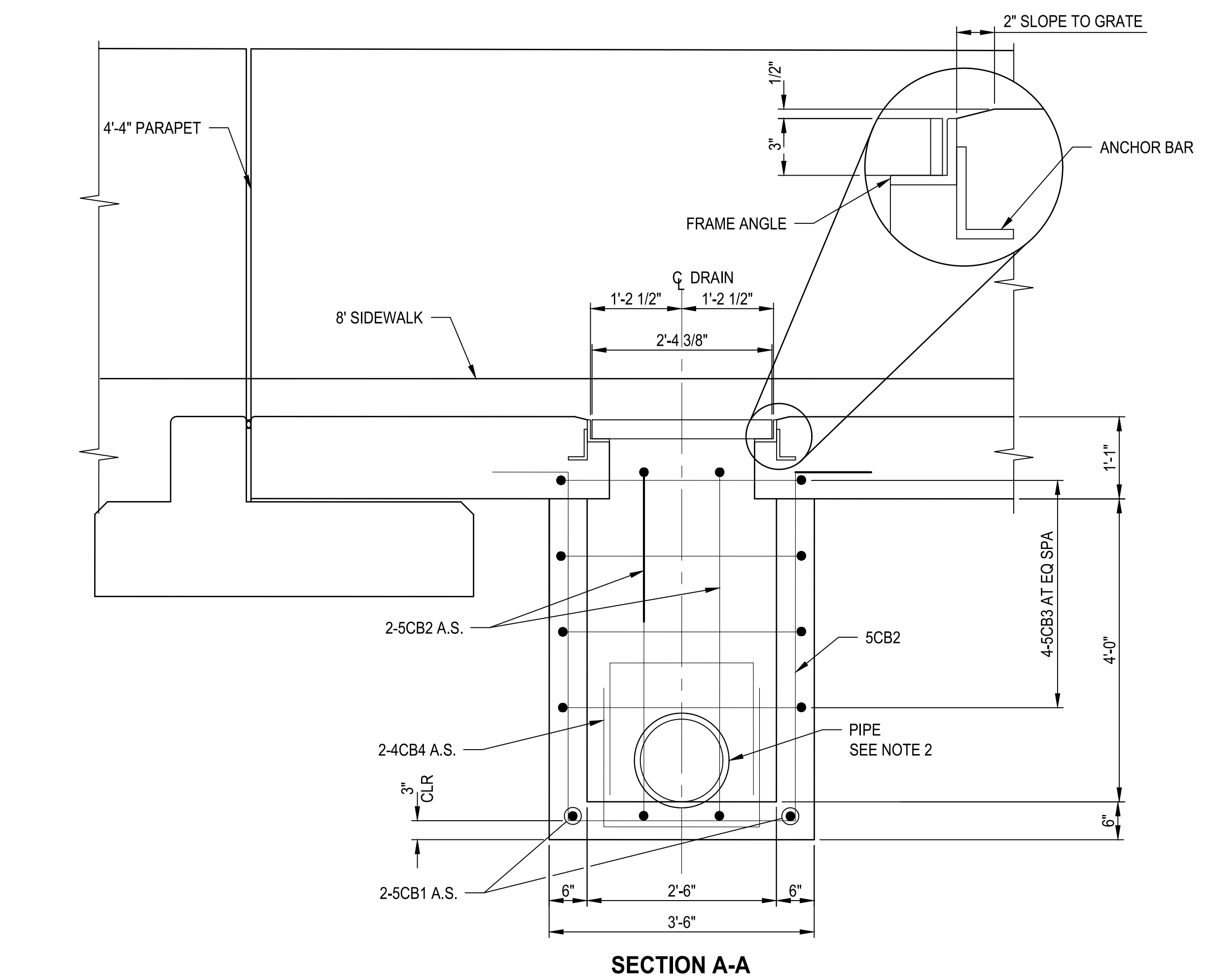
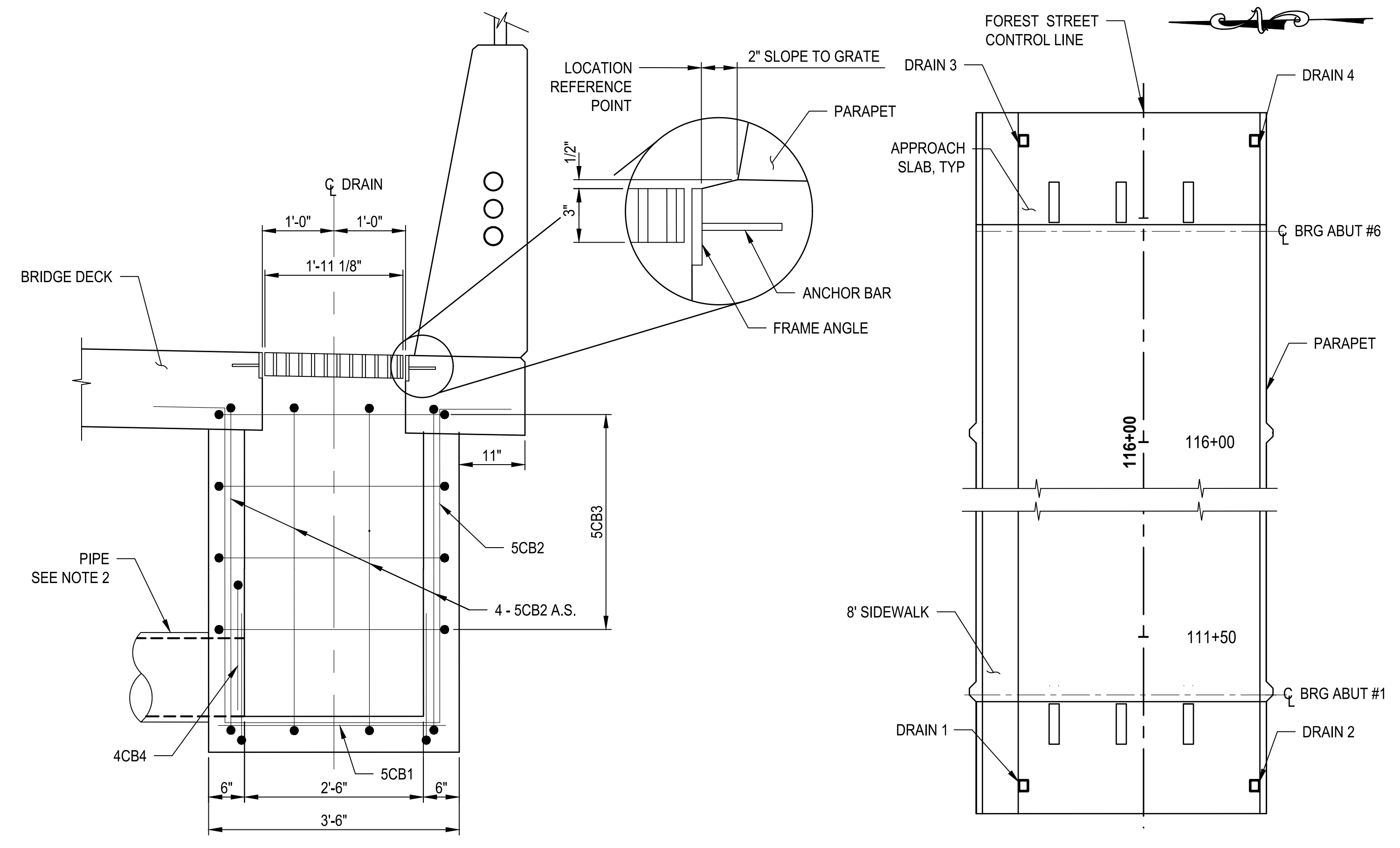
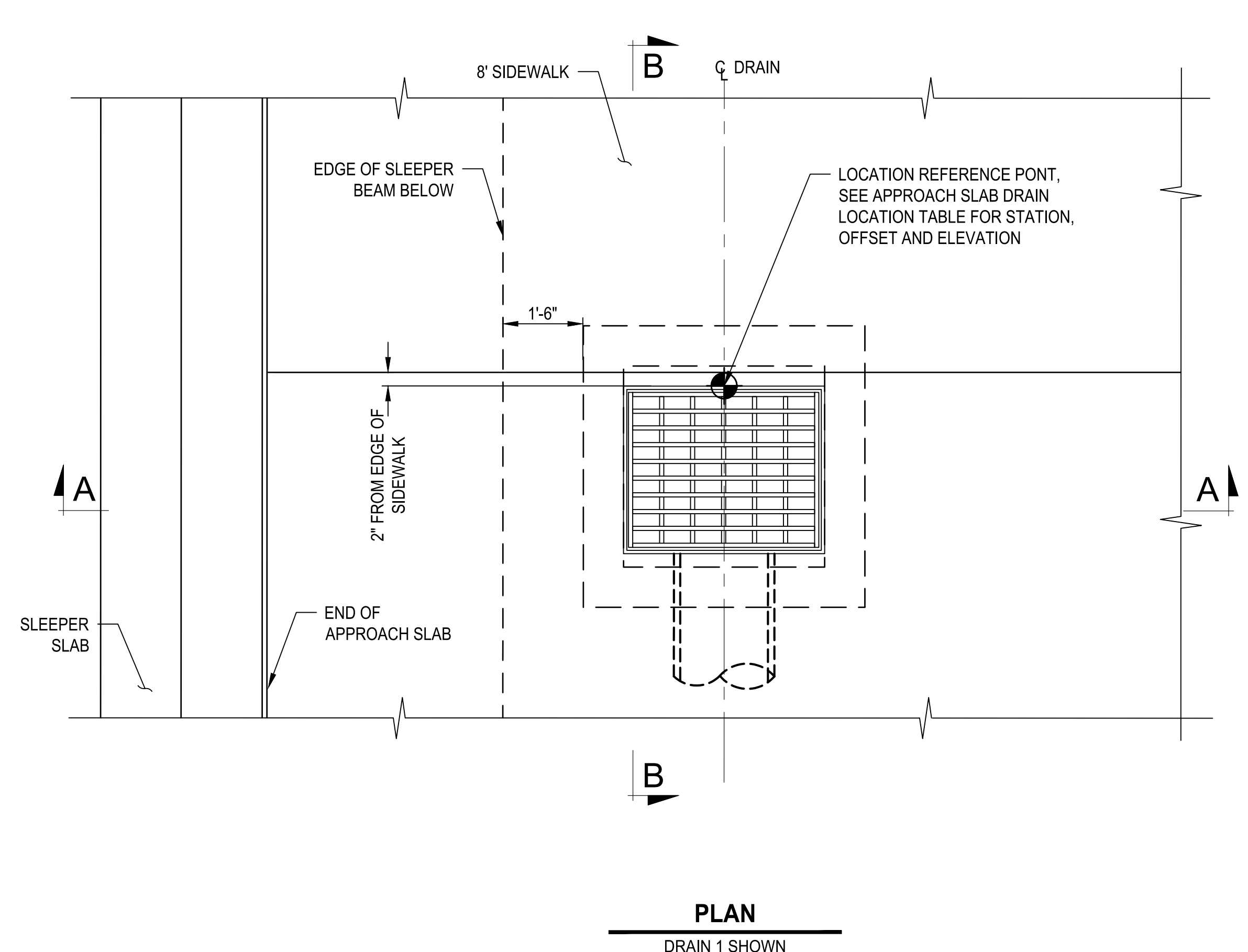
PROJECT NAME
**BRIGHAM CITY
 CONNECTION PROJECT**

**COMPRESSION JOINT
 DETAILS**

DRAWING NO.
 49 OF 59

S49

PATH: U:\S&A\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\995vcs\CADD\DWG\Structure PLOTTED BY: OliveSta DATE: Friday, March 22, 2024 9:53:19 AM
 LAYOUT: drain



APPROACH SLAB DRAIN LOCATION TABLE

DRAIN	DRAINAGE PLANS DESIGNATION	STATION	OFFSET (FEET)	TOP OF GRATE ELEVATION (FEET)	BOX INVERT ELEVATION (FEET)
1	CB (B2) 1-2	111+16.79	27.833 LT	4333.83	4328.79
2	CB (B2) 1-3	111+16.79	25.833 RT	4333.87	4328.83
3	CB (B2) 2-1	116+67.29	27.833 LT	4344.18	4339.14
4	CB (B2) 2-2	116+67.29	25.833 RT	4344.22	4339.18

ITEM	LOCATION	EST QTY	UNIT
STRUCTURAL STEEL	APPROACH SLAB DRAINS	1,872	LBS
STRUCTURAL CONCRETE	CLASS AA(AE) APPROACH SLAB DRAINS	5	CU YD

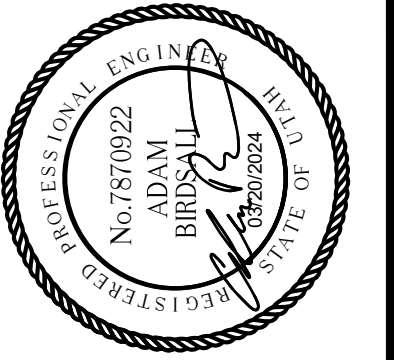
- NOTES**
- FIELD CUT OR BEND REINFORCING STEEL TO CLEAR APPROACH SLAB DRAINS OR PIPE INLETS.
 - SEE DRAINAGE PLANS AND PROFILES FOR PIPE SIZES AND ADDITIONAL INFORMATION.

REVISIONS	DATE	BY	QUANTITY
1	03/24	AUB	

ONE INCH AT FULL SCALE IF NOT OTHERWISE INDICATED

Parametrix

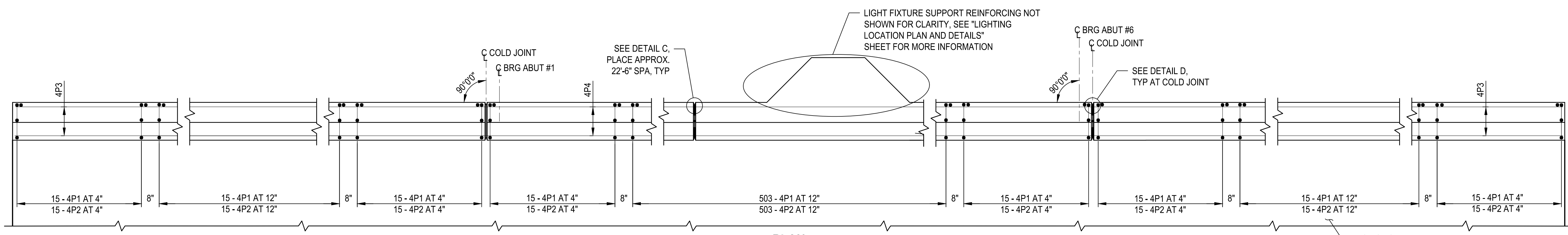
DATE: 03/20/2024
 JOB No.: 344-8541-002
 DESIGNED: TWP
 DRAWN: SLO
 CHECKED: NICC
 APPROVED: AUB



PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

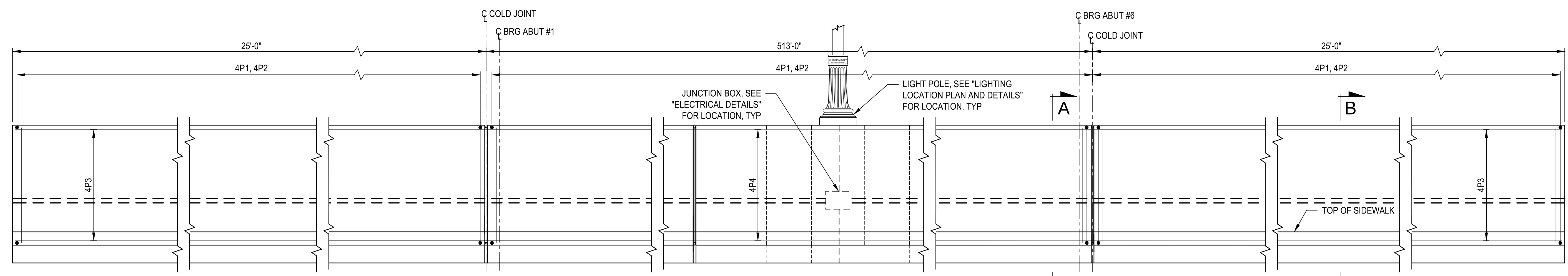
APPROACH SLAB DRAIN DETAILS 2X2 GRATE

LAYOUT: PARAPET SW
 PATH: U:\Self\Projects\Clients\B541-Brigham City\344-8541-002 Forest St Final Design\995\cadd\DWG\Structure
 PLOTTED BY: OliveSto DATE: Friday, March 22, 2024 9:53:37 AM



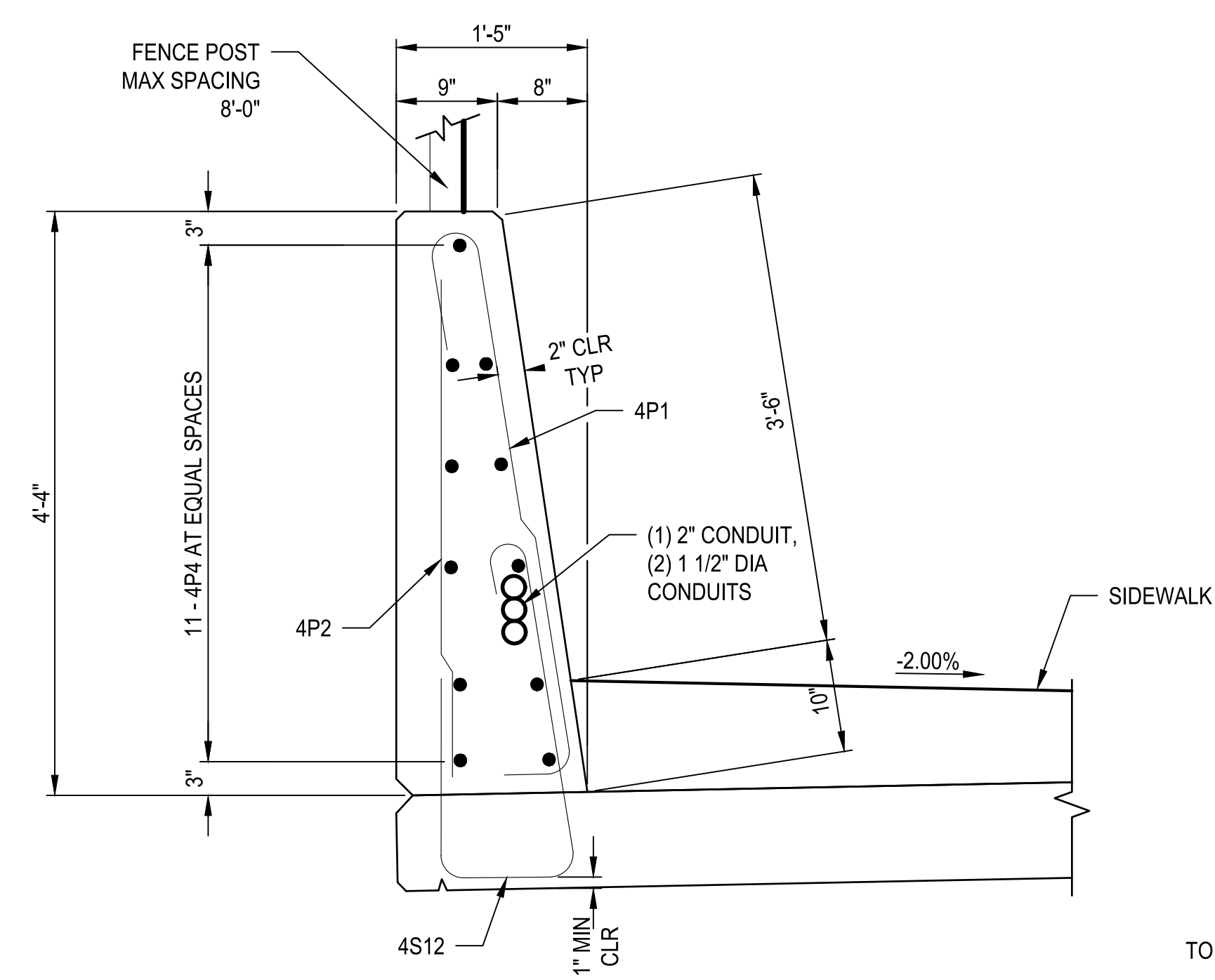
PLAN

DECK AND APPROACH SLAB REINFORCEMENT NOT SHOWN

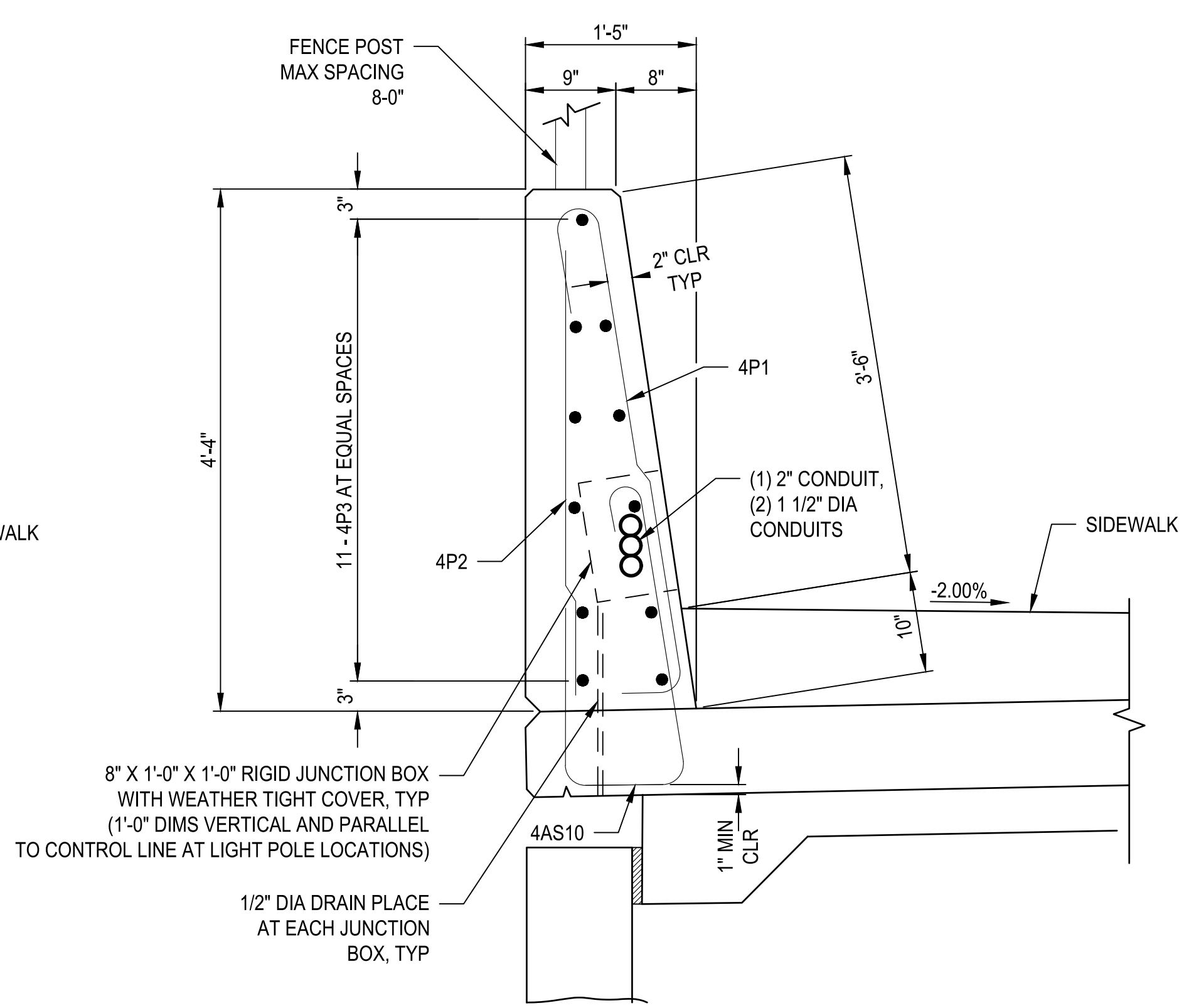


ELEVATION

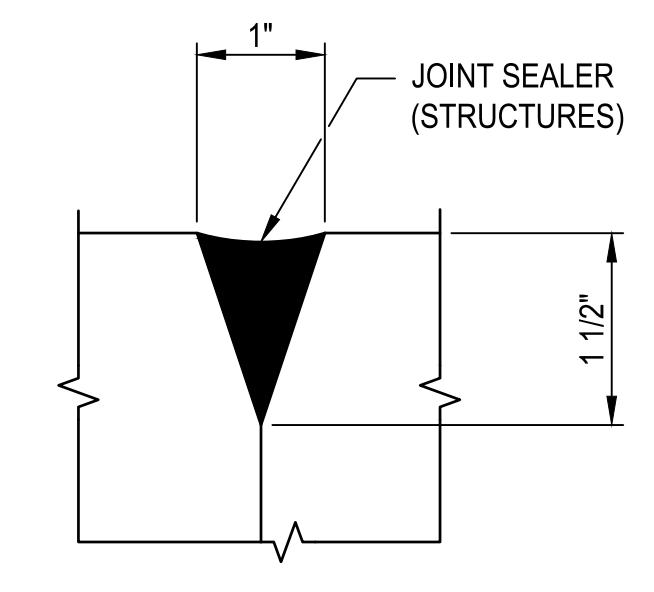
DECK AND APPROACH SLAB REINFORCEMENT NOT SHOWN



SECTION A-A

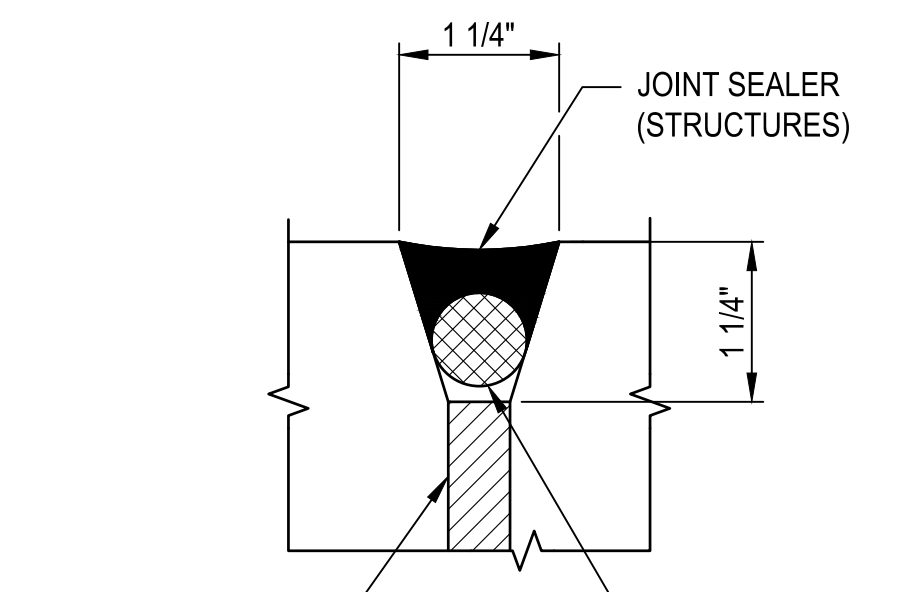


SECTION B-B



DETAIL C

CONTRACTION JOINT



DETAIL D

SEE NOTE 8

NOTES

1. ALTERNATE ALL REINFORCING SPLICES.
2. PROVIDE 2 INCH MIN COVER TO REINFORCING UNLESS NOTED OTHERWISE.
3. PLACE CONTRACTION JOINT ON SIDES AND ON TOP OF PARAPET.
4. EXTEND SEALANT AND FOAM BACKER ROD FROM DECK TO TOP OF PARAPET ON THE INSIDE PARAPET FACE AND ACROSS TOP OF PARAPET.
5. LOCATE STRUCTURE NUMBER ON RIGHT-HAND SIDE OF APPROACH PARAPET. SEE "PARAPET END DETAILS" FOR STRUCTURE NUMBER DETAILS.
6. PARAPET MEETS TL-4 REQUIREMENTS.
7. PROVIDE DETAIL D JOINT, PERPENDICULAR TO EDGE OF DECK, ABOVE BENT CENTERLINES AT BENTS 2, 3, AND 5.
8. CONTINUE JOINTS THROUGH SIDEWALK WHERE THEY OCCUR IN THE PARAPET.

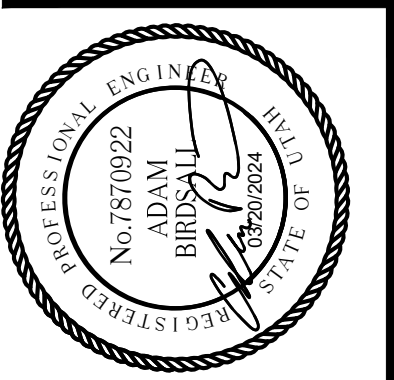
ITEM	LOCATION	EST QTY	UNIT
STRUCTURAL CONCRETE	CLASS AA(AE)	101	CU YD

REVISIONS	DATE	BY	QUANTITY
1	03/24	AUB	

ONE INCH AT FULL SCALE IF NOTED OTHERWISE

Parametrix

DATE: 03/20/2024
 JOB No.: 344-8541-002
 DESIGNED: TWP
 DRAWN: SLO
 CHECKED: NICC
 APPROVED: AUB



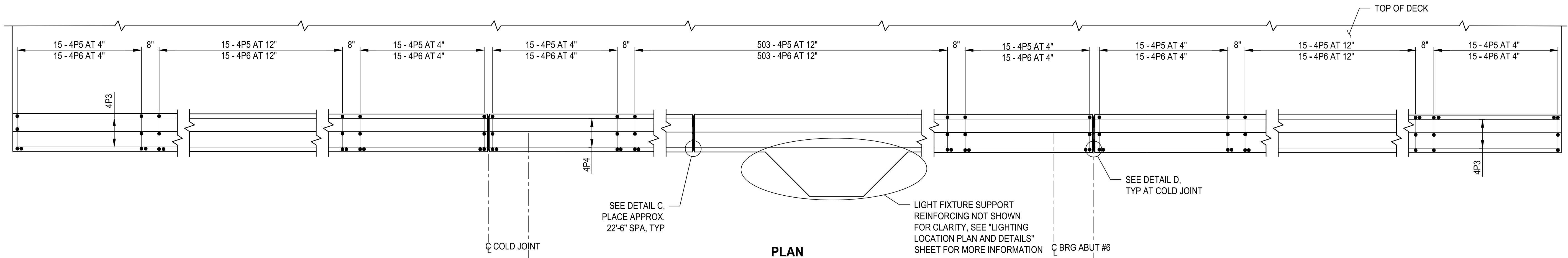
BRIGHAM CITY CONNECTION PROJECT

42-INCH SINGLE SLOPE PEDESTRIAN PARAPET W/ SIDEWALK

DRAWING NO. 51 OF 59

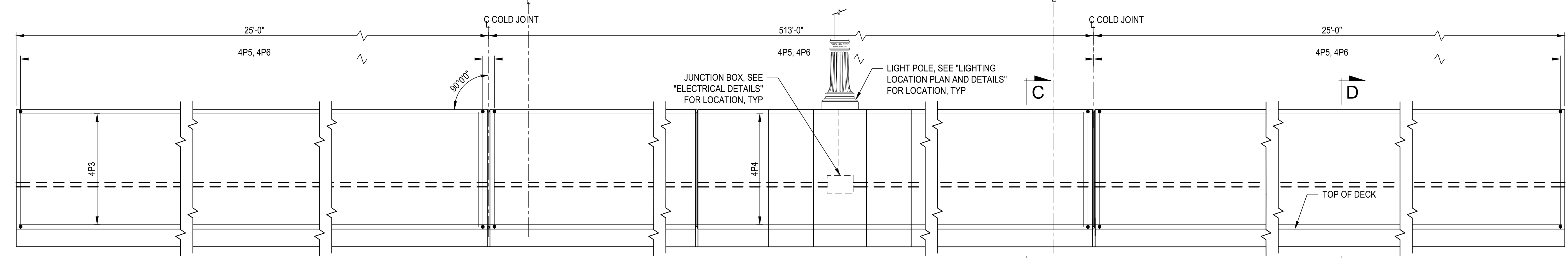
S51

PATH: U:\S01\Projects\Clients\8541-Brigham City\344-8541-002-Forest St Final Design\995socs\CADD\DWG\Structure
 PLOTTED BY: OrlwaSta DATE: Friday, March 22, 2024 11:27:21 AM
 LAYOUT: PARAPET



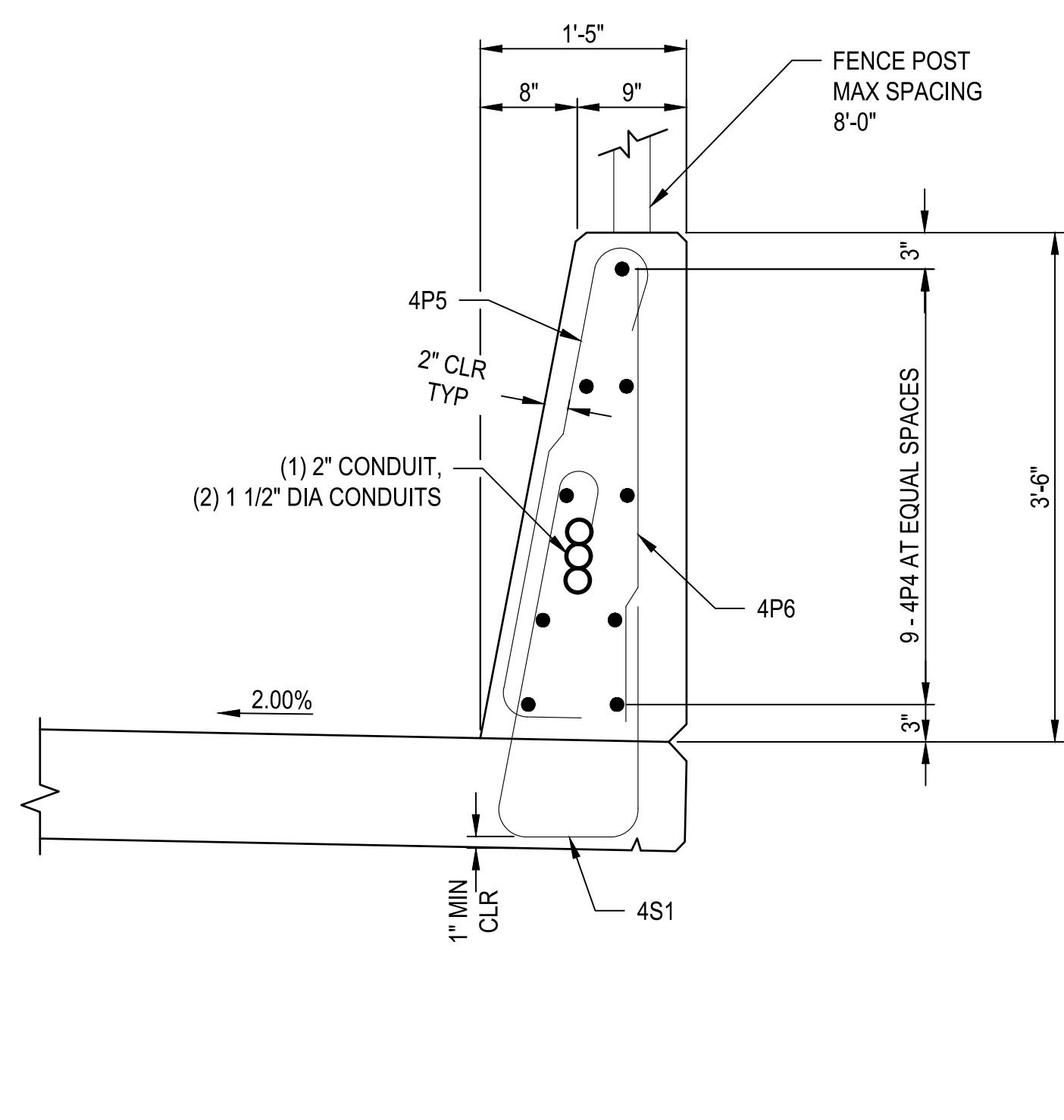
PLAN

DECK AND APPROACH SLAB REINFORCEMENT NOT SHOWN

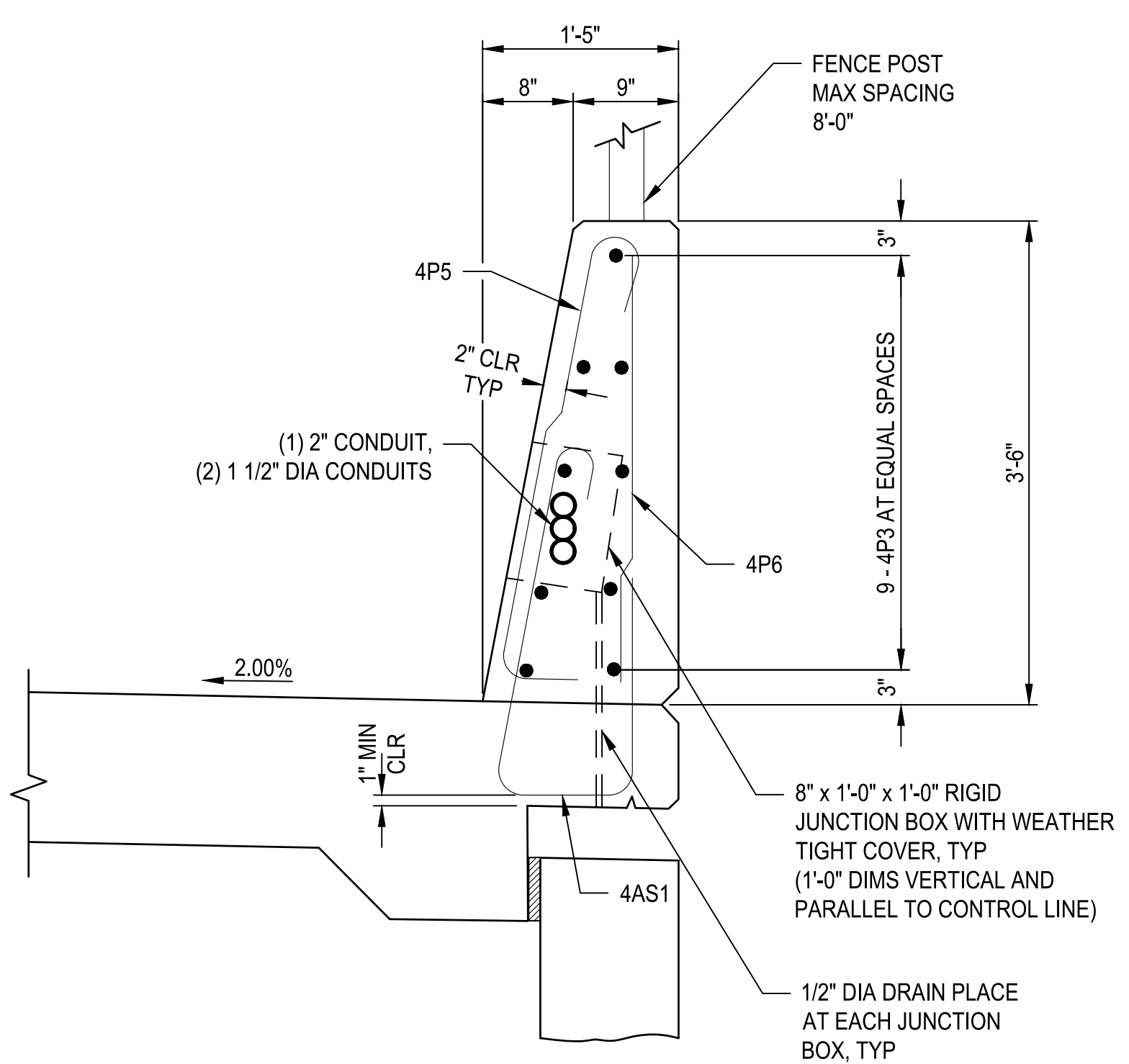


ELEVATION

DECK AND APPROACH SLAB REINFORCEMENT NOT SHOWN



SECTION C-C

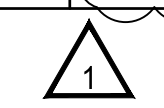


SECTION D-D

NOTES

1. ALTERNATE ALL REINFORCING SPLICES.
2. PROVIDE 2 INCH MIN COVER TO REINFORCING UNLESS NOTED OTHERWISE.
3. PLACE CONTRACTION JOINT ON SIDES AND ON TOP OF PARAPET.
4. EXTEND SEALANT AND FOAM BACKER ROD FROM DECK TO TOP OF PARAPET ON THE INSIDE PARAPET FACE AND ACROSS TOP OF PARAPET.
5. LOCATE STRUCTURE NUMBER ON RIGHT-HAND SIDE OF APPROACH PARAPET. SEE "PARAPET END DETAILS" FOR STRUCTURE NUMBER DETAILS.
6. PARAPET MEETS TL-4 REQUIREMENTS.
7. PROVIDE DETAIL D JOINT, PERPENDICULAR TO EDGE OF DECK, ABOVE BENT CENTERLINES AT BENTS 2, 3, AND 5.
8. CONTINUE JOINTS THROUGH SIDEWALK WHERE THEY OCCUR IN THE PARAPET.
9. SEE "42-INCH SINGLE SLOPE PEDESTRIAN PARAPET W/ SIDEWALK" FOR DETAIL A.

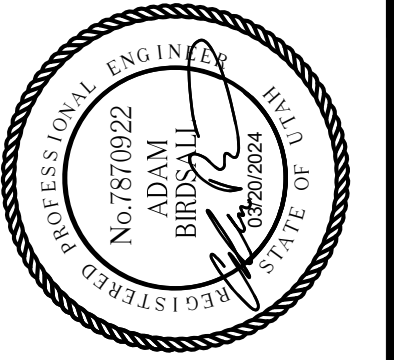
ITEM	LOCATION	EST QTY	UNIT
STRUCTURAL CONCRETE	CLASS AA(AE)	82	CU YD



REVISIONS	DATE	BY	DESCRIPTION
1	03/24	AUB	UPDATED CONCRETE QUANTITY

ONE INCH AT FULL SCALE IF NOTED OTHERWISE ACCORDINGLY

DATE: 03/20/2024	DESIGNED: TWP	CHECKED: NICC
JOB No.: 344-8541-002	DRAWN: SLO	APPROVED: AUB



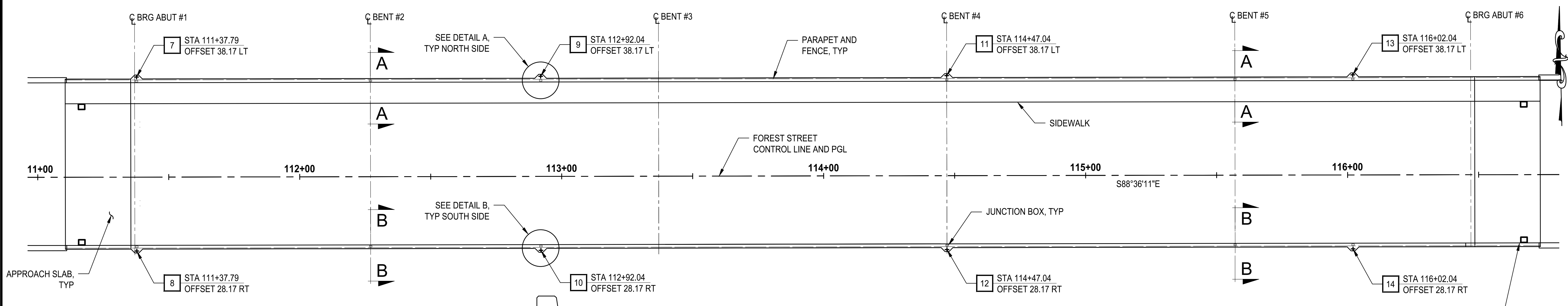
PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

42-INCH SINGLE SLOPE PEDESTRIAN PARAPET

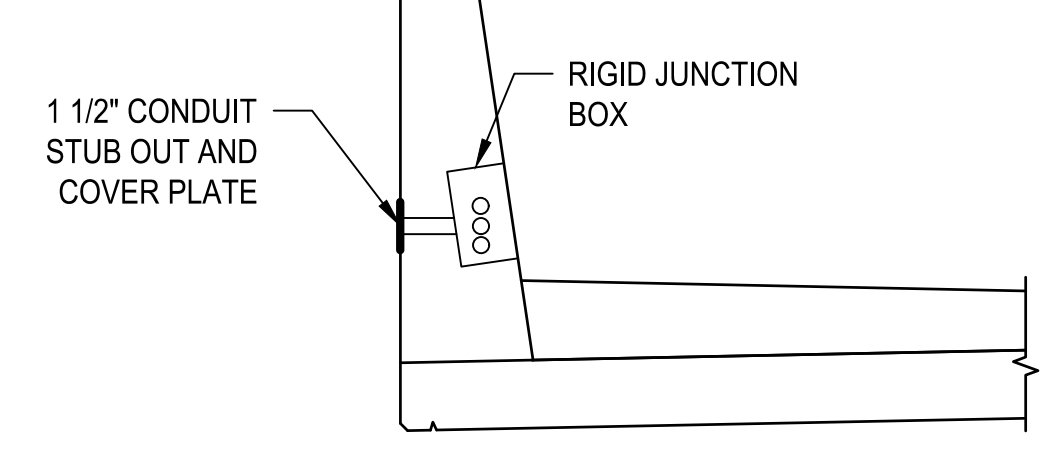
DRAWING NO. 52 OF 59

S52

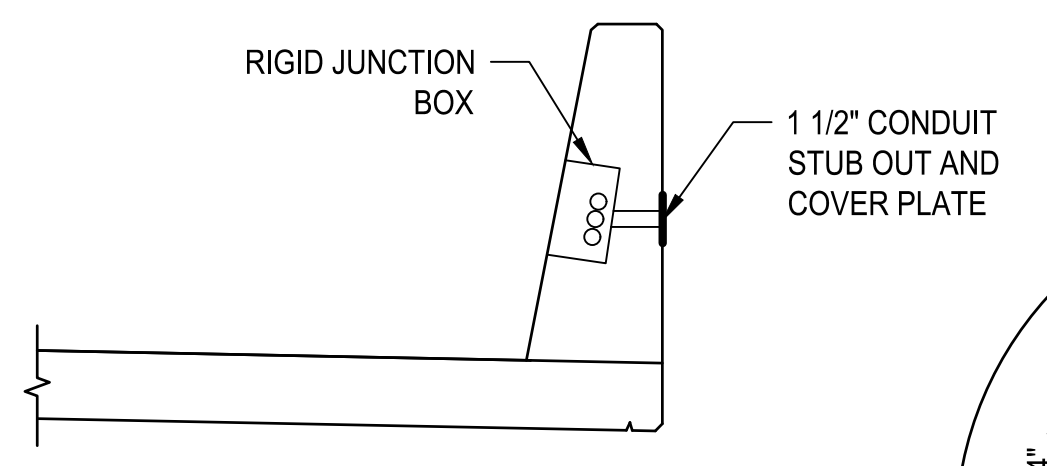
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 LAYOUT: LT



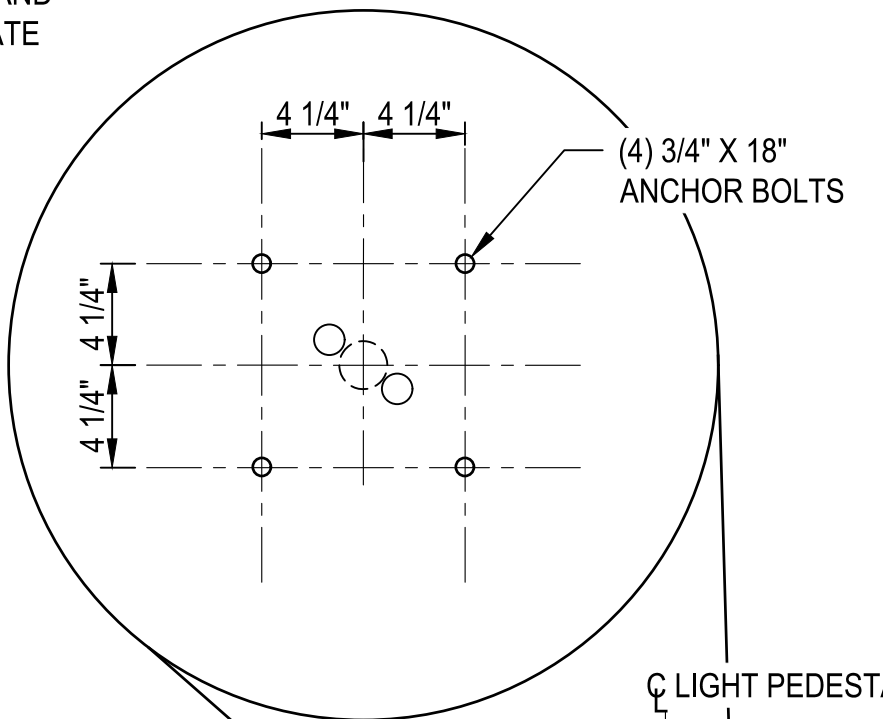
PLAN
SCALE 1" = 20'



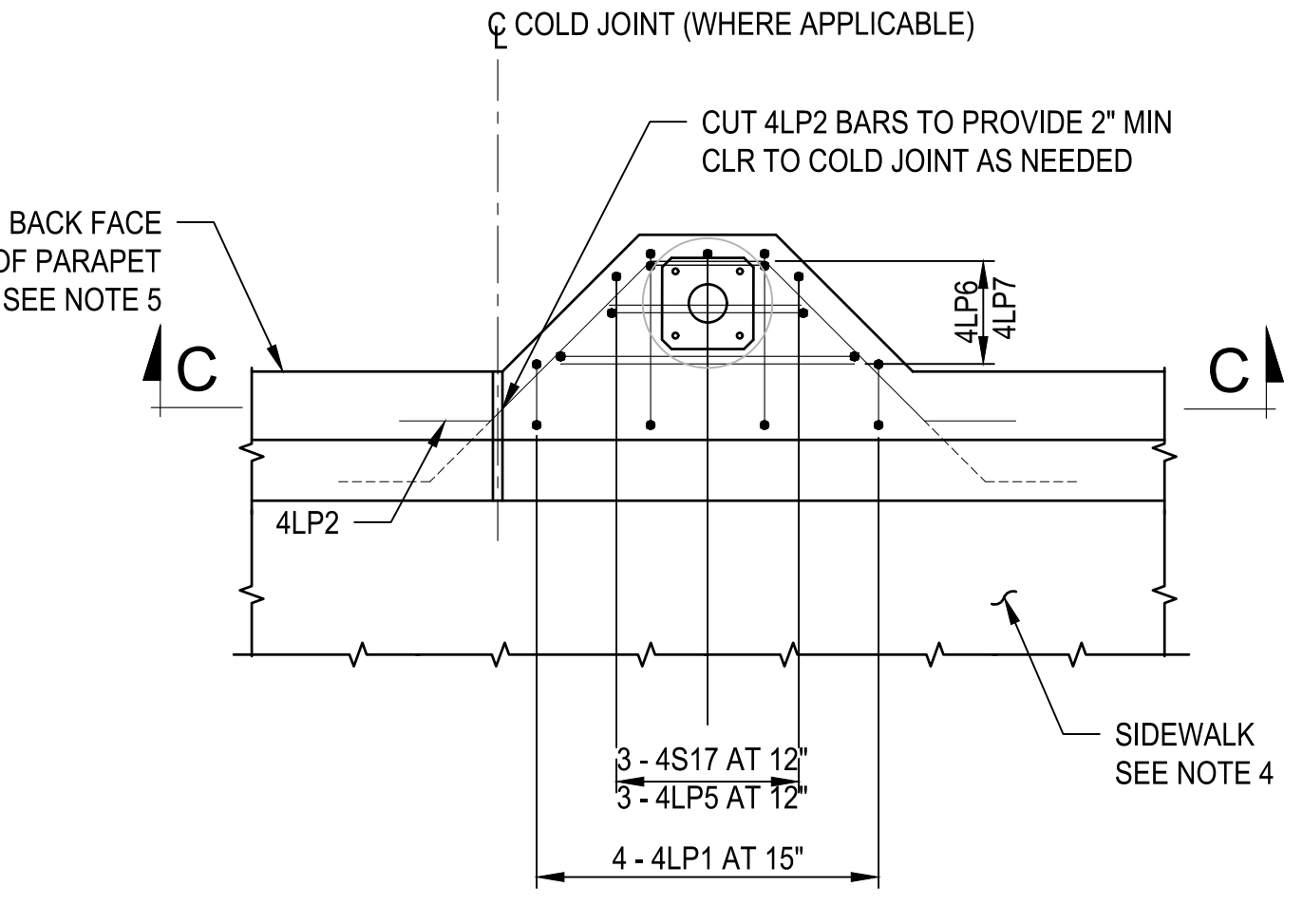
SECTION A-A



SECTION B-B

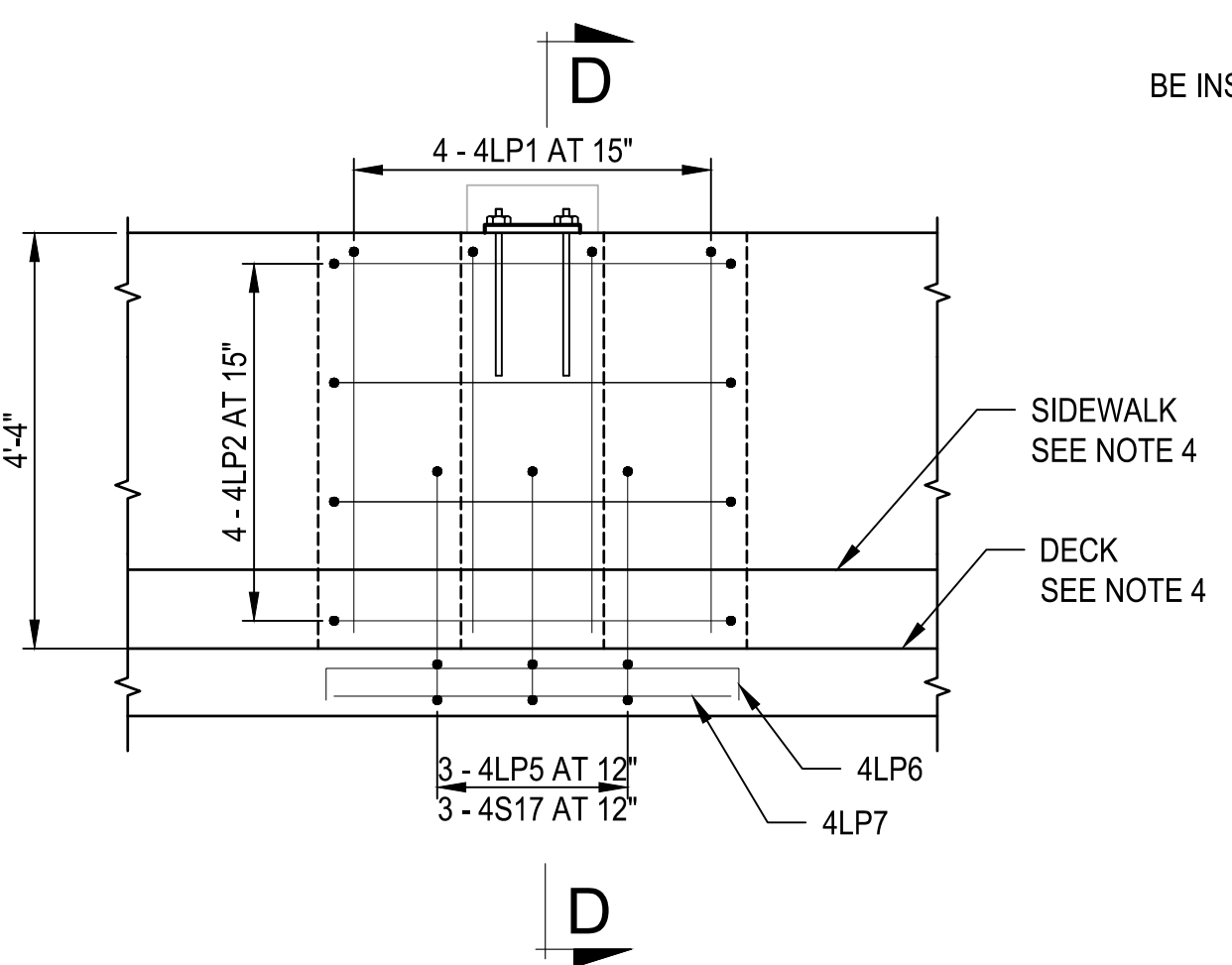


TYPICAL PLAN



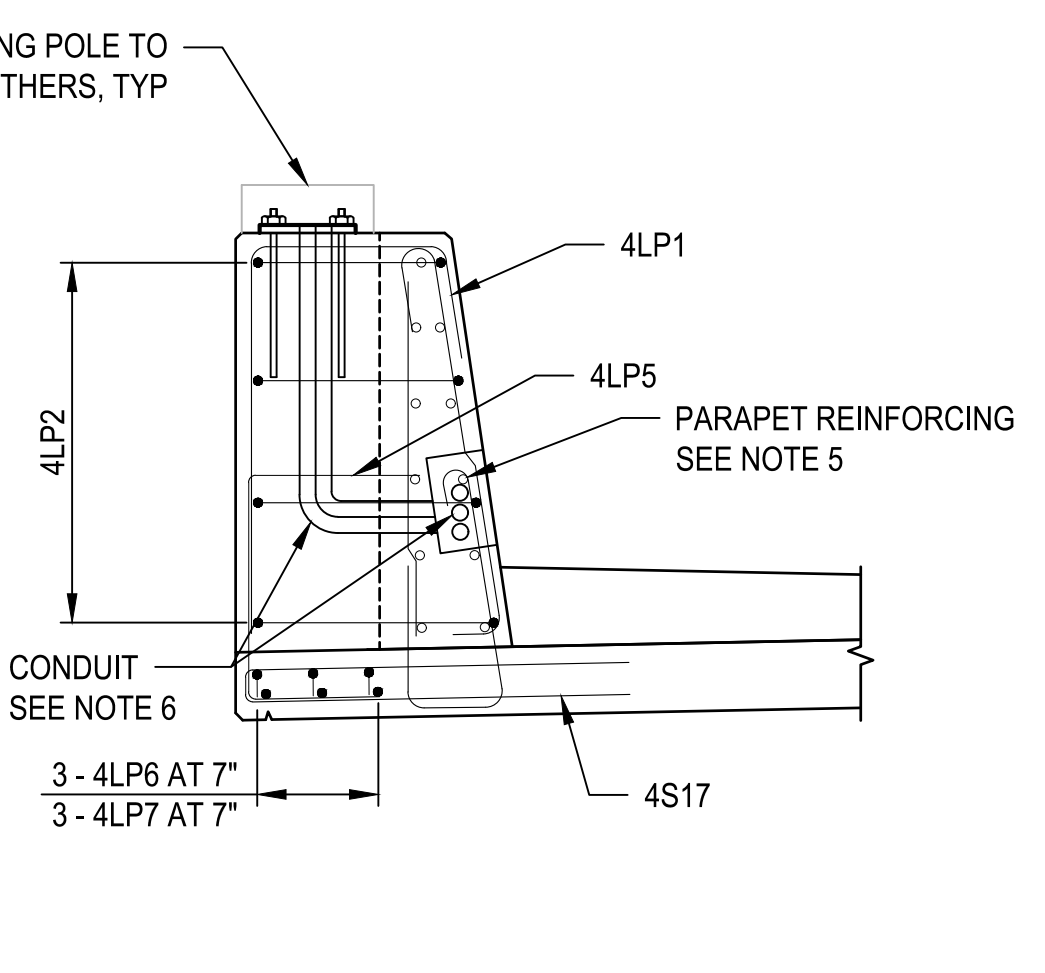
DETAIL A

CONDUIT, DECK, AND PARAPET REINFORCING NOT SHOWN FOR CLARITY

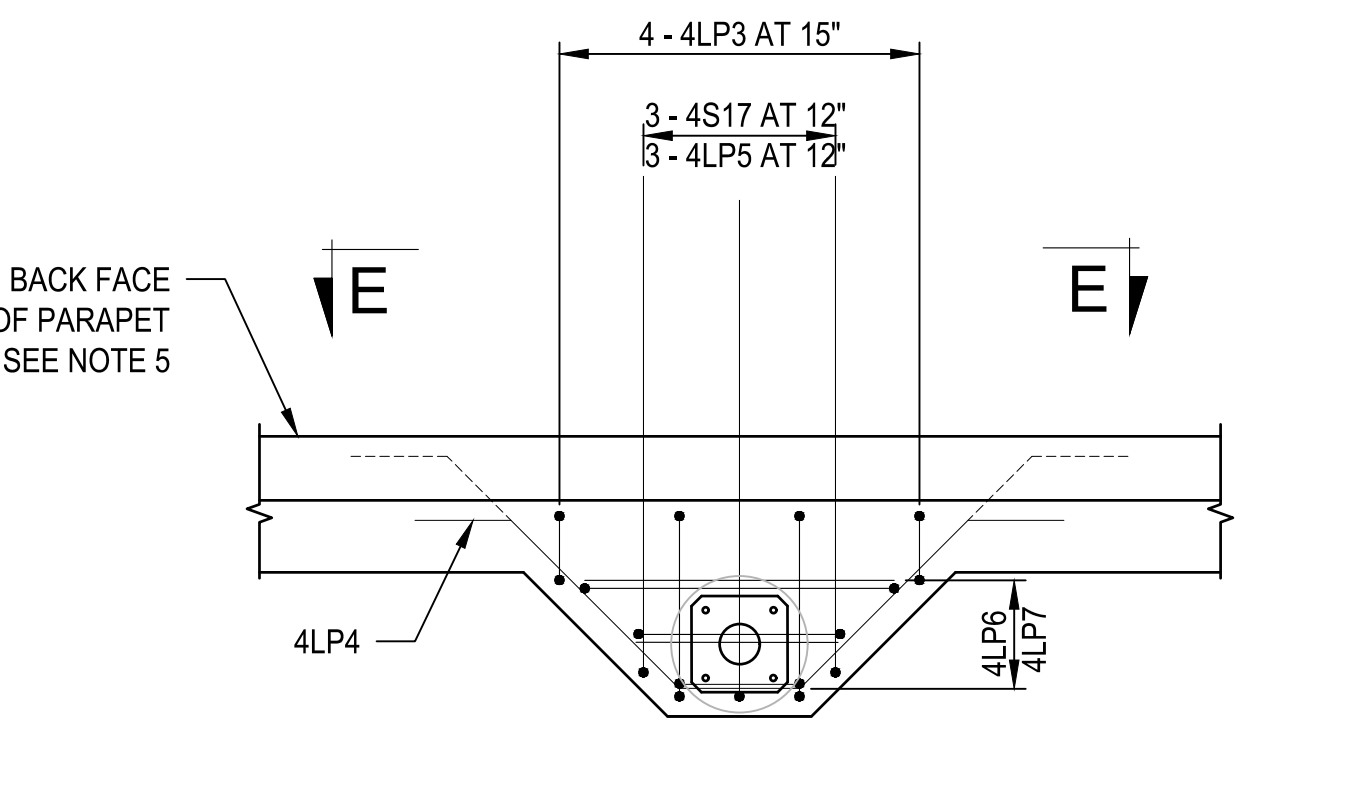


SECTION C-C

CONDUIT, DECK, AND PARAPET REINFORCING NOT SHOWN FOR CLARITY

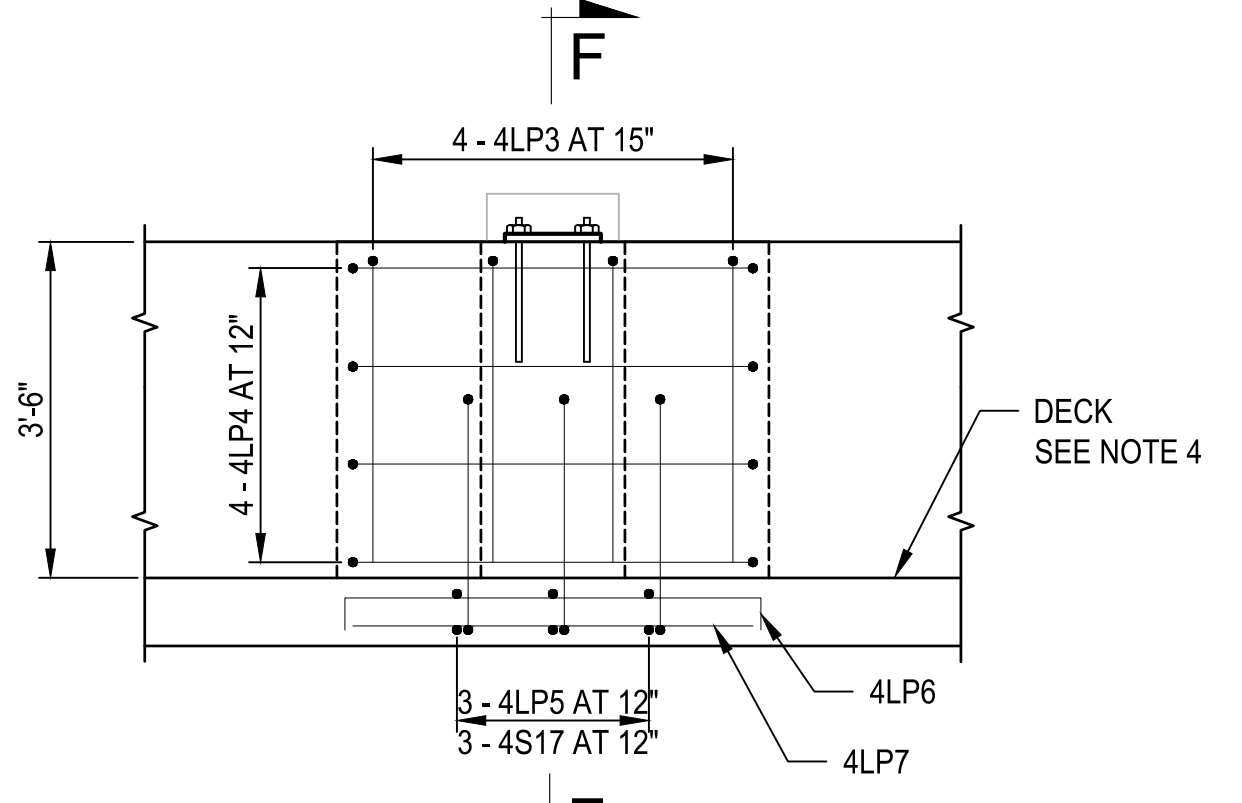


SECTION D-D



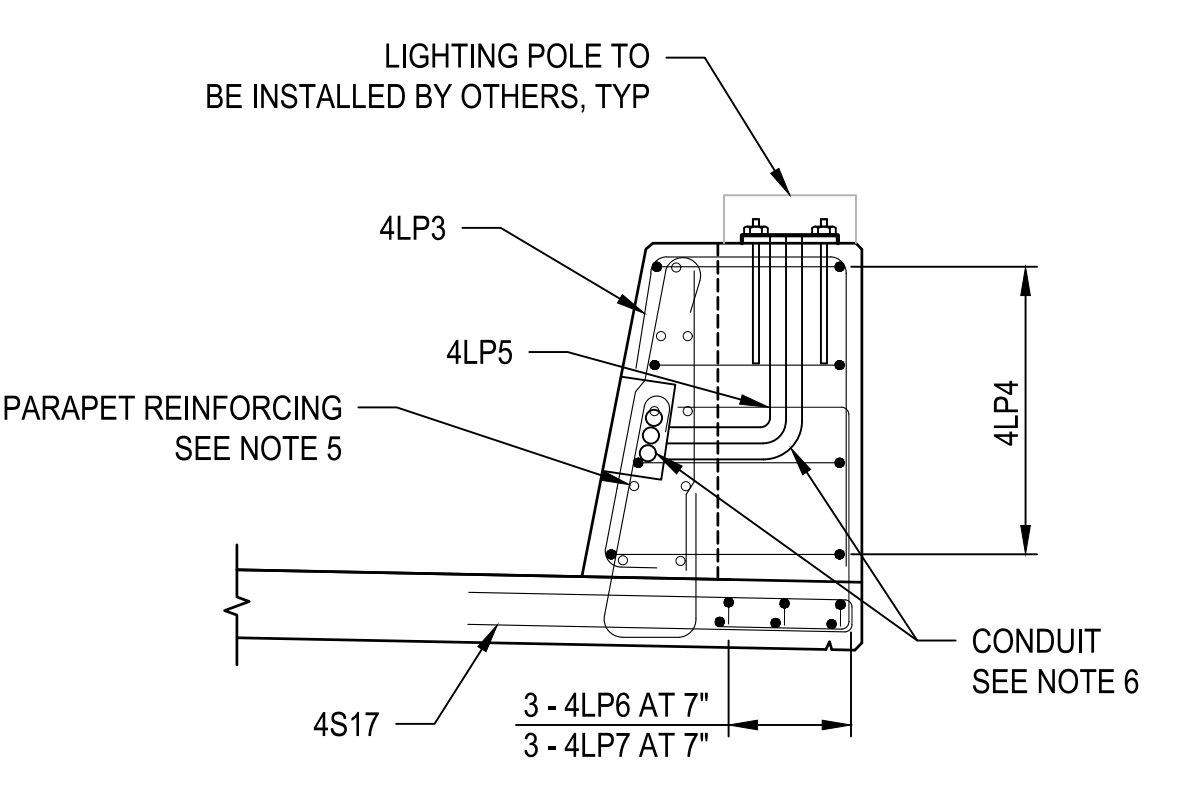
DETAIL B

CONDUIT, DECK, AND PARAPET REINFORCING NOT SHOWN FOR CLARITY



SECTION E-E

CONDUIT, DECK, AND PARAPET REINFORCING NOT SHOWN FOR CLARITY



SECTION F-F

NOTES

- ILLUMINATION FIXTURES, WIRING, AND OTHER APPURTENANCES RELATED TO LIGHTING SERVICE AND CONNECTION TO BE INSTALLED BY OTHERS.
- THE CONDUIT LAYOUT SHOWN IS SCHEMATIC. CONTRACTOR SHALL COORDINATE LAYOUT WITH BRIGHAM CITY PUBLIC POWER DIRECTOR PRIOR TO INSTALLATION.
- REFER TO APWA STANDARD PLANS AND SPECIFICATIONS FOR CONDUIT CONSTRUCTION DETAILS AND INSTALLATION REQUIREMENTS.
- SEE "DECK PLAN 1 OF 2", "DECK PLAN 2 OF 2", AND "DECK SECTION" SHEETS FOR DECK REINFORCING DETAILS.
- SEE "42-INCH SINGLE SLOPE PARAPET" AND "42-INCH SINGLE SLOPE PARAPET W/ SIDEWALK" SHEETS FOR PARAPET REINFORCING DETAILS.
- SEE "ELECTRICAL AND STRUCTURE NUMBER DETAILS" SHEET FOR ADDITIONAL CONDUIT AND JUNCTION BOX DETAILS.

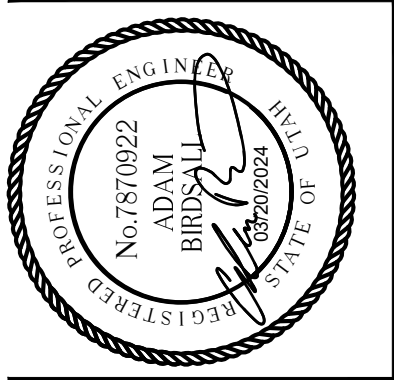
NO.	DATE	BY	REVISIONS

ONE INCH AT FULL SCALE. IF NOT SCALE ACCORDINGLY.

Parametrix

DESIGNED: SLO
DRAWN: SLO
CHECKED: AJB
APPROVED: AJB

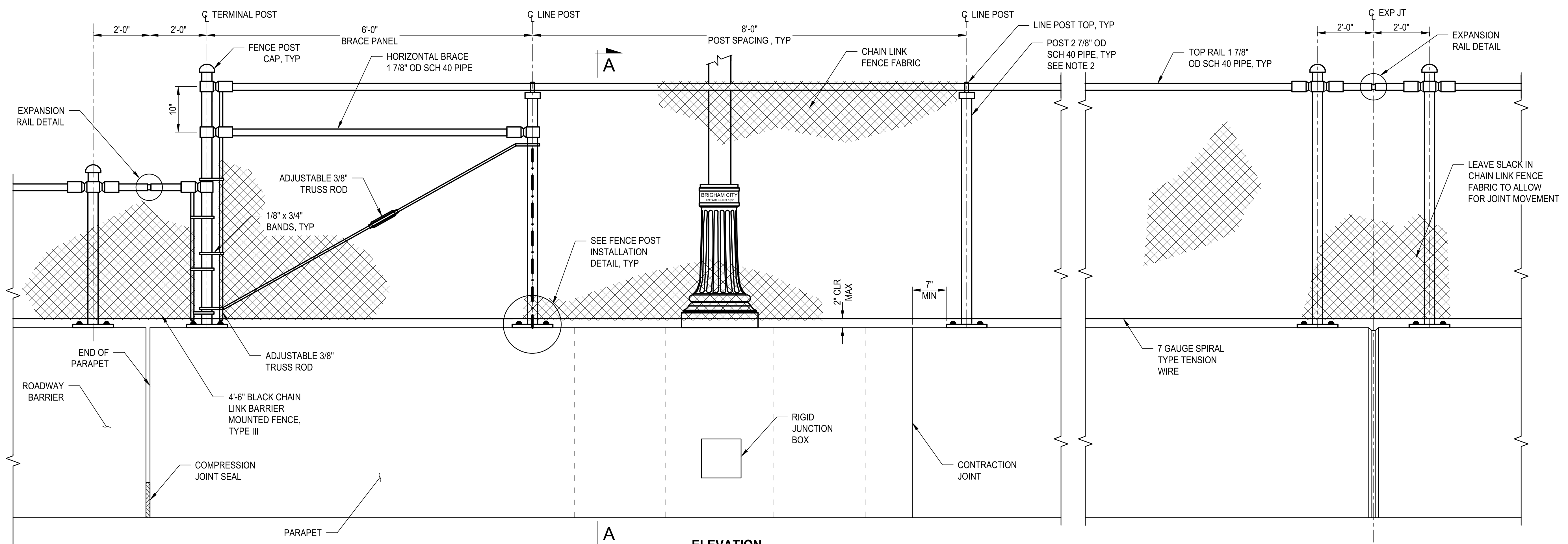
DATE: 03/20/2024
JOB No.: 344-8541-002



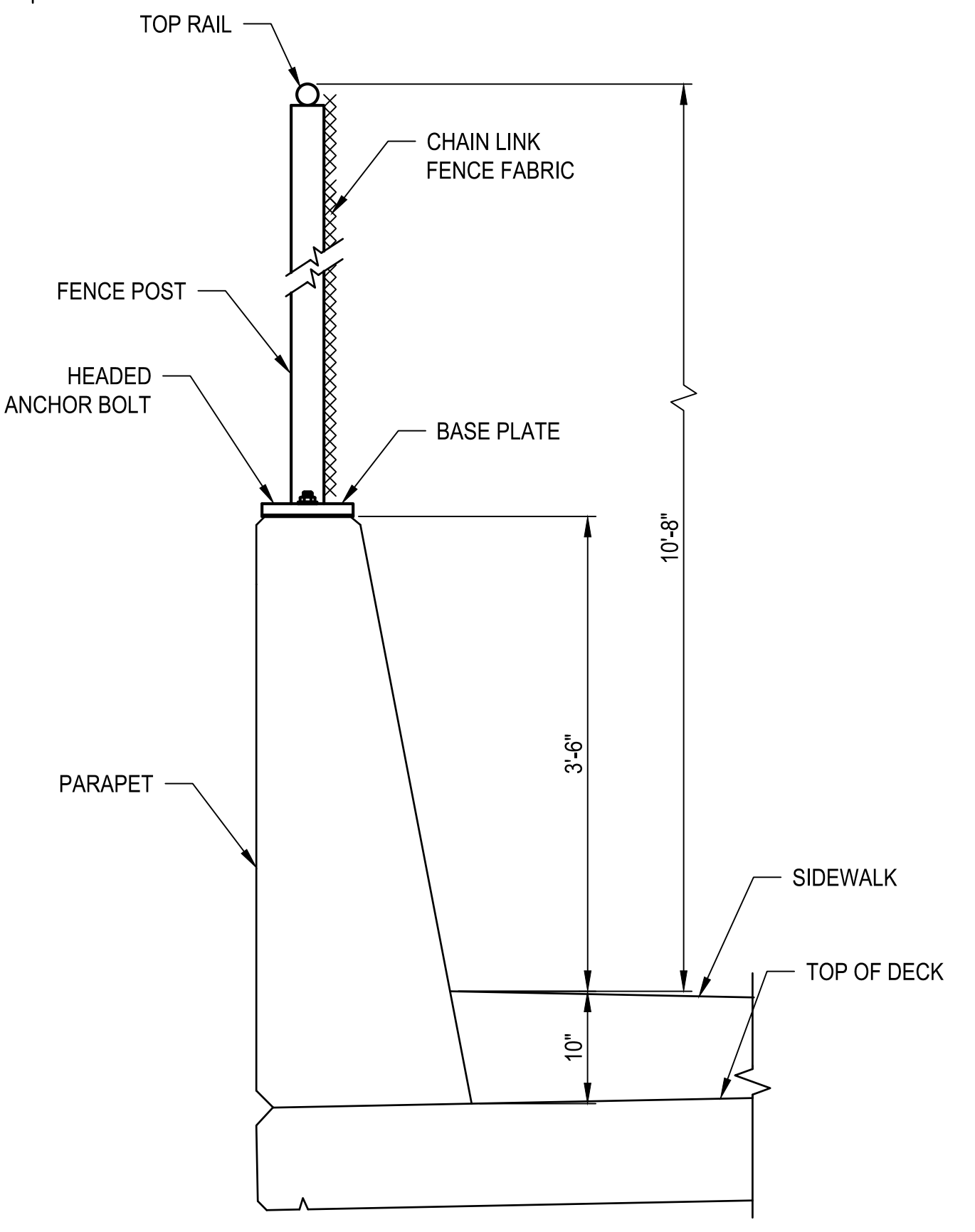
PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

LIGHTING LOCATION PLAN AND DETAILS

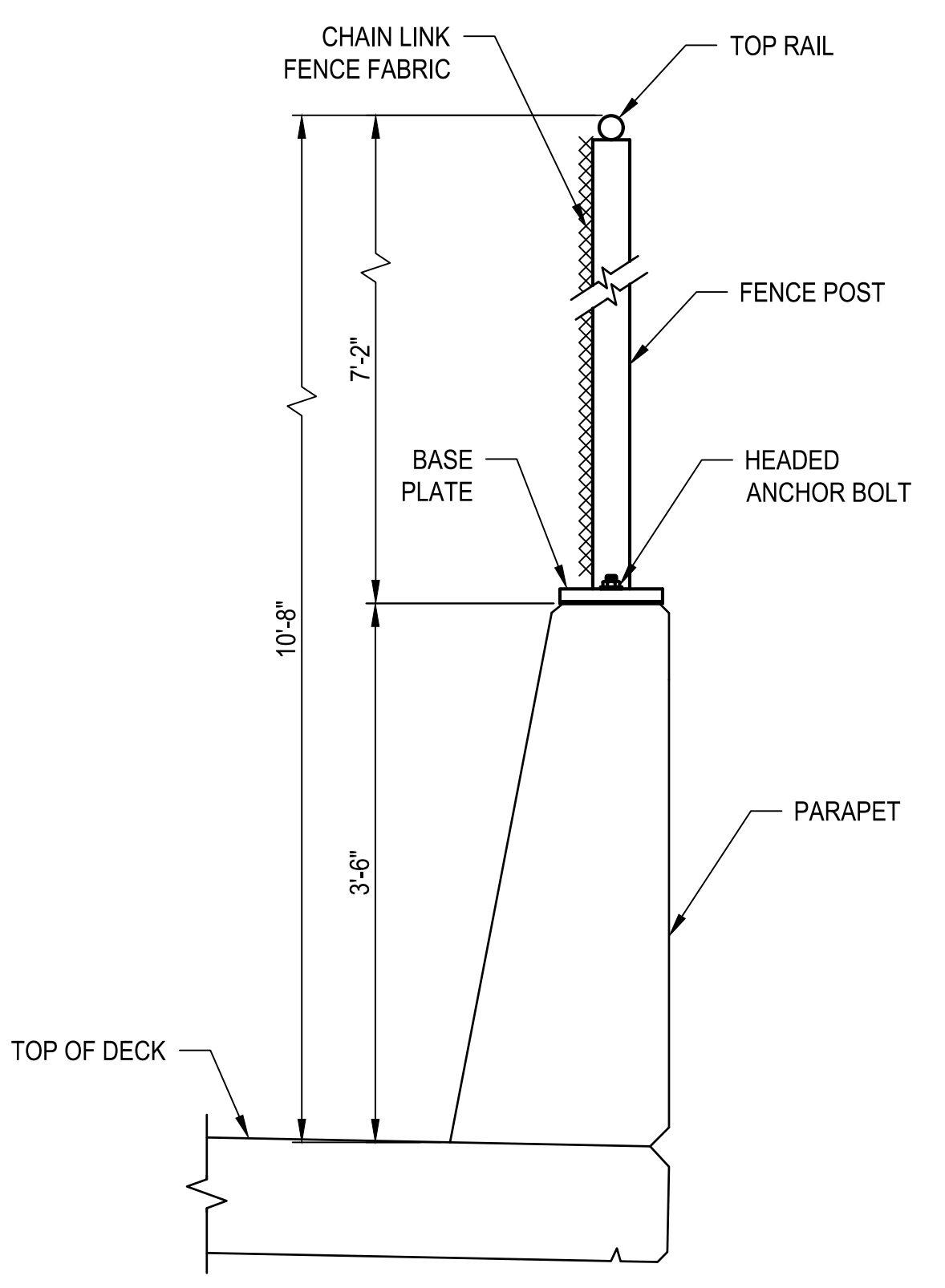
LAYOUT: Fence PATH: U:\Soft\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\99Sves\CADD\DWG\Structure PLOTTED BY: OliveSto DATE: Friday, March 22, 2024 9:55:12 AM



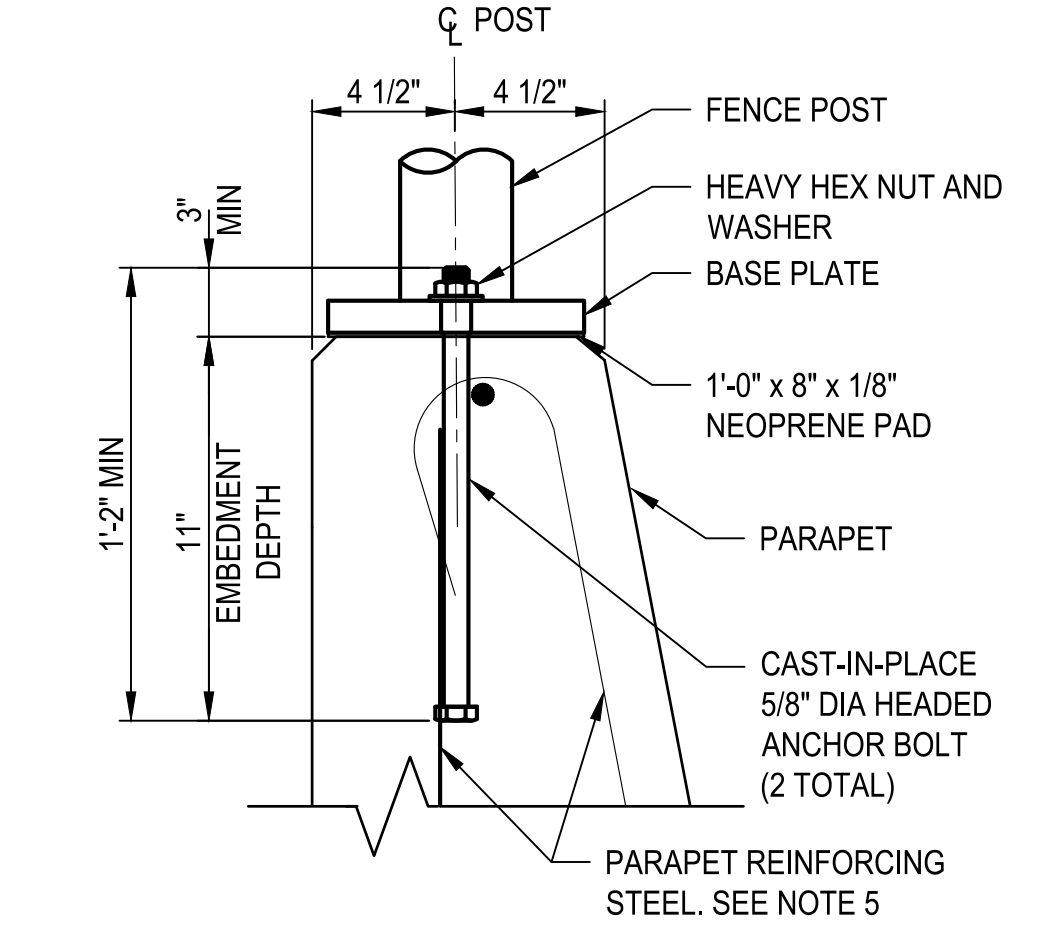
ELEVATION



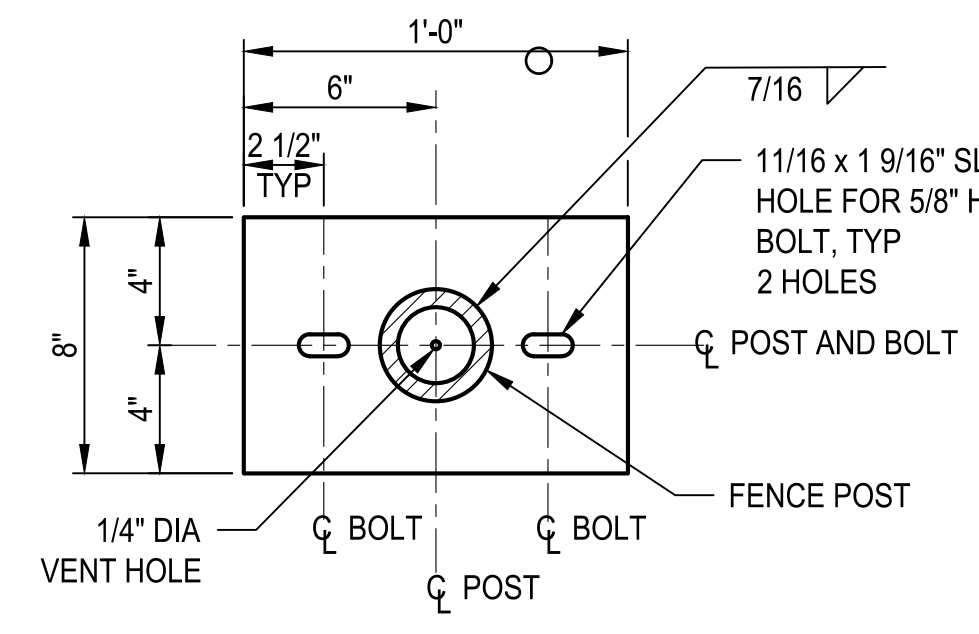
SECTION A-A
NORTH SIDE W/SIDEWALK



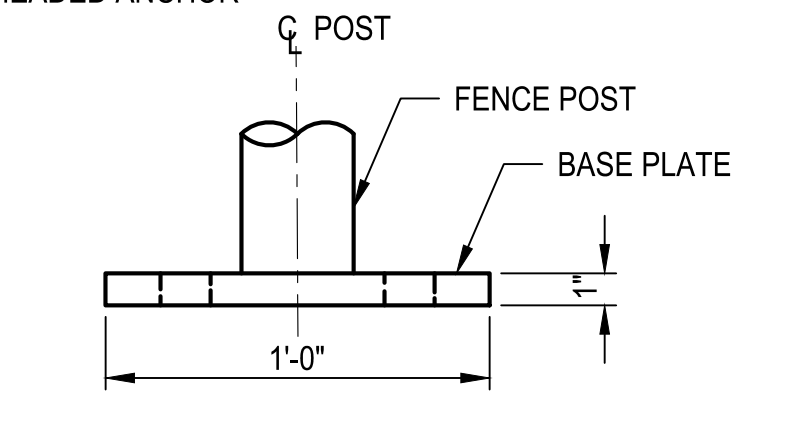
SECTION A-A
SOUTH SIDE NO SIDEWALK



FENCE POST INSTALLATION DETAIL



BASE PLATE PLAN



BASE PLATE ELEVATION

NOTES

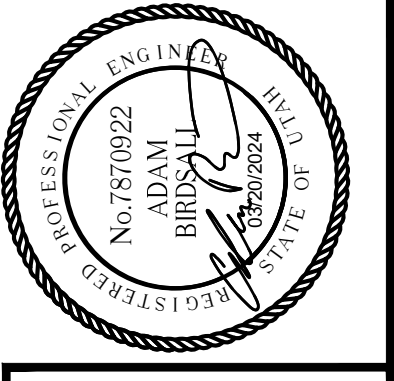
1. PLACE FENCE FABRIC ON TRAFFIC SIDE OF POST.
2. FENCE POSTS ARE PLUMB.
3. FOR DETAILS NOT SHOWN SEE UDOT STD DWG FG 6.
4. CONTRACTOR IS RESPONSIBLE FOR LOCATION AND PLUMBNESS OF ANCHOR BOLTS.
5. ADJUST ANCHOR BOLT LOCATIONS TO AVOID PARAPET REINFORCING STEEL. MAINTAIN MAXIMUM POST SPACING.
6. LOCATE TERMINAL POSTS AT DISCONTINUOUS ENDS OF FENCE AND AT LOCATIONS OF DISCRETE ANGLE CHANGE GREATER THAN 15° HORIZONTALLY OR VERTICALLY. PROVIDE BRACE PANELS ON BOTH SIDES OF TERMINAL POST AS APPLICABLE.
7. INSTALL NUTS FOR EXPANSION RAILS FINGER-TIGHT. NUTS FULLY ENGAGE BOLT WITH A MINIMUM OF ONE BOLT THREAD EXTENDING BEYOND THE NUT. DISTORT THE FIRST THREAD ON THE OUTSIDE OF THE NUT TO PREVENT LOOSENING.
8. PAINT FENCE COMPONENTS AFTER FABRICATION. FENCE COLOR ACCORDING TO FEDERAL STANDARD COLOR SYSTEM NO. 27038.
9. FENCE POST CAN NOT BE INSTALLED IN FRONT OF LIGHT FIXTURE.

NO.	DATE	BY	REVISIONS

ONE INCH AT FULL SCALE IF NECESSARY ACCORDINGLY

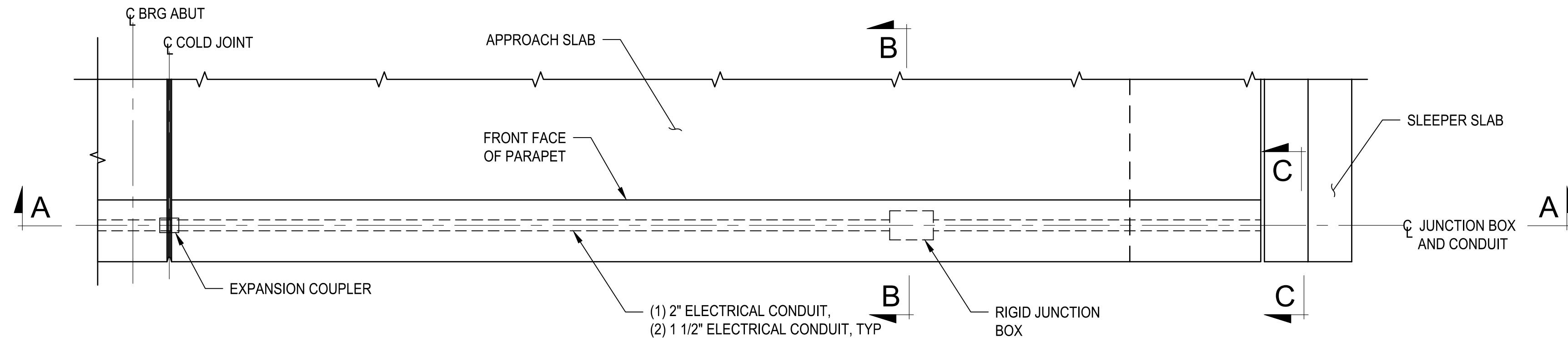
Parametrix

DATE: 03/20/2024
 JOB No.: 344-8541-002
 DESIGNED: TWP
 DRAWN: SLO
 CHECKED: NICC
 APPROVED: AUB

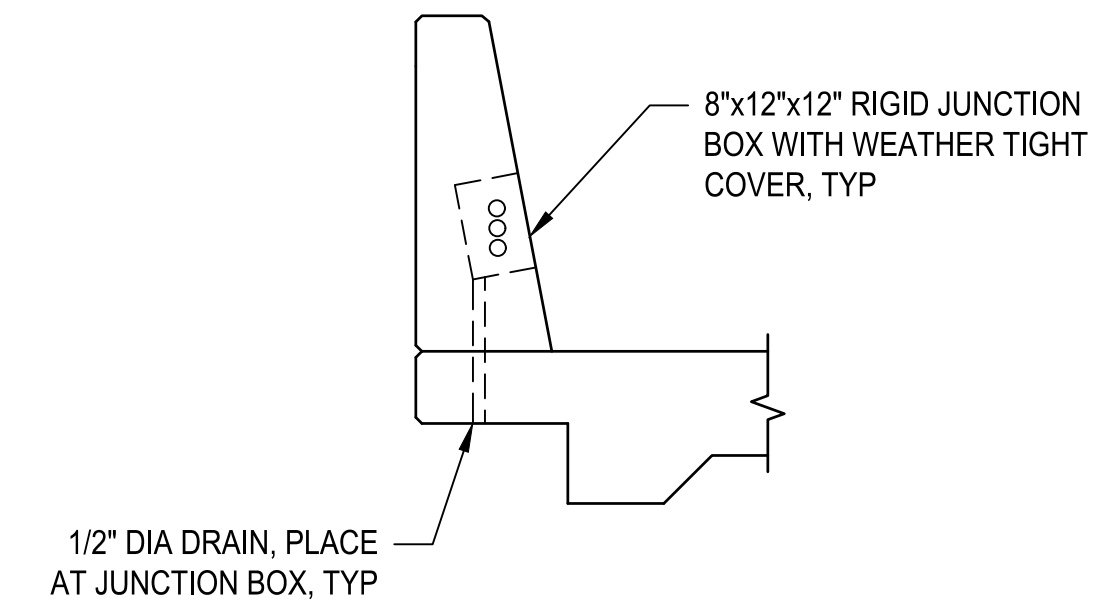


PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

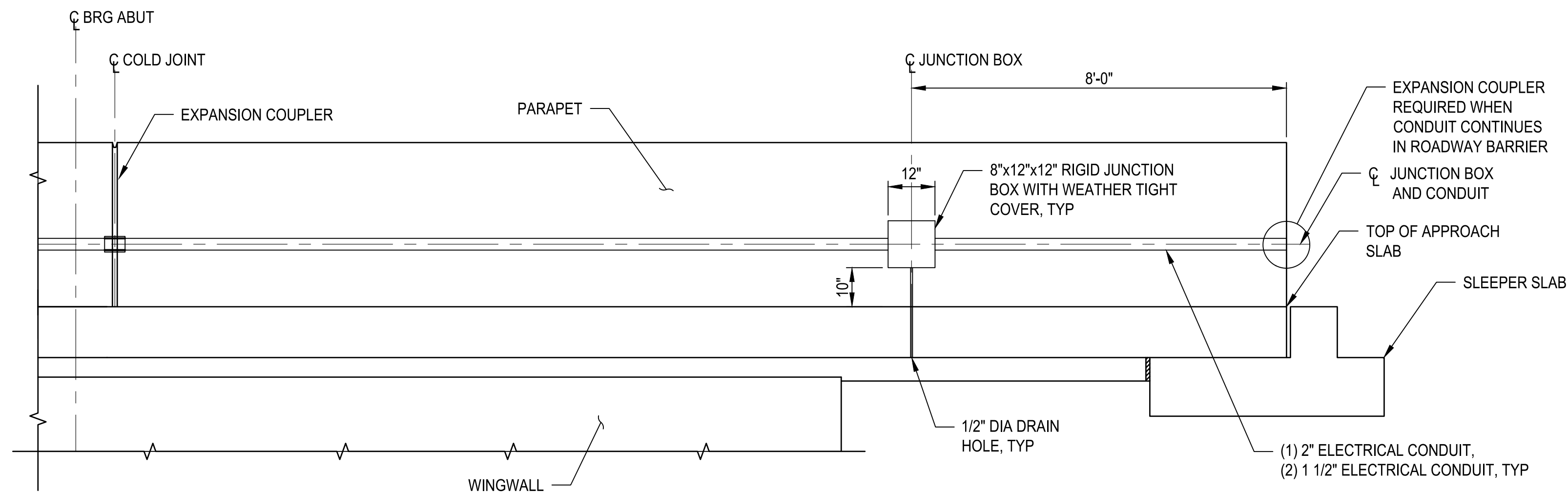
CHAIN LINK FENCE ON STRUCTURE



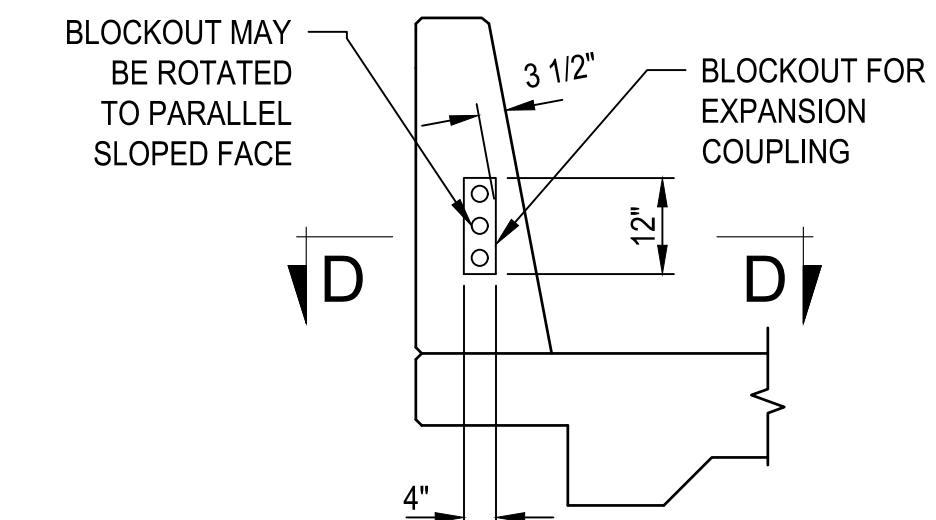
TYPICAL END - PLAN



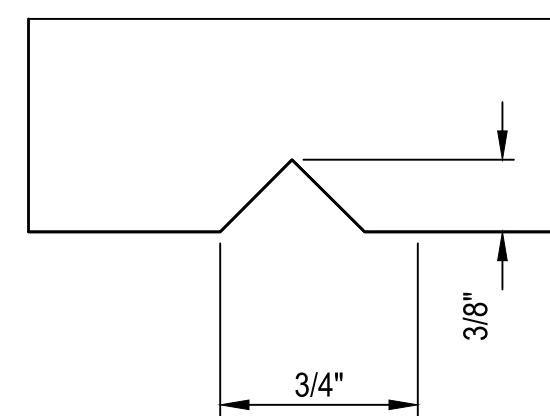
SECTION B-B



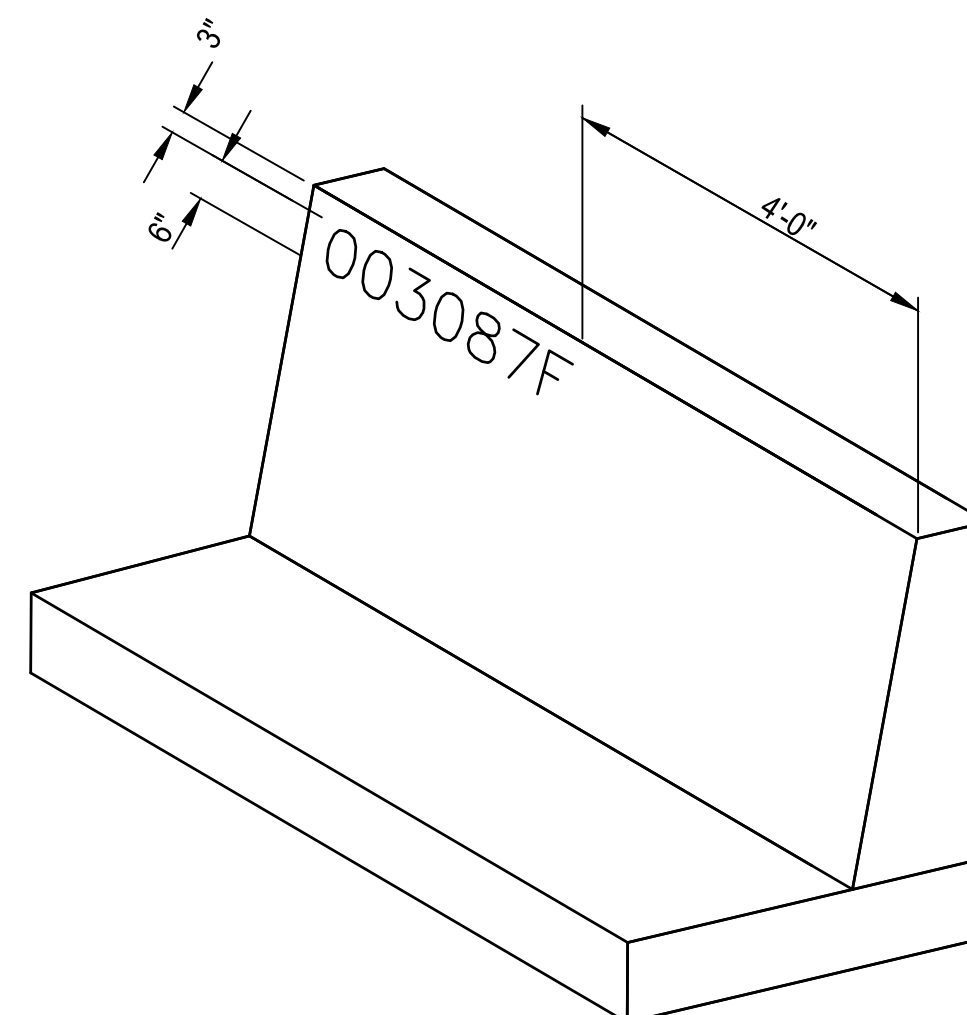
SECTION A-A



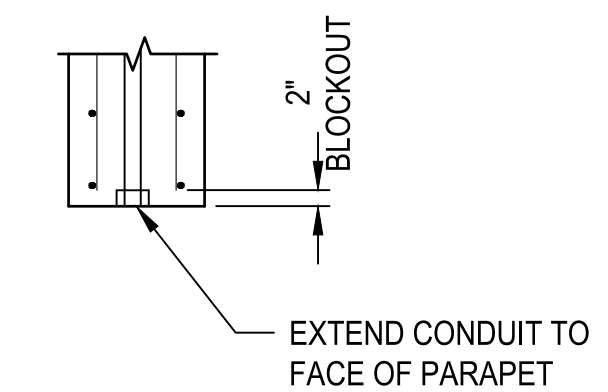
VIEW C-C



SECTION THRU STRUCTURE NUMBER



STANDARD END ISOMETRIC



SECTION D-D

NOTES

1. LOCK ELECTRICAL CONDUIT AT JUNCTION BOXES WITH DOUBLE LOCK NUTS.
2. PROVIDE ALL WORK CONFORMING WITH THE LATEST EDITIONS OF THE NATIONAL ELECTRICAL CODE AND UNDERWRITERS LABORATORIES INC. STANDARDS WHERE APPLICABLE.
3. CUT OR BEND REBAR IN OUTSIDE FACE OF PARAPET TO ALLOW INSTALLATION OF JUNCTION BOX ON VERTICAL FACE OF PARAPET. FIELD ADJUST AS REQUIRED SO CONDUITS DO NOT ENCR OACH INTO WINGWALL.

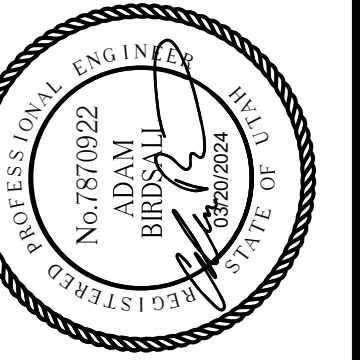
LAYOUT: ELEC DET PATH: U:\Set\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\995ves\CADD\DWG\Structure PLOTTED BY: OliveSta DATE: Friday, March 22, 2024 9:55:20 AM

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NOT OTHERWISE INDICATED

Parametrix

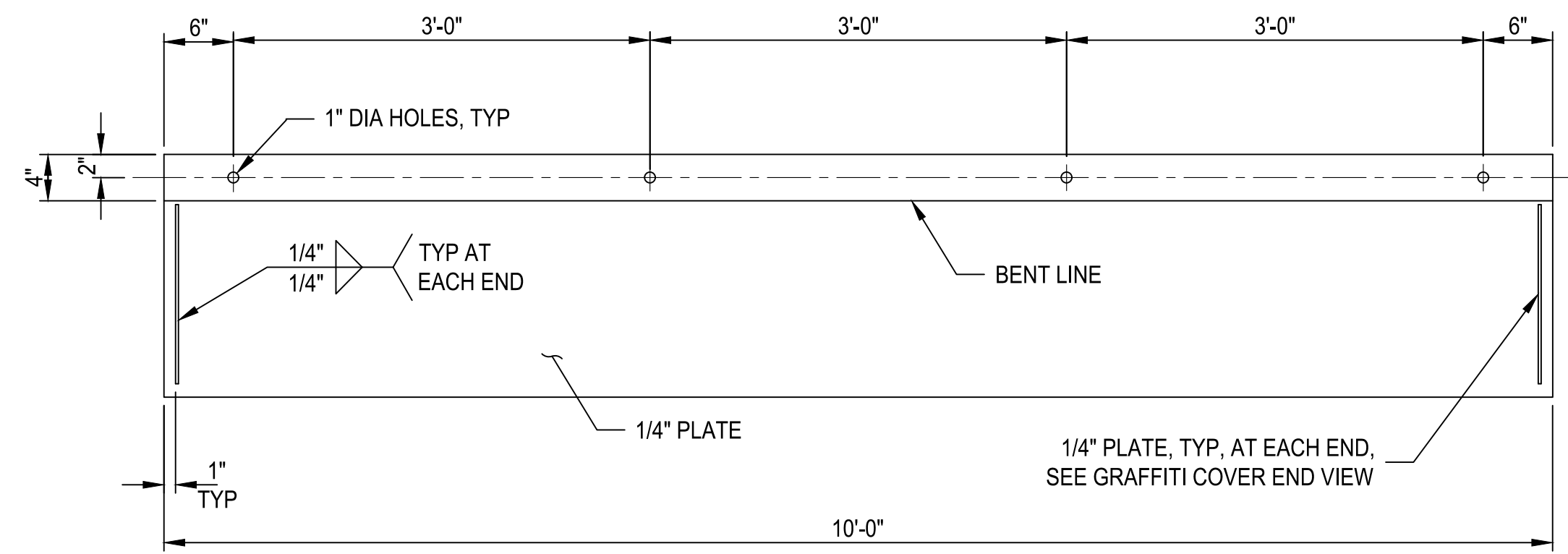
DATE: 03/20/2024 DESIGNED: TWP DRAWN: SLO
 JOB No.: 344-8541-002 CHECKED: NICC APPROVED: AUB



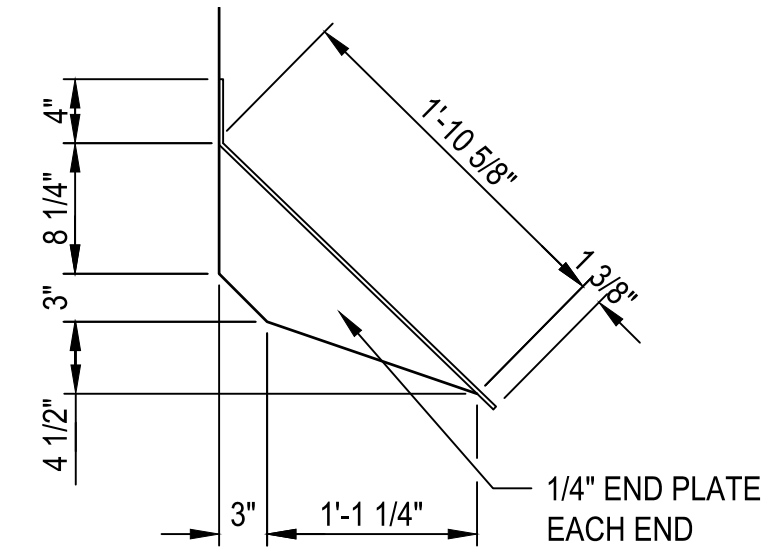
PROJECT NAME: **BRIGHAM CITY CONNECTION PROJECT**

ELECTRICAL AND STRUCTURE NUMBER DETAILS

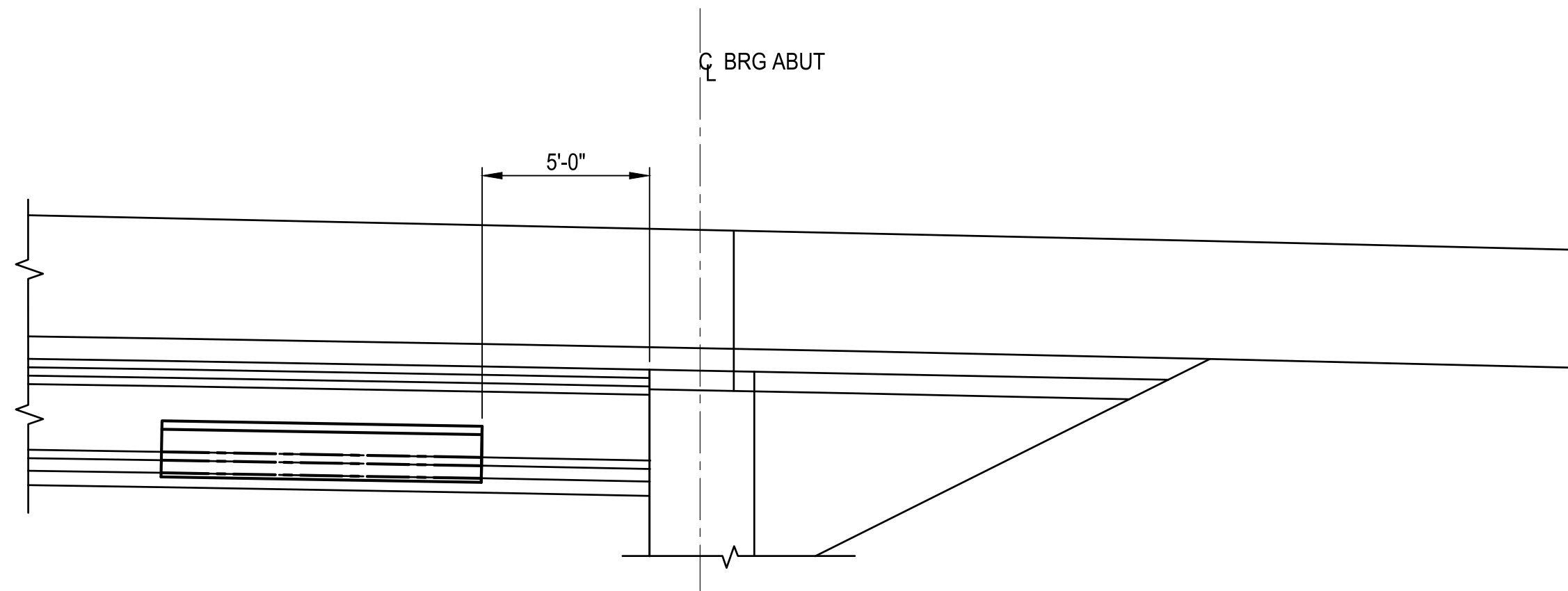
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GRAFFITI COVER ELEVATION

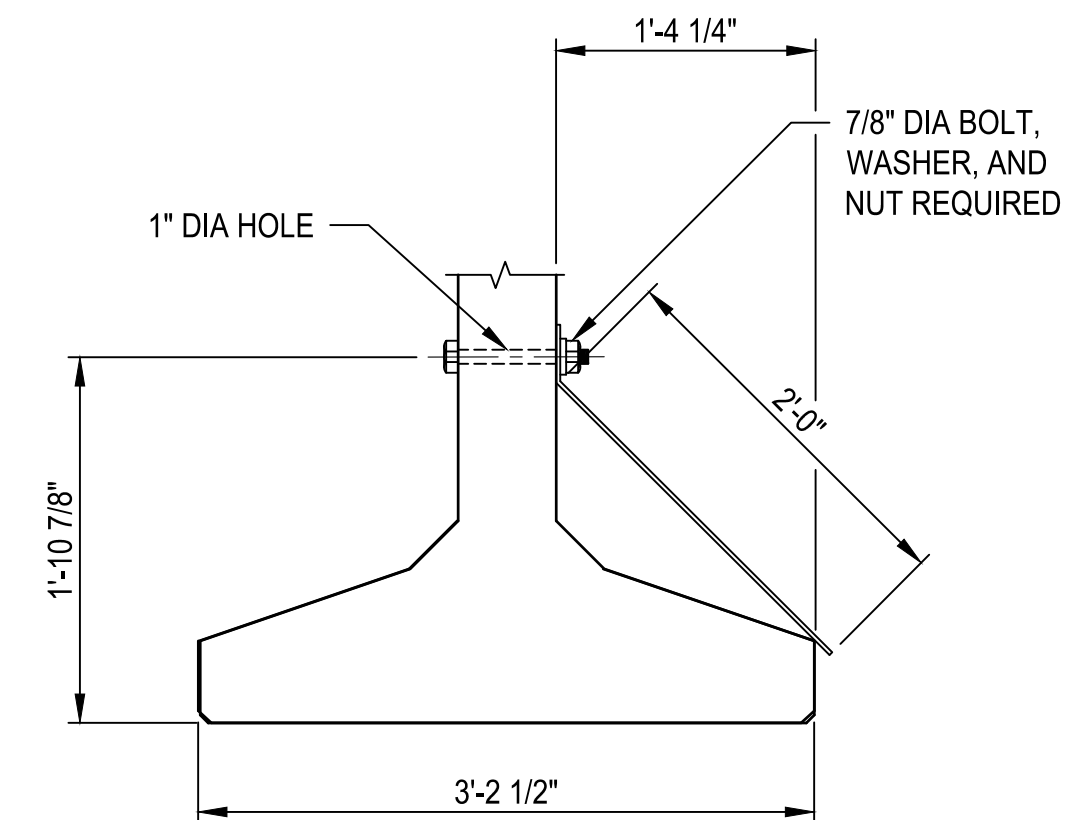


GRAFFITI COVER END VIEW



GRAFFITI COVER LOCATION

PLACE GRAFFITI COVERS ON BOTH ENDS OF EXTERIOR FACE OF EXTERIOR GIRDERS ONLY

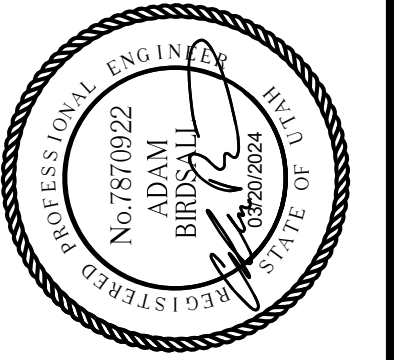


GRAFFITI COVER SECTION

REVISIONS	DATE	BY
Δ		

ONE INCH
AT FULL
SCALE IF
NOT
SPECIFIED
OTHERWISE
ACCORDINGLY

Parametrix	DATE	DESIGNED	CHECKED
	03/20/2024	TWP	NCC
	JOB No.	DRAWN	APPROVED
	344-8541-002	SLO	AJB



PROJECT NAME
**BRIGHAM CITY
CONNECTION PROJECT**

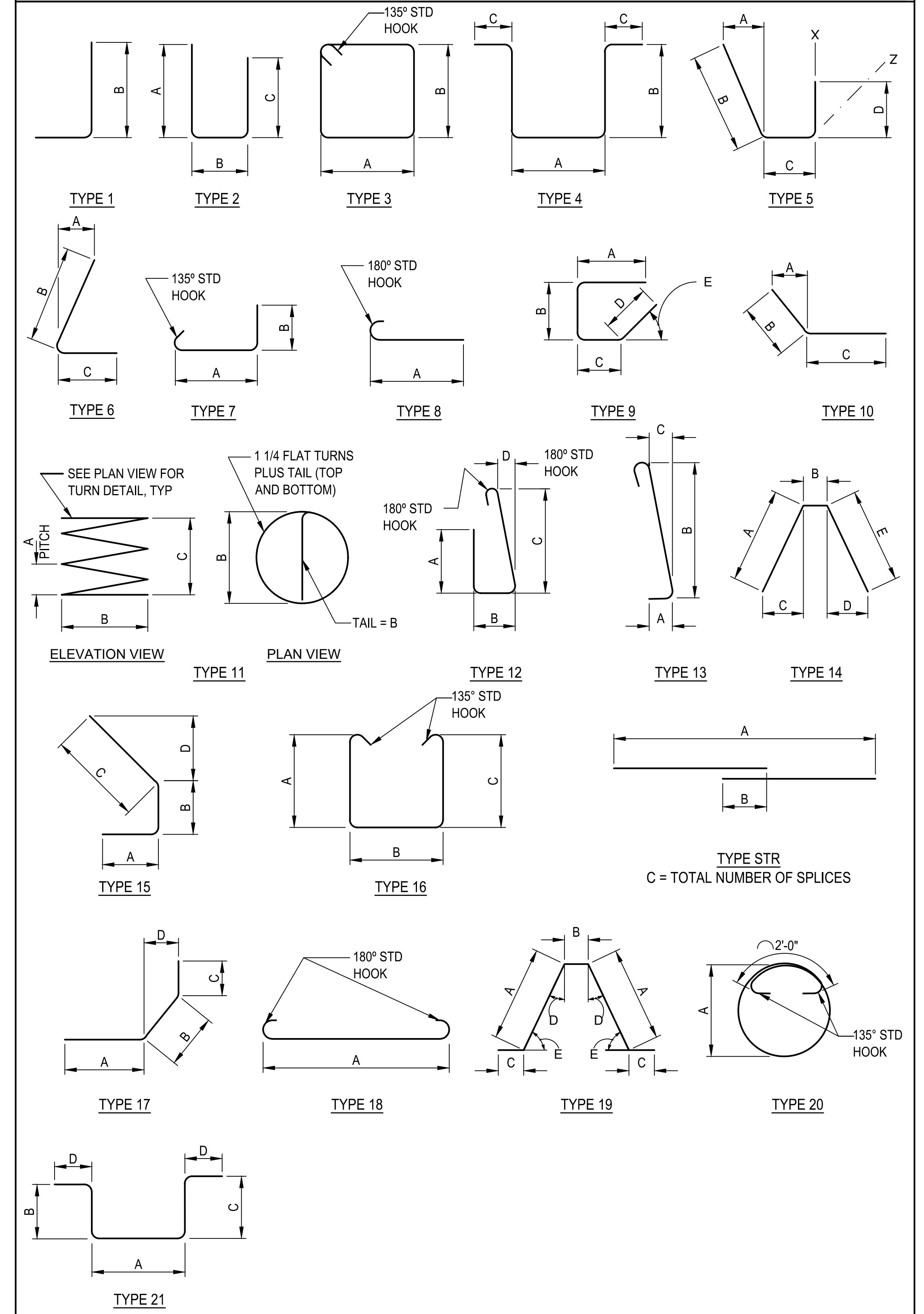
GRAFFITI COVER

DRAWING NO.
56 OF 59
S56

PATH: U:\Soil\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\995ves\CADD\DWG\Structure PLOTTED BY: OliveSta DATE: Friday, March 22, 2024 9:55:35 AM LAYOUT: REIN SCH

MARK	LOCATION	SIZE	NO. BARS	TYPE	LENGTH	TOTAL LENGTH	DIMENSIONS					SERIES INC.	REMARKS
							A	B	C	D	E		
AS1	APPROACH SLAB	4	90	12	5'-9"	514'-6"	1'-6"	1'-0"	2'-8"	0'-6 1/4"			
AS2	APPROACH SLAB	10	260	STR.	24'-8"	6413'-4"	24'-8"						
AS3	APPROACH SLAB	6	68	STR.	65'-1"	4425'-8"	62'-3"	2'-10"	1				
AS4	APPROACH SLAB	4	50	STR.	67'-4"	3366'-8"	64'-6"	2'-10"	1				
AS5	APPROACH SLAB	4	138	STR.	24'-8"	3404'-0"	24'-8"						
AS6	NOT USED												
AS7	APPROACH SLAB	5	88	9	3'-8"	322'-8"	1'-0"	1'-0"	0'-8"	1'-0"	45°		
AS8	APPROACH SLAB	5	216	8	5'-5"	1170'-0"	4'-10"						
AS9	APPROACH SLAB	5	8	STR.	21'-10"	174'-8"	21'-10"						
AS10	APPROACH SLAB	4	90	12	7'-6"	678'-1"	2'-4"	1'-2"	3'-6"	0'-6 1/4"			
SS1	SLEEPER SLAB	4	260	STR.	4'-6"	1170'-0"	4'-6"						
SS2	SLEEPER SLAB	4	28	STR.	67'-4"	1885'-4"	64'-6"	2'-10"	1				
SS3	SLEEPER SLAB	4	130	2	4'-6"	585'-0"	1'-11"	0'-8"	1'-11"				
CB1	CATCH BASIN	5	8	STR.	3'-2"	25'-4"	3'-2"						
CB2	CATCH BASIN	5	24	4	13'-1"	313'-6"	2'-10 3/4"	4'-1"	1'-0"				
CB3	CATCH BASIN	5	16	3	13'-5"	214'-8"	3'-1 1/4"	3'-1 1/4"					
CB4	CATCH BASIN	4	8	2	4'-1"	32'-8"	1'-3"	1'-7"	1'-3"				
S1	DECK	4	533	12	5'-8"	3020'-4"	1'-6"	1'-0"	2'-8"			A1035 CM	
S2	DECK	6	803	STR.	67'-4"	54068'-8"	64'-6"	2'-10"	1			A1035 CS	
S3	DECK	6	944	STR.	4'-2"	3933'-4"	4'-2"					A1035 CM	
S4	DECK	4	769	8	5'-4"	4101'-4"	4'-10"					A1035 CS	
S5	DECK	5	118	STR.	5'-0"	590'-0"	5'-0"					A1035 CM	
S6	DECK	6	120	STR.	535'-4"	64240'-0"	512'-8"	2'-10"	8			A1035 CS	
S7	NOT USED												
S8	DECK	6	72	STR.	8'-0"	576'-0"	8'-0"					A1035 CM	
S9	DECK	7	388	STR.	44'-0"	17072'-0"	44'-0"					A1035 CM	
S10	DECK	6	144	STR.	5'-8"	816'-0"	5'-8"					A1035 CM	
S11	NOT USED												
S12	DECK	4	533	12	7'-6"	4015'-7"	2'-4"	1'-2"	3'-6"	0'-6 1/4"		A1035 CM	
S13	DECK	4	8	STR.	528'-8"	4229'-4"	512'-8"	2'-0"	8			A1035 CM	
S14	DECK	4	513	STR.	7'-8"	3933'-0"	7'-8"					A1035 CM	
S15	DECK	4	513	2	3'-1"	1590'-4"	1'-0"	1'-1 1/4"	1'-0"			A1035 CM	
S16	DECK	4	513	2	2'-8"	1368'-0"	1'-0"	0'-8"	1'-0"			A1035 CM	
S17	DECK	4	24	2	10'-9"	257'-0"	5'-2"	0'-4 1/2"	5'-2"			A1035 CM	
S18	NOT USED											A1035 CM	
S19	NOT USED											A1035 CM	
S20	NOT USED											A1035 CM	
S21	NOT USED											A1035 CM	
S22	DECK	4	630	21	4'-8"	2940'-0"	1'-6"	0'-6 3/4"	0'-7 1/4"	1'-0"		A1035 CS	
P1	PARAPET	4	623	13	4'-11"	3088'-4"	0'-5 3/4"	3'-11"	0'-8 1/8"			A1035 CM	
P2	PARAPET	4	623	STR.	3'-10"	2388'-2"	3'-10"					A1035 CM	
P3	PARAPET	4	40	STR.	24'-8"	986'-8"	24'-8"					A1035 CM	
P4	PARAPET	4	20	STR.	528'-8"	10573'-4"	512'-8"	2'-0"	8			A1035 CM	
P5	PARAPET	4	623	13	4'-2"	2570'-0"	0'-5 3/4"	3'-1"	0'-7 1/2"			A1035 CM	
P6	PARAPET	4	623	STR.	3'-0"	1869'-0"	3'-0"					A1035 CM	
LP1	LIGHT PEDESTAL	4	SER. OF	15	TO	101'-8"	4'-0"	TO	1'-0"	0'-2 1/4"	1'-1 1/2"	A1035 CM	
LP2	LIGHT PEDESTAL	4	SER. OF	19	TO	146'-8"	TO	1'-3"	1'-0"		0'-7 3/8"	A1035 CM	
LP3	LIGHT PEDESTAL	4	SER. OF	15	TO	88'-4"	3'-2"	TO	1'-0"	0'-2 1/4"	1'-1 1/2"	A1035 CM	
LP4	LIGHT PEDESTAL	4	SER. OF	19	TO	146'-8"	TO	1'-3"	1'-0"		0'-7 3/8"	A1035 CM	
LP5	LIGHT PEDESTAL	4	24	2	5'-5"	129'-11"	1'-4"	2'-4"	1'-9"			A1035 CM	
LP6	LIGHT PEDESTAL	4	SER. OF	2	TO	80'-0"	0'-4"	TO	0'-4"		1'-8"	A1035 CM	
LP7	LIGHT PEDESTAL	4	SER. OF	STR.	TO	60'-0"	TO				1'-8"	A1035 CM	

BENDING DIAGRAMS



NOTES

- ALL BARS ARE COATED.
- BAR SIZES ARE U.S. UNITS.
- REINFORCING STEEL DIMENSIONS ARE OUT TO OUT OF BARS UNLESS OTHERWISE NOTED.
- TYPE 'STR' INDICATES A STRAIGHT BAR. TYPE 'SER OF' INDICATES SERIES (CUT SET) BARS AND COLUMN TITLE 'SERIES INC' IS ABBREVIATED FOR 'SERIES INCREMENT'.
- SERIES BARS - EACH BAR VARIES BY TABULATED AMOUNT.
- SPLICES MAY BE OMITTED AT FABRICATOR'S OPTION, HOWEVER, IN SUCH CASE, FABRICATOR ASSUMES RESPONSIBILITY FOR FIT.
- USE THE CRSI MANUAL OF PRACTICE, LATEST EDITION FOR HOOKS, BENDS, AND FABRICATION OF REINFORCING STEEL UNLESS NOTED OTHERWISE.

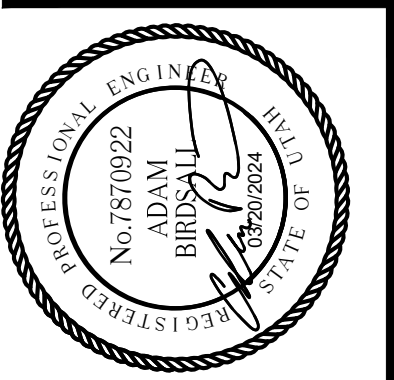
REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NECESSARY

Parametrix

DESIGNED: TWP
DRAWN: SLO
CHECKED: NICC
APPROVED: AUB

DATE: 03/20/2024
JOB No.: 344-8541-002



PROJECT NAME: **BRIGHAM CITY CONNECTION PROJECT**

REINFORCING SCHEDULE
1 OF 3

LAYOUT: REIN SCH PATH: U:\Set\Projects\Clients\8541-8541-002 Forest St Final Design\995ves\CADD\DWG\Structure PLOTTED BY: OliveSta DATE: Friday, March 22, 2024 9:55:45 AM

MARK	LOCATION	SIZE	NO. BARS	TYPE	LENGTH	TOTAL LENGTH	DIMENSIONS					SERIES INC.	REMARKS
							A	B	C	D	E		
W1	WINGWALL 1	7	1	SER. OF	10	4'-6"	0'-9 5/8"	0'-8"				0'-3 3/8"	
			18		TO	166'-9"	12'-3"	10'-2 1/4"	3'-10"				
W2	WINGWALL 1	7	4	10	18'-4"	73'-5"	12'-1"	14'-6 1/4"	3'-10"				
			1		TO	152'-6"	10'-7 3/4"						
W3	WINGWALL 1	6	1	SER. OF	STR.	TO	152'-6"	TO			0'-4 1/2"		
			24		TO	152'-6"	10'-7 3/4"						
W4	WINGWALL 1	6	1	SER. OF	STR.	TO	87'-11"	TO			0'-0 1/2"		
			8		TO	87'-11"	11'-1 5/8"						
W5	WINGWALL 1	7	1	SER. OF	STR.	TO	21'-5"	TO			0'-3 1/4"		
			2		TO	21'-5"	10'-10 3/8"						
W6	WINGWALL 1	7	2	STR.	16'-0"	31'-11"	16'-0"	15'-11 5/8"					
			1		TO	31'-11"	13'-8"						
W7	WINGWALL 1	4	1	STR.	13'-8"	13'-8"	13'-8"						
			2		TO	13'-8"	16'-6"						
W8	WINGWALL 1	4	2	STR.	16'-6"	33'-0"	16'-6"						
			1		TO	33'-0"	5'-4"						
W9	WINGWALL 1	4	1	SER. OF	STR.	TO	68'-10"	TO			1'-6"		
			7		TO	68'-10"	14'-4"						
W10	WINGWALL 1	4	1	SER. OF	STR.	TO	78'-6"	TO			0'-9"		
			12		TO	78'-6"	2'-5 1/4"						
W11	WINGWALL 1	4	1	SER. OF	STR.	TO	44'-1"	TO			0'-1"		
			4		TO	44'-1"	10'-10 3/4"						
W12	WINGWALL 1	4	1	10	18'-4"	18'-4"	12'-1"	14'-6 1/4"	3'-10"				
			68		TO	18'-4"	12'-1"	14'-6 1/4"	3'-10"				
W13	WINGWALL 1	4	68	2	153'-0"	153'-0"	2'-3"	0'-3"	1'-0"				
			1		TO	153'-0"	4'-0"						
W14	WINGWALL 2	7	1	SER. OF	10	164'-6"	164'-6"	0'-3"	0'-2 1/2"	3'-10"	0'-3 5/8"		
			18		TO	164'-6"	12'-6"	10'-4 3/4"					
W15	WINGWALL 2	7	4	10	18'-8"	74'-7"	12'-4"	14'-9 7/8"	3'-10"				
			1		TO	74'-7"	1'-10 1/4"						
W16	WINGWALL 2	6	1	SER. OF	STR.	TO	158'-4"	TO			0'-4 1/2"		
			25		TO	158'-4"	10'-9 3/4"						
W17	WINGWALL 2	6	1	SER. OF	STR.	TO	89'-3"	TO			0'-0 1/2"		
			8		TO	89'-3"	11'-0 1/4"						
W18	WINGWALL 2	7	1	SER. OF	STR.	TO	21'-9"	TO					
			1		TO	21'-9"	11'-3 5/8"						
W19	WINGWALL 2	7	2	STR.	10'-9"	10'-9"	10'-9"						
			18		TO	10'-9"	11'-0 1/4"						
W20	WINGWALL 2	4	1	STR.	16'-3"	32'-5"	16'-2 5/8"						
			1		TO	32'-5"	14'-0"						
W21	WINGWALL 2	4	1	STR.	14'-0"	14'-0"	14'-0"						
			1		TO	14'-0"	16'-9"						
W22	WINGWALL 2	4	1	SER. OF	STR.	TO	102'-0"	TO			1'-6"		
			9		TO	102'-0"	17'-4"						
W23	WINGWALL 2	4	1	SER. OF	STR.	TO	82'-4"	TO			0'-9"		
			13		TO	82'-4"	1'-10 1/4"						
W24	WINGWALL 2	4	1	SER. OF	STR.	TO	44'-9"	TO			0'-1"		
			4		TO	44'-9"	11'-0 3/4"						
W25	WINGWALL 2	4	1	10	18'-8"	18'-8"	12'-4"	14'-9 7/8"	3'-10"				
			1		TO	18'-8"	11'-4"						
W26	WINGWALL 3	7	1	SER. OF	10	169'-6"	169'-6"	0'-10"	0'-8 3/8"	3'-10"	0'-3 1/2"		
			18		TO	169'-6"	12'-7"	10'-5 5/8"					
W27	WINGWALL 3	7	4	10	18'-9"	75'-0"	12'-5"	14'-11 1/8"	3'-10"				
			1		TO	75'-0"	1'-10 1/8"						
W28	WINGWALL 3	6	1	SER. OF	STR.	TO	155'-2"	TO			0'-4 3/8"		
			25		TO	155'-2"	10'-6 7/8"						
W29	WINGWALL 3	6	1	SER. OF	STR.	TO	87'-0"	TO			0'-0 3/8"		
			8		TO	87'-0"	10'-9 1/8"						
W30	WINGWALL 3	7	1	SER. OF	STR.	TO	21'-3"	TO					
			1		TO	21'-3"	10'-11 3/4"						
W31	WINGWALL 3	7	2	STR.	10'-6"	10'-6 1/8"	10'-6 1/8"						
			1		TO	10'-6 1/8"	10'-9 1/4"						
W32	WINGWALL 3	4	1	STR.	16'-3"	32'-7"	16'-3 1/4"						
			1		TO	32'-7"	12'-11"	12'-10 5/8"					
W33	WINGWALL 3	4	1	STR.	12'-11"	12'-11"	12'-10 5/8"						
			1		TO	12'-11"	16'-3"	16'-3"					
W34	WINGWALL 3	4	1	SER. OF	STR.	TO	84'-8"	TO			1'-6"		
			8		TO	84'-8"	5'-4"						

MARK	LOCATION	SIZE	NO. BARS	TYPE	LENGTH	TOTAL LENGTH	DIMENSIONS					SERIES INC.	REMARKS
							A	B	C	D	E		
W35	WINGWALL 3	4	1	SER. OF	STR.	1'-8"	1'-9 1/8"				0'-8 3/4"		
			13		TO	79'-7"	10'-5 7/8"						
W36	WINGWALL 3	4	1	SER. OF	STR.	10'-10"	10'-9 1/2"				0'-0 3/4"		
			4		TO	43'-6"	10'-11 3/4"						
W37	WINGWALL 3	4	1	10	18'-9"	18'-9"	12'-5"	14'-11 1/8"	3'-10"				
			1		TO	18'-9"	4'-2"	0'-5"	0'-4 1/8"				
W38	WINGWALL 4	7	1	SER. OF	10	168'-3"	TO	TO	3'-10"		0'-3 5/8"		
			18		TO	168'-3"	14'-6"	12'-10"	10'-8 1/8"				
W39	WINGWALL 4	7	4	10	19'-1"	76'-3"	12'-8"	15'-2 5/8"	3'-10"				
			1		TO	76'-3"	2'-1"	2'-1 1/8"					
W40	WINGWALL 4	6	1	SER. OF	STR.	TO	161'-5"	TO			0'-4 3/8"		
			25		TO	161'-5"	10'-10"	10'-9 7/8"					
W41	WINGWALL 4	6	1	SER. OF	STR.	TO	89'-0"	TO			0'-0 3/8"		
			8		TO	89'-0"	11'-3"	11'-2 3/4"					
W42	WINGWALL 4	7	1	SER. OF	STR.	TO	21'-9"	TO					
			2		TO	21'-9"	11'-0 1/4"						
W43	WINGWALL 4	7	2	STR.	10'-9"	10'-9 1/8"	10'-9 1/8"						
			2		TO	10'-9 1/8"	16'-6"	16'-6 3/8"					
W44	WINGWALL 4	4	2	STR.	16'-6"	33'-0"	16'-6"						
			1		TO	33'-0"	5'-4"						
W45	WINGWALL 4	4	1	SER. OF	STR.	TO	102'-0"	TO			1'-6"		
			9		TO	102'-0"	17'-4"	17'-4"					
W46	WINGWALL 4	4	1	SER. OF	STR.	TO	82'-10"	TO			0'-8 3/4"		
			13		TO	82'-10"	2'-0"	2'-0 1/8"					
W47	WINGWALL 4	4	1	SER. OF	STR.	TO	44'-6"	TO			0'-0 3/4"		
			1		TO	44'-6"	10'-9"	10'-8 7/8"					
W48	WINGWALL 4	4	1	10	19'-1"	19'-1"	11'-1"	11'-0 1/2"					
			4		TO	19'-1"	11'-3"	11'-2 3/4"					
C1	BENT 2 COLUMNS	10	72	1	36'-1"	2598'-10"	2'-0"	34'-1 1/8"			A706		
			1		TO	2598'-10"	41'-9"	3004'-3"	2'-0"	39'-8 3/4"			
C2	BENT 3 COLUMNS	10	72	1	41'-9"	3004'-3"	2'-0"	39'-8 3/4"			A706		
			1		TO	3004'-3"	37'-5"	2696'-9"	2'-0"	35'-5 1/2"			
C3	BENT 4 COLUMNS	10	72	1	37'-5"	2696'-9"	2'-0"	35'-5 1/2"			A706		
			1		TO	2696'-9"	35'-8"	2569'-4"	2'-0"	33'-8 1/4"			
C4	BENT 5 COLUMNS	10	72	1	35'-8"	2569'-4"	2'-0"	33'-8 1/4"			A706		
			1		TO	2569'-4"	6	12	11	161'-4"			1935'-9"
C5	ALL COLUMNS	6	12	11	161'-4"	1935'-9"	0'-4"	3'-6"	3'-10 1/8"		A706		
			6		TO	1935'-9"	96	20	14'-4"	1375'-7"			3'-6"
C6	ALL COLUMNS	6	96	20	14'-4"	1375'-7"	3'-6"				A706		
			6		TO	1375'-7"	6	11	90'-10"	545'-2"			0'-4"
C7	BENT 2 COLUMNS	6	6	11	90'-10"	545'-2"	0'-4"	3'-6"	1'-8 1/2"		A706		
			6		TO	545'-2"	6	11	98'-5"	590'-7"			0'-4"
C8	BENT 3 COLUMNS	6	6	11	98'-5"	590'-7"	0'-4"	3'-6"	1'-11 1/4"		A706		
			6		TO	590'-7"	6	11	92'-9"	556'-3"			0'-4"
C9	BENT 4 COLUMNS	6	6	11	92'-9"	556'-3"	0'-4"	3'-6"	1'-9 1/8"		A706		
			6		TO	556'-3"	6	11	86'-3"	517'-8"			0'-4"
C10	BENT 5 COLUMNS	6	6	11	86'-3"	517'-8"	0'-4"	3'-6"	1'-6 7/8"		A706		
			3		TO	517'-8"	6	3	11	464'-6"			1393'-6"
C11	BENT 2 COLUMNS	6	3	11	464'-6"	1393'-6"	0'-6"	3'-6"	19'-6 3/8"		A706		
			3		TO	1393'-6"	6	3	11	578'-4"</			

LAYOUT: REIN SCH PATH: U:\Set\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\995ves\CADD\DWG\Structure PLOTTED BY: OliveSta DATE: Friday, March 22, 2024 9:55:55 AM

MARK	LOCATION	SIZE	NO. BARS	TYPE	LENGTH	TOTAL LENGTH	DIMENSIONS					SERIES INC.	REMARKS
							A	B	C	D	E		
B8	BENT CAP	7	SER. OF	16	12'-0"	827'-1"	4'-7"	2'-10"	4'-7"			0 1/8"	
					TO		TO		TO				
					4		4'-9"		4'-9"				
B9	BENT CAP	7	SER. OF	16	12'-11"	887'-6"	5'-0 3/8"	2'-10"	5'-0 3/8"			0 1/8"	
					TO		TO		TO				
					4		5'-2 1/4"		5'-2 1/4"				
B10	BENT CAP	7	SER. OF	16	11'-10"	821'-8"	4'-6"	2'-10"	4'-6"			0 1/4"	
					TO		TO		TO				
					4		4'-9"		4'-9"				
F1	FOOTING	9	816	2	23'-0"	18768'-0"	2'-0"	19'-0"	2'-0"				
					TO		TO		TO				
					4		4'-6"		4'-6"				
F2	FOOTING	7	816	2	23'-0"	18768'-0"	2'-0"	19'-0"	2'-0"				
					TO		TO		TO				
					4		4'-6"		4'-6"				
F3	FOOTING	6	4656	7	5'-9"	26772'-0"	4'-7"		0'-6"				
					TO		TO		TO				
					4		4'-9"		4'-9"				
F4	FOOTING	7	288	STR.	19'-0"	5472'-0"	19'-0"						
					TO		TO		TO				
					4		4'-9"		4'-9"				
A1	ABUTMENT CAP	9	16	STR.	70'-6"	1128'-0"	64'-6"	6'-0"	1				
					TO		TO		TO				
					4		4'-9"		4'-9"				
A2A	ABUTMENT CAP	10	56	8	61'-5"	3439'-4"	60'-0"						
					TO		TO		TO				
					4		4'-9"		4'-9"				
A2B	ABUTMENT CAP	10	56	8	13'-5"	751'-4"	12'-0"						
					TO		TO		TO				
					4		4'-9"		4'-9"				
A3	ABUTMENT CAP	6	910	7	4'-10"	4398'-4"	3'-8"	0'-6"					
					TO		TO		TO				
					4		4'-9"		4'-9"				
A4	ABUTMENT CAP	6	130	16	12'-10"	1668'-4"	4'-7"	3'-8"	4'-7"				
					TO		TO		TO				
					4		4'-9"		4'-9"				
A5	ABUTMENT CAP	6	84	2	5'-8"	476'-1"	2'-6"	0'-8"	2'-6"				
					TO		TO		TO				
					4		4'-9"		4'-9"				
A6	ABUTMENT CAP	6	70	2	7'-10"	548'-5"	2'-6"	2'-10"	2'-6"				
					TO		TO		TO				
					4		4'-9"		4'-9"				
A7	ABUTMENT CAP	6	60	2	8'-2"	490'-0"	2'-6"	3'-2"	2'-6"				
					TO		TO		TO				
					4		4'-9"		4'-9"				
A8	ABUTMENT CAP	6	24	2	5'-2"	124'-0"	2'-3"	0'-8"	2'-3"				
					TO		TO		TO				
					4		4'-9"		4'-9"				
A9	ABUTMENT CAP	4	32	17	5'-6"	176'-0"	1'-8"	2'-2"	1'-8"	1'-6"			
					TO		TO		TO				
					4		4'-9"		4'-9"				
A10	ABUTMENT CAP	4	4	STR.	23'-8"	94'-8"	23'-8"						
					TO		TO		TO				
					4		4'-9"		4'-9"				
A11	ABUTMENT CAP	5	120	STR.	4'-8"	560'-0"	4'-8"						
					TO		TO		TO				
					4		4'-9"		4'-9"				
A12	ABUTMENT CAP	9	72	1	14'-4"	1032'-0"	12'-8"	1'-8"					
					TO		TO		TO				
					4		4'-9"		4'-9"				
A13	ABUTMENT CAP	4	36	2	3'-8"	132'-0"	1'-0"	1'-8"	1'-0"				
					TO		TO		TO				
					4		4'-9"		4'-9"				
A14	ABUTMENT CAP	5	192	7	2'-8"	512'-0"	1'-8"	0'-6"					
					TO		TO		TO				
					4		4'-9"		4'-9"				
D1	ABUTMENT DIAPHRAGM	5	20	STR.	69'-6"	1390'-0"	64'-6"	5'-0"	1				
					TO		TO		TO				
					4		4'-9"		4'-9"				
D2	ABUTMENT DIAPHRAGM	5	60	STR.	8'-10"	530'-0"	8'-10"						
					TO		TO		TO				
					4		4'-9"		4'-9"				
D3	ABUTMENT DIAPHRAGM	5	36	STR.	5'-4"	191'-11"	5'-4"						
					TO		TO		TO				
					4		4'-9"		4'-9"				
D4	ABUTMENT DIAPHRAGM	5	70	STR.	3'-9"	262'-6"	3'-9"						
					TO		TO		TO				
					4		4'-9"		4'-9"				
D5	ABUTMENT DIAPHRAGM	5	144	1	7'-6"	1080'-0"	3'-0"	4'-6"					
					TO		TO		TO				
					4		4'-9"		4'-9"				
D6	ABUTMENT DIAPHRAGM	5	200	1	4'-3"	849'-4"	1'-11"	2'-4"					
					TO		TO		TO				
					4		4'-9"		4'-9"				
D7	ABUTMENT DIAPHRAGM	5	856	7	4'-2"	3566'-8"	3'-2"	0'-6"					
					TO		TO		TO				
					4		4'-9"		4'-9"				
D8	ABUTMENT DIAPHRAGM	5	128	15	4'-1"	522'-3"	1'-4"	0'-10"	1'-11"	1'-5"			
					TO		TO		TO				
					4		4'-9"		4'-9"				
D9	ABUTMENT DIAPHRAGM	5	96	STR.	1'-10"	174'-5"	1'-9 3/4"						
					TO		TO		TO				
					4		4'-9"		4'-9"				
D10	ABUTMENT DIAPHRAGM	6	96	2	6'-6"	624'-0"	2'-11"	0'-8"	2'-11"				
					TO		TO		TO				
					4		4'-9"		4'-9"				
D11	ABUTMENT DIAPHRAGM	5	56	1	5'-5"	303'-4"	0'-11"	4'-6"					
					TO		TO		TO				
					4		4'-9"		4'-9"				
D12	ABUTMENT DIAPHRAGM	5	20	STR.	1'-5"	28'-4"	1'-5"						
					TO		TO		TO				
					4		4'-9"		4'-9"				
D13	ABUTMENT DIAPHRAGM	5	4	STR.	1'-3"	5'-0"	1'-3"						
					TO		TO		TO				
					4		4'-9"		4'-9"				
D14	ABUTMENT DIAPHRAGM	5	24	2	5'-2"	124'-0"	1'-0"	3'-2"	1'-0"				
					TO		TO		TO				
					4		4'-9"		4'-9"				

SUMMARY OF COATED BARS - AASHTO M 31 GRADE 60

13,264'-0" OF NUMBER 4 BARS AT 0.668 LBS/FT = 8,861 LBS
 25,148'-3" OF NUMBER 5 BARS AT 1.043 LBS/FT = 26,230 LBS
 43,287'-5" OF NUMBER 6 BARS AT 1.502 LBS/FT = 65,018 LBS
 46,158'-1" OF NUMBER 7 BARS AT 2.044 LBS/FT = 94,348 LBS
 300'-0" OF NUMBER 8 BARS AT 2.044 LBS/FT = 801 LBS
 29,310'-0" OF NUMBER 9 BARS AT 3.400 LBS/FT = 103,793 LBS
 9,852'-8" OF NUMBER 10 BARS AT 4.300 LBS/FT = 45,598 LBS

SUMMARY OF COATED BARS - ASTM A 706 GRADE 60

13,400'-6" OF NUMBER 6 BARS AT 1.502 LBS/FT = 20,128 LBS
 10,869'-3" OF NUMBER 10 BARS AT 4.303 LBS/FT = 46,771 LBS

SUMMARY OF COATED BARS - ASTM A 1035 CM GRADE 100

40,642'-3" OF NUMBER 4 BARS AT 0.668 LBS/FT = 27,149 LBS
 590'-0" OF NUMBER 5 BARS AT 1.043 LBS/FT = 616 LBS
 5,325'-4" OF NUMBER 6 BARS AT 1.502 LBS/FT = 7,999 LBS
 17,072'-0" OF NUMBER 7 BARS AT 2.044 LBS/FT = 34,896 LBS

SUMMARY OF COATED BARS - ASTM A 1035 CS GRADE 100

7,041'-4" OF NUMBER 4 BARS AT 0.668 LBS/FT = 4,704 LBS
 118,308'-8" OF NUMBER 6 BARS AT 1.502 LBS/FT = 177,700 LBS

REVISIONS	DATE	BY

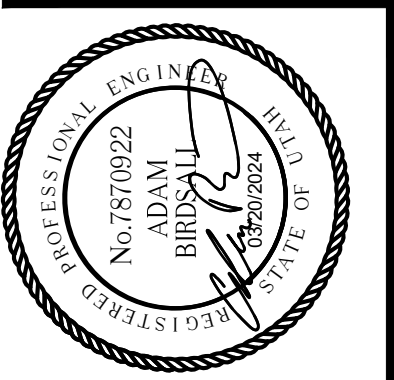
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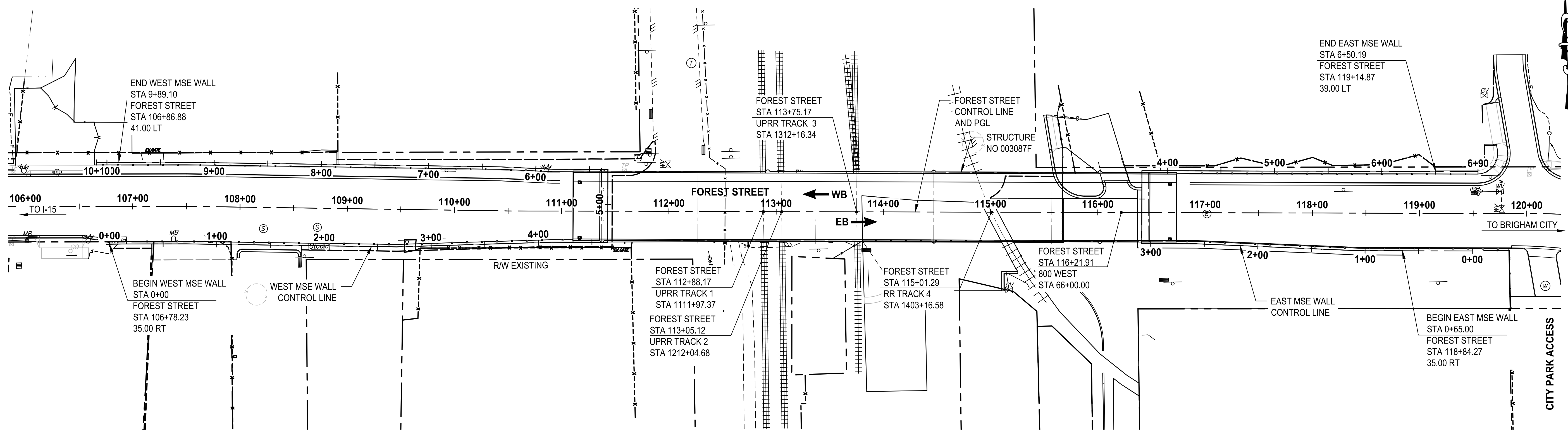


PROJECT NAME
**BRIGHAM CITY
 CONNECTION PROJECT**

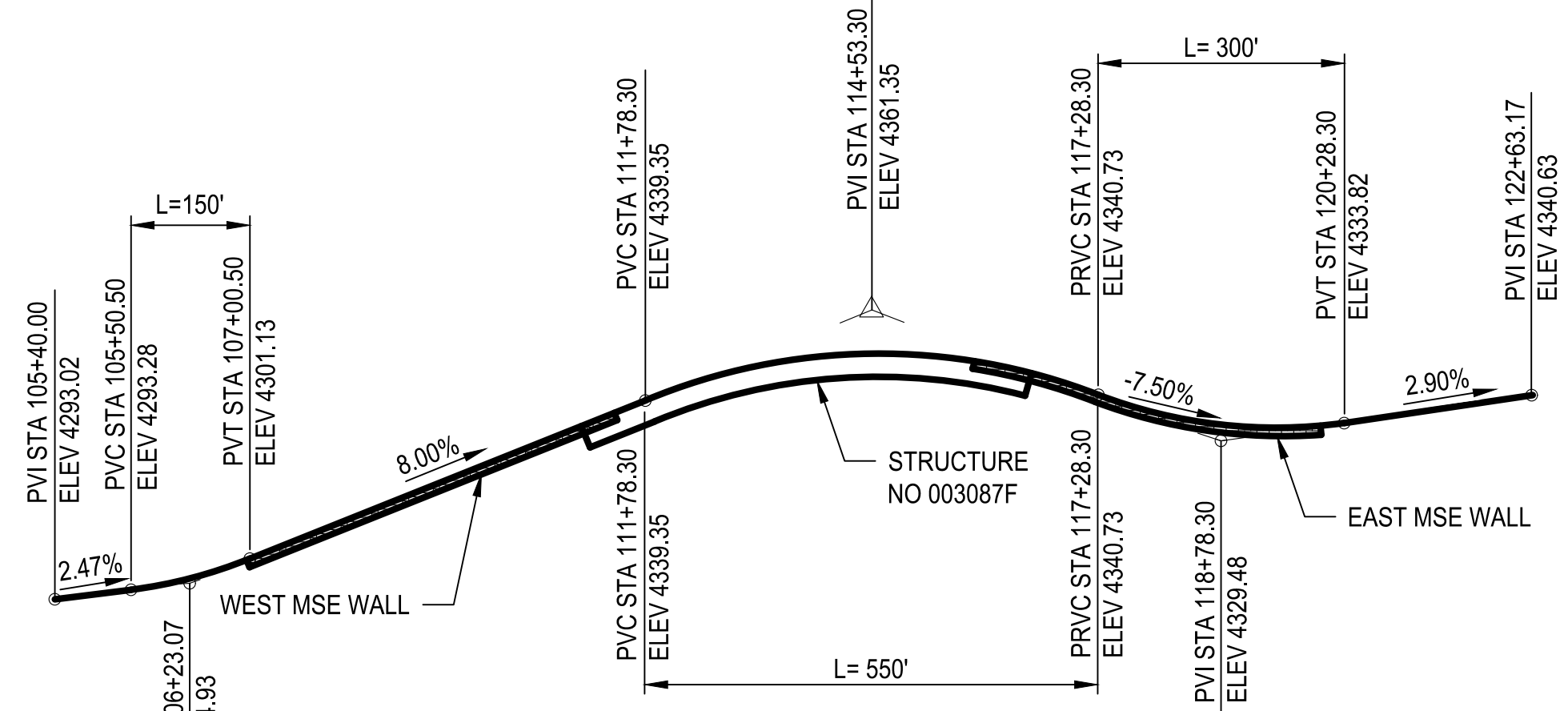
**REINFORCING
 SCHEDULE
 3 OF 3**

DRAWING NO.
 59 OF 59
S59

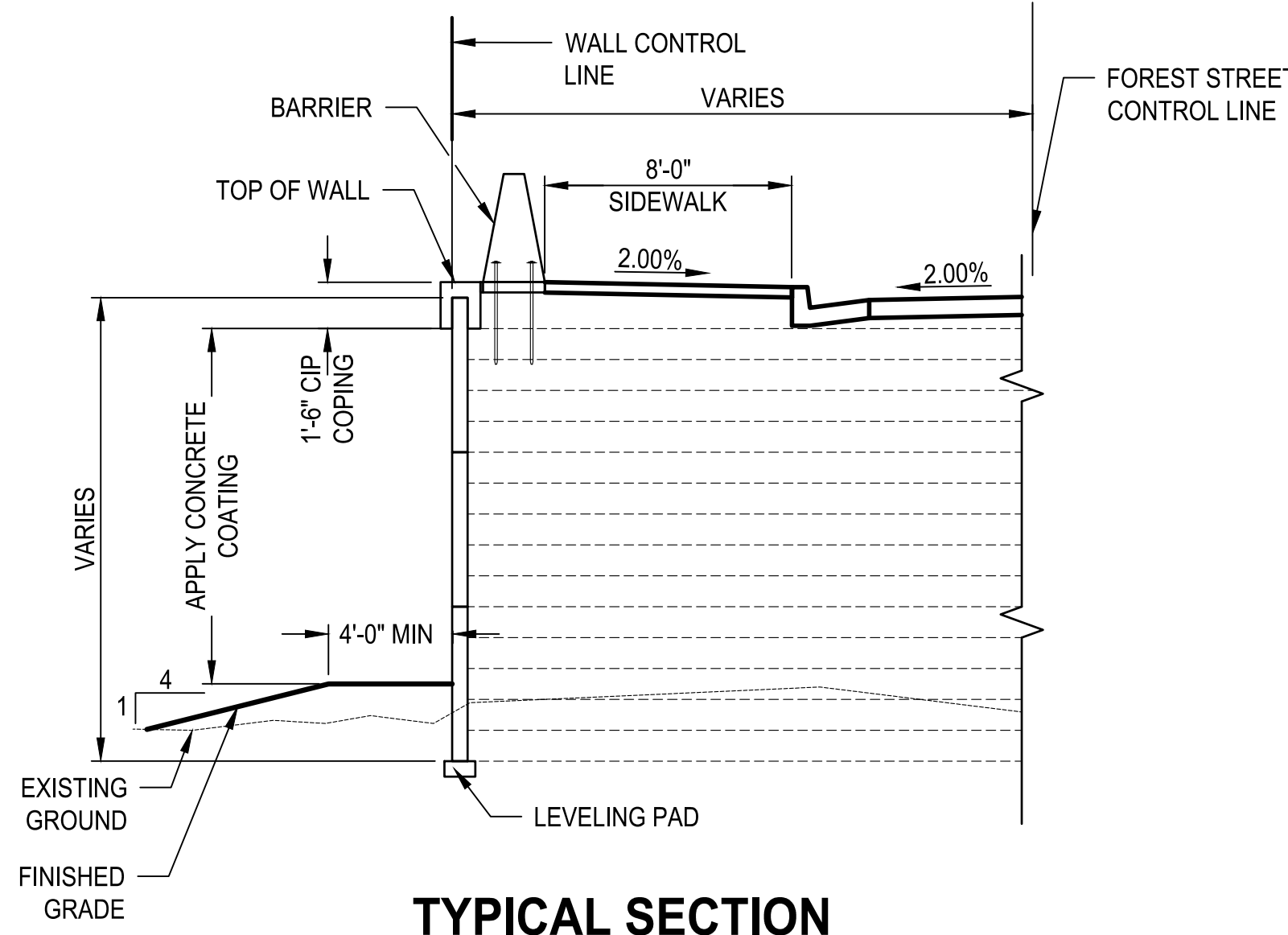
LAYOUT: WGN PATH: U:\Soil\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\995\cadd\DWG\Structure PLOTTED BY: OliveSta DATE: Tuesday, April 2, 2024 12:32:40 PM



LOCATION PLAN



FOREST STREET PROFILE



TYPICAL SECTION

GENERAL NOTES

- USE COATED DEFORMED CARBON STEEL BARS CONFORMING TO ASTM A767 AND AASHTO M31 GRADE 60, UNLESS SHOWN OTHERWISE.
- CHAMFER EXPOSED CONCRETE CORNERS 3/4" INCH UNLESS SHOWN OTHERWISE.
- PROVIDE 2 INCH MINIMUM CONCRETE COVER TO REINFORCING STEEL UNLESS SHOWN OTHERWISE.
- VERIFY UTILITY LOCATIONS BEFORE CONSTRUCTION. PROTECT EXISTING UTILITIES IN PLACE UNLESS SHOWN OTHERWISE.
- COAT OR GALVANIZE MISCELLANEOUS STRUCTURAL STEEL PLACED IN STRUCTURAL CONCRETE, UNLESS SHOWN OTHERWISE.
- DO NOT SCALE DRAWINGS. HORIZONTAL DIMENSIONS ARE PLAN. VERTICAL DIMENSIONS ARE PLUMB.
- FORM A TEXTURED SURFACE ON EXPOSED SIDE OF RETAINING PANEL. USE LARGE SANDSTONE ASHLAR OR APPROVED EQUAL WITH 1 1/2" MAX RELIEF AND CONCRETE COATING, SAE INTERNATIONAL AMS-STD-595 36440 OR APPROVED EQUAL TEXTURE AND/OR COLOR.
- APPLY COLOR TO ALL EXPOSED SURFACES OF MSE RETAINING WALL. ALSO APPLY COLOR AND TEXTURE A MINIMUM OF 6" BELOW FINISHED GRADE.

DESIGN DATA

HL-93 LOADING IN ACCORDANCE WITH AASHTO LRFD BRIDGE DESIGN SPECIFICATION, 9TH EDITION 2020 AND THE UDOT STRUCTURE DESIGN AND DETAILING MANUAL 2017.

CAST-IN-PLACE CONCRETE: $f_c = 4.0$ KSI $n = 8$ CLASS AA (AE) f_y (REINF) = 60 KSI
 PRECAST WALL PANEL CONCRETE: $f_c = 5.0$ KSI $n = 7$ CLASS AA (AE) f_y (REINF) = 60 KSI
 SEISMIC: 7% PROBABILITY OF EXCEEDANCE IN 75 YR DESIGN EVENT
 $PGA = 0.385g$ $SD_0 = 0.961g$ $S_1 = 0.264g$
 $A_s = 0.364g$ $SD_2 = 0.910g$ $SD1 = 0.776g$
 SITE CLASS E, SDC D
 WALL SPECIFICATION - NORMAL
 REFER TO THE GEOTECHNICAL REPORT FOR SOIL PROPERTIES USED IN DESIGN.

SOIL PROPERTIES:

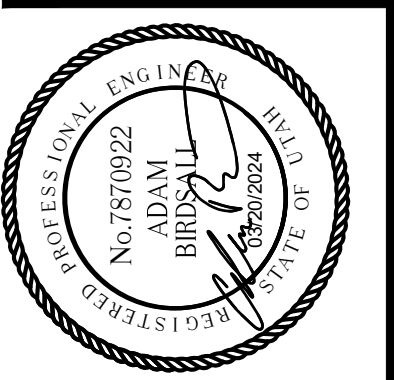
QUANTITIES			
ITEM	EST QTY	UNIT	AS CONST
MSE RETAINING WEST WALL (EST LUMP QTY: 18,293 SQ FT)	1	LUMP	1
MSE RETAINING EAST WALL (EST LUMP QTY: 8,466 SQ FT)	1	LUMP	1
CONCRETE COATING WEST WALL	13,051	SQ FT	
CONCRETE COATING EAST WALL	5,663	SQ FT	

REVISIONS	DATE	BY
1	4/2/2024	AJB

ONE INCH AT FULL SCALE IF NOT OTHERWISE NOTED ACCORDINGLY

Parametrix

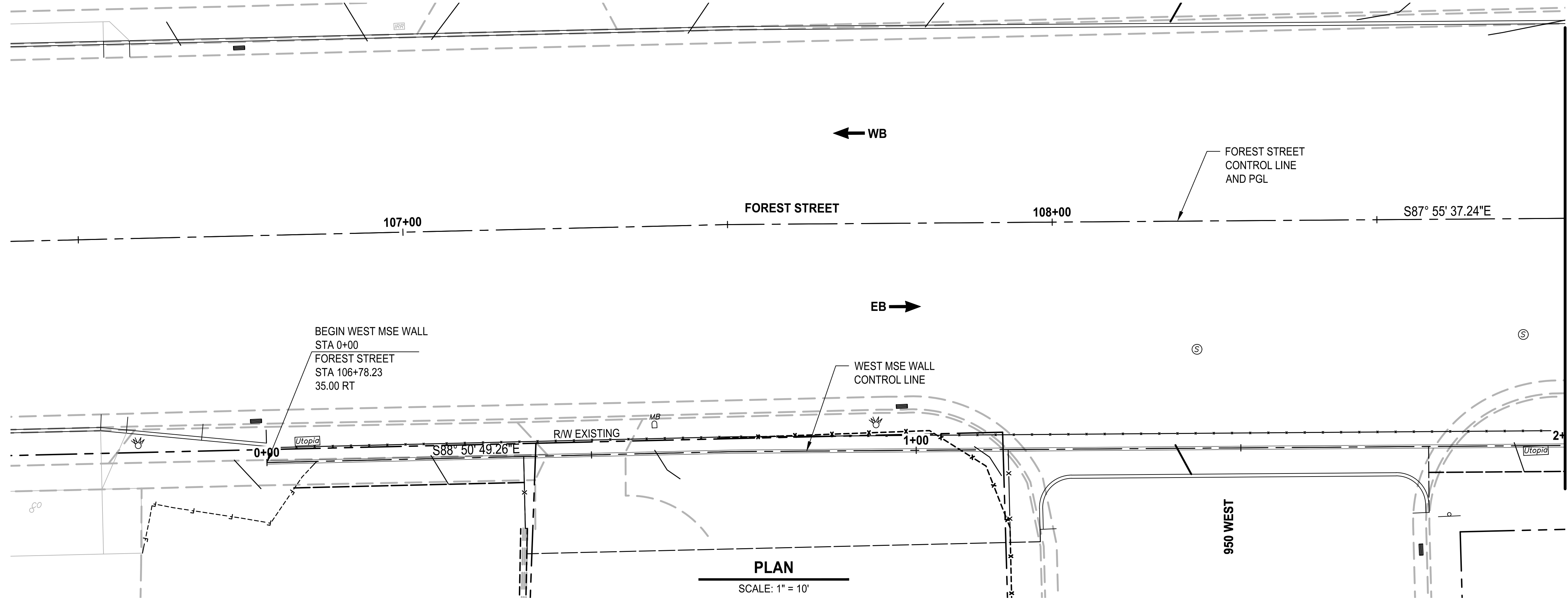
DATE: 03/20/2024
 JOB No.: 344-8541-002
 DESIGNED: TWP
 DRAWN: SLO
 CHECKED: NICC
 APPROVED: JB



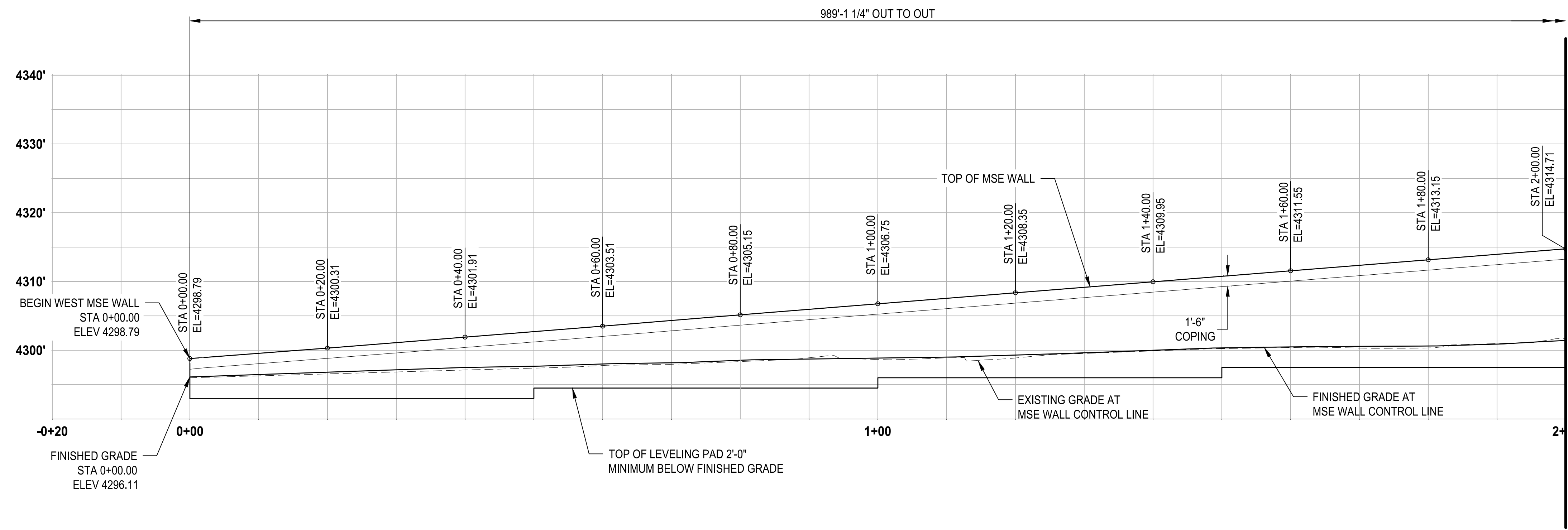
PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

MSE WALLS LOCATION PLAN AND GENERAL NOTES

LAYOUT: 1W PATH: U:\Sola\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\955\955\955\CADD\DWG\Structure PLOTTED BY: OliveSto DATE: Friday, March 22, 2024 9:58:31 AM



PLAN
SCALE: 1" = 10'



* MEASURED ALONG WEST MSE WALL CONTROL LINE
DEVELOPED ELEVATION
SCALE 1" = 10'

MATCH LINE STA 2+00.00
SEE "WEST MSE WALL SITUATION AND LAYOUT 2 OF 5"

MATCH LINE STA 2+00.00
SEE "WEST MSE WALL SITUATION AND LAYOUT 2 OF 5"

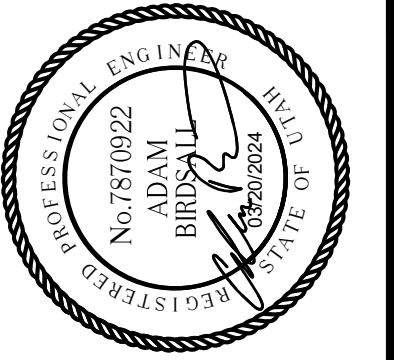


REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NOT OTHERWISE NOTED ACCORDINGLY

Parametrix

DATE: 03/20/2024 DESIGNED: TWP CHECKED: NICC
 JOB No.: 344-8541-002 DRAWN: SLO APPROVED: AUB



PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

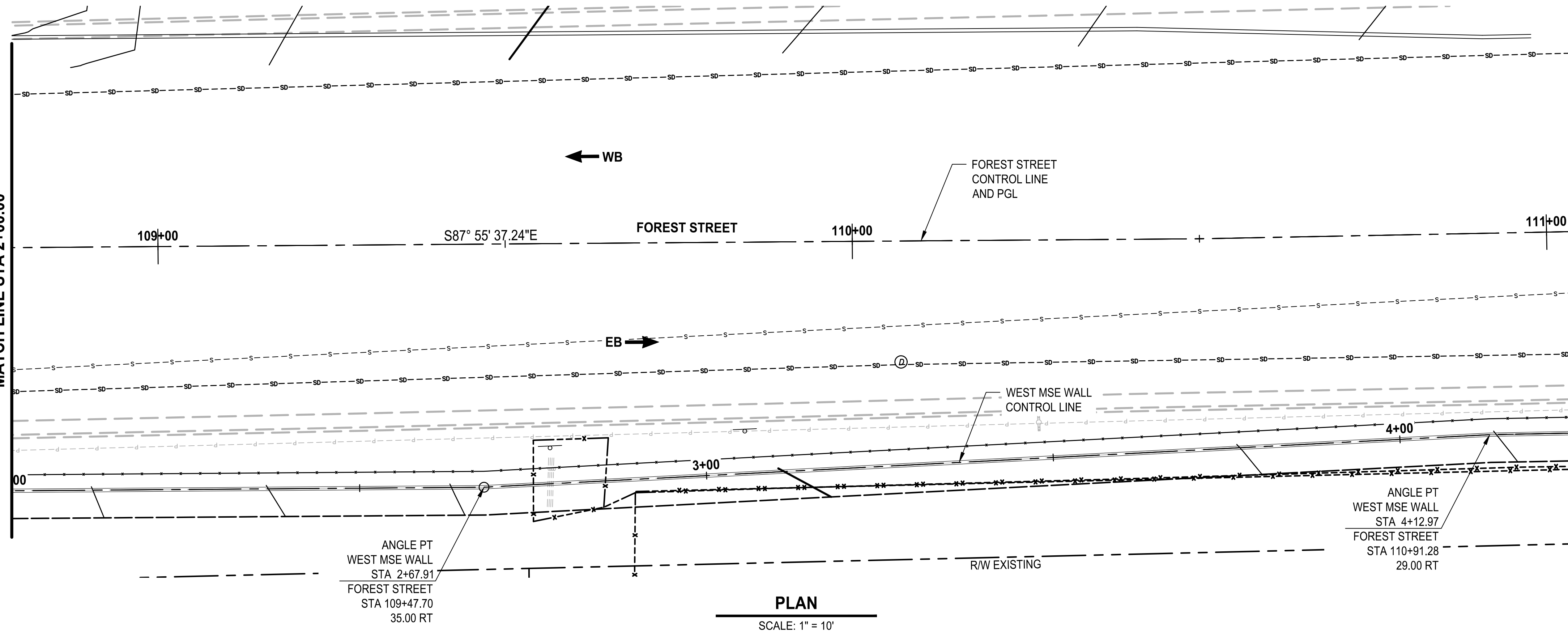
WEST MSE WALL SITUATION AND LAYOUT 1 OF 5

DRAWING NO.
2 OF 11
W02

PATH: U:\Soft\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\99\Drawings\CADD\DWG\Structure PLOTTED BY: OliveSto DATE: Friday, March 22, 2024 9:56:56 AM

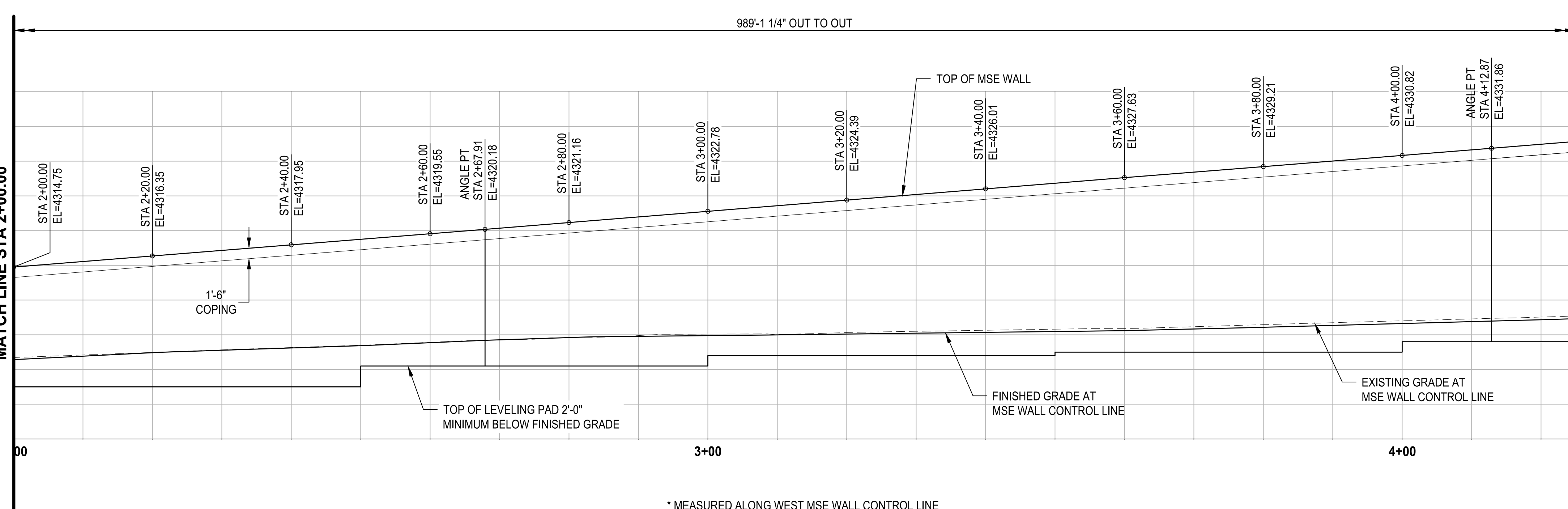
LAYOUT: 2W

SEE "WEST MSE WALL SITUATION AND LAYOUT 1 OF 5"
MATCH LINE STA 2+00.00



PLAN
SCALE: 1" = 10'

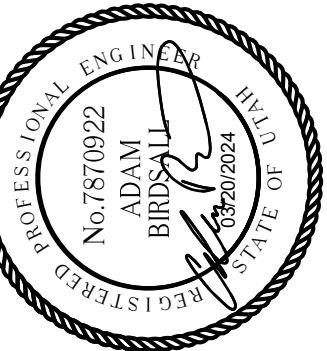
SEE "WEST MSE WALL SITUATION AND LAYOUT 1 OF 5"
MATCH LINE STA 2+00.00



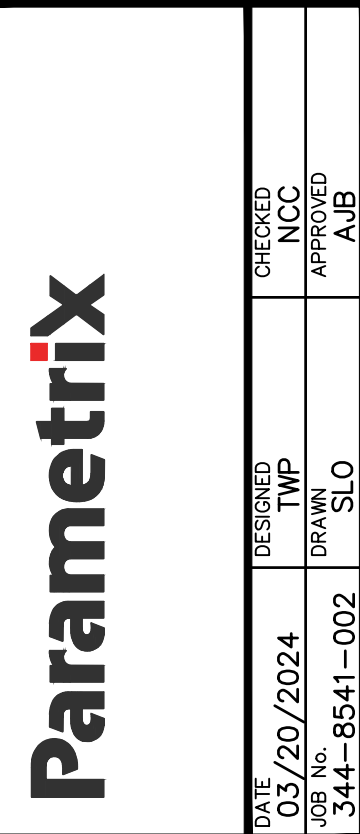
* MEASURED ALONG WEST MSE WALL CONTROL LINE
DEVELOPED ELEVATION
SCALE 1" = 10'

MATCH LINE STA 4+25.00
SEE "WEST MSE WALL SITUATION AND LAYOUT 3 OF 5"

MATCH LINE STA 4+25.00
SEE "WEST MSE WALL SITUATION AND LAYOUT 3 OF 5"



DATE	DESIGNED	CHECKED
03/20/2024	TWP	NCC
JOB No.	DRAWN	APPROVED
344-8541-002	SLO	AJB



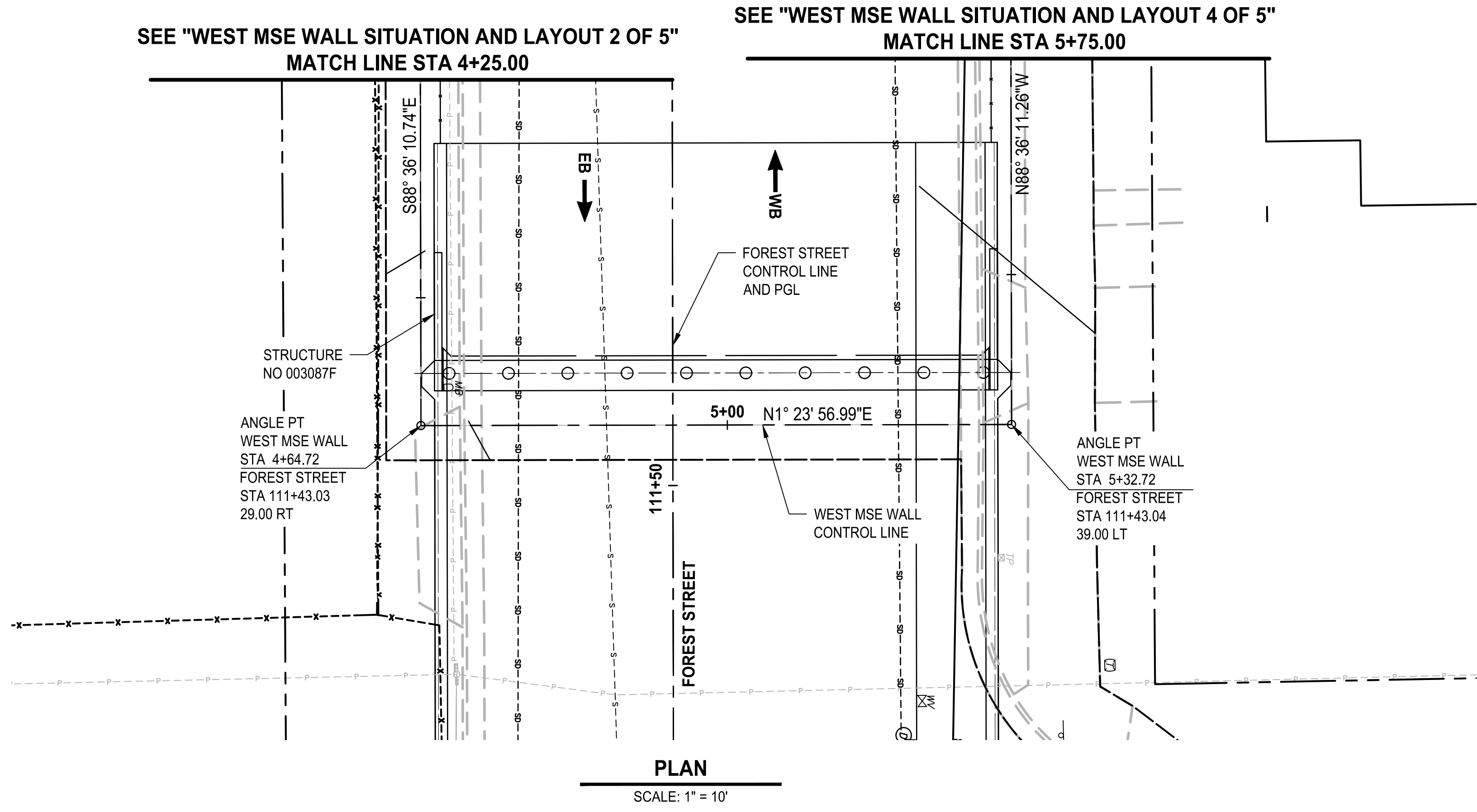
ONE INCH
AT FULL
SCALE IF
NECESSARY
ACCORDINGLY

REVISIONS

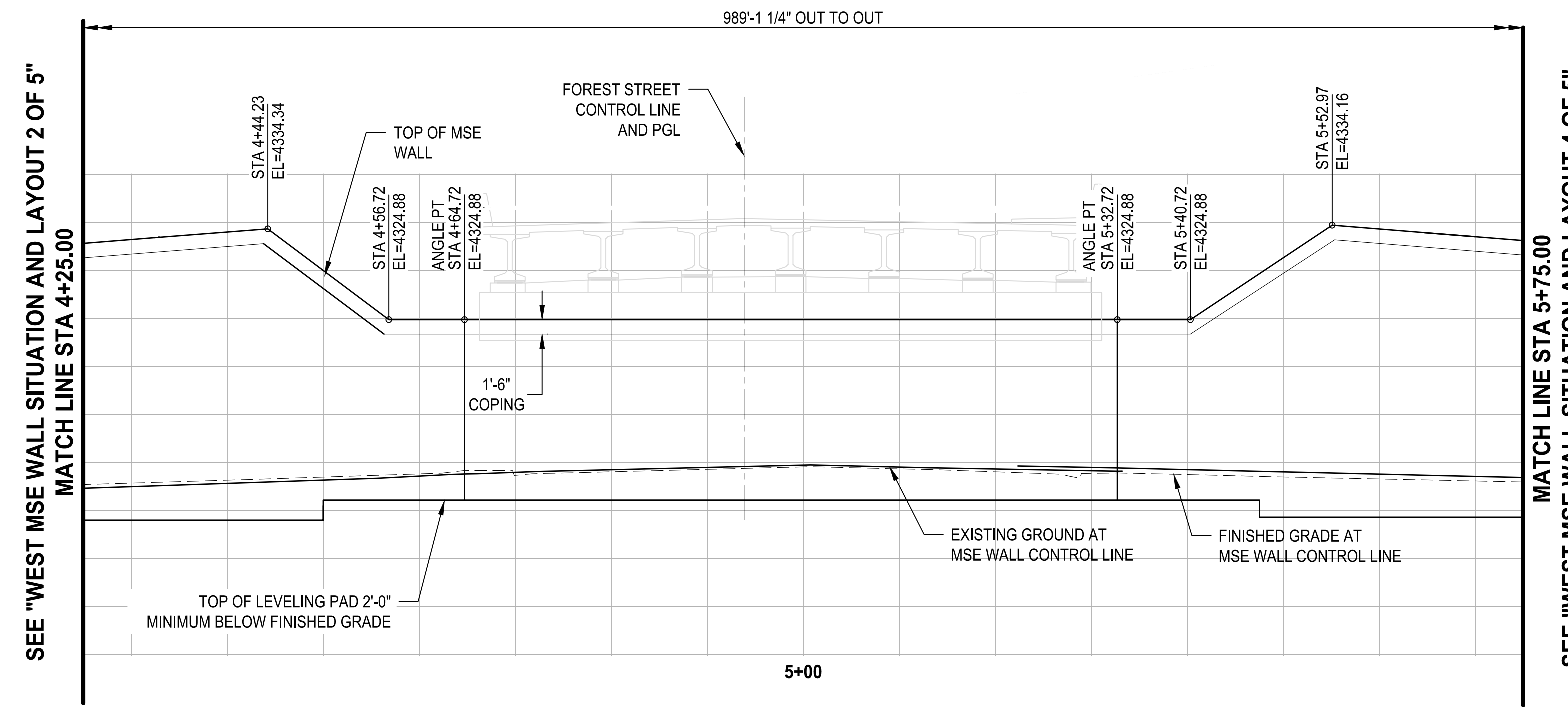
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BY

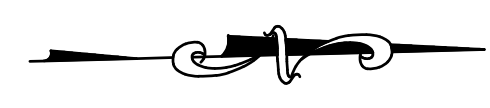
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 PLOTTED BY: OliveSto DATE: Friday, March 22, 2024 9:59:21 AM
 LAYOUT: 4w



PLAN
SCALE: 1" = 10'



* MEASURED ALONG WEST MSE WALL CONTROL LINE
DEVELOPED ELEVATION
 SCALE 1" = 10'

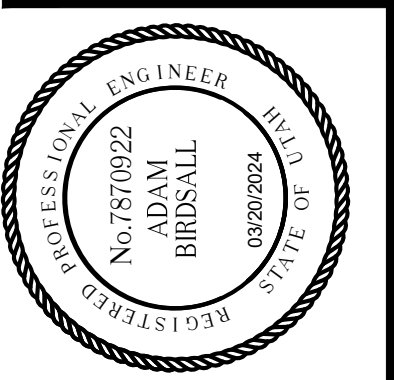


REVISIONS	DATE	BY

ONE INCH
 AT FULL
 SCALE IF
 NOT
 ACCORDINGLY

Parametrix

DATE 03/20/2024	DESIGNED TWP	CHECKED NICC
JOB No. 344-8541-002	DRAWN SLO	APPROVED AUB



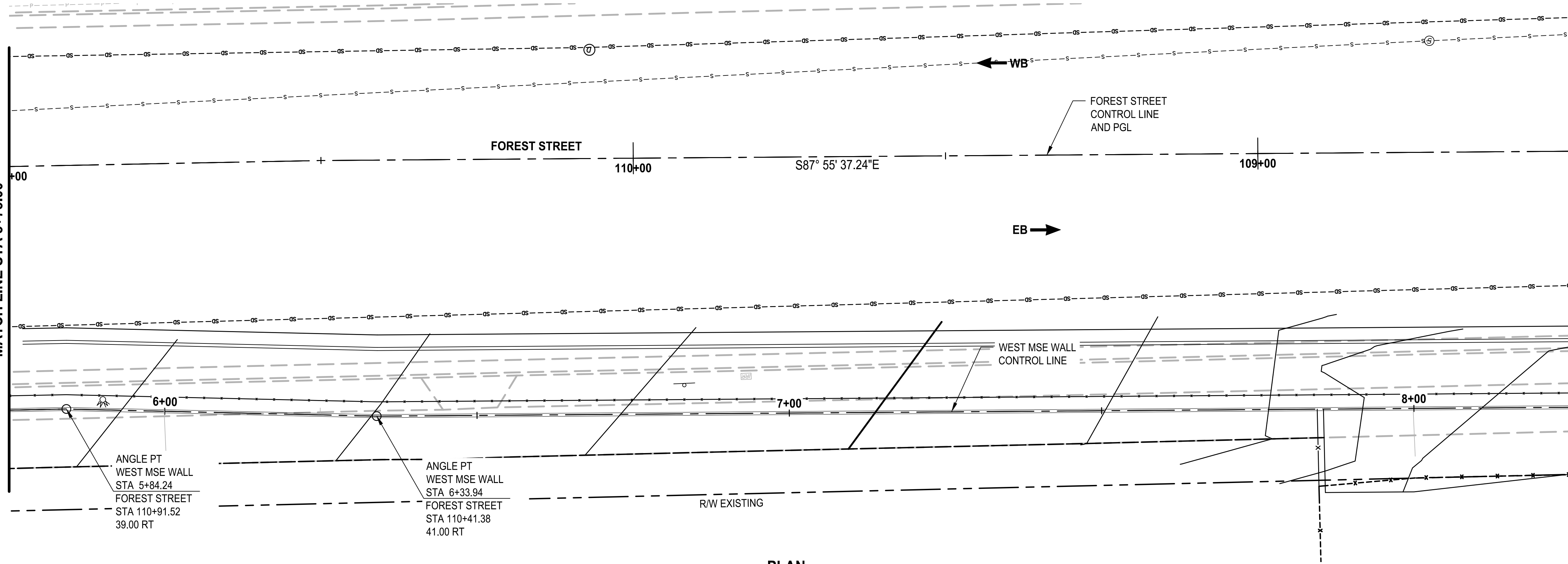
PROJECT NAME
**BRIGHAM CITY
 CONNECTION PROJECT**

**WEST MSE WALL
 SITUATION
 AND LAYOUT
 3 OF 5**

DRAWING NO.
 4 OF 11
W04

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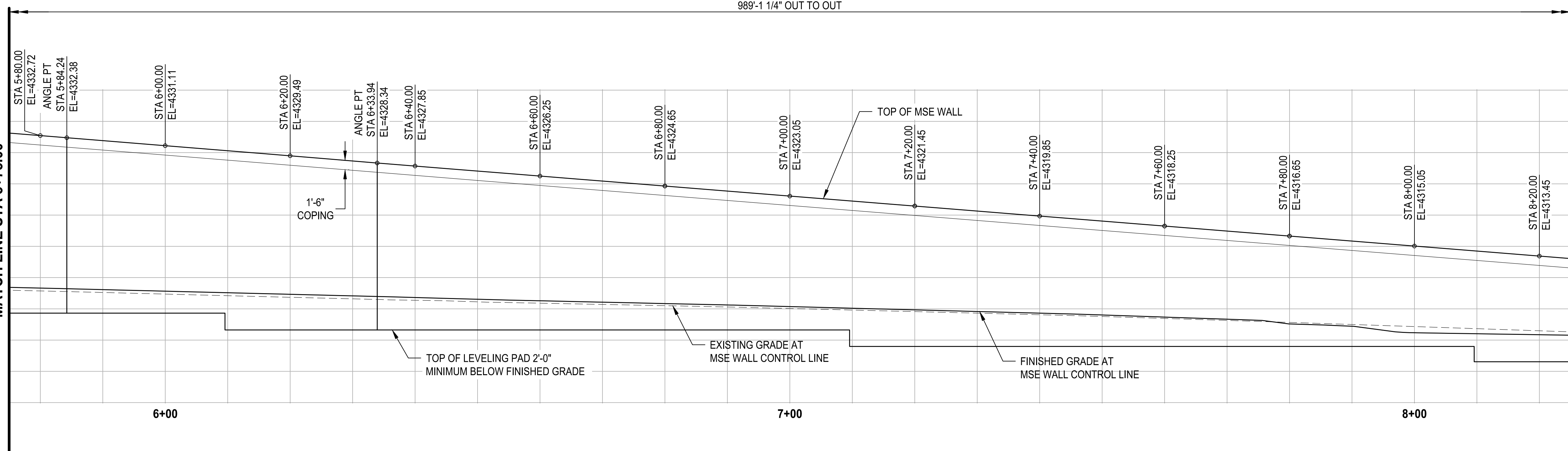
SEE "WEST MSE WALL SITUATION AND LAYOUT 3 OF 5"
MATCH LINE STA 5+75.00



PLAN

SCALE: 1" = 10'

SEE "WEST MSE WALL SITUATION AND LAYOUT 3 OF 5"
MATCH LINE STA 5+75.00



* MEASURED ALONG WEST MSE WALL CONTROL LINE

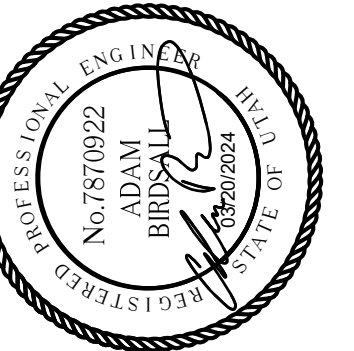
DEVELOPED ELEVATION

SCALE 1" = 10'

SEE "WEST MSE WALL SITUATION AND LAYOUT 5 OF 5"
MATCH LINE STA 8+25.00

Parametrix

DATE	DESIGNED	CHECKED
03/20/2024	TWP	NCC
JOB No.	DRAWN	APPROVED
344-8541-002	SLO	AJB



PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

WEST MSE WALL SITUATION AND LAYOUT 4 OF 5

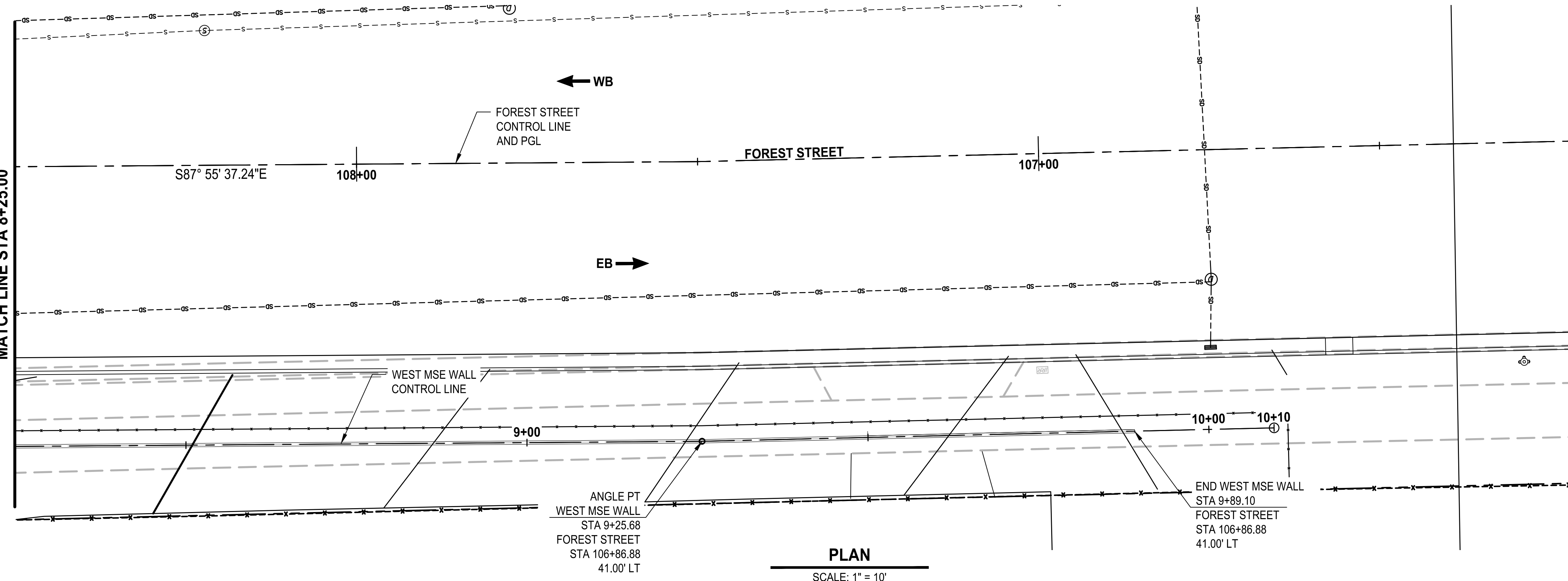
REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NOT OTHERWISE NOTED

LAYOUT: 6W PATH: U:\Soft\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\99Sves\CADD\DWG\Structure PLOTTED BY: OliveSta DATE: Friday, March 22, 2024 10:00:21 AM

SEE "WEST MSE WALL SITUATION AND LAYOUT 4 OF 5"

MATCH LINE STA 8+25.00

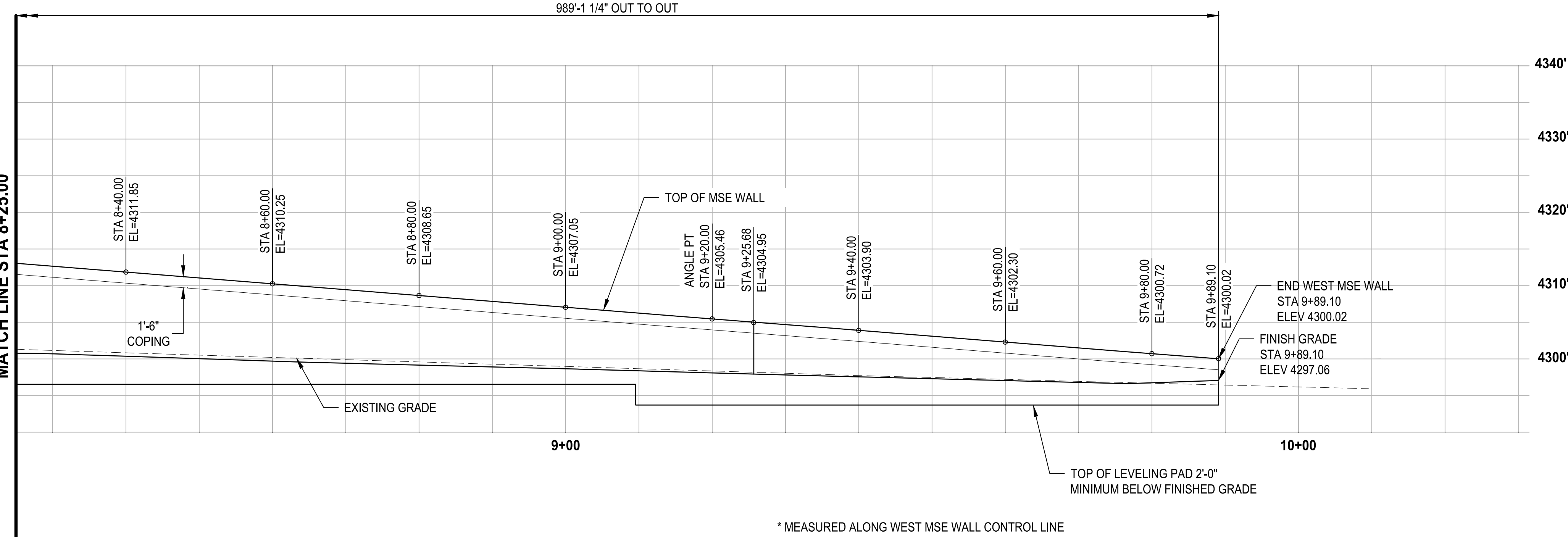


PLAN

SCALE: 1" = 10'

SEE "WEST MSE WALL SITUATION AND LAYOUT 4 OF 5"

MATCH LINE STA 8+25.00



* MEASURED ALONG WEST MSE WALL CONTROL LINE
DEVELOPED ELEVATION

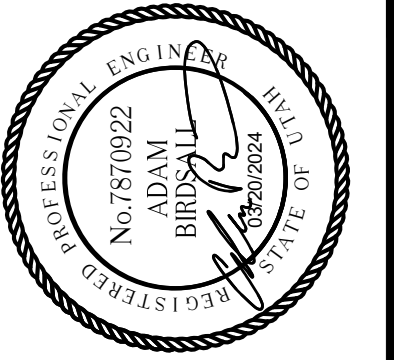
SCALE 1" = 10'



REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NOT SHOWN OTHERWISE

Parametrix	DESIGNED	TWP	CHECKED	NCC
	DATE	03/20/2024	DRAWN	SLO
	JOB No.	344-8541-002	APPROVED	AJB



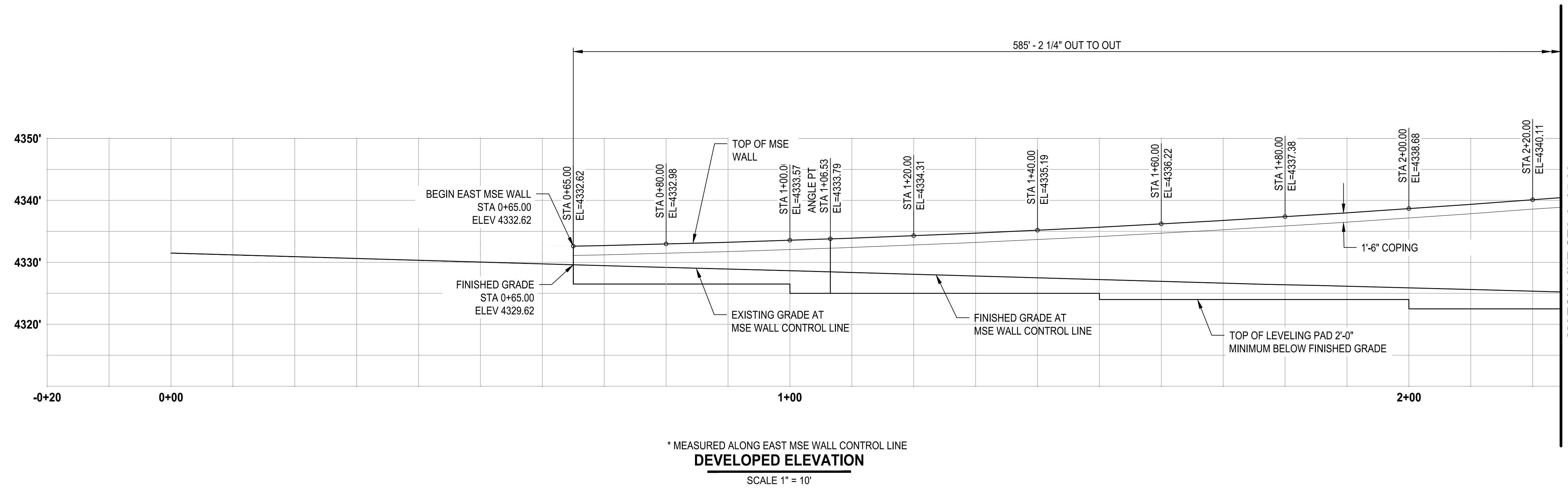
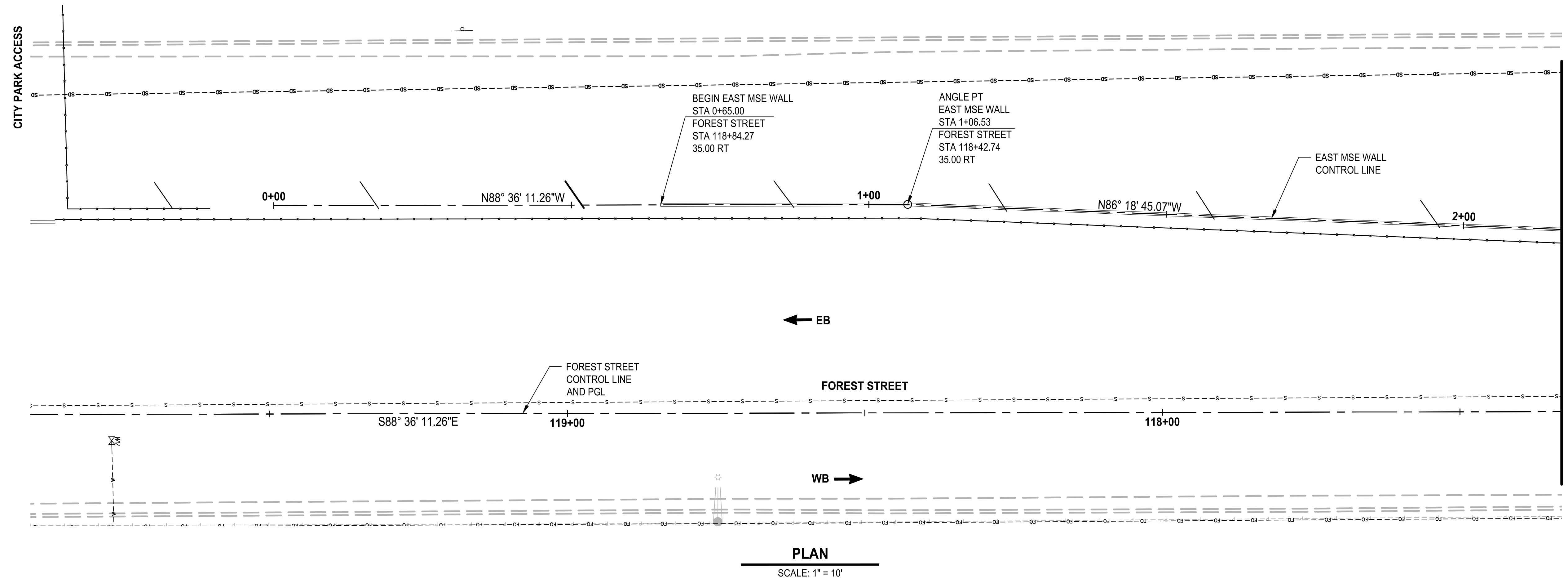
PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

WEST MSE WALL SITUATION AND LAYOUT 5 OF 5

DRAWING NO.
W06

6 OF 11

LAYOUT: 1E PATH: U:\Sof\Projects\Clients\8541-Brigham City\344-8541-002_Forest St Final Design\995vcs\CADD\DWG\Structure PLOTTED BY: OllweSta DATE: Friday, March 22, 2024 10:00:43 AM

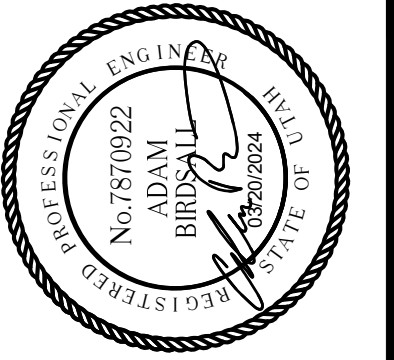


REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NOT OTHERWISE NOTED ACCORDINGLY

Parametrix

DATE	DESIGNED	CHECKED
03/20/2024	TWP	NCC
JOB No.	DRAWN	APPROVED
344-8541-002	SLO	AJB

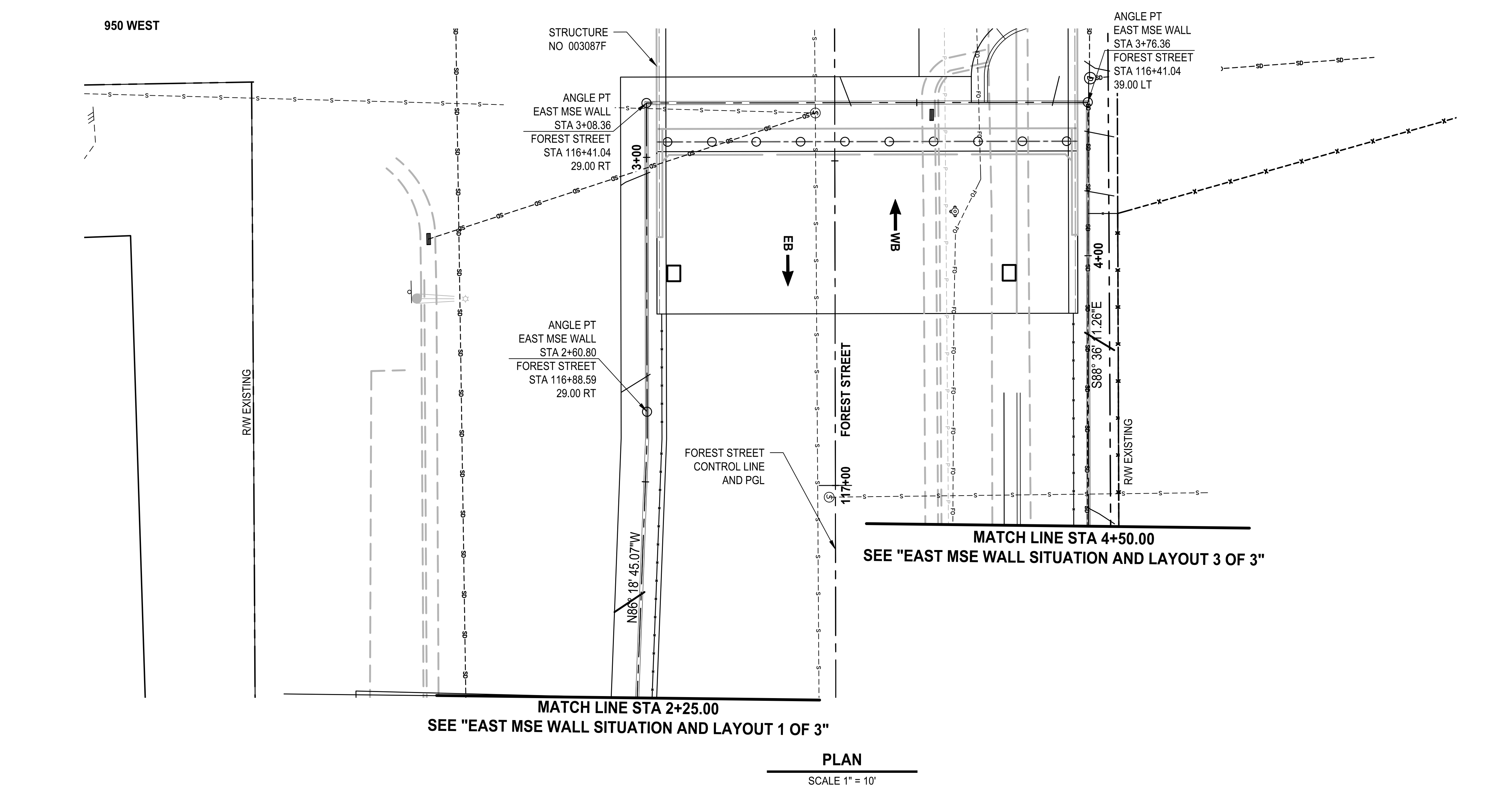


PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

EAST MSE WALL SITUATION AND LAYOUT 1 OF 3

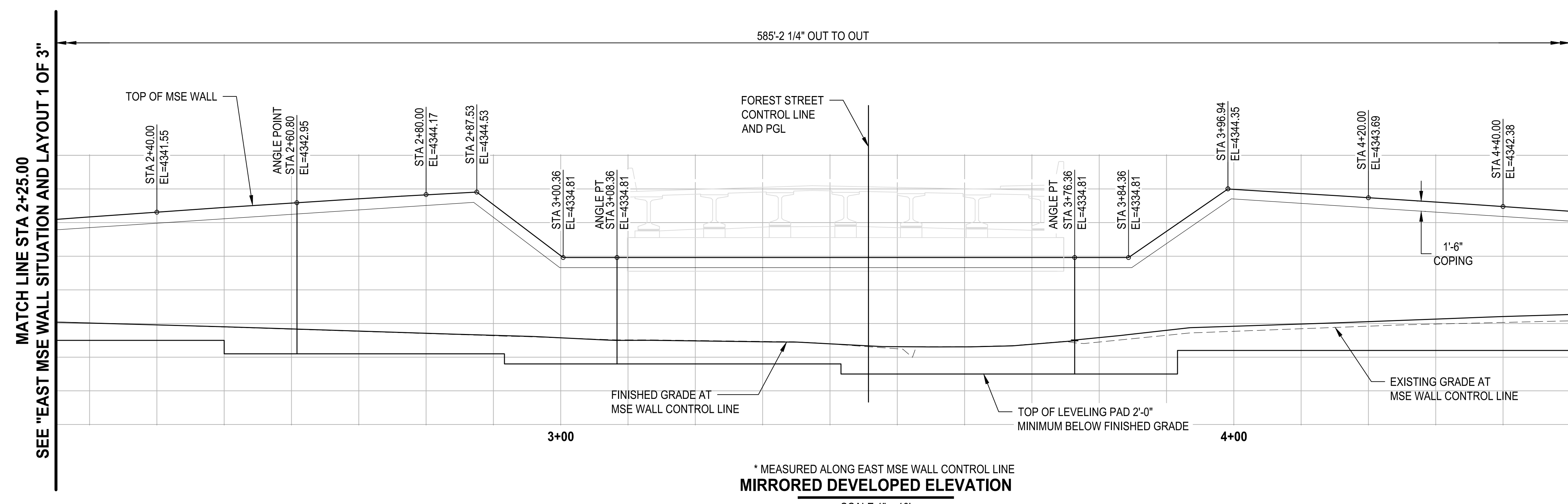
DRAWING NO.
7 OF 11
W07

LAYOUT: 2E PATH: U:\Sak\Projects\Clients\8541-Brigham City\344-8541-002 Forest St Final Design\99Sves\CADD\DWG\Structure PLOTTED BY: OliveSta DATE: Friday, March 22, 2024 10:01:11 AM



PLAN

SCALE 1" = 10'



MIRRORED DEVELOPED ELEVATION

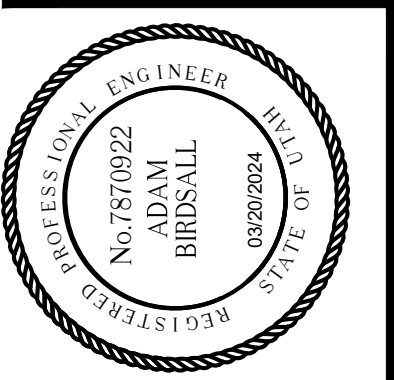
SCALE 1" = 10'

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NOT ACCORDINGLY

Parametrix

DATE	DESIGNED	CHECKED
03/20/2024	TWP	NCC
JOB No.	DRAWN	APPROVED
344-8541-002	SLO	AJB



PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

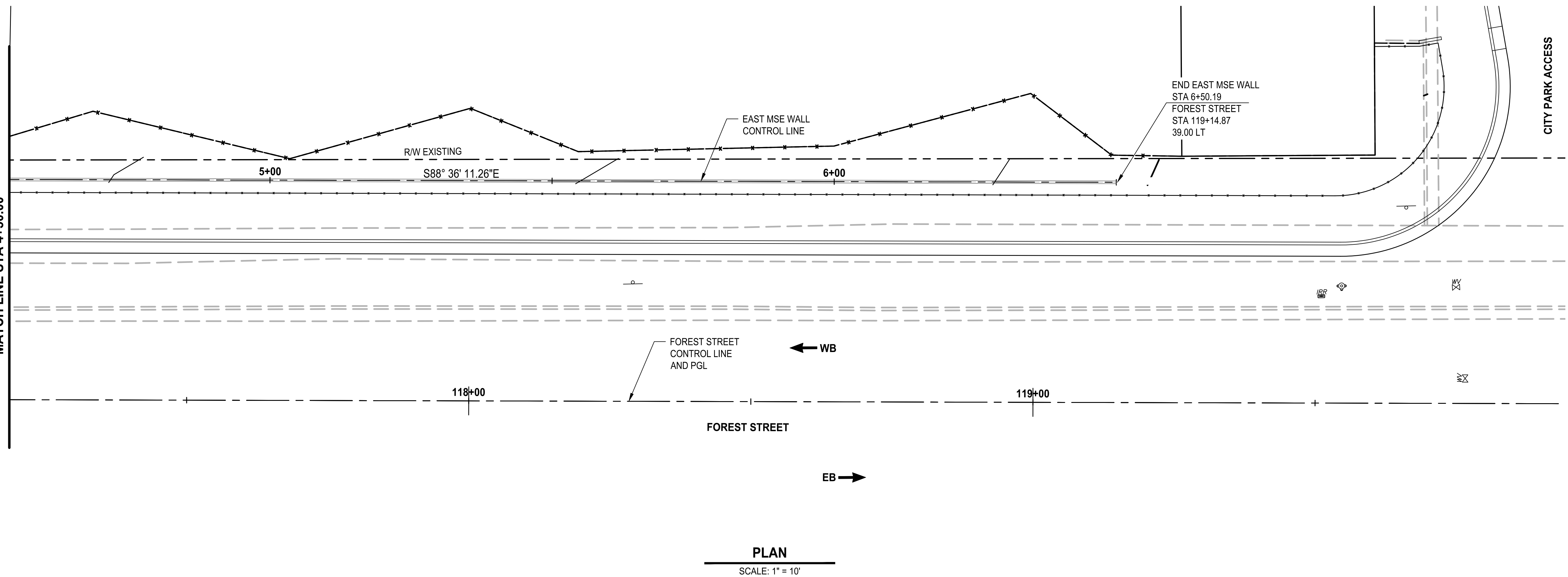
EAST MSE WALL SITUATION AND LAYOUT 2 OF 3

DRAWING NO.
W08

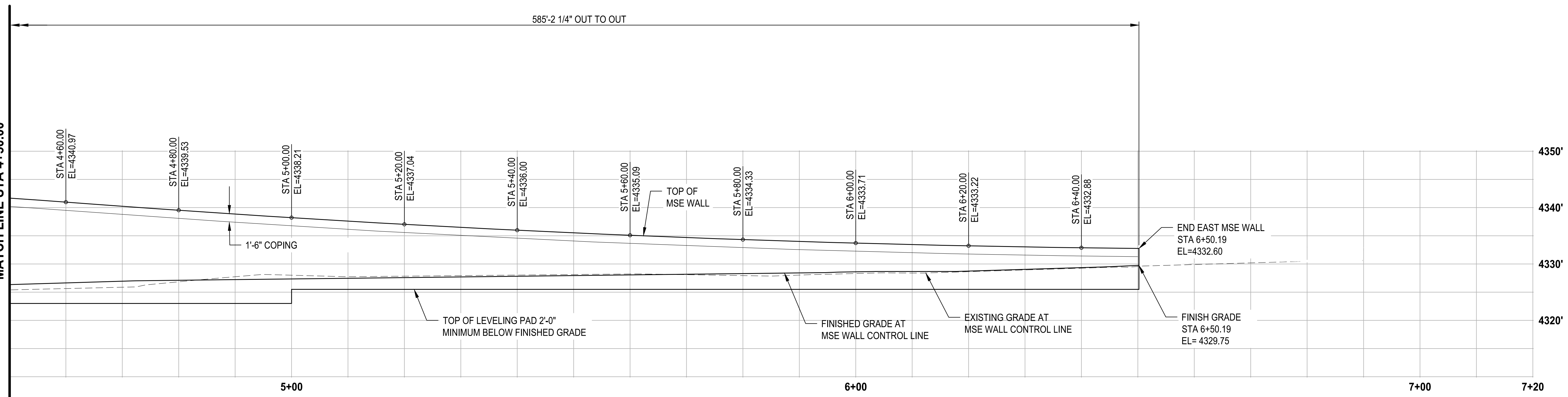
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SEE "EAST WALL SITUATION AND LAYOUT 2 OF 3"
MATCH LINE STA 4+50.00

SEE "EAST MSE WALL SITUATION AND LAYOUT 2 OF 3"
MATCH LINE STA 4+50.00



PLAN
SCALE: 1" = 10'



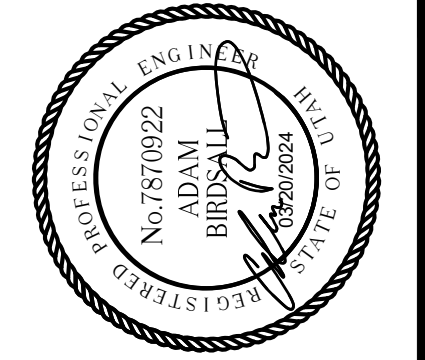
* MEASURED ALONG EAST MSE WALL CONTROL LINE
DEVELOPED ELEVATION
SCALE 1" = 10'

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NOT ACCORDINGLY

Parametrix

DATE	DESIGNED	CHECKED
03/20/2024	TWP	NCC
JOB No.	DRAWN	APPROVED
344-8541-002	SLO	AJB

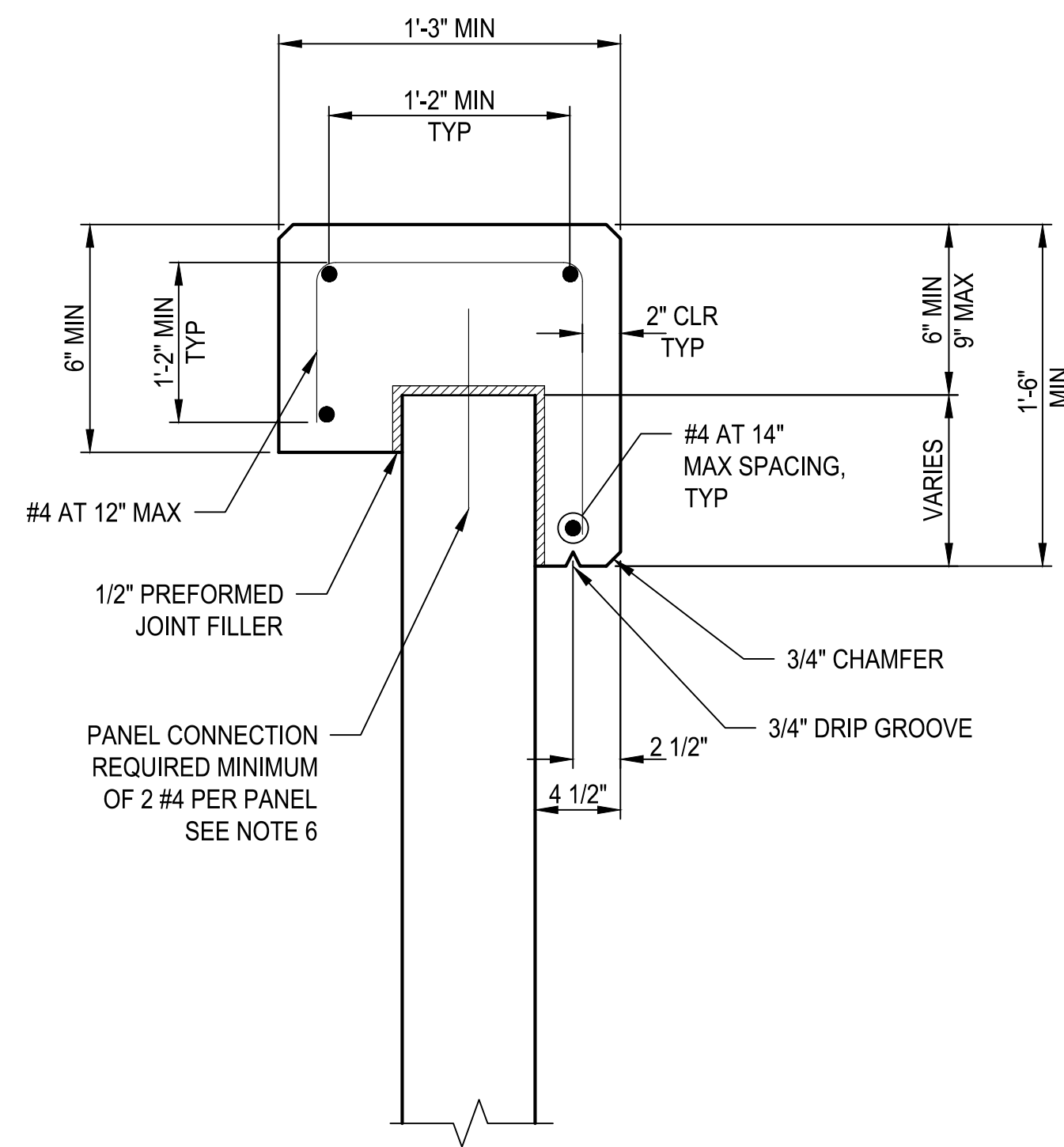


PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

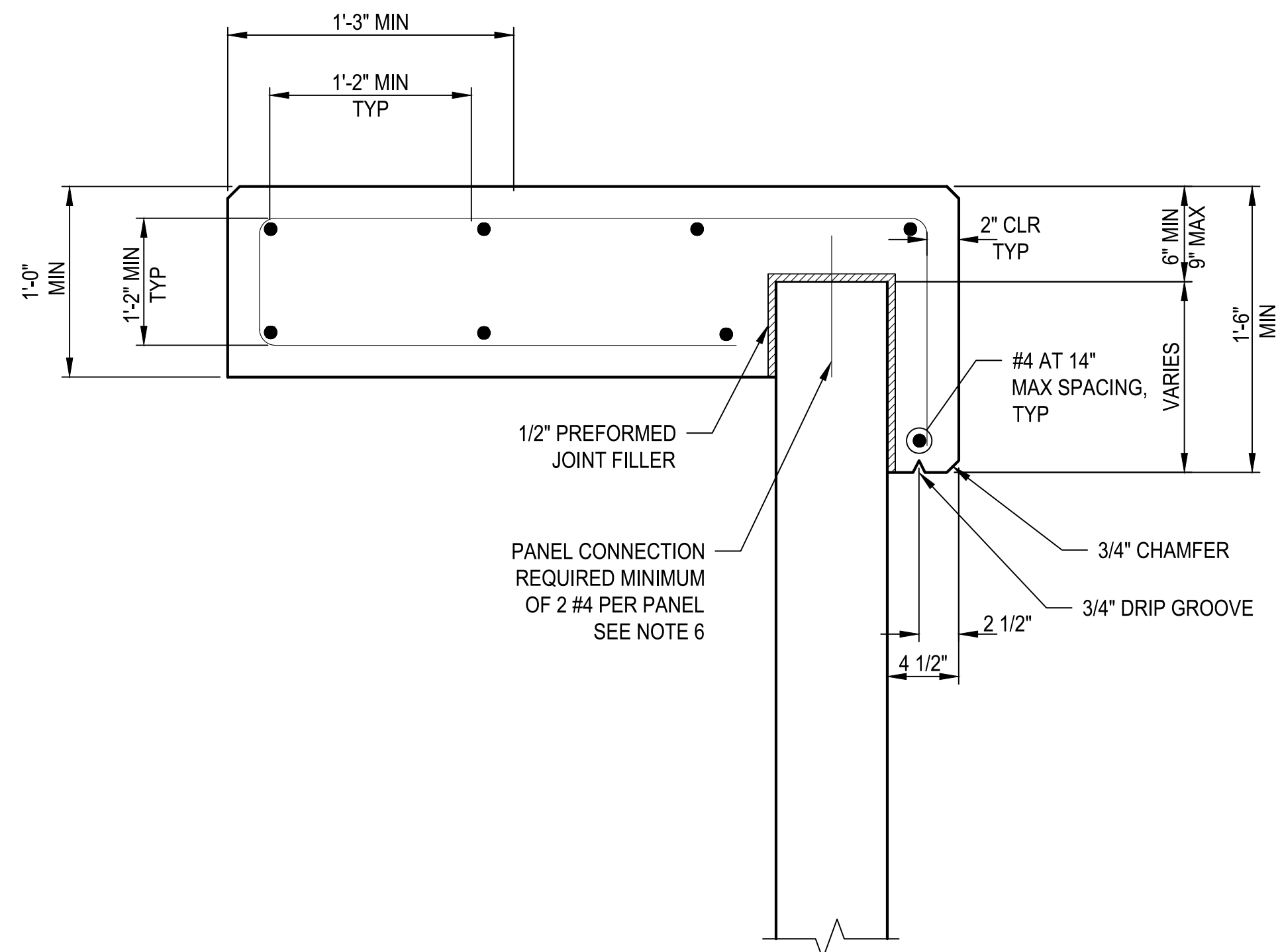
EAST MSE WALL SITUATION AND LAYOUT 3 OF 3

DRAWING NO.
9 OF 11
W09

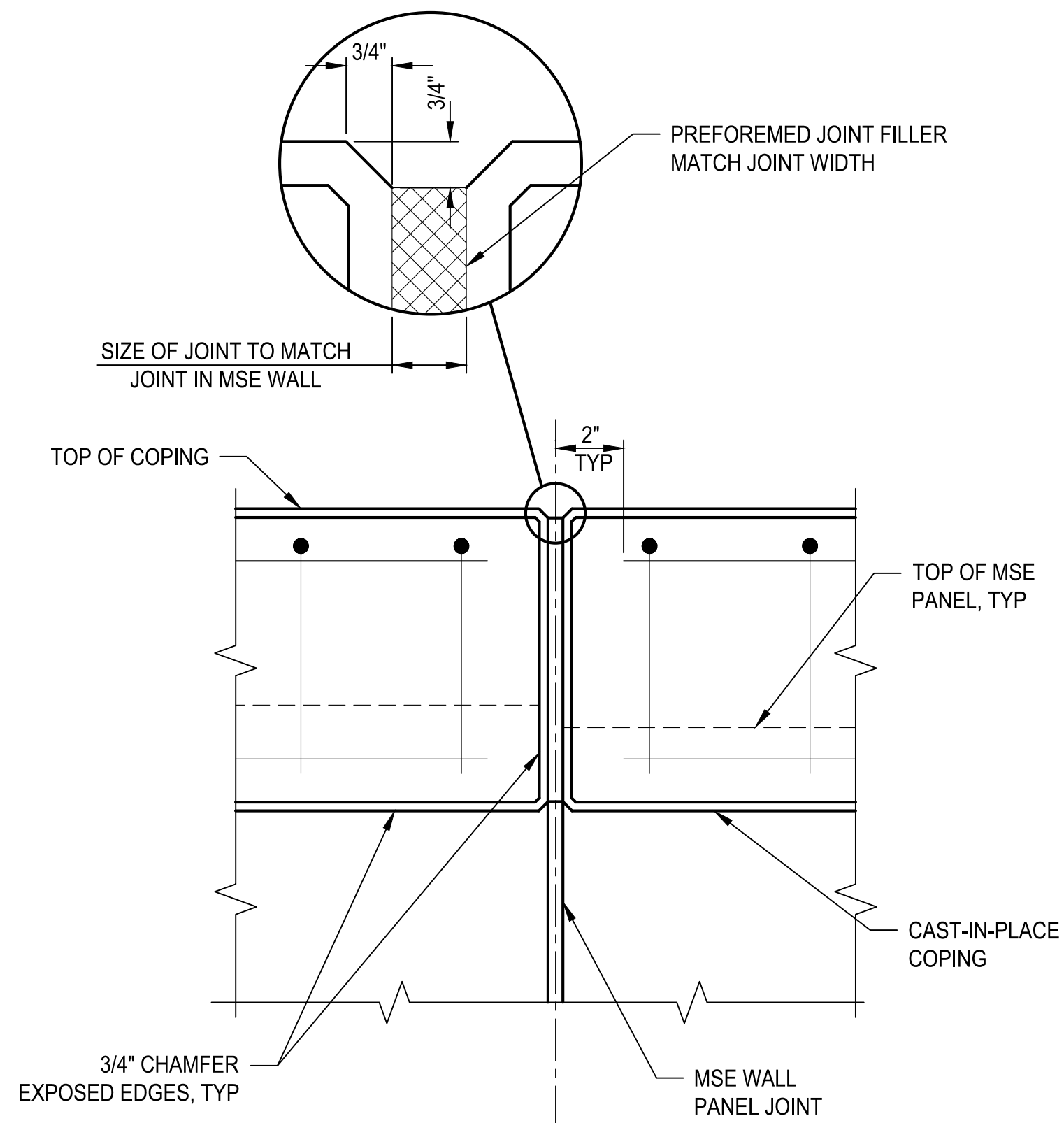
LAYOUT: reinf det
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 PLOTTED BY: OliveSta DATE: Friday, March 22, 2024 10:01:47 AM



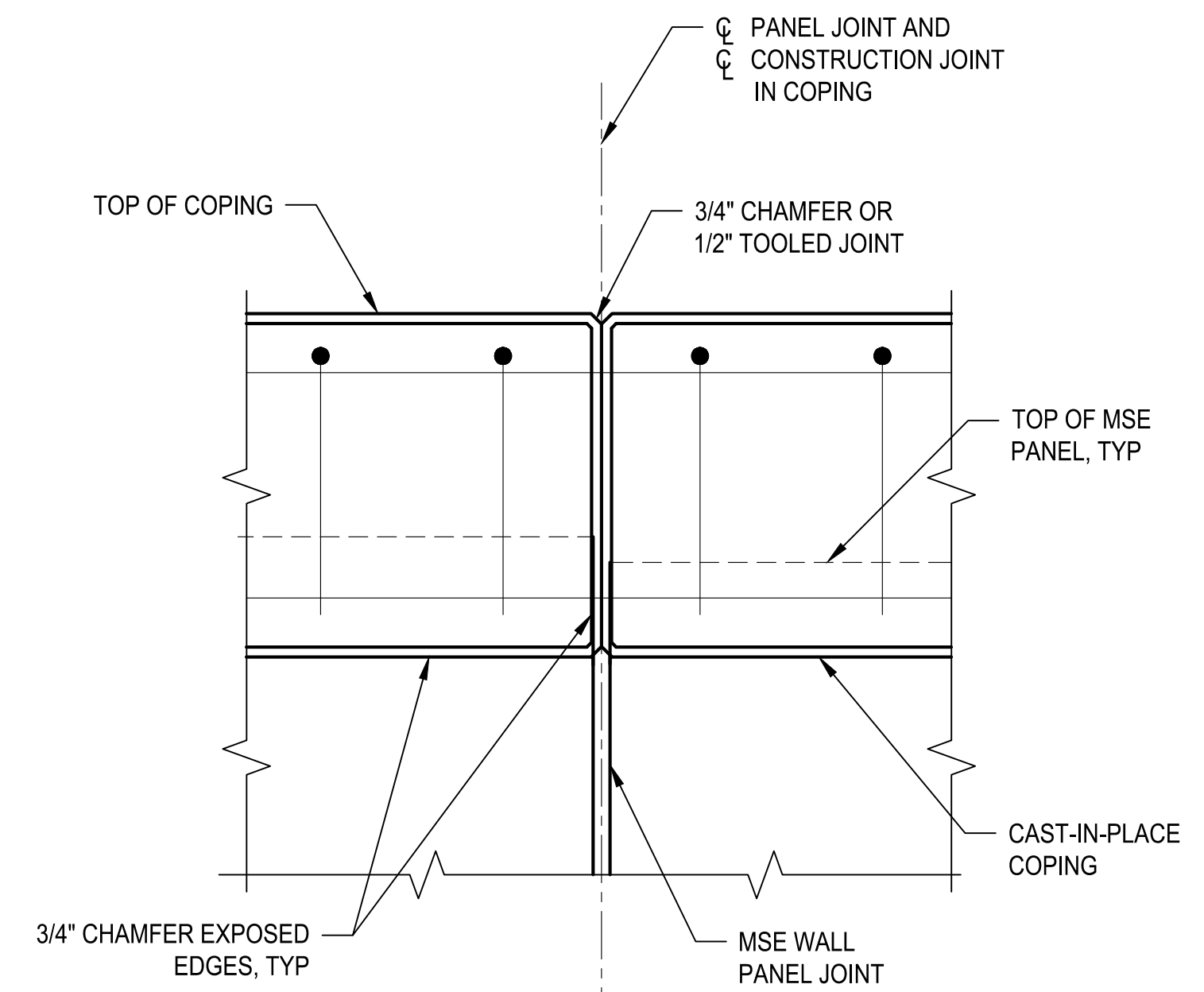
TYPE 1 COPING REINFORCING



TYPE 2 COPING REINFORCING



EXPANSION JOINT



CONSTRUCTION JOINT

COPING JOINT DETAIL

NOTES

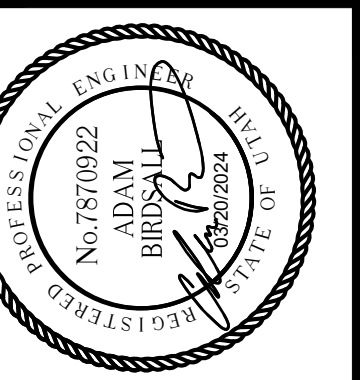
1. CUT LONGITUDINAL REINFORCING 2 INCH CLEAR OF EACH SIDE OF THE EXPANSION CONTINUE LONGITUDINAL REINFORCING THROUGH CONSTRUCTION JOINTS.
2. PLACE A 1 FT WIDE FILTER CLOTH BEHIND JOINT TO PREVENT SOIL PENETRATION THROUGH JOINT WHERE EARTH FILL IS ADJACENT TO EXPANSION JOINT. SEE WALL COMPANY'S RETAINING WALL FOR ADDITIONAL INFORMATION.
3. SLOPE TOP OF COPING SMOOTHLY ACROSS JOINTS. DO NOT STEP COPING AT JOINTS.
4. PLACE EXPANSION JOINTS AT PANEL JOINTS AT 100 FT MAX SPACING AND WHERE WALL DIRECTION CHANGES. PLACE CONSTRUCTION JOINTS AT ALL OTHER PANEL JOINTS.
5. PROVIDE CONTINUOUS LONGITUDINAL REINFORCING BETWEEN EXPANSION JOINTS. PROVIDE 2 FT LAP SPLICES WHERE REQUIRED. STAGGER LAP SPLICES MINIMUM OF 4 FT.
6. DETAIL PANEL CONNECTION REINFORCEMENT TO BE FULLY DEVELOPED INTO WALL PANEL AND COPING.

REVISIONS	DATE	BY

ONE INCH AT FULL SCALE IF NECESSARY ACCORDINGLY

Parametrix

DATE: 03/20/2024
 JOB No.: 344-8541-002
 DESIGNED: TWP
 DRAWN: SLO
 CHECKED: NICC
 APPROVED: AUB



PROJECT NAME
BRIGHAM CITY CONNECTION PROJECT

SINGLE STAGE MSE WALL COPING REQUIREMENTS 2 OF 2

DRAWING NO.
 11 OF 11
W11