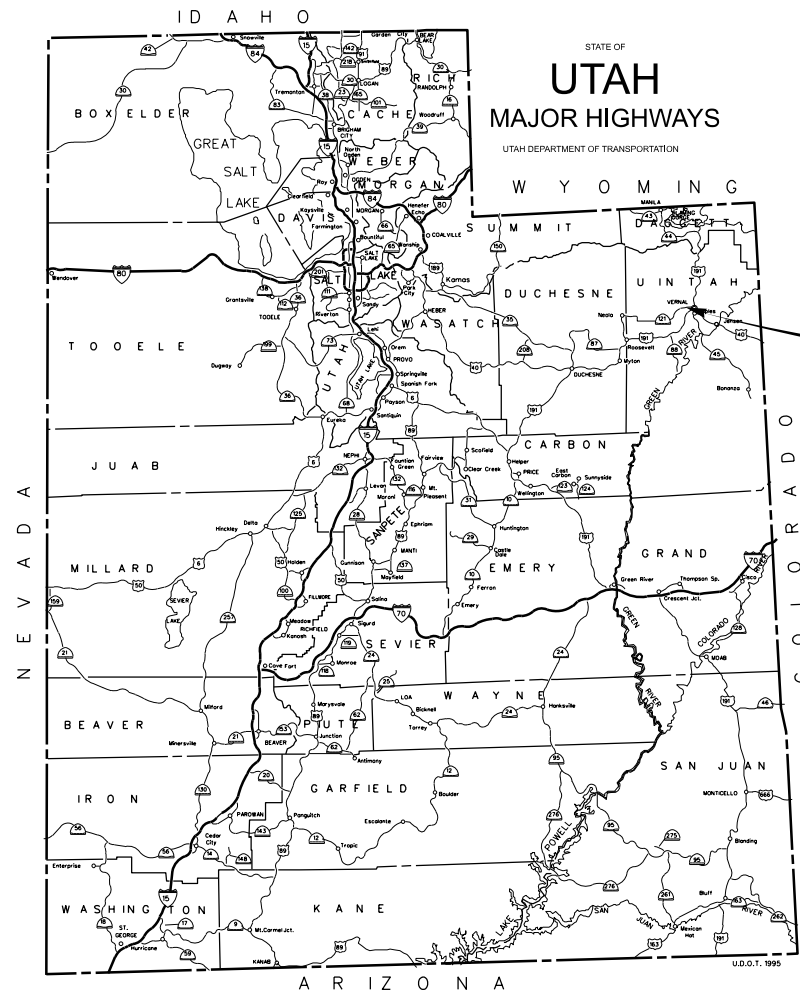


DGN File: pwt\\udot-pw-bentleycom\\udot-pw-01\\Documents\\UDOT Projects\\Region 3 Projects\\21433 SR-121 (500 N) 1500 W Intersection\\Roadway Design\\21433\_1\_1 Title Sheet.dgn 8-JAN-2026



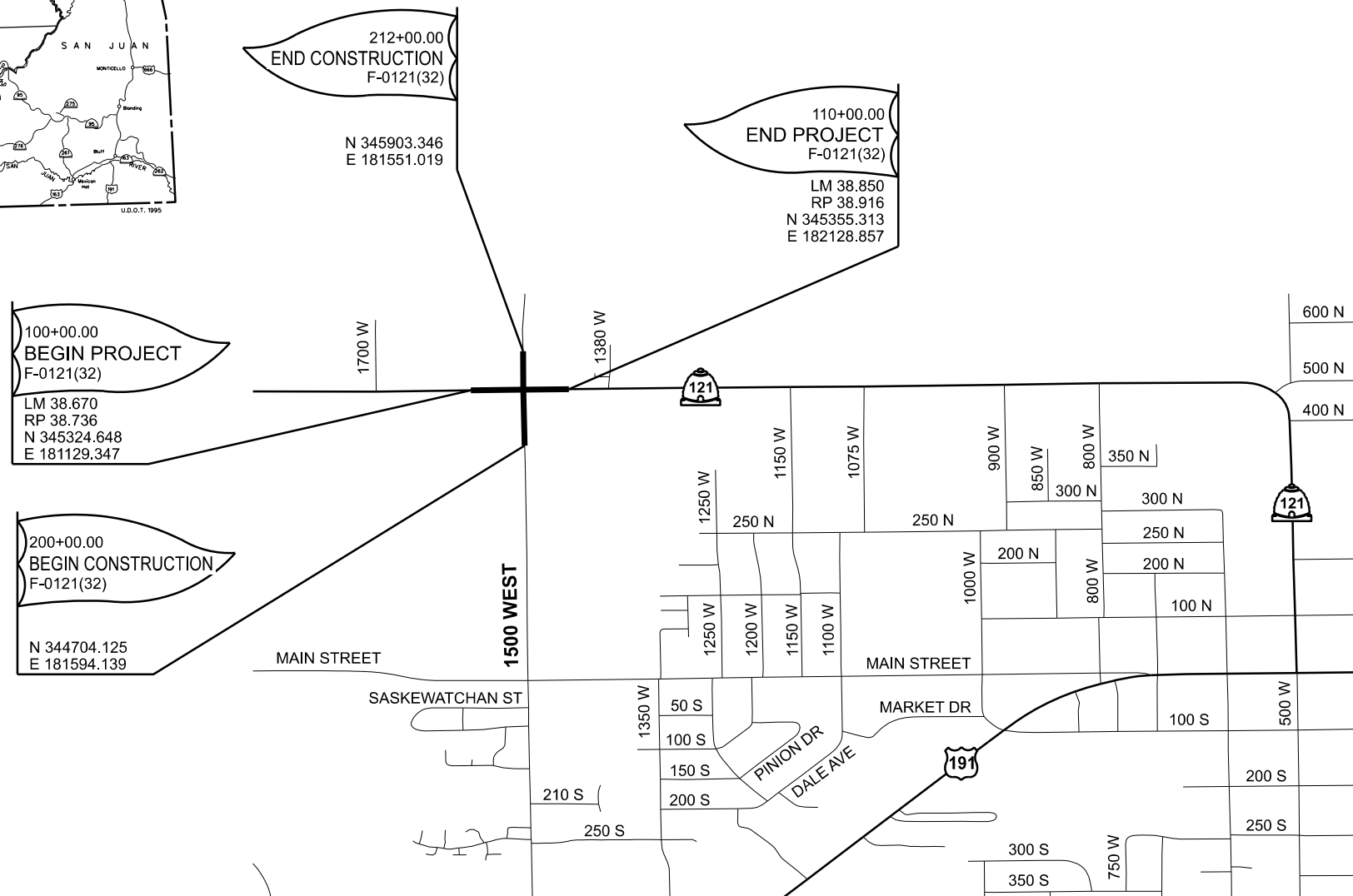
# UTAH

## DEPARTMENT OF TRANSPORTATION

SHEET  
NO.  
1

U.S. Standard Units  
(Inch-Pound Units)  
ALL UNITS IN FEET UNLESS  
OTHERWISE NOTED

PLANS OF PROPOSED PROJECT  
FEDERAL AID PROJECT  
**F-0121(32) PIN: 21433**  
SR-121 (500 N) 1500 W INTERSECTION  
INTERSECTION MODIFICATION  
UINTAH COUNTY  
LENGTH 0.180 MILES



### NOTE:

1. OBTAIN A COUNTY PERMIT FOR ANY GOVERNMENT SURVEY MONUMENT WITHIN THIRTY FEET OF WORK PER UDOT SPECIFICATION 00820 AND 01721.

VERIFIED FOR SUBMISSION FOR ADVERTISEMENT

*Emily Luperamann*

DESIGN ENGINEER

UTAH DEPARTMENT OF TRANSPORTATION

APPROVED FOR ADVERTISEMENT

*Philip Peterson*

REGION THREE PRECONSTRUCTION ENGINEER

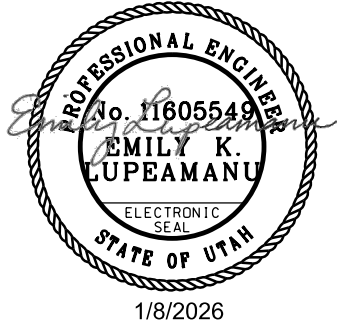
| ROADWAY DRAWINGS   |                  |                          |
|--------------------|------------------|--------------------------|
| SHEET NUMBER       | NUMBER OF SHEETS | DESCRIPTION              |
| 1                  | 1                | TITLE                    |
| 1-A                | 1                | INDEX TO SHEETS          |
| 1-B                | 1                | SIGNATURES               |
| 1-C                | 1                | ABBREVIATIONS AND LEGEND |
| HC-01              | 1                | HORIZONTAL CONTROL       |
| CR-01              | 1                | CROSS REFERENCE          |
| SC-01 TO SC-03     | 3                | SURVEY CONTROL           |
| TS-01 TO TS-05     | 5                | TYPICAL SECTION          |
| DT-01              | 1                | DETAILS                  |
| SM-01 TO SM-06     | 6                | SUMMARY                  |
| MOT-01             | 1                | MAINTENANCE OF TRAFFIC   |
| RD-01 TO RD-05     | 5                | ROADWAY                  |
| RMV-01 TO RMV-05   | 5                | REMOVAL                  |
| UTDT-01 TO UTDT-02 | 2                | UTILITY DETAIL           |
| UT-01 TO UT-05     | 5                | UTILITY                  |
| GR-01 TO GR-05     | 5                | GRADING                  |
| DRDT-01 TO DRDT-02 | 2                | DRAINAGE DETAIL          |
| DR-01 TO DR-05     | 5                | DRAINAGE                 |
| DP-01              | 1                | DRAINAGE PROFILE         |
| SS-01 TO SS-05     | 5                | SIGNING & STRIPING       |
| SG-01              | 1                | SIGNAL                   |
| SG-02              | 1                | SIGNAL CIRCUIT           |
| SG-S01 TO SG-S03   | 3                | SIGNAL SCHEDULE          |

| RIGHT-OF-WAY DRAWINGS                              |                  |                          |
|----------------------------------------------------|------------------|--------------------------|
| SHEET NUMBER                                       | NUMBER OF SHEETS | DESCRIPTION              |
| 1                                                  | 1                | TITLE INDEX              |
| SC-01 TO SC-03                                     | 3                | SURVEY CONTROL           |
| RWTT-01                                            | 1                | RIGHT-OF-WAY TOTAL TRACT |
| RWSM-01                                            | 1                | RIGHT-OF-WAY SUMMARY     |
| RW-01, RW-02, RW-02A, RW-02B, RW-02C, RW-03, RW-04 | 7                | RIGHT-OF-WAY PLAN        |

|                |  |                     |  |                                   |  |           |  |
|----------------|--|---------------------|--|-----------------------------------|--|-----------|--|
| PROJECT        |  | SR-121 (500 N)      |  | UTAH DEPARTMENT OF TRANSPORTATION |  | REVISIONS |  |
| PROJECT NUMBER |  | 1500 W INTERSECTION |  | WALL CONSULTANT GROUP             |  |           |  |
|                |  | F-0121(32)          |  | APPROVED                          |  |           |  |
|                |  | INDEX TO SHEETS     |  | PROFESSIONAL ENGINEER             |  |           |  |
|                |  | PIN                 |  | DATE                              |  |           |  |
|                |  | 21433               |  | 1/8/2026                          |  |           |  |
|                |  |                     |  | DRAWN BY                          |  |           |  |
|                |  |                     |  | QC                                |  |           |  |
|                |  |                     |  | CHECKED BY                        |  |           |  |
|                |  |                     |  | ZDW                               |  |           |  |
|                |  |                     |  | NO.                               |  | DATE      |  |
|                |  |                     |  | APPROVED BY                       |  | REMARKS   |  |
| SHEET NO.      |  | 1-A                 |  |                                   |  |           |  |



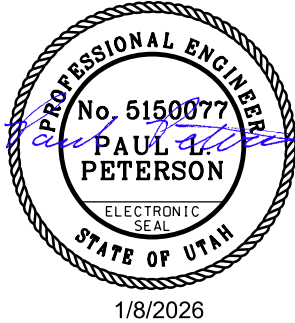
8-JAN-2026 8:00 PM C:\Users\benl\Documents\DOT\Projects\Region 3\Projects\21433 SR-121 500 W INTERSECTION\Roadkey Design\21433 1B Signatures.dgn



THIS SEAL APPLIES TO ALL SHEETS  
CONTAINING THIS SIGNATURE

*Emily Lupeamanu*

THIS SEAL APPLIES TO ALL SHEETS  
CONTAINING THIS SIGNATURE



THIS SEAL APPLIES TO ALL SHEETS  
CONTAINING THIS SIGNATURE

*Paul Peterson*

THIS SEAL APPLIES TO ALL SHEETS  
CONTAINING THIS SIGNATURE



THIS SEAL APPLIES TO ALL SHEETS  
CONTAINING THIS SIGNATURE

*Benjamin O. Williams*

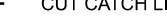
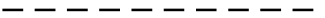
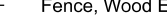
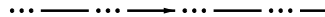
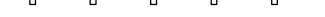
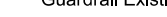
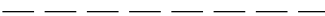
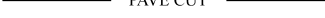
THIS SEAL APPLIES TO ALL SHEETS  
CONTAINING THIS SIGNATURE

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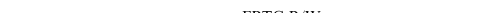
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CONTAINING THIS SIGNATURE

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|----------------|--|---------------------|--|-------------------------------------------------------------|--|----------------------|--|
| PROJECT        |  | SR-121 (500 N)      |  | UTAH DEPARTMENT OF TRANSPORTATION<br>WALL CONSULTANT GROUP  |  | REVISIONS            |  |
| PROJECT NUMBER |  | 1500 W INTERSECTION |  | APPROVED<br><i>Emily Lupeamanu</i><br>PROFESSIONAL ENGINEER |  | NO. DATE APPROVED BY |  |
| F-0121(32)     |  | PIN 21433           |  | DRAWN BY AMY                                                |  | NO. DATE APPROVED BY |  |
| SIGNATURES     |  |                     |  | QC CHECKED BY ZDW                                           |  | REMARKS              |  |
|                |  |                     |  | DATE 1/8/2026                                               |  |                      |  |
| SHEET NO.      |  | 1-B                 |  |                                                             |  |                      |  |

## SURFACE FEATURE LINE STYLES

|                                                                                   |          |                                                                                   |                            |
|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|----------------------------|
|  | CUT      |  | CUT CATCH LINE             |
|  | FILL     |  | FILL CATCH LINE            |
|  |          |  | TEMPORARY BERM             |
|  |          |  | CABLE BARRIER              |
|  |          |  | BUILDING                   |
|  |          |  | FENCE, CHAIN LINK          |
|  |          |  | Fence, Chain Link Existing |
|  |          |  | FENCE, RIGHT OF WAY        |
|  |          |  | Fence, Wire Existing       |
|  |          |  | FENCE, WOOD                |
|  |          |  | Fence, Wood Existing       |
|  |          |  | FLOW LINE                  |
|  |          |  | Flow Line Existing         |
|  |          |  | GUARDRAIL                  |
|  |          |  | Guardrail Existing         |
|  |          |  | NOISE WALL                 |
|  |          |  | Noise Wall Existing        |
|  |          |  | RAILROAD                   |
|  |          |  | Ditch Irrigation           |
|  | PAVE CUT |  | PAVEMENT CUTTING           |
|  |          |  | FIBER ROLL                 |
|  |          |  | SILT FENCE                 |
|  |          |  | STRAW BALE                 |
|  |          |  | VEGETATION LINE            |
|  |          |  | CONCRETE BARRIER           |
|  |          |  | PRECAST CONCRETE BARRIER   |
|  |          |  | Concrete Barrier Existing  |
|  |          |  | River Existing             |

## RIGHT OF WAY LINE STYLES

|                                                                                     |                                    |
|-------------------------------------------------------------------------------------|------------------------------------|
|  | SECTION LINE                       |
|  | QUARTER SECTION LINE               |
|  | 40 ACRE LINE                       |
|  | CITY BOUNDARY LINE                 |
|  | PROPERTY LINE                      |
|  | HWY NO-ACCESS LINE                 |
|  | Existing No-Access Line            |
|  | HWY R/W & NO-ACCESS LINE           |
|  | Existing R/W & No-Access Line      |
|  | HWY LIMITED-ACCESS LINE            |
|  | Existing Limited-Access Line       |
|  | HWY R/W & LIMITED-ACCESS LINE      |
|  | Existing R/W & Limited-Access Line |
|  | RAILROAD R/W LINE                  |
|  | Existing Railroad R/W Line         |
|  | FRONTAGE ROAD R/W                  |
|  | Existing Frontage Road R/W         |
|  | HIGHWAY R/W                        |
|  | Existing Highway R/W               |
|  | PERPETUAL EASEMENT                 |
|  | Existing Perpetual Easement        |
|  | TEMPORARY EASEMENT                 |

## LINE STYLES

|                                                                                       |       |                                                                                       |                             |
|---------------------------------------------------------------------------------------|-------|---------------------------------------------------------------------------------------|-----------------------------|
|    | BCTV  |    | CABLE BURIED                |
|    | bctv  |    | Cable Buried Existing       |
|    | CTV   |    | CABLE OVERHEAD              |
|    | ctv   |    | Cable Overhead Existing     |
|    |       |    | CIRCUIT                     |
|    |       |    | Circuit Existing            |
|    | PC    |    | PIPE CULVERT                |
|    | pc    |    | Pipe Culvert Existing       |
|    | BE    |    | ELECTRIC BURIED             |
|    | be    |    | Electric Buried Existing    |
|    | E     |    | ELECTRIC OVERHEAD           |
|    | e     |    | Electric Overhead Existing  |
|    | FO    |    | FIBER OPTICS                |
|    | fo    |    | Fiber Optics Existing       |
|    | G     |    | GAS                         |
|    | g     |    | Gas Existing                |
|    | IR    |    | IRRIGATION                  |
|    | ir    |    | Irrigation Existing         |
|    | PETRO |    | PETROLEUM                   |
|    | petro |    | Petroleum Existing          |
|    | SWR   |    | SANITARY SEWER              |
|    | swr   |    | Sanitary Sewer Existing     |
|    | SD    |    | STORM DRAIN                 |
|    | sd    |    | Storm Drain Existing        |
|    | BTEL  |    | TELEPHONE BURIED            |
|    | btel  |    | Telephone Buried Existing   |
|    | TEL   |    | TELEPHONE OVERHEAD          |
|    | tel   |    | Telephone Overhead Existing |
|  | WTR   |  | WATER                       |
|  | wtr   |  | Water Existing              |

## SIGNAL LINE STYLES

|                                                                                       |     |                                                                                       |                                  |
|---------------------------------------------------------------------------------------|-----|---------------------------------------------------------------------------------------|----------------------------------|
|  | pwr |  | Power Source Circuit Existing    |
|  | PWR |  | POWER SOURCE CIRCUIT             |
|  | sig |  | Signal Circuit Existing          |
|  | SIG |  | SIGNAL CIRCUIT                   |
|  | ped |  | Pedestrian Circuit Existing      |
|  | PED |  | PEDESTRIAN CIRCUIT               |
|  | psh |  | Push Button Circuit Existing     |
|  | PSH |  | PUSH BUTTON CIRCUIT              |
|  | det |  | Detection Circuit Existing       |
|  | DET |  | DETECTION CIRCUIT                |
|  | fut |  | Future Conduit Existing          |
|  | FUT |  | FUTURE CONDUIT                   |
|  | ltg |  | Lighting Circuit Existing        |
|  | LTG |  | LIGHTING CIRCUIT                 |
|  | vid |  | Video Detection Circuit Existing |
|  | VID |  | VIDEO DETECTION CIRCUIT          |
|  | rad |  | Radar Detection Circuit Existing |
|  | RAD |  | RADAR DETECTION CIRCUIT          |
|  | pem |  | Preemption Circuit Existing      |
|  | PEM |  | PREEMPTION CIRCUIT               |

## SUBSURFACE/OVERHEAD LINE STYLES

|                                                                                       |       |                                                                                       |                             |
|---------------------------------------------------------------------------------------|-------|---------------------------------------------------------------------------------------|-----------------------------|
|    | BCTV  |    | CABLE BURIED                |
|    | bctv  |    | Cable Buried Existing       |
|    | CTV   |    | CABLE OVERHEAD              |
|    | ctv   |    | Cable Overhead Existing     |
|    |       |    | CIRCUIT                     |
|    |       |    | Circuit Existing            |
|    | PC    |    | PIPE CULVERT                |
|    | pc    |    | Pipe Culvert Existing       |
|    | BE    |    | ELECTRIC BURIED             |
|    | be    |    | Electric Buried Existing    |
|    | E     |    | ELECTRIC OVERHEAD           |
|    | e     |    | Electric Overhead Existing  |
|    | FO    |    | FIBER OPTICS                |
|    | fo    |    | Fiber Optics Existing       |
|    | G     |    | GAS                         |
|    | g     |    | Gas Existing                |
|    | IR    |    | IRRIGATION                  |
|    | ir    |    | Irrigation Existing         |
|    | PETRO |    | PETROLEUM                   |
|    | petro |    | Petroleum Existing          |
|    | SWR   |    | SANITARY SEWER              |
|    | swr   |    | Sanitary Sewer Existing     |
|    | SD    |    | STORM DRAIN                 |
|    | sd    |    | Storm Drain Existing        |
|    | BTEL  |    | TELEPHONE BURIED            |
|    | btel  |    | Telephone Buried Existing   |
|    | TEL   |    | TELEPHONE OVERHEAD          |
|    | tel   |    | Telephone Overhead Existing |
|  | WTR   |  | WATER                       |
|  | wtr   |  | Water Existing              |

## SYMBOLS

|                                                                                     |                                 |                                                                                     |                                   |
|-------------------------------------------------------------------------------------|---------------------------------|-------------------------------------------------------------------------------------|-----------------------------------|
|  | ATMS CABINET                    |  | JUNCTION BOX TYPE A               |
|  | Bench Mark                      |  | JUNCTION BOX TYPE B               |
|  | Cable TV Box                    |  | LIGHT POLE                        |
|  | Electrical Transformer          |  | UTILITY POLE                      |
|  | Center Line                     |  | PS POWER SOURCE                   |
|  | Section Corner Found            |  | MAIL BOX                          |
|  | Section Corner Not Found        |  | ME MANHOLE ELECTRIC               |
|  | 1 CURB RETURN RADIUS            |  | MG MANHOLE GAS                    |
|  | Geotech Drill Hole              |  | MT MANHOLE TELEPHONE              |
|  | TH # SUE Test Hole              |  | MSD MANHOLE STORM DRAIN           |
|  | TREE                            |  | MSS MANHOLE SANITARY SEWER        |
|  | Fire Hydrant                    |  | MW MANHOLE WATER                  |
|  | Valve                           |  | MONUMENT                          |
|  | SIGN, GAS                       |  | 24:E PARCEL BALLOON               |
|  | GP Gate Post                    |  | RIGHT OF WAY MARKER               |
|  | Guy Wire or Anchor              |  | SIGN (PANEL + POST + BASE)        |
|  | 1 HORIZONTAL CURVE (#)          |  | SIGN (PANEL + DOUBLE POST + BASE) |
|  | HORIZONTAL/VERTICAL P.I.        |  | Single Post Sign Existing         |
|  | HORIZONTAL/VERTICAL CURVE POINT |  | Single Post Sign Existing         |
|  | METER                           |  | Signal Pole Existing              |
|  | JUNCTION BOX STREET LIGHT       |  | Delineator                        |
|                                                                                     |                                 |  | UNDERGROUND SERVICE PED           |

## PROJECT SPECIFIC SYMBOLS AND LINE STYLES

**NOTE:**  
THE LINE STYLES AND SYMBOLS CONTAINED HEREIN ARE NOT ALL INCLUSIVE. ANY  
ADDITIONAL LINE STYLES NOT SHOWN HERE ARE SHOWN ON THEIR RESPECTIVE SHEETS  
WITHIN A LEGEND.

|           |                                                                   |                     |                                           |                |             |
|-----------|-------------------------------------------------------------------|---------------------|-------------------------------------------|----------------|-------------|
| SHEET NO. | <b>UTAH DEPARTMENT OF TRANSPORTATION</b><br>WALL CONSULTANT GROUP |                     | APPROVED<br><i>Emily Lugenan</i>          | DRAWN BY<br>OC | AMY<br>ZDW  |
|           | SR-121 (500 N)                                                    | 1500 W INTERSECTION | 1/8/2026                                  | DATE           |             |
|           | PROJECT<br>NUMBER                                                 | F-0121(32)          | PIN                                       | 21433          |             |
|           | ABBREVIATIONS AND LEGEND                                          |                     | PROFESSIONAL ENGINEER<br>1/8/2026<br>DATE |                |             |
|           |                                                                   |                     | NO.                                       | DATE           | APPROVED BY |
|           |                                                                   |                     | REMARKS                                   |                |             |
|           |                                                                   |                     | REVISIONS                                 |                |             |



|                   |  |                     |  |                                                             |  |       |  |                  |  |           |  |      |  |             |  |         |  |
|-------------------|--|---------------------|--|-------------------------------------------------------------|--|-------|--|------------------|--|-----------|--|------|--|-------------|--|---------|--|
| PROJECT           |  | SR-121 (500 N)      |  | UTAH DEPARTMENT OF TRANSPORTATION<br>WALL CONSULTANT GROUP  |  |       |  | DRAWN BY<br>AMY  |  | REVISIONS |  |      |  |             |  |         |  |
|                   |  |                     |  |                                                             |  |       |  |                  |  |           |  |      |  |             |  |         |  |
| PROJECT<br>NUMBER |  | 1500 W INTERSECTION |  | APPROVED<br><br><i>Emily Dugan</i><br>PROFESSIONAL ENGINEER |  |       |  | QC<br>CHECKED BY |  | NO.       |  | DATE |  | APPROVED BY |  | REMARKS |  |
|                   |  |                     |  |                                                             |  |       |  |                  |  |           |  |      |  |             |  |         |  |
|                   |  | F-0121(32)          |  | PIN                                                         |  | 21433 |  |                  |  |           |  |      |  |             |  |         |  |
|                   |  | HORIZONTAL CONTROL  |  |                                                             |  |       |  |                  |  |           |  |      |  |             |  |         |  |
|                   |  |                     |  |                                                             |  |       |  |                  |  |           |  |      |  |             |  |         |  |
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SHEET NO. CR-01

PURPOSE AND SCOPE:  
THE PURPOSE OF THIS SURVEY IS TO ESTABLISH CONTROL FOR THE FUTURE ROADWAY IMPROVEMENTS TO SR-121 AT 1500 WEST STREET IN VERNAL, UTAH COUNTY, UTAH. THIS SURVEY CONTROL DIAGRAM DOCUMENTS THE RECOVERY AND/OR ESTABLISHMENT OF CONTROL POINTS TO BE USED IN ROADWAY DESIGN, RIGHT OF WAY DESIGN, AND CONSTRUCTION ACTIVITIES FOR THIS PROJECT. THE FOLLOWING ELEMENTS DEFINE THE PROJECT COORDINATE SYSTEM, PROJECTION, AND DATUM BASED ON THE NSRS COORDINATE SYSTEM.

COORDINATE SYSTEM AND PROJECTION INFORMATION:  
GEODETIC DATUM = NAD 83 (2011) EPOCH 2010.00  
VERTICAL DATUM = NAVD 88  
COORDINATE SYSTEM = STATE PLANE 1983 UTAH CENTRAL ZONE 4302; AT GROUND  
GEOID MODEL = GEOID 18  
UNITS = US SURVEY FOOT  
FALSE NORTHING OFFSET = -7,000,000  
FALSE EASTING OFFSET = -2,000,000  
COMBINED SCALE FACTOR = 1.0002994295

COORDINATE DATUM (US SURVEY FOOT):  
PROJECT COORDINATES ARE MODIFIED NAD 1983 UTAH CENTRAL ZONE 4302 COORDINATES. THE STATE PLANE COORDINATE VALUES ARE SCALED BY THE COMBINED SCALE FACTOR (FROM COORDINATE 0,0) THEN TRUNCATED BY THE FALSE NORTHING AND EASTING OFFSET VALUES. THE RESULTING PROJECT COORDINATES ARE TABULATED HEREIN.

TO CONVERT PROJECT COORDINATES TO STATE PLANE COORDINATES:  
((PROJECT NORTHING + 7,000,000) / 1.0002994295) = STATE PLANE NORTHING  
((PROJECT EASTING + 2,000,000) / 1.0002994295) = STATE PLANE EASTING

NOTES:  
THE PROJECTION WAS DEFINED TO MINIMIZE THE DIFFERENCE BETWEEN GROUND DISTANCES AT THE TOPOGRAPHIC SURFACE AND STATE PLANE GRID DISTANCES WITHIN THE DESIGN AREA OF THE PROJECT. ALL DISTANCES SHOWN OR COMPUTED FROM PROJECT COORDINATE VALUES TABULATED HEREIN ARE GROUND DISTANCES.

THIS CONTROL SURVEY CONFORMS TO THE UDOT SURVEY AND GEOMATICS STANDARDS 2017. SURVEY CONTROL POINTS MEET THE ACCURACY REQUIREMENTS OF UDOT HORIZONTAL PROJECT CONTROL AT 2CM (0.07") LOCAL POSITIONAL ACCURACY.

ALL BEARINGS SHOWN OR COMPUTED FROM PROJECT COORDINATE VALUES TABULATED HEREIN ARE GRID BEARINGS OF NAD 1983 UTAH CENTRAL ZONE 4302.

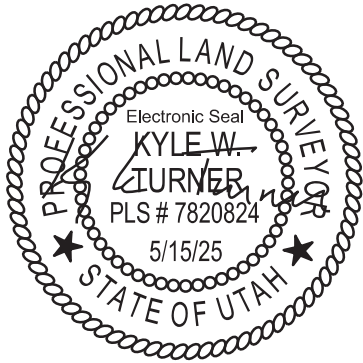
GEODETIC COORDINATES ARE ON THE NAD 1983 (2011) EPOCH 2010.00 DATUM BASED ON GPS OBSERVATIONS FROM THE UTAH REFERENCE NETWORK (TURN) GPS.

THE BENCHMARK FOR THIS PROJECT IS CONTROL POINT 6, A FOUND 3IN ALUMINUM CAP MARKING THE SOUTHEAST CORNER OF SECTION 16, T4S, R21E, SLB&M, LOCATED AT THE INTERSECTION OF SR-121 AND 1500 WEST STREET. THE BENCHMARK ELEVATION IS 5448.91'. ELEVATIONS FOR POINTS 100-105 WERE ESTABLISHED BY DIFFERENTIAL LEVELING FROM THIS BENCHMARK. THE REMAINING CONTROL POINT ELEVATIONS WERE COMPUTED WITH GEOID 18 USING GPS MEASUREMENTS.

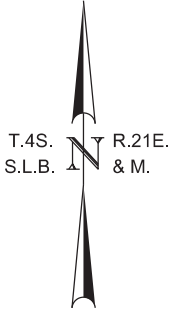
CONTROL POINT MARKS ARE SUBJECT TO THE EFFECTS OF SURFACE ACTIVITY AND SEASONAL MOVEMENTS. MARKS MAY ALSO BE DAMAGED OR REMOVED AFTER THE COMPLETION OF THIS SURVEY. CONTROL POINT POSITIONS SHOULD BE FIELD VERIFIED PRIOR TO SUBSEQUENT SURVEY ACTIVITIES. THIS CONTROL SURVEY WAS COMPLETED IN APRIL OF 2025.

A COUNTY PERMIT MUST BE OBTAINED FOR WORK PERFORMED WITHIN THIRTY FEET OF ANY GOVERNMENT SURVEY MONUMENT PER UDOT SPECIFICATION 00820.

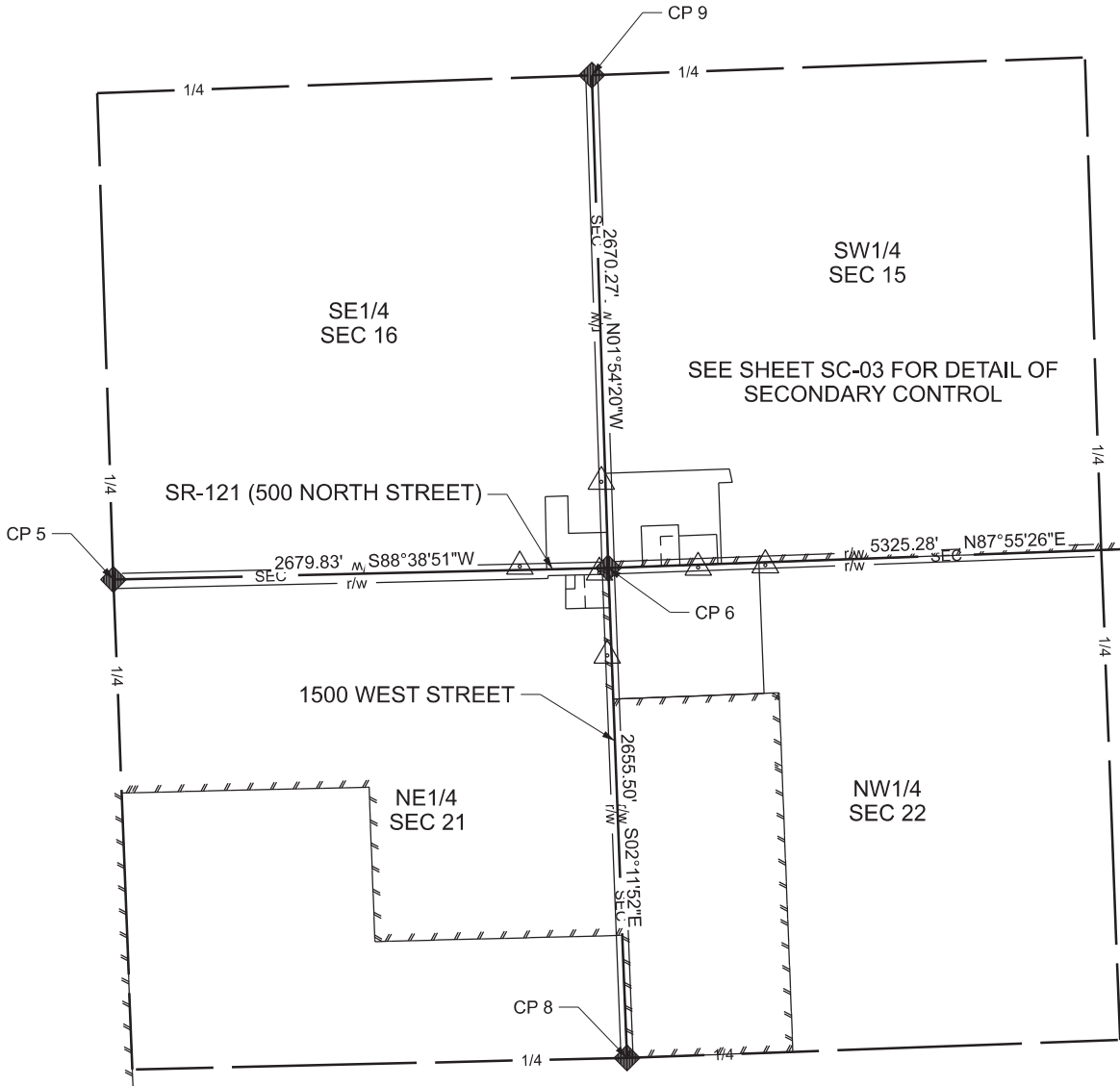
SURVEYOR'S CERTIFICATE  
I, KYLE TURNER, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, HOLDING CERTIFICATE NUMBER 7820824, AS PRESCRIBED BY THE LAWS OF THE STATE OF UTAH. I FURTHER CERTIFY THAT THIS SURVEY CONTROL DIAGRAM IS REPRESENTED ACCURATELY, AND WAS CONDUCTED UNDER MY DIRECT SUPERVISION.



CP 4 (OFF SHEET)  
REGION 3 CONTROL POINT 11 - VERNAL



UINTAH COUNTY  
(UNINCORPORATED)



VERNAL  
(INCORPORATED)

LEGEND

- ◆ FOUND SECTION MONUMENT
- △ CONTROL POINT AS DESCRIBED



|                                   |  |                                      |  |                            |  |          |  |             |  |
|-----------------------------------|--|--------------------------------------|--|----------------------------|--|----------|--|-------------|--|
| UTAH DEPARTMENT OF TRANSPORTATION |  | REGION THREE - WALL CONSULTANT GROUP |  | APPROVED                   |  | DRAWN BY |  | RAM         |  |
| SR-121 (500 N)                    |  | 1500 W INTERSECTION                  |  | K. Turner                  |  | 5/15/25  |  | KWT         |  |
| PROJECT                           |  | PROJECT NUMBER                       |  | PROFESSIONAL LAND SURVEYOR |  | DATE     |  | APPROVED BY |  |
| F-0121(32)                        |  | PIN                                  |  | 21433                      |  | DATE     |  | REMARKS     |  |
| SURVEY CONTROL                    |  |                                      |  |                            |  |          |  |             |  |
| SHEET NO.                         |  | SC-01                                |  |                            |  |          |  |             |  |
| COUNTY                            |  | UINTAH                               |  |                            |  |          |  |             |  |
| REVISIONS                         |  |                                      |  |                            |  |          |  |             |  |

| REGIONAL CONTROL POINTS |                         |                          |                                                       |             |                     |            |           |                                                                                                     |
|-------------------------|-------------------------|--------------------------|-------------------------------------------------------|-------------|---------------------|------------|-----------|-----------------------------------------------------------------------------------------------------|
| CONTROL POINT           | LATITUDE<br>NAD83(2011) | LONGITUDE<br>NAD83(2011) | STATE PLANE COORDINATES<br>NAD83 UT CENTRAL ZONE 4302 |             | PROJECT COORDINATES |            | ELEVATION | CONTROL POINT<br>DESCRIPTION                                                                        |
|                         |                         |                          | NORTHING                                              | EASTING     | NORTHING            | EASTING    |           |                                                                                                     |
| 4                       | N40°29'52.99352"        | W109°31'50.87904"        | 7356180.802                                           | 2188021.617 | 358383.460          | 188676.775 | 5359.17   | FOUND 3.5IN UDOT SURVEY CONTROL BRASS CAP<br>VERNAL - 2018<br>UDOT REGION 3 CONTROL POINT 11 VERNAL |
|                         | N40°29'52.99346"        | W109°31'50.87986"        | 7356180.795                                           | 2188021.553 |                     |            | 5359.26   | RECORD COORDINATES FOR<br>UDOT REGION 3 CONTROL POINT 11 VERNAL                                     |

| PRIMARY CONTROL POINTS |                         |                          |                                                       |             |                     |            |            |                                                                                                           |
|------------------------|-------------------------|--------------------------|-------------------------------------------------------|-------------|---------------------|------------|------------|-----------------------------------------------------------------------------------------------------------|
| CONTROL POINT          | LATITUDE<br>NAD83(2011) | LONGITUDE<br>NAD83(2011) | STATE PLANE COORDINATES<br>NAD83 UT CENTRAL ZONE 4302 |             | PROJECT COORDINATES |            | ELEVATION  | CONTROL POINT<br>DESCRIPTION                                                                              |
|                        |                         |                          | NORTHING                                              | EASTING     | NORTHING            | EASTING    |            |                                                                                                           |
| 5                      | N40°27'45.60370"        | W109°34'01.15353"        | 7343073.060                                           | 2178238.615 | 345271.793          | 178890.844 | 5494.62    | SOUTH QUARTER CORNER SECTION 16, T4S, R21E, SLB&M<br>FOUND 3IN UINTAH COUNTY ALUMINUM CAP                 |
| 6                      | N40°27'45.65512"        | W109°33'26.49254"        | 7343136.299                                           | 2180916.894 | 345335.051          | 181569.925 | 5448.91 ** | SOUTHEAST CORNER SECTION 16, T4S, R21E, SLB&M<br>FOUND 3IN UINTAH COUNTY ALUMINUM CAP - PROJECT BENCHMARK |
| 7                      | N40°27'46.41316"        | W109°32'17.62206"        | 7343329.164                                           | 2186237.086 | 345527.974          | 186891.710 | 5363.24    | SOUTHEAST CORNER SECTION 15, T4S, R21E, SLB&M<br>FOUND 2IN UINTAH COUNTY BRASS CAP                        |
| 8                      | N40°27'19.42500"        | W109°33'25.92109"        | 7340483.543                                           | 2181018.703 | 342681.501          | 181671.764 | 5434.89    | EAST QUARTER CORNER SECTION 21, T4S, R21E, SLB&M<br>FOUND 2IN UINTAH COUNTY BRASS CAP                     |
| 9                      | N40°28'12.03290"        | W109°33'26.89103"        | 7345804.291                                           | 2180828.135 | 348003.842          | 181481.139 | 5446.52    | EAST QUARTER CORNER SECTION 16, T4S, R21E, SLB&M<br>FOUND 3IN UINTAH COUNTY BRASS CAP                     |

**\*\*HELD AS LOCAL BENCHMARK      \*DIFFERENTIALLY LEVELED ELEVATION**

| SECONDARY CONTROL POINTS |                         |                          |                                                       |             |                     |            |           |                              |
|--------------------------|-------------------------|--------------------------|-------------------------------------------------------|-------------|---------------------|------------|-----------|------------------------------|
| CONTROL POINT            | LATITUDE<br>NAD83(2011) | LONGITUDE<br>NAD83(2011) | STATE PLANE COORDINATES<br>NAD83 UT CENTRAL ZONE 4302 |             | PROJECT COORDINATES |            | ELEVATION | CONTROL POINT<br>DESCRIPTION |
|                          |                         |                          | NORTHING                                              | EASTING     | NORTHING            | EASTING    |           |                              |
| 100                      | N40°27'50.27668"        | W109°33'26.84315"        | 7343603.277                                           | 2180879.645 | 345802.169          | 181532.665 | 5450.99 * | SET MAG NAIL IN ASPHALT      |
| 101                      | N40°27'45.42063"        | W109°33'27.11514"        | 7343111.531                                           | 2180869.298 | 345310.275          | 181522.315 | 5449.40 * | SET PLUG IN SIDEWALK         |
| 102                      | N40°27'45.83827"        | W109°33'32.67452"        | 7343144.457                                           | 2180438.786 | 345343.211          | 181091.674 | 5454.67 * | SET MAG NAIL IN ASPHALT      |
| 103                      | N40°27'N40.97897"       | W109°33'26.69094"        | 7342662.877                                           | 2180911.840 | 344861.487          | 181564.869 | 5444.33 * | SET MAGNAIL IN ASPHALT       |
| 104                      | N40°27'45.57112"        | W109°33'20.18872"        | 7343138.387                                           | 2181404.199 | 345337.140          | 182057.376 | 5440.97 * | SET MAG NAIL IN ASPHALT      |
| 105                      | N40°27'45.62130"        | W109°33'15.48506"        | 7343151.370                                           | 2181767.558 | 345350.126          | 182420.844 | 5435.47 * | SET MAG NAIL IN ASPHALT      |

**\*\*HELD AS LOCAL BENCHMARK      \*DIFFERENTIALLY LEVELED ELEVATION**

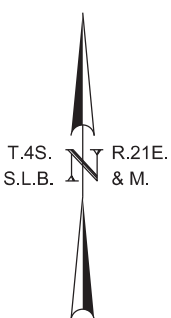
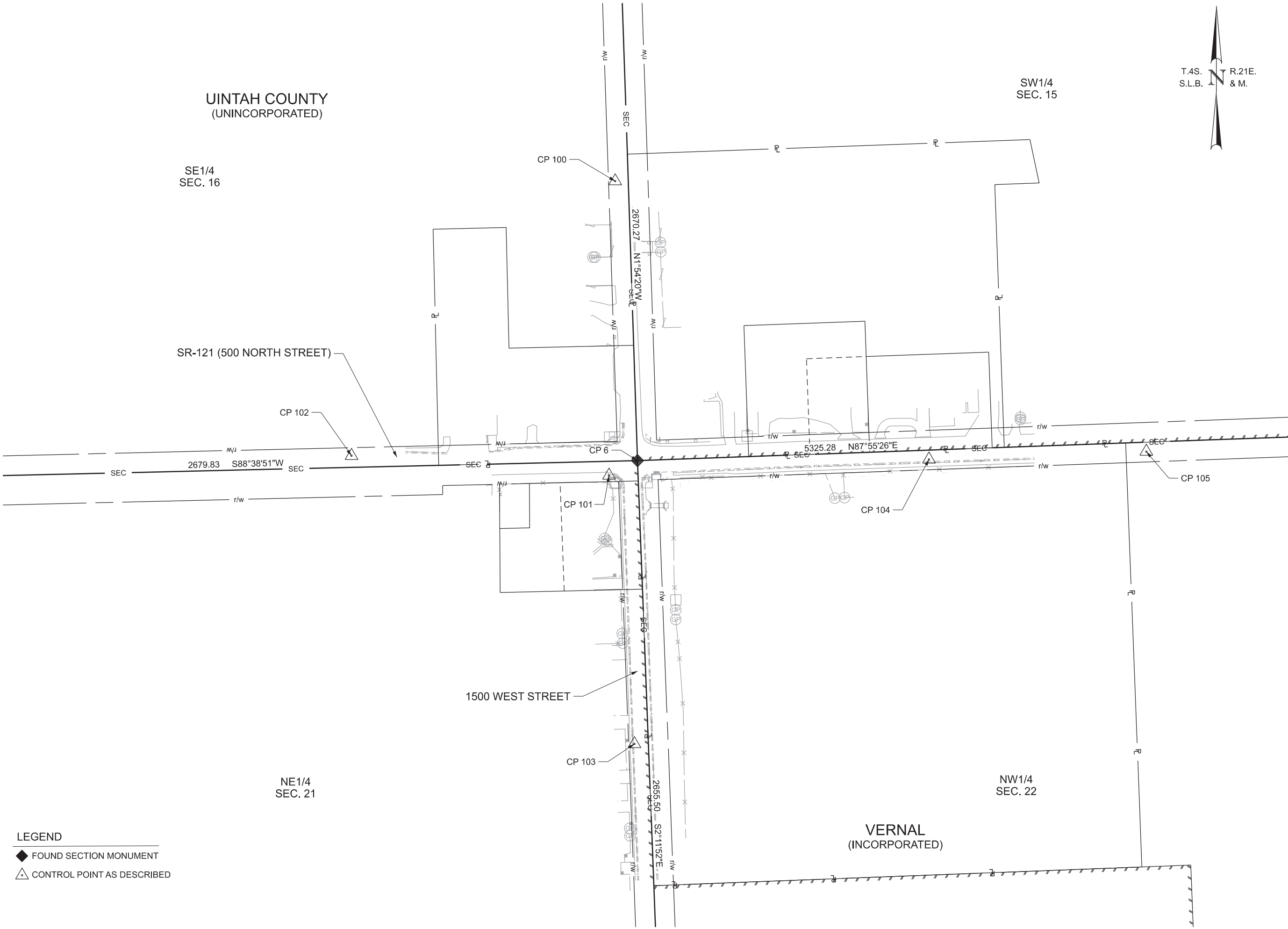
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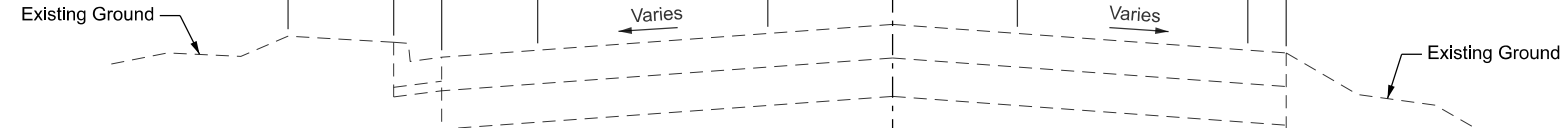
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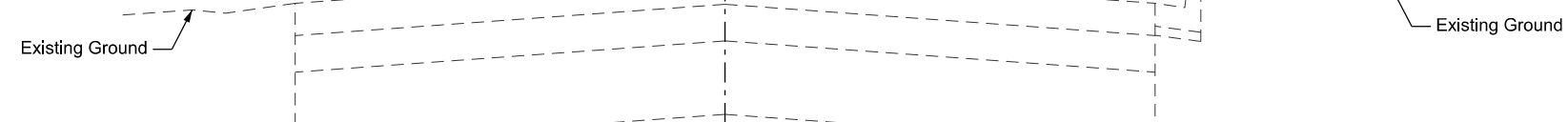
- ◆ FOUND SECTION MONUMENT
- △ CONTROL POINT AS DESCRIBED



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| SHEET NO.                  |                | SC-03         |         |
| UINTAH COUNTY              |                |               |         |
| PROJECT                    | SR-121 (500 N) |               |         |
| 1500 W INTERSECTION        |                |               |         |
| PROJECT NUMBER             | F-0121(32)     | PIN           | 21433   |
| SURVEY CONTROL             |                |               |         |
| APPROVED                   |                | DRAWN BY      |         |
| K L Turner                 |                | RAM           |         |
| PROFESSIONAL LAND SURVEYOR |                | QC CHECKED BY | DATE    |
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SR-121 (500 N)  
100+00.00 TO 104+40.00



SR-121 (500 N)  
104+40.00 TO 110+00.00

|                                                                                                   |                  |                         |
|---------------------------------------------------------------------------------------------------|------------------|-------------------------|
| <h1>UTAH DEPARTMENT OF TRANSPORTATION</h1> <h2>WALL CONSULTANT GROUP</h2>                         |                  | DRAWN BY<br>AMY         |
| APPROVED<br> | 1/8/2026<br>DATE | QC<br>CHECKED BY<br>CHL |
| PROFESSIONAL ENGINEER                                                                             |                  |                         |

SHEET NO. TS-01





1500 WEST

200+00.00 TO 206+30.00

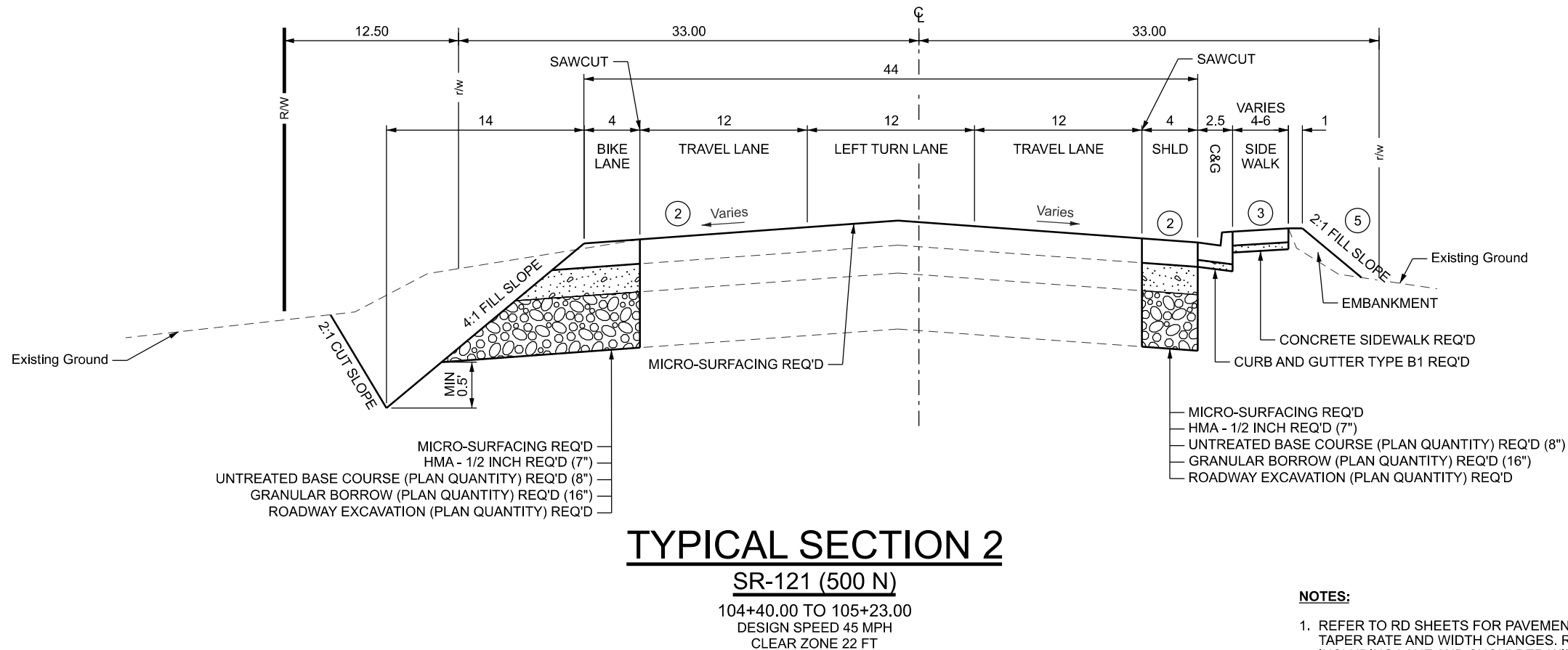
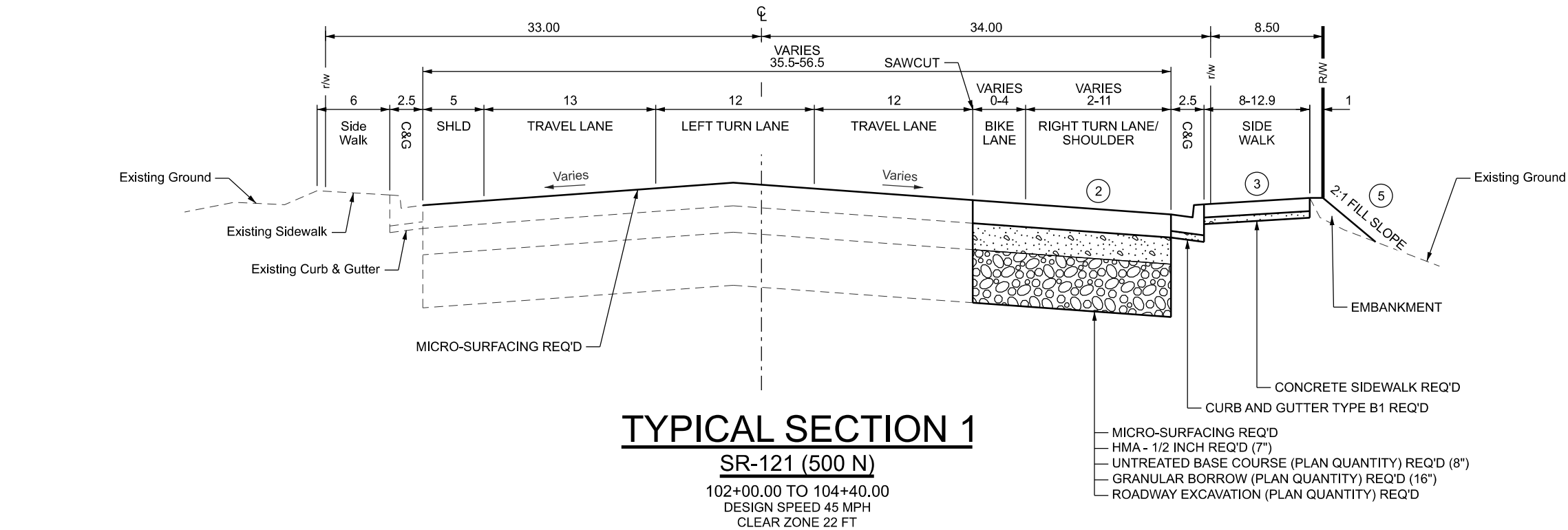


1500 WEST

206+30.00 TO 211+00.00

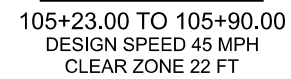
SHEET NO. TS-02

\\B-161\JAN-2026\BGN\_Files\pwr\dddt\paw\ben\l\m\com\std\paw\B\Documents\UDOT\Projects\Region 3\Projects\21433\_SR-121\_500\_W\_INTERSECTION\Roadway Design\21433\_TS-03.dgn



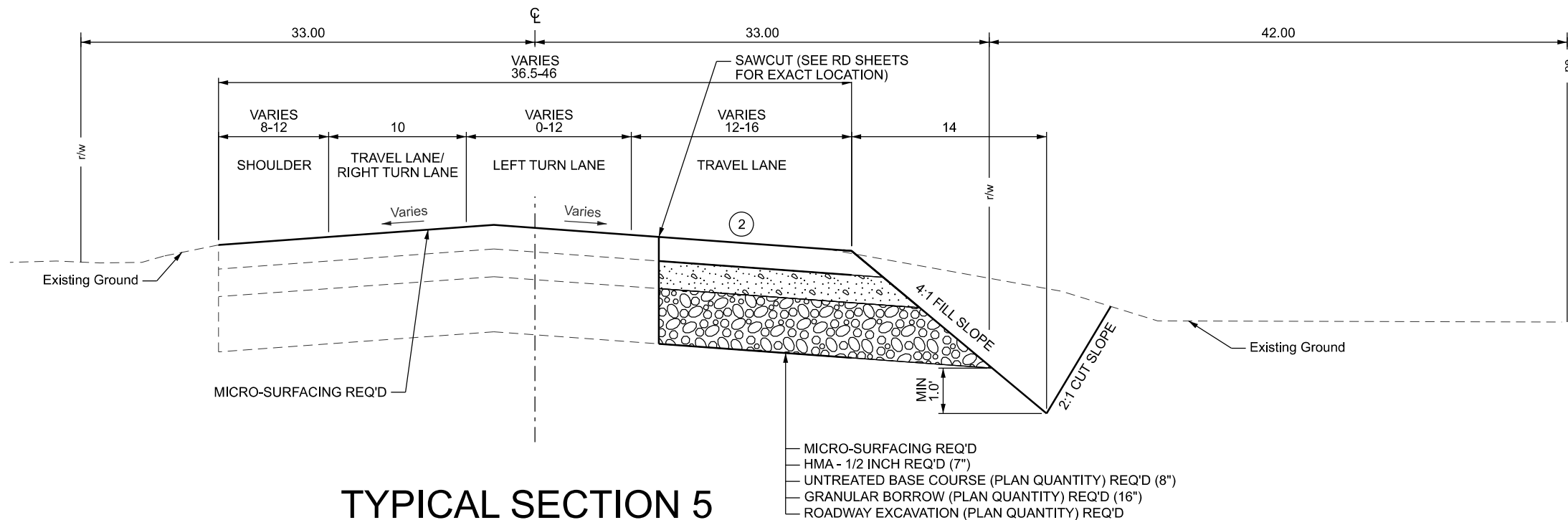
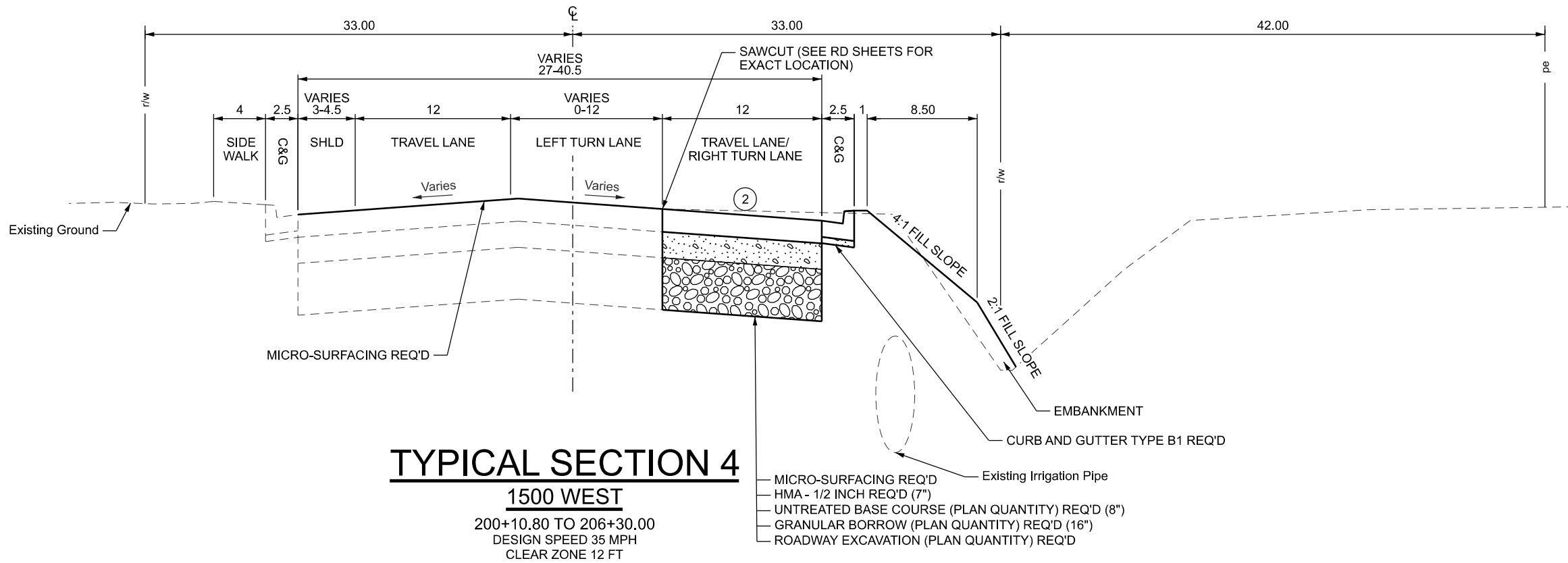
- NOTES:**
1. REFER TO RD SHEETS FOR PAVEMENT DETAILS INCLUDING LOCATION OF TAPERS, TAPER RATE AND WIDTH CHANGES. REFER TO SS SHEETS FOR DETAILED STRIPING INCLUDING LANE AND SHOULDER WIDTHS, LOCATION OF TAPERS AND TAPER RATES.
  2. SEE GR SHEETS FOR PROPOSED CROSS SLOPES.
  3. SIDEWALK TO BE SLOPED AT 2.0% TOWARDS ROADWAY.
  4. SEE RD SHEETS FOR MICRO-SURFACING EXTENTS.
  5. SEE RD SHEETS FOR SIDE SLOPE TREATMENTS.

|                   |            |                     |       |                                                            |  |           |  |      |  |                       |  |             |  |           |  |      |  |
|-------------------|------------|---------------------|-------|------------------------------------------------------------|--|-----------|--|------|--|-----------------------|--|-------------|--|-----------|--|------|--|
| PROJECT           |            | SR-121 (500 N)      |       | UTAH DEPARTMENT OF TRANSPORTATION<br>WALL CONSULTANT GROUP |  |           |  |      |  |                       |  |             |  | REVISIONS |  |      |  |
|                   |            | 1500 W INTERSECTION |       |                                                            |  |           |  |      |  |                       |  |             |  |           |  |      |  |
| PROJECT<br>NUMBER | F-0121(32) | PIN                 | 21433 | APPROVED                                                   |  | DRAWN BY  |  | AMY  |  | QC                    |  | CHECKED BY  |  | CHL       |  |      |  |
|                   |            |                     |       | <i>Emily L. Leganman</i>                                   |  | 1/16/2026 |  | DATE |  | PROFESSIONAL ENGINEER |  | APPROVED BY |  | NO.       |  | DATE |  |
| TYPICAL SECTION   |            |                     |       |                                                            |  |           |  |      |  |                       |  |             |  |           |  |      |  |
| SHEET NO.         |            |                     |       | TS-03                                                      |  |           |  |      |  |                       |  |             |  |           |  |      |  |

[illegible]

3. SEE RD SHEETS FOR MICRO-SURFACING EXTENTS.

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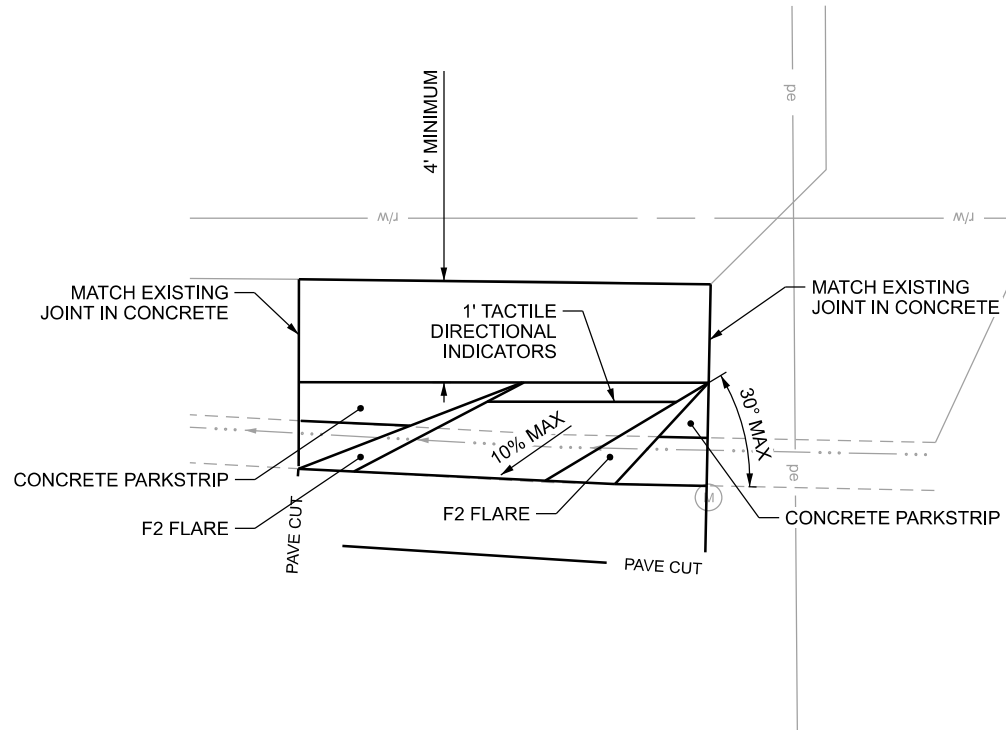


**NOTES:**

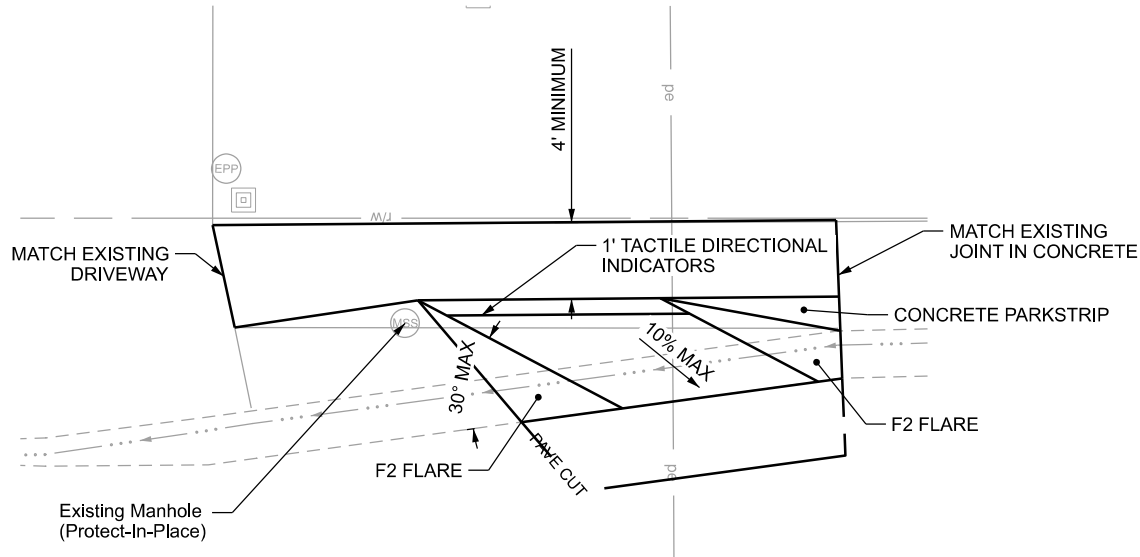
1. REFER TO RD SHEETS FOR PAVEMENT DETAILS INCLUDING LOCATION OF TAPERS, TAPER RATE AND WIDTH CHANGES. REFER TO SS SHEETS FOR DETAILED STRIPING INCLUDING LANE AND SHOULDER WIDTHS, LOCATION OF TAPERS AND TAPER RATES.
- ② SEE GR SHEETS FOR PROPOSED CROSS SLOPES.
3. SEE RD SHEETS FOR MICRO-SURFACING EXTENTS.

|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|-----------------|------------|----------------|-------|------------------------|--|-----------------------------------|--|---------------|--|-----------|--|------|--|-------------|--|---------|--|
| PROJECT         |            | SR-121 (500 N) |       | 1500 W INTERSECTION    |  | UTAH DEPARTMENT OF TRANSPORTATION |  |               |  | REVISIONS |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  | WALL CONSULTANT GROUP             |  |               |  |           |  |      |  |             |  |         |  |
| PROJECT NUMBER  | F-0121(32) | PIN            | 21433 | APPROVED               |  | DRAWN BY                          |  | AMY           |  |           |  |      |  |             |  |         |  |
|                 |            |                |       | <i>Emily Lupanescu</i> |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
| TYPICAL SECTION |            |                |       | PROFESSIONAL ENGINEER  |  | 1/16/2026                         |  | QC CHECKED BY |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  | DATE                              |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  | NO.       |  | DATE |  | APPROVED BY |  | REMARKS |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
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|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  |      |  |             |  |         |  |
|                 |            |                |       |                        |  |                                   |  |               |  |           |  | </   |  |             |  |         |  |

6-JAN-2026 DGN Files pwt//udbt-pw-bentlbycomudst-pw-01/Documents/UD01 Projects/Region 3 Projects/21433 SR-121 500 W INTERSECTION/Roadway Design/21433.DT-01.dgn



WEST BICYCLE  
ACCESS RAMP DETAIL



EAST BICYCLE  
ACCESS RAMP DETAIL

|                |  |                     |  |                                   |  |           |  |
|----------------|--|---------------------|--|-----------------------------------|--|-----------|--|
| PROJECT        |  | SR-121 (500 N)      |  | UTAH DEPARTMENT OF TRANSPORTATION |  | REVISIONS |  |
| PROJECT NUMBER |  | 1500 W INTERSECTION |  | WALL CONSULTANT GROUP             |  |           |  |
|                |  | F-0121(32)          |  | APPROVED                          |  |           |  |
|                |  | DETAILS             |  | DRAWN BY                          |  |           |  |
|                |  |                     |  | QC                                |  |           |  |
|                |  |                     |  | CHECKED BY                        |  |           |  |
|                |  |                     |  | DATE                              |  |           |  |
|                |  |                     |  | PROFESSIONAL ENGINEER             |  |           |  |
|                |  |                     |  | DATE                              |  |           |  |
|                |  |                     |  | APPROVED BY                       |  |           |  |
|                |  |                     |  | DATE                              |  |           |  |
|                |  |                     |  | REMARKS                           |  |           |  |

8-JAN-2026 DGN Files pwt\udbt\pwbent\mycomudst.pw\01\Documents\UDOT Projects\Region 3 Projects\21433 SR-121 1500 W INTERSECTION\Roadway Design\21433 SM-01.dgn

| SUMMARY OF ITEMS |                 |                                                                            |          |            |              |
|------------------|-----------------|----------------------------------------------------------------------------|----------|------------|--------------|
| BID ITEM         | PAY ITEM NUMBER | PAY ITEM NAME                                                              | QUANTITY | UNIT       | SHEET NUMBER |
| 1                | 015017010       | MOBILIZATION                                                               | 1        | LUMP       | SM-02        |
| 2                | 01540701*       | PUBLIC INFORMATION SERVICES                                                | 1        | LUMP       | SM-02        |
| 3                | 01554700*       | TRAFFIC CONTROL                                                            | 1        | LUMP       | SM-02        |
| 4                | 01557700*       | PORTABLE VARIABLE MESSAGE SIGN                                             | 12       | DEVICE DAY | SM-02        |
| 5                | 015717030       | SILT FENCE                                                                 | 656      | FT         | SM-02        |
| 6                | 015717100       | GUTTER - INLET BARRIER                                                     | 4        | EACH       | SM-02        |
| 7                | 015717130       | STABILIZED CONSTRUCTION ENTRANCE                                           | 1        | EACH       | SM-02        |
| 8                | 017217010       | SURVEY                                                                     | 1        | LUMP       | SM-02        |
| 9                | 018927011       | RECONSTRUCT CATCH BASIN - LOWER                                            | 1        | EACH       | SM-03        |
| 10               | 018927012       | RECONSTRUCT CATCH BASIN - RAISE                                            | 1        | EACH       | SM-03        |
| 11               | 018927051       | RECONSTRUCT MANHOLE - LOWER                                                | 4        | EACH       | SM-02        |
| 12               | 018927052       | RECONSTRUCT MANHOLE - RAISE                                                | 4        | EACH       | SM-02        |
| 13               | 01892711P       | RECONSTRUCT CATCH BASIN                                                    | 1        | EACH       | SM-03        |
| 14               | 01892712P       | RECONSTRUCT CLEANOUT BOX                                                   | 1        | EACH       | SM-03        |
| 15               | 020567015       | GRANULAR BORROW (PLAN QUANTITY)                                            | 765      | CU YD      | SM-04        |
| 16               | 02076701*       | REMOVE FIRE HYDRANT                                                        | 1        | EACH       | SM-02        |
| 17               | 02076702*       | FIRE HYDRANT                                                               | 1        | EACH       | SM-02        |
| 18               | 022217080       | REMOVE FENCE                                                               | 149      | FT         | SM-03        |
| 19               | 022217106       | REMOVE MAILBOX                                                             | 1        | EACH       | SM-03        |
| 20               | 022217110       | REMOVE CONCRETE SIDEWALK                                                   | 165      | SQ YD      | SM-03        |
| 21               | 022217125       | REMOVE CONCRETE CURB AND GUTTER                                            | 749      | FT         | SM-03        |
| 22               | 022317020       | CLEARING AND GRUBBING (PLAN QUANTITY)                                      | 1        | ACRE       | SM-03        |
| 23               | 023167020       | ROADWAY EXCAVATION (PLAN QUANTITY)                                         | 1,999    | CU YD      | SM-04        |
| 24               | 026107386       | DRAINAGE PIPE - 18 INCH, SMOOTH, LEAK-RESISTANT                            | 100      | FT         | SM-03        |
| 25               | 02610760P       | DRAINAGE PIPE - 12 INCH, REINFORCED CONCRETE, LEAK-RESISTANT               | 35       | FT         | SM-03        |
| 26               | 026137030       | CIRCULAR END SECTION 18 INCH                                               | 1        | EACH       | SM-03        |
| 27               | 026337120       | CONCRETE DRAINAGE STRUCTURE 3 FT TO 5 FT DEEP - CB 9                       | 2        | EACH       | SM-03        |
| 28               | 026337380       | SHALLOW CATCH BASIN - CB 3                                                 | 1        | EACH       | SM-03        |
| 29               | 027217020       | UNTREATED BASE COURSE (PLAN QUANTITY)                                      | 390      | CU YD      | SM-04        |
| 30               | 027357010       | MICRO-SURFACING                                                            | 7,490    | SQ YD      | SM-04        |
| 31               | 027357020       | MICRO CQS-1P(NLR)                                                          | 13       | TON        | SM-04        |
| 32               | 02741705*       | HMA - 1/2 INCH                                                             | 719      | TON        | SM-04        |
| 33               | 027487020       | EMULSIFIED ASPHALT (TACK)                                                  | 1        | TON        | SM-04        |
| 34               | 027657050       | PAVEMENT MARKING PAINT                                                     | 76       | GAL        | SM-05        |
| 35               | 027687105       | PAVEMENT MESSAGE (PREFORMED THERMOPLASTIC)                                 | 11       | EACH       | SM-06        |
| 36               | 027687115       | PAVEMENT MESSAGE (PREFORMED THERMOPLASTIC STOP LINE, CROSSWALKS - 12 INCH) | 538      | FT         | SM-06        |
| 37               | 027717059       | PERPENDICULAR/PARALLEL PEDESTRIAN ACCESS RAMP                              | 8        | EACH       | SM-05        |
| 38               | 02772701*       | BICYCLE ACCESS RAMP                                                        | 2        | EACH       | SM-05        |
| 39               | 027767010       | CONCRETE SIDEWALK                                                          | 1,838    | SQ FT      | SM-05        |
| 40               | 027767025       | CONCRETE CURB AND GUTTER TYPE B1                                           | 968      | FT         | SM-05        |
| 41               | 027767037       | CONCRETE CURB AND GUTTER TRANSITION                                        | 5        | EACH       | SM-05        |
| 42               | 029837010       | GRINDING FOR GROOVED-IN PAVEMENT MARKINGS                                  | 1,810    | FT         | SM-05        |
| 43               | 029117020       | HECP TYPE 2 (PLAN QUANTITY)                                                | 111      | SQ YD      | SM-04        |
| 44               | 029127000       | STRIP AND STOCKPILE SALVAGED TOPSOIL (PLAN QUANTITY)                       | 111      | SQ YD      | SM-04        |
| 45               | 029127010       | SPREAD SALVAGED TOPSOIL (PLAN QUANTITY)                                    | 111      | SQ YD      | SM-04        |
| 46               | 029227030       | BROADCAST SEED (PLAN QUANTITY)                                             | 111      | SQ YD      | SM-04        |
| 47               | 028917020       | SIGN TYPE A-1                                                              | 5        | SQ FT      | SM-06        |
| 48               | 028917075       | SIGN TYPE A-2                                                              | 3        | SQ FT      | SM-06        |
| 49               | 028917245       | PANEL REPLACEMENT                                                          | 12       | SQ FT      | SM-06        |
| 50               | 028917270       | REMOVE SIGN LESS THAN 20 SQUARE FEET                                       | 1        | EACH       | SM-06        |
| 51               | 028917285       | RELOCATE SIGN LESS THAN 20 SQUARE FEET                                     | 1        | EACH       | SM-06        |
| 52               | 028917320       | SLIPBASE SIGN BASE (B3)                                                    | 2        | EACH       | SM-06        |
| 53               | 02892701D       | TRAFFIC SIGNAL SYSTEM - SR-121 AND 1500 WEST                               | 1        | LUMP       | SM-02        |

|                 |  |                       |  |             |  |
|-----------------|--|-----------------------|--|-------------|--|
| PROJECT         |  | SR-121 (500 N)        |  | REVISONS    |  |
| PROJECT NUMBER  |  | 1500 W INTERSECTION   |  |             |  |
|                 |  | F-0121(32)            |  |             |  |
| SUMMARY         |  | 21433                 |  |             |  |
|                 |  | PIN                   |  |             |  |
|                 |  | APPROVED              |  | DRAWN BY    |  |
|                 |  | Emly J. Jorgensen     |  | EKL         |  |
|                 |  | PROFESSIONAL ENGINEER |  | QC          |  |
|                 |  | 1/8/2026              |  | CHECKED BY  |  |
|                 |  | DATE                  |  | CHL         |  |
|                 |  |                       |  | APPROVED BY |  |
|                 |  |                       |  | NO.         |  |
|                 |  |                       |  | DATE        |  |
|                 |  |                       |  | REMARKS     |  |
| SHEET NO. SM-01 |  |                       |  |             |  |



| Miscellaneous Summary |           |           |              |                             |                 |                                |        |                                              |                                  |         |
|-----------------------|-----------|-----------|--------------|-----------------------------|-----------------|--------------------------------|--------|----------------------------------------------|----------------------------------|---------|
| Alignment             | From      | To        | Mobilization | Public Information Services | Traffic Control | Portable Variable Message Sign | Survey | Traffic Signal System - SR-121 and 1500 West | Stabilized Construction Entrance | Remarks |
|                       | Station   | Station   | Lump         | Lump                        | Lump            | Device Day                     | Lump   | Lump                                         | Each                             |         |
| SR-121 (500 North)    | 100+00.00 | 110+00.00 | 1            | 1                           | 1               | 12                             | 1      | 1                                            | 1                                |         |
| Total                 |           |           | 1            | 1                           | 1               | 12                             | 1      | 1                                            | 1                                |         |

| EROSION CONTROL SUMMARY |           |          |           |          |            |                        |          |
|-------------------------|-----------|----------|-----------|----------|------------|------------------------|----------|
| ALIGNMENT               | FROM      |          | TO        |          | SILT FENCE | GUTTER - INLET BARRIER | REMARKS  |
|                         | STATION   | OFFSET   | STATION   | OFFSET   | FT         | EACH                   |          |
| SR-121 (500 NORTH)      | 100+79.33 | 32.00 LT | 101+13.66 | 32.00 LT | 34.33      |                        |          |
| SR-121 (500 NORTH)      | 102+05.60 | 33.00 LT | 102+44.34 | 33.00 LT | 38.74      |                        |          |
| SR-121 (500 NORTH)      | 102+09.16 | 33.00 RT | 102+50.00 | 33.00 RT | 40.84      |                        |          |
| SR-121 (500 NORTH)      | 102+50.00 | 33.00 RT | 104+11.48 | 64.37 RT | 184.32     |                        |          |
| SR-121 (500 NORTH)      | 104+95.77 | 30.33 RT | 105+36.35 | 30.25 RT | 40.58      |                        |          |
| SR-121 (500 NORTH)      | 105+02.59 | 44.50 LT | 105+81.98 | 44.50 LT | 79.39      |                        |          |
| SR-121 (500 NORTH)      | 106+04.87 | 44.50 LT | 106+44.27 | 44.50 LT | 39.40      |                        |          |
| SR-121 (500 NORTH)      | 103+92.35 | 33.01 RT |           |          |            | 1                      | CB2-03   |
| 1500 WEST               | 205+20.74 | 47.00 RT | 206+76.07 | 61.76 RT | 88.20      |                        |          |
| 1500 WEST               | 206+65.78 | 60.94 LT | 207+07.81 | 26.26 LT | 54.49      |                        |          |
| 1500 WEST               | 206+76.07 | 61.76 RT | 207+22.87 | 42.00 RT | 55.13      |                        |          |
| 1500 WEST               | 206+60.54 | 41.57 LT |           |          |            | 1                      | CB2-01   |
| 1500 WEST               | 206+92.14 | 22.71 LT |           |          |            | 1                      | RSCB2-02 |
| 1500 WEST               | 206+99.93 | 21.92 RT |           |          |            | 1                      | RSCB2-07 |
| TOTAL                   |           |          |           |          | 656        | 4                      |          |

| UTILITY SUMMARY |           |          |                                |                                |                           |                 |           |
|-----------------|-----------|----------|--------------------------------|--------------------------------|---------------------------|-----------------|-----------|
| ALIGNMENT       | FROM      |          | RECONSTRUCT<br>MANHOLE - LOWER | RECONSTRUCT<br>MANHOLE - RAISE | REMOVE<br>FIRE<br>HYDRANT | FIRE<br>HYDRANT | REMARKS   |
|                 | STATION   | OFFSET   | EACH                           | EACH                           | EACH                      | EACH            |           |
| SR-121 (500 N)  | 101+11.08 | 18.45 LT | 1                              | 1                              |                           |                 | SEWER     |
| SR-121 (500 N)  | 102+15.62 | 27.53 LT | 1                              | 1                              |                           |                 | SEWER     |
| SR-121 (500 N)  | 103+87.68 | 18.94 RT | 1                              | 1                              |                           |                 | TELEPHONE |
| SR-121 (500 N)  | 104+07.78 | 51.09 LT |                                |                                |                           | 1               |           |
| SR-121 (500 N)  | 104+10.90 | 51.12 LT |                                |                                | 1                         |                 |           |
| SR-121 (500 N)  | 104+50.87 | 35.35 LT | 1                              | 1                              |                           |                 | TELEPHONE |
|                 |           |          |                                |                                |                           |                 |           |
| TOTAL           |           |          | 4                              | 4                              | 1                         | 1               |           |

[illegible]

| ALIGNMENT      | FROM      |           | TO        |          | REMOVE MAILBOX | REMOVE CONCRETE SIDEWALK | REMOVE CONCRETE CURB AND GUTTER | REMOVE FENCE | CLEARING AND GRUBBING (PLAN QUANTITY) | REMARKS |
|----------------|-----------|-----------|-----------|----------|----------------|--------------------------|---------------------------------|--------------|---------------------------------------|---------|
|                | STATION   | OFFSET    | STATION   | OFFSET   | EACH           | SQ YD                    | FT                              | FT           | ACRE                                  |         |
| 1500 W         | 209+24.19 | 8.41 RT   |           |          | 1              |                          |                                 |              |                                       |         |
| SR-121 (500 N) | 100+89.74 | 29.82 LT  | 101+11.19 | 29.56 LT |                | 18.46                    |                                 |              |                                       |         |
| SR-121 (500 N) | 102+05.60 | 32.64 LT  | 102+38.04 | 32.82 LT |                | 19.56                    |                                 |              |                                       |         |
| SR-121 (500 N) | 104+99.68 | 26.79 RT  | 105+23.00 | 26.48 RT |                | 10.56                    |                                 |              |                                       |         |
| 1500 W         | 205+40.92 | 11.12 RT  | 206+03.13 | 19.28 RT |                | 48.43                    |                                 |              |                                       |         |
| 1500 W         | 205+50.08 | 48.12 RT  | 205+58.65 | 48.62 RT |                | 6.20                     |                                 |              |                                       |         |
| 1500 W         | 205+71.83 | 30.15 LT  | 206+06.53 | 50.53 LT |                | 26.12                    |                                 |              |                                       |         |
| 1500 W         | 206+65.75 | 52.33 LT  | 206+95.22 | 27.84 LT |                | 34.84                    |                                 |              |                                       |         |
| SR-121 (500 N) | 100+89.73 | 22.45 LT  | 101+11.03 | 21.56 LT |                |                          | 21.32                           |              |                                       |         |
| SR-121 (500 N) | 102+19.80 | 24.61 LT  | 102+38.31 | 27.12 LT |                |                          | 18.68                           |              |                                       |         |
| 1500 W         | 200+10.80 | 7.44 RT   | 206+07.01 | 15.57 RT |                |                          | 599.01                          |              |                                       |         |
| 1500 W         | 205+71.74 | 26.13 LT  | 206+10.53 | 50.35 LT |                |                          | 53.68                           |              |                                       |         |
| 1500 W         | 206+60.24 | 52.34 LT  | 206+95.14 | 23.32 LT |                |                          | 55.62                           |              |                                       |         |
| SR-121 (500 N) | 102+56.54 | 33.68 RT  | 103+97.99 | 48.96 RT |                |                          |                                 | 148.89       |                                       |         |
| SR-121 (500 N) | 101+99.77 | 19.89 RT  | 104+10.19 | 60.55 RT |                |                          |                                 |              | 0.11                                  |         |
| SR-121 (500 N) | 104+85.04 | 131.30 RT | 105+57.21 | 32.60 RT |                |                          |                                 |              | 0.11                                  |         |
| SR-121 (500 N) | 104+76.65 | 133.50 LT | 105+90.00 | 24.00 RT |                |                          |                                 |              | 0.08                                  |         |
| 1500 W         | 200+10.75 | 8.41 RT   | 205+00.00 | 44.06 RT |                |                          |                                 |              | 0.24                                  |         |
| 1500 W         | 207+65.00 | 35.55 RT  | 209+77.50 | 16.35 RT |                |                          |                                 |              | 0.12                                  |         |
| TOTAL          |           |           |           |          | 1              | 165                      | 749                             | 149          | 1                                     |         |

| DRAINAGE PIPE SUMMARY |         |         |           |          |          |           |          |                                               |                                                               |                            |         |
|-----------------------|---------|---------|-----------|----------|----------|-----------|----------|-----------------------------------------------|---------------------------------------------------------------|----------------------------|---------|
| ALIGNMENT             | PIPE ID | FROM    |           |          | TO       |           |          | DRAINAGE PIPE<br>- SMOOTH, LEAK-<br>RESISTANT | DRAINAGE PIPE<br>- REINFORCED<br>CONCRETE, LEAK-<br>RESISTANT | CIRCULAR<br>END<br>SECTION | REMARKS |
|                       |         | ID      | STATION   | OFFSET   | ID       | STATION   | OFFSET   | 18 INCH                                       | 12 INCH                                                       | 18 INCH                    |         |
|                       |         |         |           |          |          |           |          | FT                                            | FT                                                            | EACH                       |         |
| 1500 WEST             | P2-01   | CB2-01  | 206+60.25 | 39.59 LT | RSCB2-02 | 206+90.31 | 21.91 LT |                                               | 34.87                                                         |                            |         |
| SR-121 (500 NORTH)    | P2-03   | CB2-03  | 103+94.31 | 31.69 RT | COB2-04  | 104+59.83 | 59.60 RT | 71.81                                         |                                                               |                            |         |
| 1500 WEST             | P2-04   | COB2-04 | 205+70.28 | 20.83 RT | ES2-04   | 205+43.20 | 28.32 RT | 28.09                                         |                                                               | 1                          |         |
| TOTAL                 |         |         |           |          |          |           |          | 100                                           | 35                                                            | 1                          |         |

| ALIGNMENT          | FROM      |           |          | RECONSTRUCT<br>- LOWER | RECONSTRUCT<br>- RAISE | RECONSTRUCT    |                 | CONCRETE DRAINAGE<br>STRUCTURE - CB 9 |     |    | SHALLOW<br>CATCH BASIN -<br>CB 3 | REMARKS                                         |
|--------------------|-----------|-----------|----------|------------------------|------------------------|----------------|-----------------|---------------------------------------|-----|----|----------------------------------|-------------------------------------------------|
|                    |           |           |          | CATCH BASIN            | CATCH BASIN            | CATCH<br>BASIN | CLEANOUT<br>BOX | 3 FT TO 5<br>FT DEEP                  | COL | GF |                                  |                                                 |
|                    | ID        | STATION   | OFFSET   | EACH                   | EACH                   | EACH           | EACH            | EACH                                  |     |    | EACH                             |                                                 |
| 1500 WEST          | CB2-01    | 206+60.54 | 41.57 LT |                        |                        |                |                 |                                       |     |    | 1                                | INSTALL WITH A GF1<br>- BICYCLE-SAFE GRATE      |
| 1500 WEST          | RSCB2-02  | 206+92.14 | 22.71 LT | 1                      | 1                      |                |                 |                                       |     |    |                                  | RECONSTRUCT WITH A GF1<br>- BICYCLE-SAFE GRATE  |
| SR-121 (500 NORTH) | CB2-03    | 103+92.35 | 33.01 RT |                        |                        |                |                 | 1                                     | A   | 1  |                                  | BICYCLE-SAFE GRATE                              |
| 1500 WEST          | COB2-04   | 205+71.78 | 20.83 RT |                        |                        |                |                 | 1                                     | A   | 7  |                                  | SOLID MANHOLE COVER                             |
| SR-121 (500 NORTH) | RSCOB2-06 | 104+67.20 | 35.58 RT |                        |                        |                | 1               |                                       |     |    |                                  | RECONSTRUCT WITH A GF7<br>- SOLID MANHOLE COVER |
| 1500 WEST          | RSCB2-07  | 206+99.93 | 21.92 RT |                        |                        | 1              |                 |                                       |     |    |                                  | RECONSTRUCT WITH A GF1<br>- BICYCLE-SAFE GRATE  |
| TOTAL              |           |           |          | 1                      | 1                      | 1              | 1               | 2                                     |     |    | 1                                |                                                 |

|                                                            |                     |     |                                                               |      |             |         |
|------------------------------------------------------------|---------------------|-----|---------------------------------------------------------------|------|-------------|---------|
| SHEET NO.                                                  | SM-03               |     |                                                               |      |             |         |
| PROJECT                                                    | SR-121 (500 N)      |     |                                                               |      |             |         |
|                                                            | 1500 W INTERSECTION |     |                                                               |      |             |         |
| PROJECT NUMBER                                             | F-0121(32)          | PIN | 21433                                                         |      |             |         |
| SUMMARY                                                    |                     |     |                                                               |      |             |         |
| UTAH DEPARTMENT OF TRANSPORTATION<br>WALL CONSULTANT GROUP |                     |     | APPROVED _____<br><i>Emily Lujan</i><br>PROFESSIONAL ENGINEER |      |             |         |
|                                                            |                     |     | DRAWN BY                                                      | EKL  |             |         |
|                                                            |                     |     | QC CHECKED BY                                                 | CHL  |             |         |
|                                                            |                     |     | 1/8/2026                                                      |      | DATE        |         |
|                                                            |                     |     | NO.                                                           | DATE | APPROVED BY | REMARKS |
| REVISONS                                                   |                     |     |                                                               |      |             |         |



| SURFACING SUMMARY  |              |           |           |                                    |                |        |                                          |                |              |                     |                       |               |                |                |     |                                 |                         |         |  |
|--------------------|--------------|-----------|-----------|------------------------------------|----------------|--------|------------------------------------------|----------------|--------------|---------------------|-----------------------|---------------|----------------|----------------|-----|---------------------------------|-------------------------|---------|--|
| ALIGNMENT          | FROM      TO |           | AREA      | GRANULAR BORROW<br>(PLAN QUANTITY) |                |        | UNTREATED BASE<br>COURSE (PLAN QUANTITY) |                |              | MICRO-<br>SURFACING | MICRO CQS-<br>1P(NLR) |               | HMA - 1/2 INCH |                |     | EMULSIFIED<br>ASPHALT<br>(TACK) |                         | REMARKS |  |
|                    |              |           |           |                                    |                |        |                                          |                |              |                     | 3.2 LBS/YD2           |               |                |                |     | (2:1 DILUTE)                    |                         |         |  |
|                    |              |           |           | (133 LB/FT³)                       |                |        | (138 LB/FT³)                             |                |              |                     |                       |               | (PG 64-34)     |                |     | (0.08 GAL/YD³)                  |                         |         |  |
|                    |              |           |           |                                    |                |        |                                          |                | (152 LB/FT³) |                     |                       | (240 GAL/TON) |                |                |     |                                 |                         |         |  |
|                    | STATION      | STATION   | SQ FT     | DEPTH<br>(IN)                      | VOL<br>(CU FT) | CU YD  | DEPTH<br>(IN)                            | VOL<br>(CU FT) | CU YD        | SQ YD               | # OF<br>APPL          | TON           | DEPTH<br>(IN)  | VOL<br>(CU FT) | TON | # OF<br>APPL                    | TON                     |         |  |
| SR-121 (500 NORTH) | 102+00.00    | 107+91.00 | 67,404.62 |                                    |                |        |                                          |                | 7489.40      | 1                   | 12.06                 |               |                |                |     | 0.00                            | MICRO-SURFACE AREA ONLY |         |  |
| SR-121 (500 NORTH) | 103+88.10    | 104+18.08 | 281.93    | 16                                 | 375.91         | 13.92  | 8                                        | 187.95         | 6.96         |                     |                       | 7             | 164.46         | 12.50          | 1   | 0.01                            | NW CORNER               |         |  |
| SR-121 (500 NORTH) | 102+00.00    | 104+17.61 | 2,846.90  | 16                                 | 3,795.87       | 140.59 | 8                                        | 1,897.93       | 70.29        |                     |                       | 7             | 1,660.69       | 126.21         | 1   | 0.11                            | SW CORNER               |         |  |
| SR-121 (500 NORTH) | 200+17.00    | 105+57.21 | 7,491.20  | 16                                 | 9,988.27       | 369.94 | 8                                        | 4,994.13       | 184.97       |                     |                       | 7             | 4,369.87       | 332.11         | 1   | 0.28                            | SE CORNER               |         |  |
| SR-121 (500 NORTH) | 209+73.22    | 107+42.15 | 4,868.33  | 16                                 | 6,491.11       | 240.41 | 8                                        | 3,245.55       | 120.21       |                     |                       | 7             | 2,839.86       | 215.83         | 1   | 0.18                            | NE CORNER               |         |  |
| SR-121 (500 NORTH) | 100+89.47    | 102+38.08 | 148       |                                    |                |        |                                          |                |              |                     |                       | 7             | 86.33          | 6.56           | 1   | 0.01                            | BIKE RAMPS              |         |  |
| SR-121 (500 NORTH) | 102+00.00    | 107+91.00 | 280       |                                    |                |        | 8                                        | 186.67         | 6.91         |                     |                       |               |                |                |     |                                 | UTBC DRIVEWAYS          |         |  |
| 1500 WEST          | 209+52.00    | 209+97.00 | 630       |                                    |                |        |                                          |                |              |                     |                       | 4             | 210.16         | 15.97          |     |                                 | HMA DRIVEWAY            |         |  |
| 1500 WEST          | 205+42.74    | 206+02.74 | 378       |                                    |                |        | 6                                        | 188.82         | 6.99         |                     |                       | 4             | 125.88         | 9.57           | 1   | 0.01                            | BIKE/PED PATH           |         |  |
| TOTAL              |              |           |           | 765                                |                |        | 390                                      |                |              | 7490                |                       | 13            |                | 719            |     |                                 | 1                       |         |  |

| EARTHWORK SUMMARY  |           |           |          |                                    |                  |                     |             |           |
|--------------------|-----------|-----------|----------|------------------------------------|------------------|---------------------|-------------|-----------|
| ALIGNMENT          | FROM TO   |           | AREA     | ROADWAY EXCAVATION (PLAN QUANTITY) | ASPHALT REMOVAL¹ | ROADWAY EXCAVATION² | EMBANKMENT³ | REMARKS   |
|                    | STATION   | STATION   | SQ FT    | CU YD                              | 7 INCH           | 0.87                | CU YD       |           |
|                    |           |           |          |                                    | CU YD            | CU YD               |             |           |
| SR-121 (500 NORTH) | 103+88.10 | 104+18.08 | 281.93   | 34.50                              | 4.80             | 25.84               | 0.92        | NW CORNER |
| SR-121 (500 NORTH) | 102+00.00 | 104+17.61 | 2,846.90 | 108.71                             | 14.91            | 81.61               | 140.20      | SW CORNER |
| SR-121 (500 NORTH) | 200+17.00 | 105+57.21 | 7,491.20 | 827.02                             | 48.08            | 677.67              | 319.30      | SE CORNER |
| SR-121 (500 NORTH) | 209+73.22 | 107+42.15 | 4,868.33 | 1027.85                            | 26.73            | 870.98              | 3.15        | NE CORNER |
| TOTAL              |           |           |          | 1999                               | 95               | 1656                | 464         |           |

NOTES:

1. QUANTITY PROVIDED FOR INFORMATION ONLY. ASSUMED 7 INCHES OF EXISTING ASPHALT.
2. QUANTITY PROVIDED FOR INFORMATION ONLY. ASSUMED 87% OF EXCAVATED MATERIAL IS USABLE FOR EMBANKMENT.
3. EMBANKMENT QUANTITY IS PROVIDED FOR INFORMATION ONLY.

| LANDSCAPING SUMMARY |           |          |           |          |                                   |                                      |                                                               |                                                  |            |
|---------------------|-----------|----------|-----------|----------|-----------------------------------|--------------------------------------|---------------------------------------------------------------|--------------------------------------------------|------------|
| ALIGNMENT           | FROM      |          | TO        |          | HECP TYPE<br>2 (PLAN<br>QUANTITY) | BROADCAST<br>SEED (PLAN<br>QUANTITY) | STRIP AND<br>STOCKPILE<br>SALVAGED TOPSOIL<br>(PLAN QUANTITY) | SPREAD<br>SALVAGED<br>TOPSOIL (PLAN<br>QUANTITY) | REMARKS    |
|                     | STATION   | OFFSET   | STATION   | OFFSET   | SQ YD                             | SQ YD                                | SQ YD                                                         | SQ YD                                            |            |
| SR-121              | 102+59.55 | 41.62 RT | 104+10.19 | 60.55 RT | 97.62                             | 97.62                                | 97.62                                                         | 97.62                                            |            |
| SR-121              | 104+97.63 | 28.53 RT | 105+22.92 | 31.65 RT | 13.00                             | 13.00                                | 13.00                                                         | 13.00                                            |            |
| TOTAL               |           |          |           |          | 111                               | 111                                  | 111                                                           | 111                                              | SEE NOTE 1 |

| UDOT ROADWAY SEED SCHEDULE - ANNUAL AVERAGE PRECIPITATION RATE OF 8-12" |                                                     |                          |                                       |                                                 |                               |                                      |                                                 |                               |                                      |
|-------------------------------------------------------------------------|-----------------------------------------------------|--------------------------|---------------------------------------|-------------------------------------------------|-------------------------------|--------------------------------------|-------------------------------------------------|-------------------------------|--------------------------------------|
| GRASS<br>OR<br>FORB                                                     | SPECIES NAME                                        |                          | Number of<br>Seeds per<br>Pound (LBS) | DRILL SEED                                      |                               |                                      | BROADCAST SEED                                  |                               |                                      |
|                                                                         | BOTANICAL NAME                                      | COMMON NAME              |                                       | Pounds (LBS)<br>of Pure Live<br>Seed (PLS)/Acre | Percentage of<br>Seed mixture | Number of<br>Seeds<br>(PLS/Sq. Foot) | Pounds (LBS)<br>of Pure Live<br>Seed (PLS)/Acre | Percentage of<br>Seed mixture | Number of<br>Seeds<br>(PLS/Sq. Foot) |
|                                                                         | <i>Grass Species</i>                                |                          |                                       |                                                 |                               |                                      |                                                 |                               |                                      |
| G                                                                       | <i>Achnatherum hymenoides</i>                       | Indian ricegrass         | 141,000                               | 2.10                                            | 9.27%                         | 7                                    | 3.15                                            | 9.27%                         | 10                                   |
| G                                                                       | <i>Bouteloua curtipendula</i>                       | Sideoats grama           | 191,000                               | 1.00                                            | 5.98%                         | 4                                    | 1.50                                            | 5.98%                         | 7                                    |
| G                                                                       | <i>Bouteloua gracilis</i>                           | Blue grama               | 825,000                               | 0.30                                            | 7.75%                         | 6                                    | 0.45                                            | 7.75%                         | 9                                    |
| G                                                                       | <i>Elymus elymoides</i>                             | Bottlebrush squirreltail | 192,000                               | 1.50                                            | 9.01%                         | 7                                    | 2.25                                            | 9.01%                         | 10                                   |
| G                                                                       | <i>Elymus trachycaulus</i> ssp. <i>trachycaulus</i> | Slender wheatgrass       | 159,000                               | 2.40                                            | 11.94%                        | 9                                    | 3.60                                            | 11.94%                        | 13                                   |
| G                                                                       | <i>Elymus wawaianensis</i>                          | Snake River wheatgrass   | 120,000                               | 2.50                                            | 9.39%                         | 7                                    | 3.75                                            | 9.39%                         | 10                                   |
| G                                                                       | <i>Pleuraphis jamesii</i>                           | Galleta grass            | 159,000                               | 2.00                                            | 9.95%                         | 7                                    | 3.00                                            | 9.95%                         | 11                                   |
| G                                                                       | <i>Sporobolus airoides</i>                          | Alkali sacaton           | 1,758,000                             | 0.15                                            | 8.25%                         | 6                                    | 0.23                                            | 8.25%                         | 9                                    |
| G                                                                       | <i>Sporobolus cryptandrus</i>                       | Sand dropseed            | 5,298,000                             | 0.05                                            | 8.29%                         | 6                                    | 0.08                                            | 8.29%                         | 9                                    |
|                                                                         |                                                     |                          |                                       | 12.00                                           | 79.84%                        | 59                                   | 18.00                                           | 79.84%                        | 88                                   |
|                                                                         | <i>Forb Species</i>                                 |                          |                                       |                                                 |                               |                                      |                                                 |                               |                                      |
| F                                                                       | <i>Penstemon palmeri</i>                            | Palmer Penstemon         | 610,000                               | 0.40                                            | 7.64%                         | 6                                    | 0.60                                            | 7.64%                         | 8                                    |
| F                                                                       | <i>Oenothera speciosa</i>                           | Showy Evening primrose   | 2,500,000                             | 0.10                                            | 7.83%                         | 6                                    | 0.15                                            | 7.83%                         | 9                                    |
| F                                                                       | <i>Sphaeralcea ambigua</i>                          | Desert globemallow       | 500,000                               | 0.30                                            | 4.70%                         | 3                                    | 0.45                                            | 4.70%                         | 5                                    |
|                                                                         |                                                     |                          |                                       | 0.80                                            | 20.16%                        | 15                                   | 1.20                                            | 20.16%                        | 22                                   |
|                                                                         |                                                     |                          |                                       |                                                 |                               |                                      |                                                 |                               |                                      |
| TOTALS =                                                                |                                                     |                          |                                       | 12.80                                           | 100.00%                       | 73                                   | 19.20                                           | 100.00%                       | 110                                  |

**NOTE**

1. STRIP AND STOCKPILE ENOUGH TOPSOIL TO HAVE SUFFICIENT QUANTITY TO SPREAD THE SALVAGED TOPSOIL AS REQUIRED.

|                                   |                     |               |       |
|-----------------------------------|---------------------|---------------|-------|
| SHEET NO.                         |                     | SM-04         |       |
| PROJECT                           | SR-121 (500 N)      |               |       |
|                                   | 1500 W INTERSECTION |               |       |
| PROJECT NUMBER                    | F-0121(32)          | PIN           | 21433 |
| SUMMARY                           |                     |               |       |
| APPROVED                          |                     | DRAWN BY      |       |
| <i>Emily Longman</i>              |                     | EKL           |       |
| 1/8/2026                          |                     | QC CHECKED BY |       |
| DATE                              |                     | CHL           |       |
| PROFESSIONAL ENGINEER             |                     | NO.           |       |
| APPROVED BY                       |                     | DATE          |       |
| REMARKS                           |                     |               |       |
| UTAH DEPARTMENT OF TRANSPORTATION |                     |               |       |
| WALL CONSULTANT GROUP             |                     |               |       |
| REVISIONS                         |                     |               |       |

8-JAN-2026 DGN: Files\pav\udot\pawbent\mycomstud\paw\Documents\UDOT Projects\Region 3 Projects\21433 SR-121, 1500 W INTERSECTION\Roadway Design\21433 SM-05.dgn

| CONCRETE SUMMARY |           |          |           |          |                   |                                  |                                     |                                                |                     |         |
|------------------|-----------|----------|-----------|----------|-------------------|----------------------------------|-------------------------------------|------------------------------------------------|---------------------|---------|
| ALIGNMENT        | FROM      |          | TO        |          | CONCRETE SIDEWALK | CONCRETE CURB AND GUTTER TYPE B1 | CONCRETE CURB AND GUTTER TRANSITION | PERPENDICULAR/ PARALLEL PEDESTRIAN ACCESS RAMP | BICYCLE ACCESS RAMP | REMARKS |
|                  | STATION   | OFFSET   | STATION   | OFFSET   | SQ FT             | FT                               | EACH                                | EACH                                           | EACH                |         |
| SR-121 (500 N)   | 100+89.74 | 29.82 LT | 101+11.19 | 29.56 LT | 112.20            |                                  |                                     |                                                |                     |         |
| SR-121 (500 N)   | 102+05.60 | 32.64 LT | 102+38.91 | 32.91 LT | 135.12            |                                  |                                     |                                                |                     |         |
| SR-121 (500 N)   | 103+88.05 | 33.86 LT | 103+92.56 | 34.39 LT | 27.70             |                                  |                                     |                                                |                     |         |
| SR-121 (500 N)   | 104+06.27 | 40.90 LT | 104+09.66 | 46.52 LT | 45.46             |                                  |                                     |                                                |                     |         |
| SR-121 (500 N)   | 104+10.77 | 63.46 LT | 104+10.80 | 61.82 LT | 9.82              |                                  |                                     |                                                |                     |         |
| SR-121 (500 N)   | 104+72.69 | 48.05 LT | 104+77.85 | 41.02 LT | 56.95             |                                  |                                     |                                                |                     |         |
| SR-121 (500 N)   | 104+91.94 | 33.22 LT | 104+98.38 | 32.50 LT | 42.94             |                                  |                                     |                                                |                     |         |
| SR-121 (500 N)   | 102+59.00 | 41.50 RT | 103+93.21 | 41.63 RT | 1168.22           |                                  |                                     |                                                |                     |         |
| SR-121 (500 N)   | 104+10.94 | 55.28 RT | 104+11.43 | 60.00 RT | 21.42             |                                  |                                     |                                                |                     |         |
| SR-121 (500 N)   | 104+72.36 | 38.57 RT | 104+75.49 | 31.63 RT | 45.00             |                                  |                                     |                                                |                     |         |
| SR-121 (500 N)   | 104+89.12 | 28.97 RT | 105+23.00 | 26.50 RT | 172.18            |                                  |                                     |                                                |                     |         |
| SR-121 (500 N)   | 102+59.24 | 28.62 RT | 104+11.43 | 60.00 RT |                   | 172.07                           |                                     |                                                |                     |         |
| SR-121 (500 N)   | 103+88.08 | 28.34 LT | 104+10.77 | 63.46 LT |                   | 53.27                            |                                     |                                                |                     |         |
| 1500 W           | 200+10.80 | 7.89 RT  | 206+08.72 | 82.25 RT |                   | 646.97                           |                                     |                                                |                     |         |
| 1500 W           | 206+58.06 | 57.60 RT | 207+32.02 | 22.50 RT |                   | 95.03                            |                                     |                                                |                     |         |
| SR-121 (500 N)   | 104+11.43 | 60.00 RT |           |          |                   |                                  | 1                                   |                                                |                     |         |
| 1500 W           | 200+10.80 | 7.89 RT  |           |          |                   |                                  | 1                                   |                                                |                     |         |
| 1500 W           | 206+08.72 | 82.25 RT |           |          |                   |                                  | 1                                   |                                                |                     |         |
| 1500 W           | 206+58.06 | 57.60 RT |           |          |                   |                                  | 1                                   |                                                |                     |         |
| 1500 W           | 207+32.02 | 22.50 RT |           |          |                   |                                  | 1                                   |                                                |                     |         |
| SR-121 (500 N)   | 104+03.80 | 31.61 LT |           |          |                   |                                  |                                     | 1                                              |                     |         |
| SR-121 (500 N)   | 104+16.79 | 53.08 LT |           |          |                   |                                  |                                     | 1                                              |                     |         |
| SR-121 (500 N)   | 104+64.58 | 53.08 LT |           |          |                   |                                  |                                     | 1                                              |                     |         |
| SR-121 (500 N)   | 104+81.15 | 31.20 LT |           |          |                   |                                  |                                     | 1                                              |                     |         |
| SR-121 (500 N)   | 104+02.40 | 36.71 RT |           |          |                   |                                  |                                     | 1                                              |                     |         |
| SR-121 (500 N)   | 104+11.88 | 46.13 RT |           |          |                   |                                  |                                     | 1                                              |                     |         |
| SR-121 (500 N)   | 104+62.26 | 43.80 RT |           |          |                   |                                  |                                     | 1                                              |                     |         |
| SR-121 (500 N)   | 104+80.55 | 25.47 RT |           |          |                   |                                  |                                     | 1                                              |                     |         |
| SR-121 (500 N)   | 100+97.96 | 19.55 LT |           |          |                   |                                  |                                     |                                                | 1                   |         |
| SR-121 (500 N)   | 102+32.05 | 23.79 LT |           |          |                   |                                  |                                     |                                                | 1                   |         |
| TOTAL            |           |          |           |          | 1838              | 968                              | 5                                   | 8                                              | 2                   |         |

| PAVEMENT MARKING PAINT SUMMARY |           |          |           |          |                        |       |            |      |            |      |           |      |           |       |                                                    |         |        |  |
|--------------------------------|-----------|----------|-----------|----------|------------------------|-------|------------|------|------------|------|-----------|------|-----------|-------|----------------------------------------------------|---------|--------|--|
| ALIGNMENT                      | FROM      |          | TO        |          | PAVEMENT MARKING PAINT |       |            |      |            |      |           |      |           |       | GRINDING FOR<br>GROOVED-IN<br>PAVEMENT<br>MARKINGS | REMARKS |        |  |
|                                |           |          |           |          | WHITE                  |       |            |      |            |      |           |      |           |       |                                                    |         | YELLOW |  |
|                                |           |          |           |          | 4" SWL                 |       | 4" BWL     |      | 4" DWL     |      | 8" SWL    |      | 4" DYL    |       |                                                    |         |        |  |
|                                |           |          |           |          | 190 FT/GAL             |       | 760 FT/GAL |      | 760 FT/GAL |      | 95 FT/GAL |      | 95 FT/GAL |       |                                                    |         |        |  |
|                                | STATION   | OFFSET   | STATION   | OFFSET   | FT                     | GAL   | FT         | GAL  | FT         | GAL  | FT        | GAL  | FT        | GAL   | FT                                                 |         |        |  |
| SR-121                         | 102+50.00 | 19.36 LT | 104+01.00 | 21.00 LT | 151.06                 | 0.80  |            | 0.00 |            |      |           |      |           |       | 151.06                                             |         |        |  |
| SR-121                         | 104+84.00 | 16.00 RT | 107+91.00 | 12.73 RT | 307.05                 | 1.62  |            | 0.00 |            |      |           |      |           |       | 307.05                                             |         |        |  |
| SR-121                         | 104+89.00 | 24.00 LT | 107+91.00 | 15.91 LT | 302.94                 | 1.59  |            | 0.00 |            |      |           |      |           |       | 302.94                                             |         |        |  |
| 1500 W                         | 200+10.80 | 21.24 LT | 205+84.00 | 20.00 LT | 573.29                 | 3.02  |            | 0.00 |            |      |           |      |           |       |                                                    |         |        |  |
| 1500 W                         | 200+10.80 | 2.37 RT  | 202+63.00 | 16.00 RT | 252.57                 | 1.33  |            | 0.00 |            |      |           |      |           |       |                                                    |         |        |  |
| 1500 W                         | 206+94.00 | 19.00 LT | 210+32.90 | 18.50 LT | 338.91                 | 1.78  |            | 0.00 |            |      |           |      |           |       |                                                    |         |        |  |
| 1500 W                         | 207+10.29 | 20.00 RT | 210+32.90 | 4.64 RT  | 322.98                 | 1.70  |            | 0.00 |            |      |           |      |           |       |                                                    |         |        |  |
| SR-121                         | 102+00.00 | 17.57 LT | 102+49.97 | 19.36 LT |                        |       |            | 0.00 | 50.00      | 0.07 |           |      |           |       | 50.00                                              |         |        |  |
| SR-121                         | 102+96.00 | 4.00 RT  | 103+96.00 | 4.00 RT  |                        |       |            | 0.00 |            |      | 100.00    | 1.05 |           |       | 100.00                                             |         |        |  |
| SR-121                         | 102+96.00 | 16.00 RT | 103+96.00 | 16.00 RT |                        |       |            | 0.00 |            |      | 100.00    | 1.05 |           |       | 100.00                                             |         |        |  |
| SR-121                         | 102+96.00 | 20.00 RT | 103+96.00 | 20.00 RT |                        |       |            | 0.00 |            |      | 100.00    | 1.05 |           |       | 100.00                                             |         |        |  |
| SR-121                         | 104+89.00 | 20.00 LT | 105+89.00 | 20.00 LT |                        |       |            | 0.00 |            |      | 100.00    | 1.05 |           |       | 100.00                                             |         |        |  |
| 1500 W                         | 203+83.00 | 4.00 RT  | 205+79.00 | 4.00 RT  |                        |       |            | 0.00 |            |      | 196.00    | 2.06 |           |       |                                                    |         |        |  |
| 1500 W                         | 206+94.00 | 8.00 LT  | 207+94.00 | 8.00 LT  |                        |       |            | 0.00 |            |      | 100.00    | 1.05 |           |       |                                                    |         |        |  |
| SR-121                         | 102+00.00 | 5.60 LT  | 103+96.00 | 8.00 LT  |                        |       |            | 0.00 |            |      |           |      | 196.03    | 2.06  | 196.03                                             |         |        |  |
| SR-121                         | 104+89.00 | 4.00 RT  | 107+91.00 | 0.34 RT  |                        |       |            | 0.00 |            |      |           |      | 302.07    | 3.18  | 302.07                                             |         |        |  |
| SR-121                         | 106+90.59 | 6.10 LT  | 107+91.00 | 3.59 LT  |                        |       |            | 0.00 |            |      |           |      | 100.44    | 1.06  | 100.44                                             |         |        |  |
| 1500 W                         | 200+10.80 | 9.64 LT  | 202+63.00 | 4.00 RT  |                        |       |            | 0.00 |            |      |           |      | 252.57    | 2.66  |                                                    |         |        |  |
| 1500 W                         | 200+10.80 | 9.64 LT  | 205+79.00 | 8.00 LT  |                        |       |            | 0.00 |            |      |           |      | 568.21    | 5.98  |                                                    |         |        |  |
| 1500 W                         | 206+94.00 | 4.00 RT  | 210+31.39 | 7.30 LT  |                        |       |            | 0.00 |            |      |           |      | 337.66    | 3.55  |                                                    |         |        |  |
| TOTAL                          |           |          |           |          | 2248.80                | 11.84 | 0.00       | 0.00 | 50.00      | 0.07 | 696.00    | 7.33 | 1756.97   | 18.49 | 1809.59                                            |         |        |  |
|                                |           |          |           |          | 76 (2 APPLICATIONS)    |       |            |      |            |      |           |      |           |       | 1810                                               |         |        |  |

PROJECTSR-121 (500 N)  
1500 W INTERSECTION

PROJECT NUMBERF-0121(32)

REVISIONS

UTAH DEPARTMENT OF TRANSPORTATION  
WALL CONSULTANT GROUP

APPROVED  
*Emily Ferguson*  
PROFESSIONAL ENGINEER

DATE  
1/8/2026

DRAWN BYEKL

QC CHECKED BYCHL

SHEET NO.

SM-05

| PAVEMENT MARKING THERMOPLASTIC SUMMARY |           |          |           |          |                                               |                                                                         |          |
|----------------------------------------|-----------|----------|-----------|----------|-----------------------------------------------|-------------------------------------------------------------------------|----------|
| ALIGNMENT                              | FROM      |          | TO        |          | PAVEMENT MESSAGE<br>(PERFORMED THERMOPLASTIC) | PAVEMENT MESSAGE<br>(PERFORMED THERMOPLASTIC STOP LINE, CROSSWALKS - 12 | REMARKS  |
|                                        | STATION   | OFFSET   | STATION   | OFFSET   | EACH                                          | FT                                                                      |          |
| SR-121                                 | 103+16.00 | 2.00 LT  |           |          | 1                                             |                                                                         | LT ARROW |
| SR-121                                 | 103+16.00 | 25.50 RT |           |          | 1                                             |                                                                         | RT ARROW |
| SR-121                                 | 103+76.00 | 2.00 LT  |           |          | 1                                             |                                                                         | LT ARROW |
| SR-121                                 | 103+76.00 | 25.50 RT |           |          | 1                                             |                                                                         | RT ARROW |
| SR-121                                 | 103+96.00 | 8.00 LT  | 103+96.00 | 31.63 RT |                                               | 39.63                                                                   |          |
| SR-121                                 | 104+01.00 | 27.41 LT | 104+01.00 | 33.23 RT |                                               | 60.64                                                                   |          |
| SR-121                                 | 104+10.00 | 32.64 LT | 104+10.00 | 39.46 RT |                                               | 72.10                                                                   |          |
| SR-121                                 | 104+75.00 | 32.18 LT | 104+75.00 | 25.36 RT |                                               | 57.55                                                                   |          |
| SR-121                                 | 104+84.00 | 26.87 LT | 104+84.00 | 21.45 RT |                                               | 48.32                                                                   |          |
| SR-121                                 | 104+89.00 | 25.20 LT | 104+89.00 | 4.00 RT  |                                               | 29.20                                                                   |          |
| SR-121                                 | 105+09.00 | 2.00 LT  |           |          | 1                                             |                                                                         | LT ARROW |
| SR-121                                 | 105+69.00 | 2.00 LT  |           |          | 1                                             |                                                                         | LT ARROW |
| 1500 W                                 | 204+03.00 | 2.00 LT  |           |          | 1                                             |                                                                         | LT ARROW |
| 1500 W                                 | 204+83.00 | 2.00 LT  |           |          | 1                                             |                                                                         | LT ARROW |
| 1500 W                                 | 205+59.00 | 2.00 LT  |           |          | 1                                             |                                                                         | LT ARROW |
| 1500 W                                 | 205+79.00 | 8.00 LT  | 205+79.00 | 16.37 RT |                                               | 24.37                                                                   |          |
| 1500 W                                 | 205+84.00 | 25.93 LT | 205+84.00 | 17.42 RT |                                               | 43.35                                                                   |          |
| 1500 W                                 | 205+93.00 | 31.87 LT | 205+93.00 | 21.30 RT |                                               | 53.17                                                                   |          |
| 1500 W                                 | 206+80.00 | 21.20 LT | 206+80.00 | 22.35 RT |                                               | 43.55                                                                   |          |
| 1500 W                                 | 206+89.00 | 20.77 RT | 206+89.00 | 20.33 RT |                                               | 41.00                                                                   |          |
| 1500 W                                 | 206+94.00 | 20.81 LT | 206+94.00 | 4.00 RT  |                                               | 24.81                                                                   |          |
| 1500 W                                 | 207+14.00 | 2.00 LT  |           |          | 1                                             |                                                                         | LT ARROW |
| 1500 W                                 | 207+74.00 | 2.00 LT  |           |          | 1                                             |                                                                         | LT ARROW |
| TOTAL                                  |           |          |           |          | 11                                            | 538                                                                     |          |

| SIGN SUMMARY |         |           |           |          |           |          |                              |            |            |               |               |                   |                                      |                                        |                         |                                      |
|--------------|---------|-----------|-----------|----------|-----------|----------|------------------------------|------------|------------|---------------|---------------|-------------------|--------------------------------------|----------------------------------------|-------------------------|--------------------------------------|
| ALIGNMENT    | SIGN NO | SIGN CODE | FROM      |          | TO        |          | SIGN DESCRIPTION             | MUTCD CODE | SIGN COLOR | SIGN TYPE A-1 | SIGN TYPE A-2 | PANEL REPLACEMENT | REMOVE SIGN LESS THAN 20 SQUARE FEET | RELOCATE SIGN LESS THAN 20 SQUARE FEET | SLIPBASE SIGN BASE (B3) | REMARKS                              |
|              |         |           | STATION   | OFFSET   | STATION   | OFFSET   |                              |            |            | SQ FT         | SQ FT         | SQ FT             | EACH                                 | EACH                                   | EACH                    |                                      |
| SR-121       | 2.1     | X         | 103+25.65 | 23.95 RT |           |          | Bike Route                   |            |            |               |               |                   | 1                                    |                                        |                         | RELOCATE POST TO SIGN 2.2            |
| SR-121       | 2.2     | N         | 103+25.65 | 41.50 RT |           |          | Bike Route                   | D11-1      |            |               | 3             |                   |                                      |                                        | 1                       | USE EXISTING SIGN POST FROM SIGN 2.1 |
| SR-121       | 2.3     | PR        | 103+39.94 | 36.13 LT |           |          | No U Turn                    | R3-4       |            |               |               | 4                 |                                      |                                        |                         |                                      |
| SR-121       | 2.4     | PR        | 103+39.94 | 36.13 LT |           |          | Next 1 Mile                  | W7-3aP     |            |               |               | 3                 |                                      |                                        |                         |                                      |
| 1500 W       | 2.5     | R         | 205+73.25 | 12.86 RT | 205+69.68 | 27.00 RT | Begin/End, Route 2788, REF 2 |            |            |               |               |                   |                                      | 1                                      | 1                       | KEEP POST                            |
| SR-121       | 3.1     | PR        | 107+51.92 | 31.57 RT |           |          | Speed Limit 45               | R2-1       |            |               |               | 5                 |                                      |                                        |                         |                                      |
| 1500 W       | 5.1     | X         | 210+17.10 | 9.26 RT  |           |          | Speed Limit 35               |            |            |               |               |                   | 1                                    |                                        |                         | KEEP POST                            |
| 1500 W       | 5.2     | N         | 210+17.10 | 9.26 RT  |           |          | Speed Limit 35               | R2-1       |            | 5             |               |                   |                                      |                                        |                         | PLACE ON SAME POST AS 5.1            |
| TOTAL        |         |           |           |          |           |          |                              |            |            | 5             | 3             | 12                | 1                                    | 1                                      | 2                       |                                      |

### SIGNING KEY

**SIGN COLOR**

BK = BLACK      G = GREEN  
BL = BLUE      R = RED  
BR = BROWN    W = WHITE  
FY = FLUORESCENT YELLOW

**SIGN CODE**

N = NEW      PO = PANEL OVERLAY  
R = RELOCATE   PR = PANEL REPLACEMENT  
X = REMOVE

[illegible]



6 DAYS PRIOR TO CONSTRUCTION      DURING CONSTRUCTION

②

CONST  
SR-121 &  
1500 W

USE  
CAUTION

DURING  
CONSTRUCTION

3

54" X 60"  
3.00" RADIUS, 1.25" BORDER  
0.75" INDENT, 6" SERIES  
C LETTERING  
BLACK LETTERS ON  
FLUORESCENT ORANGE BACKGROUND

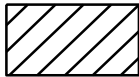
1. USE THESE DETAILS IN ADDITION TO STANDARD DRAWINGS TC-1 THROUGH TC-19, UTAH MUTCD AND ATSSA. RESOLVE ANY DISCREPANCIES WITH THE ENGINEER PRIOR TO WORK.
2. SIGN LAYOUT NOT TO SCALE. SIGN LOCATIONS MAY BE ADJUSTED IN THE FIELD AS NEEDED, WITH APPROVAL FROM ENGINEER.
3. OBTAIN ALL REQUIRED PERMITS FOR SIGNS.

SHEET NO. MOT-01

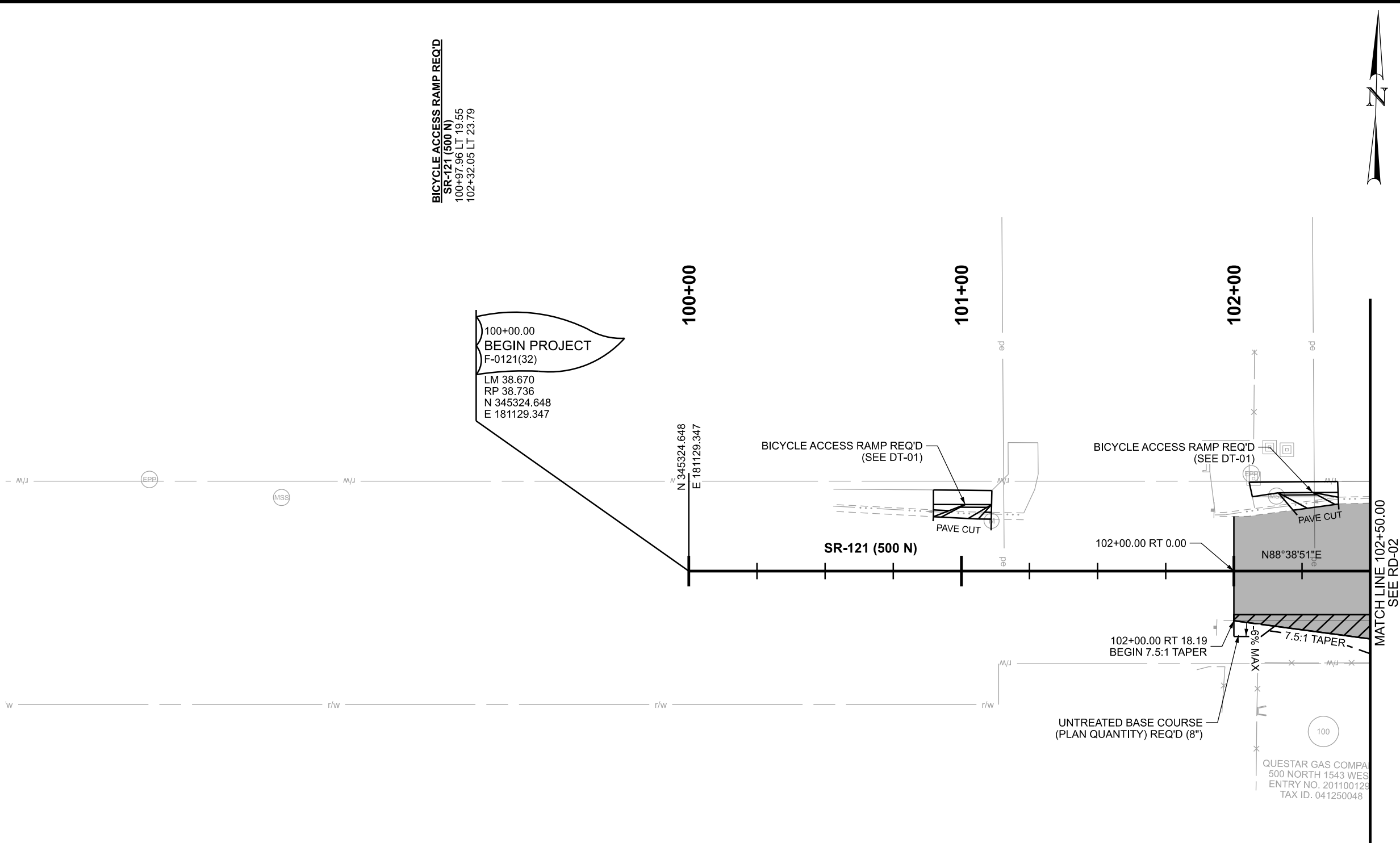
8-JAN-2026 DGN: Files\pwr\l\ddst\pwr\benct\hyscom\dst\pwr\01\Documents\UD01: Projects\Region\_3: Projects\21433: SR-121: 500 N: 1500 W: INTERSECTION\Roadway Design\21433\_RD-01.dgn

LEGEND

- 

MICRO-SURFACING REQ'D
- 

HMA - 1/2 INCH REQ'D (7")  
UNTREATED BASE COURSE (PLAN QUANTITY) REQ'D (8")  
GRANULAR BORROW (PLAN QUANTITY) REQ'D (16")



|                |  |                     |  |           |  |
|----------------|--|---------------------|--|-----------|--|
| PROJECT        |  | SR-121 (500 N)      |  | REVISIONS |  |
| PROJECT NUMBER |  | 1500 W INTERSECTION |  |           |  |
|                |  | F-0121(32)          |  |           |  |
|                |  | ROADWAY             |  |           |  |
|                |  | APPROVED            |  |           |  |
|                |  | DRAWN BY            |  |           |  |
|                |  | QC                  |  |           |  |
|                |  | CHECKED BY          |  |           |  |
|                |  | DATE                |  |           |  |
|                |  | APPROVED BY         |  |           |  |
|                |  | NO.                 |  |           |  |
|                |  | DATE                |  |           |  |
|                |  | APPROVED BY         |  |           |  |
|                |  | REMARKS             |  |           |  |

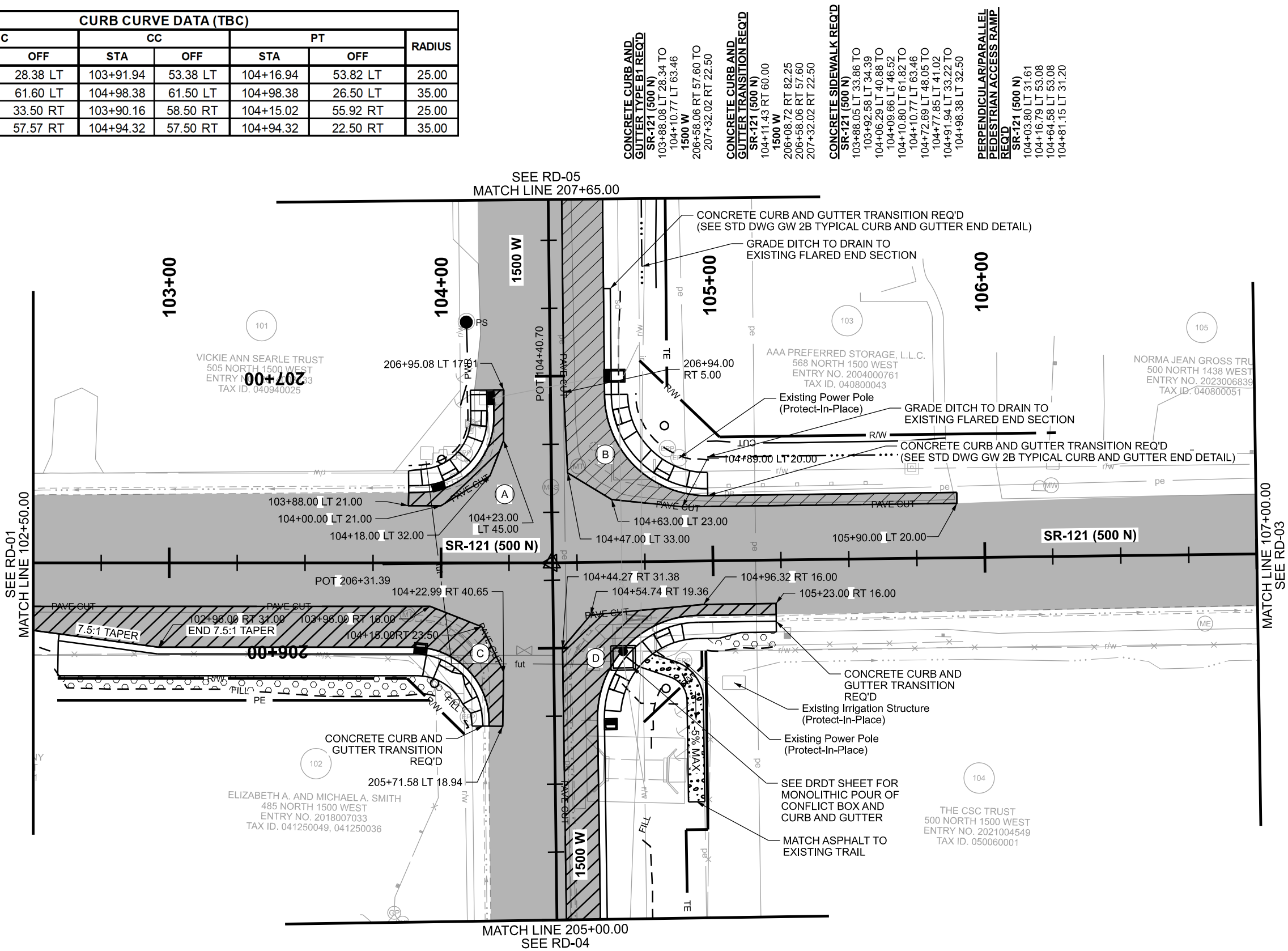


8-JAN-2026 D:\Files\pwr\udot\paw\ben\lucy\mudst\paw\81\Documents\UDOT Projects\Region 3 Projects\21433 SR-121 (500 N) 1500 W INTERSECTION\Roadway Design\21433 RD-02.dgn

LEGEND

- MICRO-SURFACING REQ'D
- HMA - 1/2 INCH REQ'D (7")
- UNTREATED BASE COURSE (PLAN QUANTITY) REQ'D (8")
- GRANULAR BORROW (PLAN QUANTITY) REQ'D (16")
- STRIP AND STOCKPILE SALVEAGED TOPSOIL (PLAN QUANTITY) REQ'D
- SPREAD SALVAGED TOPSOIL (PLAN QUANTITY) REQ'D
- BROADCAST SEED (PLAN QUANTITY) REQ'D
- HECP TYPE 2 (PLAN QUANTITY) REQ'D
- HMA - 1/2 INCH REQ'D (4")
- UNTREATED BASE COURSE (PLAN QUANTITY) REQ'D (6")

| CURB CURVE DATA (TBC) |           |          |           |          |           |          |        |
|-----------------------|-----------|----------|-----------|----------|-----------|----------|--------|
| CURVE                 | PC        |          | CC        |          | PT        |          | RADIUS |
|                       | STA       | OFF      | STA       | OFF      | STA       | OFF      |        |
| A                     | 103+92.16 | 28.38 LT | 103+91.94 | 53.38 LT | 104+16.94 | 53.82 LT | 25.00  |
| B                     | 104+63.38 | 61.60 LT | 104+98.38 | 61.50 LT | 104+98.38 | 26.50 LT | 35.00  |
| C                     | 103+90.16 | 33.50 RT | 103+90.16 | 58.50 RT | 104+15.02 | 55.92 RT | 25.00  |
| D                     | 104+59.32 | 57.57 RT | 104+94.32 | 57.50 RT | 104+94.32 | 22.50 RT | 35.00  |



SEE RD-05  
MATCH LINE 207+65.00

MATCH LINE 205+00.00  
SEE RD-04

CONCRETE CURB AND GUTTER TYPE B1 REQ'D  
SR-121 (500 N)  
102+59.24 RT 28.62 TO  
102+95.83 RT 33.50 TO  
103+90.16 RT 33.50 TO  
104+15.45 RT 60.03  
1500 W  
MATCHLINE RT 18.50 TO  
205+73.78 RT 18.50  
206+08.72 RT 82.25

CONCRETE CURB AND GUTTER TRANSITION REQ'D  
SR-121 (500 N)  
104+11.43 RT 60.00  
206+08.72 RT 82.25

CONCRETE SIDEWALK REQ'D  
SR-121 (500 N)  
102+59.00 RT 41.50 TO  
103+91.01 RT 41.50 TO  
103+93.21 RT 41.63  
104+10.94 RT 55.28 TO  
104+11.43 RT 60.00  
104+72.35 RT 38.57 TO  
104+77.37 RT 33.97  
104+89.12 RT 28.97 TO  
104+94.32 RT 28.50 TO  
105+01.94 RT 28.50 TO  
105+09.94 RT 26.50 TO  
105+23.00 RT 26.50

PERPENDICULAR/PARALLEL PEDESTRIAN ACCESS RAMP REQ'D  
SR-121 (500 N)  
104+02.40 RT 36.71  
104+11.88 RT 43.13  
104+62.26 RT 43.80  
104+80.55 RT 25.47

CONCRETE CURB AND GUTTER TYPE B1 REQ'D  
SR-121 (500 N)  
103+88.08 LT 28.34 TO  
104+10.77 LT 63.46  
1500 W  
206+58.06 RT 57.60 TO  
207+32.02 RT 22.50

CONCRETE CURB AND GUTTER TRANSITION REQ'D  
SR-121 (500 N)  
104+11.43 RT 60.00  
1500 W  
206+08.72 RT 82.25  
206+58.06 RT 57.60  
207+32.02 RT 22.50

CONCRETE SIDEWALK REQ'D  
SR-121 (500 N)  
103+88.05 LT 33.86 TO  
103+92.58 LT 34.39  
104+06.29 LT 40.88 TO  
104+09.66 LT 46.52  
104+10.80 LT 61.82 TO  
104+10.77 LT 63.46  
104+72.69 LT 48.05 TO  
104+77.85 LT 41.02  
104+91.94 LT 33.22 TO  
104+98.38 LT 32.50

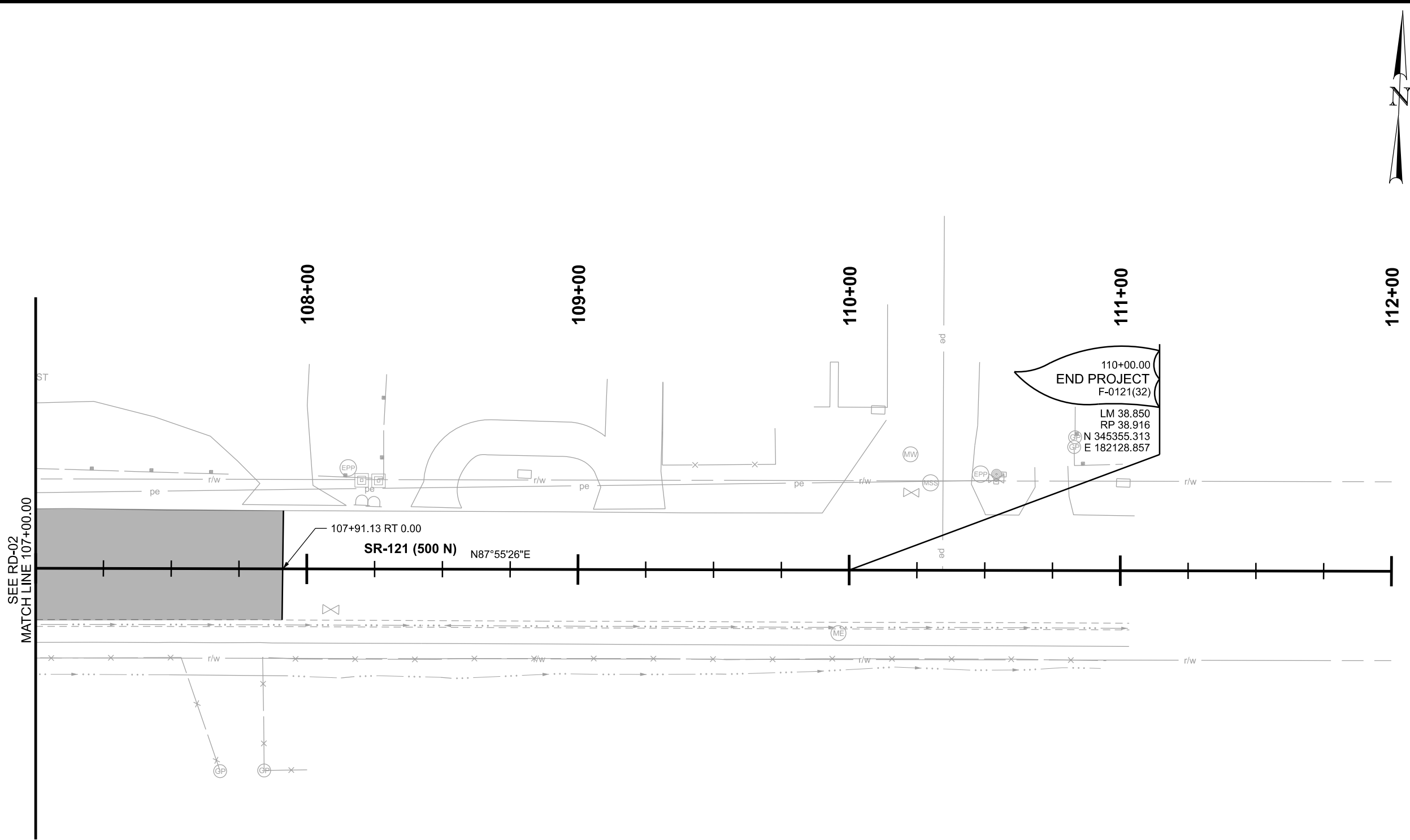
PERPENDICULAR/PARALLEL PEDESTRIAN ACCESS RAMP REQ'D  
SR-121 (500 N)  
104+03.80 LT 31.61  
104+16.79 LT 53.08  
104+64.58 LT 53.08  
104+81.15 LT 31.20

| PROJECT               |  | PROJECT NUMBER        |  | PROJECT               |  | PROJECT NUMBER        |  | PROJECT               |  | PROJECT NUMBER        |  |
|-----------------------|--|-----------------------|--|-----------------------|--|-----------------------|--|-----------------------|--|-----------------------|--|
| SR-121 (500 N)        |  | 1500 W INTERSECTION   |  | F-0121(32)            |  | ROADWAY               |  | SR-121 (500 N)        |  | 1500 W INTERSECTION   |  |
| APPROVED              |  | APPROVED              |  | APPROVED              |  | APPROVED              |  | APPROVED              |  | APPROVED              |  |
| WALL CONSULTANT GROUP |  | WALL CONSULTANT GROUP |  | WALL CONSULTANT GROUP |  | WALL CONSULTANT GROUP |  | WALL CONSULTANT GROUP |  | WALL CONSULTANT GROUP |  |
| DRAWN BY              |  | CHECKED BY            |  | DATE                  |  | DATE                  |  | DATE                  |  | DATE                  |  |
| AMY                   |  | CHL                   |  | 1/8/2026              |  | 1/8/2026              |  | 1/8/2026              |  | 1/8/2026              |  |
| REVISIONS             |  | REVISIONS             |  | REVISIONS             |  | REVISIONS             |  | REVISIONS             |  | REVISIONS             |  |
| NO.                   |  | DATE                  |  | APPROVED BY           |  | APPROVED BY           |  | APPROVED BY           |  | APPROVED BY           |  |
| REMARKS               |  | REMARKS               |  | REMARKS               |  | REMARKS               |  | REMARKS               |  | REMARKS               |  |
| SHEET NO.             |  | RD-02                 |  | SHEET NO.             |  | RD-02                 |  | SHEET NO.             |  | RD-02                 |  |

8-JAN-2026 DGN Files pcr//udbt/pa/bentlajusnudo+pa-81/Documents/UD01 Projects/Region 3 Projects/21433 SR-121 (500 N) 1500 W INTERSECTION/Roadway Design/21433 RD-03.dgn

LEGEND

- MICRO-SURFACING REQ'D
- HMA - 1/2 INCH REQ'D (7")
- UNTREATED BASE COURSE (PLAN QUANTITY) REQ'D (8")
- GRANULAR BORROW (PLAN QUANTITY) REQ'D (16")



|                       |                     |  |                                   |  |       |  |                      |     |          |      |            |             |  |         |  |
|-----------------------|---------------------|--|-----------------------------------|--|-------|--|----------------------|-----|----------|------|------------|-------------|--|---------|--|
| PROJECT               | SR-121 (500 N)      |  | UTAH DEPARTMENT OF TRANSPORTATION |  |       |  | REVISIONS            |     |          |      |            |             |  |         |  |
|                       | 1500 W INTERSECTION |  | WALL CONSULTANT GROUP             |  |       |  |                      |     |          |      |            |             |  |         |  |
| PROJECT NUMBER        | F-0121(32)          |  | PIN                               |  | 21433 |  | APPROVED             |     | DRAWN BY |      | AMY        |             |  |         |  |
|                       | ROADWAY             |  |                                   |  |       |  | <i>Emily Longman</i> |     | QC       |      | CHECKED BY |             |  |         |  |
| 1/8/2026              |                     |  |                                   |  |       |  |                      |     |          |      |            |             |  |         |  |
| DATE                  |                     |  |                                   |  |       |  |                      |     |          |      |            |             |  |         |  |
| PROFESSIONAL ENGINEER |                     |  |                                   |  |       |  |                      |     |          |      |            |             |  |         |  |
| RD-03                 |                     |  |                                   |  |       |  |                      | NO. |          | DATE |            | APPROVED BY |  | REMARKS |  |

8-JAN-2026

\_\_\_\_\_

1500 W

200+10.80 RT 7.89 TO  
202+22.99 RT 18.50 TO  
MATCH LINE RT 18.50

MATCH LINE RT 18.50

MATCH LINE RT 18.50

1500 W

200+10.80 RT 7.89

SHEET NO. RD-04

SR-121 (500 N)

1500 W INTERSECTION

0121(32)  
ROADWAY

UTAH DEPARTMENT OF TRANSPORTATION

WALL CONSULTANT GROUP

APPROVED

Emily Lupeanu  
PROFESSIONAL ENGINEER

*Ming Lupeanu*  
PROFESSIONAL ENGINEER

1/8/2026

DRAWN BY

|            |    |
|------------|----|
| DRAWN BY   | QC |
| CHECKED BY |    |

## REVISIONS

REMARKS





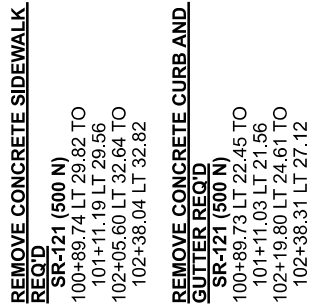
8-JAN-2026

HMA - 1/2 INCH REQ'D (7")  
UNTREATED BASE COURSE (PLAN QUANTITY) REQ'D (8")  
GRANULAR BORROW (PLAN QUANTITY) REQ'D (16")

[illegible]



CLEARING AND GRUBBING  
(PLAN QUANTITY) REQ'D



**MATCH LINE 102+50.00  
SEE RMV-02**



1. SEE DR FOR ALL DRAINAGE REMOVALS AND RELOCATIONS.
2. SEE UT FOR ALL UTILITY REMOVALS AND RELOCATIONS.
3. SEE SS FOR ALL SIGNING AND STRIPING REMOVALS AND RELOCATIONS.
4. ROADWAY EXCAVATION INCLUDES REMOVAL OF ASPHALT.

[illegible]



LEGEND

-  CLEARING AND GRUBBING (PLAN QUANTITY) REQ'D
-  REMOVE CONCRETE SIDEWALK REQ'D

REMOVE CONCRETE SIDEWALK REQ'D  
SR-121 (500 N)  
104+99.68 RT 26.79 TO 105+23.00 RT 26.48  
1500 W  
205+40.92 RT 11.12 TO 205+50.91 RT 17.75 TO 205+59.93 RT 18.10 TO 206+03.13 RT 19.28  
205+50.08 RT 48.12 TO 205+58.65 RT 48.62

REMOVE CONCRETE CURB AND GUTTER REQ'D  
1500 W  
MATCH LINE RT 7.38 TO 206+07.01 RT 15.57  
205+71.74 RT 26.13 TO 206+10.53 RT 50.35 TO 102+56.54 RT 33.68 TO 103+97.99 RT 48.96

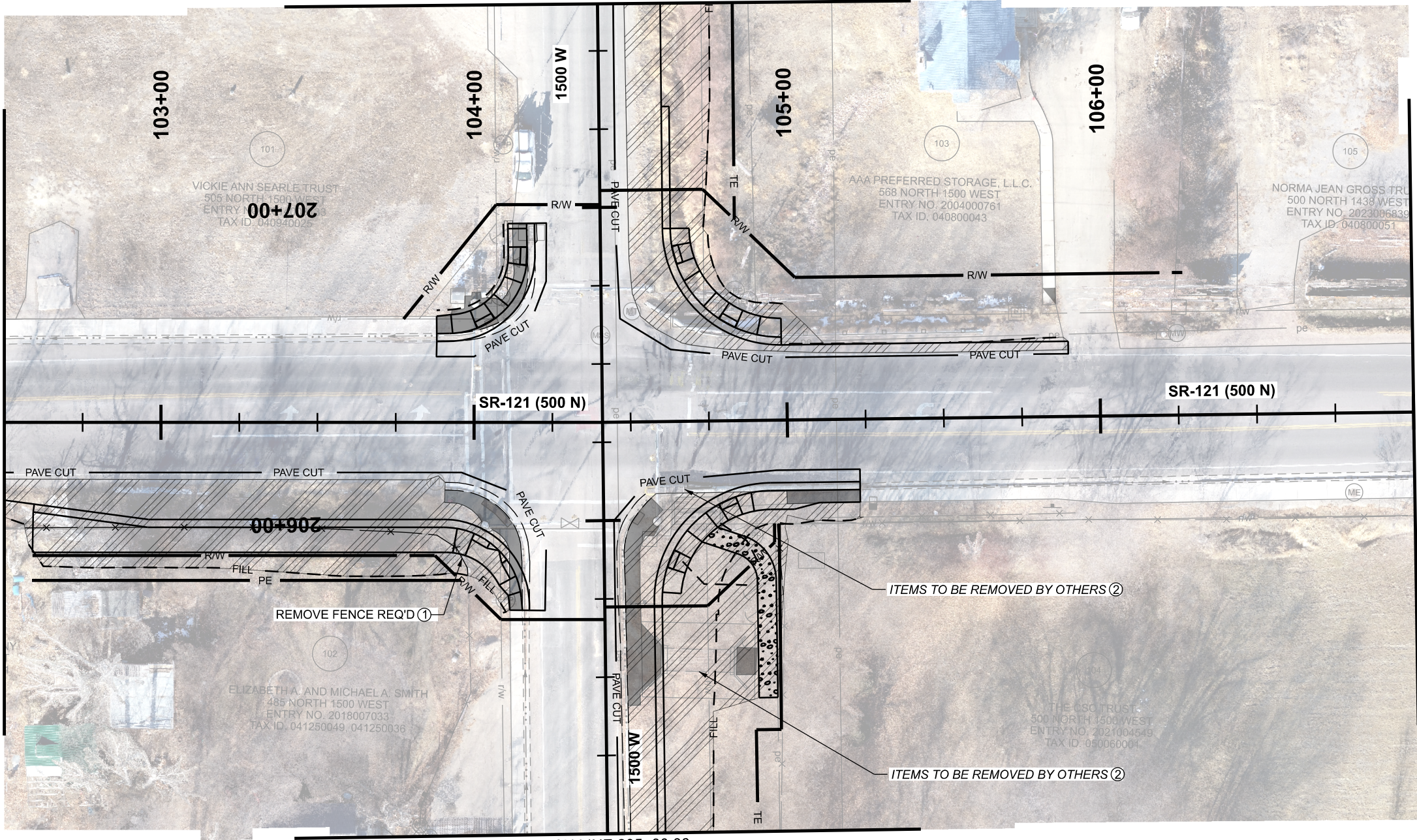
REMOVE FENCE REQ'D  
SR-121 (500 N)  
102+56.54 RT 33.68 TO 103+97.99 RT 48.96

REMOVE CONCRETE SIDEWALK REQ'D  
1500 W  
205+71.83 LT 30.15 TO 206+06.53 LT 50.53  
206+65.75 LT 52.33 TO 206+95.22 LT 27.84

REMOVE CONCRETE CURB AND GUTTER REQ'D  
1500 W  
205+71.74 LT 26.13 TO 206+10.53 RT 50.35  
206+60.24 LT 52.34 TO 206+95.14 LT 23.32

SEE RMV-05  
MATCH LINE 207+65.00

SEE RMV-01  
MATCH LINE 102+50.00



MATCH LINE 107+00.00  
SEE RMV-03

NOTES:

- PER STANDARD SPECIFICATION 02221, PREVENT PEOPLE OR ANIMALS FROM ENTERING OR EXITING THE PARCEL BY PROVIDING TEMPORARY FENCING PRIOR TO REMOVING EXISTING FENCING.
- PEDESTRIAN BRIDGE, ABUTMENTS, CRASH CUSHION, AND BARRIER TO BE REMOVED BY OTHERS.



|                |  |                                       |  |                                                               |  |                      |  |
|----------------|--|---------------------------------------|--|---------------------------------------------------------------|--|----------------------|--|
| PROJECT        |  | SR-121 (500 N)<br>1500 W INTERSECTION |  | UTAH DEPARTMENT OF TRANSPORTATION<br>WALL CONSULTANT GROUP    |  | REVISIONS            |  |
| PROJECT NUMBER |  | F-0121(32)<br>21433                   |  | APPROVED<br><i>Emily J. Ferguson</i><br>PROFESSIONAL ENGINEER |  | DRAWN BY<br>ZL       |  |
|                |  | REMOVAL                               |  | DATE<br>11/28/2025                                            |  | QC CHECKED BY<br>AMY |  |
| SHEET NO.      |  | RMV-02                                |  | DATE                                                          |  | APPROVED BY          |  |
|                |  |                                       |  | NO.                                                           |  | REMARKS              |  |



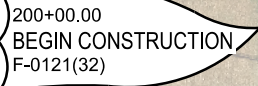




28-NOV-2025

CLEARING AND GRUBBING  
(PLAN QUANTITY) REQ'D

200+10.80  
MATCHL



N 344704.125  
E 181594.139

MATCH LINE 205+00.00  
SEE RMV-02

SHEET NO. RMV-04



28-NOV-2025 D:\\_Files\pvt\udbt\p\ben\l\aycom\udb\p\Documents\UDOT Projects\Region 3 Projects\21433 SR-121 500 N\1500 W INTERSECTION\Roadkey Design\21433 RMV-05.dgn

LEGEND

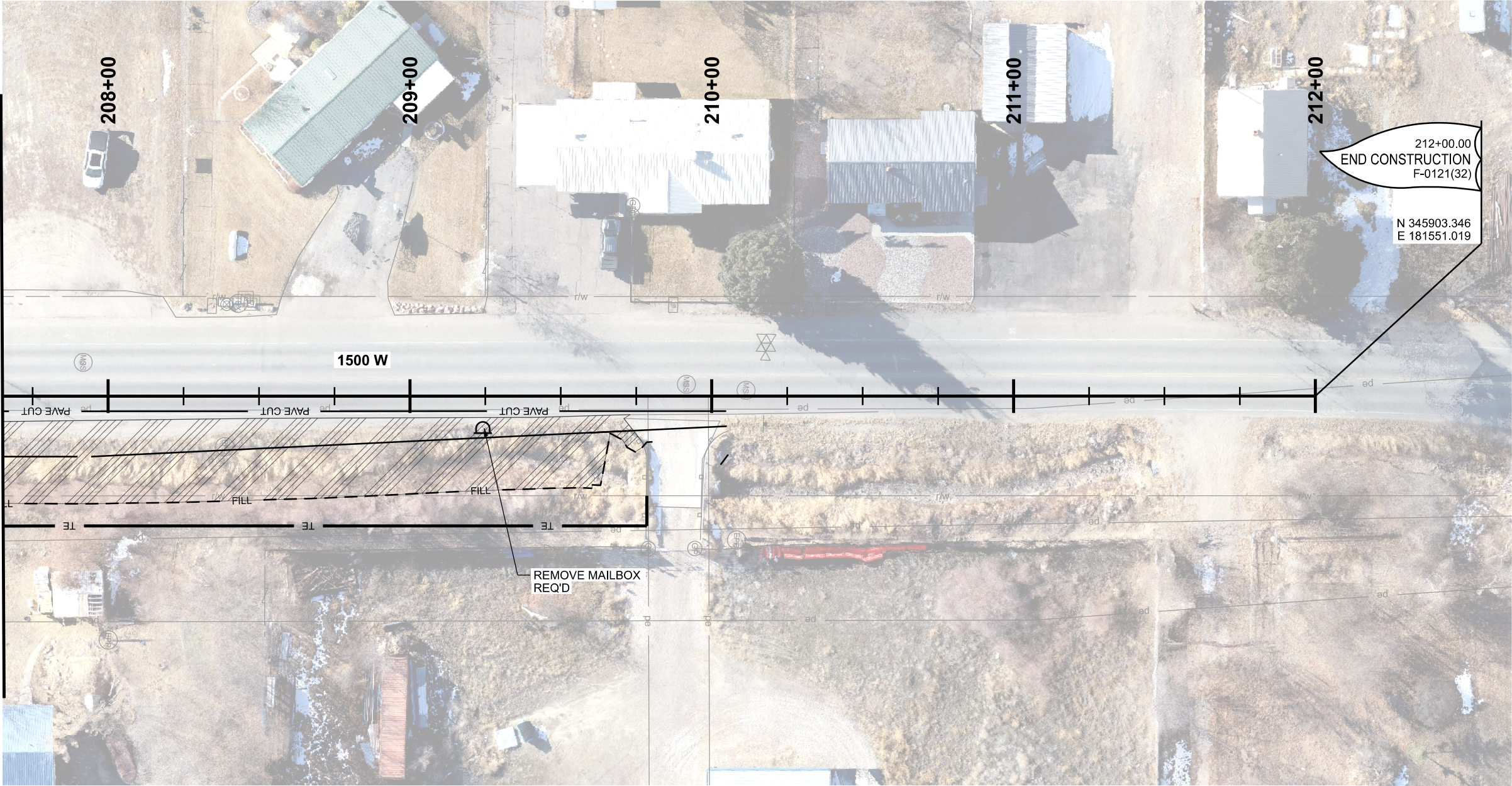


CLEARING AND GRUBBING  
(PLAN QUANTITY) REQ'D



REMOVE CONCRETE  
SIDEWALK REQ'D

SEE RMV-02  
MATCH LINE 207+65.00



REMOVE MAILBOX REQ'D

1500 W

209+24.15 RT 10.77

SHEET NO. RMV-05

SR-121 (500 N)

1500 W INTERSECTION

F-0121(32)

REMOVAL

PIN

21433

APPROVED

*Emily Luperon*

PROFESSIONAL ENGINEER

11/28/2025

DATE

DRAWN BY

ZL

QC

CHECKED BY

AMY

DATE

APPROVED BY

REMARKS

REVISIONS



6-JAN-2026 DGN File: p:\dot-pw\dot-pw-01\Documents\UDOT Projects\Region 3 Projects\Region 3 Projects\21433\_SR-121\_500\_N\_1500\_W\_INTERSECTION\Utilities\21433\_UTDT-01.dgn

- | ABBREVIATIONS |                            |       |                          |
|---------------|----------------------------|-------|--------------------------|
| ac            | ASBESTOS CEMENT            | ph    | PHASE                    |
| clay          | CLAY                       | plstc | PLASTIC                  |
| con           | CONCRETE                   | pole  | POLE                     |
| cmp           | CORRUGATED METAL PIPE      | poly  | POLY ETHYLENE            |
| cpr           | CORRUGATED PLASTIC PIPE    | pvc   | POLYVINYL CHLORIDE       |
| ct            | COUNT                      | pvt   | PRIVATE UTILITY OWNER    |
| dist          | DISTRIBUTION               | pue   | PUBLIC UTILITY EASEMENT  |
| di            | DUCTILE IRON               | rcp   | REINFORCED CONCRETE PIPE |
| fdr           | FEEDER                     | ssmh  | SANITARY SEWER MANHOLE   |
| hdpe          | HIGH DENSITY POLY ETHYLENE | sec   | SECONDARY                |
| hp            | HIGH PRESSURE              | svc   | SERVICE                  |
| in            | INCH                       | shct  | SHOTCOAT STEEL           |
| kv            | KILOVOLT                   | stl   | STEEL                    |
| mh            | MANHOLE                    | trans | TRANSMISSION             |
| pr            | PAIR                       | trnk  | TRUNK                    |

| QUALITY LEVEL<br>(QL) | DEFINITION                                                                                                                                                                                        |
|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A                     | UTILITY LOCATIONS BASED ON NON-DESTRUCTIVE EXPOSURE OF UTILITY FACILITY AND MEASURING HORIZONTAL AND VERTICAL POSITION TO APPROPRIATE SURVEY CONTROL (LOCATING), ONLY VALID AT POINT OF EXPOSURE. |
| B                     | UTILITY LOCATIONS BASED ON APPLICATION AND INTERPRETATION OF SURFACE GEOPHYSICAL METHODS (DESIGNATING) REFERENCED TO APPROPRIATE SURVEY CONTROL.                                                  |
| C                     | UTILITY LOCATIONS BASED ON QUALITY LEVEL D INFORMATION CORRELATED WITH SURVEYED SURFACE FEATURES.                                                                                                 |
| D                     | UTILITY LOCATIONS BASED ON EXISTING RECORDS AND/OR RECOLLECTIONS.                                                                                                                                 |

|                |  |                     |  |                                                                               |  |       |  |                       |  |          |  |
|----------------|--|---------------------|--|-------------------------------------------------------------------------------|--|-------|--|-----------------------|--|----------|--|
| PROJECT        |  | SR-121 (500 N)      |  | <div>UTAH DEPARTMENT OF TRANSPORTATION</div> <div>WALL CONSULTANT GROUP</div> |  |       |  | REVISONS              |  |          |  |
| PROJECT NUMBER |  | 1500 W INTERSECTION |  |                                                                               |  |       |  |                       |  |          |  |
|                |  | F-0121(32)          |  | PIN                                                                           |  | 21433 |  | DRAWN BY              |  | BOW      |  |
|                |  | UTILITY DETAIL      |  |                                                                               |  |       |  | QC CHECKED BY         |  | PLP      |  |
|                |  |                     |  |                                                                               |  |       |  | APPROVED              |  | 1/6/2026 |  |
|                |  |                     |  |                                                                               |  |       |  | PROFESSIONAL ENGINEER |  | DATE     |  |
|                |  |                     |  |                                                                               |  |       |  | Benjamin O. Williams  |  |          |  |
|                |  |                     |  |                                                                               |  |       |  | PROFESSIONAL ENGINEER |  | DATE     |  |
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6-JAN-2026 DGN: Files\pwt\l\ddt\p\bencl\m\com\udt\p\01\Documents\UDOT Projects\Region 3 Projects\21433 SR-121 5000 W INTERSECTION\Utilities\21433 UTD-02.dgn

| UTILITY TEST HOLE MATRIX                                  |                                                                                                        |                |                |             |             |            |            |                  |              |               |              |                |                                                                                                                                                                                                                                                                                                                                                        |
|-----------------------------------------------------------|--------------------------------------------------------------------------------------------------------|----------------|----------------|-------------|-------------|------------|------------|------------------|--------------|---------------|--------------|----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| TEST HOLE NO.                                             | DATE                                                                                                   | SIZE           | TYPE           | MATERIAL    | OWNER       | NORTHING   | EASTING    | GROUND ELEVATION | DEPTH (FEET) | TOP ELEVATION | SURFACE TYPE | PAVEMENT DEPTH | COMMENTS                                                                                                                                                                                                                                                                                                                                               |
| 1                                                         | 7/14/2025                                                                                              | 2"             | Telephone      | Direct Bury | Strata      | 345368.553 | 181532.682 | 5448.98          | 2.95         | 5446.03       | Asphalt      | 7"             |                                                                                                                                                                                                                                                                                                                                                        |
| 2                                                         | 7/14/2025                                                                                              | (3) 1.75" / 4" | Fiber Optic    | Plastic     | Strata      | 345358.028 | 181524.612 | 5448.95          | 2.49         | 5446.46       | Asphalt      | 8"             |                                                                                                                                                                                                                                                                                                                                                        |
| 3                                                         | 7/15/2025                                                                                              | 10"            | Gas            | Concrete    | Enbridge    | 345321.053 | 181525.991 | 5449.29          | 7.12         | 5442.17       | Asphalt      | 9"             | Possibly concrete casing for 6" plastic gas line.                                                                                                                                                                                                                                                                                                      |
| 4                                                         | 7/15/2025                                                                                              | 6"             | Gas            | Plastic     | Enbridge    | 345296.539 | 181527.515 | 5447.24          | 3.41         | 5443.83       | Natural      | N/A            |                                                                                                                                                                                                                                                                                                                                                        |
| 4A                                                        | 7/15/2025                                                                                              | (5) 2.5" / 2"  | Traffic Signal | Plastic     | UDOT        | 345297.987 | 181526.118 | 5447.25          | 0.70         | 5446.55       | Natural      | N/A            | Located electric conduits while digging on the gas line in TH-4.                                                                                                                                                                                                                                                                                       |
| 5                                                         | 7/16/2025                                                                                              | (2) 4"         | Telephone      | Plastic     | Strata      | 345306.132 | 181548.537 | 5448.81          | 2.78         | 5446.03       | Asphalt      | 7"             |                                                                                                                                                                                                                                                                                                                                                        |
| 6                                                         | Unable to locate water line at this location due to mud and ground water. Dug to approximately 8 feet. |                |                |             |             |            |            |                  |              |               |              |                |                                                                                                                                                                                                                                                                                                                                                        |
| 7                                                         | 7/16/2025                                                                                              | 16" Per Plan   | Water          | Concrete    | Vernal City | 345306.342 | 181561.667 | 5448.54          | 5.00         | 5443.54       | Asphalt      | 7"             | Unable to obtain size measurement due to location of the water line near the conduits documents in TH-7A. The 16" water pipe was identified as cast iron and is conductive. The concrete covering the pipe at the test-hole location is inconsistent with the rest of the facility and appears to have been intentionally applied to protect the pipe. |
| 7A                                                        | 7/16/2025                                                                                              | 2.5" / (4) 4"  | Fiber Optic    | Plastic     | Strata      | 345307.221 | 181561.687 | 5448.53          | 2.73         | 5445.80       | Asphalt      | 7"             | Depth shown is to top of 2.5". Top of 4" at 3.23'. Located fiber conduits while digging on TH-7. Unable to visually verify 4th line under 2.5" line but could feel it.                                                                                                                                                                                 |
| 8                                                         | Unable to locate gas line at this location due to a layer of rock. Dug to approximately 8 feet.        |                |                |             |             |            |            |                  |              |               |              |                |                                                                                                                                                                                                                                                                                                                                                        |
| 9                                                         | Unable to locate water line at this location due to mud and ground water. Dug to approximately 5 feet. |                |                |             |             |            |            |                  |              |               |              |                |                                                                                                                                                                                                                                                                                                                                                        |
| 10                                                        | 7/22/2025                                                                                              | 68"            | Fiber Optic    | Concrete    | Strata      | 345368.268 | 181711.326 | 5446.03          | 1.06         | 5444.97       | Natural      | N/A            | Depth shown is to top of utility. Utility bottom at 1.50'. Utility bottom noted is apparent bottom unless noted as actual bottom. Additional material and/or utilities may exist below apparent or actual bottom.                                                                                                                                      |
| *UTILITY TEST HOLE DATA IS PROVIDED FOR INFORMATION ONLY. |                                                                                                        |                |                |             |             |            |            |                  |              |               |              |                |                                                                                                                                                                                                                                                                                                                                                        |

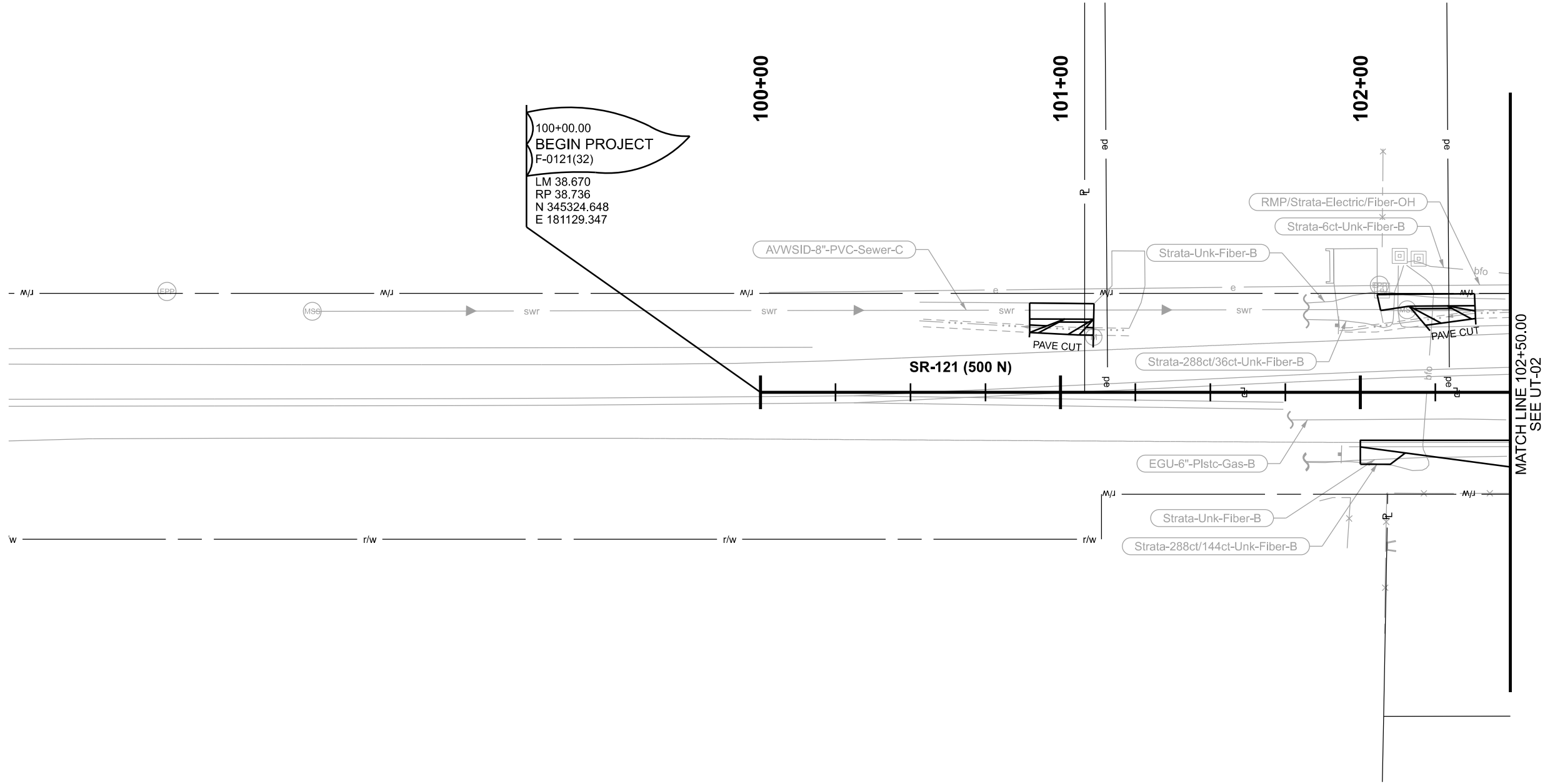
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|----------------|--|-----------------------|--|-------------|--|
| PROJECT        |  | SR-121 (500 N)        |  | REVISIONS   |  |
| PROJECT NUMBER |  | 1500 W INTERSECTION   |  |             |  |
|                |  | F-0121(32)            |  |             |  |
| UTILITY DETAIL |  | PIN 21433             |  |             |  |
|                |  | APPROVED              |  | DRAWN BY    |  |
|                |  | Benjamin O. Williams  |  | BOW         |  |
|                |  | PROFESSIONAL ENGINEER |  | QC          |  |
|                |  | 1/6/2026              |  | CHECKED BY  |  |
|                |  | DATE                  |  | PLP         |  |
| SHEET NO.      |  | UTDT-02               |  | NO.         |  |
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|                |  |                       |  | APPROVED BY |  |
|                |  |                       |  | REMARKS     |  |



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UTILITY TAG LEGEND

Owner-Size-Material-Type-Quality Level



RECONSTRUCT MANHOLE -  
LOWER REQ'D  
SR-121 (500 N)  
101+11.08 LT 18.45 (SEWER)  
102+15.62 LT 27.53 (SEWER)  
RECONSTRUCT MANHOLE -  
RAISE REQ'D  
SR-121 (500 N)  
101+11.08 LT 18.45 (SEWER)  
102+15.62 LT 27.53 (SEWER)

100+00.00  
BEGIN PROJECT  
F-0121(32)  
LM 38.670  
RP 38.736  
N 345324.648  
E 181129.347

|                |  |                       |  |           |  |
|----------------|--|-----------------------|--|-----------|--|
| PROJECT        |  | SR-121 (500 N)        |  | REVISIONS |  |
| PROJECT NUMBER |  | 1500 W INTERSECTION   |  |           |  |
|                |  | F-0121(32)            |  |           |  |
|                |  | UTILITY               |  |           |  |
|                |  | APPROVED              |  |           |  |
|                |  | WALL CONSULTANT GROUP |  |           |  |
|                |  | DRAWN BY              |  |           |  |
|                |  | QC                    |  |           |  |
|                |  | CHECKED BY            |  |           |  |
|                |  | DATE                  |  |           |  |
|                |  | 1/6/2026              |  |           |  |
|                |  | PROFESSIONAL ENGINEER |  |           |  |
|                |  | Beynoni O. Williams   |  |           |  |
|                |  | PLP                   |  |           |  |
|                |  | NO.                   |  |           |  |
|                |  | DATE                  |  |           |  |
|                |  | APPROVED BY           |  |           |  |
|                |  | REMARKS               |  |           |  |
| SHEET NO.      |  | UT-01                 |  |           |  |

6-JAN-2026 DGN Files pwt/udst/bentlbycomstdst.pw 01/Documents/UDOT Projects/Region 3 Projects/21433 SR-121 500 N INTERSECTION/Utilities/21433 UT-02.dgn

UTILITY TAG LEGEND

Owner-Size-Material-Type-Quality Level

RECONSTRUCT MANHOLE -  
LOWER REQ'D  
SR-121 (500 N)  
104+50.87 LT 35.35 (TELEPHONE)

RECONSTRUCT MANHOLE -  
RAISE REQ'D  
SR-121 (500 N)  
104+50.87 LT 35.35 (TELEPHONE)

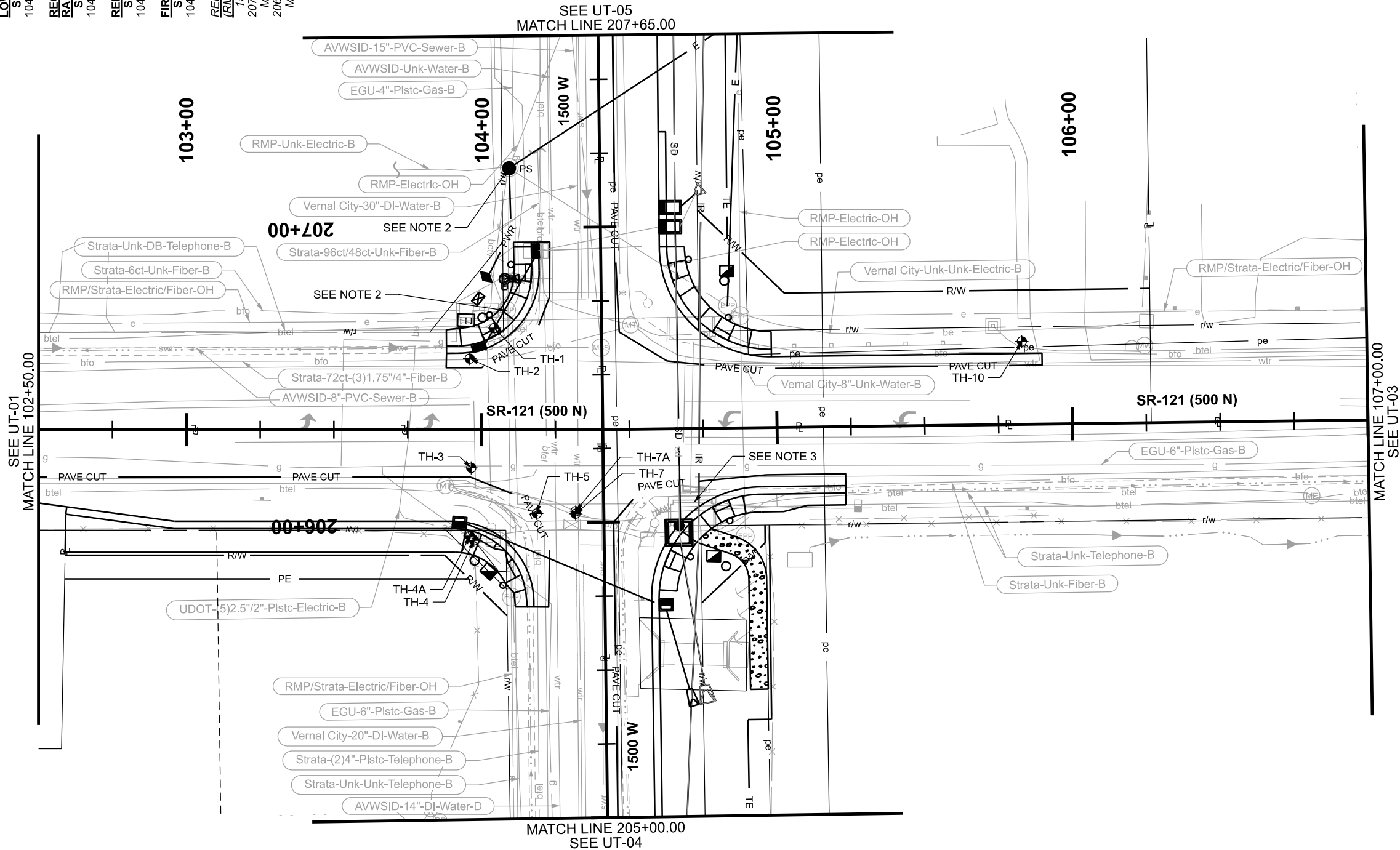
REMOVE FIRE HYDRANT REQ'D  
SR-121 (500 N)  
104+10.90 LT 51.12

FIRE HYDRANT REQ'D  
SR-121 (500 N)  
104+07.78 LT 51.09

RELOCATE OVERHEAD POWER  
(RMP)  
1500 W  
207+20.20 LT 30.58 TO  
MATCH LINE RT 39.27  
206+72.83 RT 42.88 TO  
MATCH LINE RT 47.00

RECONSTRUCT MANHOLE -  
LOWER REQ'D  
SR-121 (500 N)  
103+87.68 RT 18.94  
(TELEPHONE)

RECONSTRUCT MANHOLE -  
RAISE REQ'D  
SR-121 (500 N)  
103+87.68 RT 18.94  
(TELEPHONE)

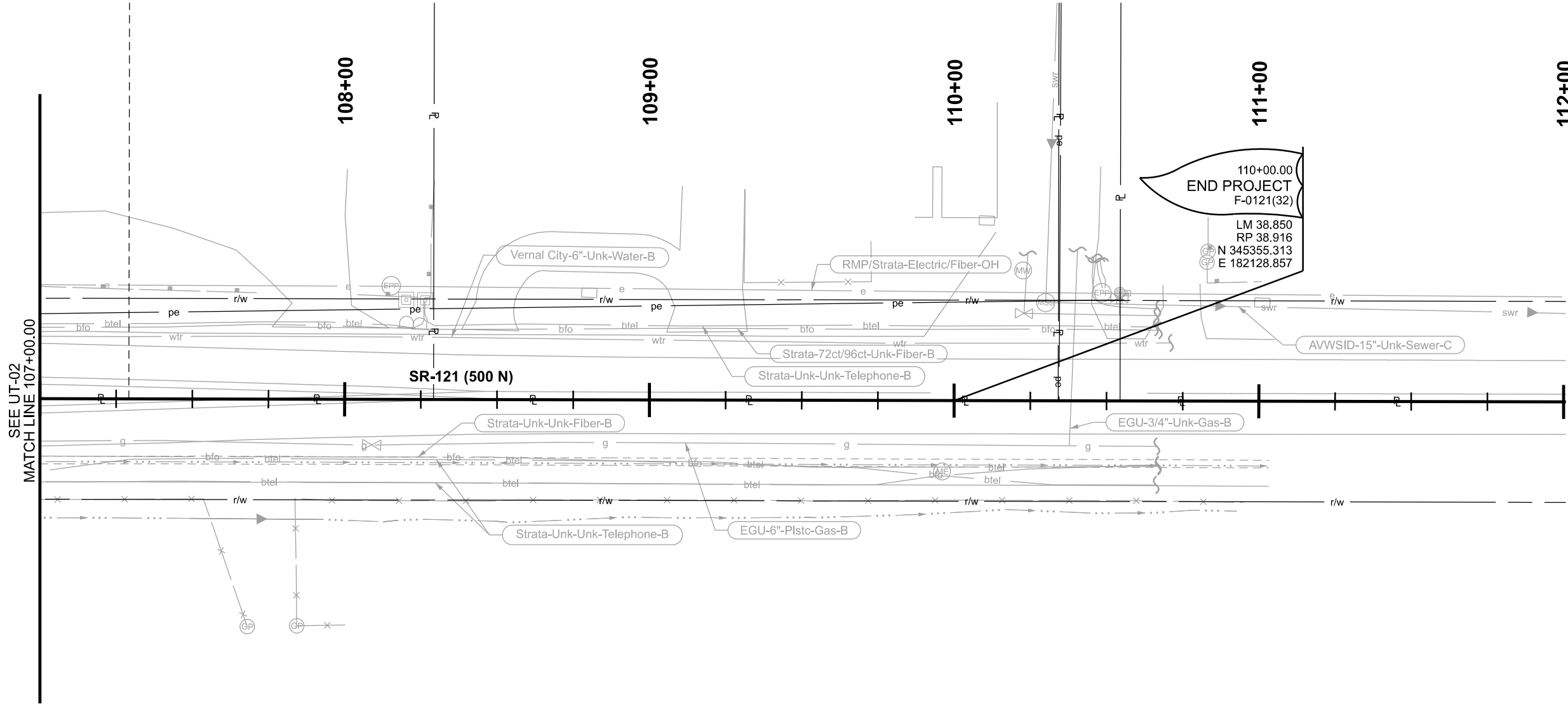


NOTES:

- SEE UTDT-02 FOR TEST HOLE INFORMATION.
- RMP POLE AT THE NW CORNER WILL BE REMOVED BY A SEPERATE RMP PROJECT (WO#007515538) BY EARLY 2026. THIS WO WILL ALSO REPLACE THE NEXT POLE NORTH WITH A STEEL POLE.
- SHALLOW STRATA LINES (4\"/>

|                |  |                     |  |                                   |  |                       |  |           |  |  |  |
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| PROJECT        |  | SR-121 (500 N)      |  | UTAH DEPARTMENT OF TRANSPORTATION |  |                       |  | REVISIONS |  |  |  |
| PROJECT NUMBER |  | 1500 W INTERSECTION |  | WALL CONSULTANT GROUP             |  |                       |  |           |  |  |  |
| UTILITY        |  | F-0121(32)          |  | APPROVED                          |  | DRAWN BY              |  |           |  |  |  |
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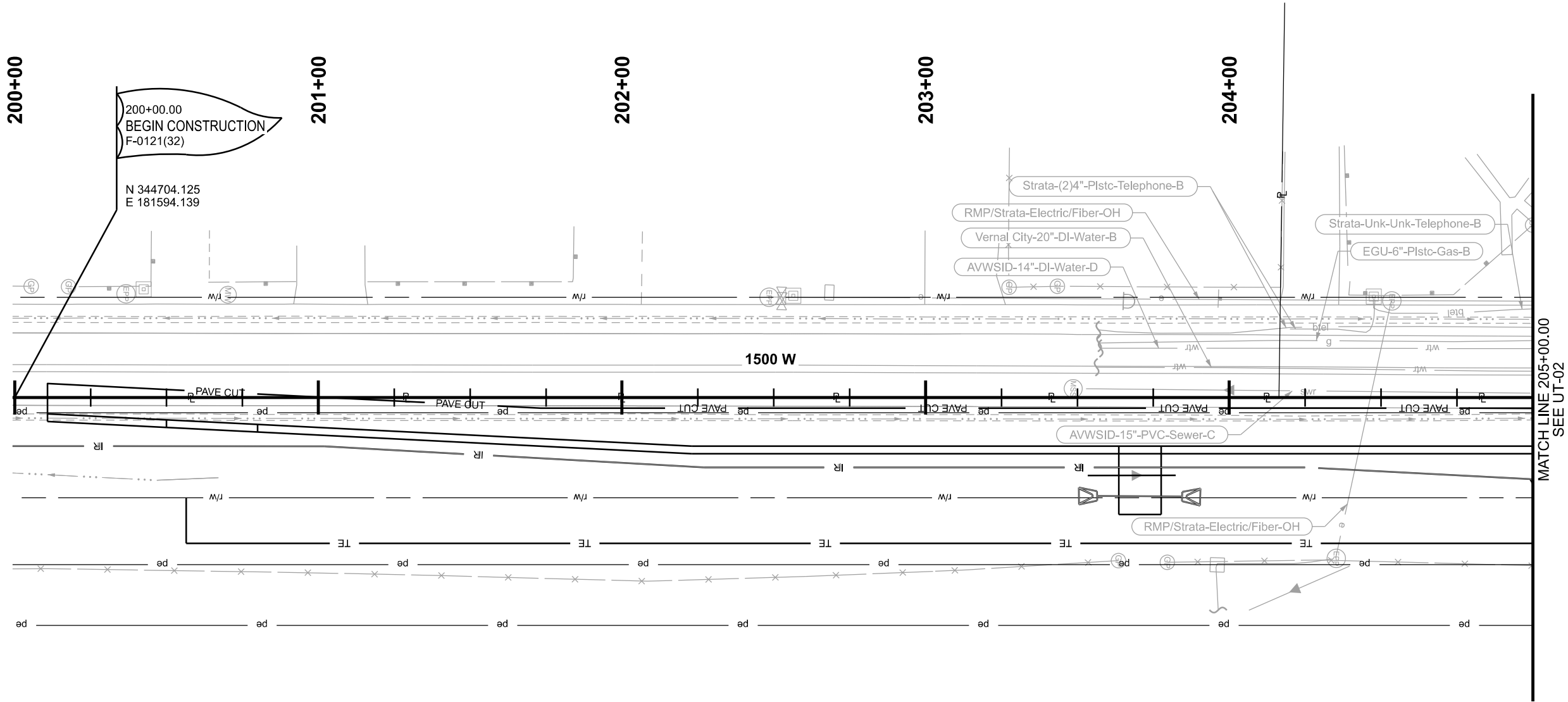


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| PROJECT        |  | SR-121 (500 N)      |  | UTAH DEPARTMENT OF TRANSPORTATION |  | REVISIONS |  |
| PROJECT NUMBER |  | 1500 W INTERSECTION |  | WALL CONSULTANT GROUP             |  |           |  |
|                |  | F-0121(32)          |  | APPROVED                          |  |           |  |
|                |  | UTILITY             |  | 1/6/2026                          |  |           |  |
|                |  |                     |  | Benjamin O. Williams              |  |           |  |
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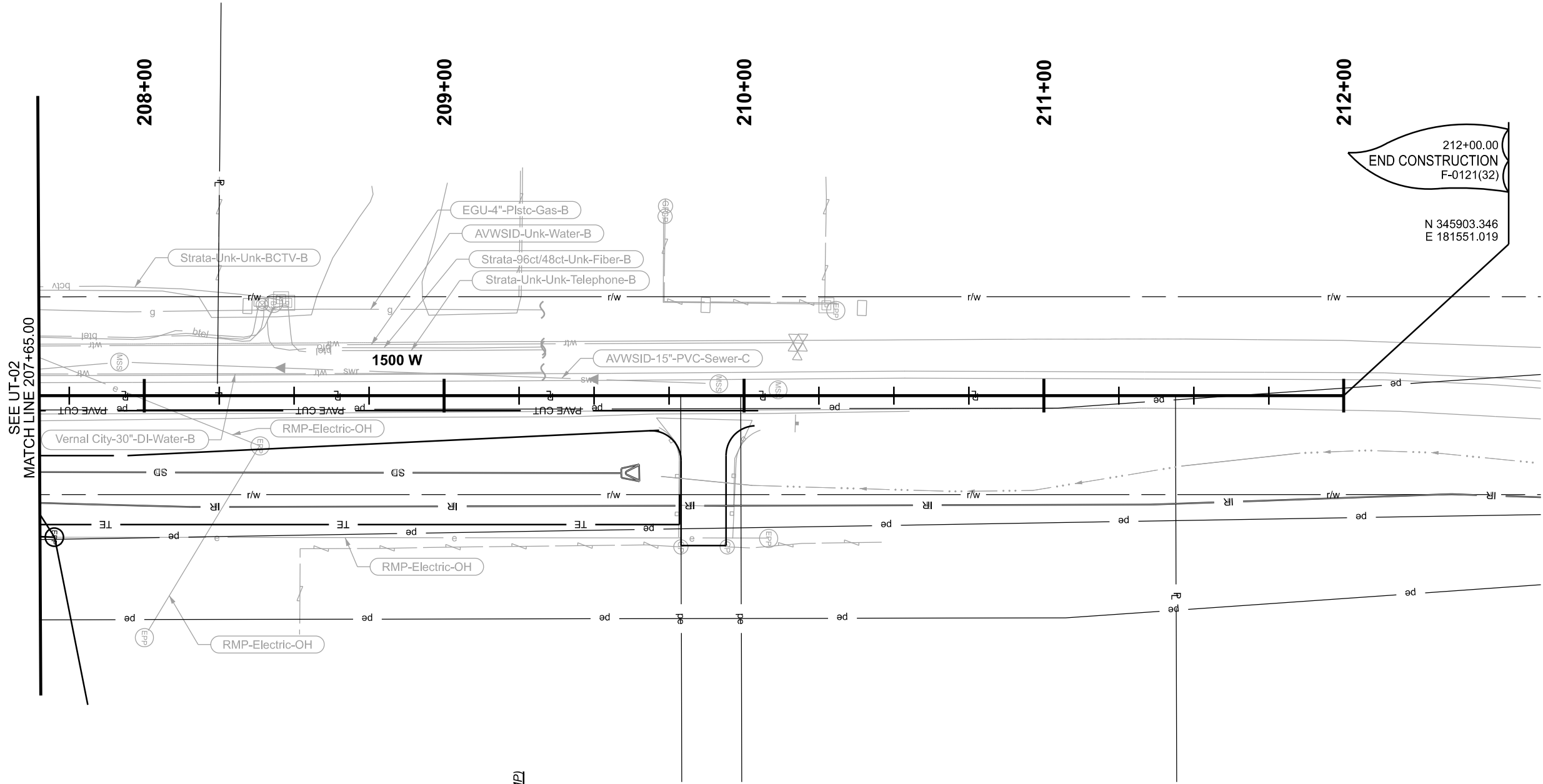


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|----------------|------------|---------------------|-------|------------------------------------------------------------|--|----------|--|------------|--|-----|------|-------------|---------|
| PROJECT        |            | SR-121 (500 N)      |       | UTAH DEPARTMENT OF TRANSPORTATION<br>WALL CONSULTANT GROUP |  |          |  | REVISIONS  |  |     |      |             |         |
|                |            | 1500 W INTERSECTION |       |                                                            |  |          |  |            |  |     |      |             |         |
| PROJECT NUMBER | F-0121(32) | PIN                 | 21433 | APPROVED                                                   |  | DRAWN BY |  | BOW        |  | NO. | DATE | APPROVED BY | REMARKS |
|                |            |                     |       | <i>Benjamin C. Williams</i>                                |  | QC       |  | CHECKED BY |  |     |      |             |         |
| UTILITY        |            |                     |       | 1/6/2026                                                   |  | DATE     |  |            |  |     |      |             |         |
|                |            |                     |       | PROFESSIONAL ENGINEER                                      |  |          |  |            |  |     |      |             |         |
|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
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|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
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|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
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|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
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|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
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|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
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|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
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|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
|                |            |                     |       |                                                            |  |          |  |            |  |     |      |             |         |
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6-JAN-2026 DGN Files pwt/udbt:pwbentl\mycomutdst-pw-01\Documents\UD01 Projects\Region 3 Projects\21433 SR-121 500 W INTERSECTION\Utilities\21433 UT-05.dgn



SEE UT-02  
MATCH LINE 207+65.00

POWER POLE (RMP)  
1500 W  
207+70.11 RT 47.23

RELOCATE OVERHEAD POWER (RMP)  
1500 W  
MATCH LINE RT 39.27 TO  
207+70.11 RT 47.23 TO  
207+81.15 RT 103.12  
MATCH LINE RT 47.00 TO  
207+70.11 RT 47.23

REMOVE POWER POLE (RMP)  
1500 W  
207+99.87 RT 80.66  
208+38.46 RT 16.70

|                |                     |     |                                   |                       |               |          |           |  |      |             |
|----------------|---------------------|-----|-----------------------------------|-----------------------|---------------|----------|-----------|--|------|-------------|
| PROJECT        | SR-121 (500 N)      |     | UTAH DEPARTMENT OF TRANSPORTATION |                       |               |          | REVISIONS |  |      |             |
|                | 1500 W INTERSECTION |     | WALL CONSULTANT GROUP             |                       |               |          |           |  |      |             |
| PROJECT NUMBER | F-0121(32)          | PIN | 21433                             | APPROVED              | DRAWN BY      |          | BOW       |  |      |             |
|                |                     |     |                                   |                       | QC CHECKED BY |          | PLP       |  |      |             |
| UTILITY        |                     |     |                                   | PROFESSIONAL ENGINEER |               | 1/6/2026 |           |  |      |             |
|                |                     |     |                                   | DATE                  |               |          |           |  |      |             |
|                |                     |     |                                   | Benjamin O. Williams  |               |          |           |  |      |             |
|                |                     |     |                                   | PROFESSIONAL ENGINEER |               |          |           |  |      |             |
|                |                     |     |                                   |                       |               |          |           |  | DATE | APPROVED BY |
|                |                     |     |                                   |                       |               |          |           |  | NO.  | REMARKS     |
|                |                     |     |                                   |                       |               |          |           |  |      |             |
|                |                     |     |                                   |                       |               |          |           |  |      |             |
|                |                     |     |                                   |                       |               |          |           |  |      |             |
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|                |                     |     |                                   |                       |               |          |           |  |      |             |
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|                |                     |     |                                   |                       |               |          |           |  |      |             |

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100+00.00  
BEGIN PROJECT  
F-0121(32)  
LM 38.670  
RP 38.736  
N 345324.648  
E 181129.347

100+00

101+00

102+00

SR-121 (500 N)

PAVE CUT

PAVE CUT

MATCH LINE 102+50.00  
SEE GR-02

| SR-121 (500 N) RT |          |          |             |          |          |          |                |
|-------------------|----------|----------|-------------|----------|----------|----------|----------------|
| STATION           | EXISTING |          |             | PROPOSED |          |          |                |
|                   | OFFSET   |          | CROSS-SLOPE | OFFSET   |          | EOP ELEV | CROSS-SLOPE    |
|                   | FROM     | TO       |             | FROM     | TO       |          |                |
| 102+00.00         | 0.00 RT  | 16.00 RT | -1.1%       | 16.00 RT | 18.19 RT | 5451.07  | MATCH EXISTING |
| 102+25.00         | 0.00 RT  | 16.00 RT | -1.0%       | 16.00 RT | 21.53 RT | 5450.76  | -1.9%          |
| 102+50.00         | 0.00 RT  | 16.00 RT | -1.0%       | 16.00 RT | 24.86 RT | 5450.45  | -2.0%          |



SHEET NO. GR-01

SR-121 (500 N)

1500 W INTERSECTION

F-0121(32)

21433

GRADING

UTAH DEPARTMENT OF TRANSPORTATION

WALL CONSULTANT GROUP

APPROVED

Emily L. Jensen

PROFESSIONAL ENGINEER

1/6/2026

DATE

DRAWN BY

AMY

QC CHECKED BY

TMC

REVISIONS

REMARKS

APPROVED BY

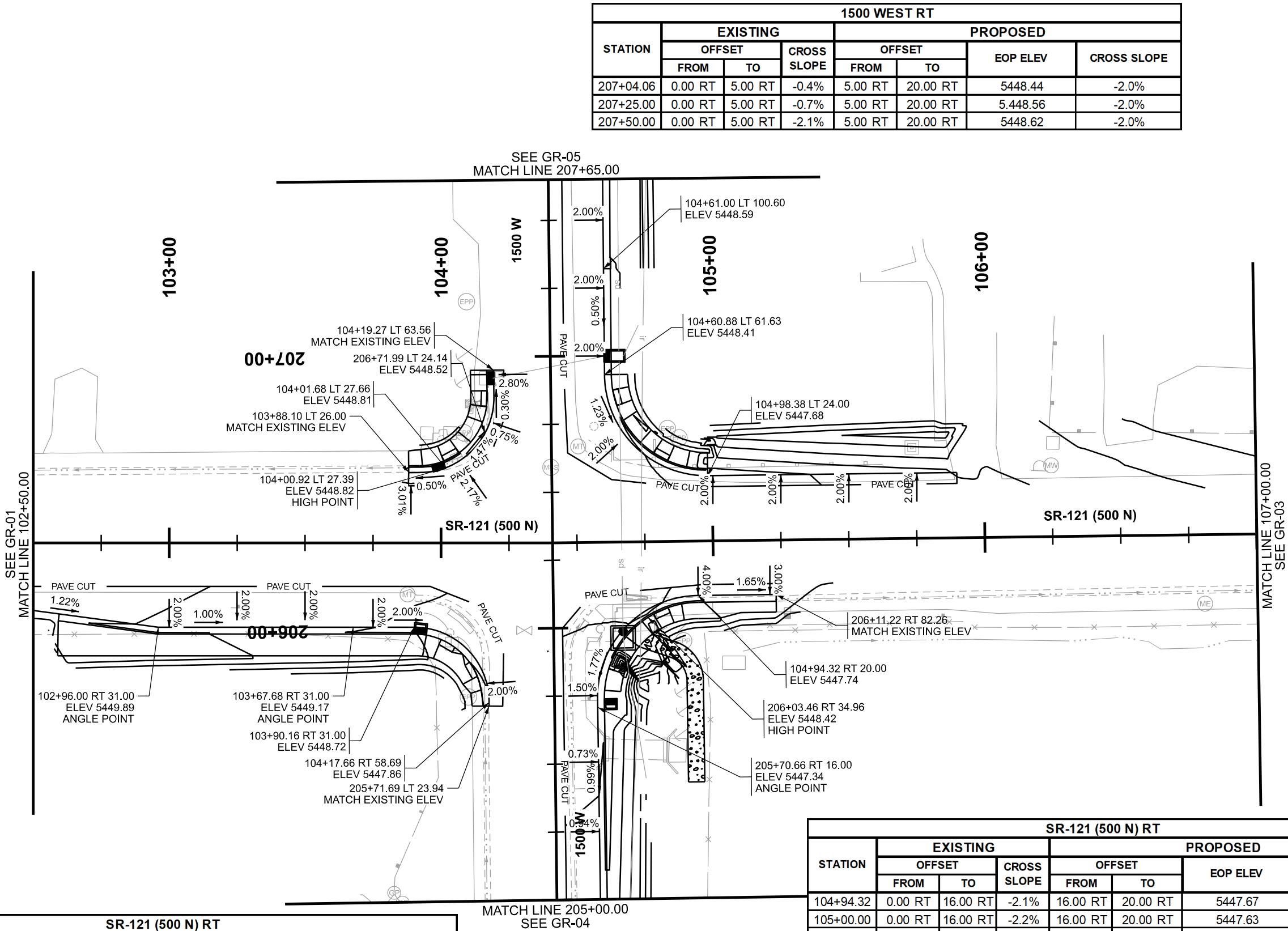
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6-JAN-2026 DGN Files path\\udot\\p\\bentley\\gustad\\p\\01\\Documents\\UDOT Projects\\Region 3 Projects\\21433 SR-121 (500 N) INTERSECTION\\Roadway Design\\21433 GR-02.dgn

| SR-121 (500 N) RT |          |          |             |          |          |          |             |
|-------------------|----------|----------|-------------|----------|----------|----------|-------------|
| STATION           | EXISTING |          |             | PROPOSED |          |          |             |
|                   | OFFSET   |          | CROSS SLOPE | OFFSET   |          | EOP ELEV | CROSS SLOPE |
|                   | FROM     | TO       |             | FROM     | TO       |          |             |
| 102+75.00         | 0.00 RT  | 16.00 RT | -1.3%       | 16.00 RT | 28.20 RT | 5450.14  | -2.0%       |
| 103+00.00         | 0.00 RT  | 16.00 RT | -1.3%       | 16.00 RT | 31.00 RT | 5449.85  | -2.0%       |
| 103+25.00         | 0.00 RT  | 16.00 RT | -1.0%       | 16.00 RT | 31.00 RT | 5449.6   | -2.0%       |
| 103+50.00         | 0.00 RT  | 16.00 RT | -0.5%       | 16.00 RT | 31.00 RT | 5449.36  | -2.0%       |
| 103+75.00         | 0.00 RT  | 16.00 RT | -0.5%       | 16.00 RT | 31.00 RT | 5449.02  | -2.0%       |
| 103+90.16         | 0.00 RT  | 16.00 RT | -1.0%       | 16.00 RT | 31.00 RT | 5448.72  | -2.0%       |



| 1500 WEST RT |          |         |             |          |          |          |             |
|--------------|----------|---------|-------------|----------|----------|----------|-------------|
| STATION      | EXISTING |         |             | PROPOSED |          |          |             |
|              | OFFSET   |         | CROSS SLOPE | OFFSET   |          | EOP ELEV | CROSS SLOPE |
|              | FROM     | TO      |             | FROM     | TO       |          |             |
| 205+25.00    | 9.00 RT  | 3.50 RT | -2.8%       | 3.50 RT  | 16.00 RT | 5446.85  | -0.9%       |
| 205+50.00    | 9.00 RT  | 3.50 RT | -2.6%       | 3.50 RT  | 16.00 RT | 5447.41  | -0.7%       |
| 205+73.77    | 9.00 RT  | 3.50 RT | -3.4%       | 3.50 RT  | 16.00 RT | 5447.44  | -1.5%       |

| SR-121 (500 N) RT |          |          |             |          |          |                |                |
|-------------------|----------|----------|-------------|----------|----------|----------------|----------------|
| STATION           | EXISTING |          |             | PROPOSED |          |                |                |
|                   | OFFSET   |          | CROSS SLOPE | OFFSET   |          | EOP ELEV       | CROSS SLOPE    |
|                   | FROM     | TO       |             | FROM     | TO       |                |                |
| 104+94.32         | 0.00 RT  | 16.00 RT | -2.1%       | 16.00 RT | 20.00 RT | 5447.67        | -4%            |
| 105+00.00         | 0.00 RT  | 16.00 RT | -2.2%       | 16.00 RT | 20.00 RT | 5447.63        | -3%            |
| 105+23.00         | 0.00 RT  | 16.00 RT | -1.5%       | 16.00 RT | 20.00 RT | MATCH EXISTING | MATCH EXISTING |

| 1500 WEST RT |          |         |             |          |          |          |             |
|--------------|----------|---------|-------------|----------|----------|----------|-------------|
| STATION      | EXISTING |         |             | PROPOSED |          |          |             |
|              | OFFSET   |         | CROSS SLOPE | OFFSET   |          | EOP ELEV | CROSS SLOPE |
|              | FROM     | TO      |             | FROM     | TO       |          |             |
| 207+04.06    | 0.00 RT  | 5.00 RT | -0.4%       | 5.00 RT  | 20.00 RT | 5448.44  | -2.0%       |
| 207+25.00    | 0.00 RT  | 5.00 RT | -0.7%       | 5.00 RT  | 20.00 RT | 5.448.56 | -2.0%       |
| 207+50.00    | 0.00 RT  | 5.00 RT | -2.1%       | 5.00 RT  | 20.00 RT | 5448.62  | -2.0%       |

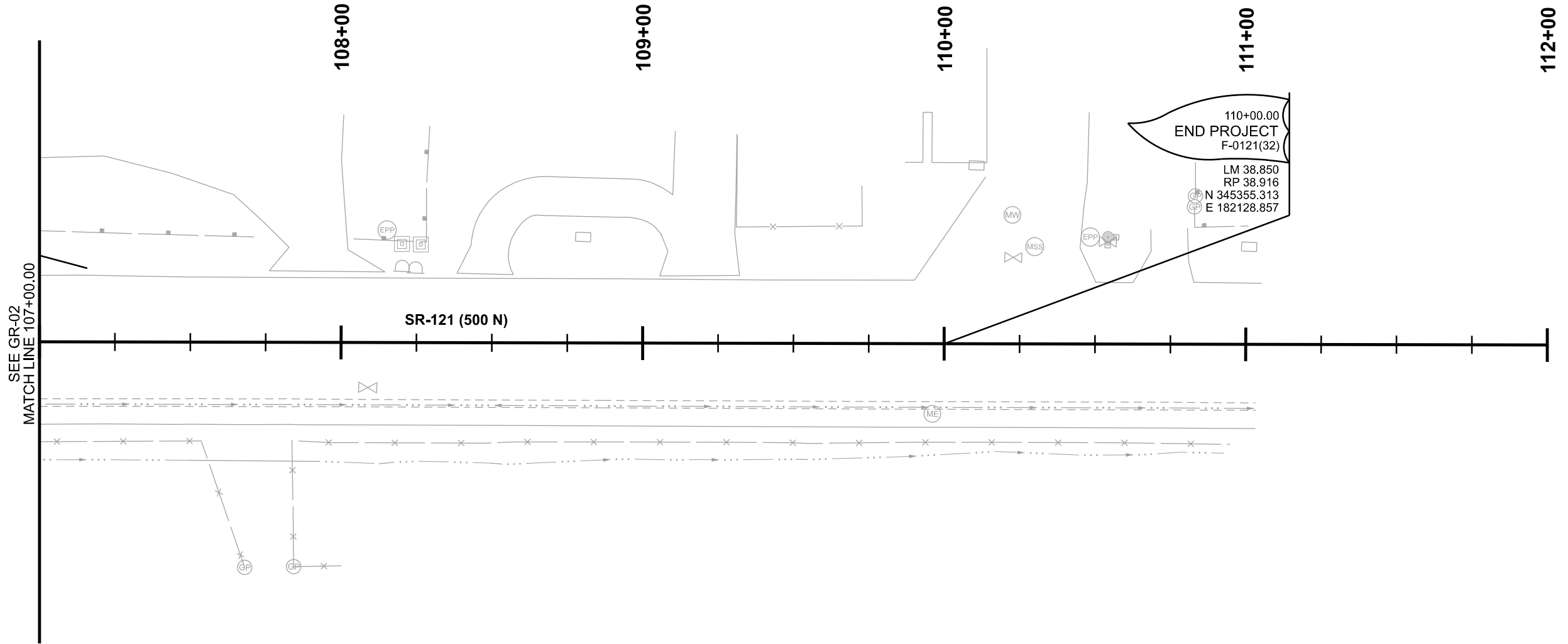
SHEET NO. GR-02

PROJECT SR-121 (500 N)  
PROJECT NUMBER 1500 W INTERSECTION  
F-0121(32)  
GRADING

UTAH DEPARTMENT OF TRANSPORTATION  
WALL CONSULTANT GROUP  
APPROVED  
PROFESSIONAL ENGINEER  
DATE 1/6/2026  
DRAWN BY AMY  
QC CHECKED BY TMC

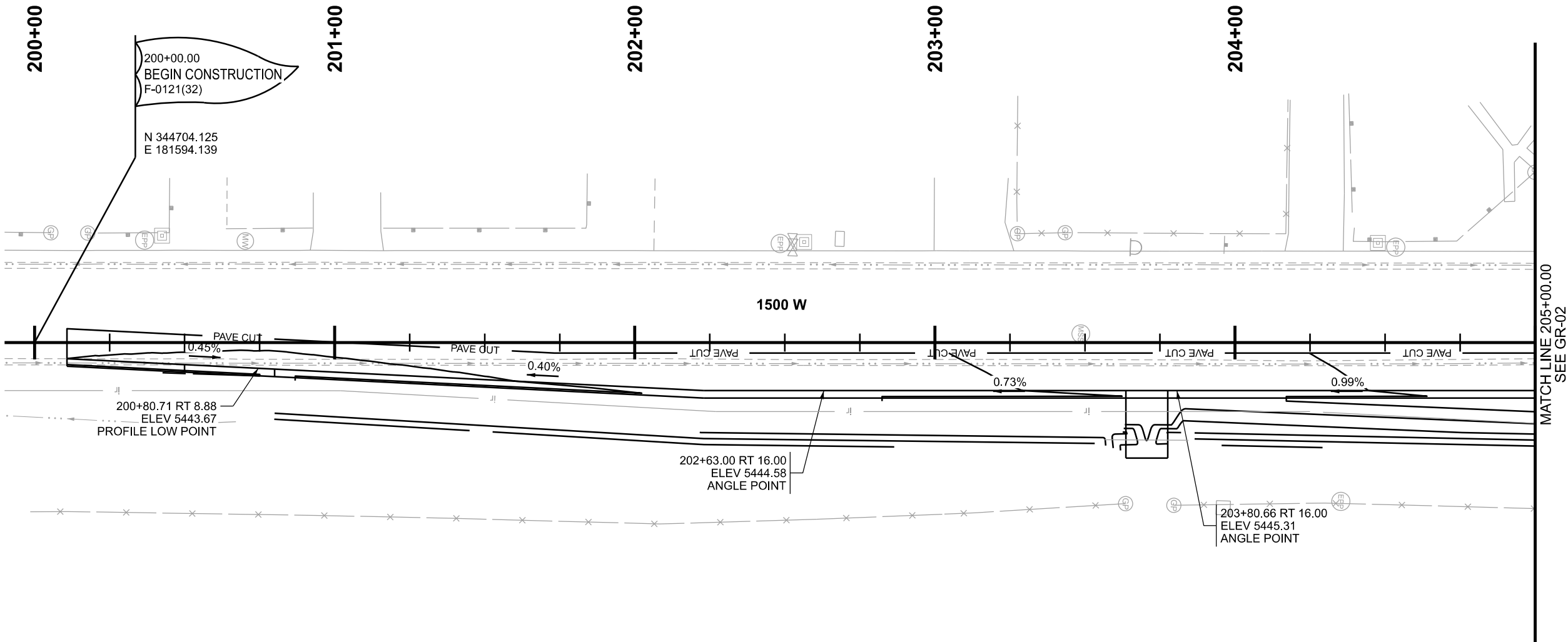
REVISIONS  
NO. DATE APPROVED BY  
REMARKS

6-JAN-2026 D:\\_Files\pwr\l\ddt\p\bencl\h\usn\std\p\ 01\Documents\UD01 Projects\Region 3 Projects\21433 SR-121 500 N\INTERSECTION\Roadkey Design\21433 GR-03.dgn



|                |  |                     |  |                                   |  |  |  |           |  |  |  |
|----------------|--|---------------------|--|-----------------------------------|--|--|--|-----------|--|--|--|
| PROJECT        |  | SR-121 (500 N)      |  | UTAH DEPARTMENT OF TRANSPORTATION |  |  |  | REVISIONS |  |  |  |
| PROJECT NUMBER |  | 1500 W INTERSECTION |  | WALL CONSULTANT GROUP             |  |  |  |           |  |  |  |
|                |  | F-0121(32)          |  | APPROVED                          |  |  |  |           |  |  |  |
|                |  | GRADING             |  | PROFESSIONAL ENGINEER             |  |  |  |           |  |  |  |
|                |  | PIN                 |  | 1/6/2026                          |  |  |  |           |  |  |  |
|                |  | 21433               |  | DATE                              |  |  |  |           |  |  |  |
|                |  |                     |  | QC CHECKED BY                     |  |  |  |           |  |  |  |
|                |  |                     |  | TMC                               |  |  |  |           |  |  |  |
|                |  |                     |  | NO. DATE                          |  |  |  |           |  |  |  |
|                |  |                     |  | APPROVED BY                       |  |  |  |           |  |  |  |
|                |  |                     |  | REMARKS                           |  |  |  |           |  |  |  |

6-JAN-2026 D:\Files\pwr\udot\pwr\ben\luc\mudot\pwr\21\Documents\UDOT Projects\Region 3 Projects\21433 SR-121 1500 W INTERSECTION\Roadway Design\21433 GR 04.dgn



| 1500 WEST RT |          |         |             |          |          |                |                |
|--------------|----------|---------|-------------|----------|----------|----------------|----------------|
| STATION      | EXISTING |         |             | PROPOSED |          |                |                |
|              | OFFSET   |         | CROSS-SLOPE | OFFSET   |          | EOP ELEV       | CROSS-SLOPE    |
|              | FROM     | TO      |             | FROM     | TO       |                |                |
| 200+10.80    | 9.00 LT  | 4.62 LT | -2.1%       | 4.62 LT  | 5.39 RT  | MATCH EXISTING | MATCH EXISTING |
| 200+25.00    | 9.00 LT  | 3.91 LT | -2.1%       | 3.91 LT  | 6.10 RT  | 5443.92        | -3.3%          |
| 200+50.00    | 9.00 LT  | 2.66 LT | -2.1%       | 2.66 LT  | 7.35 RT  | 5443.81        | -4.3%          |
| 200+75.00    | 9.00 LT  | 1.41 LT | -2.5%       | 1.41 LT  | 8.60 RT  | 5443.70        | -5.0%          |
| 201+00.00    | 9.00 LT  | 0.16 LT | -2.4%       | 0.16 LT  | 9.85 RT  | 5443.75        | -4.8%          |
| 201+25.00    | 9.00 LT  | 1.09 RT | -2.2%       | 1.09 RT  | 11.10 RT | 5443.85        | -4.3%          |
| 201+50.00    | 9.00 LT  | 2.34 RT | -2.2%       | 2.34 RT  | 12.35 RT | 5443.95        | -3.5%          |
| 201+75.00    | 9.00 LT  | 3.50 RT | -2.4%       | 3.50 RT  | 13.60 RT | 5444.05        | -2.5%          |
| 202+00.00    | 9.00 LT  | 3.50 RT | -2.2%       | 3.50 RT  | 14.85 RT | 5444.18        | -2.4%          |
| 202+25.00    | 9.00 LT  | 3.50 RT | -2.1%       | 3.50 RT  | 16.00 RT | 5444.34        | -1.9%          |

| 1500 WEST RT |          |         |             |          |          |          |             |
|--------------|----------|---------|-------------|----------|----------|----------|-------------|
| STATION      | EXISTING |         |             | PROPOSED |          |          |             |
|              | OFFSET   |         | CROSS SLOPE | OFFSET   |          | EOP ELEV | CROSS SLOPE |
|              | FROM     | TO      |             | FROM     | TO       |          |             |
| 202+50.00    | 0.00 RT  | 3.50 RT | -2.4%       | 3.50 RT  | 16.00 RT | 5444.49  | -1.2%       |
| 202+75.00    | 0.00 RT  | 3.50 RT | -2.7%       | 3.50 RT  | 16.00 RT | 5444.65  | -1.1%       |
| 203+00.00    | 0.00 RT  | 3.50 RT | -3.0%       | 3.50 RT  | 16.00 RT | 5444.81  | -1.2%       |
| 203+25.00    | 0.00 RT  | 3.50 RT | -3.1%       | 3.50 RT  | 16.00 RT | 5444.96  | -1.5%       |
| 203+50.00    | 0.00 RT  | 3.50 RT | -2.6%       | 3.50 RT  | 16.00 RT | 5445.12  | -2.0%       |
| 203+75.00    | 0.00 RT  | 3.50 RT | -2.4%       | 3.50 RT  | 16.00 RT | 5445.28  | -2.0%       |
| 204+00.00    | 0.00 RT  | 3.50 RT | -2.8%       | 3.50 RT  | 16.00 RT | 5445.51  | -1.9%       |
| 204+25.00    | 0.00 RT  | 3.50 RT | -3.4%       | 3.50 RT  | 16.00 RT | 5445.78  | -1.7%       |
| 204+50.00    | 0.00 RT  | 3.50 RT | -2.8%       | 3.50 RT  | 16.00 RT | 5446.05  | -1.4%       |
| 204+75.00    | 0.00 RT  | 3.50 RT | -2.2%       | 3.50 RT  | 16.00 RT | 5446.32  | -1.2%       |
| 205+00.00    | 0.00 RT  | 3.50 RT | -2.6%       | 3.50 RT  | 16.00 RT | 5446.58  | -1.1%       |

UTAH DEPARTMENT OF TRANSPORTATION  
WALL CONSULTANT GROUP

APPROVED  
*Emily J. Jensen*  
PROFESSIONAL ENGINEER

DATE  
1/6/2026

QC CHECKED BY  
TMC

DRAWN BY  
AMY

REVISIONS

|     |      |             |         |
|-----|------|-------------|---------|
| NO. | DATE | APPROVED BY | REMARKS |
|     |      |             |         |
|     |      |             |         |
|     |      |             |         |
|     |      |             |         |
|     |      |             |         |

SR-121 (500 N)

1500 W INTERSECTION

F-0121(32)

GRADING

PROJECT NUMBER

21433

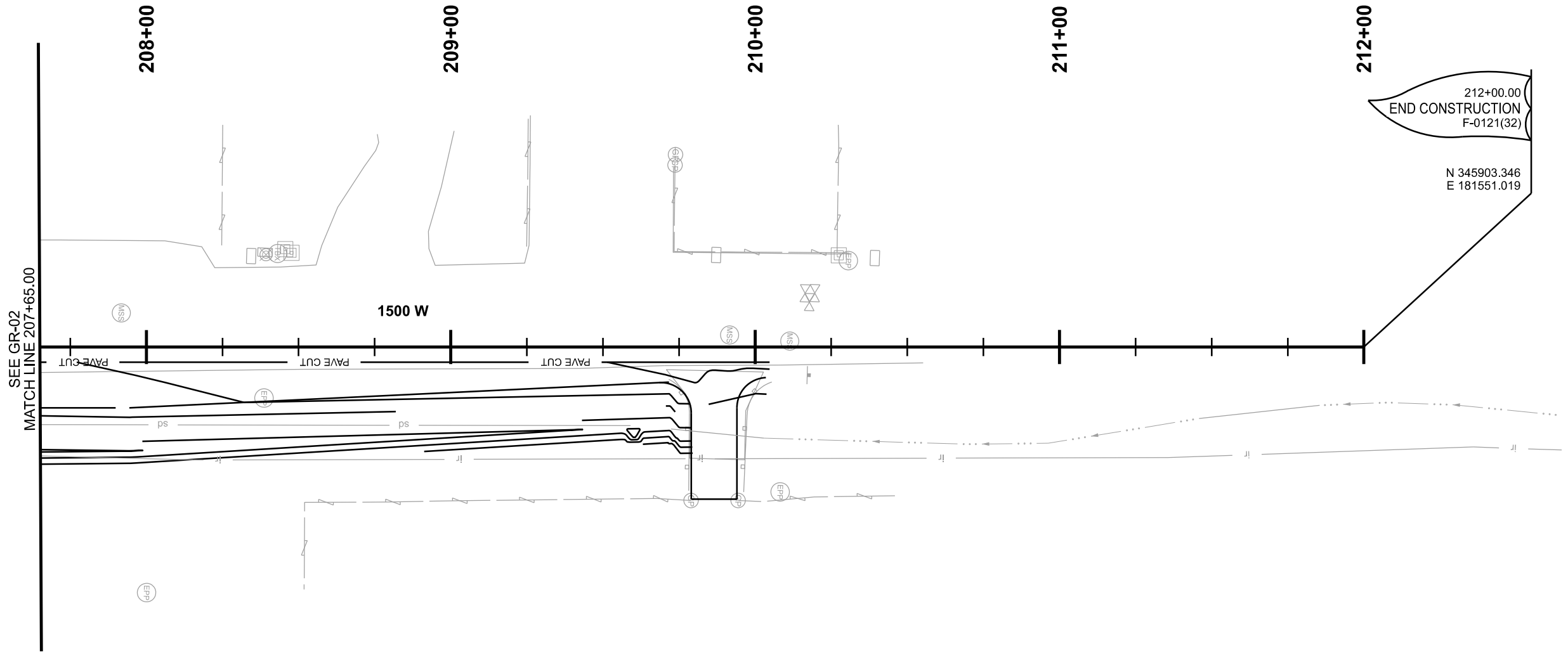
PI/N

GR-04

SHEET NO.

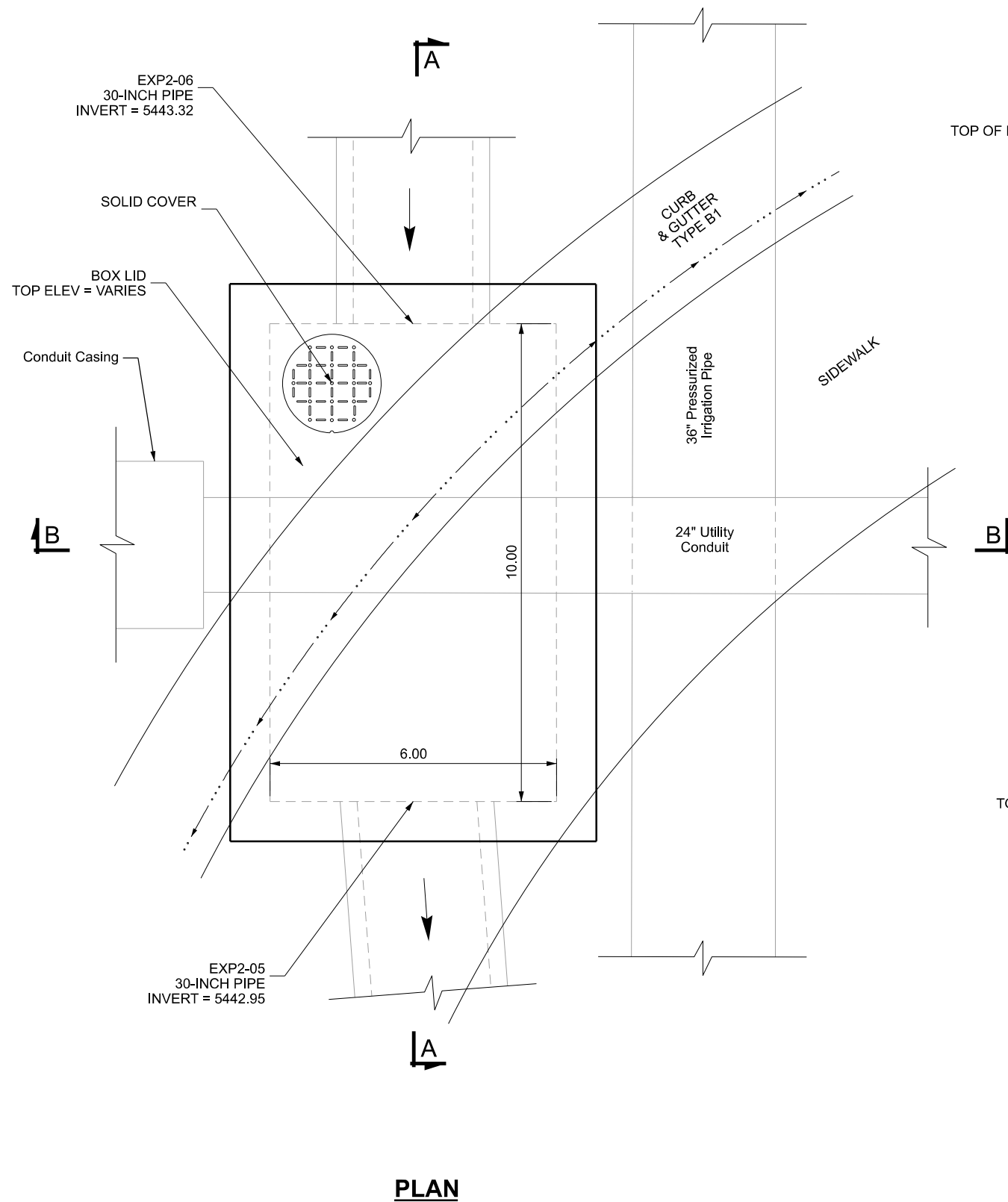


| STATION   | EXISTING |         |             | PROPOSED |          |                   |                   |
|-----------|----------|---------|-------------|----------|----------|-------------------|-------------------|
|           | OFFSET   |         | CROSS-SLOPE | OFFSET   |          | EOP ELEV          | CROSS-SLOPE       |
|           | FROM     | TO      |             | FROM     | TO       |                   |                   |
| 207+65.00 | 0.00 RT  | 5.00 RT | -2.3%       | 5.00 RT  | 20.00 RT | 5448.62           | -2.1%             |
| 207+75.00 | 0.00 RT  | 5.00 RT | -2.3%       | 5.00 RT  | 20.00 RT | 5448.67           | -2.1%             |
| 208+00.00 | 0.00 RT  | 5.00 RT | -2.4%       | 5.00 RT  | 19.73 RT | 5448.80           | -2.0%             |
| 208+25.00 | 0.00 RT  | 5.00 RT | -2.4%       | 5.00 RT  | 18.54 RT | 5448.95           | -2.0%             |
| 208+50.00 | 0.00 RT  | 5.00 RT | -2.5%       | 5.00 RT  | 17.35 RT | 5449.10           | -2.0%             |
| 208+75.00 | 0.00 RT  | 5.00 RT | -2.1%       | 5.00 RT  | 16.16 RT | 5449.30           | -2.0%             |
| 209+00.00 | 0.00 RT  | 5.00 RT | -2.0%       | 5.00 RT  | 14.97 RT | 5449.48           | -2.0%             |
| 209+25.00 | 0.00 RT  | 5.00 RT | -2.0%       | 5.00 RT  | 13.78 RT | 5449.66           | -2.0%             |
| 209+50.00 | 0.00 RT  | 5.00 RT | -2.0%       | 5.00 RT  | 12.59 RT | 5449.83           | -2.0%             |
| 209+75.00 | 0.00 RT  | 5.00 RT | -2.5%       | 5.00 RT  | 11.40 RT | 5449.97           | -2.0%             |
| 210+00.00 | 0.00 RT  | 5.00 RT | -2.4%       | 5.00 RT  | 10.21 RT | 5450.13           | -2.0%             |
| 210+05.00 | 0.00 RT  | 5.00 RT | -2.2%       | 5.00 RT  | 9.97 RT  | MATCH<br>EXISTING | MATCH<br>EXISTING |

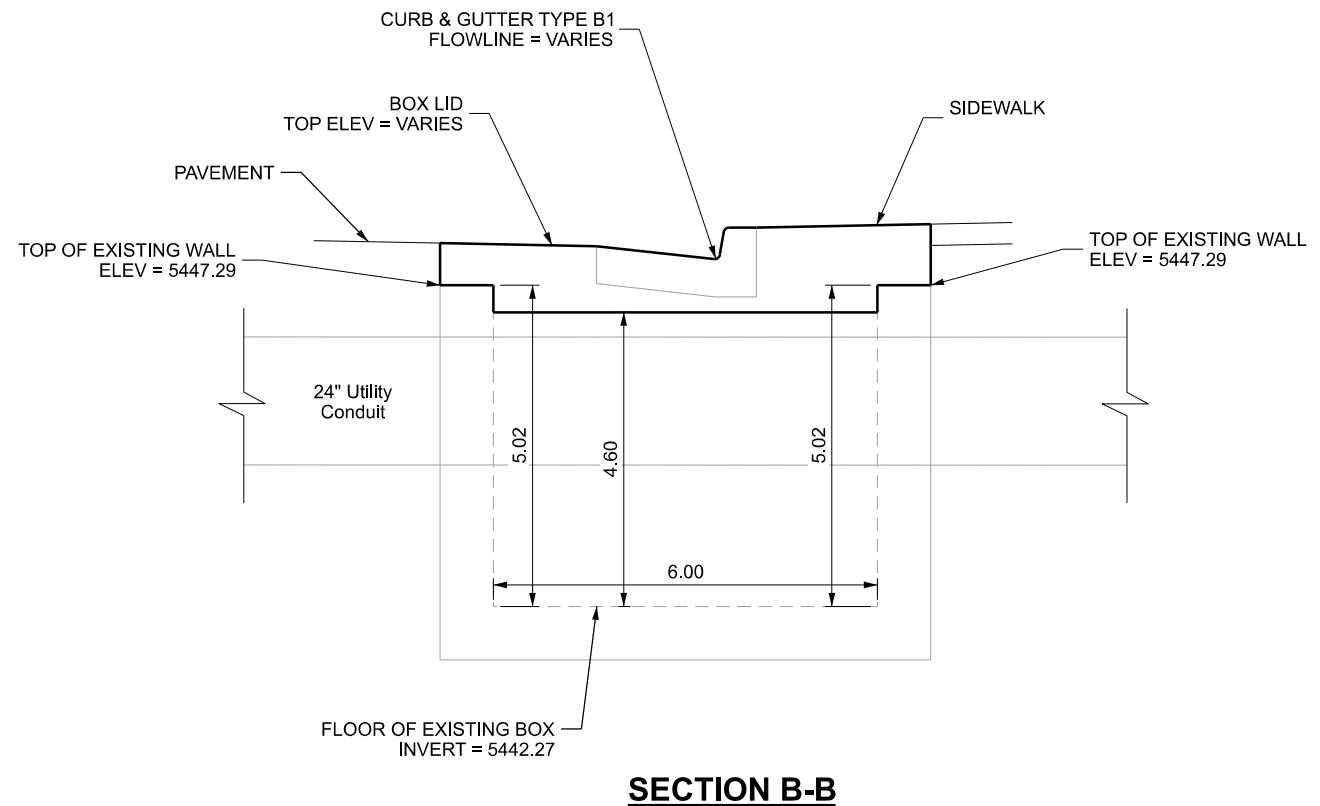
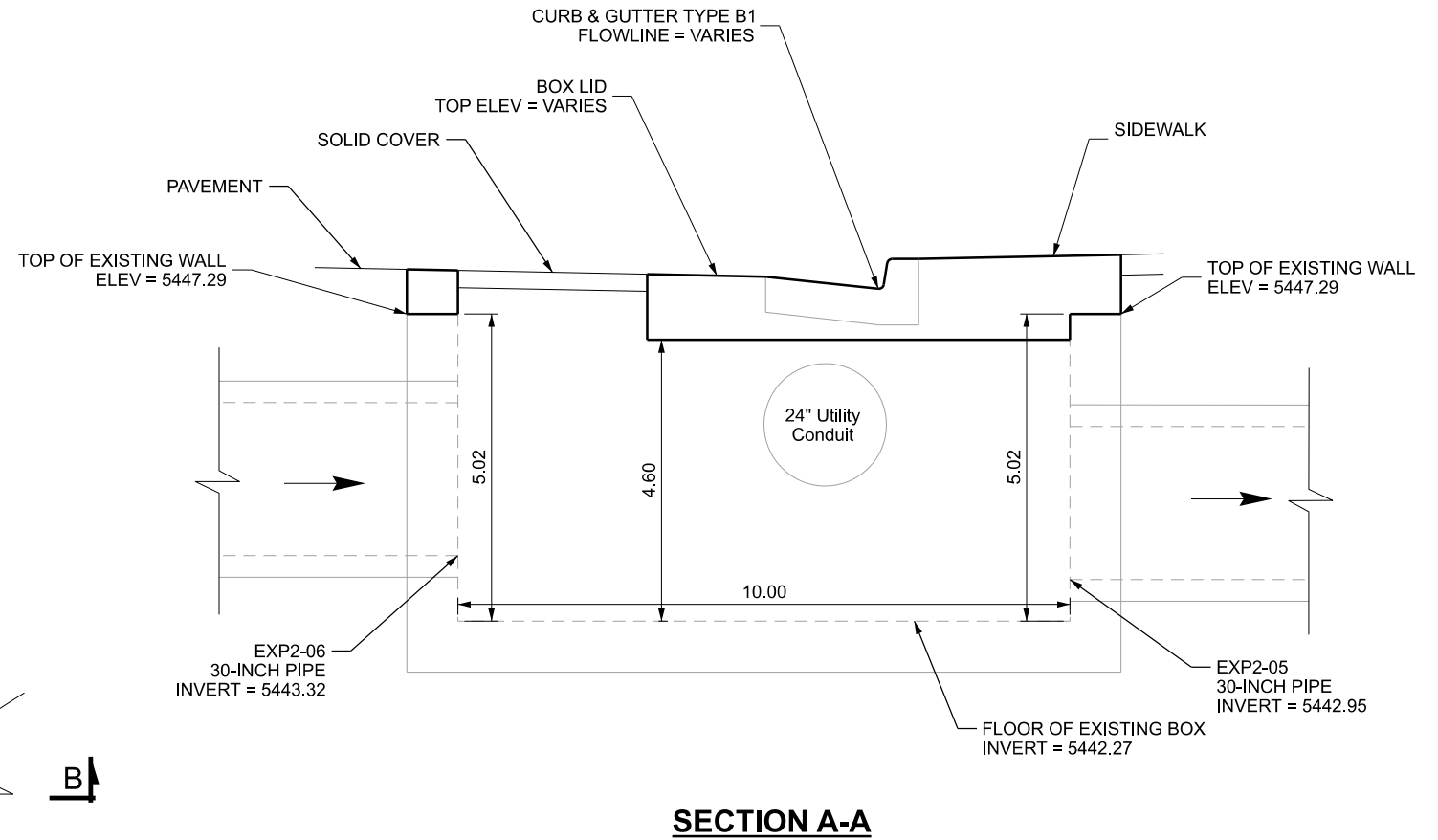


|                                                                                                                                                                                                                                                            |                     |               |             |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|---------------|-------------|
| SHEET NO.                                                                                                                                                                                                                                                  |                     | GR-05         |             |
| PROJECT                                                                                                                                                                                                                                                    | SR-121 (500 N)      |               |             |
|                                                                                                                                                                                                                                                            | 1500 W INTERSECTION |               |             |
| PROJECT NUMBER                                                                                                                                                                                                                                             | F-0121(32)          | PIN           | 21433       |
| GRADING                                                                                                                                                                                                                                                    |                     |               |             |
| <div> <div> <div>UTAH DEPARTMENT OF TRANSPORTATION</div> <div>WALL CONSULTANT GROUP</div> </div> <div> <div>APPROVED</div> <div><i>Emily Dugan</i></div> <div>1/6/2026</div> <div>DATE</div> </div> <div> <div>DRAWN BY</div> <div>AMY</div> </div> </div> |                     |               |             |
| PROFESSIONAL ENGINEER                                                                                                                                                                                                                                      |                     | QC CHECKED BY | TMC         |
| NO.                                                                                                                                                                                                                                                        |                     | DATE          | APPROVED BY |
| REMARKS                                                                                                                                                                                                                                                    |                     |               |             |

26-DEC-2025 BDN Files pwt/udot/bentleycomstudt-pw-01/Documents/UDOT Projects/Region 3 Projects/21433 SR-121 500 W INTERSECTION/Drainage/21433 UDOT DRDT-01.dgn



## RSCOB2-06 LID DETAIL

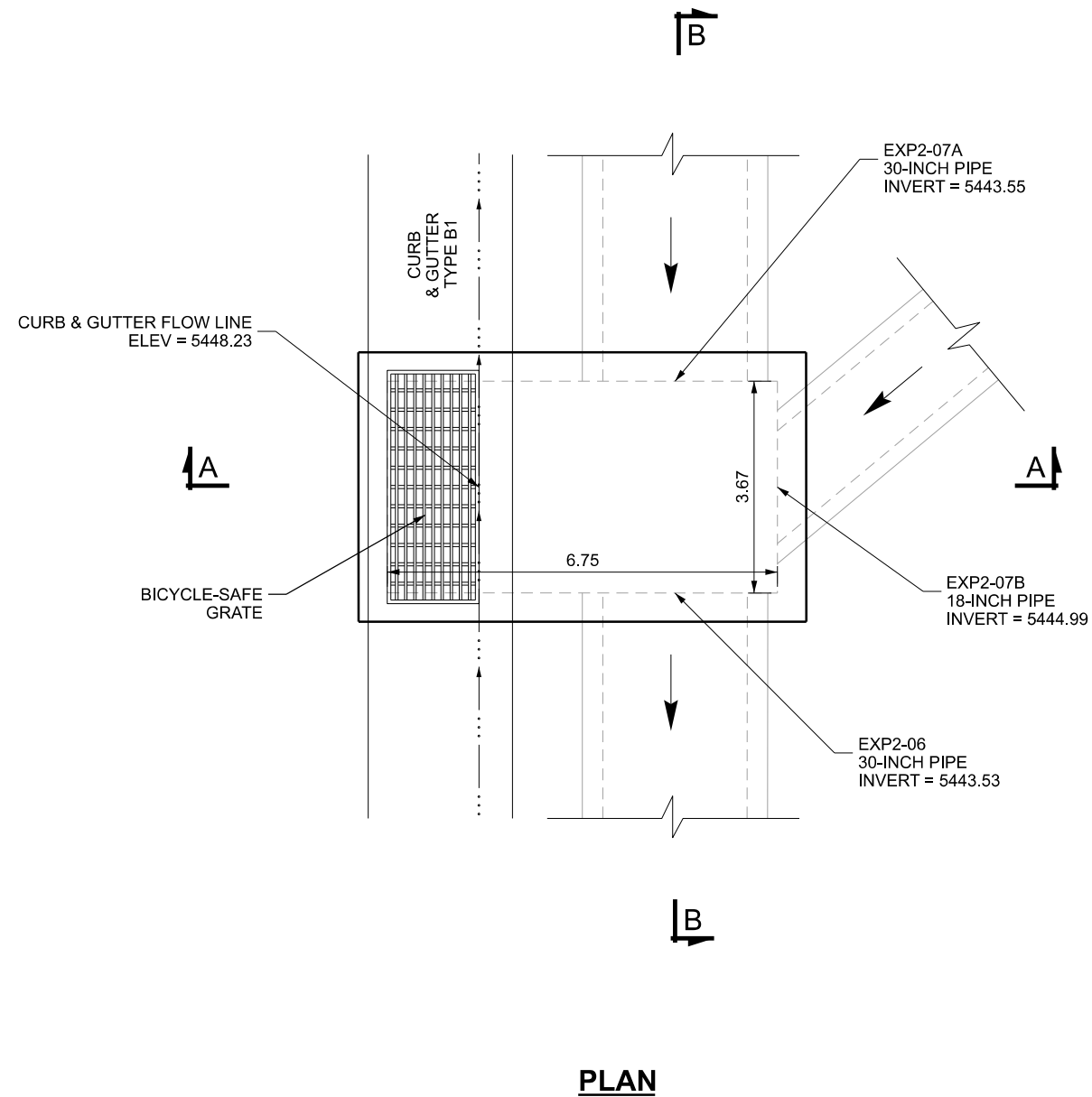


### NOTES:

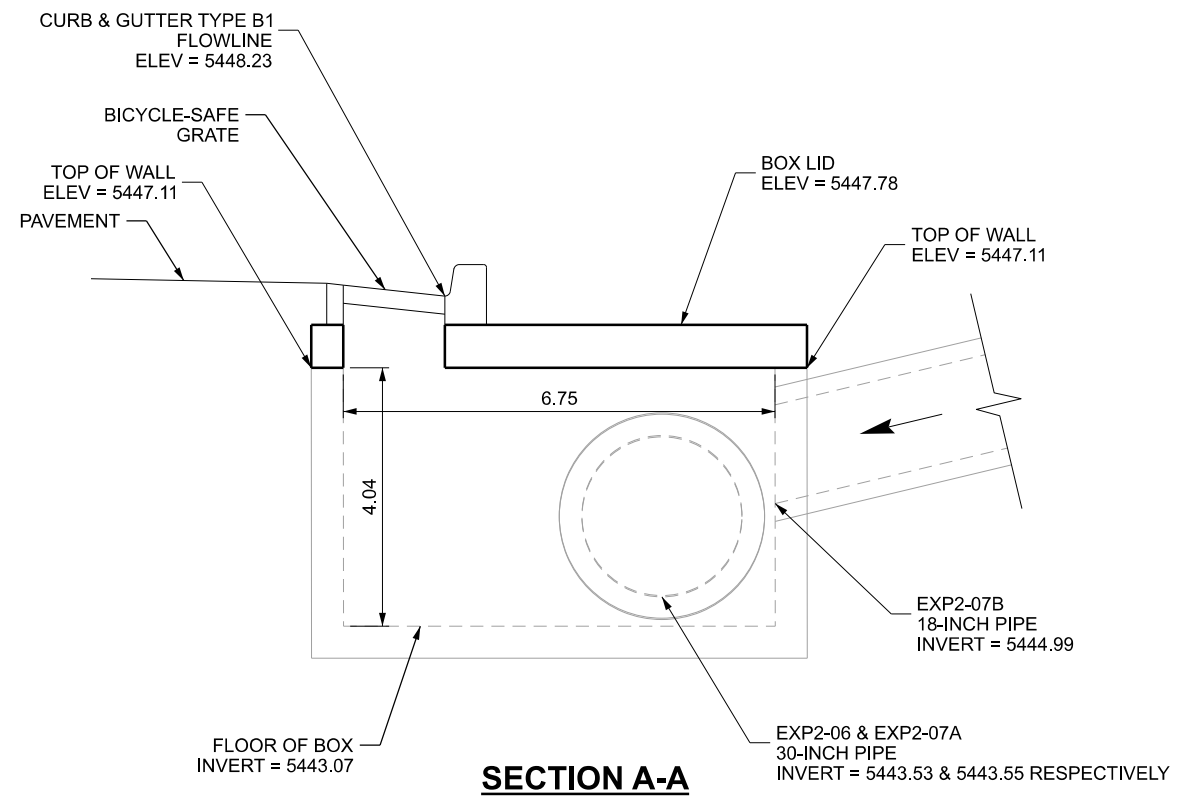
1. USE #5 BARS FOR ALL REINFORCING @ 12 INCHES UNLESS OTHERWISE SHOWN. REFER TO UDOT STANDARD DRAWINGS CB 10 SERIES (A, B, C) FOR ADDITIONAL NOTES ON REINFORCING STEEL, SPACING, CONCRETE COVER, ETC.

| PROJECT                           |  | PROJECT NUMBER        |  | SHEET NO.       |  |
|-----------------------------------|--|-----------------------|--|-----------------|--|
| SR-121 (500 N)                    |  | 1500 W INTERSECTION   |  | DRDT-01         |  |
| F-0121(32)                        |  | 21433                 |  | DRAINAGE DETAIL |  |
| APPROVED                          |  | PROFESSIONAL ENGINEER |  | REMARKS         |  |
| 12/26/2025                        |  | DATE                  |  | APPROVED BY     |  |
| AUB                               |  | CMR                   |  | NO.             |  |
| DRAWN BY                          |  | QC CHECKED BY         |  | DATE            |  |
| UTAH DEPARTMENT OF TRANSPORTATION |  | WALL CONSULTANT GROUP |  | REVISIONS       |  |

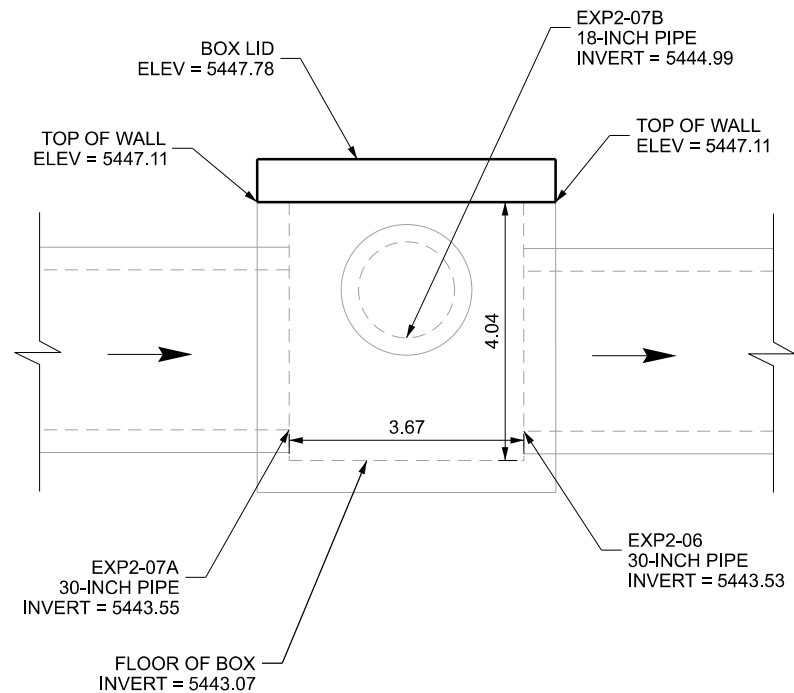
26-DEC-2025 BDN Files pwt/udot/bentlbycomutodt-pw-01/Documents/UDOT Projects/Region 3 Projects/21433 SR-121 1500 W INTERSECTION/Drainage/21433 UDOT DRDT-02.dgn



**PLAN**



**SECTION A-A**



**SECTION B-B**

**NOTES:**

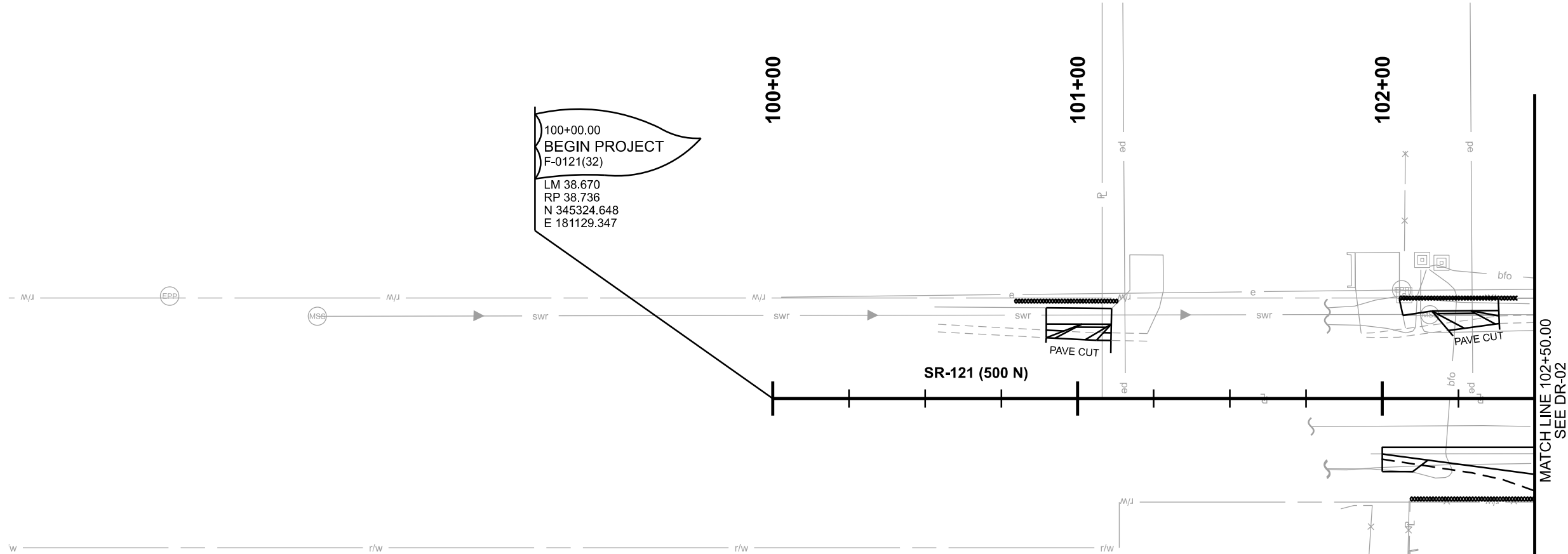
1. REFER TO UDOT STANDARD DRAWINGS CB 9 SERIES (A, B, D) FOR MORE STRUCTURE DETAILS.

| PROJECT                           |  | PROJECT NUMBER        |  | SHEET NO.   |  |
|-----------------------------------|--|-----------------------|--|-------------|--|
| SR-121 (500 N)                    |  | 1500 W INTERSECTION   |  | DRDT-02     |  |
| F-0121(32)                        |  | 21433                 |  | DRDT-02     |  |
| DRAINAGE DETAIL                   |  | WALL CONSULTANT GROUP |  | REVISIONS   |  |
| APPROVED                          |  | DATE                  |  | NO.         |  |
| 12/26/2025                        |  | DATE                  |  | APPROVED BY |  |
| Emmy Jorgensen                    |  | DATE                  |  | REMARKS     |  |
| PROFESSIONAL ENGINEER             |  | CMR                   |  |             |  |
| DRAWN BY                          |  | AUB                   |  |             |  |
| QC                                |  | CHECKED BY            |  |             |  |
| UTAH DEPARTMENT OF TRANSPORTATION |  | WALL CONSULTANT GROUP |  |             |  |

26-DEC-2025 BDN Files pwt//udbt-pw-bentlmycomudst-pw-8/ Documents/UDOT Projects/Region 3 Projects/21433 SR-121 (500 N) INTERSECTION/Drainage/21433 UDOT-DR-01 with Annotations.dgn

LEGEND

- GUTTER - INLET  
BARRIER REQ'D
- SILT FENCE REQ'D



GENERAL DRAINAGE NOTES:

1. UTILITY LOCATIONS SHOWN ARE APPROXIMATE BASED ON THE BEST AVAILABLE INFORMATION. CONTRACTOR IS RESPONSIBLE TO LOCATE ALL UTILITIES PRIOR TO EXCAVATION

2. CROSS-SECTIONS ARE PROVIDED FOR INFORMATION ONLY TO ASSIST IN PIPE INSTALLATION. CONTRACTOR TO VERIFY UTILITY LOCATION.

3. PROTECT-IN-PLACE ALL UTILITIES AND EXISTING DRAINAGE FEATURES NOT BEING REMOVED OR RELOCATED.

4. MAINTAIN AND KEEP EXISTING STORM DRAINAGE FEATURES OPERATIONAL AS NEEDED TO CONVEY DRAINAGE DURING CONSTRUCTION.

5. STRUCTURE ID:

CB = CATCH BASIN

COB = CLEANOUT BOX

ES = END SECTION

EX = EXISTING

FO = FIBER OPTIC

GAS = NATURAL GAS

MH = MANHOLE

P = DRAINAGE PIPE

RS = RECONSTRUCT

WTR = CULINARY WATER

6. EXISTING UTILITY ID:

bctv = buried cable tv

be = buried electrical

btel = buried telephone

e = overhead electrical

fo = fiber optic

g = gas

ir = irrigation

sd = storm drain

swr = sewer

wtr = culinary water

7. CATCH BASIN (CB) OFFSETS ARE CALLED OUT TO THE GUTTER FLOWLINE.

8. CLEANOUT BOX (COB) OFFSETS ARE CALLED OUT TO THE CENTER OF BOX.

SILT FENCE REQ'D  
SR-121 (500 NORTH)  
102+09.16 RT 33.00 TO  
MATCH LINE RT 33.00

SILT FENCE REQ'D  
SR-121 (500 NORTH)  
100+79.33 LT 32.00 TO  
101+13.66 LT 32.00  
102+05.60 LT 33.00 TO  
102+44.34 LT 33.00

|                |  |                     |  |                                   |  |                       |  |               |     |             |  |
|----------------|--|---------------------|--|-----------------------------------|--|-----------------------|--|---------------|-----|-------------|--|
| PROJECT        |  | SR-121 (500 N)      |  | UTAH DEPARTMENT OF TRANSPORTATION |  |                       |  | REVISIONS     |     |             |  |
| PROJECT NUMBER |  | 1500 W INTERSECTION |  | WALL CONSULTANT GROUP             |  |                       |  |               |     |             |  |
| F-0121(32)     |  | PIN                 |  | 21433                             |  | APPROVED              |  | DRAWN BY      | AJB |             |  |
| DRAINAGE       |  |                     |  |                                   |  | 12/26/2025            |  | QC CHECKED BY |     |             |  |
|                |  |                     |  |                                   |  | DATE                  |  |               |     |             |  |
|                |  |                     |  |                                   |  | PROFESSIONAL ENGINEER |  | CMR           |     |             |  |
|                |  |                     |  |                                   |  |                       |  |               |     | APPROVED BY |  |
|                |  |                     |  |                                   |  |                       |  |               |     | NO.         |  |
|                |  |                     |  |                                   |  |                       |  |               |     | DATE        |  |
|                |  |                     |  |                                   |  |                       |  |               |     | REMARKS     |  |





- GUTTER - INLET  
BARRIER REQ'D  
SILT FENCE REQ'D



- 1 CONNECT P2-01 TO RECONSTRUCT CATCH BASIN RSCB2-02.
- 2 REMOVE AND SALVAGE METAL LID TO BHI. SEE DRDT-01 FOR RECONSTRUCT DETAIL.
- 3 REMOVE AND SALVAGE METAL LID TO BHI. SEE DRDT-02 FOR RECONSTRUCT DETAIL.
- 4 GRADE DITCH TO DRAIN TO EXISTING END SECTION.

|                                   |                |               |             |
|-----------------------------------|----------------|---------------|-------------|
| SHEET NO.                         |                | DR-02         |             |
| PROJECT                           | SR-121 (500 N) |               |             |
| 1500 W INTERSECTION               |                |               |             |
| PROJECT NUMBER                    | F-0121(32)     | PIN           | 21433       |
| DRAINAGE                          |                |               |             |
| UTAH DEPARTMENT OF TRANSPORTATION |                |               |             |
| WALL CONSULTANT GROUP             |                |               |             |
| APPROVED                          |                | DRAWN BY      | AJB         |
| <i>Emily Dugan</i>                |                | QC CHECKED BY |             |
| PROFESSIONAL ENGINEER             |                | DATE          | 1/7/2026    |
| NO.                               |                | DATE          | APPROVED BY |
| REVISIONS                         |                |               |             |

26-DEC-2025

 GUTTER - INLET  
BARRIER REQ'D

 SILT FENCE REQ'D



NO WORK THIS SHEET

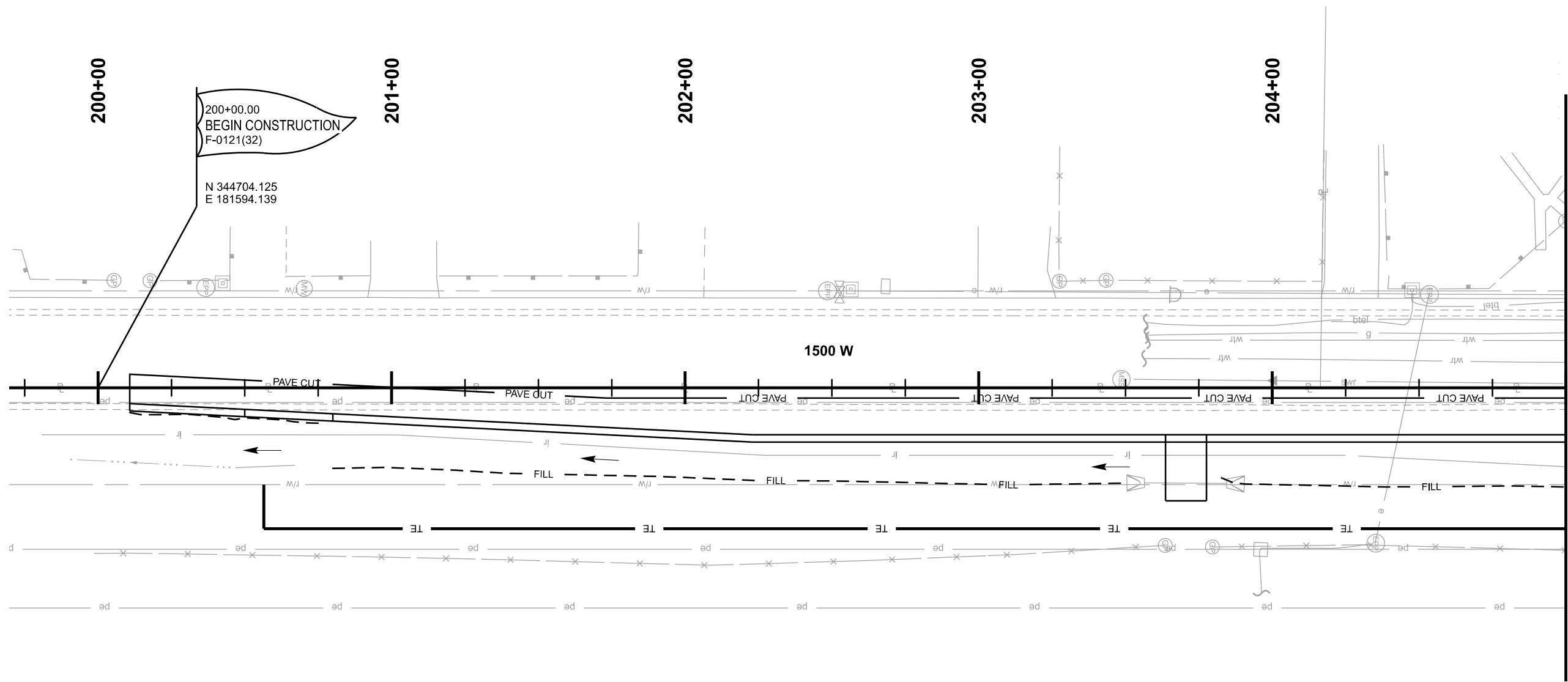
SHEET NO. DR-03

26-DEC-2025 D:\\_Files\pwr\udot\pwr\bencl\mycomudot\pwr\21\Documents\UDOT Projects\Region 3 Projects\21433 SR-121 500 W INTERSECTION\Drainage\21433 UDOT DR-04 with Annotations.dgn

LEGEND

-  GUTTER - INLET
-  BARRIER REQ'D
-  SILT FENCE REQ'D

NO WORK THIS SHEET



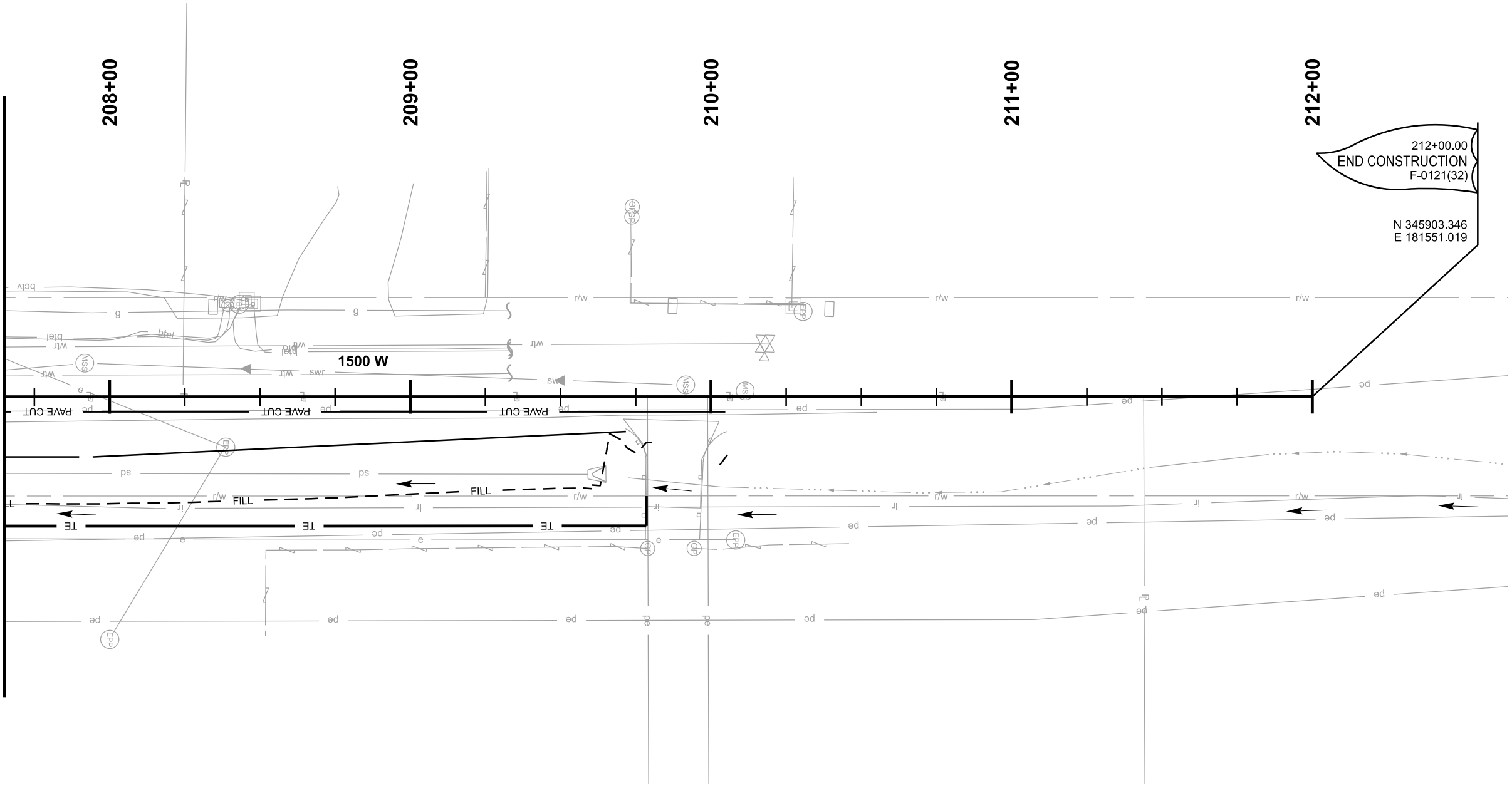
|                |                     |     |                                   |                       |          |               |           |  |  |  |  |
|----------------|---------------------|-----|-----------------------------------|-----------------------|----------|---------------|-----------|--|--|--|--|
| PROJECT        | SR-121 (500 N)      |     | UTAH DEPARTMENT OF TRANSPORTATION |                       |          |               | REVISIONS |  |  |  |  |
|                | 1500 W INTERSECTION |     | WALL CONSULTANT GROUP             |                       |          |               |           |  |  |  |  |
| PROJECT NUMBER | F-0121(32)          | PIN | 21433                             | APPROVED              | DRAWN BY |               | AUB       |  |  |  |  |
|                |                     |     |                                   |                       | AUB      |               |           |  |  |  |  |
| DRAINAGE       |                     |     |                                   | 12/26/2025            |          | QC CHECKED BY | CMR       |  |  |  |  |
|                |                     |     |                                   | DATE                  |          |               |           |  |  |  |  |
|                |                     |     |                                   | PROFESSIONAL ENGINEER |          |               |           |  |  |  |  |
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| DR-014         |                     |     |                                   |                       |          |               |           |  |  |  |  |
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LEGEND

-  GUTTER - INLET
-  BARRIER REQ'D
-  SILT FENCE REQ'D

SEE DR-02  
MATCH LINE 207+65.00

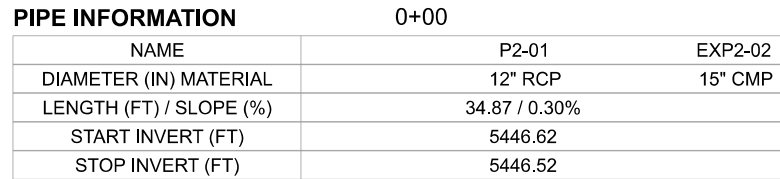


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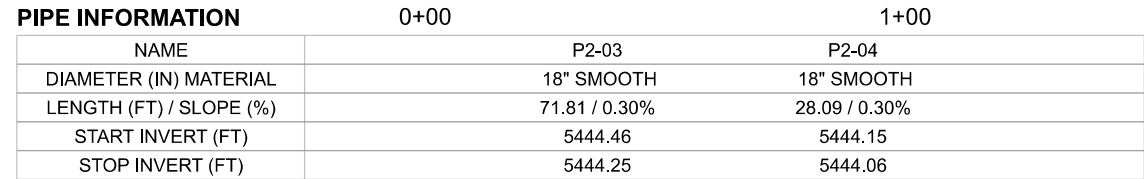
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|----------------|---------------------|-----|-----------------------------------|-----------------------------------------------------------|------------|--|---------------|-----|-----|------|-------------|---------|
| PROJECT        | SR-121 (500 N)      |     | UTAH DEPARTMENT OF TRANSPORTATION |                                                           |            |  | REVISIONS     |     |     |      |             |         |
|                | 1500 W INTERSECTION |     | WALL CONSULTANT GROUP             |                                                           |            |  |               |     |     |      |             |         |
| PROJECT NUMBER | F-0121(32)          | PIN | 21433                             | APPROVED<br><i>Emily Longman</i><br>PROFESSIONAL ENGINEER | 12/26/2025 |  | DRAWN BY      | AJB | NO. | DATE | APPROVED BY | REMARKS |
|                |                     |     |                                   |                                                           | DATE       |  | QC CHECKED BY | CMR |     |      |             |         |
| DRAINAGE       |                     |     |                                   |                                                           |            |  |               |     |     |      |             |         |
|                |                     |     |                                   |                                                           |            |  |               |     |     |      |             |         |



| NAME                  | CB2-01  | RSCB2-02 |
|-----------------------|---------|----------|
| RIM/GRATE (FT)        | 5448.65 | 5448.40  |
| STRUCTURE INVERT (FT) | 5446.12 | 5446.52  |



|                       |         |         |         |
|-----------------------|---------|---------|---------|
| NAME                  | CB2-03  | CB2-04  | ES2-04  |
| RIM/GRATE (FT)        | 5448.46 | 5447.64 |         |
| STRUCTURE INVERT (FT) | 5443.96 | 5443.65 | 5444.06 |



| UTILITY # | UTILITY   | OWNER    | SIZE             | COMMENTS                                        |
|-----------|-----------|----------|------------------|-------------------------------------------------|
| 1         | FIBER     | STRATA   | (3)1.75" / 4" PL | LOCATION AND DEPTH QLA, TH-2; PROTECT-IN-PLACE  |
| 2         | SEWER     | AVWSID   | 8"               | LOCATION AND DEPTH QLA; PROTECT-IN-PLACE        |
| 3         | TELEPHONE | STRATA   | 2" DB            | LOCATION AND DEPTH QLA, TH-1; PROTECT-IN-PLACE  |
| 4         | POWER     | UDOT     | UNKNOWN          | LOCATION AND DEPTH QLB; PROTECT-IN-PLACE        |
| 5         | WATER     | AVWSID   | 14"              | LOCATION AND DEPTH QLB; PROTECT-IN-PLACE        |
| 6         | CABLE     | STRATA   | UNKNOWN          | LOCATION AND DEPTH QLD; PROTECT-IN-PLACE        |
| 7         | FIBER     | STRATA   | 68" X 0.5" DUCT  | LOCATION AND DEPTH QLB; PROTECT-IN-PLACE        |
| 8         | TELEPHONE | STRATA   | UNKNOWN          | LOCATION AND DEPTH QLD; PROTECT-IN-PLACE        |
| 9         | WATER     | AVWSID   | 30"              | LOCATION AND DEPTH QLB; PROTECT-IN-PLACE        |
| 10        | GAS       | ENBRIDGE | 6"               | LOCATION AND DEPTH QLA, TH-4; PROTECT-IN-PLACE  |
| 11        | SIGNAL    | UDOT     | (5)2.5" / 2" PL  | LOCATION AND DEPTH QLA, TH-4A; PROTECT-IN-PLACE |
| 12        | TELEPHONE | STRATA   | UNKNOWN          | LOCATION AND DEPTH QLB; PROTECT-IN-PLACE        |
| 13        | TELEPHONE | STRATA   | (2)4"            | LOCATION AND DEPTH QLA, TH-5; RELOCATE          |

- - - - - Existing Grade  
 \_\_\_\_\_ FINISHED GRADE

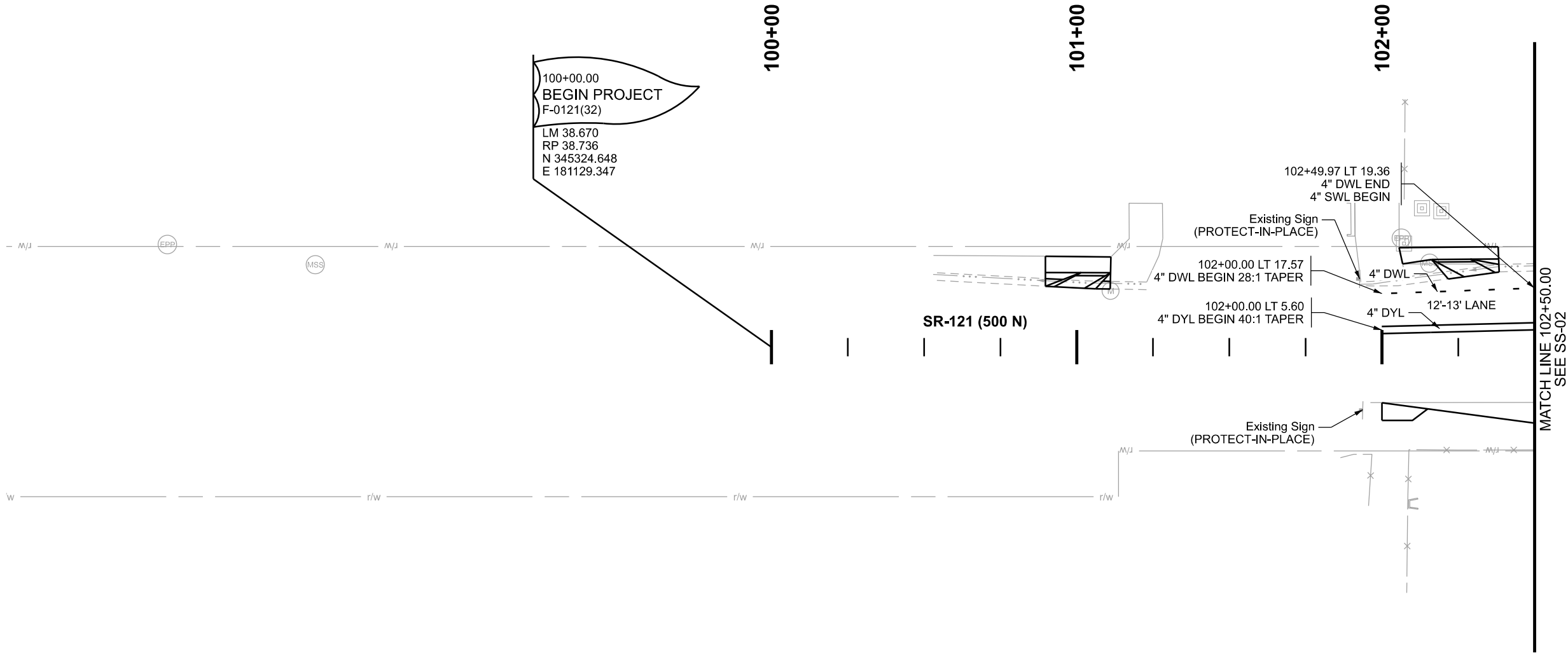
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| PROJECT                                                                                                                                                                                                                                                                                                                                                                             | SR-121 (500 N) |  | 1500 W INTERSECTION |  | F-0121(32) |  | 21433 |  | PIN | DRAINAGE PROFILE | PROJECT NO. | DP-01 |
|                                                                                                                                                                                                                                                                                                                                                                                     |                |  |                     |  |            |  |       |  |     |                  |             |       |
| PROJECT NUMBER                                                                                                                                                                                                                                                                                                                                                                      |                |  |                     |  |            |  |       |  |     |                  |             |       |
| <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <h2 style="margin: 0;">UTAH DEPARTMENT OF TRANSPORTATION</h2> <p style="margin: 0;">WALL CONSULTANT GROUP</p> </div> <div style="width: 50%;"> <p style="margin: 0;">APPROVED <i>Emily L. Leganman</i></p> <p style="margin: 0;">12/26/2025</p> <p style="margin: 0;">DATE</p> </div> </div> |                |  |                     |  |            |  |       |  |     |                  |             |       |
| <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p style="margin: 0;">DRAWN BY</p> <p style="margin: 0;">AJB</p> </div> <div style="width: 50%;"> <p style="margin: 0;">OC CHECKED BY</p> <p style="margin: 0;">CMR</p> </div> </div>                                                                                                        |                |  |                     |  |            |  |       |  |     |                  |             |       |
| <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p style="margin: 0;">PROFESSIONAL ENGINEER</p> </div> <div style="width: 50%;"> <p style="margin: 0;">NO.</p> <p style="margin: 0;">DATE</p> <p style="margin: 0;">APPROVED BY</p> <p style="margin: 0;">REMARKS</p> </div> </div>                                                          |                |  |                     |  |            |  |       |  |     |                  |             |       |
| <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p style="margin: 0;">REVISIONS</p> </div> <div style="width: 50%;"> </div> </div>                                                                                                                                                                                                           |                |  |                     |  |            |  |       |  |     |                  |             |       |

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

↑↑↑ 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



**PAVEMENT MARKING  
PAINT REQ'D  
SR-121 (500 N)**  
(4" DWL)  
102+00.00 LT 17.57 TO  
102+49.97 LT 19.36  
(4" DYL)  
102+00.00 LT 5.60 TO  
MATCH LINE LT 6.85  
(4" SWL)  
102+49.97 LT 19.36 TO  
MATCH LINE LT 19.36

**NOTE:**  
1. GROOVE-IN PAVEMENT MARKING PAINT ON SR-121.

|           |  |                                   |  |                |  |            |  |      |  |               |  |                      |  |                       |  |          |  |     |  |     |  |      |  |             |  |           |  |
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| PROJECT   |  | SR-121 (500 N)                    |  | PROJECT NUMBER |  | F-0121(32) |  | PIN  |  | 21433         |  | SIGNING AND STRIPING |  | APPROVED              |  | DRAWN BY |  | TMC |  | NO. |  | DATE |  | APPROVED BY |  | REMARKS   |  |
|           |  | 1500 W INTERSECTION               |  |                |  | 12/1/2025  |  | DATE |  | OC CHECKED BY |  |                      |  | AMY                   |  |          |  |     |  |     |  |      |  |             |  |           |  |
| SHEET NO. |  | UTAH DEPARTMENT OF TRANSPORTATION |  |                |  |            |  |      |  |               |  |                      |  | WALL CONSULTANT GROUP |  |          |  |     |  |     |  |      |  |             |  | REVISIONS |  |
| SS-01     |  | PROFESSIONAL ENGINEER             |  |                |  |            |  |      |  |               |  |                      |  | 12/1/2025             |  |          |  |     |  |     |  |      |  |             |  |           |  |

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**SIGN CODE LEGEND:**  
N - NEW SIGN  
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X - REMOVE SIGN

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↑ SIGN NUMBER  
↑ SHEET NUMBER

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S&BYL - SOLID AND BROKEN YELLOW LINE  
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**PAVEMENT MARKING  
PAINT REQ'D**  
**SR-121 (500 N)**

104+84.00 RT 16.00 TO  
106+89.47 RT 16.00  
MATCH LINE RT 15.66  
(4" DYL)  
104+89.00 RT 4.00 TO  
106+89.47 RT 4.00 TO  
MATCH LINE RT 3.62  
(8" SWL)  
102+96.00 RT 4.00 TO  
103+96.00 RT 4.00  
102+96.00 RT 16.00 TO  
103+96.00 RT 16.00  
102+96.00 RT 20.00 TO  
103+96.00 RT 20.00  
1500 W  
(4" SWL)  
MATCH LINE LT 20.00 TO  
205+84.00 LT 20.00  
(4" DYL)  
MATCH LINE LT 8.00 TO  
205+79.00 LT 8.00  
(8" SWL)  
MATCH LINE RT 4.00  
TO 205+79.00 RT 4.00

**PAVEMENT MESSAGE  
(PREFORMED THERMOPLASTIC)  
REQ'D**

**SR-121 (500 N)**  
(RT ARROW)  
103+16.00 RT 25.50  
103+76.00 RT 25.50  
1500 W  
(LT ARROW)  
205+59.00 LT 2.00

**PAVEMENT MESSAGE  
(PREFORMED THERMOPLASTIC)  
STOP LINE, CROSSWALKS  
- 12 INCH REQ'D**

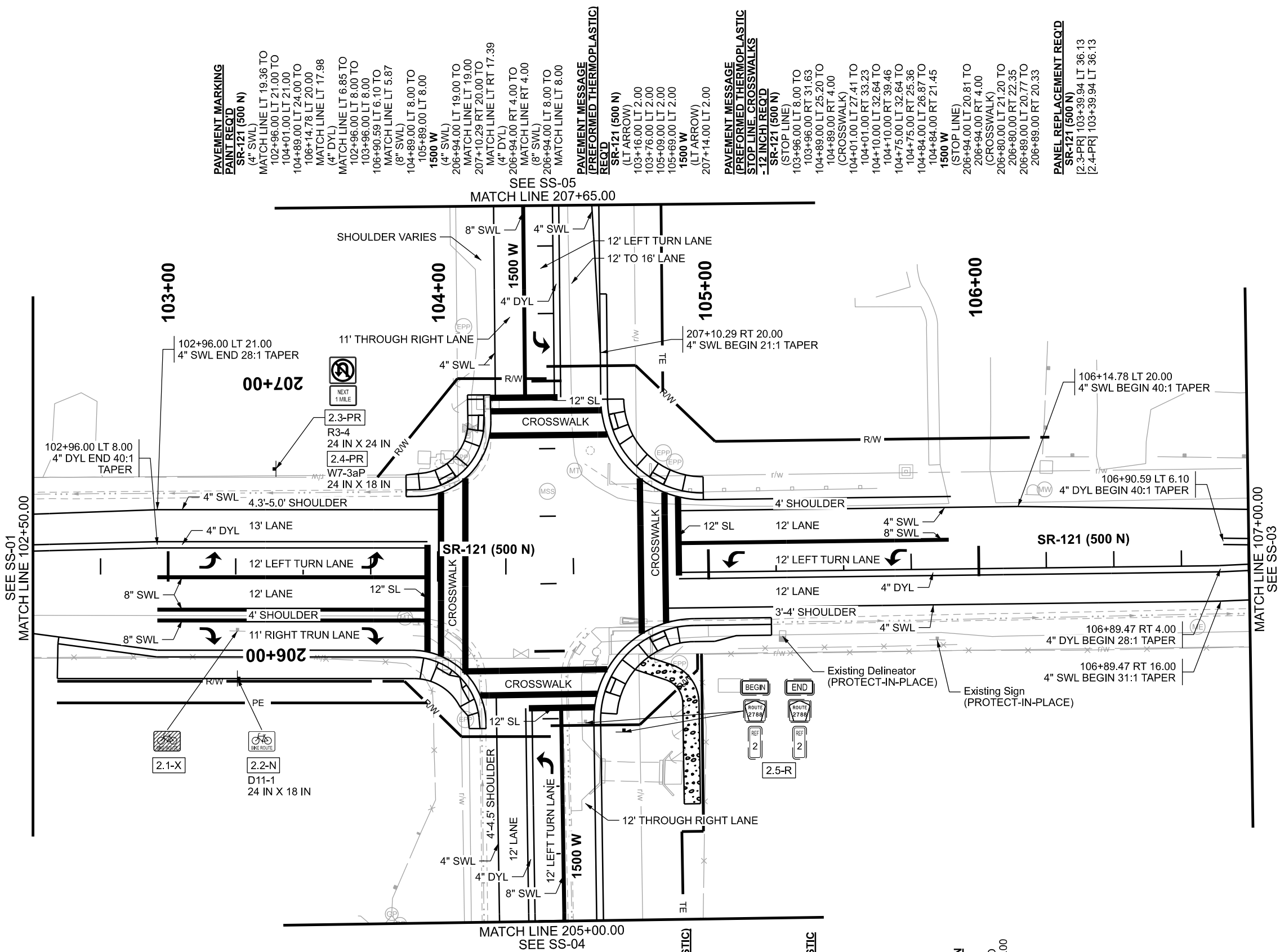
1500 W  
(STOP LINE)  
205+79.00 LT 8.00 TO  
205+79.00 RT 16.37  
(CROSSWALK)  
205+84.00 LT 25.93 TO  
205+84.00 RT 17.42  
205+93.00 LT 31.87 TO  
205+93.00 RT 21.30

**RELOCATE SIGN LESS THAN  
20 SQUARE FEET REQ'D**  
1500 W  
[2.5-R] 205+73.25 RT 12.86 TO  
205+69.68 RT 27.00

**REMOVE SIGN LESS THAN  
20 SQUARE FEET REQ'D**  
SR-121 (500 N)  
[2.1-X] 103+25.65 RT 23.95

**SIGN TYPE A-2 REQ'D**  
SR-121 (500 N)  
[2.2-N] 103+25.65 RT 41.50

**NOTE:**  
1. GROOVE-IN PAVEMENT MARKING PAINT ON SR-121.



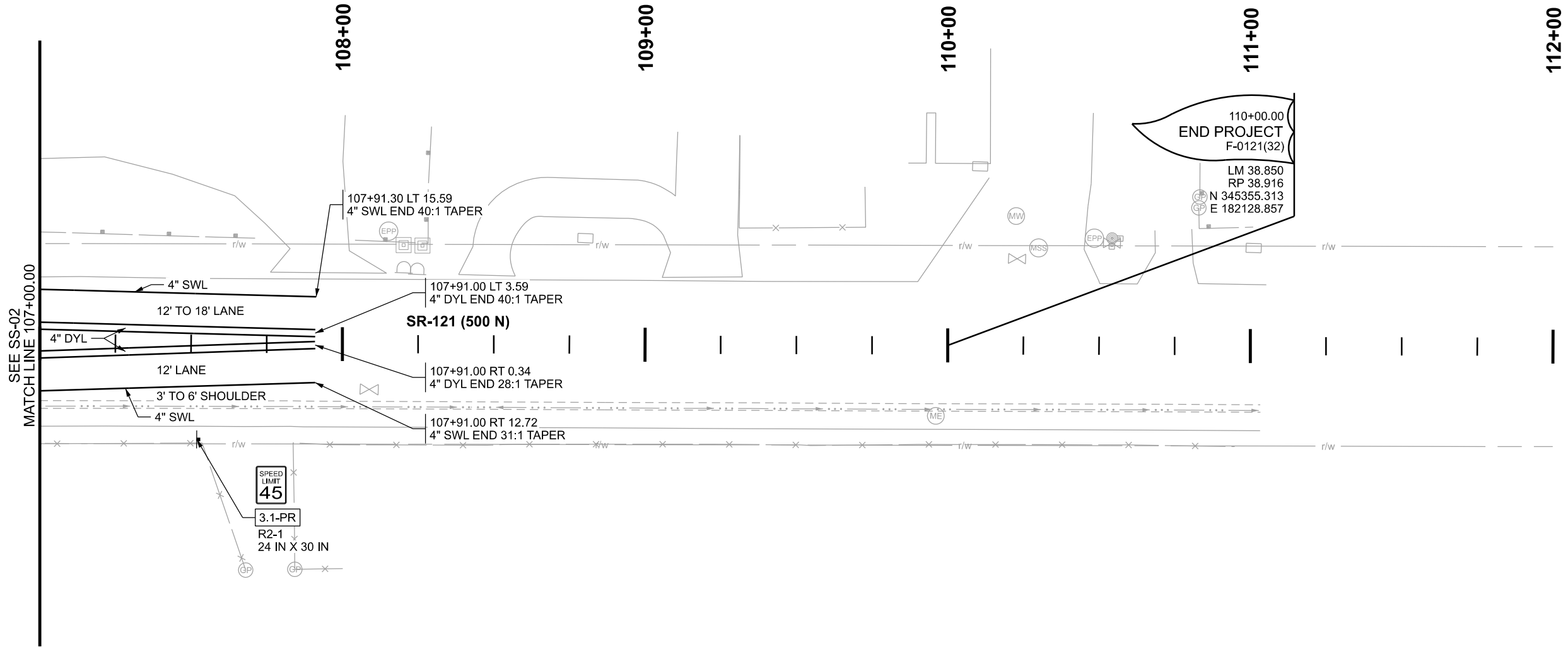
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| PROJECT        |  | SR-121 (500 N)      |  | UTAH DEPARTMENT OF TRANSPORTATION<br>WALL CONSULTANT GROUP |       |                       |  |               |  |           |  |     |  | REVISIONS |  |             |  |
|                |  | 1500 W INTERSECTION |  |                                                            |       |                       |  |               |  |           |  |     |  |           |  |             |  |
| PROJECT NUMBER |  | F-0121(32)          |  | PIN                                                        | 21433 | APPROVED              |  | DRAWN BY      |  | TMC       |  |     |  |           |  |             |  |
|                |  |                     |  |                                                            |       | <i>Emily Luperon</i>  |  | QC CHECKED BY |  | 12/1/2025 |  |     |  |           |  |             |  |
|                |  |                     |  |                                                            |       | PROFESSIONAL ENGINEER |  | DATE          |  | 12/1/2025 |  | NO. |  | DATE      |  | APPROVED BY |  |
|                |  |                     |  |                                                            |       |                       |  |               |  |           |  |     |  |           |  | REMARKS     |  |
| SHEET NO.      |  |                     |  |                                                            |       |                       |  |               |  |           |  |     |  |           |  |             |  |
| SS-02          |  |                     |  |                                                            |       |                       |  |               |  |           |  |     |  |           |  |             |  |

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

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**NOTE:**  
1. GROOVE-IN PAVEMENT MARKING PAINT ON SR-121.

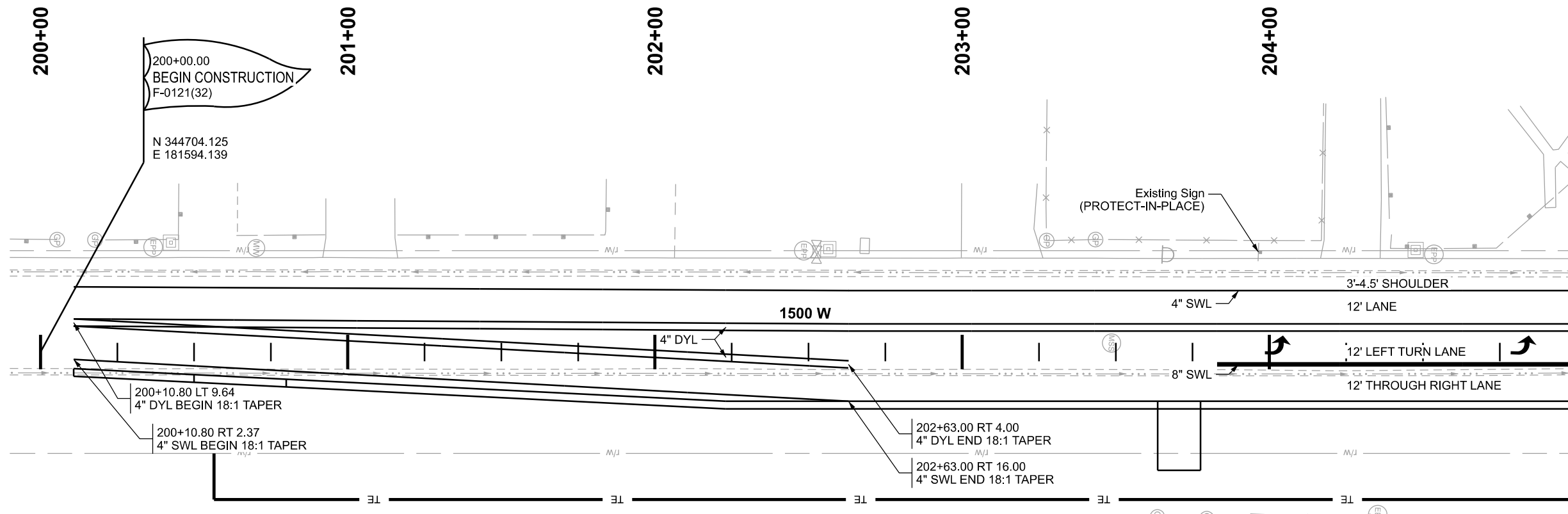
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| PROJECT              |  | SR-121 (500 N)      |  | UTAH DEPARTMENT OF TRANSPORTATION<br>WALL CONSULTANT GROUP |  | REVISIONS |  |
| PROJECT NUMBER       |  | 1500 W INTERSECTION |  | 12/1/2025                                                  |  |           |  |
| SIGNING AND STRIPING |  | F-0121(32)          |  | 12/1/2025                                                  |  |           |  |
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|                      |  |                     |  | DATE                                                       |  |           |  |
|                      |  |                     |  | DATE                                                       |  |           |  |
|                      |  |                     |  | DATE                                                       |  |           |  |
|                      |  |                     |  | DATE                                                       |  |           |  |
|                      |  |                     |  | DATE                                                       |  |           |  |
|                      |  |                     |  | DATE                                                       |  |           |  |
|                      |  |                     |  | DATE                                                       |  |           |  |
|                      |  |                     |  | DATE                                                       |  |           |  |
|                      |  |                     |  | DATE                                                       |  |           |  |
|                      |  |                     |  | DATE                                                       |  | </        |  |



28-NOV-2025



|       |                                |
|-------|--------------------------------|
| 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                    |



**PAVEMENT MARKING**

- 1500 W
- (4" SWL)
- 202+63.00 LT 20.00 T
- MATCHLINE LT 20.00 TO 200+10.80 RT 9.64 TO
- (4" DYI)
- 200+10.80 LT 9.64 TO
- 202+63.00 LT 8.00
- MATCHLINE LT 8.00
- 200+10.80 LT 9.64 TO
- 202+63.00 RT 4.00

**PAVEMENT MESSAGE**

- PREFORMED THERM
- 1500 W
- (LT ARROW)
- 202+63.00 LT 2.00
- 200+48.00 LT 2.00

**PAVEMENT MARKING**  
**PAINT REQ'D**  
**1500 W**  
200'+10.80 RT 2.37 TO  
202+63.00 RT 16.00  
(8" SWL)  
203'+83.00 RT 4.00 TO  
MATCHLINE RT 4.00

1500 W  
(4" SWL)  
200+10.80 RT 2.37 TO  
202+63.00 RT 16.00  
(8" SWL)  
203+83.00 RT 4.00 TO  
MATCHLINE RT 4.00



|                                                            |  |                      |     |             |  |
|------------------------------------------------------------|--|----------------------|-----|-------------|--|
| SHEET NO.                                                  |  |                      |     |             |  |
| PROJECT                                                    |  | SR-121 (500 N)       |     |             |  |
|                                                            |  | 1500 W INTERSECTION  |     |             |  |
| PROJECT NUMBER                                             |  | F-0121(32)           | PIN | 21433       |  |
|                                                            |  | SIGNING AND STRIPING |     |             |  |
| UTAH DEPARTMENT OF TRANSPORTATION<br>WALL CONSULTANT GROUP |  |                      |     |             |  |
| APPROVED                                                   |  | DRAWN BY             |     | TMC         |  |
| <i>Emily Duganman</i>                                      |  | QC                   |     | AMY         |  |
| PROFESSIONAL ENGINEER                                      |  | DATE                 |     | 11/28/2025  |  |
| NO.                                                        |  | DATE                 |     | APPROVED BY |  |
| REMARKS                                                    |  |                      |     |             |  |




  
SIGN CODE
   
SIGN NUMBER
   
SHEET NUMBER

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

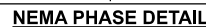
|                             |                          |
|-----------------------------|--------------------------|
| <b>PAVEMENT MARKING</b>     | <b>PAVEMENT MESSAGE</b>  |
| <b>PAINT REQ'D</b>          | <b>PREFORMED THERMAL</b> |
| <b>1500 W</b>               | <b>1500 W</b>            |
| (4" SWL)                    | (LT ARROW)               |
| MATCHLINE LT 19.00 TO 20.00 | 207+74.00 TO LT 2.00     |
| 207+94.00 LT 19.00 TO 20.00 |                          |
| 209+14.00 LT 18.00 TO 19.00 |                          |
| 210+32.90 LT 18.50          |                          |
| (8" SWL)                    |                          |
| MATCHLINE LT 8.00 TO 9.00   |                          |
| 207+94.00 LT 8.00           |                          |

**PAVEMENT MARKING**  
**PAINTE REQ'D**  
**1500 W**  
 MATCHLINE RT 17.40 TO  
 210+32.90 RT 4.64  
 (4" SWL)  
 MATCHLINE RT 4.00 TO  
 207+94.00 RT 4.00 TO  
 210+31.39 LT 7.30  
 (4" DYI)

**SIGN TYPE A-1 REQ'D**  
**1500 W**  
[5.2-N] 210+17.10 RT 9.26

**REMOVE SIGN LESS THAN  
20 SQUARE FEET REQ'D  
1500 W  
[5.1-X] 210+17.10 RT 9.26**

[illegible]



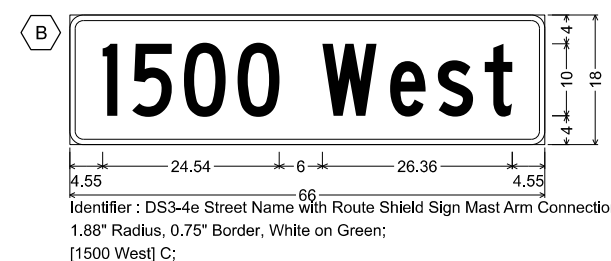
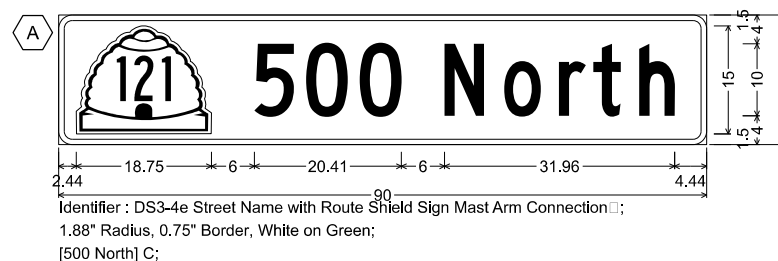
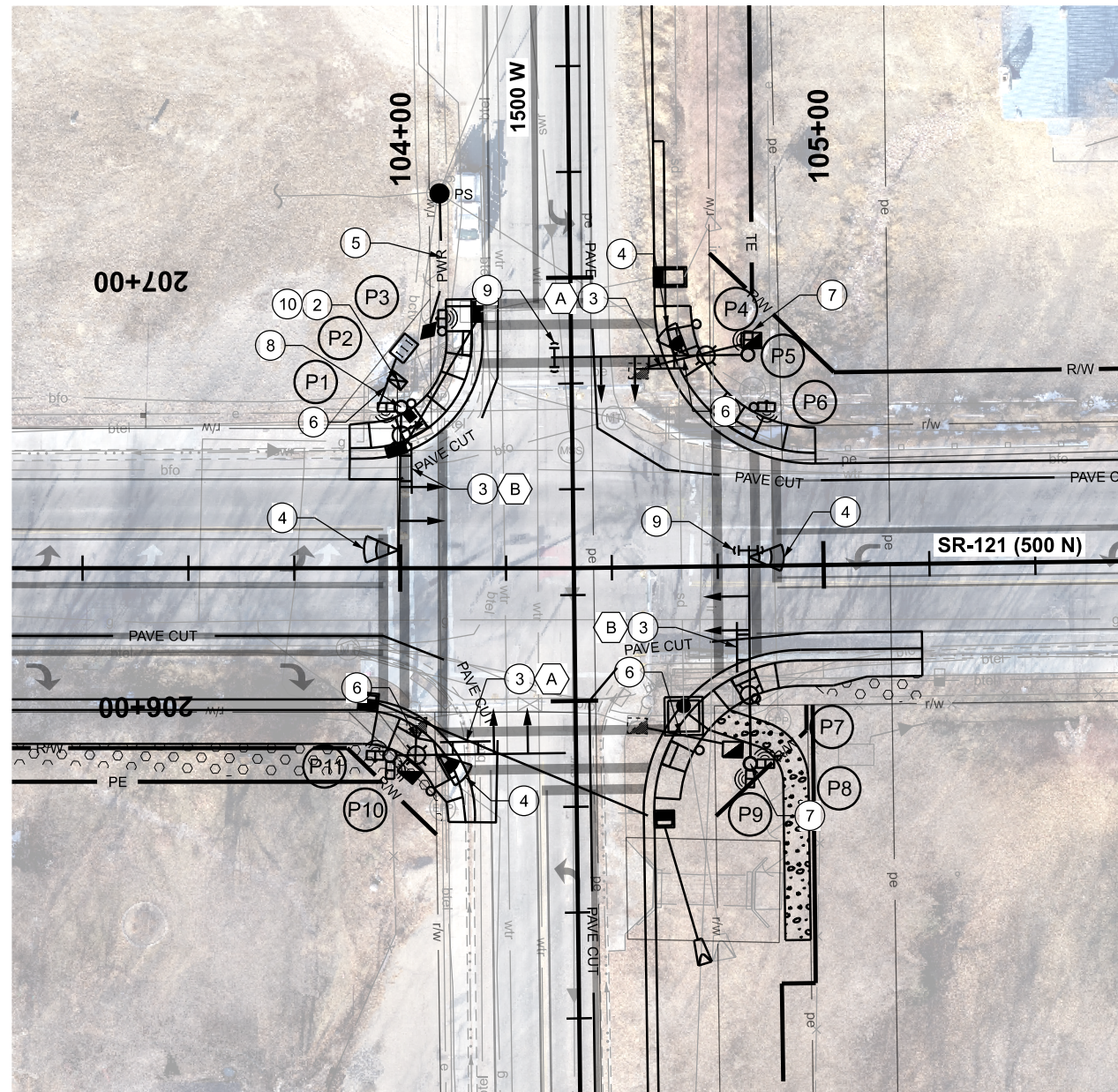
| MAST ARM SIGN SCHEDULE |                    |               |                                       |
|------------------------|--------------------|---------------|---------------------------------------|
| SIGN                   | NAME               | SIZE          | MOUNTING OPTION<br>(SEE STD DWG SL 7) |
| A                      | SR-121 (500 NORTH) | 90 IN X 18 IN | OPTION C                              |
| B                      | 1500 WEST          | 66 IN X 18 IN | OPTION C                              |

**NOTES:**

1. TRAFFIC SIGNAL SYSTEM - SR-121 AND 1500 WEST REQ'D. TRAFFIC SIGNAL SYSTEM AS LUMP SUM.
- ② INSTALL NEW CABINET ON NORTHWEST CORNER, PLACE TYPE III JUNCTION BOX IN FRONT OF CABINET. OPEN CABINET TO THE NORTHEAST. SALVAGE EXSTING CABINET TO THE REGION THREE SIGNAL SHOP AT THE OREM REGION OFFICE. RELOCATE CONTROLLER & MMU.
- ③ INSTALL CONTRACTOR FURNISHED MAST ARM MOUNTED SIGNS. SEE SIGN SCHEDULE, THIS SHEET.
- ④ RELOCATE DILEMMA ZONE AND STOP LINE DETECTOR PER MANUFACTURER'S STANDARDS. COORDINATE WITH SKYLER NIELSEN AT (801)404-9251 FOR PROPER DETECTION PLACEMENT, WITH SEVEN (7) DAYS ADVANCE NOTICE.
- ⑤ CONTRACTOR TO CONTACT ROCKY MOUNTAIN POWER (RMP) JACOB SMITH AT (435)781-5604 THREE WEEKS PRIOR TO REQUEST POWER CONNECTION FOR WO# 7447571. CONTRACTOR TO INSTALL 3-INCH CONDUIT FROM USP TO POWER SOURCE PER RMP REQUIREMENTS.
- ⑥ EXTEND CONDUIT FROM EXISTING JUNCTION BOX TO NEW JUNCTION BOX. REMOVE EXISTING JUNCTION BOX.
- ⑦ DUE TO EXISTING SOIL GRADES AND EXPECTED FINAL TOP OF FOUNDATION ELEVATION, THE FOUNDATION STRUCTURE IS ANTICIPATED TO BE 18-20 FEET VERTICALLY. ENSURE THAT THE FOUNDATION MEETS STANDARD DRAWING SL 2.
- ⑧ INSTALL CCTV CAMERA ON STUBBY LUMINAIRE EXTENSION AT P1.
- ⑨ INSTALL VIBRATION MITIGATOR.
- ⑩ INSTALL NEW 6 STRAND DROP CABLE. SIGNAL CONNECTED TO FIBER, TO BE SPLICED BY STRATA.
11. INSTALL UNDER-MAST ARM LIGHT, SEE SL 5A FOR ADDITIONAL INFORMATION.
12. PUSH BUTTONS MUST BE WITHIN 10" FROM THE PEDESTRIAN RAMP TURNING SPACE.
13. ADJUST SIGNAL FOUNDATION ELEVATION AS NECESSARY TO ENSURE THAT THE SIGNAL HEAD CLOSEST TO THE HIGHEST POINT OF THE ROADWAY SURFACE IS BETWEEN 18.5 FEET AND 21.0 FEET BETWEEN THE BOTTOM OF THE SIGNAL HEAD ASSEMBLY AND THE ROADWAY SURFACE. COORDINATE ANY SIGNAL FOUNDATION LOCATION ADJUSTMENTS WITH THE ENGINEER. VERIFY TOP OF FOUNDATION ELEVATION WILL BE A MINIMUM OF 6" ABOVE FINISH GRADE PRIOR TO PLACING CONCRETE.
14. SEE UT SHEETS FOR ADDITIONAL UTILITY INFORMATION. UTILITIES ARE TO BE BLUESTAKED BEFORE WORK BEGINS. VERIFY LOCATIONS IN FIELD AND PROTECT EXISTING UTILITIES IN PLACE. ADJUST PLACEMENT OF SIGNAL EQUIPMENT ACCORDINGLY; COORDINATE ALL RELOCATIONS WITH THE ENGINEER.
15. SEE SG-S02 AND SG-S03 FOR CIRCUIT AND CONDUIT INFORMATION.
16. SET ALL JUNCTION BOXES LEVEL WITH ADJACENT CONCRETE OR FINAL GRADE.
17. IF V2X EQUIPMENT IS PRESENT, RELOCATE TO PROPOSED SIGNAL EQUIPMENT. COORDINATE RELOCATION WITH PHILLIP CASTRO AT PRCASTRO@UTAH.GOV.

| SIGNAL POLE SCHEDULE |        |           |        |        |             |                        |                     |                                 |
|----------------------|--------|-----------|--------|--------|-------------|------------------------|---------------------|---------------------------------|
| POLE                 | LINE   | STATION   | OFFSET |        | MAST<br>ARM | LUMINAIRE<br>EXTENSION | LUMINAIRE<br>HEIGHT | COMMENTS                        |
|                      |        |           | LT     | RT     |             |                        |                     |                                 |
| ☒                    | SR-121 | 103+99.31 | 44.28' |        |             |                        |                     | SIGNAL CABINET                  |
| P1                   | SR-121 |           |        |        | 35'         | *                      | *                   | NEW SIGNAL POLE ON EXISTING FDN |
| P2                   | SR-121 | 104+02.63 | 38.89' |        | -           | -                      | -                   | 5.5' PED POLE                   |
| P3                   | SR-121 | 104+08.66 | 55.84' |        | -           | -                      | -                   | 11' TRAFFIC POLE                |
| P4                   | SR-121 | 104+70.70 | 57.27' |        | -           | -                      | -                   | 5.5' PED POLE                   |
| P5                   | SR-121 | 104+82.76 | 49.91' |        | 45'         | *                      | *                   | NEW SIGNAL POLE                 |
| P6                   | SR-121 | 104+83.99 | 37.48' |        | -           | -                      | -                   | 11' TRAFFIC POLE                |
| P7                   | SR-121 | 104+83.63 |        | 31.33' | -           | -                      | -                   | 5.5' PED POLE                   |
| P8                   | SR-121 | 104+82.13 |        | 46.73' | 50'         | 15'                    | 40'                 | NEW SIGNAL POLE                 |
| P9                   | SR-121 | 104+70.14 |        | 43.40' | -           | -                      | -                   | 5.5' PED POLE                   |
| P10                  | SR-121 | 104+07.22 |        | 52.68' | -           | -                      | -                   | 5.5' PED POLE                   |
| P11                  | SR-121 | 103+97.62 |        | 44.30' | 40'         | *                      | *                   | NEW SIGNAL POLE                 |

\*UNDER-MAST ARM LIGHT, SEE NOTE 11

[illegible]

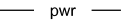
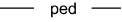
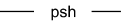
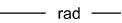
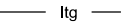
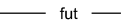
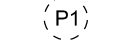
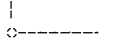
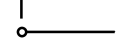
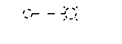
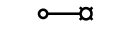
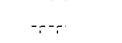
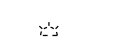
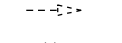
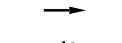
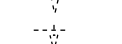
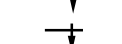
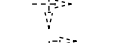
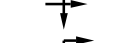
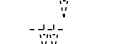
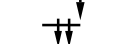
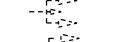
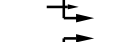
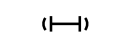
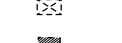
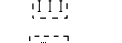
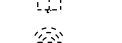
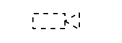
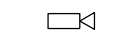
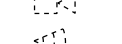
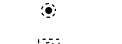




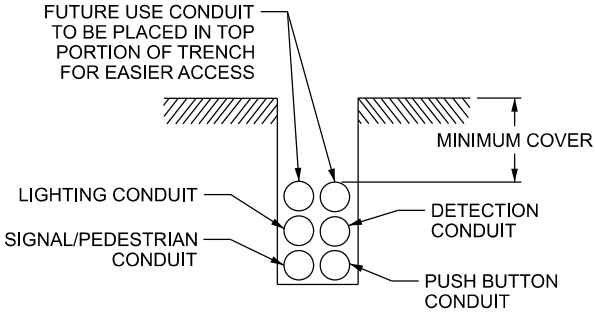


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LEGEND

| Existing                                                                            | PROPOSED                                                                            |                                                           |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-----------------------------------------------------------|
|    |    | POWER SOURCE CIRCUIT CONDUIT                              |
|    |    | SIGNAL CIRCUIT CONDUIT                                    |
|    |    | PEDESTRIAN SIGNAL CIRCUIT CONDUIT                         |
|    |    | PEDESTRIAN PUSH BUTTON CIRCUIT CONDUIT                    |
|    |    | RADAR DETECTION CIRCUIT CONDUIT                           |
|    |    | LIGHTING CIRCUIT CONDUIT                                  |
|    |    | FUTURE USE CONDUIT                                        |
|    |    | SIGNAL POLE IDENTIFICATION                                |
|    |    | DUAL MAST ARM SIGNAL POLE                                 |
|    |    | MAST ARM SIGNAL POLE                                      |
|    |    | SIGNAL POLE LUMINAIRE EXTENSION WITH ARM                  |
|    |    | SIGNAL POLE LUMINAIRE EXTENSION WITH VERTICAL ATTACHMENT  |
|    |    | MAST ARM MOUNTED SIGN                                     |
|    |    | POWER SOURCE                                              |
|    |    | TRAFFIC SIGNAL POLE                                       |
|    |    | TYPE 0 - 1 SECTION SIGNAL HEAD ASSEMBLY                   |
|   |   | TYPE I - 3 SECTION SIGNAL HEAD ASSEMBLY                   |
|  |  | TYPE II - 3 SECTION SIGNAL HEAD ASSEMBLY                  |
|  |  | TYPE III - 3 SECTION (ALL AROWS) SIGNAL HEAD ASSEMBLY     |
|  |  | TYPE IV - 4 SECTION SIGNAL HEAD ASSEMBLY                  |
|  |  | TYPE V - 5 SECTION SIGNAL HEAD ASSEMBLY                   |
|  |  | TYPE VI - 4 SECTION (ALL ARROWS) SIGNAL HEAD ASSEMBLY     |
|  |  | TYPE VII - 4 SECTION SIGNAL HEAD ASSEMBLY                 |
|  |  | PEDESTRIAN HYBRID BEACON - 3 SECTION SIGNAL HEAD ASSEMBLY |
|  |  | VIBRATION MITIGATOR                                       |
|  |  | TRAFFIC SIGNAL CONTROLLER CABINET                         |
|  |  | TYPE A JUNCTION BOX                                       |
|  |  | TYPE B JUNCTION BOX                                       |
|  |  | TYPE C JUNCTION BOX                                       |
|  |  | TYPE III JUNCTION BOX (ATMS)                              |
|  |  | SAME JUNCTION BOX USED FOR SIGNAL CIRCUIT                 |
|  |  | PEDESTRIAN SIGNAL HEAD WITH PUSH BUTTON                   |
|  |  | AUDIBLE PEDESTRIAN SIGNAL HEAD                            |
|  |  | UNDERGROUND SERVICE PEDESTAL (USP)                        |
|  |  | PREEMPTION CONTROL SYSTEM DETECTOR                        |
|  |  | DIRECTIONAL ANTENNA                                       |
|  |  | VIDEO DETECTION CAMERA                                    |
|  |  | CCTV CAMERA                                               |
|  |  | RADAR DETECTION, DILEMMA ZONE                             |
|  |  | RADAR DETECTION, STOP BAR                                 |
|  |  | WIRELESS DETECTION PUCK                                   |
|  |  | WIRELESS DETECTION, ACCESS POINT                          |
|  |  | WIRELESS DETECTION, REPEATER                              |
|  |  | SENSOR LOOP                                               |
|  |  | RADIO                                                     |

| EXISTING EQUIPMENT |                           |                        |                              |             |                                  |                    |                        |                                          |                          |                     |                        |                                   |                                         |                                 |                                |                           |                              |                      |                     |          |                        |                     |               |                    |                        |                        |                       |              |            |                                         |             |                                  |                           |                     |                       |                        |                                        |    |
|--------------------|---------------------------|------------------------|------------------------------|-------------|----------------------------------|--------------------|------------------------|------------------------------------------|--------------------------|---------------------|------------------------|-----------------------------------|-----------------------------------------|---------------------------------|--------------------------------|---------------------------|------------------------------|----------------------|---------------------|----------|------------------------|---------------------|---------------|--------------------|------------------------|------------------------|-----------------------|--------------|------------|-----------------------------------------|-------------|----------------------------------|---------------------------|---------------------|-----------------------|------------------------|----------------------------------------|----|
|                    | SALVAGE                   |                        |                              |             |                                  |                    |                        |                                          |                          |                     |                        | REMOVE                            |                                         |                                 |                                |                           |                              |                      |                     |          |                        |                     |               |                    |                        | RELOCATE               |                       |              |            |                                         |             |                                  |                           |                     |                       |                        |                                        |    |
|                    | TRAFFIC SIGNAL CONTROLLER | TRAFFIC SIGNAL CABINET | UNDERGROUND SERVICE PEDESTAL | SIGNAL HEAD | COUNTDOWN PEDESTRIAN SIGNAL HEAD | LED LUMINAIRE HEAD | RADAR DETECTION SENSOR | WIRELESS DETECTION ACCESS POINT/REPEATER | WIRELESS DETECTION PUCKS | VIBRATION MITIGATOR | VIDEO DETECTION CAMERA | TRAFFIC SIGNAL CABINET FOUNDATION | UNDERGROUND SERVICE PEDESTAL FOUNDATION | MAST ARM SIGNAL POLE FOUNDATION | TRAFFIC SIGNAL POLE FOUNDATION | LUMINAIRE POLE FOUNDATION | UNDERGROUND SERVICE PEDESTAL | MAST ARM SIGNAL POLE | TRAFFIC SIGNAL POLE | MAST ARM | HIGHWAY LUMINAIRE POLE | LUMINAIRE EXTENSION | LUMINAIRE ARM | LED LUMINAIRE HEAD | PEDESTRIAN SIGNAL HEAD | PEDESTRIAN PUSH BUTTON | MAST ARM MOUNTED SIGN | JUNCTION BOX | WIRE/CABLE | TRAFFIC SIGNAL CONTROLLER CABINET & MMU | SIGNAL HEAD | COUNTDOWN PEDESTRIAN SIGNAL HEAD | LUMINAIRE EXTENSION & ARM | PREEMPTION RECEIVER | MAST ARM MOUNTED SIGN | RADAR DETECTION SENSOR | OVERHEAD DEVICE ON LUMINAIRE EXTENSION |    |
| LOCATION           | EA                        | EA                     | EA                           | EA          | EA                               | EA                 | EA                     | EA                                       | EA                       | EA                  | EA                     | EA                                | EA                                      | EA                              | EA                             | EA                        | EA                           | EA                   | EA                  | EA       | EA                     | EA                  | EA            | EA                 | EA                     | EA                     | EA                    | EA           | EA         | EA                                      | EA          | EA                               | EA                        | EA                  | EA                    | EA                     | EA                                     | EA |
| SR-121 & 1500 WEST | 1                         |                        |                              |             |                                  |                    |                        |                                          |                          |                     | 1                      | 1                                 | 3                                       |                                 |                                | 1                         | 4                            |                      | 4                   |          |                        |                     |               |                    |                        |                        |                       | 4            | 2000       | 1                                       |             |                                  |                           |                     |                       |                        | 4                                      |    |
|                    |                           |                        |                              |             |                                  |                    |                        |                                          |                          |                     |                        |                                   |                                         |                                 |                                |                           |                              |                      |                     |          |                        |                     |               |                    |                        |                        |                       |              |            |                                         |             |                                  |                           |                     |                       |                        |                                        |    |
|                    |                           |                        |                              |             |                                  |                    |                        |                                          |                          |                     |                        |                                   |                                         |                                 |                                |                           |                              |                      |                     |          |                        |                     |               |                    |                        |                        |                       |              |            |                                         |             |                                  |                           |                     |                       |                        |                                        |    |
| TOTALS             | 1                         |                        |                              |             |                                  |                    |                        |                                          |                          |                     | 1                      | 1                                 | 3                                       |                                 |                                | 1                         | 4                            |                      | 4                   |          |                        |                     |               |                    |                        |                        |                       | 4            | 2000       | 1                                       |             |                                  |                           |                     |                       |                        | 4                                      |    |



NOTES:

- REFER TO SL SERIES STANDARD DRAWINGS FOR MINIMUM CONDUIT DEPTH REQUIREMENTS.
- MINIMUM OF 6 CONDUITS ARE REQUIRED FOR EACH ROAD CROSSING LOCATION.

TRENCHING AND BORING DETAIL

NOTES:

| REGION | SIGNAL CREW CONTACT | PHONE        |
|--------|---------------------|--------------|
| 1      | DAVID TOWNSEND      | 801-940-0485 |
| 2      | DAVE MOUNT          | 801-330-4446 |
| 3      | SKYLER NIELSEN      | 801-404-9251 |
| 4      | TYSON LARSON        | 801-830-9556 |

- CONTACT REGION SIGNAL CREW TO SCHEDULE/COORDINATE ON THE FOLLOWING ITEMS:

**SALVAGED ITEMS:** PROVIDE 2 DAYS NOTICE. ENSURE ALL SALVAGED ITEMS HAVE ALL PARTS AND ASSOCIATED HARDWARE.

**SIGNAL INSPECTION:** 8 DAYS PRIOR TO TURN-ON CONTACT REGION SIGNAL CREW TO REQUEST AN IN-PROGRESS SIGNAL INSPECTION.

**SIGNAL TURN-ON:** PROVIDE 5 DAYS NOTICE. COMPLETE UDOT TRAFFIC SIGNAL TURN-ON CHECKLIST PRIOR TO CALLING SIGNAL CREW.

- CONTRACTOR IS RESPONSIBLE TO DISPOSE OF REMOVAL ITEMS AND ASSUME RESPONSIBILITY THEREAFTER. REUSE MATERIALS ONLY AS SPECIFIED OR AS APPROVED BY THE ENGINEER.

- REFER TO UDOT STD DWG SL SERIES FOR DETAILS.

| PROJECT        |  | PROJECT NUMBER      |  | SIGNAL SCHEDULE |  | APPROVED |  | PROFESSIONAL ENGINEER |  | DATE     |  | PLP |  | QC CHECKED BY |  | CR |  | UTAH DEPARTMENT OF TRANSPORTATION |  | WALL CONSULTANT GROUP |  | REVISIONS |  | NO. |  | DATE |  | APPROVED BY |  | REMARKS |  |
|----------------|--|---------------------|--|-----------------|--|----------|--|-----------------------|--|----------|--|-----|--|---------------|--|----|--|-----------------------------------|--|-----------------------|--|-----------|--|-----|--|------|--|-------------|--|---------|--|
| SR-121 (500 N) |  | 1500 W INTERSECTION |  | F-0121(32)      |  | 21433    |  | Paul Nelson           |  | 1/6/2026 |  |     |  |               |  |    |  | UTAH DEPARTMENT OF TRANSPORTATION |  | WALL CONSULTANT GROUP |  |           |  |     |  |      |  |             |  |         |  |



| STATE FURNISHED MATERIALS |                 |        |                |                                |                |                    |                                               |                                              |                                              |                                             |                                             |                                             |                           |                 |                 |                     |                     |                     |                     |                           |                     |                       |                       |                       |                       |                       |                       |                     |                                                   |                                               |            |                                     |                                        |                                           |                                           |                    |                                                           |                                                           |                                                            |                                                            |                              |                   |                   |                        |                            |                            |                                       |    |    |
|---------------------------|-----------------|--------|----------------|--------------------------------|----------------|--------------------|-----------------------------------------------|----------------------------------------------|----------------------------------------------|---------------------------------------------|---------------------------------------------|---------------------------------------------|---------------------------|-----------------|-----------------|---------------------|---------------------|---------------------|---------------------|---------------------------|---------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|---------------------|---------------------------------------------------|-----------------------------------------------|------------|-------------------------------------|----------------------------------------|-------------------------------------------|-------------------------------------------|--------------------|-----------------------------------------------------------|-----------------------------------------------------------|------------------------------------------------------------|------------------------------------------------------------|------------------------------|-------------------|-------------------|------------------------|----------------------------|----------------------------|---------------------------------------|----|----|
|                           | SIGNAL SCHEDULE |        |                |                                |                |                    |                                               |                                              |                                              |                                             |                                             |                                             |                           |                 |                 |                     |                     |                     |                     | HIGHWAY LIGHTING SCHEDULE |                     |                       |                       |                       |                       |                       |                       |                     |                                                   |                                               |            |                                     |                                        |                                           |                                           |                    |                                                           |                                                           |                                                            |                                                            |                              |                   |                   |                        |                            |                            |                                       |    |    |
|                           | TRAFFIC SIGNAL  |        |                |                                |                | POLES              |                                               |                                              |                                              |                                             |                                             |                                             |                           | MAST ARMS       |                 |                     |                     |                     |                     |                           |                     | SIGNS                 |                       | ANCHOR BOLTS          |                       | POLE / EXTENSIONS     |                       |                     |                                                   |                                               | ARMS       |                                     | LED's                                  |                                           |                                           |                    |                                                           |                                                           |                                                            |                                                            |                              |                   |                   |                        |                            |                            |                                       |    |    |
|                           | CONTROLLER      | M.M.U. | SIGNAL CABINET | BATTERY BACKUP<br>(In Cabinet) | POWDER COATING | BASE PLATE ADAPTER | 5'6" TRAFFIC / PED SIGNAL POLE<br>(Slip Base) | 11" TRAFFIC / PED SIGNAL POLE<br>(Slip Base) | 15" TRAFFIC / PED SIGNAL POLE<br>(Slip Base) | TYPE A MAST ARM SIGNAL POLE<br>(30' to 55') | TYPE B MAST ARM SIGNAL POLE<br>(60' to 75') | TYPE C MAST ARM SIGNAL POLE<br>(80' to 85') | TYPE A / DC / DS POLE CAP | TYPE B POLE CAP | TYPE C POLE CAP | 30" CURVED MAST ARM | 35" CURVED MAST ARM | 40" CURVED MAST ARM | 45" CURVED MAST ARM | 50" CURVED MAST ARM       | 55" CURVED MAST ARM | 60" STRAIGHT MAST ARM | 65" STRAIGHT MAST ARM | 70" STRAIGHT MAST ARM | 75" STRAIGHT MAST ARM | 80" STRAIGHT MAST ARM | 85" STRAIGHT MAST ARM | VIBRATION MITIGATOR | GALAXY ASTRO-BRAC. ARM CLAMP ONLY<br>(120" CABLE) | ASTRO-BRAC GUSSETED TUBE ONLY<br>(96" LENGTH) | SIGN CLAMP | 2" x 66" ANCHOR BOLT   (Mast Poles) | 1" x 36" ANCHOR BOLT   (Traffic Poles) | 40" HIGHWAY LUMINAIRE POLE<br>(Slip Base) | 30" HIGHWAY LUMINAIRE POLE<br>(Slip Base) | LUMINAIRE POLE CAP | 25' LUMINAIRE EXTENSION (2' 6")<br>(For Type A Mast Pole) | 30' LUMINAIRE EXTENSION (7' 6")<br>(For Type A Mast Pole) | 40' LUMINAIRE EXTENSION (17' 6")<br>(For Type A Mast Pole) | 40' LUMINAIRE EXTENSION (12' 6")<br>(For Type B Mast Pole) | VERTICAL LUMINAIRE EXTENSION | 10' LUMINAIRE ARM | 15' LUMINAIRE ARM | 15' DUAL LUMINAIRE ARM | MULTI-VOLT / TYPE-A (250w) | MULTI-VOLT / TYPE-B (400w) | UNDER MAST ARM LIGHTING LED LUMINAIRE |    |    |
| LOCATION                  | EA              | EA     | EA             | EA                             | LUMP           | EA                 | EA                                            | EA                                           | EA                                           | EA                                          | EA                                          | EA                                          | EA                        | EA              | EA              | EA                  | EA                  | EA                  | EA                  | EA                        | EA                  | EA                    | EA                    | EA                    | EA                    | EA                    | EA                    | EA                  | EA                                                | EA                                            | EA         | EA                                  | EA                                     | EA                                        | EA                                        | EA                 | EA                                                        | EA                                                        | EA                                                         | EA                                                         | EA                           | EA                | EA                | EA                     | EA                         | EA                         | EA                                    | EA | EA |
| SR-121 & 1500 WEST        |                 |        | 1              |                                |                | 1                  | 5                                             | 2                                            |                                              | 4                                           |                                             |                                             | 2                         |                 |                 |                     | 1                   | 1                   | 1                   | 1                         |                     |                       |                       |                       |                       |                       |                       | 2                   | 4                                                 | 4                                             | 16         | 12                                  | 28                                     |                                           |                                           |                    | 1                                                         | 1                                                         |                                                            | 1                                                          |                              |                   |                   | 1                      |                            |                            | 3                                     |    |    |
|                           |                 |        |                |                                |                |                    |                                               |                                              |                                              |                                             |                                             |                                             |                           |                 |                 |                     |                     |                     |                     |                           |                     |                       |                       |                       |                       |                       |                       |                     |                                                   |                                               |            |                                     |                                        |                                           |                                           |                    |                                                           |                                                           |                                                            |                                                            |                              |                   |                   |                        |                            |                            |                                       |    |    |
| TOTALS                    |                 |        | 1              |                                |                | 1                  | 5                                             | 2                                            |                                              | 4                                           |                                             |                                             | 2                         |                 |                 |                     | 1                   | 1                   | 1                   | 1                         |                     |                       |                       |                       |                       |                       | 2                     | 4                   | 4                                                 | 16                                            | 12         | 28                                  |                                        |                                           |                                           | 1                  | 1                                                         |                                                           | 1                                                          |                                                            |                              |                   | 1                 |                        |                            | 3                          |                                       |    |    |

| STATE FURNISHED MATERIALS |                                        |                                  |              |                        |                        |                  |                  |                  |                                |                     |                        |                                      |                    |          |             |                      |           |              |              |                         |                       |                       |                       |                                                    |                                  |                               |                                 |                        |                              |                                 |                              |                                 |                       |                           |                                                 |    |
|---------------------------|----------------------------------------|----------------------------------|--------------|------------------------|------------------------|------------------|------------------|------------------|--------------------------------|---------------------|------------------------|--------------------------------------|--------------------|----------|-------------|----------------------|-----------|--------------|--------------|-------------------------|-----------------------|-----------------------|-----------------------|----------------------------------------------------|----------------------------------|-------------------------------|---------------------------------|------------------------|------------------------------|---------------------------------|------------------------------|---------------------------------|-----------------------|---------------------------|-------------------------------------------------|----|
|                           | DETECTION SCHEDULE                     |                                  |              |                        |                        |                  |                  |                  |                                |                     | SIGNAL HEAD SCHEDULE   |                                      |                    |          |             |                      |           |              | ITS SCHEDULE |                         |                       |                       |                       |                                                    |                                  |                               |                                 |                        |                              |                                 |                              |                                 |                       |                           |                                                 |    |
|                           | RADAR DETECTION                        |                                  |              |                        |                        |                  |                  | LiDAR DETECTION  |                                | AUDIBLE PED BUTTONS |                        | LED MODULES                          |                    |          |             | POLYMER SIGNAL HEADS |           |              |              | CABINET / COMMUNICATION |                       | CCTV                  |                       |                                                    |                                  |                               |                                 |                        |                              |                                 |                              |                                 |                       |                           |                                                 |    |
|                           | ADVANCE RADAR SENSOR<br>(Dilemma Zone) | STOPBAR RADAR SENSOR<br>(Matrix) | SENSOR MOUNT | 100' CABLE w-CONNECTOR | 120' CABLE w-CONNECTOR | EPOXY SPLICE KIT | ARC6 (4-SENSORS) | ARC6 (6-SENSORS) | LIDAR DETECTION EDGE PROCESSOR | LIDAR DETECTOR      | IDETECTAPS PUSH BUTTON | INAVIGATOR /2-WIREAUDIBLE PEDCONTROL | INX AUDIBLE BUTTON | RED BALL | YELLOW BALL | GREEN BALL           | RED ARROW | YELLOW ARROW | GREEN ARROW  | 1-SECTION SIGNAL HEAD   | 3-SECTION SIGNAL HEAD | 4-SECTION SIGNAL HEAD | 5-SECTION SIGNAL HEAD | PEDESTRIAN HYBRID BEACON SIGNAL HEAD<br>(PHB/HAWK) | TYPE-7 SIGNAL HEAD<br>(Dual-Red) | 3 SECTION ASTRO-BRAC ASSEMBLY | 4/5 SECTION ASTRO BRAC ASSEMBLY | MAST ARM EXTENSION KIT | CISCO 8-PORT ETHERNET SWITCH | 3' FIBER JUMPER, DUPLEX (LC-ST) | 4' CAT5 ETHERNET PATCH CABLE | AXIS / HD DIGITAL CCTV ASSEMBLY | AXIS / WALL MOUNT ARM | AXIS / POLE MOUNT BRACKET | POLYPHASE TRANSECTOR<br>(RJ45 Surge Suppressor) |    |
| LOCATION                  | EA                                     | EA                               | EA           | EA                     | EA                     | EA               | EA               | EA               | EA                             | EA                  | EA                     | EA                                   | EA                 | EA       | EA          | EA                   | EA        | EA           | EA           | EA                      | EA                    | EA                    | EA                    | EA                                                 | EA                               | EA                            | EA                              | EA                     | EA                           | EA                              | EA                           | EA                              | EA                    | EA                        | EA                                              | EA |
| SR-121 & 1500 WEST        |                                        |                                  |              | 4                      |                        | 3                | 1                |                  |                                |                     | 8                      | 1                                    |                    | 8        | 8           | 8                    |           |              |              |                         | 8                     |                       |                       |                                                    |                                  |                               |                                 |                        | 1                            | 2                               | 4                            | 1                               | 1                     | 1                         | 1                                               |    |
|                           |                                        |                                  |              |                        |                        |                  |                  |                  |                                |                     |                        |                                      |                    |          |             |                      |           |              |              |                         |                       |                       |                       |                                                    |                                  |                               |                                 |                        |                              |                                 |                              |                                 |                       |                           |                                                 |    |
| TOTALS                    |                                        |                                  |              | 4                      |                        | 3                | 1                |                  |                                |                     | 8                      | 1                                    |                    | 8        | 8           | 8                    |           |              |              |                         | 8                     |                       |                       |                                                    |                                  |                               |                                 |                        | 1                            | 2                               | 4                            | 1                               | 1                     | 1                         | 1                                               |    |

**NOTES:**

1. NOTIFY RESIDENT ENGINEER 4-6 WEEKS PRIOR TO THE DATE STATE FURNISHED MATERIALS ARE NEEDED.
2. PICK UP STATE FURNISHED CONTROLLER CABINET AND CONTROLLER EQUIPMENT AT THE REGION SIGNAL LAB. CONTACT REGION SIGNAL CREW, 10 DAYS PRIOR TO DESIRED PICK UP DATE. SEE SG-S01 FOR CONTACT INFORMATION.
3. PICK UP STATE FURNISHED ANCHOR BOLTS, SIGNAL POLE STEEL, AND OTHER ELECTRONICS HARDWARE AT STATE WAREHOUSE. PROVIDE LOADING EQUIPMENT AND PERSONNEL FOR PICK-UP. CONTACT GREG PALMER, (801) 965-4258, TO SCHEDULE PICK-UP. MINIMUM 48 HOURS ADVANCE NOTICE REQUIRED.
4. POLYMER SIGNAL HEAD ASSEMBLIES INCLUDE SIGNAL HEAD HOUSING, VISORS, AND LOUVERED BACK PLATE WITH RETROREFLECTIVE TAPE WHEN APPLICABLE.

[illegible]

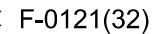
Dan Walli

Darren Williams  
2025.12.18  
14:41:30-07'00'

DATE \_\_\_\_\_

Digitally signed by Jason Henley  
Date: 2025.12.18 15:01:13 -07'00'

DATE \_\_\_\_\_



100+00.00  
BEGIN SR-121  
F-0121(32)

N 345324.648  
E 181129.347

211+50.00  
END 1500 WEST  
F-0121(32)

N 345853.374  
E 181552.681

113+00.00  
END SR-121  
F-0121(32)

N 345366.181  
E 182428.660

500 NORTH

1500 WEST

1500 WEST

199+00.00  
BEGIN 1500 WEST  
F-0121(32)

N 344604.199  
E 181597.974

121

191



PURPOSE AND SCOPE:  
THE PURPOSE OF THIS SURVEY IS TO ESTABLISH CONTROL FOR THE FUTURE ROADWAY IMPROVEMENTS TO SR-121 AT 1500 WEST STREET IN VERNAL, UTAH COUNTY, UTAH. THIS SURVEY CONTROL DIAGRAM DOCUMENTS THE RECOVERY AND/OR ESTABLISHMENT OF CONTROL POINTS TO BE USED IN ROADWAY DESIGN, RIGHT OF WAY DESIGN, AND CONSTRUCTION ACTIVITIES FOR THIS PROJECT. THE FOLLOWING ELEMENTS DEFINE THE PROJECT COORDINATE SYSTEM, PROJECTION, AND DATUM BASED ON THE NSRS COORDINATE SYSTEM.

COORDINATE SYSTEM AND PROJECTION INFORMATION:  
GEODETIC DATUM = NAD 83 (2011) EPOCH 2010.00  
VERTICAL DATUM = NAVD 88  
COORDINATE SYSTEM = STATE PLANE 1983 UTAH CENTRAL ZONE 4302; AT GROUND  
GEOID MODEL = GEOID 18  
UNITS = US SURVEY FOOT  
FALSE NORTHING OFFSET = -7,000,000  
FALSE EASTING OFFSET = -2,000,000  
COMBINED SCALE FACTOR = 1.0002994295

COORDINATE DATUM (US SURVEY FOOT):  
PROJECT COORDINATES ARE MODIFIED NAD 1983 UTAH CENTRAL ZONE 4302 COORDINATES. THE STATE PLANE COORDINATE VALUES ARE SCALED BY THE COMBINED SCALE FACTOR (FROM COORDINATE 0,0) THEN TRUNCATED BY THE FALSE NORTHING AND EASTING OFFSET VALUES. THE RESULTING PROJECT COORDINATES ARE TABULATED HEREIN.

TO CONVERT PROJECT COORDINATES TO STATE PLANE COORDINATES:  
((PROJECT NORTHING + 7,000,000) / 1.0002994295) = STATE PLANE NORTHING  
((PROJECT EASTING + 2,000,000) / 1.0002994295) = STATE PLANE EASTING

NOTES:  
THE PROJECTION WAS DEFINED TO MINIMIZE THE DIFFERENCE BETWEEN GROUND DISTANCES AT THE TOPOGRAPHIC SURFACE AND STATE PLANE GRID DISTANCES WITHIN THE DESIGN AREA OF THE PROJECT. ALL DISTANCES SHOWN OR COMPUTED FROM PROJECT COORDINATE VALUES TABULATED HEREIN ARE GROUND DISTANCES.

THIS CONTROL SURVEY CONFORMS TO THE UDOT SURVEY AND GEOMATICS STANDARDS 2017. SURVEY CONTROL POINTS MEET THE ACCURACY REQUIREMENTS OF UDOT HORIZONTAL PROJECT CONTROL AT 2CM (0.07") LOCAL POSITIONAL ACCURACY.

ALL BEARINGS SHOWN OR COMPUTED FROM PROJECT COORDINATE VALUES TABULATED HEREIN ARE GRID BEARINGS OF NAD 1983 UTAH CENTRAL ZONE 4302.

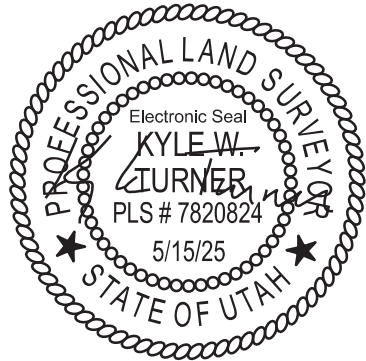
GEODETIC COORDINATES ARE ON THE NAD 1983 (2011) EPOCH 2010.00 DATUM BASED ON GPS OBSERVATIONS FROM THE UTAH REFERENCE NETWORK (TURN) GPS.

THE BENCHMARK FOR THIS PROJECT IS CONTROL POINT 6, A FOUND 3IN ALUMINUM CAP MARKING THE SOUTHEAST CORNER OF SECTION 16, T4S, R21E, SLB&M, LOCATED AT THE INTERSECTION OF SR-121 AND 1500 WEST STREET. THE BENCHMARK ELEVATION IS 5448.91'. ELEVATIONS FOR POINTS 100-105 WERE ESTABLISHED BY DIFFERENTIAL LEVELING FROM THIS BENCHMARK. THE REMAINING CONTROL POINT ELEVATIONS WERE COMPUTED WITH GEOID 18 USING GPS MEASUREMENTS.

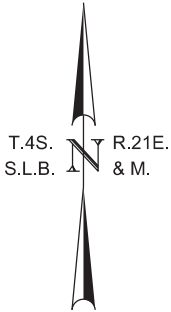
CONTROL POINT MARKS ARE SUBJECT TO THE EFFECTS OF SURFACE ACTIVITY AND SEASONAL MOVEMENTS. MARKS MAY ALSO BE DAMAGED OR REMOVED AFTER THE COMPLETION OF THIS SURVEY. CONTROL POINT POSITIONS SHOULD BE FIELD VERIFIED PRIOR TO SUBSEQUENT SURVEY ACTIVITIES. THIS CONTROL SURVEY WAS COMPLETED IN APRIL OF 2025.

A COUNTY PERMIT MUST BE OBTAINED FOR WORK PERFORMED WITHIN THIRTY FEET OF ANY GOVERNMENT SURVEY MONUMENT PER UDOT SPECIFICATION 00820.

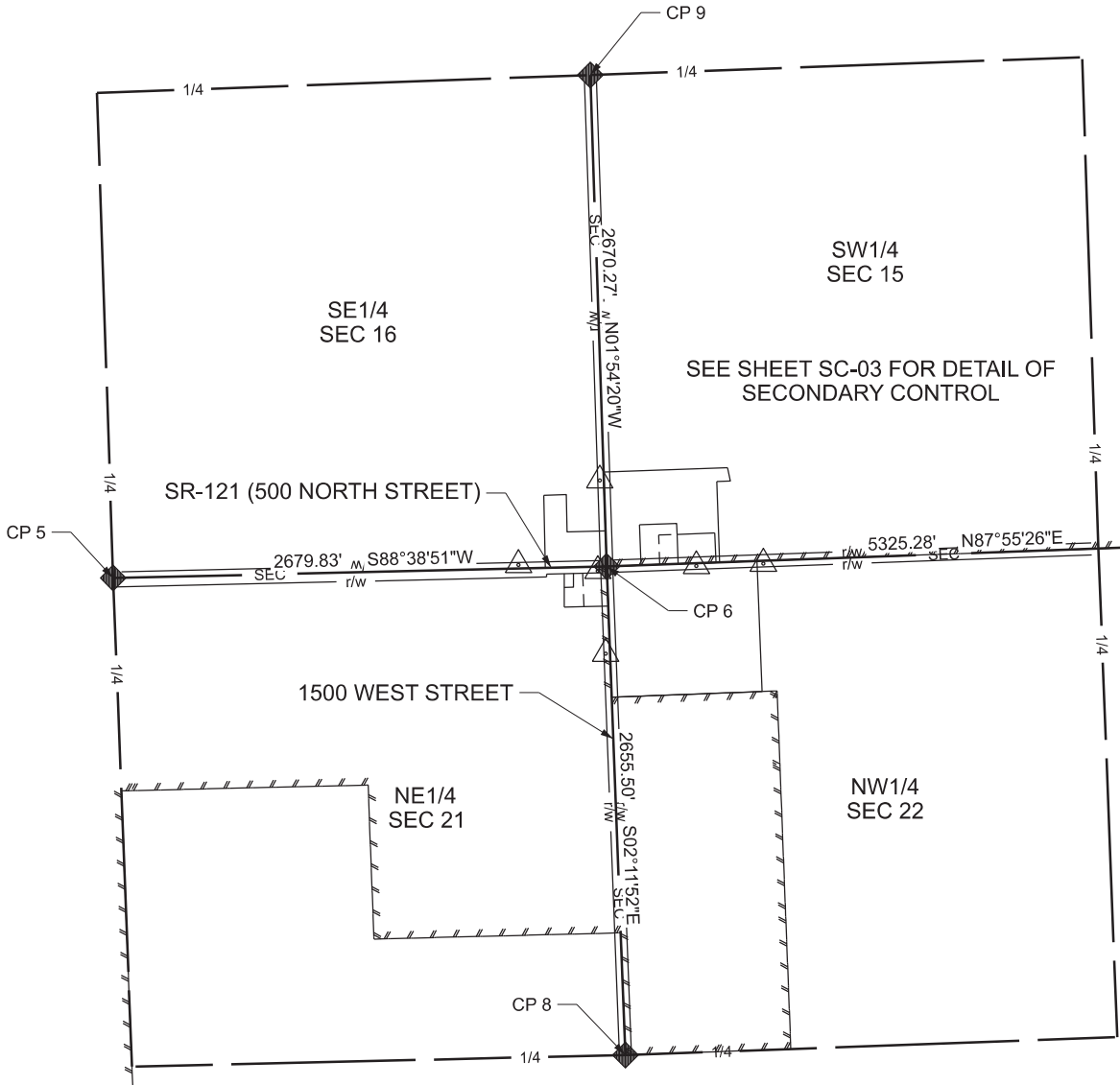
SURVEYOR'S CERTIFICATE  
I, KYLE TURNER, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, HOLDING CERTIFICATE NUMBER 7820824, AS PRESCRIBED BY THE LAWS OF THE STATE OF UTAH. I FURTHER CERTIFY THAT THIS SURVEY CONTROL DIAGRAM IS REPRESENTED ACCURATELY, AND WAS CONDUCTED UNDER MY DIRECT SUPERVISION.



CP 4 (OFF SHEET)  
REGION 3 CONTROL POINT 11 - VERNAL



UINTAH COUNTY  
(UNINCORPORATED)



VERNAL  
(INCORPORATED)

LEGEND

- ◆ FOUND SECTION MONUMENT
- △ CONTROL POINT AS DESCRIBED



|                                   |  |                                      |  |                            |  |               |  |             |  |
|-----------------------------------|--|--------------------------------------|--|----------------------------|--|---------------|--|-------------|--|
| UTAH DEPARTMENT OF TRANSPORTATION |  | REGION THREE - WALL CONSULTANT GROUP |  | APPROVED                   |  | DRAWN BY      |  | RAM         |  |
| SR-121 (500 N)                    |  | 1500 W INTERSECTION                  |  | Kk Turner                  |  | 5/15/25       |  | KWT         |  |
| PROJECT                           |  | PROJECT NUMBER                       |  | F-0121(32)                 |  | QC CHECKED BY |  | DATE        |  |
| UNTAH COUNTY                      |  | SURVEY CONTROL                       |  | PROFESSIONAL LAND SURVEYOR |  | DATE          |  | APPROVED BY |  |
| SHEET NO.                         |  | SC-01                                |  | NO.                        |  | DATE          |  | REMARKS     |  |

| REGIONAL CONTROL POINTS |                         |                          |                                                       |             |                     |            |           |                                                                                                     |
|-------------------------|-------------------------|--------------------------|-------------------------------------------------------|-------------|---------------------|------------|-----------|-----------------------------------------------------------------------------------------------------|
| CONTROL POINT           | LATITUDE<br>NAD83(2011) | LONGITUDE<br>NAD83(2011) | STATE PLANE COORDINATES<br>NAD83 UT CENTRAL ZONE 4302 |             | PROJECT COORDINATES |            | ELEVATION | CONTROL POINT<br>DESCRIPTION                                                                        |
|                         |                         |                          | NORTHING                                              | EASTING     | NORTHING            | EASTING    |           |                                                                                                     |
| 4                       | N40°29'52.99352"        | W109°31'50.87904"        | 7356180.802                                           | 2188021.617 | 358383.460          | 188676.775 | 5359.17   | FOUND 3.5IN UDOT SURVEY CONTROL BRASS CAP<br>VERNAL - 2018<br>UDOT REGION 3 CONTROL POINT 11 VERNAL |
|                         | N40°29'52.99346"        | W109°31'50.87986"        | 7356180.795                                           | 2188021.553 |                     |            | 5359.26   | RECORD COORDINATES FOR<br>UDOT REGION 3 CONTROL POINT 11 VERNAL                                     |

| PRIMARY CONTROL POINTS |                         |                          |                                                       |             |                     |            |            |                                                                                                           |
|------------------------|-------------------------|--------------------------|-------------------------------------------------------|-------------|---------------------|------------|------------|-----------------------------------------------------------------------------------------------------------|
| CONTROL POINT          | LATITUDE<br>NAD83(2011) | LONGITUDE<br>NAD83(2011) | STATE PLANE COORDINATES<br>NAD83 UT CENTRAL ZONE 4302 |             | PROJECT COORDINATES |            | ELEVATION  | CONTROL POINT<br>DESCRIPTION                                                                              |
|                        |                         |                          | NORTHING                                              | EASTING     | NORTHING            | EASTING    |            |                                                                                                           |
| 5                      | N40°27'45.60370"        | W109°34'01.15353"        | 7343073.060                                           | 2178238.615 | 345271.793          | 178890.844 | 5494.62    | SOUTH QUARTER CORNER SECTION 16, T4S, R21E, SLB&M<br>FOUND 3IN UINTAH COUNTY ALUMINUM CAP                 |
| 6                      | N40°27'45.65512"        | W109°33'26.49254"        | 7343136.299                                           | 2180916.894 | 345335.051          | 181569.925 | 5448.91 ** | SOUTHEAST CORNER SECTION 16, T4S, R21E, SLB&M<br>FOUND 3IN UINTAH COUNTY ALUMINUM CAP - PROJECT BENCHMARK |
| 7                      | N40°27'46.41316"        | W109°32'17.62206"        | 7343329.164                                           | 2186237.086 | 345527.974          | 186891.710 | 5363.24    | SOUTHEAST CORNER SECTION 15, T4S, R21E, SLB&M<br>FOUND 2IN UINTAH COUNTY BRASS CAP                        |
| 8                      | N40°27'19.42500"        | W109°33'25.92109"        | 7340483.543                                           | 2181018.703 | 342681.501          | 181671.764 | 5434.89    | EAST QUARTER CORNER SECTION 21, T4S, R21E, SLB&M<br>FOUND 2IN UINTAH COUNTY BRASS CAP                     |
| 9                      | N40°28'12.03290"        | W109°33'26.89103"        | 7345804.291                                           | 2180828.135 | 348003.842          | 181481.139 | 5446.52    | EAST QUARTER CORNER SECTION 16, T4S, R21E, SLB&M<br>FOUND 3IN UINTAH COUNTY BRASS CAP                     |

**\*\*HELD AS LOCAL BENCHMARK      \*DIFFERENTIALLY LEVELED ELEVATION**

| SECONDARY CONTROL POINTS |                         |                          |                                                       |             |                     |            |           |                              |
|--------------------------|-------------------------|--------------------------|-------------------------------------------------------|-------------|---------------------|------------|-----------|------------------------------|
| CONTROL POINT            | LATITUDE<br>NAD83(2011) | LONGITUDE<br>NAD83(2011) | STATE PLANE COORDINATES<br>NAD83 UT CENTRAL ZONE 4302 |             | PROJECT COORDINATES |            | ELEVATION | CONTROL POINT<br>DESCRIPTION |
|                          |                         |                          | NORTHING                                              | EASTING     | NORTHING            | EASTING    |           |                              |
| 100                      | N40°27'50.27668"        | W109°33'26.84315"        | 7343603.277                                           | 2180879.645 | 345802.169          | 181532.665 | 5450.99 * | SET MAG NAIL IN ASPHALT      |
| 101                      | N40°27'45.42063"        | W109°33'27.11514"        | 7343111.531                                           | 2180869.298 | 345310.275          | 181522.315 | 5449.40 * | SET PLUG IN SIDEWALK         |
| 102                      | N40°27'45.83827"        | W109°33'32.67452"        | 7343144.457                                           | 2180438.786 | 345343.211          | 181091.674 | 5454.67 * | SET MAG NAIL IN ASPHALT      |
| 103                      | N40°27'N40.97897"       | W109°33'26.69094"        | 7342662.877                                           | 2180911.840 | 344861.487          | 181564.869 | 5444.33 * | SET MAGNAIL IN ASPHALT       |
| 104                      | N40°27'45.57112"        | W109°33'20.18872"        | 7343138.387                                           | 2181404.199 | 345337.140          | 182057.376 | 5440.97 * | SET MAG NAIL IN ASPHALT      |
| 105                      | N40°27'45.62130"        | W109°33'15.48506"        | 7343151.370                                           | 2181767.558 | 345350.126          | 182420.844 | 5435.47 * | SET MAG NAIL IN ASPHALT      |

**\*\*HELD AS LOCAL BENCHMARK      \*DIFFERENTIALLY LEVELED ELEVATION**

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D:\GN\_Files\pwr\1\ddottr\w\ber\te\lay\com\udot\p\w\01\Documents\UDOT Projects\Region 3 Projects\Region 3 Projects\21433 SR-121 (500 N) 1500 W INTERSECTION\Right of Way\21433 F-0121(32)RWTT-01.dgn 17-DEC-2025

| PARCEL NO.                | OWNER                             |
|---------------------------|-----------------------------------|
| 101, 101:C                | VICKIE ANN SEARLE TRUST           |
| 102, 102:C, 102:E         | ELIZABETH A. AND MICHAEL A. SMITH |
| 103, 103:C, 103:E, 103:2E | AAA PREFERRED STORAGE, L.L.C.     |
| 104, 104:C, 104:E         | THE CSC TRUST                     |
| 105:E                     | NORMA JEAN GROSS TRUST            |

NE1/4 NE1/4  
SEC. 21

00+00Z

SE1/4 SE1/4  
SEC. 16

100+00

210+00

00+50Z

RW-01

RW-02

RW-03

RW-04

RW-02B

RW-02A

UINTAH COUNTY  
(UNINCORPORATED)

SW1/4 SW1/4  
SEC. 15

VERNAL  
(INCORPORATED)

T.4S. R.21E.  
S.L.B. & M.



|                                   |  |                                       |  |       |  |
|-----------------------------------|--|---------------------------------------|--|-------|--|
| PROJECT                           |  | SR-121 (500 N)<br>1500 W INTERSECTION |  | 21433 |  |
| PROJECT NUMBER                    |  | F-0121(32)                            |  | PIN   |  |
| RIGHT-OF-WAY TOTAL TRACT          |  |                                       |  |       |  |
| UINTAH COUNTY                     |  |                                       |  |       |  |
| SHEET NO.                         |  | RWTT-01                               |  |       |  |
| UTAH DEPARTMENT OF TRANSPORTATION |  | REGION THREE - WALL CONSULTANT GROUP  |  |       |  |
| APPROVED                          |  | DRAWN BY RAM                          |  |       |  |
| PROFESSIONAL LAND SURVEYOR        |  | CHECKED BY DRW                        |  |       |  |
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| PARCEL NO.      | OWNER                             | NET AC. | SQ. FEET | EXIST. R/W AC. IN DEED | OWNERSHIP AC. | REMAINING AC. |       |
|-----------------|-----------------------------------|---------|----------|------------------------|---------------|---------------|-------|
|                 |                                   |         |          |                        |               | LEFT          | RIGHT |
| SHEET NO. RW-01 |                                   |         |          |                        |               |               |       |
| 101             | VICKIE ANN SEARLE TRUST           | 0.013   | 545      | 0.279                  | 2.035         | 1.743         | 0.000 |
| 102             | ELIZABETH A. AND MICHAEL A. SMITH | 0.034   | 1,482    | 0.022                  | 0.892         | 0.000         | 0.836 |
| 102:E           | ELIZABETH A. AND MICHAEL A. SMITH | 0.024   | 1,062    | NONE                   |               | PERPETUAL     |       |

| PARCEL NO.      | OWNER                             | NET AC. | SQ. FEET | EXIST. R/W AC. IN DEED | OWNERSHIP AC. | REMAINING AC. |        |
|-----------------|-----------------------------------|---------|----------|------------------------|---------------|---------------|--------|
|                 |                                   |         |          |                        |               | LEFT          | RIGHT  |
| SHEET NO. RW-02 |                                   |         |          |                        |               |               |        |
| 101             | VICKIE ANN SEARLE TRUST           | 0.013   | 545      | 0.279                  | 2.035         | 1.743         | 0.000  |
| 101:G           | VICKIE ANN SEARLE TRUST           | 0.000   | 0        | 0.094                  | 1.743         | 1.649         | 0.000  |
| 102             | ELIZABETH A. AND MICHAEL A. SMITH | 0.034   | 1,482    | 0.022                  | 0.892         | 0.000         | 0.836  |
| 102:C           | ELIZABETH A. AND MICHAEL A. SMITH | 0.000   | 0        | 0.115                  | 0.836         | 0.000         | 0.721  |
| 102:E           | ELIZABETH A. AND MICHAEL A. SMITH | 0.024   | 1,062    | NONE                   |               | PERPETUAL     |        |
| 103             | AAA PREFERRED STORAGE, L.L.C.     | 0.053   | 2,327    | 0.172                  | 5.554         | 5.329         | 0.000  |
| 103:C           | AAA PREFERRED STORAGE, L.L.C.     | 0.000   | 0        | 0.332                  | 5.329         | 4.997         | 0.000  |
| 103:E           | AAA PREFERRED STORAGE, L.L.C.     | 0.064   | 2,779    | NONE                   |               | TEMPORARY     |        |
| 103:2E          | AAA PREFERRED STORAGE, L.L.C.     | 0.007   | 300      | NONE                   |               | TEMPORARY     |        |
| 104             | THE CSC TRUST                     | 0.008   | 347      | 0.638                  | 13.315        | 0.000         | 12.669 |
| 104:C           | THE CSC TRUST                     | 0.000   | 0        | 0.494                  | 12.669        | 0.000         | 12.175 |
| 104:E           | THE CSC TRUST                     | 0.191   | 8,314    | NONE                   |               | TEMPORARY     |        |
| 105:E           | NORMA JEAN GROSS TRUST            | 0.030   | 1,293    | NONE                   |               | TEMPORARY     |        |

| PARCEL NO.       | OWNER         | NET AC. | SQ. FEET | EXIST. R/W AC. IN DEED | OWNERSHIP AC. | REMAINING AC. |        |
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|                  |               |         |          |                        |               | LEFT          | RIGHT  |
| SHEET NO. RW-02A |               |         |          |                        |               |               |        |
| 104:C            | THE CSC TRUST | 0.000   | 0        | 0.494                  | 12.669        | 0.000         | 12.175 |
| 104:E            | THE CSC TRUST | 0.191   | 8,314    | NONE                   |               | TEMPORARY     |        |

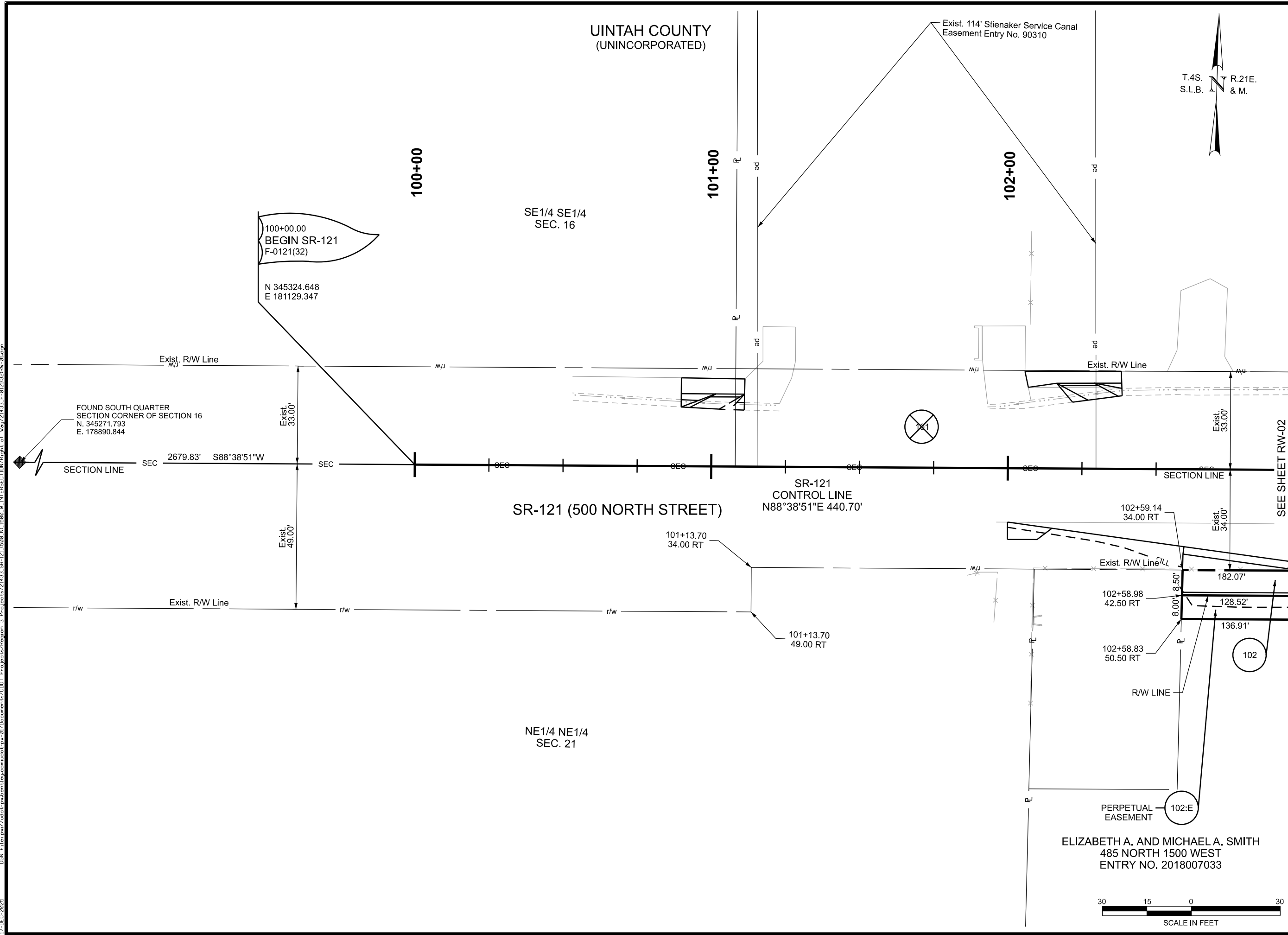
| PARCEL NO.       | OWNER                             | NET AC. | SQ. FEET | EXIST. R/W AC. IN DEED | OWNERSHIP AC. | REMAINING AC. |        |
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|                  |                                   |         |          |                        |               | LEFT          | RIGHT  |
| SHEET NO. RW-02B |                                   |         |          |                        |               |               |        |
| 102:C            | ELIZABETH A. AND MICHAEL A. SMITH | 0.000   | 0        | 0.115                  | 0.836         | 0.000         | 0.721  |
| 104:C            | THE CSC TRUST                     | 0.000   | 0        | 0.494                  | 12.669        | 0.000         | 12.175 |
| 104:E            | THE CSC TRUST                     | 0.191   | 8,314    | NONE                   |               | TEMPORARY     |        |

| PARCEL           | OWNER                         | NET AC. | SQ. FEET | EXIST. R/W | OWNERSHIP | REMAINING AC. |
|------------------|-------------------------------|---------|----------|------------|-----------|---------------|
| SHEET NO. RW-02C |                               |         |          |            |           |               |
| 404:C            | VICKIE ANN SEARLE TRUST       | 0.000   | 0        | 0.094      | 4.743     | 4.649 0.000   |
| 103:C            | AAA PREFERRED STORAGE, L.L.C. | 0.000   | 0        | 0.332      | 5.329     | 4.997 0.000   |
| 103:E            | AAA PREFERRED STORAGE, L.L.C. | 0.064   | 2,779    | NONE       |           | TEMPORARY     |

| PARCEL NO.      | OWNER                         | NET AC. | SQ. FEET | EXIST. R/W AC. IN DEED | OWNERSHIP AC. | REMAINING AC. |        |
|-----------------|-------------------------------|---------|----------|------------------------|---------------|---------------|--------|
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| SHEET NO. RW-03 |                               |         |          |                        |               |               |        |
| 103             | AAA PREFERRED STORAGE, L.L.C. | 0.053   | 2,327    | 0.172                  | 5.554         | 5.329         | 0.000  |
| 103:2E          | AAA PREFERRED STORAGE, L.L.C. | 0.007   | 300      | NONE                   |               | TEMPORARY     |        |
| 104             | THE CSC TRUST                 | 0.008   | 347      | 0.638                  | 13.315        | 0.000         | 12.669 |
| 105:E           | NORMA JEAN GROSS TRUST        | 0.030   | 1,293    | NONE                   |               | TEMPORARY     |        |

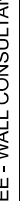
| PARCEL NO.      | OWNER         | NET AC. | SQ. FEET | EXIST. R/W AC. IN DEED | OWNERSHIP AC. | REMAINING AC. |        |
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|                 |               |         |          |                        |               | LEFT          | RIGHT  |
| SHEET NO. RW-04 |               |         |          |                        |               |               |        |
| 104             | THE CSC TRUST | 0.008   | 347      | 0.638                  | 13.315        | 0.000         | 12.669 |

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| SHEET NO.                                                                      |                | RW5M-01                                                                                                                         |  |
| UINTAH<br>COUNTY                                                               |                | SR-121 (500 N)<br><br>1500 W INTERSECTION<br><br>F-0121(32)                                                                     |  |
| PROJECT                                                                        | PROJECT NUMBER |                                                                                                                                 |  |
|                                                                                | 21433          | PIN                                                                                                                             |  |
| RIGHT-OF-WAY SUMMARY                                                           |                |                                                                                                                                 |  |
| UTAH DEPARTMENT OF TRANSPORTATION<br>REGION THREE - WALL CONSULTANT GROUP      |                | APPROVED<br><br>PROFESSIONAL LAND SURVEYOR |  |
| DRAWN BY<br>RAM                                                                |                | DATE<br>6/25/25                                                                                                                 |  |
| CHECKED BY<br>OC                                                               |                | DATE<br>6/25/25                                                                                                                 |  |
| NO. 1                                                                          |                | DATE 9/22/25                                                                                                                    |  |
| APPROVED BY<br>DRW                                                             |                | DATE 12/10/25                                                                                                                   |  |
| REMARKS<br>VOID 101 AND 101:C<br>VOID 103:2E AND 105:E VOID AND REPLACE: 104:E |                | REVISIONS                                                                                                                       |  |



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| SHEET NO.                            |  | RW-01               |  |
| UNITAH COUNTY                        |  |                     |  |
| PROJECT                              |  | SR-121 (500 N)      |  |
| PROJECT NUMBER                       |  | 1500 W INTERSECTION |  |
| F-0121(32)                           |  | PIN 21433           |  |
| RIGHT-OF-WAY PLAN                    |  |                     |  |
| APPROVED                             |  | 6/25/25             |  |
| PROFESSIONAL LAND SURVEYOR           |  | DATE                |  |
| UTAH DEPARTMENT OF TRANSPORTATION    |  | DRAWN BY            |  |
| REGION THREE - WALL CONSULTANT GROUP |  | RAM                 |  |
| OC CHECKED BY                        |  | DRW                 |  |
| 1                                    |  | 12/10/25            |  |
| NO.                                  |  | DATE                |  |
| APPROVED BY                          |  | VOID 101 AND 101:C  |  |
| REMARKS                              |  |                     |  |
| REVISIONS                            |  |                     |  |

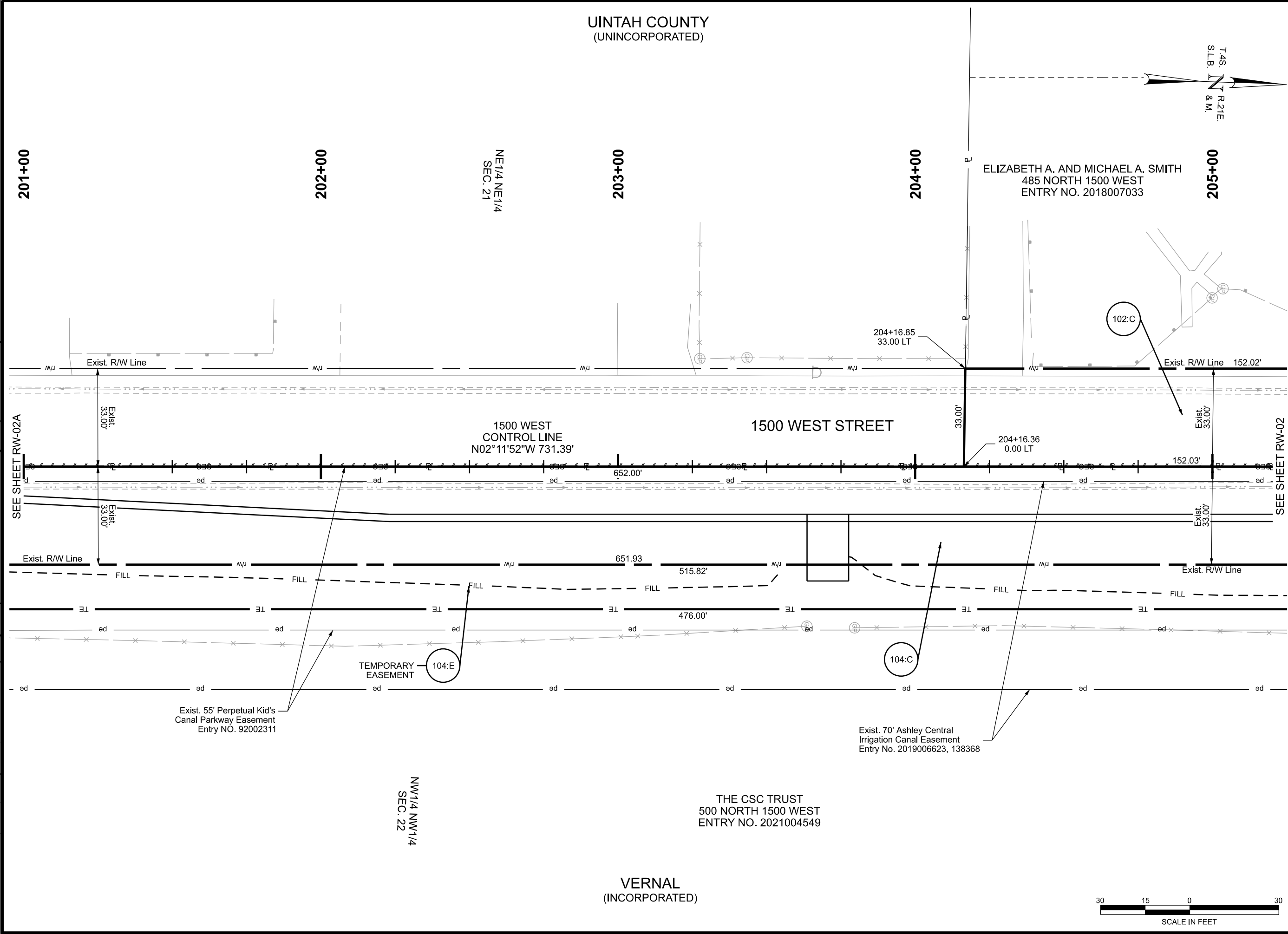


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| PROJECT                                                          |  | SR-121 (500 N)      |  | <div> <div>UTAH DEPARTMENT OF TRANSPORTATION</div> <div>REGION THREE - WALL CONSULTANT GROUP</div> </div>                                                                          |  | REVISED                                                                                             |  |
| PROJECT NUMBER                                                   |  | 1500 W INTERSECTION |  |                                                                                                                                                                                    |  |                                                                                                     |  |
|                                                                  |  | F-0121(32)          |  | PIN                                                                                                                                                                                |  | 21433                                                                                               |  |
|                                                                  |  | RIGHT-OF-WAY PLAN   |  |                                                                                                                                                                                    |  |                                                                                                     |  |
| <div> <div>UINTAH COUNTY</div> <div>SHEET NO. RW-02</div> </div> |  |                     |  | <div> <div>APPROVED</div> <div>  </div> <div> <div>DATE</div> <div>6/25/25</div> </div> </div> |  | <div> <div>DRAWN BY</div> <div>RAM</div> </div>                                                     |  |
|                                                                  |  |                     |  | <div> <div>OC CHECKED BY</div> <div>DRW</div> </div>                                                                                                                               |  | <div> <div>DATE</div> <div>9/22/25</div> </div>                                                     |  |
|                                                                  |  |                     |  | <div> <div>PROFESSIONAL LAND SURVEYOR</div> <div>DATE</div> </div>                                                                                                                 |  | <div> <div>APPROVED BY</div> <div>DATE</div> </div>                                                 |  |
|                                                                  |  |                     |  | <div> <div>NO.</div> <div>2</div> </div>                                                                                                                                           |  | <div> <div>VOID 101 AND 101-C</div> <div>VOID: 103-E AND 105-E VOID AND REPLACE: 104-E</div> </div> |  |
|                                                                  |  |                     |  | <div> <div>REMARKS</div> <div></div> </div>                                                                                                                                        |  | <div> <div>REVISIONS</div> <div></div> </div>                                                       |  |



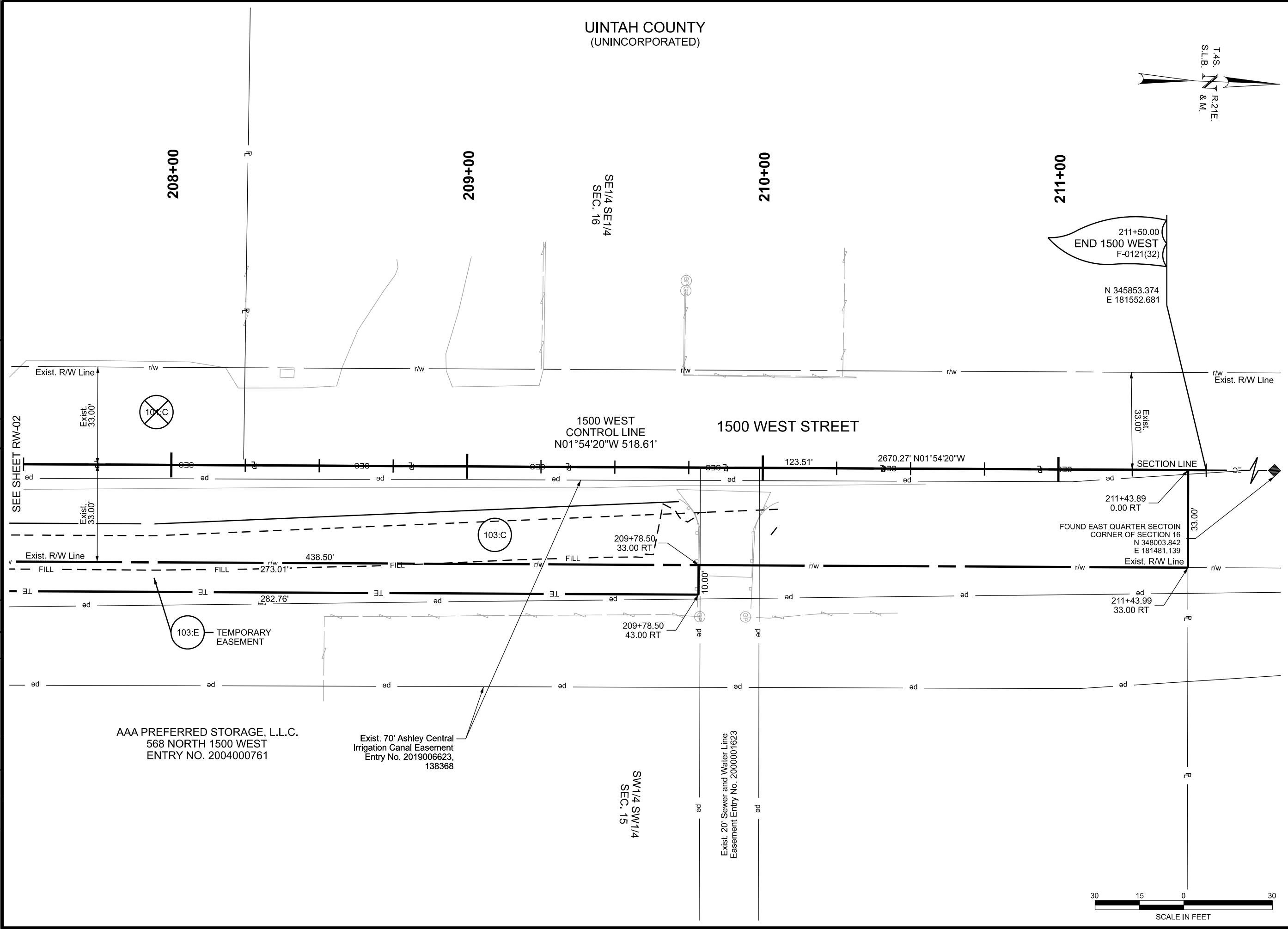


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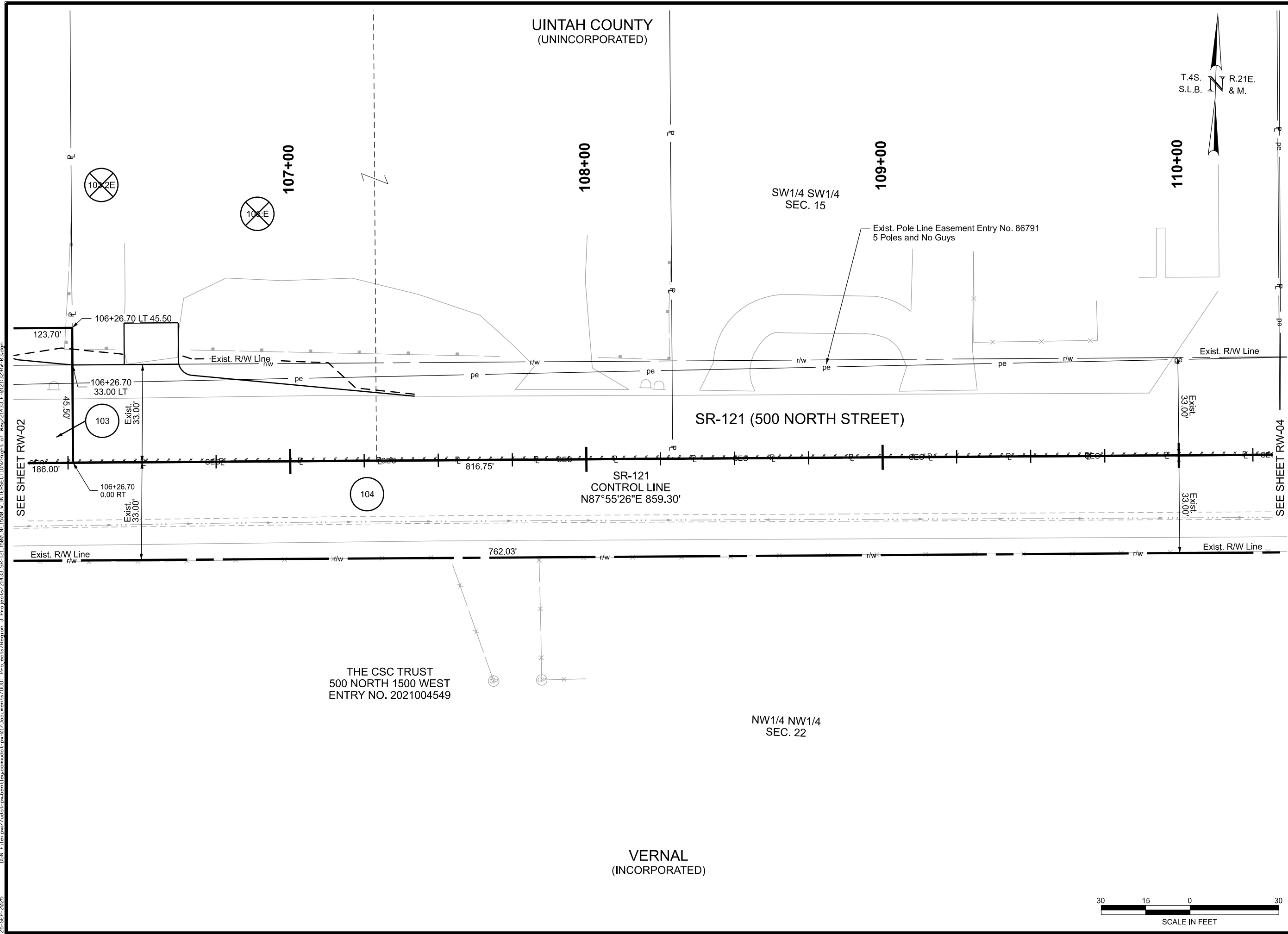


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| SHEET NO.                            |  | RW-02B              |       |
| UNITAH COUNTY                        |  | SR-121 (500 N)      |       |
| PROJECT                              |  | 1500 W INTERSECTION |       |
| PROJECT NUMBER                       |  | F-0121(32)          | 21433 |
| RIGHT-OF-WAY PLAN                    |  |                     |       |
| APPROVED                             |  | 6/25/25             |       |
| PROFESSIONAL LAND SURVEYOR           |  | DATE                |       |
| UTAH DEPARTMENT OF TRANSPORTATION    |  | DRAWN BY            |       |
| REGION THREE - WALL CONSULTANT GROUP |  | RAM                 |       |
| NO.                                  |  | DATE                |       |
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| VOID AND REPLACE 104'E               |  | DRW                 |       |
| REMARKS                              |  | APPROVED BY         |       |
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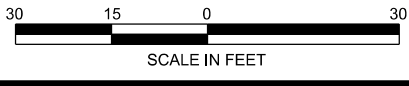
D:\GN\_Files\pwr\1\ddot{ot}r\ber\te\lay\com\ad\p\p\01\Documents\UDOT\_P\ojects\Region 3\_P\ojects\21433\_SR-121\_500\_N\1500\_W\_INTERSECTION\Right of Way\21433\_F-0121\32RW-02C.dgn 17-DEC-2025



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|-------------------|--|----------------------------|-------|
| SHEET NO.         |  | RW-02C                     |       |
| UINTAH COUNTY     |  | PROJECT                    |       |
| SR-121 (500 N)    |  | 1500 W INTERSECTION        |       |
| PROJECT NUMBER    |  | F-0121(32)                 | 21433 |
| RIGHT-OF-WAY PLAN |  | APPROVED                   |       |
|                   |  | PROFESSIONAL LAND SURVEYOR |       |
|                   |  | DATE                       |       |
|                   |  | 6/25/25                    |       |
|                   |  | QC CHECKED BY              |       |
|                   |  | DRW                        |       |
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| SHEET NO.         |  | RW-03               |  |                 |  |             |  |                        |  |           |  |
| UINTAH<br>COUNTY  |  |                     |  |                 |  |             |  |                        |  |           |  |
| PROJECT           |  | SR-121 (500 N)      |  |                 |  |             |  |                        |  |           |  |
| PROJECT<br>NUMBER |  | 1500 W INTERSECTION |  |                 |  |             |  |                        |  |           |  |
|                   |  | F-0121(32)          |  |                 |  |             |  |                        |  |           |  |
|                   |  | PIN                 |  |                 |  |             |  |                        |  |           |  |
|                   |  | 21433               |  |                 |  |             |  |                        |  |           |  |
| RIGHT-OF-WAY PLAN |  |                     |  |                 |  |             |  |                        |  |           |  |
|                   |  | APPROVED            |  | 6/25/25<br>DATE |  | DRAWN BY    |  | RAM                    |  |           |  |
|                   |  |                     |  |                 |  | OC          |  | CHECKED BY             |  |           |  |
|                   |  |                     |  |                 |  |             |  | DRW                    |  |           |  |
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|                   |  | 1                   |  | 9/22/25         |  | DRW         |  | VOID: 103:2E AND 105:E |  |           |  |
|                   |  | NO.                 |  | DATE            |  | APPROVED BY |  | REMARKS                |  |           |  |
|                   |  |                     |  |                 |  |             |  |                        |  | REVISIONS |  |



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|---------------------------------------------------------------------------|---------------------|--------------------------------------------------------------------------------------|-----------------------------|
| SHEET NO.                                                                 |                     | RW-04                                                                                |                             |
| UINTAH<br>COUNTY                                                          |                     | SR-121 (500 N)<br><br>1500 W INTERSECTION<br><br>F-0121(32)<br><br>RIGHT-OF-WAY PLAN |                             |
| PROJECT                                                                   | 1500 W INTERSECTION |                                                                                      |                             |
| PROJECT<br>NUMBER                                                         | F-0121(32)          | PIN                                                                                  | 21433                       |
| UTAH DEPARTMENT OF TRANSPORTATION<br>REGION THREE - WALL CONSULTANT GROUP |                     | APPROVED<br><br><i>Tom Wall</i>                                                      | DRAWN BY<br><br>RAM         |
|                                                                           |                     | PROFESSIONAL LAND SURVEYOR                                                           | QC<br>CHECKED BY<br><br>DRW |
|                                                                           |                     | 6/25/25                                                                              | DATE                        |