

# STANDARD DRAWINGS

**April  
2007**

DeHaan/Anderson

# CITY ENGINEER'S OFFICE



To schedule an appointment or an inspection

**TWO WORKING DAYS IN ADVANCE**

**(435) 615-5077**

Notes:

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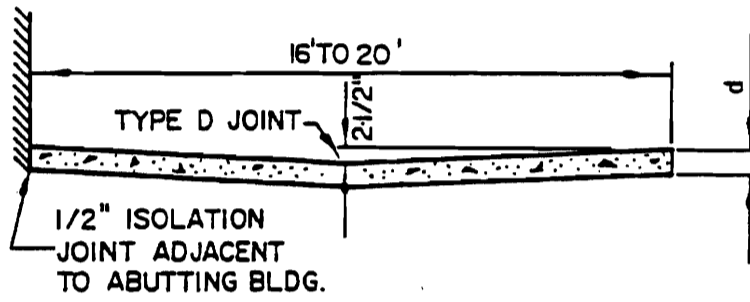
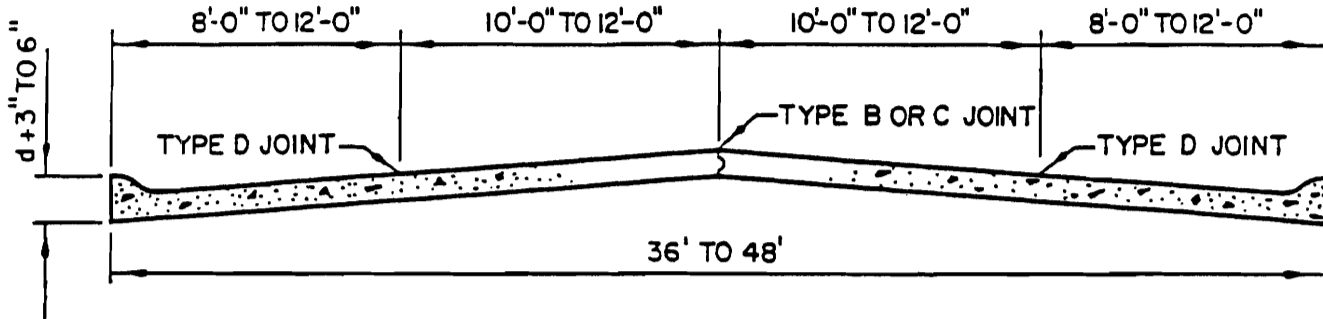
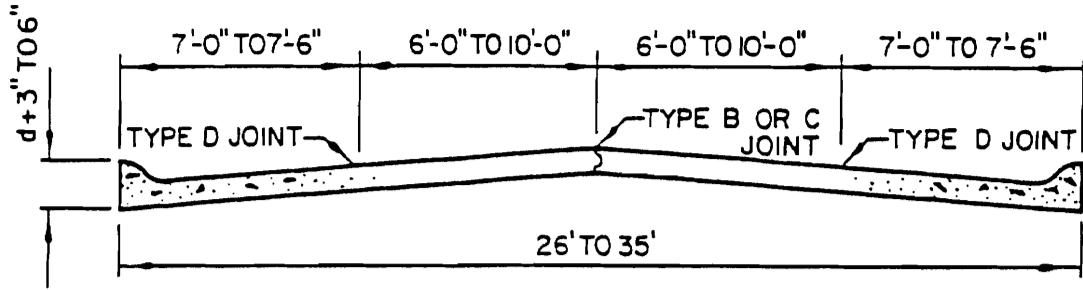
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# STANDARD DRAWINGS

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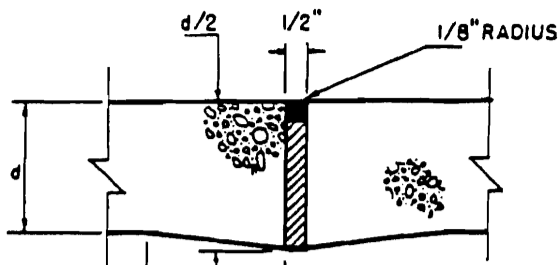




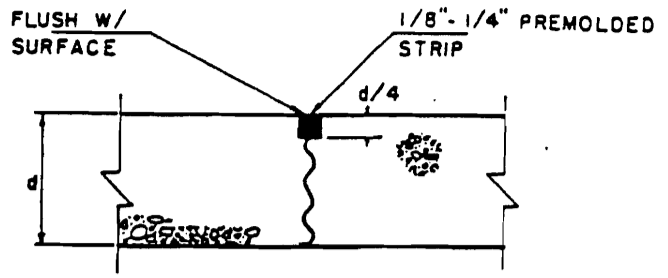
PAVEMENT CROSS SECTIONS INDICATING JOINT LOCATIONS

STANDARD DRAWING  
531-A

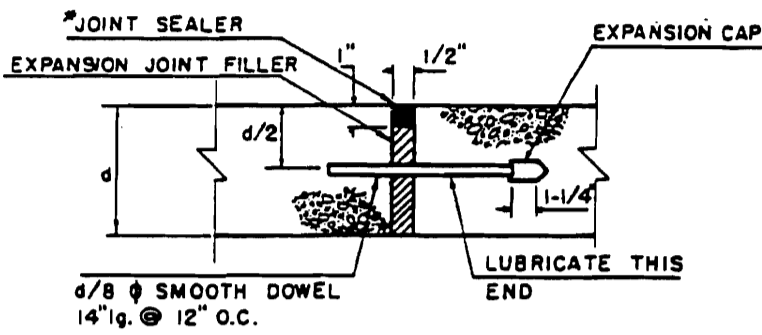
**PAVEMENT CROSS SECTIONS**  
CONCRETE PAVEMENT WITH INTEGRAL CURB & GUTTER  
PARK CITY MUNICIPAL CORPORATION



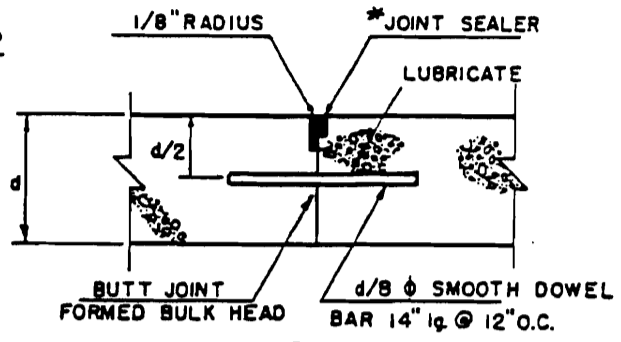
TYPE 'A'  
EXPANSION JOINT



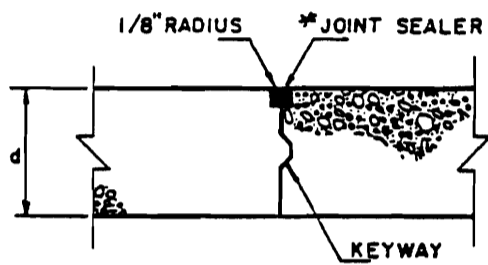
TYPE 'D' SAWED OR PREMOLDED STRIP  
LONGITUDINAL OR TRANSVERSE



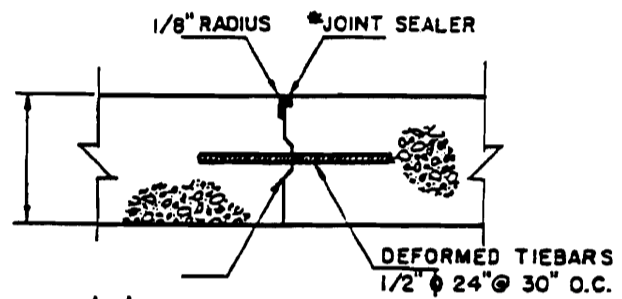
TYPE 'A' ALTERNATE EXPANSION JOINT



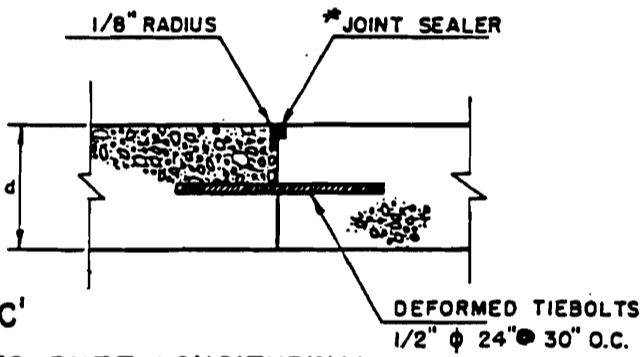
PLANNED TRANSVERSE  
TYPE 'E' CONSTRUCTION JOINT



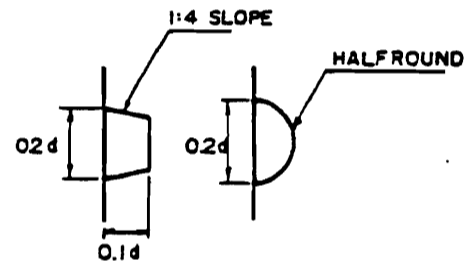
TYPE 'B' LONGITUDINAL CONSTRUCTION  
JOINT



TYPE 'F' EMERGENCY TRANSVERSE  
CONSTRUCTION JOINT



TYPE 'C'  
TIED BUTT LONGITUDINAL  
CONSTRUCTION JOINT



KEYWAYS FOR TYPE  
'B' AND 'F'

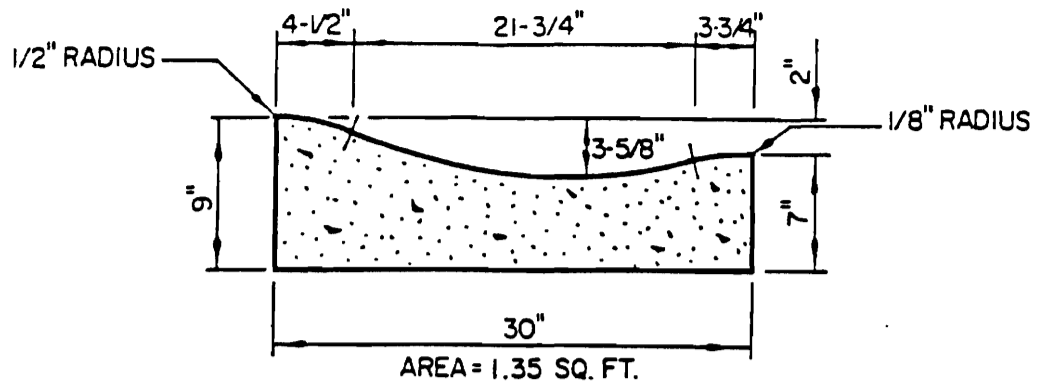
\*JOINT SEALER IS SUBJECT TO APPROVAL BY CITY ENGINEER AND DIRECTOR OF PUBLIC WORKS.

STANDARD DRAWING  
531-B

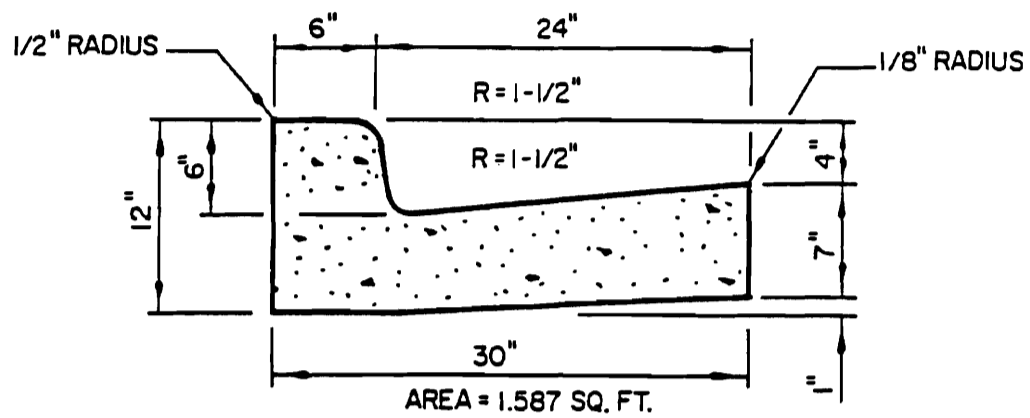
## CONCRETE PAVEMENT JOINTS

PARK CITY MUNICIPAL CORPORATION

NOTE: The maximum distance between tooled control joints is ten (10) feet.  
 The maximum distance between expansion joints is fifty (50) feet.  
 The above conditions apply to all methods of placing concrete including paving machines unless otherwise approved by the City Engineer.

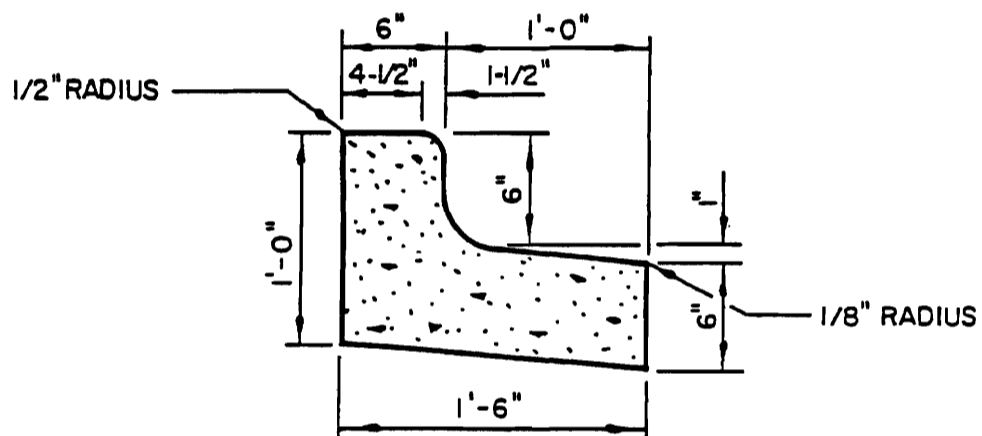


ROLL GUTTER



HIGH-BACK CURB AND GUTTER

(TYPE A)



OUTFALL CURB AND GUTTER

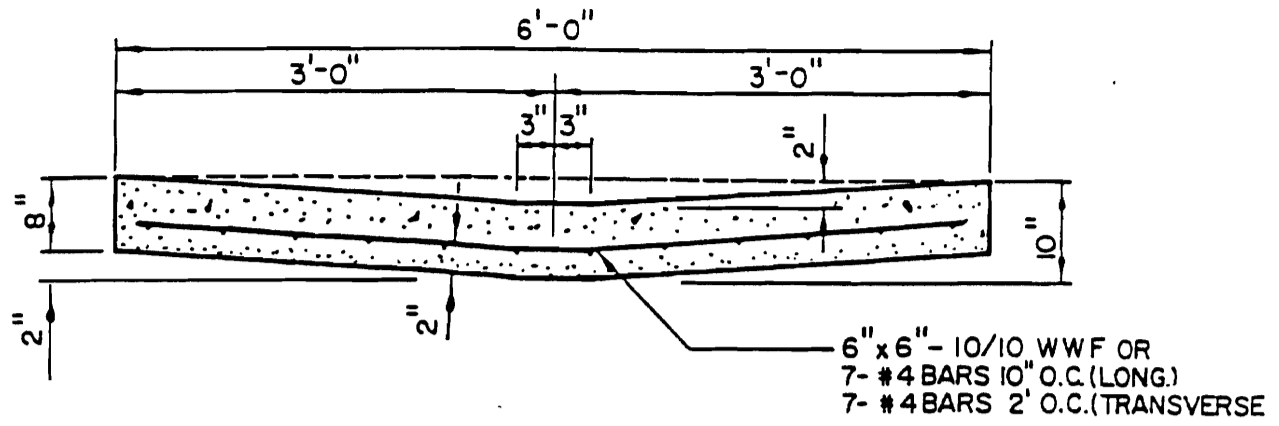
NOTE: ALL CURB & GUTTER IS TO BE BEDDED WITH A MIN. OF 5" OF UNTREATED BASE COURSE CONFORMING TO SECTION 510, UNLESS AUTHORIZED IN WRITING BY THE CITY ENGINEER  
 NO SCALE

STANDARD DRAWING

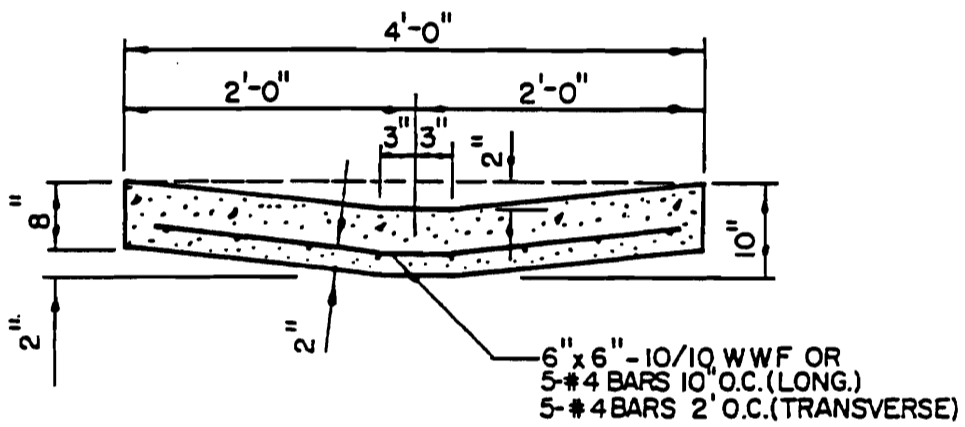
532-A

**CURB AND GUTTER DETAILS**

PARK CITY MUNICIPAL CORPORATION



DRAIN GUTTER AT INTERSECTION



DRAIN GUTTER AT INTERSECTION

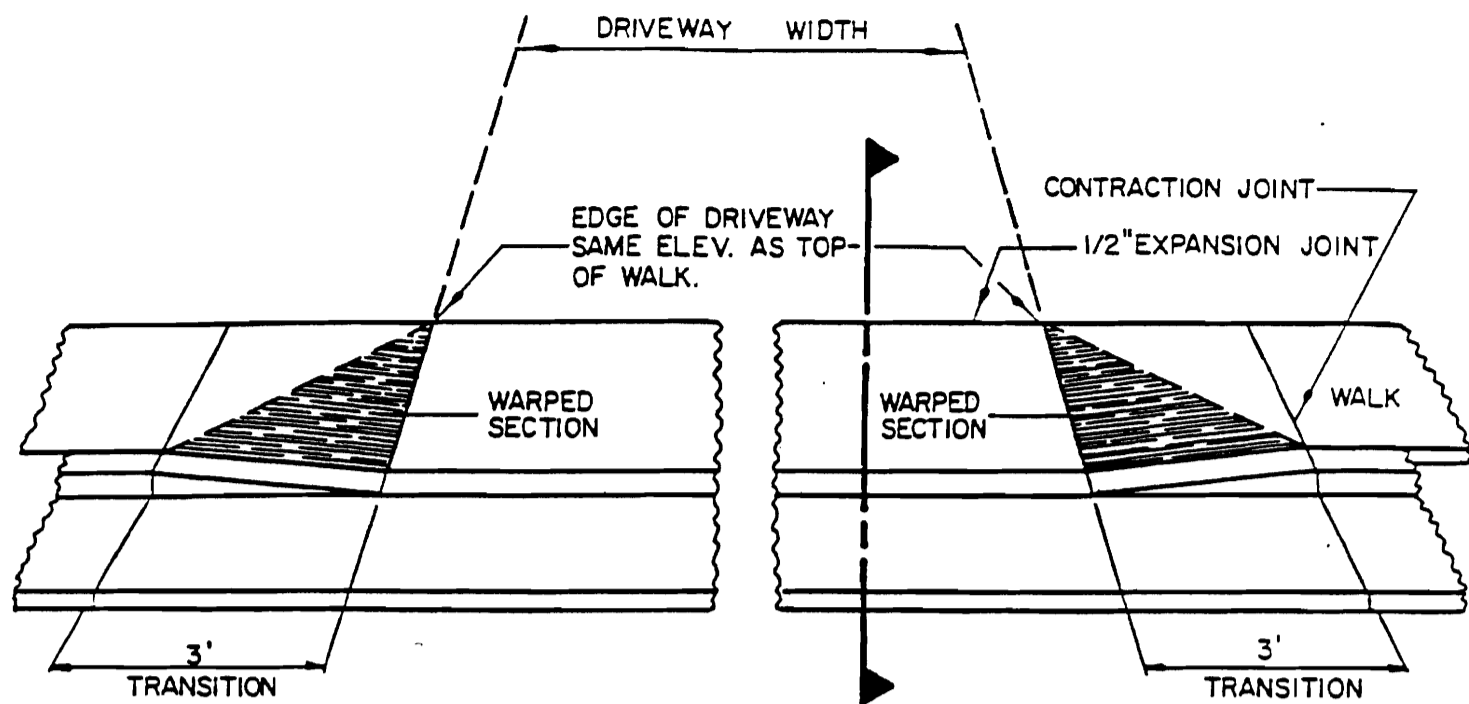
NOTE: ALL DRAIN GUTTER IS TO BE BEDDED WITH A MIN. OF 5" OF UNTREATED BASECOURSE CONFORMING TO SECTION 510, UNLESS AUTHORIZED IN WRITING BY THE CITY ENGINEER.

NO SCALE

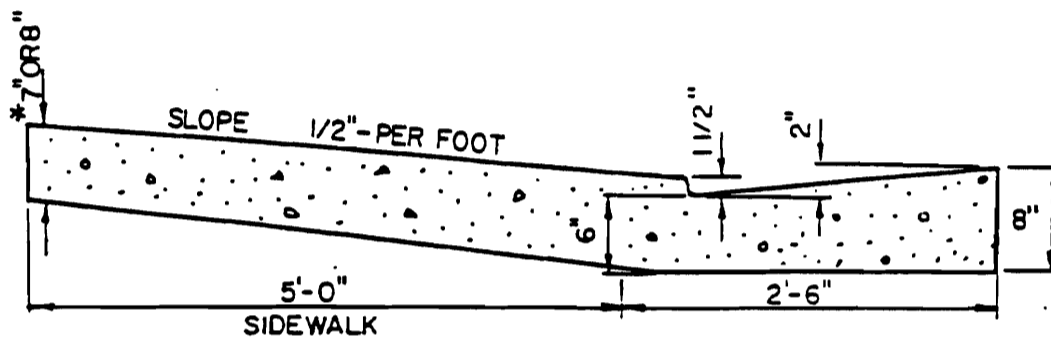
STANDARD DRAWING  
**532-B**

**DRAIN GUTTER DETAILS**

PARK CITY MUNICIPAL CORPORATION



**PERSPECTIVE VIEW**



**SECTION**

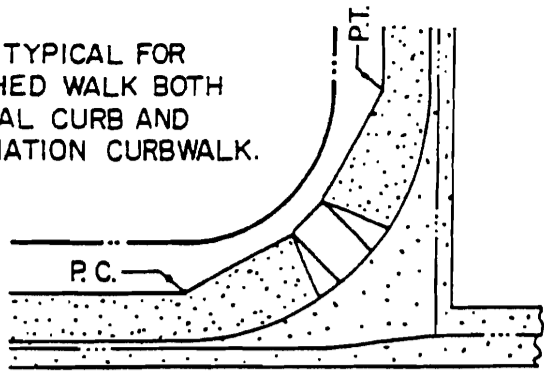
\* DRIVEWAY THICKNESS : 7" FOR RESIDENTIAL AREAS  
8" FOR COMMERCIAL AREAS AND PUBLIC ALLEYS

NOTE: ALL DRIVEWAYS ARE TO BE BEDDED WITH A MIN. OF 5" OF UNTREATED BASECOURSE CONFORMING TO SECTION 510, UNLESS AUTHORIZED IN WRITING BY THE CITY ENGINEER.

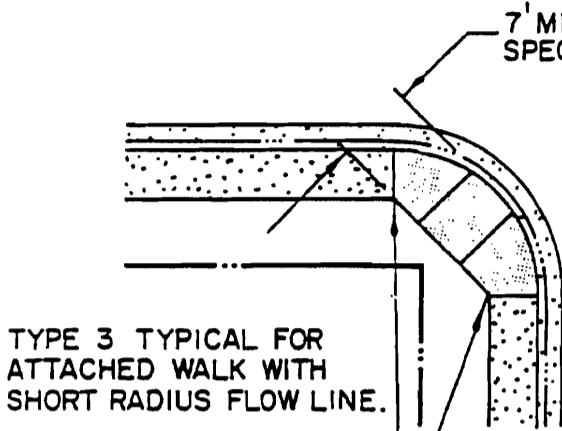
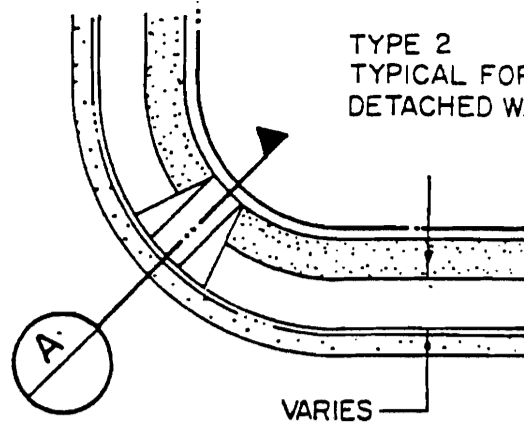
<b>STANDARD DRAWING</b> <b>532-C</b>	<b>DRIVE WAY DETAILS</b> <b>HIGH BACK CURB &amp; GUTTER</b>
	PARK CITY MUNICIPAL CORPORATION



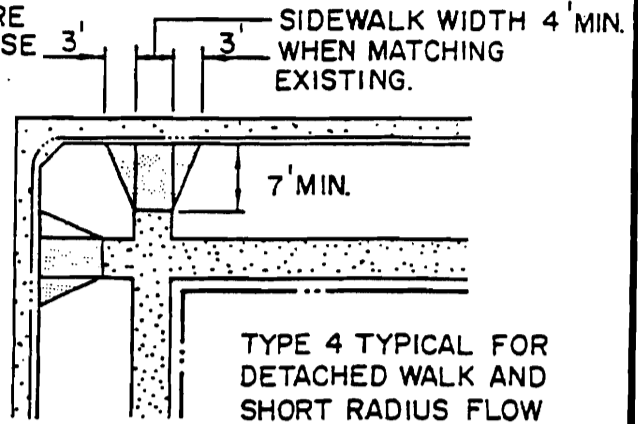
TYPE 1 TYPICAL FOR ATTACHED WALK BOTH VERTICAL CURB AND COMBINATION CURBWALK.



TYPE 2 TYPICAL FOR DETACHED WALK.



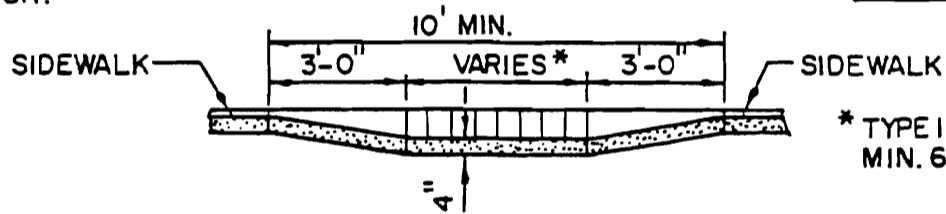
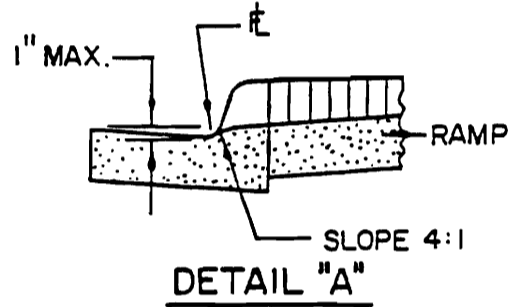
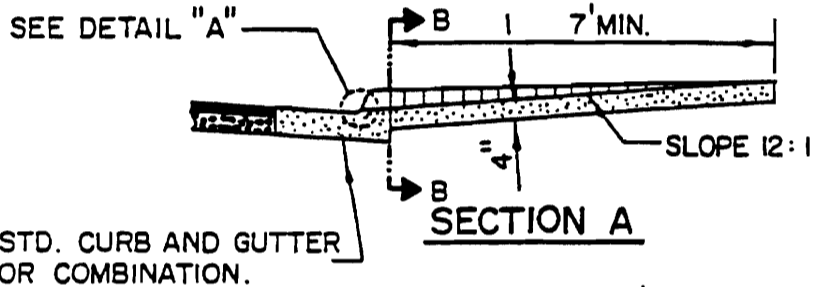
TYPE 3 TYPICAL FOR ATTACHED WALK WITH SHORT RADIUS FLOW LINE.



TYPE 4 TYPICAL FOR DETACHED WALK AND SHORT RADIUS FLOW LINE WHERE ROOM PERMITS.

TOP OF RAMP TO EXTEND TO INTERSECTION OF SIDEWALK.

**PLAN**



\* TYPE 1, 2, & 3 RAMP MIN. 6'-0"

NO SCALE

**STANDARD DRAWING  
533-A**

**HANDICAP RAMP DETAILS**

PARK CITY MUNICIPAL CORPORATION

MWC LIGHTING SYSTEMS: SJH SERIES  
 CONCEALED HARDWARE ARM SINGLE FIXTURE  
 70 WATT HIGH PRESSURE SODIUM LAMP (DECORATIVE) or  
 150 WATT HPS (STREET LIGHTING)  
 120 VOLTS (OR AS REQUESTED BY UP&L)  
 CLEAR 3/16" LENS REFLECTOR TYPE SX-III

OR

OPTIONAL STREET SIGN  
 LOCATION (SEE STD. DRWG.  
 540-D FOR SIGN DETAIL &  
 STD. DRWG. 540-F FOR  
 MOUNTING DETAIL.)

KIM EKG 401 FIXTURE  
 OR ACCEPTABLE ALTERNATE  
 W/P.E. CELL (#A-25)  
 150 WATT HIGH-PRESSURE SODIUM  
 AT INTERSECTIONS; OTHER  
 WATTAGES, LIGHT TYPES, AND  
 LOCATIONS SUBJECT TO APPROVAL  
 OF PUBLIC WORKS DIRECTOR.  
 (SEE SPEC'S.) PHOTOCELL TO BE  
 LOCATED IN UNIT HEAD ON SIDE

VARIABLE  
 12' OR 16'-RESIDENTIAL STREETS  
 20'-ARTERIAL STREETS

SILVER KING DR.

MILLERBERND MODEL SQH FUTURA SQUARE  
 TAPERED WEATHERING STEEL POLE  
 OR ACCEPTABLE ALTERNATE.

NORTHWEST STANDARDS CORP.  
 SQUARE TAPERED STEEL POLE  
 COR-TEN STEEL FINISH

JUNCTION BOX 5'  
 FROM GROUND

PULL BOX

5-1/4"

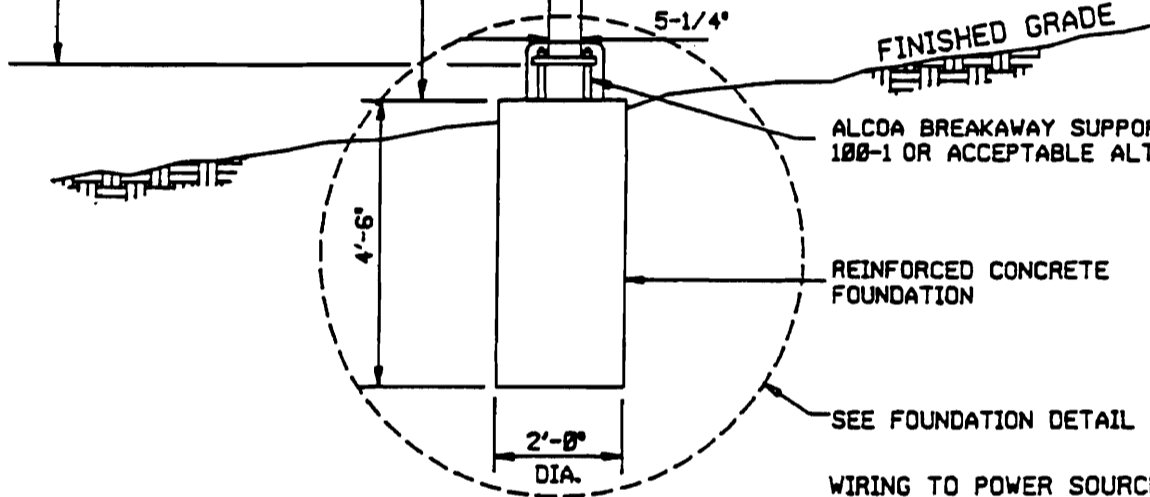
FINISHED GRADE

ALCOA BREAKAWAY SUPPORT  
 100-1 OR ACCEPTABLE ALTERNATE

REINFORCED CONCRETE  
 FOUNDATION

SEE FOUNDATION DETAIL

WIRING TO POWER SOURCE  
 TO BE COMPLETED IN  
 ACCORDANCE WITH N.E.C.

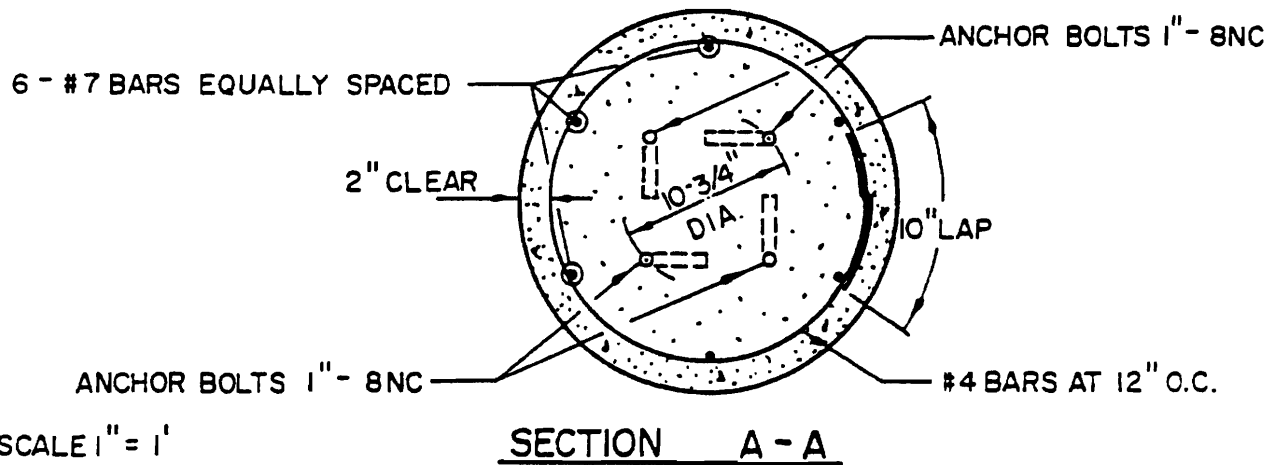
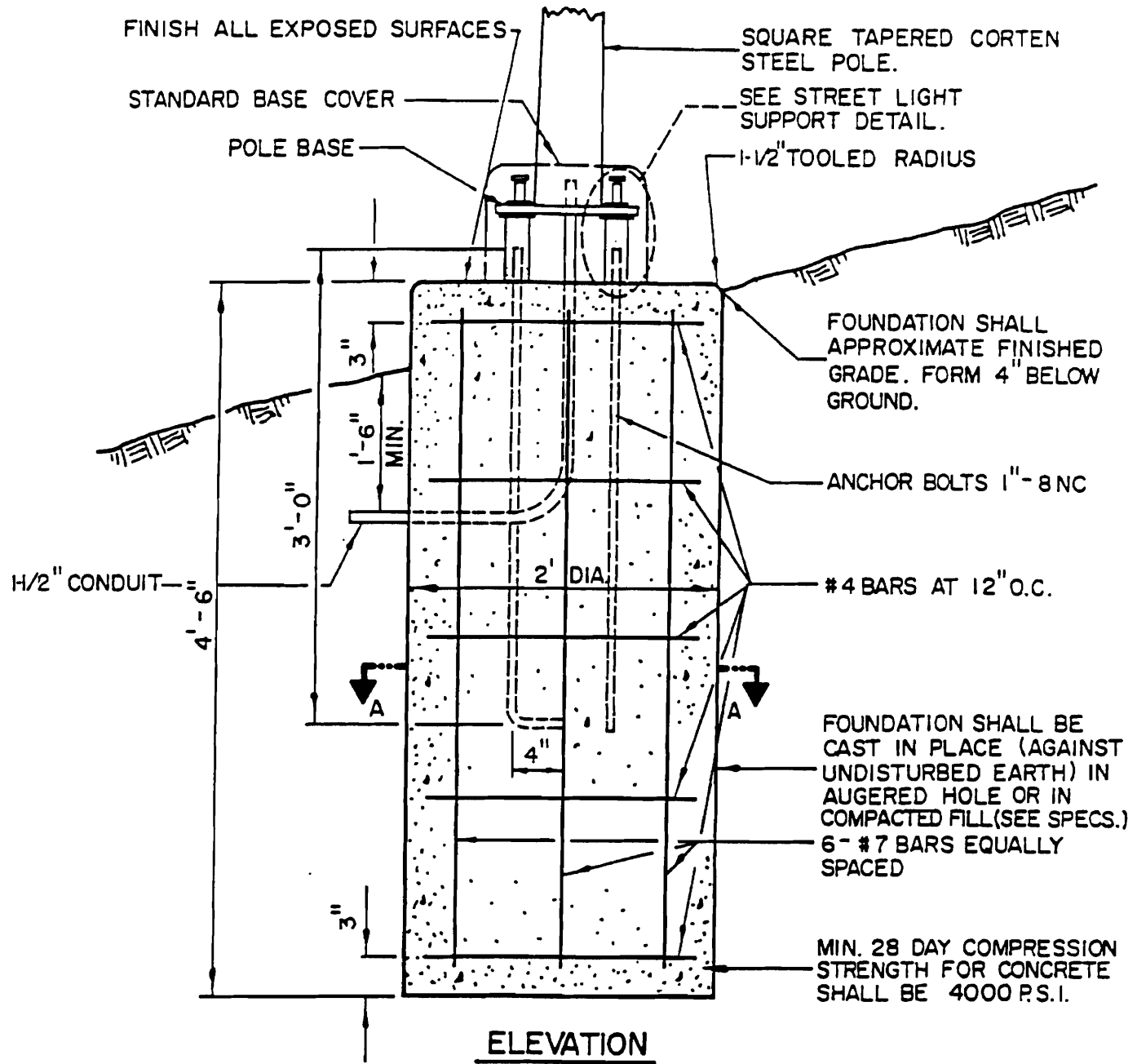


STANDARD DRAWING

540-A

STREET LIGHT

PARK CITY MUNICIPAL CORPORATION

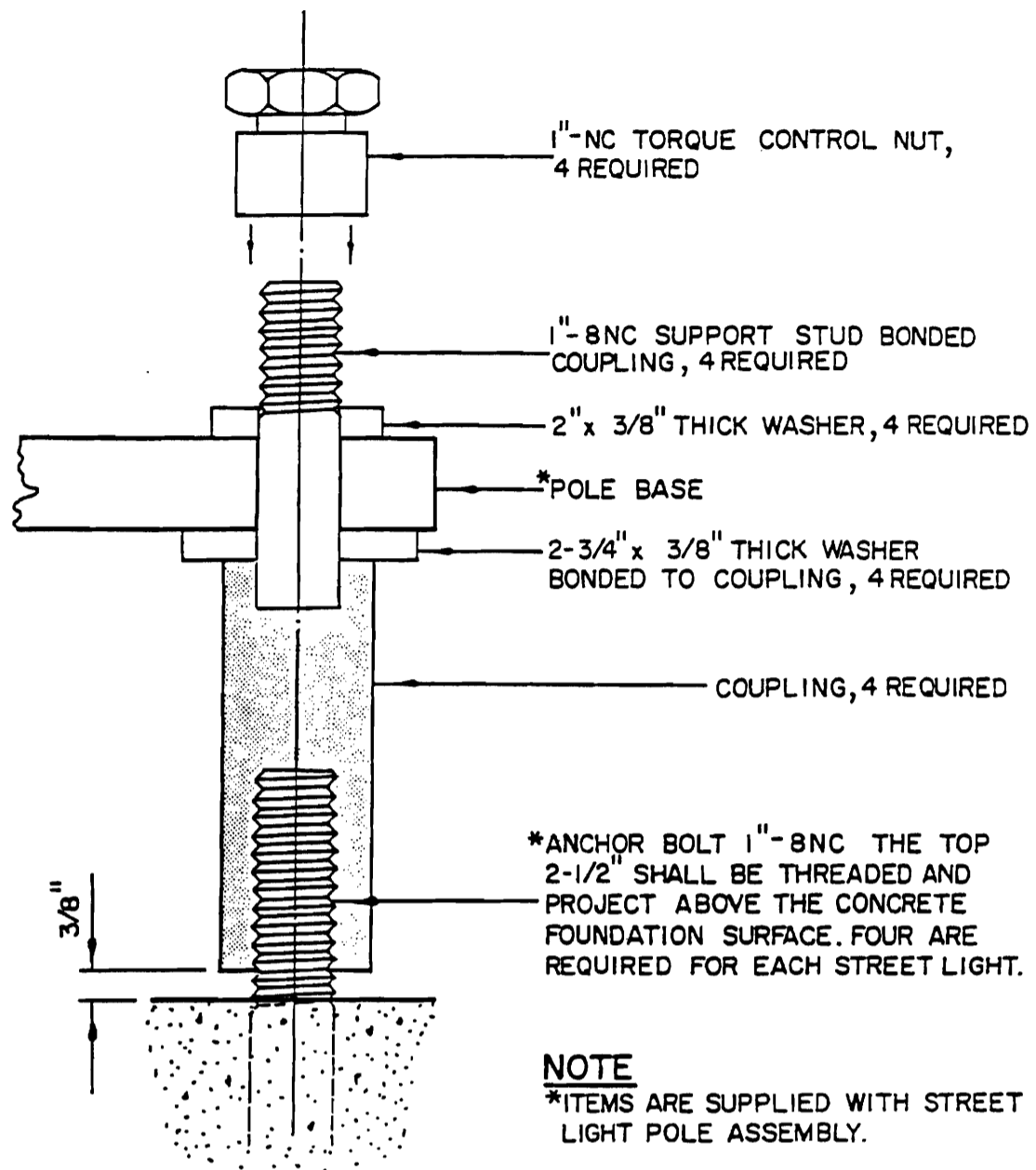


SCALE 1" = 1'

STANDARD DRAWING  
540-B

STREET LIGHT FOUNDATION DETAIL

PARK CITY MUNICIPAL CORPORATION



NO SCALE

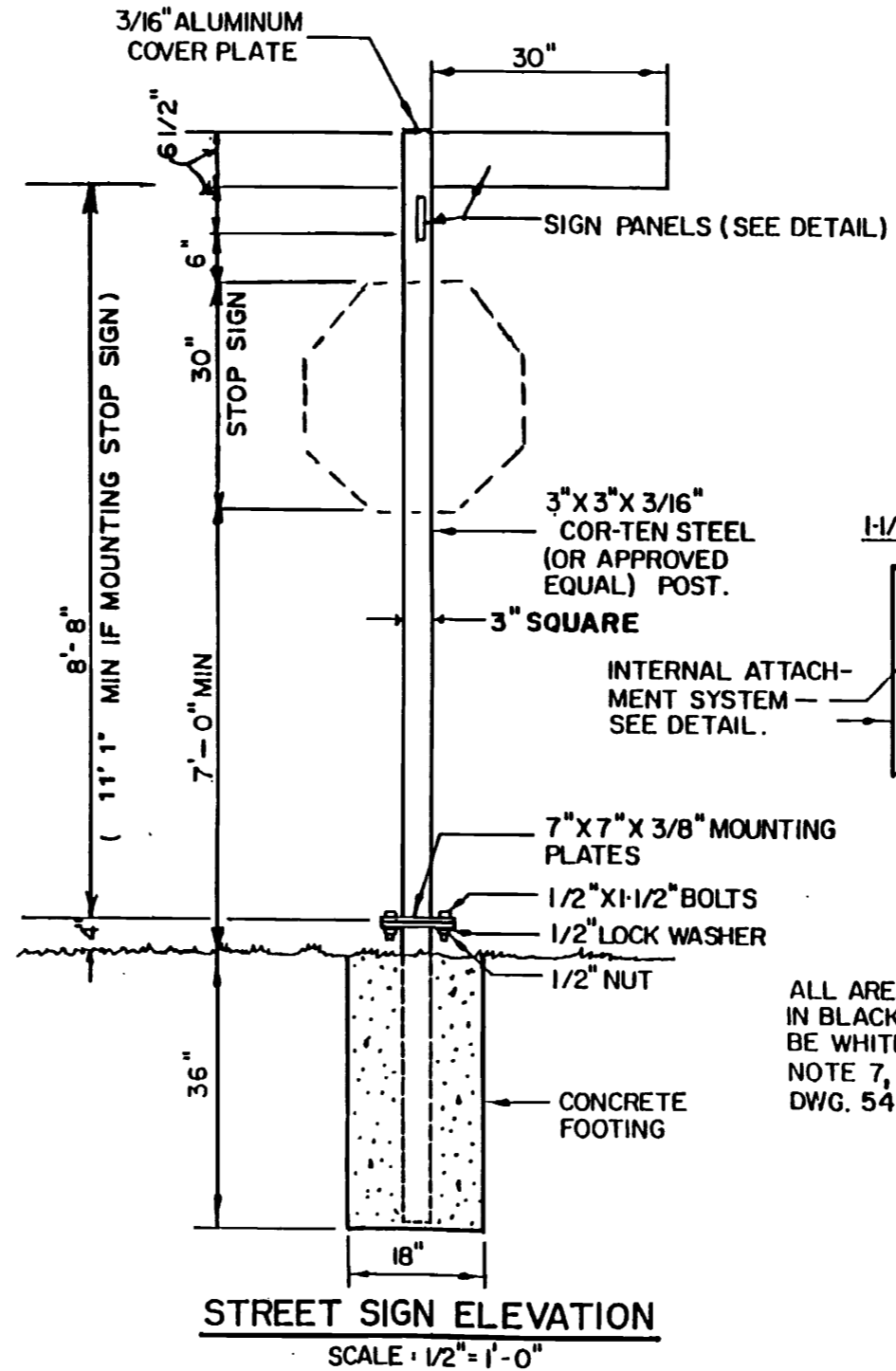
STANDARD DRAWING  
540-C

STREET LIGHT SUPPORT DETAIL

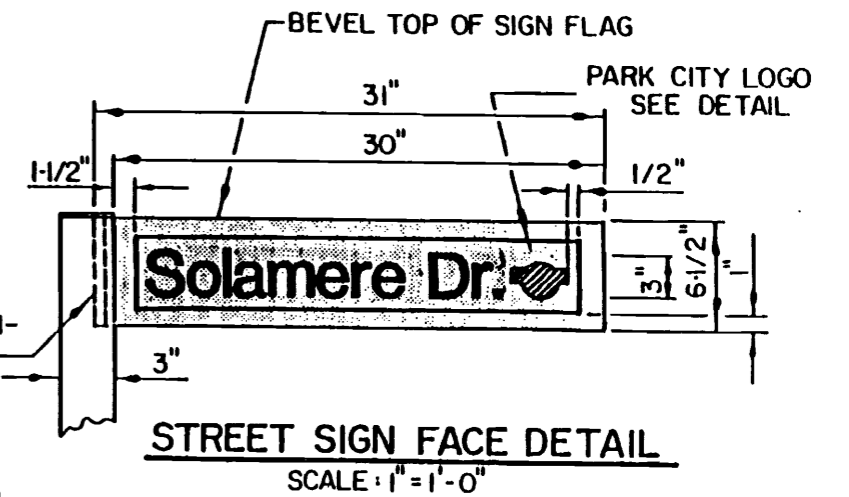
PARK CITY MUNICIPAL CORPORATION

STANDARD DRAWING  
540-D

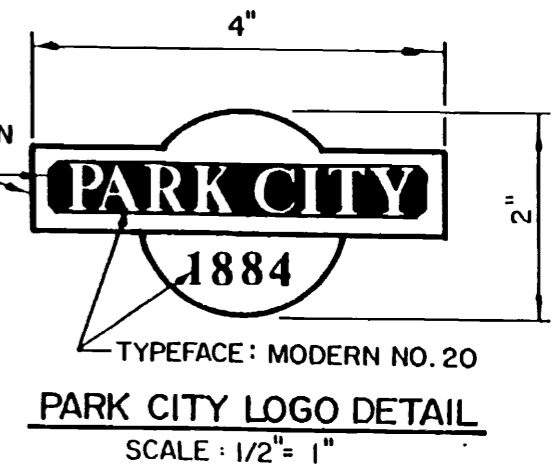
STREET SIGN DETAILS  
PARK CITY MUNICIPAL CORPORATION

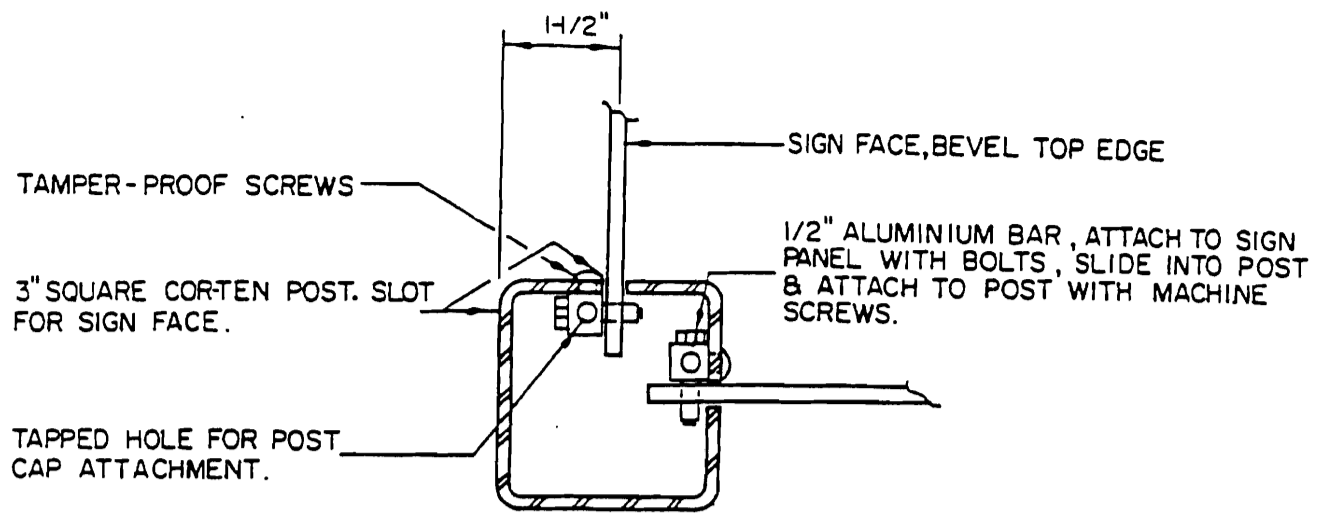


NOTE: SUBJECT TO APPROVAL OF PUBLIC WORKS DIRECTOR, STREET SIGNS AND TRAFFIC CONTROL SIGNS MAY BE MOUNTED ON STREET LIGHT POLE.



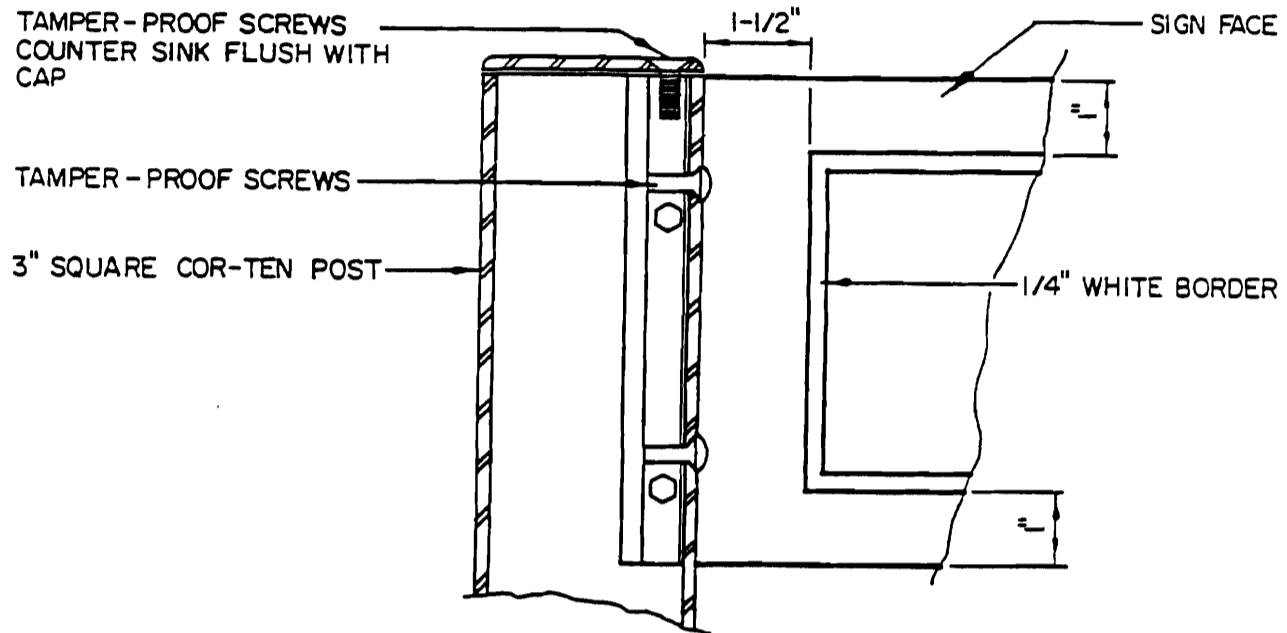
ALL AREAS SHOWN IN BLACK SHALL BE WHITE, SEE NOTE 7, STD. DWG. 540-E





**SIGN ATTACHMENT SECTION**

SCALE: 3/8" = 1"



**SIGN ATTACHMENT ELEVATION**

SCALE: 3/8" = 1"

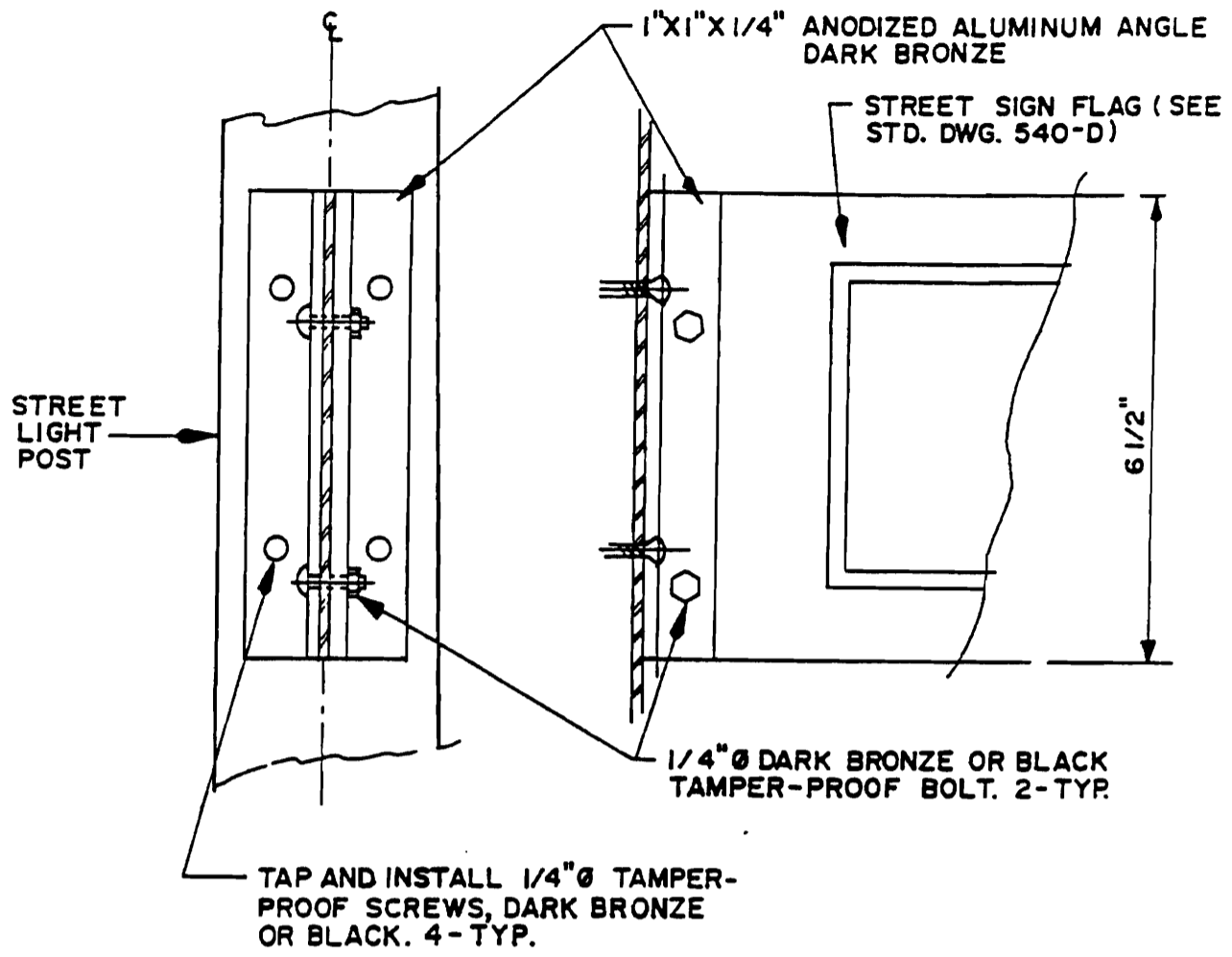
1. 3"x3"x3/16" Cor-ten steel post.
2. 3"x3"x3/16" Cor-ten steel base embedded in concrete.
3. 1/4" thick sign plates electro-chemically plated to produce an anodized hard coat finish. Mount sign plates in the center and at right angles to the post.
4. The attachment of the sign panels to the post shall be vandal-proof.
5. All fasteners shall be dark bronze to match the sign face.
6. Lettering shall be 3" Helvetica Medium upper & lower case, reflective white scotch-lite applied to face & baked on.
7. The border & logo shall be applied by screen process and shall be white enamel.

STANDARD DRAWING

540-E

**STREET SIGN DETAILS**

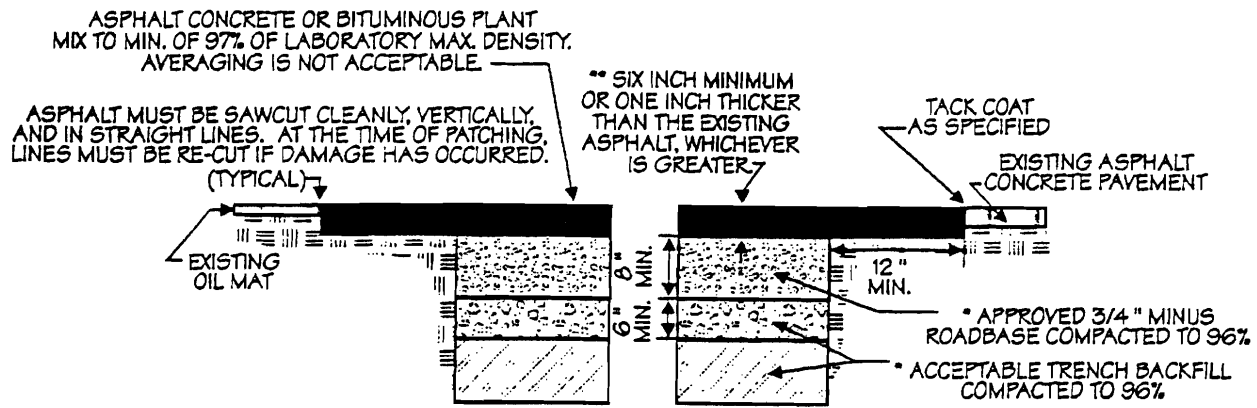
PARK CITY MUNICIPAL CORPORATION



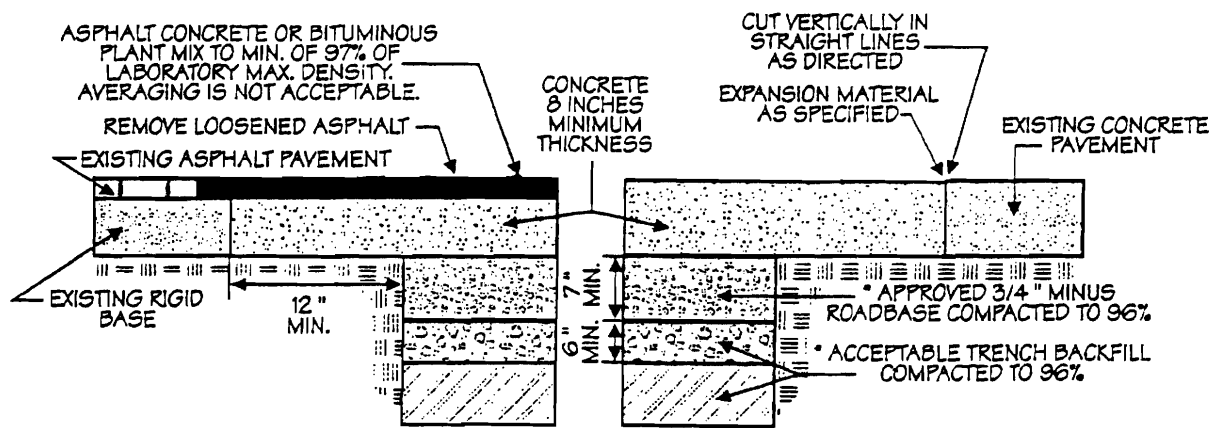
STANDARD DRAWING  
**540-F**

MOUNTING DETAIL FOR SIGN ON LIGHT POLE

PARK CITY MUNICIPAL CORPORATION



## FLEXIBLE PAVEMENT PATCH



## RIGID PAVEMENT PATCH (CONCRETE)

### NOTES:

- \* ASTM D-1557 SHALL BE USED TO DETERMINE MAXIMUM SOIL DENSITY.

THIS TRENCH BACKFILL AND PAVEMENT PATCH SHALL BE USED IN ALL PAVED AREAS, FOR ALL UTILITY WORK AND IN ROADWAYS AND STREETS A DISTANCE OF UP TO TEN FEET FROM THE ASPHALT OR CONCRETE. (EXCEPT FOR ASPHALT & CONCRETE LAYER)

CONCRETE SHALL BE CLASS 4000 (PSI) HIGH EARLY STRENGTH CONCRETE MEETING THE REQUIREMENTS OF THESE SPECIFICATIONS.

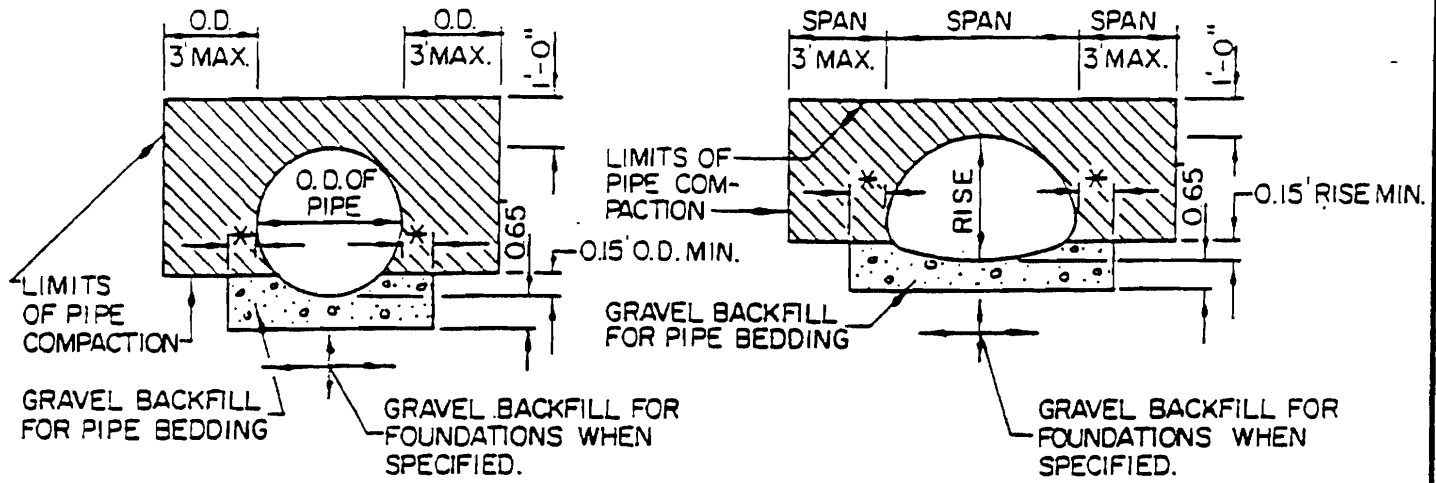
ALL PATCHING SHALL BE DONE IN A MANNER TO FACILITATE THE SAFE AND EFFICIENT MOVEMENT OF TRAFFIC, SUFFICIENT FLAGPERSONS AND BARRICADES SHALL BE PROVIDED FOR THIS PURPOSE.

- \*\* ASPHALT PATCHES SHALL BE PLACED IN 2-1/2 INCH LOOSE LIFTS COMPACTED TO 2 INCHES UNTIL THE REQUIRED THICKNESS IS REACHED.

REV. 1/87 TFA

STANDARD DRAWING <b>552-A</b>	<b>PAVEMENT PATCHING DETAILS</b>
DRAWN BY: T. FRED ASAY CHECKED BY: ERIC W. DeHAAN	PARK CITY MUNICIPAL CORPORATION OFFICE OF THE CITY ENGINEER





INSTALLATION FOR METAL OR CONCRETE PIPE

TYPICAL PIPE-ARCH INSTALLATION

PIPE	SIZE (INCHES)	MIN. DIST. BETWEEN BARRELS
CIRCULAR PIPE	12" to 24"	12"
CONCRETE & METAL (DIAMETER)	30" to 96"	DIAM. ÷ 2
PIPE-ARCH (SPAN)	18" to 36"	12"
METAL ONLY (SPAN)	43" to 142"	SPAN ÷ 3
	148" to 199"	48"

BACKFILL MATERIAL PLACED IN 0.5' LOOSE LAYERS AND COMPACTED TO A MIN. OF 95% OF MAX. DENSITY.

NOTES:

Pipe compaction limits shown on this plan are for pipe construction in an embankment. For pipe construction in a trench, the horizontal limits of the pipe compaction zone shall be the walls of the trench.

O. D. is equal to the outside diameter of a pipe or the outside span of a pipe-arch. The dimensions shown as O.D. with 3' and 4' maximum shall be O.D. until O.D. equals 3' and 4' at which point 3' and 4' shall be used.

\* 1'-0" for diameters 12" through 42" and for spans through 50". 2'-0" for diameters greater than 42" and for spans greater than 50".

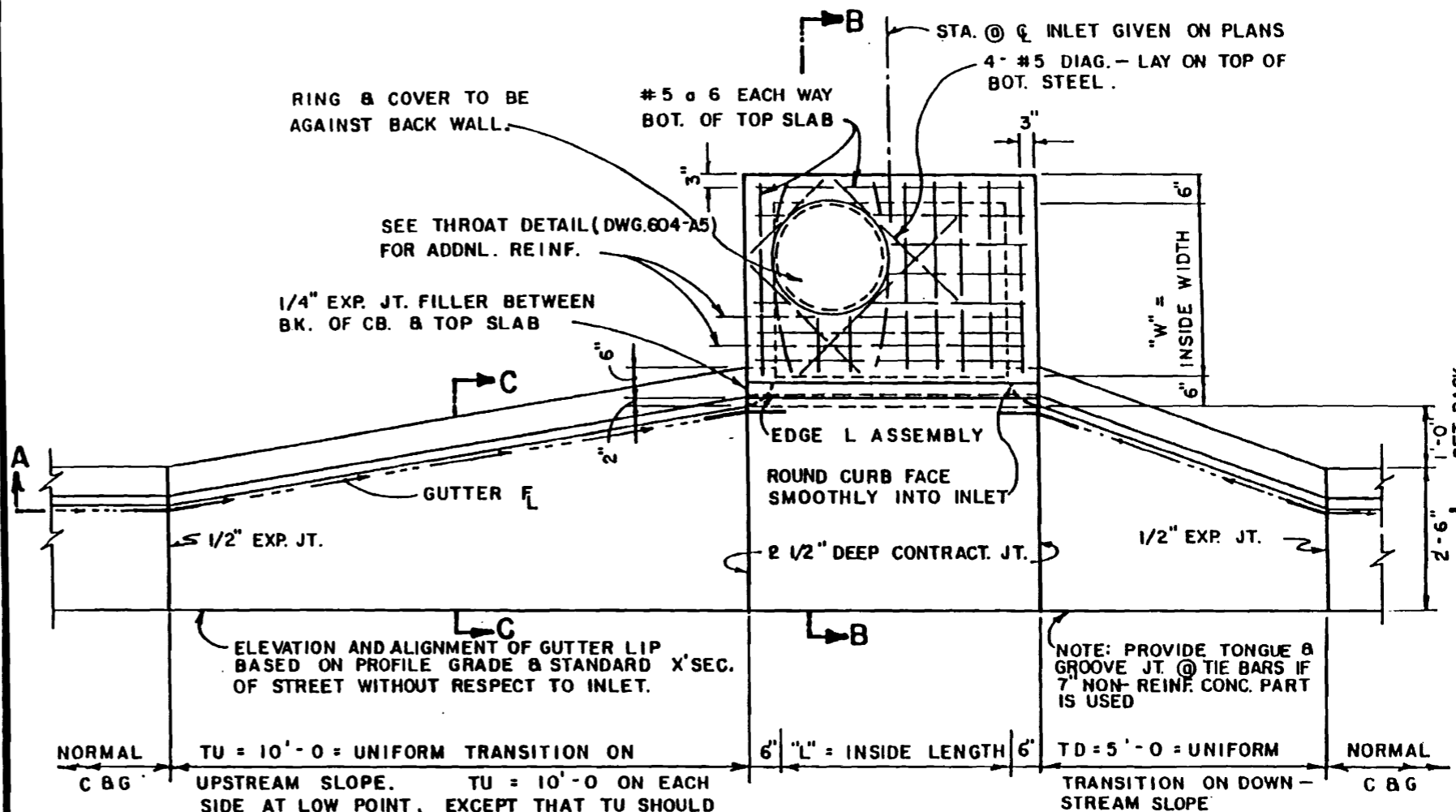
STANDARD DRAWING  
602-A

**CULVERT COMPACTION & BACKFILL**

PARK CITY MUNICIPAL CORPORATION

STANDARD DRAWING  
604-A1

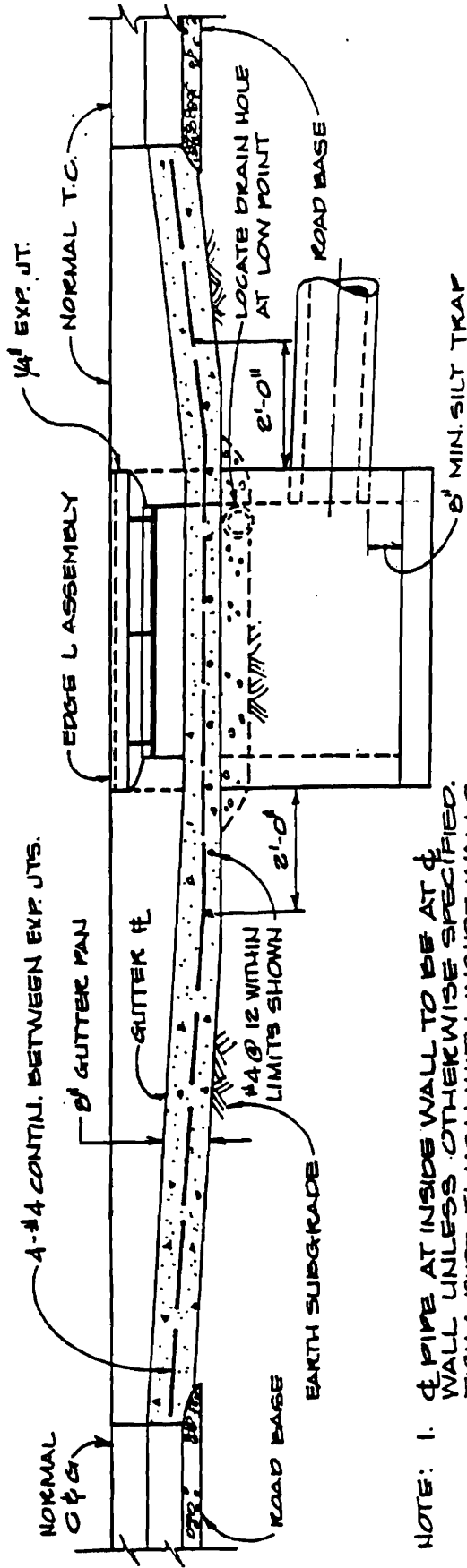
HIGHBACK CURB INLET BOX  
PARK CITY MUNICIPAL CORPORATION



- NOTES: 1. THIS DESIGN IS FOR L = 4'-0", 6'-0", 8'-0", OR 10'-0".  
 2. TU = 10'-0" AND TD = 5'-0" EXC. AS OTHERWISE SHOWN ON PLANS.  
 3. ON UNIT PRICE CONTRACTS, CURB INLETS WILL BE PAID FOR PER EACH, INC. ALL EXCAVATION, MATERIALS & LABOR. CURB & GUTTER WILL BE MEASURED FOR PAYMENT CONTINUOUS BY INLET.  
 4. PRECAST CONCRETE INLET MAY BE USED WITH PRIOR APPROVAL OF CITY ENGINEER.  
 5. UNLESS OTHERWISE SPECIFIED ON PLANS, L = 60", W = 48".  
 6. WHEN ROLL GUTTER IS USED, TRANSITION SMOOTHLY FROM ROLL TO HIGH-BACK GUTTER THROUGH TU & TD.

PLAN

3/8" = 1'-0"



- NOTE: 1. 4" PIPE AT INSIDE WALL TO BE AT 4" WALL UNLESS OTHERWISE SPECIFIED. TRIM PIPE FLUSH WITH INSIDE WALLS.
2. BROOM FINISH TOP SLAB.
3. MIN. COVER: 18" FOR CMP, 12" FOR RCP, 18" FOR NRCP OR CCP.

**SECTION A-A**

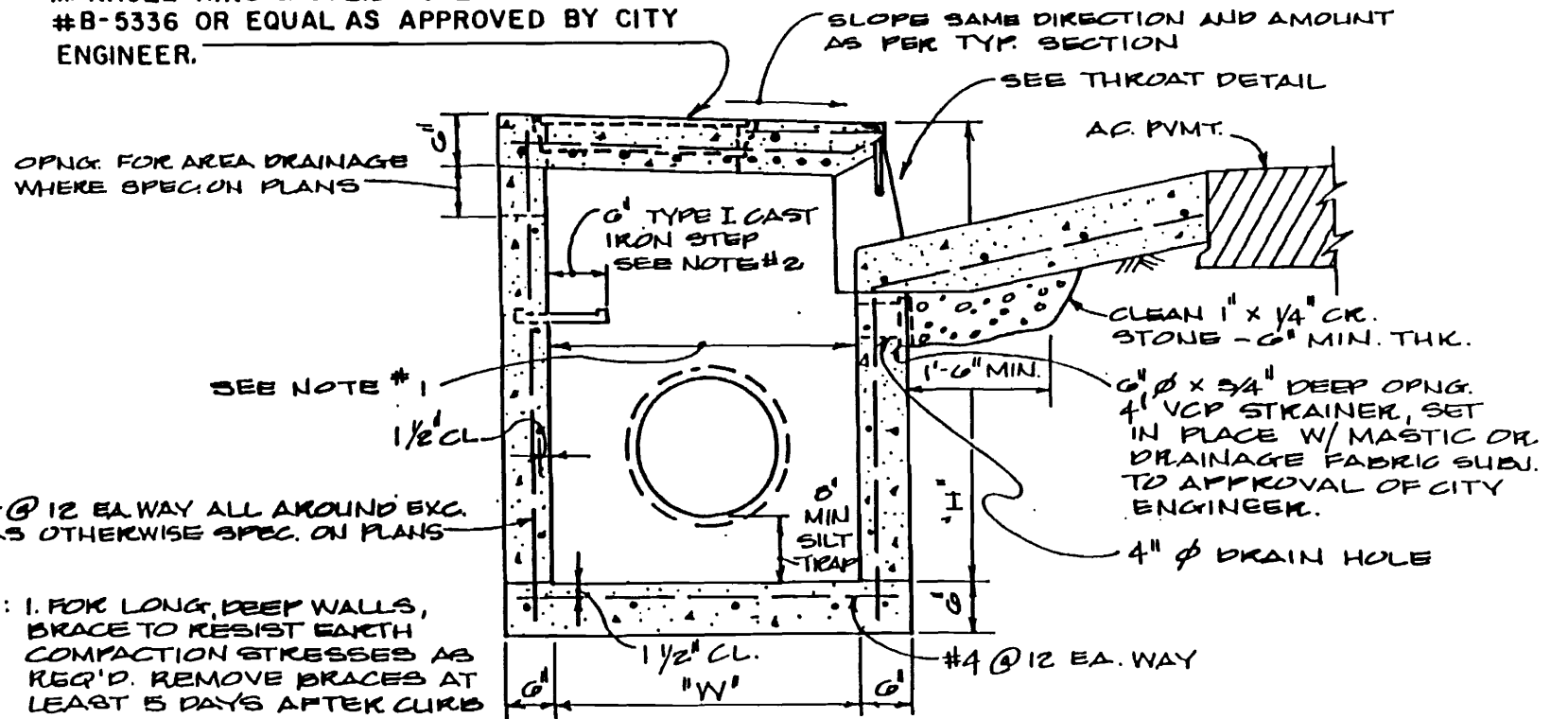
3/8" x 1' - 0"

<p>STANDARD DRAWING <b>604-A2</b></p>	<p><b>HIGHBACK CURB INLET BOX</b> PARK CITY MUNICIPAL CORPORATION</p>
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STANDARD DRAWING  
604-A3

HIGHBACK CURB INLET BOX  
PARK CITY MUNICIPAL CORPORATION

MANHOLE RING & SOLID COVER - D&L SUPPLY  
#B-5336 OR EQUAL AS APPROVED BY CITY  
ENGINEER.



NOTES: 1. FOR LONG, DEEP WALLS,  
BRACE TO RESIST EARTH  
COMPACTION STRESSES AS  
REQ'D. REMOVE BRACES AT  
LEAST 5 DAYS AFTER CURB  
IS POLISHED.

2. CAST IRON STEPS - TOP STEP 24" BELOW TOP OF TOP SLAB, THEN @ 16" SPA.  
BOTTOM STEP TO BE ABOVE CROWN OF DISCHARGE PIPE. STAGGER STEPS  
2" EACH WAY FROM  $\phi$  M.H. KING. STEPS NOT REQUIRED WHERE H IS LESS THAN 4'.

3. FORM ALL INVERTS FOR  
SMOOTH FLOW THROUGH  
STRUCTURE.

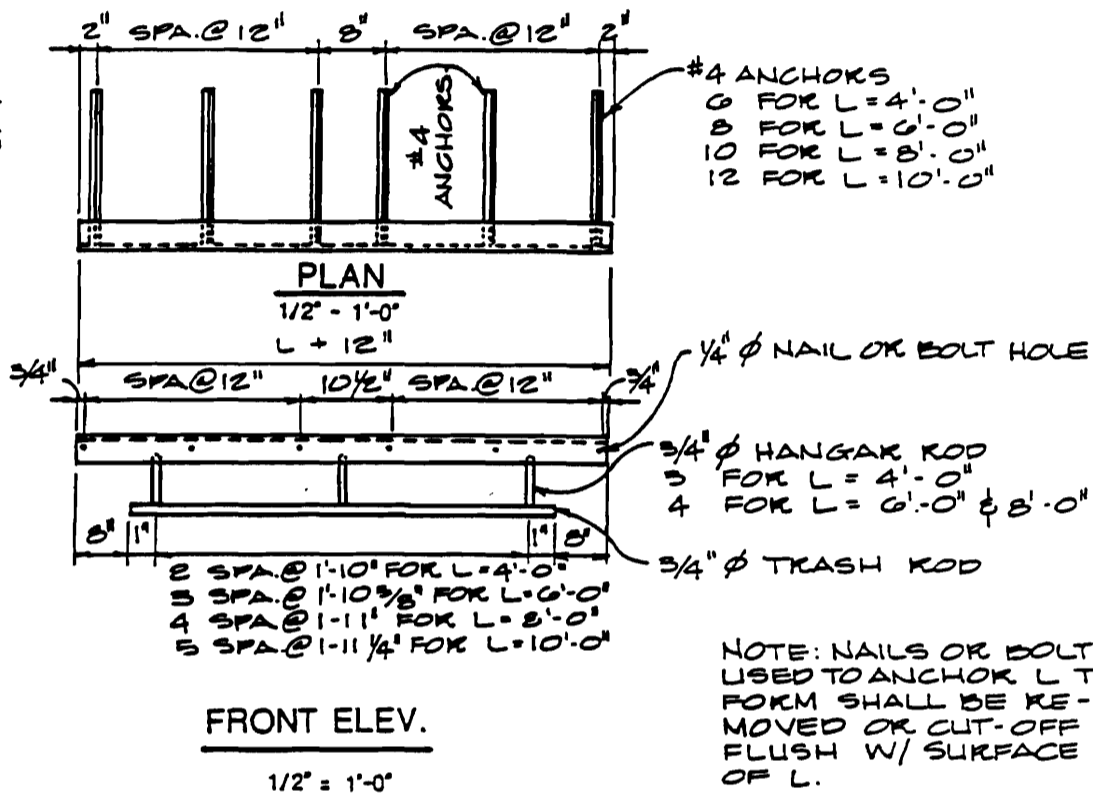
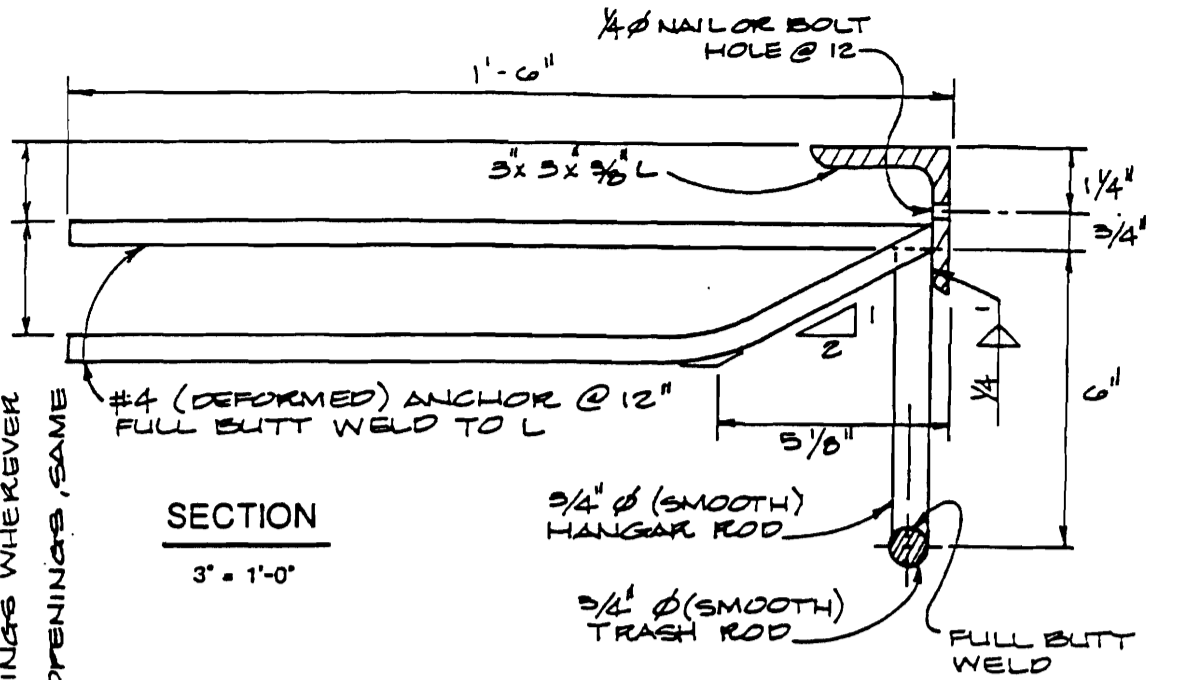
4. BROOM FINISH TOP SLAB.

**SECTION B-B**

1/2" = 1' - 0"

NOTES: 1. EDGE ANGLE ASSEMBLY:  
 A) STRUCTURAL STEEL.  
 B) EXPOSED STEEL SURFACES TO BE FINISHED SMOOTH.  
 C) HOT DIP GALVANIZE ASSEMBLY, EXCEPT THAT GALV. NOT REQUIRED ON DEFORMED ANCHORS. CHIPPING NOT REQUIRED ON ANCHOR WELDS.

2. REINFORCEMENT:  
 A) BEND AROUND MH RING & PIPE OPENINGS WHEREVER FEASIBLE SEE PLAN.  
 B) PROVIDE #5 DIAG. AROUND PIPE OPENINGS, SAME AS FOR MH RING ON PLAN.

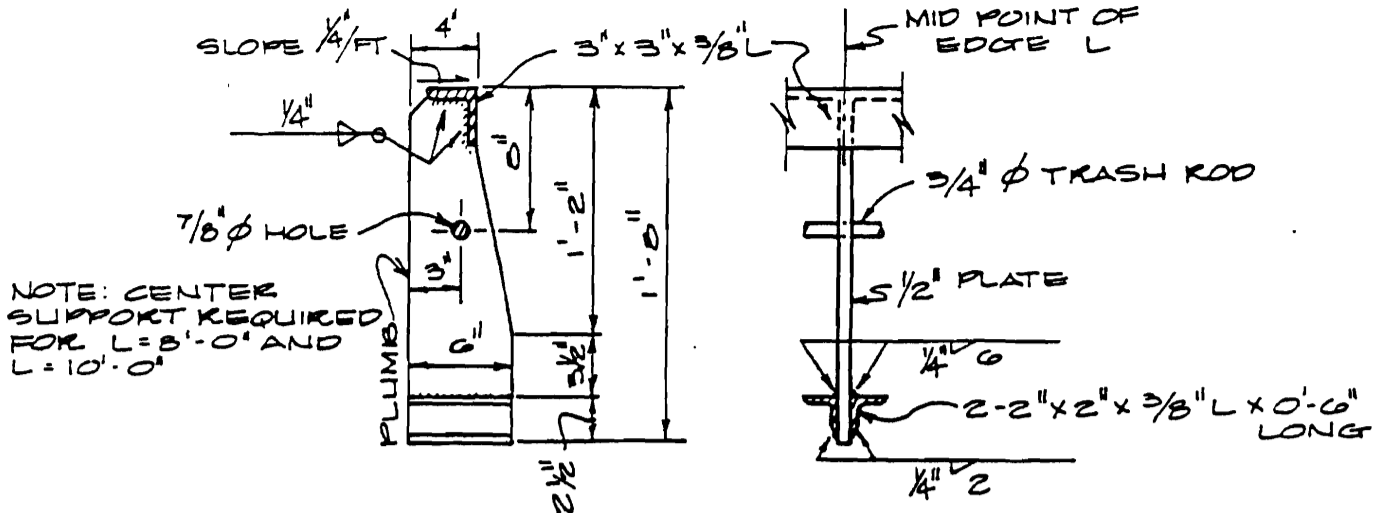


DETAIL OF EDGE ANGLE ASSEMBLY

STANDARD DRAWING  
**604-A4**

**HIGHBACK CURB INLET BOX**

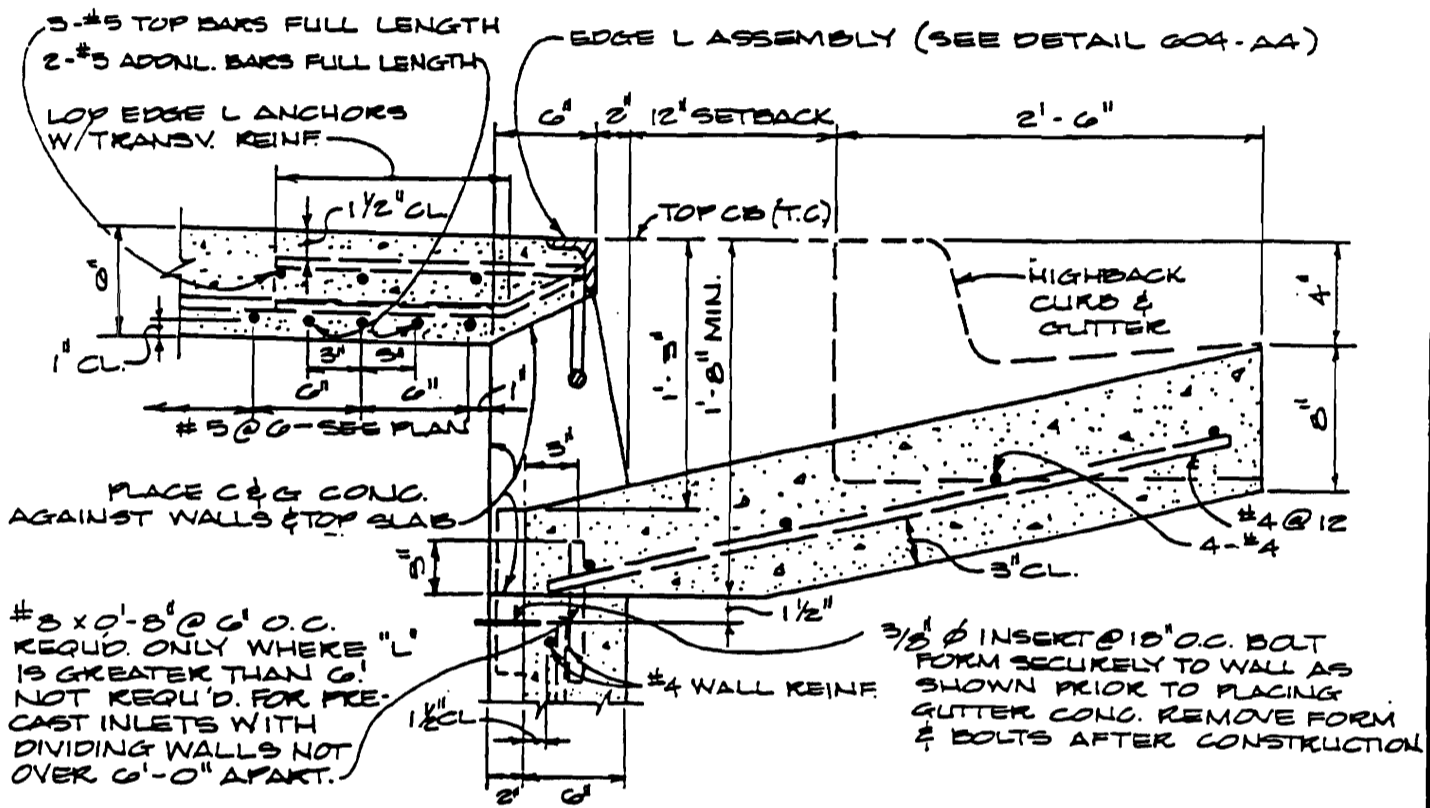
PARK CITY MUNICIPAL CORPORATION



NOTE: CENTER SUPPORT REQUIRED FOR L=8'-0" AND L=10'-0"

SECTION ELEVATION  
**CENTER SUPPORT FOR  
 EDGE ANGLE ASSEMBLY**

1" = 1'-0"



3-#5 TOP BARS FULL LENGTH  
 2-#5 ADDNL. BARS FULL LENGTH  
 TOP EDGE L ANCHORS W/ TRANSV. REINF.

EDGE L ASSEMBLY (SEE DETAIL 604-AA)

PLACE C & G CONC. AGAINST WALLS & TOP SLAB

#3 x 0'-8" @ 6" O.C. REQ'D. ONLY WHERE "L" IS GREATER THAN 6'. NOT REQ'D. FOR PRE-CAST INLETS WITH DIVIDING WALLS NOT OVER 6'-0" APART.

3/8" Ø INSERT @ 18" O.C. BOLT FORM SECURELY TO WALL AS SHOWN PRIOR TO PLACING GUTTER CONC. REMOVE FORM & BOLTS AFTER CONSTRUCTION

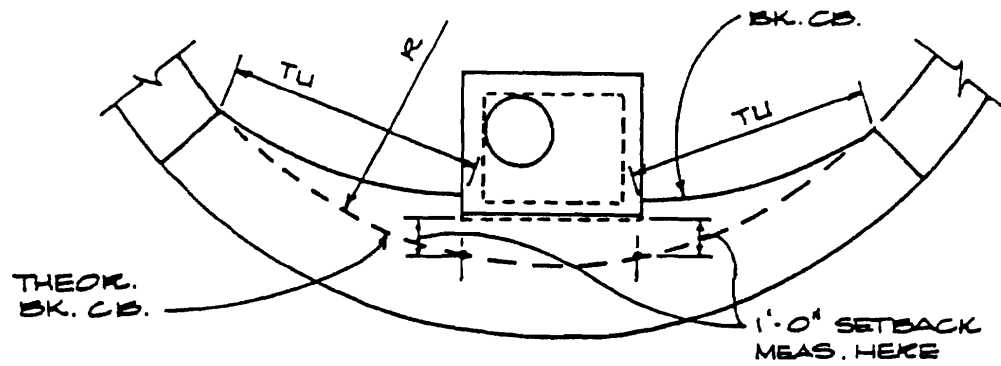
**THROAT DETAIL**

1" = 1'-0"

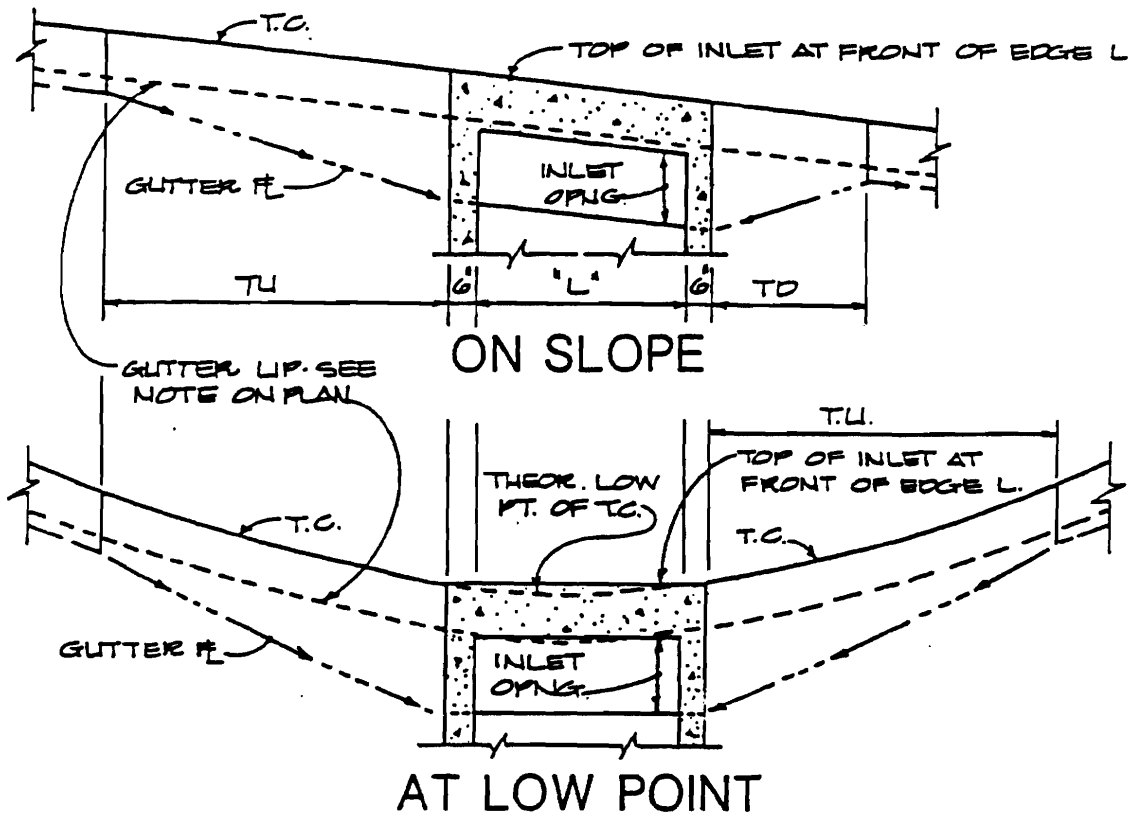
STANDARD DRAWING  
**604-A5**

**HIGHBACK CURB INLET BOX**

PARK CITY MUNICIPAL CORPORATION

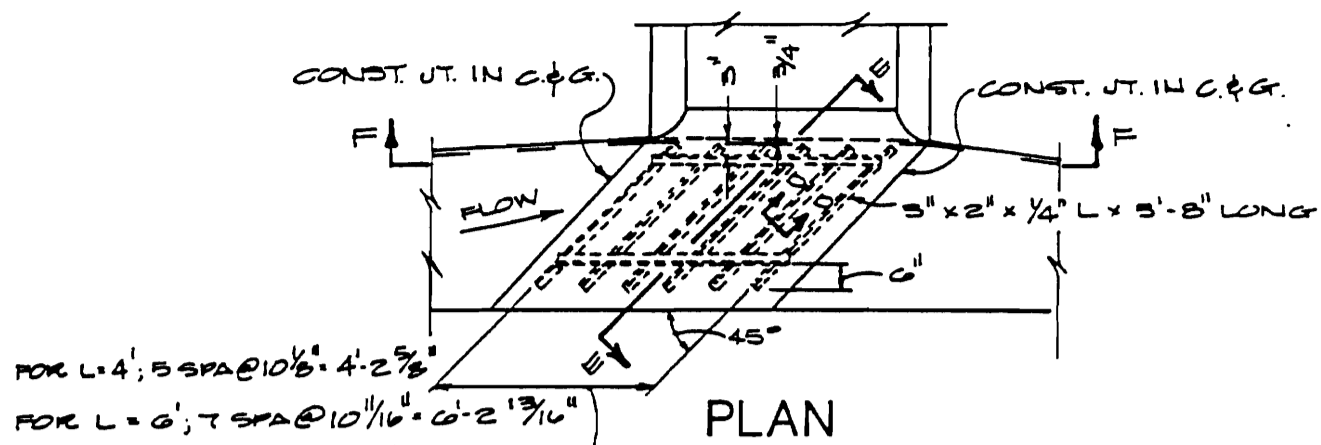


INLET SETTING ON CURB RETURN

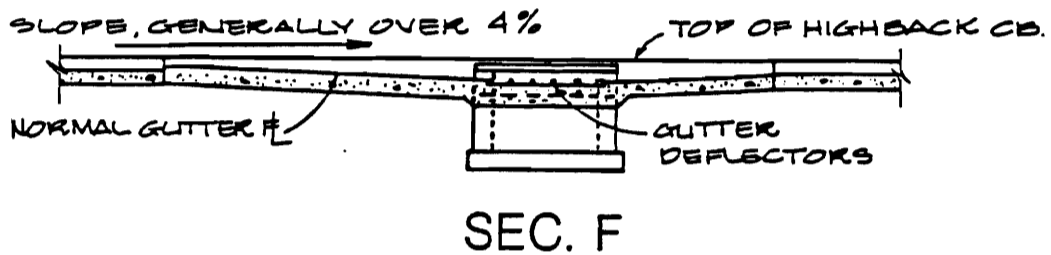
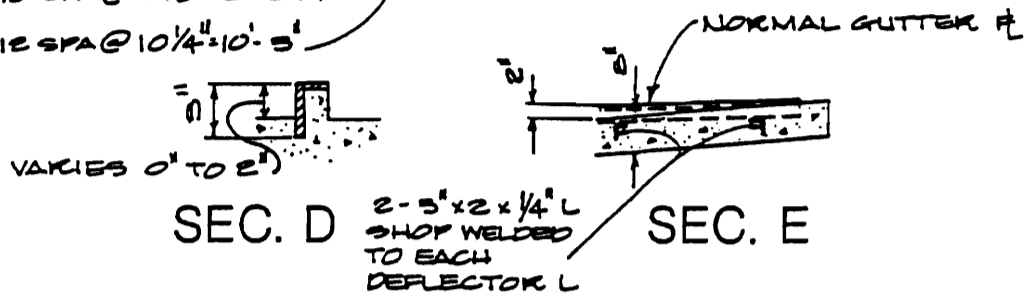


INLET SETTING DIAGRAMS

<p>STANDARD DRAWING <b>604-A6</b></p>	<p><b>HIGHBACK CURB INLET BOX</b> PARK CITY MUNICIPAL CORPORATION</p>
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FOR L = 4'; 5 SPA @ 10 1/8" = 4'-2 5/8"  
 FOR L = 6'; 7 SPA @ 10 1/16" = 6'-2 13/16"  
 FOR L = 8'; 10 SPA @ 9 7/8" = 8'-2 3/4"  
 FOR L = 10'; 12 SPA @ 10 1/4" = 10'-5"



### GUTTER DEFLECTORS DETAIL

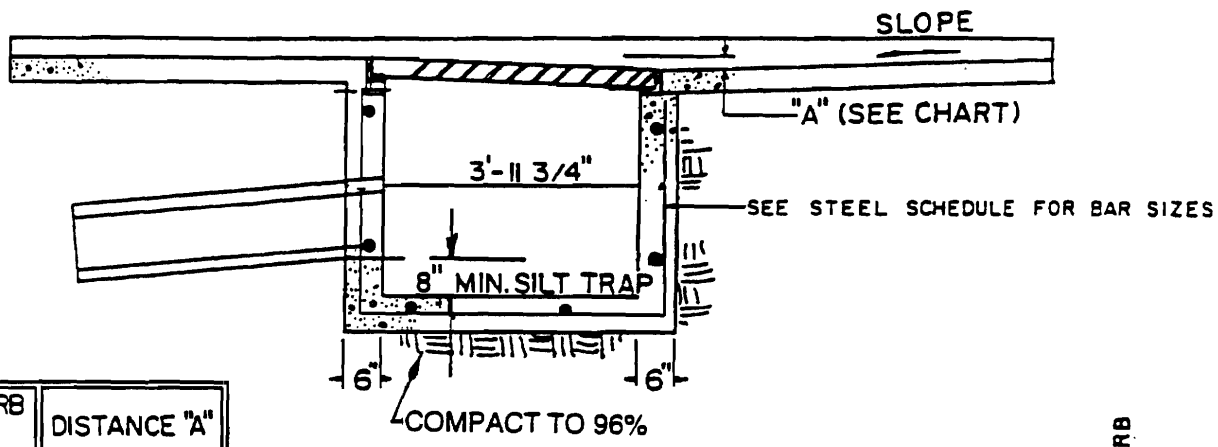
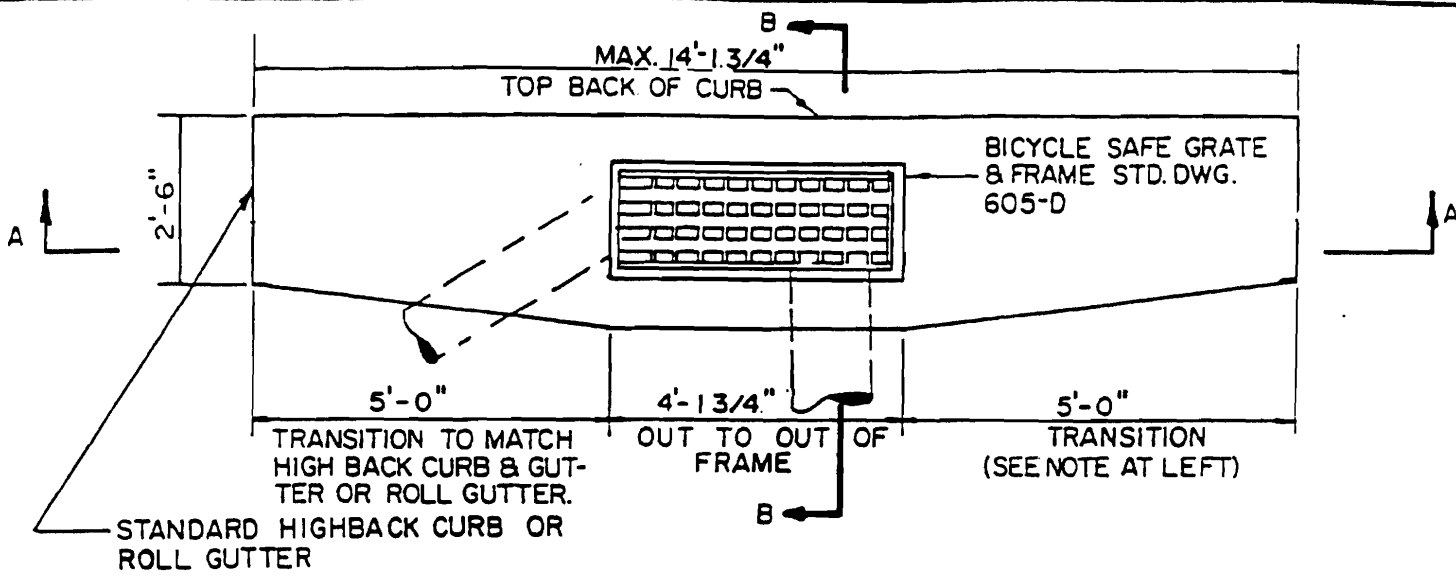
- NOTES:**
1. BEFORE POURING CONCRETE, SUPPORT UNIT SECURELY IN FINAL POSITION BY ATTACHING TO METAL RODS DRIVEN INTO SUBGRADE OR BY OTHER SUITABLE MEANS.
  2. ASSEMBLY TO BE HOT DIP GALVANIZED.
  3. TO BE USED WHERE DEFLECTOR CURB INLET IS SPECIFIED.

STANDARD DRAWING  
**604-A7**

**HIGHBACK CURB INLET BOX**

PARK CITY MUNICIPAL CORPORATION





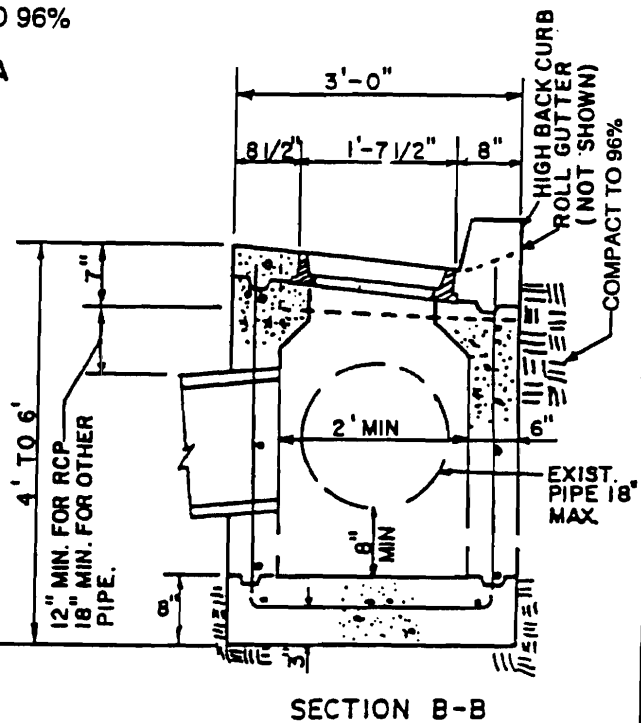
SLOPE OF CURB & GUTTER	DISTANCE "A"
10% to 8%	2"
8% to 6%	1-1/2"
6% to 4%	1"
4% to 2%	1/2"
2% to 0%	0

NOTE: THIS INLET BOX SHALL NOT BE USED WITHOUT EXPRESS APPROVAL OF PUBLIC WORKS DIRECTOR.

NOTE: TOP TO BE POURED SEPARATE FROM WALLS. FLOOR MAY BE POURED WITH WALLS. ALL CONCRETE TO BE CLASS 4,000 WITH AIR ENTRAINMENT.

STEEL SCHEDULE

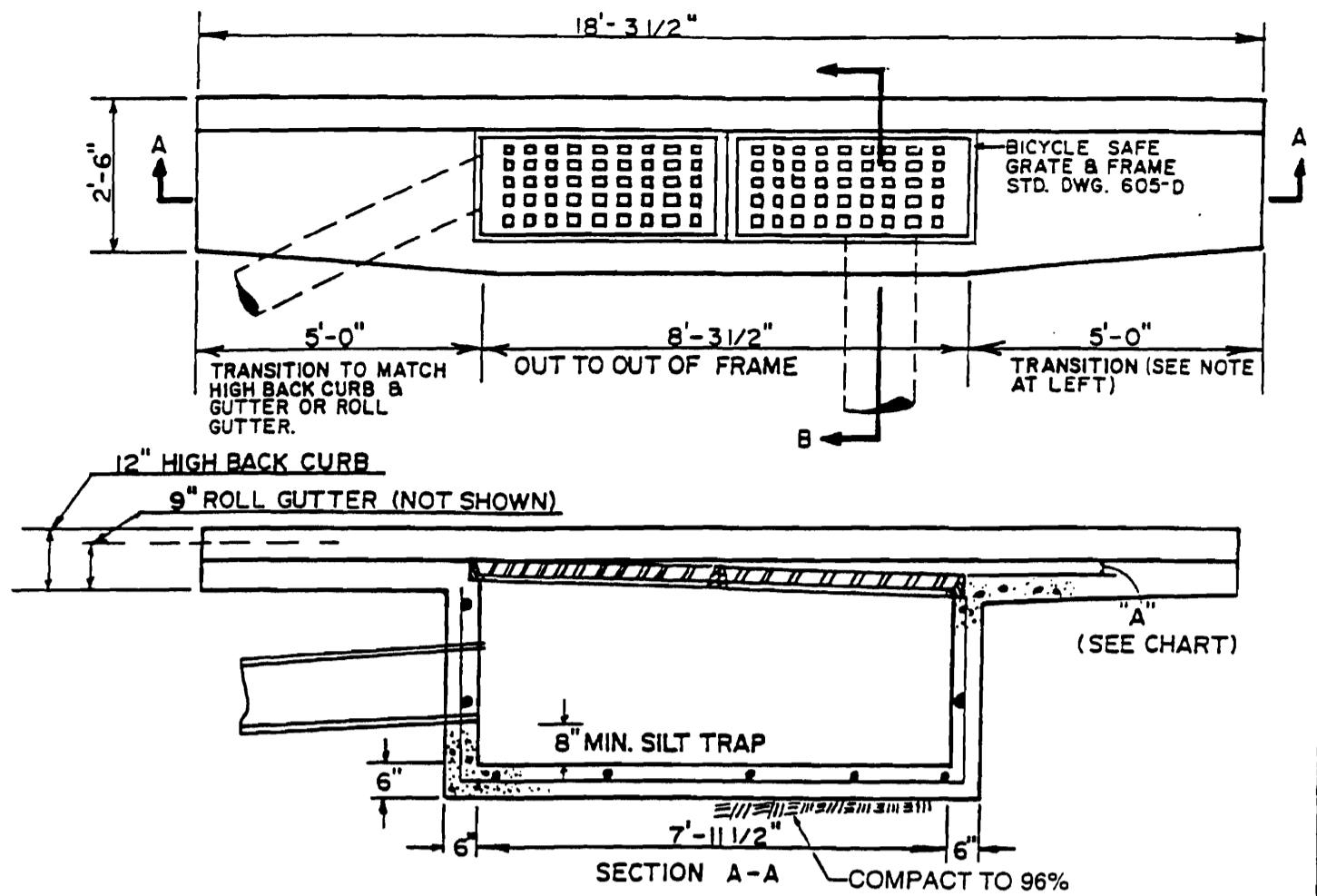
	VERT. STEEL	HORIZ. STEEL	WALL THICKNESS
0' TO 6'	#4 AT 12" O.C.	#4 AT 12" O.C.	6" WALL
6'-0" OR DEEPER, CHECK W/ CITY ENGINEER			



STANDARD DRAWING  
605-A

SINGLE GUTTER-INLET BOX

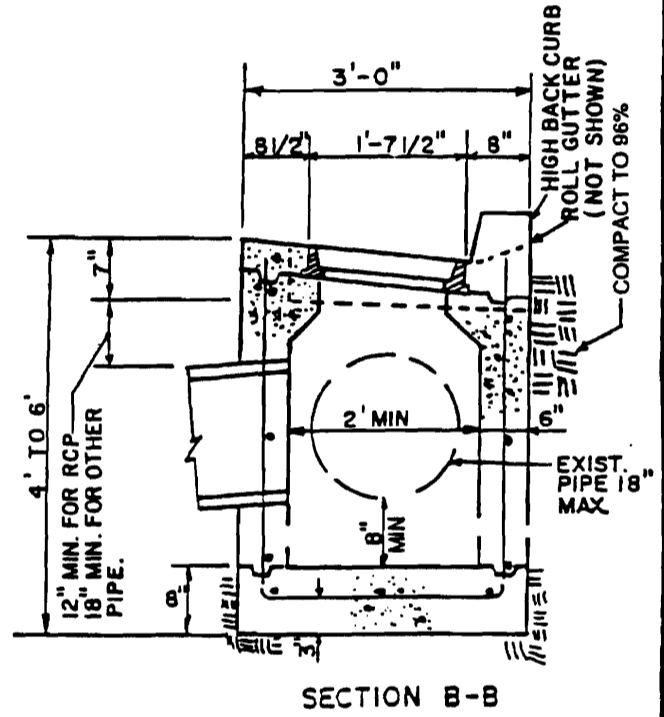
PARK CITY MUNICIPAL CORPORATION



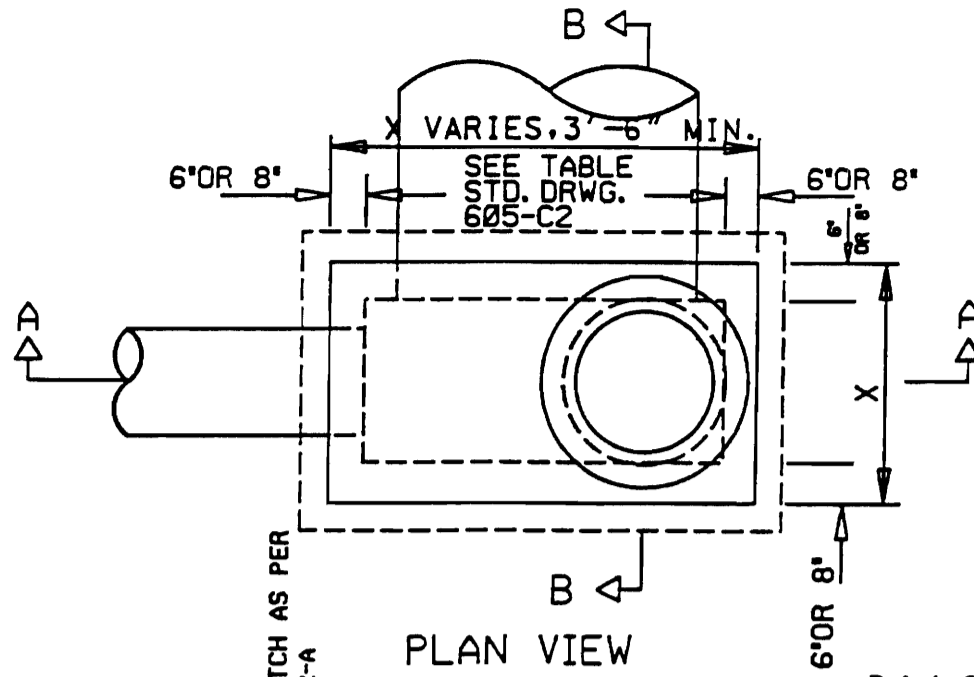
SLOPE OF CURB & GUTTER	DISTANCE "A"
10% to 8%	2"
8% to 6%	1 1/2"
6% to 4%	1"
4% to 2%	1/2"
2% to 0%	0"

	VERT. STEEL	HORIZ. STEEL	WALL THICKNESS
0' to 6'	#4 at 12" O.C.	#4 at 12" O.C.	6" WALL
6' or DEEPER, CHECK W/CITY ENGINEER			

NOTE: THIS INLET BOX SHALL NOT BE USED WITHOUT EXPRESS APPROVAL OF PUBLIC WORKS DIRECTOR.



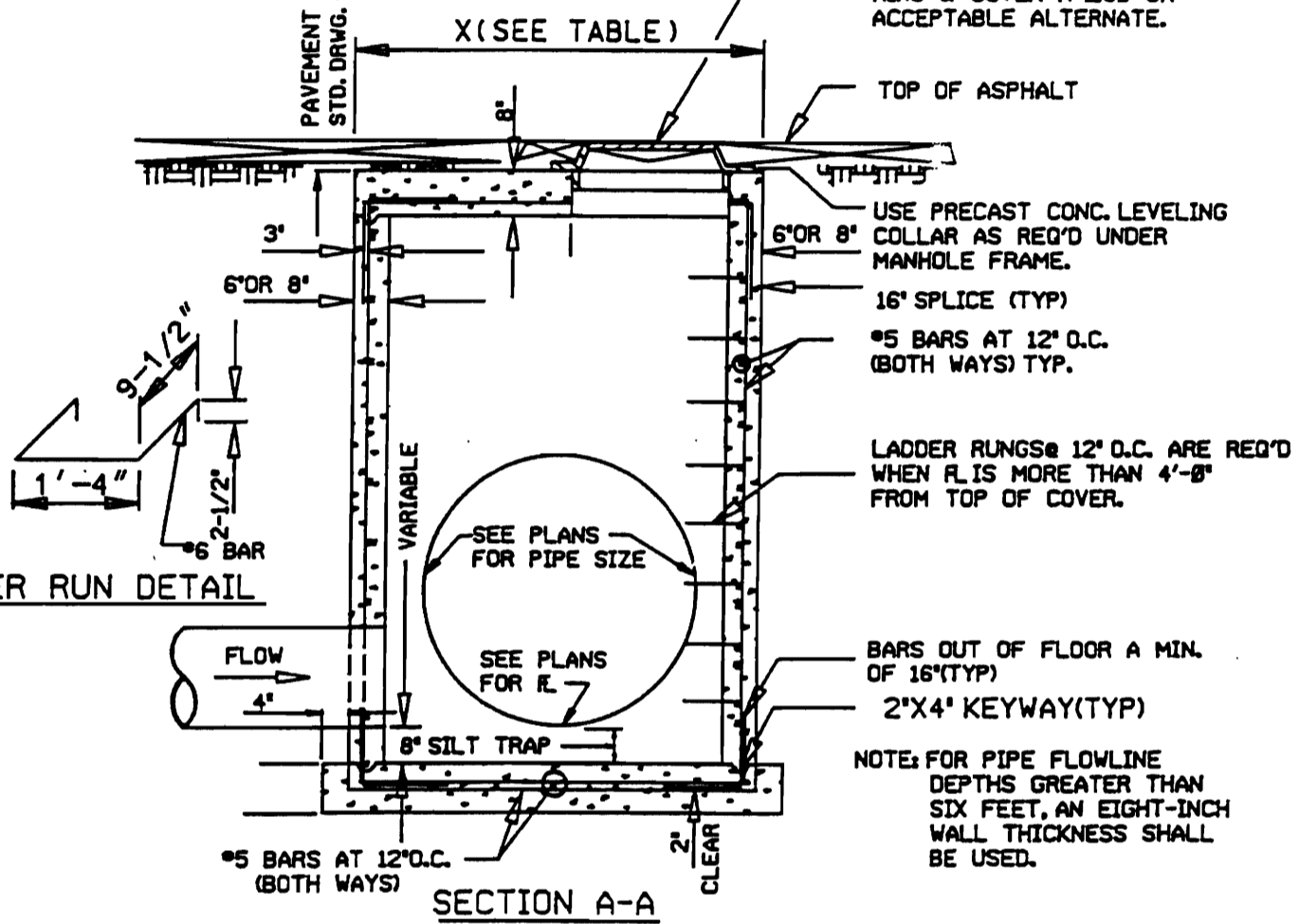
<b>STANDARD DRAWING</b>  <b>605-B</b>	<b>DOUBLE GUTTER-INLET BOX "B"</b>
	PARK CITY MUNICIPAL CORPORATION



PLAN VIEW

PAVEMENT PATCH AS PER  
STD. DRWG. 552-A

D & L SUPPLY CO. MANHOLE  
RING & COVER A-1180 OR  
ACCEPTABLE ALTERNATE.



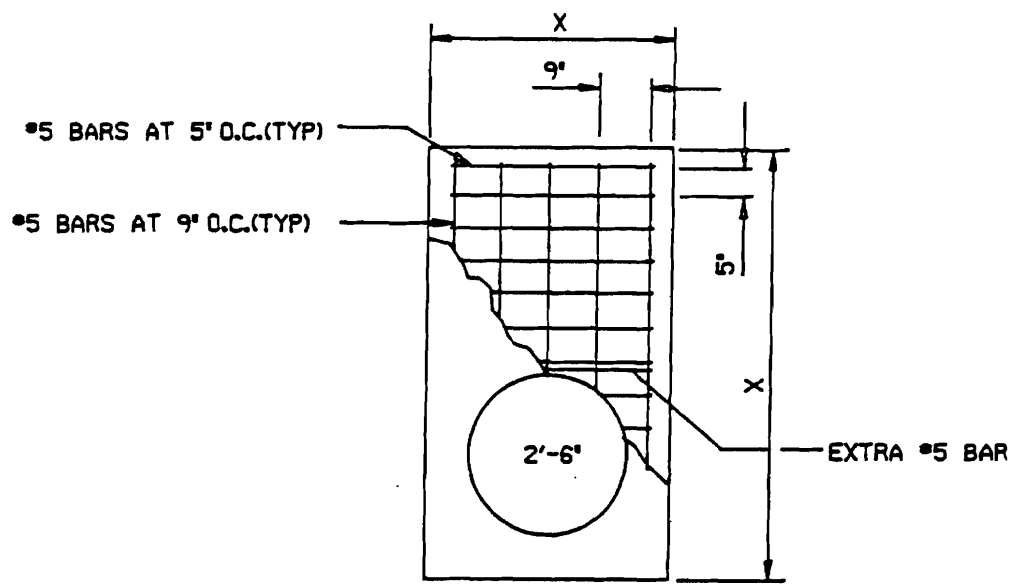
SECTION A-A

LADDER RUN DETAIL

STANDARD DRAWING  
605-C1

STORM DRAIN CLEAN-OUT  
DETAILS

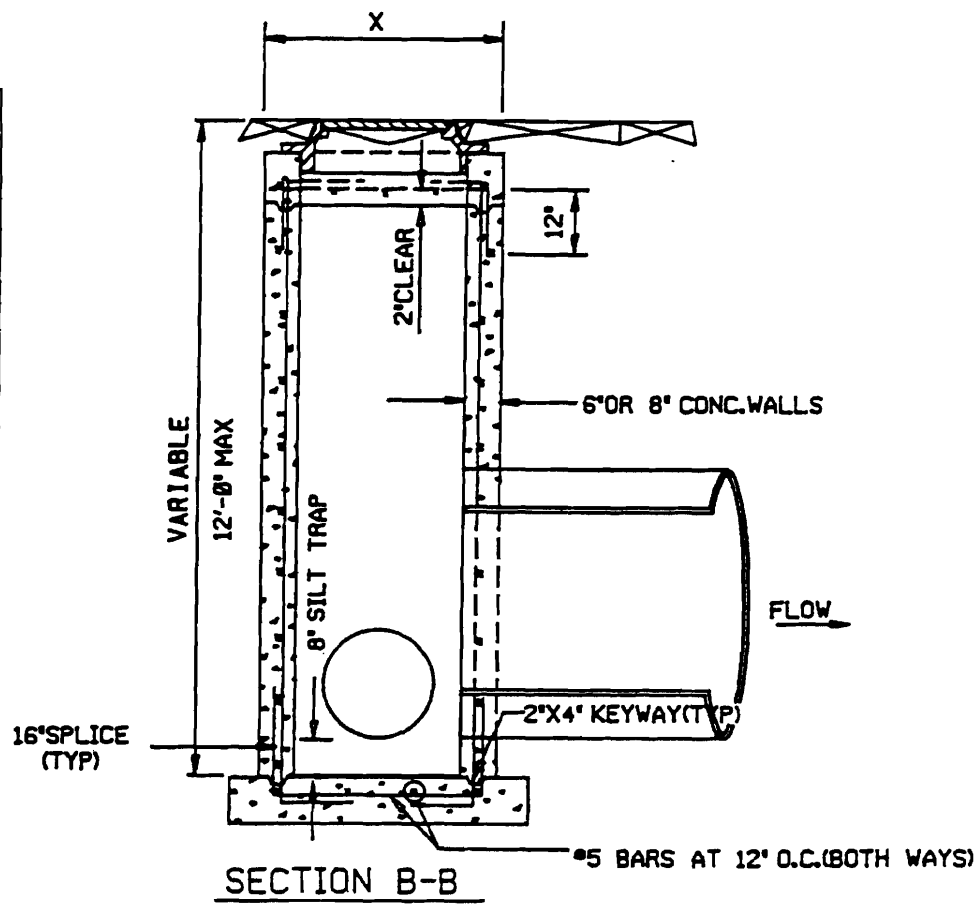
PARK CITY MUNICIPAL CORPORATION



STEEL PLACEMENT IN TOP SLAB

'X' TABLE

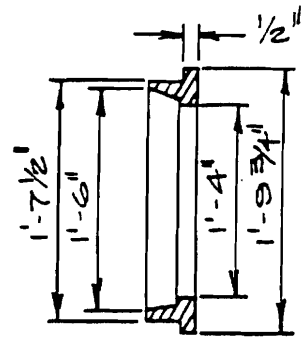
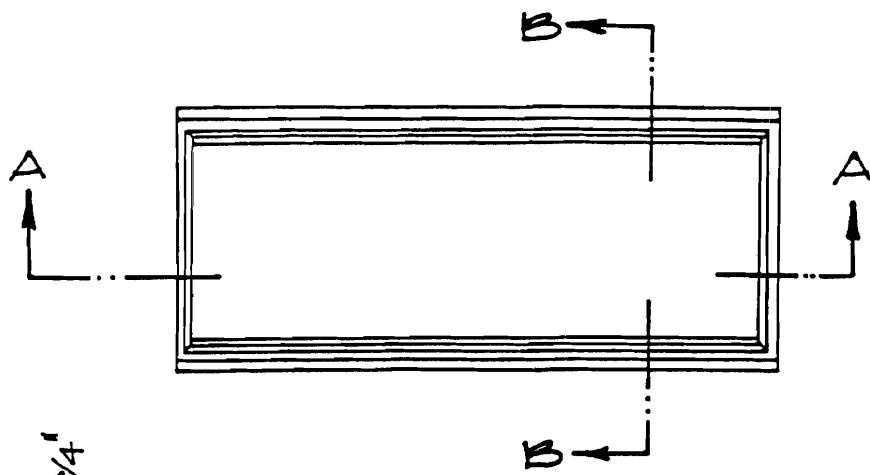
PIPE DIA.	X
NO PIPE	4'-6"
15" TO 24"	4'-6"
27"	4'-6"
30"	4'-6"
33"	4'-6"
36"	4'-8"
42"	5'-3"
48"	5'-11"
54"	6'-5"
60"	7'-1"
66"	7'-7"
72"	8'-2"



STANDARD DRAWING  
605-C2

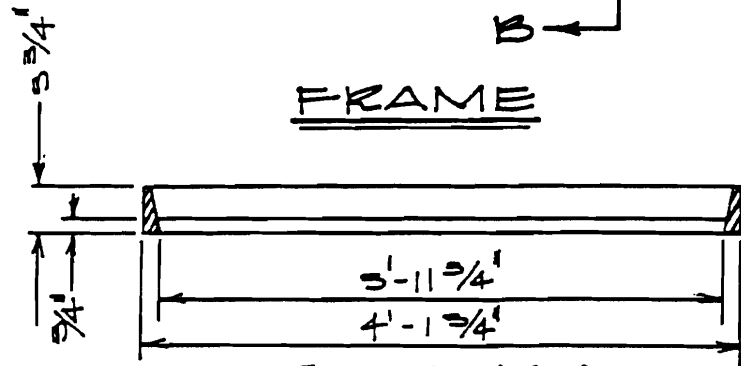
STORM DRAIN CLEAN-OUT  
DETAILS

PARK CITY MUNICIPAL CORPORATION

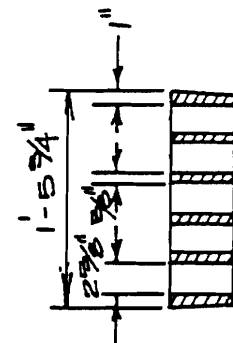
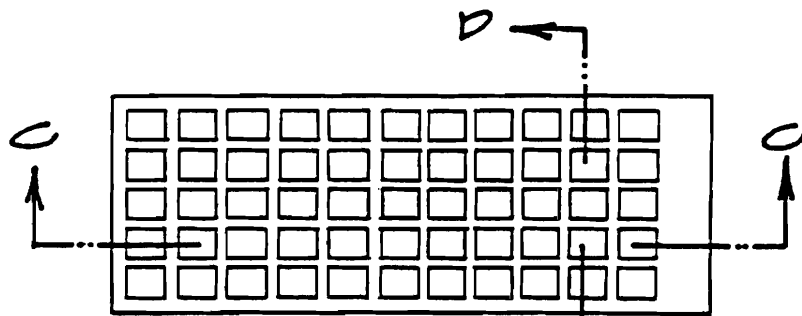


SECTION B-B

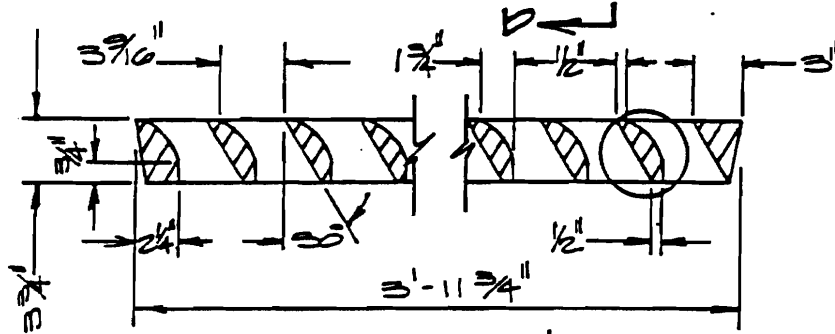
FRAME



SECTION A-A

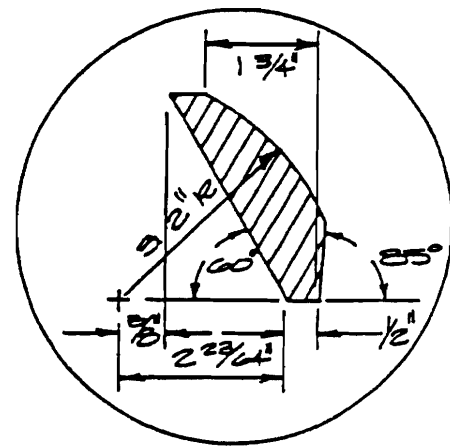


SECTION D-D



SECTION C-C

GRATE



MANUFACTURER: DEL SUPPLY I 1803

STANDARD DRAWING  
605-D

**BICYCLE-SAFE GRATING & FRAME**

PARK CITY MUNICIPAL CORPORATION