



STANDARD PLANS
FOR STREET IMPROVEMENTS

APRIL 2016

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Roundabout Details

ROUND DETAIL

ST-ST-27

Traffic Circle

TRAFFIC CIRCLE

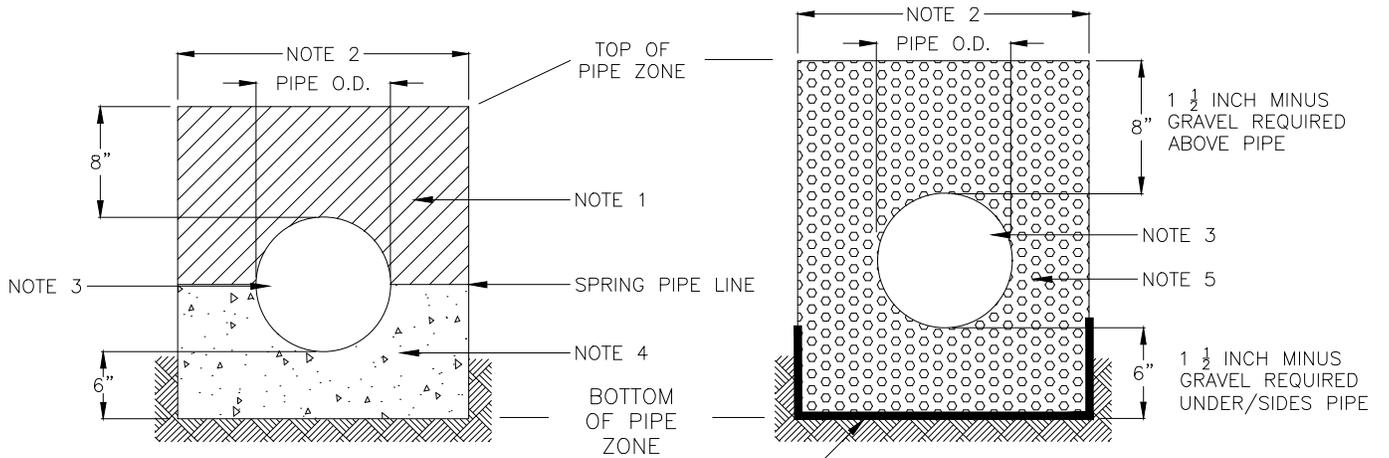
ST-ST-28

Standard Crosswalk Signs and Striping

CROSSWALK

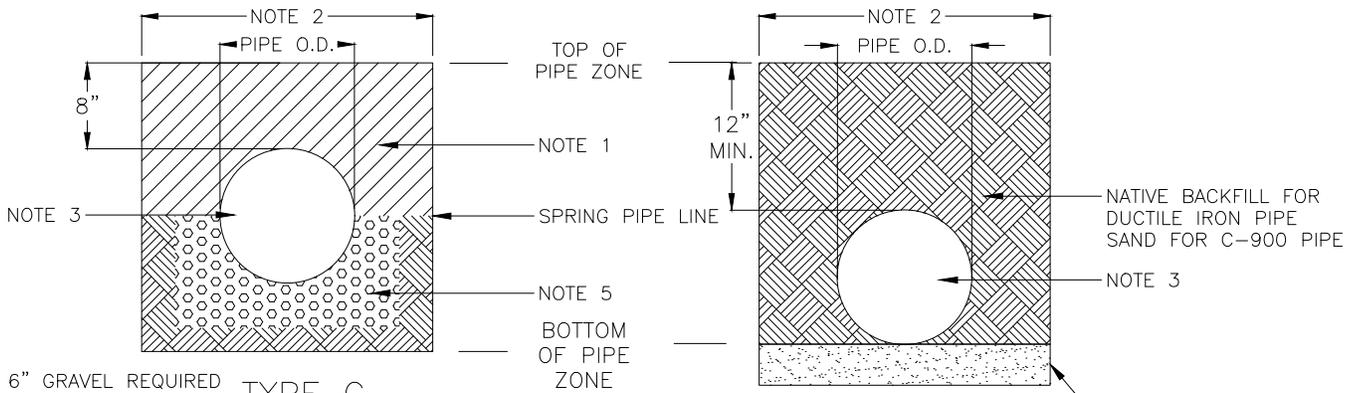
ST-ST-29

PIPE ZONE BACKFILLING



TYPE A
FLOWABLE FILL CONCRETE

TYPE B TYPICAL FOR PVC PIPE INSTALLATION



TYPE C
6" GRAVEL REQUIRED UNDER AND AROUND SIDES OF PIPE

TYPICAL FOR CONCRETE PIPE INSTALLATION

TYPE D
6" SAND BEDDING FOR C-900 PER APWA 31 05 13

TYPICAL FOR DUCTILE IRON PIPE OR C-900 INSTALLATION

NOTES

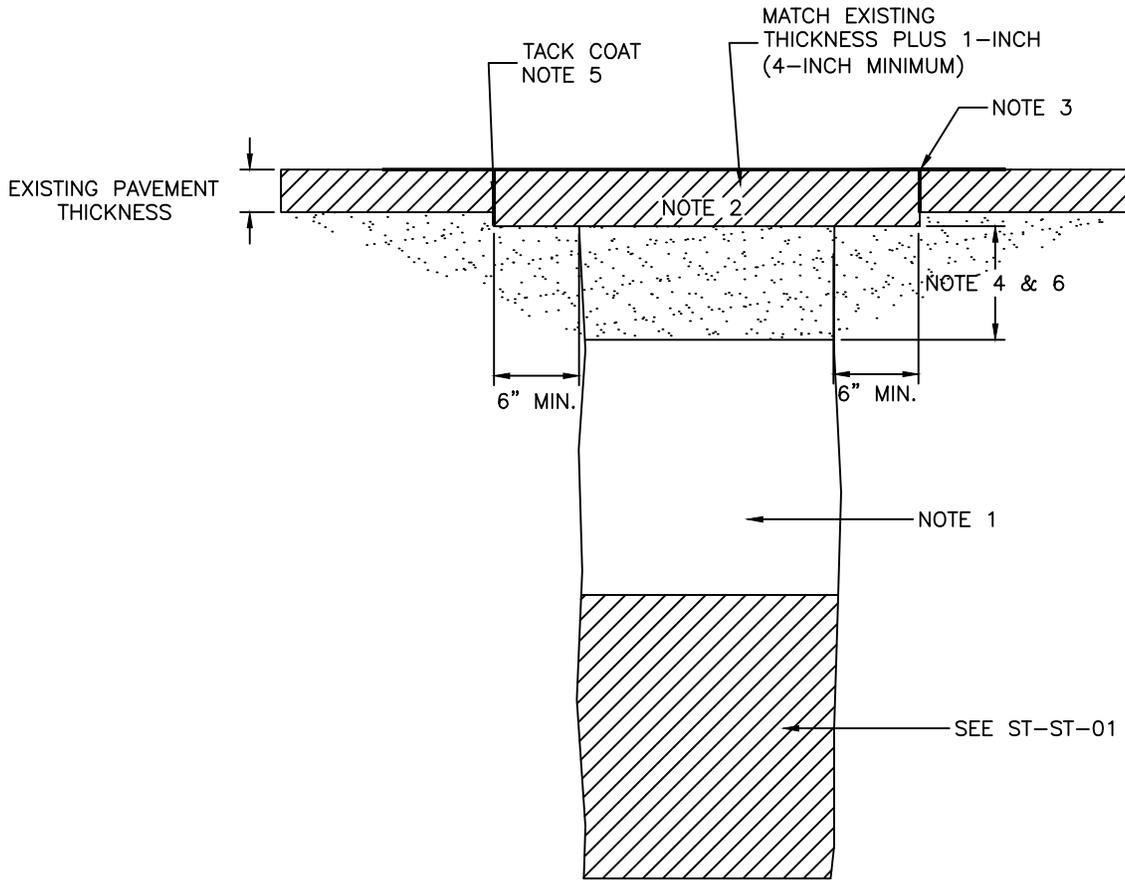
1. PLACE GRADED IMPORTED 1-1/2 INCH MINUS SEWER ROCK (ASTM 4 OR 5) GRAVEL MATERIAL PER APWA 31 05 13 OR NATIVE SOIL (AS DIRECTED BY CITY ENGINEER) FOR BACKFILL IN PIPE ZONE WITH MAXIMUM LIFT THICKNESS 8-INCHES BEFORE COMPACTION. COMPACTION IS 95% OR GREATER RELATIVE TO A STANDARD PROCTOR DENSITY.
2. MINIMUM WIDTH OF TRENCH MEASURED AT THE SPRING LINE OF THE PIPE, INCLUDING ANY NECESSARY SHEATHING:
3. INSTALL PIPE IN CENTER OF TRENCH.
4. CONCRETE: 2000 PSI MINIMUM PER APWA 03 30 04 FLOWABLE FILL PER APWA 31 05 15
5. PIPE ZONE: DO NOT USE LARGE SEWER ROCK, PEA GRAVEL OR RECYCLED RAP AGGREGATE IN THE PIPE ZONE.
6. UNDER PERFORATED PVC PIPE INSTALL MIRAFI 600X, OR ACCEPTABLE EQUAL, STABILIZATION-SEPARATION GEOTEXTILE BETWEEN SEWER ROCK AND ALL OTHER BACKFILL MATERIAL PER APWA SECTION 31 05 19.

PIPE I.D.	WIDTH
LESS THAN 21"	O.D. + 12"
21" TO 44"	O.D. + 24"
GREATER THAN 44"	O.D. + 30"

I.D. MEANS INSIDE DIAMETER OF PIPE BARREL
O.D. MEANS OUTSIDE DIAMETER OF PIPE BARREL

DRAWN BY DHR SCALE NONE DATE 9/01 REVISIONS		STANDARD DRAWING BACKFILL ST-ST-01
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RESTORATION OF ASPHALT PAVEMENT STRUCTURAL SECTION OVER TRENCHES

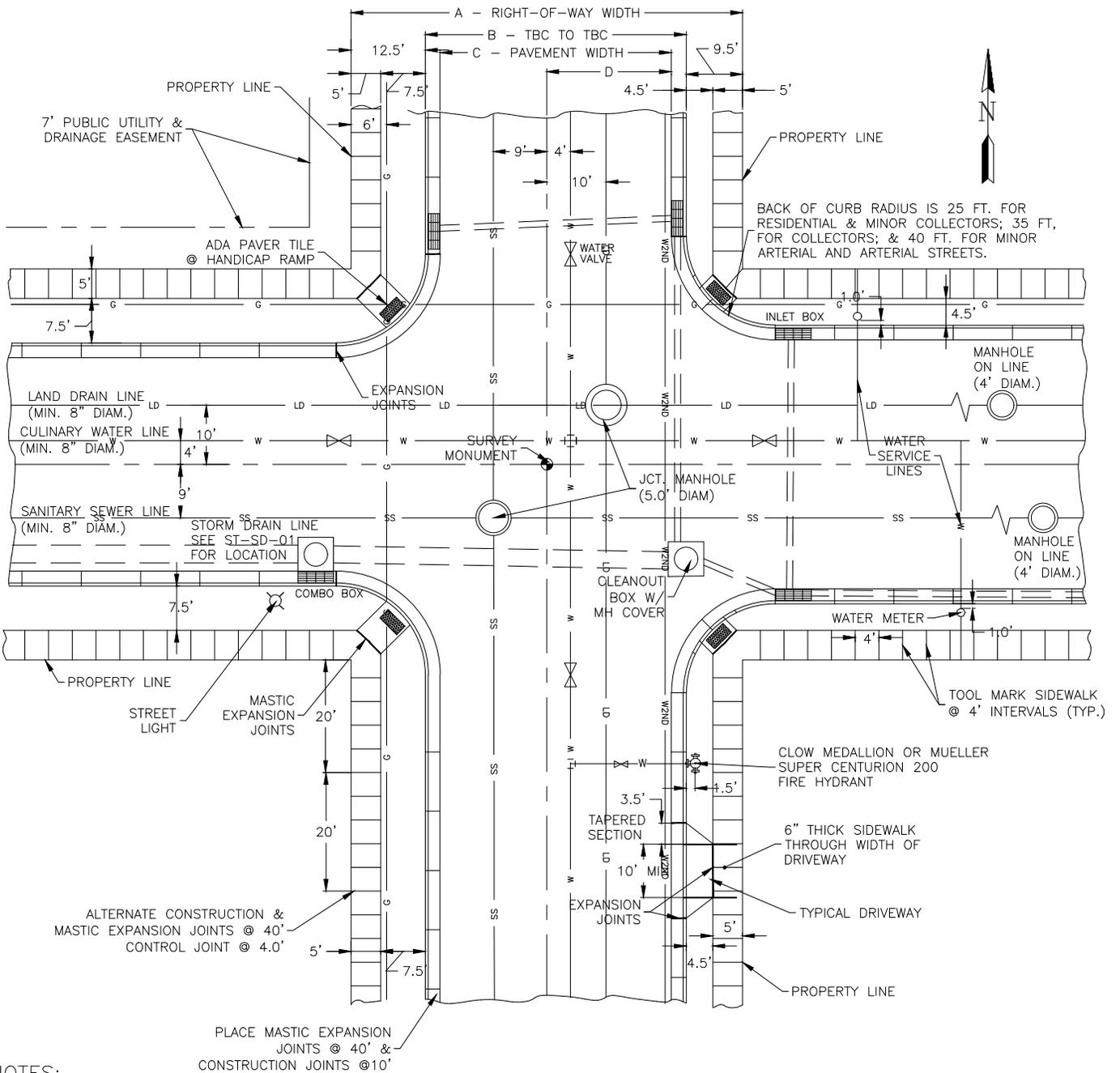


NOTES:

1. PROVIDE APWA 31 05 13 GRANULAR BORROW WELL GRADED 2-INCH MAXIMUM ABOVE PIPE ZONE. IF NATIVE MATERIAL COMPLIES WITH THE SPECIFIED BORROW, CONTRACTOR MAY USE AS APPROVED BY CITY ENGINEER. COMPACT MATERIALS IN MAXIMUM LIFTS OF 8 INCH BEFORE COMPACTION. COMPACTION IS 95% OR GREATER RELATIVE TO A MODIFIED PROCTOR DENSITY, APWA SECTION 31 23 26.
4. UNTREATED BASE COURSE: USE GRADE 1 OR GRADE 3/4 APWA 32 11 23 AGGREGATE BASE COURSE. INSTALL PER APWA SECTION 32 05 10 WITH LIFT THICKNESS (BEFORE COMPACTION) OF 8-INCHES WITH RIDING COMPACTION EQUIPMENT AND 6-INCHES USING HANDHELD COMPACTION EQUIPMENT.
2. ASPHALT CONCRETE: USE AC-10 PG 58-28 DM - 1/2 OR AC-20 PG 64-SS DM - 3/4 AS SPECIFIED BY CITY ENGINEER AND PER APWA 32 12 05 ASPHALT CONCRETE.
5. TACK COAT: CLEAN ALL HORIZONTAL AND VERTICAL SURFACES. APPLY FULL COVERAGE. USE EMULSIFIED ASPHALT GRADE SS-1H AT THE RATE OF 0.15 GALLONS PER SQUARE YARD PER APWA SECTION 32 12 13.13.
3. SEAL CRACKS PER APWA 32 01 17 WITH ELASTOFLEX 65 PER ASTM D 5078.
6. MATCH THICKNESS OF EXISTING ROADBASE OR 8" MINIMUM.
7. A 3 YEAR MORATORIUM EXISTS ON ALL NEWLY PAVED ROADWAYS. ANY CUTS INTO A MORATORIUM MUST BE APPROVED BY THE CITY ENGINEER. THE EXISTING ASPHALT MUST BE MILLED AND PAVED A MINIMUM OF 5', OR AT THE DISCRETION OF THE CITY ENGINEER, FROM EACH EDGE OF THE TRENCH.

DRAWN BY DHR	<h2 style="margin: 0;">Layton City</h2>	STANDARD DRAWING
SCALE NONE		STR-RESTR
DATE 9/01		ST-ST-02
REVISIONS		

TYPICAL STREET PLAN



NOTES:

1. CONCRETE SHALL BE AS SPECIFIED IN APPLICABLE STANDARD DRAWINGS & SPECIFICATIONS.
2. ALL STREET CROWNS SHALL BE INSPECTED AND APPROVED BY THE CITY INSPECTOR BEFORE PAVING OPERATION BEGINS.
3. NO SANITARY SEWER OR LAND DRAIN LATERALS OUT OF MANHOLES.
4. NATURAL GAS LINES SHALL BE LAID 6.0 FT FROM PROPERTY LINE ON EITHER SIDE OF THE STREET.
5. SANITARY SEWER LINES AND CULINARY WATER LINES SHALL BE LOCATED ON OPPOSITE SIDES OF THE STREET, WITH A MINIMUM OF 10' OF SEPARATION, AS SHOWN, AT ALL TIMES AND SHALL CROSS AS FEW TIMES AS POSSIBLE.
6. WATER VALVES SHALL BE PLACED IN LINE WITH PROPERTY LINES AT INTERSECTIONS AND AS DETERMINED BY THE CITY ENGINEER.
7. SEE ST-ST-04 AND ST-ST-05 FOR WIDTHS ON ITEMS A-D AS WELL AS PROPER USE OF 4.5' AND 7.5' WIDTH PARK STRIPS.

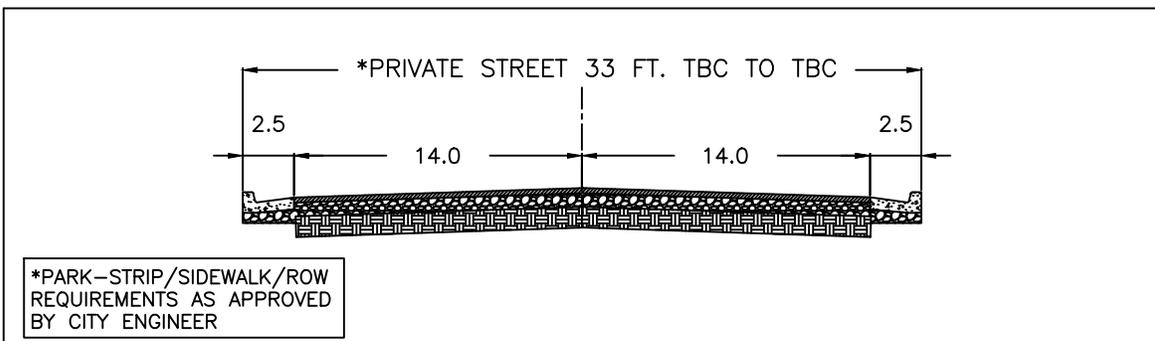
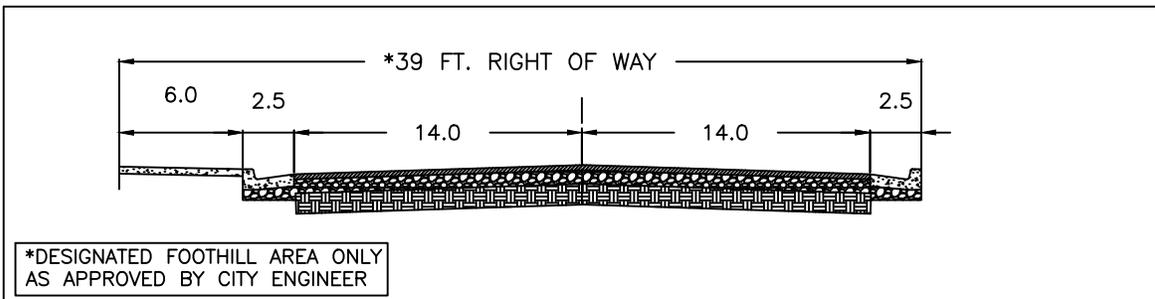
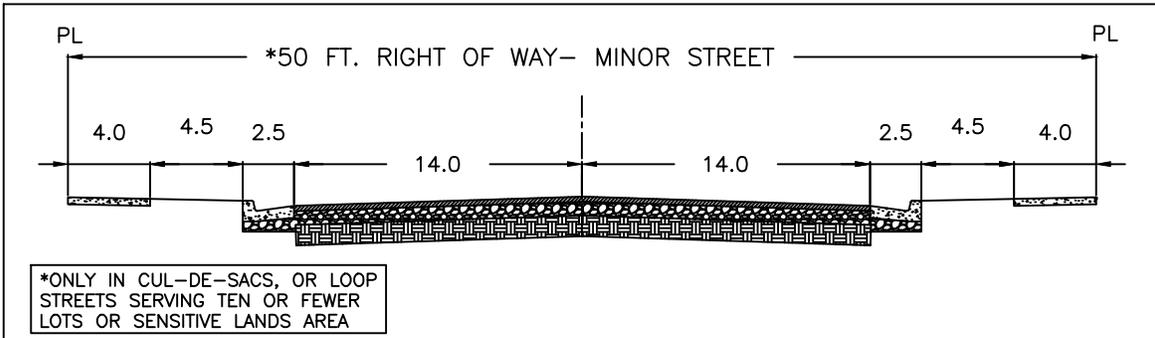
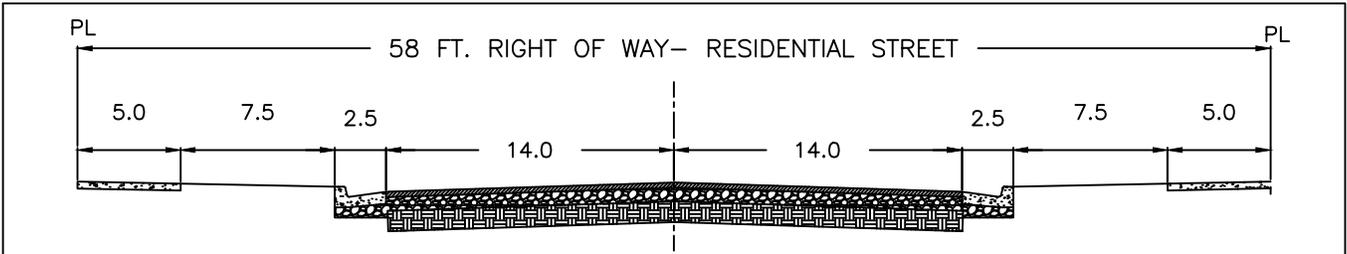
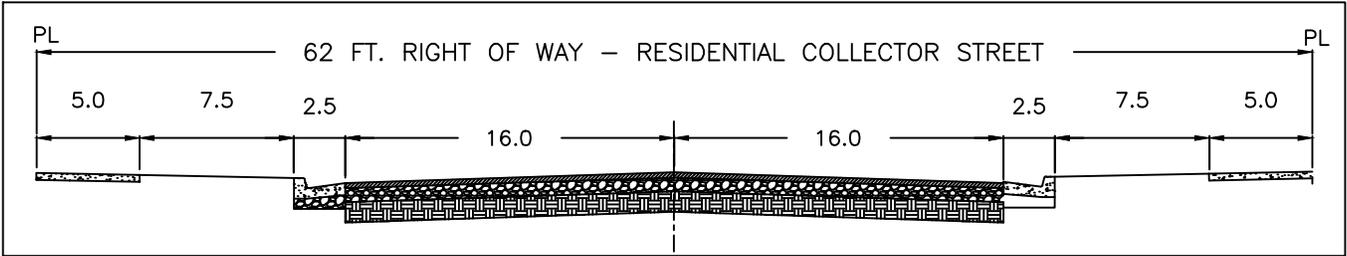
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SCALE NONE
DATE 3/96
REVISIONS 5/12



STANDARD
DRAWING
TYP-STR
ST-ST-03

8. THIS DRAWING SHALL BE CONSIDERED A PART OF ALL DEVELOPMENT UTILITY CONSTRUCTION AND THE CITY'S STANDARD SPECIFICATIONS.
9. FOR ADDITIONAL INFORMATION ON SPECIFIC ITEMS, SEE STANDARD DRAWINGS.

SUBDIVISION STREET CROSS SECTIONS

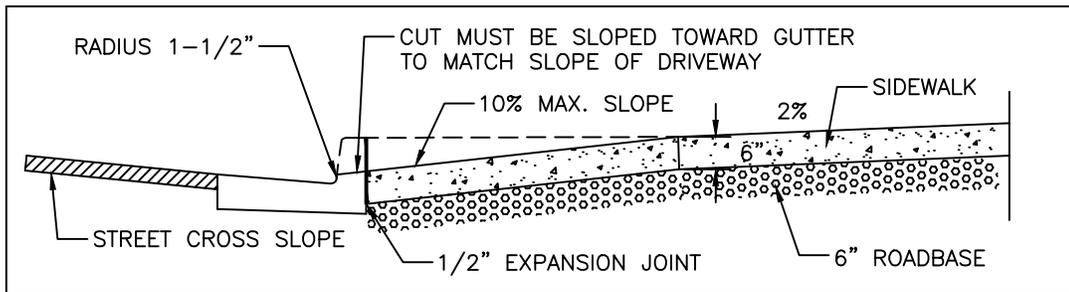
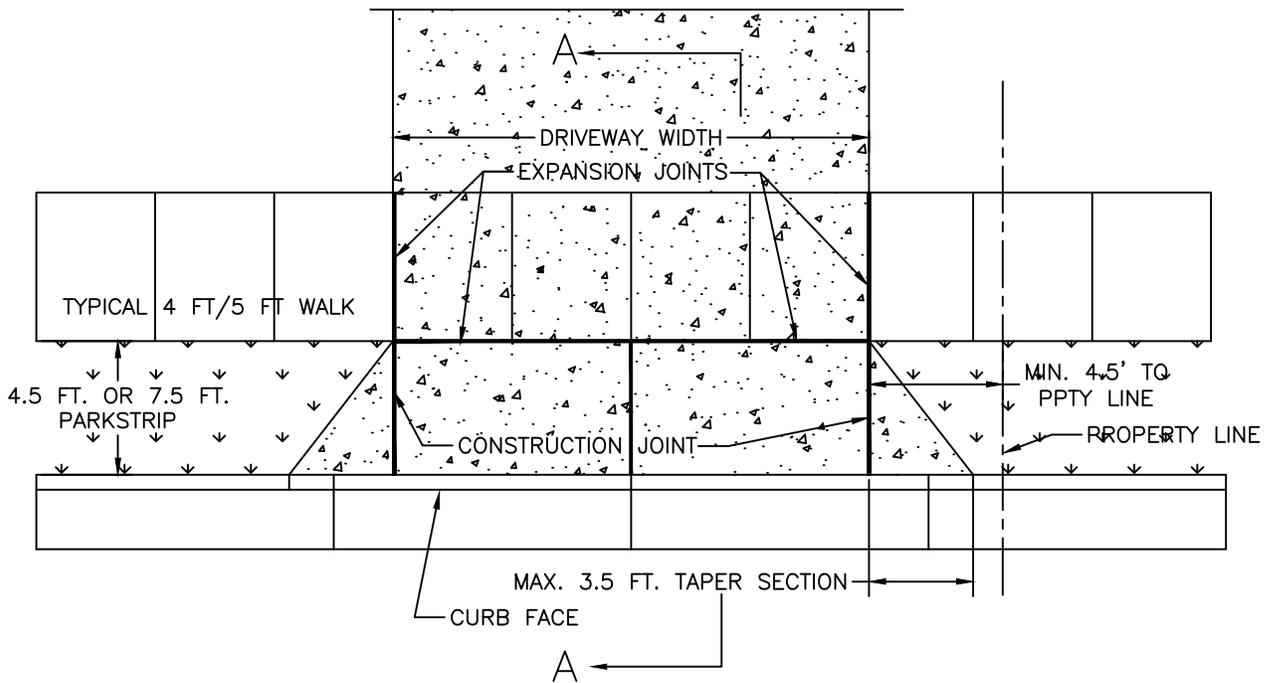


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DATE	6/09
REVISIONS	

Layton
City

STANDARD
DRAWING
SUB ST XSECTION
ST-ST-05

DRIVE APPROACH



SECTION A-A

TABLE OF DRIVEWAY WIDTHS			% OF FRONTAGE ALLOWED IN APPROACH
ZONE	MINIMUM WIDTH(FT)	MAXIMUM WIDTH(FT)	
A	10	40	40
R-S	10	33	33
R-1-6	10	32	33
R-1-8	10	32	33
R-1-10	10	32	33
R-MH	10	32	33
R-2	10	32	33
RM-1	10	32	33
RM-2	10	32	33
R-H	10	32	33

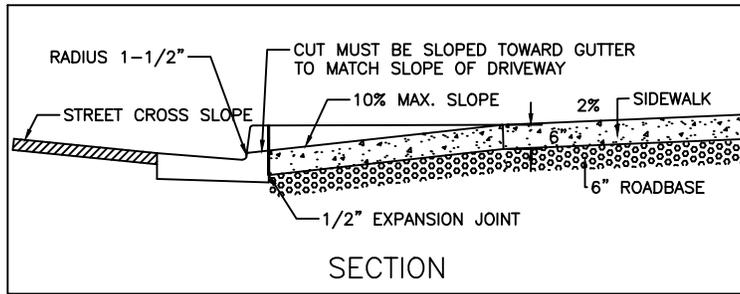
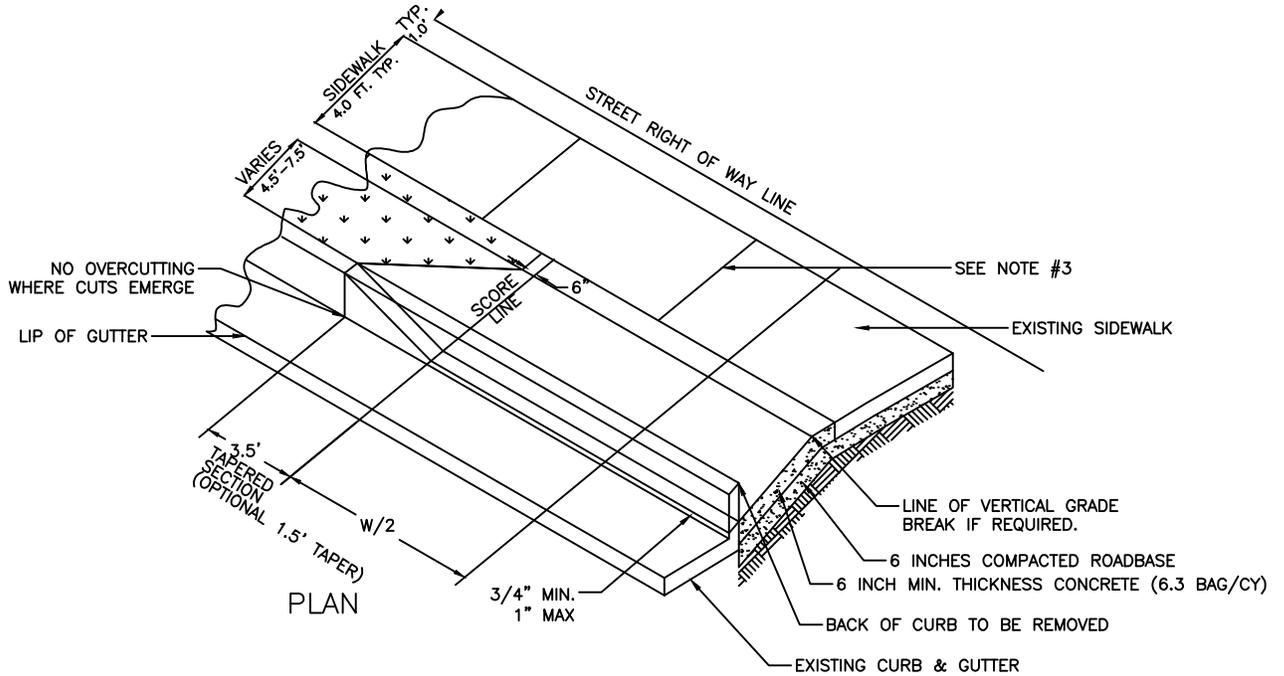
THE DRIVE PAVEMENT SHALL BE CONSTRUCTED AS FOLLOWS:

WIDTH AT WALK	PAVEMENT SECTION
10.0' TO 12.0'	NO SPLIT REQUIRED
13.0' TO 20.0'	2 EQUAL WIDTH SECTIONS
21.0' TO 28.0'	3 EQUAL WIDTH SECTIONS
29.0' TO 40.0'	4 EQUAL WIDTH SECTIONS

THERE SHALL BE EXPANSION JOINT MATERIAL BETWEEN EACH SECTION

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SCALE NONE		TYP-DRIVE
DATE 4/01		ST-ST-06
REVISIONS		

DRIVE APPROACH AT EXISTING CURB & GUTTER



NOTES

1. THE CONTRACTOR IS REQUIRED TO HAVE A CITY PERMIT.
2. HORIZONTAL CUT TO BE WIDTH OF DRIVEWAY PLUS FLARES ON EACH SIDE.
3. SIDEWALK SECTION MUST BE 6" MINIMUM THICKNESS (PLACED ON 6 INCHES OF COMPACTED ROADBASE) THROUGH WIDTH OF DRIVEWAY OR BE REPLACED WITH 6" CONCRETE TO NEAREST JOINT BEYOND WIDTH OF DRIVEWAY.
4. REMOVE AND REPLACE ALL DETERIORATED, WEAK, OR UNSOUND CONCRETE.
5. DIFFERENCE IN SLOPE OF DRIVEWAY RAMP AND THE SLOPE OF A LINE BETWEEN THE GUTTER AND A POINT ON THE ROADWAY 5' FROM THE FRONT EDGE OF THE GUTTER SHALL NOT EXCEED 15%. REDUCE DRIVEWAY RAMP SLOPE, NOT GUTTER SLOPE, WHERE REQUIRED. BREAKOVER ANGLE AT BACK OF APPROACH SHALL NOT EXCEED 6% MAXIMUM.
6. CONCRETE SHALL BE CLASS 4,000 PER APWA 03 30 04.
7. THE MINIMUM DISTANCE FROM THE PROPERTY LINE TO THE DRIVEWAY (MEASURED AT THE FRONT OF THE WALK) IS 4.5 FEET.

TABLE OF DRIVEWAY WIDTHS			% OF FRONTAGE ALLOWED IN APPROACH
ZONE	MINIMUM WIDTH(FT)	MAXIMUM WIDTH(FT)	
A	10	40	40
R-S	10	32	33
R-1-6	10	32	33
R-1-8	10	32	33
R-1-10	10	32	33
R-MH	10	32	33
R-2	10	32	33
RM-1	10	32	33
RM-2	10	32	33
R-H	10	32	33

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SCALE NONE
DATE 3/96
REVISIONS 4/01

Layton
City

STANDARD
DRAWING

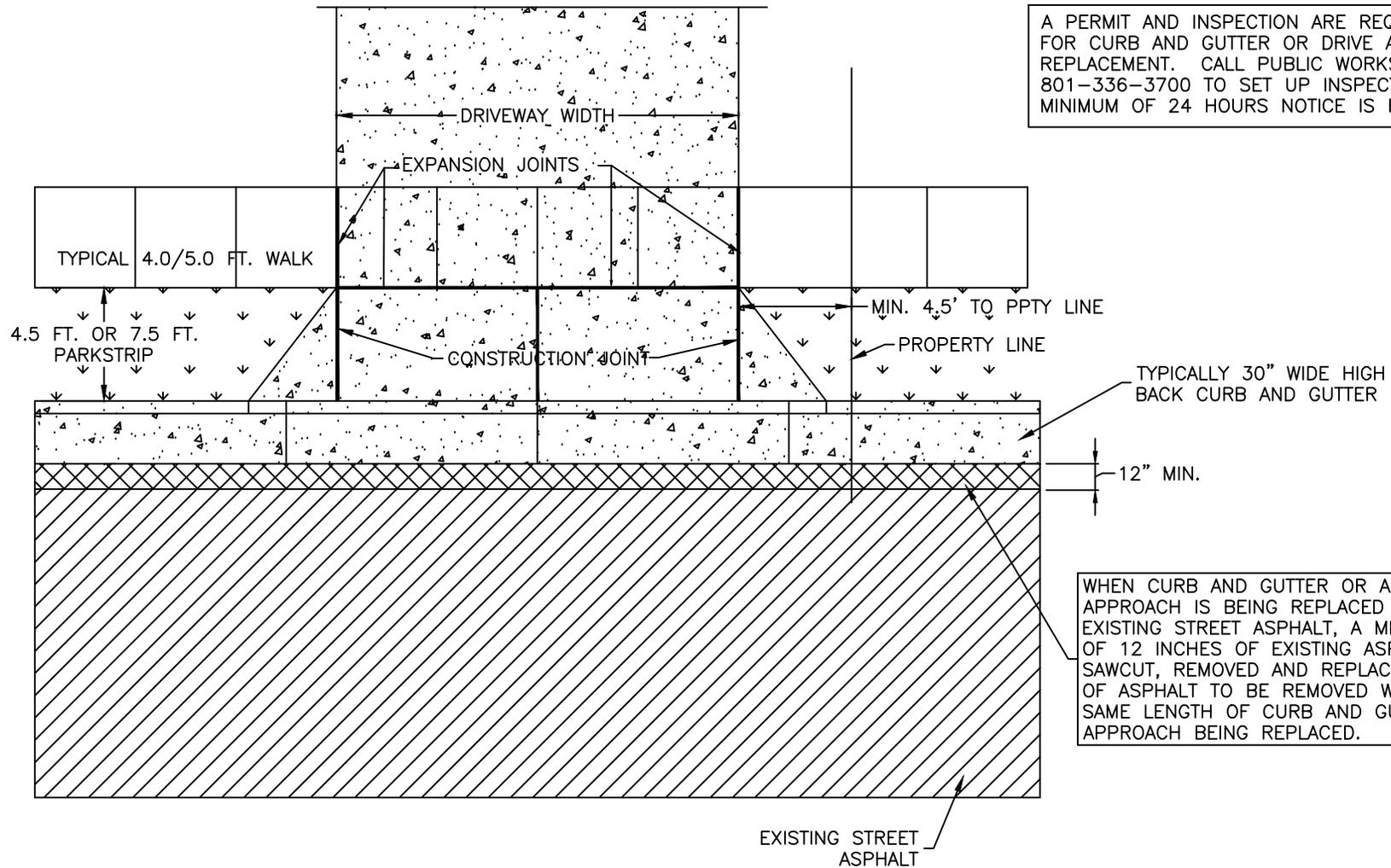
DR-APPR

ST-ST-07

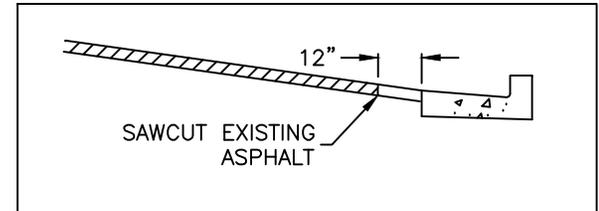
8. CURE CONCRETE WITH TYPE II (WHITE PIGMENTED) COMPOUND PER APWA 03 39 00.

ASPHALT REPLACEMENT

A PERMIT AND INSPECTION ARE REQUIRED FOR CURB AND GUTTER OR DRIVE APPROACH REPLACEMENT. CALL PUBLIC WORKS AT 801-336-3700 TO SET UP INSPECTION. MINIMUM OF 24 HOURS NOTICE IS REQUIRED.

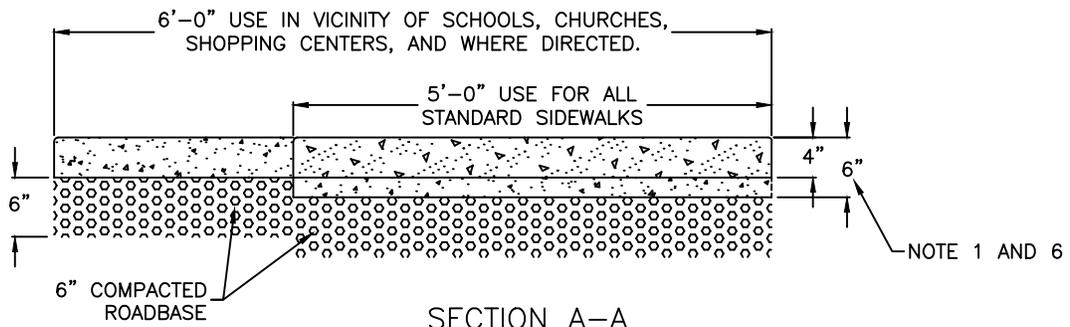
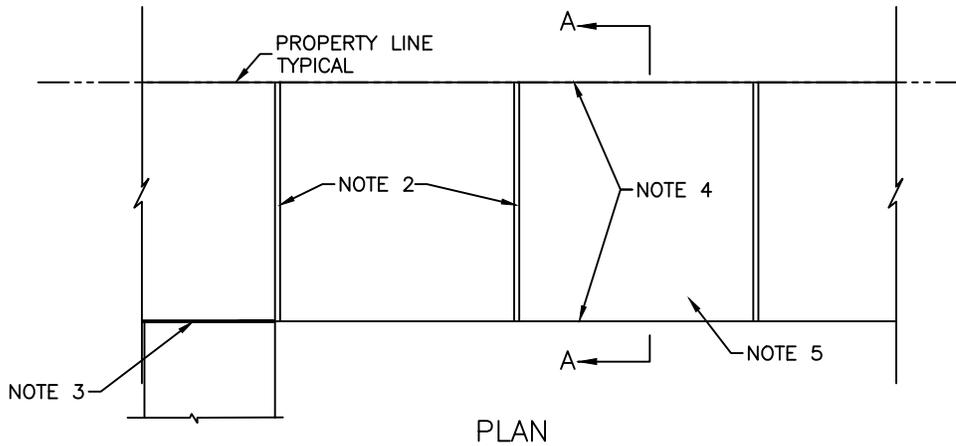


WHEN CURB AND GUTTER OR A DRIVE APPROACH IS BEING REPLACED ADJACENT TO EXISTING STREET ASPHALT, A MINIMUM WIDTH OF 12 INCHES OF EXISTING ASPHALT, MUST BE SAWCUT, REMOVED AND REPLACED. THE LENGTH OF ASPHALT TO BE REMOVED WILL BE THE SAME LENGTH OF CURB AND GUTTER OR DRIVE APPROACH BEING REPLACED.



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SCALE NONE		ASPH-RPLCMNT
DATE 9/01		ST-ST-08
REVISIONS 1/04		

CONCRETE SIDEWALK



NOTE: PLACE MASTIC EXPANSION JOINTS @ 40 FT. AND CONSTRUCTION JOINTS @ 40 FT. (ALTERNATE) AND CONTROL JOINT @ 4 FT.

NOTES:

1. USE MONOLITHIC CONSTRUCTION 4" THICK EXCEPT AT DRIVEWAYS WHERE THICKNESS OF 6" IN RESIDENTIAL ZONE AND 8" IN COMMERCIAL AND INDUSTRIAL ZONE AREA IS REQUIRED.
2. PLACE CONTROL JOINTS AT INTERVALS EQUAL TO 1 TO 1 1/2 TIMES THE WIDTH OF THE SIDEWALK UNIFORMLY PLACED ALONG LENGTH OF SIDEWALK. CONTROL JOINT 3/4 INCH DEEP.
3. USE 1/2" EXPANSION JOINT FILLER AT INTERSECTIONS WITH PERPENDICULAR SIDEWALKS OR

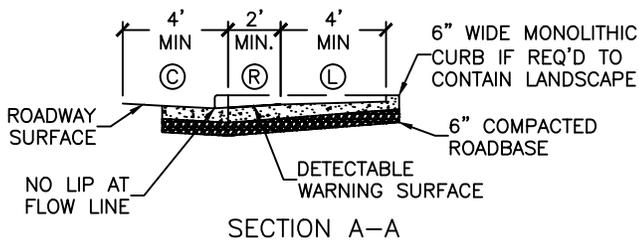
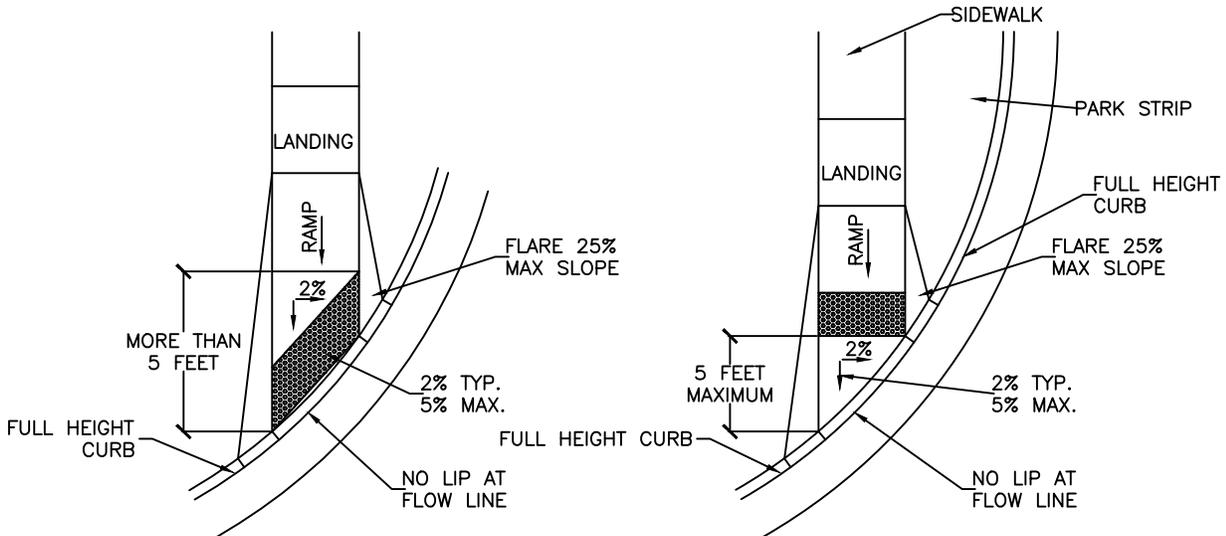
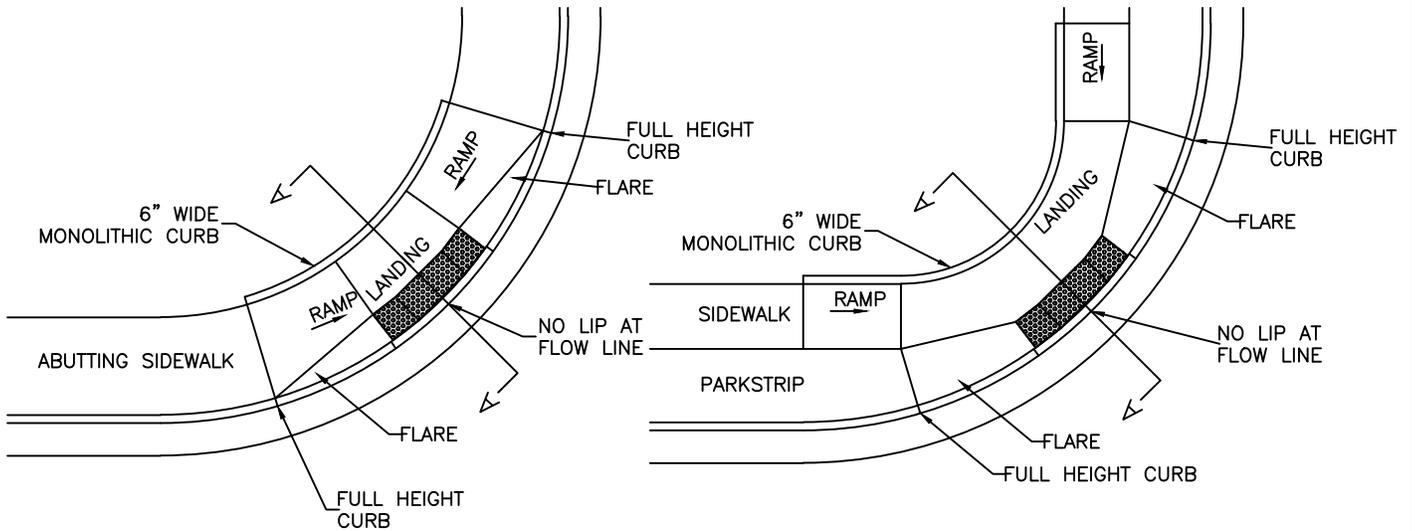
DRIVEWAYS AND WHERE SIDEWALK MEETS TOP BACK OF CURB.

4. EDGE SIDEWALK WITH 1/2" RADIUS EDGING TOOL. ROUND EDGES AT EXPANSION JOINTS TO A RADIUS OF 1/2".
5. USE FINE HAIR-BROOM TO FINISH WALKS ON GRADES UNDER 6% OVER 6% GRADE USE ROUGH HAIR-BROOM.
6. USE SIX INCHES OF COMPACTED ROADBASE UNDER SIDEWALK, CURB AND GUTTER AND DRIVE APPROACHES.

7. CURE CONCRETE WITH TYPE II (WHITE PIGMENTED) COMPOUND PER APWA 03 39 00.

DRAWN BY DHR	Layton City	STANDARD DRAWING
SCALE NONE		WALK-DET
DATE 10/93		ST-ST-10
REVISIONS 4/01		

HANDICAP RAMPS



NOTES:

1. SITE CONDITIONS WILL VARY. CONFIGURATION OF RAMP, LANDING, AND TRANSITION MAY BE CHANGED, BUT THEY MUST MEET DIMENSIONS AND SLOPE SHOWN ON PLAN. THE USE OF FLARES, CURB WALLS, ETC. ARE AT THE DISCRETION OF THE ENGINEER.
2. 4' X 4' MINIMUM LANDING WITH MAXIMUM 2% RUNNING AND CROSS SLOPE. BLENDED RAMPS (5% MAX. SLOPE) DO NOT REQUIRE LANDING.
3. RAMPS 8.33% (1:12) MAXIMUM RUNNING SLOPE.
4. THE WARNING SURFACE SHALL EXTEND 24" MIN. IN THE DIRECTION OF PEDESTRIAN TRAVEL AND MUST OCCUPY THE FULL WIDTH OF CURB CUT.
5. LOCATE THE DETECTABLE WARNING SURFACE SO THE EDGE NEAREST THE STREET IS AT OR WITHIN 2" OF THE BACK OF CURB.
6. RAMP GRADE BREAK MUST BE PERPENDICULAR TO RUNNING SLOPE.
7. LOCATE CURB CUT WITHIN CROSSWALK.
8. WHEN DETECTABLE WARNING SURFACE IS CUT, GRIND OFF REMAINING PORTION OF ANY CUT DOMES. SEAL ALL CUT PANEL EDGES TO PREVENT WATER DAMAGE.
9. PROVIDE BRICK RED DETECTABLE WARNING SURFACE (SEE ST-ST-12).

SLOPE TABLE			
	ITEM	MAX. RUNNING SLOPE*	MAX. CROSS SLOPE*
(L)	LANDING	2% (1V:48H)	2% (1V:48H)
(R)	RAMP	8.33% (1V:12H)	2% (1V:48H)
(C)	CLEAR SPACE	5% (1V:20H)	2% *1V:48H
	SIDEWALK		2% *1V:48H
	FLARE	10% (1V:10H)	

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DATE
1/12
REVISIONS

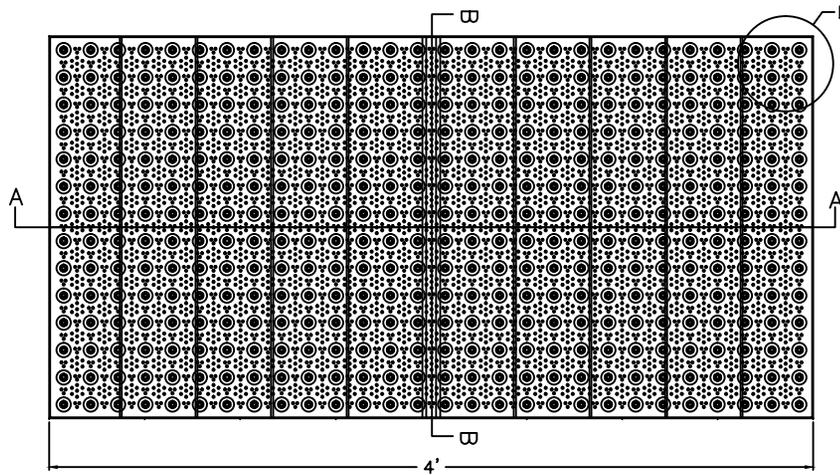
**Layton
City**

STANDARD
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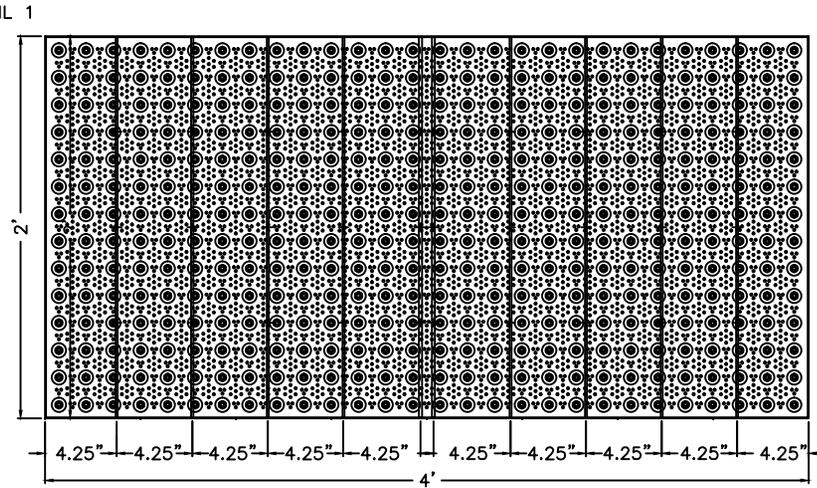
ADA RAMP

ST-ST-11

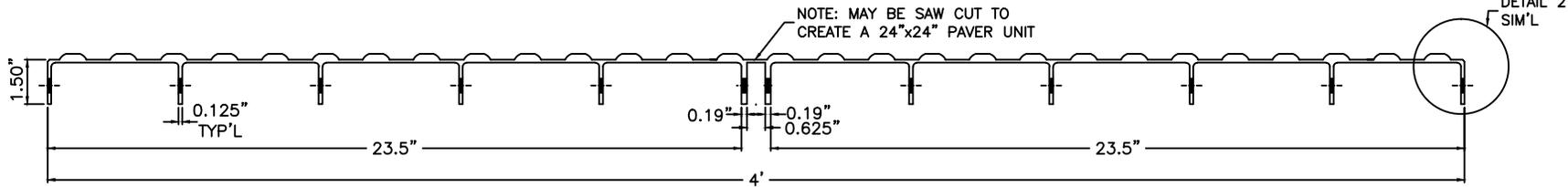
DETECTABLE WARNING SURFACE PAVER UNIT



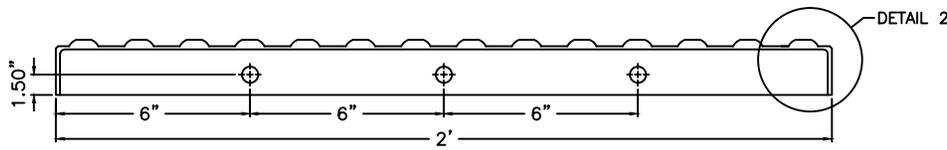
PAVER UNIT PLAN



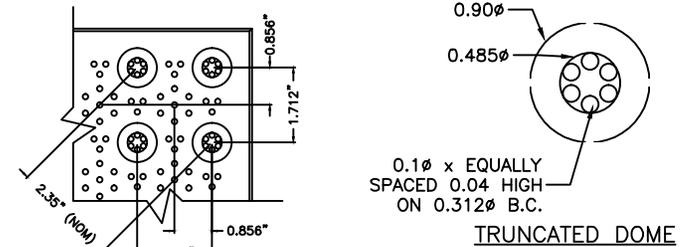
PAVER UNIT REFLECTED PLAN



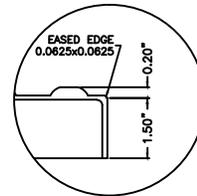
SECTION A



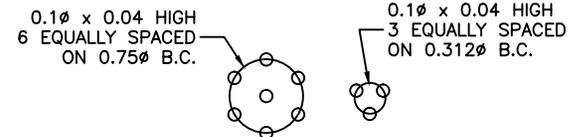
SECTION B



DETAIL 1



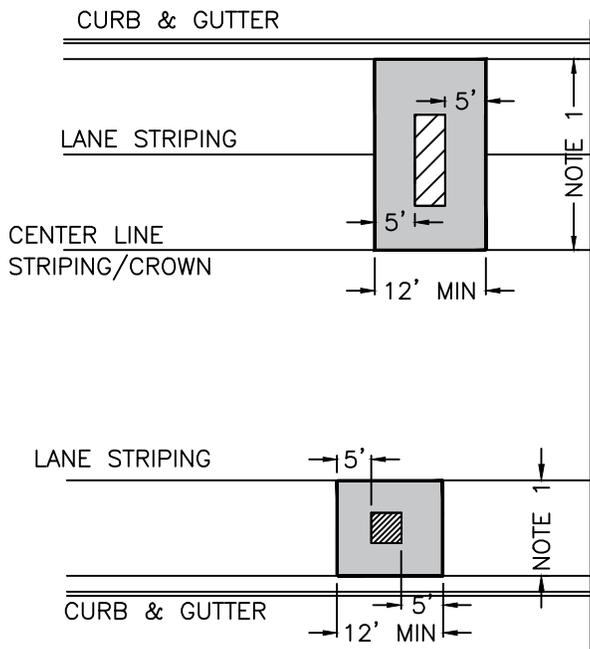
DETAIL 2



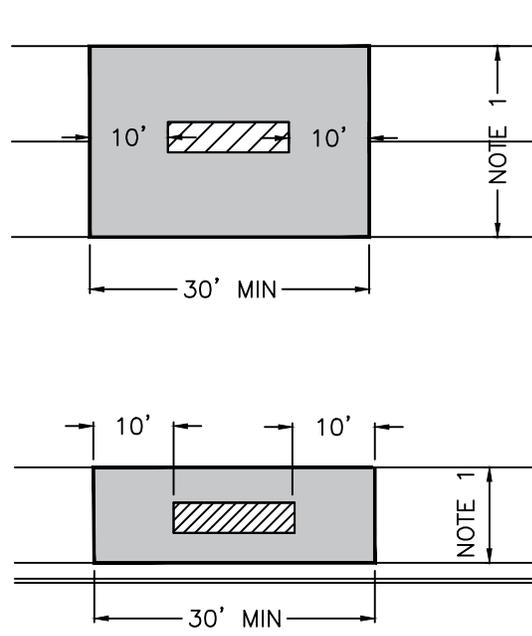
FIELD DOT PATTERNS

DRAWN BY DHR	Layton City	STANDARD DRAWING
SCALE NONE		SURFACE PAVER
DATE 2/05		ST-ST-12
REVISIONS		

MINIMUM MILL AND OVERLAY LIMITS FOR STREET EXCAVATION



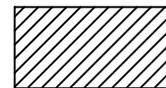
PERPENDICULAR TRENCHES



PARALLEL TRENCHES

NOTES:

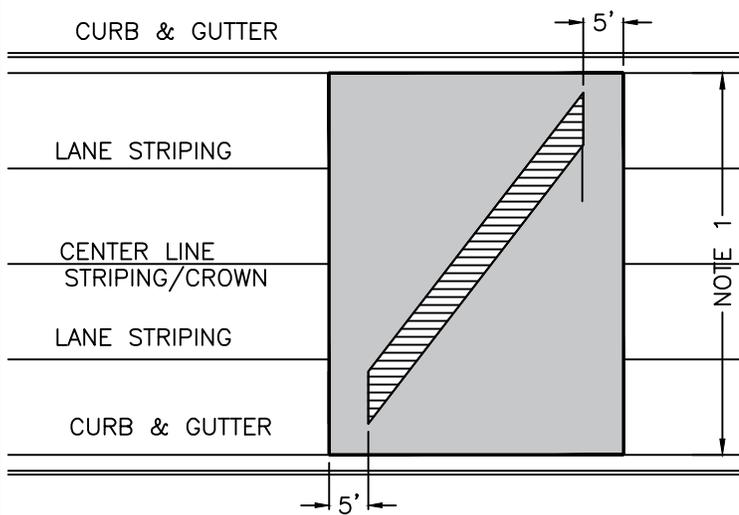
1. WIDTH OF MILL AND OVERLAY
EXTEND 2-INCH MILL AND OVERLAY TO THE EDGE OF THE ADJACENT TRAVEL LANE. MINIMUM OF 10-FOOT WIDE.
2. SURFACE LEVEL TOLERANCES
3/8 INCH PARALLEL TO STREET CENTERLINE AND 1/4 INCH TRANSVERSE TO STREET CENTERLINE AS MEASURED WITH A 10 FOOT LONG STRAIGHT EDGE.
3. MULTIPLE TRENCHES
MULTIPLE TRENCHES INTO THE STREET AN INDIVIDUAL STREET SYSTEM WILL REQUIRE A CONTIGUOUS MILL AND OVERLAY THAT ENCOMPASSES ALL TRENCHES.



TRENCH REPAIR



OVERLAY LIMITS



DIAGONAL TRENCHES

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SCALE	NONE
DATE	7/95
REVISIONS	

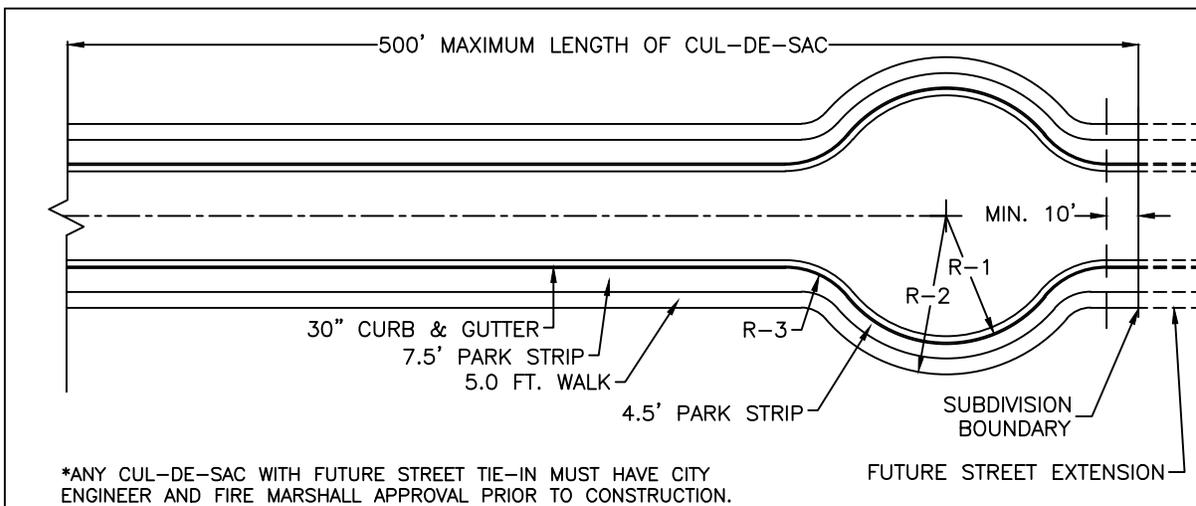
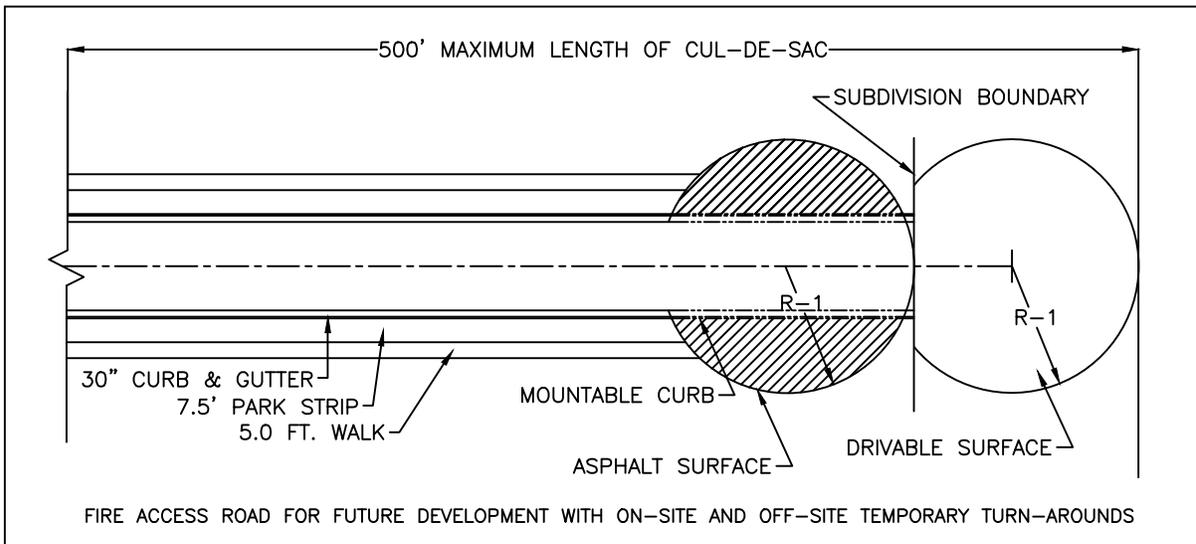
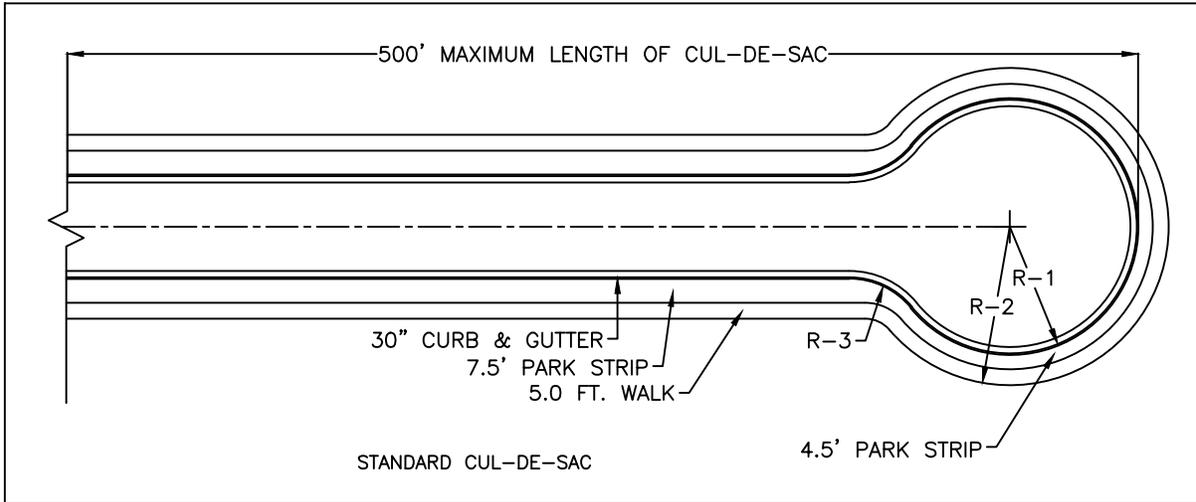
Layton
City

STANDARD
DRAWING

SEAL-LMT

ST-ST-13

STANDARD AND TEMPORARY CUL-DE-SAC



DRAWN BY
DHR
SCALE
NONE
DATE
3/96
REVISIONS
4/10

**Layton
City**

STANDARD
DRAWING

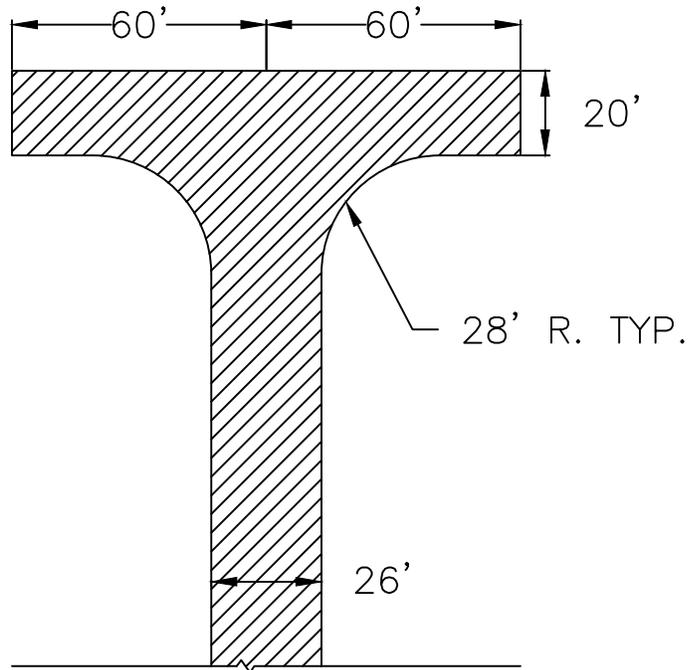
CULDESAC

ST-ST-14

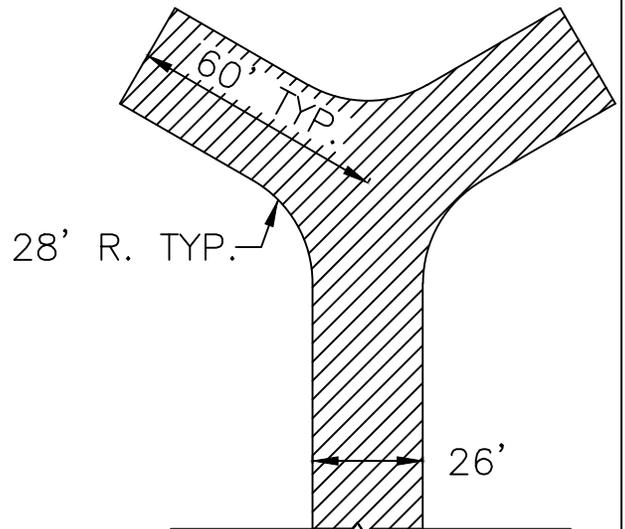
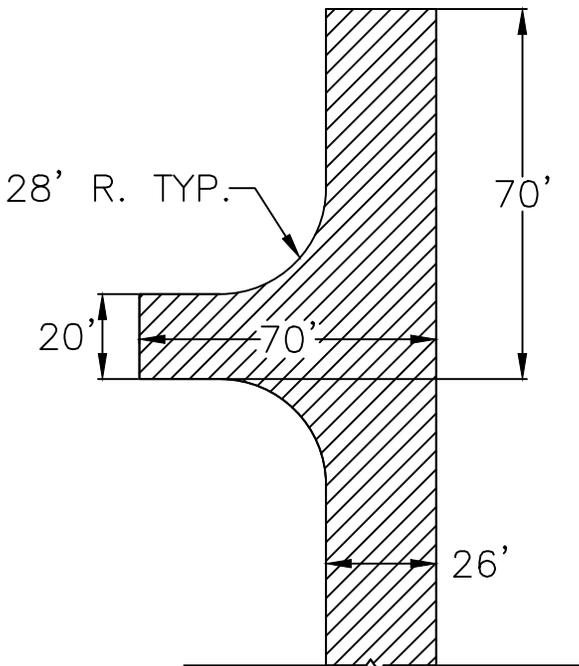
RADIUS (FT.)	
R-1 MINIMUM DRIVEABLE SURFACE	40
R-2 CENTER TO RIGHT-OF-WAY	50
R-3 BACK OF CURB RADIUS	25

DEAD END ACCESS WAY

ONLY ALLOWED IN SENSITIVE LAND AREA



120' HAMMERHEAD

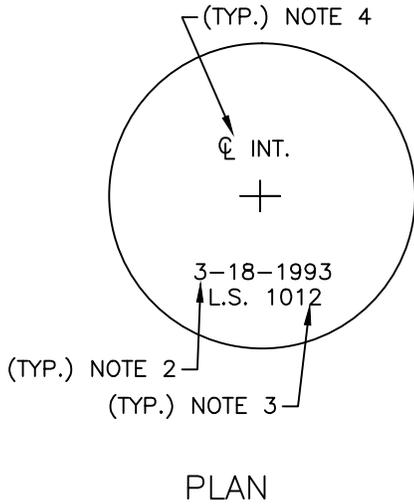


ALTERNATIVES TO 120' HAMMERHEAD

DRAWN BY DEAD-END	Layton City	STANDARD DRAWING
SCALE NONE		DEAD-END
DATE 11/93		ST-ST-15
REVISIONS 11/14		

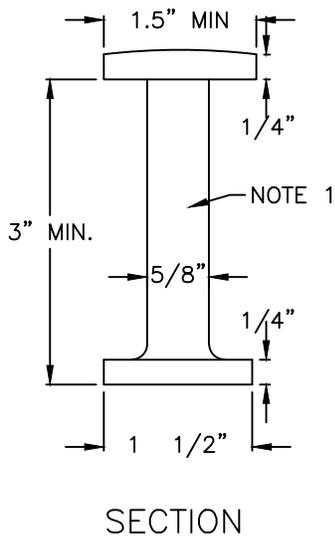
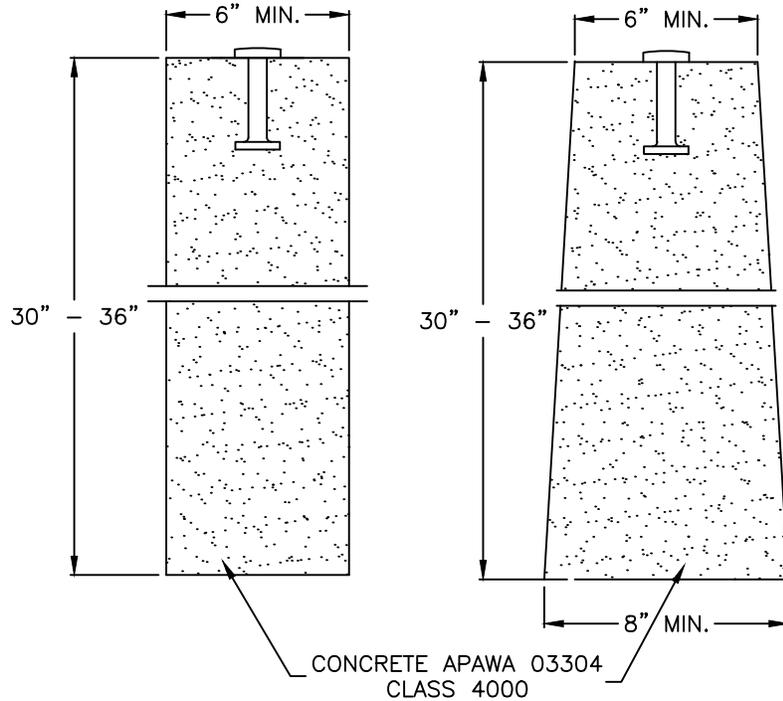
MONUMENT CAP AND BASE

MONUMENT CAP
SURVEYED BY LAND SURVEYORS



CAST IN PLACE
MONUMENT BASE

PRECAST
MONUMENT BASE



NOTES:

1. USE MONUMENT CAP (PLATE) OF BRASS OR BRONZE.
2. SHOW MONTH, DAY, AND YEAR WHEN CAP IS INSTALLED.
3. SHOW LICENSE NUMBER OF LAND SURVEYOR WHO SET THE CAP.
4. SHOW THE TYPE OF MONUMENT ON THE CAP. THE FOLLOWING IS A LIST OF COMMONLY USE ABBREVIATIONS:

ML. INT.	: MONUMENT LINE INTERSECTION
INT.	: INTERSECTION LINE
CL INT.	: CENTERLINE INTERSECTION
P.I.	: POINT OF INTERSECTION
P.C.	: POINT OF CURVATURE
P.T.	: POINT OF TANGENCY
P.O.C.	: POINT ON CURVE
P.R.C.	: POINT OF REVERSE CURVE
P.C.C.	: POINT OF COMPOUND CURVE
W.C.	: WITNESS CORNER
P.O.T.	: POINT ON TANGENT
S.C.	: SECTION CORNER

DRAWN BY DHR	Layton City	STANDARD DRAWING
SCALE NONE		MON-CAP
DATE 1/93		ST-ST-16
REVISIONS		

UTILITY LOCATION ON CURVED STREET MINIMUM RADIUS 200'

STORM DRAIN TYPICALLY
PLACED SOUTH AND WEST
OF LIP OF CURB.



WATERLINE TYPICALLY PLACED 4 FT. NORTH OR
EAST OF THE STREET CENTERLINE. BENDS ARE
REQUIRED ON WATERLINE WITH STREET
CENTERLINE RADIUS LESS THAN 220 FT.

MIN. 200' RADIUS

MIN. 200' RADIUS

STORM DRAIN AND LAND DRAIN
MAXIMUM 3 FT. EXTENSION
PAST TOP BACK OF CURB

SANITARY SEWER
TYPICALLY PLACED 9
FEET SOUTH AND WEST
OF STREET CENTERLINE.

LAND DRAIN TYPICALLY
PLACED 10 FEET
NORTH AND EAST OF
STREET CENTERLINE.

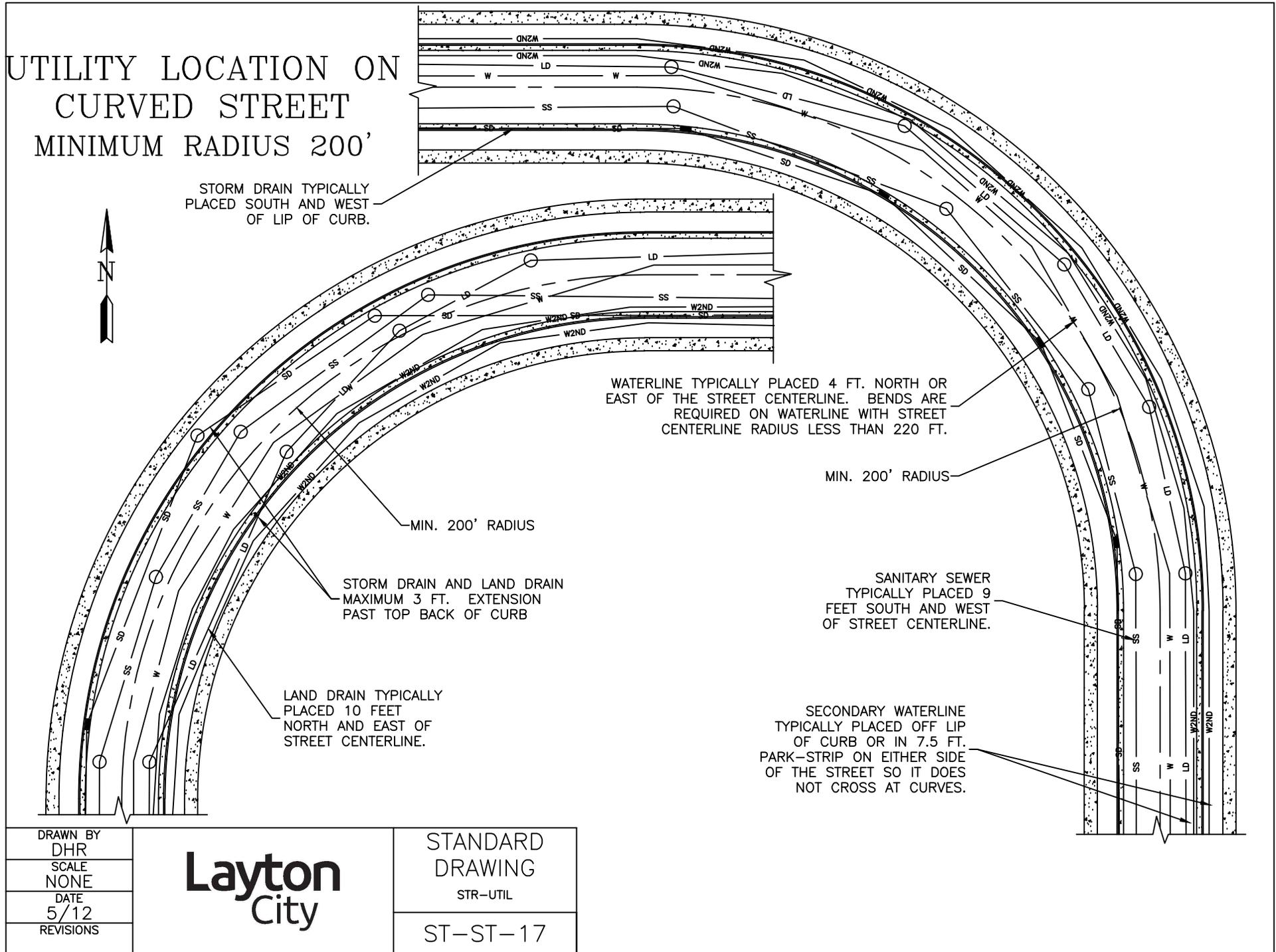
SECONDARY WATERLINE
TYPICALLY PLACED OFF LIP
OF CURB OR IN 7.5 FT.
PARK-STRIP ON EITHER SIDE
OF THE STREET SO IT DOES
NOT CROSS AT CURVES.

DRAWN BY
DHR
SCALE
NONE
DATE
5/12
REVISIONS

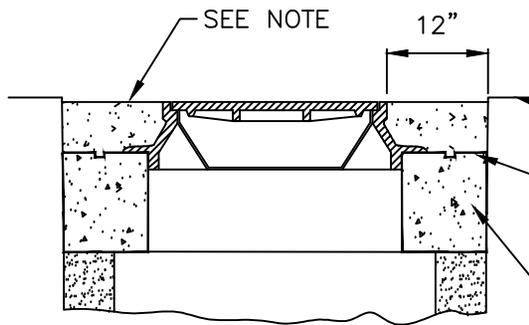
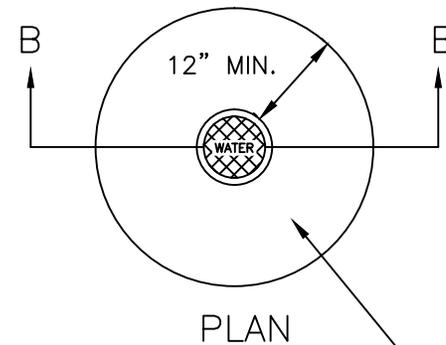
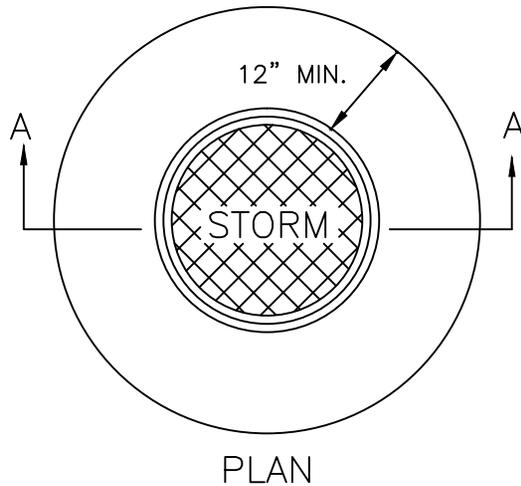
Layton
City

STANDARD
DRAWING
STR-UTIL

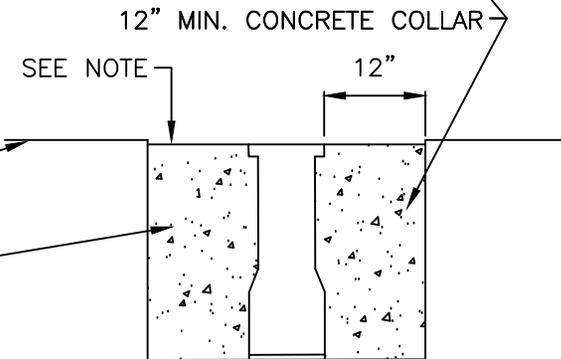
ST-ST-17



CONCRETE GRADE RING ADJUSTMENT



SECTION A



SECTION B

FINAL PAVEMENT SURFACE

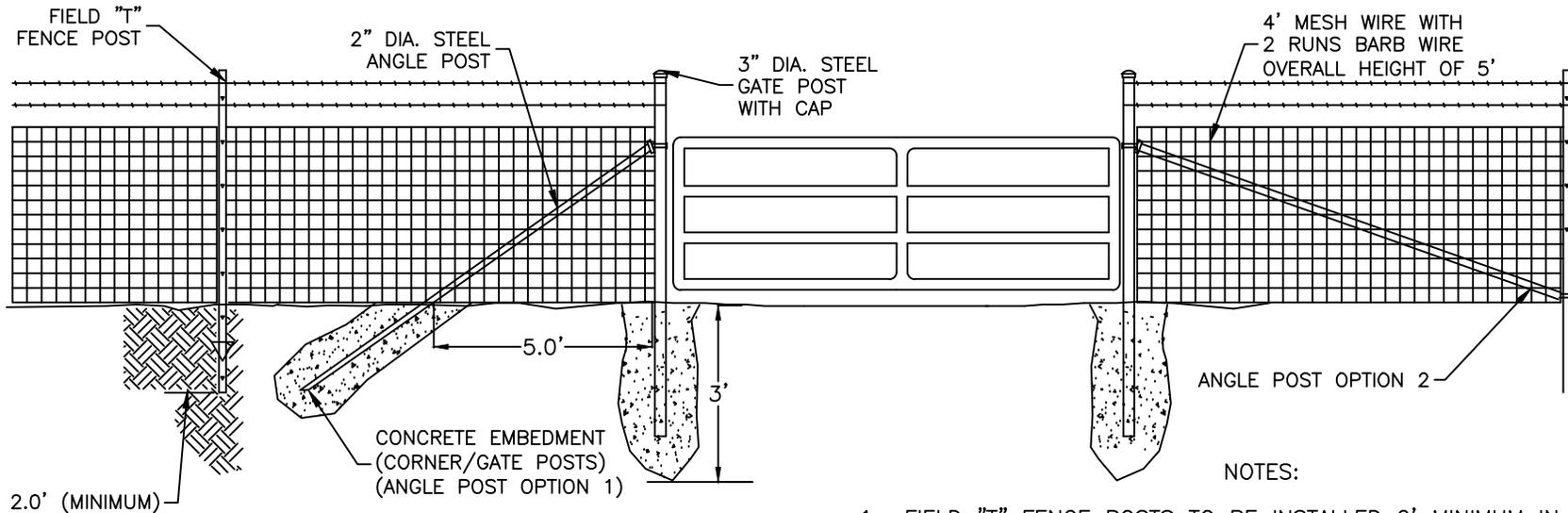
CONCRETE SHALL BE 4000 PSI

USE GRADE RINGS TO ADJUST FRAME TO GRADE

NOTE: FINISH GRADE TO BE 1/2" BELOW AND MATCH EXISTING SLOPE OF STREET PAVEMENT SURFACE.

DRAWN BY DHR SCALE NONE DATE 11/99 REVISIONS		STANDARD DRAWING GRADE-RING
		ST-ST-18

FIELD FENCE AND GATE

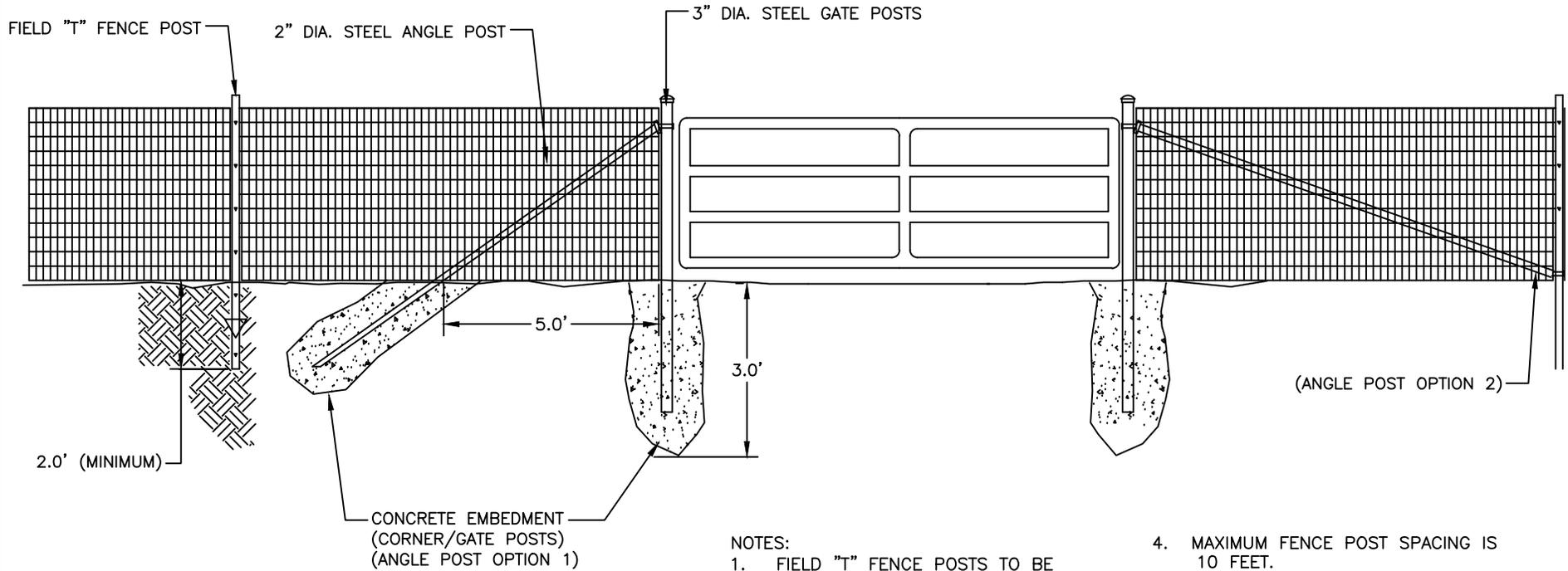


NOTES:

1. FIELD "T" FENCE POSTS TO BE INSTALLED 2' MINIMUM IN GROUND.
2. ALL CORNER AND GATE POST TO BE 3" DIAMETER SCHEDULE 40 STEEL POSTS EMBEDDED IN 3' ON CONCRETE WITH MIN 2" DIAMETER ANGLE POST.
3. MAXIMUM BRACE POST SPACING IS 400'.
4. FENCE TO BE CONNECTED TO FENCE POST WITH 10 GAUGE WIRE AT GROUND LEVEL, TOP OF FENCE POSTS, AND AT 1' SPACING BETWEEN (3 CONNECTIONS MINIMUM).
5. CONCRETE SHALL BE 6.0 BAG MIN. AND DESIGNED TO 4000 PSI ON A 28 DAY COMPRESSIVE TEST.
6. MAXIMUM FENCE POST SPACING IS 16 FEET WITH 2 - 36" STAYS (RED BRAND OR EQUAL) PER 16 FEET.
7. MESH TO BE 12 GAUGE GALVANIZED WIRE WITH 4"x4" SPACING (RED BRAND OR EQUAL).
8. BARB WIRE TO BE 50 DEFENDER WITH 2 RUNS WITH 6" SPACING (RED BRAND OR EQUAL).

DRAWN BY SH	<h1 style="margin: 0;">Layton City</h1>	STANDARD DRAWING
SCALE NONE		FIELD FENCE
DATE 11/10		ST-ST-19
REVISIONS		

NON-CLIMBING FIELD FENCE AND GATE



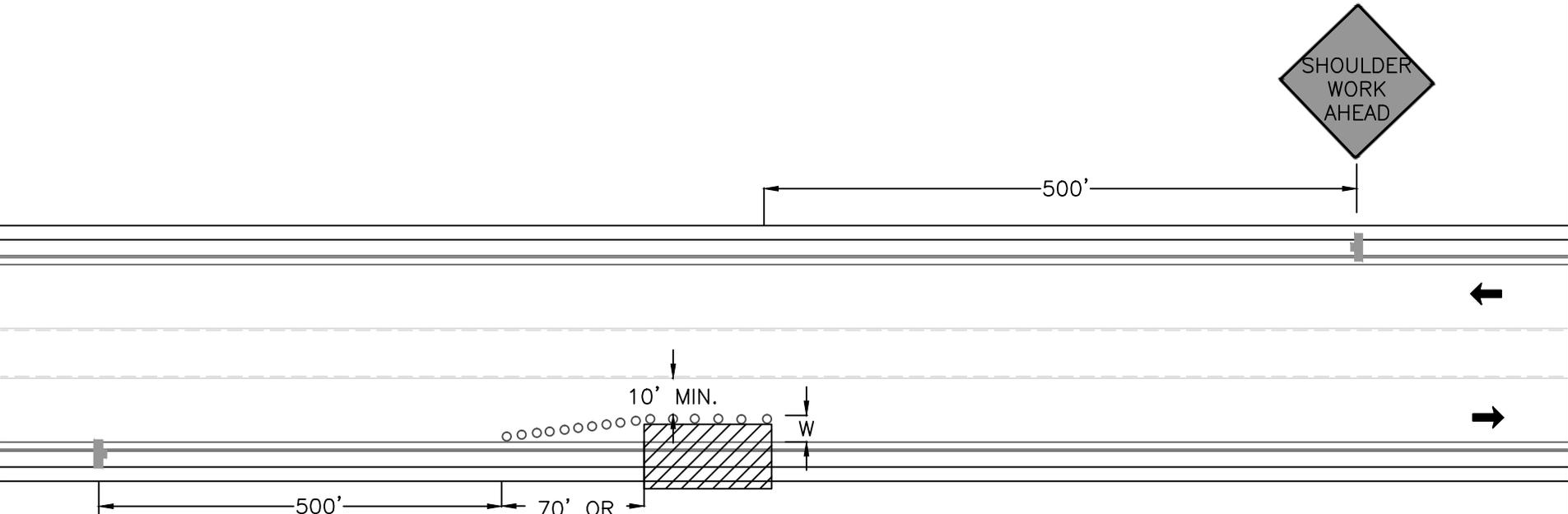
5.0 FT. HIGH NON-CLIMBING FENCE OR
4.0 FT. HIGH NON-CLIMBING FENCE
WITH ONE STRAND OF BARB WIRE

NOTES:

1. FIELD "T" FENCE POSTS TO BE INSTALLED 2' MINIMUM IN GROUND.
2. ALL CORNER AND GATE POST TO BE 3" DIAMETER SCHEDULE 40 STEEL POSTS EMBEDDED IN 3' OF CONCRETE WITH MIN 2" DIAMETER ANGLE POST.
3. FENCE TO BE CONNECTED TO FENCE POST WITH 10 GAUGE WIRE AT GROUND LEVEL, TOP OF FENCE POSTS, AND AT 1' SPACING BETWEEN (3 CONNECTIONS MINIMUM).
4. MAXIMUM FENCE POST SPACING IS 10 FEET.
5. CONCRETE SHALL BE 6.0 BAG MIN. AND DESIGNED TO 4000 PSI ON A 28 DAY COMPRESSIVE TEST.
6. MAXIMUM BRACE POST SPACING IS 400 FEET.

DRAWN BY DHR	<h2 style="margin: 0;">Layton City</h2>	STANDARD DRAWING
SCALE NONE		NO CLIMB FNC
DATE 12/99		ST-ST-20
REVISIONS		

SHOULDER WORK WITH MINOR ENCROACHMENT 66-FOOT RIGHT OF WAY



NOTES:

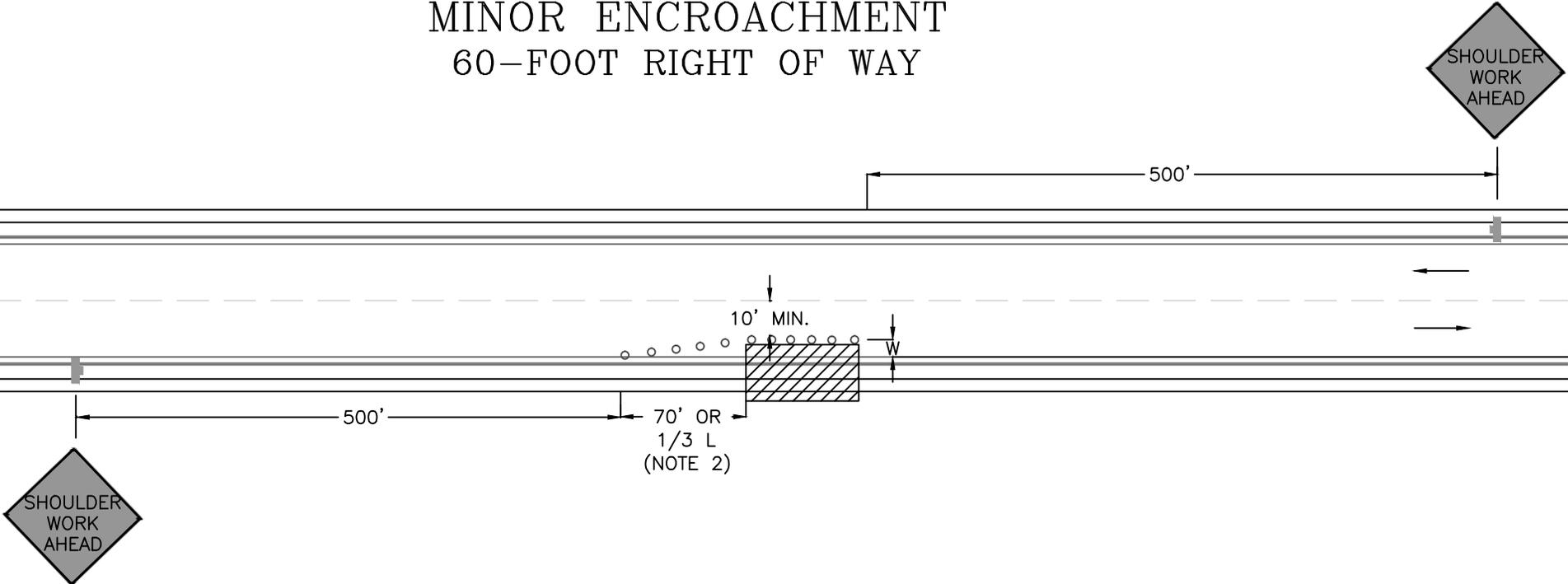
1. FOR NIGHTTIME USE, CONES AND WARNING SIGNS SHALL BE EQUIPPED WITH LIGHTING DEVICES FOR MAXIMUM VISIBILITY.
2. THIS EXAMPLE IS FOR A 40 MPH SPEED LIMIT (S) AND AN OFFSET (W) OF 8.0'. $L = WSS/60$. IN THIS EXAMPLE, $L = (8 \times 40 \times 40) / 60 = 213.3'$. $1/3 L = 213.3 / 3 = 71$ OR ROUND TO 70.0'.

DRAWN BY AM
SCALE NONE
DATE 5/08
REVISIONS 3/12



STANDARD DRAWING SLDR 66' ROW
ST-ST-21

SHOULDER WORK WITH MINOR ENCROACHMENT 60-FOOT RIGHT OF WAY

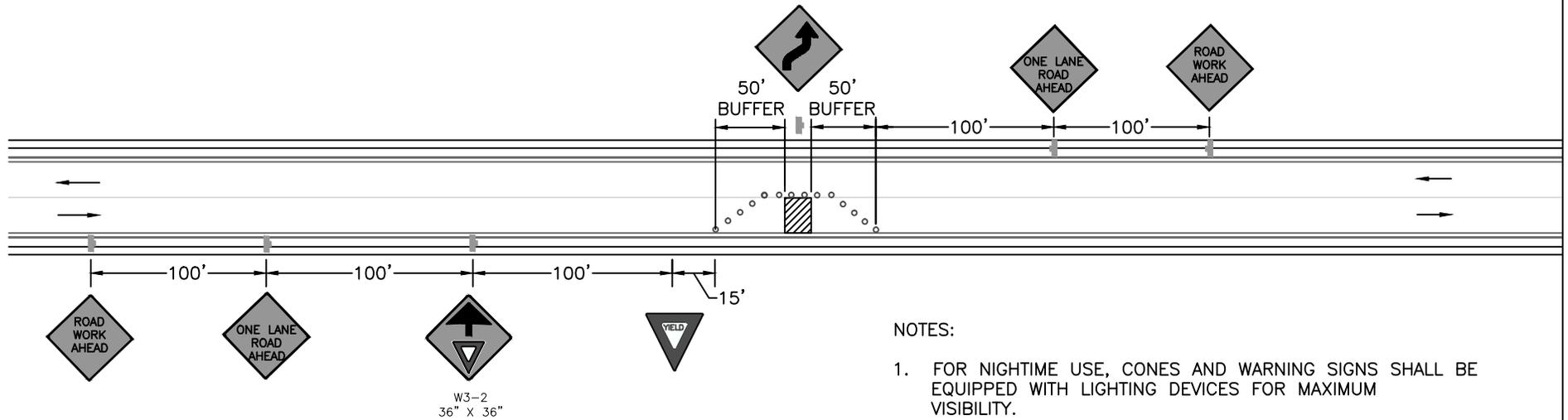


NOTES:

1. FOR NIGHTTIME USE, CONES AND WARNING SIGNS SHALL BE EQUIPPED WITH LIGHTING DEVICES FOR MAXIMUM VISIBILITY.
2. THIS EXAMPLE IS FOR A 40 MPH SPEED LIMIT (S) AND AN OFFSET (W) OF 8.0'. $L = WS/S$. IN THIS EXAMPLE, $L = (8 \times 40 \times 40) / 60 = 213.3'$. $1/3 L = 213.3 / 3 = 71$ OR ROUND TO 70.0'.

DRAWN BY AM	<h2 style="margin: 0;">Layton City</h2>	STANDARD DRAWING
SCALE NONE		SLDR 60' ROW
DATE 5/08		ST-ST-22
REVISIONS 3/12		

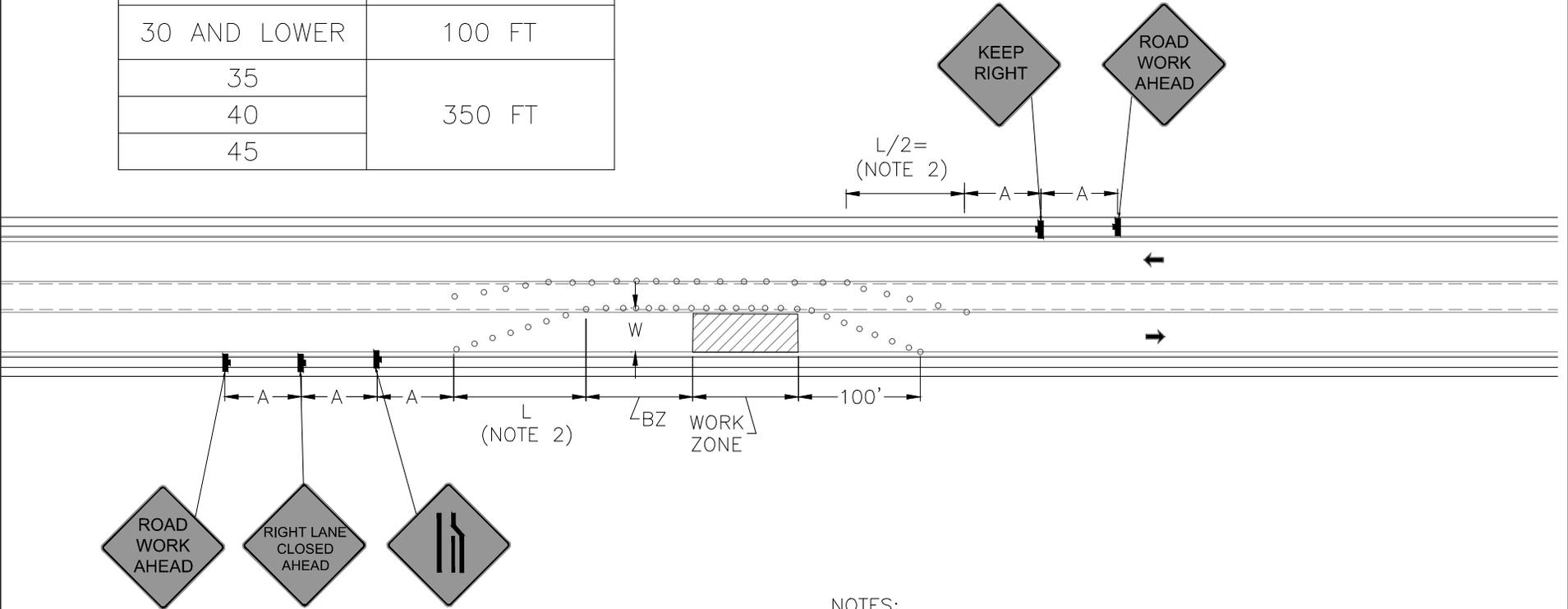
LANE CLOSURE ON TWO LANE ROAD WITH LOW TRAFFIC VOLUMES



DRAWN BY AM	<h2 style="margin: 0;">Layton City</h2>	STANDARD DRAWING
SCALE NONE		LANE CLOSURE
DATE 6/08		ST-ST-23
REVISIONS 3/12		

SIGN SPACING CHART	
POSTED SPEED(S) MPH	MINIMUM SIGN SPACING (A)
30 AND LOWER	100 FT
35	350 FT
40	
45	

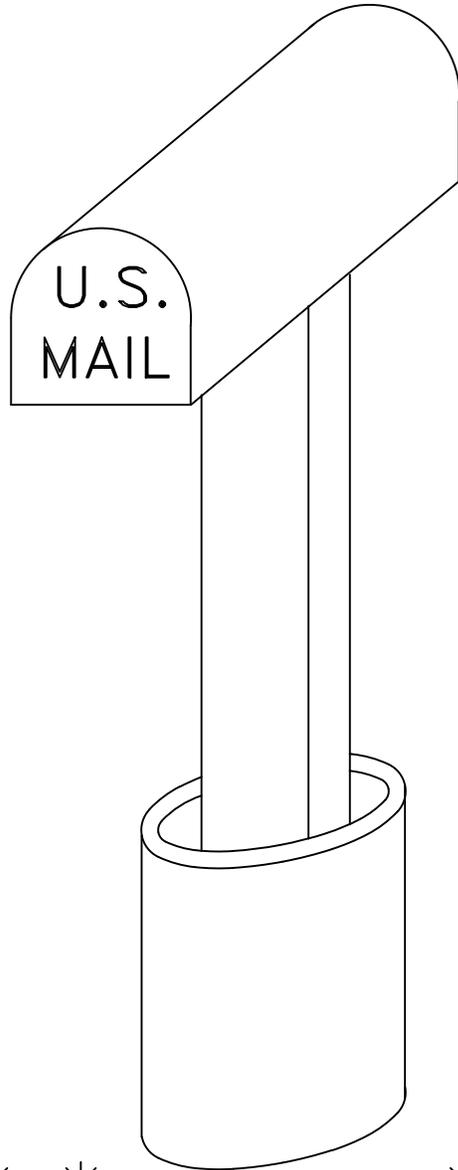
LANE SHIFT



- NOTES:
1. FOR NIGHTTIME USE, CONES AND WARNING SIGNS SHALL BE EQUIPPED WITH LIGHTING DEVICES FOR MAXIMUM VISIBILITY.
 2. FOR SPEEDS OF 40 MPH AND LESS $L = (W \cdot S^2) / 60$. FOR SPEEDS GREATER THAN 40 MPH $L = W \cdot S$, WHERE S = POSTED SPEED.
 3. 10.0-FT MIN LANES REQUIRED.

DRAWN BY AM SCALE NONE DATE 6/08 REVISIONS		STANDARD DRAWING LANE SHIFT
		ST-ST-24

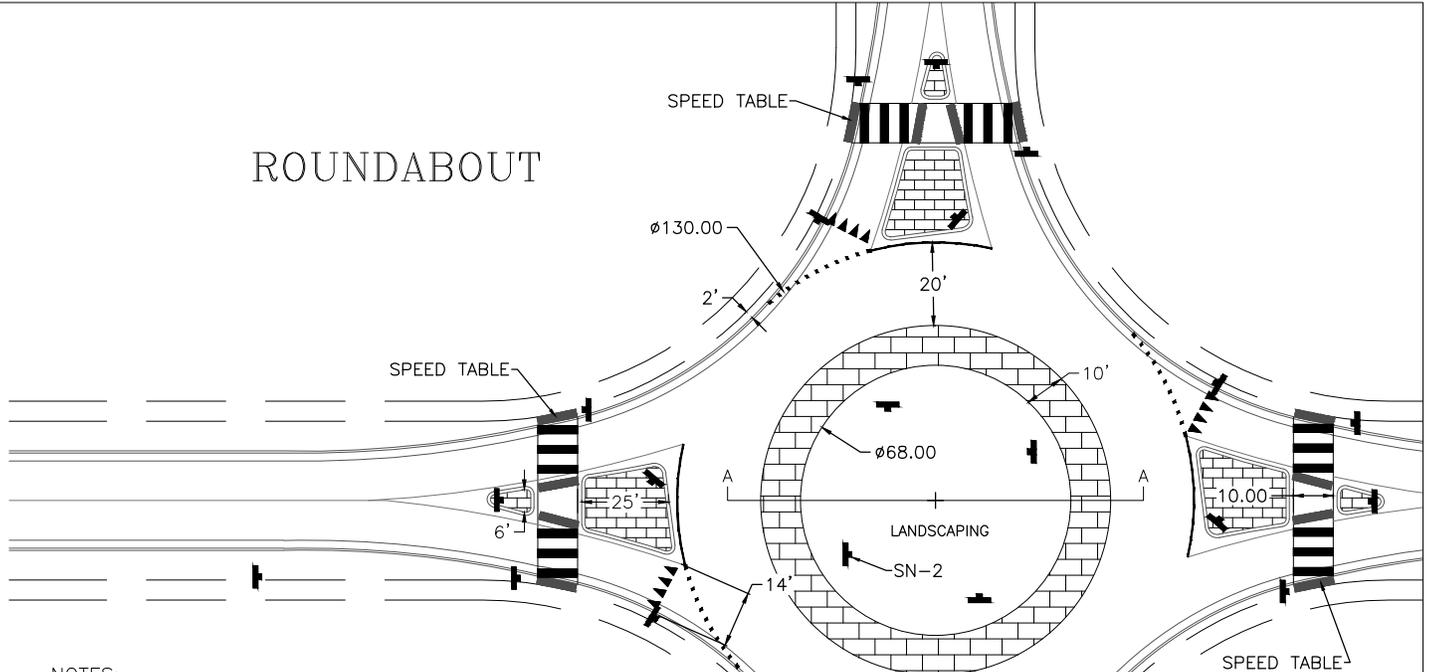
TEMPORARY MAIL SERVICE



ACCEPTABLE TEMPORARY MAIL SERVICE
MUST BE MOVABLE AND ON STABLE BASE

DRAWN BY DHR	Layton City	STANDARD DRAWING
SCALE NONE		MAILBOX
DATE 3/94		ST-ST-25
REVISIONS		

ROUNDAABOUT

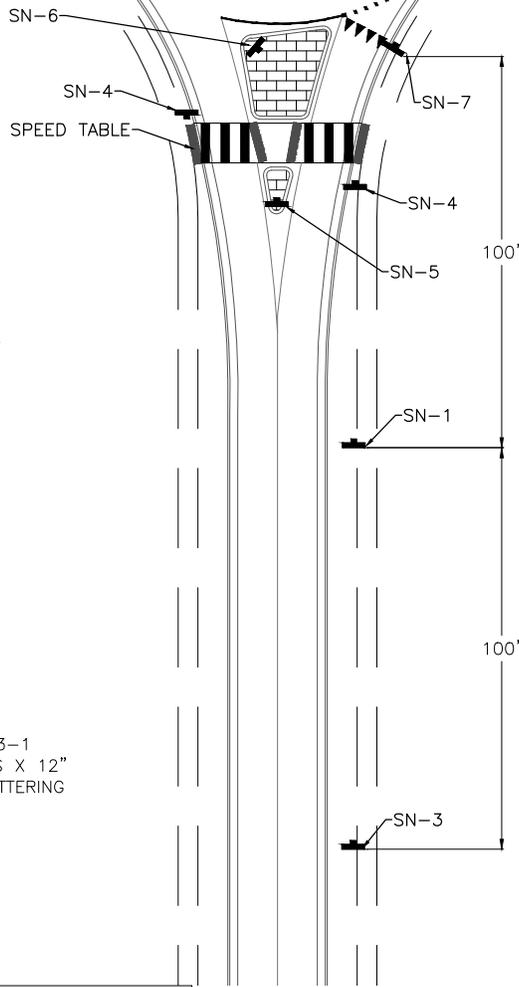


NOTES:

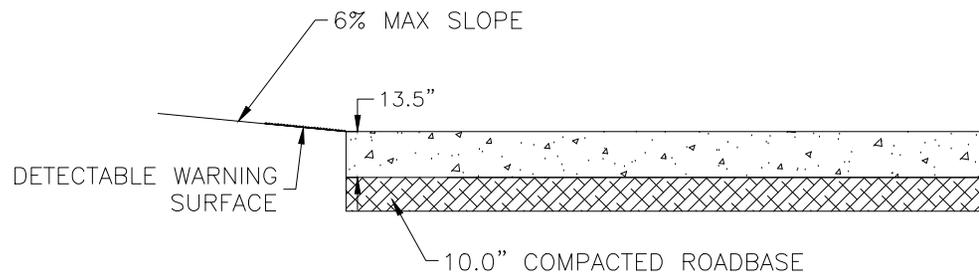
- 1) ALL ROUNDAABOUTS SHALL CONFORM TO THE FHWA DESIGN STANDARDS.
- 2) TO BE USED ON COLLECTOR ROADS AS APPROVED BY THE CITY ENGINEER.
- 3) REFER TO ST-ST-27 FOR DETAILS OF SPEED TABLE DESIGN AND CROSS SECTION "A-A".

LEGEND

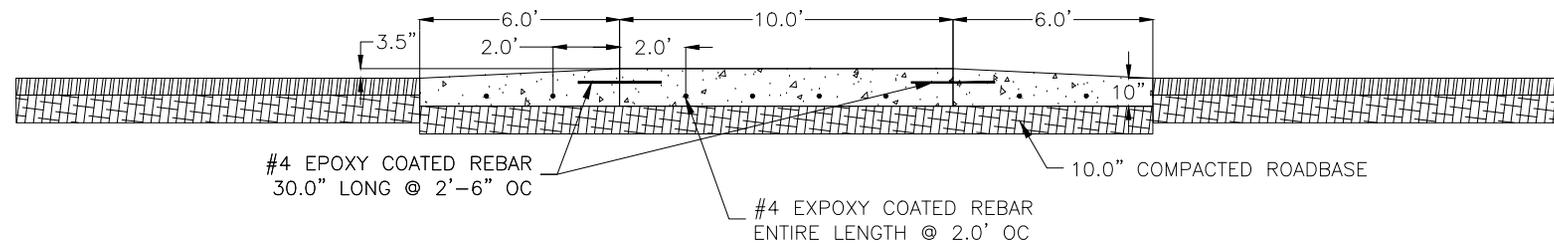
<p>SN-1</p> <p>W2-6 30" X 30"</p> <p>ROUNDABOUT</p> <p>W16-17P 24" X 12"</p> <p>SPEED LIMIT</p> <p>R2-1 24" X 30"</p> <p>15</p>	<p>SN-4</p> <p>W11-2 30" X 30"</p> <p>W16-7P 24" X 12"</p> <p>SN-5</p> <p>R4-7 24" X 30"</p> <p>SN-6</p> <p>Street →</p> <p>D3-1 VARIES X 12" 8" LETTERING</p>
<p>SN-2</p> <p>ONE WAY SIGN R6-1</p>	<p>SN-3</p> <p>W3-5 30" X 30"</p> <p>SN-7</p> <p>YIELD SIGN R1-2</p>



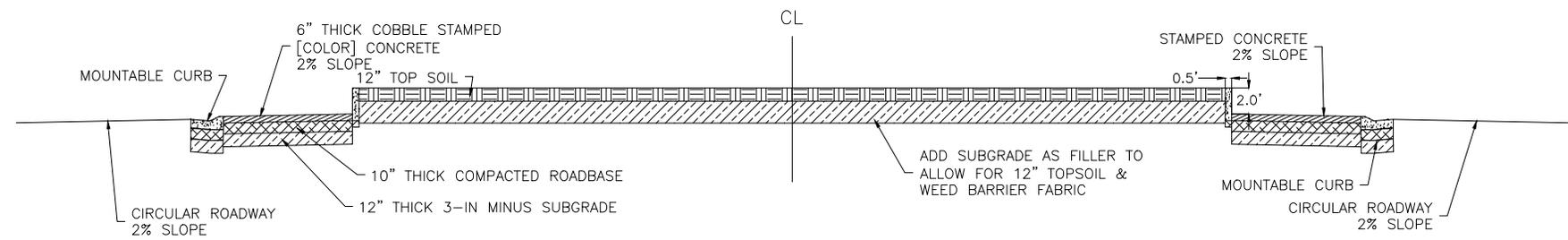
DRAWN BY AB	<h1>Layton City</h1>	STANDARD DRAWING
SCALE NONE		ROUNDABOUT
DATE 2/16		ST-ST-26
REVISIONS		



SPEED TABLE TIE INTO SIDEWALK



SPEED TABLE DESIGN



TYPICAL CROSS SECTION "A-A"

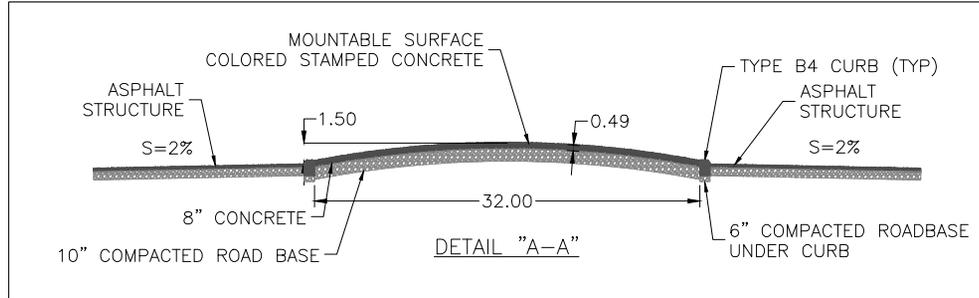
DRAWN BY	AB
SCALE	NTS
DATE	4/16
REVISIONS	NONE



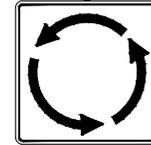
STANDARD DRAWING
ROUND DETAIL
ST-ST-27

ROUNDBABOUT DETAILS

TRAFFIC CIRCLE

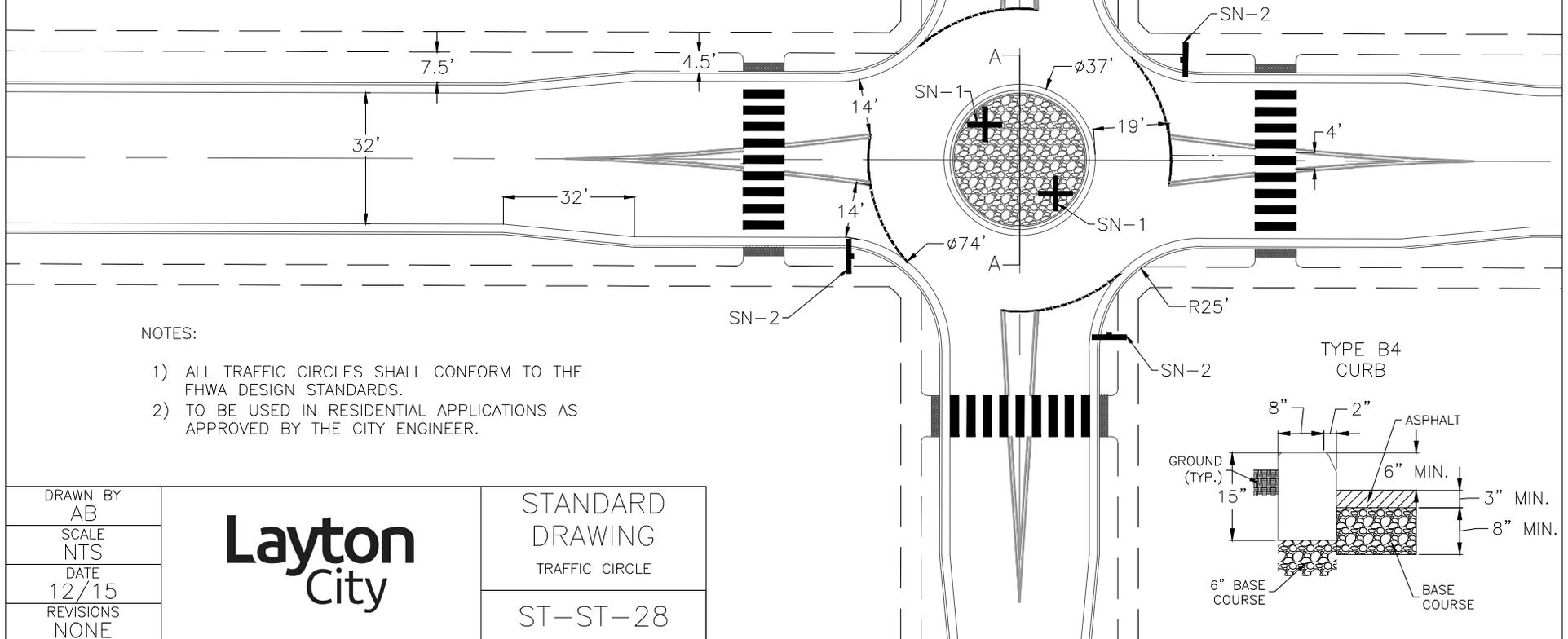


SN-2
YIELD SIGN
R1-2



R6-5P

SN-1
STREET NAME SIGN
D3-1



NOTES:

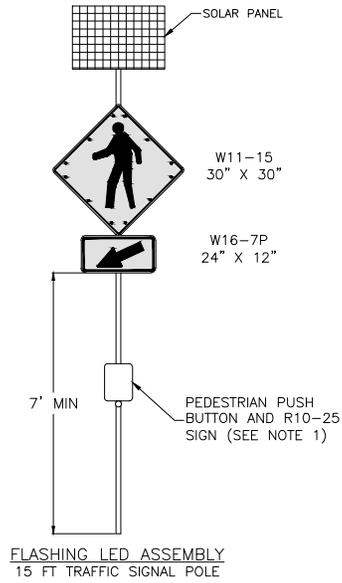
- 1) ALL TRAFFIC CIRCLES SHALL CONFORM TO THE FHWA DESIGN STANDARDS.
- 2) TO BE USED IN RESIDENTIAL APPLICATIONS AS APPROVED BY THE CITY ENGINEER.

DRAWN BY	AB
SCALE	NTS
DATE	12/15
REVISIONS	NONE



STANDARD DRAWING
TRAFFIC CIRCLE
ST-ST-28

STANDARD CROSSWALK SIGNS AND STRIPING



NOTES:

1. THE CITY ENGINEER MAY APPROVE HAVING THE LIGHTS FLASH AT ALL TIMES. IN THIS CASE, THE PEDESTRIAN PUSH BUTTON SHOULD NOT BE INSTALLED.

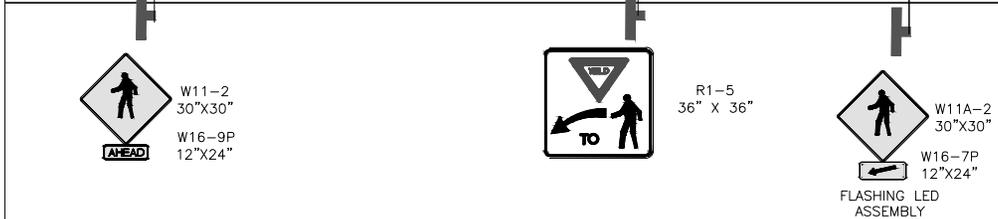
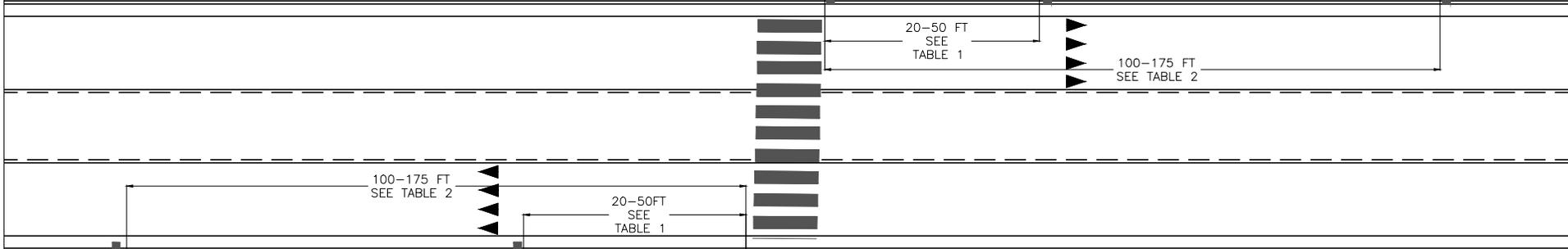
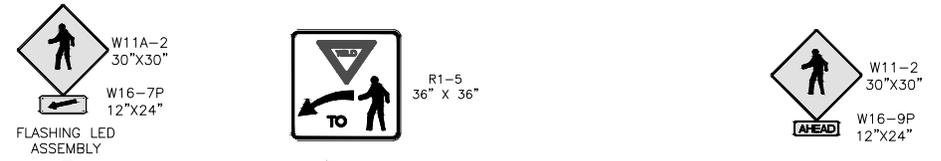


TABLE 1: PLACEMENT OF YIELD LINES	
25 MPH AND BELOW	20 Ft
30-40 MPH	35 Ft
45 MPH AND ABOVE	50 Ft

TABLE 2: PLACEMENT OF WARNING SIGNS	
35 MPH AND BELOW	100 Ft
40 MPH	125 Ft
45 MPH	175 Ft

DRAWN BY	AB
SCALE	NONE
DATE	2/16
REVISIONS	

**Layton
City**

STANDARD
DRAWING
CROSSWALKS

ST-ST-29