



ROAD SAFETY AUDIT: 900 WEST IN SALT LAKE CITY

8/24/2026

PREPARED FOR:



SUBMITTED BY:



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1. INTRODUCTION

Salt Lake City, Utah, submitted a request to the Wasatch Front Regional Council (WFRC) to conduct a Road Safety Audit along 900 West. WFRC approved this request and retained METHODS Consulting as a third-party consultant to perform a Road Safety Audit with WFRC, staff from Salt Lake City, and residents in March 2026. This report summarizes the existing conditions of the project area, observations made in the field and short-, medium-, and long-term recommendations.

Road Safety Audit Definition

According to the Federal Highway Administration (FHWA), a **Road Safety Audit (RSA)** is a formal safety performance examination of an existing or future road or intersection by an independent, multidisciplinary team. It qualitatively estimates and reports on potential road safety issues and identifies opportunities for safety improvements for all road users.

Figure 1: Summary of What RSAs Are and Are Not

RSAs <u>are</u> :	RSAs <u>are not</u> :
♦ Focused on road safety ♦ A formal examination ♦ Proactive in nature ♦ Conducted by a multidisciplinary team ♦ Conducted by a team independent of the operations, design, or ownership of the facility ♦ Conducted by a qualified team ♦ Broad enough to consider the safety of all road users of the facility ♦ Qualitative in nature	♦ A means to evaluate the design of a facility ♦ A check of compliance with standards ♦ A means of ranking or justifying one project over another ♦ A means of rating one design option over another ♦ A redesign of a project ♦ A crash investigation (although the crash history of an existing facility is reviewed by an RSA team)

Road Safety Audit Meetings and Process

As noted above, the RSA process is conducted in accordance with FHWA guidelines. **Figure 2** outlines the steps involved in an RSA.



Figure 2: Key Steps in a Road Safety Audit

Stakeholders and points of contact participate throughout the process, particularly during key meetings. The kick-off meeting introduced concept of an RSA, its process, and the responsibilities of the point of contact. At the organization meeting, WFRC staff, METHODS staff, and the point of contact identified the following locations for the field review:

- 800 North
- 200 North
- North Temple
- 900 South
- California Avenue

At the stakeholder meeting the RSA process was introduced, key features of the corridor were presented, and the plan for the field review was outlined. At the field review, observations were made at the locations outlined above. Key takeaways from the field review are included in the Appendix. The consultant team presented the identified key concerns and potential solutions at the intermediate meeting.

Project Team and Field Review

RSAs require an independent, qualified, and multidisciplinary team of experts. Team members should act independently of the project owner/design team and have the freedom, ability, and comfort to comment frankly on potentially controversial safety issues. Having a combination of skills and experience in different areas is also helpful to ensure the most critical aspects of the project are addressed¹.

The 900 West RSA's team included 13 members, identified in **Table 1** with the elements of the audit for which they were present. Erica Wygonik of METHODS Consulting was the RSA team leader; Jeremy Searle from METHODS led the Field Review.

¹ FHWA Road Safety Audit Guidelines, Publication No. FHWA-SA-06-06, page 27

Table 1: RSA Team Members and Attendance

Name	Agency	AM Peak Hour Review	Stakeholder Meeting	Field Review	PM Peak Hour Review	Intermediate Results Meeting
Mary Sizemore	Salt Lake City		X	X		X
Jordan Bartholomew	Bike Utah		X	X		
Alicia DeLeón	Salt Lake City Mayor's Office		X	X		X
Preston Larson	UTA		X			X
Lawrence Suggars	Resident		X	X		X
Eldon Oliver	Salt Lake City Police Department					X
Fariba Soltani	WFRC		X	X		X
Wayne Bennion	WFRC					X
Erica Wygonik (team leader)	METHODS (Consultant)					
Ian MacGregor	METHODS (Consultant)	X	X	X	X	
Dallas Wall	METHODS (Consultant)		X	X		
Jeremy Searle	METHODS (Consultant)	X	X	X		X
Scott Johnson	METHODS (Consultant)					X

The team gathered for a stakeholder meeting at the Sorenson Center at 9:00 am on 4 March 2026, then held a field review, driving the corridor and making stops at key locations to discuss and observe together. METHODS also observed the corridor throughout the day, including specific observations at the 900 North and 800 North pedestrian crossings during periods before and after school started. After the formal field review was over, METHODS collected speed data and made additional observations throughout the corridor. Findings and analysis from these observations are included in this report.

Following the field review and additional observations, METHODS met with members of the RSA team to discuss a list of short-, medium-, and long-term recommendations to include in the final report.

2. PROJECT CONTEXT

The total length of the study corridor is the 4.6-mile segment between 1000 North and SR-201. The project corridor is located to the west of I-15, east of Redwood Road (SR-68).

900 West is a north-south route and is a federal aid eligible road (2258)². Land use surrounding 900 West varies between residential and mixed-use. The mixed-use land uses are between 2100 South and 1700 South, as well as between 200 South and 200 North. On the east side of 900 West north of 700 North, the housing units are multi-family. All other residential units along the corridor are single-family.

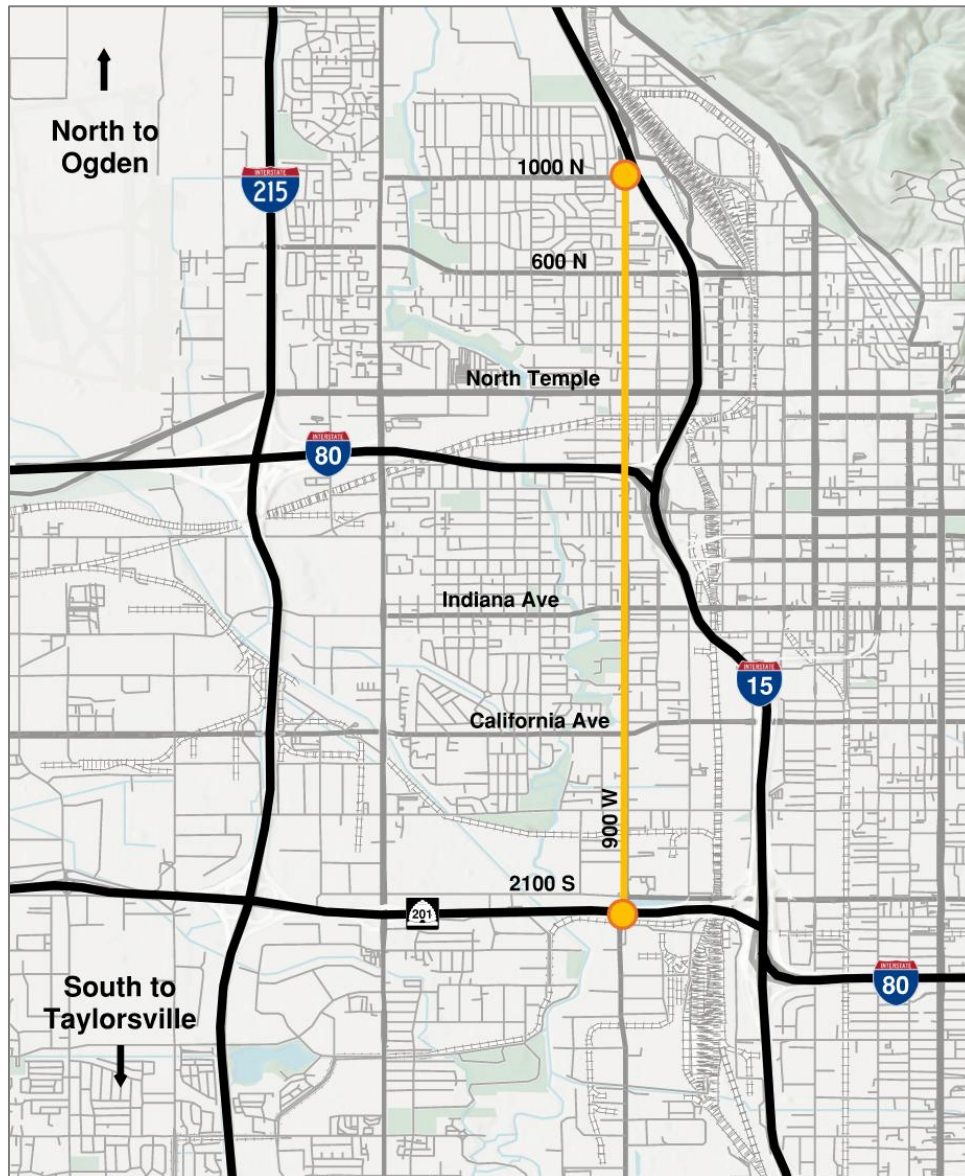


Figure 3: Project Location

² Federal-aid eligible roads are roads the Federal-Aid Highway Program supports with financial assistance for the nation's highway network, which includes locally owned roads. <https://www.fhwa.dot.gov/federal-aidessentials/federalaid.cfm>

Planned Improvements

There are currently plans to improve locations along the project corridor. Construction for some of these improvements is expected to begin in the summer of 2026 (in blue in **Figure 4**). The full plans are included in the Appendix. In addition, spot improvements are planned at 800 N and 900 N to support Safe Routes to School for Rose Park Elementary, and a segment of the road from North Temple to 600 N is planned to be reconstructed, with construction anticipated in 2027. The planned improvements along the study corridor are described in **Figure 4**.

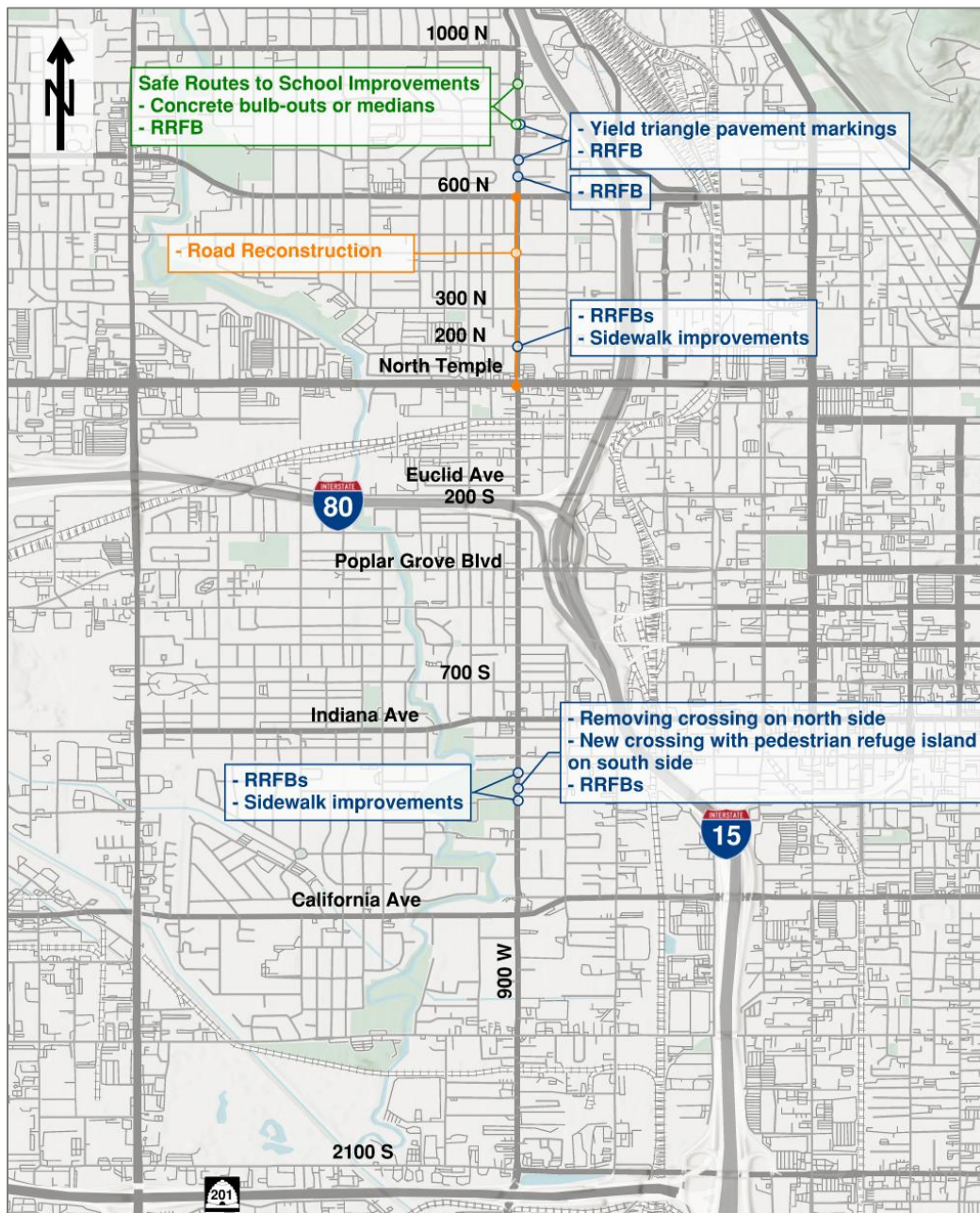


Figure 4: Planned Improvements Along the Study Corridor

Power District Transportation Study

The Power District Transportation Study, completed in 2025, analyzes transportation options serving the Power District in Salt Lake City and informs projects that enhance multimodal connectivity as the area redevelops. As part of this study, 900 West was identified as a project location. The study recommended converting the median turn lane to a raised median and reallocating right-of-way for turn lanes to upgrade the existing bicycle lanes to separated bicycle lanes. A cross section of 900 West showing these conceptualized improvements is shown in *Figure 5*.

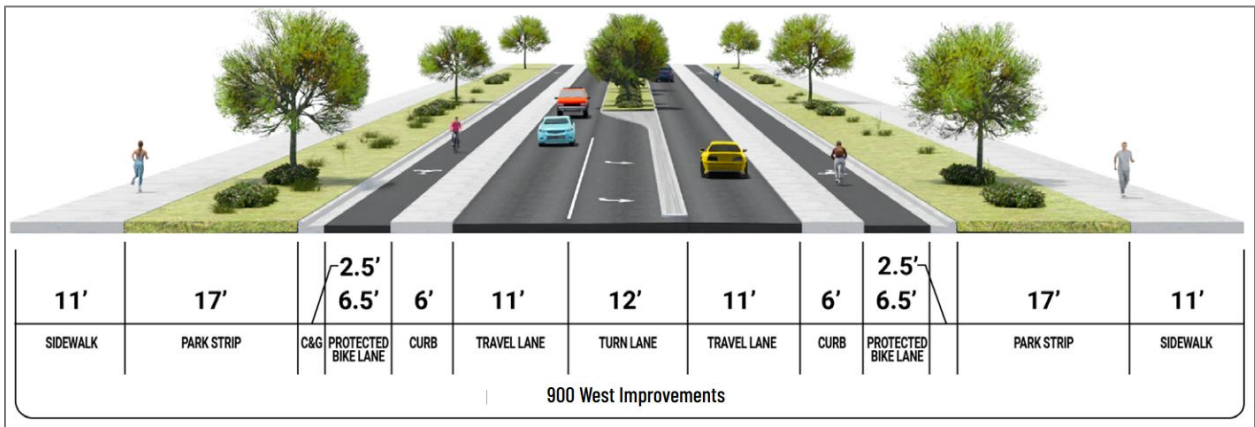


Figure 5: 900 West Cross Section from Power District Transportation Study

WFRC Comprehensive Safety Action Plan

The WFRC Comprehensive Safety Action Plan (CSAP) was completed in 2024. This plan presents strategies to reduce roadway fatalities and serious injuries in the WFRC region. 900 West was one of the corridors identified in the plan for safety improvements. Safety measures identified in the plan are shown in *Figure 6*.

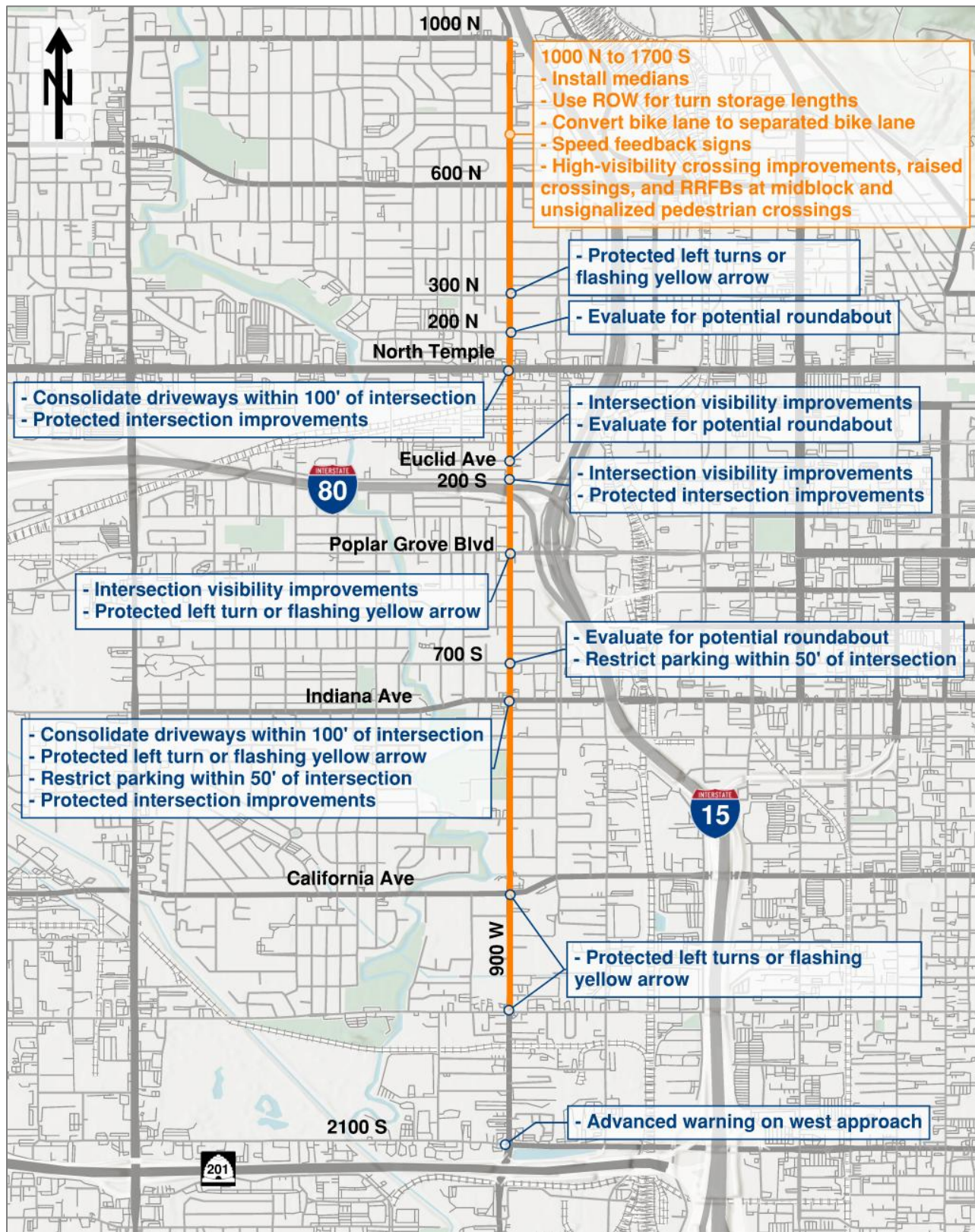


Figure 6: Safety Measures Identified in WFRCSAP

3. EXISTING CONDITIONS

The study corridor is the 4.6-mile segment between 1000 North and SR-201.

Roadway Cross Section

Currently, the cross section of the corridor varies, as shown in **Figure 7**.

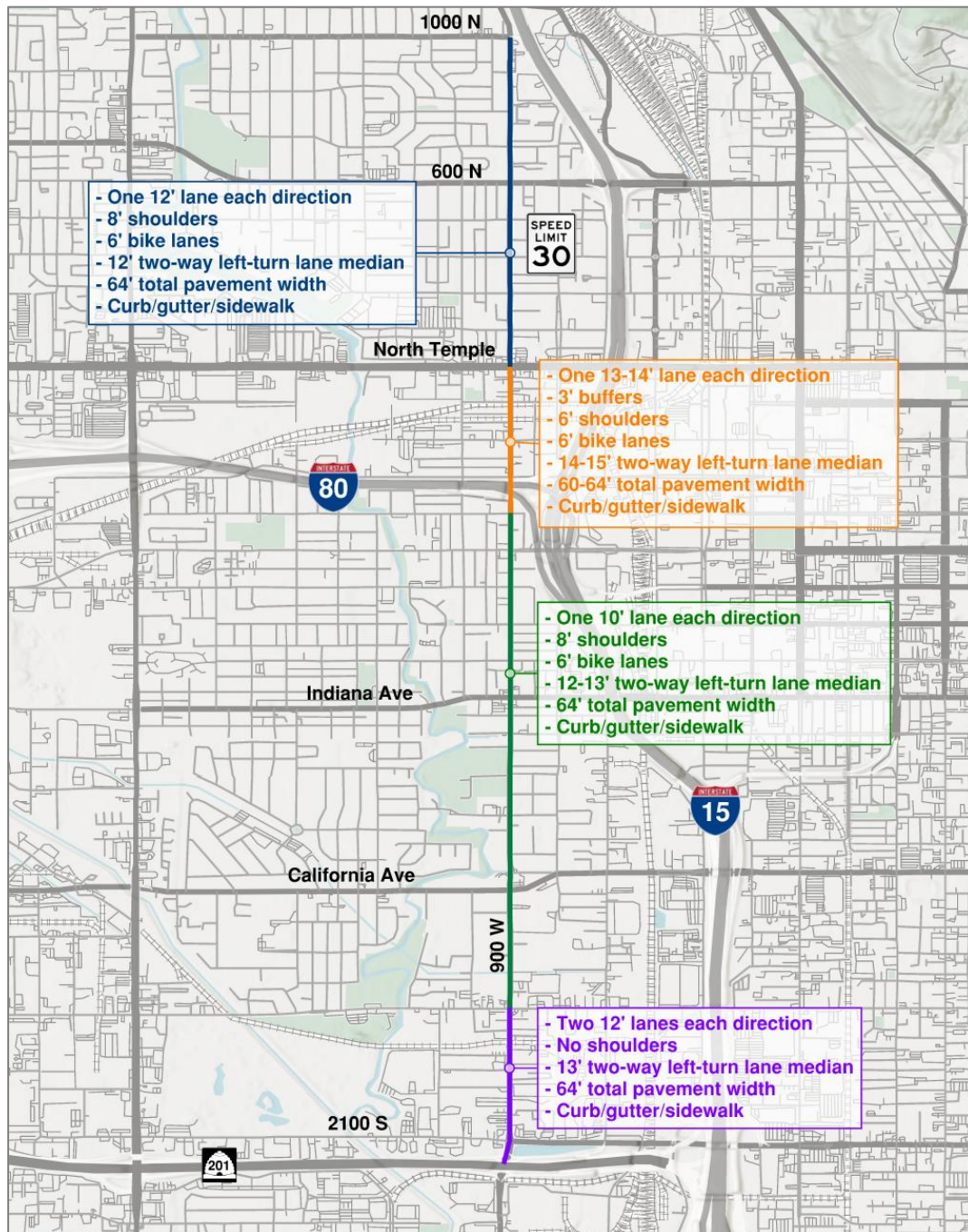


Figure 7: Existing Roadway Cross Sections

Volumes

The annual average daily traffic volumes along the study corridor range between 8,500 and 17,000 vehicles per day in 2024 as reported by UDOT. Volumes are higher on the portions of 900 West between I-80 and SR-201. Count data was also provided by Salt Lake City. Traffic volumes ranged from 4,000 vehicles per day to 15,000 vehicles per day. Volumes were higher on the southern end of the corridor.

Speeds

The speed limit is 30 mph along the study corridor. Speed data was collected during the RSA site visit between 500 North and 400 North, between 100 South and 200 South, and between California Avenue and 1700 South. The speed data are summarized in [Table 2](#).

Table 2: Speed Data Summary

Location	85 th Percentile Speeds	
	Northbound	Southbound
Between 500 N & 400 N	35 mph	37 mph
Between 100 S & 200 S	37 mph	35 mph
Between California Ave & 1700 S	37 mph	38 mph

Crash Summary

Crash data was obtained from the UDOT Traffic and Safety Division. Crash data may be protected under 23 USC 407. Data from the most recent five full years (January 2020 to December 2024) was used. Crashes reported in 2025 and 2026 were also reviewed but may not be fully verified. Crashes summarized in [Table 3](#) are shown in [Figure 8](#).

Table 3: Crash Data Summary

Year	All Crashes	
	Total	Severe (Fatal or Serious Injury)
2020	114	4
2021	154	4
2022	135	5
2023	100	2
2024	92	4
2025*	141	5
2026*	22	1
Total:	758	25

*2025 and 2026 crash data may not be fully validated

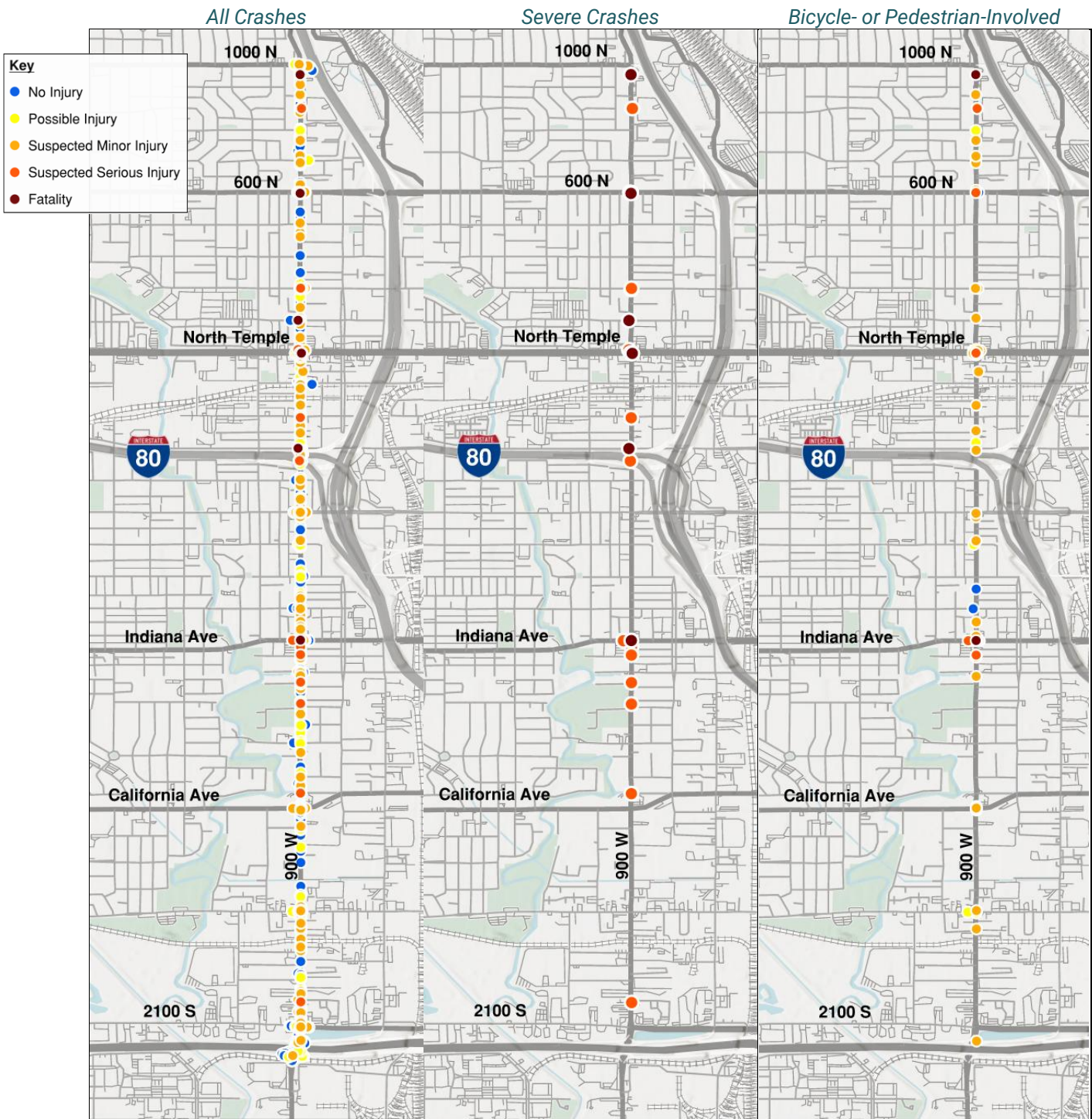


Figure 8: Crash Summary (2020-2026)

Notable Crash History Findings Along the Study Corridor

- Of the 595 reported crashes between 2020 and 2024, 19 involved a serious injury or a fatality. Six of the severe crashes involved a bicycle or pedestrian. 45 crashes overall involved a pedestrian or bicycle.

- ♦ At the intersection with 600 North, three serious injury crashes and one fatal crash were reported. Three involved red-light running, and two were in dark conditions.
- ♦ At the intersection with North Temple, one serious injury crash and two fatal crashes were reported. Both fatal crashes involved a northbound vehicle entering the intersection on green being hit a red-light-running vehicle – one eastbound and one westbound.
- ♦ Most pedestrian crashes involved a pedestrian in a crosswalk. About half were in dark conditions, though in most streetlights were present. At least 9 pedestrian crashes involved left-turning vehicles, and four hit-and-runs were reported.
- ♦ About a third of bicycle-involved crashes were in dark conditions, with streetlights present in most. Four hit-and-runs were reported.
- ♦ Nine bicycle- or pedestrian-involved crashes were reported between 600 N and 1000 N, including one fatality and one serious injury crash.
- ♦ Eight bicycle- or pedestrian-involved crashes were reported at the intersection with North Temple, including one serious injury crash.
- ♦ At Indiana Avenue/800 South, five crashes were reported involving a pedestrian or cyclist, including one fatality in 2022.
- ♦ Four bicycle- or pedestrian-involved crashes were reported at the intersection with California Avenue. Three of the four crashes were reported before the protected intersection was completed.

4. FINDINGS AND MEASURES FOR CONSIDERATION

During the RSA stakeholder meeting, field review, and intermediate results meetings, the project team members discussed their collective knowledge and experience with the corridor, observed the corridor together at various stopping points, and identified possible improvements. The following sections summarize these findings and measures for consideration, backed by data after a summary of corridor-wide findings and measures for consideration. Measures for consideration are identified as **short-**, **medium-**, or **long-term**.

All the included measures are nationally and locally vetted options to address the noted concerns. In some cases, multiple measures are recommended. Generally, when multiple measures are recommended all can be implemented, and they would work in tandem to address the concern. However, measures can be implemented individually as funding or resources allow or, in some cases, reflect options to choose between, as funding and resources allow.

A summary map of all location-specific insights and issues is shown in **Figure 9**. Insights are not necessarily safety concerns, but observations or background information that inform recommended safety measures. Issues are safety concerns which the suggested measures intend to address.

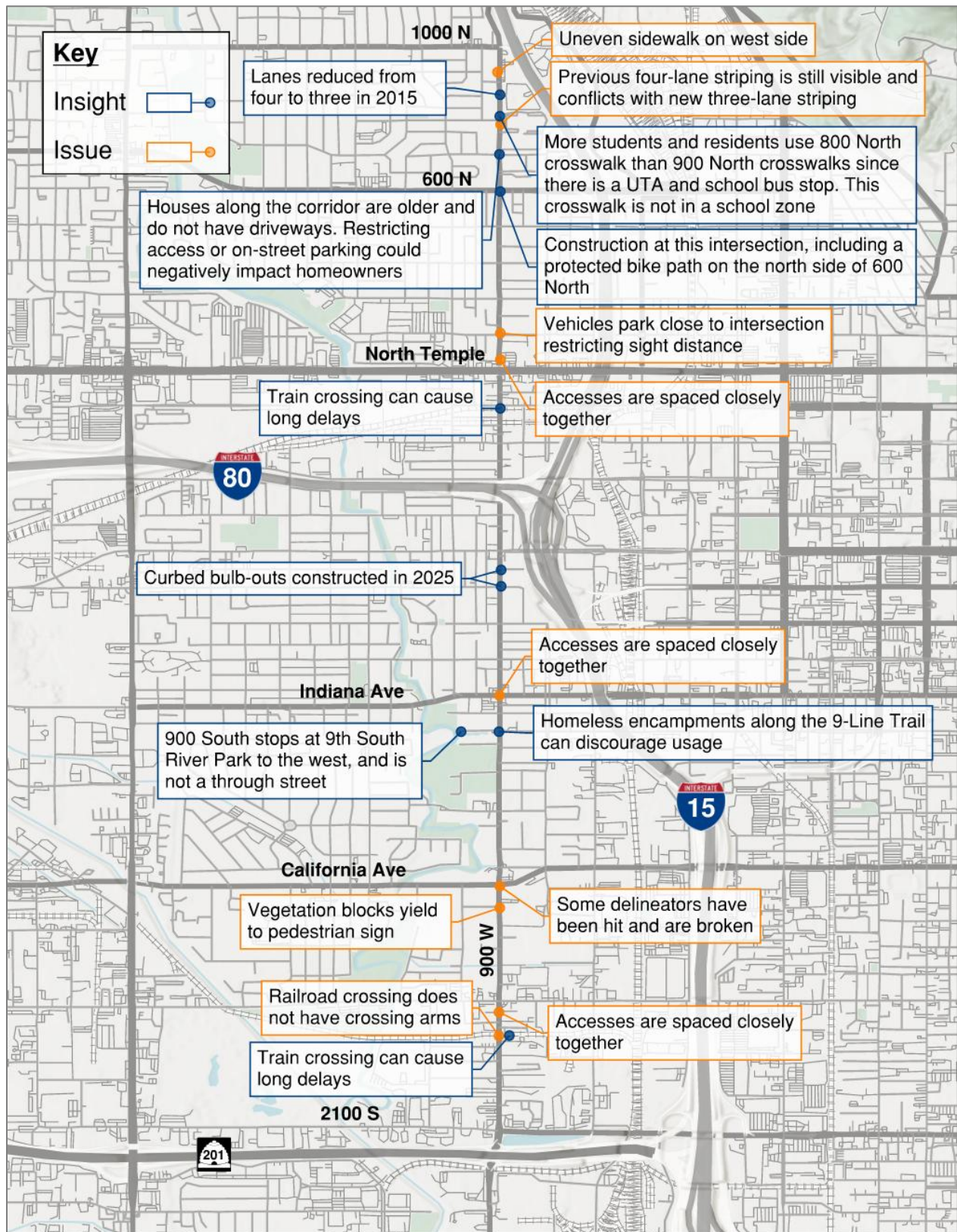


Figure 9: Insights and Issues Summary

Corridor-Wide

Insight: Many houses along the corridor do not have driveways. Thus, prohibiting on-street parking along the corridor may restrict residents from parking near their homes.

Insight: The number of lanes on the northern portion of the corridor was reduced from four to three in 2015.

Issue #1: Previous striping is still visible on the north end of the corridor. A two-way left-turn median turn lane and double yellow line striping are visible, as well as striping for two lanes.



Medium-Term Measure:

- Resurface and restripe roadway (1000 North to North Temple)

Issue #2: Speeding is a concern.

Short-Term Measure:

- Consider driver feedback signs at key locations along the corridor

Medium-Term Measure:

- Install concrete curb bulb-outs at key crossings

Issue #3: Sidewalk is uneven and ADA ramps do not meet current standards in various locations throughout the corridor.

Medium-Term Measure:

- Improve sidewalk conditions and ADA compliance

Issue #4: About half of pedestrian-involved crashes and about a third of bicycle-involved crashes were in dark conditions, though generally streetlights were present.

Medium-Term Measure:

- Review lighting corridor-wide and update as needed

Issue #5: More than 30 bicycle-involved crashes were reported throughout the study corridor between 2020 and 2026.

Medium-Term Measure:

- Install separated, protected bicycle lanes

Between 1000 North and 600 North

Insight: More pedestrians and schoolchildren were observed using the crossing at 800 North instead of 900 North.



Issue #1: The reduced speed limit school zone starts north of the 800 North crossing and includes the 900 North crossing. However, more people and students are observed using the 800 North crossing, which is outside the reduced speed school zone. The 800 North crossing is used more as it is a UTA transit stop as well as a school bus stop.



Short-Term Measure:

- Install textured crosswalks to increase visibility and reinforce pedestrian presence to drivers
- Improve pavement markings and signage

Medium-Term Measure:

- Consider shifting the reduced speed school zone to the south so speeds are reduced at the 800 North crosswalk, where more schoolchildren are.
- Consider installing concrete curb extensions at crosswalks.
- Considering installing a pedestrian refuge island at 800 N. This may require prohibiting left turns onto 800 N or relocating the crosswalk to the north side of the intersection to avoid conflicts with left-turning vehicles.

Issue #2: A cluster of bicycle- and pedestrian-involved crashes was reported between 600 N and 1000 N.

Medium-Term Measure:

- Consider installing concrete curb extensions at crosswalks
- Install separated, protected bicycle lanes

Issue #3: Sidewalk is uneven on the west side on this portion of the corridor.

**Medium-Term Measure:**

- Reconstruct sidewalk

600 North

Issue #1: More than one third of crashes reported at this intersection between 2020 and 2026 involved disregarding a traffic control device, and about one third were in dark conditions. In addition, three severe crashes involved red-light running, and four were in dark conditions.

Short-Term Measure:

- Install "Signal Ahead" pavement markings and signage

Medium-Term Measure:

- Install oversized red signal heads
- Review lighting and update as needed

200 North

Insight: The Utah State Fairpark is located one block west of this intersection. There is a lot of pedestrian activity during rodeo and other events.

Issue #1: Vehicles are parking close to the intersection, despite parking being prohibited.

**Short-Term Measure:**

- Stripe bulb-outs or paint curb red at the intersection to further discourage on-street parking near intersections

Medium-Term Measure:

- Install curb extensions and bulb-outs that physically prevent vehicles from parking near the intersection

Long-Term Measure:

- Consider a raised intersection or a roundabout at this intersection

North Temple

Issue #1: Accesses to the gas station and Rancho Market are spaced closely, and parking between the accesses restricts sight lines (pictured below). Accesses to developments on the west side of the intersection are close to 900 West.



Short-Term Measure:

- Restrict on-street parking between accesses.

Medium-Term Measure:

- Consider closing or limiting some of the accesses, particularly those closest to North Temple
- Consider implementing leading pedestrian interval and no right turn on red during pedestrian phase
- Install concrete bulb-outs proximate to the accesses

Issue #1: Two fatal crashes involved eastbound or westbound red-light running.

Short-Term Measure:

- Install “Signal Ahead” pavement markings and signage

Medium-Term Measure:

- Install oversized red signal heads

South Temple Rail Crossing

Insight: Trains using the railroad crossing south of the intersection can result in long delays.



Indiana Avenue / 800 South

Issue #1: There have been nine reported crashes involving a pedestrian or cyclist from 2020-2026, including one fatality in 2022. Five crashes have involved left-turning vehicles.

Short-Term Measure:

- Implement leading pedestrian interval

Medium-Term Measure:

- Consider implementing protected left-turn phasing or flashing yellow arrow

Long-Term Measure:

- Consider implementing protected intersection improvements at this location, like what has been implemented at California Avenue. This narrows the pedestrian crossing distance.

Issue #2: Accesses are spaced closely together near the intersection and offset from each other.

Long-Term Measure:

- Consider closing or limiting some of the accesses

900 South

Insight: 900 South dead ends to the west at the 9th South River Park.

Issue #1: The 9-Line Trail is offset from the intersection approximately 100 feet to the south.



Long-Term Measure:

- Consider implementing a roundabout at this intersection

Issue #2: The 9-Line Trail is not well marked.

Medium-Term Measure:

- Consider raising the 9-Line Trail crosswalk
- Consider adding vegetation to the median
- Implement placemaking features to highlight trail

California Avenue

Insight: Protected intersection treatments were installed in 2024.

Issue #1: Approximately a quarter of crashes involved a left-turning vehicle

Medium-Term Measure:

- Consider implementing protected left turn phasing or flashing yellow arrow

Issue #2: Vehicles are hitting flex delineators.



Short-Term Measure:

- Replace broken flex delineators; consider use of armadillo bumps

Issue #3: South of California Avenue at school crossing, trees block the Yield to Pedestrians sign for southbound vehicles.



Short-Term Measure:

- Relocate sign or trim vegetation so sign is more easily visible

Between 1700 South and 2100 South

Insight: The land uses in this portion of the corridor are more industrial than residential.

Insight: Trains using the railroad crossing can result in long delays.



Issue #1: Railroad crossing is controlled by a yield sign, without crossing arms or warning lights.



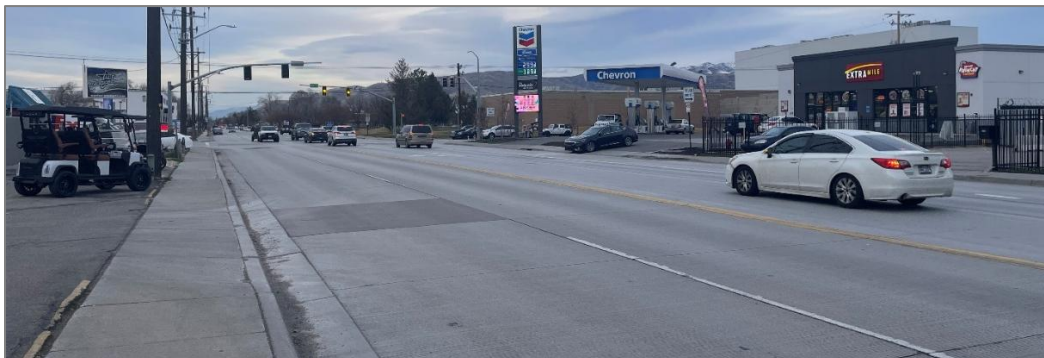
Medium-Term Measure:

- Improve signage and markings for crossing, including LED flashers on cross buck and yield signs

Long-Term Measure:

- Install railroad crossing arms at this location

Issue #2: Accesses are spaced closely together and offset from each other.



Long-Term Measure:

- Consider closing or limiting some of the accesses

Benefit-Cost Analysis

The following tables show the cost estimate, expected crash reduction, and benefit-cost ratio of each improvement. These are high-level estimates, based on the best available information. Cost estimates rely on current unit costs, available project estimates, or estimates from similar projects. METHODS estimated the safety costs in the study area using the observed crash data.

To estimate how the suggested safety measures may impact the number of crashes, crash modification factors (CMFs) were used. CMFs from the Utah CMF database, the WFRCSAP, and CMF Clearinghouse were applied to each measure when there was an applicable equivalent countermeasure. Not all measures have an equivalent countermeasure for various reasons. The lower the CMF, the greater reduction in crashes a countermeasure is expected to produce.

The following table summarizes the improvements with their CMF, cost estimate, and benefit-cost ratio. A benefit-cost ratio (B/C) above 1 means the benefit of a countermeasure is greater than the cost of that countermeasure. The benefit values used to determine the final B/C ratio are based on a 20-year analysis. The cost of a countermeasure is factored based on its service life. Complete calculations for each improvement are included in the Appendix.

Measures are prioritized in terms of their relative ease of implementation (short-, medium-, and long-term). Short-term measures can generally be addressed within regular maintenance and operations budgets; medium-term measures may require some advanced planning but can generally be addressed within a CIP; long-term measures require more substantial planning or funding and may require grants or bonds to implement. In general, treatments with a higher benefit-cost ratio have a higher return on investment.

Table 4: Benefit-Cost Analysis^{3,4}

ID	Location	Measure	CMF	20-Year Benefit	20-Year Cost	Benefit-Cost Ratio (B/C)
SHORT TERM						
S-1	Corridor Wide	Install driver feedback signs at key locations	0.950	\$18,506,000	\$70,000	264.37
S-2	1000 North to 800 North	Install textured crosswalks	0.990	\$221,000	\$52,000	4.25
S-3	1000 North to 800 North	Improve pavement markings and signage	0.902	\$1,364,000	\$32,000	42.63
S-4	600 North	Install "Signal Ahead" pavement markings and signage	0.902	\$7,770,000	\$55,000	141.27

³ Lower CMFs indicate a countermeasure is expected to result in a larger reduction in crashes.

⁴ Because bicycle and pedestrian crashes are relatively infrequent, available methodologies do not accurately reflect the value of these improvements. Although the benefit-cost ratio for many of these treatments is low – and sometimes below 1, protecting the most vulnerable users is beneficial from both a human life and financial perspective. In Utah the average cost of a pedestrian-involved crash is 5-6 times higher than the average cost of a vehicle crash. (Utah's Crash Costs Memo March 16, 2026)

ID	Location	Measure	CMF	20-Year Benefit	20-Year Cost	Benefit-Cost Ratio (B/C)
S-5	200 North to North Temple	Restrict on-street parking near intersection & between close accesses	0.931	\$1,381,000	\$13,000	106.23
S-6	200 North to North Temple	Improve pedestrian visibility with markings	0.990	\$158,000	\$28,000	5.64
S-7	North Temple	Install "Signal Ahead" pavement markings and signage	0.902	\$7,660,000	\$26,000	294.62
S-8	Indiana Avenue / 800 South	Implement leading pedestrian interval	0.995	\$309,000	\$9,000	34.33
S-9	900 South & 9-Line Trail	Install lighting at trail crossing	0.982	\$366,000	\$25,000	14.64
S-10	900 South & 9-Line Trail	Improve signage and markings	0.902	\$1,053,000	\$19,000	55.42
S-11	California Avenue	Replace damaged flex delineators	0.952	\$787,000	\$16,000	49.19
S-12	California Avenue	Trim vegetation blocking signage	0.890	\$1,804,000	\$77,000	23.43
MEDIUM TERM						
M-1	Corridor Wide	Resurface and repaint striping (1000 North to North Temple)	0.917	\$37,897,000	\$3,070,000	12.34
M-2	Corridor Wide	Improve sidewalk conditions and ADA compliance	0.994	\$3,429,000	\$344,000	9.97
M-3	Corridor Wide	Add curb bulb-outs at key crossings	0.680	\$168,826,000	\$7,476,000	22.58
M-4	Corridor Wide	Review lighting corridor-wide and update as needed	0.957	\$26,774,000	\$2,118,000	12.64
M-5	Corridor Wide	Install separated, protected bicycle lanes	0.979	\$11,227,000	\$6,340,000	1.77
M-6	1000 North to 800 North	Install curb bulb-outs at crosswalks	0.680	\$7,082,000	\$399,000	17.75
M-7	1000 North to 800 North	Relocate school zone to include 800 North crossing	0.990	\$221,000	\$19,000	11.63
M-8	1000 North to 800 North	Reconstruct sections of sidewalk	0.974	\$575,000	\$109,000	5.28
M-9	800 North	Relocate crosswalk to the north side of the intersection & install pedestrian refuge island	0.990	\$221,000	\$19,000	11.63
M-10	600 North	Install oversized red signal heads	0.970	\$1,567,000	\$56,000	27.98
M-11	200 North to North Temple	Close or consolidate access points (gas station / Rancho Market)	0.903	\$4,234,000	\$14,000	302.43
M-12	200 North to North Temple	Install curb bulb-outs	0.680	\$2,270,000	\$100,000	22.70
M-13	North Temple	LPI and no RTOR during pedestrian phase	0.995	\$395,000	\$22,000	17.95
M-14	North Temple	Install oversized red signal heads	0.970	\$1,540,000	\$28,000	55.00

ID	Location	Measure	CMF	20-Year Benefit	20-Year Cost	Benefit-Cost Ratio (B/C)
M-15	Indiana Avenue / 800 South	Implement protected left-turn phasing or flashing yellow arrow	0.972	\$1,696,000	\$56,000	30.29
M-16	900 South & 9-Line Trail	Raise crosswalk across 9-Line Trail	0.994	\$125,000	\$88,000	1.42
M-17	900 South & 9-Line Trail	Enhance median design	0.994	\$160,000	\$45,000	3.56
M-18	900 South & 9-Line Trail	Implement placemaking features to highlight trail	0.902	\$1,053,000	\$19,000	55.42
M-19	California Avenue	Implement protected left-turn phasing or flashing yellow arrow	0.972	\$468,000	\$56,000	8.36
M-20	1800 S Rail Crossing	Improve signage and markings near railroad crossing	0.902	\$197,000	\$32,000	6.16
LONG TERM						
L-1	Corridor Wide	Reconstruct sidewalk network where needed	0.974	\$13,717,000	\$1,719,000	7.98
L-2	Corridor Wide	Configure access management along corridor	0.903	\$142,519,000	\$1,330,000	107.16
L-3	200 North	Roundabout	0.277	\$5,107,000	\$1,898,000	2.69
L-4	200 North	Raised intersection	0.640	\$2,553,000	\$120,000	21.28
L-5	Indiana Avenue / 800 South	Protected intersection	0.680	\$19,042,000	\$650,000	29.30
L-6	Indiana Avenue / 800 South	Close or limit accesses when possible	0.903	\$9,965,000	\$42,000	237.26
L-7	900 South & 9-Line Trail	Convert signal intersection to roundabout	0.737	\$3,862,000	\$2,467,000	1.57
L-8	1700 South to 2100 South	Restrict or consolidate closely spaced accesses	0.903	\$8,869,000	\$126,000	70.39
L-9	1800 S Rail crossing	Install railroad crossing arms	0.060	\$1,296,000	\$137,000	9.46

5. RECOMMENDATIONS

The following is a summary of recommendations based on known operations, safety, and geometry along the study corridor and the preliminary evaluation of the measures described above.

Table 5: Recommendations

ID	Location	Measure	Recommended?	Details
SHORT TERM				
S-1	Corridor Wide	Install driver feedback signs at key locations	Yes	
S-2	1000 North to 800 North	Install textured crosswalks	Yes	
S-3	1000 North to 800 North	Improve pavement markings and signage	Yes	
S-4	600 North	Install "Signal Ahead" pavement markings and signage	Yes	
S-5	200 North to North Temple	Restrict on-street parking near intersection & between close accesses	Yes	
S-6	200 North to North Temple	Improve pedestrian visibility with markings	Yes	
S-7	North Temple	Install "Signal Ahead" pavement markings and signage	Yes	Apply to eastbound and westbound approaches
S-8	Indiana Avenue / 800 South	Implement leading pedestrian interval	Yes	
S-9	900 South & 9-Line Trail	Install lighting at trail crossing	Yes	
S-10	900 South & 9-Line Trail	Improve signage and markings	Yes	
S-11	California Avenue	Replace damaged flex delineators	Yes	
S-12	California Avenue	Trim vegetation blocking signage	Yes	
MEDIUM TERM				
M-1	Corridor Wide	Resurface and repaint striping (1000 North to North Temple)	Yes	
M-2	Corridor Wide	Improve sidewalk conditions and ADA compliance	Yes	
M-3	Corridor Wide	Add curb bulb-outs at key crossings	Yes	
M-4	Corridor Wide	Review lighting corridor-wide and update as needed	Yes	
M-5	Corridor Wide	Install separated, protected bicycle lanes	Yes	
M-6	1000 North to 800 North	Install curb bulb-outs at crosswalks	Yes	
M-7	1000 North to 800 North	Relocate school zone to include 800 North crossing	Yes	

ID	Location	Measure	Recommended?	Details
M-8	1000 North to 800 North	Reconstruct sections of sidewalk	Yes	
M-9	800 North	Relocate crosswalk to the north side of the intersection & install pedestrian refuge island	Yes	Coordinate with transit, and review desire lines
M-10	600 North	Install oversized red signal heads	Yes	
M-11	200 North to North Temple	Close or consolidate access points (gas station / Rancho Market)	Yes	
M-12	200 North to North Temple	Install curb bulb-outs	Yes	
M-13	North Temple	LPI and no RTOR during pedestrian phase	Yes	
M-14	North Temple	Install oversized red signal heads	Yes	Apply to eastbound and westbound approaches
M-15	Indiana Avenue / 800 South	Implement protected left-turn phasing or flashing yellow arrow	Yes	
M-16	900 South & 9-Line Trail	Raise crosswalk across 9-Line Trail	Yes	
M-17	900 South & 9-Line Trail	Enhance median design	Yes	
M-18	900 South & 9-Line Trail	Implement placemaking features to highlight trail	Yes	
M-19	California Avenue	Implement protected left-turn phasing or flashing yellow arrow	Yes	
M-20	1800 S Rail Crossing	Improve signage and markings near railroad crossing	Yes	
LONG TERM				
L-1	Corridor Wide	Reconstruct sidewalk network where needed	Yes	
L-2	Corridor Wide	Configure access management along corridor	Yes	
L-3	200 North	Roundabout	Yes	Evaluate to determine preferred option
L-4	200 North	Raised intersection	Yes	
L-5	Indiana Avenue / 800 South	Protected intersection	Yes	
L-6	Indiana Avenue / 800 South	Close or limit accesses when possible	Yes	
L-7	900 South & 9-Line Trail	Convert signal intersection to roundabout	Yes	
L-8	1700 South to 2100 South	Restrict or consolidate closely spaced accesses	Yes	
L-9	1800 S Rail crossing	Install railroad crossing arms	Yes	

6. APPENDIX

A: Plans for Corridor Improvements

B: Summary of Issues

C: Detailed Benefit-Cost Calculation Table

SALT LAKE CITY CORPORATION



RRFB INSTALLATIONS 2023 - 2024

JOB NO. RDW23053

OWNER / DESIGNER

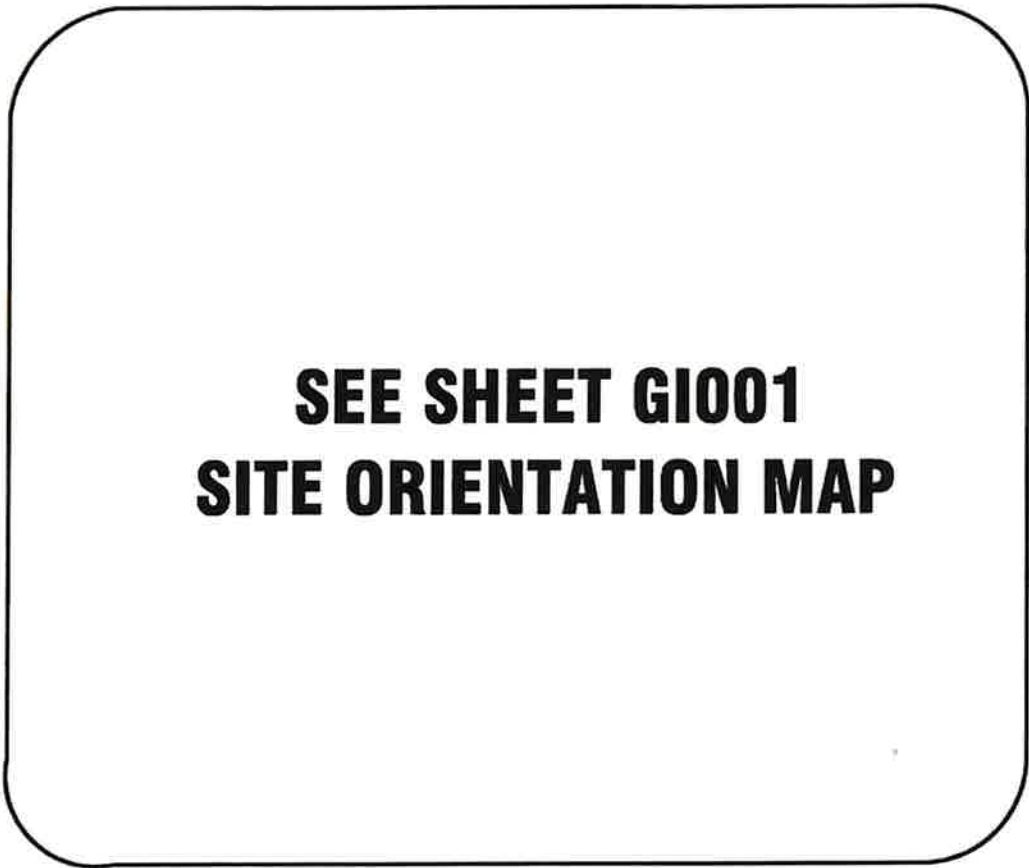
DEPARTMENT OF
COMMUNITY AND NEIGHBORHOODS
ENGINEERING DIVISION
DIRECTOR - TAMMY HUNSAKER
CITY ENGINEER - MARK STEPHENS, P.E.
349 SOUTH 200 EAST, SUITE 600
SALT LAKE CITY, UTAH 84111
OFFICE: 801-535-7961
FAX: 801-535-6093

CITY OFFICIALS

CITY COUNCIL
MAYOR ERIN MENDENHALL
DIST. 1 VICTORIA PETRO
DIST. 2 ALEJANDRO PUY
DIST. 3 CHRIS WHARTON
DIST. 4 EVA LOPEZ CHAVEZ
DIST. 5 ERIKA CARLSEN
DIST. 6 DAN DUGAN
DIST. 7 SARAH YOUNG

SHEET SET ASSEMBLY ORDER

SHEET DESIGNATOR	BINDING ORDER	SHEET TITLE
COVER	1	COVER SHEET
GI001	2	SITE ORIENTATION MAP
GI002	3	LEGEND & GENERAL NOTES
DT101	4	QMS DETAIL
DT102	5	SIGNAGE DETAIL
DT103	6	VARIOUS DETAILS
DT104	7	TRENCH GRATE AND FRAME DETAIL
CP101A-CP101C	8-10	1000 NORTH RIVERSIDE DRIVE DETAILED LAYOUT
CP102	11	900 NORTH 900 WEST DETAILED LAYOUT
CP103	12	800 NORTH 900 WEST DETAILED LAYOUT
CP104	13	700 NORTH 900 WEST DETAILED LAYOUT
CP105	14	200 NORTH 900 WEST DETAILED LAYOUT
CP106	15	900 WEST MONTAGUE AVENUE DETAILED LAYOUT
CP107A-CP107C	16-18	900 WEST FAYETTE AVENUE DETAILED LAYOUT
CP108	19	900 WEST DALTON AVENUE
CP109A-CP109C	20-22	1430 WEST CALIFORNIA AVENUE DETAILED LAYOUT
CP110	23	2100 SOUTH 1525 WEST DETAILED LAYOUT
CP111	24	500 SOUTH 900 EAST DETAILED LAYOUT
CP112	25	SUNNYSIDE AVENUE & DIESTEL ROAD DETAILED LAYOUT
CP113	26	SUNNYSIDE AVENUE & FOOTHILL DRIVE DETAILED LAYOUT
CP114	27	1933 SOUTH 2100 EAST DETAILED LAYOUT
CP115	28	PARLEY'S WAY & MAYWOOD DRIVE DETAILED LAYOUT
CP116	29	2000 EAST YUMA VIEW DRIVE DETAILED LAYOUT
CP117	30	ZENITH AVENUE & HIGHLAND DRIVE DETAILED LAYOUT
CP118	31	ELGIN AVENUE & RICHMOND STREET
CP119A-CP119C	32-34	1700 SOUTH CONCORD STREET DETAILED LAYOUT
CP120	35	1000 NORTH 900 WEST DETAILED LAYOUT
EK505	36	BURIED JUNCTION BOX
EK507	37	SIGNAL HEADS FOR PEDESTRIANS
EK512	38	SIGN ASSEMBLIES
EK513	39	P4 PUSH BUTTON



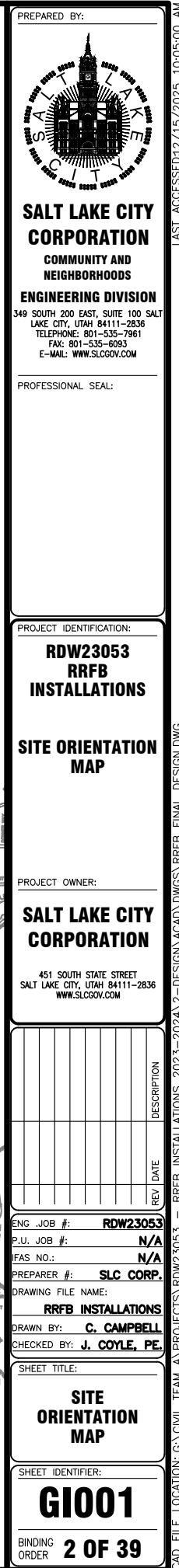
REVISIONS

REVISION#	DATE	DESCRIPTION
1.0	04/15/2026	FINAL DESIGN



RRFB INSTALLATIONS
JOB NO. RDW23053

In Place of CITY ENGINEER MARK STEPHENS, P.E.	CITY PROJECT MANAGER JOHN M. COYEE, P.E.	PROJECT DESIGNER DARIN FURNELL	DIVISION OF TRANSPORTATION DAN BERGENTHAL, P.E.	PUBLIC UTILITIES DAVID COTTLE, P.E.
4-28-26 DATE	4/28/2026 DATE	04/28/26 DATE	4/16/26 DATE	4/28/26 DATE



TYPICAL LINETYPES

RAISED PAVEMENT MARKER

TRENCH GRATE AND FRAME

URBAN FORESTER
(801)-972-7839

CALL BEFORE YOU DIG.
IT'S FREE AND IT'S THE LAW.

BLUE STAKES OF UTAH
Utility Notification Center, Inc.

1-800-662-4111
www.bluestakes.org

Dig Safely. Know what's below.
Call before you dig.

ORDER 3 OF 39

12" Large Hazard Markers

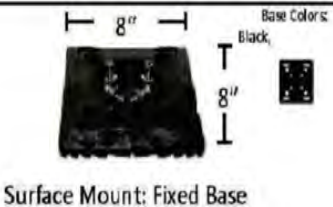
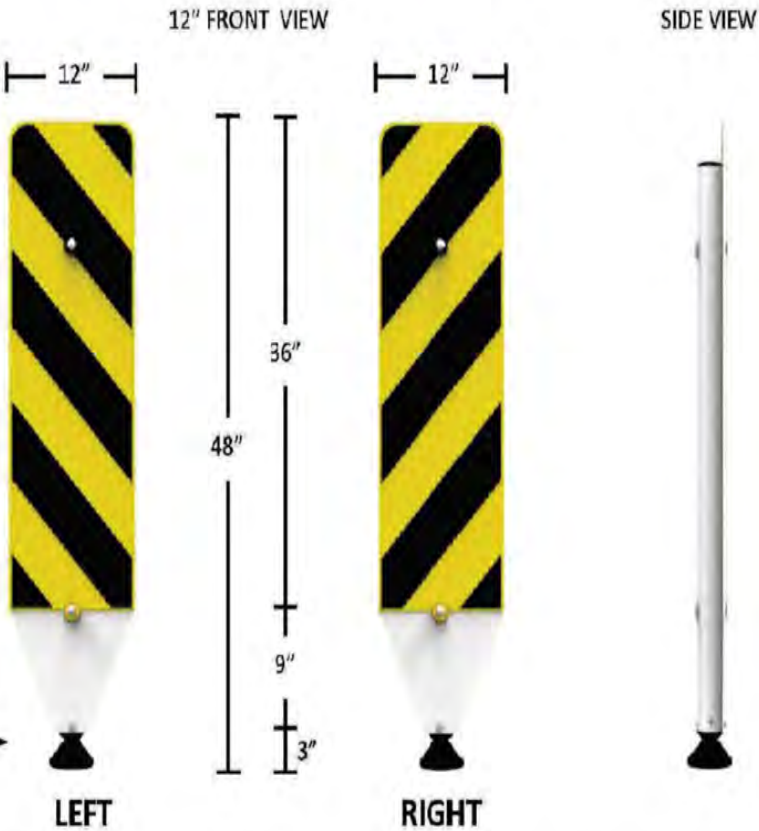
12"x 36" yellow flexible 3M™ High Intensity reflective sheeting with 4" black stripe.

White post and panel.

Overall height of unit is 48"



Reactive Unit



Surface Mount: Fixed Base

1

OM3 & FLEXPOST

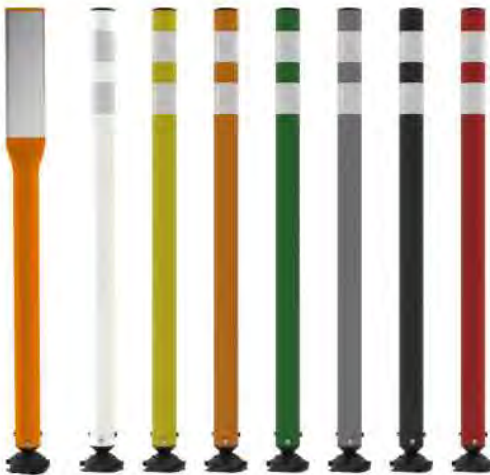
Scale: N.T.S.



MP2 Post

TRAFFIC SAFETY
SPEC SHEET
P/N MP2

Available in the following colors:



Product Specifications

Diameter	2.375"
Height	28", 36", 42", 48"
Post	Plastic
Color	White, yellow, orange, green, gray, black, red
Reflective Sheeting	Type IV, Type VIII
Reflective Sheeting Color	White, orange, yellow, red, green, blue
Post Top	Open Top, Capped, Long-Squeeze
Spring Type	Drivable, Quarter Turn
Compatibility	Surface Mount Quarter Turn Base, Drivable Base, Tuff Curb, Tuff Curb XLP

Drivable Base

TRAFFIC SAFETY
SPEC SHEET
P/N BS-DR



Product Specifications

Socket Type	Drivable
Dimensions	2" x 2" x 18"
Weight	4 lbs.
Material	12 Gauge perforated steel tubing, galvanized
Color	Silver
Compatibility	MP2, Tuff Post, Sta-Rite, In-Street Flagger Warning Sign, Stop Sign, Chevrons, Hazard Markers, Sergeant Stripe, Object Markers, Opposing Traffic Lane Divider, Vertical Panels

2

DELINEATOR ON DRIVABLE BASE

Scale: N.T.S.

PREPARED BY:



SALT LAKE CITY CORPORATION
COMMUNITY AND NEIGHBORHOODS
ENGINEERING DIVISION
349 SOUTH 200 EAST, SUITE 100 SALT LAKE CITY, UTAH 84111-2836
TELEPHONE: 801-335-7961
FAX: 801-335-6093
E-MAIL: WWW.SLCCORV.COM

PROFESSIONAL SEAL:

PROJECT IDENTIFICATION:

RDW23053
RRFB
INSTALLATIONS

MISC. DETAILS

PROJECT OWNER:

SALT LAKE CITY CORPORATION
451 SOUTH STATE STREET
SALT LAKE CITY, UTAH 84111-2836
WWW.SLCCORV.COM

REV	DATE	DESCRIPTION

ENG. JOB #: **RDW23053**
P.U. JOB #: **N/A**
IFAS NO.: **N/A**
PREPARED BY: **SLC CORP.**
DRAWING FILE NAME:
RRFB INSTALLATIONS
DRAWN BY: **C. CAMPBELL**
CHECKED BY: **J. COYLE, PE.**

SHEET TITLE:
CONSTRUCTION DETAILS

SHEET IDENTIFIER:
DT101
BINDING ORDER **4 OF 39**



W11-2 (YELLOW) SIGN INFORMATION ITEMS 305 & 306		
LOCATION	QTY	SIZE
1000 NORTH RIVERSIDE DR	4	30"x30"
700 NORTH 900 WEST	4	36"x36"
200 NORTH 900 WEST	8	36"x36"
900 WEST MONTAGUE AVE	4	36"x36"
900 WEST FAYETTE AVE	4	30"x30"
900 WEST DALTON AVE	4	36"x36"
2100 SOUTH 1525 WEST	4	36"x36"
500 SOUTH 900 EAST	4	36"x36"
SUNNYSIDE AVE & DIESTEL RD	4	30"x30"
SUNNYSIDE AVE & FOOTHILL DR	4	30"x30"
MAYWOOD DR & PARLEY'S WAY	4	36"x36"
2000 EAST YUMA VIEW DR	4	30"x30"
HIGHLAND DR & ZENITH AVE	4	36"x36"
ELGIN AVE & RICHMOND ST	4	36"x36"
1700 SOUTH CONCORD ST	4	36"x36"



W16-7P (YELLOW) SIGN INFORMATION ITEMS 307 & 308		
LOCATION	QTY	SIZE
1000 NORTH RIVERSIDE DR	4	12'x24"
700 NORTH 900 WEST	4	18"x30"
200 NORTH 900 WEST	8	18"x30"
900 WEST MONTAGUE AVE	4	18"x30"
900 WEST FAYETTE AVE	4	12"x24"
900 WEST DALTON AVE	4	18"x30"
2100 SOUTH 1525 WEST	4	18"x30"
500 SOUTH 900 EAST	4	18"x30"
SUNNYSIDE AVE & DIESTEL RD	4	12"x24"
SUNNYSIDE AVE & FOOTHILL DR	4	12"x24"
MAYWOOD DR & PARLEY'S WAY	4	18"x30"
2000 EAST YUMA VIEW DR	4	12"x24"
HIGHLAND DR & ZENITH AVE	4	18"x30"
ELGIN AVE & RICHMOND ST	4	18"x30"
1700 SOUTH CONCORD ST	4	18"x30"



S1-1 (FLUORESCENT YELLOW-GREEN) SIGN INFORMATION ITEM 304		
LOCATION	QTY	SIZE
900 NORTH 900 WEST	4	36"x36"
800 NORTH 900 WEST	4	36"x36"
1430 WEST CALIFORNIA AVE	4	36"x36"
1933 SOUTH 2100 EAST	4	36"x36"



R1-5 SIGN INFORMATION ITEM 309		
LOCATION	QTY	SIZE
2100 SOUTH 1525 WEST	2	36"x36"
ELGIN AVE & RICHMOND ST	2	36"x36"
1700 SOUTH CONCORD ST	2	36"x36"



W16-7P (FLUORESCENT YELLOW-GREEN) SIGN INFORMATION ITEM 307 & 308		
LOCATION	QTY	SIZE
900 NORTH 900 WEST	4	18"x30"
800 NORTH 900 WEST	4	18"x30"
1430 WEST CALIFORNIA AVE	4	18"x30"
1933 SOUTH 2100 EAST	4	18"x30"



R1-5a SIGN INFORMATION ITEM 310		
LOCATION	QTY	SIZE
900 NORTH 900 WEST	2	36"x36"
800 NORTH 900 WEST	2	36"x36"
1430 WEST CALIFORNIA AVE	2	36"x36"
1933 SOUTH 2100 EAST	2	36"x36"



R7-2 - NO PARKING SLC MOD RIGHT ARROW;
1.5" Radius, 0.4" Border, 0.4" Indent, Red on, White;
NO PARKING SYMBOL:
Standard Arrow Custom 7.8" X 2.0" 0;

R7-2 (RIGHT) SIGN INFORMATION ITEM 325		
LOCATION	QTY	SIZE
900 NORTH 900 WEST	1	12"x18"



R7-2 - NO PARKING SLC MOD LEFT ARROW;
1.5" Radius, 0.4" Border, 0.4" Indent, Red on, White;
NO PARKING SYMBOL:
Standard Arrow Custom 7.8" X 2.0" 180;

R7-2 (LEFT) SIGN INFORMATION ITEM 325		
LOCATION	QTY	SIZE
900 NORTH 900 WEST	1	12"x18"
ELGIN AVE & RICHMOND ST	1	12"x18"

PREPARED BY:

SALT LAKE CITY CORPORATION
COMMUNITY AND NEIGHBORHOODS
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349 SOUTH 200 EAST, SUITE 100 SALT LAKE CITY, UTAH 84111-2836
TELEPHONE: 801-335-7961
FAX: 801-335-8093
E-MAIL: WWW.SLCGOV.COM

PROFESSIONAL SEAL:

PROJECT IDENTIFICATION:
RDW23053
RRFB
INSTALLATIONS

SIGN LOCATIONS AND SIZES

PROJECT OWNER:
SALT LAKE CITY CORPORATION
451 SOUTH STATE STREET
SALT LAKE CITY, UTAH 84111-2836
WWW.SLCGOV.COM

REV	DATE	DESCRIPTION

ENG JOB #: **RDW23053**
P.U. JOB #: **N/A**
IFAS NO.: **N/A**
PREPARER #: **SLC CORP.**
DRAWING FILE NAME:
RRFB INSTALLATIONS
DRAWN BY: **C. CAMPBELL**
CHECKED BY: **J. COYLE, PE.**

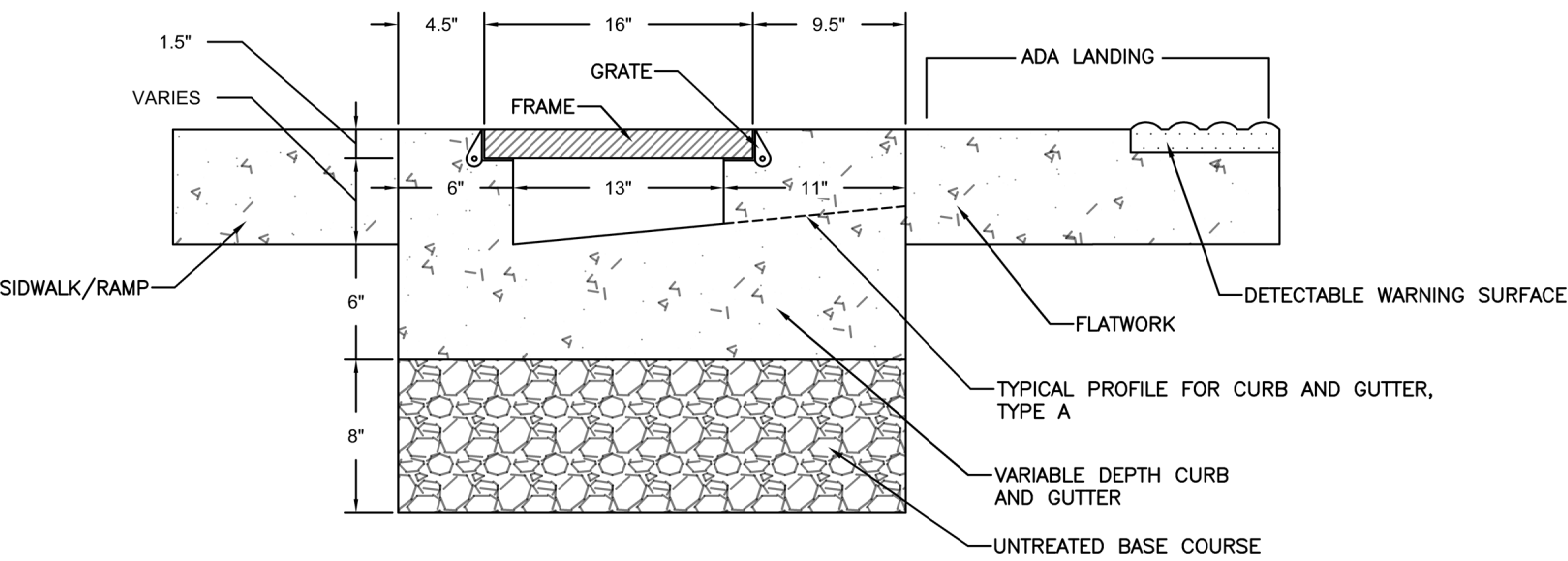
CONSTRUCTION DETAILS

SHEET IDENTIFIER:
DT102
BINDING ORDER
5 OF 39



- 1 RAISED PAVEMENT MARKER





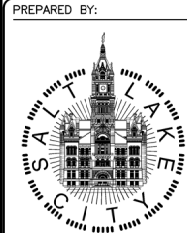
NOTES

- FRAME: D&L SUPPLY, PRODUCT NUMBER J-4223-04 OR APPROVED EQUIVALENT
- GRATE: D&L SUPPLY, PRODUCT NUMBER J-4220-R2 OR APPROVED EQUIVALENT
- FRAME IS TO BE INSTALLED DURING PLACEMENT OF CONCRETE
- VARIABLE CURB HEIGHT WILL BE DETERMINED BY ADJACENT ADA LANDING
- TRANSITION SECTIONS OF CURB AND GUTTER REQUIRED BETWEEN VARIABLE HEIGHT CURB & GUTTER AND EXISTING ADJACENT TYPES (USUALLY APWA TYPE A) TO MATCH FLOW LINES, SLOPES, AND CURB HEIGHT.
- DETAIL IS BASED ON THE GEOMETRY OF TYPE A CURB AND GUTTER.
- VARIABLE CURB & GUTTER, TRENCH GRATE, AND FRAME IS TO BE INSTALLED AT 1700 SOUTH & CONCORD STREET (CP119)

1

VARIABLE HEIGHT CURB & GUTTER WITH TRENCH GRATE AND FRAME

Scale: N.T.S.



SALT LAKE CITY CORPORATION
COMMUNITY AND NEIGHBORHOODS
ENGINEERING DIVISION
349 SOUTH 200 EAST, SUITE 100 SALT LAKE CITY, UTAH 84111-2836
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FAX: 801-335-6093
E-MAIL: WWW.SLCGOV.COM

PROFESSIONAL SEAL:

PROJECT IDENTIFICATION:

RDW23053
RRFB
INSTALLATIONS

TRENCH GRATE
AND CURB
DETAILS

PROJECT OWNER:

SALT LAKE CITY CORPORATION

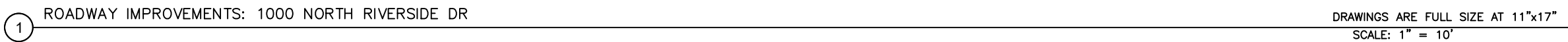
451 SOUTH STATE STREET
SALT LAKE CITY, UTAH 84111-2836
WWW.SLCGOV.COM

REV	DATE	DESCRIPTION

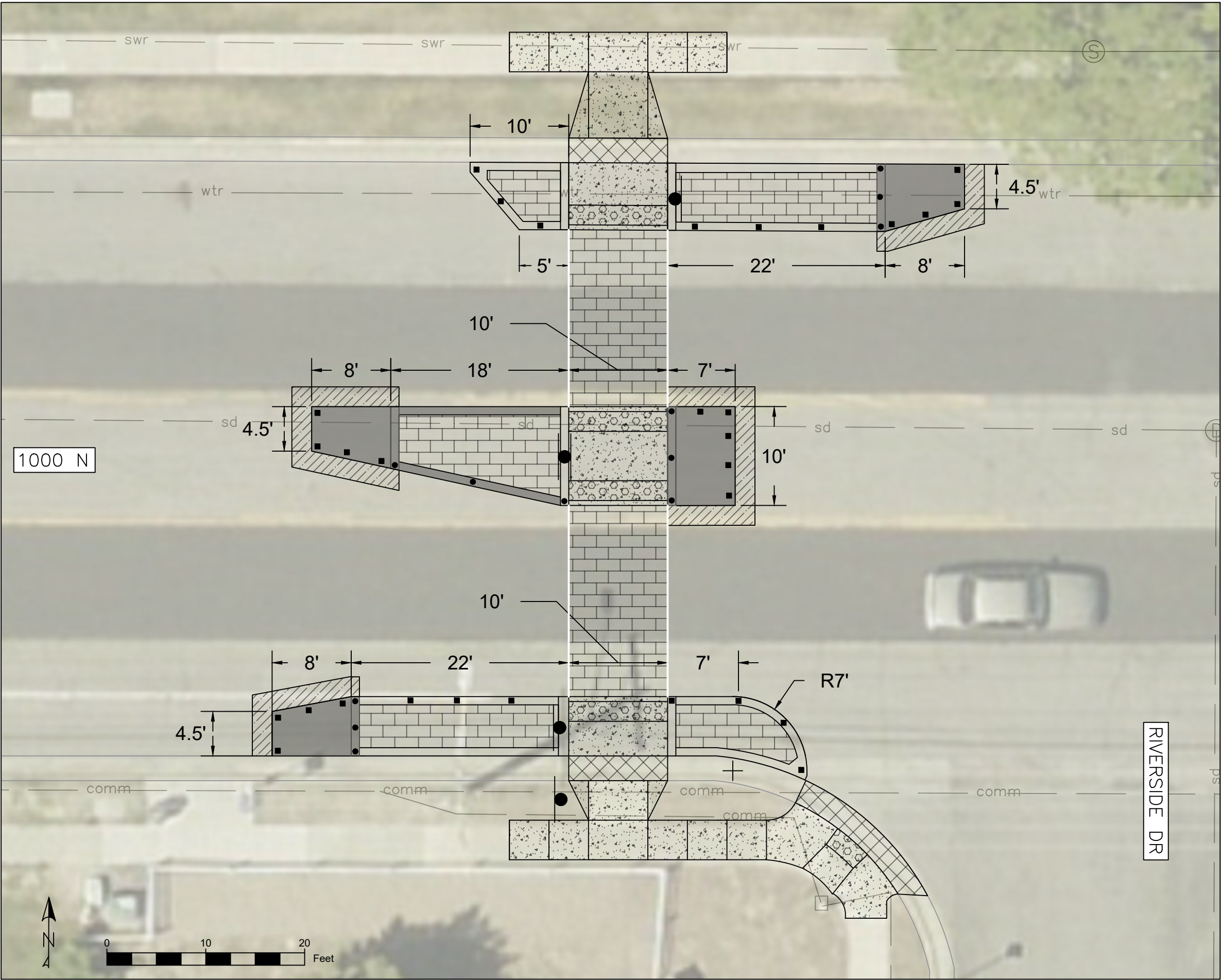
ENG .JOB #: **RDW23053**
P.U. .JOB #: **N/A**
IFAS NO.: **N/A**
PREPARER #: **SLC CORP.**
DRAWING FILE NAME:
RRFB INSTALLATIONS
DRAWN BY: **C. CAMPBELL**
CHECKED BY: **J. COYLE, PE.**

SHEET TITLE:
CONSTRUCTION
DETAILS

SHEET IDENTIFIER:
DT104
BINDING ORDER **7 OF 39**



BINDING ORDER **8 OF 39**



1 DIMENSIONS: 1000 NORTH RIVERSIDE DR

DRAWINGS ARE FULL SIZE AT 11"x17"
SCALE: 1" = 10'

REFERENCE KEYNOTES

SCHEDULE 2 - ROADWAY IMPROVEMENTS

- 201. SAW CUT ASPHALT PAVEMENT
- 202. SAW CUT FLATWORK
- 203. SAW CUT CURB AND GUTTER
- 204. SAWCUT PCCP
- 205. REMOVE FLATWORK
- 206. REMOVE CURB AND GUTTER
- 207. REMOVE PCCP
- 208. UNCLASSIFIED EXCAVATION
- 209. UNTREATED BASE COURSE
- 210. CURB AND GUTTER, TYPE A
- 211. CURB, TYPE R
- 212. CURB, TYPE Q
- 213. FLATWORK, 4" THICK
- 214. FLATWORK, 6" THICK
- 215. FLATWORK, 8" THICK, COLORED RED, PATTERNED
- 216. SIDEWALK CURB WALL, 6" THICK
- 217. ASPHALT PAVEMENT TIE-IN, CLASS II, 6" THICK
- 218. PLOWABLE END SECTION
- 219. DETECTABLE WARNING SURFACE
- 220. LANDSCAPING WITH TOPSOIL, SOD, & SPRINKLER ADJUSTMENT
- 221. TREE TRIMMING
- 222. JUNCTION BOX, TYPE I
- 223. REMOVE WATERWAY TRANSITION STRUCTURE
- 224. WATERWAY TRANSITION STRUCTURE
- 225. ADJUST MANHOLE
- 226. TRENCH GRATE WITH FRAME
- 227. VARIABLE HEIGHT CURB & GUTTER
- 228. PCCP, 9" THICK
- 229. ADA COMPLIANT CATCH BASIN GRATE

SCHEDULE 3 - SIGNAGE & STRIPING

- 302. REMOVE SIGN
- 303. SIGN, OM3 ON FLEX POST
- 304. SIGN, S1-1, SIZE 36"x36"
- 305. SIGN, W11-2, SIZE 30"x30"
- 306. SIGN, W11-2, SIZE 36"x36"
- 307. SIGN, W16-7P, SIZE 12"x24"
- 308. SIGN, W16-7P, SIZE 18"x30"
- 309. SIGN, R1-5, SIZE 36"x36"
- 310. SIGN, R1-5a, SIZE 36"x36"
- 311. DELINEATOR ON FLEX POST, 42" TALL, WHITE
- 312. DELINEATOR ON FLEX POST, 42" TALL, YELLOW
- 313. RAISED PAVEMENT MARKER, WHITE
- 314. RAISED PAVEMENT MARKER, YELLOW
- 315. RRFB, DOUBLE SIDED
- 316. RRFB, SINGLE SIDED
- 317. P4 POLE WITH PUSH BUTTON
- 318. REMOVE PAVEMENT MARKING
- 319. REMOVE SIGN & POST
- 320. REMOVE FLASHER SYSTEM
- 321. YELLOW REFLECTIVE PAINT
- 322. PAVEMENT MARKING, SW12-LINE, 12" SOLID WHITE, THERMOPLASTIC
- 323. PAVEMENT MARKING, WHITE YIELD TRIANGLES, THERMOPLASTIC
- 324. REMOVE & RELOCATE SIGN
- 325. SIGN, R7-2, SIZE 12"x18"
- 326. REMOVE POST
- 327. DELINEATOR WITH DRIVABLE BASE, 42" TALL, YELLOW

SHEET KEYNOTES

LEGENDS

- FLATWORK
- CURB AND GUTTER
- ADA DETECTABLE WARNING
- PATTERNED FLATWORK
- ASPHALT

PREPARED BY:



SALT LAKE CITY CORPORATION

COMMUNITY AND NEIGHBORHOODS

ENGINEERING DIVISION

349 SOUTH 200 EAST, SUITE 100 SALT LAKE CITY, UTAH 84111-2836
TELEPHONE: 801-535-7961
FAX: 801-535-5093
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PROFESSIONAL SEAL:

PROJECT IDENTIFICATION:

RDW23053
RRFB
INSTALLATIONS

1000 NORTH
RIVERSIDE DRIVE

PROJECT OWNER:

SALT LAKE CITY CORPORATION

451 SOUTH STATE STREET
SALT LAKE CITY, UTAH 84111-2836
WWW.SLCGOV.COM

REV	DATE	DESCRIPTION

ENG. JOB #: RDW23053

P.U. JOB #: N/A

IFAS NO.: N/A

PREPARED BY: SLC CORP.

DRAWING FILE NAME:

RRFB INSTALLATIONS

DRAWN BY: C. CAMPBELL

CHECKED BY: J. COYLE, PE.

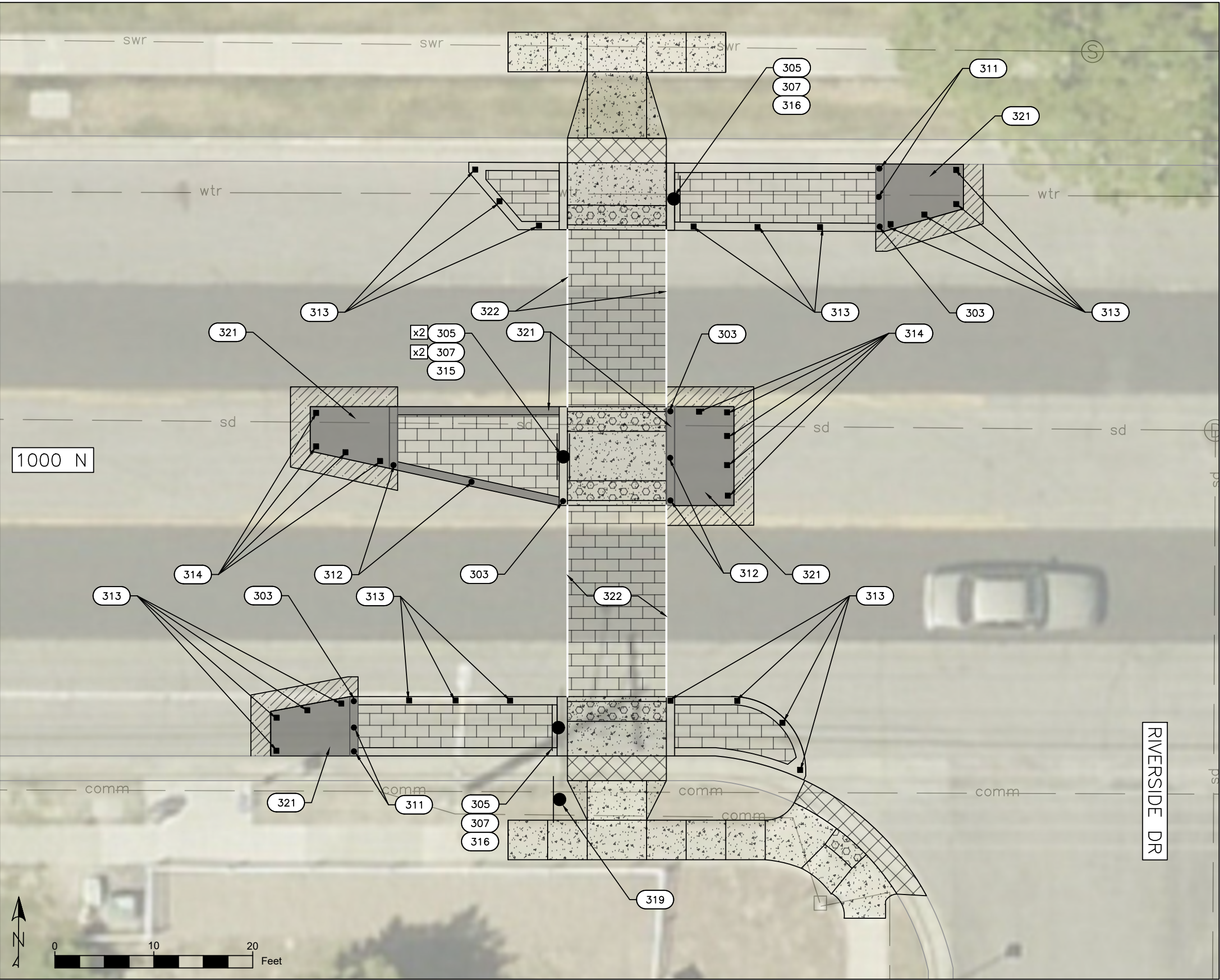
SHEET TITLE:

DIMENSIONS

SHEET IDENTIFIER:

CP101B

BINDING ORDER 9 OF 39



REFERENCE KEYNOTES

SCHEDULE 2 – ROADWAY IMPROVEMENTS

- 201. SAW CUT ASPHALT PAVEMENT
- 202. SAW CUT FLATWORK
- 203. SAW CUT CURB AND GUTTER
- 204. SAWCUT PCCP
- 205. REMOVE FLATWORK
- 206. REMOVE CURB AND GUTTER
- 207. REMOVE PCCP
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- 221. TREE TRIMMING
- 222. JUNCTION BOX, TYPE I
- 223. REMOVE WATERWAY TRANSITION STRUCTURE
- 224. WATERWAY TRANSITION STRUCTURE
- 225. ADJUST MANHOLE
- 226. TRENCH GRATE WITH FRAME
- 227. VARIABLE HEIGHT CURB & GUTTER
- 228. PCCP, 9" THICK
- 229. ADA COMPLIANT CATCH BASIN GRATE

SCHEDULE 3 – SIGNAGE & STRIPING

- 302. REMOVE SIGN
- 303. SIGN, OM3 ON FLEX POST
- 304. SIGN, S1-1, SIZE 36"x36"
- 305. SIGN, W11-2, SIZE 30"x30"
- 306. SIGN, W11-2, SIZE 36"x36"
- 307. SIGN, W16-7P, SIZE 12"x24"
- 308. SIGN, W16-7P, SIZE 18"x30"
- 309. SIGN, R1-5, SIZE 36"x36"
- 310. SIGN, R1-5a, SIZE 36"x36"
- 311. DELINEATOR ON FLEX POST, 42" TALL, WHITE
- 312. DELINEATOR ON FLEX POST, 42" TALL, YELLOW
- 313. RAISED PAVEMENT MARKER, WHITE
- 314. RAISED PAVEMENT MARKER, YELLOW
- 315. RRFB, DOUBLE SIDED
- 316. RRFB, SINGLE SIDED
- 317. P4 POLE WITH PUSH BUTTON
- 318. REMOVE PAVEMENT MARKING
- 319. REMOVE SIGN & POST
- 320. REMOVE FLASHER SYSTEM
- 321. YELLOW REFLECTIVE PAINT
- 322. PAVEMENT MARKING, SW12-LINE, 12" SOLID WHITE, THERMOPLASTIC
- 323. PAVEMENT MARKING, WHITE YIELD TRIANGLES, THERMOPLASTIC
- 324. REMOVE & RELOCATE SIGN
- 325. SIGN, R7-2, SIZE 12"x18"
- 326. REMOVE POST
- 327. DELINEATOR WITH DRIVABLE BASE, 42" TALL, YELLOW

SHEET KEYNOTES

LEGENDS

- FLATWORK
- CURB AND GUTTER
- ADA DETECTABLE WARNING
- PATTERNED FLATWORK
- ASPHALT

PREPARED BY:



SALT LAKE CITY CORPORATION

COMMUNITY AND NEIGHBORHOODS

ENGINEERING DIVISION

349 SOUTH 200 EAST, SUITE 100 SALT LAKE CITY, UTAH 84111-2836
TELEPHONE: 801-535-7961
FAX: 801-535-5093
E-MAIL: WWW.SLCGOV.COM

PROFESSIONAL SEAL:

PROJECT IDENTIFICATION:

**RDW23053
RRFB
INSTALLATIONS**

**1000 NORTH
RIVERSIDE DRIVE**

PROJECT OWNER:

SALT LAKE CITY CORPORATION

451 SOUTH STATE STREET
SALT LAKE CITY, UTAH 84111-2836
WWW.SLCGOV.COM

REV	DATE	DESCRIPTION

ENG. JOB #: **RDW23053**

P.U. JOB #: **N/A**

IFAS NO.: **N/A**

PREPARED BY: **SLC CORP.**

DRAWING FILE NAME:

RRFB INSTALLATIONS

DRAWN BY: **C. CAMPBELL**

CHECKED BY: **J. COYLE, PE**

SHEET TITLE:

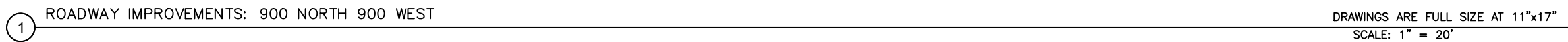
SIGNAGE & STRIPING

SHEET IDENTIFIER:

CP101C

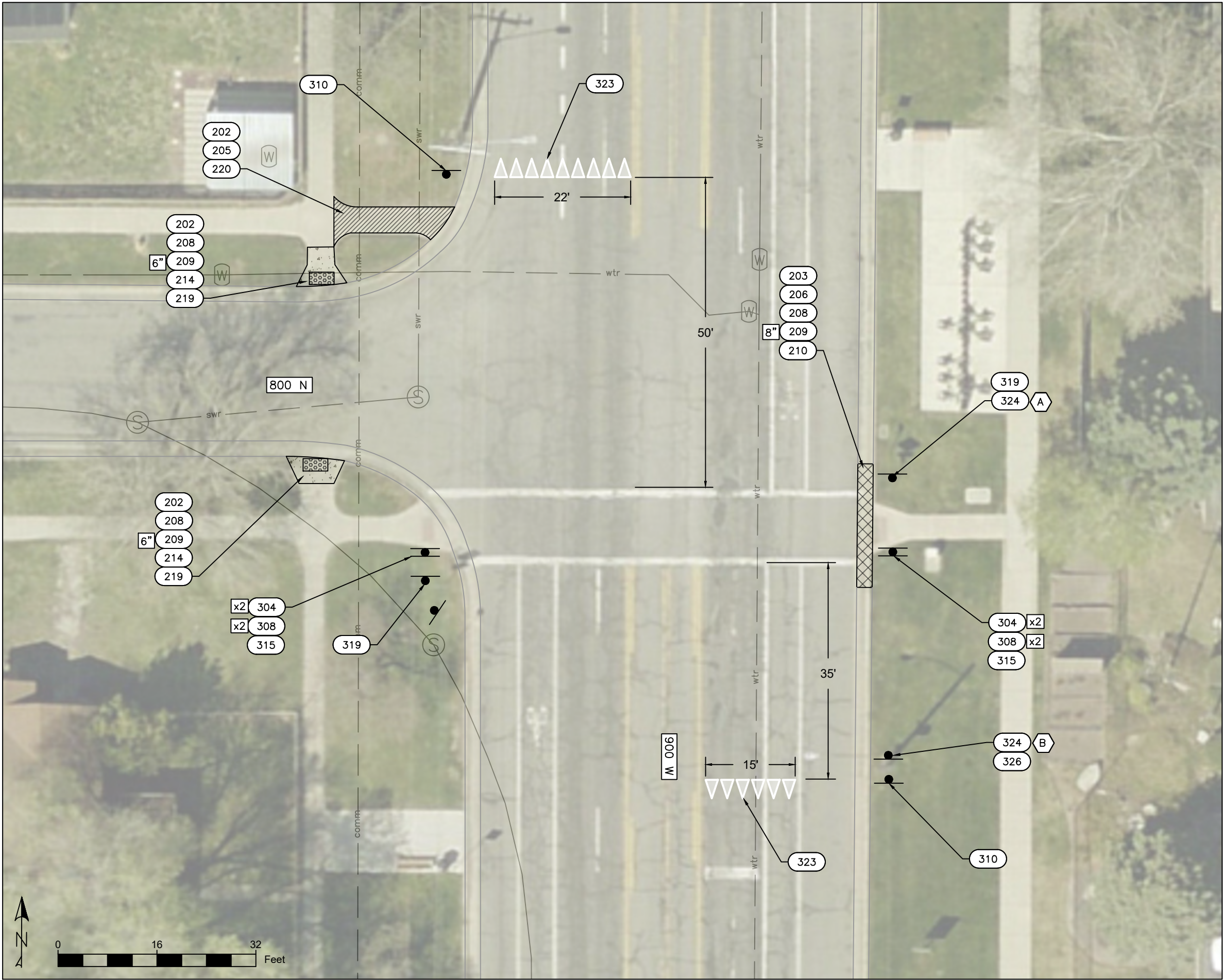
BINDING ORDER

10 OF 39



	FLATWORK
	CURB AND GUTTER
	ADA DETECTABLE WARNING
	PATTERNED FLATWORK
	ASPHALT

BINDING ORDER **11 OF 39**



1 ROADWAY IMPROVEMENTS: 800 NORTH 900 WEST

DRAWINGS ARE FULL SIZE AT 11"x17"

SCALE: 1" = 16'

REFERENCE KEYNOTES

- SCHEDULE 2 – ROADWAY IMPROVEMENTS**
- 201. SAW CUT ASPHALT PAVEMENT
 - 202. SAW CUT FLATWORK
 - 203. SAW CUT CURB AND GUTTER
 - 204. SAWCUT PCCP
 - 205. REMOVE FLATWORK
 - 206. REMOVE CURB AND GUTTER
 - 207. REMOVE PCCP
 - 208. UNCLASSIFIED EXCAVATION
 - 209. UNTREATED BASE COURSE
 - 210. CURB AND GUTTER, TYPE A
 - 211. CURB, TYPE R
 - 212. CURB, TYPE Q
 - 213. FLATWORK, 4" THICK
 - 214. FLATWORK, 6" THICK
 - 215. FLATWORK, 8" THICK, COLORED RED, PATTERNED
 - 216. SIDEWALK CURB WALL, 6" THICK
 - 217. ASPHALT PAVEMENT TIE-IN, CLASS II, 6" THICK
 - 218. PLOWABLE END SECTION
 - 219. DETECTABLE WARNING SURFACE
 - 220. LANDSCAPING WITH TOPSOIL, SOD, & SPRINKLER ADJUSTMENT
 - 221. TREE TRIMMING
 - 222. JUNCTION BOX, TYPE I
 - 223. REMOVE WATERWAY TRANSITION STRUCTURE
 - 224. WATERWAY TRANSITION STRUCTURE
 - 225. ADJUST MANHOLE
 - 226. TRENCH GRATE WITH FRAME
 - 227. VARIABLE HEIGHT CURB & GUTTER
 - 228. PCCP, 9" THICK
 - 229. ADA COMPLIANT CATCH BASIN GRATE
- SCHEDULE 3 – SIGNAGE & STRIPING**
- 302. REMOVE SIGN
 - 303. SIGN, OM3 ON FLEX POST
 - 304. SIGN, S1-1, SIZE 36"x36"
 - 305. SIGN, W11-2, SIZE 30"x30"
 - 306. SIGN, W11-2, SIZE 36"x36"
 - 307. SIGN, W16-7P, SIZE 12"x24"
 - 308. SIGN, W16-7P, SIZE 18"x30"
 - 309. SIGN, R1-5, SIZE 36"x36"
 - 310. SIGN, R1-5a, SIZE 36"x36"
 - 311. DELINEATOR ON FLEX POST, 42" TALL, WHITE
 - 312. DELINEATOR ON FLEX POST, 42" TALL, YELLOW
 - 313. RAISED PAVEMENT MARKER, WHITE
 - 314. RAISED PAVEMENT MARKER, YELLOW
 - 315. RRFB, DOUBLE SIDED
 - 316. RRFB, SINGLE SIDED
 - 317. P4 POLE WITH PUSH BUTTON
 - 318. REMOVE PAVEMENT MARKING
 - 319. REMOVE SIGN & POST
 - 320. REMOVE FLASHER SYSTEM
 - 321. YELLOW REFLECTIVE PAINT
 - 322. PAVEMENT MARKING, SW12-LINE, 12" SOLID WHITE, THERMOPLASTIC
 - 323. PAVEMENT MARKING, WHITE YIELD TRIANGLES, THERMOPLASTIC
 - 324. REMOVE & RELOCATE SIGN
 - 325. SIGN, R7-2, SIZE 12"x18"
 - 326. REMOVE POST
 - 327. DELINEATOR WITH DRIVABLE BASE, 42" TALL, YELLOW

SHEET KEYNOTES

- A ADJUST NO PARKING SIGN TO 7' ABOVE GROUND AND CUT POLE TO SIZE
- B RELOCATE NO PARKING SIGN TO POLE WITH NEW R1-5a SIGN

LEGENDS

- FLATWORK
- CURB AND GUTTER
- ADA DETECTABLE WARNING
- PATTERNED FLATWORK
- ASPHALT

PREPARED BY:



SALT LAKE CITY CORPORATION
COMMUNITY AND NEIGHBORHOODS
ENGINEERING DIVISION
349 SOUTH 200 EAST, SUITE 100 SALT LAKE CITY, UTAH 84111-2836
TELEPHONE: 801-335-7961
FAX: 801-335-5093
E-MAIL: WWW.SLCGOV.COM

PROFESSIONAL SEAL:

PROJECT IDENTIFICATION:

RDW23053
RRFB
INSTALLATIONS

800 NORTH
900 WEST

PROJECT OWNER:

SALT LAKE CITY CORPORATION

451 SOUTH STATE STREET
SALT LAKE CITY, UTAH 84111-2836
WWW.SLCGOV.COM

REV	DATE	DESCRIPTION

ENG. JOB #: **RDW23053**

P.U. JOB #: **N/A**

IFAS NO.: **N/A**

PREPARED BY: **SLC CORP.**

DRAWING FILE NAME: **RRFB INSTALLATIONS**

DRAWN BY: **C. CAMPBELL**

CHECKED BY: **J. COYLE, PE**

SHEET TITLE:

ROADWAY IMPROVEMENTS

SHEET IDENTIFIER:

CP103

BINDING ORDER

12 OF 39

CAD FILE LOCATION: G:\CIVIL TEAM A\PROJECTS\RDW23053 - RRFB INSTALLATIONS 2023-2024\2-DESIGN\ACAD\DWGS\RRFB FINAL DESIGN.DWG

LAST ACCESSED: 12/16/2025 12:30:16 PM



1 ROADWAY IMPROVEMENTS: 700 NORTH 900 WEST

DRAWINGS ARE FULL SIZE AT 11"x17"

SCALE: 1" = 16'

- REFERENCE KEYNOTES
- SCHEDULE 2 – ROADWAY IMPROVEMENTS

201.

SAW CUT ASPHALT PAVEMENT

202.

SAW CUT FLATWORK

203.

SAW CUT CURB AND GUTTER

204.

SAWCUT PCCP

205.

REMOVE FLATWORK

206.

REMOVE CURB AND GUTTER

207.

REMOVE PCCP

208.

UNCLASSIFIED EXCAVATION

209.

UNTREATED BASE COURSE

210.

CURB AND GUTTER, TYPE A

211.

CURB, TYPE R

212.

CURB, TYPE Q

213.

FLATWORK, 4" THICK

214.

FLATWORK, 6" THICK

215.

FLATWORK, 8" THICK, COLORED RED, PATTERNED

216.

SIDEWALK CURB WALL, 6" THICK

217.

ASPHALT PAVEMENT TIE-IN, CLASS II, 6" THICK

218.

PLOWABLE END SECTION

219.

DETECTABLE WARNING SURFACE

220.

LANDSCAPING WITH TOPSOIL, SOD, & SPRINKLER ADJUSTMENT

221.

TREE TRIMMING

222.

JUNCTION BOX, TYPE I

223.

REMOVE WATERWAY TRANSITION STRUCTURE

224.

WATERWAY TRANSITION STRUCTURE

225.

ADJUST MANHOLE

226.

TRENCH GRATE WITH FRAME

227.

VARIABLE HEIGHT CURB & GUTTER

228.

PCCP, 9" THICK

229.

ADA COMPLIANT CATCH BASIN GRATE

SCHEDULE 3 – SIGNAGE & STRIPING

302.

REMOVE SIGN

303.

SIGN, OM3 ON FLEX POST

304.

SIGN, S1-1, SIZE 36"x36"

305.

SIGN, W11-2, SIZE 30"x30"

306.

SIGN, W11-2, SIZE 36"x36"

307.

SIGN, W16-7P, SIZE 12"x24"

308.

SIGN, W16-7P, SIZE 18"x30"

309.

SIGN, R1-5, SIZE 36"x36"

310.

SIGN, R1-5a, SIZE 36"x36"

311.

DELINEATOR ON FLEX POST, 42" TALL, WHITE

312.

DELINEATOR ON FLEX POST, 42" TALL, YELLOW

313.

RAISED PAVEMENT MARKER, WHITE

314.

RAISED PAVEMENT MARKER, YELLOW

315.

RRFB, DOUBLE SIDED

316.

RRFB, SINGLE SIDED

317.

P4 POLE WITH PUSH BUTTON

318.

REMOVE PAVEMENT MARKING

319.

REMOVE SIGN & POST

320.

REMOVE FLASHER SYSTEM

321.

YELLOW REFLECTIVE PAINT

322.

PAVEMENT MARKING, SW12-LINE, 12" SOLID WHITE, THERMOPLASTIC

323.

PAVEMENT MARKING, WHITE YIELD TRIANGLES, THERMOPLASTIC

324.

REMOVE & RELOCATE SIGN

325.

SIGN, R7-2, SIZE 12"x18"

326.

REMOVE POST

327.

DELINEATOR WITH DRIVABLE BASE, 42" TALL, YELLOW

- SHEET KEYNOTES
- LEGENDS

FLATWORK

CURB AND GUTTER

ADA DETECTABLE WARNING

PATTERNED FLATWORK

ASPHALT

PREPARED BY:



SALT LAKE CITY CORPORATION

COMMUNITY AND NEIGHBORHOODS

ENGINEERING DIVISION

349 SOUTH 200 EAST, SUITE 100 SALT LAKE CITY, UTAH 84111-2836

TELEPHONE: 801-535-7961

FAX: 801-535-5093

E-MAIL: WWW.SLCGOV.COM

PROFESSIONAL SEAL:

PROJECT IDENTIFICATION:

RDW23053

RRFB

INSTALLATIONS

700 NORTH

900 WEST

PROJECT OWNER:

SALT LAKE CITY CORPORATION

451 SOUTH STATE STREET

SALT LAKE CITY, UTAH 84111-2836

WWW.SLCGOV.COM

REV	DATE	DESCRIPTION

ENG. JOB #:

RDW23053

P.U. JOB #:

N/A

IFAS NO.:

N/A

PREPARED BY:

SLC CORP.

DRAWING FILE NAME:

RRFB INSTALLATIONS

DRAWN BY:

C. CAMPBELL

CHECKED BY:

J. COYLE, PE.

SHEET TITLE:

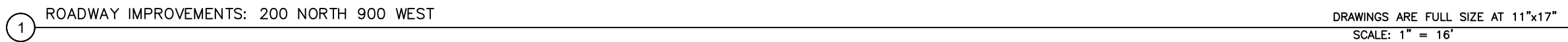
ROADWAY IMPROVEMENTS

SHEET IDENTIFIER:

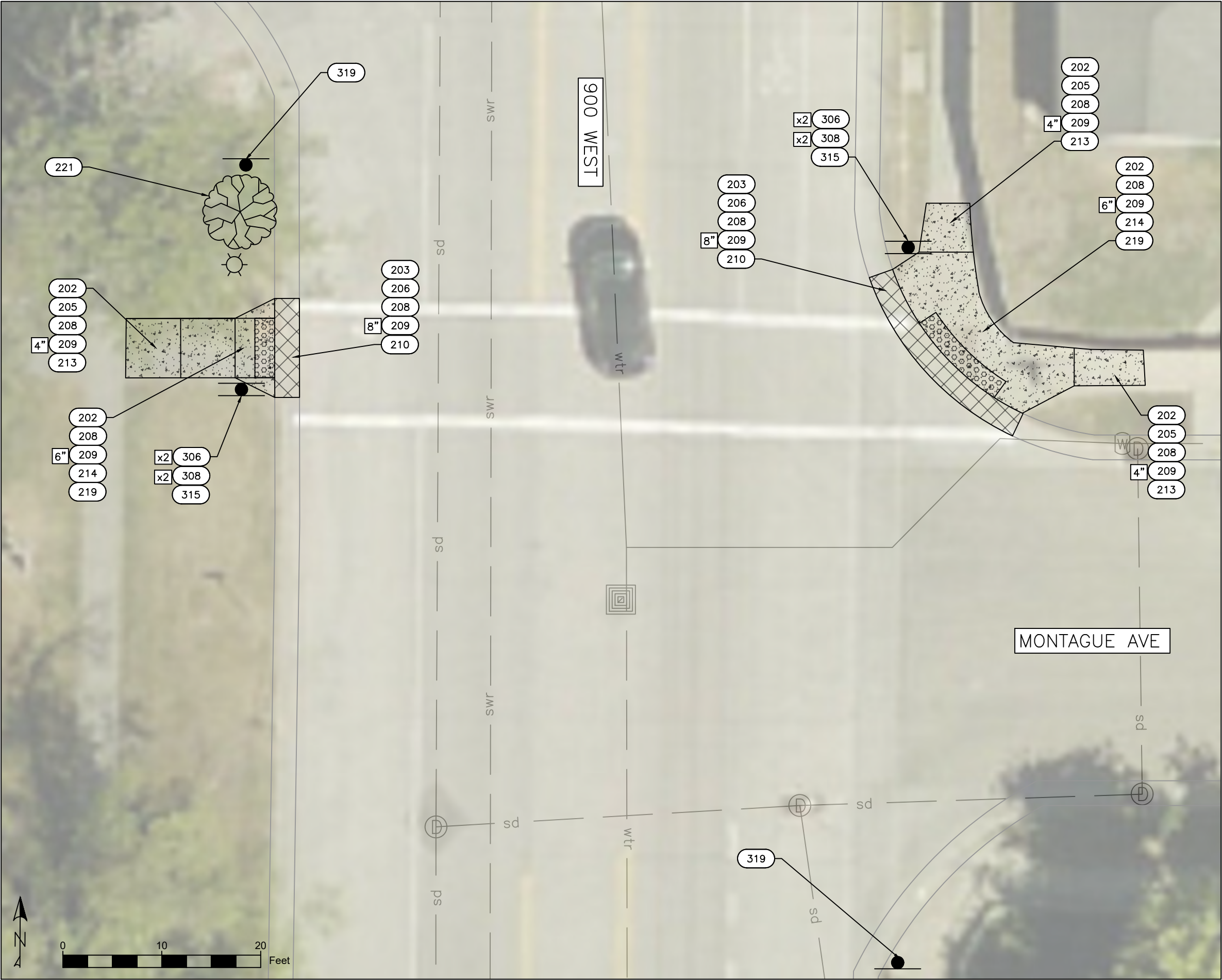
CP104

BINDING ORDER

13 OF 39



14 OF 39



- REFERENCE KEYNOTES
- SCHEDULE 2 – ROADWAY IMPROVEMENTS

201.

SAW CUT ASPHALT PAVEMENT

202.

SAW CUT FLATWORK

203.

SAW CUT CURB AND GUTTER

204.

SAWCUT PCCP

205.

REMOVE FLATWORK

206.

REMOVE CURB AND GUTTER

207.

REMOVE PCCP

208.

UNCLASSIFIED EXCAVATION

209.

UNTREATED BASE COURSE

210.

CURB AND GUTTER, TYPE A

211.

CURB, TYPE R

212.

CURB, TYPE Q

213.

FLATWORK, 4" THICK

214.

FLATWORK, 6" THICK

215.

FLATWORK, 8" THICK, COLORED RED, PATTERNED

216.

SIDEWALK CURB WALL, 6" THICK

217.

ASPHALT PAVEMENT TIE-IN, CLASS II, 6" THICK

218.

FLOWABLE END SECTION

219.

DETECTABLE WARNING SURFACE

220.

LANDSCAPING WITH TOPSOIL, SOD, & SPRINKLER ADJUSTMENT

221.

TREE TRIMMING

222.

JUNCTION BOX, TYPE I

223.

REMOVE WATERWAY TRANSITION STRUCTURE

224.

WATERWAY TRANSITION STRUCTURE

225.

ADJUST MANHOLE

226.

TRENCH GRATE WITH FRAME

227.

VARIABLE HEIGHT CURB & GUTTER

228.

PCCP, 9" THICK

229.

ADA COMPLIANT CATCH BASIN GRATE
- SCHEDULE 3 – SIGNAGE & STRIPING

302.

REMOVE SIGN

303.

SIGN, OM3 ON FLEX POST

304.

SIGN, S1-1, SIZE 36"x36"

305.

SIGN, W11-2, SIZE 30"x30"

306.

SIGN, W11-2, SIZE 36"x36"

307.

SIGN, W16-7P, SIZE 12"x24"

308.

SIGN, W16-7P, SIZE 18"x30"

309.

SIGN, R1-5, SIZE 36"x36"

310.

SIGN, R1-5a, SIZE 36"x36"

311.

DELINEATOR ON FLEX POST, 42" TALL, WHITE

312.

DELINEATOR ON FLEX POST, 42" TALL, YELLOW

313.

RAISED PAVEMENT MARKER, WHITE

314.

RAISED PAVEMENT MARKER, YELLOW

315.

RRFB, DOUBLE SIDED

316.

RRFB, SINGLE SIDED

317.

P4 POLE WITH PUSH BUTTON

318.

REMOVE PAVEMENT MARKING

319.

REMOVE SIGN & POST

320.

REMOVE FLASHER SYSTEM

321.

YELLOW REFLECTIVE PAINT

322.

PAVEMENT MARKING, SW12-LINE, 12" SOLID WHITE, THERMOPLASTIC

323.

PAVEMENT MARKING, WHITE YIELD TRIANGLES, THERMOPLASTIC

324.

REMOVE & RELOCATE SIGN

325.

SIGN, R7-2, SIZE 12"x18"

326.

REMOVE POST

327.

DELINEATOR WITH DRIVABLE BASE, 42" TALL, YELLOW

SHEET KEYNOTES

LEGENDS

- FLATWORK
- CURB AND GUTTER
- ADA DETECTABLE WARNING
- PATTERNED FLATWORK
- ASPHALT

PREPARED BY:

SALT LAKE CITY CORPORATION
COMMUNITY AND NEIGHBORHOODS
ENGINEERING DIVISION
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TELEPHONE: 801-535-7961
FAX: 801-535-6093
E-MAIL: WWW.SLCGOV.COM

PROFESSIONAL SEAL:

PROJECT IDENTIFICATION:

RDW23053
RRFB
INSTALLATIONS

900 WEST
MONTAGUE AVE

PROJECT OWNER:

SALT LAKE CITY CORPORATION
451 SOUTH STATE STREET
SALT LAKE CITY, UTAH 84111-2836
WWW.SLCGOV.COM

REV	DATE	DESCRIPTION

ENG. JOB #:

RDW23053

P.U. JOB #:

N/A

IFAS NO.:

N/A

PREPARED BY:

SLC CORP.

DRAWING FILE NAME:

RRFB INSTALLATIONS

DRAWN BY:

C. CAMPBELL

CHECKED BY:

J. COYLE, PE.

SHEET TITLE:

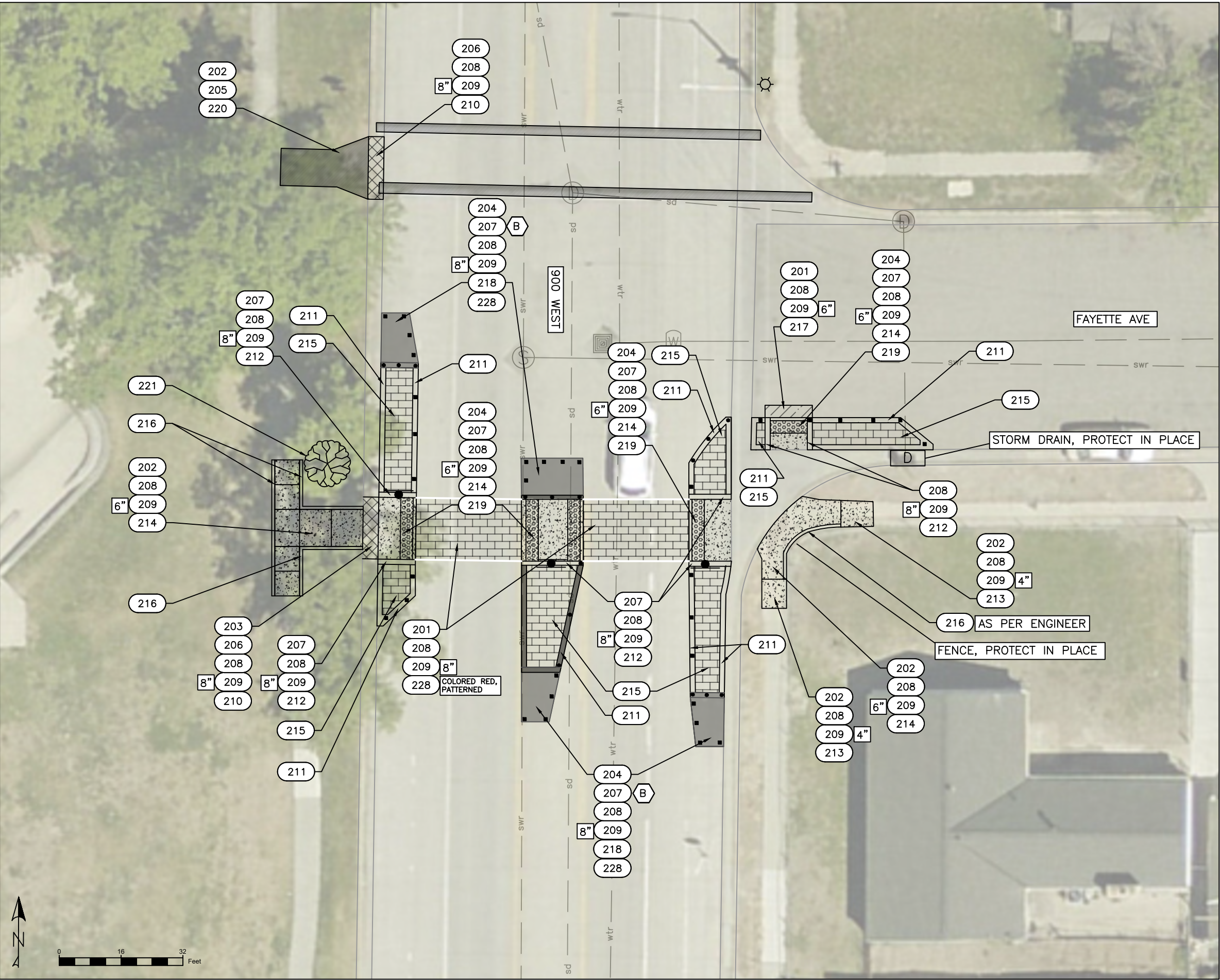
ROADWAY IMPROVEMENTS

SHEET IDENTIFIER:

CP106

BINDING ORDER

15 OF 39



REFERENCE KEYNOTES

- SCHEDULE 2 -- ROADWAY IMPROVEMENTS**
- 201. SAW CUT ASPHALT PAVEMENT
 - 202. SAW CUT FLATWORK
 - 203. SAW CUT CURB AND GUTTER
 - 204. SAWCUT PCCP
 - 205. REMOVE FLATWORK
 - 206. REMOVE CURB AND GUTTER
 - 207. REMOVE PCCP
 - 208. UNCLASSIFIED EXCAVATION
 - 209. UNTREATED BASE COURSE
 - 210. CURB AND GUTTER, TYPE A
 - 211. CURB, TYPE R
 - 212. CURB, TYPE Q
 - 213. FLATWORK, 4" THICK
 - 214. FLATWORK, 6" THICK
 - 215. FLATWORK, 8" THICK, COLORED RED, PATTERNED
 - 216. SIDEWALK CURB WALL, 6" THICK
 - 217. ASPHALT PAVEMENT TIE-IN, CLASS II, 6" THICK
 - 218. PLOWABLE END SECTION
 - 219. DETECTABLE WARNING SURFACE
 - 220. LANDSCAPING WITH TOPSOIL, SOD, & SPRINKLER ADJUSTMENT
 - 221. TREE TRIMMING
 - 222. JUNCTION BOX, TYPE I
 - 223. REMOVE WATERWAY TRANSITION STRUCTURE
 - 224. WATERWAY TRANSITION STRUCTURE
 - 225. ADJUST MANHOLE
 - 226. TRENCH GRATE WITH FRAME
 - 227. VARIABLE HEIGHT CURB & GUTTER
 - 228. PCCP, 9" THICK
 - 229. ADA COMPLIANT CATCH BASIN GRATE

- SCHEDULE 3 -- SIGNAGE & STRIPING**
- 302. REMOVE SIGN
 - 303. SIGN, OM3 ON FLEX POST
 - 304. SIGN, S1-1, SIZE 36"x36"
 - 305. SIGN, W11-2, SIZE 30"x30"
 - 306. SIGN, W11-2, SIZE 36"x36"
 - 307. SIGN, W16-7P, SIZE 12"x24"
 - 308. SIGN, W16-7P, SIZE 18"x30"
 - 309. SIGN, R1-5, SIZE 36"x36"
 - 310. SIGN, R1-5a, SIZE 36"x36"
 - 311. DELINEATOR ON FLEX POST, 42" TALL, WHITE
 - 312. DELINEATOR ON FLEX POST, 42" TALL, YELLOW
 - 313. RAISED PAVEMENT MARKER, WHITE
 - 314. RAISED PAVEMENT MARKER, YELLOW
 - 315. RRFB, DOUBLE SIDED
 - 316. RRFB, SINGLE SIDED
 - 317. P4 POLE WITH PUSH BUTTON
 - 318. REMOVE PAVEMENT MARKING
 - 319. REMOVE SIGN & POST
 - 320. REMOVE FLASHER SYSTEM
 - 321. YELLOW REFLECTIVE PAINT
 - 322. PAVEMENT MARKING, SW12-LINE, 12" SOLID WHITE, THERMOPLASTIC
 - 323. PAVEMENT MARKING, WHITE YIELD TRIANGLES, THERMOPLASTIC
 - 324. REMOVE & RELOCATE SIGN
 - 325. SIGN, R7-2, SIZE 12"x18"
 - 326. REMOVE POST
 - 327. DELINEATOR WITH DRIVABLE BASE, 42" TALL, YELLOW

SHEET KEYNOTES

- B REMOVE FULL PANEL OF PCCP

LEGENDS

- FLATWORK
- CURB AND GUTTER
- ADA DETECTABLE WARNING
- PATTERNED FLATWORK
- ASPHALT

PREPARED BY:



SALT LAKE CITY CORPORATION
COMMUNITY AND NEIGHBORHOODS
ENGINEERING DIVISION
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TELEPHONE: 801-535-7961
FAX: 801-535-5093
E-MAIL: WWW.SLCGOV.COM

PROFESSIONAL SEAL:

PROJECT IDENTIFICATION:
RDW23053
RRFB
INSTALLATIONS

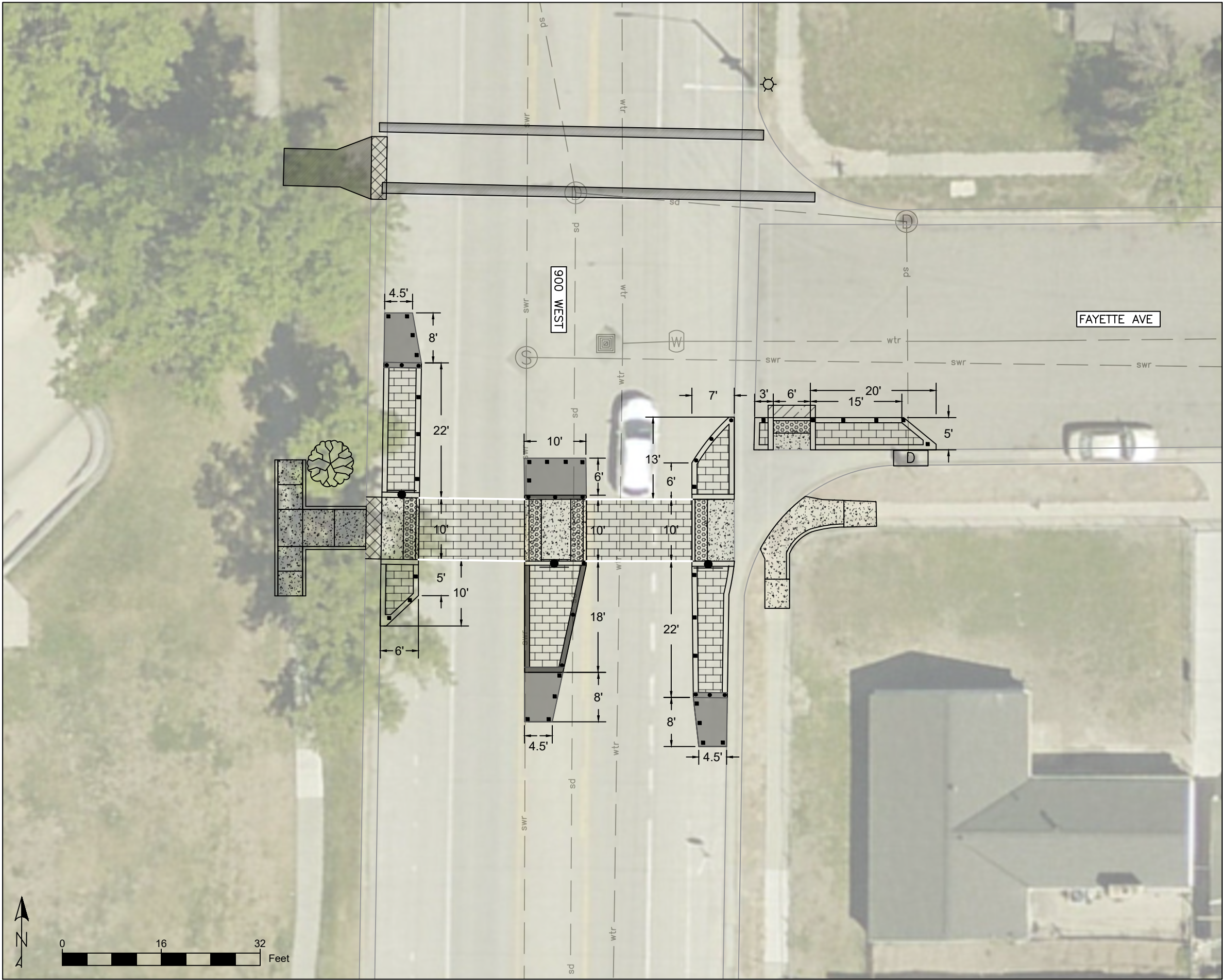
900 WEST
FAYETTE AVE

PROJECT OWNER:
SALT LAKE CITY CORPORATION
451 SOUTH STATE STREET
SALT LAKE CITY, UTAH 84111-2836
WWW.SLCGOV.COM

REV	DATE	DESCRIPTION

ENG. JOB #: **RDW23053**
P.U. JOB #: **N/A**
IFAS NO.: **N/A**
PREPARED BY: **SLC CORP.**
DRAWING FILE NAME:
RRFB INSTALLATIONS
DRAWN BY: **C. CAMPBELL**
CHECKED BY: **J. COYLE, PE.**

SHEET TITLE:
ROADWAY IMPROVEMENTS
SHEET IDENTIFIER:
CP107A
BINDING ORDER **16 OF 39**



1 DIMENSIONS: 900 WEST FAYETTE AVE

DRAWINGS ARE FULL SIZE AT 11"x17"
SCALE: 1" = 16'

REFERENCE KEYNOTES

SCHEDULE 2 – ROADWAY IMPROVEMENTS

- 201. SAW CUT ASPHALT PAVEMENT
- 202. SAW CUT FLATWORK
- 203. SAW CUT CURB AND GUTTER
- 204. SAWCUT PCCP
- 205. REMOVE FLATWORK
- 206. REMOVE CURB AND GUTTER
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- 208. UNCLASSIFIED EXCAVATION
- 209. UNTREATED BASE COURSE
- 210. CURB AND GUTTER, TYPE A
- 211. CURB, TYPE R
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- 216. SIDEWALK CURB WALL, 6" THICK
- 217. ASPHALT PAVEMENT TIE-IN, CLASS II, 6" THICK
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- 219. DETECTABLE WARNING SURFACE
- 220. LANDSCAPING WITH TOPSOIL, SOD, & SPRINKLER ADJUSTMENT
- 221. TREE TRIMMING
- 222. JUNCTION BOX, TYPE I
- 223. REMOVE WATERWAY TRANSITION STRUCTURE
- 224. WATERWAY TRANSITION STRUCTURE
- 225. ADJUST MANHOLE
- 226. TRENCH GRATE WITH FRAME
- 227. VARIABLE HEIGHT CURB & GUTTER
- 228. PCCP, 9" THICK
- 229. ADA COMPLIANT CATCH BASIN GRATE

SCHEDULE 3 – SIGNAGE & STRIPING

- 302. REMOVE SIGN
- 303. SIGN, OM3 ON FLEX POST
- 304. SIGN, S1-1, SIZE 36"x36"
- 305. SIGN, W11-2, SIZE 30"x30"
- 306. SIGN, W11-2, SIZE 36"x36"
- 307. SIGN, W16-7P, SIZE 12"x24"
- 308. SIGN, W16-7P, SIZE 18"x30"
- 309. SIGN, R1-5, SIZE 36"x36"
- 310. SIGN, R1-5a, SIZE 36"x36"
- 311. DELINEATOR ON FLEX POST, 42" TALL, WHITE
- 312. DELINEATOR ON FLEX POST, 42" TALL, YELLOW
- 313. RAISED PAVEMENT MARKER, WHITE
- 314. RAISED PAVEMENT MARKER, YELLOW
- 315. RRFB, DOUBLE SIDED
- 316. RRFB, SINGLE SIDED
- 317. P4 POLE WITH PUSH BUTTON
- 318. REMOVE PAVEMENT MARKING
- 319. REMOVE SIGN & POST
- 320. REMOVE FLASHER SYSTEM
- 321. YELLOW REFLECTIVE PAINT
- 322. PAVEMENT MARKING, SW12-LINE, 12" SOLID WHITE, THERMOPLASTIC
- 323. PAVEMENT MARKING, WHITE YIELD TRIANGLES, THERMOPLASTIC
- 324. REMOVE & RELOCATE SIGN
- 325. SIGN, R7-2, SIZE 12"x18"
- 326. REMOVE POST
- 327. DELINEATOR WITH DRIVABLE BASE, 42" TALL, YELLOW

SHEET KEYNOTES

LEGENDS

- FLATWORK
- CURB AND GUTTER
- ADA DETECTABLE WARNING
- PATTERNED FLATWORK
- ASPHALT

PREPARED BY:



SALT LAKE CITY CORPORATION

COMMUNITY AND NEIGHBORHOODS

ENGINEERING DIVISION

349 SOUTH 200 EAST, SUITE 100 SALT LAKE CITY, UTAH 84111-2836
TELEPHONE: 801-535-7961
FAX: 801-535-5095
E-MAIL: WWW.SLCGOV.COM

PROFESSIONAL SEAL:

PROJECT IDENTIFICATION:

**RDW23053
RRFB
INSTALLATIONS**

**900 WEST
FAYETTE AVE**

PROJECT OWNER:

SALT LAKE CITY CORPORATION

451 SOUTH STATE STREET
SALT LAKE CITY, UTAH 84111-2836
WWW.SLCGOV.COM

REV	DATE	DESCRIPTION

ENG. JOB #: **RDW23053**

P.U. JOB #: **N/A**

IFAS NO.: **N/A**

PREPARED BY: **SLC CORP.**

DRAWING FILE NAME:

RRFB INSTALLATIONS

DRAWN BY: **C. CAMPBELL**

CHECKED BY: **J. COYLE, PE.**

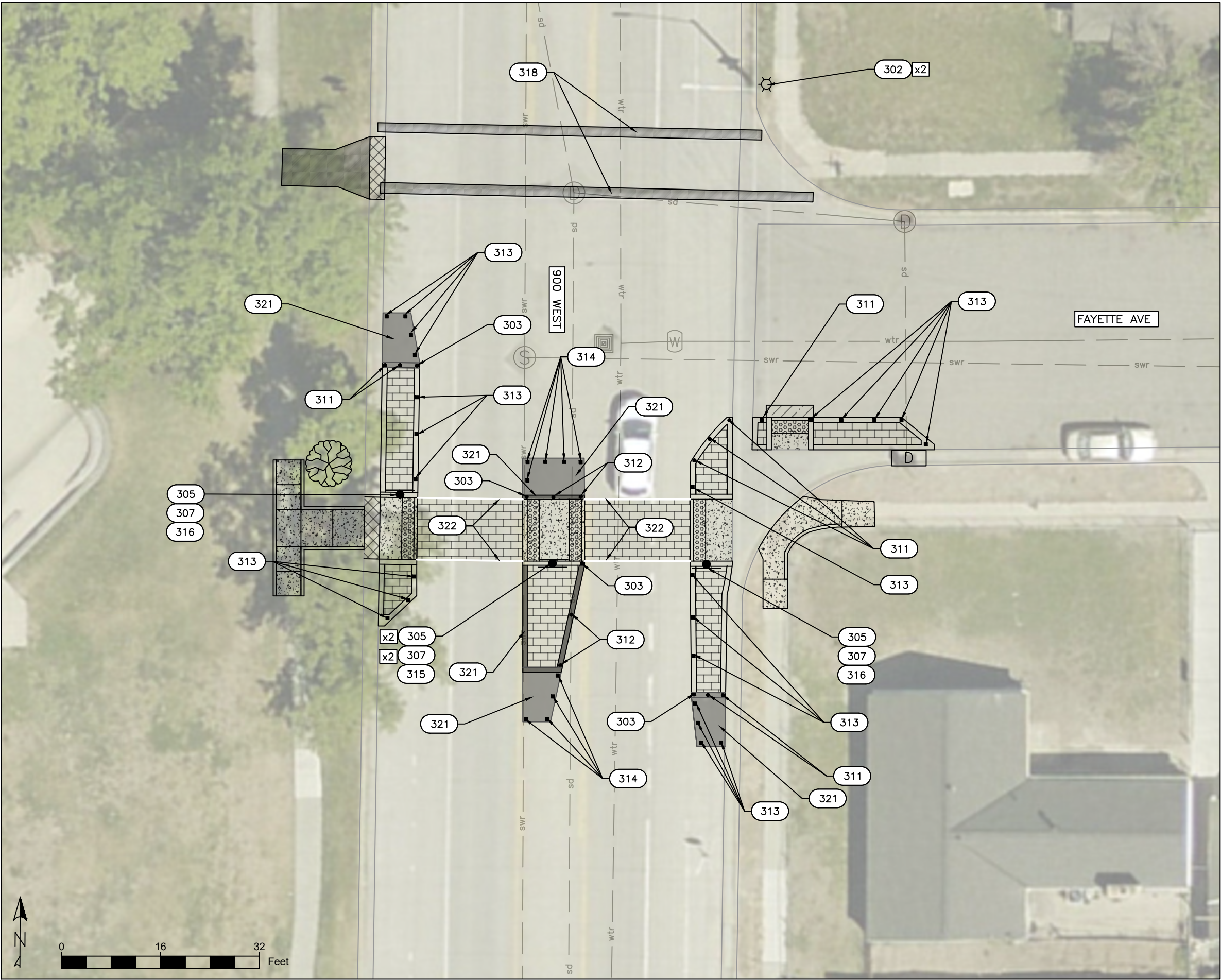
SHEET TITLE:

DIMENSIONS

SHEET IDENTIFIER:

CP107B

BINDING ORDER **17 OF 39**



1 SIGNAGE & STRIPING: 900 WEST FAYETTE AVE

DRAWINGS ARE FULL SIZE AT 11"x17"
SCALE: 1" = 16'

REFERENCE KEYNOTES

SCHEDULE 2 – ROADWAY IMPROVEMENTS

- 201. SAW CUT ASPHALT PAVEMENT
- 202. SAW CUT FLATWORK
- 203. SAW CUT CURB AND GUTTER
- 204. SAWCUT PCCP
- 205. REMOVE FLATWORK
- 206. REMOVE CURB AND GUTTER
- 207. REMOVE PCCP
- 208. UNCLASSIFIED EXCAVATION
- 209. UNTREATED BASE COURSE
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- 211. CURB, TYPE R
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- 215. FLATWORK, 8" THICK, COLORED RED, PATTERNED
- 216. SIDEWALK CURB WALL, 6" THICK
- 217. ASPHALT PAVEMENT TIE-IN, CLASS II, 6" THICK
- 218. PLOWABLE END SECTION
- 219. DETECTABLE WARNING SURFACE
- 220. LANDSCAPING WITH TOPSOIL, SOD, & SPRINKLER ADJUSTMENT
- 221. TREE TRIMMING
- 222. JUNCTION BOX, TYPE I
- 223. REMOVE WATERWAY TRANSITION STRUCTURE
- 224. WATERWAY TRANSITION STRUCTURE
- 225. ADJUST MANHOLE
- 226. TRENCH GRATE WITH FRAME
- 227. VARIABLE HEIGHT CURB & GUTTER
- 228. PCCP, 9" THICK
- 229. ADA COMPLIANT CATCH BASIN GRATE

SCHEDULE 3 – SIGNAGE & STRIPING

- 302. REMOVE SIGN
- 303. SIGN, OM3 ON FLEX POST
- 304. SIGN, S1-1, SIZE 36"x36"
- 305. SIGN, W11-2, SIZE 30"x30"
- 306. SIGN, W11-2, SIZE 36"x36"
- 307. SIGN, W16-7P, SIZE 12"x24"
- 308. SIGN, W16-7P, SIZE 18"x30"
- 309. SIGN, R1-5, SIZE 36"x36"
- 310. SIGN, R1-5a, SIZE 36"x36"
- 311. DELINEATOR ON FLEX POST, 42" TALL, WHITE
- 312. DELINEATOR ON FLEX POST, 42" TALL, YELLOW
- 313. RAISED PAVEMENT MARKER, WHITE
- 314. RAISED PAVEMENT MARKER, YELLOW
- 315. RRFB, DOUBLE SIDED
- 316. RRFB, SINGLE SIDED
- 317. P4 POLE WITH PUSH BUTTON
- 318. REMOVE PAVEMENT MARKING
- 319. REMOVE SIGN & POST
- 320. REMOVE FLASHER SYSTEM
- 321. YELLOW REFLECTIVE PAINT
- 322. PAVEMENT MARKING, SW12-LINE, 12" SOLID WHITE, THERMOPLASTIC
- 323. PAVEMENT MARKING, WHITE YIELD TRIANGLES, THERMOPLASTIC
- 324. REMOVE & RELOCATE SIGN
- 325. SIGN, R7-2, SIZE 12"x18"
- 326. REMOVE POST
- 327. DELINEATOR WITH DRIVABLE BASE, 42" TALL, YELLOW

SHEET KEYNOTES

LEGENDS

- FLATWORK
- CURB AND GUTTER
- ADA DETECTABLE WARNING
- PATTERNED FLATWORK
- ASPHALT

PREPARED BY:



SALT LAKE CITY CORPORATION
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ENGINEERING DIVISION
349 SOUTH 200 EAST, SUITE 100 SALT LAKE CITY, UTAH 84111-2836
TELEPHONE: 801-535-7961
FAX: 801-535-5093
E-MAIL: WWW.SLCGOV.COM

PROFESSIONAL SEAL:

PROJECT IDENTIFICATION:

RDW23053
RRFB
INSTALLATIONS

900 WEST FAYETTE AVE

PROJECT OWNER:

SALT LAKE CITY CORPORATION

451 SOUTH STATE STREET
SALT LAKE CITY, UTAH 84111-2836
WWW.SLCGOV.COM

REV	DATE	DESCRIPTION

ENG. JOB #: **RDW23053**

P.U. JOB #: **N/A**

IFAS NO.: **N/A**

PREPARED BY: **SLC CORP.**

DRAWING FILE NAME:

RRFB INSTALLATIONS

DRAWN BY: **C. CAMPBELL**

CHECKED BY: **J. COYLE, PE.**

SHEET TITLE:

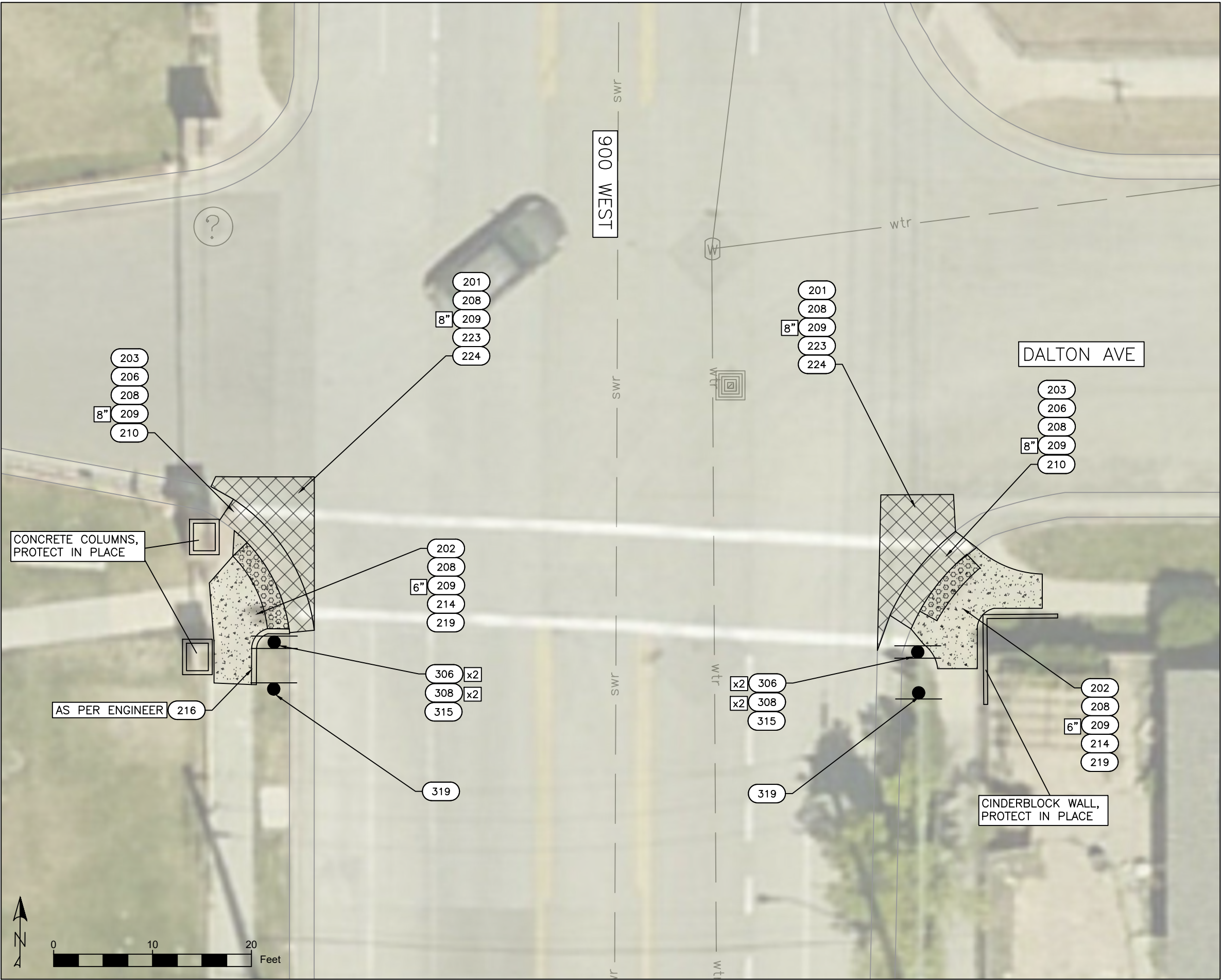
SIGNAGE & STRIPING

SHEET IDENTIFIER:

CP107C

BINDING ORDER

18 OF 39



- REFERENCE KEYNOTES
- SCHEDULE 2 – ROADWAY IMPROVEMENTS

201.

SAW CUT ASPHALT PAVEMENT

202.

SAW CUT FLATWORK

203.

SAW CUT CURB AND GUTTER

204.

SAWCUT PCCP

205.

REMOVE FLATWORK

206.

REMOVE CURB AND GUTTER

207.

REMOVE PCCP

208.

UNCLASSIFIED EXCAVATION

209.

UNTREATED BASE COURSE

210.

CURB AND GUTTER, TYPE A

211.

CURB, TYPE R

212.

CURB, TYPE Q

213.

FLATWORK, 4" THICK

214.

FLATWORK, 6" THICK

215.

FLATWORK, 8" THICK, COLORED RED, PATTERNED

216.

SIDEWALK CURB WALL, 6" THICK

217.

ASPHALT PAVEMENT TIE-IN, CLASS II, 6" THICK

218.

FLOWABLE END SECTION

219.

DETECTABLE WARNING SURFACE

220.

LANDSCAPING WITH TOPSOIL, SOD, & SPRINKLER ADJUSTMENT

221.

TREE TRIMMING

222.

JUNCTION BOX, TYPE I

223.

REMOVE WATERWAY TRANSITION STRUCTURE

224.

WATERWAY TRANSITION STRUCTURE

225.

ADJUST MANHOLE

226.

TRENCH GRATE WITH FRAME

227.

VARIABLE HEIGHT CURB & GUTTER

228.

PCCP, 9" THICK

229.

ADA COMPLIANT CATCH BASIN GRATE

SCHEDULE 3 – SIGNAGE & STRIPING

302.

REMOVE SIGN

303.

SIGN, OM3 ON FLEX POST

304.

SIGN, S1-1, SIZE 36"x36"

305.

SIGN, W11-2, SIZE 30"x30"

306.

SIGN, W11-2, SIZE 36"x36"

307.

SIGN, W16-7P, SIZE 12"x24"

308.

SIGN, W16-7P, SIZE 18"x30"

309.

SIGN, R1-5, SIZE 36"x36"

310.

SIGN, R1-5a, SIZE 36"x36"

311.

DELINEATOR ON FLEX POST, 42" TALL, WHITE

312.

DELINEATOR ON FLEX POST, 42" TALL, YELLOW

313.

RAISED PAVEMENT MARKER, WHITE

314.

RAISED PAVEMENT MARKER, YELLOW

315.

RRFB, DOUBLE SIDED

316.

RRFB, SINGLE SIDED

317.

P4 POLE WITH PUSH BUTTON

318.

REMOVE PAVEMENT MARKING

319.

REMOVE SIGN & POST

320.

REMOVE FLASHER SYSTEM

321.

YELLOW REFLECTIVE PAINT

322.

PAVEMENT MARKING, SW12-LINE, 12" SOLID WHITE, THERMOPLASTIC

323.

PAVEMENT MARKING, WHITE YIELD TRIANGLES, THERMOPLASTIC

324.

REMOVE & RELOCATE SIGN

325.

SIGN, R7-2, SIZE 12"x18"

326.

REMOVE POST

327.

DELINEATOR WITH DRIVABLE BASE, 42" TALL, YELLOW

PREPARED BY:



SALT LAKE CITY CORPORATION

COMMUNITY AND NEIGHBORHOODS

ENGINEERING DIVISION

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PROFESSIONAL SEAL:

PROJECT IDENTIFICATION:

RDW23053

RRFB

INSTALLATIONS

900 WEST DALTON AVE

PROJECT OWNER:

SALT LAKE CITY CORPORATION

451 SOUTH STATE STREET

SALT LAKE CITY, UTAH 84111-2836

WWW.SLCGOV.COM

REV	DATE	DESCRIPTION

ENG. JOB #:

RDW23053

P.U. JOB #:

N/A

IFAS NO.:

N/A

PREPARED BY:

SLC CORP.

DRAWING FILE NAME:

RRFB INSTALLATIONS

DRAWN BY:

C. CAMPBELL

CHECKED BY:

J. COYLE, PE.

SHEET TITLE:

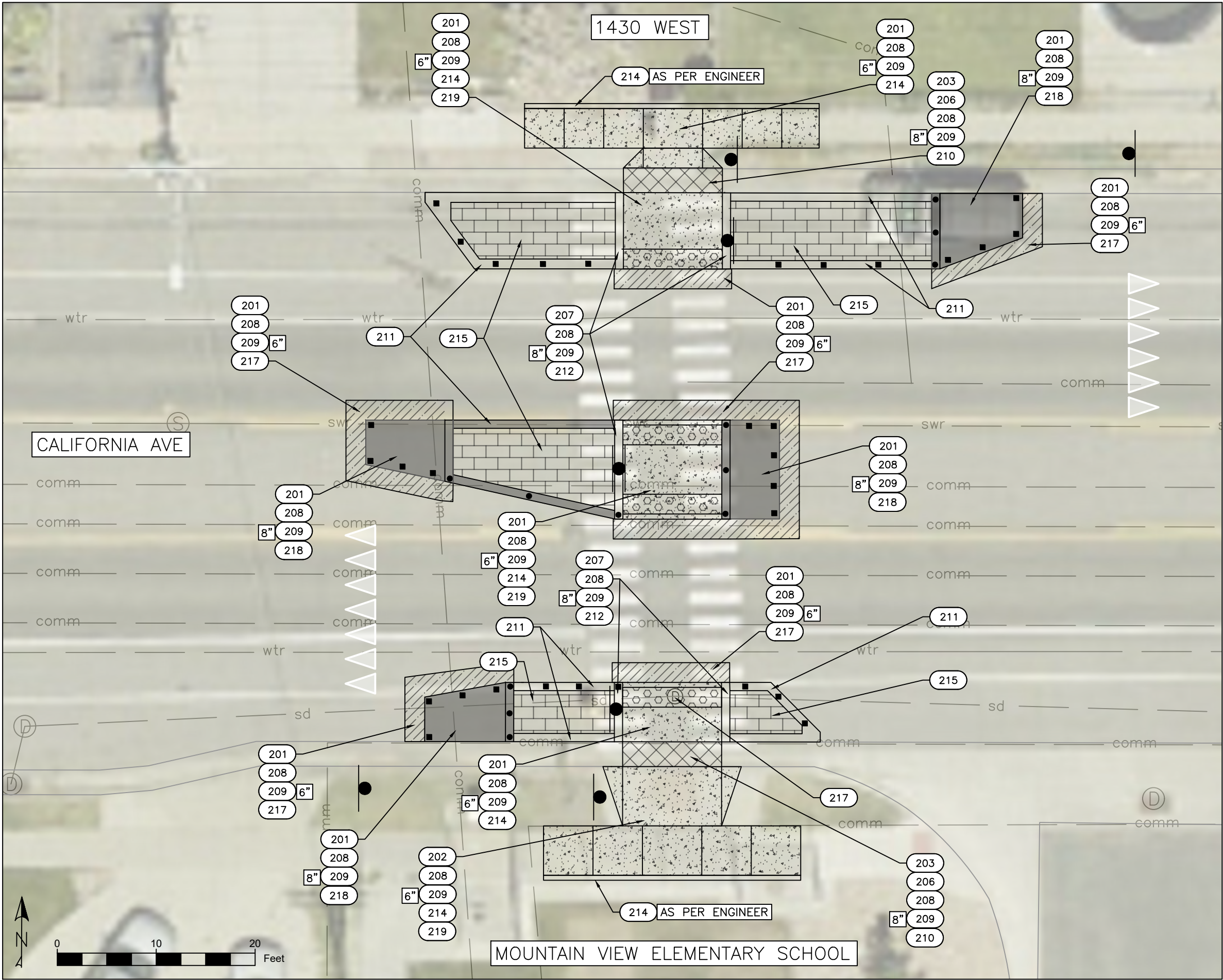
ROADWAY IMPROVEMENTS

SHEET IDENTIFIER:

CP108

BINDING ORDER

19 OF 39



REFERENCE KEYNOTES

- SCHEDULE 2 – ROADWAY IMPROVEMENTS
- 201. SAW CUT ASPHALT PAVEMENT
 - 202. SAW CUT FLATWORK
 - 203. SAW CUT CURB AND GUTTER
 - 204. SAWCUT PCCP
 - 205. REMOVE FLATWORK
 - 206. REMOVE CURB AND GUTTER
 - 207. REMOVE PCCP
 - 208. UNCLASSIFIED EXCAVATION
 - 209. UNTREATED BASE COURSE
 - 210. CURB AND GUTTER, TYPE A
 - 211. CURB, TYPE R
 - 212. CURB, TYPE Q
 - 213. FLATWORK, 4" THICK
 - 214. FLATWORK, 6" THICK
 - 215. FLATWORK, 8" THICK, COLORED RED, PATTERNED
 - 216. SIDEWALK CURB WALL, 6" THICK
 - 217. ASPHALT PAVEMENT TIE-IN, CLASS II, 6" THICK
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 - 219. DETECTABLE WARNING SURFACE
 - 220. LANDSCAPING WITH TOPSOIL, SOD, & SPRINKLER ADJUSTMENT
 - 221. TREE TRIMMING
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 - 223. REMOVE WATERWAY TRANSITION STRUCTURE
 - 224. WATERWAY TRANSITION STRUCTURE
 - 225. ADJUST MANHOLE
 - 226. TRENCH GRATE WITH FRAME
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 - 228. PCCP, 9" THICK
 - 229. ADA COMPLIANT CATCH BASIN GRATE

SCHEDULE 3 – SIGNAGE & STRIPING

- 302. REMOVE SIGN
- 303. SIGN, OM3 ON FLEX POST
- 304. SIGN, S1-1, SIZE 36"x36"
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- 310. SIGN, R1-5a, SIZE 36"x36"
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- 324. REMOVE & RELOCATE SIGN
- 325. SIGN, R7-2, SIZE 12"x18"
- 326. REMOVE POST
- 327. DELINEATOR WITH DRIVABLE BASE, 42" TALL, YELLOW

SHEET KEYNOTES

LEGENDS

- FLATWORK
- CURB AND GUTTER
- ADA DETECTABLE WARNING
- PATTERNED FLATWORK
- ASPHALT

PREPARED BY:

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PROFESSIONAL SEAL:

PROJECT IDENTIFICATION:

RDW23053
RRFB
INSTALLATIONS

1430 WEST
CALIFORNIA AVE

PROJECT OWNER:

SALT LAKE CITY CORPORATION

451 SOUTH STATE STREET
SALT LAKE CITY, UTAH 84111-2836
WWW.SLCGOV.COM

REV	DATE	DESCRIPTION

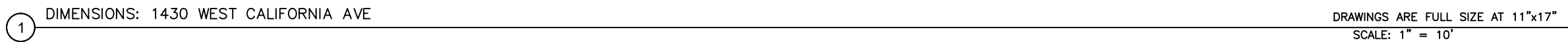
ENG. JOB #:	RDW23053
P.U. JOB #:	N/A
IFAS NO.:	N/A
PREPARED BY:	SLC CORP.
DRAWING FILE NAME:	RRFB INSTALLATIONS
DRAWN BY:	C. CAMPBELL
CHECKED BY:	J. COYLE, PE.
SHEET TITLE:	ROADWAY IMPROVEMENTS

ROADWAY IMPROVEMENTS

SHEET IDENTIFIER:

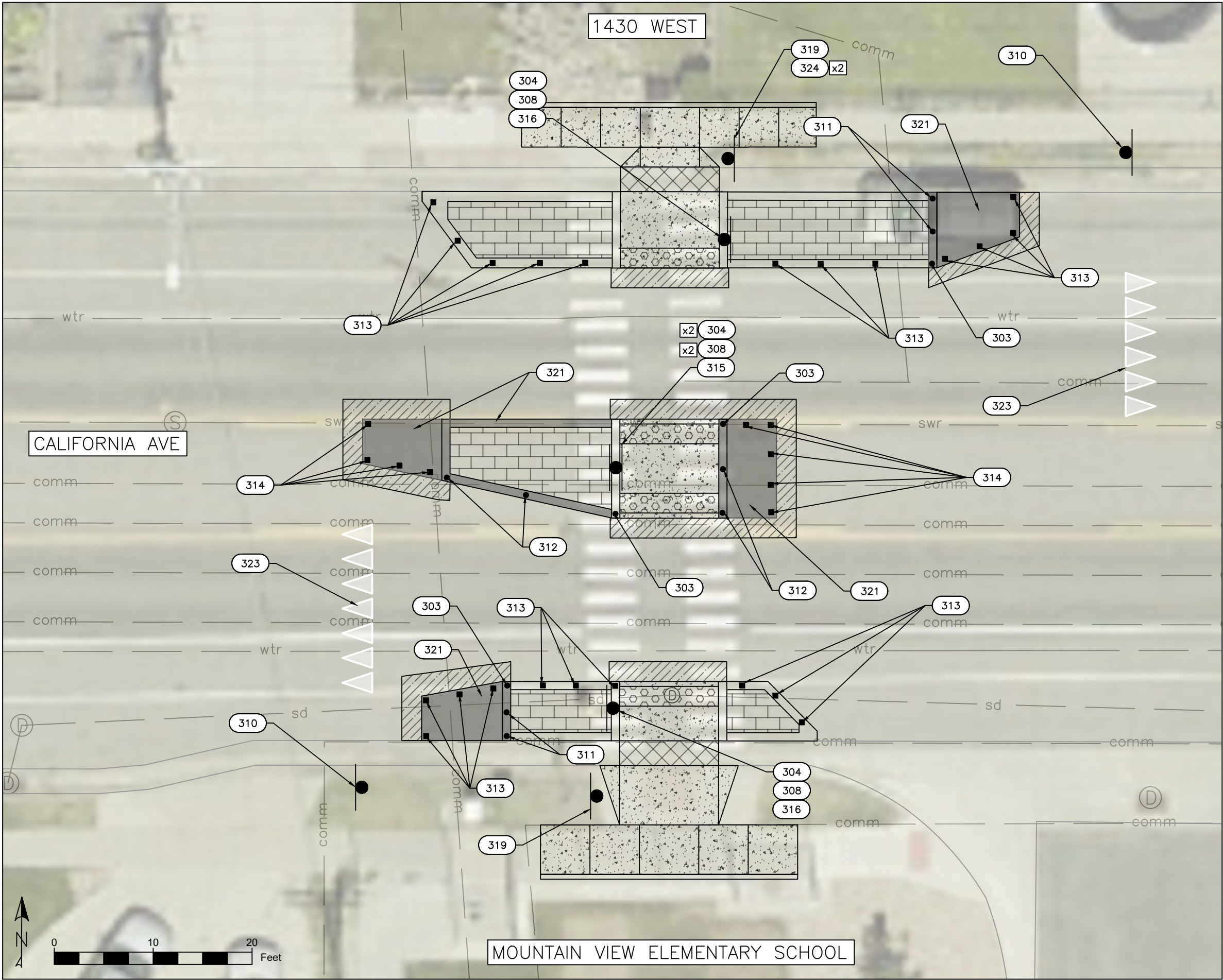
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BINDING ORDER **20 OF 39**



	FLATWORK
	CURB AND GUTTER
	ADA DETECTABLE WARNING
	PATTERNED FLATWORK
	ASPHALT

SHEET IDENTIFIER:
CP109B
BINDING ORDER **21 OF 39**



REFERENCE KEYNOTES

- SCHEDULE 2 -- ROADWAY IMPROVEMENTS**
- 201. SAW CUT ASPHALT PAVEMENT
 - 202. SAW CUT FLATWORK
 - 203. SAW CUT CURB AND GUTTER
 - 204. SAWCUT PCCP
 - 205. REMOVE FLATWORK
 - 206. REMOVE CURB AND GUTTER
 - 207. REMOVE PCCP
 - 208. UNCLASSIFIED EXCAVATION
 - 209. UNTREATED BASE COURSE
 - 210. CURB AND GUTTER, TYPE A
 - 211. CURB, TYPE R
 - 212. CURB, TYPE Q
 - 213. FLATWORK, 4" THICK
 - 214. FLATWORK, 6" THICK
 - 215. FLATWORK, 8" THICK, COLORED RED, PATTERNED
 - 216. SIDEWALK CURB WALL, 6" THICK
 - 217. ASPHALT PAVEMENT TIE-IN, CLASS II, 6" THICK
 - 218. PLOWABLE END SECTION
 - 219. DETECTABLE WARNING SURFACE
 - 220. LANDSCAPING WITH TOPSOIL, SOD, & SPRINKLER ADJUSTMENT
 - 221. TREE TRIMMING
 - 222. JUNCTION BOX, TYPE I
 - 223. REMOVE WATERWAY TRANSITION STRUCTURE
 - 224. WATERWAY TRANSITION STRUCTURE
 - 225. ADJUST MANHOLE
 - 226. TRENCH GRATE WITH FRAME
 - 227. VARIABLE HEIGHT CURB & GUTTER
 - 228. PCCP, 9" THICK
 - 229. ADA COMPLIANT CATCH BASIN GRATE

- SCHEDULE 3 -- SIGNAGE & STRIPING**
- 302. REMOVE SIGN
 - 303. SIGN, OM3 ON FLEX POST
 - 304. SIGN, S1-1, SIZE 36"x36"
 - 305. SIGN, W11-2, SIZE 30"x30"
 - 306. SIGN, W11-2, SIZE 36"x36"
 - 307. SIGN, W16-7P, SIZE 12"x24"
 - 308. SIGN, W16-7P, SIZE 18"x30"
 - 309. SIGN, R1-5, SIZE 36"x36"
 - 310. SIGN, R1-5a, SIZE 36"x36"
 - 311. DELINEATOR ON FLEX POST, 42" TALL, WHITE
 - 312. DELINEATOR ON FLEX POST, 42" TALL, YELLOW
 - 313. RAISED PAVEMENT MARKER, WHITE
 - 314. RAISED PAVEMENT MARKER, YELLOW
 - 315. RRFB, DOUBLE SIDED
 - 316. RRFB, SINGLE SIDED
 - 317. P4 POLE WITH PUSH BUTTON
 - 318. REMOVE PAVEMENT MARKING
 - 319. REMOVE SIGN & POST
 - 320. REMOVE FLASHER SYSTEM
 - 321. YELLOW REFLECTIVE PAINT
 - 322. PAVEMENT MARKING, SW12-LINE, 12" SOLID WHITE, THERMOPLASTIC
 - 323. PAVEMENT MARKING, WHITE YIELD TRIANGLES, THERMOPLASTIC
 - 324. REMOVE & RELOCATE SIGN
 - 325. SIGN, R7-2, SIZE 12"x18"
 - 326. REMOVE POST
 - 327. DELINEATOR WITH DRIVABLE BASE, 42" TALL, YELLOW

SHEET KEYNOTES

- LEGENDS**
- FLATWORK
 - CURB AND GUTTER
 - ADA DETECTABLE WARNING
 - PATTERNED FLATWORK
 - ASPHALT

PREPARED BY:

SALT LAKE CITY CORPORATION
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349 SOUTH 200 EAST, SUITE 100 SALT LAKE CITY, UTAH 84111-2836
TELEPHONE: 801-535-7961
FAX: 801-535-5093
E-MAIL: WWW.SLCGOV.COM

PROFESSIONAL SEAL:

PROJECT IDENTIFICATION:

RDW23053
RRFB
INSTALLATIONS

1430 WEST
CALIFORNIA AVE

PROJECT OWNER:

SALT LAKE CITY CORPORATION

451 SOUTH STATE STREET
SALT LAKE CITY, UTAH 84111-2836
WWW.SLCGOV.COM

REV	DATE	DESCRIPTION

ENG. JOB #: **RDW23053**
P.U. JOB #: **N/A**
IFAS NO.: **N/A**
PREPARED BY: **SLC CORP.**
DRAWING FILE NAME: **RRFB INSTALLATIONS**
DRAWN BY: **C. CAMPBELL**
CHECKED BY: **J. COYLE, PE.**

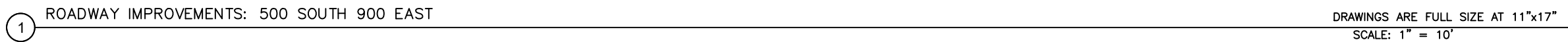
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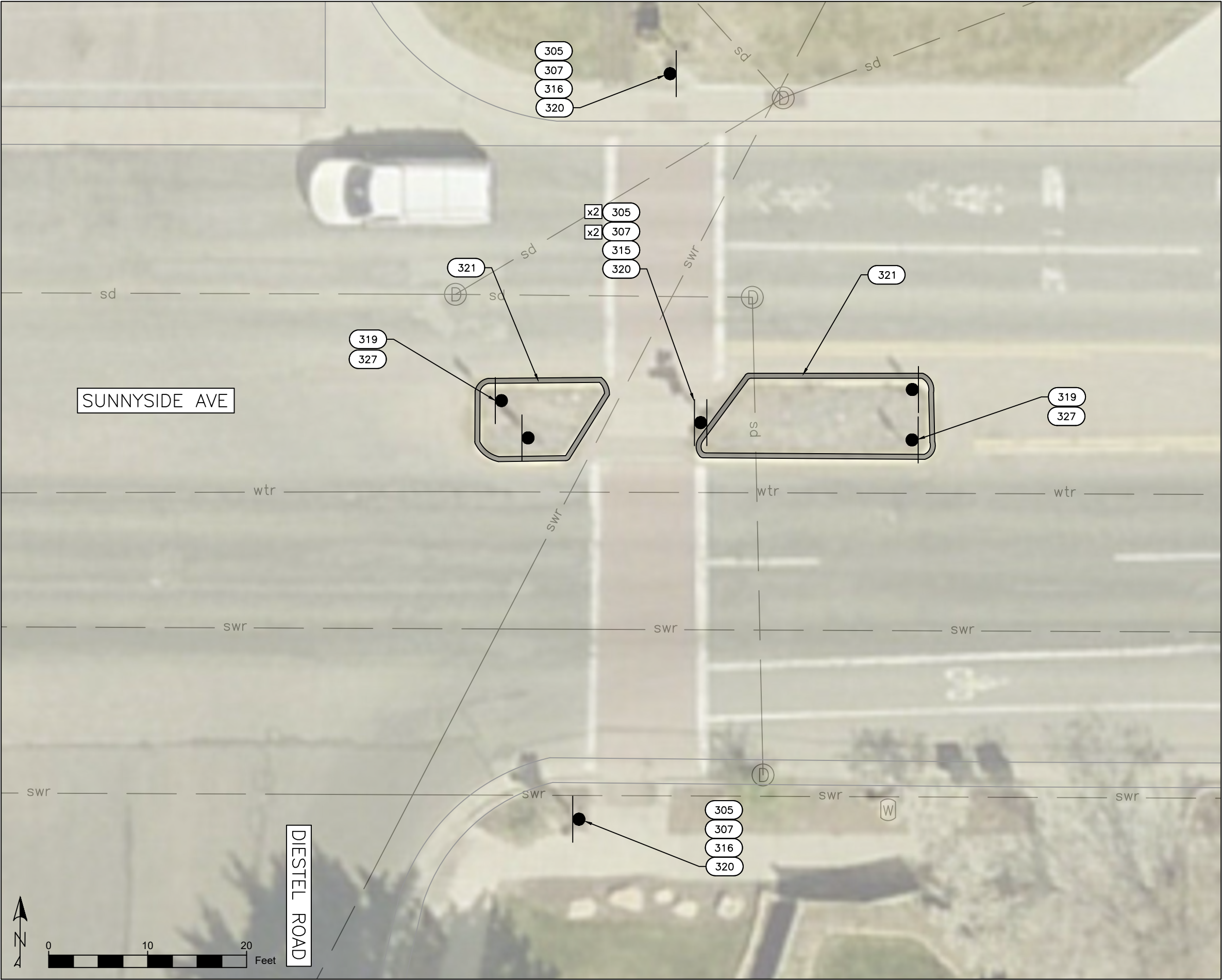
SHEET IDENTIFIER:

CP109C

BINDING ORDER **22 OF 39**



24 OF 39



REFERENCE KEYNOTES

SCHEDULE 2 – ROADWAY IMPROVEMENTS

- 201. SAW CUT ASPHALT PAVEMENT
- 202. SAW CUT FLATWORK
- 203. SAW CUT CURB AND GUTTER
- 204. SAWCUT PCCP
- 205. REMOVE FLATWORK
- 206. REMOVE CURB AND GUTTER
- 207. REMOVE PCCP
- 208. UNCLASSIFIED EXCAVATION
- 209. UNTREATED BASE COURSE
- 210. CURB AND GUTTER, TYPE A
- 211. CURB, TYPE R
- 212. CURB, TYPE Q
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- 218. PLOWABLE END SECTION
- 219. DETECTABLE WARNING SURFACE
- 220. LANDSCAPING WITH TOPSOIL, SOD, & SPRINKLER ADJUSTMENT
- 221. TREE TRIMMING
- 222. JUNCTION BOX, TYPE I
- 223. REMOVE WATERWAY TRANSITION STRUCTURE
- 224. WATERWAY TRANSITION STRUCTURE
- 225. ADJUST MANHOLE
- 226. TRENCH GRATE WITH FRAME
- 227. VARIABLE HEIGHT CURB & GUTTER
- 228. PCCP, 9" THICK
- 229. ADA COMPLIANT CATCH BASIN GRATE

SCHEDULE 3 – SIGNAGE & STRIPING

- 302. REMOVE SIGN
- 303. SIGN, OM3 ON FLEX POST
- 304. SIGN, S1-1, SIZE 36"x36"
- 305. SIGN, W11-2, SIZE 30"x30"
- 306. SIGN, W11-2, SIZE 36"x36"
- 307. SIGN, W16-7P, SIZE 12"x24"
- 308. SIGN, W16-7P, SIZE 18"x30"
- 309. SIGN, R1-5, SIZE 36"x36"
- 310. SIGN, R1-5a, SIZE 36"x36"
- 311. DELINEATOR ON FLEX POST, 42" TALL, WHITE
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- 313. RAISED PAVEMENT MARKER, WHITE
- 314. RAISED PAVEMENT MARKER, YELLOW
- 315. RRFB, DOUBLE SIDED
- 316. RRFB, SINGLE SIDED
- 317. P4 POLE WITH PUSH BUTTON
- 318. REMOVE PAVEMENT MARKING
- 319. REMOVE SIGN & POST
- 320. REMOVE FLASHER SYSTEM
- 321. YELLOW REFLECTIVE PAINT
- 322. PAVEMENT MARKING, SW12-LINE, 12" SOLID WHITE, THERMOPLASTIC
- 323. PAVEMENT MARKING, WHITE YIELD TRIANGLES, THERMOPLASTIC
- 324. REMOVE & RELOCATE SIGN
- 325. SIGN, R7-2, SIZE 12"x18"
- 326. REMOVE POST
- 327. DELINEATOR WITH DRIVABLE BASE, 42" TALL, YELLOW

SHEET KEYNOTES

LEGENDS

- FLATWORK
- CURB AND GUTTER
- ADA DETECTABLE WARNING
- PATTERNED FLATWORK
- ASPHALT

PREPARED BY:



SALT LAKE CITY CORPORATION

COMMUNITY AND NEIGHBORHOODS

ENGINEERING DIVISION

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TELEPHONE: 801-535-7961
FAX: 801-535-6093
E-MAIL: WWW.SLCGOV.COM

PROFESSIONAL SEAL:

PROJECT IDENTIFICATION:

RDW23053
RRFB
INSTALLATIONS

SUNNYSIDE AVE
&
DIESTEL ROAD

PROJECT OWNER:

SALT LAKE CITY CORPORATION

451 SOUTH STATE STREET
SALT LAKE CITY, UTAH 84111-2836
WWW.SLCGOV.COM

REV	DATE	DESCRIPTION

ENG. JOB #: RDW23053

P.U. JOB #: N/A

IFAS NO.: N/A

PREPARED BY: SLC CORP.

DRAWING FILE NAME:
RRFB INSTALLATIONS

DRAWN BY: C. CAMPBELL

CHECKED BY: J. COYLE, PE.

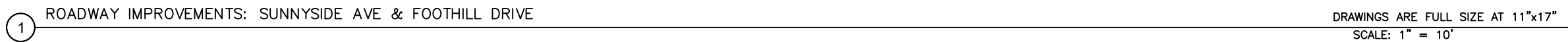
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ROADWAY
IMPROVEMENTS

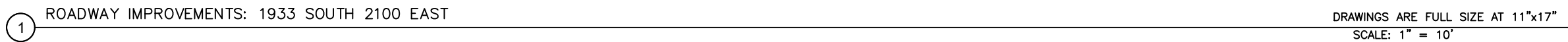
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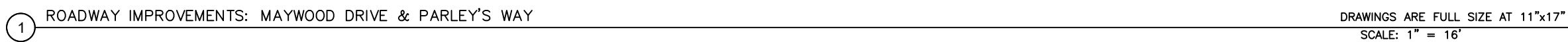
BINDING
ORDER 25 OF 39



ORDER 26 OF 39

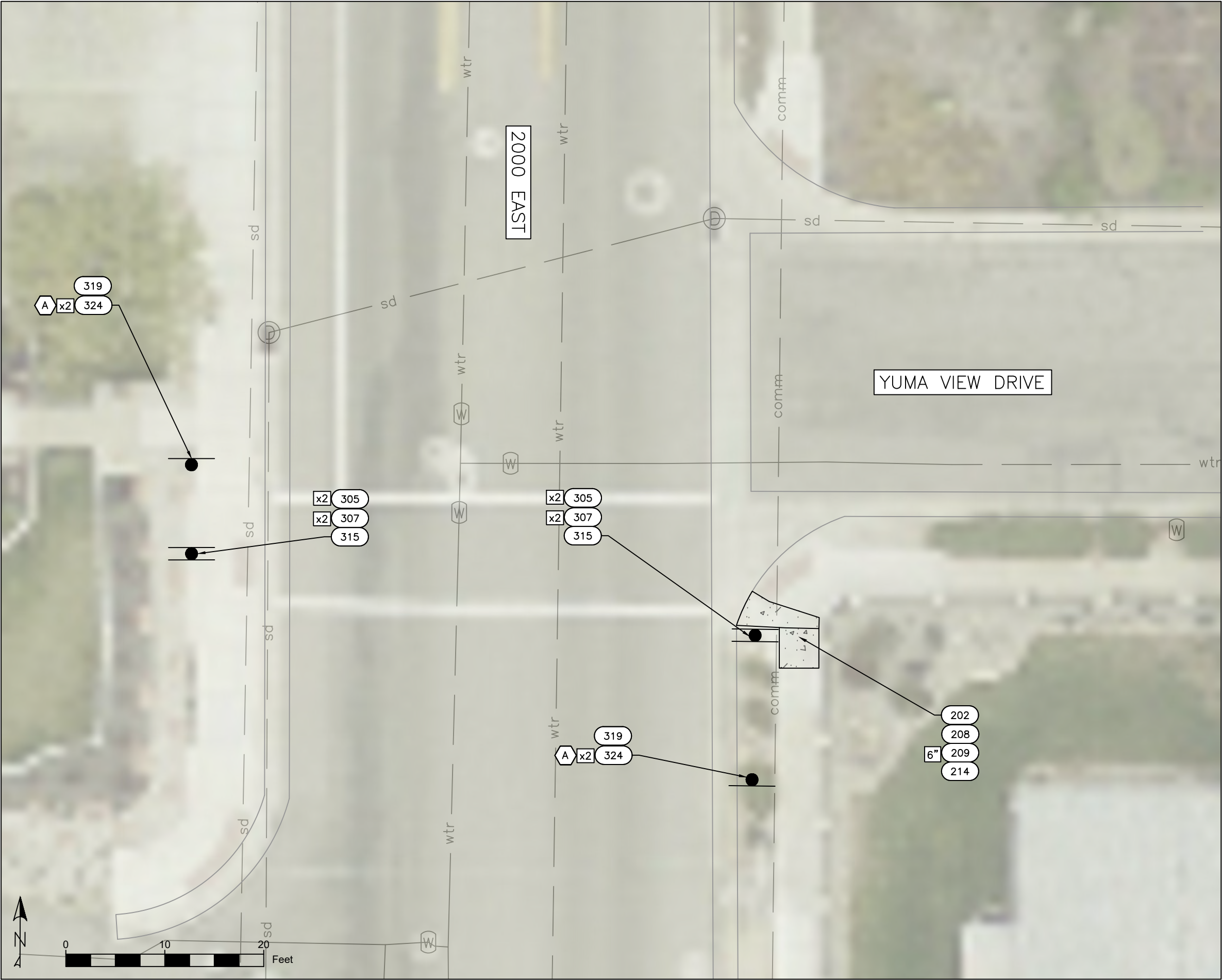


27 OF 39



	FLATWORK
	CURB AND GUTTER
	ADA DETECTABLE WARNING
	PATTERNED FLATWORK
	ASPHALT

ORDER 26 OF 33



REFERENCE KEYNOTES

SCHEDULE 2 – ROADWAY IMPROVEMENTS

- 201. SAW CUT ASPHALT PAVEMENT
- 202. SAW CUT FLATWORK
- 203. SAW CUT CURB AND GUTTER
- 204. SAWCUT PCCP
- 205. REMOVE FLATWORK
- 206. REMOVE CURB AND GUTTER
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- 226. TRENCH GRATE WITH FRAME
- 227. VARIABLE HEIGHT CURB & GUTTER
- 228. PCCP, 9" THICK
- 229. ADA COMPLIANT CATCH BASIN GRATE

SCHEDULE 3 – SIGNAGE & STRIPING

- 302. REMOVE SIGN
- 303. SIGN, OM3 ON FLEX POST
- 304. SIGN, S1-1, SIZE 36"x36"
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- 309. SIGN, R1-5, SIZE 36"x36"
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- 314. RAISED PAVEMENT MARKER, YELLOW
- 315. RRFB, DOUBLE SIDED
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- 324. REMOVE & RELOCATE SIGN
- 325. SIGN, R7-2, SIZE 12"x18"
- 326. REMOVE POST
- 327. DELINEATOR WITH DRIVABLE BASE, 42" TALL, YELLOW

SHEET KEYNOTES

- REATTACH FLAG HOLDER & SMALL SIGN WITH RED TEXT TO NEW RRFB

LEGENDS

- FLATWORK
- CURB AND GUTTER
- ADA DETECTABLE WARNING
- PATTERNED FLATWORK
- ASPHALT

PREPARED BY:



SALT LAKE CITY CORPORATION

COMMUNITY AND NEIGHBORHOODS

ENGINEERING DIVISION

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FAX: 801-335-6093
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PROFESSIONAL SEAL:

PROJECT IDENTIFICATION:

RDW23053
RRFB
INSTALLATIONS

2000 EAST
YUMA VIEW DRIVE

PROJECT OWNER:

SALT LAKE CITY CORPORATION

451 SOUTH STATE STREET
SALT LAKE CITY, UTAH 84111-2836
WWW.SLCGOV.COM

REV	DATE	DESCRIPTION

ENG. JOB #: RDW23053

P.U. JOB #: N/A

IFAS NO.: N/A

PREPARED BY: SLC CORP.

RRFB INSTALLATIONS

DRAWN BY: C. CAMPBELL

CHECKED BY: J. COYLE, PE

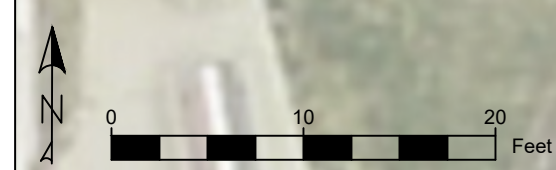
SHEET TITLE:

ROADWAY
IMPROVEMENTS

SHEET IDENTIFIER:

CP116

BINDING
ORDER 29 OF 39



0

PREPARED BY: _____



PROFESSIONAL SEAL:

RDW23053
RRFB
INSTALLATIONS

**HIGHLAND DRIVE
&
ZENITH AVE**

PROJECT OWNER:

**SALT LAKE CITY
CORPORATION**

451 SOUTH STATE STREET
SALT LAKE CITY, UTAH 84111-2836
WWW.SLCGOV.COM

ENG .JOB #:	RDW23053
P.U. JOB #:	N/A
IFAS NO.:	N/A

PREPARER #: **SLC CORP.**

DRAWING FILE NAME:
RRFB INSTALLATIONS

DRAWN BY: **C. CAMPBELL**
CHECKED BY: **J. COYLE, PE.**

SHEET TITLE:

ROADWAY IMPROVEMENTS

SHEET IDENTIFIER:

CP117

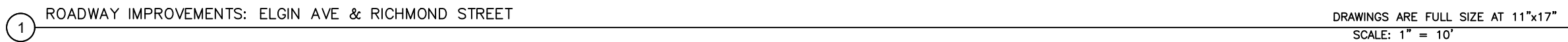
BINDING ORDER **30 OF 39**

201. SAW CUT ASPHALT PAVEMENT
202. SAW CUT FLATWORK
203. SAW CUT CURB AND GUTTER
204. SAWCUT PCCP
205. REMOVE FLATWORK
206. REMOVE CURB AND GUTTER
207. REMOVE PCCP
208. UNCLASSIFIED EXCAVATION
209. UNTREATED BASE COURSE
210. CURB AND GUTTER, TYPE A
211. CURB, TYPE R
212. CURB, TYPE Q
213. FLATWORK, 4" THICK
214. FLATWORK, 6" THICK
215. FLATWORK, 8" THICK, COLORED RED, PATTERNED
216. SIDEWALK CURB WALL, 6" THICK
217. ASPHALT PAVEMENT TIE-IN, CLASS II, 6" THICK
218. PLOWABLE END SECTION
219. DETECTABLE WARNING SURFACE
220. LANDSCAPING WITH TOPSOIL, SOD, & SPRINKLER ADJUSTMENT
221. TREE TRIMMING
222. JUNCTION BOX, TYPE I
223. REMOVE WATERWAY TRANSITION STRUCTURE
224. WATERWAY TRANSITION STRUCTURE
225. ADJUST MANHOLE
226. TRENCH GRATE WITH FRAME
227. VARIABLE HEIGHT CURB & GUTTER
228. PCCP, 9" THICK
229. ADA COMPLIANT CATCH BASIN GRATE

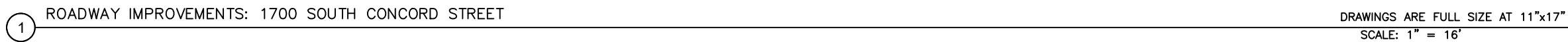
302. REMOVE SIGN
303. SIGN, OM3 ON FLEX POST
304. SIGN, S1-1, SIZE 36"x36"
305. SIGN, W11-2, SIZE 30"x30"
306. SIGN, W11-2, SIZE 36"x36"
307. SIGN, W16-7P, SIZE 12"x24"
308. SIGN, W16-7P, SIZE 18"x30"
309. SIGN, R1-5, SIZE 36"x36"
310. SIGN, R1-5a, SIZE 36"x36"
311. DELINEATOR ON FLEX POST, 42" TALL
WHITE
312. DELINEATOR ON FLEX POST, 42" TALL
YELLOW
313. RAISED PAVEMENT MARKER, WHITE
314. RAISED PAVEMENT MARKER, YELLOW
315. RRFB, DOUBLE SIDED
316. RRFB, SINGLE SIDED
317. P4 POLE WITH PUSH BUTTON
318. REMOVE PAVEMENT MARKING
319. REMOVE SIGN & POST
320. REMOVE FLASHER SYSTEM
321. YELLOW REFLECTIVE PAINT
322. PAVEMENT MARKING, SW12-LINE, 12"
SOLID WHITE, THERMOPLASTIC
323. PAVEMENT MARKING, WHITE YIELD
TRIANGLES, THERMOPLASTIC
324. REMOVE & RELOCATE SIGN
325. SIGN, R7-2, SIZE 12"x18"
326. REMOVE POST
327. DELINEATOR WITH DRIVABLE BASE, 42"
TALL, YELLOW

	RELOCATE BUS STOP SIGN BY CONCRETE PAD
	RELOCATE NO PARKING SIGN 7' FROM BOTTOM OF POLE & CUT TO SIZE

	FLATWORK
	CURB AND GUTTER
	ADA DETECTABLE WARNING
	PATTERNED FLATWORK
	ASPHALT



BINDING ORDER **31 OF 39**



	FLATWORK
	CURB AND GUTTER
	ADA DETECTABLE WARNING
	PATTERNED FLATWORK
	ASPHALT
	TRENCH GRATE AND FRAME

CAD FILE LOCATION: G:\CIVIL TEAM A\PROJECTS\RDW23053 - RRTB INSTALLATIONS 2023-2024\2-DESIGN\ACAD\DWGS\RRTB_FINAL DESIGN.DWG



1 DIMENSIONS: 1700 SOUTH CONCORD STREET

DRAWINGS ARE FULL SIZE AT 11"x17"

SCALE: 1" = 16'

REFERENCE KEYNOTES

SCHEDULE 2 - ROADWAY IMPROVEMENTS

- 201. SAW CUT ASPHALT PAVEMENT
- 202. SAW CUT FLATWORK
- 203. SAW CUT CURB AND GUTTER
- 204. SAWCUT PCCP
- 205. REMOVE FLATWORK
- 206. REMOVE CURB AND GUTTER
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- 225. ADJUST MANHOLE
- 226. TRENCH GRATE WITH FRAME
- 227. VARIABLE HEIGHT CURB & GUTTER
- 228. PCCP, 9" THICK
- 229. ADA COMPLIANT CATCH BASIN GRATE

SCHEDULE 3 - SIGNAGE & STRIPING

- 302. REMOVE SIGN
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- 304. SIGN, S1-1, SIZE 36"x36"
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- 313. RAISED PAVEMENT MARKER, WHITE
- 314. RAISED PAVEMENT MARKER, YELLOW
- 315. RRFB, DOUBLE SIDED
- 316. RRFB, SINGLE SIDED
- 317. P4 POLE WITH PUSH BUTTON
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- 322. PAVEMENT MARKING, SW12-LINE, 12" SOLID WHITE, THERMOPLASTIC
- 323. PAVEMENT MARKING, WHITE YIELD TRIANGLES, THERMOPLASTIC
- 324. REMOVE & RELOCATE SIGN
- 325. SIGN, R7-2, SIZE 12"x18"
- 326. REMOVE POST
- 327. DELINEATOR WITH DRIVABLE BASE, 42" TALL, YELLOW

SHEET KEYNOTES

LEGENDS

- FLATWORK
- CURB AND GUTTER
- ADA DETECTABLE WARNING
- PATTERNED FLATWORK
- ASPHALT
- TRENCH GRATE AND FRAME

PREPARED BY:



SALT LAKE CITY CORPORATION
COMMUNITY AND NEIGHBORHOODS
ENGINEERING DIVISION
349 SOUTH 200 EAST, SUITE 100 SALT LAKE CITY, UTAH 84111-2836
TELEPHONE: 801-535-7961
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PROFESSIONAL SEAL:

PROJECT IDENTIFICATION:

RDW23053
RRFB
INSTALLATIONS

1700 SOUTH & 1222 WEST

PROJECT OWNER:

SALT LAKE CITY CORPORATION
451 SOUTH STATE STREET
SALT LAKE CITY, UTAH 84111-2836
WWW.SLCGOV.COM

REV	DATE	DESCRIPTION

ENG. JOB #: **RDW23053**

P.U. JOB #: **N/A**

IFAS NO.: **N/A**

PREPARED BY: **SLC CORP.**

DRAWING FILE NAME:

RRFB INSTALLATIONS

DRAWN BY: **C. CAMPBELL**

CHECKED BY: **J. COYLE, PE.**

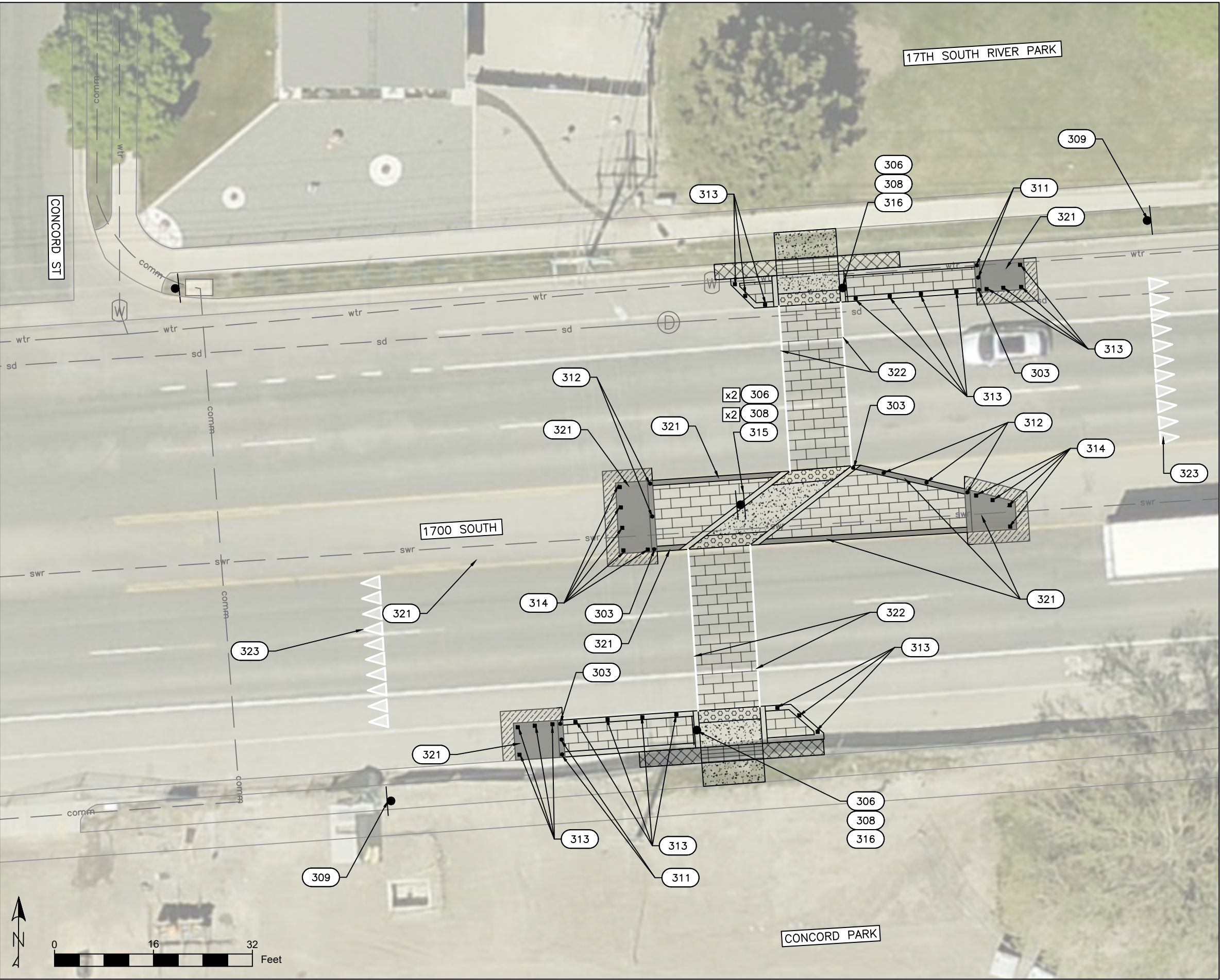
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DIMENSIONS

SHEET IDENTIFIER:

CP119B

BINDING ORDER **33 OF 39**



1 SIGNAGE & STRIPING: 1700 SOUTH CONCORD STREET

DRAWINGS ARE FULL SIZE AT 11"x17"
SCALE: 1" = 16'

REFERENCE KEYNOTES

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- 201. SAW CUT ASPHALT PAVEMENT
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- 325. SIGN, R7-2, SIZE 12"x18"
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- 327. DELINEATOR WITH DRIVABLE BASE, 42" TALL, YELLOW

SHEET KEYNOTES

LEGENDS

- FLATWORK
- CURB AND GUTTER
- ADA DETECTABLE WARNING
- PATTERNED FLATWORK
- ASPHALT
- TRENCH GRATE AND FRAME

PREPARED BY:



SALT LAKE CITY CORPORATION
COMMUNITY AND NEIGHBORHOODS
ENGINEERING DIVISION
349 SOUTH 200 EAST, SUITE 100 SALT LAKE CITY, UTAH 84111-2836
TELEPHONE: 801-535-7961
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PROFESSIONAL SEAL:

PROJECT IDENTIFICATION:

RDW23053
RRFB
INSTALLATIONS

1700 SOUTH & 1222 WEST

PROJECT OWNER:

SALT LAKE CITY CORPORATION

451 SOUTH STATE STREET
SALT LAKE CITY, UTAH 84111-2836
WWW.SLCGOV.COM

REV	DATE	DESCRIPTION

ENG. JOB #: **RDW23053**

P.U. JOB #: **N/A**

IFAS NO.: **N/A**

PREPARED BY: **SLC CORP.**

RRFB INSTALLATIONS

DRAWN BY: **C. CAMPBELL**

CHECKED BY: **J. COYLE, PE.**

SHEET TITLE:

SIGNAGE & STRIPING

SHEET IDENTIFIER:

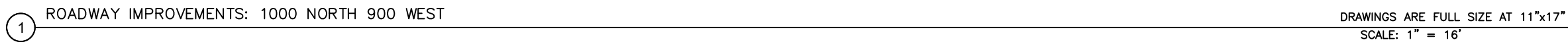
CP119C

BINDING ORDER

34 OF 39

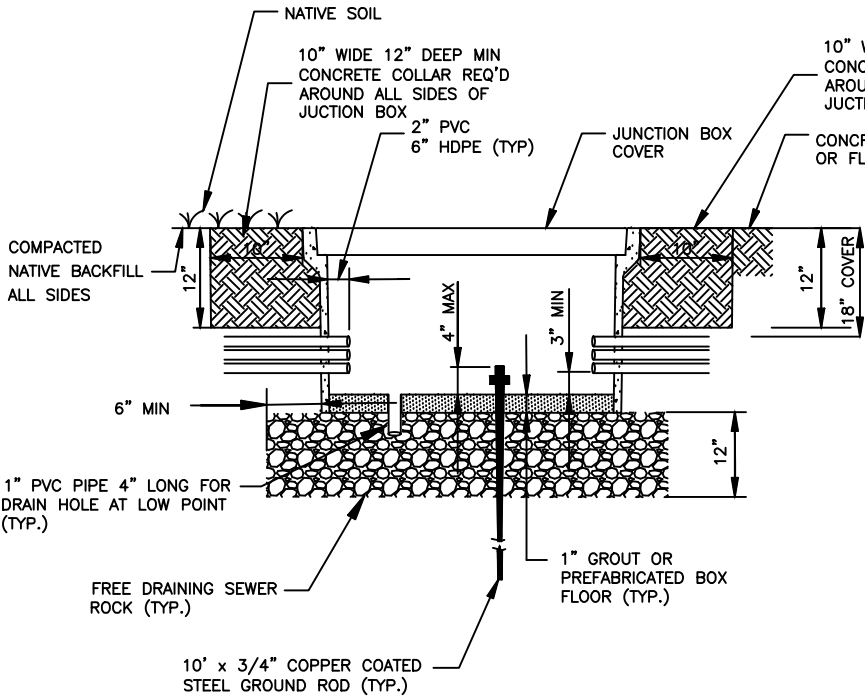
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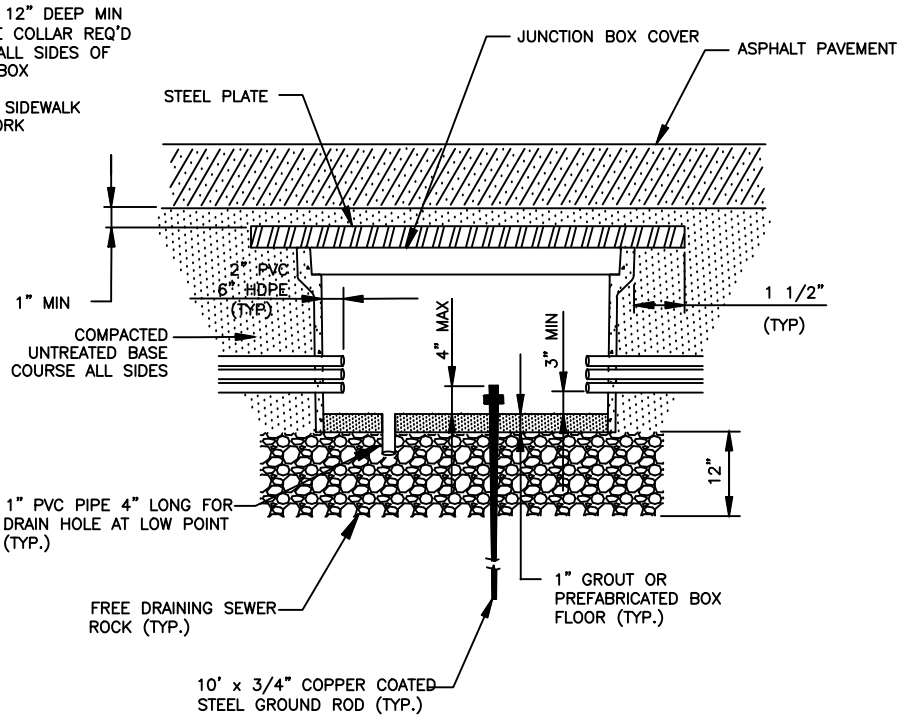


	FLATWORK
	CURB AND GUTTER
	ADA DETECTABLE WARNING
	PATTERNED FLATWORK
	ASPHALT

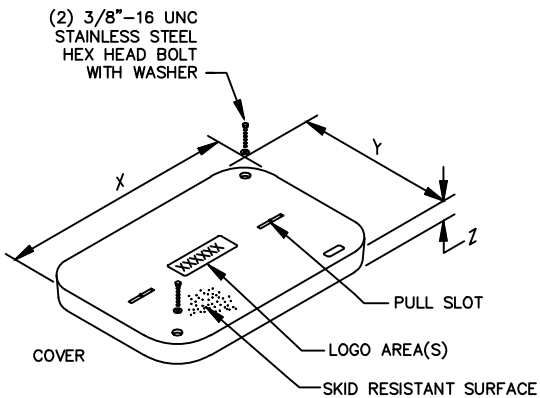
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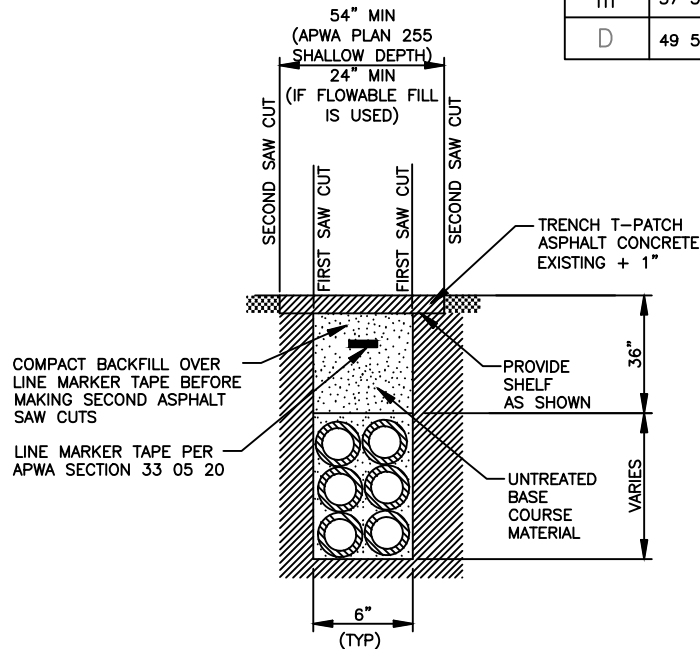
D1 JUNCTION BOX DETAIL
SCALE: NTS



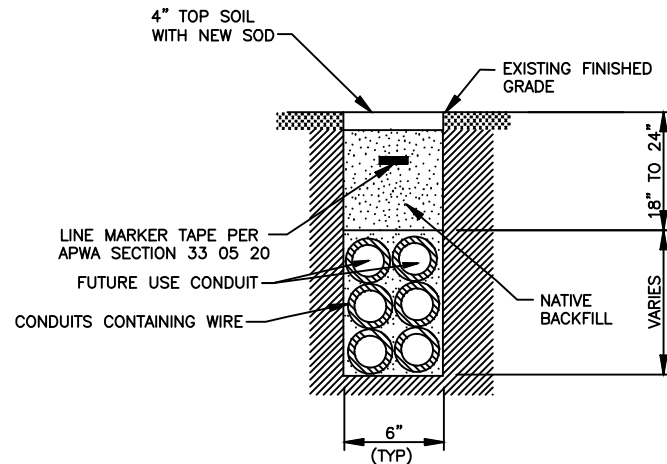
D3 ROADWAY BOX DETAIL
SCALE: NTS



A4 JUNCTION BOX AND LID DIMENSIONS
SCALE: NTS



A3 ROADWAY TRENCH DETAIL
SCALE: NTS



A1 LANDSCAPE TRENCH DETAIL
SCALE: NTS

1. GENERAL

- A. SET ALL JUNCTION BOXES TO MATCH GRADE OF SURROUNDING TERRAIN.
- B. DO NOT INSTALL JUNCTION BOXES IN ROADWAY WITHOUT ENGINEER APPROVAL.

2. PRODUCTS

A. JUNCTION BOX:

- 1) USE CARSON OR QUAZITE JUNCTION BOXES ONLY. OTHER BOXES SUBJECT TO ENGINEER APPROVAL.
- 2) MADE FROM POLYMER CONCRETE CONSISTING OF SAND AND AGGREGATE BOUND TOGETHER WITH A POLYMER RESIN.
- 3) REFER TO PROJECT MANUAL CHART FOR LOADING REQUIREMENTS.
- 4) LOGO AREA:
"SIGNAL" FOR SIGNALS
"STREET LIGHTING" FOR STREET LIGHTS
"SIGNAL" FOR INTERCONNECTS
- 5) CAST CONDUIT HOLES IN JUNCTION BOX AT THE TIME OF CASTING OR DRILL OR PUNCH AT THE TIME OF PLACEMENT WITH NO STRUCTURAL DAMAGE TO BOX.
- 6) ALL DRILLED HOLES SHALL BE THE SAME DIAMETER AS OUTSIDE DIAMETER OF CONDUIT PLUS 1/8 INCH.

B. ACCESSORIES: STAINLESS STEEL BOLTS, NUTS, WASHERS, ETC.

C. DETECTABLE PULL TAPE: FLAT PROFILE, LOW STRETCH POLYESTER, DETECTABLE. SEQUENTIAL FOOTAGE MARKED, 1,200 LB TENSILE STRENGTH PULL TAPE.

D. GROUNDING: IF HORIZONTAL (NON-VERTICAL) GROUNDING IS NEEDED TO MEET NEC REQUIREMENTS AND AVOID UNDERGROUND CONFLICTS, SUBMIT CALCULATIONS AND DOCUMENTATION FROM CERTIFIED ELECTRICIAN.

3. EXECUTION

A. CONDUITS:

- 1) INSTALL CONDUITS THROUGH SIDE OF JUNCTION BOX. DO NOT INSTALL CONDUITS THROUGH BOTTOM. SEAL ALL CONDUIT HOLES USING A RUBBER SLEEVE GASKET AND EXPANDING FOAM. MAINTAIN MINIMUM 18" COVER OVER ALL CONDUITS ACROSS THE ENTIRE LENGTH OF EACH CONDUIT RUN.
- 2) INSTALL DETECTABLE PULL TAPE IN ALL CONDUITS IN ADDITION TO CIRCUIT WIRES.
- 3) INSTALL SEALING COMPOUND IN ENDS OF EACH CONDUIT RUN.
- 4) ALL CONDUITS SHALL HAVE END BELLS INSTALLED (GLUED) EXCEPT 3-INCH CONDUIT TO POWER SOURCE.

B. BACKFILL: PROVIDE 95 PERCENT OR GREATER DENSITY.

C. GROUND: USE EXOTHERMIC WELD CONNECTIONS.

PREPARED BY:

SALT LAKE CITY CORPORATION

PUBLIC SERVICES DEPARTMENT

300 SOUTH HERRINGTON AVENUE
SALT LAKE CITY, UTAH 84103
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FAX: 801-496-2000
EMAIL: WWW.SLC.GOV/COM

PREPARED BY CONSULTANTS:

PROFESSIONAL SEAL:

PROJECT IDENTIFICATION:

TRAFFIC OPERATIONS STANDARD PLANS

SALT LAKE CITY, UTAH

PROJECT OWNER:

300 SOUTH HERRINGTON AVENUE
SALT LAKE CITY, UTAH 84103
TELEPHONE: 801-496-2001
FAX: 801-496-2000
WWW.SLC.GOV/COM

MARK	DATE	DESCRIPTION

PREPARED BY: -
CONTRACT #: -
PROJECT #: -
FILE #: -
DRAWING FILE: -
DRAWN BY: -
CHECKED BY: -
COPYRIGHT: OCTOBER 2022

BURIED JUNCTION BOX

SHEET IDENTIFIER:

EK505

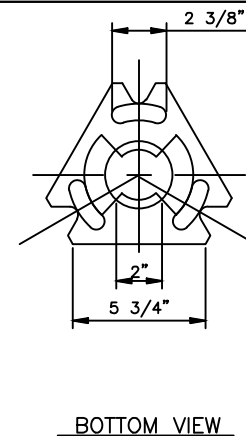
BINDING ORDER 36 OF 39



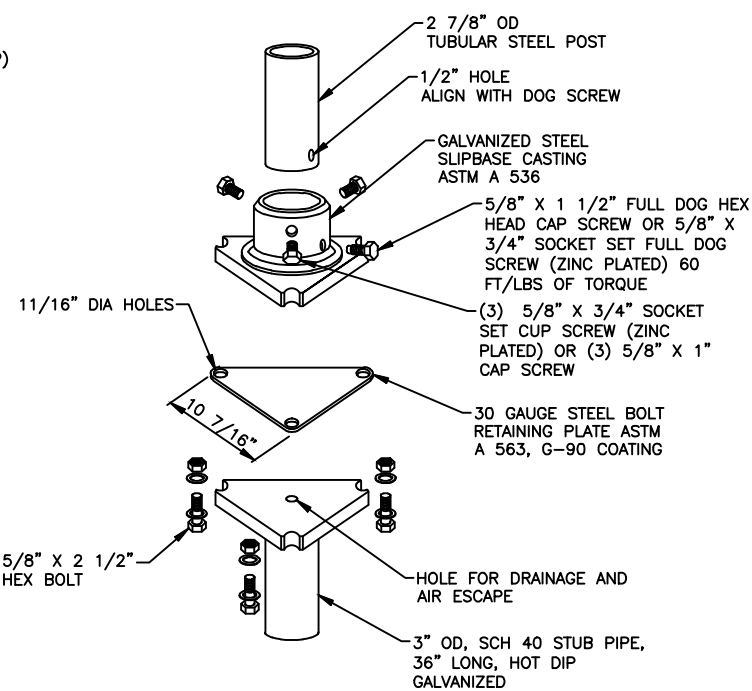


- BINDING ORDER 37 OF 39



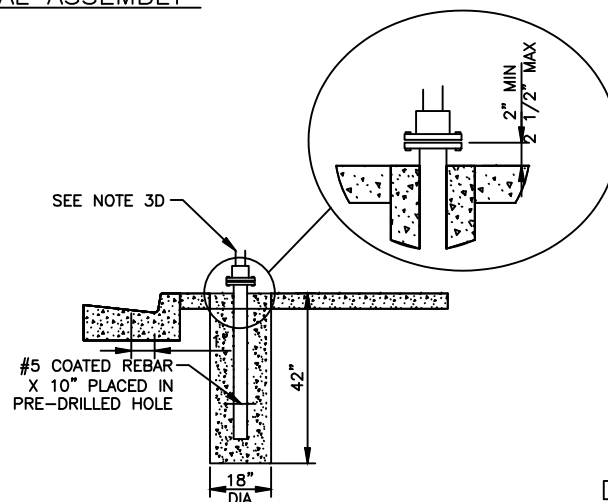


SLIPBASE CASTING



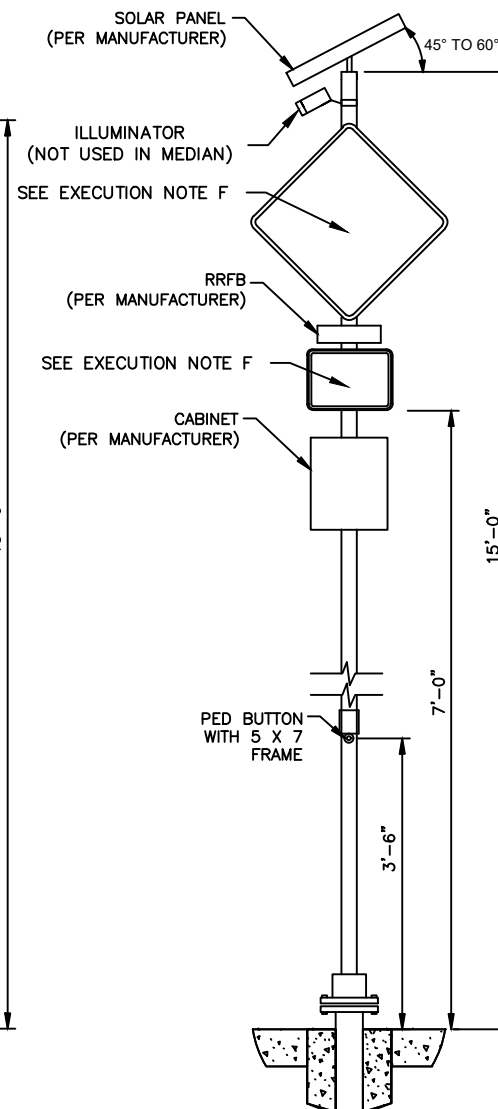
SLIPBASE GROUND STUB BASE
ASTM A 536

TYPICAL ASSEMBLY



SLIPBASE GROUND STUB FOUNDATION BASE

SLIPBASE DETAIL FOR SIDEWALK



DRIVER FEED-BACK SIGN ASSEMBLY

RRFB SIGN ASSEMBLY

1. GENERAL
 - A. SLIPBASE FOR ROUND POST IS FOR DRIVER FEEDBACK AND RRFB SIGN ASSEMBLIES.
 - B. COORDINATE WITH ENGINEER ON FINAL LOCATION OF SIGN ASSEMBLY.
 - C. SUBMIT SHOP DRAWINGS TO ENGINEER AND RECEIVE APPROVAL PRIOR TO ORDERING.
2. PRODUCTS
 - A. DRIVER FEEDBACK SIGN AND RRFB SIGN POST BASE.
 - 1) SLIPBASE GROUND STUB.
 - B. ASTM A536 STEEL.
 - C. GALVANIZE PER ASTM A653.
 - D. CONCRETE: CLASS 4000.
 - E. DRIVER FEEDBACK SIGN AND RRFB SIGN POST.
 - 1) 2 7/8 INCH OUTSIDE DIAMETER 0.160 INCH WALL THICKNESS. (UDOT TYPE P4)
 - 2) STEEL A513.
 - 3) GALVANIZE ASTM A653.
 - 4) POWDER COATED GLOSS BLACK.
 - F. RRFB SIGN ASSEMBLY: TAPCO RRFB-XL2.
 - G. DRIVER FEEDBACK SIGN: PER MANUFACTURER (ALL TRAFFIC SOLUTIONS SA18 SPEED ALERT RADAR MESSAGE SIGN).
 - 1) STATIC PORTION: BLACK LEGEND ON WHITE BACKGROUND.
 - 2) AMBER LED MODULES.
 - H. SAFEWALK SMART CROSSWALK ILLUMINATOR

- ### 3. EXECUTION
- A. PLACE TOP OF SLIPBASE NO LESS THAN 2" AND NO GREATER THAN 2 1/2" ABOVE NATIVE EARTH IN UNPAVED AREAS AND SIDEWALKS.
 - B. PLACE TOP OF SLIP BASE FLUSH WITH TOP OF ISLAND, FOR ISLAND INSTALLATION.
 - C. DO NOT PLACE SOLAR PANELS BEHIND TREES OR LIGHT POLES. ANGLE SOLAR PANEL AT 45 TO 60 DEGREES IN ACCORDANCE WITH MANUFACTURE'S RECOMMENDATIONS.
 - D. PLACE ALL SIGN POSTS SUCH THAT THERE IS A MINIMUM OF 2 FEET MEASURED FROM FACE OF CURB TO EDGE OF SIGN. FOR SIGNS PLACED IN SIDEWALK, MAINTAIN A MINIMUM OF 4 FEET OF SIDEWALK ON ONE SIDE OR THE OTHER OF THE SIGN POST FOR ADA ACCESSIBILITY.
 - E. OBSCURE OR REMOVE INTEGRATED PEDESTRIAN CONFIRMATION PILOT LIGHT ON THE END OF THE LED BEACON THAT POINTS AWAY FROM CROSSING FOR RFB LED BEACONS ON SIGNAL POLES. OBSCURE OR REMOVE PILOT LIGHTS ON BOTH ENDS FOR RFB LED BEACONS ON MAST ARM. AT LEAST ONE INTEGRATED PEDESTRIAN CONFIRMATION PILOT LIGHT ON EACH SIDE OF CROSSING MUST BE ORIENTED TOWARD CROSSING PEDESTRIANS.
 - F. SIGN SIZE, TYPE, AND COLOR VARY. REFER TO CONSTRUCTION SHEETS AND DT102 FOR CORRECT SIGNAGE.

PREPARER:

SALT LAKE CITY
CORPORATION

**PUBLIC SERVICES
DEPARTMENT**
300 SOUTH 200 EAST SUITE 100
SALT LAKE CITY, UTAH 84101
TELEPHONE: 801-495-3001
FAX: 801-495-6000
E-MAIL: WWW@SLC.GOV
PREPARER CONSULTANTS:

Oct. 28, 2022

PROFESSIONAL SEAL:

PROJECT IDENTIFICATION:

TRAFFIC
OPERATIONS
STANDARD
PLANS

SALT LAKE CITY,
UTAH

PROJECT OWNER:

340 SOUTH 200 EAST, SUITE 100
SALT LAKE CITY, UTAH 84114
TELEPHONE: 801-455-7007
FAX: 801-455-0999
WWW.SLCCRM.COM

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PREPARER #: _____ -
 CONTRACT #: _____ -
 PROJECT #: _____ -
 FILE #: _____ -
 DRAWING FILE: _____ -
 DRAWN BY: _____ -
 CHECKED BY: _____ -
 COPYRIGHT:
 OCTOBER 2022

SHEET TITLE:

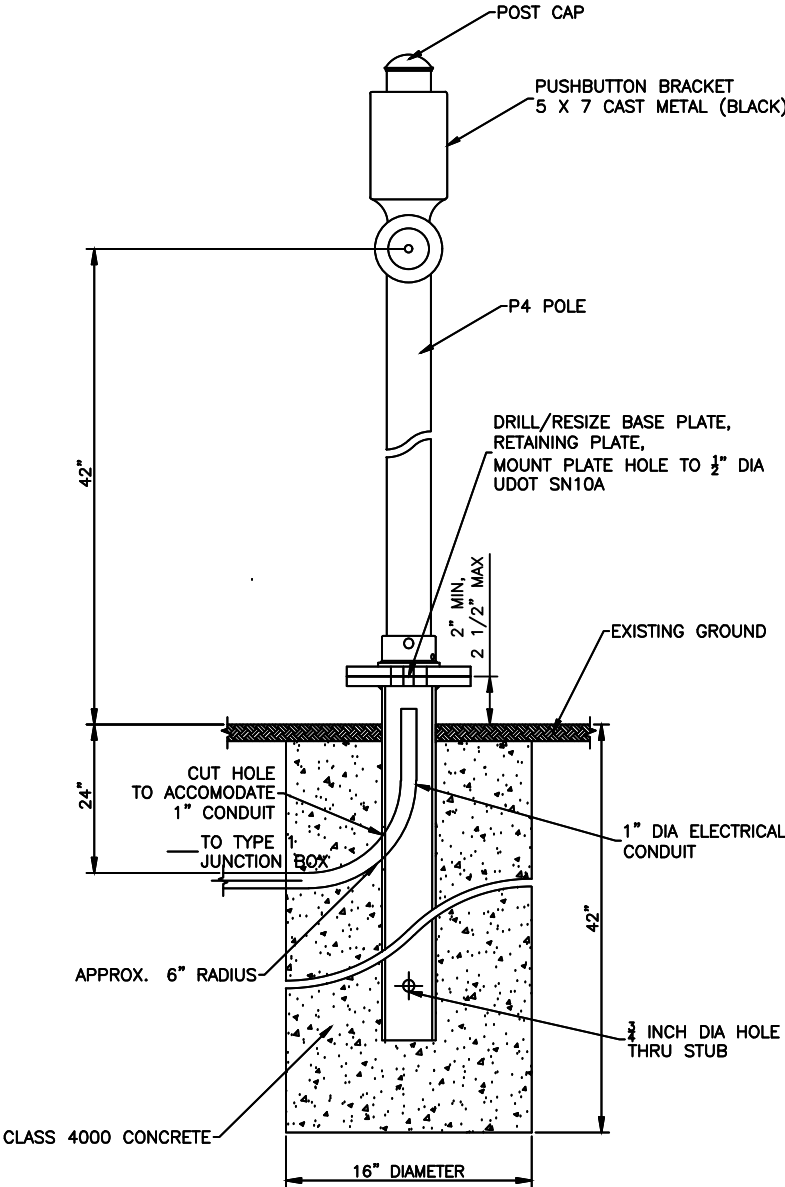
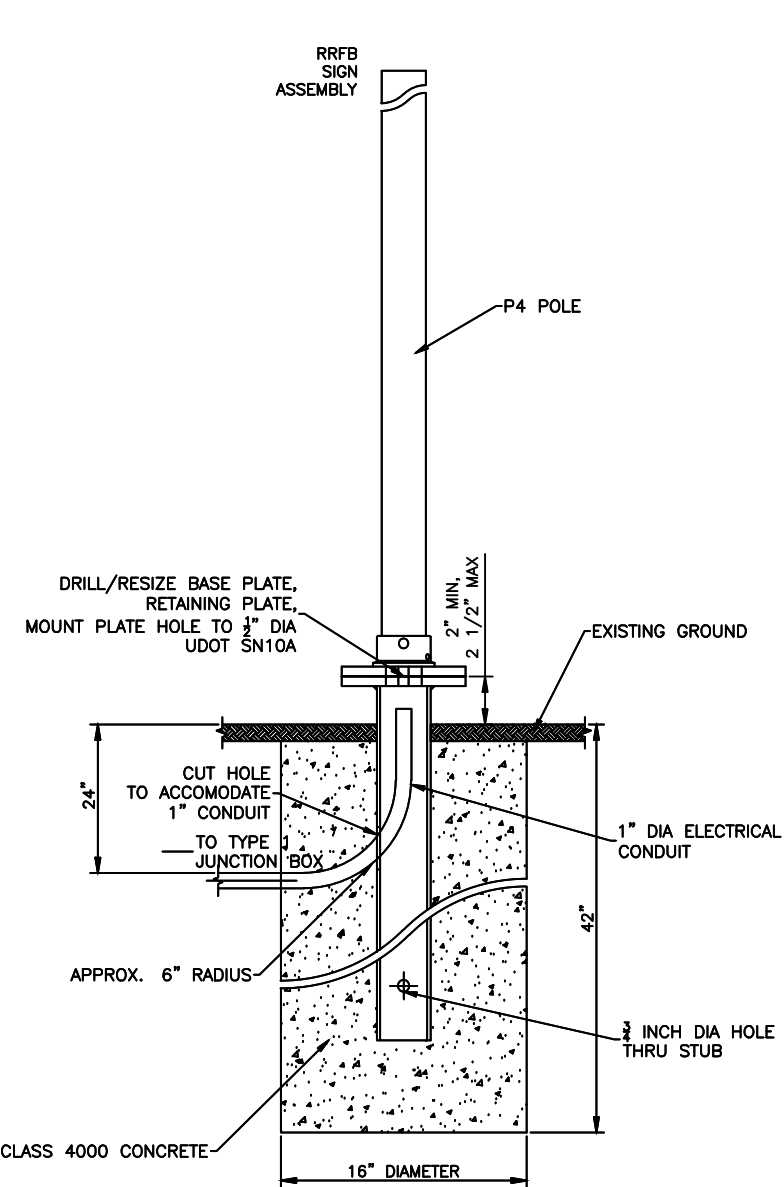
SIGN ASSEMBLIES

SHEET IDENTIFIER:

EK512

BINDING ORDER 38 OF 39





USE SIGN R10-25 FOR ALL RRFB AND PUSH BUTTON ACTIVATED WARNING LIGHT APPLICATIONS

1. **GENERAL**
 - A. AT ENGINEER APPROVAL UNLESS CALLED OUT IN PLANS OR SPECIFICATIONS.
2. **PRODUCTS**
 - A. POST BASE
 - 1) 3/4 DIAMETER HOLE THROUGH SLIPBASE GROUND STUB (SEE EK512).
 - B. SIGN POST
 - 1) 2 7/8 INCH OUTSIDE DIAMETER 0.160 INCH WALL THICKNESS. (UDOT TYPE P4).
 - 2) POWDER COATED GLOSS BLACK.
3. **EXECUTION**
 - A. SHOP MODIFY SLIPBASE GROUND STUB TO ACCOMMODATE 1-INCH CONDUIT.
 - B. IF POLES ARE SEPARATED BY MORE THAN 10 FT, A SEPARATE ADDITIONAL JUNCTION BOX SHOULD BE PROVIDED.
 - C. PEDESTRIAN PUSH BUTTON:
 - 1) PROVIDE A SMOOTH, LEVEL, HARD SURFACE WITH A MAX CROSS SLOPE OF 2 PERCENT IN ANY DIRECTION (LANDING AREA PER ADAAG) WITHIN 10 HORIZONTAL INCHES OF A PUSH BUTTON FOR WHEEL CHAIR ACCESS.
 - 2) MOUNT PEDESTRIAN PUSH BUTTON 42" ABOVE THE PEDESTRIAN RAMP LANDING AREA.
 - 3) INSTALL THE PUSH BUTTON BETWEEN 1.5 FEET AND 6 FEET (NO FURTHER THAN 10 FEET WITH APPROVAL FROM THE CITY) MEASURED PERPENDICULAR FROM THE EDGE OF THE CURB SHOULDER, OR PAVEMENT, AND ALSO WITHIN MAXIMUM OF 5 FEET MEASURE PERPENDICULAR FROM THE CROSSWALK LINES (SEE PLAN VIEW SHEET EK507).

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Oct. 28, 2022

PROFESSIONAL SEAL:

PROJECT IDENTIFICATION:

TRAFFIC OPERATIONS STANDARD PLANS

SALT LAKE CITY, UTAH

PROJECT OWNER:

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MARK	DATE	DESCRIPTION

PREPARED BY: -
CONTRACT #: -
PROJECT #: -
FILE #: -
DRAWING FILE: -
DRAWN BY: -
CHECKED BY: -
COPYRIGHT: OCTOBER 2022

SHEET TITLE:

P4 PUSH BUTTON

SHEET IDENTIFIER:

EK513

BINDING ORDER 39 OF 39



APPENDIX B: SUMMARY OF ISSUES

The following list of issues is a compilation of the project team's observations during the RSA field review on March 4, 2026, the experience of City officials, and the crash history and volumes discussed in Section 3.0.

Entire Corridor

- Houses along corridor are older and many do not have driveways; restricted access or on-street parking could negatively impact the people who live on this street
- Road diet reduced lanes from four to three in 2015, north of N Temple. Around 2017 for south of N Temple
- Previous four-lane striping is still visible on the north side of the corridor. It has been covered up before, but the sealing wears off
- Redwood road, 900 west, and I-15 are the largest north-south routes through SLC.
- SLC street maintenance team is okay with curb bulb-outs or other solutions. Current designs have been compatible with their snowplows
- There have been resident complaints about uneven sidewalks
- It may be worth exploring a cross section where the bike lane is protected by on-street parking. It may not be viable everywhere on the corridor, but there are some sections where it might work.

900 North & 800 North

- SLC plans to put RRFBs at the 800 N crosswalk this summer
- More students and residents use the crossing on 800 North instead of 900 North
- There is a UTA stop and a school bus stop at 800 N
- 800 North crosswalk is south of intersection. Could it be moved to the north side? We could then add a refuge island that does not interfere with the TWLTL. The UTA bus stop is on the north side of the intersection. Maybe we could explore switching the location of the UTA bus stop and the crosswalk, to add a refuge island?
- The 800 N crosswalk is outside of the school zone, even though more kids use it to cross. Potentially shift the school zone to the south so it captures the crosswalk?
- Jeremy and Ian did not observe any students using the 900 N crosswalk, which is a school crosswalk

200 North & North Temple

- Though prohibited, vehicles still park too close to the 200 N intersection
- Fatality occurred at 200 North involving a motorcycle

- During field visit, as group used crosswalk at 200 North, we observed three southbound vehicles that did not yield for us
- Days of 47 rodeo is located west of 200 North, this is a high pedestrian generator during the summer
- Intersection is very wide, vehicles on minor street will roll through the stop sign
- Accesses to gas station south and Rancho's south of intersection are spaced closely together
- Parking between accesses to Rancho's restricts sight distance
- City is okay implementing LPIs (UDOT not so much). SLC is less excited about restricting RTOR, as there are concerns people would just ignore it
- WFRC CSAP recommends protected intersection improvements at N Temple

9-Line and 900 South

- Concerns of homeless camps along 9-line trail
- Feel 9-line trail does not get enough usage, people do not know about it
- Potentially bring in the median on both sides so it is closer to the crosswalk, maybe add vegetation to median to beautify?
- 900 South dead ends to the west. Maybe a roundabout could be installed at 900 South? The 9-line trail is already set back from the intersection. The roundabout could have a whale tail in the middle (reference to Whale Roundabout at Harvey Milk Blvd and 1100 E)

California Avenue

- WFRC CSAP recommended FYA or protected LT here
- People initially complained about the protected intersection but have slowly gotten used to it
- Some of the delineators have been hit and are broken
- South of California Avenue at school crossing, trees block the yield to pedestrian sign for southbound vehicles

1700 South to 2100 South

- This portion of corridor is different from the rest
- Lots of access spaced close to intersections
- RR crossing in this section does not have RR crossing arms

Appendix C: Detailed Benefit-Cost Calculation Table

						CMF											
ID	Location	Measure	ID	Location	Measure	Fatal	SI	Minor Injury	Possible Injury	PDO	Overall CMF	Fatal	SI	Minor Injury	Possible Injury	PDO	# of Crashes
SHORT TERM			SHORT TERM														
S-1	Corridor Wide	Install driver feedback signs at key locations	S-1	Corridor Wide	Install driver feedback signs at key locations	0.950	0.950	0.950	0.950	0.950	0.950	0.6	2	20.4	20.2	38.2	81.4
S-2	1000 North to 800 North	Install textured crosswalks	S-2	1000 North to 800 North	Install textured crosswalks	0.990	0.990	0.990	0.990	0.990	0.990	0.2	0	1	0.8	1.8	3.8
S-3	1000 North to 800 North	Improve pavement markings and signage	S-3	1000 North to 800 North	Improve pavement markings and signage	1.000	0.850	0.850	0.850	0.930	0.902	0.2	0	1	0.8	1.8	3.8
S-4	600 North	Install "Signal Ahead" pavement markings and signage	S-4	600 North	Install "Signal Ahead" pavement markings and signage	0.850	0.850	0.850	0.850	0.930	0.902	0.2	0.4	1.8	0.6	2.6	5.6
S-5	200 North to North Temple	Restrict on-street parking near intersection & between close accesses	S-5	200 North to North Temple	Restrict on-street parking near intersection & between close accesses	1.000	0.800	0.800	0.800	1.000	0.931	0	0	1	0.2	0.6	1.8
S-6	200 North to North Temple	Improve pedestrian visibility with markings	S-6	200 North to North Temple	Improve pedestrian visibility with markings	0.990	0.990	0.990	0.990	0.990	0.990	0	0	1.8	1.2	2.2	5.2
S-7	North Temple	Install "Signal Ahead" pavement markings and signage	S-7	North Temple	Install "Signal Ahead" pavement markings and signage	0.850	0.850	0.850	0.850	0.930	0.902	0.4	0.2	1.4	1.2	1.6	4.8
S-8	Indiana Avenue / 800 South	Implement leading pedestrian interval	S-8	Indiana Avenue / 800 South	Implement leading pedestrian interval	0.995	0.995	0.995	0.995	0.995	0.995	0.2	0.4	2	2.4	3.4	8.4
S-9	900 South & 9-Line Trail	Install lighting at trail crossing	S-9	900 South & 9-Line Trail	Install lighting at trail crossing	0.947	0.947	0.947	0.947	1.000	0.982	0	0	0.8	0.6	0.6	2
S-10	900 South & 9-Line Trail	Improve signage and markings	S-10	900 South & 9-Line Trail	Improve signage and markings	1.000	0.850	0.850	0.850	0.930	0.902	0	0	0.8	0.6	0.6	2
S-11	California Avenue	Replace damaged flex delineators	S-11	California Avenue	Replace damaged flex delineators	0.952	0.952	0.952	0.952	0.952	0.952	0	0	1.6	1.6	4	7.2
S-12	California Avenue	Trim vegetation blocking signage	S-12	California Avenue	Trim vegetation blocking signage	0.890	0.890	0.890	0.890	0.890	0.890	0	0	1.6	1.6	4	7.2
MEDIUM TERM			MEDIUM TERM														
M-1	Corridor Wide	Resurface and repaint striping (1000 North to North Temple)	M-1	Corridor Wide	Resurface and repaint striping (1000 North to North Temple)	1.000	0.760	0.760	0.760	1.000	0.917	0.6	1.4	7.8	6.2	13.8	29.8
M-2	Corridor Wide	Improve sidewalk conditions and ADA compliance	M-2	Corridor Wide	Improve sidewalk conditions and ADA compliance	0.994	0.994	0.994	0.994	0.994	0.994	1	2.8	28.6	27.4	59.2	119
M-3	Corridor Wide	Add curb bulb-outs at key crossings	M-3	Corridor Wide	Add curb bulb-outs at key crossings	0.680	0.680	0.680	0.680	0.680	0.680	1	2.8	28.6	27.4	59.2	119
M-4	Corridor Wide	Review lighting corridor-wide and update as needed	M-4	Corridor Wide	Review lighting corridor-wide and update as needed	0.949	0.949	0.949	0.949	0.962	0.957	1	2.8	28.6	27.4	59.2	119
M-5	Corridor Wide	Install separated, protected bicycle lanes	M-5	Corridor Wide	Install separated, protected bicycle lanes	0.979	0.979	0.979	0.979	0.979	0.979	1	2.8	28.6	27.4	59.2	119
M-6	1000 North to 800 North	Install curb bulb-outs at crosswalks	M-6	1000 North to 800 North	Install curb bulb-outs at crosswalks	0.680	0.680	0.680	0.680	0.680	0.680	0.2	0	1	0.8	1.8	3.8
M-7	1000 North to 800 North	Relocate school zone to include 800 North crossing	M-7	1000 North to 800 North	Relocate school zone to include 800 North crossing	0.990	0.990	0.990	0.990	0.990	0.990	0.2	0	1	0.8	1.8	3.8
M-8	1000 North to 800 North	Reconstruct sections of sidewalk	M-8	1000 North to 800 North	Reconstruct sections of sidewalk	0.974	0.974	0.974	0.974	0.974	0.974	0.2	0	1	0.8	1.8	3.8
M-9	800 North	Relocate crosswalk to the north side of the intersection & install pedestrian refuge island	M-9	800 North	Relocate crosswalk to the north side of the intersection & install pedestrian refuge island	0.990	0.990	0.990	0.990	0.990	0.990	0.2	0	1	0.8	1.8	3.8
M-10	600 North	Install oversized red signal heads	M-10	600 North	Install oversized red signal heads	0.970	0.970	0.970	0.970	0.970	0.970	0.2	0.4	1.8	0.6	2.6	5.6
M-11	200 North to North Temple	Close or consolidate access points (gas station / Rancho Market)	M-11	200 North to North Temple	Close or consolidate access points (gas station / Rancho Market)	0.720	0.720	0.720	0.720	1.000	0.903	0	0	1.8	1.2	2.2	5.2
M-12	200 North to North Temple	Install curb bulb-outs	M-12	200 North to North Temple	Install curb bulb-outs	0.680	0.680	0.680	0.680	0.680	0.680	0	0	1	0.2	0.6	1.8
M-13	North Temple	LPI and no RTOR during pedestrian phase	M-13	North Temple	LPI and no RTOR during pedestrian phase	0.995	0.995	0.995	0.995	0.995	0.995	0.4	0.4	2.8	2	3.6	9.2
M-14	North Temple	Install oversized red signal heads	M-14	North Temple	Install oversized red signal heads	0.970	0.970	0.970	0.970	0.970	0.970	0.4	0.2	1.4	1.2	1.6	4.8
M-15	Indiana Avenue / 800 South	Implement protected left-turn phasing or flashing yellow arrow	M-15	Indiana Avenue / 800 South	Implement protected left-turn phasing or flashing yellow arrow	0.972	0.972	0.972	0.972	0.972	0.972	0.2	0.4	2	2.4	3.4	8.4
M-16	900 South & 9-Line Trail	Raise crosswalk across 9-Line Trail	M-16	900 South & 9-Line Trail	Raise crosswalk across 9-Line Trail	0.982	0.982	0.982	0.982	1.000	0.994	0	0	0.8	0.6	0.6	2
M-17	900 South & 9-Line Trail	Enhance median design	M-17	900 South & 9-Line Trail	Enhance median design	0.978	0.978	0.978	0.978	0.978	0.994	0	0	0.8	0.6	0.6	2
M-18	900 South & 9-Line Trail	Implement placemaking features to highlight trail	M-18	900 South & 9-Line Trail	Implement placemaking features to highlight trail	1.000	0.850	0.850	0.850	0.930	0.902	0	0	0.8	0.6	0.6	2
M-19	California Avenue	Implement protected left-turn phasing or flashing yellow arrow	M-19	California Avenue	Implement protected left-turn phasing or flashing yellow arrow	0.972	0.972	0.972	0.972	0.972	0.972	0	0	1.6	1.6	4	7.2
M-20	1800 S Rail Crossing	Improve signage and markings near railroad crossing	M-20	1800 S Rail Crossing	Improve signage and markings near railroad crossing	0.850	0.850	0.850	0.850	0.930	0.902	0	0	0.2	0	0.4	0.6
LONG TERM			LONG TERM														
L-1	Corridor Wide	Reconstruct sidewalk network where needed	L-1	Corridor Wide	Reconstruct sidewalk network where needed	0.974	0.974	0.974	0.974	0.974	0.974	1	2.8	28.6	27.4	59.2	119
L-2	Corridor Wide	Configure access management along corridor	L-2	Corridor Wide	Configure access management along corridor	0.720	0.720	0.720	0.720	1.000	0.903	1	2.8	28.6	27.4	59.2	119
L-3	200 North	Roundabout	L-3	200 North	Roundabout	0.120	0.120	0.280	0.280	0.280	0.277	0	0	1	0.2	0.6	1.8
L-4	200 North	Raised intersection	L-4	200 North	Raised intersection	0.640	0.640	0.640	0.640	0.640	0.640	0	0	1	0.2	0.6	1.8
L-5	Indiana Avenue / 800 South	Protected intersection	L-5	Indiana Avenue / 800 South	Protected intersection	0.680	0.680	0.680	0.680	0.680	0.680	0.2	0.4	2	2.4	3.4	8.4
L-6	Indiana Avenue / 800 South	Close or limit accesses when possible	L-6	Indiana Avenue / 800 South	Close or limit accesses when possible	0.720	0.720	0.720	0.720	1.000	0.903	0	0.4	1	1.2	1.8	4.4
L-7	900 South & 9-Line Trail	Convert signal intersection to roundabout	L-7	900 South & 9-Line Trail	Convert signal intersection to roundabout	0.450	0.450	0.450	0.450	0.890	0.737	0	0	0.8	0.6	1.4	2.8
L-8	1700 South to 2100 South	Restrict or consolidate closely spaced accesses	L-8	1700 South to 2100 South	Restrict or consolidate closely spaced accesses	0.720	0.720	0.720	0.720	1.000	0.903	0	0.2	2	2	3.6	7.8
L-9	1800 S Rail crossing	Install railroad crossing arms	L-9	1800 S Rail crossing	Install railroad crossing arms	0.060	0.060	0.060	0.060	0.060	0.060	0	0	0.2	0	0.4	0.6

Appendix C: Detailed Benefit-Cost Calculation Table

			Observed													
ID	Location	Measure	Fatal w/ Treatment	SI w/ Treatment	Minor Injury w/ Treatment	Possible Injury w/ Treatment	PDO w/ Treatment	# w/ Treatment	Crashes Avoided	Annual Crash Costs	Annual Crash Cost w/ Treatment	Safety Benefit per Year	20-year analysis period, 3% rate	Service Life (Years)	20-year Cost	Benefit-Cost Ratio (B/C)
SHORT TERM																
S-1	Corridor Wide	Install driver feedback signs at key locations	0.57	1.90	19.38	19.19	36.29	77.33	4.07	\$24,877,660	\$23,633,777	\$1,243,883	\$18,506,000	10	\$70,000	264.37
S-2	1000 North to 800 North	Install textured crosswalks	0.20	0.00	0.99	0.79	1.78	3.76	0.04	\$1,487,620	\$1,472,744	\$14,876	\$221,000	10	\$52,000	4.25
S-3	1000 North to 800 North	Improve pavement markings and signage	0.20	0.00	0.85	0.68	1.67	3.40	0.40	\$1,487,620	\$1,395,963	\$91,657	\$1,364,000	5	\$32,000	42.63
S-4	600 North	Install "Signal Ahead" pavement markings and signage	0.17	0.34	1.53	0.51	2.42	4.97	0.63	\$3,510,860	\$2,988,620	\$522,240	\$7,770,000	5	\$55,000	141.27
S-5	200 North to North Temple	Restrict on-street parking near intersection & between close accesses	0.00	0.00	0.80	0.16	0.60	1.56	0.24	\$476,740	\$383,924	\$92,816	\$1,381,000	5	\$13,000	106.23
S-6	200 North to North Temple	Improve pedestrian visibility with markings	0.00	0.00	1.78	1.19	2.18	5.15	0.05	\$1,062,700	\$1,052,073	\$10,627	\$158,000	10	\$28,000	5.64
S-7	North Temple	Install "Signal Ahead" pavement markings and signage	0.34	0.17	1.19	1.02	1.49	4.21	0.59	\$3,450,600	\$2,935,711	\$514,889	\$7,660,000	5	\$26,000	294.62
S-8	Indiana Avenue / 800 South	Implement leading pedestrian interval	0.20	0.40	1.99	2.39	3.38	8.36	0.04	\$3,999,660	\$3,978,862	\$20,798	\$309,000	10	\$9,000	34.33
S-9	900 South & 9-Line Trail	Install lighting at trail crossing	0.00	0.00	0.76	0.57	0.60	1.93	0.07	\$478,700	\$454,093	\$24,607	\$366,000	15	\$25,000	14.64
S-10	900 South & 9-Line Trail	Improve signage and markings	0.00	0.00	0.68	0.51	0.56	1.75	0.25	\$478,700	\$407,908	\$70,792	\$1,053,000	10	\$19,000	55.42
S-11	California Avenue	Replace damaged flex delineators	0.00	0.00	1.52	1.52	3.81	6.85	0.35	\$1,102,640	\$1,049,713	\$52,927	\$787,000	3	\$16,000	49.19
S-12	California Avenue	Trim vegetation blocking signage	0.00	0.00	1.42	1.42	3.56	6.41	0.79	\$1,102,640	\$981,350	\$121,290	\$1,804,000	1	\$77,000	23.43
MEDIUM TERM																
M-1	Corridor Wide	Resurface and repaint striping (1000 North to North Temple)	0.60	1.06	5.93	4.71	13.80	26.10	3.70	\$13,473,660	\$10,926,415	\$2,547,245	\$37,897,000	5	\$3,070,000	12.34
M-2	Corridor Wide	Improve sidewalk conditions and ADA compliance	0.99	2.78	28.41	27.22	58.82	118.23	0.77	\$35,461,760	\$35,231,259	\$230,501	\$3,429,000	20	\$344,000	9.97
M-3	Corridor Wide	Add curb bulb-outs at key crossings	0.68	1.90	19.45	18.63	40.26	80.92	38.08	\$35,461,760	\$24,113,997	\$11,347,763	\$168,826,000	15	\$7,476,000	22.58
M-4	Corridor Wide	Review lighting corridor-wide and update as needed	0.95	2.66	27.14	26.00	56.93	113.66	5.34	\$35,461,760	\$33,662,107	\$1,799,653	\$26,774,000	15	\$2,118,000	12.64
M-5	Corridor Wide	Install separated, protected bicycle lanes	0.98	2.74	27.99	26.82	57.94	116.47	2.53	\$35,461,760	\$34,707,134	\$754,626	\$11,227,000	15	\$6,340,000	1.77
M-6	1000 North to 800 North	Install curb bulb-outs at crosswalks	0.14	0.00	0.68	0.54	1.22	2.58	1.22	\$1,487,620	\$1,011,582	\$476,038	\$7,082,000	15	\$399,000	17.75
M-7	1000 North to 800 North	Relocate school zone to include 800 North crossing	0.20	0.00	0.99	0.79	1.78	3.76	0.04	\$1,487,620	\$1,472,744	\$14,876	\$221,000	15	\$19,000	11.63
M-8	1000 North to 800 North	Reconstruct sections of sidewalk	0.19	0.00	0.97	0.78	1.75	3.70	0.10	\$1,487,620	\$1,448,942	\$38,678	\$575,000	20	\$109,000	5.28
M-9	800 North	Relocate crosswalk to the north side of the intersection & install pedestrian refuge island	0.20	0.00	0.99	0.79	1.78	3.76	0.04	\$1,487,620	\$1,472,744	\$14,876	\$221,000	15	\$19,000	11.63
M-10	600 North	Install oversized red signal heads	0.19	0.39	1.75	0.58	2.52	5.43	0.17	\$3,510,860	\$3,405,534	\$105,326	\$1,567,000	10	\$56,000	27.98
M-11	200 North to North Temple	Close or consolidate access points (gas station / Rancho Market)	0.00	0.00	1.30	0.86	2.20	4.36	0.84	\$1,062,700	\$778,142	\$284,558	\$4,234,000	20	\$14,000	302.43
M-12	200 North to North Temple	Install curb bulb-outs	0.00	0.00	0.68	0.14	0.41	1.22	0.58	\$476,740	\$324,183	\$152,557	\$2,270,000	15	\$100,000	22.70
M-13	North Temple	LPI and no RTOR during pedestrian phase	0.40	0.40	2.79	1.99	3.58	9.15	0.05	\$5,110,840	\$5,084,264	\$26,576	\$395,000	15	\$22,000	17.95
M-14	North Temple	Install oversized red signal heads	0.39	0.19	1.36	1.16	1.55	4.66	0.14	\$3,450,600	\$3,347,082	\$103,518	\$1,540,000	10	\$28,000	55.00
M-15	Indiana Avenue / 800 South	Implement protected left-turn phasing or flashing yellow arrow	0.19	0.39	1.94	2.33	3.30	8.16	0.24	\$3,999,660	\$3,885,670	\$113,990	\$1,696,000	10	\$56,000	30.29
M-16	900 South & 9-Line Trail	Raise crosswalk across 9-Line Trail	0.00	0.00	0.79	0.59	0.60	1.97	0.03	\$478,700	\$470,311	\$8,389	\$125,000	15	\$88,000	1.42
M-17	900 South & 9-Line Trail	Enhance median design	0.00	0.00	0.78	0.59	0.59	1.96	0.04	\$478,700	\$467,977	\$10,723	\$160,000	15	\$45,000	3.56
M-18	900 South & 9-Line Trail	Implement placemaking features to highlight trail	0.00	0.00	0.68	0.51	0.56	1.75	0.25	\$478,700	\$407,908	\$70,792	\$1,053,000	15	\$19,000	55.42
M-19	California Avenue	Implement protected left-turn phasing or flashing yellow arrow	0.00	0.00	1.55	1.55	3.89	6.99	0.21	\$1,102,640	\$1,071,215	\$31,425	\$468,000	10	\$56,000	8.36
M-20	1800 S Rail Crossing	Improve signage and markings near railroad crossing	0.00	0.00	0.17	0.00	0.37	0.54	0.06	\$92,640	\$79,419	\$13,221	\$197,000	5	\$32,000	6.16
LONG TERM																
L-1	Corridor Wide	Reconstruct sidewalk network where needed	0.97	2.73	27.86	26.69	57.66	115.91	3.09	\$35,461,760	\$34,539,754	\$922,006	\$13,717,000	20	\$1,719,000	7.98
L-2	Corridor Wide	Configure access management along corridor	0.72	2.02	20.59	19.73	59.20	102.26	16.74	\$35,461,760	\$25,882,221	\$9,579,539	\$142,519,000	20	\$1,330,000	107.16
L-3	200 North	Roundabout	0.00	0.00	0.28	0.06	0.17	0.50	1.30	\$476,740	\$133,487	\$343,253	\$5,107,000	30	\$1,898,000	2.69
L-4	200 North	Raised intersection	0.00	0.00	0.64	0.13	0.38	1.15	0.65	\$476,740	\$305,114	\$171,626	\$2,553,000	20	\$120,000	21.28
L-5	Indiana Avenue / 800 South	Protected intersection	0.14	0.27	1.36	1.63	2.31	5.71	2.69	\$3,999,660	\$2,719,769	\$1,279,891	\$19,042,000	20	\$650,000	29.30
L-6	Indiana Avenue / 800 South	Close or limit accesses when possible	0.00	0.29	0.72	0.86	1.80	3.67	0.73	\$2,430,100	\$1,760,306	\$669,794	\$9,965,000	20	\$42,000	237.26
L-7	900 South & 9-Line Trail	Convert signal intersection to roundabout	0.00	0.00	0.36	0.27	1.25	1.88	0.92	\$495,580	\$236,009	\$259,571	\$3,862,000	30	\$2,467,000	1.57
L-8	1700 South to 2100 South	Restrict or consolidate closely spaced accesses	0.00	0.14	1.44	1.44	3.60	6.62	1.18	\$2,205,080	\$1,608,926	\$596,154	\$8,869,000	20	\$126,000	70.39
L-9	1800 S Rail crossing	Install railroad crossing arms	0.00	0.00	0.01	0.00	0.02	0.04	0.56	\$92,640	\$5,558	\$87,082	\$1,296,000	15	\$137,000	9.46