



**Wednesday, November 13, 2024**  
**Development Review Committee**

**DEVELOPMENT REVIEW COMMITTEE AGENDA**

**PUBLIC NOTICE** is hereby given that the Development Review Committee of Spanish Fork, Utah, will hold a regular meeting at the City Council Chambers at Library Hall, 80 South Main Street, Second Floor, Spanish Fork, Utah, commencing at 10:00 a.m. This meeting is not available to attend virtually.

**1. Approval of Minutes**

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A. November 6, 2024

**2. Zone Change**

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A. ROOTS COFFEE ZONE CHANGE. This proposal involves changing the zoning from C-O to C-2 to allow for the development of a drive-thru coffee shop located at 90 West Center Street.

**3. Final Plat**

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A. THE LANDING. This proposal involves the approval of a Final Plat for 22 industrial condo units located at 3544 North Main Street.

**4. Discussion**

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A. SPANISH FORK PARKWAY SIGNAL 30-60%.

**5. Adjourn**

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**Draft Minutes**  
Spanish Fork City Development Review Committee  
80 South Main Street  
Spanish Fork, Utah  
November 6, 2024

**Staff Members Present:** **Cory Pierce**, Public Works Director; **Seth Perrins**, City Manager; **Dave Anderson**, Community Development Director; **Brandon Snyder**, Senior Planner; **David Mann**, Senior Planner; **Kasey Woodard**, Community Development Secretary; **Ian Bunker**, Associate Planner; **Vaughn Pickell**, City Attorney; **Joshua Nielsen**, Assistant City Attorney; **John Little**, Chief Building Official; **Byron Haslam**, Senior Engineer; **Marcie Clark**, Engineering Department Secretary; **Jered Johnson**, Engineering Division Manager; **Zach Hendrickson**, Outside Plant Manager; **Kevin Taylor**, Senior Power Utility Planner; **Bart Morrill**, Parks Maintenance Supervisor; **Jason Turner**, Fire Marshall, Travis Warren

**Citizens Present:** Garrett Seely, Brett Ludlow, Brandon Kole, Jackie Larson, Jeremy Hansen, Justin Pulido, Matt Gertge.

Cory Pierce called the meeting to order at 10:00 a.m.

## **MINUTES**

### **October 30, 2024**

Seth Perrins **moved** to approve the minutes of October 30, 2024.

John Little **seconded** and the motion **passed** all in favor.

## **RE-PRELIMINARY PLAT**

### **SUNSET VILLAGE AMENDMENT**

Brandon Snyder stated this site was previously approved as an Infill Overlay project in 2018. It was later approved as a Master Planned Development in 2022. He stated that since then there have been modifications made to the previously approved designs. He stated the applicant is now proposing a townhome product. He stated that each townhome unit will have a single car garage and with driveways and parking stalls which will help the proposal

meet the City's parking requirements. He stated the applicant is seeking approval for a Master Planned Development. He then discussed the fencing and landscaping plans and stated there are a few discrepancies with these plans. It was clarified that there will be vinyl fencing along I-15.

There was a brief discussion regarding SFCN and utility placements. Direction was given to the applicants to work with staff regarding the potential location for a fiber hut.

Dave Anderson **moved** to recommend the approval of the proposed Sunset Village Amended Preliminary Plat based on the following finding and subject to the following conditions:

Finding:

1. That the proposal is consistent with the City's Zoning Map and General Plan Land Use Map Designation.

Conditions:

1. That the applicant meets the City's Development & Construction standards, zoning requirements, and other applicable City ordinances.
2. That the applicant addresses any red-lines.

Vaughn Pickell **seconded** and the motion **passed** all in favor.

## **PRELIMINARY PLAT**

### **RUSH FUNPLEX SUBDIVISION**

David Mann stated that these two projects are for the same property. He provided the location and stated the property is planned to be subdivided into two separate lots. He stated there will be a family fun center on one lot, and a commercial restaurant on the other lot.

Cory Pierce briefly discussed the utility layout and stated this is typically handled with the Preliminary Plat. He discussed the roadway dedication and easements.

Vaughn Pickell agreed this should be completed with the Preliminary Plat application.

Dave Anderson spoke briefly about the right-of-way and the anticipated tie in to the utilities. He directs the applicants to work with Byron Haslam in Engineering.

There was discussion regarding the roadway dedications and working with UDOT.

Brandon Snyder asked the DRC if this item would be best being continued until there can be further clarity to the submitted plans.

Dave Anderson is comfortable moving this forward. He spoke briefly about the Zone Change and how the proposed use does not meet the City's General Plan, and he spoke briefly about the reaction the surrounding property owners might feel with having a commercial use behind their properties.

The applicants stated that they have not seen any hesitation with the fun center developing the property and improving it from what it is currently being used as.

John Little asked about the timeline for the demolition of the existing building and it was stated they are seeking to begin this process as soon as possible.

Seth Perrins informed the applicants that the city would like some type of notice of when they are looking to bring down the existing building so that the city can notify the residents for safety purposes.

Dave Anderson **moved** to recommend the approval of the proposed Rush Funplex Subdivision Preliminary Plat to City Council based on the following finding and subject to the following conditions:

Finding:

1. That the proposal is consistent with the City's Construction Standards.

Conditions:

1. That the applicant meets the City's Development & Construction standards, zoning requirements, and other applicable City ordinances.
2. That the City Council approves a Zone Change from R-R to C-2.
3. That the applicant addresses any red-lines.
4. That, prior to the project being presented to the Planning Commission, the plat be modified to include the planned right-of-way for the road that would run adjacent to the Spanish Fields project to the east, and that the applicant identify any needed right-of-way dedication for the State Road with their Final Plat application.

5. That the applicant provide the utility plans that the Engineering Department needs to review before the project can be presented to the Planning Commission.

Vaughn Pickell **seconded** and the motion **passed** all in favor.

## **ZONE CHANGE**

### **RUSH FUNPLEX ZONE CHANGE**

There was no additional discussion.

Dave Anderson **moved** to recommend the approval of the proposed Rush Funplex Zone Change based on the following finding and subject to the following conditions:

Finding:

1. That the proposal is consistent with the City's Construction Standards.
2. That the accompanying Rush Funplex Preliminary Plat conforms to the City's provisions of the C-2 zone.
3. That Spanish Fork City is prepared to provide services that the proposed Zone Change and accompanying Rush Funplex plat would require.
4. That even though the proposed Zone Change is not consistent with the current General Plan Land Use designation, staff believes the updated General Plan will provide for commercial uses in this area.

Seth Perrins **seconded** and the motion **passed** all in favor.

## **CONCEPT REVIEW**

### **BLUNCK PROPERTY CONCEPT**

Garrett Seely was present to speak about the proposal. He presented and spoke briefly about the proposed office/ business use for the property. He feels this would be a very straightforward use. He stated the property owner is a cash buyer and is looking to begin the process as soon as possible.

Dave Anderson spoke briefly about the parking and landscaping requirements the City has for this area. He feels it is very premature to discuss these requirements.

Dave Anderson feels the design layout is not very typical for a business office layout. It was stated these will be office buildings.

It was stated the existing home will remain on the property and the main developer will reside in the residence until most of the development is completed.

Brandon Snyder stated that the applicant will need to apply for a Zone Change as when the property was annexed into the City, the property owners requested rural residential zoning. He discussed some of the other redlines from the review route.

There was a brief discussion on the potential of obtaining a shared access with the property to the west. A secondary access to the South was also discussed. The Greenbelt status and Ag Protection of the property were also mentioned and the applicant was directed to work with Utah County.

John Little stated that this property is not conducive for outdoor storage and the applicant agreed.

## **CONSTRUCTION STANDARDS**

### **CONSTRUCTION STANDARDS REVISION (24.02)**

Byron Haslam stated these revisions are to clean up and provide clarifications to several items in the city's construction standards. He stated the revisions regarding railroads diagnostics will be required by new state rules.

Brandon Snyder asked for further clarification to the language regarding the railroads as he does not want developers getting the impression they are not required to plant street trees along railroad areas not leading up to a crossing.

Further discussion ensued regarding the revisions to the railroad portion of the construction standards.

Staff members did not feel in favor of this revision and held a discussion on whether it should be placed in the city code or if it should be held with the state code. It was suggested to reword this as that properties within 1,000 feet of a railroad may be subject to state laws.

Further discussion ensued regarding the remaining revisions.

Dave Anderson moved to recommend the approval of the proposed Construction Standards Revisions (24.02) with the changes as discussed.

Seth Perrins seconded and the motion passed all in favor.

Dave Anderson moved to adjourn the meeting at 11:27 a.m.

Adopted:

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Kasey Woodard  
Community Development Division  
Secretary



Roots Coffee  
Zone Change  
90 West Center Street  
0.20 acres  
C-O Zone  
Mixed Use General Plan  
Designation



## PROPOSAL

The applicant has requested that a Zone Change from C-O to C-2 with the Development Enhancement Overlay be approved in order to obtain further approvals to use the site as a restaurant with a drive-thru.

This property is located just to the west of the Main Street and Center Street intersection. It sits adjacent to a mix of other businesses and residential properties. Directly across Center Street to the south is City Hall and the Library. The location of this proposal has a fairly high degree of visibility and access to citizens travelling across town to a number of other destinations. The proximity of this proposal to existing businesses along Main Street and the residents who live to the West, will allow patrons to access the proposed use via multiple modes of transit, walking, biking, or a short drive.

With the change in use, site improvements to the existing site will be required. This will include street, access, landscaping, and building improvements. The proposal also involves the adjustment of the fence line that separates this site and the autobody shop by shifting it further to the east, where the property line currently sits.

Some of the key issues to consider are: access, improvements, utilities, and landscaping.

## RECOMMENDATION

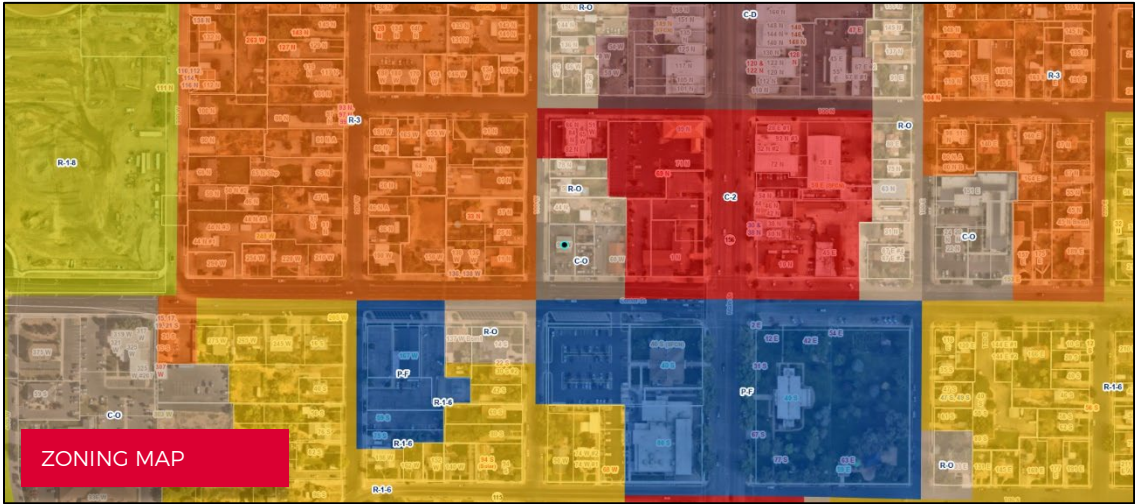
That the proposed Zone Change be recommended for approval based on the following findings:

### Findings

1. That Spanish Fork City is prepared to provide services that the proposed Zone Change would require.
2. That with modifications the proposal can meet the intent of the Development Enhancement Overlay Zone.
3. That the proposed Site Improvement Plan includes improvements that are necessary for use of the site as restaurant with a drive-thru.
4. That with the improvements identified on the proposed Site Improvement Plan the proposed business can function without adversely impacting adjacent streets or neighboring intersections.

## EXHIBITS

1. Letter of Support.
2. Site Improvement Plan.
3. November 11, 2024 Development Enhancement Overlay memorandum.

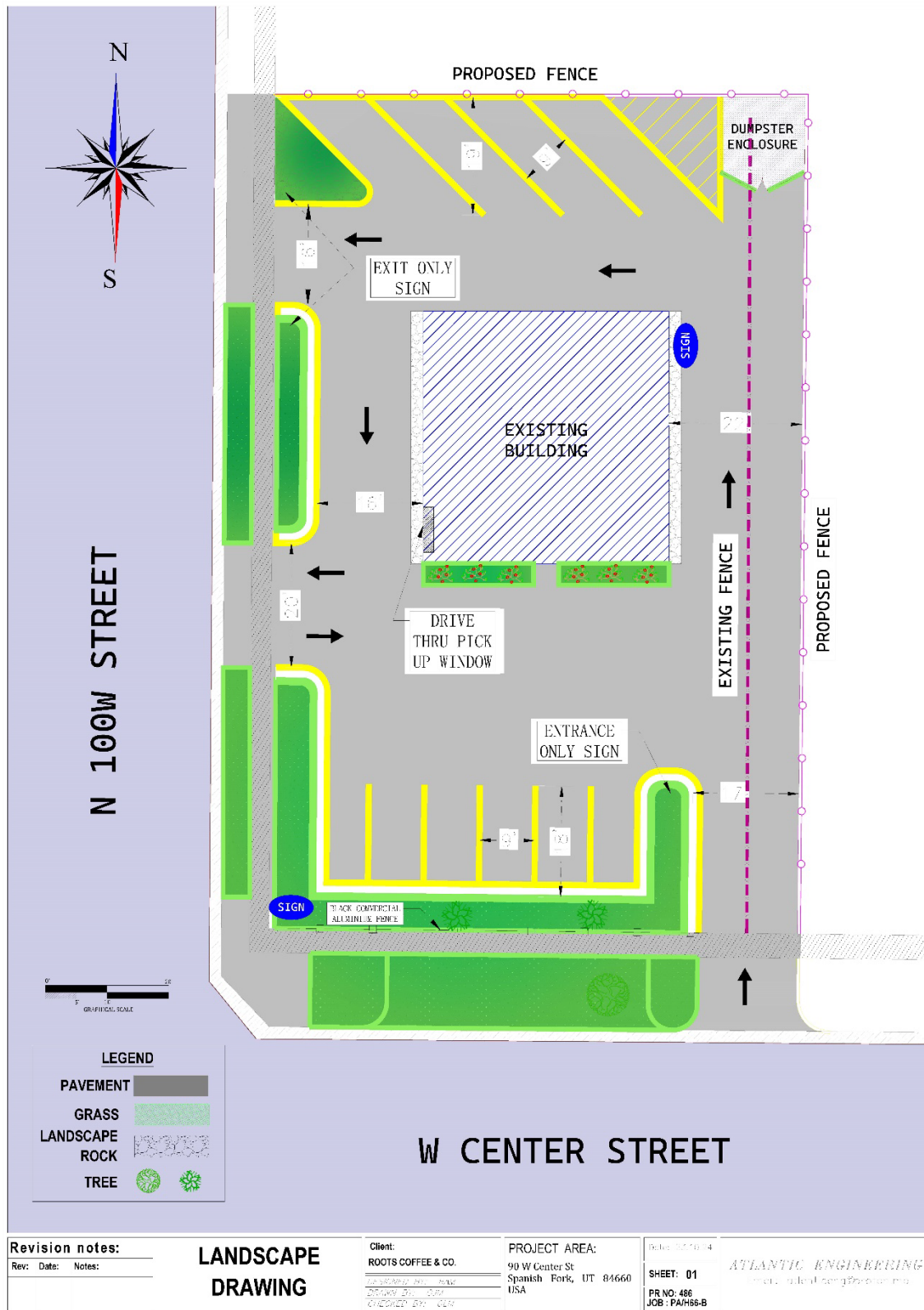


**90 W Center Street  
Spanish Fork, UT 84660**

The current site is zoned as C-O (Commercial Office), while we are proposing to change the affected areas, as indicated on the map, to C-2 (General Commercial). This change will allow for a wider range of business activities, enhancing the property's potential. Additionally, the area directly behind the property is owned by the Sheens, which will contribute to cohesive development in the vicinity.

It's important to note that the residential district to the left of the property will experience minimal impact from this proposed change, as there are already established restaurants, bars, and various businesses located directly behind the site. This existing commercial presence supports the transition to a C-2 zoning designation, ensuring that the neighborhood maintains its character while benefiting from increased commercial opportunities.







**TO:** Spanish Fork City Council

**FROM:** Community Development Department

**DATE:** November 11, 2024

**RE:** Roots Coffee Development Enhancement Overlay

15.3.20.060 Development Enhancement Overlay Zone- The following findings must be made by the Council before approving any Development Enhancement Overlay District:

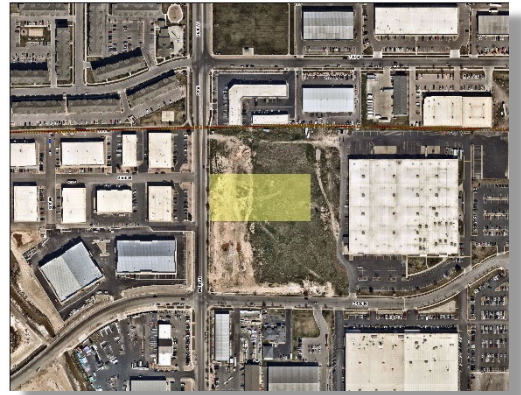
1. That the proposed use is an appropriate use on the specific parcel as compared with other possible uses;
  - a. The proposal of a coffee shop on this parcel is an appropriate use due to the proximity of this location to historic Main Street, City Hall, the Library and City Park.
2. That granting the Development Enhancement Overlay Zone with modified restrictions will not cause a detriment to prospective patrons, to adjacent property owners, nor to traffic flows on the adjacent public streets;
  - a. The approval of this overlay zone is not expected to have any detrimental effects on prospective patrons, adjacent property owners, or traffic flow on neighboring streets. The site improvements associated with this proposal are expected to enhance the quality of the site for patrons and ease traffic flow for commuters passing by. However, the current configuration of the site could create congestion and blockages along 100 West, as well as potentially dangerous traffic circulation for patrons walking in and out of the building. For this reason, staff believes the proposed improvements are a critical component of the project.
3. That adequate conditions have been incorporated into the Zone which will offset the easing of usual requirements;
  - a. More logical and safe access has been designed as a result of the diversion from the usual standards. The current elongated ingress and egress off of 100 West will be replaced with more conventional dual separated accesses. Curb will be installed along most of the Center Street frontage, leaving space on the east side for one ingress access. These changes will create more efficient traffic flow during

busy hours. This will also allow for additional landscaping to be planted along the street frontages where, currently, concrete exists.

4. If a study has been submitted by the Developer, the Council accepts the study as accurate as far as addressing the more lenient standards and the impact it will have on adjacent property owners and the City;
  - a. The City does not anticipate any impacts to occur on adjacent property owners due to the approval of this overlay zone.



The Landing  
Final Plat  
3544 North Main Street  
2.00 acres  
I-1 Zone  
Industrial General Plan  
Designation



## PROPOSAL

The applicant has requested that a Final Plat for a condominium be approved in order to create 22 industrial units.

This property is located near the current Spanish Fork boundary with Springville. The surrounding properties are also industrial uses located in the I-1 zone. A few examples of those properties are the North Springs Business Park, Bradford Commercial, and the other developments located within the Gateway Commerce Park.

The property directly to the north, Athens Industrial, will share a joint access onto Main Street.

Some of the key issues to consider are: access and easements.

## RECOMMENDATION

That the proposed Final Plat be approved based on the following finding and subject to the following conditions:

### Finding

1. That the proposal is consistent with the City's Zoning Map and General Plan Land Use Designation.

### Conditions

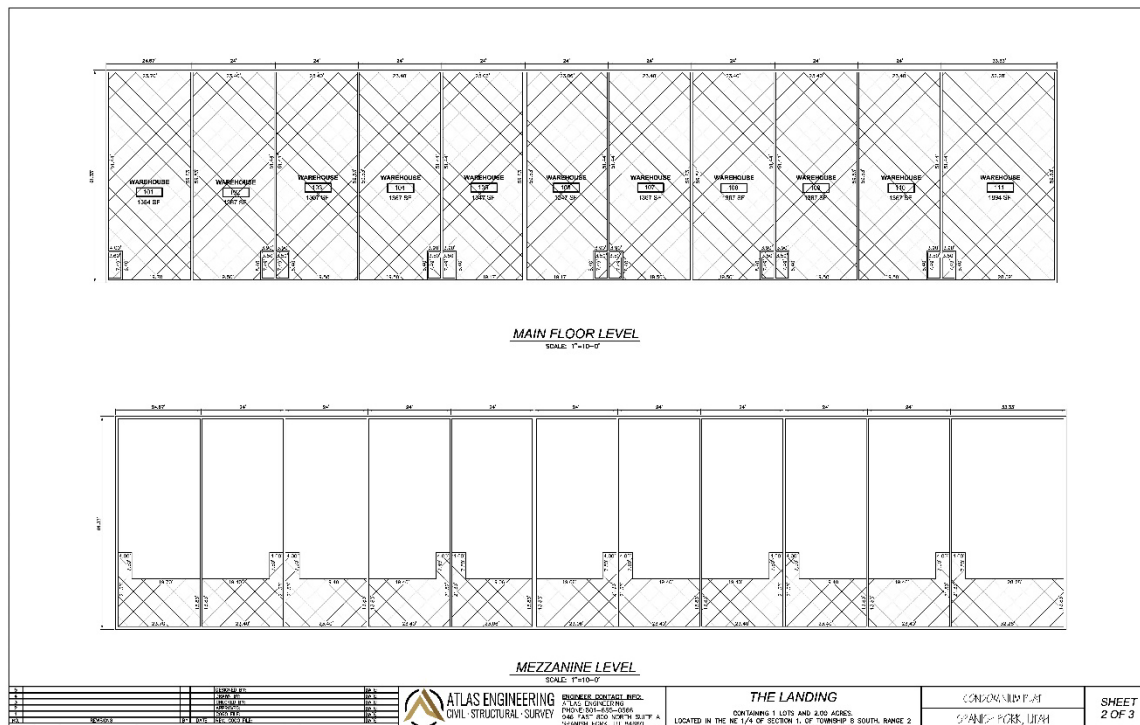
1. That the applicant meets the City's Development & Construction standards, zoning requirements, and other applicable City ordinances.
2. That the applicant addresses any red-lines.

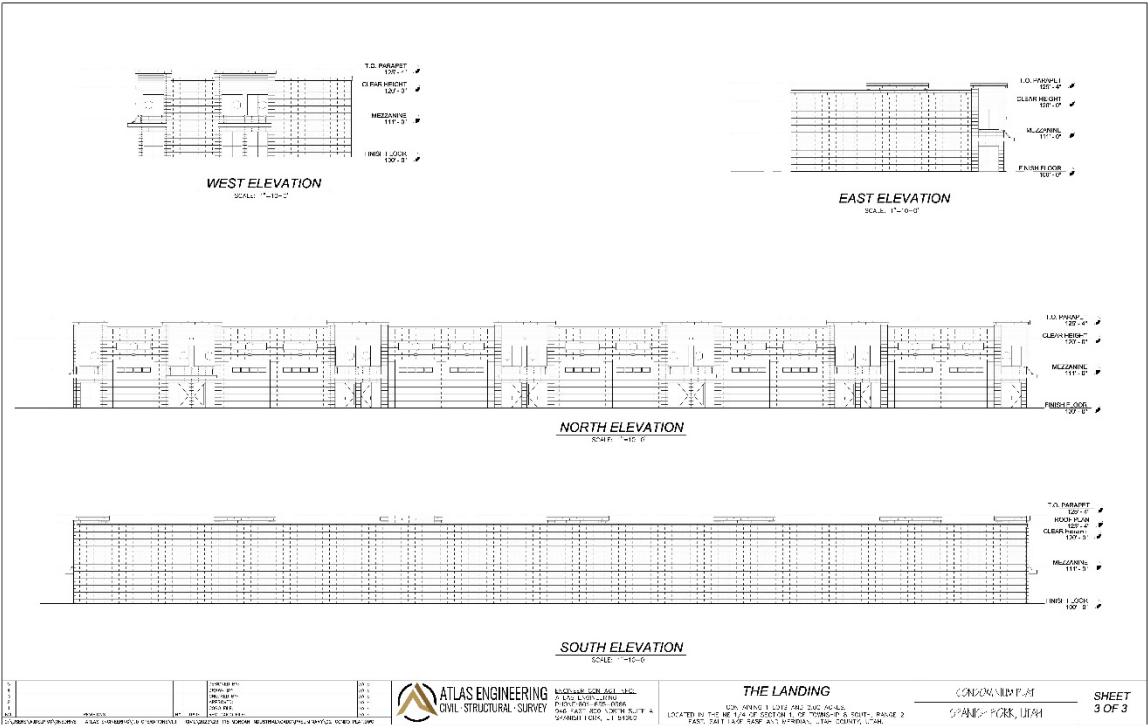
## EXHIBITS

1. Final Plat.

# PROPOSAL

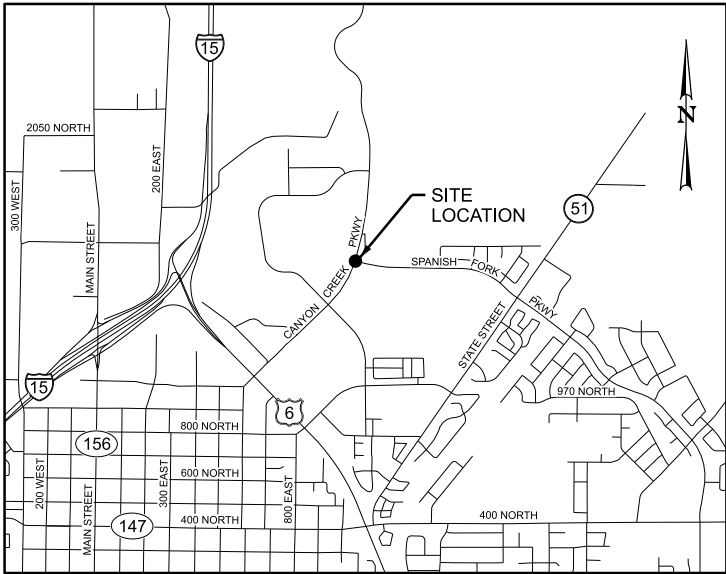




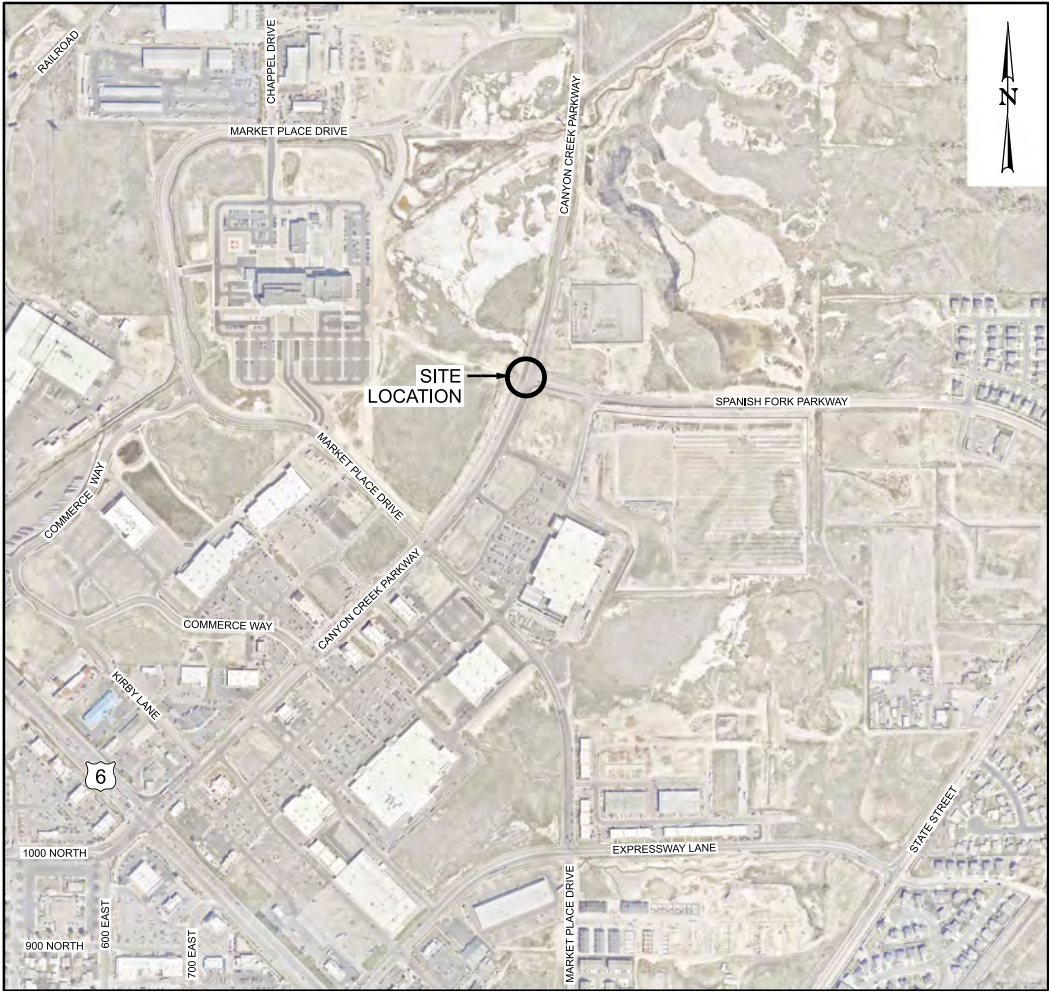


# SPANISH FORK CITY CANYON CREEK PARKWAY & SPANISH FORK PARKWAY SIGNAL

## SPANISH FORK, UTAH



SPANISH FORK CITY VICINITY MAP



| INDEX OF SHEETS            |                                                  |
|----------------------------|--------------------------------------------------|
| SHEET NO.                  | DESCRIPTION                                      |
| GENERAL SHEETS             |                                                  |
| G100                       | TITLE AND INDEX OF SHEETS                        |
| G101                       | SURVEY CONTROL SHEET                             |
| SIGNAL SHEETS              |                                                  |
| SG101                      | SIGNAL PLAN                                      |
| SG102                      | SIGNAL CIRCUIT SCHEDULE                          |
| SGS101 to SGS104           | SIGNAL SCHEDULES                                 |
| SIGNING AND STRIPING PLANS |                                                  |
| SS101                      | SIGNING AND STRIPING PLAN (FOR INFORMATION ONLY) |



SPANISH FORK CITY COUNCIL

|                 |                |
|-----------------|----------------|
| MIKE MENDENHALL | MAYOR          |
| STACY BECK      | COUNCIL MEMBER |
| JESSE CARDON    | COUNCIL MEMBER |
| SHANE MARSHALL  | COUNCIL MEMBER |
| KEVIN OYLER     | COUNCIL MEMBER |
| LONDON TOOKE    | COUNCIL MEMBER |

PRELIMINARY  
NOT FOR CONSTRUCTION

DESIGNED BY  
DRAWN BY  
CHECKED BY  
PROJECT NO.  
DATE

1435 WEST 820 NORTH  
PROVO, UTAH 84601  
801 374-5771 PROVO

RB&G  
ENGINEERING, INC.

SPANISH FORK CITY: CANYON CREEK PARKWAY  
& SPANISH FORK PARKWAY SIGNAL

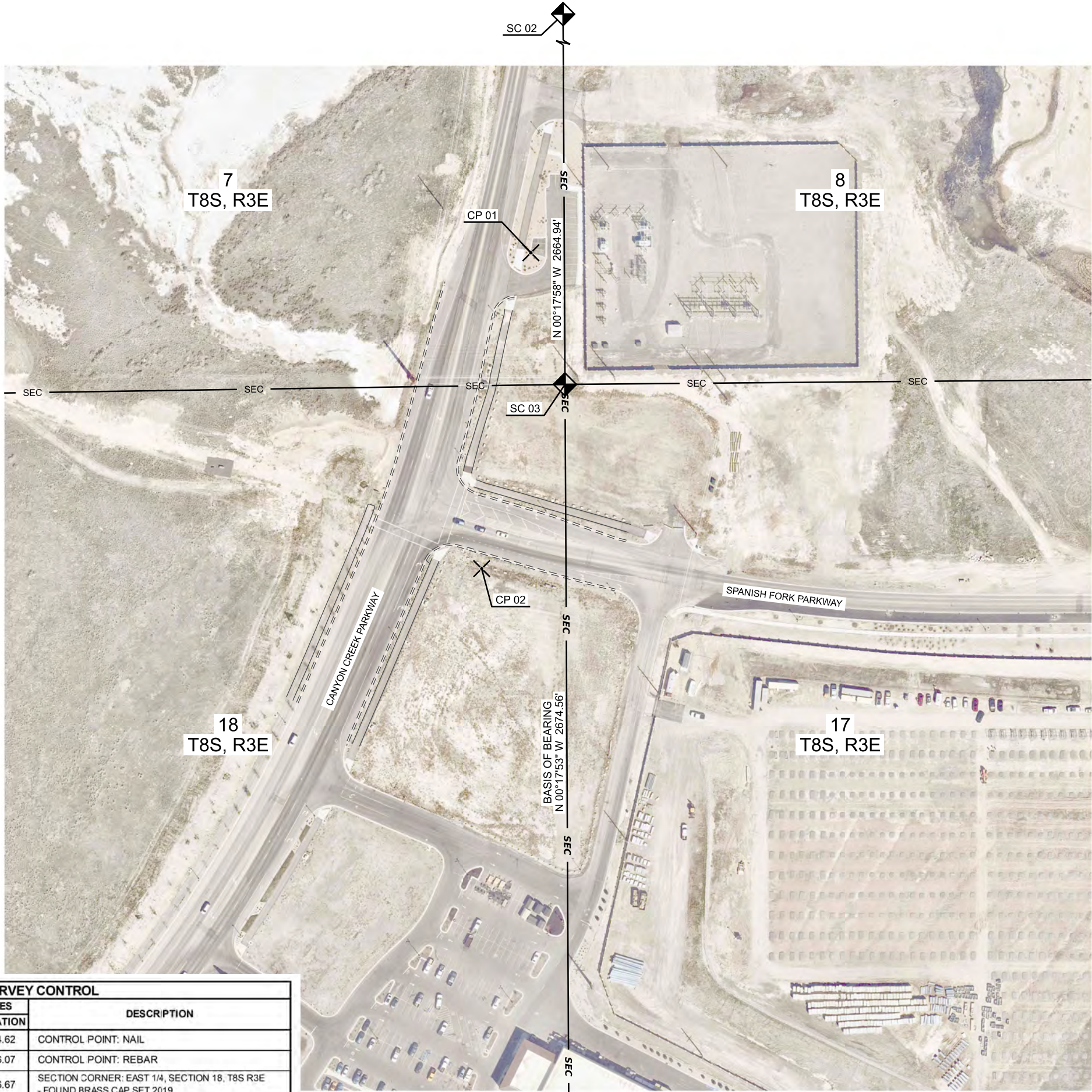
SEAL

DRAWING NO.  
G100

TITLE AND INDEX OF SHEETS

28-OCT-2024  
DGN File: L:\2024\004\_SF Canyon Creek Pkwy & SF Pkwy SignalCadSheet\_Files\202405-004\_G101\_SurveyControl.dgn

| SURVEY CONTROL |                            |            |           |                                                                              |
|----------------|----------------------------|------------|-----------|------------------------------------------------------------------------------|
| POINT          | PROJECT GROUND COORDINATES |            |           | DESCRIPTION                                                                  |
|                | NORTHING                   | EASTING    | ELEVATION |                                                                              |
| CP 01          | 7216263.01                 | 1602406.10 | 4554.62   | CONTROL POINT: NAIL                                                          |
| CP 02          | 7215839.15                 | 1602340.06 | 4556.07   | CONTROL POINT: REBAR                                                         |
| SC 01          | 7213411.83                 | 1602465.78 | 4586.67   | SECTION CORNER: EAST 1/4, SECTION 18, T8S R3E<br>- FOUND BRASS CAP SET 2019  |
| SC 02          | 7218751.26                 | 1602437.94 | 4538.13   | SECTION CORNER: EAST 1/4, SECTION 7, T8S R3E<br>- FOUND BRASS CAP SET 1955   |
| SC 03          | 7216086.35                 | 1602451.87 | 4556.14   | SECTION CORNER: NORTHEAST, SECTION 18, T8S R3E<br>- FOUND BRASS CAP SET 2021 |



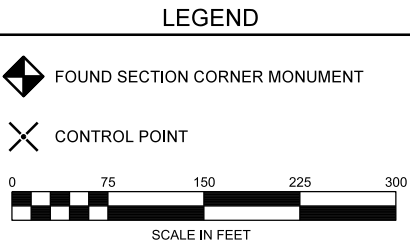
### HORIZONTAL AND VERTICAL CONTROL SUMMARY

SURVEY COORDINATES ARE BASED ON NAD 83  
UTAH COUNTY STATE PLANE COORDINATES  
TAKEN FROM THE TOWNSHIP RESURVEY PLAT  
FOUND AT THE UTAH COUNTY SURVEYORS OFFICE.

HORIZONTAL CONTROL WAS ESTABLISHED USING THE  
COORDINATES FROM SAID PLAT FOR THE MONUMENT  
MARKING THE EAST QUARTER CORNER OF SECTION 18,  
TOWNSHIP 8 SOUTH, RANGE 3 EAST,  
SALT LAKE BASE AND MERIDIAN.

BASIS OF BEARING BETWEEN EAST QUARTER CORNER  
AND NORTHEAST CORNER OF SECTION 18  
WHICH BEARS NORTH 00°17'53\"

VERTICAL CONTROL IS NAVD88.



SPANISH FORK CITY: CANYON CREEK PARKWAY  
& SPANISH FORK PARKWAY SIGNAL

### SURVEY CONTROL SHEET

SEAL

DRAWING NO.  
**G101**

**RB&G**  
ENGINEERING, INC.

1435 WEST 820 NORTH  
PROVO, UTAH 84601  
801 374-5771 PROVO

**PRELIMINARY**  
**NOT FOR CONSTRUCTION**

DESIGNED BY: B. COLLING  
DRAWN BY: B. COLLING  
CHECKED BY: T. IRANE  
PROJECT NO.: 202405-004  
DATE: 28-OCT-2024

| POLE ID. | INFORMATION ONLY |         | POLE SCHEDULE        |                  |                 |                      |                             | REMARKS                        |
|----------|------------------|---------|----------------------|------------------|-----------------|----------------------|-----------------------------|--------------------------------|
|          | NORTHING         | EASTING | LUMINAIRE ARM LENGTH | LUMINAIRE HEIGHT | MAST ARM LENGTH | FOUNDATION BASE SIZE | TOP OF FOUNDATION ELEVATION |                                |
| P1       | TBD              | TBD     | 15                   | 40               | 45              | 3 x 12               | 4556.66                     | SIGNAL POLE                    |
| P2       | TBD              | TBD     | 15                   | 40               | 50              | 3 x 12               | 4556.79                     | SIGNAL POLE                    |
| P3       | TBD              | TBD     |                      |                  |                 |                      | PED                         | PEDESTRAIN POLE (11')          |
| P4       | TBD              | TBD     | 15                   | 40               | 50              | 3 x 12               | 4556.34                     | SIGNAL POLE<br>FUTURE MAST ARM |
| P5       | TBD              | TBD     | 15                   | 40               | 55              | 3 x 12               | 4556.77                     | SIGNAL POLE                    |
| P6       | TBD              | TBD     |                      |                  |                 |                      | PED                         | PEDESTRAIN POLE (11')          |

NOTES:

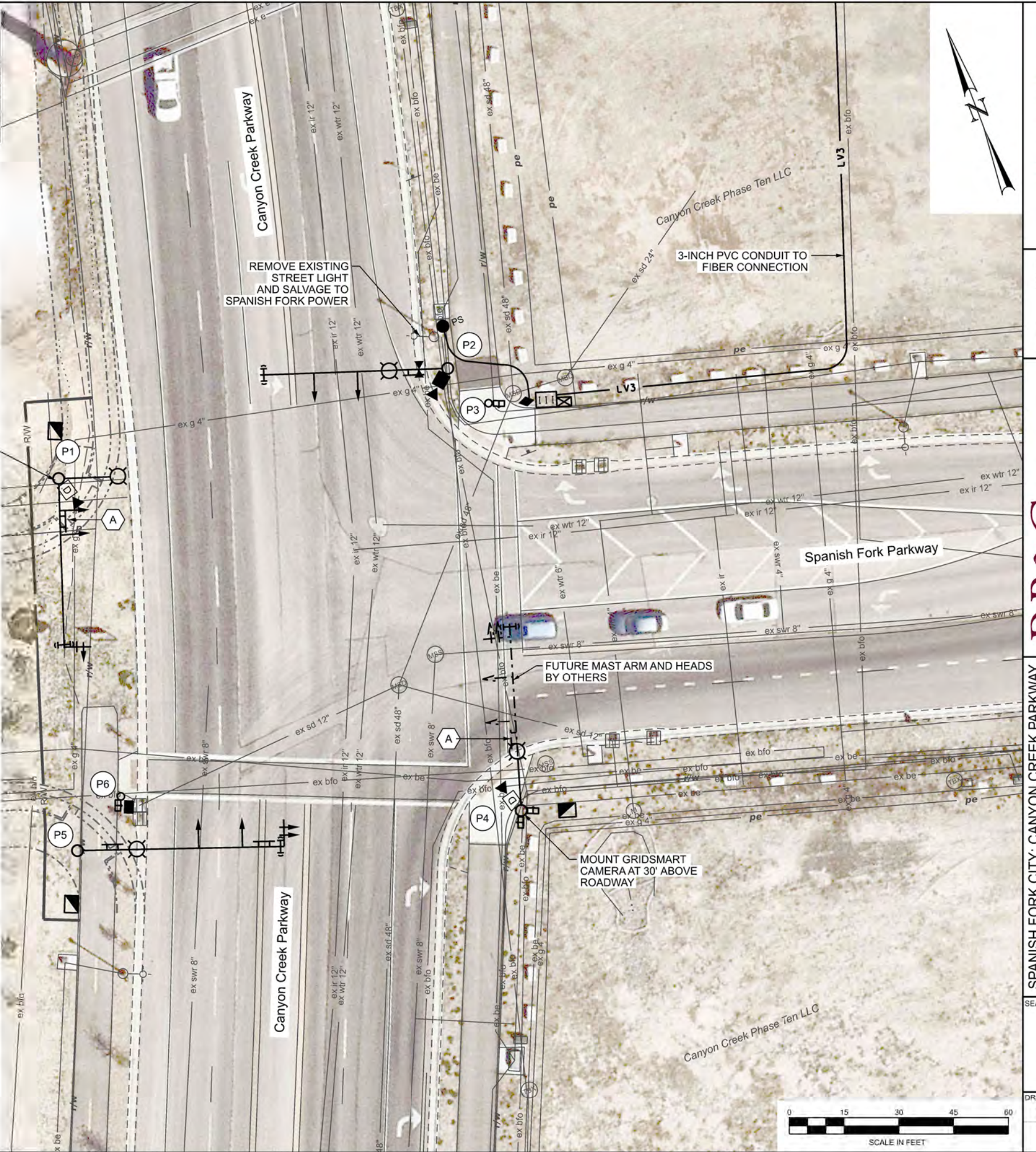
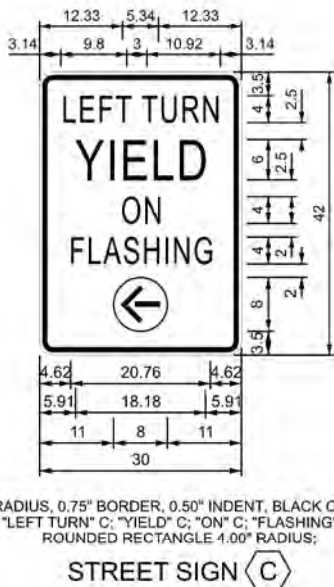
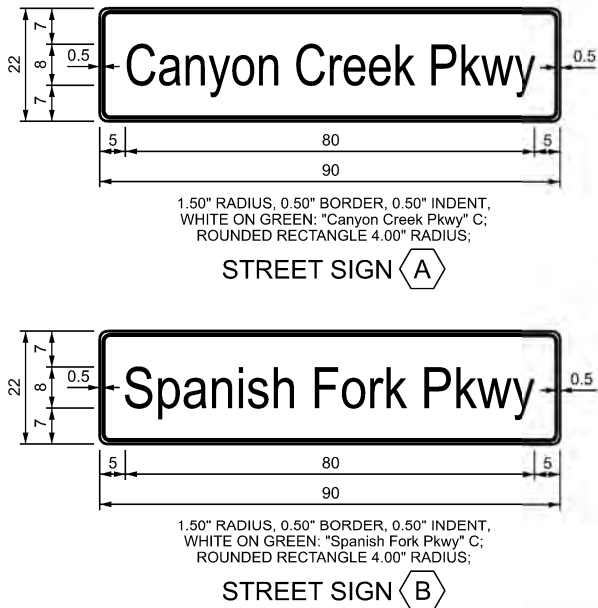
- ALL POLES, MAST ARMS AND LUMINAIRE EXTENSIONS SHALL BE POWDER COATED BLACK. CONTRACTOR IS RESPONSIBLE FOR ALL COSTS, COORDINATION, AND WORK ASSOCIATED WITH POWDER COATING.
- TRAFFIC SIGNAL SYSTEM AT CANYON CREEK PARKWAY AND SPANISH FORK PARKWAY REQ'D. SEE SHEETS SG102, SG103, SGS101, SGS102, AND SGS103 FOR ADDITIONAL INFORMATION.
- INSTALL CITY FURNISHED SIGNAL HEADS, BACKPLATES, AND BRACKETS. REFER TO SHEET SGS103.
- PROVIDE A 18.5' MINIMUM AND 19.5' MAXIMUM CLEARANCE FROM BOTTOM OF SIGNAL HEADS TO TOP OF PAVEMENT.
- COORDINATE FINAL LOCATION OF ALL SIGNAL ELEMENTS WITH CITY REPRESENTATIVE OR ENGINEER.
- PROTECT ALL EXISTING UTILITIES IN PLACE UNLESS MARKED FOR RECONSTRUCTION, RELOCATION OR ABANDONMENT.
- INSTALLATION OF MAST ARM SIGNS WITH MOUNTING BRACKETS IS REQUIRED. SEE SCHEDULE, THIS SHEET.
- INSTALL GRIDSMART CAMERA DETECTION SYSTEM PER MANUFACTURER'S STANDARD, COORDINATE WITH MIKE WRIGHT AT PINETOP ENGINEERING (801-556-5018) FOR PROPER DETECTION PLACEMENT.
- ALL WORK AND MATERIAL TO CONFORM WITH CURRENT UDOT STANDARD DRAWINGS AND SPECIFICATIONS.
- COORDINATE ATMS INTEGRATION WITH MIKE WRIGHT AT PINETOP ENGINEERING (801-556-5018) AND ZACK HENDRICKSEN AT SPANISH FORK COMMUNITY NETWORK. (801-864-3233)
- INSTALL MAST ARMS PERPENDICULAR TO ROADWAY. CENTER SIGNAL HEADS ABOVE LANES, AND ROTATE SIGNAL HEAD ARROWS TO POINT IN THE DIRECTION OF TRAVEL.
- SEE LEGEND, SHEET SGS101.
- EMERGENCY VEHICLE PREEMPTION DETECTORS FURNISHED AND INSTALLED BY OTHERS. COORDINATE WITH MIKE WRIGHT AT PINETOP ENGINEERING (801-556-5018).
- PEDESTRIAN POLE P6 IS FOR INTERIM ADA COMPLIANCE ONLY AND WILL BE REMOVED WHEN FUTURE INTERSECTION IMPROVEMENTS ARE CONSTRUCTED.

| SIGNAL HEAD AND RADAR SENSOR MOUNTING LOCATION SCHEDULE |                     |                     |                   |                    |                   |                    |
|---------------------------------------------------------|---------------------|---------------------|-------------------|--------------------|-------------------|--------------------|
| END OF MAST ARM TO:                                     |                     |                     |                   |                    |                   |                    |
| POLE ID.                                                | VIBRATION MITIGATOR | PREEMPTION DETECTOR | FIRST SIGNAL HEAD | SECOND SIGNAL HEAD | THIRD SIGNAL HEAD | FIRST RADAR SENSOR |
| P1                                                      | 1                   | 40                  | 0.333             | 31                 | 37.7              |                    |
| P2                                                      | 1                   |                     | 14.7              | 26.6               | TBD               |                    |
| P4                                                      | 1                   |                     | TBD               | TBD                | TBD               |                    |
| P5                                                      | 1                   |                     | 0                 | 11.4               | 23.4              |                    |

NOTES:

- SIGNAL HEAD AND RADAR SENSOR ORDER IS FROM END OF MAST ARM TOWARD SIGNAL POLE.

| MAST ARM MOUNTED SIGN SCHEDULE |                   |                                   |
|--------------------------------|-------------------|-----------------------------------|
| POLE ID.                       | MESSAGE           | END OF MAST ARM TO CENTER OF SIGN |
| P1                             | Canyon Creek Pkwy | 34.7                              |
| P2                             | Spanish Fork Pkwy | 42.1                              |
| P4                             | Canyon Creek Pkwy | TBD                               |
| P5                             | LEFT TURN YIELD   | 5.5                               |
| P5                             | Spanish Fork Pkwy | 47                                |



PRELIMINARY  
NOT FOR CONSTRUCTION

DESIGNED BY: M. K. SMITH  
DRAWN BY: B. GORDON  
CHECKED BY: S. A. HENDRICKS  
PROJECT NO.: 20240604  
DATE: 28-OCT-2024

1435 WEST 820 NORTH  
PROVO, UTAH 84601  
801-374-5771 PROVO

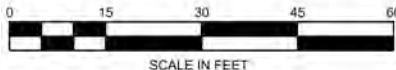
RB&G  
ENGINEERING, INC.

SPANISH FORK CITY: CANYON CREEK PARKWAY  
& SPANISH FORK PARKWAY SIGNAL

SEAL

DRAWING NO.:  
SG101

SIGNAL PLAN

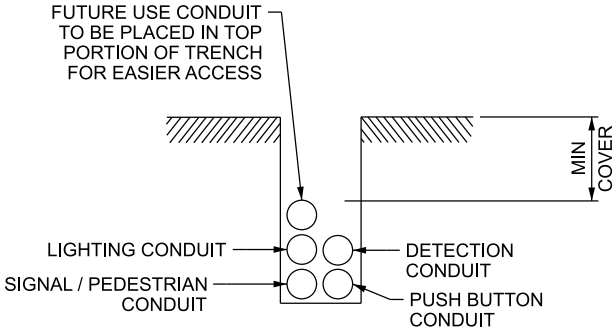




28-OCT-2024  
DGN File: L:\2024\004\_SF Canyon Creek Pkwy & SF Pkwy Signal\CadSheet\_Files\202405-004\_SGS101.dgn

LEGEND

| Existing  | PROPOSED  |                                                              |
|-----------|-----------|--------------------------------------------------------------|
| — pwr —   | — PWR —   | POWER SOURCE CIRCUIT CONDUIT                                 |
| — sig —   | — SIG —   | SIGNAL CIRCUIT CONDUIT                                       |
| — ped —   | — PED —   | PEDESTRIAN SIGNAL CIRCUIT CONDUIT                            |
| — psh —   | — PSH —   | PEDESTRIAN PUSH BUTTON CIRCUIT CONDUIT                       |
| — rad —   | — RAD —   | RADAR DETECTION CIRCUIT CONDUIT                              |
| — l t g — | — L T G — | LIGHTING CIRCUIT CONDUIT                                     |
| — fut —   | — FUT —   | FUTURE USE CONDUIT                                           |
| (P1)      | (P1)      | SIGNAL POLE IDENTIFICATION                                   |
| ○         | ○         | DUAL MAST ARM SIGNAL POLE                                    |
| ○         | ○         | MAST ARM SIGNAL POLE                                         |
| ○ — —     | ○ — —     | SIGNAL POLE LUMINAIRE EXTENSION WITH ARM                     |
| ○         | ○         | SIGNAL POLE LUMINAIRE EXTENSION WITH VERTICAL ATTACHMENT     |
| — —       | — —       | MAST ARM MOUNTED SIGN                                        |
| ● ps      | ● PS      | POWER SOURCE                                                 |
| ○         | ○         | TRAFFIC SIGNAL POLE                                          |
| ☆         | ☆         | TYPE 0, 12"-1 SECTION SIGNAL HEAD ASSEMBLY                   |
| →         | →         | TYPE I, 12"-3 SECTION SIGNAL HEAD ASSEMBLY                   |
| ↑         | ↑         | TYPE II, 12"-3 SECTION SIGNAL HEAD ASSEMBLY                  |
| ↑         | ↑         | TYPE III, 12"-3 SECTION WITH ALL ARROWS                      |
| ↑         | ↑         | TYPE IV, 12"-4 SECTION SIGNAL HEAD ASSEMBLY                  |
| ↑         | ↑         | TYPE V, 12"-5 SECTION SIGNAL HEAD ASSEMBLY                   |
| ↑         | ↑         | TYPE VI, 12"-4 SECTION WITH ALL ARROWS                       |
| ↑         | ↑         | TYPE VII, 12"-4 SECTION SIGNAL HEAD ASSEMBLY                 |
| ↑         | ↑         | PEDESTRIAN HYBRID BEACON, 12"-3 SECTION SIGNAL HEAD ASSEMBLY |
| — —       | — —       | VIBRATION MITIGATOR                                          |
| ☒         | ☒         | TRAFFIC SIGNAL CONTROLLER CABINET                            |
| ■         | ■         | TYPE A-PC JUNCTION BOX                                       |
| ■         | ■         | TYPE B-PC JUNCTION BOX                                       |
| ☐         | ☐         | TYPE B DIVIDED JUNCTION BOX (FOR SIGNAL & LIGHTING)          |
| ☐         | ☐         | TYPE C-PC JUNCTION BOX                                       |
| ☐         | ☐         | TYPE III-PC JUNCTION BOX (ATMS)                              |
| ☐         | ☐         | SAME JUNCTION BOX USED FOR SIGNAL CIRCUIT                    |
| ☐         | ☐         | PEDESTRIAN SIGNAL HEAD WITH PUSH BUTTON                      |
| ☐         | ☐         | AUDIBLE PEDESTRIAN SIGNAL HEAD                               |
| ◆         | ◆         | UNDERGROUND SERVICE PEDESTAL (USP)                           |
| ⋈         | ⋈         | PREEMPTION CONTROL SYSTEM DETECTOR                           |
| — —       | — —       | DIRECTIONAL ANTENNA                                          |
| ☐         | ☐         | VIDEO DETECTION CAMERA                                       |
| ☐         | ☐         | CCTV CAMERA                                                  |
| ⚠         | ⚠         | RADAR DETECTION, DILEMMA ZONE                                |
| ⚠         | ⚠         | RADAR DETECTION, STOP BAR                                    |
| ●         | ●         | WIRELESS DETECTION PUCK                                      |
| ●         | ●         | WIRELESS DETECTION, ACCESS POINT                             |
| ●         | ●         | WIRELESS DETECTION, REPEATER                                 |
| ●         | ●         | SENSOR LOOP                                                  |



1. PROVIDE MINIMUM COVER FOR ALL ROADWAY CROSSINGS: 24" FOR CONDUIT PLACED IN TRENCH; 36" FOR DIRECTIONAL BORE CONDUIT.
2. PROVIDE 18" MINIMUM COVER FOR CONDUIT PLACED OFF ROADWAY WITHOUT CONCRETE ENCASEMENT OR CAPPING.
3. PROVIDE 12" MINIMUM COVER FOR CONDUIT PLACED OFF ROADWAY WITH CONCRETE ENCASEMENT OR MINIMUM 2" THICK CONCRETE CAPPING.
4. MINIMUM OF 6 CONDUITS ARE REQUIRED FOR EACH ROAD CROSSING LOCATION.
4. BORE ALL CONDUITS UNDER EXISTING ROADWAY PAVEMENT.

TRENCHING AND BORING DETAIL

NOTES:

1. CONTACT SIGNAL CREW TO SCHEDULE / COORDINATE ON THE FOLLOWING ITEMS.
2. SALVAGED ITEMS: PROVIDE 2 DAYS NOTICE. ENSURE ALL SALVAGED ITEMS HAVE ALL PARTS AND ASSOCIATED HARDWARE.
3. SIGNAL INSPECTION: 8 DAYS PRIOR TO TURN-ON CONTACT SIGNAL CREW TO REQUEST AN IN-PROGRESS SIGNAL INSPECTION.
4. SIGNAL TURN-ON: PROVIDE 5 DAYS NOTICE. COMPLETE TRAFFIC SIGNAL TURN-ON CHECKLIST PRIOR TO CALLING SIGNAL CREW.
5. CONTRACTOR IS RESPONSIBLE TO DISPOSE OF REMOVE ITEMS AND ASSUME RESPONSIBILITY THEREAFTER. REUSE MATERIALS ONLY AS SPECIFIED OR AS APPROVED BY THE ENGINEER.
6. REFER TO UDOT STD. DWG. SL SERIES FOR DETAILS.

SIGNAL CREW CONTACTS:  
DILLON MUIRBROOK 801-804-4626 SPANISH FORK CITY  
MIKE WRIGHT 801-556-5018 PINETOP ENGINEERING

PRELIMINARY  
NOT FOR CONSTRUCTION

DESIGNED BY M.K. SMITH  
DRAWN BY B. COLLING  
CHECKED BY S.A. HENRICKS  
PROJECT NO. 2024-504  
DATE 28-OCT-2024

1435 WEST 820 NORTH  
PROVO, UTAH 84601  
801 374-5771 PROVO  
RB&G  
ENGINEERING, INC.

SPANISH FORK CITY: CANYON CREEK PARKWAY  
& SPANISH FORK PARKWAY SIGNAL

SIGNAL SCHEDULE

SEAL

DRAWING NO.  
SGS101

28-OCT-2024  
DGN File: L:\2024\004\_SF Canyon Creek Pkwy & SF Pkwy Signal\CadSheet\_Files\202405-004\_SGS102.dgn

| CONTRACTOR FURNISHED MATERIALS                 |                                                            |                                                            |                                                            |                                                 |                                                  |                                          |                    |                                           |                             |                                            |                         |            |                |            |                                                      |                         |                                |                    |              |        |        |                                                 |                                          |
|------------------------------------------------|------------------------------------------------------------|------------------------------------------------------------|------------------------------------------------------------|-------------------------------------------------|--------------------------------------------------|------------------------------------------|--------------------|-------------------------------------------|-----------------------------|--------------------------------------------|-------------------------|------------|----------------|------------|------------------------------------------------------|-------------------------|--------------------------------|--------------------|--------------|--------|--------|-------------------------------------------------|------------------------------------------|
|                                                | STRUCTURAL SUPPORT                                         |                                                            |                                                            |                                                 |                                                  |                                          |                    |                                           | POWER                       |                                            |                         | CONDUIT    |                |            |                                                      |                         |                                |                    | JUNCTION BOX |        |        | SIGN                                            |                                          |
|                                                | MAST ARM SIGNAL POLE FOUNDATION<br>- 3' X 12' (30' TO 65') | MAST ARM SIGNAL POLE FOUNDATION<br>- 3' X 14' (70' TO 75') | MAST ARM SIGNAL POLE FOUNDATION<br>- 4' X 14' (80' TO 85') | TRAFFIC SIGNAL/PED POLE<br>FOUNDATION - 2' X 3' | HIGHWAY LUMINAIRE POLE<br>FOUNDATION - 2.5' x 8' | POWDER COATING<br>(CONTRACTOR FURNISHED) | CABINET FOUNDATION | ELECTRICAL SERVICE PEDESTAL<br>FOUNDATION | ELECTRICAL SERVICE PEDESTAL | DUAL METER UNDERGROUND<br>SERVICE PEDESTAL | POWER SOURCE (120 VOLT) | 2" CONDUIT | 2 1/2" CONDUIT | 3" CONDUIT | 2" CONDUIT WITH DETECTABLE PULL<br>TAPE (FUTURE USE) | TRENCHING PAVED SURFACE | ADDITIONAL COST FOR ROCKY SOIL | DIRECTIONAL BORING | TYPE A       | TYPE B | TYPE C | MAST ARM MOUNTED SIGN<br>WITH MOUNTING BRACKETS | BLANK OUT SIGN<br>WITH MOUNTING BRACKETS |
| LOCATION                                       | EA                                                         | EA                                                         | EA                                                         | EA                                              | EA                                               | LUMP                                     | EA                 | EA                                        | EA                          | EA                                         | EA                      | LIN<br>FT  | LIN<br>FT      | LIN<br>FT  | LIN<br>FT                                            | LIN<br>FT               | LIN<br>FT                      | LIN<br>FT          | EA           | EA     | EA     | EA/<br>SQ FT                                    | EA                                       |
| CANYON CREEK PARKWAY @<br>SPANISH FORK PARKWAY | 4                                                          |                                                            |                                                            | 2                                               |                                                  | 1                                        | 1                  | 1                                         | 1                           |                                            | 1                       | 1760       |                | 325        | 810                                                  |                         |                                | 300                | 1            | 3      | 1      | 4                                               |                                          |
|                                                |                                                            |                                                            |                                                            |                                                 |                                                  |                                          |                    |                                           |                             |                                            |                         |            |                |            |                                                      |                         |                                |                    |              |        |        |                                                 |                                          |
|                                                |                                                            |                                                            |                                                            |                                                 |                                                  |                                          |                    |                                           |                             |                                            |                         |            |                |            |                                                      |                         |                                |                    |              |        |        |                                                 |                                          |
|                                                |                                                            |                                                            |                                                            |                                                 |                                                  |                                          |                    |                                           |                             |                                            |                         |            |                |            |                                                      |                         |                                |                    |              |        |        |                                                 |                                          |
| TOTALS                                         | \$                                                         |                                                            |                                                            | \$                                              |                                                  | \$                                       | \$                 | \$                                        | \$                          |                                            | \$                      | \$         |                | \$         | \$                                                   |                         | \$                             | \$                 | \$           | \$     | \$     | \$                                              |                                          |

\$ THESE ITEMS ARE CALCULATED BY THE CONTRACTOR

| CONTRACTOR FURNISHED MATERIALS                 |                                              |                                              |                                           |                                               |                                     |                                  |                                        |                                 |                                  |                                  |            |                                  |                                                     |                                 |  |  |
|------------------------------------------------|----------------------------------------------|----------------------------------------------|-------------------------------------------|-----------------------------------------------|-------------------------------------|----------------------------------|----------------------------------------|---------------------------------|----------------------------------|----------------------------------|------------|----------------------------------|-----------------------------------------------------|---------------------------------|--|--|
|                                                | SIGNAL AND PEDESTRIAN                        |                                              |                                           |                                               |                                     |                                  |                                        | LIGHTING                        |                                  | GROUNDING                        |            |                                  | DETECTION                                           |                                 |  |  |
|                                                | 4 CONDUCTOR NO. 14<br>CABLE (SIGNAL CIRCUIT) | 7 CONDUCTOR NO. 14<br>CABLE (SIGNAL CIRCUIT) | 7 CONDUCTOR NO. 14<br>CABLE (PED CIRCUIT) | 4 CONDUCTOR NO. 14<br>CABLE (PUSH BUTTON CIR) | COUNTDOWN PEDESTRIAN<br>SIGNAL HEAD | PUSH BUTTON AND<br>SIGN ASSEMBLY | PUSH BUTTON FRAME<br>STAND-OFF BRACKET | NO. 4 SINGLE<br>CONDUCTOR CABLE | NO. 6 BARE COPPER<br>GROUND WIRE | NO. 10 SINGLE<br>CONDUCTOR CABLE | GROUND ROD | NO. 6 BARE COPPER<br>GROUND WIRE | NO. 12 STRANDED GROUND WIRE<br>(STOP BAR DETECTION) | GRIDSMA RT SHIELDED CAT5E CABLE |  |  |
| LOCATION                                       | LIN<br>FT                                    | LIN<br>FT                                    | LIN<br>FT                                 | LIN<br>FT                                     | EA                                  | EA                               | PAR                                    | LIN<br>FT                       | LIN<br>FT                        | LIN<br>FT                        | EA         | LIN<br>FT                        | LIN<br>FT                                           | LIN<br>FT                       |  |  |
| CANYON CREEK PARKWAY @<br>SPANISH FORK PARKWAY |                                              | 1520                                         | 820                                       | 820                                           | 4                                   | 4                                |                                        |                                 | 940                              | 1880                             | 9          | 960                              | 0                                                   | 450                             |  |  |
|                                                |                                              |                                              |                                           |                                               |                                     |                                  |                                        |                                 |                                  |                                  |            |                                  |                                                     |                                 |  |  |
|                                                |                                              |                                              |                                           |                                               |                                     |                                  |                                        |                                 |                                  |                                  |            |                                  |                                                     |                                 |  |  |
|                                                |                                              |                                              |                                           |                                               |                                     |                                  |                                        |                                 |                                  |                                  |            |                                  |                                                     |                                 |  |  |
|                                                |                                              |                                              |                                           |                                               |                                     |                                  |                                        |                                 |                                  |                                  |            |                                  |                                                     |                                 |  |  |
| TOTALS                                         |                                              | \$                                           | \$                                        | \$                                            | \$                                  | \$                               |                                        |                                 | \$                               | \$                               | \$         | \$                               | \$                                                  | \$                              |  |  |

\$ THESE ITEMS ARE CALCULATED BY THE CONTRACTOR

NOTES:

1. SEE UDOT STD. DWG. SL SERIES AND SECTIONS 02892 AND 16530.
2. USE CONTROLLER CABINET FOUNDATION CONDUITS AS FOLLOWS:

A. SIGNAL CIRCUIT CABLES.

B. PEDESTRIAN CIRCUIT CABLES.

C. VIDEO POWER AND DETECTION CIRCUIT CABLES.

D. PEDESTRIAN PUSH BUTTON CIRCUIT CABLES.

E. FUTURE USE (2 CONDUITS.)

F. 120 VOLT POWER CIRCUIT TO THE CONTROLLER CIRCUIT BREAKER OR UNDERGROUND SERVICE PEDESTAL.
3. CONTACT SPANISH FORK CITY POWER (TOM COOPER, 801-804-4430) A MINIMUM OF THIRTY (30) DAYS BEFORE POWER SERVICE IS REQUIRED. SEE UDOT STD. DWG. SL 4C FOR UNDERGROUND SERVICE PEDESTAL DETAILS. CONTACT SIGNAL LAB (SEE SGS101 FOR CONTACT INFORMATION) THREE (3) DAYS IN ADVANCE OF UNDERGROUND SERVICE PEDESTAL INSPECTION. MAKE ALL ARRANGEMENTS WITH LOCAL POWER FOR POWER SERVICE INSPECTION AND INSTALLATION.
4. PLACE ALL CONDUIT IN SAME TRENCH OR BORE SHOT WHERE POSSIBLE.
5. CONSTRUCT SIGNAL IN MANNER TO AVOID DAMAGE TO EXISTING UTILITIES. ASSUME RESPONSIBILITY FOR ANY UTILITY DAMAGED BY CONSTRUCTION OPERATIONS. THE PLANS SHOW BURIED UTILITY LOCATIONS IN THEIR APPROXIMATE LOCATION ONLY.
6. SMART SENSOR CABLE: COLOR-CODED, TWISTED PAIR, 6 - CONDUCTOR WIRE WITH 20 AWG FOR POWER AND 22 AWG FOR COMMUNICATION. WAVETRONIX PART # WX-SS-705 OR APPROVED EQUIVALENT.

DESIGNED BY  
DRAWN BY  
CHECKED BY  
PROJECT NO.  
DATE

M. K. SMITH  
B. COLLING  
S.A. HENRICKS  
2024-504  
28-OCT-2024

1435 WEST 820 NORTH  
PROVO, UTAH 84601  
801 374-5771 PROVO

RB&G

ENGINEERING, INC.

SPANISH FORK CITY: CANYON CREEK PARKWAY  
& SPANISH FORK PARKWAY SIGNAL

SIGNAL SCHEDULE

SEAL

DRAWING NO.  
SGS102

28-OCT-2024  
DGN File: L:\2024\004\_SF Canyon Creek Pkwy & SF Pkwy SignalCadSheet\_Files\202405-004\_SGS103.dgn

| OWNER FURNISHED MATERIALS                      |                                        |                                          |                                         |             |                                 |                 |                       |    |
|------------------------------------------------|----------------------------------------|------------------------------------------|-----------------------------------------|-------------|---------------------------------|-----------------|-----------------------|----|
|                                                | ATMS SCHEDULE                          |                                          |                                         |             |                                 |                 |                       |    |
|                                                | FIBER / COMMUNICATION                  |                                          |                                         |             |                                 |                 |                       |    |
|                                                | 6 STRAND FIBER OPTIC DROP CABLE (6 SM) | 6 FIBER OUTDOOR FAN OUT KIT FOR SM FIBER | 6 FIBER INDOOR FAN OUT KIT FOR SM FIBER | CAT 6 CABLE | FUSION SPLICE FIBER OPTIC CABLE | FIBER ENCLOSURE | ENCLOSURE SPLICE TRAY |    |
| LOCATION                                       | LIN                                    | FT                                       | EA                                      | EA          | LIN                             | FT              | EA                    | EA |
| CANYON CREEK PARKWAY @<br>SPANISH FORK PARKWAY | 500                                    |                                          |                                         |             | 25                              | 2               | 1                     | 1  |
|                                                |                                        |                                          |                                         |             |                                 |                 |                       |    |
|                                                |                                        |                                          |                                         |             |                                 |                 |                       |    |
|                                                |                                        |                                          |                                         |             |                                 |                 |                       |    |
| TOTALS                                         | 290                                    |                                          |                                         |             | 25                              | 2               | 1                     | 1  |

| OWNER FURNISHED MATERIALS                   |                         |                        |                             |                                 |                              |                                 |                       |                           |                               |                                               |                            |                                      |                                     |                      |                       |                              |                    |                      |                        |                        |                |                   |                   |                        |                                |                                |                                  |                                  |
|---------------------------------------------|-------------------------|------------------------|-----------------------------|---------------------------------|------------------------------|---------------------------------|-----------------------|---------------------------|-------------------------------|-----------------------------------------------|----------------------------|--------------------------------------|-------------------------------------|----------------------|-----------------------|------------------------------|--------------------|----------------------|------------------------|------------------------|----------------|-------------------|-------------------|------------------------|--------------------------------|--------------------------------|----------------------------------|----------------------------------|
|                                             | ITS SCHEDULE            |                        |                             |                                 |                              |                                 |                       |                           |                               |                                               |                            |                                      |                                     |                      |                       |                              |                    |                      |                        |                        |                |                   |                   |                        |                                |                                |                                  |                                  |
|                                             | CABINET / COMMUNICATION |                        |                             |                                 |                              | CCTV                            |                       |                           |                               |                                               |                            |                                      | RADAR DETECTION                     |                      |                       |                              |                    | LIGHTING             |                        |                        |                |                   |                   |                        |                                |                                |                                  |                                  |
|                                             | 334 ATMS CABINET        | 336 POLE-MOUNT CABINET | CSCO 8-PORT ETHERNET SWITCH | 3' FIBER JUMPER, DUPLEX (LC-ST) | 4' CAT5 ETHERNET PATCH CABLE | AXIS / HD DIGITAL CCTV ASSEMBLY | AXIS / WALL MOUNT ARM | AXIS / POLE MOUNT BRACKET | AXIS / PELCO TOP-PLAT ADAPTER | POLYPHASE TRANSTECTOR (RJ45 Surge Suppressor) | 45' NON-LOWERING CCTV POLE | 1.5" x 54" ANCHOR BOLTS (CCTV Poles) | XP20 EXPANSE / SIDE-FIRE RADAR UNIT | ARC SLURGE PROTECTOR | XP20 MOUNTING BRACKET | ARC / 2-PORT INTERFACE PANEL | EXPANSE CABLE 500' | EXPANSE CABLE 1,000' | 40' HIGHWAY LIGHT POLE | 30' HIGHWAY LIGHT POLE | LIGHT POLE CAP | 10' LUMINAIRE ARM | 15' LUMINAIRE ARM | 15' DUAL LUMINAIRE ARM | MV LED LUMINAIRE TYPE-A (250w) | MV LED LUMINAIRE TYPE-B (400w) | 480v LED LUMINAIRE TYPE-A (250w) | 480v LED LUMINAIRE TYPE-B (400w) |
| LOCATION                                    | EA                      | EA                     | EA                          | EA                              | EA                           | EA                              | EA                    | EA                        | EA                            | EA                                            | EA                         | EA                                   | EA                                  | EA                   | EA                    | EA                           | EA                 | EA                   | EA                     | EA                     | EA             | EA                | EA                | EA                     | EA                             | EA                             | EA                               | EA                               |
| CANYON CREEK PARKWAY @ SPANISH FORK PARKWAY |                         |                        | 1                           | 2                               | 1                            | 1                               | 1                     | 1                         |                               | 1                                             |                            |                                      |                                     |                      |                       |                              |                    |                      |                        |                        |                |                   |                   |                        |                                |                                |                                  |                                  |
|                                             |                         |                        |                             |                                 |                              |                                 |                       |                           |                               |                                               |                            |                                      |                                     |                      |                       |                              |                    |                      |                        |                        |                |                   |                   |                        |                                |                                |                                  |                                  |
|                                             |                         |                        |                             |                                 |                              |                                 |                       |                           |                               |                                               |                            |                                      |                                     |                      |                       |                              |                    |                      |                        |                        |                |                   |                   |                        |                                |                                |                                  |                                  |
|                                             |                         |                        |                             |                                 |                              |                                 |                       |                           |                               |                                               |                            |                                      |                                     |                      |                       |                              |                    |                      |                        |                        |                |                   |                   |                        |                                |                                |                                  |                                  |
| TOTALS                                      |                         |                        | 1                           | 2                               | 1                            | 1                               | 1                     | 1                         |                               | 1                                             |                            |                                      |                                     |                      |                       |                              |                    |                      |                        |                        |                |                   |                   |                        |                                |                                |                                  |                                  |

- NOTES:
- PICK UP STATE FURNISHED ANCHOR BOLTS, SIGNAL POLE STEEL, AND OTHER ELECTRONICS HARDWARE AT STATE WAREHOUSE. FURNISH LOADING EQUIPMENT AND PERSONNEL TO LOAD STATE FURNISHED MATERIALS. CONTACT GREG PALMER 801-965-4060, TO SCHEDULE PICK UP. MINIMUM 48 HOURS ADVANCE NOTICE REQUIRED.
  - THE SIGNAL HEAD THAT IS THE CLOSEST TO THE HIGHEST POINT OF THE ROADWAY SURFACE MUST HAVE A CLEARANCE OF 18.5 FEET MINIMUM AND 19.5 FEET MAXIMUM BETWEEN THE BOTTOM OF THE SIGNAL HEAD ASSEMBLY AND THE ROADWAY SURFACE. A MINIMUM OF 17.5 FEET CLEARANCE IS ALLOWED WITH WRITTEN APPROVAL FROM THE ENGINEER. LEVEL THE REMAINING SIGNAL HEADS TO THE SAME BOTTOM ELEVATION.
  - POLYMER SECTION HEAD ASSEMBLIES INCLUDE SIGNAL HEAD HOUSING VISORS, AND LOUVERED BACK PLATE WITH RETROREFLECTIVE TAPE WHEN APPLICABLE.
  - ALL POLES, MAST ARMS AND LUMINAIRE EXTENSIONS SHALL BE POWDER COATED BLACK. CONTRACTOR IS RESPONSIBLE FOR ALL COSTS, COORDINATION, AND WORK ASSOCIATED WITH POWDER COATING. THIS REQUIRES CONTRACTOR TO PICK UP THE STEEL MATERIALS FROM THE STATE WAREHOUSE, AND DELIVER THEM TO THE POWDER COATER; AND THEN TO PICK THEM UP FROM THE POWDER COATER AND DELIVER THEM TO THE SITE.

DESIGNED BY  
DRAWN BY  
CHECKED BY  
PROJECT NO.  
DATE

M. K. SMITH  
B. COLLINS  
S.A. HENRICKS  
2024-504  
28-OCT-2024

1435 WEST 820 NORTH  
PROVO, UTAH 84601  
801 374-5771 PROVO

RB&G

ENGINEERING, INC.

SPANISH FORK CITY: CANYON CREEK PARKWAY  
& SPANISH FORK PARKWAY SIGNAL

SIGNAL SCHEDULE

SEAL

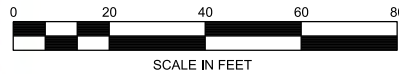
DRAWING NO.  
**SGS103**



28-OCT-2024  
DGN File: L:\2024\004\_SF Canyon Creek Pkwy & SF Pkwy Signal\CadSheet\_Files\202405-004\_SS101.dgn



**EXISTING STRIPING  
SHOWN FOR  
INFORMATION ONLY**



SEAL

SPANISH FORK CITY: CANYON CREEK PARKWAY  
& SPANISH FORK PARKWAY SIGNAL

**EXISTING  
SIGNING AND STRIPING**

**RB&G**  
ENGINEERING, INC.

1435 WEST 820 NORTH  
PROVO, UTAH 84601  
801 374-5771 PROVO

DESIGNED BY: M. K. SMITH  
DRAWN BY: B. COLLING  
CHECKED BY: S.A. HENRICKS  
PROJECT NO.: 202405-004  
DATE: 28-OCT-2024

**PRELIMINARY  
NOT FOR CONSTRUCTION**

| NO. | AUTHORIZED BY | REVISION | MADE BY | DATE |
|-----|---------------|----------|---------|------|
|-----|---------------|----------|---------|------|