

EAGLE MOUNTAIN BLVD & PONY EXPRESS PARKWAY  
INTERSECTION RECONSTRUCTION  
BHI CONSTRUCTION  
UTAH COUNTY  
TRAFFIC CONTROL

Project Name

Traffic Signal at Pony Express & Eagle Mountain Blvd



☒ APPROVED

☐ REJECTED

☐ REVISE

☐ NOT REVIEWED

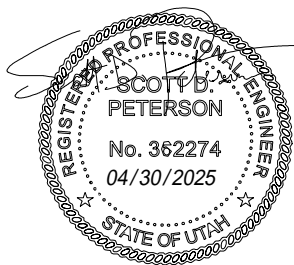
BY David Salazar

DATE 05/05/2025

This review is only for general conformance of the project and general compliance. Corrections or comments made on these drawings during this review do not relieve Contractor/Subcontractor from compliance with the requirements of the plans and specifications. Contractor is responsible for all dimensions and fabrication to be confirmed and correlated at the job site

| PAGE # | DESCRIPTION                                  |
|--------|--|
| 1      | COVER & INDEX                                |
| 2      | SHOULDER WORK                                |
| 3      | SINGLE RIGHT LANE CLOSURE                    |
| 4      | SINGLE LEFT LANE CLOSURE                     |
| 5      | ROUNDBOUT WORK ZONE                          |
| 6      | PONY EXPRESS PKWY & EAGLE MTN BLVD – PHASE 1 |
| 7      | PONY EXPRESS PKWY & EAGLE MTN BLVD – PHASE2  |
| 8      | TEMP INTERSECTION #1                         |

| PAGE # | UDOT STANDARD DRAWINGS                            |
|--------|---|
| TC 3A  | HAZARD MITIGATION                                 |
| TC 3B  | HAZARD MITIGATION AND POSITIVE PROTECTION DEVICES |
| TC 4A  | STANDARD WORK ZONE SIGNING GENERAL                |



- NOTES:
1. ALL SIGNS TO BE 48"X48" UNLESS NOTED OTHERWISE.
  2. WHEN VEHICLE QUEUES ARE EXPECTED AND/OR OCCUR IN ADVANCE OF THE INSTALLED ADVANCE WARNING SIGNS, PLACE ADDITIONAL WARNING SIGNS IN ADVANCE OF THE ANTICIPATED QUEUE OF VEHICLES.
  3. IN CASE OF TRAFFIC EMERGENCY, PROJECT SUPERINTENDENT TO NOTIFY HIGHWAY PATROL. CLEAR TRAFFIC FROM FLAGGING QUEUES TO PROVIDE ACCESS FOR EMERGENCY VEHICLES. RELOCATE CONSTRUCTION VEHICLES AND/OR ADVANCE WARNING SIGNS IF QUEUES INCREASE DURING EMERGENCY.
  4. PROVIDE, INSTALL, AND MAINTAIN VARIABLE MESSAGE BOARDS (6) DAYS PRIOR TO BEGINNING ANY CONSTRUCTION ON THE PROJECT AND THROUGHOUT THE MAJOR ITEMS OF WORK THAT WILL IMPACT TRAFFIC. PROVIDE ONE ADDITIONAL VMS DURING CONSTRUCTION TO BE USED AT THE DISCRETION OF THE ENGINEER. INFORM THE PUBLIC OF THE DATE CONSTRUCTION WILL START AND THE LANE RESTRICTIONS THAT WILL BE IN PLACE DURING THE PROJECT. COORDINATE MESSAGES, DURATION, AND LOCATION OF THE BOARDS WITH THE ENGINEER. ANY RELOCATION NECESSARY FOR CONSTRUCTION ACTIVITIES WILL BE DONE AT NO COST TO THE DEPARTMENT.

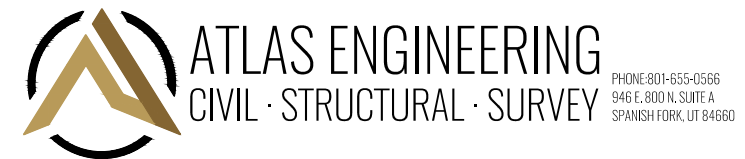
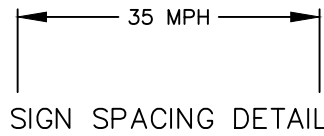
1. LAYOUT CAN BE USED TO WORK ON BOTH SIDES OF THE ROAD.
2. PROVIDE MINIMUM 11 FT LANE.
3. ALLOW ACCESS TO ANY ADJACENT FRONTAGE ROAD.
4. POSTED SPEED ON EAGLE MOUNTAIN BLVD. AND PONY EXPRESS PARKWAY IS 35 MPH.

2

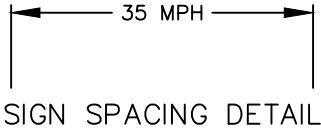
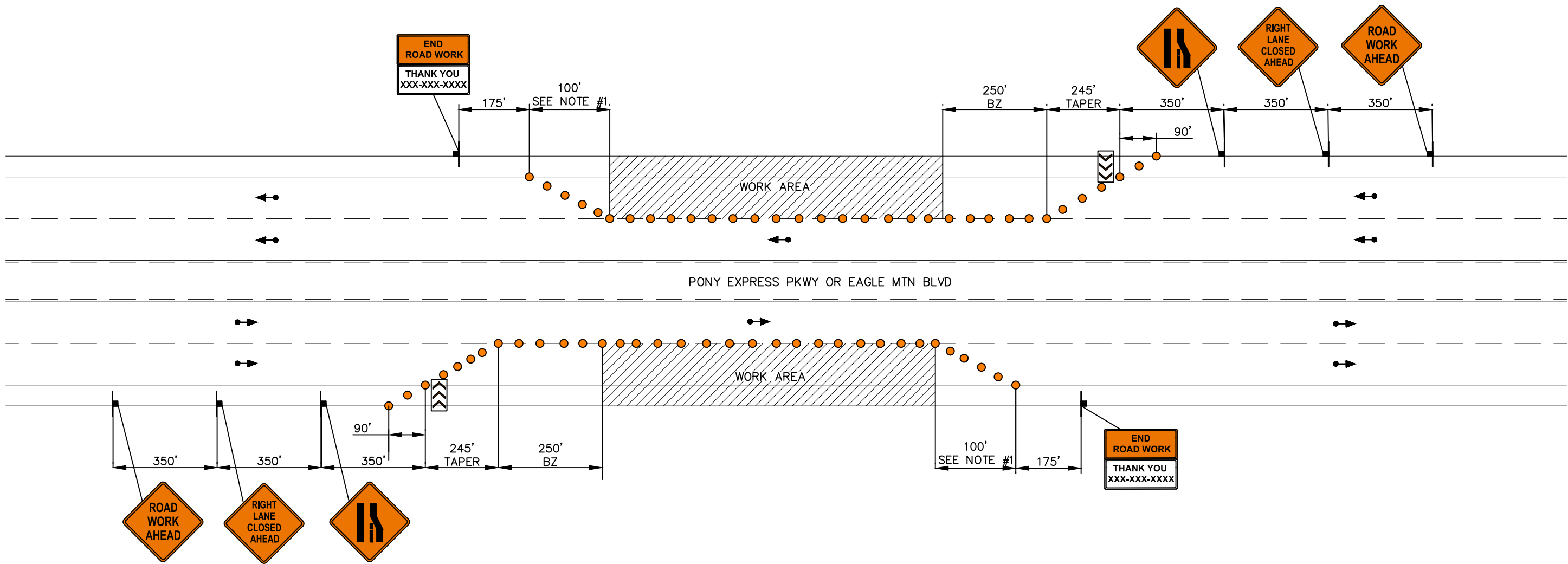
# TRAFFIC CONTROL


| REVISIONS |  | BY | DATE |
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| NO.       |  |    |      |

C:\USERS\GARRISON\WORK\2025-TC\TRAFFIC CONTROL\2025-TC\2025-032 EAGLE MOUNTAIN ROUND-ABOUT\CADD\02-SHOULDER WORK.DWG



- NOTES:
1. DOWNSTREAM TAPER REQUIRED FOR OPERATIONS LONGER THAN THREE DAYS.
  2. POSTED SPEED IS 35 MPH ON PONY EXPRESS PKWY OR EAGLE MTN BLVD.
  3. SEE UDOT STANDARD DRAWINGS TC4D SERIES FOR SIGN DESIGN AND LAYOUT.
  4. PLACE ARROW BOARDS ON SHOULDER WHERE POSSIBLE AND IN FIRST 1/3 OF TAPER IF NOT.
  5. USE SHOULDER TAPER WHEN ARROW BOARD IS PLACED ON SHOULDER.



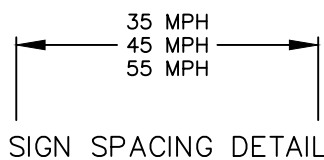
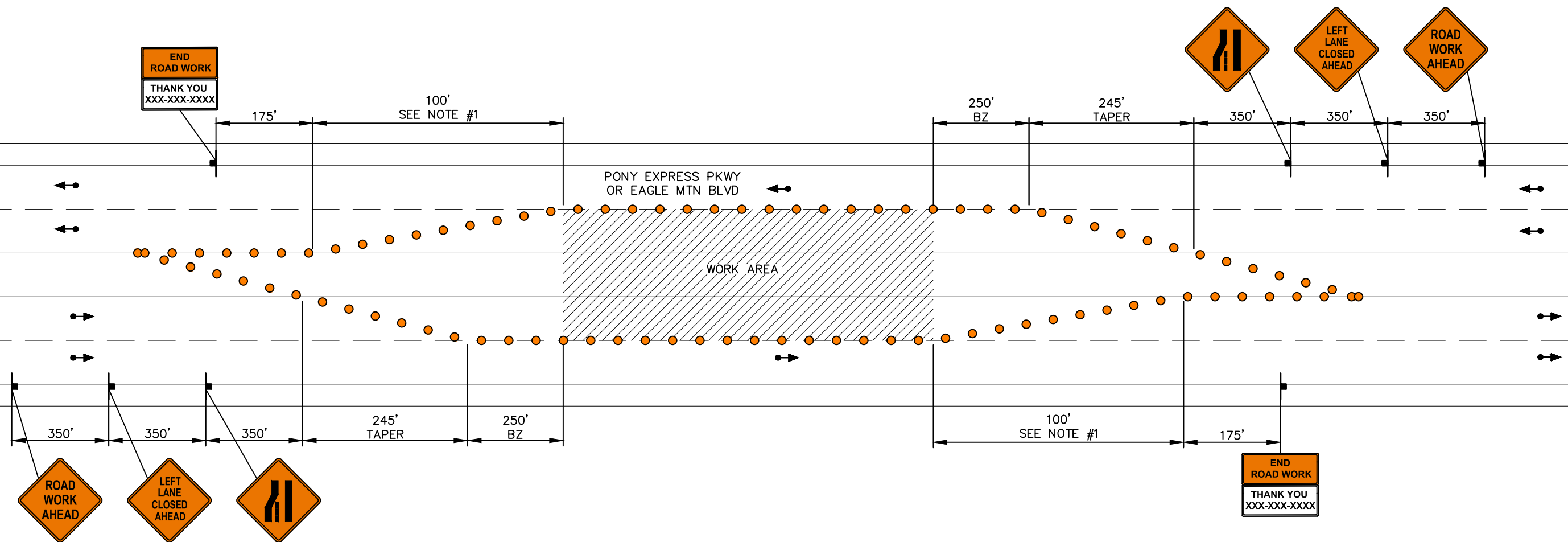



ATLAS ENGINEERING  
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946 E. 800 N. SUITE A  
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| EAGLE MOUNTAIN BLVD & PONY<br>EXPRESS PARKWAY<br>ROUNDABOUT<br>TRAFFIC CONTROL  |  |  |  |  |  |  |  |  |  |  |  | SINGLE RIGHT LANE<br>CLOSURE |      | SHEET NO.<br><br>3 |
|   |  |  |  |  |  |  |  |  |  |  |  | TRAFFIC CONTROL              |      |                    |
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- NOTES:
1. DOWNSTREAM TAPER REQUIRED FOR OPERATIONS LONGER THAN THREE DAYS.
  2. POSTED SPEED IS 35 MPH ON PONY EXPRESS PKWY OR EAGLE MTN BLVD.
  3. SEE UDOT STANDARD DRAWINGS TC4D SERIES FOR SIGN DESIGN AND LAYOUT.
  4. PLACE ARROW BOARDS ON SHOULDER WHERE POSSIBLE AND IN FIRST 1/3 OF TAPER IF NOT.
  5. USE SHOULDER TAPER WHEN ARROW BOARD IS PLACED ON SHOULDER.





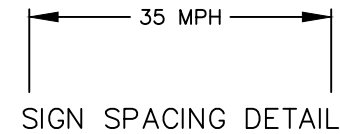
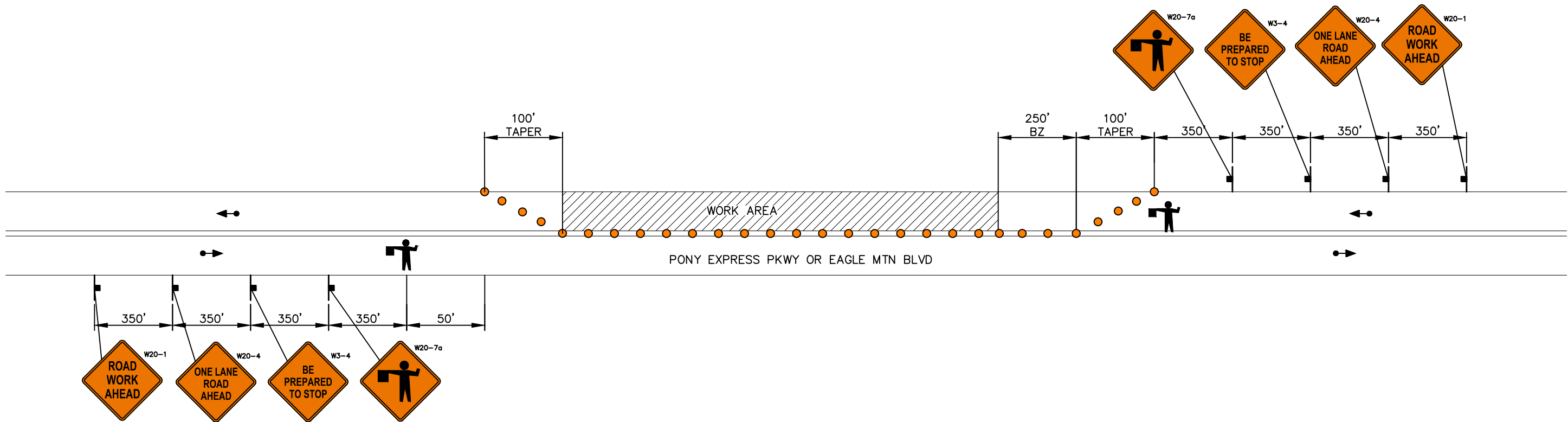
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| EAGLE MOUNTAIN BLVD & PONY<br>EXPRESS PARKWAY<br>ROUNDABOUT<br>TRAFFIC CONTROL   |           |  |  | SINGLE LEFT LANE<br>CLOSURE |      | SHEET NO.<br><br>4 |
|  |           |  |  | TRAFFIC CONTROL             |      |                    |
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- NOTES:
1. SIGNING CAN BE USED TO FLAG EITHER LANE.
  2. WHEN VEHICLES QUEUES ARE EXPECTED AND/OR OCCUR IN ADVANCE OF INSTALLED ADVANCE WARNING SIGNS, PLACE ADDITIONAL "ROAD WORK AHEAD" SIGNS WITH A "XX MILES" PLAQUE IN ADVANCE OF THE ANTICIPATED QUEUE OF VEHICLES.
  3. IF TURNING LANES ARE PRESENT, EXTEND WORK ZONE TO KEEP TRAFFIC CHanneled INTO SINGLE LANE.
  4. PROVIDE MINIMUM 11 FT LANE.
  5. ALLOW ACCESS TO ANY ADJACENT FRONTAGE ROAD.
  6. POSTED SPEED IS 35 MPH ON PONY EXPRESS PKWY & EAGLE MTN BLVD.

\*\*\*This configuration to only be used during off-peak hours.\*\*\*



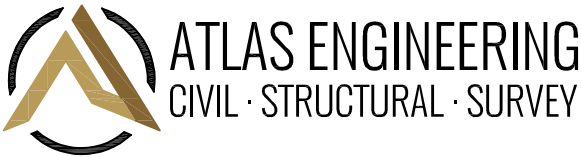
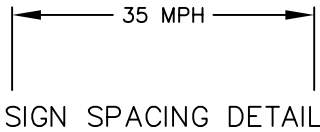
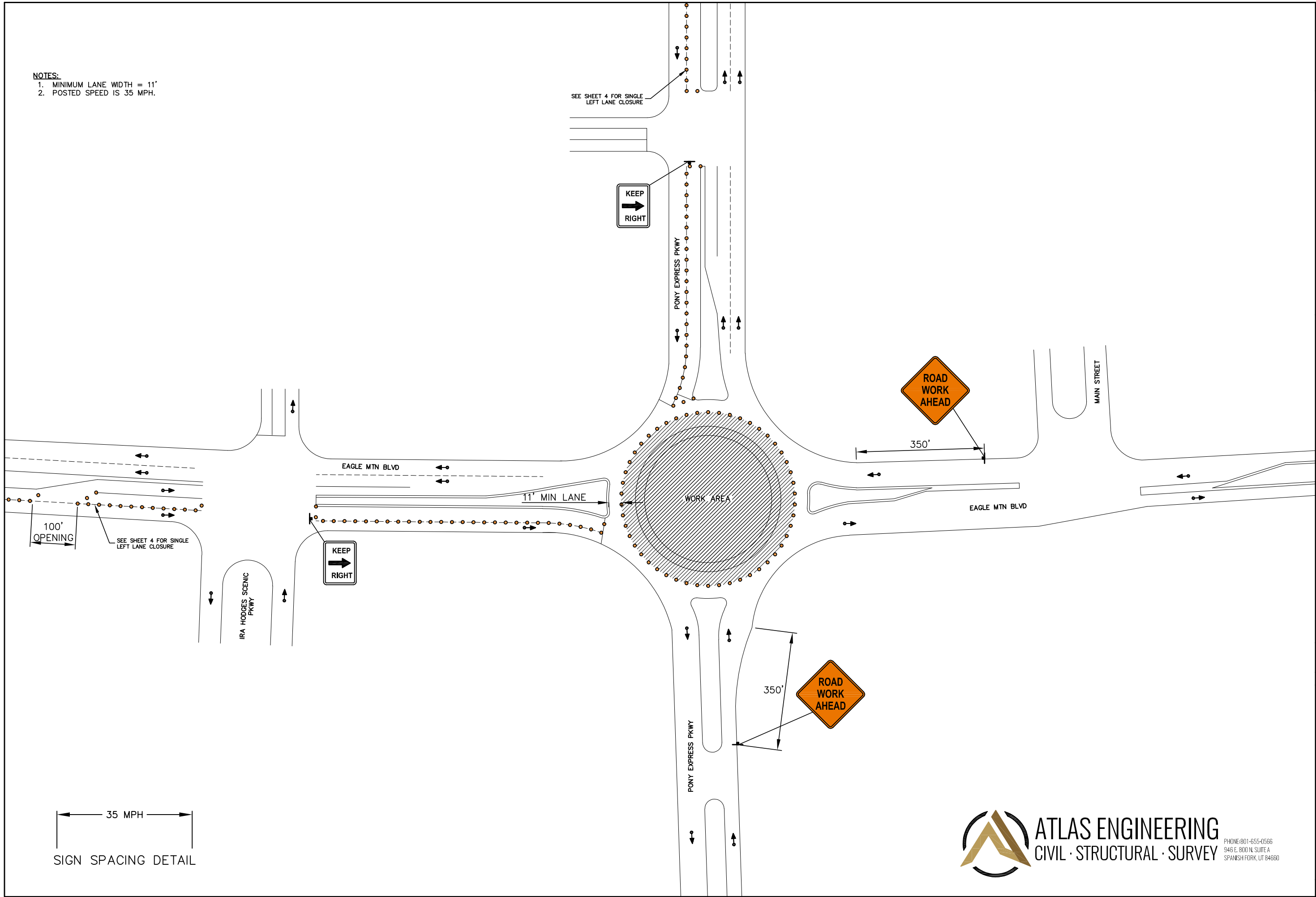


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|---|-----------|--|--|--------------------|------|-----------|
| EAGLE MOUNTAIN BLVD & PONY<br>EXPRESS PARKWAY<br>ROUNDABOUT<br>TRAFFIC CONTROL  |           |  |  | FLAGGING OPERATION | 5    | SHEET NO. |
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NOTES:  
1. MINIMUM LANE WIDTH = 11'  
2. POSTED SPEED IS 35 MPH.



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EAGLE MOUNTAIN BLVD & PONY  
EXPRESS PARKWAY  
ROUNDAABOUT  
TRAFFIC CONTROL

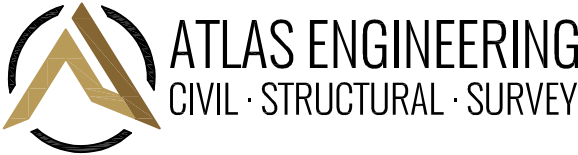
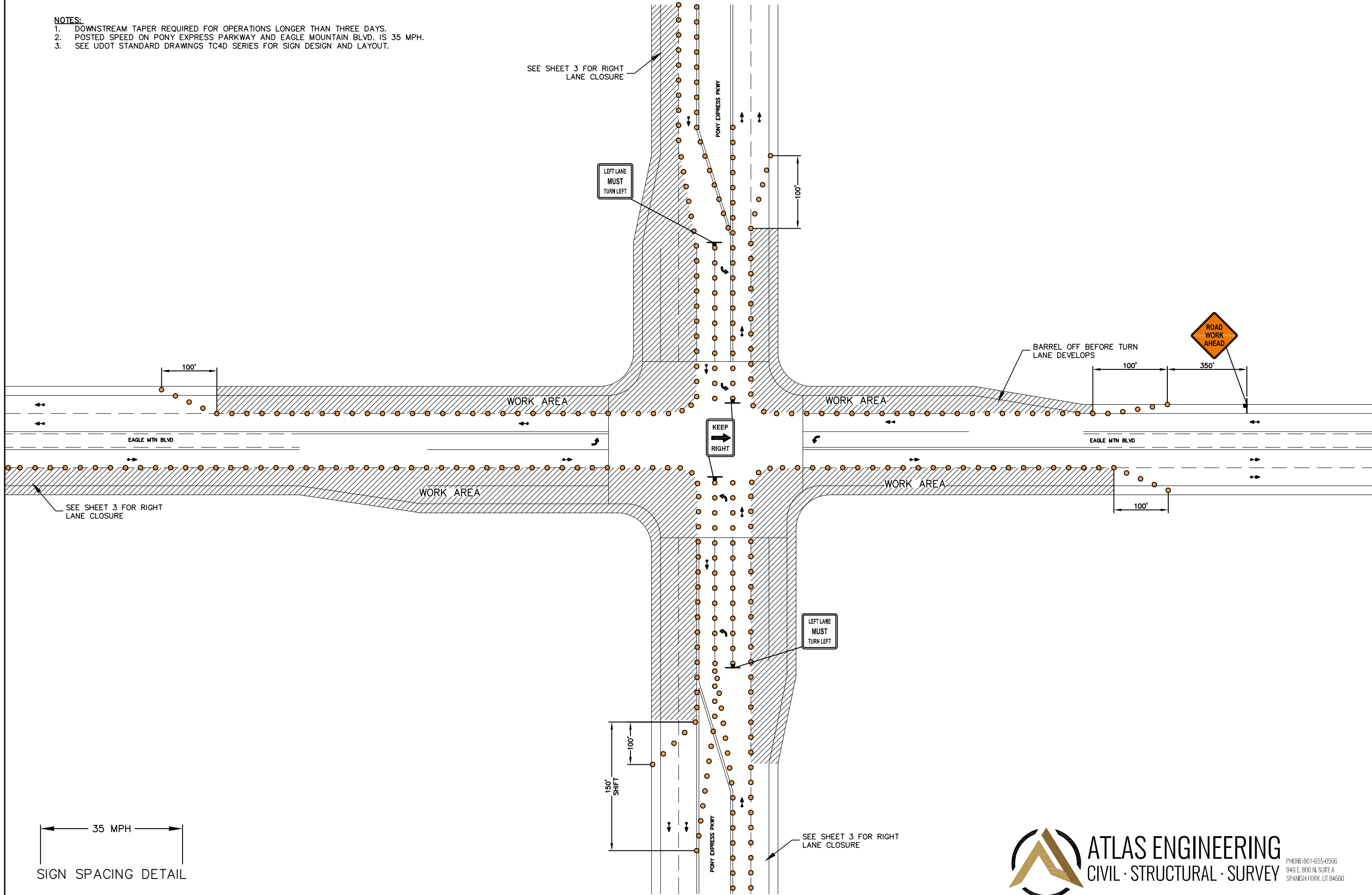
ROUNDABOUT WORK  
ZONE  
TRAFFIC CONTROL

SHEET NO.  
5

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- NOTES:
1. DOWNSTREAM TAPER REQUIRED FOR OPERATIONS LONGER THAN THREE DAYS.
  2. POSTED SPEED ON PONY EXPRESS PARKWAY AND EAGLE MOUNTAIN BLVD. IS 35 MPH.
  3. SEE UDOT STANDARD DRAWINGS TC4D SERIES FOR SIGN DESIGN AND LAYOUT.



EAGLE MOUNTAIN BLVD & PONY  
EXPRESS PARKWAY  
ROUNDBOUT  
TRAFFIC CONTROL

PONY EXPRESS PKWY &  
EAGLE MTN BLVD - PHASE 1

TRAFFIC CONTROL

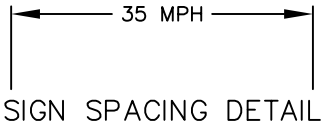
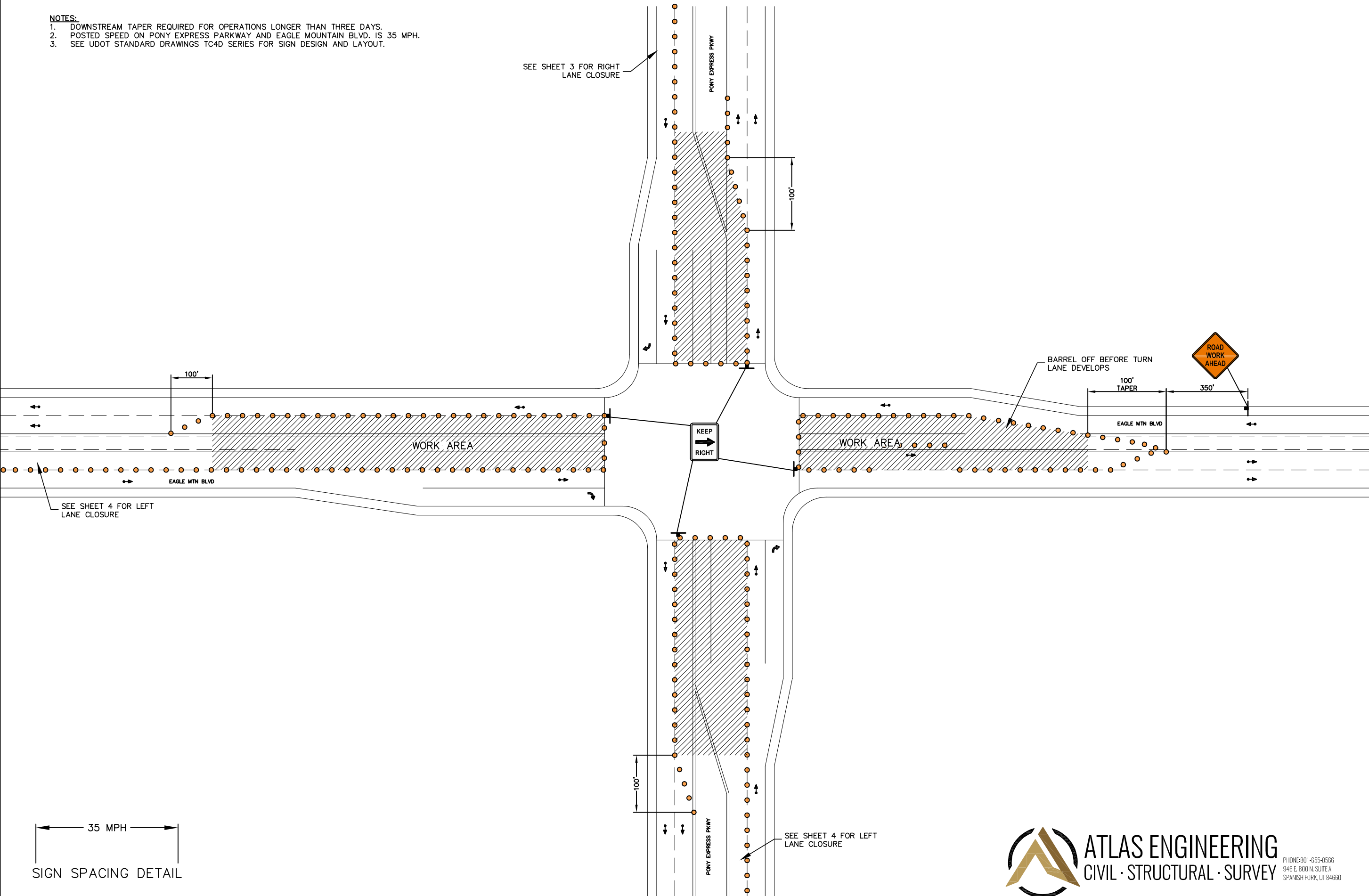
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- NOTES:
1. DOWNSTREAM TAPER REQUIRED FOR OPERATIONS LONGER THAN THREE DAYS.
  2. POSTED SPEED ON PONY EXPRESS PARKWAY AND EAGLE MOUNTAIN BLVD. IS 35 MPH.
  3. SEE UDOT STANDARD DRAWINGS TC4D SERIES FOR SIGN DESIGN AND LAYOUT.



EAGLE MOUNTAIN BLVD & PONY  
EXPRESS PARKWAY  
ROUNDBOUT  
TRAFFIC CONTROL

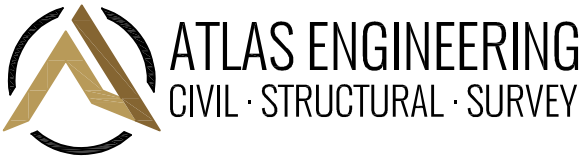
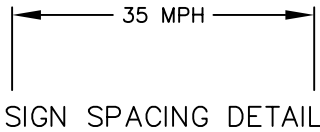
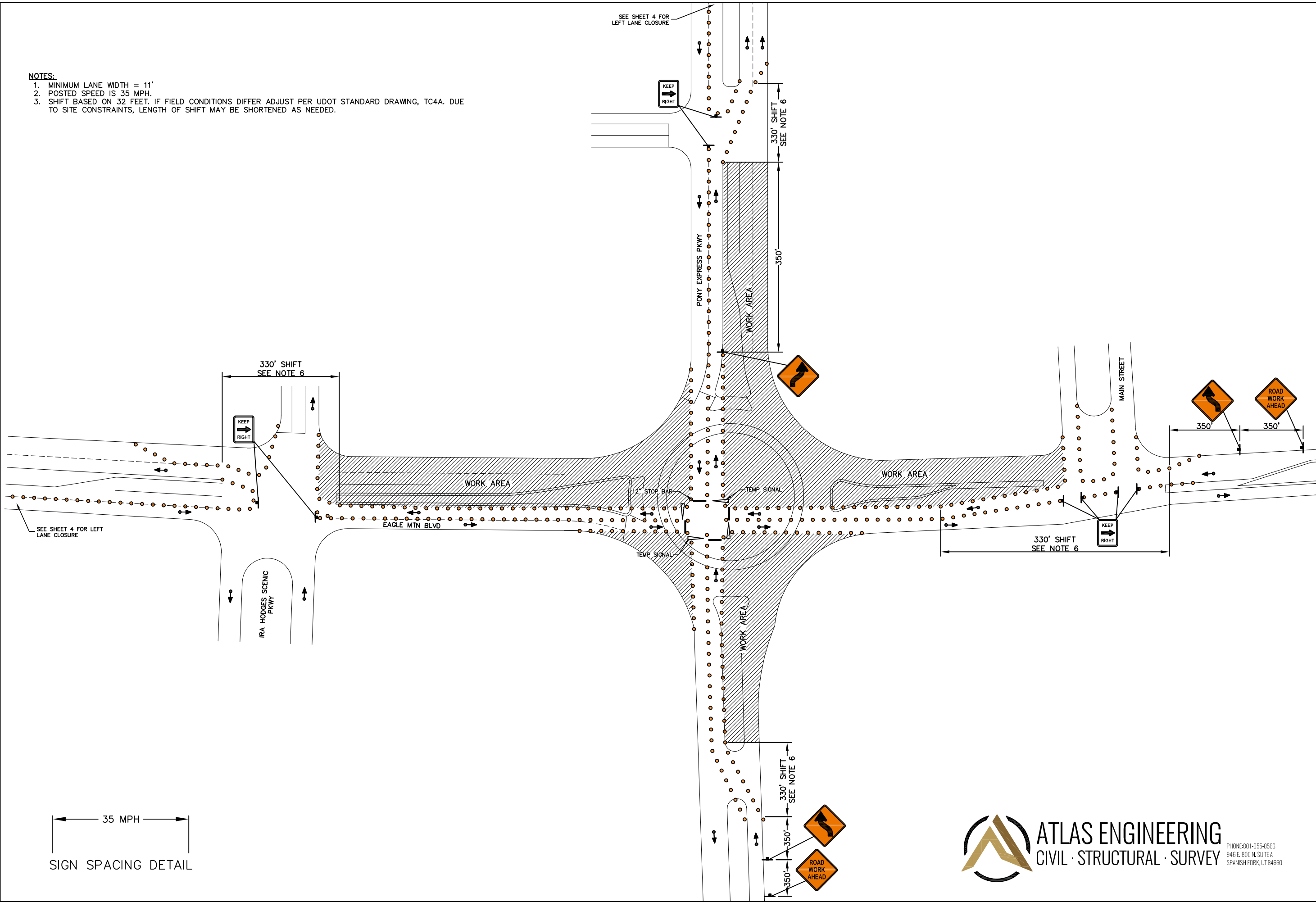
PONY EXPRESS PKWY &  
EAGLE MTN BLVD - PHASE 1  
TRAFFIC CONTROL

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- NOTES:
1. MINIMUM LANE WIDTH = 11'
  2. POSTED SPEED IS 35 MPH.
  3. SHIFT BASED ON 32 FEET. IF FIELD CONDITIONS DIFFER ADJUST PER UDOT STANDARD DRAWING, TC4A. DUE TO SITE CONSTRAINTS, LENGTH OF SHIFT MAY BE SHORTENED AS NEEDED.

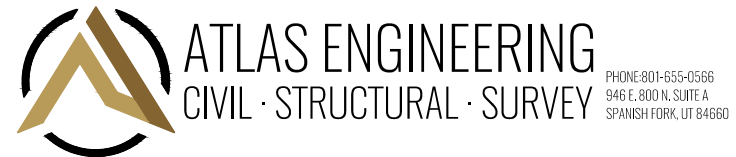


| EAGLE MOUNTAIN BLVD & PONY EXPRESS PARKWAY ROUNDABOUT TRAFFIC CONTROL  |  | TEMPORARY INTERSECTION #1 |    | SHEET NO. 8 |  |
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1. SIGNING CAN BE USED TO FLAG EITHER SIDE OF THE ROAD. LAYOUT CAN BE ROTATED TO WORK DIFFERENT LEGS OF INTERSECTION/ROUNDABOUT.
2. NOT ALL WORK ZONES SHOWN MAY BE NEEDED CONCURRENTLY DURING CONSTRUCTION. DO NOT CLOSE WORK ZONES NOT UNDER ACTIVE CONSTRUCTION.
3. MINIMUM LANE WIDTH = 12'
4. REMOVE ANY PAVEMENT MARKINGS THAT CONFLICT WITH TRAFFIC CONTROL
5. POSTED SPEED IS 35 MPH.

35 MPH

SIGN SPACING DETAIL



| NO. | REVISIONS | BY | DATE |
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EAGLE MOUNTAIN BLVD & PONY  
EXPRESS PARKWAY  
ROUNDABOUT  
TRAFFIC CONTROL

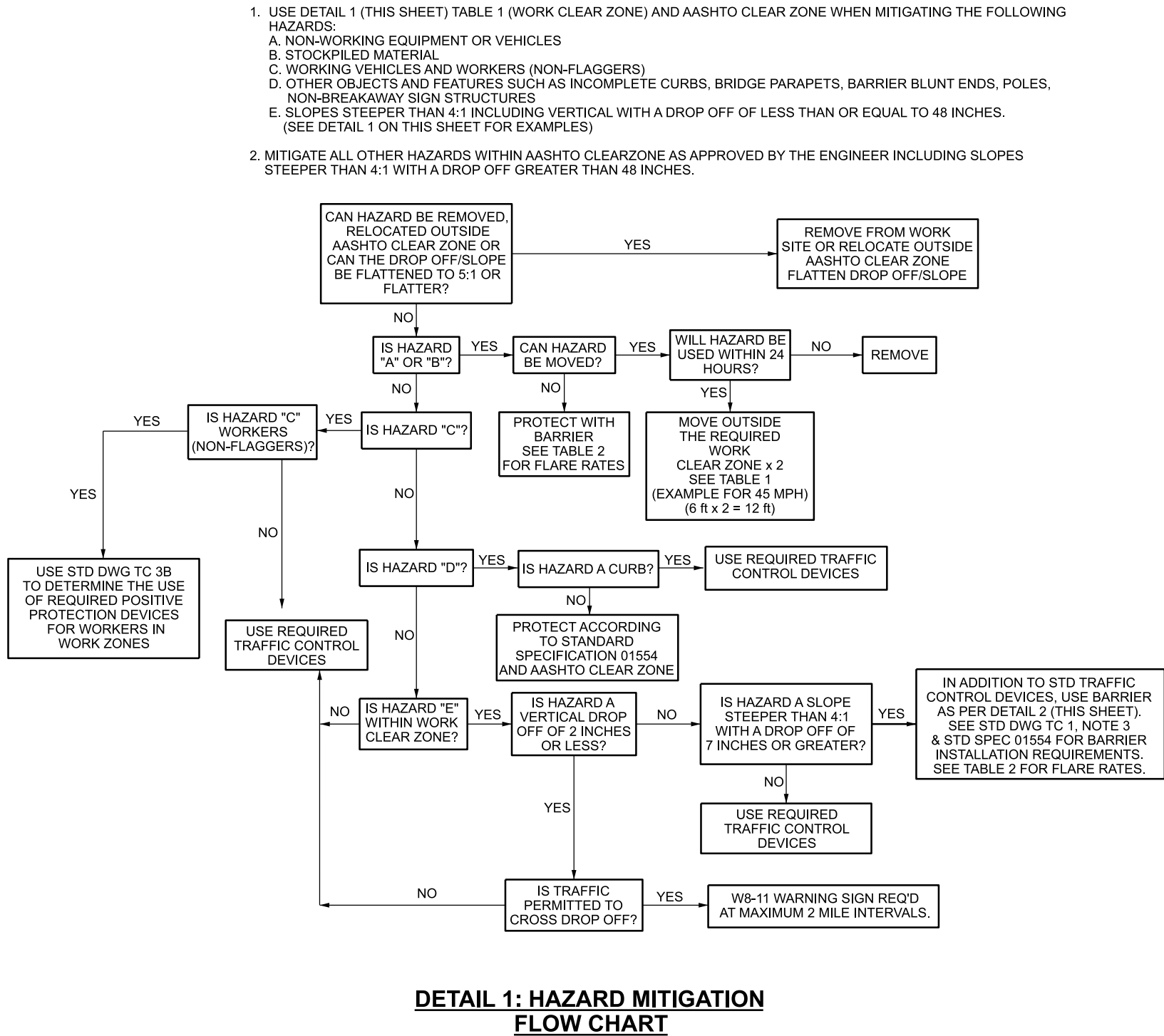
## ROUNDABOUT FLAGGING

# TRAFFIC CONTROL

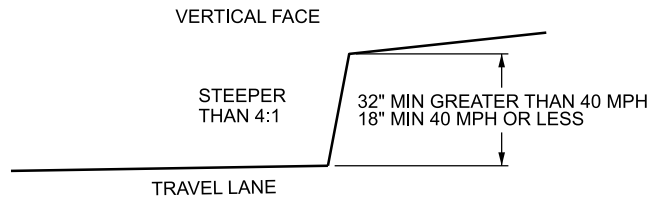
SHEET NO.

5

21-MAR-2024 DDN File D:\Standard\SpeedSection\Jim Buckley\2025 Standard Drawing Check\TC Series\TC03A.dgn



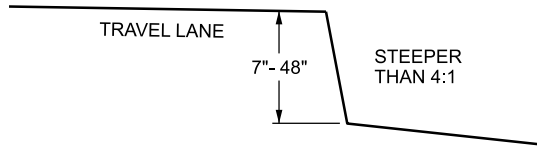
\* DROP OFF IS A VERTICAL DIFFERENCE THAT MAY BE FROM THE WORK TO THE ROADWAY OR THE ROADWAY TO THE WORK.



BARRIER REQUIRED FOR SLOPES STEEPER THAN 4:1 AND GREATER THAN INDICATED HEIGHT UNLESS BACKSLOPE IS A SMOOTH UNIFORM SURFACE OF SUITABLE MATERIAL.

SLOPE MUST REMAIN STABLE AND NOT SPALL AT HEIGHT AND SPECIFIED SPEED.

SLOPE STEEPER THAN 4:1 AND VERTICAL EXCAVATION



WITHIN WORK CLEAR ZONE USE BARRIER  
OUTSIDE WORK CLEAR ZONE USE DEVICES  
GREATER THAN 48 INCH OBTAIN APPROVAL FROM THE ENGINEER

### DETAIL 2: TYPE "E" VERTICAL DROP OFF HAZARDS

| TABLE 1<br>WORK<br>CLEAR ZONE |      |
|-------------------------------|------|
| POSTED MPH                    | FT   |
| 40 & LESS                     | 3    |
| 45                            | 6    |
| 50                            | 6.5  |
| 55                            | 7.5  |
| 60                            | 8    |
| 65                            | 8.5  |
| 70                            | 9    |
| 75                            | 10.5 |
| 80                            | 12   |

| TABLE 2<br>WORK ZONE<br>FLARE RATES<br>TEMPORARY BARRIER |       |
|--|-------|
| POSTED MPH   | FLARE |
| 70 OR GREATER  | 20:1  |
| 65   | 18:1  |
| 60   | 17:1  |
| 55   | 16:1  |
| 50   | 14:1  |
| 45   | 10:1  |
| 40 OR GREATER  | 6:1   |

#### NOTES:

1. USE ROADSIDE DESIGN GUIDE FOR AASHTO CLEAR ZONE, .

REVISIONS

UTAH DEPARTMENT OF TRANSPORTATION  
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION  
SALT LAKE CITY, UTAH  
STANDARD DRAWING EDITION

HAZARD  
MITIGATION

STD. DWG. NO.  
TC 3A

STANDARD DRAWING TITLE

2025 Standard Drawing

12/7/23  
DATE

MAA  
APPR.

NO.

EDITED FLOW CHART NOTE REFERENCES

REMARKS

COMMENTS:

|              |       |  |  |  |  |  |
|--------------|-------|--|--|--|--|--|
| TOTAL POINTS | 19    |  |  |  |  |  |
| SPEED LIMIT: | 35mph |  |  |  |  |  |

RESULTS:

TOTAL IS FROM 20 THRU 30 POINTS - POSITIVE PROTECTION DEVICES OR OTHER MITIGATION EFFORTS AND STANDARD TRAFFIC CONTROL ARE REQUIRED TO MITIGATE WORKER EXPOSURE. MITIGATION WILL INCLUDE, AT A MINIMUM, ONE OF THE FOLLOWING AT THE WORKER LOCATION:

- TOTAL IS LESS THAN 20 POINTS - USE OF STANDARD TRAFFIC CONTROL IS REQUIRED.

NOTES:

- # HAZARD MITIGATION AND POSITIVE PROTECTION DEVICES

STANDARD DRAWING TITLE

UTAH DEPARTMENT OF TRANSPORTATION

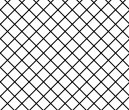
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION

SALT LAKE CITY, UTAH

STANDARD DRAWING EDITION

2025 Standard Drawing

TAPER, BUFFER ZONE & SIGN SPACING CHART

| ROAD TYPE              | POSTED SPEED MPH (S) | MINIMUM TAPER LENGTH (L) | LENGTH OF BUFFER (BZ)* | MINIMUM SIGN SPACING (SS)** |      |      |     | ONE LANE TWO-WAY FLAGGING   |
|------------------------|----------------------|--------------------------|------------------------|-----------------------------|------|------|-----|---|
|                        |                      | 12 FT LANE CLOSURE       |                        | A                           | B    | C    | D   | TAPER LENGTH  |
|                        |                      | FT                       | FT                     | FT                          | FT   | FT   | FT  | FT  |
| CONVENTIONAL           | 30 AND LOWER         | 180                      | 200                    | 100                         | 100  | 100  | 100 | 50  |
|                        | 35                   | 245                      | 250                    | 350                         | 350  | 350  | 175 |   |
|                        | 40                   | 320                      | 305                    |                             |      |      |     |   |
|                        | 45                   | 540                      | 360                    | 500                         | 500  | 500  | 250 | 100   |
|                        | 50                   | 600                      | 425                    |                             |      |      |     |   |
|                        | 55                   | 660                      | 495                    |                             |      |      |     |   |
|                        | 60                   | 720                      | 570                    |                             |      |      |     |   |
|                        | 65                   | 780                      | 645                    |                             |      |      |     |   |
| FREEWAY/<br>EXPRESSWAY | 65                   | 780                      | 645                    | 1000                        | 1640 | 2640 | 500 |  |
|                        | 70                   | 840                      | 730                    |                             |      |      |     |   |
|                        | 75                   | 900                      | 820                    |                             |      |      |     |   |
|                        | 80                   | 960                      | 910                    |                             |      |      |     |   |

\* THE LENGTH OF BUFFER (BZ) MAY BE REDUCED WITH THE APPROVAL OF THE ENGINEER  
\*\* MAXIMUM SPACING IS THE GIVEN VALUE (SS) MULTIPLIED BY 1.5

1- TAPER LENGTH FORMULAS

| SPEED                            | FORMULA               |
|----------------------------------|-----------------------|
| FOR SPEEDS OF 40 MPH AND LESS    | $L = \frac{WS^2}{60}$ |
| FOR SPEEDS OF 45 MPH AND GREATER | $L = WS$              |

L = TAPER LENGTH IN FEET  
W = WIDTH OF SHIFT, LANE OR SHOULDER CLOSURE OFFSET IN FEET  
S = SPEED IN MPH

$\frac{1}{3}$  L = FOR SHOULDER CLOSURE TAPER  
 $\frac{1}{2}$  L = FOR LANE SHIFT TAPER

2- CHANNELIZING DEVICES

- A) MERGING AND SHIFTING TAPERS: USE A MINIMUM OF ONE DEVICE PER FT OF LANE CLOSURE WIDTH, PLUS ONE ADDITIONAL DEVICE TO START.
- B) SHOULDER, ONE-LANE TWO-WAY, AND DOWNSTREAM TAPERS: USE A MINIMUM OF ONE DEVICE PER 3 FT OF WIDTH (OR PORTION THEREOF), PLUS ONE ADDITIONAL DEVICE TO START.
- C) ON TANGENT:  $S \times 2 =$  SPACING UP TO 120 FT MAXIMUM.
- D) LENGTH OF BUFFER ZONE (BZ) IS THE DISTANCE FROM END OF LANE CLOSURE TAPER TO WORK SPACE, OR ANY OBSTRUCTION PRIOR TO WORK SPACE.

TRAFFIC CONTROL DEVICE LEGEND

- 
- SIGN (FIXED OR PORTABLE)

 CHANNELIZING DEVICE (SEE STD DWG TC 2A) DRUMS OR DIRECTIONAL INDICATOR BARRICADE (SEE STD DWG TC 2A) FLAGGING STATION ARROW BOARD BARRIER DIRECTION OF TRAFFIC TYPE 3 BARRICADE DIRECTION OF WORK VEHICLE

REVISIONS

UTAH DEPARTMENT OF TRANSPORTATION  
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION  
SALT LAKE CITY, UTAH  
STANDARD DRAWING EDITION

2025 Standard Drawing

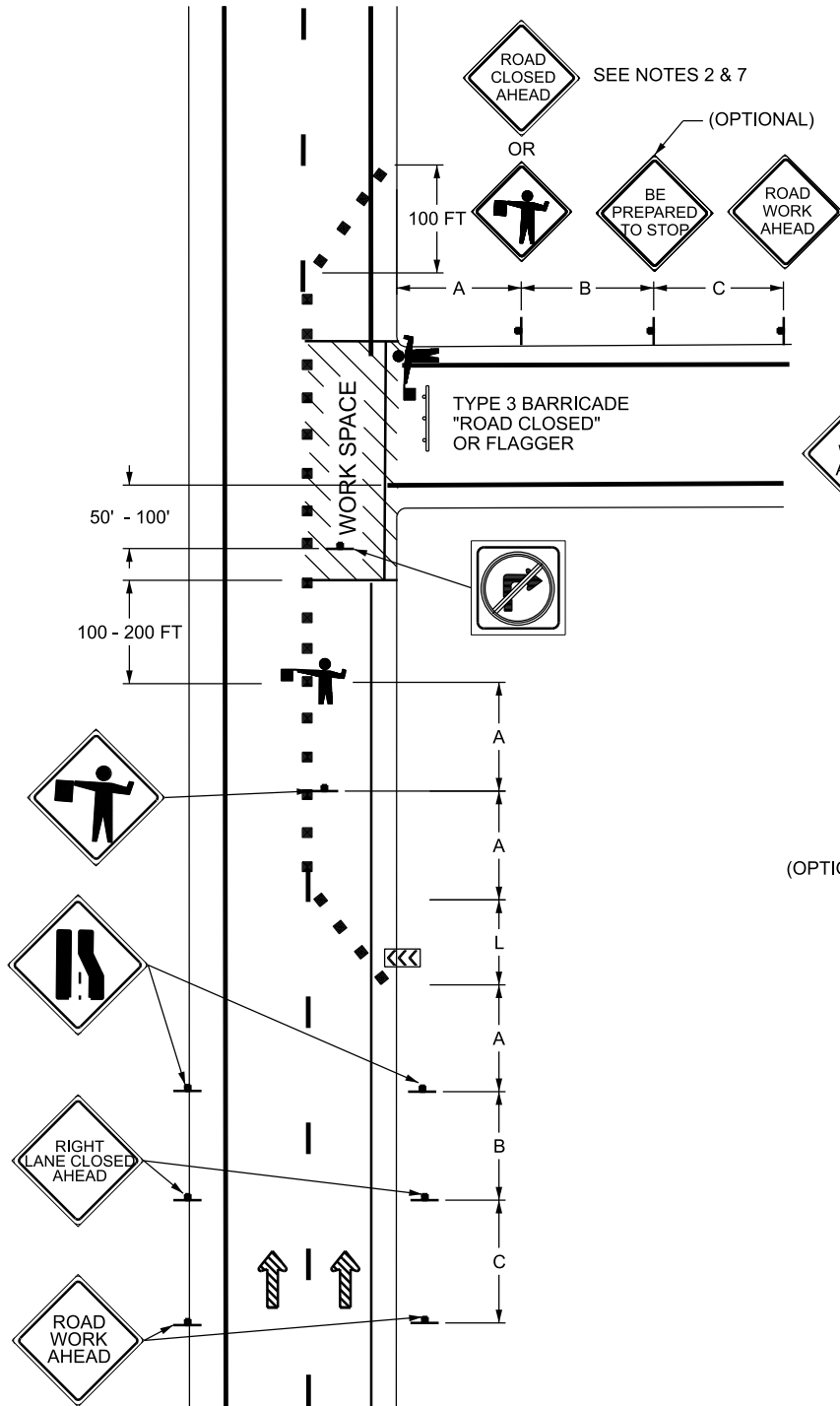
STANDARD WORK  
ZONE SIGNING  
GENERAL

STD. DWG. NO.  
TC 4A

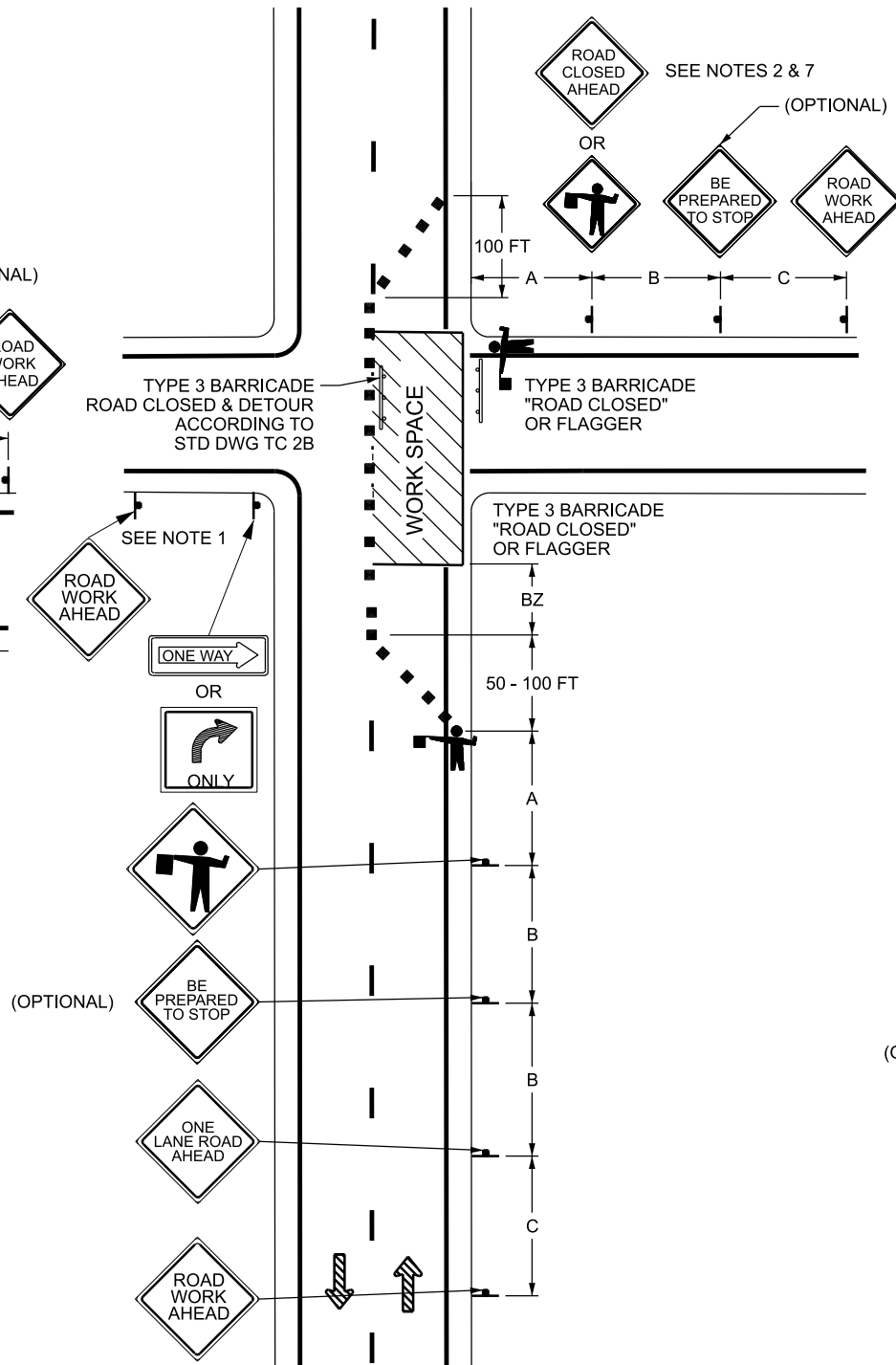
STANDARD DRAWING TITLE

1 09/14/23 DATE MAA APPR. REVISED NOTE 5, LEADER 3 FROM 15, LEADER 4 FROM 17 REMARKS

21-MAR-2024 D:\N\_Files\01-Standard\Standard\Section\Jim Buckley\2025 Standard Drawing Check\TC Series\TC14A.dgn

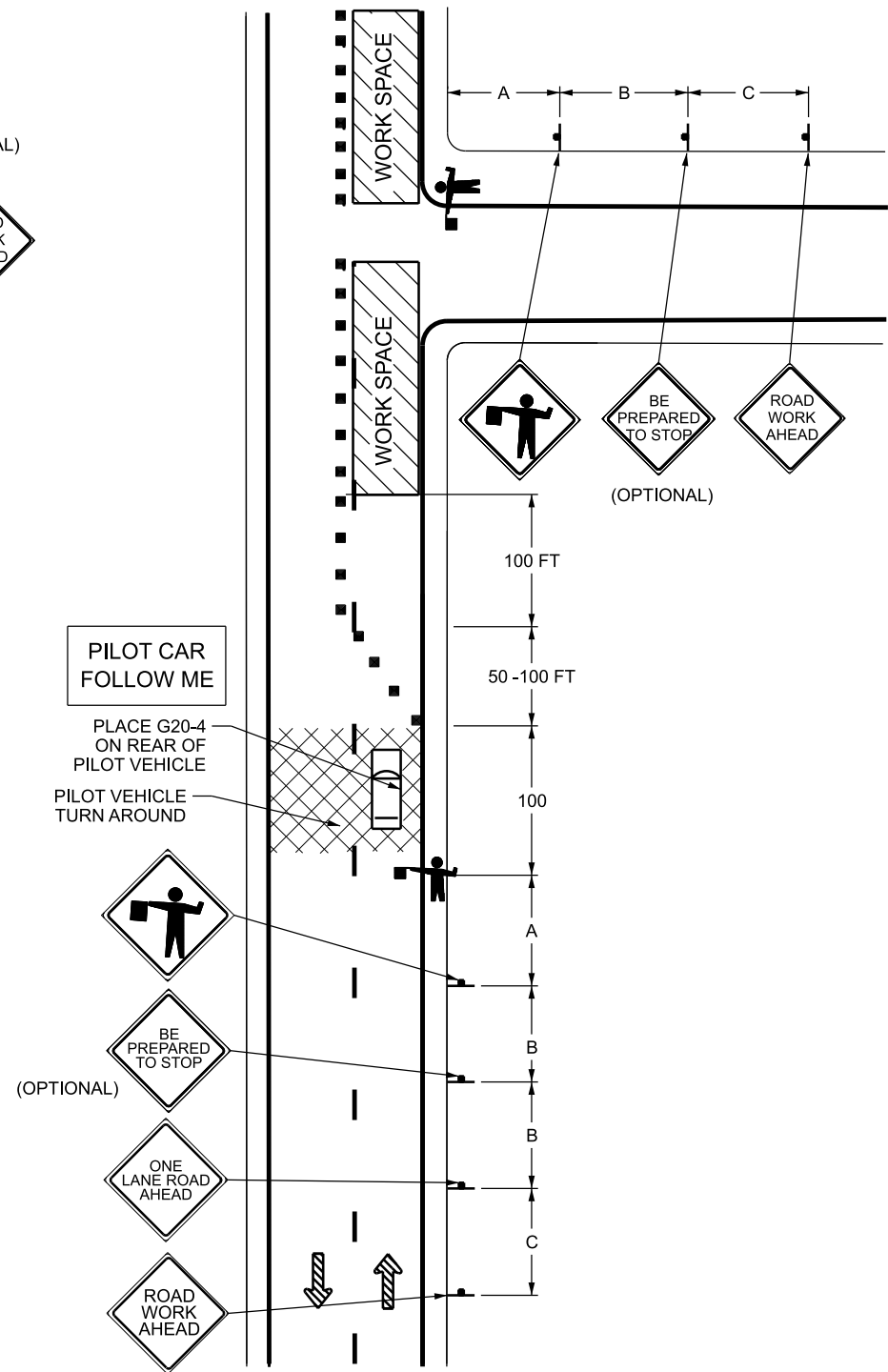


**FLAGGING OPERATION - ONE WAY  
WITH POTENTIAL ENCROACHMENT  
BY WORK VEHICLE DETAIL TC 14-1**



**FLAGGING OPERATION - ONE-LANE,  
TWO-WAY TRAFFIC DETAIL TC 14-2**

SEE NOTE 6



**FLAGGING OPERATIONS WITH USE  
OF PILOT VEHICLE DETAIL TC 14-3**

SEE NOTE 6

**NOTES:**

1. USE A FLAGGER AT ALL INTERSECTING ROADWAYS. REFER TO STANDARD SPECIFICATION 01554 FOR REQUIREMENT AT OPERATING TRAFFIC SIGNALS.
2. PROVIDE FLAGGING IF TURNING TRAFFIC CONFLICTS WITH ONE-WAY TRAFFIC.
3. PROVIDE A DETOUR WHEN ROAD CLOSURE EXCEEDS 24 HOURS.
4. SEE STD DWG TC 4A FOR TAPER, BUFFER ZONE AND SIGN SPACING CHART AND TRAFFIC CONTROL DEVICE LEGEND.
5. SEE STD DWG TC 4C FOR PROJECT LIMIT SIGNING.
6. USE SAME SIGN SEQUENCE, SPACING, AND FLAGGER FOR OPPOSITE DIRECTION OF TRAFFIC.
7. USE ADVANCED ROAD CLOSURE SIGNING IF ROAD CLOSED AHEAD SIGN IS USED.
8. REDUCE MULTILANE SECTION TO 1 LANE PRIOR TO FLAGGING OPERATION.

REVISIONS

UTAH DEPARTMENT OF TRANSPORTATION  
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION  
SALT LAKE CITY, UTAH  
STANDARD DRAWING EDITION

TRAFFIC CONTROL  
FLAGGING OPERATION

STD. DWG. NO.  
TC 14A

2025 Standard Drawing

STANDARD DRAWING TITLE

REMARKS

NO. DATE APPR.