UINTAH COUNTY

TRANSPORTATION MASTER PLAN

Prepared by

CIVCO Engineering, Inc.
1256 West 400 South, Suite 1
Vernal, Utah 84078

April 21, 2010

This Transportation Master Plan has been prepared for Uintah County through the direction of the Uintah County Planning Office. The development of this master plan has taken approximately one year.

The method used to prepare this Transportation Master Plan is as follows:

1. Multiple public meetings were held throughout Uintah County during the last year. These meeting were held in Lapoint, Avalon, Ballard and Vernal City.
2. During these meetings, maps of all roadways in Uintah County were presented to the citizens attending the public meetings. The citizens then marked the road maps with the roads that they felt were important for the traveling public.
3. Additional meetings were held with the Uintah County Commission, Uintah County Planning Commission and the Uintah Transportation Special Service District Board. These groups also added comments to the roadways as to the importance to the traveling public.
4. The maps used to indicate the importance of the roadways were then combined into one overall map of Uintah County showing all roads that had been selected by the public and governmental entities as important to the traveling public. The roads were then placed in a random list.
5. This listing was provided to the Uintah County Commission, Uintah County Planning Commission, Uintah Transportation Special Service District Board and other team members preparing this master plan. When reviewing the roadways, it was determined the best way to finalize the master plan was to separate the roadways into two categories, urbanized roads and oil field roads. Then members of each of these groups prioritized the roadways in order of importance to the traveling public.
6. The prioritized lists were collected by CIVCO Engineering, Inc. and summarized. The final order of the roadways was determined by taking the rankings of the team members, averaging them and then ranking.

This final ranking is the order of priority shown in the final Transportation Master Plan for Uintah County. The final ranking is shown in the two categories listed above, urbanized roads (Appendix A) and oil field roads (Appendix B) in this report.

Appendix A (Urbanized Road) & B (Oil Field Roads) included in this document are separate and independent documents and will be updated independently on a regular basis. This update will not involve an update of the Uintah County Transportation Master Plan. This update may include the re-prioritization of the roadways due to changes in traffic patterns, development, economic development or addition of new roadways or roadways that were previously not included in the original Transportation Master Plan.

The priority list of the roadways, Urbanized (1-5) and Oil Field Roads (A-E) provide for the follow time frames within the Transportation Master Plan:

Priority	Time Frame
Urbanized (1), Oil Field (A)	1-5 Year Plan
Urbanized (2), Oil Field (B)	6-10 Year Plan
Urbanized (3), Oil Field (C)	11-15 Year Plan
Urbanized (4), Oil Field (D)	16-20 Year Plan
Urbanized (5), Oil Field (E)	21-30 Year Plan

Also included in the Transportation Master Plan is a listing of "Major Collector" roads throughout Uintah County that should have a minimum 100 foot wide right of way preserved by the Uintah County Planning Department. These roadways have been determined by the overall ranking of the roadway for importance for the traveling public and also to allow for ease in movement across the Ashley Valley and other areas within Uintah County. The "Major Collector" roads map is included in Appendix C of this Uintah County Transportation Master Plan.

Along with the development of the "Major Collector" road map, it is also the recommendation of the team preparing this Transportation Master Plan that all corridors along section lines and quarter section lines be preserved during the planning phase of developments and with the issuance of building permits. It is recommended that a minimum 66 foot right of way be preserved along all section lines, with the exception of the section lines where major collector roads are. In these instances, the minimum right of way should be 100 feet in width. It is recommended that a minimum 66 foot right of way be preserved along all quarter section lines, with the exception of the quarter section lines where major collector roads are. In these instances, the minimum right of way should be 100 feet in width. It is also recommended that the planning and zoning office review all 1/16 section lines within proposed subdivisions and with the issuance of building permits to determine if the 1/16 section line would be important to the overall transportation plan for Uintah County. Should the 1/16 section line appear to be important, the planning and zoning office should work with the County Commission and Developer (Property Owner) to determine if the corridor should be preserved for future transportation needs.

The last section of the Uintah County Transportation Master Plan is a compilation of typical roadway sections (Appendix D). These roadway sections were developed for the width of the roadways based on average annual traffic volumes and design speeds according to the American Association of State Highway Transportation Officials (AASHTO) guidelines. These typical sections have been adopted by the Uintah County Commission by approval of this master plan for use throughout Uintah County. It is the intent of Uintah County to use these design standards for construction or reconstruction of all new and existing roadways throughout Uintah County.

It is recommended that Appendix A (Urbanized Roads) and Appendix B (Oil Field Roads) as attached to this Uintah County Transportation Master Plan be reviewed annually by the Uintah County Commission and updated at least bi-annually based on the completion of roadway projects or the addition of new roadways. These appendices, as attached to the Uintah

County Transportation Master Plan, should be a living document and as such will require updating, refining and revising as necessary.

This document was prepared using good engineering judgment, citizen input, recommendations from governmental entities and best practices for preparing a long range transportation plan.

This Uintah County Transportation Master Plan was prepared by:

Troy D. Ostler, PE
CIVCO Engineering, Inc.
1256 West 400 South, Suite 1
Vernal, Utah 84078

This Uintah County Transportation Master Plan is accepted and approved by:

_____ _____

Darlene Burns – Chairman Date
Uintah County Commission

_____ _____

Michael McKee – Commissioner Date
Uintah County Commission

_____ _____

Mark Raymond – Commissioner Date
Uintah County Commission

_____ _____

ATTEST: Michael W. Wilkins Date
Uintah County Clerk

APPENDIX A
Urbanized Roads

Uintah County
Transportation Master Plan
Urbanized Roads

Prepared: April 21, 2010

Priority	Priority Ranking	Roadway	Beginning	Ending	Length (Miles)	Construction Year (Estimated Cost) 2010	2011	2012	2013	Concept Development	Total Estimated Cost	Concept Description
1	1	500 South (Vernal)	Vernal Avenue	US-40 (East)	1.4	$ 3,500,000					$ 3,500,000	Reconstruction of existing roadway including drainage and surfacing
1	2	2500 South (Vernal)	500 West	500 East	1	$ 2,500,000					$ 2,500,000	Reconstruction of existing roadway including drainage and surfacing
1	3	1500 North (Vernal)	1500 West	Vernal Avenue	1.5	$ 5,000,000					$ 5,000,000	Constuct New roadway and bridge structure over Ashley Creek
1	4	1500 North (Vernal)	4000 West (Painted Hills)	1500 West	2.5	$ 3,750,000					$ 3,750,000	Reconstruction of existing roadway including drainage and surfacing
1	5	2500 South (Vernal)	3500 West	1500 West	2		$ 6,000,000				$ 6,000,000	Construct new roadway including drainage
1	6	2500 South (Vernal)	1500 West	500 West	1		$ 2,000,000				$ 2,000,000	Reconstruction of existing roadway including drainage and surfacing
1	7	3500 West (Vernal)	2500 South	500 South	2		$ 6,000,000				$ 6,000,000	Construct new roadway including drainage
1	8	500 West (Vernal)	4000 South	1500 South	2.5			$ 4,050,000			$ 4,050,000	Reconstruction of existing roadway including drainage and surfacing with new bridges over Central and Upper Canals
1	9	2500 West (Vernal)	2500 South	US-40 (1600 South)	0.9			$ 2,700,000			$ 2,700,000	Construct new roadway including drainage
1	10	2500 East (Naples)	5000 South	2500 South	2.5			$ 3,750,000			$ 3,750,000	Reconstruction of existing roadway including drainage and surfacing
1	11	Truck By Pass (Vernal)	US-40 (12 Mile)	US-40 (5000 East)	10			$ 5,000,000		$ 65,000,000	$ 70,000,000	Construct new roadway including drainage
1	12	9750 East (Lapoint)	7000 North	10000 North	3				$ 3,000,000		$ 3,000,000	Reconstruction of existing roadway including drainage and surfacing
1	13	Red Cloud Loop Road	Dry Fork Rd (Settlement)	Forest Service Boundary	4.6				$ 6,900,000		$ 6,900,000	Reconstruction of existing roadway including drainage and surfacing
2	1	500 West (Vernal)	500 North	2000 North	1.5					$ 3,750,000	$ 3,750,000	Reconstruction of existing roadway including drainage and surfacing with new bridge over Ashley Creek
2	2	1500 East (Ballard)	3000 South	2000 South	1					$ 1,000,000	$ 1,000,000	Reconstruction of existing roadway including drainage and surfacing
2	3	3500 West (Vernal)	500 South	3500 North	4					$ 10,000,000	$ 10,000,000	Reconstruction of existing roadway including drainage and surfacing
2	4	500 North (Vernal)	500 East	2800 East	2.3					$ 5,750,000	$ 5,750,000	Reconstruction of existing roadway including drainage and surfacing

2	5	1500 South (Vernal)	3500 West	US-40 (2300 West)	1.2					$ 3,000,000	$ 3,000,000	Reconstruction of existing roadway including drainage and surfacing
2	6	500 South (Vernal)	3500 West	2100 West	1.4					$ 3,500,000	$ 3,500,000	Reconstruction of existing roadway including drainage and surfacing
2	7	2500 North (Vernal)	3500 West	US-191	4					$ 14,000,000	$ 14,000,000	Reconstruction of existing roadway including drainage and surfacing & Bridge
2	8	4000 South (Vernal)	500 West	3500 East	4					$ 10,000,000	$ 10,000,000	Reconstruction of existing roadway and new roadway including drainage and surfacing
2	9	3500 East (Ballard)	4000 North	7000 North	3					$ 7,500,000	$ 7,500,000	Reconstruction of existing roadway including drainage and surfacing
2	10	11000 North (Tridell)	3500 East	8000 East	5.5					$ 11,000,000	$ 11,000,000	Reconstruction of existing roadway including drainage and surfacing
2	11	Deep Creek Road	7000 North (Lapoint)	Dry Fork Settlement	20.6					$ 30,900,000	$ 30,900,000	Reconstruction of existing roadway including drainage and surfacing
2	12	Dry Fork Road	3500 North	Dry Fork Settlement	8					$ 4,000,000	$ 4,000,000	HMA Overlay
3	1	2500 West (Vernal)	SR-121 (500 North)	3500 North	3					$ 6,500,000	$ 6,500,000	Reconstruction of existing roadway including drainage and surfacing with new bridge over Ashley Creek
3	2	500 East (Vernal)	500 North	3500 North	3					$ 4,500,000	$ 4,500,000	Reconstruction of existing roadway including drainage and surfacing
3	3	Main Street (Vernal)	3500 West	2500 West	1					$ 3,000,000	$ 3,000,000	Construct new roadway including drainage
3	4	5000 South (Vernal)	1000 East	5500 East	4.5					$ 11,250,000	$ 11,250,000	Reconstruction of existing roadway including drainage and surfacing
3	5	500 East (Vernal)	5200 South	3000 South	2.2					$ 4,400,000	$ 4,400,000	Reconstruction of existing roadway including drainage and surfacing
3	6	Brush Creek Road	Diamond Mountain Road	US-149	8					$ 20,000,000	$ 20,000,000	Reconstruction of existing roadway including drainage and surfacing
3	7	4500 South (Vernal)	Vernal Avenue	2500 East	2.5					$ 6,250,000	$ 6,250,000	Reconstruction of existing roadway including drainage and surfacing
3	8	1500 South (Vernal)	US-40 (2300 West)	500 East	2.8					$ 1,400,000	$ 1,400,000	HMA Overlay
3	9	1500 North (Vernal)	US-191 (Vernal Avenue)	2000 East	2					$ 3,000,000	$ 3,000,000	Reconstruction of existing roadway including drainage and surfacing
3	10	2500 South (Vernal)	2200 East	3250 East	1.1					$ 2,750,000	$ 2,750,000	Reconstruction of existing roadway including drainage and surfacing
4	1	1500 East (Vernal)	250 South	US-191	5.5					$ 19,250,000	$ 19,250,000	Reconstruction of existing roadway and new roadway including drainage and surfacing
4	2	3500 South (Vernal)	Vernal Avenue	4000 East	4					$ 10,000,000	$ 10,000,000	Reconstruction of existing roadway including drainage and surfacing
4	3	8000 South (Avalon)	SR-88	7000 South	2					$ 5,000,000	$ 5,000,000	Reconstruction of existing roadway including drainage and surfacing

4	4	7000 South (Avalon)	16500 East	SR-88 (17500 East)	1					$ 3,000,000	$ 3,000,000	Construct new roadway including drainage
4	5	1500 West (Vernal)	4200 South	US-40	3.2					$ 1,600,000	$ 1,600,000	HMA Overlay
4	6	Main Street (Vernal)	2500 West	2000 West	0.5					$ 250,000	$ 250,000	HMA Overlay
4	7	2500 West (Vernal)	US-40	SR-121	2.25					$ 1,125,000	$ 1,125,000	HMA Overlay
4	8	1500 West (Vernal)	200 North	2500 North	2.2					$ 1,100,000	$ 1,100,000	HMA Overlay
4	9	Aggie Boulvard	500 South	500 North	1					$ 500,000	$ 500,000	HMA Overlay
4	10	Vernal Avenue	5000 South	1000 South	4					$ 2,000,000	$ 2,000,000	HMA Overlay
4	8	125 West (Vernal)	1500 North	3300 North	1.8					$ 5,400,000	$ 5,400,000	Construct new roadway including drainage
5	1	5000 South (Vernal)	Vernal Avenue	1000 East	1					$ 3,000,000	$ 3,000,000	Construct new roadway including drainage
5	2	4000 South (Vernal)	500 West	1500 West	1					$ 3,000,000	$ 3,000,000	Construct new roadway including drainage
		Annual Estimate Cost				$ 14,750,000	$ 14,000,000	$ 15,500,000	$ 9,900,000	$ 287,675,000		
		Total Estimated Cost								$ 341,825,000		

APPENDIX B
Oil Field Roads

Uintah County
Transportation Master Plan
Oil Field Roads

Prepared: April 21, 2010

Priority	Priority Ranking	Roadway	Beginning	Ending	Length (Miles)	Construction Year (Estimated Cost) 2010	2011	2012	2013	Concept Development	Total Estimated Cost	Concept Description
A	1	Seep Ridge Road	Tribal Boundary	South Uintah County Line	57	$ 10,000,000	$ 10,000,000	$ 5,000,000		$ 125,000,000	$ 150,000,000	Reconstruction of existing roadway including drainage, adding shoulders, adding passing lanes and surfacing
A	2	Mountain Fuel Loop Rd	Seep Ridge Road	Tribal Boundary	11				$ 4,400,000	$ 4,400,000	$ 8,800,000	Native Asphalt Surfacing
A	3	Chipeta Wells Road	Glen Bench Road	SR-45	15				$ 6,000,000	$ 6,000,000	$ 12,000,000	Native Asphalt Surfacing
A	4	Leland Bench Road	Pariette Road	7000 South	7					$ 8,700,000	$ 8,700,000	Reconstruction of existing roadway including drainage and surfacing
A	5	Kings Wells Road	Seep Ridge Road	Evacuation Creek Road	22.5					$ 7,875,000	$ 7,875,000	Reconstruction of existing roadway including drainage
A	6	Pariette Road	County Line	Seep Ridge Road	15					$ 49,000,000	$ 49,000,000	Reconstruction of existing roadway and new roadway including drainage and surfacing with new bridge over Green River
A	7	Watson Road	Greek Corals	Watson	3			$ 3,000,000			$ 3,000,000	Reconstruction of existing roadway including drainage and new bridge over Evacuation Creek
A	8	Bitter Creek Road	Kings Well Road	Mountain Fuel Loop Road	19.5					$ 6,825,000	$ 6,825,000	Reconstruction of existing roadway including drainage
A	9	Glen Bench Road	Mountain Fuel Bridge	SR-45	14					$ 7,000,000	$ 7,000,000	HMA Overlay
A	10	Deseret Power Plant Rd	SR-45	Power Plant	2					$ 5,000,000	$ 5,000,000	Reconstruction of existing roadway including drainage and surfacing
A	11	Redwash Highway	SR-45	US-40	12					$ 24,000,000	$ 24,000,000	Reconstruction of existing roadway including drainage and surfacing
B	1	Randlett Road	SR-88	US-40	16					$ 4,000,000	$ 4,000,000	HMA Overlay
B	2	Buck Canyon Road	Willow Creek Road	Seep Ridge Road	2					$ 800,000	$ 800,000	Reconstruction of existing roadway including drainage
B	3	Independence Road	County Line	Four Corners	6					$ 18,000,000	$ 18,000,000	Reconstruction of existing roadway including drainage and surfacing
B	4	Atchee Ridge Road	Big Park Road	Evacuation Creek Road	4.5					$ 1,575,000	$ 1,575,000	Reconstruction of existing roadway including drainage
B	5	Evacuation Creek Road	County Line	SR-45	17					$ 5,950,000	$ 5,950,000	Reconstruction of existing roadway including drainage
B	6	Stanton Road	SR-45	County Line (Colorado)	10					$ 4,000,000	$ 4,000,000	Native Asphalt Surfacing
B	7	Lexco Loop	SR-88	SR-88	5					$ 1,250,000	$ 1,250,000	HMA Overlay
C	1	Willow Creek Road	Bull Canyon Road	Turkey Track	17					$ 6,800,000	$ 6,800,000	Reconstruction of existing roadway including drainage
C	2	Bull Canyon Road	Winter Ridge Road	Willow Creek Road	8					$ 2,400,000	$ 2,400,000	Reconstruction of existing roadway including drainage
C	3	Indian Ridge Road	Seep Ridge Road	Big Park Road	14					$ 4,900,000	$ 4,900,000	Reconstruction of existing roadway including drainage
C	4	Big Park Road	Indian Ridge Road	Atchee Ridge Road	12					$ 4,200,000	$ 4,200,000	Reconstruction of existing roadway including drainage

C	5	Middle Road	Seep Ridge Road	Mt Fuel Loop Road	9					$ 27,000,000	$ 27,000,000	Reconstruction of existing roadway including drainage and surfacing
D	1	Ashley Oil Field Road	US-40	Jensen	6					$ 9,000,000	$ 9,000,000	Reconstruction of existing roadway including drainage and surfacing
		Annual Estimate Cost				$ 10,000,000	$ 10,000,000	$ 8,000,000	$ 10,400,000	$ 333,675,000		
		Total Estimated Cost								$ 372,075,000		

APPENDIX C
Major Collector Roads

DeLORME

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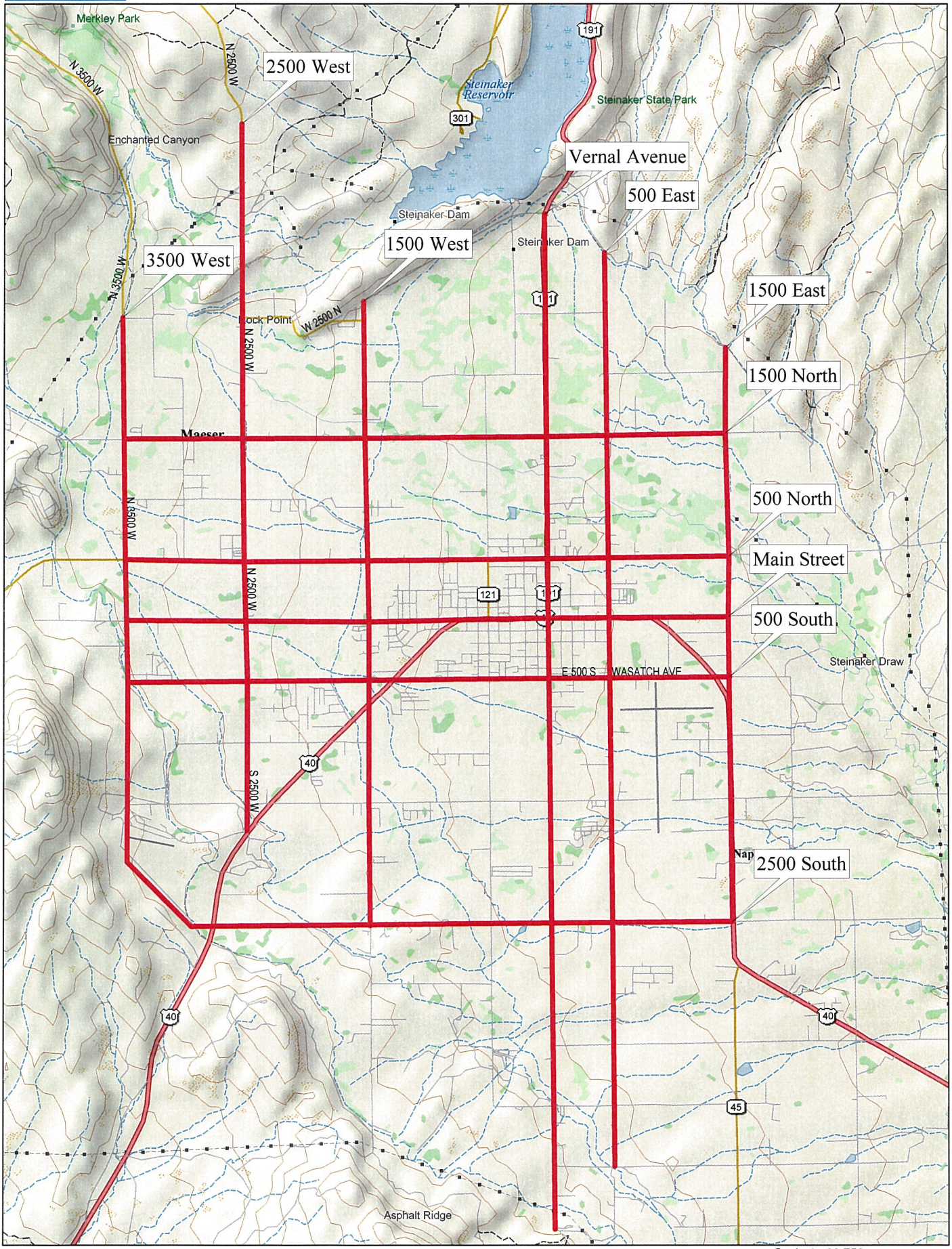

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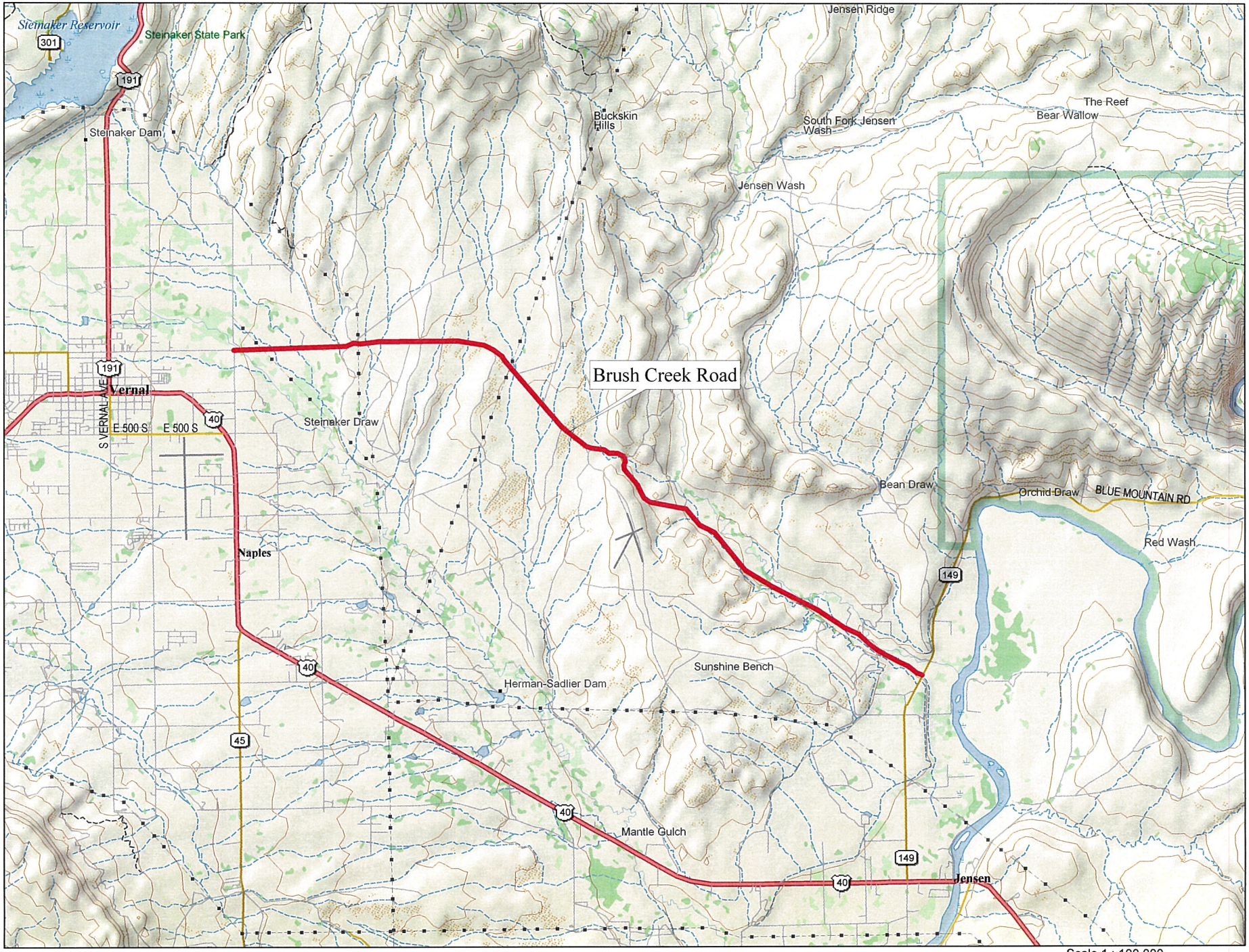
Scale 1 : 68,750

1" = 1.09 mi

Data Zoom 11-5

DeLORME

Topo USA® 5.0



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TN
MN (0.0°E)

Scale 1 : 100,000

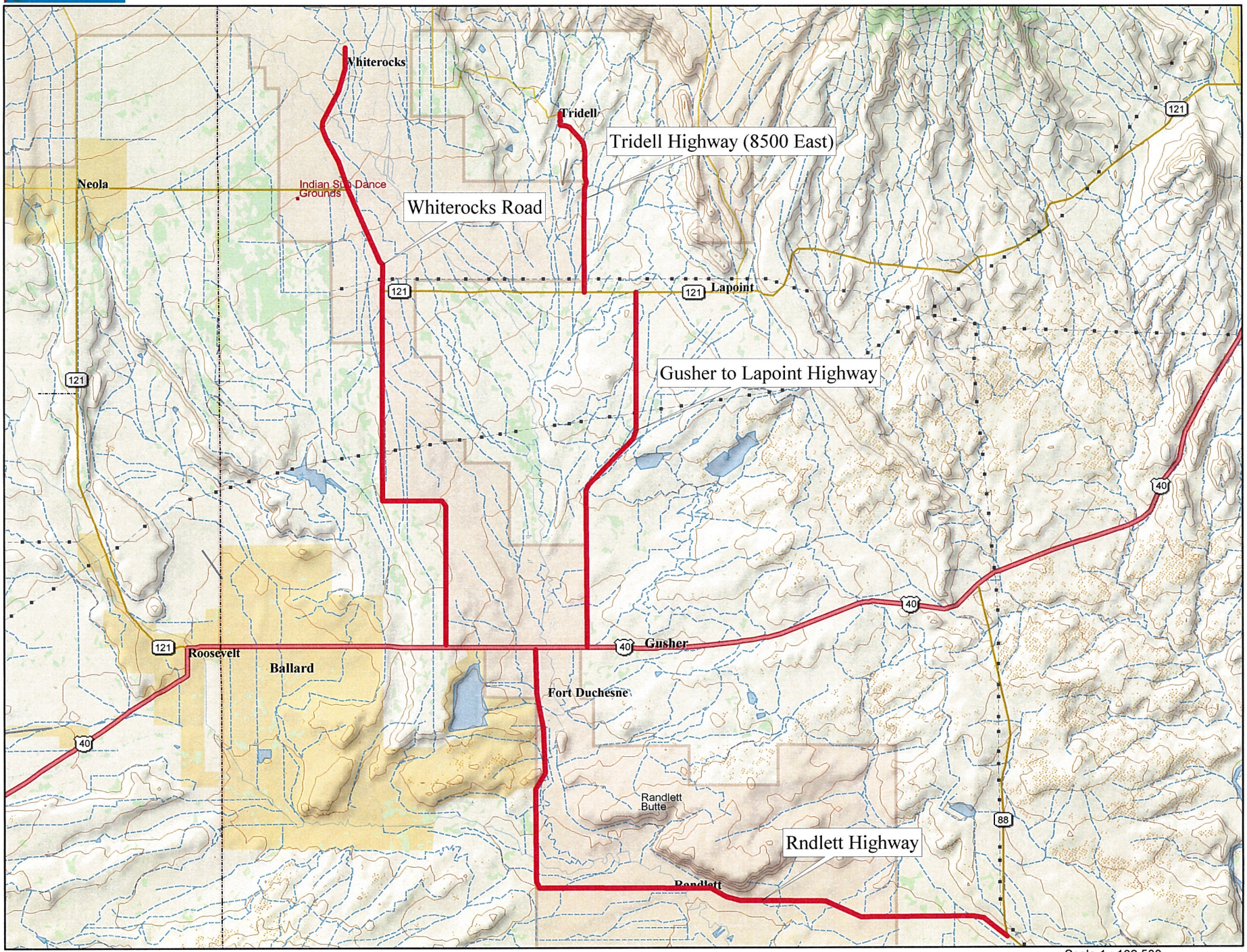
0 ½ 1 1½ 2 mi
0 1 2 3 4 km

1" = 1.58 mi

Data Zoom 11-0

DeLORME

Topo USA® 5.0



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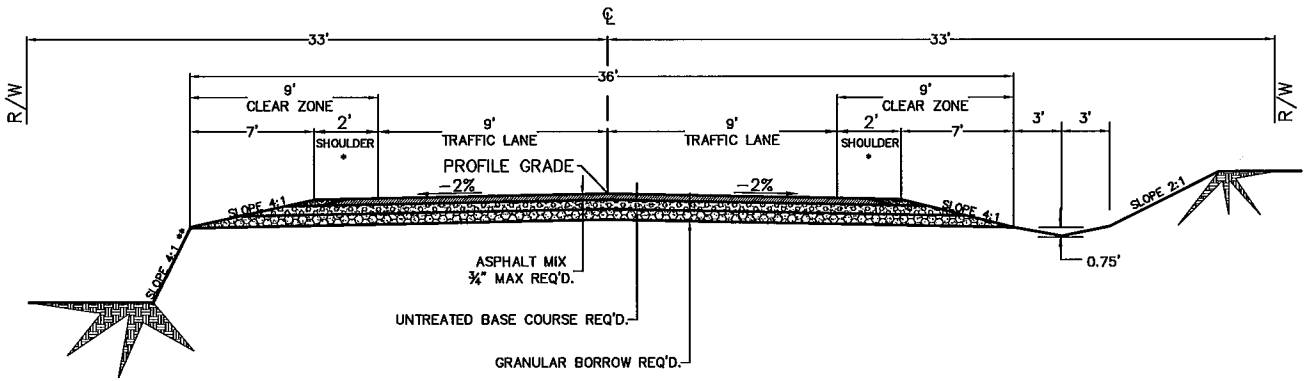
Scale 1 : 162,500

1" = 2.56 mi

Data Zoom 10-3

APPENDIX D
Roadway Typical Sections



TYPICAL SECTION – 22 FEET

DESIGN SPEED: 0–40 mph

AVERAGE DAILY TRAFFIC : LESS THAN 100 VEHICLES PER DAY

* ASPHALT / GRAVEL SHOULDER SLOPE VARIES –2% PREFERABLE TO 4:1 MAXIMUM.
** SLOPE VARIES FROM 4:1 TO 2:1 MAXIMUM.
SURFACING THICKNESS TO BE DESIGNED BY A PROFESSIONAL ENGINEER PRIOR TO APPROVAL.

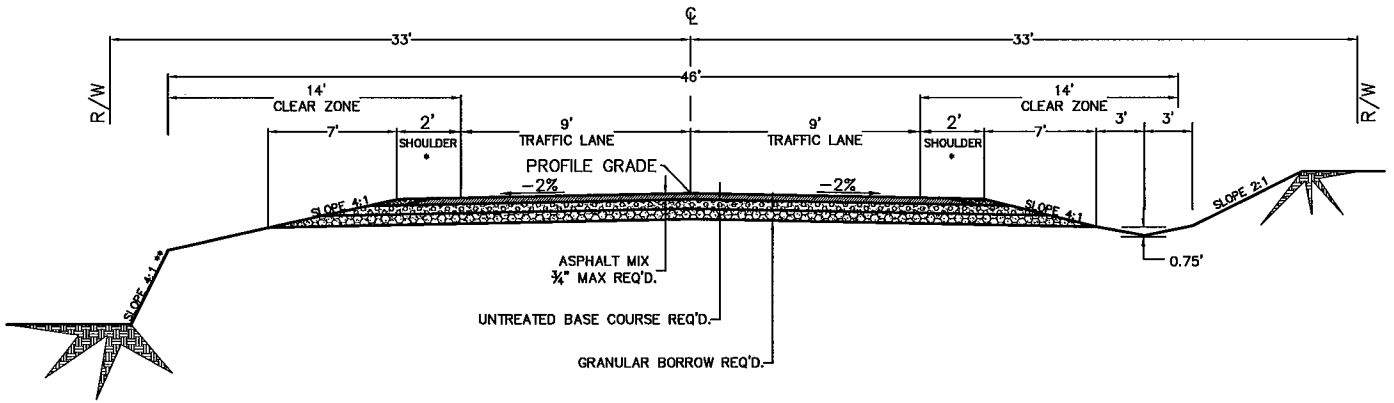
CIVCO Engineering, Inc.
1235 W. 400 S. STE. 1, P.O. Box 1788, Vernal, Utah 84078
Telephone: (435) 789-9448 Fax: (435) 789-4485

DRAWN BY GLK
CHECKED BY TDO
APPROVED
DATE
PROFESSIONAL ENGINEER

No.	DATE	BY	REMARKS
			REVISIONS

PROJECT: UINTAH COUNTY
COUNTYWIDE ROAD STANDARD
PROJECT NUMBER
TYPICAL SECTION

SHEET No. TS–1



TYPICAL SECTION – 22 FEET

DESIGN SPEED: 41 to 55 mph

AVERAGE DAILY TRAFFIC : LESS THAN 100 VEHICLES PER DAY

* ASPHALT / GRAVEL SHOULDER SLOPE VARIES –2% PREFERABLE TO 4:1 MAXIMUM.
** SLOPE VARIES FROM 4:1 TO 2:1 MAXIMUM.
SURFACING THICKNESS TO BE DESIGNED BY A PROFESSIONAL ENGINEER PRIOR TO APPROVAL.

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1256 W. 400 S. STE. 1, P.O. Box 1798, Vernal, Utah 84078
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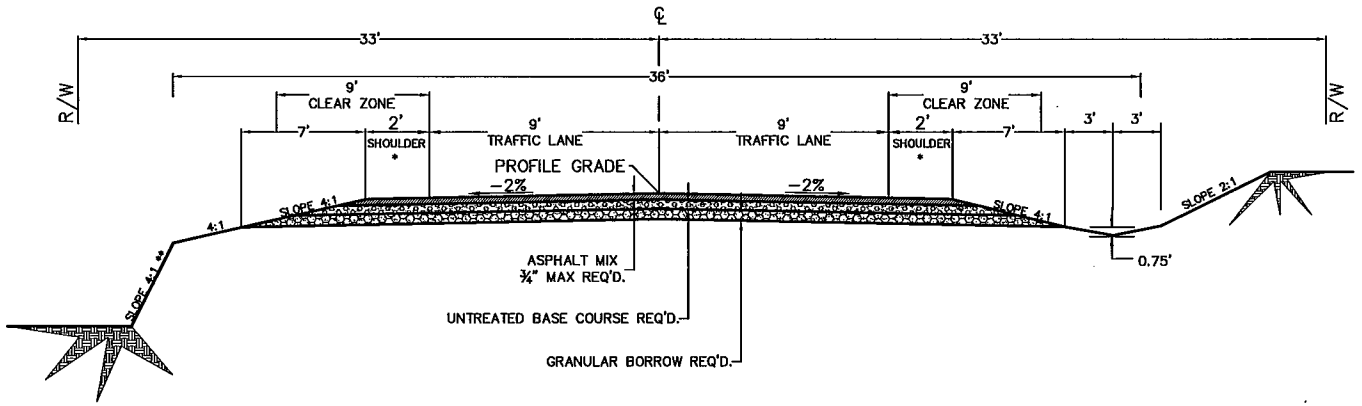
No.	DATE	BY	REMARKS
			REVISIONS

DRAWN BY GLK
DC CHECKED BY TDO
DATE
APPROVED
PROFESSIONAL ENGINEER

PROJECT: UINTAH COUNTY
COUNTYWIDE ROAD STANDARD
PROJECT NUMBER
TYPICAL SECTION

SHEET No. TS-1A



TYPICAL SECTION – 26 FEET

DESIGN SPEED: 0 – 40 mph

AVERAGE DAILY TRAFFIC : 100 to 400 VEHICLES PER DAY

* ASPHALT SHOULDER SLOPE VARIES –2% PREFERABLE TO 4:1 MAXIMUM.
** SLOPE VARIES FROM 4:1 TO 2:1 MAXIMUM.
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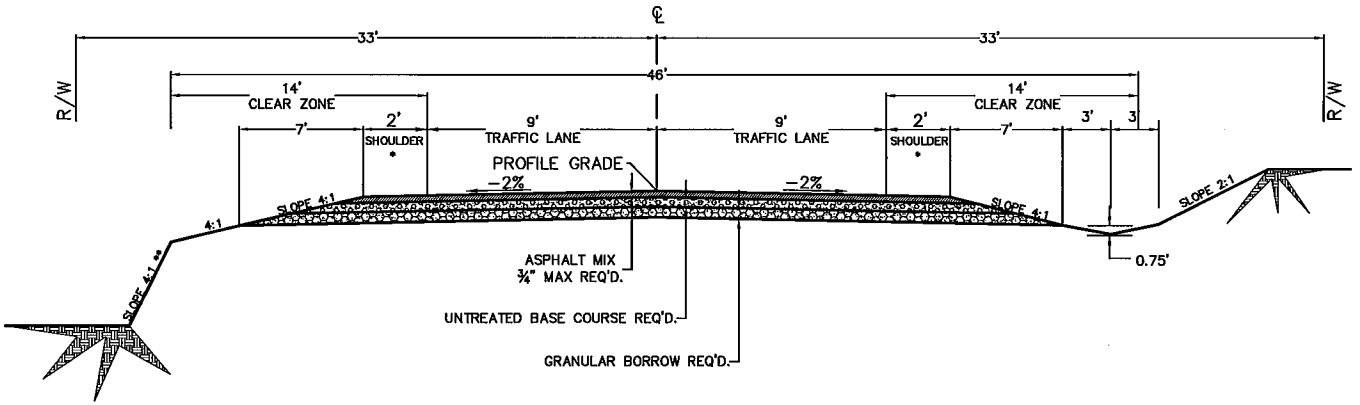
CHECKED BY TDO
DATE
PROFESSIONAL ENGINEER
APPROVED

No.	DATE	BY	REMARKS
			REVISIONS

PROJECT: UINTAH COUNTY
COUNTYWIDE ROAD STANDARD
PROJECT NUMBER
TYPICAL SECTION

SHEET No. TS–2



TYPICAL SECTION – 26 FEET

DESIGN SPEED: 41 – 55 mph

AVERAGE DAILY TRAFFIC : 100 to 400 VEHICLES PER DAY

* ASPHALT SHOULDER SLOPE VARIES –2% PREFERABLE TO 4:1 MAXIMUM.
** SLOPE VARIES FROM 4:1 TO 2:1 MAXIMUM.
SURFACING THICKNESS TO BE DESIGNED BY A PROFESSIONAL ENGINEER PRIOR TO APPROVAL.

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Telephone: (435) 789-5448 Fax: (435) 789-4485

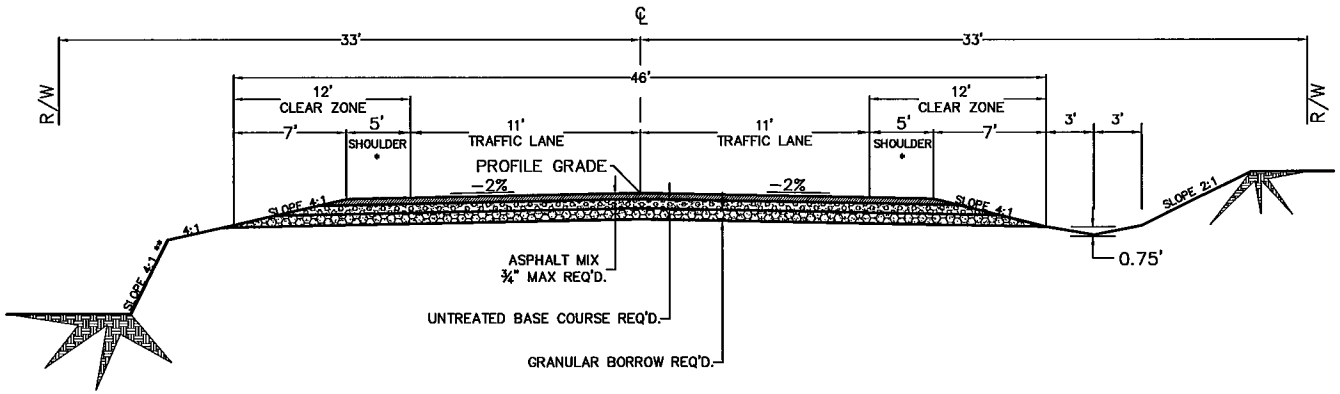
No.	DATE	BY	REMARKS

REVISIONS

DRAWN BY GLK
QC
CHECKED BY TDO
DATE
APPROVED
PROFESSIONAL ENGINEER

PROJECT: UINTAH COUNTY
COUNTYWIDE ROAD STANDARD
PROJECT NUMBER: TYPICAL SECTION

SHEET No. TS–2A



TYPICAL SECTION – 32 FEET

DESIGN SPEED: 0 – 40 mph

AVERAGE DAILY TRAFFIC : 400 to 1500 VEHICLES PER DAY

* ASPHALT SHOULDER SLOPE VARIES –2% PREFERABLE TO 4:1 MAXIMUM.
** SLOPE VARIES FROM 4:1 TO 2:1 MAXIMUM.
SURFACING THICKNESS TO BE DESIGNED BY A PROFESSIONAL ENGINEER PRIOR TO APPROVAL.

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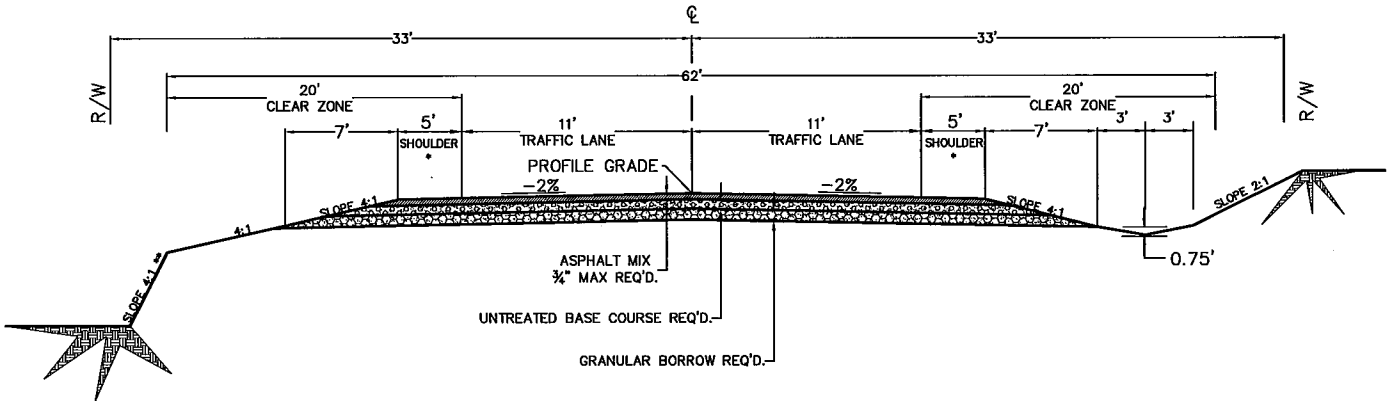
CHECKED BY TDO
DATE
PROFESSIONAL ENGINEER
APPROVED

No.	DATE	BY	REMARKS	REVISIONS

PROJECT: UINTAH COUNTY
COUNTYWIDE ROAD STANDARD
PROJECT NUMBER
TYPICAL SECTION

SHEET No. TS-3



TYPICAL SECTION – 32 FEET

DESIGN SPEED: 41 – 55 mph

AVERAGE DAILY TRAFFIC : 400 to 1500 VEHICLES PER DAY

* ASPHALT SHOULDER SLOPE VARIES –2% PREFERABLE TO 4:1 MAXIMUM.
** SLOPE VARIES FROM 4:1 TO 2:1 MAXIMUM.
SURFACING THICKNESS TO BE DESIGNED BY A PROFESSIONAL ENGINEER PRIOR TO APPROVAL.

CIVCO Engineering, Inc.
1256 W. 400 S. STE. 1, P.O. Box 1758, Vernal, Utah 84078
Telephone: (435) 789-3448 Fax: (435) 789-4485

DRAWN BY GLK
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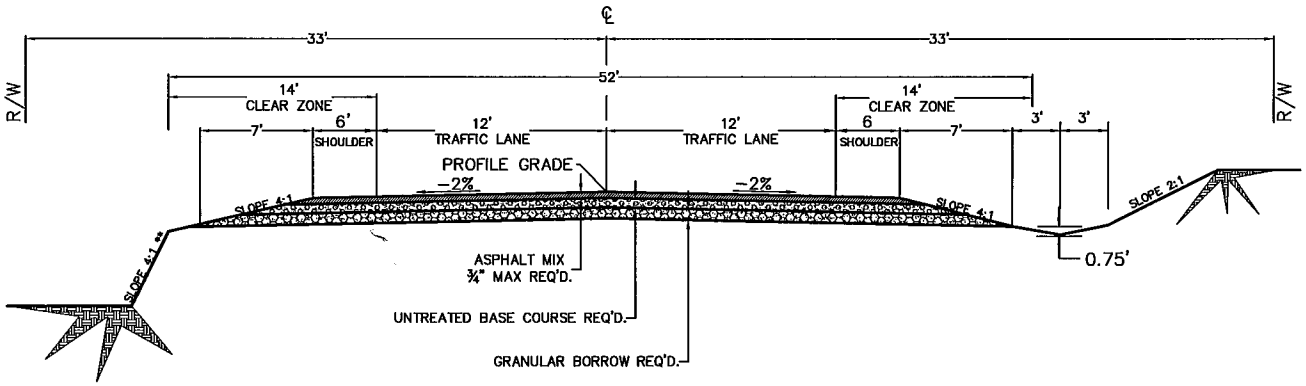
APPROVED
PROFESSIONAL ENGINEER
DATE

No.	DATE	BY	REMARKS
			REVISIONS

PROJECT: UINTAH COUNTY
COUNTYWIDE ROAD STANDARD
PROJECT NUMBER:
TYPICAL SECTION

SHEET No. TS–3A



TYPICAL SECTION – 36 FEET

DESIGN SPEED: 0 – 40 mph

AVERAGE DAILY TRAFFIC : 1500 to 2000 VEHICLES PER DAY

* ASPHALT SHOULDER SLOPE VARIE FROM –2% MINIMUM TO –6% MAXIMUM.
** SLOPE VARIES FROM 4:1 TO 2:1 MAXIMUM.
SURFACING THICKNESS TO BE DESIGNED BY A PROFESSIONAL ENGINEER PRIOR TO APPROVAL.

CIVCO Engineering, Inc.
1256 W. 400 S. STE. 1 P.O. Box 1798, Vernal, Utah 84078
Telephone: (435) 789-3448 Fax: (435) 789-4485

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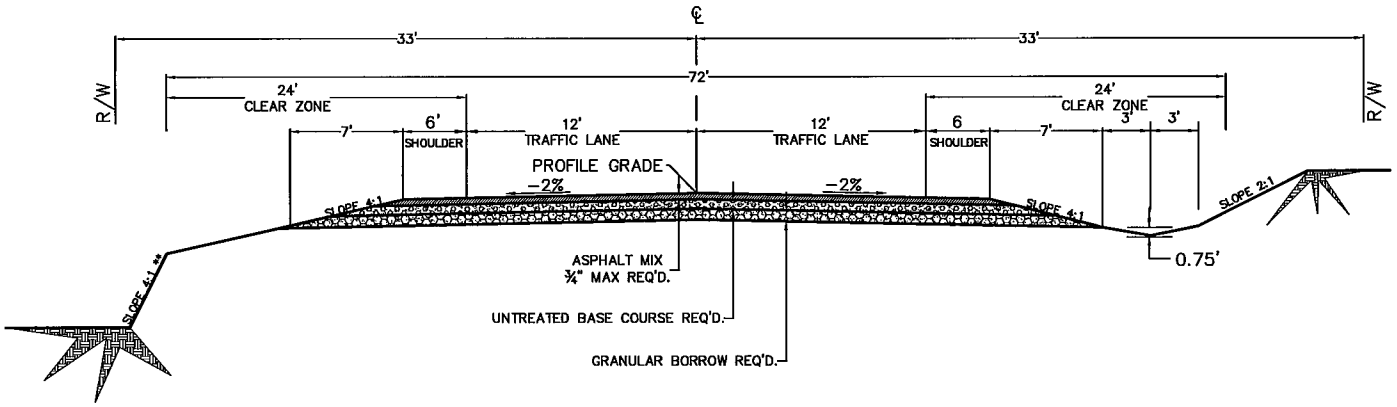
No.	DATE	BY	REMARKS

REVISIONS

PROJECT: UINTAH COUNTY
COUNTYWIDE ROAD STANDARD
PROJECT NUMBER:
TYPICAL SECTION

SHEET No. TS-4



TYPICAL SECTION – 36 FEET

DESIGN SPEED: 41 – 55 mph

AVERAGE DAILY TRAFFIC : 1500 to 2000 VEHICLES PER DAY

* ASPHALT SHOULDER SLOPE VARIE FROM –2% MINIMUM TO –6% MAXIMUM.
** SLOPE VARIES FROM 4:1 TO 2:1 MAXIMUM.
SURFACING THICKNESS TO BE DESIGNED BY A PROFESSIONAL ENGINEER PRIOR TO APPROVAL.

CIVCO Engineering, Inc.
1256 W. 400 S. STE. 1 P.O. Box 1728, Vernal, Utah 84078
Telephone: (435) 789-5448 Fax: (435) 789-4465

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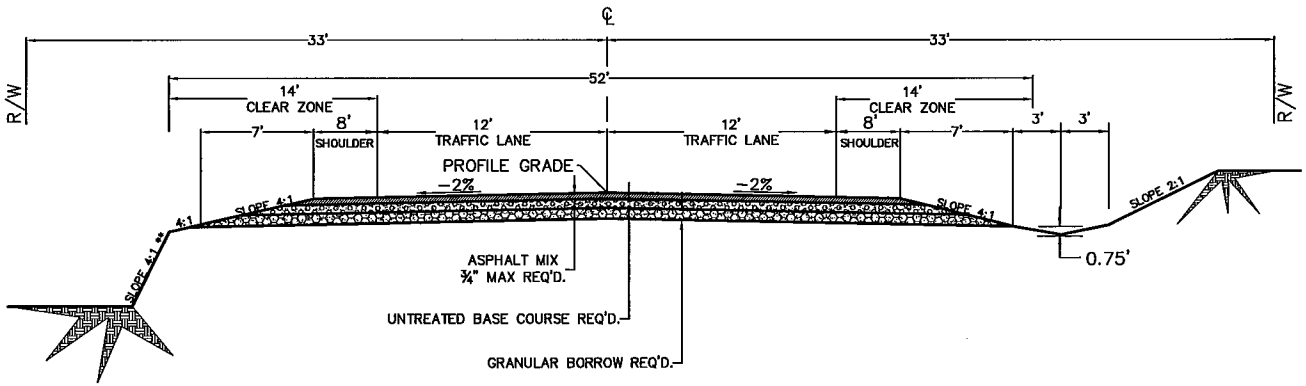
			REVISIONS

PROJECT: UINTAH COUNTY
COUNTYWIDE ROAD STANDARD
PROJECT NUMBER
TYPICAL SECTION

SHEET No. TS-4A



TYPICAL SECTION – 40 FEET

DESIGN SPEED: 0 – 40 mph

AVERAGE DAILY TRAFFIC : OVER 2000 VEHICLES PER DAY

* ASPHALT SHOULDER SLOPE VARIE FROM –2% MINIMUM TO –6% MAXIMUM.
** SLOPE VARIES FROM 4:1 TO 2:1 MAXIMUM.
SURFACING THICKNESS TO BE DESIGNED BY A PROFESSIONAL ENGINEER PRIOR TO APPROVAL.

CIVCO Engineering, Inc.
1226 W. 400 S. STE. I, P.O. Box 1756, Vernal, Utah 84078
Telephone: (435) 789-5448 Fax: (435) 789-4485

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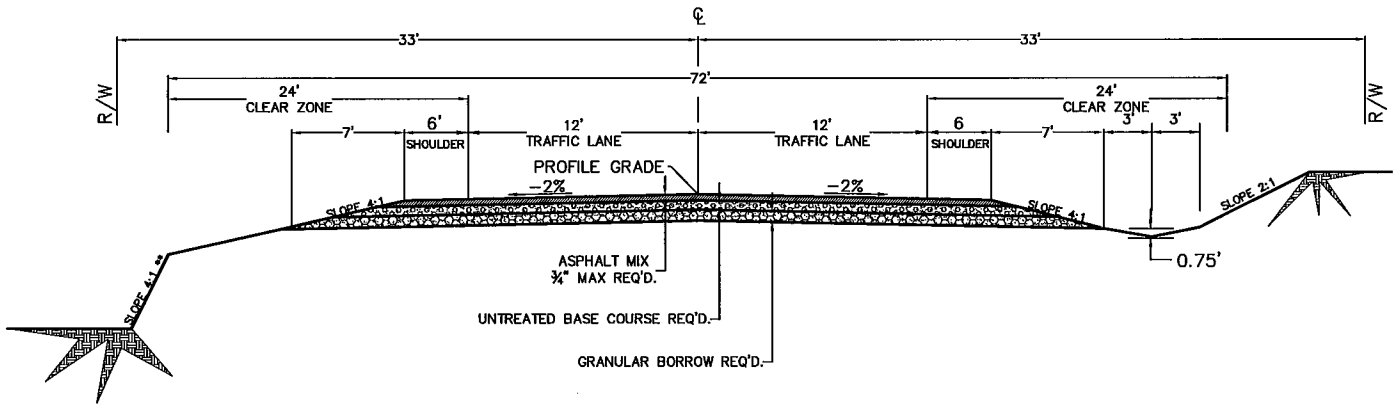
No.	DATE	BY	REMARKS
			REVISIONS

PROJECT: UINTAH COUNTY
COUNTYWIDE ROAD STANDARD
PROJECT NUMBER
TYPICAL SECTION

SHEET No. TS-5



TYPICAL SECTION – 36 FEET

DESIGN SPEED: 41 – 55 mph

AVERAGE DAILY TRAFFIC : 1500 to 2000 VEHICLES PER DAY

* ASPHALT SHOULDER SLOPE VARIE FROM –2% MINIMUM TO –6% MAXIMUM.
** SLOPE VARIES FROM 4:1 TO 2:1 MAXIMUM.
SURFACING THICKNESS TO BE DESIGNED BY A PROFESSIONAL ENGINEER PRIOR TO APPROVAL.

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No.	DATE	BY	REMARKS

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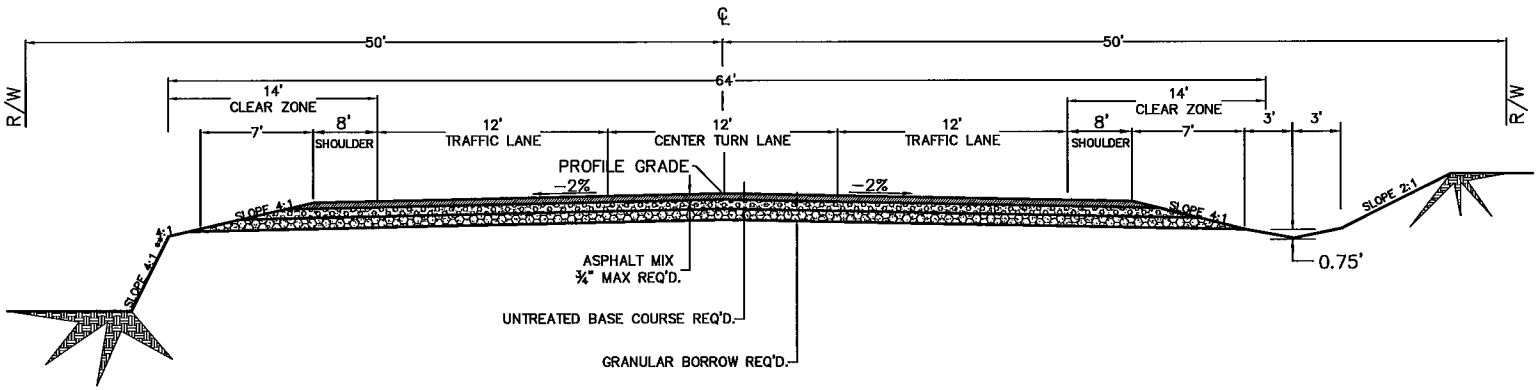
PROJECT: UINTAH COUNTY
COUNTYWIDE ROAD STANDARD
PROJECT NUMBER: TYPICAL SECTION

SHEET No. TS–5A



TYPICAL SECTION – 40 FEET

DESIGN SPEED: 0 – 40 mph

AVERAGE DAILY TRAFFIC : OVER 2000 VEHICLES PER DAY

* ASPHALT SHOULDER SLOPE VARIE FROM –2% MINIMUM TO –6% MAXIMUM.
** SLOPE VARIES FROM 4:1 TO 2:1 MAXIMUM.
SURFACING THICKNESS TO BE DESIGNED BY A PROFESSIONAL ENGINEER PRIOR TO APPROVAL.

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1256 W. 400 S. STE. 1 P.O. Box 1778, Vernal Utah 84078
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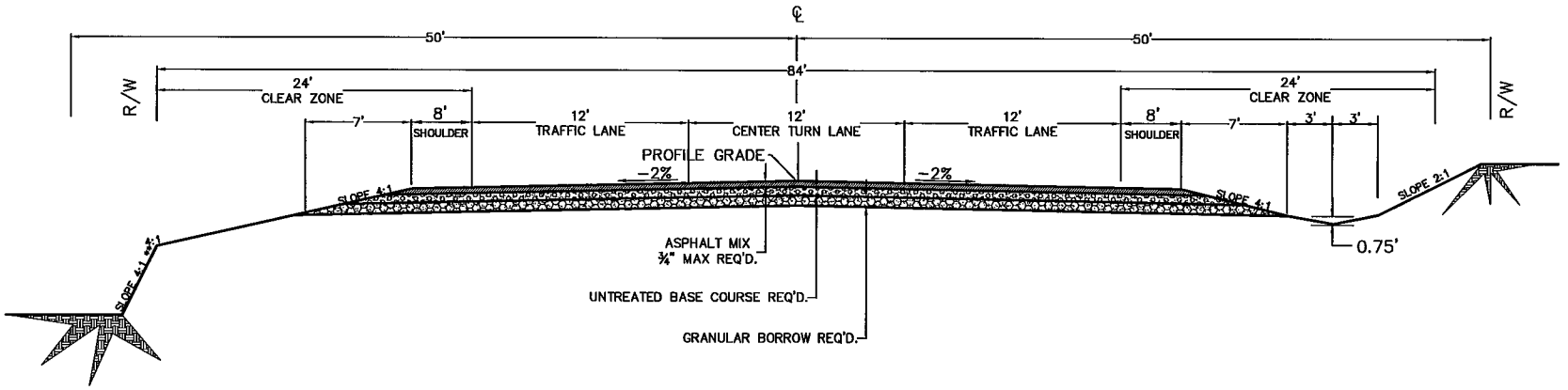
No.	DATE	BY	REMARKS

REVISIONS

PROJECT: UINTAH COUNTY
PROJECT NUMBER: COUNTYWIDE ROAD STANDARD
TYPICAL SECTION

SHEET No. TS-6



TYPICAL SECTION – 40 FEET

DESIGN SPEED: 41 – 55 mph

AVERAGE DAILY TRAFFIC : OVER 2000 VEHICLES PER DAY

* ASPHALT SHOULDER SLOPE VARIE FROM –2% MINIMUM TO –6% MAXIMUM.
** SLOPE VARIES FROM 4:1 TO 2:1 MAXIMUM.
SURFACING THICKNESS TO BE DESIGNED BY A PROFESSIONAL ENGINEER PRIOR TO APPROVAL.

No.	DATE	BY	REMARKS

REVISIONS

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Telephone: (435) 789-5448 Fax: (435) 789-4485

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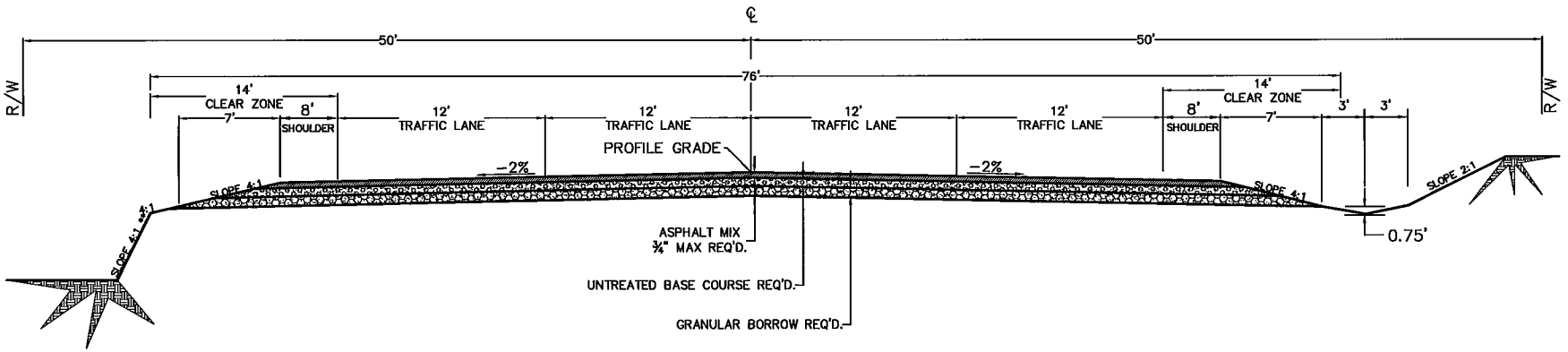
PROJECT: UINTAH COUNTY
COUNTYWIDE ROAD STANDARD
PROJECT NUMBER: TYPICAL SECTION

SHEET No. TS-6A



TYPICAL SECTION – 40 FEET

DESIGN SPEED: 0 – 40 mph

AVERAGE DAILY TRAFFIC : OVER 2000 VEHICLES PER DAY

* ASPHALT SHOULDER SLOPE VARIE FROM –2% MINIMUM TO –6% MAXIMUM.
** SLOPE VARIES FROM 4:1 TO 2:1 MAXIMUM.
SURFACING THICKNESS TO BE DESIGNED BY A PROFESSIONAL ENGINEER PRIOR TO APPROVAL.

CIVCO Engineering, Inc.
1256 W. 400 S. STE. I, P.O. Box 1796, Vernal, Utah 84078
Telephone: (435) 789-5448 Fax: (435) 789-4485

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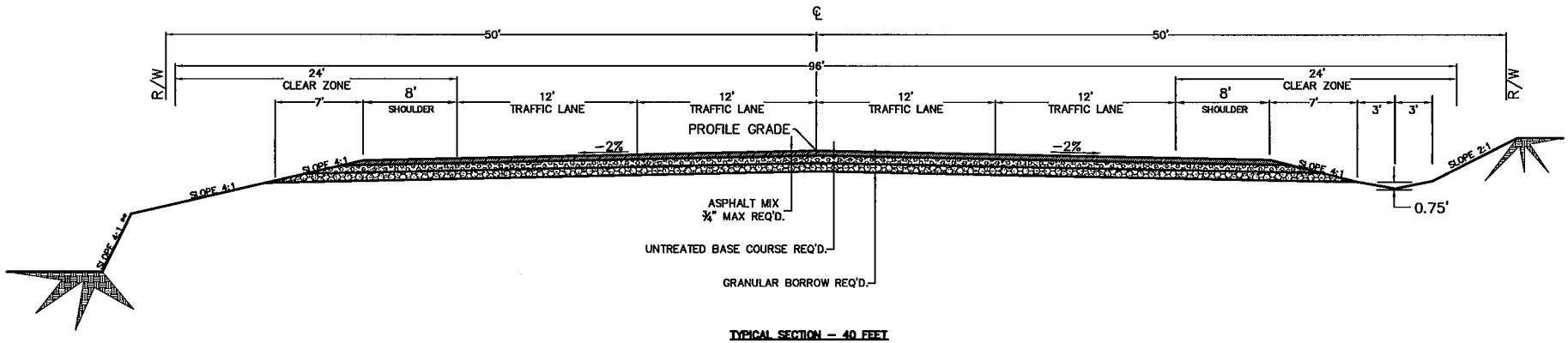
DATE

No.	DATE	BY	REMARKS

REVISIONS

PROJECT: UINTAH COUNTY
PROJECT NUMBER: COUNTYWIDE ROAD STANDARD
TYPICAL SECTION

SHEET No. TS-7



TYPICAL SECTION – 40 FEET

DESIGN SPEED: 41 – 55 mph

AVERAGE DAILY TRAFFIC : OVER 2000 VEHICLES PER DAY

* ASPHALT SHOULDER SLOPE VARIE FROM –2% MINIMUM TO –6% MAXIMUM.
** SLOPE VARIES FROM 4:1 TO 2:1 MAXIMUM.
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CIVCO Engineering, Inc.
1255 W. 400 S. STE. 1, P.O. Box 1726, Vernal, Utah 84078
Telephone: (435) 789-8448 Fax: (435) 789-4485

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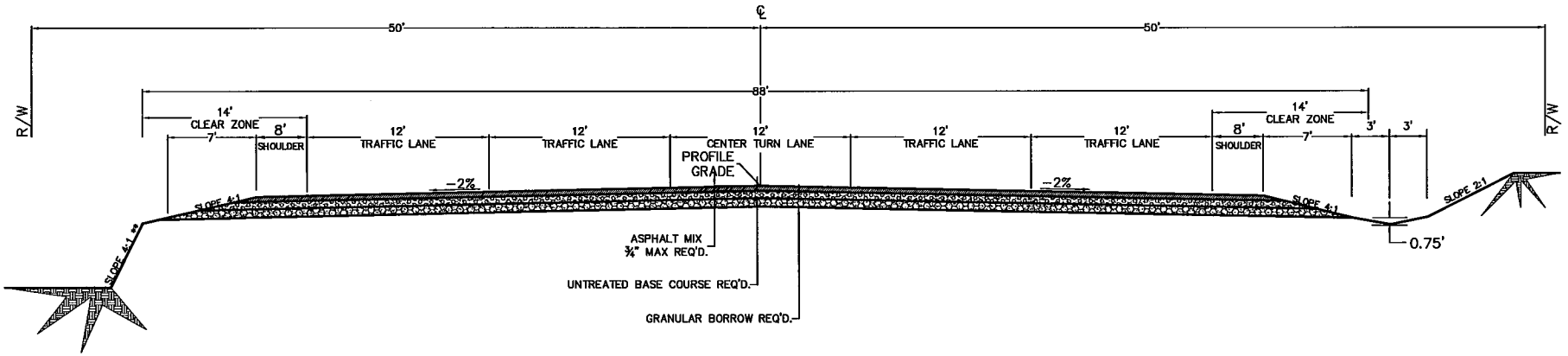
DATE:
APPROVED:
PROFESSIONAL ENGINEER

PROJECT: UINTAH COUNTY
PROJECT NUMBER: COUNTYWIDE ROAD STANDARD
TYPICAL SECTION

SHEET No. TS-7A



TYPICAL SECTION – 40 FEET

DESIGN SPEED: 0 – 40 mph

AVERAGE DAILY TRAFFIC : OVER 2000 VEHICLES PER DAY

* ASPHALT SHOULDER SLOPE VARIE FROM –2% MINIMUM TO –6% MAXIMUM.
** SLOPE VARIES FROM 4:1 TO 2:1 MAXIMUM.
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CIVCO Engineering, Inc.
125 W. 400 S. STE. 1, P.O. Box 1758, Vernal, Utah 84078
Telephone: (435) 789-8448 Fax: (435) 789-4485

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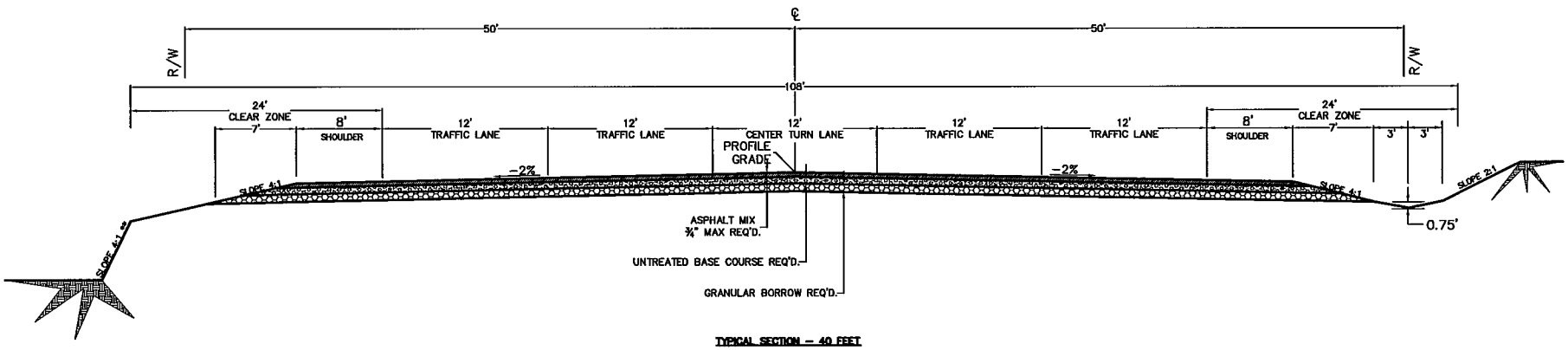
DATE
PROFESSIONAL ENGINEER

PROJECT: UINTAH COUNTY
PROJECT NUMBER: COUNTYWIDE ROAD STANDARD
TYPICAL SECTION

SHEET No. TS-8



TYPICAL SECTION – 40 FEET

DESIGN SPEED: 41 – 55 mph

AVERAGE DAILY TRAFFIC : OVER 2000 VEHICLES PER DAY

* ASPHALT SHOULDER SLOPE VARIE FROM –2% MINIMUM TO –6% MAXIMUM.
** SLOPE VARIES FROM 4:1 TO 2:1 MAXIMUM.
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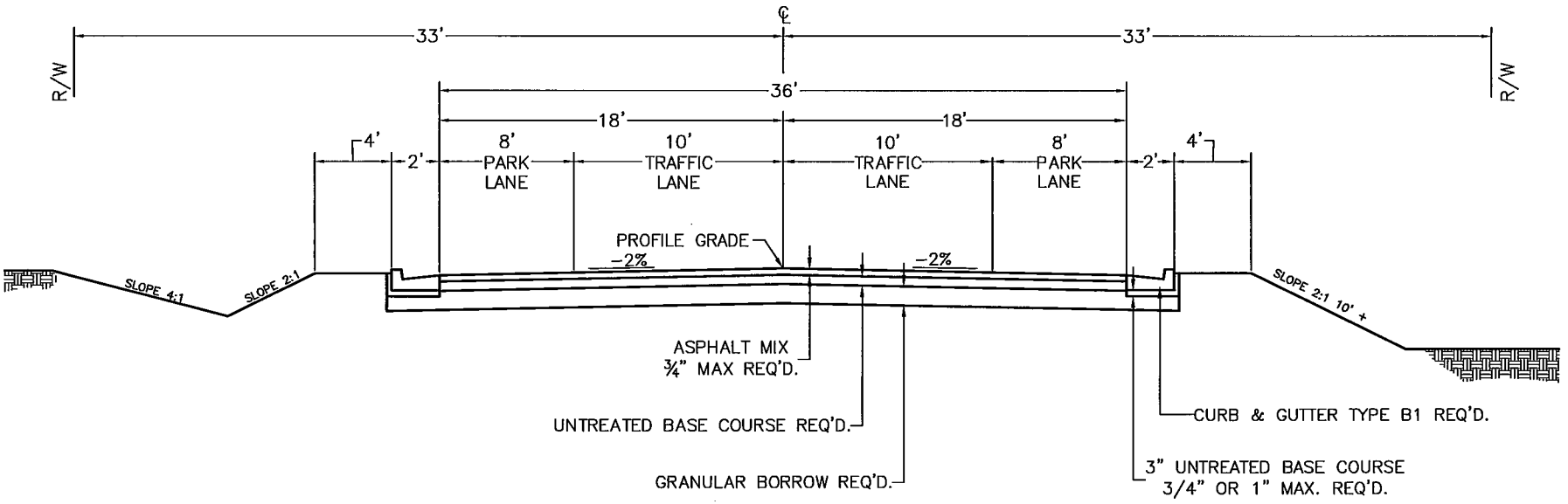
No.	DATE	BY	REMARKS
			REVISIONS

PROJECT: UINTAH COUNTY
COUNTYWIDE ROAD STANDARD
PROJECT NUMBER
TYPICAL SECTION

SHEET No. TS-8A



TYPICAL SECTION – 36 FEET

DESIGN SPEED: 0 – 40 mph

Average Daily Traffic : 0–2000 Vehicles per day

SURFACING THICKNESS TO BE DESIGNED BY A PROFESSIONAL ENGINEER PRIOR TO APPROVAL.

No.	DATE	BY	REMARKS

REVISIONS

CIVCO Engineering, Inc.
1256 W. 400 S. STE. 1, P.O. Box 1758, Vernal, Utah 84078
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PROJECT: UINTAH COUNTY
COUNTYWIDE ROAD STANDARD
PROJECT NUMBER: TYPICAL SECTION

SHEET No. TS-9