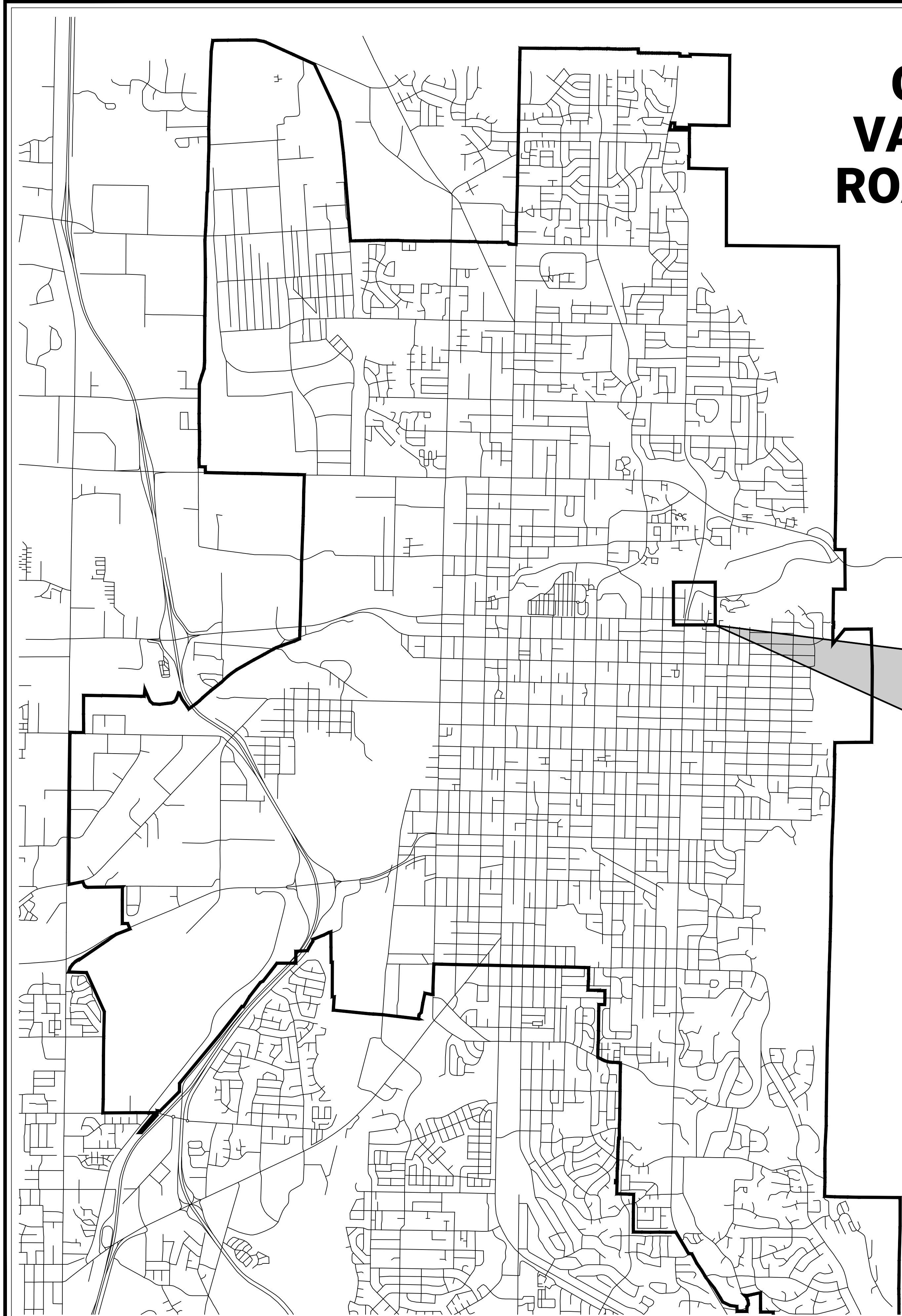




Ogden City Engineering

VALLEY DRIVE LANDSLIDE

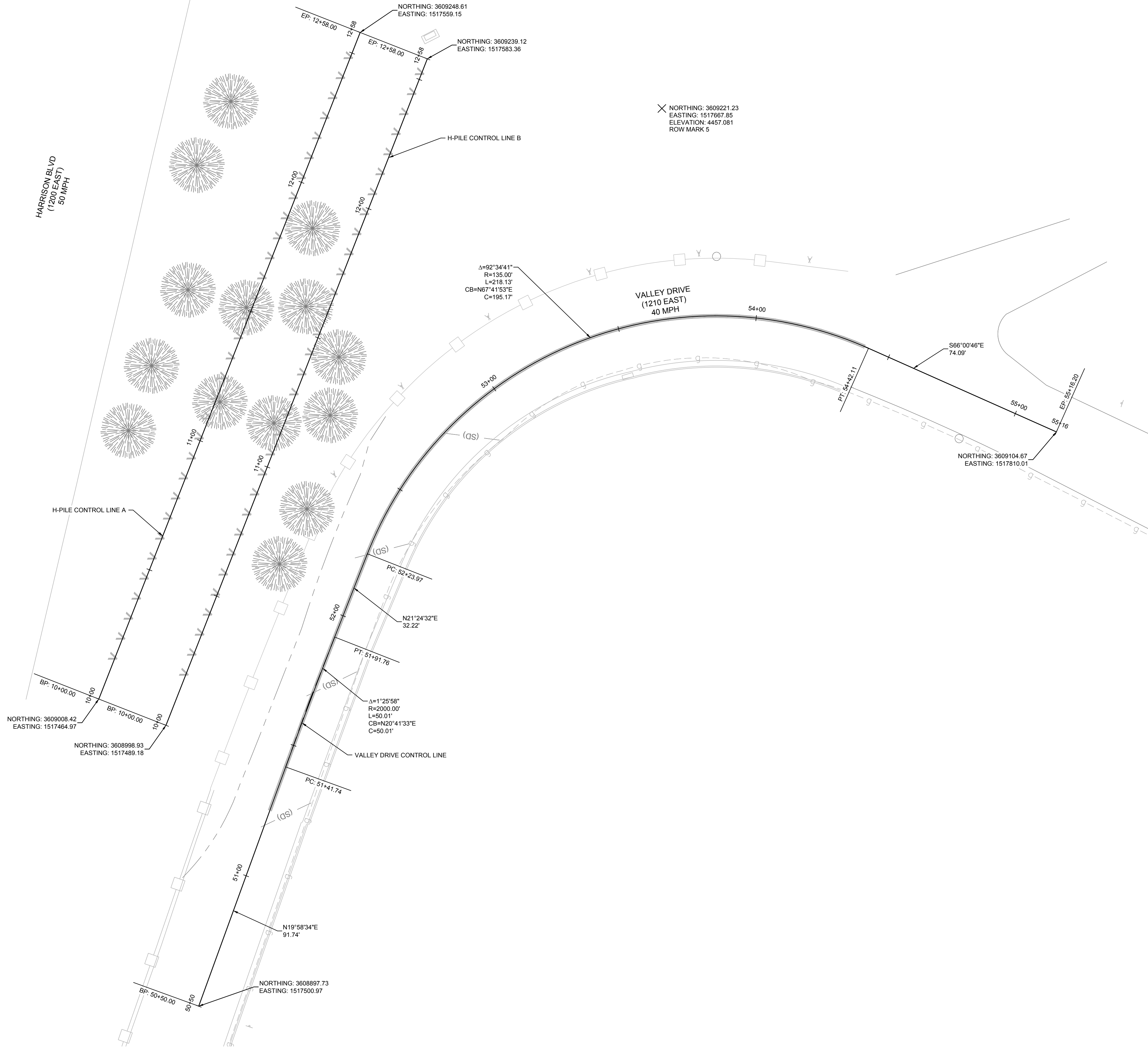
ROADWAY IMPROVEMENTS

Pg	TITLE	DESCRIPTION
1	G1	TITLE SHEET
2	SC1	SURVEY CONTROL
3	RMV1	REMOVALS
4	TS1	TYPICAL SECTION
5	RD 1	ROADWAY
6	RD 2	PROFILE
7	GD 1	GRADING PLAN
8	SD 1	DRAINAGE PLAN
9	ST 1	SIGNING AND STRIPING
10-11	DT 1-DT 2	DETAILS



UDOT GENERAL NOTES

- ALL CONSTRUCTION WITHIN THE UDOT RIGHT-OF-WAY SHALL CONFORM TO THE MOST CURRENT UDOT STANDARD (INCLUDING SUPPLEMENTAL) DRAWINGS AND SPECIFICATIONS.
- THE CONTRACTOR IS TO OBTAIN AN ENCROACHMENT PERMIT FROM THE APPLICABLE UDOT REGION PERMIT OFFICE PRIOR TO COMMENCING WORK WITHIN UDOT RIGHT-OF-WAY. WORKING HOUR LIMITATIONS WILL BE LISTED IN THE LIMITATIONS SECTION OF THE ENCROACHMENT PERMIT.
- UDOT RESERVES THE RIGHT, AT ITS OPTION, TO INSTALL A RAISED MEDIAN ISLAND OR RESTRICT THE ACCESS TO A RIGHT-IN OR RIGHT-OUT AT ANY TIME.
- OWNER, DEVELOPER, AND CONTRACTOR ARE RESPONSIBLE FOR ANY DAMAGES DIRECTLY OR INDIRECTLY WITHIN THE UDOT RIGHT-OF-WAY AS A RESULT OF DEVELOPMENT ACTIVITIES.
- OWNER, DEVELOPER, AND/OR CONTRACTOR IS REQUIRED TO HIRE AN INDEPENDENT COMPANY FOR ALL TESTING WITHIN THE UDOT RIGHT-OF-WAY.
- ALL SIGNS INSTALLED ON THE UDOT RIGHT-OF-WAY MUST BE HIGH INTENSITY GRADE (TYPE XI SHEETING) WITH A B3 SLIP BASE. INSTALL ALL SIGNS PER UDOT SN SERIES STANDARD DRAWINGS.
- COMPLY WITH THE REQUIREMENTS OF UTAH CODE 17-23-14 (DISTURBED CORNERS - COUNTY SURVEYOR TO BE NOTIFIED - COORDINATION WITH CERTAIN STATE AGENCIES).



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SURVEY CONTROL

EN029 - VALLEY DRIVE SLIDE MITIGATION

ADDITIVE ALTERNATE NO. 1

PLOT DATE: 10/14/2025 9:54 AM

DESIGNED **►** MSP **►** DATE 10/14/2025

DRAWN **►** LEH **►** CHECKED **►** DAT

DRAWING SCALE

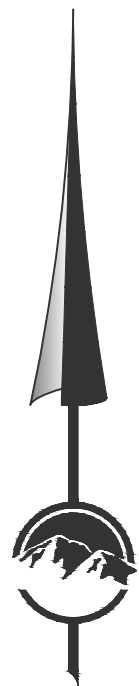
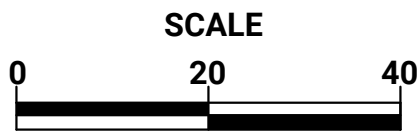
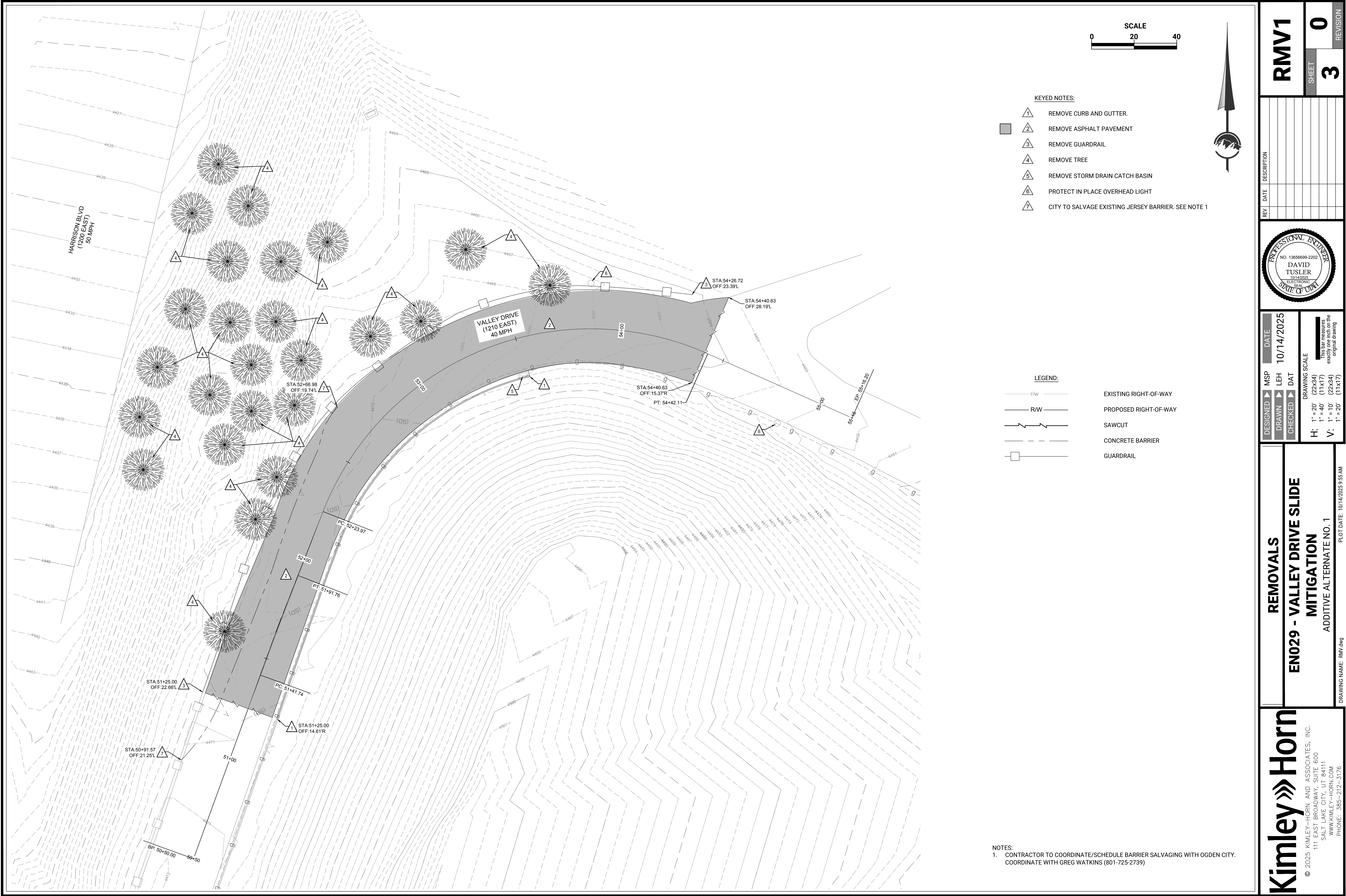
H: 1" = 20' (22x34)
1" = 40' (11x17)
V: 1" = 10' (22x34)
1" = 20' (11x17)

This bar measures exactly one inch on the original drawing

SC1

SHEET 2

REVISION 0



KEYED NOTES:

- 1 REMOVE CURB AND GUTTER.
- 2 REMOVE ASPHALT PAVEMENT
- 3 REMOVE GUARDRAIL
- 4 REMOVE TREE
- 5 REMOVE STORM DRAIN CATCH BASIN
- 6 PROTECT IN PLACE OVERHEAD LIGHT
- 7 CITY TO SALVAGE EXISTING JERSEY BARRIER. SEE NOTE 1

LEGEND:

- r/w EXISTING RIGHT-OF-WAY
- R/W PROPOSED RIGHT-OF-WAY
- SAWCUT
- CONCRETE BARRIER
- GUARDRAIL

- NOTES:
- CONTRACTOR TO COORDINATE/SCHEDULE BARRIER SALVAGING WITH OGDEN CITY. COORDINATE WITH GREG WATKINS (801-725-2739)

RMV1

SHEET 3

REVISION 0

REV	DATE	DESCRIPTION

PROFESSIONAL ENGINEER
NO. 13656699-2202
DAVID
TUSLER
10/14/2025
ELECTRONIC
SEAL
STATE OF UTAH

DESIGNED > MSP

DATE 10/14/2025

DRAWN > LEH

CHECKED > DAT

DRAWING SCALE
H: 1" = 20' (22x34)
1" = 40' (11x17)
V: 1" = 10' (22x34)
1" = 20' (11x17)
This bar measures exactly one inch on the original drawing

REMOVALS

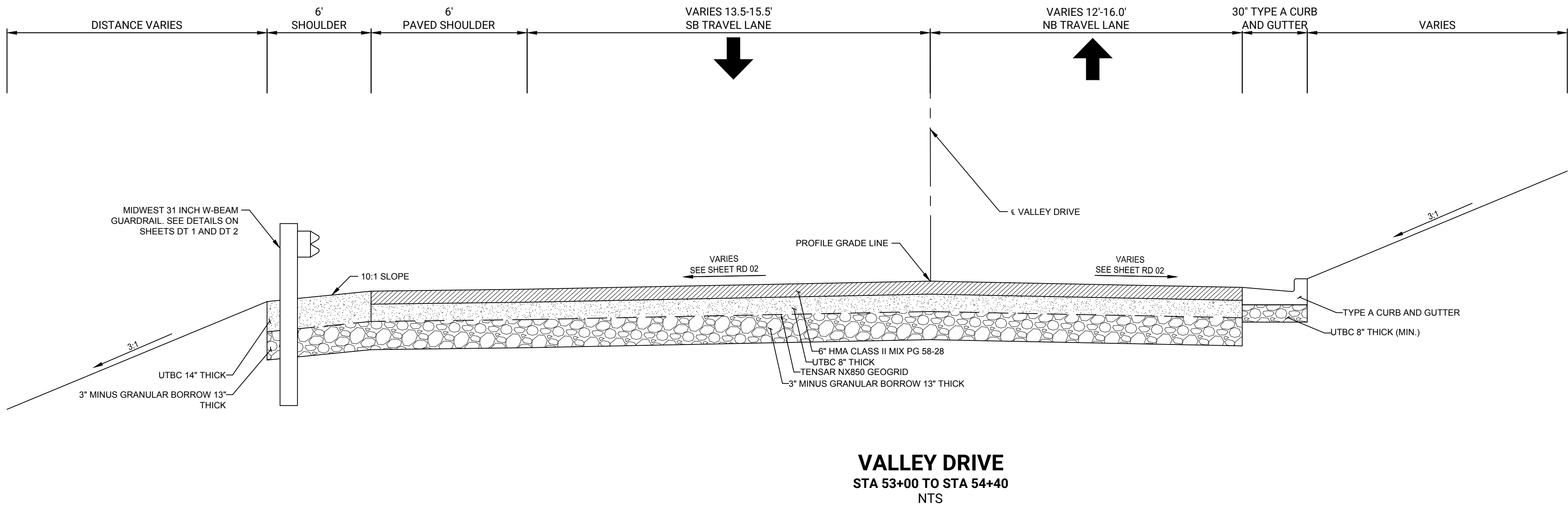
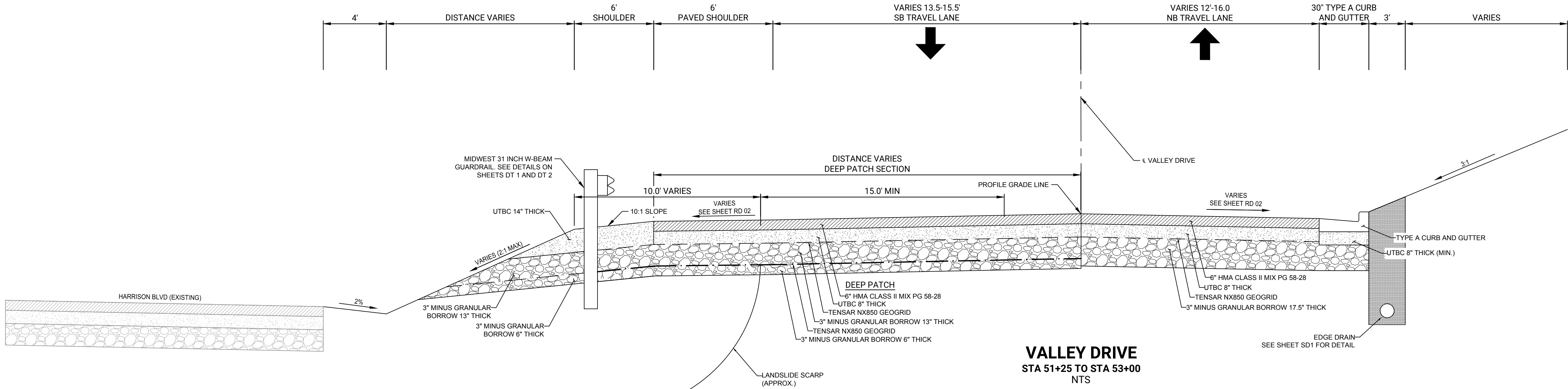
EN029 - VALLEY DRIVE SLIDE MITIGATION

ADDITIVE ALTERNATE NO. 1

PLOT DATE: 10/14/2025 9:55 AM

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TS1

SHEET 4

0

REVISION

REV	DATE	DESCRIPTION

PROFESSIONAL ENGINEER

NO. 13656699-2202

DAVID TUSLER

10/14/2025

ELECTRONIC

STATE OF UTAH

DESIGNED

DRAWN

CHECKED

DAT

MSP

LEH

DATE

10/14/2025

DRAWING SCALE

H: 1" = 2'

V: 1" = 4'

1" = 2'

22x34

11x17

22x34

11x17

NONE

NONE

11x17

11x17

This bar measures exactly one inch on the original drawing

TYPICAL SECTION

EN029 - VALLEY DRIVE SLIDE MITIGATION

ADDITIVE ALTERNATE NO. 1

PLOT DATE: 10/14/2025 9:55 AM

DRAWING NAME: TS.dwg

Kimley»Horn

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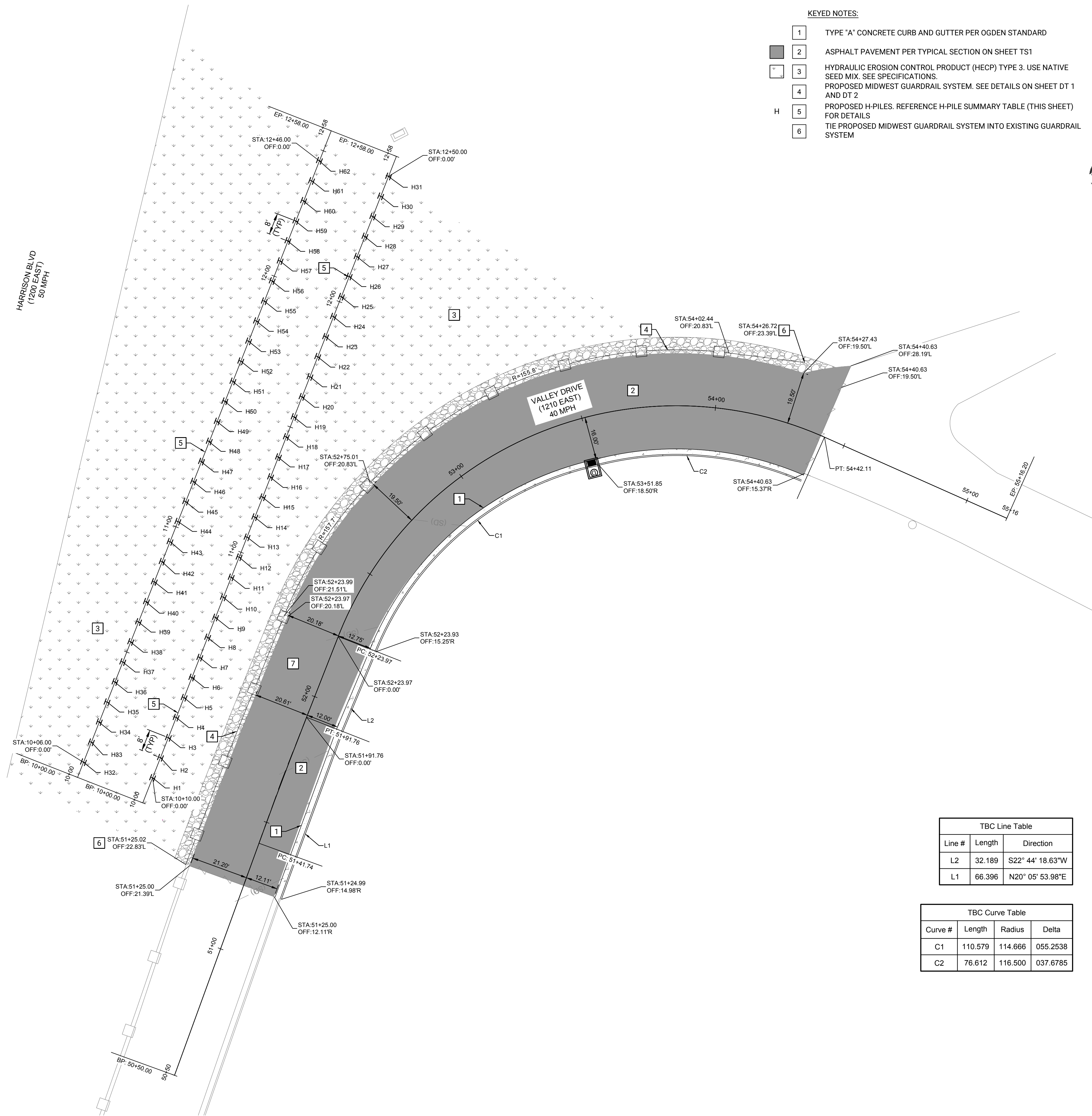
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SALT LAKE CITY, UT 84111

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PHONE: 395-212-3176

HARRISON BLVD
(1200 EAST)
50 MPH



TBC Line Table		
Line #	Length	Direction
L2	32.189	S22° 44' 18.63"W
L1	66.396	N20° 05' 53.98"E

TBC Curve Table			
Curve #	Length	Radius	Delta
C1	110.579	114.666	055.2538
C2	76.612	116.500	037.6785

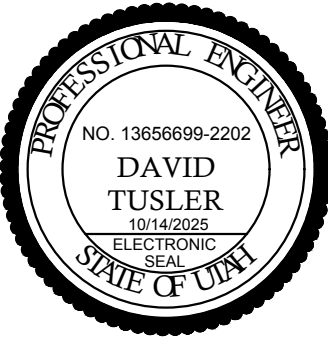
H-PILE SUMMARY TABLE (HP 16x162)				
H-PILE IDENTIFIER	STATION	ALIGNMENT	TOP ELEVATION OF PILE	LENGTH
H1	10+10.00	H-PILE CONTROL LINE B	4463.00	50'
H2	10+18.00	H-PILE CONTROL LINE B	4463.00	50'
H3	10+26.00	H-PILE CONTROL LINE B	4463.00	50'
H4	10+34.00	H-PILE CONTROL LINE B	4463.00	50'
H5	10+42.00	H-PILE CONTROL LINE B	4463.00	50'
H6	10+50.00	H-PILE CONTROL LINE B	4463.00	50'
H7	10+58.00	H-PILE CONTROL LINE B	4463.00	50'
H8	10+66.00	H-PILE CONTROL LINE B	4463.00	50'
H9	10+74.00	H-PILE CONTROL LINE B	4463.00	50'
H10	10+82.00	H-PILE CONTROL LINE B	4463.00	50'
H11	10+90.00	H-PILE CONTROL LINE B	4463.00	50'
H12	10+98.00	H-PILE CONTROL LINE B	4463.00	50'
H13	11+06.00	H-PILE CONTROL LINE B	4463.00	50'
H14	11+14.00	H-PILE CONTROL LINE B	4463.00	50'
H15	11+22.00	H-PILE CONTROL LINE B	4463.00	50'
H16	11+30.00	H-PILE CONTROL LINE B	4463.00	50'
H17	11+38.00	H-PILE CONTROL LINE B	4463.00	50'
H18	11+46.00	H-PILE CONTROL LINE B	4463.00	50'
H19	11+54.00	H-PILE CONTROL LINE B	4463.00	50'
H20	11+62.00	H-PILE CONTROL LINE B	4463.00	50'
H21	11+70.00	H-PILE CONTROL LINE B	4463.00	50'
H22	11+78.00	H-PILE CONTROL LINE B	4463.00	50'
H23	11+86.00	H-PILE CONTROL LINE B	4463.00	50'
H24	11+94.00	H-PILE CONTROL LINE B	4463.00	50'
H25	12+02.00	H-PILE CONTROL LINE B	4463.00	50'
H26	12+10.00	H-PILE CONTROL LINE B	4463.00	50'
H27	12+18.00	H-PILE CONTROL LINE B	4463.00	50'
H28	12+26.00	H-PILE CONTROL LINE B	4463.00	50'
H29	12+34.00	H-PILE CONTROL LINE B	4463.00	50'
H30	12+42.00	H-PILE CONTROL LINE B	4463.00	50'
H31	12+50.00	H-PILE CONTROL LINE B	4463.00	50'
H32	10+06.00	H-PILE CONTROL LINE A	4450.00	50'
H33	10+14.00	H-PILE CONTROL LINE A	4450.00	50'
H34	10+22.00	H-PILE CONTROL LINE A	4450.00	50'
H35	10+30.00	H-PILE CONTROL LINE A	4450.00	50'
H36	10+38.00	H-PILE CONTROL LINE A	4450.00	50'
H37	10+46.00	H-PILE CONTROL LINE A	4450.00	50'
H38	10+54.00	H-PILE CONTROL LINE A	4450.00	50'
H39	10+62.00	H-PILE CONTROL LINE A	4450.00	50'
H40	10+70.00	H-PILE CONTROL LINE A	4450.00	50'
H41	10+78.00	H-PILE CONTROL LINE A	4450.00	50'
H42	10+86.00	H-PILE CONTROL LINE A	4450.00	50'
H43	10+94.00	H-PILE CONTROL LINE A	4450.00	50'
H44	11+02.00	H-PILE CONTROL LINE A	4450.00	50'
H45	11+10.00	H-PILE CONTROL LINE A	4450.00	50'
H46	11+18.00	H-PILE CONTROL LINE A	4450.00	50'
H47	11+26.00	H-PILE CONTROL LINE A	4450.00	50'
H48	11+34.00	H-PILE CONTROL LINE A	4450.00	50'
H49	11+42.00	H-PILE CONTROL LINE A	4450.00	50'
H50	11+50.00	H-PILE CONTROL LINE A	4450.00	50'
H51	11+58.00	H-PILE CONTROL LINE A	4450.00	50'
H52	11+66.00	H-PILE CONTROL LINE A	4450.00	50'
H53	11+74.00	H-PILE CONTROL LINE A	4450.00	50'
H54	11+82.00	H-PILE CONTROL LINE A	4450.00	50'
H55	11+90.00	H-PILE CONTROL LINE A	4450.00	50'
H56	11+98.00	H-PILE CONTROL LINE A	4450.00	50'
H57	12+06.00	H-PILE CONTROL LINE A	4450.00	50'
H58	12+14.00	H-PILE CONTROL LINE A	4450.00	50'
H59	12+22.00	H-PILE CONTROL LINE A	4450.00	50'
H60	12+30.00	H-PILE CONTROL LINE A	4450.00	50'
H61	12+38.00	H-PILE CONTROL LINE A	4450.00	50'
H62	12+46.00	H-PILE CONTROL LINE A	4450.00	50'

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ROADWAY
EN029 - VALLEY DRIVE SLIDE
MITIGATION
ADDITIVE ALTERNATE NO. 1

DESIGNED > MSP DATE 10/14/2025
DRAWN > LEH
CHECKED > DAT



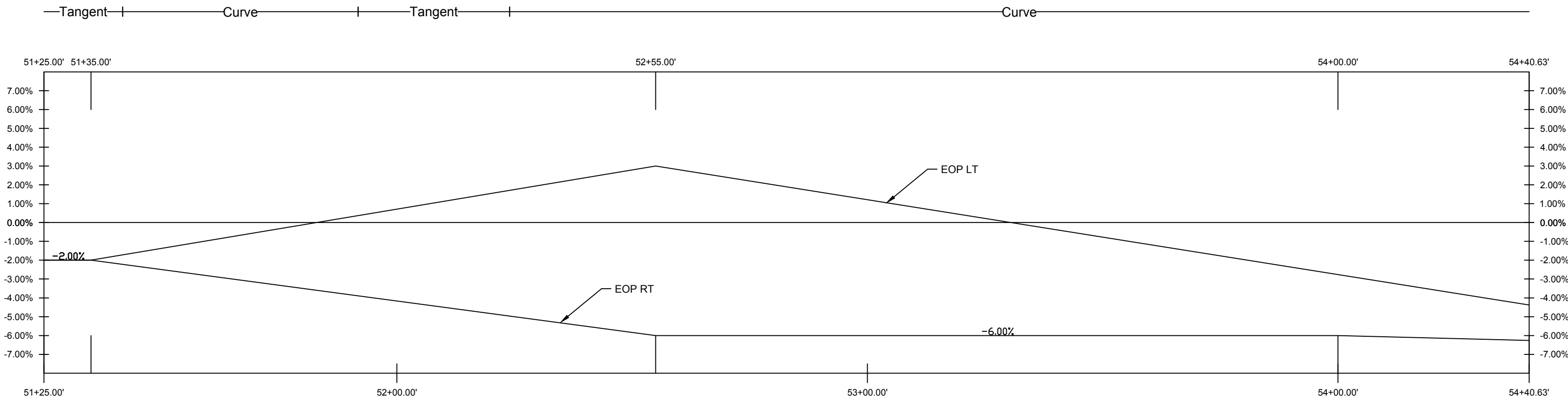
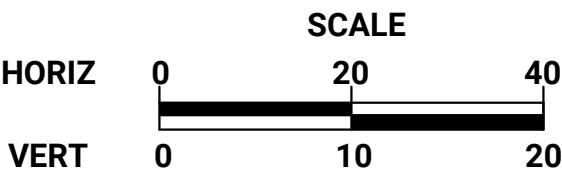
REV	DATE	DESCRIPTION

RD 1
SHEET 5
0 REVISION

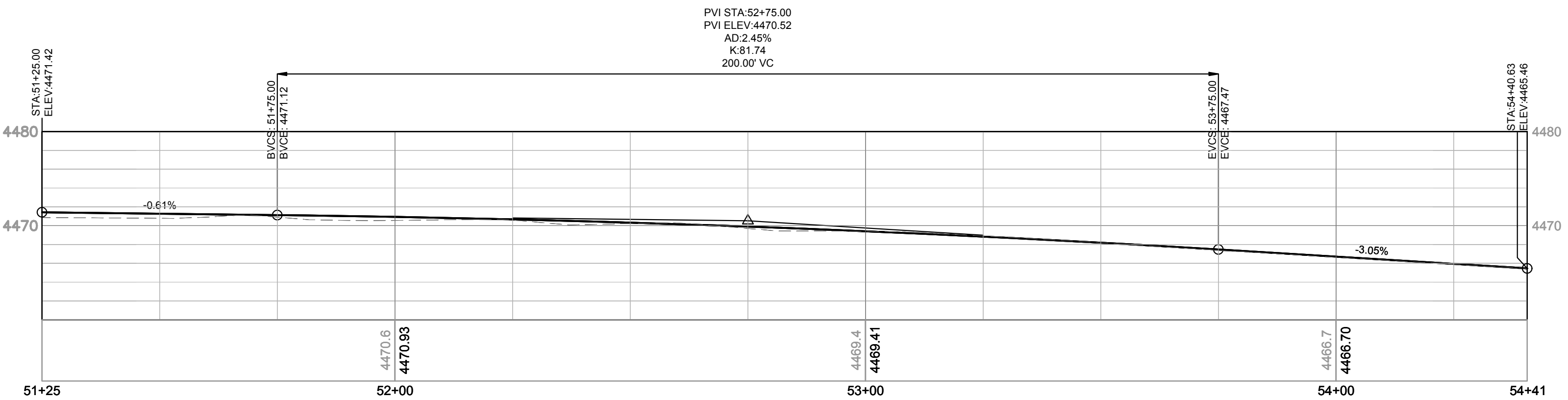
DRAWING SCALE
H: 1" = 20' (22x34)
V: 1" = 10' (22x34)
1" = 40' (11x17)
1" = 20' (11x17)
This bar measures exactly one inch on the original drawing

PLOT DATE: 10/14/2025 9:55 AM
DRAWING NAME: RD Plan And Profile.dwg

SUPERELEVATION TABLE		
STATION	LT SUPERELEVATION	RT SUPERELEVATION
51+25.00	-2.00%	-2.00%
51+35.00	-2.00%	-2.00%
52+55.00	3.00%	-6.00%
54+00.00	-2.76%	-6.00%
54+40.63	-4.38%	-6.26%



VALLEY DRIVE SUPERELEVATION DIAGRAM



VALLEY DRIVE CONTROL LINE PROFILE

RD 2

SHEET 6

REVISION

0

REV

DATE

DESCRIPTION

DESIGNED

MSP

DRAWN

LEH

CHECKED

DAT

DATE

10/14/2025

PROFESSIONAL ENGINEER

NO. 13656699-2202

DAVID TUSLER

10/14/2025

ELECTRONIC SEAL

STATE OF UTAH

DRAWING SCALE

H: 1" = 20' (22x34)

V: 1" = 10' (22x34)

1" = 40' (11x17)

1" = 20' (11x17)

This bar measures exactly one inch on the original drawing

PROFILE

EN029 - VALLEY DRIVE SLIDE MITIGATION

ADDITIVE ALTERNATE NO. 1

DRAWING NAME: RD Plan And Profile.dwg

PLOT DATE: 10/14/2025 9:55 AM

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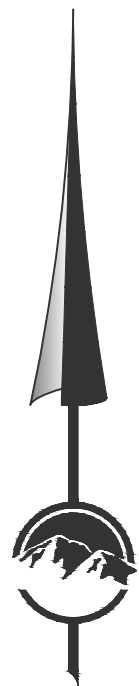
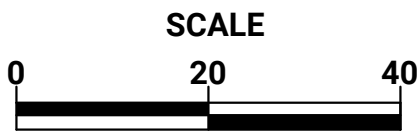
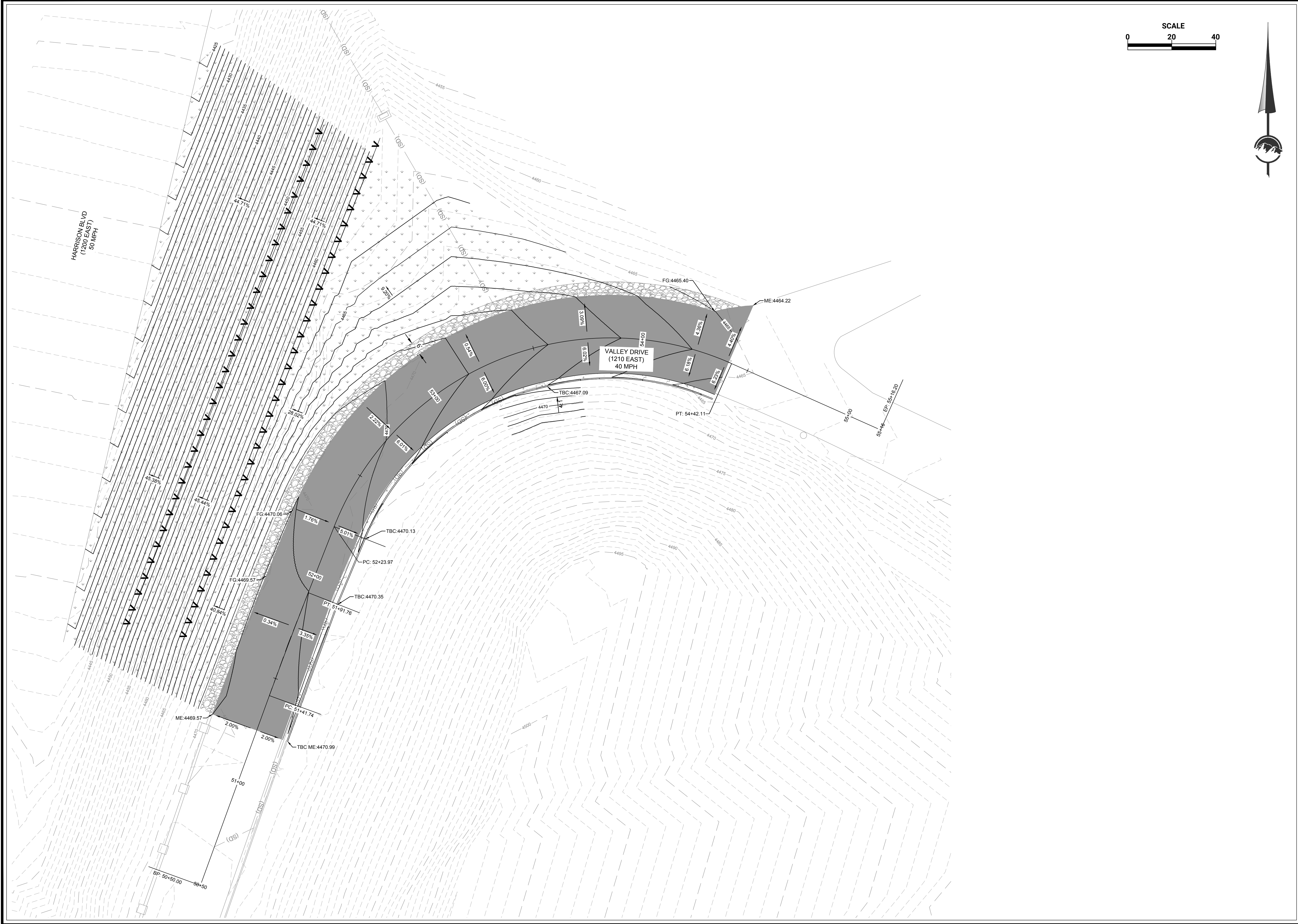
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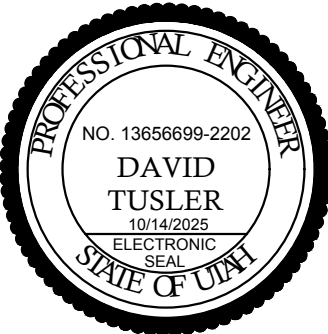
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SALT LAKE CITY, UT 84111
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PHONE: 395-212-3176

GRADING PLAN
EN029 - VALLEY DRIVE SLIDE
MITIGATION
ADDITIVE ALTERNATE NO. 1

DRAWING NAME: GD.dwg PLOT DATE: 10/14/2025 9:55 AM

DESIGNED **►** MSP DATE 10/14/2025
DRAWN **►** LEH
CHECKED **►** DAT

DRAWING SCALE
H: 1" = 10' (22x34)
1" = 20' (11x17)
V: None (22x34)
None (11x17)
This bar measures exactly one inch on the original drawing

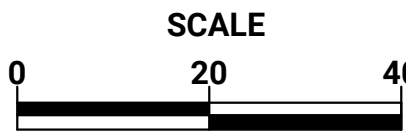
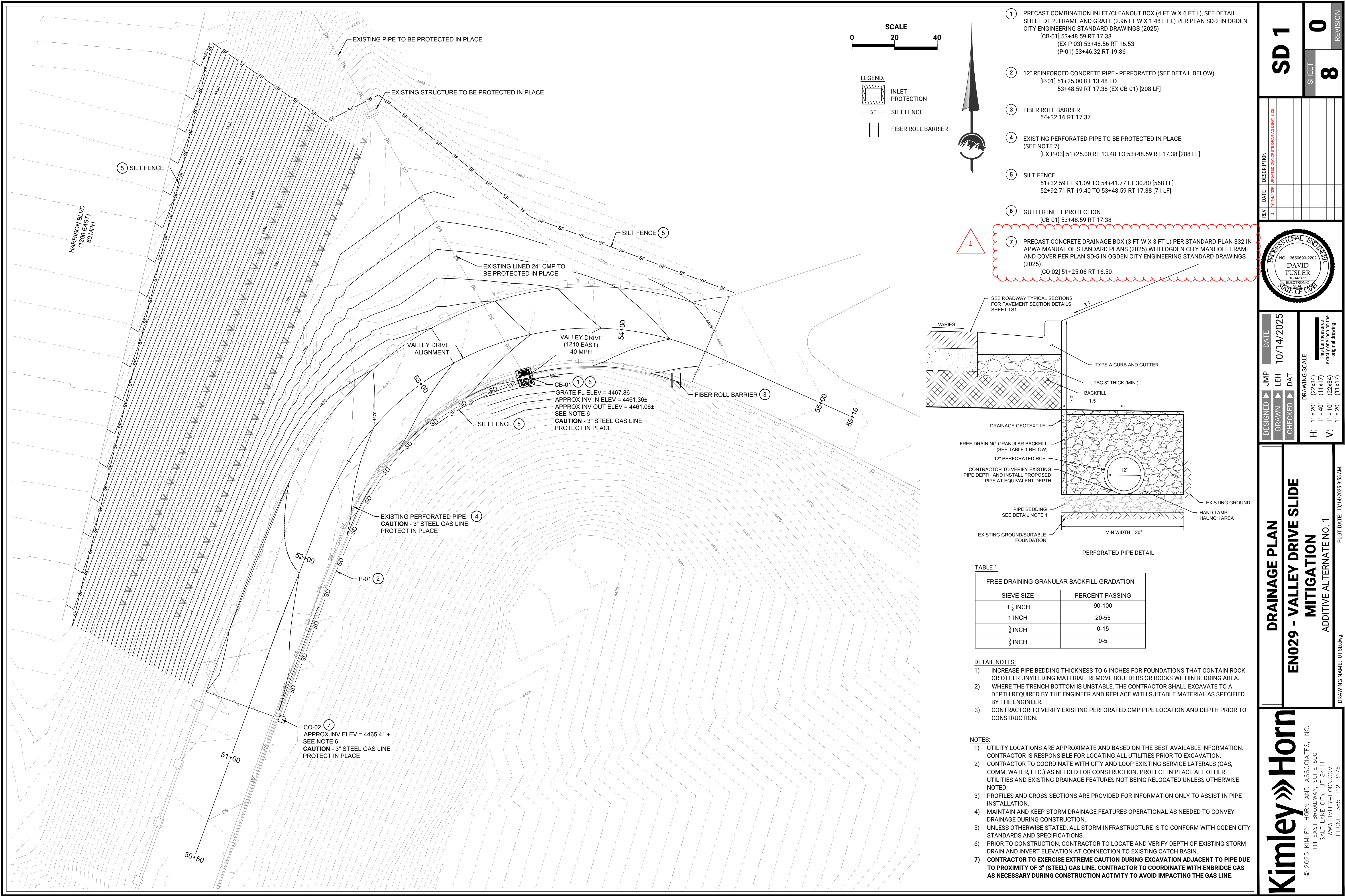


REV	DATE	DESCRIPTION

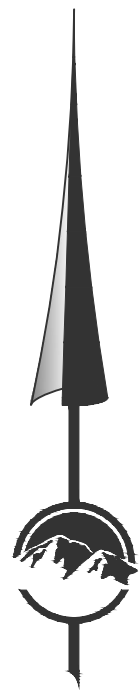
GD 1

SHEET **7** OF **0**

REVISION



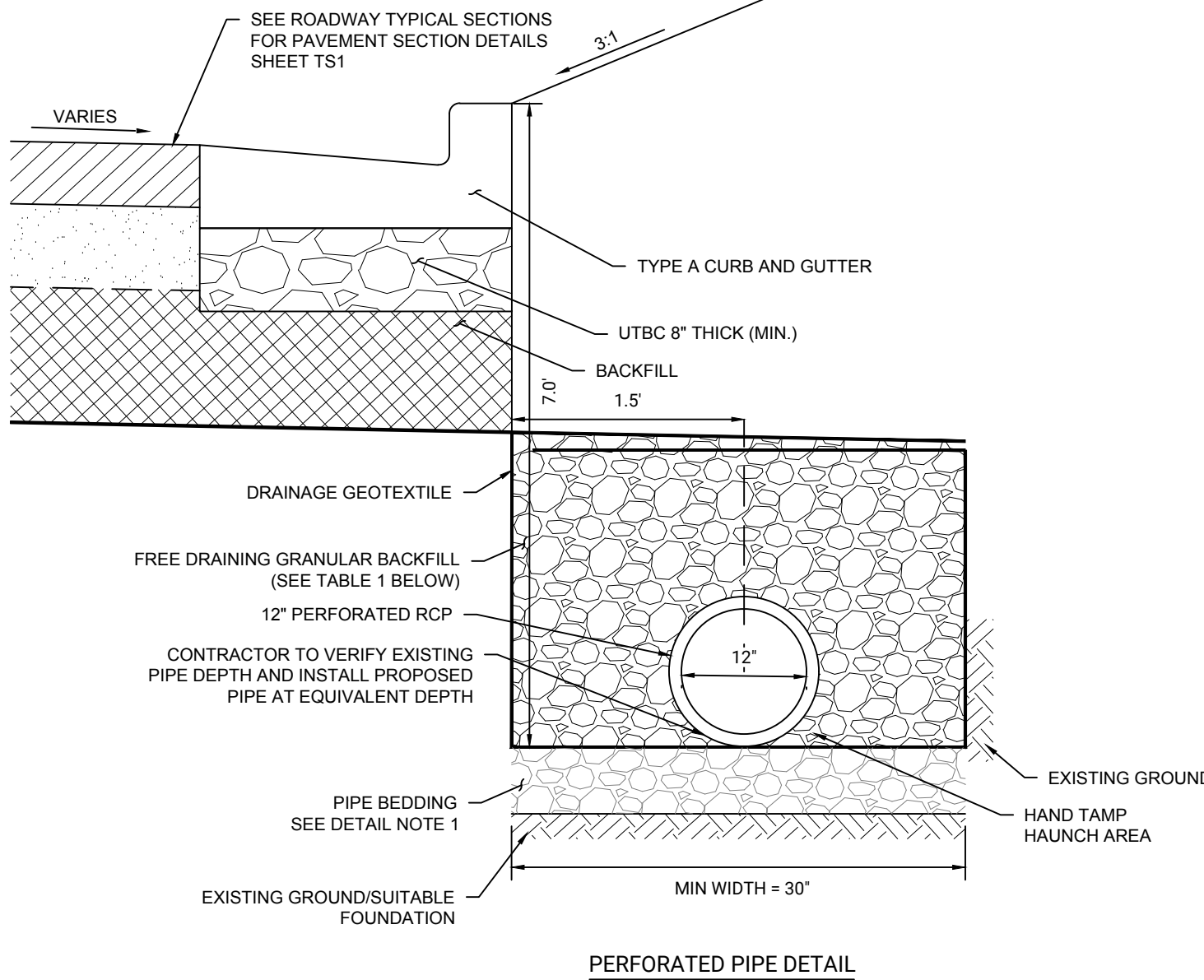
- LEGEND:
- INLET PROTECTION
 - SF SILT FENCE
 - FIBER ROLL BARRIER



- 1 PRECAST COMBINATION INLET/CLEANOUT BOX (4 FT W X 6 FT L), SEE DETAIL SHEET DT 2. FRAME AND GRATE (2.96 FT W X 1.48 FT L) PER PLAN SD-2 IN OGDEN CITY ENGINEERING STANDARD DRAWINGS (2025)
[CB-01] 53+48.59 RT 17.38
(EX P-03) 53+48.56 RT 16.53
(P-01) 53+46.32 RT 19.86
- 2 12" REINFORCED CONCRETE PIPE - PERFORATED (SEE DETAIL BELOW)
[P-01] 51+25.00 RT 13.48 TO 53+48.59 RT 17.38 (EX CB-01) [208 LF]
- 3 FIBER ROLL BARRIER
54+32.16 RT 17.37
- 4 EXISTING PERFORATED PIPE TO BE PROTECTED IN PLACE (SEE NOTE 7)
[EX P-03] 51+25.00 RT 13.48 TO 53+48.59 RT 17.38 [288 LF]
- 5 SILT FENCE
51+32.59 LT 91.09 TO 54+41.77 LT 30.80 [568 LF]
52+92.71 RT 19.40 TO 53+48.59 RT 17.38 [71 LF]

- 1

- 6 GUTTER INLET PROTECTION
[CB-01] 53+48.59 RT 17.38
 - 7 PRECAST CONCRETE DRAINAGE BOX (3 FT W X 3 FT L) PER STANDARD PLAN 332 IN APWA MANUAL OF STANDARD PLANS (2025) WITH OGDEN CITY MANHOLE FRAME AND COVER PER PLAN SD-5 IN OGDEN CITY ENGINEERING STANDARD DRAWINGS (2025)
[CO-02] 51+25.06 RT 16.50



FREE DRAINING GRANULAR BACKFILL GRADATION	
SIEVE SIZE	PERCENT PASSING
1 1/2 INCH	90-100
1 INCH	20-55
3/4 INCH	0-15
3/8 INCH	0-5

- DETAIL NOTES:
- 1) INCREASE PIPE BEDDING THICKNESS TO 6 INCHES FOR FOUNDATIONS THAT CONTAIN ROCK OR OTHER UNYIELDING MATERIAL. REMOVE BOULDERS OR ROCKS WITHIN BEDDING AREA.
 - 2) WHERE THE TRENCH BOTTOM IS UNSTABLE, THE CONTRACTOR SHALL EXCAVATE TO A DEPTH REQUIRED BY THE ENGINEER AND REPLACE WITH SUITABLE MATERIAL AS SPECIFIED BY THE ENGINEER.
 - 3) CONTRACTOR TO VERIFY EXISTING PERFORATED CMP PIPE LOCATION AND DEPTH PRIOR TO CONSTRUCTION.

- NOTES:
- 1) UTILITY LOCATIONS ARE APPROXIMATE AND BASED ON THE BEST AVAILABLE INFORMATION. CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL UTILITIES PRIOR TO EXCAVATION.
 - 2) CONTRACTOR TO COORDINATE WITH CITY AND LOOP EXISTING SERVICE LATERALS (GAS, COMM, WATER, ETC.) AS NEEDED FOR CONSTRUCTION. PROTECT IN PLACE ALL OTHER UTILITIES AND EXISTING DRAINAGE FEATURES NOT BEING RELOCATED UNLESS OTHERWISE NOTED.
 - 3) PROFILES AND CROSS-SECTIONS ARE PROVIDED FOR INFORMATION ONLY TO ASSIST IN PIPE INSTALLATION.
 - 4) MAINTAIN AND KEEP STORM DRAINAGE FEATURES OPERATIONAL AS NEEDED TO CONVEY DRAINAGE DURING CONSTRUCTION.
 - 5) UNLESS OTHERWISE STATED, ALL STORM INFRASTRUCTURE IS TO CONFORM WITH OGDEN CITY STANDARDS AND SPECIFICATIONS.
 - 6) PRIOR TO CONSTRUCTION, CONTRACTOR TO LOCATE AND VERIFY DEPTH OF EXISTING STORM DRAIN AND INVERT ELEVATION AT CONNECTION TO EXISTING CATCH BASIN.
 - 7) CONTRACTOR TO EXERCISE EXTREME CAUTION DURING EXCAVATION ADJACENT TO PIPE DUE TO PROXIMITY OF 3" (STEEL) GAS LINE. CONTRACTOR TO COORDINATE WITH ENBRIDGE GAS AS NECESSARY DURING CONSTRUCTION ACTIVITY TO AVOID IMPACTING THE GAS LINE.

SD 1

SHEET 8

REVISION 0

REV	DATE	DESCRIPTION
1	10/14/2025	UPDATED CONCRETE DRAINAGE BOX SIZE

PROFESSIONAL ENGINEER

NO. 13656699-2202

DAVID TUSLER

10/14/2025

ELECTRONIC SEAL

STATE OF UTAH

DESIGNED

DRAWN

CHECKED

DAT

DATE

10/14/2025

JMP

LEH

DRAWING SCALE

H: 1" = 20' (22x34)

V: 1" = 10' (22x34)

1" = 40' (11x17)

1" = 20' (11x17)

The bar measures exactly one inch on the original drawing

DRAINAGE PLAN

EN029 - VALLEY DRIVE SLIDE MITIGATION

ADDITIVE ALTERNATE NO. 1

Kimley»Horn

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111 EAST BROADWAY, SUITE 600

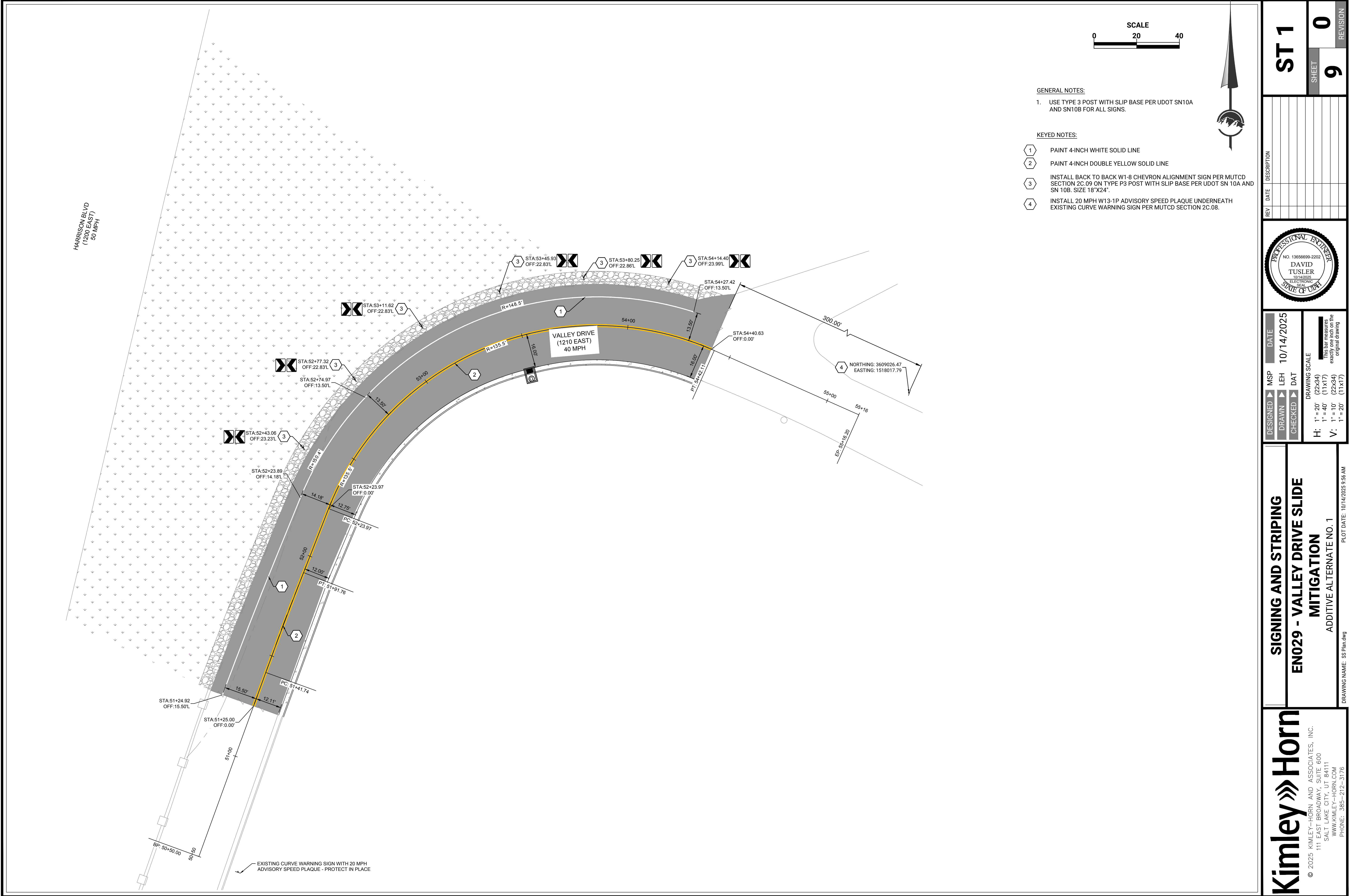
SALT LAKE CITY, UT 84111

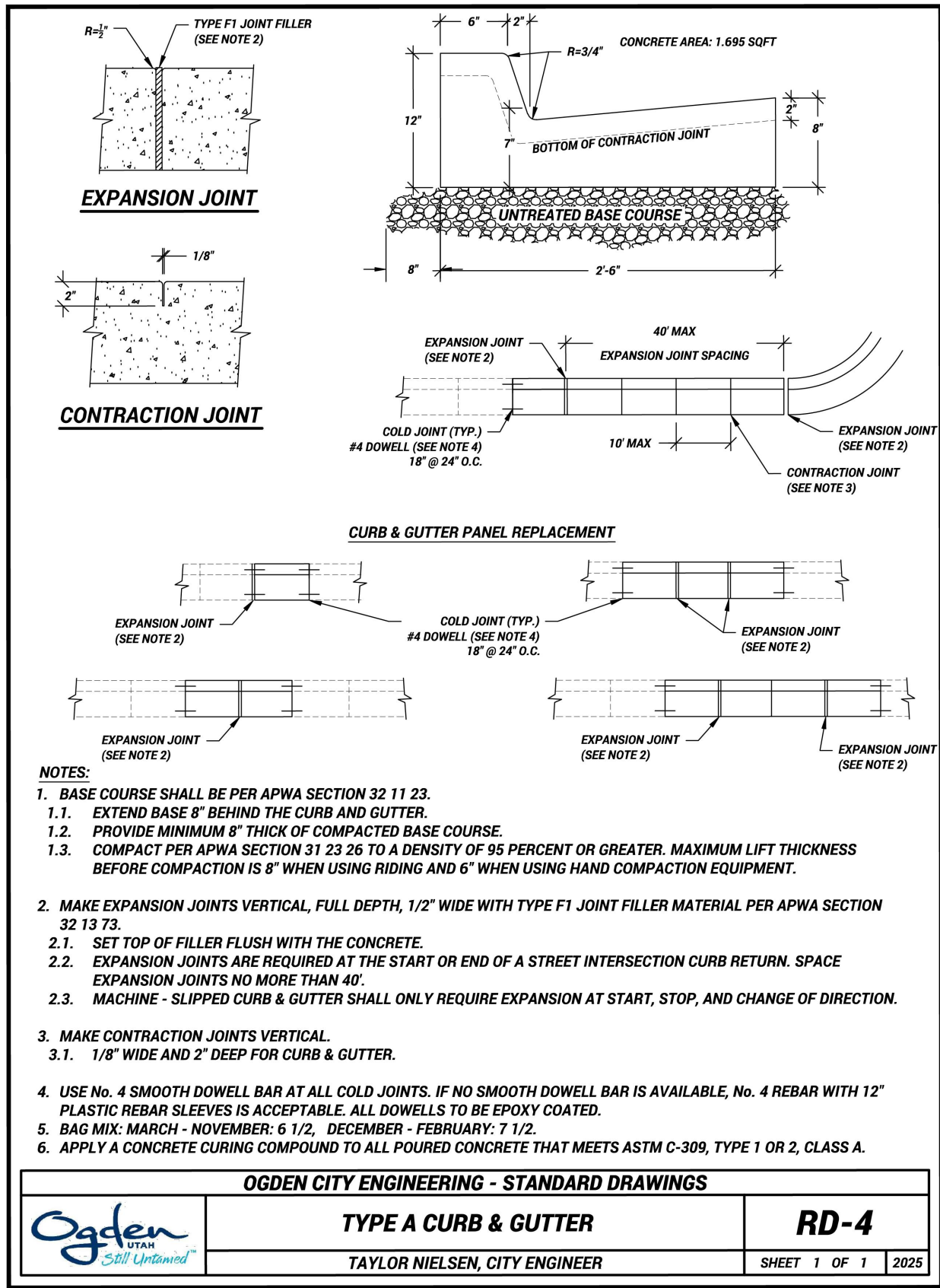
WWW.KIMLEY-HORN.COM

PHONE: 385-212-3176

PLOT DATE: 10/14/2025 9:55 AM

DRAWING NAME: UTSD.dwg





1 OGDEN CITY TYPE A CURB AND GUTTER

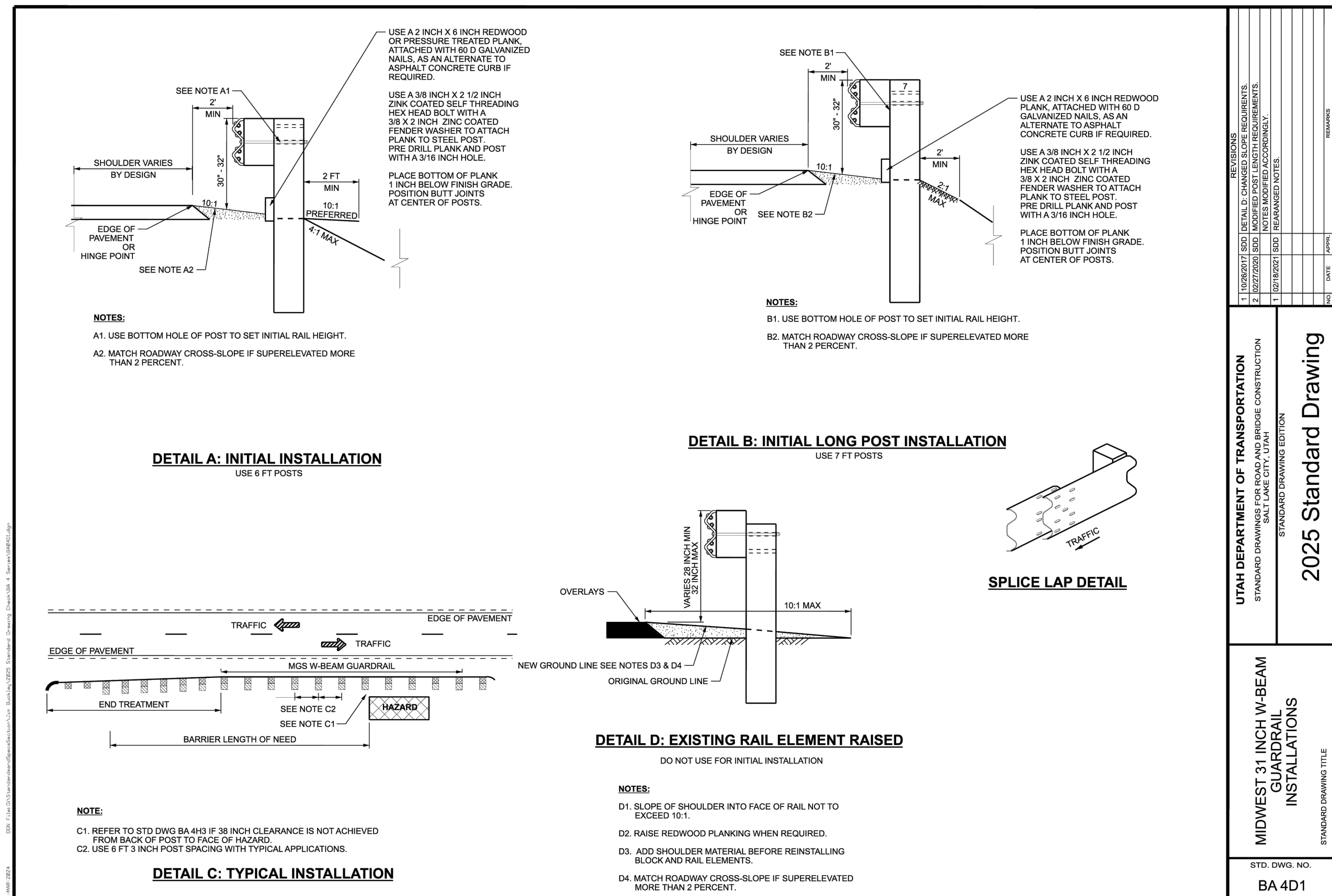
SCALE: NTS

2 NOT USED

SCALE: NTS

3 MIDWEST GUARDRAIL HARDRAIL

SCALE: NTS

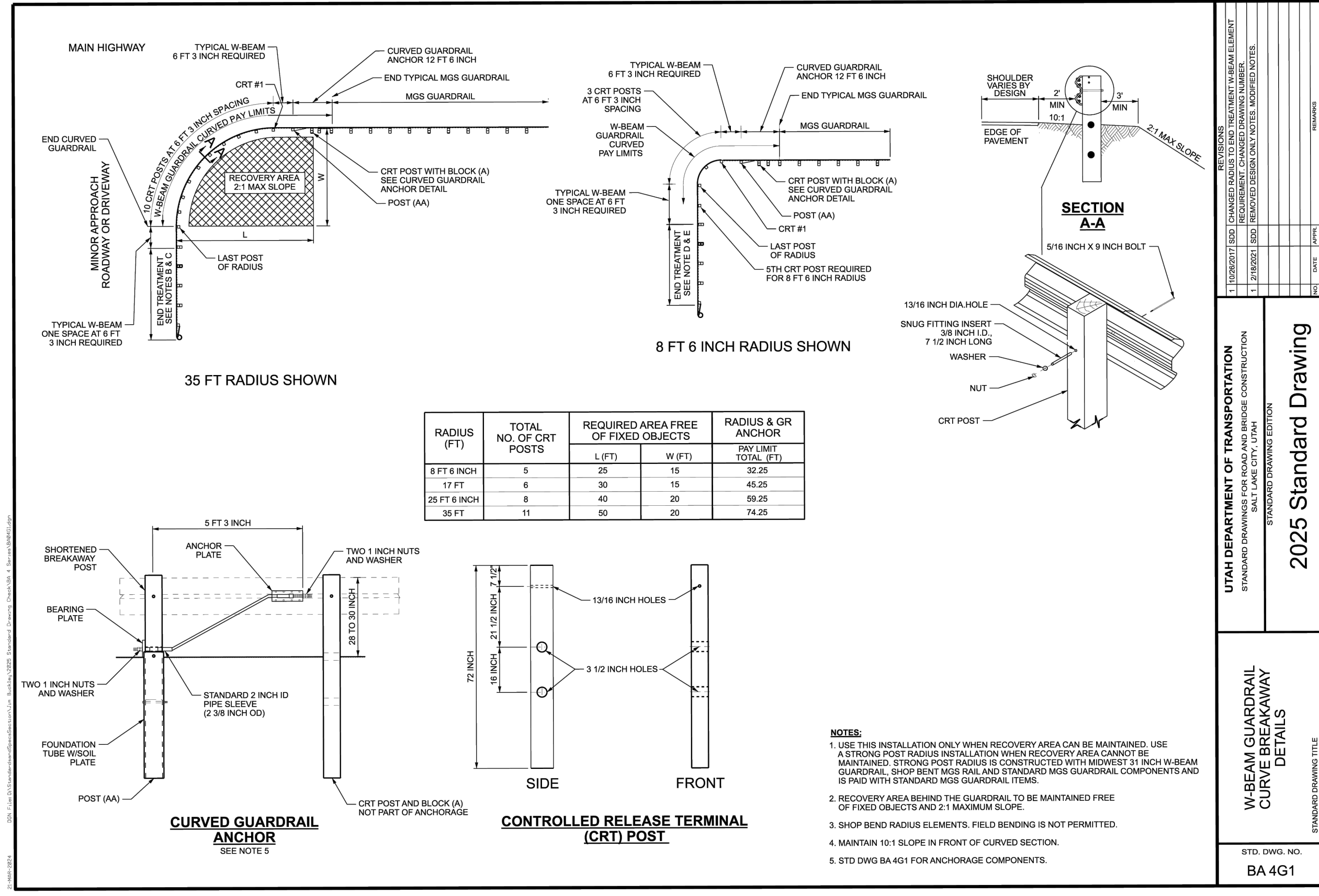


4 MIDWEST GUARDRAIL INSTALLATION

SCALE: NTS

5 GUARDRAIL CURVE BREAKAWAY DETAIL

SCALE: NTS



Kimley»Horn

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DETAILS

EN029 - VALLEY DRIVE SLIDE MITIGATION

ADDITIVE ALTERNATE NO. 1

PLOT DATE: 10/14/2025 9:56 AM

DRAWING NAME: DT.kwg

DESIGNED > MSP

DRAWN > LEH

CHECKED > DAT

DATE 10/14/2025

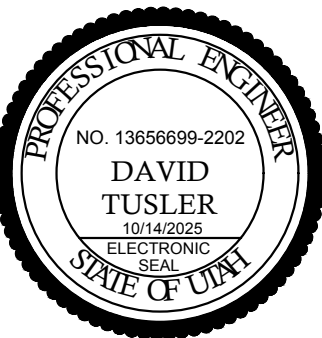
DRAWING SCALE

H: NONE (22x34)

V: NONE (11x17)

NONE (22x34)

NONE (11x17)



REV. DATE DESCRIPTION

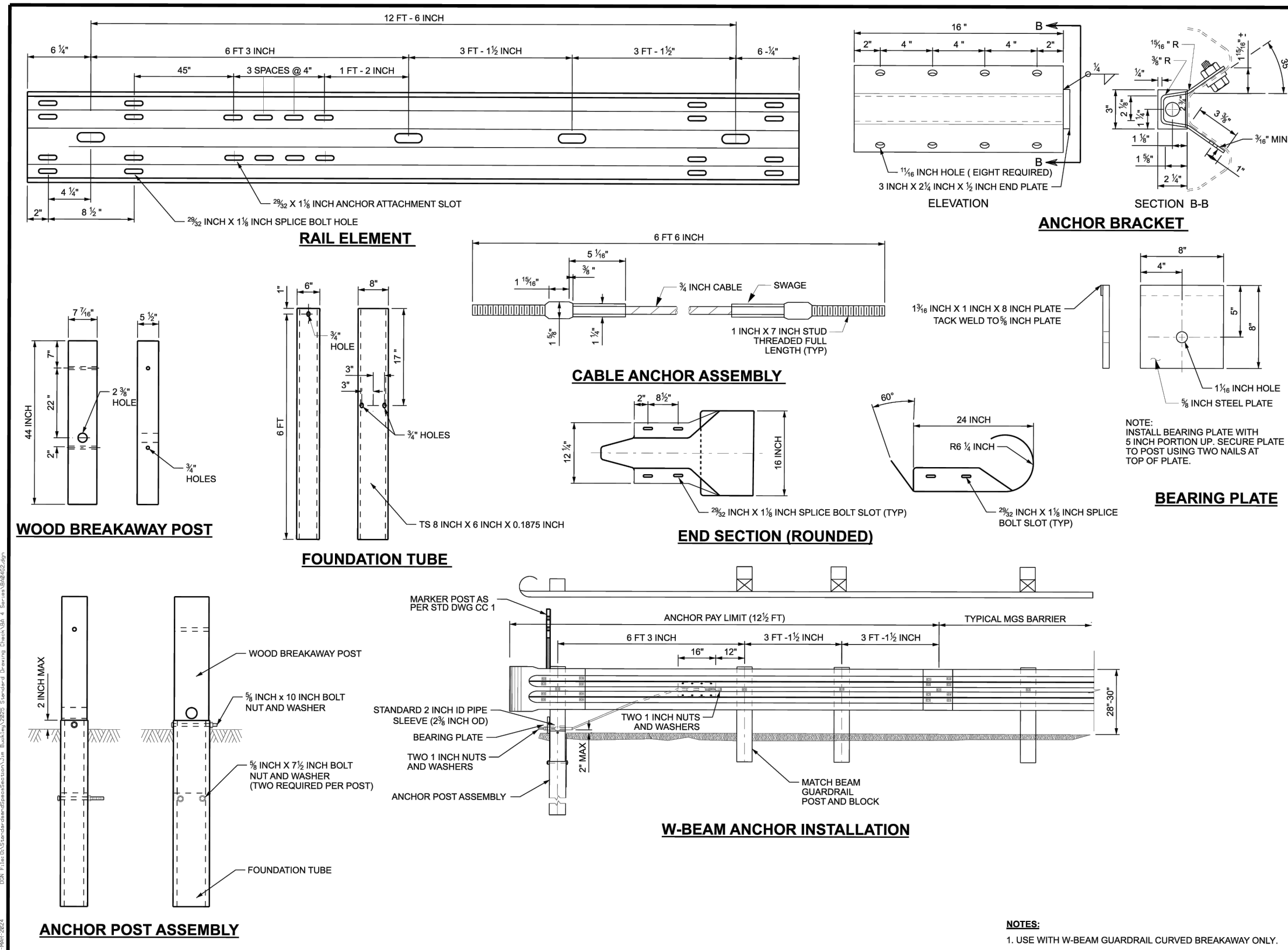
DT 1

SHEET 0

REVISION

6 CURVED GUARDRAIL ANCHOR

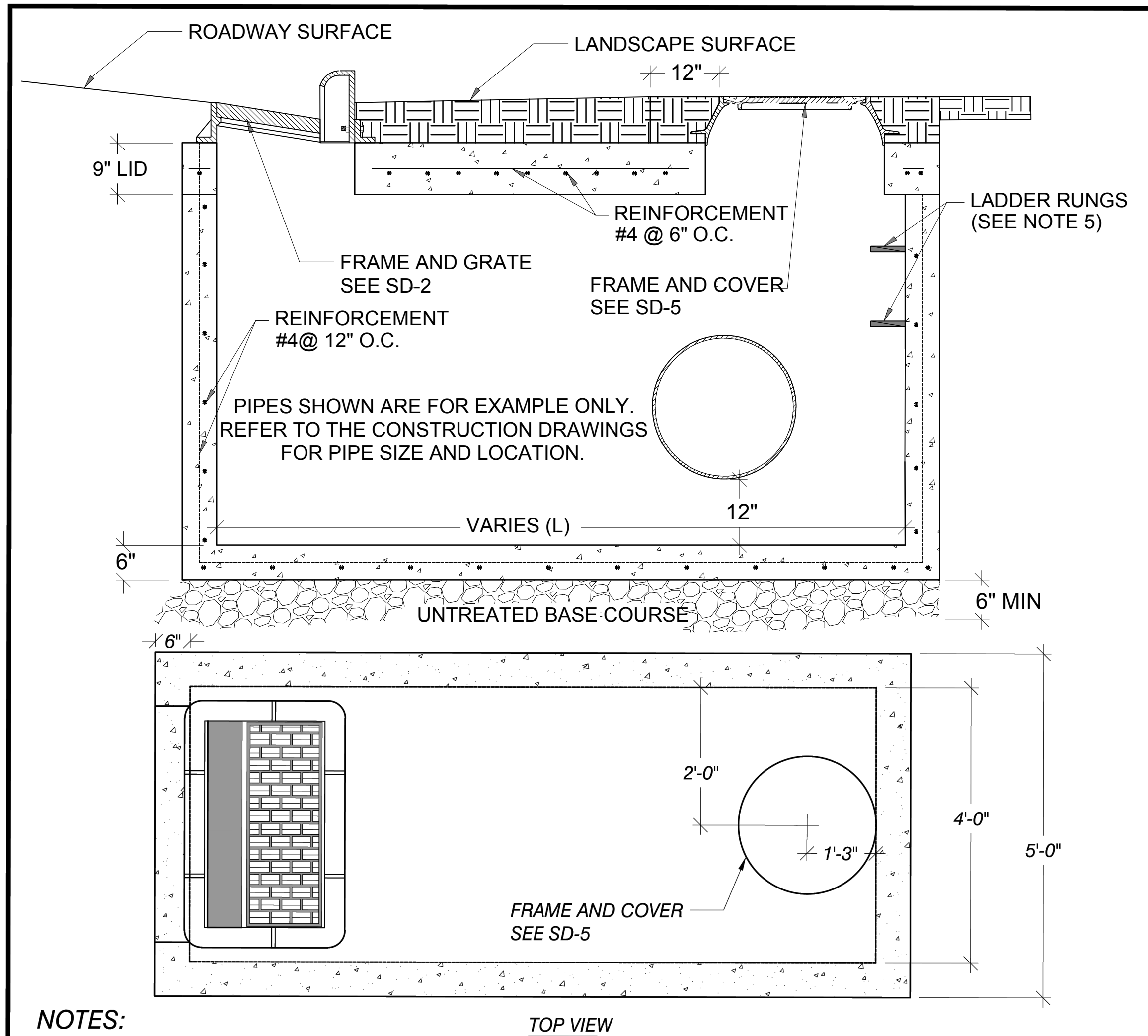
SCALE: NTS



UTAH DEPARTMENT OF TRANSPORTATION STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION DRAWING NO. 442023 CHANGED TITLE & DWG. NO. 1. 10/14/2025 SD 3 MODIFIED NOTE	
2025 Standard Drawing	
CURVED GUARDRAIL ANCHOR	
STD. DWG. NO. BA 4G2	

7 CATCH BASIN AND CLEANOUT BOX

SCALE: NTS



NOTES:

- COMPACT BACKFILL AND BASE COURSE PER APWA SECTION 31 23 26 TO A DENSITY OF 95 PERCENT OR GREATER. MAXIMUM LIFT THICKNESS BEFORE COMPACTION IS 8" WHEN USING RIDING AND 6" WHEN USING HAND COMPACTION EQUIPMENT.
 - BACKFILL: PROVIDE AND PLACE PER APWA SECTION 31 23 23 ON ALL SIDES OF THE BASIN.
 - UNTREATED BASE COURSE: PROVIDE MATERIAL PER APWA SECTION 32 11 23. PLACE MATERIAL PER APWA SECTION 31 23 23.
- REINFORCEMENT SHALL BE PER ASTM A 615, GRADE 60, DEFORMED STEEL. SEE APWA SECTION 03 20 00.
- CONCRETE SHALL BE CLASS 4000 PER APWA SECTION 03 30 04. PLACE CONCRETE PER APWA SECTION 03 30 10. CURE PER APWA SECTION 03 39 00. PRECAST BOXES ARE ACCEPTABLE.
- CURB FACE OPENING: OPENING SHALL BE AT LEAST 6" WIDE. PROVIDE A 2" DROP BETWEEN THE 'BEGIN WARP' LINE IN THE GUTTER AND THE TOP OF THE GRATE AT THE CURB OPENING.
- LADDER RUNGS ARE REQUIRED IN ALL BOXES. SEE SS-6 FOR TYPICAL STEP REQUIREMENTS.

OGDEN CITY ENGINEERING - STANDARD DRAWINGS		
COMBINATION INLET / CLEANOUT BOX		
SD-3		
TAYLOR NIELSEN, CITY ENGINEER		SHEET 1 OF 1 2025

Kimley»Horn

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PHONE: 395-212-3176

DETAILS
EN029 - VALLEY DRIVE SLIDE
MITIGATION
ADDITIVE ALTERNATE NO. 1

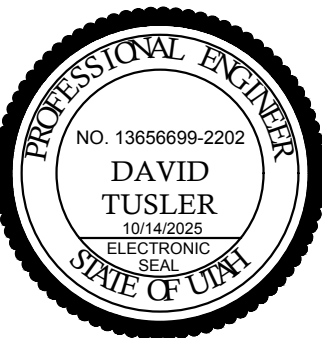
PLOT DATE: 10/14/2025 9:56 AM
DRAWING NAME: DT.dwg

DESIGNED > MSP
DRAWN > LEH
CHECKED > DAT

DATE
10/14/2025

DRAWING SCALE
(22x34)
(11x17)
(22x34)
(11x17)

H: NONE
V: NONE
The bar measures exactly one inch on the original drawing



REV	DATE	DESCRIPTION

DT 2

SHEET
11

REVISION
0