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**FORM UC: UTILITY COSTS**

Line No.	Form PA No.	Utility ID	Activity	This column not input into EBS	Lump Sum Prices (to be entered into Form PA)	
	<b>6</b>	<b>Utility Work performed by the Design-Builder</b>				
		01	AT&T Corp.	\$ -		
		02	CenturyLink	\$ -		
		03	Comcast Cable	\$ -		
		04	Daybreak Secondary Water	\$ -		
		05	First Digital Telcom	\$ -		
		06	Granger Hunter Improvement District	\$ -		
		07	Kearns Improvement District	\$ -		
		08	Manuel Bros., Inc.	\$ -		
		09	MCI (Verizon Business)	\$ -		
		10	Questar Gas Company	\$ -		
		11	Rocky Mountain Power 5400 S (exclude Build Alternative)	\$ -		
		11	Rocky Mountain Power 7000 S	\$ -		
		11	Rocky Mountain Power 9000 S	\$ -		
		11	Rocky Mountain Power 11400 S	\$ -		
		12a	South Jordan City	\$ -		
		12b	South Jordan City Betterment	\$ -		
		13	South Valley Sewer District	\$ -		
		14	Syringa Networks, LLC	\$ -		
		15	Taylorsville City	\$ -		
		16a	Taylorsville Bennion Improvement District	\$ -		
		16b	Taylorsville Bennion Improvement District Betterment	\$ -		
		17	US Bureau of Reclamation	\$ -		
		18a	West Jordan City	\$ -		
		18b	West Jordan City Betterment - 7000 South	\$ -		
		18c	West Jordan City Betterment - 9000 South	\$ -		
		19	Zayo Group	\$ -		
		20	Welby Jacobs Canal	\$ -		
<b>A</b>	<b>6</b>	<b>Subtotal to be entered on Form PA Item 6a (Subtotal of Utility Work performed by the Design-Builder)</b>				<b>\$ -</b>
	<b>7</b>	<b>Department's cost share responsibility for Utility Work performed by Third-Parties</b>				
		01	AT&T Corp.	\$ -		
		02	CenturyLink	\$ -		
		03	Comcast Cable	\$ -		
		05	First Digital Telcom	\$ -		
		08	Manuel Bros., Inc.	\$ -		
		09	MCI (Verizon Business)	\$ -		
		10	Questar Gas Company	\$ -		
		11	Rocky Mountain Power 5400 S (exclude Build Alternative)	\$ -		
		11	Rocky Mountain Power 7000 S	\$ -		
		11	Rocky Mountain Power 9000 S	\$ -		
		11	Rocky Mountain Power 11400 S	\$ -		
		14	Syringa Networks, LLC	\$ -		
		19	Zayo Group	\$ -		
<b>B</b>	<b>7</b>	<b>Subtotal to be entered on Form PA Item 7 (Subtotal of Department's cost share responsibility for Utility Work performed by Third-Parties)</b>				<b>\$ -</b>
	<b>8</b>	<b>Third-Parties' cost share responsibility for Utility Work performed by Design-Builder (credit/negative \$)</b>				
		01	AT&T Corp.	\$ -		
		02	Century Link	\$ -		
		03	Comcast Cable	\$ -		
		05	First Digital Telcom	\$ -		
		08	Manuel Bros., Inc.	\$ -		
		09	MCI (Verizon Business)	\$ -		
		10	Questar Gas Company	\$ -		
		11	Rocky Mountain Power 5400 S (exclude Build Alternative)	\$ -		
		11	Rocky Mountain Power 7000 S	\$ -		
		11	Rocky Mountain Power 9000 S	\$ -		
		11	Rocky Mountain Power 11400 S	\$ -		
		12b	South Jordan City Betterment	\$ -		
		14	Syringa Networks, LLC	\$ -		
		16b	Taylorsville Bennion Improvement District Betterment	\$ -		
		18b	West Jordan City Betterment - 7000 South	\$ -		
		18c	West Jordan City Betterment - 9000 South	\$ -		
		19	Zayo Group	\$ -		
<b>C</b>	<b>8</b>	<b>Subtotal to be entered on Form PA Item 8 (Subtotal of Third-Parties' cost share responsibility for Utility Work performed by Design-Builder (credit/negative \$))</b>				<b>\$ -</b>

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- written consent from the owner of the non-Department facility. Provide a copy of the approval to the Department.
- G. Maintain existing drainage patterns or outfall locations outside of the Construction Limits unless changes are specifically required in Part 4-04 (Drainage).
- H. Evaluate the integrity and conveyance ability for all existing drainage pipes that will remain and function as part of the drainage system within the Project limits. Assess each drainage pipe condition using the National Association of Sewer Service Companies (NASSCO) Pipeline Assessment Program (PACP). The inspector is to have a current NASSCO Certification. Document the condition of each drainage pipe inspected. Note that PACP standards require cleaning of the drainage pipe prior to inspection.
1. Department Owned Existing Pipes: Line all existing Department owned pipes that remain in use within the Construction Limits with a pipe rehabilitation liner regardless of condition with the exception of pipes at and near the intersection of Bangerter Highway and 7000 South that have already been rehabilitated. Exclude existing pipes proposed to remain within the 4015 West Build Alternative. Line from manhole to manhole.
  2. Third-Party Owned Existing Pipes: Line all Third-Party pipes, including irrigation pipes that remain in use within Construction Limits and Department ROW with a pipe rehabilitation liner. Do not rehabilitate existing irrigation pipes that remain in use and are part of the Welby Canal Turnout 200 system located outside of roadway pavement areas. After NTP, coordinate with the Department for proposed rehabilitation methods (based on the inspections) as part of the Project. Line from manhole to manhole.
  3. Maintain at least the same hydraulic capacity as that of the existing pipe or culvert, for existing pipes or culverts that are lined or replaced. Use 0.011 as the lower limit for the Manning's "n" coefficient value for pipe liner. Rehabilitate all drainage pipes that remain in place.
  4. Structurally evaluate any existing drainage pipe that will remain to verify that any additional fill or loading placed on the drainage pipe does not exceed fill height limits per standard drawings. Do not reuse or allow any drainage pipe to remain that does not meet this criterion.
  5. Document all assessment findings in a technical memorandum and include as an appendix to the final design Drainage Report.
- I. Evaluate the integrity and conveyance ability for all existing drainage structures (inlets, catch basins, end sections and manholes) that will remain and function as part of the drainage system within the Project limits. Assess each drainage structure condition using the NASSCO Manhole Assessment Certification Program (MACP). The inspector is to have a current NASSCO Certification. Document the condition of each drainage structure inspected.
1. If grade 3, 4 or 5 defects are encountered the structure is to be evaluated by the Department to determine if it is to be rehabilitated or replaced.
  2. Document all assessment findings in a technical memorandum and include as an appendix to the final design Drainage Report.
- J. Inspect and clean all existing drainage structures (including, but not limited to, detention outlet structures, oil/water separators, catch basins, and manholes) proposed to remain.

**MOT Peak Periods:** All peak periods as defined in Tables 10C-1, through 10C-5 where all existing through lanes must remain open to traffic.

**MOT Off-Peak Periods:** All periods outside the MOT Peak Periods as defined in Tables 10C-1 through 10C-5, excluding Holiday Periods.

**Movement:** A direction of travel; either a left turn, right turn or through travel path of a vehicle on any ramp, Cross Street, or highway.

**Partial Closure:** The closure of one or more lanes of any individual Movement, compared to the Existing Configuration, so long as each Movement is accommodated ~~within each intersection~~. A Storage Length Reduction is also considered a Partial Closure.

**Storage Length Reduction:** A decrease in storage length of a turning Movement at an intersection compared to the storage lengths outlined in Table 10C-7, Table 10C-8, and Section 10C-12.8.

**Rolling Slowdown:** The use of a law enforcement vehicle to close a travel lane(s) or impede traffic for less than fifteen minutes between 12:00 AM and 5:00 AM.

**Traffic Split:** A Traffic Split is the separation of lanes in the same direction of travel of an individual Movement.

**Traveled Way:** Any public or private street, sidewalk, or Cross Street.

## 10C-2 General MOT Requirements

Coordinate, plan, provide, and implement traffic control for all Work, including work performed by Third Parties.

- A. Provide for the safe and efficient passage of traffic through construction zones. Begin maintenance of traffic activities at the start of construction work (including preparatory MOT work) or when first hauling construction materials and/or equipment, whichever is earliest, and continue MOT activities until Substantial Completion and removal of all construction traffic control.
- B. Minimize traffic impacts to the traveling public, residents, schools and businesses. During the MOT Peak Period, maintain all intersection turning Movements, lane configurations (e.g., dual left-turn lanes), and storage lengths consistent with roadway conditions prior to construction, unless otherwise Approved (see Section 10C-12 for additional Closure Restrictions).
- C. Design, place, and maintain all required traffic control, MOT elements, and detour routes required during construction.
- D. Obtain all necessary permits from all agencies impacted by the Project for temporary construction of roadways and/or haul routes. Identify and obtain required permits for all construction roads to be used for delivery of heavy loads such as fill, asphalt, concrete, and bridge girders required for the Project.
- E. Obtain Approval of any temporary work zone speed limit reductions on state highways in accordance with UDOT Policy 06C-61. Obtain Approval of any temporary work zone speed limit reductions on city and Cross Streets from the respective jurisdiction.
- F. Notify the Jordan and/or Granite School Districts of MOT changes that impact their schools, coordinate school bus circulation and schedules with the Districts.

Obtain Approval of all pedestrian and bicycle detour plans. All Safe Routes to School must be maintained throughout the duration of construction. Obtain Approval of a Pedestrian Access Plan that provides for safe pedestrian routing and includes a safe route for school children to cross the Project. Coordinate and obtain approval from the school district for any modifications to the Student Neighborhood Access Plan (SNAP).

The existing pedestrian bridge at 7000 South shall remain open until a new pedestrian bridge is opened to pedestrians, unless the Design-Builder pays Jordan School District to bus students to and from the Quirrh Elementary School during the pedestrian bridge closure. If the pedestrian bridge is closed prior to the new bridge being open, the Design-Builder is required to pay for the cost of busing students on a school day as well as for activities and programs during the summer and normal school year. The cost of Jordan School District to provide busing is \$178.12 per bus per school day; four buses are needed on a school day. Busing must be done continuously during the closure. Notify the Department and Jordan School District a minimum of 30 days prior to closing the pedestrian bridge.

### 10C-9 Detours

Provide convenient and logical rerouting of traffic (by using advance warning systems, directional and informational signing, lighting, and striping) to provide driver-friendly detours and to maximize the safety of the traveling public and construction workers. Coordinate detour routes with the Department to ensure detour traffic signal timing plans are in place to accommodate detoured traffic.

Obtain Approval of all traffic detour plans.

Implement a signed detour in accordance with the MOT plans.

Provide motorist guidance to and along the entire length of every detour route prior to implementing a roadway closure.

Use state routes for the detour of other state routes. If the detour cannot be limited to state facilities, obtain Approval for the detour and written approval from the jurisdiction whose facilities will be utilized.

Identify and coordinate with other construction projects in the vicinity of the Project area, to ensure that both projects detours routes do not conflict with each other.

Detours for multiple closures shall not go through the same intersection.

[The displacement of a left-turn Movement on Bangerter Highway is not considered a detour.](#)

Detour trailblazing signing shall indicate the route number or street name of the road being closed.

The detour plan shall include the installation and maintenance of static signs and portable CMS at key regional locations, in addition to the point of closure.

### 10C-10 Flagging

Flagging is not permitted on Bangerter Highway.

Use a law enforcement officer when construction activities are impacting an operating signalized intersection. Signalized intersections shall be in flash mode when law enforcement officers are controlling traffic. Use of flaggers at traffic signals is only permitted when, under the direction of a law enforcement officer, the signals have been turned off or are inoperable.

6. The purpose of the closure

**10C-12.3 Required Storage Lengths**

Table 10C-7 and Table 10C-8 outline the required number of lanes and the associated storage lengths for each turning Movement ~~at intersections within the Project configured as a conventional intersection (standard NEMA phasing/ring barrier structure)~~. Maintain the Existing Configuration during construction on Bangerter Highway at 11400 South and 9000 South in accordance with the minimum number of lanes and storage lengths outlined in Table 10C-7 unless otherwise Approved. Modification to the Existing Configuration during construction on Bangerter Highway at 7000 South and 5400 South and at the oval-about on 11400 South will be allowed in accordance with the minimum number of lanes and storage lengths outlined in Table 10C-8 unless otherwise Approved.

**TABLE 10C-7  
 TURNING MOVEMENT STORAGE REQUIREMENTS ON BANGERTER HIGHWAY AT 9000 SOUTH AND 11400 SOUTH**

Turning Movement	Intersection Turn-Lane Storage Requirements <sup>a</sup>		
	11400 South & Bangerter Highway	11400 South & 4000 West	9000 South & Bangerter Highway
Northbound Left-Turn	Two 420 ft Lanes	One 130 ft Lane	Two 460 ft Lanes
Northbound Right-Turn	One 450 ft Lane	Maintain Existing Trap Lane	One 580 ft Lane
Westbound Left-Turn	Two 200 ft Lanes	Two 100 ft Lanes	Two 480 ft Lanes
Westbound Right-Turn	One 200 ft Lane	One 140 ft Lane	One 350 ft Lane – Maintain Free-Right with Merge Condition
Southbound Left-Turn	Two 500 ft Lanes	One 100 ft Lane	Two <del>500</del> 370 ft Lanes
Southbound Right-Turn	One 490 ft Lane	One 100 ft Lane	One 380 ft Lane
Eastbound Left-Turn	Two 220 ft Lanes	One 130 ft Lane	Two 300 ft Lanes
Eastbound Right-Turn	One 240 ft Lane	One 100 ft Lane	One 240 ft Lane

<sup>a</sup>Turn-lane storage length is measured from the taper to the stop bar (not including the required taper length).

**TABLE 10C-8**  
MODIFIED TURNING MOVEMENT STORAGE REQUIREMENTS AS CONVENTIONAL INTERSECTIONS COMPARED TO THE EXISTING CONFIGURATION ON BANGERTER HIGHWAY AT 5400 SOUTH AND 7000 SOUTH AND AT THE OVAL-ABOUT ON 11400 SOUTH

Turning Movement	Intersection Turn-Lane Storage Requirements <sup>a</sup> <del>as Conventional Intersection</del>			
	5400 South & Bangerter Highway	7000 South & Bangerter Highway	11400 South & River Heights Dr	11400 South & Summer Heights Dr
Northbound Left-Turn	Two 400 ft Lanes	Two 400 ft Lanes	One 100 ft Lane	One 100 ft Lane
Northbound Right-Turn	One 400 ft Lane	One <del>200-360</del> ft Lane	One 100 ft Lane	One 100 ft Lane
Westbound Left-Turn	Two 250 ft Lanes with continuous storage in a Two-way Left-turn Lane	Two 200 ft Lanes	One 100 ft Lane	One 100 ft Lane
Westbound Right-Turn	N/A	One 200 ft Lane	One 100 ft Lane – Maintain Free Right Turn Movement	One 100 ft Lane
Southbound Left-Turn	Two <del>480-300</del> ft Lanes plus an additional 700 ft of single left turn lane storage (see 5400 South Aqueduct Relocation plans)	Two <del>200-300</del> ft Lanes	One 100 ft Lane	One 100 ft Lane
Southbound Right-Turn	One 200 ft Lane	One 980 ft Lane	One 100 ft Lane	One 100 ft Lane
Eastbound Left-Turn	Two 200 ft Lanes	Two 400 ft Lanes	One 150 ft Lane	One 150 ft Lane
Eastbound Right-Turn	One 200 ft Lane	One 300 ft Lane	One 100 ft Lane – Maintain Free Right Turn Movement	One 100 ft Lane – Maintain Free Right Turn Movement

<sup>a</sup>Turn-lane storage length is measured from the taper to the stop bar (not including the required taper length).

Provide temporary traffic signals at each intersection to modify the existing CFI and oval-about intersections from the Existing Configuration.

**10C-12.4 General Closure Restrictions**

All closures require Approval, including closures for work performed by Third Parties, unless otherwise specified below.

**TABLE 10C-10  
 SUMMARY OF MOT CLOSURE RESTRICTION**

Type of Closure	Closure Location	Traffic Movement	MOT Peak Periods	MOT Off-Peak Periods	
Full Closures (See Section 10C-9 for detour requirements)	Bangerter Highway	Left-turn	Up to 45 consecutive days <u>per direction</u> – see Section 10C-12.5. At 7000 South, up to 60 days will be allowed in coordination with the Full Closure of the 7000 South through Movements (see details below).	Permitted <del>with Approved Detour</del>	
		Through	Not allowed	Up to 6 nights per direction at each interchange and for the pedestrian bridge over Bangerter Highway in accordance with the timeframes in Table 10C-9	
		Right-turn	Not allowed	Not allowed, except in coordination with the Full Closure of the through Movement outlined above	
	Cross Streets	Left-turn	Up to 90 consecutive days <u>per direction</u> at each Cross Street or up to 60 days on 7000 South in conjunction with the Full Closure of the through Movement as outlined below. (also see Section 10C-12.5)	Permitted <del>with Approved Detour</del>	
		Through	Not allowed, except at 7000 South for no more than 60 days as long as right-turn Movements to and from Bangerter Highway are maintained.	Up to 6 nights per Cross Street in accordance with the timeframes in Table 10C-9	
		Right-turn	Not allowed	Not allowed, except in coordination with Full Closures of Bangerter Highway	
		Pedestrian Bridge	All	Not allowed, except as outlined in Section 10C-8.	Not allowed, except as outlined in Section 10C-8.
	Partial Closures	Bangerter	Left-turn	Not allowed	Permitted

**TABLE 10C-10  
 SUMMARY OF MOT CLOSURE RESTRICTION**

Type of Closure	Closure Location	Traffic Movement	MOT Peak Periods	MOT Off-Peak Periods
	Highway	Through	Not allowed, except for the closure of one lane in each direction for up to 45 consecutive days at the Old Bingham Highway bridge north of 9000 South, if all existing lanes are provided within 500 feet of adjacent traffic signals	Permitted - see Table 10C-1
		Right-turn	Not allowed	Not allowed
	Cross Streets	Left-turn	Not allowed	Permitted
		Through	Not allowed, except for: <ul style="list-style-type: none"> <li>The closure of flex lane system for up to 90 consecutive days - see Part 4-18 (Traffic Signals) and Section 10C-12.6</li> </ul>	Permitted - see Table 10C-2 through Table 10C-5
		Right-turn	Not allowed	Permitted

**10C-12.5 Bangerter Highway Closures**

Full Closures of all left-turn Movements at 11400 South and 7000 South are not permitted beginning with the Thanksgiving Holiday Period through the Christmas Holiday Period.

Provide right-turn lanes on Bangerter Highway at all times.

**10C-12.6 Cross Street Closures**

Do not close 7000 South during the City’s waterline project to the east when closures are taking place on 7000 South between 3200 West and 2700 West.

The flex lanes are permitted to operate in a three-one-three (three lanes each direction with a center turn lane) configuration all day for up to 90 consecutive days. Anything beyond 90 days will be considered a Partial Closure and be subject to Disincentives as identified in Table 10C-11 (MOT Closure Summary and Associated Disincentives). Notify Matt Luker at mluker@utah.gov 14 Calendar days prior to any impacts to the flex lane system. Coordinate with Matt Luker for any adjustments or impacts to the system, including the fiber optic network.

**10C-12.7 Rolling Slowdowns**

Law enforcement officers shall perform all Rolling Slowdowns. Do not use construction vehicles to perform Rolling Slowdowns.

All Rolling Slowdowns shall be Approved unless otherwise specified below.

**10C-12.8 4015 West Build Alternative**

For Work performed for the 4015 West Build Alternative on 5400 South, follow the requirements outlined above as it relates to closures on 5400 South. On 4015 West, a Partial Closure of the through

	ALEKSANDR L & YELENA B; JT	HERITAGE DR		
353	GARRARD, MICHAEL J & ANGELA S; JT	3642 W VISTA WEST DR	Design-Builder	March 24, 2017
355	CITY OF WEST JORDAN	9098 S WINTHROPE DR	N/A	NTP
356	MILLER, TYLER & ANNE; JT	3657 W WINTHROPE CIR	Department	NTP
358	GEDICKS, CHRISTOPHER W & KELLY L; JT	3659 W WINTHROPE CIR	<a href="#">Design-Builder</a> N/A	May 19, 2017
368	Jordan Health Properties	3706 W 9000 S	N/A	June 23, 1017
370	Baeza, SALVADOR	9012 S WINTHROPE DR	N/A	June 23, 1017
371	Weenig, DAVID R & CYNTHIA B; JT	3680 W 9000 S	N/A	June 23, 1017
373	Baker, JOHN P & CAROLYN; TRS (J&CB TR	9013 S WINTHROPE DR	N/A	June 23, 1017
375	Utah Department of Transportation	3660 W 9000 S	N/A	NTP
376	LARSEN, STEVEN L & LINDA L	3666 W WINTHROPE CIR	Department	June 23, 1017
377	WEST JORDAN CITY	3695 W 9035 S		
378	LARSEN, RICHARD J	3655 W WINTHROPE CIR	Department	NTP
380	Utah Department of Transportation	3644 W 9000 S	N/A	NTP
381	UNITED STATES OF AMERICA	3596 W 9000 S	N/A	March 17, 2017
385	JORDAN VALLEY MEDICAL CENTER LP	3580 W 9000 S		
386	DEASON, HENRY H & MAYE W; JT	8871 S 3680 W	N/A	March 17, 2017
387	KELLY, JASON P & JESSICA A; JT	3647 W 8850 S	Department	NTP
388	STOLL, CALLIE H	8845 S 3645 W	Department	NTP
389	BESSEY, BARRY M & AUTUMN G; JT	8833 S 3645 W	Department	NTP
390	MARKUS, KURT W & MARILYN J (JT)	8821 S 3645 W	Department	NTP
391	HANSEN, BUDDY &	8809 S 3645 W	Department	NTP

- a. Use a load factor of 1.0 for roof snow load for all Service Load Cases.
  - b. Use a load factor of 0.5 for roof snow load for all Strength Load Cases.
  - c. Use a load factor of 0.2 for roof snow load for all Extreme Event Load Cases. The effective snow load will be accounted for as dead load and included as mass in the Extreme Event Load Cases.
- F. Salvage the existing pedestrian bridge at 7000 South. Store the bridge in the property in the northwest corner of Bangerter Highway and 9000 South. Place the structure on temporary supports.
- G. Provide a detail sheet in the structure plans incorporating the aesthetics requirements.

### **17B-9.3 9000 South**

- A. Existing wall R-261 West along Bangerter Highway
- ~~1. Any modification to the existing retaining wall requires Approval.~~
  - 2.1. Remove and modify existing wall to meet Project requirements while protecting existing bridge structures north of 9000 South.
    - a. Provide cast-in-place coping along the top of the modified wall using the SDDM SD sheets.
    - b. Provide 2 inches of cover for existing reinforcing not covered by a coping.
- B. Existing wall R-260 East along Bangerter Highway
1. Any modification to the existing retaining wall requires Approval.
  2. Protect the existing USBOR Aqueduct in place in accordance with Part 4-19 (Utilities)
  3. Removal, replacement or modification to the existing barrier adjacent to structures R-288, F-576, F-764 and C-785 requires Approval.
- C. Bingham Creek Culvert Replacement
1. Do not increase load on the existing USBOR Aqueduct structure. See Part 4-04 (Drainage) for additional requirements.

### **17B-9.4 11400 South**

- A. 11400 South Structure
1. Signal foundation must be isolated and independent of bridge elements.
  2. Detail, design and phase construction of 11400 South structure to address temperature, shrinkage and creep effects in the bridge deck and approach slab. Design to accommodate expansion and contraction in the substructure.

## **17B-10 Structure Design Calculations**

- A. Organize the final structure calculations as required by the SDDM with the following exception:

work shall not be back-charged to the Utility Company or the Department.

- T. Provide to the Department a weekly report of events (including all Utility Company coordination meetings, design progress, and construction progress) and the revised schedule as it relates to design and construction progress of Utility Work.
- U. Monitor the progress of Utility Company Utility Work and notify the Department if there is cause to believe that the Utility Company will not meet the specified time frame(s) for design review of the Design-Builder's plans, construction, or timely inspection. Provide such notice to the Department within seventy-two (72) hours of discovery.
- V. Provide survey-grade (X,Y and Z coordinates) As-Built Utility locations and attributes for Utility Work performed by the Design-Builder and Third Parties in the Department Utility Database Template .csv file weekly and at the completion of each specific Utility facility relocation.
- W. Notify the Department's Utility Manager or designee, Communications Team (CT) Manager, and Utility Company Representative seven Calendar Days prior to starting any planned Utility Work. Also, for unforeseen Utility facility interruptions, contact the Resident Engineer, PM, and Utility Company Representative immediately.
- X. Maintain the positive working relationships the Department has developed with the Utility Companies in their cooperative participation and support of the Project.
- Y. Extend all existing Utility casings to limits defined in Utah Administrative Code R930-7. Design-Builder is responsible to work with Utility Companies to locate and extend existing Utility casings within the Project
- Z. Be responsible for installing/obtaining all power service to ATMS, signals lighting, and ATMS/ITS equipment.
- AA. Be responsible for the costs and schedule for all temporary Utility relocations.
- BB. Ensure that all overhead and underground clearances and depth of bury meet both Department requirements as well as the Utility Company's requirements.
- CC. Include the Department in all communications and coordination efforts with the Utility Companies.
- DD. Extend all service laterals and meters to the new ROW line. Match existing sizes for laterals and meters.

Do not bury or conceal any portion of the Utility Work that has not been inspected and accepted by the Utility Company. Any Utility Work buried or concealed without being inspected and accepted by the Utility Company shall be exposed by the Design-Builder at no additional cost to the Department or Utility Company.

## **19C-2 U. S. Bureau of Reclamation/Jordan Valley Water Conservancy District**

The Department entered into a Project Agreement with the USBOR and Jordan Valley Water Conservancy District (JVWCD) for the protection of the USBOR [Jordan](#) Aqueduct Reaches 2 & 3 ([JA2 & JA3](#)) within the USBOR's Aqueduct Easement. The UDOT/ USBOR/JVWCD Project Agreement is in Part 6 (Third Party Agreements) and contains restrictions on both temporary and permanent construction activities that are allowed within the USBOR's aqueduct easement. Coordinate all Work within the USBOR's Aqueduct Easement through the single point of contact listed in the Project Agreement and receive approval from the USBOR /JVWCD prior to performing

any Work within the USBOR's Aqueduct Easement area. Obtain approvals from the USBOR /JVWCD for any deviation from the terms of the agreement. The 2005 USBOR & UDOT Memorandum of Agreement is included as an exhibit to the Project Agreement in Part 6 (Third Party Agreements) and the USBOR O&M Guidelines are included in Part 7 (Contract Drawings).

Achieve zero (0.00- inches) of settlement at the centerline of the aqueduct. If zero settlement cannot be achieved, install internal joint seals subject to JA shutdown schedules.

Below is a list of the USBOR's Jordan Aqueduct Reach 2 (JA-2) requirements and shutdown information:

1. Aqueduct 2 runs between the Bluffdale Water Treatment Plant (15303 South, 3200 West) and the Terminal Reservoirs on Bangerter Highway near 6000 S.
2. There are two mainline isolation valves that break JA2 into three segments, located at 12600 South and 9000 South.
3. Do not shut down the segment of the aqueduct on the north side of the 9000 South valve at the same time as the south side for operational reasons.
4. Perform all work on north side of 9000 South during the first shutdown period, followed by a separate shutdown to perform work on the south side.
5. The two aqueduct shutdown periods are allowed to be consecutive.
6. Schedule the north side shutdown first, followed by the south side shutdown.
7. Aqueduct shutdown periods must take place in accordance with the Project Agreement.

### **19C-3 City of West Jordan**

Repair the damaged 12-inch sanitary sewer line at along the west side of the intersection approximately 212 feet east of the sanitary sewer manhole (SSMH) located at 7000 South and Dixie Drive if the West Jordan betterment is not performed. Pipe repair method required West Jordan City approval.

### **19C-4 Daybreak Water Company**

Coordinate impacts to the facilities owned by the Daybreak Water Company through Keith Hanson, 801-330-3447 or [keith@canyonwater.com](mailto:keith@canyonwater.com). The requirements for Daybreak Water Company are as follows:

1. Submit initial plans to Daybreak Water Company for their review.
2. Obtain approval from Daybreak Water Company including but not limited to, irrigation coverage for the remaining streetscape, adequate water supplies and tailwater drainage.

### **19C-5 Design-Builder Third Party-Manager**

Provide a Third-Party Manager to act as the overall Utility coordinator to ensure adequate coordination during Supplemental Agreement development, mobilization activities, and performance reviews of Utility Work. Coordinate, cooperate, and work with the contact person designated in Part 6 (Third-Party Agreements) or as otherwise assigned by the Department. Responsibilities of the Third-Party Manager include coordinating Design-Builder oversight, coordinating and administering the Utility Work within the Project, site administration, standard and specification adherence, and performance reviews of the Design-Builder while working on and off-site, including but not limited to safety, quality, timeliness, and performance.

Coordinate Utility facility relocations until all Utility Work is completed.

Maintain a record of all design and construction activities for all Utility Work that has been performed by the Design-Builder, and all Utility Work that has been designed and Released for Construction after Notice to Proceed.

The Third-Party Manager responsibilities:

- A. Act as a liaison between the Department, Utility Company, and Design-Builder workforces as needed.
- B. Prepare Supplemental and Project Agreement(s) as necessary and submit to the Department for review and approval prior to submitting them to the Utility Companies.
- C. Provide support in Utility Work problem resolution.
- D. Communicate Utility Work Project status to various levels of site personnel including management, other company organizations, contractors, and suppliers.
- E. Monitor the successful completion of assigned Project deliverables and milestones.
- F. Distribute design plans that have been reviewed by the Utility Company and received consultation and written comment by the Department.
- G. Provide notification of construction dates to the Department and Utility Company.
- H. Keep a record of all meetings with Utility Companies and provide meeting minutes within seven Calendar Days.
- I. Obtain a signature from the Utility Company on final design plans indicating that the plans are Released for Construction.
- J. Keep a record of Utility Company inspector present at any time.
- K. Provide any revisions to the design plans.
- L. Provide date(s) that construction was completed.
- M. Obtain signature and acceptance of Utility Companies on As-Built Plans and all other As-Built requirements stipulated in the Department's Utility Regulations.
- N. Provide a weekly summary and schedule of Utility Work activities.

## 19C-6 Subsurface Utility Engineering (SUE) Information

**Underground Utilities.** The Department has performed a Utility investigation with subsequent depictions as per CI/ASCE 38-02 Standard Guideline for the Collection and Depiction of Existing Subsurface Utility Data. Subsurface Utility Engineering (SUE), and various Quality Levels have been obtained. Quality Level B/C/D has been achieved at various locations throughout the Project and Quality Level A at selected locations. These data are listed and depicted in the documented information shown in [Part 7 \(Contract Drawings\)](#) and [Part 8 \(Engineering Data\)](#). Only the elevations and depths on Utilities at actual test holes or within manholes shall be considered accurate and reliable vertical data. The vertical component of Utility lines depictions in the three-dimensional SUE representation were interpolated between Quality Level A data points and at measured Utility elevations at points within vaults. All vertical Utility data except at these points should be considered as unverified and uncertain.

Various SUE quality levels of Utility location data have been achieved with "Reasonable Confidence"

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4. Utility Plans
5. Utility Details
6. Utility Summaries
7. Traffic Volumes
8. Signing Details
9. Signal Details
10. ATMS Details
11. Partial Interchange Lighting Detail
12. Off Ramp Grading for Future Lane Detail
13. Pedestrian Bridge Location at 7000 South
14. USBOR Manway and Vault Details
15. USBOR O&M Guidelines
- ~~15.~~16. Barrier Standards

Due to size of files, Part 7 is  
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1. Geotechnical Data
2. Phase I Site Assessment/Utah DERR Remediation Report
3. Phase II Site Assessment/Utah DERR Remediation Report
4. [SUE Test Hole Mapbook](#)
- 4.5. [SUE – Structures Utility Sheets moved from Reference Documents](#)

PART 8 DOCUMENTATION NOT INCLUDED IN MAIN PDF DOCUMENT; INCLUDED AS SEPARATE DOCUMENTS/ELECTRONIC FILE

# REQUEST FOR PROPOSALS



UTAH DEPARTMENT OF TRANSPORTATION



## 4 Interchanges on Bangerter HWY (SR-154)

Project No. S-0154(12)11

Salt Lake County

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## REFERENCE DOCUMENTS

(RD)

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Addendum ~~2-3~~ - October ~~6~~13, 2016

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- 1. Aerial Images**
- 2. Preliminary Engineering Concept (PEC) Base Build – Revised Drainage Sheets**
- 3. PEC Build Alternative – 4015 West Reconstruction**
- 4. Electronic Files**
  - a) Structures Location .dgn
  - b) 5400 South
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  - c) 7000 South
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  - e)f) Drainage Basin .dgns
- 5. Environmental Documentation**
  - a) Final State Environmental Study (SES) Bangerter Hwy & 5400 South
  - b) Final SES Bangerter Hwy & 7000 South
  - c) Final SES Bangerter Hwy & 9000 South
  - d) Final SES Bangerter Hwy & 11400 South
  - e) USBOR Aqueduct Environmental Assessment (EA) Draft
  - f) Section 404 Permit 9000 South
- 6. Municipal & County Standards**
  - a) Salt Lake County Standards
  - b) South Jordan City Standards
  - c) South Valley Sewer District Standards
  - d) Taylorsville City Standards
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  - f) West Jordan City Standards
- 7. USBOR Aqueduct Relocation Plans**
- 8. Drainage Basin Maps and Supporting Information**
  - a) Drainage Basin Maps
  - b) South Jordan City Bangerter Hwy. and 9000 South Supporting Drainage and Utilities Information
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- 9. As-Builts**

- a) Bangerter Hwy (SR-154) at 6200, 7000 & 7800 South DB
- b) Bangerter Hwy (SR-154) at 4700 & 5400 South (SR-173) Flex Lanes CFI
- c) 5400 South (SR-173) from Bangerter Hwy (SR-154) to 4800 West
- d) 7000 South & WVH Pedestrian Bridge
- e) Original Bangerter

1. SR-154 WVH 4100 South to 5400 South

f) USBOR Aqueduct As-Built

e)g) Pedestrian Structure As-Built

**10. Moved to Part 6**

**11. Draft Aesthetics Plan**

- a) Bangerter Highway Aesthetics Treatment
- b) Aesthetics Land Form

**12. Right-of-Way Plans**

**13. Utility General Estimated Costs**

- a) Estimated Costs for AT&T
- b) Estimated Costs for First Digital and Questar
- c) Estimated Costs for Syringa

**14. Miscellaneous Agreements**

- a) MOA UDOT and SJ Marketplace
- b) SLCC RIRO Letter
- c) UTA-UDOT Partnering Agreement June 2015

**15. Not Used – Moved to Part 8 (Engineering Data) Utility Structure Sheets**

~~a) Water Vaults~~

~~b) Storm Drain~~

~~c) Sewer~~

**16. Traffic Models**

- a) 5400 South
- b) 7000 South
- c) 9000 South
- d) 11400 South

**17. Splice Details**

- a) First Digital Splicing
- b) AT&T Box Splice Maps
- c) AT&T Sheets 64-103

**18. West Jordan City Council Presentation 9/7/16 – 7000 South Closure Request**

**19. Bureau of Reclamation Stamped Drawings**

**20. Turning Templates**

- a) 5400 South
- b) 7000 South
- c) 9000 South
- d) 11400 South

**21. 2015 Traffic Models**

- a) 5400 South
- b) 7000 South
- c) 9000 South
- d) 11400 South
- e) Bangerter Corridor

**22. Drainage Report SR-154- Bangerter Highway 9000 South to 12600 South**