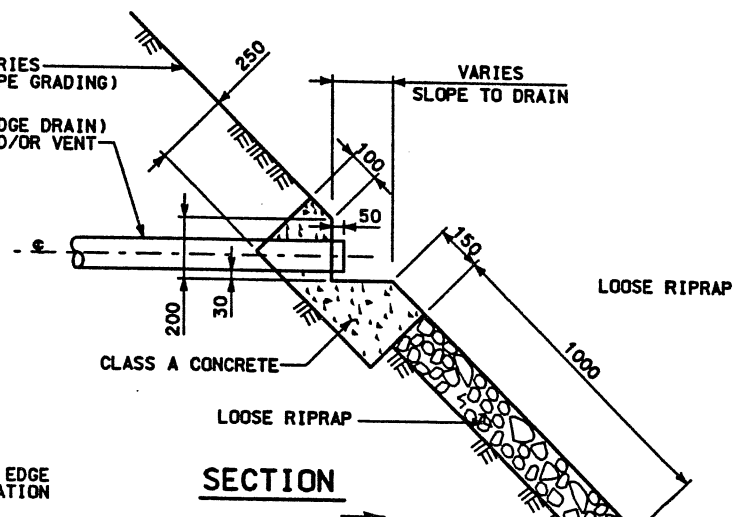
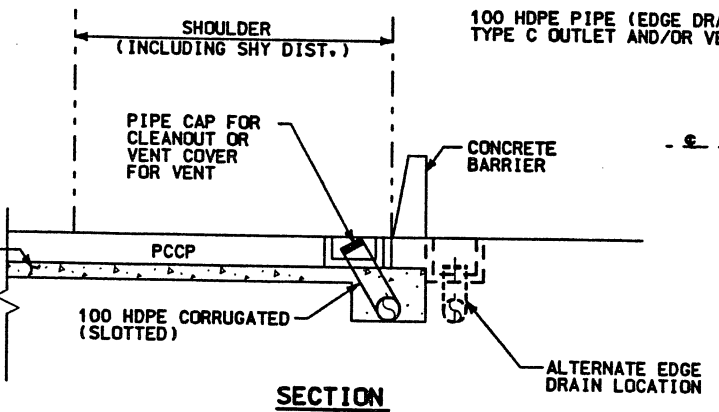
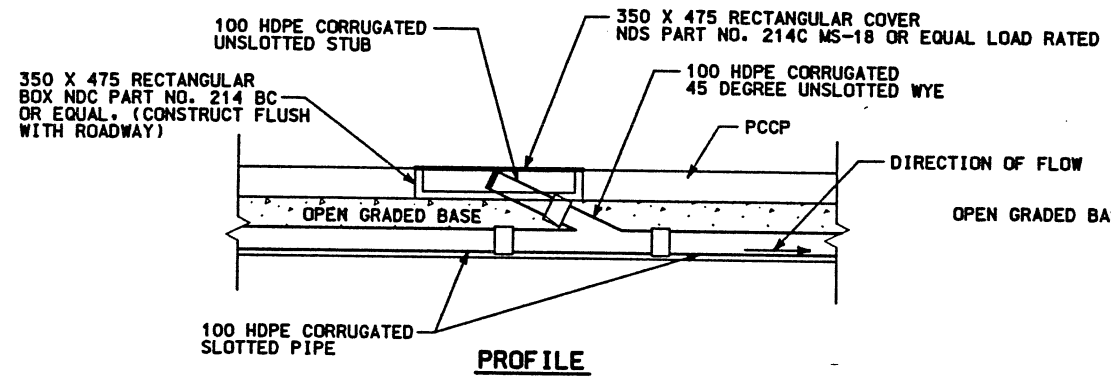
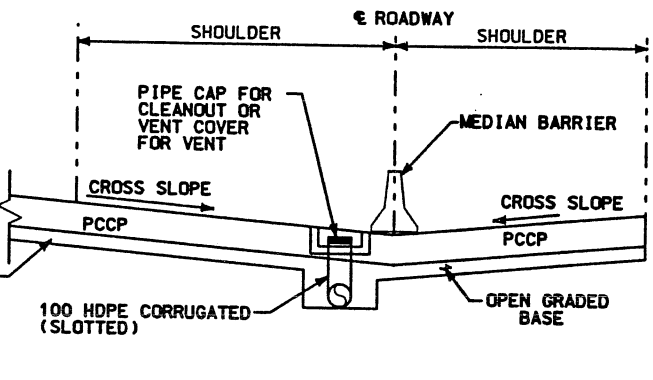
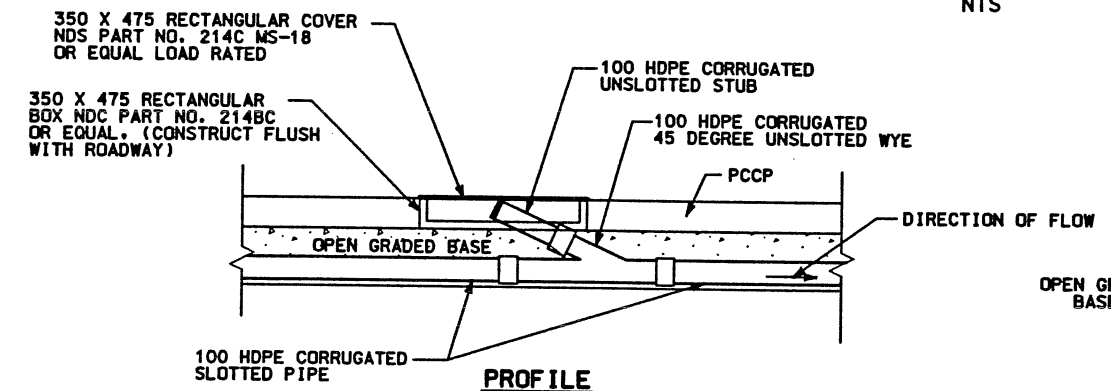


Users: james.youngjr

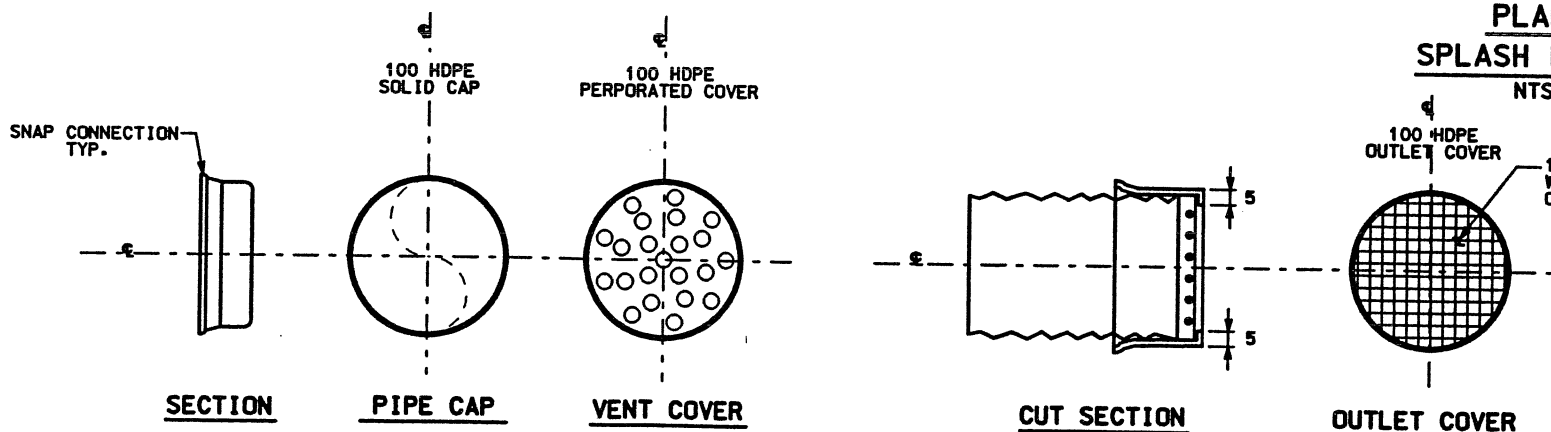
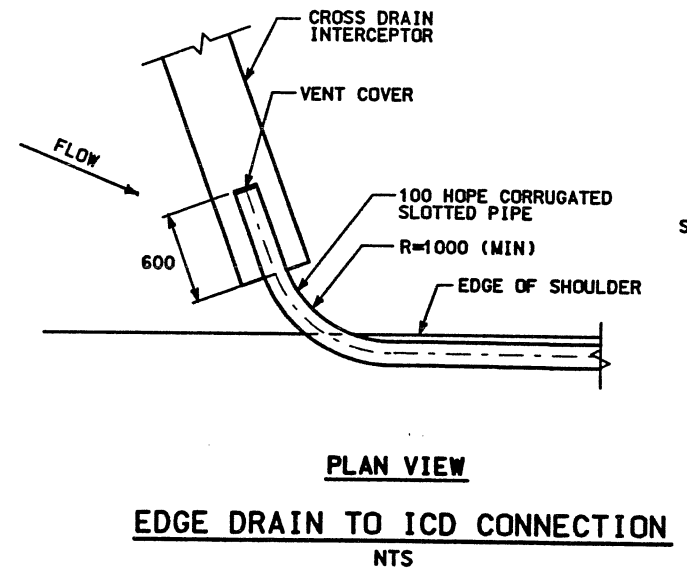
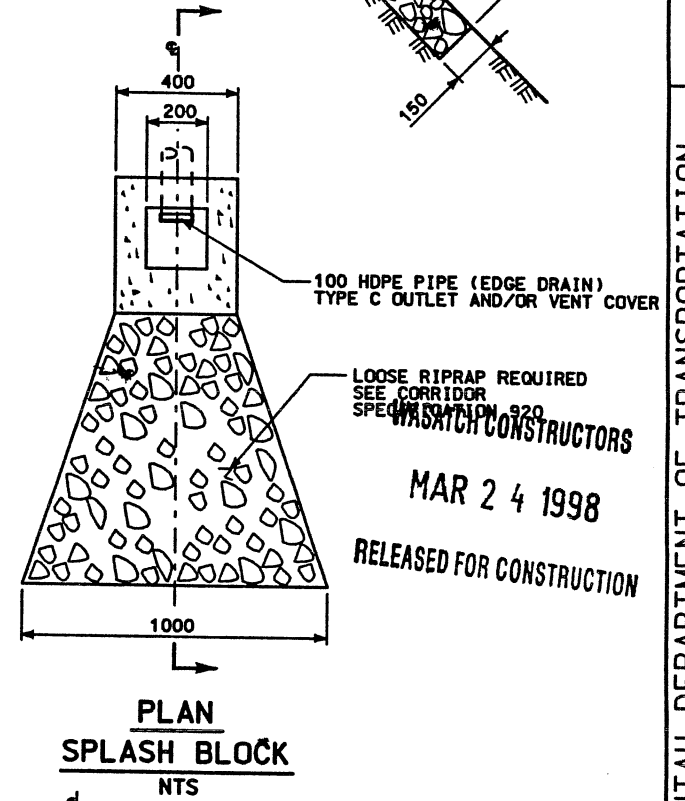
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TYPE A CLEANOUT/VENT
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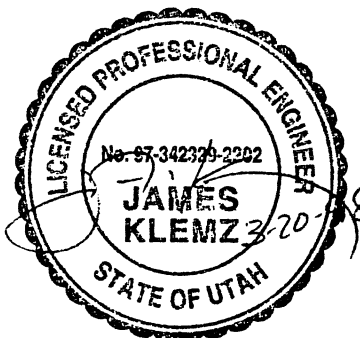


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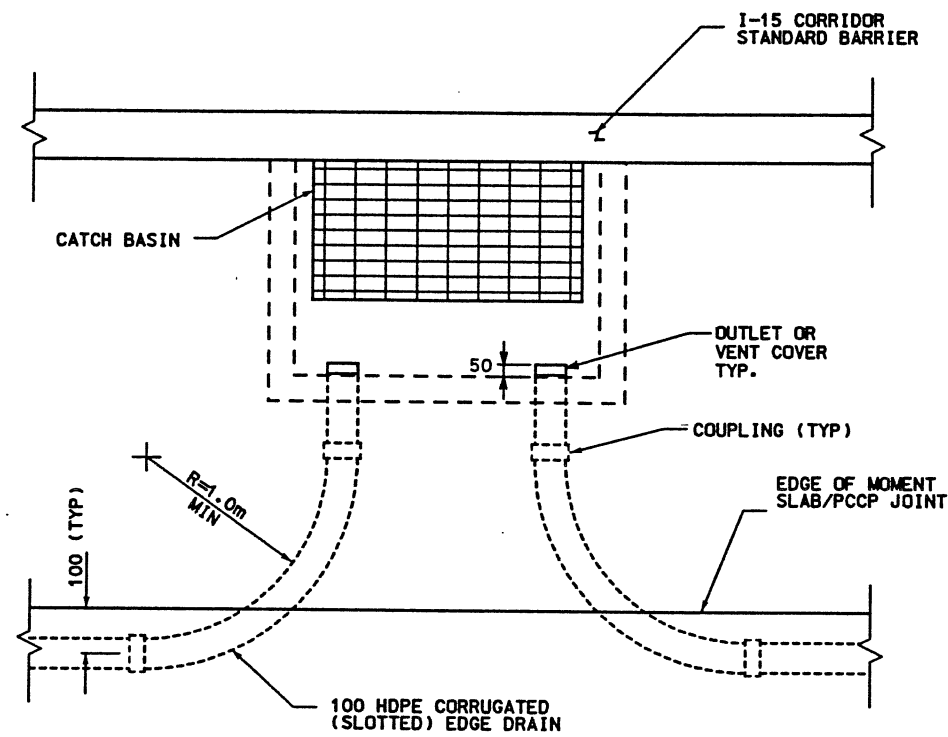


EXTERNAL END PLUG/VENT COVER AND OUTLET COVER
NTS

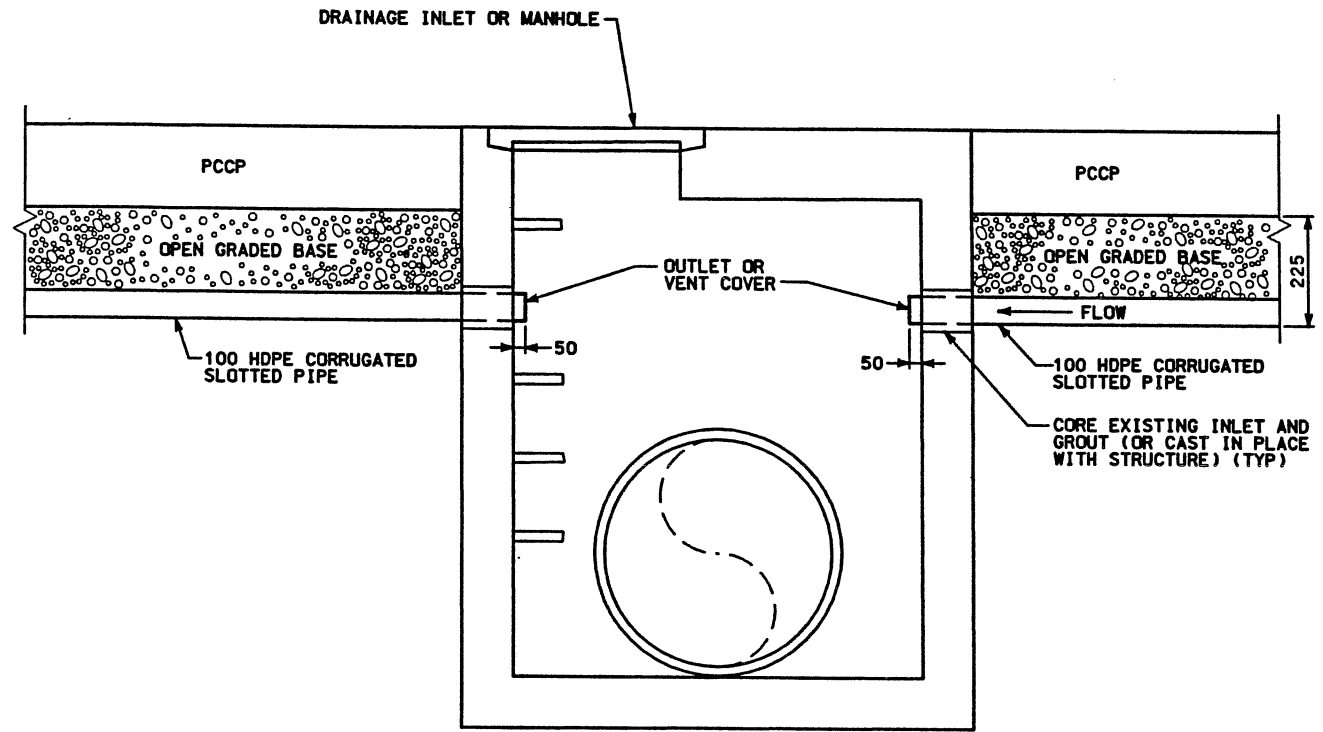
NOTES:
1. SEE EDGE DRAIN PLAN FOR LOCATION AND TYPE OF OUTLET OR VENT INSTALLATIONS



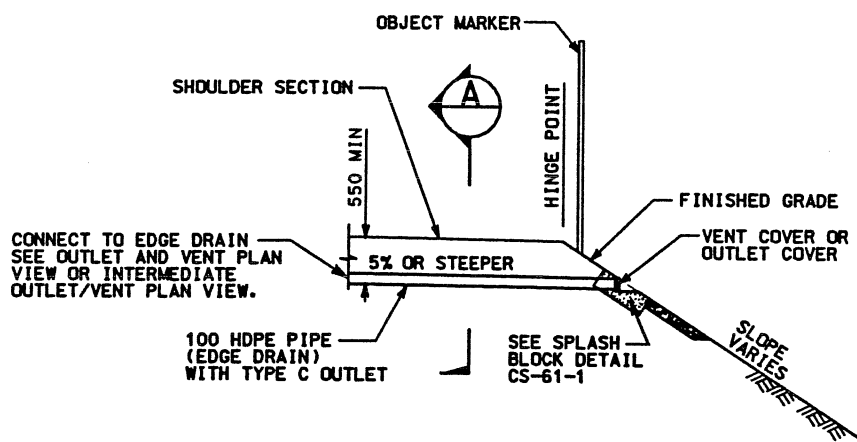
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NO.	DATE	NO.	DATE
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UTAH DEPARTMENT OF TRANSPORTATION		SVERDRUP/DE LEUW	
DESIGN	MR. 2/98	CHECK	MR. 2/98
DRAWN	W.R. 2/98	CHECK	W.R. 2/98
QUANT.		CHECK	
REVISION	DATE	BY	DATE
1	3/13/98	J.M. KLEMZ	
2		J.M. KLEMZ	
I-15 CORRIDOR RECONSTRUCTION		CORRIDOR STANDARD PLAN	
VENT & CLEANOUT DETAILS		PROJECT NUMBER #SP-15-7(135)296	
SALT LAKE COUNTY		DWG. NO. CS-61-1	
SHT. _____ OF _____			



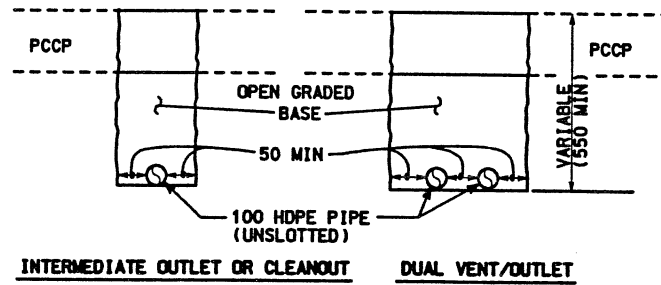
PLAN VIEW
TYPE D OUTLET/VENT CONNECTION AT MSE WALLS
 NTS



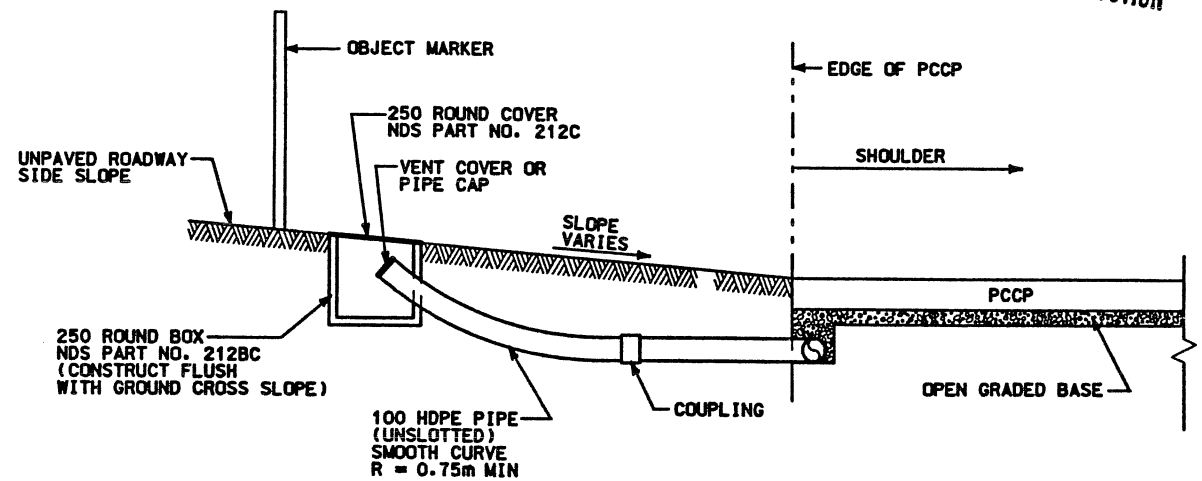
ELEVATION
TYPE D OUTLET/VENT CONNECTION TO DRAINAGE INLET
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ELEVATION
TYPE C OUTLET AND/OR VENT
 NTS



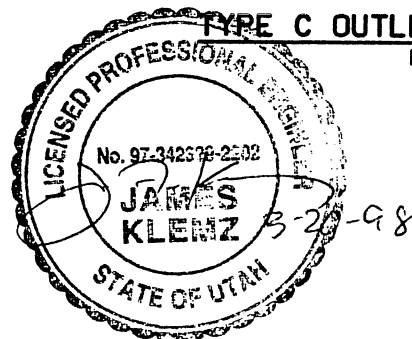
SECTION A
OUTLET EXCAVATION AND BACKFILL
IN PAVED SHOULDERS
 NTS



TYPE F CLEANOUT/VENT
 NTS

NOTE:
 1. SEE EDGE DRAIN PLAN FOR LOCATION AND TYPE OF OUTLET OR VENT INSTALLATIONS.

WASATCH CONSTRUCTORS
 MAR 24 1998
 RELEASED FOR CONSTRUCTION



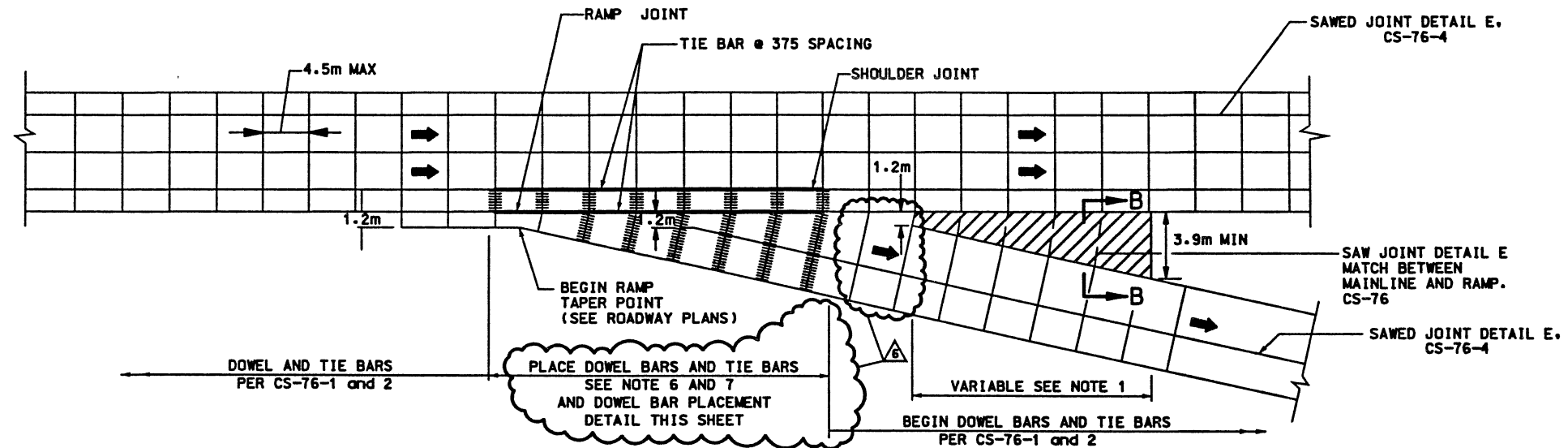
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NO.	DATE
1	3/13/98
DESCRIPTION	
ORIGINAL RELEASE	

UTAH DEPARTMENT OF TRANSPORTATION			
DESIGN	MR	CHECK	NO
DRAWN	JIM KLENZ	CHECK	
SECTION	MANAGER	CHECK	
DATE			

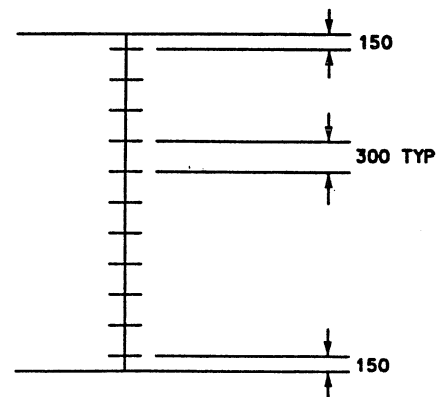
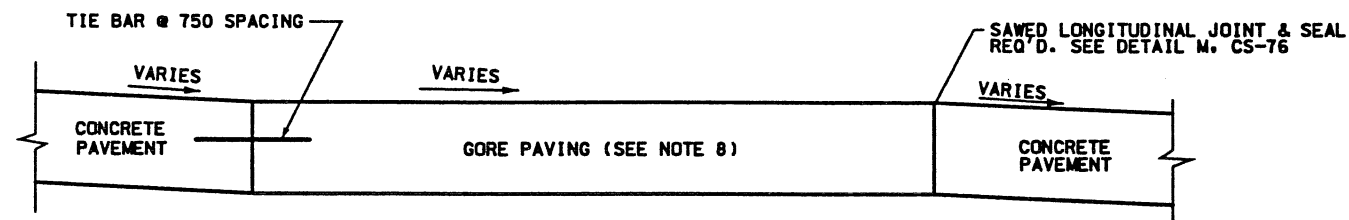
APPROVAL	DATE	PROJECT	DESIGN	ENGINEER
	3/13/98			JIM KLENZ
APPROVED	DATE	SECTION	MANAGER	QUANT.
	3/13/98		JIM KLENZ	

1-15 CORRIDOR RECONSTRUCTION
 VENT & CLEANOUT DETAILS
 CORRIDOR STANDARD PLAN
 PROJECT NUMBER #SP-15-7(135)296

JOINTS FOR HIGHWAYS WITH CONCRETE TRAFFIC LANES AND SHOULDERS



ONE LANE EXIT RAMP
NTS



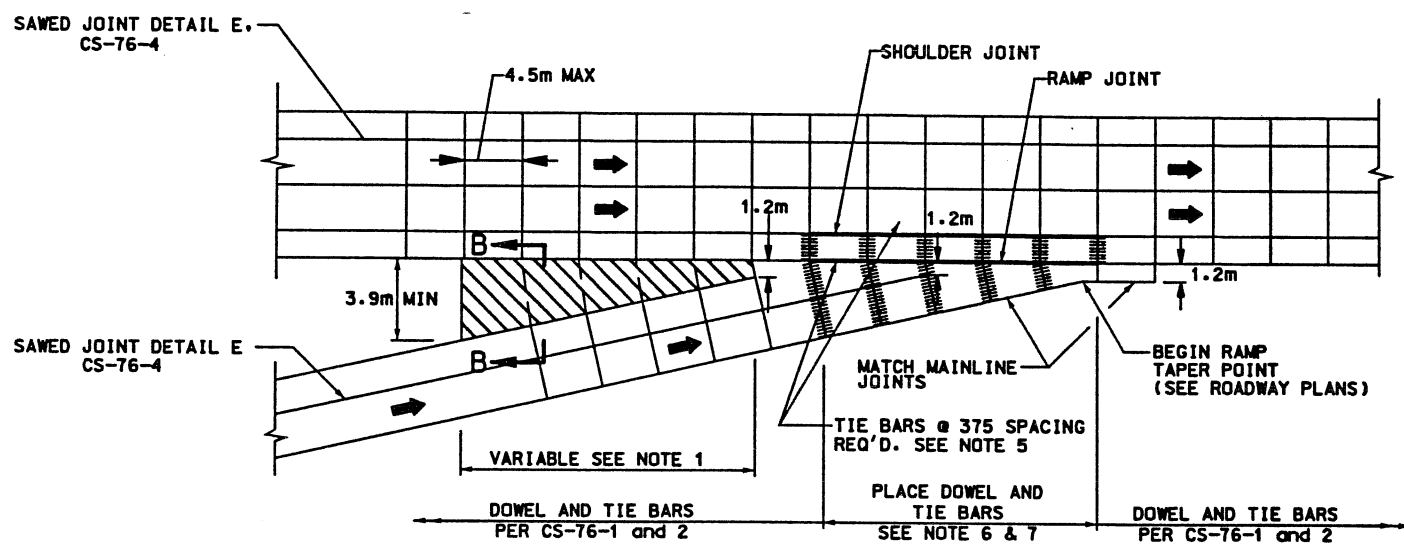
NOTES:

1. ESTIMATED QUANTITIES FOR CONCRETE FLATWORK ARE CALCULATED ON TANGENT SECTION. IN ALL CASES LENGTH OF GORE PAVING WILL BE CARRIED AHEAD UNTIL THE DISTANCE BETWEEN PAVING IS 3.9m MIN.
2. SLOPE MAY VARY TO MEET DESIGN CONDITIONS ON RAMP AND MAINLINE. SEE CS-76 FOR TIE BAR & DOWEL BAR CONFIGURATION.
3. NO INDIVIDUAL SLAB SHALL HAVE A DIMENSION LARGER THAN 4.5m IN LENGTH.
4. MINIMUM SLAB WIDTH IS 1.2m.
5. TIE GORE PAVING ON PRINCIPAL ROADWAY SIDE ONLY @ 750 SPACING.
6. DOWELS SHALL BE PLACED IN SHOULDER AND RAMP TAPER AREA FROM BEGIN RAMP TAPER POINT ± 30m BEFORE GORE. SEE SPACING DETAIL.
7. TIE BARS SHALL BE PLACED @ 375 SPACING IN SHOULDER JOINT AND RAMP JOINT FROM BEGIN RAMP TAPER POINT TO ± 30m BEFORE BEGINNING OF GORE PAVING.
8. GORE PAVING SHALL HAVE BULL FLOAT FINISH SURFACE. GORE PAVING STRUCTURAL SECTION SHALL BE M1, SEE CS-71, OR AS PER THE GORE PAVEMENT SECTION, SEE CS-73.
9. FOR ALL OTHER DETAILS ON JOINTING SEE CS-76.
10. ALL DIMENSIONS ARE IN MM UNLESS OTHERWISE NOTED.

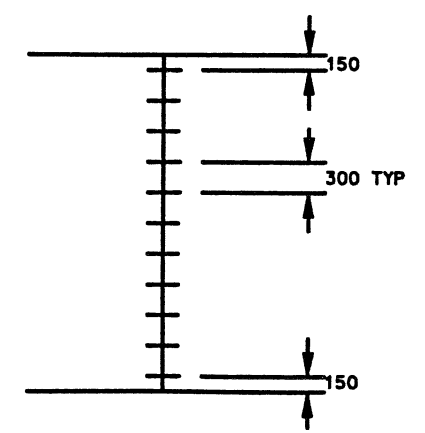
WASATCH CONSTRUCTORS
DEC 07 1998
 RELEASED FOR CONSTRUCTION

UTAH DEPARTMENT OF TRANSPORTATION		SVERDRUP/DE LEUW	
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		B	11/16/98
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			K
			L
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			Q
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JOINTS FOR HIGHWAYS WITH CONCRETE TRAFFIC LANES AND SHOULDERS



ONE LANE ENTRANCE RAMP
NTS



DOWEL BAR PLACEMENT DETAIL
NTS



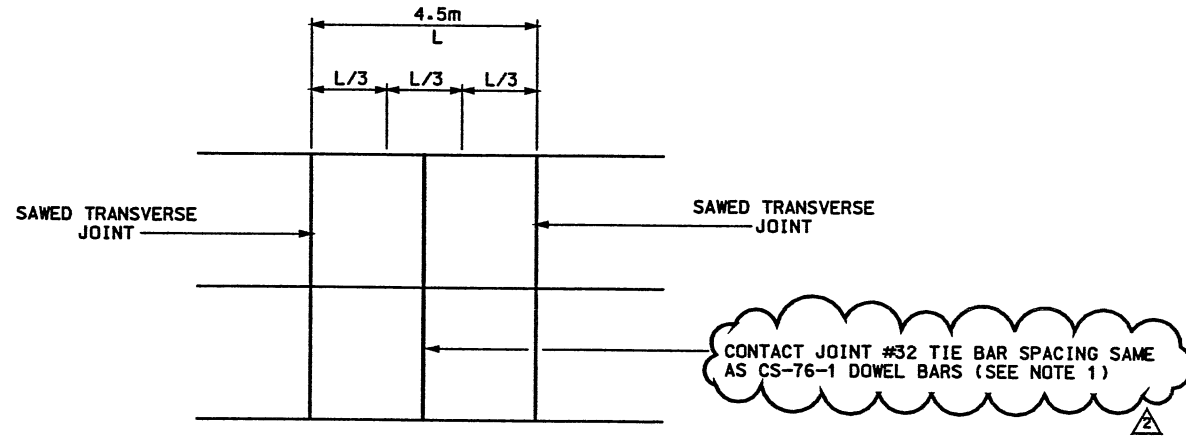
WASATCH CONSTRUCTORS
DEC 07 1998
RELEASED FOR CONSTRUCTION

NOTES:

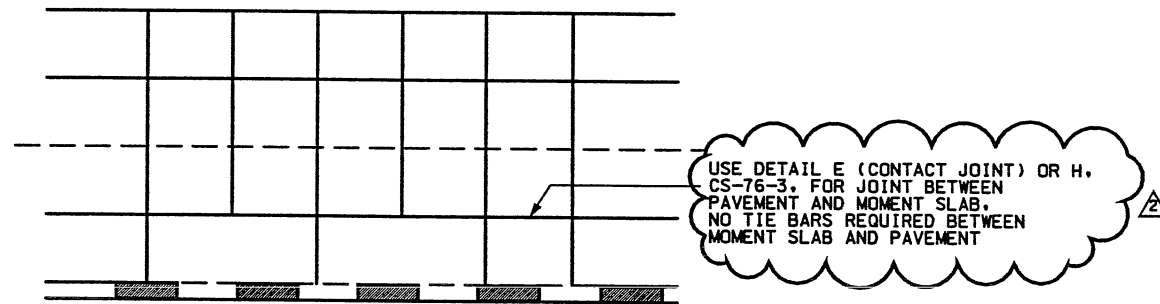
1. ESTIMATED QUANTITIES FOR CONCRETE FLATWORK ARE CALCULATED ON TANGENT SECTION. IN ALL CASES LENGTH OF GORE PAVING WILL BE CARRIED AHEAD UNTIL THE DISTANCE BETWEEN PAVING IS 3.9m.
2. SLOPE MAY VARY TO MEET DESIGN CONDITIONS ON RAMP AND MAINLINE. SEE GORE STAKING PLAN OR IF INDICATED ON PLAN USE DETAIL B-B ON CS-62-1 AND GRADE TO DRAIN - ADJUST FOR FIELD CONDITIONS.
3. NO INDIVIDUAL SLAB SHALL HAVE A DIMENSION LARGER THAN 4.5m IN WIDTH OR LENGTH.
4. MINIMUM SLAB WIDTH IS 1.2m.
5. TIE GORE PAVING ON PRINCIPAL ROADWAY SIDE ONLY @ 750 SPACING.
6. DOWELS SHALL BE PLACED IN SHOULDER AND RAMP TAPER AREA FROM BEGIN RAMP TAPER POINT ± 30m BEFORE GORE. SEE SPACING DETAIL CS-62-4.
7. TIE BARS SHALL BE PLACED @ 375 SPACING IN SHOULDER JOINT AND RAMP JOINT FROM BEGIN RAMP TAPER POINT TO ± 30m BEFORE BEGINNING OF GORE PAVING.
8. FOR ALL OTHER DETAILS ON JOINTING SEE CS-76.
9. ALL DIMENSIONS ARE IN MM UNLESS OTHERWISE NOTED.

APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	ORIGINAL RELEASE	REVISED DOWELS AND TIE BARS
1	5/6/98		
2	9/1/98		UPDATES FOR CLARIFICATION
3	11/16/98		
UTAH DEPARTMENT OF TRANSPORTATION			
SVERDRUP/DE LEUW		TRACKING NO.	
DESIGN LT	CHECK PWS	CHECK PWS	CHECK
11/98	11/98	11/98	11/98
L. LOLENE TERRY	PROJECT DESIGN ENGINEER	JOHN TERRY	SECTION MANAGER
8/1/98	DATE	8/1/98	DATE
APPROVAL RECORD	APPROVED	DATE	QUANT.
I-15 CORRIDOR RECONSTRUCTION	PAVEMENT JOINTING PLAN	CORRIDOR STANDARD PLAN	PROJECT NUMBER #SP-15-7(135)296
SALT LAKE COUNTY			
DWG. NO. CS-62-2			
SHT. _____ OF _____			

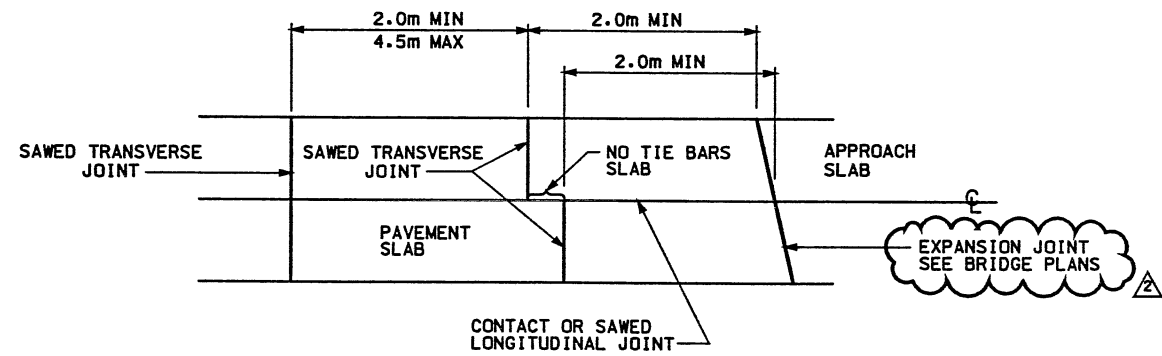
JOINTS FOR HIGHWAYS WITH CONCRETE TRAFFIC LANES AND SHOULDERS



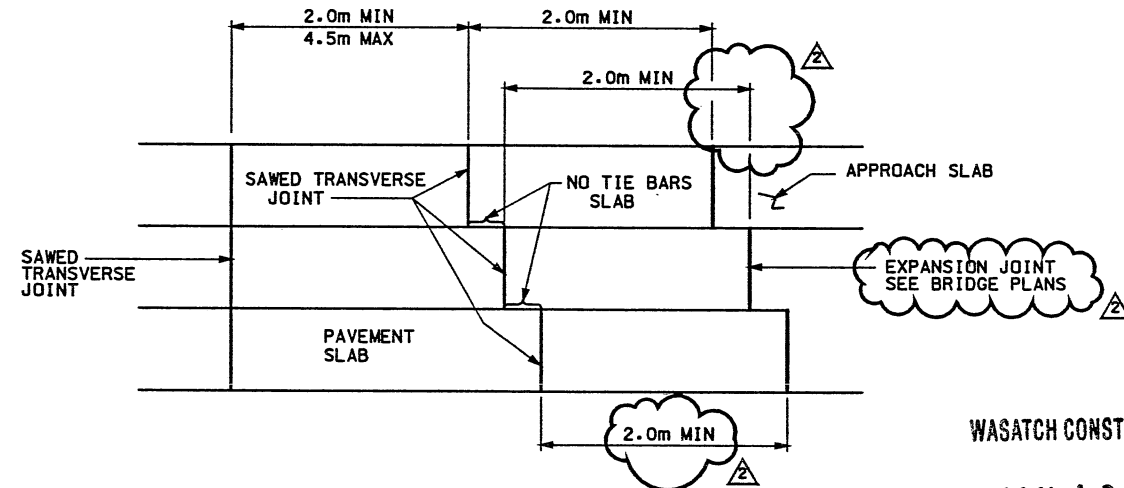
CONTACT JOINT (NIGHT HEADER)
NTS



MOMENT SLAB DETAIL
NTS



SKewed APPROACH SLAB
NTS



STEPped APPROACH SLAB
NTS

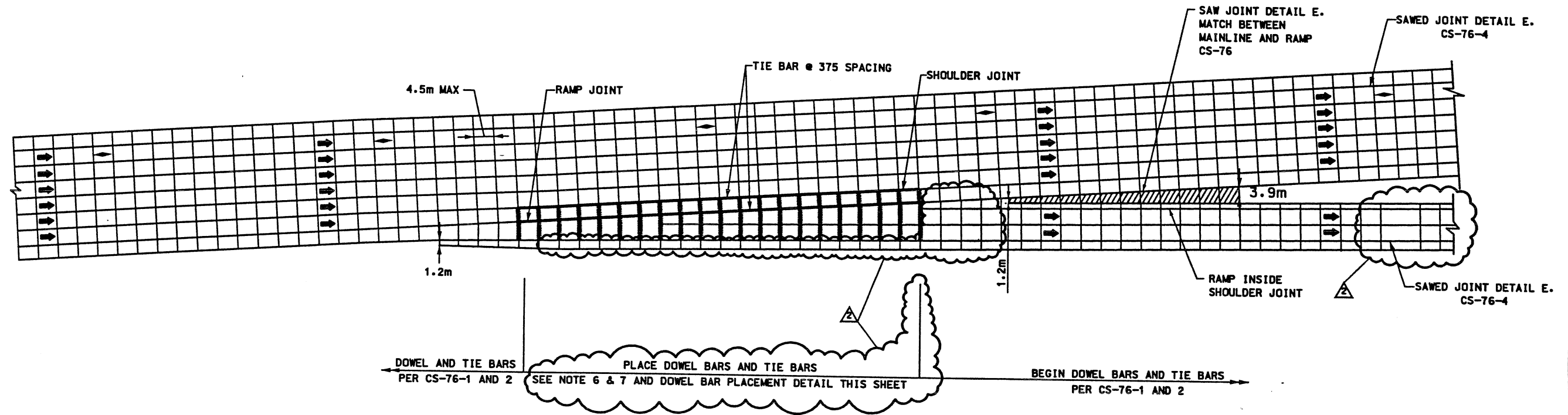
WASATCH CONSTRUCTORS
JAN 19 1999
RELEASED FOR CONSTRUCTION

- NOTE:**
1. A CONTACT JOINT IS PERMITTED TO END PAVING POUR. THE JOINT MUST BE PLACED IN THE MIDDLE THIRD OF THE 4.5 METER SLAB.
 2. ALL DIMENSIONS ARE IN MM UNLESS OTHERWISE NOTED.



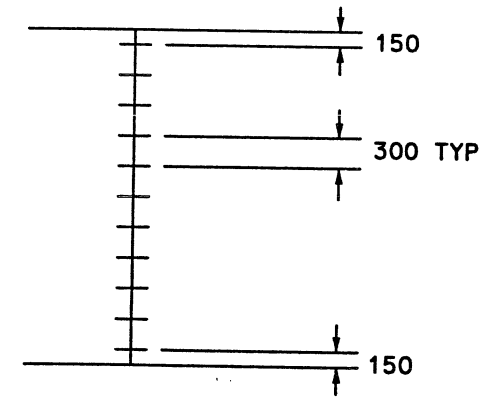
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5/1			
UTAH DEPARTMENT OF TRANSPORTATION			
SVERDRUP/DE LEUW		CHECK	POV
5/6/98	DATE	5/98	5/98
LOUENE TERRY	PROJECT DESIGN ENGINEER	DRAWN	VLR
5/6/98	DATE	5/98	5/98
JOHN TERRY	SECTION MANAGER	QUANT.	CHECK
APPROVED	DATE	5/6/98	5/98
I-15 CORRIDOR RECONSTRUCTION		PAVEMENT JOINTING PLAN	
CORRIDOR STANDARD PLAN		PROJECT NUMBER	
SALT LAKE COUNTY		DWG. NO.	
CS-62-3		*SP-15-7(135)296	
SHT.	3	OF	3

JOINTS FOR HIGHWAYS WITH CONCRETE TRAFFIC LANES AND SHOULDERS



DOWEL AND TIE BARS PER CS-76-1 AND 2 PLACE DOWEL BARS AND TIE BARS SEE NOTE 6 & 7 AND DOWEL BAR PLACEMENT DETAIL THIS SHEET BEGIN DOWEL BARS AND TIE BARS PER CS-76-1 AND 2

TWO LANE OFF RAMP JOINTS FOR RAMPS



DOWEL BAR PLACEMENT DETAIL
NTS



NOTES:

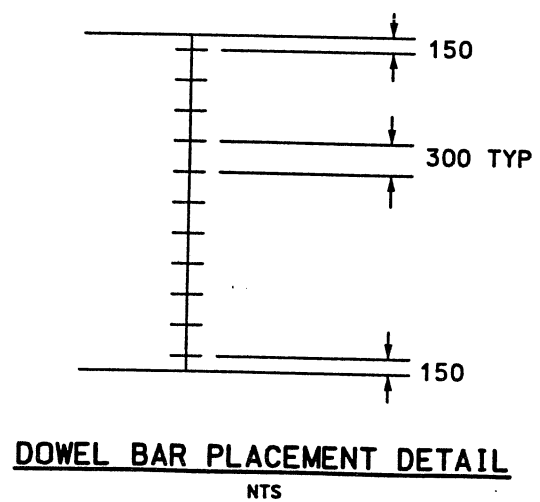
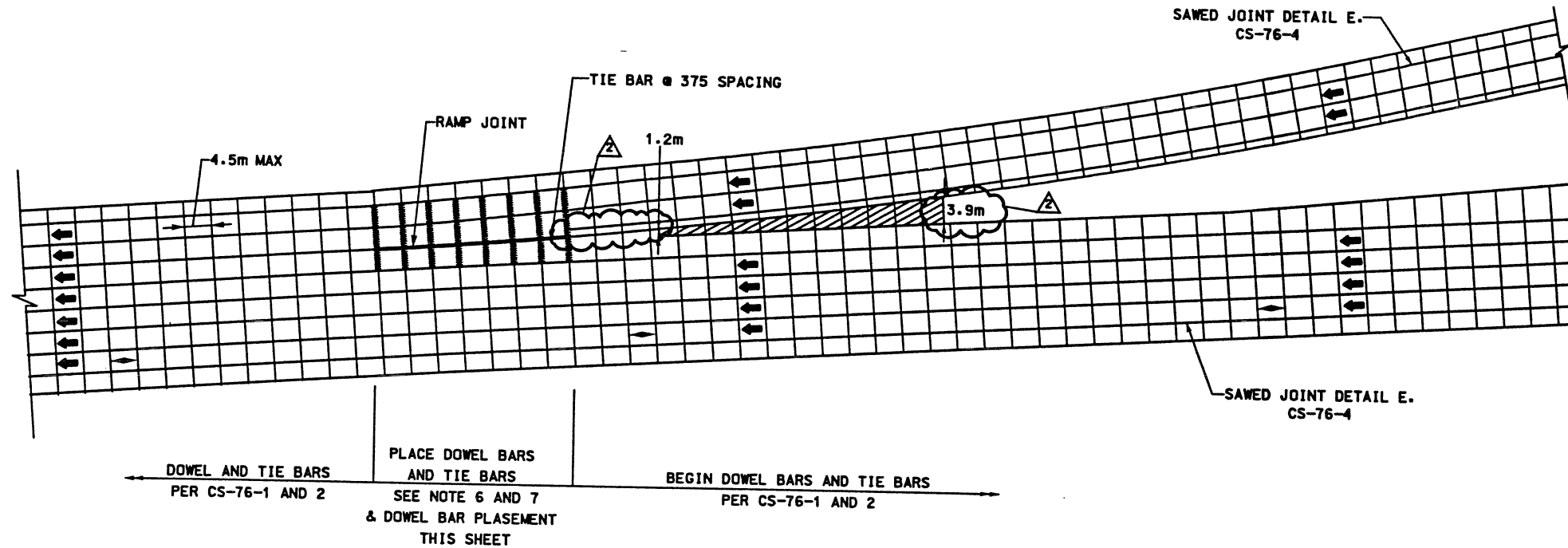
1. ESTIMATED QUANTITIES FOR CONCRETE FLATWORK ARE CALCULATED ON TANGENT SECTION. IN ALL CASES LENGTH OF GORE PAVING WILL BE CARRIED AHEAD UNTIL THE DISTANCE BETWEEN PAVING IS 3.9m.
2. SLOPE MAY VARY TO MEET DESIGN CONDITIONS ON RAMP AND MAINLINE. SEE GORE STAKING PLAN OR IF INDICATED ON PLAN USE DETAIL B-B ON CS-62.1 AND GRADE TO DRAIN - ADJUST FOR FIELD CONDITIONS.
3. NO INDIVIDUAL SLAB SHALL HAVE A DIMENSION LARGER THAN 4.5m IN WIDTH OR LENGTH.
4. MINIMUM SLAB WIDTH IS 1.2m.
5. TIE GORE PAVING ON PRINCIPAL ROADWAY SIDE ONLY @ 750 SPACING.
6. DOWELS SHALL BE PLACED IN SHOULDER AND RAMP TAPER AREA FROM BEGIN RAMP TAPER POINT TO BEGINNING OF INSIDE RAMP JOINT. SEE SPACING DETAIL.
7. TIE BARS SHALL BE PLACED @ 375 SPACING IN SHOULDER JOINT AND RAMP JOINT FROM BEGIN RAMP TAPER POINT TO BEGINNING OF RAMP INSIDE SHOULDER JOINT.
8. FOR ALL OTHER DETAILS ON JOINTING SEE CS-76.
9. ALL DIMENSIONS ARE IN MM UNLESS OTHERWISE NOTED.

WASATCH CONSTRUCTORS
DEC 07 1998
RELEASED FOR CONSTRUCTION

APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	NO.	DATE
A	8/31/98	A	11/16/98
ORIGINAL RELEASE		UPDATES FOR CLARIFICATION	
UTAH DEPARTMENT OF TRANSPORTATION			
SVERDRUP/DE LEUW		TRACKING NO.	
DESIGN	LT	CHECK	JMT
11/98	11/98	11/98	11/98
DRAWN	NOF	CHECK	JMT
11/98	11/98	11/98	11/98
QUANT.			
SECTION MANAGER			
DATE			
DATE			
I-15 CORRIDOR RECONSTRUCTION		CORRIDOR STANDARD PLAN	
PAVEMENT JOINTING PLAN		PROJECT NUMBER	
#SP-15-7(135)296		SALT LAKE COUNTY	
Dwg. No. CS-62-4		SHT. OF	

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JOINTS FOR HIGHWAYS WITH CONCRETE TRAFFIC LANES AND SHOULDERS



TWO LANE ON RAMP JOINTS FOR RAMP



NOTES:

1. ESTIMATED QUANTITIES FOR CONCRETE FLATWORK ARE CALCULATED ON TANGENT SECTION. IN ALL CASES LENGTH OF GORE PAVING WILL BE CARRIED AHEAD UNTIL THE DISTANCE BETWEEN PAVING IS 3.9m.
2. SLOPE MAY VARY TO MEET DESIGN CONDITIONS ON RAMP AND MAINLINE. SEE GORE STAKING PLAN OR IF INDICATED ON PLAN USE DETAIL B-B ON CS-62.1 AND GRADE TO DRAIN - ADJUST FOR FIELD CONDITIONS.
3. NO INDIVIDUAL SLAB SHALL HAVE A DIMENSION LARGER THAN 4.5m IN WIDTH OR LENGTH.
4. MINIMUM SLAB WIDTH IS 1.2m.
5. TIE GORE PAVING ON PRINCIPAL ROADWAY SIDE ONLY @ 750 SPACING.
6. DOWELS SHALL BE PLACED IN SHOULDER AND RAMP TAPER AREA FROM BEGIN RAMP TAPER POINT TO BEGINNING OF INSIDE RAMP SHOULDER. SEE SPACING DETAIL.
7. TIE BARS SHALL BE PLACED @ 375 SPACING IN SHOULDER JOINT AND RAMP JOINT FROM BEGIN RAMP TAPER POINT TO BEGINNING OF INSIDE SHOULDER RAMP JOINT.
8. FOR ALL OTHER DETAILS ON JOINTING SEE CS-76.
9. ALL DIMENSIONS ARE IN MM UNLESS OTHERWISE NOTED.

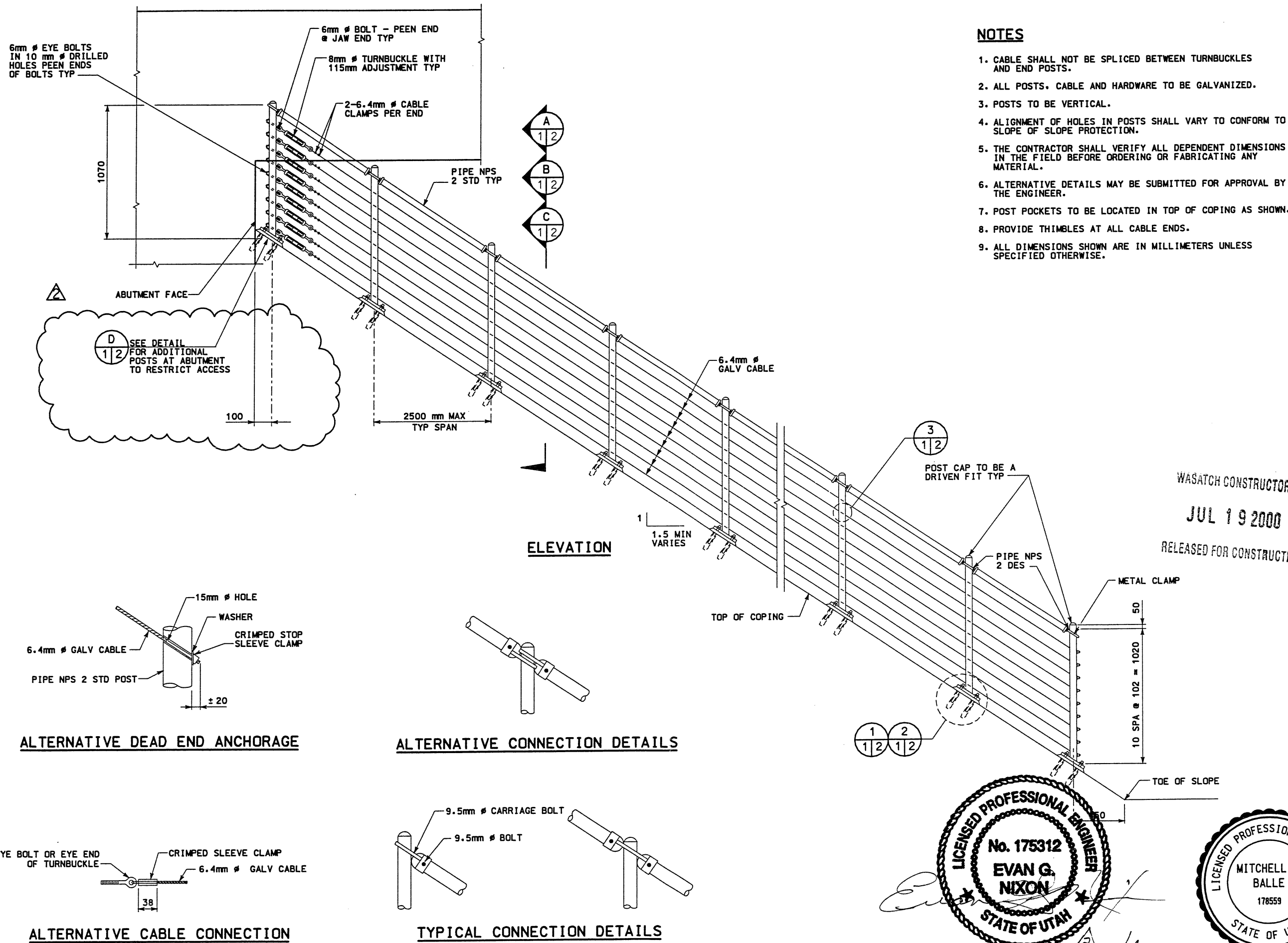
WASATCH CONSTRUCTORS
 DEC 07 1998
 RELEASED FOR CONSTRUCTION

APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	ORIGINAL RELEASE	UPDATES FOR CLARIFICATION
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UTAH DEPARTMENT OF TRANSPORTATION			
SVERDRUP/DE LEUW		DESIGN	CHECK
NO.	DATE	JMT	JMT
1	11/7/98	11/7/98	11/7/98
PROJECT #SP-15-7(135)296			
I-15 CORRIDOR RECONSTRUCTION		PAVEMENT JOINTING PLAN	
CORRIDOR STANDARD PLAN		CORRIDOR STANDARD PLAN	
SALT LAKE COUNTY		Dwg. No. CS-62-5	
SHT. 9		9	

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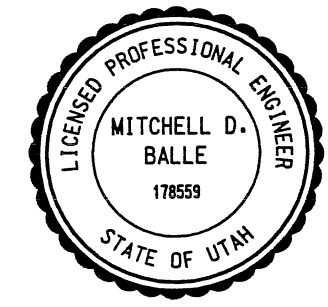
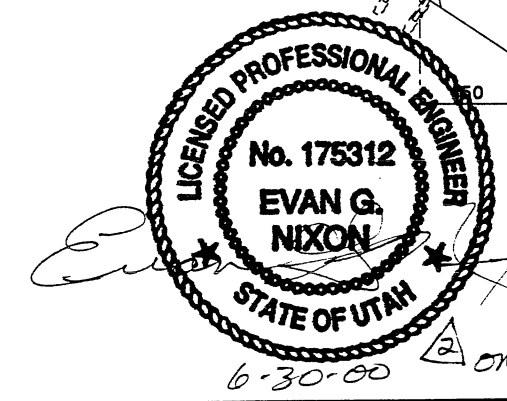
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NOTES

1. CABLE SHALL NOT BE SPLICED BETWEEN TURNBUCKLES AND END POSTS.
2. ALL POSTS, CABLE AND HARDWARE TO BE GALVANIZED.
3. POSTS TO BE VERTICAL.
4. ALIGNMENT OF HOLES IN POSTS SHALL VARY TO CONFORM TO SLOPE OF SLOPE PROTECTION.
5. THE CONTRACTOR SHALL VERIFY ALL DEPENDENT DIMENSIONS IN THE FIELD BEFORE ORDERING OR FABRICATING ANY MATERIAL.
6. ALTERNATIVE DETAILS MAY BE SUBMITTED FOR APPROVAL BY THE ENGINEER.
7. POST POCKETS TO BE LOCATED IN TOP OF COPING AS SHOWN.
8. PROVIDE THIMBLES AT ALL CABLE ENDS.
9. ALL DIMENSIONS SHOWN ARE IN MILLIMETERS UNLESS SPECIFIED OTHERWISE.

WASATCH CONSTRUCTORS
 JUL 19 2000
 RELEASED FOR CONSTRUCTION

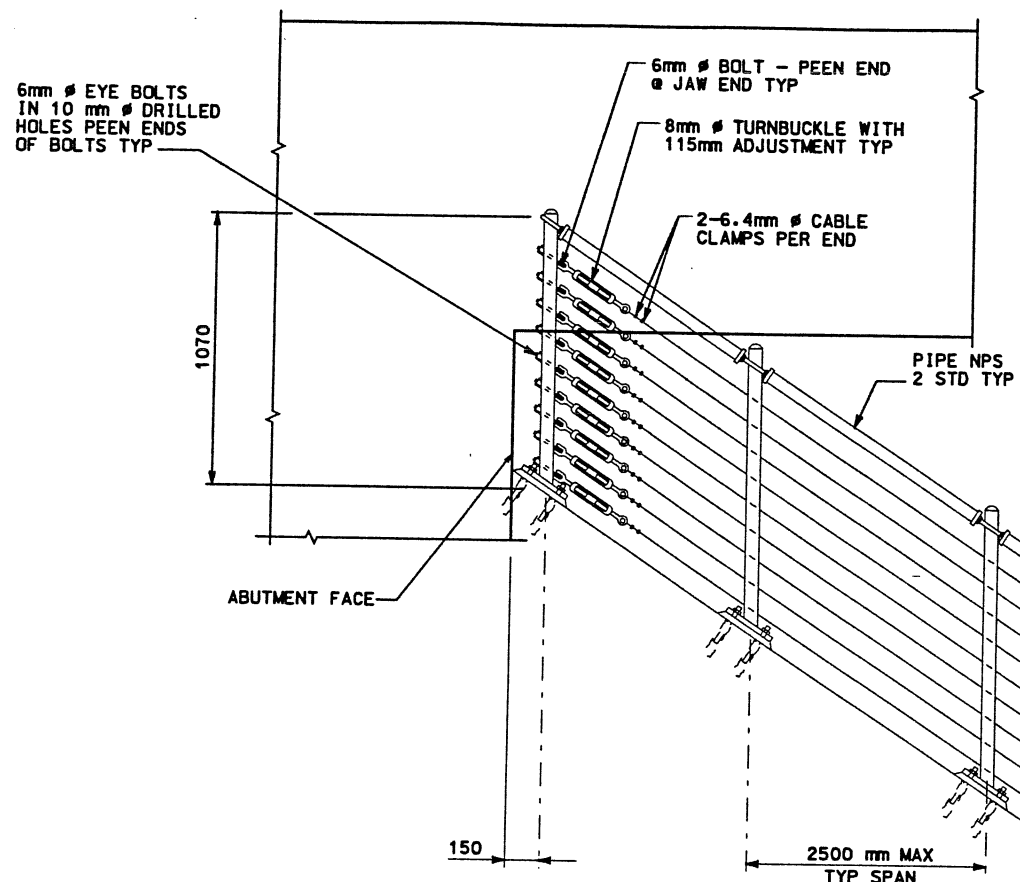


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NO.	DATE	NO.	DATE
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DE LEUW CATHER SVERDRUP/DE LEUW		DESIGN MJS 08/12/98 CHECK MB 08/12/98	
PROJECT DESIGN ENGINEER		DRAWN DKC 12/09/97 CHECK MB 08/12/98	
QUANT.		QUANT.	
SECTION MANAGER		SECTION MANAGER	
1-15 CORRIDOR RECONSTRUCTION		CABLE RAILING	
CORRIDOR STANDARD		CORRIDOR STANDARD	
PROJECT NUMBER #SP-15-7(135)296		PROJECT NUMBER #SP-15-7(135)296	
SALT LAKE COUNTY		SALT LAKE COUNTY	
DWG. NO. CS-63-1		DWG. NO. CS-63-1	
SHT. OF		SHT. OF	

PTC After Final Approval

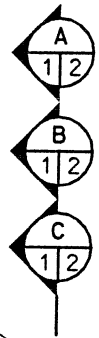
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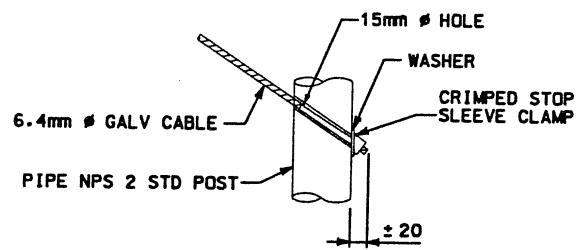


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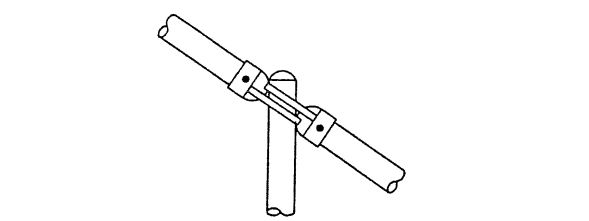
1. CABLE SHALL NOT BE SPLICED BETWEEN TURNBUCKLES AND END POSTS.
2. ALL POSTS, CABLE AND HARDWARE TO BE GALVANIZED.
3. POSTS TO BE VERTICAL.
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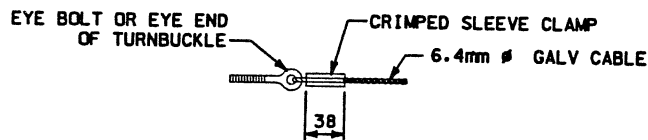
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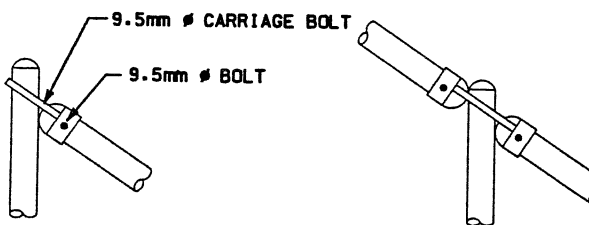
ALTERNATIVE DEAD END ANCHORAGE



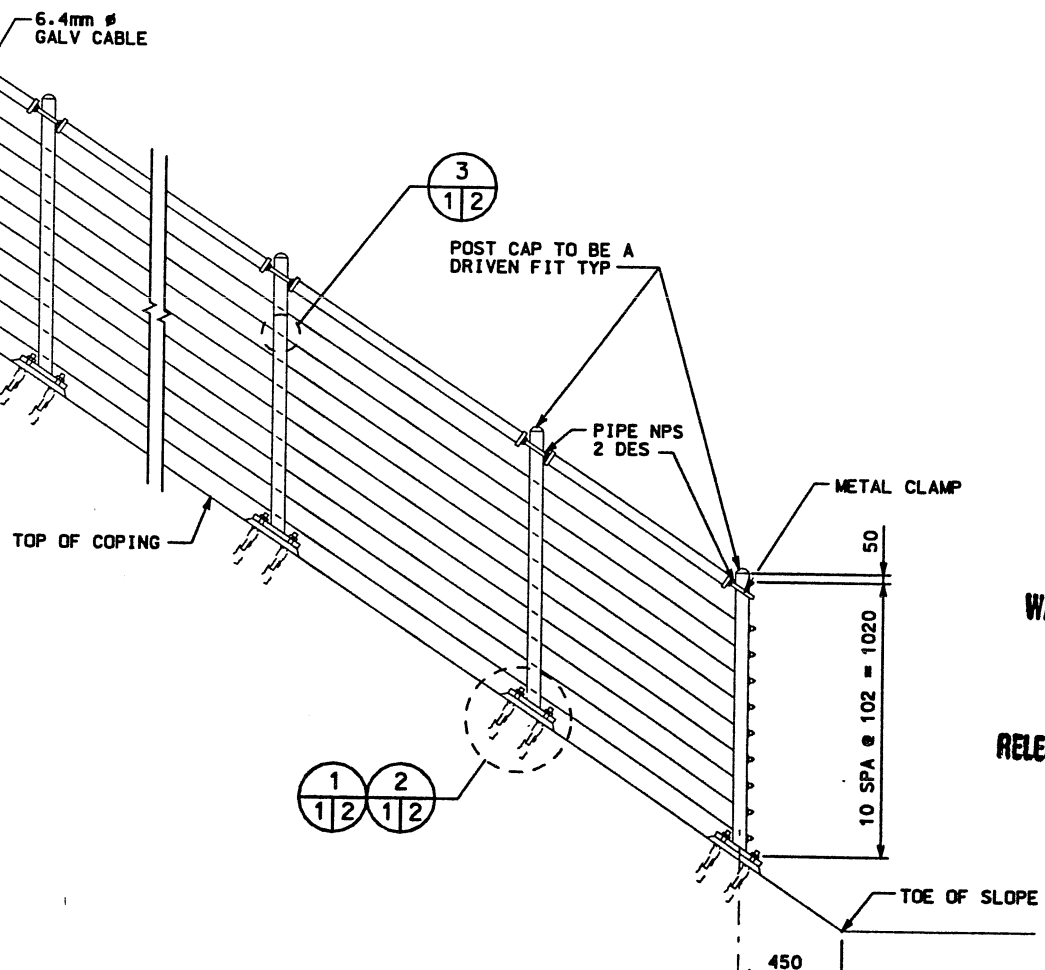
ALTERNATIVE CONNECTION DETAILS



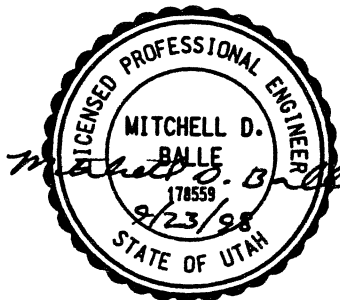
ALTERNATIVE CABLE CONNECTION



TYPICAL CONNECTION DETAILS



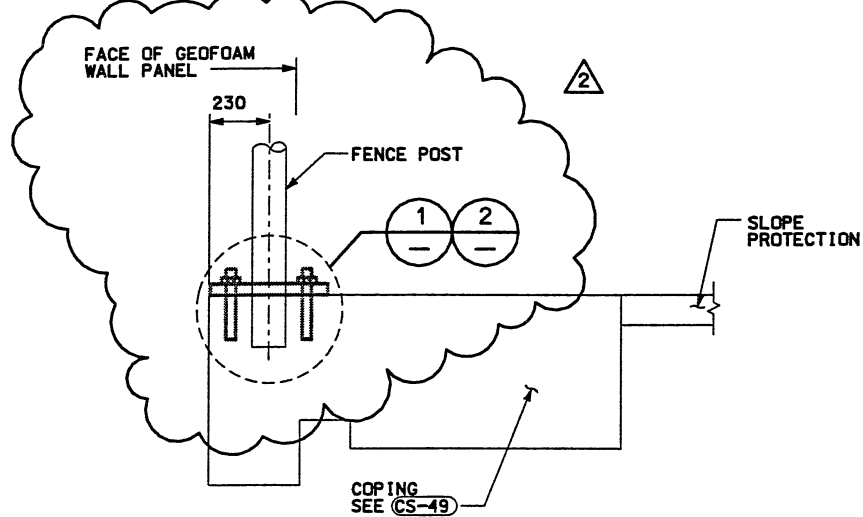
WASATCH CONSTRUCTORS
SEP 24 1998
RELEASED FOR CONSTRUCTION



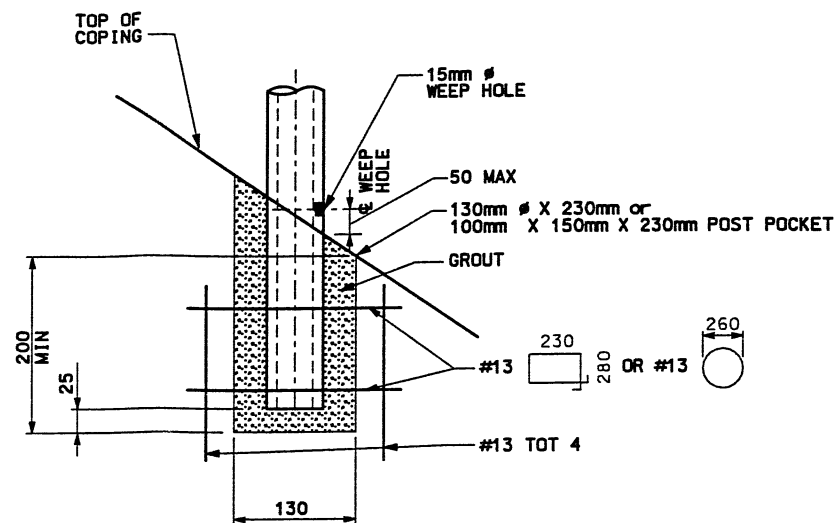
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APPROVAL RECORD	DATE	DESIGN	CHECK
09/98	MITCHELL BALLE	MJS 08/12/98	MB 08/12/98
DATE	PROJECT DESIGN ENGINEER	DRAWN	CHECK
09/98	STAN POLASIK	DKC 12/09/97	MB 08/12/98
APPROVED	SECTION MANAGER	QUANT.	CHECK
I-15 CORRIDOR RECONSTRUCTION		CABLE RAILING	
CORRIDOR STANDARD		PROJECT NUMBER #SP-15-7(135)296	
SALT LAKE COUNTY		DWG. NO. CS-63-1	
SHT. OF			

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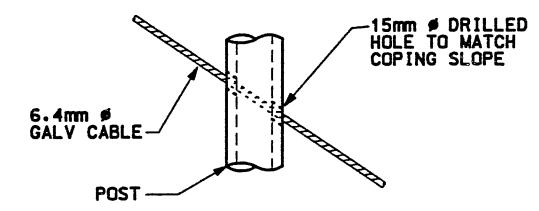
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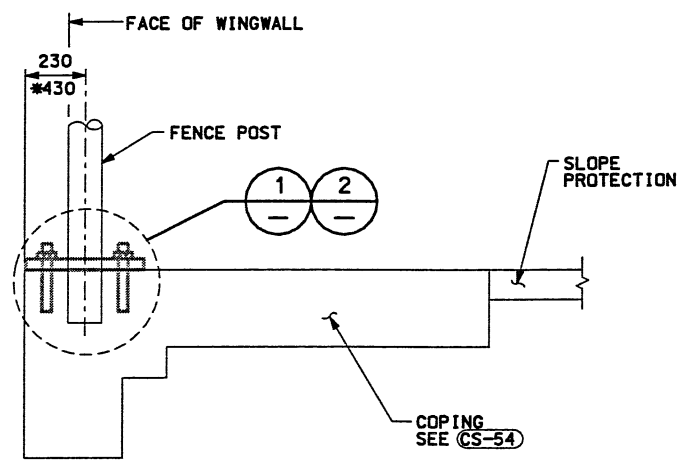
SECTION AT GEOFOAM WALL PANEL A
1/2



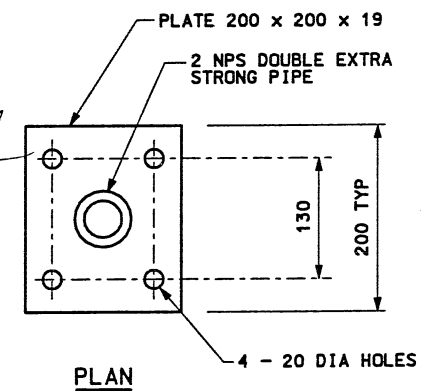
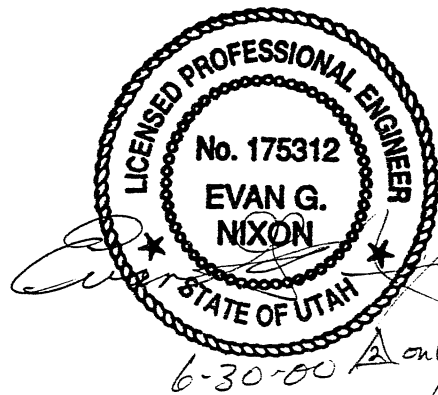
ANCHORAGE DETAIL 1
1/2



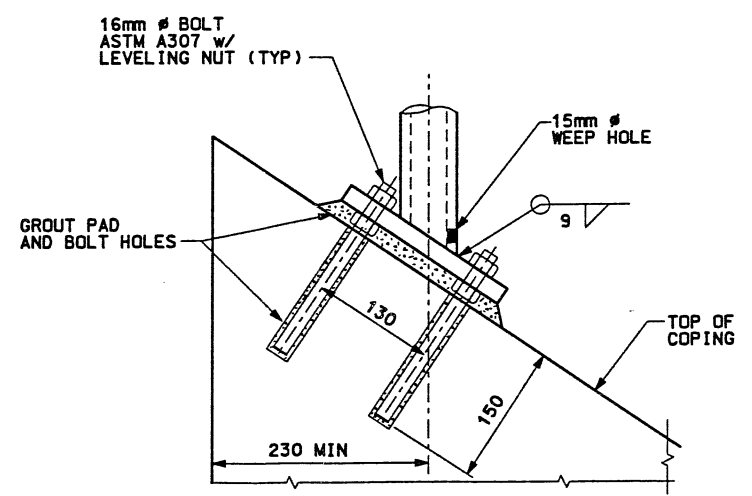
CABLE-POST DETAIL 3
1/2



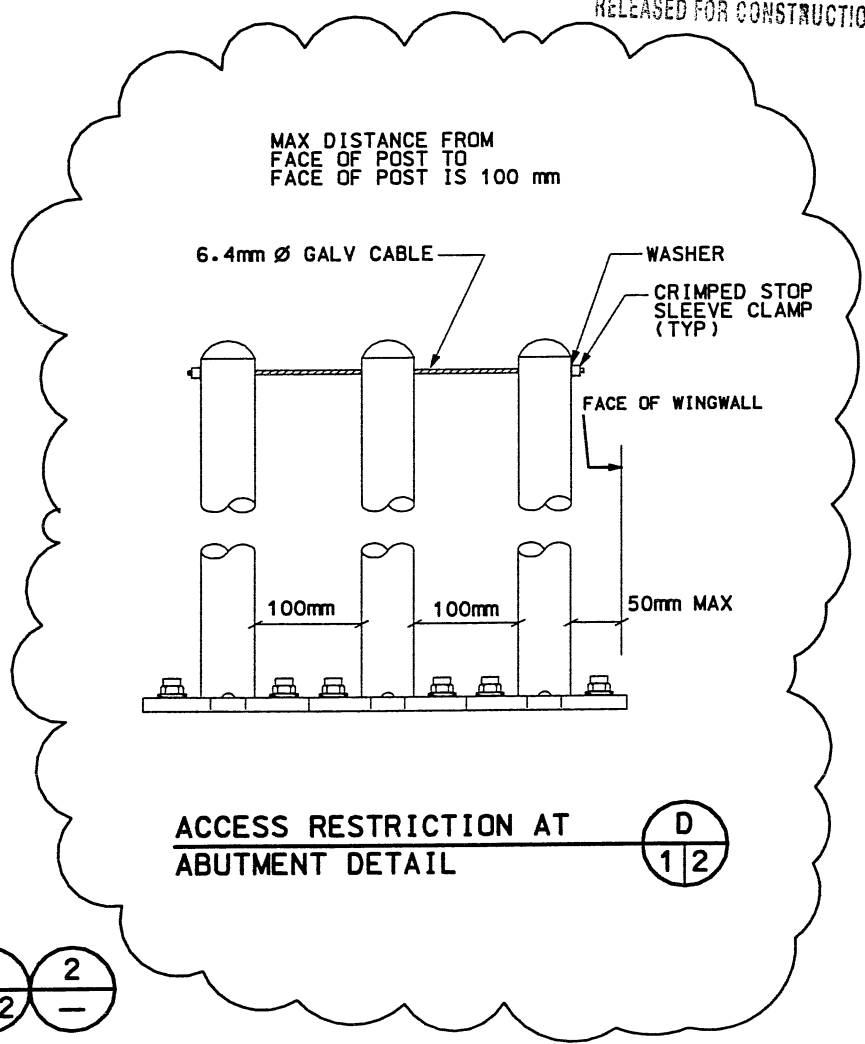
SECTION AT MSE SINGLE STAGE WALL PANEL B
* DIMENSION WHEN TRANSITION ELEMENT IS USED 1/2



PLAN



ALTERNATE ANCHORAGE DETAIL 2
1/2

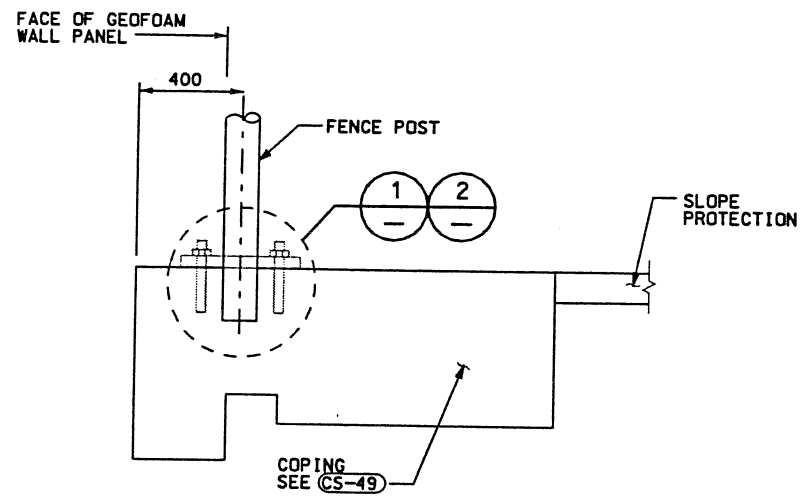


ACCESS RESTRICTION AT ABUTMENT DETAIL D
1/2

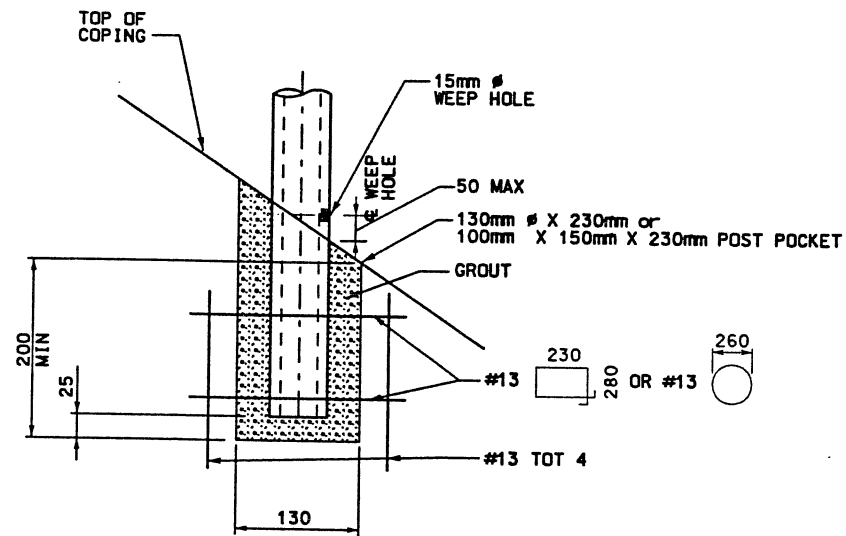
WASATCH CONSTRUCTORS
JUL 19 2000
RELEASED FOR CONSTRUCTION

APPROVED FOR CONSTRUCTION		DESCRIPTION	
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UTAH DEPARTMENT OF TRANSPORTATION		DE LEUW CATHER SVERDRUP/DE LEUW	
DESIGN	MB 09/12/98	CHECK	MB 09/12/98
PROJECT DESIGN ENGINEER	MITCHELL BALLE	DESIGN	MJS 09/12/98
SECTION MANAGER	STAN POLASIK	DRAWN	DKC 12/06/97
DATE	09/98	APPROVED	09/98
PROJECT NUMBER	*SP-15-7(135)296	QUANT.	
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SALT LAKE COUNTY	DWG. NO. CS-63-2		
SHT. OF			

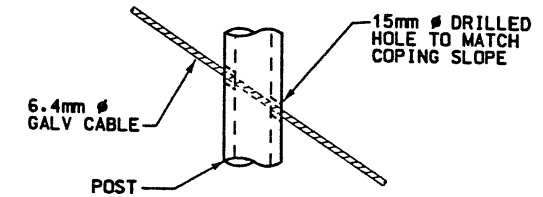
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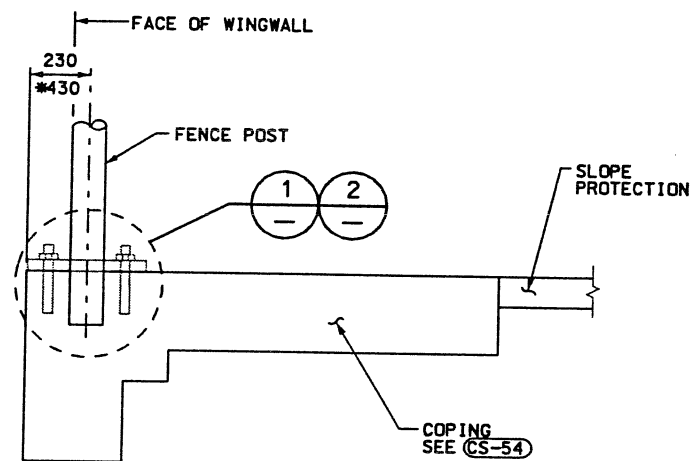
SECTION AT GEOFOAM WALL PANEL **A**
1/2



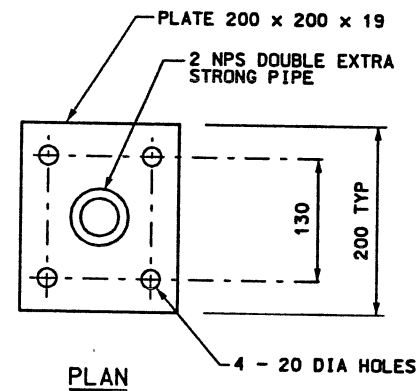
ANCHORAGE DETAIL **1**
1/2



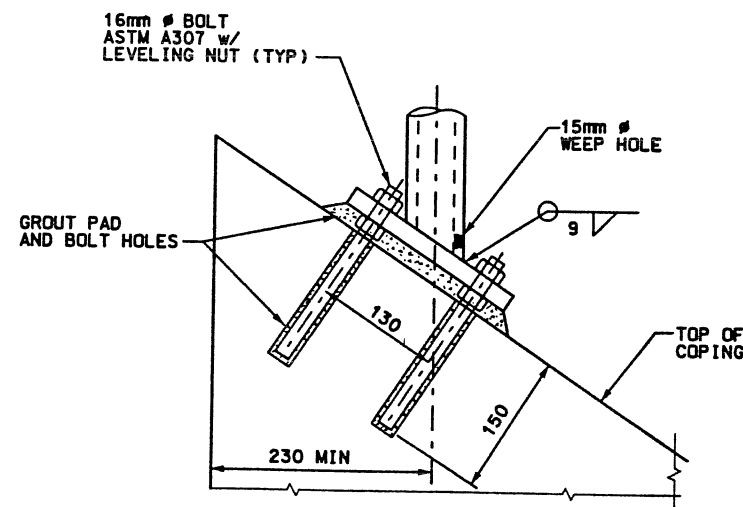
CABLE-POST DETAIL **3**
1/2



SECTION AT MSE SINGLE STAGE WALL PANEL **B**
* DIMENSION WHEN TRANSITION ELEMENT IS USED
1/2

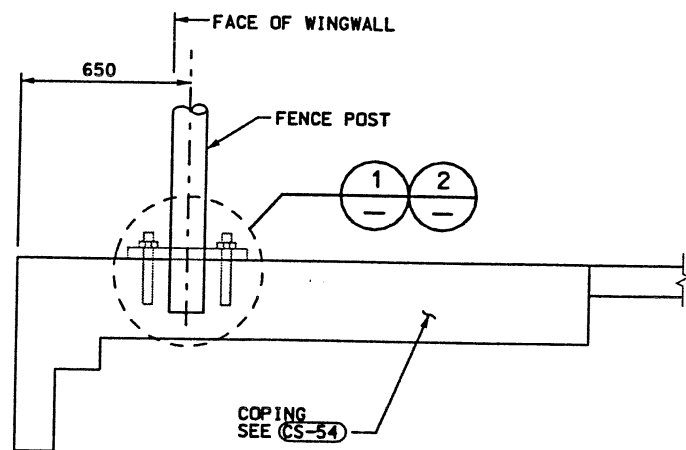


PLAN



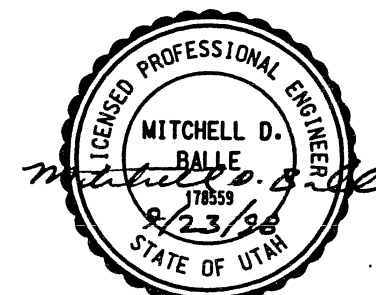
ELEVATION

ALTERNATE ANCHORAGE DETAIL **2**
1/2



SECTION AT MSE TWO STAGE WALL PANEL **C**
1/2

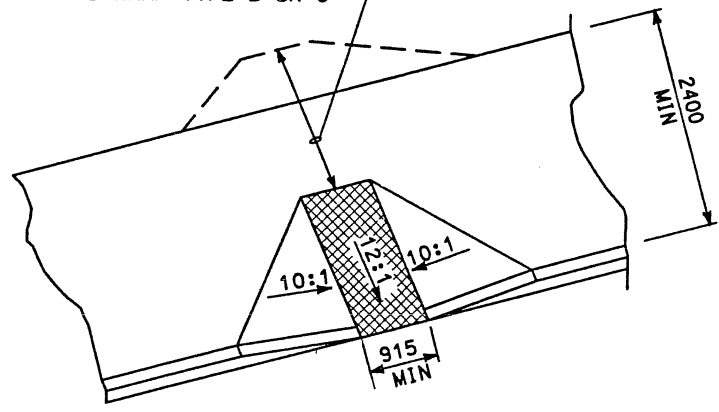
WASATCH CONSTRUCTORS
SEP 24 1998
RELEASED FOR CONSTRUCTION



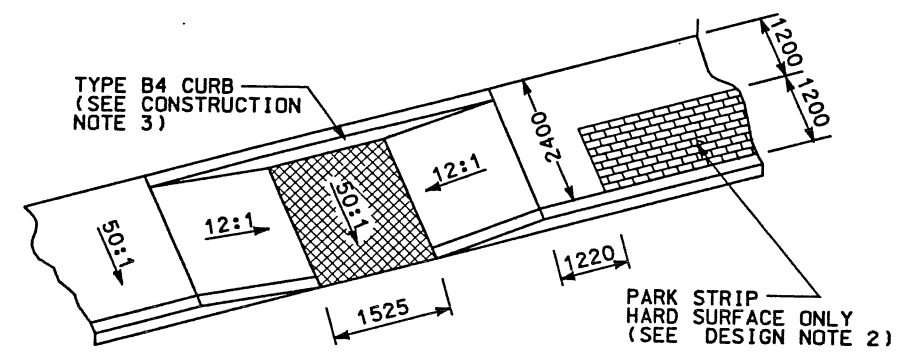
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DRAWN	DKC	12/09/97	CHECK
PROJECT DESIGN ENGINEER	SECTION MANAGER		QUANT.
MITCHELL BALLE	STAN POLASIK		
DATE	DATE		
09/08	09/08		
APPROVAL RECORD	DATE		
09/08	09/08		
I-15 CORRIDOR RECONSTRUCTION			
CABLE RAILING			
CORRIDOR STANDARD			
PROJECT NUMBER #SP-15-7(135)296			
SALT LAKE COUNTY			
DWG. NO. CS-63-2			
SHT. OF			

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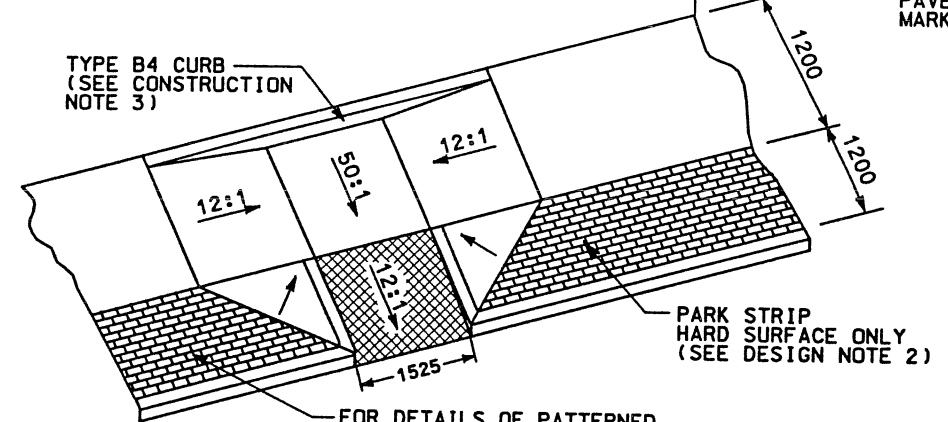
LANDING 1200 MIN.
WHEN LANDING IS
LESS THAN 1200, USE
CURB RAMP TYPE B OR C



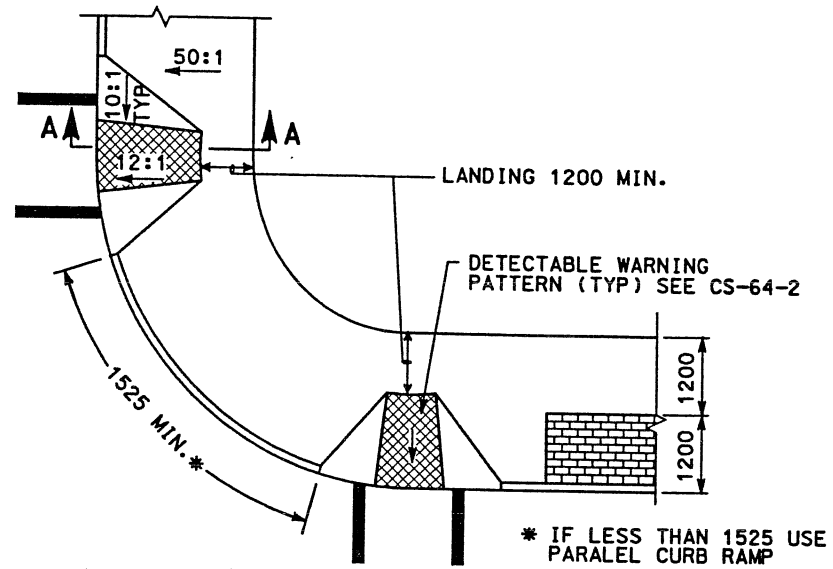
**SIDEWALK CURB RAMP
TYPE A** NTS



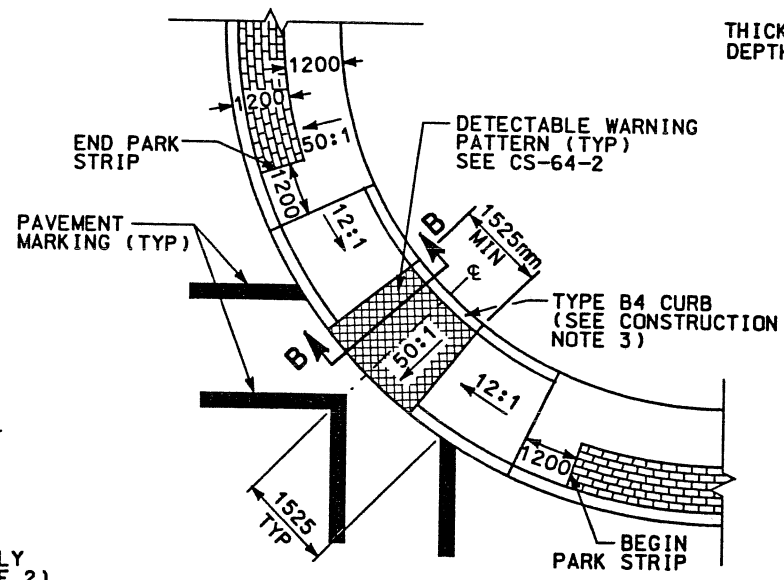
**SIDEWALK CURB RAMP
TYPE B** NTS



**SIDEWALK CURB RAMP
TYPE C** NTS



**CURB RAMP AT MARKED CROSSING
CLASS I INSTALLATION** NTS



**CURB RAMP AT MARKED CROSSING
CLASS II INSTALLATION** NTS

DESIGN NOTES:

1. DIMENSIONS AND SLOPES SHOWN ARE MINIMUM REQUIRED. LARGER DIMENSION OR FLATTER SLOPES MAY BE USED IF SITUATION WARRANTS.
2. IF PARK STRIP IS NOT A HARD SURFACE EASILY TRAVERSED BY WHEELCHAIR, THE SIDEWALK WIDTH MUST BE INCREASED TO 1525 OR "PASSING AREAS" A MINIMUM OF 1525 BY 1525 MUST BE PROVIDED.

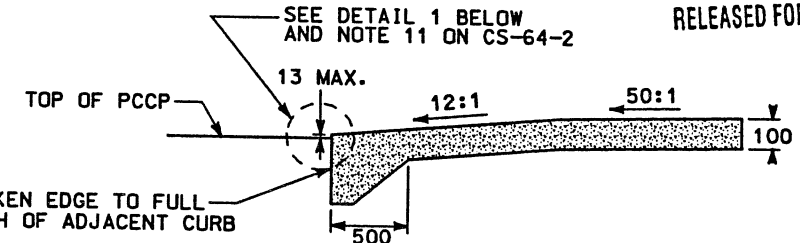
CONSTRUCTION NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.
2. SEE SHEET CS-64-2 FOR ADDITIONAL NOTES.
3. CONTRACTOR HAS OPTION OF CASTING A CURB SECTION MONOLITHICALLY WITH SIDEWALK SECTION AND OMITTING UDOT TYPE B4 CURB.
4. FOR SIDEWALK RAMPS AT SPU INTERCHANGES, SEE CS-65-2.
5. FOR LOCATION OF CURB RAMPS SEE CROSS ROAD PLANS AND DETAILS.
6. THIS DRAWING SUPERCEDES UDOT STANDARD 715-2A.

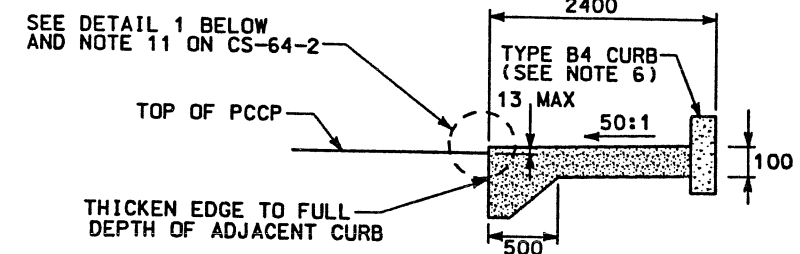
WASATCH CONSTRUCTORS

OCT 07 1998

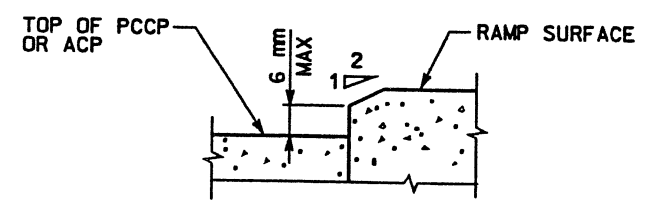
RELEASED FOR CONSTRUCTION



SECTION A-A
NTS



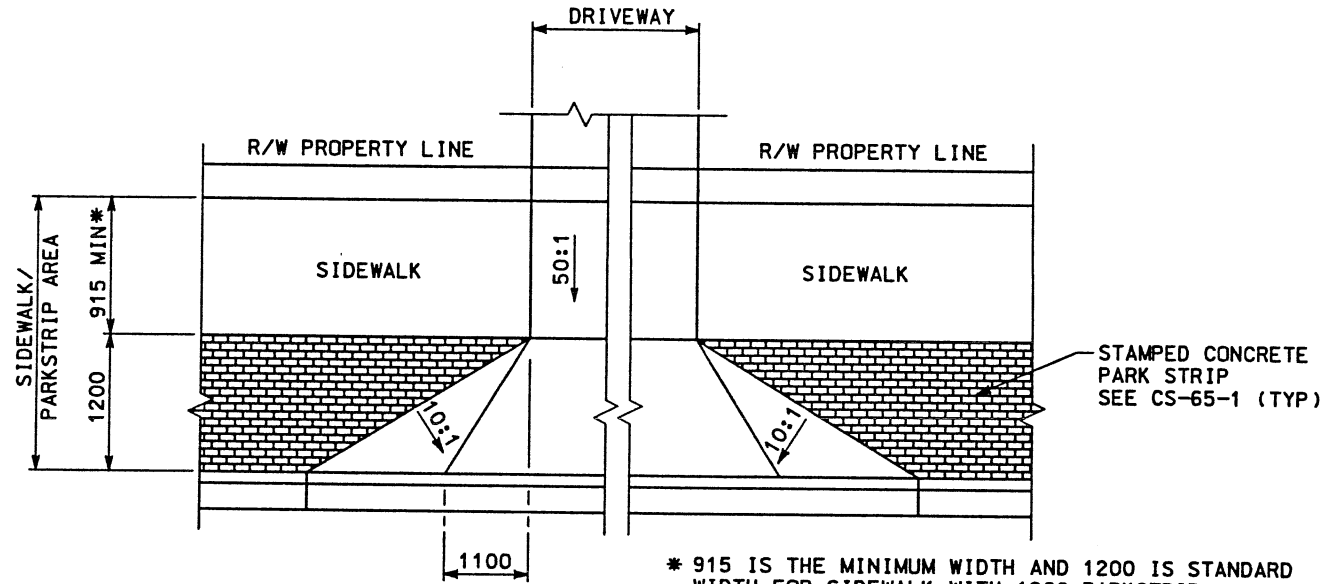
SECTION B-B
NTS



**DETAIL 1
BEVELED EDGE AT SIDEWALK FOR 6-13mm**
NTS

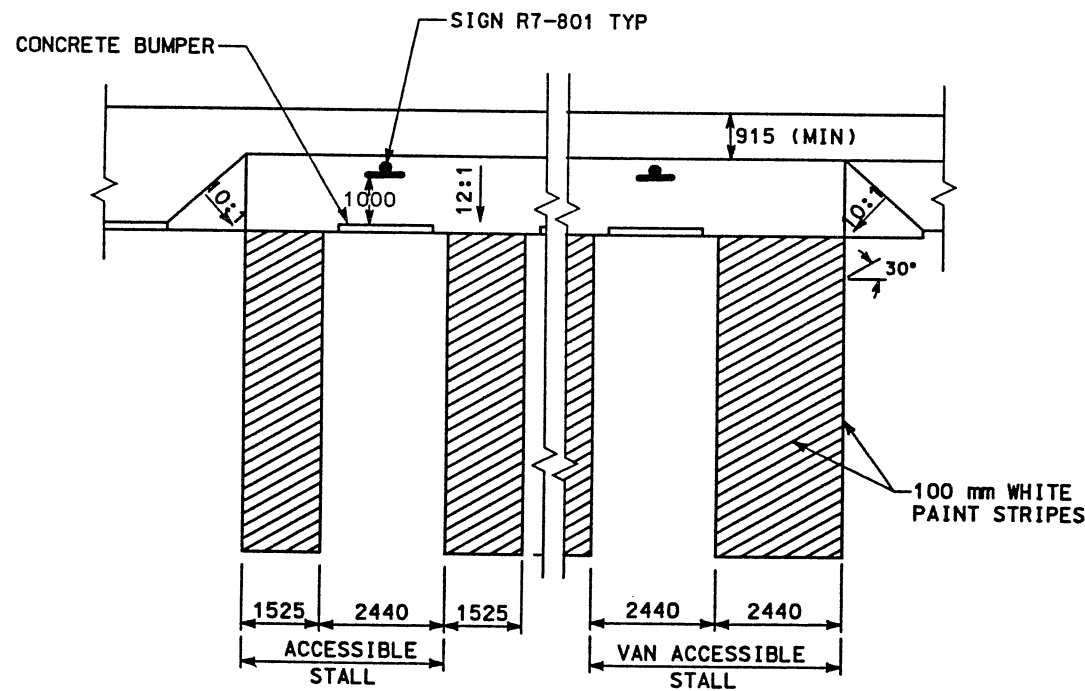


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NO.	DATE	NO.	DATE
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			ORIGINAL ISSUE
UTAH DEPARTMENT OF TRANSPORTATION			
SVERDRUP/DE LEUW		DESIGN	CHECK
LT	10/9/98	MSC	10/9/98
DR	10/9/98	MM	10/9/98
QUANT.	10/9/98	MANAGER	CHECK
APPROVAL		APPROVAL	DATE
RECON.	10/6/98	LOLENE TERRY	10/6/98
DESIGN	10/6/98	PROJECT DESIGN ENGINEER	
SECTION	10/6/98	JOHN TERRY	SECTION MANAGER
I-15 CORRIDOR RECONSTRUCTION		CORRIDOR STANDARD PLAN	
TYPICAL CURB RAMP DETAILS		PROJECT NUMBER #SP-15-7(135)296	
SALT LAKE COUNTY		DWG. NO. CS-64-1	
SHT. _____		OF _____	



* 915 IS THE MINIMUM WIDTH AND 1200 IS STANDARD WIDTH FOR SIDEWALK WITH 1200 PARKSTRIP. USE 915 ONLY IF REQUIRED TO MATCH DRIVEWAY.

ACCESSIBLE SIDEWALK ACROSS FLARED DRIVEWAY PLAN
NTS



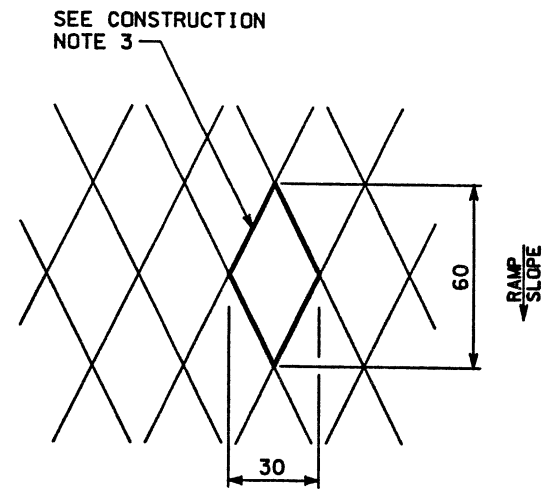
ACCESSIBLE PARKING DETAIL
NTS

DESIGN NOTES:

1. A MINIMUM OF 915 MM WIDE ACCESSIBLE ROUTE SHALL BE MAINTAINED IN ALL PEDESTRIAN ACCESSIBLE AREAS.
2. PUBLIC SIDEWALKS LESS THAN 1525 MM IN CONTINUOUS WIDTH SHALL PROVIDE PASSING SPACE "1525 MM BY 1525 MM" AT REASONABLE INTERVALS NOT TO EXCEED 61 M. THE PARK STRIP MAY BE CONSIDERED PART OF SIDEWALK WIDTH AS LONG AS IT IS A HARD SURFACE EASILY TRAVERSED BY WHEELCHAIR.
3. PUBLIC SIDEWALK CROSS SLOPE SHALL NOT EXCEED 1:50.
4. SINGLE SIDEWALK CURB RAMPS SERVING TWO STREET CROSSING DIRECTIONS ARE NOT PERMITTED IN NEW CONSTRUCTION, UNLESS MEETING THE REQUIREMENTS OF CLASS II INSTALLATION SHOWN ON CS-64-1
5. IF RIGHT OF WAY DOES NOT ACCOMMODATE A PERPENDICULAR TYPE SIDEWALK CURB RAMP, A PARALLEL TYPE OR, A COMBINED TYPE SIDEWALK CURB RAMP MAY BE PROVIDED.
6. AT MARKED CROSSINGS, THE BOTTOM OF THE RAMP RUN, EXCLUSIVE OF FLARED SIDES SHALL BE WHOLLY CONTAINED WITHIN THE MARKINGS.
7. GRATINGS AND SIMILAR ACCESS COVERS SHALL NOT BE LOCATED ON SIDEWALK CURB RAMPS.
8. INLETS SHALL BE LOCATED OUTSIDE ACCESS LIMITS OF CURB RAMPS. RUNOFF SHALL BE MINIMIZED PAST CURB RAMP TO MINIMIZE ADVERSE CONDITIONS FOR PEDESTRIANS.
9. CHANGES IN LEVEL UP TO 6 MM MAY BE VERTICAL AND WITHOUT EDGE TREATMENT. CHANGES IN LEVEL BETWEEN 6 MM AND 13 MM SHALL BE BEVELED WITH A SLOPE NO STEEPER THAN 1:2.
10. PARKING SPACES AND ACCESSIBLE AISLES SHALL BE LEVEL WITH SURFACE SLOPES NOT EXCEEDING 1:50.
11. SEE UDOT STANDARD DRAWING 715-1A AND 715-2A FOR CURB & SIDEWALK AND DRIVEWAYS FOR ALL OTHER DETAILS NOT SHOWN.

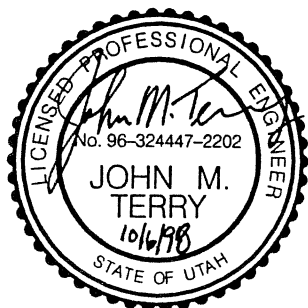
CONSTRUCTION NOTES:

1. THE SURFACE OF SIDEWALK CURB RAMP SHALL RECEIVE A TRANSVERSE BROOM FINISH.
2. MOUNTING HEIGHT FOR SIGN R7-801 SHALL BE 1200 MM TO BOTTOM OF SIGN.
3. PROVIDE DETECTABLE WARNING AREA ON THE SECTION OF RAMP ADJACENT TO THE GUTTER. TEXTURE MAY BE ACHIEVED BY IMPRESSING AND REMOVING EXPANDED METAL REGULAR INDUSTRIAL MESH INTO THE SURFACE OF THE RAMP WHILE THE CONCRETE IS IN PLASTIC STATE. (SEE FIG. A).
4. ALL DIMENSIONS ARE IN MM UNLESS OTHERWISE NOTED.
5. THIS DRAWING SUPERCEDES UDOT STANDARD 715-2A.



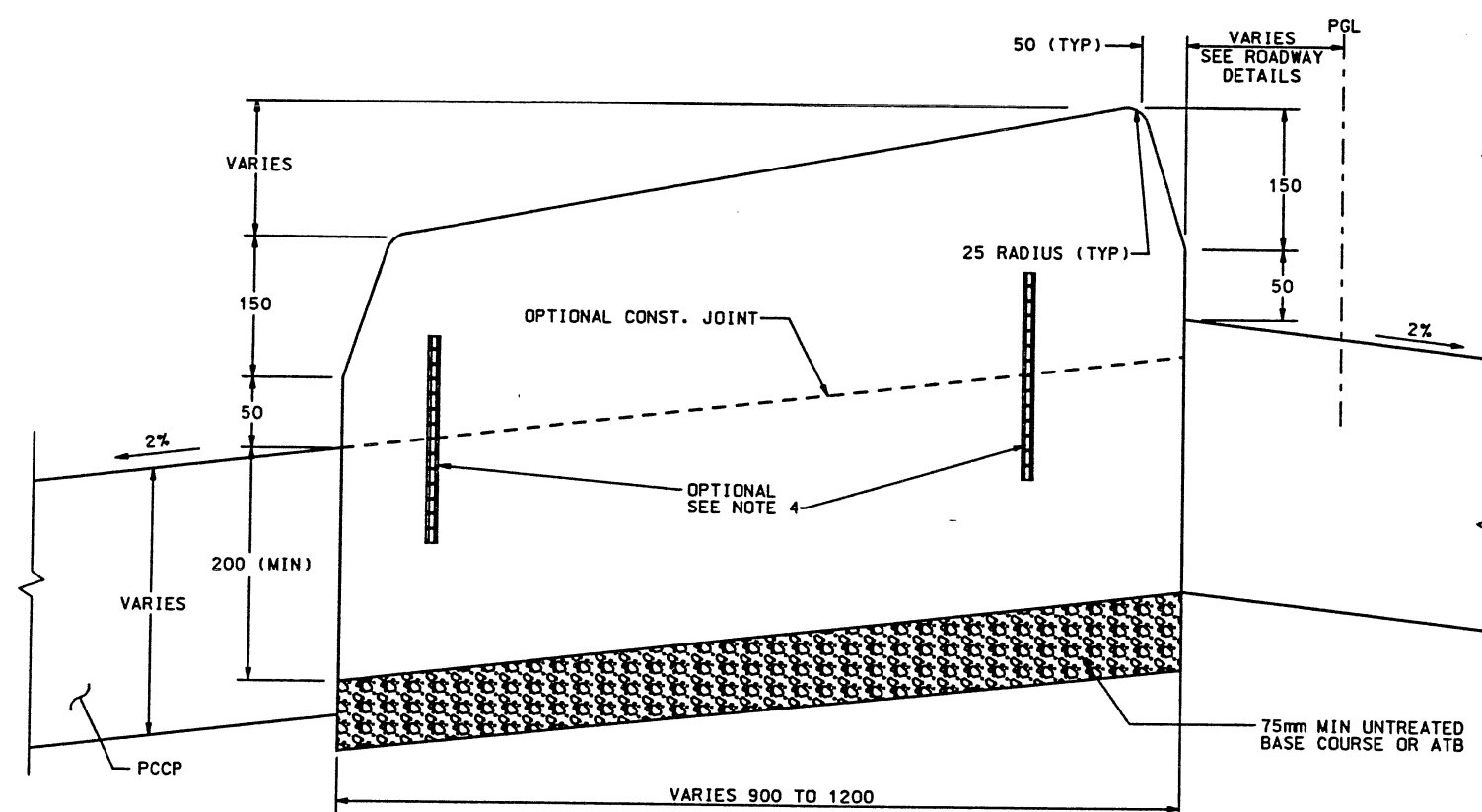
DETECTABLE WARNING AREA
FIGURE A

WASATCH CONSTRUCTORS
OCT 07 1998
RELEASED FOR CONSTRUCTION

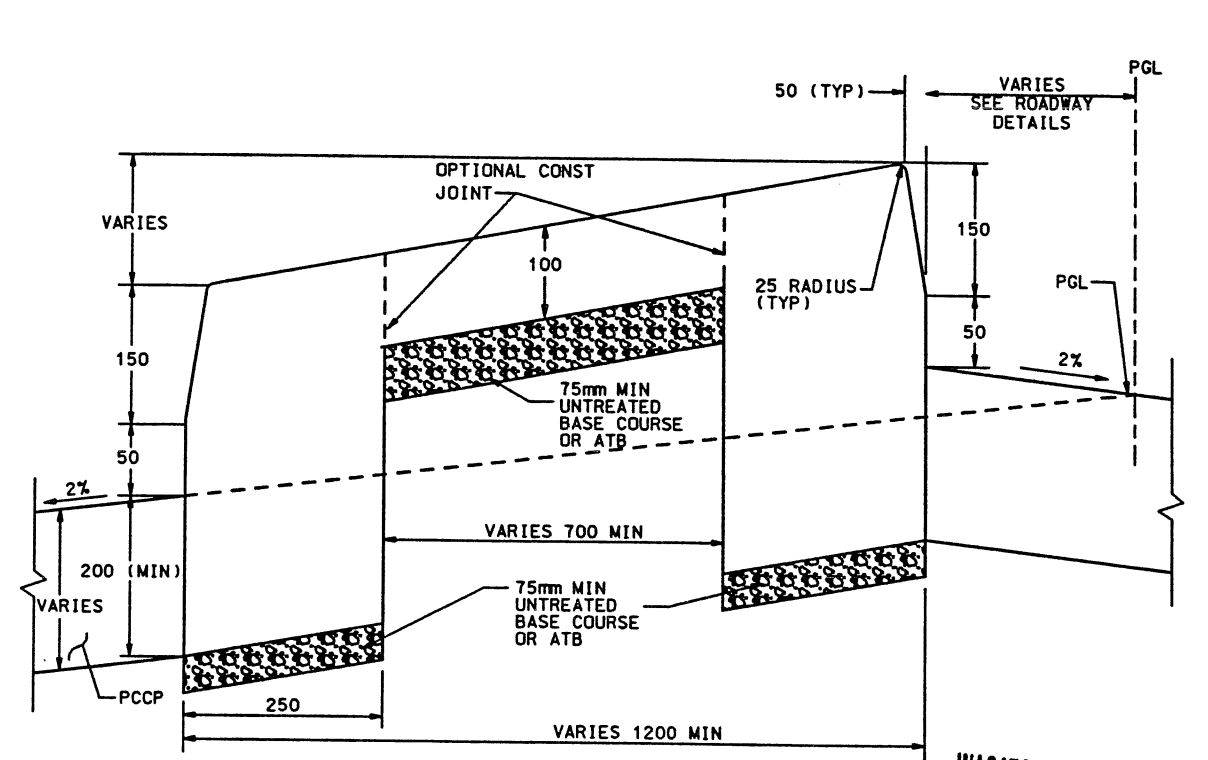


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UTAH DEPARTMENT OF TRANSPORTATION		SVERDRUP/DE LEUW	
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DRAW	MM	10/98	CHECK
QUANT.	N/A		CHECK
APPROVAL REGIONAL	10/6/98	LOLME TERRY	PROJECT DESIGN ENGINEER
APPROVED 10/6/98	DATE	JOHN TERRY	SECTION MANAGER
I-15 CORRIDOR RECONSTRUCTION		CORRIDOR STANDARD PLAN	
TYPICAL CURB RAMP DETAILS		PROJECT NUMBER #SP-15-7(135)296	
SALT LAKE COUNTY		DWG. NO. CS-64-2	
SHT.		OF	

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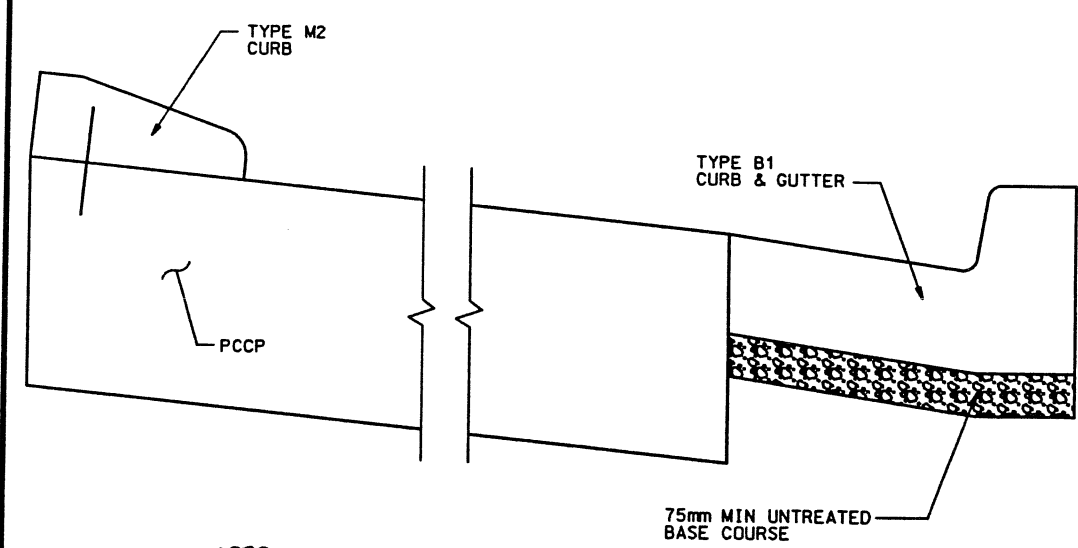


**TYPICAL SECTION RAISED PAVED MEDIAN ISLAND
NTS**

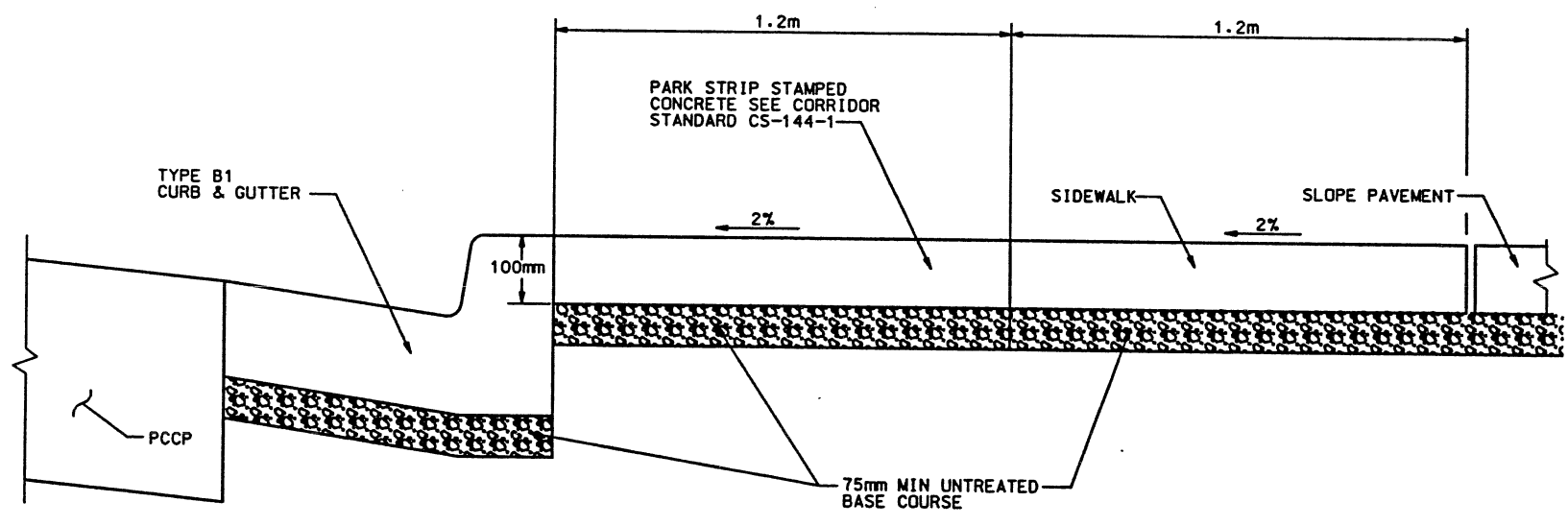


**TYPICAL SECTION RAISED PAVED MEDIAN ISLAND
NTS**

OPTIONAL CONSTRUCTION FOR MEDIAN WIDTHS GREATER THAN 1200MM

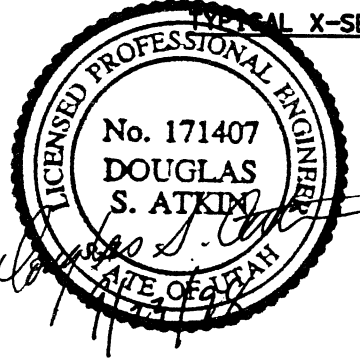


**TYPICAL X-SECTION SPUI RAMP
NTS**



**TYPICAL X-SECTION CURB, GUTTER & SIDEWALK
NTS**

- NOTES:**
1. ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE NOTED.
 2. REFER TO DT DETAIL SHEETS FROM SECTION ROADWAY PLANS FOR STATIONS AND OFFSETS OF RADIUS POINTS.
 3. FOR TYPICAL CURB TYPES M2 & B1 SEE UDOT STANDARD DRAWING 615-1A.
 4. WHEN OPTIONAL CONSTRUCTION JT. IS USED 19mm DEFORMED DOWEL BARS ON 1.5m MAX CENTERS ARE REQUIRED. SEE UDOT STD DWG 615-1A.

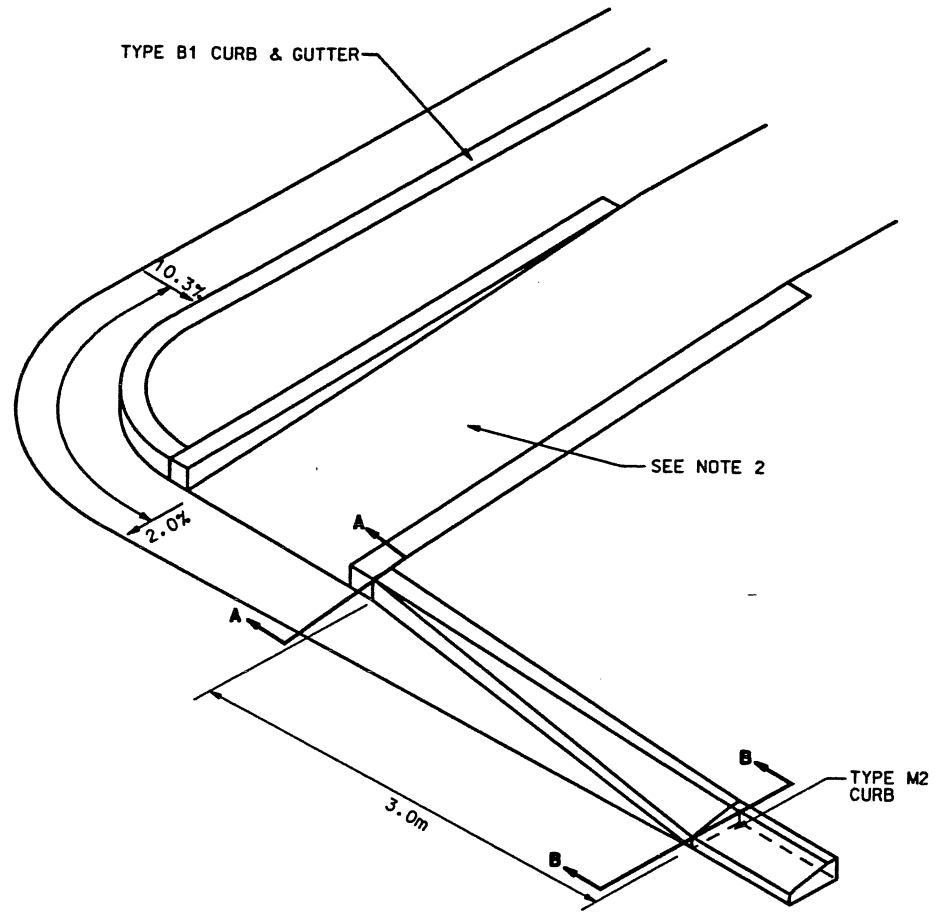


TYPICAL SPUI DETAILS

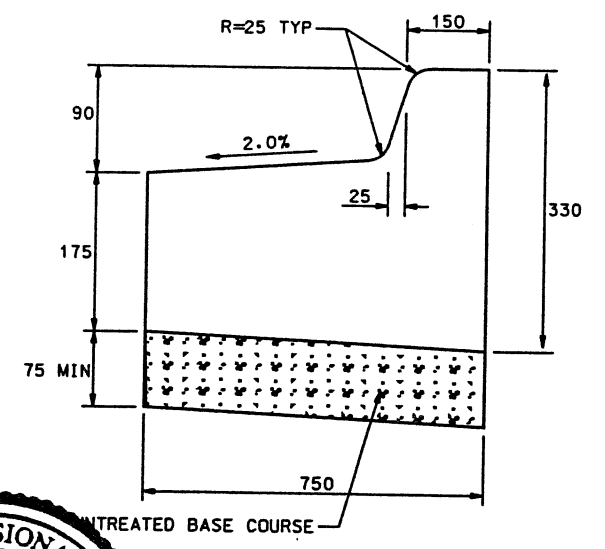
WASATCH CONSTRUCTORS
 SEP 24 1998
 RELEASED FOR CONSTRUCTION

APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	INITIALS	RELEASE
1	9-11-98		
UTAH DEPARTMENT OF TRANSPORTATION			
URS Greiner			
SVERDRUP/DE LEUW			
DESIGN BY	03/98	CHECK BY	03/98
DESIGNER	RICK CHAPMAN	CHECKER	
DATE	03/98	PROJECT DESIGN ENGINEER	
APPROVED	03/98	DATE	03/98
APPROVER		SECTION MANAGER	
I-15 CORRIDOR RECONSTRUCTION			
SPUI ISLAND DETAILS			
CORRIDOR STANDARD PLANS			
PROJECT NUMBER #SP-15-7(135)296			
SALT LAKE COUNTY			
DWG. NO. CS-65-1			
SHT. OF			

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 Date: 23-SEP-1998 Time: 15:58
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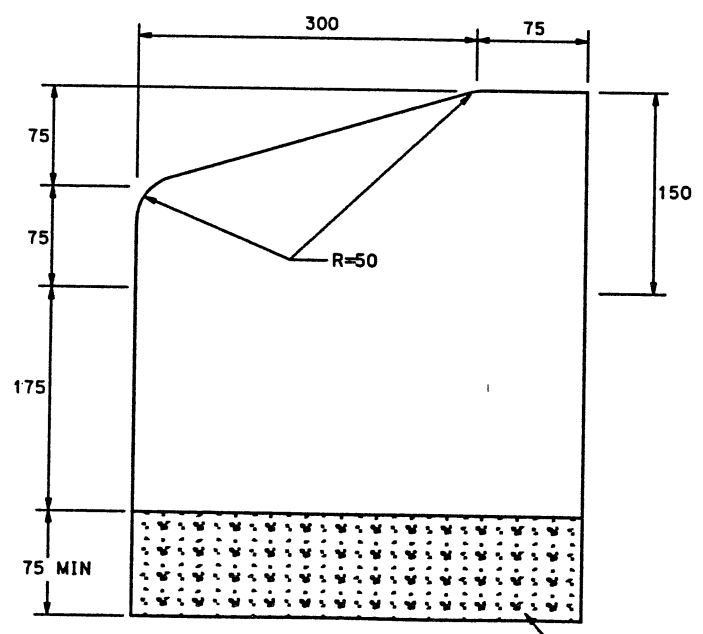


**CURB & GUTTER TRANSITION
DETAIL**

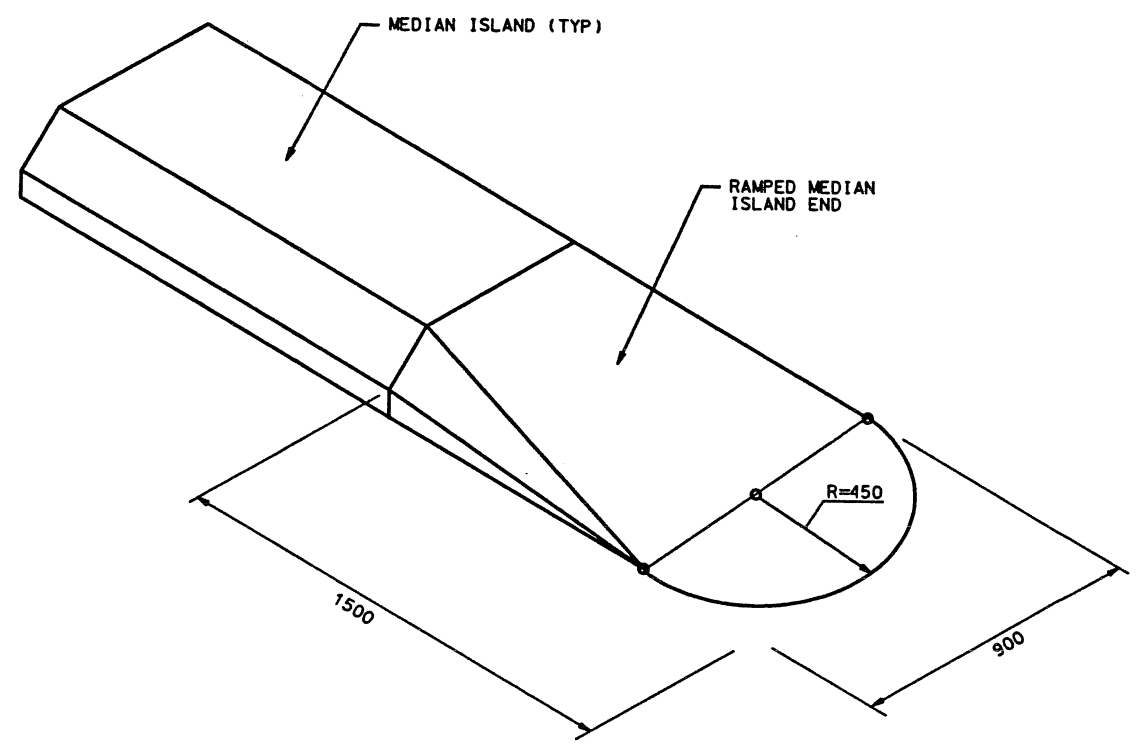


SECTION A-A

- NOTES:
1. ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE NOTED.
 2. FOR DISABLED PEDESTRIAN ACCESS SEE UDOT STD. DWG 715-2A TYPE A.
 3. PLACE RAMPED MEDIAN & ISLAND ENDS ON 75mm OF UNTREATED BASE COURSE.
 4. FOR TYPICAL CURB TYPES, SEE UDOT STANDARD DRAWING 615-1A.

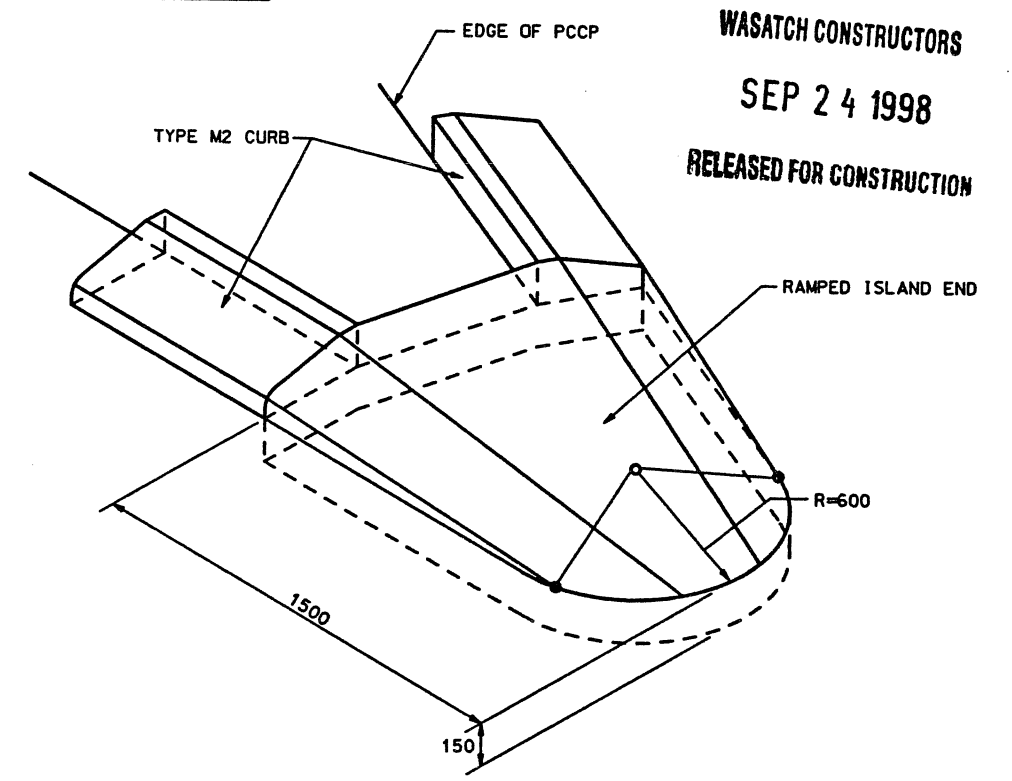


SECTION B-B



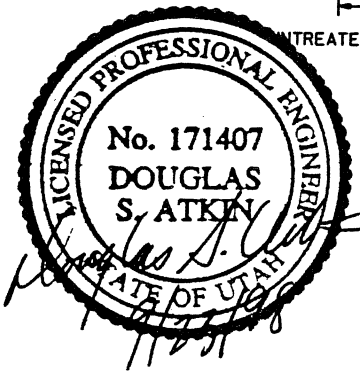
RAMPED MEDIAN ISLAND END

DETAIL



RAMPED ISLAND END

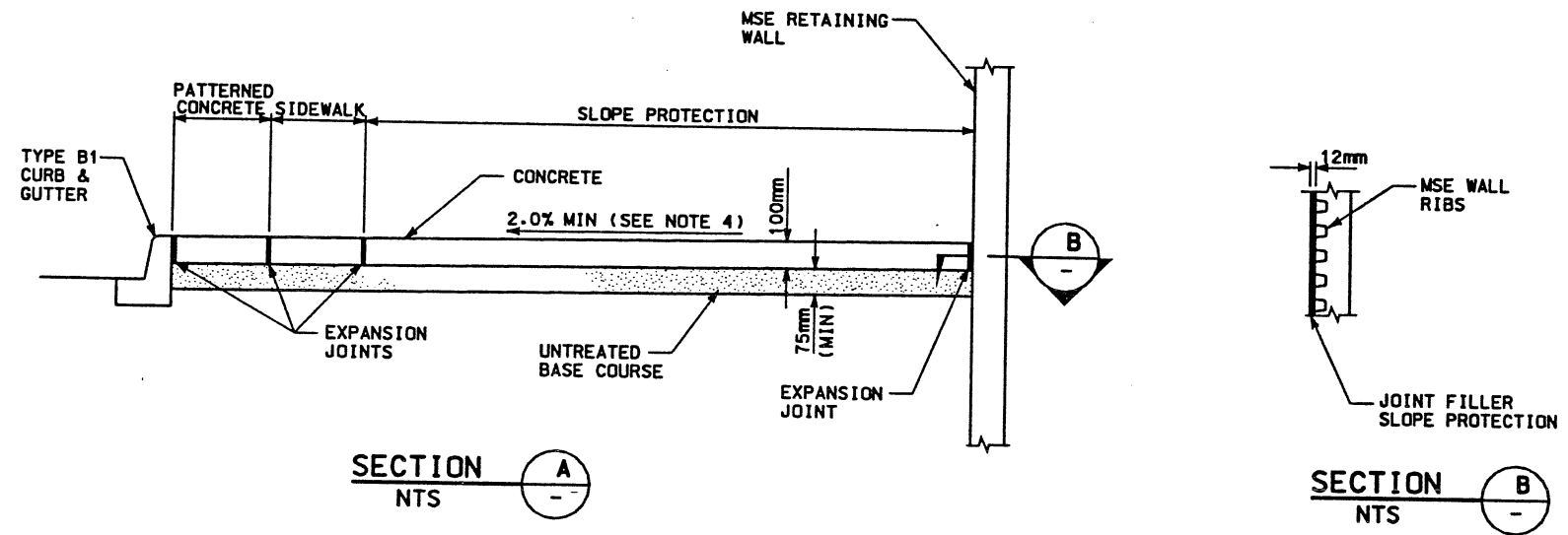
DETAIL



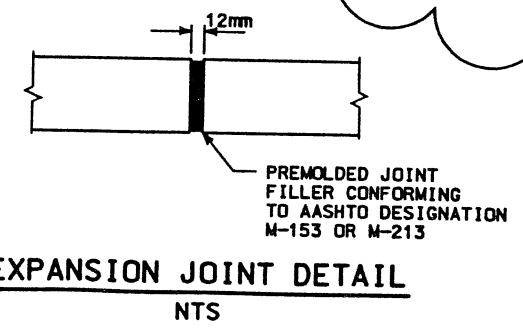
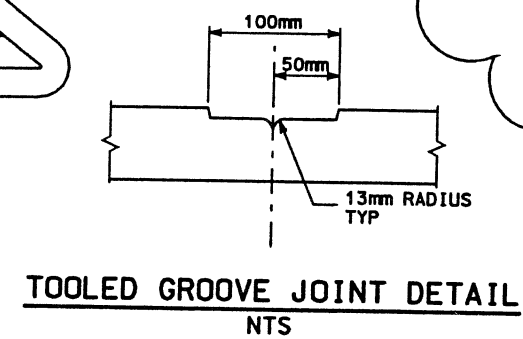
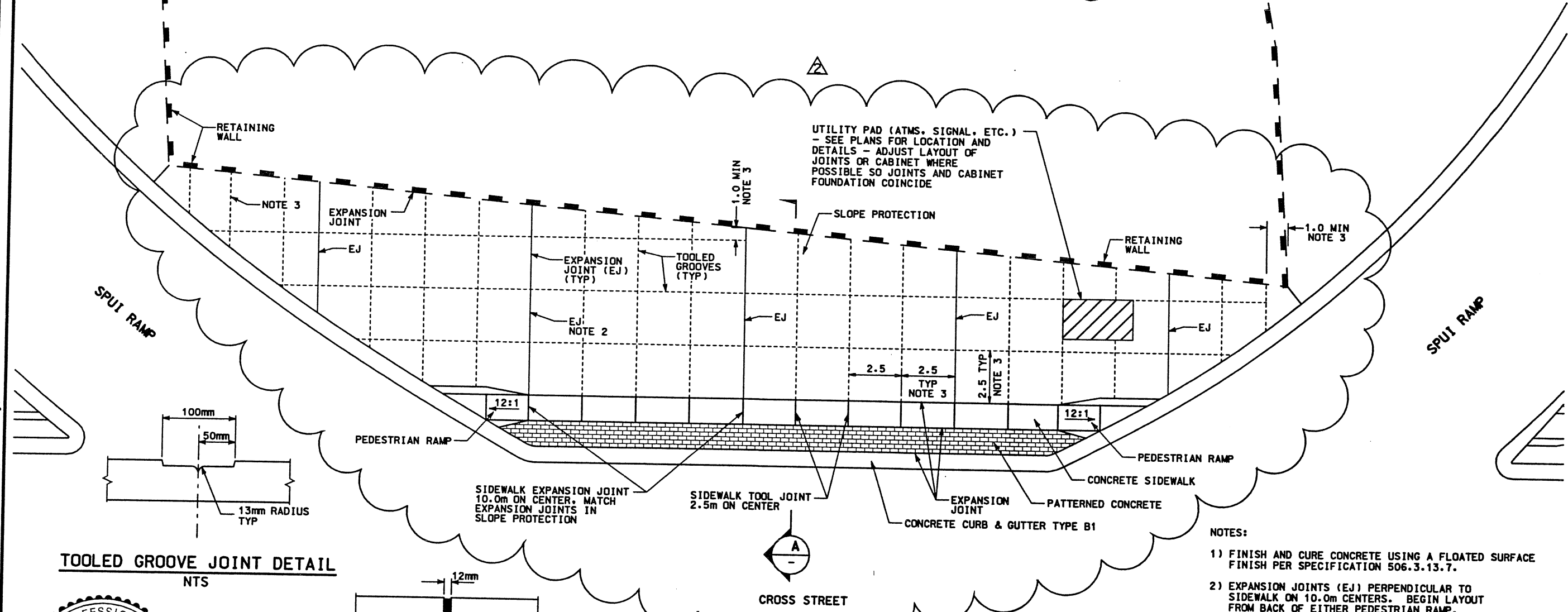
WASATCH CONSTRUCTORS
SEP 24 1998
RELEASED FOR CONSTRUCTION

APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	INITIAL	RELEASE
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UTAH DEPARTMENT OF TRANSPORTATION			
URS Grøiner SVERDRUP/DE LEUW			
DESIGN TY	03/98	CHECK DD	03/98
DESIGN EN	03/98	CHECK CU	03/98
DESIGN MAN	03/98	CHECK	
DESIGN MAN	03/98	CHECK	
DESIGN MAN	03/98	CHECK	
I-15 CORRIDOR RECONSTRUCTION			
SALT LAKE COUNTY			
DWG. NO. CS-65-2			
CORRIDOR STANDARD PLANS			
PROJECT NUMBER #SP-15-7(135)296			
SHT. _____ OF _____			

Date: 21-OCT-1998 Times: 11:17 User: namer@oleanoj



WASATCH CONSTRUCTORS
OCT 22 1998
RELEASED FOR CONSTRUCTION

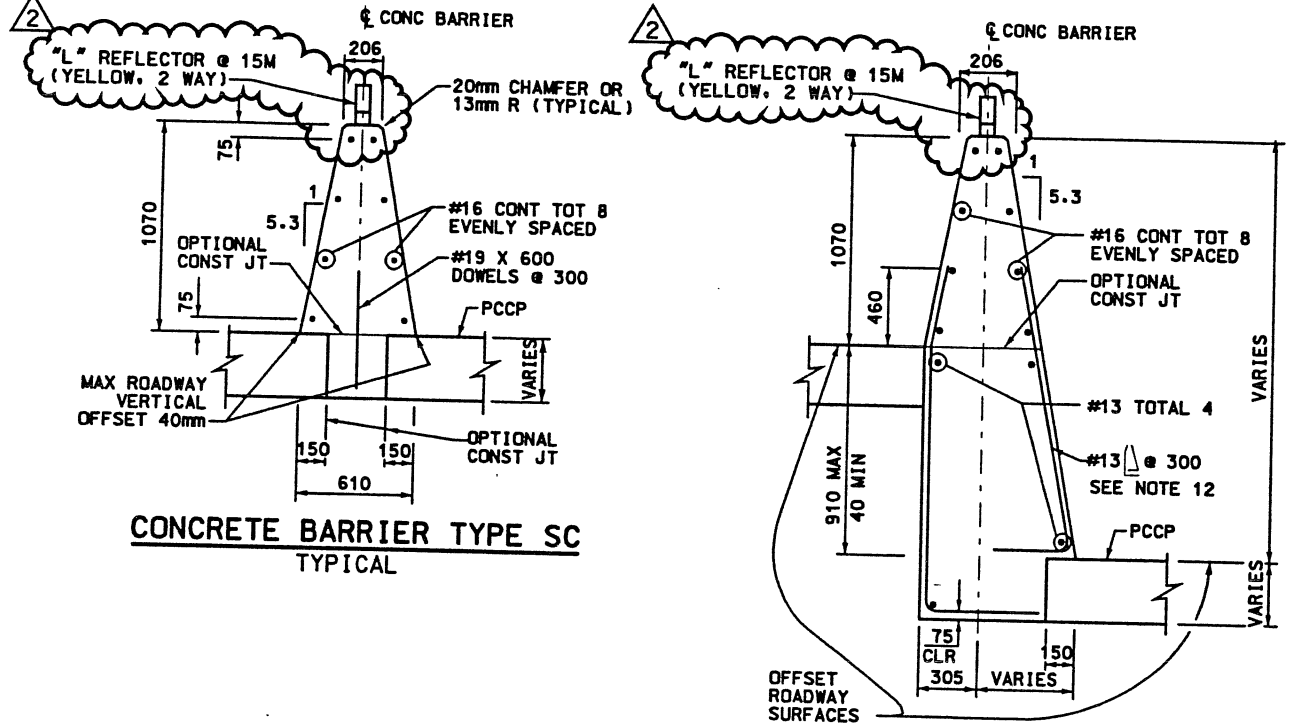


- NOTES:**
- 1) FINISH AND CURE CONCRETE USING A FLOATED SURFACE FINISH PER SPECIFICATION 506.3.13.7.
 - 2) EXPANSION JOINTS (EJ) PERPENDICULAR TO SIDEWALK ON 10.0m CENTERS. BEGIN LAYOUT FROM BACK OF EITHER PEDESTRIAN RAMP.
 - 3) MAXIMUM DIMENSIONS OF 2.5 X 2.5 FOR JOINT/GROOVE SPACINGS ARE PREFERRED. VARY SPACING AS REQUIRED TO PROVIDE MINIMUM JOINT/GROOVE SPACING OF 1 METER LONG BY 1 METER WIDE. LAYOUT SHOWN IS TYPICAL. SEE ROADWAY PLANS FOR ACTUAL LAYOUT AND LIMITS.
 - 4) 2.0% MINIMUM SLOPE. SEE ROADWAY PLANS FOR GRADING DETAILS.
 - 5) USE CLASS AA (AE) CONCRETE.
 - 6) SEE SPECIFICATION 601 FOR ADDITIONAL REQUIREMENTS.



APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	NO.	DATE
Δ	9/15/98	Δ	10/21/98
Δ	10/21/98	Δ	10/21/98
Δ	10/21/98	Δ	10/21/98
Δ	10/21/98	Δ	10/21/98
UTAH DEPARTMENT OF TRANSPORTATION		WBS NO.	
M.K. CENTENNIAL		9/12/98	
SVERRUP/DE LEUW		9/12/98	
APPROVAL RECORD	DESIGN BAR	CHECK CJO	9/12/98
9/12/98 Bret A. Reynolds	9/12/98	9/12/98	9/12/98
DATE PROJECT DESIGN ENGINEER	DATE	DATE	DATE
9/12/98	Bret A. Reynolds	9/12/98	9/12/98
DATE	PROJECT DESIGN ENGINEER	DATE	DATE
9/12/98	Randle L. Ross	9/12/98	9/12/98
DATE	SECTION MANAGER	DATE	DATE
9/12/98	Randle L. Ross	9/12/98	9/12/98
DATE	SECTION MANAGER	DATE	DATE
I-15 CORRIDOR RECONSTRUCTION	CORRIDOR STANDARD PLAN		
SPUI SLOPE PROTECTION DETAIL	PROJECT NUMBER #SP-15-7(135)296		
SALT LAKE COUNTY			
DWG. NO. CS-65-3			
SHT. OF			

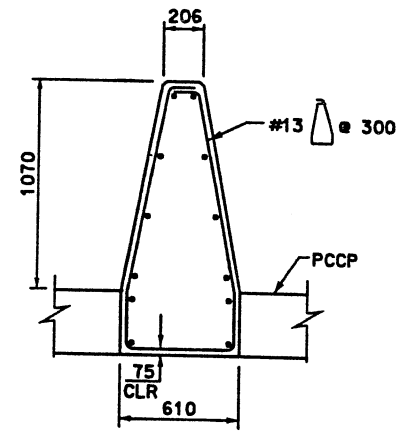
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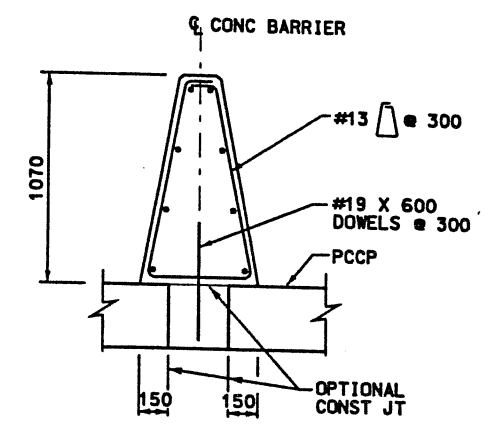
CONCRETE BARRIER TYPE SC
TYPICAL

CONCRETE BARRIER TYPE SCs

DETAILS SIMILAR TO TYPE SC EXCEPT AS NOTED.
CONCRETE BARRIER END ANCHOR WHEN NECESSARY.

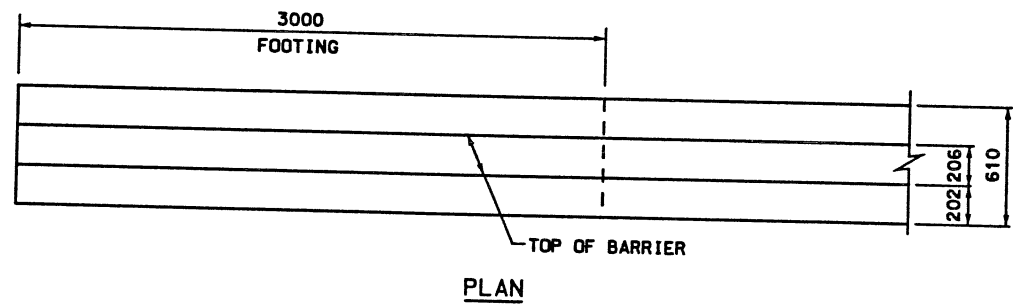


SECTION A

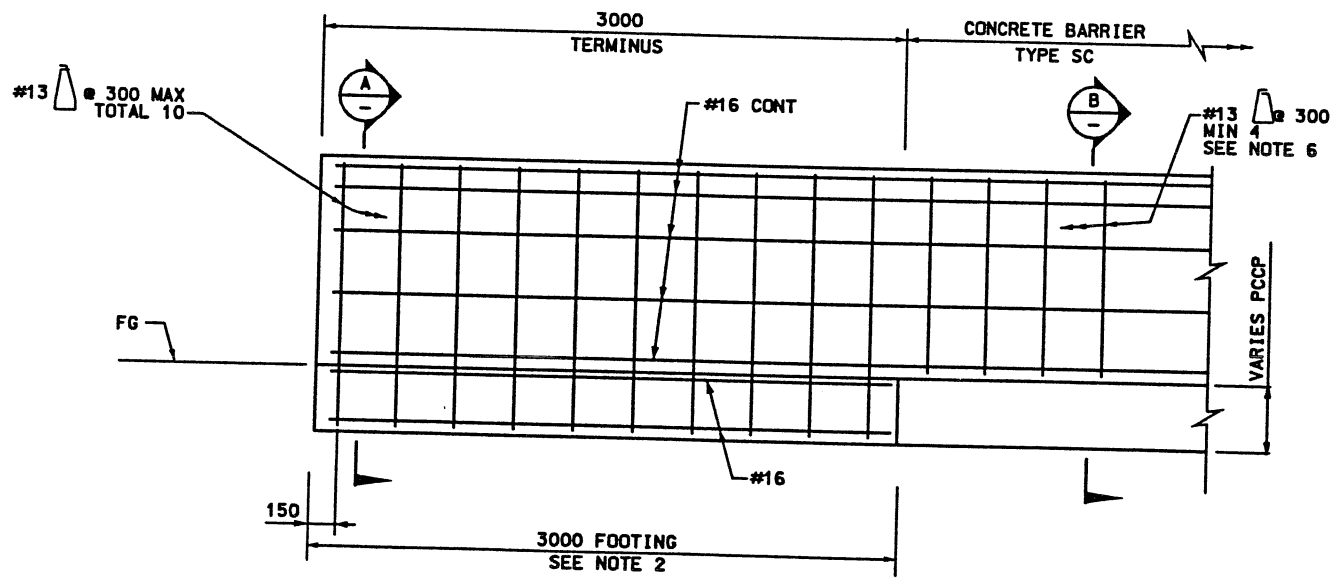


SECTION B

WASATCH CONSTRUCTORS
NOV 11 1998
RELEASED FOR CONSTRUCTION



PLAN

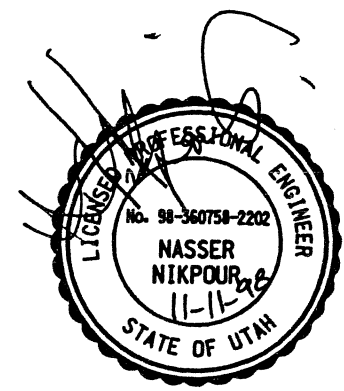


ELEVATION

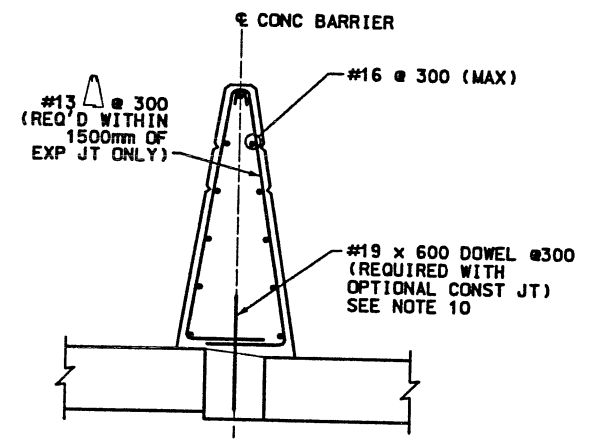
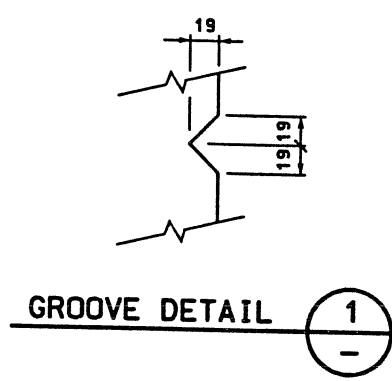
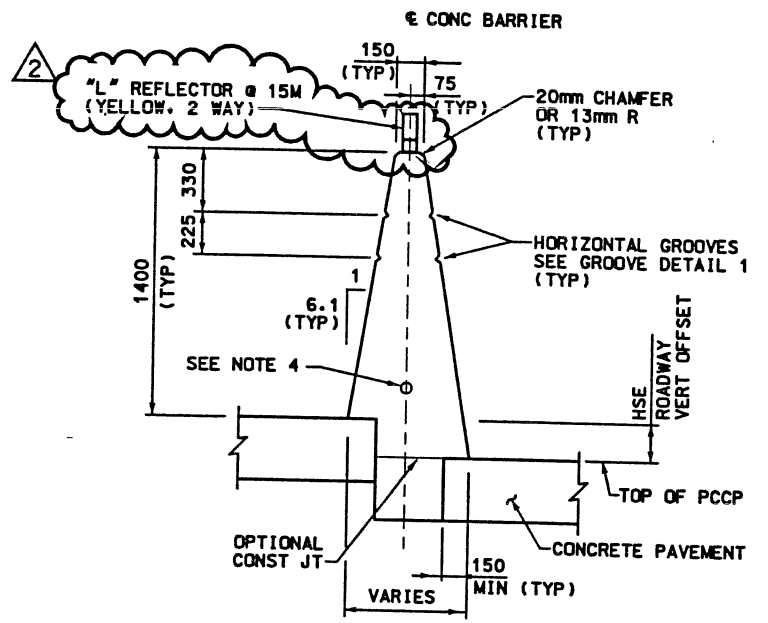
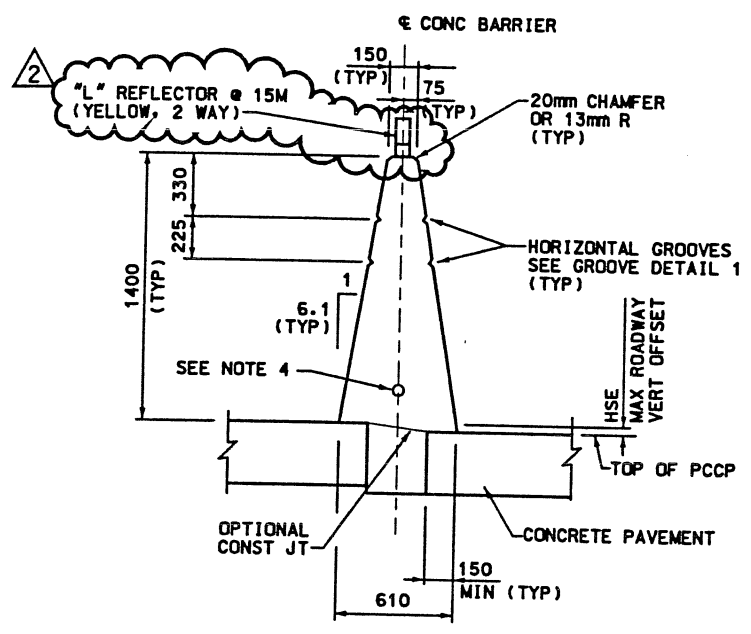
- NOTES:
- 1) EXPANSION JOINTS IN CONCRETE BARRIER SHALL BE LOCATED AT ALL TRANSITIONS AND APPROACH SLABS. USE 13mm PREMOLDED EXPANSION JOINT FILLER UNLESS OTHER THICKNESS AND/OR MATERIAL IS SPECIFIED ELSEWHERE.
 - 2) THE FOOTING IS REQUIRED AT CONCRETE BARRIER ENDS AND AT INTERRUPTIONS IN THE CONCRETE BARRIER INCLUDING EXPANSION JOINTS.
 - 3) ALL CAST-IN-PLACE CONCRETE SHALL BE CLASS AA (AE) EXCEPT WHERE OTHERWISE NOTED. $f'c = 28$ MPa. CHAMFER ALL EXPOSED CONCRETE CORNERS 20mm OR 13mm RADIUS. PROVIDE 50mm CONCRETE COVER TO REINFORCING STEEL EXCEPT WHERE SPECIFIED OTHERWISE.
 - 4) PLACE CONSTRUCTION JOINT AT END OF DAY'S POUR AND WHEN WORK IS HALTED FOR 2 HOURS OR MORE. EXTEND LONGITUDINAL REINFORCEMENT TO MEET LAP SPLICE REQUIREMENTS PER CORRIDOR STANDARD SPECIFICATIONS.
 - 5) INSTALL ELECTRICAL/ATMS CONDUITS AND PULLBOXES AS REQUIRED. SEE LIGHTING AND ATMS DRAWINGS.
 - 6) ADDITIONAL #13 STIRRUPS TO SECURE LONGITUDINAL REINFORCEMENT ARE OPTIONAL OVER LENGTH OF CONCRETE BARRIER.
 - 7) CONCRETE BARRIER SHALL BE CONSTRUCTED BY THE SLIP FORM OR FORMED CAST-IN-PLACE METHODS.
 - 8) ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.
 - 9) NO VERTICAL SCORING SHALL BE ALLOWED ON BARRIER FACE EXCEPT @ EXPANSION JOINTS.
 - 10) TRANSITION IS REQUIRED AT ALL BRIDGE APPROACH SLABS AND CONNECTIONS TO OTHER BARRIER TYPES.
 - 11) DOWEL REBAR MAY BE DRILLED AND BONDED. SEE SPECIFICATIONS. HOOKS FOR SAFETY ARE OPTIONAL.
 - 12) REINFORCING STIRRUP IS NOT REQUIRED FOR ROADWAY OFFSETS LESS THAN 305mm.
 - 13) SEE STD DWG NO. 726-1 FOR BARRIER REFLECTORS.

NOTE:
SEE CORRIDOR STANDARD PLANS (CS-69) & (CS-87) FOR BARRIER TERMINUS DETAIL OR ATTENUATOR DETAILS REQUIRED AT BARRIER INTERRUPTIONS.

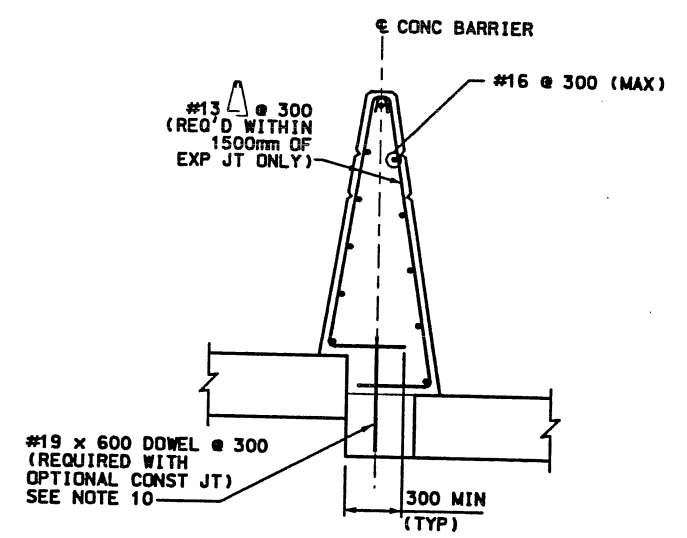
CONCRETE BARRIER TYPE SC
CONNECTION TO STRUCTURE OR END ANCHORAGE



APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	NO.	DATE
1	09/04/98	1	11/06/98
	INITIAL RELEASE		ADDED REFLECTORS
UTAH DEPARTMENT OF TRANSPORTATION		SVERDRUP/DE LEUW	
DE LEUW CATHER		SVERDRUP/DE LEUW	
DESIGN	DATE	CHECK	DATE
N. NIKPOUR	07/98	RH	7/98
PROJECT DESIGN ENGINEER		CHECK	
J. KLEMZ	07/98	RH	7/98
SECTION MANAGER		CHECK	
APPROVAL RECORD	DATE	APPROVED	DATE
I-15 CORRIDOR RECONSTRUCTION		CORRIDOR STANDARD PLAN	
CONCRETE BARRIER TYPE SC		PROJECT NUMBER #SP-15-7(135)296	
SALT LAKE COUNTY		DWG. NO. CS-66	
SHT. _____		OF _____	



HSE ≤ 40



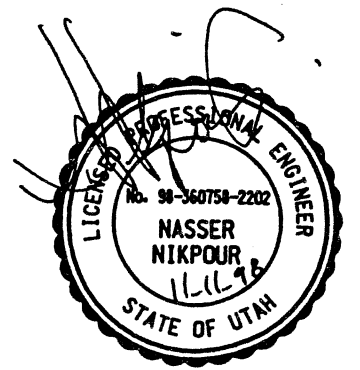
40 < HSE ≤ 305

NOTES:

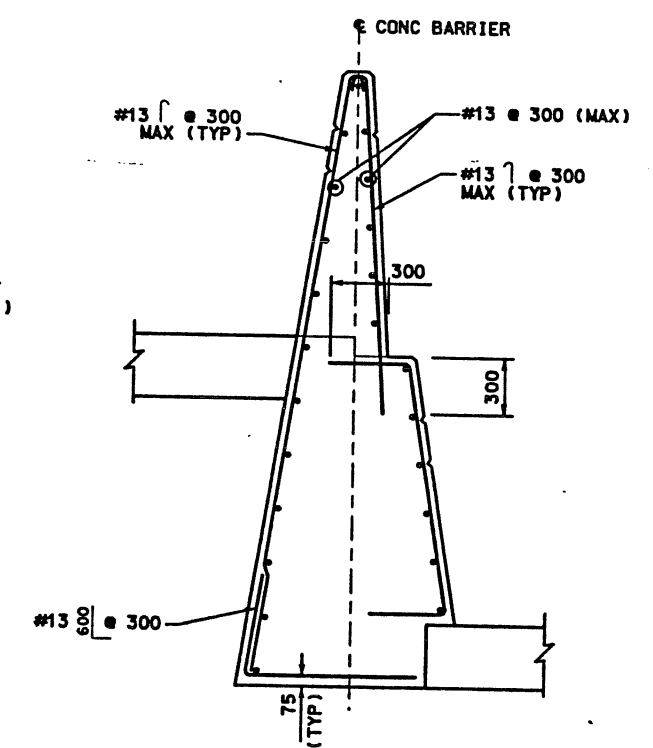
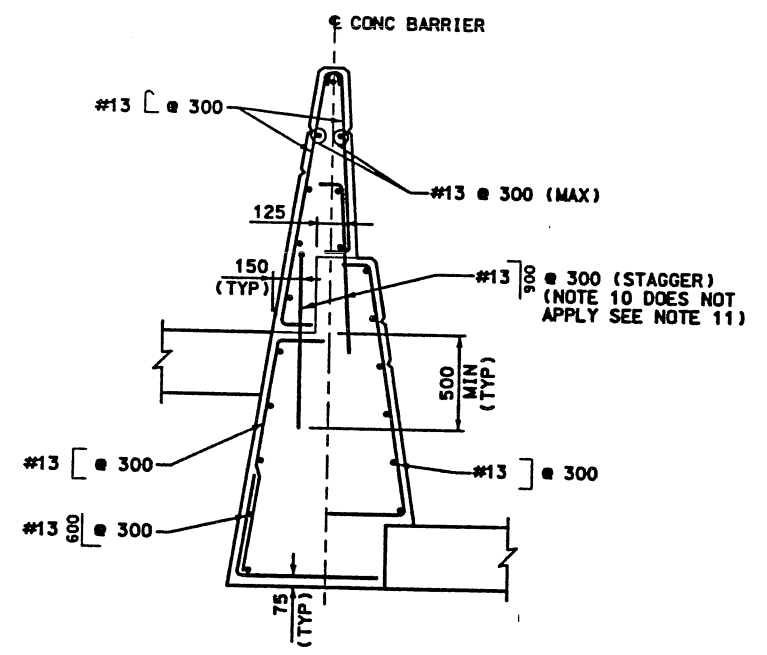
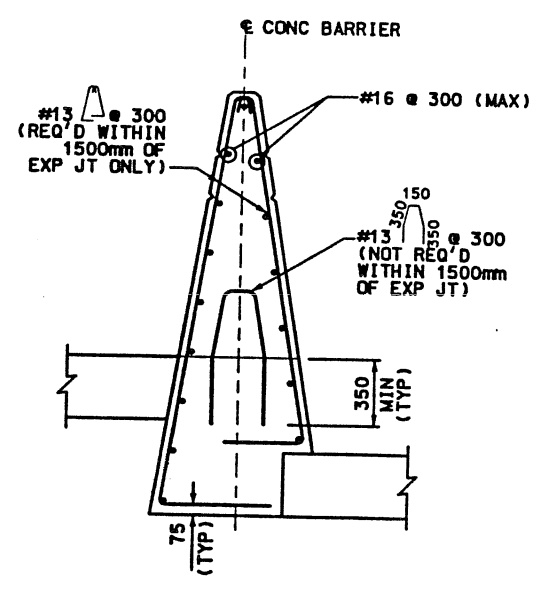
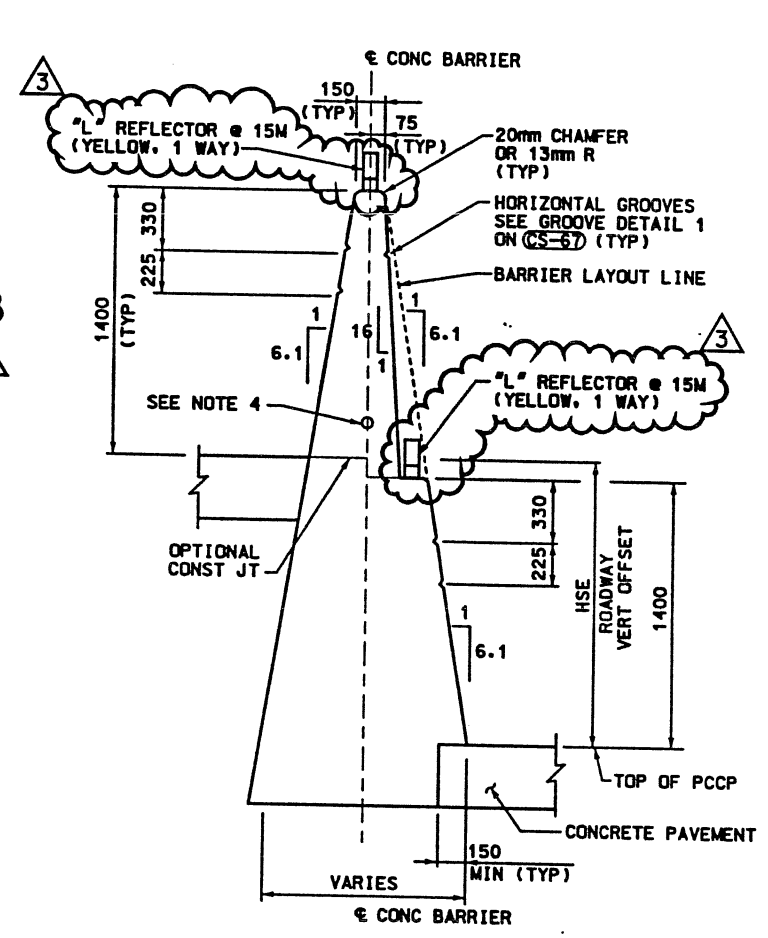
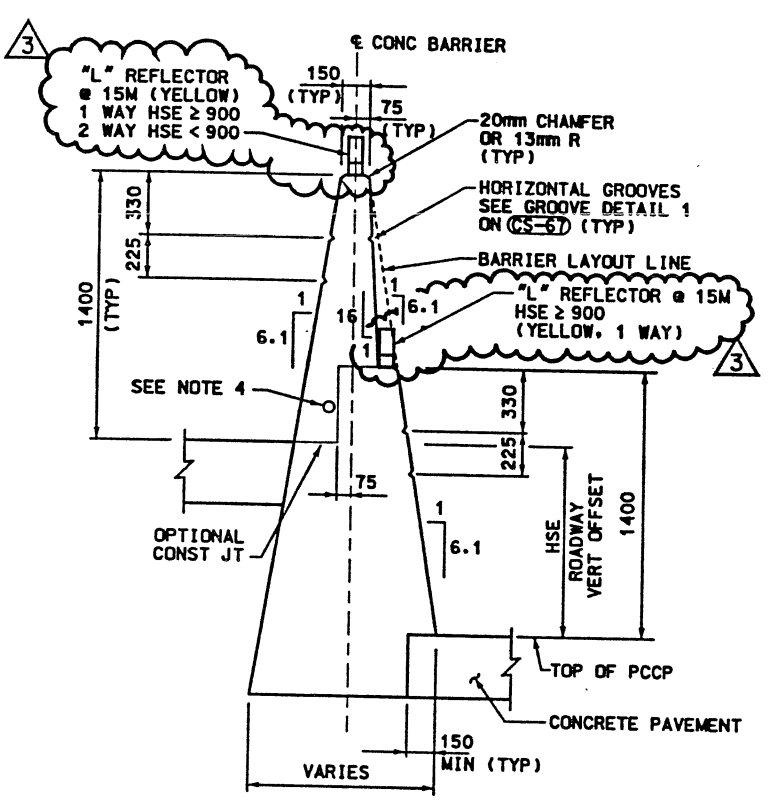
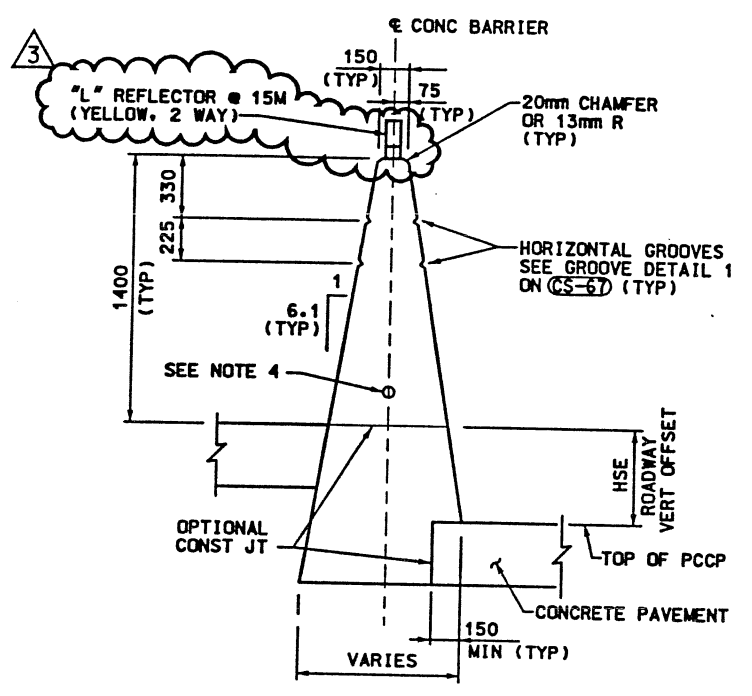
- 1) EXPANSION JOINTS IN CONCRETE BARRIER SHALL BE LOCATED AT ALL TRANSITIONS AND APPROACH SLABS. USE 13mm PREMOLED EXPANSION JOINT FILLER UNLESS OTHER THICKNESS AND/OR MATERIAL IS SPECIFIED ELSEWHERE.
- 2) ALL CAST-IN-PLACE CONCRETE SHALL BE CLASS AA (AE) EXCEPT WHERE OTHERWISE NOTED. $f'_c = 28$ MPa. CHAMFER ALL EXPOSED CONCRETE CORNERS 20mm OR 13mm RADIUS. PROVIDE 50mm CONCRETE COVER TO REINFORCING STEEL EXCEPT WHERE SPECIFIED OTHERWISE.
- 3) PLACE CONSTRUCTION JOINT AT END OF DAY'S POUR AND WHEN WORK IS HALTED FOR 2 HOURS OR MORE. EXTEND LONGITUDINAL REINFORCEMENT TO MEET LAP SPLICE REQUIREMENTS PER CORRIDOR STANDARD SPECIFICATIONS.
- 4) INSTALL ELECTRICAL/ATMS CONDUITS AND PULLBOXES AS REQUIRED. SEE LIGHTING AND ATMS DRAWINGS.
- 5) ADDITIONAL #13 STIRRUPS TO SECURE LONGITUDINAL REINFORCEMENT ARE OPTIONAL OVER LENGTH OF CONCRETE BARRIER.
- 6) CONCRETE BARRIER MAY BE CONSTRUCTED BY THE SLIP FORM OR FORMED CAST-IN-PLACE METHODS.
- 7) ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.
- 8) COORDINATE PAVING LIMITS WITH CONSTRUCTION OF ROADWAY DRAINAGE INLET AND EDGE DRAIN REQUIREMENTS. SEE DRAINAGE AND EDGE DRAIN PLANS.
- 9) TRANSITION IS REQUIRED AT ALL BRIDGE APPROACH SLABS AND CONNECTIONS TO OTHER BARRIER TYPES.
- 10) DOWEL REBAR MAY BE DRILLED AND BONDED. SEE SPECIFICATIONS. HOOKS FOR SAFETY ARE OPTIONAL.
- 11) HOOKS MAY BE TURNED IN-LINE WITH THE BARRIER.
- 12) SEE STD DWG NO. 726-1 FOR BARRIER REFLECTORS.



WASATCH CONSTRUCTORS
 NOV 11 1998
 RELEASED FOR CONSTRUCTION



APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	NO.	DATE
1	09/04/98	1	11/06/98
			ADDED REFLECTORS
UTAH DEPARTMENT OF TRANSPORTATION			
SVERDRUP/DE LEUW			
DESIGN	WM	CHECK	RH
DATE	08/98	CHECK	RH
PROJECT DESIGN ENGINEER	N. NIKPOUR	DRAWN	DKC
PROJECT DESIGN ENGINEER	J. KLENZ	QUANT.	CHECK
SECTION MANAGER			
I-15 CORRIDOR RECONSTRUCTION			
CONCRETE BARRIER PLAN			
CORRIDOR STANDARD PLAN			
PROJECT NUMBER #SP-15-7(135)296			
SALT LAKE COUNTY			
DWG. NO. CS-67			
SHT. _____ OF _____			



305 < HSE ≤ 692

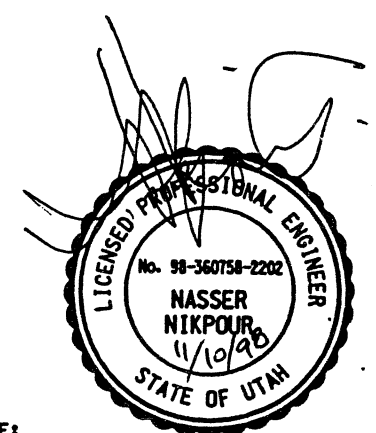
692 < HSE ≤ 1350

WASATCH CONSTRUCTORS .

NOV 11 1998

1350 < HSE ≤ 1750

RELEASED FOR CONSTRUCTION

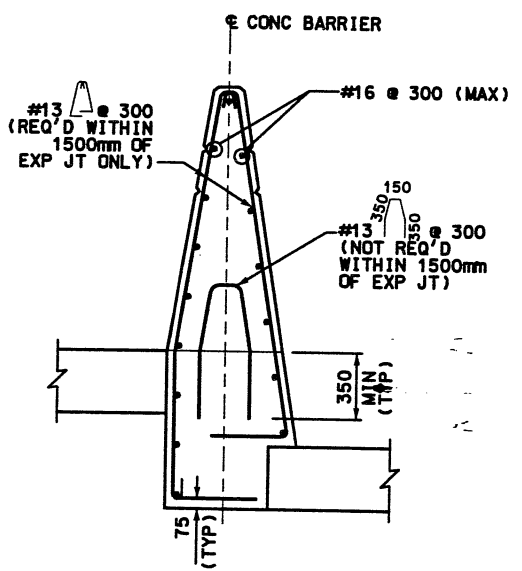
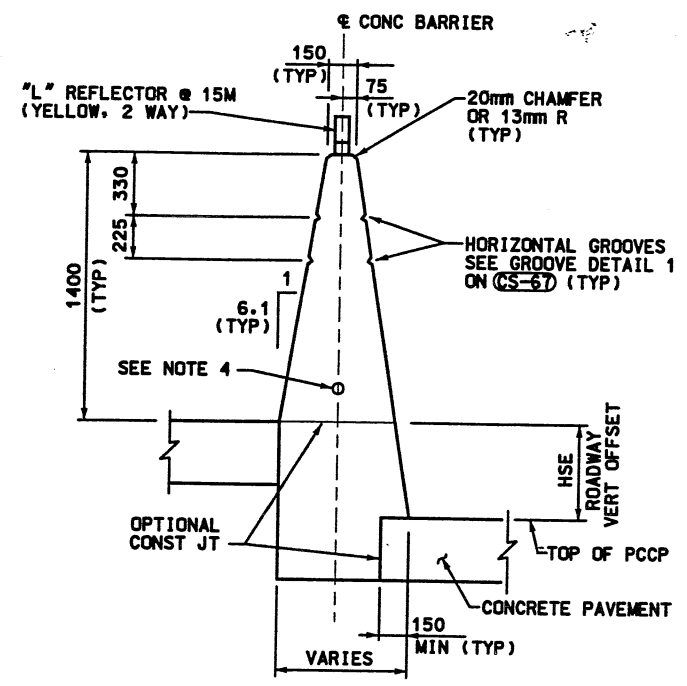


NOTE:
REFER TO CS-67 FOR GENERAL NOTES.

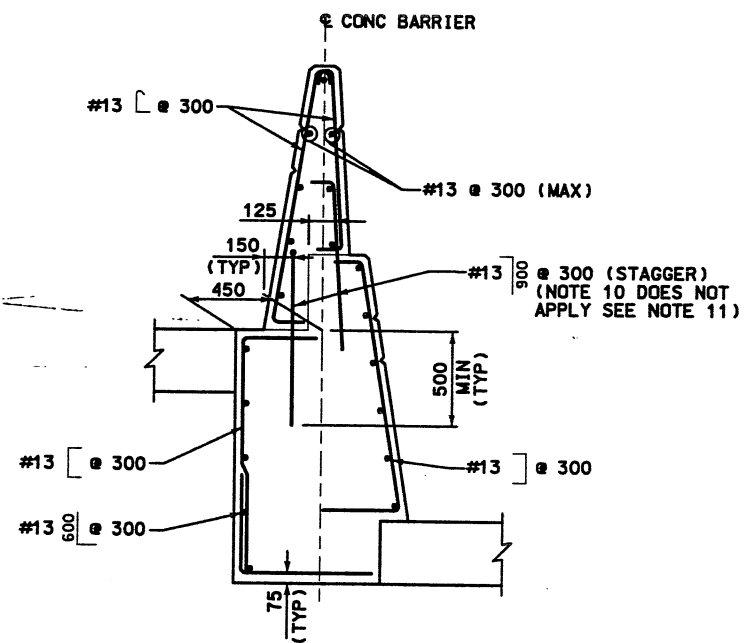
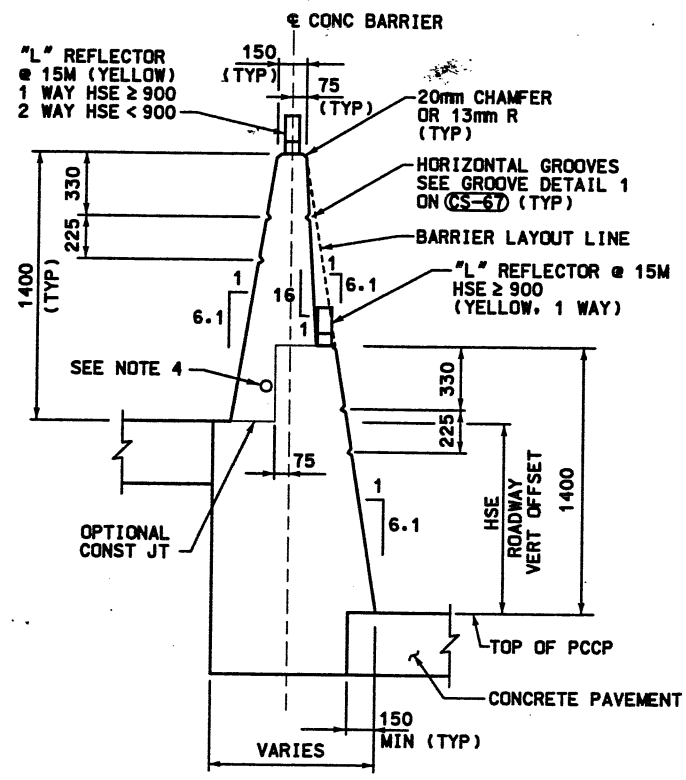
APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	NO.	DATE
Δ	09/04/98	Δ	INITIAL RELEASE
Δ	09/08/98	Δ	TOTAL SHEET REPLACEMENT
Δ	11/10/98	Δ	ADDED REFLECTORS
UTAH DEPARTMENT OF TRANSPORTATION			
SVERRUP/DE LEUW		DESIGN	MIN. 8/98
		CHECK	RH 8/98
		DRAWN	DKC 8/98
		CHECK	RH 8/98
		QUANT.	CHECK
APPROVAL RECORD		PROJECT DESIGN ENGINEER	
DATE	BY	DATE	BY
	N. NIKPOUR		J. KLEINZ
APPROVED		SECTION MANAGER	
DATE	BY	DATE	BY
I-15 CORRIDOR RECONSTRUCTION		CORRIDOR BARRIER TYPE M	
CONCRETE BARRIER TYPE M		CORRIDOR STANDARD PLAN	
PROJECT NUMBER		#SP-15-7(135)296	
SALT LAKE COUNTY			
DWG. NO. CS-67-1			
SHT. _____		OF _____	

User name: tramprtd

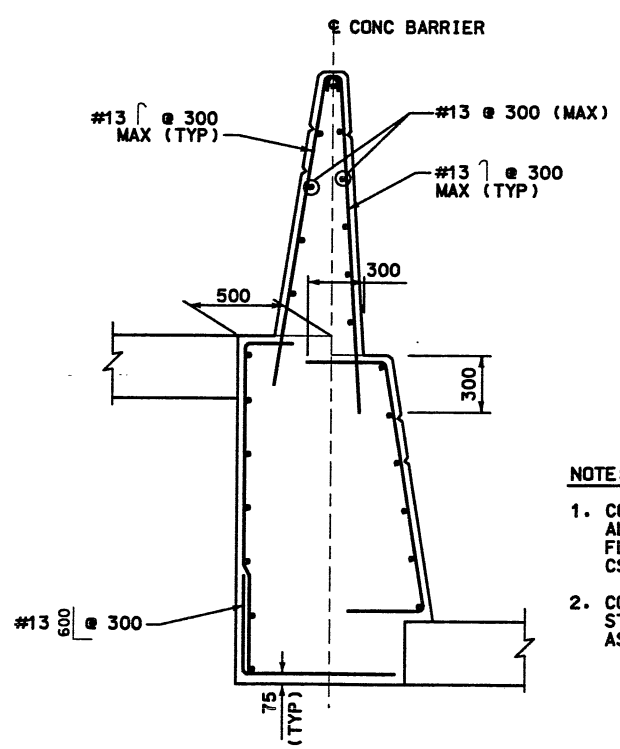
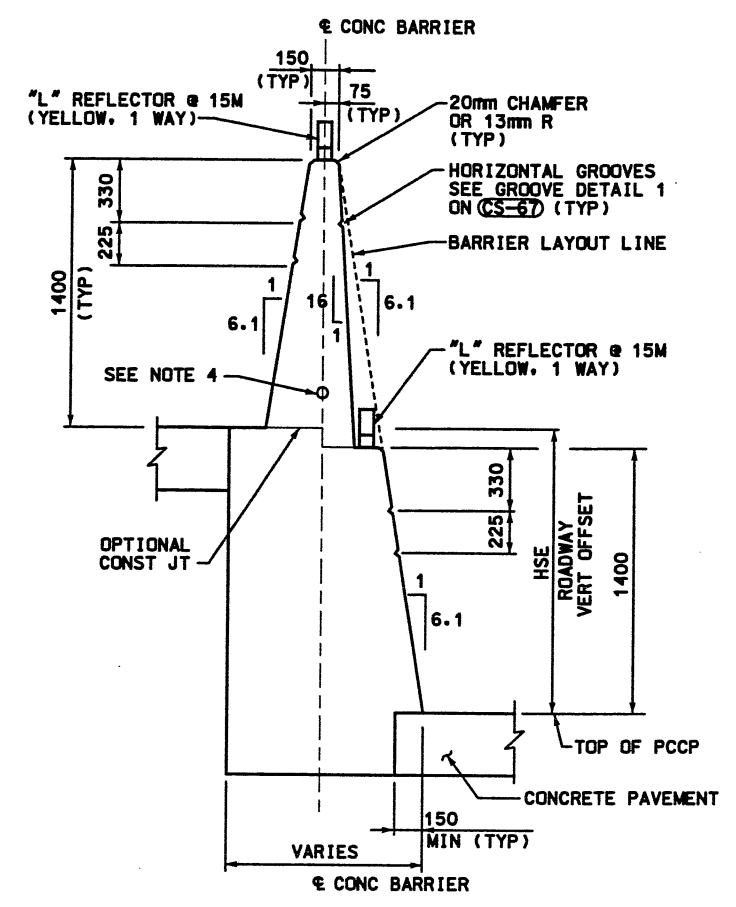
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305 < HSE ≤ 692



692 < HSE ≤ 1350



1350 < HSE ≤ 1750

- NOTE:**
- CONTRACTOR MAY USE MEDIAN ALTERNATE OPTION ON MEDIAN BARRIER FLARE SECTIONS SHOWN ON CS-67-3 & CS-67-5.
 - CONTRACTOR TO SHOW CORRESPONDING STATIONS FOR TYPE MA BARRIER ON AS-BUILT ROADWAY PLANS.

GENERAL NOTE:
REFER TO CS-67 FOR GENERAL NOTES.

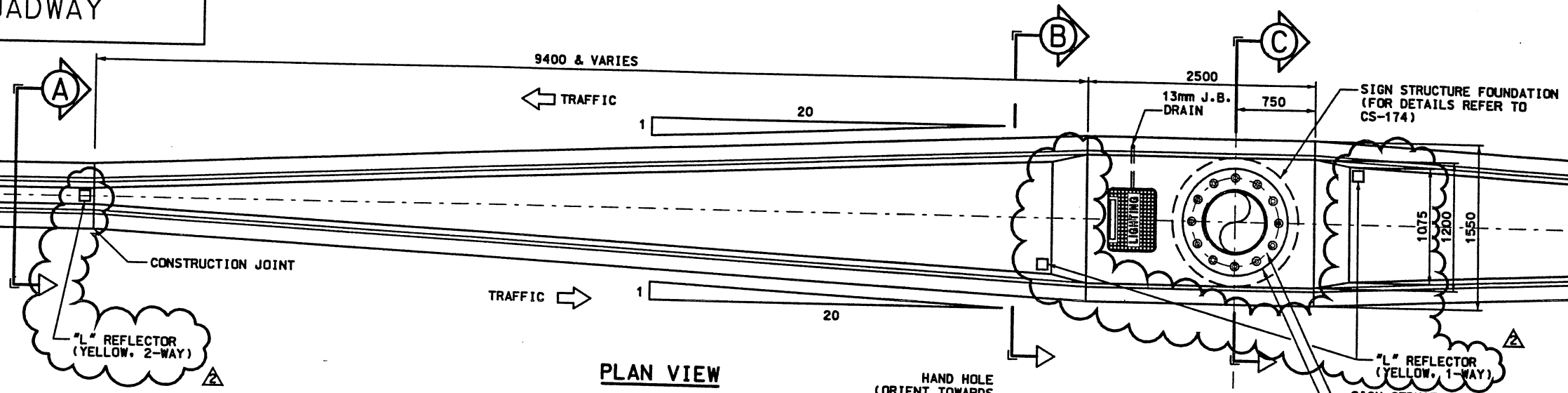
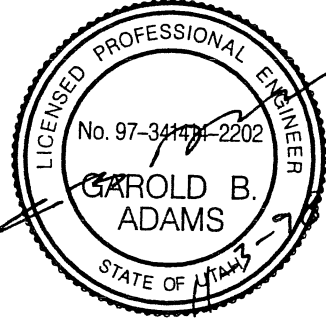


APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	NO.	DATE
Δ	07/22/98		INITIAL RELEASE FDG 1-0767
UTAH DEPARTMENT OF TRANSPORTATION		SVERDRUP/DE LEUW	
DESIGN	WM	CHECK	RH
PROJECT	N. NIKPOUR	CHECK	RH
ENGINEER	J. KLEWZ	CHECK	RH
SECTION	MANAGER	CHECK	CHECK
QUANT.			
I-15 CORRIDOR RECONSTRUCTION		CONCRETE BARRIER TYPE MA	
CORRIDOR STANDARD PLAN		PROJECT NUMBER #SP-15-7(135)296	
SALT LAKE COUNTY		DWG. NO. CS-67-1A	
SHT.		OF	

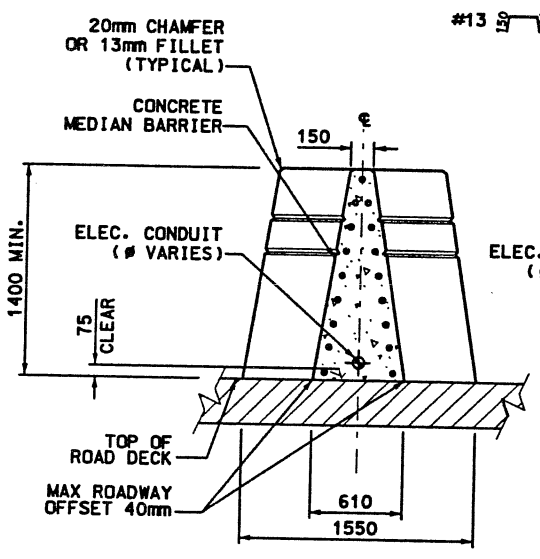
RFC After Final Approval

OVERHEAD SIGN FOUNDATIONS ON TANGENT ROADWAY

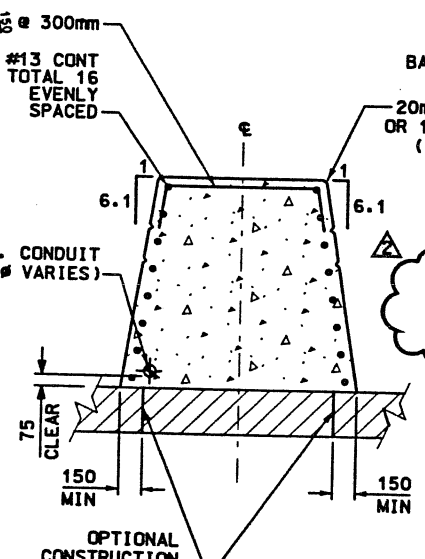
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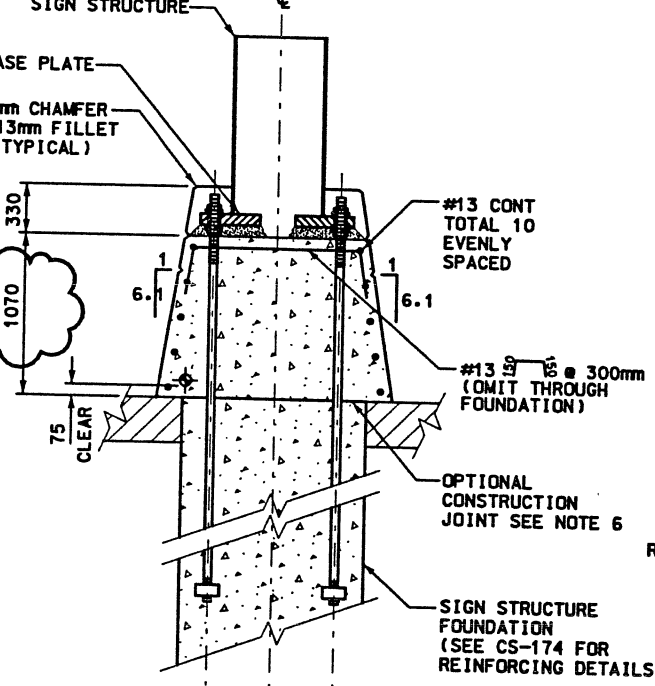
PLAN VIEW



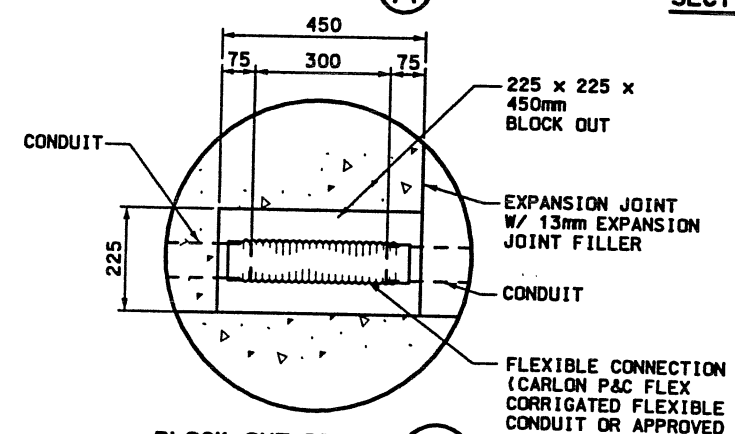
SECTION A



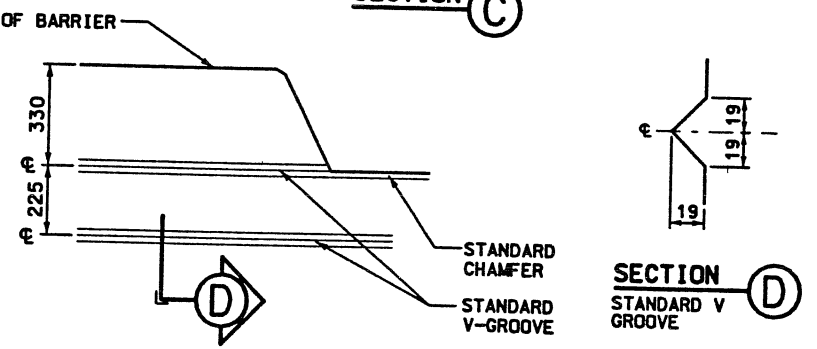
SECTION B



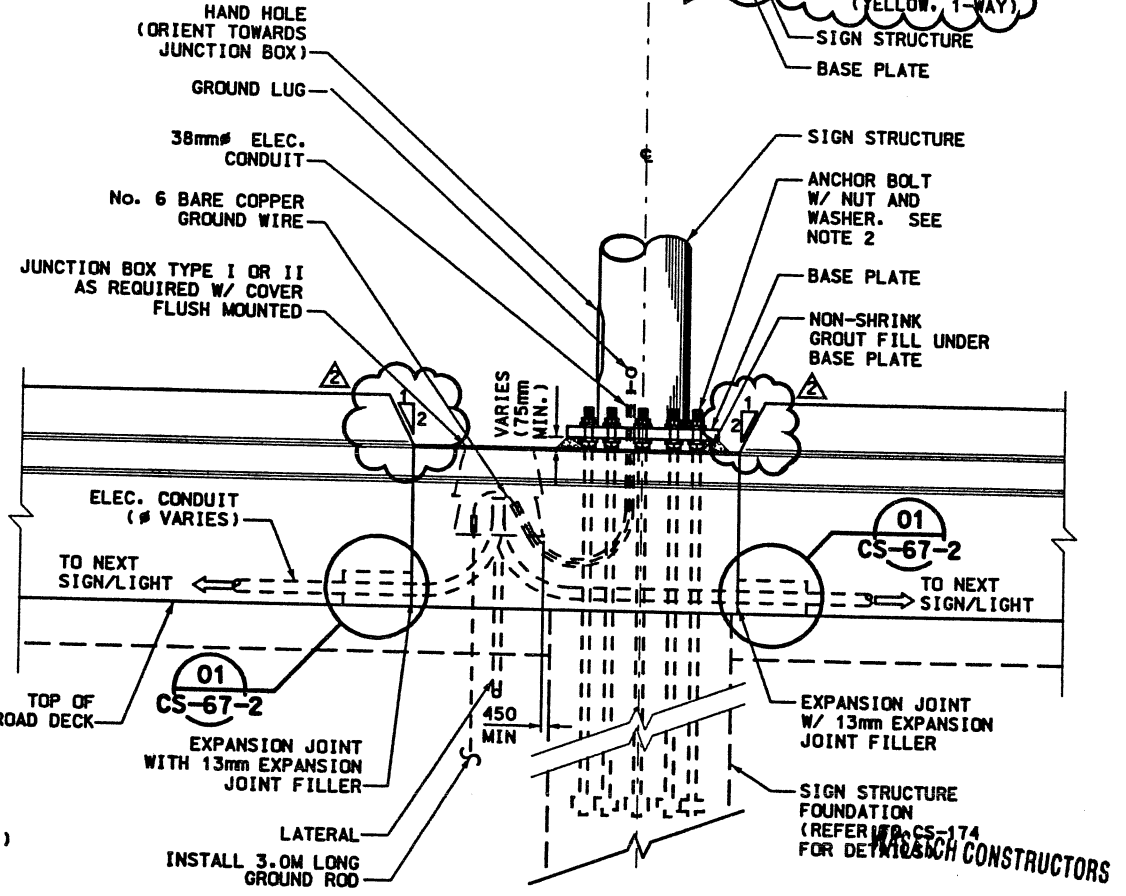
SECTION C



BLOCK OUT DETAIL 01 (TYP)
CS-67-2



MEDIAN BARRIER PARTIAL ELEVATION 02 (TYP)
CS-67-2



ELEVATION

- NOTES:**
- 1) FOUNDATION BOLT PATTERN IS SCHEMATIC. REFER TO CS-174 FOR BOLT PATTERNS AND REINFORCEMENT LAYOUT.
 - 2) NUT AND WASHERS TO BE PLACED TOP AND BOTTOM OF BASE PLATE TO ALLOW FOR ADJUSTMENT.
 - 3) ALL REINFORCEMENT SHALL BE EPOXY COATED PER CORRIDOR STANDARD SPECIFICATIONS.
 - 4) ALL REINFORCING STEEL SHALL HAVE 50mm MINIMUM COVER.
 - 5) WHEN OVERHEAD SIGNS ARE PAIRED WITH LIGHTS. PLACE JUNCTION BOXES BETWEEN FOUNDATIONS. FOR SINGLE INSTALLATIONS. PLACE JUNCTION BOXES SOUTH OR EAST OF FOUNDATION.
 - 6) BEFORE RESUMING CONCRETE POURING AT CONSTRUCTION JOINTS THE CONTRACTOR SHALL PERFORM THOSE STEPS OUTLINED IN STANDARD SPECIFICATION NO. 506.3.12.3.
 - 7) ELECTRICAL CONDUIT MAY BE PLACED IN BARRIER OR UNDER PAVEMENT PER CS-179-1.

APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	NO.	DATE
1	09/03/98	1	11/6/98
ORIGINAL ISSUE		ISSUED FOR NOC-0271	
UTAH DEPARTMENT OF TRANSPORTATION			
BARTON-ASCHMAN ASSOCIATES, INC.			
SVERDRUP/DE LEUW			
DESIGN	SO	10/15/98	CHECK
DATE	BY	DATE	BY
10/15/98	BARRY ERLANDSON	10/15/98	10/15/98
PROJECT DESIGN ENGINEER	CHECK	DATE	BY
10/15/98	GAROLD ADAMS	10/15/98	10/15/98
APPROVED	DATE	DATE	BY
10/15/98	GAROLD ADAMS	10/15/98	10/15/98
SECTION MANAGER	QUANT.	CHECK	CHECK
I-15 CORRIDOR RECONSTRUCTION			
MEDIAN BARRIER FLARE			
CORRIDOR STANDARD PLAN			
PROJECT NUMBER #SP-15-7(135)296			
SALT LAKE COUNTY			
DWC. NO. CS-67-2			
SHT. OF			

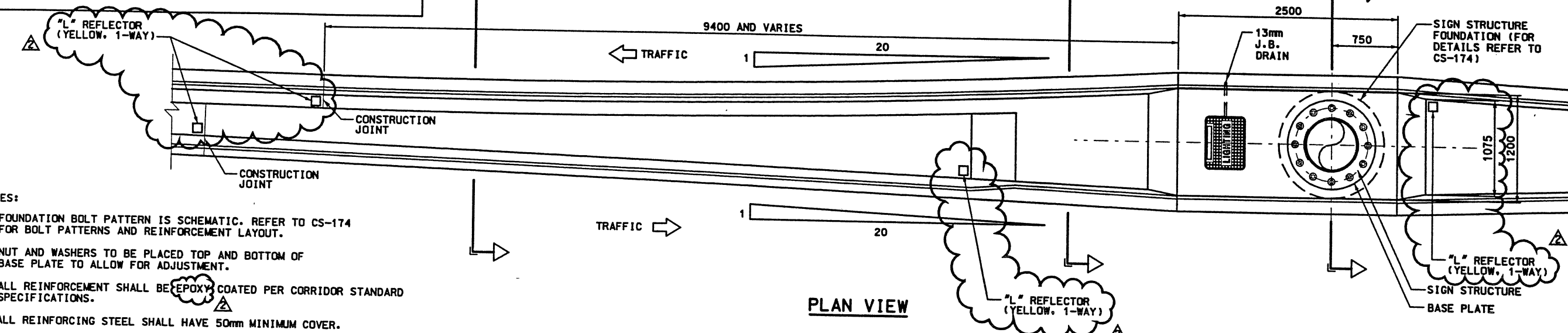
NOV 10 1998

RELEASED FOR CONSTRUCTION

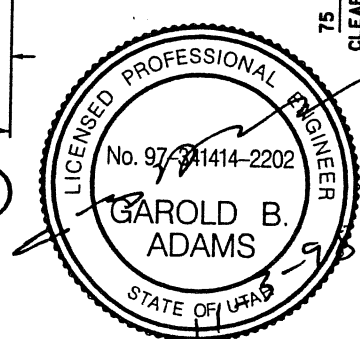
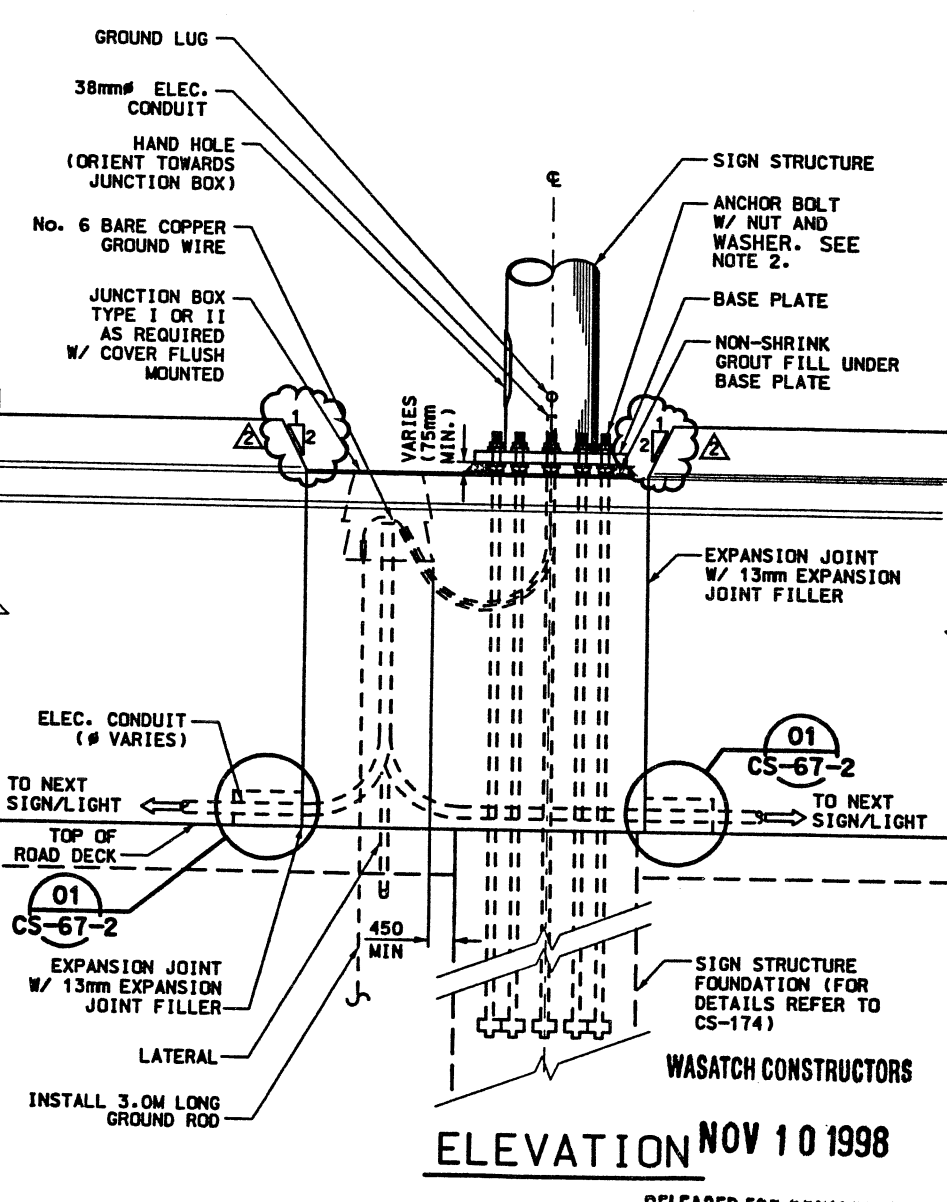
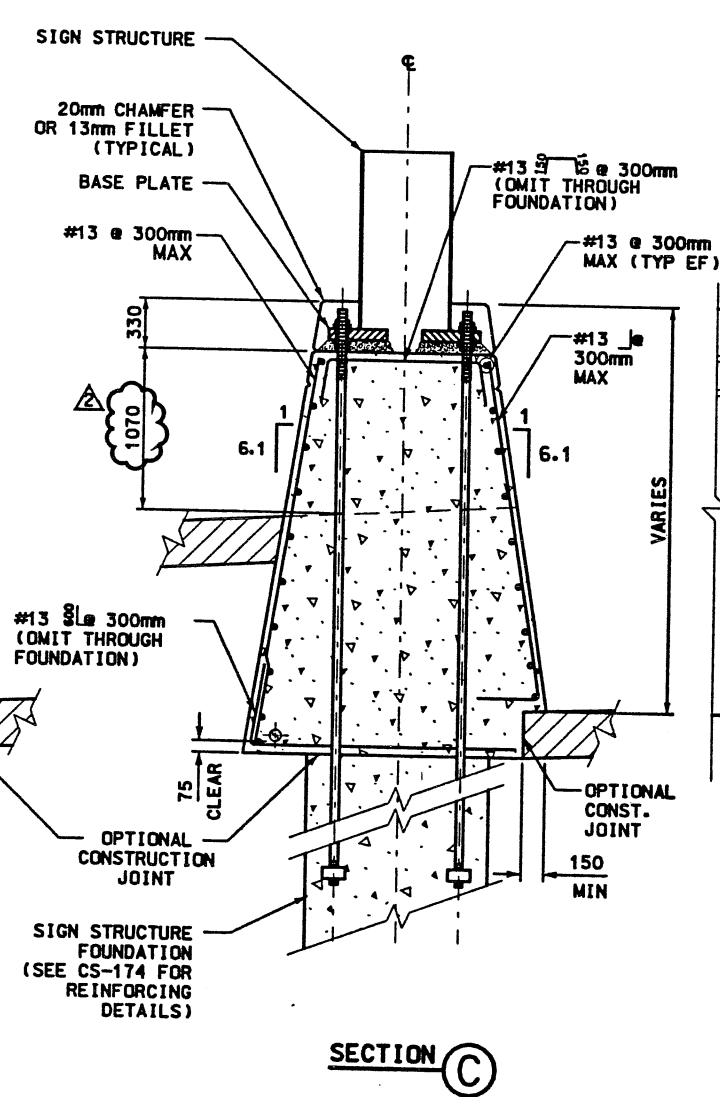
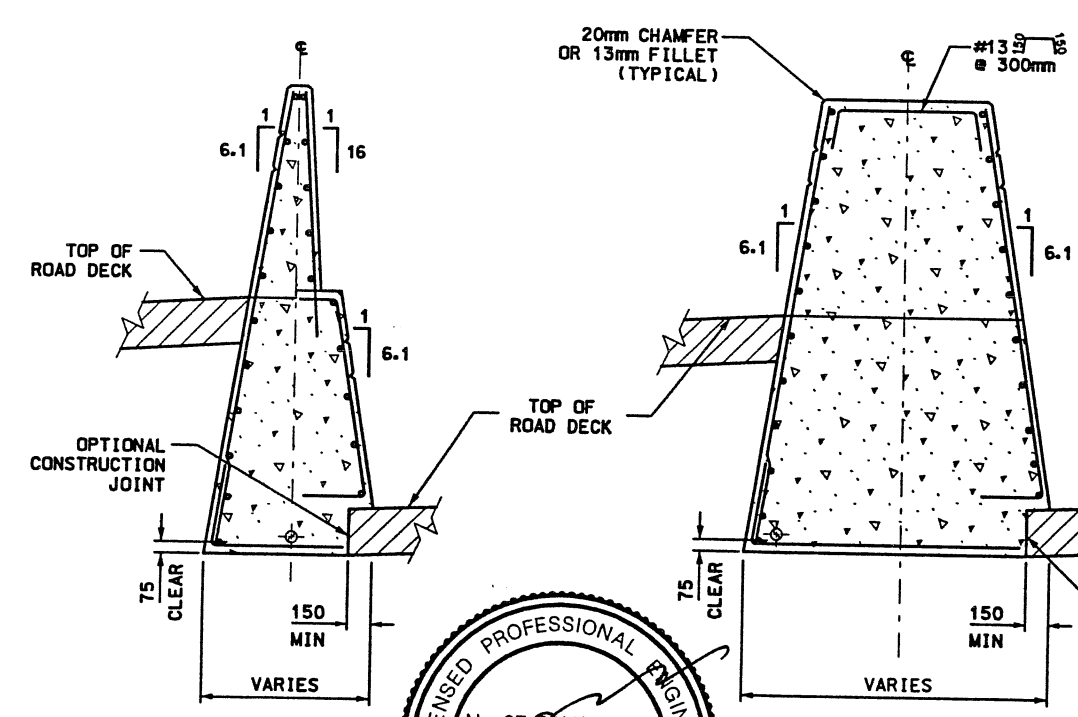
OVERHEAD SIGN FOUNDATIONS ON SUPERELEVATED ROADWAY

User name: h0rt0r7

File name: c:\dgn\115_cadd\signing\atondor da oae-67-3.dgn



- NOTES:**
- 1) FOUNDATION BOLT PATTERN IS SCHEMATIC. REFER TO CS-174 FOR BOLT PATTERNS AND REINFORCEMENT LAYOUT.
 - 2) NUT AND WASHERS TO BE PLACED TOP AND BOTTOM OF BASE PLATE TO ALLOW FOR ADJUSTMENT.
 - 3) ALL REINFORCEMENT SHALL BE EPOXY COATED PER CORRIDOR STANDARD SPECIFICATIONS.
 - 4) ALL REINFORCING STEEL SHALL HAVE 50mm MINIMUM COVER.
 - 5) WHEN OVERHEAD SIGNS ARE PAIRED WITH LIGHTS, PLACE JUNCTION BOXES BETWEEN FOUNDATIONS. FOR SINGLE INSTALLATIONS, PLACE JUNCTION BOXES SOUTH OR EAST OF FOUNDATION.
 - 6) REINFORCING STEEL AND CONSTRUCTION JOINTS IN TAPERS SHALL CONFORM TO CS-67 AND CS-67-1.
 - 7) SEE CS-67-2 FOR GROOVE DETAILS.
 - 8) BEFORE RESUMING CONCRETE POURING AT CONSTRUCTION JOINTS THE CONTRACTOR SHALL PERFORM THOSE STEPS OUTLINED IN STANDARD SPECIFICATION NO. 506.3.12.3.
 - 9) ELECTRICAL CONDUIT MAY BE PLACED IN BARRIER OR UNDER PAVEMENT PER CS-179-1.
 - 10) REFER TO DESIGN PLANS, CS-67, CS-67-1, AND CS-69-2 THROUGH 5 FOR LAYOUT OF SHELF AND GROOVES AT EACH LOCATION.

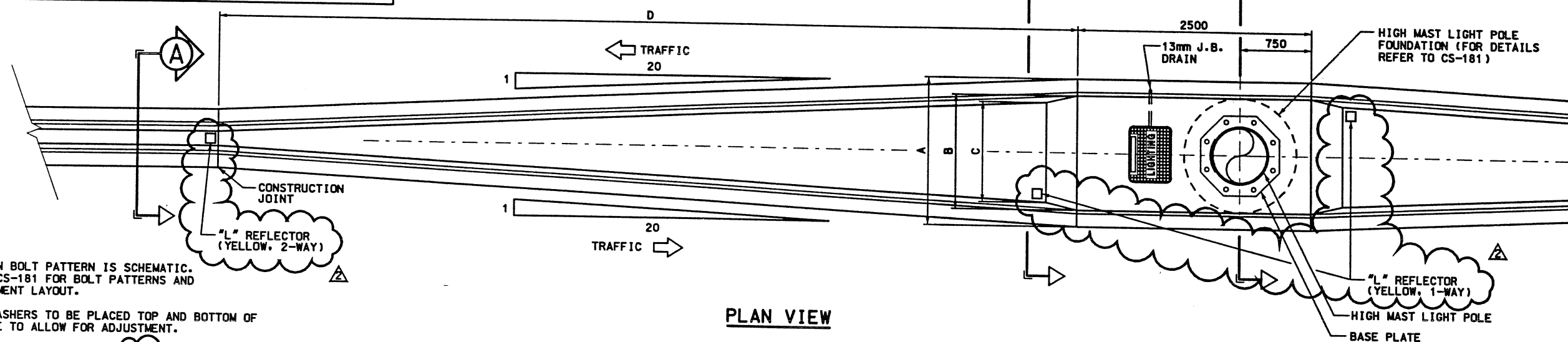


APPROVED FOR CONSTRUCTION		DATE	09/04/98
DESCRIPTION		ORIGINAL ISSUE	11/6/98
NO.		ISSUED FOR NOC-0271	5/1
UTAH DEPARTMENT OF TRANSPORTATION BARTON-ASCHMAN ASSOCIATES, INC. SVERDRUP/DE LEUW			
REVISION	DATE	DESIGN	CHECK
10/13/98	BARRY ERLANDSON	10/13/98	10/13/98
PROJECT DESIGN ENGINEER	PROJECT DESIGN ENGINEER	CHECK	CHECK
DATE	DATE	QUANT.	QUANT.
APPROVED 10/13/98	GAROLD ADAMS	SECTION MANAGER	CHECK
I-15 CORRIDOR RECONSTRUCTION			
MEDIAN BARRIER FLARE			
CORRIDOR STANDARD PLAN			
PROJECT NUMBER #SP-15-7(135)296			
SALT LAKE COUNTY			
DWG. NO. CS-67-3			
SHT. OF			

ELEVATION NOV 10 1998
RELEASED FOR CONSTRUCTION

HIGH MAST LIGHTING FOUNDATIONS ON TANGENT ROADWAY

Date: 03-NOV-1998 Time: 09:36 User: hmc: hmc: r1

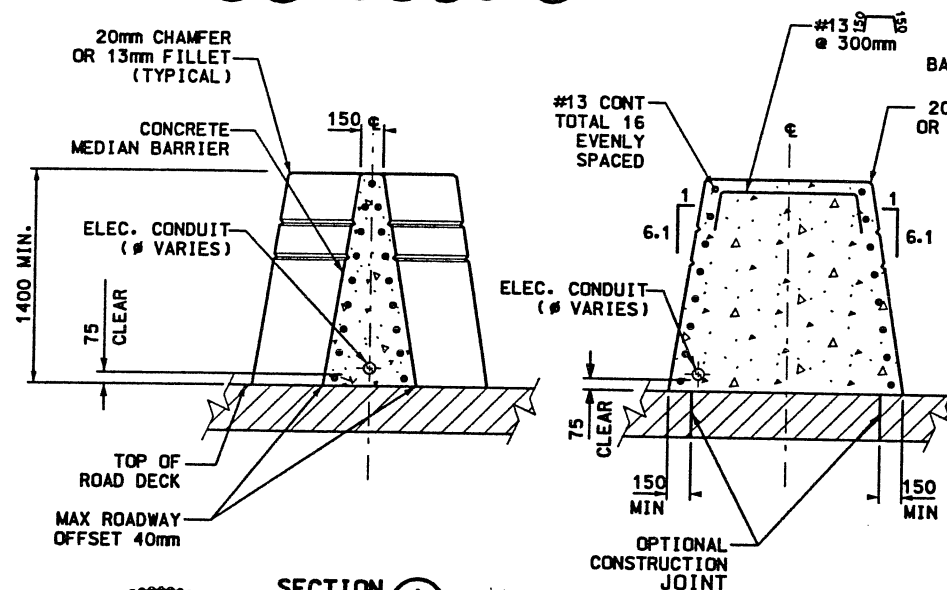


- NOTES:**
- FOUNDATION BOLT PATTERN IS SCHEMATIC. REFER TO CS-181 FOR BOLT PATTERNS AND REINFORCEMENT LAYOUT.
 - NUT AND WASHERS TO BE PLACED TOP AND BOTTOM OF BASE PLATE TO ALLOW FOR ADJUSTMENT.
 - ALL REINFORCEMENT SHALL BE EPOXY COATED PER CORRIDOR STANDARD SPECIFICATIONS.
 - ALL REINFORCING STEEL SHALL HAVE 50mm MINIMUM COVER.
 - WHEN OVERHEAD SIGNS ARE PAIRED WITH LIGHTS. PLACE JUNCTION BOXES BETWEEN FOUNDATIONS. FOR SINGLE INSTALLATIONS. PLACE JUNCTION BOXES SOUTH OR EAST OF FOUNDATION.
 - SEE CS-67-2 FOR GROOVE DETAILS.
 - ELECTRICAL CONDUIT MAY BE PLACED IN BARRIER OR UNDER PAVEMENT PER CS-179-1.
 - BEFORE RESUMING CONCRETE POURING AT CONSTRUCTION JOINTS THE CONTRACTOR SHALL PERFORM THOSE STEPS OUTLINED IN STANDARD SPECIFICATION NO. 506.3.12.3.

PLAN VIEW

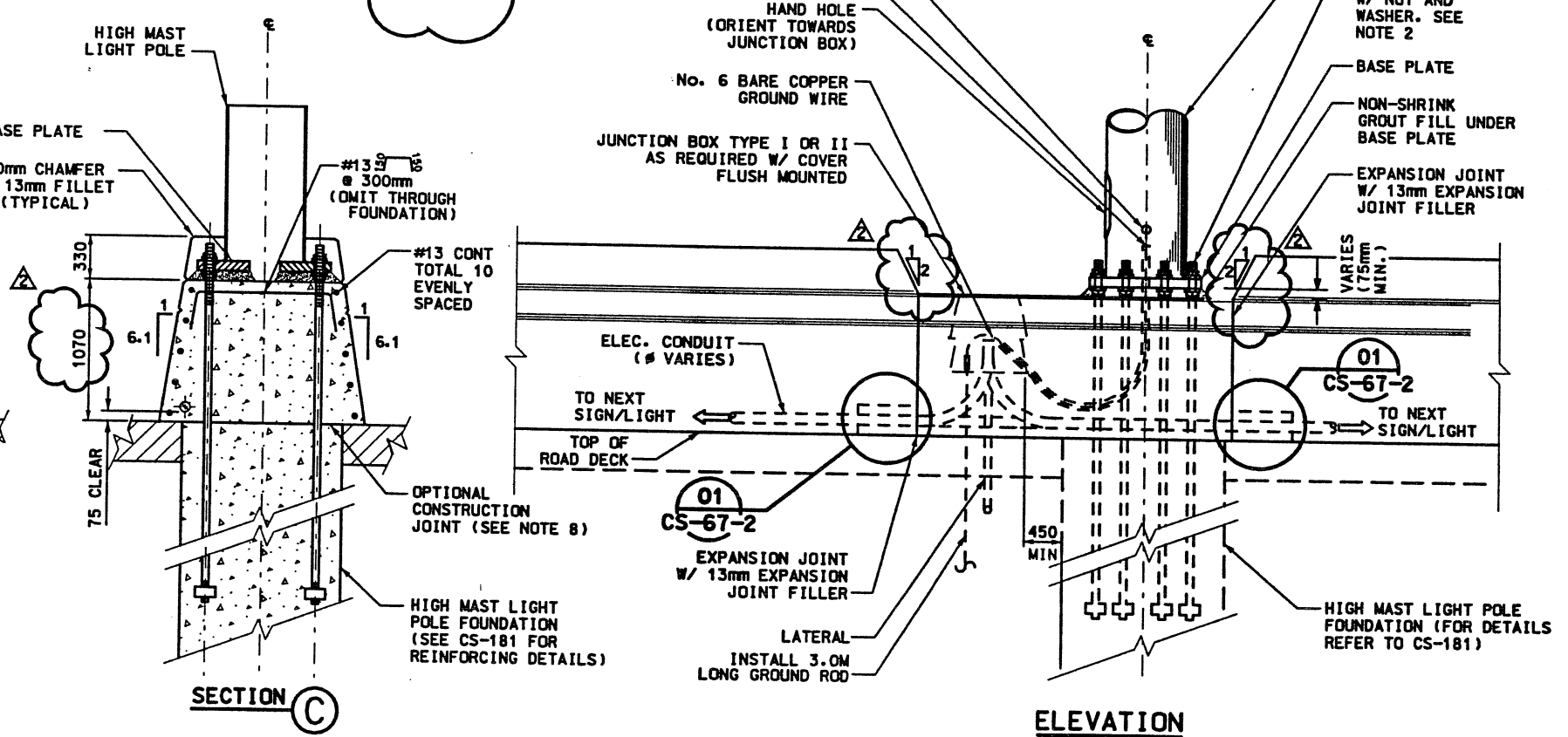
FLARED BARRIER DIMENSION CHART

POLE HEIGHT	DIMENSIONS			
	A	B	C	D
30m	1.420m	1.070m	0.945m	8.100m
37m	1.420m	1.070m	0.945m	8.100m
46m	1.550m	1.200m	1.075m	9.400m



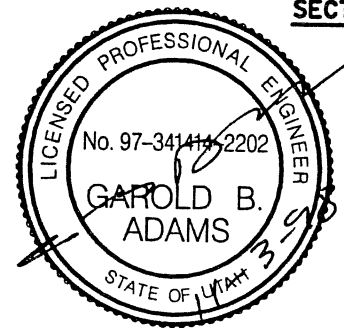
SECTION A

SECTION B



SECTION C

ELEVATION

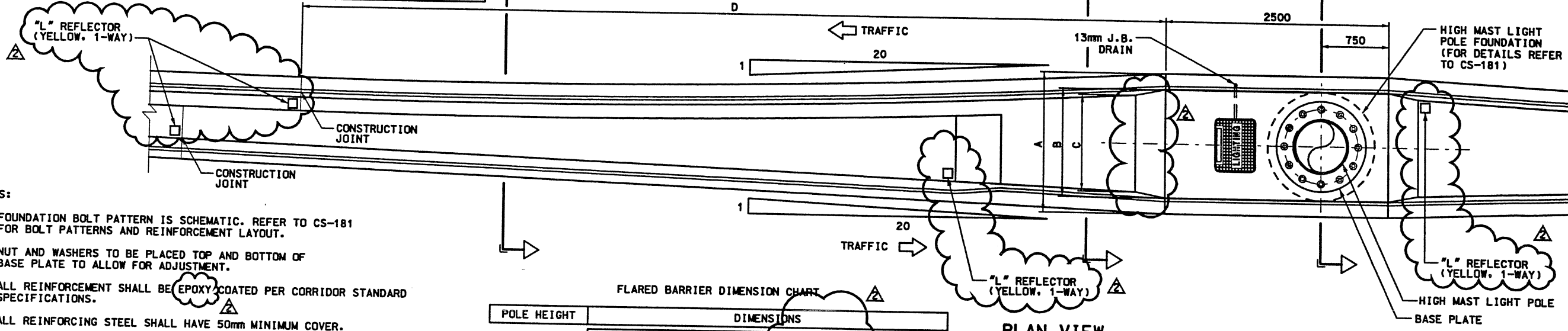


WASATCH CONSTRUCTORS
NOV 10 1998
 RELEASED FOR CONSTRUCTION

APPROVED FOR CONSTRUCTION	
NO.	DATE
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DESCRIPTION	
ORIGINAL ISSUE	
ISSUED FOR NDC-0271	
11/6/98	
S	
UTAH DEPARTMENT OF TRANSPORTATION BARTON-ASCHMAN ASSOCIATES, INC. SVERDRUP/DE LEUW	
DESIGN	CHECK
10/19/98	10/19/98
BARRY ERLANDSON	B.J.E.
PROJECT DESIGN ENGINEER	DATE
DRAWN	CHECK
10/19/98	10/19/98
GAROLD ADAMS	R.L.L.
SECTION MANAGER	DATE
10/19/98	10/19/98
DATE	CHECK
QUANT.	CHECK
I-15 CORRIDOR RECONSTRUCTION	CORRIDOR STANDARD PLAN
MEDIAN BARRIER FLARE	PROJECT NUMBER
CORRIDOR STANDARD PLAN	#SP-15-7(135)296
SALT LAKE COUNTY	
DWG. NO. CS-67-4	
SHT. OF	

HIGH MAST LIGHTING FOUNDATIONS ON SUPERELEVATED ROADWAY

Date: 03-NOV-98 Time: 09:44 Username: harte71

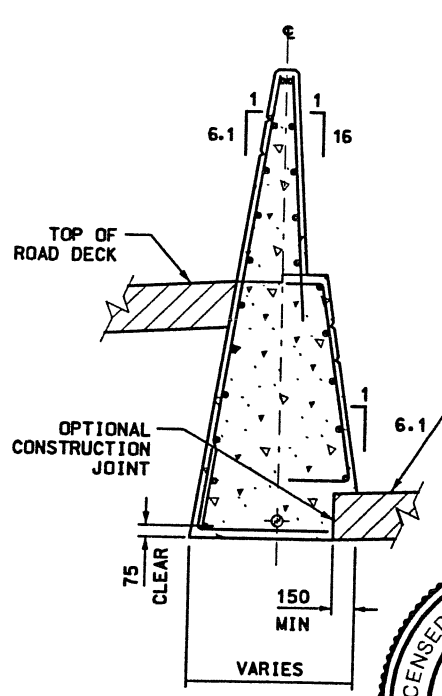


- NOTES:**
- 1) FOUNDATION BOLT PATTERN IS SCHEMATIC. REFER TO CS-181 FOR BOLT PATTERNS AND REINFORCEMENT LAYOUT.
 - 2) NUT AND WASHERS TO BE PLACED TOP AND BOTTOM OF BASE PLATE TO ALLOW FOR ADJUSTMENT.
 - 3) ALL REINFORCEMENT SHALL BE EPOXY COATED PER CORRIDOR STANDARD SPECIFICATIONS.
 - 4) ALL REINFORCING STEEL SHALL HAVE 50mm MINIMUM COVER.
 - 5) WHEN OVERHEAD SIGNS ARE PAIRED WITH LIGHTS, PLACE JUNCTION BOXES BETWEEN FOUNDATIONS. FOR SINGLE INSTALLATIONS, PLACE JUNCTION BOXES SOUTH OR EAST OF FOUNDATION.
 - 6) REINFORCING STEEL AND CONSTRUCTION JOINTS IN TAPERS SHALL CONFORM TO CS-67 AND CS-67-1.
 - 7) SEE CS-67-2 FOR GROOVE DETAILS.
 - 8) BEFORE RESUMING CONCRETE POURING AT CONSTRUCTION JOINTS THE CONTRACTOR SHALL PERFORM THOSE STEPS OUTLINED IN STANDARD SPECIFICATION NO. 506.3-12-3.
 - 9) ELECTRICAL CONDUIT MAY BE PLACED IN BARRIER OR UNDER PAYEMENT PER CS-179-1.
 - 10) REFER TO DESIGN PLANS, CS-67, CS-67-1, AND CS-69-2 THROUGH 5 FOR LAYOUT OF SHELF AND GROOVES AT EACH LOCATION.

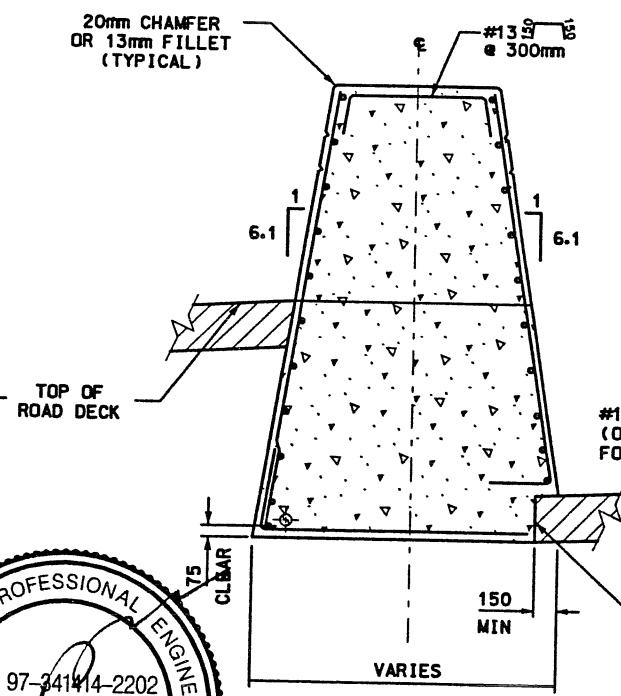
FLARED BARRIER DIMENSION CHART

POLE HEIGHT	DIMENSIONS			
	A	B	C	D
30m	VARIES	1.070m	0.945m	8.100m
37m	VARIES	1.070m	0.945m	8.100m
46m	VARIES	1.200m	1.075m	9.400m

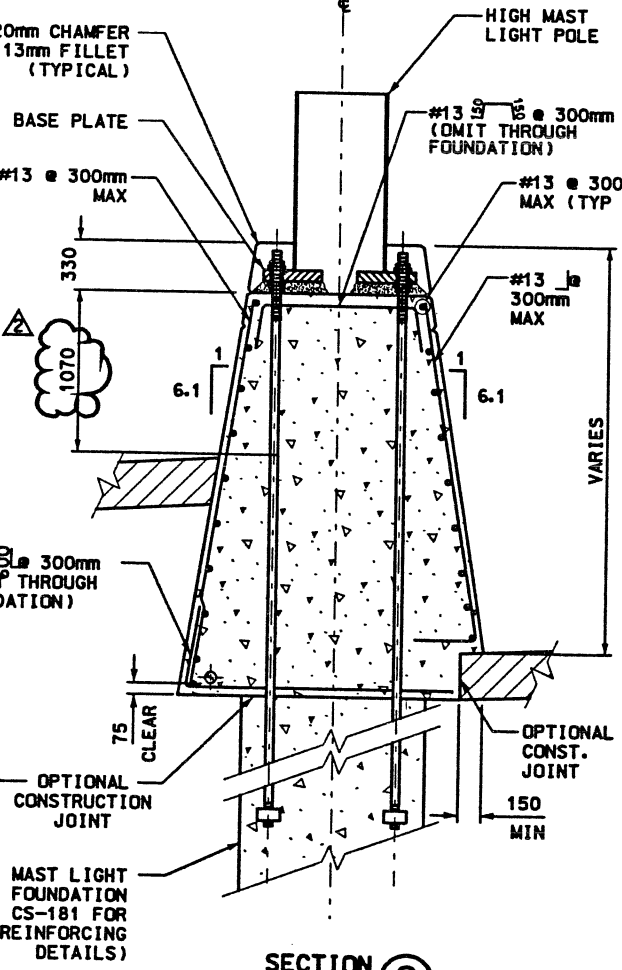
PLAN VIEW



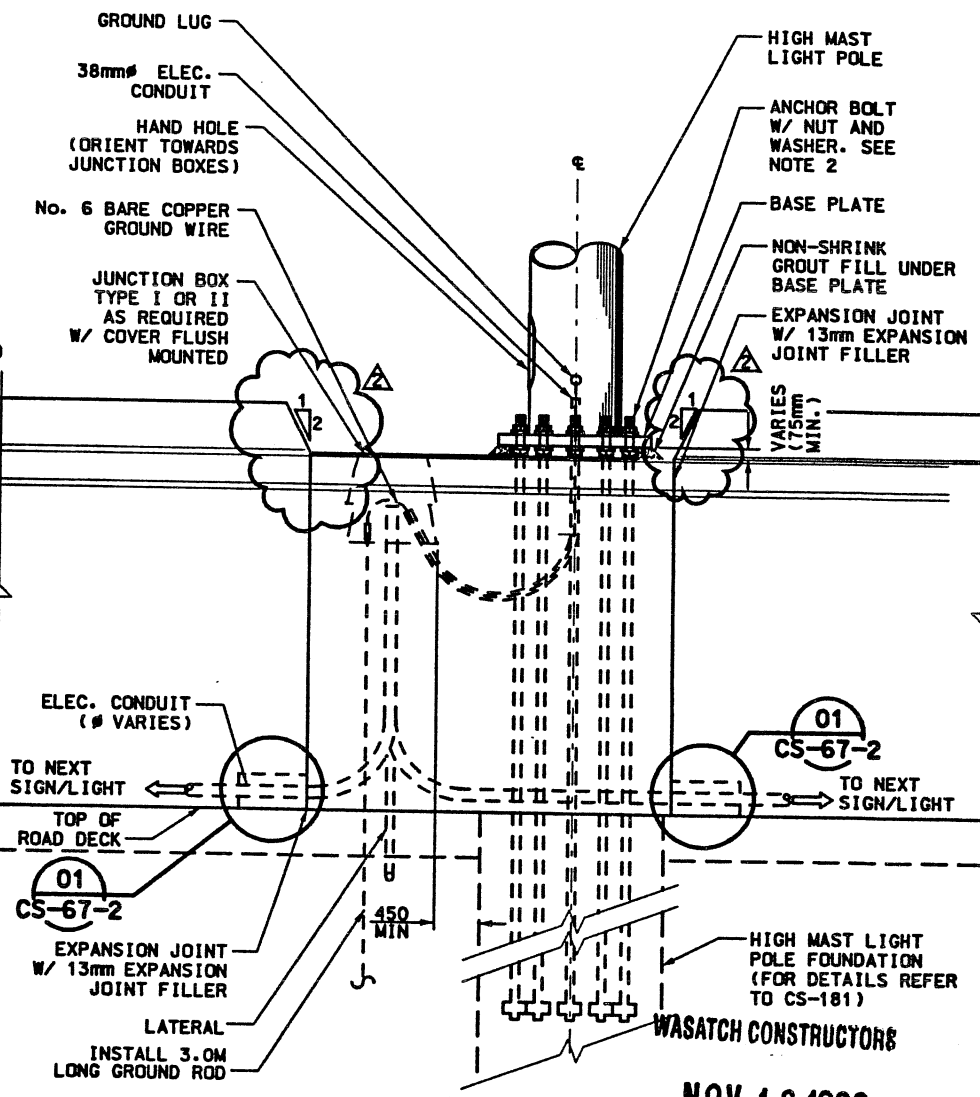
SECTION A



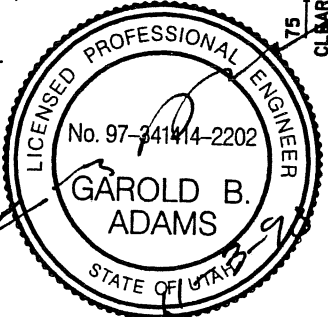
SECTION B



SECTION C



ELEVATION



NOV 10 1998

RELEASED FOR CONSTRUCTION

UTAH DEPARTMENT OF TRANSPORTATION
BARTON-ASCHMAN ASSOCIATES, INC.
SVERDRUP/DE LEUW

I-15 CORRIDOR RECONSTRUCTION
MEDIAN BARRIER FLARE
CORRIDOR STANDARD PLAN
PROJECT NUMBER #SP-15-7(135)296

SALT LAKE COUNTY
DWG. NO. CS-67-5

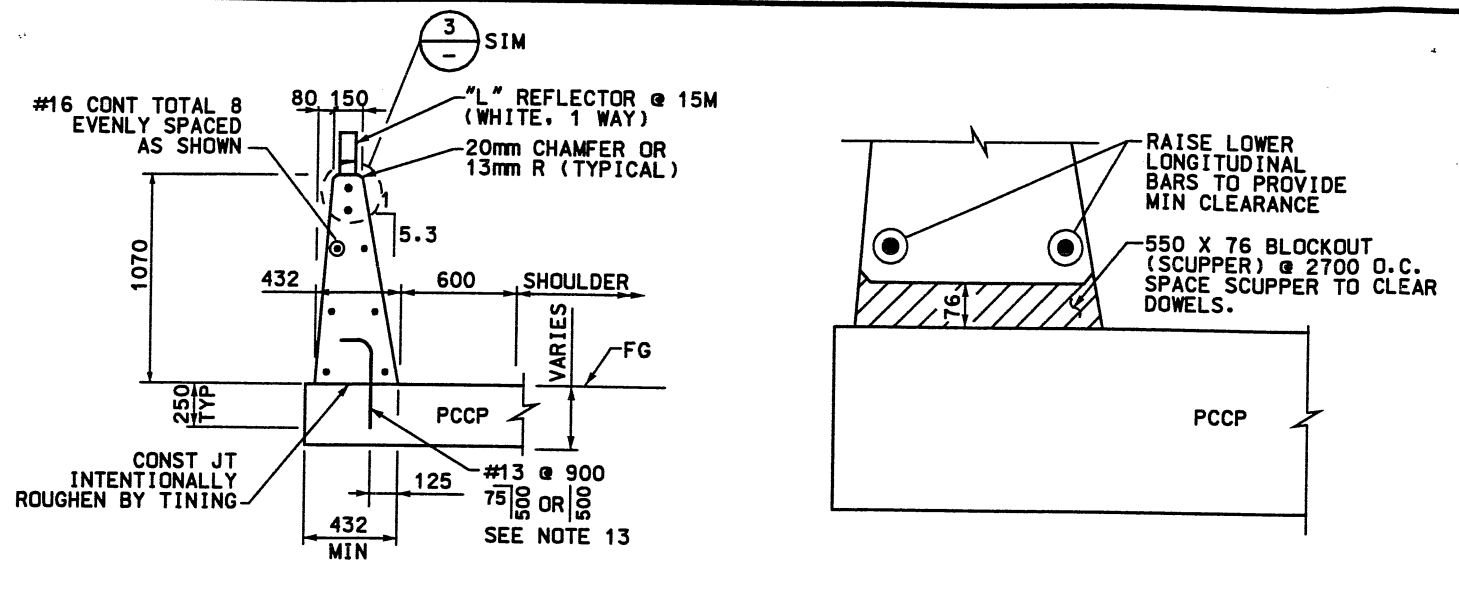
APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	09/04/98	ORIGINAL ISSUE
2	11/6/98	ISSUED FOR NDC-0271

APPROVAL	DATE	PROJECT DESIGN ENGINEER	DATE	SECTION MANAGER	QUANT.
RECORD	10/19/98	BARRY ERLANDSON	10/19/98		
DESIGN	10/19/98	BARRY ERLANDSON	10/19/98		
CHECK	10/19/98	GAROLD ADAMS	10/19/98		
CHECK	10/19/98	GAROLD ADAMS	10/19/98		

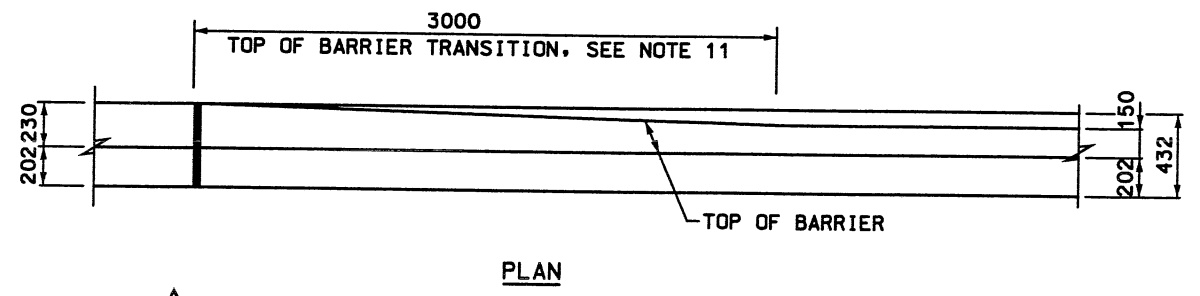
SHT. OF

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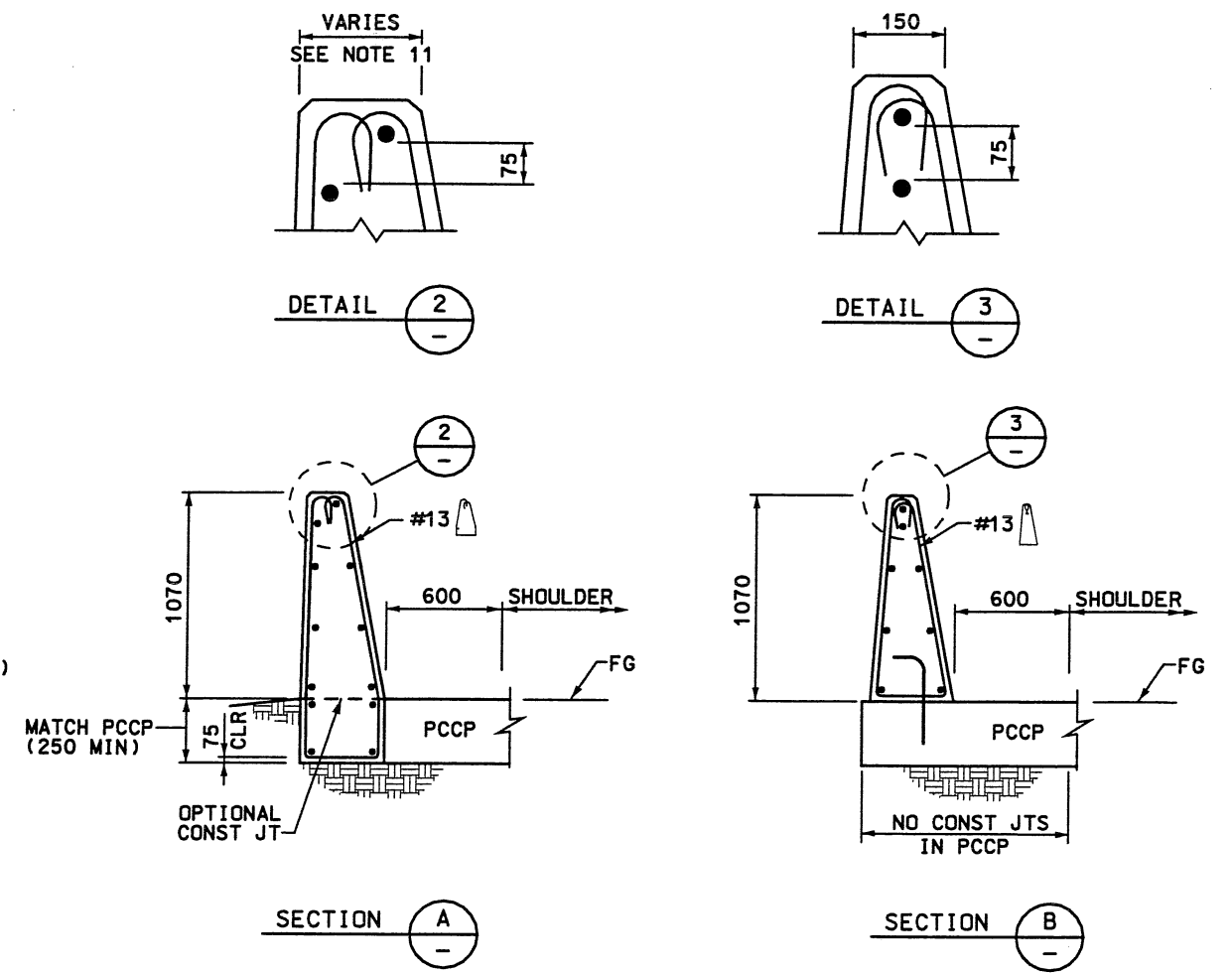


CONCRETE BARRIER TYPE HC

CONCRETE BARRIER TYPE HC W/ SCUPPER
(SCUPPER REQUIRED ONLY WHERE SHOWN ON ROADWAY PLANS)



PLAN

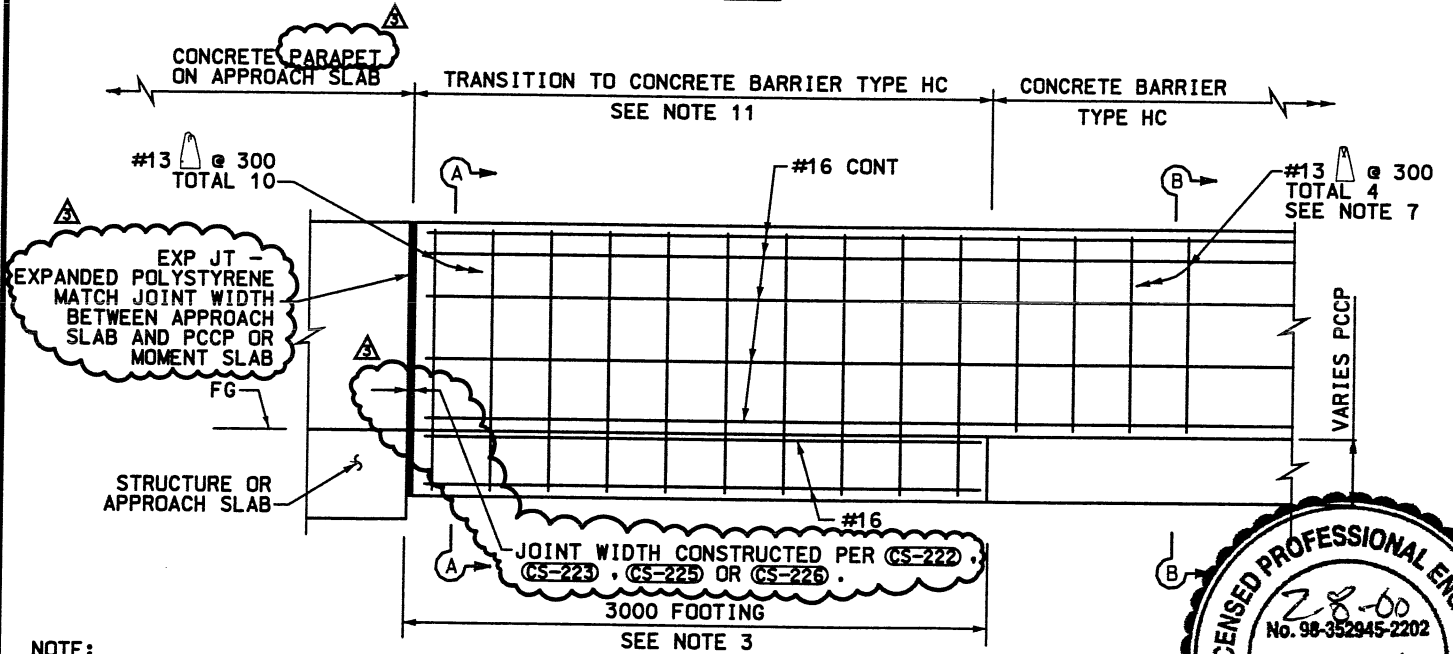


SECTION A

SECTION B

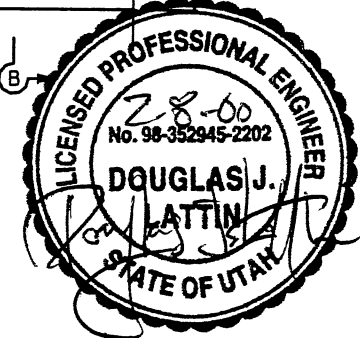
NOTES:

- 1) EXPANSION JOINTS IN CONCRETE BARRIER SHALL BE LOCATED AT ALL TRANSITIONS AND APPROACH SLABS, AND SHALL MATCH CIP WALL OR MSE MOMENT SLAB EXPANSION JOINTS. USE 13mm PREMOLDED EXPANSION JOINT FILLER UNLESS OTHER THICKNESS AND/OR MATERIAL IS SPECIFIED ELSEWHERE. PROVIDE 20mm CHAMFER ON EXPOSED CONCRETE EDGES.
- 2) EXPANSION JOINTS ALONG THE LENGTH OF THE BARRIERS SHALL BE SPACED GREATER THAN OR EQUAL TO 50 M.
- 3) THE FOOTING IS REQUIRED AT CONCRETE BARRIER ENDS AND AT INTERRUPTIONS IN THE CONCRETE BARRIER INCLUDING EXPANSION JOINTS.
- 4) CLASS AA (AE) $f'c=27.5$ MPa CONCRETE PER CORRIDOR STANDARD SPECIFICATIONS. ALL REINFORCING STEEL SHALL BE EPOXY-COATED OR GALVANIZED DEFORMED BILLET-STEEL CONFORMING TO THE CORRIDOR STANDARD SPECIFICATIONS. COVER TO REINFORCING STEEL SHALL BE 50mm MIN EXCEPT WHERE OTHERWISE NOTED.
- 5) PLACE CONSTRUCTION JOINT AT END OF DAY'S POUR AND WHEN WORK IS HALTED FOR 2 HOURS OR MORE. EXTEND LONGITUDINAL REINFORCEMENT TO MEET LAP SPLICE REQUIREMENTS PER CORRIDOR STANDARD SPECIFICATIONS.
- 6) INSTALL ELECTRICAL/ATMS CONDUITS AND PULLBOXES AS REQUIRED. SEE ATMS DRAWINGS.
- 7) ADDITIONAL #13 STIRRUPS TO SECURE LONGITUDINAL REINFORCEMENT ARE OPTIONAL OVER LENGTH OF CONCRETE BARRIER.
- 8) CONCRETE BARRIER SHALL BE CONSTRUCTED BY THE SLIP FORM OR FORMED CAST-IN-PLACE METHODS.
- 9) ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.
- 10) NO VERTICAL SCORING SHALL BE ALLOWED ON BARRIER FACE EXCEPT @ EXPANSION JOINTS.
- 11) TRANSITION IS REQUIRED AT ALL BRIDGE APPROACH SLABS, BARRIERS WITH SOUNDWALLS (SEE CS 28-2), AND RETAINING WALLS.
- 12) BEND STIRRUPS OUT OF PLANE IF NECESSARY TO MEET MINIMUM CLEARANCE CRITERIA.
- 13) THE #13 DOWEL REBAR MAY BE DRILLED AND BONDED. SEE SPECIFICATIONS.
- 14) SEE STD DWG NO. 726-1 FOR BARRIER REFLECTORS.



ELEVATION

NOTE:
 CONNECTION TO STRUCTURE APPROACH SLAB SHOWN.
 SEE CORRIDOR STANDARD PLANS (CS-69 & CS-87) FOR
 BARRIER TERMINUS DETAIL OR ATTENUATOR DETAILS
 REQUIRED AT BARRIER INTERRUPTIONS.



CONCRETE BARRIER TYPE HC
CONNECTION TO STRUCTURE OR END ANCHORAGE

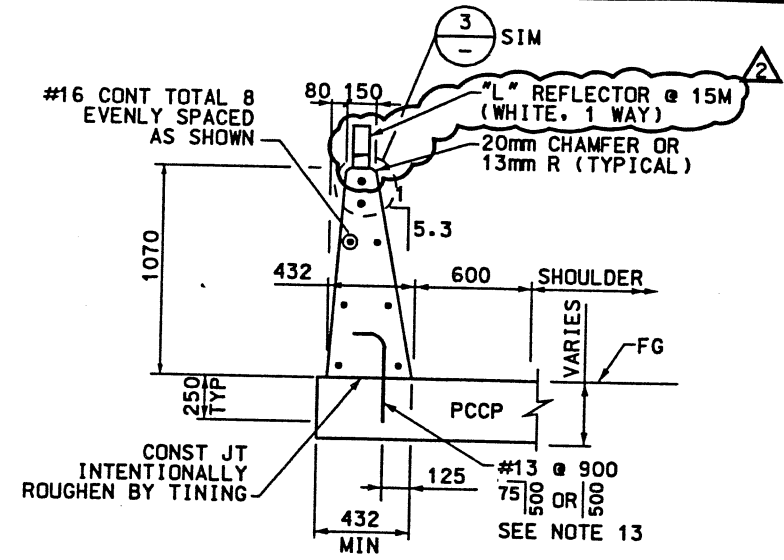
WASATCH CONSTRUCTORS

MAR 08 2000

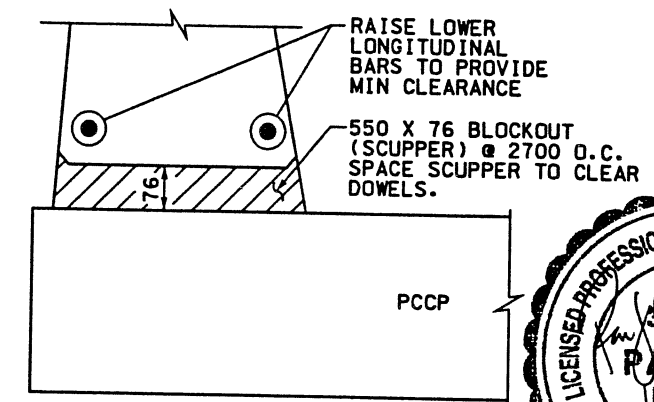
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NO.	DATE	NO.	DATE
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2	11/06/98	2	11/06/98
3	12/10/99	3	12/10/99
INITIAL RELEASE		ADDED REFLECTORS	
CLARIFIED JOINT WIDTH		FOC 7-0105	
UTAH DEPARTMENT OF TRANSPORTATION DE LEUW CATHER SVERDRUP/DE LEUW			
DESIGN	MC	CHECK	CHECK
08/98	08/98	08/98	08/98
DRWN	DKC	CHECK	CHECK
08/98	08/98	08/98	08/98
SECTION	MANAGER	QUANT.	QUANT.
P. BOTT	J. KLENZ		
PROJECT DESIGN ENGINEER	SECTION MANAGER		
APPROVAL RECORD	DATE	APPROVED	DATE
CONCRETE BARRIER TYPE HC			
CORRIDOR STANDARD PLAN			
PROJECT NUMBER	#SP-15-7(135)296		
I-15 CORRIDOR RECONSTRUCTION			
SALT LAKE			
COUNTY			
DWG. NO.	CS-68		
SHT.		OF	

REC After Final Approval

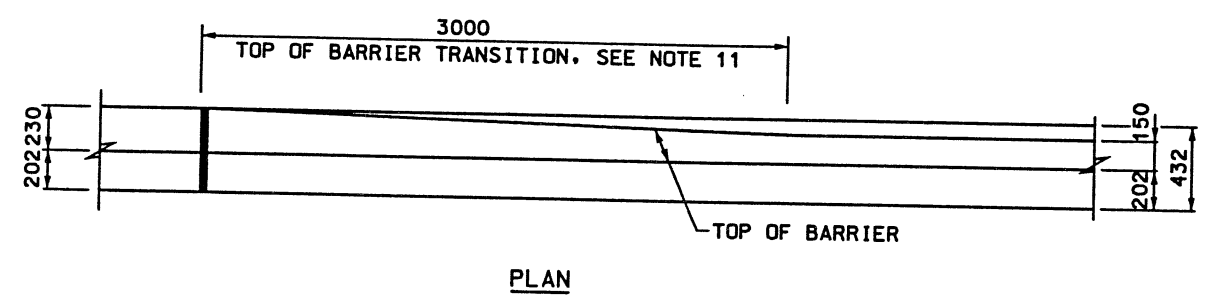
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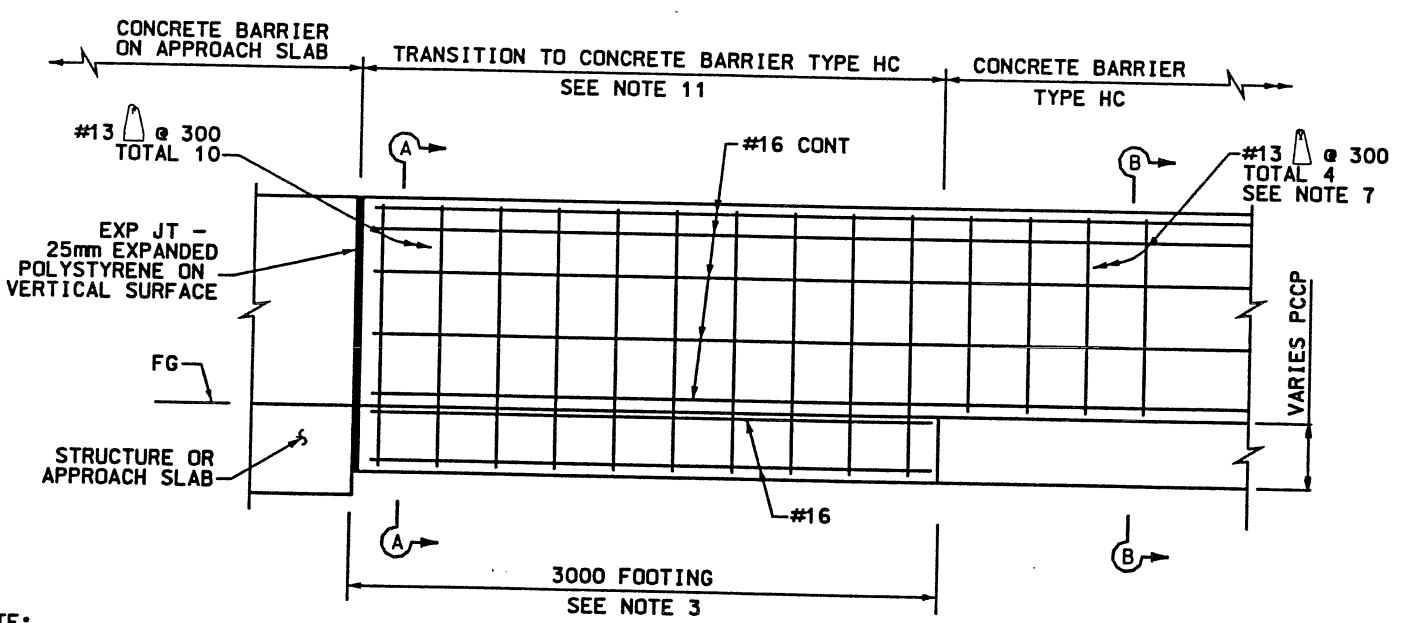
CONCRETE BARRIER TYPE HC



CONCRETE BARRIER TYPE HC W/ SCUPPER
(SCUPPER REQUIRED ONLY WHERE SHOWN ON ROADWAY PLANS)

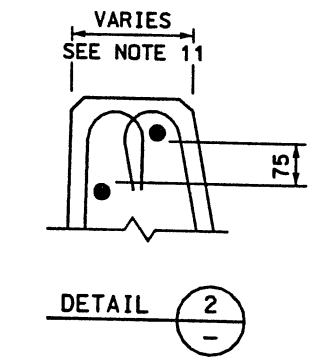


PLAN

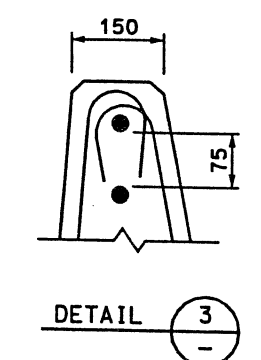


ELEVATION

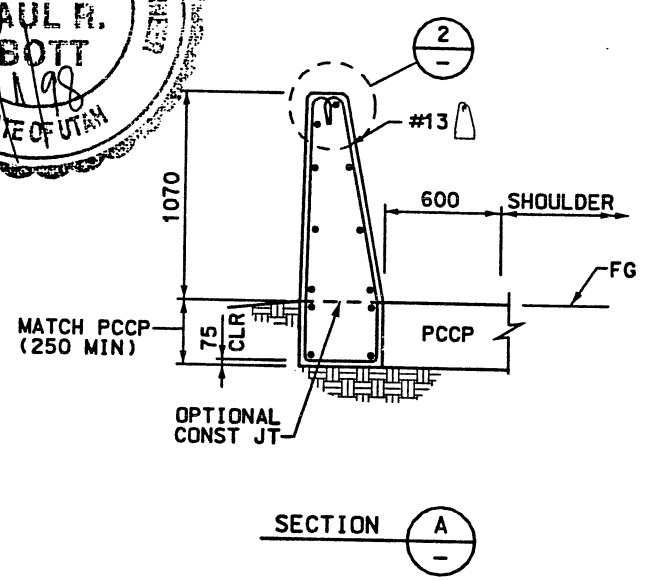
NOTE: CONNECTION TO STRUCTURE APPROACH SLAB SHOWN. SEE CORRIDOR STANDARD PLANS (CS-69) & (CS-87) FOR BARRIER TERMINUS DETAIL OR ATTENUATOR DETAILS REQUIRED AT BARRIER INTERRUPTIONS.



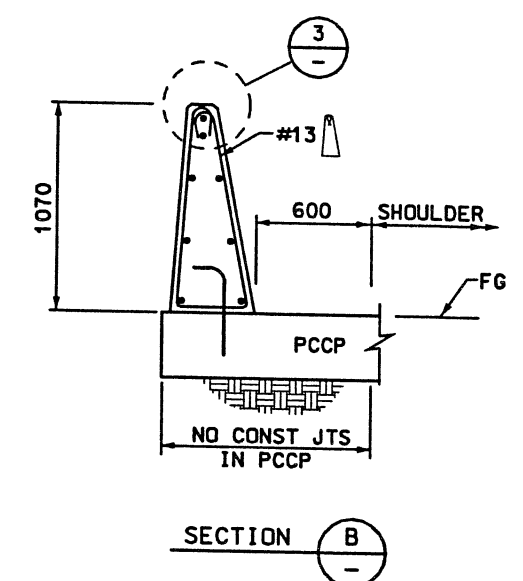
DETAIL 2



DETAIL 3



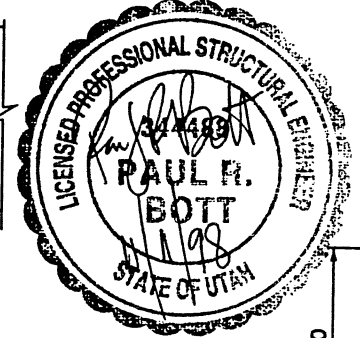
SECTION A



SECTION B

NOTES:

- 1) EXPANSION JOINTS IN CONCRETE BARRIER SHALL BE LOCATED AT ALL TRANSITIONS AND APPROACH SLABS, AND SHALL MATCH CIP WALL OR MSE MOMENT SLAB EXPANSION JOINTS. USE 13mm PREMOLDED EXPANSION JOINT FILLER UNLESS OTHER THICKNESS AND/OR MATERIAL IS SPECIFIED ELSEWHERE. PROVIDE 20mm CHAMFER ON EXPOSED CONCRETE EDGES.
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- 3) THE FOOTING IS REQUIRED AT CONCRETE BARRIER ENDS AND AT INTERRUPTIONS IN THE CONCRETE BARRIER INCLUDING EXPANSION JOINTS.
- 4) CLASS AA (AE) f'c=27.5 M Pa CONCRETE PER CORRIDOR STANDARD SPECIFICATIONS. ALL REINFORCING STEEL SHALL BE EPOXY-COATED OR GALVANIZED DEFORMED BILLET-STEEL CONFORMING TO THE CORRIDOR STANDARD SPECIFICATIONS. COVER TO REINFORCING STEEL SHALL BE 50mm MIN EXCEPT WHERE OTHERWISE NOTED.
- 5) PLACE CONSTRUCTION JOINT AT END OF DAY'S POUR AND WHEN WORK IS HALTED FOR 2 HOURS OR MORE. EXTEND LONGITUDINAL REINFORCEMENT TO MEET LAP SPLICE REQUIREMENTS PER CORRIDOR STANDARD SPECIFICATIONS.
- 6) INSTALL ELECTRICAL/ATMS CONDUITS AND PULLBOXES AS REQUIRED. SEE ATMS DRAWINGS.
- 7) ADDITIONAL #13 STIRRUPS TO SECURE LONGITUDINAL REINFORCEMENT ARE OPTIONAL OVER LENGTH OF CONCRETE BARRIER.
- 8) CONCRETE BARRIER SHALL BE CONSTRUCTED BY THE SLIP FORM OR FORMED CAST-IN-PLACE METHODS.
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- 12) BEND STIRRUPS OUT OF PLANE IF NECESSARY TO MEET MINIMUM CLEARANCE CRITERIA.
- 13) THE #13 DOWEL REBAR MAY BE DRILLED AND BONDED, SEE SPECIFICATIONS.
- 14) SEE STD DWG NO. 726-1 FOR BARRIER REFLECTORS.



**CONCRETE BARRIER TYPE HC
CONNECTION TO STRUCTURE OR END ANCHORAGE**

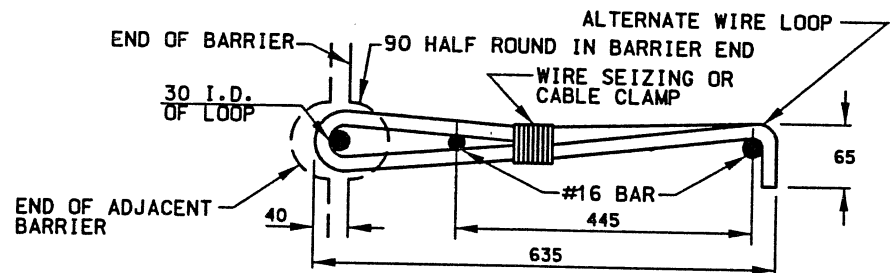
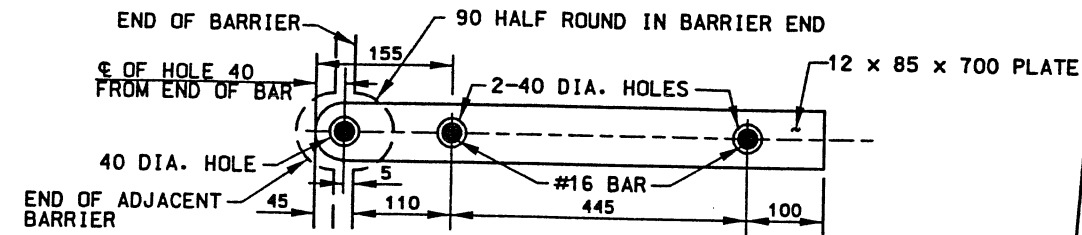
WASATCH CONSTRUCTORS

NOV 11 1998

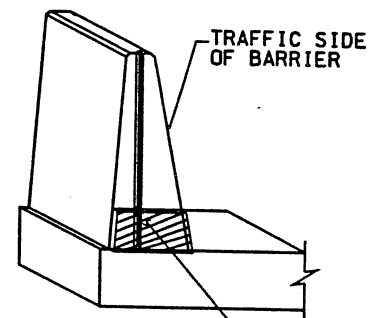
APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	NO.	DATE
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			INITIAL RELEASE
			ADDED REFLECTORS
UTAH DEPARTMENT OF TRANSPORTATION			
DE LEUW CATHER SVERDRUP/DE LEUW			
DESIGN	MC	DR	MC
CHECK	MC	CHECK	MC
DATE		DATE	
APPROVED	P. BOTT	APPROVED	J. KLEMZ
RECORD	PROJECT DESIGN ENGINEER	RECORD	SECTION MANAGER
I-15 CORRIDOR RECONSTRUCTION			
CONCRETE BARRIER TYPE HC			
CORRIDOR STANDARD PLAN			
PROJECT NUMBER #SP-15-7(135)296			
SALT LAKE COUNTY			
DWG. NO. CS-68			
SHT. _____ OF _____			

RELEASED FOR CONSTRUCTION

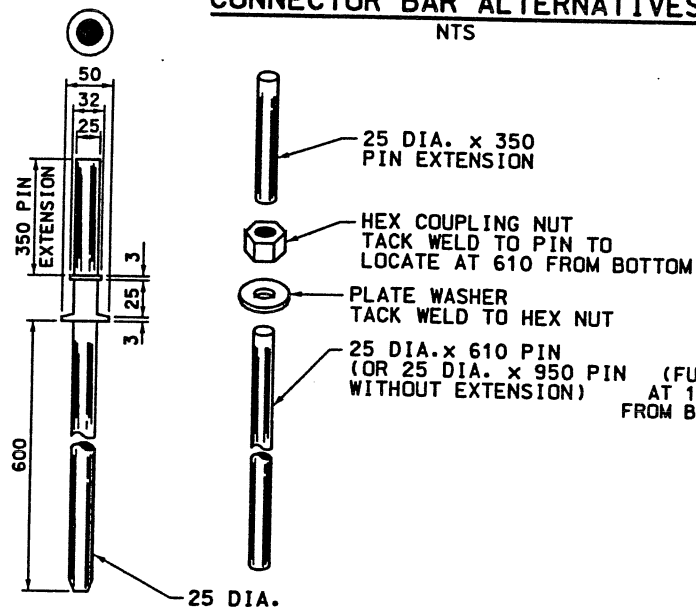
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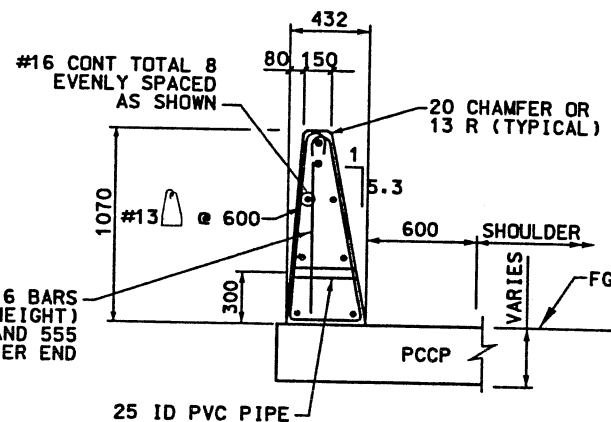
CONNECTOR BAR ALTERNATIVES
NTS



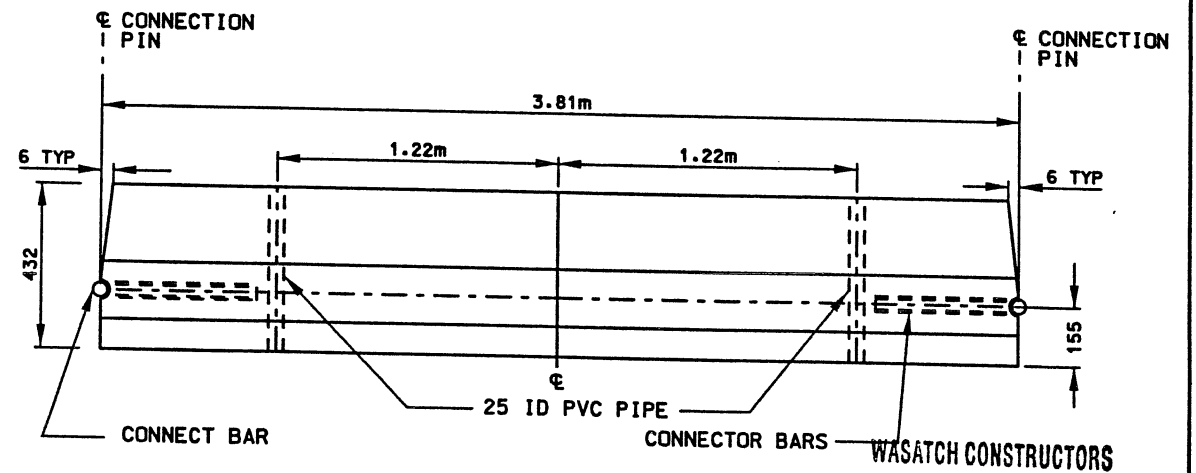
BARRIER SEAL
NTS
TRIM ASPHALT IMPREGNATED POLYURETHANE FOAM TO FIT BARRIER. SIZE BEFORE COMPRESSION 75 x 150 x 400



CONNECTION PIN ALTERNATIVES
NTS

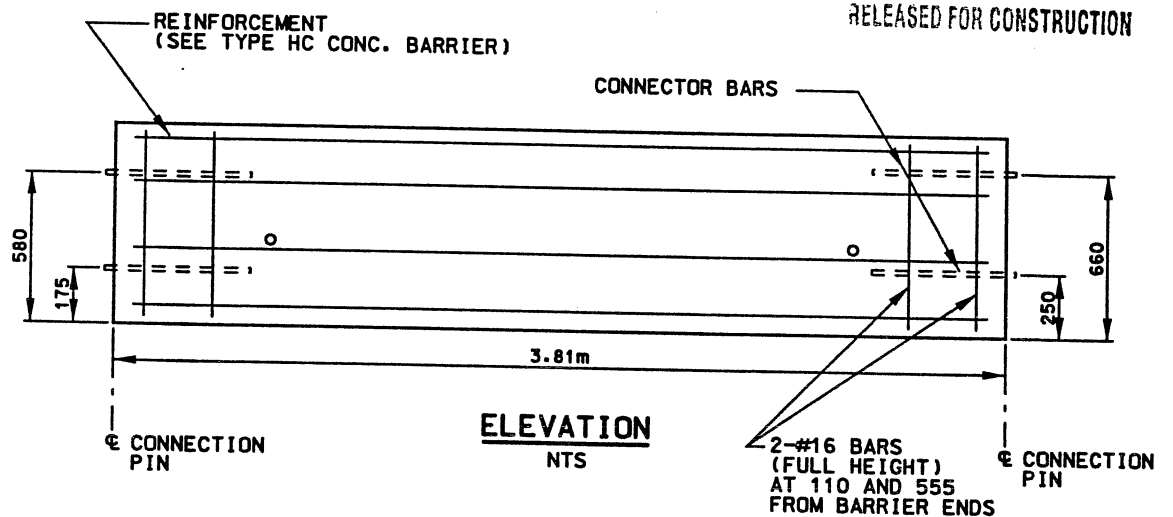


SECTION CONCRETE BARRIER TYPE HCR
NTS



PLAN
NTS

NOV 02 1998

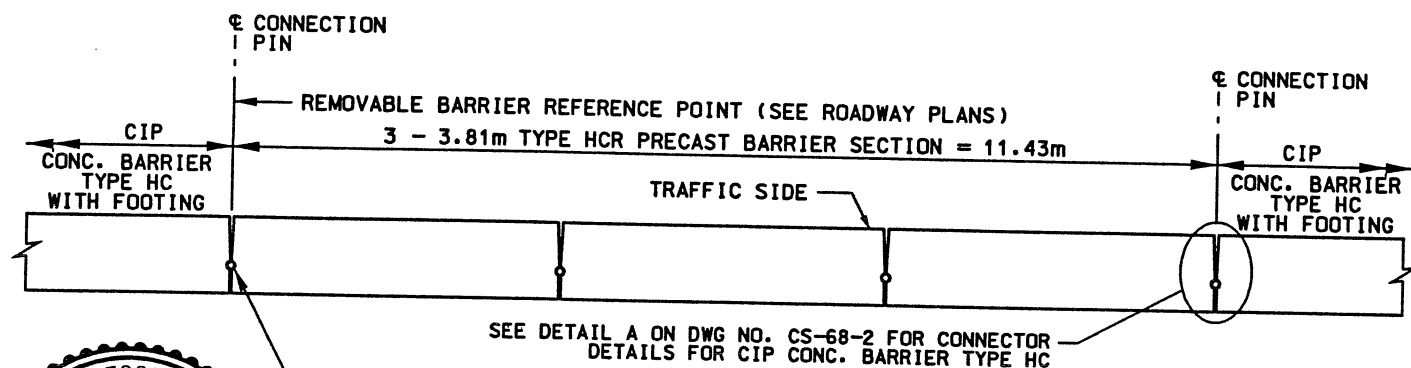


ELEVATION
NTS

RELEASED FOR CONSTRUCTION

NOTES:

- REFER TO CS-68 FOR ADDITIONAL DETAILS OF HC BARRIER AND FOOTING CONSTRUCTION.
- EXPOSED CONCRETE CORNERS SHALL BE CHAMFERED 20mm.
- PLACE AN ADEQUATE AMOUNT OF SILICONE ADHESIVE ON BOTTOM OF WASHER BEFORE INSERTING.
- CLASS AA (AE) $f'c=28.0$ MPa CONCRETE PER CORRIDOR STANDARD SPECIFICATIONS. ALL REINFORCING STEEL SHALL BE EPOXY-COATED OR GALVANIZED DEFORMED BILLET-STEEL CONFORMING TO THE CORRIDOR STANDARD SPECIFICATIONS. COVER TO REINFORCING STEEL SHALL BE 50mm MIN EXCEPT WHERE OTHERWISE NOTED.
- ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.
- BEND STIRRUPS OUT OF PLANE IF NECESSARY TO MEET MINIMUM CLEARANCE CRITERIA.
- ALL STEEL HARDWARE AND PINS SHALL BE HOT-DIPPED GALVANIZED.
- REPLACE ASPHALT IMPREGNATED POLYURETHANE FOAM FOLLOWING EACH REMOVAL AND REPLACEMENT.



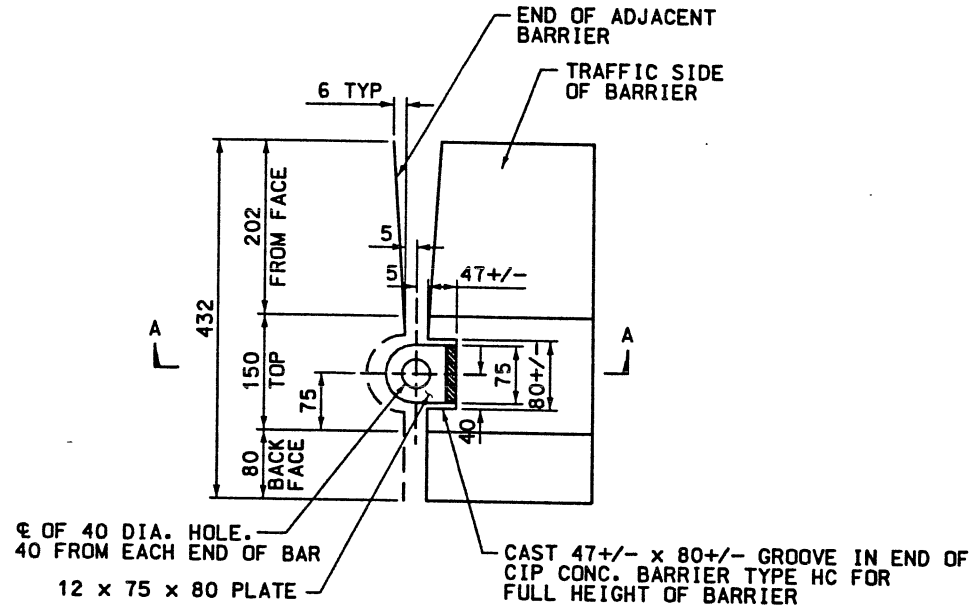
SEE DETAIL A ON DWG NO. CS-68-2 FOR CONNECTOR BAR DETAILS FOR CIP CONC. BARRIER TYPE HC

CONNECTION PIN IN CIP CONC. BARRIER

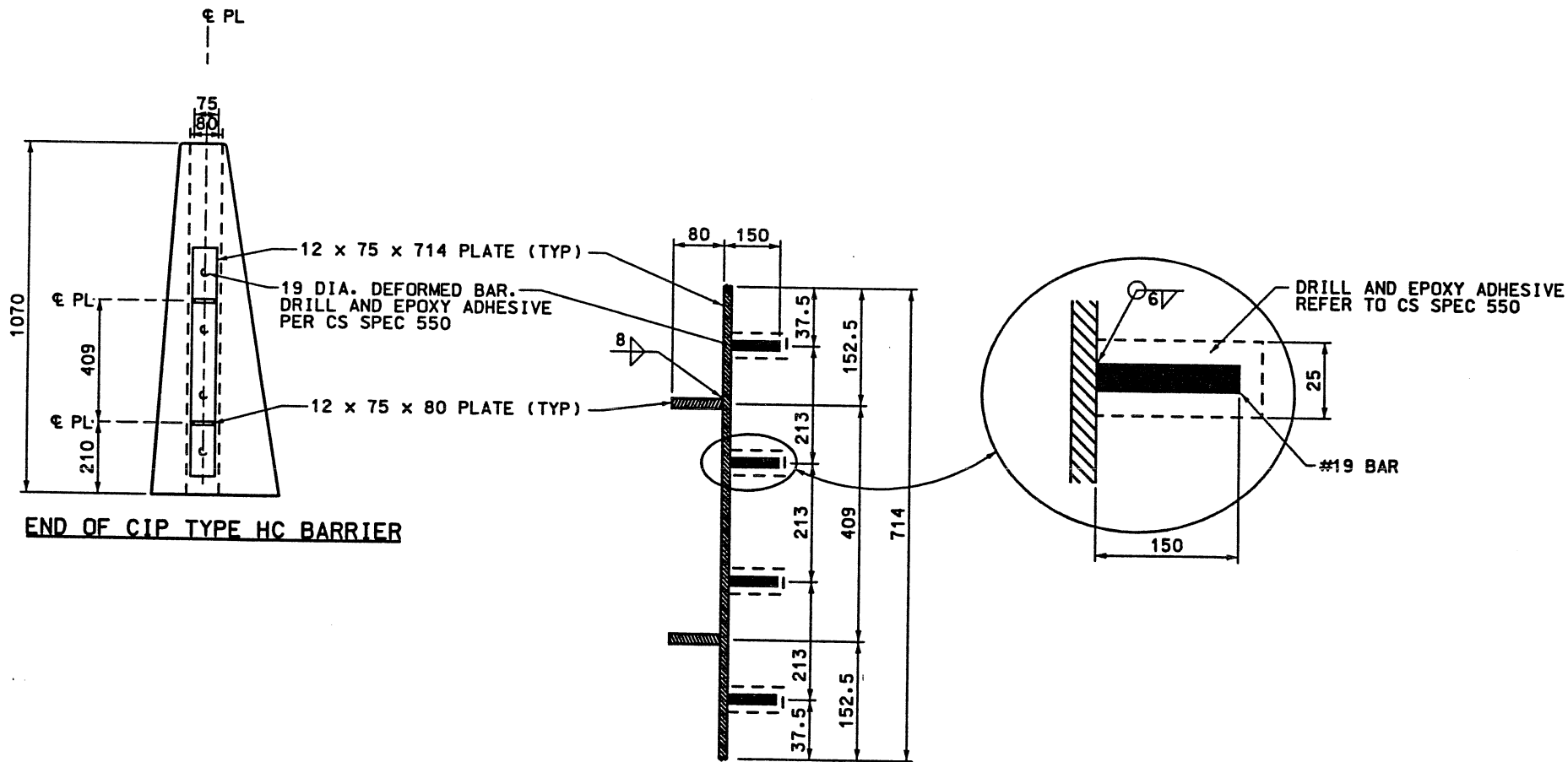
PLAN
NTS



APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	NO.	DATE
1	10/28/98		
		INITIAL RELEASE	
SVERDRUP/DE LEUW			
UTAH DEPARTMENT OF TRANSPORTATION		TRACKING NO.	
I-15 CORRIDOR RECONSTRUCTION		CHECK JOB	
PRECAST CONC. BARRIER		CHECK MSC	
TYPE HCR		CHECK MSC	
PROJECT NUMBER #SP-15-7(135)296		CHECK	
SALT LAKE COUNTY		DWG. NO. CS-68-1	
SHT. _____ OF _____			



PLAN



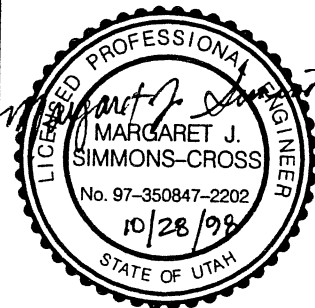
DETAIL A

SECTION A-A

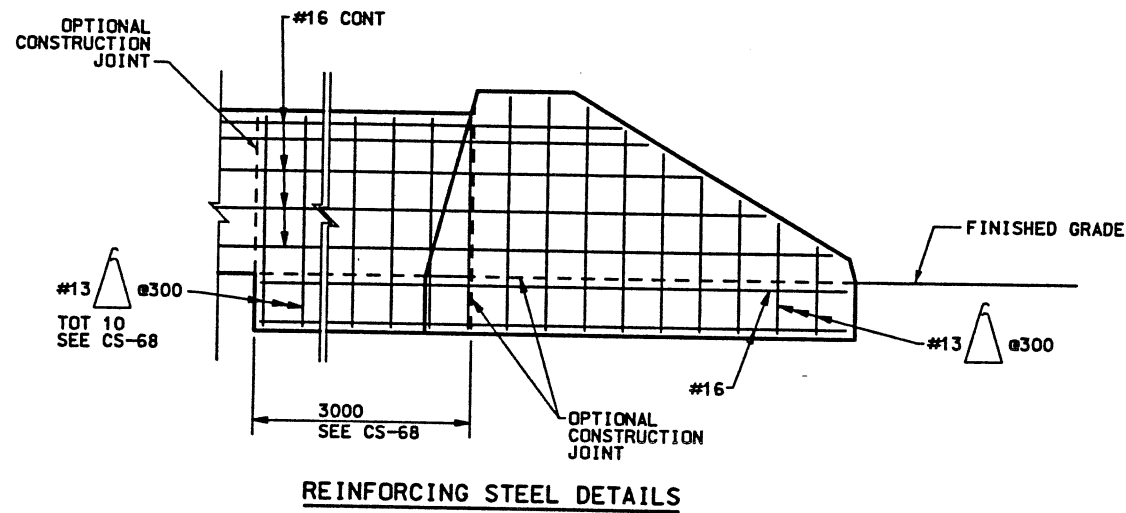
WASATCH CONSTRUCTORS

NOV 02 1998

RELEASED FOR CONSTRUCTION

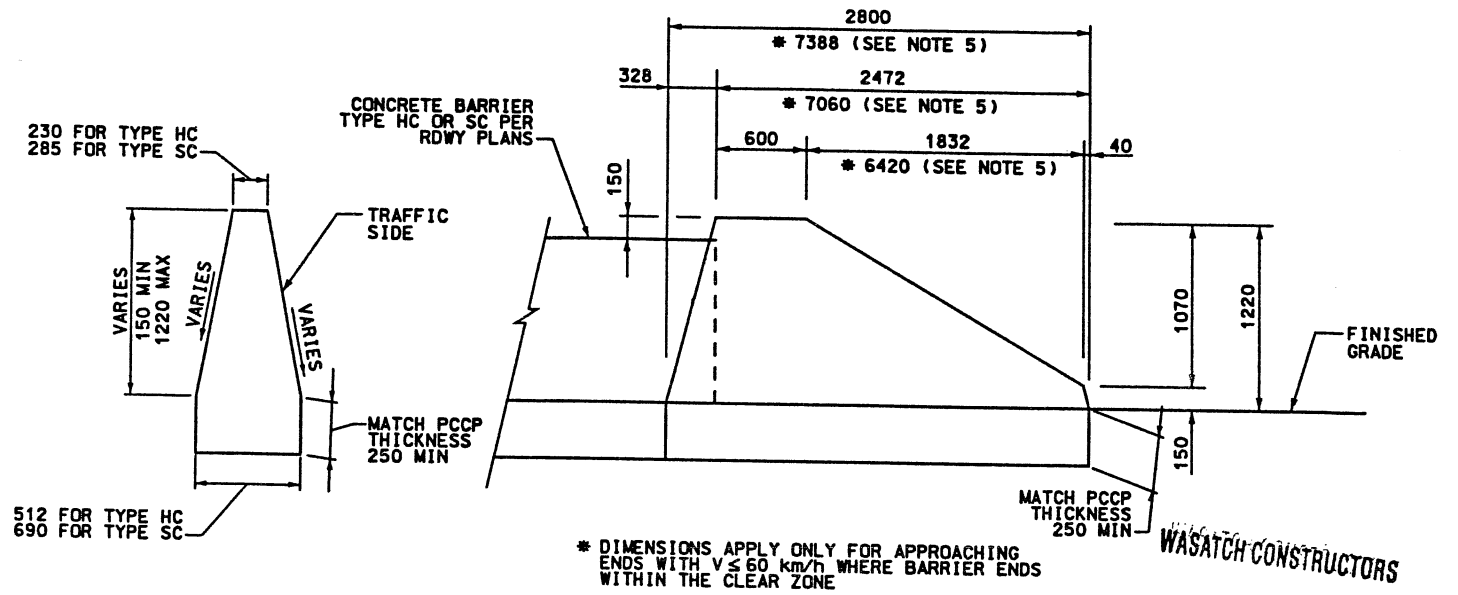


APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	INITIAL	RELEASE
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UTAH DEPARTMENT OF TRANSPORTATION		TRACKING NO.	
SVENDRUP/DE LEUW		CHECK	JOB
DESIGN		CHECK	IBC
DRAWN		CHECK	IBC
QUANT.		CHECK	IBC
APPROVAL RECORD		SECTION MANAGER	
B/P/B	DATE	DATE	DATE
MARGARET J. SIMMONS-CROSS		JOHN TORRY	
PROJECT DESIGN ENGINEER			
APPROVED			
I-15 CORRIDOR RECONSTRUCTION		PROJECT NUMBER	
PRECAST CONC. BARRIER		#SP-15-7(135)296	
TYPE HCR		COUNTY	
		SALT LAKE	
DWG. NO.		CS-68-2	
SHT. _____		OF _____	



REINFORCING STEEL DETAILS

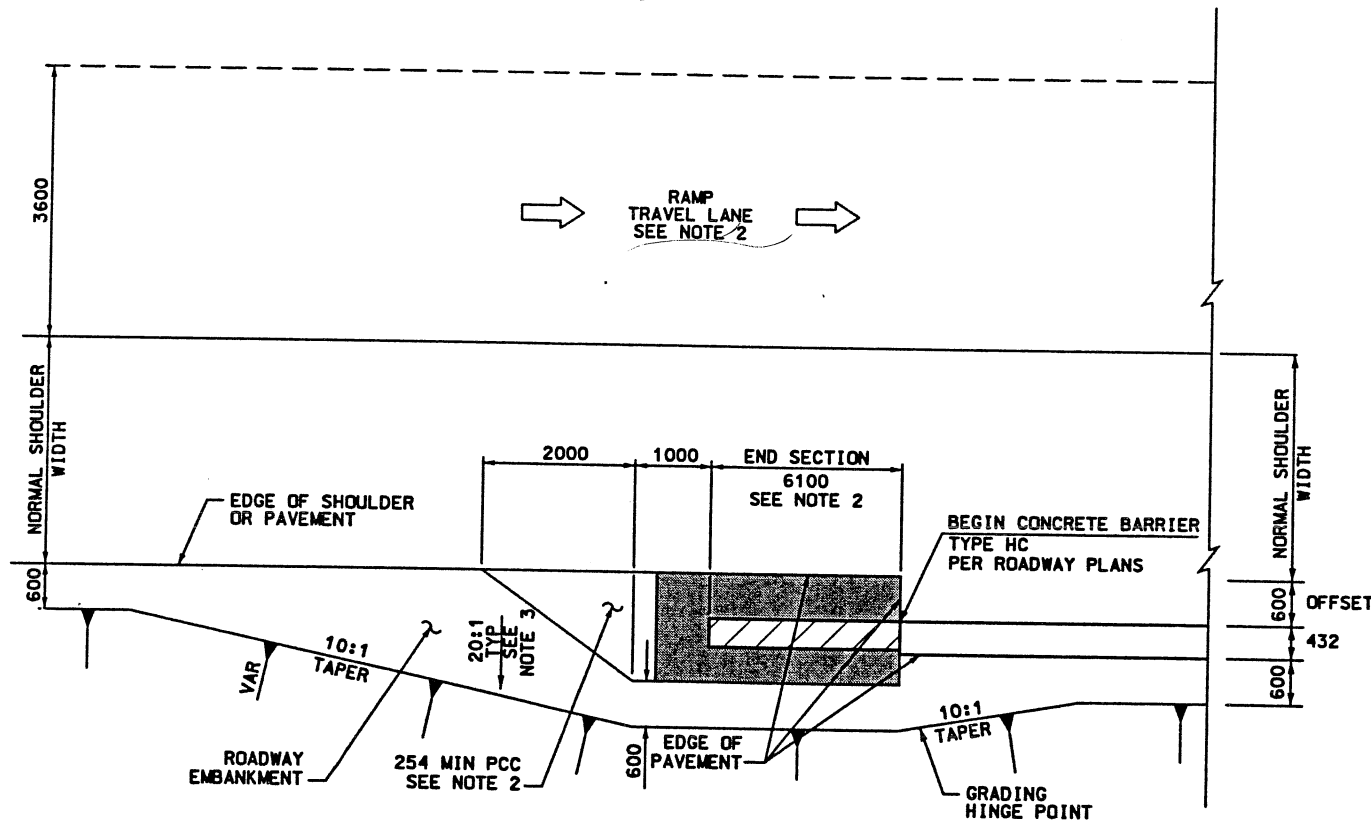
BARRIER TERMINUS DETAIL
NTS



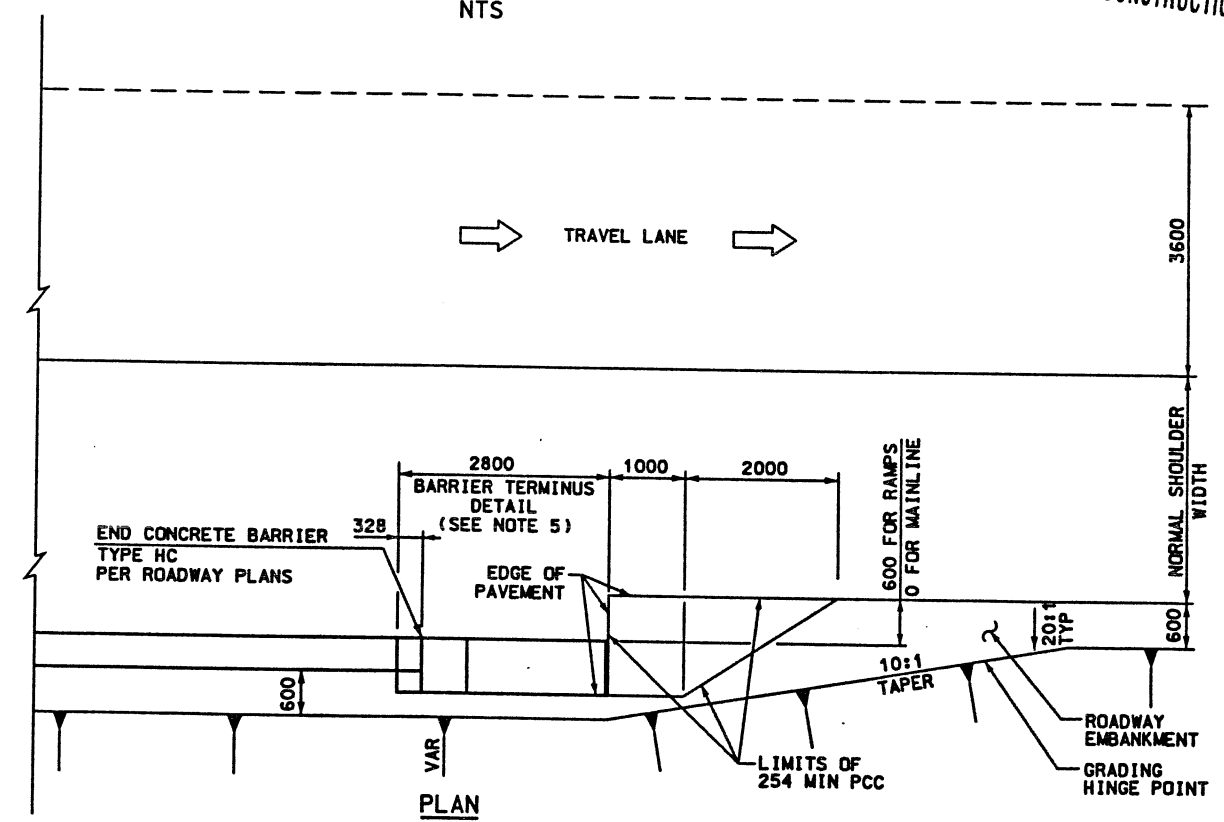
BARRIER TERMINUS DETAIL
NTS

WASATCH CONSTRUCTORS
JUL 24 1998
RELEASED FOR CONSTRUCTION

* DIMENSIONS APPLY ONLY FOR APPROACHING ENDS WITH $V \leq 60$ km/h WHERE BARRIER ENDS WITHIN THE CLEAR ZONE



BEGIN BARRIER DETAIL



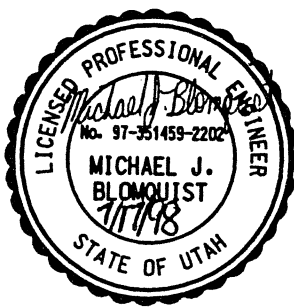
BARRIER TERMINUS DETAIL
NTS

END SECTION PCC PAD LIMITS PER MANUFACTURER SEE CS-87-2 OR CS-87-3 FOR DIMENSIONS

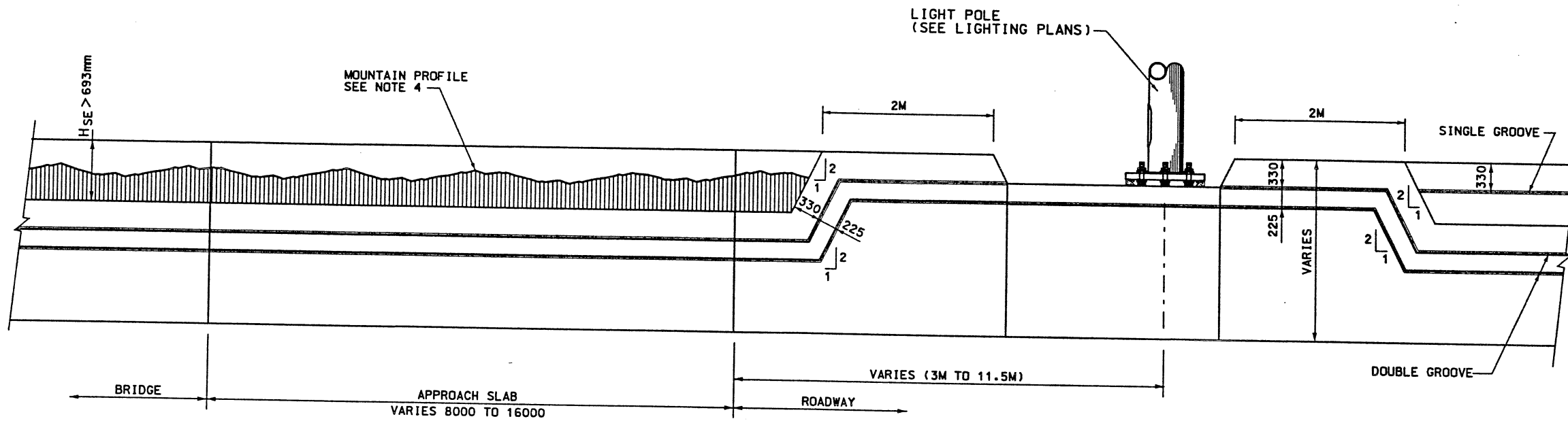
END SECTION

NO SCALE
ALL DIMENSIONS IN MILLIMETERS
UNLESS OTHERWISE NOTED

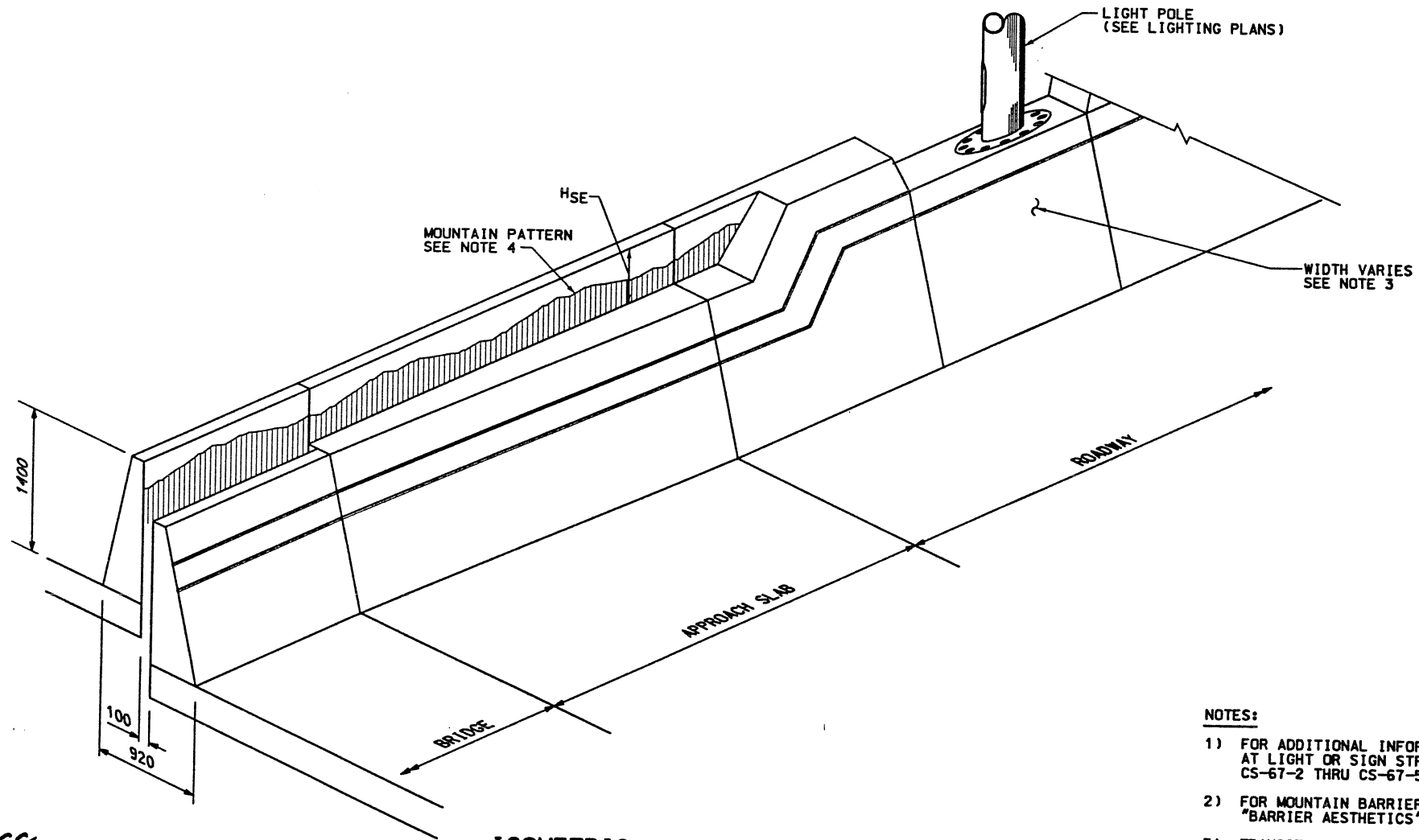
- NOTES:
- 1) USE BARRIER TERMINUS DETAIL AT LOCATIONS SHOWN ON RDWY PLANS.
 - 2) RAMP CASE SHOWN. SEE CORRIDOR STANDARDS CS-87-1, CS-87-2, & CS-87-3 FOR OTHER END SECTION AND IMPACT ATTENUATOR DETAILS.
 - 3) GRADE APPROACH TO SYSTEM TO BE 12:1 OR FLATTER.
 - 4) SEE CS-68 FOR REINFORCING DETAILS NOT SHOWN.
 - 5) BARRIER TERMINUS DETAIL TYPE 1 LENGTH = 2800
BARRIER TERMINUS DETAIL TYPE 2 LENGTH = 7388



APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	NO.	DATE
1	07/17/98	1	07/17/98
DE LEUW CATHER SVERDRUP/DE LEUW		DESIGNER MJB 06/19/98	
CARL CUSHNIE PROJECT DESIGN ENGINEER		DRAFTER DKC 06/19/98	
DATE		QUANT.	
APPROVED DATE		SECTION MANAGER	
KEITH SABOL			
UTAH DEPARTMENT OF TRANSPORTATION			
1-15 CORRIDOR RECONSTRUCTION			
CONCRETE BARRIER DETAILS			
CORRIDOR STANDARD PLAN			
PROJECT NUMBER #SP-15-7(135)296			
SALT LAKE COUNTY			
DWC. NO. CS-69-1			
SHT. _____ OF _____			



ELEVATION



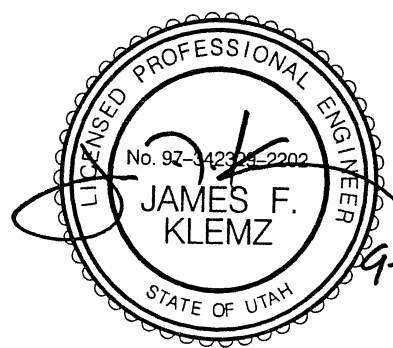
ISOMETRIC

TYPE 1 MEDIAN BARRIER TRANSITION (BRIDGE TO ROADWAY)
HSE ≥ 693mm - LIGHT POLE 3M TO 11.5 M FROM APPROACH SLAB

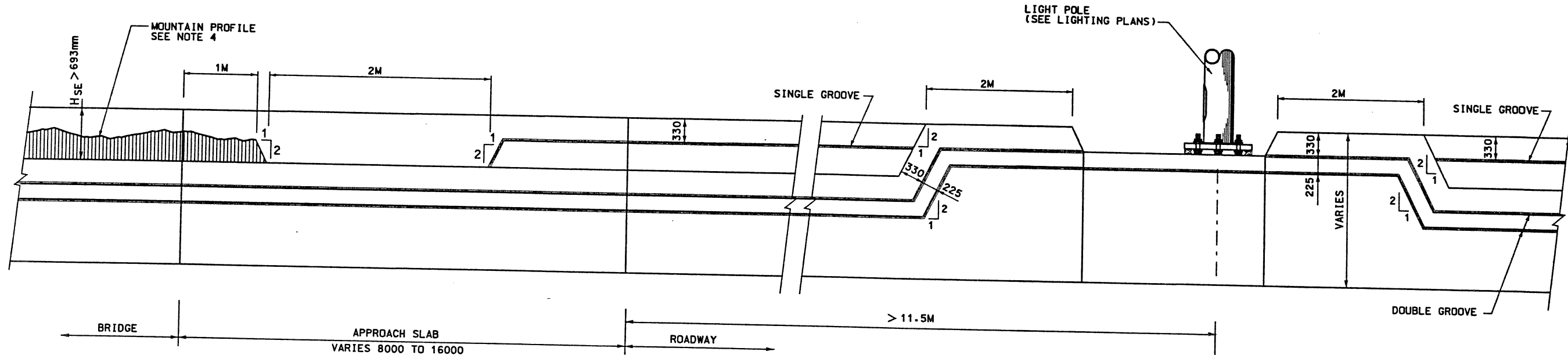
WASATCH CONSTRUCTORS
 SEP 28 1998
 RELEASED FOR CONSTRUCTION

NOTES:

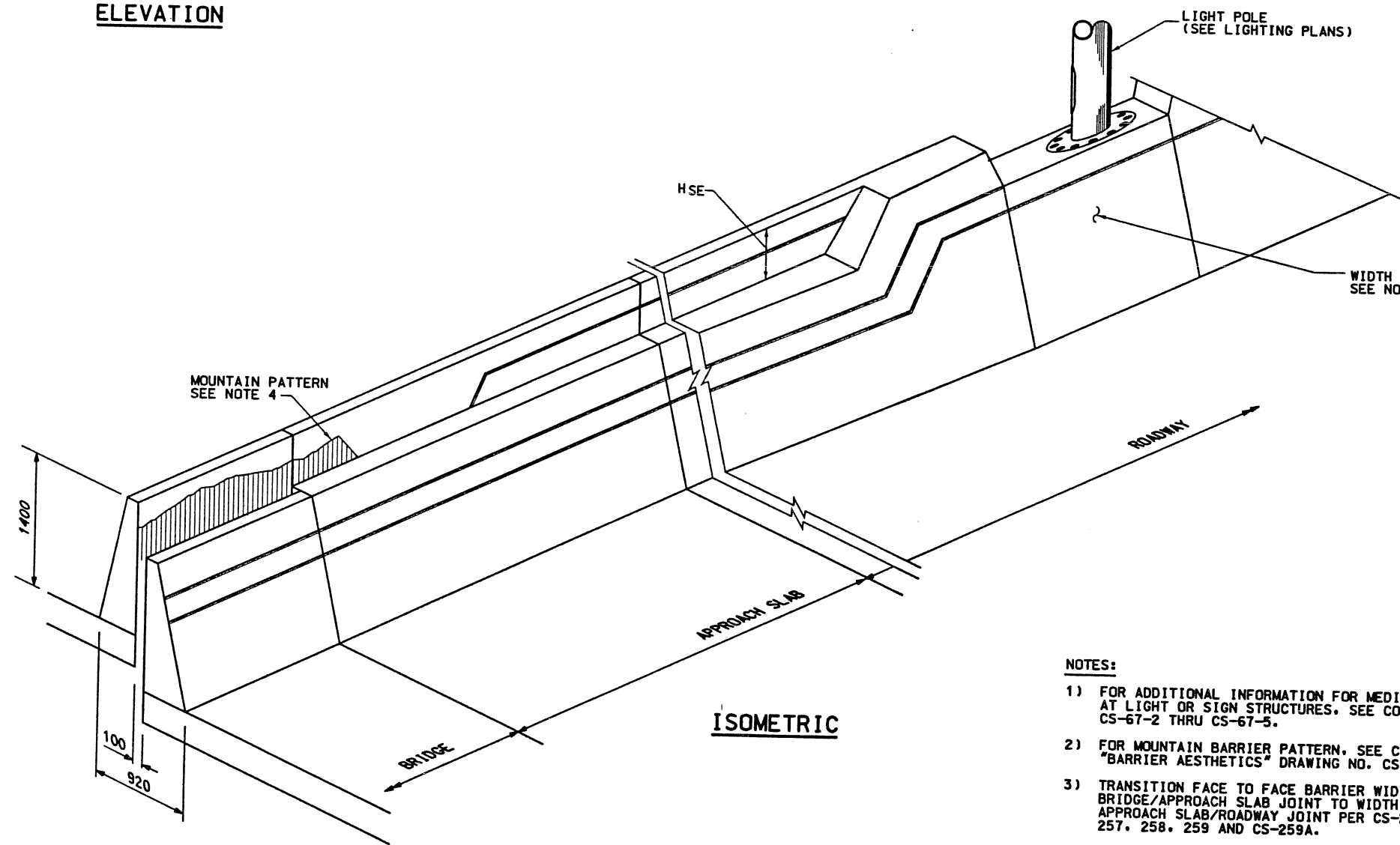
- 1) FOR ADDITIONAL INFORMATION FOR MEDIAN TRANSITION AT LIGHT OR SIGN STRUCTURES, SEE CORRIDOR STANDARDS CS-67-2 THRU CS-67-5.
- 2) FOR MOUNTAIN BARRIER PATTERN, SEE CORRIDOR STANDARD "BARRIER AESTHETICS" DRAWING NO. CS-6.
- 3) TRANSITION FACE TO FACE BARRIER WIDTH OF 920MM AT BRIDGE/APPROACH SLAB JOINT TO WIDTH REQUIRED AT APPROACH SLAB/ROADWAY JOINT PER CS-252, 252A, 253, 254, 257, 258, 259 AND CS-259A.
- 4) USE MOUNTAIN PATTERN ON BARRIER FOR H_{se} = 693mm OR GREATER ONLY. FOR H_{se} < 693mm, USE STANDARD BARRIER FINISH.
- 5) SEE ROADWAY PLANS FOR TRANSITION LOCATIONS.
- 6) FOR MEDIAN BARRIER DETAILS, SEE CS-67 AND CS-67-1.



APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	9/25/98	ORIGINAL ISSUE
Δ			
UTAH DEPARTMENT OF TRANSPORTATION			
DE LEUW CATHER SVERDRUP/DE LEUW			
DESIGN	CHECK	DESIGN	CHECK
DRAWN	DKC	12/12/97	CHECK
QUANT.			CHECK
APPROVAL RECORD	DATE	P. BELUE	PROJECT DESIGN ENGINEER
APPROVED	DATE	J. KLEMZ	SECTION MANAGER
I-15 CORRIDOR RECONSTRUCTION			
MEDIAN BARRIER TRANSITION			
CORRIDOR STANDARD PLAN			
PROJECT NUMBER #SP-15-7(135)296			
SALT LAKE COUNTY			
DWG. NO. CS-69-2			
SHT. OF			



ELEVATION

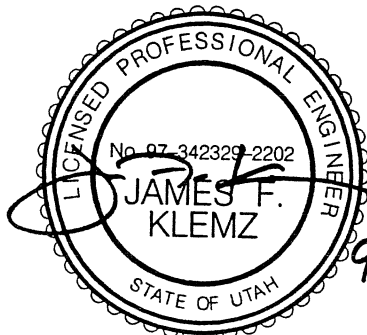


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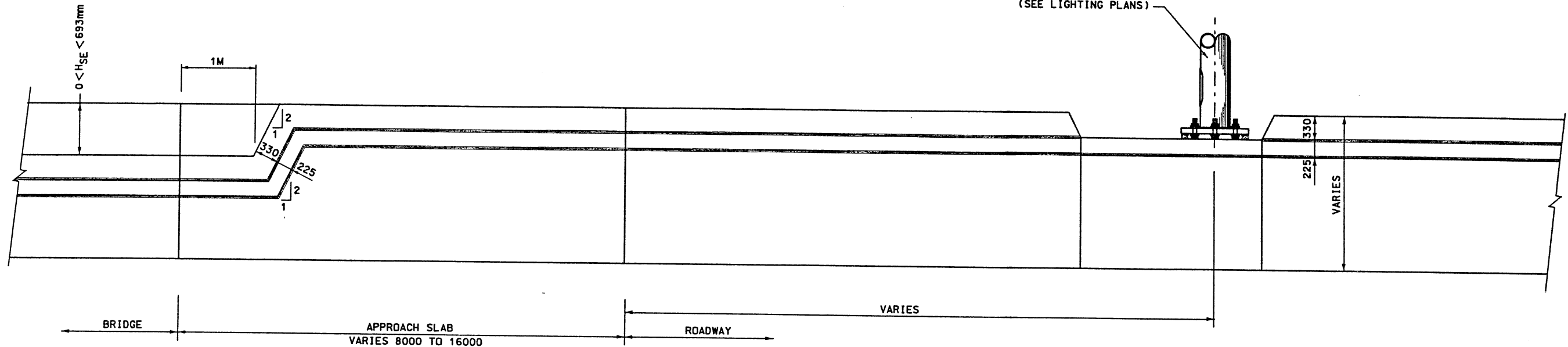
WASATCH CONSTRUCTORS
 SEP 28 1998
 RELEASED FOR CONSTRUCTION

NOTES:

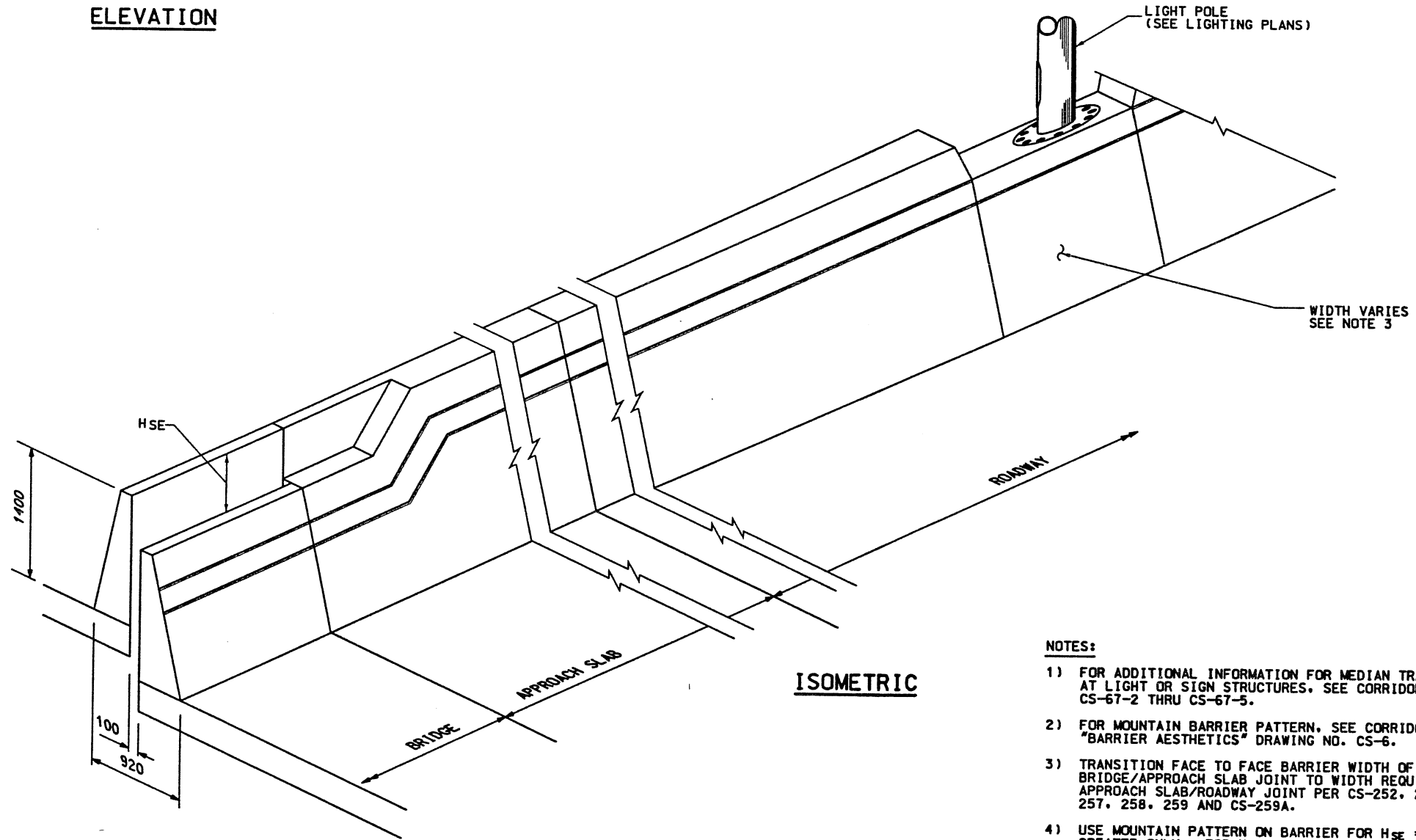
- 1) FOR ADDITIONAL INFORMATION FOR MEDIAN TRANSITION AT LIGHT OR SIGN STRUCTURES. SEE CORRIDOR STANDARDS CS-67-2 THRU CS-67-5.
- 2) FOR MOUNTAIN BARRIER PATTERN. SEE CORRIDOR STANDARD "BARRIER AESTHETICS" DRAWING NO. CS-6.
- 3) TRANSITION FACE TO FACE BARRIER WIDTH OF 920MM AT BRIDGE/APPROACH SLAB JOINT TO WIDTH REQUIRED AT APPROACH SLAB/ROADWAY JOINT PER CS-252, 252A, 253, 254, 257, 258, 259 AND CS-259A.
- 4) USE MOUNTAIN PATTERN ON BARRIER FOR $H_{se} = 693mm$ OR GREATER ONLY. FOR $H_{se} < 693mm$, USE STANDARD BARRIER FINISH.
- 5) SEE ROADWAY PLANS FOR TRANSITION LOCATIONS.
- 6) FOR MEDIAN BARRIER DETAILS. SEE CS-67 AND CS-67-1.



APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	NO.	DATE
1	9/25/98	1	9/25/98
ORIGINAL ISSUE			
UTAH DEPARTMENT OF TRANSPORTATION			
DE LEUW CATHER SVERDRUP/DE LEUW			
DESIGN	CHECK	DESIGN	CHECK
DE LEUW CATHER SVERDRUP/DE LEUW		DE LEUW CATHER SVERDRUP/DE LEUW	
PROJECT DESIGN ENGINEER	DATE	PROJECT DESIGN ENGINEER	DATE
J. KLEMZ		J. KLEMZ	
SECTION MANAGER	DATE	SECTION MANAGER	DATE
I-15 CORRIDOR RECONSTRUCTION		CORRIDOR STANDARD PLAN	
MEDIAN BARRIER TRANSITION		CORRIDOR STANDARD PLAN	
PROJECT NUMBER *SP-15-7(135)296		PROJECT NUMBER *SP-15-7(135)296	
SALT LAKE COUNTY			
DWG. NO. CS-69-3			
SHT. OF			



ELEVATION



ISOMETRIC

TYPE 3 MEDIAN BARRIER TRANSITION (BRIDGE TO ROADWAY)

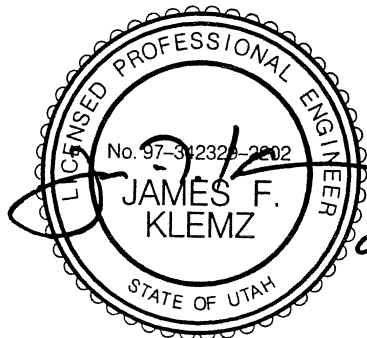
0 < HSE < 693mm

NOTES:

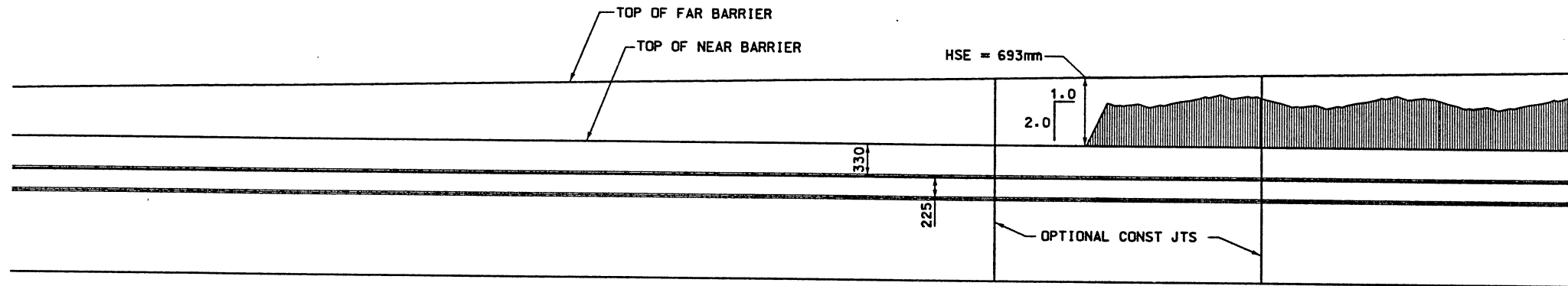
- 1) FOR ADDITIONAL INFORMATION FOR MEDIAN TRANSITION AT LIGHT OR SIGN STRUCTURES, SEE CORRIDOR STANDARDS CS-67-2 THRU CS-67-5.
- 2) FOR MOUNTAIN BARRIER PATTERN, SEE CORRIDOR STANDARD "BARRIER AESTHETICS" DRAWING NO. CS-6.
- 3) TRANSITION FACE TO FACE BARRIER WIDTH OF 920MM AT BRIDGE/APPROACH SLAB JOINT TO WIDTH REQUIRED AT APPROACH SLAB/ROADWAY JOINT PER CS-252, 252A, 253, 254, 257, 258, 259 AND CS-259A.
- 4) USE MOUNTAIN PATTERN ON BARRIER FOR H_{SE} = 693mm OR GREATER ONLY. FOR H_{SE} < 693mm, USE STANDARD BARRIER FINISH.
- 5) SEE ROADWAY PLANS FOR TRANSITION LOCATIONS.
- 6) FOR MEDIAN BARRIER DETAILS, SEE CS-67 AND CS-67-1.

WASATCH CONSTRUCTORS
SEP 28 1998

RELEASED FOR CONSTRUCTION

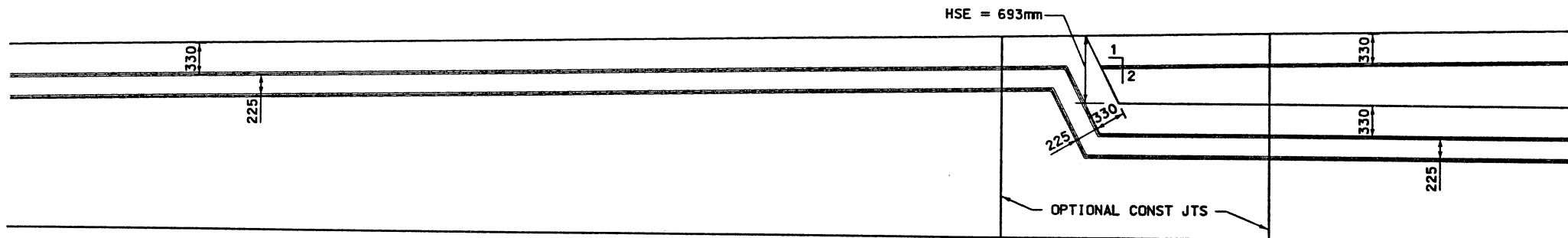


APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	NO.	DATE
Δ	9/25/98		
UTAH DEPARTMENT OF TRANSPORTATION		DESIGN	
DE LEUW CATHER		DESIGNER	
SVERDRUP/DE LEUW		DRAWN	
		DATE	
		QUANT.	
		CHECK	
		CHECK	
		CHECK	
I-15 CORRIDOR RECONSTRUCTION		CORRIDOR STANDARD PLAN	
MEDIAN BARRIER TRANSITION		PROJECT NUMBER	
		#SP-15-7(135)296	
SALT LAKE		COUNTY	
DWG. NO.		CS-69-4	
SHT.	OF		



ELEVATION

TYPE 4 MEDIAN BARRIER TRANSITION (BRIDGE)
HSE = 693mm



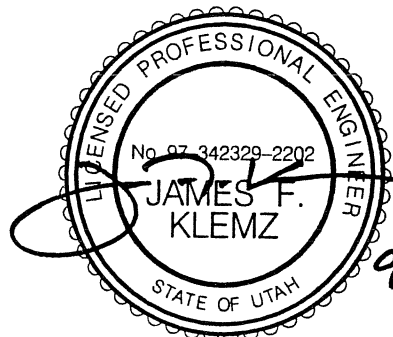
ELEVATION

TYPE 5 MEDIAN BARRIER TRANSITION (ROADWAY)
HSE = 693mm

WASATCH CONSTRUCTORS

SEP 28 1998

RELEASED FOR CONSTRUCTION



NOTES:

- 1) FOR ADDITIONAL INFORMATION FOR MEDIAN TRANSITION AT LIGHT OR SIGN STRUCTURES. SEE CORRIDOR STANDARDS CS-67-2 THRU CS-67-5.
- 2) FOR MOUNTAIN BARRIER PATTERN, SEE CORRIDOR STANDARD "BARRIER AESTHETICS" DRAWING NO. CS-6.
- 3) TRANSITION FACE TO FACE BARRIER WIDTH OF 920MM AT BRIDGE/APPROACH SLAB JOINT TO WIDTH REQUIRED AT APPROACH SLAB/ROADWAY JOINT PER CS-252, 252A, 253, 254, 257, 258, 259 AND CS-259A.
- 4) USE MOUNTAIN PATTERN ON BARRIER FOR H_{SE} = 693mm OR GREATER ONLY. FOR H_{SE} < 693mm, USE STANDARD BARRIER FINISH.
- 5) SEE ROADWAY PLANS FOR TRANSITION LOCATIONS.
- 6) FOR MEDIAN BARRIER DETAILS. SEE CS-67 AND CS-67-1.

APPROVED FOR CONSTRUCTION

NO. DATE

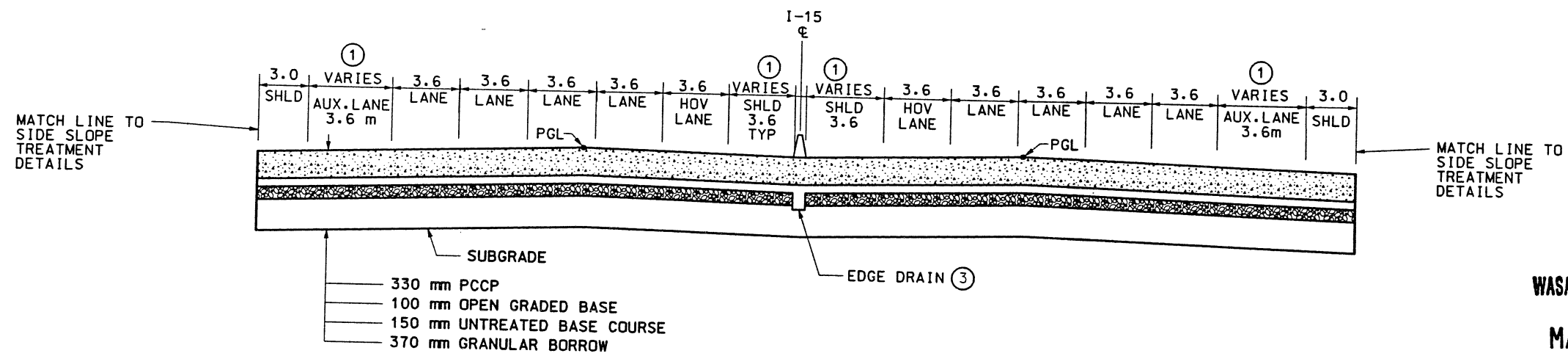
Δ 9/25/98 ORIGINAL ISSUE

UTAH DEPARTMENT OF TRANSPORTATION

I-15 CORRIDOR RECONSTRUCTION
 MEDIAN BARRIER TRANSITION
 CORRIDOR STANDARD PLAN
 PROJECT NUMBER #SP-15-7(135)296

SALT LAKE COUNTY
 DWG. NO. CS-69-5

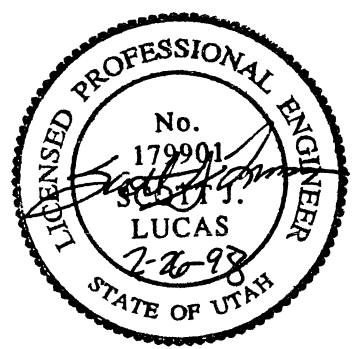
SHT. OF



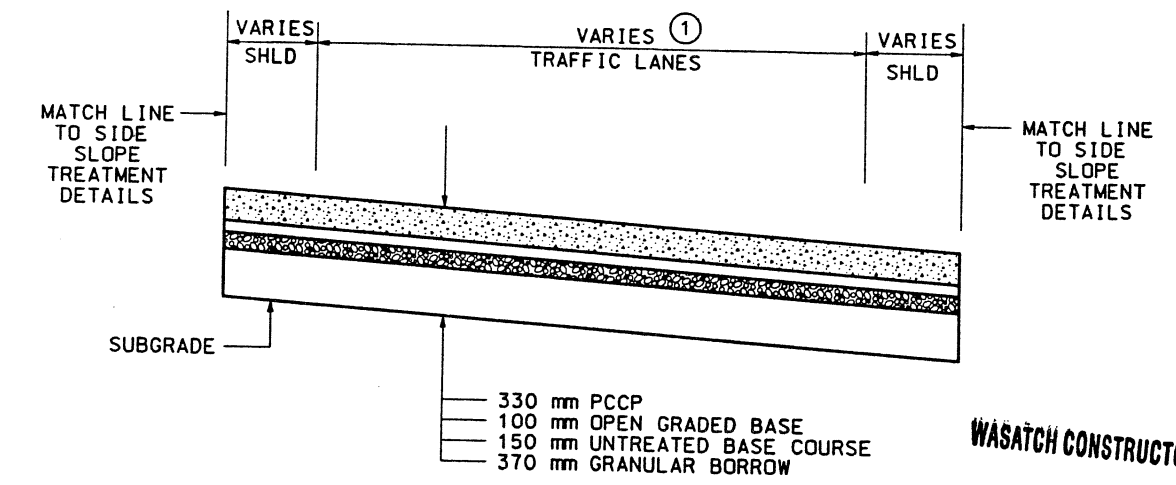
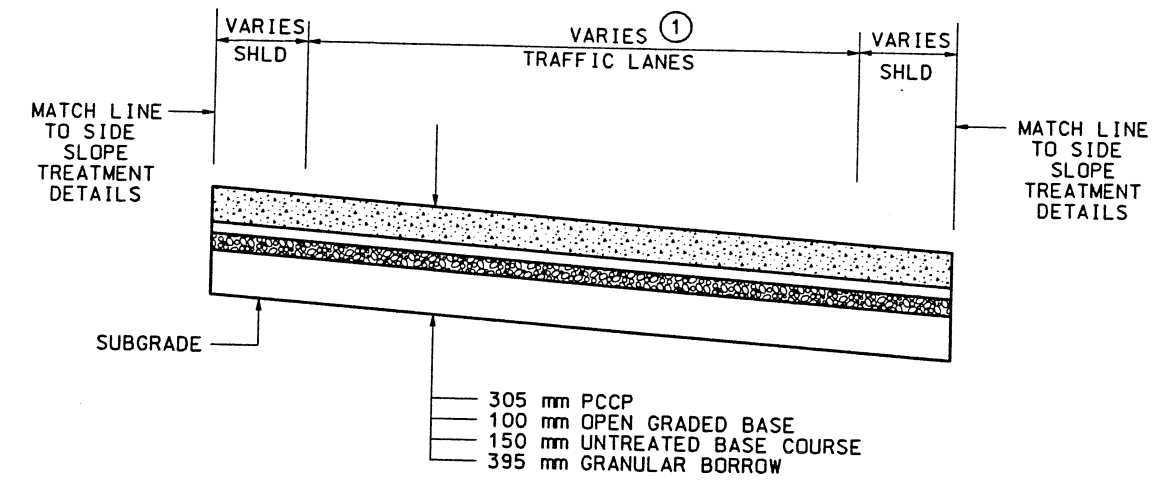
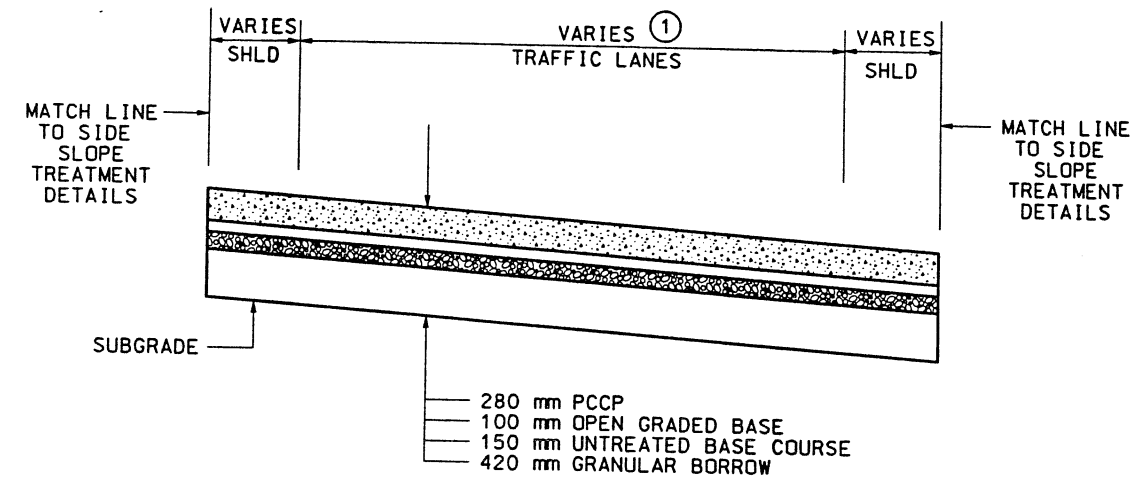
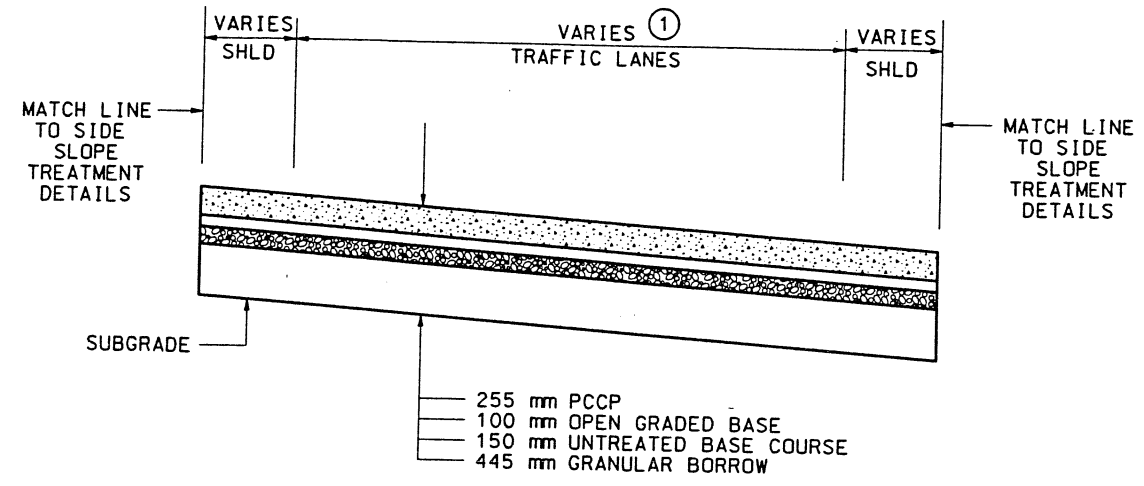
PAVEMENT SECTION M1

WASATCH CONSTRUCTORS
MAR 04 1998
 RELEASED FOR CONSTRUCTION

- NOTES:**
- ① FOR NUMBER OF TRAFFIC LANES, SHOULDER WIDTHS AND CROSS SLOPE, SEE TYPICAL SECTIONS AND ROADWAY PLAN SHEETS.
 - ② ALL DIMENSIONS IN METERS UNLESS OTHERWISE NOTED.
 - ③ SEE DRAINAGE PLANS FOR EDGE DRAIN LOCATIONS AND DETAILS.
 - ④ PAVEMENT SECTION IN MAINLINE TO RAMP GORES TO MATCH MAINLINE PAVEMENT SECTION. SEE CS-62-1.



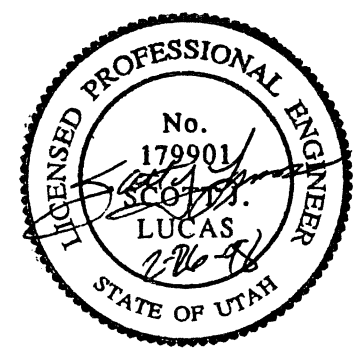
APPROVED FOR CONSTRUCTION		DATE		DESCRIPTION	
NO.	DATE	NO.	DATE	NO.	DESCRIPTION
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UTAH DEPARTMENT OF TRANSPORTATION		DESIGN		CHECK	
H. W. LOCHNER, INC.		S.J.L. 10/97		B.V. 2/98	
SVERDRUP/DE LEUW		DRAWN		CHECK	
APPROVAL		DATE		CHECK	
2/98		2/98		2/98	
SCOTT LUCAS		PROJECT DESIGN ENGINEER		B.V. 2/98	
BRUCE VANA		SECTION MANAGER		N/A	
APPROVED		DATE		CHECK	
2/98		2/98		N/A	
CORRIDOR RECONSTRUCTION		QUANT.		N/A	
PAVEMENT SECTIONS - MAINLINE		N/A		N/A	
CORRIDOR STANDARD PLANS		N/A		N/A	
PROJECT #SP-15-(135)296		N/A		N/A	
SALT LAKE		COUNTY		COUNTY	
DWG. NO.		DWG. NO.		DWG. NO.	
CS-71		CS-71		CS-71	
SHT. _____ OF _____		SHT. _____ OF _____		SHT. _____ OF _____	



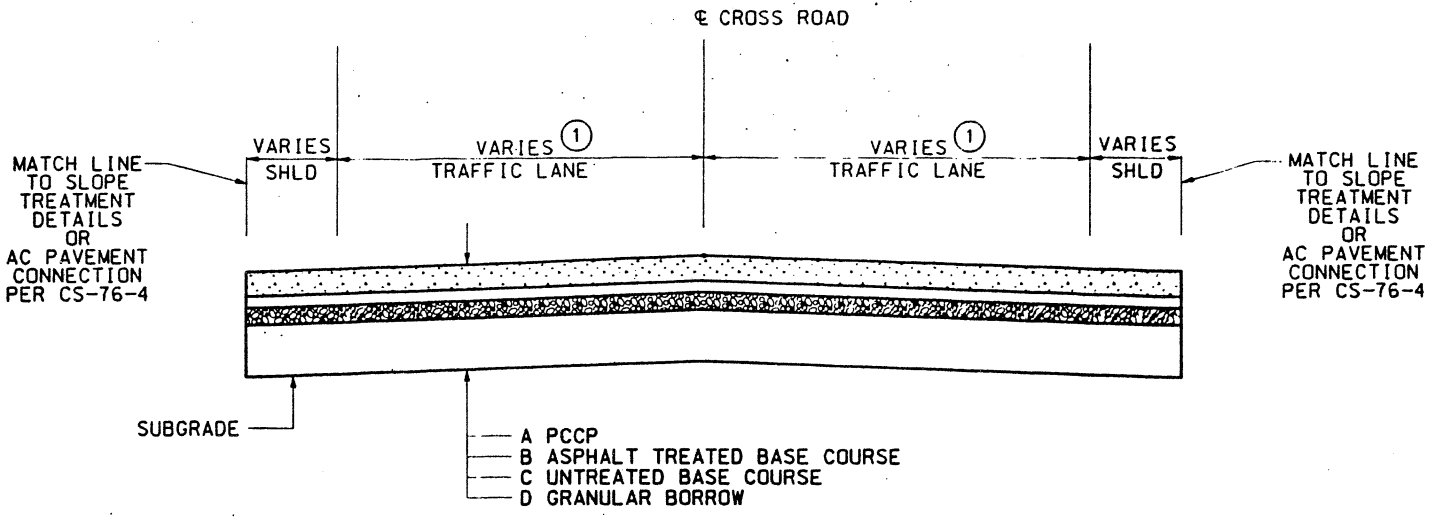
NOTES:

- ① FOR NUMBER OF TRAFFIC LANES, SHOULDER WIDTHS AND CROSS SLOPES, SEE TYPICAL SECTIONS AND ROADWAY PLAN SHEETS.
- ② ALL DIMENSIONS IN METERS UNLESS OTHERWISE NOTED.
- ③ PAVEMENT SECTION IN RAMP TO RAMP GORES TO MATCH RAMP PAVEMENT SECTION. SEE CS-62-1.

WASATCH CONSTRUCTORS
MAR 04 1998
 RELEASED FOR CONSTRUCTION



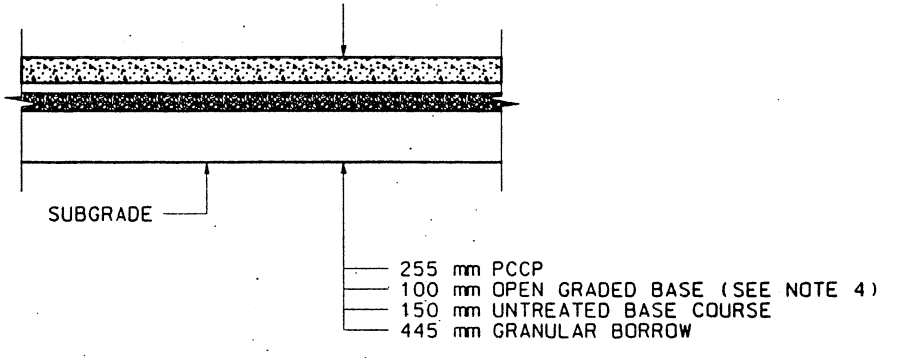
APPROVED FOR CONSTRUCTION		NO. DATE		DESCRIPTION	
2/27/98		ORIGINAL RELEASE			
UTAH DEPARTMENT OF TRANSPORTATION					
H. W. LOCHNER, INC. SVERDRUP/DE LUIN					
DESIGN	J.L.S.	10/97	CHECK	B.D.V.	2/98
DRAWN	J.L.S.	10/97	CHECK	B.D.V.	2/98
PROJECT DESIGN ENGINEER	SCOTT LUCAS		DATE		
SECTION MANAGER	BRUCE VANVA		DATE		
APPROVAL	2/98	DATE	2/98	DATE	2/98
APPROVED	SCOTT LUCAS		DATE		
I-15 CORRIDOR RECONSTRUCTION					
PAVEMENT SECTIONS - RAMPS					
CORRIDOR STANDARD PLAN					
PROJECT NUMBER #SP-15-7(135)296					
SALT LAKE COUNTY					
DWG. NO. CS-72					
SHT. OF					



RIGID PAVEMENT SECTION

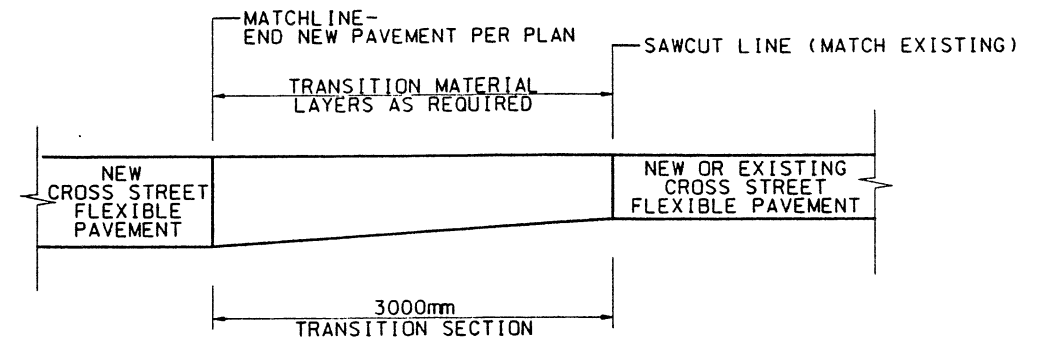
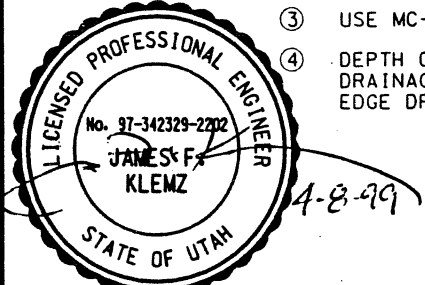
TABLE 1

PAVEMENT SECTION	A	B	C	D	LOCATION
C1	255 mm	100 mm	100 mm	310 mm	2100 S, 3300 S, 4500 S, 5300 S, 10600 S
C2	280 mm	100 mm	100 mm	285 mm	9000 S
C3	280 mm	0 mm	150 mm	150 mm	600 N
C24	255 mm	100 mm	100 mm	150 mm	900 W
C24A	255 mm	100 mm	100 mm	150 mm	7200 S
C25	150 mm	0 mm	100 mm	0 mm	RESIDENTIAL DRIVEWAYS
C26	175 mm	0 mm	75 mm	0 mm	COMMERCIAL DRIVEWAYS

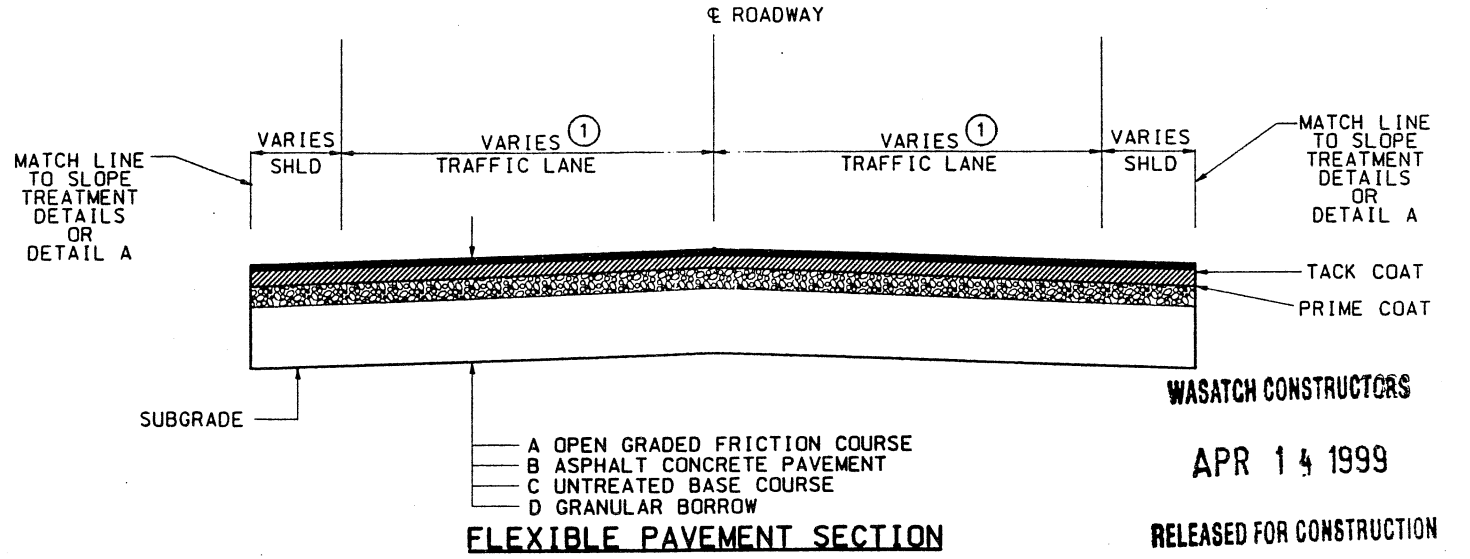


GORE PAVEMENT SECTION

- NOTES:**
- FOR NUMBER OF LANES, SHOULDER WIDTHS AND CROSS SLOPES. SEE TYPICAL SECTIONS AND ROADWAY PLAN SHEETS
 - USE SS1h FOR TACK COAT (0.679 l/sq m) - (ASPHALT PAVEMENT ONLY)
 - USE MC-70 FOR PRIME COAT (0.181 l/sq m) - (ASPHALT PAVEMENT ONLY)
 - DEPTH OF OPEN GRADED BASE VARIES TO ACCOMMODATE DRAINAGE OF THE LAYER TO EDGE OF PAVEMENT OR EDGE DRAIN.



DETAIL A - FLEXIBLE PAVEMENT TRANSITION



FLEXIBLE PAVEMENT SECTION

TABLE 2

PAVEMENT SECTION	A	B	C	D	LOCATION	PG GRADE
C4	25 mm	280 mm	100 mm	205 mm	9000 S	64-28
C5	25 mm	230 mm	100 mm	255 mm	10600 S, 2100 S (SEC 2.7)	64-28
C6	25 mm	180 mm	100 mm	230 mm	FRONTAGE RD @ 10600 S, 600W (SEC 2.3)	64-28
C7	25 mm	150 mm	100 mm	280 mm	700 W, 800 W, DAVIS RD, OLD 2100 S (SEC 2.7), HOLIDAY PARK DR.	64-28
C8	25 mm	150 mm	100 mm	255 mm	FRONTAGE RD @ 9000 S	64-28
C9	25 mm	255 mm	100 mm	230 mm	5300 S	64-28
C9A	25 mm	255 mm	100 mm	250 mm	7200 S	64-28
C10	25 mm	150 mm	100 mm	230 mm	COTTONWOOD ST	64-28
C11	25 mm	180 mm	100 mm	305 mm	320 W, 400 S UNDER VIADUCT	64-28
C12	25 mm	255 mm	100 mm	230 mm	2100 S (SEC 2.3), 4500 S	64-28
C12A	25 mm	255 mm	100 mm	180 mm	900W	64-28
C13	25 mm	150 mm	100 mm	255 mm	300 W	64-28
C14	25 mm	230 mm	100 mm	255 mm	3300 S	64-28
C15	25 mm	230 mm	100 mm	180 mm	500 W	64-28
C16					NOT USED	
C17	25 mm	205 mm	100 mm	280 mm	400 S WEST OF VIADUCT, 500 S UNDER VIADUCT, 600 S UNDER VIADUCT	64-28
C18	25 mm	305 mm	100 mm	180 mm	LAR-1, LAR-2, LAR-3	64-28
C19	25 mm	230 mm	255 mm	0 mm	300 W (GATEWAY)	64-28
C19A	25 mm	205 mm	255 mm	125 mm	500S, 600S (GATEWAY)	64-28
C20	25 mm	180 mm	255 mm	0 mm	400 W, 400 S (GATEWAY)	64-28
C21	25 mm	140 mm	255 mm	0 mm	500 W (GATEWAY)	64-28
C22	25 mm	100 mm	100 mm	280 mm	PARK AND RIDE LOT	64-28
C23	0 mm	100 mm	100 mm	0 mm	RESIDENTIAL DRIVEWAYS	64-28

WASATCH CONSTRUCTORS

APR 14 1999

RELEASED FOR CONSTRUCTION

UTAH DEPARTMENT OF TRANSPORTATION
 H. W. LOCHNER, INC.
 SVERDRUP/DE LEUW

NO.	DATE	DESCRIPTION
1	8/3/98	ORIGINAL RELEASE
2	9/23/98	ENTIRE SHEET REVISION
3	4/9/99	FINAL SUBMITTAL COMMENTS

DESIGN	JLS_10/97	CHECK	BDV_2/98
DRAWN	JLS_10/97	CHECK	BDV_2/98
QUANT.		CHECK	

APPROVAL	RECORD	DATE
SCOTT LUCAS	7/98	
PROJECT DESIGN ENGINEER		
APPROVED	7/98	
DATE		
BRUCE VANA		
SECTION MANAGER		

I-15 CORRIDOR RECONSTRUCTION
 PAVEMENT SECTIONS - CROSSROADS
 CORRIDOR STANDARD PLAN
 PROJECT NUMBER #SP-15-7(135)296
 SALT LAKE COUNTY
 DWG. NO. CS-73
 SHT. OF

CONSTRUCTION NOTES FOR PLACEMENT OF TENSAR® GEOGRIDS AND BACKFILL SOILS FOR SIERRA® SLOPE RETENTION SYSTEM

- 1.0 **MATERIALS**
- 1.1 **BACKFILL SOILS**
- 1.1.1 REINFORCED BACKFILL MATERIAL SHALL BE BORROW CONFORMING TO AASHTO M-145, A-1-a THRU A-4, 150 mm MINUS BACKFILL AS DIRECTED BY THE ENGINEER. REINFORCED BACKFILL MATERIALS SHALL BE APPROVED BY THE ENGINEER AND SHALL MEET THE STRENGTH REQUIREMENTS AS DEFINED IN SECTION 6.0.

THE PORTION OF THE REINFORCED BACKFILL MATERIAL PASSING THE No. 40 SIEVE SHALL HAVE A LIQUID LIMIT LESS THAN 30 AND A PLASTICITY INDEX LESS THAN 10. REINFORCED BACKFILL MATERIAL SHALL BE CLASSIFIED PER THE UNIFIED SOIL CLASSIFICATION SYSTEM AS LOW PLASTICITY OR NON-PLASTIC SOILS.
- 1.1.2 FURTHERMORE, REINFORCED BACKFILL AND RETAINED SOIL/FILL MATERIALS SHALL BE FREE OF EXCESS MOISTURE, ROOTS, MUCK, SOD, SNOW, FROZEN LUMPS, ORGANIC MATTER OR OTHER DELETERIOUS MATERIALS. ALL ROCK PARTICLES AND HARD EARTH CLODS SHALL BE LESS THAN 150 mm IN THE LONGEST DIMENSION. REINFORCED BACKFILL MATERIALS WHICH DO NOT MEET THIS CRITERIA SHALL BE CONSIDERED UNSUITABLE AND SHALL BE REMOVED.
- 1.2 GEOGRID REINFORCING SHALL BE TENSAR BIAXIAL GEOGRIDS MANUFACTURED BY THE TENSAR CORPORATION, MORROW, GEORGIA.
- 1.3 EROSION PROTECTION SHALL BE THE RESPONSIBILITY OF WASATCH CONSTRUCTORS. SEE LANDSCAPING PLANS FOR DETAILS.
- 1.4 SURFACE AND SUB-SURFACE DRAINAGE SHALL BE THE RESPONSIBILITY OF WASATCH CONSTRUCTORS. SEE DRAINAGE PLANS FOR DETAILS.
- 2.0 **TECHNICAL REQUIREMENTS**
- 2.1 WASATCH CONSTRUCTORS SHALL SUBMIT TO TENSAR EARTH TECHNOLOGIES, INC. REINFORCED BACKFILL MATERIAL AND RETAINED SOIL/FILL GRADATIONS FOR APPROVAL PRIOR TO PROCEEDING WITH CONSTRUCTION.
- 2.2 PRIOR TO CONSTRUCTION OF THE TENSAR REINFORCED SLOPE, THE CONTRACTOR SHALL CLEAR AND GRUB THE REINFORCED BACKFILL ZONE AREA, REMOVING TOP SOILS, BRUSH, SOD OR OTHER ORGANIC OR DELETERIOUS MATERIALS. ANY UNSUITABLE SOILS SHALL BE OVER-EXCAVATED, REPLACED AND COMPACTED WITH REINFORCED BACKFILL MATERIAL TO PROJECT SPECIFICATIONS OR AS OTHERWISE DIRECTED BY THE ENGINEER.
- 2.3 FOUNDATION SHALL BE PROOF ROLL INSPECTED USING A LOADED TRUCK WITH 80 kN AXLE LOADS OR PER PROJECT SPECIFICATIONS. THE ENGINEER SHALL CONFIRM THAT THE SITE HAS BEEN PROPERLY PREPARED AND THE DESIGN PARAMETERS IN SECTION 6.0 ARE APPROPRIATE PRIOR TO FILL PLACEMENT.
- 2.4 FILL SHALL BE PLACED IN HORIZONTAL LAYERS NOT EXCEEDING 300 mm IN UNCOMPACTED THICKNESS FOR HEAVY COMPACTION EQUIPMENT. FOR ZONES WHERE COMPACTION IS ACCOMPLISHED WITH HAND OPERATED EQUIPMENT, FILL SHALL BE PLACED IN HORIZONTAL LAYERS NOT EXCEEDING 300 mm IN UNCOMPACTED THICKNESS.

- 2.5 FILL MATERIALS SHALL BE ADVANCED IN SUCH A MANNER TO MITIGATE FORMATION OF SLACK IN THE GEOGRID.
- 2.6 FILL SHALL BE COMPACTED AS SPECIFIED BY PROJECT SPECIFICATIONS, SECTION 225. TYPE A-1 SOILS SHALL CONFORM TO TEST STANDARD AASHTO T-100. ALL OTHER SOILS SHALL CONFORM TO TEST STANDARD AASHTO T-99. SOILS SHALL BE COMPACTED TO NOT LESS THAN 96 PERCENT OF MAXIMUM LABORATORY DENSITY AND WHEN NO SINGLE DETERMINATION IS LOWER THAN 92 PERCENT MAXIMUM LABORATORY DENSITY.
- 2.7 ANY FILL MATERIALS PLACED ON SLOPE FACE DURING COMPACTION AND FILL PLACEMENT OPERATIONS SHALL BE REMOVED PRIOR TO INSTALLATION OF EROSION CONTROL SYSTEMS. GEOGRID SHALL BE BROUGHT TO A MINIMUM POSITION FLUSH WITH THE FINISHED FACE OF THE BORROW FILL DURING CONSTRUCTION.
- 2.8 TESTING METHODS AND FREQUENCY, AND VERIFICATION OF MATERIAL SPECIFICATIONS AND COMPACTION SHALL BE THE RESPONSIBILITY OF THE ENGINEER AND SHALL CONFORM TO THE PROJECT SPECIFICATION, SECTION 225.
- 2.9 A COMPLETE SET OF TENSAR'S CONSTRUCTION DRAWINGS AND CONTRACT SPECIFICATIONS SHALL BE ON THE PROJECT SITE AT ALL TIMES, DURING CONSTRUCTION OF THE SIERRA SLOPE SYSTEM.
- 3.0 **TENSAR GEOGRID PLACEMENT**
- 3.1 TENSAR GEOGRID SHALL BE PLACED AT THE LOCATIONS AND ELEVATIONS SHOWN ON THE DRAWINGS.
- 3.2 TENSAR GEOGRID LENGTH SHALL BE AS SHOWN ON THE CONSTRUCTION DRAWINGS. REINFORCED FILL ZONE LENGTH IS MEASURED FROM THE FINISHED FACE OF THE BORROW FILL, EXTENDING TO THE TAIL OF THE GEOGRIDS.
- 3.2.1 TENSAR GEOGRID REINFORCEMENT SHALL BE CONTINUOUS THROUGHOUT THEIR EMBEDMENT LENGTH(S).
- 3.2.2 TENSAR GEOGRID REINFORCEMENT SHALL BE OVERLAPPED A MINIMUM OF 300 mm AT LONGITUDINAL ROLL ENDS.
- 3.3 PRIOR TO PLACING FILL, THE GEOGRID MATERIALS SHALL BE PLACED TO LAY FLAT AND PULLED TAUT TO REMOVE ANY SLACK IN THE GEOGRIDS.
- 3.4 TRACKED CONSTRUCTION EQUIPMENT SHALL NOT BE OPERATED DIRECTLY ON THE GEOGRID. A MINIMUM BACKFILL THICKNESS OF 150 mm IS REQUIRED FOR OPERATION OF TRACKED VEHICLES OVER THE GEOGRID. TURNING OF TRACKED VEHICLES SHOULD BE KEPT TO A MINIMUM TO PREVENT TRACKS FROM DISPLACING THE FILL AND/OR THE GEOGRID.
- 3.5 RUBBER-TIRED VEHICLES MAY PASS OVER THE GEOGRID REINFORCEMENT AT SLOW SPEEDS, LESS THAN 16 Km/H. SUDDEN BRAKING AND SHARP TURNING SHALL BE AVOIDED.
- 3.6 TENSAR BIAXIAL GEOGRIDS SHALL BE ROLLED OUT PARALLEL TO THE CENTERLINE STATION OF THE ROAD SO THE ROLL WIDTH PROVIDES THE GEOGRID EMBEDMENT LENGTH.

- 4.0 **CHANGES TO GEOGRID LAYOUT OR PLACEMENT**
- 4.1 NO CHANGES TO THE TENSAR GEOGRID LAYOUT, INCLUDING, BUT NOT LIMITED TO, LENGTH, GEOGRID TYPE, OR ELEVATION, SHALL BE MADE WITHOUT THE EXPRESSED PRIOR WRITTEN CONSENT OF TENSAR EARTH TECHNOLOGIES, INC.
- 5.0 **DRAINAGE**
- 5.1 AT THE END OF EACH WORK DAY, BACKFILL SURFACE SHALL BE GRADED AWAY FROM THE SLOPE FACE A MINIMUM OF 2 PERCENT SLOPE AND A TEMPORARY SOIL BERM SHALL BE CONSTRUCTED NEAR THE SLOPE CREST TO PREVENT SURFACE WATER RUNOFF FROM OVERTOPPING THE SLOPE.
- 5.2 AT THE END OF EACH WORK DAY, BACKFILL SURFACE SHALL BE COMPACTED WITH A SMOOTH WHEEL ROLLER TO MINIMIZE PONDING OF WATER AND SATURATION OF THE BACKFILL.
- 5.3 THE ENGINEERING, DESIGN, ANALYSIS, DETAILING AND MITIGATION OF BOTH SURFACE DRAINAGE AND SEEPAGE OF GROUNDWATER SHALL BE THE RESPONSIBILITY OF THE ENGINEER.
- 5.4 PERMANENT SURFACE WATER DIVERSION SHALL BE REQUIRED AND PROVIDED BY THE ENGINEER.
- 5.5 THE TENSAR REINFORCED SLOPE HAS BEEN DESIGNED ON THE ASSUMPTION THAT THE REINFORCED BACKFILL MATERIAL SHALL BE FREE OF SUBSURFACE DRAINAGE OF WATER (SEEPAGE). PERMANENT SUBSURFACE WATER (SEEPAGE) COLLECTION AND DIVERSION SHALL BE THE RESPONSIBILITY OF THE ENGINEER.
- 6.0 **DESIGN PARAMETERS (AS PROVIDED BY WASATCH CONSTRUCTORS):**
- 6.1 DESIGN OF THE REINFORCED SOIL STRUCTURE IS BASED ON THE FOLLOWING PARAMETERS:

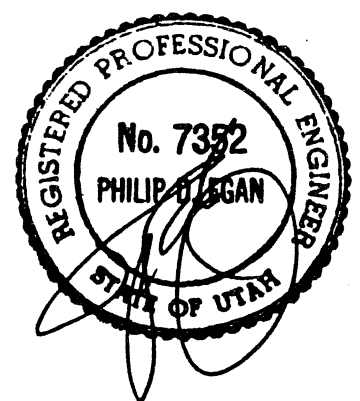
	EFFECTIVE FRICTION ANGLE	EFFECTIVE COHESION	MOIST UNIT WT
REINFORCED SLOPE FILL	34°	0 psf	135 pcf
RETAINED FILL/SOL	34°	0 psf	135 pcf
FOUNDATION SOIL**	34°	0 psf	135 pcf

** THE FOUNDATION SHALL BE MODIFIED AS DIRECTED BY THE ENGINEER. THE TENSAR SLOPE HAS BEEN DESIGNED ASSUMING NO FAILURE WITHIN THE FOUNDATION SOIL.
- 6.2 **FACTORS OF SAFETY:**
 - MINIMUM FACTOR OF SAFETY FOR INTERNAL/COMPOUND FAILURE
 - STATIC = 1.3
 - SEISMIC = 1.0
 - MINIMUM FACTOR OF SAFETY FOR GEOGRID PULLOUT = 1.5
 - SOIL-GEOGRID INTERACTION COEFFICIENT = 0.8
 - PERCENT COVERAGE OF GEOGRID = 100%
- 6.3 **GLOBAL STABILITY:**

GLOBAL STABILITY IS THE RESPONSIBILITY OF THE ENGINEER. TENSAR EARTH TECHNOLOGIES, INC. ACCEPTS NO LIABILITY OR RESPONSIBILITY FOR GLOBAL STABILITY.
- 6.4 **LOADINGS:**
 - UNIFORM SURCHARGE = 250 psf

- 6.5 HYDROSTATIC FORCES = NONE
- 6.6 SEISMIC DESIGN ACCELERATION = 0.12g
- 7.0 **SPECIAL PROVISIONS**
- 7.1 THE DESIGN PRESENTED HEREIN IS BASED ON SOIL PARAMETERS, FOUNDATION CONDITIONS, GROUNDWATER CONDITIONS, AND LOADINGS STATED IN SECTION 6.0.
- 7.2 SLOPE ELEVATION VIEWS AND LOCATIONS AND GEOMETRY OF EXISTING STRUCTURES MUST BE VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION.
- 7.3 TENSAR EARTH TECHNOLOGIES, INC. ASSUMES NO LIABILITY FOR INTERPRETATION OR VERIFICATION OF SUBSURFACE CONDITIONS, SUITABILITY OF SOIL DESIGN PARAMETERS AND INTERPRETATION OF SUBSURFACE GROUNDWATER CONDITIONS.
- 7.4 THE ENGINEER IS RESPONSIBLE FOR REVIEWING AND VERIFYING THAT THE ACTUAL SITE CONDITIONS ARE AS DESCRIBED IN SECTION 6.0 PRIOR TO AND DURING CONSTRUCTION. THE ENGINEER SHALL BE ON-SITE TO ASSURE THE PROVISIONS OF THE CONSTRUCTION NOTES ARE FOLLOWED.
- 7.5 THE SOIL DESIGN PARAMETERS STATED IN SECTION 6.0 SHALL BE VERIFIED BY THE ENGINEER. IN THE EVENT OF A DEVIATION FROM THE PARAMETERS OUTLINED IN SECTION 6.0, PROCEEDING WITH CONSTRUCTION WITHOUT FIRST PROVIDING TENSAR EARTH TECHNOLOGIES, INC. A WRITTEN NOTIFICATION FOR PURPOSES OF EVALUATING THE DESIGN, SHALL ABSOLVE TENSAR EARTH TECHNOLOGIES, INC. FROM ALL LIABILITY FOR THE DESIGN AND CONSTRUCTION OF THIS STRUCTURE AND CONTRACTOR SHALL INDEMNIFY AND HOLD HARMLESS TENSAR EARTH TECHNOLOGIES, INC. FROM ALL RESULTING CLAIMS, DAMAGES, LOSSES AND EXPENSES.
- 7.9 THIS DESIGN IS ONLY VALID FOR THE PROPOSED SIERRA SLOPE SYSTEM SHOWN HEREIN.

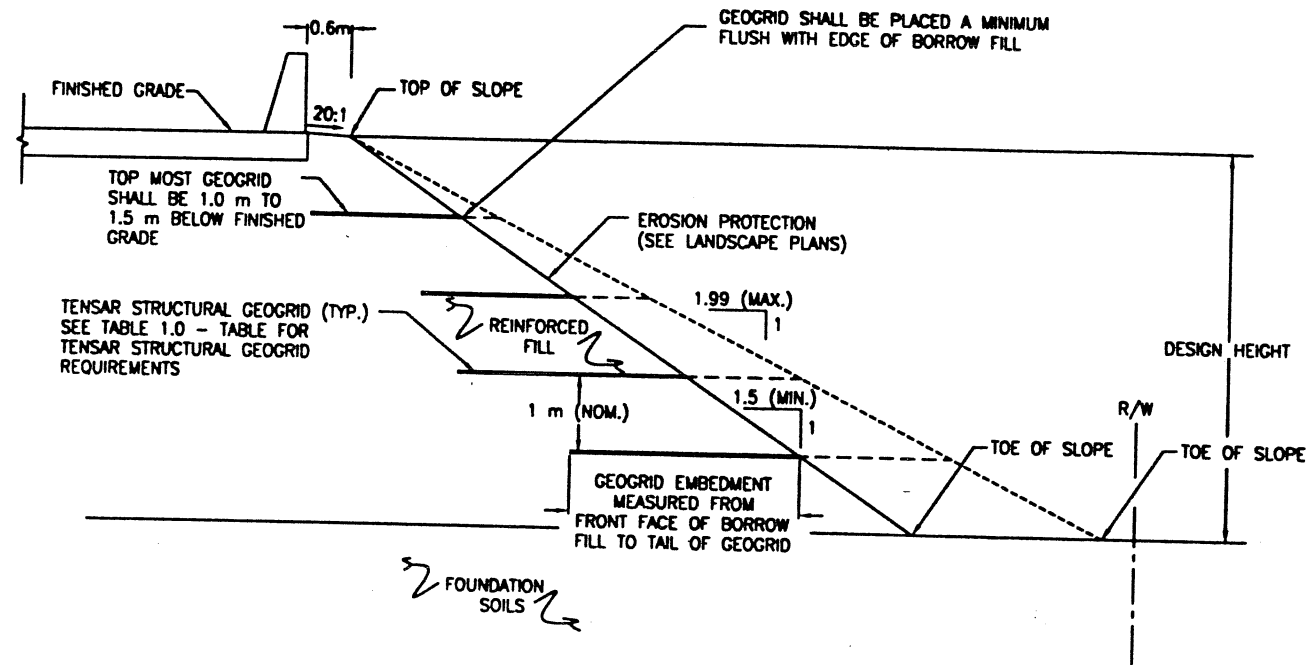
WASATCH CONSTRUCTORS
 JAN 20 1998
 RELEASED FOR CONSTRUCTION



Action: The Lender
 First Release: The Lender
 Second Release: The Lender
 Third Release: The Lender
 Fourth Release: The Lender
 Scale: Reducible
 Pen: Ink
 Quasi:

UTAH DEPARTMENT OF TRANSPORTATION		TENSAR EARTH TECHNOLOGIES, INC.	
APPROVED FOR CONSTRUCTION	DESCRIPTION	ISSUED FOR REVIEW	ISSUED FOR CONSTRUCTION
NO. 1	DATE 10/8/97	NO. 2	DATE 10/27/97
1-15 CORRIDOR RECONSTRUCTION		TENSAR REINFORCED SIERRA SLOPE	
CONSTRUCTION NOTES		PROJECT NUMBER *SP-15-7(135)256	
SALT LAKE COUNTY		DWC. NO. CS-74-1	
SHT. _____ OF _____			

Date: 10/27/97

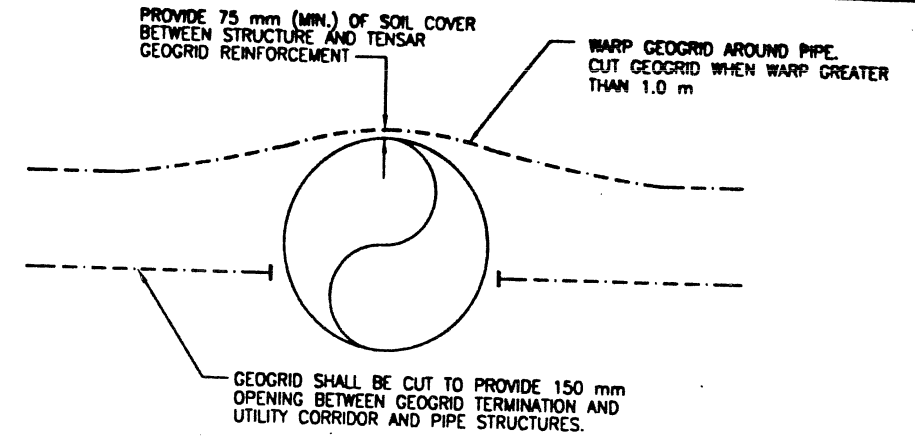


TYPICAL SECTION
SCALE: 1 : 100
SEE GRADING PLANS AND DETAILS

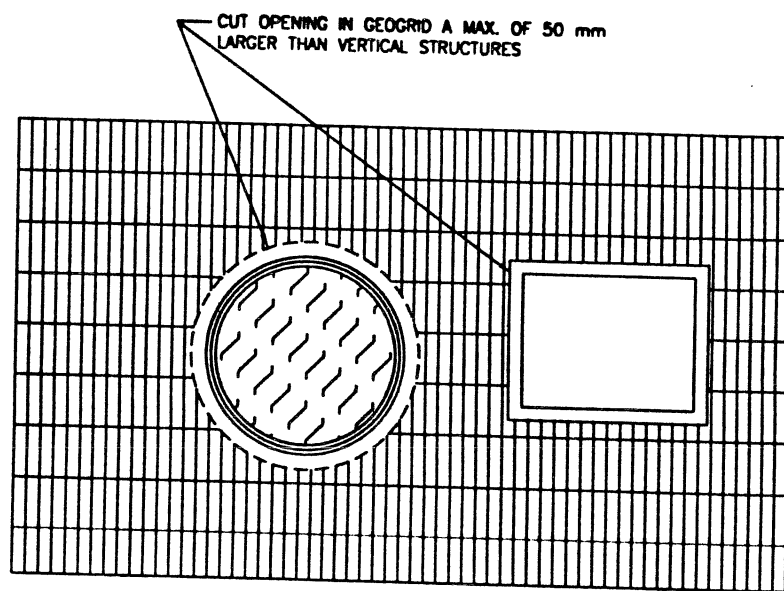
- NOTES:
- 1.) GEOGRID REINFORCEMENT REQUIRED FOR SLOPES STEEPER THAN 2H:1V
 - 2.) TOP MOST LAYER OF GEOGRID REINFORCEMENT SHALL BE 1.0 m TO 1.5 m BELOW FINISHED GRADE (TOP OF SLOPE).
 - 3.) MAXIMUM VERTICAL SPACING BETWEEN LAYERS OF GEOGRID REINFORCEMENT SHALL BE 1.1 m.

TABLE 1.0
TABLE FOR TENSAR STRUCTURAL GEOGRID REQUIREMENTS

ELEVATION ABOVE TOE OF SLOPE (m)	8 m		7 m		6 m		5 m		4 m		3 m		2 m		ELEVATION ABOVE TOE OF SLOPE (m)
	GEOGRID TYPE	GEOGRID EMBEDMENT	GEOGRID TYPE	GEOGRID EMBEDMENT	GEOGRID TYPE	GEOGRID EMBEDMENT	GEOGRID TYPE	GEOGRID EMBEDMENT	GEOGRID TYPE	GEOGRID EMBEDMENT	GEOGRID TYPE	GEOGRID EMBEDMENT	GEOGRID TYPE	GEOGRID EMBEDMENT	
7	BX1200	4 m													7
6	BX1200	4 m	BX1200	3 m											6
5	BX1200	4 m	BX1200	3 m	BX1200	3 m									5
4	BX1200	4 m	BX1200	3 m	BX1200	3 m	BX1200	2 m							4
3	BX1200	4 m	BX1200	3 m	BX1200	3 m	BX1200	2 m							3
2	BX1200	4 m	BX1200	4 m	BX1200	3 m	BX1200	3 m	BX1200	2 m					2
1.5					BX1200	3 m	BX1200	3 m	BX1200	2 m					1.5
1	BX1200	4 m	BX1200	4 m	BX1200	3 m	BX1200	3 m	BX1200	2 m	BX1200	2 m			1
0.5					BX1200	3 m	BX1200	3 m	BX1200	3 m	BX1200	2 m	BX1200	2 m	0.5



PIPE PENETRATION AND REROUTING DETAIL
NOT TO SCALE



GEOGRID PENETRATION - PLAN VIEW
NOT TO SCALE

WASATCH CONSTRUCTORS
JAN 20 1998
RELEASED FOR CONSTRUCTION

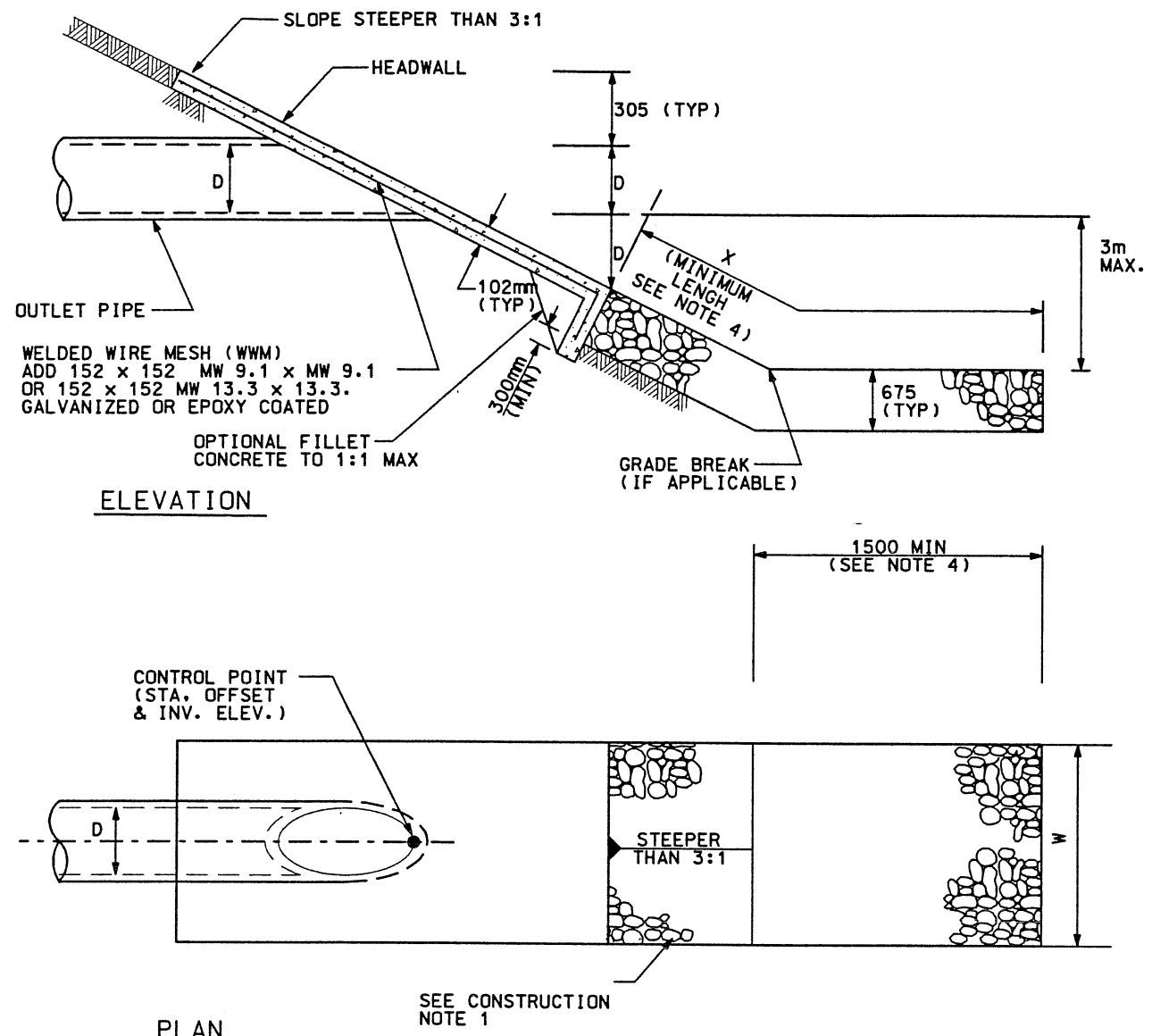


APPROVED FOR CONSTRUCTION		NO.	DATE
DESCRIPTION		1	10/8/97
ISSUED FOR REVIEW		2	10/27/97
ISSUED FOR CONSTRUCTION			
UTAH DEPARTMENT OF TRANSPORTATION		DESIGN ALC	10/27/97
TENSAR EARTH TECHNOLOGIES, INC.		CHECK SW	10/27/97
PROJECT DESIGN ENGINEER		CHECK SW	10/27/97
SECTION NUMBER		CHECK	
1-15 CORRIDOR RECONSTRUCTION		APPROVED	
TENSAR REINFORCED SIERRA SLOPE		DATE	
TYPICAL SECTION AND DETAILS		PROJECT NUMBER	*SP-15-7(135)296
SALT LAKE COUNTY			
DWG. NO.			
CS-74-2			
SHT. 9			

Scale: As Shown
 Author: P. Egan
 First Reviewer: P. Egan
 Second Reviewer: P. Egan
 Third Reviewer: P. Egan
 Date: 10/27/97

User name: frcmpt.d

File name: c:\dgn\115_cood\115_97\sheet_files\corridor_std\ripdet.dwg



ELEVATION

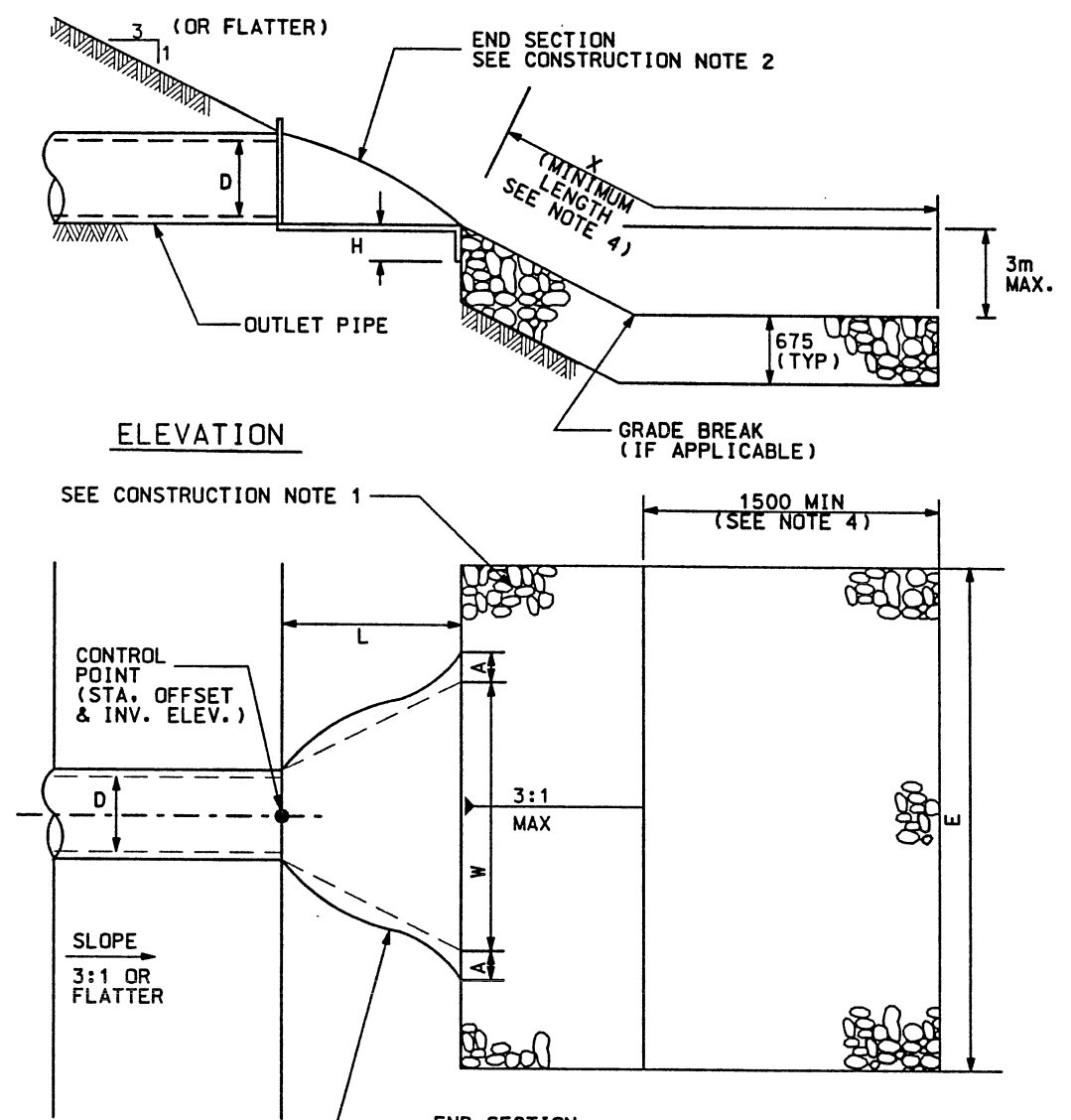
PLAN

DIMENSION TABLE

D mm	W mm (MIN)
300	900
450	1350
600	1800
750	2250
900	2700
1050	3150
1200	3600
1350	4050
1500	4500

W = 3D
X - SEE TABLE BELOW AND NOTE 4

TYPE PS--(A OR B)
(SEE NOTE 1)



ELEVATION

PLAN

DIMENSION TABLE

D mm	A mm	H mm	W mm	L mm	E mm (MIN)
300	121	152	610	533	1143
450	178	152	914	787	1701
600	241	152	1219	1067	2286
750	305	191	1524	1334	2858
900	356	229	1829	1600	3429
1050	406	267	2134	1867	4001
1200	457	305	2286	1981	4267
1350	457	305	2591	2134	4725
1500	457	305	2896	2210	5106

E = W + L
X - SEE TABLE BELOW AND NOTE 4

TYPE PF--(A OR B)
(SEE NOTE 1)

RIPRAP DETAIL FOR PIPE OUTLET INTO POND
NTS

CONSTRUCTION NOTES:

- PLACE RIPRAP ON DRY COMPACTED BASE. DEWATER LIMITS OF RIPRAP PRIOR TO PLACEMENT IF NECESSARY.
- FOR END SECTION SEE UDOT STD DWG 605-02, 605-2B.

DESIGN NOTES:

- RIPRAP DETAIL CALL OUT:
PF = OUTLET INTO POND FROM SLOPE 3:1 OR FLATTER
PS = OUTLET INTO POND FROM SLOPE STEEPER THAN 3:1
A, B (TYPE OF RIPRAP, A=LOOSE, 920, B=COMPACTED, 921, SEE NOTE 2)
- USE LOOSE RIPRAP (920) IF FLOW IS CONTINUOUS
USE COMPACTED RIPRAP (921) IF FLOW IS INTERMITTENT.
- OUTLET VELOCITY: $V \leq 3.0m/s$, RIPRAP THICKNESS (T)=675
 $V > 3.0m/s$, ENERGY DISSIPATOR REQ'D
- PROVIDE CONTINUOUS RIPRAP LAYER BETWEEN END SECTION OR HEADWALL AND AT LEAST 1.5m PROJECTION INTO POND BEYOND TOE OF SLOPE. IF NO GRADE BREAK EXISTS, USE MINIMUM LENGTH GIVEN IN TABLE.

RIPRAP MIN. LENGTH (X)

D mm	X (MIN DIST) mm
300	2600
450	2600
600	2600
750	2600
900	2600
1050	3200
1200	3800
1350	4400
1500	5000



APPROVED FOR CONSTRUCTION

DATE: 08/14/98

NO. 1

DESCRIPTION: ORIGINAL RELEASE

UTAH DEPARTMENT OF TRANSPORTATION

SVERRUP/DE LEUW

DESIGN: MARK V. GOGA

PROJECT DESIGN ENGINEER: MARK V. GOGA

DATE: 08/14/98

APPROVED: JOHN TERRY

DATE: 08/14/98

SECTION MANAGER: JOHN TERRY

UTAH DEPARTMENT OF TRANSPORTATION

DESIGN: MARK V. GOGA

PROJECT DESIGN ENGINEER: MARK V. GOGA

DATE: 08/14/98

APPROVED: JOHN TERRY

DATE: 08/14/98

SECTION MANAGER: JOHN TERRY

I-15 CORRIDOR RECONSTRUCTION

RIPRAP DET FOR PIPE OUTLET

CORRIDOR STANDARD PLAN

PROJECT NUMBER: #SP-15-7(135)296

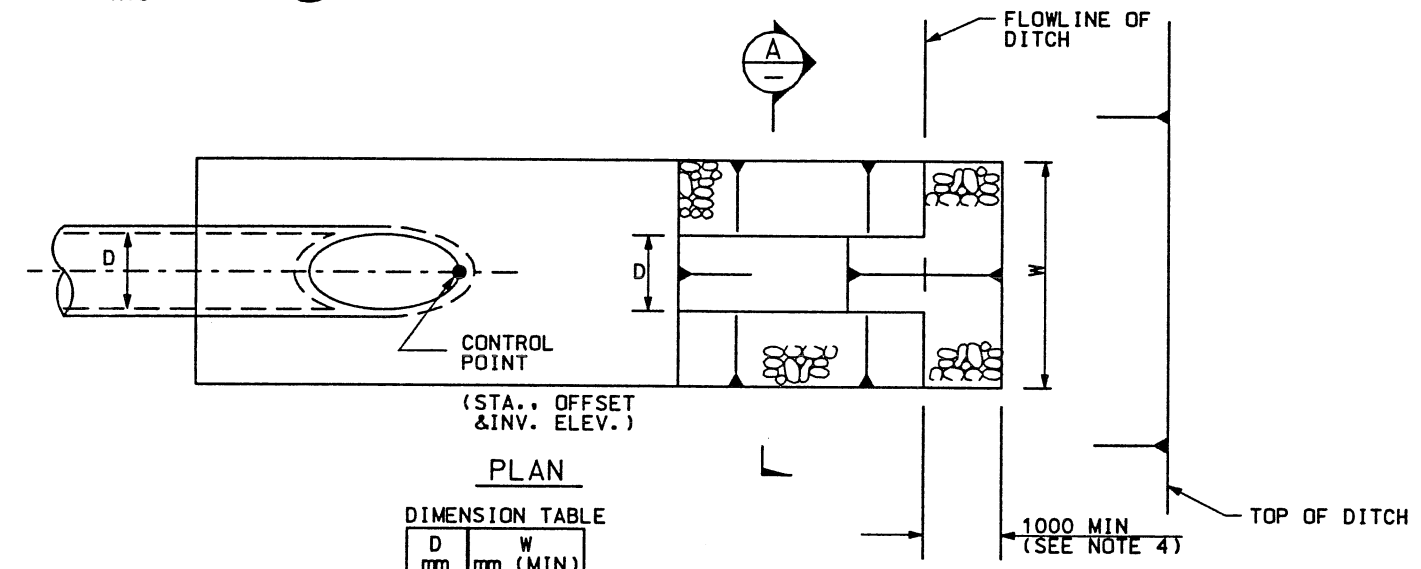
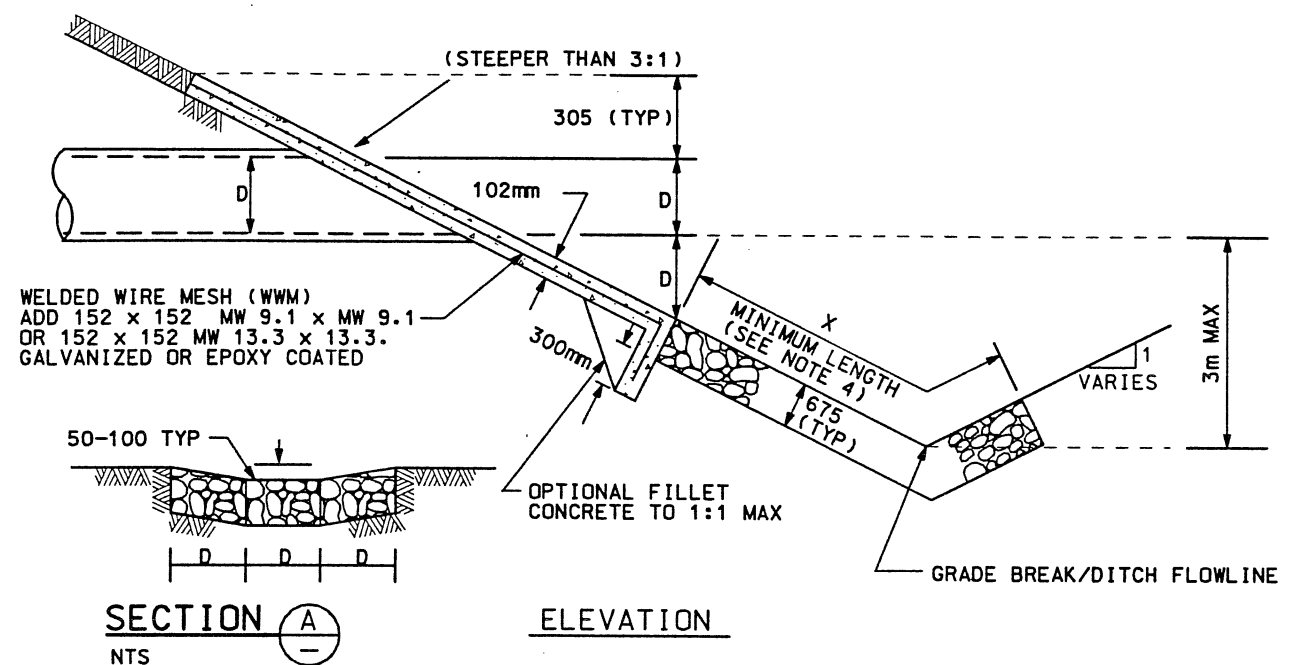
SALT LAKE COUNTY

DWG. NO. CS-75-1

SHT. OF

WASATCH CONSTRUCTORS
AUG 21 1998
RELEASED FOR CONSTRUCTION

Date: 14-AUG-1998 Time: 11:08 User: name1: frampt:d
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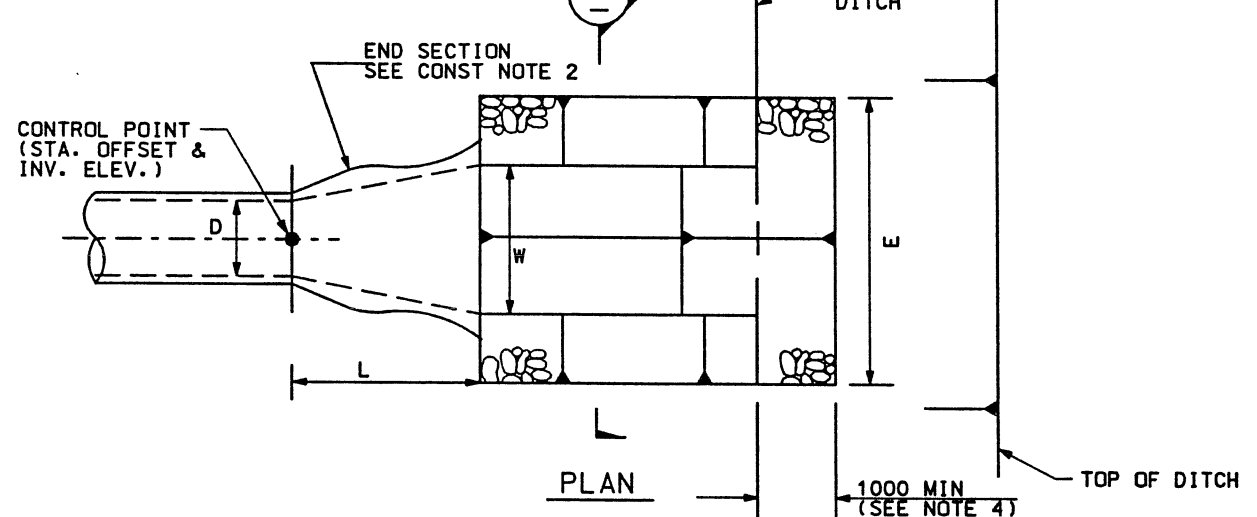
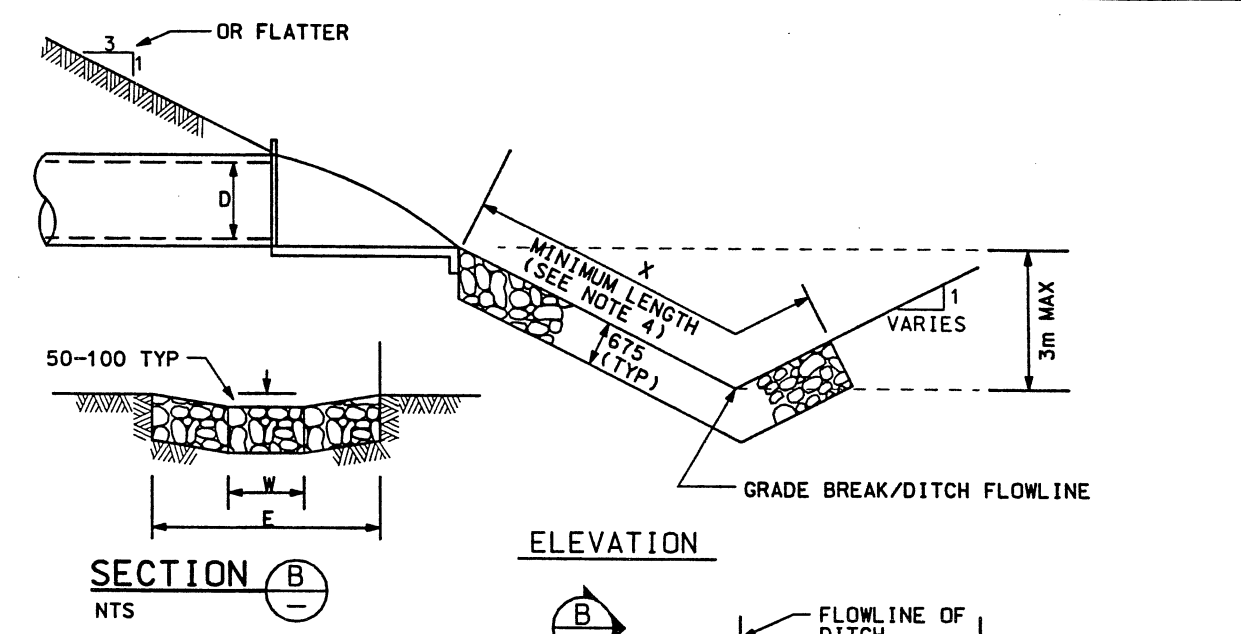


DIMENSION TABLE

D mm	W mm (MIN)
300	900
450	1350
600	1800
750	2250
900	2700
1050	3150
1200	3600
1350	4050
1500	4500

W = 3D
X - SEE TABLE BELOW AND NOTE 4

TYPE DS- (A OR B)
(SEE NOTE 1)



DIMENSION TABLE

D mm	W mm (MIN)	L mm (MIN)	E mm (MIN)
300	610	533	1143
450	914	787	1701
600	1219	1067	2286
750	1524	1334	2858
900	1829	1600	3429
1050	2134	1867	4001
1200	2286	1981	4267
1350	2591	2134	4725
1500	2896	2210	5106

E = W + L
X - SEE TABLE BELOW AND NOTE 4

WASATCH CONSTRUCTORS
AUG 21 1998
RELEASED FOR CONSTRUCTION
TYPE DF- (A OR B)
(SEE NOTE 1)

RIPRAP DETAIL FOR PIPE OUTLET INTO DITCH
NTS

- CONSTRUCTION NOTES:**
- PLACE RIPRAP ON DRY COMPACTED BASE. DEWATER LIMITS OF RIPRAP PRIOR TO PLACEMENT IF NECESSARY.
 - FOR END SECTION SEE UDOT STD DWG 605-02, 605-28.

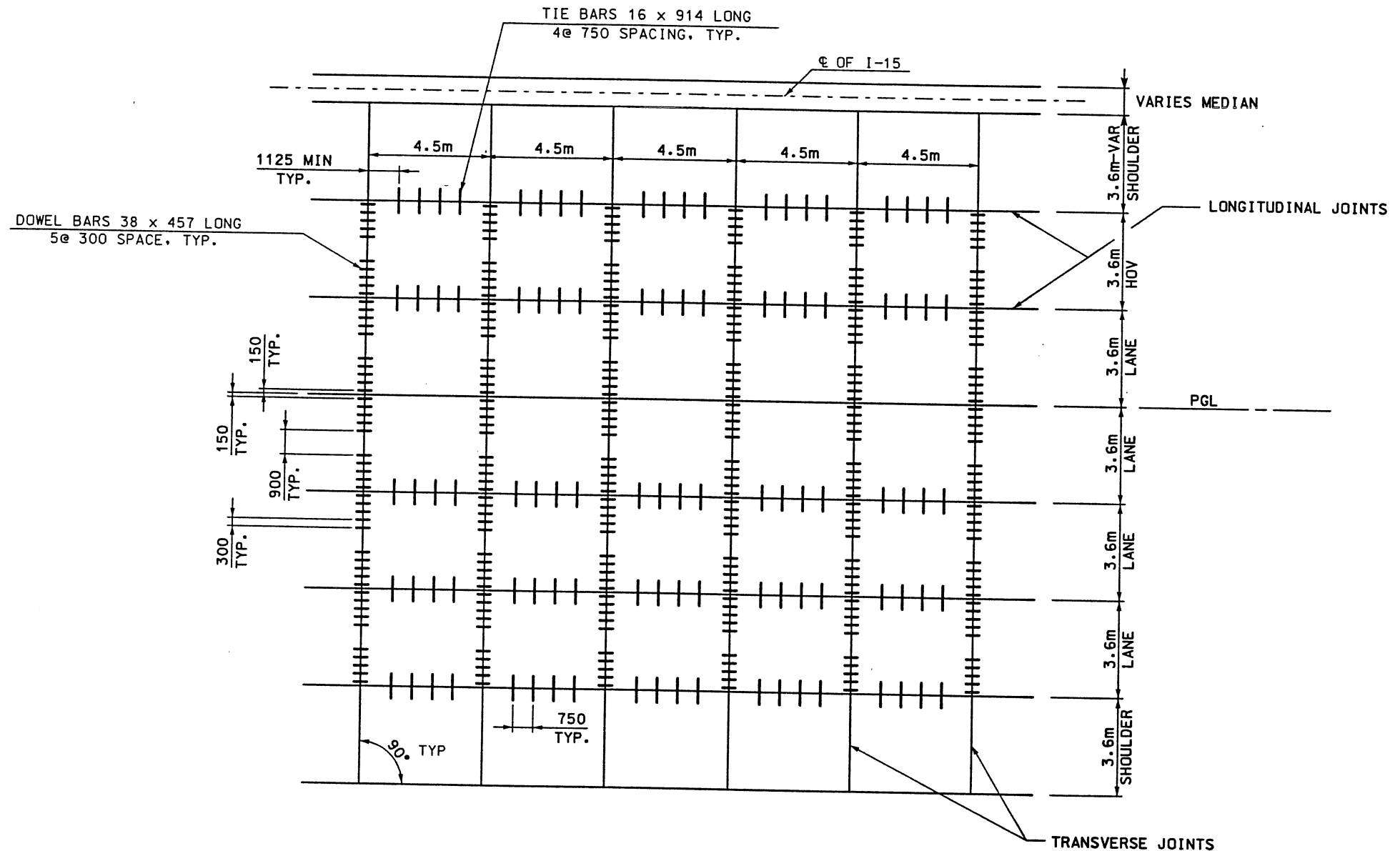
- DESIGN NOTES:**
- RIPRAP DETAIL CALL OUT:
DF = OUTLET INTO DITCH FROM SLOPE 3:1 OR FLATTER
DS = OUTLET INTO DITCH FROM SLOPE STEEPER THAN 3:1
A, B (TYPE OF RIPRAP, A=LOOSE, 920, B=COMPACTED, 921, SEE NOTE 2)
 - USE LOOSE RIPRAP (920) IF FLOW IS CONTINUOUS
USE COMPACTED RIPRAP (921) IF FLOW IS INTERMITTENT.
 - OUTLET VELOCITY: $V \leq 3.0\text{m/s}$, RIPRAP THICKNESS (T)=675
 $V \geq 3.0\text{m/s}$, ENERGY DISSIPATOR REQUIRED
 - PROVIDE CONTINUOUS RIPRAP LAYER BETWEEN END SECTION OR HEADWALL AND AT LEAST 1.0m UP DITCH OPPOSITE SLOPE FROM GRADE BREAK. TOTAL LENGTH OF RIPRAP SHALL NOT BE LESS THAN MINIMUM LENGTH SHOWN IN TABLE.

RIPRAP MIN. LENGTH (X)

D mm	X (MIN DIST) mm
300	1=675
450	2600
600	2600
750	2600
900	2600
1050	3200
1200	3800
1350	4400
1500	5000



APPROVED FOR CONSTRUCTION
 UTAH DEPARTMENT OF TRANSPORTATION
 SVERDRUP/DE LEUW
 DESIGN: MARK V. GOGA
 PROJECT DESIGN ENGINEER: J.L.J.
 DRAWN: JOHN TERRY
 SECTION MANAGER: []
 I-15 CORRIDOR RECONSTRUCTION
 RIPRAP DET FOR PIPE OUTLET
 CORRIDOR STANDARD PLAN
 PROJECT NUMBER: #SP-15-7(135)296
 SALT LAKE COUNTY
 DWG. NO. CS-75-2
 SHEET NO. OF



DOWEL BAR/TIE BAR MAIN LINE LAYOUT PLAN
NTS

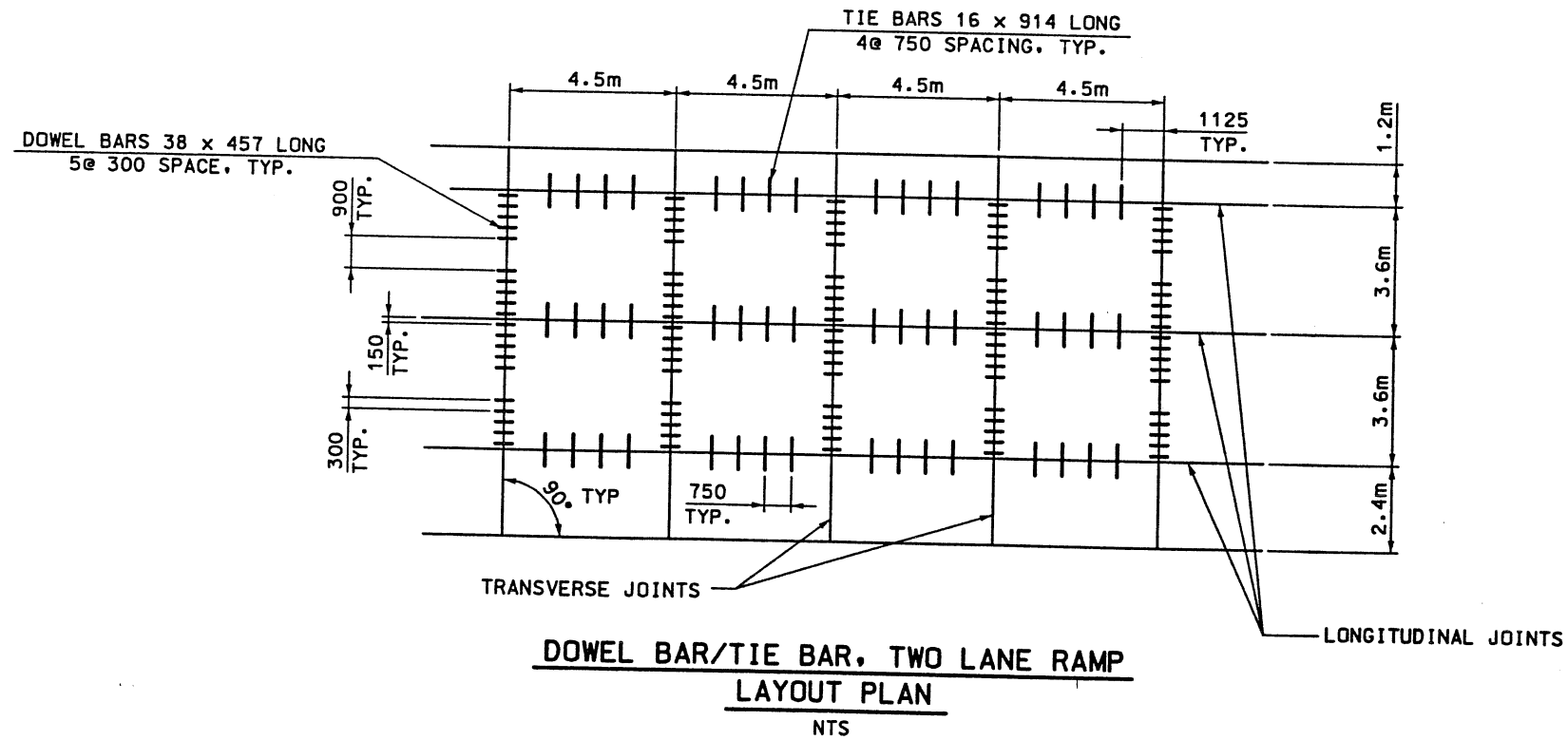
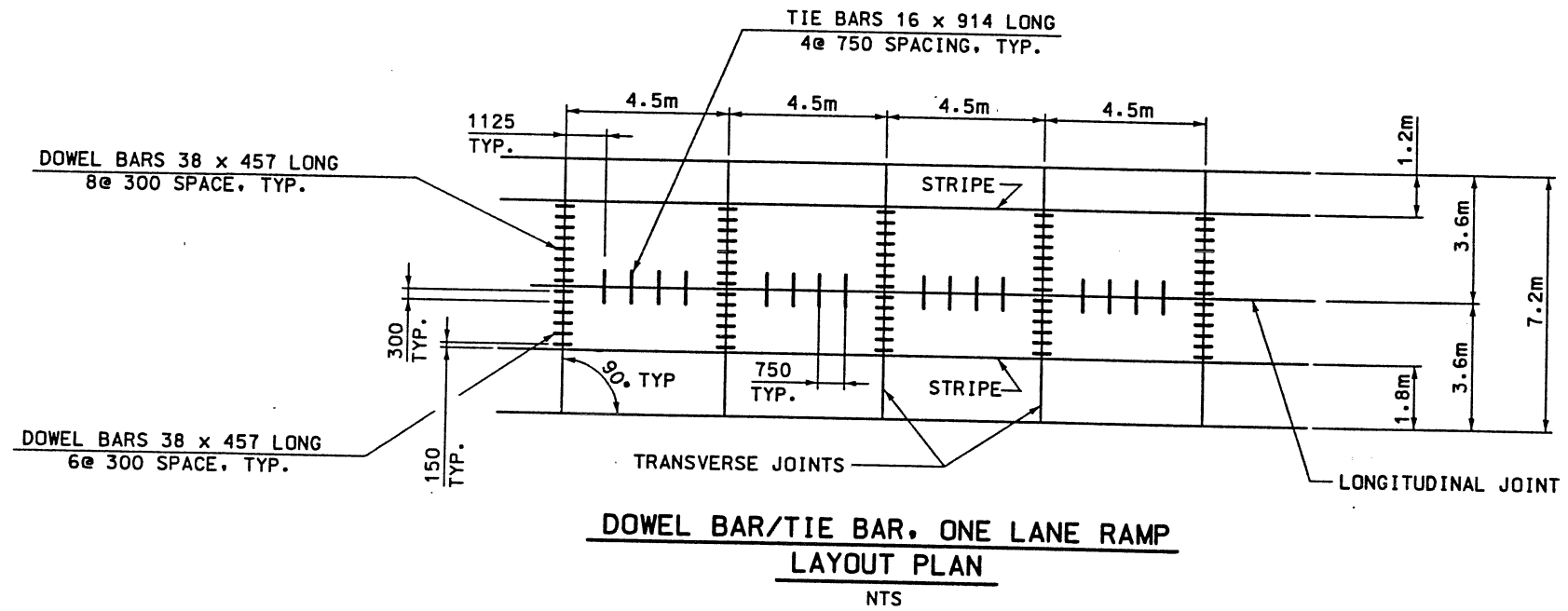
NOTES:

1. MEDIAN VARIES FOR LIGHT AND SIGN POLES AND SUPERELEVATION. SEE PLAN SHEETS.
2. SEE ROADWAY PLANS FOR EXACT DIMENSIONS.
3. SEE CS-76-2 TO CS-76-4 AND CS-62-1, 2, 3 & 4 FOR OTHER JOINTING PLANS AND DETAILS.
4. TIE GORE PAVING ON PRINCIPAL ROADWAY SIDE ONLY @ 750 SPACING.
5. GORE PAVING SHALL HAVE BULL FLOAT FINISH SURFACE.
6. ALL DIMENSIONS ARE IN MM UNLESS OTHERWISE NOTED.
7. DOWEL BARS REQ'D IN ALL SHOULDERS WHERE TRAFFIC IS LIKELY TO CROSS PREVIOUSLY DUE TO RAMP ENTRANCE OR EXIT (300MM SPACING, 150MM FROM GOOD, NO GAP) (SEE CS-62-1, CS-62-2)
8. TIE BARS @ 375 REQ'D WHERE TRAFFIC IS LIKELY TO CROSS. (SEE CS-62-1 & CS-62-2)

WASATCH CONSTRUCTORS
AUG 31 1998
RELEASED FOR CONSTRUCTION



APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	ORIGINAL RELEASE	REVISED REFERENCE DWG NO.
1	5/6/98		
2	8/13/98		
UTAH DEPARTMENT OF TRANSPORTATION			
SVERDRUP/DE LEUW		DESIGN	TRACKING NO.
DESIGN	LT	5/98	5/98
CHECK	POV	5/98	5/98
CHECK	MSC	5/98	5/98
CHECK	CHECK		
APPROVAL RECORD		DATE	DATE
APPROVAL	DATE	DATE	DATE
LOLDIE TERRY	PROJECT DESIGN ENGINEER	LOLDIE TERRY	SECTION MANAGER
JOHN TERRY	PROJECT DESIGN ENGINEER	JOHN TERRY	SECTION MANAGER
APPROVED	DATE	DATE	DATE
APPROVED	DATE	DATE	DATE
I-15 CORRIDOR RECONSTRUCTION		CORRIDOR STANDARD PLAN	
DOWEL/TIE BAR LAYOUT PLAN		CORRIDOR STANDARD PLAN	
PROJECT NUMBER		#SP-15-7(135)296	
COUNTY		SALT LAKE	
DWG. NO.		CS-76-1	
SHT.	OF		



WASATCH CONSTRUCTORS
AUG 3 1 1998
RELEASED FOR CONSTRUCTION

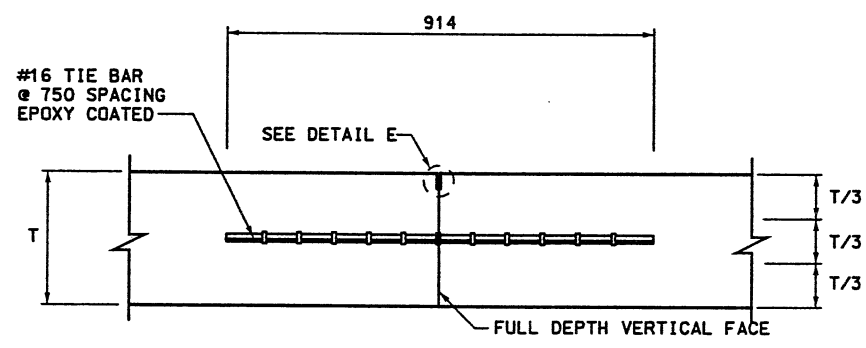
NOTE:

1. SEE CS-76-1 TO CS-76-4 AND CS-62-1.2.3 & 4 FOR OTHER JOINTING PLANS AND DETAILS.
2. ALL DIMENSIONS ARE IN MM UNLESS OTHERWISE NOTED.
3. DOWEL BARS REQ'D IN ALL SHOULDERS TRANSITIONING ON TO MAINLINE OR CD WHERE TRAFFIC CROSSES. (300MM SPACING, 150MM FROM EDGES, NO GAP) SEE CS-62-1 & CS-62-2.

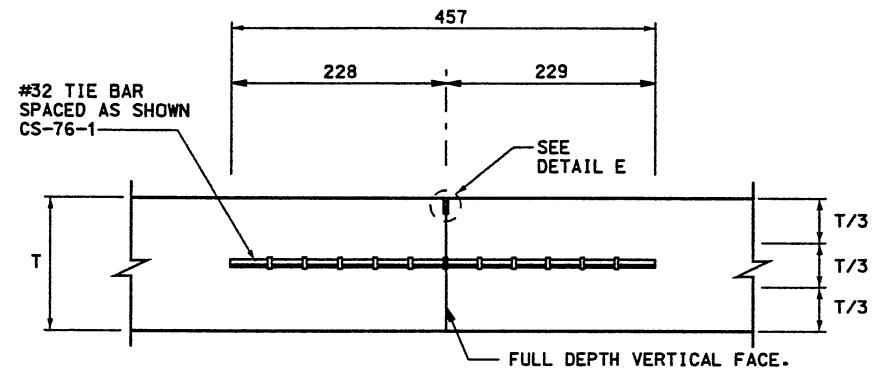


APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	ORIGINAL RELEASE	REVISED REFERENCE DWG NO.
1	5/6/98	[Signature]	[Signature]
2	8/13/98	[Signature]	[Signature]
UTAH DEPARTMENT OF TRANSPORTATION			
SVERDRUP/DE LEUW		DESIGN LT.	CHECK P/W
LORDIE TERRY		DESIGN VLR	CHECK BSC
PROJECT DESIGN ENGINEER		DRAWN	CHECK
JOHN TERRY		QUANT.	CHECK
DATE		SECTION MANAGER	
APPROVAL RECORD		DATE	
APPROVED 8/13/98		DATE	
I-15 CORRIDOR RECONSTRUCTION			
DOWEL/TIE BAR LAYOUT PLAN			
CORRIDOR STANDARD PLAN			
PROJECT NUMBER #SP-15-7(135)296			
SALT LAKE COUNTY			
DWG. NO. CS-76-2			
SHT. _____		OF _____	

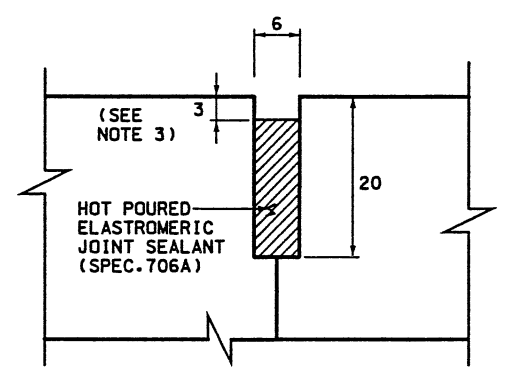
Date: 12-JAN-1999 Time: 10:17 User: name: vandjlec
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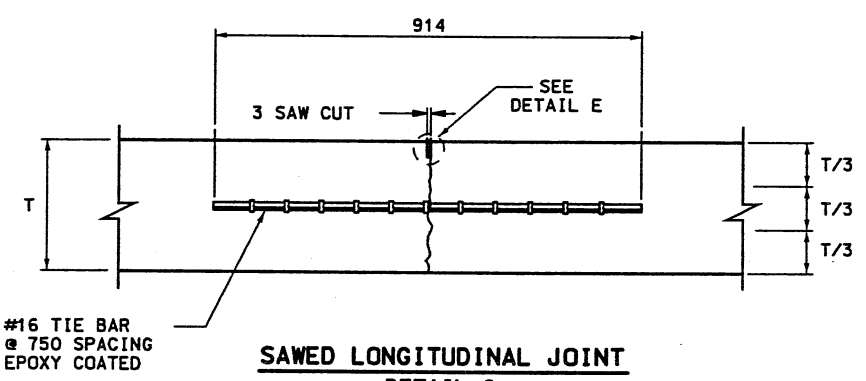
LONGITUDINAL CONTACT JOINT
DETAIL A
NTS



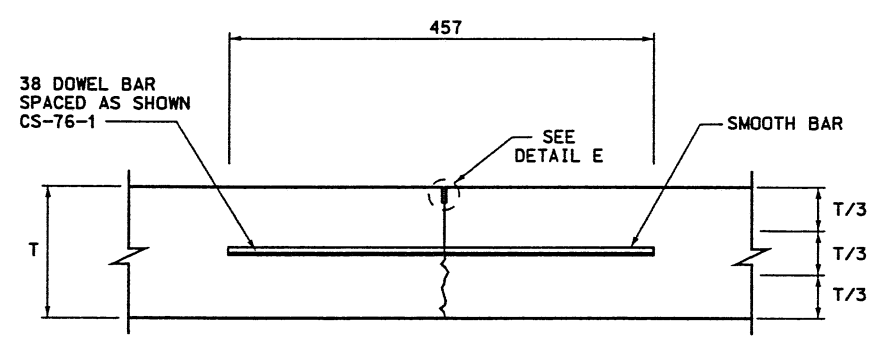
CONTACT JOINT (NIGHT HEADER)
DETAIL B
NTS



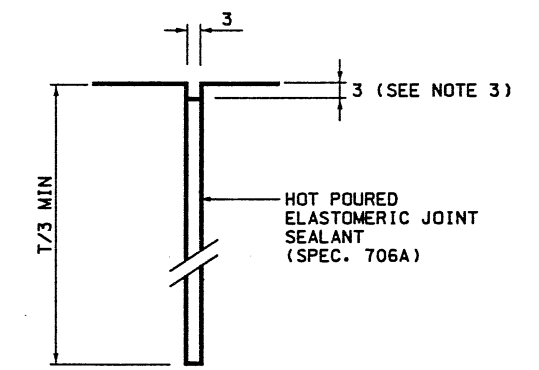
(CONTACT JOINTS ONLY)
DETAIL E
NTS WASATCH CONSTRUCTORS



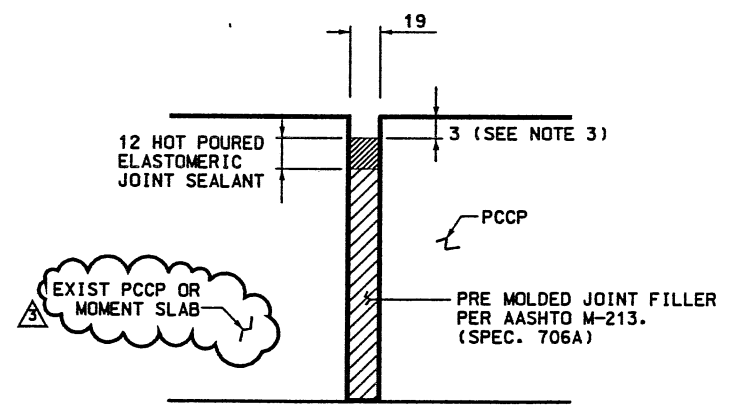
SAWED LONGITUDINAL JOINT
DETAIL C
NTS



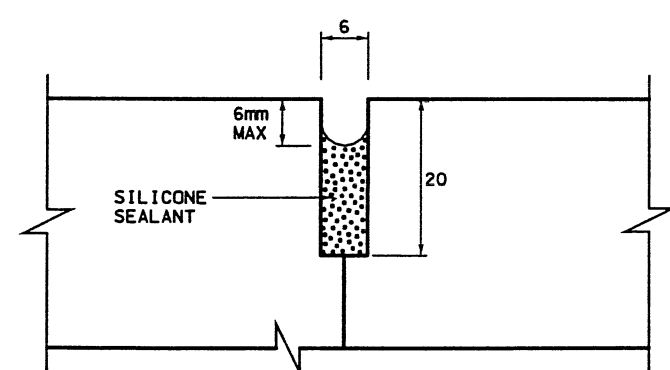
SAWED TRANSVERSE JOINT
DETAIL D
NTS



DETAIL E
NTS

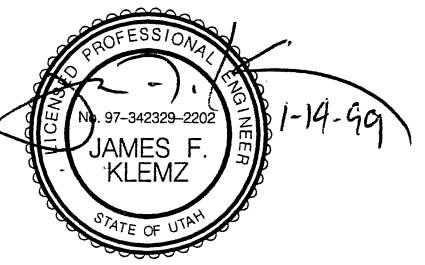


DETAIL H
NTS



DETAIL M
NTS

- NOTES:**
1. PLACE DOWEL OR TIE BARS IN MIDDLE THIRD OF THE SLAB.
 2. TOLERANCE FOR DOWEL AND TIE BAR PLACEMENT IS ± 6 IN ANY DIRECTION.
 3. TOLERANCE FOR SEALANT MATERIAL DEPTH IN JOINTS ± 3 .
 4. ALL DIMENSIONS ARE IN MM UNLESS OTHERWISE NOTED.



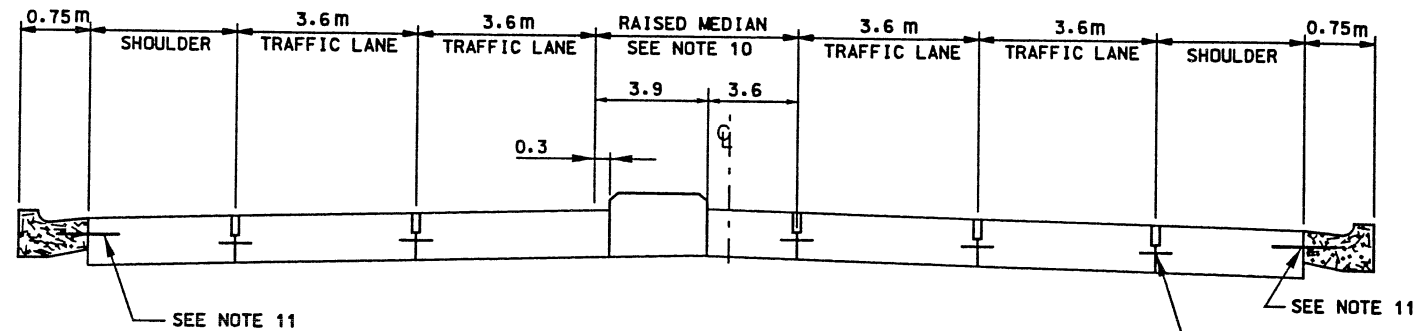
APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	ORIGINAL RELEASE	DELETE TRANSITION DETAIL & ADD DETAIL M
1	5/6/98		
2	8/3/98		DETAIL H REVISIONS
3	01/14/99		
TRACKING NO. _____ SVERDRUP/DE LEUW JAN 19 1999 RELEASED FOR CONSTRUCTION			
APPROVAL DATE	DESIGN LT	CHECK P/W	CHECK
8/16/98	5/98		
DATE	DESIGN ENGINEER	QUANT.	CHECK
8/17/98	LILYNE TERRY		
DATE	PROJECT DESIGN ENGINEER		
8/17/98	JAMES F. KLEMZ		
DATE	SECTION MANAGER		
UTAH DEPARTMENT OF TRANSPORTATION I-15 CORRIDOR RECONSTRUCTION JOINT DETAILS CORRIDOR STANDARD PLAN PROJECT NUMBER *SP-15-7(135)296			
SALT LAKE COUNTY DWG. NO. CS-76-3			
SHT. _____	OF _____		

Date: 27-AUG-1998 Time: 10:23 User: noma: framptrd
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CONCRETE PAVEMENT DETAILS

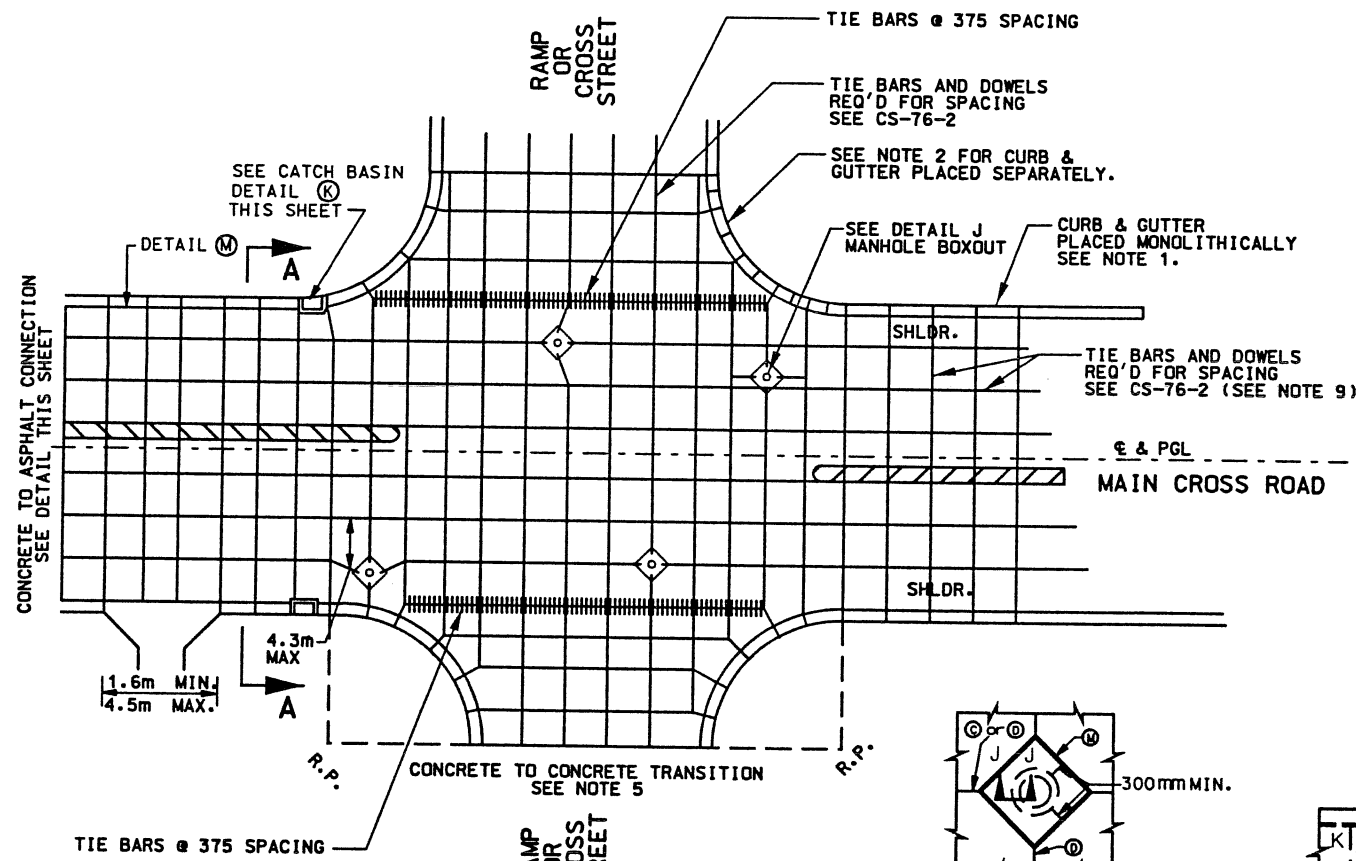
NOTES:

1. WHEN CURB & GUTTER IS PLACED MONOLITHICALLY WITH PAVEMENT, THE CURB & GUTTER JOINTS SHALL BE CONTINUOUS WITH THE PAVEMENT.
2. WHEN CURB & GUTTER IS PLACED SEPARATELY FROM THE PAVEMENT THE JOINTS WILL BE NORMAL TO THE FLOWLINE AND AT ONE HALF THE PAVEMENT JOINT SPACING.
3. PREFERRED TRANSVERSE JOINT LOCATIONS ARE: MORE THAN 1.5m FROM LARGE APPURTENANCES WITH NO BOXOUT; OR AT THE CORNER OF RECTANGULAR BOXOUTS OR APPURTENANCES.
4. WHEN A JOINT FALLS WITHIN 1.5m OF OR CONTACTS BASINS, MANHOLES, OR OTHER STRUCTURES, SHORTEN ONE OR MORE PANELS EITHER SIDE OF OPENING TO PERMIT JOINT TO FALL AT CORNERS OF RECTANGULAR STRUCTURES.
5. DETAIL "H" REQ'D. WHEN CROSS STREET IS CONCRETE AND AT APPROACH SLAB OR MOMENT SLAB, SEE CS-76-3.
6. SEE UDOT STD. DWG. NO. 615-1B FOR CURB & GUTTER DETAILS.
7. SEE UDOT STD. DWG. NO. 715-1A FOR DRIVEWAY DETAILS.
8. LETTER INSIDE CIRCLE DENOTES DETAIL. CS-76-3 AND CS-76-4
9. DOWEL BARS MAY BE ELIMINATED AROUND AREAS OF UTILITY BOXES, DRAINAGE AND OTHER MAN HOLES.
10. REFER TO CS-65-1, CS-65-2 FOR RAISED MEDIAN DETAILS.
11. TIE BARS (#16 @ 750) REQUIRED AT ELEVATED INTERSECTIONS ONLY (106+HS AND 600N)

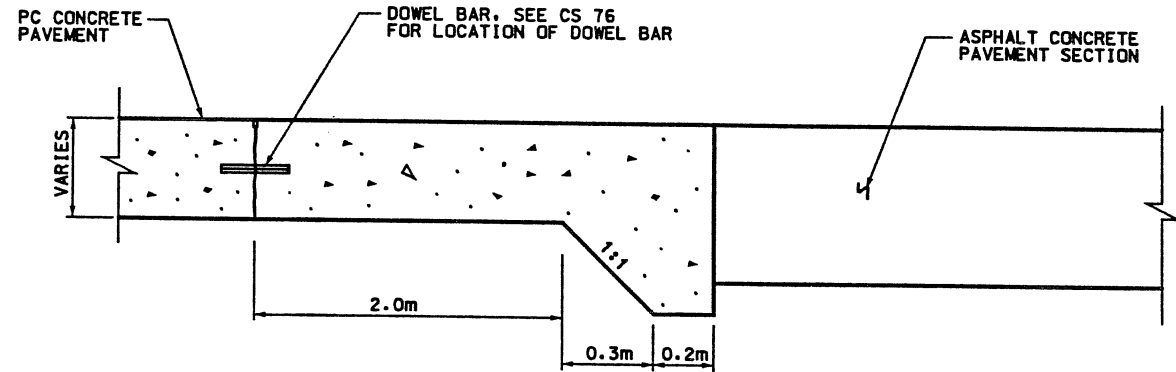


SECTION A-A
NTS

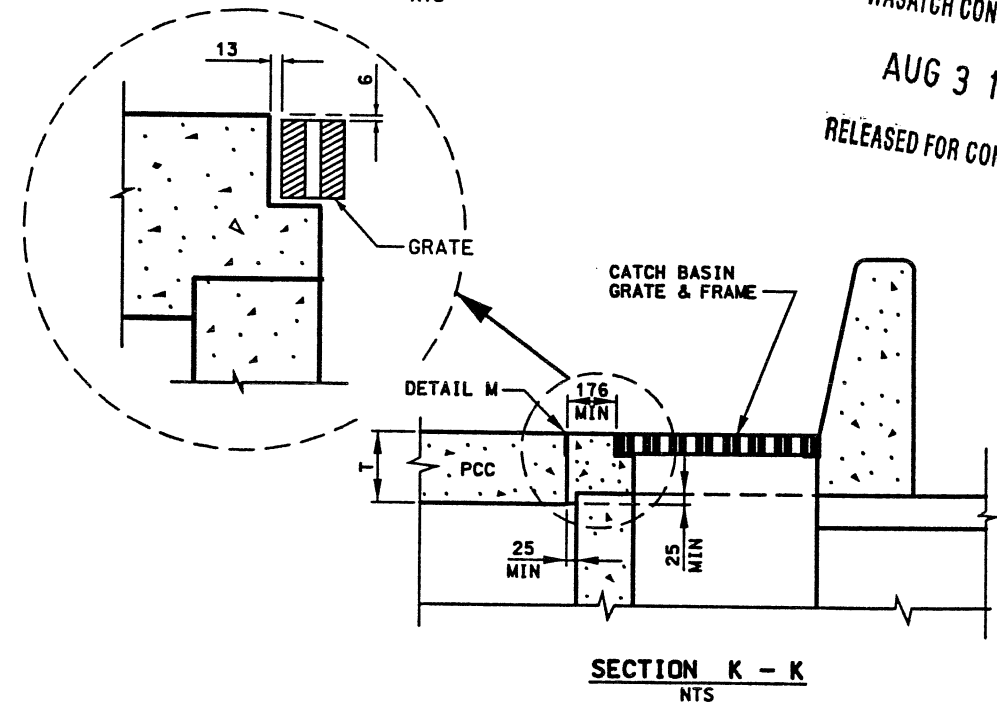
TIE BARS REQ'D TYP.
SEE CS-76-3
#16 @ 750 SPACING



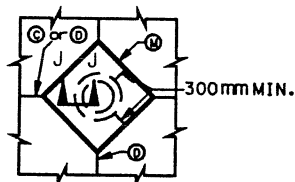
PLAN
NTS



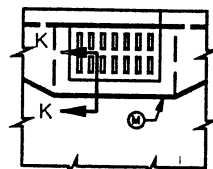
PCCP TO ASPHALT CONCRETE PAVEMENT CONNECTION
(NEW OR EXISTING)
NTS



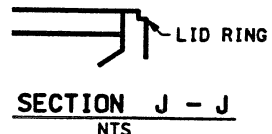
SECTION K - K
NTS



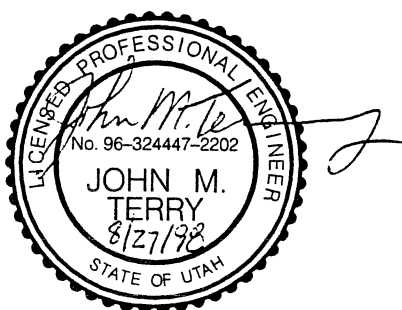
MANHOLE BOXOUT
DETAIL J
NTS



CATCHBASIN
DETAIL K
NTS



SECTION J - J
NTS



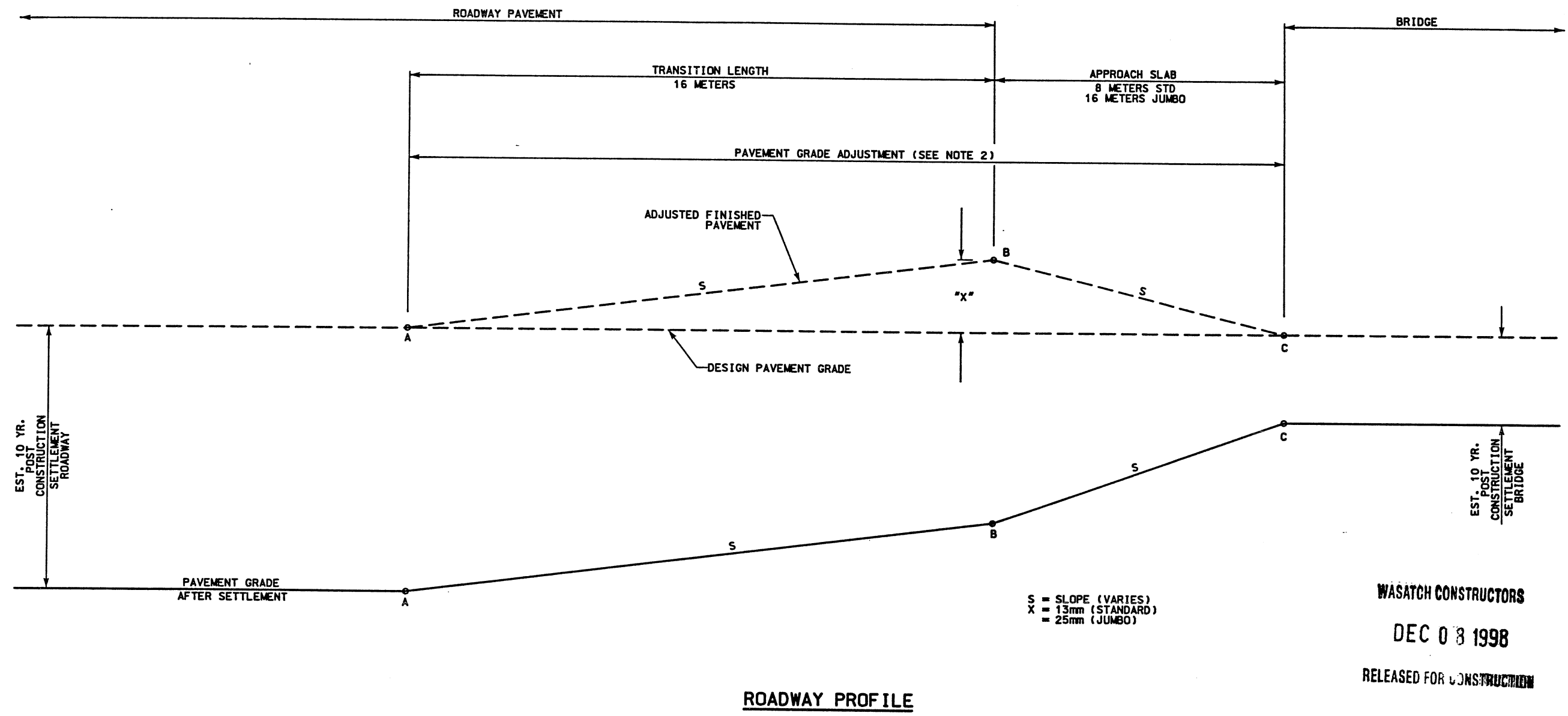
WASATCH CONSTRUCTORS
AUG 31 1998
 RELEASED FOR CONSTRUCTION

ALL DIMENSIONS ARE SHOWN IN MILLIMETERS (mm) UNLESS OTHERWISE NOTED.

APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	DATE	ORIGINAL RELEASE
A	8/31/98		
UTAH DEPARTMENT OF TRANSPORTATION			
SVERDRUP/DE LEUW			
DESIGN	LT	D/P	B/P
DRAWN	VLR	D/P	JR
CHECK	VLR	D/P	JR
CHECK	VLR	D/P	JR
I-15 CORRIDOR RECONSTRUCTION INTERSECTION JOINT & DOWEL DETAILS CORRIDOR STANDARD PLAN PROJECT NUMBER #SP-15-7(135)296			
SALT LAKE COUNTY			
DWG. NO. CS-76-4			
SHT. OF			

Date: 01-DEC-1998 Time: 14:52 User: name: oleanoj
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BRIDGE APPROACH SLAB CAMBER



NOTES

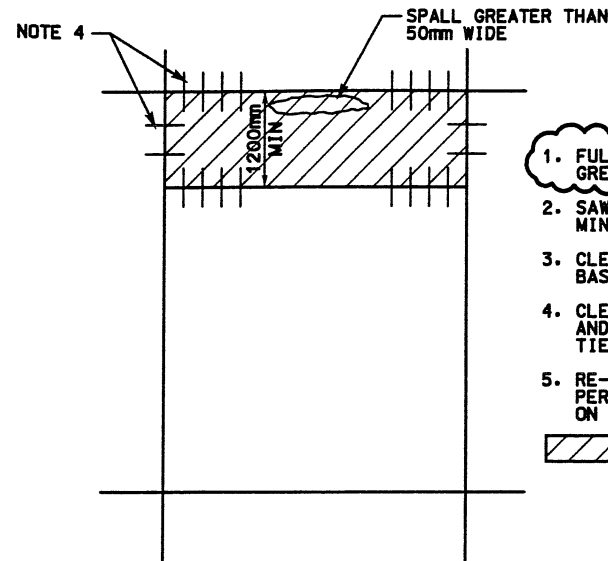
1. LIMIT MAXIMUM GRADE BREAK AT POINTS A, B AND C TO 0.5% BY REDUCING "X" VALUE OR INCREASING TRANSITION LENGTH.
2. CONTRACTOR TO CONSTRUCT CAMBER TO PCC PAVING AND APPROACH SLAB. MAKE ADJUSTMENTS IN "X" VALUE AS REQUIRED.

WASATCH CONSTRUCTORS
DEC 08 1998
 RELEASED FOR CONSTRUCTION

APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	ORIGINAL ISSUE	REVISE NOTE NO. 2
A	10/20/98	/ /	/ /
A	12/02/98	/ /	/ /
A	/ /	/ /	/ /
UTAH DEPARTMENT OF TRANSPORTATION MK CENTENNIAL SVERDRUP/DE LEUW		WBS NO.	/ /
APPROVAL DATE 10/20/98	DESIGNER Bret A. Reynolds	DESIGN DATE 6/16/98	CHECK DATE 6/16/98
APPROVED DATE 10/20/98	PROJECT DESIGN ENGINEER Randy L. Ross	DRAWN DATE 6/16/98	CHECK DATE 6/16/98
		SECTION MANAGER	QUART.
1-15 CORRIDOR RECONSTRUCTION BRIDGE APPROACH SLAB CAMBER		CORRIDOR STANDARD PLAN	
		PROJECT NUMBER #SP-15-7(135)296	
SALT LAKE COUNTY			
DWG. NO. CS-76-8			
SHT. 1		OF 1	

NOTE:

1. MAXIMUM SPALL SIZE THAT MAY BE HOT SEALED IS 50mm WIDE BY 150mm LONG BY 75mm DEEP.



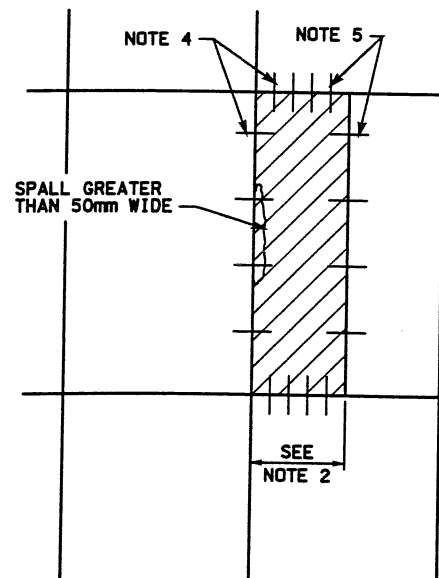
- NOTE 4
- SPALL GREATER THAN 50mm WIDE
- 1200mm MIN
1. FULL DEPTH REPLACEMENT FOR SPALLS GREATER THAN 50mm WIDE x 150mm LONG.
2. SAWCUT SLAB AND REMOVE PCCP A MINIMUM OF 1200mm FROM TRANSVERSE JOINTS.
3. CLEAN, SMOOTH AND RE-CONSOLIDATE BASE TO THE PROPER DENSITY.
4. CLEAN AND REUSE EXISTING DOWELS AND TIE BARS. DAMAGED DOWELS OR TIE BARS SHALL BE REPLACED.
5. RE-INSTALL DOWEL AND TIE BARS PER CS-76. DO NOT INSTALL TIE BARS ON PGL PER CS-76-1.
- ▨ LIMITS OF REMOVE AND REPLACE PCCP.

**TRANSVERSE SPALLS
DETAIL 2**

WASATCH CONSTRUCTORS

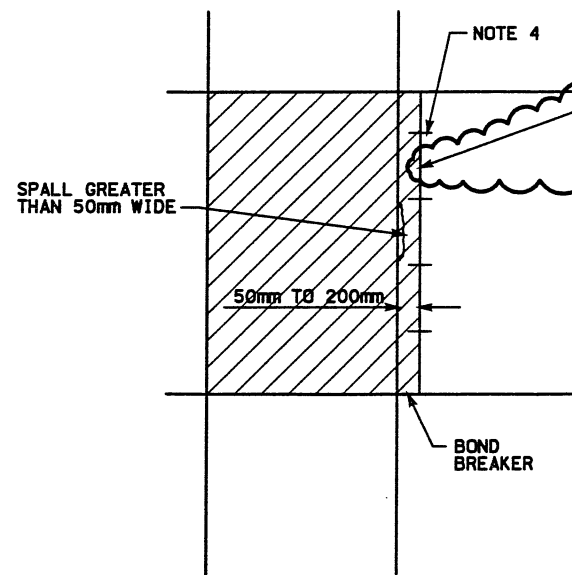
APR 25 2000

RELEASED FOR CONSTRUCTION



- NOTE 4
- NOTE 5
- SPALL GREATER THAN 50mm WIDE
- 1200mm MIN
1. FULL DEPTH REPLACEMENT FOR SPALLS GREATER THAN 50mm WIDE x 150mm LONG.
2. SAWCUT SLAB AND REMOVE PCCP A MINIMUM OF 1200mm FROM LONGITUDINAL JOINT. IF SPALL IS IN A TRAVEL LANE REMOVE SLAB TO CENTER OF TRAVEL LANE.
3. CLEAN, SMOOTH AND RE-CONSOLIDATE BASE TO THE PROPER DENSITY.
4. CLEAN AND REUSE EXISTING DOWELS AND TIE BARS. DAMAGED DOWELS OR TIE BARS SHALL BE REPLACED.
5. INSTALL DOWELS AND TIE BARS PER CS-76. DO NOT INSTALL TIE BARS ON PGL PER CS-76-1.
- ▨ LIMITS OF REMOVE AND REPLACE PCCP.
- SEE NOTE 2

**LONGITUDINAL SPALLS
WITHIN COMPLETED PORTION OF PCCP
DETAIL 1**



- NOTE 4
- SPALL GREATER THAN 50mm WIDE
- 50mm TO 200mm
- BOND BREAKER
- NEW LONGITUDINAL JOINT.
1. FULL DEPTH REPLACEMENT FOR SPALLS GREATER THAN 50mm WIDE x 150mm LONG.
2. SAWCUT AND REMOVE PCCP 300mm FROM LONGITUDINAL JOINT.
3. CLEAN, SMOOTH AND RE-CONSOLIDATE BASE TO THE PROPER DENSITY.
4. RE-INSTALL TIE BARS PER CS-76. DO NOT INSTALL TIE BARS ON PGL PER CS-76-1.
- ▨ LIMITS OF REMOVE AND REPLACE PCCP. POURED MONOLITHICALLY WITH ADJACENT SLAB.

**LONGITUDINAL SPALLS
PRIOR TO COMPANION POUR
DETAIL 3**

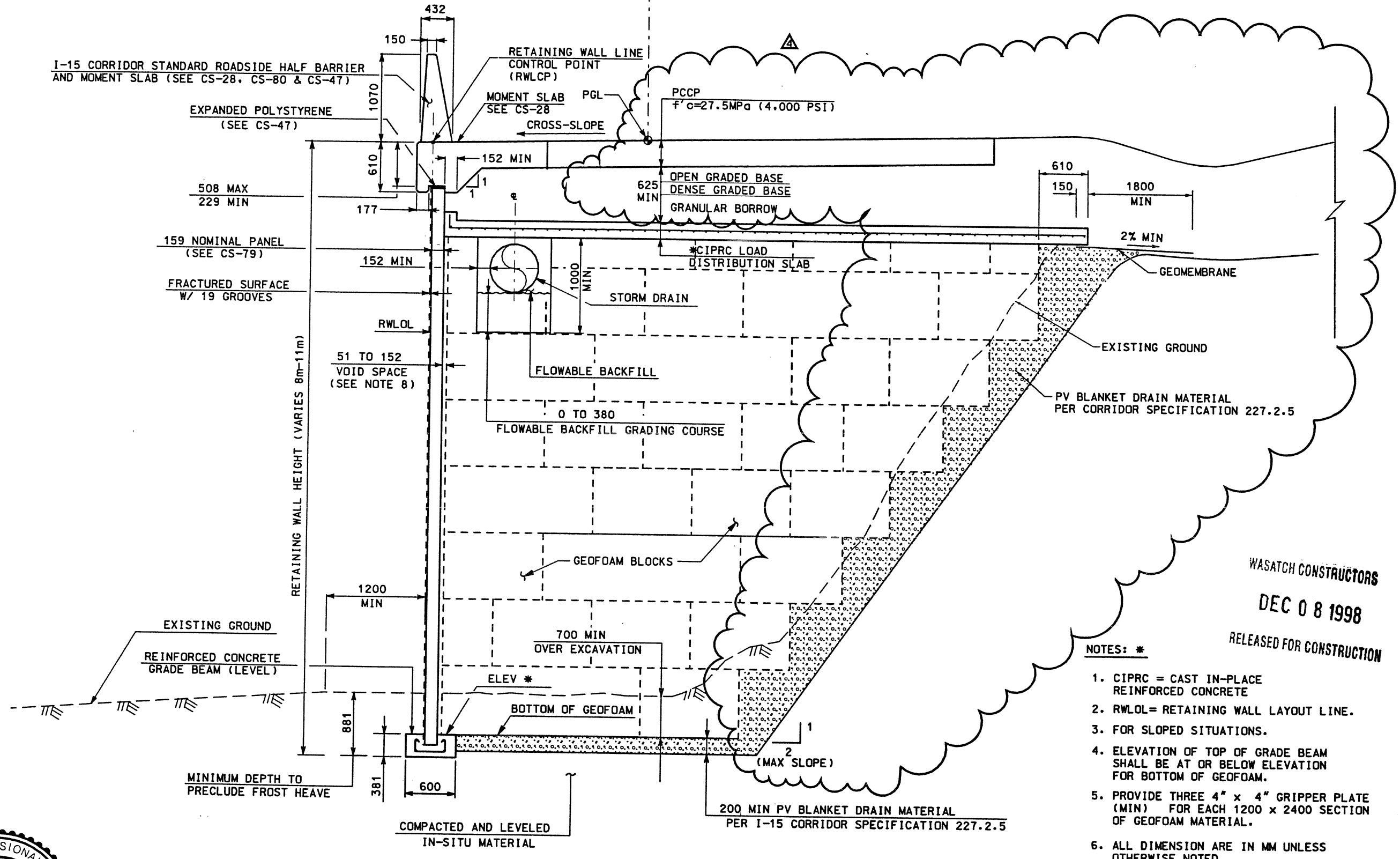


APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	ORIGINAL ISSUE	ADDED NOTE ON SPALL SIZE
△	10/28/99		
△	12/13/99		
△	04/19/00		

UTAH DEPARTMENT OF TRANSPORTATION	DESIGN	///	WBS NO.	///
	DRAWN	///	CHECK	///
	DATE	7/07/99	CHECK	///
APPROVAL	07/07/99	PROJECT DESIGN ENGINEER	JOHN M. TERRY	SECTION MANAGER
APPROVED	07/07/99	DATE		

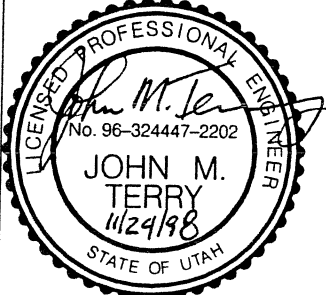
I-15 CORRIDOR RECONSTRUCTION	SVERDRUP/DE LEUW
PCCP SPALL REPAIR DETAILS	
CORRIDOR STANDARD PLAN	
PROJECT NUMBER	*SP-15-7(135)296
SALT LAKE COUNTY	
DWG. NO.	CS-76-9

RFC After Final Approval



TYPICAL SECTION GEOFOAM (EPS) WALL
(WALL HEIGHT 8m-11m) NTS

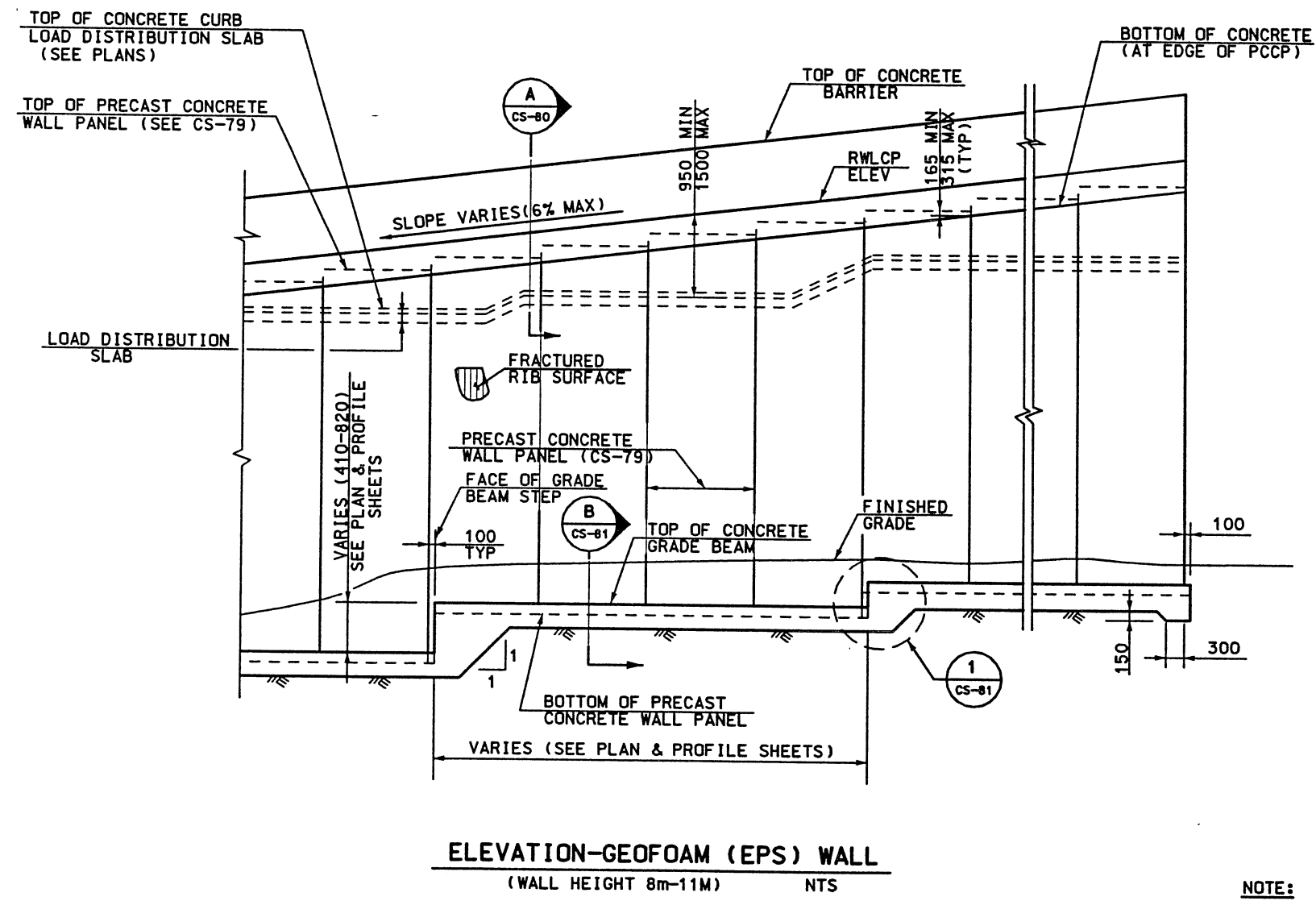
- NOTES: ***
1. CIPRC = CAST IN-PLACE REINFORCED CONCRETE
 2. RWLOL = RETAINING WALL LAYOUT LINE.
 3. FOR SLOPED SITUATIONS.
 4. ELEVATION OF TOP OF GRADE BEAM SHALL BE AT OR BELOW ELEVATION FOR BOTTOM OF GEOFOAM.
 5. PROVIDE THREE 4" x 4" GRIPPER PLATE (MIN) FOR EACH 1200 x 2400 SECTION OF GEOFOAM MATERIAL.
 6. ALL DIMENSION ARE IN MM UNLESS OTHERWISE NOTED.
 7. FOR DETAILS UNDER APPROACH SLABS AND BRIDGES SEE CS-49
 8. FOR TOP BLOCK OF GEOFOAM BELOW LOAD DISTRIBUTION SLAB 0 TO 152 VOID SPACE.
 9. FOR EXISTING LOAD DISTRIBUTION SLABS, ATTACH GEOMEMBRANE TO THE TOP OF THE LOAD DISTRIBUTION SLAB WITH CIM1000.



WASATCH CONSTRUCTORS
DEC 08 1998
RELEASED FOR CONSTRUCTION

APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE		
1	12/01/97	RELEASE FOR GEOFOAM ONLY.	
2	2/29/98	APPROVED FOR CONSTRUCTION AT BRIDGES	
3	7/28/98	REVISED EPS DETAILS	
4	11/25/98	REVISED GEOFOAM SLOPE	
UTAH DEPARTMENT OF TRANSPORTATION			
I-15 CORRIDOR RECONSTRUCTION		SVERDRUP/DE LEUW	
TYP GEOFOAM SECT (8m-11m)			
CORRIDOR STANDARD PLAN			
PROJECT NUMBER #SP-15-7(135)296			
REVISION	DATE	DESIGN	CHECK
	12/01/97	JOHN TERRY	12/97
		PROJECT DESIGN ENGINEER	
		DRAWN	CHECK
		JOHN TERRY	JAS 12/97
		APPROVED	CHECK
		12/01/97	MP 12/97
		DATE	QUANT.
		SECTION MANAGER	
SALT LAKE COUNTY			
DWG. NO. CS-77			
SHT. OF			

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 Date: 18-MAR-1998 Time: 09:03 User name: r1guercia



ELEVATION-GEOFOAM (EPS) WALL
(WALL HEIGHT 8m-11M) NTS

WASATCH CONSTRUCTORS
 MAR 20 1998
 RELEASED FOR CONSTRUCTION

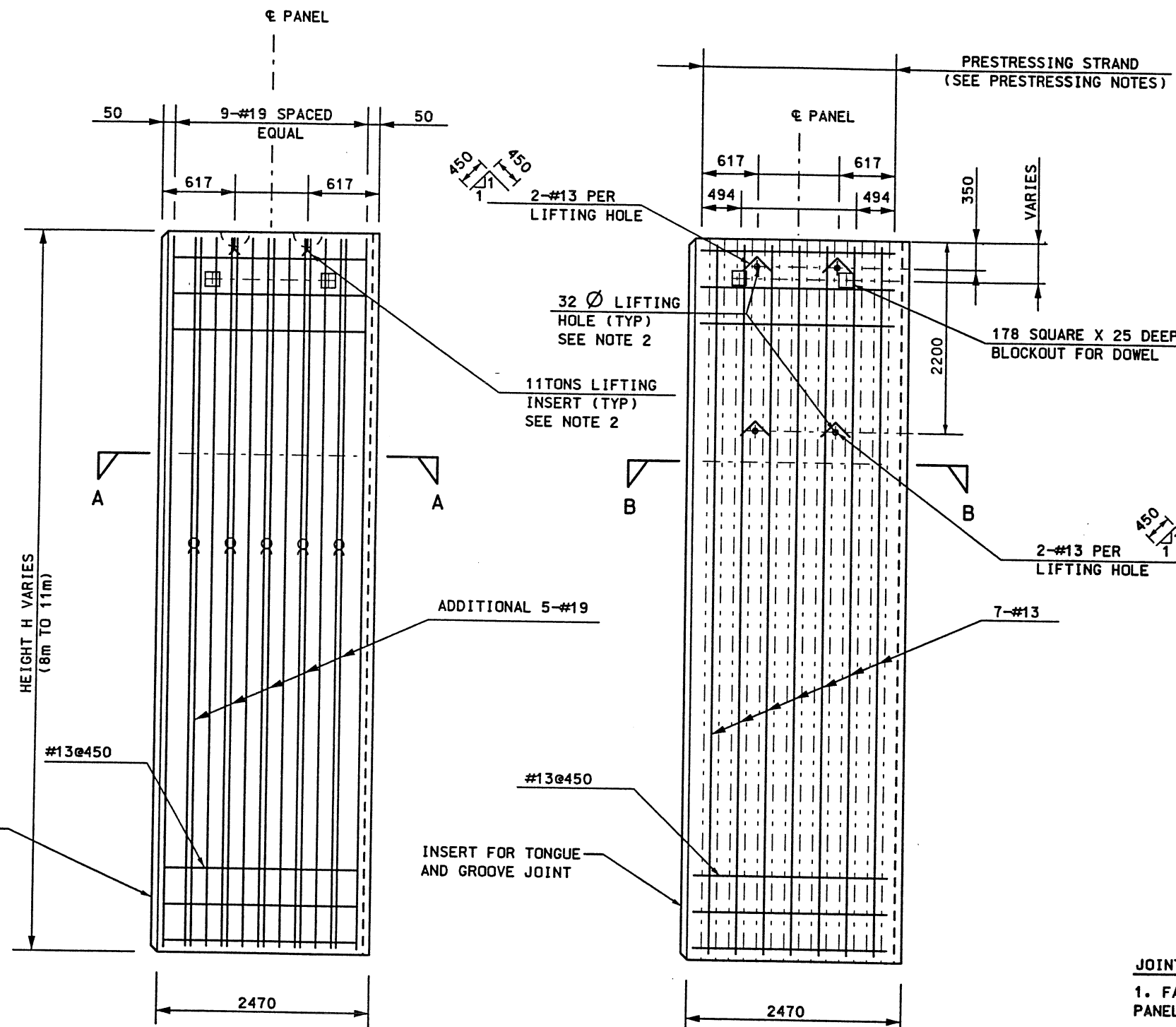
- NOTE:**
1. ALL DIMENSION ARE IN MM UNLESS OTHERWISE NOTED.
 2. FOR DETAILS UNDER APPROACH SLABS AND BRIDGES SEE CS-49

2 DELETED NOT APPROVED FOR CONSTRUCTION NOTE

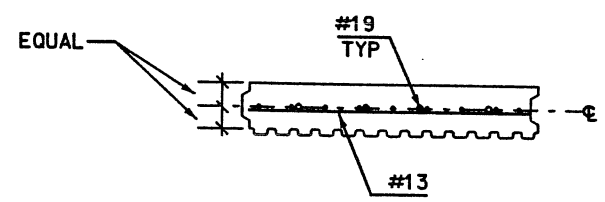


APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	RELEASE FOR GEOFOAM WALL ONLY.	
1	12/01/97		
2	2/29/98	APPROVAL FOR CONSTRUCTION AT BRIDGES	
UTAH DEPARTMENT OF TRANSPORTATION			
SVERDRUP/DE LEUW			
DESIGN	JOB	12/97	CHECK
DRAIN	JOB	12/97	CHECK
QUANT.	DATE	11/97	CHECK
JOHN WILSON	PROJECT DESIGN ENGINEER	JOHN TERRY	SECTION MANAGER
12/01/97	DATE	12/01/97	DATE
APPROVAL RECORD	DATE	APPROVED 12/01/97	DATE
I-15 CORRIDOR RECONSTRUCTION			
ELEV-GEOFOAM WALL (8m-11m)			
CORRIDOR STANDARD PLAN			
PROJECT NUMBER #SP-15-7(135)296			
SALT LAKE COUNTY			
DWG. NO. CS-78			
SHT. OF			

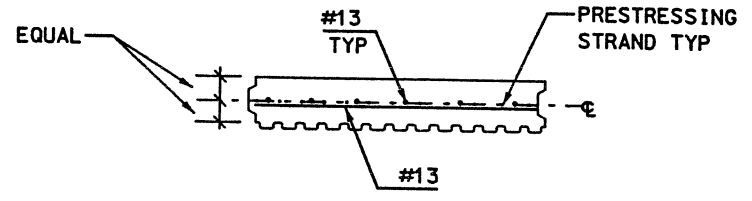
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 John M. Terry, Professional Engineer, No. 96-324447-2202, State of Utah, License No. 96-324447-2202, Date 3/18/98



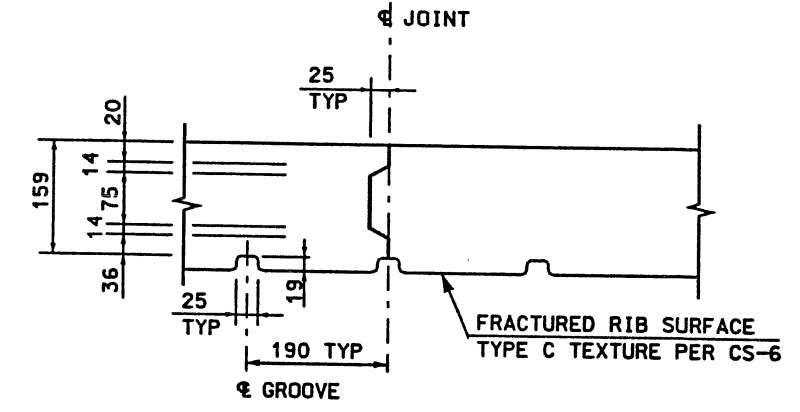
- NOTES:**
- J BARS @ BOTTOM OF PANEL NOT SHOWN FOR CLARITY, SEE SECTION B & SHEET CS 46
 - LIFTING INSERTS OR LIFTING HOLES MAY BE UTILIZED FOR EITHER PANEL AT CONTRACTORS OPTION
 - CONTRACTOR TO PROVIDE DOWEL LOCATIONS
 - ALL DIMENSION ARE IN MM UNLESS OTHERWISE NOTED.



SECTION A-A



SECTION B-B



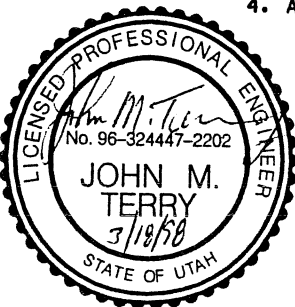
TYPICAL WALL PANEL JOINT DETAIL
NTS

- JOINT DETAIL NOTES:**
- FACE OF PANELS TO MATCH FACE OF MSE WALL PANELS AT INTERFACES

- PRESTRESSING NOTES:**
- CONCRETE STRENGTH : $f_c' = 34 \text{ MPa}$ AT 28 DAYS
 $f_c' = 28 \text{ MPa}$ AT TIME OF PRESTRESSING

PRESTRESSING STEEL : GRADE 270 LOW RELAXATION STRAND
 $P_f =$ FORCE REQUIRED AT CENTER OF SPAN AFTER ALL LOSSES
 = 761 KN PER PANEL

2 DELETED NOT APPROVED FOR CONSTRUCTION NOTE



PRECAST REINFORCED CONCRETE OPTION

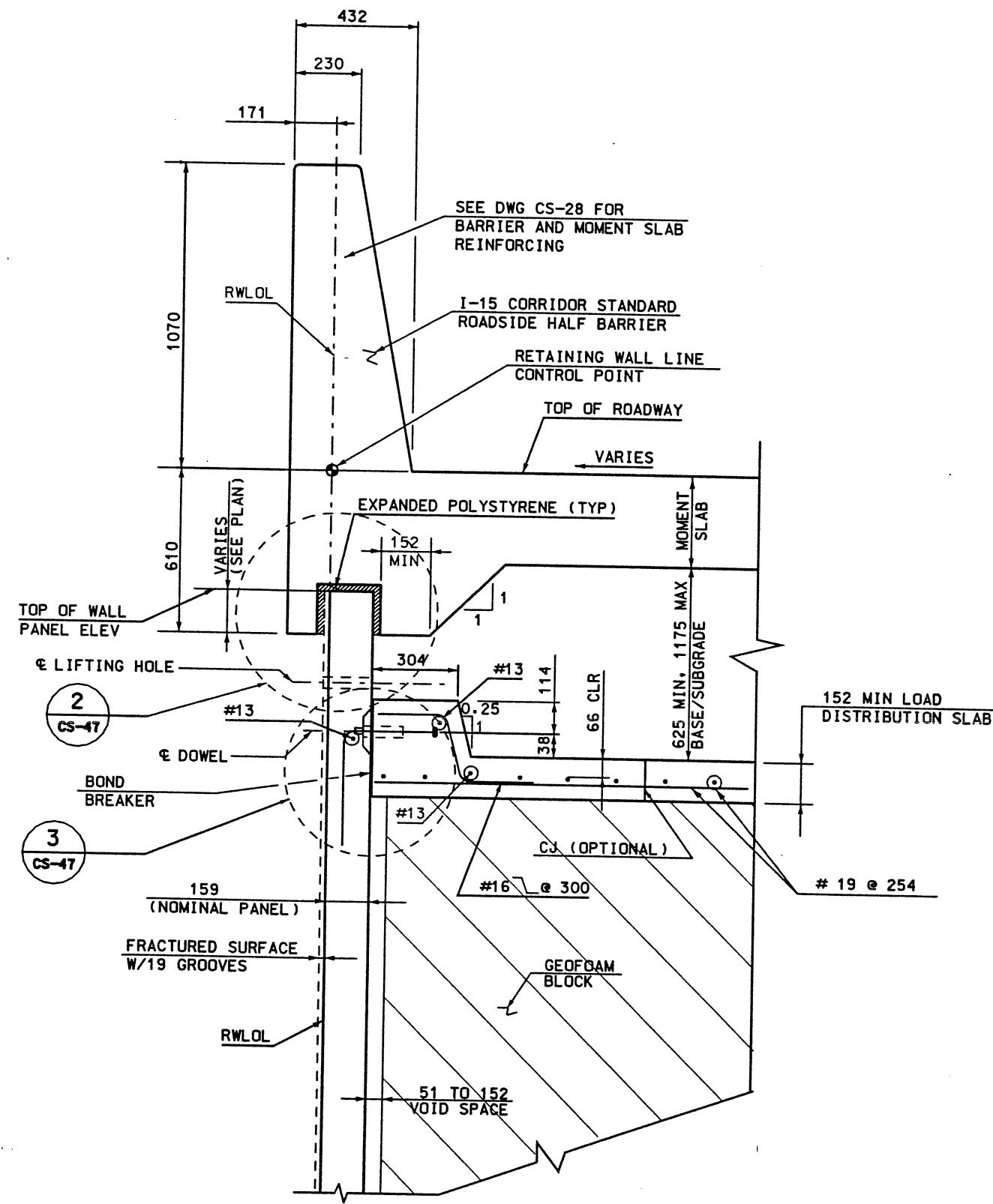
PRECAST PRESTRESSED CONCRETE OPTION

PRECAST WALL PANEL
(WALL HEIGHT 8m-11m) NTS

UTAH DEPARTMENT OF TRANSPORTATION		SVERDRUP/DE LEUW	
APPROVAL NO.	DATE	CHECK JOB	DATE
1	12/01/97		12/97
2	2/23/98		12/97
APPROVED FOR CONSTRUCTION			
DESCRIPTION			
RELEASE FOR GEOFOAM WALL ONLY.			
APPROVED FOR CONSTRUCTION AT BRIDGES			
CORRIDOR STANDARD PLAN		PROJECT NUMBER	
#SP-15-7(135)296		#SP-15-7(135)296	
SALT LAKE COUNTY			
DWC. NO. CS-79			
SHT. OF			

WASATCH CONSTRUCTORS
MAR 20 1998

RELEASED FOR CONSTRUCTION



LOAD DISTRIBUTION SLAB RESTRAINT SECTION
(WALL HEIGHT 8m-11m) NTS A



WASATCH CONSTRUCTORS
APR 13 1998
RELEASED FOR CONSTRUCTION

- NOTES:**
- LOAD DISTRIBUTION SLAB DESIGNED FOR HS-20 LOADING.
 - WHEEL LOADS ARE NOT PERMITTED WITHIN 1500 OF FREE EDGE OF LOAD DISTRIBUTION SLAB PRIOR TO PLACING PCCP SLAB.
 - LIFTING HOLES TO BE DRY PACKED.
 - ALL DIMENSION ARE IN MM UNLESS OTHERWISE NOTED.
 - SEE CS-28 FOR MOMENT SLAB REINFORCING.
 - FOR DETAILS UNDER APPROACH SLABS AND BRIDGES SEE CS-49.
 - TRANSVERSE CONSTRUCTION JOINTS ARE ALLOWED IN THE LOAD DISTRIBUTION SLAB AT THE OPTION OF THE CONTRACTOR.
 - ALL CRACKS OVER 0.5 MM SHALL BE SEALED WITH A HIGH MOLECULAR WEIGHT METHYL METHACRYLATE SEALANT (TRANPO T-70 OR EQUAL).
 - CONCRETE SHALL BE CLASS AA(AE) EXCEPT AS MODIFIED FOR $f'_c=27.5 \text{ MPa}$ (4,000 PSI). NO CONSTRUCTION LOADS SHALL BE PERMITTED ON THE LOAD DISTRIBUTION SLAB UNTIL AFTER 7 DAYS OF CURING.

APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	RELEASE FOR GEOFOAM WALL ONLY.	
1	12/01/97	APPROVED FOR CONSTRUCTION AT BRIDGE	
2	2/29/98	ADD NOTES	
3	04/10/98		
UTAH DEPARTMENT OF TRANSPORTATION			
SVERDRUP/DE LEUW		CHECK	DATE
DESIGN	JOHN WILSON	11/97	12/97
DRAWN	JOHN TERRY	11/97	12/97
SECTION	JOHN TERRY	11/97	12/97
MANAGER	JOHN TERRY	11/97	12/97
QUANT.			
I-15 CORRIDOR RECONSTRUCTION		CORRIDOR STANDARD PLAN	
GEOFOAM WALL RESTRAINT DETAILS (8-11m)		PROJECT NUMBER #SP-15-7(135)296	
SALT LAKE COUNTY			
DWC. NO. CS-80			
SHT. 9			