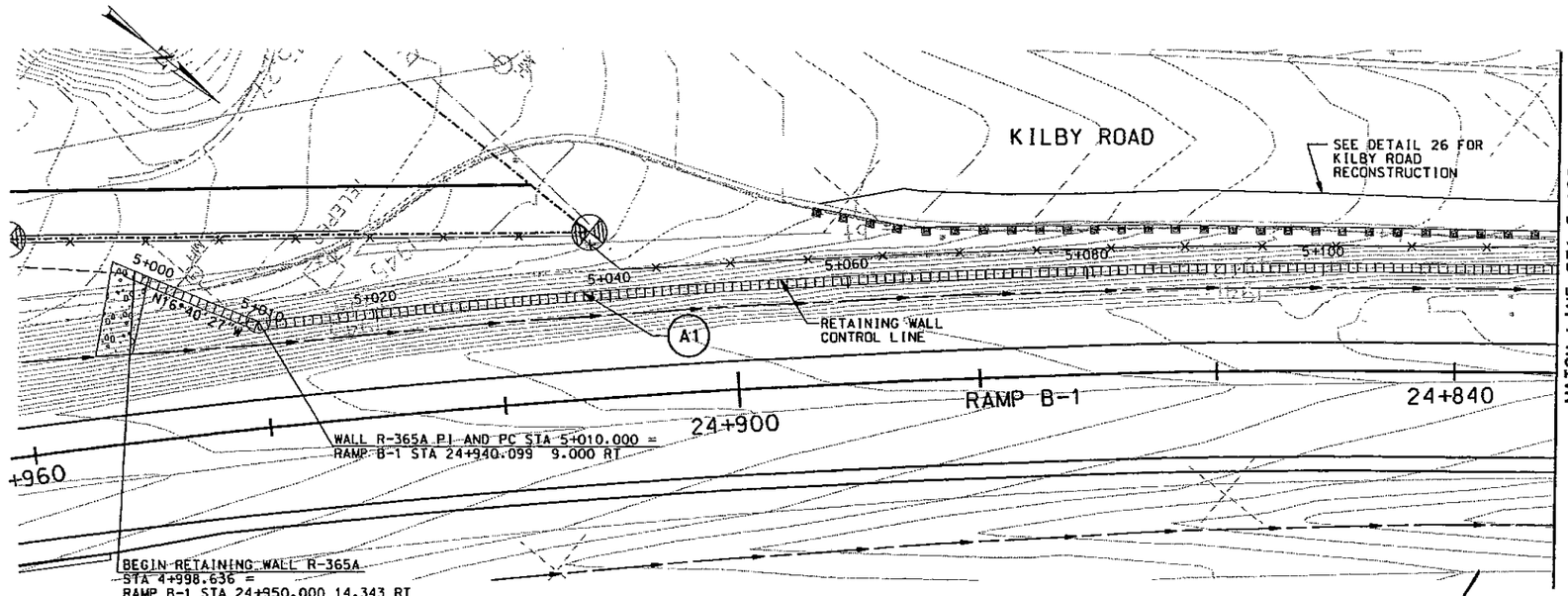
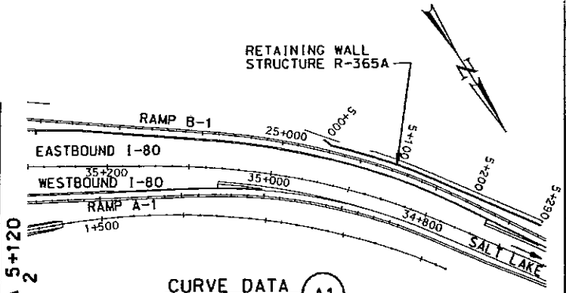


RETAINING WALL R-365A PLAN
STA 4+998.636 TO STA 5+120.000

MATCH LINE STA 5+120
SEE SHEET 2



CURVE DATA
SEE SHEET 2 (A1)

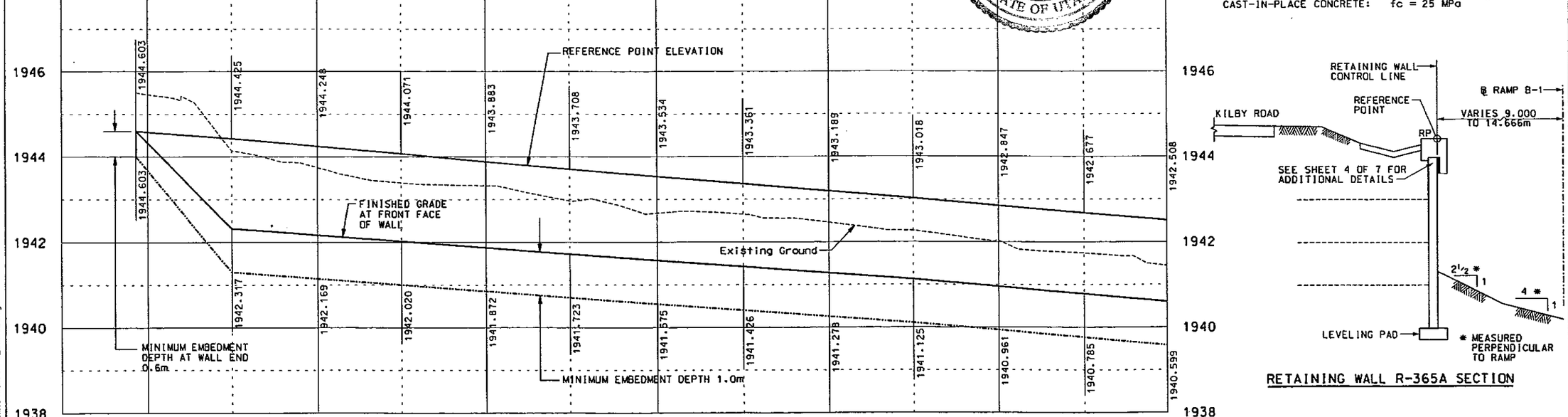
GENERAL NOTES

1. ALL REINFORCING STEEL SHALL BE COATED DEFORMED BILLET-STEEL BARS CONFORMING TO AASHTO M 284, M 111 AND M 31M GRADE 400, RESPECTIVELY.
2. EXPOSED CONCRETE CORNERS SHALL BE CHAMFERED 19 mm EXCEPT WHERE NOTED OTHERWISE.
3. ALL CONCRETE SHALL BE CLASS AA(AE) EXCEPT WHERE NOTED OTHERWISE.
4. ALL DIMENSIONS ARE METERS UNLESS NOTED OTHERWISE.
5. SEE SHEET 4 OF 4 FOR ADDITIONAL DETAILS.

QUANTITIES		
ITEM	QUANTITY	UNIT
MSE RETAINING WALL (R-365A) (EST. QUANTITY 528 M2)	1	LUMP

DESIGN DATA

REINFORCING STEEL: fs = 160 MPa; Fy = 400 MPa
CAST-IN-PLACE CONCRETE: fc = 25 MPa



RETAINING WALL R-365A ELEVATION
STA 4+998.636 TO STA 5+120.000

RETAINING WALL R-365A SECTION

LICENSED PROFESSIONAL ENGINEER
No. 274367
DANIEL J. KRUEGER
2/16/00
STATE OF UTAH

UTAH DEPARTMENT OF TRANSPORTATION

NO.	DATE	REVISIONS	DESIGN WAIVE REV. BY CORR. BY	PARCELS AFFECTED	REQUEST BY	REMARKS
		ORIGINAL SUBMISSION FOR AUTHORIZATION				

DESIGN CJT 10/99 | DRAWN PRV 11/99 | QUANT. MJE 11/99 | CHECK DJK 01/00 | CHECK DJK 01/00 | CHECK DJK 01/00 | REVIEW | DATE | BY

URS Greiner Woodward Clyde

APPROVAL RECOMM. 2/00 DATE — PROJECT DESIGN ENGINEER
APPROVED 2/00 DATE — ROADWAY DESIGN ENGINEER

KIMBALL JUNCTION INTERCHANGE
RETAINING WALL R-365A
SITUATION & LAYOUT

PROJECT NUMBER *IM-80)144

SUMMIT COUNTY
R-365A DWG. NO.
SHEET NO. 1 OF 4

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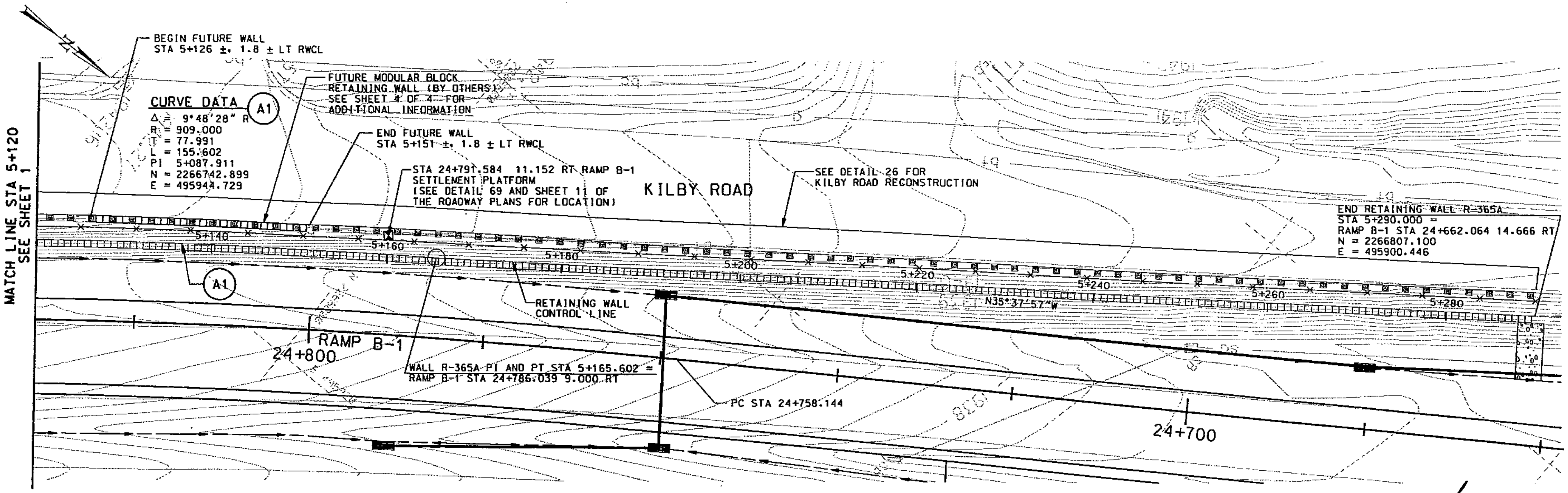
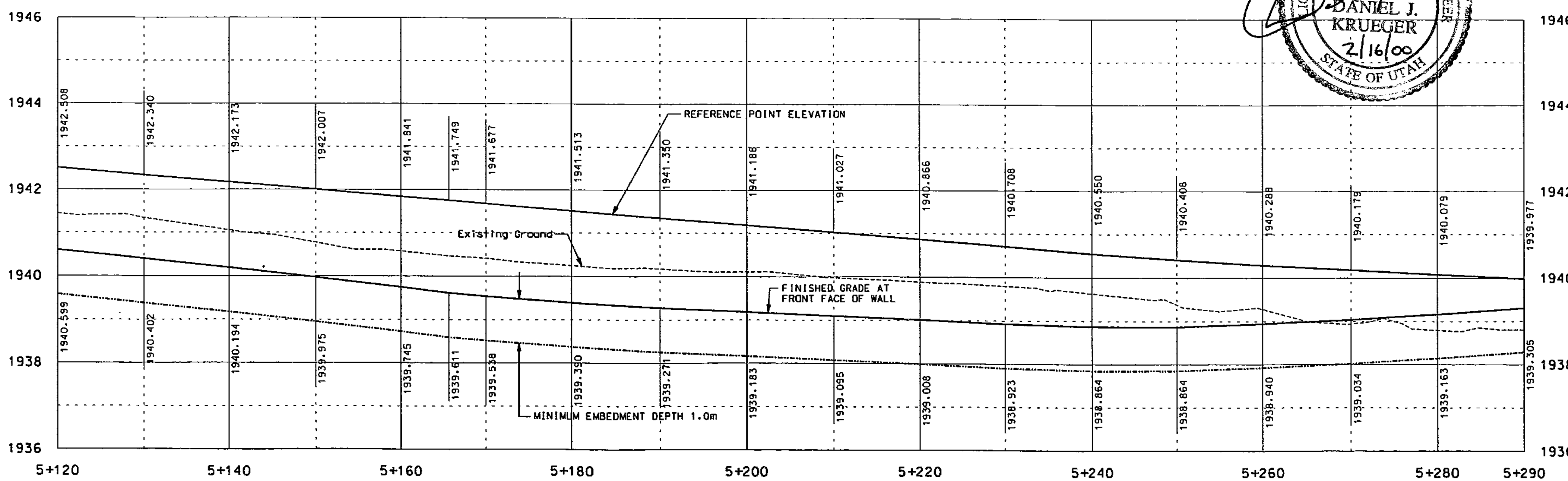


RETAINING WALL R-365A PLAN
STA 5+120.000 TO STA 5+290.000

NOTES:

1. SEE SHEET 1 OF 4 FOR GENERAL NOTES

LICENSED PROFESSIONAL ENGINEER
No. 274387
DANIEL J.
KRUEGER
2/16/00
STATE OF UTAH



RETAINING WALL R-365A ELEVATION
STA 5+120.000 TO STA 5+290.000

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NO.	DATE	DESIGN REV. BY	MAPS CORR. BY	PARCELS AFFECTED	REQUEST BY	REMARKS
		ORIGINAL SUBMISSION FOR AUTHORIZATION				

REVISIONS

UTAH DEPARTMENT OF TRANSPORTATION
URS Greiner Woodward Clyde

					REVIEW
DESIGN	CJT 10/99	CHECK	DJK 01/00	DATE	
DRAWN	PRV 11/99	CHECK	DJK 01/00	DATE	
QUANT.	MJE 11/99	CHECK	DJK 01/00	BY	

APPROVAL RECOM'D 2/00 DATE — PROJECT DESIGN ENGINEER
APPROVED 2/00 DATE — ROADWAY DESIGN ENGINEER

KIMBALL JUNCTION INTERCHANGE
RETAINING WALL R-365A
SITUATION & LAYOUT

PROJECT NUMBER •IM-80-4(80)144

SUMMIT
COUNTY
R-365A
DWG. NO.
SHEET NO. 2 OF 4

Log of Boring WB-2

Date(s) Drilled	1/12/99 - 1/12/99	Logged By	Curtis Tanner	Checked By	JJL
Drilling Method	Hollow-Stem Auger	Drill Bit Size/Type	8-1/2" OD x 4-1/4" ID	Total Depth (feet)	25.5
Drill Rig Type	CME-75	Drilling Contractor	Doug Bedke	Sampler Type(s)	Cal. Split (2.5" OD)
Groundwater Level and Date Measured	Not Encountered	Hammer Data	140 lbs / 30 inches	Approximate Surface Elevation	6371.5 feet 1942.0 meters
Comments				Borehole Backfill	backfill with cuttings

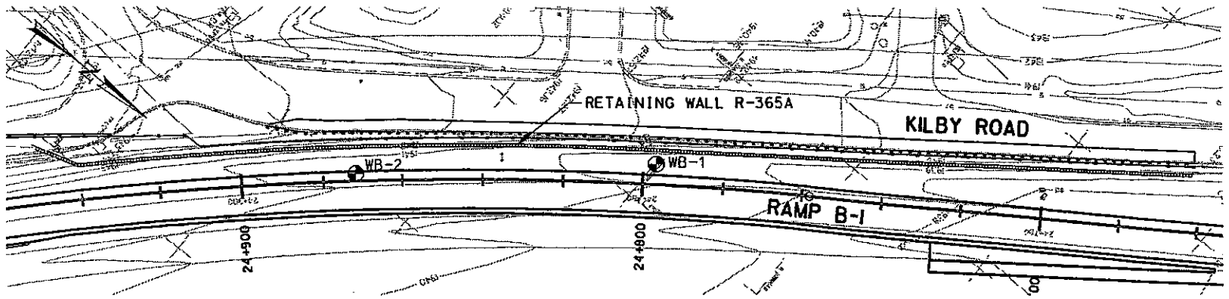
Elevation, meters	Depth, feet	Type	Number	Percent Recovery	Blow Count (Blows / 6")	Graphic Log	MATERIAL DESCRIPTION	Water Content, %	Dry Density (pcf)	REMARKS/ OTHER TESTS
1942	0						Lean CLAY (CL), with sand and gravel, brown, medium stiff, moist, low plastic fines			Automatic hammer
1941	5		1	100	6 16 49		Clayey GRAVEL (GC), with sand; Poorly Graded GRAVEL with Clay (GP-GC), with sand; brown, dense, moist, low plastic fines; pockets or lenses of clay and sand; occasional cobble-sized, very weak to medium strong (very soft to hard) rock fragments			
1940			2	100	32 50-4"					
1939	10		3	100	35 50-4"			8	120	silt/clay=15%
1938										13.0-13.5 ft: grinding on cobbles
1937	15		4	100	18 41 25-2"		Becoming clayey			
1936							Lean CLAY (CL), with sand and gravel, mottled brown orange and yellow brown, very stiff, moist, low plastic fines			
1935	20		5	100	7 13 19			17	114	gravel=4%, sand=35%, silt/clay=61%, LL=36%, PI=25%
1934	25		6	100	50-6"		Clayey GRAVEL (GC), with sand; Poorly Graded GRAVEL with Clay (GP-GC), with sand; brown, dense, moist, low plastic fines; pockets or lenses of clay and sand; occasional cobble-sized, very weak to medium strong (very soft to hard) rock fragments Total Depth= 25.5 ft			#6 disturbed
1933	30									
1932										
1931	35									
1930										
1929	40									
1928										
1927	45									
1926	50									

Log of Boring WB-1

Date(s) Drilled	1/12/99 - 1/12/99	Logged By	Curtis Tanner	Checked By	JJL
Drilling Method	Hollow-Stem Auger	Drill Bit Size/Type	8-1/2" OD x 4-1/4" ID	Total Depth (feet)	16.5
Drill Rig Type	CME-75	Drilling Contractor	Doug Bedke	Sampler Type(s)	Cal. Split (2.5" OD)
Groundwater Level and Date Measured	Not Encountered	Hammer Data	140 lbs / 30 inches	Approximate Surface Elevation	6363.9 feet 1939.7 meters
Comments				Borehole Backfill	backfill with cuttings

Elevation, meters	Depth, feet	Type	Number	Percent Recovery	Blow Count (Blows / 6")	Graphic Log	MATERIAL DESCRIPTION	Water Content, %	Dry Density (pcf)	REMARKS/ OTHER TESTS
1939	0						Lean CLAY (CL), with sand and gravel, brown, medium stiff, moist, low plastic fines			Automatic hammer 0.5 ft - 3.0 ft: bulk sample
1938	5		1	100	27 50-3"		Clayey GRAVEL (GC), with sand; Poorly Graded to Well-graded GRAVEL with Clay (GP-GC, GW-GC), with sand; brown, dense, moist, low plastic fines; pockets or lenses of clay and sand; occasional cobble-sized, very weak to medium strong (very soft to hard) rock fragments	12	111	silt/clay=13% 4 ft: grinding
1937			2	100	50-2"					#2 disturbed
1936	10		3	100	25-2"					#3 disturbed
1935	15		4	100	13 41 58		CLAYSTONE, highly to extremely weathered, very weak Total Depth= 16.5 ft			
1934	20									
1933										
1932	25									
1931										
1930	30									
1929										
1928	35									
1927										
1926	40									
1925	45									
1924	50									

LICENSED PROFESSIONAL ENGINEER
No. 184573
CURTIS J. TANNER
2/16/00
STATE OF UTAH



KEY TO BORING LOG

GRAPHIC LOG SYMBOLS

Poorly Graded Gravel (GP) | Well-Graded Gravel (GW) | Clayey Gravel (GC) | Silty Gravel (GW)

Poorly Graded Sand (SP) | Well-Graded Sand (SW) | Clayey Sand (SC) | Silty Sand (SM)

Silt (ML) | Gravelly Silt (ML) | Sandy Silt (ML) | Elastic Silt (MH)

Lean Clay (CL) | Gravelly Lean Clay (CL) | Sandy Lean Clay (CL) | Fat Clay (CH)

Silty Clay (CL-ML) OR Silty Clay (CL-ML) | Organic Silt/Clay (OL) | Organic Silt/Clay (OH) | Peat (PT)

Fill | Topsoil | Asphalt | Concrete | Bedrock

SAMPLE TYPE AND OTHER SYMBOLS

Bulk or Grab | SPT (2-in OD) | Modified California (2.5-in OD) | Shelby Tube (OD noted) | Rock Core (Size noted)

▼ Water level measured in boring at specified date and time

ABBREVIATIONS / DEFINITIONS

- LL = Liquid Limit (in percent)
- PI = Plasticity Index
- NP = Non-plastic
- w = Natural Moisture Content (in percent)
- DD = Dry Density (in pounds per cubic foot)
- WSS = Water Soluble Sulfates (in parts per million)
- Fines = Fine-grained portion of soil passing No. 200 Sieve (3-inch minus wash/gradation analysis result in percent)
- Silt/Clay = See "Fines"
- Sand = Rock particles passing No. 4 Sieve & retained on No. 200 Sieve (3-inch minus gradation analysis result in percent)
- Gravel = Rock particles passing 3-inch Sieve & retained on No. 4 Sieve (3-inch minus gradation analysis test in percent)
- Cobble = Rock particles retained on 3-inch Sieve, 12-inch maximum dimension
- Boulder = Rock particles greater than 12-inch maximum dimension
- ATD = At Time of Drilling
- OD = Outside Diameter

Blows per 6" is the number of blows required to advance sampler 6 inches, or the distance indicated (in inches); Standard penetration number, N, is the sum of the number of blows for the second and third 6-inch intervals (i.e., 6" to 18")

Sieve sizes are USA Standard; Sieve openings are as follows: 3-inch = 75mm, No.4 = 4.75mm, No.200 = 0.075mm

NOTES

1. Soil classifications are based on the Unified Soil Classification System (USCS).
2. Descriptions and stratum lines are interpretive; transitions may be gradational.
3. Field logs may have been modified to reflect lab test results.
4. Classifications and descriptions provided apply only at the specific location of the boring and at the time the boring was advanced; they are not warranted to be representative of subsurface conditions at other locations or times.
5. Refer to the Geotechnical Report containing these boring logs for addition information and explanation.

WALL GEOTECH LOGS
WB-1 & WB-2

NO.	DATE	DESIGN REL. BY	MAP CORR. BY	PARCELS AFFECTED	REQUEST BY	REMARKS
						ORIGINAL SUBMISSION FOR AUTHORIZATION

REVISIONS

DATE

UTAH DEPARTMENT OF TRANSPORTATION

URS Greiner Woodward Clyde

DESIGN	TWG	11/99	
DRAWN	SVD	11/99	
QUANT.			

CHECK CJT 11/99
CHECK CJT 11/99
CHECK

REVIEW
DATE
BY

PROJECT ENGINEER
PROJECT DESIGN ENGINEER
ROADWAY DESIGN ENGINEER

APPROVAL RECOMM. 2-16-00 DATE
APPROVED 2/16 DATE

KIMBALL JUNCTION INTERCHANGE
RETAINING WALL R-365A
SOIL DATA SHEET
PROJECT NUMBER *IM-[illegible]-4(80)144

SUMMIT COUNTY
R-365A DWG. NO.
SHEET NO. 3 OF 4

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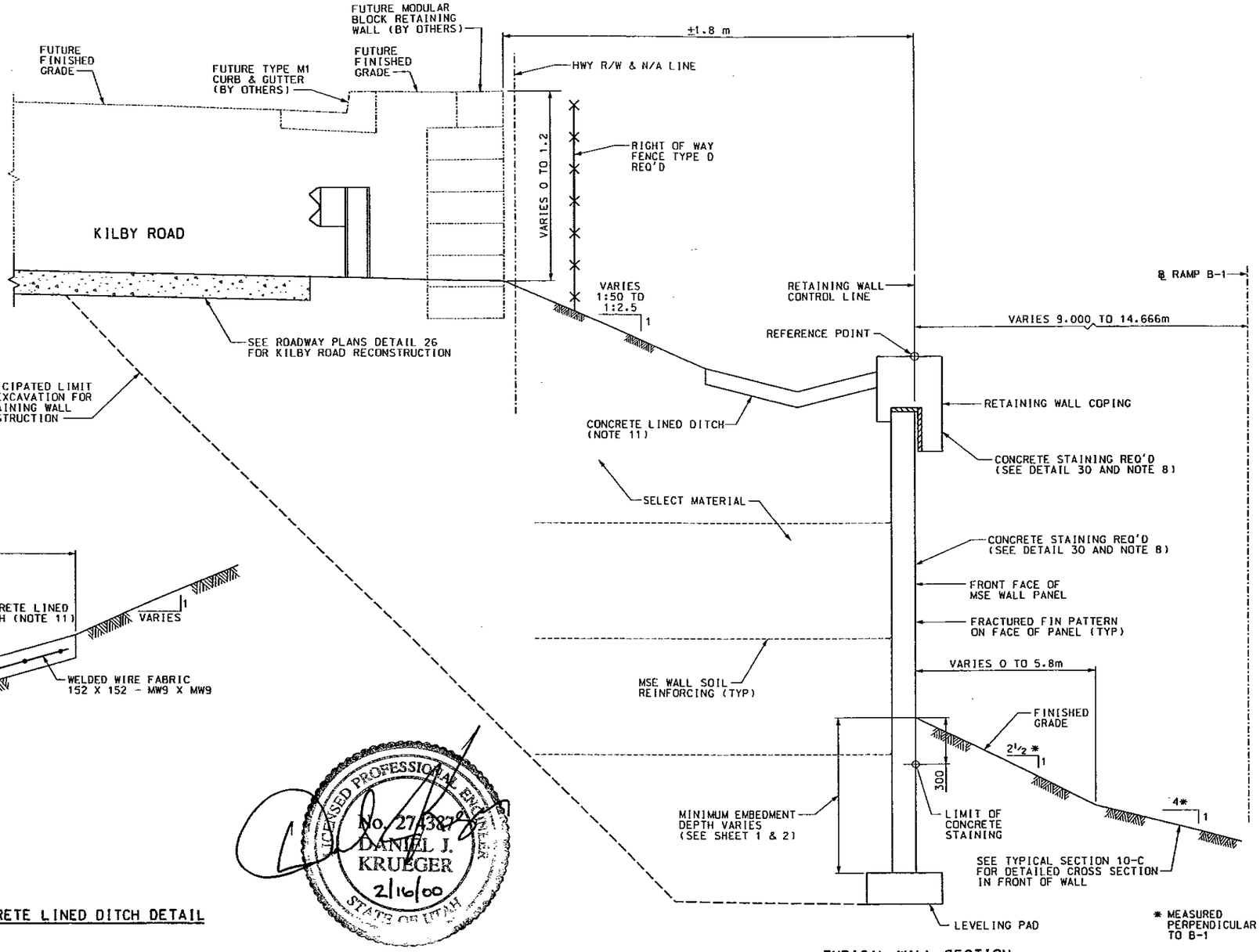
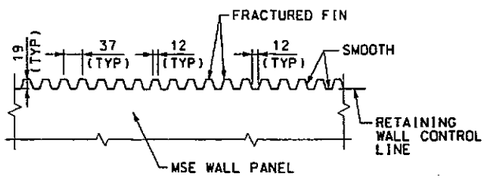


RETAINING WALL COPING AND CONCRETE LINED DITCH DETAIL

TYPICAL WALL SECTION
RETAINING WALL R-365A



FRACTURED FIN PATTERN DETAIL

LICENSED PROFESSIONAL ENGINEER
No. 277387
DANIEL J. KRUEGER
2/16/00
STATE OF UTAH

NOTES

1. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
2. ALTERNATE ALL REINFORCING STEEL SPLICES. SPLICES IN #15 BARS SHALL BE 600 mm.
3. SEE WALL SITUATION & LAYOUT SHEET 1 FOR LOCATION OF RETAINING WALL CONTROL POINT AND ELEVATION OF REFERENCE POINT.
4. MINIMUM COVER TO REINFORCING STEEL SHALL BE 50 mm EXCEPT WHERE NOTED OTHERWISE.
5. SEE WALL SITUATION & LAYOUT FOR LIMITS OF CONSTRUCTION.
6. ALL CAST IN PLACE CONCRETE SHALL BE CLASS AA(AE) EXCEPT WHERE NOTED OTHERWISE.
7. ALL REINFORCING STEEL SHALL BE COATED DEFORMED BILLET STEEL BARS CONFORMING TO AASHTO M 284, M 111, AND M 31M GRADE 400.
8. CONCRETE STAINING IS REQUIRED ON EXPOSED SURFACES OF WALL AND MOMENT SLAB AND 300 mm BELOW FINISHED GRADE. THE STAINING REQUIREMENTS ARE AS FOLLOWS:

   RETAINING WALL COPING: CONCRETE STAINING REQ'D (COLOR NO. 30227)

   WALL FACE: CONCRETE STAINING REQ'D (COLOR NO. 30227)
9. BARRIER REFLECTORS SHALL BE MOUNTED ON THE ENTIRE BARRIER LENGTH. REFLECTOR SPACING SHALL BE 15 m. REFLECTOR COLOR SHALL BE THE SAME AS THE PAINT STRIPE. SEE STD. DWG. 726-2 FOR ADDITIONAL INFORMATION.
10. THE MOMENT SLAB SHALL NOT BE CONSTRUCTED UNTIL THE RETAINING WALL PRIMARY SETTLEMENT HAS BEEN COMPLETED.
11. CONCRETE DITCH LINING WILL BE INCLUDED IN THE PRICE OF RETAINING WALL R-365A.
12. THE "FUTURE MODULAR BLOCK WALL" WILL BE LOCATED BETWEEN WALL STA. 5+110 AND STA 5+170. THE RETAINING WALL MUST BE DESIGNED TO ACCOMMODATE THE ADDITIONAL LOADS CREATED BY THE FUTURE WALL. THE DESIGN SHALL BE BASED ON THE FULL 1.2m WALL HEIGHT BETWEEN THOSE STATIONS.

REVISIONS

NO.	DATE	DESIGN REV. BY	MAPS CORR. BY	PARCELS AFFECTED	REQUEST BY	REMARKS
	DATE	ORIGINAL SUBMISSION FOR AUTHORIZATION				

UTAH DEPARTMENT OF TRANSPORTATION
URS Greiner Woodward Clyde

	CHECK	DATE	REVIEW
DESIGN	DJK 10/99	CHECK	CEL 01/00
DRAWN	CER 10/99	CHECK	DJK 01/00
QUANT.		CHECK	

APPROVAL RECOMM. 2/00 DATE — Laurie Webb PROJECT DESIGN ENGINEER
APPROVED 2/00 DATE — ROADWAY DESIGN ENGINEER

KIMBALL JUNCTION INTERCHANGE
RETAINING WALL R-365A
DETAILS

PROJECT NUMBER *IM-80-4(80)144

SUMMIT COUNTY
R-365A DWG. NO.
SHEET NO. 4 OF 4

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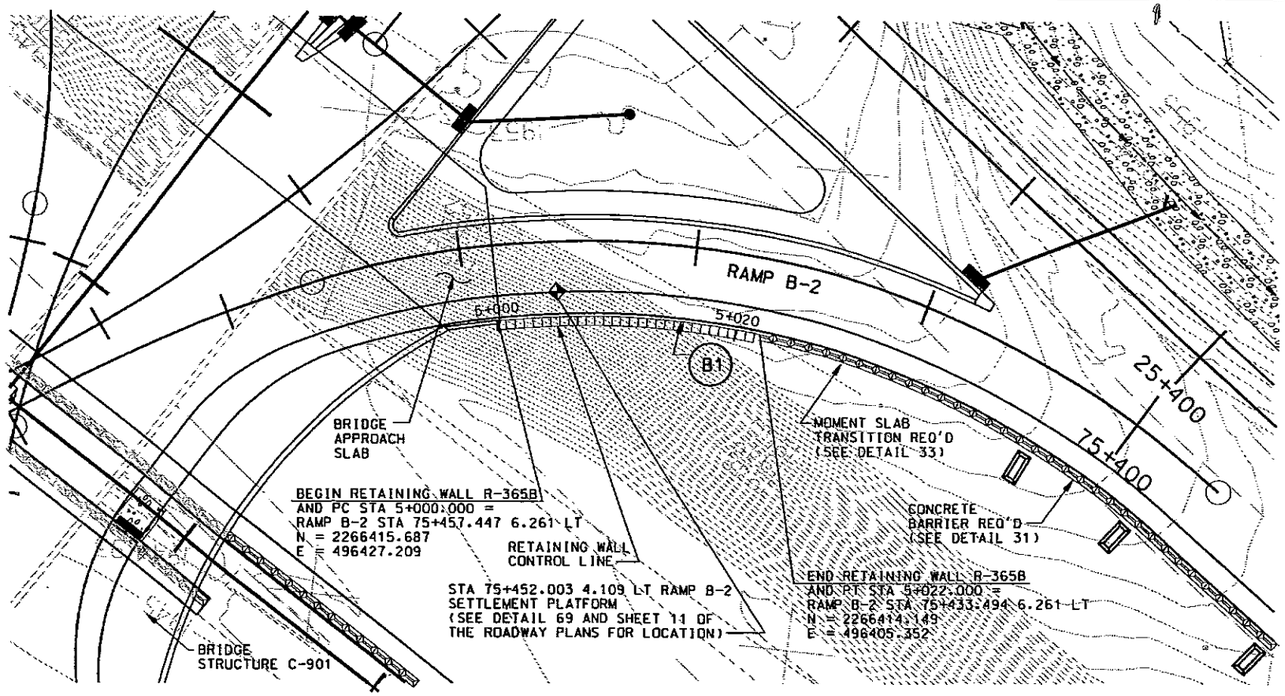
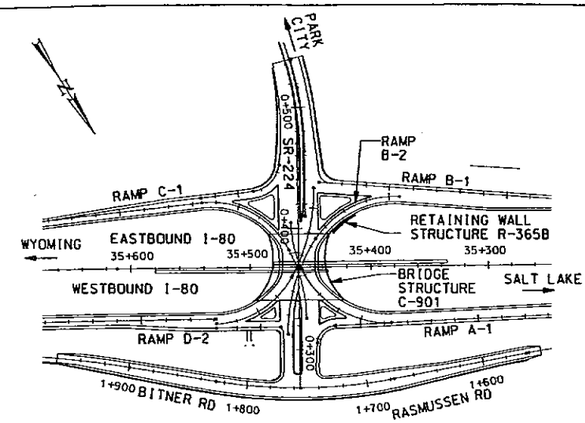


RETAINING WALL R-365B PLAN
STA 5+000.000 TO STA 5+022.000



LOCATION PLAN

GENERAL NOTES

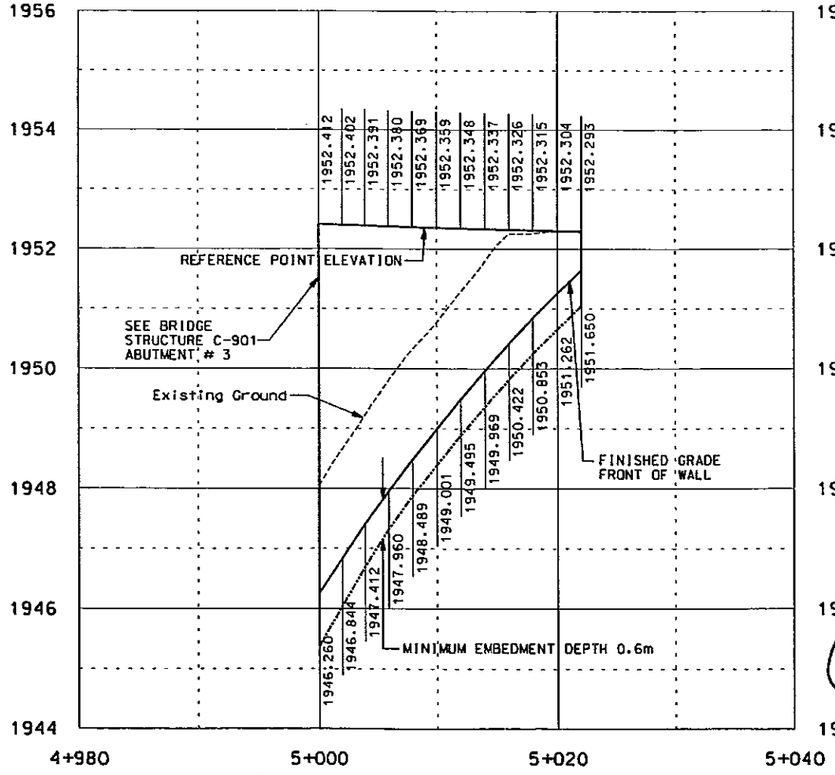
1. ALL REINFORCING STEEL SHALL BE COATED DEFORMED BILLET-STEEL BARS CONFORMING TO AASHTO M 284, M 111 AND M 31M GRADE 400, RESPECTIVELY.
2. EXPOSED CONCRETE CORNERS SHALL BE CHAMFERED 19 mm EXCEPT WHERE NOTED OTHERWISE.
3. ALL CONCRETE SHALL BE CLASS AA(AE) EXCEPT WHERE NOTED OTHERWISE.
4. ALL DIMENSIONS ARE METERS UNLESS NOTED OTHERWISE.
5. SEE SHEET 3 OF 5, 4 OF 5, AND 5 OF 5 FOR ADDITIONAL DETAILS.
6. SEE BRIDGE STRUCTURE C-901 SHEETS FOR ADDITIONAL DETAILS.

QUANTITIES		
ITEM	QUANTITY	UNIT
MSE RETAINING WALL (R-365B) (EST. QUANTITY 70 M2)	1	LUMP

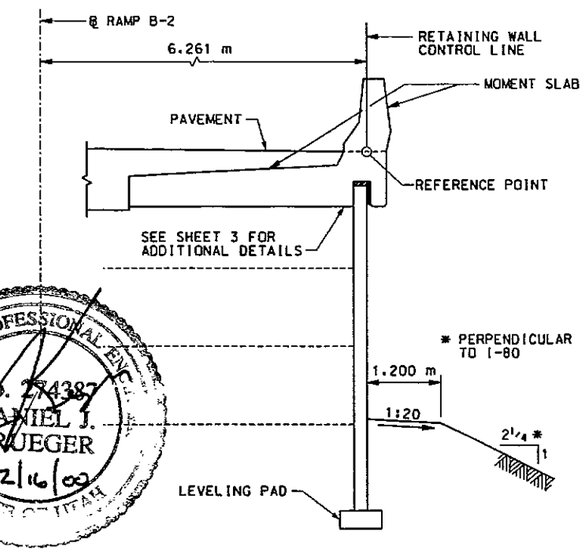
DESIGN DATA

REINFORCING STEEL: fs = 160 MPa; Fy = 400 MPa
CAST-IN-PLACE CONCRETE: fc = 25 MPa

CURVE DATA (B1)
Δ = 17°52'19" R
R = 70.530
T = 11.090
L = 22.000
PI 5+011.090
N = 2266413.200
E = 496416.401



RETAINING WALL R-365B ELEVATION
STA 5+000.000 TO STA 5+022.000



LICENSED PROFESSIONAL ENGINEER No. 294387 DANIEL J. KRUEGER 2/16/00 STATE OF UTAH

RETAINING WALL R-365B SECTION

NO.	DATE	DESIGN REV. BY	MAPS CORR. BY	PARCELS AFFECTED	REQUEST BY	REMARKS
	DATE	ORIGINAL SUBMISSION FOR AUTHORIZATION				REVISIONS

UTAH DEPARTMENT OF TRANSPORTATION
URS Greiner Woodward Clyde

REVIEW	CHECK	DESIGN	CUT	10/98
DATE	CHECK	DRAWN	PRV	11/98
BY	CHECK	QUANT.	MJE	11/98

APPROVAL RECOMM. [signature] DATE 2/00 PROJECT DESIGN ENGINEER
APPROVED [signature] DATE 2/00 ROADWAY DESIGN ENGINEER

KIMBALL JUNCTION INTERCHANGE
RETAINING WALL R-365B
SITUATION & LAYOUT

PROJECT NUMBER *IM-_-4(80)144

SUMMIT COUNTY
R-365B DWG. NO.
SHEET NO. 1 OF 5

18:59:59
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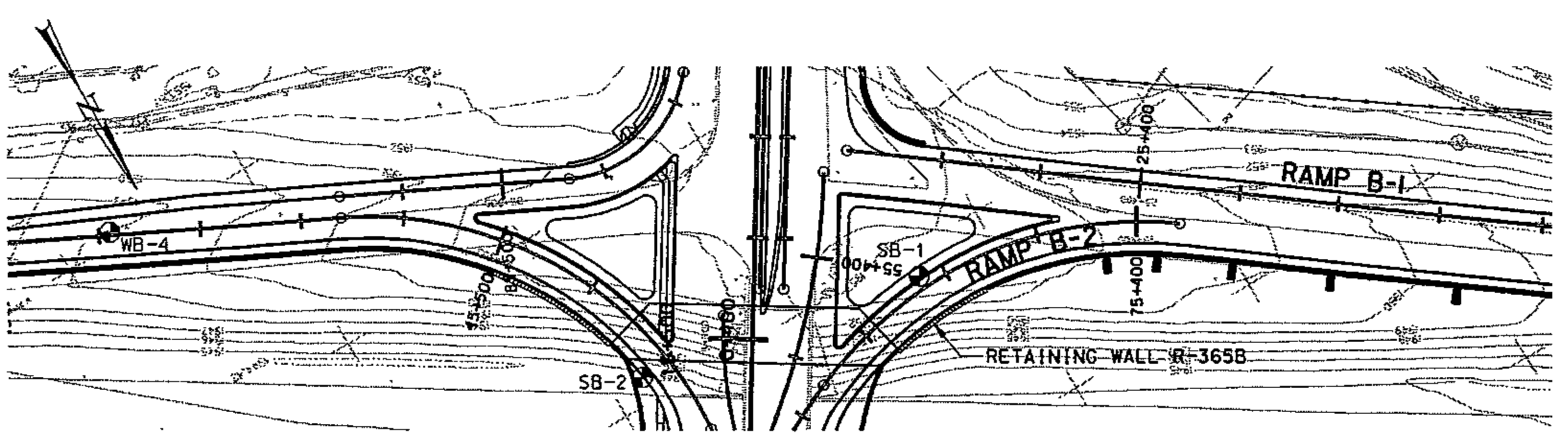
Log of Boring SB-1

Date(s) Drilled	1/13/99 - 1/13/99	Logged By	Curtis Tanner	Checked By	JJL
Drilling Method	Hollow-Stem Auger	Drill Bit Size/Type	8-1/2" OD x 4-1/4" ID	Total Depth (feet)	50.8
Drill Rig Type	CME-75	Drilling Contractor	Doug Bedke	Sampler Type(s)	Cal. Split (2.5" OD)
Groundwater Level and Date Measured	Not Encountered	Hammer Data	140 lbs / 30 inches	Approximate Surface Elevation	6406.2 feet 1952.6 meters
Comments				Borehole Backfill	backfill with cuttings

Elevation, meters	Depth, feet	SAMPLES Type	Number	Percent Recovery	Blow Count (Blows / 6")	Graphic Log	MATERIAL DESCRIPTION	Water Content, %	Dry Density (pcf)	REMARKS/ OTHER TESTS
	0						Clayey GRAVEL (GC), with sand; Poorly Graded GRAVEL with Clay (GP-GC), with sand; brown with gray to brown to light yellowish gray gravel, medium dense to very dense, moist, low to non plastic fines; pockets or lenses of clay and sand; occasional cobble-sized, very weak to medium strong (very soft to hard) rock fragments			Automatic hammer
1952										
1951	5	■	1	100	17 14 14			11	113	gravel=44%, sand=34%, silt/clay=22%
1950										
1949	10	■	2	100	17 26 27					WSS<10 ppm
1948	15	■	3	100	20 41 42			6	129	silt/sand=14%
1947										
1946	20	■	4	100	29 43 38					
1945	25	■	5	100	22 26 20			10	116	gravel=51%, sand=36%, silt/clay=13% 27 ft: smoother drilling 28 ft: rougher drilling
1944										
1943	30	■	6	100	25 63					
1942	35	■	7	100	27 46 50-4"					
1941										
1940	40	■	8	100	19 41 51			7	121	gravel=47%, sand=40%, silt/clay=13%
1939	45	■	9	100	23 52-6"					
1938										
1937	50	■	10	100	40 50-3"		Total Depth= 50.8 ft			

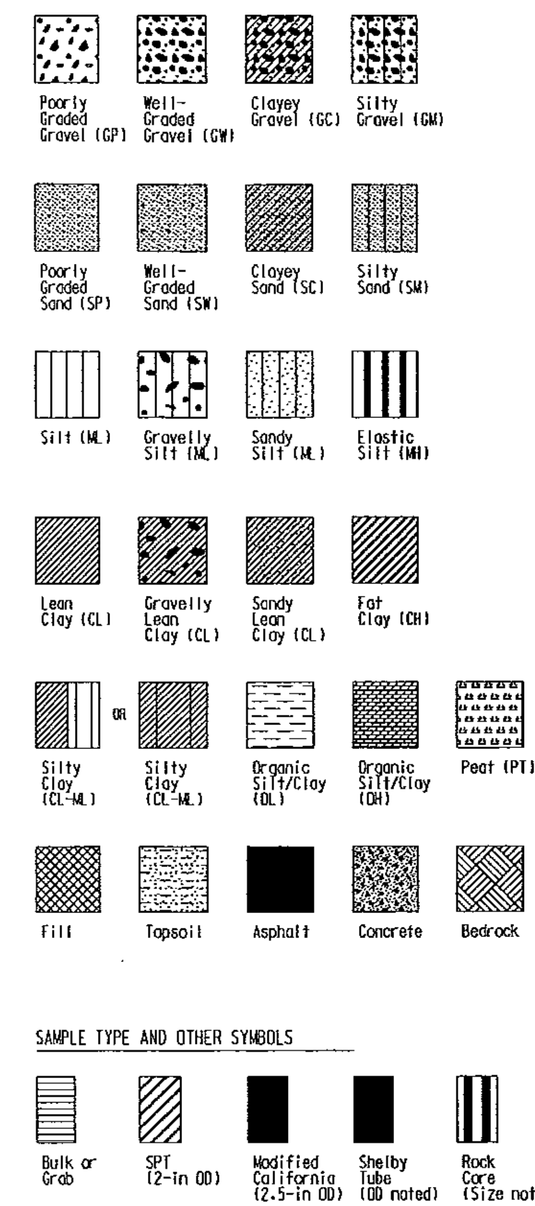


WALL GEOTECH LOGS
SB-1

LICENSED PROFESSIONAL ENGINEER
No. 184573
CURTIS J. TANNER
2/16/00
STATE OF UTAH

KEY TO BORING LOG

GRAPHIC LOG SYMBOLS



▼ Water level measured in boring at specified date and time

ABBREVIATIONS / DEFINITIONS

LL =	Liquid Limit (in percent)
PI =	Plasticity Index
NP =	Non-plastic
w =	Natural Moisture Content (in percent)
DD =	Dry Density (in pounds per cubic foot)
WSS =	Water Soluble Sulfates (in parts per million)
Fines =	Fine-grained portion of soil passing No. 200 Sieve (3-inch minus wash/gradation analysis result in percent)
Silt/Clay=	See "Fines"
Sand =	Rock particles passing No. 4 Sieve & retained on No. 200 Sieve (3-inch minus gradation analysis result in percent)
Gravel =	Rock particles passing 3-inch Sieve & retained on No. 4 Sieve (3-inch minus gradation analysis test in percent)
Cobble =	Rock particles retained on 3-inch Sieve, 12-inch maximum dimension
Boulder =	Rock particles greater than 12-inch maximum dimension
ATD =	At Time of Drilling
OD =	Outside Diameter

Blows per 6" is the number of blows required to advance sampler 6 inches, or the distance indicated (in inches); Standard penetration number, N, is the sum of the number of blows for the second and third 6-inch intervals (i.e., 6" to 18")

Sieve sizes are USA Standard; Sieve openings are as follows: 3-inch = 75mm, No.4 = 4.75mm, No.200 = 0.075mm

NOTES

1. Soil classifications are based on the Unified Soil Classification System (USCS).
2. Descriptions and stratum lines are interpretive; Transitions may be gradational.
3. Field logs may have been modified to reflect lab test results.
4. Classifications and descriptions provided apply only at the specific location of the boring and at the time the boring was advanced; they are not warranted to be representative of subsurface conditions at other locations or times.
5. Refer to the Geotechnical Report containing these boring logs for addition information and explanation.

UTAH DEPARTMENT OF TRANSPORTATION

URS Greiner Woodward Clyde

DESIGN TMG 11/99	CHECK CJT 11/99	REVIEW	
DRAWN SVD 11/99	CHECK CJT 11/99	DATE	BY
QUANT.	CHECK		
APPROVAL RECOMM. 2-16-00	PROJECT DESIGN ENGINEER		
APPROVED 2/16/00 DATE	ROADWAY DESIGN ENGINEER		

NO.	DATE	DESIGN REL. BY	MAPS COORD.	PARCELS AFFECTED	REQUEST BY	REMARKS
	DATE	ORIGINAL SUBMISSION FOR AUTHORIZATION				

REVISIONS

KIMBALL JUNCTION INTERCHANGE
RETAINING WALL R-365B
SOIL DATA SHEET

PROJECT NUMBER •IM-80-4(80)144

SUMMIT
COUNTY
R-365B
DWG. NO.
SHEET NO. 2 OF 5

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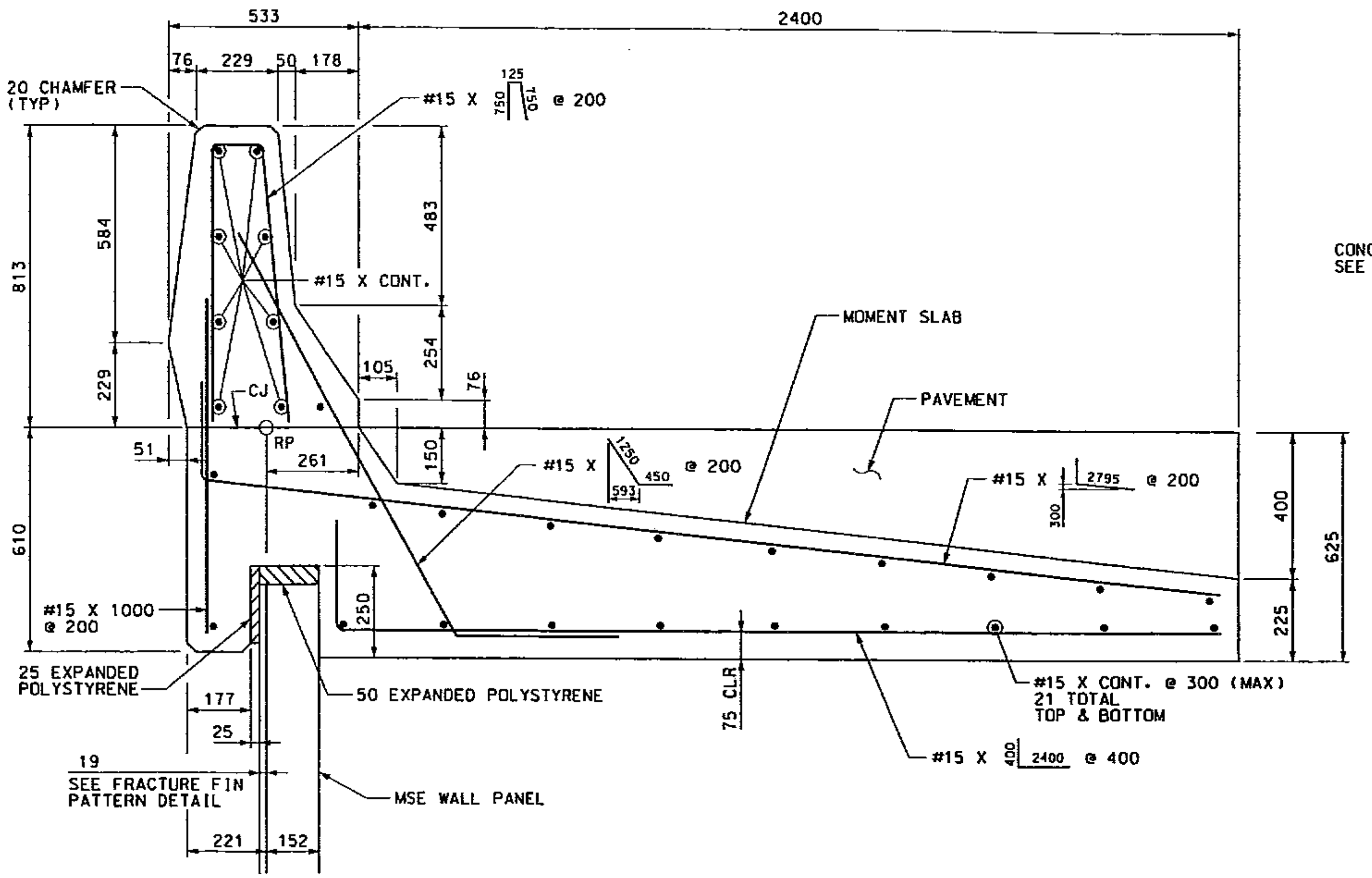


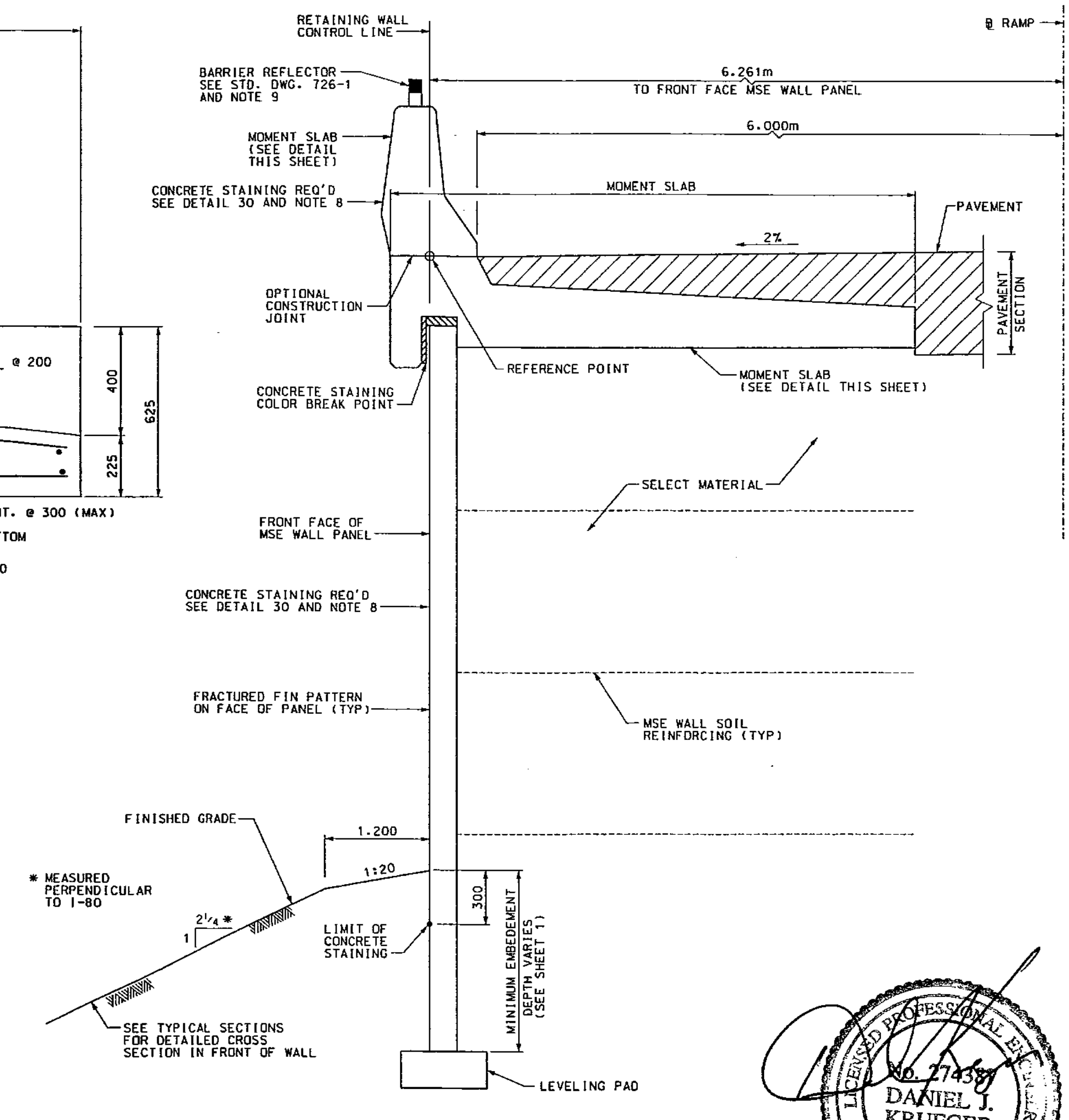
TYPICAL MOMENT SLAB SECTION

NOTES

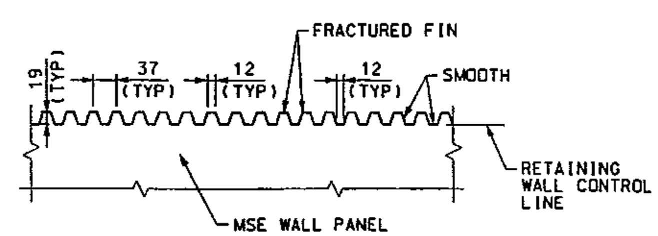
1. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
2. ALTERNATE ALL REINFORCING STEEL SPLICES. SPLICES IN #15 BARS SHALL BE 600 mm.
3. SEE WALL SITUATION & LAYOUT SHEET 1 FOR LOCATION OF RETAINING WALL CONTROL POINT AND ELEVATION OF REFERENCE POINT.
4. MINIMUM COVER TO REINFORCING STEEL SHALL BE 50 mm EXCEPT WHERE NOTED OTHERWISE.
5. SEE WALL SITUATION & LAYOUT FOR LIMITS OF CONSTRUCTION.
6. ALL CAST IN PLACE CONCRETE SHALL BE CLASS AA(AE) EXCEPT WHERE NOTED OTHERWISE.
7. ALL REINFORCING STEEL SHALL BE COATED DEFORMED BILLET STEEL BARS CONFORMING TO AASHTO M 284, M 111, AND M 31M GRADE 400.
8. CONCRETE STAINING IS REQUIRED ON EXPOSED SURFACES OF WALL AND MOMENT SLAB AND 300 mm BELOW FINISHED GRADE. THE STAINING REQUIREMENTS ARE AS FOLLOWS:

   MOMENT SLAB: CONCRETE STAINING REQ'D (COLOR NO. 30450)
   CONCRETE STAINING ACCENT REQ'D (COLOR NO. 30233)

   WALL FACE: CONCRETE STAINING REQ'D (COLOR NO. 30227)
9. BARRIER REFLECTORS SHALL BE MOUNTED ON THE ENTIRE BARRIER LENGTH. REFLECTOR SPACING SHALL BE 15 m. REFLECTOR COLOR SHALL BE THE SAME AS THE PAINT STRIPE. SEE STD. DWG. 726-2 FOR ADDITIONAL INFORMATION.
10. THE MOMENT SLAB SHALL NOT BE CONSTRUCTED UNTIL THE RETAINING WALL PRIMARY SETTLEMENT HAS BEEN COMPLETED.



TYPICAL WALL SECTION



FRACTURED FIN PATTERN DETAIL

LICENSED PROFESSIONAL ENGINEER No. 274387 DANIEL J. KRUEGER 2/16/00 STATE OF UTAH

UTAH DEPARTMENT OF TRANSPORTATION

URS Greiner Woodward Clyde

KIMBALL JUNCTION INTERCHANGE
RETAINING WALL R-365B
DETAILS

DESIGN DJK 10/99	CHECK CEL 01/00	REVIEW	
DRAWN CER 10/99	CHECK DJK 01/00	DATE	BY
QUANT.	CHECK		

APPROVAL RECOMM. 2/00 PROJECT DESIGN ENGINEER
APPROVED 2/16/00 ROADWAY DESIGN ENGINEER

NO.	DATE	DESIGN RE/LRT	MAPS CORR.(R)	PARCELS AFFECTED	REQUEST BY	REMARKS
		ORIGINAL SUBMISSION FOR AUTHORIZATION				

REVISIONS

PROJECT NUMBER •IM-ʻ -4(80)144

SUMMIT COUNTY

R-365B DWG. NO.

SHEET NO. 3 OF 5

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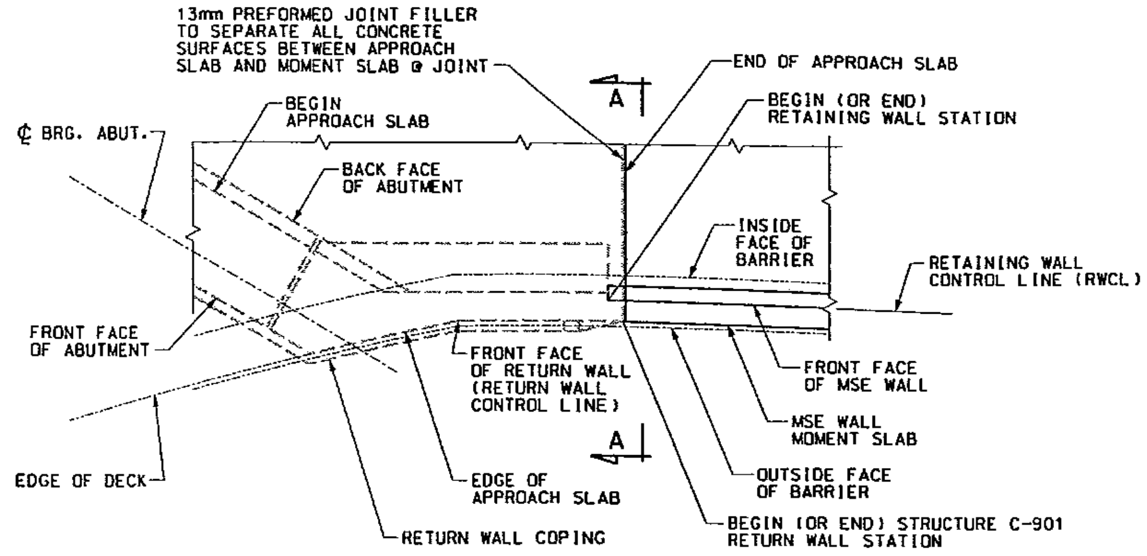
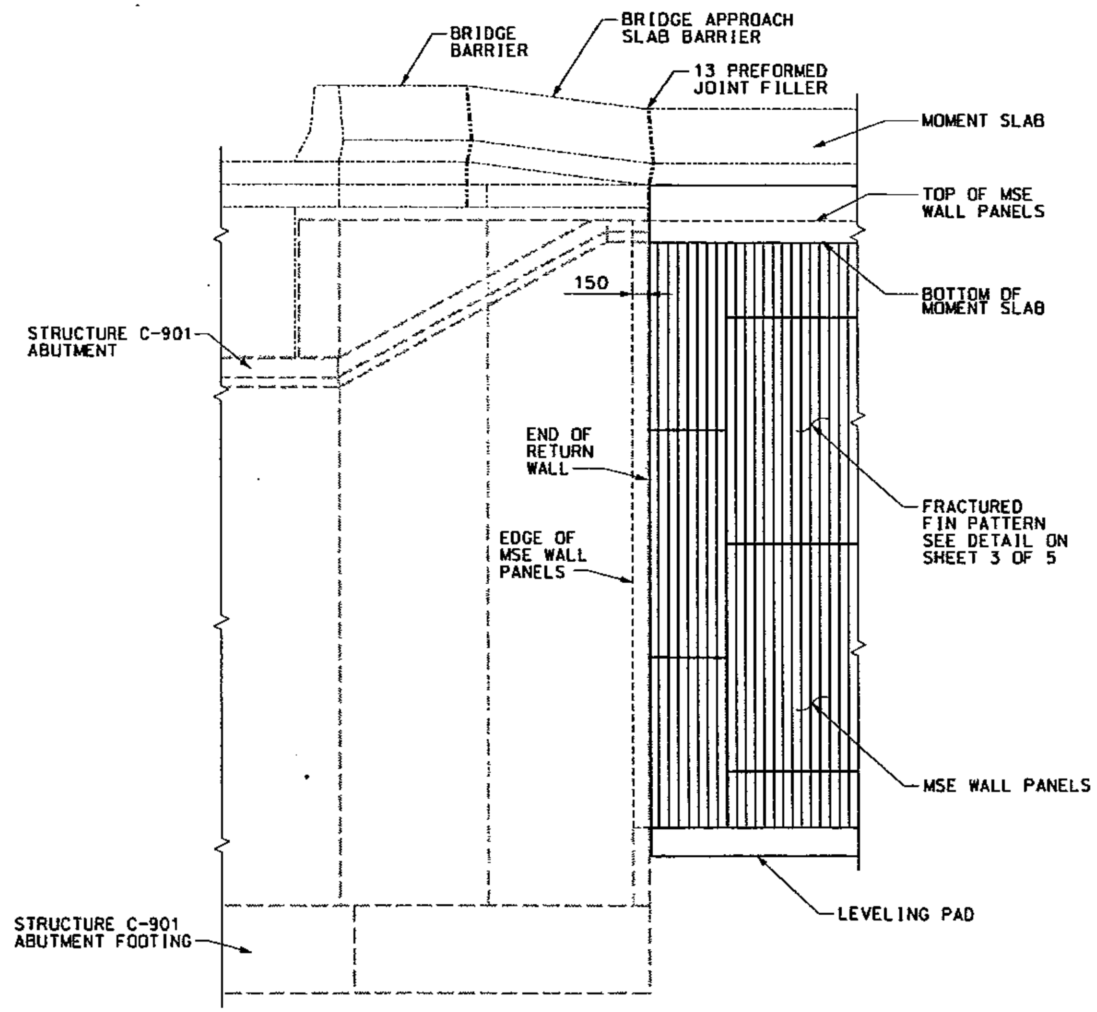
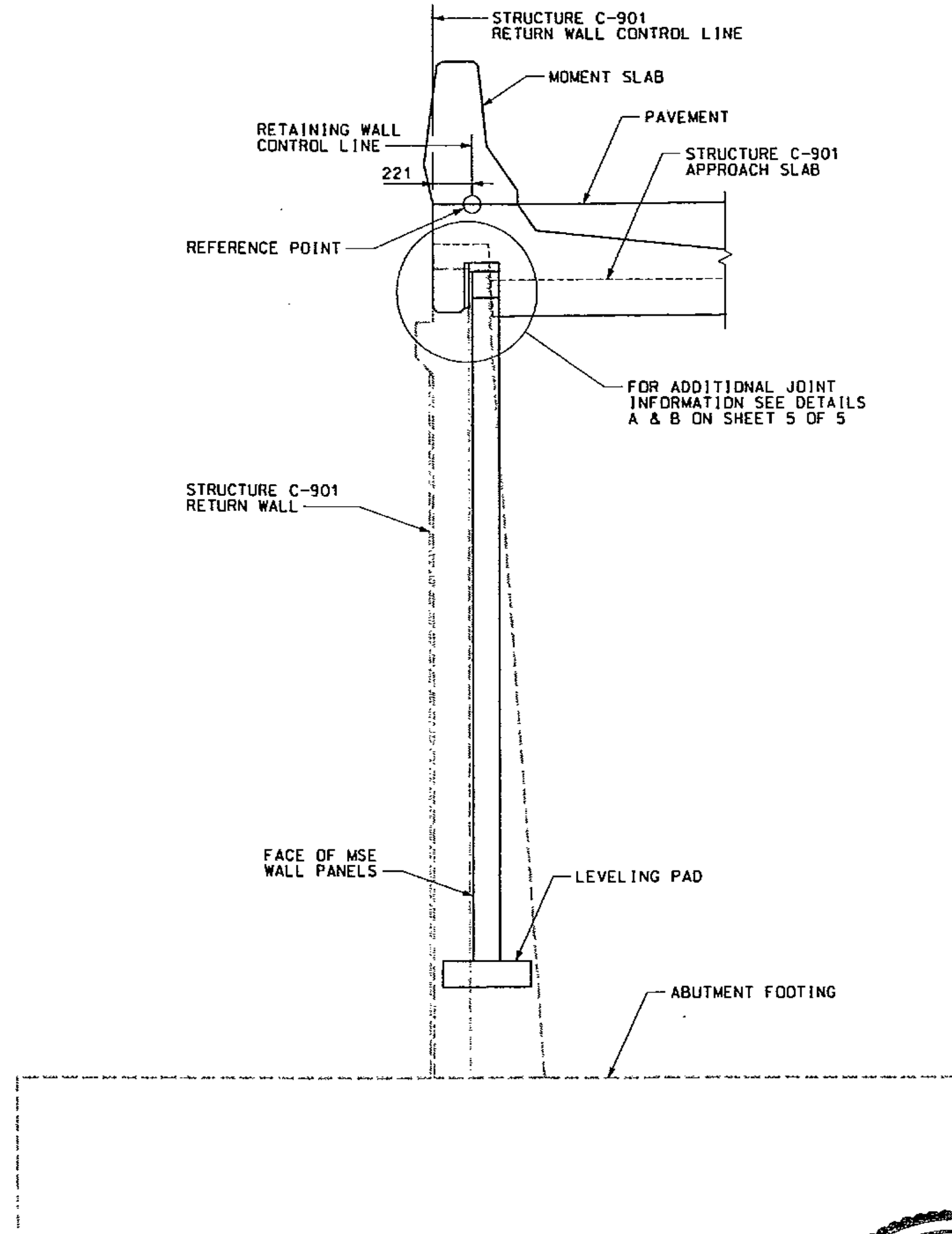


PLAN



ELEVATION

RETAINING WALL / STRUCTURE C-901 JOINT DETAILS



SECTION A-A

NOTES:

1. SEE STRUCTURE C-901 PLANS FOR ADDITIONAL INFORMATION CONCERNING APPROACH SLAB AND ABUTMENT RETURN WALL.
2. THE RETAINING WALL PANELS SHALL NOT BE PLACED UNTIL AT LEAST 14 DAYS AFTER STRUCTURE C-901 ABUTMENT RETURN WALL POUR.
3. THE STRUCTURE C-901 APPROACH SLAB SHALL NOT BE PLACED UNTIL THE RETAINING WALL PRIMARY SETTLEMENT HAS BEEN COMPLETED.
4. THE MOMENT SLAB SHALL NOT BE CONSTRUCTED UNTIL AT LEAST 7 DAYS AFTER THE APPROACH SLAB POUR.

LICENSED PROFESSIONAL ENGINEER No. 274387 DANIEL J. KRUEGER 2/16/00 STATE OF UTAH

UTAH DEPARTMENT OF TRANSPORTATION

URS Greiner Woodward Clyde

NO.	DATE	DESIGN REV. BY	MAPS CORR. BY	PARCELS AFFECTED	REQUEST BY	REMARKS
		ORIGINAL SUBMISSION FOR AUTHORIZATION				

REVISIONS

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REVIEW DATE ___ BY ___

APPROVAL RECOMM. 2/00 DATE — PROJECT DESIGN ENGINEER
APPROVED 2/00 DATE — ROADWAY DESIGN ENGINEER

KIMBALL JUNCTION INTERCHANGE
RETAINING WALL R-365B
DETAILS

PROJECT NUMBER •IM-80-4(80)144

SUMMIT COUNTY
R-365B DWG. NO.
SHEET NO. 4 OF 5

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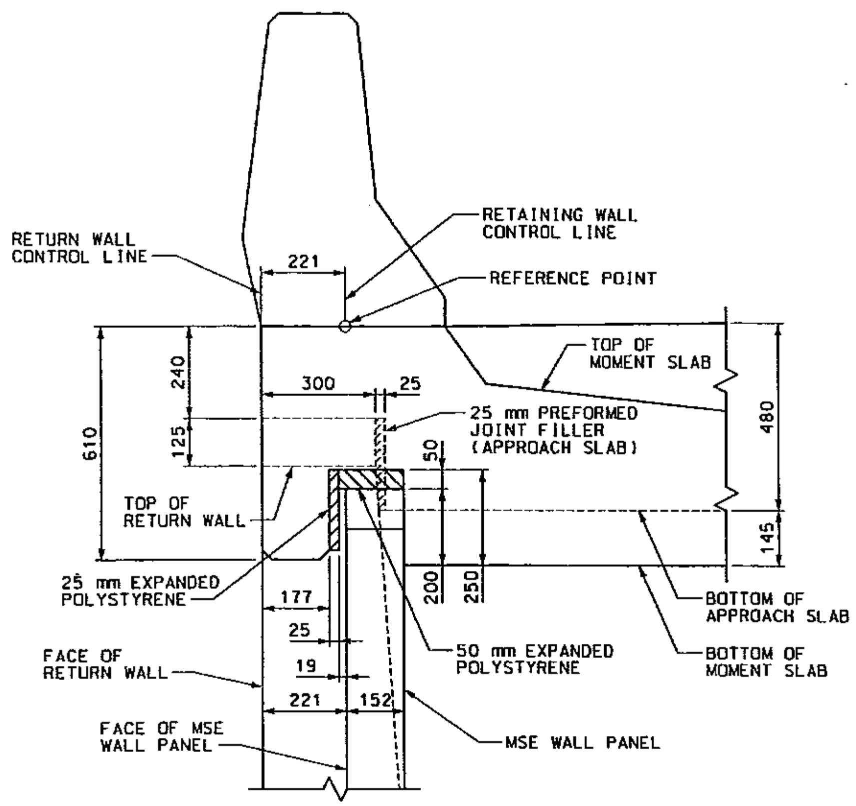
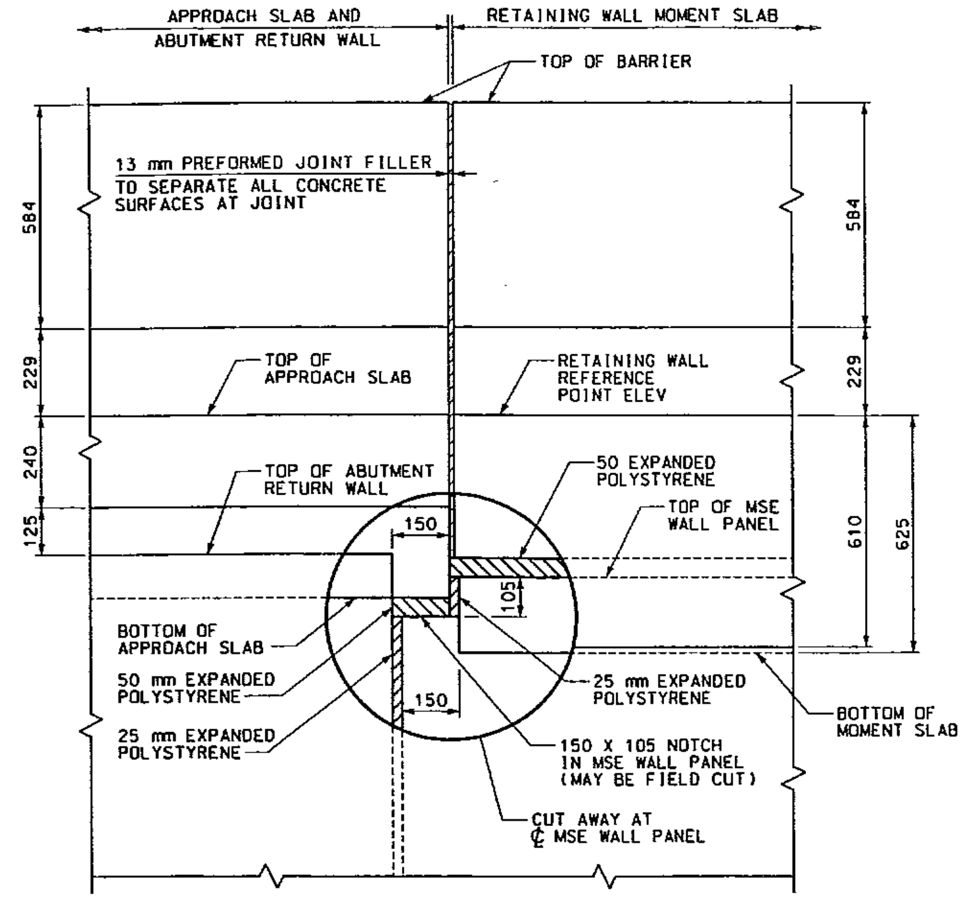


DETAIL A

RETAINING WALL/STRUCTURE C-901 JOINT SECTION



DETAIL B

RETAINING WALL/STRUCTURE C-901 JOINT ELEVATION LOOKING AT FACE OF WALL

LICENSED PROFESSIONAL ENGINEER
No. 274386
DANIEL J. KRUEGER
2/16/00
STATE OF UTAH

NOTES:

1. SEE STRUCTURE C-901 PLANS AND SHEET 4 OF 5 FOR ADDITIONAL INFORMATION.

UTAH DEPARTMENT OF TRANSPORTATION

URS Greiner Woodward Clyde

NO.	DATE	DESIGN SEC. BY	MAPS CORR. BY	PARCELS AFFECTED	REQUEST BY	REMARKS

DATE ORIGINAL SUBMISSION FOR AUTHORIZATION

REVISIONS

DESIGN DJK 01/00 CHECK CEL 01/00

DRAWN CER 01/00 CHECK DJK 01/00

QUANT. CHECK

REVIEW DATE BY

APPROVAL RECOMM. 2/00 DATE PROJECT DESIGN ENGINEER

APPROVED 2/00 DATE ROADWAY DESIGN ENGINEER

KIMBALL JUNCTION INTERCHANGE

RETAINING WALL R-365B

DETAILS

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SUMMIT COUNTY

R-365B DWG. NO.

SHEET NO. 5 OF 5

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