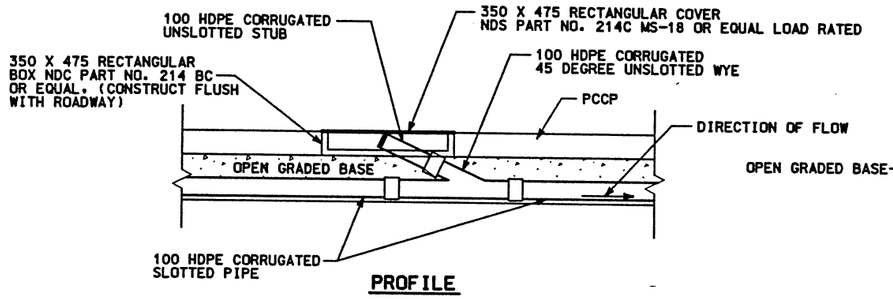
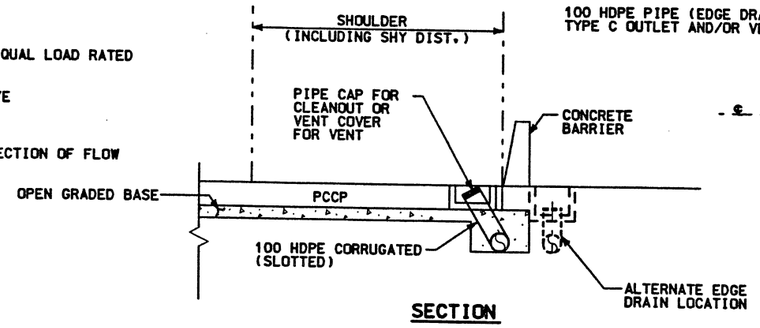
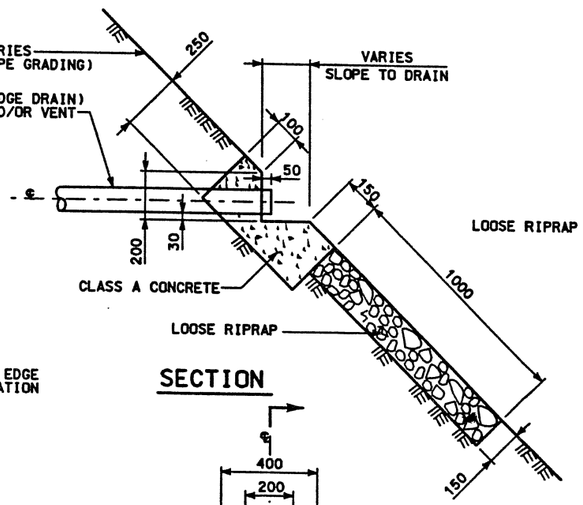


PROFILE

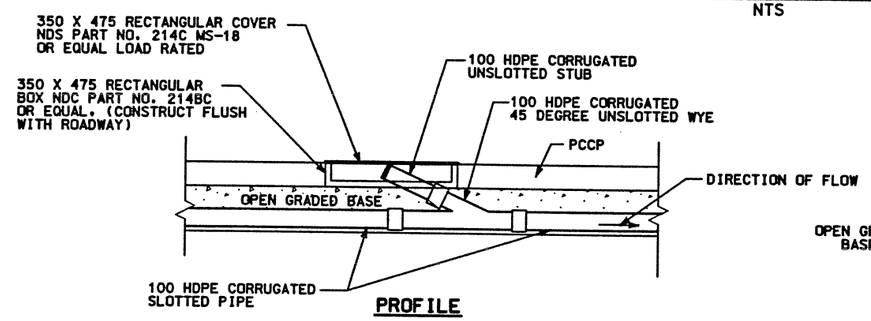


SECTION

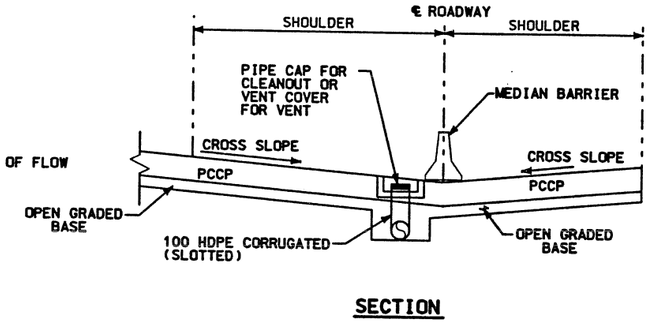


SECTION

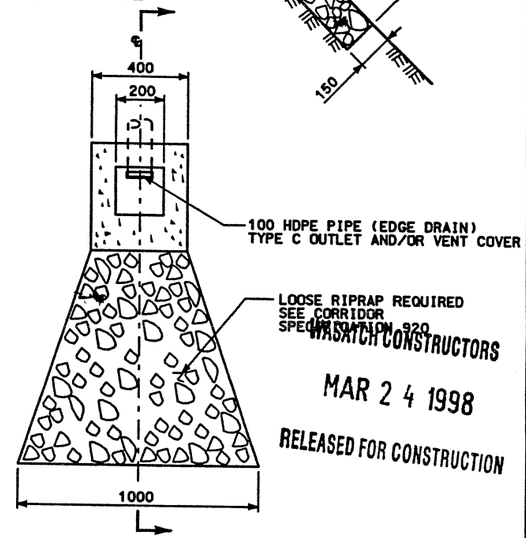
TYPE A CLEANOUT/VENT
NTS



PROFILE

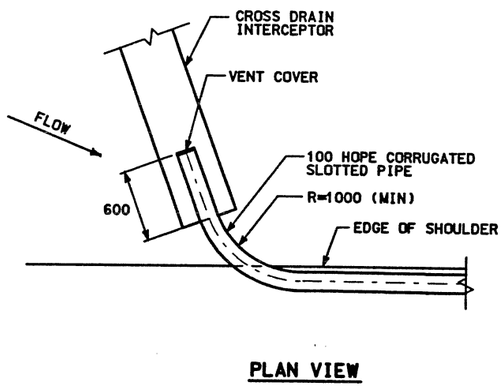


SECTION

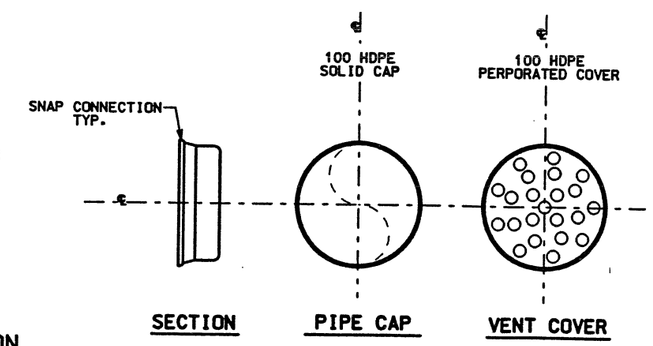


PLAN

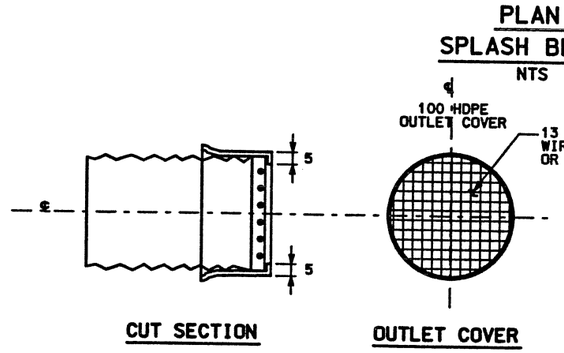
TYPE B CLEANOUT/VENT
NTS



PLAN VIEW



EDGE DRAIN TO ICD CONNECTION
NTS



EXTERNAL END PLUG/VENT COVER AND OUTLET COVER
NTS

SPLASH BLOCK
NTS

NOTES:

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

WASATCH CONSTRUCTORS

MAR 2 4 1998

RELEASED FOR CONSTRUCTION

LICENSED PROFESSIONAL ENGINEER
No. 97-342329-2202
JAMES KLEMZ 3-20-98
STATE OF UTAH

APPROVED FOR CONSTRUCTION

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

UTAH DEPARTMENT OF TRANSPORTATION
SVERDRUP/DE LEUW

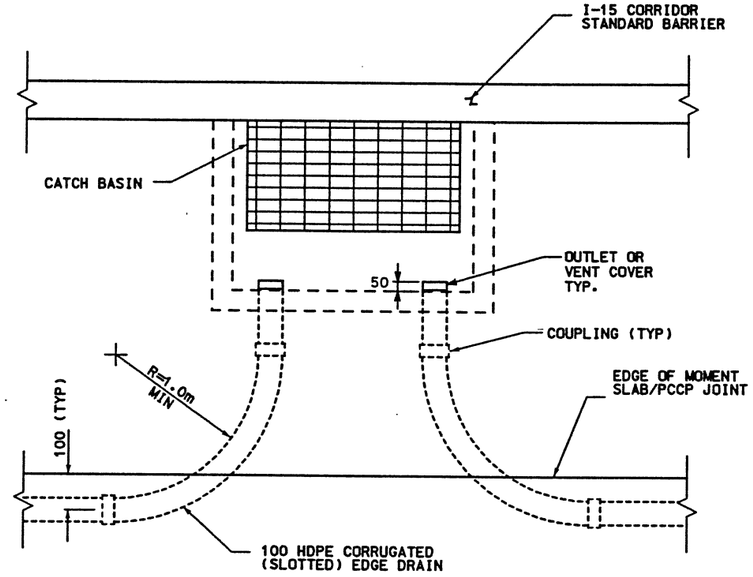
DESIGN	MR	2/98	CHECK
DRAWN	VLB	2/98	CHECK
QUANT.			CHECK

APPROVAL RECOMM. 3/13/98 — M. GOBA — PROJECT DESIGN ENGINEER
APPROVED 3/13/98 — JIM KLEMZ — SECTION MANAGER

I-15 CORRIDOR RECONSTRUCTION
VENT & CLEANOUT DETAILS
CORRIDOR STANDARD PLAN
PROJECT NUMBER *SP-15-7(135)296
SALT LAKE COUNTY
DWG. NO. CS-61-1
SHT. ____ OF ____

Filenames on \dgn\I15_ood\I15_97\sheet_files\corridor_stdpln\cs_typical_06L1.dgn

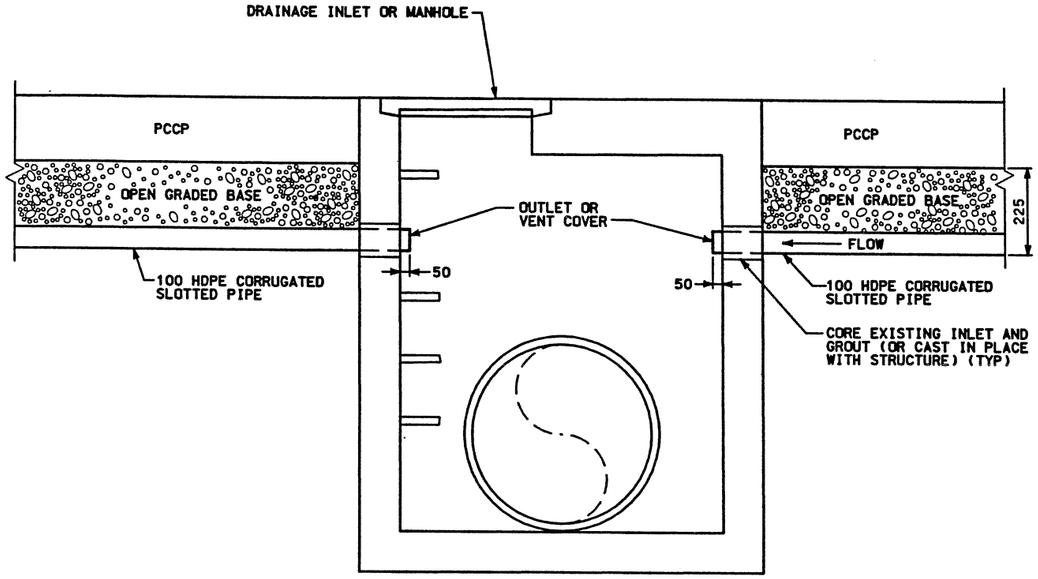
Date: 20-MAR-1998 Time: 14:38 Username: steveyoungr



PLAN VIEW

TYPE D OUTLET/VENT CONNECTION AT MSE WALLS

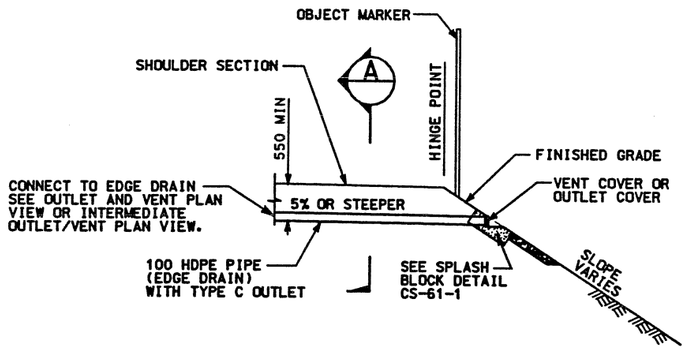
NTS



ELEVATION

TYPE D OUTLET/VENT CONNECTION TO DRAINAGE INLET

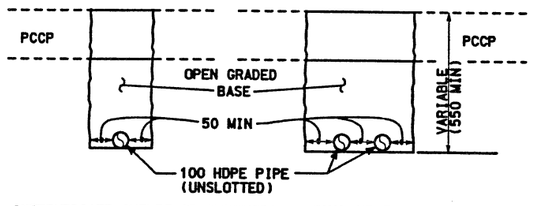
NTS



ELEVATION

TYPE C OUTLET AND/OR VENT

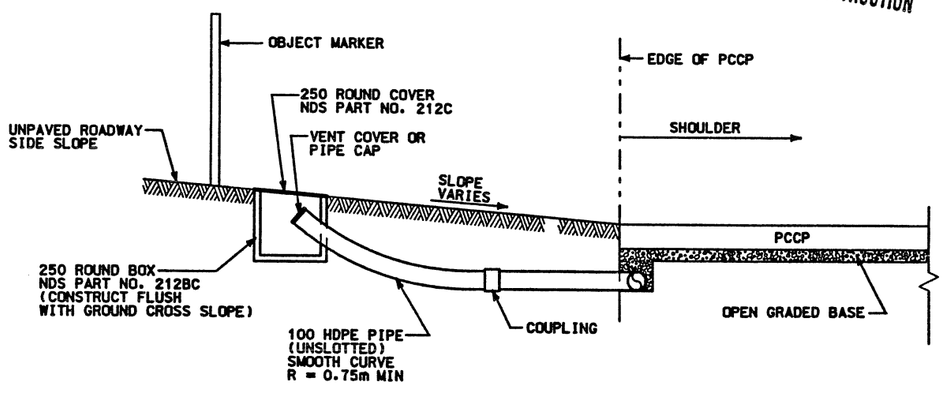
NTS



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 2 4 1998

RELEASED FOR CONSTRUCTION

LICENSED PROFESSIONAL ENGINEER
No. 97-342378-2202
JAMES KLEINZ
3-20-98
STATE OF UTAH

APPROVED FOR CONSTRUCTION

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

UTAH DEPARTMENT OF TRANSPORTATION

SVERDRUP/DE LEUW

DESIGN	MR	2/98	CHECK
DRAWN			CHECK
QUANT.			CHECK

PROJECT DESIGN ENGINEER	M. MORA	
APPROVAL RECOMM.	DATE	3/13/98
SECTION MANAGER	JIM KLEINZ	
APPROVED	DATE	3/13/98

I-15 CORRIDOR RECONSTRUCTION

VENT & CLEANOUT DETAILS

CORRIDOR STANDARD PLAN

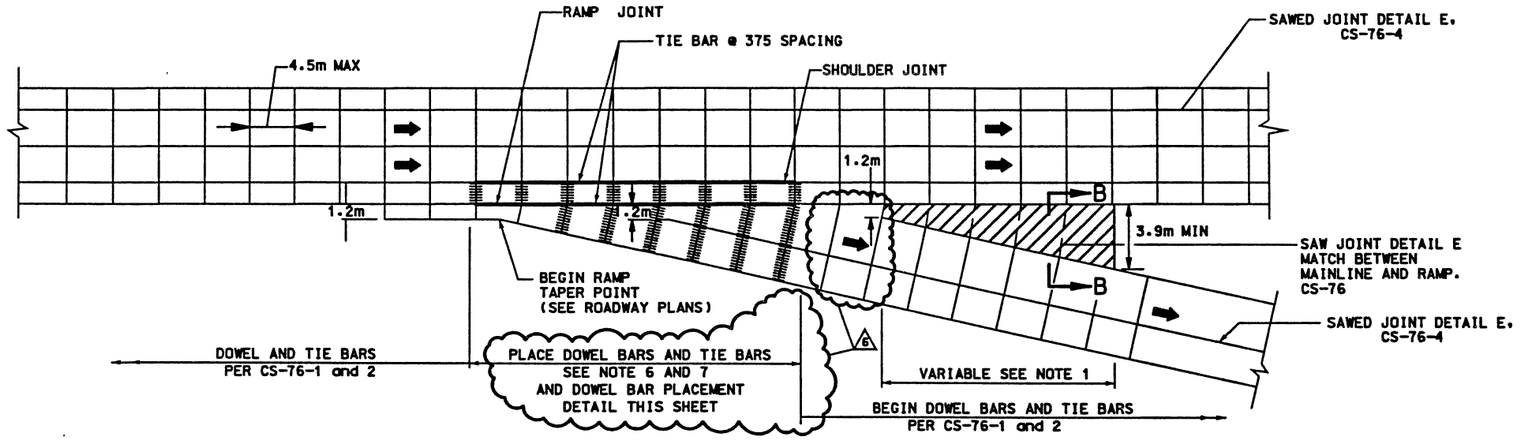
PROJECT NUMBER #SP-15-7(135)296

SALT LAKE COUNTY

DWG. NO. CS-61-2

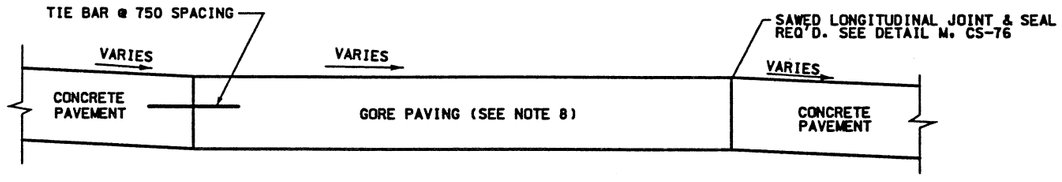
SHT. ____ OF ____

JOINTS FOR HIGHWAYS WITH CONCRETE TRAFFIC LANES AND SHOULDERS



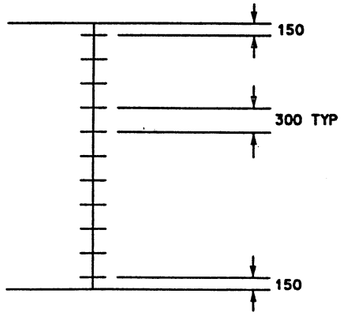
ONE LANE EXIT RAMP

NTS



SECTION B - B

NTS



DOWEL BAR PLACEMENT DETAIL

NTS

LICENSED PROFESSIONAL ENGINEER
No. 98-356152-2202
LOLENE J. TERRY
STATE OF UTAH
11/23/98

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 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 BEGINNNING 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.

APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
4	9/28/98	REVISED DIMENSION
5	11/16/98	UPDATES FOR CLARIFICATION

UTAH DEPARTMENT OF TRANSPORTATION
SVERDRUP/DE LEUW

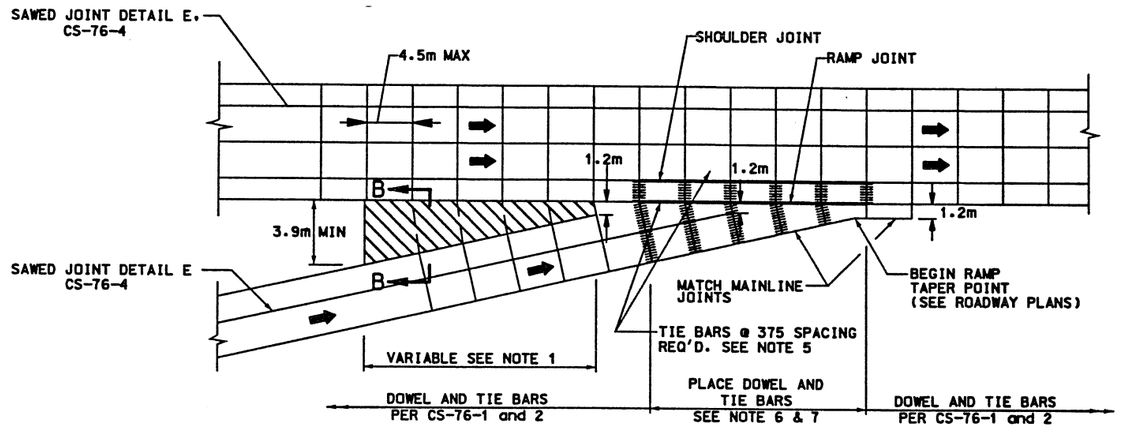
DESIGN LT 11/98 | DRAWN REF 11/98 | QUANT. | CHECK | CHECK POW 11/98 | CHECK MBC 11/98 | CHECK | TRACKING NO.

APPROVAL RECOMM. 9/4/98 DATE — LOLENE TERRY PROJECT DESIGN ENGINEER
APPROVED 9/4/98 DATE — JOHN TERRY SECTION MANAGER

I-15 CORRIDOR RECONSTRUCTION
PAVEMENT JOINTING PLAN
CORRIDOR STANDARD PLAN
PROJECT NUMBER *SP-15-7(113)296

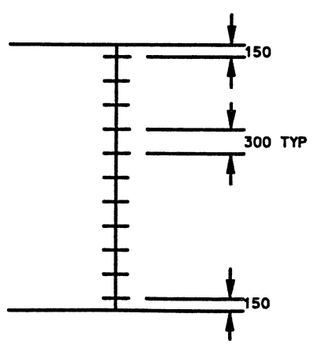
SALT LAKE COUNTY
DWG. NO. CS-62-1
SHT. ____ OF ____

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

NO.	DATE	DESCRIPTION
1	5/6/98	ORIGINAL RELEASE
2	9/1/98	REVISED DOWELS AND TIE BARS
3	11/16/98	UPDATES FOR CLARIFICATION

UTAH DEPARTMENT OF TRANSPORTATION

SVERDRUP/DE LEUW

DESIGN LT | DRAWN RDF | QUANT. | CHECK PDW 11/98 | CHECK MDC 11/98 | CHECK | TRACKING NO.

APPROVAL RECOMM. 8/6/98 DATE — LOLENE TERRY, PROJECT DESIGN ENGINEER

APPROVED 8/6/98 DATE — JOHN TERRY, SECTION MANAGER

I-15 CORRIDOR RECONSTRUCTION

PAVEMENT JOINTING PLAN

CORRIDOR STANDARD PLAN

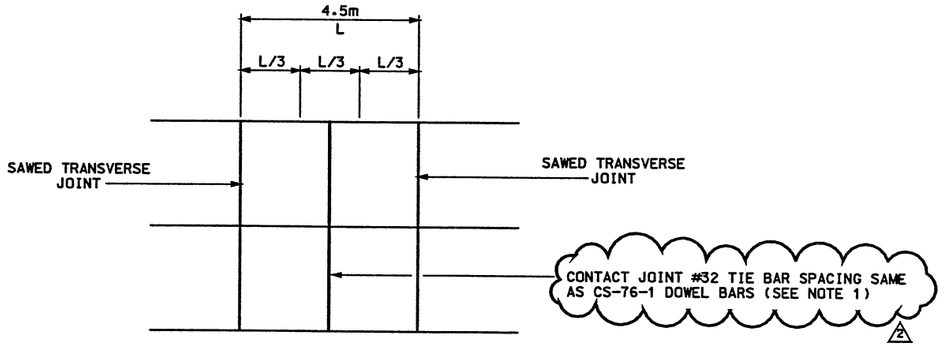
PROJECT NUMBER *SP-15-7(135)296

SALT LAKE COUNTY

DWG. NO. CS-62-2

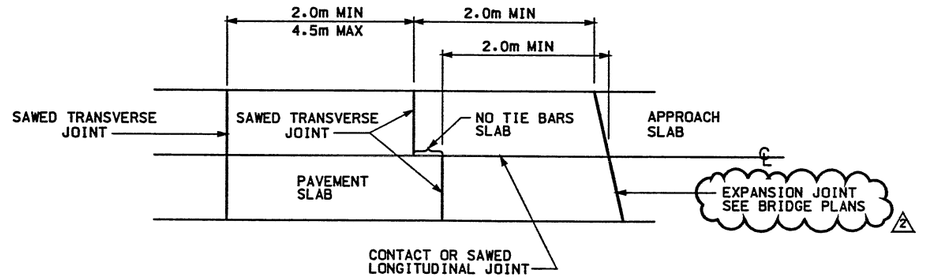
SHT. ____ OF ____

JOINTS FOR HIGHWAYS WITH CONCRETE TRAFFIC LANES AND SHOULDERS



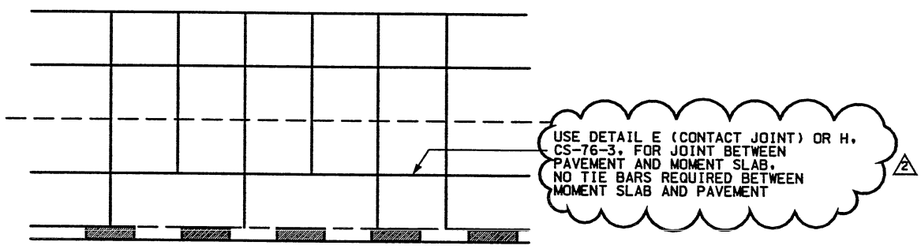
CONTACT JOINT (NIGHT HEADER)

NTS



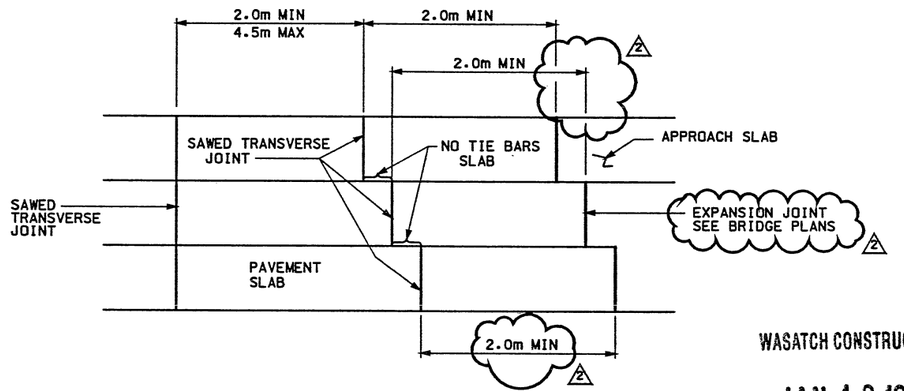
SKEWED APPROACH SLAB

NTS



MOMENT SLAB DETAIL

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.

LICENSED PROFESSIONAL ENGINEER
No. 98-324447-2202
JOHN M. TERRY
1/14/99
STATE OF UTAH

APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	5/6/98	ORIGINAL RELEASE
2	01/14/99	MOMENT SLAB JOINT REVISIONS

UTAH DEPARTMENT OF TRANSPORTATION

SVERDRUP/DE LEUW

DESIGN LT 5/98 CHECK POW 5/98
DRAWN VLR 5/98 CHECK
QUANT. CHECK

APPROVAL RECOM. 5/6/98 LOLENE TERRY DATE PROJECT DESIGN ENGINEER
APPROVED 5/6/98 JOHN TERRY DATE SECTION MANAGER

I-15 CORRIDOR RECONSTRUCTION

PAVEMENT JOINTING PLAN

CORRIDOR STANDARD PLAN

TRACKING NO.

PROJECT NUMBER *SP-15-7(135)296

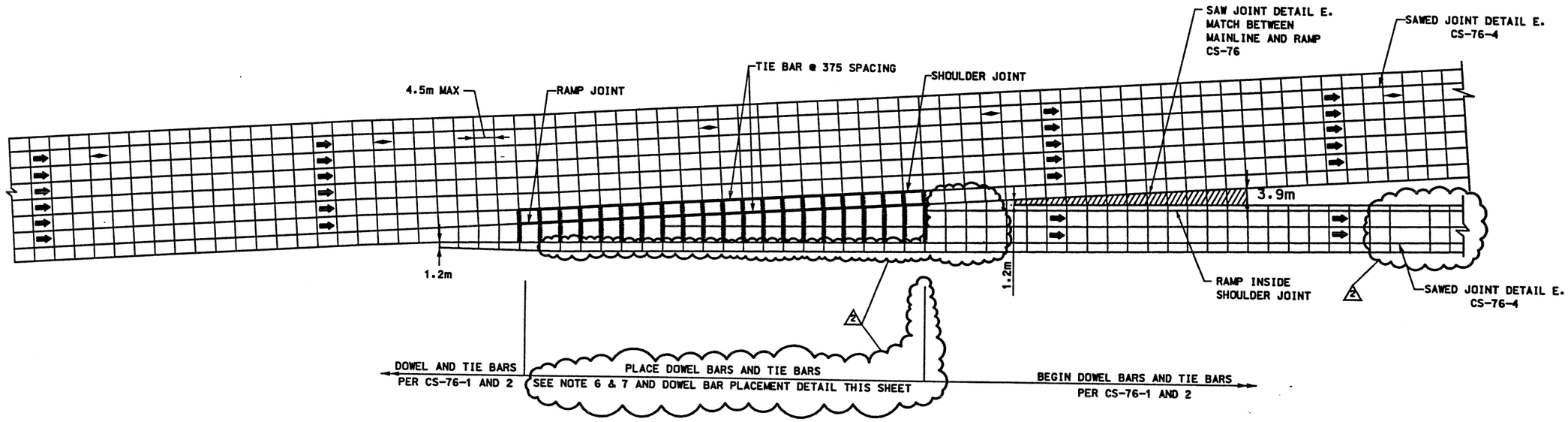
SALT LAKE COUNTY

DWG. NO. CS-62-3

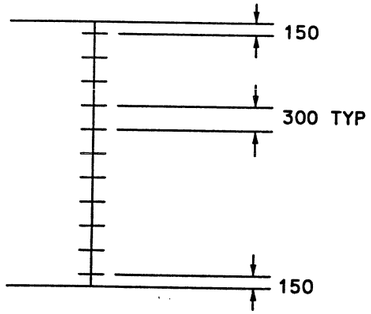
SHT. 3 OF 3

Filename: o:\dgn\115_oddd\115_97\sheet_files\corridor_stdpln\cs_typical_062_3.dgn
Date: 14-JAN-1999 Time: 12:05 Username: vandlso

JOINTS FOR HIGHWAYS WITH CONCRETE TRAFFIC LANES AND SHOULDERS



TWO LANE OFF RAMP
JOINTS FOR RAMPS



DOWEL BAR PLACEMENT DETAIL

NTS

LICENSED PROFESSIONAL ENGINEER
No. 98-356152-2202
LOLENE J.
TERRY
STATE OF UTAH
11/23/98

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 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.

APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	8/31/98	ORIGINAL RELEASE
2	11/16/98	UPDATES FOR CLARIFICATION

UTAH DEPARTMENT OF TRANSPORTATION

SVERDRUP/DE LEUW

DESIGN LT 11/98	CHECK JNT 11/98	TRACKING NO.	
DRAWN REF 11/98	CHECK JNT 11/98		
QUANT.	CHECK		

APPROVAL RECOMM.	8/31/98	LOLENE TERRY, PROJECT DESIGN ENGINEER
APPROVED	8/31/98	JOHN TERRY, SECTION MANAGER

I-15 CORRIDOR RECONSTRUCTION

PAVEMENT JOINTING PLAN

CORRIDOR STANDARD PLAN

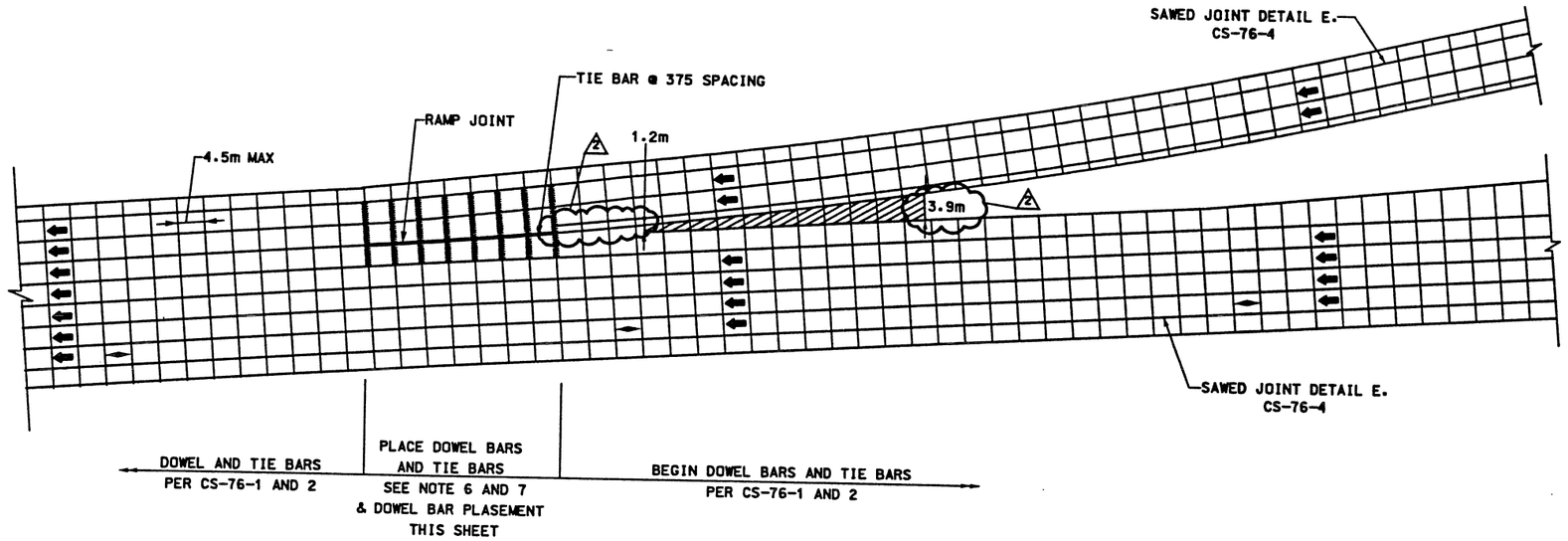
PROJECT NUMBER #SP-15-7(113)296

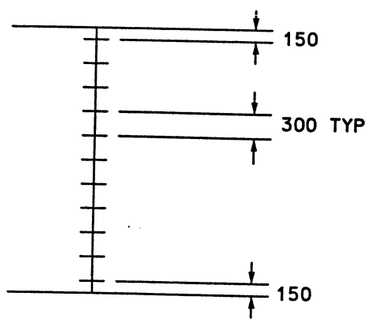
SALT LAKE COUNTY

DWG. NO. CS-62-4

SHT. ____ OF ____

JOINTS FOR HIGHWAYS WITH CONCRETE TRAFFIC LANES AND SHOULDERS





DOWEL BAR PLACEMENT DETAIL
NTS

TWO LANE ON RAMP
JOINTS FOR RAMPS

LICENSED PROFESSIONAL ENGINEER
No. 98-356152-2202
LOLENE J. TERRY
STATE OF UTAH

WASATCH CONSTRUCTORS
DEC 07 1998
RELEASED FOR CONSTRUCTION

NOTES:

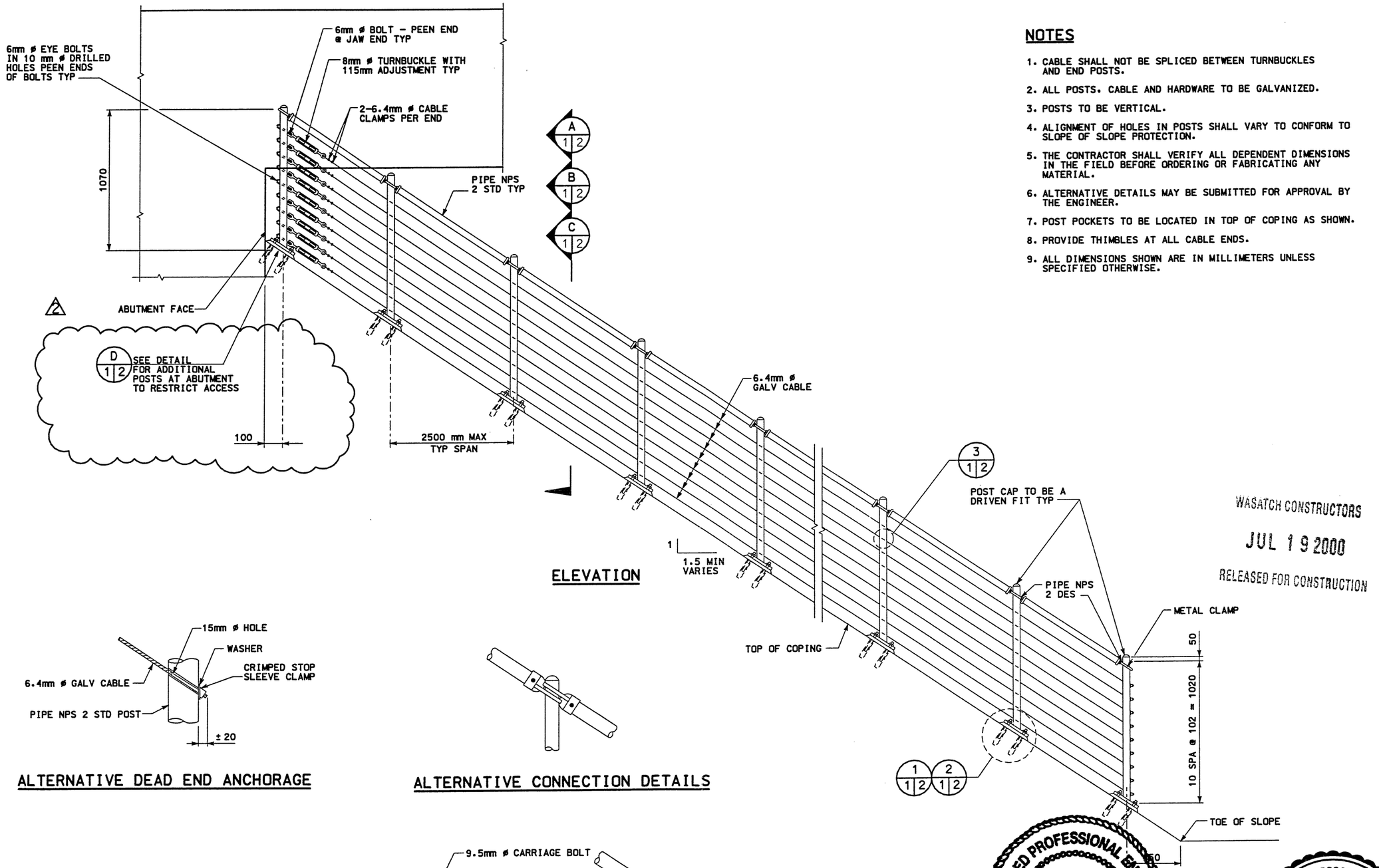
1. ESTIMATED QUANTITIES FOR CONCRETE FLATWORK ARE CALCULATED ON TANGENT SECTION. IN ALL CASES LENGTH OF GORE PAVING WILL BE CARRIED AHEAD UNTIL THE DISTANCE BETWEEN PAVING IS 3.9m.
2. SLOPE MAY VARY TO MEET DESIGN CONDITIONS ON RAMP AND MAINLINE. SEE GORE STAKING PLAN OR IF INDICATED ON PLAN USE DETAIL 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 TO BEGINING OF INSIDE RAMP SHOULDER. SEE SPACING DETAIL. 2
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.

APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	8/31/98	ORIGINAL RELEASE
2	11/16/98	UPDATES FOR CLARIFICATION

UTAH DEPARTMENT OF TRANSPORTATION
SVERDRUP/DE LEUW
DESIGN LT 11/98 CHECK JMT 11/98 TRACING NO.
DRAWN RDF 11/98 CHECK JMT 11/98
QUANT. CHECK
APPROVAL RECOMM. 8/31/98 DATE LOLENE TERRY PROJECT DESIGN ENGINEER
APPROVED 8/31/98 DATE JOHN TERRY SECTION MANAGER

I-15 CORRIDOR RECONSTRUCTION
PAVEMENT JOINTING PLAN
CORRIDOR STANDARD PLAN
PROJECT NUMBER #SP-15-7(135)296
SALT LAKE COUNTY
DWG. NO. CS-62-5
SHT. ____ OF ____



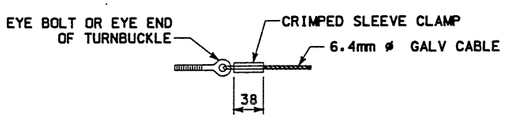
ELEVATION

NOTES

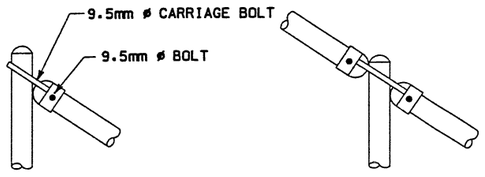
1. CABLE SHALL NOT BE SPLICED BETWEEN TURNBUCKLES AND END POSTS.
2. ALL POSTS. CABLE AND HARDWARE TO BE GALVANIZED.
3. POSTS TO BE VERTICAL.
4. ALIGNMENT OF HOLES IN POSTS SHALL VARY TO CONFORM TO SLOPE OF SLOPE PROTECTION.
5. THE CONTRACTOR SHALL VERIFY ALL DEPENDENT DIMENSIONS IN THE FIELD BEFORE ORDERING 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.

ALTERNATIVE DEAD END ANCHORAGE

ALTERNATIVE CONNECTION DETAILS



ALTERNATIVE CABLE CONNECTION



TYPICAL CONNECTION DETAILS

WASATCH CONSTRUCTORS

JUL 19 2000

RELEASED FOR CONSTRUCTION

LICENSED PROFESSIONAL ENGINEER No. 175312 EVAN G. NIXON STATE OF UTAH

6-30-00

2 only

LICENSED PROFESSIONAL ENGINEER MITCHELL D. BALLE 178559 STATE OF UTAH

FHWA Approval

APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	09/23/98	ORIGINAL ISSUE
2	06/26/00	ABUTMENT TREATMENT

UTAH DEPARTMENT OF TRANSPORTATION
DE LEUW CATHER
SVERDRUP/DE LEUW

DESIGN MJS 08/12/98 CHECK MB 08/12/98
DRAWN DKC 12/09/97 CHECK MB 08/12/98
QUANT. CHECK

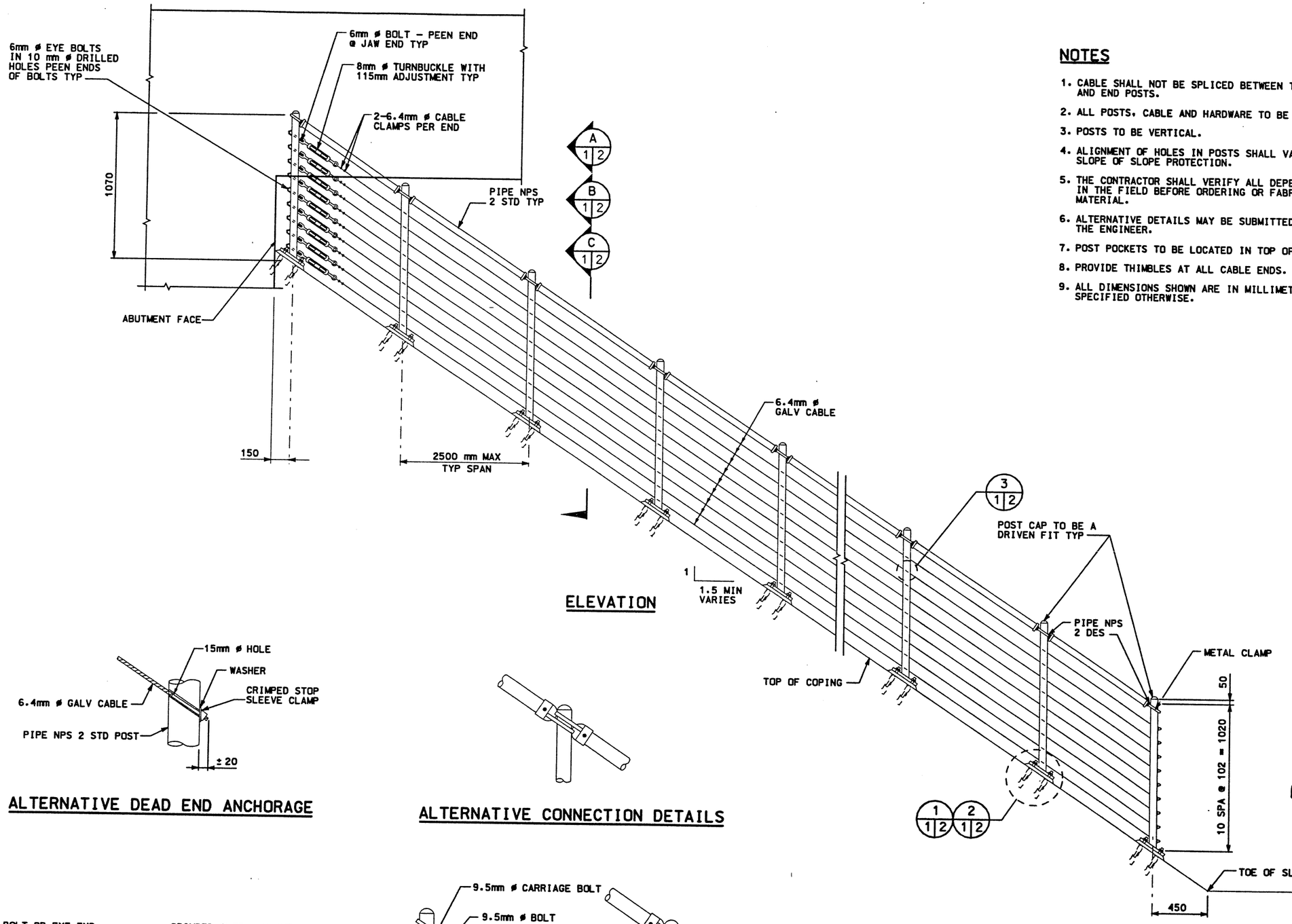
APPROVAL RECOMM. 09/98 DATE PROJECT DESIGN ENGINEER MITCHELL BALLE
APPROVED 09/98 DATE SECTION MANAGER STAN POLASIK

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 ____

Date: 23-SEP-1998 Time: 09:01 Username: sweeter



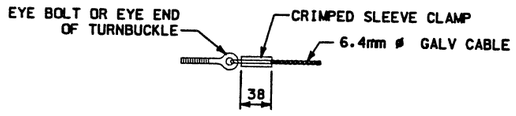
ELEVATION

NOTES

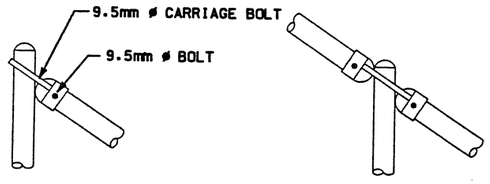
1. CABLE SHALL NOT BE SPLICED BETWEEN TURNBUCKLES AND END POSTS.
2. ALL POSTS, CABLE AND HARDWARE TO BE GALVANIZED.
3. POSTS TO BE VERTICAL.
4. ALIGNMENT OF HOLES IN POSTS SHALL VARY TO CONFORM TO SLOPE OF SLOPE PROTECTION.
5. THE CONTRACTOR SHALL VERIFY ALL DEPENDENT DIMENSIONS IN THE FIELD BEFORE ORDERING 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.

ALTERNATIVE DEAD END ANCHORAGE

ALTERNATIVE CONNECTION DETAILS



ALTERNATIVE CABLE CONNECTION



TYPICAL CONNECTION DETAILS

WASATCH CONSTRUCTORS

SEP 2 4 1998

RELEASED FOR CONSTRUCTION

LICENSED PROFESSIONAL ENGINEER
MITCHELL D. BALLE
178559
9/23/98
STATE OF UTAH

APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	9.23.98	Original Issue

UTAH DEPARTMENT OF TRANSPORTATION
DE LEUW CATHER
SVERDRUP/DE LEUW

DESIGN	MJS 08/12/98	CHECK	MB 08/12/98
DRAWN	DKC 12/09/97	CHECK	MB 08/12/98
QUANT.		CHECK	

APPROVAL RECOMM.	09/98	MITCHELL BALLE	PROJECT DESIGN ENGINEER
APPROVED	09/98	STAN POLASIK	SECTION MANAGER
	DATE		

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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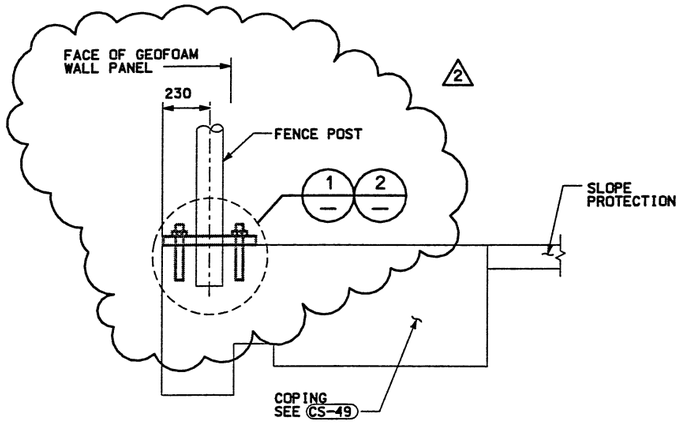
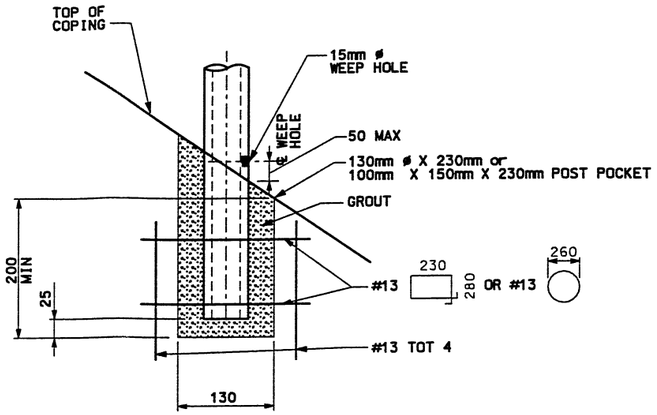
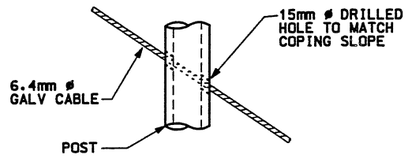


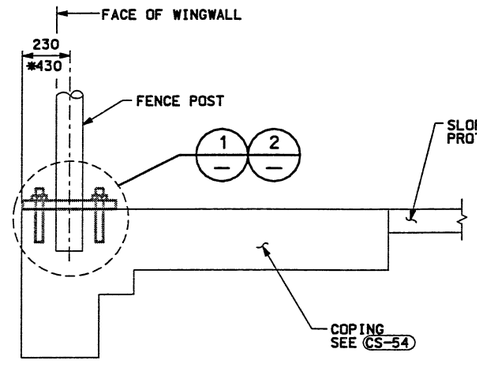
SECTION AT GEOFOAM WALL PANEL A 1|2



ANCHORAGE DETAIL 1 1|2 1|—

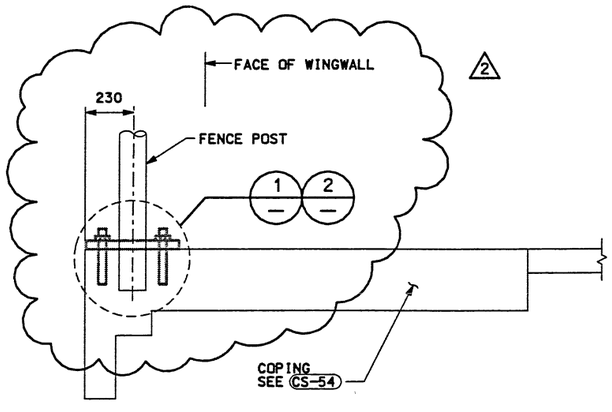


CABLE-POST DETAIL 3 1|2

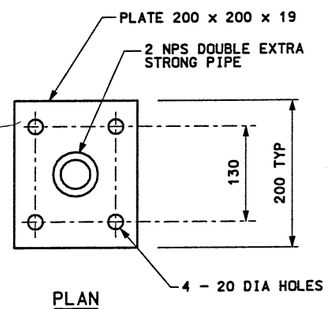


SECTION AT MSE SINGLE STAGE WALL PANEL B 1|2

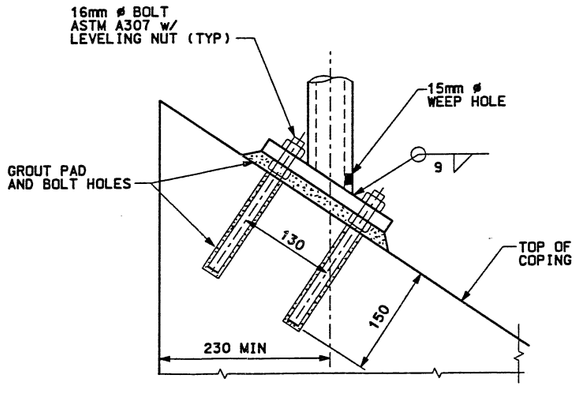
* DIMENSION WHEN TRANSITION ELEMENT IS USED



SECTION AT MSE TWO STAGE WALL PANEL C 1|2



PLAN



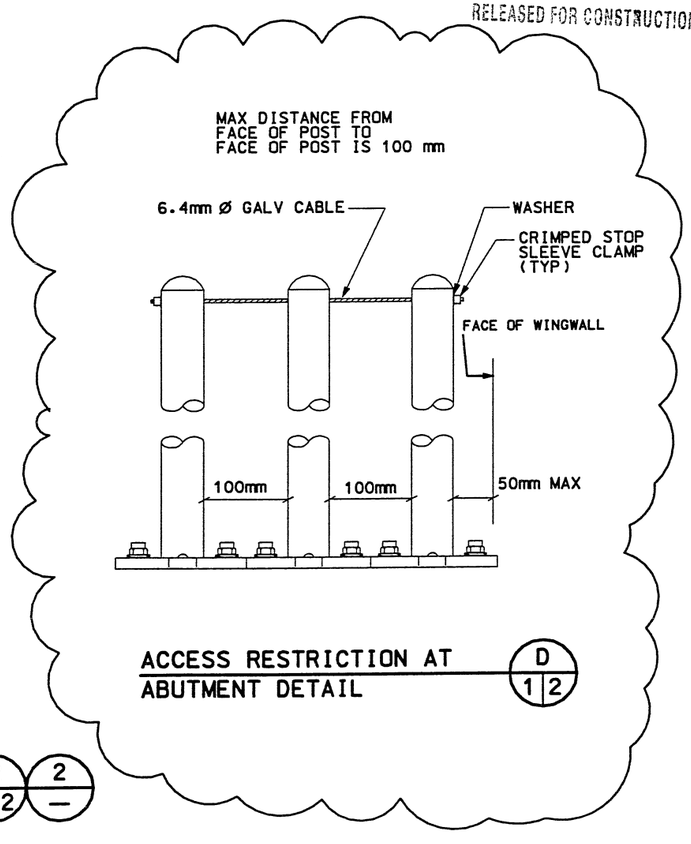
ELEVATION

ALTERNATE ANCHORAGE DETAIL 2 2|2 —|—

WASATCH CONSTRUCTORS

JUL 19 2000

RELEASED FOR CONSTRUCTION



ACCESS RESTRICTION AT ABUTMENT DETAIL D 1|2

APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	09/03/98	ORIGINAL ISSUE
2	06/28/00	ABUTMENT TREATMENT REVISION

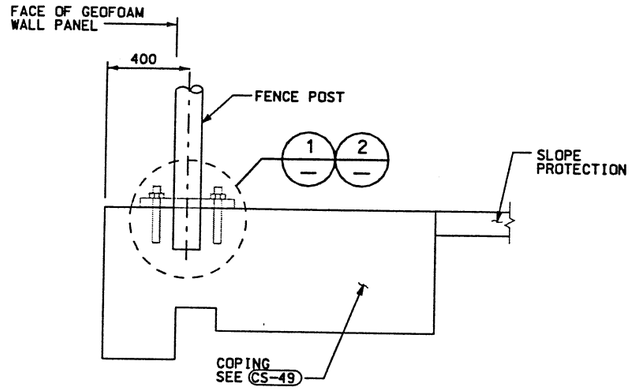
UTAH DEPARTMENT OF TRANSPORTATION
DE LEUW CATHER
SVERDRUP/DE LEUW

APPROVAL RECOMM.	09/98	PROJECT DESIGN ENGINEER	MITCHELL BALLE
APPROVED	09/98	SECTION MANAGER	STAN POLASIK

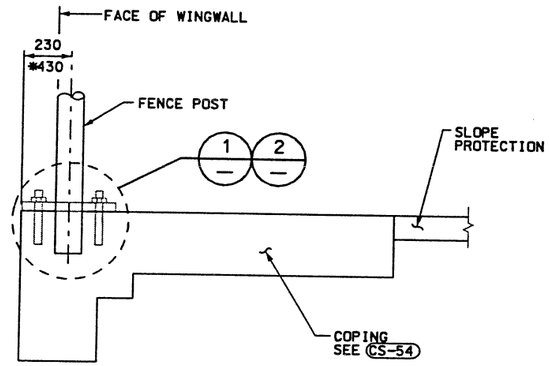
DESIGN MJS 06/12/98 CHECK MB 06/12/98
DRAWN DKC 12/09/97 CHECK MB 06/12/98
QUANT. CHECK

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 ____

RFC Approved Revised

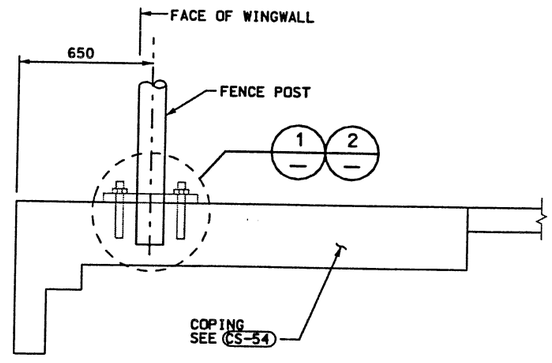


SECTION AT GEOFOAM WALL PANEL A 1|2

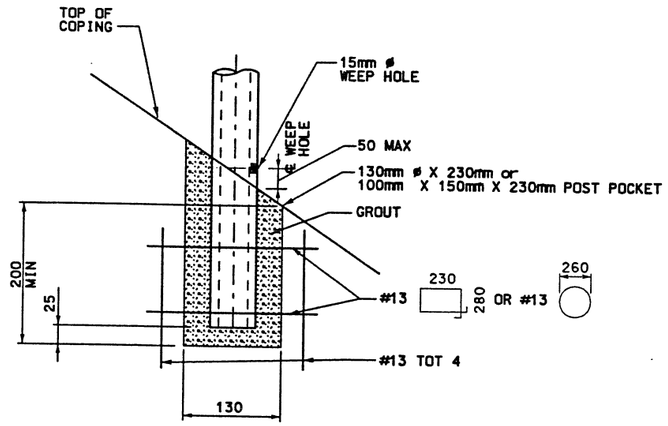


SECTION AT MSE SINGLE STAGE WALL PANEL B 1|2

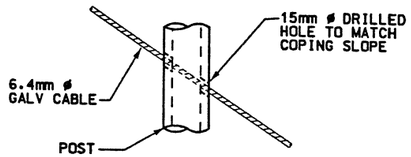
* DIMENSION WHEN TRANSITION ELEMENT IS USED



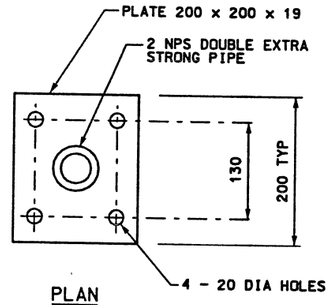
SECTION AT MSE TWO STAGE WALL PANEL C 1|2



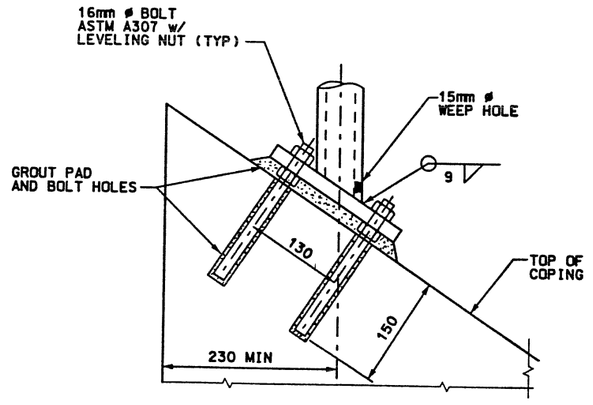
ANCHORAGE DETAIL 1 1|2 1|—



CABLE-POST DETAIL 3 1|2



PLAN



ELEVATION

ALTERNATE ANCHORAGE DETAIL 2 1|2 2 —

WASATCH CONSTRUCTORS

SEP 24 1998

RELEASED FOR CONSTRUCTION

LICENSED PROFESSIONAL ENGINEER
MITCHELL D. BALLE
178559
9/23/98
STATE OF UTAH

APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	9-23-98	Original Issue

UTAH DEPARTMENT OF TRANSPORTATION
DE LEUW CATHER
SVERDRUP/DE LEUW

DESIGN	MJS 08/12/98	CHECK	MB 08/12/98
DRAWN	DKC 12/09/97	CHECK	MB 08/12/98
QUANT.		CHECK	

APPROVAL RECOMM.	08/98 DATE	MITCHELL BALLE PROJECT DESIGN ENGINEER	
APPROVED	08/98 DATE	STAN POLASIK SECTION MANAGER	

I-15 CORRIDOR RECONSTRUCTION

CABLE RAILING

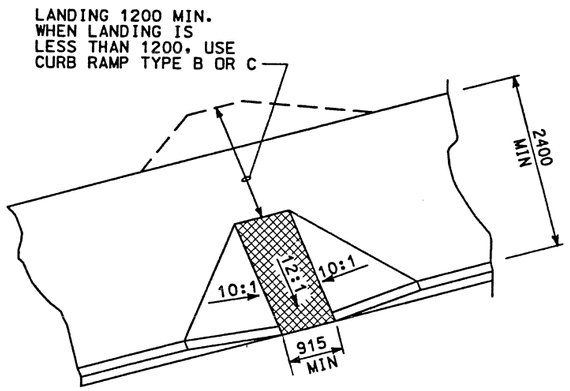
CORRIDOR STANDARD

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

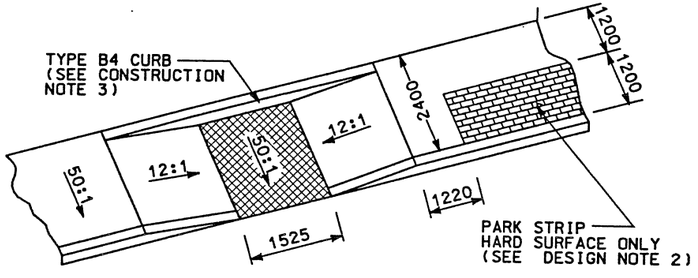
SALT LAKE COUNTY

DWG. NO. CS-63-2

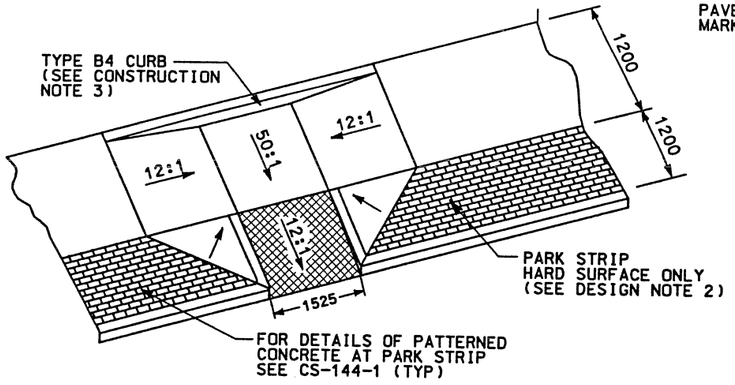
SHT. ____ OF ____



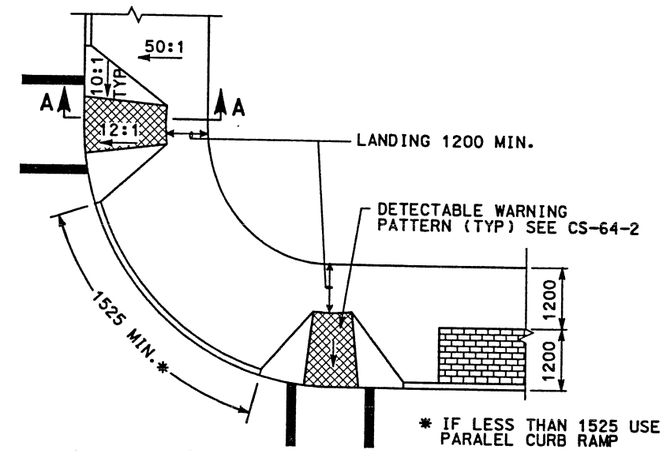
SIDEWALK CURB RAMP
TYPE A NTS



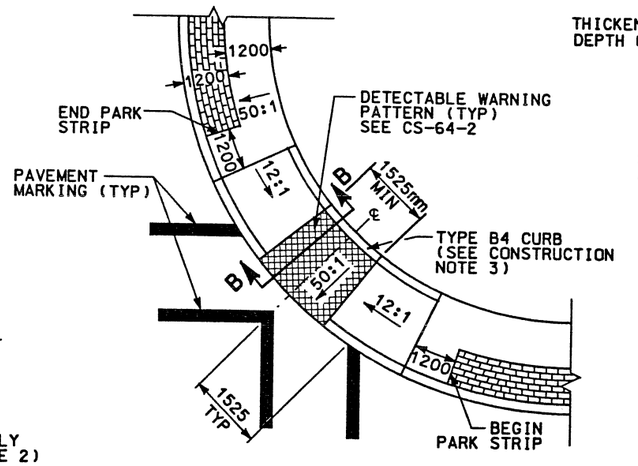
SIDEWALK CURB RAMP
TYPE B NTS



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.

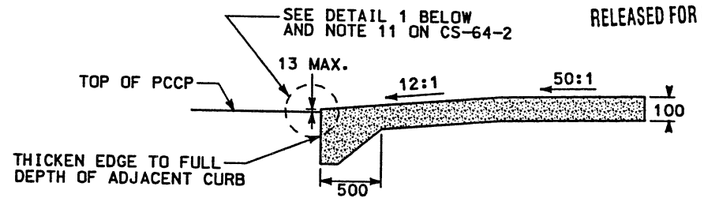
CONSTRUCTION NOTES:

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 SPUI 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.

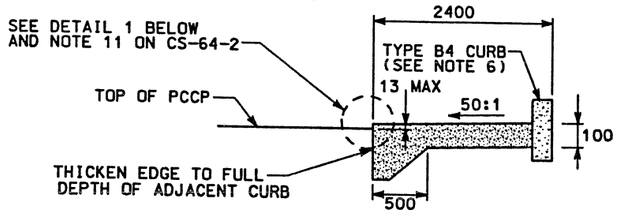
WASATCH CONSTRUCTORS

OCT 07 1998

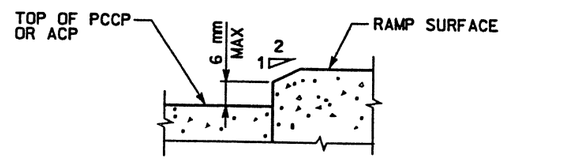
RELEASED FOR CONSTRUCTION



SECTION A-A
NTS



SECTION B-B
NTS



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

LICENSED PROFESSIONAL ENGINEER
No. 96-324447-2202
JOHN M. TERRY
10/6/98
STATE OF UTAH

NO.	DATE	DESCRIPTION
A	10/6/98	ORIGINAL ISSUE

APPROVED FOR CONSTRUCTION

UTAH DEPARTMENT OF TRANSPORTATION

SVERDRUP/DE LEUW

DESIGN	LT	10/98	CHECK MSC 10/98
DRAWN	MW	10/98	CHECK MSC 10/98
QUANT.	N/A		CHECK

LOLENE TERRY — PROJECT DESIGN ENGINEER — APPROVAL RECOMM. 10/6/98 DATE

JOHN TERRY — SECTION MANAGER — APPROVED 10/6/98 DATE

I-15 CORRIDOR RECONSTRUCTION

TYPICAL CURB RAMP DETAILS

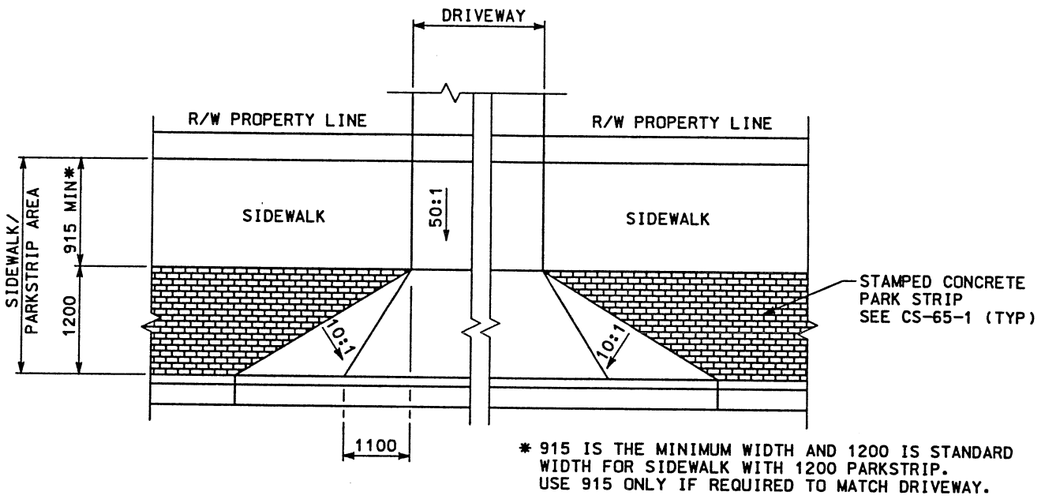
CORRIDOR STANDARD PLAN

PROJECT NUMBER *SP-15-7(135)296

SALT LAKE COUNTY

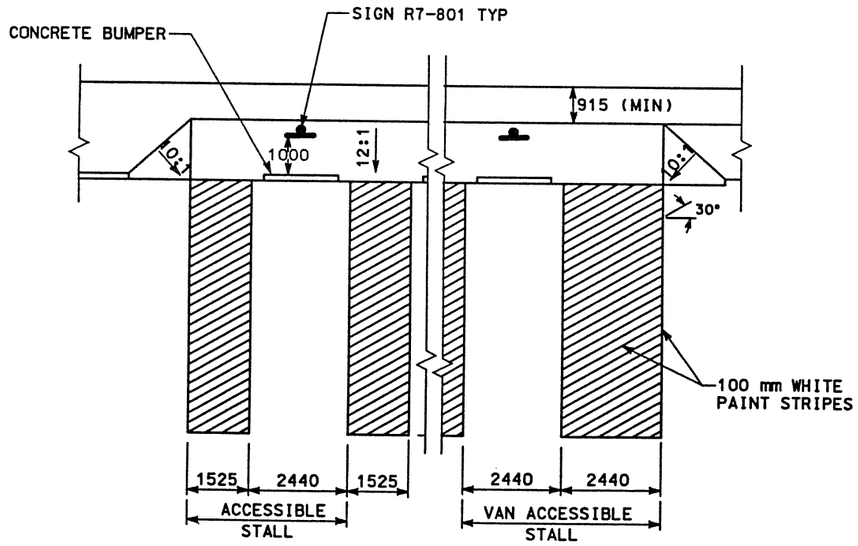
DWG. NO. CS-64-1

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 UPTO 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.

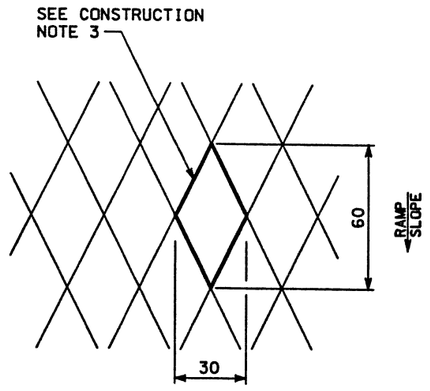
CONSTRUCTION NOTES:

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.

WASATCH CONSTRUCTORS

OCT 07 1998

RELEASED FOR CONSTRUCTION



DETECTABLE WARNING AREA
FIGURE A

LICENSED PROFESSIONAL ENGINEER
No. 96-324447-2202
JOHN M. TERRY
10/6/98
STATE OF UTAH

APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	10/6/98	ORIGINAL ISSUE

UTAH DEPARTMENT OF TRANSPORTATION

SVERDRUP/DE LEUW

DESIGN LT	CHECK MBC	10/98
DRAWN WWW	CHECK MBC	10/98
QUANT. N/A	CHECK	

APPROVAL RECOMM.	LOLENE TERRY PROJECT DESIGN ENGINEER	10/6/98 DATE
APPROVED	JOHN TERRY SECTION MANAGER	10/6/98 DATE

I-15 CORRIDOR RECONSTRUCTION

TYPICAL CURB RAMP DETAILS

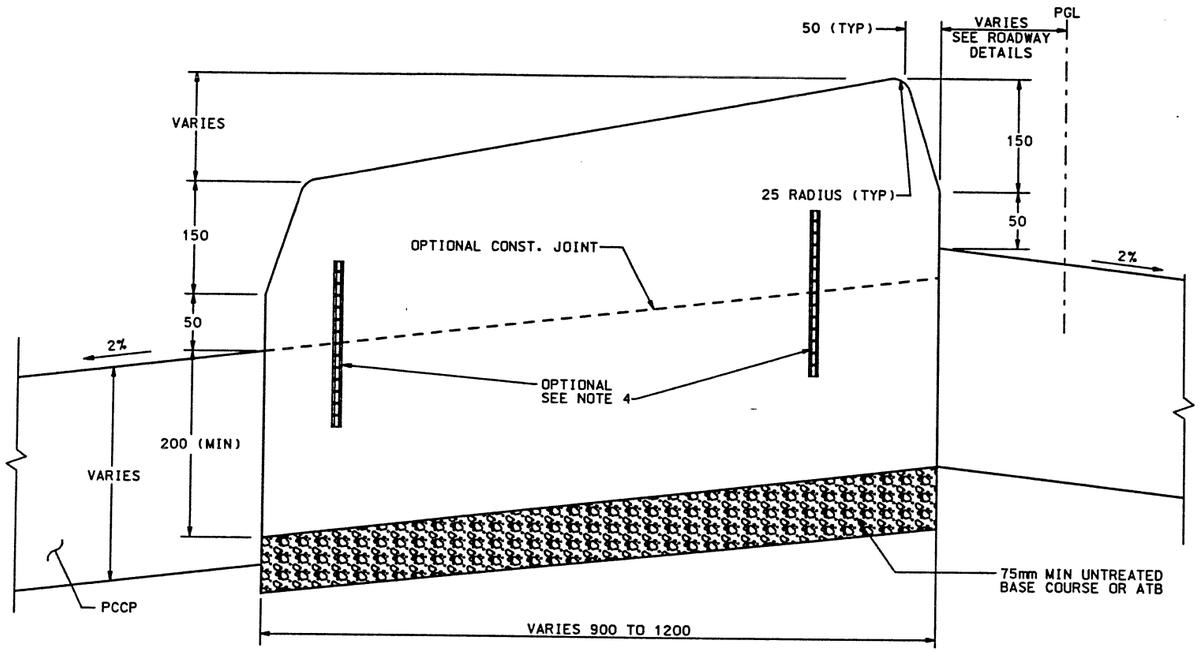
CORRIDOR STANDARD PLAN

PROJECT NUMBER *SP-15-7(135)296

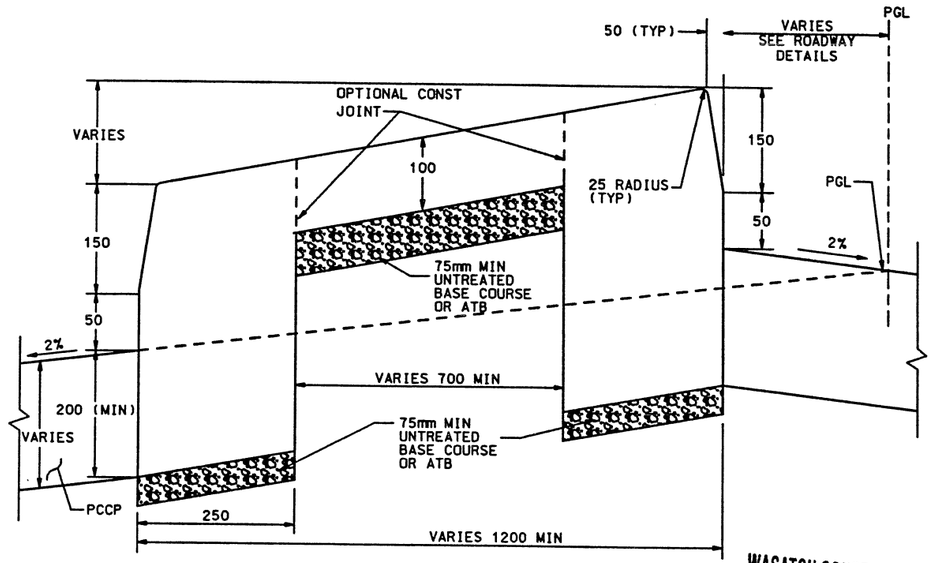
SALT LAKE
COUNTY

DWG. NO.
CS-64-2

SHT. ____ OF ____



TYPICAL SECTION RAISED PAVED MEDIAN ISLAND
NTS



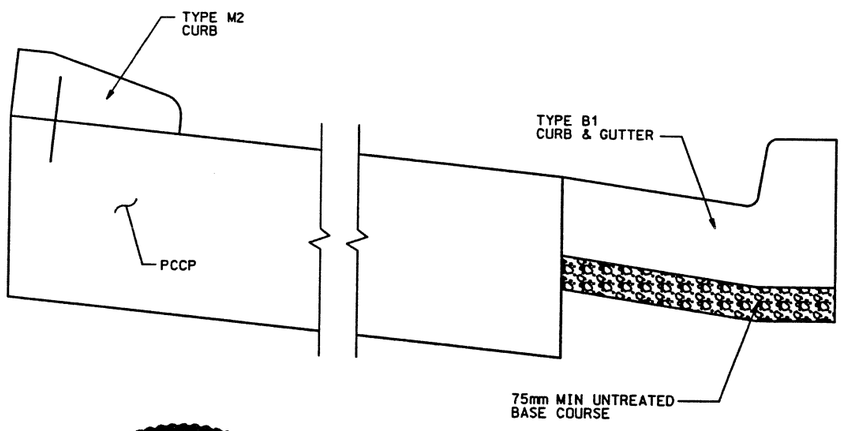
TYPICAL SECTION RAISED PAVED MEDIAN ISLAND
NTS

OPTIONAL CONSTRUCTION FOR MEDIAN WIDTHS GREATER THAN 1200mm

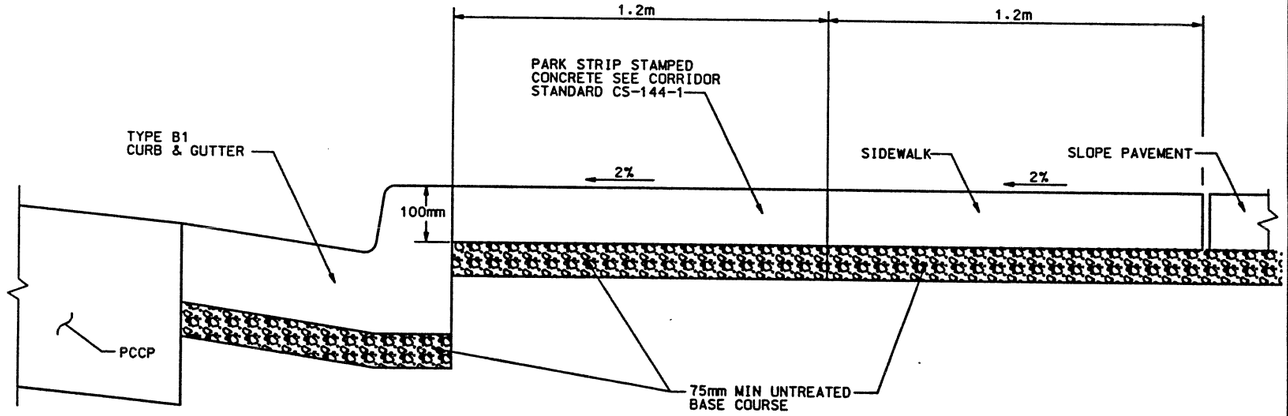
WASATCH CONSTRUCTORS

SEP 24 1998

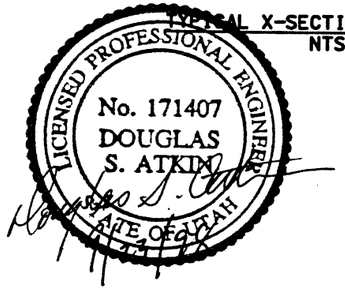
RELEASED FOR CONSTRUCTION



TYPICAL X-SECTION SPUI RAMP
NTS



TYPICAL X-SECTION CURB, GUTTER & SIDEWALK
NTS



TYPICAL SPUI DETAILS

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.

APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	9-11-98	INITIAL RELEASE
	- -	
	- -	
	- -	

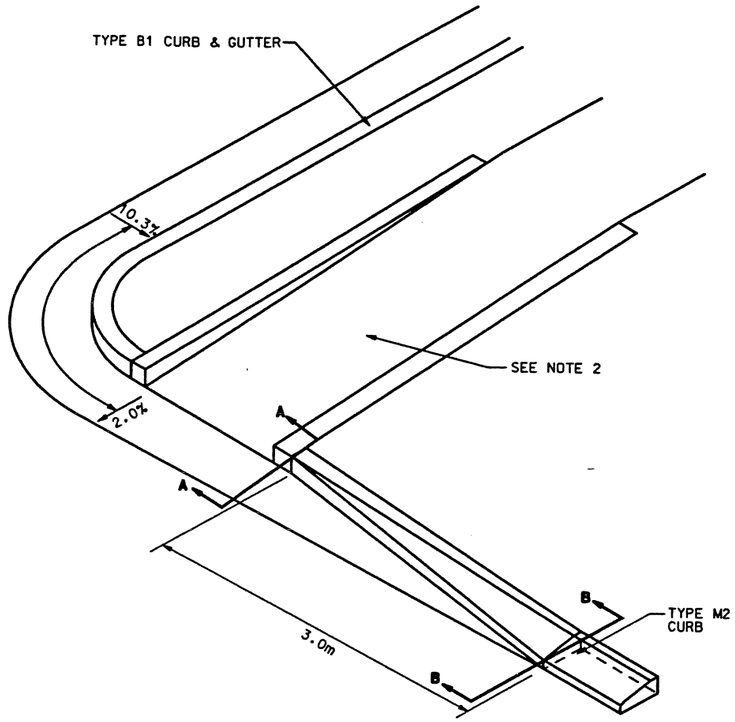
UTAH DEPARTMENT OF TRANSPORTATION
URS Greiner
SVERDRUP/DE LEUW

DESIGN TY	03/98	CHECK DD	03/98
DRAWN RS	03/98	CHECK	/ /
QUANT.		CHECK	/ /

APPROVAL RECOMM. 03/98 DATE — RICK CHAPMAN PROJECT DESIGN ENGINEER
APPROVED 03/98 DATE — DON GRAUL SECTION MANAGER

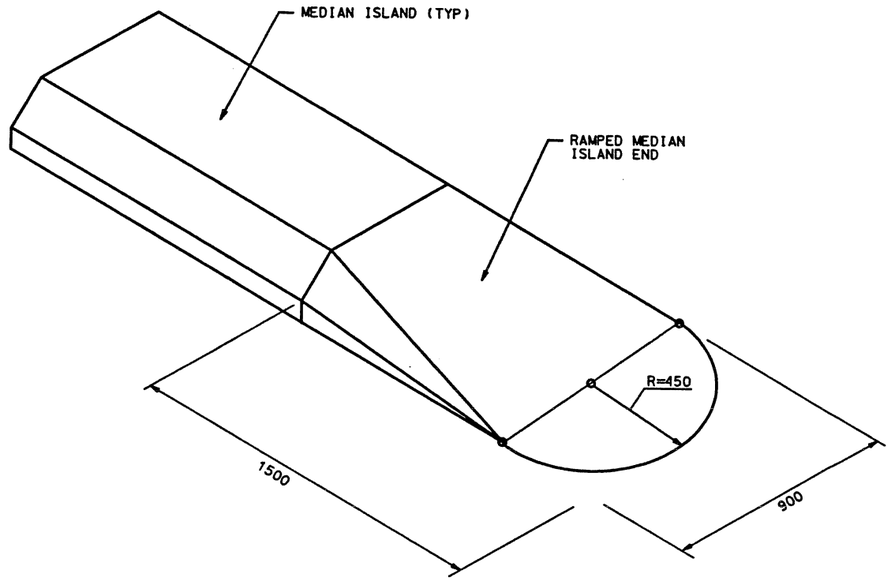
I-15 CORRIDOR RECONSTRUCTION
SPUI ISLAND DETAILS
CORRIDOR STANDARD PLANS
PROJECT NUMBER #SP-15-7(1135)296

SALT LAKE COUNTY
DWG. NO. CS-65-1
SHT. ____ OF ____



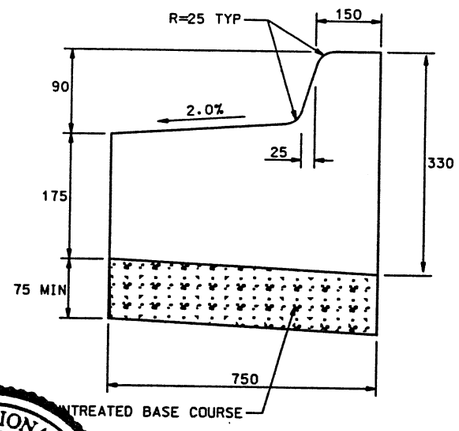
CURB & GUTTER TRANSITION

DETAIL

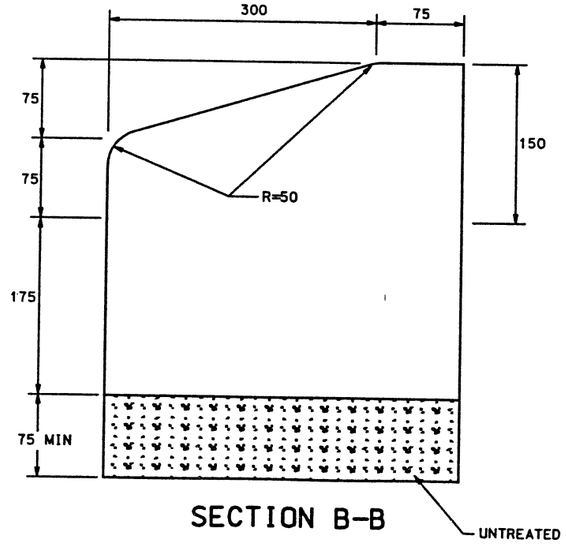


RAMPED MEDIAN ISLAND END

DETAIL



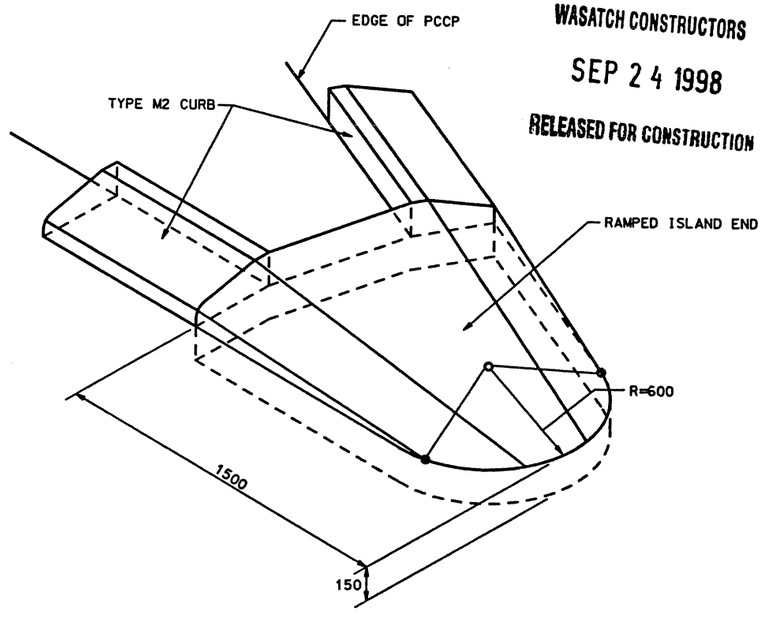
SECTION A-A



SECTION B-B

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.

LICENSED PROFESSIONAL ENGINEER
No. 171407
DOUGLAS S. ATKIN
STATE OF UTAH



RAMPED ISLAND END

DETAIL

WASATCH CONSTRUCTORS

SEP 2 4 1998

RELEASED FOR CONSTRUCTION

APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
4	8-31-98	INITIAL RELEASE
	- -	
	- -	
	- -	

UTAH DEPARTMENT OF TRANSPORTATION

URS Greiner
SVERDRUP/DE LEUW

DESIGN TY	03/98	CHECK DD	03/98
DRAWN CRJ	03/98	CHECK	/
QUANT.	/	CHECK	/

APPROVAL RECOMM. 03/98 RICK CHAPMAN PROJECT DESIGN ENGINEER

APPROVED 03/98 DON GRAUL SECTION MANAGER

DATE DATE

I-15 CORRIDOR RECONSTRUCTION

SPUI ISLAND DETAILS

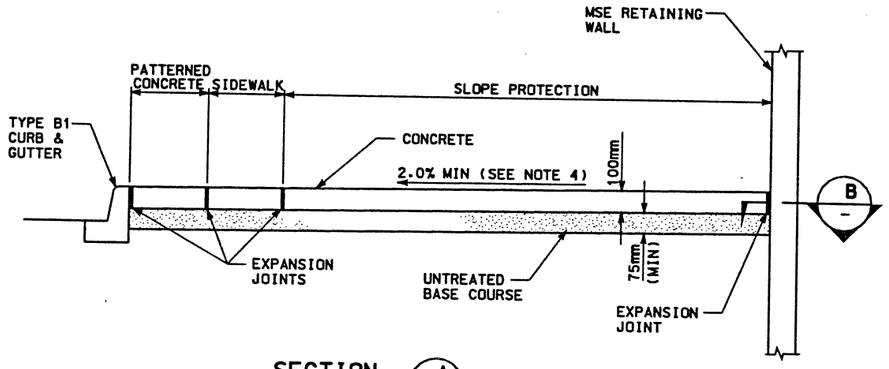
CORRIDOR STANDARD PLANS

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

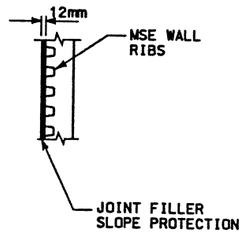
SALT LAKE COUNTY

DWG. NO. CS-65-2

SHT. ____ OF ____



SECTION A
NTS

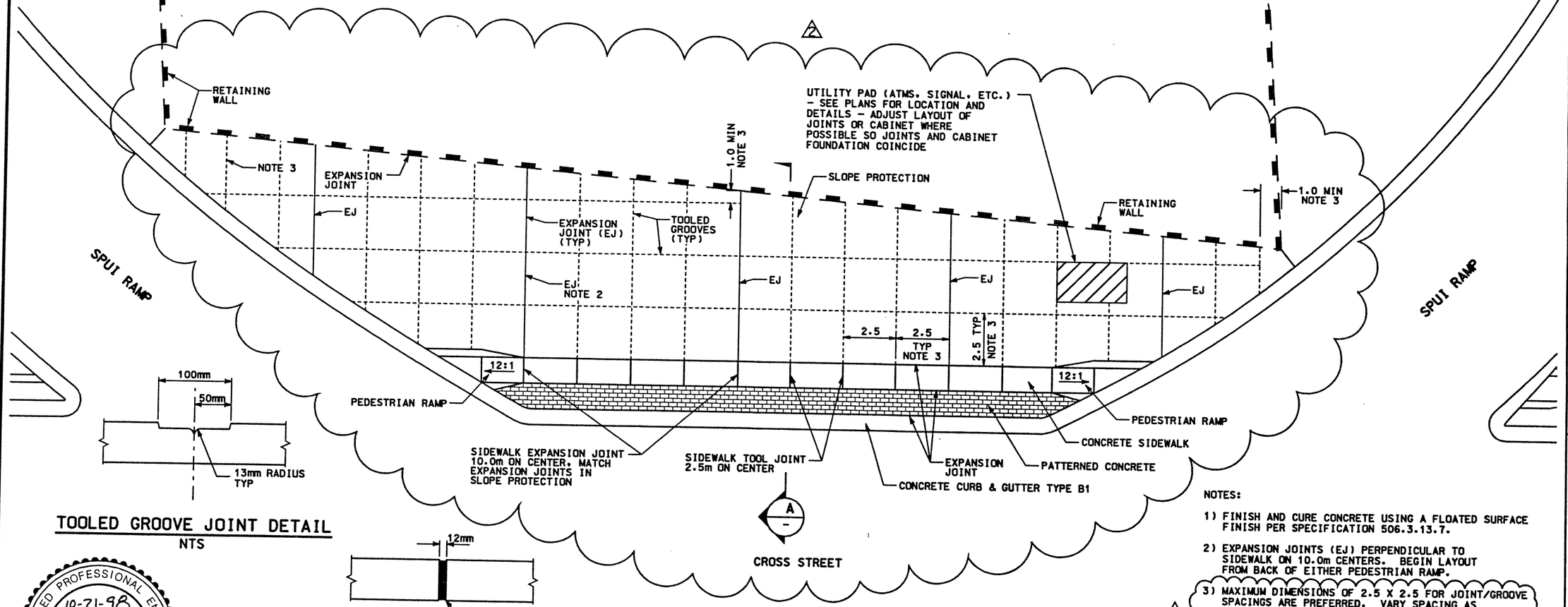


SECTION B
NTS

WASATCH CONSTRUCTORS

OCT 2 2 1998

RELEASED FOR CONSTRUCTION



TOOLED GROOVE JOINT DETAIL
NTS

EXPANSION JOINT DETAIL
NTS

TYPICAL SLOPE PROTECTION DETAIL AT SPUI INTERCHANGE
NTS

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.

LICENSED PROFESSIONAL ENGINEER
10-21-98
No. 153670
BRET ADRIAN REYNOLDS
STATE OF UTAH

APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	9/15/98	ORIGINAL ISSUE
2	10/21/98	NOC-0213, REVISE JOINT SPACING
3	/ /	
4	/ /	

UTAH DEPARTMENT OF TRANSPORTATION
MK CENTENNIAL
SVERDRUP/DE LEUW

DESIGN BAR	9/12/98	CHECK	
DRAWN DAF	9/12/98	CHECK	
QUANT.	/ /	CHECK	

APPROVAL RECOMM. 9/12/98 — Bret A. Reynolds — PROJECT DESIGN ENGINEER
APPROVED 9/12/98 — Randle L. Ross — SECTION MANAGER

I-15 CORRIDOR RECONSTRUCTION
SPUI SLOPE PROTECTION DETAIL
CORRIDOR STANDARD PLAN

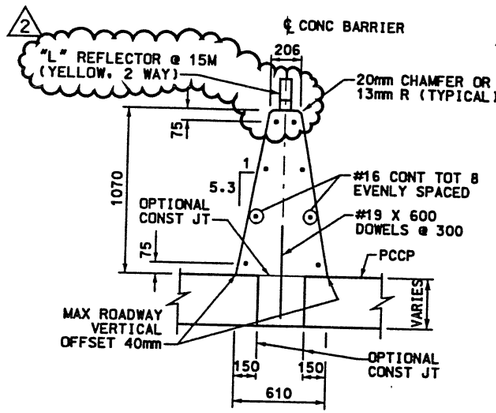
WBS NO.

PROJECT NUMBER *SP-15-7(135)296

SALT LAKE COUNTY

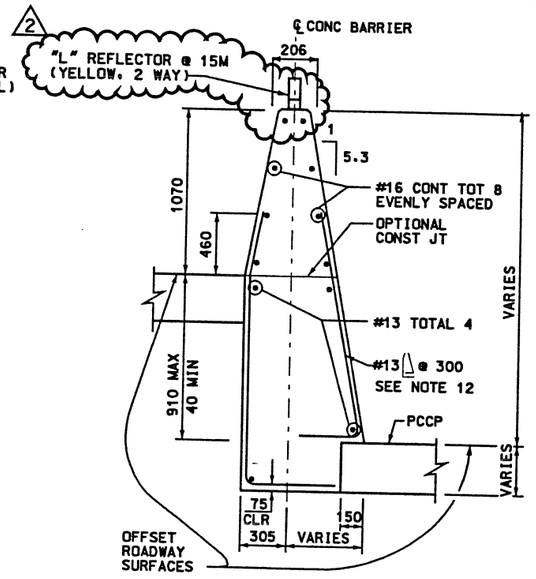
DWG. NO. CS-65-3

SHT. ____ OF ____



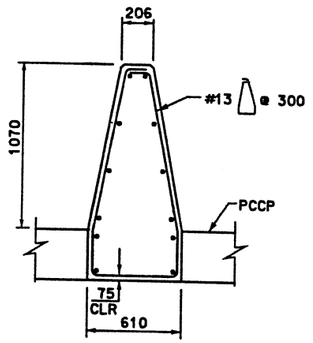
CONCRETE BARRIER TYPE SC

TYPICAL

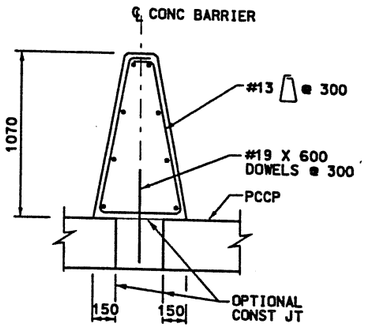


CONCRETE BARRIER TYPE SCS

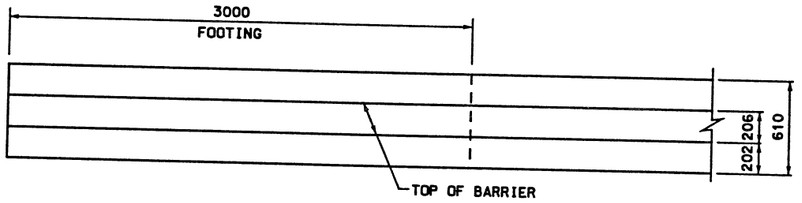
DETAILS SIMILAR TO TYPE SC EXCEPT AS NOTED.
CONCRETE BARRIER END ANCHOR WHEN NECESSARY.



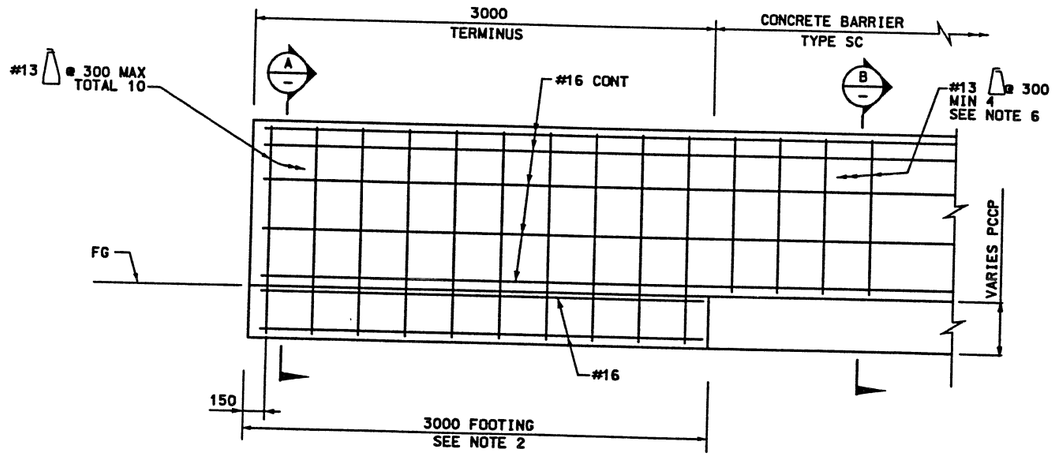
SECTION A



SECTION B



PLAN



ELEVATION

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

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.

2

WASATCH CONSTRUCTORS

NOV 1 1 1998

RELEASED FOR CONSTRUCTION

LICENSED PROFESSIONAL ENGINEER
No. 98-360758-2202
NASSER NIKPOUR
11-11-98
STATE OF UTAH

APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	09/04/98	INITIAL RELEASE
2	11/06/98	ADDED REFLECTORS

UTAH DEPARTMENT OF TRANSPORTATION
DE LEUW CATHER
SVERDRUP/DE LEUW

DESIGN	WM	07/98	CHECK RH 7/98
DRAWN	DKC	07/98	CHECK RH 7/98
QUANT.			CHECK
PROJECT ENGINEER	N. NIKPOUR	07/98	
SECTION MANAGER	J. KLEMZ	07/98	
APPROVAL RECOMM.		DATE	APPROVED DATE

I-15 CORRIDOR RECONSTRUCTION
CONCRETE BARRIER TYPE SC
CORRIDOR STANDARD PLAN
PROJECT NUMBER #SP-15-7(135)296

SALT LAKE COUNTY
DWG. NO. CS-66
SHT. ____ OF ____

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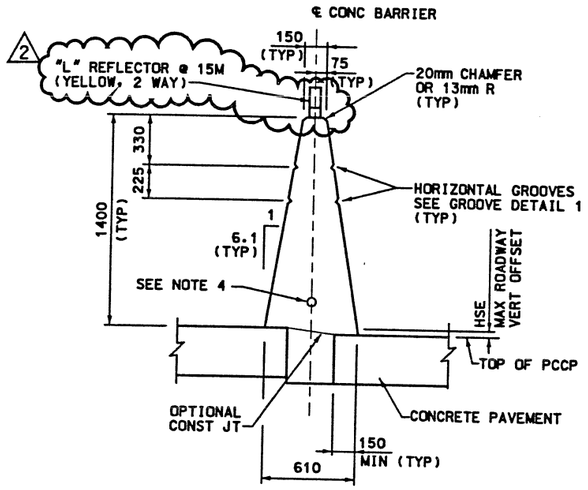
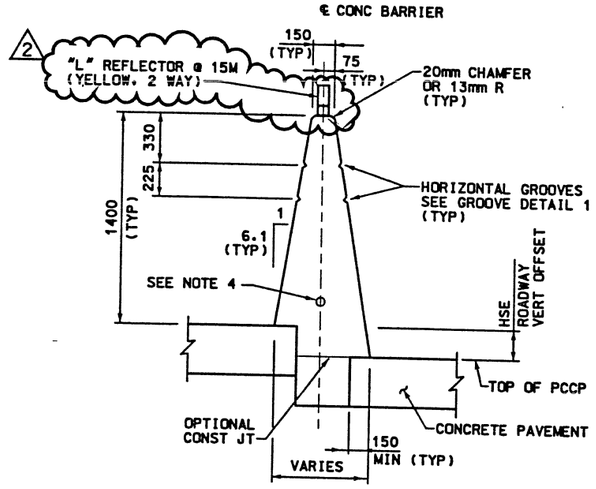
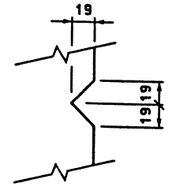
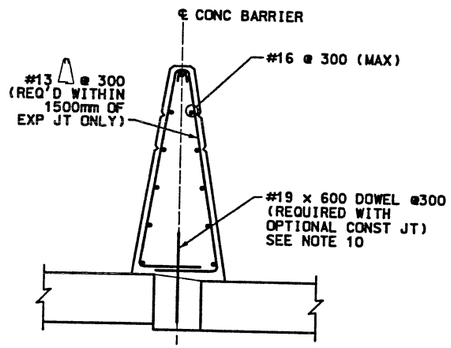


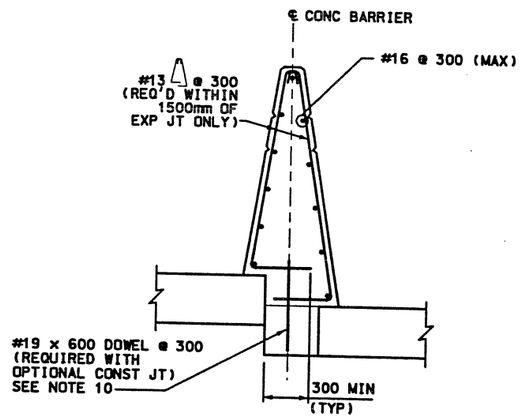




GROOVE DETAIL 1



HSE ≤ 40



40 < HSE ≤ 305

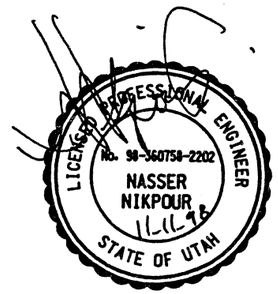
NOTES:

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) 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. (2)

WASATCH CONSTRUCTORS

NOV 1 1 1998

RELEASED FOR CONSTRUCTION



APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	09/04/98	INITIAL RELEASE
2	11/06/98	ADDED REFLECTORS

UTAH DEPARTMENT OF TRANSPORTATION
SVERDRUP/DE LEUW

DESIGN WM 8/98 CHECK RH 8/98
DRAWN DKC 8/98 CHECK RH 8/98
QUANT. CHECK

N. NIKPOUR 8/98 APPROVAL RECOMM. DATE PROJECT DESIGN ENGINEER
J. KLEMZ 8/98 APPROVED DATE 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 ____

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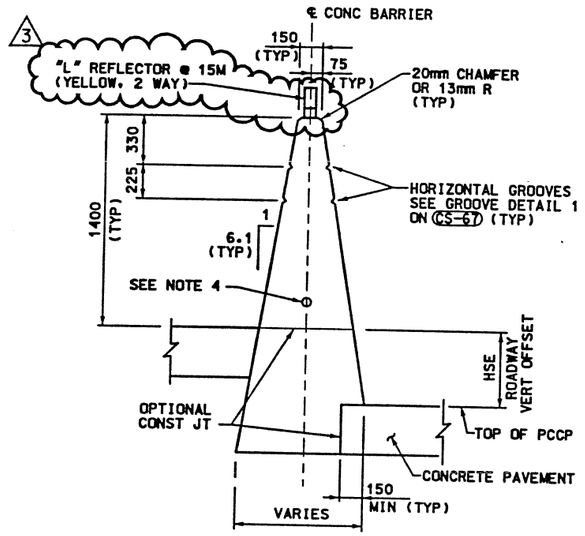
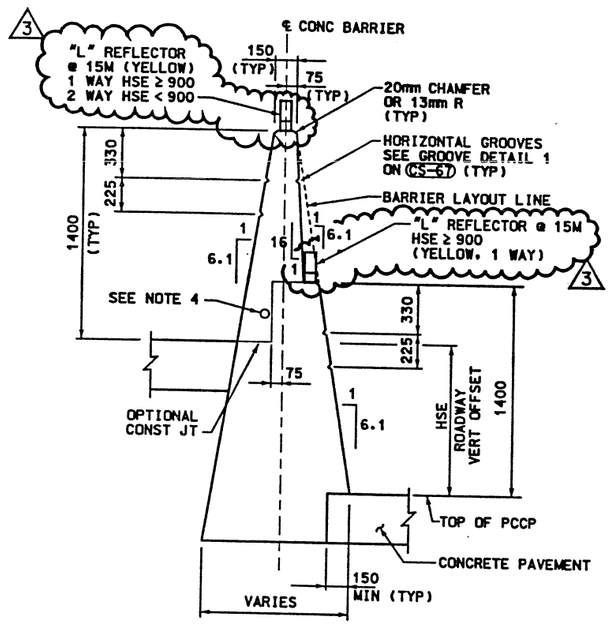
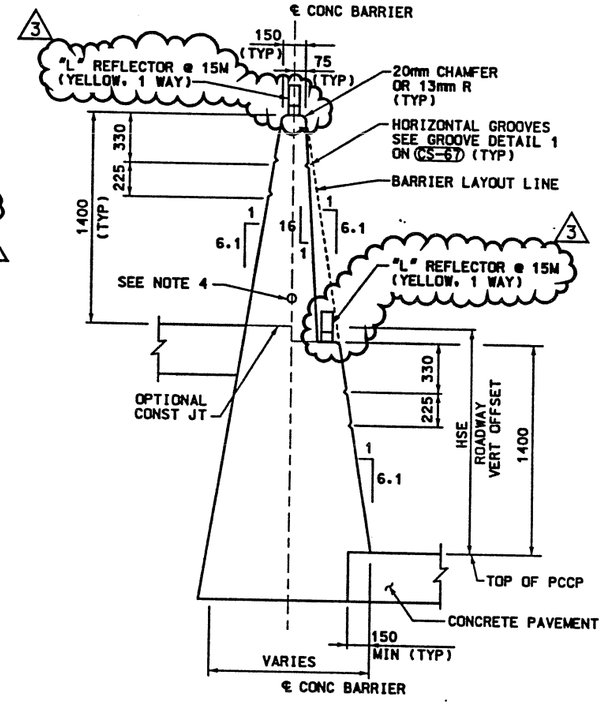
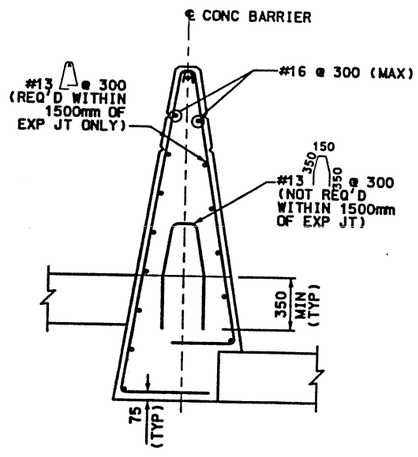
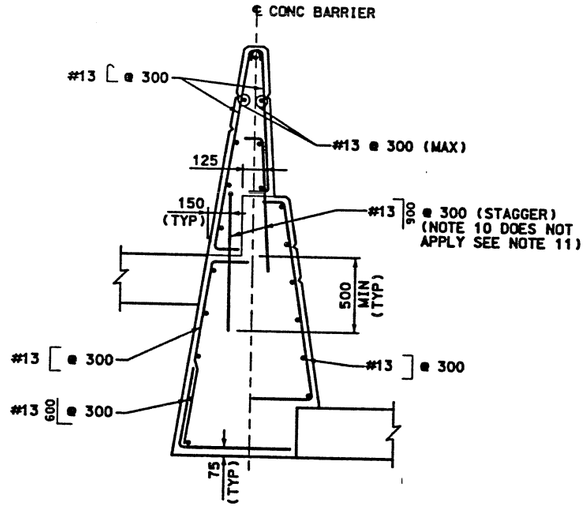




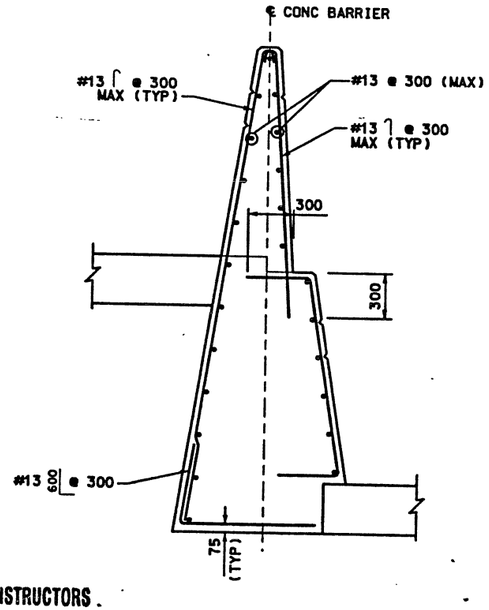




305 < HSE ≤ 692



692 < HSE ≤ 1350



1350 < HSE ≤ 1750

WASATCH CONSTRUCTORS .

NOV 1 1 1998

RELEASED FOR CONSTRUCTION

NOTE:
REFER TO CS-67 FOR GENERAL NOTES.

LICENSED PROFESSIONAL ENGINEER
No. 98-360758-2202
NASSER NIKPOUR
11/10/98
STATE OF UTAH

APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	09/04/98	INITIAL RELEASE
2	09/08/98	TOTAL SHEET REPLACEMENT
3	11/10/98	ADDED REFLECTORS

UTAH DEPARTMENT OF TRANSPORTATION
SVERDRUP/DE LEUW

DESIGN	WM 8/98	CHECK	RH 8/98
DRAWN	DKC 8/98	CHECK	RH 8/98
QUANT.		CHECK	

APPROVAL RECOMMENDED 8/98 DATE — N. NIKPOUR PROJECT DESIGN ENGINEER
APPROVED 8/98 DATE — J. KLEMZ SECTION MANAGER

I-15 CORRIDOR RECONSTRUCTION
CONCRETE BARRIER TYPE M
CORRIDOR STANDARD PLAN
PROJECT NUMBER *SP-15-7(135)296

SALT LAKE COUNTY
DWG. NO. CS-67-1
SHT. ____ OF ____

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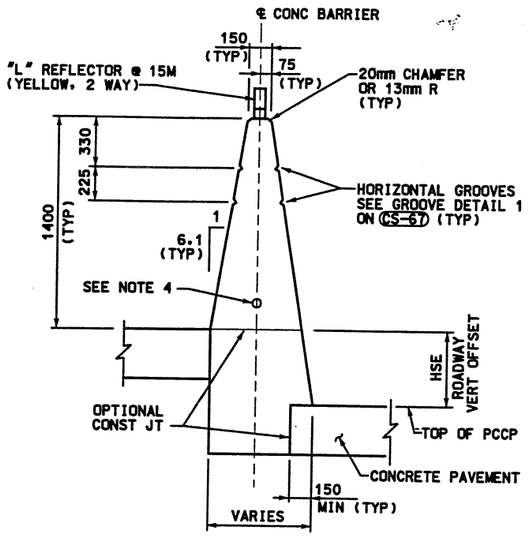
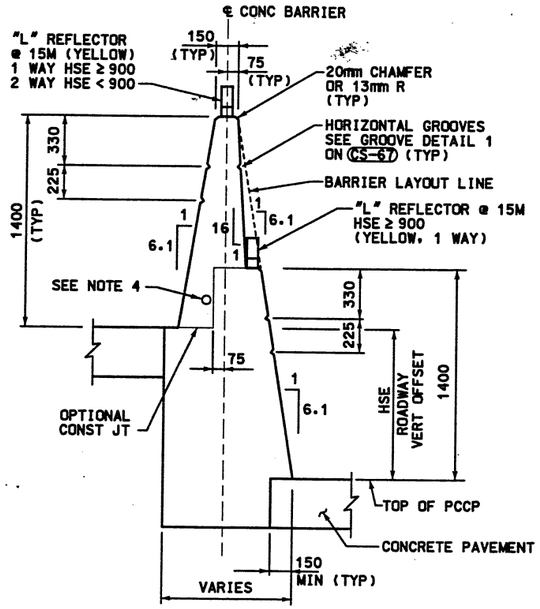
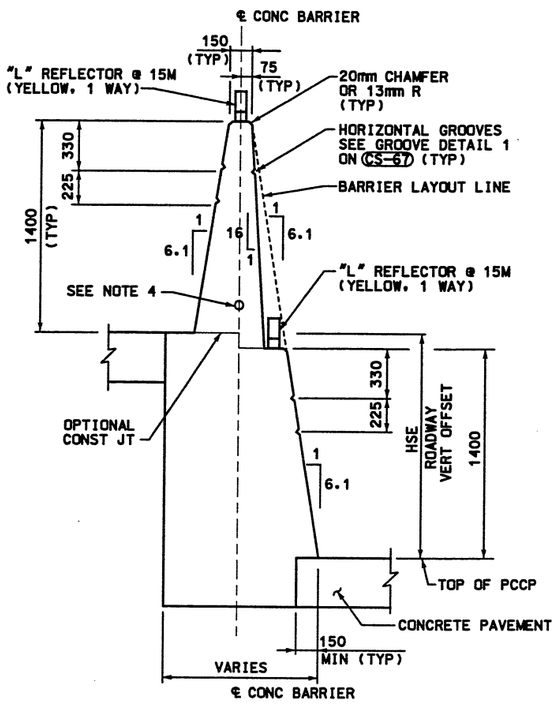
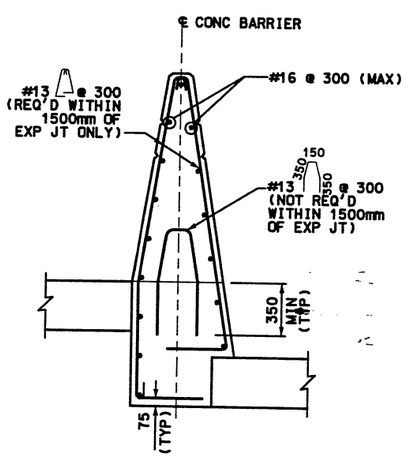
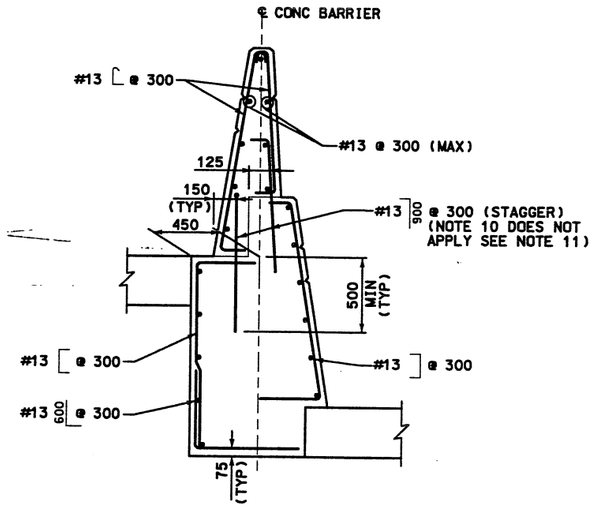




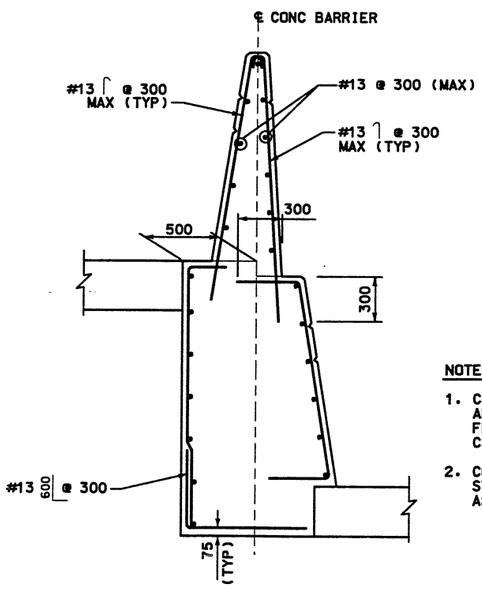




305 < HSE ≤ 692



692 < HSE ≤ 1350



1350 < HSE ≤ 1750

WASATCH CONSTRUCTORS

AUG 2 0 1999

RELEASED FOR CONSTRUCTION

NOTE:

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

GENERAL NOTE:

REFER TO CS-67 FOR GENERAL NOTES.

LICENSED PROFESSIONAL ENGINEER
No. 96-324447-2202
JOHN M. TERRY
8/18/99
STATE OF UTAH

APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	07/22/99	INITIAL RELEASE FDC 1-0767

UTAH DEPARTMENT OF TRANSPORTATION
SVERDRUP/DE LEUW

DESIGN	WM 8/98	CHECK	RH 8/98
DRAWN	DKC 8/98	CHECK	RH 8/98
QUANT.		CHECK	

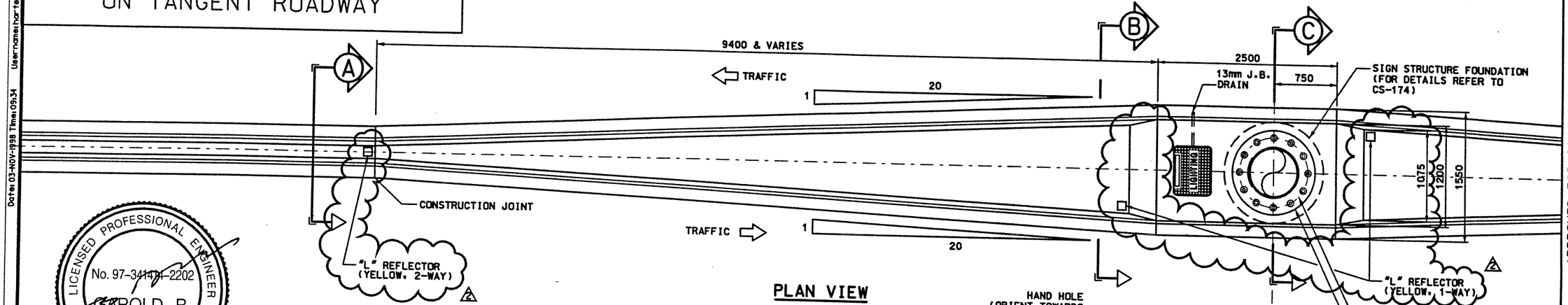
APPROVAL RECOM.	N. NIKPOUR PROJECT DESIGN ENGINEER	8/98 DATE
APPROVED	J. KLEMZ SECTION MANAGER	8/98 DATE

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 ____

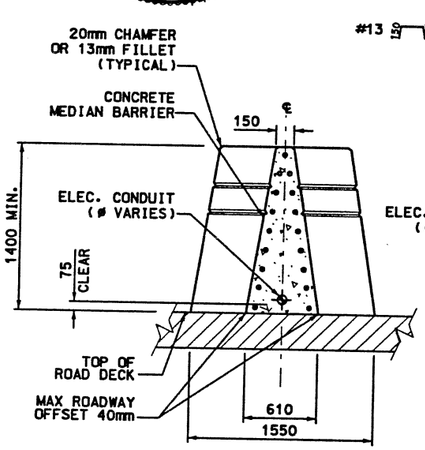
RFC After Final Approval

OVERHEAD SIGN FOUNDATIONS ON TANGENT ROADWAY

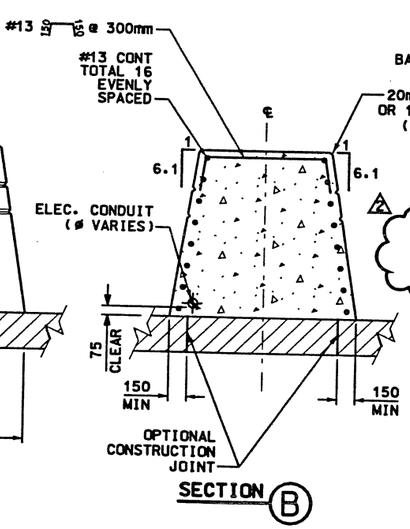


PLAN VIEW

LICENSED PROFESSIONAL ENGINEER
No. 97-341401-2202
GAROLD B. ADAMS
STATE OF UTAH



SECTION (A)



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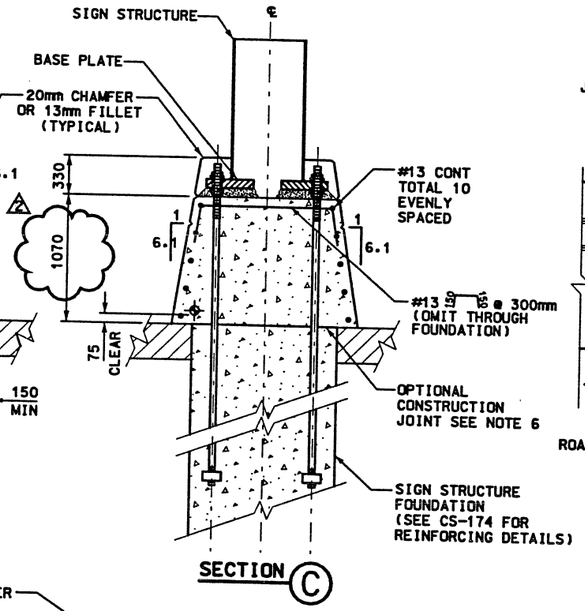
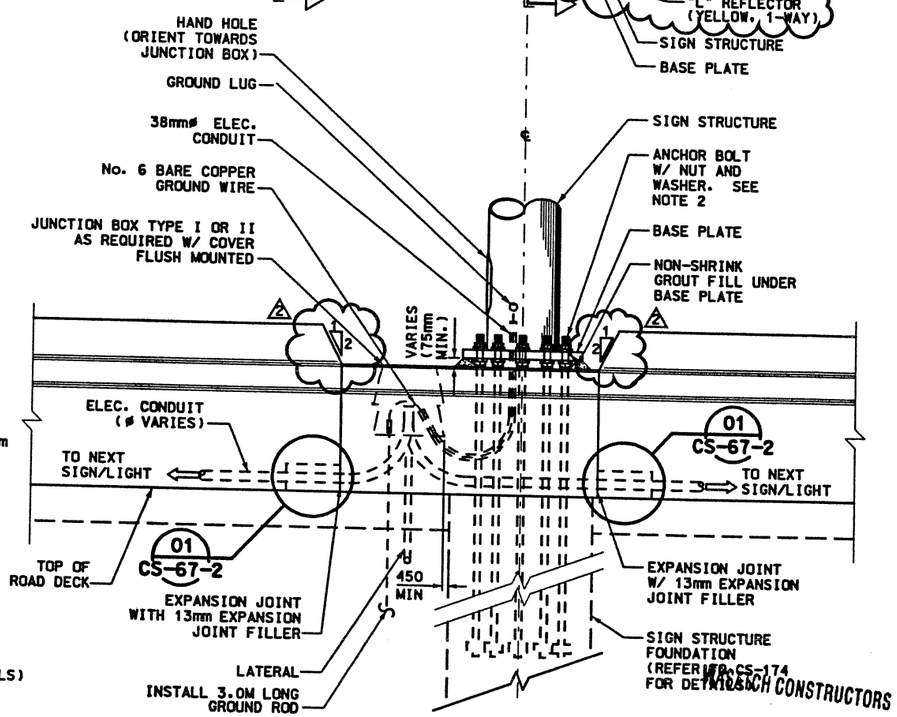
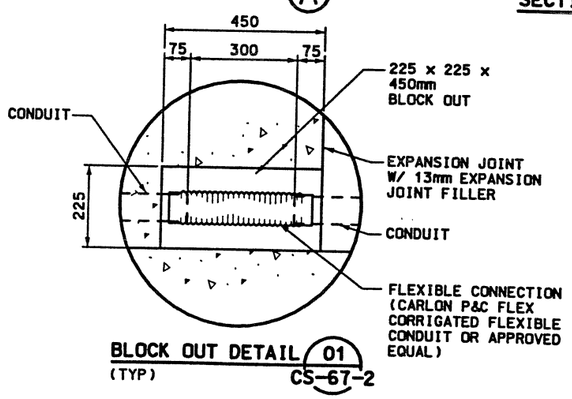


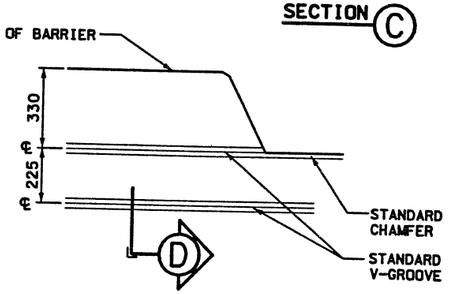
SECTION (C)



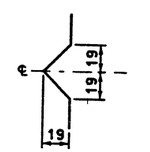
ELEVATION



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



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



SECTION (D) STANDARD V GROOVE

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

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

WASATCH CONSTRUCTORS
NOV 10 1998
RELEASED FOR CONSTRUCTION

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

	DESIGN	DRAWN	QUANT.
CHECK	SQ 10/19/98	SQ 10/19/98	
CHECK	BJE 10/19/98	RLL 10/19/98	
CHECK			

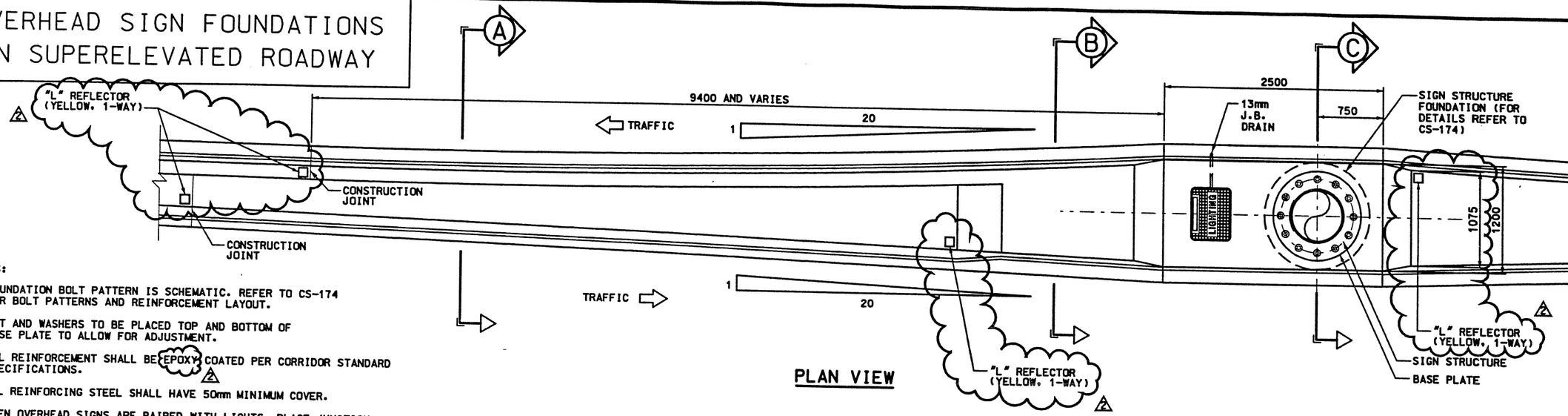
APPROVAL RECOMMENDED: BARRY ERLANDSON, PROJECT DESIGN ENGINEER, DATE 10/19/98
APPROVED: GAROLD ADAMS, SECTION MANAGER, DATE 10/19/98

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

SALT LAKE COUNTY
DWG. NO. CS-67-2
SHT. ____ OF ____

Filename: s:\dgn\115_cad\signing\standards\cs-67-2.dgn
Date: 03-NOV-1998 Time: 09:34 Username: harterj

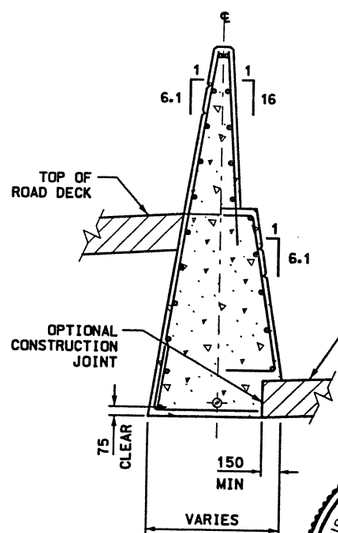
OVERHEAD SIGN FOUNDATIONS ON SUPERELEVATED ROADWAY



PLAN VIEW

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. (2)
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. (2)
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.



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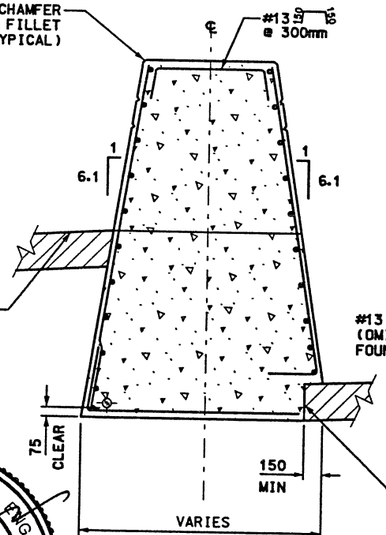

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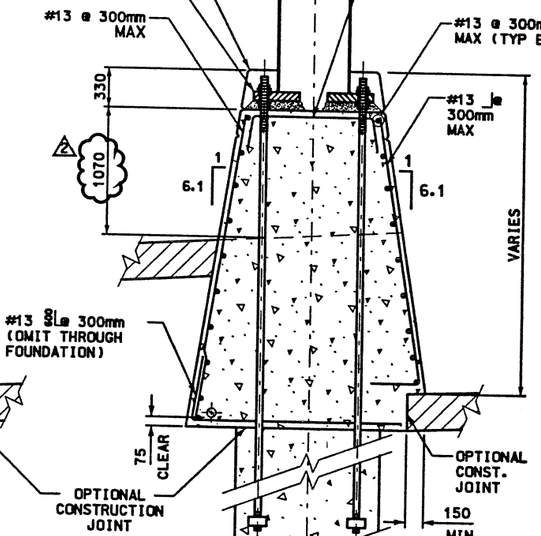

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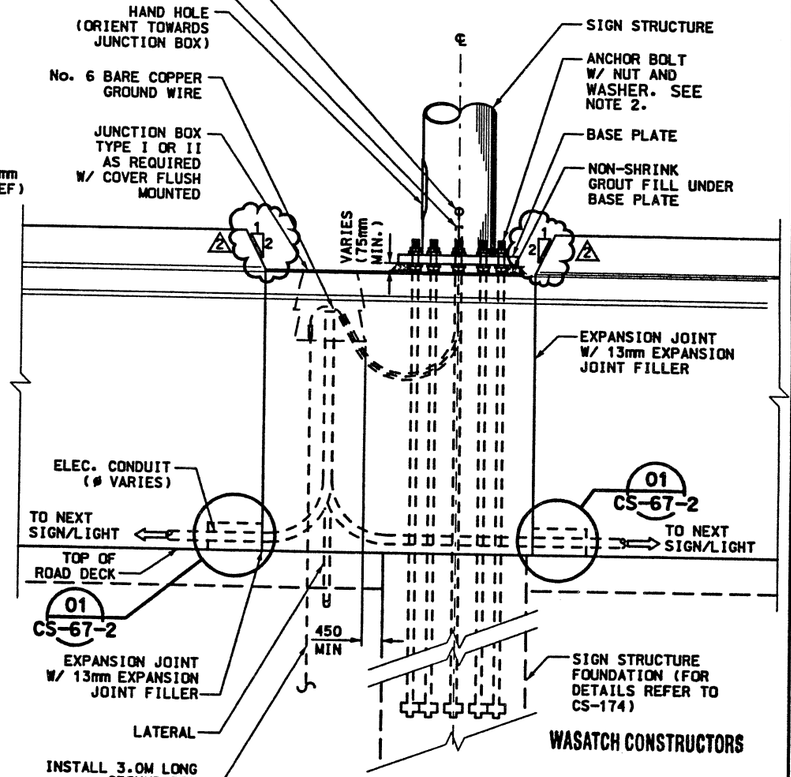


WASATCH CONSTRUCTORS

ELEVATION

NOV 10 1998

RELEASED FOR CONSTRUCTION

LICENSED PROFESSIONAL ENGINEER
No. 97-241414-2202
GAROLD B. ADAMS
STATE OF UTAH

APPROVED FOR CONSTRUCTION

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

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

APPROVAL RECOMM. 10/15/98 BARRY ERLANDSON, PROJECT DESIGN ENGINEER
APPROVED 10/15/98 GAROLD ADAMS, SECTION MANAGER

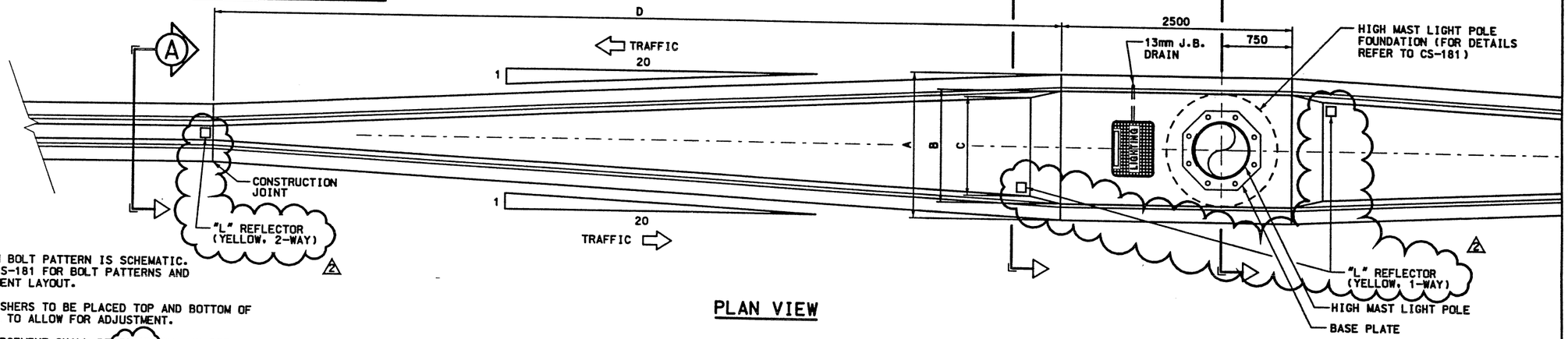
DESIGN SG 10/15/98 CHECK BJE 10/15/98
DRAWN SG 10/15/98 CHECK RLL 10/15/98
QUANT. CHECK

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 ____

Filename: d:\dgn\15_cadd\aligning\standards\cs-67-3.dgn
Date: 02-NOV-1998 Time: 17:38 Username: hartert

HIGH MAST LIGHTING FOUNDATIONS ON TANGENT ROADWAY



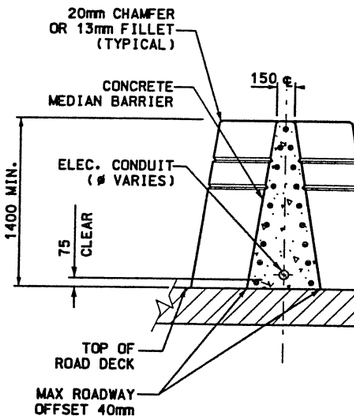
PLAN VIEW

NOTES:

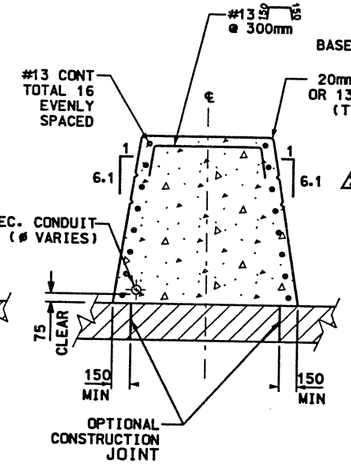
1) FOUNDATION BOLT PATTERN IS SCHEMATIC. REFER TO CS-181 FOR BOLT PATTERNS AND REINFORCEMENT LAYOUT.
2) NUT AND WASHERS TO BE PLACED TOP AND BOTTOM OF BASE PLATE TO ALLOW FOR ADJUSTMENT.
3) ALL REINFORCEMENT SHALL BE EPOXY COATED PER CORRIDOR STANDARD SPECIFICATIONS. 2
4) ALL REINFORCING STEEL SHALL 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) SEE CS-67-2 FOR GROOVE DETAILS.
7) ELECTRICAL CONDUIT MAY BE PLACED IN BARRIER OR UNDER PAVEMENT PER CS-179-1. 2
8) BEFORE RESUMING CONCRETE POURING AT CONSTRUCTION JOINTS THE CONTRACTOR SHALL PERFORM THOSE STEPS OUTLINED IN STANDARD SPECIFICATION NO. 506.3.12.3.

FLARED BARRIER DIMENSION CHART 2

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)



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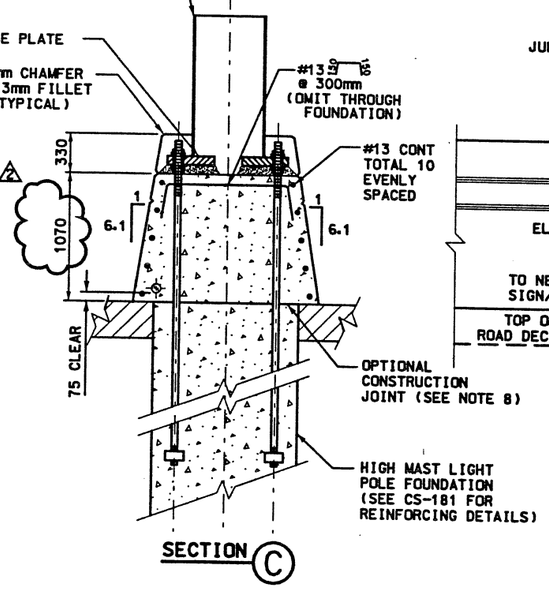

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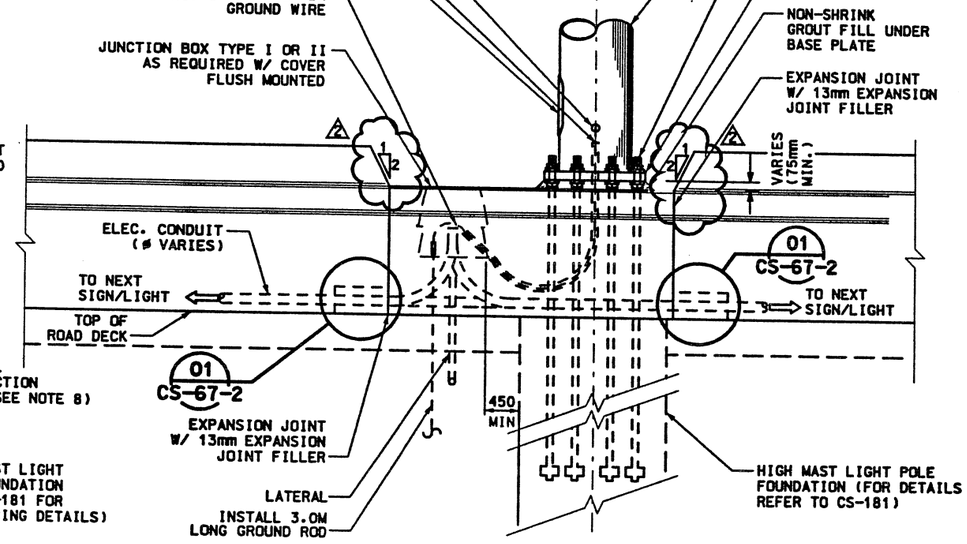


ELEVATION

LICENSED PROFESSIONAL ENGINEER
No. 97-341414-2202
GAROLD B. ADAMS
STATE OF UTAH

WASATCH CONSTRUCTORS

NOV 10 1998

RELEASED FOR CONSTRUCTION

APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	09/04/98	ORIGINAL ISSUE
2	11/16/98	ISSUED FOR NDC-0271

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

APPROVAL RECOMMENDED 10/19/98 BARRY ERLANDSON PROJECT DESIGN ENGINEER
APPROVED 10/19/98 GAROLD ADAMS SECTION MANAGER

DESIGN SO 10/19/98 BJE
DRAWN SO 10/19/98 RLL
CHECK
QUANT. CHECK

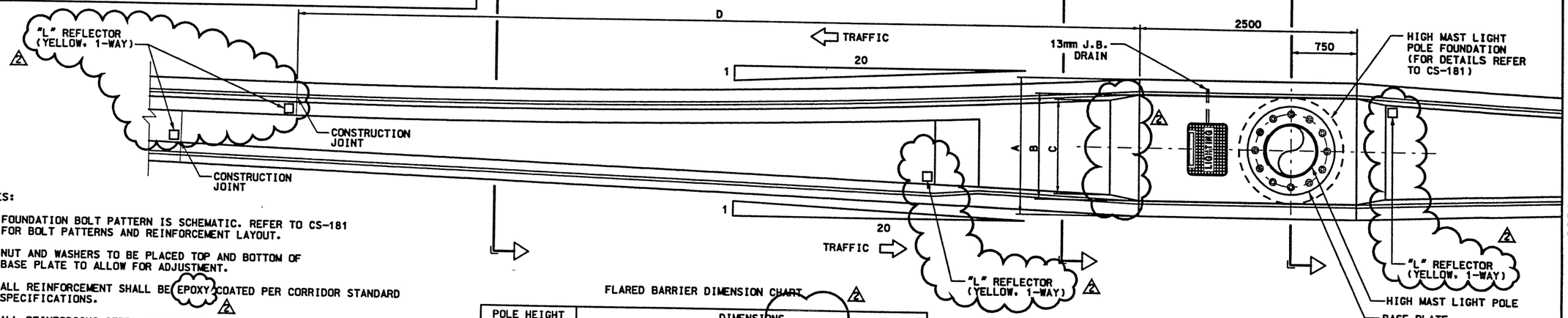
I-15 CORRIDOR RECONSTRUCTION
MEDIAN BARRIER FLARE
CORRIDOR STANDARD PLAN

PROJECT NUMBER *SP-15-7(1135)296

SALT LAKE COUNTY
DWG. NO. CS-67-4
SHT. ____ OF ____

Filename: n:\dgn\15_cadd\align\standards\cs-67-4.dgn Date: 03-NOV-1998 Time: 09:56 Username: [charter]

HIGH MAST LIGHTING FOUNDATIONS ON SUPERELEVATED ROADWAY



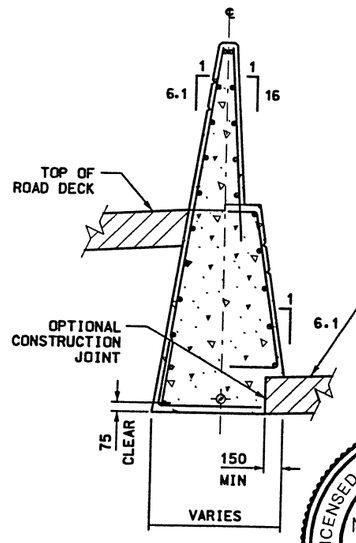
PLAN VIEW

NOTES:

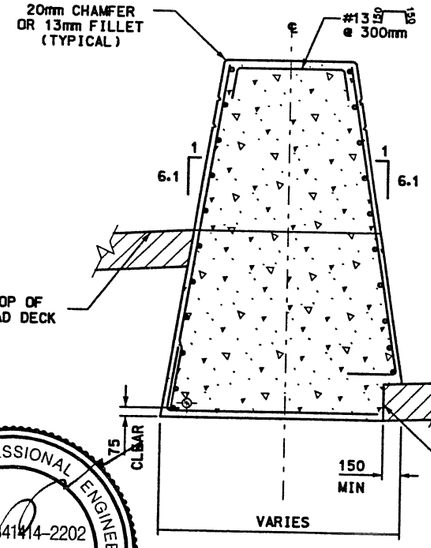
1) FOUNDATION BOLT PATTERN IS SCHEMATIC. REFER TO CS-181 FOR BOLT PATTERNS AND REINFORCEMENT LAYOUT.
2) NUT AND WASHERS TO BE PLACED TOP AND BOTTOM OF BASE PLATE TO ALLOW FOR ADJUSTMENT.
3) ALL REINFORCEMENT SHALL BE EPOXY COATED PER CORRIDOR STANDARD SPECIFICATIONS. 2
4) ALL REINFORCING STEEL SHALL 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. 2
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.

FLARED BARRIER DIMENSION CHART 2

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



SECTION (A)



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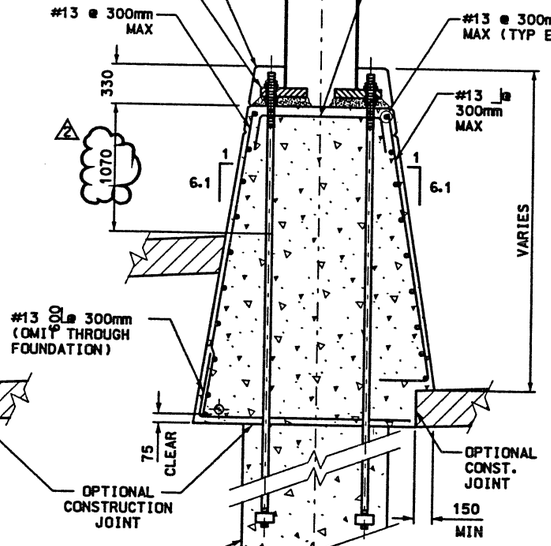

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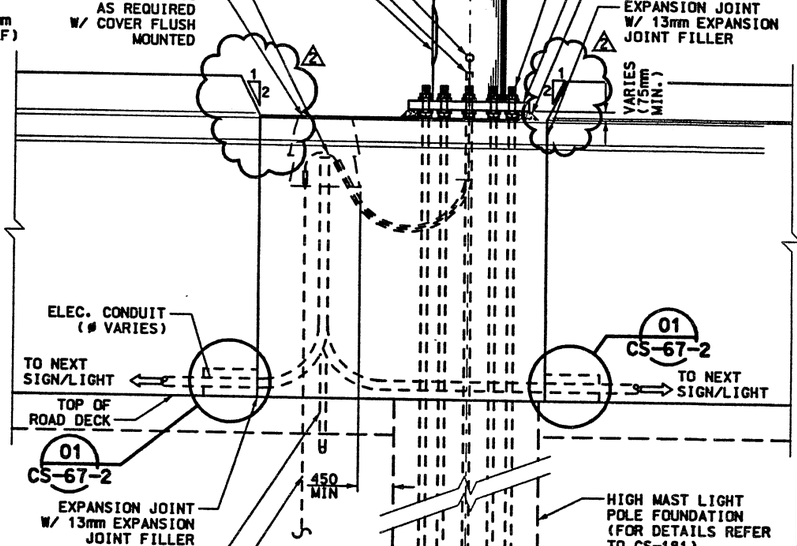

ELEVATION

WASATCH CONSTRUCTORS

NOV 10 1998

RELEASED FOR CONSTRUCTION

LICENSED PROFESSIONAL ENGINEER
No. 97-341414-2202
GAROLD B. ADAMS
STATE OF UTAH

APPROVED FOR CONSTRUCTION

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

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

DESIGN SG 10/19/98 | CHECK BJE 10/19/98
DRAWN SG 10/19/98 | CHECK RLL 10/19/98
QUANT. | CHECK

APPROVAL RECOMM. 10/19/98 DATE — BARRY ERLANDSON PROJECT DESIGN ENGINEER
APPROVED 10/19/98 DATE — GAROLD ADAMS SECTION MANAGER

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
SHT. ____ OF ____

Date: 03-NOV-1998 Time: 09:44 Username: hartartj
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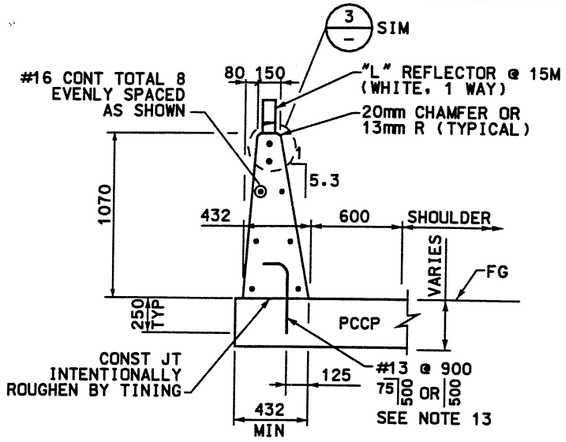
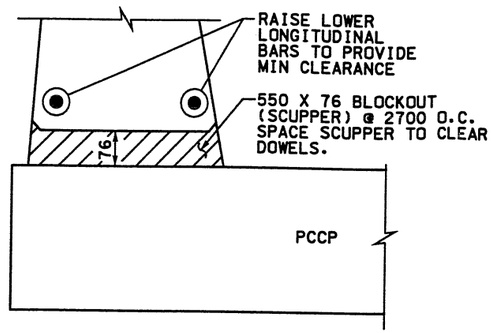
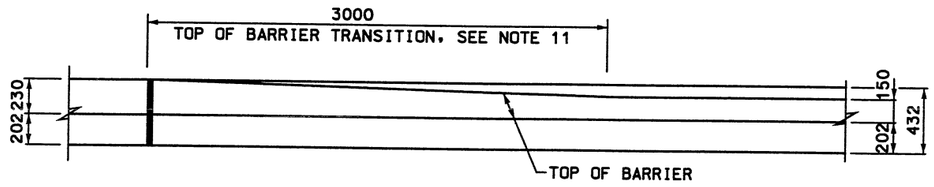


CONCRETE BARRIER TYPE HC

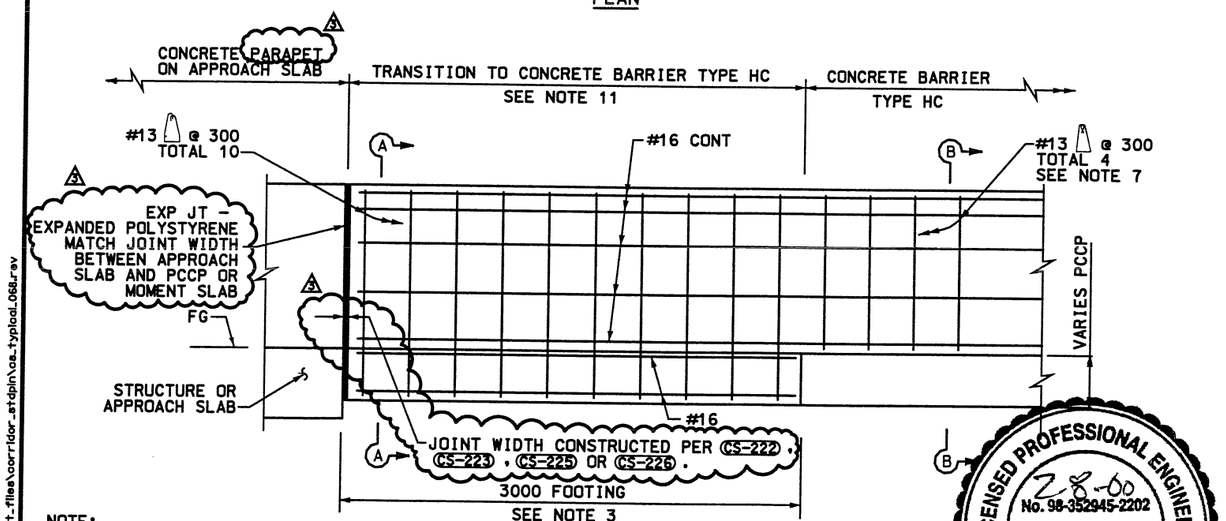


CONCRETE BARRIER TYPE HC W/ SCUPPER

(SCUPPER REQUIRED ONLY WHERE SHOWN ON ROADWAY PLANS)

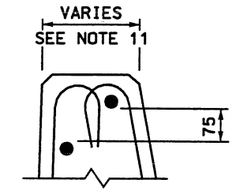


PLAN

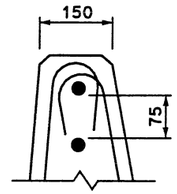


NOTE:
CONNECTION TO STRUCTURE APPROACH SLAB SHOWN. SEE CORRIDOR STANDARD PLANS CS-69 & CS-87 FOR BARRIER TERMINUS DETAIL OR ATTENUATOR DETAILS REQUIRED AT BARRIER INTERRUPTIONS.

ELEVATION



DETAIL 2



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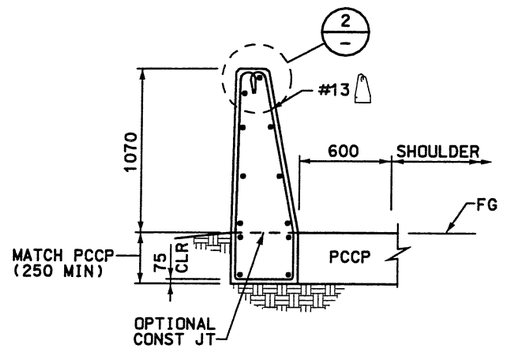
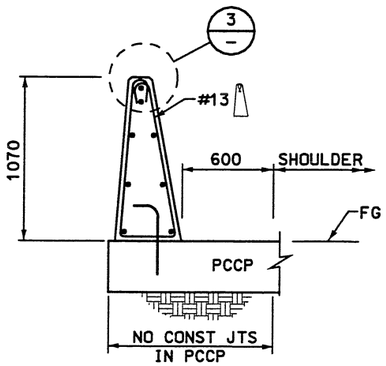


SECTION A



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 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.
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.

LICENSED PROFESSIONAL ENGINEER
2-8-00
No. 98-352945-2202
DOUGLAS J. LATTIN
STATE OF UTAH

WASATCH CONSTRUCTORS

MAR 0 8 2000

RELEASED FOR CONSTRUCTION

RFC After Final Approval

CONCRETE BARRIER TYPE HC
CONNECTION TO STRUCTURE OR END ANCHORAGE

APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	06/26/98	INITIAL RELEASE
2	11/06/98	ADDED REFLECTORS
3	12/10/99	CLARIFIED JOINT WIDTH FDC 7-0105

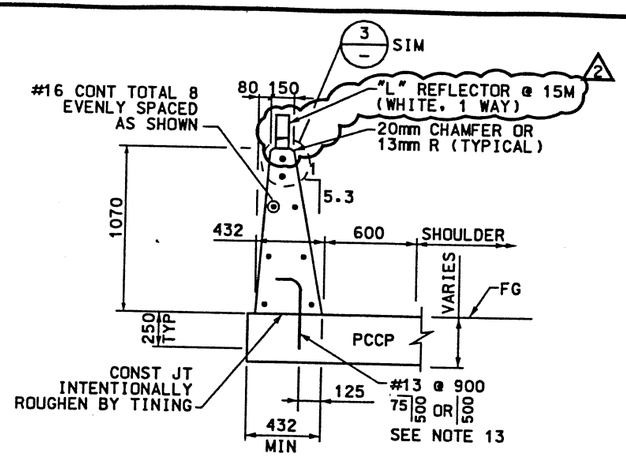
UTAH DEPARTMENT OF TRANSPORTATION
DE LEUW CATHER
SVERDRUP/DE LEUW

DESIGN MC 06/98 CHECK
DRAWN DKC 06/98 CHECK
QUANT. CHECK

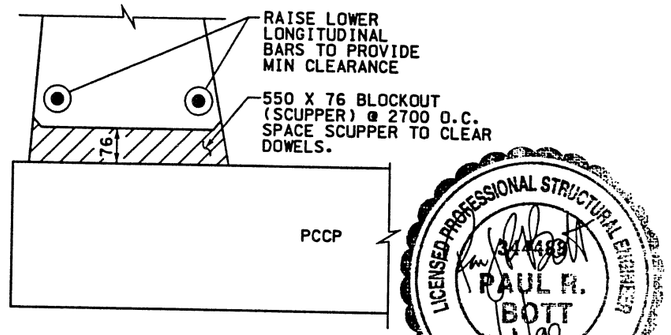
APPROVAL RECOMM. 06/98 P. BOTT PROJECT DESIGN ENGINEER DATE
APPROVED 06/98 J. KLEMZ SECTION MANAGER DATE

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 ____

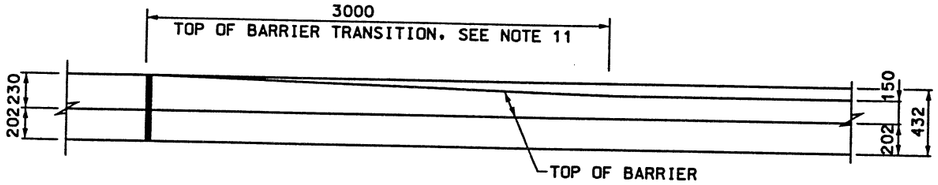


CONCRETE BARRIER TYPE HC

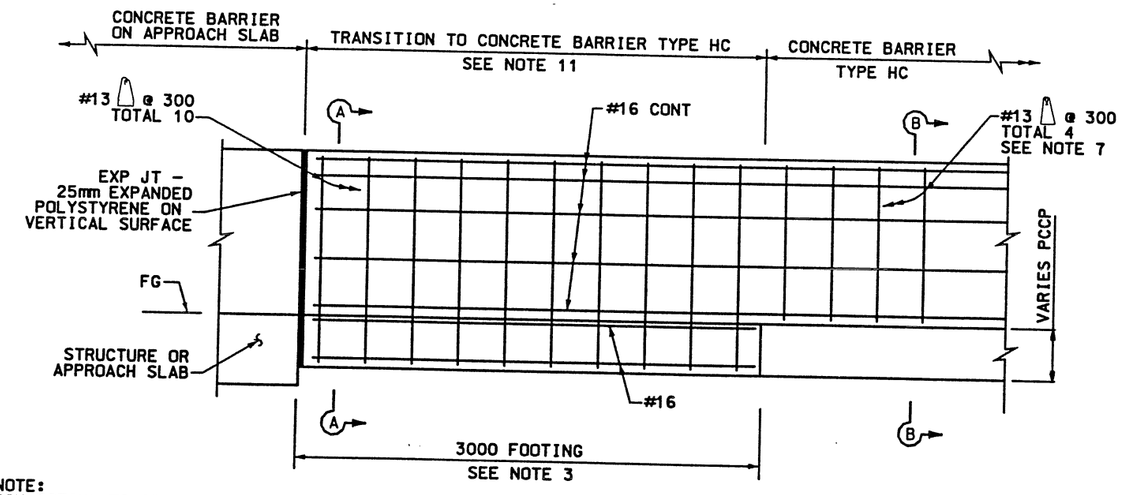


CONCRETE BARRIER TYPE HC W/ SCUPPER

(SCUPPER REQUIRED ONLY WHERE SHOWN ON ROADWAY PLANS)

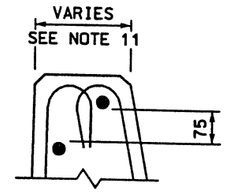


PLAN

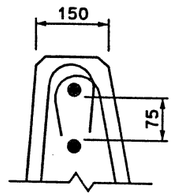


ELEVATION

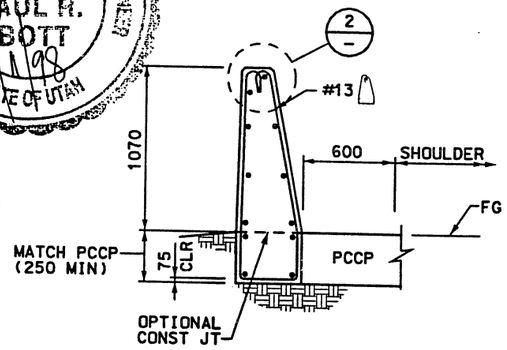
NOTE:
CONNECTION TO STRUCTURE APPROACH SLAB SHOWN. SEE CORRIDOR STANDARD PLANS CS-69 & CS-87 FOR BARRIER TERMINUS DETAIL OR ATTENUATOR DETAILS REQUIRED AT BARRIER INTERRUPTIONS.



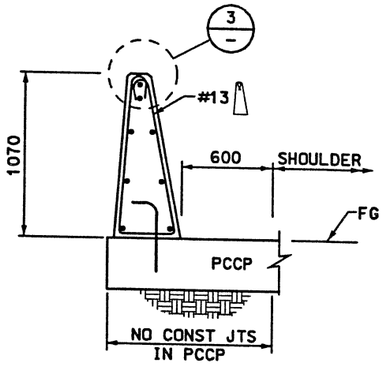
DETAIL 2



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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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.
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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.
2 14) SEE STD DWG NO. 726-1 FOR BARRIER REFLECTORS.

WASATCH CONSTRUCTORS

NOV 11 1998

RELEASED FOR CONSTRUCTION

CONCRETE BARRIER TYPE HC
CONNECTION TO STRUCTURE OR END ANCHORAGE

APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	06/26/98	INITIAL RELEASE
2	11/06/98	ADDED REFLECTORS

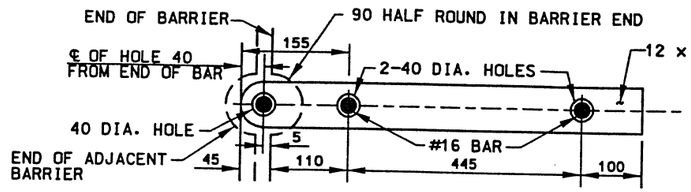
UTAH DEPARTMENT OF TRANSPORTATION
DE LEUW CATHER
SVERDRUP/DE LEUW

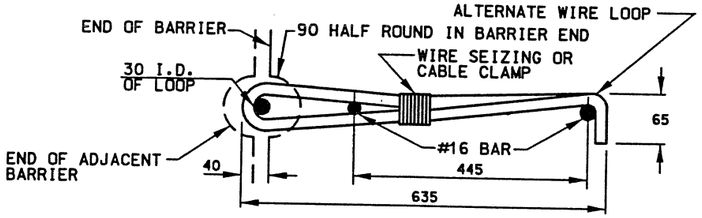
DESIGN MC 06/98 CHECK
DRAWN DKC 06/98 CHECK
QUANT. CHECK

APPROVAL RECOMMD. 06/98 P. BOTT PROJECT DESIGN ENGINEER
APPROVED 06/98 J. KLEMZ SECTION MANAGER
DATE DATE

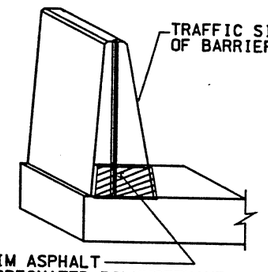
I-15 CORRIDOR RECONSTRUCTION
CONCRETE BARRIER TYPE HC
CORRIDOR STANDARD PLAN
PROJECT NUMBER #SP-15-7(1135)296

SALT LAKE COUNTY
DWG. NO. CS-68
SHT. ____ OF ____

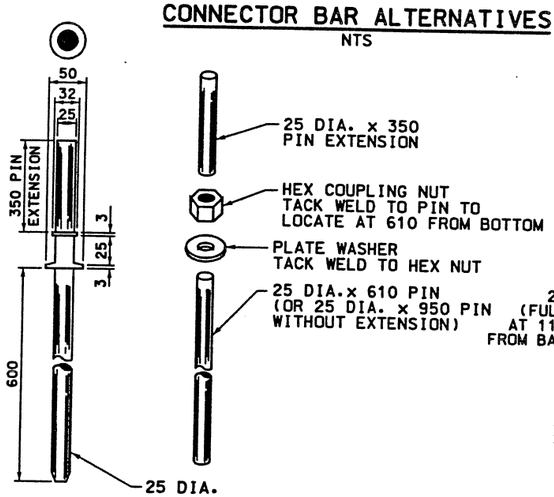




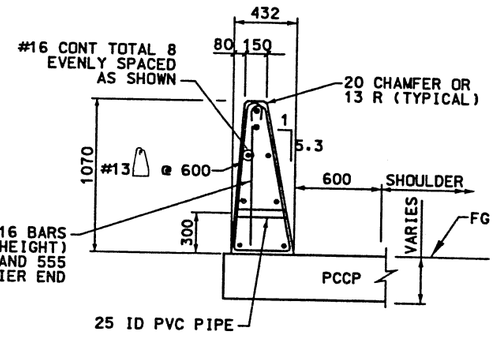
CONNECTOR BAR ALTERNATIVES
NTS



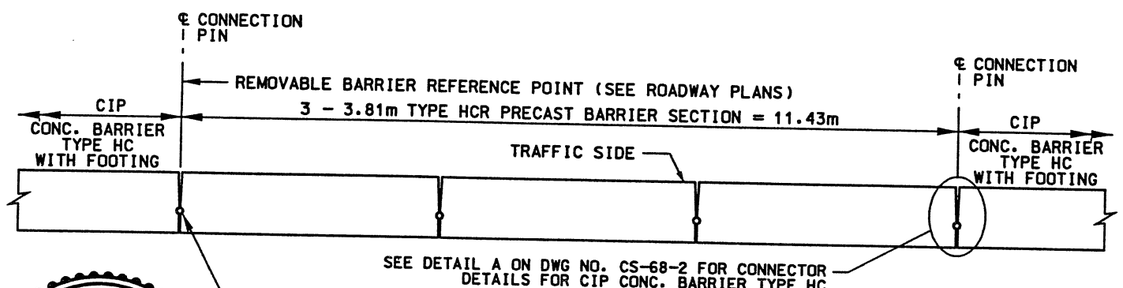
BARRIER SEAL
NTS



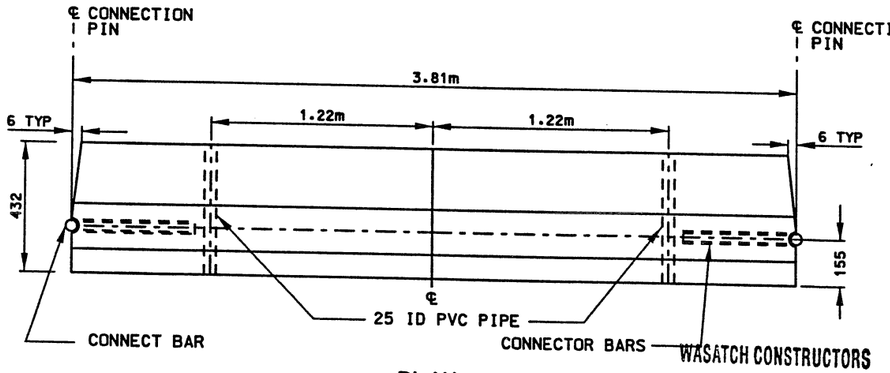
CONNECTION PIN ALTERNATIVES
NTS



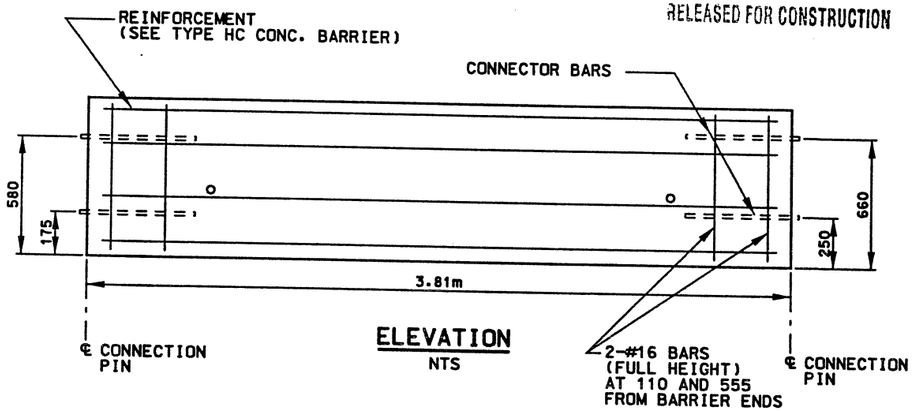
SECTION CONCRETE BARRIER TYPE HCR
NTS



PLAN
NTS



PLAN
NTS



ELEVATION
NTS

WASATCH CONSTRUCTORS

NOV 02 1998

RELEASED FOR CONSTRUCTION

NOTES:

1) REFER TO CS-68 FOR ADDITIONAL DETAILS OF HC BARRIER AND FOOTING CONSTRUCTION.

2) EXPOSED CONCRETE CORNERS SHALL BE CHAMFERED 20mm.

3) PLACE AN ADEQUATE AMOUNT OF SILICONE ADHESIVE ON BOTTOM OF WASHER BEFORE INSERTING.

4) CLASS AA (AE) f'c=28.0 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) ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.

6) BEND STIRRUPS OUT OF PLANE IF NECESSARY TO MEET MINIMUM CLEARANCE CRITERIA.

7) ALL STEEL HARDWARE AND PINS SHALL BE HOT-DIPPED GALVANIZED.

8) REPLACE ASPHALT IMPREGNATED POLYURETHANE FOAM FOLLOWING EACH REMOVAL AND REPLACEMENT.

LICENSED PROFESSIONAL ENGINEER
MARGARET J. SIMMONS-CROSS
No. 97-350847-2202
10/28/98
STATE OF UTAH

APPROVED FOR CONSTRUCTION

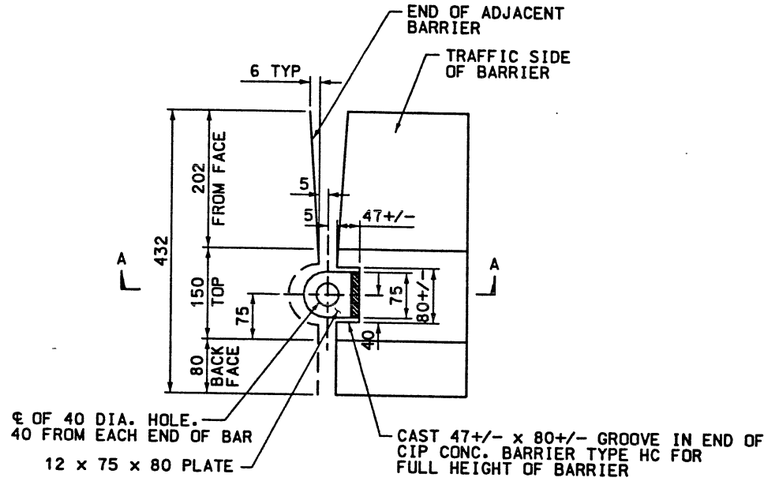
NO.	DATE	DESCRIPTION
1	10/28/98	INITIAL RELEASE

UTAH DEPARTMENT OF TRANSPORTATION
SVERDRUP/DE LEUW

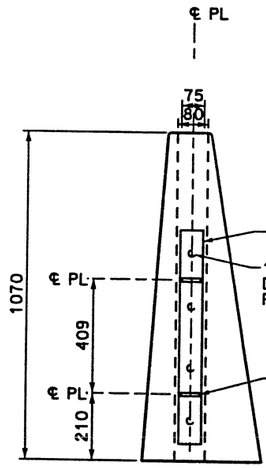
DESIGN: MSC	CHECK: JB	TRACKING NO.	
DRAWN: RCD	CHECK: MSC		
QUANT.	CHECK		

APPROVAL RECOMM. 8/98 — MARGARET SIMMONS-CROSS, PROJECT DESIGN ENGINEER — DATE
APPROVED 8/98 — JOHN TERRY, SECTION MANAGER — DATE

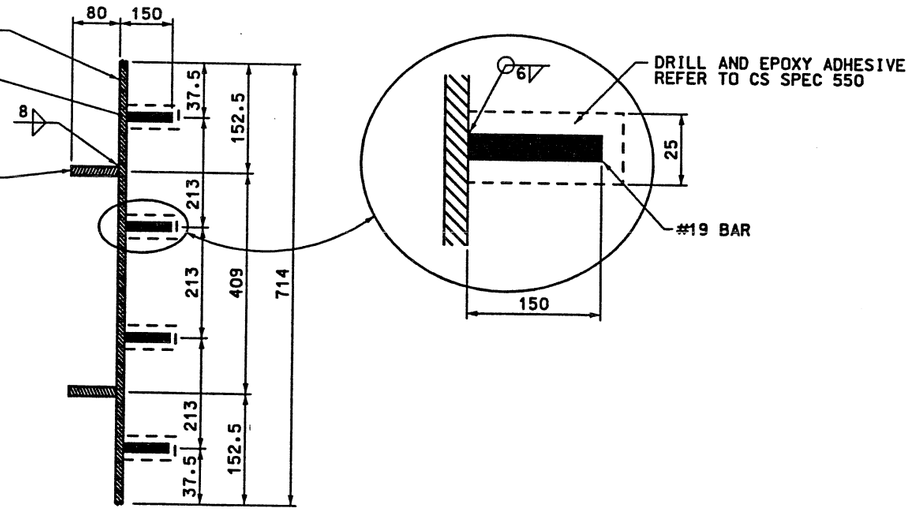
I-15 CORRIDOR RECONSTRUCTION
PRECAST CONC. BARRIER TYPE HCR
PROJECT NUMBER #SP-15-7(135)296
SALT LAKE COUNTY
DWG. NO. CS-68-1
SHT. ____ OF ____



PLAN



END OF CIP TYPE HC BARRIER



SECTION A-A

DETAIL A

LICENSED PROFESSIONAL ENGINEER
MARGARET J. SIMMONS-CROSS
No. 97-350847-2202
10/28/98
STATE OF UTAH

WASATCH CONSTRUCTORS

NOV 0 2 1998

RELEASED FOR CONSTRUCTION

APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	10/28/98	INITIAL RELEASE

UTAH DEPARTMENT OF TRANSPORTATION

SVERDRUP/DE LEUW

DESIGN MSC CHECK JB TRACING NO.
DRAWN RDF CHECK MSC
QUANT. CHECK

APPROVAL RECOMM. 8/98 DATE MARGARET SIMMONS-CROSS PROJECT DESIGN ENGINEER
APPROVED 8/98 DATE JOHN TERRY SECTION MANAGER

I-15 CORRIDOR RECONSTRUCTION

PRECAST CONC. BARRIER

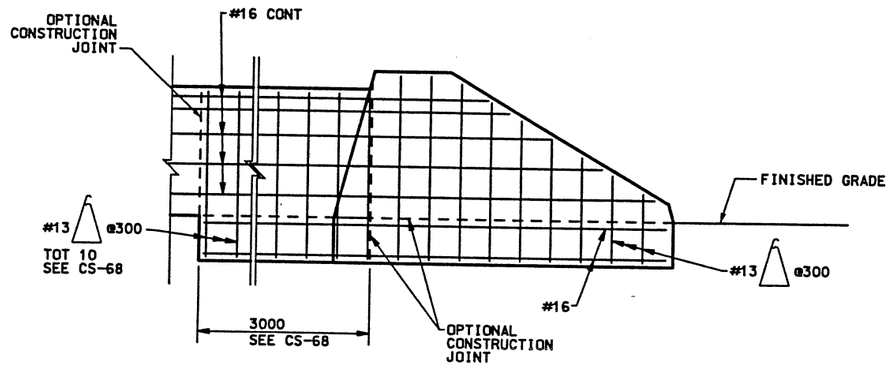
TYPE HCR

PROJECT NUMBER *SP-15-7(1135)296

SALT LAKE COUNTY

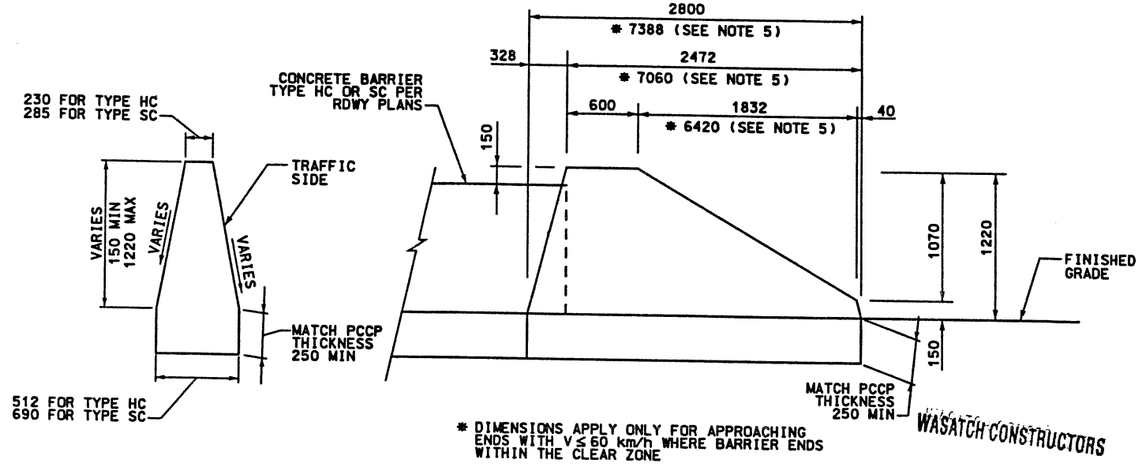
DWG. NO. CS-68-2

SHT. ____ OF ____



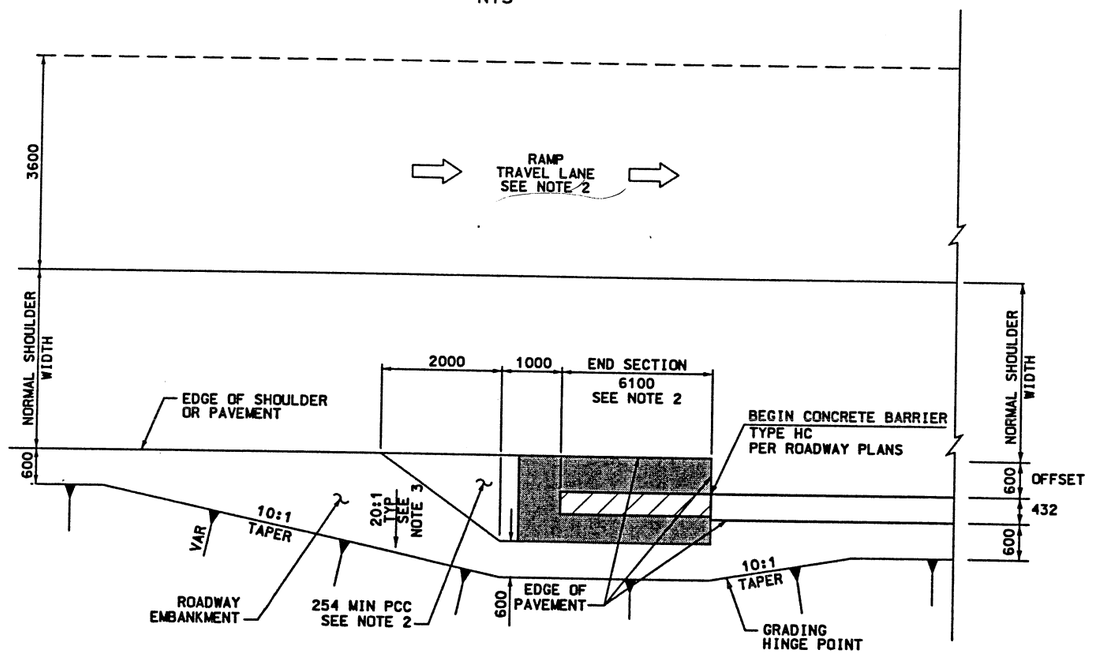
REINFORCING STEEL DETAILS

BARRIER TERMINUS DETAIL
NTS



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

BARRIER TERMINUS DETAIL
NTS

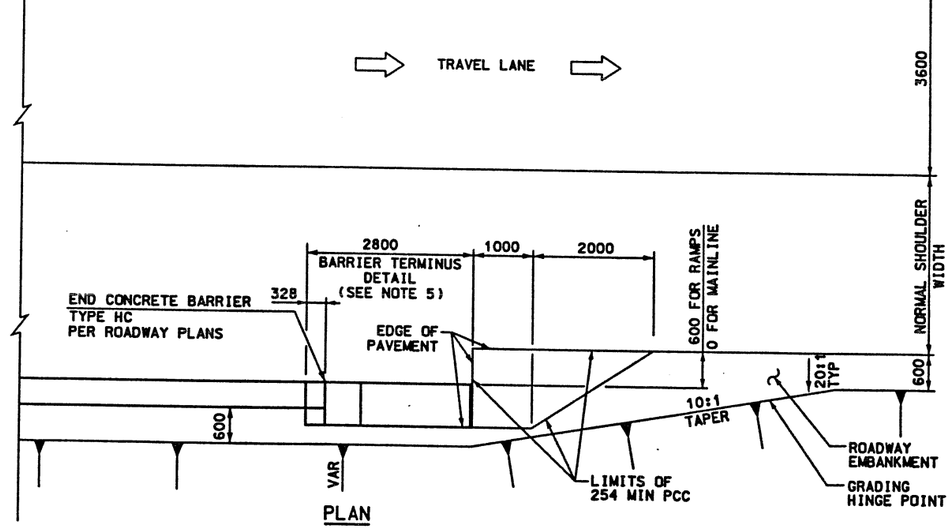


BEGIN BARRIER DETAIL

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



PLAN

BARRIER TERMINUS DETAIL
NTS

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

LICENSED PROFESSIONAL ENGINEER
No. 97-351459-2202
MICHAEL J. BLOMQUIST
7/17/98
STATE OF UTAH

WASATCH CONSTRUCTORS
JUL 24 1998
RELEASED FOR CONSTRUCTION

APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	07/17/98	ORIGINAL RELEASE

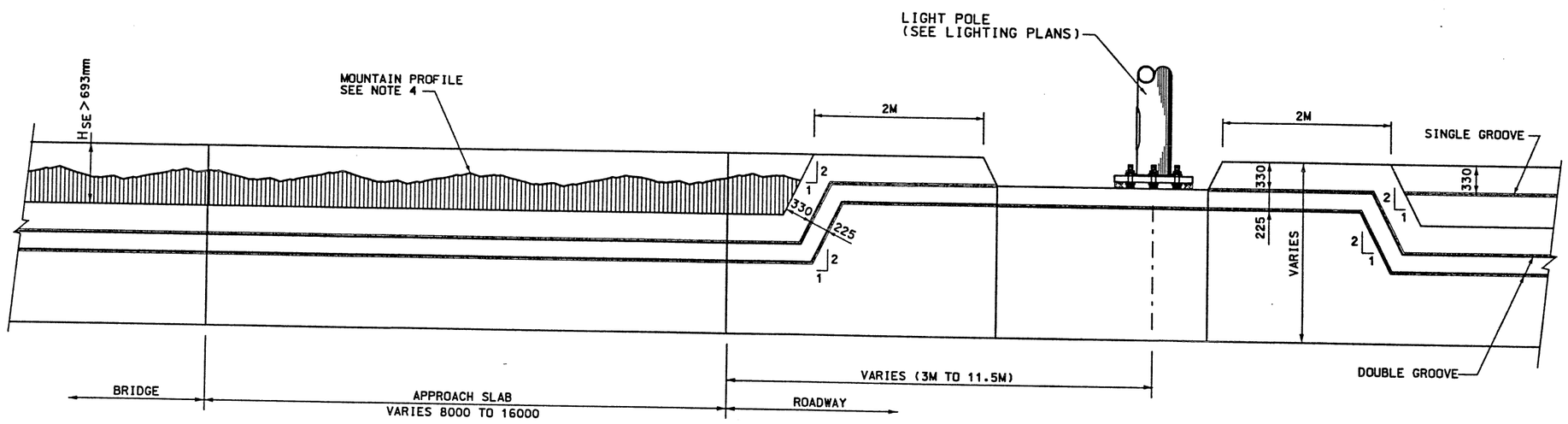
UTAH DEPARTMENT OF TRANSPORTATION
DE LEUW CATHER
SVERDRUP/DE LEUW

DESIGN	MJB 06/15/98	CHECK	
DRAWN	DKC 06/15/98	CHECK	
QUANT.		CHECK	

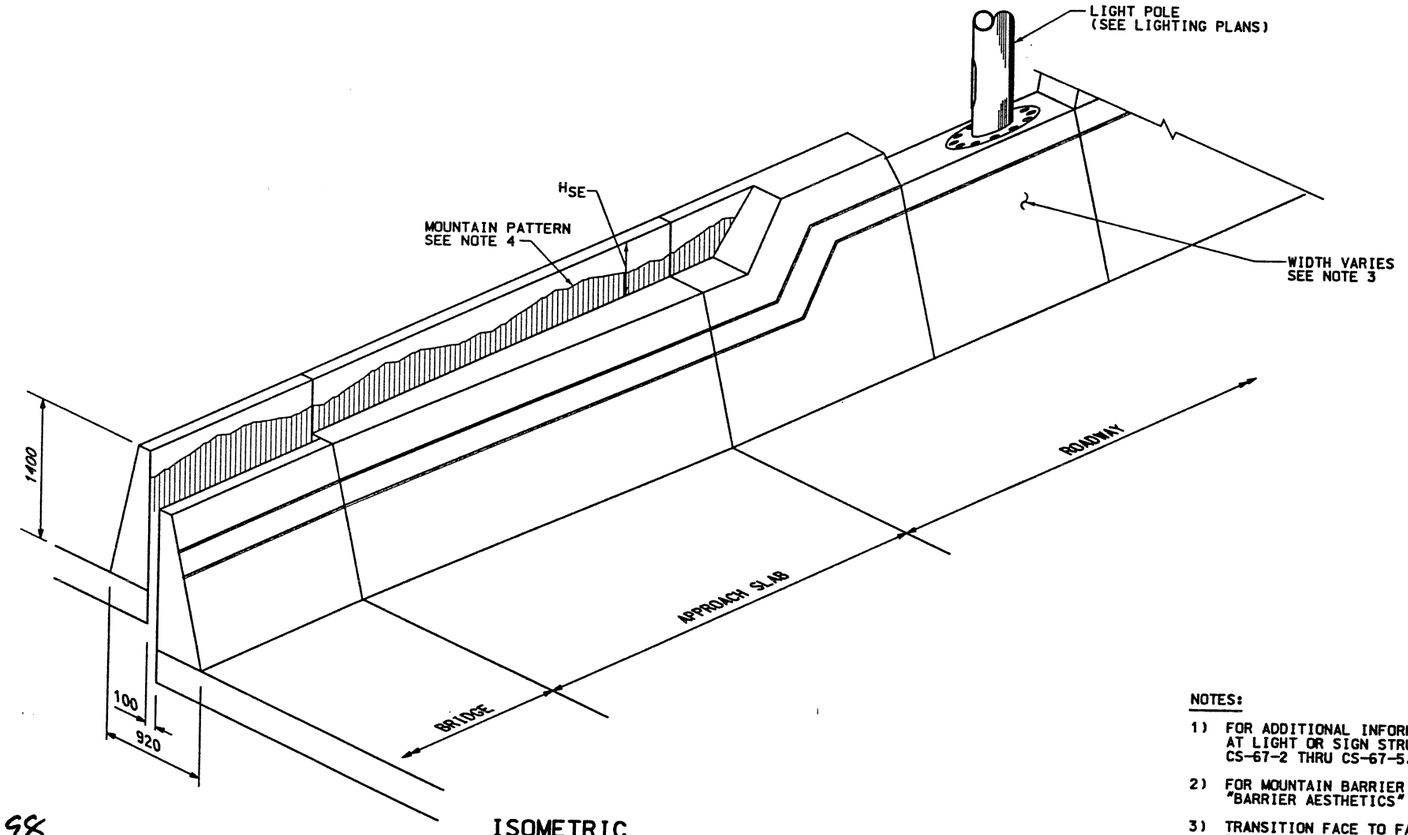
APPROVAL RECOM. — CARL CUSHNIE — PROJECT DESIGN ENGINEER — DATE
APPROVED — KEITH SABOL — SECTION MANAGER — DATE

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

SALT LAKE COUNTY
DWG. 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

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 $H_{SE} \geq 693$mm OR GREATER ONLY. FOR $H_{SE} < 693$mm, USE STANDARD BARRIER FINISH.
5) SEE ROADWAY PLANS FOR TRANSITION LOCATIONS.
6) FOR MEDIAN BARRIER DETAILS. SEE CS-67 AND CS-67-1.

LICENSED PROFESSIONAL ENGINEER
No. 97-342308-2202
JAMES F. KLEMZ
STATE OF UTAH
9-25-98

WASATCH CONSTRUCTORS
SEP 28 1998
RELEASED FOR CONSTRUCTION

APPROVED FOR CONSTRUCTION

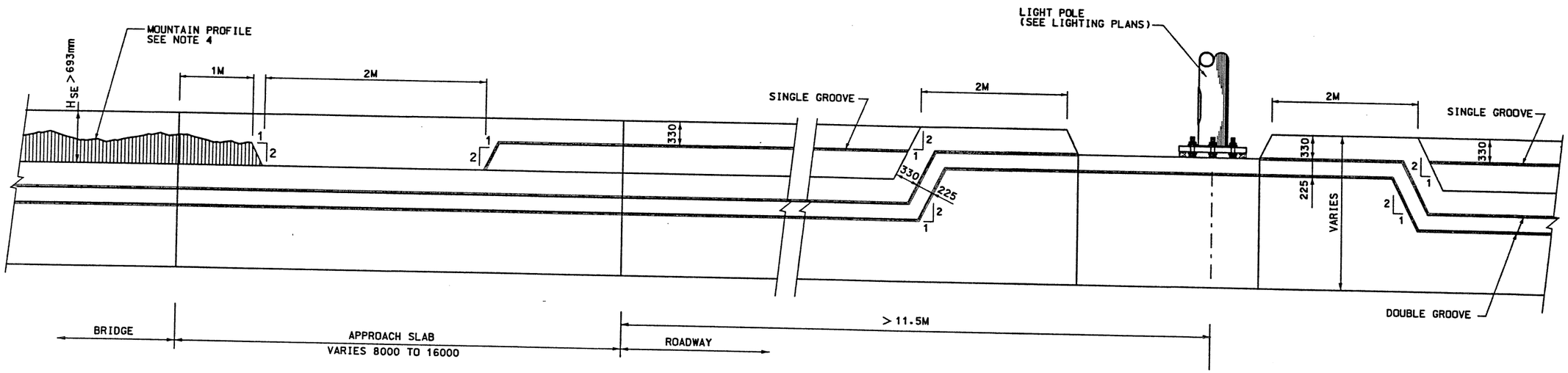
NO.	DATE	DESCRIPTION
1	9/25/98	ORIGINAL ISSUE

UTAH DEPARTMENT OF TRANSPORTATION
DE LEUW CATHER
SVERDRUP/DE LEUW

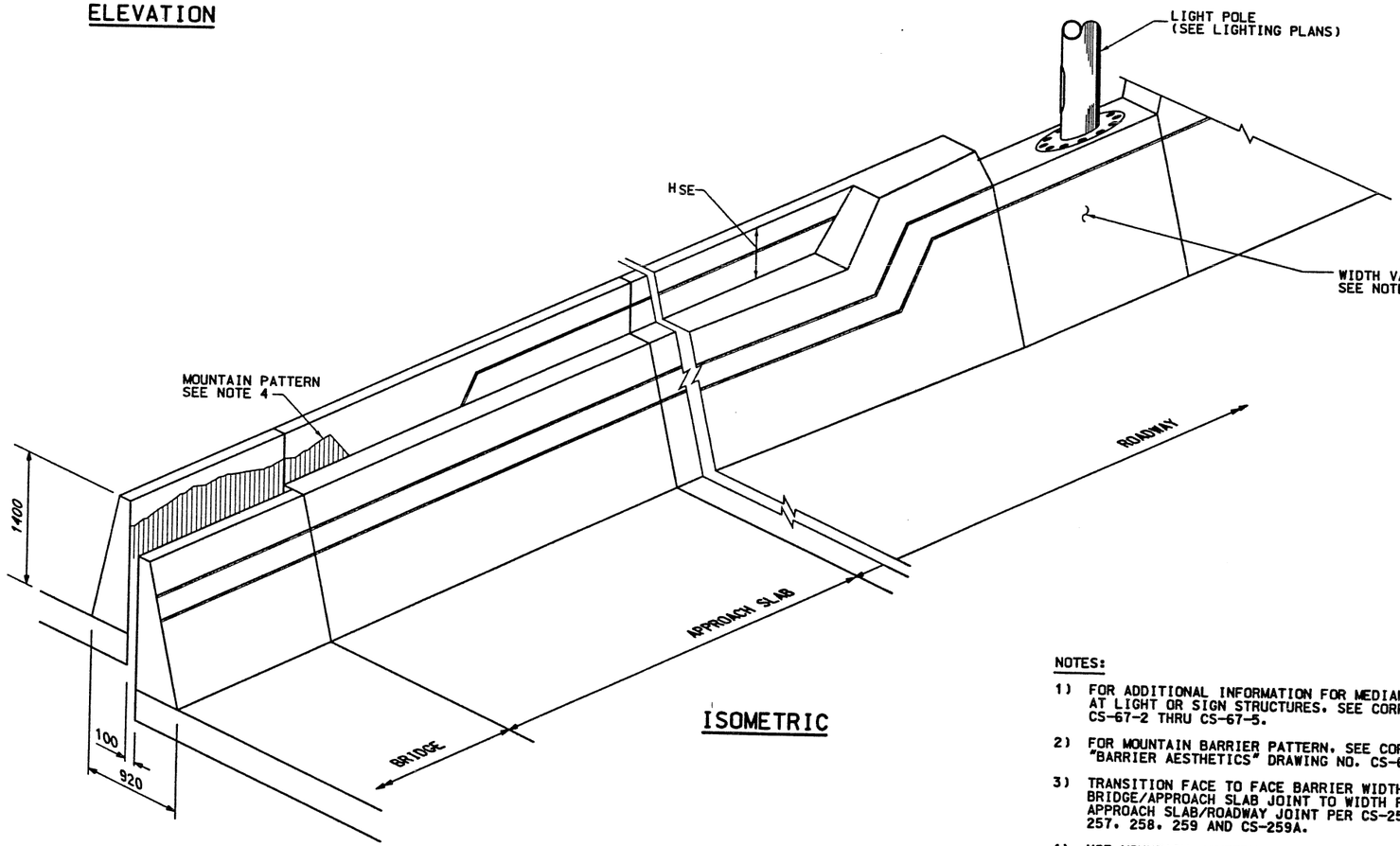
APPROVAL RECOMM.	P. BELUE	DESIGN	CHECK
DATE	PROJECT DESIGN ENGINEER	DRAWN DKC 12/12/97	CHECK
APPROVED	J. KLEMZ	QUANT.	CHECK
DATE	SECTION MANAGER		

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



ISOMETRIC

TYPE 2 MEDIAN BARRIER TRANSITION (BRIDGE TO ROADWAY)

HSE ≥ 693mm – LIGHT POLE > 11.5 M FROM APPROACH SLAB

LICENSED PROFESSIONAL ENGINEER
No. 97-342329-2202
JAMES F. KLEMZ
STATE OF UTAH
9-25-98

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

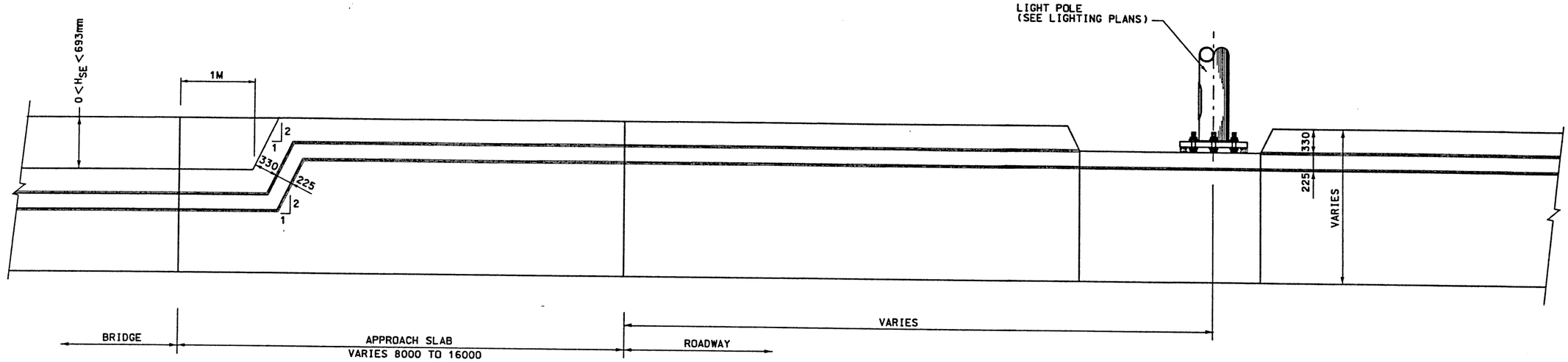
APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	9/25/98	ORIGINAL ISSUE

UTAH DEPARTMENT OF TRANSPORTATION
DE LEUW CATHER
SVERDRUP/DE LEUW

APPROVAL RECOMM.		DESIGN	CHECK
DATE	P. BELUE PROJECT DESIGN ENGINEER	DRAWN DKC 12/12/97	CHECK
APPROVED	J. KLEMZ	QUANT.	CHECK
DATE	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-69-3
SHT. ____ OF ____



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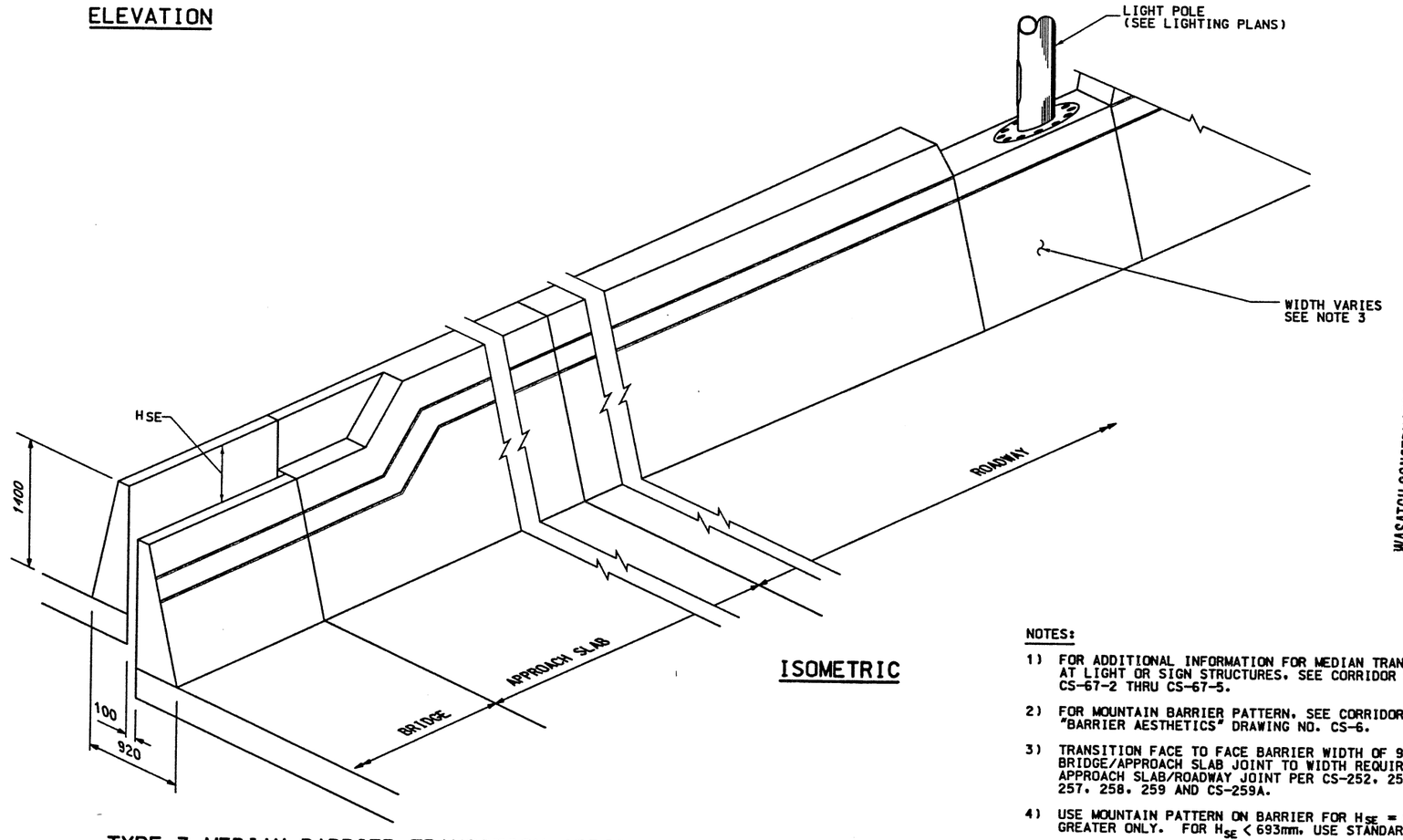


ISOMETRIC

TYPE 3 MEDIAN BARRIER TRANSITION (BRIDGE TO ROADWAY)

0 < HSE < 693mm

LICENSED PROFESSIONAL ENGINEER
No. 97-342329-2202
JAMES F. KLEMZ
STATE OF UTAH
9-25-98

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	DESCRIPTION
1	9/25/98	ORIGINAL ISSUE

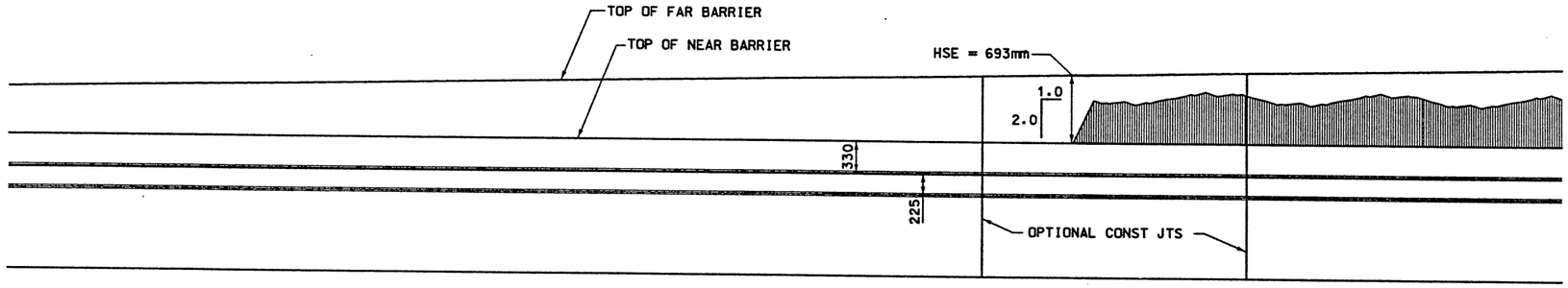
UTAH DEPARTMENT OF TRANSPORTATION
DE LEUW CATHER
SVERDRUP/DE LEUW

DESIGN		CHECK
DRAWN DKC 12/12/97		CHECK
QUANT.		CHECK

APPROVAL RECOMM. — DATE — PROJECT DESIGN ENGINEER: P. BELLIE
APPROVED — DATE — SECTION MANAGER: J. KLEMZ

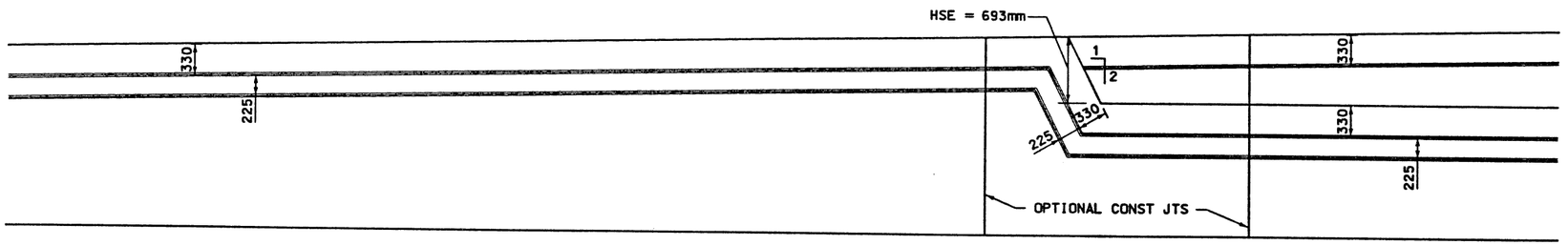
I-15 CORRIDOR RECONSTRUCTION
MEDIAN BARRIER TRANSITION
CORRIDOR STANDARD PLAN
PROJECT NUMBER *SP-15-7(135)296

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

LICENSED PROFESSIONAL ENGINEER
No. 97 342329-2202
JAMES F. KLEMZ
STATE OF UTAH
9-25-98

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

NO.	DATE	DESCRIPTION
1	9/25/98	ORIGINAL ISSUE

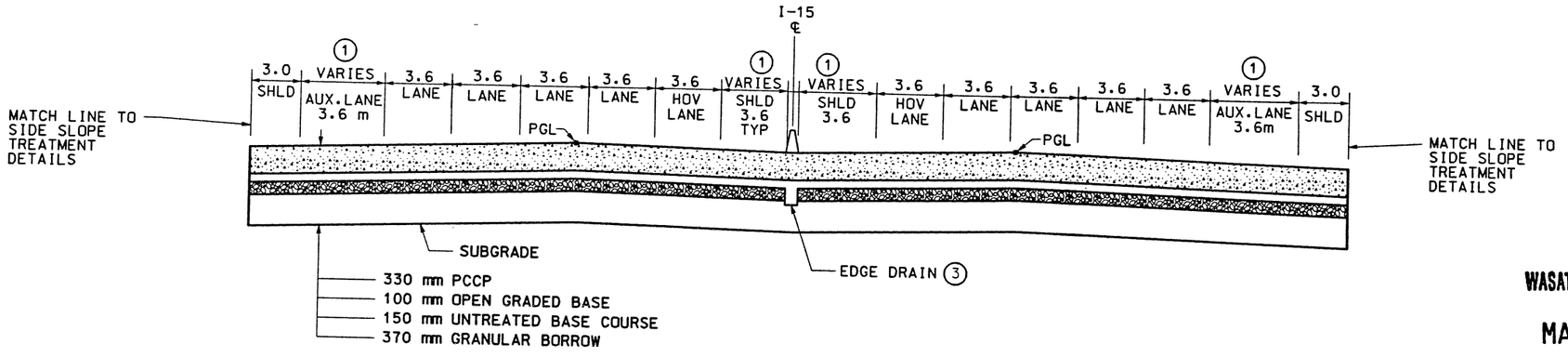
UTAH DEPARTMENT OF TRANSPORTATION
SVERDRUP/DE LEUW

DESIGN — CHECK
DRAWN DKC 12/18/97 — CHECK
QUANT. — CHECK

APPROVAL RECOMM. — P. BELUE, PROJECT DESIGN ENGINEER — DATE
APPROVED — J. KLEMZ, SECTION MANAGER — DATE

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

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.

WASATCH CONSTRUCTORS

MAR 0 4 1998

RELEASED FOR CONSTRUCTION

LICENSED PROFESSIONAL ENGINEER
No. 179901
SCOTT J. LUCAS
2-26-98
STATE OF UTAH

APPROVED FOR CONSTRUCTION

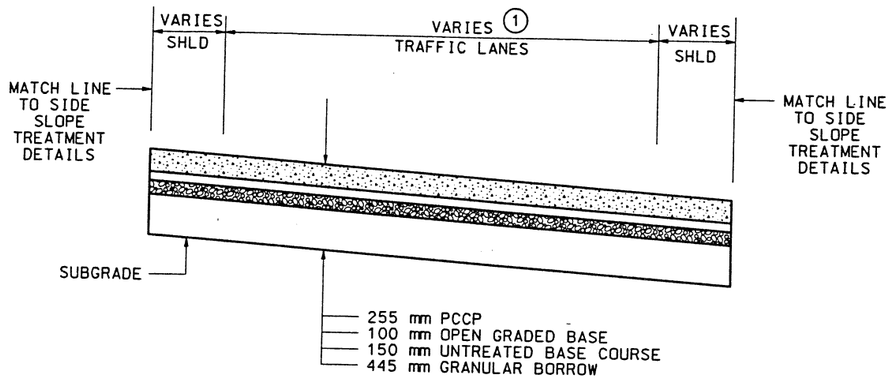
NO.	DATE	DESCRIPTION
1	2/27/98	ORIGINAL RELEASE

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

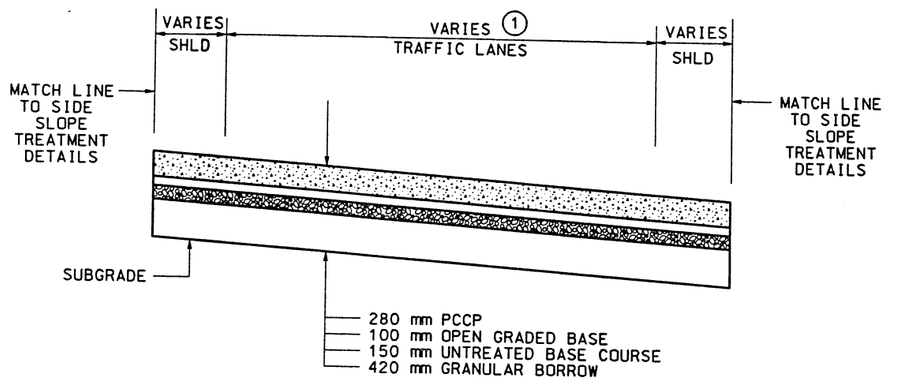
APPROVAL RECOMM.	2/98 DATE	SCOTT LUCAS PROJECT DESIGN ENGINEER	DESIGN SJL 10/97 CHECK BV 2/98
APPROVED	2/98 DATE	BRUCE VANA SECTION MANAGER	DRAWN JLS 10/97 CHECK BV 2/98
			QUANT. N/A N/A CHECK N/A N/A

I-15 CORRIDOR RECONSTRUCTION
PAVEMENT SECTIONS - MAINLINE
CORRIDOR STANDARD PLANS
PROJECT NUMBER #SP-15-7(135)296

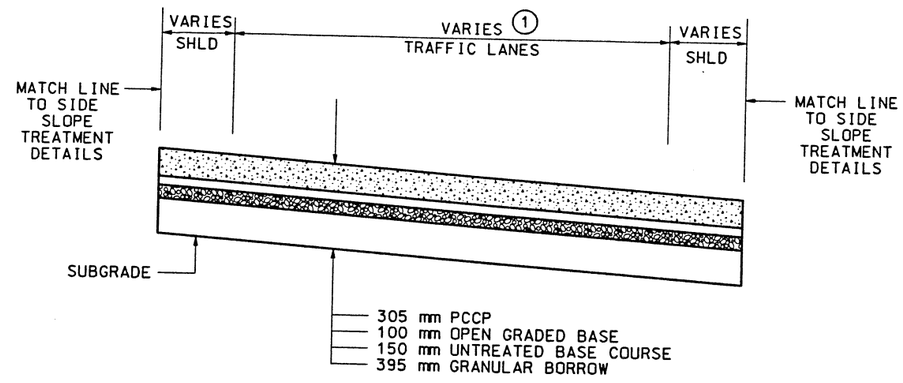
SALT LAKE COUNTY
DWG. NO. CS-71
SHT. ____ OF ____



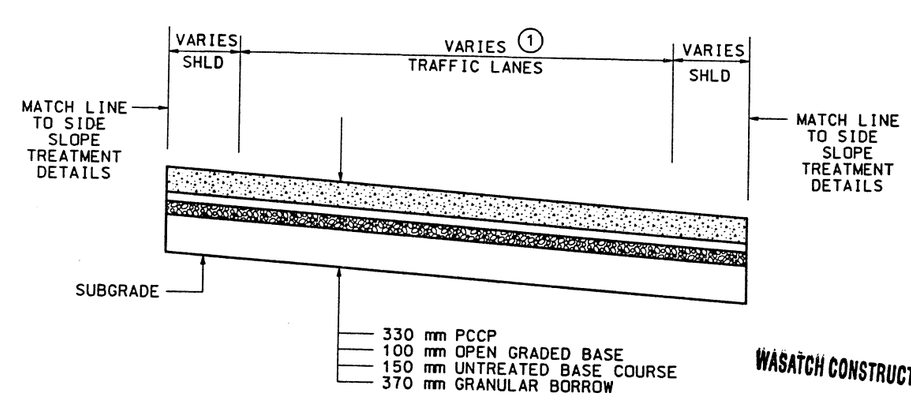
PAVEMENT SECTION R1



PAVEMENT SECTION R2



PAVEMENT SECTION R3



PAVEMENT SECTION R4

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 0 4 1998

RELEASED FOR CONSTRUCTION

LICENSED PROFESSIONAL ENGINEER
No. 179901
SCOTT J. LUCAS
STATE OF UTAH

APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	2/27/98	ORIGINAL RELEASE

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

DESIGN JLS 10/97 CHECK BDV 2/98
DRAWN JLS 10/97 CHECK BDV 2/98
QUANT. CHECK

SCOTT LUCAS — PROJECT DESIGN ENGINEER — APPROVAL RECOM. DATE 2/98
BRUCE VANA — SECTION MANAGER — APPROVED DATE 2/98

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 ____

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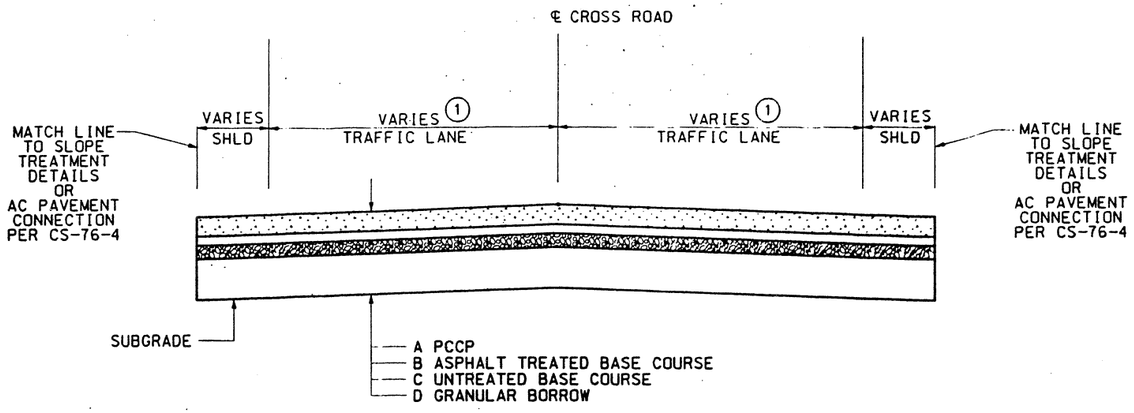
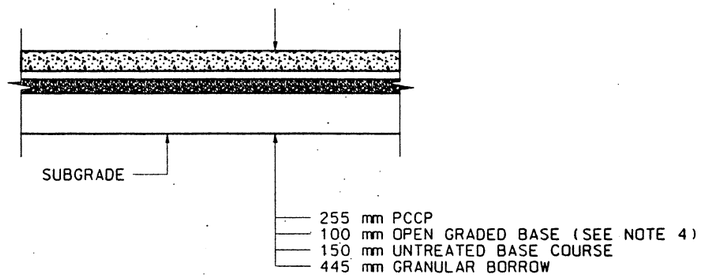
Date: 26-FEB-1998 Time: 14:59 Username: jhelyia



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:

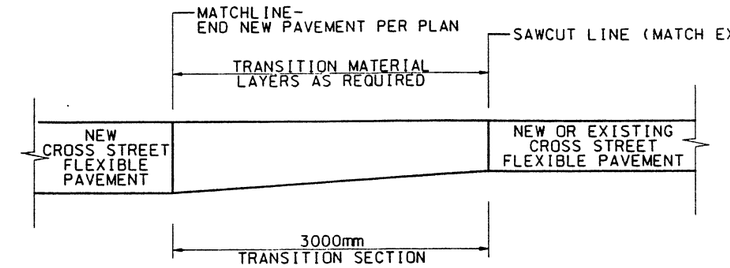
① FOR NUMBER OF LANES, SHOULDER WIDTHS AND CROSS SLOPES, SEE TYPICAL SECTIONS AND ROADWAY PLAN SHEETS

② USE SS1h FOR TACK COAT (0.679 l/sq m) - (ASPHALT PAVEMENT ONLY)

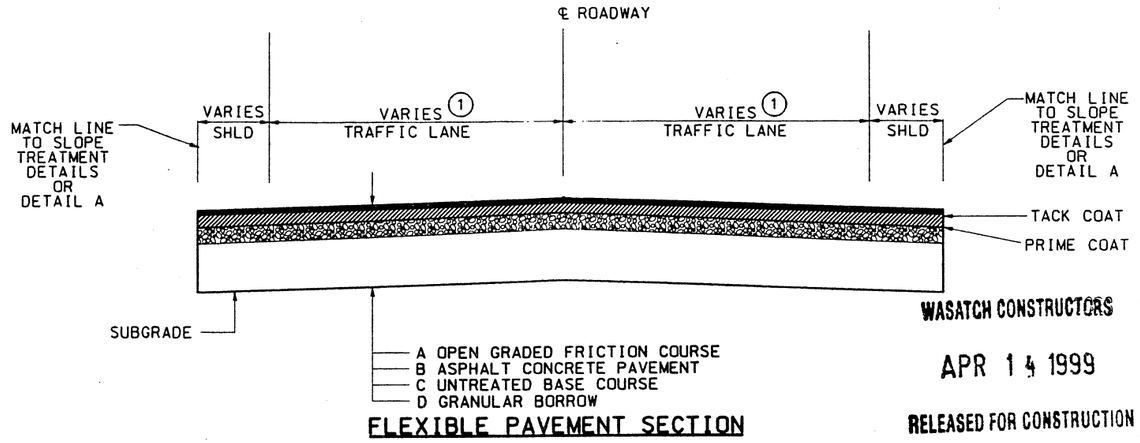
③ USE MC-70 FOR PRIME COAT (0.181 l/sq m) - (ASPHALT PAVEMENT ONLY)

④ DEPTH OF OPEN GRADED BASE VARIES TO ACCOMODATE DRAINAGE OF THE LAYER TO EDGE OF PAVEMENT OR EDGE DRAIN.

LICENSED PROFESSIONAL ENGINEER
No. 97-342329-2202
JAMES F. KLEMZ
STATE OF UTAH
4-8-99



DETAIL A - FLEXIBLE PAVEMENT TRANSITION



FLEXIBLE PAVEMENT SECTION

WASATCH CONSTRUCTORS

APR 14 1999

RELEASED FOR CONSTRUCTION

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	RESDENTIAL DRIVEWAYS	64-28

APPROVED FOR CONSTRUCTION

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

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

	DESIGN	DRAWN	QUANT.	CHECK
	JLS 10/97	JLS 10/97		
	CHECK BDV 2/98	CHECK BDV 2/98		CHECK

	NAME	DATE
APPROVAL RECOMM.	SCOTT LUCAS, PROJECT DESIGN ENGINEER	7/98
APPROVED	BRUCE VANA, SECTION MANAGER	7/98

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-180. 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/SOIL	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

REGISTERED PROFESSIONAL ENGINEER
No. 7352
PHILIP D. EGAN
STATE OF UTAH

APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	10/8/97	ISSUED FOR REVIEW
2	10/27/97	ISSUED FOR CONSTRUCTION

UTAH DEPARTMENT OF TRANSPORTATION

TENSAR EARTH TECHNOLOGIES, INC.

DESIGN BLE 10/27/97 CHECK SAH 10/27/97
DRAWN BLE 10/27/97 CHECK SAH 10/27/97
QUANT. CHECK

I-15 CORRIDOR RECONSTRUCTION

TENSAR REINFORCED SIERRA SLOPE

CONSTRUCTION NOTES

PROJECT NUMBER *SP-15-7(135)286

SALT LAKE COUNTY

DWG. NO. CS-74-1

SHT. ____ OF ____

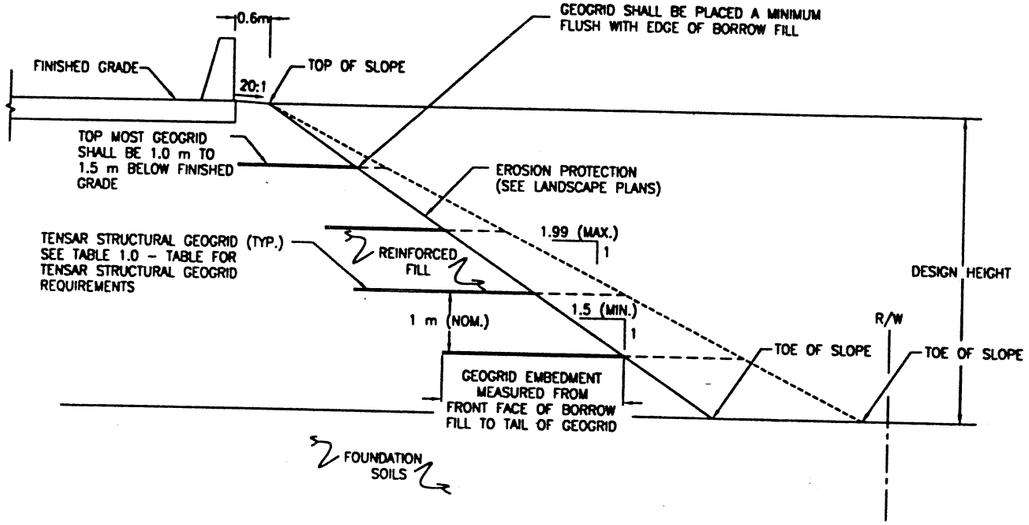
APPROVAL RECOMMENDED: DATE ____ PROJECT DESIGN ENGINEER
APPROVED: DATE ____ SECTION MANAGER

Active File Levels:
First Reference File Levels:
First Reference File Levels:
Second Reference File Levels:
Second Reference File Levels:
Third Reference File Levels:
Third Reference File Levels:

Scale:
Resident:
Pen Tbl:
Queue:

Date: 10/27/97 Time: Username:

Filename: \mkb26\Cnotes



TYPICAL SECTION

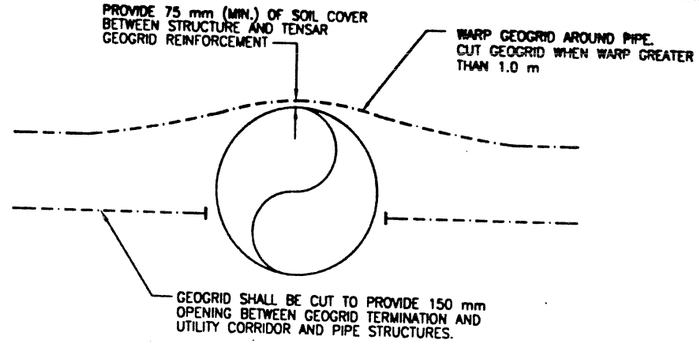
SCALE: 1 : 100
SEE GRADING PLANS AND DETAILS

NOTES:

1.) GEOGRID REINFORCEMENT REQUIRED FOR SLOPES STEEPER THAN 2H:1V

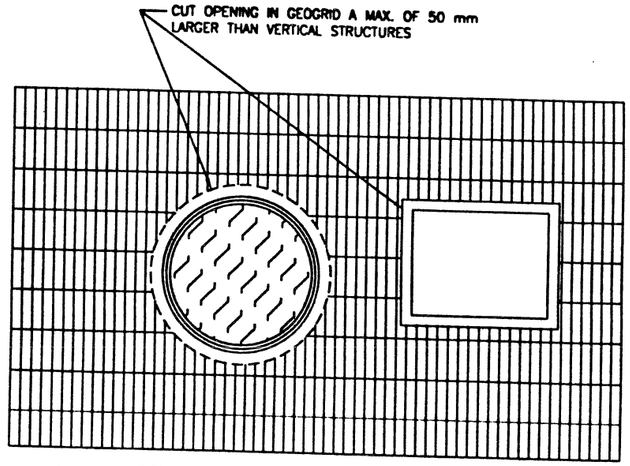
2.) TOP MOST LAYER OF GEOGRID REINFORCEMENT SHALL BE 1.0 m TO 1.5 m BELOW FINISHED GRADE (TOP OF SLOPE).

3.) MAXIMUM VERTICAL SPACING BETWEEN LAYERS OF GEOGRID REINFORCEMENT SHALL BE 1.1 m.



PIPE PENETRATION AND REROUTING DETAIL

NOT TO SCALE



GEOGRID PENETRATION – PLAN VIEW

NOT TO SCALE

TABLE 1.0
TABLE FOR TENSAR STRUCTURAL GEOGRID REQUIREMENTS

SLOPE DESIGN HEIGHT

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	BX1200	2 m					3
2	BX1200	4 m	BX1200	4 m	BX1200	3 m	BX1200	3 m	BX1200	2 m	BX1200	2 m			2
1.5													BX1200	2 m	1.5
1	BX1200	4 m	BX1200	4 m	BX1200	3 m	BX1200	3 m	BX1200	3 m	BX1200	2 m			1
0.5													BX1200	2 m	0.5

WASATCH CONSTRUCTORS

JAN 20 1998

RELEASED FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
No. 7352
PHILIP D. EGAN
STATE OF UTAH

APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	10/8/97	ISSUED FOR REVIEW
2	10/27/97	ISSUED FOR CONSTRUCTION

UTAH DEPARTMENT OF TRANSPORTATION

TENSAR EARTH TECHNOLOGIES, INC.

DESIGN ALC 10/27/97 CHECK SMH 10/27/97
DRAWN ALC 10/27/97 CHECK SMH 10/27/97
QUANT. CHECK

I-15 CORRIDOR RECONSTRUCTION

TENSAR REINFORCED SIERRA SLOPE

TYPICAL SECTION AND DETAILS

PROJECT NUMBER *SP-15-7(135)296

SALT LAKE COUNTY

DWG. NO. CS-74-2

SHT. ____ OF ____

Date: 10/27/97 Time: Username:

Active File Levels:
First Reference File:
First Reference File Levels:
Second Reference File:
Second Reference File Levels:
Third Reference File:
Third Reference File Levels:

Scales:
Rotations:
Pen Table:
Queue:

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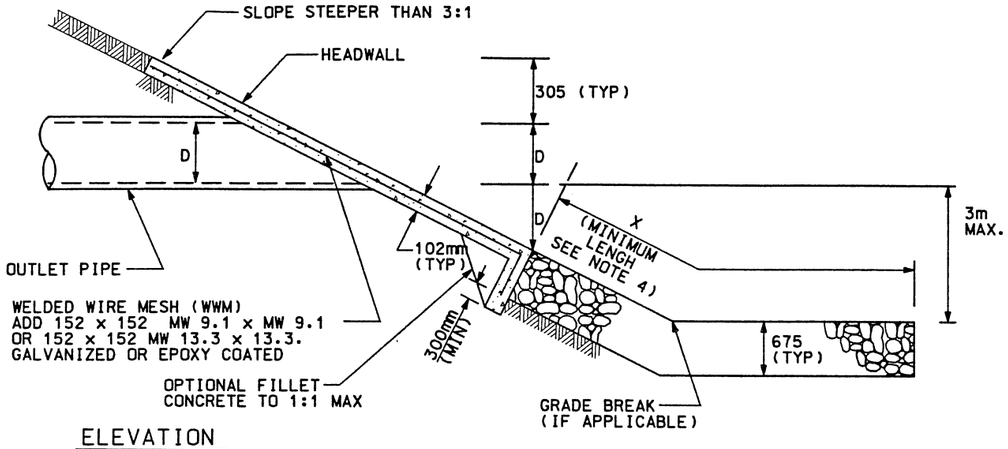
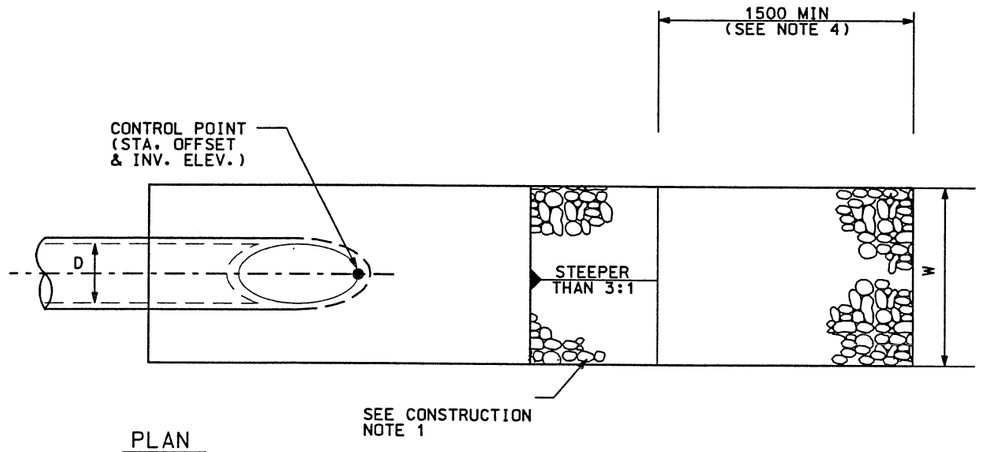


ELEVATION



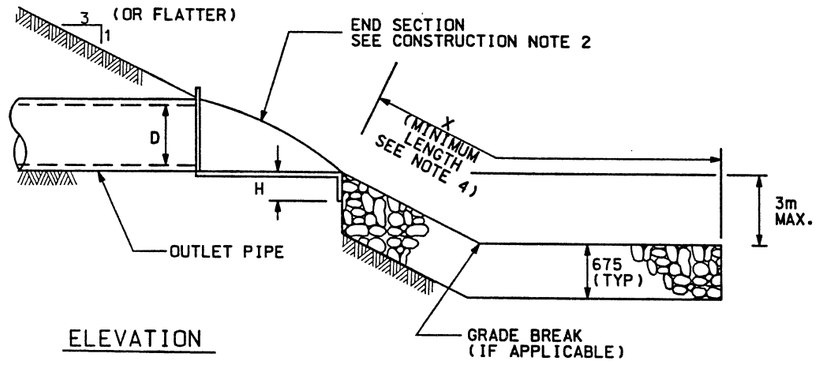
PLAN

DIMENSION TABLE

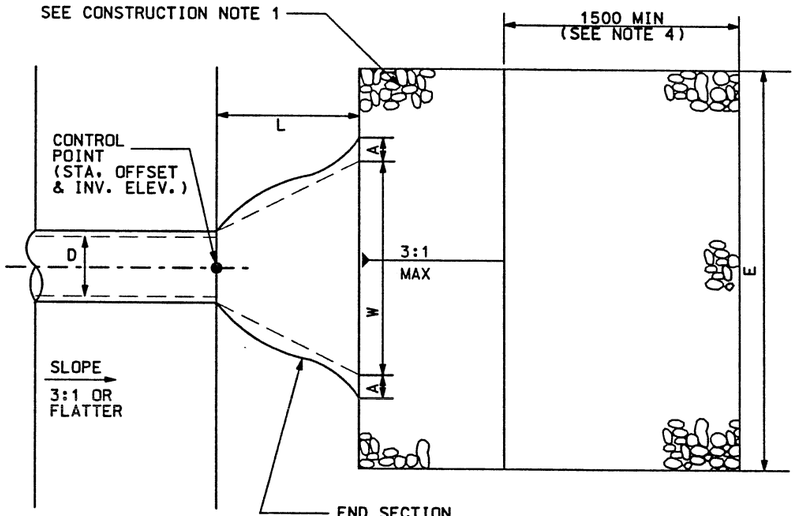
D mm	W mm (MIN)
300	900
450	1350
600	1800
750	2250
900	2700
1050	3150
1200	3600
1350	4050
1500	4500

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:

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

DESIGN NOTES:

1. 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)
2. USE LOOSE RIPRAP (920) IF FLOW IS CONTINUOUS
   USE COMPACTED RIPRAP (921) IF FLOW IS INTERMITTENT.
3. OUTLET VELOCITY: $V \leq 3.0m/S$, RIPRAP THICKNESS (T)=675
   $V > 3.0m/S$, ENERGY DISSIPATOR REQ'D
4. 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) T=675
300	2600
450	2600
600	2600
750	2600
900	2600
1050	3200
1200	3800
1350	4400
1500	5000

LICENSED PROFESSIONAL ENGINEER
No. 98-356215-2202
MARK V. GOGAL
8/14/98
STATE OF UTAH

WASATCH CONSTRUCTORS
AUG 2 1 1998
RELEASED FOR CONSTRUCTION

APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	08/14/98	ORIGINAL RELEASE

UTAH DEPARTMENT OF TRANSPORTATION
SVERDRUP/DE LEUW

DESIGN MVG	CHECK MJB	TRACKING NO.	
DRAWN ALJ	CHECK MJB		
QUANT.	CHECK		

APPROVAL RECOM.	7/98	MARK V. GOGAL
	DATE	PROJECT DESIGN ENGINEER
APPROVED	7/98	JOHN TERRY
	DATE	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-75-1
SHT. ____ OF ____

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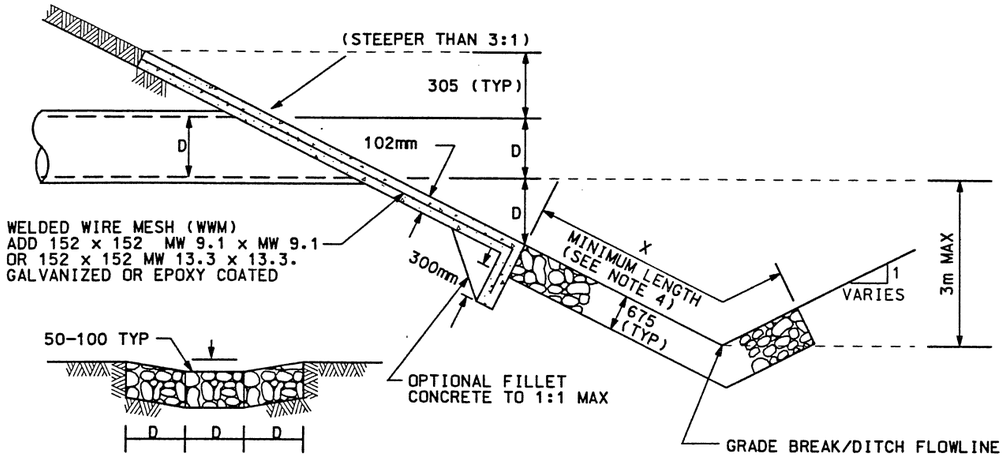
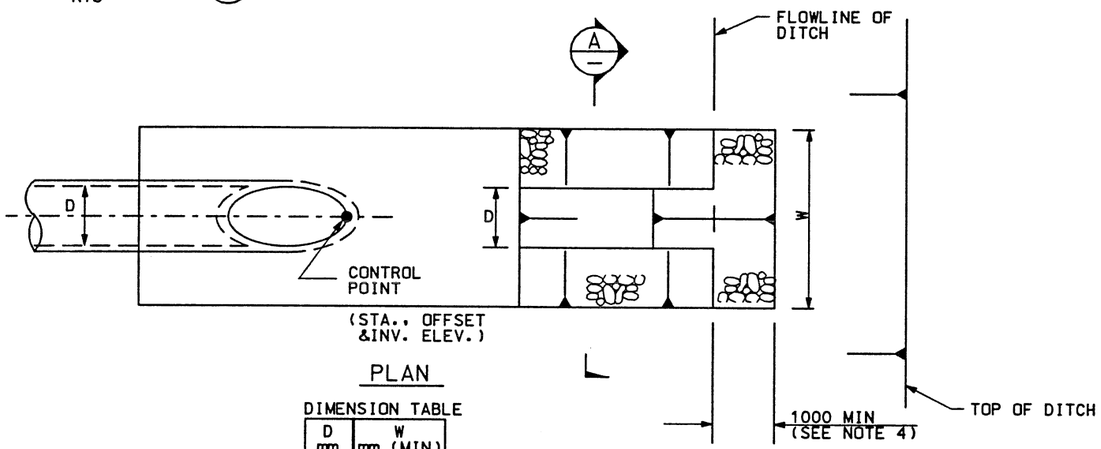
Date:14-AUG-1998 Time:till Username:framptrd



SECTION (A) NTS

ELEVATION



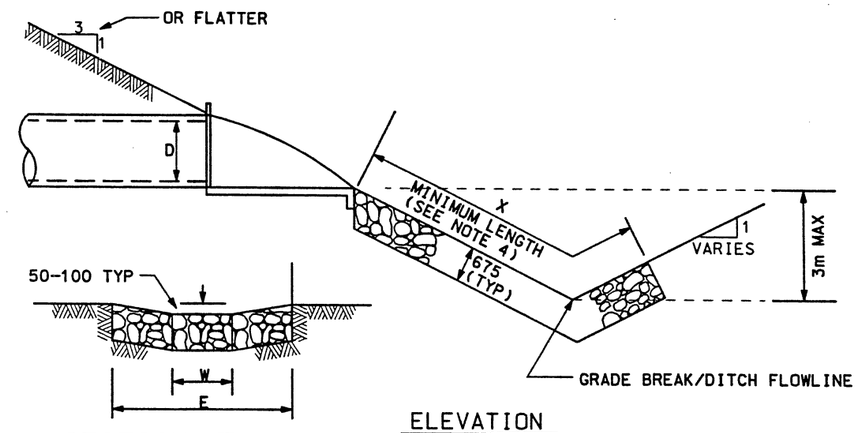
PLAN

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

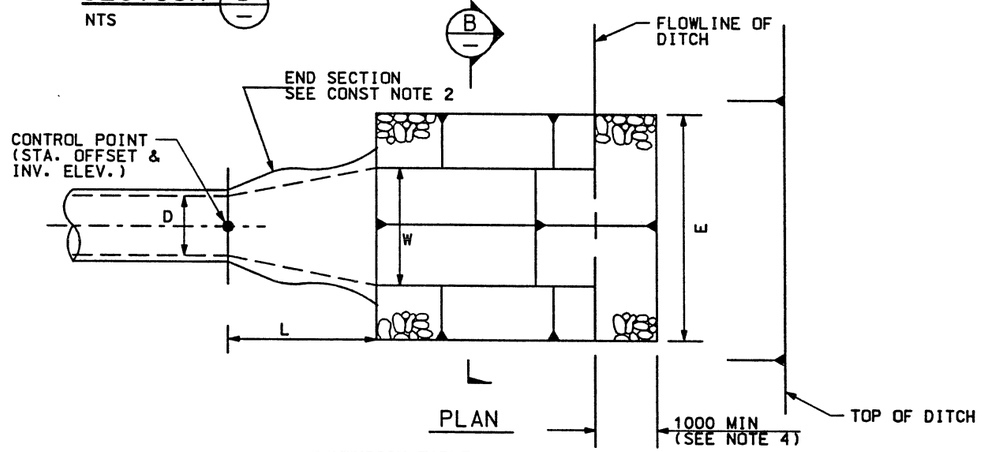
W = 3D
X - SEE TABLE BELOW AND NOTE 4

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



SECTION (B) NTS

ELEVATION



PLAN

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 2 1 1998

RELEASED FOR CONSTRUCTION
TYPE DF- (A OR B)
(SEE NOTE 1)

RIPRAP DETAIL FOR PIPE OUTLET INTO DITCH

NTS

CONSTRUCTION NOTES:

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

DESIGN NOTES:

1. 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)
2. USE LOOSE RIPRAP (920) IF FLOW IS CONTINUOUS
   USE COMPACTED RIPRAP (921) IF FLOW IS INTERMITTENT.
3. OUTLET VELOCITY: $V \leq 3.0m/S$, RIPRAP THICKNESS (T)=675
   $V > 3.0m/S$, ENERGY DISSIPATOR REQUIRED
4. 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) T=675
300	2600
450	2600
600	2600
750	2600
900	2600
1050	3200
1200	3800
1350	4400
1500	5000

LICENSED PROFESSIONAL ENGINEER
No. 98-356215-2202
MARK V. GOGA
STATE OF UTAH
11-17-98

APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	08/14/98	ORIGINAL RELEASE

UTAH DEPARTMENT OF TRANSPORTATION
SVERDRUP/DE LEUW

DESIGN MVG CHECK MJB
DRAWN JLJ CHECK MJB
QUANT. CHECK

MARK V. GOGA — PROJECT DESIGN ENGINEER — 7/98 DATE
JOHN TERRY — SECTION MANAGER — 7/98 DATE
APPROVAL RECOMM. — APPROVED

I-15 CORRIDOR RECONSTRUCTION
RIPRAP DET FOR PIPE OUTLET
CORRIDOR STANDARD PLAN
TRACKING NO.
PROJECT NUMBER #SP-15-7(135)296
SALT LAKE COUNTY
DWG. NO. CS-75-2
SHT. ____ OF ____

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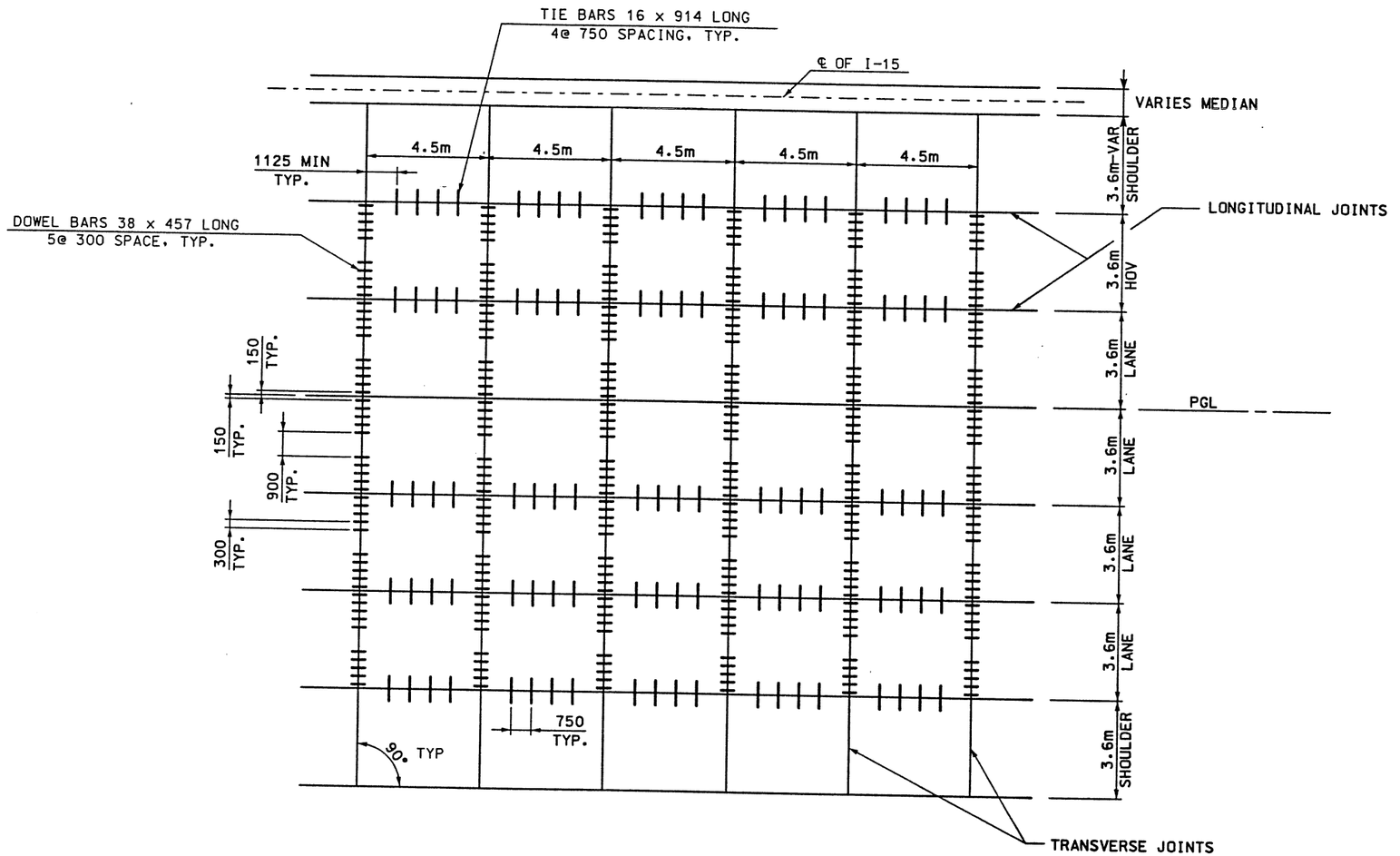
Date:14-AUG-1998 Time:11:08 Username:framptrd



DOWEL BAR/TIE BAR MAIN LINE LAYOUT PLAN

NTS

WASATCH CONSTRUCTORS

AUG 3 1 1998

RELEASED FOR CONSTRUCTION

NOTES:

1. MEDIAN VARIES FOR LIGHT AND SIGN POLES AND SUPERELEVATION. SEE PLAN SHEETS.
2. SEE ROADWAY PLANS FOR EXACT DIMENSIONS. 2
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)

LICENSED PROFESSIONAL ENGINEER
No. 96-324447-2202
JOHN M. TERRY
8/19/98
STATE OF UTAH

APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	5/6/98	ORIGINAL RELEASE
2	8/13/98	REVISED REFERENCE DWG NO.

UTAH DEPARTMENT OF TRANSPORTATION

SVERDRUP/DE LEUW

DESIGN	LT	5/98	CHECK POW 5/98
DRAWN	VLR	5/98	CHECK MSC 8/98
QUANT.			CHECK

TRACKING NO.

APPROVAL RECOMMENDED 8/6/98 DATE — LOLENE TERRY PROJECT DESIGN ENGINEER

APPROVED 8/6/98 DATE — JOHN TERRY SECTION MANAGER

I-15 CORRIDOR RECONSTRUCTION

DOWEL/TIE BAR LAYOUT PLAN

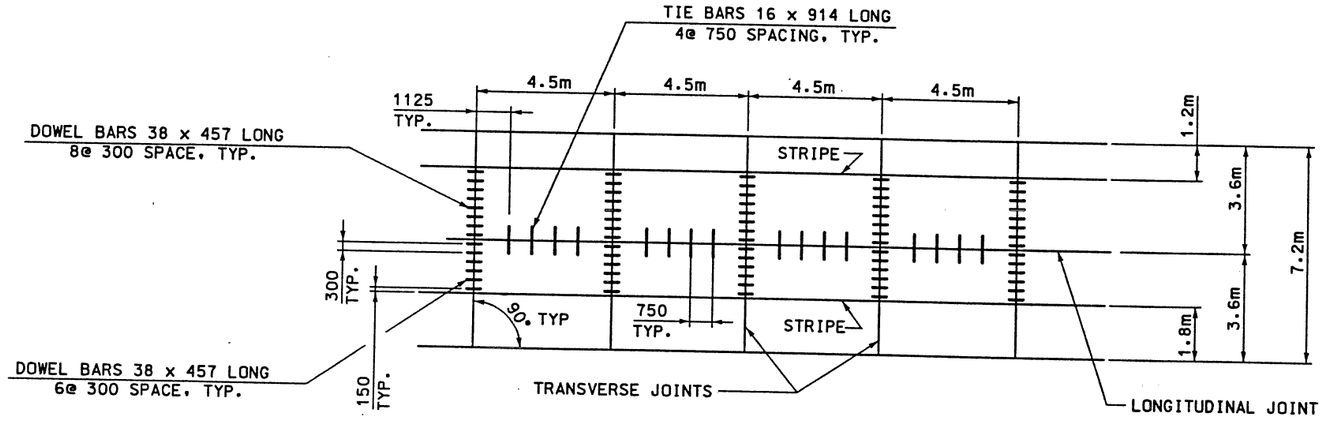
CORRIDOR STANDARD PLAN

PROJECT NUMBER *SP-15-7(1135)296

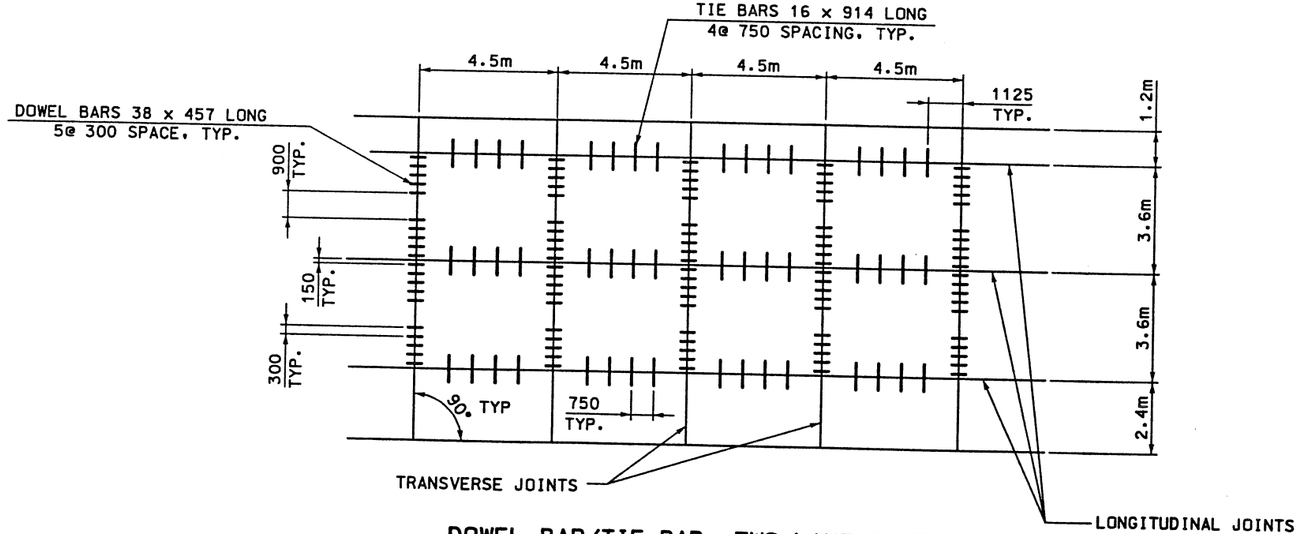
SALT LAKE COUNTY

DWG. NO. CS-76-1

SHT. ____ OF ____



DOWEL BAR/TIE BAR, ONE LANE RAMP
LAYOUT PLAN
NTS



DOWEL BAR/TIE BAR, TWO LANE RAMP
LAYOUT PLAN
NTS

WASATCH CONSTRUCTORS

AUG 3 1 1998

RELEASED FOR CONSTRUCTION

NOTE:

1. SEE CS-76-1 TO CS-76-4 (2) 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.

LICENSED PROFESSIONAL ENGINEER
No. 96-324447-2202
JOHN M. TERRY
8/14/98
STATE OF UTAH

APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	5/6/98	ORIGINAL RELEASE
2	8/13/98	REVISED REFERENCE DWG NO.

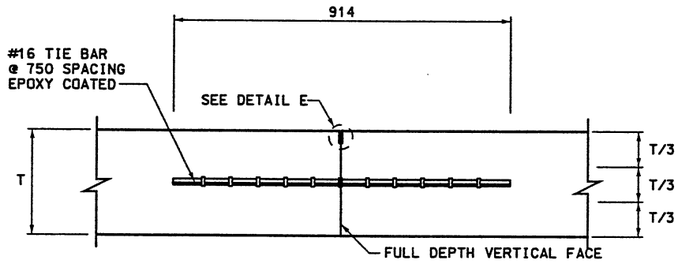
UTAH DEPARTMENT OF TRANSPORTATION
SVERDRUP/DE LEUW

DESIGN LT 5/98	CHECK PDV 5/98	APPROVAL RECOM. DATE 5/6/98	LOLENE TERRY PROJECT DESIGN ENGINEER
DRAWN VLR 5/98	CHECK MSC 5/98	APPROVED DATE 5/6/98	JOHN TERRY SECTION MANAGER
QUANT.	CHECK		

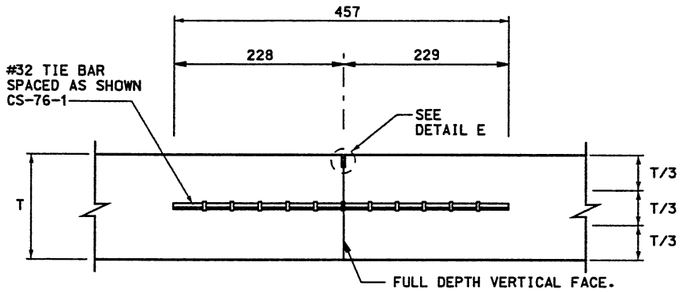
I-15 CORRIDOR RECONSTRUCTION
DOWEL/TIE BAR LAYOUT PLAN
CORRIDOR STANDARD PLAN

PROJECT NUMBER *SP-15-7(1135)296
TRACKING NO.

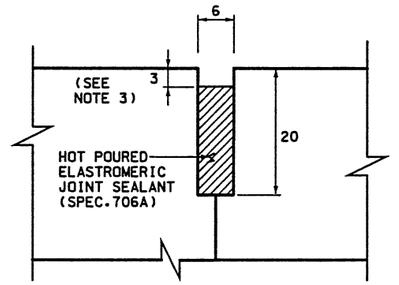
SALT LAKE
COUNTY
DWG. NO.
CS-76-2
SHT. ____ OF ____



LONGITUDINAL CONTACT JOINT
DETAIL A
NTS



CONTACT JOINT (NIGHT HEADER)
DETAIL B
NTS

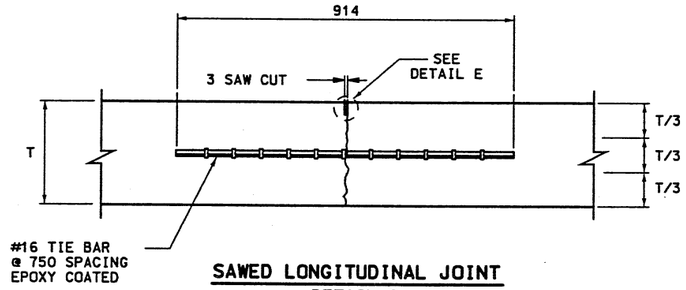


(CONTACT JOINTS ONLY)
DETAIL E
NTS

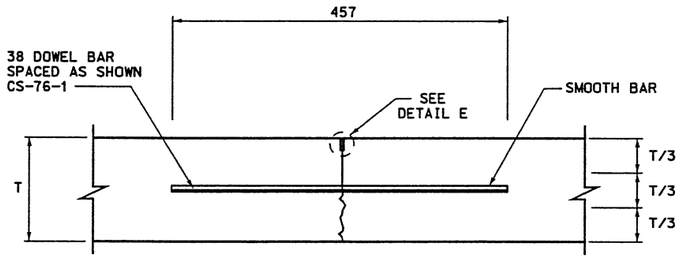
WASATCH CONSTRUCTORS

JAN 19 1999

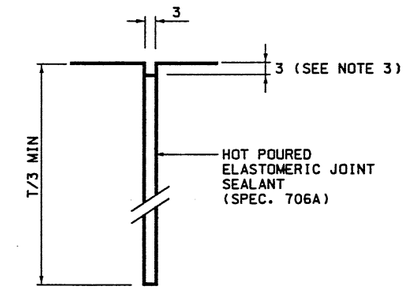
RELEASED FOR CONSTRUCTION



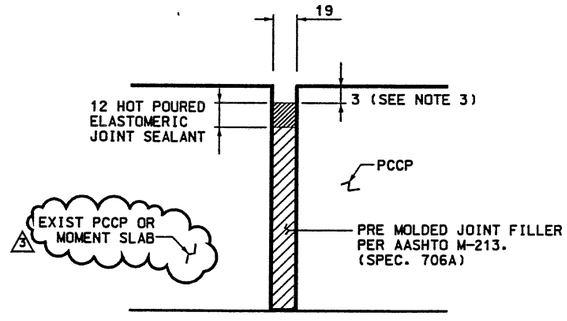
SAWED LONGITUDINAL JOINT
DETAIL C
NTS



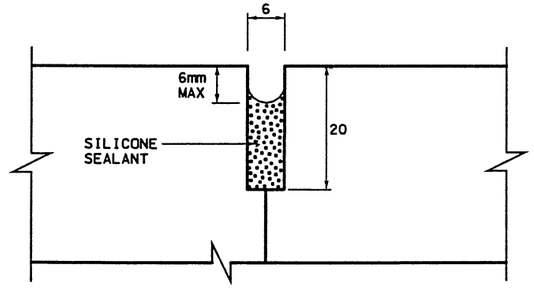
SAWED TRANSVERSE JOINT
DETAIL D



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.

LICENSED PROFESSIONAL ENGINEER
No. 97-342329-2202
JAMES F. KLEMZ
STATE OF UTAH
1-14-99

APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	5/6/98	ORIGINAL RELEASE
2	8/3/98	DELETE TRANSITION DETAIL & ADD DETAIL M
3	01/14/99	DETAIL H REVISIONS

UTAH DEPARTMENT OF TRANSPORTATION
SVERDRUP/DE LEUW

DESIGN	LT	5/98	CHECK
DRAWN	W.R.	5/98	CHECK
QUANT.			CHECK

TRACKING NO.

APPROVAL RECOMM. 5/6/98 — LOLENE TERRY, PROJECT DESIGN ENGINEER
APPROVED 8/1/98 — JAMES F. KLEMZ, SECTION MANAGER

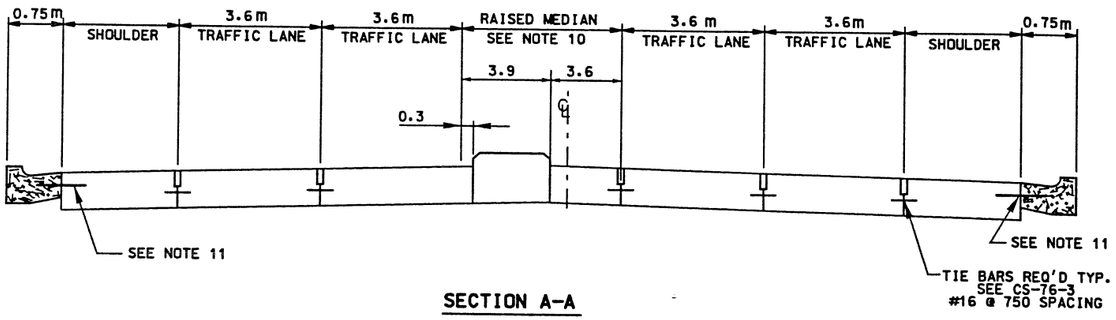
I-15 CORRIDOR RECONSTRUCTION
JOINT DETAILS
CORRIDOR STANDARD PLAN

PROJECT NUMBER *SP-15-7(135)296

SALT LAKE COUNTY
DWG. NO. CS-76-3
SHT. ____ OF ____

Filename:P:\I15.cadd\I15_97\sheet_files\corridor_stdpln\cs_typical.076.3.dgn

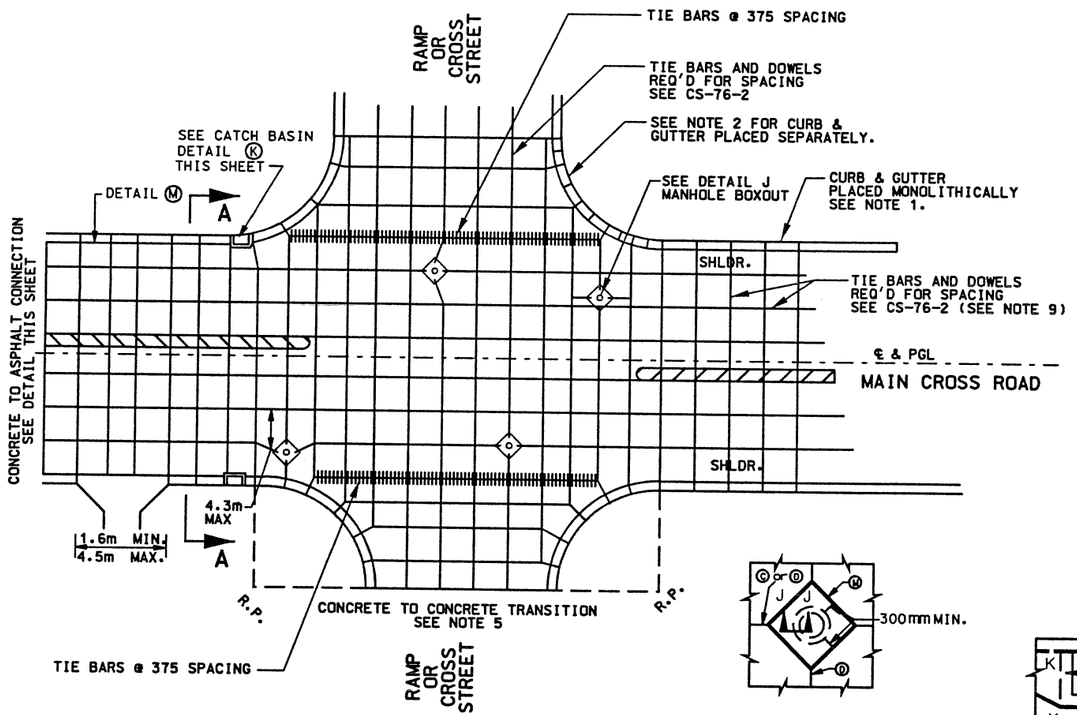
CONCRETE PAVEMENT DETAILS



SECTION A-A
NTS

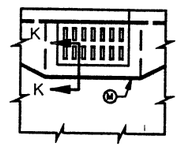
NOTES:

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 (106thS AND 600N)

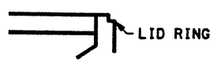


PLAN
NTS

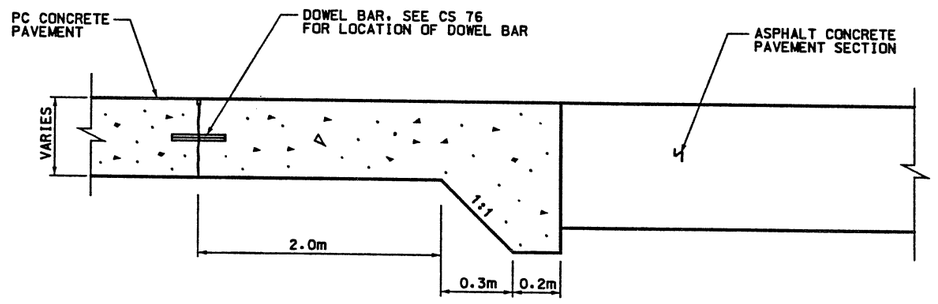
MANHOLE BOXOUT
DETAIL J
NTS



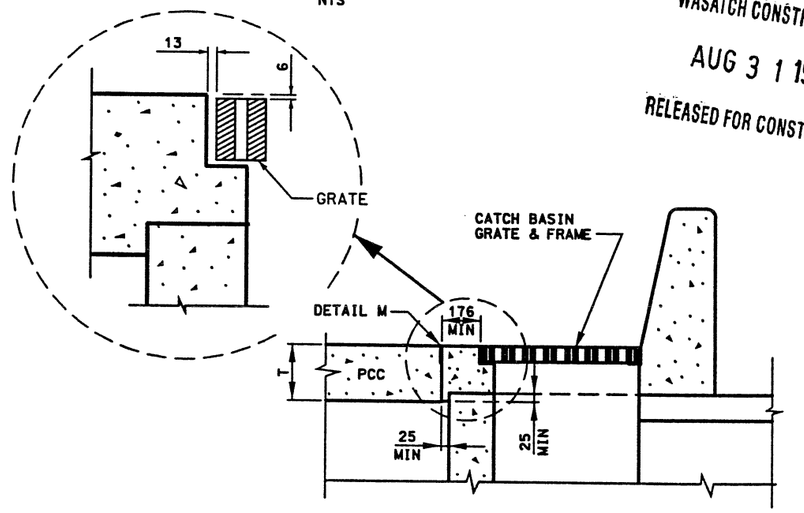
CATCHBASIN
DETAIL K
NTS



SECTION J - J
NTS



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



SECTION K - K
NTS

WASATCH CONSTRUCTORS

AUG 3 1 1998

RELEASED FOR CONSTRUCTION

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

LICENSED PROFESSIONAL ENGINEER
No. 96-324447-2202
JOHN M. TERRY
8/27/98
STATE OF UTAH

APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	8/31/98	ORIGINAL RELEASE

UTAH DEPARTMENT OF TRANSPORTATION

SVERDRUP/DE LEUW

DESIGN LT 8/98	CHECK LT 8/98	CHECK	
DRAWN VLR 8/98	CHECK JK 8/98	CHECK	
QUANT.			

LOUENE J. TERRY — PROJECT DESIGN ENGINEER — APPROVAL RECOMM. 8/31/98 DATE
JAMES F. KLEBE — SECTION MANAGER — APPROVED 8/31/98 DATE

I-15 CORRIDOR RECONSTRUCTION

INTERSECTION JOINT & DOWEL DETAILS

CORRIDOR STANDARD PLAN

PROJECT NUMBER *SP-15-7(135)296

SALT LAKE COUNTY

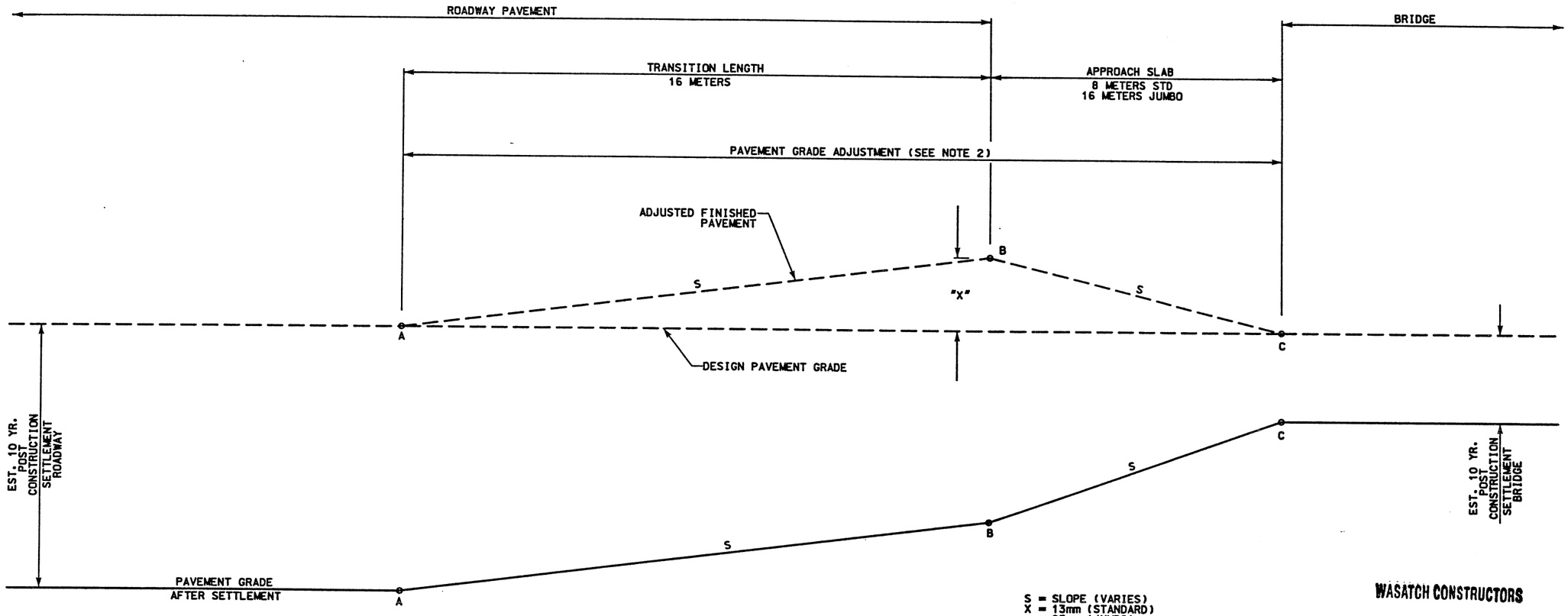
DWG. NO. CS-76-4

SHT. ____ OF ____

Filename:c:\dgn\115_cadd\115_97\sheet_files\corridor_stdpln\cs_typical_076_4.dgn

Date: 27-AUG-1998 Time: 10:23 Username: framptrd

BRIDGE APPROACH SLAB CAMBER



S = SLOPE (VARIES)
X = 13mm (STANDARD)
= 25mm (JUMBO)

WASATCH CONSTRUCTORS

DEC 08 1998

RELEASED FOR CONSTRUCTION

ROADWAY PROFILE

LICENSED PROFESSIONAL ENGINEER
12-1-98
No. 153670
BRET ADRIAN REYNOLDS
STATE OF UTAH

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.

APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	10/20/98	ORIGINAL ISSUE
2	12/02/98	REVISE NOTE NO. 2
	/ /	
	/ /	

UTAH DEPARTMENT OF TRANSPORTATION
MK CENTENNIAL
SVERDRUP/DE LEUW

DESIGN SGS 6/16/98 CHECK BAR 6/16/98
DRAWN JAH 6/16/98 CHECK BAR 6/16/98
QUANT. / / CHECK / /

APPROVAL RECOMM. 10/20/98 DATE — Bret A. Reynolds PROJECT DESIGN ENGINEER
APPROVED 10/20/98 DATE — Randle L. Ross SECTION MANAGER

I-15 CORRIDOR RECONSTRUCTION
BRIDGE APPROACH SLAB CAMBER
CORRIDOR STANDARD PLAN

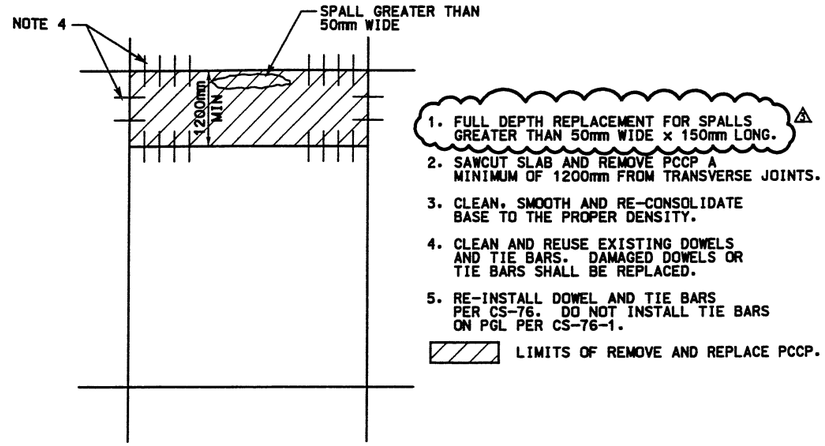
PROJECT NUMBER *SP-15-7(135)296

WBS NO.

SALT LAKE COUNTY
DWG. NO. CS-76-8
SHT. ____ OF ____

NOTE:

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

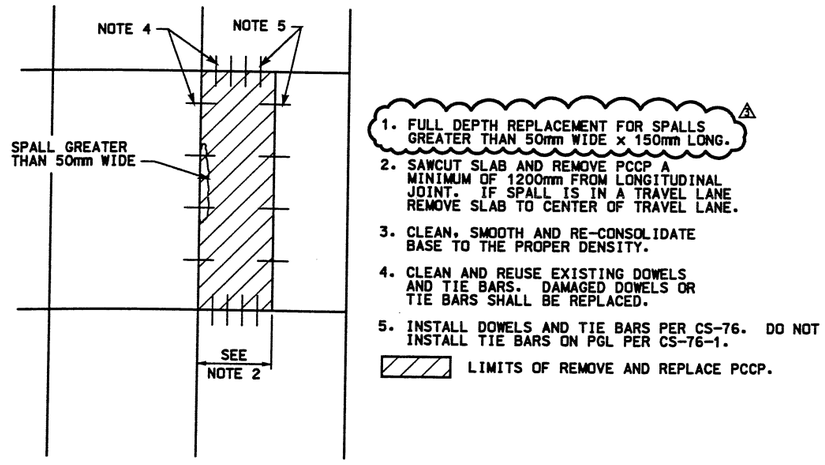


TRANSVERSE SPALLS
DETAIL 2

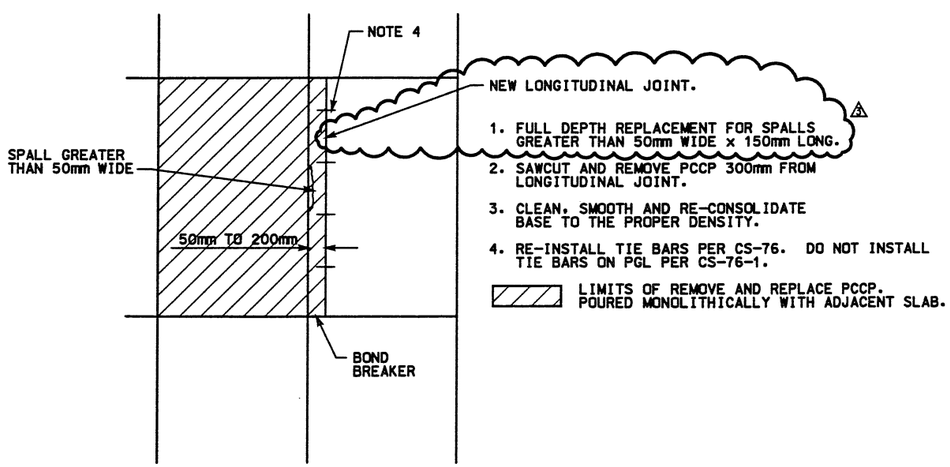
WASATCH CONSTRUCTORS

APR 25 2000

RELEASED FOR CONSTRUCTION



LONGITUDINAL SPALLS
WITHIN COMPLETED PORTION OF PCCP
DETAIL 1



LONGITUDINAL SPALLS
PRIOR TO COMPANION POUR
DETAIL 3

LICENSED PROFESSIONAL ENGINEER
No. 96-324447-2202
JOHN M. TERRY
4/19/00
STATE OF UTAH

RFC After Final Approval

APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	10/28/99	ORIGINAL ISSUE
2	12/13/99	ADDED NOTE ON SPALL SIZE
3	04/19/00	REVISED SPALL DIMENSIONS
4	/ /	

UTAH DEPARTMENT OF TRANSPORTATION

SVERDRUP/DE LEUW

DESIGN / / CHECK / /
DRAWN RDF 7/07/99 CHECK / /
QUANT. / / CHECK / /

APPROVAL RECOMM. 07/07/99 DATE — PROJECT DESIGN ENGINEER
APPROVED 07/07/99 DATE — JOHN M. TERRY SECTION MANAGER

I-15 CORRIDOR RECONSTRUCTION
PCCP SPALL REPAIR DETAILS
CORRIDOR STANDARD PLAN

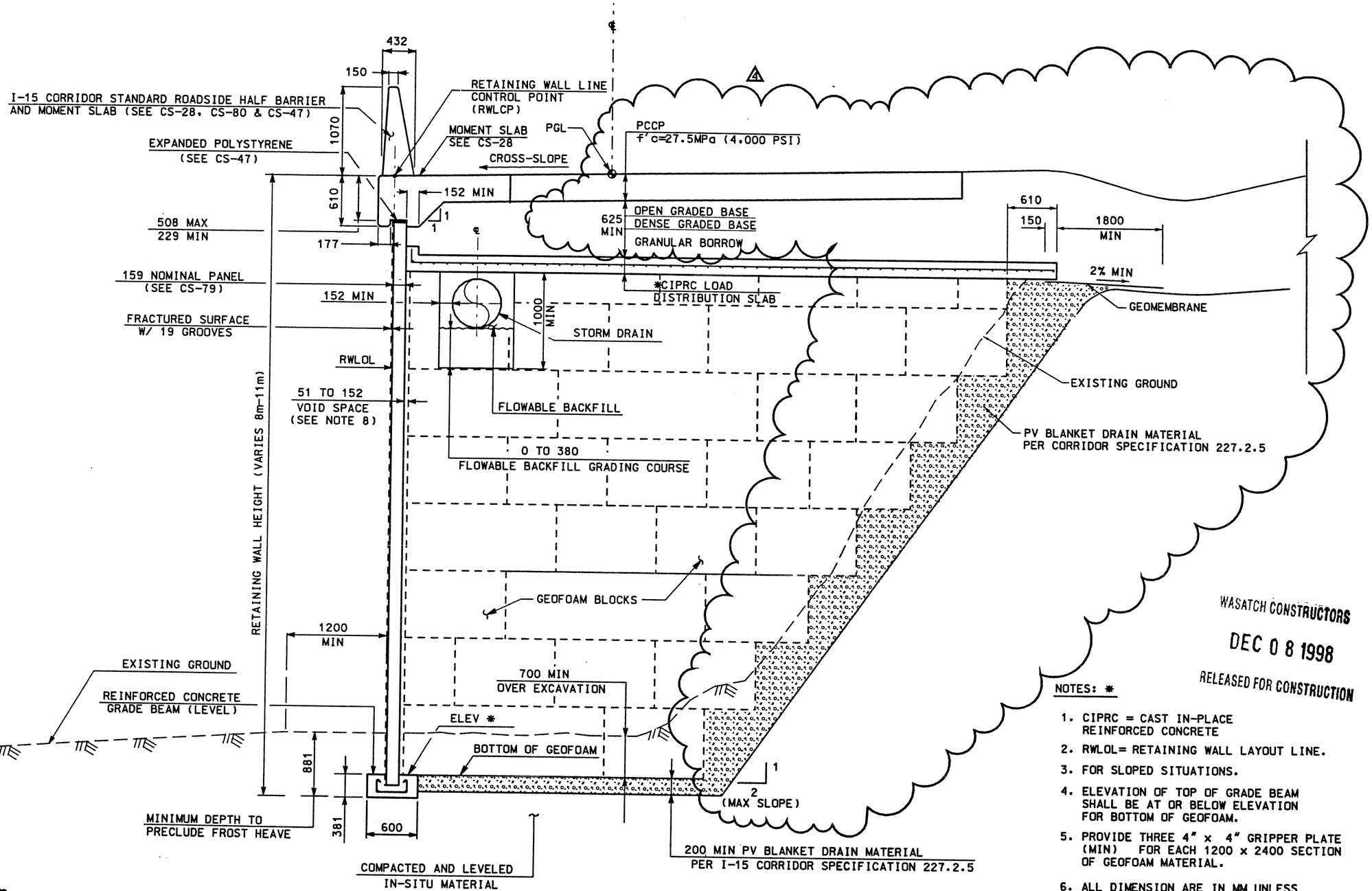
WBS NO.

PROJECT NUMBER *SP-15-7(135)296

SALT LAKE COUNTY

DWG. NO. CS-76-9

SHT. ____ OF ____



TYPICAL SECTION GEOFOAM (EPS) WALL

(WALL HEIGHT 8m-11m) NTS

WASATCH CONSTRUCTORS

DEC 0 8 1998

RELEASED FOR CONSTRUCTION

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.

LICENSED PROFESSIONAL ENGINEER
No. 96-324447-2202
JOHN M. TERRY
11/24/98
STATE OF UTAH

APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
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

SVERDRUP/DE LEUW

DESIGN	RED	CHECK	TEN
DRAWN	YLR	CHECK	JRS
QUANT.		CHECK	MTP

APPROVAL RECOM. 12/01/97 JOHN TERRY PROJECT DESIGN ENGINEER DATE 12/01/97

APPROVED 12/01/97 JOHN TERRY SECTION MANAGER DATE 12/01/97

I-15 CORRIDOR RECONSTRUCTION

TYP GEOFOAM SECT (8m-11m)

CORRIDOR STANDARD PLAN

PROJECT NUMBER *SP-15-7(135)296

SALT LAKE COUNTY

DWG. NO. CS-77

SHT. ____ OF ____

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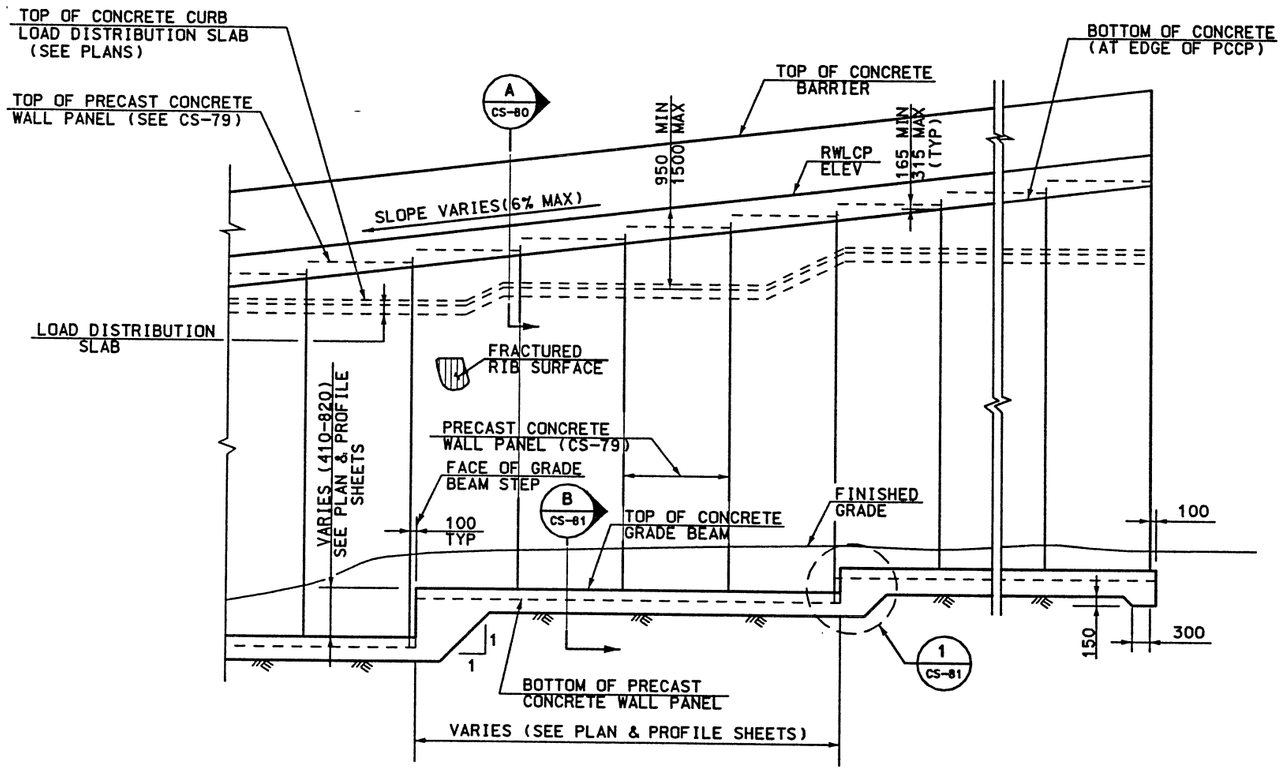
Date: 23-NOV-1998 Time:15:31 Username:pdaniel



ELEVATION-GEOFOAM (EPS) WALL

(WALL HEIGHT 8m-11M) NTS

WASATCH CONSTRUCTORS

MAR 2 0 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

LICENSED PROFESSIONAL ENGINEER
No. 96-324447-2202
JOHN M. TERRY
3/16/98
STATE OF UTAH

APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	12/01/97	RELEASE FOR GEOFOAM WALL ONLY.
2	2/23/98	APPROVAL FOR CONSTRUCTION AT BRIDGES

UTAH DEPARTMENT OF TRANSPORTATION

SVERDRUP/DE LEUW

DESIGN JDW 12/97 CHECK JDW 11/97
DRAWN VLR 12/97 CHECK JKS 11/97
QUANT. ____ CHECK MTP 11/97

APPROVAL RECOMM. 12/01/97 JOHN WILSON PROJECT DESIGN ENGINEER
APPROVED 12/01/97 JOHN TERRY SECTION MANAGER

I-15 CORRIDOR RECONSTRUCTION

ELEV-GEOFOAM WALL (8m-11m)

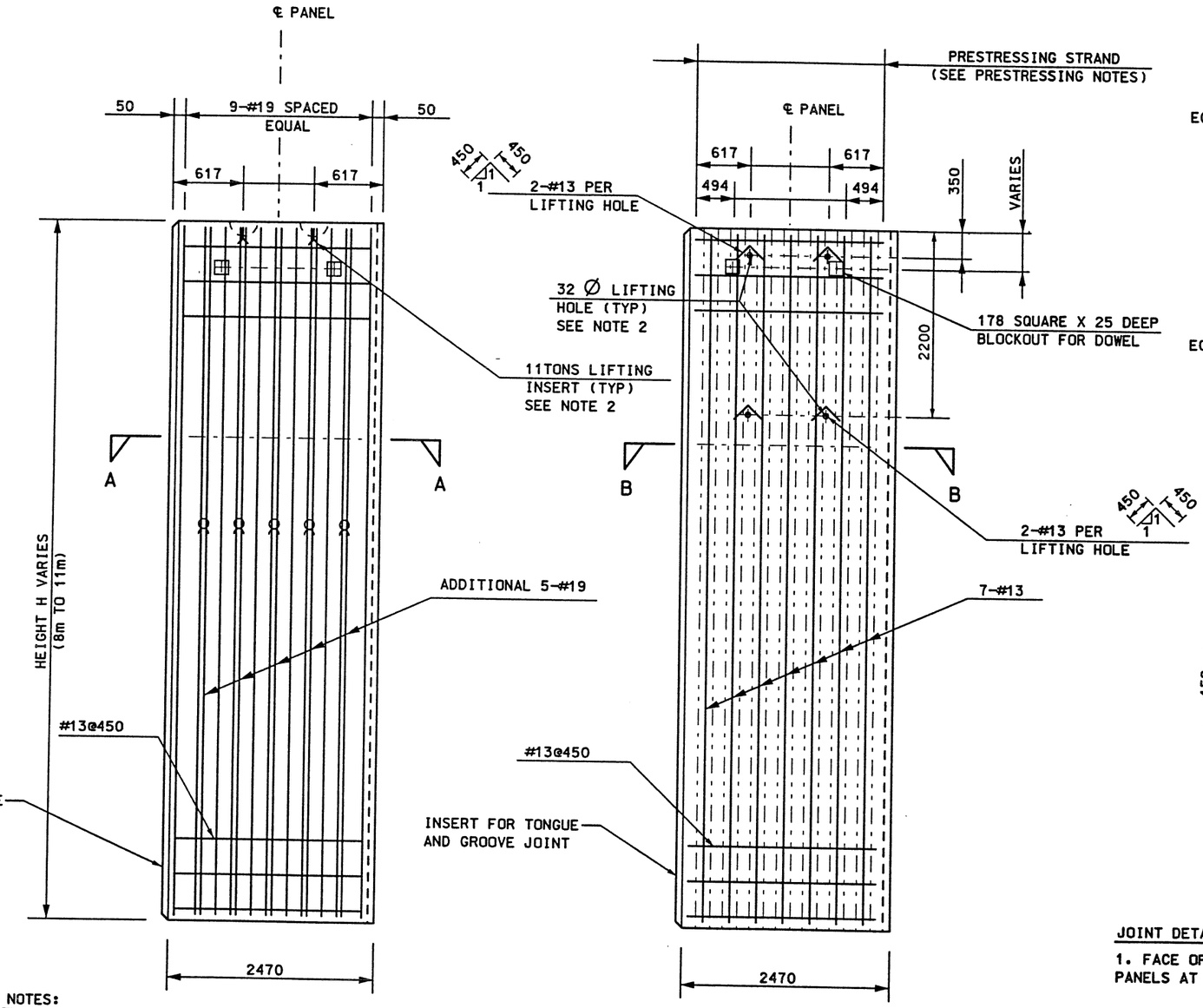
CORRIDOR STANDARD PLAN

PROJECT NUMBER *SP-15-7(135)296

SALT LAKE COUNTY

DWG. NO. CS-78

SHT. ____ OF ____



NOTES:

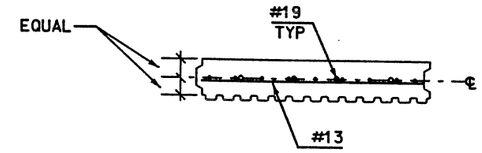
1. J BARS @ BOTTOM OF PANEL NOT SHOWN FOR CLARITY, SEE SECTION B & SHEET CS 46
2. LIFTING INSERTS OR LIFTING HOLES MAY BE UTILIZED FOR EITHER PANEL AT CONTRACTORS OPTION
3. CONTRACTOR TO PROVIDE DOWEL LOCATIONS
4. ALL DIMENSION ARE IN MM UNLESS OTHERWISE NOTED.

PRECAST REINFORCED CONCRETE OPTION

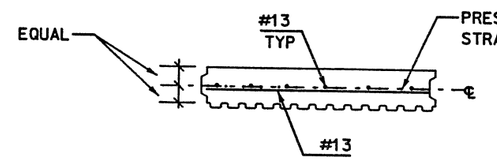
PRECAST PRESTRESSED CONCRETE OPTION

PRECAST WALL PANEL

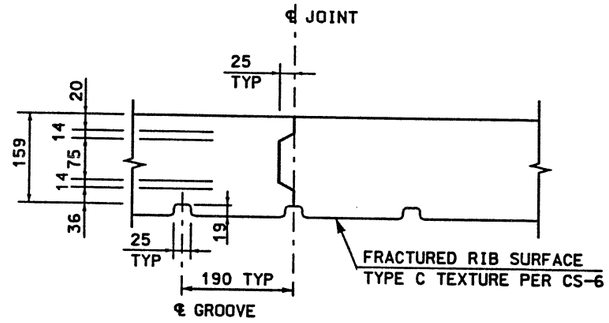
(WALL HEIGHT 8m-11m) NTS



SECTION A-A



SECTION B-B



TYPICAL WALL PANEL JOINT DETAIL

NTS

JOINT DETAIL NOTES:

1. FACE OF PANELS TO MATCH FACE OF MSE WALL PANELS AT INTERFACES

PRESTRESSING NOTES:

CONCRETE STRENGTH : $f_c' = 34$ MPa AT 28 DAYS
$f_c' = 28$ MPa AT TIME OF PRESTRESSING

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

WASATCH CONSTRUCTORS
MAR 2 0 1998
RELEASED FOR CONSTRUCTION

2 DELETED NOT APPROVED FOR CONSTRUCTION NOTE

LICENSED PROFESSIONAL ENGINEER
No. 96-324447-2202
JOHN M. TERRY
3/19/98
STATE OF UTAH

APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	12/01/97	RELEASE FOR GEOFOAM WALL ONLY.
2	2/29/98	APPROVED FOR CONSTRUCTION AT BRIDGES

UTAH DEPARTMENT OF TRANSPORTATION
SVERDRUP/DE LEUW

DESIGN JDW 12/97	CHECK JDW 12/97	CHECK
DRAWN VLR 12/97	CHECK JES 12/97	CHECK
QUANT.	CHECK MTP 12/97	CHECK

APPROVAL RECOMM. 12/01/97 JOHN WILSON PROJECT DESIGN ENGINEER DATE
APPROVED 12/01/97 JOHN TERRY SECTION MANAGER DATE

I-15 CORRIDOR RECONSTRUCTION
GEOFOAM WALL PANEL DETAILS
CORRIDOR STANDARD PLAN
PROJECT NUMBER #SP-15-7(135)296
SALT LAKE COUNTY
DWG. NO. CS-79
SHT. ____ OF ____

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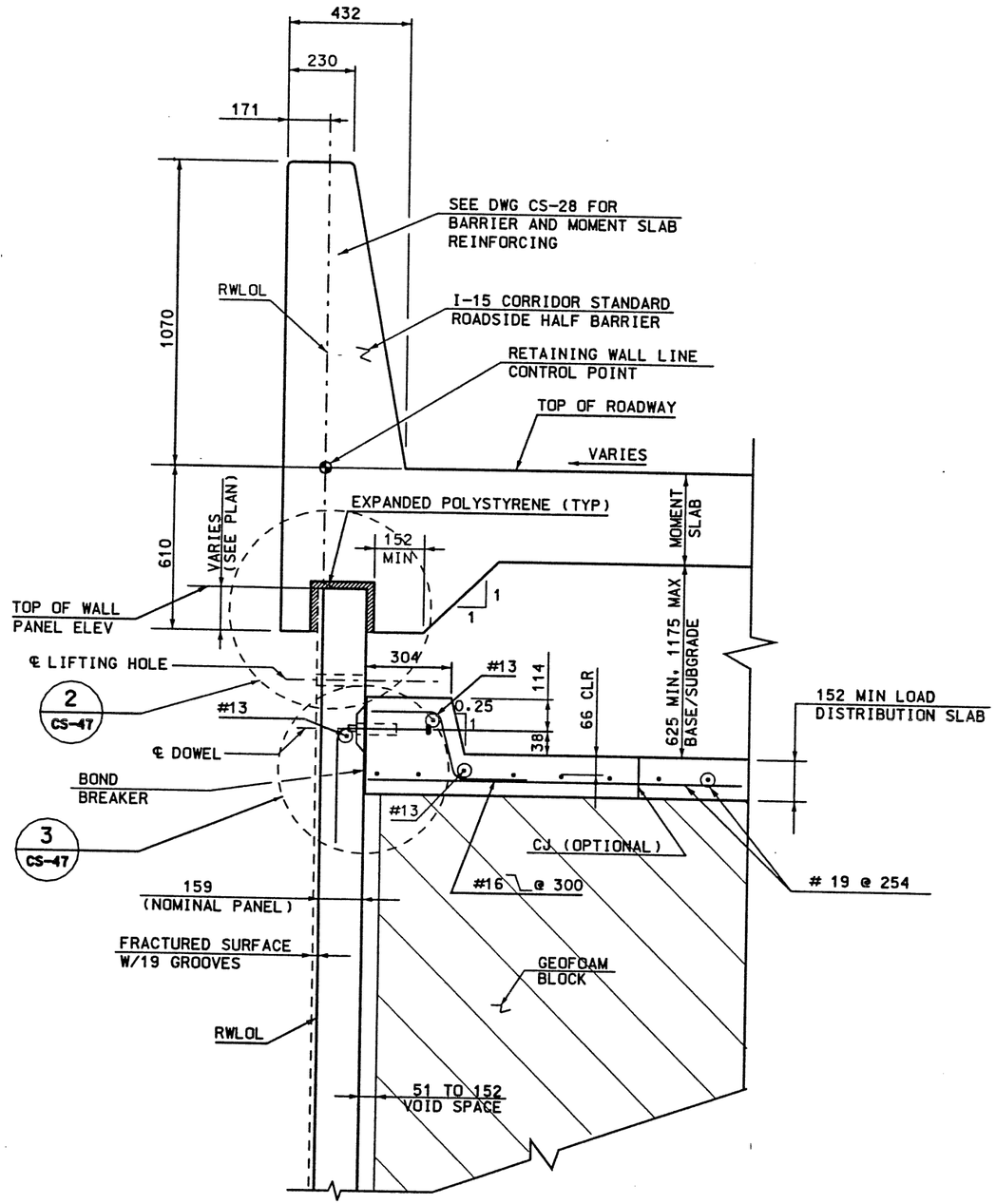
Date:



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

WASATCH CONSTRUCTORS
APR 13 1998
RELEASED FOR CONSTRUCTION

NOTES:

1. LOAD DISTRIBUTION SLAB DESIGNED FOR HS-20 LOADING.
2. WHEEL LOADS ARE NOT PERMITTED WITHIN 1500 OF FREE EDGE OF LOAD DISTRIBUTION SLAB PRIOR TO PLACING PCCP SLAB.
3. LIFTING HOLES TO BE DRY PACKED.
4. ALL DIMENSION ARE IN MM UNLESS OTHERWISE NOTED.
5. SEE CS-28 FOR MOMENT SLAB REINFORCING.
6. FOR DETAILS UNDER APPROACH SLABS AND BRIDGES SEE CS-49. (3)
7. TRANSVERSE CONSTRUCTION JOINTS ARE ALLOWED IN THE LOAD DISTRIBUTION SLAB AT THE OPTION OF THE CONTRACTOR.
8. ALL CRACKS OVER 0.5 MM SHALL BE SEALED WITH A HIGH MOLECULAR WEIGHT METHYL METHACRYLATE SEALANT (TRANSPO T-70 OR EQUAL).
9. CONCRETE SHALL BE CLASS AA(AE) EXCEPT AS MODIFIED FOR f'c=27.5 MPa (4,000 PSI). NO CONSTRUCTION LOADS SHALL BE PERMITTED ON THE LOAD DISTRIBUTION SLAB UNTIL AFTER 7 DAYS OF CURING.

LICENSED PROFESSIONAL ENGINEER
No. 96-324447-2202
JOHN M. TERRY
4/10/98
STATE OF UTAH

APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	12/01/97	RELEASE FOR GEOFOAM WALL ONLY.
2	2/29/98	APPROVED FOR CONSTRUCTION AT BRIDGE
3	04/10/98	ADD NOTES

UTAH DEPARTMENT OF TRANSPORTATION
SVERDRUP/DE LEUW

DESIGN JDW	11/97	CHECK JDW	12/97
DRAWN WJR	11/97	CHECK JCS	12/97
QUANT.		CHECK MTP	12/97

APPROVAL RECOMM. 12/01/97 JOHN WILSON PROJECT DESIGN ENGINEER DATE
APPROVED 12/01/97 JOHN TERRY SECTION MANAGER DATE

I-15 CORRIDOR RECONSTRUCTION
GEOFOAM WALL RESTRAINT DETAILS (8-11m)
CORRIDOR STANDARD PLAN
PROJECT NUMBER *SP-15-7(135)296

SALT LAKE COUNTY
DWG. NO. CS-80
SHT. ____ OF ____