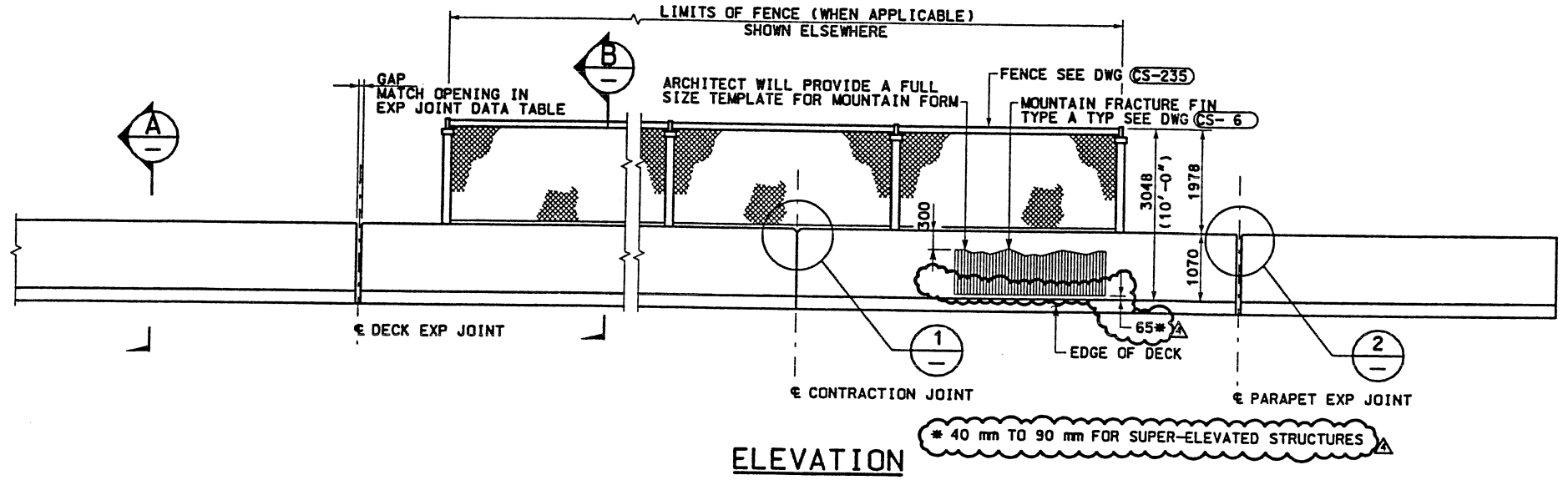
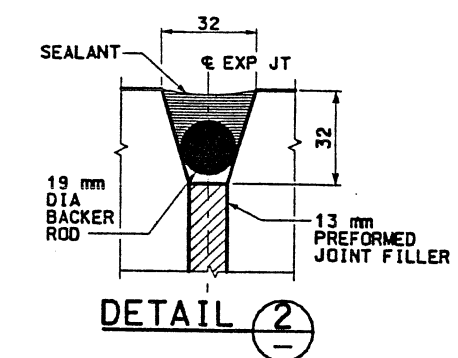
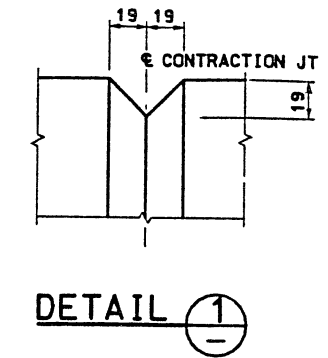
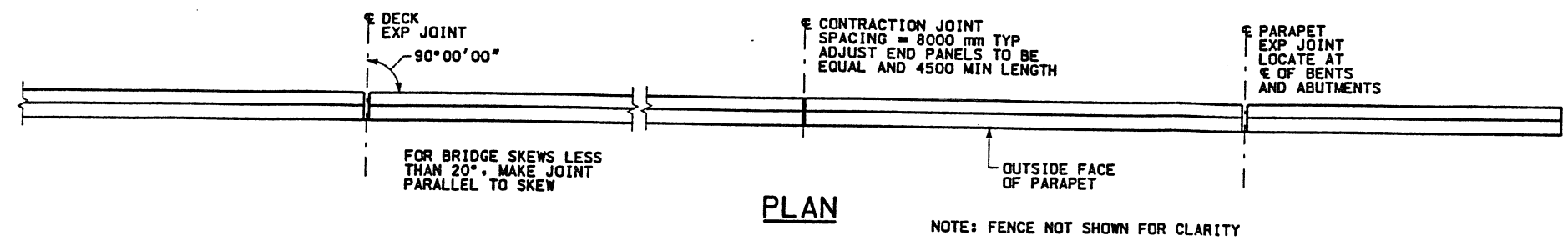
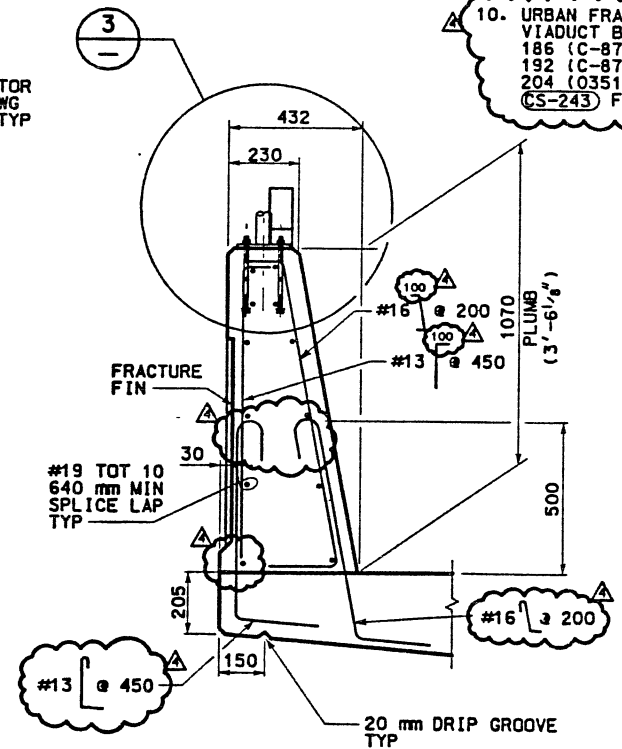
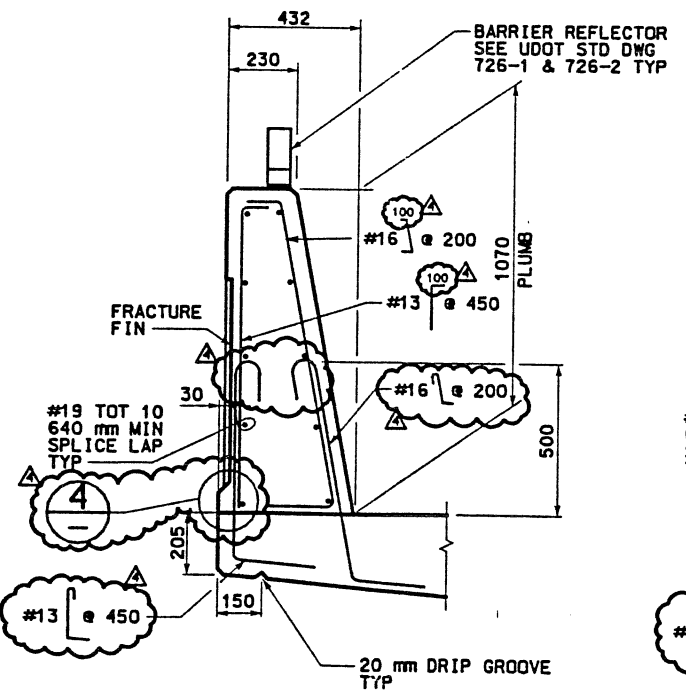
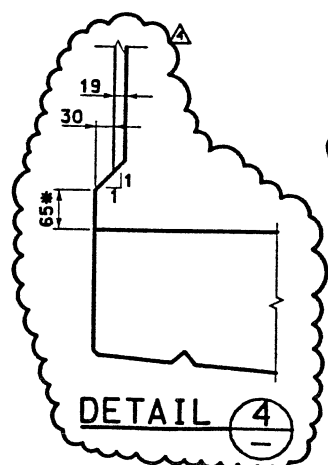
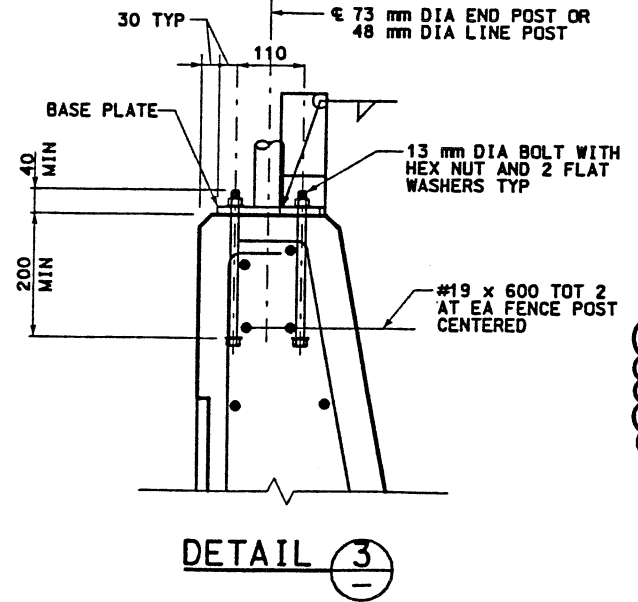
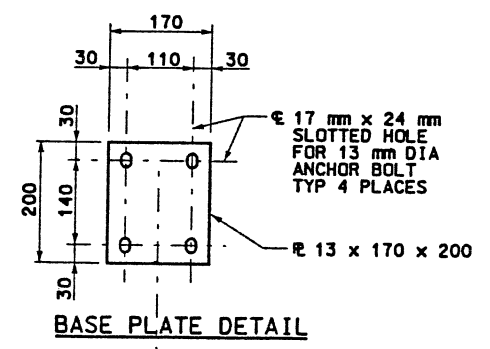


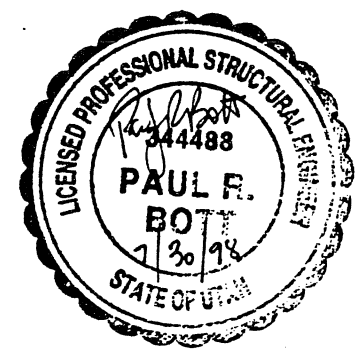
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- NOTES**
- ALTERNATE ALL REINFORCING STEEL SPLICES.
 - PROVIDE 50 mm MIN COVER TO REINFORCING STEEL UNLESS NOTED OTHERWISE.
 - PLACE CONTRACTION JOINT ON SIDES AND TOP OF PARAPET.
 - EXTEND SEALANT AND FOAM BACKER ROD FROM DECK TO TOP OF PARAPET ON THE INSIDE PARAPET FACE, ACROSS TOP OF PARAPET, AND TO TOP OF FRACTURE FIN.
 - THE FENCE POST BASE PLATE AND ALL ASSOCIATED HARDWARE SHALL BE HOT-DIP GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH AASHTO M-111.
 - TERMINATE FRACTURE FIN FINISH AS SHOWN ON CS-96.
 - TRANSITION ELEMENT NOT SHOWN FOR CLARITY. SEE CS-245 FOR DETAILS.
 - OMIT FRACTURE FIN FINISH IF ADJACENT STRUCTURE PARAPET IS LESS THAN 2000mm HORIZONTAL GAP AND LESS THAN 700mm ELEVATION DIFFERENCE BETWEEN CURB LINES.
 - ADJUST REINFORCEMENT TO AVOID PRESTRESS ANCHORAGE.
 - URBAN FRACTURE FIN SHALL BE USED FOR ALL VIADUCT BRIDGES AND THE FOLLOWING BRIDGES: 186 (C-871), 188 (C-870), 190 (F-640), 192 (C-873), 194 (F-641N), 195 (C-874), 204 (Q35146F), AND 806 (C-806). SEE CS-243 FOR URBAN FRACTURE FIN.



WASATCH CONSTRUCTORS
 AUG 10 1998
 RELEASED FOR CONSTRUCTION



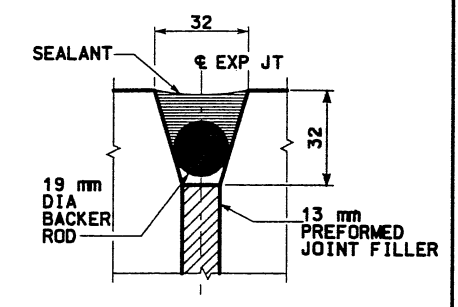
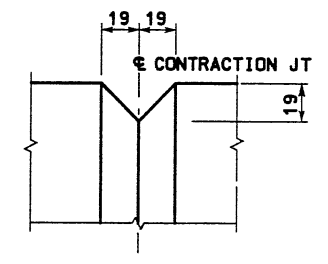
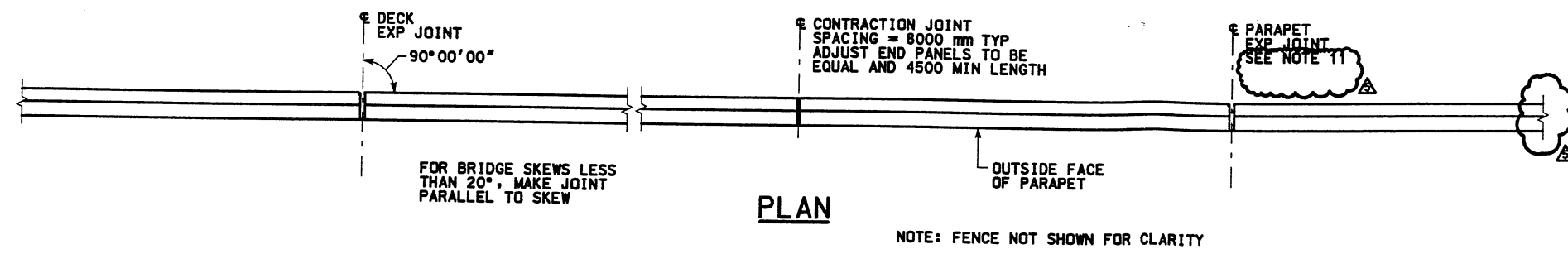
APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	NO.	DATE
1	02/20/98	1	02/20/98
2	03/23/98	2	03/23/98
3	07/22/98	3	07/22/98

UTAH DEPARTMENT OF TRANSPORTATION			
DESIGN SA	CHECK MAL	11/87	TRAC NO.
7/20/98	A. Kashner		2333000
APPROVAL	RECOMM.	DATE	PROJECT DESIGN ENGINEER
APPROVED	DATE	PROJECT NUMBER	QUANT.

SVERDRUP/DE LEUW	
DESIGN SA	11/87
CHECK MAL	11/87
DESIGN SA	11/87
CHECK MAL	11/87
DESIGN SA	11/87
CHECK MAL	11/87

I-15 CORRIDOR RECONSTRUCTION	
CORRIDOR STANDARD	
CONC PARAPET RC DECK	
PROJECT #SP-15-7(135)296	
SALT LAKE COUNTY	
DWG. NO. CS-237	
SHT. OF	
REF. PADET 237	

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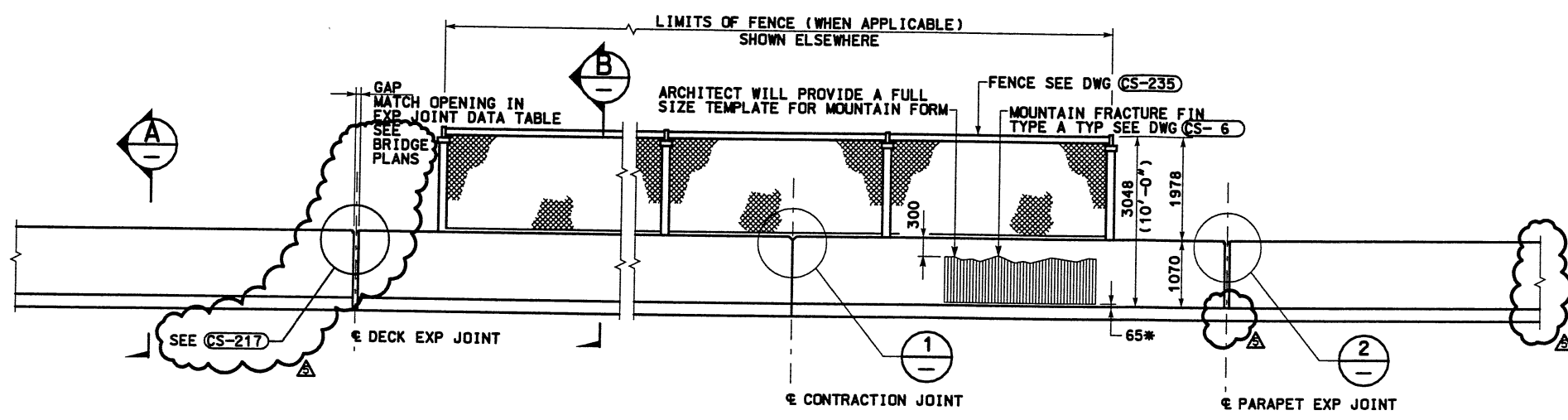


DETAIL 1

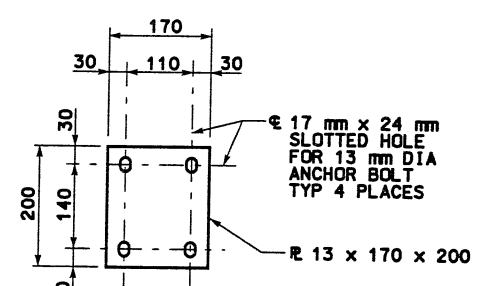
DETAIL 2

NOTES

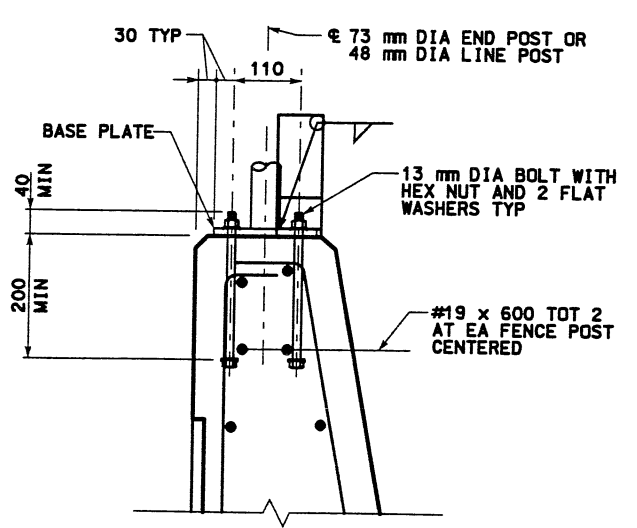
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- PROVIDE 50 mm MIN COVER TO REINFORCING STEEL UNLESS NOTED OTHERWISE.
- PLACE CONTRACTION JOINT ON SIDES AND TOP OF PARAPET.
- EXTEND SEALANT AND FOAM BACKER ROD FROM DECK TO TOP OF PARAPET ON THE INSIDE PARAPET FACE, ACROSS TOP OF PARAPET, AND TO TOP OF FRACTURE FIN.
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- PARAPET EXPANSION JOINTS SHALL BE LOCATED AT A MAXIMUM SPACING OF 30 METERS. AT INTEGRAL/OVERHANG TYPE ABUTMENTS LOCATE PARAPET EXPANSION JOINT AT CENTERLINE OF SAWCUT JOINT BETWEEN DECK AND APPROACH SLAB. WHERE BRIDGE DECK IS CONTINUOUS ACROSS A BENT, PLACE CENTERLINE OF PARAPET EXPANSION JOINT AT CENTERLINE OF BENT.



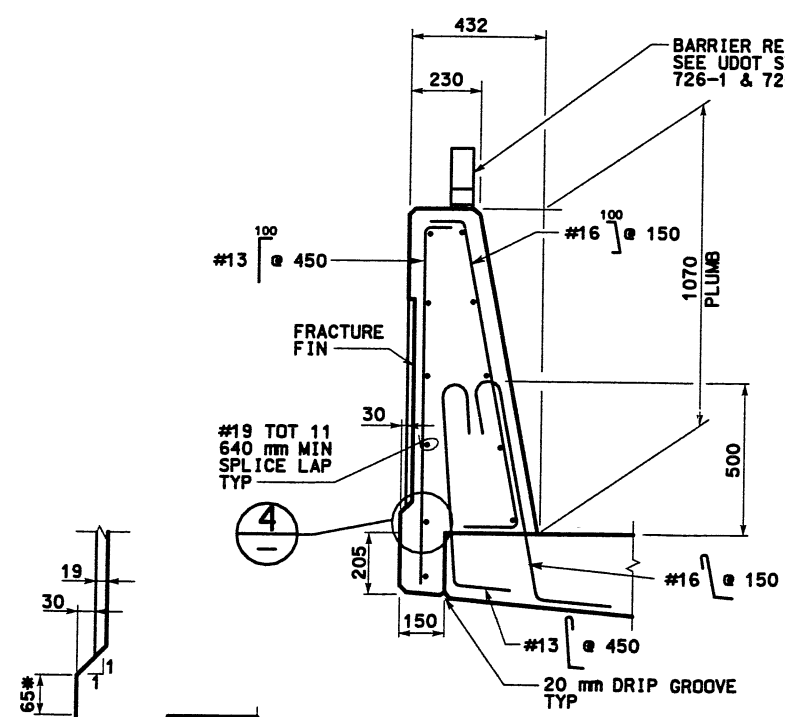
ELEVATION



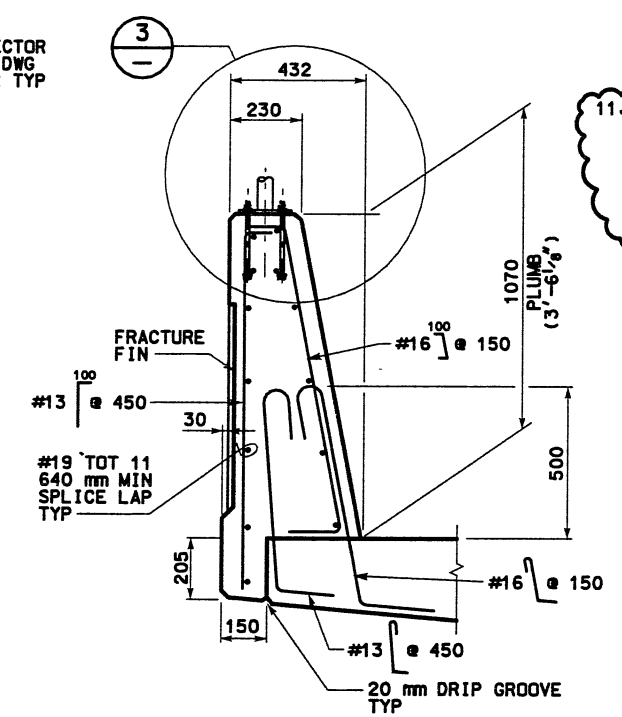
BASE PLATE DETAIL



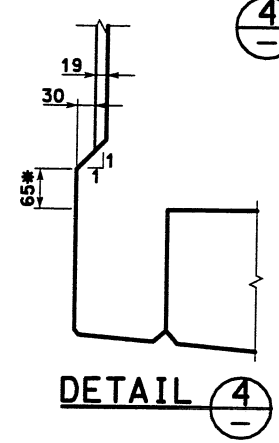
DETAIL 3



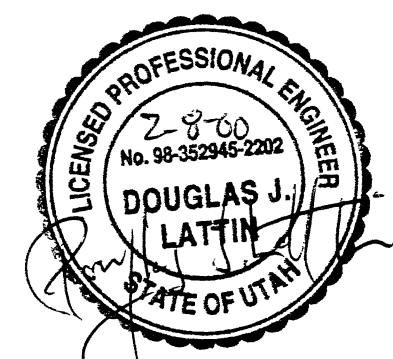
SECTION A



SECTION B



DETAIL 4



WASATCH CONSTRUCTORS

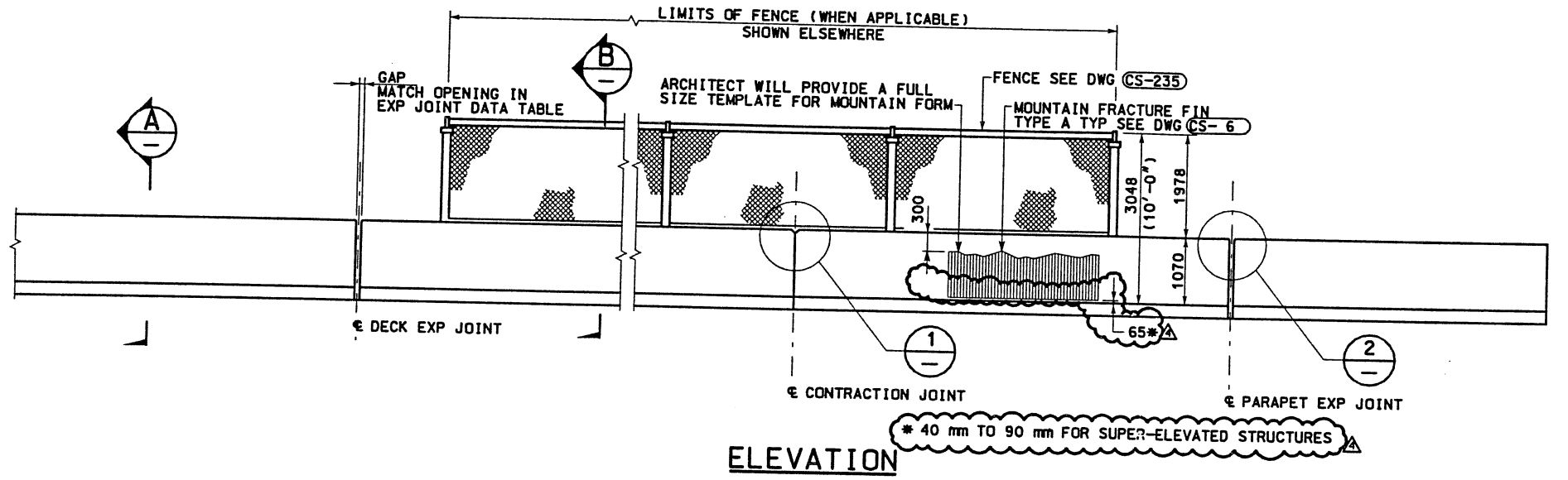
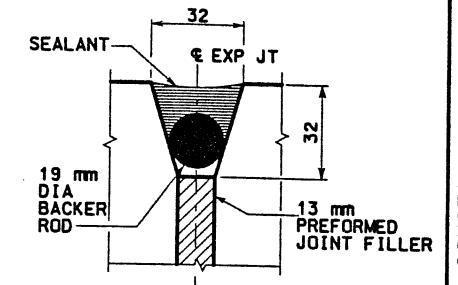
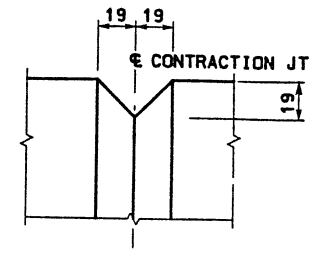
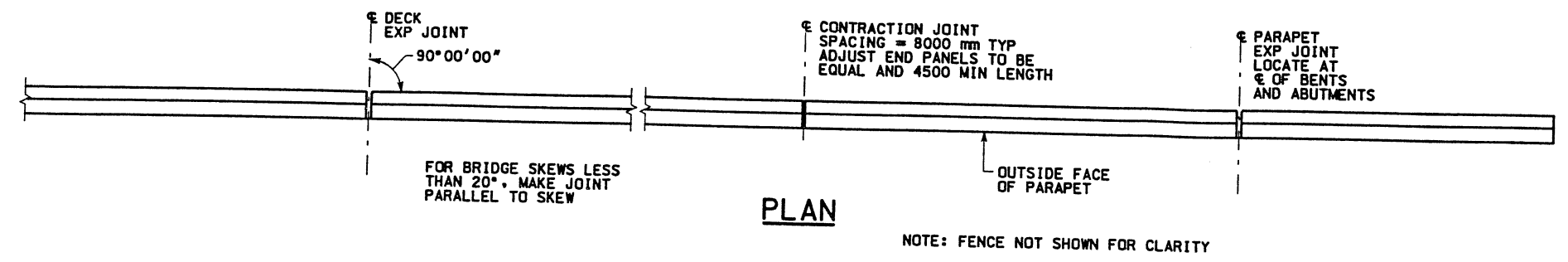
MAR 03 2000

RELEASED FOR CONSTRUCTION

RFC After Final Approval

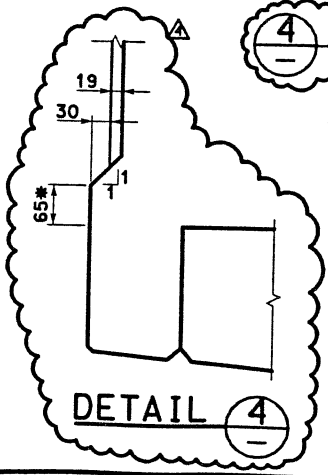
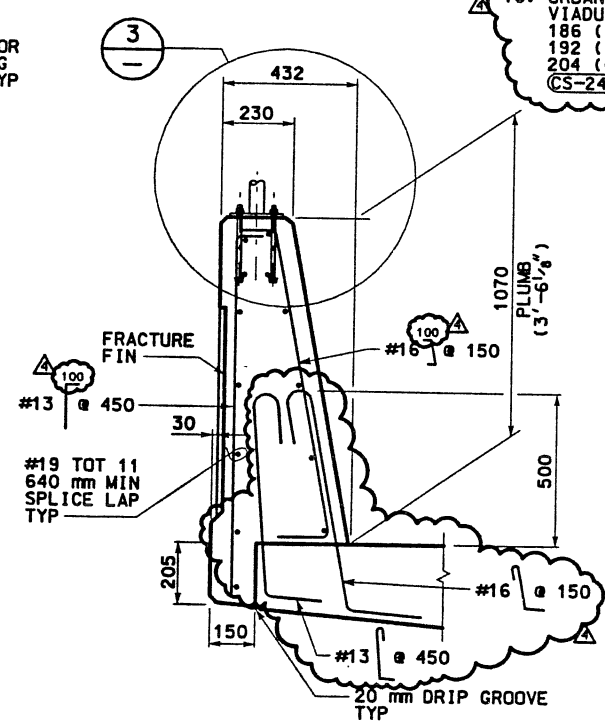
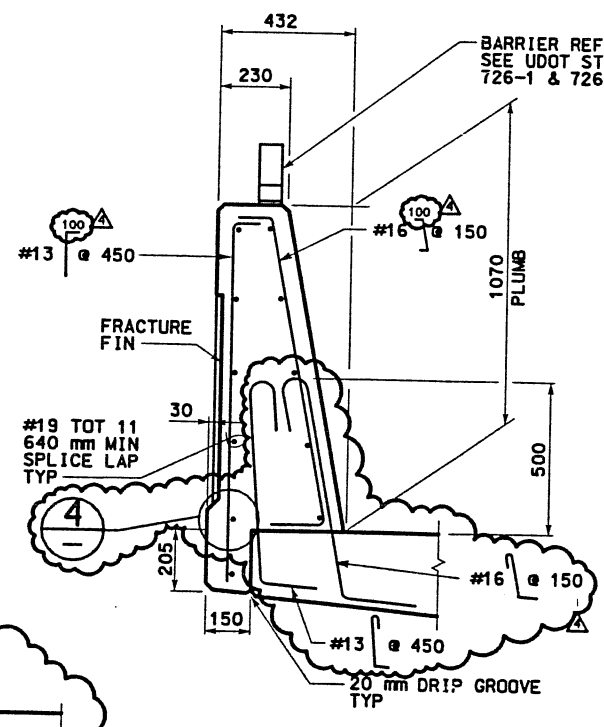
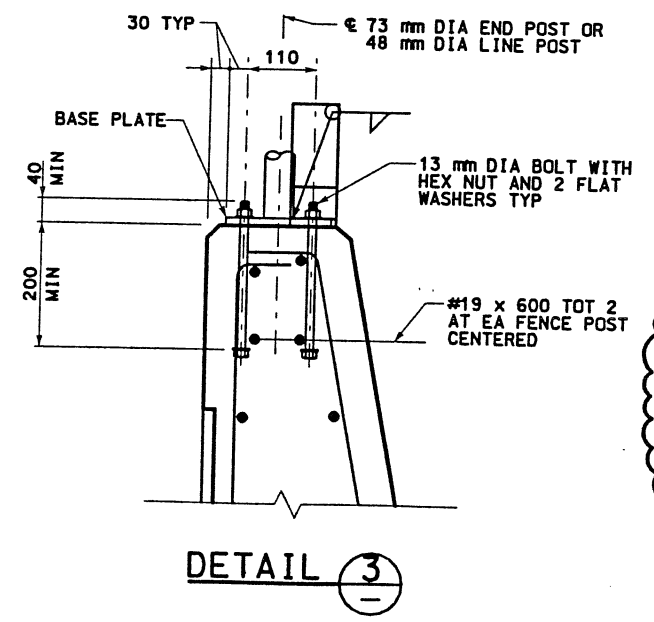
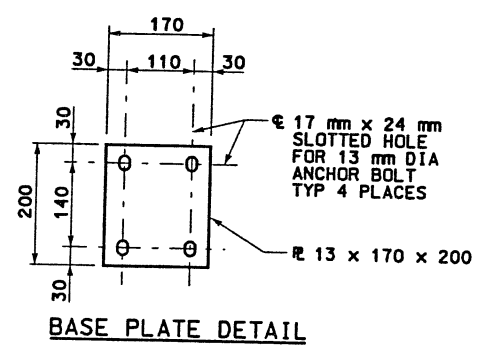
APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	NO.	DATE
Δ	03/23/98	Δ	07/22/98
		Δ	12/10/99
ADDED REFLECTORS		PARAPET SMOOTH SURFACE, AND	
DETAIL 4, MODIFIED BARS		CLARIFIED JT DETAILS FDC 7-0105	
UTAH DEPARTMENT OF TRANSPORTATION			
SVERDRUP/DE LEUW		DESIGN SA	CHECK MAL
		11/97	11/97
		TRAC NO.	2333000
		DRAWN RH	CHECK MAL
		11/97	11/97
		QUANT.	CHECK
		APPROVAL DATE	7/30/98
		PROJECT DESIGN ENGINEER	ABE KASHANI
		DATE	7/30/98
		PROJECT MANAGER	PAUL R. BOTT
		DATE	7/30/98
I-15 CORRIDOR RECONSTRUCTION		CORRIDOR STANDARD	
CONC PARAPET PT DECK		PROJECT #SP-15-7(135)296	
SALT LAKE COUNTY		DWG. NO. CS-238	
SHT. _____ OF _____		REF. PADET2 238	

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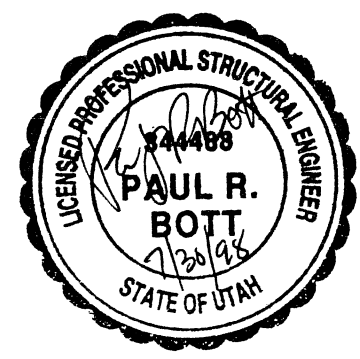


NOTES

1. ALTERNATE ALL REINFORCING STEEL SPLICES.
2. PROVIDE 50 mm MIN COVER TO REINFORCING STEEL UNLESS NOTED OTHERWISE.
3. PLACE CONTRACTION JOINT ON SIDES AND TOP OF PARAPET.
4. EXTEND SEALANT AND FOAM BACKER ROD FROM DECK TO TOP OF PARAPET ON THE INSIDE PARAPET FACE, ACROSS TOP OF PARAPET, AND TO TOP OF FRACTURE FIN.
5. THE FENCE POST BASE PLATE AND ALL ASSOCIATED HARDWARE SHALL BE HOT-DIP GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH AASHTO M-111.
6. TERMINATE FRACTURE FIN FINISH AS SHOWN ON CS-96.
7. TRANSITION ELEMENT NOT SHOWN FOR CLARITY. SEE CS-245 FOR DETAILS.
8. OMIT FRACTURE FIN FINISH IF ADJACENT STRUCTURE PARAPET IS LESS THAN 2000mm HORIZONTAL GAP AND LESS THAN 700mm ELEVATION DIFFERENCE BETWEEN CURB LINES.
9. ADJUST REINFORCEMENT TO AVOID PRESTRESS ANCHORAGE.
10. URBAN FRACTURE FIN SHALL BE USED FOR ALL VIADUCT BRIDGES AND THE FOLLOWING BRIDGES: 186 (C-871), 188 (C-870), 190 (F-640), 192 (C-873), 194 (F-641N), 195 (C-874), 204 (Q35146F), AND 806 (C-806). SEE CS-243 FOR URBAN FRACTURE FIN.

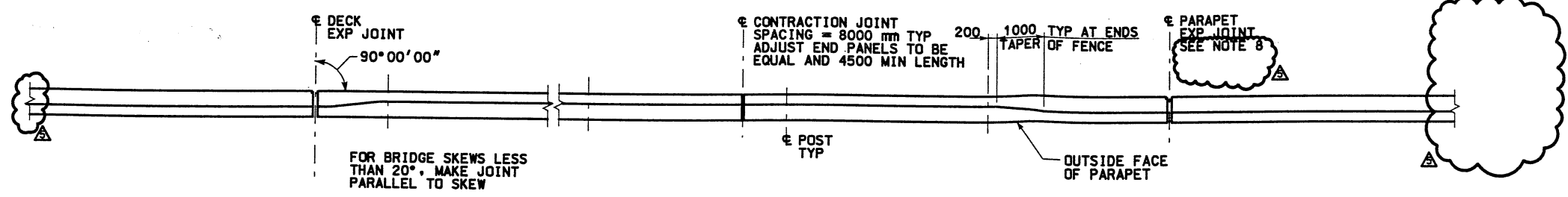


WASATCH CONSTRUCTORS
AUG 10 1998
RELEASED FOR CONSTRUCTION

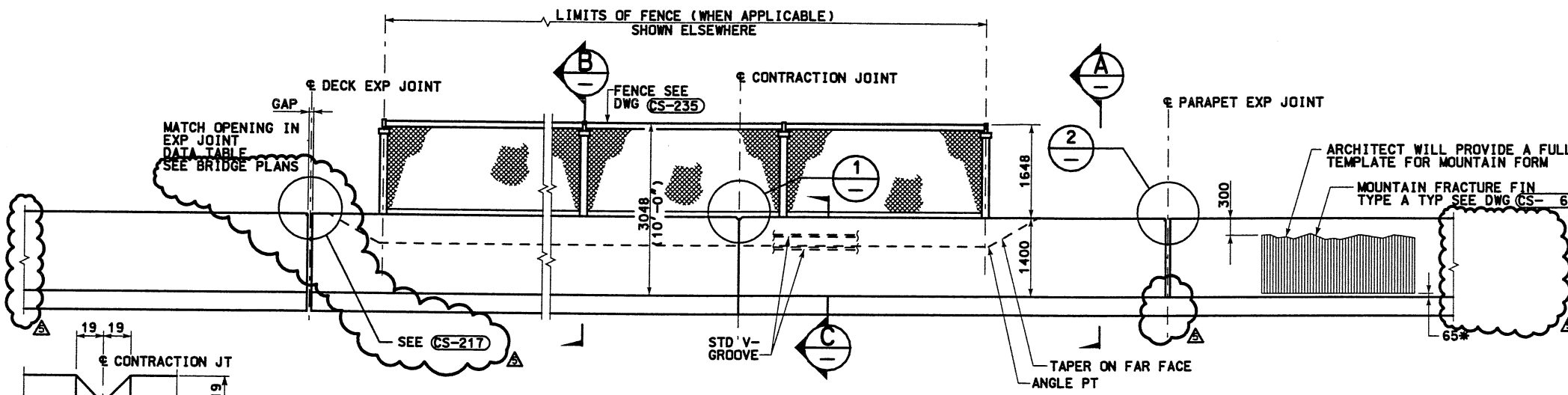


APPROVED FOR CONSTRUCTION		DATE		DESCRIPTION	
NO.	DATE	REduced PARAPET HEIGHT, ADDED NOTES 5-9			
1	02/20/98	ADDED REFLECTORS			
2	03/23/98	ADDED NOTE 10, PARAPET SMOOTH SURFACE, AND			
3	07/22/98	DETAIL 4, MODIFIED BARS			
UTAH DEPARTMENT OF TRANSPORTATION		SVERDRUP/DE LEUW		TRAC NO. 2333000	
DESIGN SA	CHECK MAL	DESIGN SA	CHECK MAL	DESIGN SA	CHECK MAL
11/97	11/97	11/97	11/97	11/97	11/97
PROJECT DESIGN ENGINEER		PROJECT DESIGN ENGINEER		PROJECT DESIGN ENGINEER	
A. KASHAN		A. KASHAN		A. KASHAN	
DATE 7-30-98		DATE 7/30/98		DATE 7/30/98	
PROJECT MANAGER		PROJECT MANAGER		PROJECT MANAGER	
P. BOTT		P. BOTT		P. BOTT	
PROJECT NUMBER		PROJECT NUMBER		PROJECT NUMBER	
*SP-15-7(135)296		*SP-15-7(135)296		*SP-15-7(135)296	
CORRIDOR RECONSTRUCTION		CORRIDOR RECONSTRUCTION		CORRIDOR RECONSTRUCTION	
CORRIDOR STANDARD		CORRIDOR STANDARD		CORRIDOR STANDARD	
CONC PARAPET PT DECK		CONC PARAPET PT DECK		CONC PARAPET PT DECK	
SALT LAKE COUNTY		SALT LAKE COUNTY		SALT LAKE COUNTY	
DWG. NO. CS-238		DWG. NO. CS-238		DWG. NO. CS-238	
SHT. OF		SHT. OF		SHT. OF	
REF. PADET 238		REF. PADET 238		REF. PADET 238	

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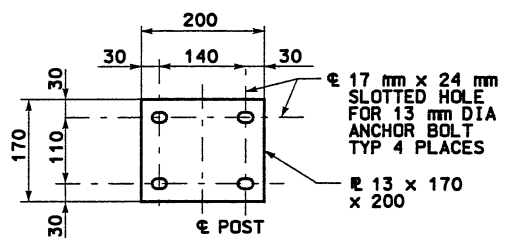


PLAN NOTE: FENCE NOT SHOWN FOR CLARITY



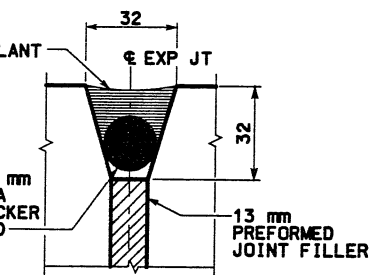
ELEVATION

- NOTES**
1. ALTERNATE ALL REINFORCING STEEL SPLICES.
 2. PROVIDE 50 mm MIN COVER TO REINFORCING STEEL UNLESS NOTED OTHERWISE.
 3. PLACE CONTRACTION JOINT ON SIDES AND TOP OF PARAPET.
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 8. PARAPET EXPANSION JOINTS SHALL BE LOCATED AT A MAXIMUM SPACING OF 30 METERS. AT INTEGRAL/OVERHANG TYPE ABUTMENTS LOCATE PARAPET EXPANSION JOINT AT CENTERLINE OF SAWCUT JOINT BETWEEN DECK AND APPROACH SLAB. WHERE BRIDGE DECK IS CONTINUOUS ACROSS A BENT, PLACE CENTERLINE OF PARAPET EXPANSION JOINT AT CENTERLINE OF BENT.

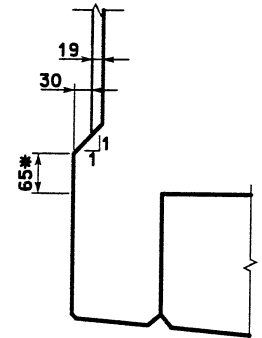


BASE PLATE DETAIL

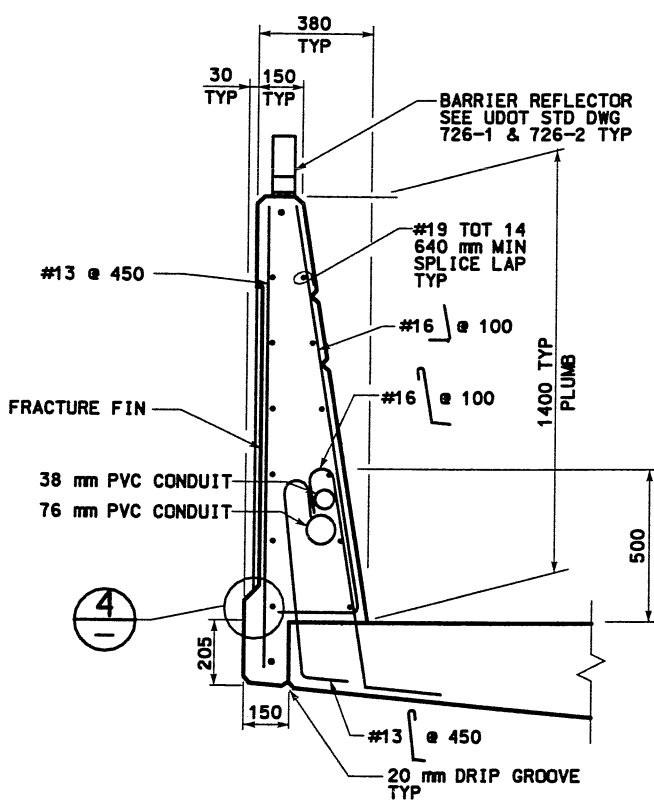
DETAIL 1



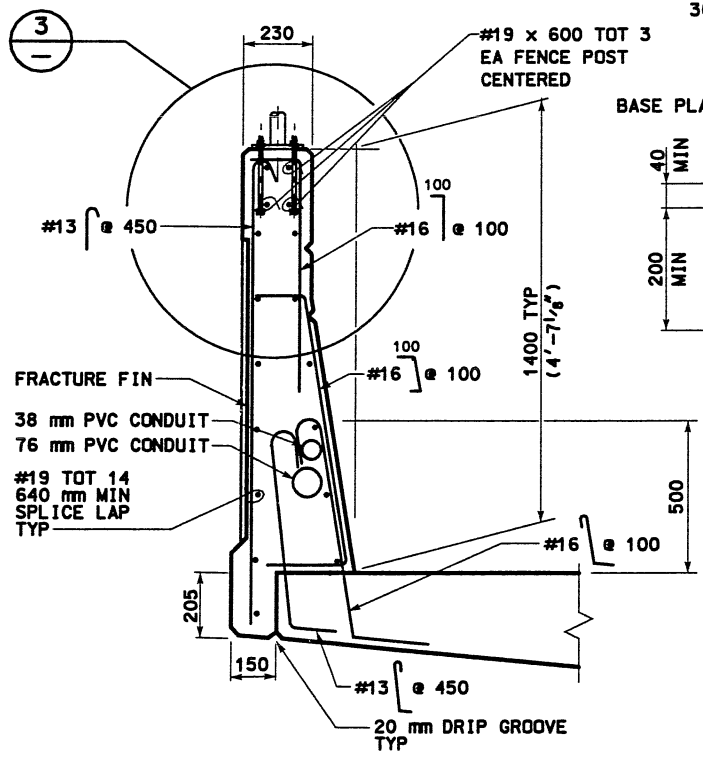
DETAIL 2



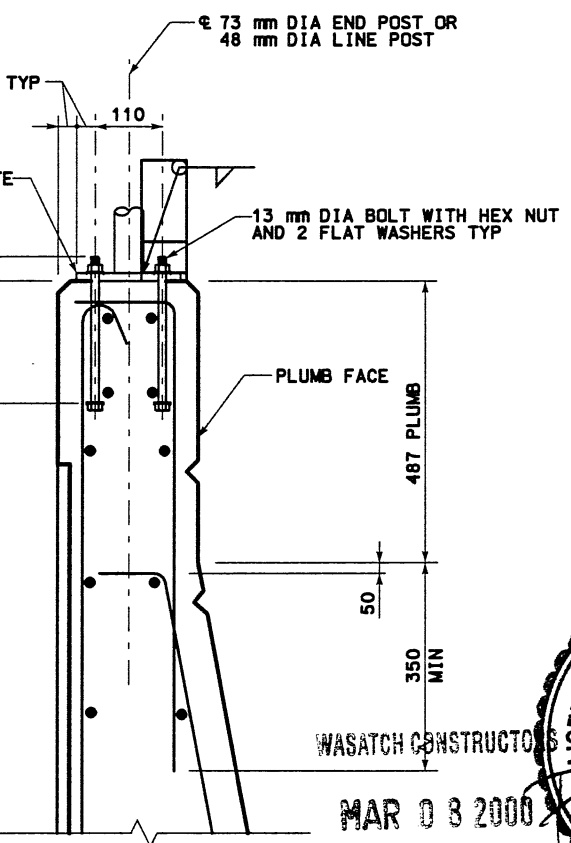
DETAIL 4



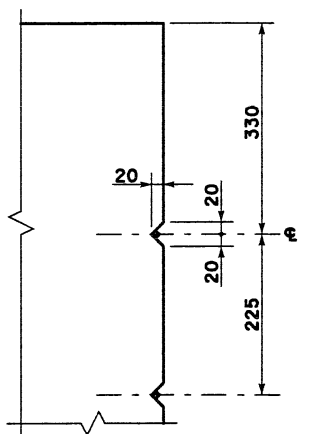
SECTION A



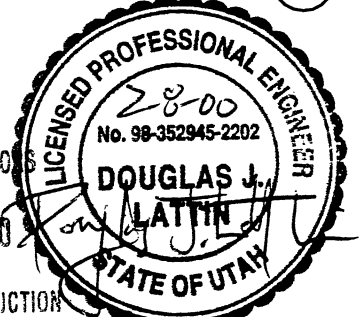
SECTION B



DETAIL 3



SECTION C



WASATCH CONSTRUCTION
 MAR 08 2000
 RELEASED FOR CONSTRUCTION
 RFC After Final Approval

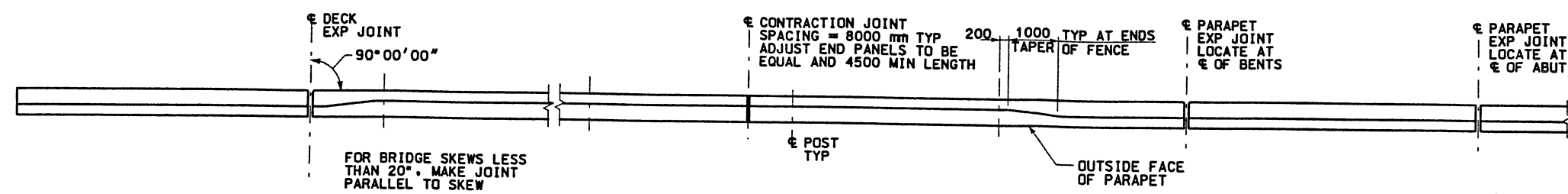
APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	ADDED REFLECTORS	ADDED PARAPET SMOOTH SURFACE AND DETAIL 4
1	03/23/98		
2	07/22/98		
3	12/10/99		

UTAH DEPARTMENT OF TRANSPORTATION		SVERDRUP/DE LEUW	
DESIGN	CHECK	DATE	QUANT.
SA	11/97	11/97	
RH	11/97	11/97	

CORRIDOR STANDARD		CONC MEDIUM PARAPET PT DECK	
DESIGNER	PROJECT	DATE	APPROVED
ABE KASHANI	PROJECT DESIGN ENGINEER	7/30/98	7/30/98
PAUL R. BOTT	PROJECT MANAGER	11/97	11/97

I-15 CORRIDOR RECONSTRUCTION		SALT LAKE COUNTY	
DWG. NO.	SHT.	OF	REF.
CS-239			PAMED 239

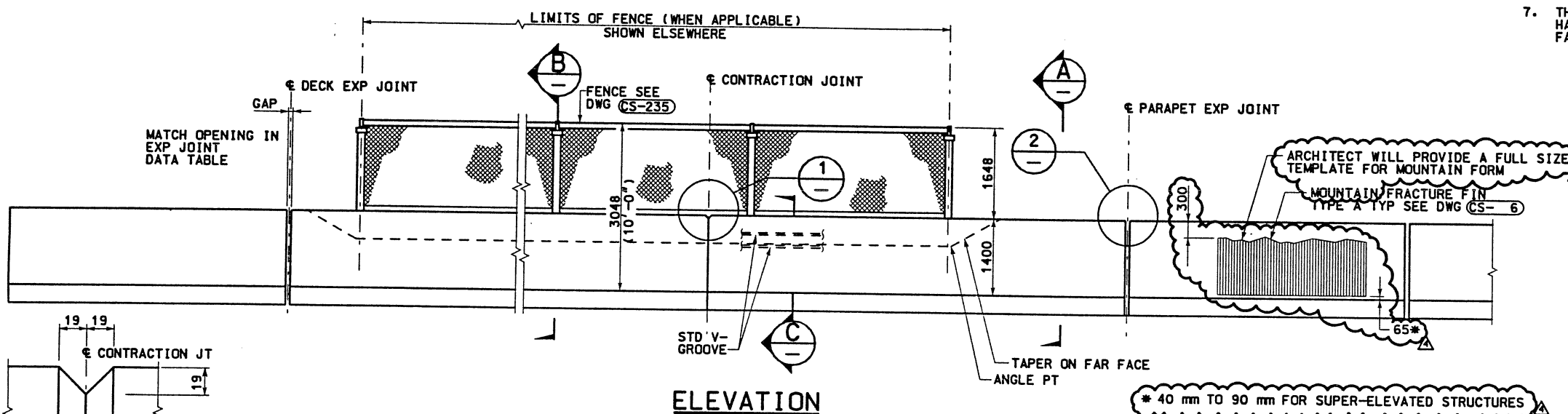
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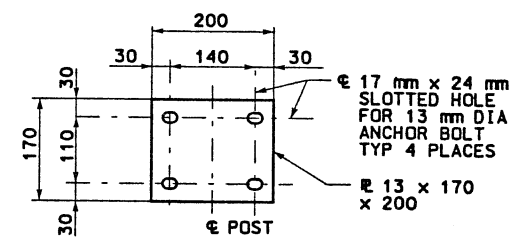
PLAN NOTE: FENCE NOT SHOWN FOR CLARITY

NOTES

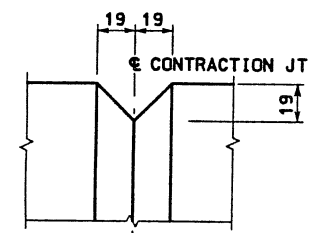
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6. OMIT FRACTURE FIN FINISH IF ADJACENT STRUCTURE PARAPET IS LESS THAN 2000 mm HORIZONTAL GAP AND LESS THAN 700 mm ELEVATION DIFFERENCE BETWEEN CURB LINES.
7. THE FENCE POST BASE PLATE AND ALL ASSOCIATED HARDWARE SHALL BE HOT-DIP GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH AASHTO M-111.



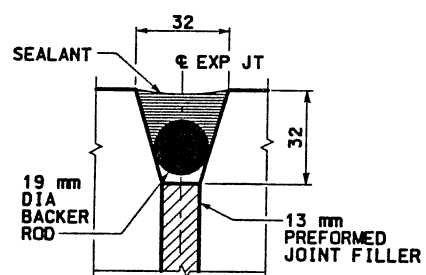
ELEVATION



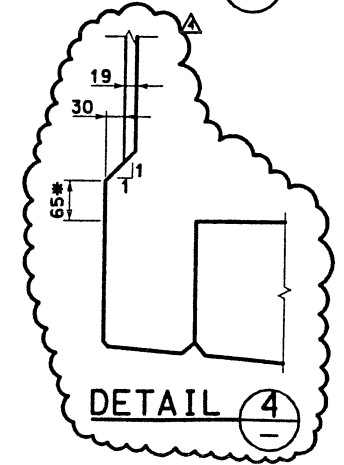
BASE PLATE DETAIL



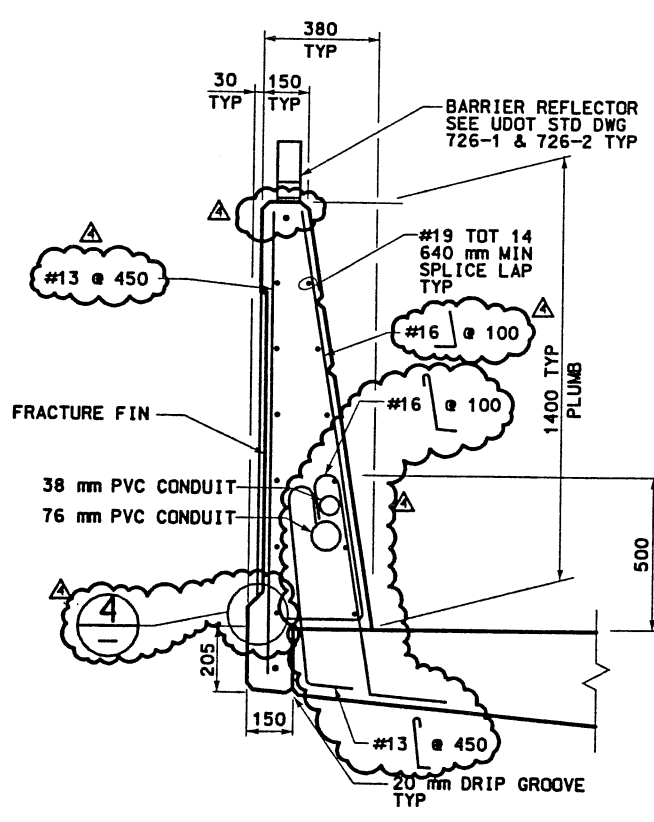
DETAIL 1



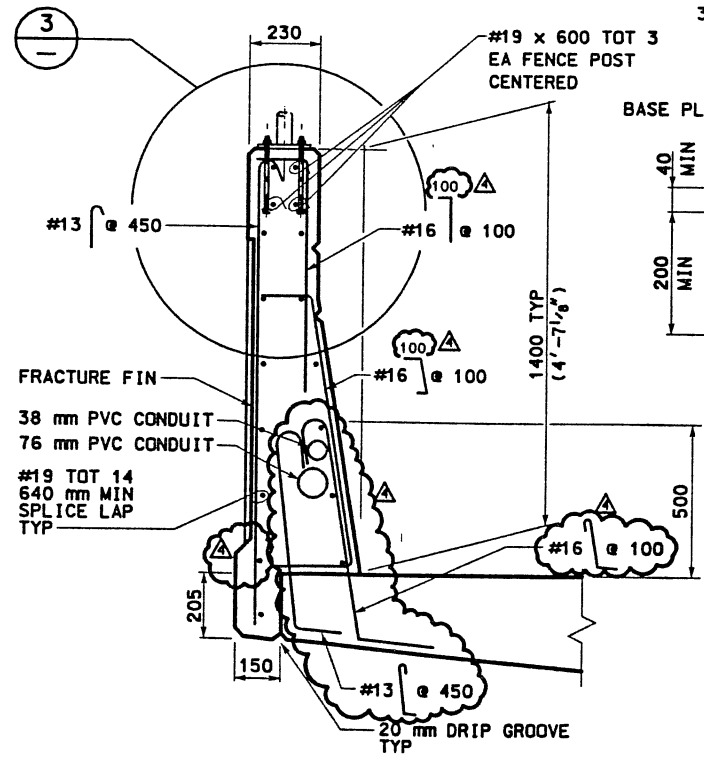
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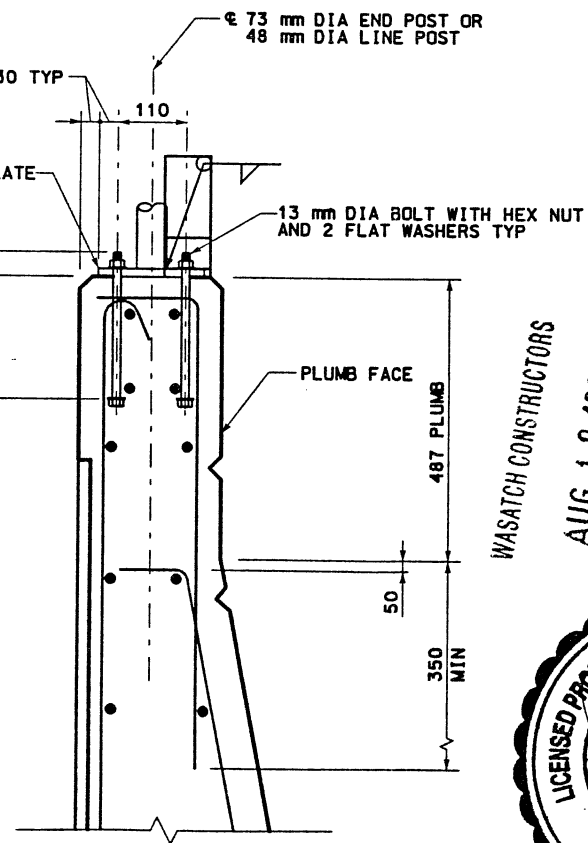
DETAIL 4



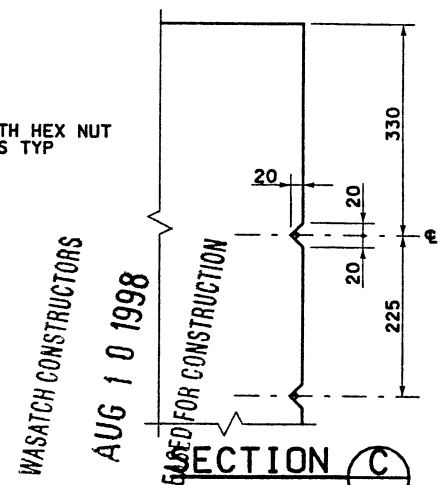
SECTION A



SECTION B

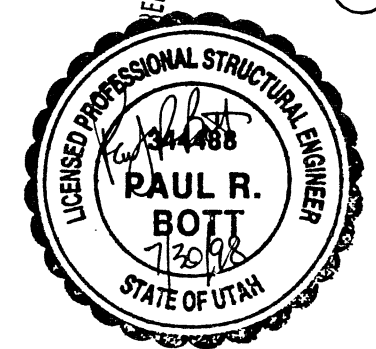


DETAIL 3



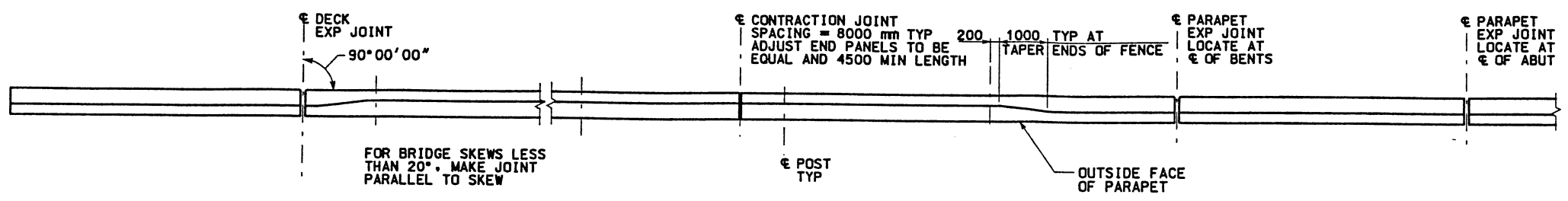
SECTION C

WASATCH CONSTRUCTORS
 AUG 10 1998
 RELEASED FOR CONSTRUCTION



APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	NO.	DATE
Δ	03/23/98	Δ	07/22/98
ADDED REFLECTORS		ADDED PARAPET SMOOTH SURFACE AND DETAIL 4	
MODIFIED BARS		YES LTB	
UTAH DEPARTMENT OF TRANSPORTATION			
SYVERDRUP/DE LEUW		TRAC NO. 2333000	
DESIGN SA	CHECK MAL	CHECK MAL	CHECK MAL
11/97	11/97	11/97	11/97
DRAWN RH	CHECK MAL	CHECK MAL	CHECK MAL
11/97	11/97	11/97	11/97
QUANT.	QUANT.	QUANT.	QUANT.
I-15 CORRIDOR RECONSTRUCTION			
CORRIDOR STANDARD			
CONC MEDIAN PARAPET PT DECK			
PROJECT #SP-15-7(135)296			
SALT LAKE COUNTY			
DWG. NO. CS-239			
SHT. OF			
REF. PAMED 239			

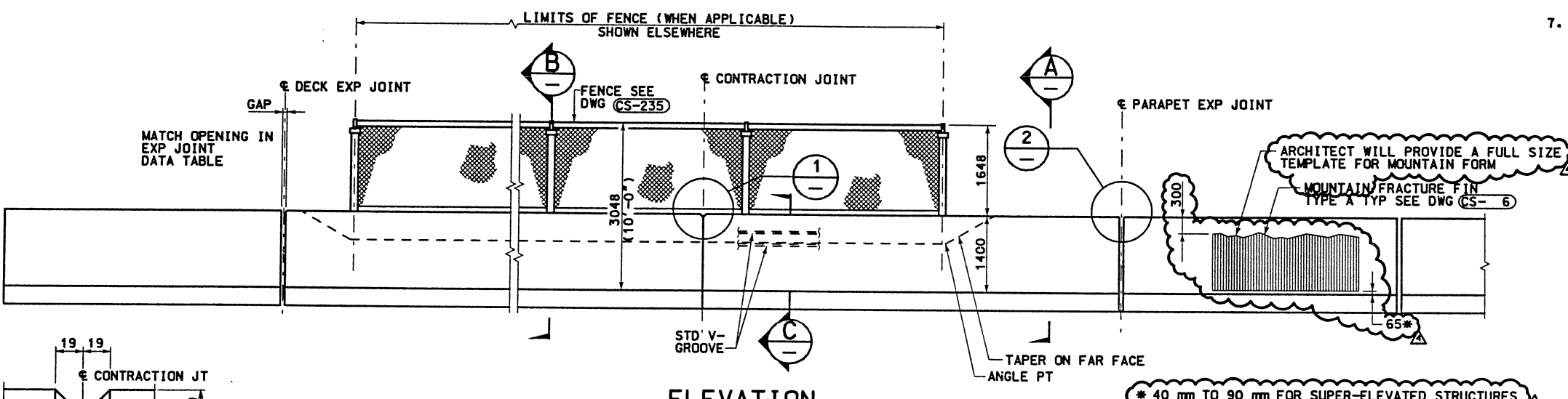
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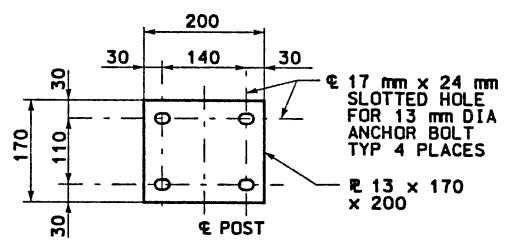
PLAN

NOTES

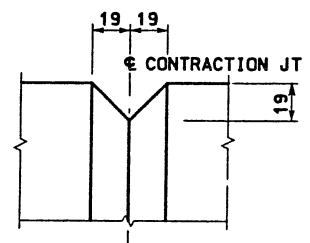
1. ALTERNATE ALL REINFORCING STEEL SPLICES.
2. PROVIDE 50 mm MIN COVER TO REINFORCING STEEL UNLESS NOTED OTHERWISE.
3. PLACE CONTRACTION JOINT ON SIDES AND TOP OF PARAPET.
4. EXTEND SEALANT AND FOAM BACKER ROD FROM DECK TO TOP OF PARAPET ON THE INSIDE PARAPET FACE, ACROSS TOP OF PARAPET, AND TO TOP OF FRACTURE FIN.
5. OMIT FRACTURE FIN FINISH IF ADJACENT STRUCTURE PARAPET IS LESS THAN 2000 mm HORIZONTAL GAP AND LESS THAN 700 mm ELEVATION DIFFERENCE BETWEEN CURB LINES.
6. THE FENCE POST BASE PLATE AND ALL ASSOCIATED HARDWARE SHALL BE HOT-DIP GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH AASTO M-111.
7. ADJUST REINFORCEMENT TO AVOID PRESTRESS ANCHORAGE.



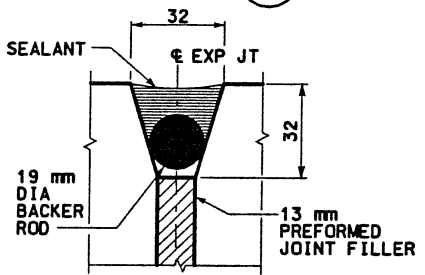
ELEVATION



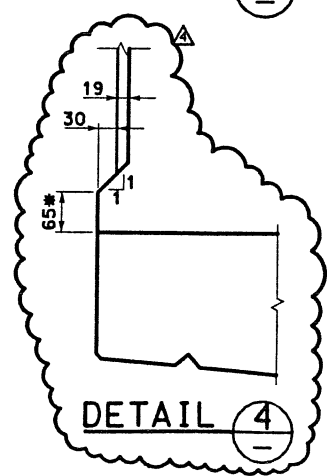
BASE PLATE DETAIL



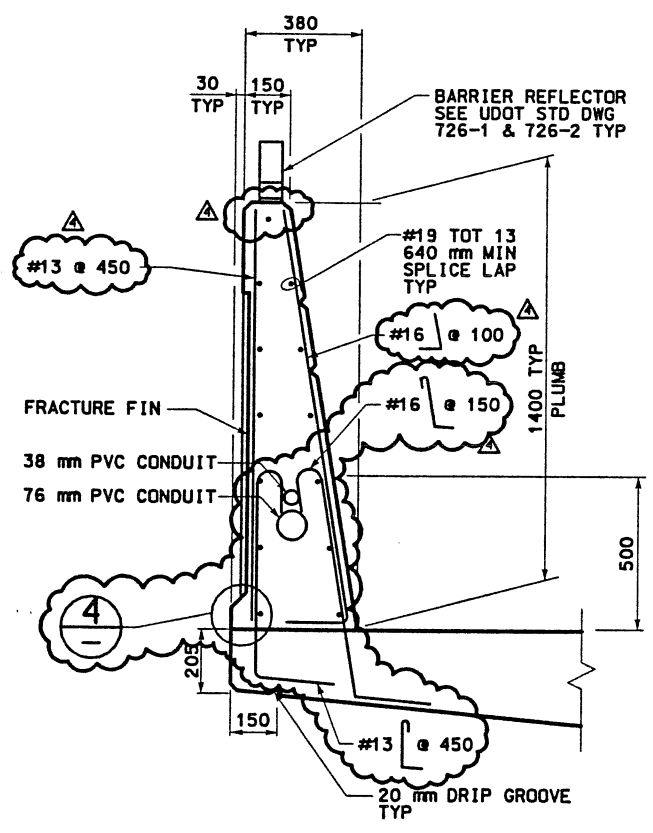
DETAIL 1



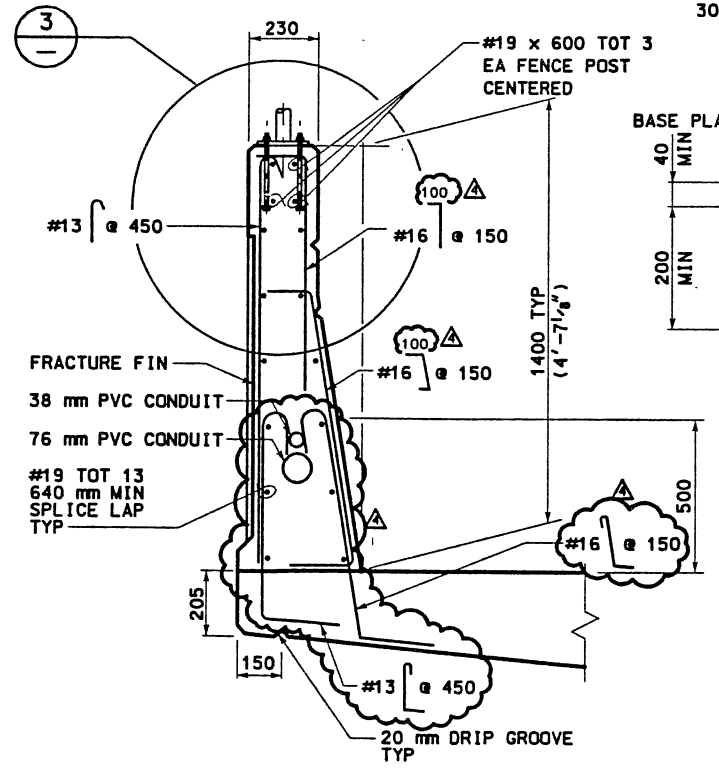
DETAIL 2



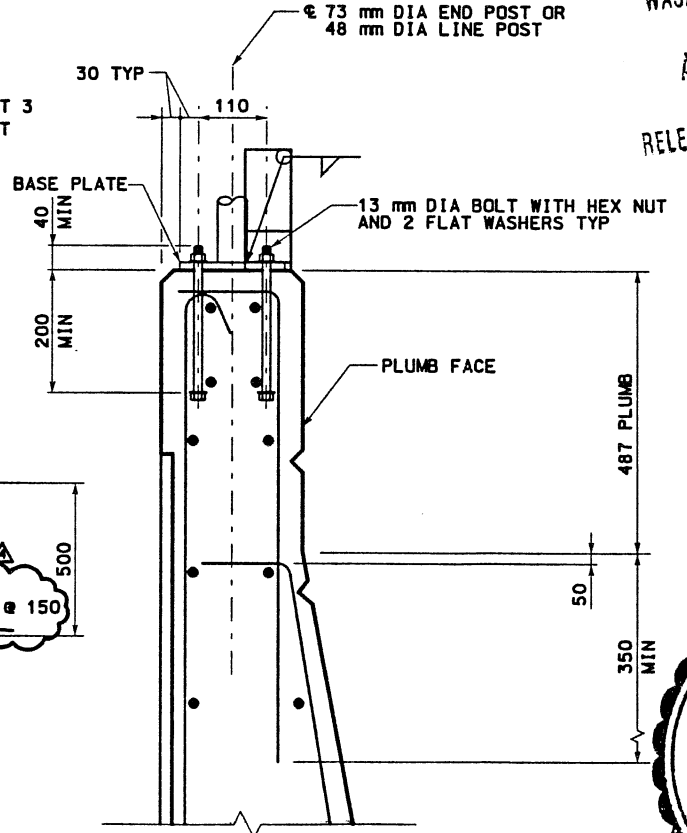
DETAIL 4



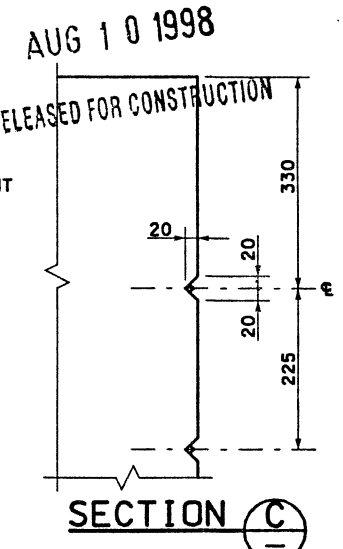
SECTION A



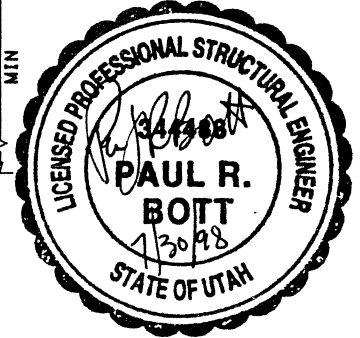
SECTION B



DETAIL 3



SECTION C



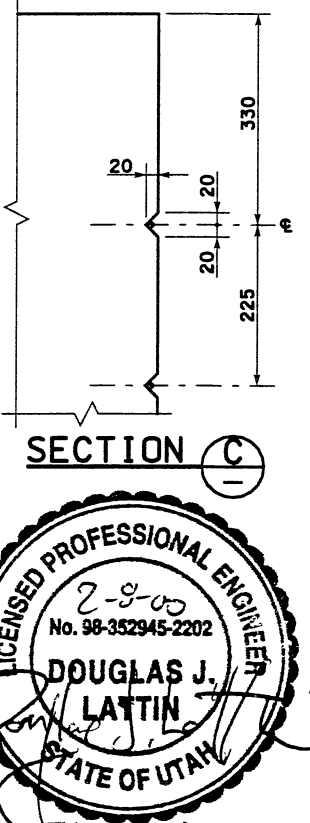
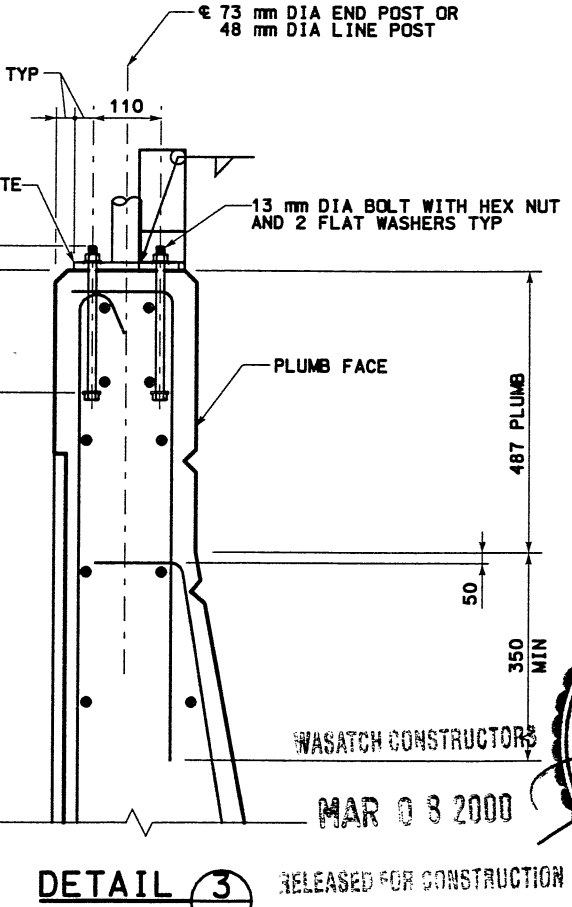
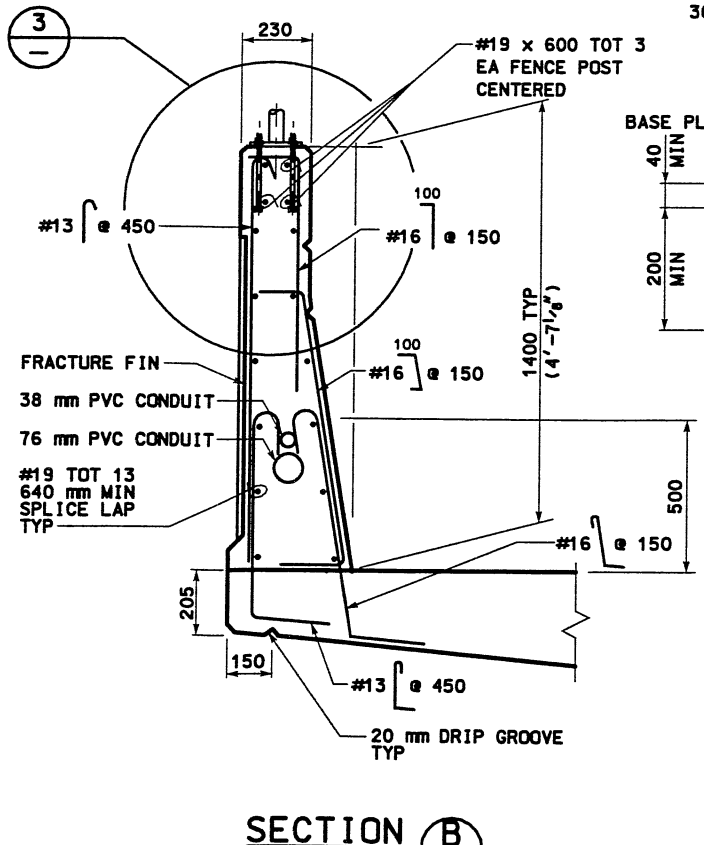
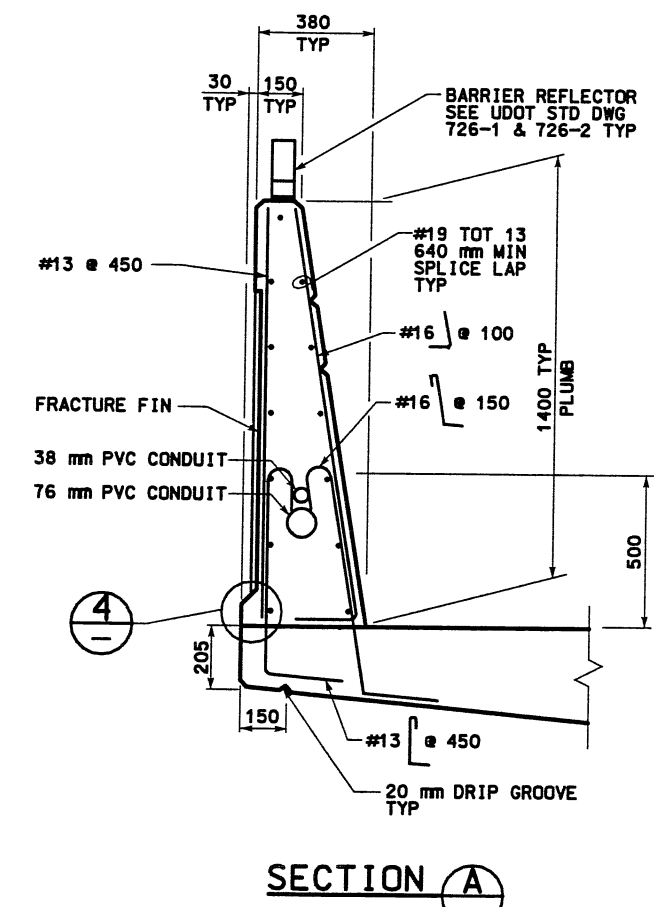
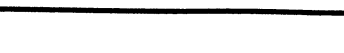
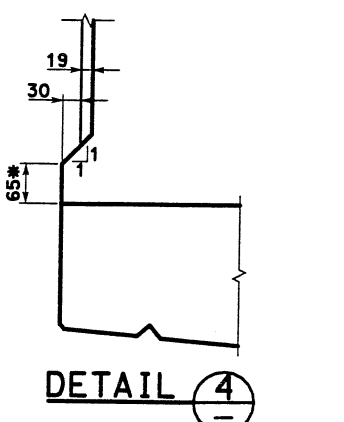
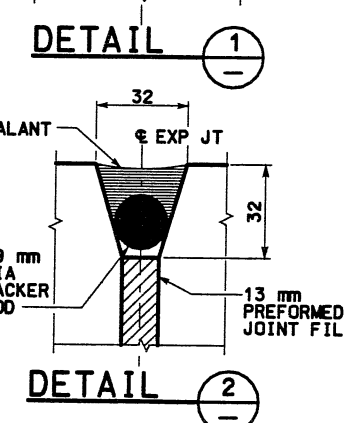
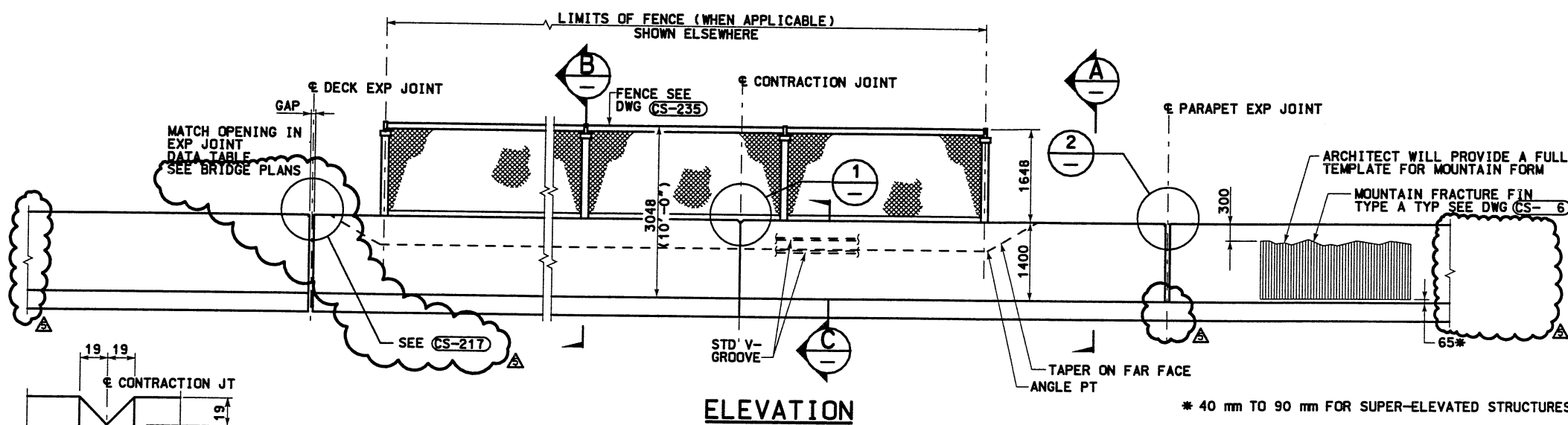
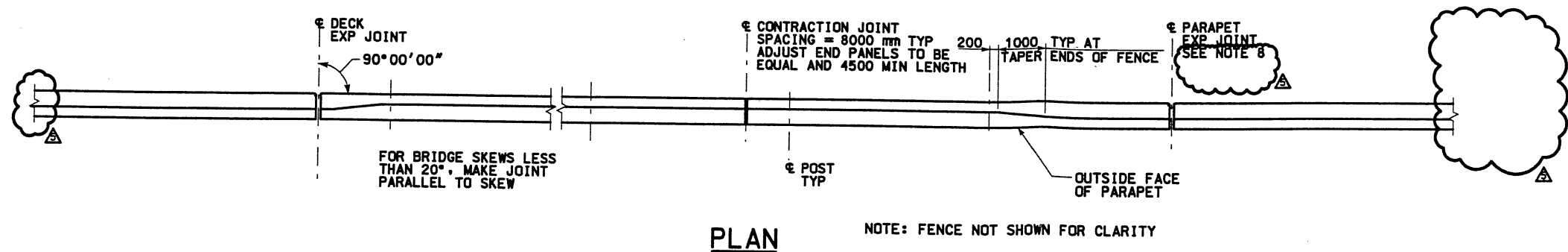
APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	NO.	DATE
Δ	03/23/98	Δ	07/22/98
ADDED REFLECTORS		ADDED PARAPET SMOOTH SURFACE AND DETAIL 4	
MODIFIED BARS		J.S.B.	
SVERDRUP/DE LEUW		UTAH DEPARTMENT OF TRANSPORTATION	
DESIGN SA	11/97	CHECK MAL	11/97
DRAWN RH	11/97	CHECK MAL	11/97
QUANT.		CHECK	
TRAC NO.	2333000		
APPROVAL	7/20/98	DATE	7/20/98
RECORD	A. Keshner	PROJECT DESIGN ENGINEER	
APPROVED	7/20/98	DATE	7/20/98
	P. Bott	PROJECT MANAGER	
1-15 CORRIDOR RECONSTRUCTION		SALT LAKE COUNTY	
CORRIDOR STANDARD			
CONC MEDIAN PARAPET RC DECK			
PROJECT NUMBER		#SP-15-7(135)296	
DWG. NO.		CS-240	
SHT.		OF	
REF.		PAMED1 240	

WASATCH CONSTRUCTORS

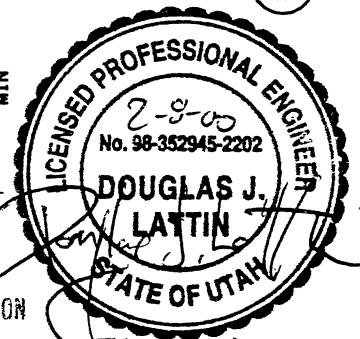
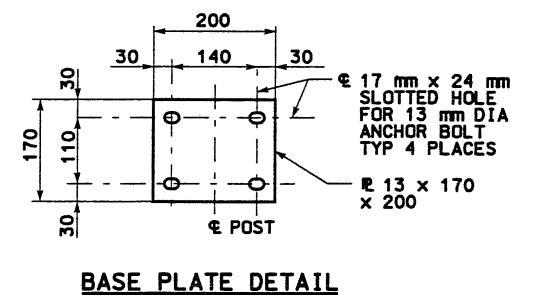
AUG 10 1998

RELEASED FOR CONSTRUCTION

Date: 25-JAN-2000 Time: 13:37 User: nme1r.cmp1r.d
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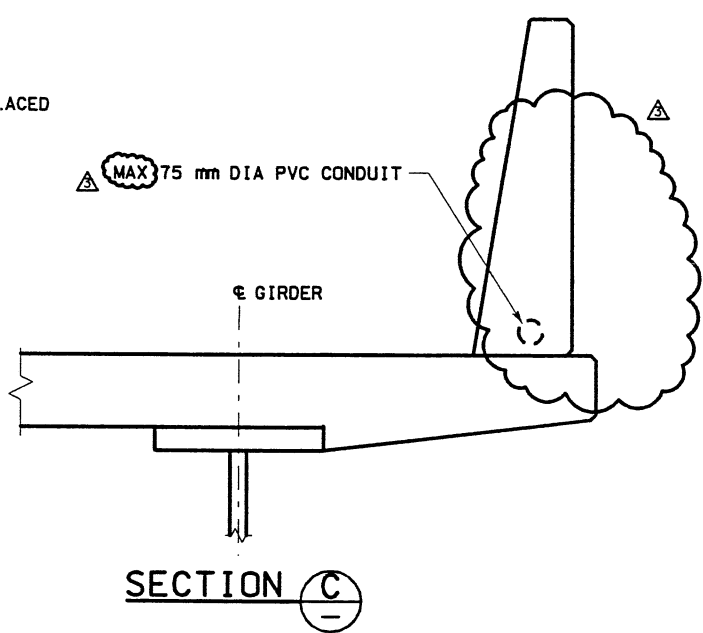
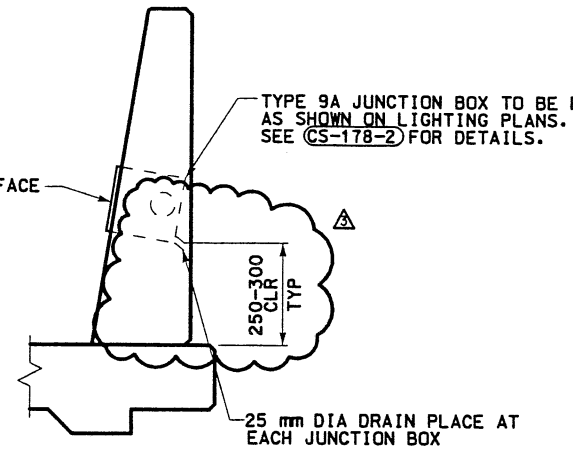
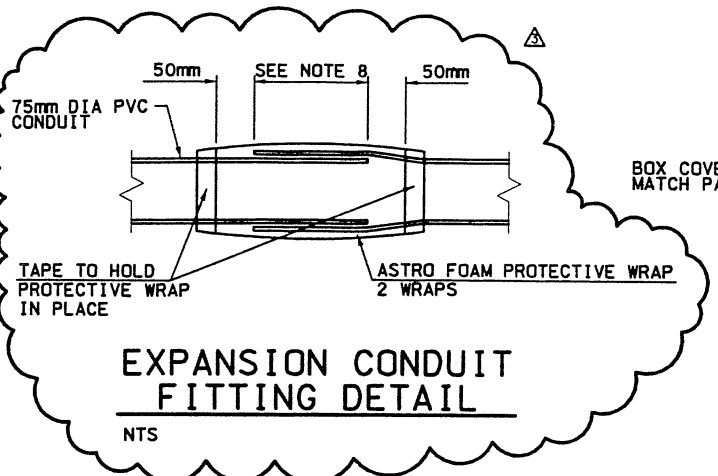
- NOTES**
1. ALTERNATE ALL REINFORCING STEEL SPLICES.
 2. PROVIDE 50 mm MIN COVER TO REINFORCING STEEL UNLESS NOTED OTHERWISE.
 3. PLACE CONTRACTION JOINT ON SIDES AND TOP OF PARAPET.
 4. EXTEND SEALANT AND FOAM BACKER ROD FROM DECK TO TOP OF PARAPET ON THE INSIDE PARAPET FACE, ACROSS TOP OF PARAPET, AND TO TOP OF FRACTURE FIN.
 5. OMIT FRACTURE FIN FINISH IF ADJACENT STRUCTURE PARAPET IS LESS THAN 2000 mm HORIZONTAL GAP AND LESS THAN 700 mm ELEVATION DIFFERENCE BETWEEN CURB LINES.
 6. THE FENCE POST BASE PLATE AND ALL ASSOCIATED HARDWARE SHALL BE HOT-DIP GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH AASHTO M-111.
 7. ADJUST REINFORCEMENT TO AVOID PRESTRESS ANCHORAGE.
 8. PARAPET EXPANSION JOINTS SHALL BE LOCATED AT A MAXIMUM SPACING OF 30 METERS. AT INTEGRAL/OVERHANG TYPE ABUTMENTS LOCATE PARAPET EXPANSION JOINT AT CENTERLINE OF SAWCUT JOINT BETWEEN DECK AND APPROACH SLAB. WHERE BRIDGE DECK IS CONTINUOUS ACROSS A BENT, PLACE CENTERLINE OF PARAPET EXPANSION JOINT AT CENTERLINE OF BENT.



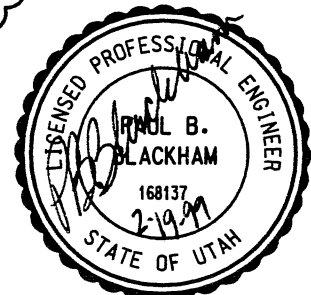
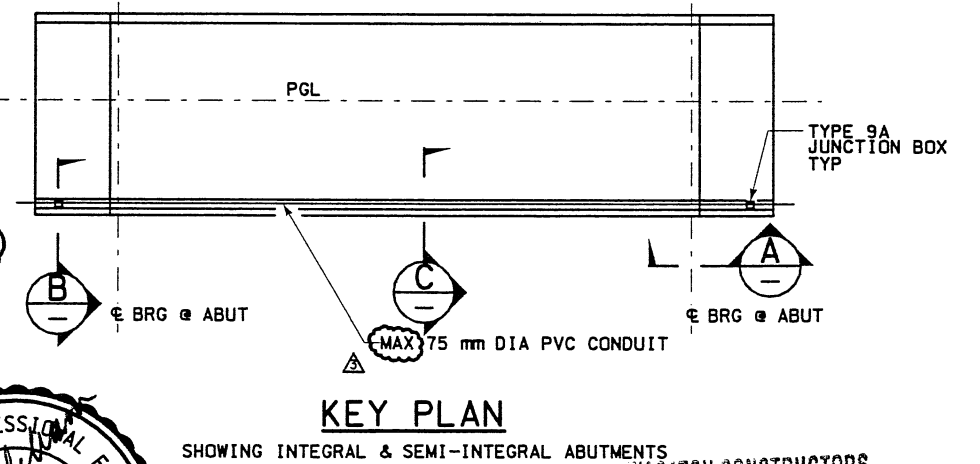
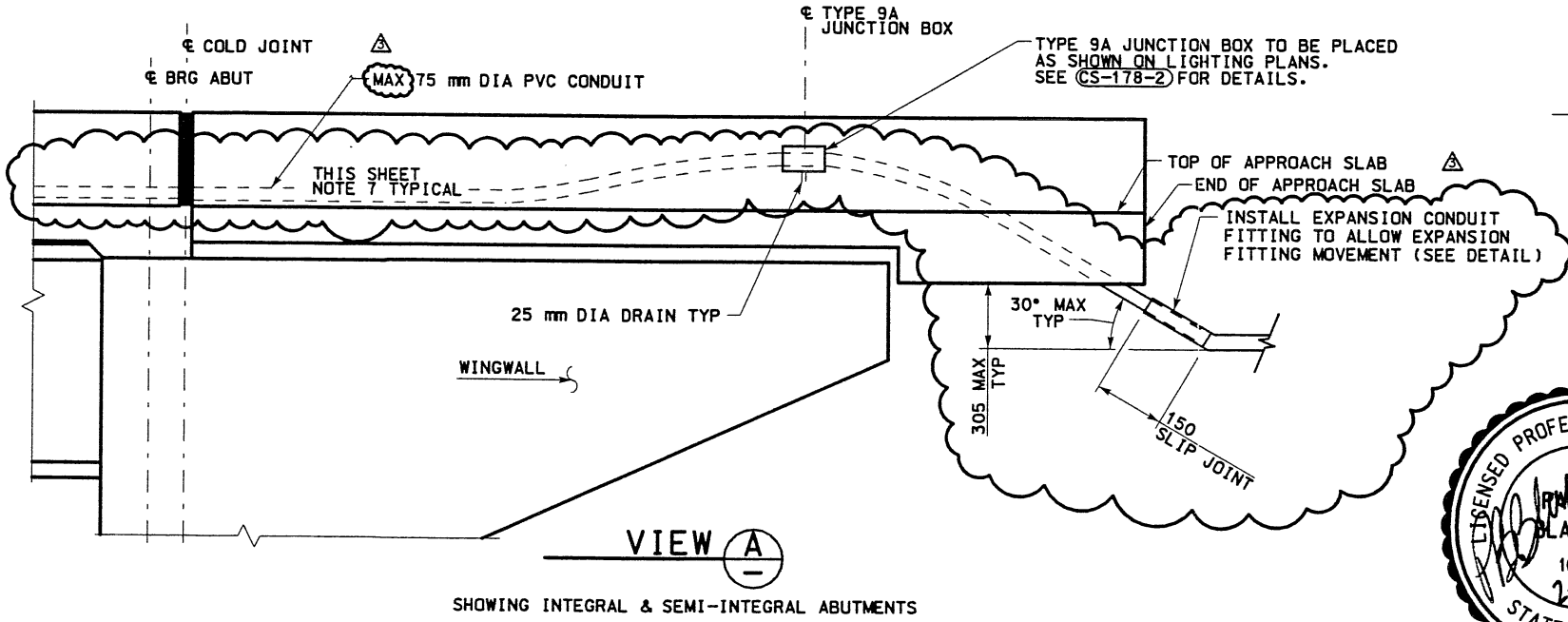
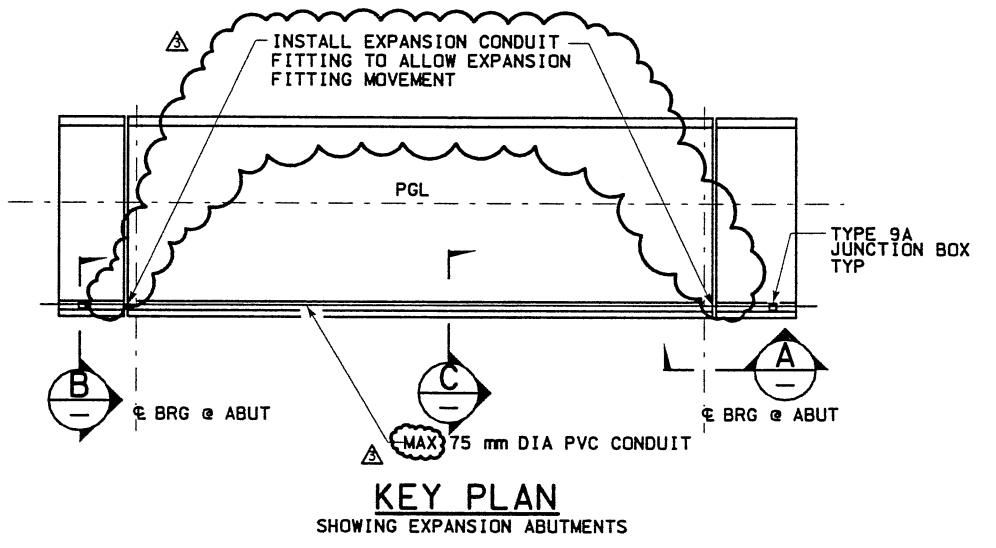
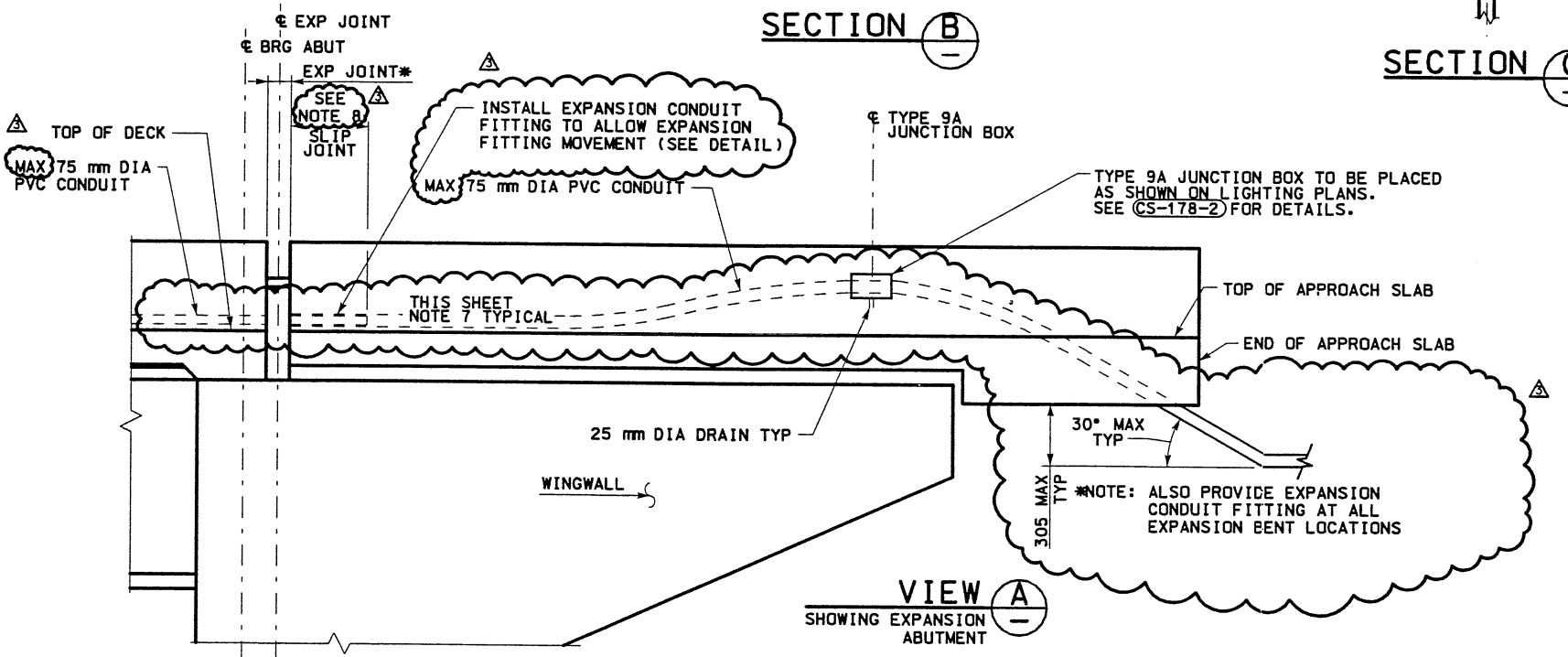
APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	NO.	DATE
Δ	03/23/98	Δ	07/22/98
ADDED REFLECTORS		ADDED PARAPET SMOOTH SURFACE AND DETAIL 4	
SVERDRUP/DE LEUW		MODIFIED BARS	
UTAH DEPARTMENT OF TRANSPORTATION		CLARIFIED JT DETAILS FDC 7-0105	
CORRIDOR STANDARD		TRAC NO. 2333000	
CONC MEDIAN PARAPET RC DECK		DESIGN SA 11/97	
SALT LAKE COUNTY		CHECK MAL 11/97	
DWG. NO. CS-240		DRAWN RH 11/97	
SHT. OF		CHECK MAL 11/97	
REF. PAMED1 240		QUANT.	
1-15 CORRIDOR RECONSTRUCTION		PROJECT #SP-15-7(135)296	
CORRIDOR STANDARD		PROJECT MANAGER	
CONC MEDIAN PARAPET RC DECK		PAUL R. BOTT	
SALT LAKE COUNTY		DATE	
DWG. NO. CS-240		DATE	
SHT. OF		DATE	
REF. PAMED1 240		DATE	

WASATCH CONSTRUCTORS
 MAR 08 2000
 RELEASED FOR CONSTRUCTION
RFC After Final Approval

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 Line: 08:53



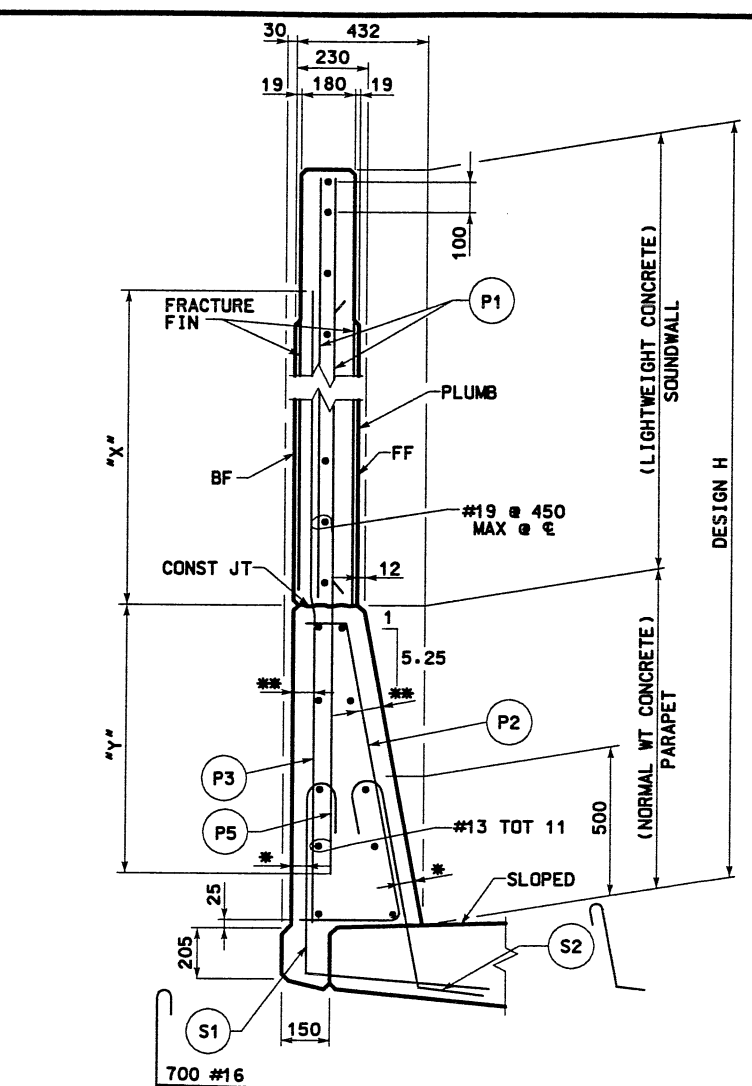
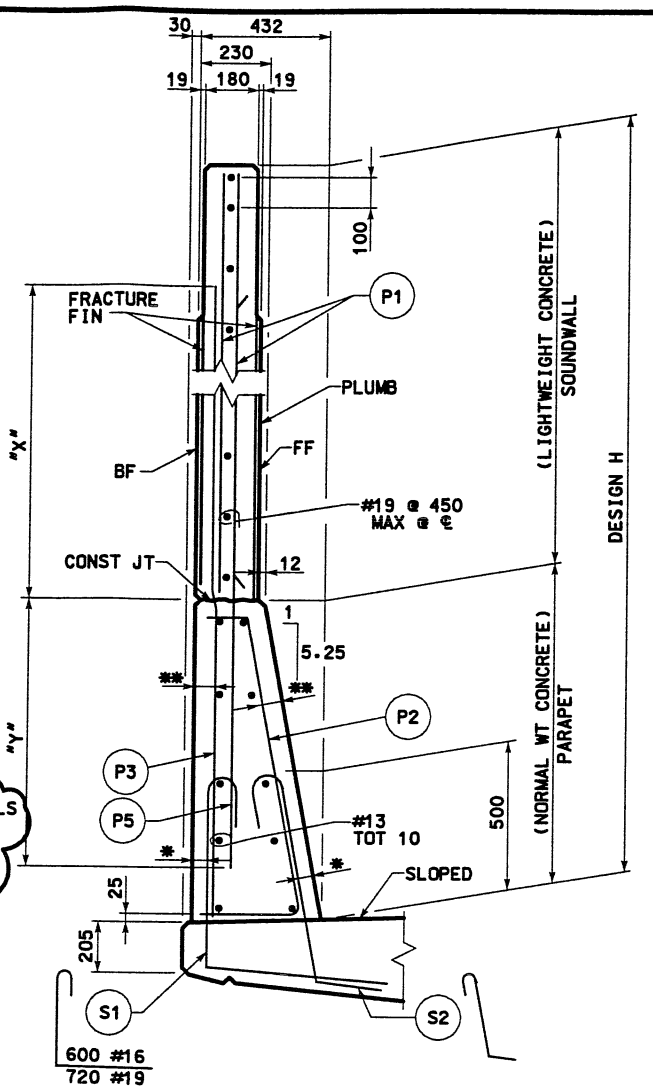
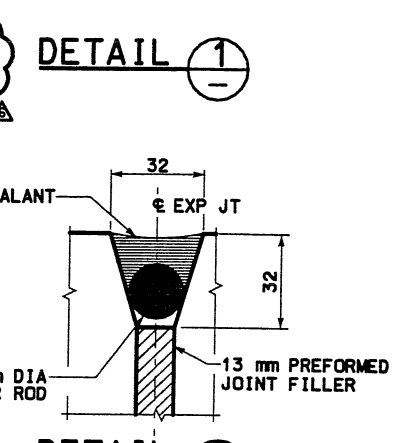
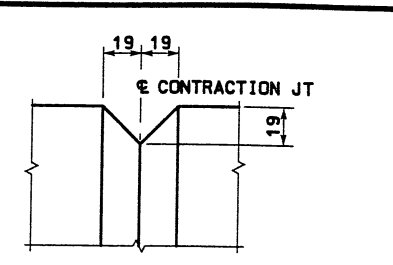
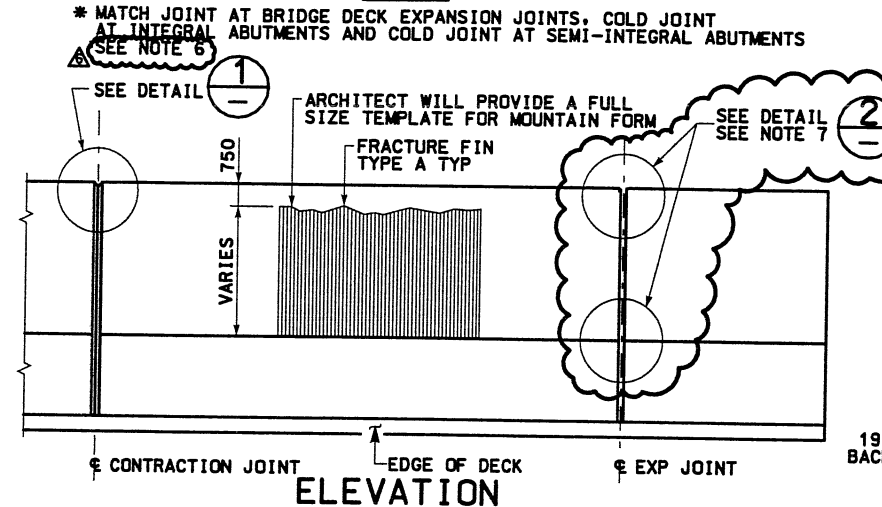
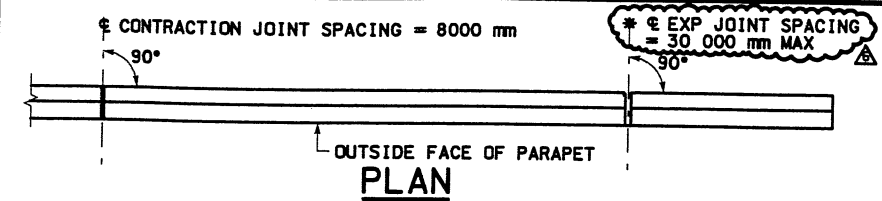
- NOTES**
1. USE SCHEDULE 40 PVC CONDUIT.
 2. TERMINATE PVC CONDUIT AT JUNCTION BOXES WITH DOUBLE LOCK NUTS.
 3. ALL WORK SHALL COMPLY WITH THE LATEST EDITIONS OF THE NATIONAL ELECTRICAL CODE AND UNDERWRITERS LABORATORIES INC. STANDARDS WHERE APPLICABLE.
 4. STEEL GIRDERS SHOWN. CONCRETE GIRDERS SIMILAR.
 5. ALL DIMENSIONS SHOWN ARE IN MILLIMETERS UNLESS OTHERWISE SPECIFIED.
 6. ALL CONDUIT SIZES AND LOCATIONS SHALL BE PER LIGHTING DRAWINGS.
 7. CONDUIT IN BARRIER SHALL BE DIRECTLY ON TOP OF BRIDGE DECK AT BASE OF PARAPET.
 8. EXPANSION DISTANCE MUST BE GREATER THAN OR EQUAL TO EXPANSION JOINT RATING OF BRIDGE. SEE STRUCTURAL DRAWINGS FOR EXPANSION JOINT MOVEMENT REQUIREMENTS AT EACH EXPANSION JOINT LOCATION.



WASATCH CONSTRUCTORS
 MAR 02 1999
 RELEASED FOR CONSTRUCTION

APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	INITIAL	RELEASE
Δ	11/10/97		
Δ	03/11/98	ADDED TYPE 9A, REVISED SIZE OF PVC CONDUIT & DRAIN	
Δ	1/21/99	FDC 1-0499A 5-0109 CHANGES PER WASATCH ELECTRIC COMMENTS	
UTAH DEPARTMENT OF TRANSPORTATION			
SVERDRUP/DE LEUW		TRAC NO.	2333000
DESIGN	CHECK	DESIGN	CHECK
ABE KASHANI		JAW 09/97	JHM 11/97
PROJECT DESIGN ENGINEER		PAUL BOTT	PROJECT MANAGER
APPROVAL DATE	3/11/98	APPROVED DATE	3/11/98
RECORDED		PROJECT NUMBER	*SP-15-7(135)296
CORRIDOR STANDARD		ELECTRICAL DETAILS	
I-15 CORRIDOR RECONSTRUCTION		SALT LAKE COUNTY	
DWG. NO. CS-241		SHT. OF	
REF. STELEC01 241			

Date: 25-JAN-2000 Time: 11:38 User: nmeifrcmpt1d



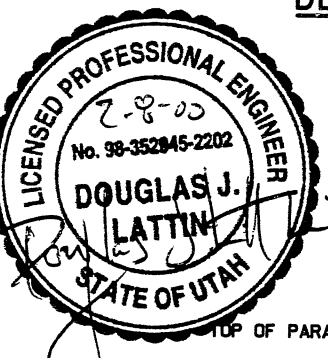
NOTES

- SEALANT AND BACKER ROD SHALL EXTEND UP FF OF PARAPET AND SOUNDWALL AND ACROSS TOP OF SOUNDWALL.
- ALL REINFORCING STEEL SHALL BE EPOXY - COATED DEFORMED BILLET - STEEL CONFORMING TO AASHTO M 284 AND AASHTO M 31 M GRADE 420, RESPECTIVELY.
- CHAMFER ALL EXPOSED CONCRETE CORNERS 20 mm EXCEPT AS NOTED.
- ALL CAST-IN-PLACE CONCRETE SHALL BE CLASS AA (AE). CONCRETE FOR SOUNDWALL SHALL CONSIST OF LIGHTWEIGHT CONCRETE AND SHALL HAVE A DENSITY NOT GREATER THAN 17.3 KN/M³.
- ALL DIMENSIONS SHOWN ARE IN MILLIMETERS UNLESS SPECIFIED OTHERWISE.
- FOR EXPANSION JOINTS IN PARAPETS OR SOUNDWALLS AT INTEGRAL & OVERHANG TYPE ABUTMENTS APPLY DETAIL 2. FOR JOINTS AT EXPANSION TYPE ABUTMENTS AND WHEN EXP JTS IN DECK SEE CS-264.
- WHERE DECK IS CONTINUOUS ACROSS BENT, PLACE PARAPET/SOUNDWALL EXPANSION JOINT AT CENTERLINE OF BENT.

DESIGN DATA

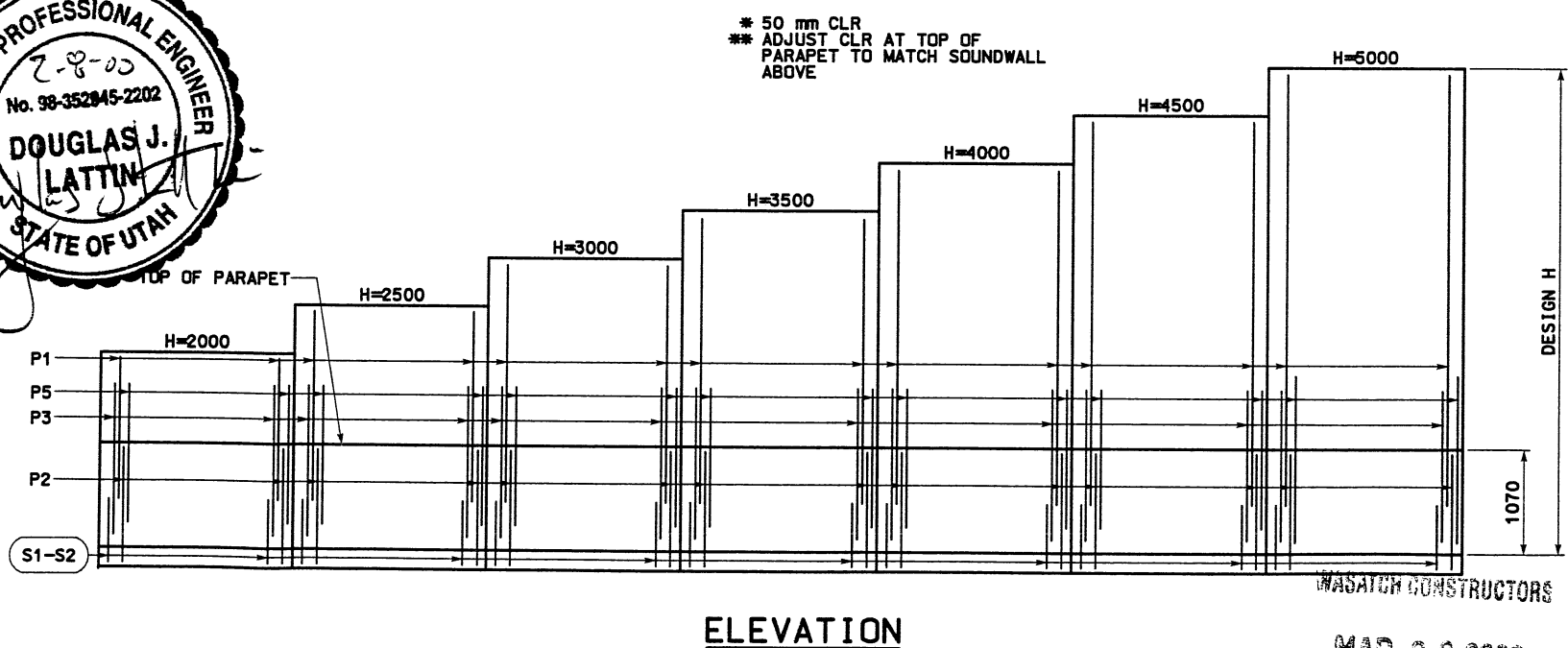
CAST-IN-PLACE CONCRETE: $f'c = 28 \text{ MPa}$; $f_y \text{ (REINF)} = 420 \text{ MPa}$; $n=8$
 DESIGN METHOD: LOAD FACTOR DESIGN
 LOADINGS: 1989 GUIDE SPECIFICATION FOR STRUCTURAL DESIGN OF SOUND BARRIERS WITH 1992 INTERIMS; $A = 0.6g$

TABLE OF REINFORCING STEEL DIMENSIONS AND DATA							
DESIGN H	2000	2500	3000	3500	4000	4500	5000
(P1) & (P5) BARS	#16 @ 450	#16 @ 450	#16 @ 450	#16 @ 450	#16 @ 300	#16 @ 225	#19 @ 225
(P2-P3) BARS REINFORCED CONCRETE DECK	#16 @ 200	#16 @ 200	#16 @ 200	#16 @ 200	#16 @ 200	#16 @ 200	#19 @ 150
(P2-P3) BARS POST-TENSIONED DECK	#19 @ 200	#19 @ 200	#19 @ 200	#19 @ 200	#19 @ 200	#19 @ 200	#19 @ 150
(S1-S2) BARS REINFORCED CONCRETE DECK	#16 @ 200	#16 @ 200	#16 @ 200	#16 @ 200	#16 @ 200	#16 @ 200	#19 @ 150
(S1-S2) BARS POST-TENSIONED DECK	#19 @ 200	#19 @ 200	#19 @ 200	#19 @ 200	#19 @ 200	#19 @ 200	#19 @ 150
X	800	800	800	800	800	800	950
Y	600	600	600	600	600	600	725



REINFORCED CONCRETE DECK SECTION WITH SOUNDWALL

POST TENSIONED DECK SECTION WITH SOUNDWALL



ELEVATION

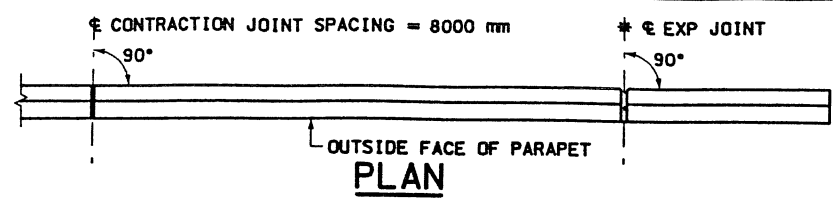
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RELEASED FOR CONSTRUCTION
 RFC After Final Approval

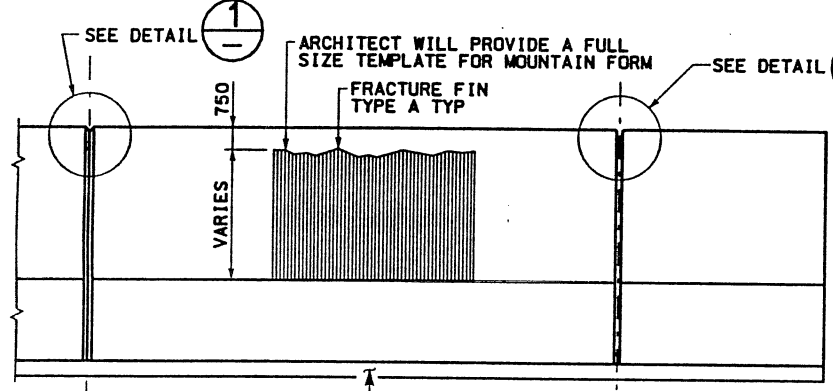
APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	NO.	DATE
Δ	07/22/98	Δ	11/16/98
REVISED C AND L BARS		REMOVED SECTION A, REMOVED P4, ADJUST P1 & P2	
REMOVED SECTION A, REMOVED P4, ADJUST P1 & P2		#19 HORZ BAR WAS #13, REVISED TABLE	
12/10/99		CLARIFY JT DETAILS FDC 7-0105	
UTAH DEPARTMENT OF TRANSPORTATION			
SVERDRUP/DE LEUW		TRAC NO. 2333000	
DESIGN JMR	CHECK MAD	DATE 9/97	QUANT.
9/97	9/97	9/97	9/97
DESIGN JMR	CHECK MAD	DATE 9/97	QUANT.
9/97	9/97	9/97	9/97
PROJECT DESIGN ENGINEER	PROJECT MANAGER	PROJECT #SP-15-7(135)296	
DAVID W. KORPI	DAVID W. KORPI	NUMBER	
DATE 11/10/98	DATE 11/10/98	SALT LAKE COUNTY	
CORRIDOR STANDARD			
SOUNDWALL DETAILS			
DWG. NO. CS-242			
SHT. OF			
REF. SOUND01 242			

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OUTSIDE FACE OF PARAPET
PLAN
 * MATCH JOINT AT BRIDGE DECK EXPANSION JOINTS. COLD JOINT AT INTEGRAL ABUTMENTS AND COLD JOINT AT SEMI-INTEGRAL ABUTMENTS



SEE DETAIL 1
 750
 VARIES
 FRACTURE FIN TYPE A TYP
 SEE DETAIL 2
 CONTRACTION JOINT
 EDGE OF DECK
 EXP JOINT
ELEVATION
 ALL DIMENSIONS SHOWN ARE ALONG EDGE OF DECK

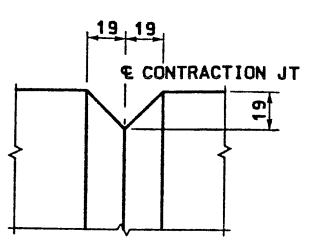
NOTES

- SEALANT AND BACKER ROD SHALL EXTEND UP FF OF PARAPET AND SOUNDWALL AND ACROSS TOP OF SOUNDWALL.
- ALL CAST-IN-PLACE CONCRETE SHALL BE EPOXY-COATED DEFORMED BILLET-STEEL CONFORMING TO AASHTO M 284 AND AASHTO M 31 M GRADE 420, RESPECTIVELY.
- CHAMFER ALL EXPOSED CONCRETE CORNERS 20 mm EXCEPT AS NOTED.
- ALL CAST-IN-PLACE CONCRETE SHALL BE CLASS AA (AE). CONCRETE FOR SOUNDWALL SHALL CONSIST OF LIGHTWEIGHT CONCRETE AND SHALL HAVE A DENSITY NOT GREATER THAN 17.3 KN/M³.
- ALL DIMENSIONS SHOWN ARE IN MILLIMETERS UNLESS SPECIFIED OTHERWISE.

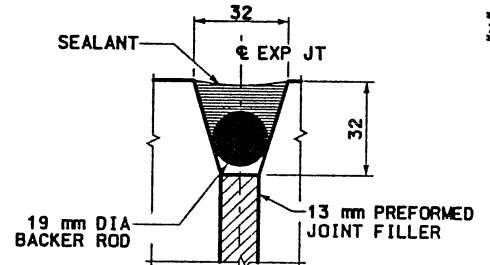
DESIGN DATA

CAST-IN-PLACE CONCRETE: $f'_c = 28 \text{ MPa}$; $f_y \text{ (REINF)} = 420 \text{ MPa}$; $n=8$
 DESIGN METHOD: LOAD FACTOR DESIGN
 LOADINGS: 1989 GUIDE SPECIFICATION FOR STRUCTURAL DESIGN OF SOUND BARRIERS WITH 1992 INTERIMS; $A = 0.6g$

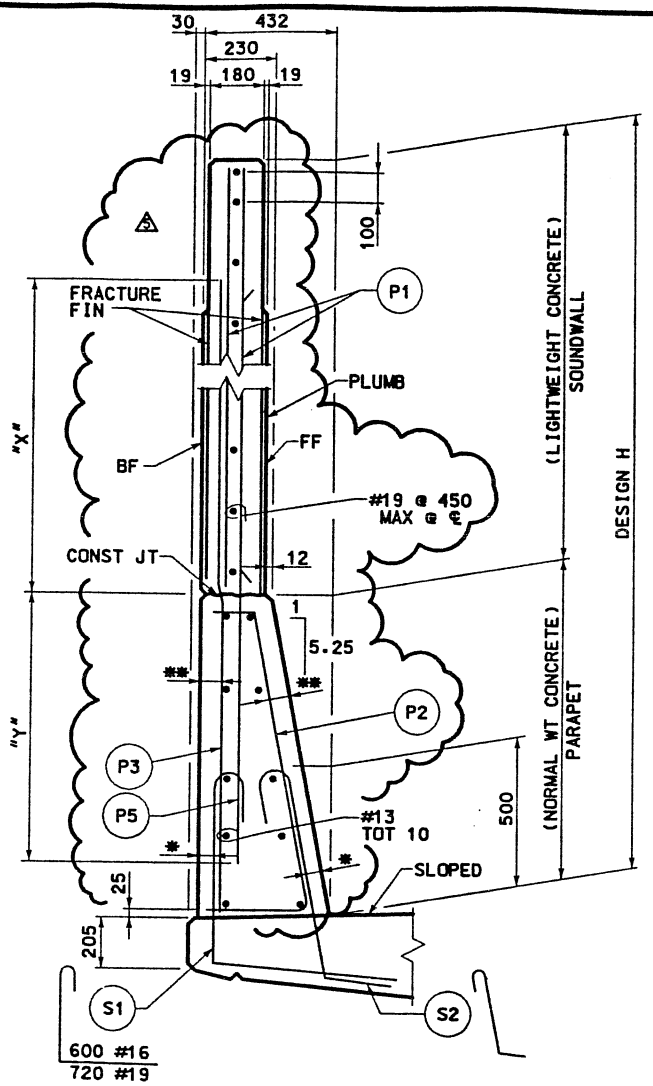
DESIGN H	2000	2500	3000	3500	4000	4500	5000
(P1) & (P5) BARS	#16 @ 450	#16 @ 450	#16 @ 450	#16 @ 450	#16 @ 300	#16 @ 225	#19 @ 225
(P2) & (P3) BARS REINFORCED CONCRETE DECK	#16 @ 200	#16 @ 200	#16 @ 200	#16 @ 200	#16 @ 200	#16 @ 200	#19 @ 150
(P2) & (P3) BARS POST-TENSIONED DECK	#19 @ 200	#19 @ 200	#19 @ 200	#19 @ 200	#19 @ 200	#19 @ 200	#19 @ 150
(S1) & (S2) BARS REINFORCED CONCRETE DECK	#16 @ 200	#16 @ 200	#16 @ 200	#16 @ 200	#16 @ 200	#16 @ 200	#19 @ 150
(S1) & (S2) BARS POST-TENSIONED DECK	#19 @ 200	#19 @ 200	#19 @ 200	#19 @ 200	#19 @ 200	#19 @ 200	#19 @ 150
X	800	800	800	800	800	800	950
Y	600	600	600	600	600	600	725



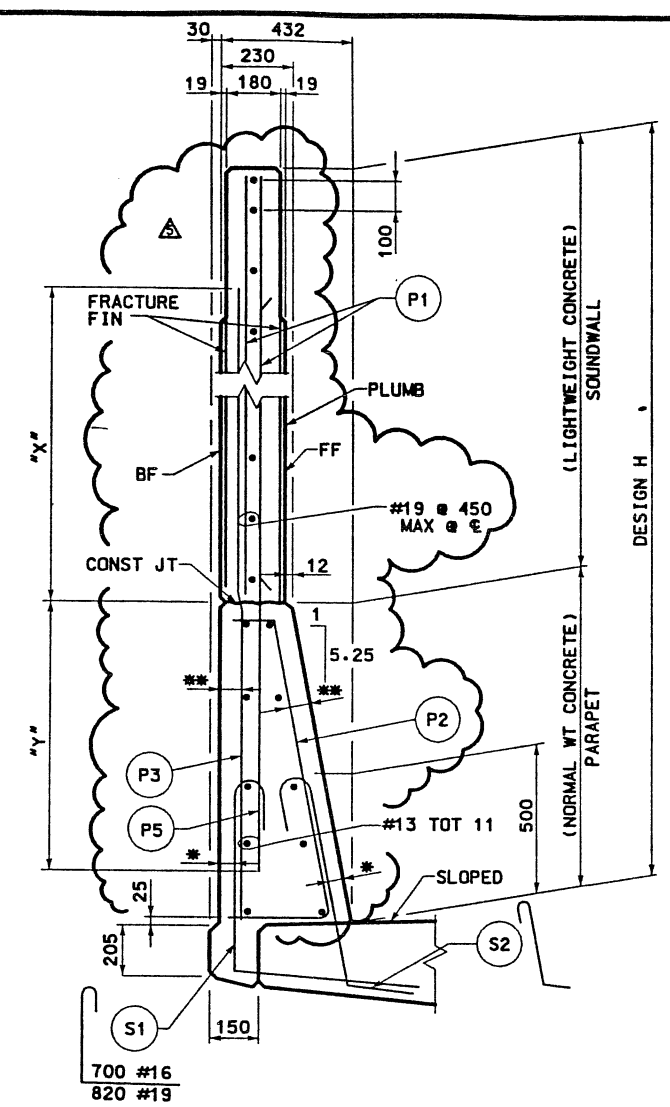
DETAIL 1



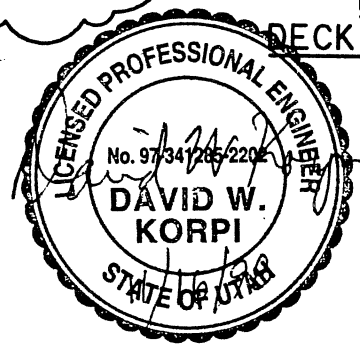
DETAIL 2



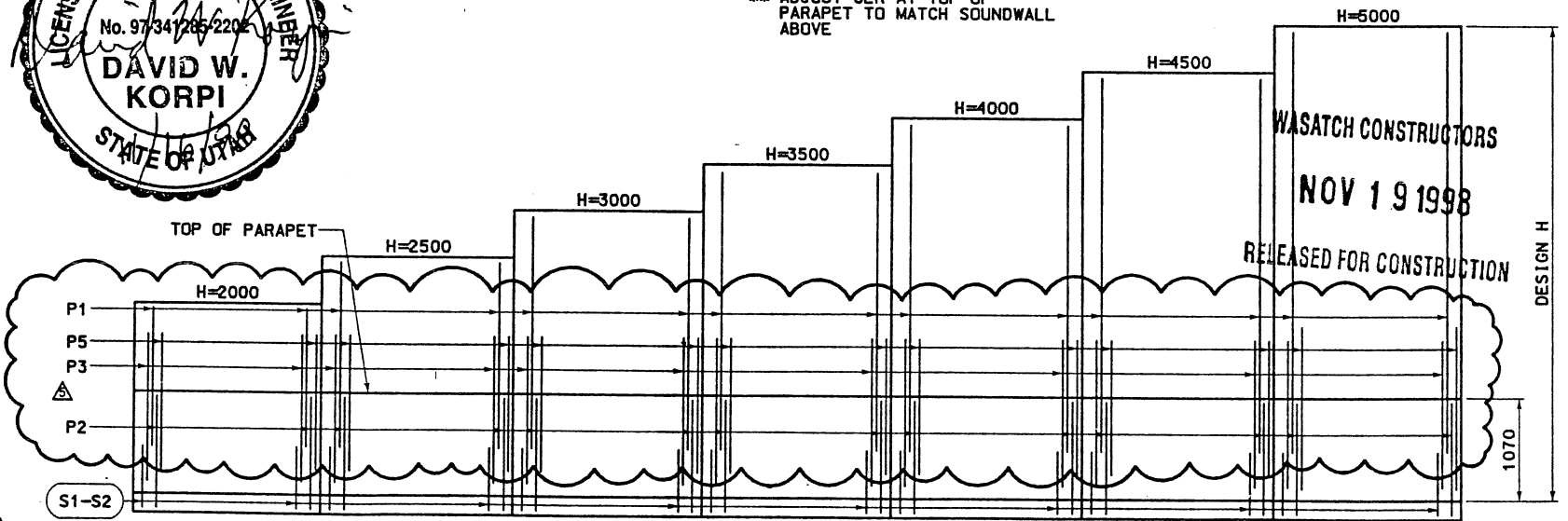
REINFORCED CONCRETE DECK SECTION WITH SOUNDWALL



POST TENSIONED DECK SECTION WITH SOUNDWALL



* 50 mm CLR
 ** ADJUST CLR AT TOP OF PARAPET TO MATCH SOUNDWALL ABOVE



ELEVATION

APPROVED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
A	03/23/98	REVISED WALL THICKNESS AND NOTE
A	07/22/98	REVISED C AND L BARS
A	11/19/98	REMOVED SECTION A, REMOVED P4, ADJUST P1 & P2
A		#19 HORZ BAR WAS #13, REVISED TABLE

UTAH DEPARTMENT OF TRANSPORTATION

SVERDRUP/DE LEUW

DESIGN: JRM 9/97
 CHECK: MAD 9/97
 TRAC NO.: 2333000

DRAWN: JAV 9/97
 CHECK: MAD 11/97

PROJECT DESIGN ENGINEER: David W. Korpi
 PROJECT NUMBER: 15-7(135)296

APPROVED FOR CONSTRUCTION: NOV 19 1998

RELEASED FOR CONSTRUCTION

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

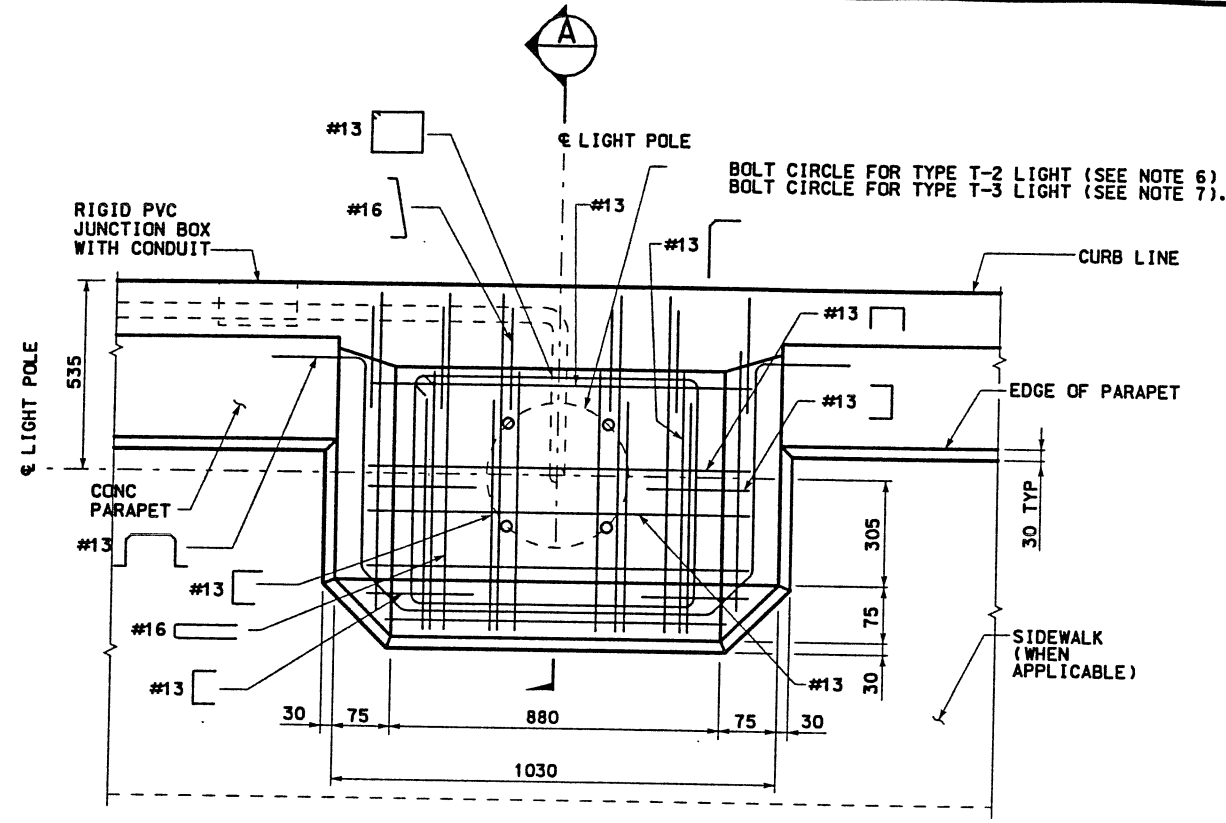
SALT LAKE COUNTY

DWG. NO. CS-242

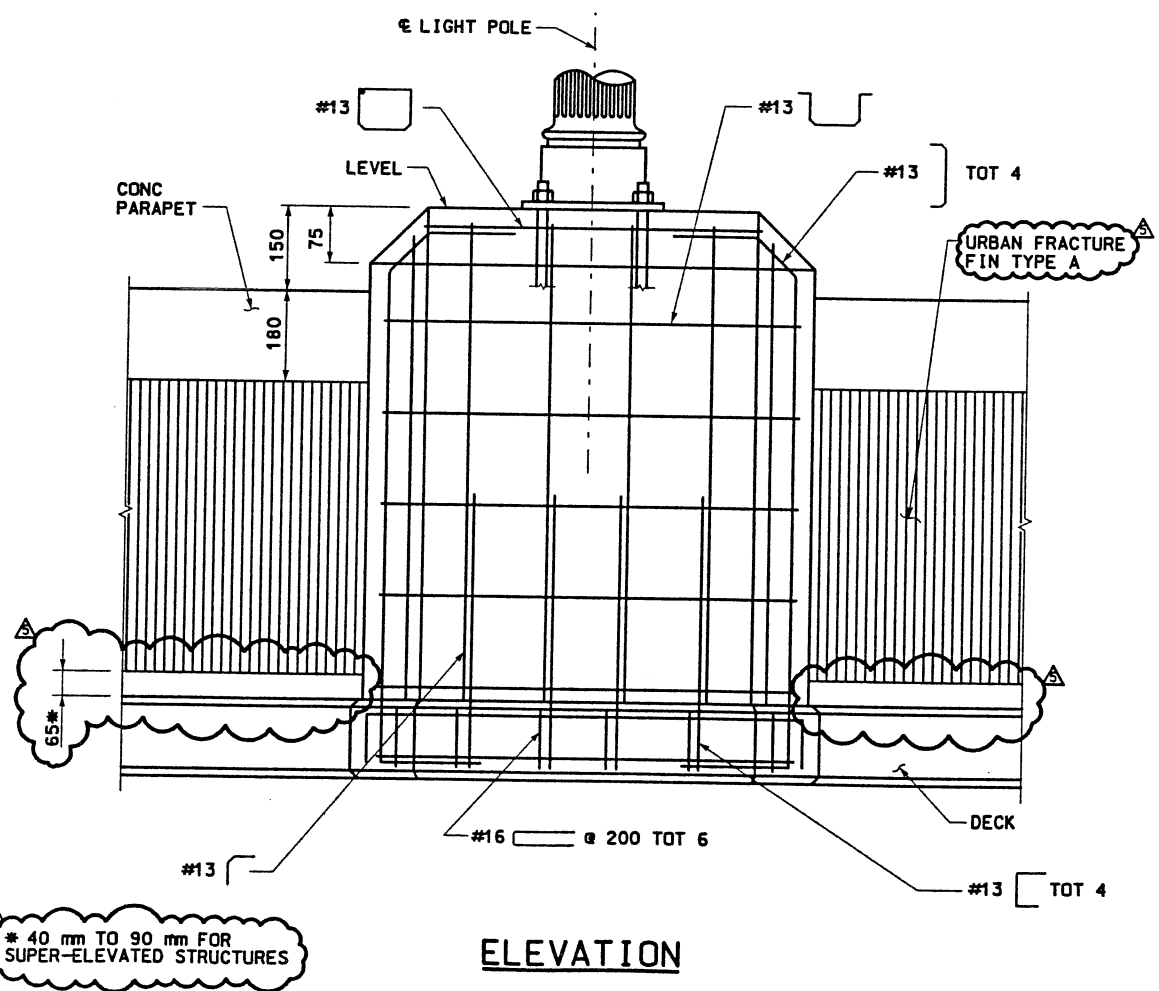
SHT. OF

REF. SOUND01 242

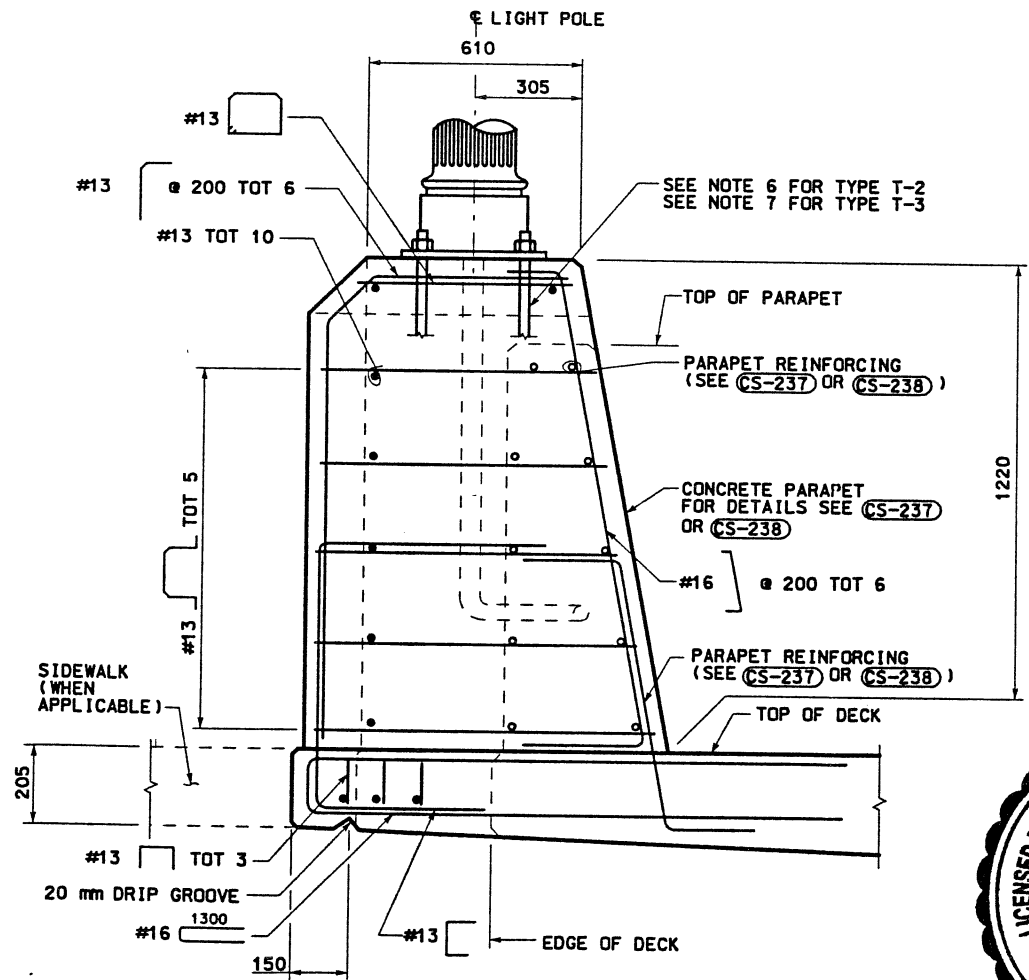
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LIGHT POLE MOUNT PILASTER PLAN



ELEVATION



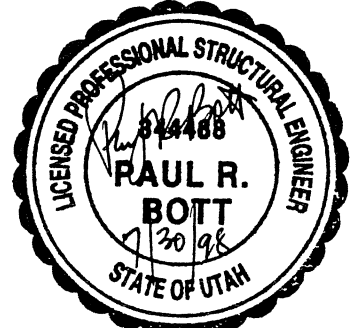
SECTION A

NOTES

1. REINFORCEMENT SHOWN IS IN ADDITION TO DECK SLAB REINFORCEMENT UNLESS OTHERWISE NOTED.
2. POLE ANCHORAGE DETAILS SHOWN ARE FOR REFERENCE. MANUFACTURER HAS OPTION TO PROVIDE DESIGN & DETAILS SUBJECT TO THE APPROVAL OF A DESIGN ENGINEER.
3. FOR LOCATIONS OF LIGHT POLE MOUNTS SEE DECK PLAN SHEET.
4. MINIMUM COVER OF REINFORCEMENT 50 mm UNLESS OTHERWISE NOTED.
5. ANCHOR BOLTS AND HARDWARE SHALL BE GALVANIZED.
6. TYPE T-2 LIGHT IS UNION METAL DRAWING NO. N807-20-SPL WITH LUMINAIRE DRAWING NO. NL318R-3-A1. ALSO SEE SALT LAKE CITY DRAWING DATED 5/27/98 DESIGNED BY HEATH ENGINEERING COMPANY AND POLE SUPPLIER / MANUFACTURER'S STANDARD DRAWING / SKETCH NO 051498-A1
7. TYPE T-3 LIGHT IS UDOT STANDARD DRAWING NO. 755-1 & 755-2.
8. CHAMFER ALL EXPOSED CONCRETE CORNERS 20 mm EXCEPT AS NOTED.

* 40 mm TO 90 mm FOR SUPER-ELEVATED STRUCTURES

WASATCH CONSTRUCTORS
 AUG 10 1998
 RELEASED FOR CONSTRUCTION

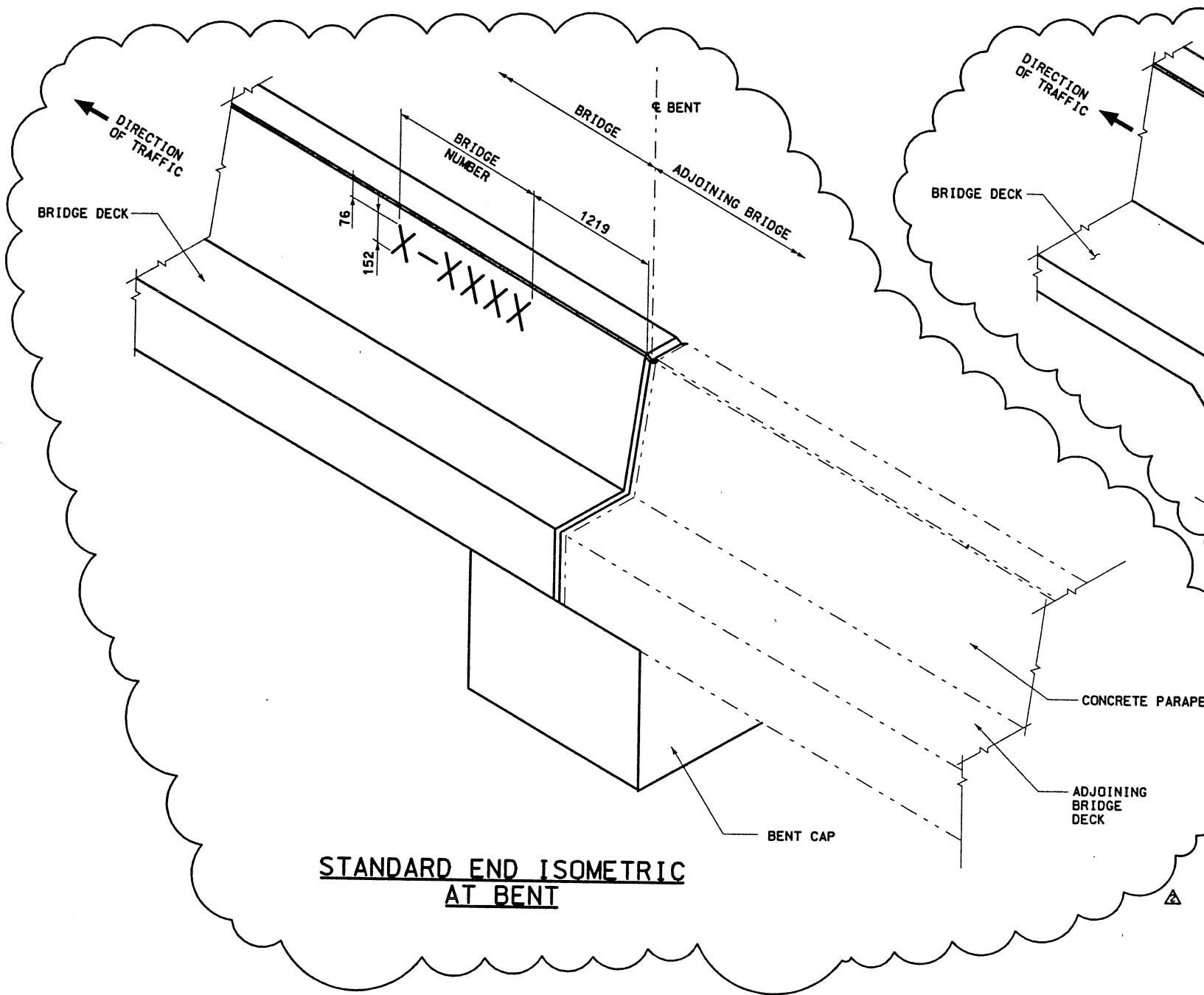


APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	NO.	DATE
▲	05/01/98	▲	MODIFIED PILASTER
▲	05/21/98	▲	REVISED BOT OF DECK SLOPE, RELOCATED 1220 DIM
▲	06/03/98	▲	REVISED ANCHOR BOLTS AND NOTE 6
▲	07/22/98	▲	ADDED PARAPET SMOOTH SURFACE

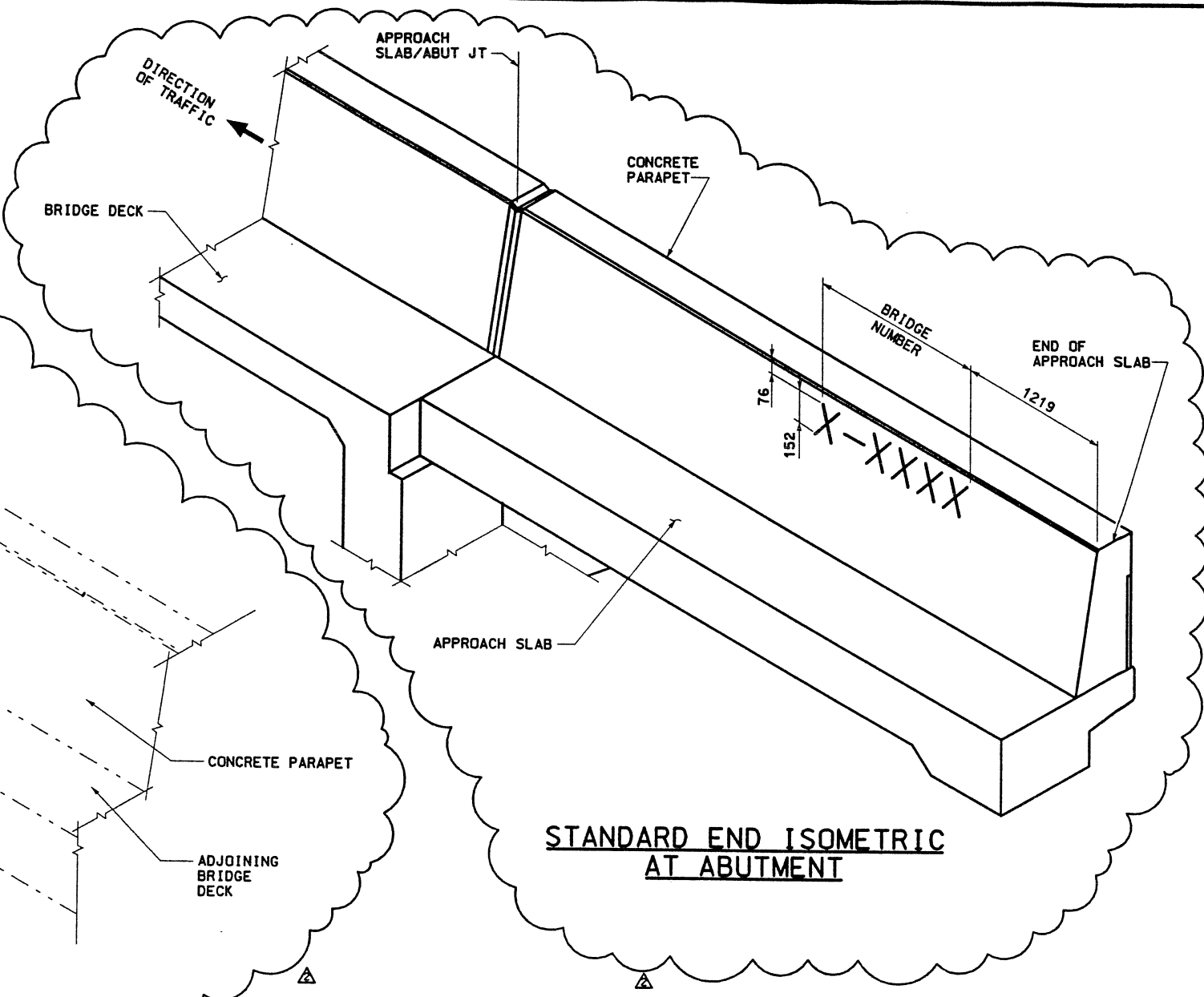
UTAH DEPARTMENT OF TRANSPORTATION			
SVERDRUP/DE LEUW		TRAC NO.	
DESIGN RBA	11/97	CHECK MAL	11/97
DRAWN MSK	11/97	CHECK RBA	11/97
DATE	11/97	CHECK	
PROJECT NUMBER	2333000		

I-15 CORRIDOR RECONSTRUCTION	
CORRIDOR STANDARD	LIGHT POLE MOUNT
PROJECT #SP-15-7(135)296	
SALT LAKE COUNTY	
DWG. NO. CS-243	
SHT. _____ OF _____	
REF. MILITE HOLD	

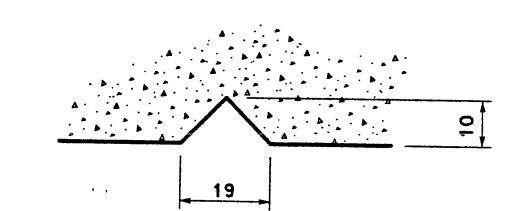
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STANDARD END ISOMETRIC AT BENT



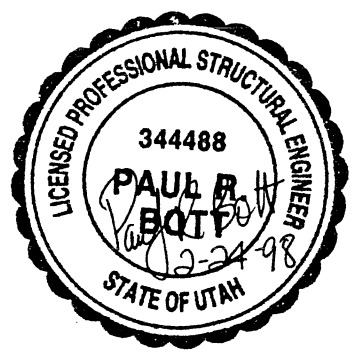
STANDARD END ISOMETRIC AT ABUTMENT



TYPICAL SECTION THRU BRIDGE NUMBER

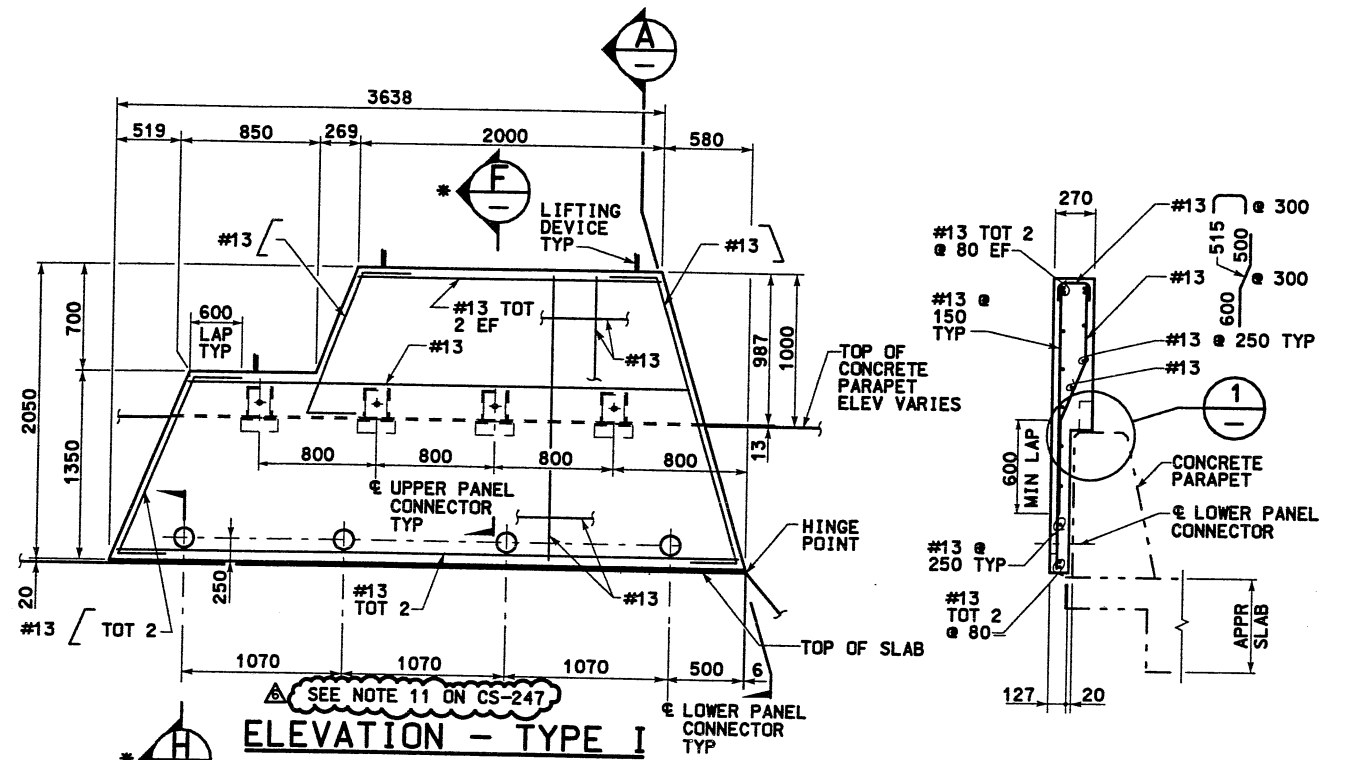
NOTE
 1. NUMBER SHALL BE PLACED ON RIGHT APPROACH PARAPET AT BEGINNING OF BRIDGE LOOKING IN THE DIRECTION OF TRAFFIC.

WASATCH CONSTRUCTORS
 FEB 27 1998
 RELEASED FOR CONSTRUCTION



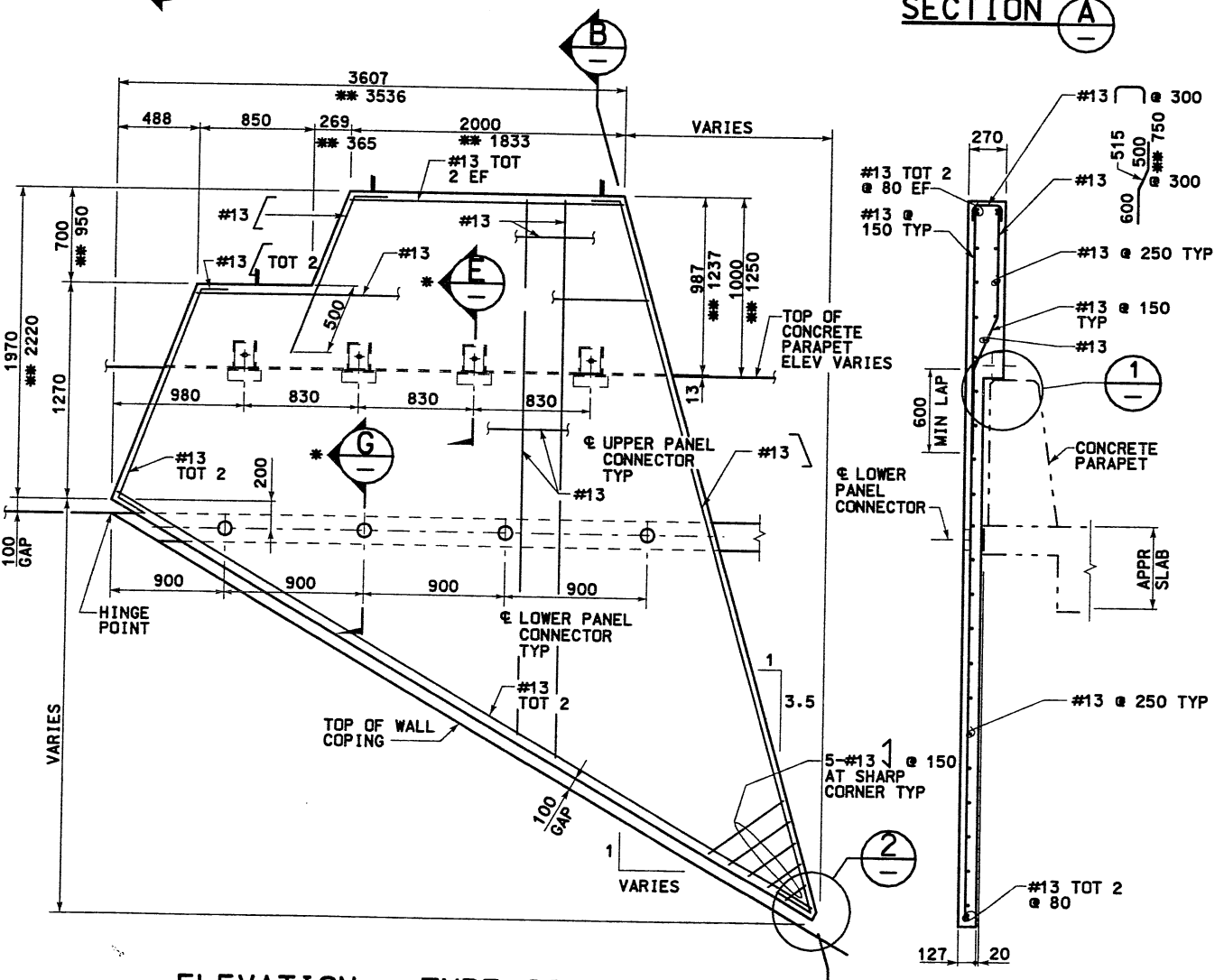
APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	INITIAL RELEASE	
Δ	11/10/97		
Δ	02/20/98	ADDED STANDARD END @ BENT DETAIL	<i>D. May</i>
UTAH DEPARTMENT OF TRANSPORTATION			
SVERDRUP/DE LEUW		TRAC NO.	2333000
DESIGN	CHECK	CHECK_DAK	11/97
DRAWN	MSK	CHECK	
PROJECT ENGINEER	DATE	PROJECT NUMBER	
<i>[Signature]</i>	2/24/98	*SP-15-7(135)296	
I-15 CORRIDOR RECONSTRUCTION		CORRIDOR STANDARD	
BRIDGE NUMBER DETAILS		COUNTY	SALT LAKE
DWG. NO. CS-244		SHT. OF	
REF. PAREND			

User name: fmpmtrd
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ELEVATION - TYPE I

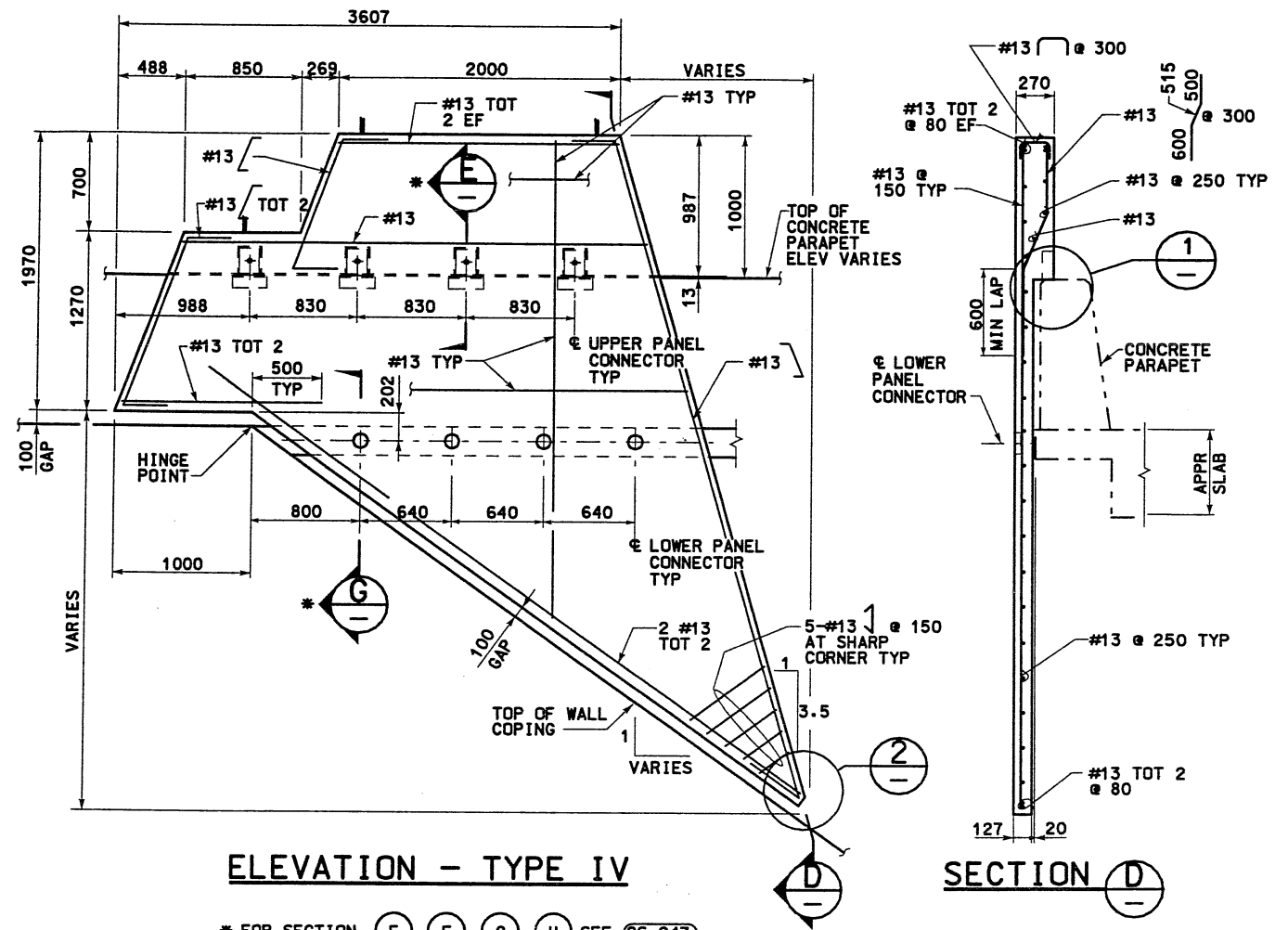
SECTION A



ELEVATION - TYPE II & III

SECTION B

** FOR USE ON STRUCTURES F-663 AND C-816 ONLY

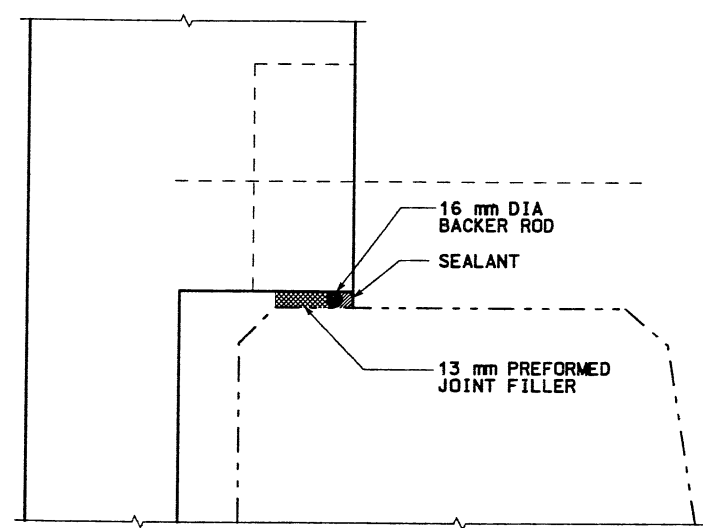


ELEVATION - TYPE IV

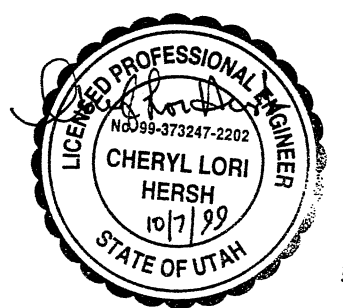
SECTION D

* FOR SECTION (E), (F), (G), (H) SEE CS-247

NOTE
 FIELD MEASURE TOP OF WALL COPING SLOPE AND MOUNTING LOCATION BEFORE CASTING PANEL.
 BURKE'S RAPID - LIFT MAY BE USED FOR LIFTING DEVICE.



DETAIL 1



WASATCH CONSTRUCTORS

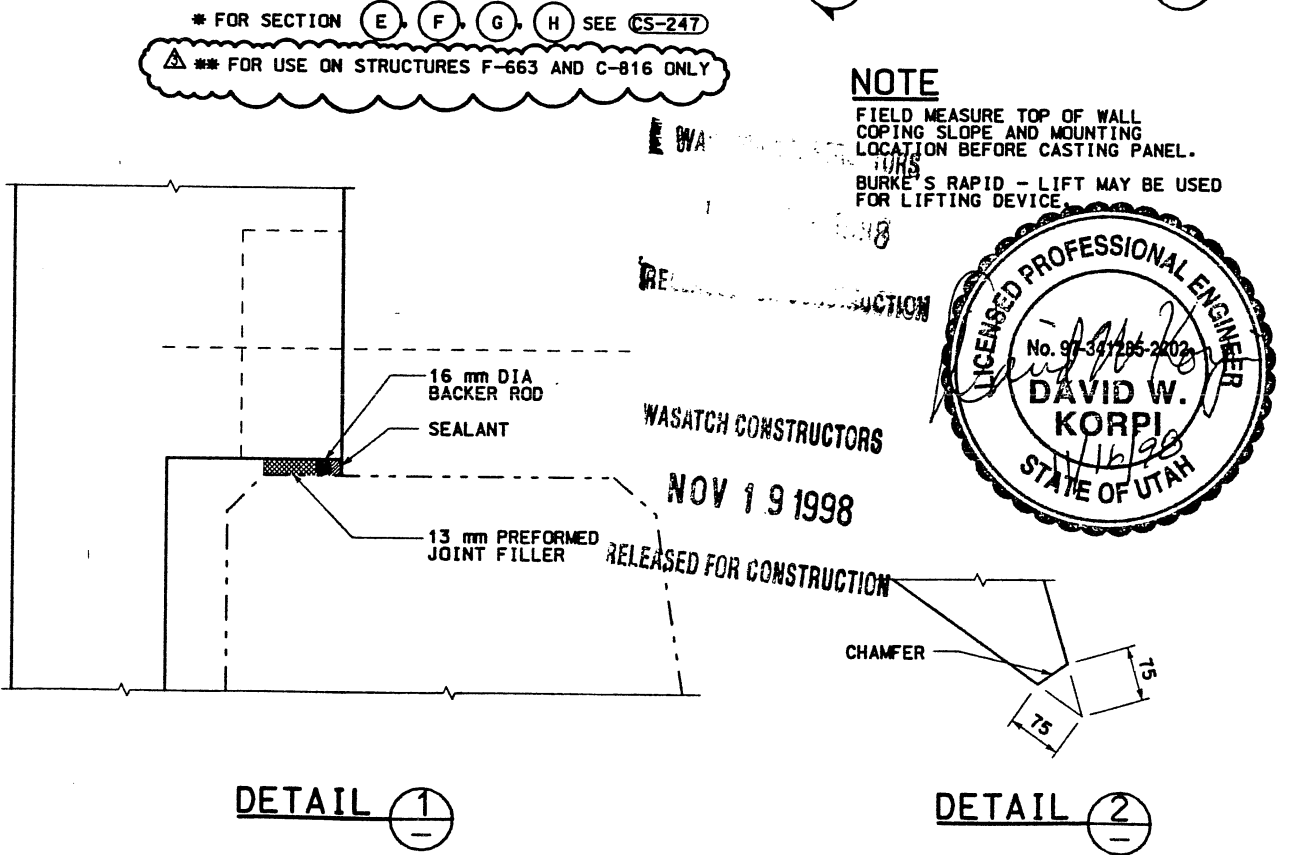
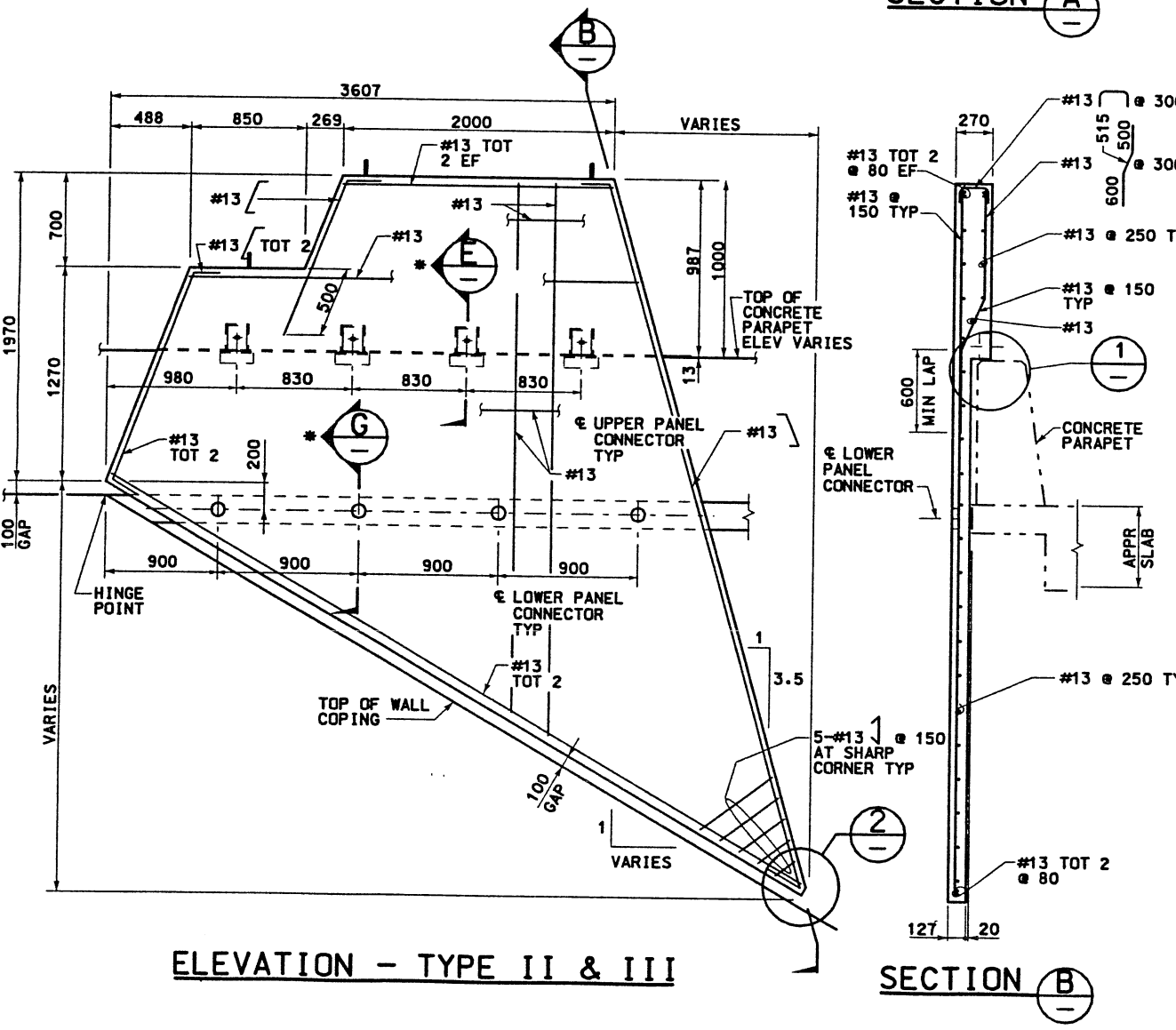
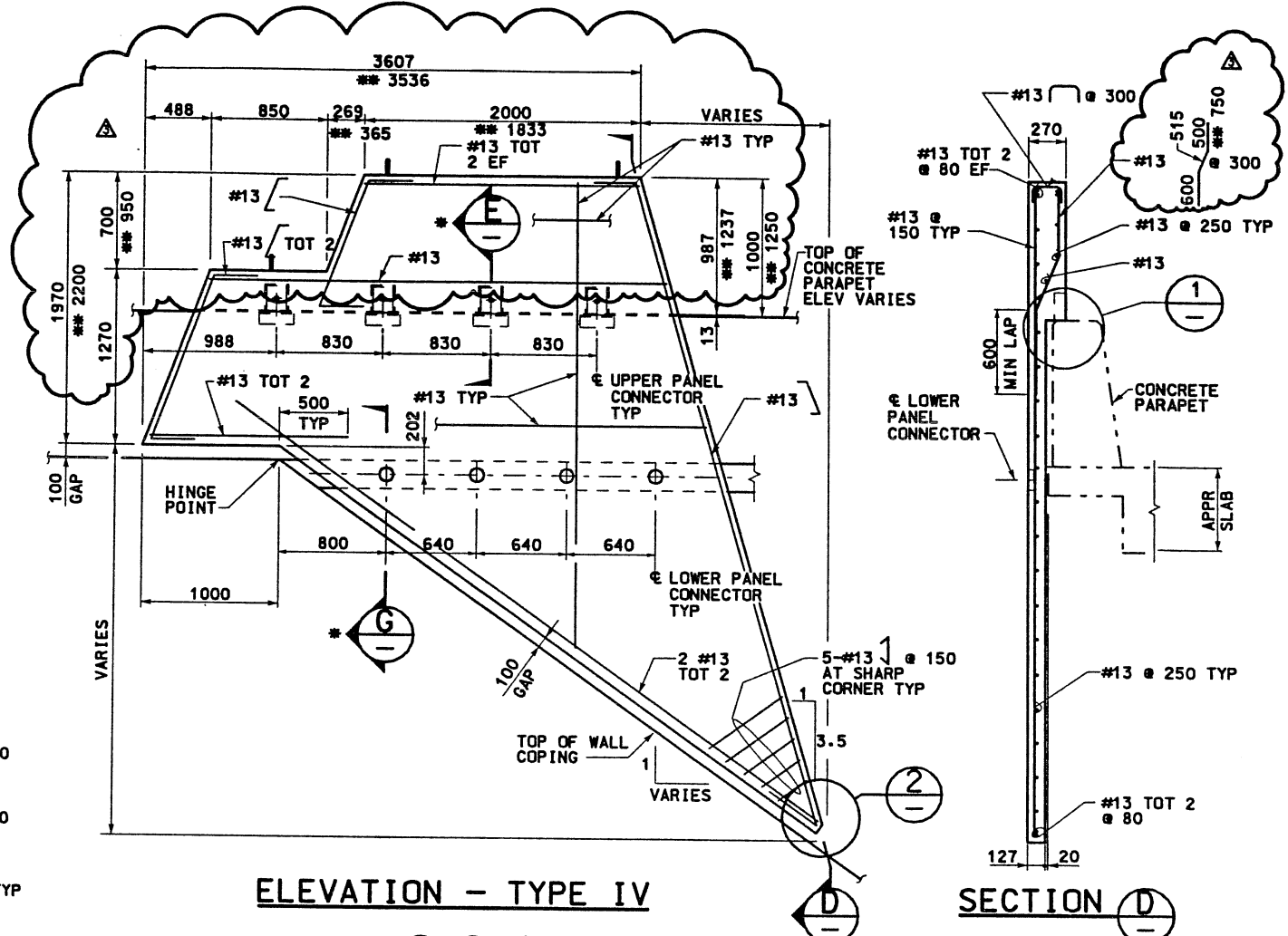
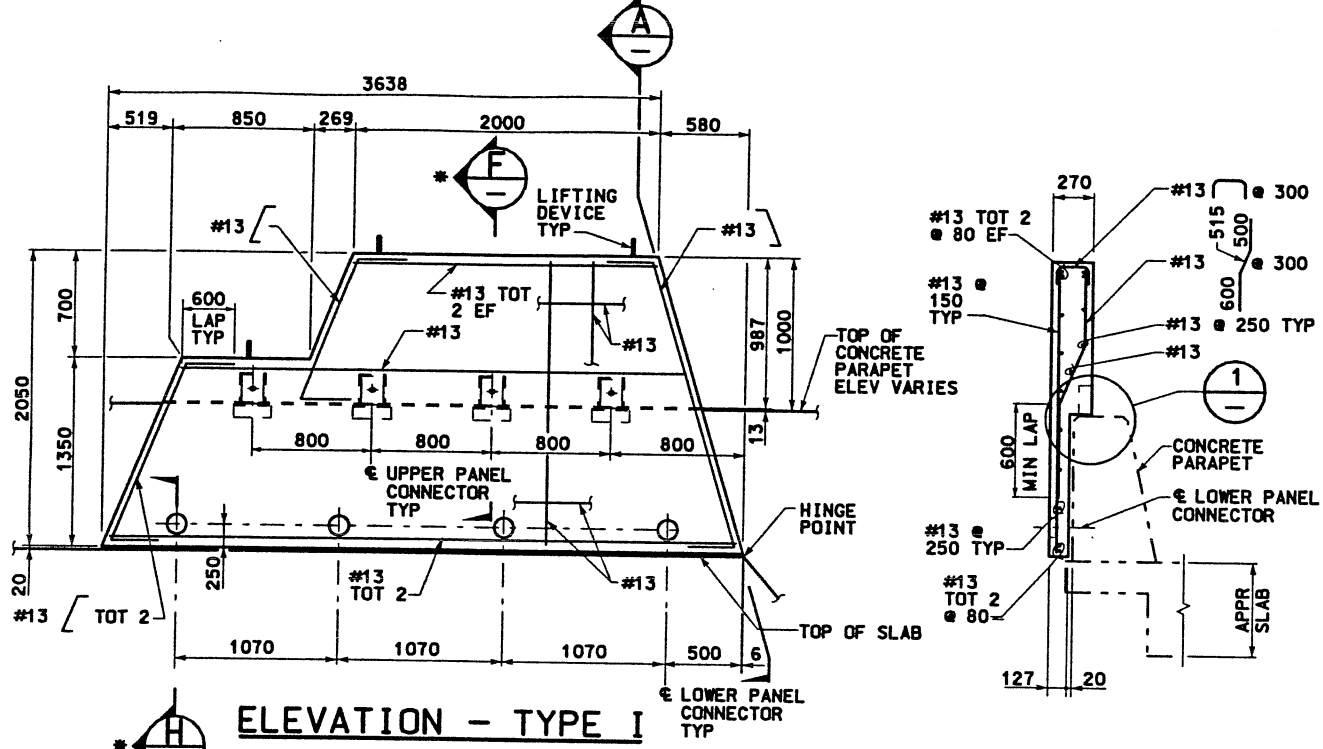
OCT 12 1999

RELEASE FOR CONSTRUCTION

APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	REMOVED DIMENSIONS FROM TYPE IV AND ADDED DIMENSIONS TO TYPE II	ADDED STAMP
Δ	01/29/99		
Δ	02/17/99		
Δ	09/22/99	REVISIONS FOR NARROW PARAPET FDC 3-1091	
UTAH DEPARTMENT OF TRANSPORTATION		TRAC NO.	2333000
SVERDRUP/DE LEUW		DESIGN DK.	12/97
		CHECK GC.	12/97
		DRAWN SC.	01/98
		CHECK	
		QUANT.	
		PROJECT MANAGER	
I-15 CORRIDOR RECONSTRUCTION		APPROVAL RECORD	
CORRIDOR STANDARD		APPROVED	
TRANSITION ELEMENTS		PROJECT *SP-15-7(135)296	
SALT LAKE COUNTY		NUMBER	
DWG. NO. CS-245			
SHT. OF			
REF. TRANSELEM 245			

RFC After Final Approval

I:\p11-nov-1998\I:\p11-nov-1998\Drawings\trnsel_245.dgn
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APPROVED FOR CONSTRUCTION		
NO.	DATE	DESCRIPTION
▲	06/03/98	INITIAL RELEASE
▲	10/08/98	MODIFIED DIMENSION FOR TYPE I
▲	11/16/98	ADDED DIMENSIONS TO TYPE IV

UTAH DEPARTMENT OF TRANSPORTATION		SYVERDRUP/DE LEUW	
DESIGN	DK 12/97	CHECK	GC 12/97
DRAWN	SC 01/98	CHECK	CS 2333000
PROJECT NUMBER	2333000	QUANT.	

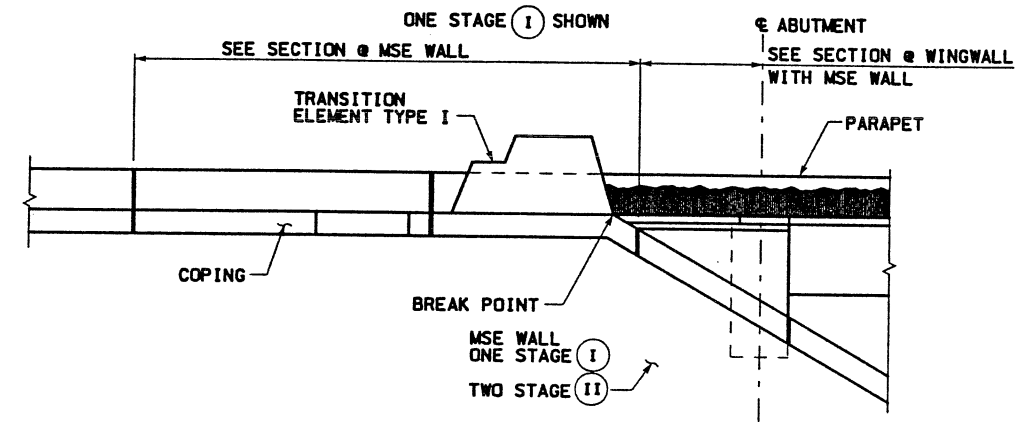
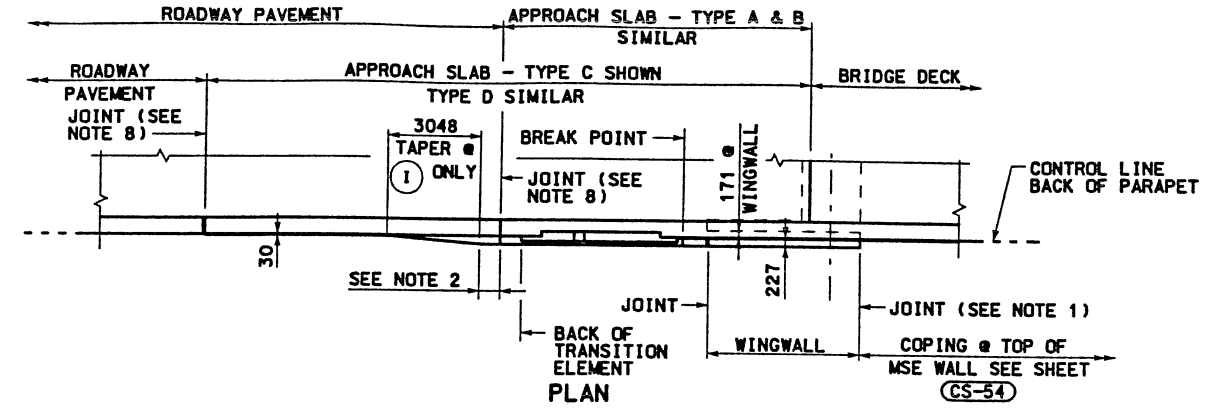
I-15 CORRIDOR RECONSTRUCTION	
CORRIDOR STANDARD	
TRANSITION ELEMENTS	
DWG. NO.	CS-245
SHT.	OF
SALT LAKE COUNTY	
PROJECT *SP-15-7(135)296	
NUMBER	

RECEIVED FOR CONSTRUCTION
NOV 19 1998
RELEASED FOR CONSTRUCTION

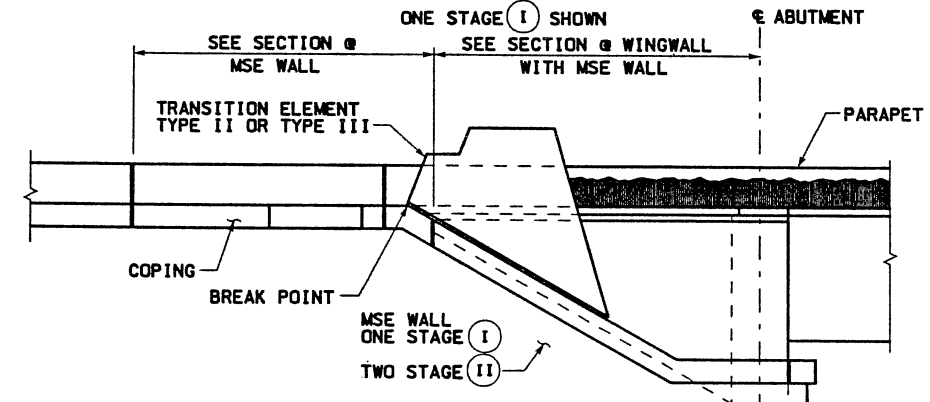
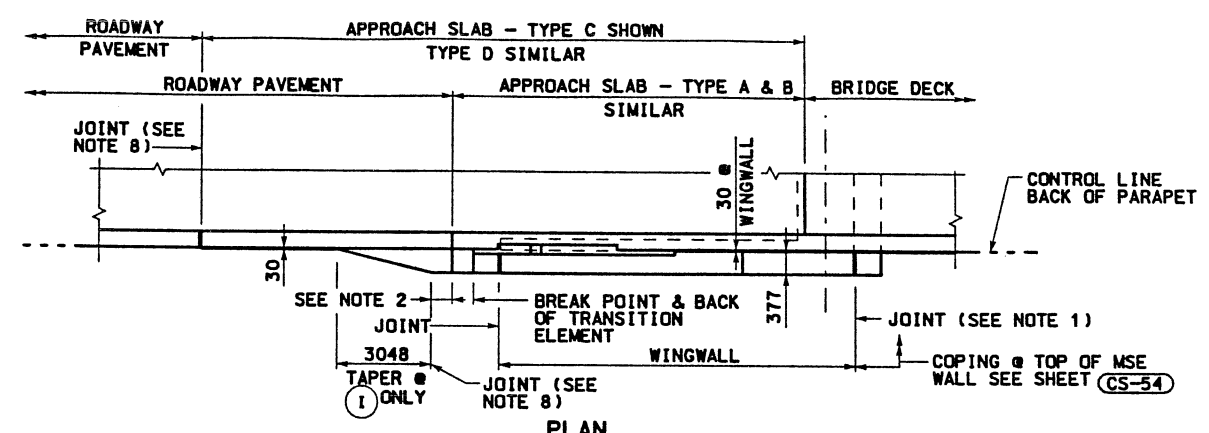
WASATCH CONSTRUCTORS

DAVID W. KORPI
LICENSED PROFESSIONAL ENGINEER
STATE OF UTAH
No. 97-347295-2202

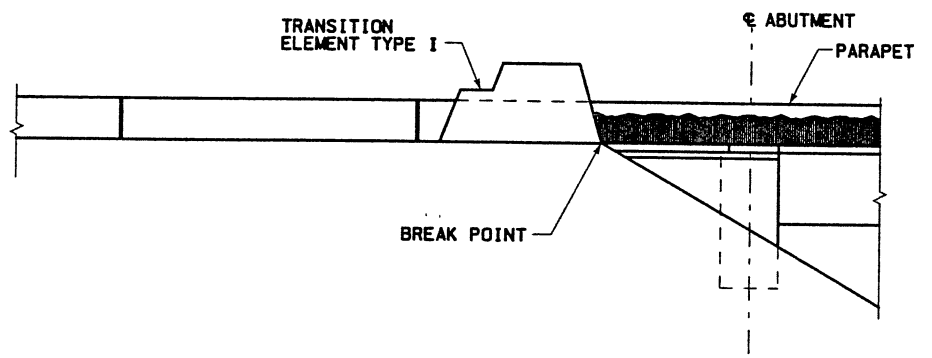
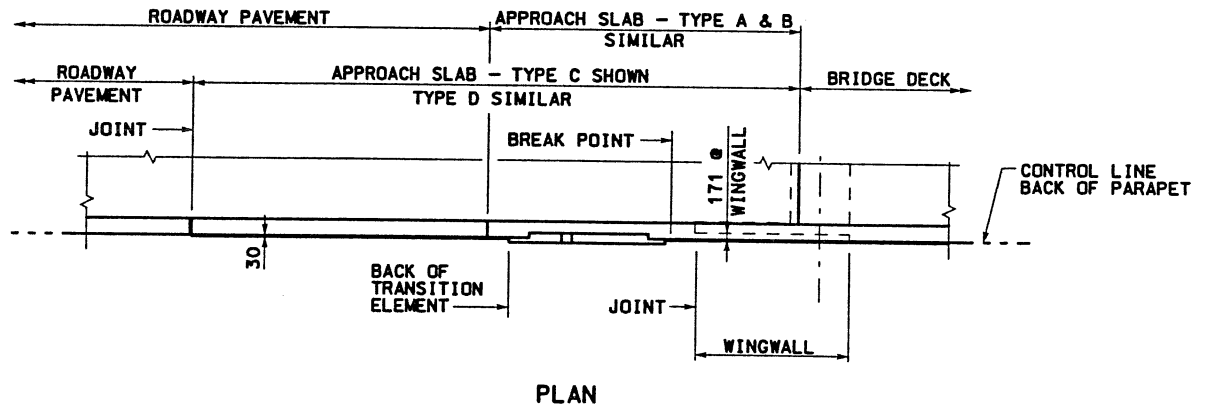
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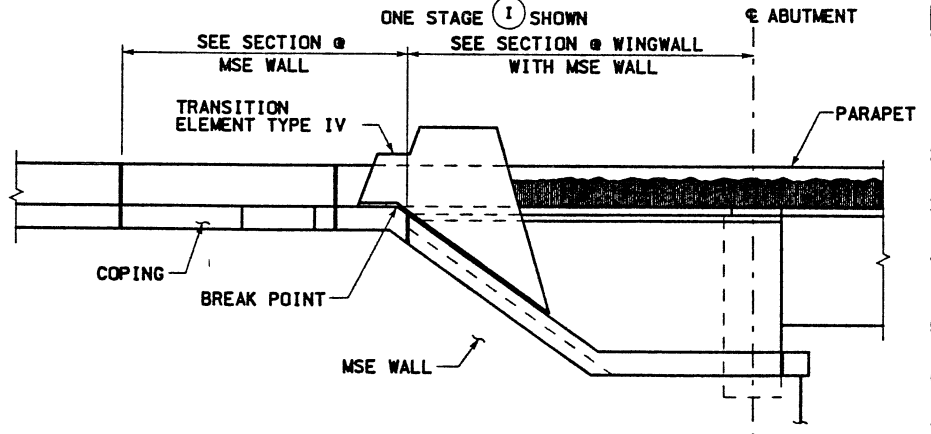
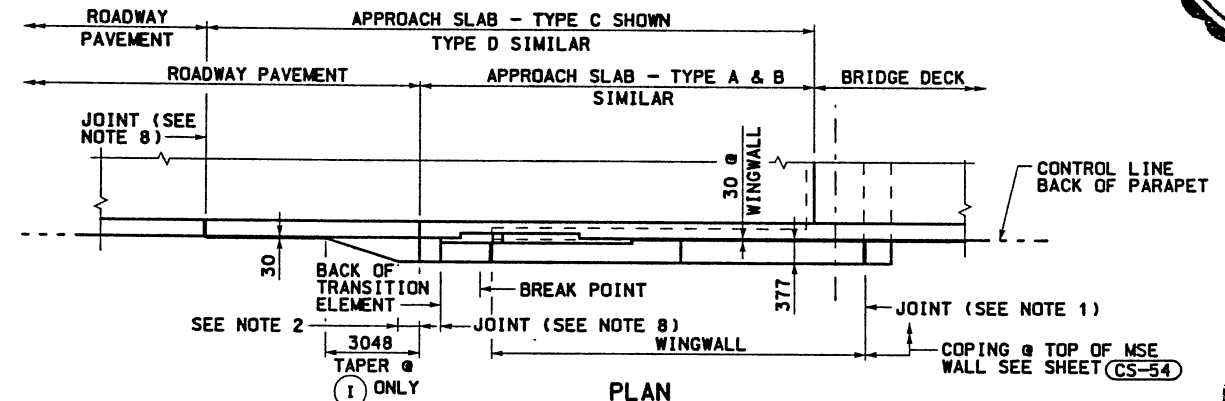
TRANSITION TYPE I (WITH MSE WALL)



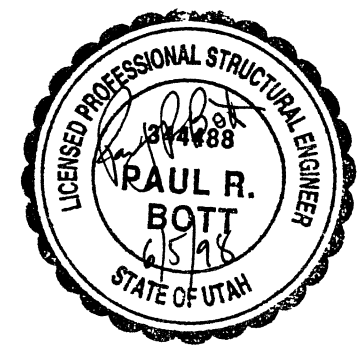
TRANSITION TYPE II & III



TRANSITION TYPE I (WITH SPILL SLOPE)



TRANSITION TYPE IV

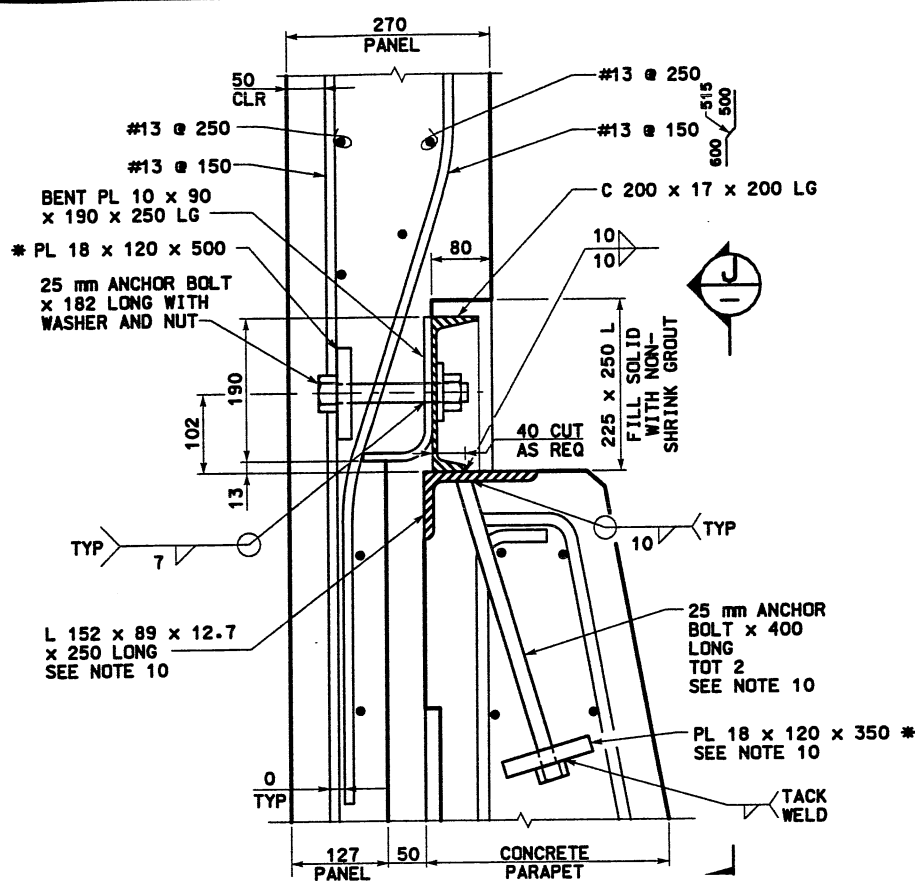


WASATCH CONSTRUCTORS
 JUN 10 1998
 RELEASED FOR CONSTRUCTION

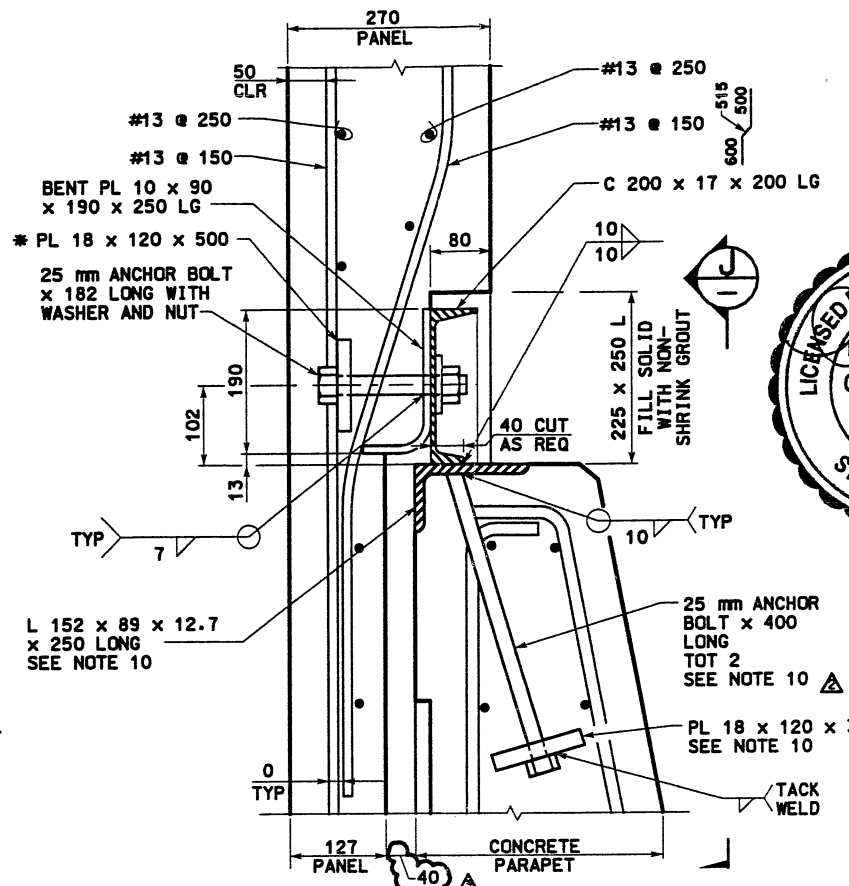
NOTES

- JOINTS IN COPING SHALL BE 25 mm PREFORMED JOINT FILLER FOR FIXED ABUTMENTS AND 12 mm FOR EXPANSION ABUTMENTS.
- 600 mm TYP FOR END OF APPROACH SLAB TYPE A & B.
- MSE WALL TYPES ARE SHOWN THUS: ONE STAGE (I), TWO STAGE (II).
- FOR APPROACH SLAB TYPE A & B SECTIONS, SEE SHEET CS-224, AND FOR TYPE C & D SECTIONS, SEE SHEET CS-227.
- FOR TRANSITION ELEMENT DETAILS SEE SHEETS CS-245, CS-247.
- ONE STAGE (I) SHOWN. FOR TWO STAGE (II) SEE CS-54.
- JOINTS IN COPING SHALL BE 12 mm PREFORMED JOINT FILLER OR OTHERWISE NOTED.
- JOINTS IN COPING WHERE ATTACHED TO APPROACH SLAB SHOULD MATCH APPROACH SLAB JOINTS.
- FOR COPING DETAILS SEE SHEETS CS-49, CS-54.

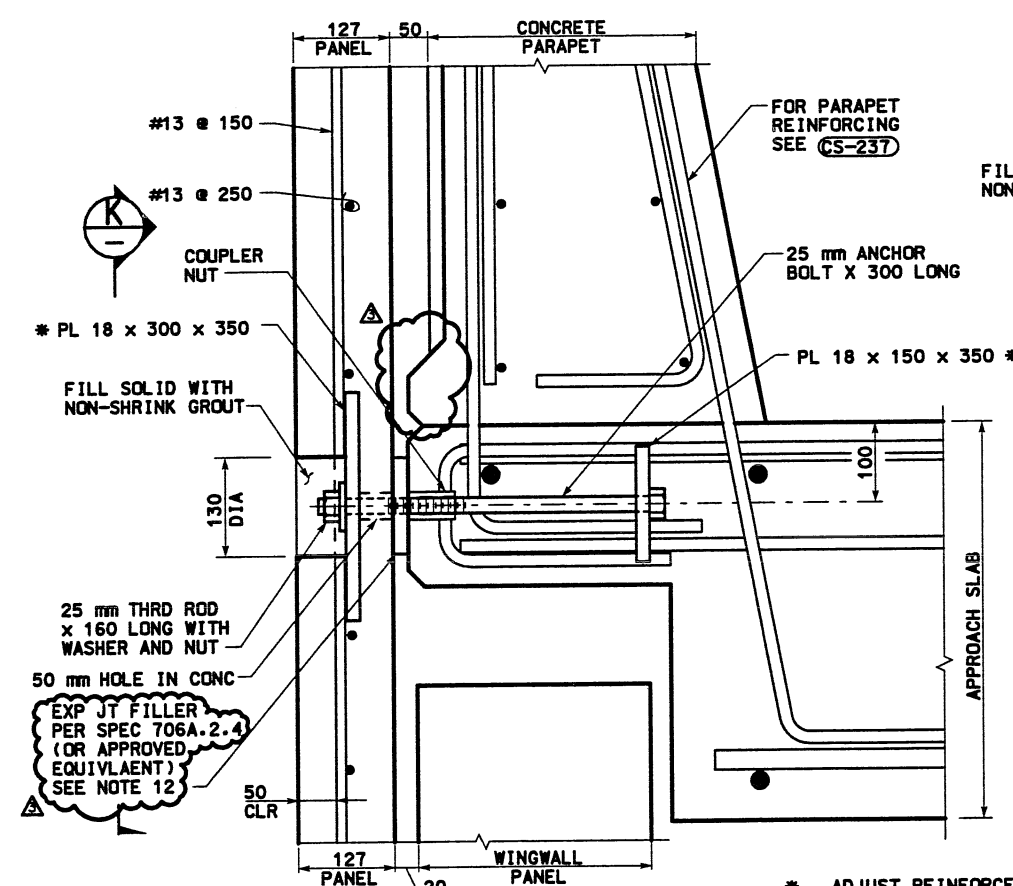
APPROVED FOR CONSTRUCTION		DESCRIPTION	INITIAL RELEASE		DATE		
			06/03/98		DATE		
NO.		DATE		TRAC NO.		2333000	
SVERDRUP/DE LEUW		DESIGN	CHECK	DESIGN	CHECK	DESIGN	CHECK
UTAH DEPARTMENT OF TRANSPORTATION		DATE	DATE	DATE	DATE	DATE	DATE
CORRIDOR STANDARD		TRANSITION DETAILS 1		PROJECT #SP-15-7(135)296		PROJECT NUMBER	
SALT LAKE COUNTY		DWG. NO. CS-246		SHT. OF		REF. PARTRANS 246	



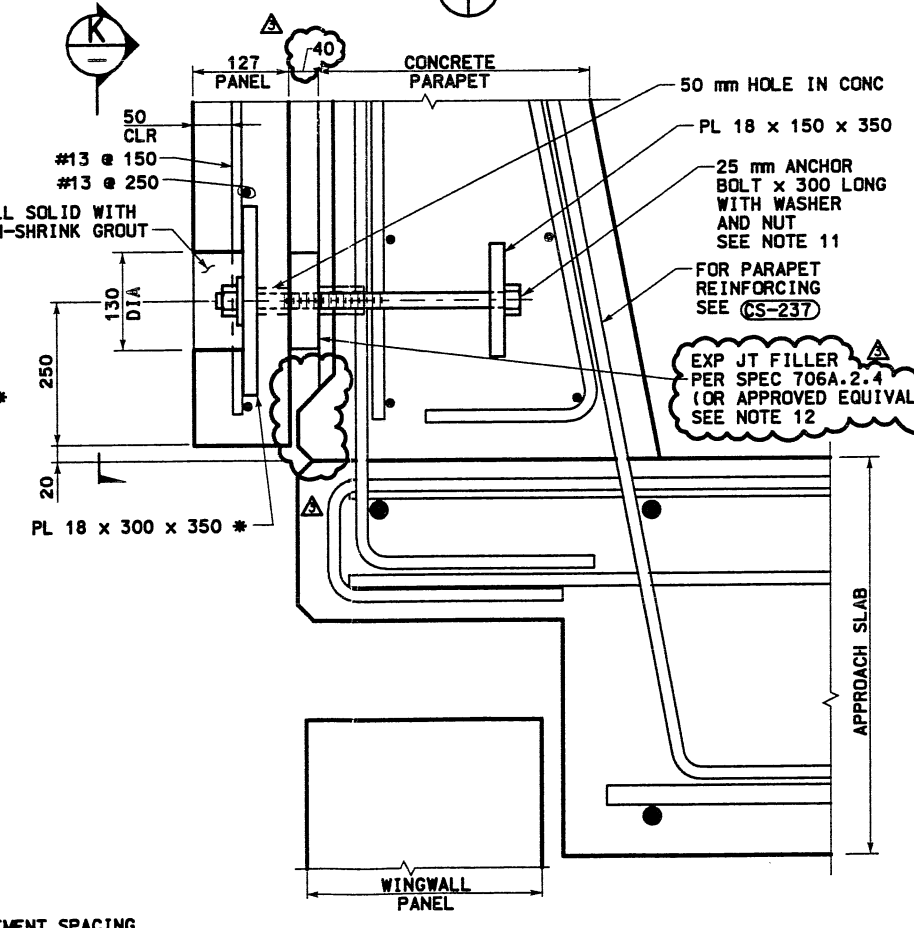
SECTION E



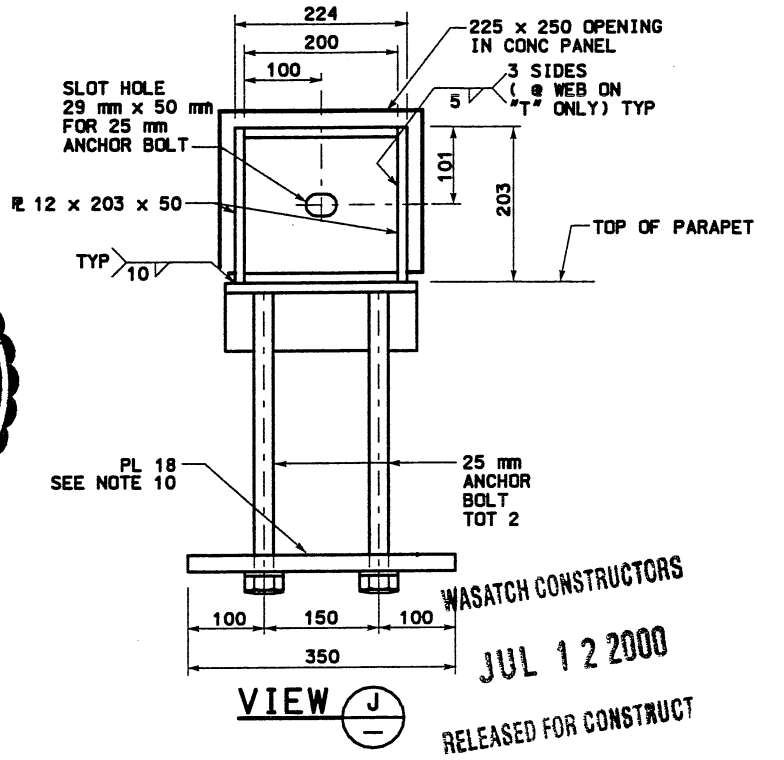
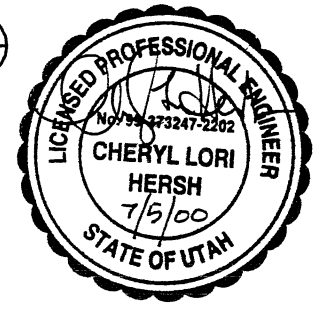
SECTION F



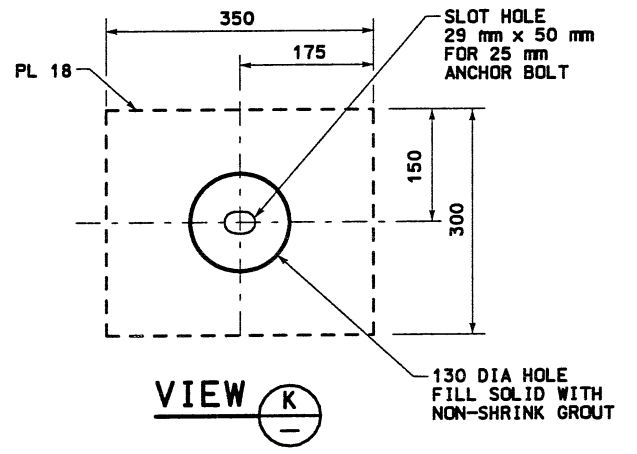
SECTION G



SECTION H



VIEW J



VIEW K

GENERAL NOTES

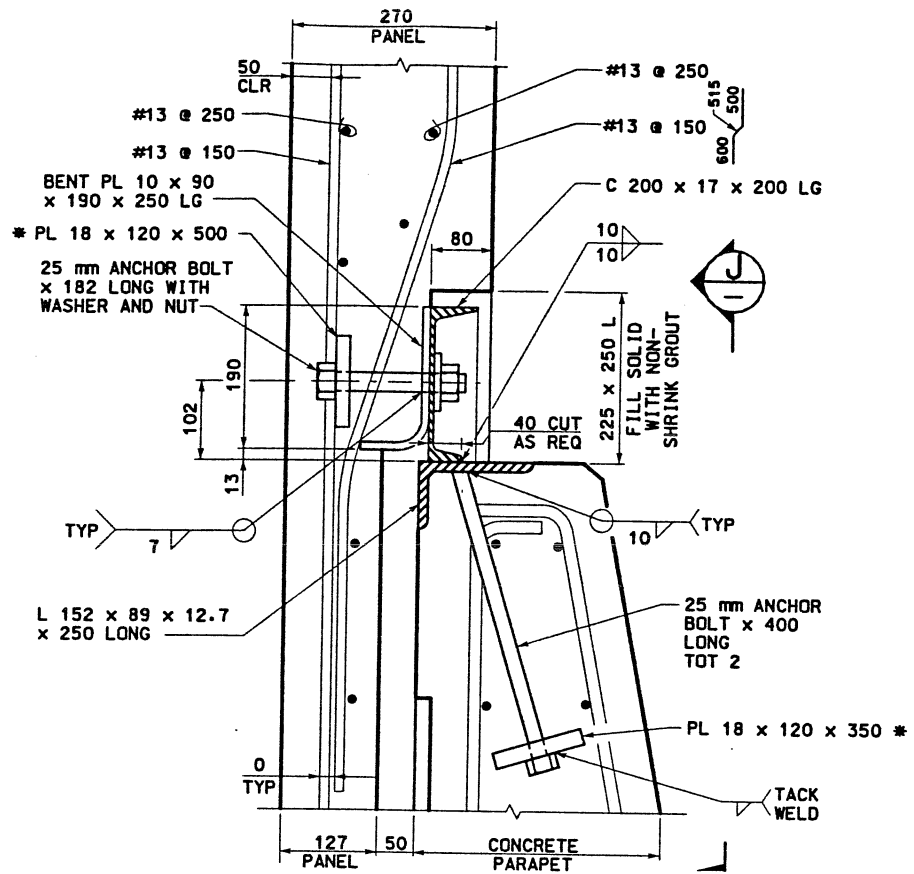
1. ALL ANCHOR BOLTS SHALL BE ASTM A-307.
2. PROVIDE 50 mm CONCRETE COVER TO REINFORCING STEEL EXCEPT WHERE SPECIFIED OTHERWISE.
3. PRECAST CONCRETE SHALL BE CLASS AA (AE), $f'c = 35 \text{ MPa}$ EXCEPT WHERE SPECIFIED OTHERWISE.
4. ALL DIMENSIONS SHOWN ARE IN MILLIMETERS UNLESS SPECIFIED OTHERWISE.
5. FOR DEFINITION AND LOCATION OF HINGE POINT SEE DWG CS-96.
6. FABRICATOR SHALL FIELD MEASURE LOCATION OF ANCHOR BOLTS BEFORE FABRICATING PANELS.
7. ALL REBAR SHALL CONFORM TO AASHTO M31 (ASTM-A-615) GRADE 420.
8. ANCHOR BOLTS AND HARDWARE SHALL BE GALVANIZED.
9. STRUCTURAL STEEL SHALL BE AASHTO M 270M GRADE 250 MINIMUM.
10. FOR NARROW PARAPET SECTIONS E AND F, ANCHOR BOLT LENGTH SHALL BE 450 mm. ANGLE SHALL BE L127 x 89 x 12.7 x 250 LONG AND ANCHOR PLATE SHALL BE 20 x 108 x 350mm.
11. FOR NARROW PARAPET SECTION H, BOLT LENGTH SHALL BE 200 mm. PROVIDE SIX (6) BOLTS SPACED AT 645 mm.
12. EXP JT FILLER SHALL HAVE PLAN DIMENSIONS OF 150 mm x 400 mm. HOLES FOR ANCHOR BOLTS SHALL BE DRILLED PRIOR TO PLACEMENT. COMPRESSED THICKNESS SHALL BE APPROXIMATELY 20 mm FOR SECTION G AND 40 mm FOR SECTION H BUT SHALL BE ESTABLISHED BASED ON FIELD CONDITIONS TO MAINTAIN PANELS IN PLUMB POSITION.

* ADJUST REINFORCEMENT SPACING IF NEEDED TO FIT PL
 ** FOR TRANSITION ELEMENT SEE CS-245, CS-246

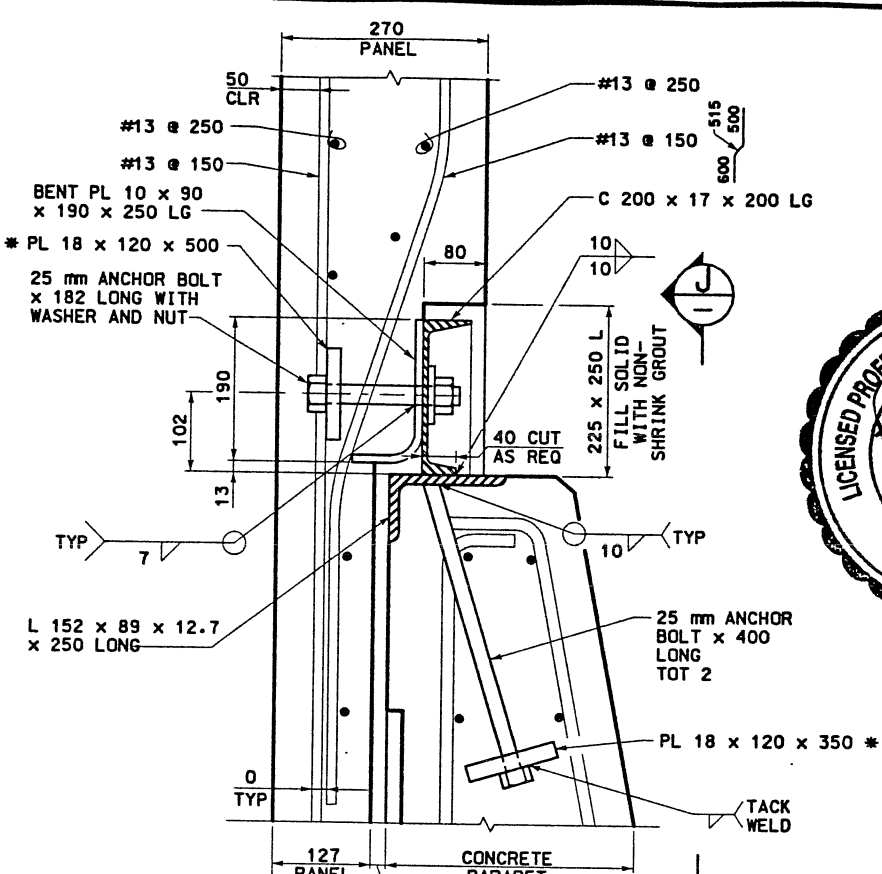
APPROVED FOR CONSTRUCTION		DESCRIPTION	
DATE	06/03/98	INITIAL RELEASE	
NO.	A	09/23/99	REVISIONS FOR NARROW PARAPET FDC 3-1091
	A	06/26/00	ADD FILLET AT BARRIER BASE FDC 3-1508
UTAH DEPARTMENT OF TRANSPORTATION			
SVERRUP/DE LEUW		DESIGN	AS 03/98
		DRAWN	ofm 03/98
		CHECK	
		DATE	
		PROJECT DESIGN ENGINEER	
		DATE	
		PROJECT MANAGER	
I-15 CORRIDOR RECONSTRUCTION		TRAC NO.	2333000
CORRIDOR STANDARD		DESIGN	AS 03/98
TRANSITION DETAILS 2		DRAWN	ofm 03/98
		CHECK	
		DATE	
		PROJECT DESIGN ENGINEER	
		DATE	
		PROJECT MANAGER	
SALT LAKE COUNTY		APPROVED	
DWG. NO. CS-247		PROJECT NUMBER	*SP-15-7(135)296
SHT. OF			
REF. TRANSDT02 247			

WASATCH CONSTRUCTORS
 JUL 12 2000
 RELEASED FOR CONSTRUCT

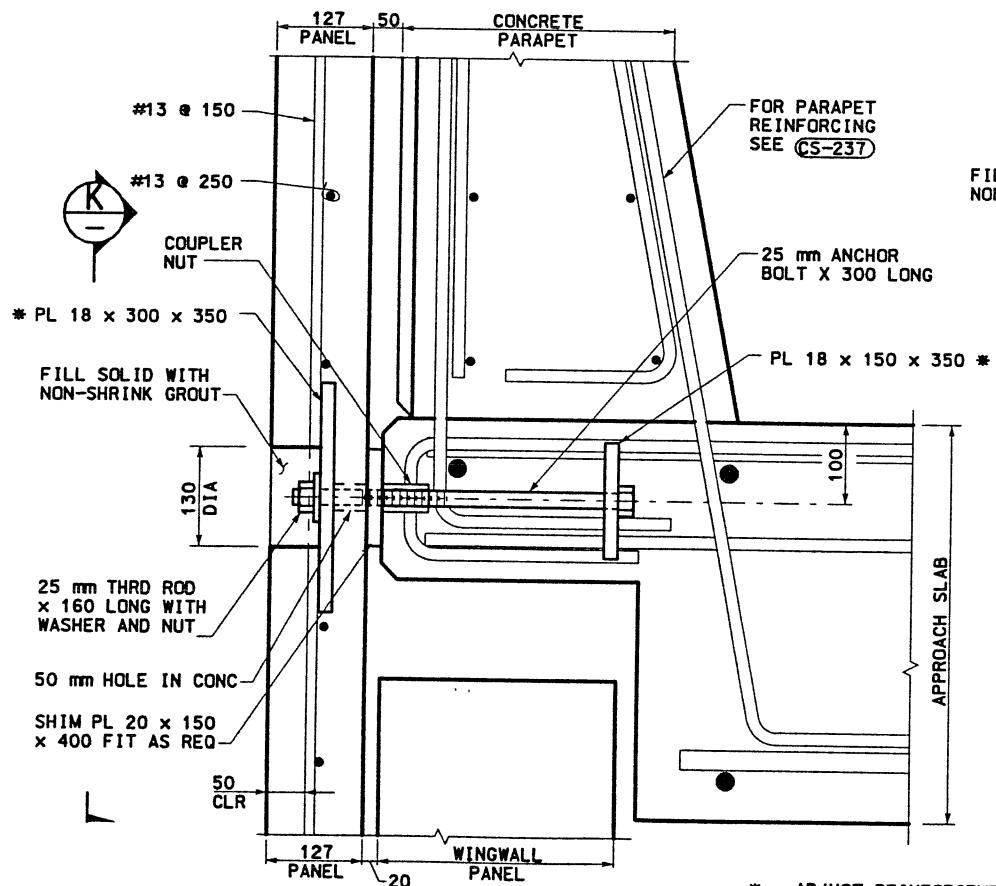
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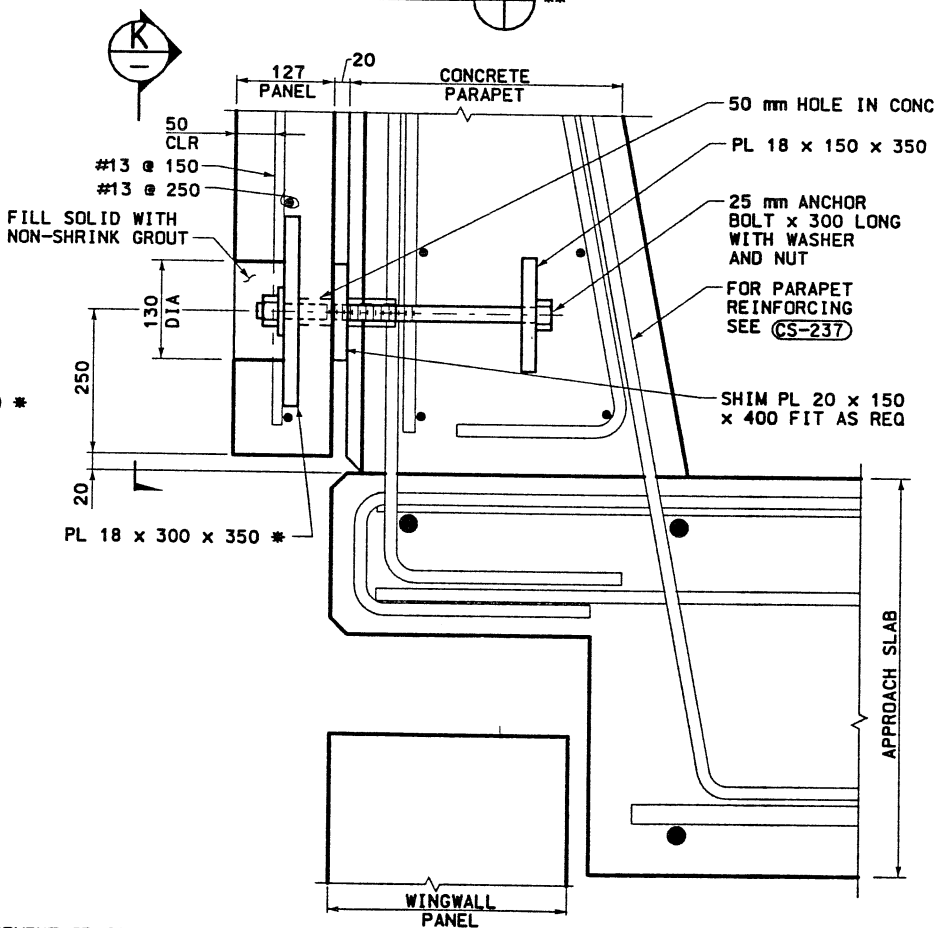
SECTION E



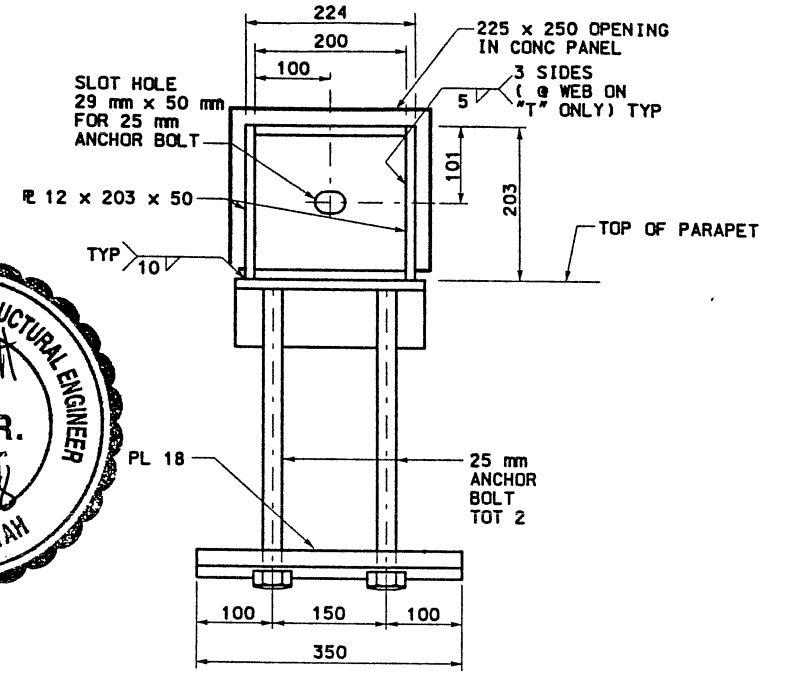
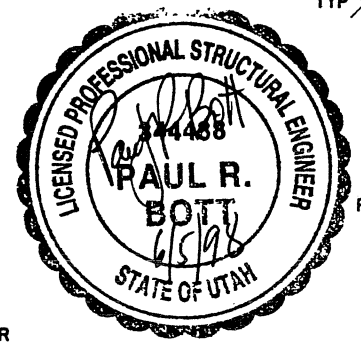
SECTION F



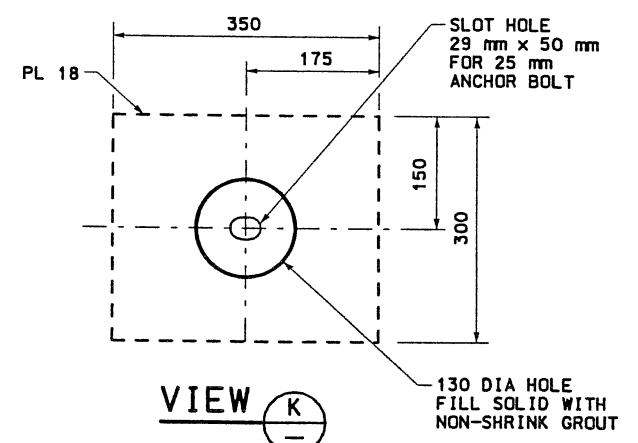
SECTION G



SECTION H



VIEW J



VIEW K

GENERAL NOTES

1. ALL ANCHOR BOLTS SHALL BE ASTM A-307.
2. PROVIDE 50 mm CONCRETE COVER TO REINFORCING STEEL EXCEPT WHERE SPECIFIED OTHERWISE.
3. PRECAST CONCRETE SHALL BE CLASS AA (AE), $f'c = 35 \text{ MPa}$ EXCEPT WHERE SPECIFIED OTHERWISE.
4. ALL DIMENSIONS SHOWN ARE IN MILLIMETERS UNLESS SPECIFIED OTHERWISE.
5. FOR DEFINITION AND LOCATION OF HINGE POINT SEE DWG CS-96.
6. FABRICATOR SHALL FIELD MEASURE LOCATION OF ANCHOR BOLTS BEFORE FABRICATING PANELS.
7. ALL REBAR SHALL CONFORM TO AASHTO M31 (ASTM-A-615) GRADE 420
8. ANCHOR BOLTS AND HARDWARE SHALL BE GALVANIZED.
9. STRUCTURAL STEEL SHALL BE AASHTO M 270M GRADE 250 MINIMUM.

WASATCH CONSTRUCTORS

JUN 10 1998

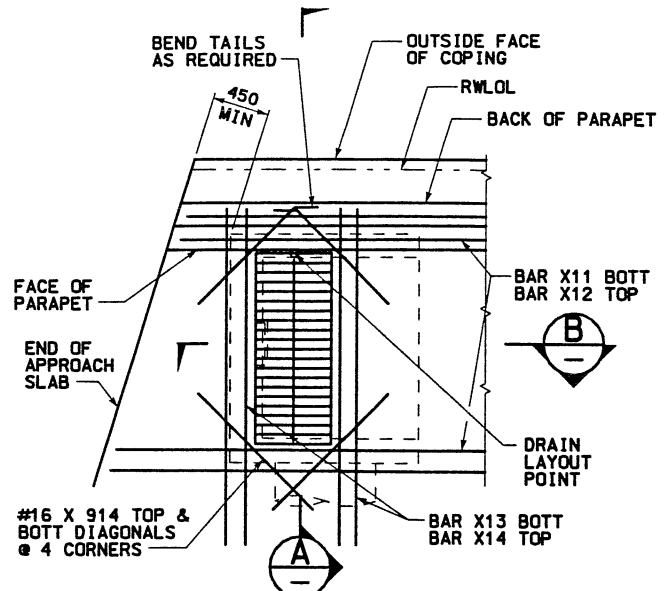
RELEASED FOR CONSTRUCTION

* ADJUST REINFORCEMENT SPACING IF NEEDED TO FIT PL
 ** FOR TRANSITION ELEMENT SEE CS-245, CS-246

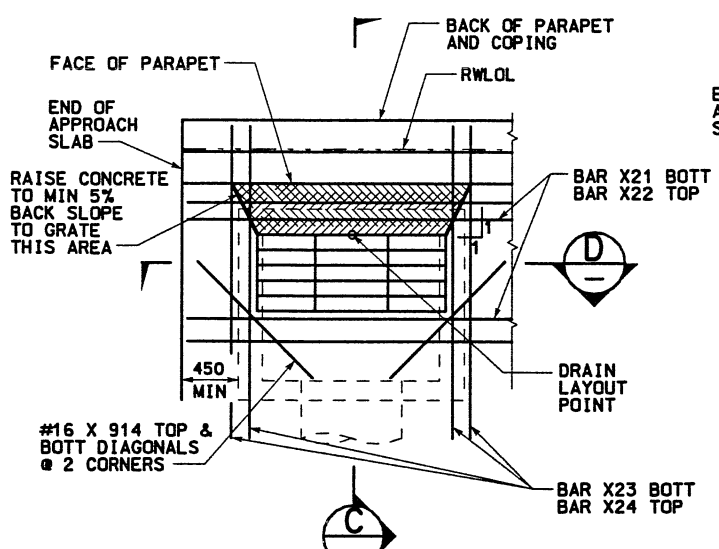
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		CHECK OFM	03/98
		CHECK	
DESIGN		DATE	03/98
DRAWN		DATE	03/98
QUANT.		DATE	03/98
PROJECT MANAGER		DATE	03/98
I-15 CORRIDOR RECONSTRUCTION		CORRIDOR STANDARD	
CORRIDOR STANDARD		TRANSITION DETAILS 2	
PROJECT NUMBER		*SP-15-7(135)296	
SALT LAKE COUNTY		DWG. NO. CS-247	
SHT. _____ OF _____		REF. TRANSDET02 247	

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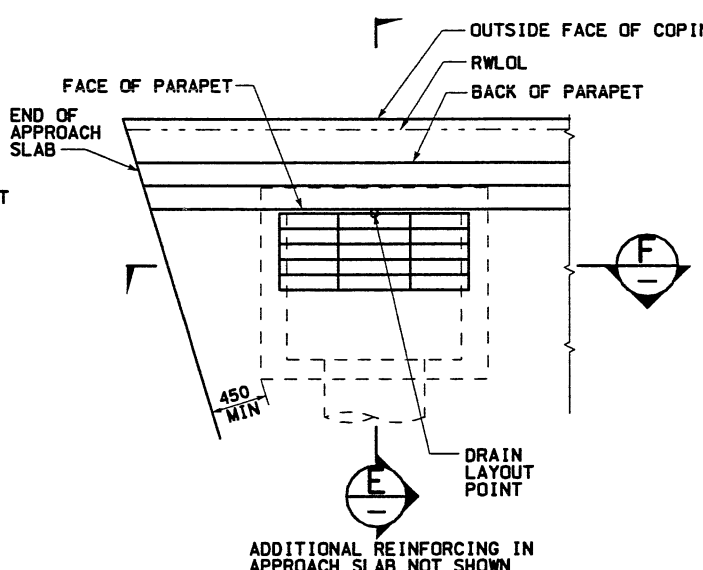
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TYPICAL PLAN
(TYPE III-A)



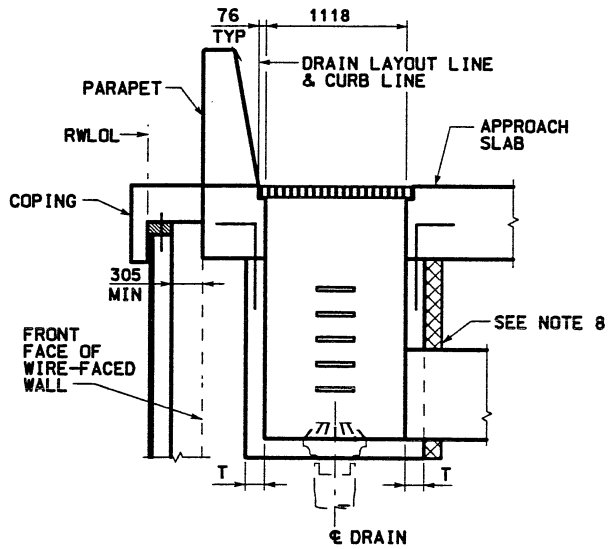
TYPICAL PLAN
(TYPE III-B)



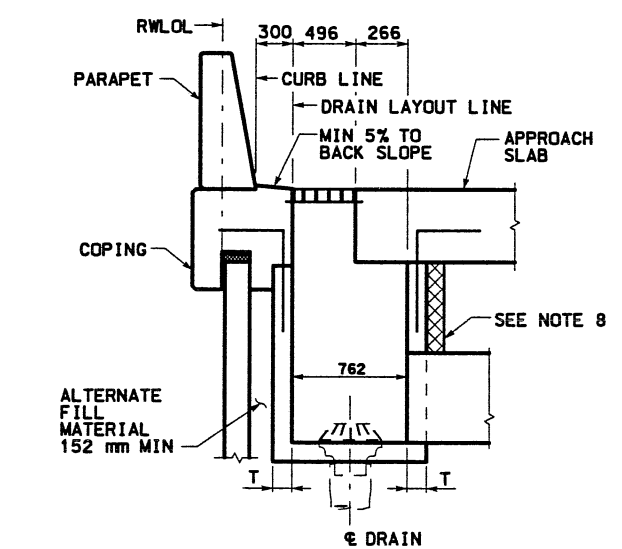
TYPICAL PLAN
(TYPE III-C)

NOTES

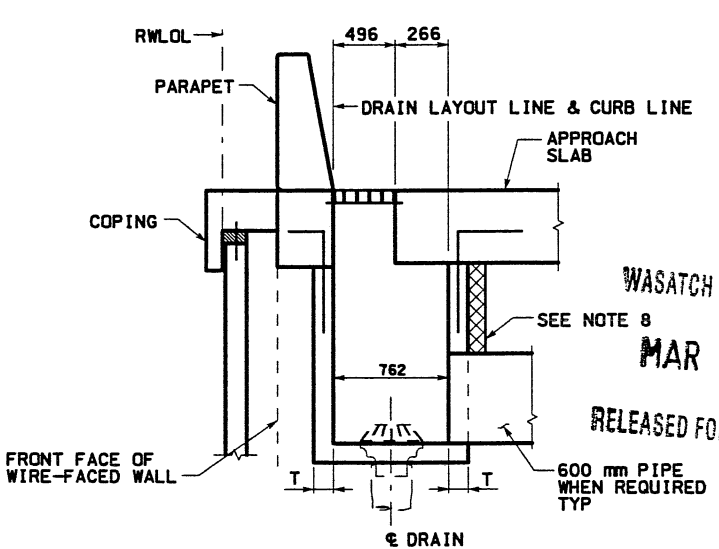
1. APPROACH SLAB THICKNESS VARIES FROM 375 mm FOR TYPE A & B TO 580 mm FOR TYPE C & D. ADJUST K DIMENSION ACCORDINGLY.
2. REFER TO DWG (CS-14), (CS-16), (CS-18), (CS-19), (CS-20) AND (CS-21) FOR REBAR, GRATE AND FRAME DIMENSIONS, AND OTHER DETAILS ASSOCIATED WITH RESPECTIVE DRAINS.
3. TYPICAL PLAN SHOWS VARYING APPROACH SLAB SKEWS. MAINTAIN 450 mm MIN DISTANCE FROM END OF APPROACH SLAB TO OUTER EDGE OF DRAINS.
4. FIELD CUT OR BEND APPROACH SLAB REINFORCING TO CLEAR APPROACH SLAB DRAINS.
5. SEE SITUATION & LAYOUT SHEETS FOR ACTUAL LOCATIONS OF DRAINS.
6. ALL DIMENSIONS SHOWN ARE IN mm UNLESS OTHERWISE NOTED.
7. ALL STRUCTURAL STEEL SHALL BE GALVANIZED AFTER FABRICATION.
8. PLACE 150 mm EXPANDED POLYSTYRENE IF APPROACH SLAB IS CONNECTED TO INTEGRAL ABUTMENTS.
9. CENTER ADDITIONAL REINFORCING IN APPROACH SLAB ABOUT THE DRAIN, TYP.
10. DRAIN LAYOUT POINT REFERENCE FOR FINISHED CENTER OF GRATE ADJACENT TO PARAPET. SEE BRIDGE PLANS FOR STATION, OFFSET AND ELEVATION OF DRAIN LAYOUT POINT.
11. MANHOLE STEPS SHALL BE EQUALLY SPACED. SEE UDOT STD DWG V-1706 (MAX SPACING 406 mm C-C).
12. EXCEPT AS NOTED, FINISH GRADE AND FRAME SHALL MATCH ROADWAY PROFILE AND CROSS-SLOPE.



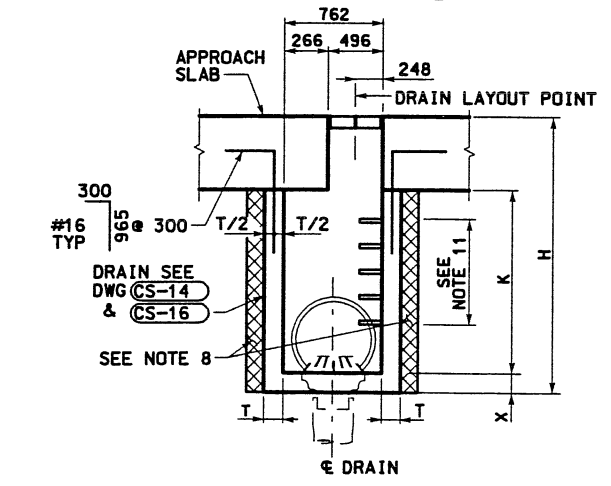
SECTION A
SEE NOTE 2



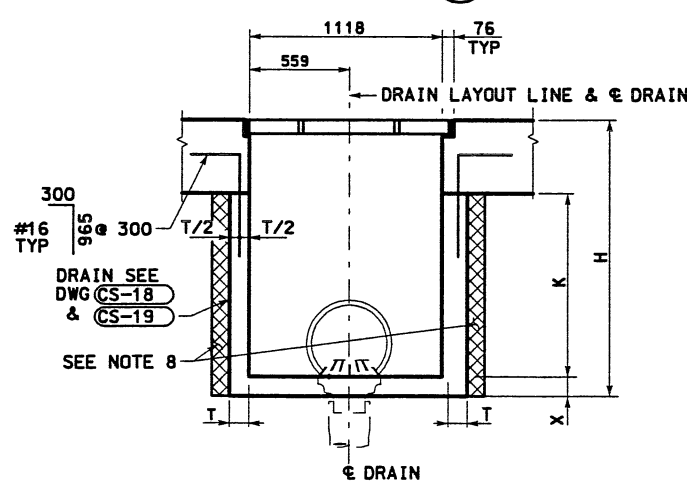
SECTION C
SEE NOTE 2



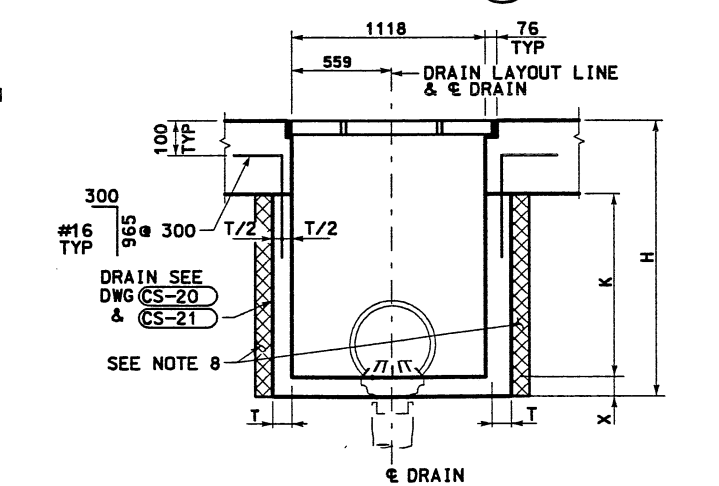
SECTION E
SEE NOTE 2



SECTION B
SEE NOTE 2

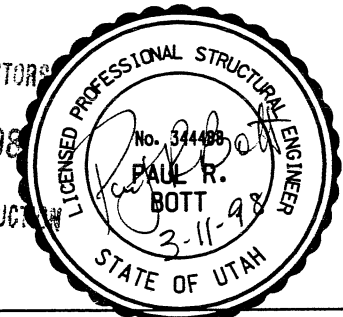


SECTION D
SEE NOTE 2



SECTION F
SEE NOTE 2

WASATCH CONSTRUCTORS
MAR 18 1998
RELEASED FOR CONSTRUCTION



ADDITIONAL REINF IN APPROACH SLAB

APPROACH SLAB TYPE	BAR X11	BAR X12	BAR X13	BAR X14
A	#25 X 3505 TOT 3	#16 X 1752 TOT 3	#16 X 2261 TOT 2	#16 2261 TOT 2
B	#25 X 3505 TOT 3	#16 X 1752 TOT 3	#16 X 2261 TOT 2	#16 2261 TOT 2
C	#32 X 5308 TOT 5	#25 X 2971 TOT 3	#25 X 2870 TOT 2	#25 2870 TOT 2
D	#32 X 5308 TOT 5	#25 X 2971 TOT 3	#25 X 2870 TOT 2	#25 2870 TOT 2

ADDITIONAL REINF IN APPROACH SLAB

APPROACH SLAB TYPE	BAR X21	BAR X22	BAR X23	BAR X24
A	#25 X 4115 TOT 2	#16 X 2362 TOT 2	#16 X 1905 TOT 2	#16 1905 TOT 2
B	#25 X 4115 TOT 2	#16 X 2362 TOT 2	#16 X 1905 TOT 2	#16 1905 TOT 2
C	#32 X 5918 TOT 2	#25 X 3581 TOT 2	#25 X 2514 TOT 2	#25 2514 TOT 2
D	#32 X 5918 TOT 2	#25 X 3581 TOT 2	#25 X 2514 TOT 2	#25 2514 TOT 2

APPROVED FOR CONSTRUCTION

UTAH DEPARTMENT OF TRANSPORTATION

SVERRUP/DE LEUW

DESIGN CHECK DATE: 03/11/98

DRAWN TRK DATE: 01/98

QUANT. CHECK

PROJECT DESIGN ENGINEER

PROJECT MANAGER

TRAC NO. 2333000

1-15 CORRIDOR RECONSTRUCTION

CORRIDOR STANDARD

APPROVAL RECORD

APPROVED DATE

DATE

APPROACH SLAB DRAIN TYPE III

PROJECT #SP-15-7(135)296

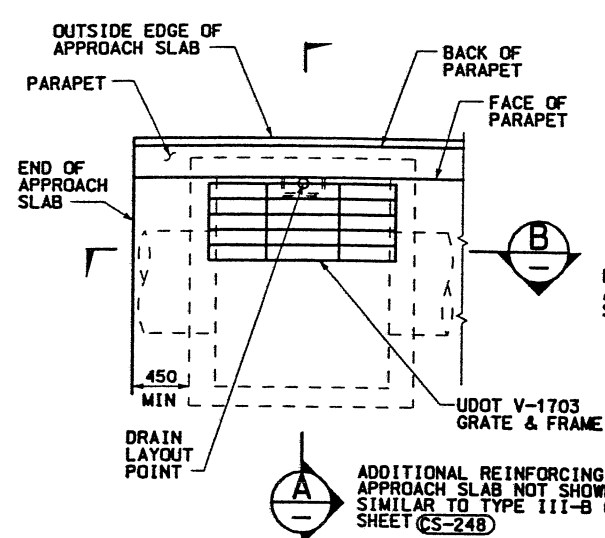
SALT LAKE COUNTY

DWG. NO. CS-248

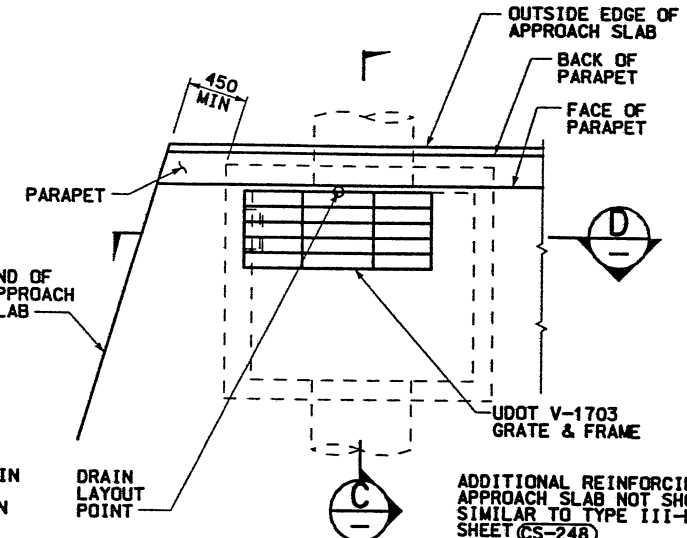
SHT. OF

REF. CBNEW02 248

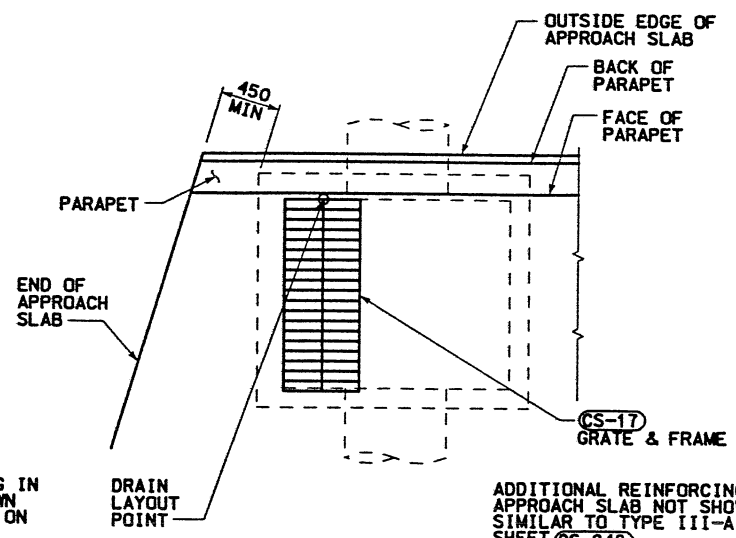
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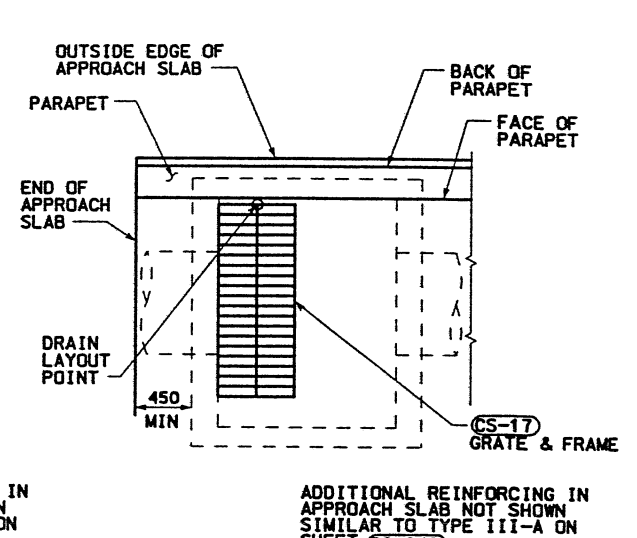
TYPICAL PLAN
(TYPE IV-A)



TYPICAL PLAN
(TYPE IV-B)



TYPICAL PLAN
(TYPE IV-C)
SEE NOTE 12



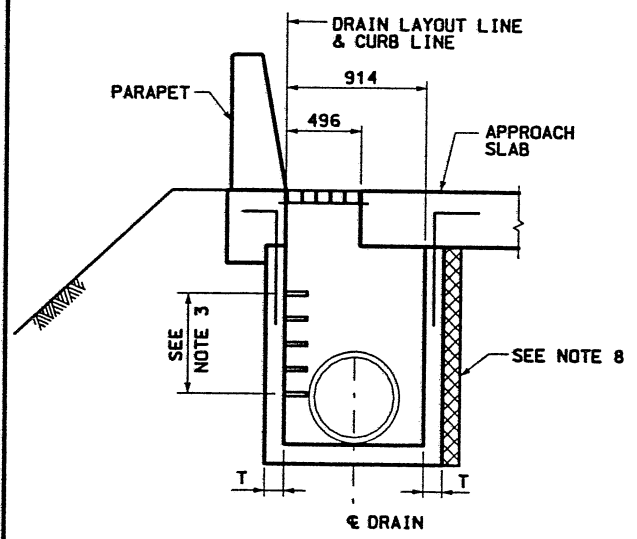
TYPICAL PLAN
(TYPE IV-D)
SEE NOTE 13

ADDITIONAL REINFORCING IN APPROACH SLAB NOT SHOWN SIMILAR TO TYPE III-B ON SHEET CS-248

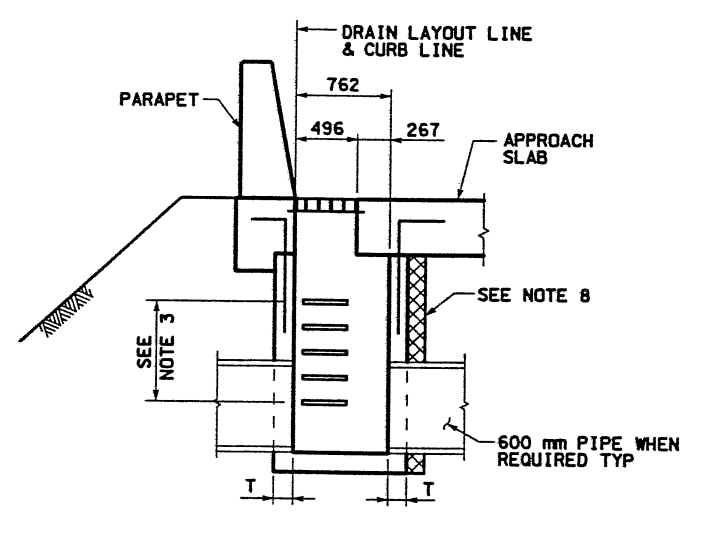
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ADDITIONAL REINFORCING IN APPROACH SLAB NOT SHOWN SIMILAR TO TYPE III-A ON SHEET CS-248

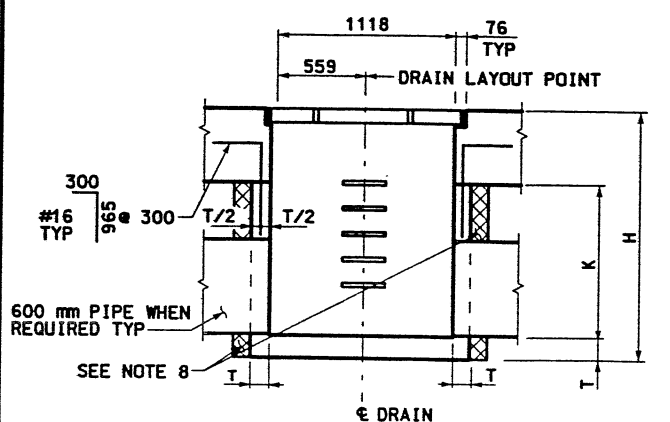
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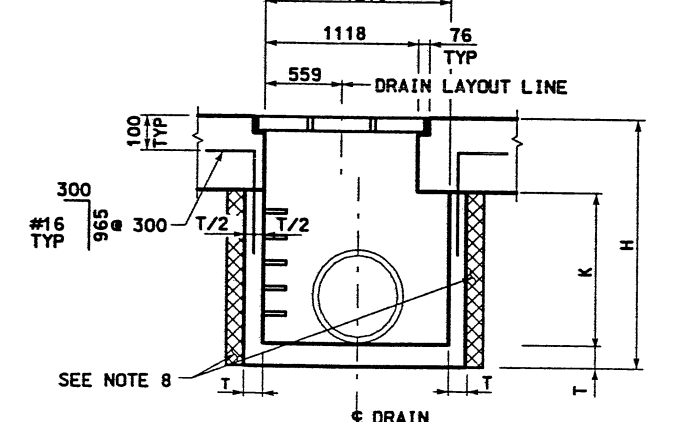
SECTION A
SEE NOTE 2



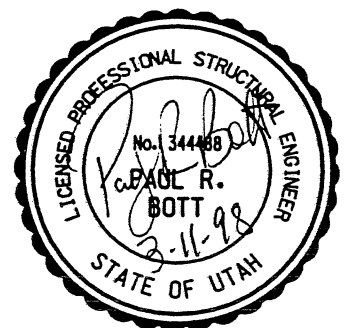
SECTION C
SEE NOTE 2



SECTION B
SEE NOTE 2



SECTION D
SEE NOTE 2



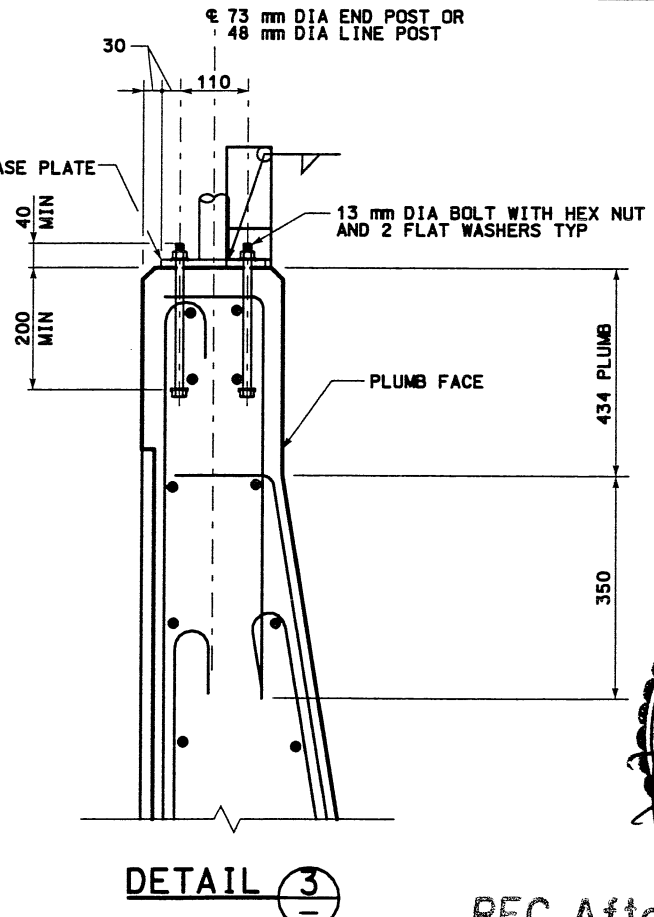
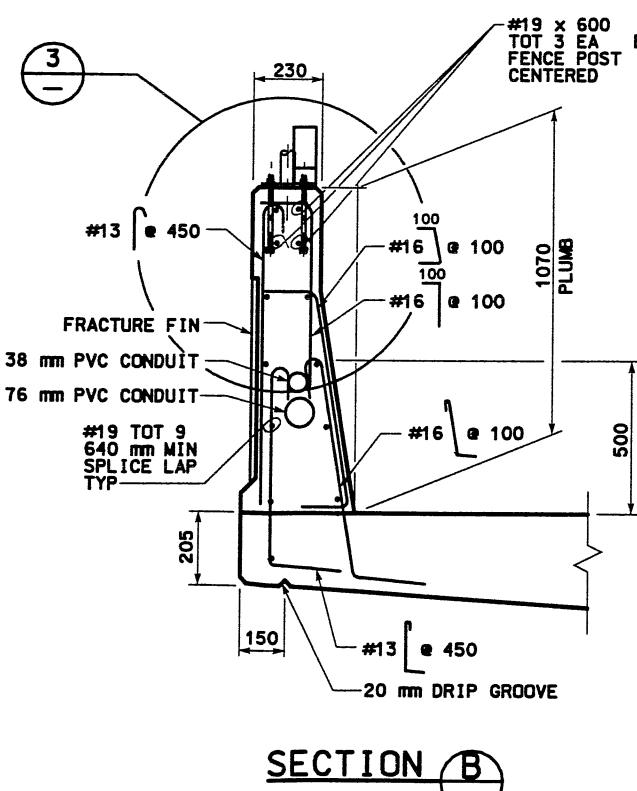
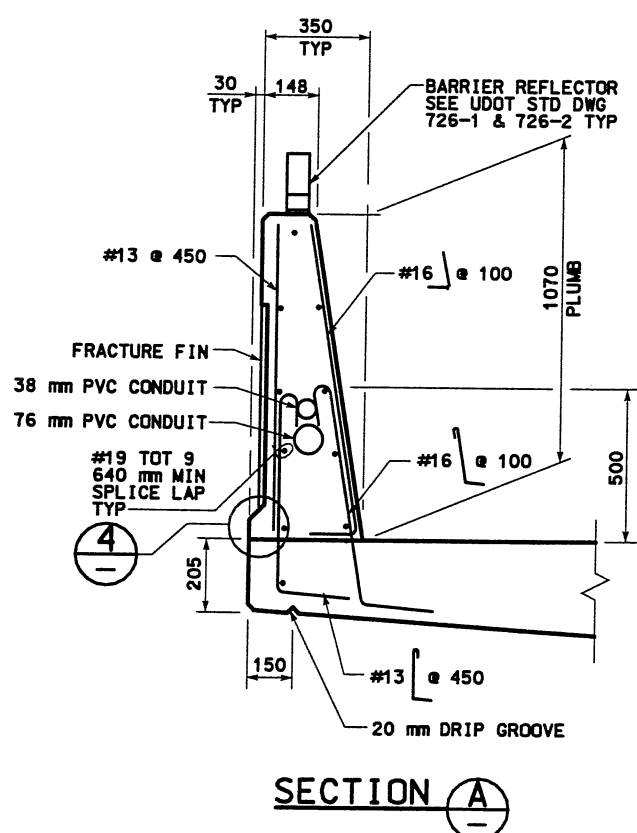
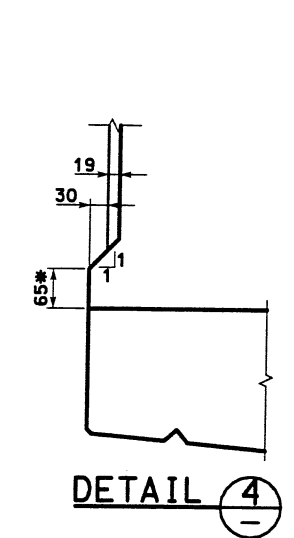
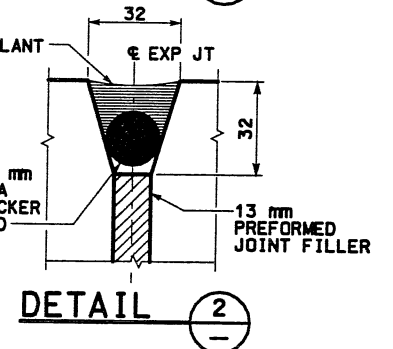
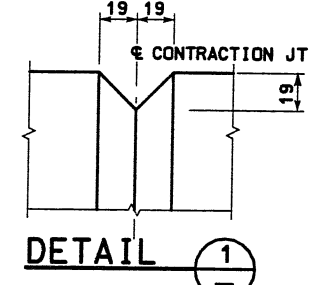
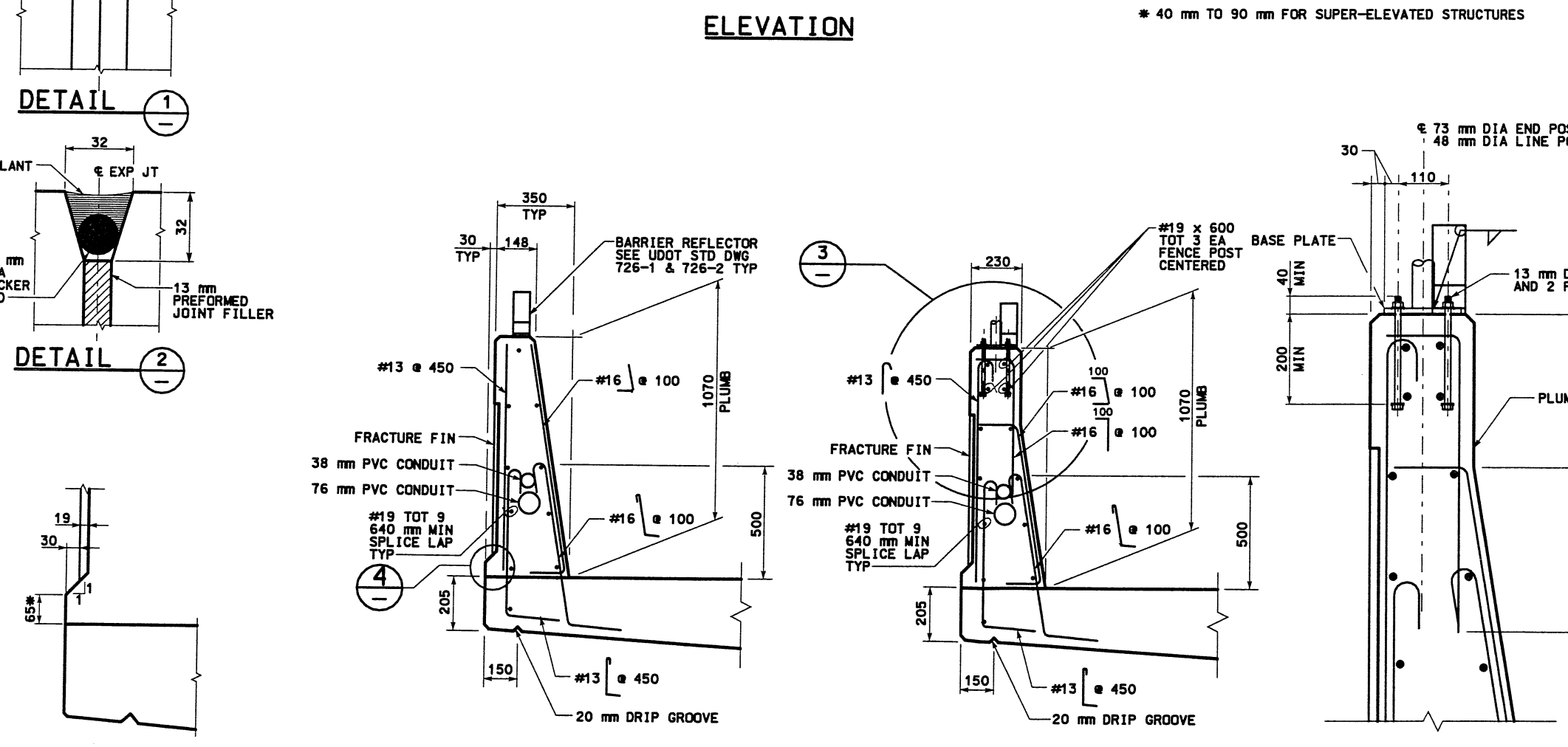
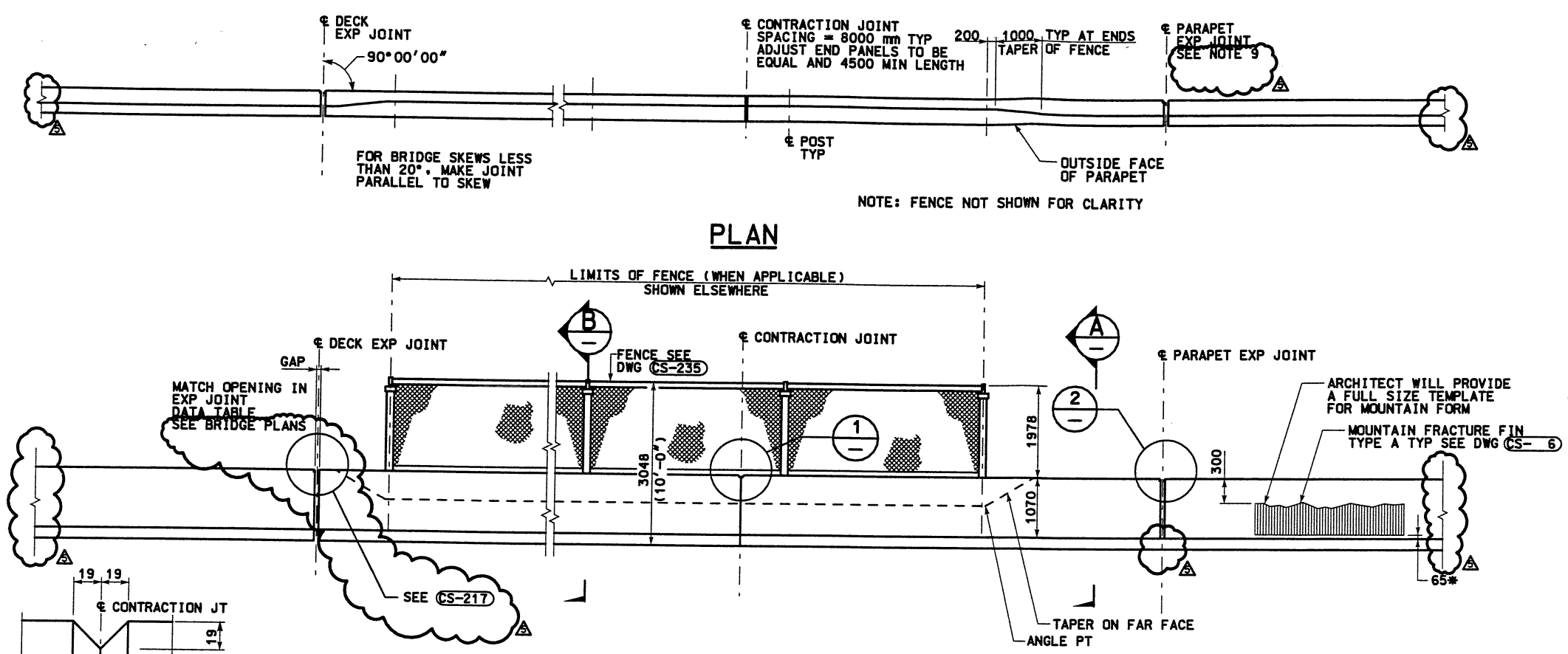
WASATCH CONSTRUCTORS
 MAR 18 1998
 RELEASED FOR CONSTRUCTION

NOTES

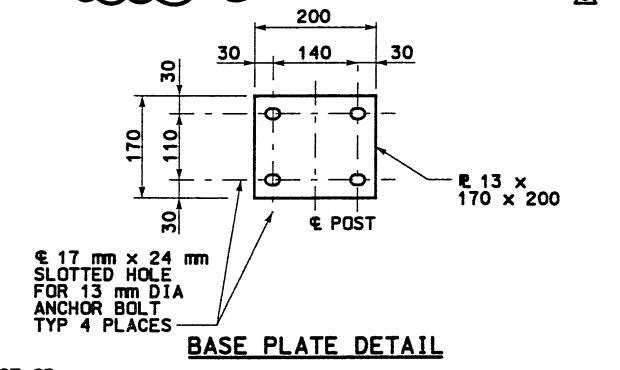
1. APPROACH SLAB THICKNESS VARIES FROM 375 mm FOR TYPE A & B TO 580 mm FOR TYPE C & D. ADJUST K DIMENSION ACCORDINGLY.
2. DRAIN STRUCTURE SHALL BE UDOT STD DWG V-1710, COLUMN "A" FOR TYPE IV-A AND V-1711, COLUMN "A" FOR TYPE IV-B. THE UDOT STD DWG V-1710 & V-1711 TOP SLAB SHALL BE REPLACED BY A GRATE SET IN THE APPROACH SLAB.
3. MANHOLE STEPS SHALL BE EQUALLY SPACED, SEE UDOT STD DWG V-1706 (MAX SPACING 406 mm C-C).
4. FIELD CUT OR BEND APPROACH SLAB REINFORCING TO CLEAR APPROACH SLAB DRAINS.
5. SEE SITUATION & LAYOUT SHEETS FOR ACTUAL LOCATIONS OF DRAINS.
6. ALL DIMENSIONS SHOWN ARE IN mm UNLESS OTHERWISE NOTED.
7. ALL STRUCTURAL STEEL SHALL BE GALVANIZED AFTER FABRICATION.
8. PLACE 150 mm EXPANDED POLYSTYRENE IF APPROACH SLAB IS CONNECTED TO INTEGRAL ABUTMENTS.
9. TYPICAL PLAN SHOWS VARYING APPROACH SLAB SKEWS. MAINTAIN 450 mm MIN DISTANCE FROM END OF APPROACH SLAB TO OUTER EDGE OF DRAINS.
10. CENTER ADDITIONAL REINFORCING IN APPROACH SLAB ABOUT THE DRAIN, TYP.
11. DRAIN LAYOUT POINT REFERENCE FOR FINISHED CENTER OF GRATE ADJACENT TO PARAPET. SEE BRIDGE PLANS FOR STATION, OFFSET AND ELEVATION OF DRAIN LAYOUT POINT.
12. SECTIONS A AND B FOR TYPE IV-A ARE SIMILAR TO SECTIONS FOR TYPE IV-C, EXCEPT GRATE AND FRAME ARE ROTATED 90°.
13. SECTIONS C AND D FOR TYPE IV-B ARE SIMILAR TO SECTIONS FOR TYPE IV-D, EXCEPT GRATE AND FRAME ARE ROTATED 90°.
14. EXCEPT AS NOTED, FINISH GRADE AND FRAME SHALL MATCH ROADWAY PROFILE AND CROSS-SLOPE.
15. FOR STORM DRAIN CONNECTION BEYOND THE BRIDGE FOOTPRINT SEE ROADWAY DRAINAGE PLANS.

APPROVED FOR CONSTRUCTION		
NO.	DESCRIPTION	
Δ	INITIAL RELEASE 1/22/98	
DATE	03/11/98	
UTAH DEPARTMENT OF TRANSPORTATION		
SVERDRUP/DE LEUW	TRAC NO. 2333000	
DESIGN	CHECK	CHECK
DATE	PROJECT DESIGN ENGINEER	CHECK
DATE	APPROVED	PROJECT MANAGER
I-15 CORRIDOR RECONSTRUCTION	CORRIDOR STANDARD	
CORRIDOR STANDARD	APPROACH SLAB DRAIN TYPE IV	
DWG. NO. CS-249	PROJECT #SP-15-7(135)296	
SALT LAKE COUNTY		
CS-249		
SHT. OF		
REF. CBNEW03 249		

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- NOTES**
- ALTERNATE ALL REINFORCING STEEL SPLICES.
 - PROVIDE 50 mm MIN COVER TO REINFORCING STEEL UNLESS NOTED OTHERWISE.
 - PLACE CONTRACTION JOINT ON SIDES AND TOP OF PARAPET.
 - EXTEND SEALANT AND FOAM BACKER ROD FROM DECK TO TOP OF PARAPET ON THE INSIDE PARAPET FACE, ACROSS TOP OF PARAPET, AND TO TOP OF FRACTURE FIN.
 - ADJUST REINFORCEMENT TO AVOID PRESTRESS ANCHORAGE.
 - OMIT FRACTURE FIN FINISH IF ADJACENT STRUCTURE PARAPET IS LESS THAN 2000 mm HORIZONTAL GAP AND LESS THAN 700 mm ELEVATION DIFFERENCE BETWEEN CURB LINES.
 - THE FENCE POST BASE PLATE AND ALL ASSOCIATED HARDWARE SHALL BE HOT-DIP GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH AASHTO M-111.
 - TERMINATE FRACTURE FIN FINISH AS SHOWN ON (CS-96).
 - PARAPET EXPANSION JOINTS SHALL BE LOCATED AT A MAXIMUM SPACING OF 30 METERS. AT INTEGRAL/OVERHANG TYPE ABUTMENTS LOCATE PARAPET EXPANSION JOINT AT CENTERLINE OF SAWCUT JOINT BETWEEN DECK AND APPROACH SLAB. WHERE BRIDGE DECK IS CONTINUOUS ACROSS A BENT, PLACE CENTERLINE OF PARAPET EXPANSION JOINT AT CENTERLINE OF BENT.

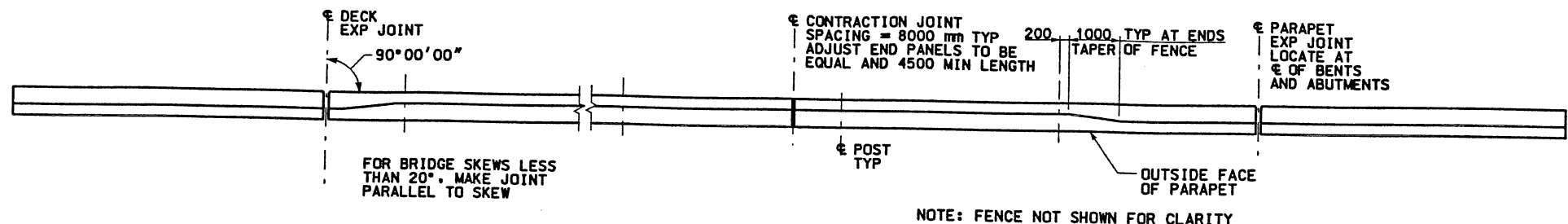


WASATCH CONSTRUCTORS
 MAR 08 2000
 RELEASED FOR CONSTRUCTION
 LICENSED PROFESSIONAL ENGINEER
 No. 98-352945-2202
 DOUGLAS J. LATTIN
 STATE OF UTAH

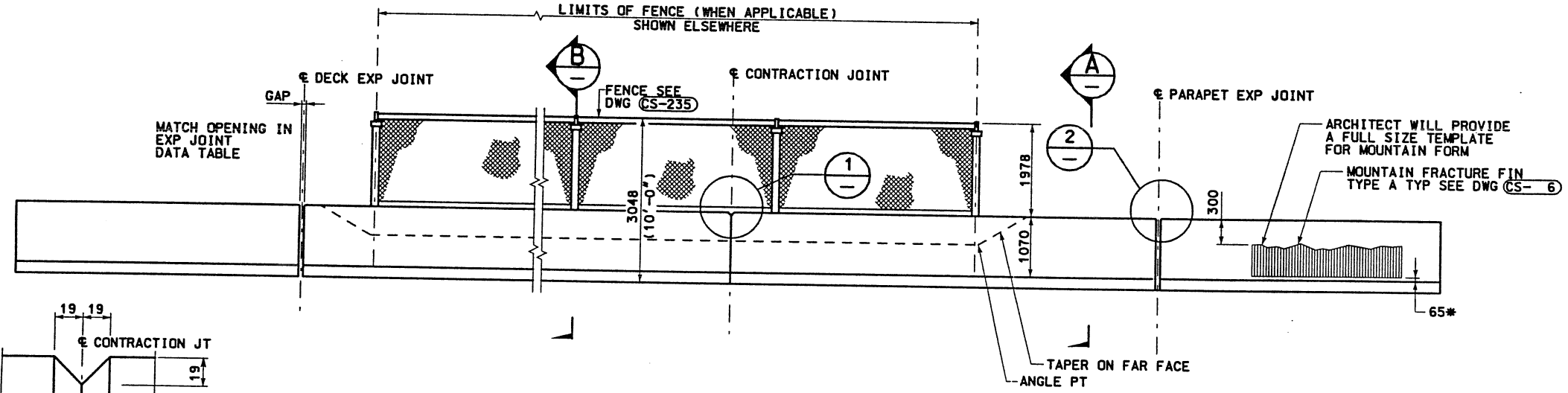
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NO.	DATE	REVISION	
1	08/21/98	CLARIFIED JT DETAILS FDC 7-0105	
2	12/10/99	GML	
UTAH DEPARTMENT OF TRANSPORTATION		SVERDRUP/DE LEUW	
DESIGN	CHECK	TRAC NO.	
SA 11/97	MAL 11/97	2333000	
DRAWN	CHECK	QUANT.	
RH 11/97	MAL 11/97		
PROJECT DESIGN ENGINEER	DATE	APPROVAL	RECOMM.
ABE KASHANI	9/15/98		
PROJECT DESIGN ENGINEER	DATE	APPROVED	DATE
DAVID W. KORPI	9/16/98		
PROJECT MANAGER	DATE		
CORRIDOR RECONSTRUCTION		CORRIDOR STANDARD	
NARROW CONC PARAPET RC DECK		PROJECT #SP-15-7(135)296	
SALT LAKE COUNTY		DWG. No. CS-250	
SHT. OF		REF. PANARR1 250	

RFC After Final Approval

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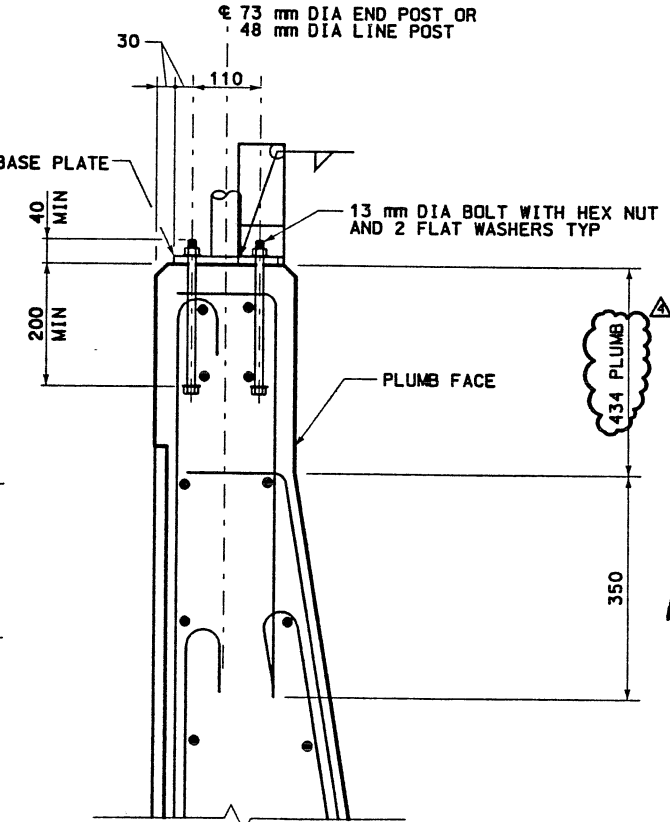
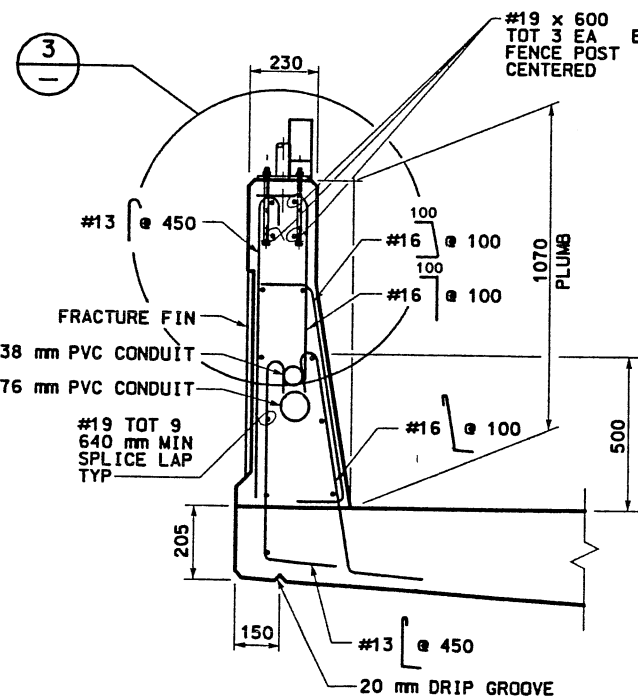
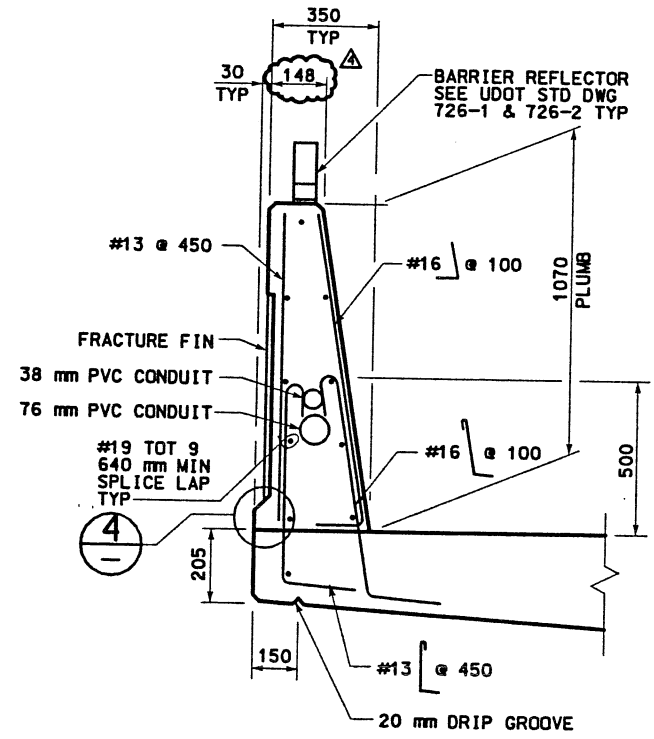
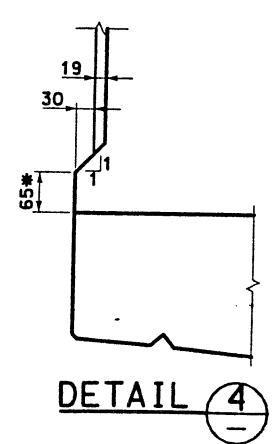
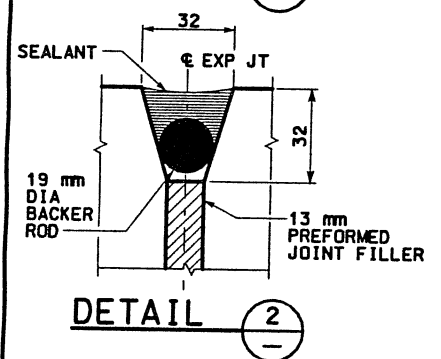
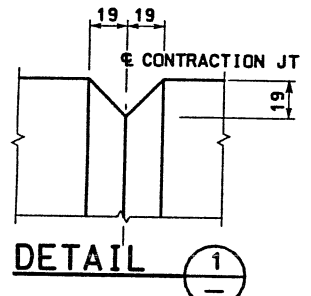
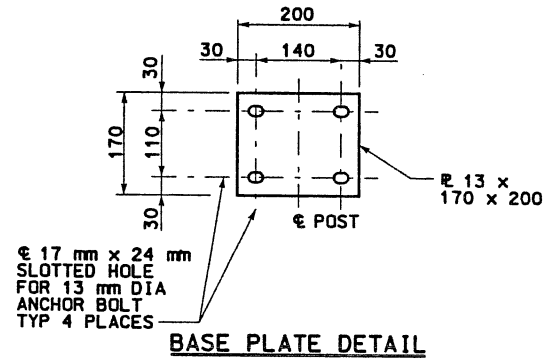
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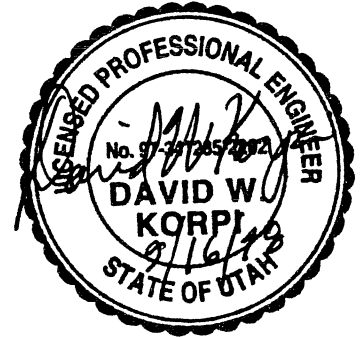
ELEVATION

NOTES

1. ALTERNATE ALL REINFORCING STEEL SPLICES.
2. PROVIDE 50 mm MIN COVER TO REINFORCING STEEL UNLESS NOTED OTHERWISE.
3. PLACE CONTRACTION JOINT ON SIDES AND TOP OF PARAPET.
4. EXTEND SEALANT AND FOAM BACKER ROD FROM DECK TO TOP OF PARAPET ON THE INSIDE PARAPET FACE, ACROSS TOP OF PARAPET, AND TO TOP OF FRACTURE FIN.
5. ADJUST REINFORCEMENT TO AVOID PRESTRESS ANCHORAGE.
6. OMIT FRACTURE FIN FINISH IF ADJACENT STRUCTURE PARAPET IS LESS THAN 2000 mm HORIZONTAL GAP AND LESS THAN 100 mm ELEVATION DIFFERENCE BETWEEN CURB LINES.
7. THE FENCE POST BASE PLATE AND ALL ASSOCIATED HARDWARE SHALL BE HOT-DIP GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH AASHTO M-111.
8. TERMINATE FRACTURE FIN FINISH AS SHOWN ON (CS-96).

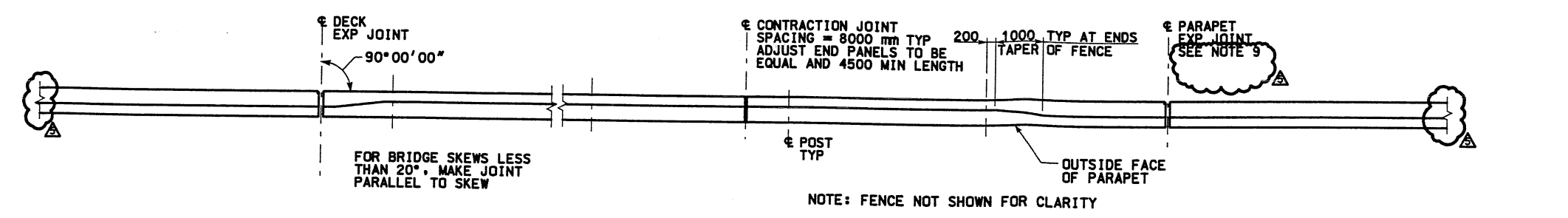


WASATCH CONSTRUCTORS
 SEP 17 1998
 RELEASED FOR CONSTRUCTION

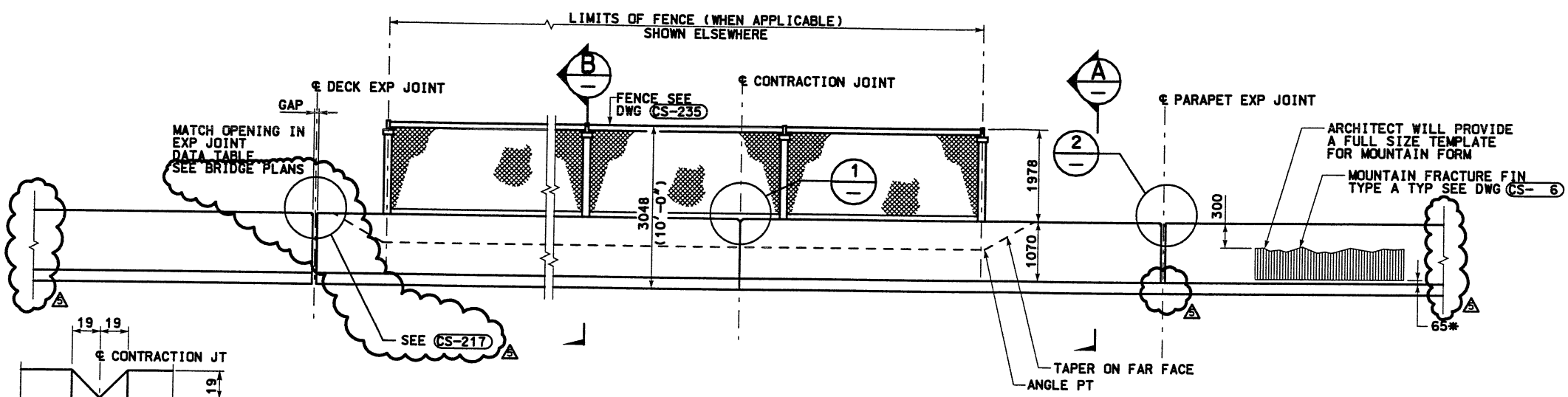


APPROVED FOR CONSTRUCTION		DESCRIPTION	
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ADDED REFLECTORS		ADDED PARAPET SMOOTH SURFACE AND DETAIL 4	
REVISED PARAPET INFORMATION		MODIFIED BARS	
08/21/98		08/21/98	
SVERDRUP/DE LEUW		TRAC NO. 2333000	
DESIGN SA 11/97		CHECK MAL 11/97	
PROJECT DESIGN ENGINEER		CHECK MAL 11/97	
DATE 9/15/98		CHECK MAL 11/97	
DRAWN BY David W. Korpi		CHECK	
DATE 9/16/98		PROJECT MANAGER	
DATE		DATE	
I-15 CORRIDOR RECONSTRUCTION		CORRIDOR STANDARD	
NARROW CONC PARAPET RC DECK		PROJECT #SP-15-7(135)296	
SALT LAKE COUNTY		NUMBER	
DWG. NO. CS-250		SHT. OF	
REF. PANARR1 250			

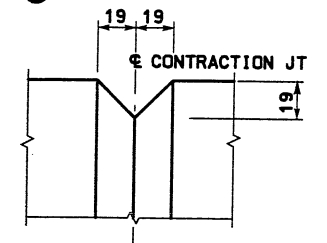
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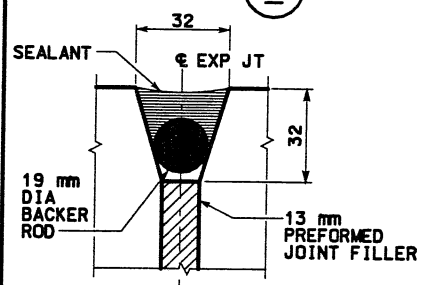
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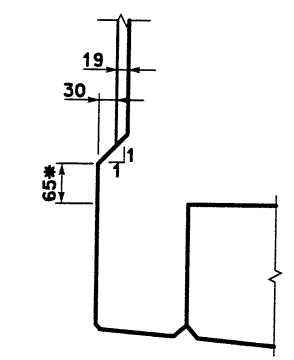
ELEVATION



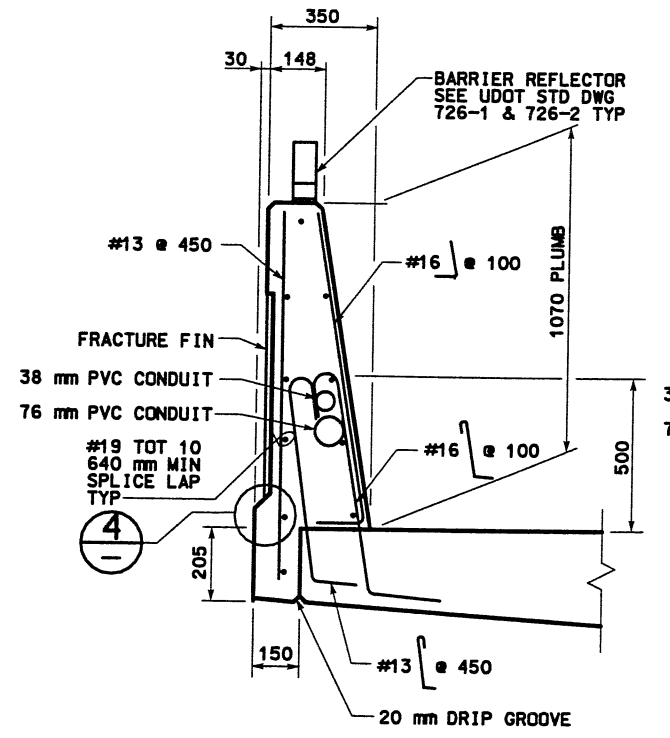
DETAIL 1



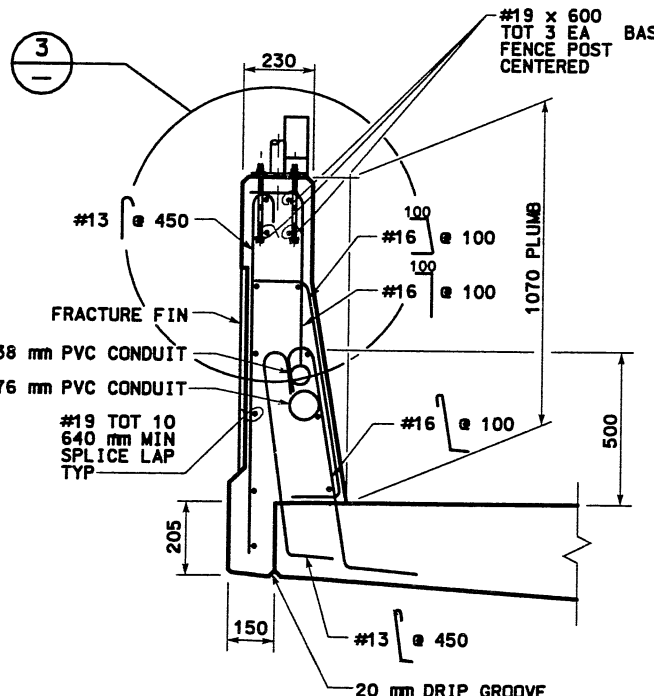
DETAIL 2



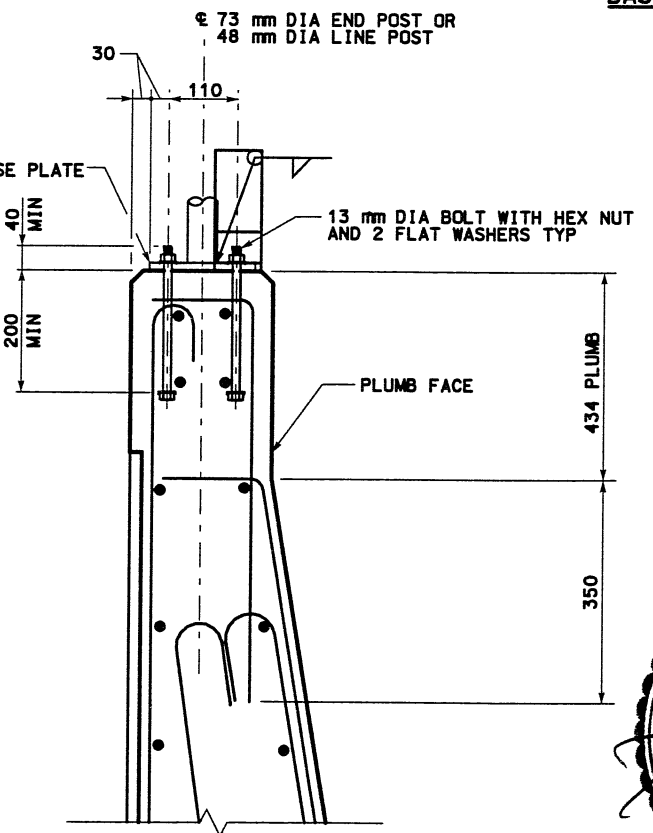
DETAIL 4



SECTION A



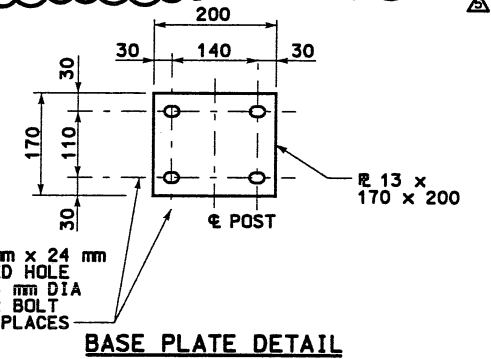
SECTION B



DETAIL 3

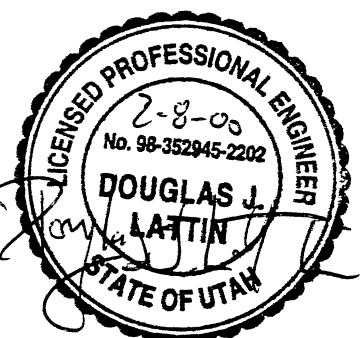
NOTES

- ALTERNATE ALL REINFORCING STEEL SPLICES.
- PROVIDE 50 mm MIN COVER TO REINFORCING STEEL UNLESS NOTED OTHERWISE.
- PLACE CONTRACTION JOINT ON SIDES AND TOP OF PARAPET.
- EXTEND SEALANT AND FOAM BACKER ROD FROM DECK TO TOP OF PARAPET ON THE INSIDE PARAPET FACE, ACROSS TOP OF PARAPET, AND TO TOP OF FRACTURE FIN.
- ADJUST REINFORCEMENT TO AVOID PRESTRESS ANCHORAGE.
- OMIT FRACTURE FIN FINISH IF ADJACENT STRUCTURE PARAPET IS LESS THAN 2000 mm HORIZONTAL GAP AND LESS THAN 700 mm ELEVATION DIFFERENCE BETWEEN CURB LINES.
- THE FENCE POST BASE PLATE AND ALL ASSOCIATED HARDWARE SHALL BE HOT-DIP GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH AASHTO M-111.
- TERMINATE FRACTURE FIN FINISH AS SHOWN ON (CS-96).
- PARAPET EXPANSION JOINTS SHALL BE LOCATED AT A MAXIMUM SPACING OF 30 METERS. AT INTEGRAL/OVERHANG TYPE ABUTMENTS LOCATE PARAPET EXPANSION JOINT AT CENTERLINE OF SAWCUT JOINT BETWEEN DECK AND APPROACH SLAB. WHERE BRIDGE DECK IS CONTINUOUS ACROSS A BENT, PLACE CENTERLINE OF PARAPET EXPANSION JOINT AT CENTERLINE OF BENT.



BASE PLATE DETAIL

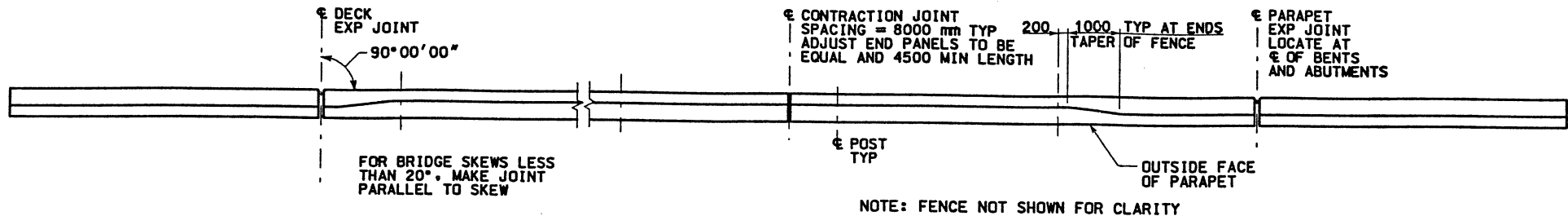
WASATCH CONSTRUCTORS
 MAR 08 2000
 RELEASED FOR CONSTRUCTION



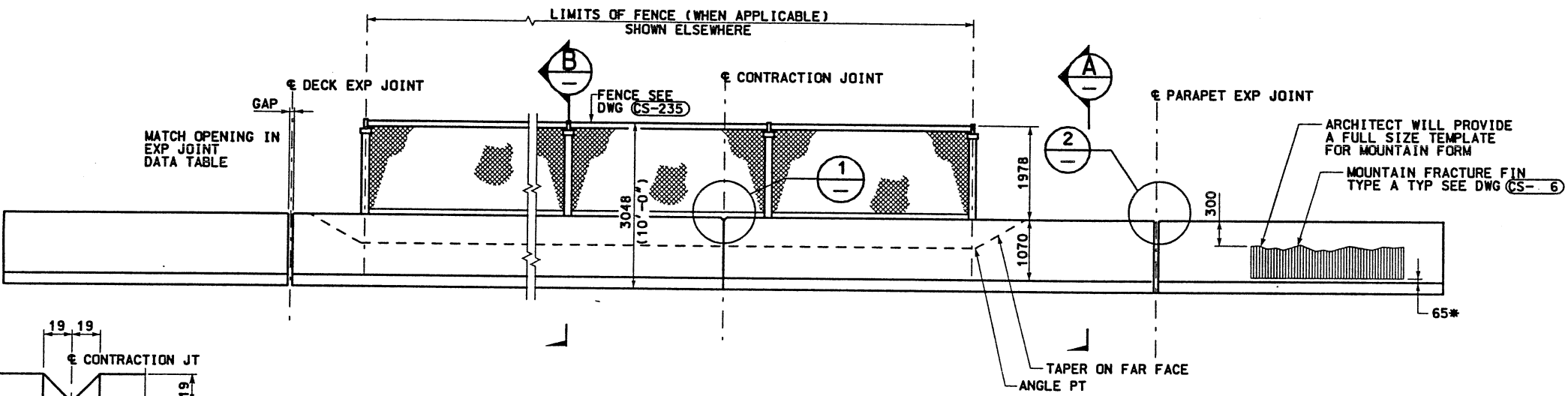
RFC After Final Approval

APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	ADDED	PARAPET SMOOTH SURFACE AND DETAIL 4
Δ	07/22/99	MODIFIED	BARS
Δ	08/21/99	REVISED	PARAPET INFORMATION
Δ	12/10/99	CLARIFIED	JT DETAILS FDC 7-0105
UTAH DEPARTMENT OF TRANSPORTATION		SVERDRUP/DE LEUIW	
TRAC NO.	DESIGN SA	CHECK MAL	11/97
2333000	11/97	CHECK MAL	11/97
	11/97	CHECK	
		CHECK	
		QUANT.	
CORRIDOR RECONSTRUCTION		CORRIDOR STANDARD	
NARROW CONC PARAPET PT DECK		PROJECT #SP-15-7(135)296	
SALT LAKE COUNTY		DWG. NO. CS-251	
SHT. OF		REF. PANARR 251	

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 Date: 21-AUG-1998
 Time: 10:00
 User name: tkzyzzone



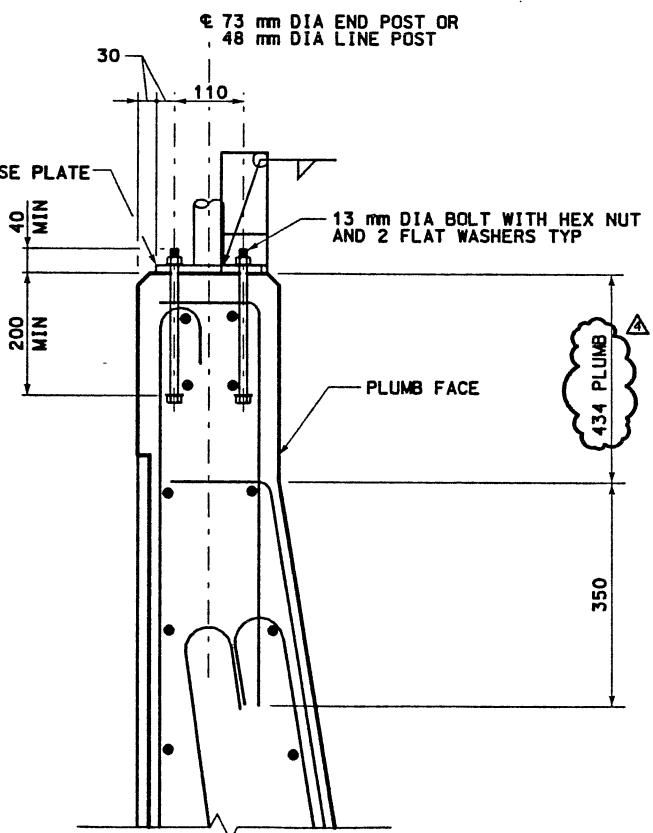
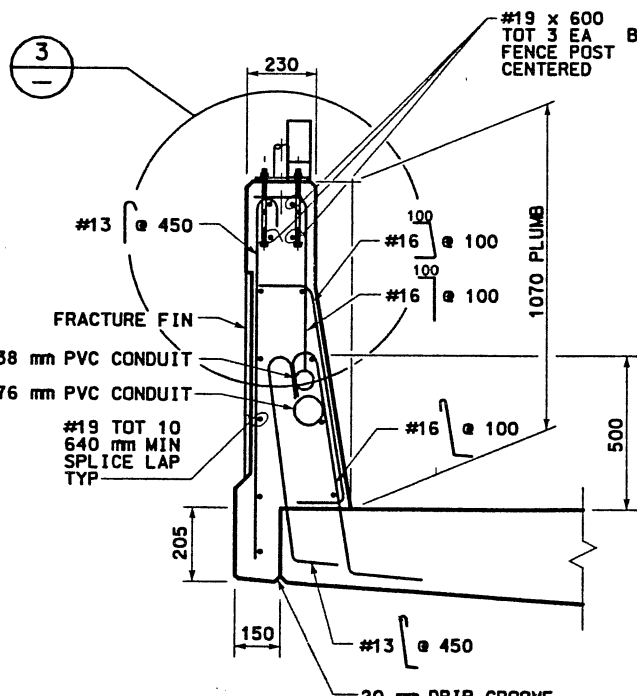
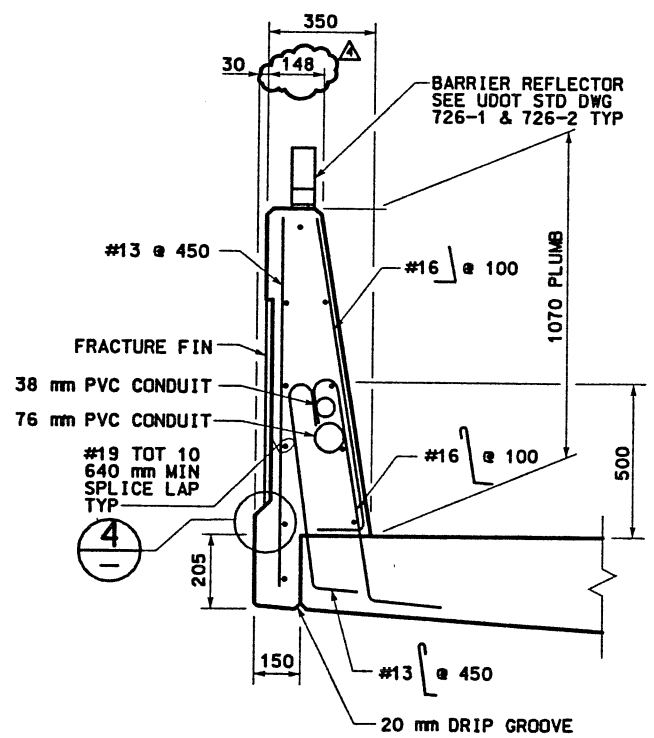
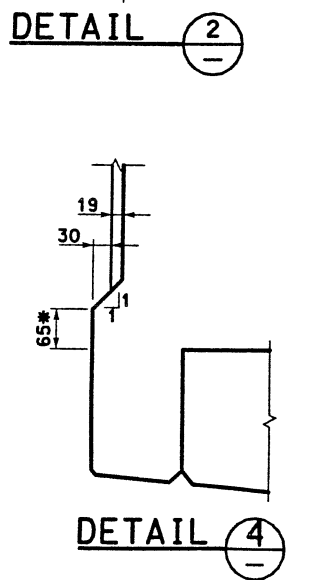
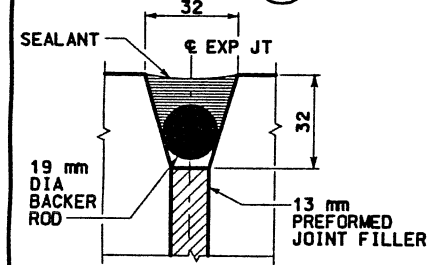
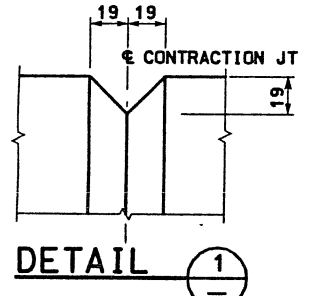
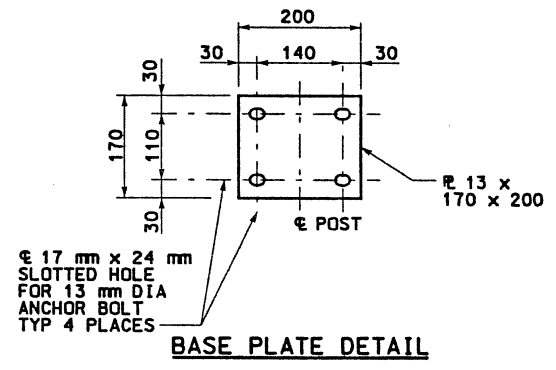
PLAN



ELEVATION

NOTES

1. ALTERNATE ALL REINFORCING STEEL SPLICES.
2. PROVIDE 50 mm MIN COVER TO REINFORCING STEEL UNLESS NOTED OTHERWISE.
3. PLACE CONTRACTION JOINT ON SIDES AND TOP OF PARAPET.
4. EXTEND SEALANT AND FOAM BACKER ROD FROM DECK TO TOP OF PARAPET ON THE INSIDE PARAPET FACE, ACROSS TOP OF PARAPET, AND TO TOP OF FRACTURE FIN.
5. ADJUST REINFORCEMENT TO AVOID PRESTRESS ANCHORAGE.
6. OMIT FRACTURE FIN FINISH IF ADJACENT STRUCTURE PARAPET IS LESS THAN 2000 mm HORIZONTAL GAP AND LESS THAN 700 mm ELEVATION DIFFERENCE BETWEEN CURB LINES.
7. THE FENCE POST BASE PLATE AND ALL ASSOCIATED HARDWARE SHALL BE HOT-DIP GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH AASHTO M-111.
8. TERMINATE FRACTURE FIN FINISH AS SHOWN ON (CS-96).



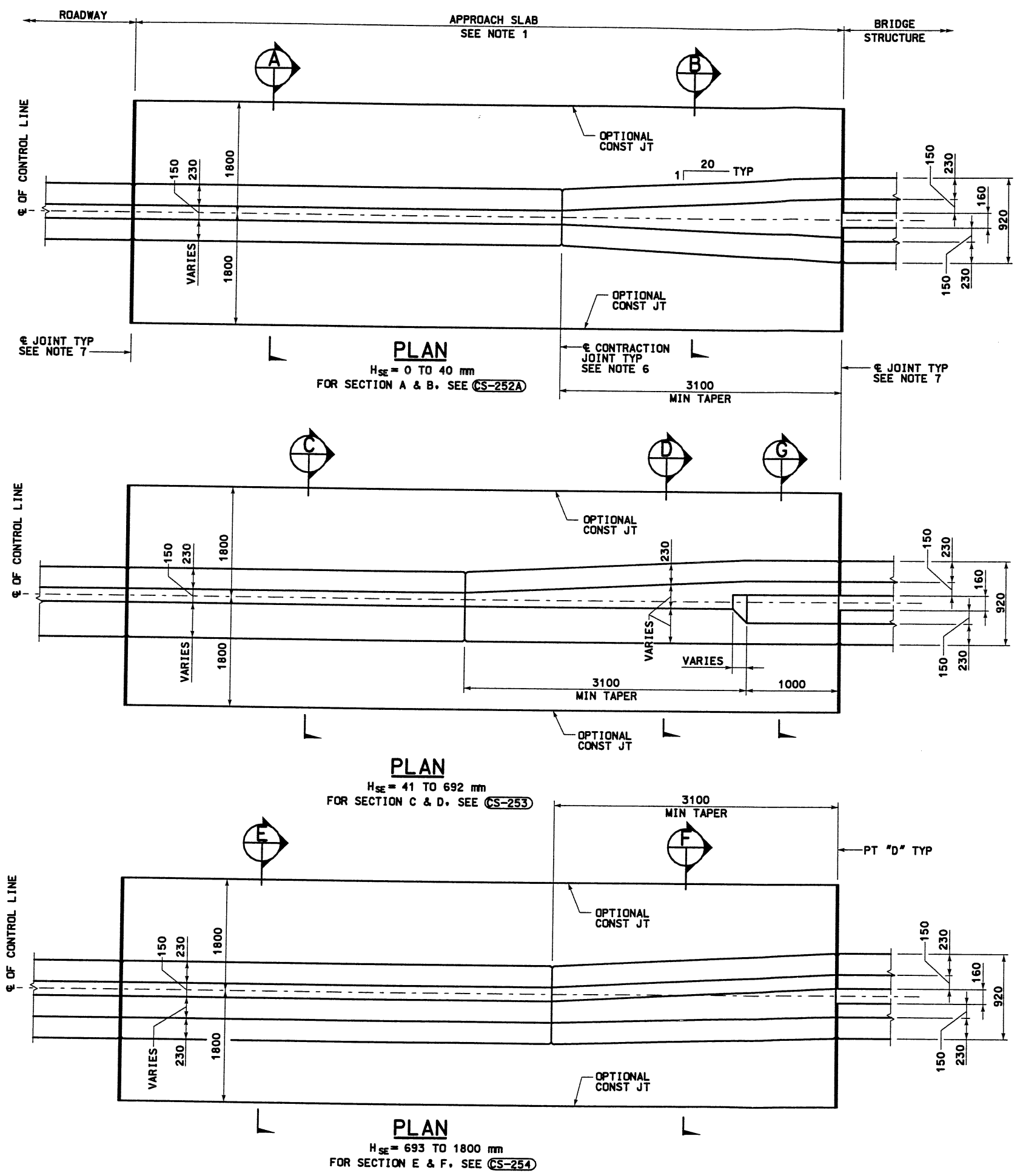
WASATCH CONSTRUCTORS
 SEP 17 1998
 RELEASED FOR CONSTRUCTION



APPROVED FOR CONSTRUCTION		NO.	DATE	DESCRIPTION
▲	03/23/98	ADDED REFLECTORS		
▲	07/22/98	ADDED PARAPET SMOOTH SURFACE AND DETAIL 4		
▲	08/21/98	MODIFIED BARS		
▲	08/21/98	REVISED PARAPET INFORMATION		

UTAH DEPARTMENT OF TRANSPORTATION		SVERDRUP/DE LEUW	DESIGN SA	CHECK MAL	DATE	TRAC NO.
I-15 CORRIDOR RECONSTRUCTION			11/97	11/97	11/97	2333000
CORRIDOR STANDARD						
NARROW CONC PARAPET PT DECK						
SALT LAKE COUNTY						
DWG. NO. CS-251						
SHT. OF						
REF. PANARR 251						

Date: 25-JAN-2000 Time: 13:43 Username: rmp1rd
 F:\enotes\15_road\structure\assessor\corridor\med01_252.rvt



NOTES

1. FOR APPROACH SLAB LENGTH, THICKNESS AND REINFORCING. SEE (CS-222), (CS-223), (CS-225) AND (CS-226)
2. PROVIDE STD V-GROOVE IN THE FACE(S) OF THE MEDIAN PARAPET. SEE SECTION "C" ON (CS-240) FOR SIZE AND SPACING.
3. PROVIDE FRACTURE FIN FINISH TYPE "A" WITH A MOUNTAIN FORM ON BACK OF MEDIANS IN SECTION "E" ONLY. SEE (CS-6) FOR DETAILS.
4. ALTERNATE ALL REINFORCING STEEL SPLICES.
5. PROVIDE 50 mm COVER TO REINFORCING STEEL UNLESS NOTED OTHERWISE.
6. PROVIDE CONTRACTION JOINTS IN MEDIAN PARAPET AT 8000 mm TYPICAL SPACING. ADJUST END PANELS TO BE EQUAL AND 4500 MINIMUM LENGTH. SEE DETAIL "1" ON (CS-240).
7. FOR BEGINNING AND END OF APPROACH SLAB AND PARAPET SEE (CS-217), (CS-222), (CS-223), (CS-225), (CS-226), (CS-239), AND (CS-240).
 FOR JOINT SIZE AND DETAIL CLARIFICATION SEE (CS-264).
8. PROVIDE BARRIER REFLECTORS AT THE TOP OF THE MEDIAN PARAPET. SEE UDOT STANDARD DRAWING 726-1 AND 726-2 FOR DETAILS AND SPACING.
9. PROVIDE 20 mm x 20 mm CHAMFERS ON ALL EXPOSED CORNERS OR 13 mm RADIUS WHEN SLIP FORM IS USED.
10. ALL SECTIONS ARE SHOWN WITH THE HIGH SIDE SLAB ON THE LEFT OF CENTERLINE AND THE LOW SIDE SLAB ON THE RIGHT OF CENTERLINE. THE SECTIONS ARE SIMILAR FOR THE LOW SIDE SLAB ON THE LEFT OF CENTERLINE AND THE HIGH SIDE SLAB ON THE RIGHT OF CENTERLINE.
11. OPEN AND CONSTRUCTION JOINTS ARE SKEWED FOR BRIDGES WITH SKEWED ENDS.
12. ALLOW AT LEAST 45 DAYS AFTER PLACING BRIDGE DECK BEFORE PLACING CLOSURE POUR (FINAL CONCRETE POUR THAT CONNECTS ADJACENT APPROACH SLABS). WIDTH OF CLOSURE POUR AT CONTRACTOR'S OPTION. REINFORCING STEEL SHALL BE CONTINUOUS THRU CONSTRUCTION JOINTS. SPLICES ARE PERMITTED IN THE CLOSURE POUR ON TRANSVERSE BARS ONLY. LAP SPLICES SHALL BE 650 mm.
13. SEE ROADWAY PLANS (MEDIAN BARRIER DETAIL) AND (CS-69-2) THRU (CS-69-5) FOR BARRIER TRANSITION LOCATIONS AND DETAILS.

WASATCH CONSTRUCTORS
 MAR 08 2000
 RELEASED FOR CONSTRUCTION



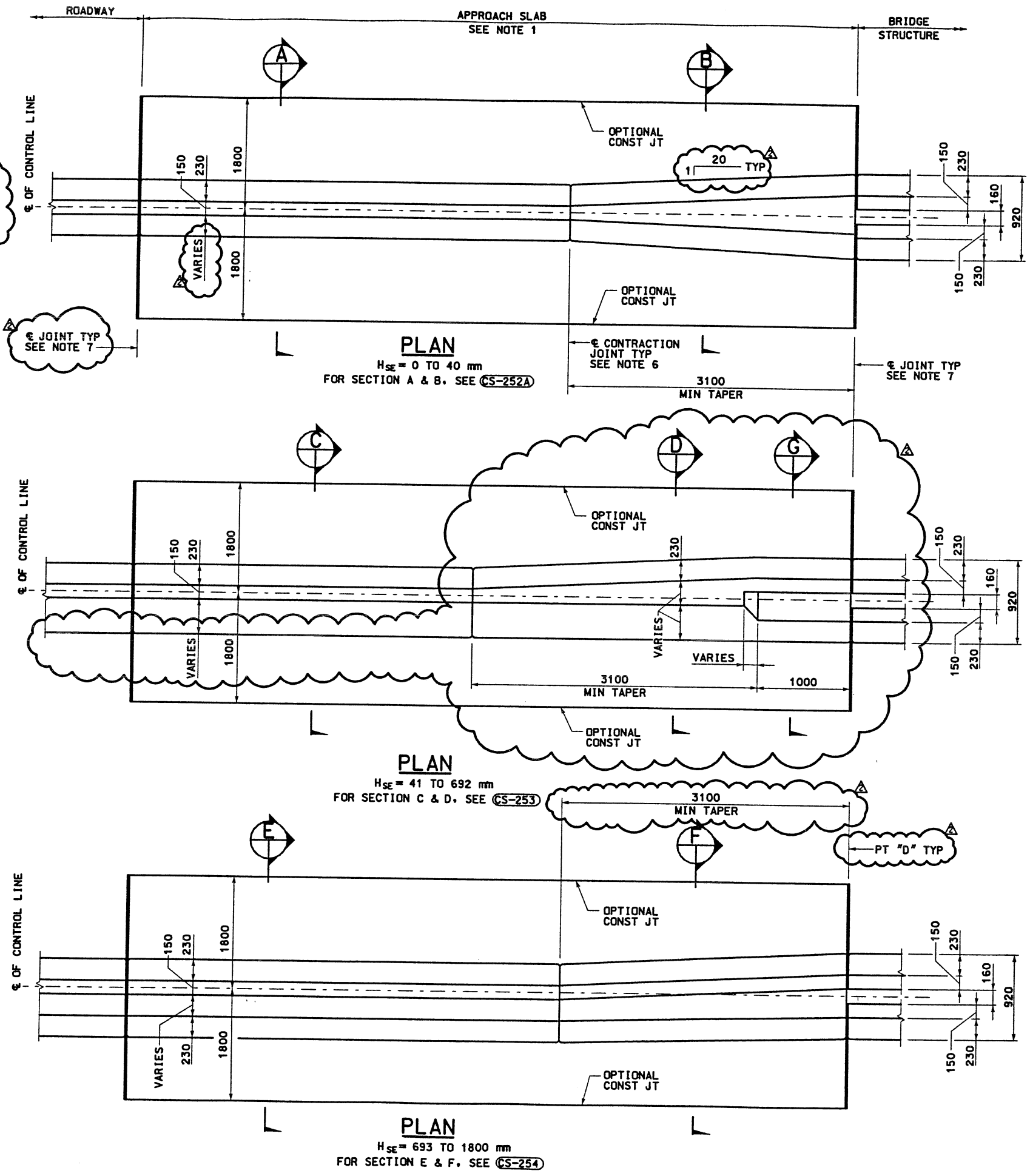
RFC After Final Approval

APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	INITIALS	REVISIONS
A	06/19/98		INITIAL RELEASE
A	08/14/98		MODIFIED PARAPET AND NOTES
A	12/10/99		CLARIFY JT DETAILS FDC 7-0105 <i>JMT</i>

UTAH DEPARTMENT OF TRANSPORTATION			
SVERDRUP/DE LEUW	DESIGN	CHECK	CHECK
	ABE KASHAN		
	PROJECT DESIGN ENGINEER		
	DATE 8/13/98		
	DAVID W. KORPI		
	PROJECT MANAGER		
	DATE 8/13/98		
	QUANT.		

1-15 CORRIDOR RECONSTRUCTION	CORRIDOR STANDARD
MEDIAN PARAPET AT APPR-1	
PROJECT #SP-15-7(135)296	
SALT LAKE COUNTY	
DWG. NO. CS-252	
SHT. _____ OF _____	
REF. PARRMED01	

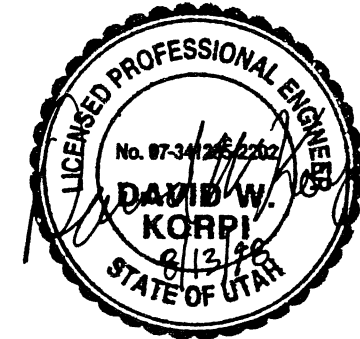
Date: 13-AUG-1998 Time: 08:41 User: swwestjr
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NOTES

1. FOR APPROACH SLAB LENGTH, THICKNESS AND REINFORCING. SEE (CS-222), (CS-223), (CS-225) AND (CS-226).
2. PROVIDE STD V-GROOVE IN THE FACE(S) OF THE MEDIAN PARAPET. SEE SECTION 'C' ON (CS-240) FOR SIZE AND SPACING.
3. PROVIDE FRACTURE FIN FINISH TYPE 'A' WITH A MOUNTAIN FORM ON BACK OF MEDIANS IN SECTION 'F' ONLY. SEE (CS-6) FOR DETAILS.
4. ALTERNATE ALL REINFORCING STEEL SPLICES.
5. PROVIDE 50 mm COVER TO REINFORCING STEEL UNLESS NOTED OTHERWISE.
6. PROVIDE CONTRACTION JOINTS IN MEDIAN PARAPET AT 8000 mm TYPICAL SPACING. ADJUST END PANELS TO BE EQUAL AND 4500 MINIMUM LENGTH. SEE DETAIL '1' ON (CS-240).
7. FOR BEGINNING AND END OF APPROACH SLAB AND PARAPET SEE (CS-217), (CS-223), (CS-225), (CS-226), (CS-239), AND (CS-240).
8. PROVIDE BARRIER REFLECTORS AT THE TOP OF THE MEDIAN PARAPET. SEE UDOT STANDARD DRAWING 726-1 AND 726-2 FOR DETAILS AND SPACING.
9. PROVIDE 20 mm x 20 mm CHAMFERS ON ALL EXPOSED CORNERS OR 13 mm RADIUS WHEN SLIP FORM IS USED.
10. ALL SECTIONS ARE SHOWN WITH THE HIGH SIDE SLAB ON THE LEFT OF CENTERLINE AND THE LOW SIDE SLAB ON THE RIGHT OF CENTERLINE. THE SECTIONS ARE SIMILAR FOR THE LOW SIDE SLAB ON THE LEFT OF CENTERLINE AND THE HIGH SIDE SLAB ON THE RIGHT OF CENTERLINE.
11. OPEN AND CONSTRUCTION JOINTS ARE SKEWED FOR BRIDGES WITH SKEWED ENDS.
12. ALLOW AT LEAST 45 DAYS AFTER PLACING BRIDGE DECK BEFORE PLACING CLOSURE POUR (FINAL CONCRETE POUR THAT CONNECTS ADJACENT APPROACH SLABS). WIDTH OF CLOSURE POUR AT CONTRACTOR'S OPTION. REINFORCING STEEL SHALL BE CONTINUOUS THRU CONSTRUCTION JOINTS. SPLICES ARE PERMITTED IN THE CLOSURE POUR ON TRANSVERSE BARS ONLY. LAP SPLICES SHALL BE 650 mm.
13. SEE ROADWAY PLANS (MEDIAN BARRIER DETAIL) AND (CS-69-2) THRU (CS-69-5) FOR BARRIER TRANSITION LOCATIONS AND DETAILS.

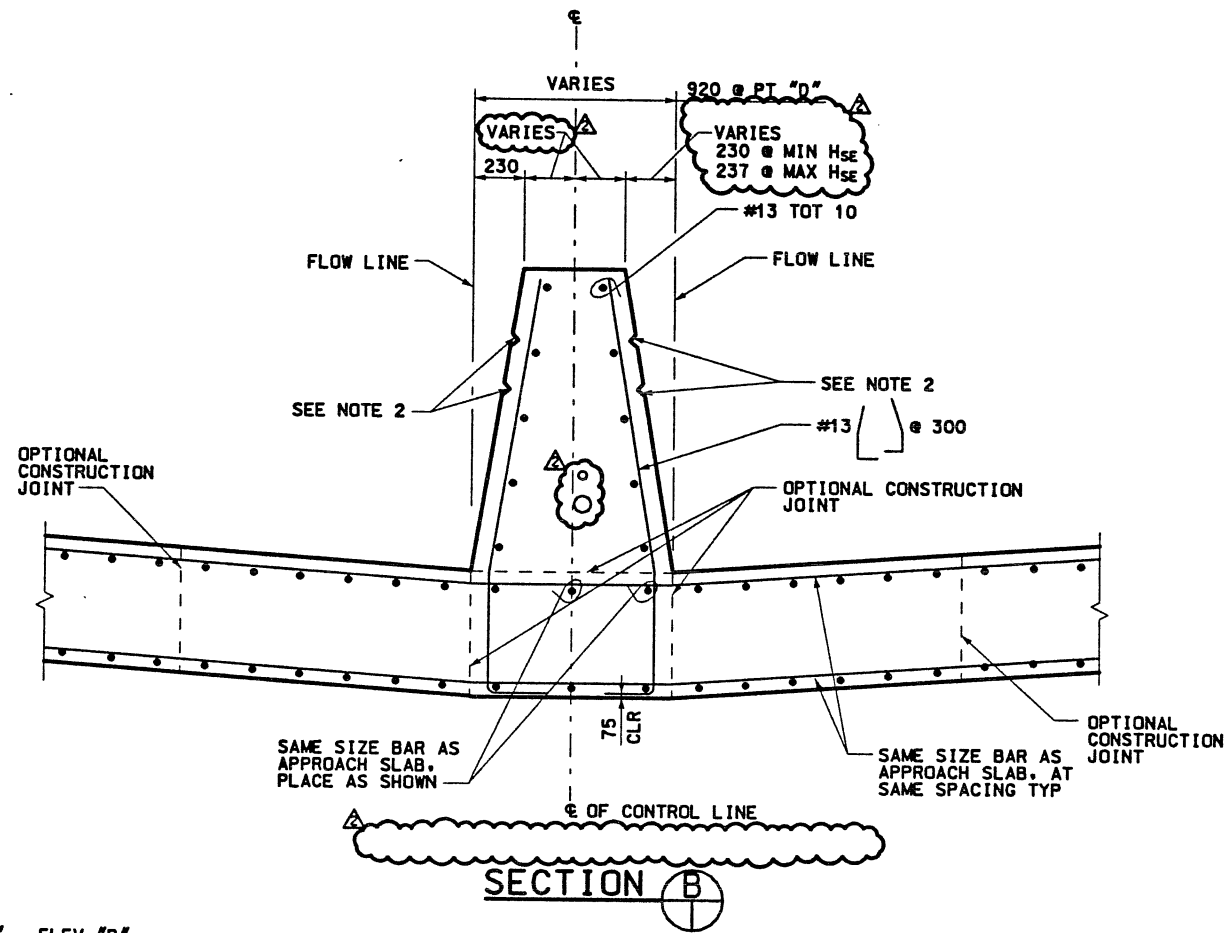
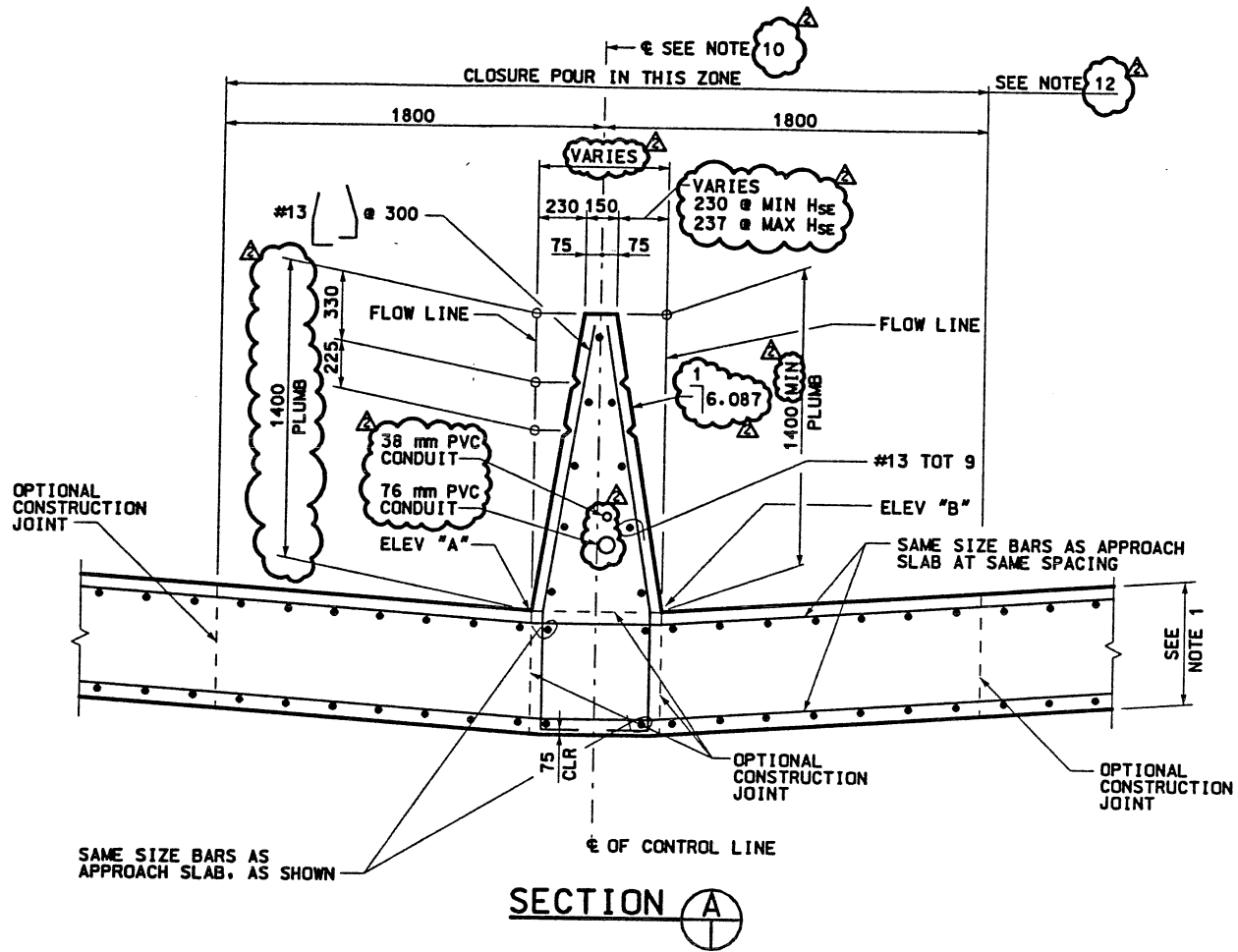
WASATCH CONSTRUCTORS
 AUG 18 1998
 RELEASED FOR CONSTRUCTION



APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	INITIAL RELEASE	MODIFIED PARAPET AND NOTES
Δ	06/18/98		
Δ	08/11/98		

UTAH DEPARTMENT OF TRANSPORTATION		SVERDRUP/DE LEUW
I-15 CORRIDOR RECONSTRUCTION CORRIDOR STANDARD MEDIAN PARAPET AT APPR-1	DESIGN: <i>Ala. Kashani</i> DRAWN: <i>TRK</i> DATE: <i>8/13/98</i> PROJECT NUMBER: <i>SP-15-7(135)296</i>	
SALT LAKE COUNTY	PROJECT #SP-15-7(135)296	
DWG. NO. CS-252		
SHT. _____ OF _____		
REF. PARRMED01		

Filename: c:\dgn\15_cadd\structure\asstondor\dsppr\med04_252a.dgn Date: 13-AUG-1998 Time: 08:59 Username: sweeter



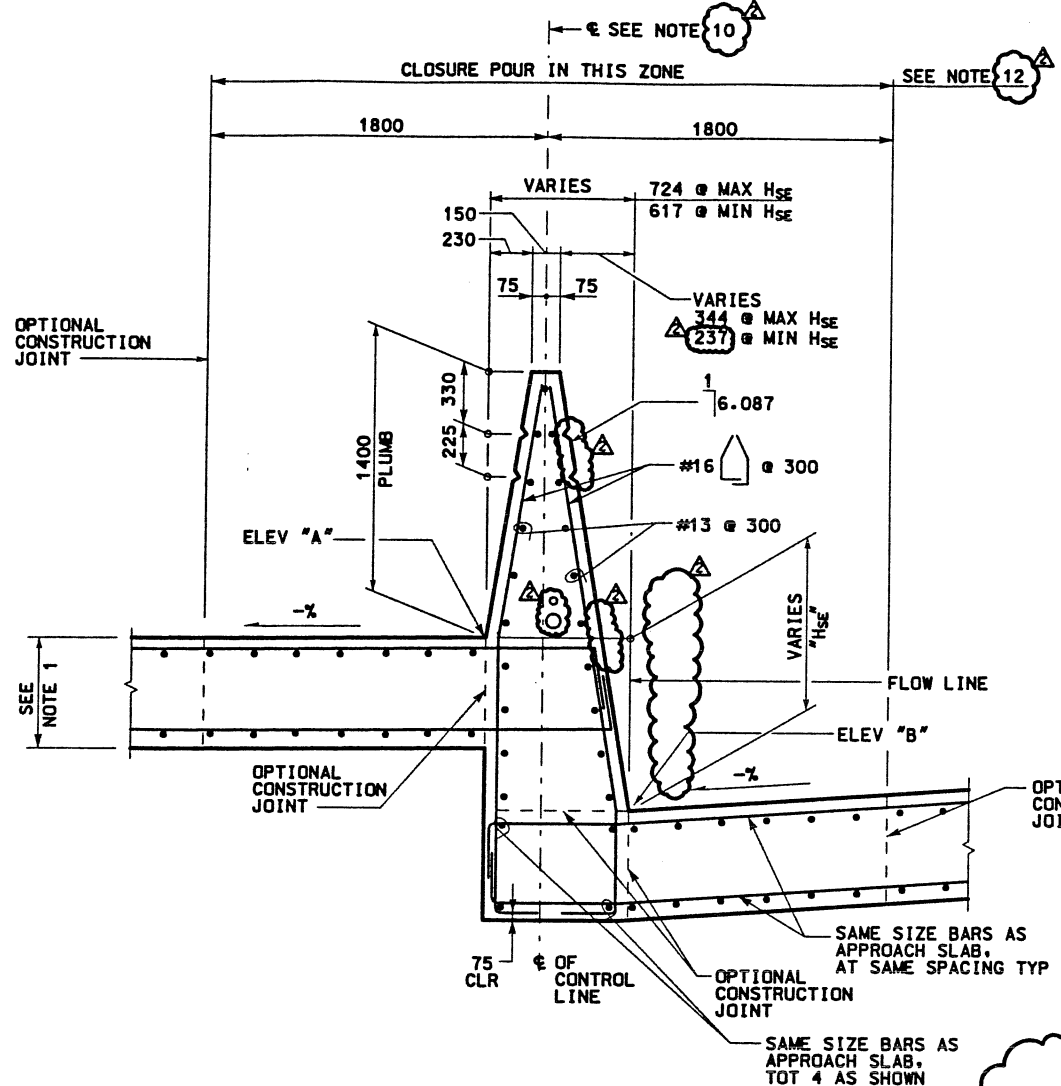
HSE = ELEV "A" - ELEV "B"
 = 40 mm MAX
 0 mm MIN
 SEE CS-252 FOR PLAN AND NOTES

WASATCH CONSTRUCTORS
 AUG 18 1998
 RELEASED FOR CONSTRUCTION



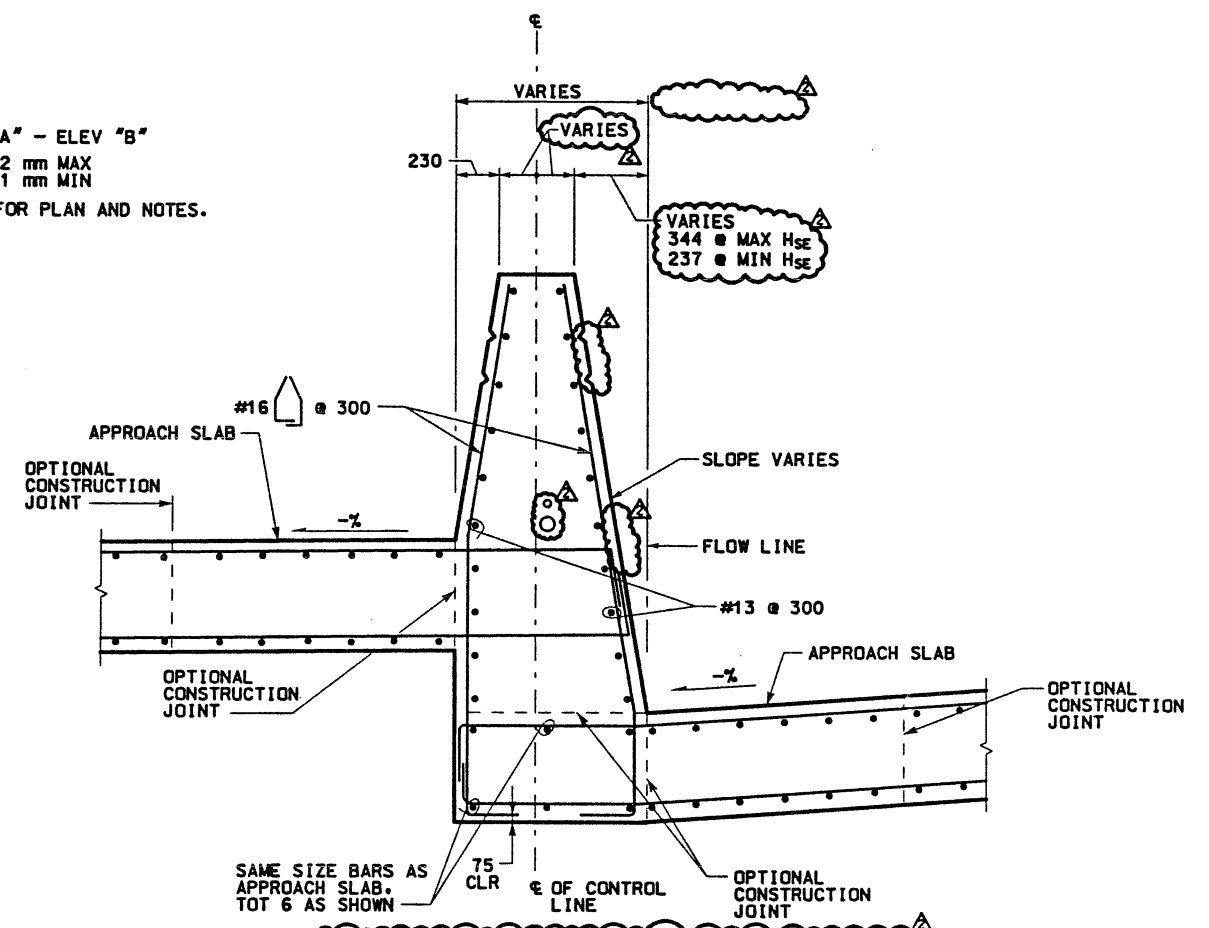
APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	NO.	DATE
Δ	06/19/98	Δ	06/19/98
Δ	08/11/98	Δ	08/11/98
INITIAL RELEASE		ADDED PVC CONDUIT	
SVERDRUP/DE LEUW		TRAC NO.	
DESIGN	CHECK	DRAWN	CHECK
PROJECT DESIGN ENGINEER	PROJECT MANAGER	QUANT.	CHECK
APPROVAL: 8-13-98 <i>Al K...</i>	DATE: 8/13/98	APPROVED: <i>David W. Korpi</i>	DATE: 8/13/98
I-15 CORRIDOR RECONSTRUCTION		CORRIDOR STANDARD	
MEDIAN PARAPET AT APPR-2		PROJECT #SP-15-7(135)296	
SALT LAKE COUNTY		DWG. NO. CS-252A	
SHT. OF		REF. PARRMED04	

File name: i:\w\p\115_cadd\structure\std\corridor\med02_253.dgn Date: 13-AUG-1998 Time: 09:10:09 User: rcm\aswettj

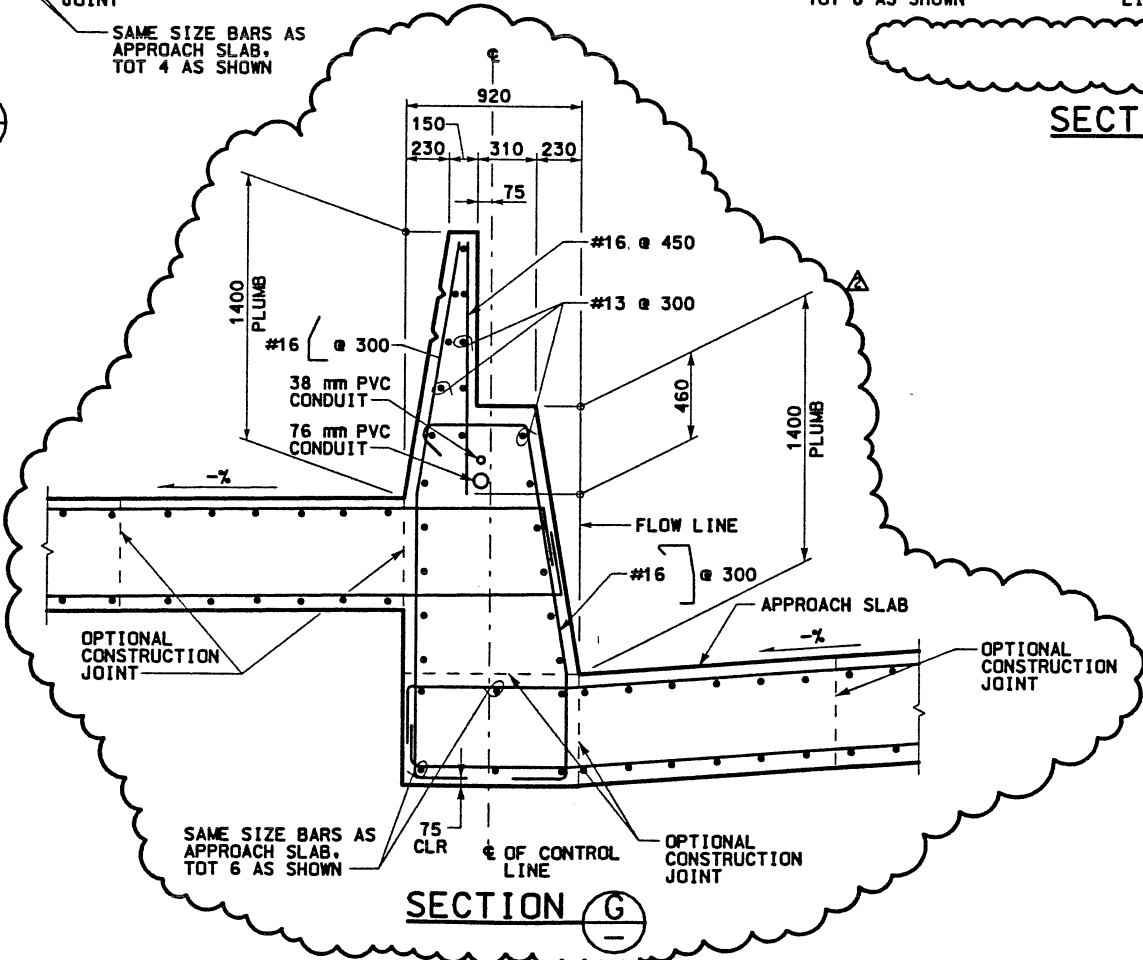


SECTION C

$H_{se} = \text{ELEV "A"} - \text{ELEV "B"}$
 $H_{se} = 692 \text{ mm MAX}$
 41 mm MIN
 SEE (CS-252) FOR PLAN AND NOTES.

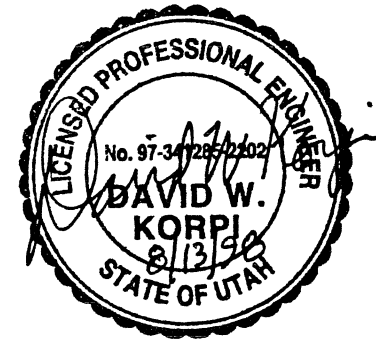


SECTION D



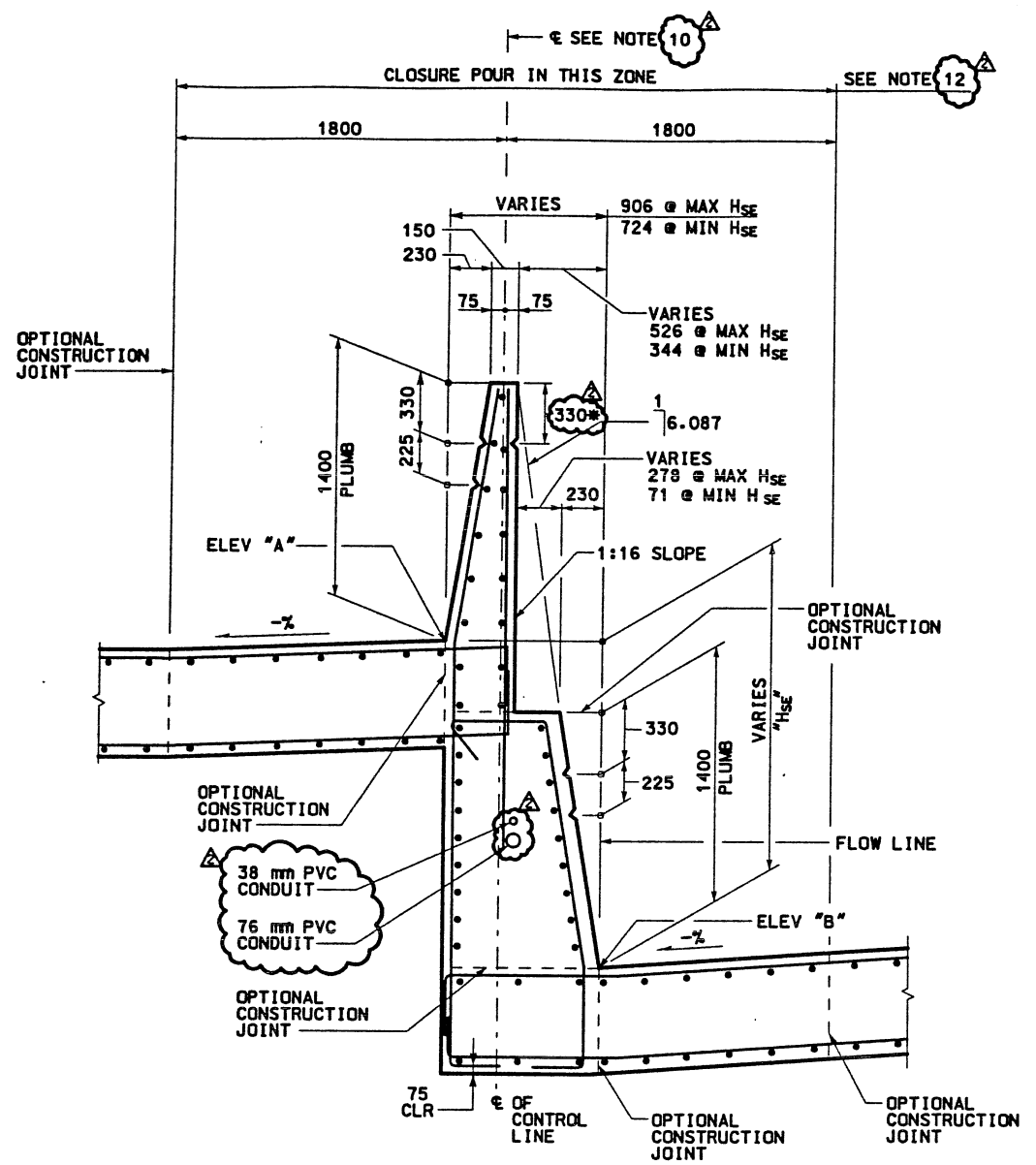
SECTION G

WASATCH CONSTRUCTORS
 AUG 18 1998
 RELEASED FOR CONSTRUCTION



APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	INITIAL RELEASE	
Δ	06/19/98		
Δ	08/11/98	ADDED SECTION G AND PVC CONDUIT	<i>JK</i>
UTAH DEPARTMENT OF TRANSPORTATION		TRAC NO.	
SVERDRUP/DE LEUW			
DESIGN	CHECK	PROGRAM	TRK
<i>d.l. Keshan</i>		<i>W. W. Key</i>	
DATE	QUANT.	DATE	QUANT.
APPROVAL 8-13-98		APPROVED 8/13/98	
RECOMM.		PROJECT NUMBER	
I-15 CORRIDOR RECONSTRUCTION		CORRIDOR STANDARD	
MEDIAN PARAPET AT APPR-3		PROJECT #SP-15-7(135)296	
SALT LAKE COUNTY		DWG. NO. CS-253	
SHT. OF		REF. PARRMED02	

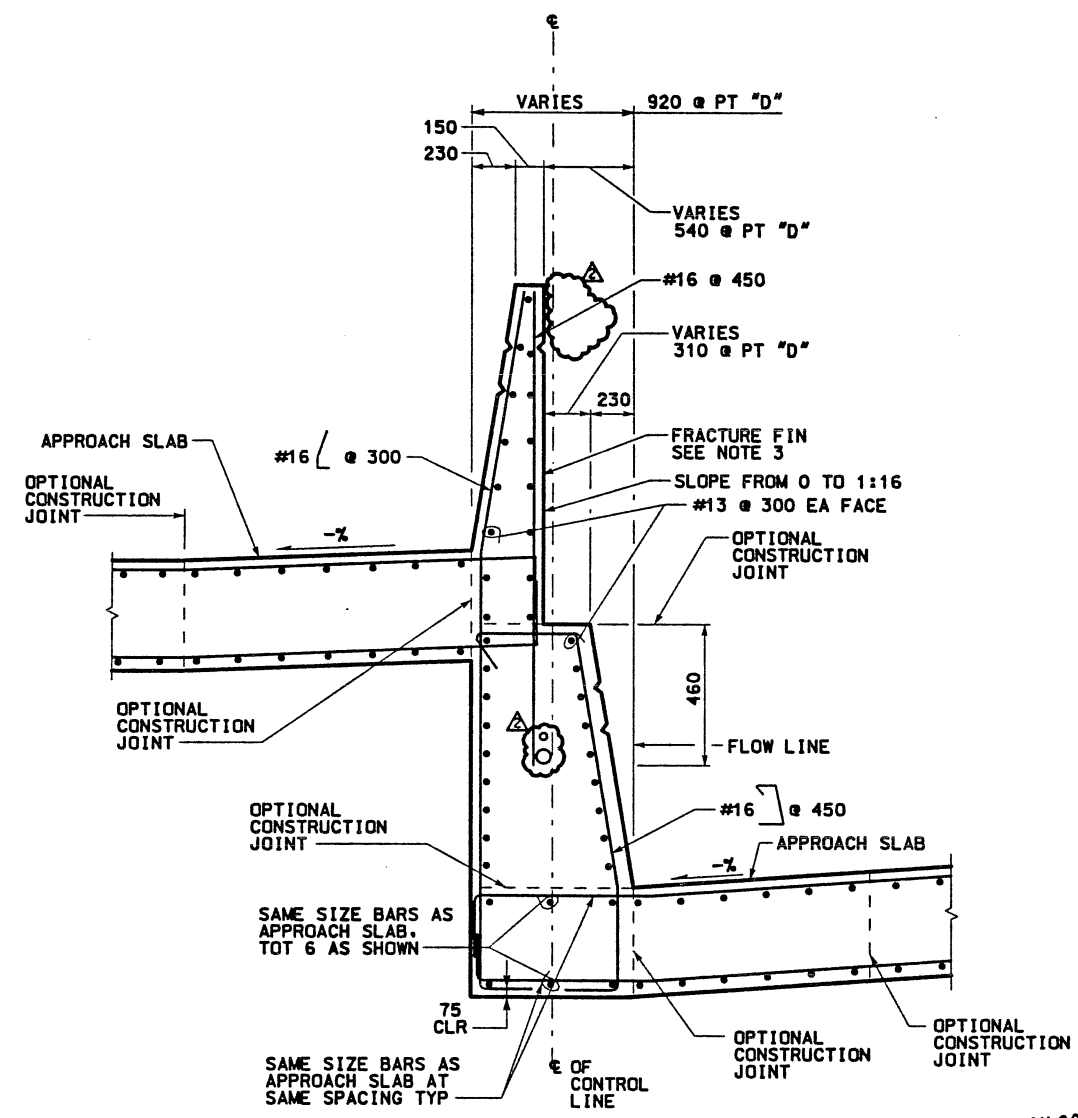
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SECTION E

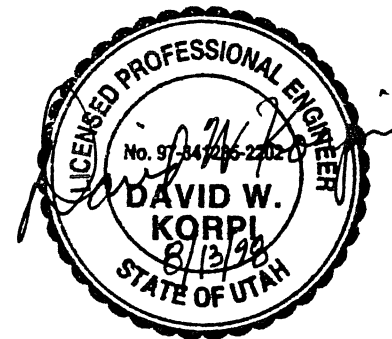
$H_{SE} = \text{ELEV "A"} - \text{ELEV "B"}$
 $H_{SE} = 1800 \text{ mm MAX}$
 693 mm MIN
 SEE CS-252 FOR PLAN AND NOTES.

* FOR TERMINATION OF SINGLE GROOVE SEE CS-69-3.



SECTION F

WASATCH CONSTRUCTORS
 AUG 18 1998
 RELEASED FOR CONSTRUCTION



APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	NO.	DATE
Δ	06/19/98	Δ	08/11/98
	INITIAL RELEASE		ADDED PVC CONDUIT
UTAH DEPARTMENT OF TRANSPORTATION		SVERDRUP/DE LEUW	
CORRIDOR RECONSTRUCTION		CORRIDOR STANDARD	
MEDIAN PARAPET AT APPR-4		PROJECT #SP-15-7(135)296	
SALT LAKE COUNTY		PROJECT NUMBER	
DWG. NO. CS-254		SHT. OF	
REF. PARRME03		TRAC NO.	
APPROVAL		CHECK	
DATE	DESIGN	DATE	CHECK
8-13-98	A. L. Koshorn	03/98	
PROJECT DESIGN ENGINEER	DRAWN BY	PROJECT MANAGER	QUANT.
DAVID W. KORPI	DAVID W. KORPI		