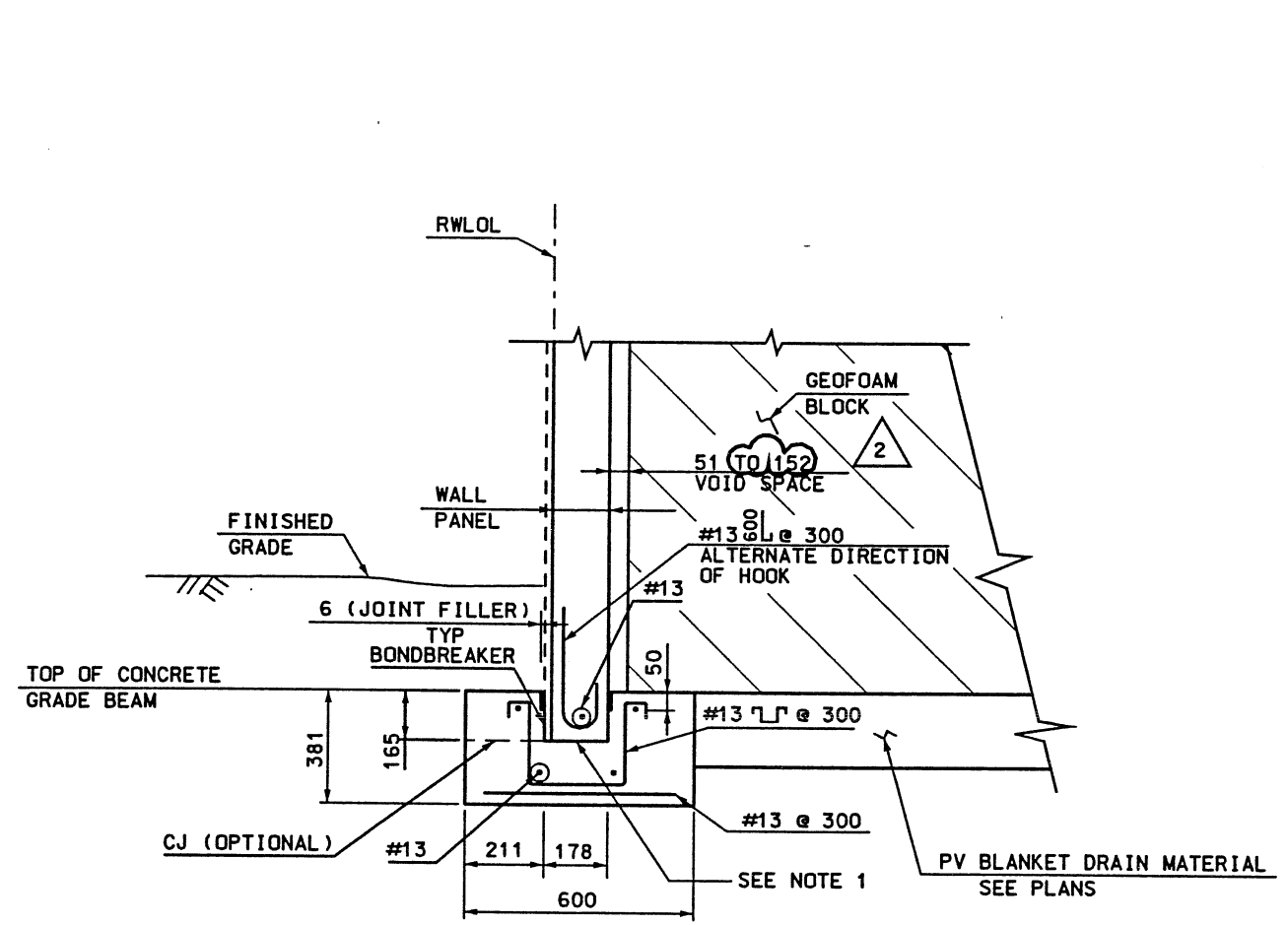
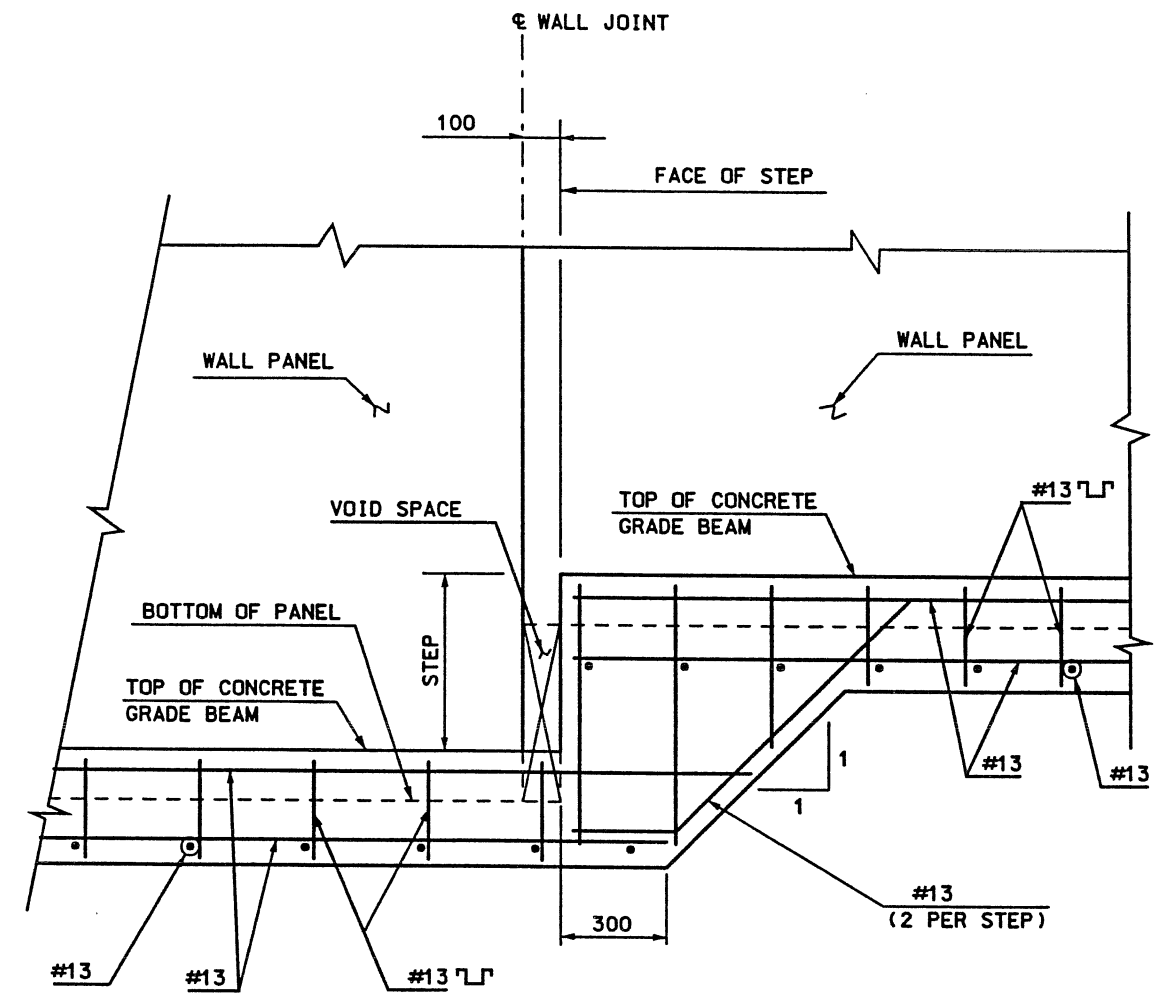


Date: 18-MAR-1998 Time: 09:23 User: nmes.amthva
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GRADE BEAM/WALL PANEL SECTION
 (WALL HEIGHT 8m-11m) NTS B



TYPICAL GRADE BEAM STEP DETAIL
 (WALL HEIGHT 8m-11m) NTS 1

- NOTES:**
1. SHIM BOTTOM OF WALL PANELS AS REQUIRED TO ALIGN VERTICAL WALL JOINTS.
 2. ALL DIMENSION ARE IN MM UNLESS OTHERWISE NOTED.
 3. FOR DETAILS UNDER APPROACH BRIDGES SEE CS-49

2 DELETED NOT APPROVED FOR CONSTRUCTION NOTE



WASATCH CONSTRUCTORS
MAR 20 1998
RELEASED FOR CONSTRUCTION

UTAH DEPARTMENT OF TRANSPORTATION		SVERDRUP/OE LEUW	
APPROVAL/RECORD	DATE	DESIGN JOB	CHECK JOB
12/01/97	12/01/97	12/97	12/97
PROJECT DESIGN ENGINEER	DATE	DRAWN	CHECK
JOHN WILSON	12/01/97	WLR	JLS
PROJECT DESIGNER	DATE	SECTION MANAGER	QUANT.
APPROVED 12/01/97	DATE	JOHN TOWRY	12/97
			12/97
APPROVED FOR CONSTRUCTION		DESCRIPTION	
		RELEASE FOR GEOFOAM WALL ONLY.	
		APPROVED FOR CONSTRUCTION ST BRIDGES	
1-15 CORRIDOR RECONSTRUCTION		SALT LAKE COUNTY	
GEOFOAM WALL GRADE BEAM DETAILS (8-11m)		DWG. NO. CS-81	
CORRIDOR STANDARD PLANS		PROJECT NUMBER #SP-15-7(135)296	
SHT. _____ OF _____			

Date: 06-NOV-1998 Time: 09:50 User: name: BABBPA

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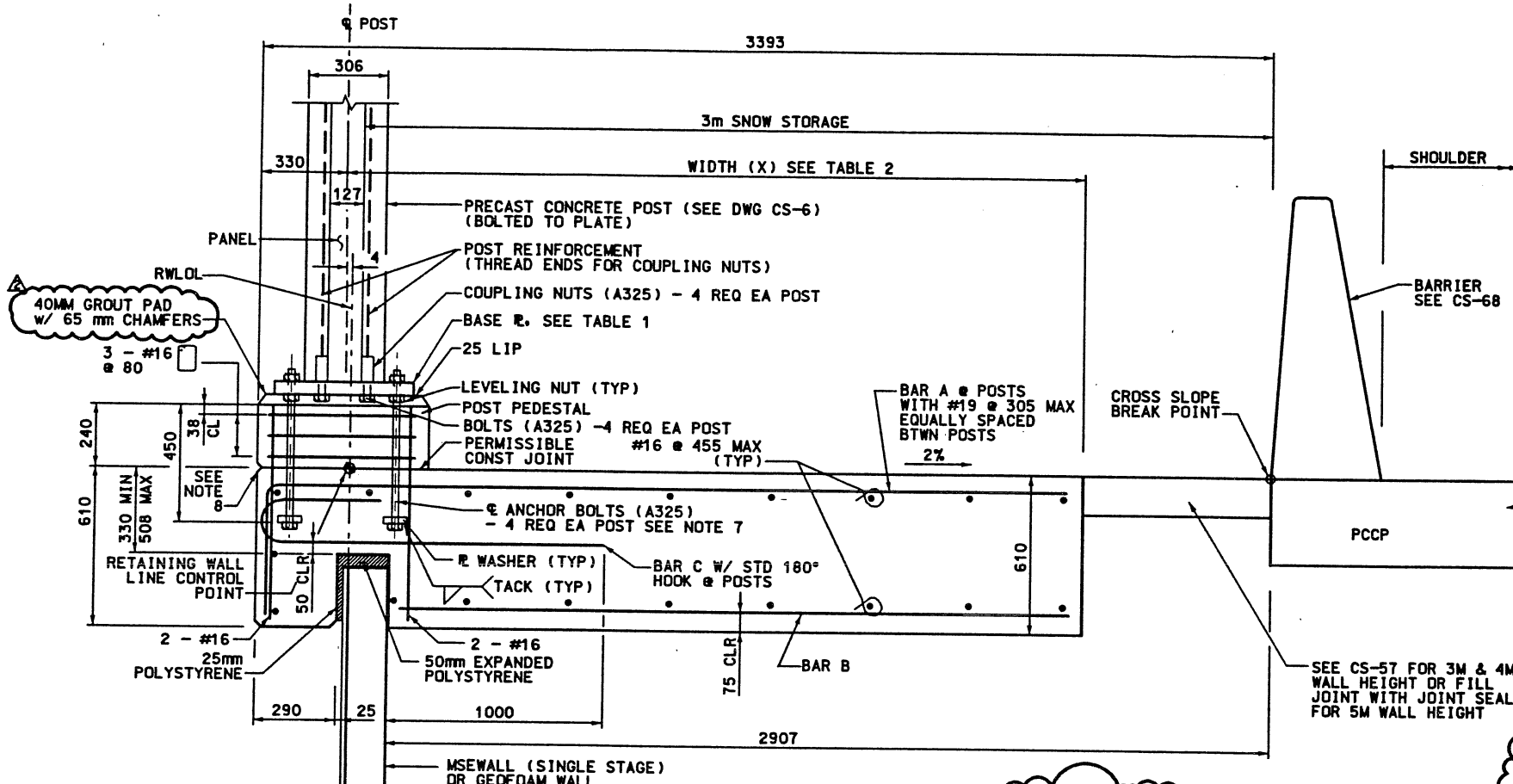
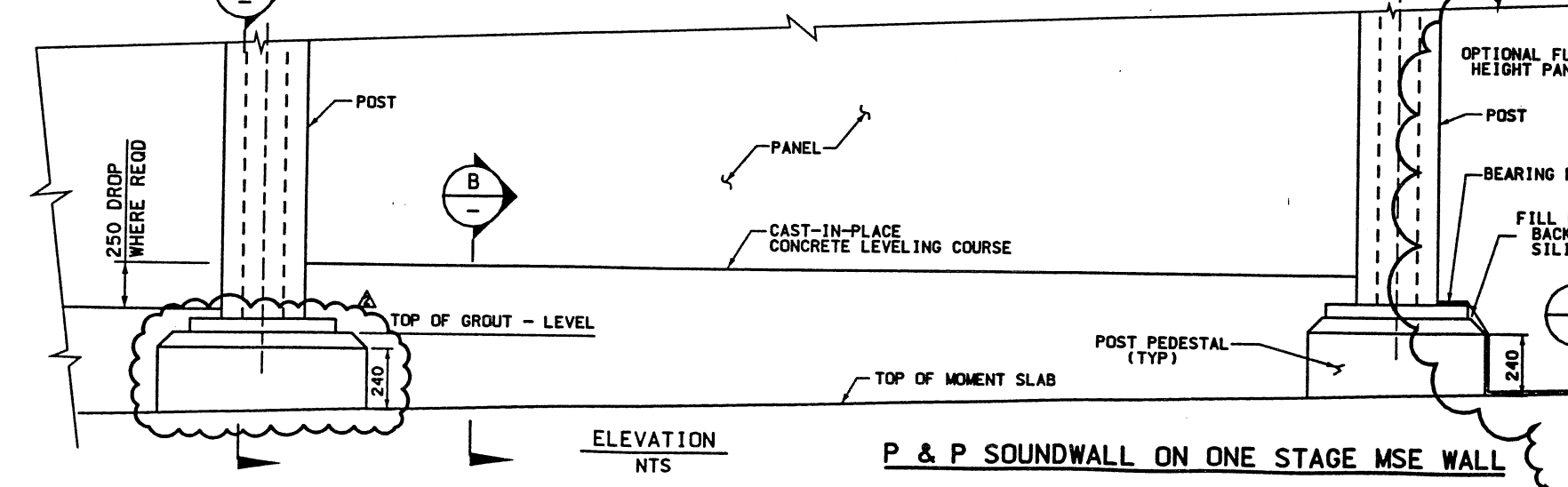
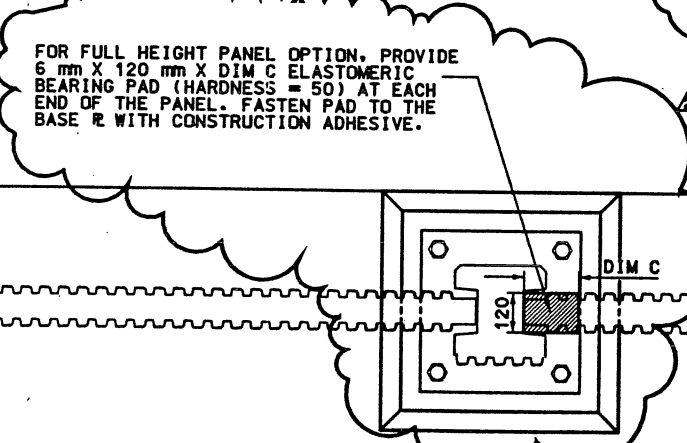
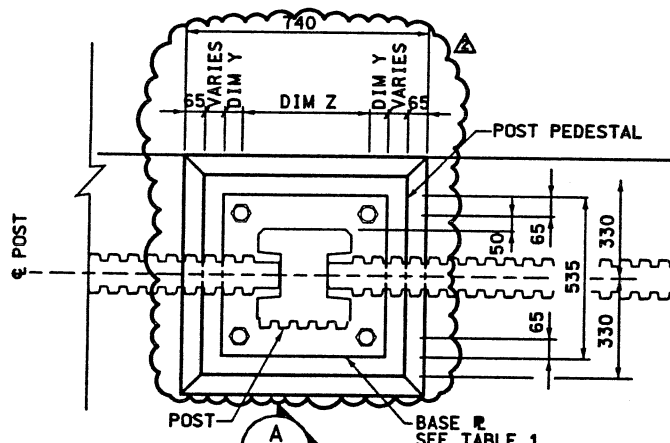
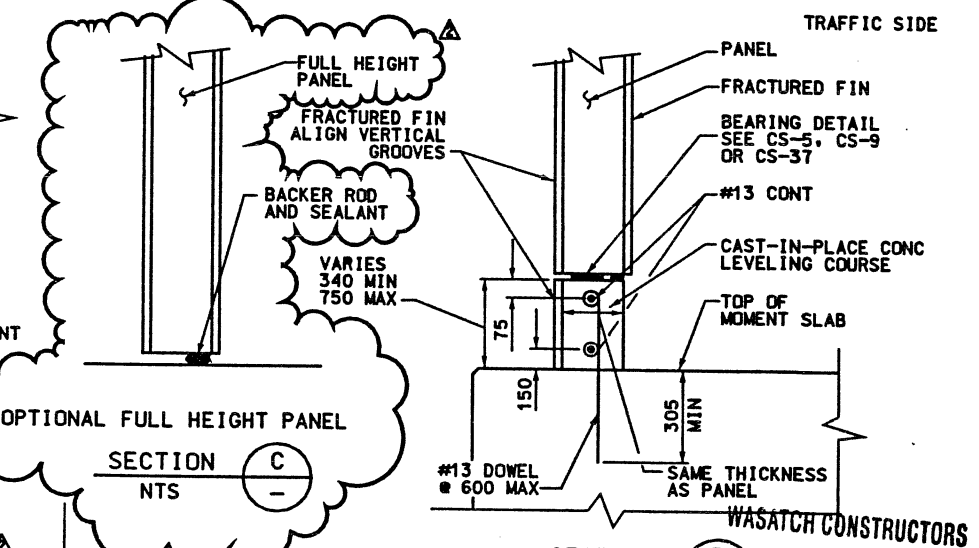


TABLE 1

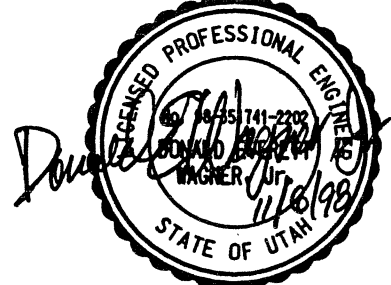
MAX WALL HEIGHT	BOLTS/ COUPLING NUTS	BASE PLATE	ANCHOR BOLTS	PLATE WASHER	DIM Y	DIM Z	DIM C
3M	19.1MM DIA	40X535X360	19.1MM DIA	20X65X65	75	210	100
4M	25.4MM DIA	45X535X460	25.4MM DIA	25X90X90	90	280	150
5M	31.8MM DIA	50X535X610	31.8MM DIA	32X115X115	125	360	225

TABLE 2

MAX WALL HEIGHT	WIDTH (X)	REINF. STEEL BAR		
		A	B	C
3M	2.400 M	7-#19 @ 152	#19 @ 305 MAX	7-#19 @ 152
4M	2.700 M	7-#25 @ 152	#19 @ 305 MAX	7-#25 @ 152
5M	3.000 M	7-#29 @ 152	#19 @ 305 MAX	7-#29 @ 152



- NOTES:**
- FOR POST AND PANEL SOUNDWALL DETAILS, SEE UDOT STD. DRAWING 545.
 - LEVELING COURSE, POST PEDESTAL AND MOMENT SLAB CONCRETE. $f_c = 28 \text{ MPa}$ (4000 PSI).
 - PLATE MAY BE PRECAST WITH POST AND WELDED TO REBAR, SEE SPECIFICATION 724.
 - ALL ANCHOR BOLTS, NUTS, AND BASE PLATE ASSEMBLIES SHALL BE GALVANIZED, SEE SPECIFICATION 724.
 - 50 mm MINIMUM COVER OVER REINFORCING EXCEPT AS OTHERWISE SHOWN.
 - ALL DIMENSIONS ARE IN MILLIMETERS EXCEPT AS OTHERWISE INDICATED.
 - ANCHOR BOLTS MAY CONFORM TO ASTM A449 AS AN ALTERNATE TO ASTM A325.
 - PROVIDE 19mm CHAMFER UNLESS OTHERWISE NOTED.
 - INSTALLATION OF A FULL HEIGHT PANEL IS OPTIONAL FOR CONSTRUCTION OF THE LEVELING COURSE. USE ONLY ONE OPTION PER WALL.



UTAH DEPARTMENT OF TRANSPORTATION

I-15 CORRIDOR RECONSTRUCTION
P & P SOUNDWALL ON MOMENT SLAB
CORRIDOR STANDARD PLAN
PROJECT NUMBER #SP-15-7(135)296

APPROVED FOR CONSTRUCTION

NOV 10 1998

RELEASED FOR CONSTRUCTION

DESIGN: STAN POLASIK
PROJECT DESIGN ENGINEER: JAMES KLEINZ
DATE: 10/30/98

CHECK: DEW
DATE: 06/02/98

CHECK: B/WB
DATE: 10/30/98

CHECK: J/K
DATE:

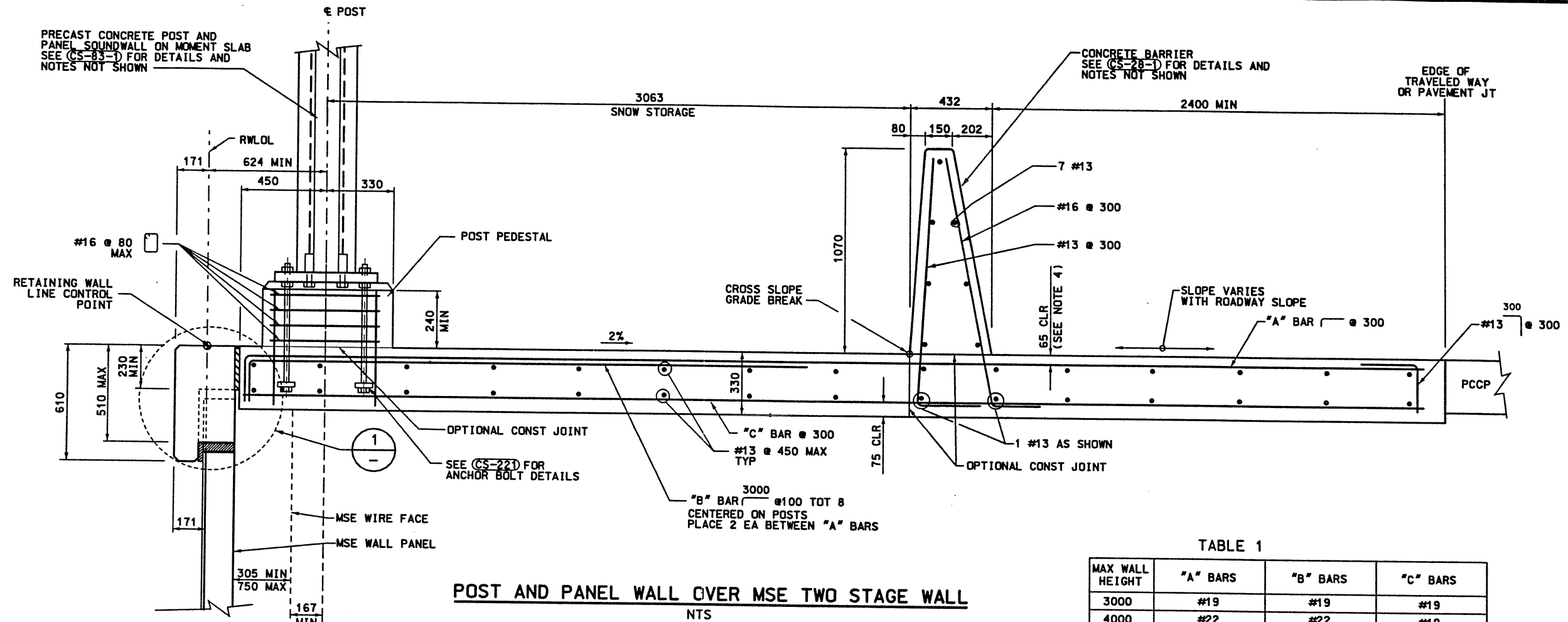
CHECK: J/K
DATE:

SECTION MANAGER

QUANT.

SHT. OF

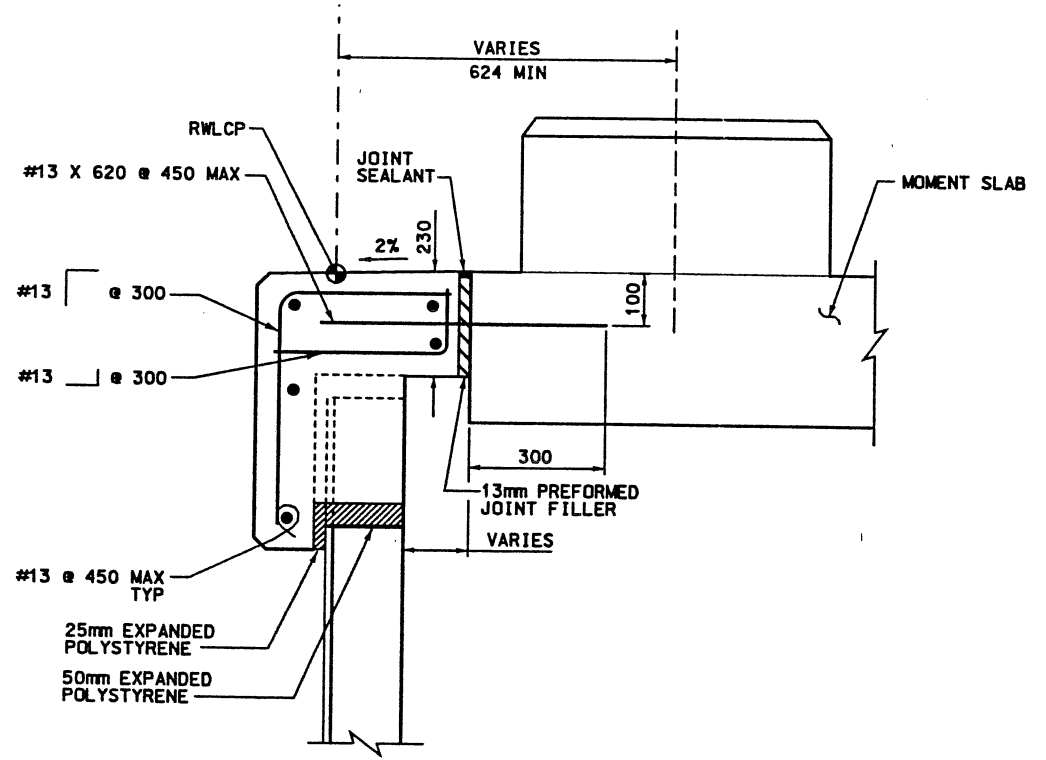
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POST AND PANEL WALL OVER MSE TWO STAGE WALL
NTS

TABLE 1

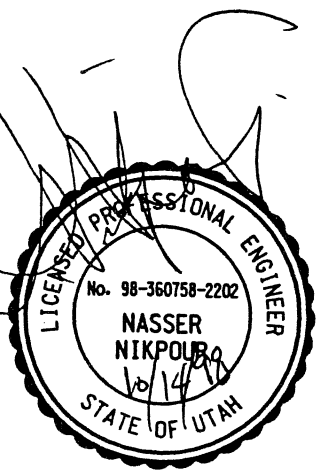
MAX WALL HEIGHT	"A" BARS	"B" BARS	"C" BARS
3000	#19	#19	#19
4000	#22	#22	#19
5000	#22	#22	#19



DETAIL 1
NTS

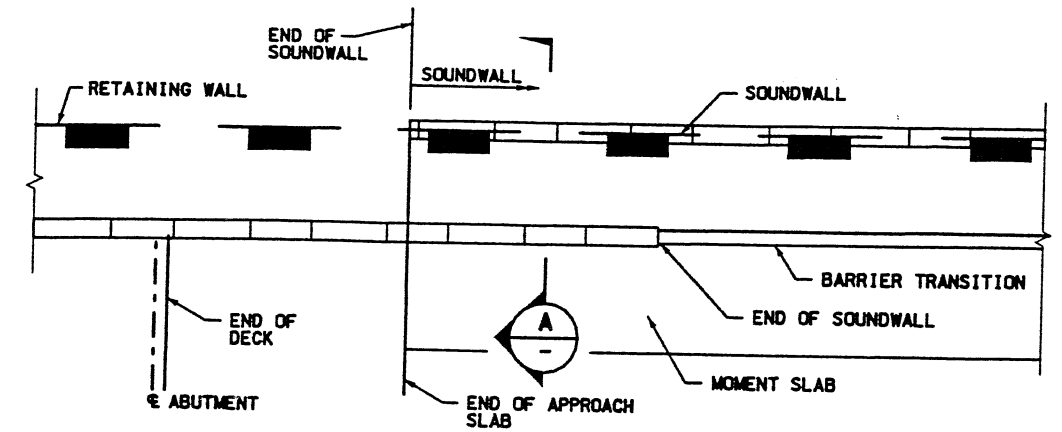
WASATCH CONSTRUCTORS
 OCT 16 1998
 RELEASED FOR CONSTRUCTION

- NOTES:
- 1) ALL CAST-IN-PLACE CONCRETE SHALL BE CLASS AA (AE) EXCEPT WHERE OTHERWISE NOTED. $f'_c = 28\text{MPa}$. CHAMFER ALL EXPOSED CONCRETE CORNERS 20mm OR 13mm RADIUS. PROVIDE 50mm COVER TO REINFORCING STEEL EXCEPT WHERE SPECIFIED OTHERWISE.
 - 2) ALL DIMENSIONS ARE IN MILLIMETERS EXCEPT AS OTHERWISE INDICATED.
 - 3) "A" AND "C" BARS MAY OPTIONALLY BE LAPPED ($60d_b$) WITHOUT STAGGERING AT THE SLAB CONSTRUCTION JOINT.
 - 4) INCLUDES 15mm MAX FOR GRINDING AND WEAR.
 - 5) GRANULAR MATERIAL OR MSE BACKFILL IS ACCEPTABLE FOR FULL DEPTH OF PAVEMENT UNDER MOMENT SLAB.
 - 6) FOR DRAINAGE STRUCTURES AT BACK OF BARRIER, SEE CS-93.
 - 7) FOR PAVEMENT JOINT LOCATIONS, SEE ROADWAY PLANS.

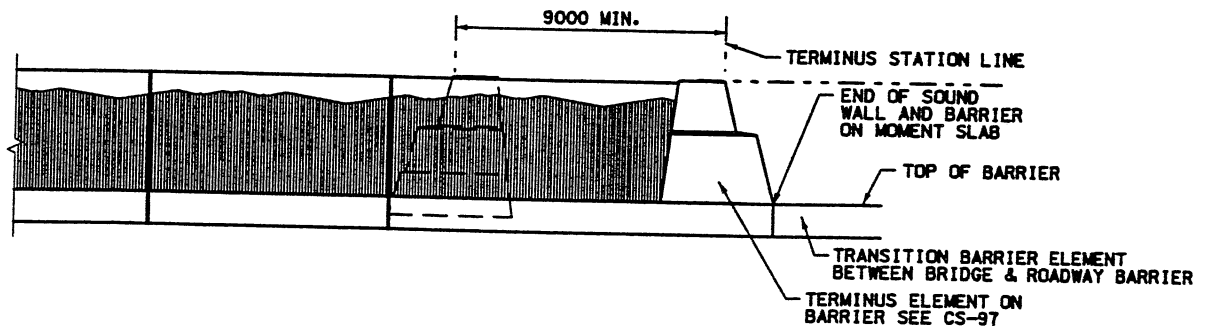


APPROVED FOR CONSTRUCTION
 DESCRIPTION: I-15 CORRIDOR RECONSTRUCTION
 COUNTY: SALT LAKE
 DWG. NO.: CS-83-2
 DATE: 10/16/98
 INITIAL RELEASE: SK
 PROJECT NUMBER: #SP-15-7(135)296
 PROJECT DESIGN ENGINEER: STAN POLASIK
 PROJECT DESIGN ENGINEER: JAMES KLENZ
 DATE: / /
 APPROVED: / /
 SECTION MANAGER: / /
 DESIGN: NN / 09/98
 DRAWN: DKC / 09/98
 CHECK: BS / 09/98
 CHECK: /
 CHECK: /

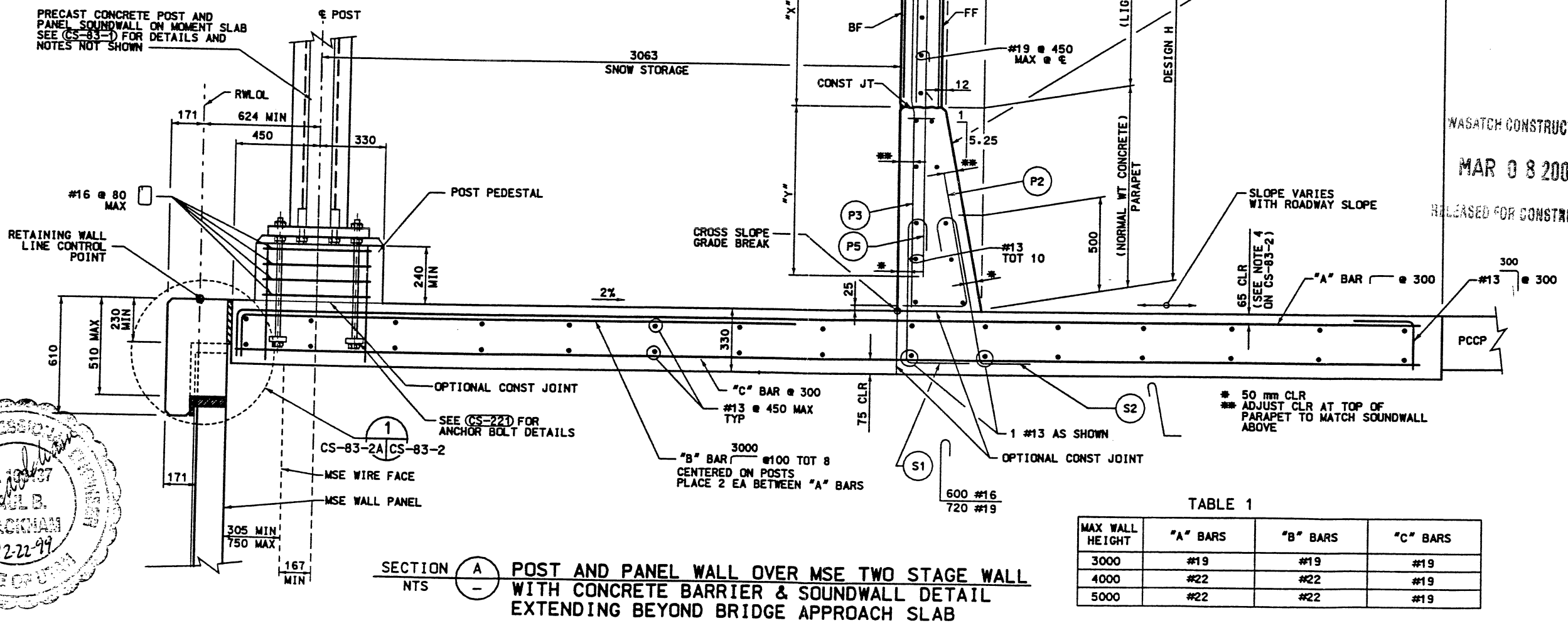
Date: 16-DEC-1999 Time: 16:24 User: name from ptd



TYPICAL PLAN OF BRIDGE SOUNDWALL TERMINUS ON ADJACENT ROADWAY (MOMENT SLAB)



TYPICAL ELEVATION OF BRIDGE SOUNDWALL TERMINUS ON ADJACENT ROADWAY (MOMENT SLAB)



SECTION A POST AND PANEL WALL OVER MSE TWO STAGE WALL WITH CONCRETE BARRIER & SOUNDWALL DETAIL EXTENDING BEYOND BRIDGE APPROACH SLAB

TABLE 1

MAX WALL HEIGHT	"A" BARS	"B" BARS	"C" BARS
3000	#19	#19	#19
4000	#22	#22	#19
5000	#22	#22	#19

- NOTES:**
- 1) SEE NOTES CS-83-2.
 - 2) SEE (CS-242) FOR DETAILS AND NOTES NOT SHOWN FOR CONCRETE BARRIER & SOUNDWALL.
 - 3) SEE (CS-264) FOR EXPANSION JOINT TREATMENT IN SOUNDWALLS & PARAPET.
 - 4) ALL DIMENSIONS SHOWN ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.

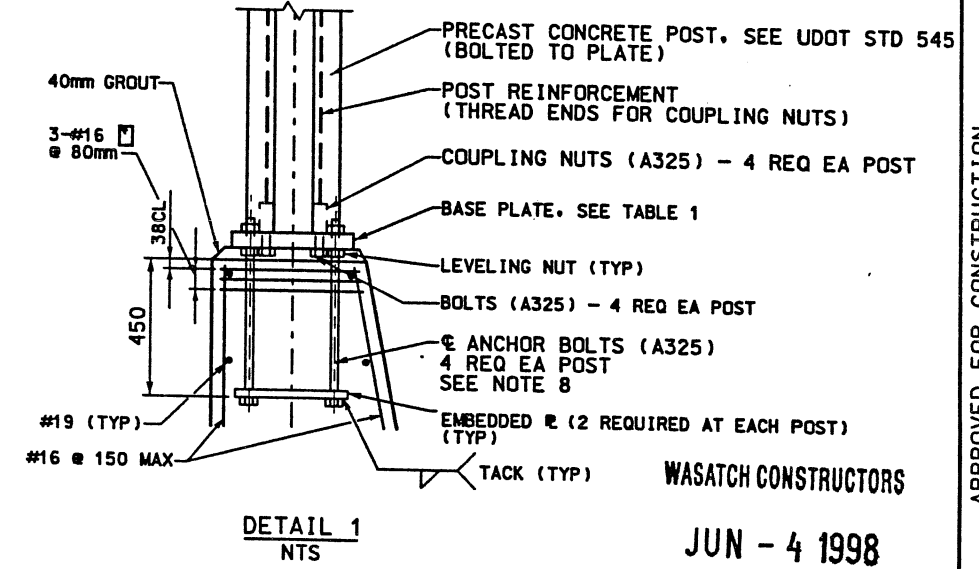
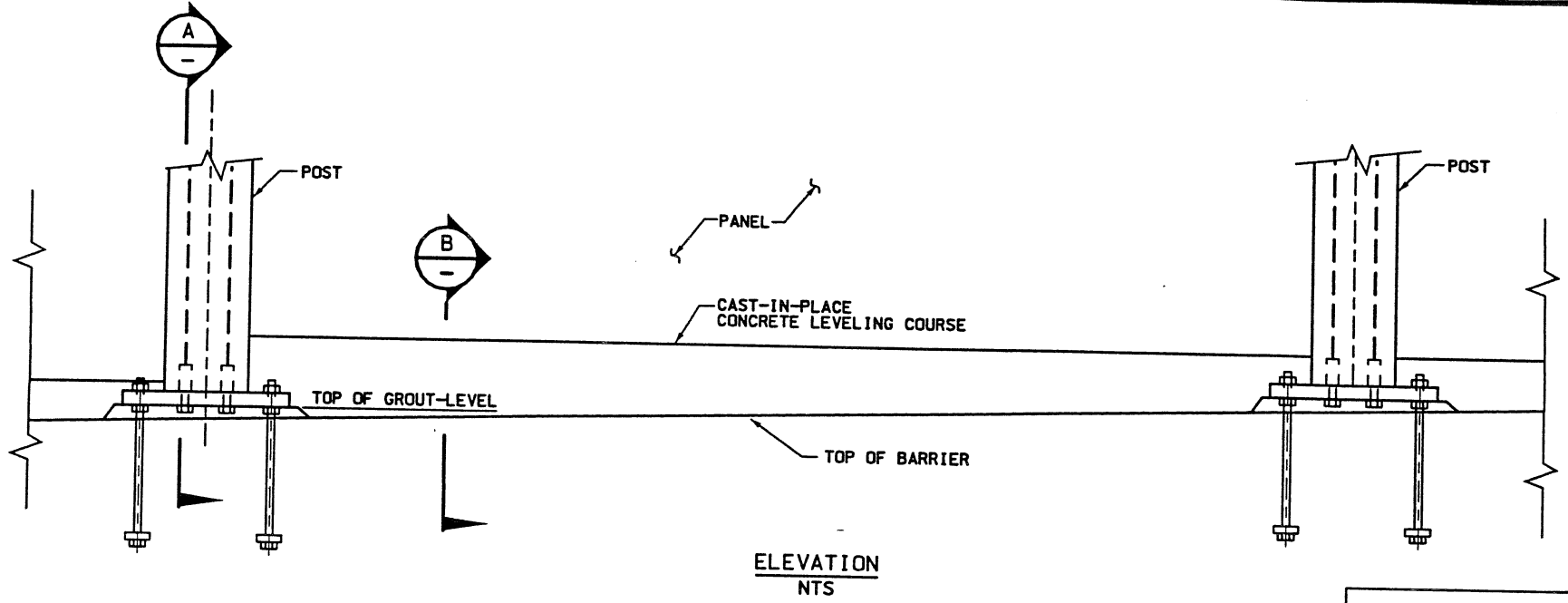


WASATCH CONSTRUCTORS
 MAR 08 2000
 RELEASED FOR CONSTRUCTION

APPROVED FOR CONSTRUCTION		DESCRIPTION	
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UTAH DEPARTMENT OF TRANSPORTATION			
DE LEUW CATHER SVERDRUP/DE LEUW			
APPROVAL DATE	DESIGN DATE	CHECK DATE	CHECK DATE
12/79	PAUL BLACKHAM	12/79	12/79
DATE	PROJECT DESIGN ENGINEER	DATE	CHECK DATE
12/79	JOHN TERRY	12/79	12/79
DATE	SECTION MANAGER	DATE	CHECK DATE
QUANT.			
CORRIDOR STANDARD PLAN			
PROJECT NUMBER #SP-15-7(135)296			
SALT LAKE COUNTY			
DWG. NO. CS-83-2A			
SHT. OF			

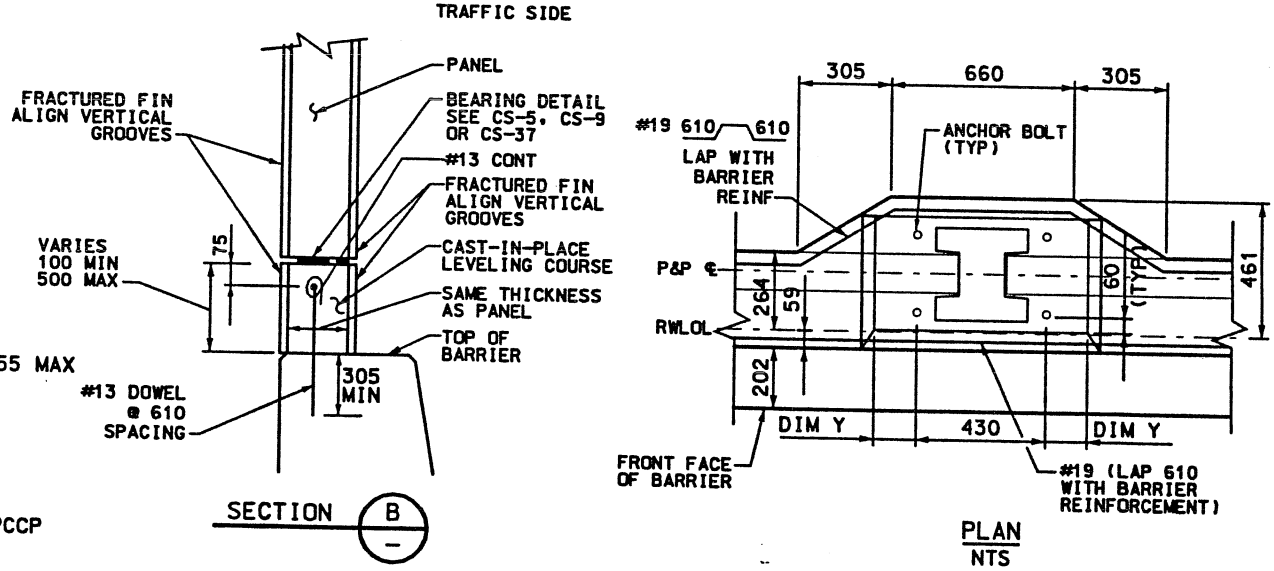
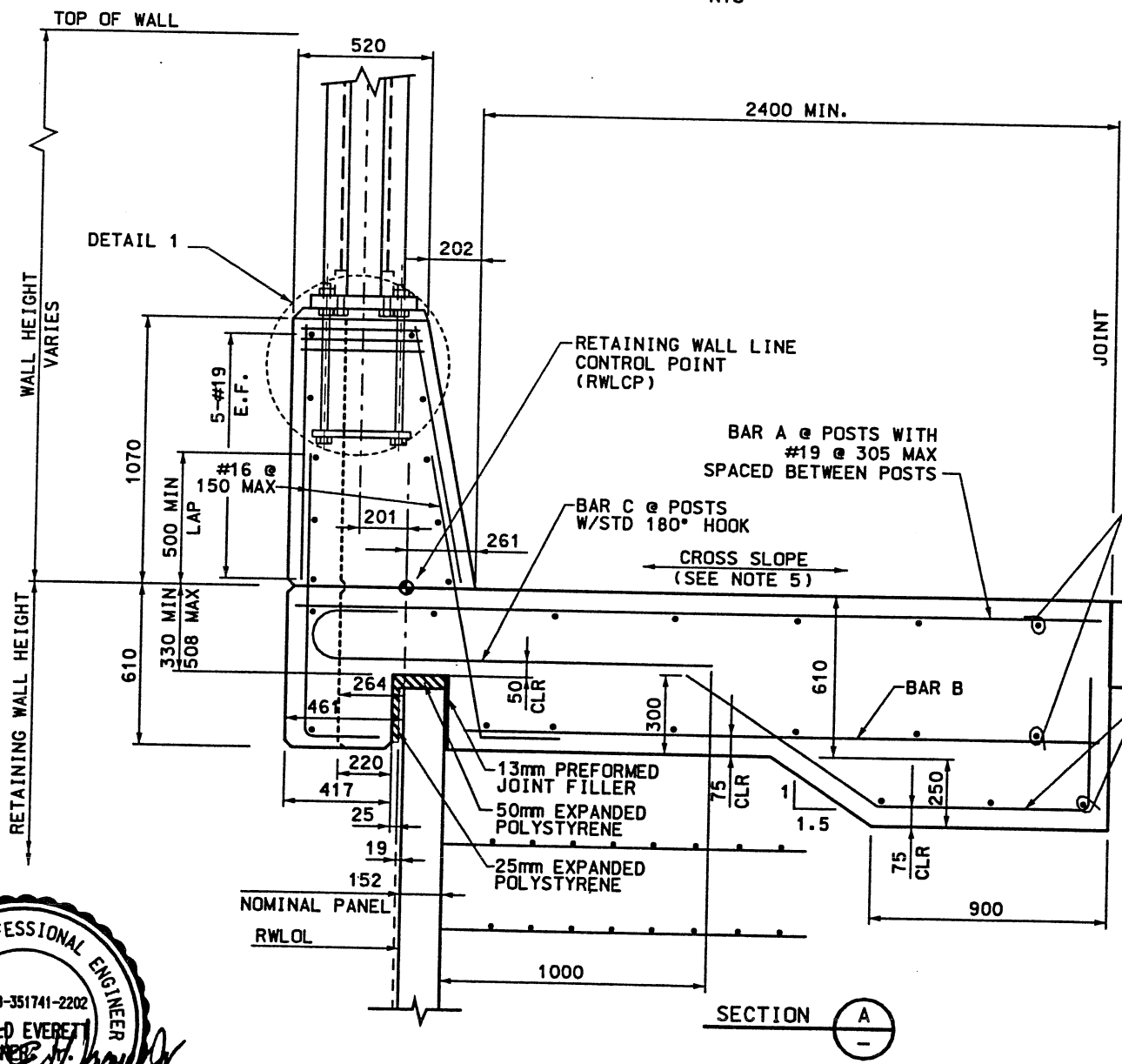
RFC After Final Approval

Date: 02-JUN-1998 Time: 13:47 User: name: corbetaj



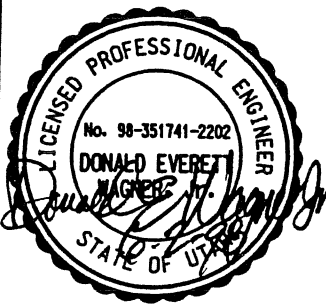
RELEASED FOR CONSTRUCTION

MAX WALL HEIGHT	REINF STEEL BAR			BOLTS/ COUPLING NUTS	BASE #	ANCHOR BOLTS	# EMBEDDED	DIM Y
	A	B	C					
3M	7-#19 @ 152	#19 @ 305 MAX	7-#19 @ 152	15.9MM DIA	35X400X560	19.1MM DIA	20X65X400	65
4M	7-#25 @ 152	#19 @ 305 MAX	7-#25 @ 152	19.1MM DIA	45X400X610	25.4MM DIA	25X90X400	90
5M	7-#29 @ 152	#19 @ 305 MAX	7-#29 @ 152	25.4MM DIA	50X400X660	31.8MM DIA	32X115X400	115



- NOTES:
- 50mm MINIMUM COVER OVER REINFORCING UNLESS OTHERWISE SHOWN.
 - USE $f'_c=28$ MPa (4000 PSI) FOR MOMENT SLAB AND LEVELING COURSE.
 - ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
 - LOCATE TRANSVERSE CONSTRUCTION JOINTS AT THE SAME LOCATION AS THE PAVEMENT JOINTS.
 - MATCH ROADWAY CROSS SLOPES.
 - PLATE MAY BE PRECAST WITH POST AND WELDED TO REBAR. SEE SPECIFICATION 724.
 - ALL ANCHOR BOLTS, NUTS, AND BASE PLATE ASSEMBLIES SHALL BE GALVANIZED. SEE SPECIFICATION 724.
 - ANCHOR BOLTS MAY CONFORM TO ASTM A449 OR A325.

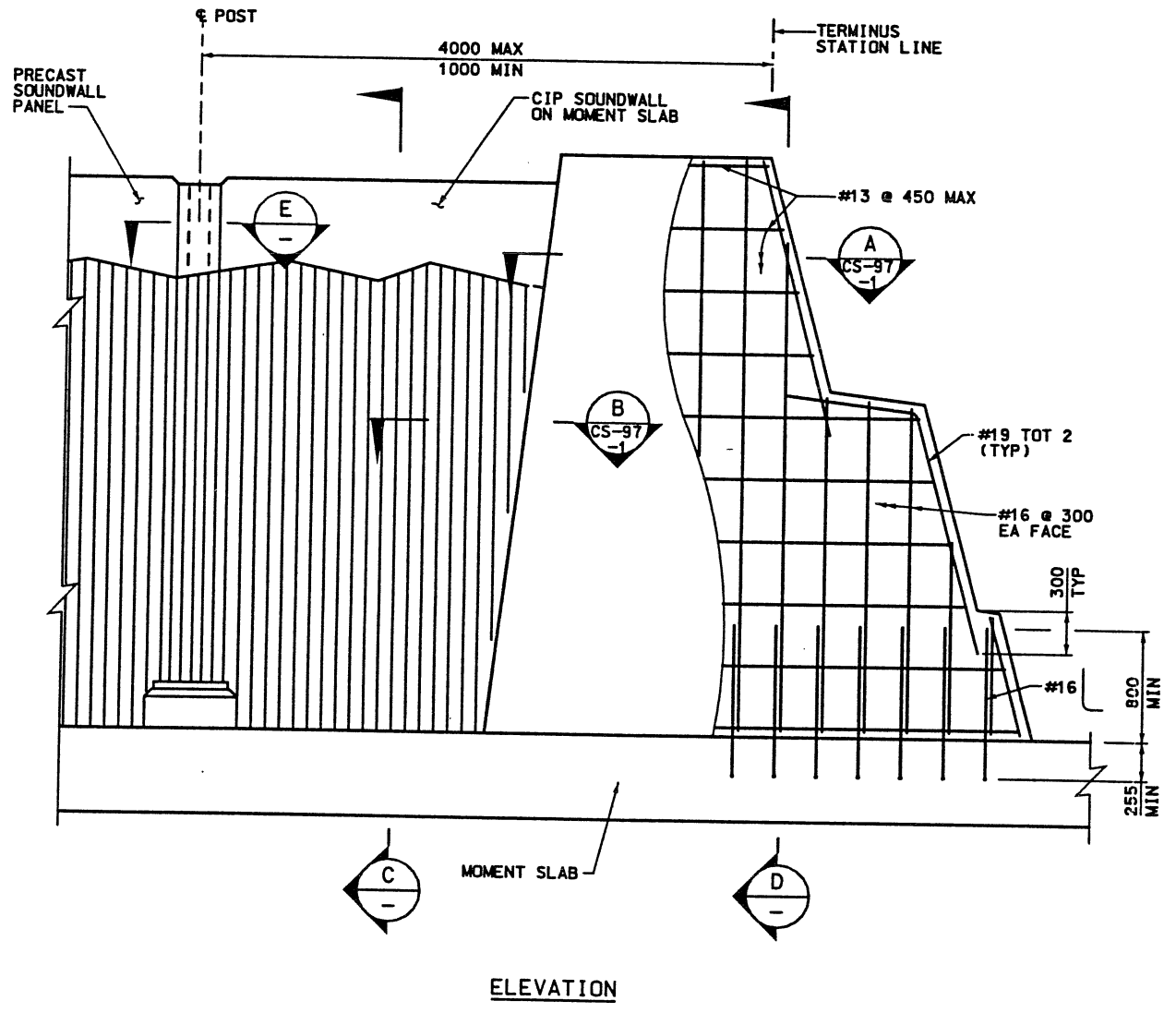
MSE SINGLE STAGE WITH SOUNDWALL AND BARRIER ON MOMENT SLAB
NTS



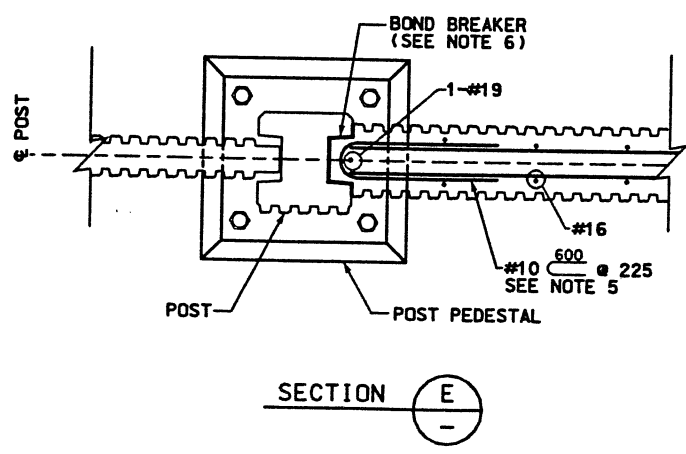
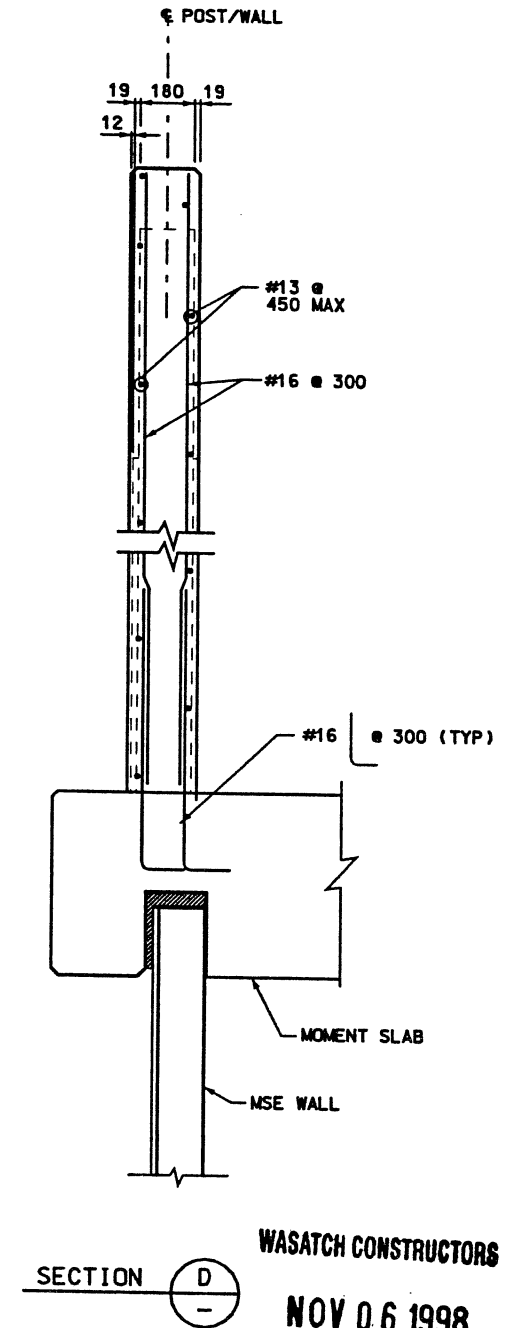
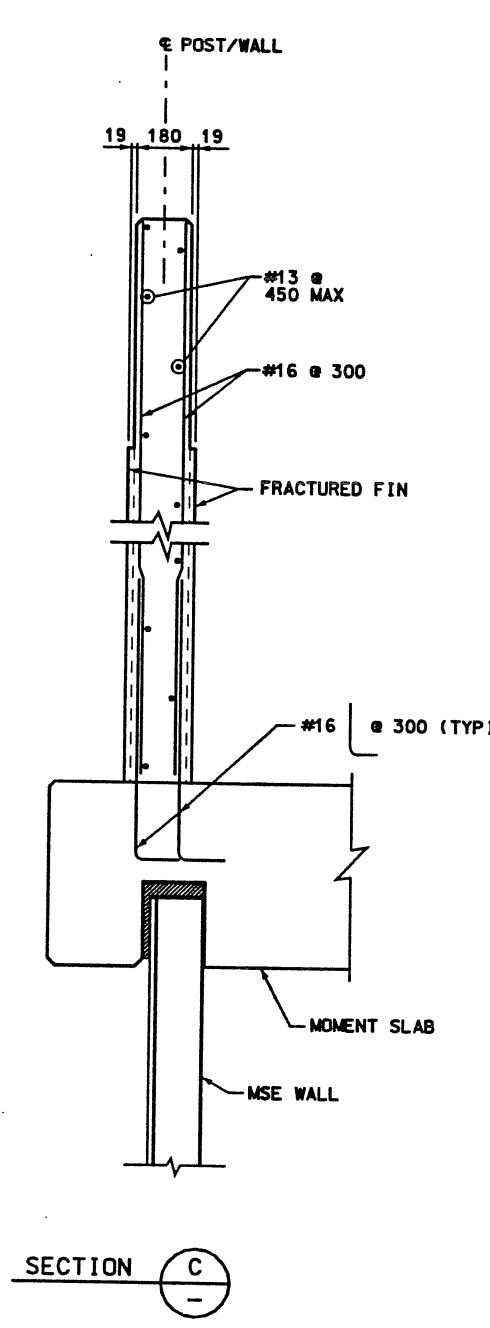
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NO. A	DATE 6/3/98
DESCRIPTION	
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JUN - 4 1998	
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UTAH DEPARTMENT OF TRANSPORTATION	
SVERDRUP/DE LEUW	
DESIGNER/DATE	CHECKER/DATE
DRAWN/DATE	CHECKER/DATE
PROJECT DESIGNER/DATE	CHECKER/DATE
STAR POLARIS/DATE	CHECKER/DATE
APPROVED/DATE	CHECKER/DATE
JAMES BLANDE/DATE	CHECKER/DATE
SECTION MANAGER	QUANT.
I-15 CORRIDOR RECONSTRUCTION	
P&P SW ON BARRIER	
CORRIDOR STANDARD PLAN	
PROJECT NUMBER #SP-15-7(135)296	
SALT LAKE COUNTY	
DWG. NO. CS-83-3	
SHT. _____	OF _____

Date: 05-10-1998 Time: 09:14 User: namer.orabedk

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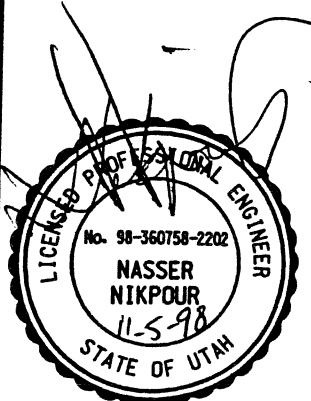


CIP SOUNDWALL TERMINUS ON MOMENT SLAB
NTS



NOTES:

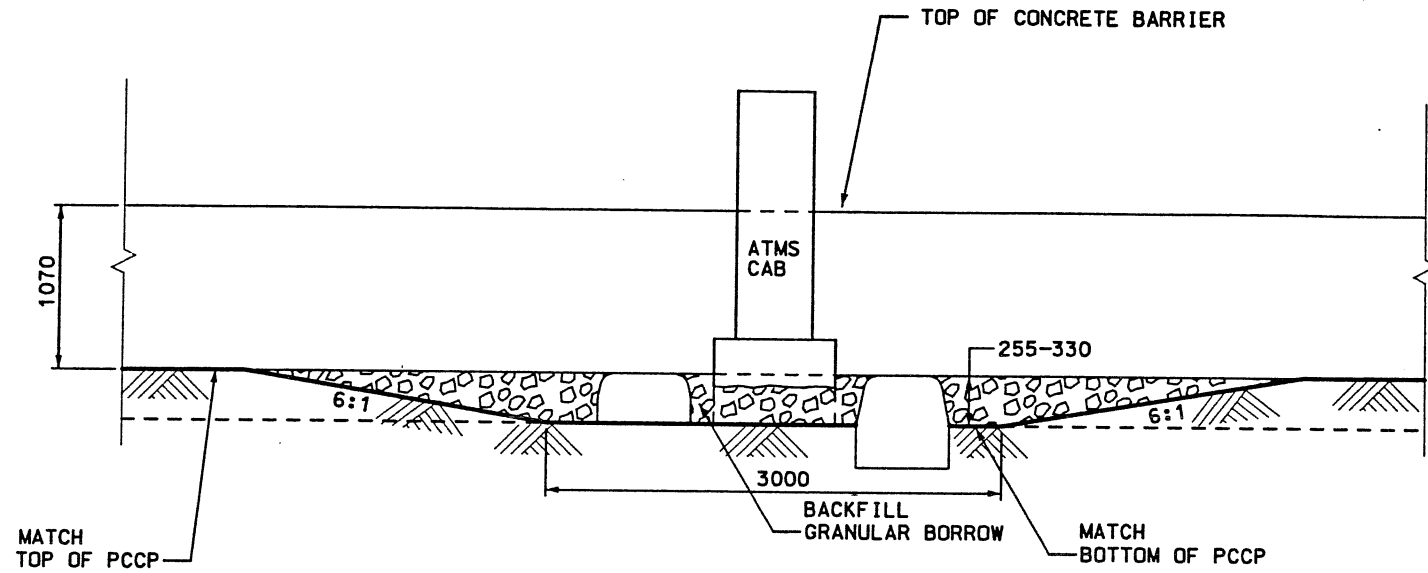
- 1) ALL CAST-IN-PLACE CONCRETE SHALL BE CLASS AA (AE) EXCEPT WHERE OTHERWISE NOTED. $f'c = 28$ MPa. CHAMFER ALL EXPOSED CONCRETE CORNERS 20mm OR 13mm RADIUS. PROVIDE 50mm CONCRETE COVER TO REINFORCING STEEL EXCEPT WHERE SPECIFIED OTHERWISE.
- 2) ALL DIMENSIONS ARE IN mm UNLESS OTHERWISE NOTED.
- 3) TERMINUS ELEMENT DETAILS ARE SHOWN FOR MOMENT SLABS ON SINGLE STAGE MSE WALLS (CS-83-1). TWO STAGE MSE WALL DETAILS (CS-83-2) ARE SIMILAR.
- 4) SEE CS-97-1 & CS-97-3 FOR TERMINUS ELEMENT DETAILS. SECTIONS A & B EXCEPT THAT ALL VERTICAL REBARS ARE #16 @ 300.
- 5) ROTATE BEND TO MEET CLEARANCE CRITERIA
- 6) 1 LAYER OF ROOFING FELT (14 N/m^2) BETWEEN CIP CONCRETE AND THE POST AND PEDESTAL.



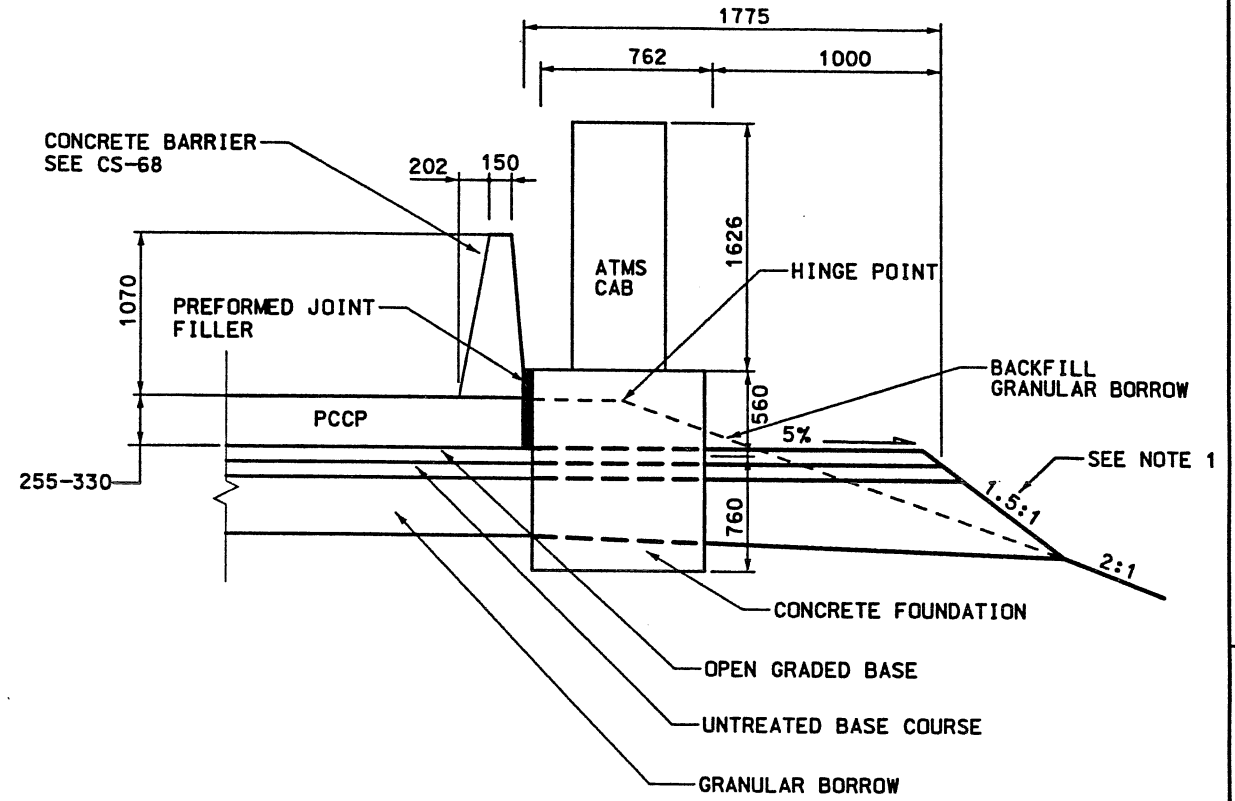
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SVERDRUP/DE LEUW		DESIGN SP. 11/06/98	
STAN POLASIK		CHECK NIN 11/06/98	
PROJECT DESIGN ENGINEER		DRAWN DKC 11/06/98	
JAMES KLENZ		CHECK	
SECTION MANAGER		CHECK	
DATE		DATE	
NOV 06 1998			
RELEASED FOR CONSTRUCTION			
I-15 CORRIDOR RECONSTRUCTION		CORRIDOR STANDARD PLAN	
CIP TERMINUS ON MOMENT SLAB		PROJECT NUMBER	
		#SP-15-7(135)296	
SALT LAKE COUNTY			
DWC. NO. CS-83-4			
SHT. OF			

Date: 03-SEP-1998 Time: 18:24 User: mamei.mik.drb

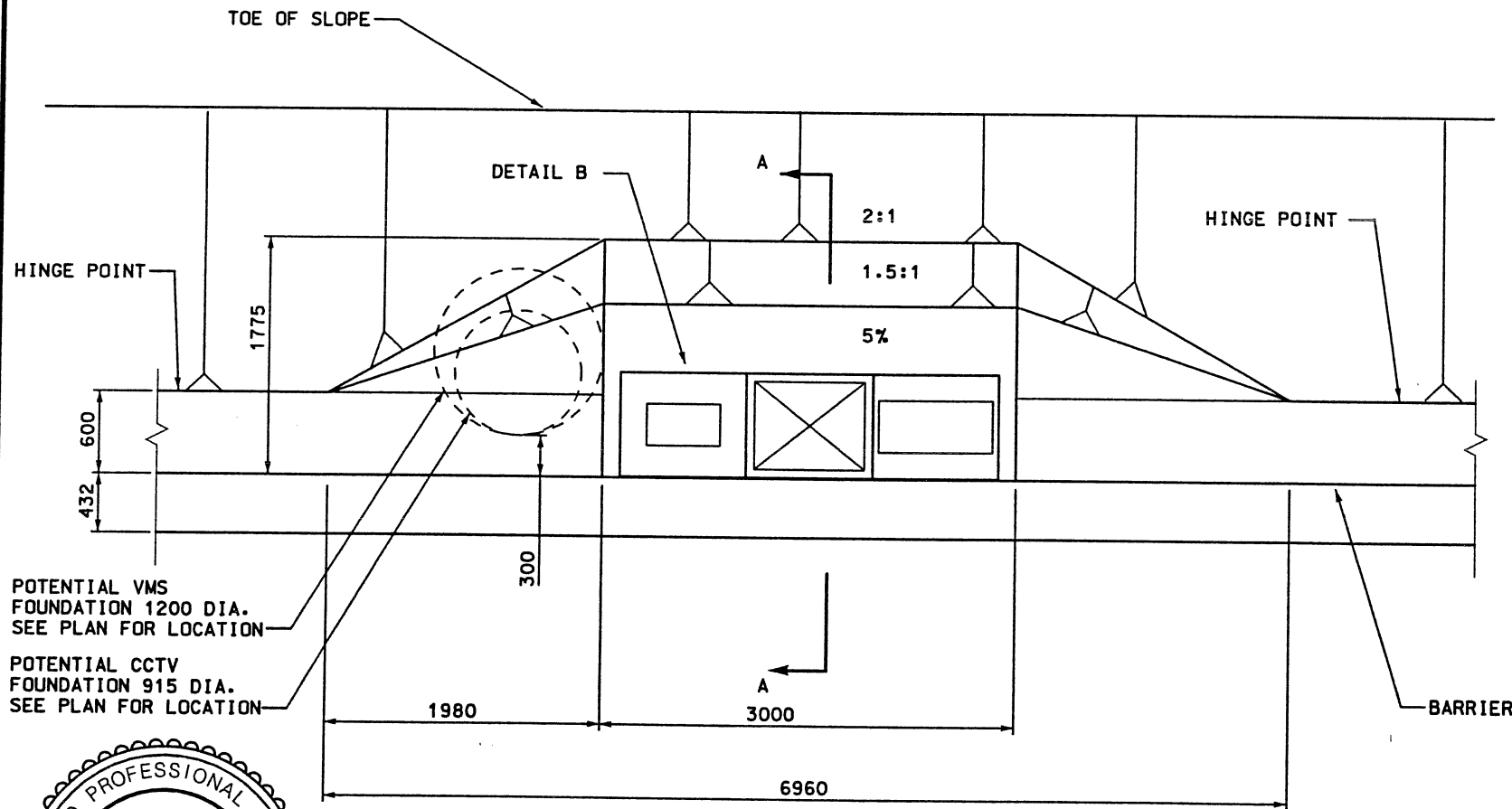
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ELEVATION

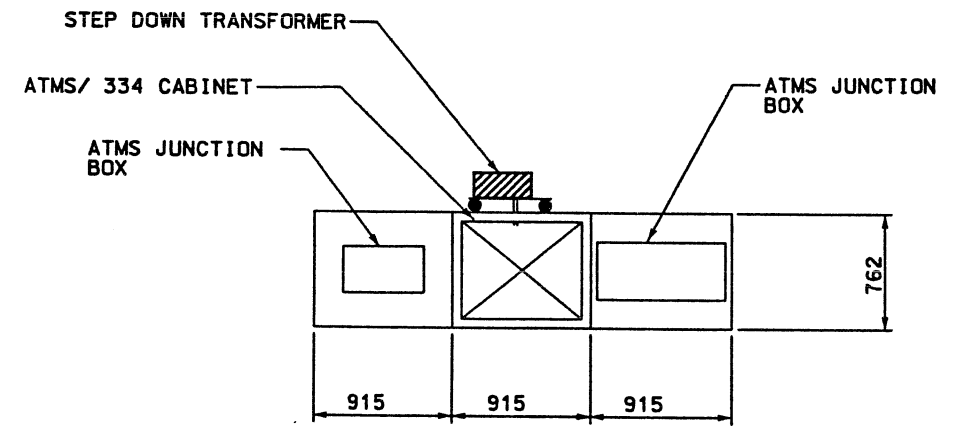


SECTION A



PLAN

ATMS CABINET



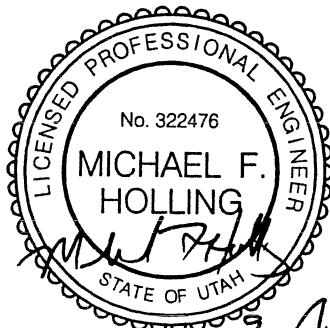
DETAIL B

SEE CS-115, CS-116 OR CS-117 FOR FURTHER DETAIL

WASATCH CONSTRUCTORS
 SEP 04 1998
 RELEASED FOR CONSTRUCTION

NOTE:

1. FOR 3:1 SLOPES SECTION "A" WOULD BE THE SAME WIDTH. TIE INTO 3:1 WITH 2:1 SLOPE.
2. ALL DIMENSIONS IN MM UNLESS OTHERWISE SHOWN
3. THIS PLAN IS FOR GRADING ONLY.

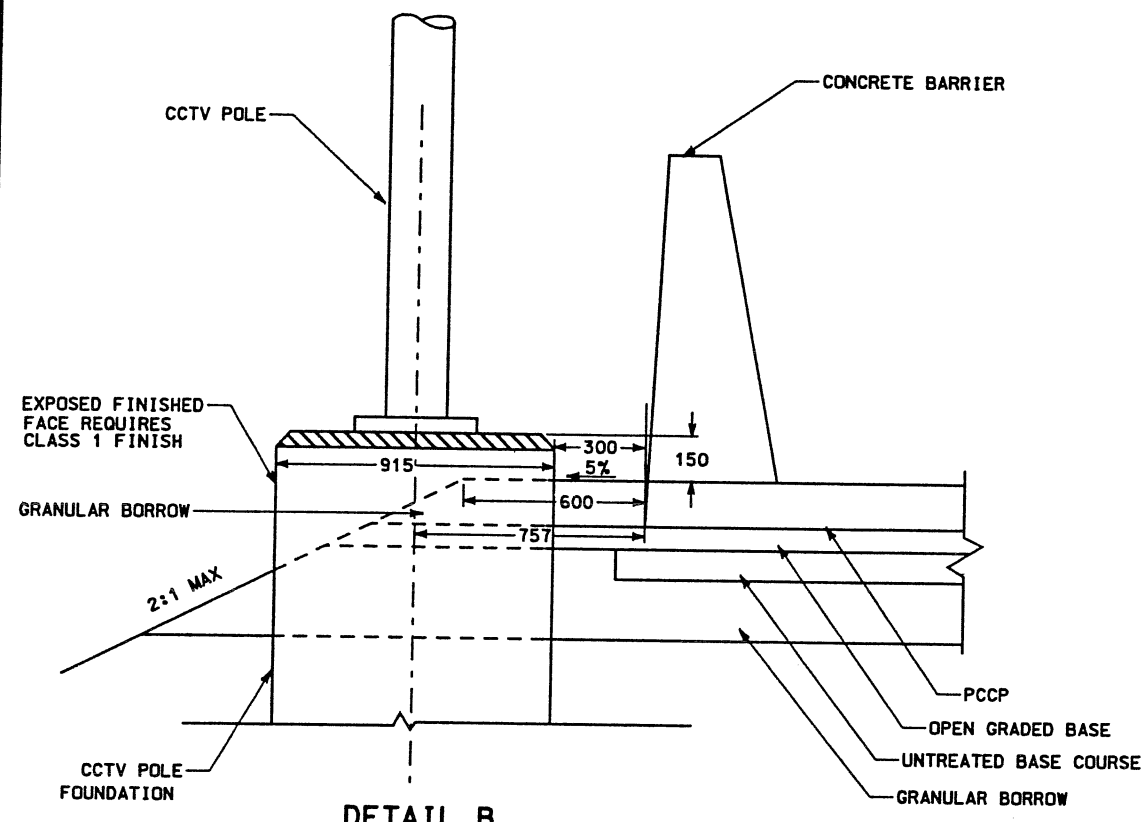


9-A-98

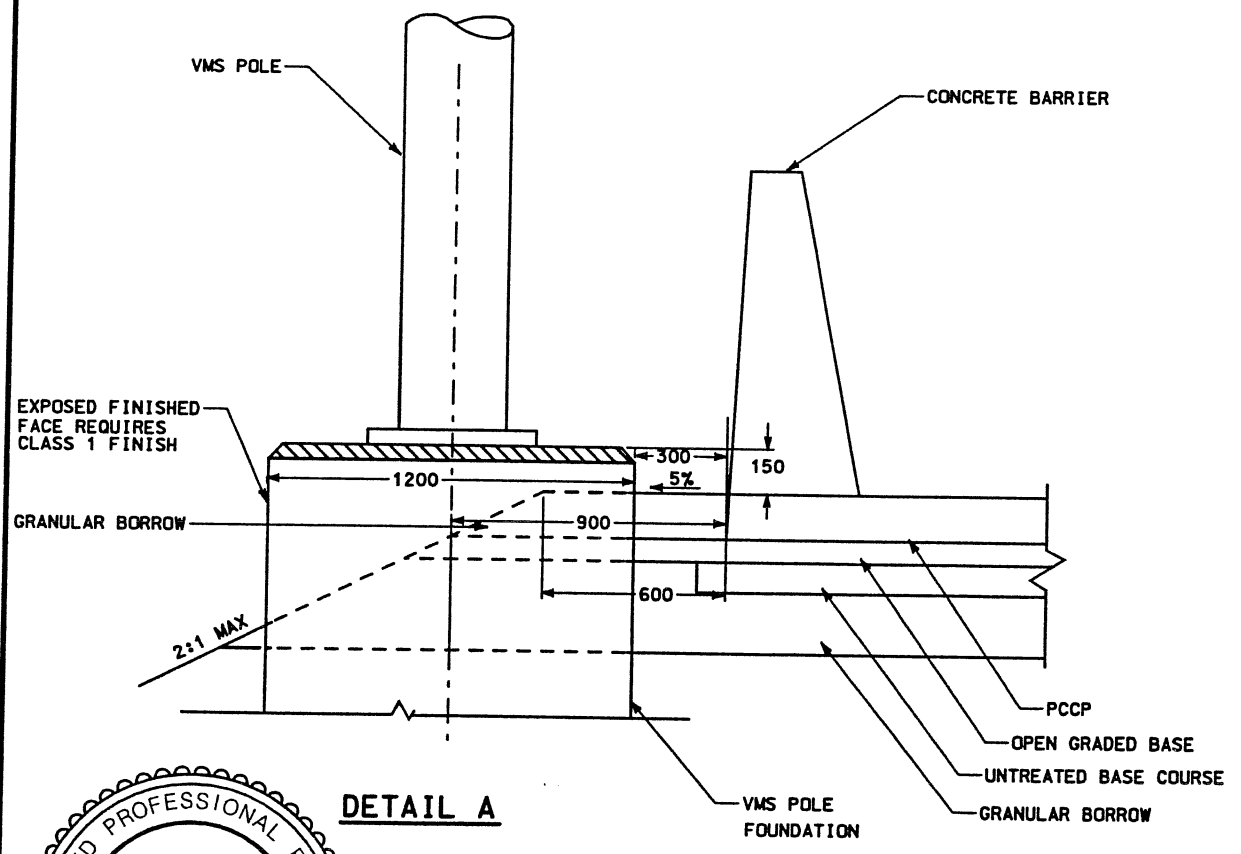
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UTAH DEPARTMENT OF TRANSPORTATION			
TRANSCORE SVERDRUP/DE LEUW			
DESIGN	MFT	8-28-98	CHECK
DRAWN	EGC	8-28-98	CHECK
QUANT.			CHECK
APPROVAL	8-28-98	DATE	PROJECT DESIGN ENGINEER
APPROVED	8-28-98	DATE	SECTION MANAGER
I-15 CORRIDOR RECONSTRUCTION			
ATMS CABINET GRADING DETAIL			
CORRIDOR STANDARD PLAN			
PROJECT NUMBER #SP-15-7(135)296			
SALT LAKE COUNTY			
DWG. NO. CS-84-1			
SHT. 1 OF 1			

03-SEP-1998 11:17:15 User:mikderb

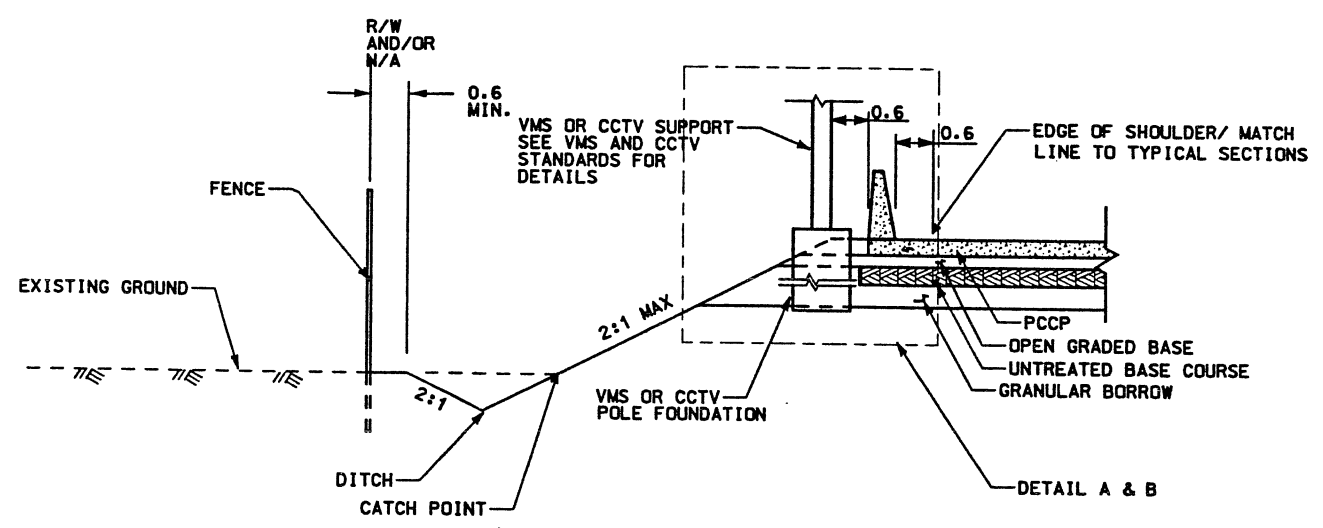
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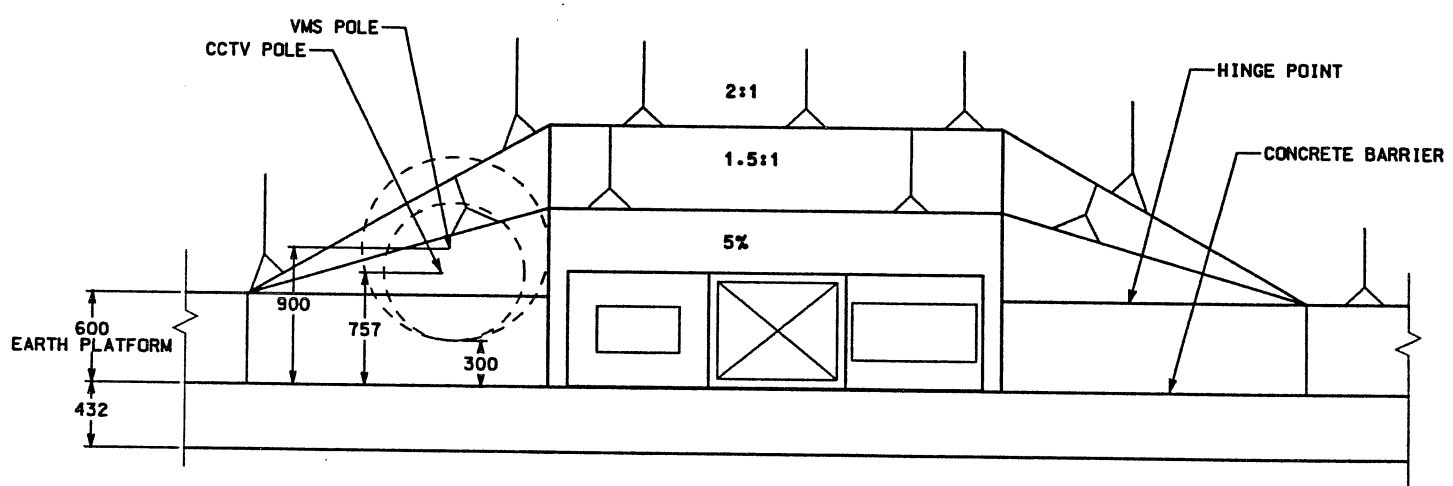
DETAIL B



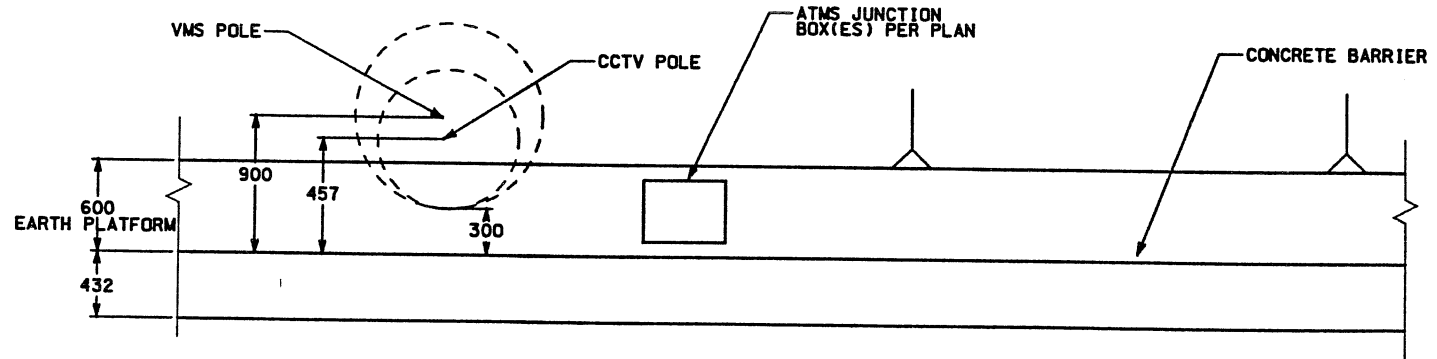
DETAIL A



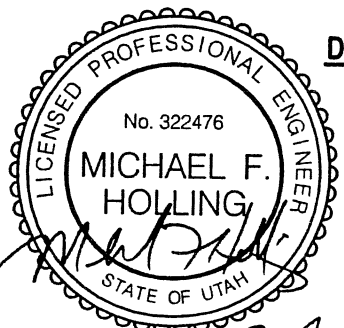
SIDE SLOPE TREATMENT
SIDE SLOPE 2:1 THRU 6:1



ATMS DEVICE WITH CABINET
(SEE ALSO CS-84-1)



ATMS DEVICE (ISOLATED)



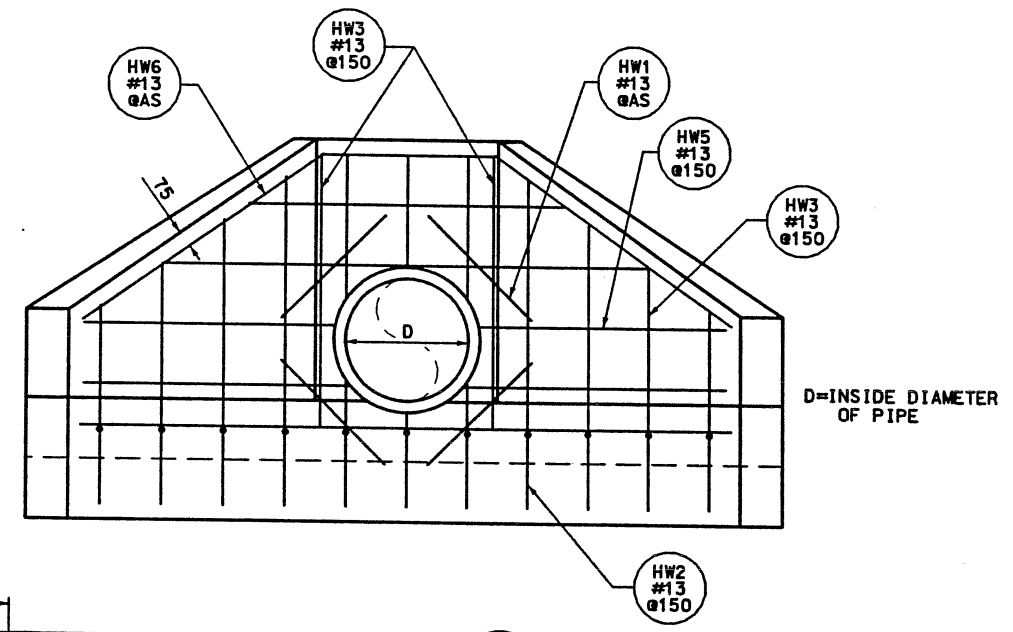
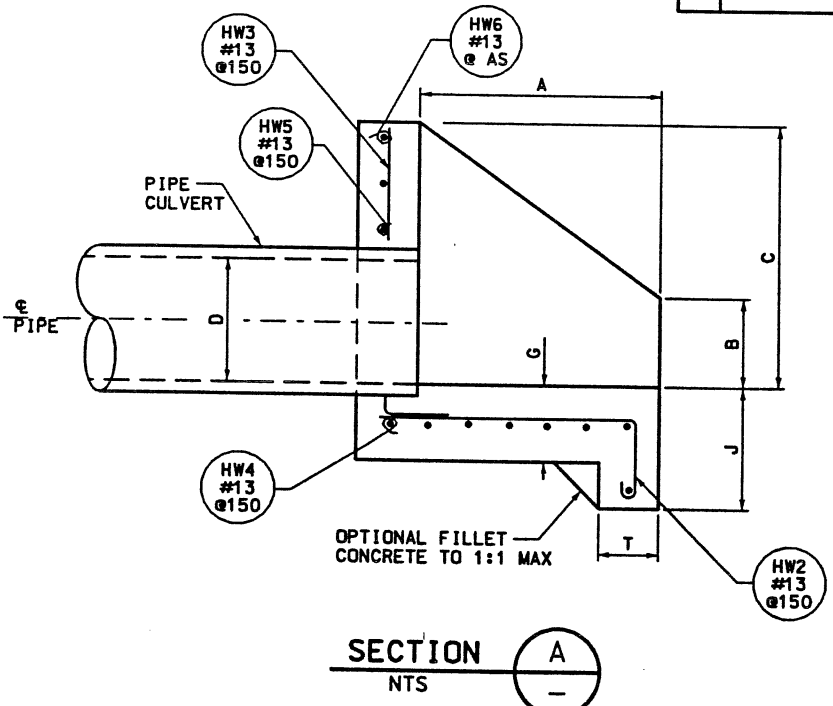
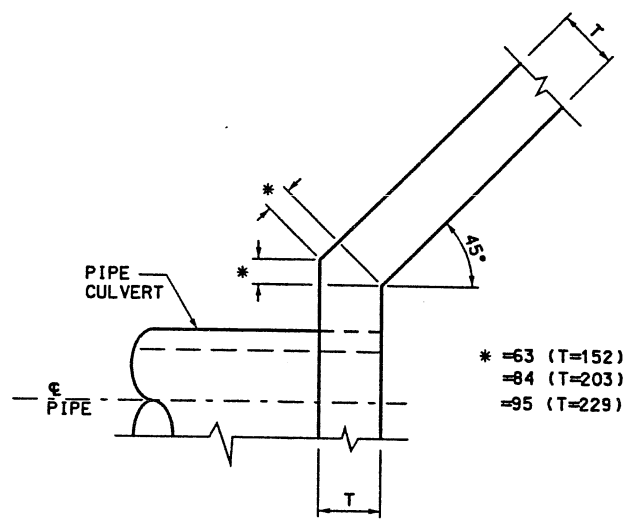
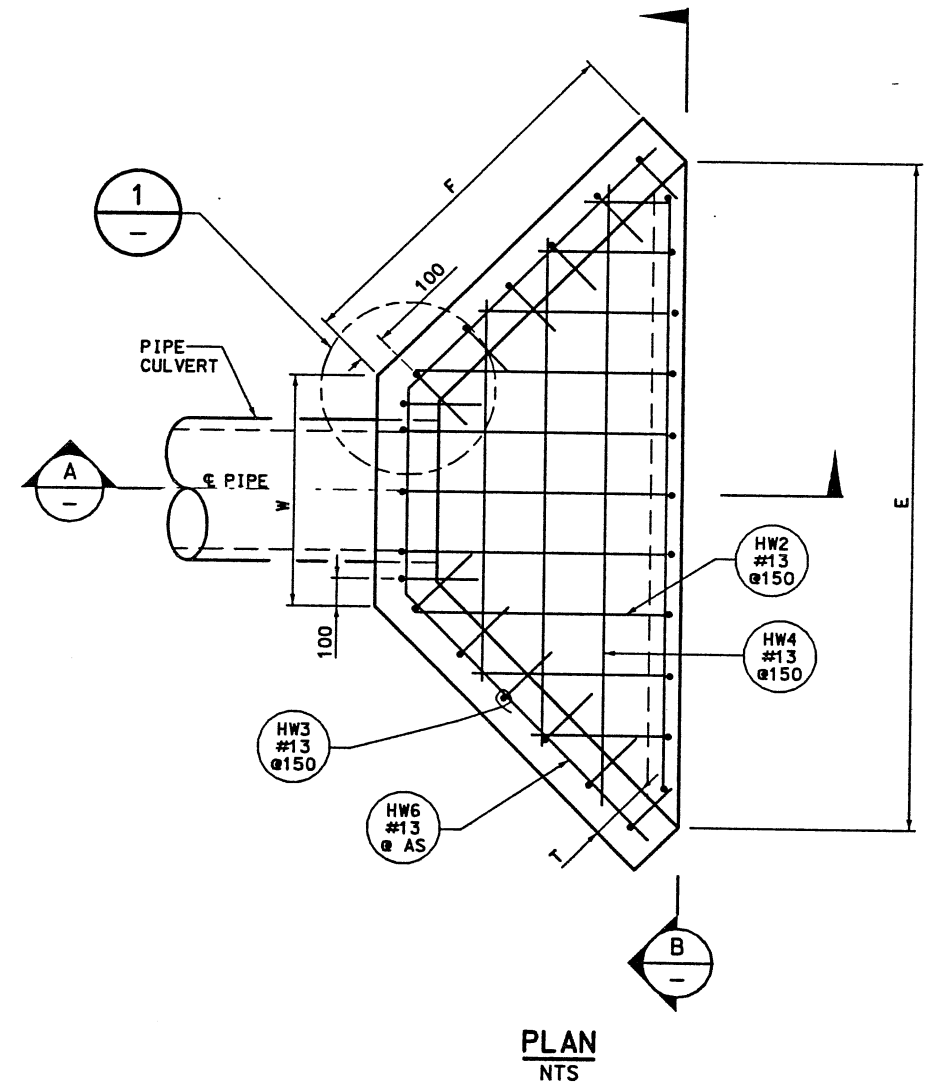
9A-98

WASATCH CONSTRUCTORS
SEP 04 1998
RELEASED FOR CONSTRUCTION

- NOTES:
- ALL DIMENSIONS IN MM UNLESS OTHERWISE SHOWN
 - THIS PLAN FOR GRADING ONLY.

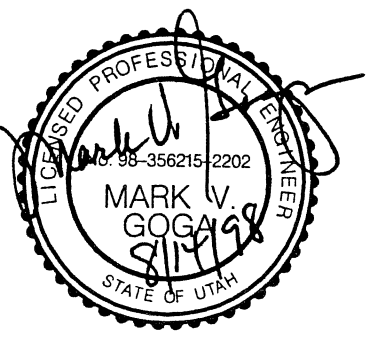
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TRANSCORE SVERDRUP/DE LEUW			
DESIGN	DATE	DESIGN	DATE
WFM	8-28-98	WFM	8-28-98
DRAIN	8-28-98	DRAIN	8-28-98
ENGINEER	DATE	ENGINEER	DATE
M. HOLLING	8-28-98	M. HOLLING	8-28-98
SECTION	DATE	SECTION	DATE
MANAGER	DATE	MANAGER	DATE
QUANT.	DATE	QUANT.	DATE
I-15 CORRIDOR RECONSTRUCTION			
CCTV, VMS GRADING DETAILS			
CORRIDOR STANDARD PLAN			
PROJECT NUMBER #SP-15-7(135)296			
SALT LAKE COUNTY			
DWG. NO. CS-84-2			
SHT. 1 OF 1			

TABLE OF DIMENSIONS										
D	A	B	C	E	F	G	J	T	W	QTY
300	610	223	686	1677	926	203	305	152	583	0.25
450	762	268	838	2134	1141	203	305	152	736	0.39
600	914	338	1016	2641	1356	203	305	152	939	0.55
750	1067	383	1169	3099	1572	203	457	152	1091	0.74
900	1219	428	1312	3556	1787	203	457	152	1244	0.96
1050	1372	497	1499	4065	2003	203	457	152	1447	1.24
1200	1524	532	1651	4521	2239	254	610	203	1641	2.11
1350	1676	576	1804	4978	2454	254	610	203	1794	2.53
1500	1829	646	1981	5487	2671	254	610	203	1997	3.04
1650	1981	691	2134	5944	2886	279	762	229	2149	4.03
1800	2134	735	2286	6365	3102	279	762	229	2302	4.64



- NOTES:**
- 1) ALL DIMENSIONS ARE GIVEN IN MILLIMETERS UNLESS OTHERWISE NOTED.
 - 2) REQUIRED COVER IS 51mm UNLESS OTHERWISE NOTED.
 - 3) CONCRETE QUANTITY GIVEN AS CUBIC METERS.
 - 4) ALL REINFORCING STEEL SHALL BE EPOXY COATED, DEFORMED BILLET-STEEL BARS AND CONFORM TO AASHTO M-31M GRADE-420.
 - 5) IF REQUIRED, INSTALL UDOT V-1384 TRASHRACK PER APPLICABLE PIPE SIZE DESIGNATION.
 - 6) DESIGN CONCRETE STRENGTH IS 21 Mpa.

WASATCH CONSTRUCTORS
AUG 21 1998
RELEASED FOR CONSTRUCTION



APPROVED FOR CONSTRUCTION

NO. DATE DESCRIPTION

1 8/14/98 ORIGINAL ISSUE

UTAH DEPARTMENT OF TRANSPORTATION

SVERDRUP/DE LEUW

I-15 CORRIDOR RECONSTRUCTION

CONCRETE HEADWALL

CORRIDOR STANDARD PLAN

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

SALT LAKE COUNTY

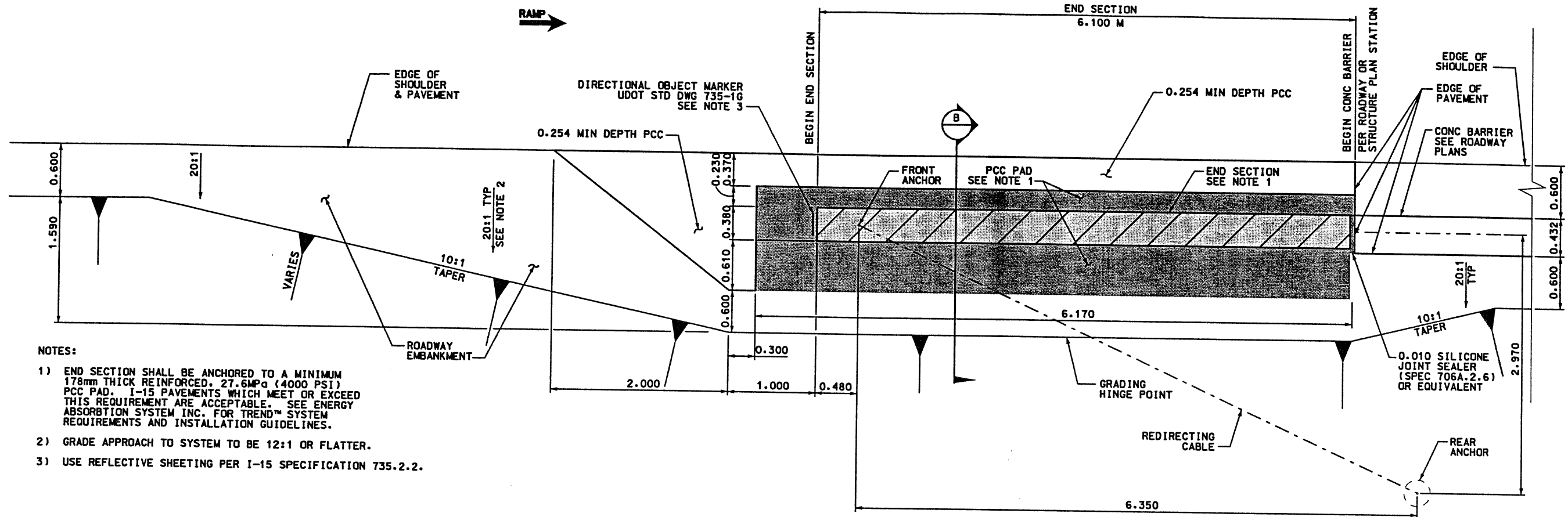
DWG. NO. CS-85

SHT. OF

DESIGN	CHECK	DATE	BY	QUANT.
MARK V. GOGA				
PROJECT DESIGN ENGINEER				
APPROVED				
DATE				
SECTION MANAGER				
TRACKING NO.				23350

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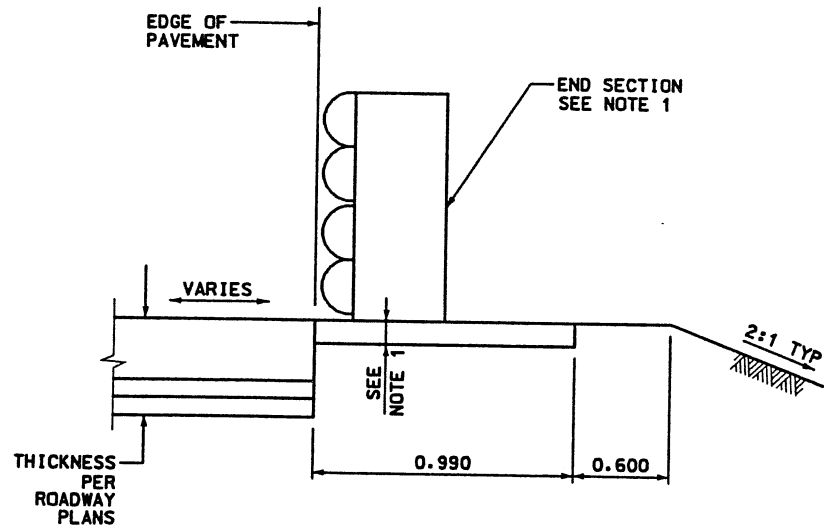
Date: 15-JUN-1998 Time: 10:27 Username: gonzaloj



NOTES:

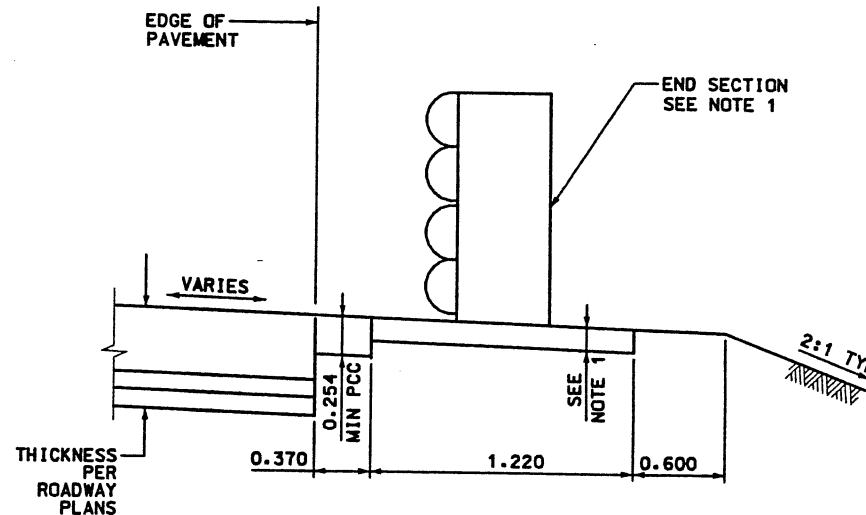
- 1) END SECTION SHALL BE ANCHORED TO A MINIMUM 178mm THICK REINFORCED, 27.6MPa (4000 PSI) PCC PAD. I-15 PAVEMENTS WHICH MEET OR EXCEED THIS REQUIREMENT ARE ACCEPTABLE. SEE ENERGY ABSORPTION SYSTEM INC. FOR TREND™ SYSTEM REQUIREMENTS AND INSTALLATION GUIDELINES.
- 2) GRADE APPROACH TO SYSTEM TO BE 12:1 OR FLATTER.
- 3) USE REFLECTIVE SHEETING PER I-15 SPECIFICATION 735.2.2.

END SECTION DETAIL - CASE E - RAMP
NTS

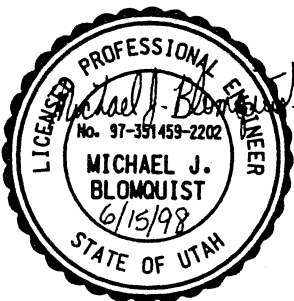


* SECTION A-A
NTS

* SEE CS-87-2

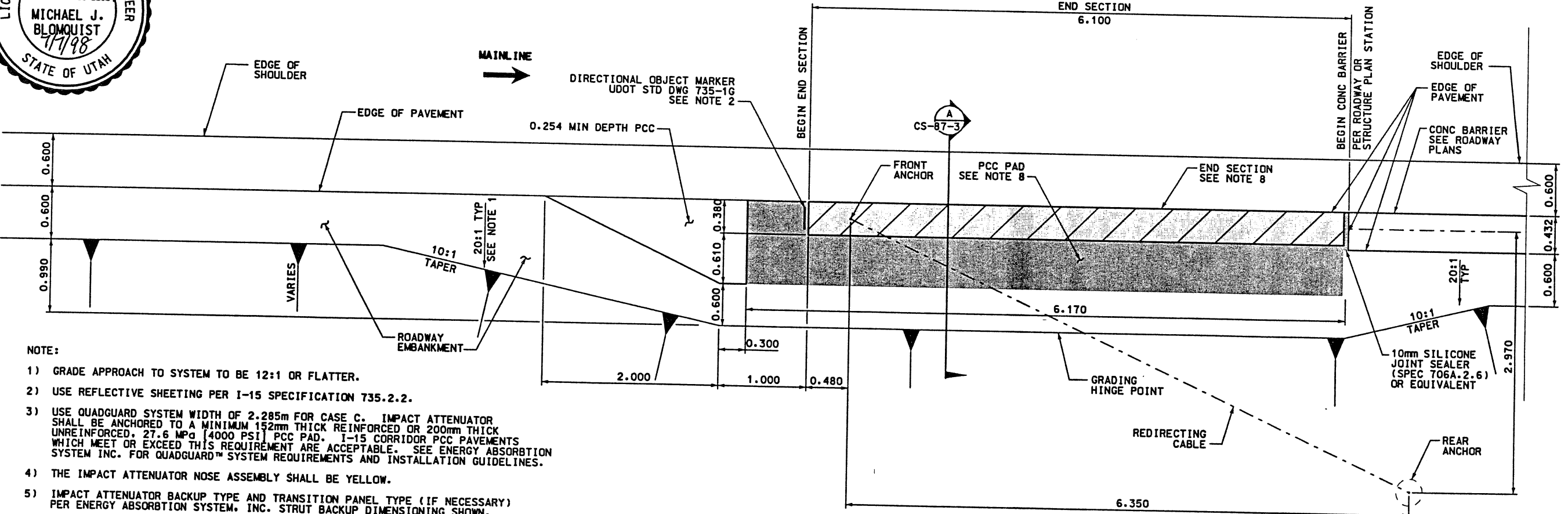
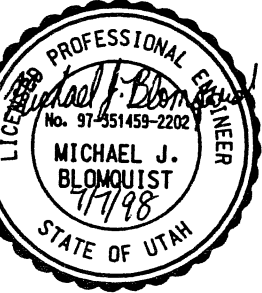
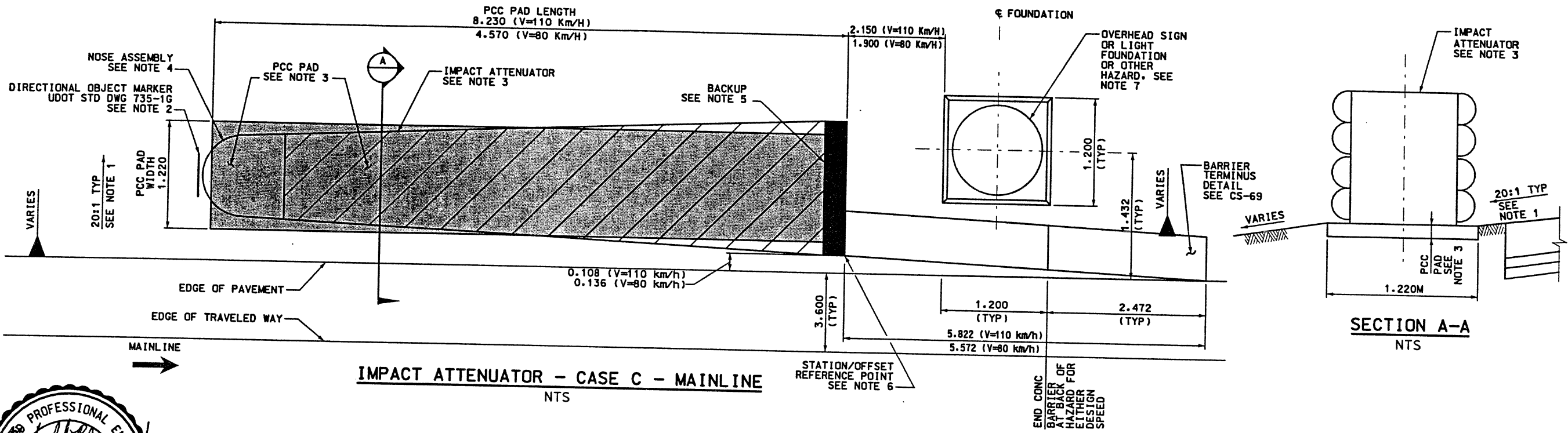


SECTION B-B
NTS



WASATCH CONSTRUCTORS
JUN 17 1998
RELEASED FOR CONSTRUCTION

APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	NO.	DATE
1	06/15/98	1	06/15/98
ORIGINAL ISSUE			
UTAH DEPARTMENT OF TRANSPORTATION			
SVERRUP/DE LEUW			
APPROVAL	RECORD	DESIGN	CHECK
06/15/98	06/15/98	MJB	CC
MICHAEL BLOMQUIST	MICHAEL BLOMQUIST	AJG	MJB
PROJECT DESIGN ENGINEER	PROJECT DESIGN ENGINEER		
DATE	DATE	QUANT.	CHECK
06/15/98	06/15/98		
JIM KLENZ	JIM KLENZ		
SECTION MANAGER	SECTION MANAGER		
DATE	DATE		
06/15/98	06/15/98		
I-15 CORRIDOR RECONSTRUCTION			
IMPACT ATTENUATOR/END SECTION			
CORRIDOR STANDARD PLAN			
PROJECT NUMBER #SP-15-7(135)296			
SALT LAKE COUNTY			
DWG. NO. CS-87-3			
SHT. _____ OF _____			



NOTE:

- 1) GRADE APPROACH TO SYSTEM TO BE 12:1 OR FLATTER.
- 2) USE REFLECTIVE SHEETING PER I-15 SPECIFICATION 735.2.2.
- 3) USE QUADGUARD SYSTEM WIDTH OF 2.285m FOR CASE C. IMPACT ATTENUATOR SHALL BE ANCHORED TO A MINIMUM 152mm THICK REINFORCED OR 200mm THICK UNREINFORCED, 27.6 MPa (4000 PSI) PCC PAD. I-15 CORRIDOR PCC PAVEMENTS WHICH MEET OR EXCEED THIS REQUIREMENT ARE ACCEPTABLE. SEE ENERGY ABSORPTION SYSTEM INC. FOR QUADGUARD™ SYSTEM REQUIREMENTS AND INSTALLATION GUIDELINES.
- 4) THE IMPACT ATTENUATOR NOSE ASSEMBLY SHALL BE YELLOW.
- 5) IMPACT ATTENUATOR BACKUP TYPE AND TRANSITION PANEL TYPE (IF NECESSARY) PER ENERGY ABSORPTION SYSTEM, INC. STRUT BACKUP DIMENSIONING SHOWN.
- 6) DESIGNER TO SHOW DESIGN SPEED, SYSTEM WIDTH, AND STATION/OFFSET REFERENCE POINT FOR EACH IMPACT ATTENUATOR ON THE ROADWAY PLANS.
- 7) HAZARD SHOWN ON LEFT SIDE OF ROADWAY, RIGHT SIDE OF ROADWAY IS SIMILAR.
- 8) END SECTION SHALL BE ANCHORED TO A MINIMUM 178mm THICK REINFORCED, 27.6MPa (4000 PSI) PCC PAD. I-15 CORRIDOR PCC PAVEMENTS WHICH MEET OR EXCEED THIS REQUIREMENTS ARE ACCEPTABLE. SEE ENERGY ABSORPTION SYSTEM INC. FOR TREND™ SYSTEM REQUIREMENTS AND INSTALLATION GUIDELINES.

END SECTION DETAIL - CASE D - MAINLINE
NTS

WASATCH CONSTRUCTORS
JUN 10 1998

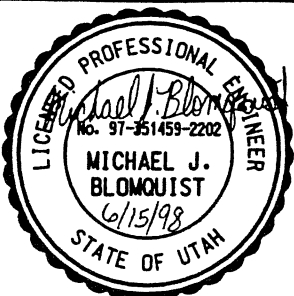
RELEASED FOR CONSTRUCTION

APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	NO.	DATE
1	06/15/98	1	06/15/98
2	06/29/98	2	06/29/98

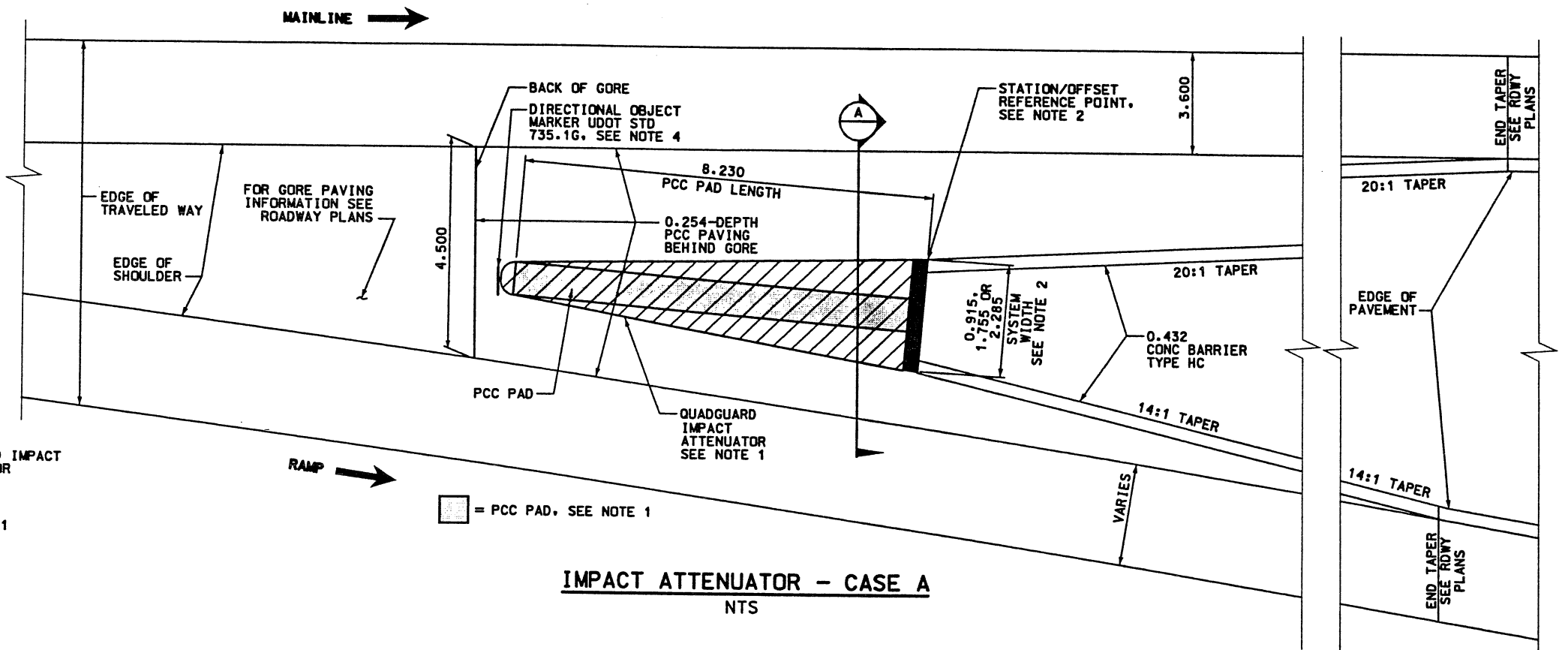
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SVERRUP/DE LEUW			
DESIGN	CC	06/98	06/98
CHECK	MJB	06/98	06/98
DRAWN	AJG	06/98	06/98
SECTION MANAGER	JIM KLEZM		

I-15 CORRIDOR RECONSTRUCTION	
IMPACT ATTENUATOR	
CORRIDOR STANDARD PLAN	
PROJECT NUMBER	DATE
#SP-15-7(135)296	06/15/98

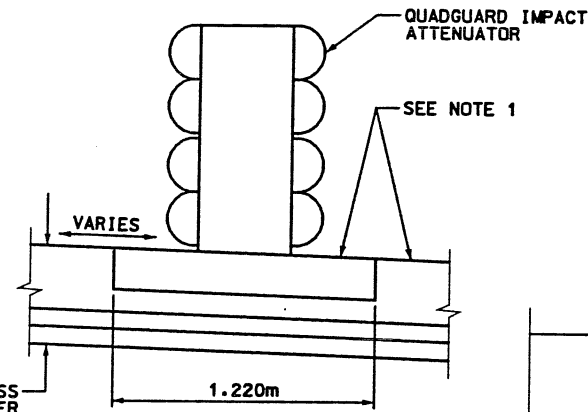
SALT LAKE COUNTY	
DWG. NO.	
CS-87-2	
SHT. _____	OF _____



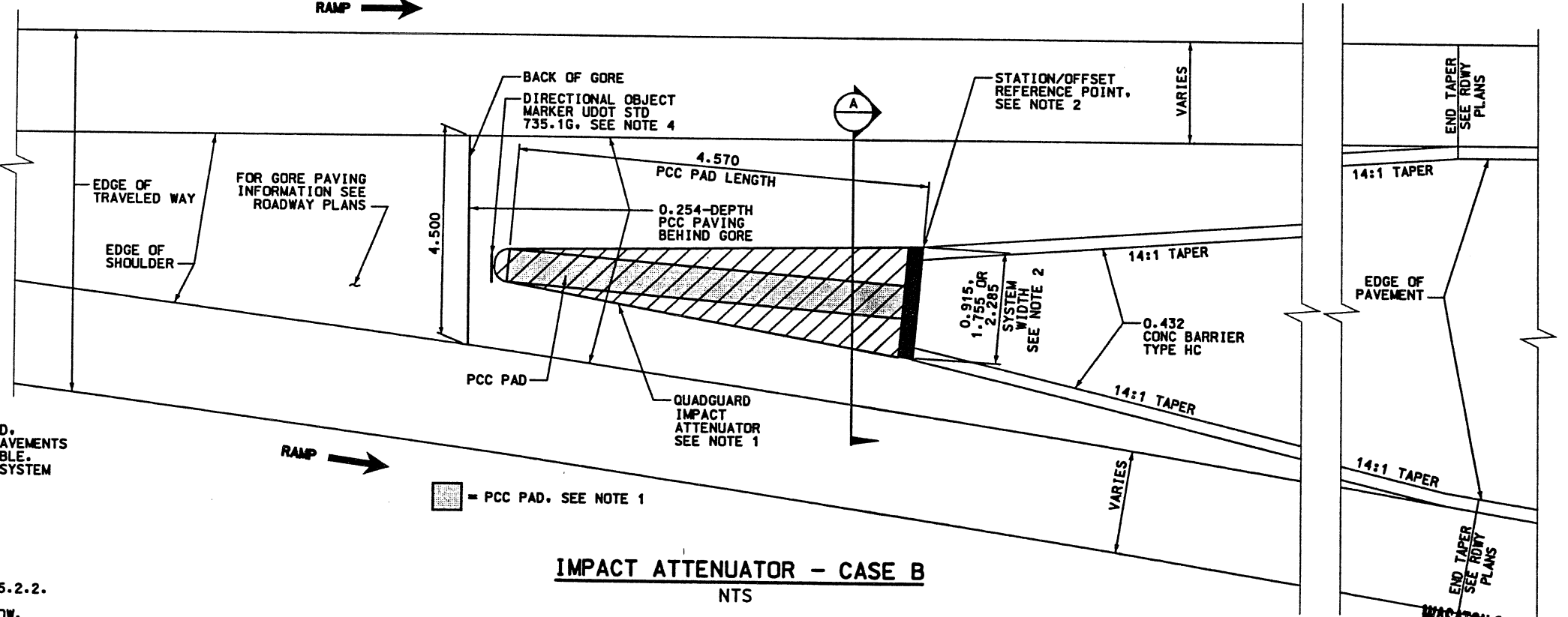
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IMPACT ATTENUATOR - CASE A
NTS



SECTION A-A
NTS



IMPACT ATTENUATOR - CASE B
NTS

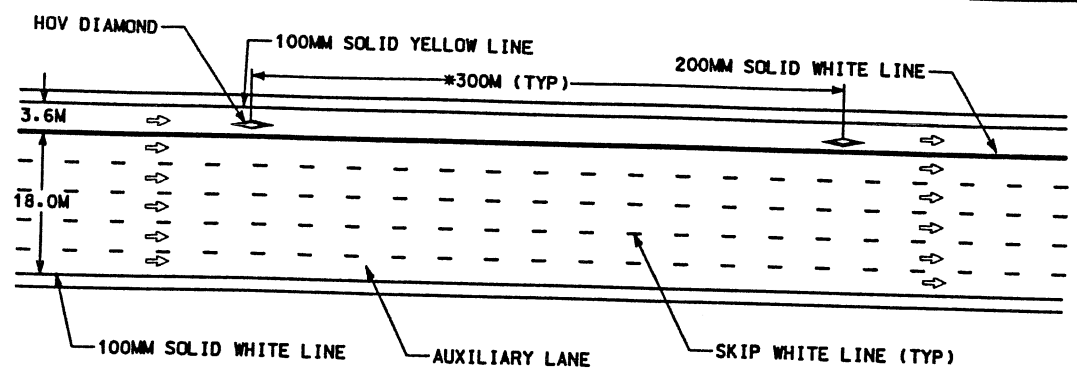
NOTE:

- 1) IMPACT ATTENUATOR SHALL BE ANCHORED TO A MINIMUM 152mm THICK REINFORCED OR 200mm THICK UNREINFORCED, 27.6 MPa (4000 PSI) PCC PAD. I-15 CORRIDOR PCC PAVEMENTS WHICH MEET OR EXCEED THIS REQUIREMENT ARE ACCEPTABLE. SEE ENERGY ABSORPTION SYSTEM INC. FOR QUADGUARD™ SYSTEM REQUIREMENTS AND INSTALLATION GUIDELINES.
- 2) DESIGNER TO SHOW DESIGN SPEED, SYSTEM WIDTH, AND STATION/OFFSET REFERENCE POINT FOR EACH IMPACT ATTENUATOR ON THE ROADWAY PLANS.
- 3) GRADE APPROACH TO SYSTEM TO BE 12:1 OR FLATTER.
- 4) USE REFLECTIVE SHEETING PER I-15 SPECIFICATION 735.2.2.
- 5) THE IMPACT ATTENUATOR NOSE ASSEMBLY SHALL BE YELLOW.
- 6) IMPACT ATTENUATOR BACKUP TYPE AND TRANSITION PANEL TYPE (IF NECESSARY) PER ENERGY ABSORPTION SYSTEM, INC.
- 7) IMPACT ATTENUATOR POSITIONED DOWNSTREAM OF BACK OF GORE CASE SHOWN, BACK OF IMPACT ATTENUATOR POSITIONED COINCIDENT WITH THE BACK OF GORE CASE POSSIBLE.

APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	DESIGN	CHECK
1	06/15/98	MJB	CC
		AJG	MJB
			CHECK
UTAH DEPARTMENT OF TRANSPORTATION			
SVERDRUP/DE LEUW			
PERSONAL RECORD DATE	PROJECT DESIGN ENGINEER	DATE	SECTOR MANAGER
06/15/98	MICHAEL BLOMQUIST	06/18	JIM KLEMZ
I-15 CORRIDOR RECONSTRUCTION		CORRIDOR STANDARD PLAN	
IMPACT ATTENUATOR		PROJECT NUMBER #SP-15-7(135)296	
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SALT LAKE COUNTY		DWG. NO. CS-87-1	
SHT. _____ OF _____			

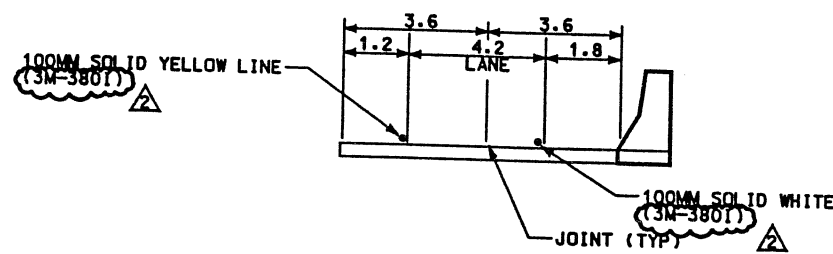
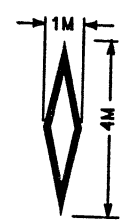
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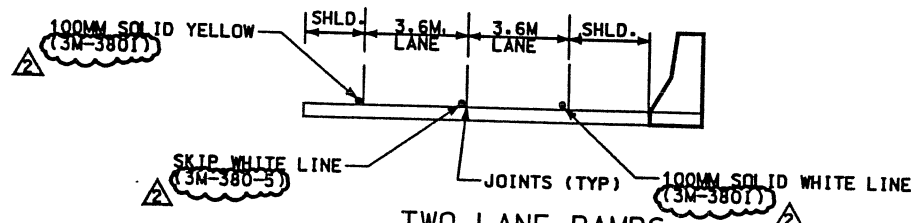


* DECREASE HOV DIAMOND SPACING TO 150M AT ENFORCEMENT AREAS (ADD TWO ADDITIONAL DIAMOND PER DIRECTION)

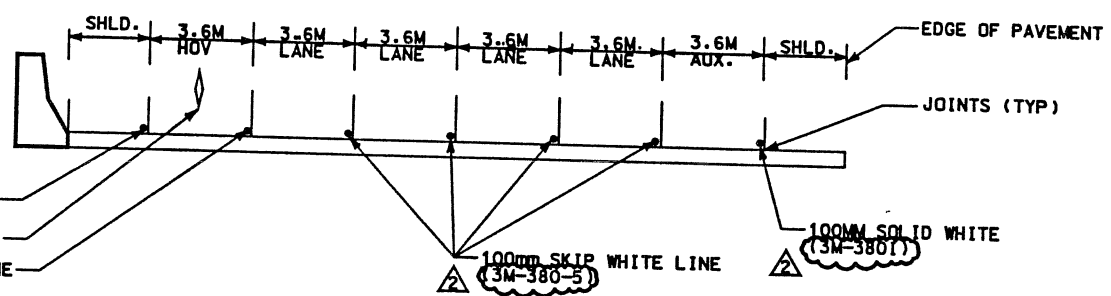
HOV LANE MARKINGS ON MAINLINE
NTS



SINGLE LANE RAMP
NTS



TWO LANE RAMPS
NTS

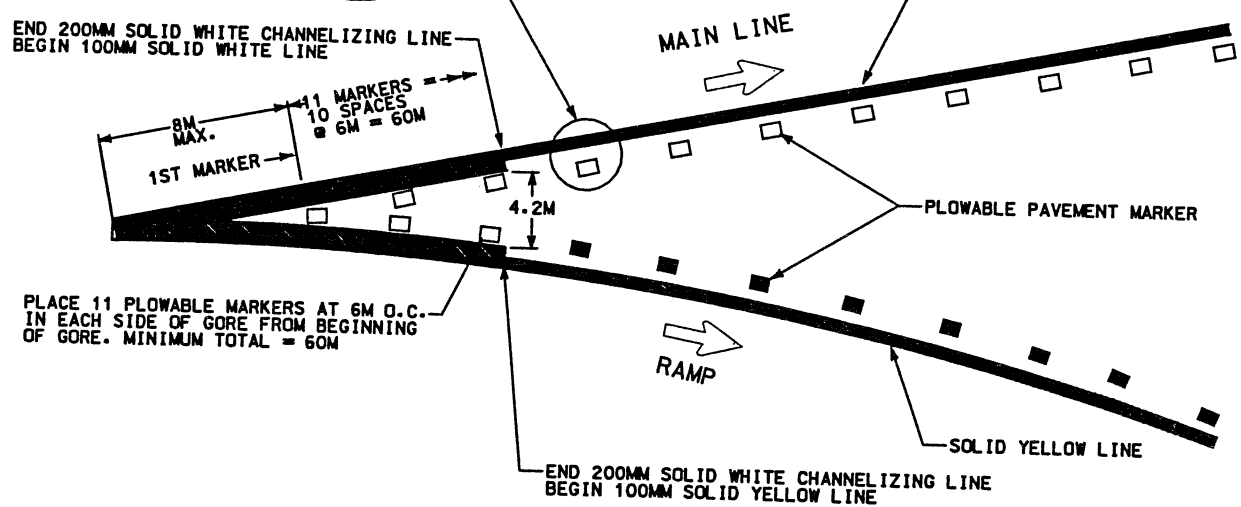
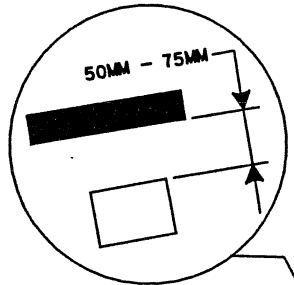


FREEWAY MAINLINE
NTS

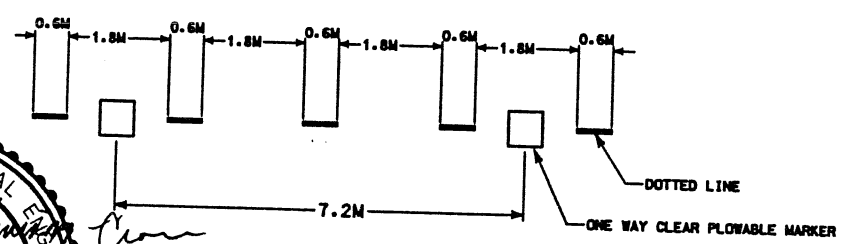
LINE DESIGNATION		
TYPE	WIDTH (mm)	LENGTH (m) GAP (m)
SOLID LINE	100 MIN	CONTINUOUS
SKIP LINE	100	3.0 9.0
LANE DROP	200	0.9 3.6
DOTTED LINE	100	0.6 1.8
TEMP. SKIP	100	1.2 11.0
SKIP LINE (CONTRAST)	40(BL)/100(W)/40(BL)	3.0 9.0
LANE DROP (CONTRAST)	40(BL)/200(W)/40(BL)	0.9 3.6
DOTTED LINE (CONTRAST)	40(BL)/100(W)/40(BL)	0.6 1.8

- NOTES:
- FOR ADDITIONAL INFORMATION ON PLACEMENT OF PLOWABLE PAVEMENT MARKERS SEE UDOT STD. DWG. NO. 745-42 AND 745-44
 - FOR STANDARD LINE WIDTH, LENGTH AND GAP INFORMATION, SEE UDOT STD. DWG. NO. 745-41
 - FOR ADDITIONAL DETAILS ON CHANNELIZING ISLANDS SEE UDOT STD. DWG. NO. 745-41
 - NEAR EDGE OF LINES TO BE PLACED 50MM TO LEFT OF EDGE OF LANE AND JOINT.
 - FOR NON-CONTINUOUS PAVEMENT MARKINGS FOR PCCP ONLY. PAVEMENT MARKING TAPE SHALL BE 3M-380-5 ALL OTHER PAVEMENT MARKINGS SHALL BE 3M-3801 TAPE ON BOTH PCCP AND ACP.

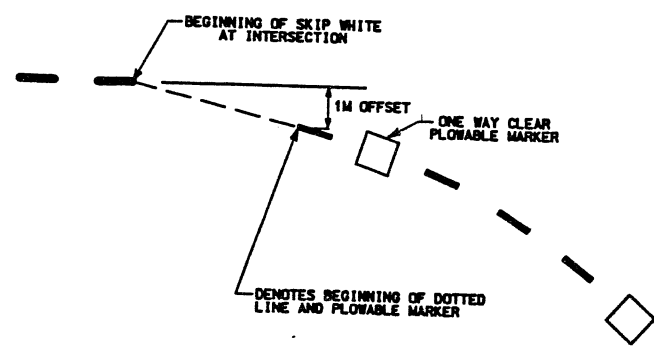
- LEGEND**
- CLEAR ONE WAY PLOWABLE MARKER
 - YELLOW ONE WAY PLOWABLE MARKER
 - ↔ LANE DIRECTION ARROW (NON-PAVEMENT ARROW)
 - ↗ FREEWAY, EXPRESSWAY ARTERIAL AND RAMP PAVEMENT ARROW



MARKERS SUPPLEMENTING SOLID PAINT LINE FOR EXIT GORE AREAS
NTS

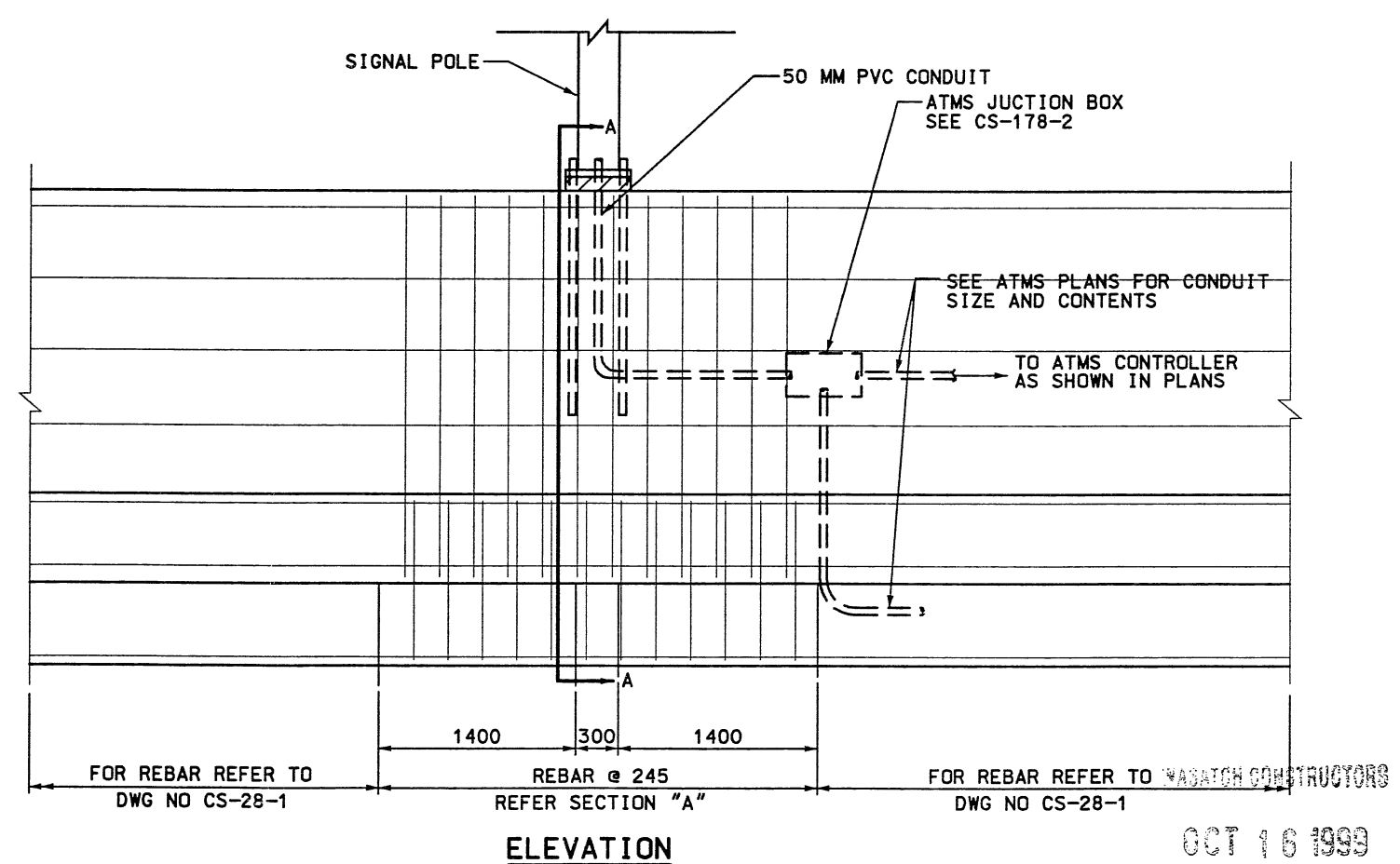
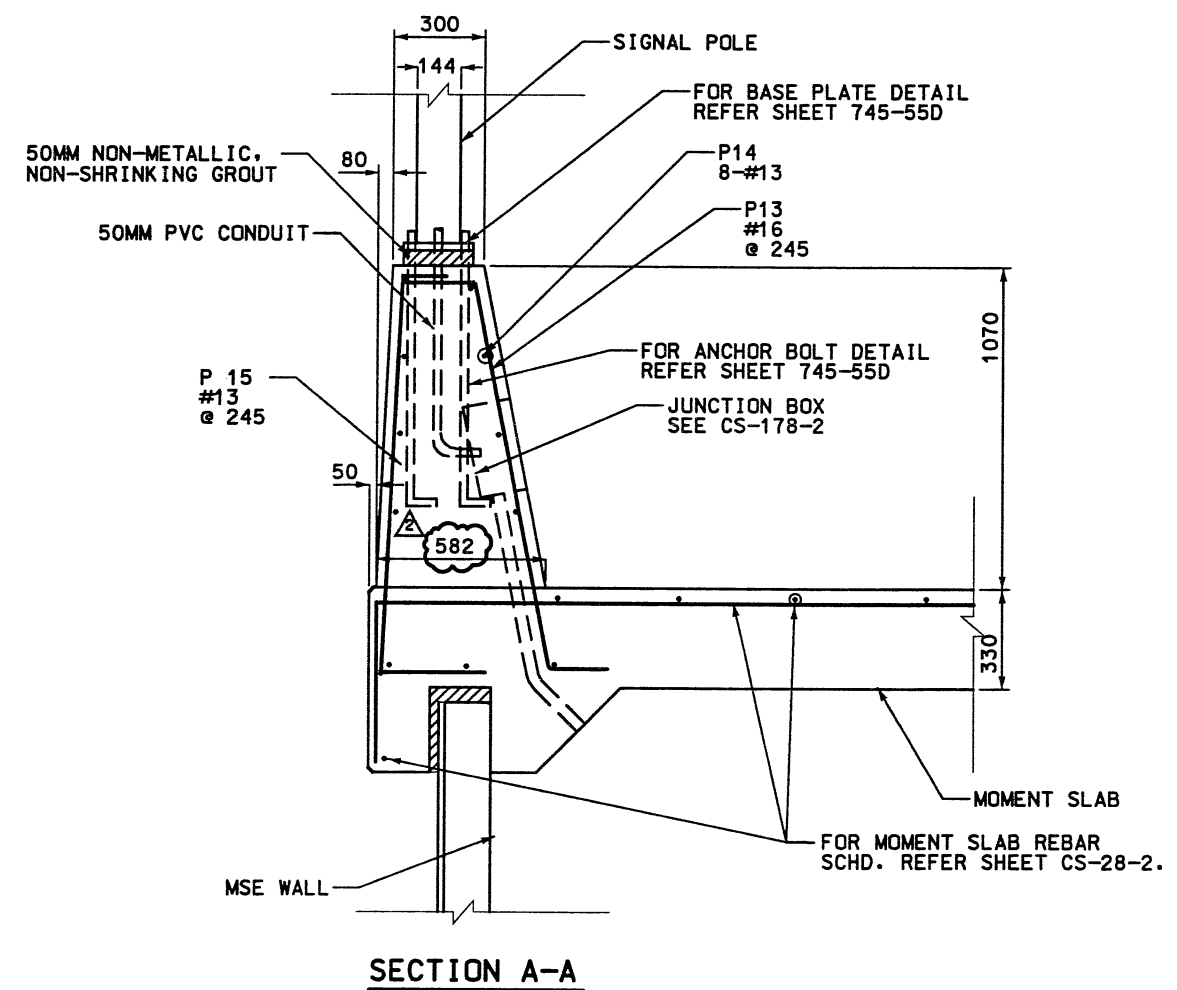
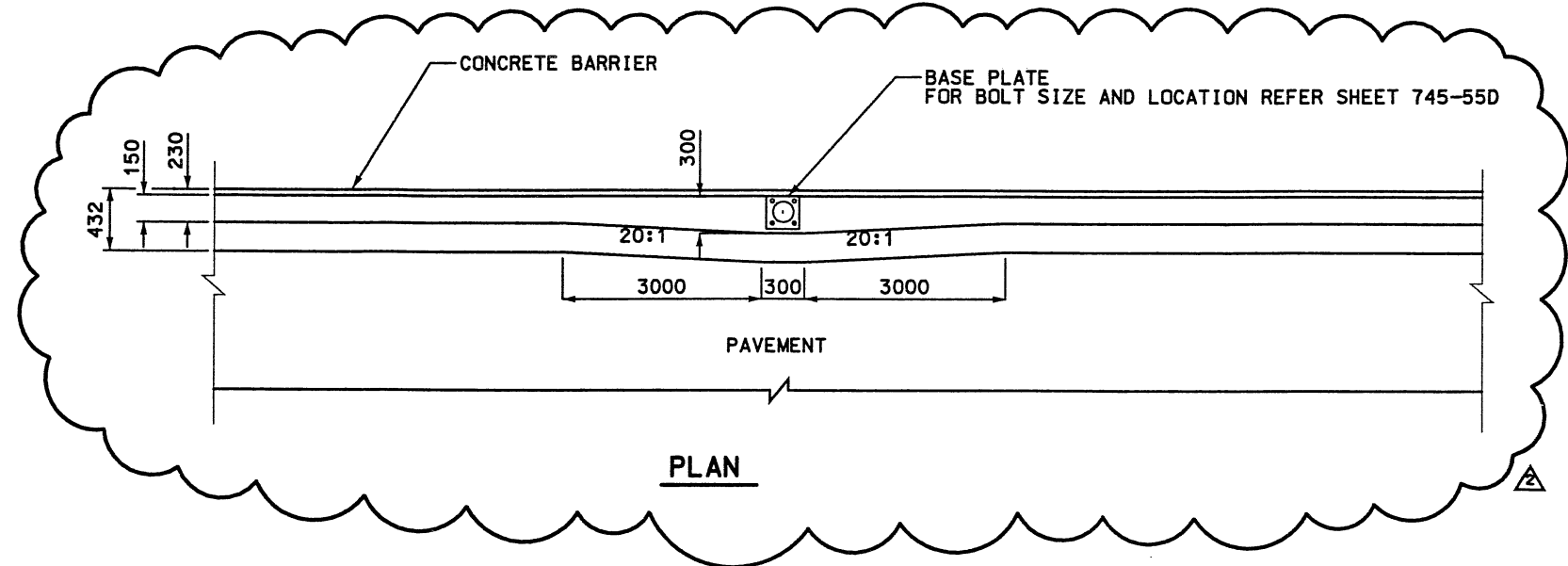
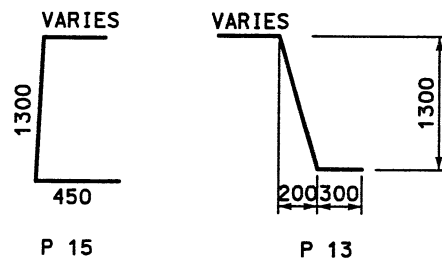


PLOWABLE MARKER DETAILS AT SPU LOCATIONS
NTS



WASATCH CONSTRUCTORS
OCT 09 1998
RELEASED FOR CONSTRUCTION

APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	NO.	DATE
1	7/13/98	1	7/13/98
2	10/19/98	2	10/19/98
ORIGINAL ISSUE		MINOR REVISIONS	
UTAH DEPARTMENT OF TRANSPORTATION			
SVERDRUP/DE LEUW		CHECK LT	
DESIGN	8/98	CHECK	8/98
PROJECT	8/98	CHECK	8/98
DESIGN ENGINEER	QUANT.	N/A	CHECK
PROJECT MANAGER	DATE		
APPROVAL RECORD	7/1/98	MARGARET SIMMONS-CROSS	
APPROVED	7/1/98	JOHN TERRY	
I-15 CORRIDOR RECONSTRUCTION		CORRIDOR STANDARD PLAN	
TYPICAL MARKING DETAILS		PROJECT NUMBER #SP-15-7(135)296	
SALT LAKE COUNTY		DWG. NO. CS-88	
SHT.	OF		

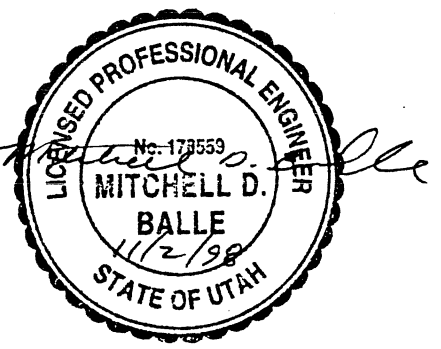
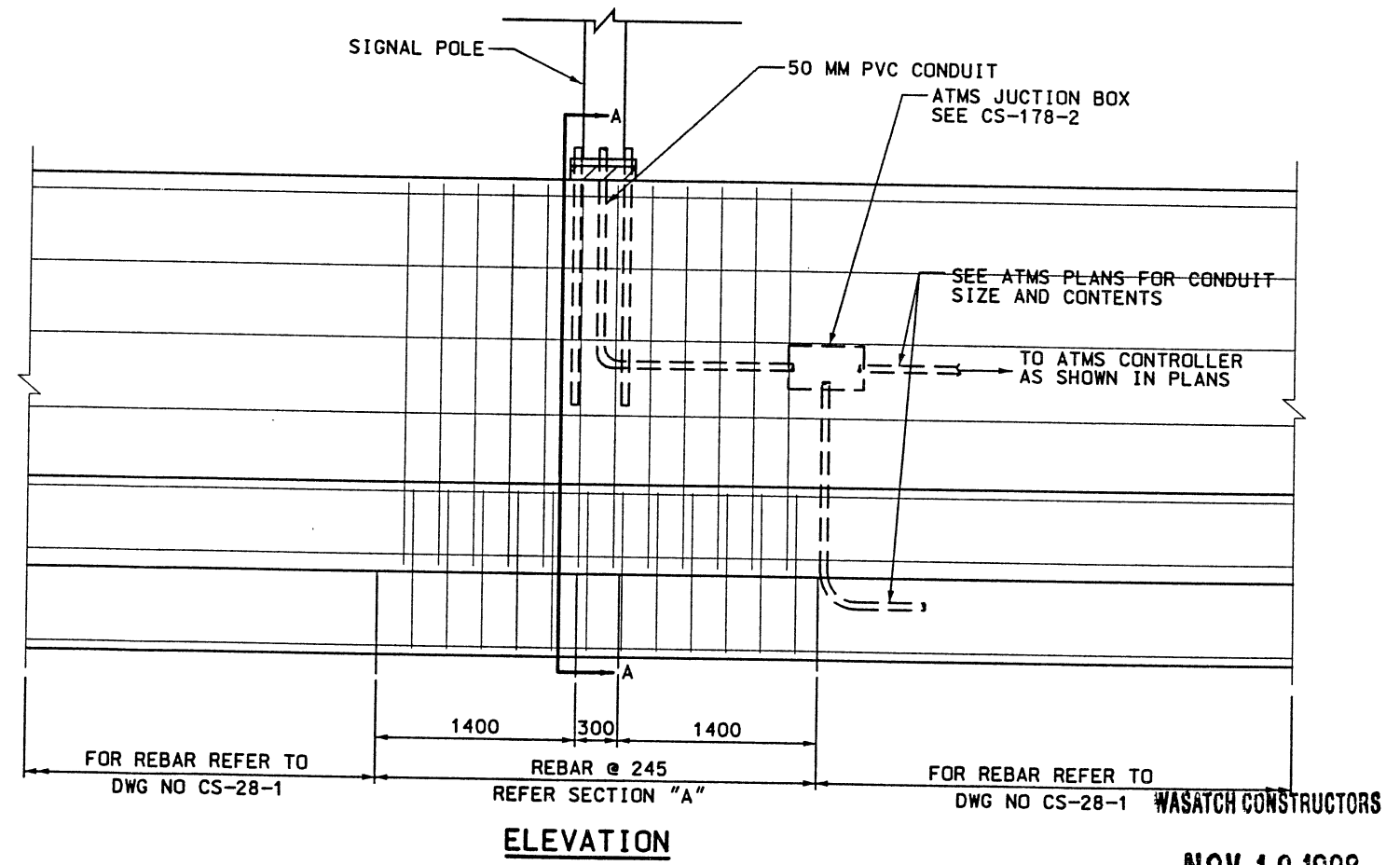
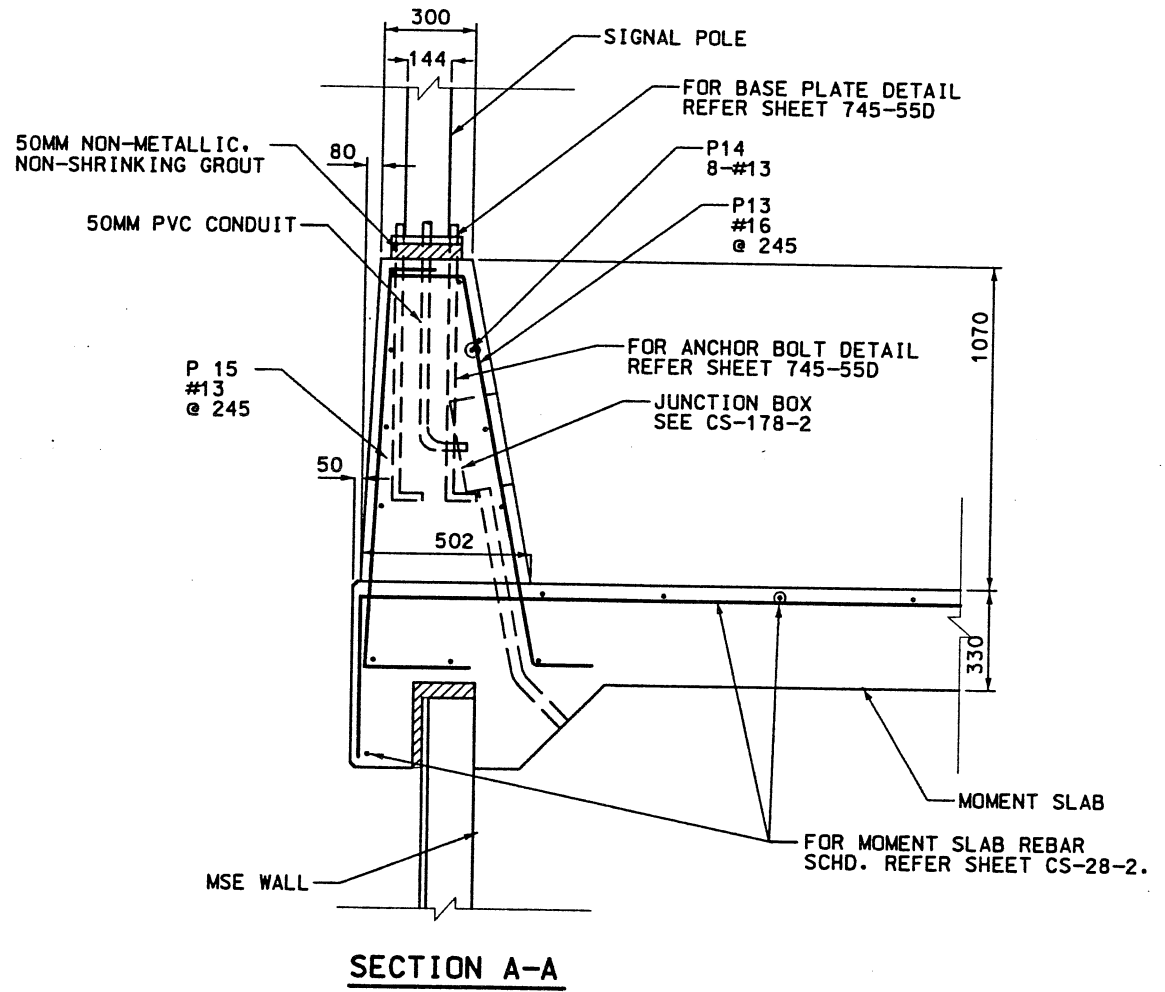
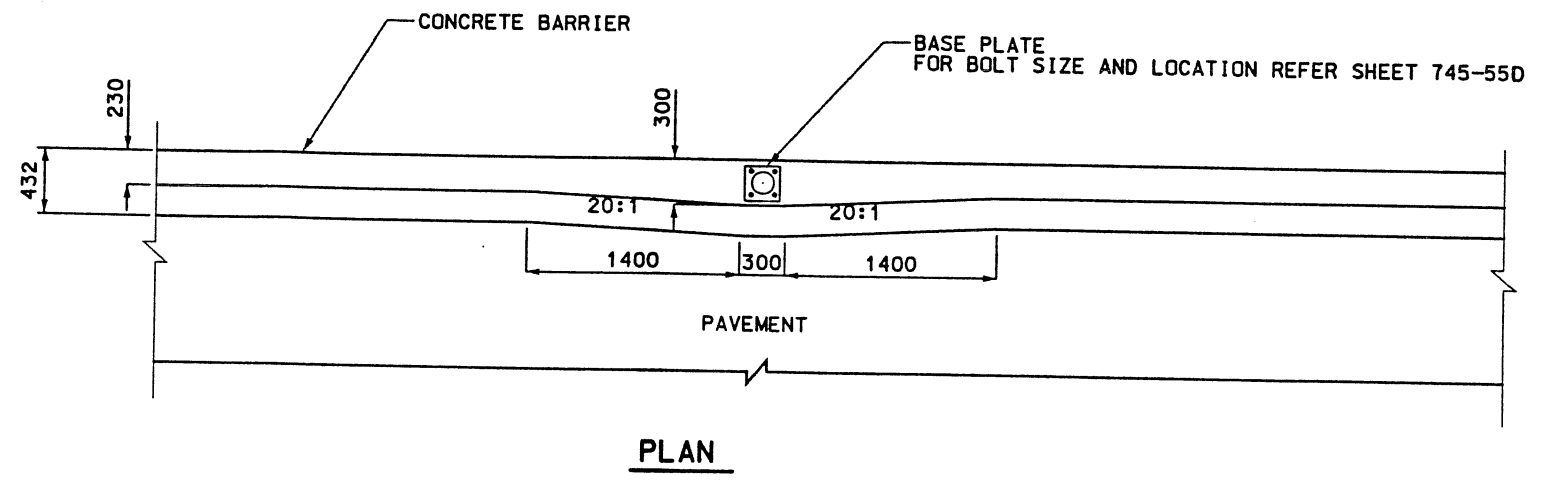
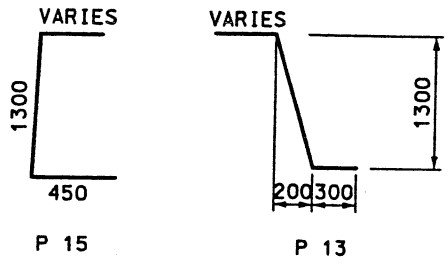


ROADSIDE CONCRETE BARRIER FOR SHORT SIGNAL POLE
 APPLICABLE TO POLES SHOWN ON SHEET 745-55d

- NOTES:
1. ALL DIMENSIONS ARE IN MM UNLESS OTHERWISE NOTED.
 2. CHECK STANDARD PLANS FOR STANDARD NOTES ON REBAR.
 3. ANCHOR BOLTS SHALL CONFORM TO MINIMUM REQUIREMENTS OF ASTM 307. ANCHOR BOLTS SHALL NOT BE WELDED TO REBAR. THE NUTS, WASHERS AND THE TOP 250 MM OF THE ANCHOR BOLT SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153.
 4. CAP CONDUIT ON BOTH SIDES BEFORE INSTALLATION.

APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	NO.	DATE
A	11/02/98	A	09/20/99
ORIGINAL ISSUE		DIMENSION UPDATE/CORRECTIONS	
<i>[Signature]</i>			
UTAH DEPARTMENT OF TRANSPORTATION			
SVERDRUP/DE LEUW			
APPROVAL	DATE	DESIGN	CHECK
RECOMM.	11-2-98	RM	10/98
		BY	CHECK
		MIKE MULLING	
		SECTION MANAGER	
CORRIDOR STANDARD PLAN			
PROJECT NUMBER *SP-15-7(135)296			
SALT LAKE COUNTY			
DWG. NO. CS-89-1			
SHT. 1 OF 1			

RFC After Final Approval



ROADSIDE CONCRETE BARRIER FOR SHORT SIGNAL POLE
APPLICABLE TO POLES SHOWN ON SHEET 745-55d

- NOTES:
- ALL DIMENSIONS ARE IN MM UNLESS OTHERWISE NOTED.
 - CHECK STANDARD PLANS FOR STANDARD NOTES ON REBAR.
 - ANCHOR BOLTS SHALL CONFORM TO MINIMUM REQUIREMENTS OF ASTM 307. ANCHOR BOLTS SHALL NOT BE WELDED TO REBAR. THE NUTS, WASHERS AND THE TOP 250 MM OF THE ANCHOR BOLT SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153.
 - CAP CONDUIT ON BOTH SIDES BEFORE INSTALLATION.

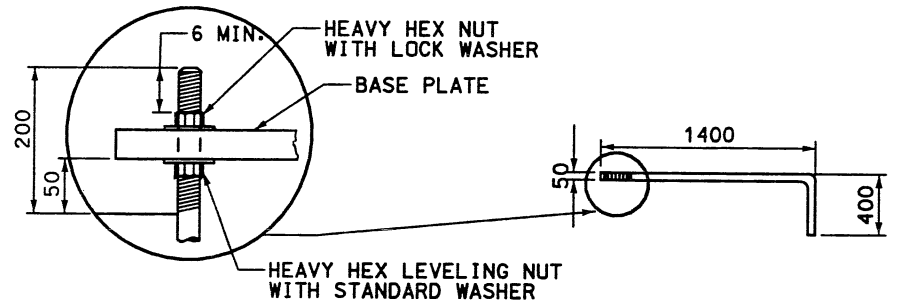
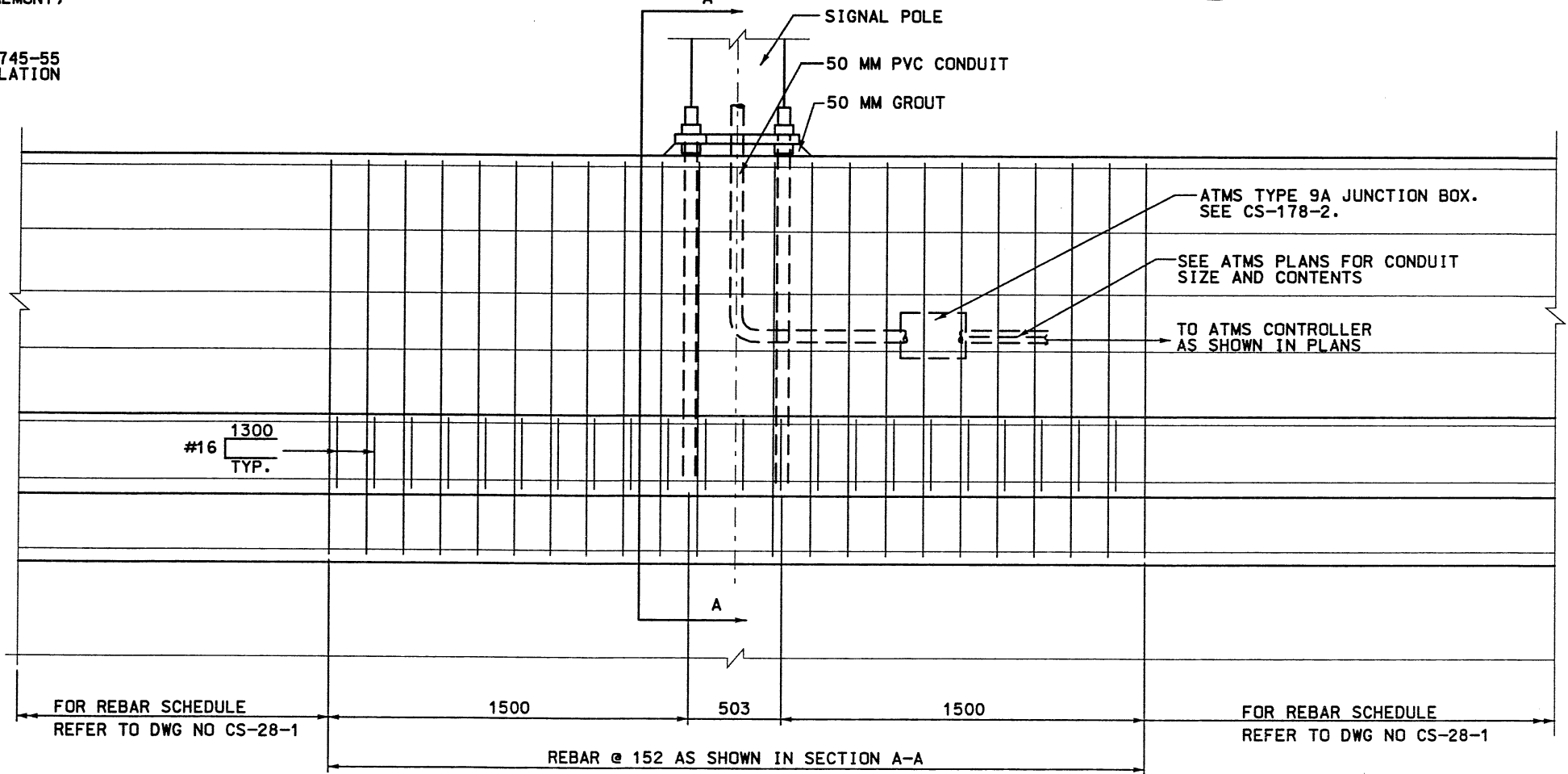
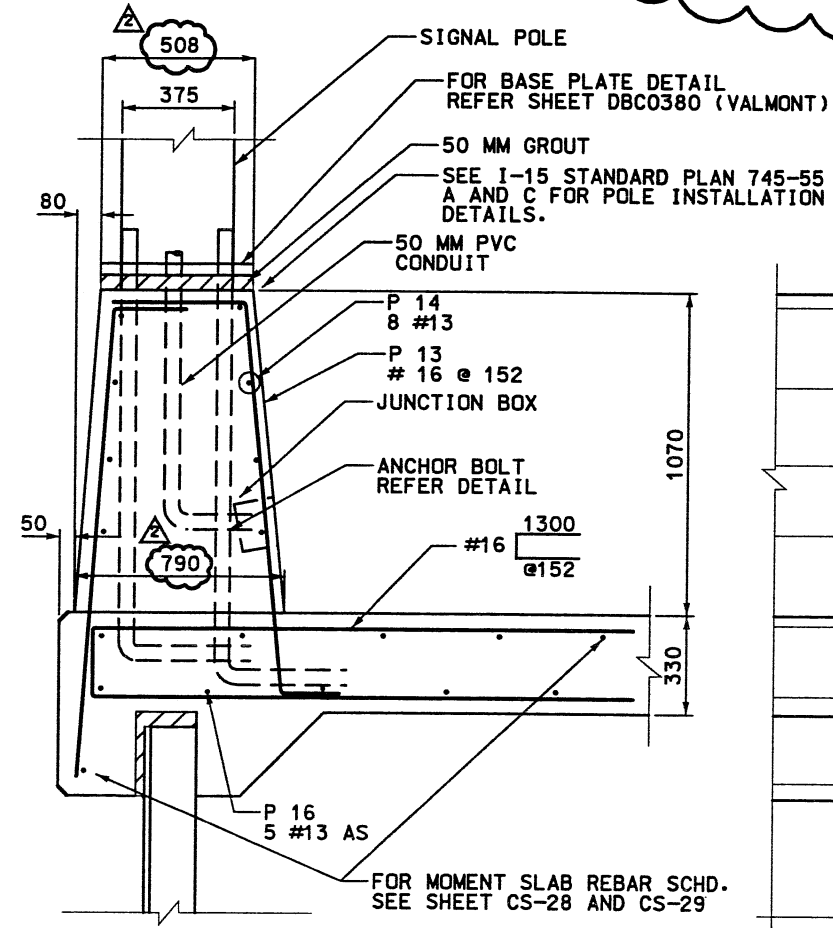
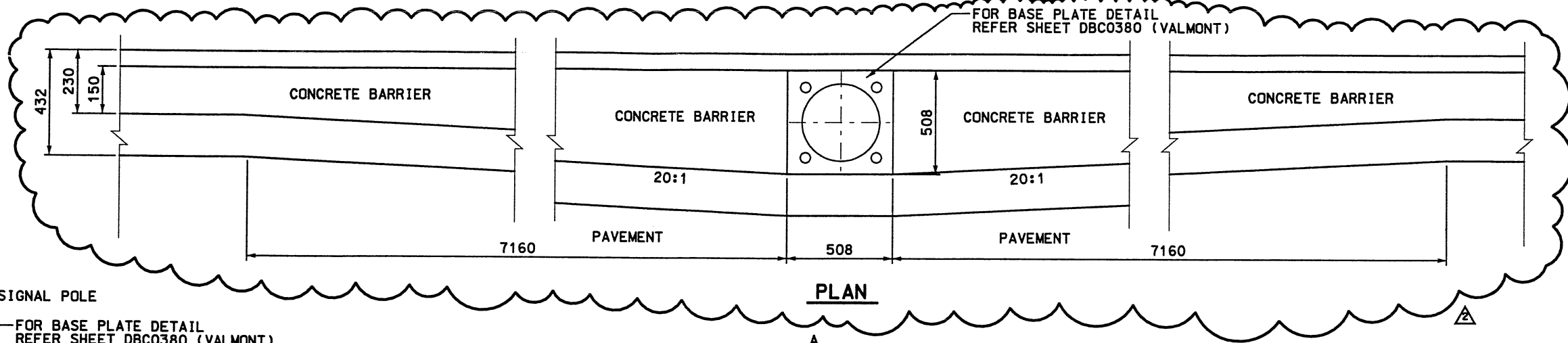
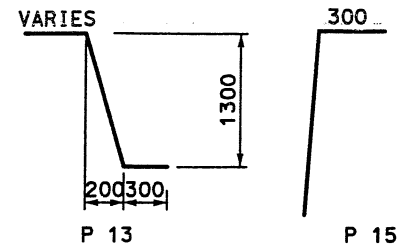
NOV 10 1998

WASATCH CONSTRUCTORS

APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	NO.	DATE
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UTAH DEPARTMENT OF TRANSPORTATION		SVERDRUP/DE LEUW	
DESIGN	IN	CHECK	BY
DATE	11-9-98	DATE	10/98
PROJECT	DESIGN ENGINEER	DRAWN	BY
APPROVED	11-9-98	DATE	10/98
PROJECT NUMBER	#SP-15-7(135)296	SECTION	MANAGER
I-15 CORRIDOR RECONSTRUCTION		CORRIDOR STANDARD PLAN	
CONC BARRIER AT METER POLE		DWG. NO. CS-89-1	
SALT LAKE COUNTY		SHT. 1 OF 1	

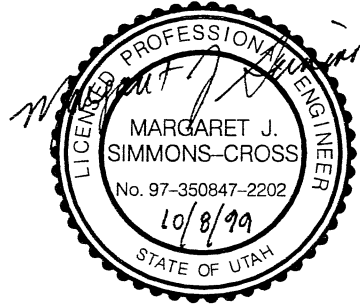
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ROADSIDE CONCRETE BARRIER FOR 9.1 MAST ARM SIGNAL POLE
APPLICABLE TO POLES SHOWN ON SHEET 745-55C

- NOTES:
1. ALL DIMENSIONS ARE IN MM UNLESS OTHERWISE NOTED.
 2. CHECK STANDARD PLANS FOR STANDARD NOTES ON REBAR.
 3. ANCHOR BOLTS SHALL CONFORM TO MINIMUM REQUIREMENTS OF ASTM 307. ANCHOR BOLTS SHALL NOT BE WELDED TO REBAR. THE NUTS, WASHERS AND THE TOP 250 MM OF THE ANCHOR BOLT SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153.
 4. CAP CONDUIT ON BOTH SIDES BEFORE INSTALLATION.

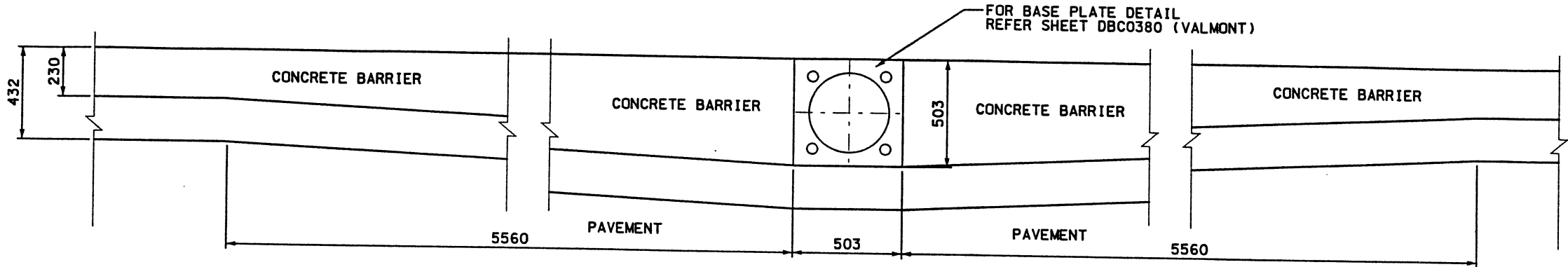
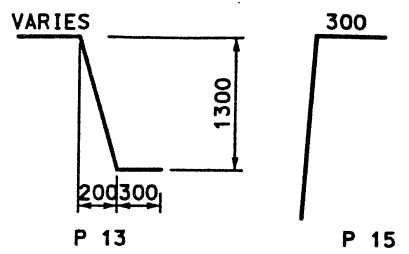


RELEASED FOR CONSTRUCTION
OCT 16 1999
CASATCH CONSTRUCTORS

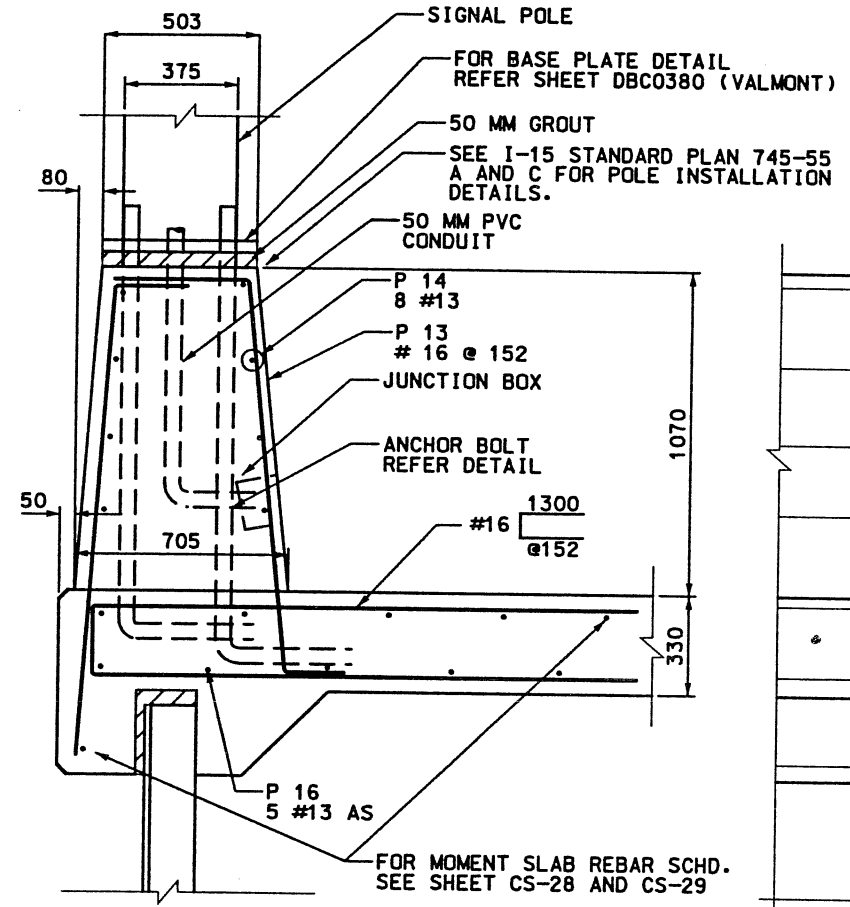
APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	NO.	DATE
1	11/02/98	1	11/02/98
2	09/20/98	2	09/20/98
ORIGINAL TITLE		DIMENSION UPDATES/CORRECTIONS	
I-15 CORRIDOR RECONSTRUCTION		CORRIDOR STANDARD PLAN	
CONC BARRIER AT SIGNAL POLE		PROJECT NUMBER: #SP-15-7(135)296	
SALT LAKE COUNTY		DWG. NO. CS-89-2	
SHT. _____ OF _____		SVERDRUP/DE LEUW	
APPROVAL DATE: 11/02/98		DESIGN BY: M10/98	
RECOMM. DATE: 11/02/98		CHECK BY: CY 10/98	
PROJECT DESIGN ENGINEER: MITCH BALLE		DRAWN BY: M10/98	
APPROVED DATE: 11/02/98		CHECKED BY: M10/98	
PROJECT MANAGER: MIKE WOLLING		CHECKED BY: M10/98	
SECTION MANAGER: MIKE WOLLING		CHECKED BY: M10/98	

RFC After Final Approval

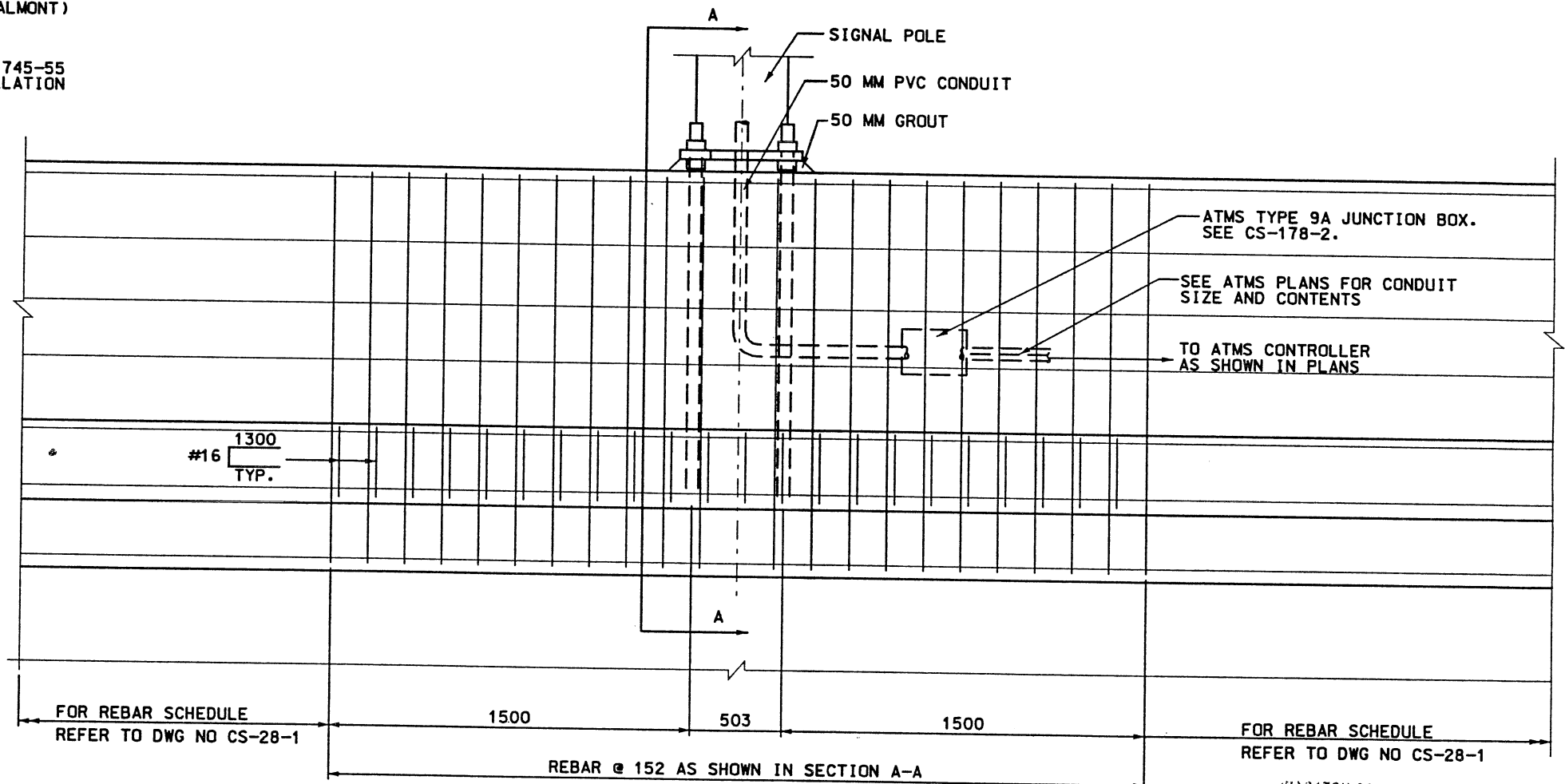
File name: a:\dgn\115_cadd\atma\sheet_115\atma\corr-standards\cs-89-2.dgn
 Date: 09-NOV-1998 Time: 10:20 User: nomen\ballend



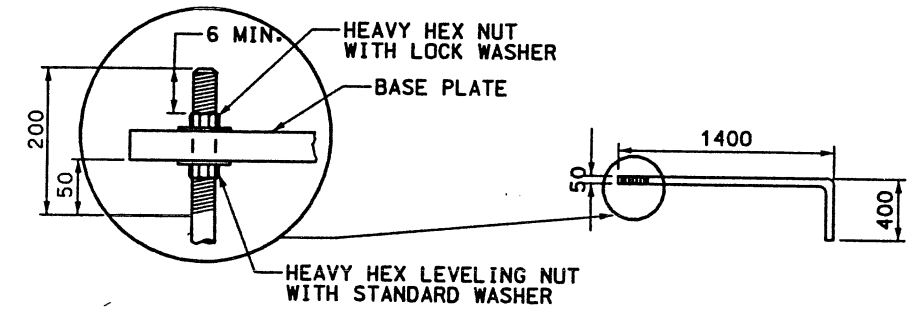
PLAN



SECTION A-A

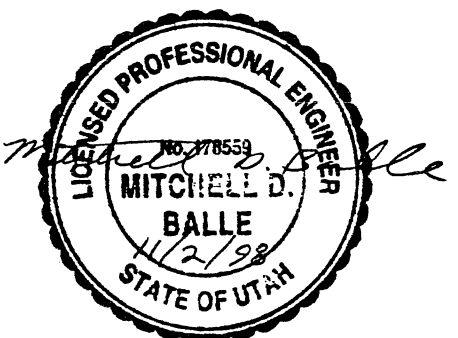


ELEVATION



ANCHOR BOLT DETAIL

ROADSIDE CONCRETE BARRIER FOR 9.1 MAST ARM SIGNAL POLE
 APPLICABLE TO POLES SHOWN ON SHEET 745-55C



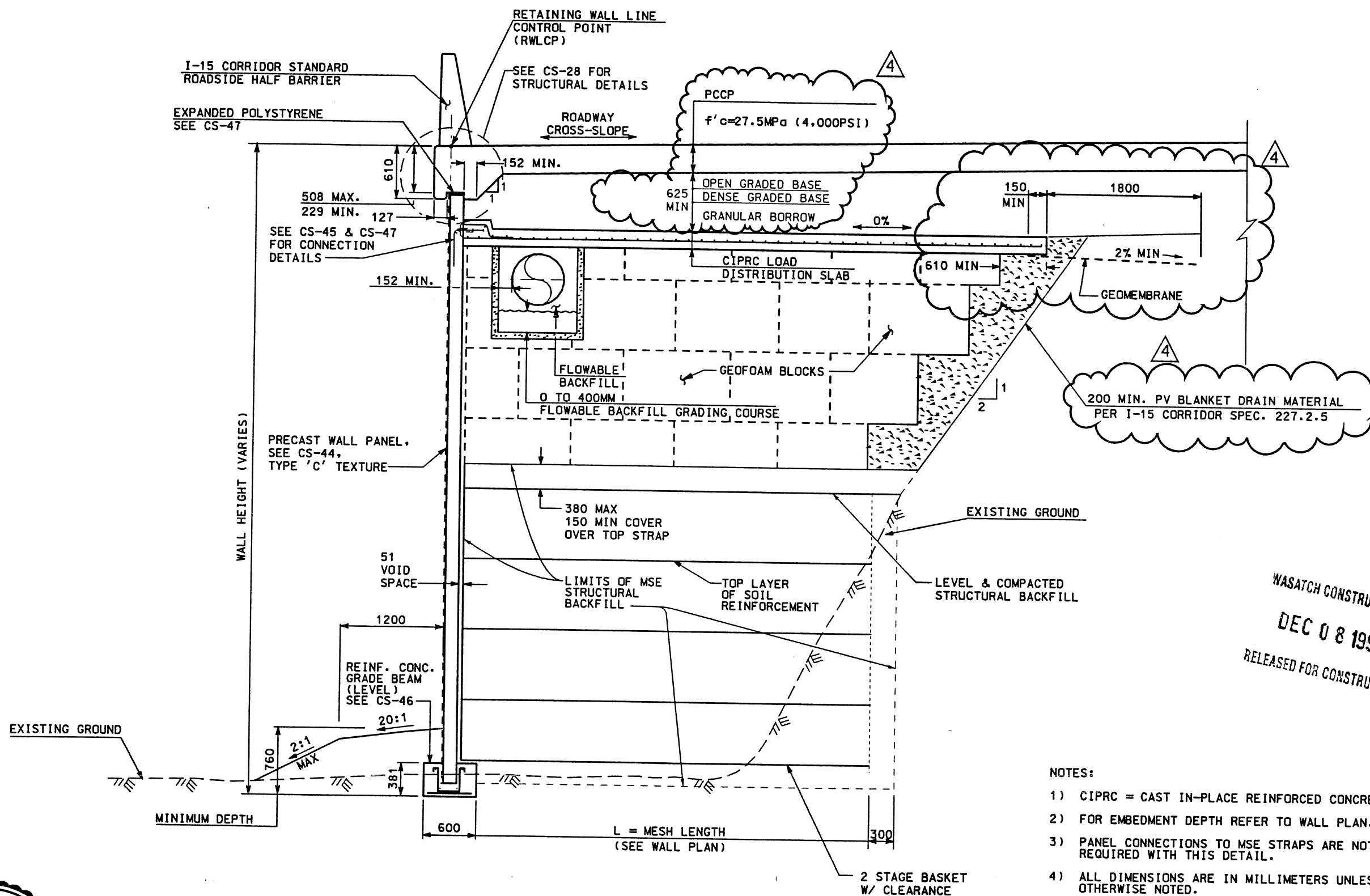
- NOTES:
1. ALL DIMENSIONS ARE IN MM UNLESS OTHERWISE NOTED.
 2. CHECK STANDARD PLANS FOR STANDARD NOTES ON REBAR.
 3. ANCHOR BOLTS SHALL CONFORM TO MINIMUM REQUIREMENTS OF ASTM 307. ANCHOR BOLTS SHALL NOT BE WELDED TO REBAR. THE NUTS, WASHERS AND THE TOP 250 MM OF THE ANCHOR BOLT SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153.
 4. CAP CONDUIT ON BOTH SIDES BEFORE INSTALLATION.

WASATCH CONSTRUCTORS

NOV 10 1998

RELEASED FOR CONSTRUCTION

APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	NO.	DATE
1	11/02/98		
ORIGINAL TITLE		SIGNATURE	
UTAH DEPARTMENT OF TRANSPORTATION		SVERDRUP/DE LEUW	
APPROVAL RECORD	DATE	DESIGN BY	CHECK BY
11/02/98	11/02/98	MITCH BALLE	
PROJECT DESIGN ENGINEER	DATE	DRAWN	CHECK
11/02/98	11/02/98	MILES HOLLING	
APPROVED	DATE	SECTION MANAGER	CHECK
11/02/98	11/02/98		
I-15 CORRIDOR RECONSTRUCTION		CORRIDOR STANDARD PLAN	
CONC BARRIER AT SIGNAL POLE		PROJECT NUMBER #SP-15-7(135)296	
SALT LAKE COUNTY		DWG. NO. CS-89-2	
SHT.	OF		



**TYPICAL SECTION
GEOFOAM (EPS) WITH ONE STAGE MSE WALL**

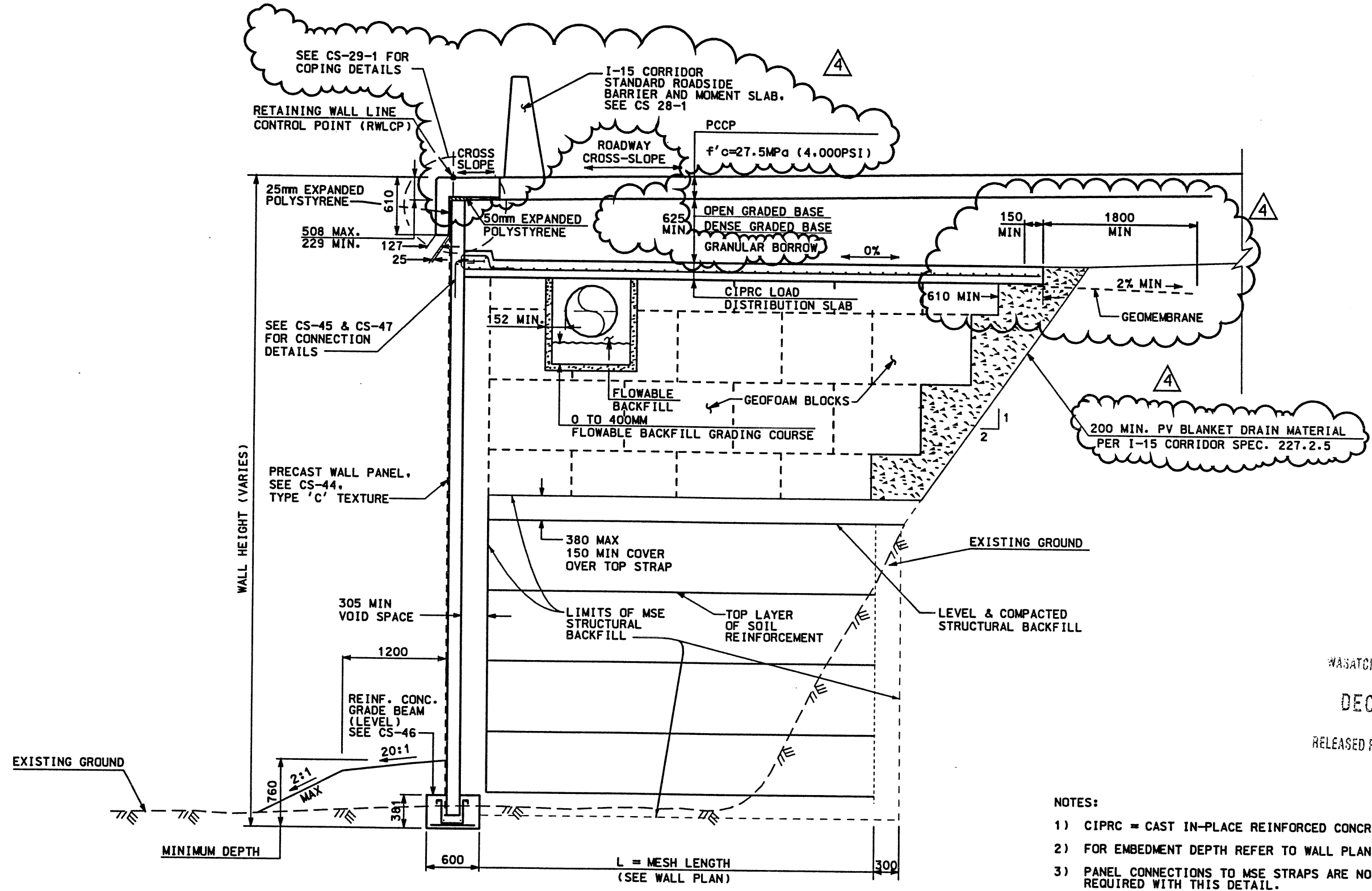
- NOTES:
- 1) CIPRC = CAST IN-PLACE REINFORCED CONCRETE
 - 2) FOR EMBEDMENT DEPTH REFER TO WALL PLAN.
 - 3) PANEL CONNECTIONS TO MSE STRAPS ARE NOT REQUIRED WITH THIS DETAIL.
 - 4) ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
 - 5) FOR EXISTING LOAD DISTRIBUTION SLABS, ATTACH GEOMEMBRANE TO THE TOP OF THE LOAD DISTRIBUTION SLAB WITH CIM1000.

WASATCH CONSTRUCTORS
DEC 08 1998
RELEASED FOR CONSTRUCTION



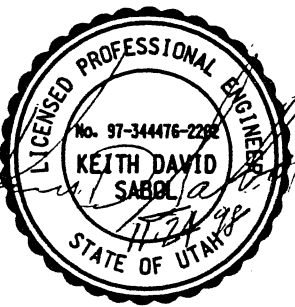
APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	INITIAL RELEASE	REVISOR
1	12/16/97		REVISOR E.P.S.
2	07/28/98		ADDED GEOMEMBRANE
3	10/16/98		MINOR REVISIONS
4	11/23/98		
UTAH DEPARTMENT OF TRANSPORTATION			
DE LEUW CATHER SVERDRUP/DE LEUW			
DESIGN	CC	12/16/97	CHECK
DRW	DKC	10/28/97	CHECK
PROJECT DESIGN ENGINEER	CARL CUSHNIE	12/16/97	CHECK
SECTION MANAGER	KEITH SABOL	12/16/97	CHECK
APPROVAL	DATE	DATE	QUANT.
RECOMM.	12/16/97	12/16/97	
APPROVED	12/16/97	12/16/97	
I-15 CORRIDOR RECONSTRUCTION			
TYPICAL GEOFOAM/MSE SECTION			
CORRIDOR STANDARD PLAN			
PROJECT NUMBER #SP-15-7(135)296			
SALT LAKE COUNTY			
DWC. NO. CS-91			
SHT. OF			

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 Date: 23-NOV-98 Time: 17:03 User name: crabeck



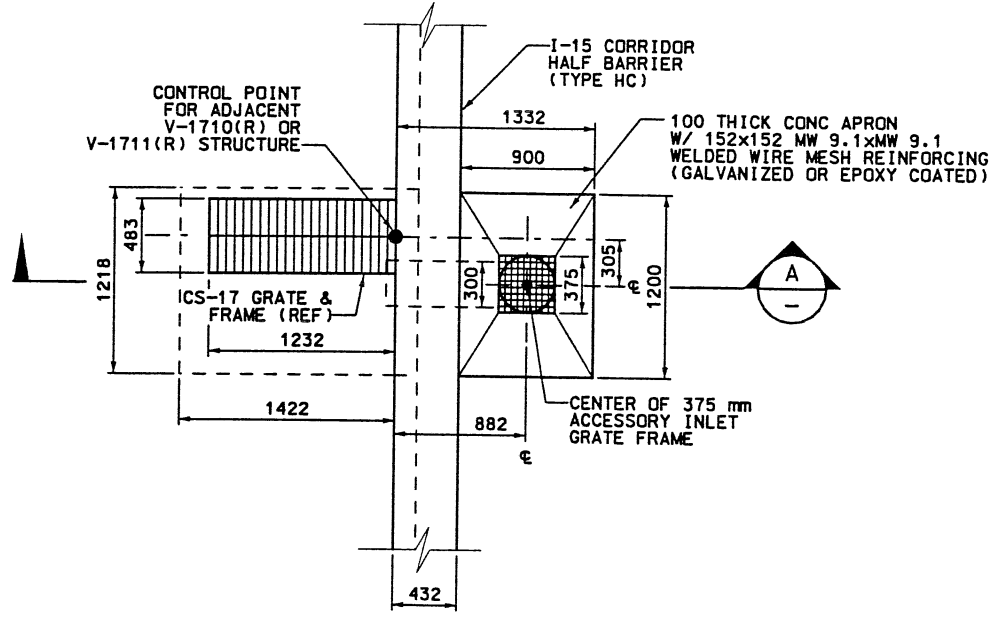
**TYPICAL SECTION
GEOFOAM (EPS) WITH TWO STAGE MSE WALL**

- NOTES:
- 1) CIPRC = CAST IN-PLACE REINFORCED CONCRETE
 - 2) FOR EMBEDMENT DEPTH REFER TO WALL PLAN.
 - 3) PANEL CONNECTIONS TO MSE STRAPS ARE NOT REQUIRED WITH THIS DETAIL.
 - 4) ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
 - 5) FOR EXISTING LOAD DISTRIBUTION SLABS, ATTACH GEOMEMBRANE TO THE TOP OF THE LOAD DISTRIBUTION SLAB WITH CIM1000.

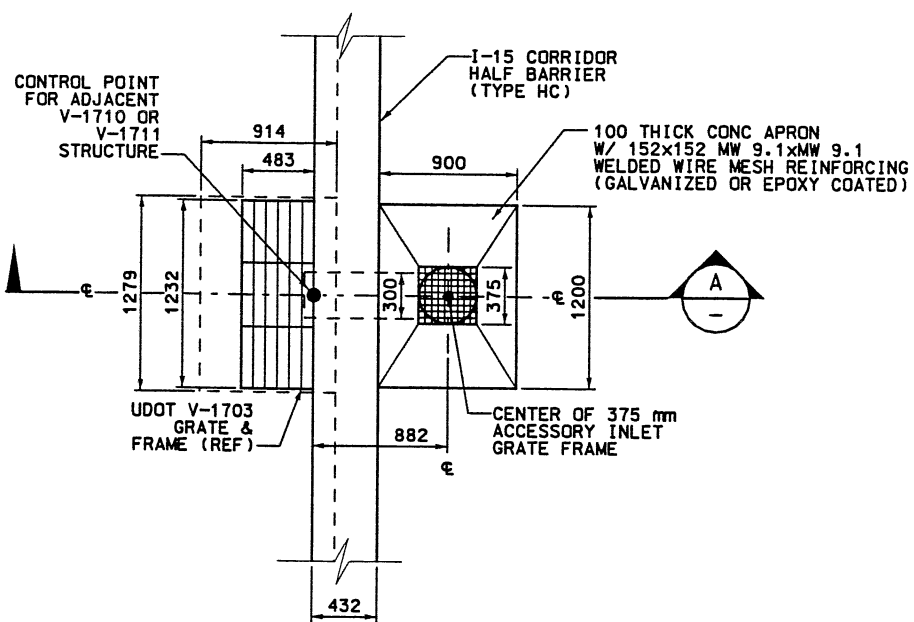


WASATCH CONSTRUCTORS
 DEC 03 1998
 RELEASED FOR CONSTRUCTION

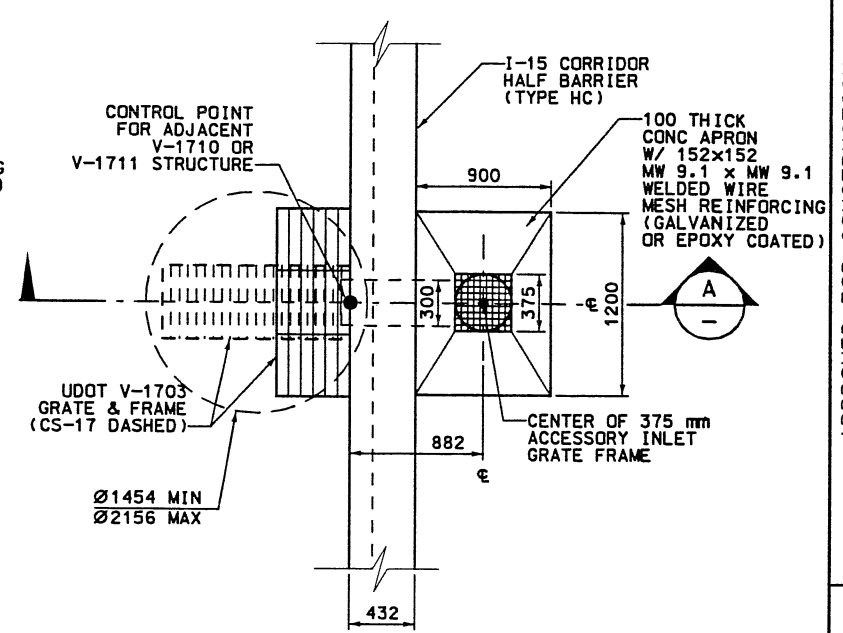
I-15 CORRIDOR RECONSTRUCTION	APPROVED FOR CONSTRUCTION	
	NO.	DESCRIPTION
TYPICAL GEOFOAM/MSE SECTION	12/16/97	INITIAL RELEASE
CORRIDOR STANDARD PLAN	07/28/98	EPS REVISED
PROJECT NUMBER #SP-15-7(135)296	10/16/98	ADDED GEOMEMBRANE
	11/23/98	MINOR REVISIONS
SALT LAKE COUNTY	DESIGN CC	CHECK KS
DWG. NO. CS-92	DRAWN DKC	CHECK KS
SHT. OF	APPROVED 12/16/97	CHECK
	DATE	SECTION MANAGER



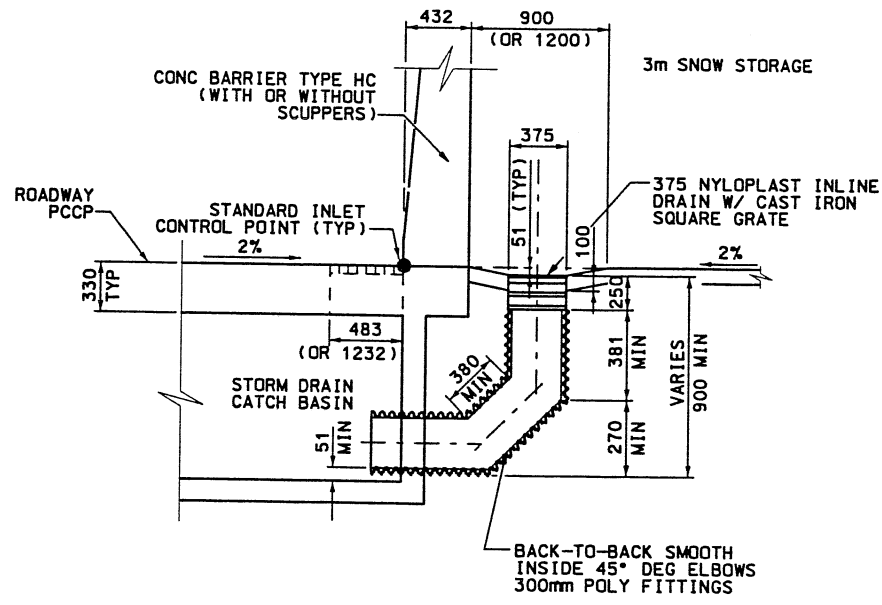
PLAN
NTS
V-1710(R) AND V-1711(R)
CONSTRUCTION



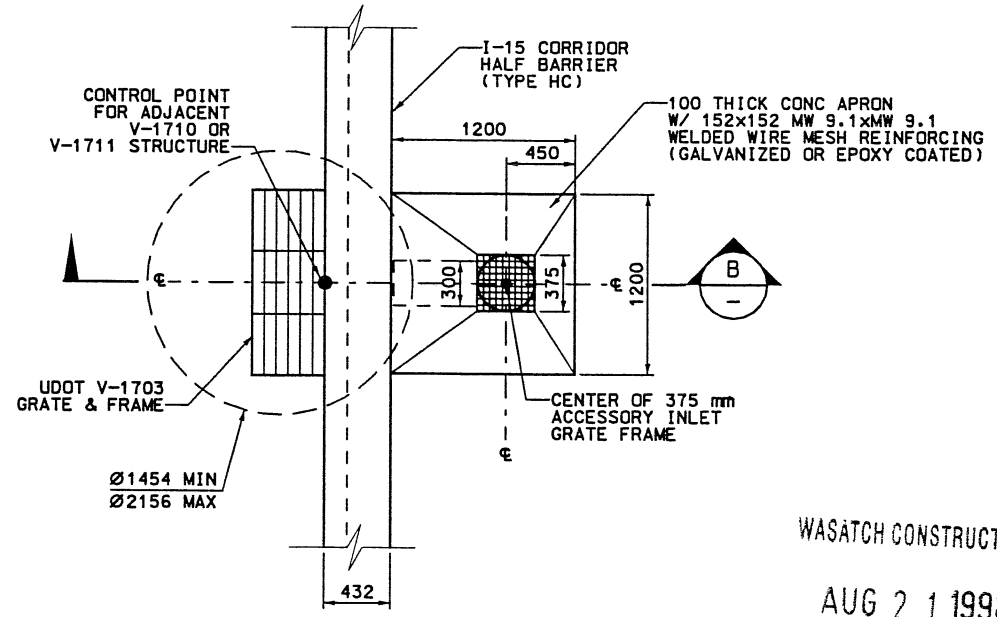
PLAN
NTS
V-1710 AND V-1711
CONSTRUCTION



PLAN
NTS
V-1710/V-1711 ALT STRUCTURE (CS-13)
CONSTRUCTION W/ CIP LID AND FOR
PRECAST LID W/ PERPENDICULAR GRATE



SECTION
NTS

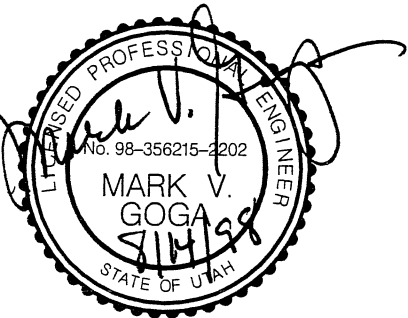


PLAN
NTS
V-1710/V-1711 ALT STRUCTURE (CS-13)
CONSTRUCTION W/ PRECAST LID FOR
PARALLEL GRATE

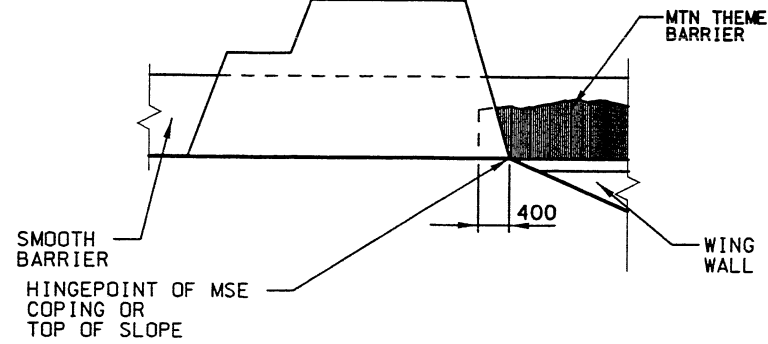
WASATCH CONSTRUCTORS
AUG 21 1998
RELEASED FOR CONSTRUCTION

NOTES:

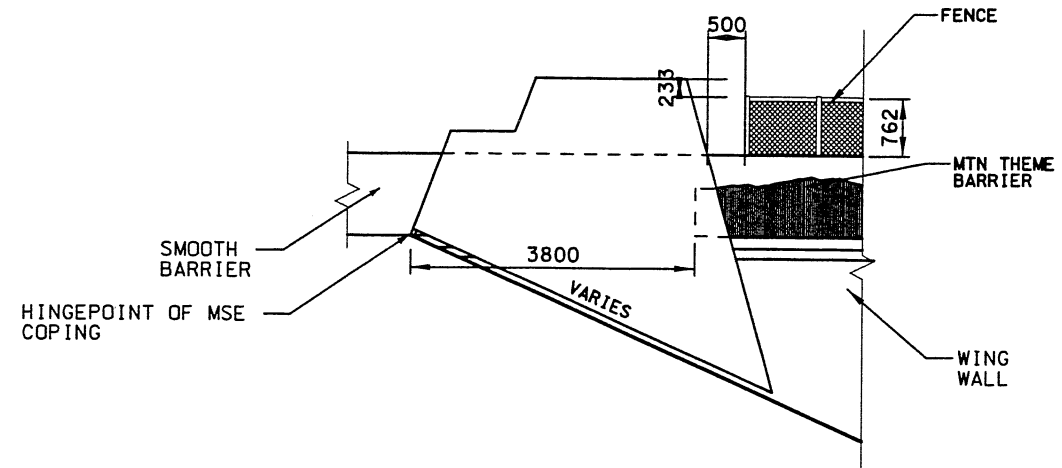
- EXCEPT AS NOTED, MINIMUM COVER IS 51 mm.
- MATCH EDGE OF APRON TO SURROUNDING GRADE.
- ALL DIMENSIONS ARE IN MILLIMETERS EXCEPT AS OTHERWISE NOTED.
- STEEL REINFORCING SHALL BE AASHTO M-284M GRADE 420 AND BE GALVANIZED OR EPOXY COATED.
- COMPACT BACK FILL MATERIAL TO MIN OF 96% (STD PROCTOR) OR USE FLOWABLE FILL, TYPE A OR B (SPEC 605).
- AT CONTRACTOR OPTION FIBER MESH CONCRETE (SPEC 538) MAY BE SUBSTITUTED FOR REINFORCED CONCRETE APRON SHOWN. INCREASE APRON THICKNESS TO 150mm (MIN).
- WHERE INLET LOCATION CONFLICTS WITH MOMENT SLAB CONSTRUCTION, SEE WALL PLANS FOR SPECIAL DETAILING.
- LOCATE ACCESSORY INLET AT RELATIVE OFFSETS SHOWN FROM ROADWAY INLET CONTROL POINT.



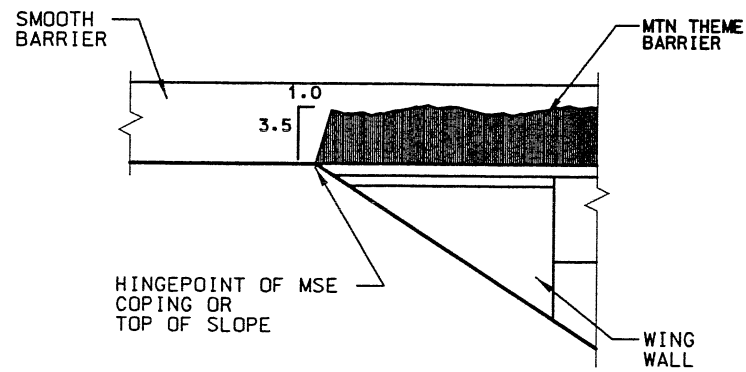
APPROVED FOR CONSTRUCTION	NO.	DATE	DESCRIPTION
	A	08/14/98	ORIGINAL ISSUE
UTAH DEPARTMENT OF TRANSPORTATION	SVERDRUP/DE LEUW	DESIGN	MARK V. GOGA
		PROJECT DESIGN ENGINEER	MARK V. GOGA
		DRAWN	JLJ
		SECTION MANAGER	JOHN M. TERRY
I-15 CORRIDOR RECONSTRUCTION	ACCESSORY INLET	DESIGN	MVG
	CORRIDOR STANDARD DETAIL	DRAWN	JLJ
SALT LAKE COUNTY	DWG. NO.	PROJECT NUMBER	QUANT.
	CS-93	*SP-15-7(135)296	
SHT.	OF		



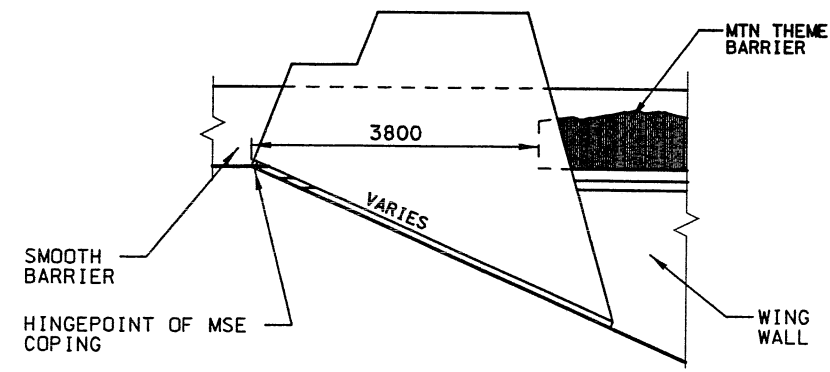
STANDARD TRANSITION ELEMENT - NON-SPUI
(TYPE I)



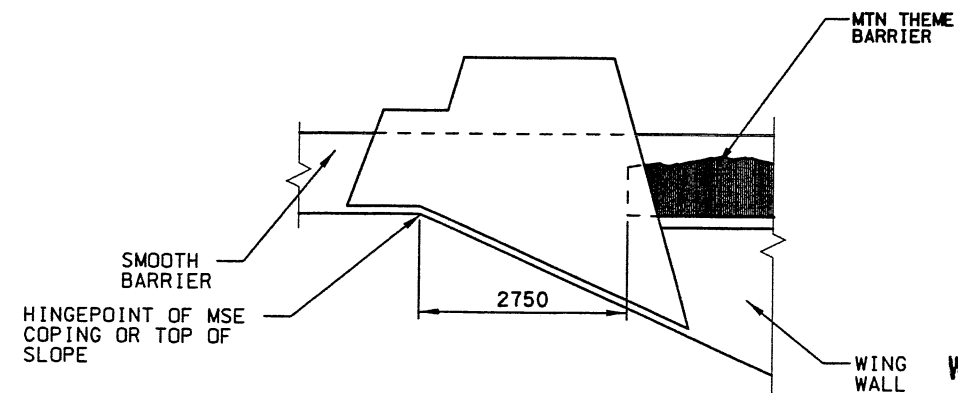
UPGRADE TRANSITION ELEMENT WITH FENCE - RAISED SPUI
(TYPE II)



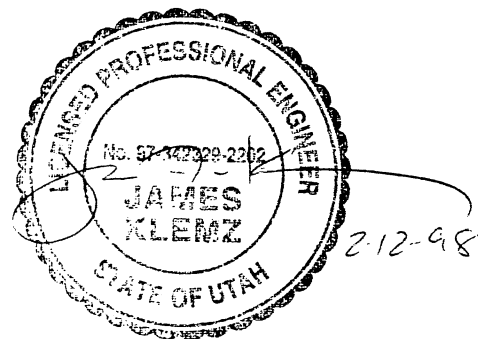
LOW PROFILE TRANSITION
(USE WHEN NO TRANSITION ELEMENT DESIGNATED)



UPGRADE TRANSITION ELEMENT - SPUI
(TYPE III)



UPGRADE TRANSITION ELEMENT - OVERPASS
(TYPE IV)

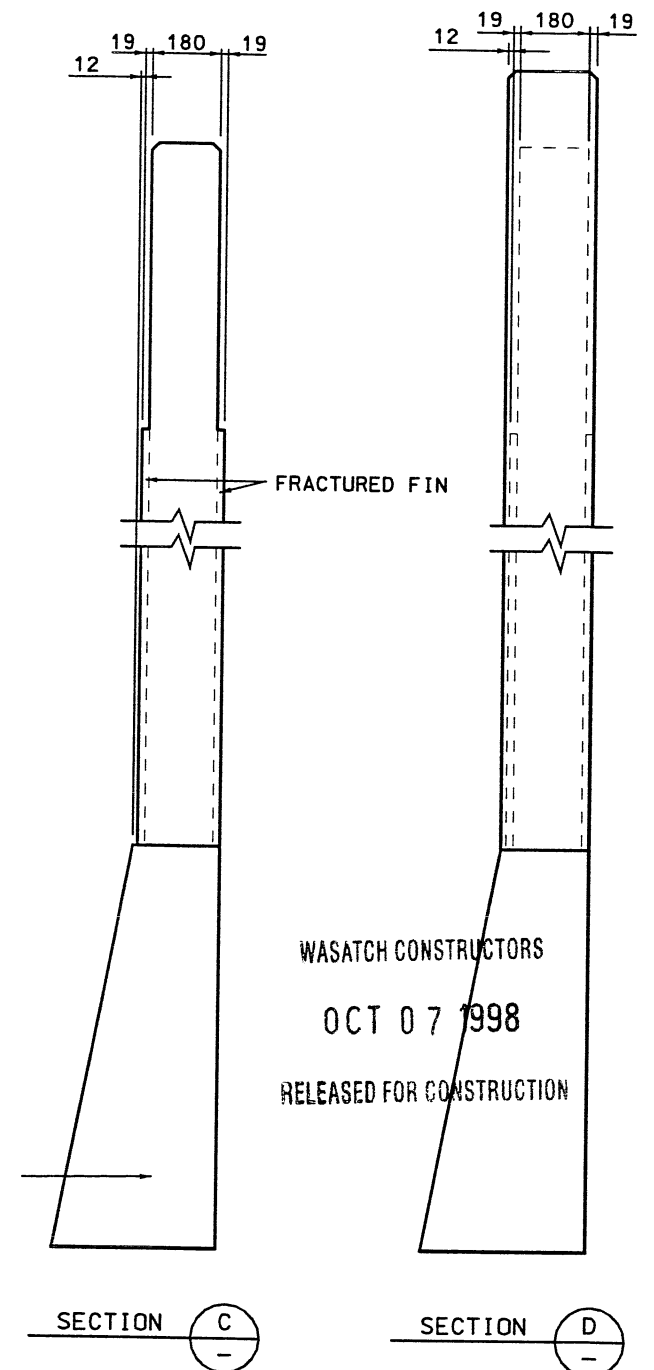
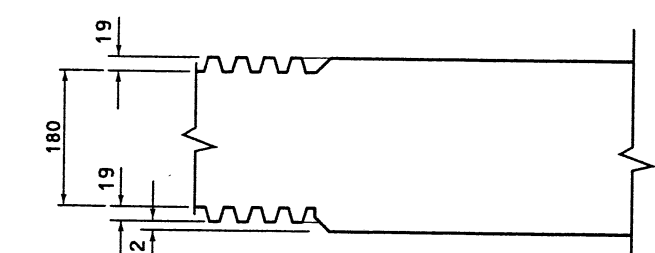
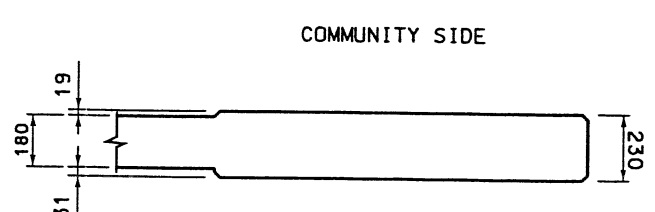
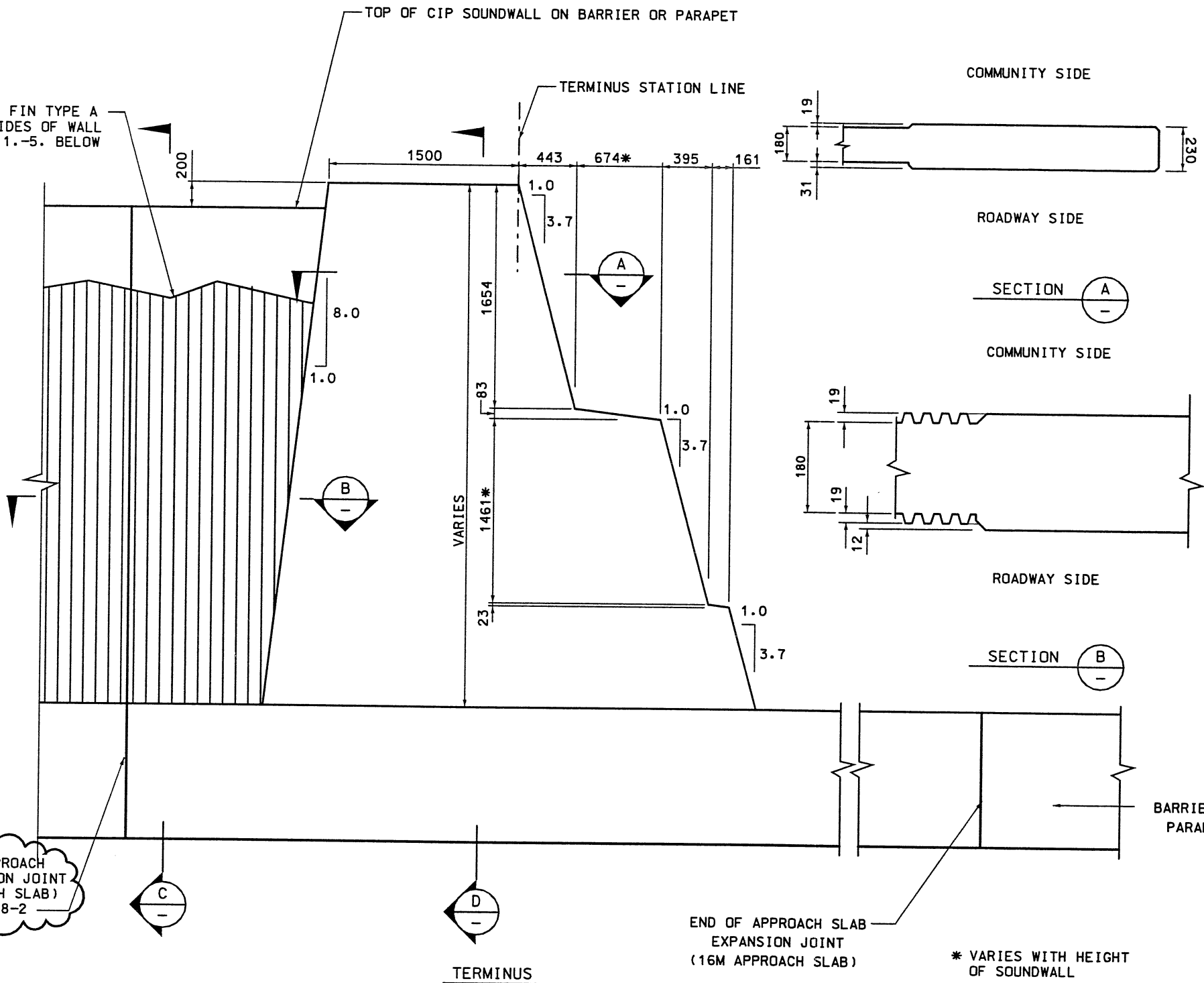


WASATCH CONSTRUCTORS
MAR 09 1998

RELEASED FOR CONSTRUCTION

APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	2/12/98	
UTAH DEPARTMENT OF TRANSPORTATION		SVERDRUP/DE LEUW	
I-15 CORRIDOR RECONSTRUCTION		DESIGN	CHECK
BRIDGE AESTHETICS		BLB	CHECK
TRANSITION ELEMENT TYPOLOGY		DRAWN	CHECK
PROJECT NUMBER *SP-15-7(135)296		QUANT.	CHECK
SALT LAKE COUNTY		APPROVAL RECORD	
DWG. NO. CS-96		DATE	
SHT. OF		DATE	

FRACTURED FIN TYPE A
BOTH SIDES OF WALL
SEE NOTES 1.-5. BELOW



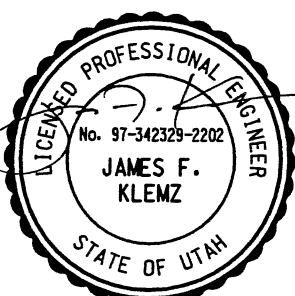
WASATCH CONSTRUCTORS
OCT 07 1998
RELEASED FOR CONSTRUCTION

- NOTES:
- 1) AESTHETIC TEAM WILL PROVIDE A FULL SIZE TEMPLATE OF MOUNTAIN PROFILES.
 - 2) FOR CIP SOUNDWALL AESTHETICS, SEE CS-97-4.
 - 3) FOR CIP SOUNDWALL TERMINUS ON BARRIER REINFORCING, SEE CS-97-3.
 - 4) FOR CIP SOUNDWALL TERMINUS ON PARAPET REINFORCING, SEE CS-97-3.
 - 5) VERTICAL LINES OF FRACTURED FIN ARE TO BE PLUMB THE ENTIRE WALL LENGTH WHEN THE PROFILE ALONG THE BARRIER EXCEEDS 3.5%. OTHERWISE, THE VERTICAL LINES ARE TO BE PERPENDICULAR TO THE ROADWAY.
 - 6) ALL DIMENSIONS ARE IN MILLIMETERS EXCEPT AS OTHERWISE NOTED.

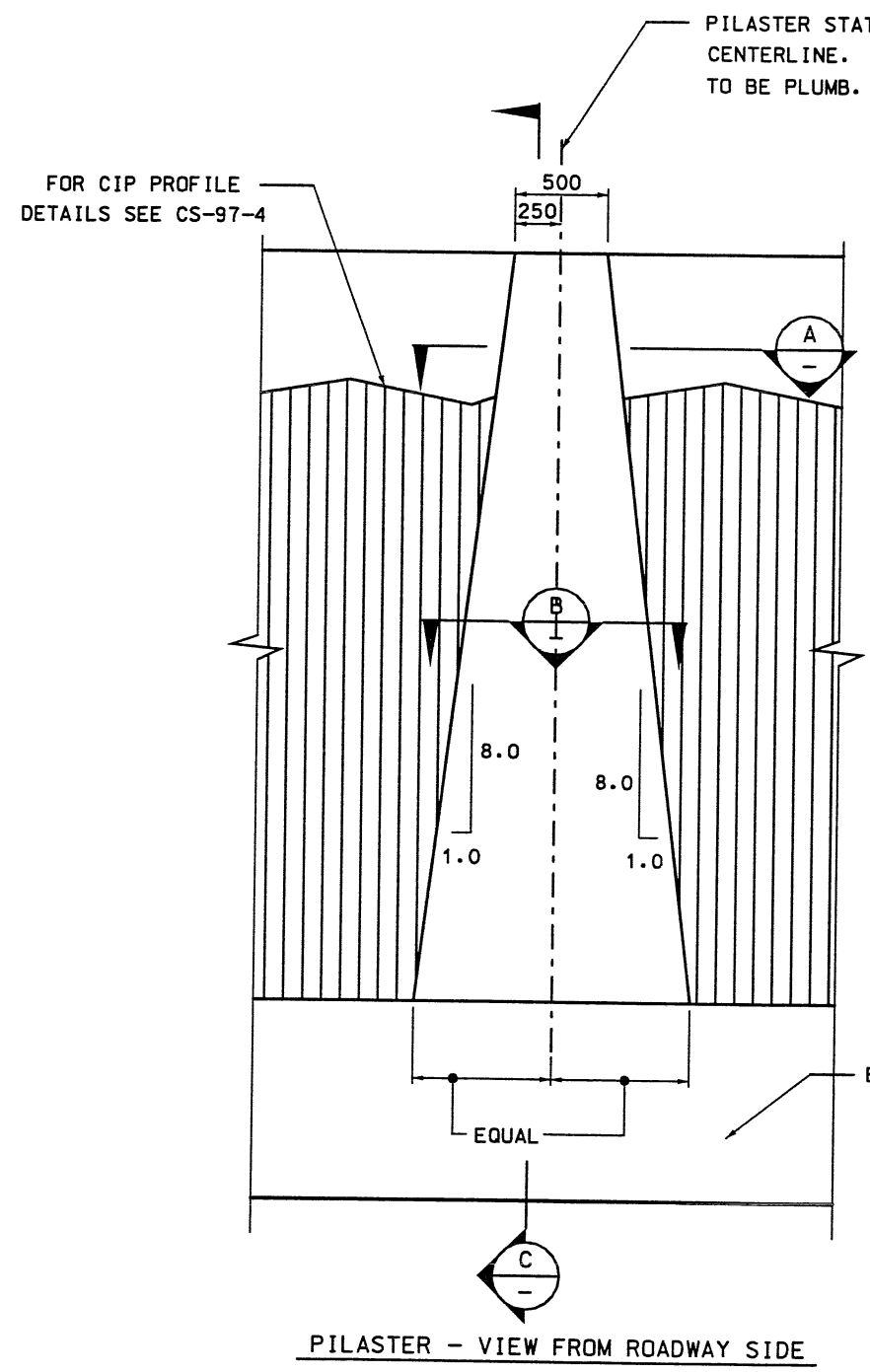
CIP SOUNDWALL TERMINUS ON BARRIER OR PARAPET 1

NTS

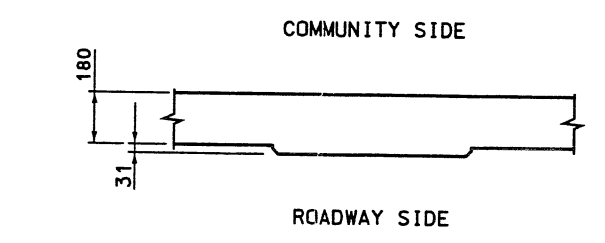
END OF APPROACH SLAB EXPANSION JOINT
(8M APPROACH SLAB)
SEE CS-28-2



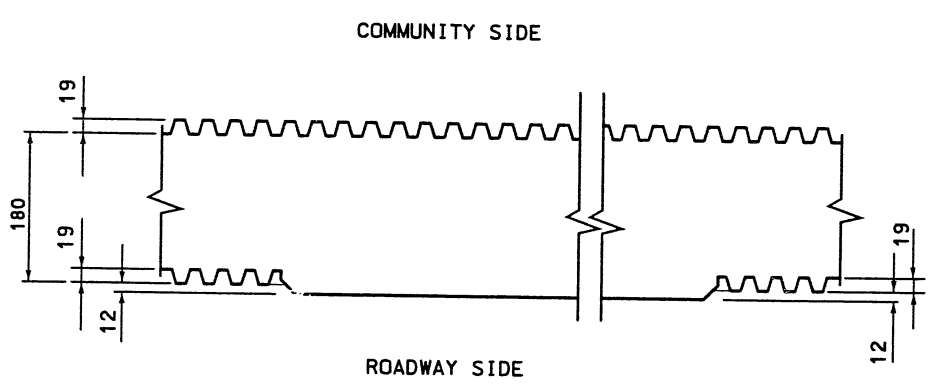
APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	NO.	DATE
A	01/19/98	A	01/19/98
		A	05/21/98
		A	07/22/98
		A	09/29/98
			SEAL ADDED
			REVISED NOTE
UTAH DEPARTMENT OF TRANSPORTATION			
SVERDRUP/DE LEUW		DESIGN PTD. 1/19/98	
ROBERT HOESLER		CHECK 1/19/98	
AESTHETICS MANAGER		CHECK 1/19/98	
JAMES KLEMZ		CHECK	
DESIGN MANAGER		QUANT.	
I-15 CORRIDOR RECONSTRUCTION			
CIP SOUNDWALL TERMINUS ON BARRIER OR PARAPET			
CORRIDOR STANDARD PLAN			
PROJECT NUMBER		#SP-15-7(135)296	
SALT LAKE COUNTY			
DWG. NO. CS-97-1			
SHT. _____ OF _____			



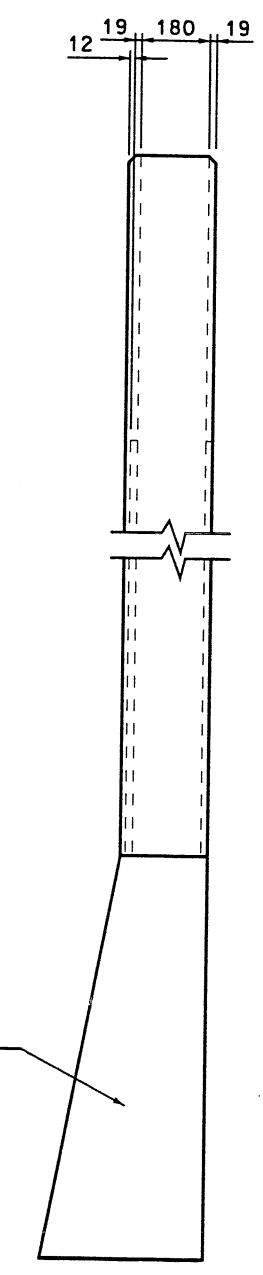
PILASTER - VIEW FROM ROADWAY SIDE



SECTION A

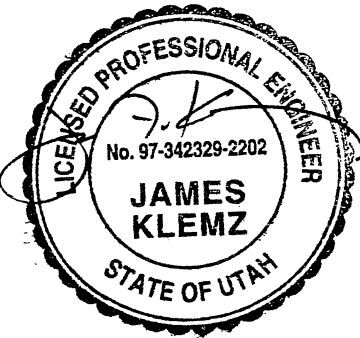


SECTION B



SECTION C

WASATCH CONSTRUCTORS
 JUL 29 1998
 RELEASED FOR CONSTRUCTION

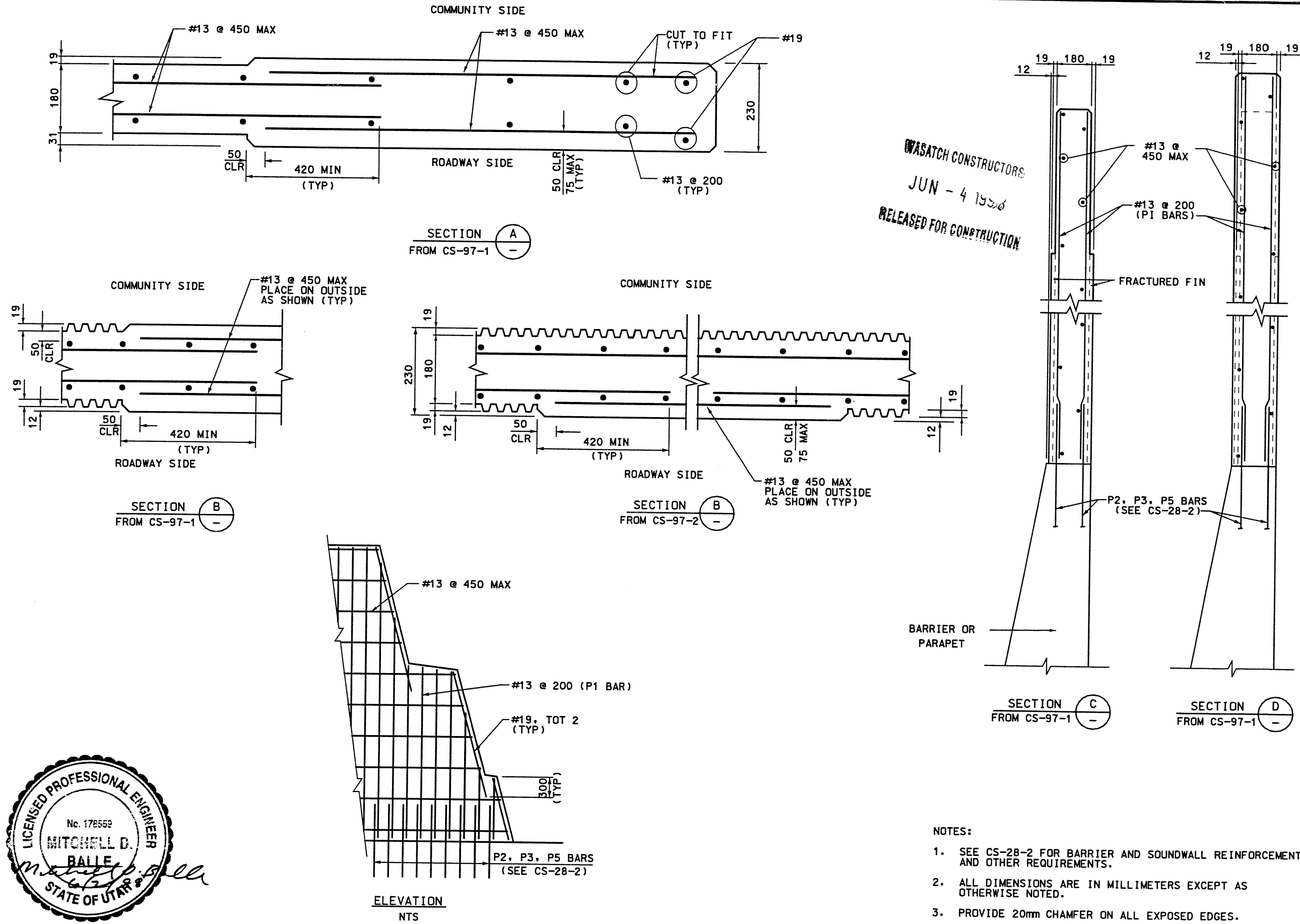


7-23-98

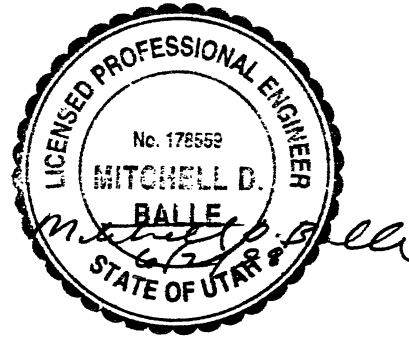
CIP SOUNDWALL PILASTER ON BARRIER OR PARAPET 1
 NTS

NOTES:
 1. ALL DIMENSIONS ARE IN MILLIMETERS EXCEPT AS OTHERWISE NOTED.

APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	NO.	DATE
1	05/01/98	1	05/21/98
			07/22/98
UTAH DEPARTMENT OF TRANSPORTATION		SVERDRUP/DE LEUW	
1-15 CORRIDOR RECONSTRUCTION		DESIGN PTB 1/19/98	
CIP SOUNDWALL PILASTER ON BARRIER OR PARAPET		CHECK	
CORRIDOR STANDARD PLAN		DRAWN PTB 1/19/98	
PROJECT NUMBER #SP-15-7(135)296		CHECK	
APPROVAL RECORD: 1-19-98 DATE		ROBERT HOSLER AESTHETICS MANAGER	
APPROVED 1-19-98 DATE		JAMES KLEMZ DESIGN MANAGER	
SALT LAKE COUNTY		DWG. NO. CS-97-2	
SHT. OF			



WASATCH CONSTRUCTORS
 JUN - 4 1998
 RELEASED FOR CONSTRUCTION

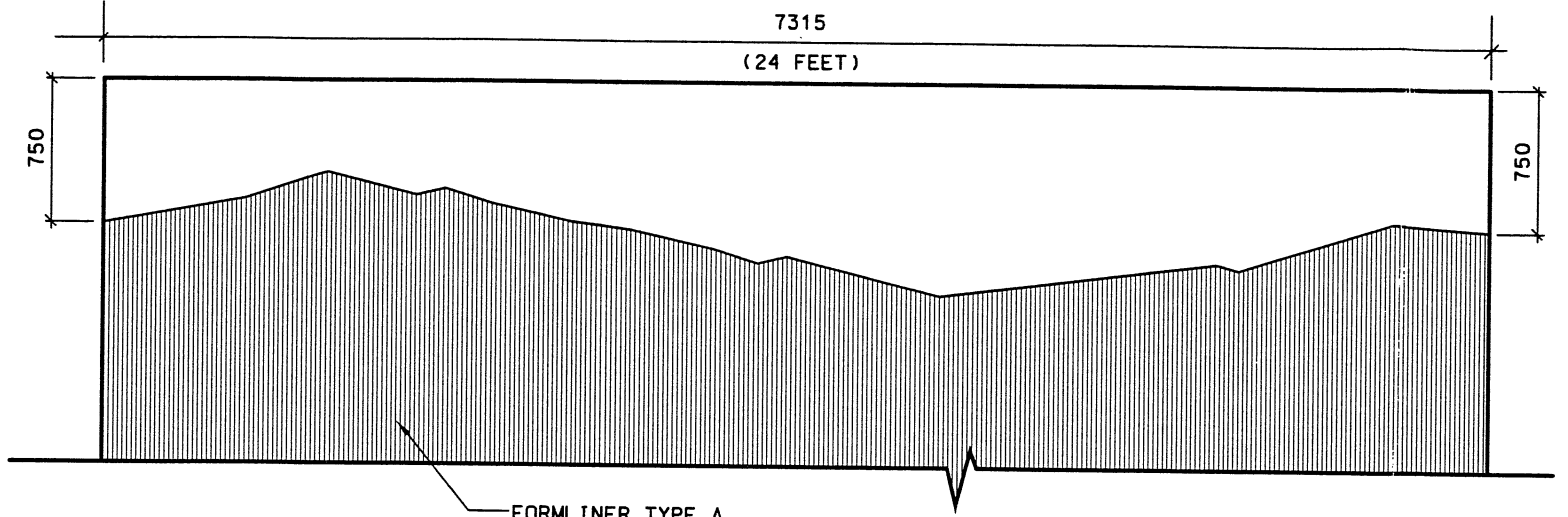


REINFORCEMENT DETAILS FOR
 CIP SOUNDWALL TERMINUS ON BARRIER OR PARAPET

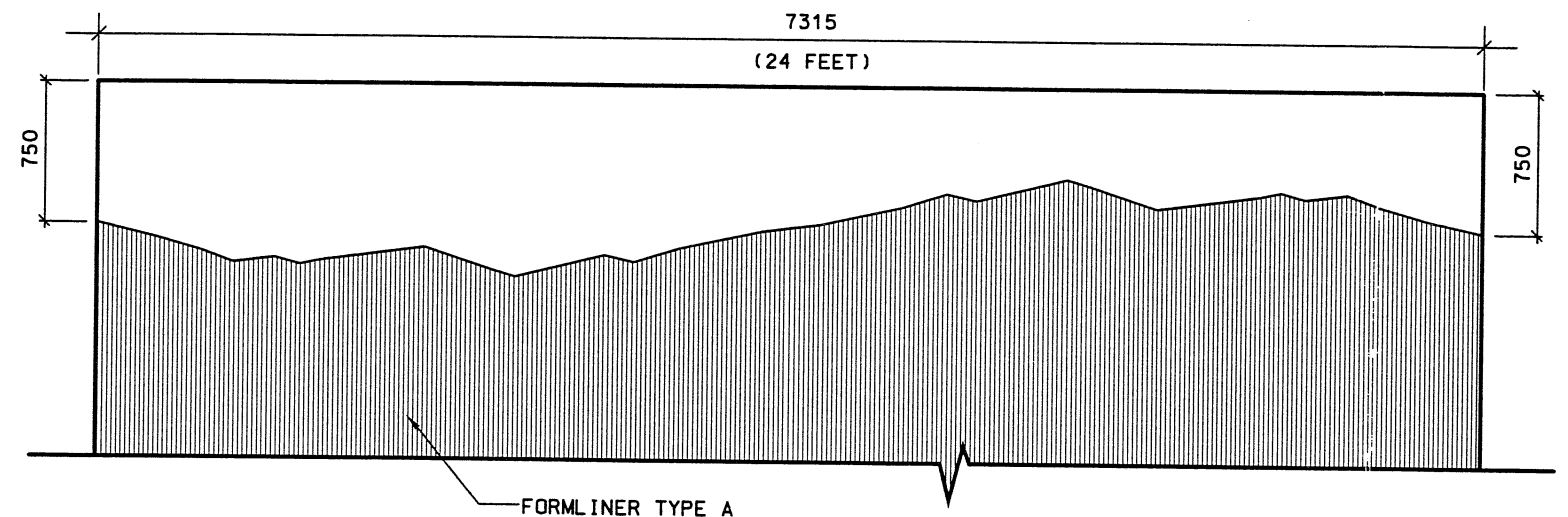
- NOTES:
- SEE CS-28-2 FOR BARRIER AND SOUNDWALL REINFORCEMENT AND OTHER REQUIREMENTS.
 - ALL DIMENSIONS ARE IN MILLIMETERS EXCEPT AS OTHERWISE NOTED.
 - PROVIDE 20mm CHAMFER ON ALL EXPOSED EDGES.

APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	NO.	DATE
1	05/29/98		
INITIAL RELEASE			
UTAH DEPARTMENT OF TRANSPORTATION			
SVERDRUP/DE LEUW			
PERSONAL RECORD	DESIGN SDP	CHECK	DATE
01/19/98	5/98	NN	5/98
ROBERT HOSLER	DESIGNER	CHECK	
AE/ESTHETICS MANAGER			
APPROVED	DATE	DESIGN MANAGER	QUANT.
01/19/98		JAMES KELMZ	
I-15 CORRIDOR RECONSTRUCTION			
CIP SOUNDWALL TERMINUS ON BARRIER OR PARAPET			
CORRIDOR STANDARD PLAN			
PROJECT NUMBER	#SP-15-7(135)296		
SALT LAKE COUNTY			
DWG. NO. CS-97-3			
SHT. _____ OF _____			

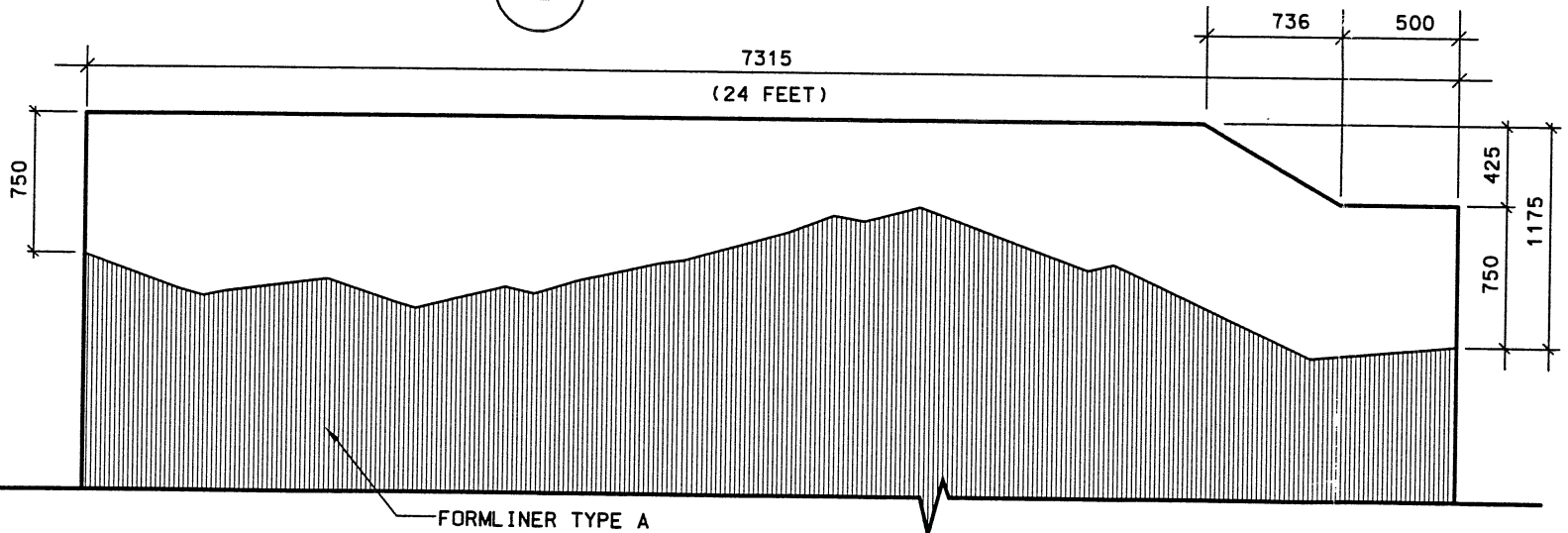
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 Date: 22-JUL-1998 Time: 15:03 User name: vandjico



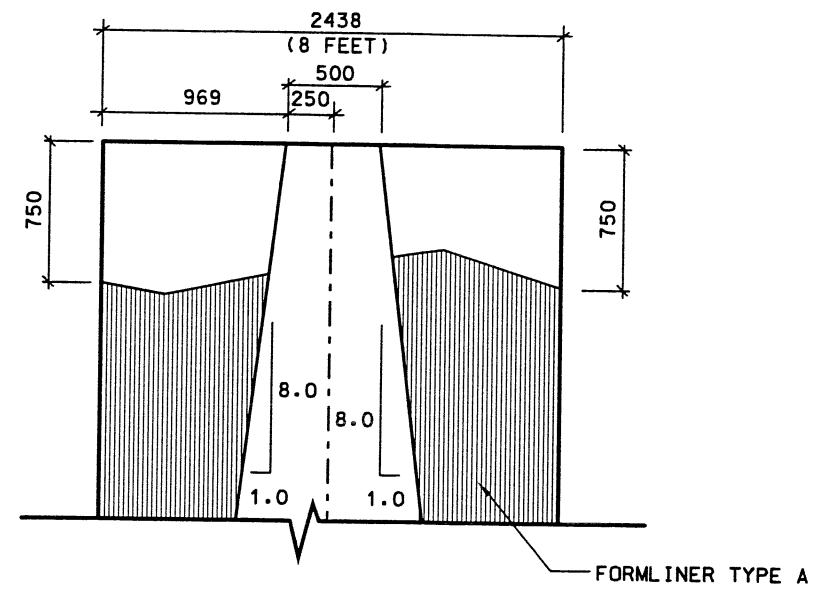
1 CIP PROFILE A



2 CIP PROFILE B



3 CIP PROFILE C (STEPDOWN)



4 CIP PROFILE D (PILASTER)

- NOTES:
1. PROFILE A AND B (FRONT AND BACK SIDES) SHALL BE PLACED RANDOMLY BY DESIGN ENGINEER. DESIGNER SHOULD STRIVE TO LIMIT THE PLACEMENT OF PANELS TO A MAXIMUM OF 5 OF ONE TYPE OF PROFILE IN A ROW. ALTERNATING PANELS FOR MORE THAN 6 PANELS CONSECUTIVELY IS NOT ACCEPTABLE.
 2. THREE OR MORE CONSECUTIVE STEPDOWN PROFILES IS NOT ACCEPTABLE.



7-23-98

WASATCH CONSTRUCTORS

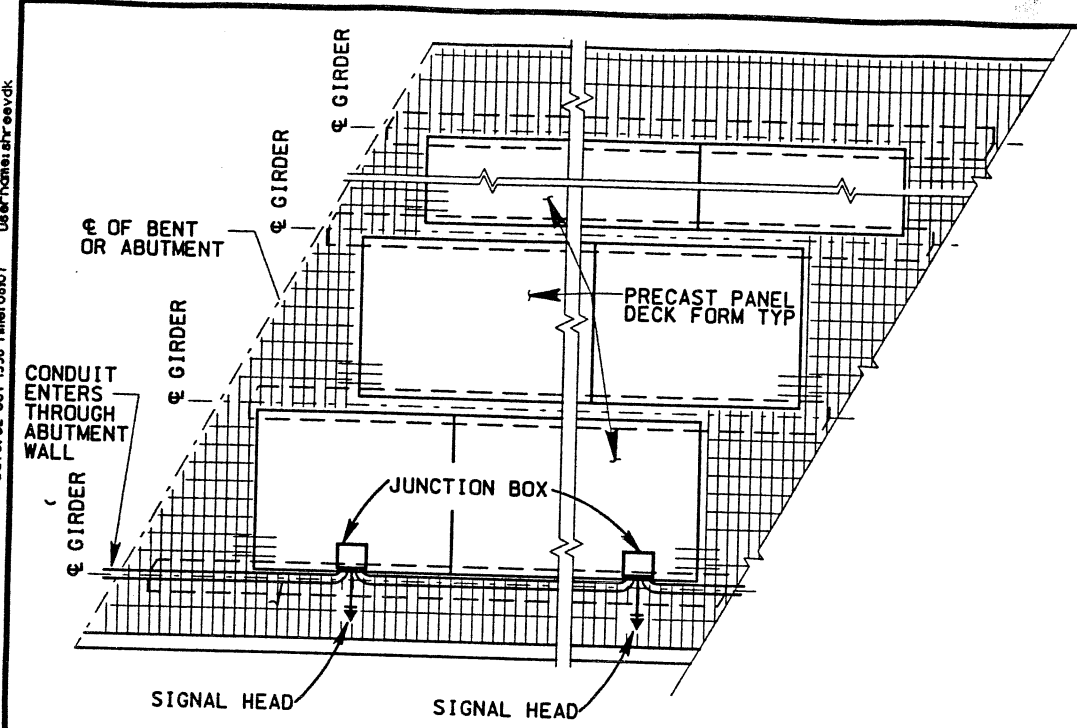
JUL 29 1998

RELEASED FOR CONSTRUCTION

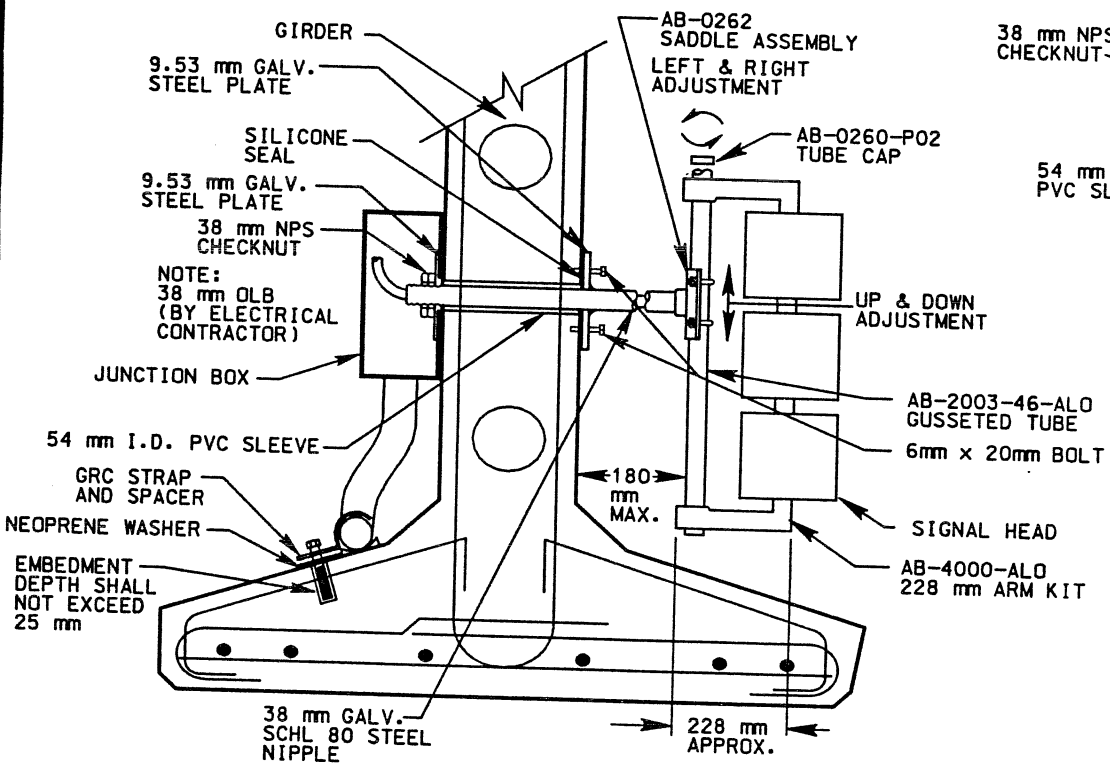
APPROVED FOR CONSTRUCTION		DESCRIPTION	
NO.	DATE	NO.	DATE
1	5/21/98	2	07/22/98
		ORIGINAL ISSUE	
		SEAL ADDED	
UTAH DEPARTMENT OF TRANSPORTATION			
SVERDRUP/DE LEUW			
APPROVAL	DESIGN	CHECK	CHECK
RECOMM.	PTB	RM	RM
5-1-98	5-1-98	5-1-98	5-1-98
DATE	DATE	DATE	DATE
ROBERT HOSLER	JAMES KLEMZ	JAMES KLEMZ	JAMES KLEMZ
AESTHETICS MANAGER	AESTHETICS MANAGER	AESTHETICS MANAGER	AESTHETICS MANAGER
DESIGN MANAGER	DESIGN MANAGER	DESIGN MANAGER	DESIGN MANAGER
DESIGN MANAGER	DESIGN MANAGER	DESIGN MANAGER	DESIGN MANAGER
I-15 CORRIDOR RECONSTRUCTION FOR AESTHETIC TREATMENT FOR CIP SOUNDWALLS			
CORRIDOR STANDARD PLAN			
PROJECT NUMBER #SP-15-7(135)296			
SALT LAKE COUNTY			
DWG. NO. CS-97-4			
SHT. OF			

Dated 02-OCT-1998 Times 08:07 User name: air evdk

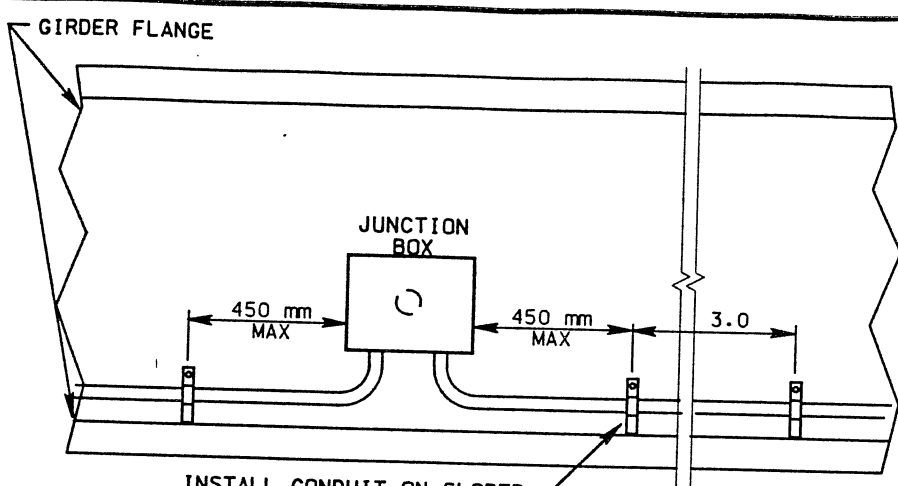
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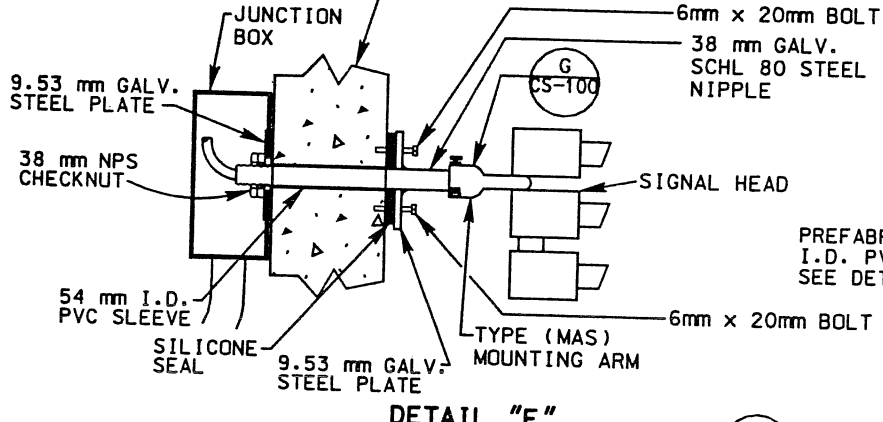
DETAIL "A"
TOP VIEW
CS-100



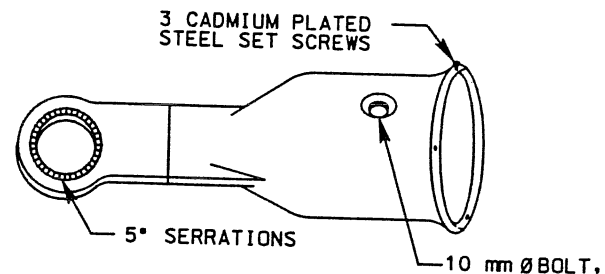
DETAIL "D"
ADJUSTABLE SIGNAL HEAD ATTACHMENT
CS-100



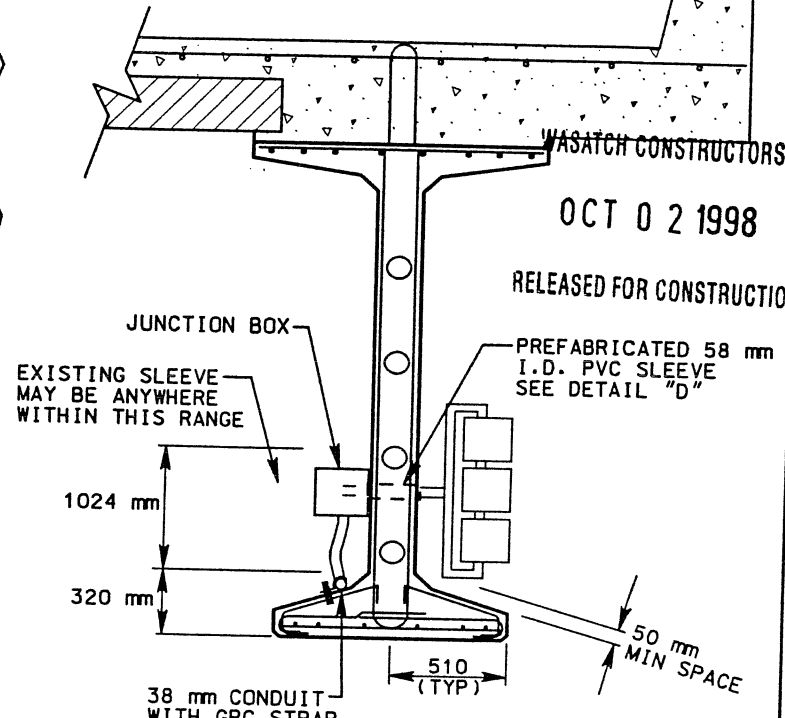
DETAIL "B"
SIDE VIEW
CONCRETE OR STEEL
AS APPLICABLE
CS-100



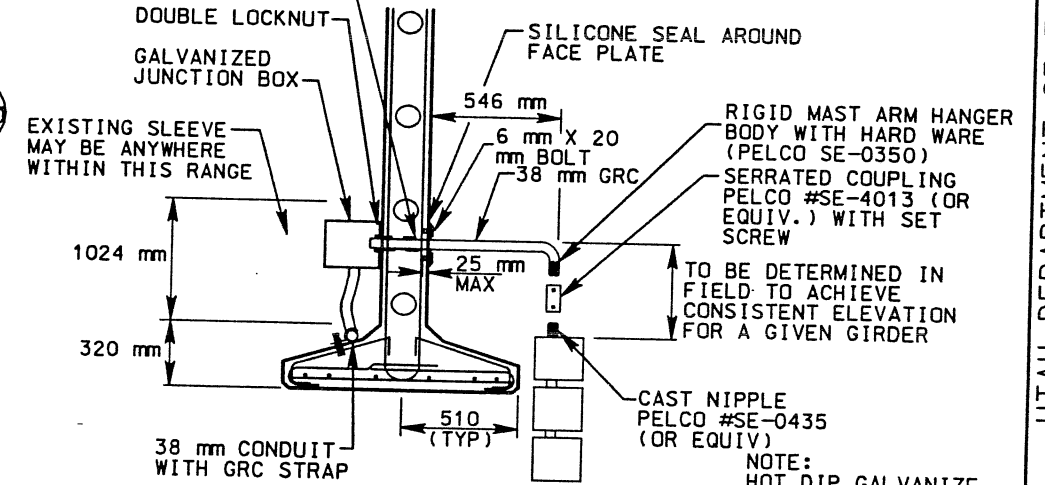
DETAIL "E"
RIGID SIGNAL HEAD ATTACHMENT
CS-100



DETAIL "F"
SIGNAL SLIP FITTERS
CS-100



DETAIL "C"
SIGNAL SUPPORT ARRANGEMENT
PRECAST CONCRETE STRUCTURE
CS-100



DETAIL "G"
SIGNAL SUPPORT ARRANGEMENT
PRECAST CONCRETE STRUCTURE
CS-100

NOTES:

1. FOR STRUCTURAL DETAILS REFER TO THE APPLICABLE STRUCTURAL SECTION, DRAWINGS AND DETAILS.
2. NO REINFORCING STEEL OR PRE-STRESSING OR POST TENSION STRANDS SHALL BE CUT OR DAMAGED
3. ALL HARDWARE SHALL BE STAINLESS STEEL OR HOT DIPPED GALVANIZED.
4. CONTRACTOR TO "FIELD FIT" CONDUIT ATTACHMENT TO STRUCTURE.
5. CONCRETE ANCHORS SHALL BE HILTI HDI(SS303) OR EQUIVALENT.
6. POST MOUNTED SIGNAL HEADS SHALL BE 2.4m MINIMUM AND 4.6m MAXIMUM ABOVE CENTERLINE PAVEMENT
7. ADJUSTABLE PELCO BRACKET (DETAIL "D") ONLY REQUIRED WHEN EXISTING SLEEVES ARE NOT AT SAME (±50mm) ELEVATION FROM BOTTOM OF FLANGE.
8. THE BOTTOM OF ALL HEADS MOUNTED ON GIRDER SHALL BE AT SAME ELEVATION WITH RESPECT TO BOTTOM FLANGE (± 25 mm).
9. JUNCTION BOX MOUNTED ON BACK OF GIRDER SHALL BE GALVANIZED NEMA 3R BOX, 200 mm WIDE X 150 mm DEEP X 200 mm HIGH WITH SCREW-ON COVER.
10. ALL CONCRETE GIRDER FIELD DRILLED ANCHORS SHALL BE ACCOMPLISHED WITH A DRILL GUIDE.

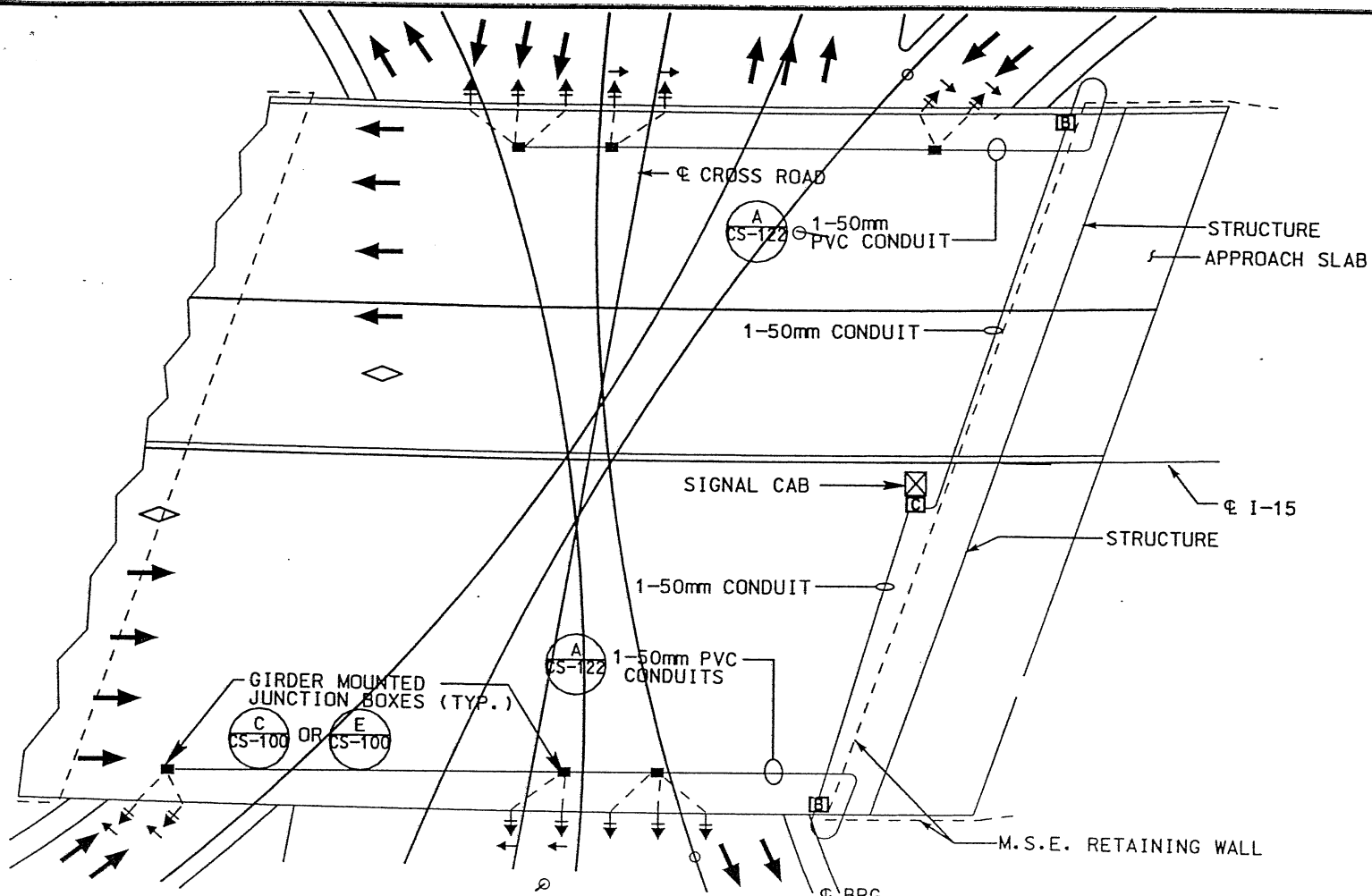


10-2-98

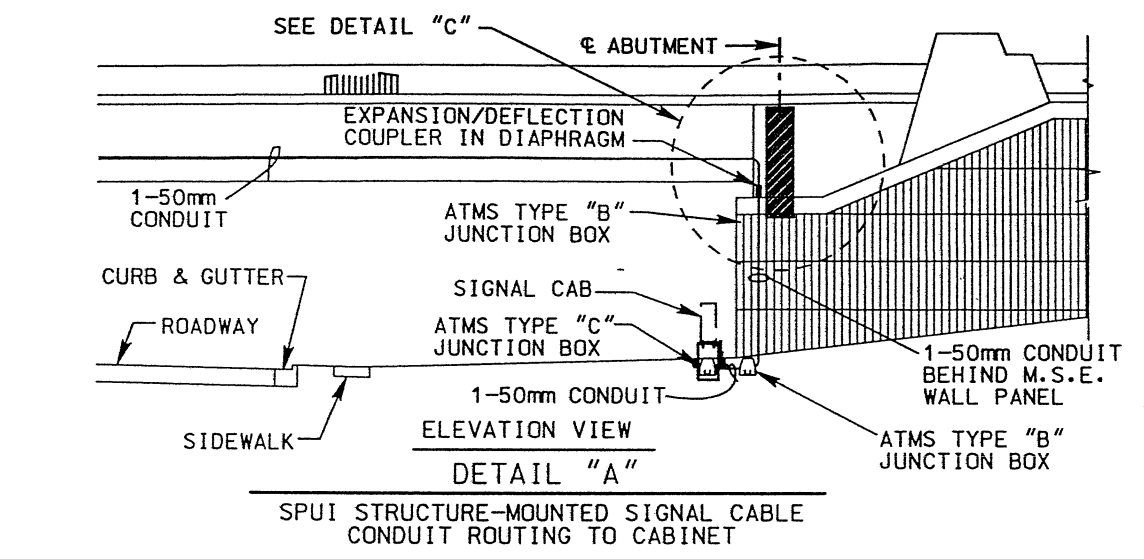
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SVERDRUP/DE LEUW		DATE 09-25-98	
DESIGN	DATE 04-13-98	CHECK	DATE 04-13-98
PROJECT DESIGN	ENGINEER MIKE MARUM	CHECK	DATE 04-13-98
DRAWN	DATE 04-17-98	CHECK	DATE 04-13-98
SECTION	MANAGER MIKE HOLLING	CHECK	DATE 04-13-98
QUANT.			
I-15 CORRIDOR RECONSTRUCTION		WBS 4071000	
UNDER DECK SIGNAL HEAD			
CORRIDOR STANDARD PLAN			
PROJECT NUMBER *SP-15-7(135)296			
SALT LAKE COUNTY			
DWG. NO. CS-100			

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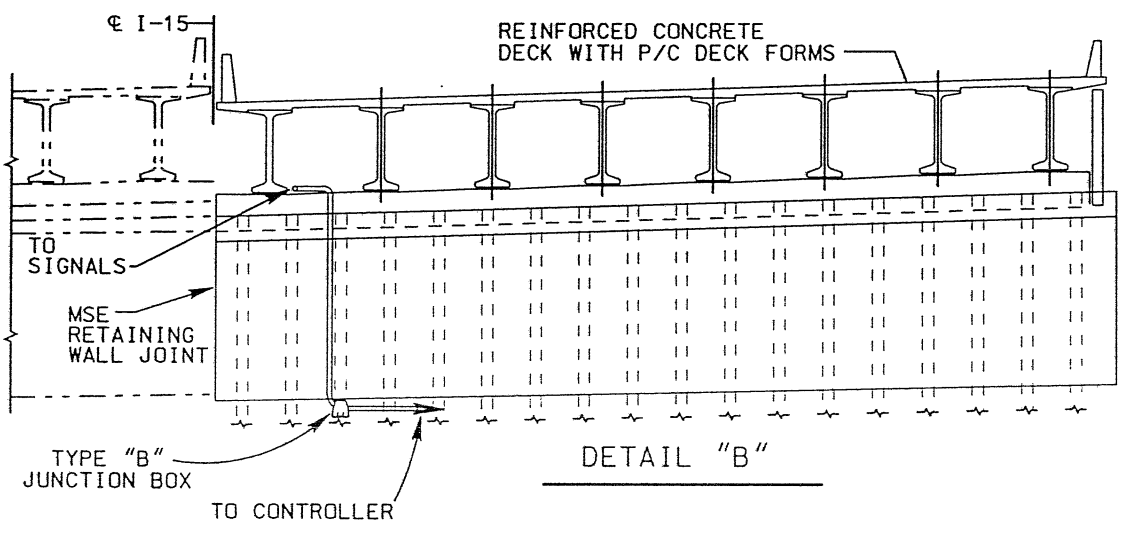
PLAN VIEW



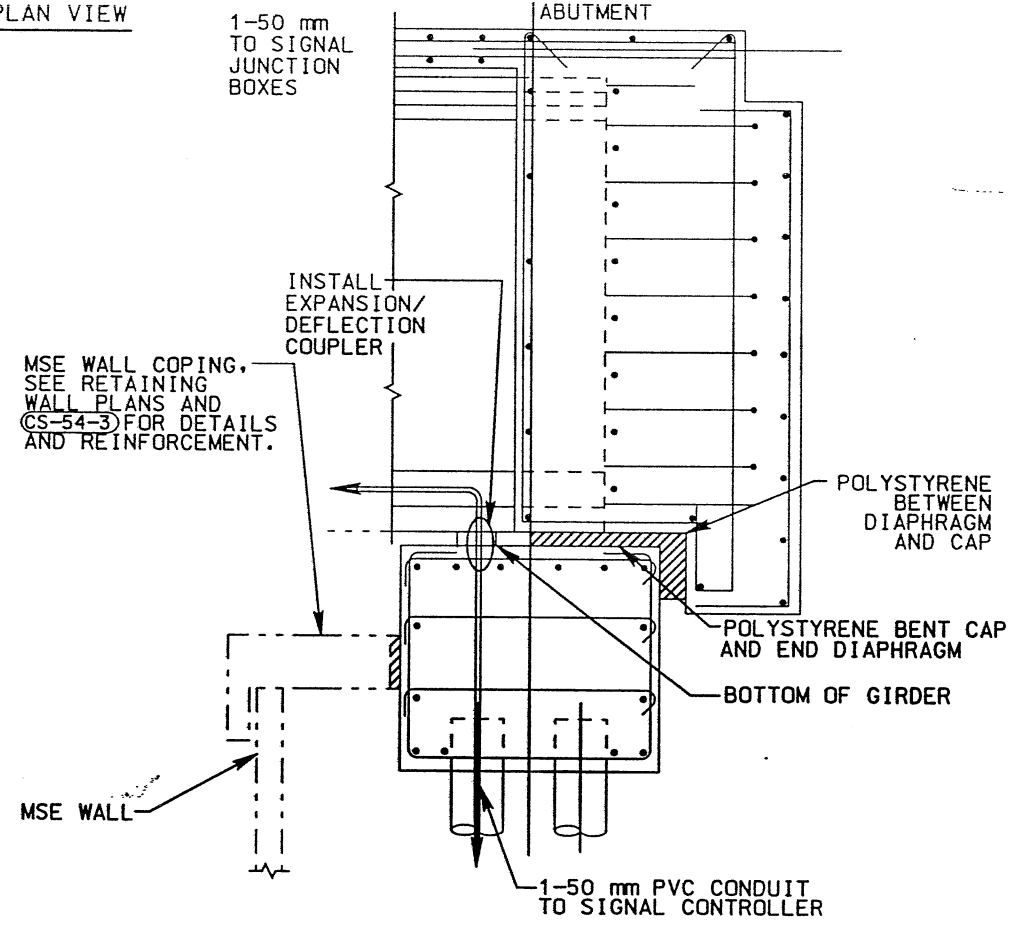
ELEVATION VIEW

DETAIL "A"

SPII STRUCTURE-MOUNTED SIGNAL CABLE CONDUIT ROUTING TO CABINET



DETAIL "B"

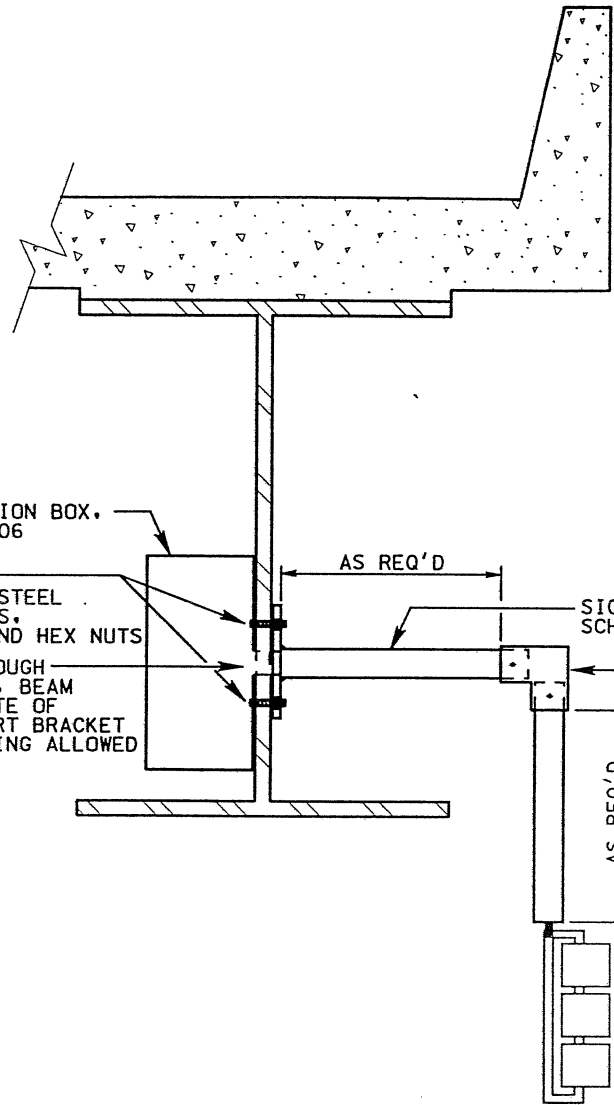


DETAIL "C"

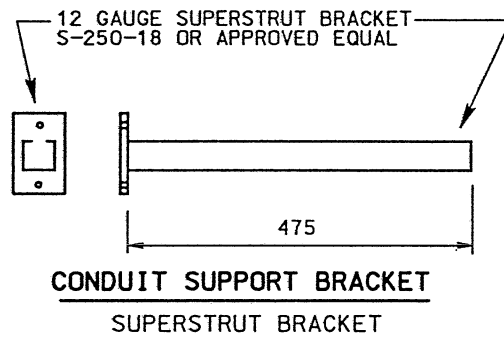


1-8-99

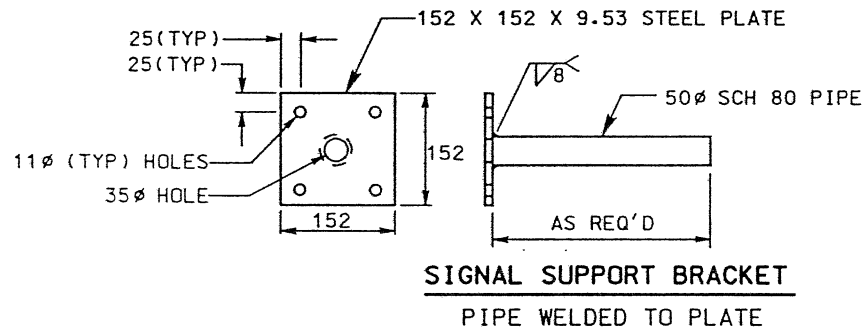
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NO.		04-20-98		ORIGINAL ISSUE	
UTAH DEPARTMENT OF TRANSPORTATION		TransCore		WBS 4071000	
I-15 CORRIDOR RECONSTRUCTION		SVERDRUP/DE LEUW		DESIGN MFH 04-13-98 CHECK MIN 04-13-98	
SPII SIGNAL CONDUIT ROUTING		MIKE MARUM		DRAWN DKS 04-13-98 CHECK	
CORRIDOR STANDARD PLAN		PROJECT DESIGN ENGINEER		QUANT.	
PROJECT NUMBER #SP-15-7(135)296		APPROVED 04-17-98		DATE	
SALT LAKE COUNTY		DATE		DATE	
DWG. NO. CS-100-1		DATE		DATE	
SHT. OF		DATE		DATE	



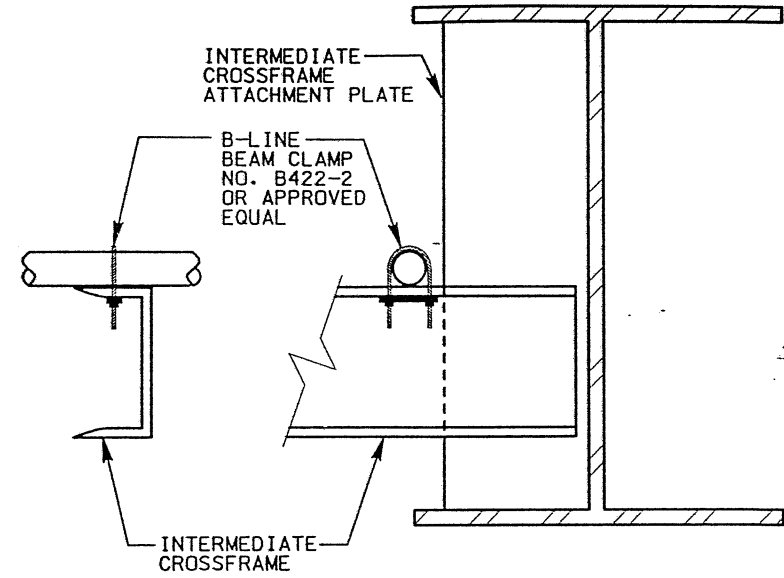
SECTION AT TRAFFIC SIGNAL



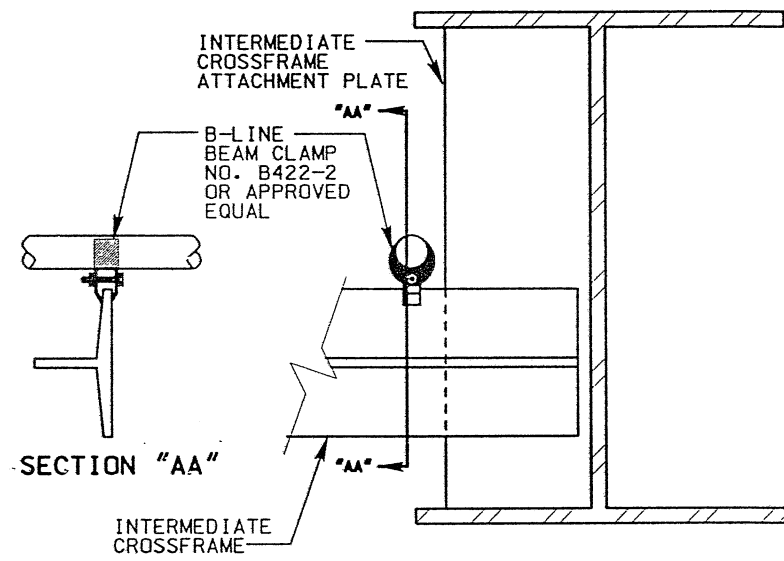
CONDUIT SUPPORT BRACKET
SUPERSTRUT BRACKET



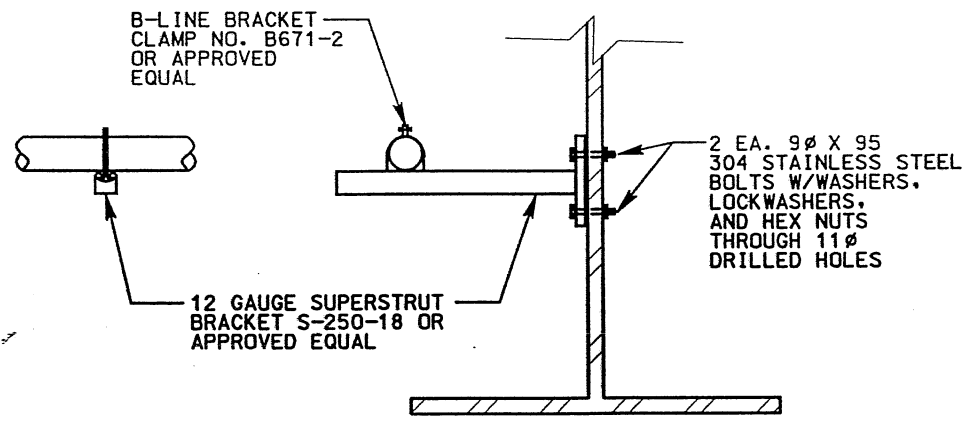
SIGNAL SUPPORT BRACKET
PIPE WELDED TO PLATE



CONDUIT SUPPORT AT "C" CHANNEL CROSSFRAMES



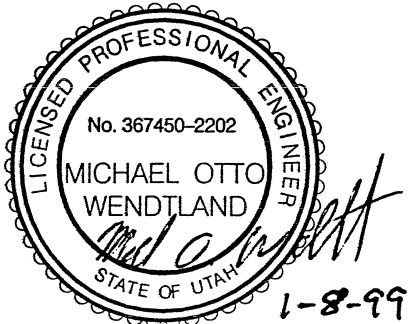
CONDUIT SUPPORT AT "T" BEAM CROSSFRAMES



CONDUIT SUPPORT BETWEEN CROSSFRAMES

NOTES:

- FOR STRUCTURAL DETAILS REFER TO THE APPLICABLE STRUCTURAL SECTIONS, DRAWINGS, AND DETAILS.
- ALL HARDWARE AND JUNCTION BOXES SHALL BE HOT DIPPED GALVANIZED OR STAINLESS STEEL AND PAINTED THE SAME COLOR AS THE GIRDER.
- CONTRACTOR TO "FIELD FIT" CONDUIT IN STRUCTURE.
- MAXIMUM INTERVAL BETWEEN CONDUIT SUPPORT POINTS SHALL BE 3m.

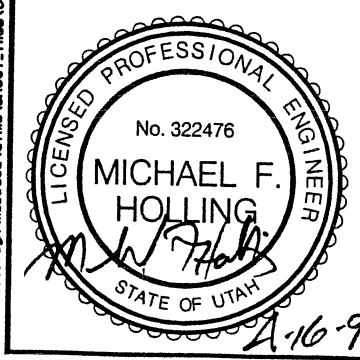


DETAIL "C"
STEEL STRUCTURE SUPPORT ARRANGEMENT (400 SOUTH)

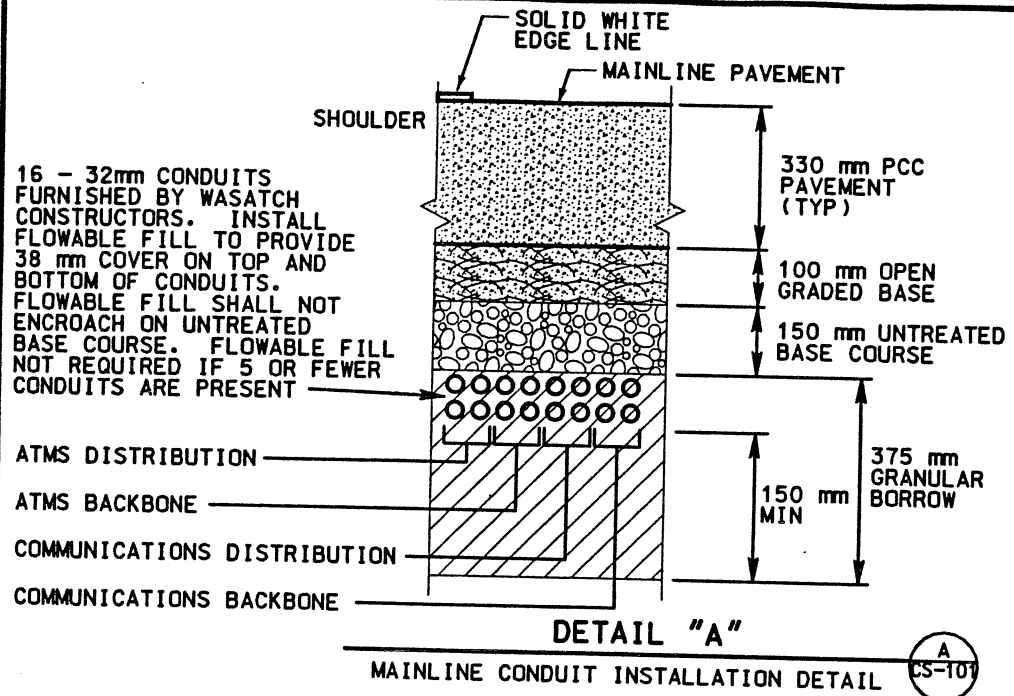
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12-20-98	12-20-98	12-20-98	DELETED PAINT
UTAH DEPARTMENT OF TRANSPORTATION		DESIGN	DATE
TransCore SVERDRUP/DE LEUW		MIKE MARUM	JUN 04-13-98
APPROVAL	DATE	PROJECT DESIGN ENGINEER	CHECK
11-16-98	11-16-98	MIKE MARUM	MIKE HOLLING
APPROVED	DATE	SECTION MANAGER	QUANT.
11-16-98	11-16-98	MIKE HOLLING	4071000
I-15 CORRIDOR RECONSTRUCTION		SIGNAL IN STEEL GIRDER	
CORRIDOR STANDARD PLAN		PROJECT NUMBER #SP-15-7(135)296	
SALT LAKE COUNTY		DWG. NO. CS-100-2	
SHT. _____ OF _____			

Date: 15-APR-1998 Time: 08:47 User: mms@reaycd

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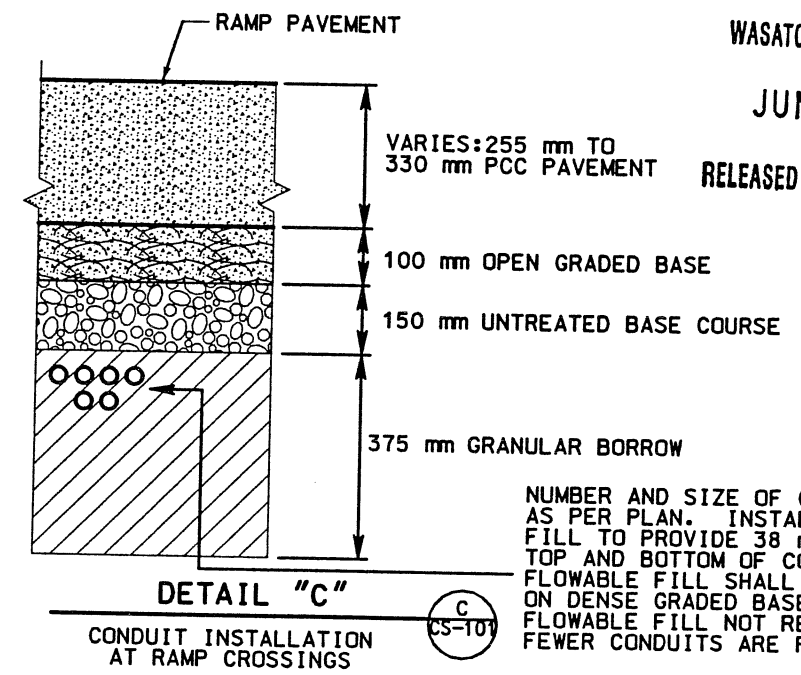
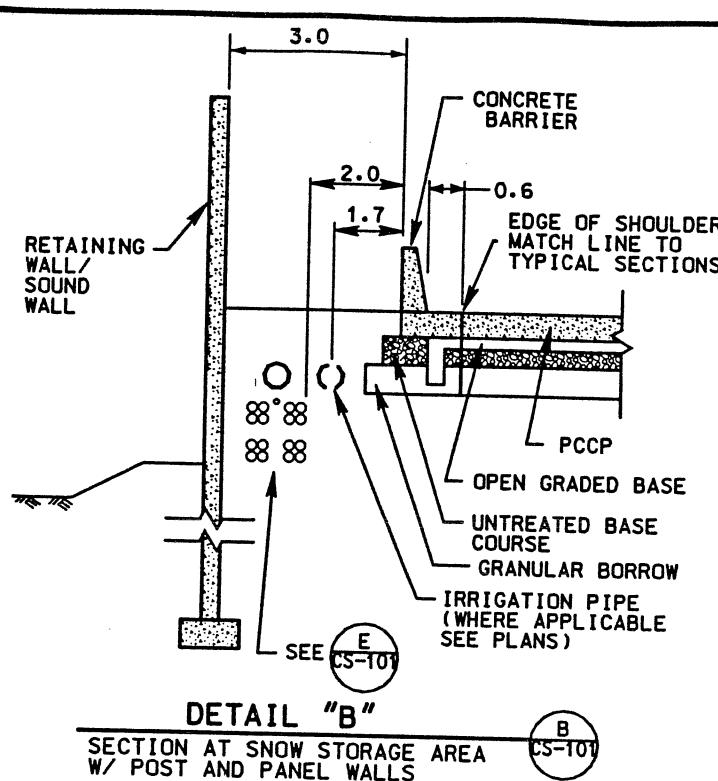


A-16-98



16 - 32mm CONDUITS FURNISHED BY WASATCH CONSTRUCTORS. INSTALL FLOWABLE FILL TO PROVIDE 38 mm COVER ON TOP AND BOTTOM OF CONDUITS. FLOWABLE FILL SHALL NOT ENCRoACH ON UNTREATED BASE COURSE. FLOWABLE FILL NOT REQUIRED IF 5 OR FEWER CONDUITS ARE PRESENT

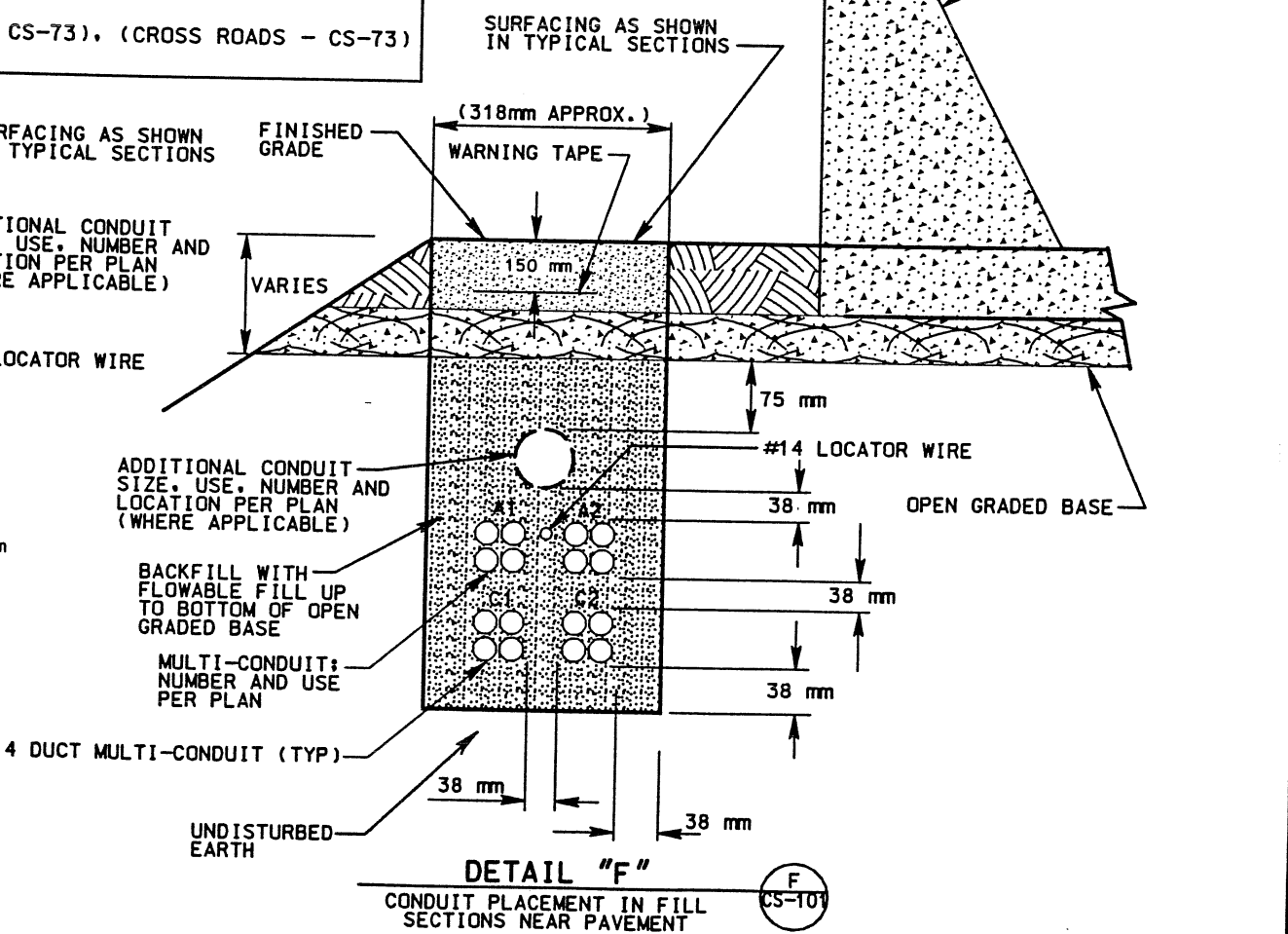
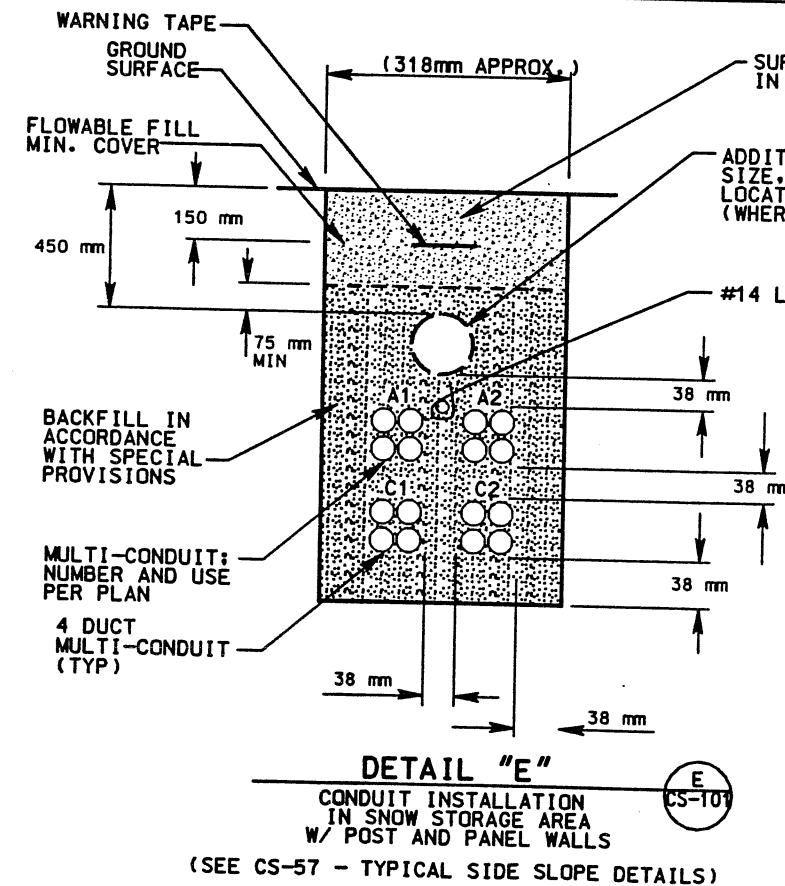
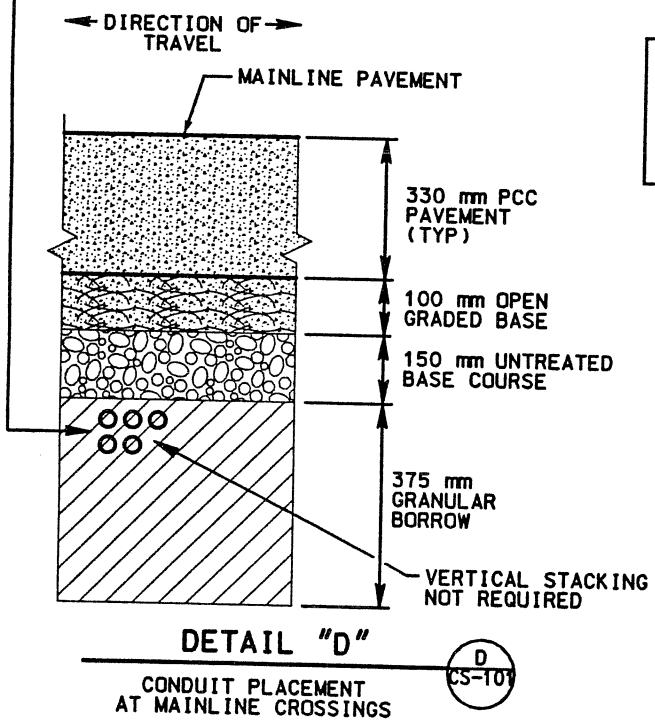
ATMS DISTRIBUTION
ATMS BACKBONE
COMMUNICATIONS DISTRIBUTION
COMMUNICATIONS BACKBONE



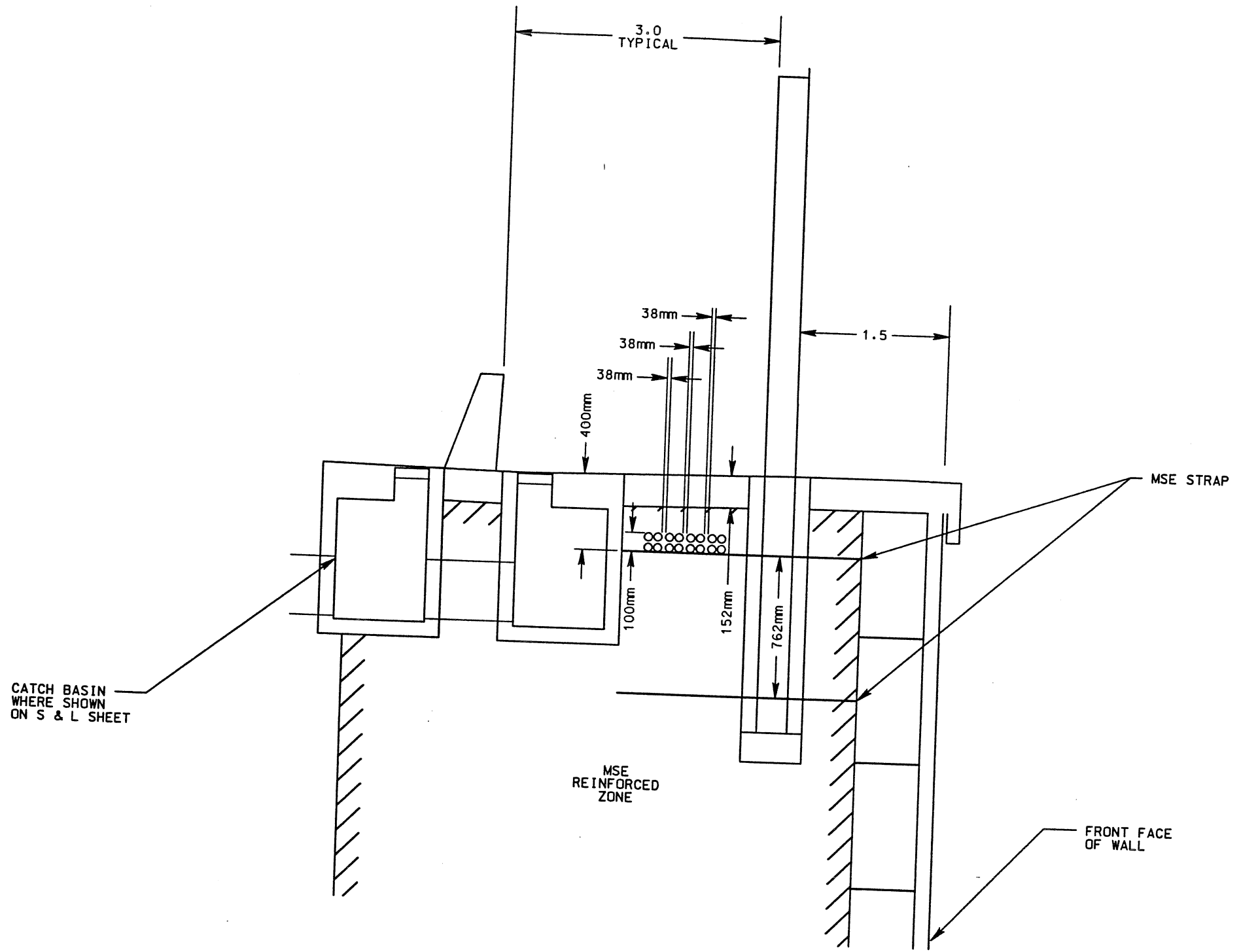
NUMBER AND SIZE OF CONDUITS AS PER PLAN. INSTALL FLOWABLE FILL TO PROVIDE 38 mm COVER ON TOP AND BOTTOM OF CONDUITS. FLOWABLE FILL SHALL NOT ENCRoACH ON DENSE GRADED BASE COURSE. FLOWABLE FILL NOT REQUIRED IF 5 OR FEWER CONDUITS ARE PRESENT.

WASATCH CONSTRUCTORS
JUN - 1 1998
RELEASED FOR CONSTRUCTION

CROSS REFERENCE:
EDGE DRAINS - CS-60
IRRIGATION AND SLEEVE DETAILS - CS-140-2
PAVEMENT SECTIONS - CS-71, (MAINLINE - CS-72), (RAMPS - CS-73), (CROSS ROADS - CS-73)
LOOP DETECTOR INSTALLATION - CS-102



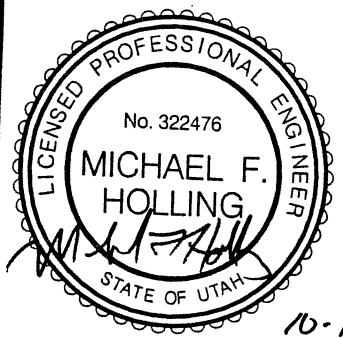
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DESIGN	DATE	CHECK
MIKE MARUM	04-12-98	MJM
PROJECT DESIGN ENGINEER	DATE	CHECK
MIKE HOLLING	04-12-98	MJH
SECTION MANAGER	DATE	CHECK
MIKE HOLLING	04-12-98	MJH
I-15 CORRIDOR RECONSTRUCTION		CONDUIT INSTALLATION/PAVEMENT
CORRIDOR STANDARD PLAN		PROJECT NUMBER #SP-15-7(135)296
SALT LAKE COUNTY		DWG. NO. CS-101
SHT.	OF	



DETAIL "A"
SECTION AT 2-STAGE MSE WALL

NOTES:
1. AT CONTRACTOR OPTION, CONDUIT MAY BE LOCATED IN ROADWAY AS SHOWN IN DETAIL.

WASATCH CONSTRUCTORS
OCT 14 1998
RELEASED FOR CONSTRUCTION



10-12-98

UTAH DEPARTMENT OF TRANSPORTATION TransCore SVERDRUP/DE LEUW		APPROVED FOR CONSTRUCTION	
NO.	DATE	DESCRIPTION	
△	10-12-98	ORIGINAL ISSUE	
PROJECT NUMBER #SP-15-7(135)296		WBS 4071000	
APPROVAL RECORD:	DATE	PROJECT DESIGN ENGINEER	CHECK DATE
APPROVED	DATE	SECTION MANAGER	CHECK
MIKE MARUM		MIKE HOLLING	
DATE		DATE	
I-15 CORRIDOR RECONSTRUCTION		SALT LAKE COUNTY	
CONDUIT AT MSE WALL		DWG. NO. CS-101-1	
CORRIDOR STANDARD PLAN			