

F-I215(126)13

UTAH DEPARTMENT OF TRANSPORTATION

SEE SHEET 1-A FOR INDEX TO PLAN

SHEET NO. 1

U.S. Standard Units
(Inch-Pound Units)
ALL UNITS IN FEET UNLESS OTHERWISE NOTED

PLANS OF PROPOSED STATE ROAD FEDERAL FUNDED PROJECT F-I215(126)13

I-215; 4500 SOUTH STRUCTURE
4500 S. (SR-266) OVER I-215
BRIDGE REPLACEMENT
SALT LAKE COUNTY
LENGTH 0.08 MILES

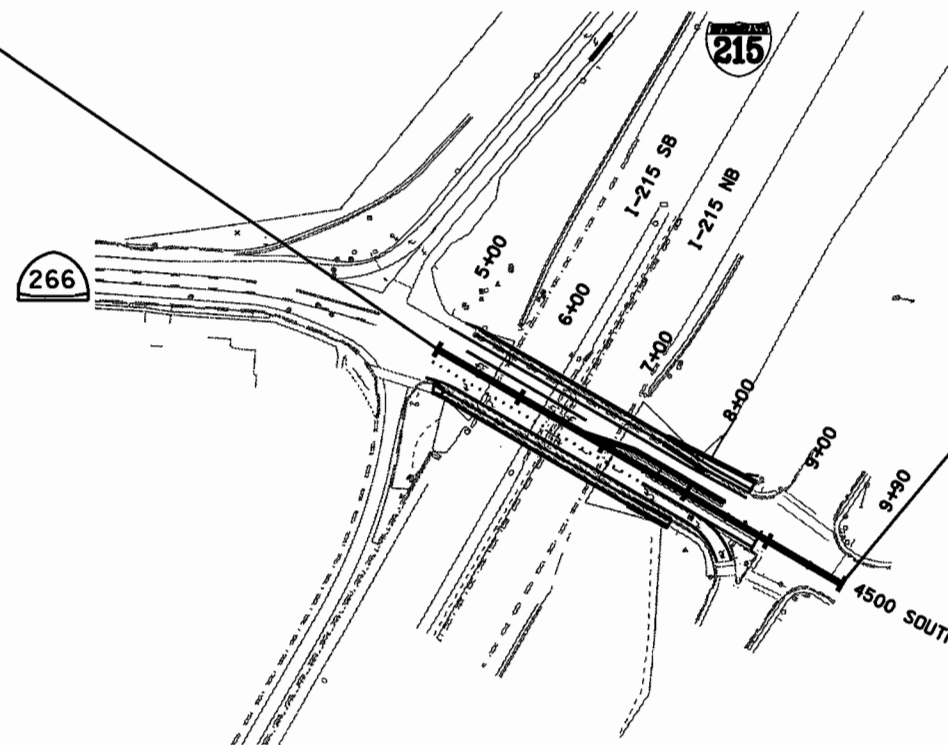
STA. 5+00.00
BEG. PROJECT
F-I215(126)13

R.P. 8.04

STA. 9+89.77
END PROJECT
F-I215(126)13

R.P. 8.12

T.2S. R.1E.
S.L.B. & M.



UTAH DEPARTMENT OF TRANSPORTATION
APPROVED FOR
USE BY UDOT _____ 2007

REGION TWO PRECONSTRUCTION ENGINEER

INDEX TO SHEETS

ROADWAY DRAWINGS		
SHEET NUMBER	NUMBER OF SHEETS	DESCRIPTION
1	1	TITLE SHEET
1-A	1	INDEX TO PLAN
1-B	1	STORM WATER POLLUTION PREVENTION PLAN
1-C	0	NOT USED
1-D	1	SURVEY CONTROL SHEET
TS-01	1	TYPICAL SECTIONS
DT-01	1	DETAIL SHEET
SM-01	1	SUMMARY SHEET (REMOVAL AND SURFACING)
SM-02	1	SUMMARY SHEET (CONCRETE & PAVEMENT MARKING TAPE)
SM-03	1	SUMMARY SHEET (SIGN SCHEDULE & LANDSCAPING)
GR-01, GR-02	2	GRADING DETAIL SHEET
RD-01	1	ROADWAY PLAN SHEET
RP-01	1	ROADWAY PROFILE
DR-01	1	DRAINAGE SHEET
SS-01	1	SIGNING AND STRIPING SHEET
UT-01	1	UTILITY PLAN SHEET
LS-01	1	LANDSCAPING SHEET
RW-01	1	RIGHT OF WAY PLAN

MOT DRAWINGS		
SHEET NUMBER	NUMBER OF SHEETS	DESCRIPTION
MOT-1A01 to MOT-1A03	3	MOT PLAN-PHASE 1A
MOT-2A01 to MOT-2A06	6	DETOUR PLAN - I-215 NIGHTTIME CLOSURE
MOT-2BADV	1	DETOUR PLAN-4500 SOUTH 6-DAY ADVANCE VMS
MOT-2B01 to MOT-2B02	2	DETOUR PLAN-4500 SOUTH CLOSURE

STRUCTURE DRAWINGS			
SHEET NUMBER	STRUCTURE NUMBER	NUMBER OF SHEETS	DESCRIPTION
1 - 34	C-953	34	I-215; 4500 S. STRUCTURE

REVISIONS

NO.	DATE	APPROVED BY

UTAH DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN

DRAWN BY JLP	QC CHECKED BY FRW	DATE 7/5/07	
APPROVED <i>[Signature]</i> PROFESSIONAL ENGINEER			

I-215; 4500 SOUTH STRUCTURE

4500 S. (SR-266) OVER I-215

F-1215(126)13

INDEX TO PLAN

PROJECT NUMBER

SHEET NO.

1-A

UDOT - STORM WATER POLLUTION PREVENTION PLAN

1. SITE DESCRIPTION

PROJECT LIMITS:

I-215, 4500 SOUTH STRUCTURE (SR-266)

PROJECT DESCRIPTION:

BRIDGE REPLACEMENT

MAJOR SOIL DISTURBING ACTIVITIES:

(CHECK THE FOLLOWING AS THEY APPLY)

- CLEAR AND GRUBBING
- EXCAVATION
- GRADING
- PLACEMENT OF FILL
- CUT AND FILL
- OTHERS: BRIDGE REMOVAL

TOTAL PROJECT AREA:

1.08 ACRES

TOTAL AREA TO BE DISTURBED:

1.08 ACRES

WEIGHTED RUNOFF COEFFICIENT (BEFORE AND AFTER CONSTRUCTION):

C Before = 0.60

C After = 0.63

EXISTING CONDITION OF SOIL & VEGETATIVE COVER AND % OF VEGETATION COVER:

40% GRASS FAIR TO POOR, 60% HARD SURFACE

NAME OF RECEIVING WATERS:

EXISTING I-215 STORM DRAIN SYSTEM
EXISTING 4500 SOUTH STORM DRAIN SYSTEM

2. CONTROLS:

2a. EROSION AND SEDIMENT

• STABILIZATION PRACTICES:

- TEMPORARY OR PERMANENT SEEDING
- TURF SODDING
- PLANTING
- MULCHING
- EROSION CONTROL BLANKETS
- VEGETATIVE BUFFER STRIPS
- PRESERVATION OF TREES
- ROUGHENED SURFACE GRADING PRACTICES
- BOULDERS

STD. SPEC. NO.

- 02922
- 02922
- 02931, 02932
- 02911
- 02376
- 02912

• STRUCTURAL PRACTICES:

- CHECK DAMS
- SILT FENCE
- TEMPORARY BERM
- TEMPORARY SLOPE DRAIN
- DROP-INLET BARRIERS
- PIPE INLET BARRIER
- CURB INLET BARRIER
- SEDIMENT TRAP
- STABILIZED CONSTRUCTION ENTRANCE
- STRAW OR HAY BALE BARRIER
- TEMP. OR PERMANENT SEDIMENT BASINS
- DRAINAGE SWALES/DITCHES
- RIPRAP
- PIPE OUTLET PROTECTION
- CHANNEL LINERS
- CURBS AND GUTTERS
- BRUSH BARRIERS

STD. DWG. NO. STD. SPEC. NO. DET. SHT. NO.

- EN 1 01571
- EN 2 01571
- EN 3 01571
- EN 3 01571
- EN 4 01571
- EN 5 01571
- EN 5 01571
- EN 6 01571
- EN 6 01571
- EN 7 01571
- 02318
- 02372
- 02373
- 02376

- WILL CONSTRUCTION OR PLACEMENT OF EROSION CONTROL STRUCTURES IMPACT REGULATED WETLANDS ?
YES ___ NO ___ X ___

THE PLACEMENT OF EROSION CONTROL STRUCTURES ARE INCLUDED IN THE TOTAL PROJECT WETLAND IMPACTS AND HAVE BEEN PERMITTED THROUGH THE ARMY CORPS OF ENGINEERS.

2b. STORM WATER MANAGEMENT:

HANDLE STORM WATER RUNOFF DURING AND AFTER CONSTRUCTION BY DITCHES, CHANNELS, AND DROP INLETS INTO CROSS CULVERTS OR STORM DRAIN AS DESIGNED. INCLUDE MITIGATION MEASURES WHERE APPLICABLE.

2c. OTHER CONTROLS:

• WASTE MATERIALS AND DISPOSAL:

COMPLY WITH SECTION 00725, SECTION 01455, AND SECTION 00820

• OFFSITE VEHICLE TRACKING AND DUST CONTROL:

COMPLY WITH SECTION 01572

• HAZARDOUS WASTE (INCLUDING SPILL REPORTING):

COMPLY WITH SECTION 01355 AND SECTION 00820

• SANITARY WASTE:

COMPLY WITH SECTION 00820

2d. APPROVED STATE OR LOCAL PLANS:

THIS STORM WATER POLLUTION PREVENTION PLAN HAS BEEN DEVELOPED IN ACCORDANCE WITH THE PROVISIONS OF THE MEMORANDUM OF UNDERSTANDING (MOU) BETWEEN THE UDOT AND THE UTAH DEPARTMENT OF ENVIRONMENTAL QUALITY AND THE BEST MANAGEMENT PRACTICE (BMP) PLANS AND HAS BEEN APPROVED BY THE UTAH DIVISION OF WATER QUALITY.

3. MAINTENANCE:

COMPLY WITH SECTION 00725, SECTION 00727, AND SECTION 01571. ACCOMPLISH NECESSARY MAINTENANCE OF CONTROL MEASURES TO PROVIDE CONTINUED EFFECTIVENESS. SCHEDULE AND ACCOMPLISH MAINTENANCE EFFORTS AFTER EACH STORM EVENT AND PRIOR TO ANTICIPATED STORM EVENTS.

4. INSPECTION:

COMPLY WITH SECTION 00727, SECTION 01571, AND SECTION 01574. INSPECT BY QUALIFIED PERSONNEL, DISTURBED AREAS, STORAGE AREAS, EROSION/SEDIMENT CONTROL MEASURES AND CONSTRUCTION ACCESS LOCATIONS:

- AT LEAST ONCE EVERY FOURTEEN DAYS FOR SITES NOT FINALLY STABILIZED.
- PRIOR TO ANTICIPATED STORM EVENTS THAT COULD RESULT IN SUBSTANTIAL RUNOFF.
- WITHIN 24 HOURS AFTER A STORM THAT RESULTS IN 0.5 INCH OF RUNOFF OR GREATER.
- AT LEAST ONCE A MONTH, WHEN RUNOFF IS UNLIKELY OR WHERE SITES HAVE BEEN STABILIZED.

PREPARE A REPORT FOR EACH INSPECTION. INCLUDE THE SCOPE OF THE INSPECTION, DATE, NAMES OF INSPECTORS, MAJOR OBSERVATIONS, FAILED CONTROLS AND ACTIONS TAKEN.

RETAIN COPIES OF INSPECTION REPORTS, THE SWPPP, THE NOI AND OTHER RECORDS FOR 3 YEARS FOLLOWING.

5. NON-STORM WATER DISCHARGES:

COMPLY WITH APPROPRIATE SECTIONS.

6. KEEPING PLANS CURRENT:

AMEND THIS STORM WATER POLLUTION PREVENTION PLAN WHENEVER:

1. THERE IS A CHANGE IN DESIGN, CONSTRUCTION, OPERATION OR MAINTENANCE THAT HAS A SUBSTANTIAL EFFECT ON THE DISCHARGE OF POLLUTANTS TO THE WATERS OF THE STATE.
2. INSPECTIONS OR INVESTIGATIONS BY OFFICIALS INDICATE THAT THE PLAN IS INEFFECTIVE IN ELIMINATING, MINIMIZING OR CONTROLLING THE DISCHARGE OF POLLUTANTS ASSOCIATED WITH CONSTRUCTION ACTIVITY.
3. THERE IS A NEW CONTRACTOR OR SUBCONTRACTOR THAT IMPLEMENTS A MEASURE OF THE STORM WATER POLLUTION PREVENTION PLAN.

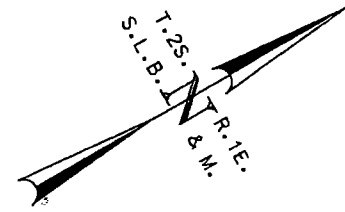
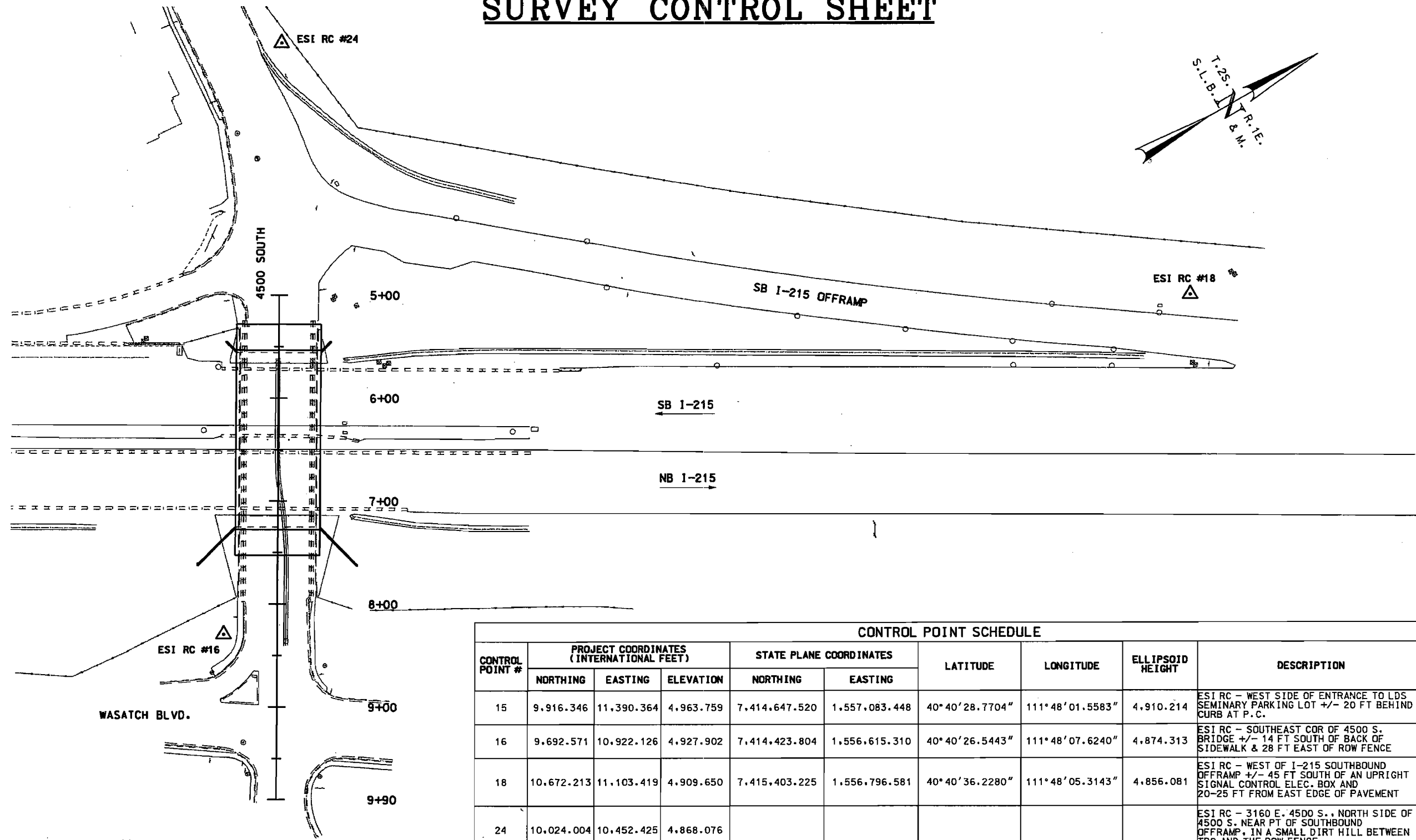
GENERAL NOTES:

1. IMPLEMENT STORM WATER POLLUTION PREVENTION PLAN IN ACCORDANCE WITH UDOT'S CURRENT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, WITH SPECIAL EMPHASIS ON SECTIONS 01355, 01571, 01574 AND STANDARD DRAWING SHEETS EN 1- EN 7
2. COMPLY WITH THE REQUIREMENTS OF THIS STORM WATER POLLUTION PREVENTION PLAN FOR ANY ADDITIONAL CONSTRUCTION ACTIVITIES PERFORMED WITHIN THE PROJECT LIMITS NOT COVERED UNDER THE CONTRACT.

PROJECT	I-215, 4500 SOUTH STRUCTURE	DRAWN BY	JLP	DATE	7/6/07	APPROVED BY	[Signature]	REMARKS
PROJECT NUMBER	4500 S. (SR-266) OVER I-215	QC CHECKED BY	QC	DATE	7/6/07	PROFESSIONAL ENGINEER	[Signature]	
PROJECT NUMBER	F-1215(126)13							
STORM WATER POLLUTION PREVENTION PLAN								
UTAH DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN								
SHEET NO. 1-B								

DGN File: P:\proj\110388\I-215_4500_S_Structure\Sheet\Files\StormwaterPlan\JLP_Standard.dgn 8D-JUL-2007

SURVEY CONTROL SHEET



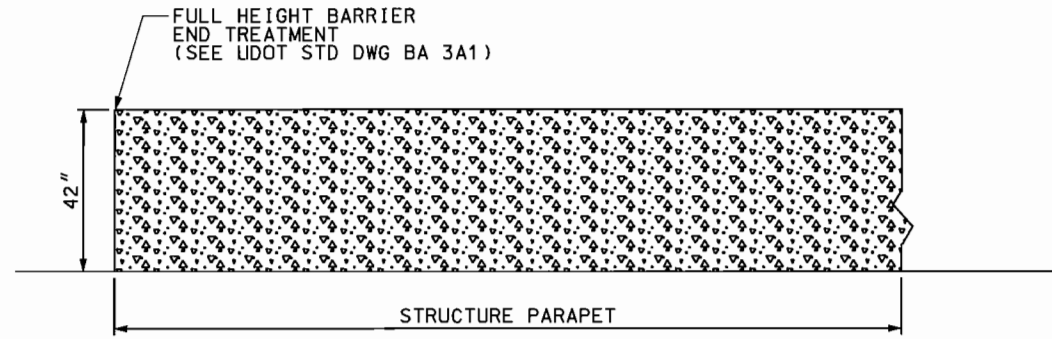
CONTROL POINT #	PROJECT COORDINATES (INTERNATIONAL FEET)			STATE PLANE COORDINATES		LATITUDE	LONGITUDE	ELLIPSOID HEIGHT	DESCRIPTION
	NORTHING	EASTING	ELEVATION	NORTHING	EASTING				
15	9,916.346	11,390.364	4,963.759	7,414,647.520	1,557,083.448	40° 40' 28.7704"	111° 48' 01.5583"	4,910.214	ESI RC - WEST SIDE OF ENTRANCE TO LDS SEMINARY PARKING LOT +/- 20 FT BEHIND CURB AT P.C.
16	9,692.571	10,922.126	4,927.902	7,414,423.804	1,556,615.310	40° 40' 26.5443"	111° 48' 07.6240"	4,874.313	ESI RC - SOUTHEAST COR OF 4500 S. BRIDGE +/- 14 FT SOUTH OF BACK OF SIDEWALK & 28 FT EAST OF ROW FENCE
18	10,672.213	11,103.419	4,909.650	7,415,403.225	1,556,796.581	40° 40' 36.2280"	111° 48' 05.3143"	4,856.081	ESI RC - WEST OF I-215 SOUTHBOUND OFFRAMP +/- 45 FT SOUTH OF AN UPRIGHT SIGNAL CONTROL ELEC. BOX AND 20-25 FT FROM EAST EDGE OF PAVEMENT
24	10,024.004	10,452.425	4,868.076						ESI RC - 3160 E. 4500 S., NORTH SIDE OF 4500 S. NEAR PT OF SOUTHBOUND OFFRAMP, IN A SMALL DIRT HILL BETWEEN TBC AND THE ROW FENCE



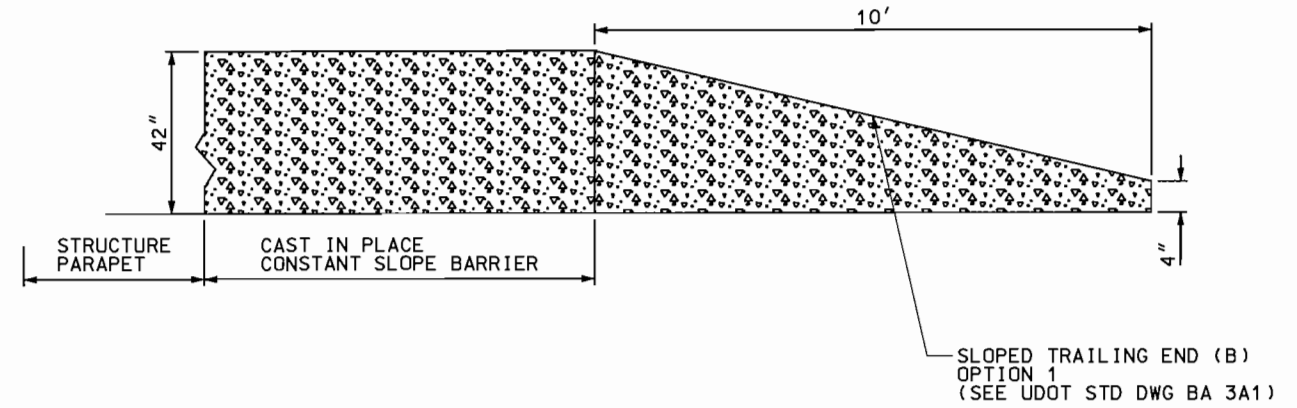
ESI RC #15

UTAH DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN		DRAWN BY SCB	QC CHECKED BY RCS
APPROVED _____ DATE _____		PROFESSIONAL ENGINEER _____ DATE _____	
PROJECT	I-215; 4500 SOUTH STRUCTURE	PROJECT NUMBER	4500 S.(SR-266) OVER I-215 F-1215(126)13
SURVEY CONTROL SHEET			
SHEET NO. 1D		REVISIONS	

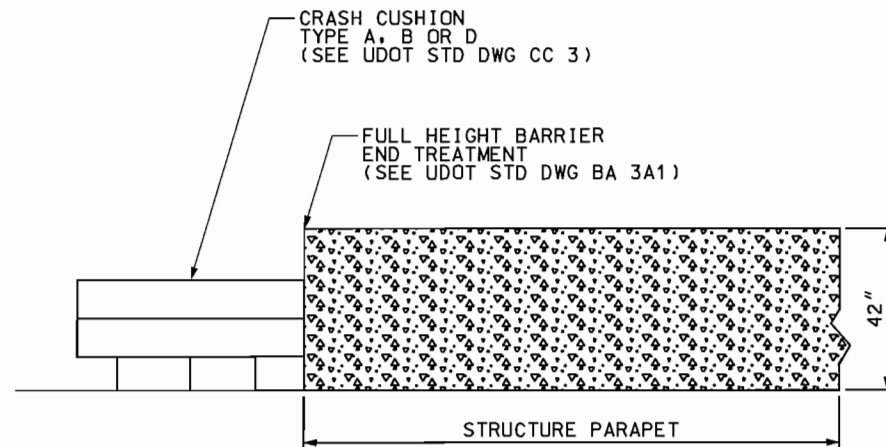
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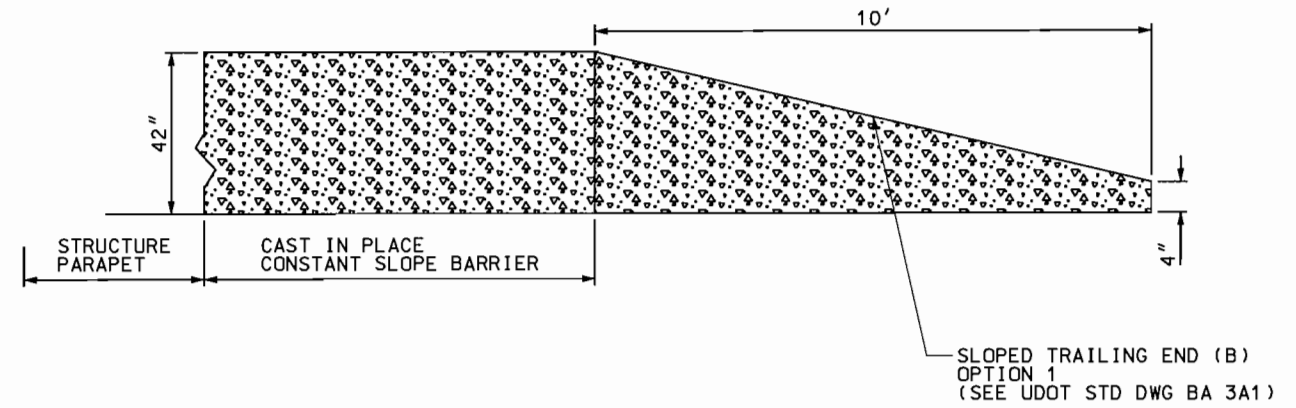
NORTHWEST BARRIER END TREATMENT



NORTHEAST BARRIER END TREATMENT



SOUTHWEST BARRIER END TREATMENT



SOUTHEAST BARRIER END TREATMENT

NOTES:

1. REFER TO UDOT STANDARD DWGS:
BA 3A1 AND BA 3A2, CC 3 AND CC 4
FOR BARRIER AND ATTENUATORS
2. USE BA 3A1 OPTION 2 FOR SUB-BASE
REQUIREMENT

02-JUL-2007 DGN: F:\bar\F\p\p\p\N103289.L-215-4500.S.Structure\Drawings\A752.DWG

PROJECT		I-215; 4500 SOUTH STRUCTURE	
PROJECT NUMBER		4500 S. (SR-266) OVER I-215	
SHEET NO.		DT-01	
APPROVED		 PROFESSIONAL ENGINEER	
DRAWN BY		JLP	
CHECKED BY		DC	
DATE		7/05/07	
APPROVED BY		FRW	
DATE			
NO.			
REVISIONS			

UTAH DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN

DETAIL SHEET

SUMMARY SHEET

REMOVAL SUMMARY SHEET										
LINE	FROM		TO		REMOVE CONCRETE SIDEWALK	REMOVE CONCRETE CURB AND GUTTER	REMOVE RAISED ISLAND	REMOVE PAVEMENT MARKINGS	REMOVE FENCE	REMARKS
	STATION	OFFSET	STATION	OFFSET	SQ YD	FT	SQ YD	FT	FT	
4500 South	5+15.06	33.40 RT	5+30.50	32.40 RT		15.5				
4500 South	5+17.94	42.50 RT	5+26.98	40.60 RT	10.6					
4500 South	5+26.98	40.60 RT	5+31.68	40.40 RT	4.3					
4500 South	7+80.96	8.60 LT	8+40.60	8.40 LT			36.0			
4500 South	7+93.90	37.30 LT	8+57.91	37.50 LT	31.6					
4500 South	7+94.05	38.40 RT	8+00.95	38.40 RT	4.2					
4500 South	7+95.43	31.10 LT	8+05.35	31.50 LT		9.9				
4500 South	7+97.84	33.00 RT	8+00.95	33.00 RT		3.1				
4500 South	8+39.32	27.00 LT	8+58.10	27.80 LT				18.8		
4500 South	8+41.34	5.70 RT	8+88.44	6.40 RT				47.1		
4500 South	8+42.02	16.60 RT	8+66.32	17.20 RT				24.3		
4500 South	8+42.10	17.90 RT	8+76.55	35.70 RT				38.9		
4500 South	8+42.90	30.70 RT	8+64.15	44.70 RT				24.9		
4500 South	8+90.21	6.10 LT	8+88.70	17.50 RT				23.7		
4500 South	7+93.17	38.9 LT	8+04.41	73.5 LT					37	
TOTAL					51	29	37	178	37	

SURFACING SUMMARY																						
LINE	STATION		LENGTH FEET	BASE COURSES								HOT MIX ASPHALT				OPEN GRADED SURFACE COURSE						REMARKS
				GRANULAR BORROW				UNTREATED BASE COURSE 3/4" OR 1" MAX				HMA - 3/4" (PG 64-28)				OPEN GRADED SURFACE COURSE			ASPHALT CEMENT PG 64-28			
	(133 PCF)				(138 PCF)				(152 PCF)				(135 PCF)			6.3%						
	FROM	TO		FEET	AVG WIDTH FEET	DEPTH IN	VOL FT ³	TON	AVG WIDTH FEET	DEPTH IN	VOL FT ³	TON	AVG WIDTH FEET	DEPTH IN	VOL FT ³	TON	AVG WIDTH FEET	DEPTH IN	VOL FT ³	TON	TON	
4500 South	5+11.80	5+27.25	15.45	71.09	12	1,098	73	71.09	6	549	38	71.09	6	549	42	71.09	1	92	6	0.4		
4500 South	7+53.60	8+41.85	88.25	61.16	12	5,397	359	61.16	6	2,699	186	61.16	6	2,699	205	59.53	1	438	30	1.8		
4500 South	7+53.60	8+57.81	104.21					7.68	3	200	14	7.68	4	267	20						From back of SW to 1' behind back of barrier (LT side)	
4500 South	7+53.60	8+00.95	47.35					3	3	36	2	3	4	47	4						From back of SW to 1' behind back of barrier (RT side)	
4500 South											20										Transferred From Concrete Summary	
TOTAL							432				261				271				36	3		

PAVEMENT MARKING PAINT SUMMARY SHEET													
	STATION	OFFSET	STATION	OFFSET	4" WHITE		4" YELLOW		8" WHITE		PAVEMENT MESSAGE PAINT	REMARKS	
					270 FT/GAL	1080 FT/GAL	270 FT/GAL	135 FT/GAL					
					SOLID	DOTTED	SOLID	SOLID					
	FEET	GALLON	FEET	GALLON	FEET	GALLON	FEET	GALLON	FEET	GALLON	EACH		
4500 South	5+27.25	25.80 LT	7+53.61	25.80 LT	226.36	0.84							
4500 South	5+27.25	13.80 LT	6+71.55	13.54 LT					144.30	1.07			
4500 South	5+27.25	1.96 LT	6+71.55	1.75 LT					144.30	0.53			
4500 South	5+27.25	1.96 RT	6+71.90	1.75 RT					144.65	0.54			
4500 South	6+71.55	1.75 LT	7+31.27	13.75 LT					60.90	0.23			
4500 South	6+71.90	1.75 RT	7+31.61	10.25 LT					60.90	0.23			
4500 South	7+31.27	13.75 LT	7+53.61	13.96 LT					22.50	0.08			
4500 South	7+31.61	10.25 LT	7+53.61	10.04 LT					22.50	0.08			
4500 South	5+27.25	13.96 RT	7+53.61	13.75 RT			226.36	0.21					
4500 South	5+27.25	26.76 RT	5+33.58	26.09 RT	7.10	0.03							
4500 South	5+33.58	26.09 RT	7+53.61	25.96 RT	219.30	0.81							
4500 South	5+46.08	7.79 LT									1	Left Turn Arrow	
4500 South	5+45.48	19.16 RT									1	Right Turn Arrow	
4500 South	6+57.45	7.33 LT									1	Left Turn Arrow	
4500 South	6+57.57	19.04 RT									1	Right Turn Arrow	
COLUMN TOTAL					453	2	226	0	456	2	144	1	4
USE TOTAL									5	GALLONS		4	

REVISIONS

NO.	DATE	APPROVED BY	REMARKS

UTAH DEPARTMENT OF TRANSPORTATION

ROADWAY DESIGN

DRAWN BY
JLP

CHECKED BY
QC

DATE
7/5/07

APPROVED
Ryan M. [Signature]
PROFESSIONAL ENGINEER

SUMMARY SHEET

PROJECT
I-215: 4500 SOUTH STRUCTURE

PROJECT NUMBER
4500 S. (SR-266) OVER I-215

PROJECT NUMBER
F-1215(126)13

SHEET NO.
SM-01

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SUMMARY SHEET

CONCRETE SUMMARY SHEET

LINE	FROM		TO		Length FEET	WIDTH FEET	CONCRETE CURB TYPE B5 FEET	CONCRETE CURB & GUTTER TYPE B1 FEET	PLOWABLE END SECTION EACH	CONCRETE SIDEWALK (5.5') SQ FEET	CAST-IN-PLACE CONSTANT SLOPE BARRIER FEET	CAST-IN-PLACE CONSTANT SLOPE BARRIER TRAILING END (B) 14 FEET EACH	CRASH CUSHION TYPE D EACH	5' CHAIN LINK FENCE, TYPE I FEET	CONCRETE LINED DITCH LIN FT	UNTREATED BASE COURSE *		
																(137 PCF)		
	STATION	OFFSET	STATION	OFFSET												DEPTH INCH	3/4" OR 1" TON	
4500 South	5+15.06	33.40 RT	5+27.25	34.30 RT	12.22	2.50		12.22									3	0.52
4500 South	5+17.94	42.50 RT	5+22.14	41.30 RT	4.37	7.40			46.88								3	0.80
4500 South	5+22.14	41.30 RT	5+27.25	41.50 RT	5.12	7.40			37.45								3	0.64
4500 South	5+27.25	40.50 RT											1					
4500 South	7+53.60	34.30 RT	8+00.95	33.00 RT	47.37	2.50		47.37									3	2.03
4500 South	7+53.60	39.80 RT	8+00.95	38.40 RT	47.37	5.50			259.71								3	4.45
4500 South	7+53.60	12.00 LT	8+33.15	12.00 LT	79.55	0.83	159.10											
4500 South	7+53.60	34.30 LT	8+05.35	31.50 LT	51.83	2.50		51.83									3	2.22
4500 South	7+53.60	39.80 LT	8+05.51	37.00 LT	51.99	5.50			285.85								3	4.90
4500 South	7+53.60	40.80 RT	7+79.46	40.00 RT	25.87	2.00				25.87								
4500 South	7+53.60	40.80 RT	7+93.45	39.70 RT	39.87									39.87				
4500 South	7+53.60	40.80 LT	8+43.55	45.50 LT	90.07	2.00				90.07								
4500 South	7+53.60	40.80 LT	8+05.08	43.50 LT	51.55									51.55				
4500 South	7+79.46	40.00 RT			14.00	2.00						1						
4500 South	8+05.08	43.50 LT	8+05.93	90.40 LT	46.91									46.91				
4500 South	8+05.51	37.00 LT	8+57.91	37.50 LT	52.40	5.50			245.19								3	4.20
4500 South	8+33.15	12.00 LT			7.00	1.67											3	0.20
4500 South	8+43.55	45.50 LT			14.00	2.00						1						
4500 South	5+62.86	63.85 LT	5+61.15	93.94 RT	160	6.00									160			
4500 South	7+24.96	163.84 LT	7+14.66	158.68 RT	325	6.00									325			
TOTAL							160	112	1	876	116	2	1	139	485			20

* UTBC FOR REFERENCE ONLY,
SEE SURFACING SUMMARY

PAVEMENT MARKING SUMMARY SHEET

LINE	FROM		TO		PAVEMENT MARKING TAPE				PAVEMENT MESSAGE EACH	REMARKS
	STATION	OFFSET	STATION	OFFSET	4" WHITE	4" YELLOW	8" WHITE			
					SOLID	SOLID	SOLID	DOTTED		
4500 South	5+00.00	13.80 RT	5+27.25	13.80 RT					6.8	
4500 South	5+00.00	25.80 LT	5+27.25	25.80 LT	27.3					
4500 South	5+03.75	31.60 RT	5+14.90	28.60 RT	11.5					
4500 South	5+14.90	28.60 RT	5+27.25	26.50 RT	12.5					
4500 South	7+53.60	25.80 LT	7+82.46	25.80 LT	28.9					
4500 South	7+53.60	25.80 RT	8+16.42	25.80 RT	62.8					
4500 South	7+53.60	10.30 LT	8+40.15	10.30 LT		86.6				
4500 South	7+53.60	13.80 LT	8+40.15	13.80 LT		86.6				
4500 South	7+53.60	13.80 RT	7+55.22	13.80 RT				0.4		
4500 South	7+55.22	1.80 RT	8+89.28	1.80 RT			134.1			
4500 South	7+55.22	13.80 RT	8+89.28	13.80 RT			134.1			
4500 South	7+64.78	21.00 RT							1	RIGHT TURN ARROW
4500 South	7+65.00	5.40 LT							1	LEFT TURN ARROW
4500 South	7+82.46	25.80 LT	8+58.10	27.80 LT	75.7					
4500 South	8+16.42	25.80 RT	8+64.15	45.30 RT	52.9					
4500 South	8+17.17	19.60 RT							4	ONLY
4500 South	8+20.98	13.80 RT	8+76.55	35.70 RT			61.1			
4500 South	8+66.28	37.40 RT							1	RIGHT TURN ARROW
4500 South	8+70.00	5.40 LT							1	LEFT TURN ARROW
4500 South	8+89.20	6.10 LT	8+89.20	17.50 RT					3	STOPBAR
TOTAL					271.6	173.1	329.2	7.2	11	

REVISIONS

UTAH DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN

I-215; 4500 SOUTH STRUCTURE
4500 S. (SR-266) OVER I-215

PROJECT NUMBER
F-1215(126)13

SHEET NO. SM-02

DRAWN BY
JLP

CHECKED BY
OC

DATE
7/23/07

APPROVED
[Signature]
PROFESSIONAL ENGINEER

DATE
7/23/07

SUMMARY SHEET

APPROVED BY
DATE

DATE

REMARKS

23-JUL-2007 8:58:08 AM C:\Users\jlp\Documents\Roadway Design\I-215_Summary.dgn

SUMMARY SHEET

SIGN SCHEDULE														
SIGN #	LINE	STATION	OFFSET	SIGN DESCRIPTION	SIGN CODE	SIGN TYPE		SIGN POST				REMARKS		
						A-2	SIGN COLOR	TIMBER	TUB STEEL	SQ STEEL	S/B TUB STEEL		Post Dimension	REMOVE SIGN LESS THAN 20 SQ FT
						30 X 30		EA	EA	EA	EA			
						EA					EA			
	4500 South	8+15.10	41.00 RT	Right Lane Must Turn Right (R3-7R)	N	1	W				1	Post Type P4		
	4500 South	8+13.00	RT		X						1	R3-7R		
TOTAL						1		0	0	0	1			

SIGNING KEY

SIGN COLOR	SIGN CODE
W = WHITE	R =RELOCATION
G = GREEN	N = NEW SIGN
BL = BLUE	AUX = AUXILIARY SIGN
BR = BROWN	X = REMOVE
BK = BLACK	
Y = YELLOW	
R = RED	

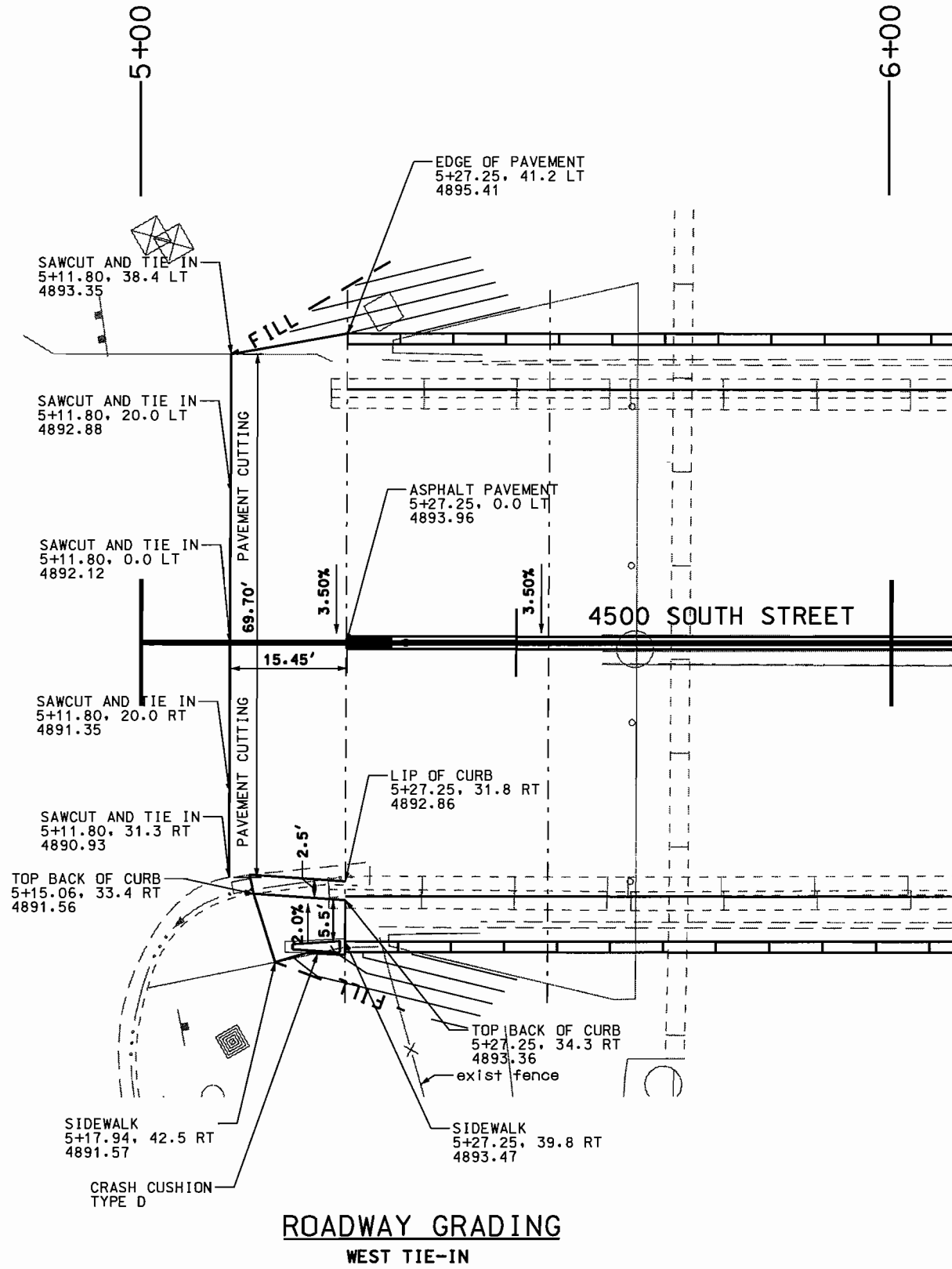
LANDSCAPING SUMMARY SHEET								
LINE	FROM		TO		CONTRACTOR FURNISHED TOPSOIL (120 PCF)	BROADCAST SEED	LANDSCAPING	REMARKS
	STATION	OFFSET	STATION	OFFSET				
4500 South	7+94.25	LT	8+45.33	LT	14	0.02		
4500 South	Project Length						1	See Sheet LS-02
TOTAL					14	0.02	1	

EARTHWORK SUMMARY						
LINE	FROM		TO		ROADWAY EXCAVATION (PLAN QUANTITY)	REMARKS
	STATION	OFFSET	STATION	OFFSET		
Sawcut to Structure (W Side)	5+11.80	0.0 RT	5+54.35	0.0 RT	193	
Structure to Sawcut (E Side)	7+26.51	0.0 RT	8+41.97	0.0 RT	307	
TOTAL					500	

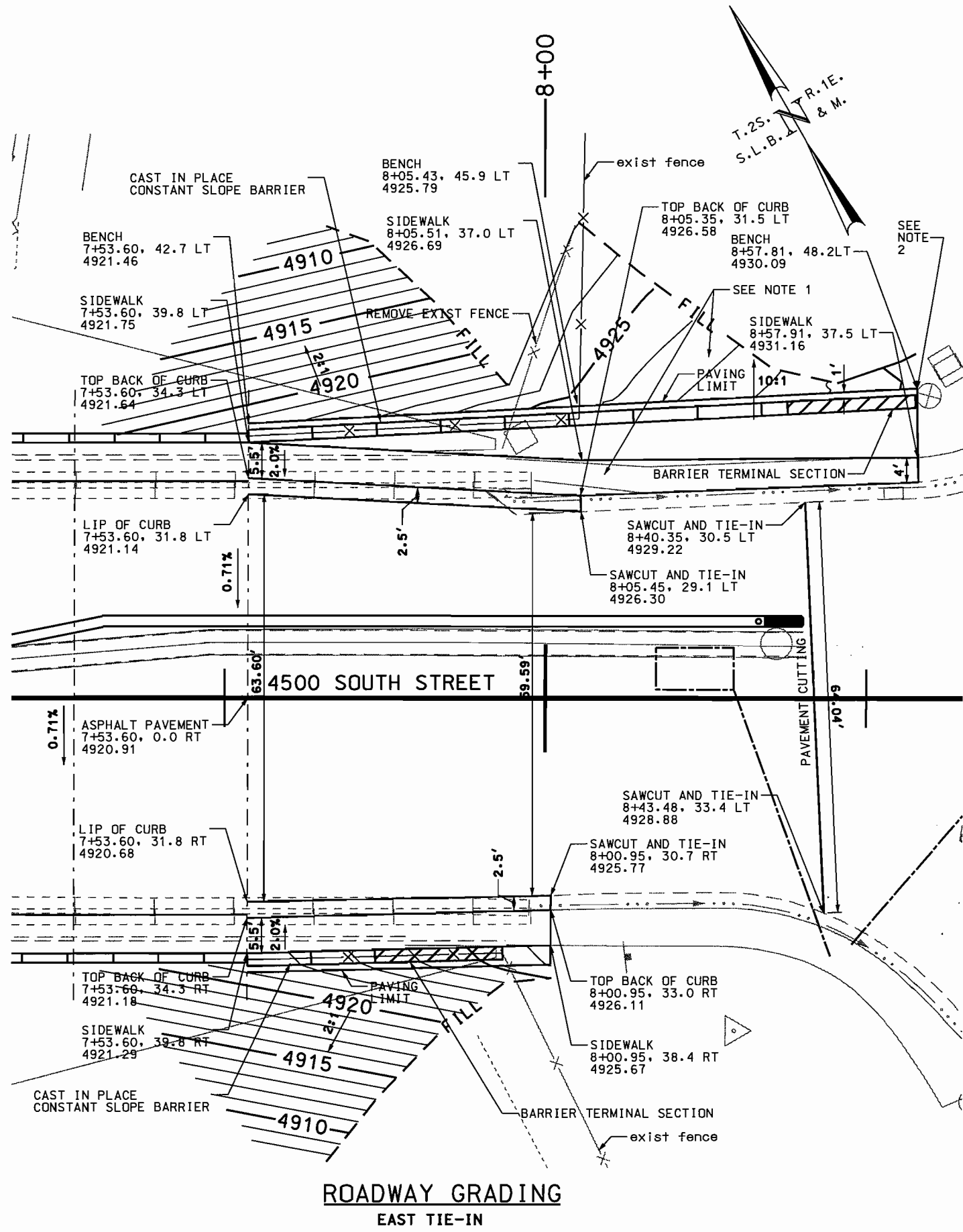
MISCELLANEOUS SUMMARY										
LINE	FROM		TO		MOBILIZATION	TRAFFIC CONTROL	DUST CONTROL AND WATERING	LAW ENFORCEMENT OFFICER	RELOCATE UTILITIES	REMARKS
	STATION	OFFSET	STATION	OFFSET						
4500 South	PROJECT LENGTH				1	1	40	150	1	25 gal/cy plus 7000 gal for staging area
TOTAL					1	1	40	150	1	

REVISIONS									
UTAH DEPARTMENT OF TRANSPORTATION	ROADWAY DESIGN	DRAWN BY	JLP	CHECKED BY	OC	DATE	APPROVED BY	FRW	REMARKS
I-215; 4500 SOUTH STRUCTURE	4500 S. (SR-266) OVER I-215	<i>[Signature]</i>		<i>[Signature]</i>		7/23/07	<i>[Signature]</i>		
PROJECT NUMBER	F-1215(126)13	SUMMARY SHEET							
SHEET NO.	SM-03								

02-JUL-2007 DGN File Path: \\118288.L-215-4500 S. Structures\Share\Files\Roadway\Design\1-215-GR01.dgn



**ROADWAY GRADING
WEST TIE-IN**



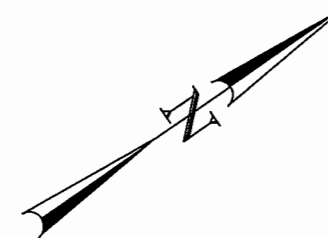
**ROADWAY GRADING
EAST TIE-IN**

NOTES:

1. GRADING BEHIND SIDEWALK IS HMA-3/4" AT 10:1 TO 1' PAST BARRIER
2. BARRIER EXTENDS TO 18' PAST CLEAR ZONE AT AN 18:1 TAPER

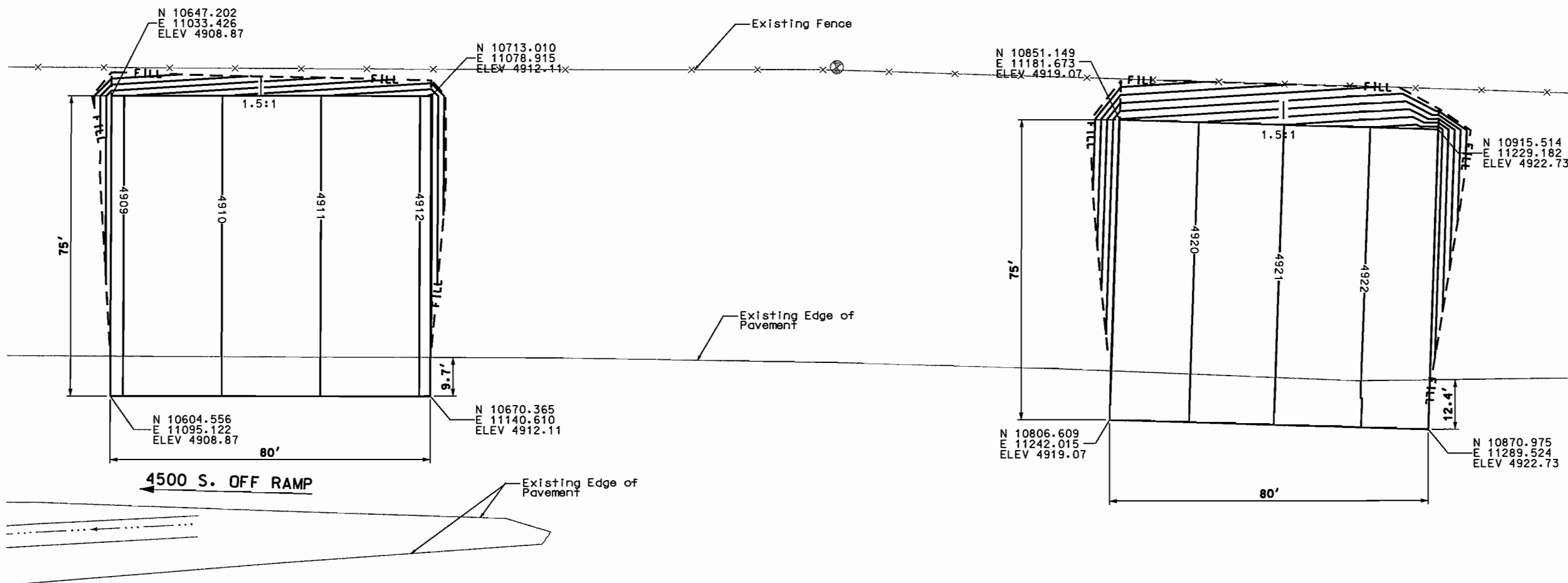
UTAH DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN		APPROVED	DATE	APPROVED BY	REMARKS
I-215; 4500 SOUTH STRUCTURE 4500 S. (SR-266) OVER I-215		<i>[Signature]</i> PROFESSIONAL ENGINEER	7/5/07	JLP	
GRADING DETAIL SHEET		OC		FRW	
PROJECT NUMBER	F-1215(126)13	DRAWN BY	JLP	CHECKED BY	
SHEET NO.	GR-01				

DEMOLITION GRADING AREAS



GRADING AREA SOUTH

GRADING AREA NORTH



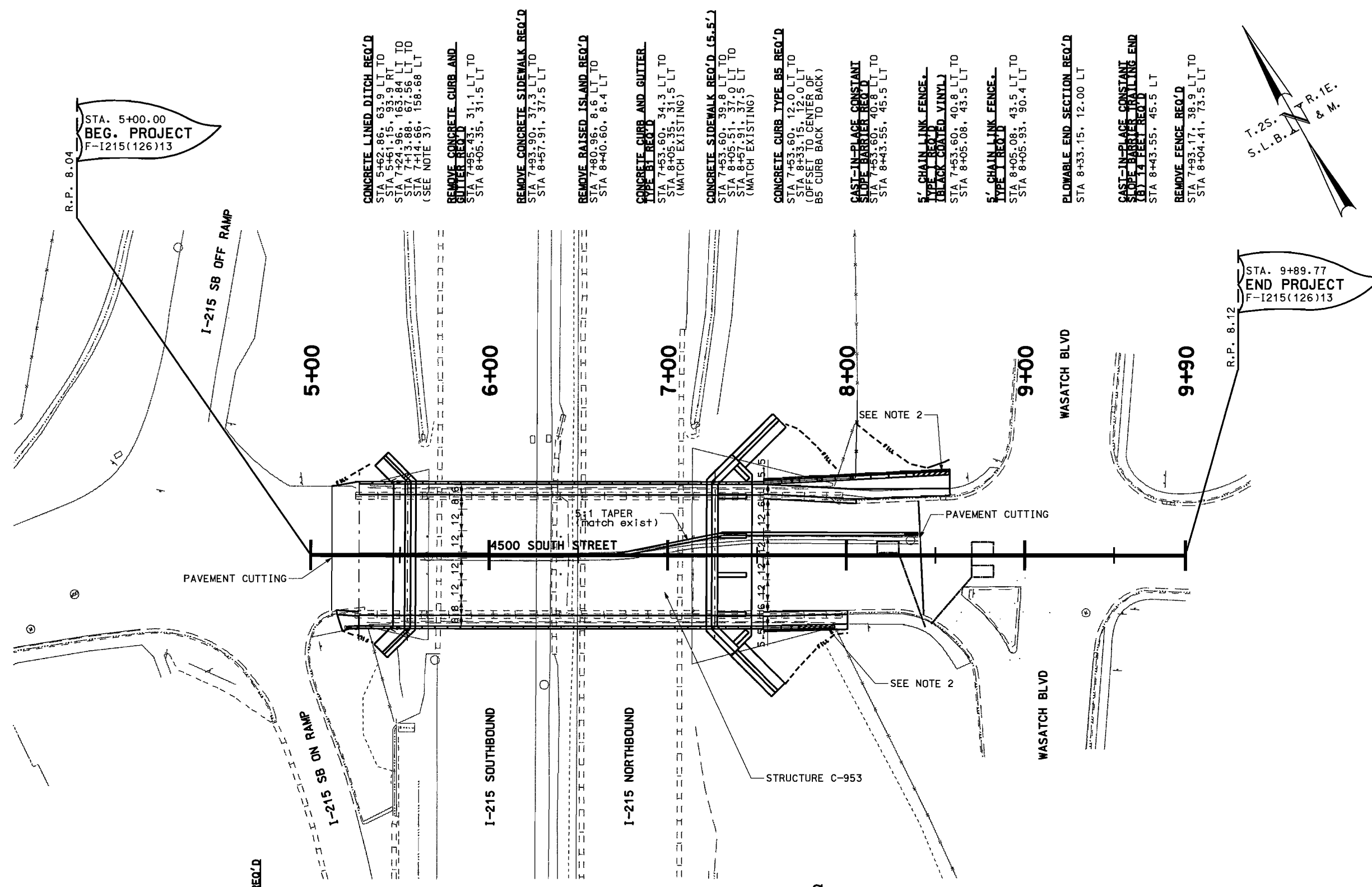
SB 1-215

UTAH DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN		DRAWN BY SCB	CHECKED BY OC	APPROVED BY BDM
APPROVED <i>[Signature]</i> PROFESSIONAL ENGINEER		DATE 7/5/02		
PROJECT	I-215; 4500 SOUTH STRUCTURE			
PROJECT NUMBER	4500 S. (SR-288) OVER I-215			
SHEET NO.	GRADING DETAIL SHEET			
REVISIONS	NO. DATE APPROVED BY REMARKS			

06-JUL-2007 DGN File Path: \\103398-1-215-4500 S. Structure\Sheet Files\Roadway\Design\1752-GR02.dgn

NOTES:

1. SEE STRUCTURES DWG'S FOR STRUCTURE DETAILS
2. 20' TERMINAL END SECTION ON CAST IN PLACE CONSTANT SLOPE BARRIER
3. MATCH EXISTING CONCRETE LINED DITCH (QUANTITIES ASSUME 6' WIDE DITCH AT 6:1 SLOPES TO FLOWLINE)



R.P. 8.04
 STA. 5+00.00
BEG. PROJECT
 F-1215(126)13

R.P. 8.12
 STA. 9+89.77
END PROJECT
 F-1215(126)13

REMOVE CONCRETE CURB AND GUTTER REQ'D
 STA 5+15.06, 33.4 RT TO
 STA 5+30.50, 32.4 RT
 STA 7+97.84, 33.0 RT TO
 STA 8+00.95, 33.0 RT

REMOVE CONCRETE SIDEWALK REQ'D
 STA 5+17.94, 42.5 RT TO
 STA 5+26.98, 40.6 RT TO
 STA 5+31.68, 40.4 RT TO
 STA 7+94.05, 38.4 RT TO
 STA 8+00.95, 38.4 RT

CONCRETE SIDEWALK REQ'D (5.5')
 STA 5+17.94, 42.5 RT
 (MATCH EXISTING) TO
 STA 5+27.25, 41.3 RT TO
 STA 7+57.65, 36.5 RT TO
 STA 8+00.95, 38.4 RT
 (MATCH EXISTING)

CONCRETE CURB AND GUTTER TYPE BT REQ'D
 STA 5+15.06, 33.4 RT
 (MATCH EXISTING) TO
 STA 5+27.25, 34.3 RT TO
 STA 7+53.60, 34.3 RT TO
 STA 8+00.95, 33.0 RT
 (MATCH EXISTING)

CRASH CUSHION TYPE D REQ'D
 STA 5+27.25, 40.5 RT

CAST-IN-PLACE CONSTANT SLOPE BARRIER REQ'D
 STA 7+53.60, 40.8 RT TO
 STA 7+79.46, 40.0 RT

CAST-IN-PLACE CONSTANT SLOPE BARRIER TRAILING END (8) 14 FEET REQ'D
 STA 7+79.46, 40.0 RT

5' CHAIN LINK FENCE, TYPE I REQ'D
 STA 7+53.60, 40.8 RT TO
 STA 7+93.45, 39.7 RT

CONCRETE LINED DITCH REQ'D
 STA 5+62.86, 63.9 LT TO
 STA 5+61.15, 93.9 RT
 STA 7+24.96, 163.84 LT TO
 STA 7+13.88, 67.56 LT TO
 STA 7+14.66, 158.68 LT
 (SEE NOTE 3)

REMOVE CONCRETE CURB AND GUTTER REQ'D
 STA 7+93.90, 31.1 LT TO
 STA 8+05.35, 31.5 LT
 STA 8+57.91, 37.5 LT

REMOVE CONCRETE SIDEWALK REQ'D
 STA 7+93.90, 37.3 LT TO
 STA 8+57.91, 37.5 LT

REMOVE RAISED ISLAND REQ'D
 STA 7+80.96, 6.6 LT TO
 STA 8+40.60, 8.4 LT

CONCRETE CURB AND GUTTER TYPE BT REQ'D
 STA 7+53.60, 34.3 LT TO
 STA 8+05.35, 31.5 LT
 (MATCH EXISTING)

CONCRETE SIDEWALK REQ'D (5.5')
 STA 7+53.60, 39.8 LT TO
 STA 8+05.51, 37.0 LT TO
 STA 8+57.91, 37.5 LT
 (MATCH EXISTING)

CONCRETE CURB TYPE BS REQ'D
 STA 7+53.60, 12.0 LT TO
 STA 8+33.15, 12.0 LT
 (OFFSET TO CENTER OF BS CURB BACK TO BACK)

CAST-IN-PLACE CONSTANT SLOPE BARRIER REQ'D
 STA 7+53.60, 40.8 LT TO
 STA 8+43.55, 45.5 LT


5' CHAIN LINK FENCE, TYPE I REQ'D (BLACK COATED VINYL)
 STA 7+53.60, 40.8 LT TO
 STA 8+05.08, 43.5 LT

5' CHAIN LINK FENCE, TYPE I REQ'D
 STA 8+05.08, 43.5 LT TO
 STA 8+05.93, 90.4 LT

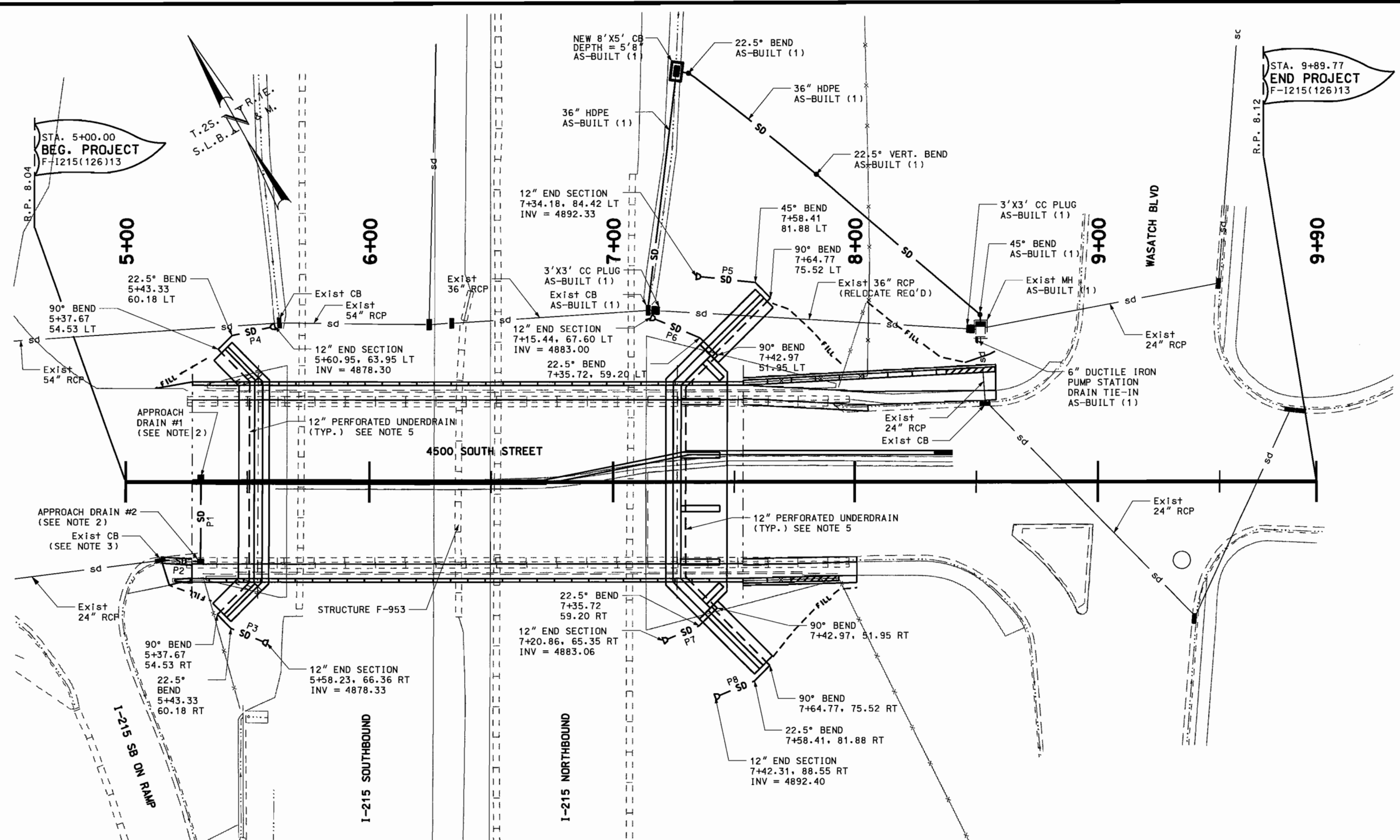
PLOWABLE END SECTION REQ'D
 STA 8+33.15, 12.00 LT

CAST-IN-PLACE CONSTANT SLOPE BARRIER TRAILING END (8) 14 FEET REQ'D
 STA 8+43.55, 45.5 LT

REMOVE FENCE REQ'D
 STA 7+93.17, 38.9 LT TO
 STA 8+04.41, 73.5 LT

PROJECT		I-215; 4500 SOUTH STRUCTURE	
PROJECT NUMBER		4500 S. (SR-266) OVER I-215	
ROADWAY DESIGN		ROADWAY DESIGN	
APPROVED		 PROFESSIONAL ENGINEER	
DATE		1/23/07	
DRAWN BY		JLP	
CHECKED BY		QC	
APPROVED BY		FRW	
NO.		DATE	
REVISIONS		REMARKS	
SHEET NO.		RD-01	

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NOTES:

1. RELOCATED 36" STORM DRAIN SHOWN PER AS-BUILT FIELD DATA.
2. SEE APPROACH SLAB DETAILS IN STRUCTURE PLANS FOR APPROACH DRAIN INFORMATION.
3. CONSTRUCT PIPE P2 TO TIE INTO EXISTING CATCH BASIN. MATCH EXISTING INVERT ELEVATION.
4. END SECTIONS AND BENDS ARE INCLUDED IN THE PIPE LENGTH AND ARE INCIDENTAL TO PIPE UNIT COST.
5. SEE ABUTMENT AND WINGWALL DETAILS IN STRUCTURE PLANS FOR UNDERDRAIN INFORMATION.
6. SLP = SMOOTH LINED PIPE, CLASS A
CP = CORRUGATED PIPE, CLASS A

STORM DRAIN PIPES

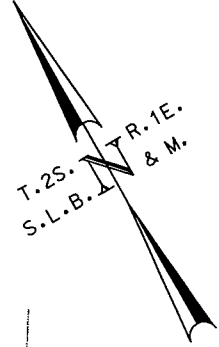
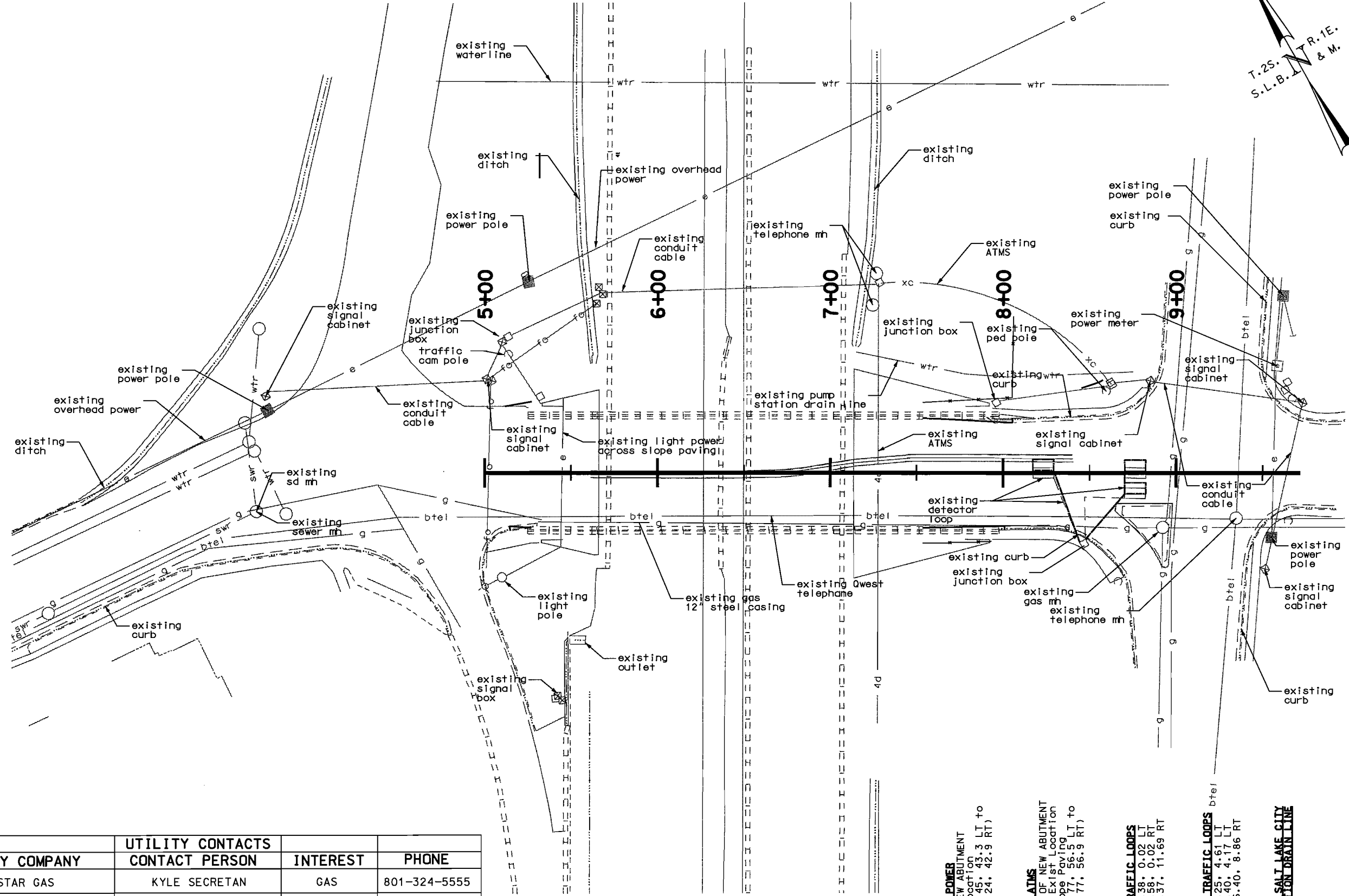
PIPE ID	LENGTH (FT)	DIAMETER (IN)	SLOPE (%)	INVERT IN	INVERT OUT	MATERIAL
P1	32.6	18	7.58	4890.28	4887.81	SLP
P2	14.4	18	7.01	4887.81	4886.80*	SLP
P3	24.1	12	0.80	**	4878.33	CP
P4	26.0	12	0.80	**	4878.30	CP
P5	33.4	12	1.00	**	4892.33	CP
P6	32.2	12	1.12	**	4883.00	CP
P7	26.3	12	1.12	**	4883.06	CP
P8	26.4	12	1.00	**	4892.40	CP

* MATCH EXISTING CB INVERT.
** MATCH UNDERDRAIN INVERT. SEE ABUTMENT DETAILS IN STRUCTURE PLANS.

RELOCATE 36" RCP STORM DRAIN REQ'D

UTAH DEPARTMENT OF TRANSPORTATION		ROADWAY DESIGN
PROJECT I-215; 4500 SOUTH STRUCTURE 4500 S. (SR-266) OVER I-215	DRAWN BY RBS	APPROVED 7/6/07
PROJECT NUMBER F-1215(126)13	CHECKED BY QC	DATE 7/6/07
DRAINAGE PLAN SHEET		
SHEET NO. DR-01	NO.	DATE
REVISIONS	APPROVED BY	REMARKS

02-JUL-2007 02:15:25 5: Structure\Share\Files\Utilities\7125-UT-01.dgn



UTILITY COMPANY	UTILITY CONTACTS CONTACT PERSON	INTEREST	PHONE
QUESTAR GAS	KYLE SECRETAN	GAS	801-324-5555
QWEST COMMUNICATIONS	JEFF STAPLEY	TELEPHONE & FIBER OPTIC	801-974-8505
SALT LAKE CITY PUBLIC UTILITIES	BOB STERLING	PUMP STATION DRAIN LINE	801-483-6888
SALT LAKE COUNTY	KEYVN SMELTZER	STORM DRAIN & TRAFFIC LOOPS	801-562-6490
UTAH DEPARTMENT OF TRANSPORTATION	RICH WILLIAMS	ATMS	801-514-9777

RELOCATE POWER
 BEHIND NEW ABUTMENT
 (Approx. Exist Location
 STA 5+45.45, 43.3 LT. to
 STA 5+44.24, 42.9 RT.)

RELOCATE ATMS
 IN FRONT OF NEW ABUTMENT
 (Approx. Exist Location
 Under Slope Paving
 STA 7+27.77, 56.5 LT. to
 STA 7+27.77, 56.9 RT.)

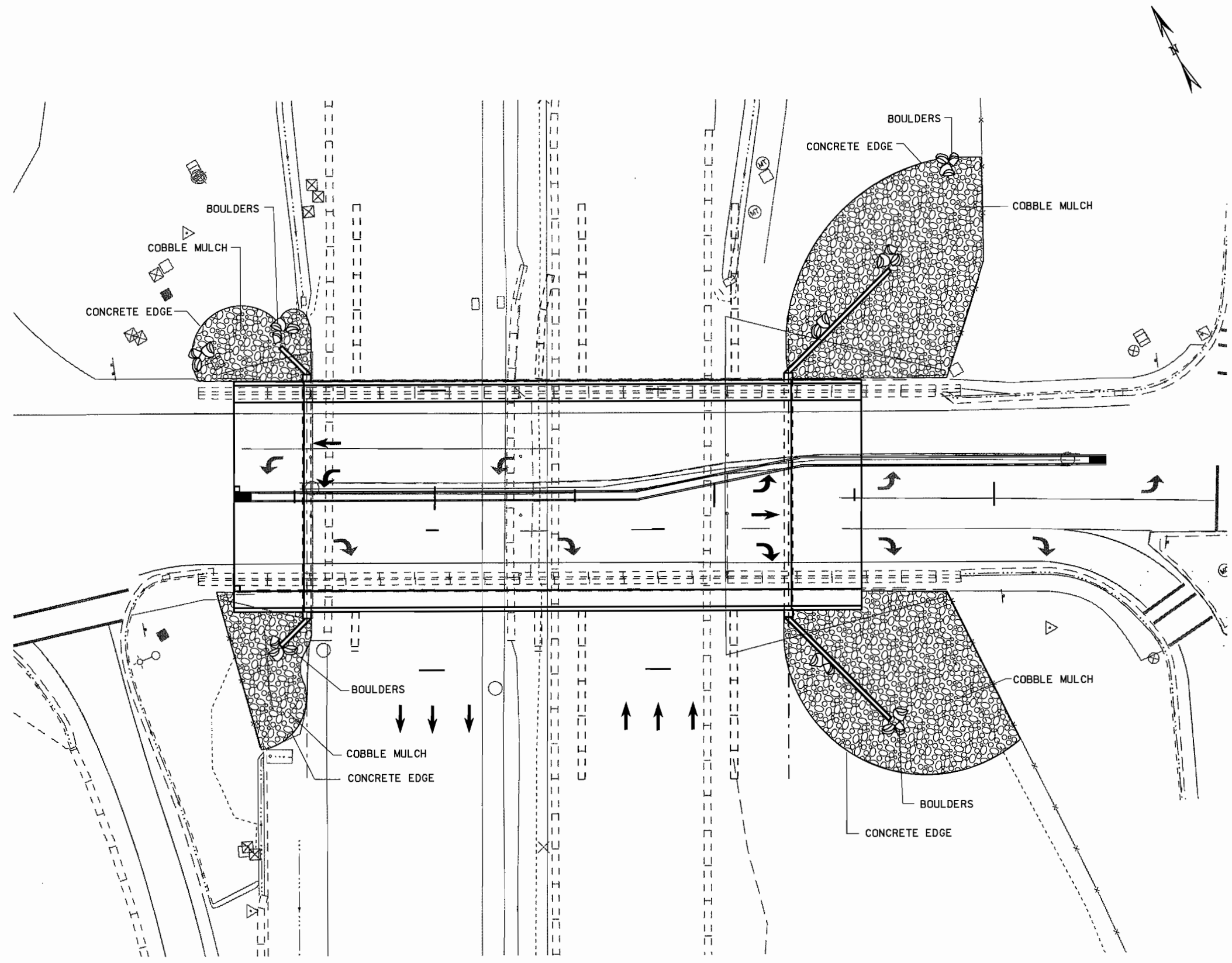
REMOVE TRAFFIC LOOPS
 STA 8+23.38, 0.02 LT
 STA 8+76.58, 0.02 RT
 STA 8+76.37, 11.69 RT

INSTALL TRAFFIC LOOPS
 STA 8+23.25, 4.61 LT
 STA 8+76.40, 4.17 LT
 STA 8+76.40, 8.86 RT

RELOCATE SALT LAKE CITY
PUMP STATION DRAIN LINE

UTAH DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN		APPROVED <i>[Signature]</i> PROFESSIONAL ENGINEER	DATE 7/5/07
PROJECT I-215; 4500 SOUTH STRUCTURE 4500 S. (SR-266) OVER I-215	DRAWN BY JLP	CHECKED BY QC	APPROVED BY FRW
PROJECT NUMBER F-1215(126)13	UTILITY PLAN SHEET		
SHEET NO. UT-01	REVISIONS		
NO. DATE APPROVED BY			
REMARKS			

DGN: F:\as\p\proj\118308_1-215_4500_S_Structure\Sheet_Files\landscape\4752_landscape.dgn



PLAN

NOTE:

1. ALL BOULDERS, COBBLE MULCH AND CONCRETE EDGE ITEMS INCLUDED IN LANDSCAPING REQ'D AS ONE LUMP SUM.
2. ADJUST PLAN BASED ON APPROVED CONTRACTOR PROVIDED LANDSCAPE PLAN.

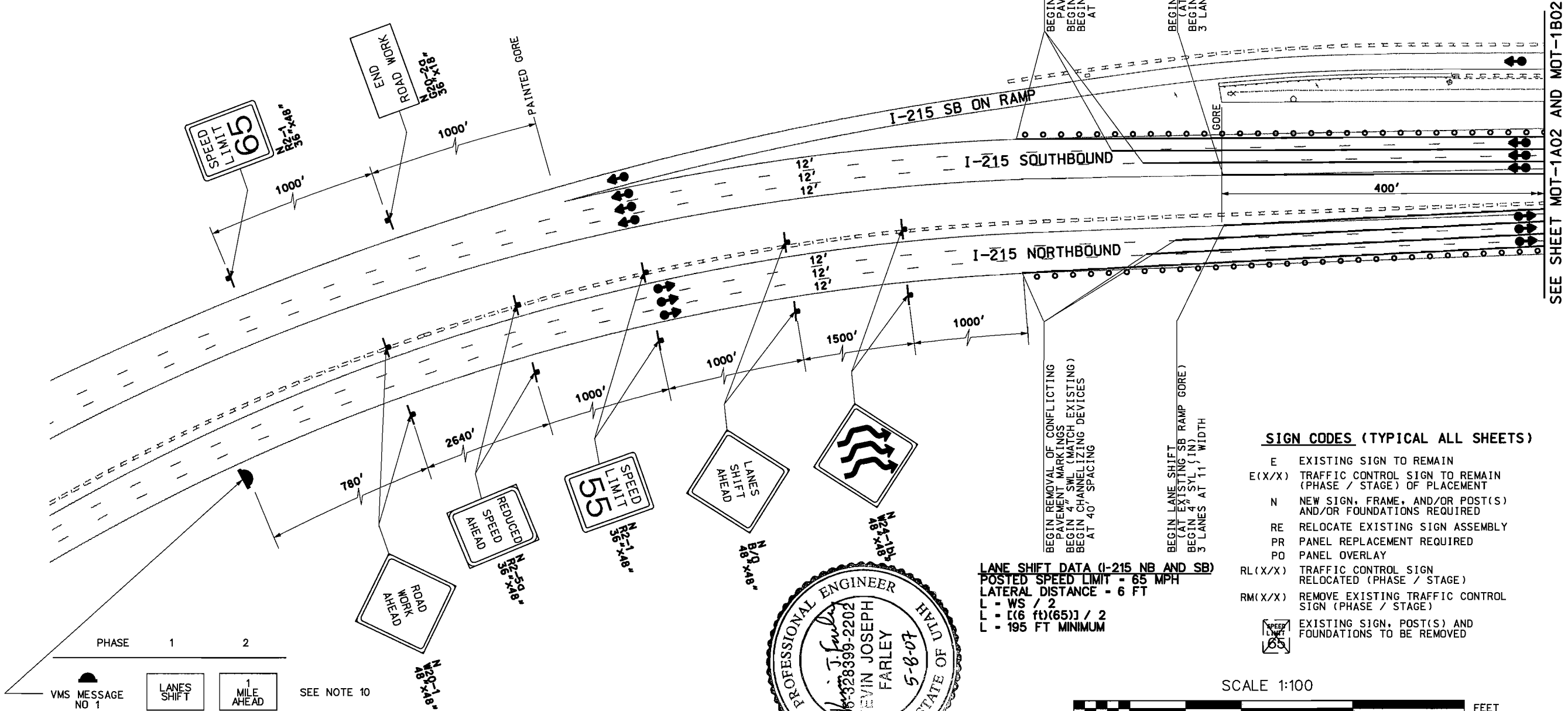
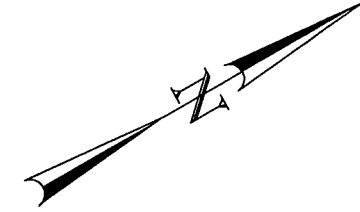
PROJECT	I-215; 4500 SOUTH STRUCTURE	REVISIONS	
PROJECT NUMBER	4500 S. (SR-266) OVER I-215		
PROJECT NUMBER	F-1215(126)13		
SHEET NO.	LS-01		
UTAH DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN		DRAWN BY	JLP
APPROVED		CHECKED BY	DC
<i>Erin M. ...</i> PROFESSIONAL ENGINEER		DATE	7/5/17
		NO.	DATE
		APPROVED BY	FRW
		REMARKS	

LEGEND/ABBREVIATIONS (TYPICAL ALL SHEETS)

- TRAFFIC FLOW
- CONSTRUCTION WORK ZONE
- TEMPORARY PAVEMENT CONSTRUCTION
- TEMPORARY PAVEMENT COMPLETE
- TEMPORARY CONCRETE BARRIER
- CHANNELIZING DEVICE (NTS)
- ADVANCE WARNING ARROW PANEL
- SIGN LOCATION
- TEMPORARY CRASH CUSHION
- AP ANGLE POINT
- EXISTING CRASH CUSHION
- TYPE III BARRICADE
- VMS LOCATION

GENERAL NOTES

1. INSTALL ALL SIGNS, DEVICES AND TRAFFIC STRIPING TAPERS AS INDICATED ON UDOT STANDARD DRAWINGS TC SERIES.
2. RESTRICT LANE CLOSURES TO THE PARAMETERS SPECIFIED IN THE CONTRACT SPECIFICATIONS.
3. LOCATE SIGNS FOR UNOBSTRUCTED VIEW. ADJUST SIGN LOCATIONS AS NECESSARY BASED ON FIELD CONDITIONS.
4. INSTALL HAZARD MITIGATION AS INDICATED ON UDOT STANDARD DRAWING TC 2A FOR CONDITIONS BETWEEN TRAVEL LANES AND WORK ZONE.
5. TEMPORARY BARRIER - SEE UDOT STANDARD DWG. BA 1E PRECAST BARRIER STABILIZATION PIN REQUIREMENTS. OFFSETS TO TEMPORARY BARRIER ARE MEASURED TO FACE OF BARRIER (TRAFFIC FACE).
6. CRASH CUSHIONS SHALL MEET OR EXCEED RATINGS FOR SPEED LIMIT PRIOR TO CONSTRUCTION. PROVIDE 4:1 RECOVERY AREA BEHIND TRITON BARRIER TEMPORARY CRASH CUSHIONS.
7. EXISTING AND PROPOSED SIGNS ARE SHOWN ON PLANS FACING DIRECTION OF TRAFFIC.
8. REMOVE CONFLICTING PAVEMENT MARKINGS.
9. PROVIDE 11 FT MINIMUM TRAVEL LANES AND 2 FT MINIMUM SHOULDER BETWEEN OUTSIDE STRIPE TO FACE OF BARRIER/ GUARDRAIL, CHANNELIZING DEVICES, OR EXISTING PAVEMENT UNLESS NOTED OTHERWISE.
10. VMS LOCATIONS BASED ON FIELD CONDITIONS.
11. DRAINAGE GRATES WITHIN 4 FT FROM TRAVEL LANE EDGE STRIPE SHALL BE WELDED TO FRAME TO ENSURE GRATE REMAINS IN PLACE UNDER TRAFFIC. REMOVE WELDS UPON COMPLETION OF TRAFFIC CONTROL PHASE.
12. RESTORE STRIPING TO ORIGINAL CONDITION UPON COMPLETION OF CONSTRUCTION.
13. IMPLEMENT UDOT STANDARD DRAWINGS FOR INSTALLATION OF TEMPORARY CONCRETE BARRIER AND TEMPORARY STRIPING. SINGLE LANE REDUCTION OF I-215 SHALL BE LIMITED BETWEEN THE HOURS OF 9 PM TO 6 AM.
14. CONTRACTOR SHALL PREPARE AND SUBMIT CONSTRUCTION ACCESS PLAN TO UDOT FOR APPROVAL.
15. CONTRACTOR HAS DISCRETION TO MODIFY TRAFFIC CONTROL PLANS WITH APPROVAL BY UDOT.



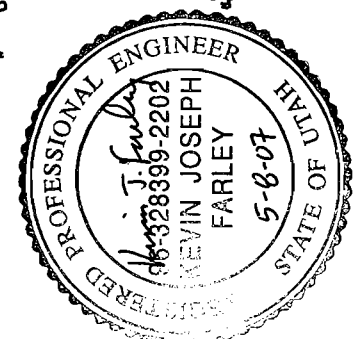
SEE SHEET MOT-1A02 AND MOT-1B02

SIGN CODES (TYPICAL ALL SHEETS)

- E EXISTING SIGN TO REMAIN
- E(X/X) TRAFFIC CONTROL SIGN TO REMAIN (PHASE / STAGE) OF PLACEMENT
- N NEW SIGN, FRAME, AND/OR POST(S) AND/OR FOUNDATIONS REQUIRED
- RE RELOCATE EXISTING SIGN ASSEMBLY
- PR PANEL REPLACEMENT REQUIRED
- PO PANEL OVERLAY
- RL(X/X) TRAFFIC CONTROL SIGN RELOCATED (PHASE / STAGE)
- RM(X/X) REMOVE EXISTING TRAFFIC CONTROL SIGN (PHASE / STAGE)
- EXISTING SIGN, POST(S) AND FOUNDATIONS TO BE REMOVED

LANE SHIFT DATA (I-215 NB AND SB)
 POSTED SPEED LIMIT - 65 MPH
 LATERAL DISTANCE - 6 FT
 L - WS / 2
 L - [(6 ft)(65)] / 2
 L - 195 FT MINIMUM

SCALE 1:100



REVISIONS	NO.	DATE	APPROVED BY	REMARKS
	1	4-27-07	MSA	EARLY RELEASE PACKAGE

UTAH DEPARTMENT OF TRANSPORTATION	
MOT DESIGN	DATE: 04/27/07
DRAWN BY: PJM	CHECKED BY: KJF
APPROVED: <i>Kevin J. Farley</i> PROFESSIONAL ENGINEER	

PROJECT	I-215; 4500 SOUTH STRUCTURE
PROJECT NUMBER	4500 S. (SR-266) OVER I-215
	F-1215(216)13
SHEET NO.	MOT-1A01
	MOT PLAN - PHASE 1A

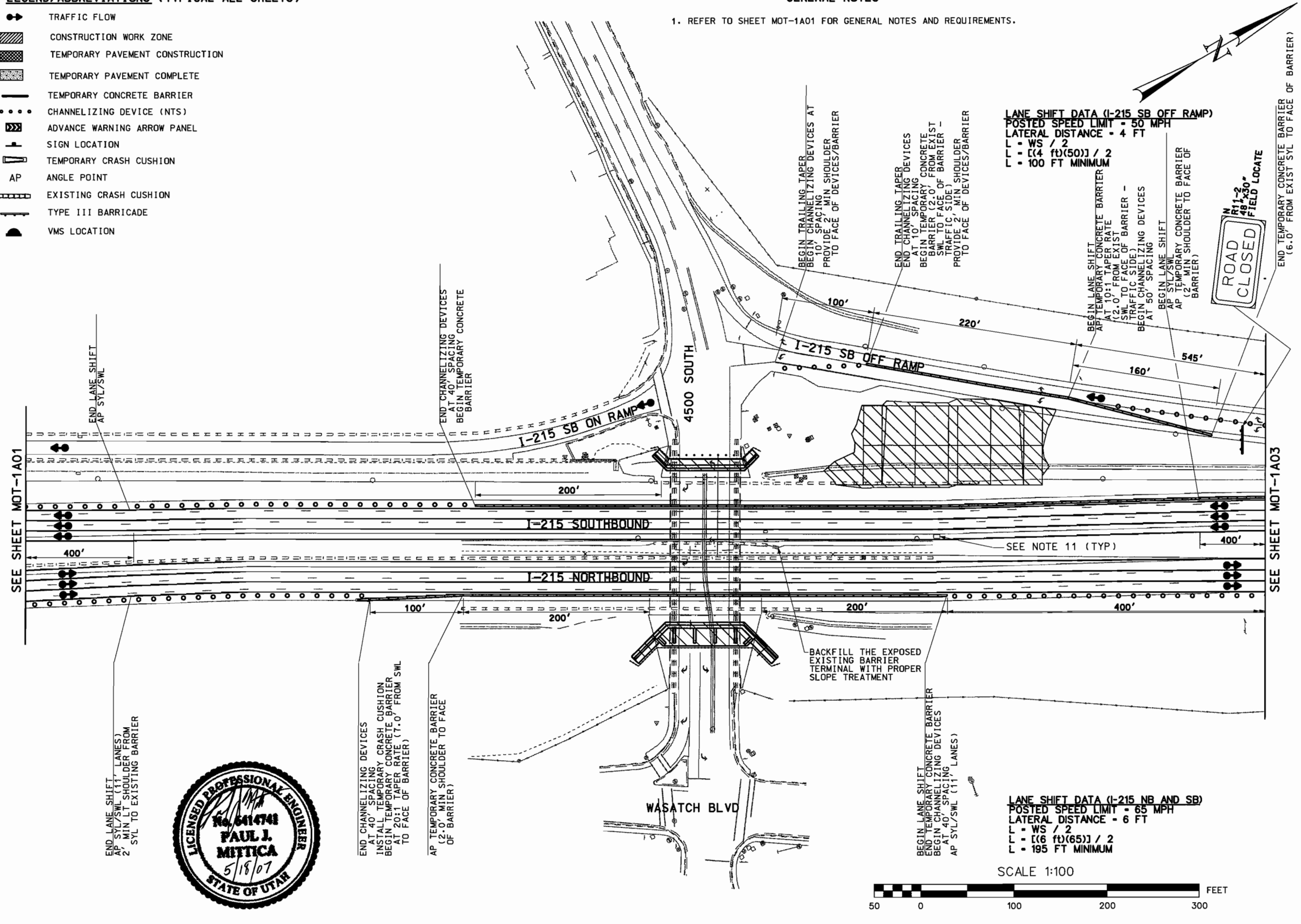
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LEGEND/ABBREVIATIONS (TYPICAL ALL SHEETS)

- TRAFFIC FLOW
- CONSTRUCTION WORK ZONE
- TEMPORARY PAVEMENT CONSTRUCTION
- TEMPORARY PAVEMENT COMPLETE
- TEMPORARY CONCRETE BARRIER
- CHANNELIZING DEVICE (NTS)
- ADVANCE WARNING ARROW PANEL
- SIGN LOCATION
- TEMPORARY CRASH CUSHION
- ANGLE POINT
- EXISTING CRASH CUSHION
- TYPE III BARRICADE
- VMS LOCATION

GENERAL NOTES

1. REFER TO SHEET MOT-1A01 FOR GENERAL NOTES AND REQUIREMENTS.



LANE SHIFT DATA (I-215 SB OFF RAMP)
 POSTED SPEED LIMIT = 50 MPH
 LATERAL DISTANCE = 4 FT
 L = WS / 2
 L = [(4 ft)(50)] / 2
 L = 100 FT MINIMUM

LANE SHIFT DATA (I-215 NB AND SB)
 POSTED SPEED LIMIT = 65 MPH
 LATERAL DISTANCE = 6 FT
 L = WS / 2
 L = [(6 ft)(65)] / 2
 L = 195 FT MINIMUM



UTAH DEPARTMENT OF TRANSPORTATION		MOT DESIGN	
PROJECT	I-215; 4500 SOUTH STRUCTURE	DRAWN BY	PJM
PROJECT NUMBER	4500 S. (SR-266) OVER I-215	QC CHECKED BY	KJF
	F-I215(2/16)13	DATE	05/18/07
	MOT PLAN - PHASE 1A	APPROVED	<i>[Signature]</i> PROFESSIONAL ENGINEER
SHEET NO.	MOT-1A02	REVISIONS	
		NO.	DATE
		1	5/18/07
		2	4/27/07
			REMARKS
			REVISED FOR NEW STAGING AREA
			EARLY RELEASE: PACKING

18-MAY-2007 8:00 AM C:\Users\N1189886\I-215-0508 5 Structures\Sheet\I-215\Roadway_Design\4752_MOT1A02.dgn

18-MAY-2007 DGN File: P:\proj\118388-I-215-4500 S Structure\Sheet Files\Roadwork\Design\1752_MOT1A03.dgn

LEGEND/ABBREVIATIONS (TYPICAL ALL SHEETS)

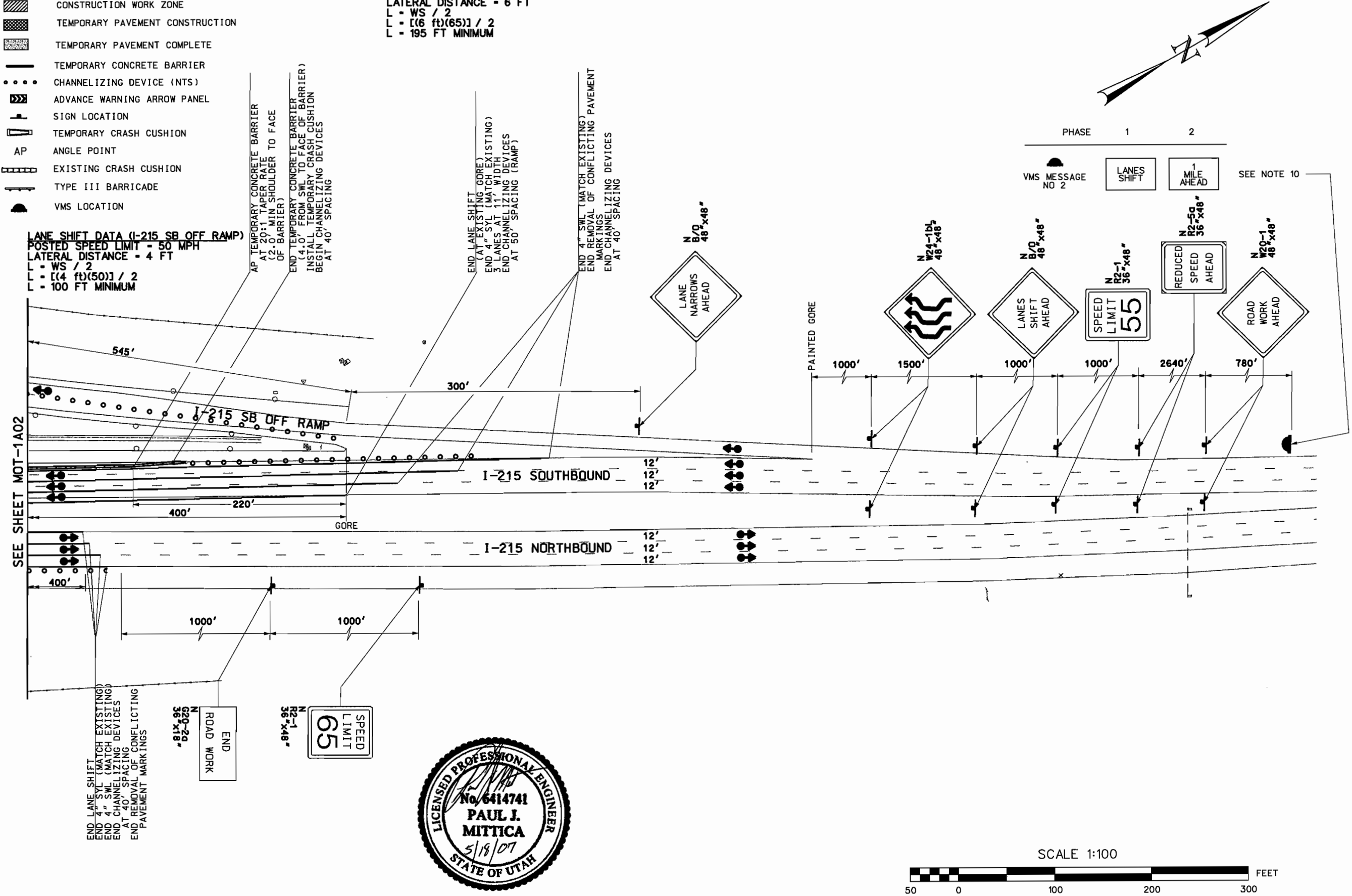
- TRAFFIC FLOW
- CONSTRUCTION WORK ZONE
- TEMPORARY PAVEMENT CONSTRUCTION
- TEMPORARY PAVEMENT COMPLETE
- TEMPORARY CONCRETE BARRIER
- CHANNELIZING DEVICE (NTS)
- ADVANCE WARNING ARROW PANEL
- SIGN LOCATION
- TEMPORARY CRASH CUSHION
- ANGLE POINT
- EXISTING CRASH CUSHION
- TYPE III BARRICADE
- VMS LOCATION

LANE SHIFT DATA (I-215 NB AND SB)
 POSTED SPEED LIMIT = 65 MPH
 LATERAL DISTANCE = 6 FT
 L = WS / 2
 L = [(6 ft)(65)] / 2
 L = 195 FT MINIMUM

LANE SHIFT DATA (I-215 SB OFF RAMP)
 POSTED SPEED LIMIT = 50 MPH
 LATERAL DISTANCE = 4 FT
 L = WS / 2
 L = [(4 ft)(50)] / 2
 L = 100 FT MINIMUM

GENERAL NOTES

1. REFER TO SHEET MOT-1A01 FOR GENERAL NOTES AND REQUIREMENTS.



SCALE 1:100



REVISIONS

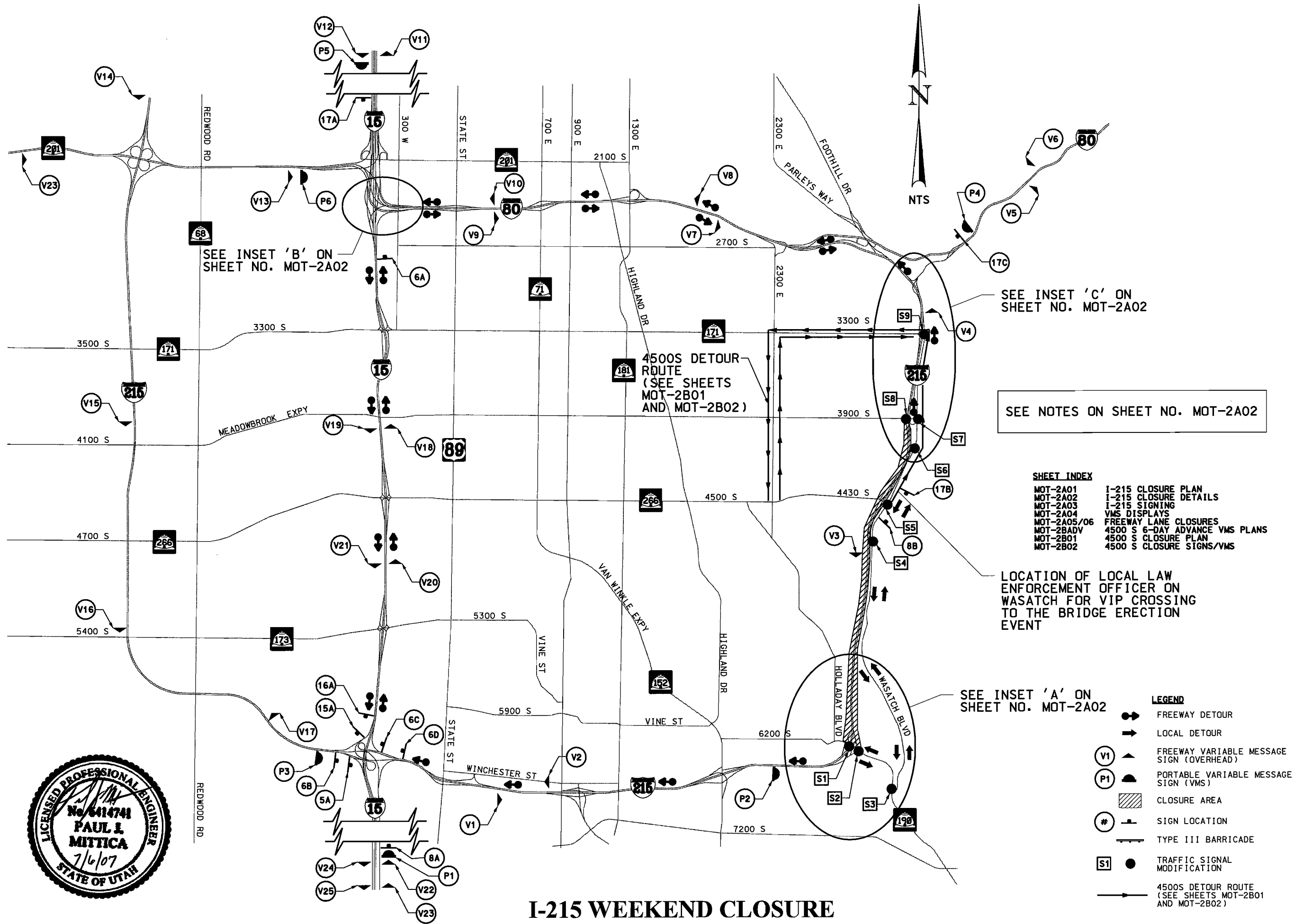
NO.	DATE	APPROVED BY	REMARKS
1	4-27-07	MISA	EARLY RELEASE PACKAGE
2	5-18-07	MISA	REVISED FOR NEW STAGNE AREA

UTAH DEPARTMENT OF TRANSPORTATION
 MOT DESIGN

APPROVED	DATE	OC	CHECKED BY	KJF
	05/18/07			

PROJECT	I-215; 4500 SOUTH STRUCTURE
PROJECT NUMBER	4500 S. (SR-266) OVER I-215
	F-1215(216)13
	MOT PLAN - PHASE 1A
SHEET NO.	MOT-1A03

05-JUL-2007 DGN: F:\1st Floor\1103398_1-215_4500_S_Structure\Sheet_Files\Roadwork_Design\4752_MOT2A01.dgn



SEE INSET 'B' ON SHEET NO. MOT-2A02

SEE INSET 'C' ON SHEET NO. MOT-2A02

SEE NOTES ON SHEET NO. MOT-2A02

SHEET INDEX

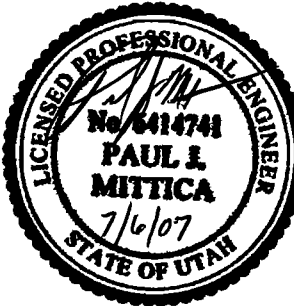
- MOT-2A01 I-215 CLOSURE PLAN
- MOT-2A02 I-215 CLOSURE DETAILS
- MOT-2A03 I-215 SIGNING
- MOT-2A04 VMS DISPLAYS
- MOT-2A05/06 FREEWAY LANE CLOSURES
- MOT-2BADV 4500 S 6-DAY ADVANCE VMS PLANS
- MOT-2B01 4500 S CLOSURE PLAN
- MOT-2B02 4500 S CLOSURE SIGNS/VMS

LOCATION OF LOCAL LAW ENFORCEMENT OFFICER ON WASATCH FOR VIP CROSSING TO THE BRIDGE ERECTION EVENT

SEE INSET 'A' ON SHEET NO. MOT-2A02

LEGEND

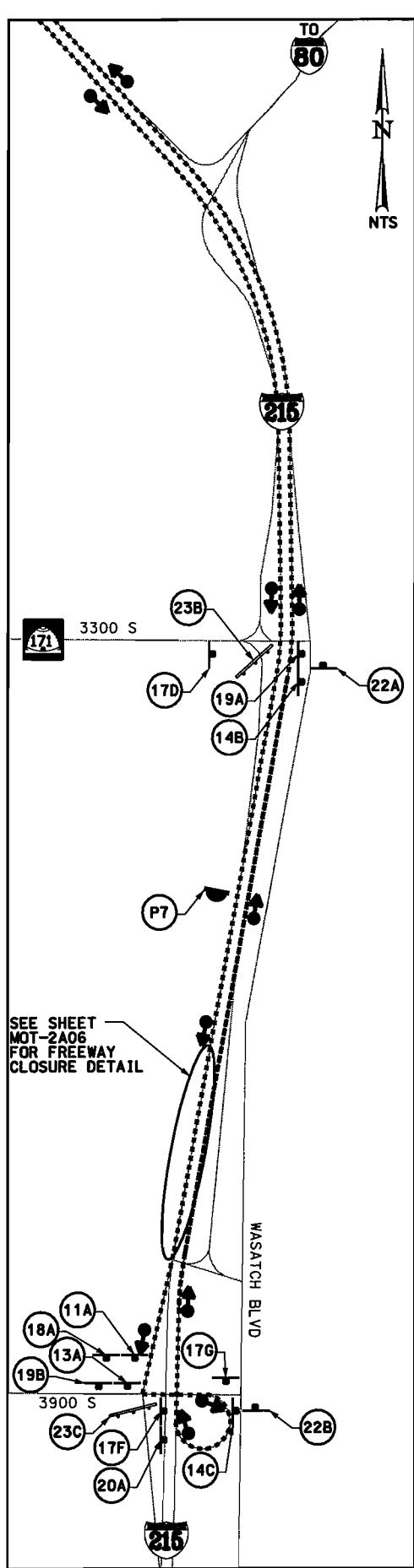
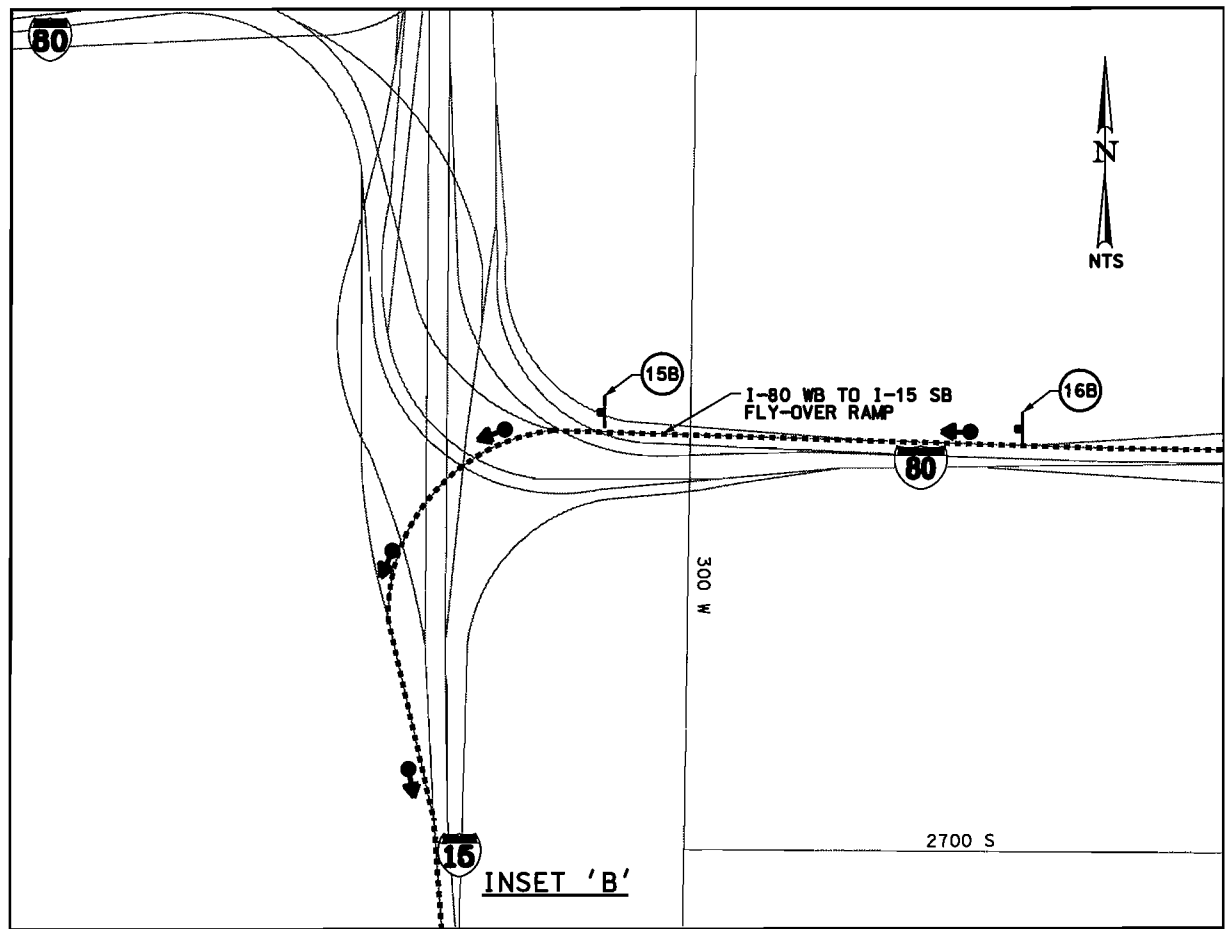
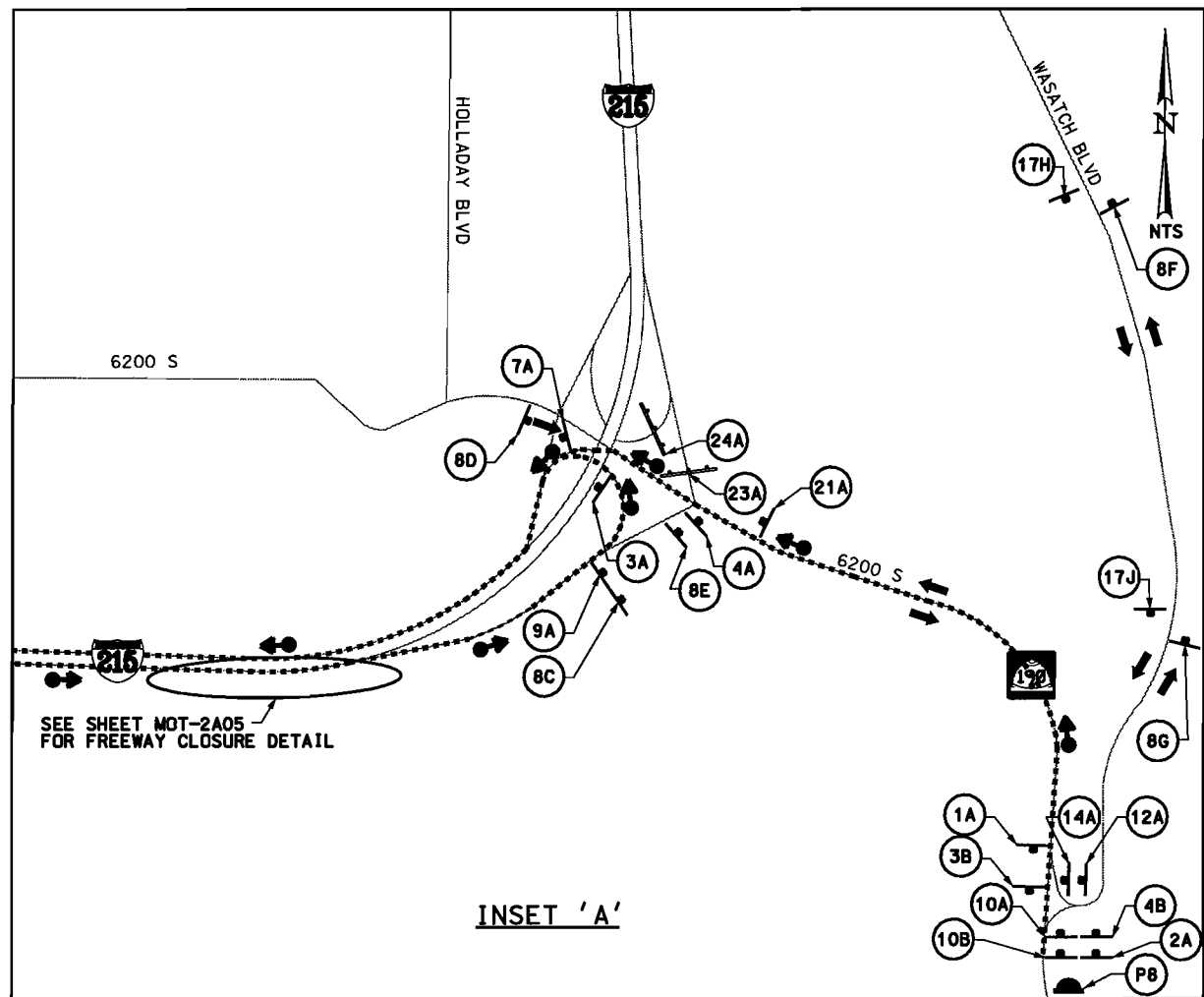
- FREEWAY DETOUR
- LOCAL DETOUR
- FREEWAY VARIABLE MESSAGE SIGN (OVERHEAD)
- PORTABLE VARIABLE MESSAGE SIGN (VMS)
- CLOSURE AREA
- SIGN LOCATION
- TYPE III BARRICADE
- TRAFFIC SIGNAL MODIFICATION
- 4500S DETOUR ROUTE (SEE SHEETS MOT-2B01 AND MOT-2B02)



I-215 WEEKEND CLOSURE

UTAH DEPARTMENT OF TRANSPORTATION		MOT DESIGN	
APPROVED		DATE	7/6/07
PROFESSIONAL ENGINEER		QC CHECKED BY	KJF
		DATE	
		APPROVED BY	
		NO.	
		REMARKS	
PROJECT	I-215; 4500 SOUTH STRUCTURE		
PROJECT NUMBER	4500 S. (SR-266) OVER I-215		
	F-1215(216)13		
	DETOUR PLAN - I-215 WEEKEND CLOSURE		
SHEET NO.	MOT-2A01		

05-JUL-2007 DGN File P:\pwr\110308.L-215-4500 S Structure\Sheet Files\Roadwork\Design\1752.MOT2A02.dgn



NOTES

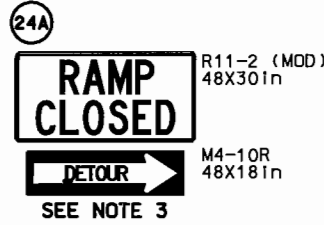
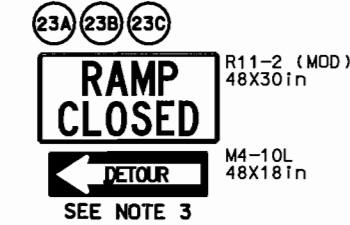
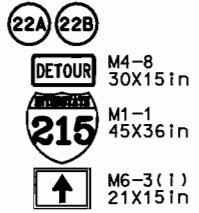
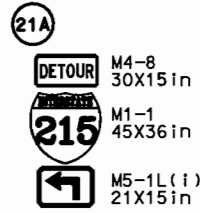
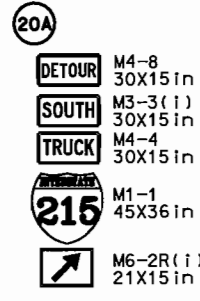
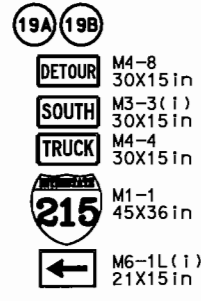
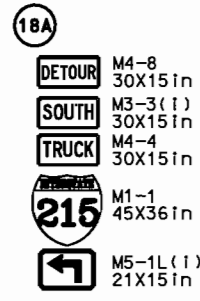
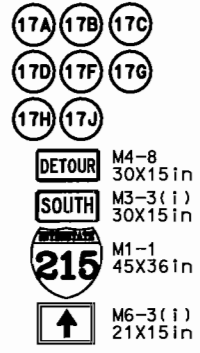
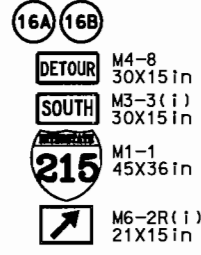
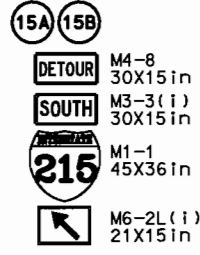
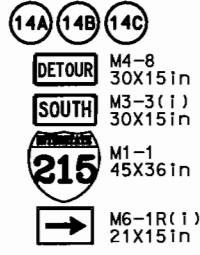
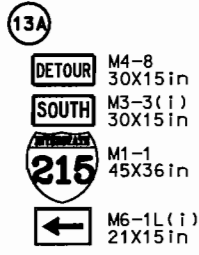
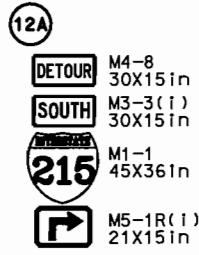
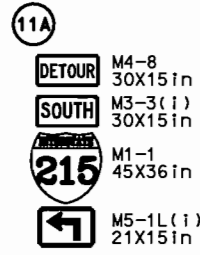
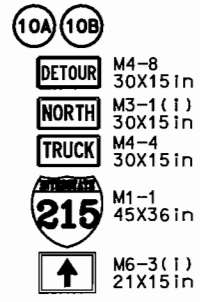
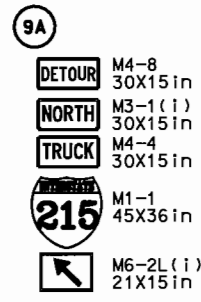
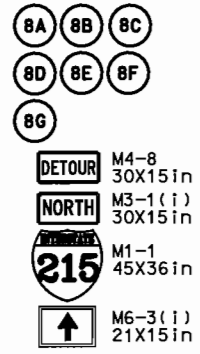
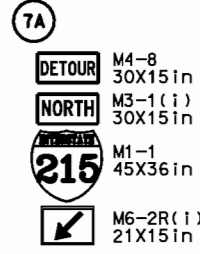
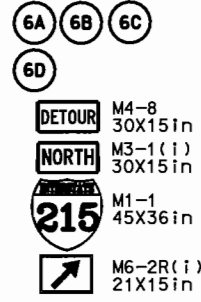
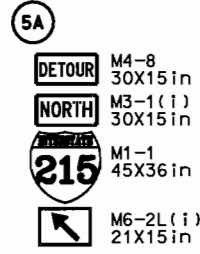
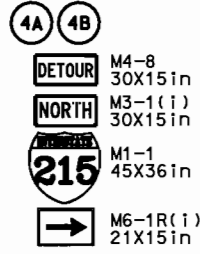
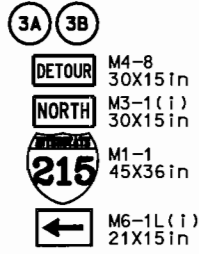
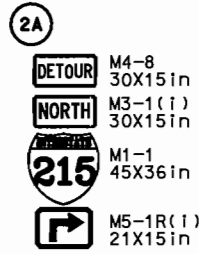
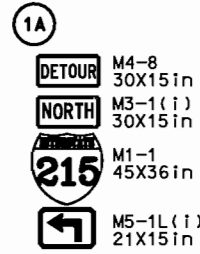
1. DETOUR IMPLEMENTED FOR CLOSURE OF I-215 BETWEEN 3900 SOUTH AND SR-190. CLOSURE PERIOD FROM 8 PM FRIDAY TO 6 AM MONDAY.
2. 24-HOUR DETOUR REQUIRED FOR CLOSURE OF 4500 SOUTH OVER I-215 UNTIL COMPLETION OF WORK.
3. RAMP CLOSURES SHALL HAVE TYPE III BARRICADES (WITH R11-2 SIGNS) AND CHANNELIZING DEVICES AT 10' SPACING EXTENDING ACROSS ENTIRE WIDTH OF RAMP. CLOSE ALL APPROACH TURNING LANES TO CLOSED RAMP AND ROADS USING CHANNELIZING DEVICES AT 25' SPACING AND IN ACCORDANCE WITH UDOT TC STANDARD DRAWINGS.
4. SIGN AND PORTABLE VMS LOCATIONS ARE SCHEMATIC ONLY AND SHOULD BE POSITIONED IN THE FIELD FOR UNOBSTRUCTED VIEW.
5. ALL SIGNS SHOWN ARE BLACK LETTERING ON ORANGE BACKGROUND UNLESS NOTED OTHERWISE.
6. INSTALL "EXIT CLOSED" SIGNS (E5-2A) ON ALL APPLICABLE ADVANCE GUIDE SIGNS ALONG I-215.
7. FOR I-215 CLOSURE, TRUCKS NOT PERMITTED ALONG WASATCH BLVD DETOUR ROUTE EXCEPT FOR LOCAL DELIVERIES.
8. MODIFY SIGNAL PHASINGS/TIMINGS ACCORDINGLY FOR SIGNALS S1 THRU S8 TO FAVOR DETOURED TRAFFIC. SIGNAL PHASING SHALL BE MODIFIED TO 'SKIP' CLOSED MOVEMENTS. UDOT SHALL PROVIDE SIGNAL TIMINGS AND PHASING IN ADVANCE TO IMPLEMENT MODIFICATIONS.

- LEGEND**
- FREEWAY DETOUR
 - LOCAL DETOUR
 - FREEWAY VARIABLE MESSAGE SIGN (OVERHEAD)
 - PORTABLE VARIABLE MESSAGE SIGN (VMS)
 - CLOSURE AREA
 - SIGN LOCATION
 - TYPE III BARRICADE
 - TRAFFIC SIGNAL MODIFICATION
 - I-215 TRUCK DETOUR ROUTE

I-215 WEEKEND CLOSURE

UTAH DEPARTMENT OF TRANSPORTATION		MOT DESIGN							
PROJECT: I-215; 4500 SOUTH STRUCTURE PROJECT NUMBER: 4500 S. (SR-266) OVER I-215 SHEET NO.: MOT-2A02	DETOUR PLAN - I-215 WEEKEND CLOSURE F-I215(216)13 DATE: 7/6/07 APPROVED: PROFESSIONAL ENGINEER								
DRAWN BY: PJM QC CHECKED BY: KJF									
REVISIONS <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>APPROVED BY</th> <th>REMARKS</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		NO.	DATE	APPROVED BY	REMARKS				
NO.	DATE	APPROVED BY	REMARKS						

TEMPORARY DETOUR SIGNS



REVISIONS

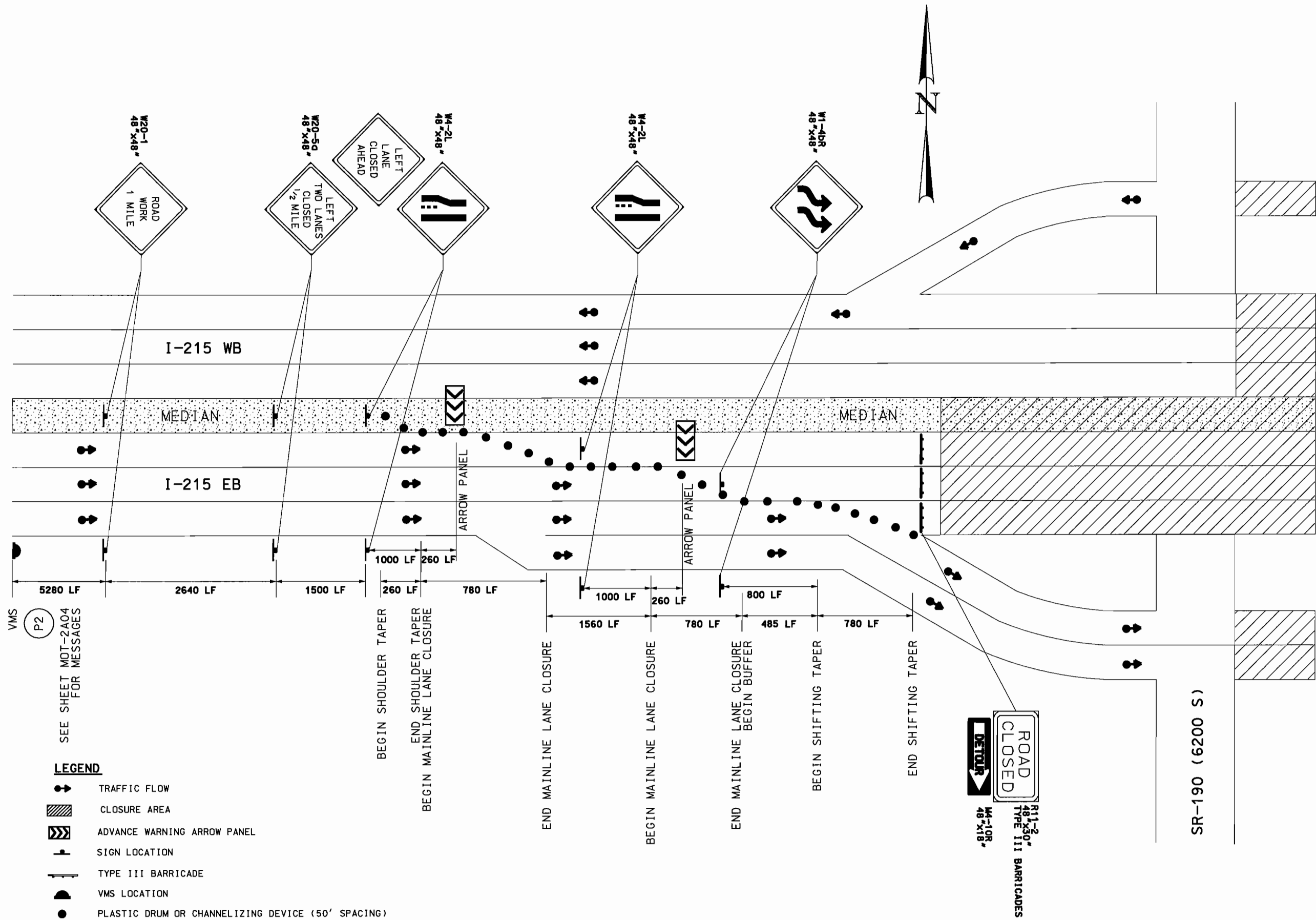
NO.	DATE	APPROVED BY	REMARKS

UTAH DEPARTMENT OF TRANSPORTATION
MOT DESIGN

APPROVED: *[Signature]*
DATE: 7/6/07
DRAWN BY: PJM
CHECKED BY: KJF

PROJECT: I-215; 4500 SOUTH STRUCTURE
4500 S. (SR-266) OVER I-215
PROJECT NUMBER: F-1215(216)13
DETOUR PLAN - I-215 WEEKEND CLOSURE
SHEET NO. MOT-2A03

I-215 WEEKEND CLOSURE



VMS (P2)

SEE SHEET MOT-2A04 FOR MESSAGES

LEGEND

- TRAFFIC FLOW
- CLOSURE AREA
- ADVANCE WARNING ARROW PANEL
- SIGN LOCATION
- TYPE III BARRICADE
- VMS LOCATION
- PLASTIC DRUM OR CHANNELIZING DEVICE (50' SPACING)

NOTES

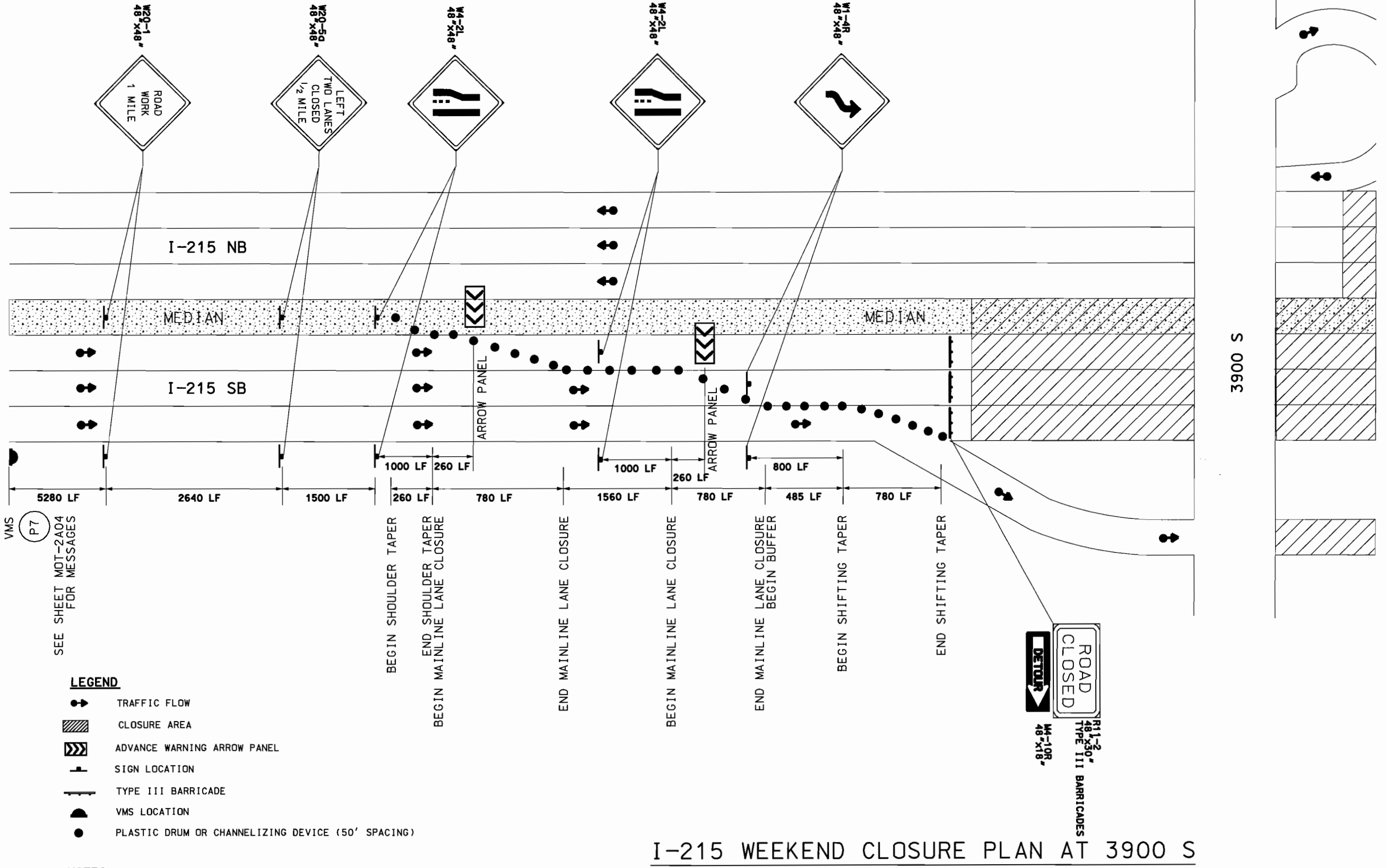
1. SEE UDOT STANDARD DRAWINGS (TC SERIES) FOR ADDITIONAL INFORMATION.
2. LENGTHS SHOWN ARE MINIMUM REQUIRED.

I-215 WEEKEND CLOSURE PLAN AT SR-190 (6200 S)

I-215 WEEKEND CLOSURE

UTAH DEPARTMENT OF TRANSPORTATION MOT DESIGN		DRAWN BY PJM	APPROVED BY KJF
PROJECT I-215; 4500 SOUTH STRUCTURE 4500 S. (SR-266) OVER I-215		DATE 7/6/07	DATE 7/6/07
PROJECT NUMBER F-I215(216)13		PROFESSIONAL ENGINEER 	
DETOUR PLAN - I-215 WEEKEND CLOSURE		APPROVED 	
SHEET NO. MOT-2A05		REVISIONS	

05-JUL-2007 D:\F:\P\gms\110398-I-215-4500 S Structure\Share\Files\Roadway\Design\1752-W072606.dgn



- LEGEND**
- TRAFFIC FLOW
 - CLOSURE AREA
 - ADVANCE WARNING ARROW PANEL
 - SIGN LOCATION
 - TYPE III BARRICADE
 - VMS LOCATION
 - PLASTIC DRUM OR CHANNELIZING DEVICE (50' SPACING)

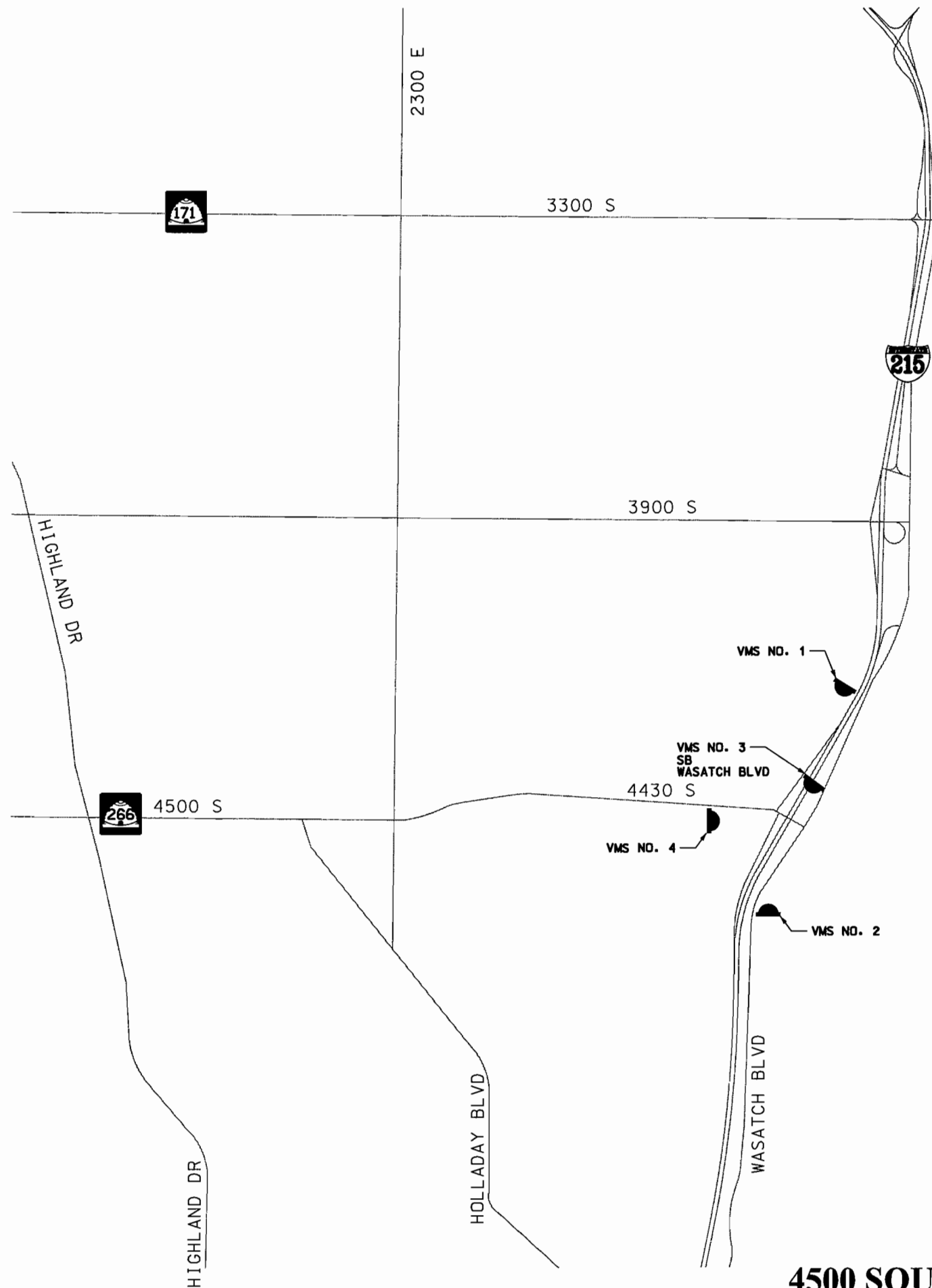
- NOTES**
1. SEE UDOT STANDARD DRAWINGS (TC SERIES) FOR ADDITIONAL INFORMATION.
 2. LENGTHS SHOWN ARE MINIMUM REQUIRED.

I-215 WEEKEND CLOSURE PLAN AT 3900 S

I-215 WEEKEND CLOSURE

UTAH DEPARTMENT OF TRANSPORTATION		MOT DESIGN
PROJECT I-215; 4500 SOUTH STRUCTURE 4500 S. (SR-266) OVER I-215	DRAWN BY PJM	APPROVED
PROJECT NUMBER F-1215(216)13	OC CHECKED BY KJF	DATE 7/6/07
SHEET NO. MOT-2A06		REMARKS

08-JUL-2007 DEN File P:\pro\112328_1-215-4500_S_Structure\Sheet-Files\Misc\Design\1752.MOT2BADV.dgn



- LEGEND**
- DIRECTION OF DETOURED TRAFFIC
 - VMS SIGN
 - CLOSURE AREA
 - SIGN LOCATION
 - TYPE III BARRICADE

PHASE	1	2	3
VMS MESSAGE NO 1	4500S EXIT CLOSURE	FRIDAY TO NEXT FRIDAY	SEE NOTE 2 AND NOTE 3
VMS MESSAGE NO 2	4500 S BRIDGE CLOSURE	FRIDAY TO NEXT FRIDAY	SEE NOTE 2
VMS MESSAGE NO 3	4500 S BRIDGE CLOSURE	FRIDAY TO NEXT FRIDAY	SEE NOTE 2
VMS MESSAGE NO 4	4500 S AT I-215 CLOSURE	FRIDAY TO NEXT FRIDAY	SEE NOTE 2

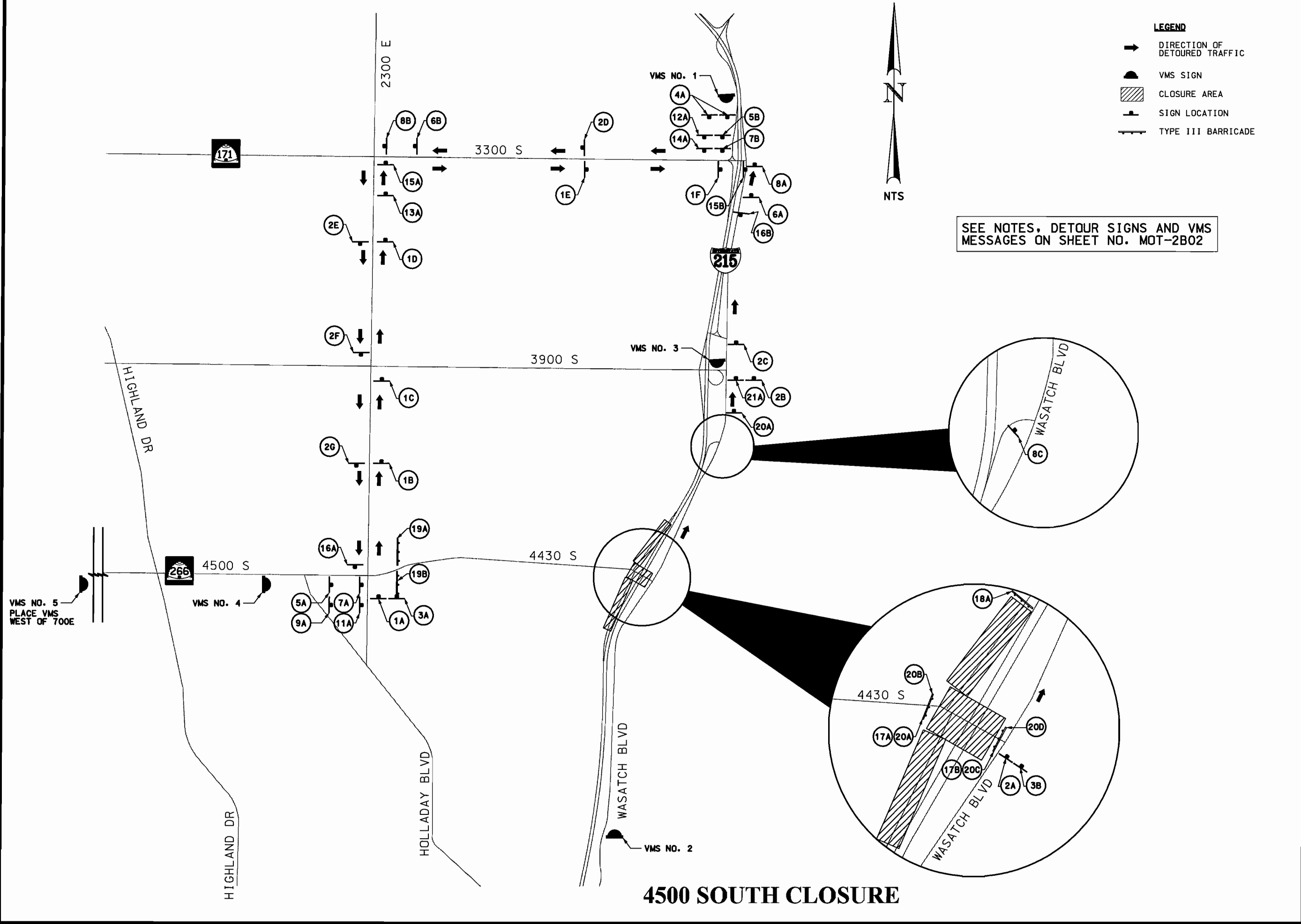
NOTES

1. VMS DISPLAYS WILL BE IMPLEMENTED 6 DAYS IN ADVANCE OF CLOSURE FOR RECONSTRUCTION OF 4500 SOUTH STRUCTURE.
2. VMS LOCATIONS ARE SCHEMATIC ONLY. VMS LOCATIONS MAY BE ADJUSTED IN THE FIELD FOR UNOBSTRUCTED VIEW.
3. VMS UNIT TO BE PLACED 1000' IN ADVANCE OF 4500 SOUTH RAMP GORE.

4500 SOUTH 6-DAY ADVANCE VMS

UTAH DEPARTMENT OF TRANSPORTATION		MOT DESIGN
PROJECT I-215; 4500 SOUTH STRUCTURE 4500 S. (SR-266) OVER I-215	DRAWN BY PJM	DATE 7/6/07
PROJECT NUMBER F-1215(216)13	CHECKED BY CC	APPROVED BY PROFESSIONAL ENGINEER
DETOUR PLAN - 4500 SOUTH 6-DAY ADVANCE VMS		REMARKS
SHEET NO. MOT-2BADV		APPROVED BY KJF

085-JUL-2007 D:\DWG_FILES\PA\proj\1103298-1-215-4500 S Structure\Sheet-Files\Roadway\Drawings\MOT-2B02.dwg



PROJECT		I-215; 4500 SOUTH STRUCTURE	
PROJECT NUMBER		4500 S. (SR-266) OVER I-215	
SHEET NO.		MOT-2B01	
APPROVED		DATE	7/6/07
PROFESSIONAL ENGINEER		QC CHECKED BY	KJF
DRAWN BY		PJM	
MOT DESIGN		QC CHECKED BY	KJF
UTAH DEPARTMENT OF TRANSPORTATION		DATE	7/6/07
REVISIONS		NO.	
APPROVED BY		DATE	
REMARKS			

TEMPORARY DETOUR SIGNS

1A 1B 1C
1D 1E 1F

2A 2B 2C
2D 2E 2F
2G

3A 3B

4A

5A 5B

6A 6B

7A 7B

8A 8B 8C

9A

10A 10B 10C

10D 10E 10F

10G

10H

10I

10J

10K

10L

10M

10N

10O

10P

10Q

10R

10S

10T

10U

10V

10W

10X

10Y

10Z

11A

12A

13A

14A

15A 15B

16A 16B

17A

17B

18A

19A 19B

20A 20B

20C 20D

20A

21A

COVER SIGN ASSEMBLY DURING NIGHTIME I-215 DETOUR

COVER SIGN ASSEMBLY DURING NIGHTIME I-215 DETOUR

NOTES

- DETOUR IMPLEMENTED FOR CLOSURE AND RECONSTRUCTION OF 4500 SOUTH STRUCTURE.
- RAMP CLOSURE SHALL HAVE TYPE III BARRICADES WITH (R11-2 SIGNS) AND CHANNELIZING DEVICES AT 10' SPACING EXTENDING THE ENTIRE WIDTH OF THE OPENING OF THE RAMP. CLOSE ALL APPROACH TURNING LANES TO CLOSED RAMPS AND ROADS USING CHANNELIZING DEVICES AT 25' SPACING AND IN ACCORDANCE WITH UDOT TC STANDARD DRAWINGS.
- SIGN LOCATIONS ARE SCHEMATIC ONLY. SIGNS AND VMS LOCATIONS MAY BE ADJUSTED IN THE FIELD FOR UNOBSTRUCTED VIEW.
- ALL SIGNS SHOWN ARE BLACK LETTERING ON ORANGE BACKGROUND UNLESS NOTED OTHERWISE.
- VMS UNIT TO BE PLACED 1000' IN ADVANCE OF EXIT 3 RAMP GORE.
- INSTALL "EXIT CLOSED" SIGNS (E5-2a) ON ALL APPLICABLE ADVANCE GUIDE SIGNS ALONG I-15 NB.
- SIDEWALK CLOSURE SHALL HAVE TYPE III BARRICADES WITH (R9-9 SIGNS) CLOSING OFF ENTIRE SIDEWALK.

PHASE	1	2	3
VMS MESSAGE NO 1	4500S EXIT CLOSED	USE 3300S EXIT	SEE NOTE 3 AND NOTE 5 NO DISPLAY DURING FREEWAY CLOSURE
VMS MESSAGE NO 2	4500 S CLOSED	USE DETOUR	SEE NOTE 3 NO DISPLAY DURING FREEWAY CLOSURE
VMS MESSAGE NO 3	4500 S CLOSED	USE ALT	SEE NOTE 3
VMS MESSAGE NO 4	4500 S CLOSED AT I-215	USE DETOUR	SEE NOTE 3
VMS MESSAGE NO 5	4500 S CLOSED AT I-215	USE ALT	SEE NOTE 3

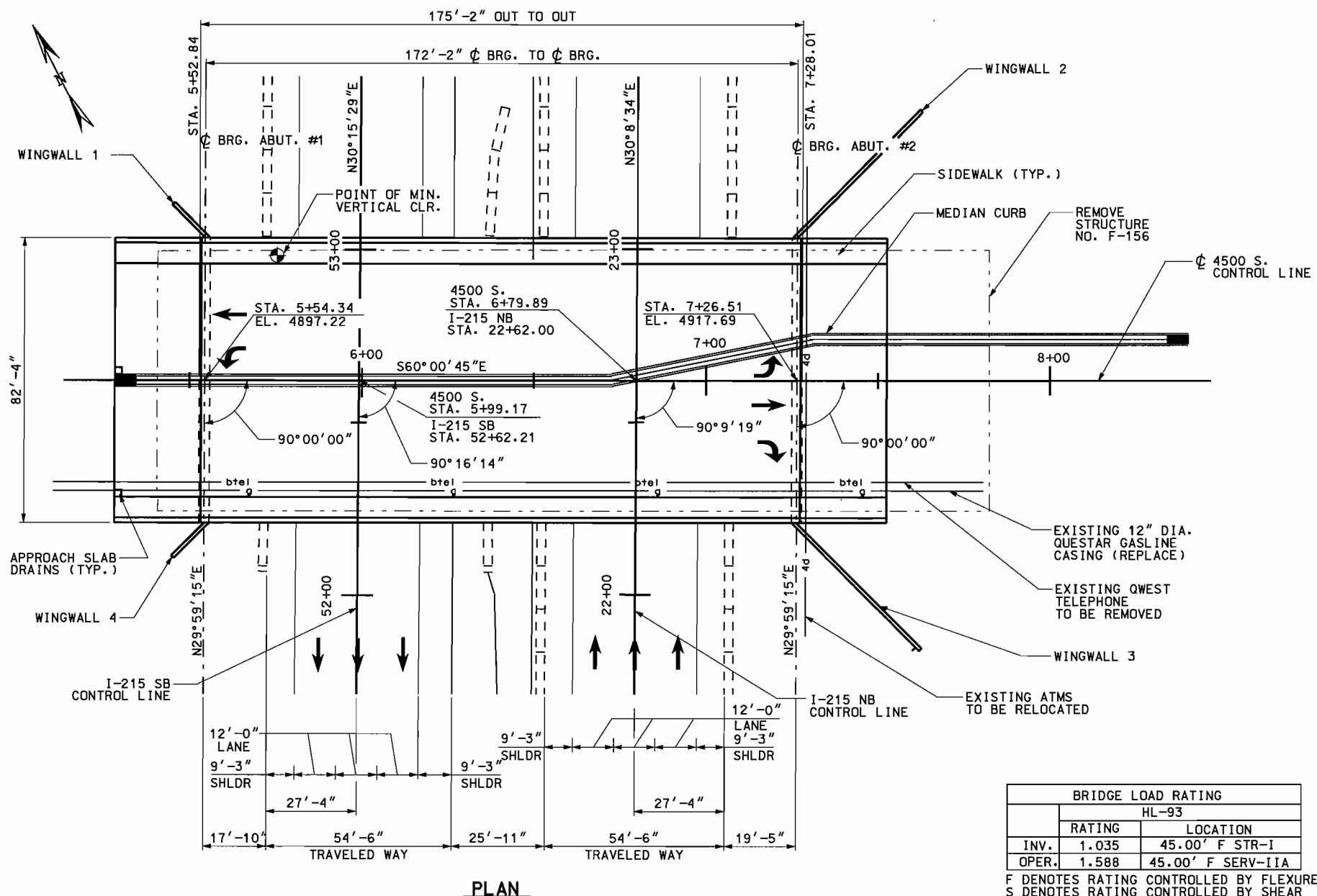
4500 SOUTH CLOSURE

REVISIONS

UTAH DEPARTMENT OF TRANSPORTATION
MOT DESIGN

I-215: 4500 SOUTH STRUCTURE
4500 S. (SR-266) OVER I-215
F-1215(216)13
DETOUR PLAN - 4500 SOUTH CLOSURE

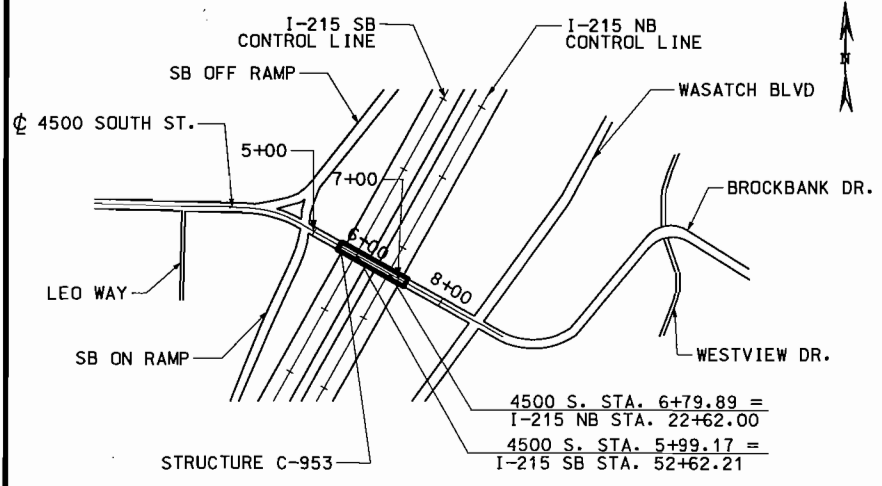
SHEET NO. MOT-2B02



PLAN

BRIDGE LOAD RATING		
HL-93		
RATING	LOCATION	
INV.	1.035	45.00' F STR-I
OPER.	1.588	45.00' F SERV-IIA

F DENOTES RATING CONTROLLED BY FLEXURE
 S DENOTES RATING CONTROLLED BY SHEAR
 Mr AT 45.00' = 14,703 K-ft
 Vr AT 0.00' = 546 kips



LOCATION PLAN

GENERAL NOTES

- USE COATED DEFORMED-BILLET REINFORCING STEEL BARS CONFORMING TO AASHTO M284 OR M111 AND M31 GRADE 60 RESPECTIVELY.
- USE STRUCTURAL STEEL CONFORMING TO AASHTO M270 GRADE 50 EXCEPT WHERE NOTED OTHERWISE.
- CHAMFER ALL EXPOSED CONCRETE CORNERS 3/4" EXCEPT WHERE NOTED OTHERWISE.
- PROVIDE 2" CONCRETE COVER TO REINFORCING STEEL EXCEPT WHERE NOTED OTHERWISE.
- USE CLASS AA(AE) CAST-IN-PLACE CONCRETE EXCEPT WHERE NOTED OTHERWISE.
- REMOVE EXISTING STRUCTURE A MINIMUM OF 2' BELOW FINISH GRADE EXCEPT WHERE NOTED OTHERWISE.

DESIGN DATA

HL-93 LOADING IN ACCORDANCE WITH CURRENT AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS AND INTERIMS. SEISMIC DESIGN IN ACCORDANCE WITH MCEER/ATC 49.

CAST-IN-PLACE CONCRETE: $f'c = 4$ KSI; f_y (REINF.) = 60 KSI; $n = 8$

STRUCTURAL STEEL: $f_y = 50$ KSI

SACRIFICIAL WEARING SURFACE: 1/2" CONCRETE

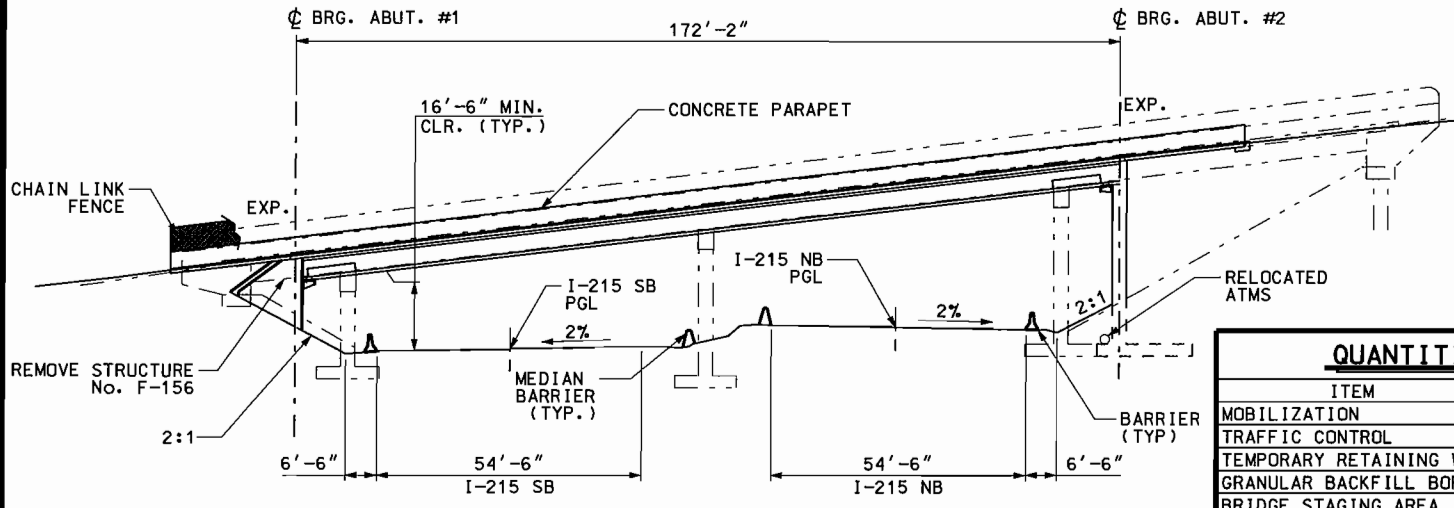
FUTURE WEARING SURFACE: 35 PSF

DESIGN SPEED: 45 M.P.H. - 4500 S.
70 M.P.H. - I 215

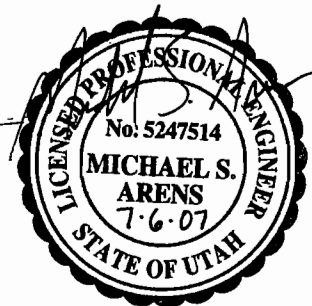
SEISMIC: SEISMIC DESIGN PARAMETERS (2% PE IN 50 YR.) $PGA = 0.66$
 $S_s = \text{MAX. CONSIDERED EQ GROUND MOTION AT } 0.2s = 1.56g$
 $S_1 = \text{MAX. CONSIDERED EQ GROUND MOTION AT } 1.0s = 0.61g$
 SITE CLASS D, $SHL = IV, SDR = 4.$

INDEX OF SHEETS

- | | |
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| 2. SITUATION AND LAYOUT 2 OF 2 | 20. BEARING DETAILS |
| 3. SOIL DATA 1 OF 7 | 21. BOLSTER AND LIFT PLATE DETAILS |
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| 6. SOIL DATA 4 OF 7 | 24. DECK SECTION AND DETAILS |
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ELEVATION



QUANTITIES PHASE I

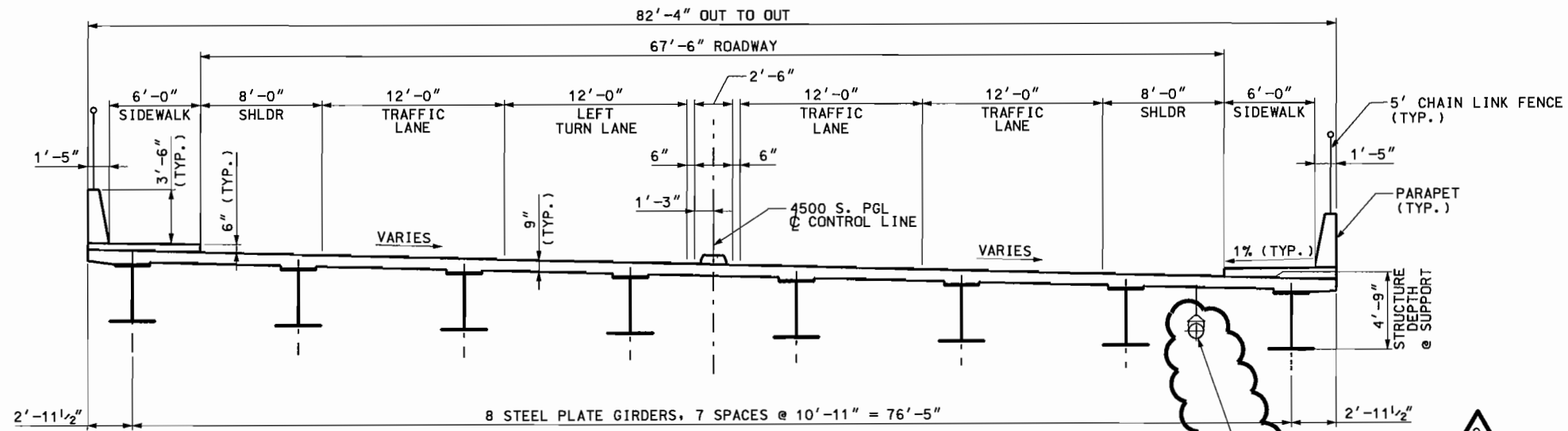
ITEM	ESTIM.	UNIT	AS CONST.
MOBILIZATION	1	LUMP	
TRAFFIC CONTROL	1	LUMP	
TEMPORARY RETAINING WALL	1	LUMP	
GRANULAR BACKFILL BORROW (PLAN QUANTITY)	335	CY	
BRIDGE STAGING AREA	1	LUMP	
FREE DRAINING GRANULAR BACKFILL BORROW	11,640	TON	
REMOVE CONCRETE SLOPE PROTECTION	1,117	SY	
REINFORCING STEEL - COATED (PLAN QUANTITY)	251,042	LBS	
STRUCTURAL CONCRETE (EST. QTY. 1,421 CY)	1	LUMP	
STRUCTURAL STEEL	713,360	LBS	
ELECTRICAL WORK BRIDGES	1	LUMP	

QUANTITIES PHASE II

ITEM	ESTIM.	UNIT	AS CONST.
REMOVE BRIDGE	1	LUMP	
5' CHAIN LINK FENCE (TYPE I)	450	LF	
STRUCTURE MOVE-IN	1	LUMP	
REINFORCING STEEL - COATED (PLAN QUANTITY)	148,385	LBS	
STRUCTURAL CONCRETE (EST. QTY. 585 CY)	1	LUMP	
TYPE I POLYMER OVERLAY	15,190	SF	
STRUCTURE AESTHETICS	1	LS	
STRUCTURAL STEEL	26,170	LBS	
PRECAST CONCRETE APPROACH SLAB (EST. QTY 221 CY)	1	LUMP	

UTAH DEPARTMENT OF TRANSPORTATION	PREPARED BY:	MICHAEL BAKER JR.
SALT LAKE CITY, UTAH	CHECKED BY:	JWK 02/07
STRUCTURES DIVISION	DESIGN MSA 02/07	CHECK JWK 02/07
	DRAWN BY:	AA 02/07
	DATE:	04/30/07
	APPROVED BY:	JWK 04/07
	DATE:	04/07
	PROJECT NUMBER:	F-1215(126)13
	COUNTY:	SALT LAKE
	DRG. NO.:	C-953
	SHT. 1 OF 34	

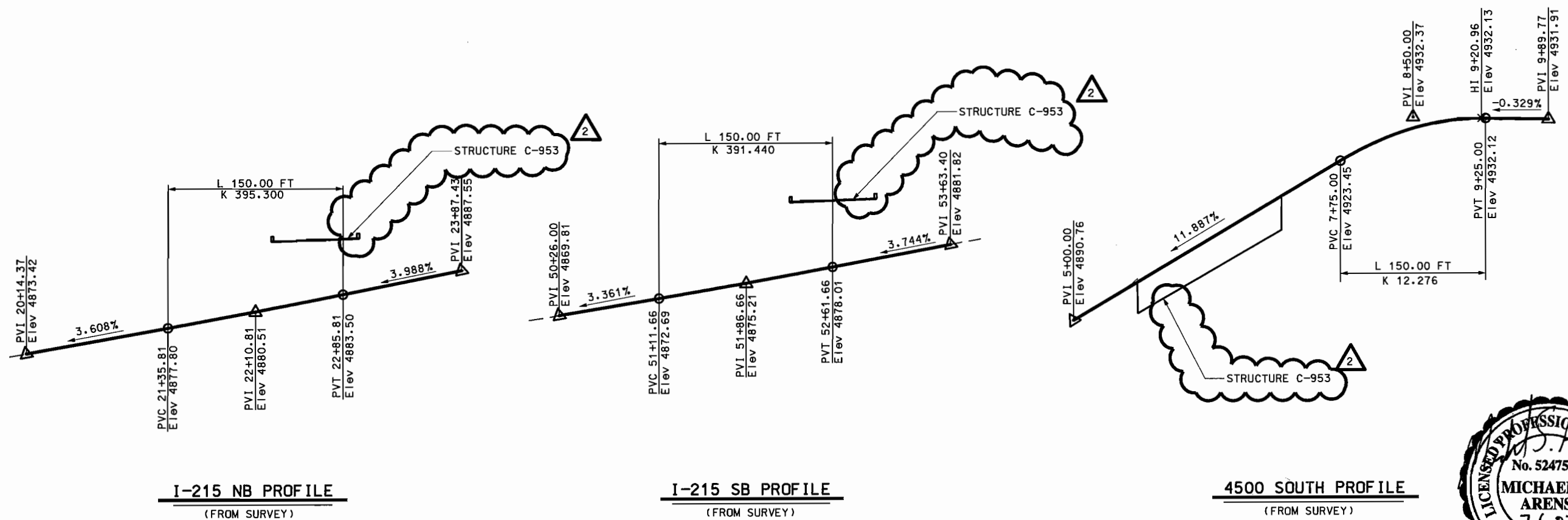
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TYPICAL SECTION THRU STRUCTURE

4500 S. SUPERELEVATION DATA

STATION	LEFT ±	RIGHT ±
5+26.84	3.49%	-3.49%
5+54.35	3.49%	-3.49%
6+00	2.75%	-2.75%
6+50	1.95%	-1.95%
7+00	1.14%	-1.14%
7+26.51	0.71%	-0.71%
7+54.01	0.71%	-0.71%



UTAH DEPARTMENT OF TRANSPORTATION
SALT LAKE CITY, UTAH
STRUCTURES DIVISION

PREPARED BY:
MICHAEL BAKER JR.

DESIGN: MSA 02/07
CHECK: JWK 02/07
DRAWN: AA 02/07
CHECK: JWK 02/07
QUANT.:

APPROVAL: [Signature]
RECOMM. DATE: 7-18-07
FOR USE: [Signature]
DATE: 7-20-07
BY: [Signature]
DATE: [Signature]

I-215:4500 SOUTH STRUCTURE
4500 S. (SR-266) OVER I-215
SITUATION AND LAYOUT 2 OF 2

PROJECT NUMBER: F-1215(126)13

SALT LAKE COUNTY
C-953
DRG. NO.

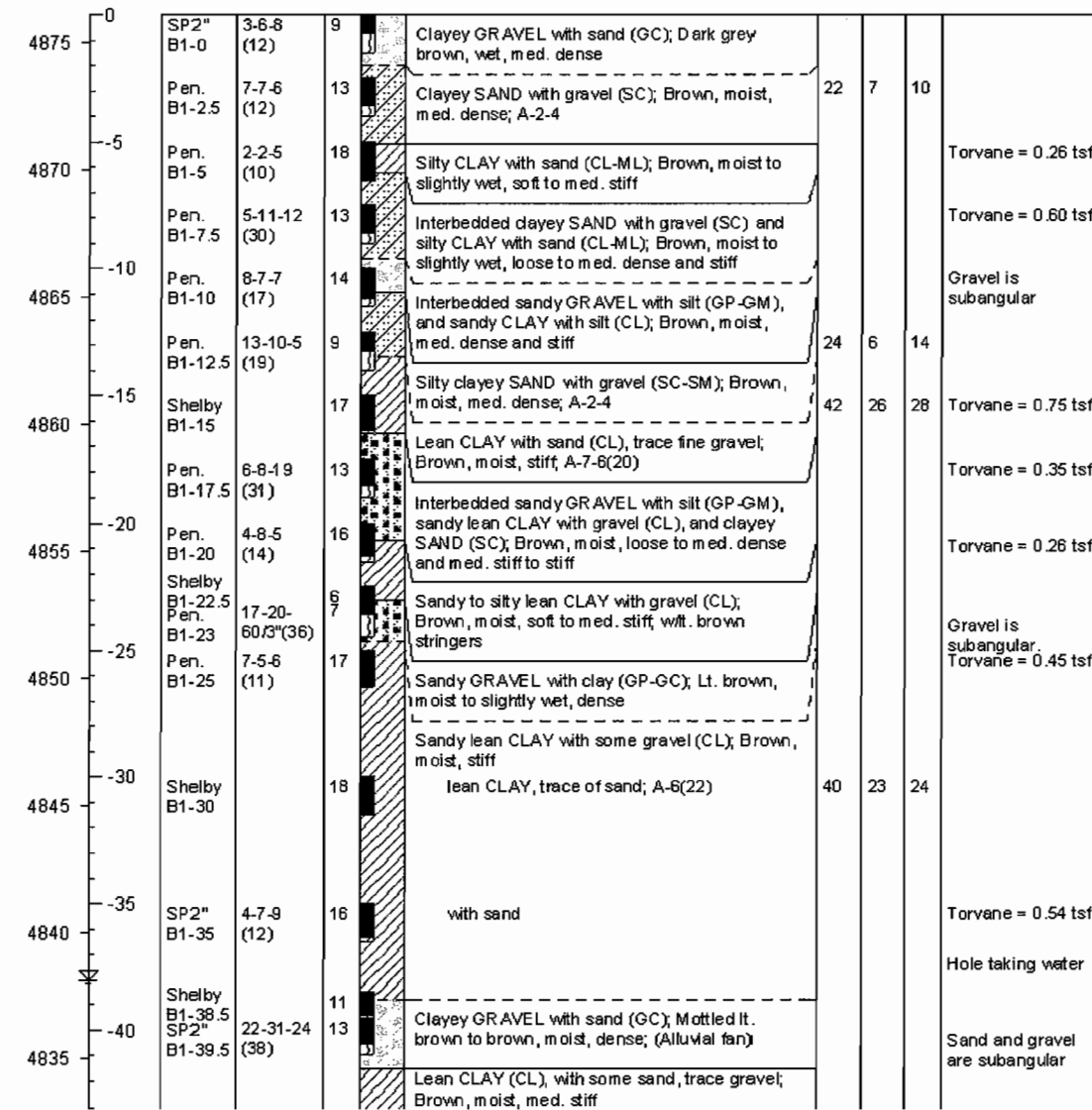
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I-215, 4500 SOUTH STRUCTURE; BRIDGE REPLACEMENT (C-953)

PROJECT NO: F-1215(216)13 DRILLER: T. Kern & J. Bailey (RB&G) DATE BEGAN: 2-5-07
 BORING NO: B-1 DRILL EQUIP: CME 55; Automatic Hammer DATE FINISHED: 2-7-07
 NORTHING: 9885.3 DRILLING METHOD: Rotary Wash, NW Casing CONTRACTOR: RB&G Engineering
 EASTING: 10785.8 GWL DEPTH: 38' FIELD GEOLOGIST: M. Hansen & K. Bradford
 GROUND SURFACE ELEVATION: 4876.1 GWL DATE/TIME: 2-9-07 CHECKED BY: G.A.G.

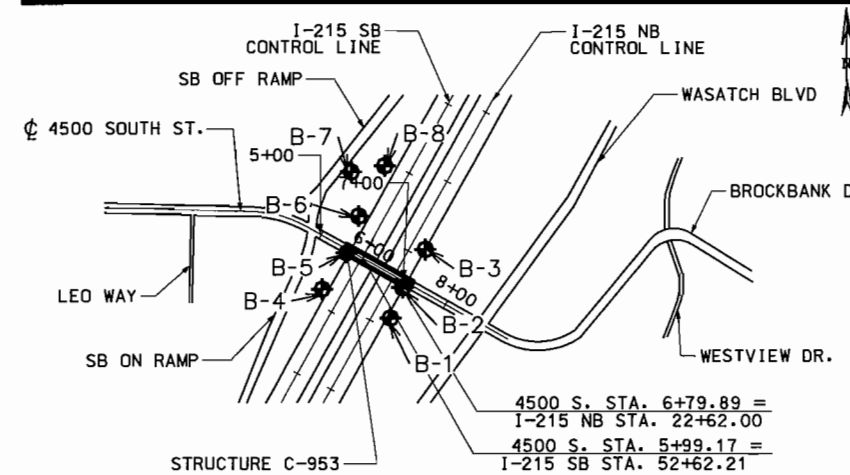
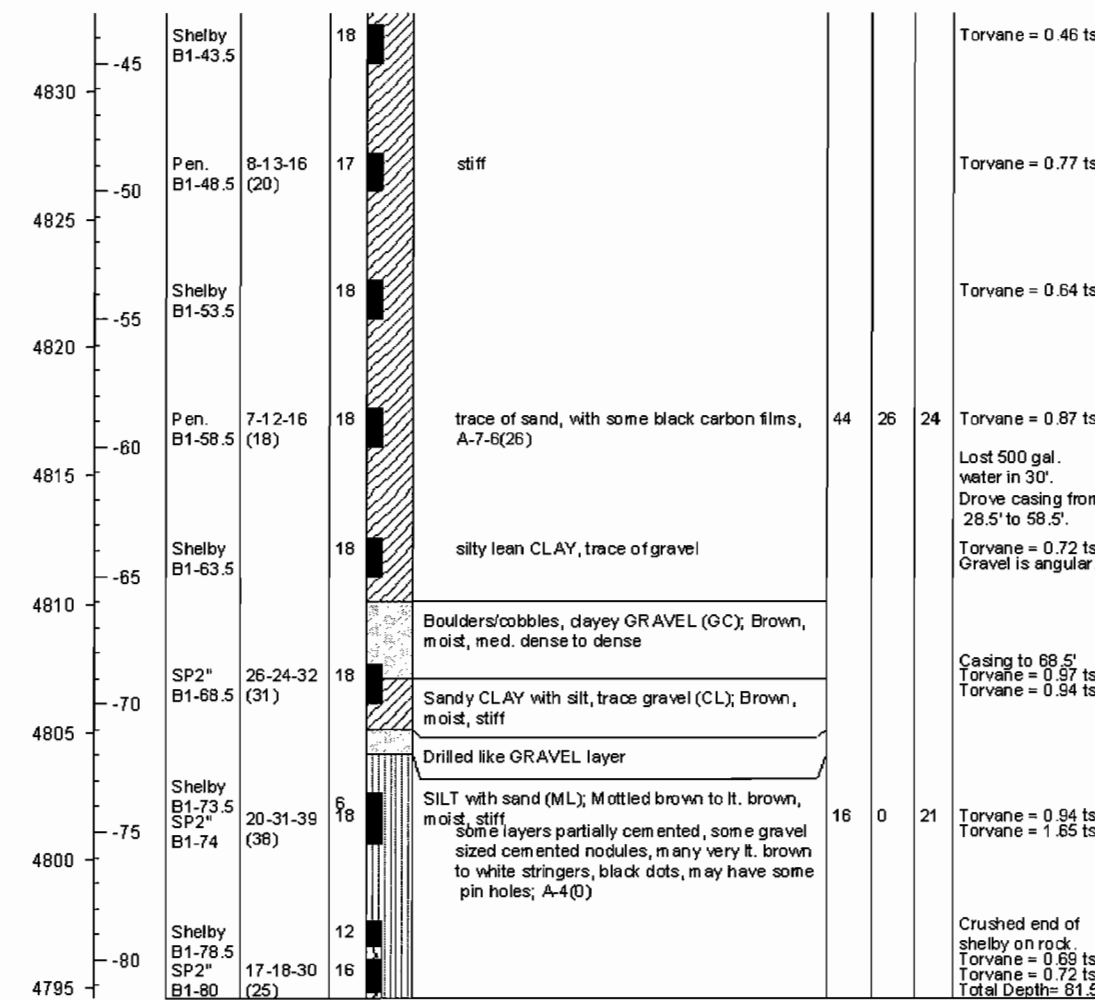
ELEV (ft)	DEPTH (ft)	SAMPLE TYPE AND NO.	SPT BLOWS/6 in. ((N1)60)	Recovery (ft)	Lithology	DESCRIPTION	LAB DATA			REMARKS
							LL (%)	PI (%)	MC (%)	



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							LL (%)	PI (%)	MC (%)	



LOCATION PLAN

KEY TO BORING LOG

SYMBOLS
 LL - LIQUID LIMIT
 PI - PLASTICITY INDEX
 NP - NON-PLASTIC
 MC - NATURAL MOISTURE CONTENT (%)
 N - CORRECTED SPT BLOW COUNT (N-160)
 REF - REFUSAL (> 50 BLOWS PER 6")
 PEN - SPT SAMPLE
 SP2" - 2" DIAMETER SPT SAMPLE
 ∇ - GROUNDWATER TABLE
 A-2-6(1) - AASHTO CLASSIFICATION
 CL - USCS CLASSIFICATION
 NR - ND SAMPLE RECOVERY

RELATIVE DENSITY (NON-PLASTIC - SAND & SILT)

VERY LOOSE N<4; CS<10
 LOOSE N 4-10; CS 10-26
 MED DENSE N 10-30; CS 26-72
 DENSE N 30-50; CS 72-104
 VERY DENSE N>50; CS>104

CONSISTENCY (PLASTIC - SILT & CLAY)

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 MEDIUM STIFF N 4-8; CS 5-11
 STIFF N 8-15; CS 11-22
 VERY STIFF N 15-30; CS 22-60
 HARD N>30; CS>60

GENERAL NOTES

- THE SUBSURFACE EXPLORATIONS SHOWN WERE CONDUCTED BETWEEN 02-05-07 AND 03-12-07 BY THE GEOTECHNICAL DIVISION OF UDOT.
- THESE BORING LOGS REPRESENT A SYNOPSIS OF THE SOIL DEPOSITS ENCOUNTERED WITHIN EACH BORING AND ARE BASED ON SOUND GEOLOGICAL AND ENGINEERING JUDGMENT. BECAUSE SOIL IS A COMPLEX MEDIUM, THESE BORING LOGS MAY OR MAY NOT REPRESENT THE SOIL CONDITIONS AT THIS SITE. THIS SUBSURFACE INTERPRETATION IS PRESENTED IN GOOD FAITH AND IS NOT INTENDED AS A SUBSTITUTE FOR PERSONAL INVESTIGATION AND JUDGEMENT OF THE CONTRACTOR.
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- BOULDER - A ROCK WITH AN AVERAGE DIMENSION OF 12 INCHES OR GREATER

NOTE: DRILL RIG USED - CME 55 HAMMER E=0.76



UTAH DEPARTMENT OF TRANSPORTATION
 SALT LAKE CITY, UTAH
 GEOTECHNICAL DIVISION

I-215:4500 SOUTH STRUCTURE OVER I-215
 4500 S. (SR-266) OVER I-215

SOIL DATA SHEET 1 OF 7
 PROJECT NUMBER F-1215(126)13

SALT LAKE COUNTY
 C-953
 DRG. NO.

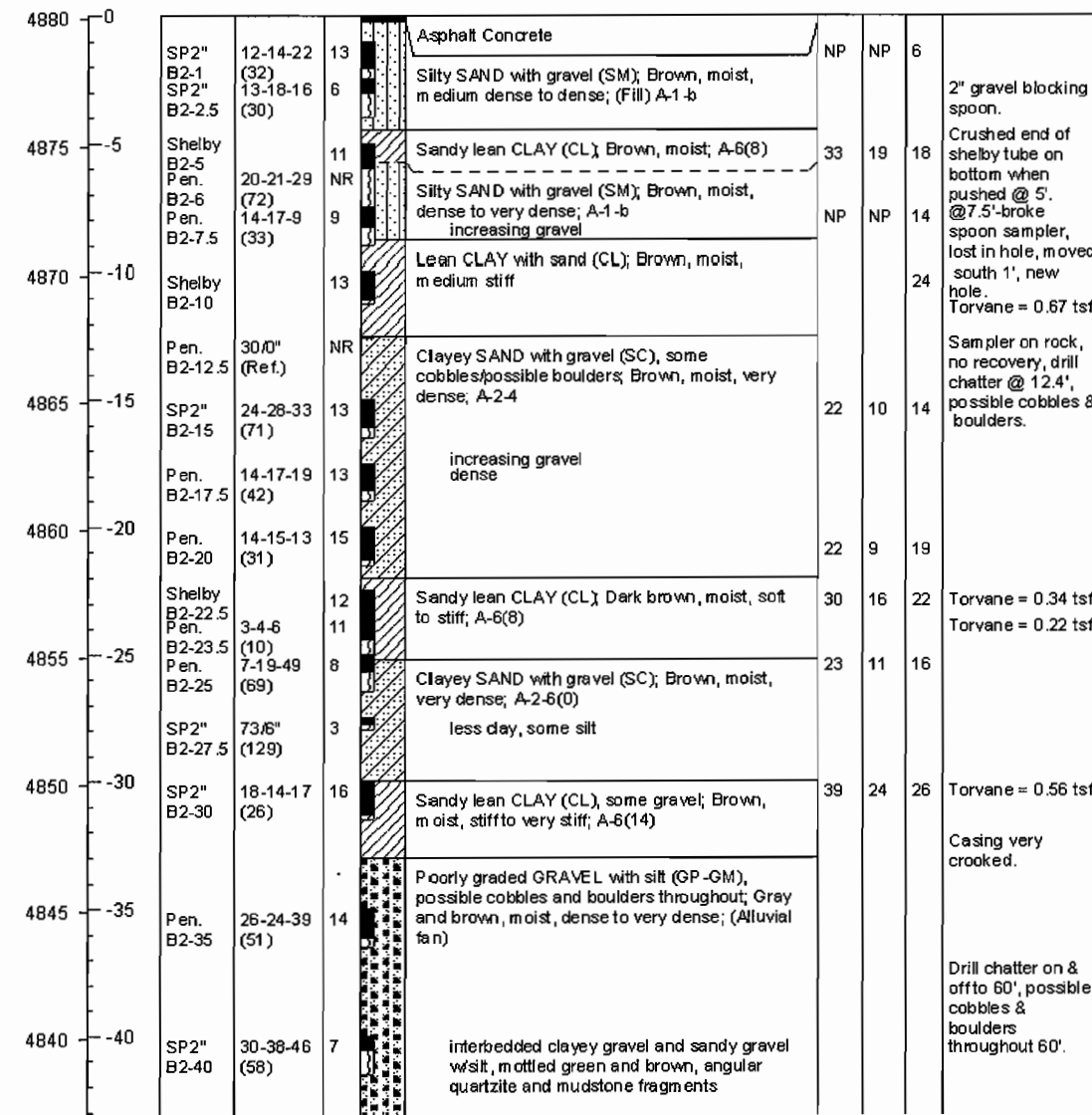
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I-215, 4500 SOUTH STRUCTURE; BRIDGE REPLACEMENT (C-953)

PROJECT NO: F-1215(126)13 DRILLER: T. Kern & J. Bailey (RB&G) DATE BEGAN: 3-7-07
 BORING NO: B-2 DRILL EQUIP: CME 55; Automatic Hammer DATE FINISHED: 3-8-07
 NORTHING: 9781.2 DRILLING METHOD: Rotary Wash, NW Casing CONTRACTOR: RB&G Engineering
 EASTING: 10823.7 GWL DEPTH: 57' FIELD GEOLOGIST: M. Hansen (RB&G)
 GROUND SURFACE ELEVATION: 4880.1 GWL DATE/TIME: 3-9-07 CHECKED BY: G.A.G.

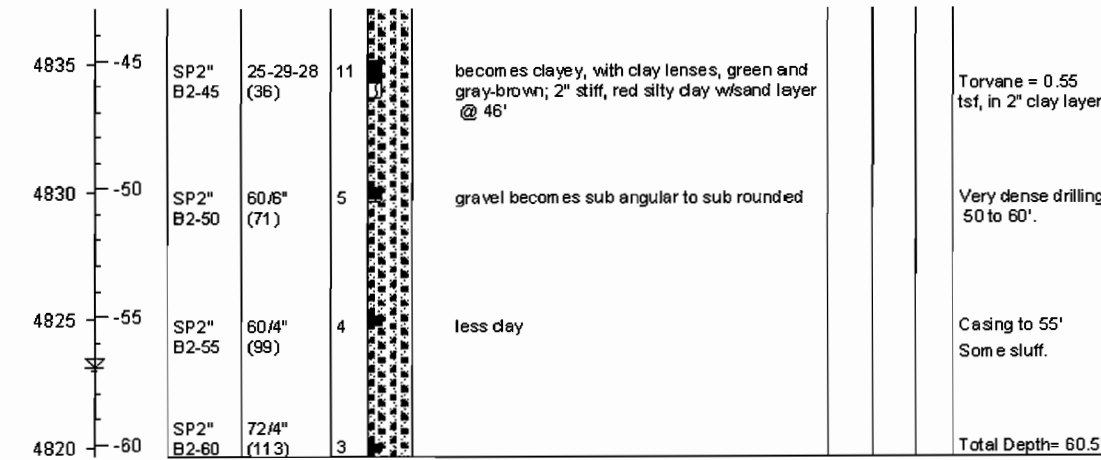
ELEV (ft)	DEPTH (ft)	SAMPLE TYPE AND NO.	SPT BLOWS/ 6 in. ((N1)60)	Recovery (in)	Lithology	DESCRIPTION	LAB DATA			REMARKS
							LL (%)	PI (%)	MC (%)	



I-215, 4500 SOUTH STRUCTURE; BRIDGE REPLACEMENT (C-953)

PROJECT NO: F-1215(126)13 DRILLER: T. Kern & J. Bailey (RB&G) DATE BEGAN: 3-7-07
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 SP2" - 2" DIAMETER SPT SAMPLE
 ↓ - GROUNDWATER TABLE
 A-2-6(0) - AASHTO CLASSIFICATION
 CL - USCS CLASSIFICATION
 NR - NO SAMPLE RECOVERY

RELATIVE DENSITY (NON-PLASTIC - SAND & SILT)

VERY LOOSE N4; CS<10
 LOOSE N 4-10; CS 10-26
 MED DENSE N 10-30; CS 26-72
 DENSE N 30-50; CS 72-104
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GEOTECHNICAL ENGINEER

UTAH DEPARTMENT OF TRANSPORTATION
 SALT LAKE CITY, UTAH
 GEOTECHNICAL DIVISION

DESIGN: GAG_06/07 CHECK: GAG_06/07
 DRAWN: LAH_06/07 CHECK: GAG_06/07
 APPROVAL: 7-23-07 DATE: 7-23-07
 APPROVED FOR USE: 7-20-07 DATE: 7-20-07
 BY: UDOT

I-215:4500 SOUTH STRUCTURE OVER I-215
 4500 S. (SR-266) OVER I-215
 SOIL DATA SHEET 2 OF 7
 PROJECT NUMBER F-1215(126)13

SALT LAKE COUNTY
 C-953 DRG. NO.
 SHT. 4 OF 34

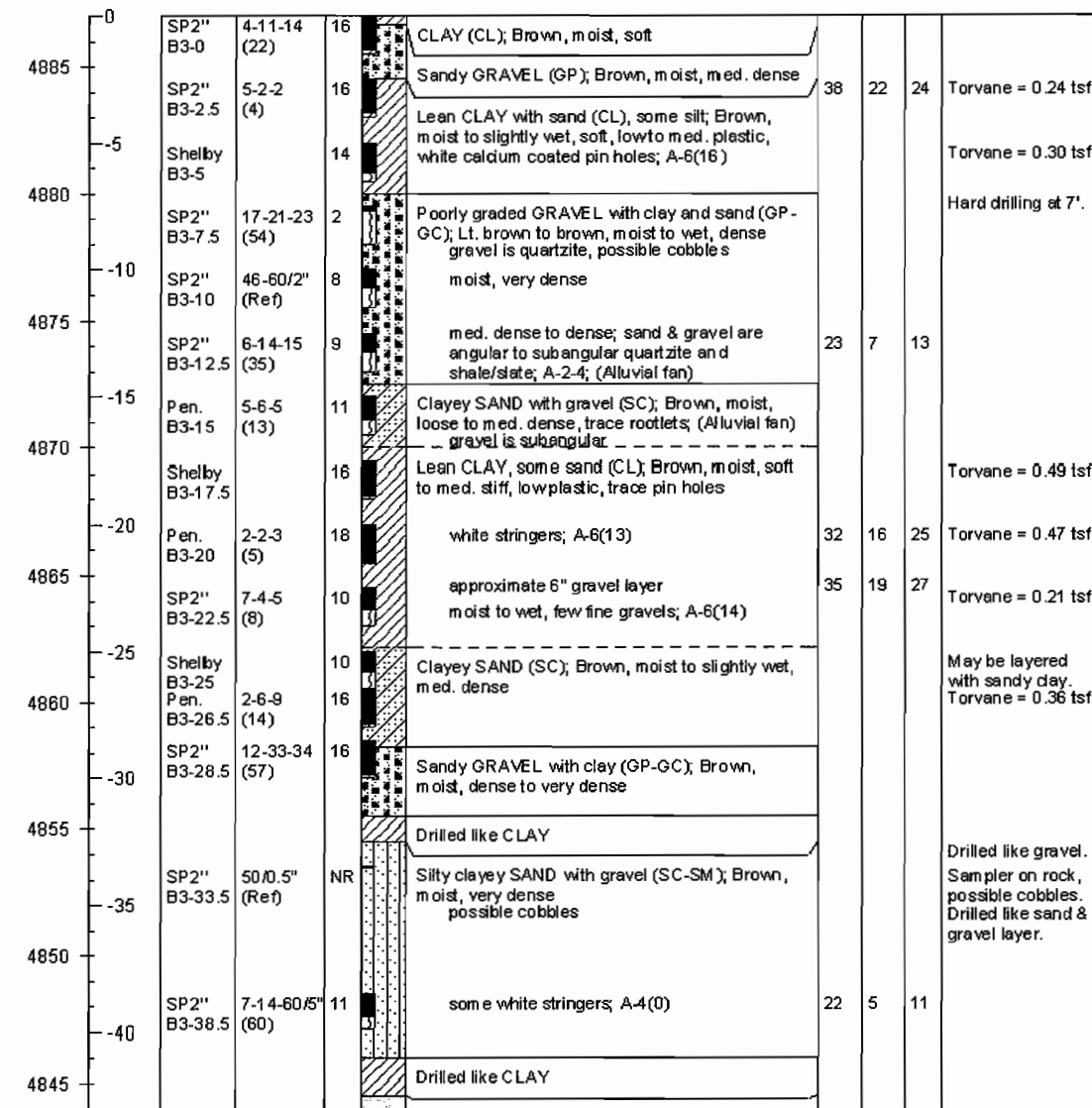
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I-215, 4500 SOUTH STRUCTURE; BRIDGE REPLACEMENT (C-953)

PROJECT NO: F-1215(126)13 DRILLER: T. Kern & J. Bailey (RB&G) DATE BEGAN: 2/7/07
 BORING NO: B-3 DRILL EQUIP: CME 55; Automatic Hammer DATE FINISHED: 2/9/07
 NORTHING: 9916 DRILLING METHOD: Rotary Wash, NW Casing CONTRACTOR: RB&G Engineering
 EASTING: 10915 GWL DEPTH: 69.4' FIELD GEOLOGIST: M. Hansen (RB&G)
 GROUND SURFACE ELEVATION: 4887 GWL DATE/TIME: 4/24/07 CHECKED BY: G.A.G.

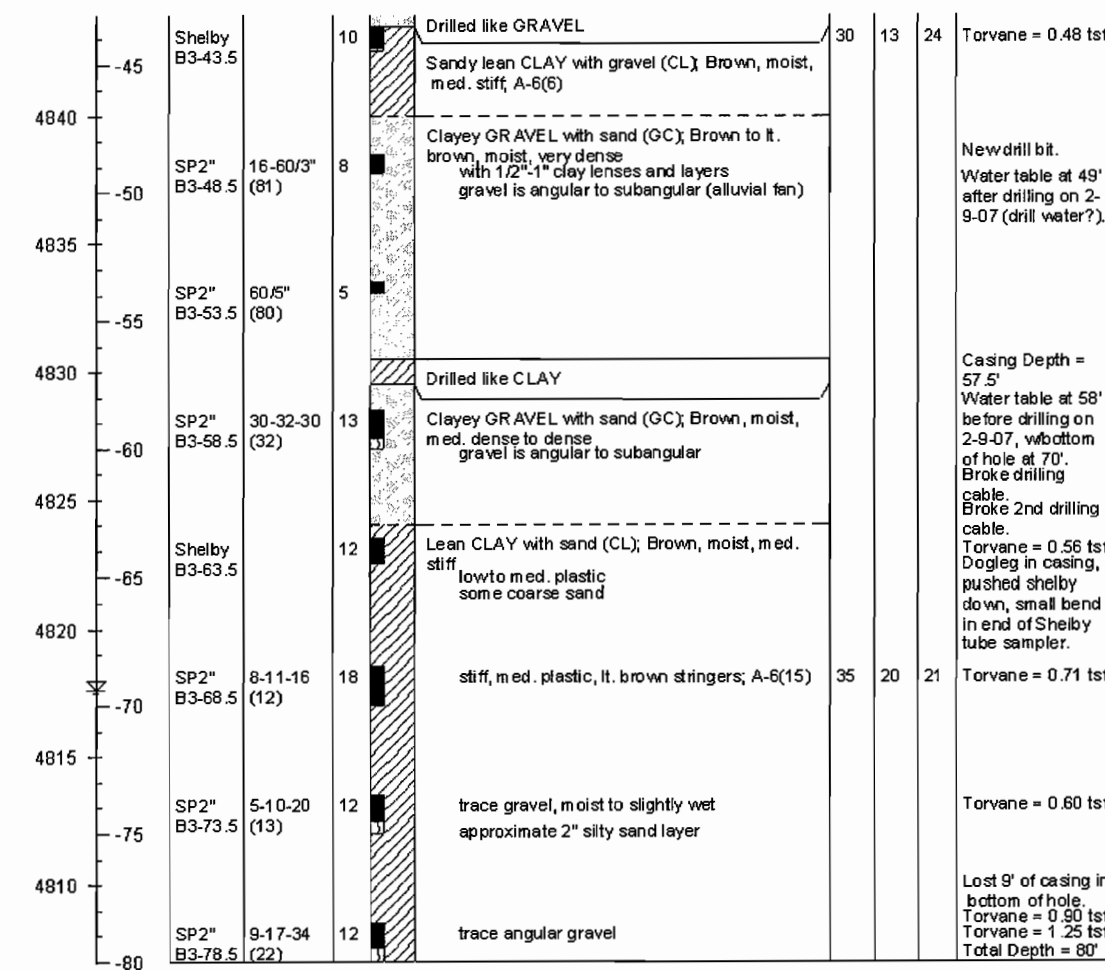
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							LL (%)	PI (%)	MC (%)	



I-215, 4500 SOUTH STRUCTURE; BRIDGE REPLACEMENT (C-953)

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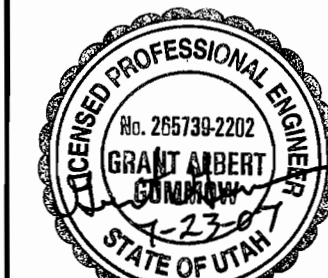
CONSISTENCY (PLASTIC - SILT & CLAY)

VERY SOFT N<2; CS<2
 SOFT N 2-4; CS 2-5
 MEDIUM STIFF N 4-8; CS 5-11
 STIFF N 8-15; CS 11-22
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GEOTECHNICAL ENGINEER

UTAH DEPARTMENT OF TRANSPORTATION
 SALT LAKE CITY, UTAH
 GEOTECHNICAL DIVISION

DESIGN: GAG 06/07 CHECK: GAG 06/07
 DRAWN: LAH 06/07 CHECK: GAG 06/07
 DATE: 7-28-07 DATE: 7-28-07
 APPROVAL: [Signature] DATE: 7-28-07
 APPROVED FOR USE: [Signature] DATE: 7-28-07

I-215:4500 SOUTH STRUCTURE OVER I-215
 4500 S. (SR-266) OVER I-215
 SOIL DATA SHEET 3 OF 7
 PROJECT NUMBER: F-1215(126)13

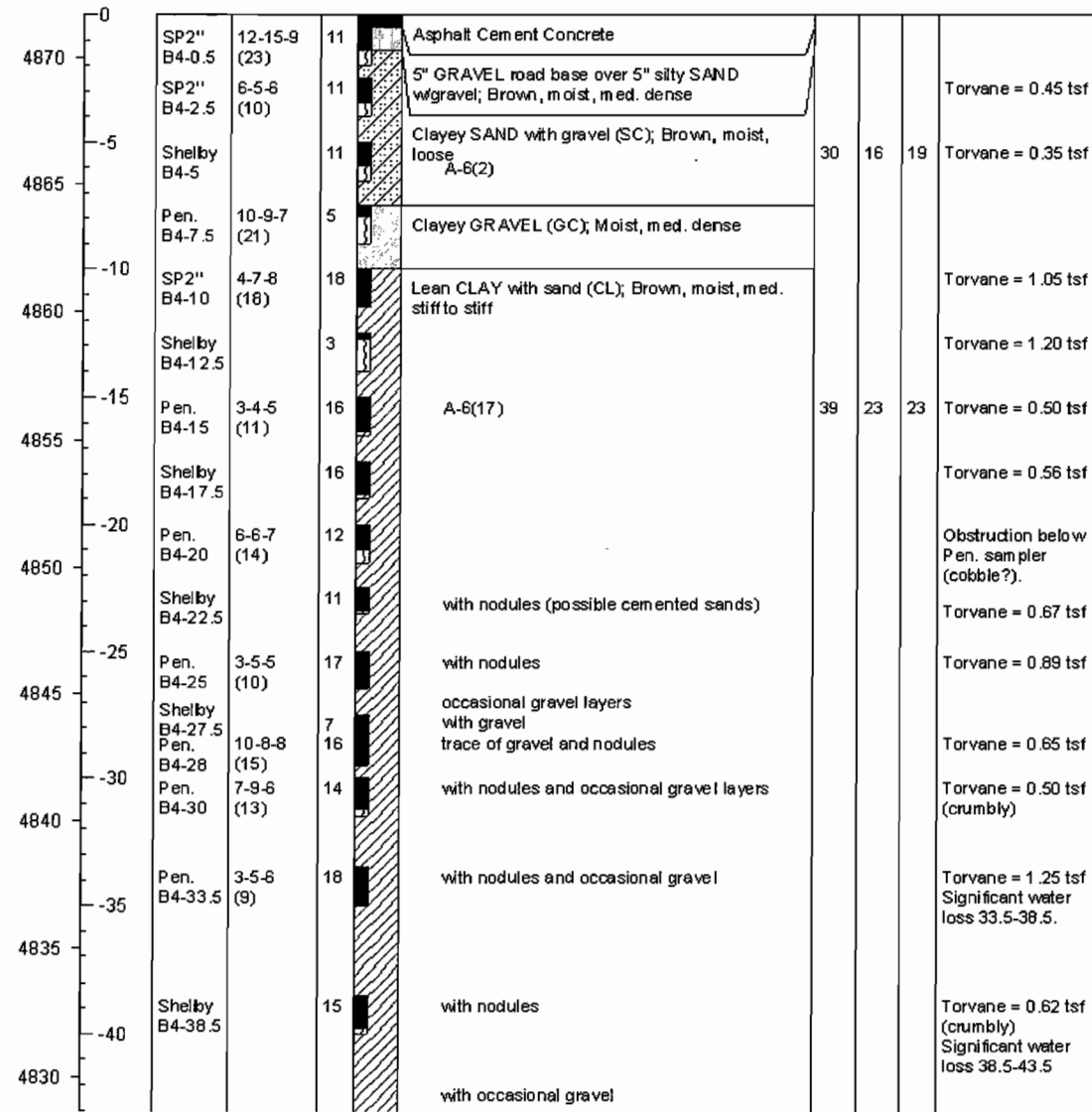
SALT LAKE COUNTY
 C-953
 DRG. NO.

SHT. 5 OF 34

I-215, 4500 SOUTH STRUCTURE; BRIDGE REPLACEMENT (C-953)

PROJECT NO: F-1215(126)13 DRILLER: T. Kern & J. Bailey (RB&G) DATE BEGAN: 2/13/07
 BORING NO: B-4 DRILL EQUIP: CME 55; Automatic Hammer DATE FINISHED: 2/15/07
 NORTHING: 9765.414 DRILLING METHOD: Rotary Wash, NW Casing CONTRACTOR: RB&G Engineering
 EASTING: 10654.399 GWL DEPTH: 44' FIELD GEOLOGIST: D. Winterton (RB&G)
 GROUND SURFACE ELEVATION: 4871.7 GWL DATE/TIME: 4/24/07 CHECKED BY: G.A.G.

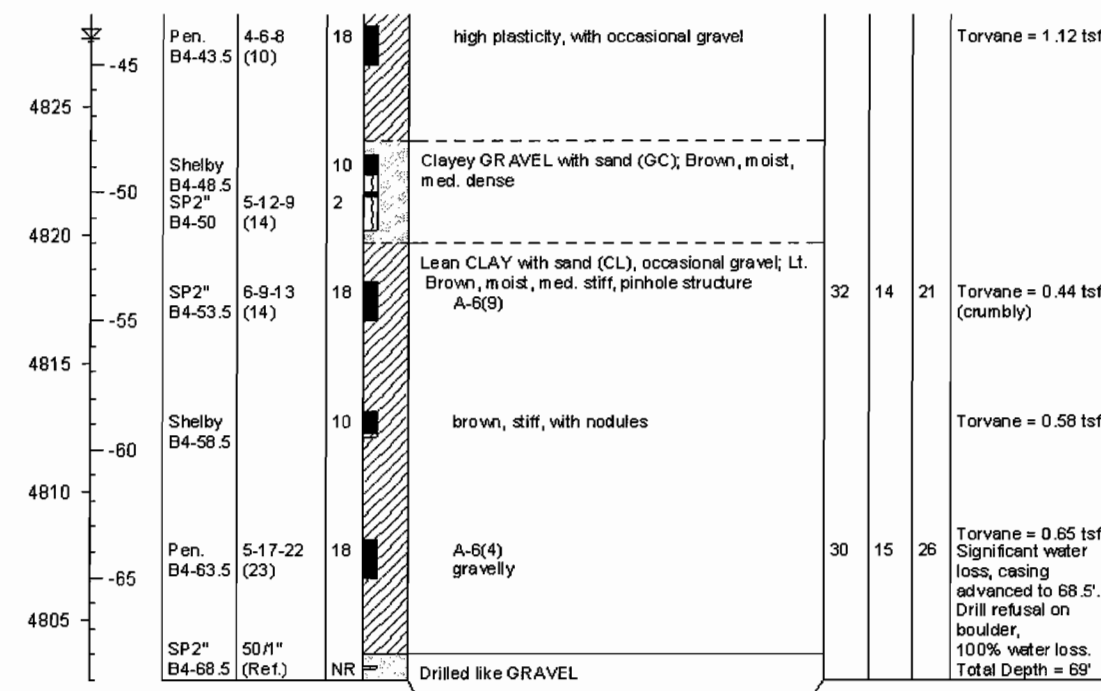
ELEV (ft)	DEPTH (ft)	SAMPLE TYPE AND NO.	SPT BLOWS/ft in. (N1)60	Recovery (ft)	Lithology	DESCRIPTION	LAB DATA			REMARKS
							LL (%)	PI (%)	MC (%)	



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- THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARIES BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.
- COBBLE - A ROCK WITH AN AVERAGE DIMENSION BETWEEN 3 INCHES AND 12 INCHES
- BOULDER - A ROCK WITH AN AVERAGE DIMENSION OF 12 INCHES OR GREATER

NOTE: DRILL RIG USED - CME 55
 HAMMER E=0.76



GEOTECHNICAL ENGINEER

UTAH DEPARTMENT OF TRANSPORTATION
 SALT LAKE CITY, UTAH
 GEOTECHNICAL DIVISION

APPROVAL RECORD: 7-23-07
 DESIGN: GAG 06/07
 CHECK: GAG 06/07
 APPROVED FOR USE: 7-23-07
 DATE: 7-23-07
 BY: UDOT

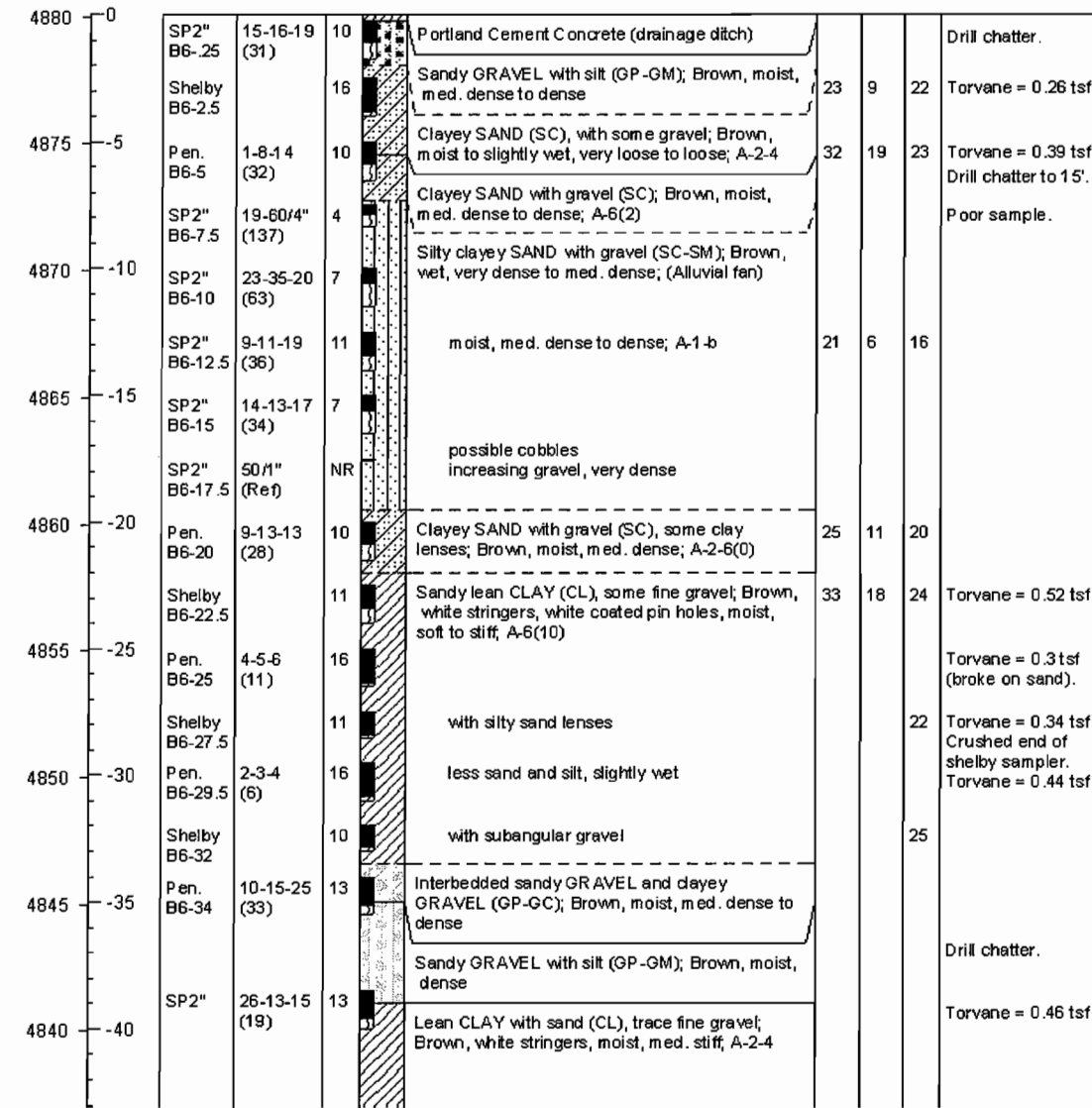
PROJECT NUMBER: F-1215(126)13
 SOIL DATA SHEET 4 OF 7
 4500 S. (SR-266) OVER I-215
 I-215:4500 SOUTH STRUCTURE

SALT LAKE COUNTY
 C-953
 DRG. NO.
 SHT. 6 OF 34

I-215, 4500 SOUTH STRUCTURE; BRIDGE REPLACEMENT (C-953)

PROJECT NO: F-1215(126)13 DRILLER: T. Kern & J. Bailey (RB&G) DATE BEGAN: 2-12-07
 BORING NO: B-6 DRILL EQUIP: CME 55; Automatic Hammer DATE FINISHED: 2-13-07
 NORTHING: 9974.149 DRILLING METHOD: Rotary Wash, NW Casing CONTRACTOR: RB&G Engineering
 EASTING: 10771.656 GWL DEPTH: No water table encountered FIELD GEOLOGIST: M Hansen & D Winterton
 GROUND SURFACE ELEVATION: 4880.1 GWL DATE/TIME: N/A CHECKED BY: G.A.G.

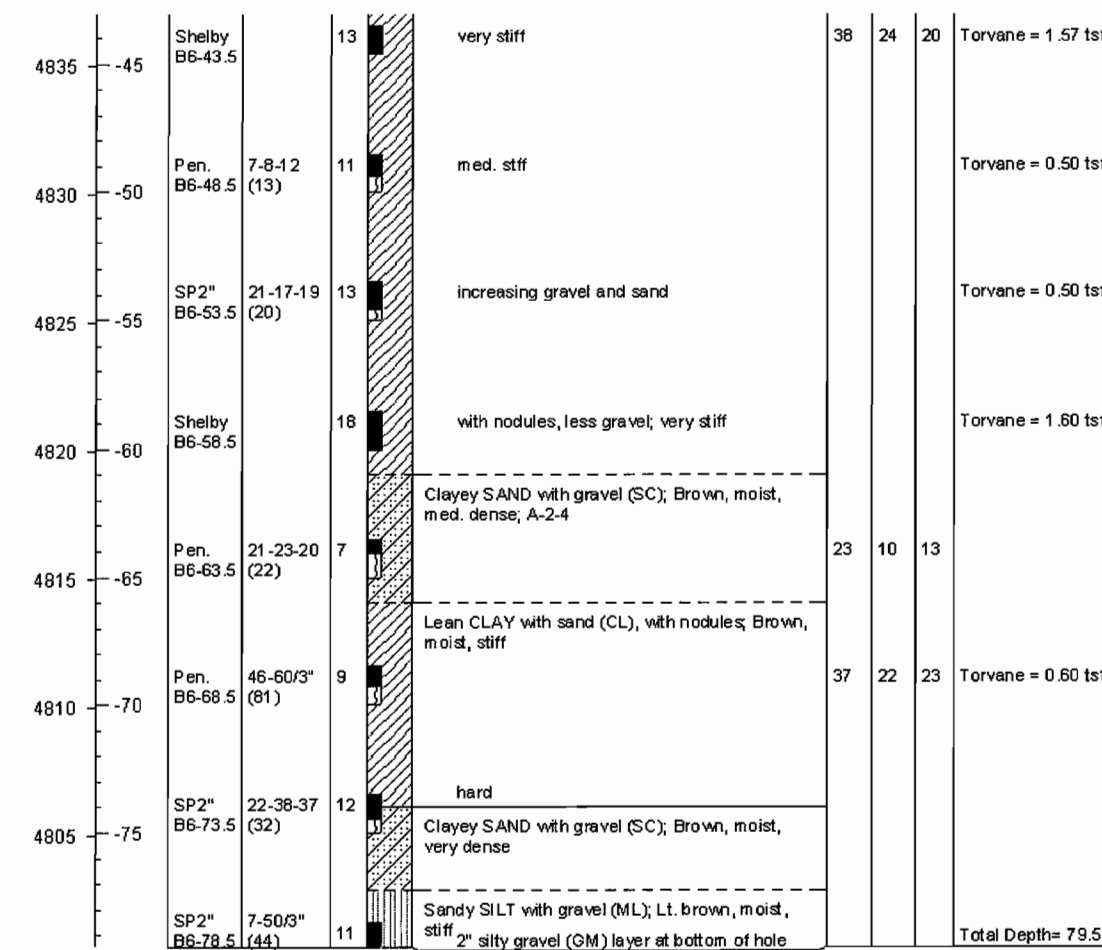
ELEV (ft)	DEPTH (ft)	SAMPLE TYPE AND NO.	SPT BLOWS/ 6 in. (N1)60	Recovery (in)	Lithology	DESCRIPTION	LAB DATA			REMARKS
							LL (%)	PI (%)	MC (%)	



I-215, 4500 SOUTH STRUCTURE; BRIDGE REPLACEMENT (C-953)

PROJECT NO: F-1215(126)13 DRILLER: T. Kern & J. Bailey (RB&G) DATE BEGAN: 2-12-07
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							LL (%)	PI (%)	MC (%)	



KEY TO BORING LOG

SYMBOLS
 LL - LIQUID LIMIT
 PI - PLASTICITY INDEX
 NP - NON-PLASTIC
 MC - NATURAL MOISTURE CONTENT (%)
 N - CORRECTED SPT BLOW COUNT (N-160)
 REF - REFUSAL (> 50 BLOWS PER 6")
 PEN - SPT SAMPLE
 SP2" - 2" DIAMETER SPT SAMPLE
 √ - GROUNDWATER TABLE
 A-2-6(1) - AASHTO CLASSIFICATION
 CL - USCS CLASSIFICATION
 NR - NO SAMPLE RECOVERY

RELATIVE DENSITY (NON-PLASTIC - SAND & SILT)

VERY LOOSE N<4; CS<10
 LOOSE N 4-10; CS 10-26
 MED DENSE N 10-30; CS 26-72
 DENSE N 30-50; CS 72-104
 VERY DENSE N>50; CS>104

CONSISTENCY (PLASTIC - SILT & CLAY)

VERY SOFT N<2; CS<2
 SOFT N 2-4; CS 2-5
 MEDIUM STIFF N 4-8; CS 5-11
 STIFF N 8-15; CS 11-22
 VERY STIFF N 15-30; CS 22-60
 HARD N>30; CS>60

GENERAL NOTES

- THE SUBSURFACE EXPLORATIONS SHOWN WERE CONDUCTED BETWEEN 02-05-07 AND 03-12-07 BY THE GEOTECHNICAL DIVISION OF UDOT.
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NOTE: DRILL RIG USED - CME 55 HAMMER E=0.76



GEOTECHNICAL ENGINEER

UTAH DEPARTMENT OF TRANSPORTATION
 SALT LAKE CITY, UTAH
 GEOTECHNICAL DIVISION

APPROVAL 7-23-07
 DATE 7-23-07
 FOR USE BY UDOT

PROJECT NUMBER F-1215(126)13

SALT LAKE COUNTY
 C-953
 DRG. NO.

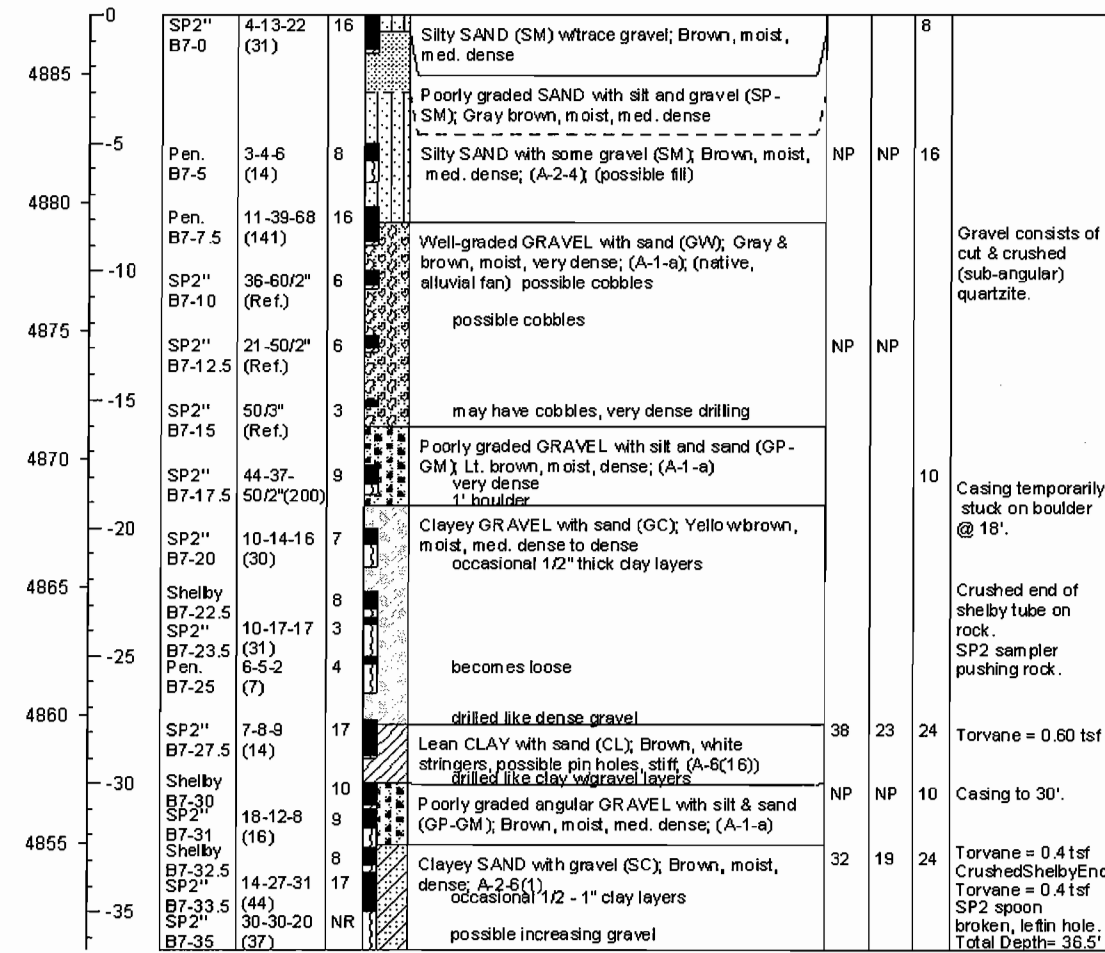
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I-215, 4500 SOUTH STRUCTURE; BRIDGE REPLACEMENT (C-953)

PROJECT NO: F-1215(126)13 DRILLER: T. Kern & J. Bailey (RB&G) DATE BEGAN: 3-9-07
 BORING NO: B-7 DRILL EQUIP: CME 55; Automatic Hammer DATE FINISHED: 3-12-07
 NORTHING: 10079.822 DRILLING METHOD: Rotary Wash, NW Casing CONTRACTOR: RB&G Engineering
 EASTING: 10740.033 GWL DEPTH: Dry FIELD GEOLOGIST: M. Hansen (RB&G)
 GROUND SURFACE ELEVATION: 4887.3 GWL DATE/TIME: 3-12-07 CHECKED BY: G.A.G.

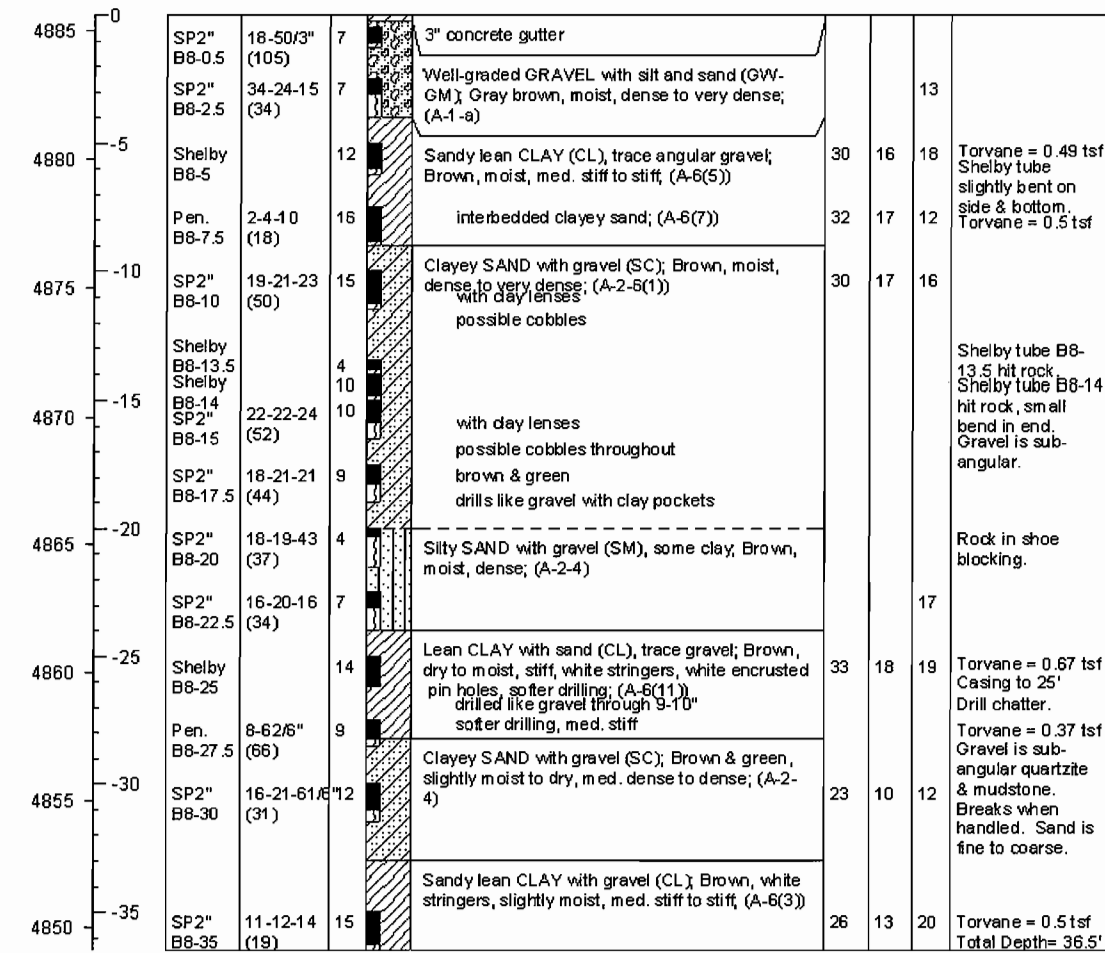
ELEV (ft)	DEPTH (ft)	SAMPLE TYPE AND NO.	SPT BLOWS/6 in. (N(1)80)	Recovery (ft)	Lithology	DESCRIPTION	LAB DATA			REMARKS
							LL (%)	PI (%)	MC (%)	



I-215, 4500 SOUTH STRUCTURE; BRIDGE REPLACEMENT (C-953)

PROJECT NO: F-1215(126)13 DRILLER: T. Kern & A. Went (RB&G) DATE BEGAN: 3-12-07
 BORING NO: B-8 DRILL EQUIP: CME 55; Automatic Hammer DATE FINISHED: 3-13-07
 NORTHING: 10115.718 DRILLING METHOD: Rotary Wash, NW Casing CONTRACTOR: RB&G Engineering
 EASTING: 10848.590 GWL DEPTH: Dry FIELD GEOLOGIST: M. Hansen (RB&G)
 GROUND SURFACE ELEVATION: 4885.6 GWL DATE/TIME: 3-13-07 CHECKED BY: G.A.G.

ELEV (ft)	DEPTH (ft)	SAMPLE TYPE AND NO.	SPT BLOWS/6 in. (N(1)80)	Recovery (ft)	Lithology	DESCRIPTION	LAB DATA			REMARKS
							LL (%)	PI (%)	MC (%)	



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NOTE: DRILL RIG USED - CME 55 HAMMER E=0.76



UTAH DEPARTMENT OF TRANSPORTATION
 SALT LAKE CITY, UTAH
 GEOTECHNICAL DIVISION

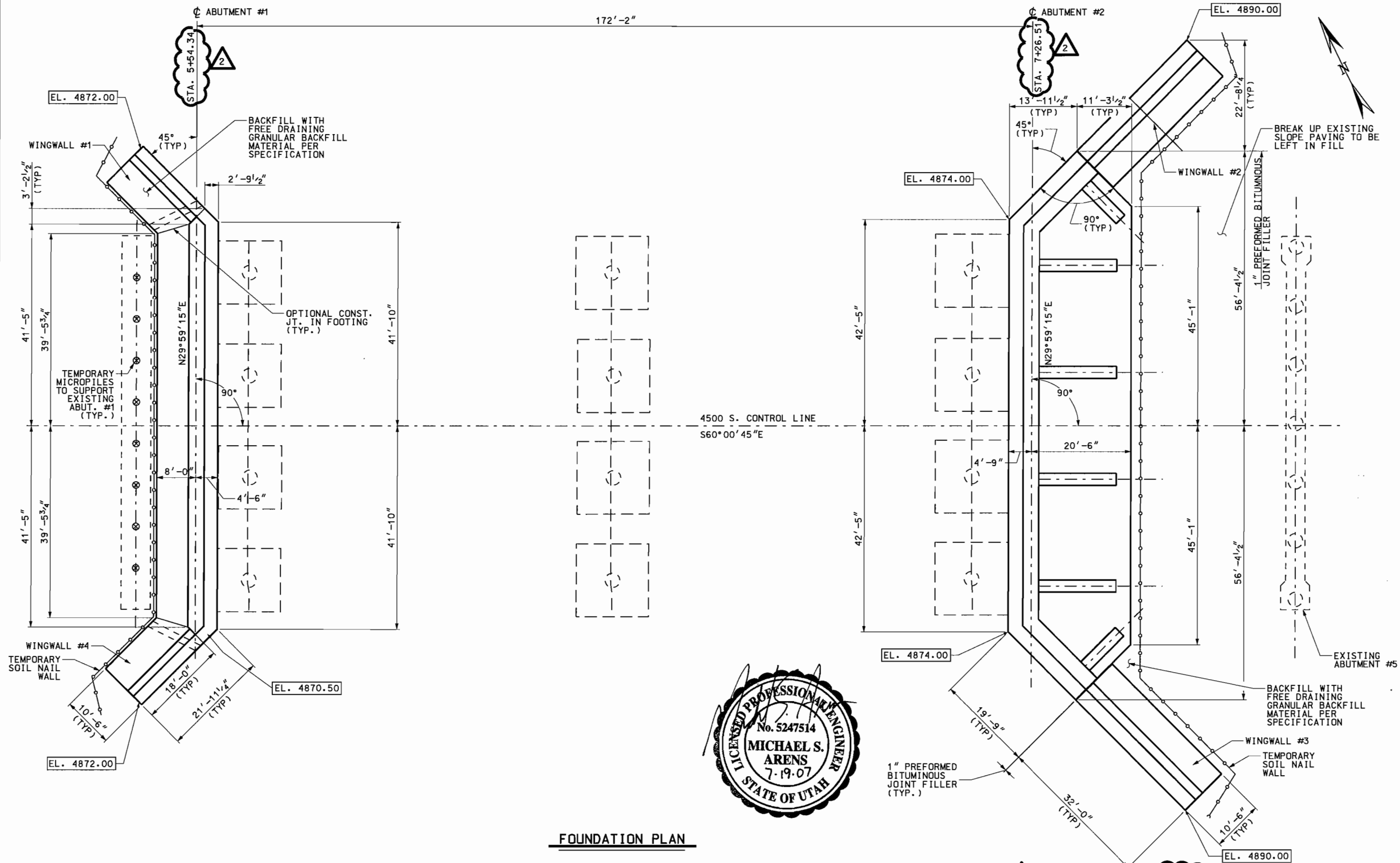
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 4500 S. (SR-266) OVER I-215
 SOIL DATA SHEET 7 OF 7
 PROJECT NUMBER F-1215(126)13

SALT LAKE COUNTY
 C-953
 DRG. NO.

SHT. 9 OF 34

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FOUNDATION PLAN

SOIL BEARING DATA					
LOCATION	SERVICE I APPLIED PRESSURE (KSF)*	SERVICE I BEARING RESISTANCE (KSF)	STRENGTH I APPLIED PRESSURE (KSF)*	STRENGTH I BEARING RESISTANCE (KSF)	MAX. ANTICIPATED SETTLEMENT (IN)**
ABUT. #1	4.68	4.75	6.65	6.75	1.75
ABUT. #2	6.47	7.25	9.06	15.00	2.00

* APPLIED PRESSURE IS SOIL LOADING IN ADDITION TO THE SOIL LOAD ALREADY IN PLACE.
 ** GEOTECH REPORT STATES MOST OF THE SETTLEMENTS ARE ANTICIPATED TO OCCUR DURING CONSTRUCTION.

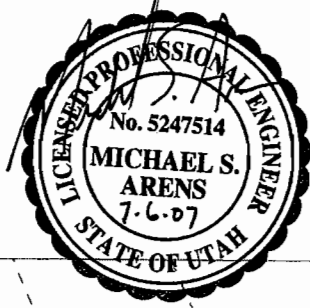
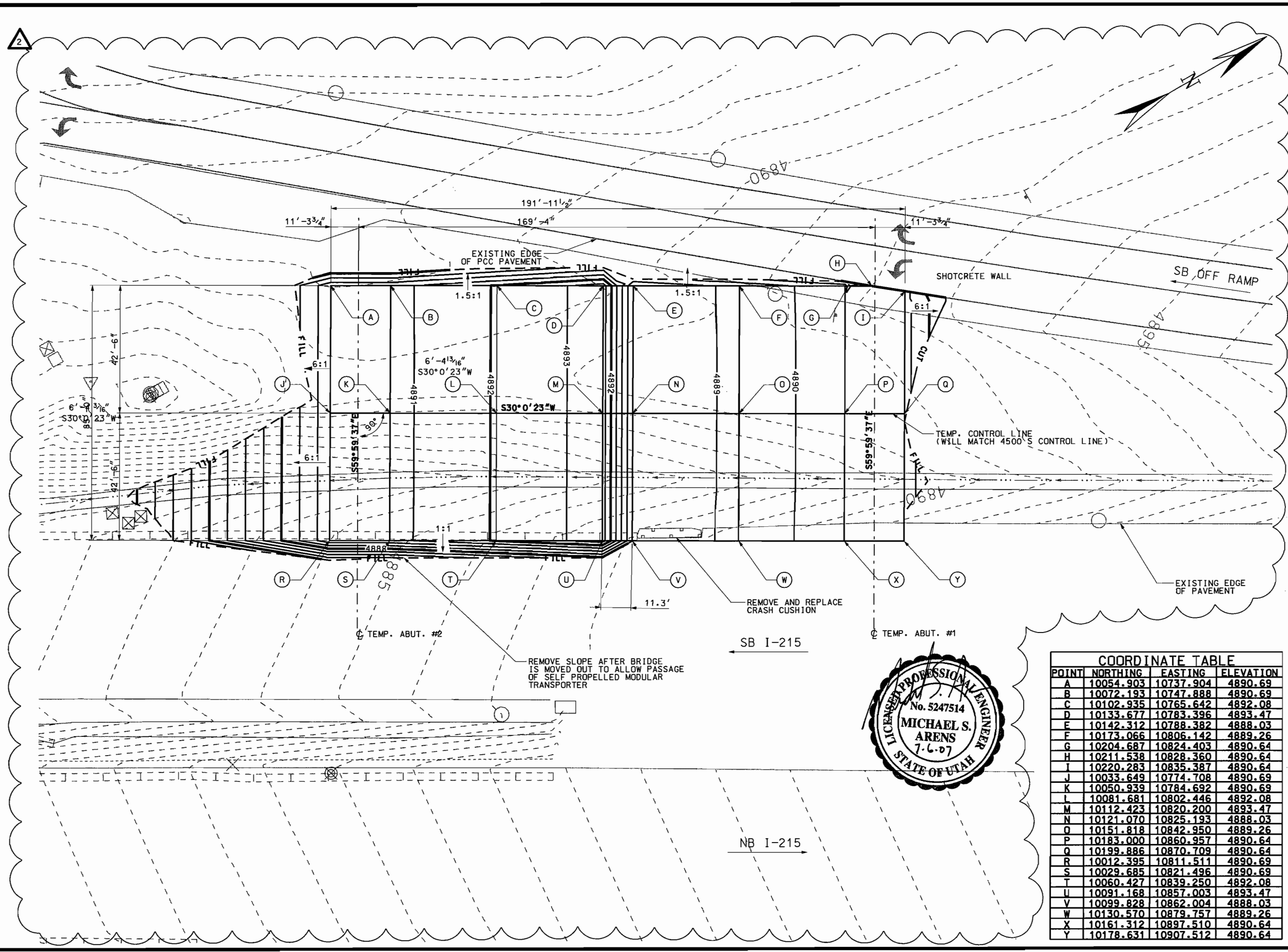


QUANTITIES (PHASE I)	
GRANULAR BACKFILL BORROW	
ABUT. #1	105 CY
ABUT. #2	230 CY
FREE DRAINING GRANULAR BACKFILL	
ABUT. #1	1845 TON
ABUT. #2	9795 TON

- NOTES**
- CONSTRUCT ABUTMENT #1 AND #2 WHILE EXISTING BRIDGE IS IN SERVICE. TEMPORARY SOIL NAIL WALLS AND MICROPILES WILL BE REQUIRED TO RETAIN SLOPE UNDER EXISTING ABUTMENTS.
 - OVEREXCAVATE 2' BELOW BOTTOM OF ABUTMENT AND WINGWALL FOOTING ELEVATION AND REPLACE WITH GRANULAR BACKFILL BORROW. MATCH LIMITS OF GRANULAR BACKFILL BORROW TO FOOTING PLAN DIMENSIONS.
 - ALL BOTTOM OF FOOTING ELEVATIONS ARE ENCLOSED IN RECTANGLES. EXAMPLES: EL. XXXX.XX

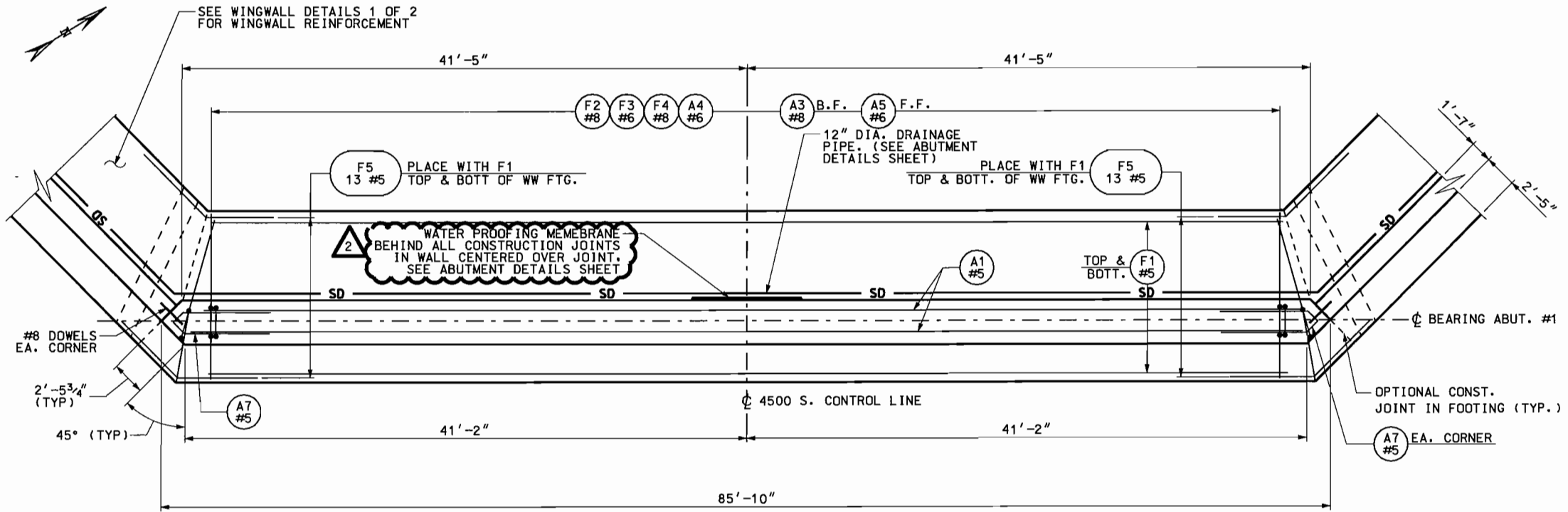
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PREPARED BY: MICHAEL BAKER JR.		DESIGN: JWK 4/07 CHECK: MSA 4/07	APPROVAL FOR USE: [Signature] 7-17-07 DATE
PROJECT NUMBER F-1215(126)13		DRAWN: AA 4/07 CHECK: MSA 4/07	APPROVAL FOR USE: [Signature] 7-17-07 DATE
I-215:4500 SOUTH STRUCTURE 4500 S.(SR-266) OVER I-215 FOUNDATION PLAN		QUANT.: JWK 4/07 CHECK: MSA 4/07	REVISIONS
SALT LAKE COUNTY		NO.	REMARKS
C-953 DRG. NO.		DATE	
SHT. 10 OF 34			

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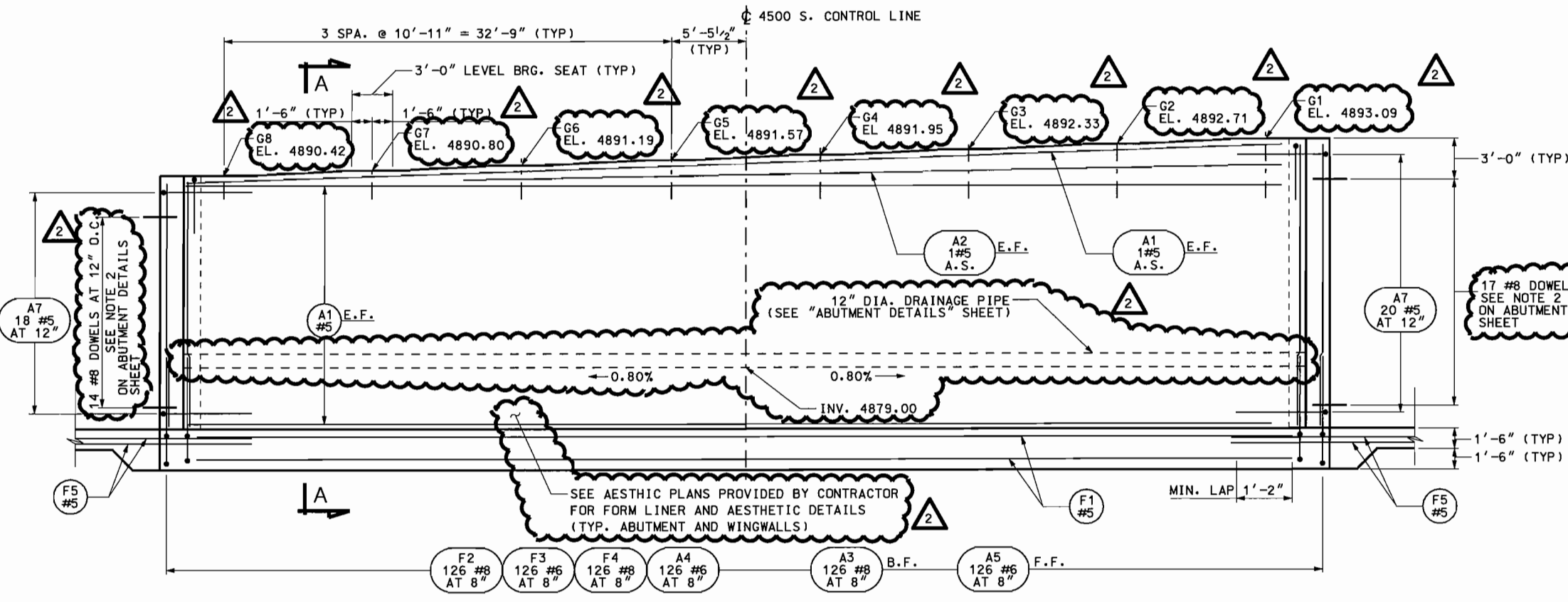


COORDINATE TABLE			
POINT	NORTHING	EASTING	ELEVATION
A	10054.903	10737.904	4890.69
B	10072.193	10747.888	4890.69
C	10102.935	10765.642	4892.08
D	10133.677	10783.396	4893.47
E	10142.312	10788.382	4888.03
F	10173.066	10806.142	4889.26
G	10204.687	10824.403	4890.64
H	10211.538	10828.360	4890.64
I	10220.283	10835.387	4890.64
J	10033.649	10774.708	4890.69
K	10050.939	10784.692	4890.69
L	10081.681	10802.446	4892.08
M	10112.423	10820.200	4893.47
N	10121.070	10825.193	4888.03
O	10151.818	10842.950	4889.26
P	10183.000	10860.957	4890.64
Q	10199.886	10870.709	4890.64
R	10012.395	10811.511	4890.69
S	10029.685	10821.496	4890.69
T	10060.427	10839.250	4892.08
U	10091.168	10857.003	4893.47
V	10099.828	10862.004	4888.03
W	10130.570	10879.757	4889.26
X	10161.312	10897.510	4890.64
Y	10178.631	10907.512	4890.64

UTAH DEPARTMENT OF TRANSPORTATION SALT LAKE CITY, UTAH STRUCTURES DIVISION		PREPARED BY: MICHAEL BAKER JR.
APPROVAL FOR USE BY UDOT DATE: 7-19-07	REVISIONS	CHECK
APPROVED FOR UDOT BY: [Signature]	NO.	DATE
DESIGN: SCB 04/07	1	04/30/07
CHECK: BDM 04/07	2	6/1/07
SENIOR DESIGN ENGR. [Signature]	MSA POST EARLY RELEASE REVISIONS	
DOT PROJECT NO. F-1215(126)13	MSA EARLY RELEASE PACKAGE	
PROJECT NUMBER	REMARKS	
SALT LAKE COUNTY	DRG. NO. C-953	
SHT. 11	OF 34	



ABUTMENT #1 - PLAN



ABUTMENT #1 - ELEVATION

LEGEND

- A.S. AS SHOWN
- F.F. FRONT FACE
- B.F. BACK FACE
- E.S. EQUAL SPACES
- E.F. EACH FACE

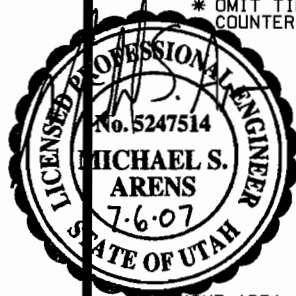
NOTES

1. SEE ABUTMENT DETAILS FOR SECTION A-A AND NOTES.
2. FINISH BEARING SEAT AREA HIGH & RUB OR GRIND LEVEL TO ELEVATION SHOWN. VERIFY AND MATCH BRG. SEAT ELEVATION DIFFERENCES FROM TEMPORARY ABUTMENTS TO PERMANENT ABUTMENTS.

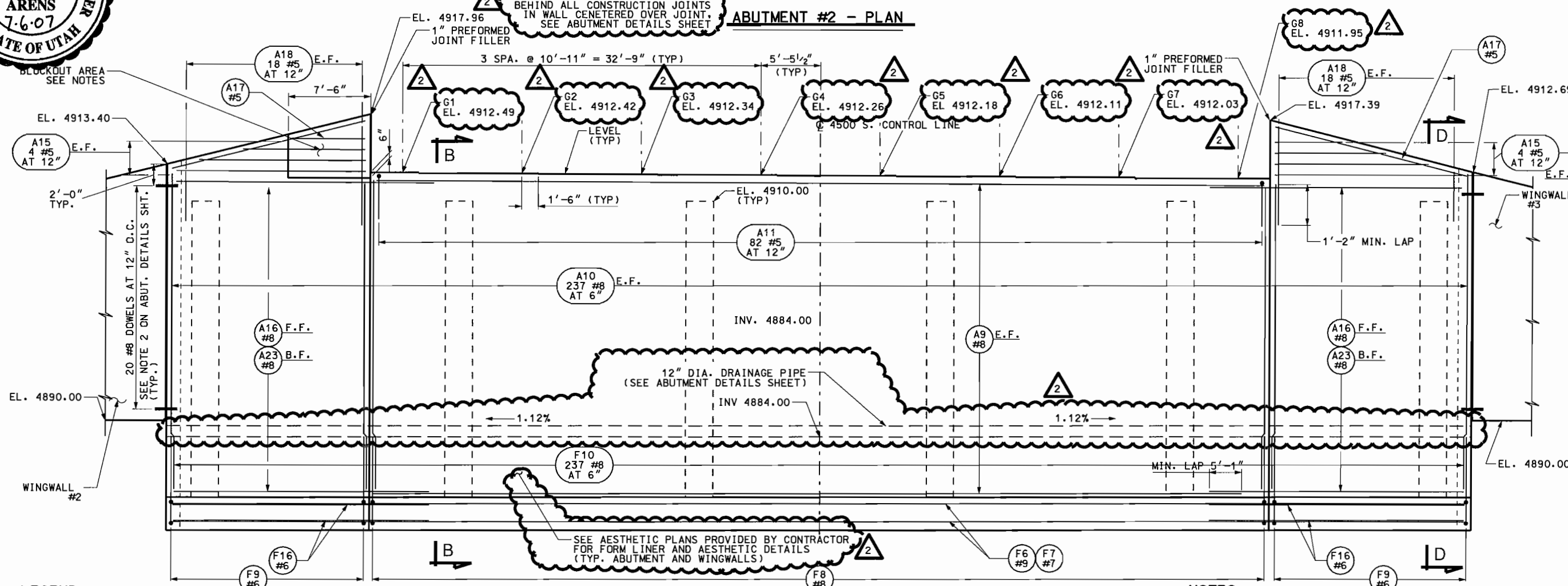
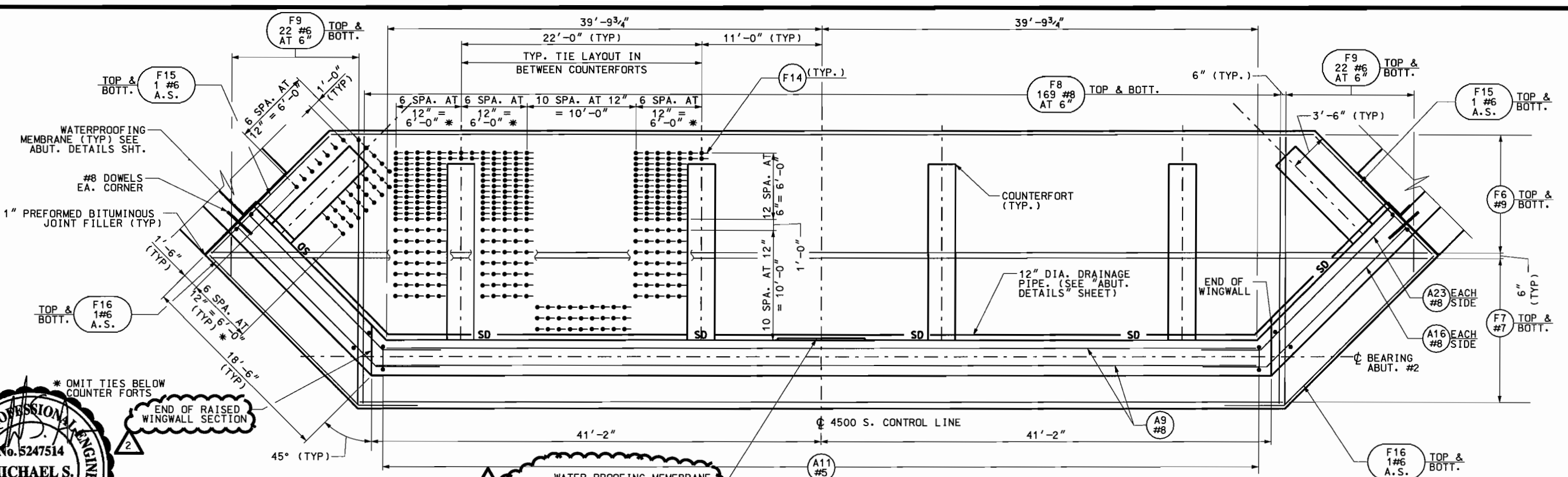


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UTAH DEPARTMENT OF TRANSPORTATION		PREPARED BY:		MICHAEL BAKER JR.	
SALT LAKE CITY, UTAH		DESIGN		JWK 4/01	
STRUCTURES DIVISION		CHECK		DAP 4/01	
ABUTMENT 1 OF 2		DRAWN		AA 4/01	
PROJECT NUMBER		DATE		04/30/07	
F-1215(126)13		NO.		1	
		DATE		04/30/07	
		BY		MSA	
		REVISIONS		MSA POST EARLY RELEASE PACKAGE REVISIONS	
				MSA EARLY RELEASE PACKAGE	
SALT LAKE COUNTY		C-953		DRG. NO.	
SHT. 12		OF 34			



DGN: E:\proj\1102888-1-215-4820_S_Structure\Sheet_E\1102888-1-215-4820-13_AbutPlan_2.dgn
 05-JUL-2007



LEGEND

A.S.	AS SHOWN
F.F.	FRONT FACE
B.F.	BACK FACE
E.S.	EQUAL SPACES
E.F.	EACH FACE

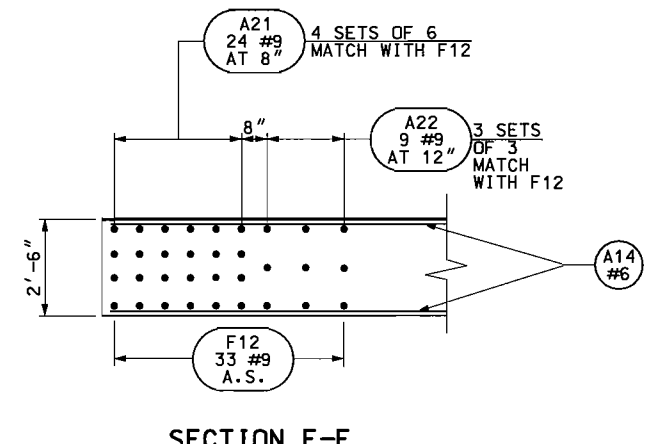
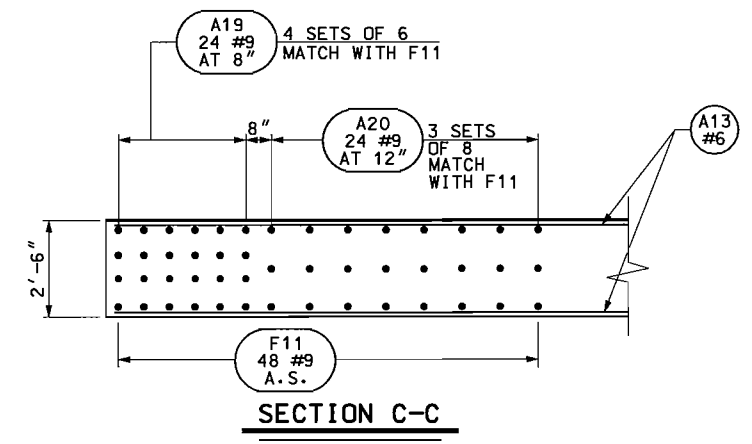
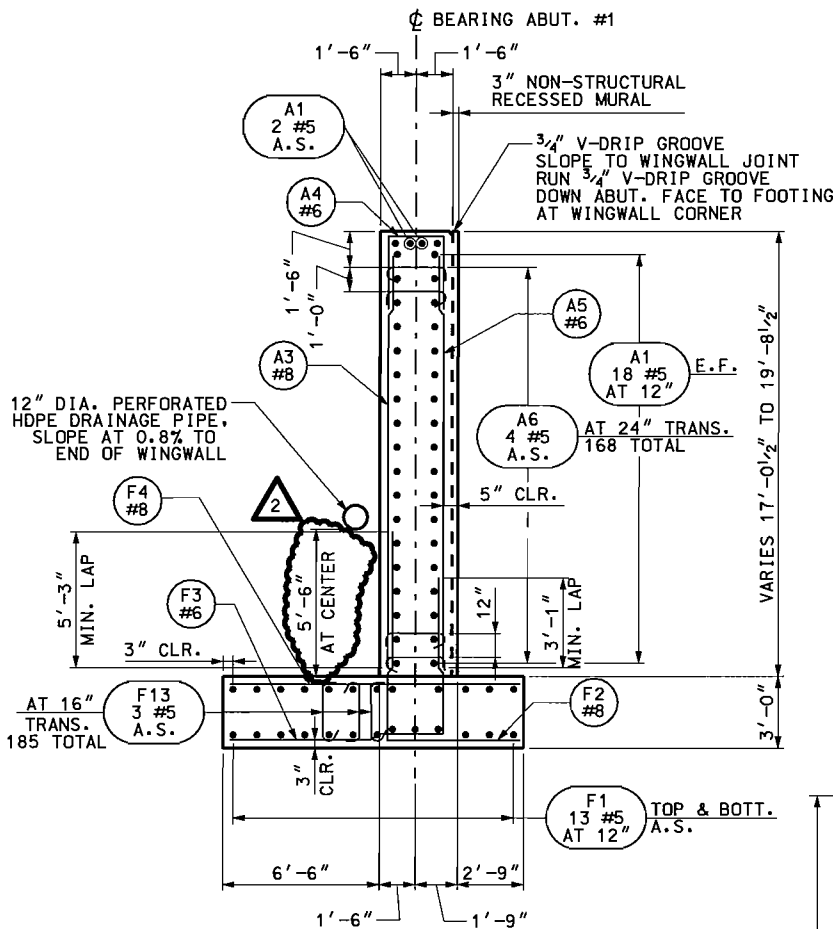
ABUTMENT #2 - ELEVATION

QUANTITIES STRUCTURAL CONCRETE (PHASE I)

ABUT. #2	920 CY
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- NOTES**
- SEE ABUT. DETAILS SHEET FOR NOTES, SECTION B-B AND D-D AND ADDITIONAL DETAILS.
 - FINISH BEARING SEAT AREA HIGH & RUB OR GRIND LEVEL TO ELEVATION SHOWN. VERIFY AND MATCH BRG. SEAT ELEVATION DIFFERENCES FROM TEMPORARY ABUTMENTS TO PERMANENT ABUTMENTS.

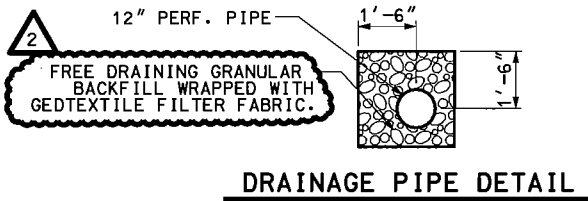
UTAH DEPARTMENT OF TRANSPORTATION SALT LAKE CITY, UTAH STRUCTURES DIVISION		PREPARED BY: MICHAEL BAKER JR.
I-215: 4500 SOUTH STRUCTURE 4500 S. (SR-266) OVER I-215 ABUTMENT 2 OF 2	CHECK DAP 4/07 CHECK MSA 4/07 CHECK MSA 4/07 CHECK MSA 4/07	MSA POST EARLY RELEASE PACKAGE REVISIONS MSA EARLY RELEASE PACKAGE DATE BY NO.
PROJECT NUMBER: F-I215(126)13		SHEET: SHT. 13 OF 34



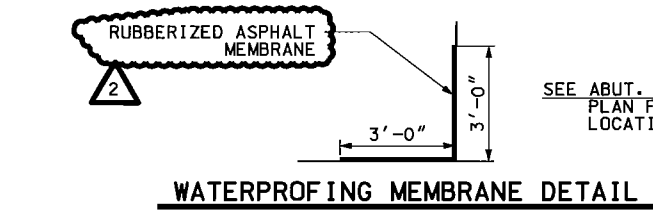
SECTION A-A
(ABUT. #1)

SECTION C-C

SECTION E-E



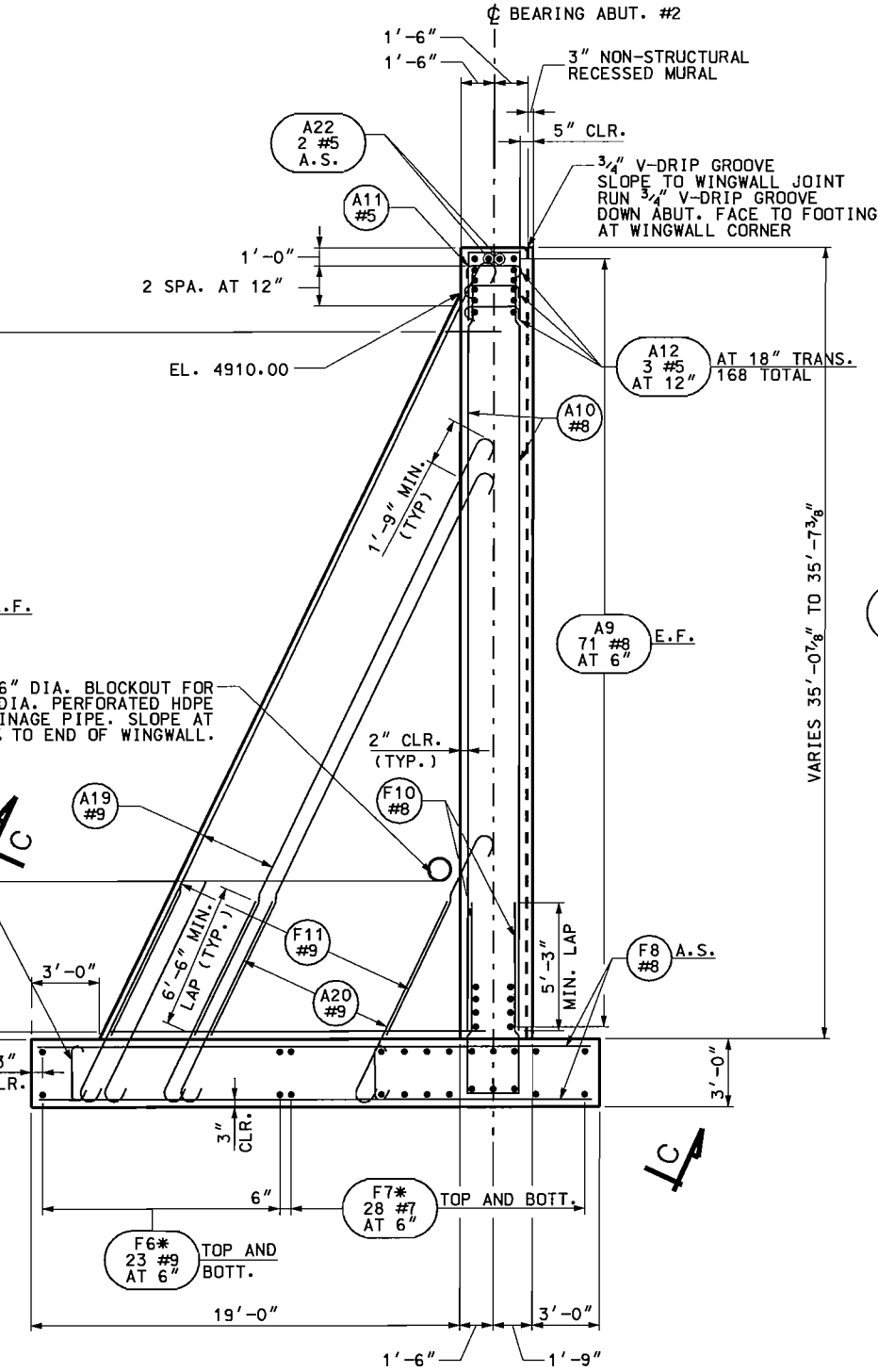
DRAINAGE PIPE DETAIL



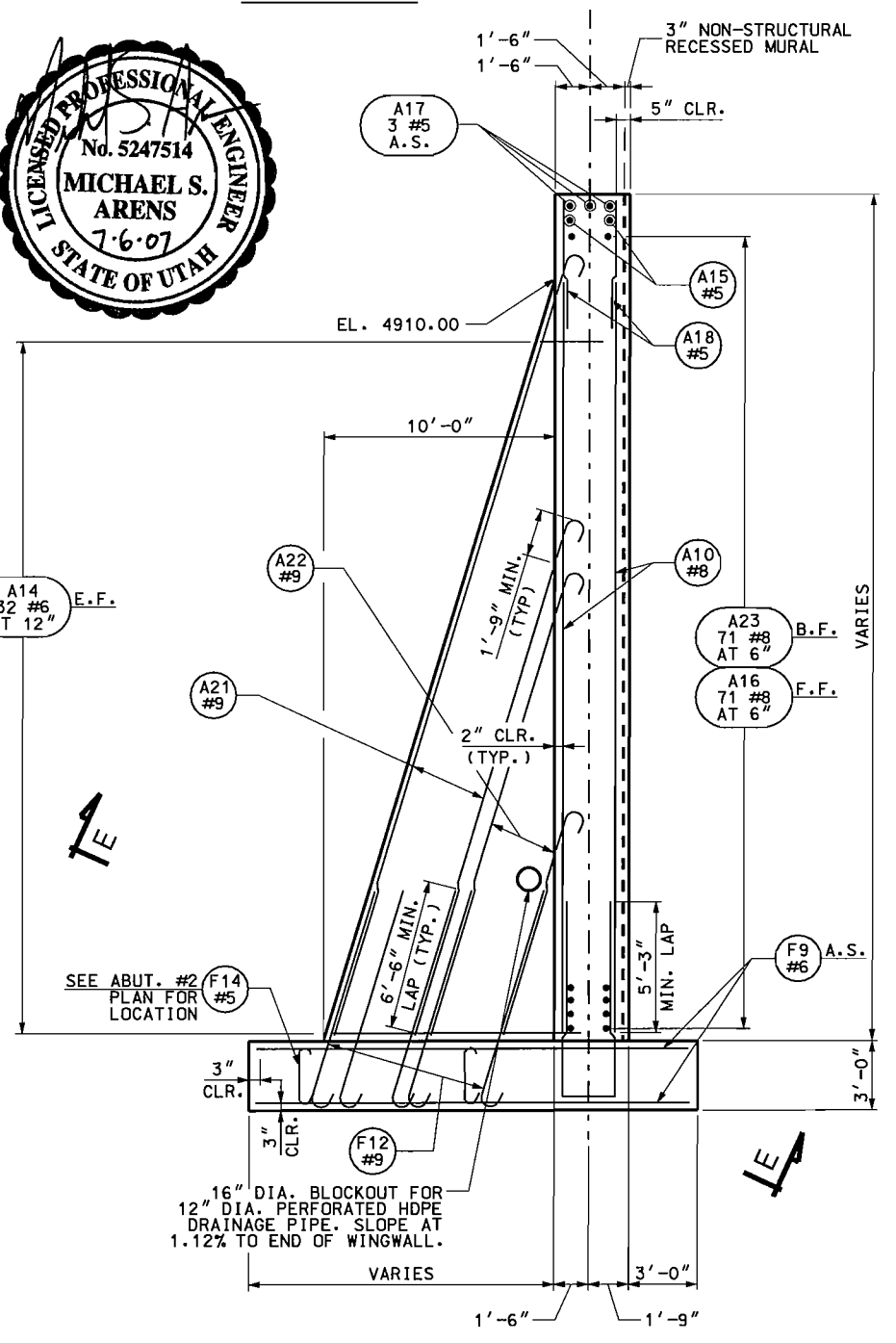
WATERPROOFING MEMBRANE DETAIL

NOTES

- SEE WINGWALL DETAILS FOR WINGWALL REINFORCEMENT.
- USE 30" DOWEL WITH PLASTIC SLEEVE COVERING IN ABUT. GREASE AND PROVIDE 1/2" GAP TO ALLOW HORIZONTAL MOVEMENT. CENTER ACROSS JOINT.
- PAYMENT FOR DRAINAGE PIPE INCLUDED IN CONCRETE QNTY.
- PAYMENT FOR WATERPROOF MEMBRANE INCLUDED IN CONCRETE QNTY.
- PROVIDE 3/4" VERTICAL CONTRACTION JOINTS AT 30' MAX. SPAC. INTEGRATE WITH MURAL.
- AT NORTH SIDE OF ABUT. #2 STOP CONCRETE PLACEMENT 6" BELOW EXTERIOR GIRDER BEARING SEAT ELEVATION. BEND A18 BARS HORIZONTALLY TO ALLOW CLEARANCE FOR SUPERSTRUCTURE TRANSPORT. FINISH ABUTMENT AFTER SUPERSTRUCTURE IS IN PLACE.
- SEE DIAPHRAGM DETAILS SHEET FOR SEISMIC SHEAR KEY, NEOPRENE SPONGE AND BUTYL RUBBER SHEETING DETAILS.



SECTION B-B
(ABUT #2)



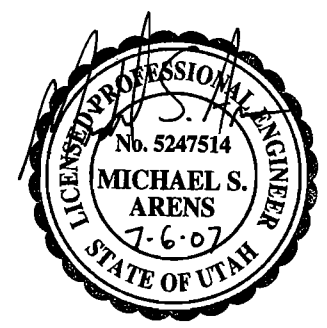
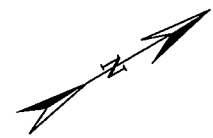
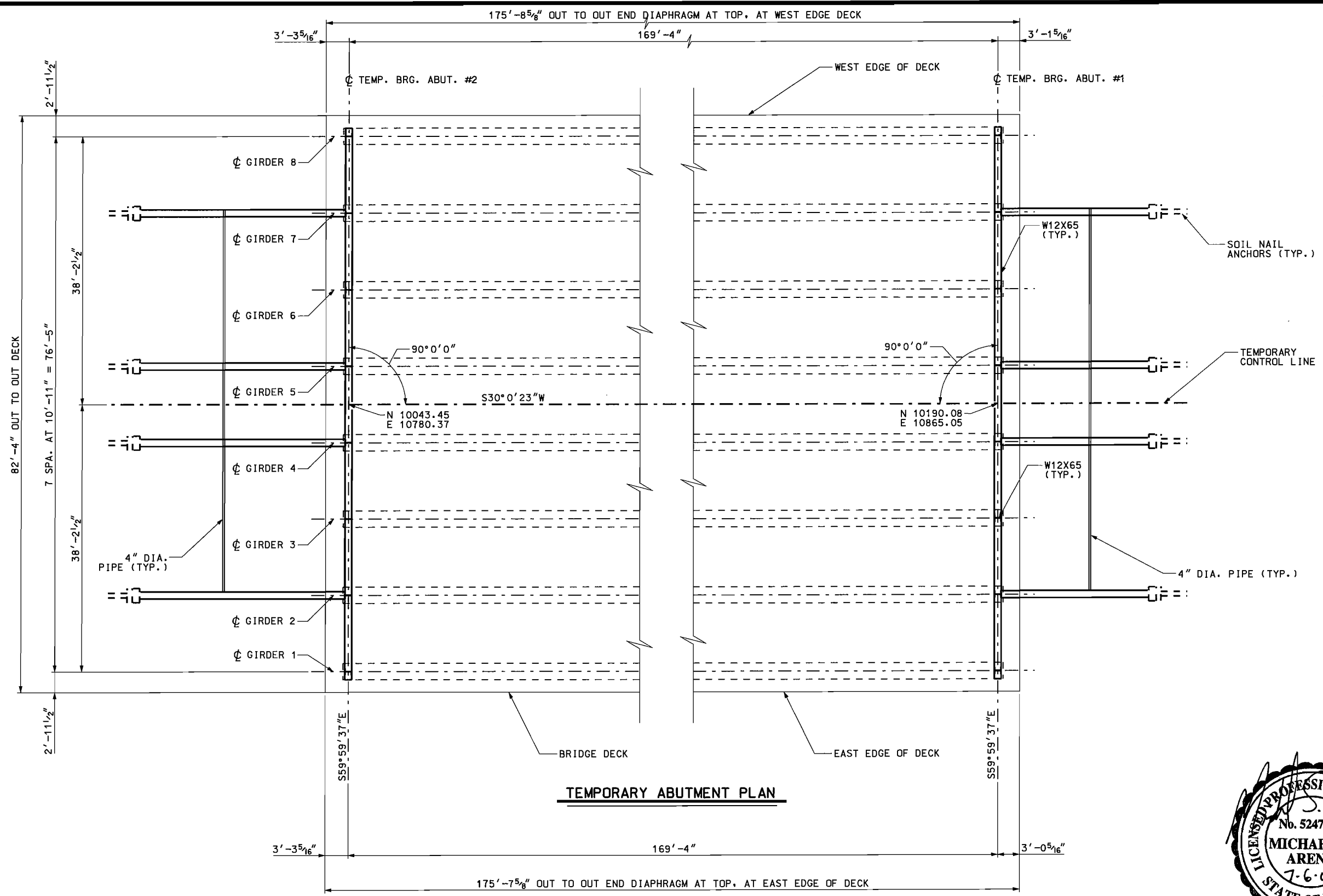
SECTION D-D
(ABUT #2)

* SPLICE TOP BARS AT CENTER SPAN OF FOOTING IN BETWEEN COUNTERFORTS (2 SPLICES REQ'D). SPLICE BOTTOM BARS BELOW COUNTERFORTS (2 SPLICES REQ'D).

NOTE: BARS NOT CALLED OUT SIMILAR TO SECTION B-B. FOOTING BARS NOT SHOWN FOR CLARITY

UTAH DEPARTMENT OF TRANSPORTATION		DESIGN J.W.K. 4/07	CHECK D.A.P. 4/07	2	6/22/07	MSA	POST EARLY RELEASE PACKAGE REVISIONS
SALT LAKE CITY, UTAH		DATE 7-19-07	APPROVAL RECORD: 7-19-07	1	04/30/07	MSA	EARLY RELEASE PACKAGE
STRUCTURES DIVISION		DATE 7-20-07	FOR USE BY UDOT				REVISIONS
PROJECT NUMBER		F-1215(126)13					
I-215:4500 SOUTH STRUCTURE		ABUTMENT DETAILS					
4500 S. (SR-266) OVER I-215		PREPARED BY: MICHAEL BAKER JR.					
SALT LAKE COUNTY		C-953					
DRG. NO.		SHT. 14		OF 34			

DGN: Files\Projects\Structures\4732_C-953-17_TempAbut_1 of 2.dgn 05-JUL-2007

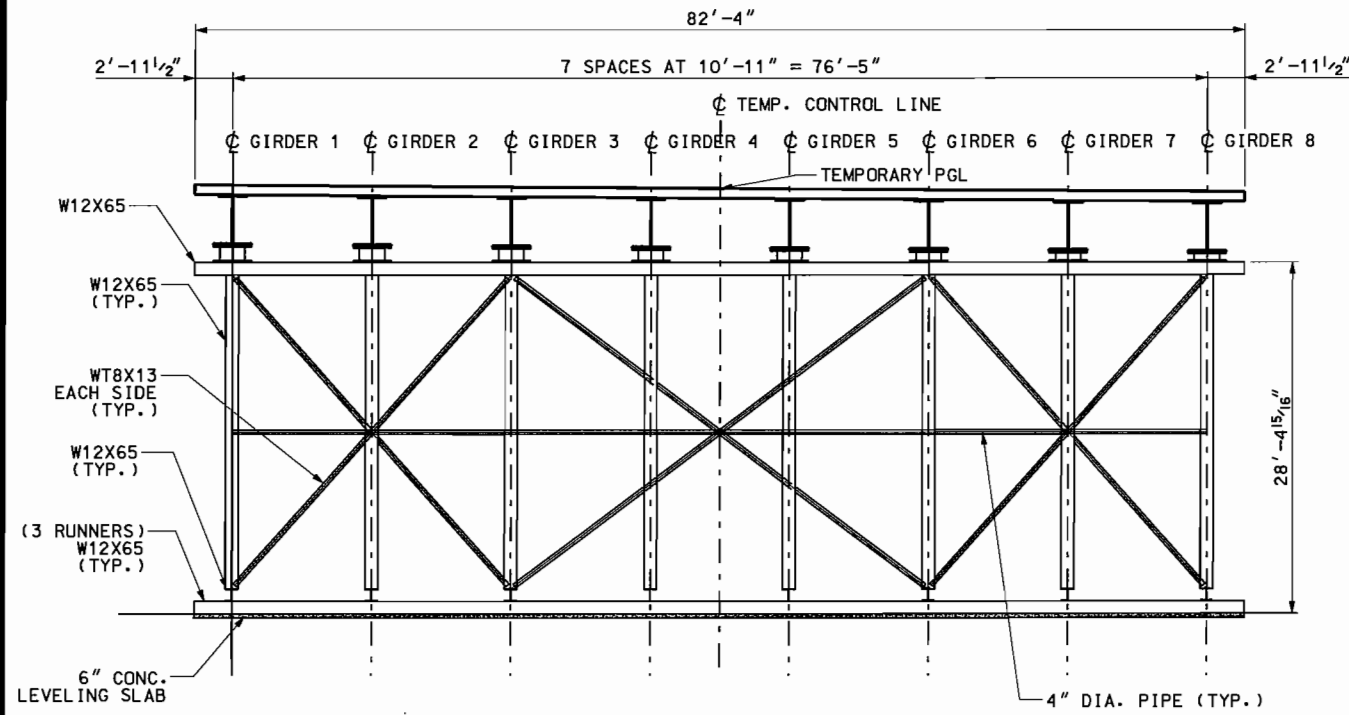


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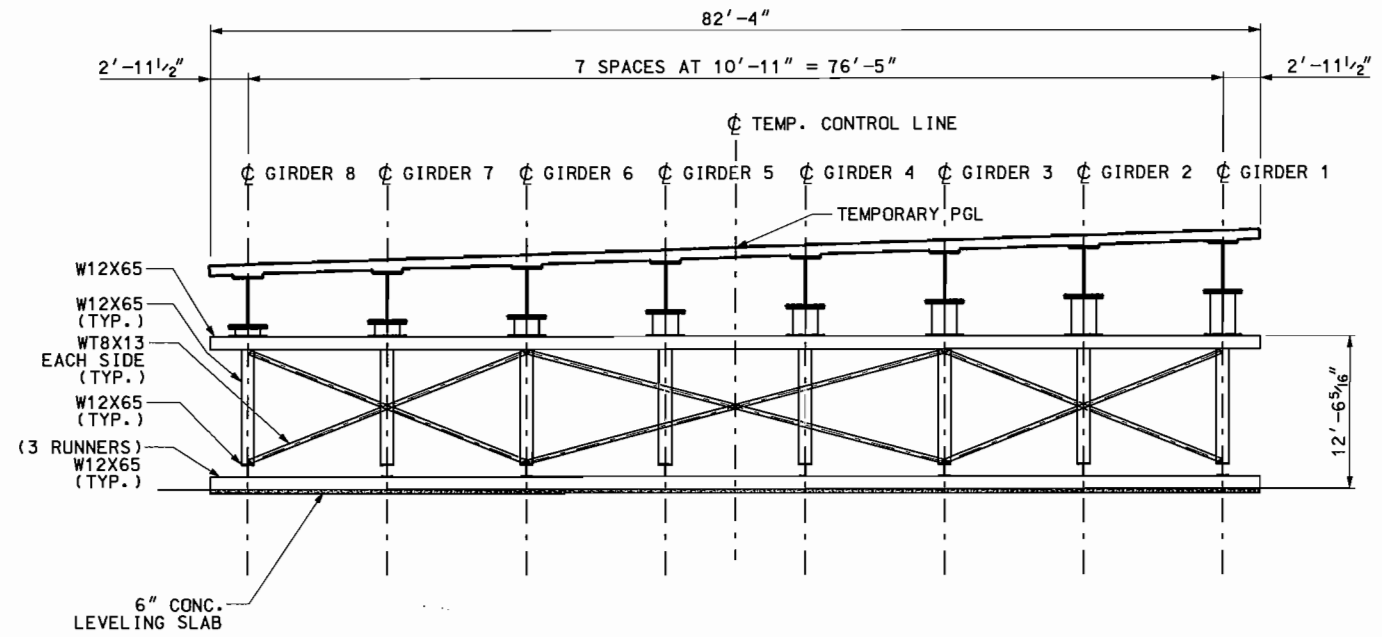
1. TEMPORARY ABUTMENT PLANS ARE CONCEPTUAL. CONTRACTOR TO PROVIDE FINAL SHOP DRAWINGS FOR APPROVAL.
2. DESIGN PER AASHTO DIVISION II SECTION 3.

I-215:4500 SOUTH STRUCTURE 4500 S. (SR-266) OVER I-215 TEMPORARY ABUT. 1 OF 2	UTAH DEPARTMENT OF TRANSPORTATION SALT LAKE CITY, UTAH STRUCTURES DIVISION	PREPARED BY: MICHAEL BAKER JR. INC.	DESIGN: RLW 4/07	CHECK: MSA 4/07	DATE: 4/07
	APPROVAL: RECOMM. DATE: 7-19-07	APPROVED FOR USE: BY: UDOT	QUANT.:	NO.:	DATE:
PROJECT NUMBER: F-1215(126)13					
SALT LAKE COUNTY					
C-953					
DRG. NO.					
SHT. 17	OF 34				

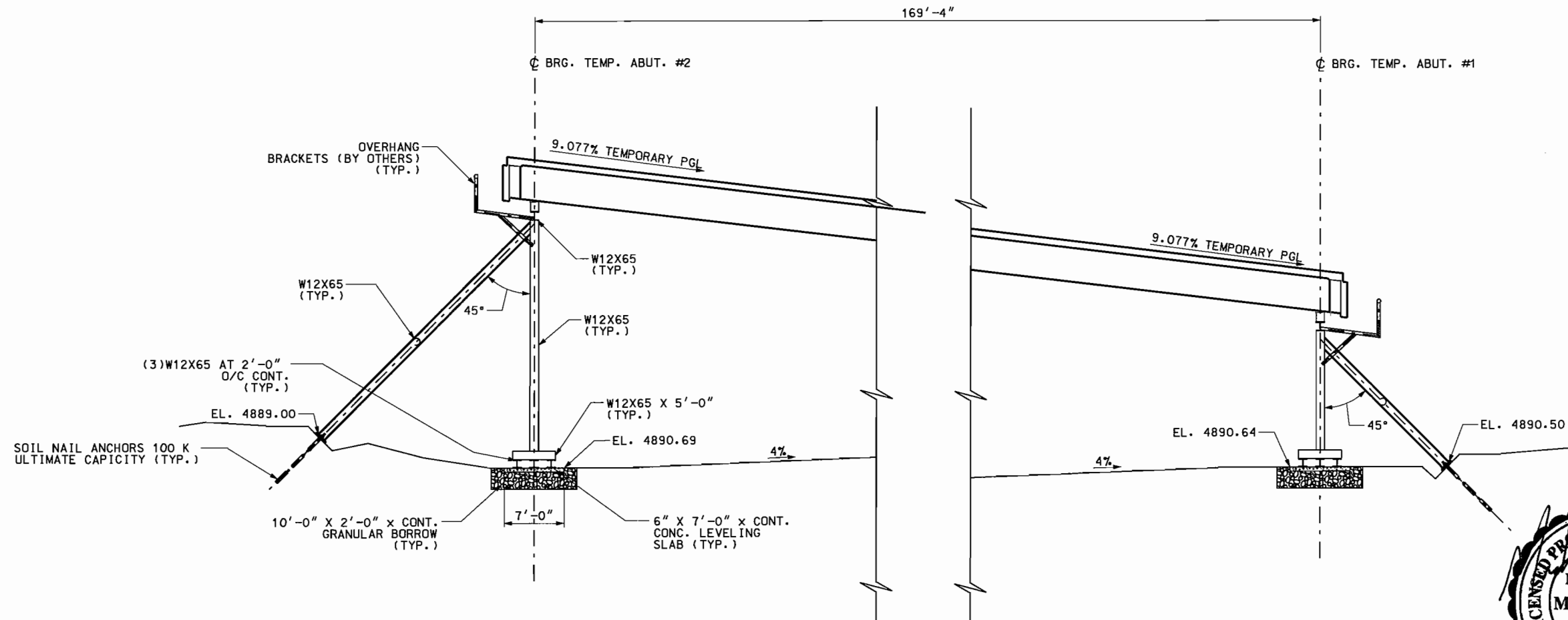
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SOUTH SUPPORT ELEVATION
(ABUT. #2, LOOKING SOUTH)



NORTH SUPPORT ELEVATION
(ABUT. #1, LOOKING NORTH)



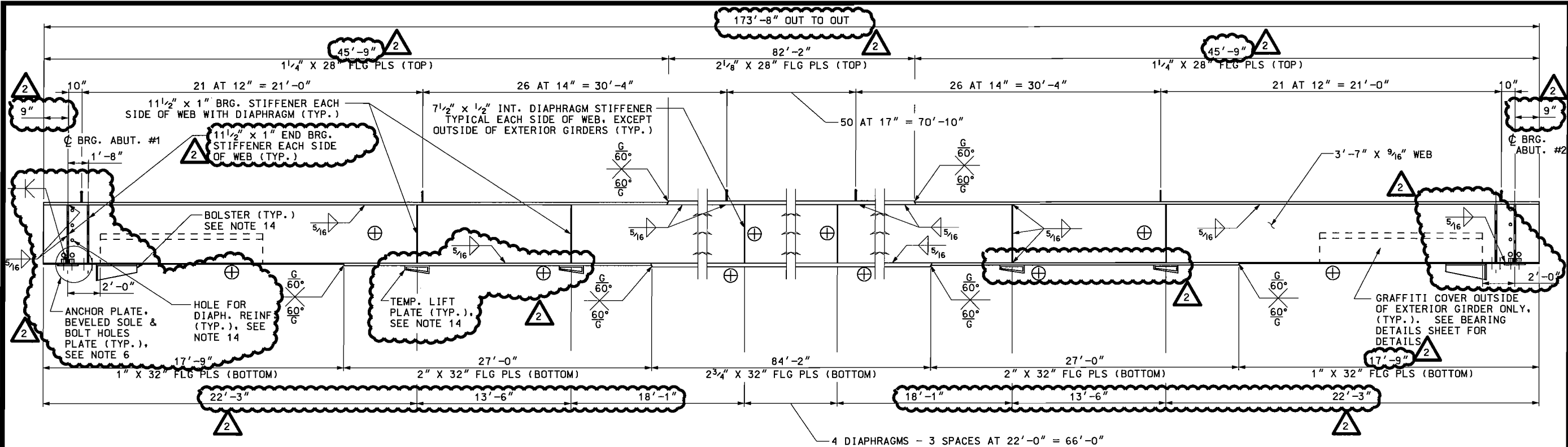
TEMPORARY ABUTMENT ELEVATION



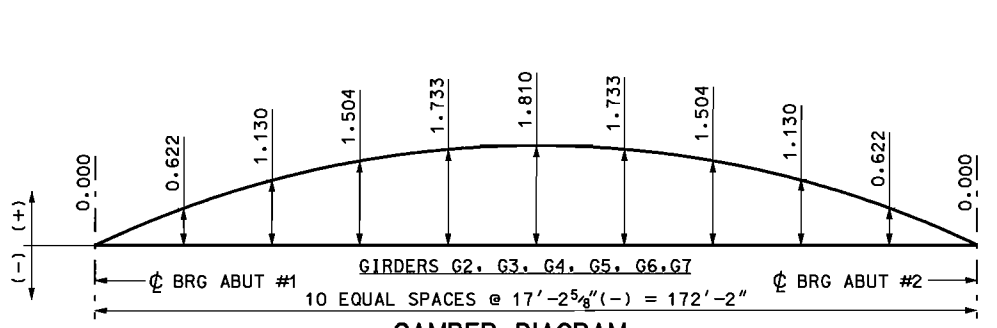
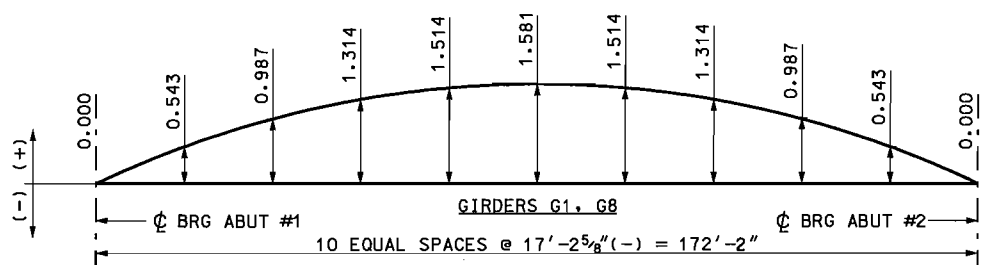
UTAH DEPARTMENT OF TRANSPORTATION SALT LAKE CITY, UTAH STRUCTURES DIVISION		DESIGN R.L.W. 4/07	CHECK MSA 4/07	DATE 06/22/07	BY MSA	REVISIONS
I-215:4500 SOUTH STRUCTURE 4500 S. (SR-266) OVER I-215 TEMPORARY ABUT. 2 OF 2		DRWN AA 4/07	CHECK MSA 4/07	DATE 04/30/07	BY MSA	POST EARLY RELEASE PACKAGE REVISION
PROJECT NUMBER F-1215(126)13		APPROVAL RECORD 7-19-07	DATE 7-19-07	BY Michael S. Arens	DATE 7-19-07	EARLY RELEASE PACKAGE
SALT LAKE COUNTY		APPROVED FOR USE BY JUDT		DATE 7-20-07	BY Michael S. Arens	REVISIONS
C-953 DRG. NO.		APPROVED FOR USE BY JUDT		DATE 7-20-07	BY Michael S. Arens	REVISIONS
SHT. 18 OF 34		APPROVED FOR USE BY JUDT		DATE 7-20-07	BY Michael S. Arens	REVISIONS

PREPARED BY:
MICHAEL BAKER JR. INC.

03-JUL-2007 DGN File Path: \\102308.L-215.4509.S.Structure\Share\Files\Structures\4782.C-953-19.Girder.Dwg

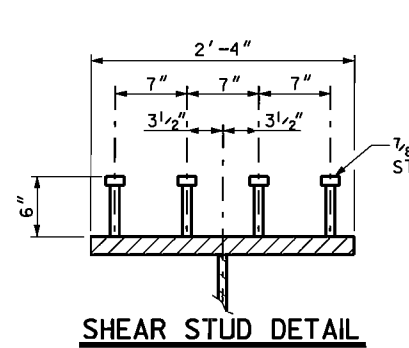


GIRDER ELEVATION

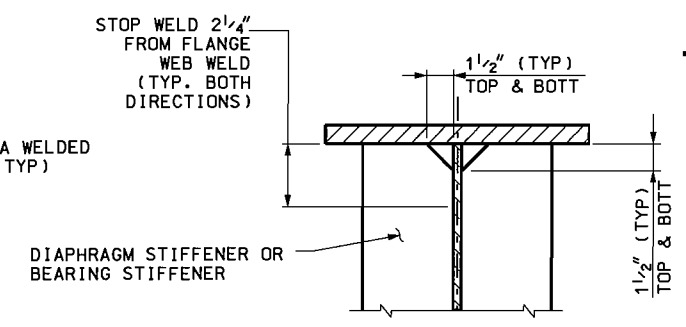


CAMBER DIAGRAM

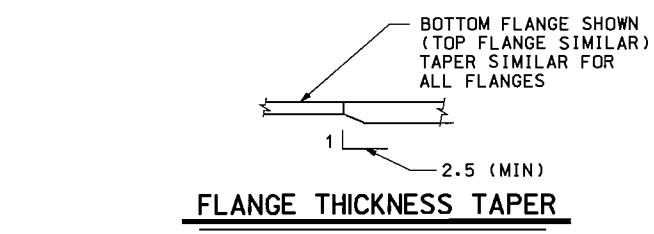
NOTE: CAMBER ORDINATES SHOWN IN FEET.



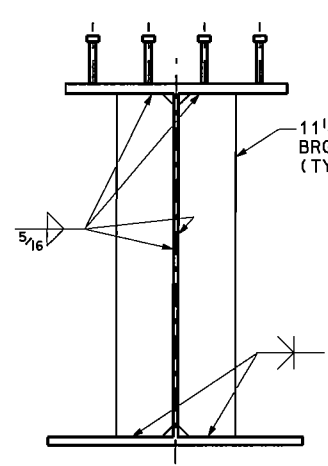
SHEAR STUD DETAIL



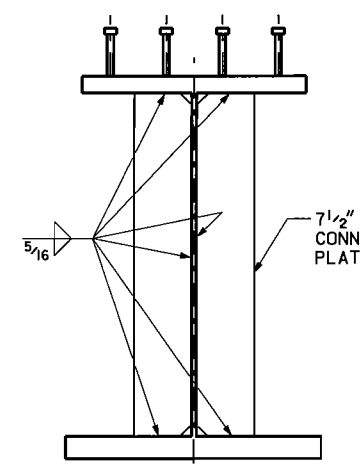
STIFFENER DETAIL



FLANGE THICKNESS TAPER



BEARING STIFFENER



INTERMEDIATE DIAPHRAGM STIFFENER

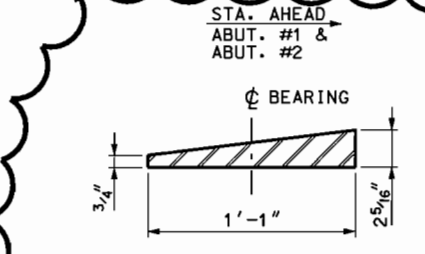
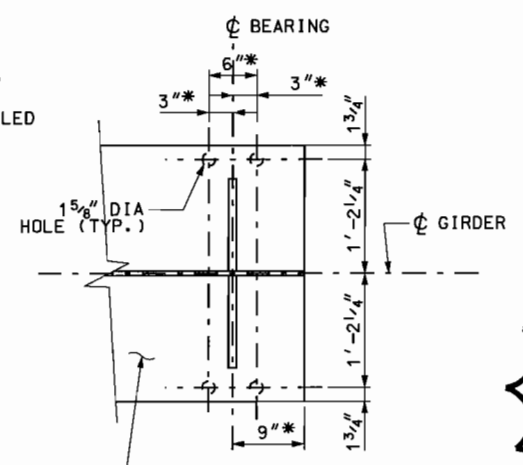
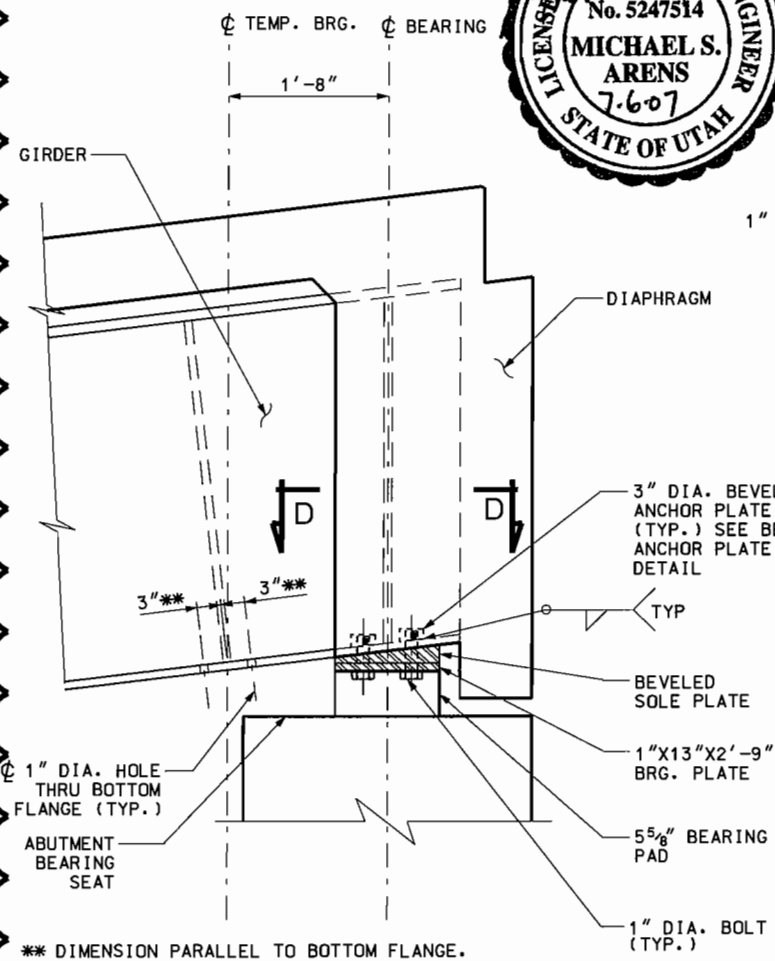
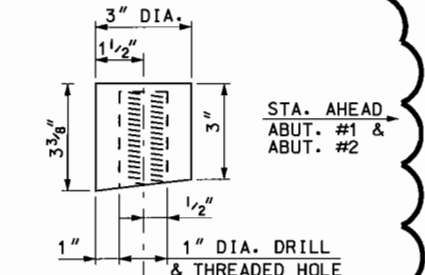
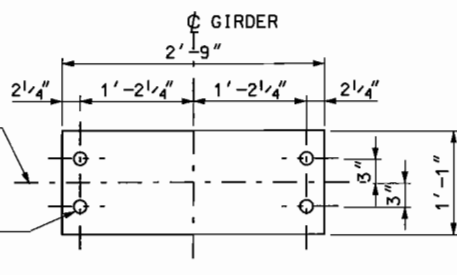
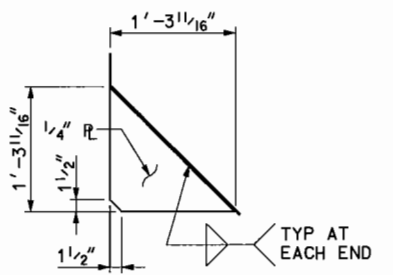
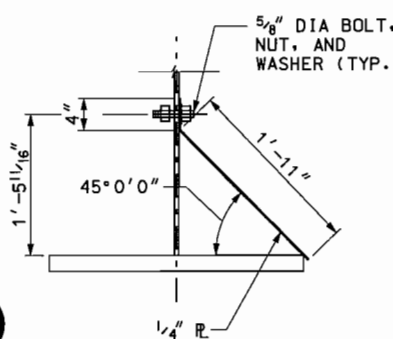
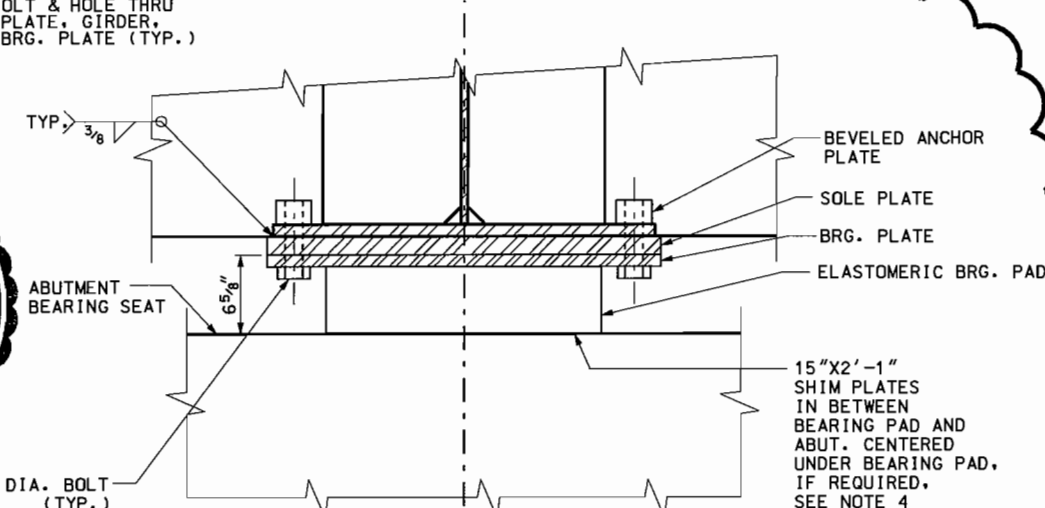
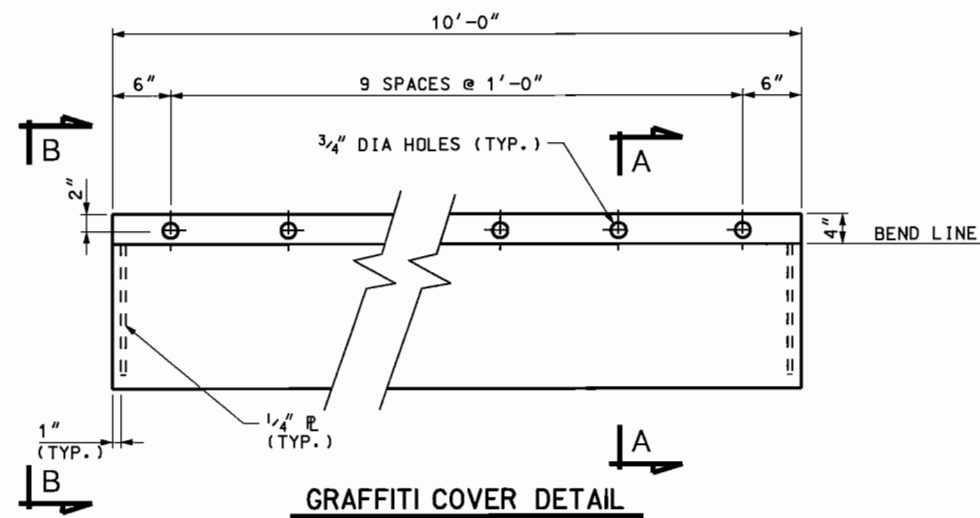
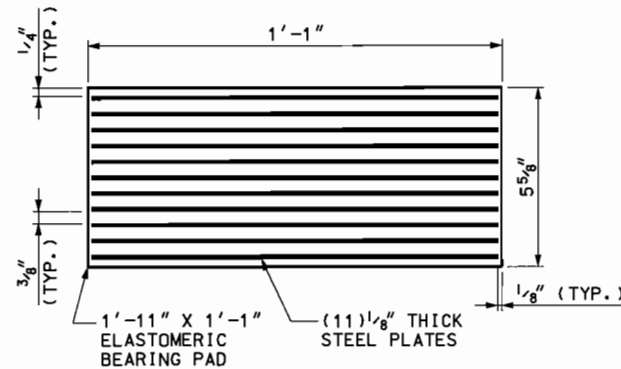
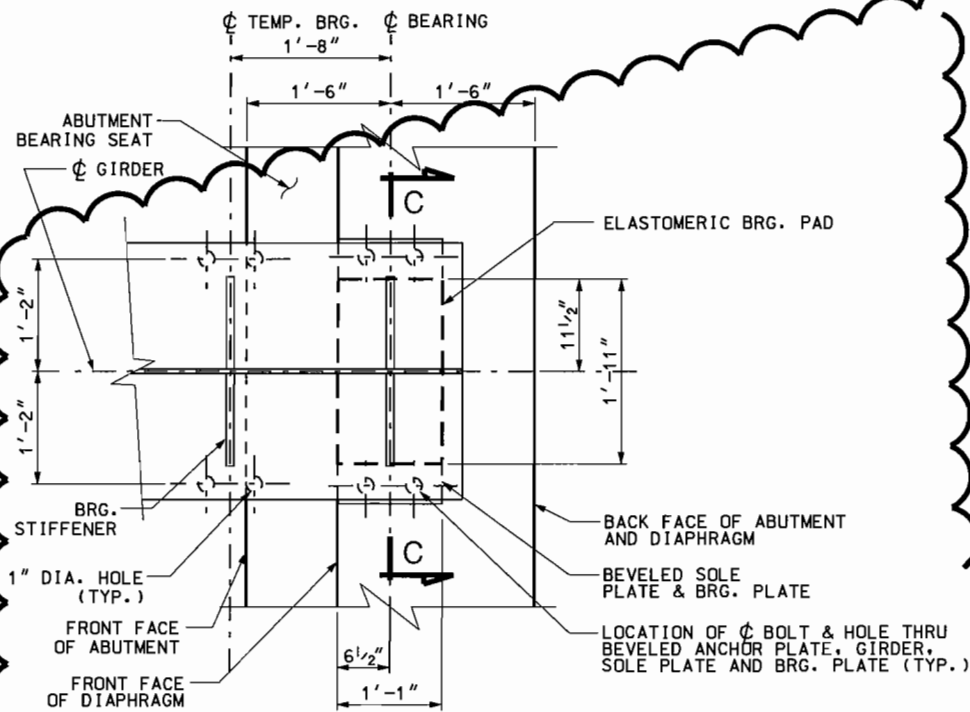


QUANTITIES STRUCTURAL STEEL (PHASE I)	
GIRDERS	668.630 LBS

NOTES

- CAMBER ORDINATE IS FOR DEAD LOAD DEFLECTION AT THE TENTH POINTS ALONG THE GIRDER. THE FABRICATOR IS RESPONSIBLE FOR CORRECTIONS TO CAMBER BASED ON GRADE.
- PERFORM CHARPY V-NOTCH TOUGHNESS TESTS ON ALL MAIN LOAD CARRYING MEMBERS SUBJECT TO TENSION STRESS, INDICATED BY ⊕. TEST RESULTS MUST MEET REQUIREMENTS FOR ZONE 2.
- ALL DIMENSIONS SHOWN ARE HORIZONTAL. TAKE 4500 SOUTH VERTICAL GRADE INTO ACCOUNT WHEN DETERMINING FINAL LENGTH FOR FABRICATION.
- DIMENSIONS SHOWN ON THE PLANS ASSUME THE AMBIENT TEMPERATURE OF THE GIRDER TO BE 70°F. CORRECT THE LENGTH USED IN FABRICATION AT THE RATE OF 1/16" ± PER EACH 100' OF LENGTH FOR EVERY 10°F DIFFERENCE IN TEMPERATURE TO ALLOW FOR EXPANSION AND CONTRACTION.
- ALL CONNECTION PLATES AND BEARING STIFFENERS ARE PARALLEL TO THE ABUTMENT CENTERLINE OF BEARINGS.
- SEE BEARING DETAILS SHEET FOR ANCHOR PLATE, SOLE PLATE, AND BEARING DETAILS AND FOR LOCATION AND DETAILS OF HOLES THRU GIRDER.
- USE GRADE 50 STRUCTURAL STEEL FOR GIRDER WEBS, FLANGES, AND BEARING STIFFENERS. ALL OTHER STEEL GRADE 36 MINIMUM.
- CONFORM TO THE REQUIREMENTS OF THE ANSI/AASHTO/AWS BRIDGE WELDING CODE D1.5. FOR WELDING, WELDER QUALIFICATIONS, PREQUALIFICATION OF WELD DETAILS AND INSPECTION OF WELDS
- THE METHODS OF JOINT PREPARATION FOR WELDING SHOWN ON THE PLANS ARE BASED ON THE USE OF MANUAL SHIELDED METAL-ARC WELDING. THE USE OF THIS OR ANY OTHER WELDING PROCESS IS SATISFACTORY ONLY AFTER THE WELDING PROCEDURE HAS BEEN SUBMITTED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.
- USE THE MINIMUM SIZED WELDS REQUIRED BY ANSI/AASHTO/AWS BRIDGE WELDING CODE D1.5 FOR THE THICKNESS OF THE MATERIAL JOINED FOR ALL STRENGTH FILLET WELDS UNLESS OTHERWISE SPECIFIED.
- FIELD WELDING TO GIRDERS IS NOT PERMITTED EXCEPT WHERE NOTED.
- END BEARING STIFFENERS TO BE VERTICAL AFTER DEAD LOAD IS APPLIED IN TEMPORARY LOCATION. INTERMEDIATE BEARING STIFFENERS TO BE VERTICAL IN PERMANENT LOCATION (4500 SOUTH). ALL DIAPHRAGMS CAN BE NORMAL TO THE 4500 SOUTH GRADE.
- SHEAR STUDS, BOLTS AND STIFFENERS ARE INCLUDED IN THE CONTRACT PRICE FOR STRUCTURAL STEEL.
- FOR DETAILS OF HOLES IN GIRDER WEB FOR DIAPH. REINF., SEE FRAMING PLAN SHEET. FOR BOLSTER AND LIFT PLATE LOCATION AND DETAILS, SEE BOLSTER AND LIFT PLATE DETAILS.

PREPARED BY: MICHAEL BAKER JR.	CHECK MSA 03/07 MSA POST EARLY RELEASE PACKAGE REVISIONS	CHECK MSA 03/07 MSA EARLY RELEASE PACKAGE	DATE 04/30/07	BY MSA
UTAH DEPARTMENT OF TRANSPORTATION SALT LAKE CITY, UTAH STRUCTURES DIVISION	DESIGN JWK 03/07 DRAWN AA 03/07 QUANT. JWK 03/07	APPROVAL RECORD 7/19/07 DATE 7-20-07	APPROVED BY JWB DATE 7-20-07	PROJECT NUMBER F-1215(126)13
I-215:4500 SOUTH STRUCTURE 4500 S. (SR-266) OVER I-215 STEEL PLATE GIRDER DETAILS	SALT LAKE COUNTY C-953 DRG. NO.	SHEET NO. 19 OF 34		



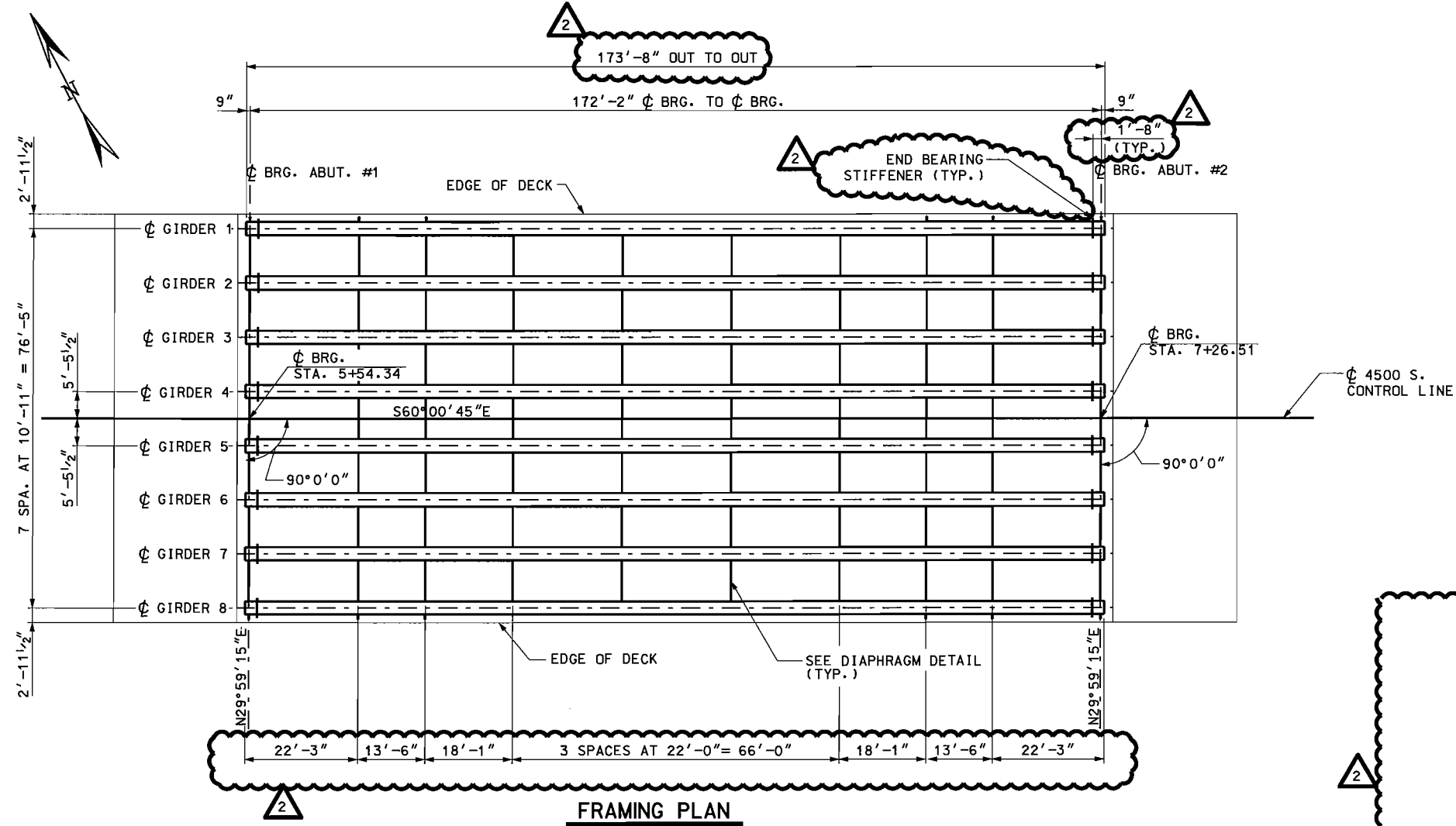
NOTES

1. PAYMENT FOR BEARING DEVICES AND GRAFFITI COVERS IS INCLUDED IN THE CONTRACT PRICE FOR STRUCTURAL STEEL.
2. ELASTOMER FOR BEARING PADS 50 DUROMETER.
3. VULCANIZE BEARING PAD TO BEARING PLATE.
4. VERIFY AND MATCH THE RELATIVE DIFFERENCE IN ELEVATIONS BETWEEN BOTTOM OF GIRDER SOLE PLATES AT TEMPORARY LOCATION TO THE BEARING SEAT ELEVATIONS OF PERMANENT ABUTMENTS, AS ACCURATELY AS POSSIBLE, SO THAT THE USE OF SHIM PLATES IS REDUCED AND MAY BE AVOIDED.
5. IF REQUIRED, PROVIDE SHIM PLATES IN BETWEEN BEARING PAD AND ABUTMENT TO ENSURE FULL CONTACT OF BEARING ON ABUTMENT. PROVIDE THE FOLLOWING ON SITE:
 - 12 NUMBERS OF 1/16" SHIM PLATES
 - 6 NUMBERS OF 1/8" SHIM PLATES
 - 6 NUMBERS OF 1/4" SHIM PLATES
 - 6 NUMBERS OF 3/8" SHIM PLATES
 - 6 NUMBERS OF 1/2" SHIM PLATES.
 GALVANIZE ALL SHIM PLATES.
6. INCLUDE ALL CONNECTION HARDWARE IN CONTRACT PRICE OF STRUCTURAL STEEL.



UTAH DEPARTMENT OF TRANSPORTATION SALT LAKE CITY, UTAH STRUCTURES DIVISION		DESIGN: JWK 03/07	CHECK: MSA 03/07	DATE: 03/07
PREPARED BY: MICHAEL BAKER JR.		APPROVAL: MSA 03/07	CHECK: MSA 03/07	DATE: 03/07
PROJECT NUMBER: F-1215(126)13		APPROVED FOR USE BY: JWB	DATE: 07-20-07	QUANT.:
I-215:4500 SOUTH STRUCTURE 4500 S. (SR-266) OVER I-215		REVISIONS	NO.	DATE
SALT LAKE COUNTY		REVISIONS	BY	DATE
C-953 DRG. NO.		REVISIONS	BY	DATE
SHT. 20 OF 34		REVISIONS	BY	DATE

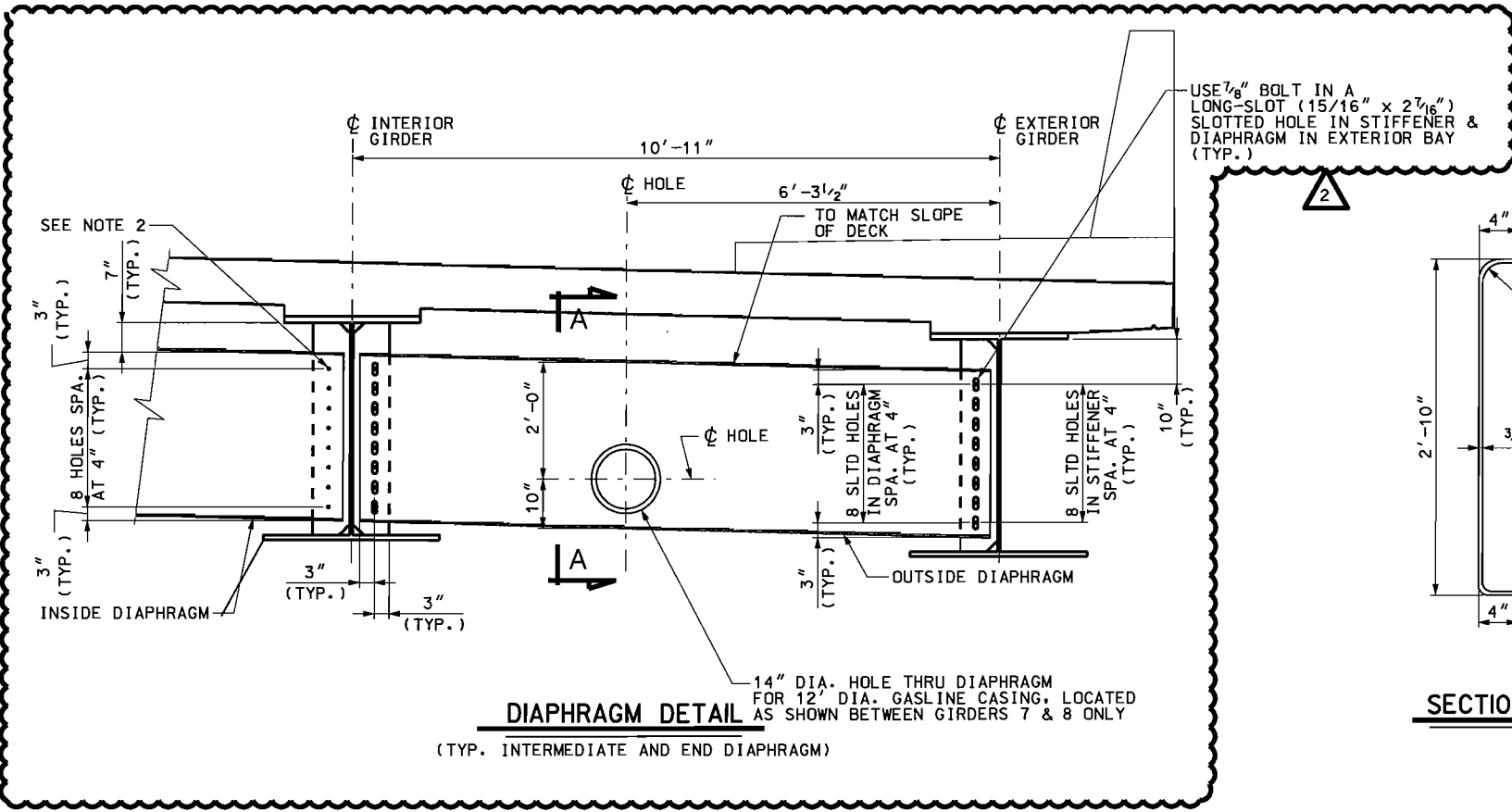
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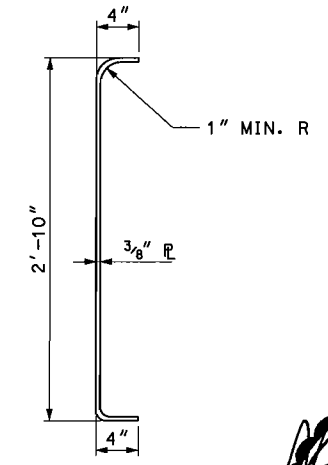
FRAMING PLAN

NOTES

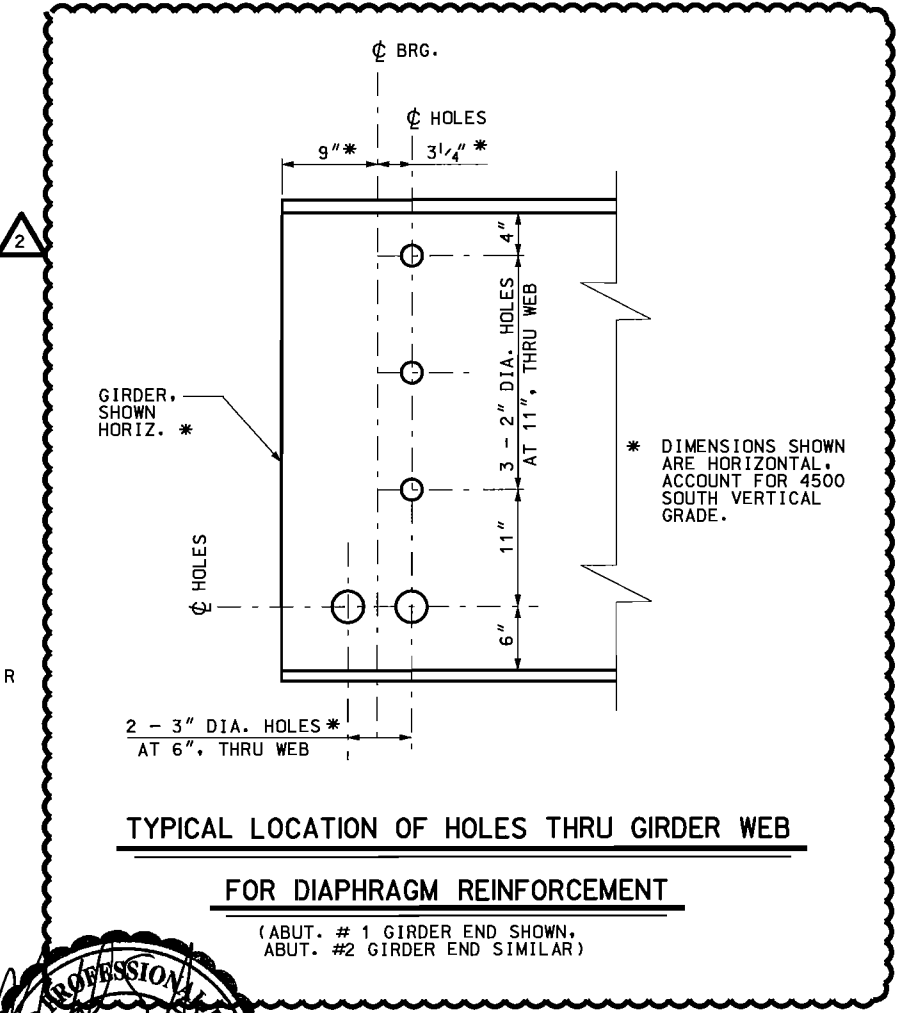
1. ALL BOLTED CONNECTIONS ARE SLIP CRITICAL.
2. ALL BOLTS ARE 7/8" DIA. CONFORMING TO ASTM A325. USE 15/16" DIA. HOLES UNLESS NOTED OTHERWISE.
3. BLAST CLEAN (CLASS A) ALL BOLTED CONTACT SURFACES.
4. INTERMEDIATE & END DIAPHRAGMS ARE PARALLEL TO BEARING LINE.
5. CENTERLINES OF GIRDERS ARE PARALLEL TO BEARING: S60°00'45"E
6. WEBS, FLANGES AND BEARING STIFFENERS = GRADE 50 STEEL
INTERMEDIATE DIAPHRAGMS AND INTERMEDIATE STIFFENERS = GRADE 36 STEEL MIN.
7. INCLUDE DIAPHRAGM CONNECTIONS IN THE CONTRACT PRICE FOR STRUCTURAL STEEL.
8. THE INTERMEDIATE DIAPHRAGMS IN EXTERIOR BAYS TO BE IN PLACE BEFORE DECK PLACEMENT AND BOLTS HAND TIGHTENED. TIGHTENED BOLTS AFTER THE DECK HAS BEEN PLACED.



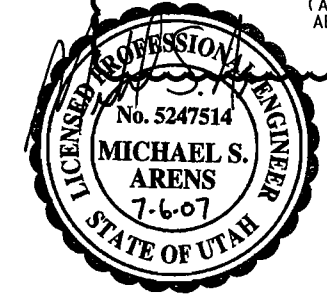
DIAPHRAGM DETAIL
(TYP. INTERMEDIATE AND END DIAPHRAGM)



SECTION A-A



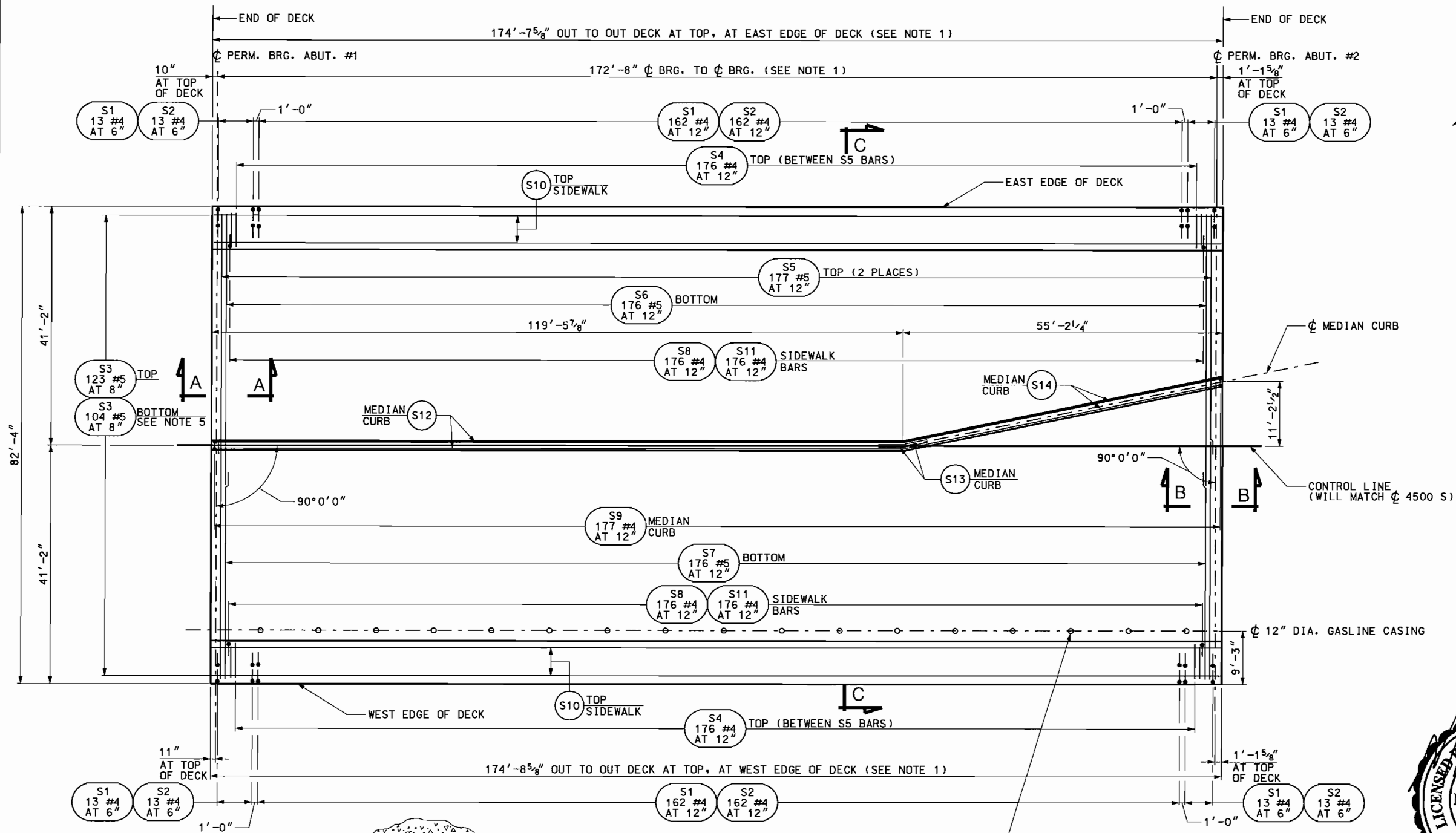
TYPICAL LOCATION OF HOLES THRU GIRDER WEB FOR DIAPHRAGM REINFORCEMENT
(ABUT. # 1 GIRDER END SHOWN, ABUT. #2 GIRDER END SIMILAR)



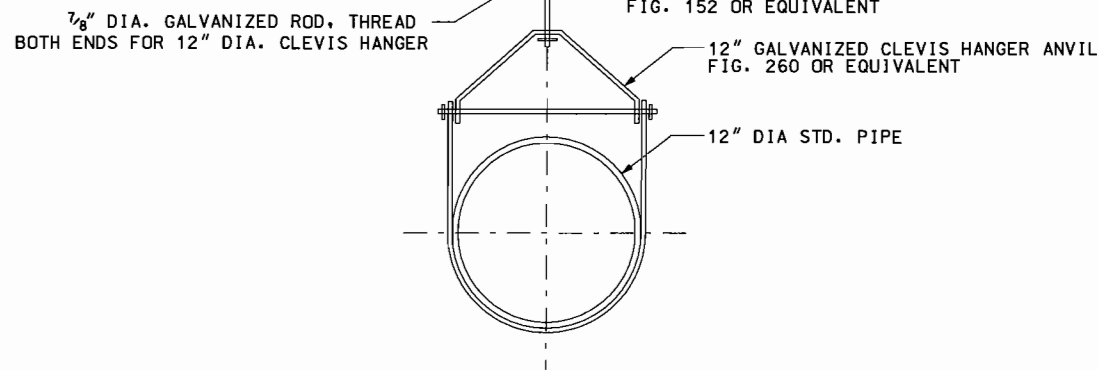
QUANTITIES STRUCTURAL STEEL (PHASE I)	
DIAPHRAGMS	44,730 LBS

<p>I-215:4500 SOUTH STRUCTURE 4500 S. (SR-266) OVER I-215</p>	<p>UTAH DEPARTMENT OF TRANSPORTATION SALT LAKE CITY, UTAH STRUCTURES DIVISION</p>	<p>PREPARED BY: MICHAEL BAKER JR.</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>NO.</th> <th>DATE</th> <th>BY</th> <th>REVISIONS</th> </tr> <tr> <td>2</td> <td>6/1/07</td> <td>DAP</td> <td>POST EARLY RELEASE PACKAGE REVISIONS</td> </tr> <tr> <td>1</td> <td>04/30/07</td> <td>MSA</td> <td>EARLY RELEASE PACKAGE</td> </tr> </table>	NO.	DATE	BY	REVISIONS	2	6/1/07	DAP	POST EARLY RELEASE PACKAGE REVISIONS	1	04/30/07	MSA	EARLY RELEASE PACKAGE
NO.	DATE	BY	REVISIONS												
2	6/1/07	DAP	POST EARLY RELEASE PACKAGE REVISIONS												
1	04/30/07	MSA	EARLY RELEASE PACKAGE												
<p>FRAMING PLAN</p>		<p>PROJECT NUMBER F-1215(126)13</p>													
<p>SALT LAKE COUNTY C-953 DRG. NO.</p>		<p>SHT. 22 OF 34</p>													

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PLAN
 GASLINE CASING CONCRETE INSERTS
 PLACE AT 10' MAX. SPACING ALONG
 CENTER LINE. SEE PIPE HANGER DETAIL.



PIPE HANGER DETAIL

QUANTITIES STRUCTURAL CONCRETE (PHASE II)	
DECK AND END DIAPHRAGM	534 CY
(INCLUDES DECK SIDEWALKS, AND DECK MEDIAN CURB)	

LEGEND

E.S. EQUAL SPACES
 A.S. AS SHOWN

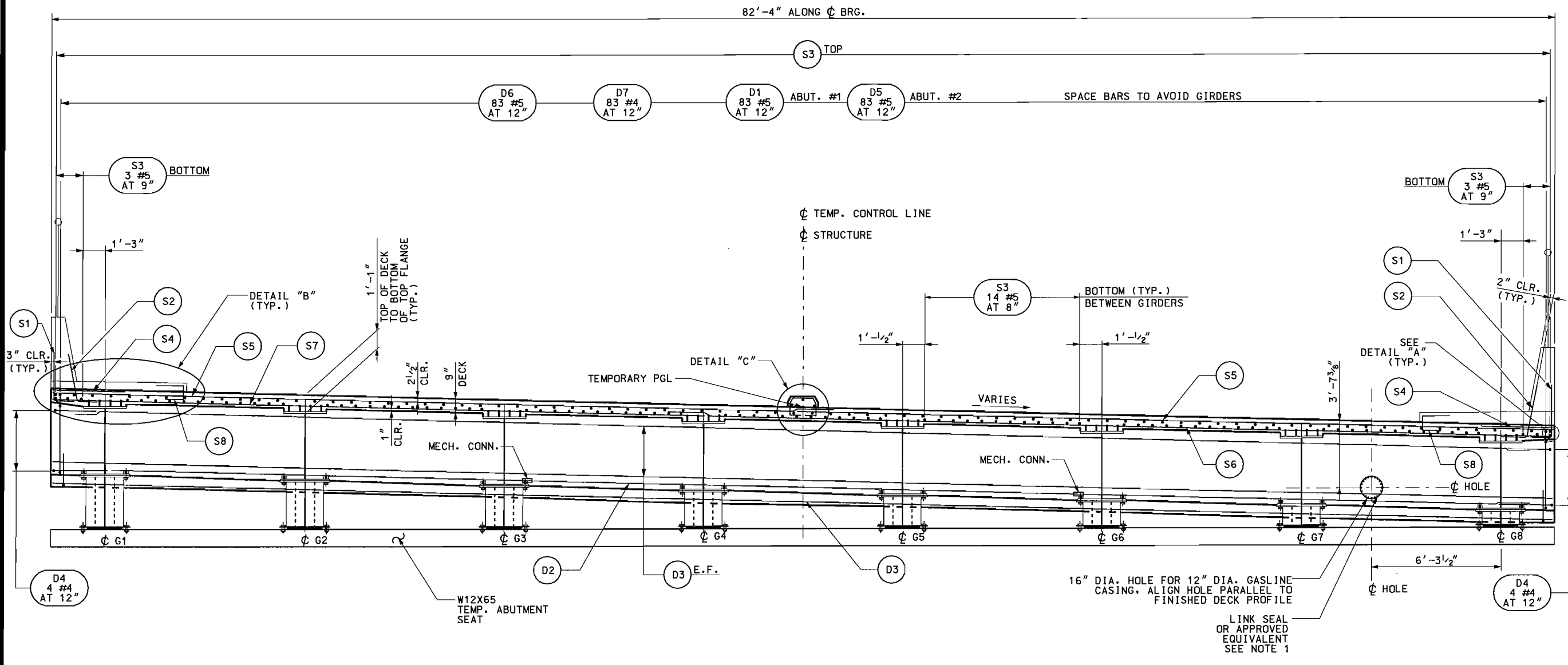
NOTES

1. DECK PLAN SHOWN HERE IS AT TEMPORARY LOCATION. THE BRIDGE LENGTHS ARE ADJUSTED TO THE PROFILE GRADE AT TEMPORARY LOCATION.
2. ALL DIMENSIONS SHOWN ARE IN THE HORIZONTAL PLANE.
3. STAY-IN-PLACE FORMS ARE NOT PERMITTED.
4. SEE DIAPHRAGM DETAILS SHEET FOR SECTION A-A AND B-B.
5. SEE DECK SECTION SHEET FOR LONGITUDINAL BAR SPACING AND SECTION C-C.
6. INCLUDE GASLINE CASING AND HANGER HARDWARE IN THE CONTRACT PRICE FOR STRUCTURAL CONCRETE.
7. PLACE TYPE I POLYMER OVERLAY ON DECK AND APPROACH SLABS AFTER BRIDGE IS IN PLACE.

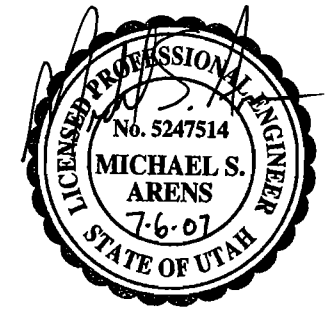
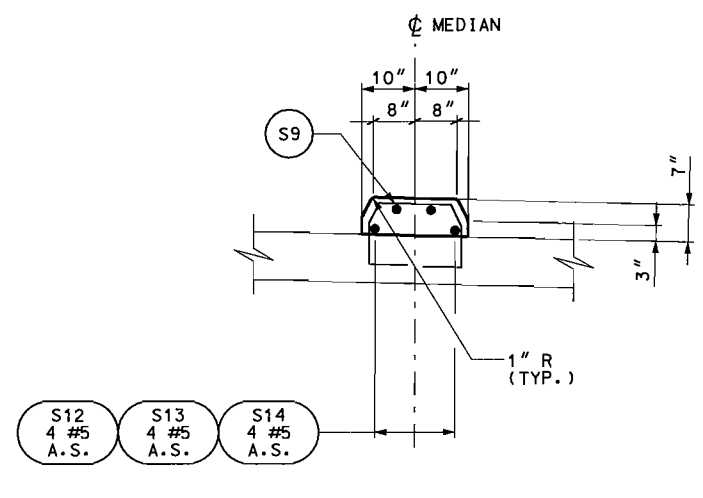
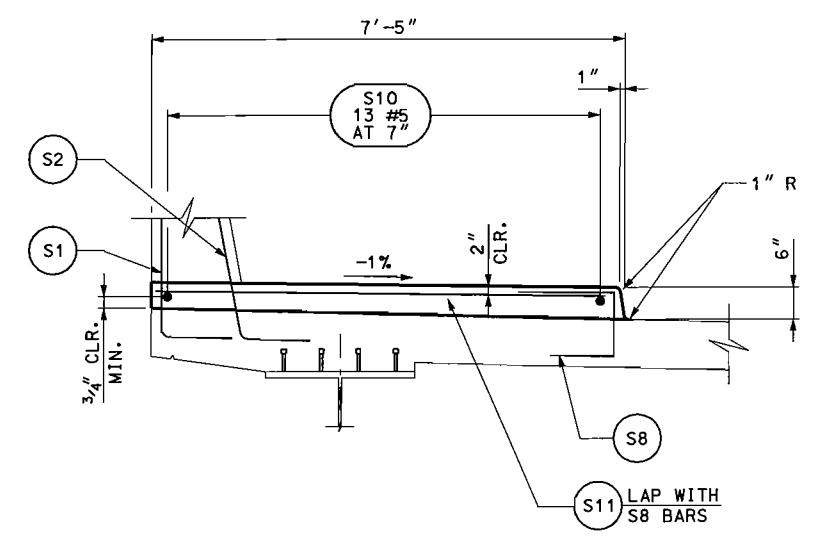
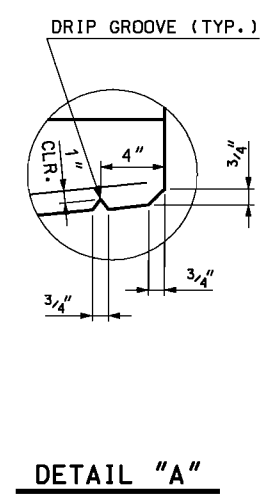


I-215:4500 SOUTH STRUCTURE 4500 S. (SR-266) OVER I-215 DECK PLAN PROJECT NUMBER F-1215(126)13	UTAH DEPARTMENT OF TRANSPORTATION SALT LAKE CITY, UTAH STRUCTURES DIVISION PREPARED BY: MICHAEL BAKER JR. DESIGN DAP: 6/07 DRAWN AA: 6/07 QUANT. JWK: 6/07 CHECK MSA: 6/07 CHECK DAP: 6/07 CHECK DAP: 6/07	REVISIONS <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>BY</th> <th>REMARKS</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	NO.	DATE	BY	REMARKS				
NO.	DATE	BY	REMARKS							
SALT LAKE COUNTY C-953 DRG. NO.		SHT. 23 OF 34								

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SECTION C-C



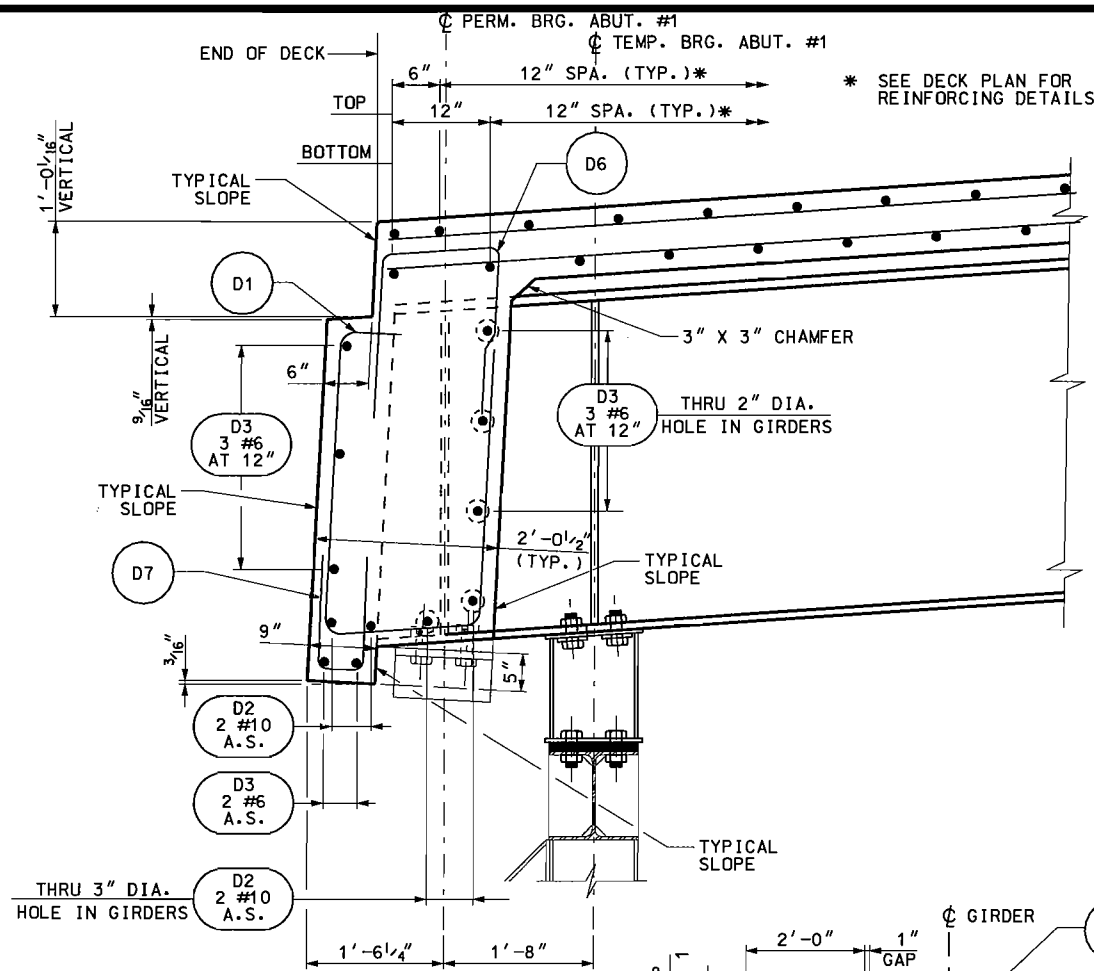
LEGEND

- F.F. FRONT FACE
- B.F. BACK FACE
- A.S. AS SHOWN
- E.S. EQUAL SPACES
- B.S. BOTH SIDES

NOTES

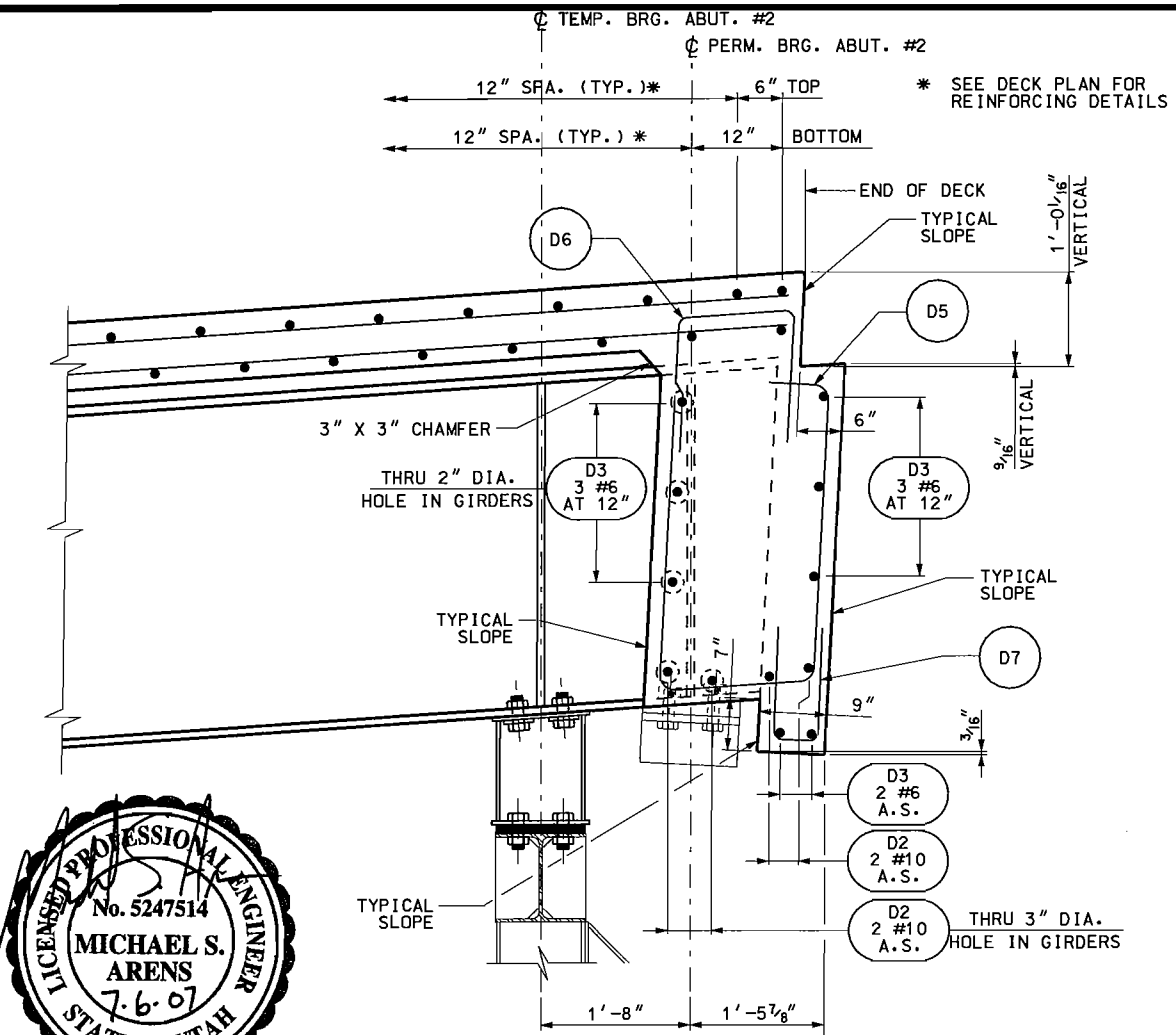
1. INSTALL LINK SEAL OR APPROVED EQUIVALENT PER MANUFACTURERS RECOMENDATION.
2. INCLUDE REQUIRED SEAL IN CONTRACT PRICE FOR STRUCTURAL CONCRETE.

I-215;4500 SOUTH STRUCTURE 4500 S. (SR-226) OVER I-215 DECK SECTION AND DETAILS PROJECT NUMBER F-1215(126)13	UTAH DEPARTMENT OF TRANSPORTATION SALT LAKE CITY, UTAH STRUCTURES DIVISION PREPARED BY: MICHAEL BAKER JR. DESIGN DAP 6/07 CHECK MSA 6/07 DRAWN AA 6/07 CHECK DAP 6/07 APPROVAL RECORD: 7-9-07 DATE APPROVED FOR USE BY UDOT: [Signature] DATE	QUANT. CHECK NO. DATE BY REVISIONS	
SALT LAKE COUNTY			
C-953			
DRG. NO.			
SHT. 24 OF 34			



SECTION A-A
(AT TEMP. ABUT.)

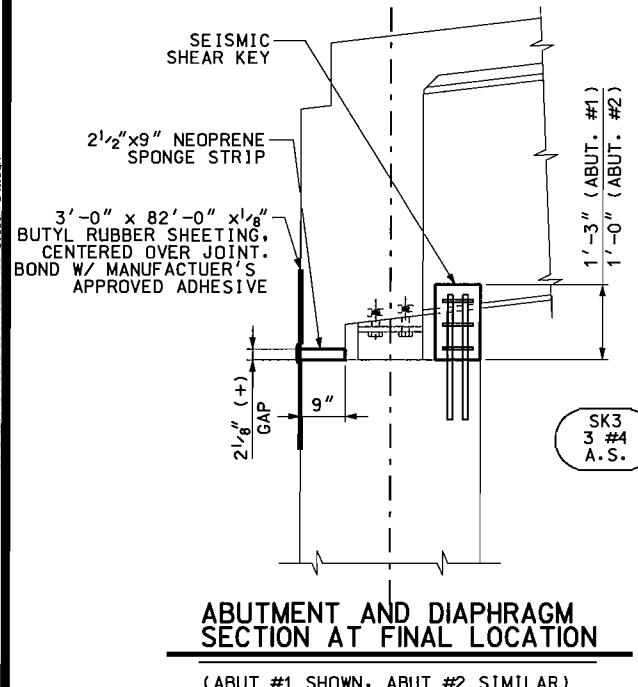
TYPICAL SLOPE



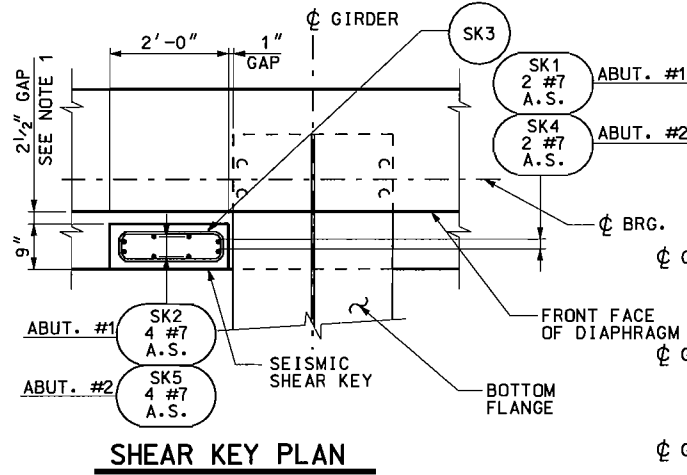
SECTION B-B
(AT TEMP. ABUT.)



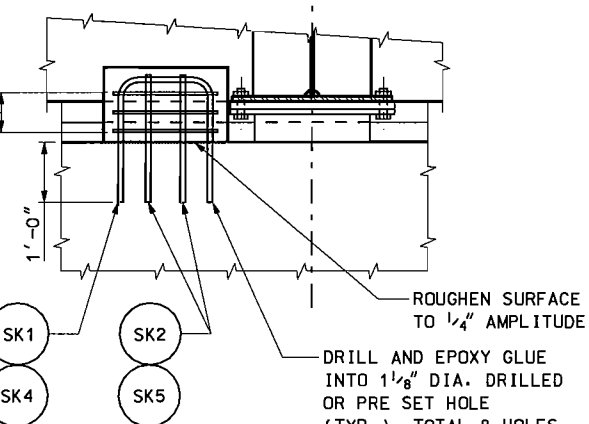
QUANTITIES STRUCTURAL CONCRETE (PHASE II)	
SEISMIC SHEAR KEY	1 CY



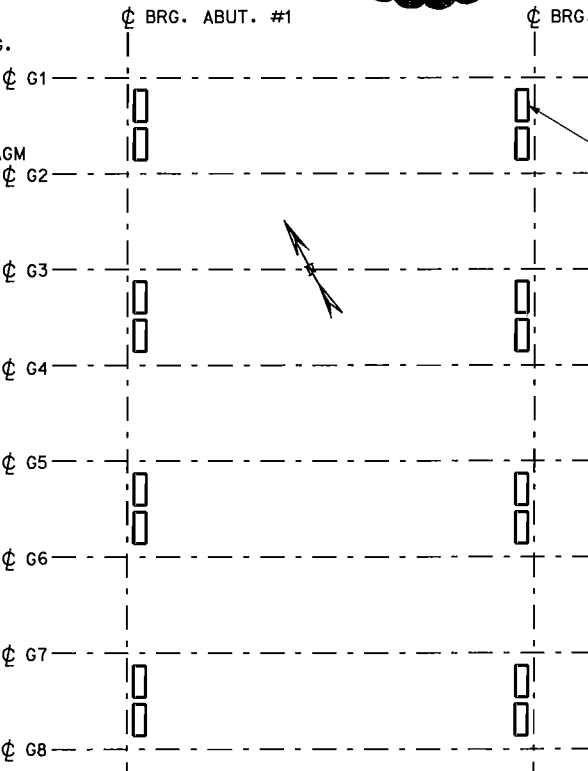
ABUTMENT AND DIAPHRAGM SECTION AT FINAL LOCATION
(ABUT #1 SHOWN, ABUT #2 SIMILAR)



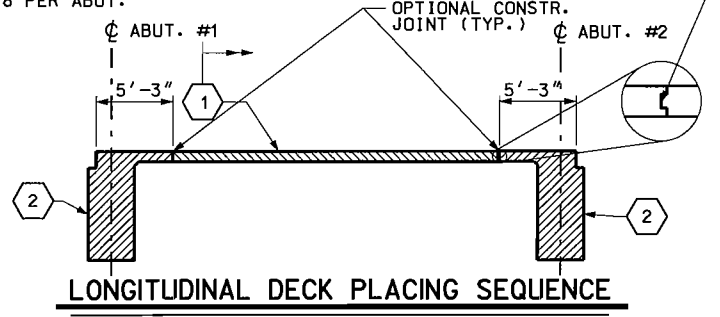
SHEAR KEY PLAN



SHEAR KEY ELEVATION



SHEAR KEY LOCATION PLAN



LONGITUDINAL DECK PLACING SEQUENCE

DECK PLACING SEQUENCE NOTES

1. (2) DESIGNATES PLACING SEQUENCE.
2. → ARROWS DESIGNATE DIRECTION OF PLACEMENT.
3. THE DIAPHRAGM CONCRETE (2) SHALL NOT BE PLACED UNTIL THE DECK SLAB (1) HAS CURED FOR 3 DAYS.
4. POURS (1) AND (2) CAN BE COMBINED INTO A SINGLE POUR.

LEGEND

A.S. AS SHOWN
F.F. FRONT FACE
B.F. BACK FACE

NOTES

1. PROVIDE A MINIMUM GAP OF 2 1/2" IN BETWEEN THE DIAPHRAGM AND SHEAR KEY.
2. THE TOTAL LENGTH OF NEOPRENE SPONGE STRIP TO MATCH THE OUT TO OUT LENGTH OF ABUTMENT DIAPHRAGMS. EXTEND THE BUTYL RUBBER SHEETING A MINIMUM OF 1 FOOT OVER THE OUT TO OUT LENGTH OF ABUTMENT DIAPHRAGM.
3. INCLUDE NEOPRENE SPONGE STRIP AND BUTYL RUBBER SHEETING IN THE CONTRACT PRICE FOR STRUCTURAL CONCRETE.

UTAH DEPARTMENT OF TRANSPORTATION
SALT LAKE CITY, UTAH
STRUCTURES DIVISION

PREPARED BY:
MICHAEL BAKER JR.

DESIGN DAP 6/07 CHECK MSA 6/07
DRAWN AA 6/07 CHECK DAP 6/07
QUANT. J.W.K. 6/07 CHECK DAP 6/07

APPROVAL RECORD: 7.19.07 DATE: 7.20.07
SENIOR DESIGN ENGR. APPROVED FOR USE BY: J.W.K. DATE: 7.20.07

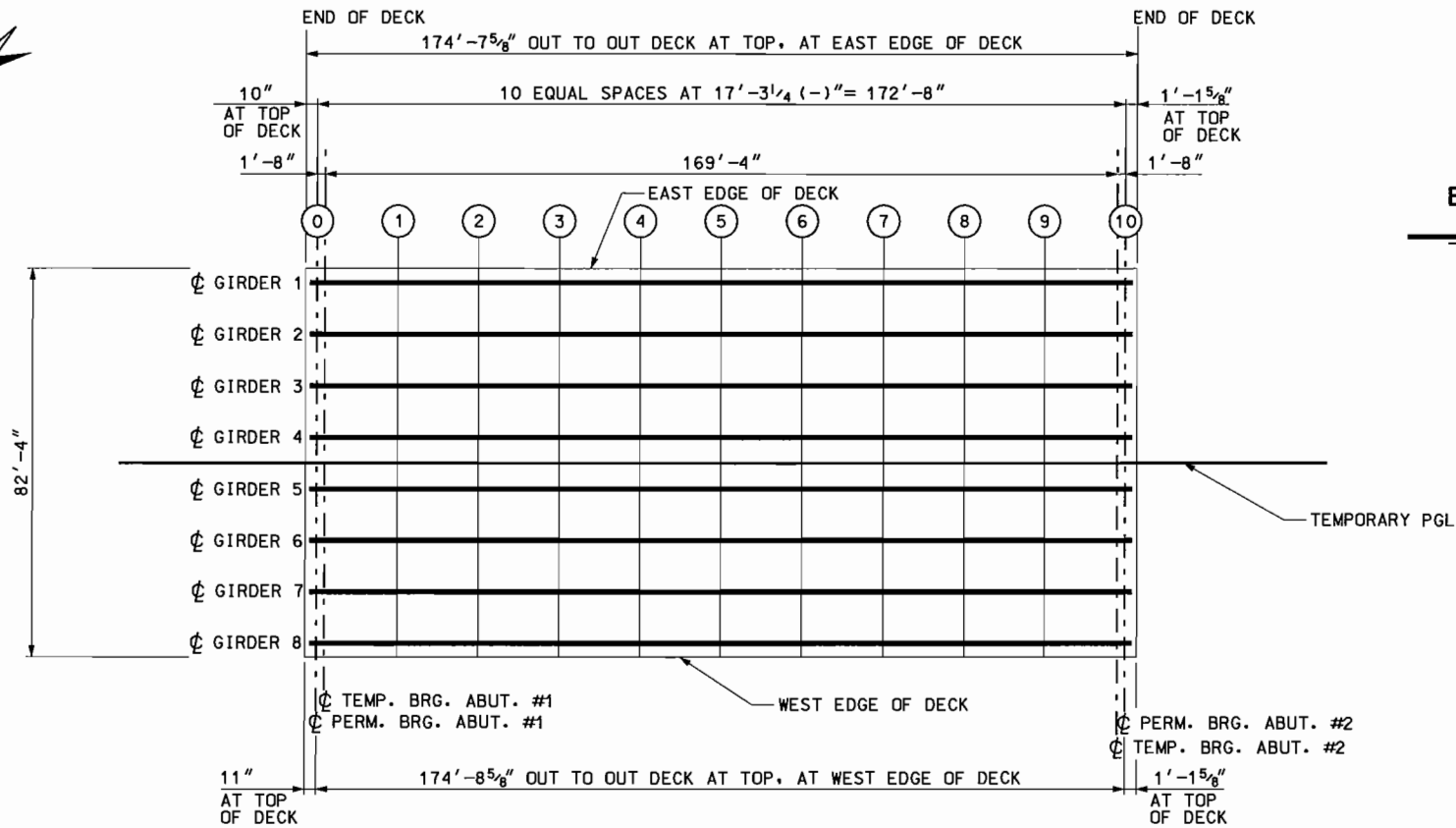
PROJECT NUMBER: F-1215(126)13

DIAPHRAGM DETAILS

SALT LAKE COUNTY
C-953
DRG. NO.

SHT. 25 OF 34

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SCREED ELEVATIONS AT TEMPORARY ABUTMENTS LOCATION DIAGRAM

BOTTOM OF PERMANENT BEARING PAD AT CENTERLINE BEARING ELEVATIONS, AT TEMPORARY LOCATION

LOCATION	Ø BRG. ABUT. #1	Ø BRG. ABUT. #2
Ø BRG GIRDER 1	4905.61	4920.22
Ø BRG GIRDER 2	4905.23	4920.14
Ø BRG GIRDER 3	4904.84	4920.06
Ø BRG GIRDER 4	4904.46	4919.99
Ø BRG GIRDER 5	4904.08	4919.91
Ø BRG GIRDER 6	4903.70	4919.83
Ø BRG GIRDER 7	4903.32	4919.75
Ø BRG GIRDER 8	4902.94	4919.68

SCREED ELEVATIONS AT TEMPORARY LOCATION

		0	1	2	3	4	5	6	7	8	9	10
GIRDER 1 *	ELEV.	4911.05	4912.52	4913.98	4915.44	4916.90	4918.36	4919.82	4921.28	4922.74	4924.20	4925.66
	DL DEFL	0.000	0.394	0.716	0.953	1.098	1.147	1.098	0.953	0.716	0.394	0.000
GIRDER 2	ELEV.	4910.67	4912.16	4913.66	4915.15	4916.64	4918.13	4919.62	4921.11	4922.60	4924.10	4925.59
	DL DEFL	0.000	0.473	0.860	1.144	1.317	1.376	1.317	1.144	0.860	0.473	0.000
GIRDER 3	ELEV.	4910.29	4911.81	4913.34	4914.86	4916.38	4917.90	4919.42	4920.94	4922.47	4923.99	4925.51
	DL DEFL	0.000	0.473	0.860	1.144	1.317	1.376	1.317	1.144	0.860	0.473	0.000
GIRDER 4	ELEV.	4909.91	4911.46	4913.02	4914.57	4916.12	4917.67	4919.22	4920.78	4922.33	4923.88	4925.43
	DL DEFL	0.000	0.473	0.860	1.144	1.317	1.376	1.317	1.144	0.860	0.473	0.000
GIRDER 5	ELEV.	4909.53	4911.11	4912.70	4914.28	4915.86	4917.44	4919.02	4920.61	4922.19	4923.77	4925.35
	DL DEFL	0.000	0.473	0.860	1.144	1.317	1.376	1.317	1.144	0.860	0.473	0.000
GIRDER 6	ELEV.	4909.15	4910.76	4912.37	4913.99	4915.60	4917.21	4918.83	4920.44	4922.05	4923.66	4925.28
	DL DEFL	0.000	0.473	0.860	1.144	1.317	1.376	1.317	1.144	0.860	0.473	0.000
GIRDER 7	ELEV.	4908.77	4910.41	4912.05	4913.70	4915.34	4916.98	4918.63	4920.27	4921.91	4923.56	4925.20
	DL DEFL	0.000	0.473	0.860	1.144	1.317	1.376	1.317	1.144	0.860	0.473	0.000
GIRDER 8 *	ELEV.	4908.39	4910.06	4911.73	4913.41	4915.08	4916.75	4918.43	4920.10	4921.78	4923.45	4925.12
	DL DEFL	0.000	0.394	0.716	0.953	1.098	1.147	1.098	0.953	0.716	0.394	0.000

* SEE NOTE 3

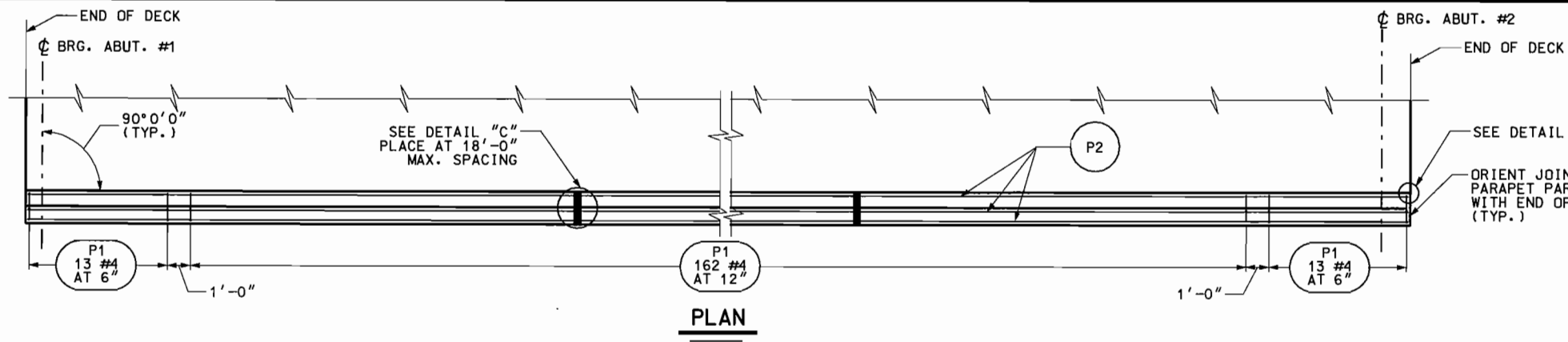


NOTES

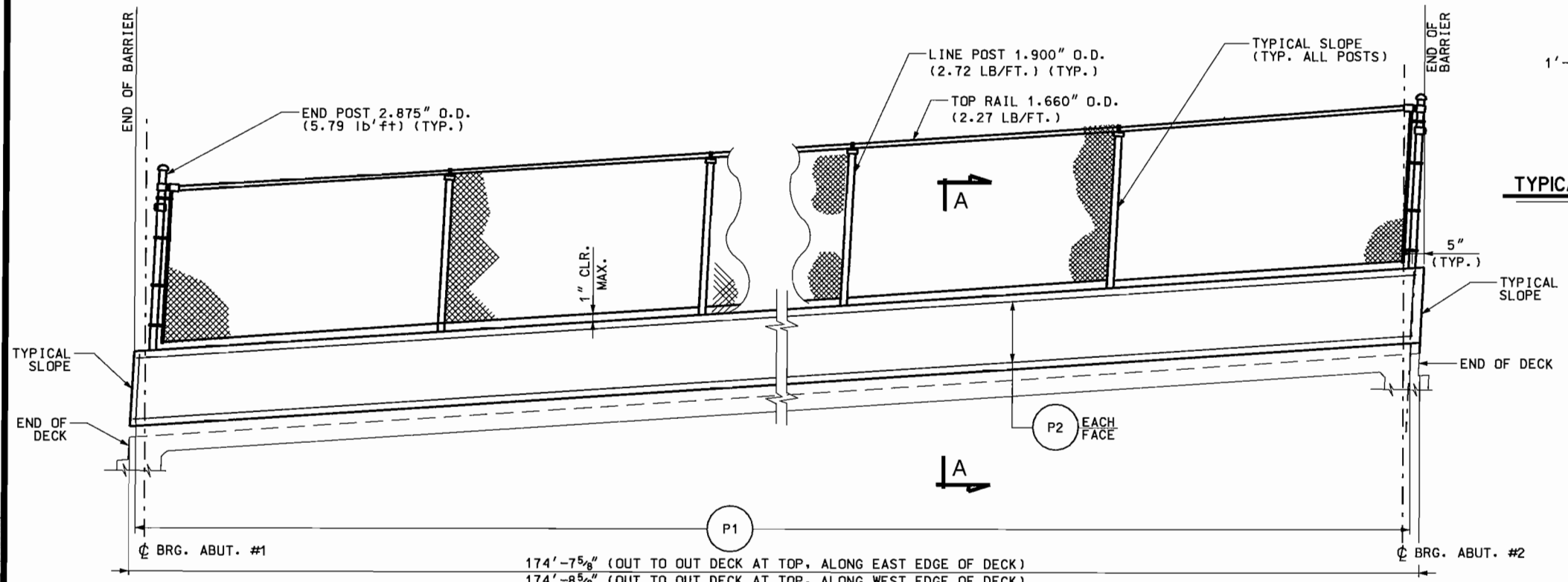
- "ELEVATION" VALUES ARE THE FINAL TOP OF CONCRETE DECK ELEVATIONS. "DL DEFL" VALUES ARE DEAD LOAD DEFLECTIONS OF THE DECK AND SHOULD BE ADDED TO THE CONCRETE DECK ELEVATIONS TO OBTAIN SCREED ELEVATIONS.
- ALL ELEVATIONS AND DEAD LOAD DEFLECTIONS ARE SHOWN IN FEET.
- DUE TO THE DIFFERENTIAL DEFLECTION BETWEEN THE INTERIOR AND EXTERIOR GIRDERS, THE BIDWELL PAVER MUST BE RUN ON GIRDERS 2 AND 7. HAND FINISH THE DECK OUT TO EDGE OF DECK.
- ALL DIMENSIONS SHOWN ARE IN THE HORIZDNTAL PLANE.

UTAH DEPARTMENT OF TRANSPORTATION SALT LAKE CITY, UTAH STRUCTURES DIVISION				PREPARED BY: MICHAEL BAKER JR.			
DESIGN	DAP	03/07	CHECK	MSA	03/07		
DRAWN	AA	03/07	CHECK	MSA	03/07		
QUANT.							
APPROVAL	BY: <i>[Signature]</i> DATE: 7/19/07						
RECOMM.	BY: <i>[Signature]</i> DATE: 7/19/07						
BY	UDDY BRITINE ENGR.						
I-215:4500 SOUTH STRUCTURE 4500 S. (SR-266) OVER I-215				SCREED ELEVATIONS			
PROJECT NUMBER				F-1215(126)13			
SALT LAKE COUNTY				C-953			
ORG. NO.							
SHT. 26				OF 34			

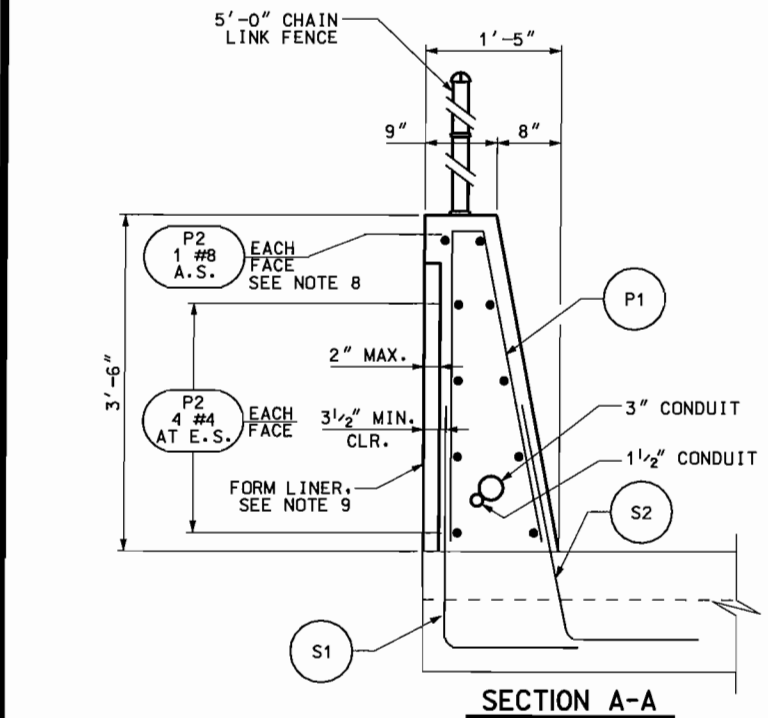
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PLAN



ELEVATION



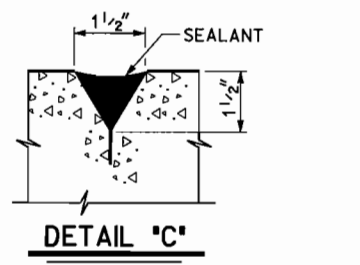
SECTION A-A

NOTES

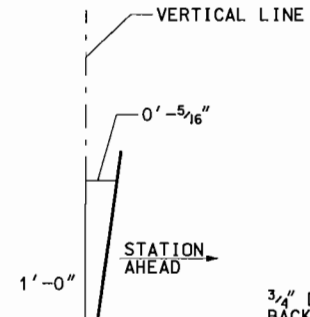
1. PARAPET SHOWN HERE IS AT TEMPORARY LOCATION, THE LENGTHS ARE ADJUSTED TO THE PROFILE GRADE AT TEMPORARY LOCATION.
2. ALTERNATE ALL REINFORCING STEEL SPLICES.
3. PLACE CONTRACTION JOINT ON SIDES AND TOP OF PARAPET.
4. EXTEND SEALANT AND FOAM BACKER ROD FROM DECK TO TOP OF PARAPET ON THE INSIDE PARAPET FACE AND ACROSS TOP OF PARAPET.
5. PARAPET LENGTHS SHOWN ARE IN THE HORIZONTAL PLANE.
6. FOR PARAPET OVER APPROACH SLAB SEE APPROACH SLAB DETAILS 3 OF 3
7. FOR DETAILS OF CUT OUT IN PARAPET TO INSTALL EXPANSION COUPLING, SEE SHEET "PARAPET END DETAILS".
8. PLACE TOP LONGITUDINAL BARS (P2 BARS) TO AVOID FORMED OR CORE-DRILLED FENCE POST HOLE.
9. FOR FORM LINER AND AESTHETIC DETAILS, SEE AESTHETIC PLANS PROVIDED BY THE CONTRACTOR.

FENCE NOTES

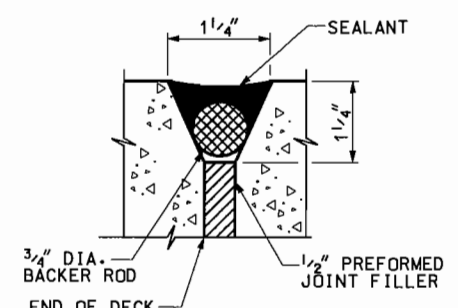
1. USE 5'-0" HIGH 9 GAGE WIRE FENCE FABRIC. KNUCKLED SELVAGE REQUIRED AT BOTTOM. TWISTED AND BARBED SELVAGE REQUIRED AT TOP.
2. PLACE FENCE FABRIC ON TRAFFIC SIDE OF POST.
3. FOR ADDITIONAL CONNECTION DETAILS SEE "STATE OF UTAH STANDARD SPECIFICATIONS" CURRENT EDITION AND STANDARD DRAWING NO. FG-6.
4. USE STRUCTURAL TUBING (LOW CARBON STEEL) CONFORMING TO ASTM A53, GRADE B.
5. USE STRUCTURAL STEEL (FOR OTHER SHAPES AND PLATES) CONFORMING TO AASHTO M270, GRADE 36.
6. PROVIDE FUSED AND BONDED BLACK VINYL COATING PER ASTM F668 CLASS 2b.



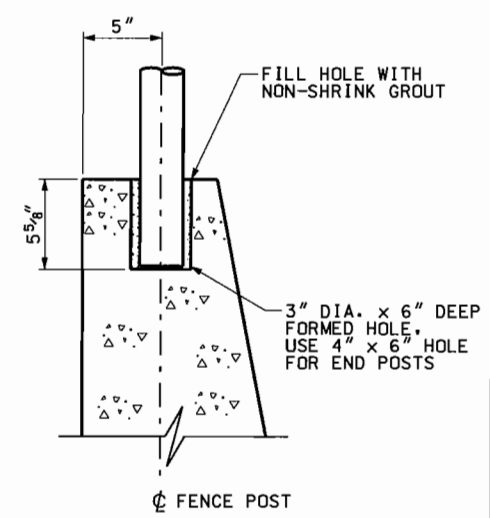
DETAIL 'C'



TYPICAL SLOPE



DETAIL 'D'



POST INSTALLATION DETAIL

QUANTITIES STRUCTURAL CONCRETE (PHASE II)	
BRIDGE PARAPET	50 CY
TYPE I CHAIN LINK FENCE	
BRIDGE CHAIN LINK FENCE (BLACK VINYL COATED)	350 LF



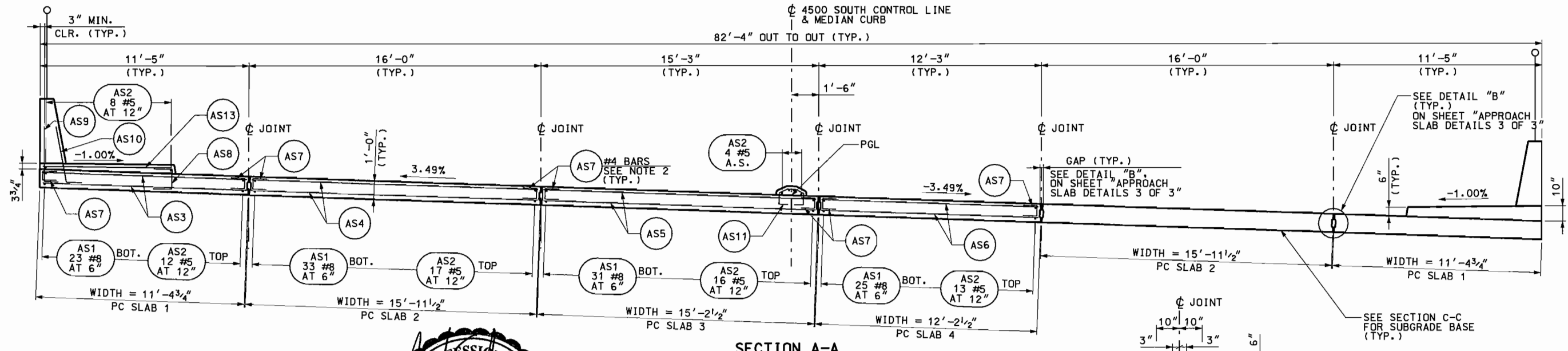
LEGEND

E.S. EQUAL SPACES
A.S. AS SHOWN

UTAH DEPARTMENT OF TRANSPORTATION SALT LAKE CITY, UTAH STRUCTURES DIVISION		APPROVAL RECORD: 7/15/07 DATE	CHECK DAP 6/07 AA 6/07 JWK 6/07	CHECK MSA 6/07 DAP 6/07 MSA 6/07	REVISIONS
PREPARED BY: MICHAEL BAKER JR.					
PROJECT NUMBER F-1215(126)13					
SHEET NO. SHT. 27 OF 34					

DGN: E:\d\p\p\p\110288-1-215-4500-S-Structures\Share\Files\Structures\1752-C-953-27-DeckParapet.dwg
 03-JUL-2007

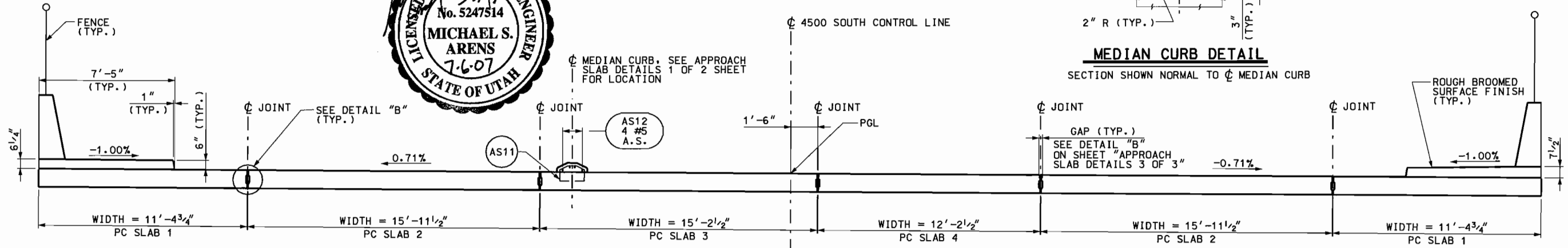
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 05-JUL-2007



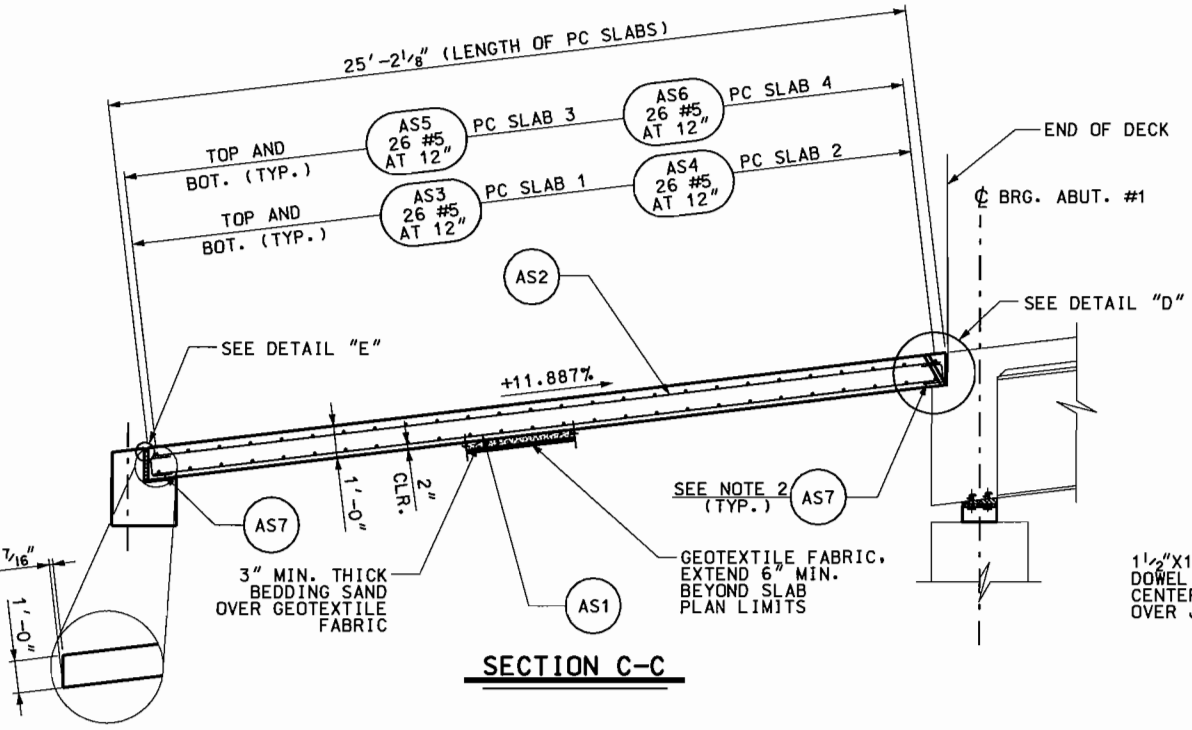
SECTION A-A

MEDIAN CURB DETAIL

SECTION SHOWN NORMAL TO ϕ MEDIAN CURB

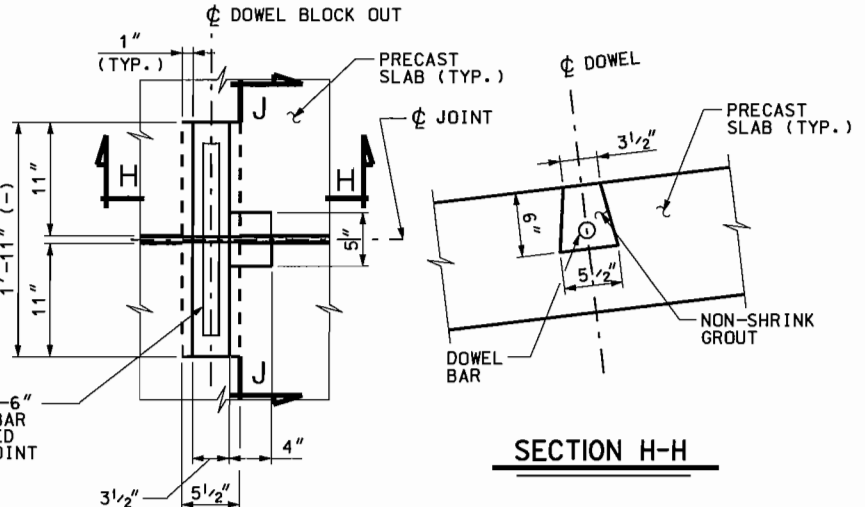


SECTION B-B



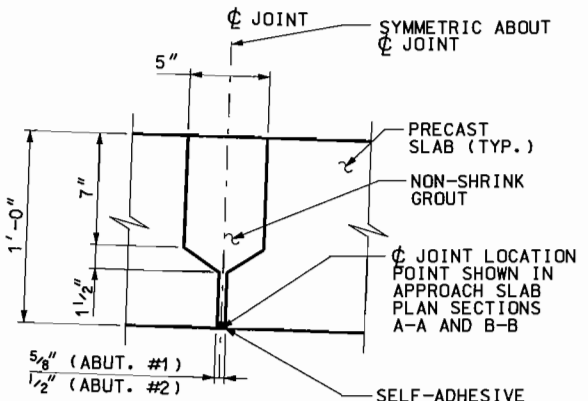
SECTION C-C

APPROACH SLAB END SLOPE
(OPPOSITE END SIMILAR)



DETAIL A

(PLAN OF DOWEL CONNECTION CUT OUT AND SHEAR KEY OPENING FOR GROUT POUR)



DETAIL J-J

LEGEND

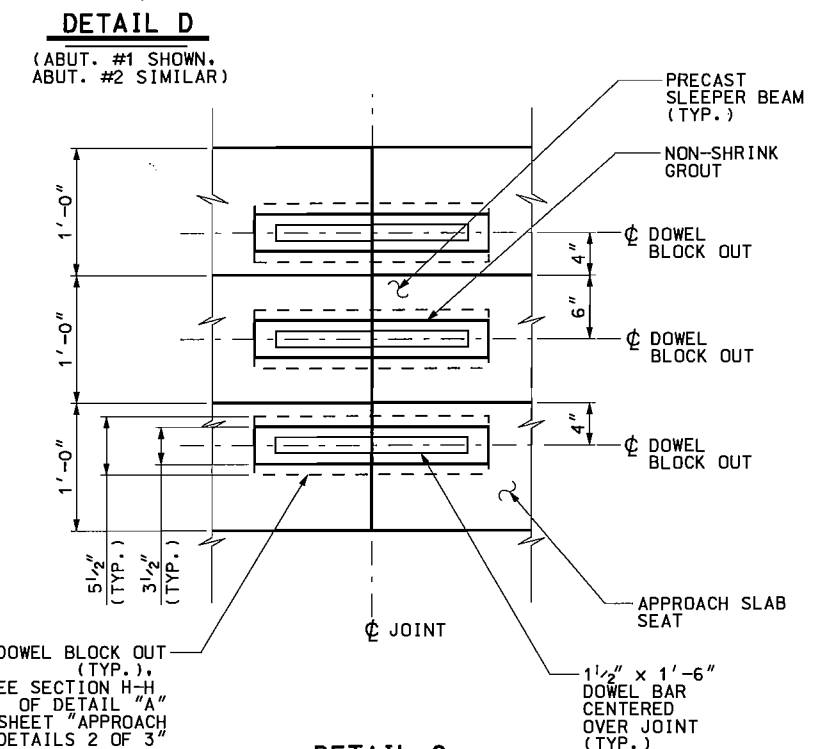
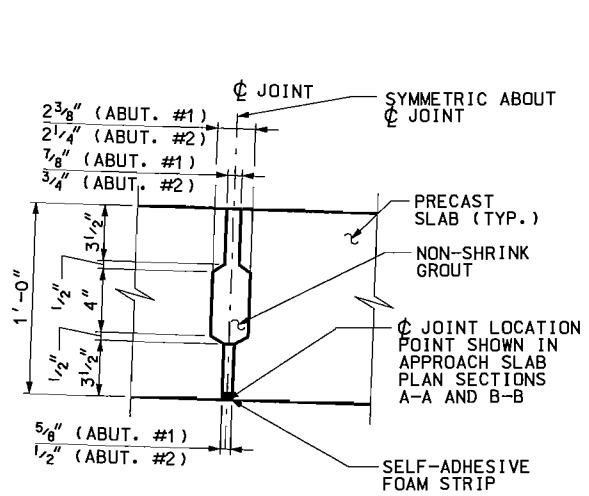
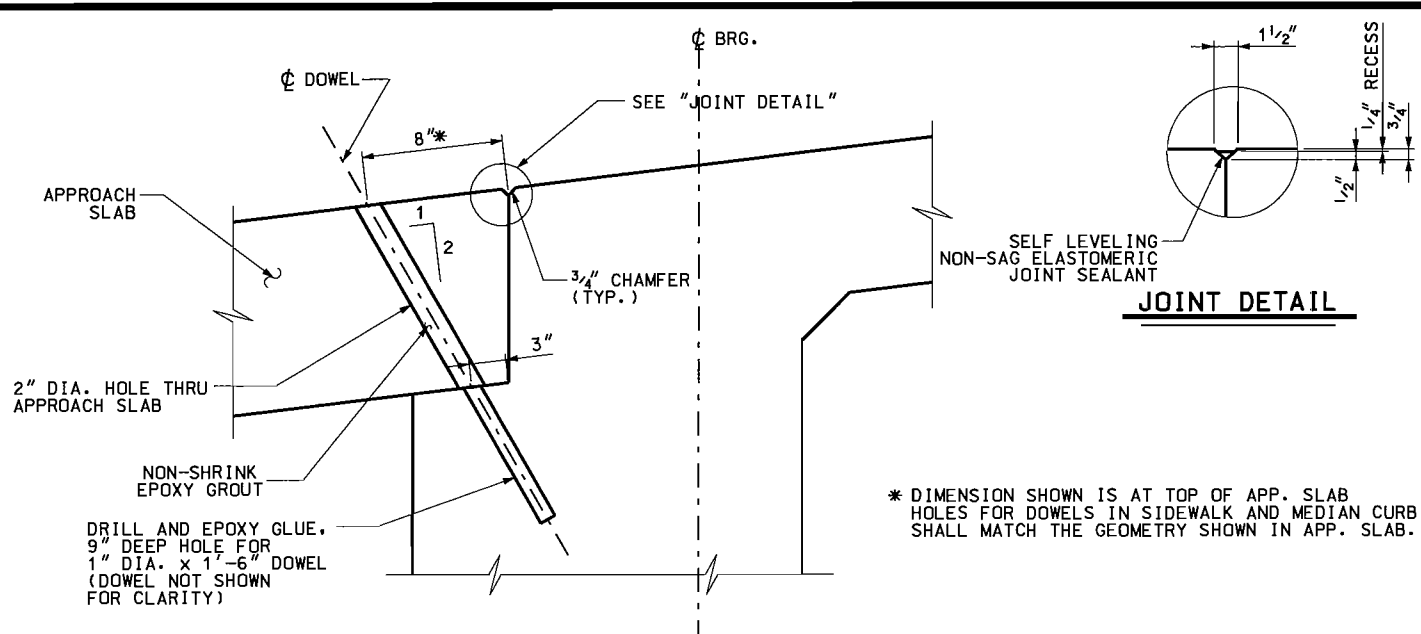
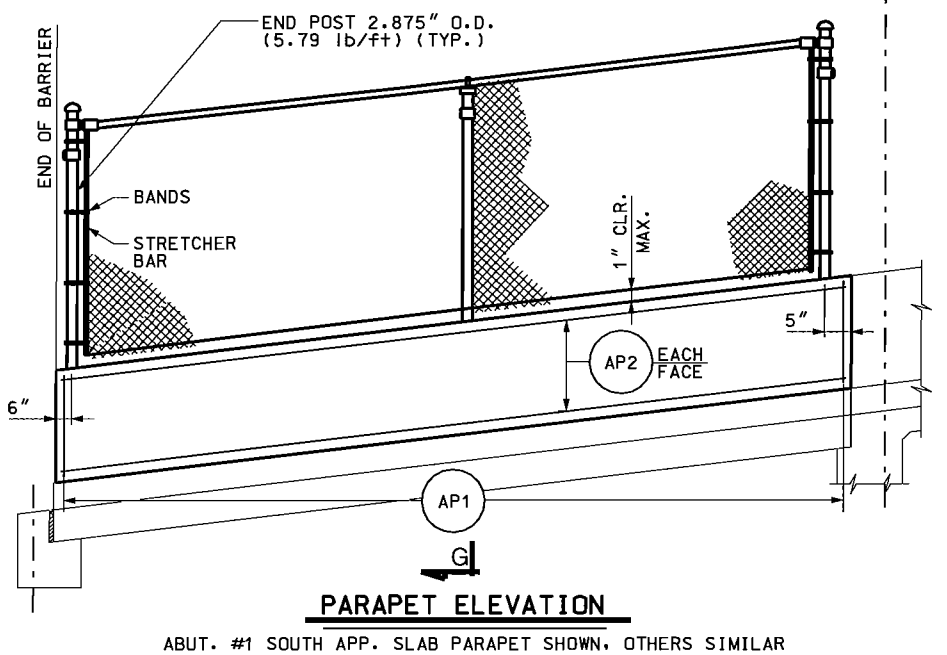
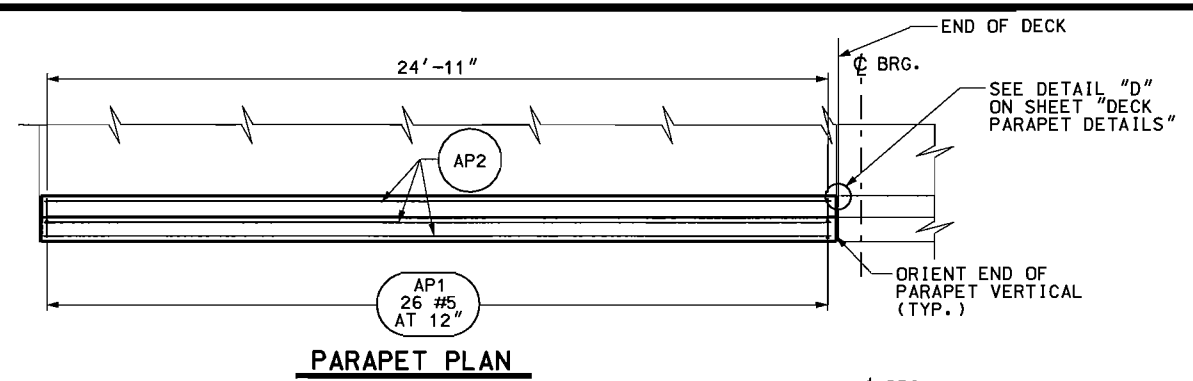
- A.S. AS SHOWN
- B.F. BACK FACE
- E.S. EQUAL SPACES
- PC PRECAST

NOTES

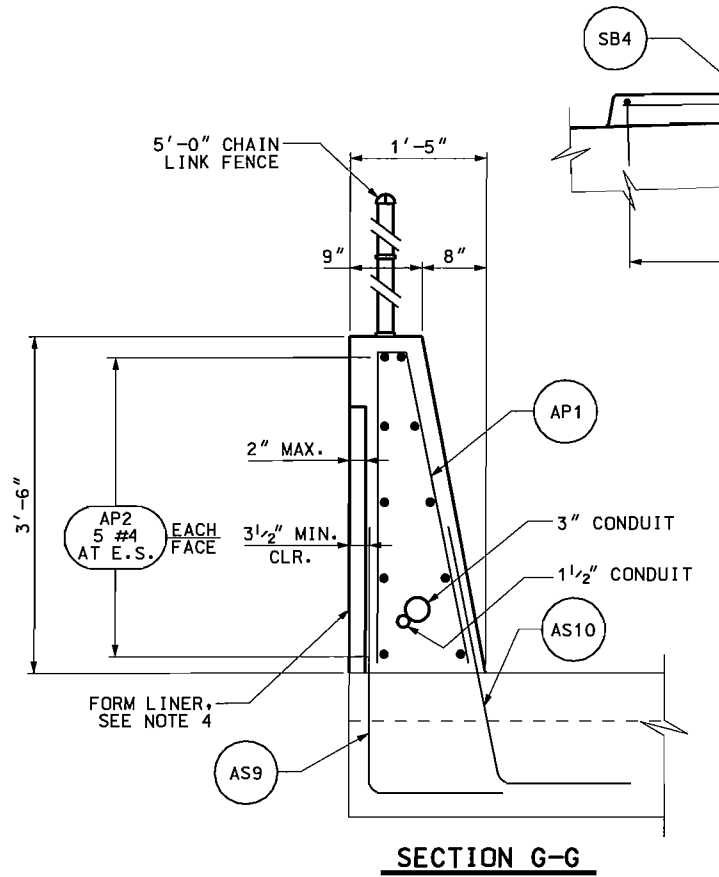
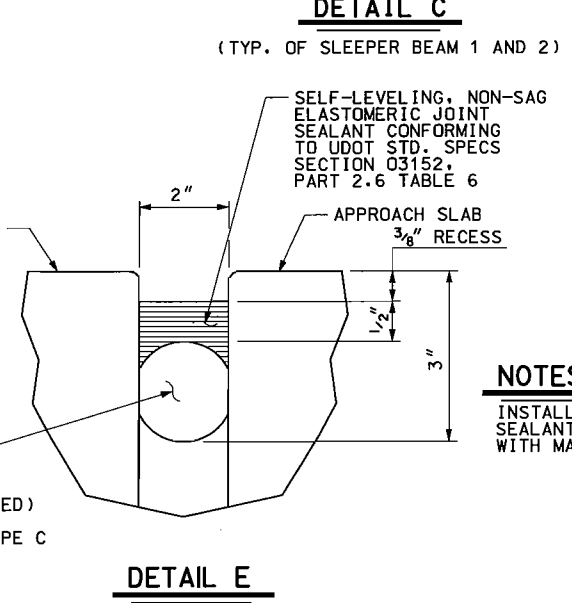
1. USE HIGH STRENGTH NON-SHRINK GROUT.
2. PROVIDE AS7 BARS AT BOTH ENDS OF TRANSVERSE AND LONGITUDINAL TOP BARS.
3. THE PRECAST SLEEPER BEAM AND APPROACH SLABS SHALL BE PLACED PER DETAILS "B" AND "C" RESPECTIVELY, THE WIDTH OF THE GAP CAN VARY DUE TO BEAM/SLAB TOLERANCES.
4. PROVIDE INTEGRAL PRECAST BARRIER, MEDIAN CURB AND SIDEWALK ON APPROACH SLAB.



PROJECT NUMBER F-1215(126)13	APPROVED FOR USE BY JDOT <i>[Signature]</i> DATE: 7/19/07	SENIOR DESIGN ENGINEER <i>[Signature]</i> DATE: 7/19/07	CHECKED DAP: AA 6/07 DAP: MSA 6/07	PREPARED BY: MICHAEL BAKER JR.	UTAH DEPARTMENT OF TRANSPORTATION SALT LAKE CITY, UTAH STRUCTURES DIVISION	PROJECT I-215:4500 SOUTH STRUCTURE 4500 S. (SR-266) OVER I-215 APPROACH SLAB DETAILS 2 OF 3	SHEET C-953 DRG. NO.	SALT LAKE COUNTY	SHT. 29 OF 34
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QUANTITIES TYPE I CHAINLINK FENCE (PHASE II)	
APPROACH CHAINLINK FENCE (BLACK VINYL COATED)	100 LF



PARAPET NOTES

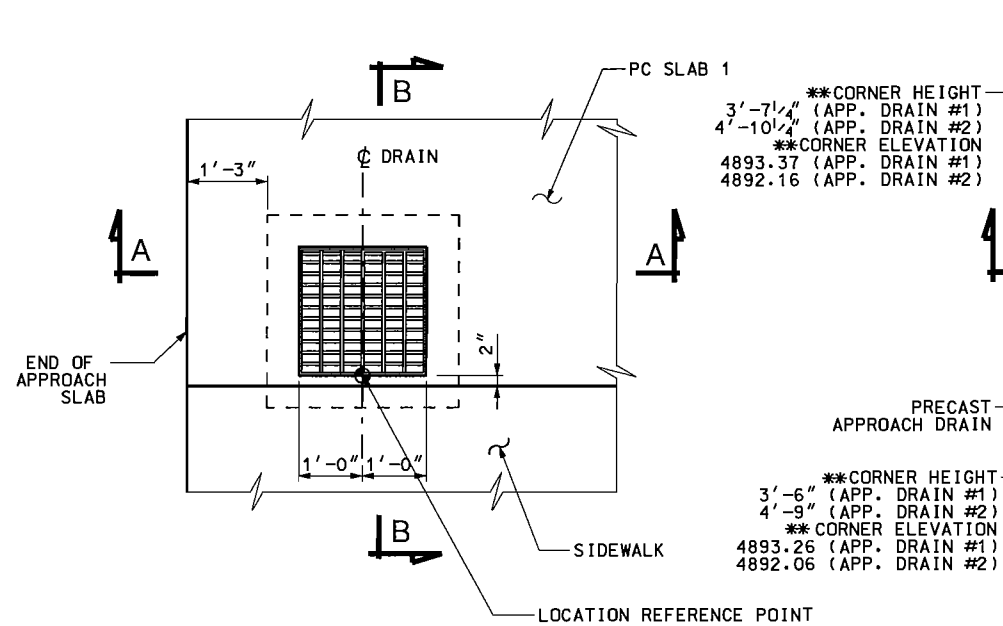
1. PARAPET LENGTHS SHOWN ARE IN THE HORIZONTAL PLANE.
2. PLACE CONTRACTION JOINT ON SIDES AND TOP OF PARAPET.
3. FOR PARAPET OVER DECK SLAB, DETAILS "C" AND "D", POST INSTALLATION DETAIL, FENCE NOTES AND ADDITIONAL PARAPET NOTES, SEE DECK PARAPET DETAILS SHEET.
4. FOR FORM LINER AND AESTHETIC DETAILS, SEE AESTHETIC PLANS PROVIDED BY CONTRACTOR.

NOTES

INSTALL BACKER ROD AND JOINT SEALANT IN STRICT CONFORMANCE WITH MANUFACTURERS INSTRUCTIONS.

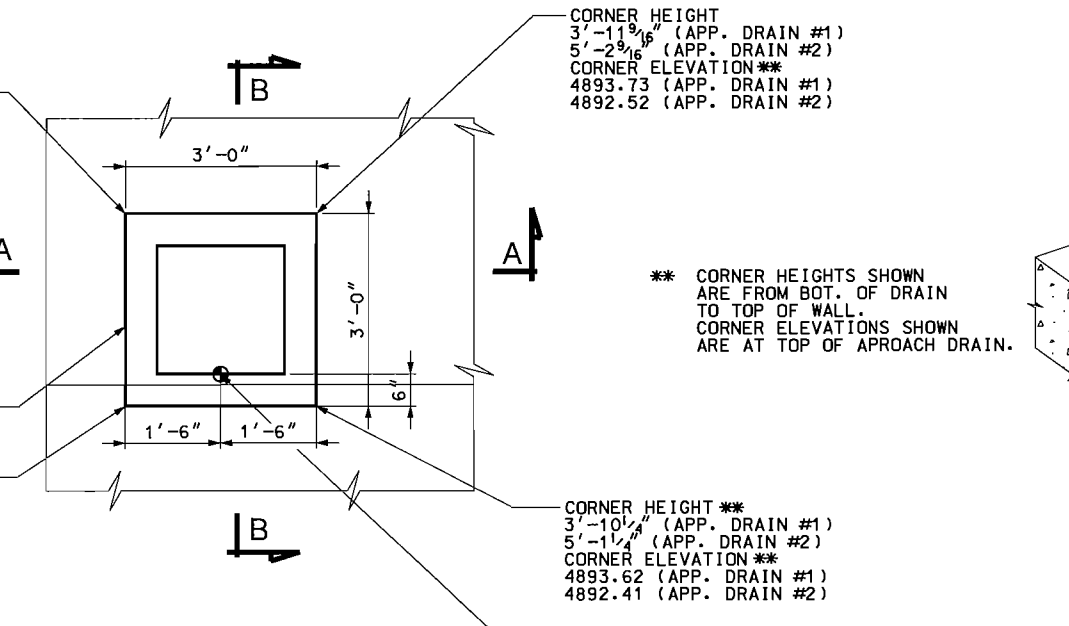
I-215:4500 SOUTH STRUCTURE 4500 S. (SR-266) OVER I-215 APPROACH SLAB DETAILS 3 OF 3 PROJECT NUMBER F-1215(126)13	PREPARED BY: MICHAEL BAKER JR.	CHECK_MSA: 6/07 CHECK_DAP: 6/07 CHECK_DWK: 6/07 CHECK_DAP: 6/07	REVISIONS NO. DATE BY
	UTAH DEPARTMENT OF TRANSPORTATION SALT LAKE CITY, UTAH STRUCTURES DIVISION	DESIGN_DAP: 6/07 DRAWN_AA: 6/07 QUANT_JWK: 6/07	
	APPROVED FOR USE BY UDOT: <i>[Signature]</i> DATE: 7/20/07 SENIOR DESIGN ENGR: <i>[Signature]</i> UDOT PROJECT ENGR: <i>[Signature]</i>		
	SALT LAKE COUNTY C-953 DRG. NO.		

06-JUL-2007 DGN: Files\Projects\103008_1-215_4500_S_Structures\Shms\Files\Structures\4752_C-953-39_ApproachSlab_3_of_3.dgn



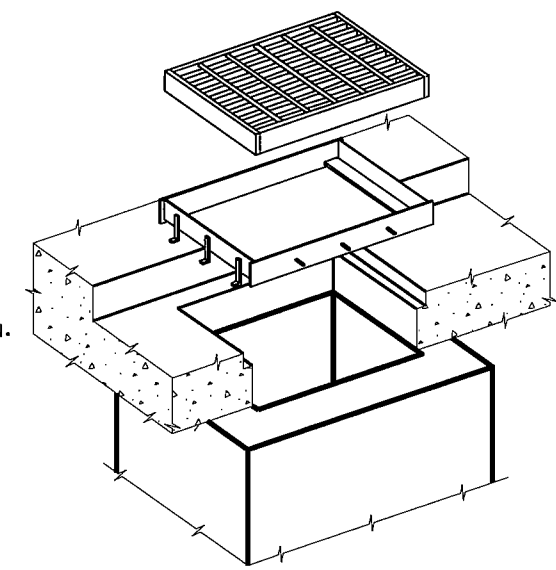
TYPICAL PLAN

APPROACH SLAB DRAIN #2 SHOWN, #1 SIMILAR

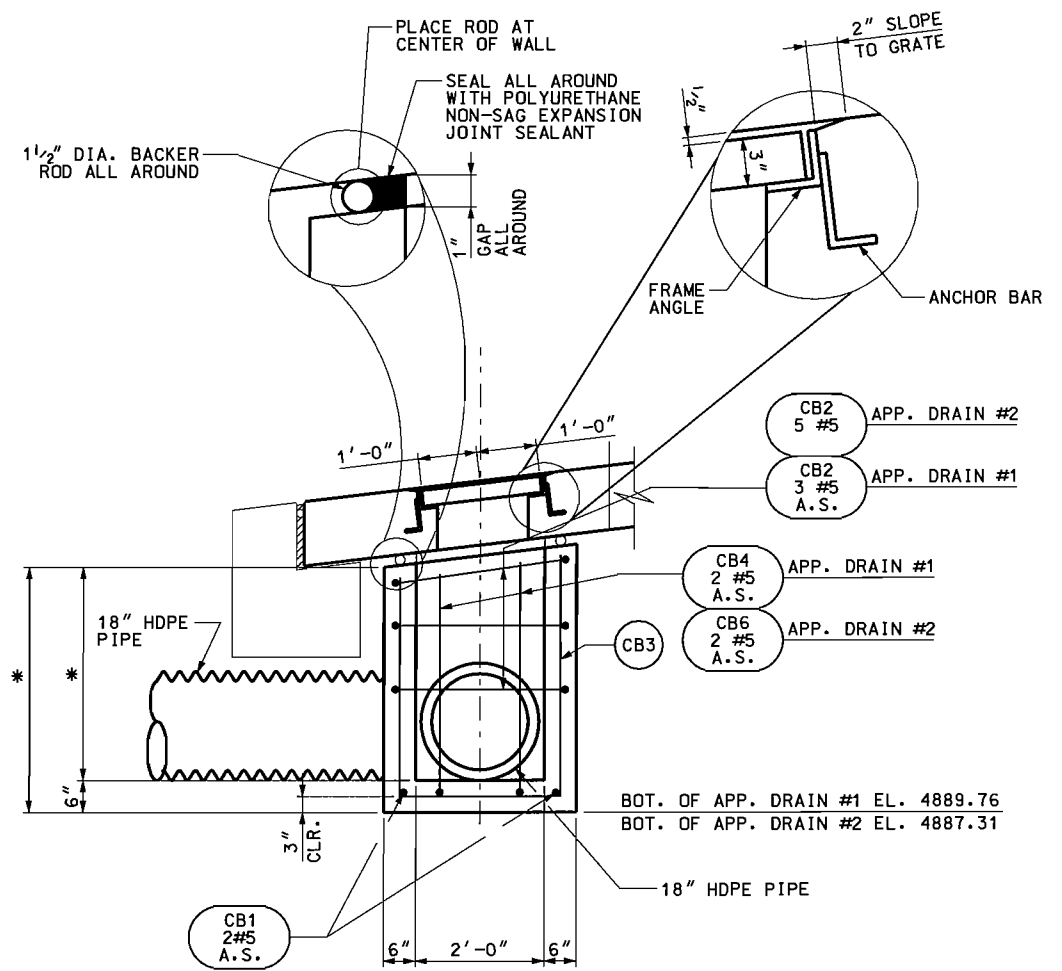


APPROACH DRAIN TOP VIEW

APPROACH SLAB DRAIN #2 SHOWN, #1 SIMILAR

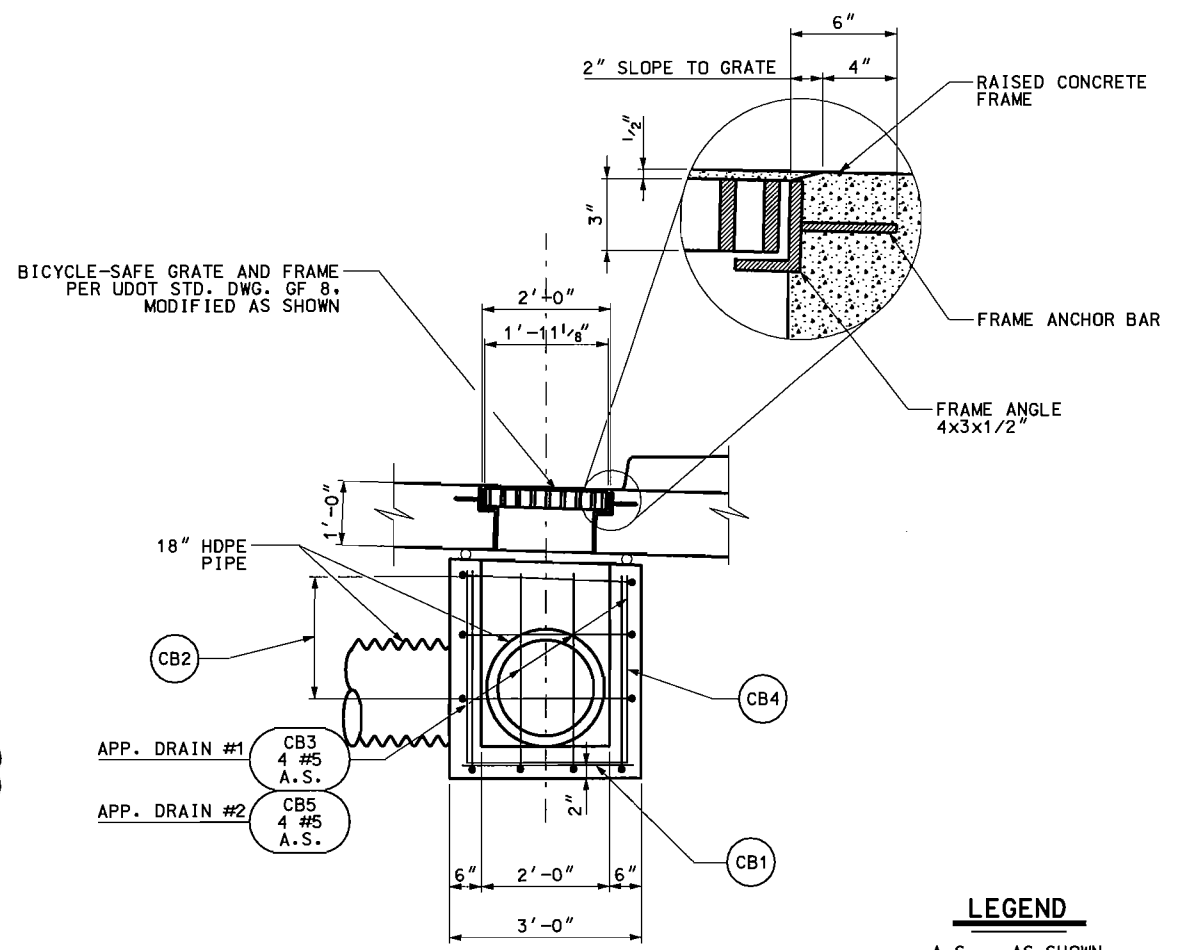


ISOMETRIC



SECTION A-A

* SEE APPROACH DRAIN TOP VIEW FOR CORNER HEIGHTS.



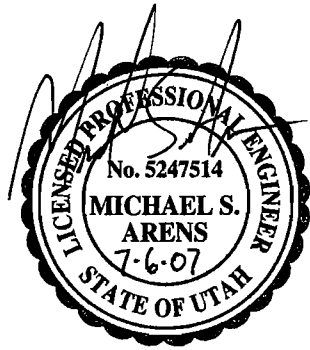
SECTION B-B

LEGEND

- A.S. AS SHOWN
- F.F. FRONT FACE
- B.F. BACK FACE
- E.S. EACH FACE

NOTES

1. PRECAST APPROACH SLAB DRAIN. INSTALL GRATE IN THE PRECAST APPROACH SLABS.
2. CUT OR BEND REINFORCEMENT TO CLEAR DRAIN PIPE INLETS WHERE REQUIRED.
3. INCLUDE COST OF FRAME, GRATE BACKER ROD AND SEALANT IN CONTRACT PRICE OF PRECAST APPROACH SLAB CONCRETE.



QUANTITIES	
PRECAST APP. SLAB CONCRETE (PHASE II)	
APPROACH SLAB CATCH BASIN	2 CY

(APPROACH SLAB CATCH BASIN INCLUDED IN PRECAST APPROACH SLAB CONCRETE QUANTITY)

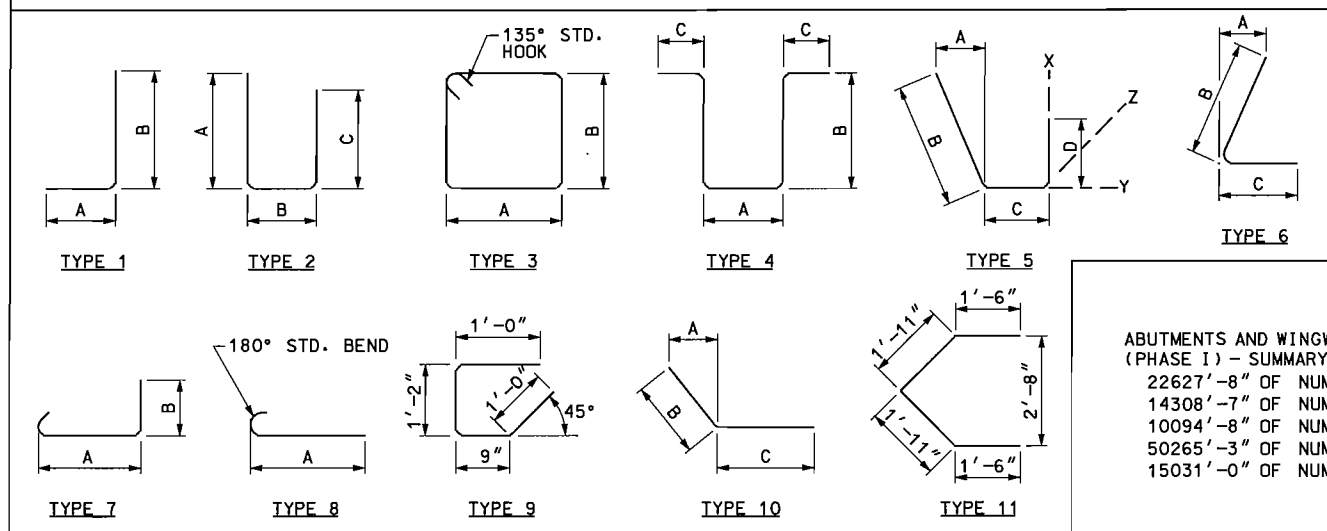
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<p>UTAH DEPARTMENT OF TRANSPORTATION SALT LAKE CITY, UTAH STRUCTURES DIVISION</p> <p>APPROVED FOR USE BY UDOT DATE: 7-20-07 BY: [Signature]</p> <p>DESIGN: DAP 6/07 DRAWN: AA 6/07 CHECK: MSA 6/07</p>	<p>PREPARED BY: MICHAEL BAKER JR.</p> <p>QUANT.: JWK 6/07 CHECK: DAP 6/07</p> <p>NO. DATE BY</p> <p>REVISIONS</p>
<p>I-215:4500 SOUTH STRUCTURE OVER I-215 4500 S. (SR-266) OVER I-215</p>	
<p>APPROACH SLAB DRAIN</p>	
<p>PROJECT NUMBER: F-1215(126)13</p>	
<p>SALT LAKE COUNTY</p>	
<p>C-953</p>	
<p>DRG. NO.</p>	
<p>SHT. 31 OF 34</p>	

ABUTMENTS AND WINGWALLS REINFORCEMENT SCHEDULE (PHASE I)

MARK	LOCATION	SIZE NO.	NO. BARS	TYPE	LENGTH	TOTAL LENGTH	DIMENSIONS				SERIES INC.	REMARKS
							A	B	C	D		
F1	ABUT. #1	5	26	STR.	82'-0"	2132'-0"						1 - 2'-0" SPLICES REQ'D.
F2	ABUT. #1	8	126	1	13'-11"	1753'-6"	5'-7"	8'-4"				
F3	ABUT. #1	6	126	1	15'-2"	1911'-0"	9'-1"	6'-1"				
F4	ABUT. #1	8	126	STR.	12'-0"	1512'-0"						
F5	ABUT. #1	5	SER. OF 13	10	5'-0" TO 12'-6"	455'-0"	1'-9" TO 4'-5"	2'-6" TO 6'-3"	2'-6" TO 6'-3"		0'-7 1/2"	
F13	ABUT. #1	5	185	7	4'-0"	740'-0"	2'-8"	0'-10"				
A1	ABUT. #1	5	40	STR.	84'-10"	3393'-4"						1 - 2'-0" SPLICES REQ'D.
A2	ABUT. #1	5	2	STR.	62'-0"	124'-0"						1 - 2'-0" SPLICES REQ'D.
A3	ABUT. #1	8	126	STR.	16'-8"	2100'-0"						
A4	ABUT. #1	6	126	2	13'-10"	1743'-0"	5'-7"	2'-8"	5'-7"			
A5	ABUT. #1	6	126	STR.	16'-8"	2100'-0"						
A6	ABUT. #1	5	168	7	4'-0"	672'-0"	2'-8"	0'-10"				
A7	ABUT. #1	5	38	11	6'-10"	259'-8"						SEE BENDING DIAGRAM
A8	ABUT. #1	6	12	STR.	6'-7"	79'-0"						
F6	ABUT. #2	9	SER. OF 23	STR.	103'-3" TO 125'-3"	5255'-6"				1'-0"		2 - 6'-6" SPLICES REQ'D, SEE ABUT. DETAILS FOR LOC.
F7	ABUT. #2	7	SER. OF 28	STR.	92'-7" TO 119'-7"	5940'-8"						2 - 3'-9" SPLICES REQ'D, SEE ABUT. DETAILS FOR LOC.
F8	ABUT. #2	8	169	STR.	24'-11"	4210'-11"						
F9	ABUT. #2	6	SER. OF 22	STR.	6'-6" TO 24'-11"	1382'-4"				0'-10 1/2"		
F10	ABUT. #2	8	237	2	19'-2"	4542'-6"	8'-3"	2'-8"	8'-3"			
F11	ABUT. #2	9	192	8	10'-3"	1968'-0"	9'-0"					
F12	ABUT. #2	9	66	8	10'-3"	676'-6"	9'-0"					
F14	ABUT. #2	5	971	7	4'-0"	3884'-0"	2'-8"	0'-10"				
F15	ABUT. #2	6	4	STR.	15'-8"	62'-8"						
F16	ABUT. #2	6	4	10	22'-7"	90'-4"	13'-8"	19'-4"	3'-3"			
A9	ABUT. #2	8	142	STR.	92'-6"	13135'-0"						2 - 5'-3" SPLICES REQ'D.
A10	ABUT. #2	8	474	STR.	34'-8"	16432'-0"						
A11	ABUT. #2	5	82	2	8'-8"	710'-8"	3'-0"	2'-8"	3'-0"			
A12	ABUT. #2	5	168	7	4'-0"	672'-0"	2'-8"	0'-10"				
A13	ABUT. #2	6	SER. OF 32	STR.	3'-0" TO 18'-6"	2752'-0"				0'-6"		
A14	ABUT. #2	6	SER. OF 32	STR.	3'-0" TO 12'-5"	986'-8"				0'-3 5/8"		
A15	ABUT. #2	5	SER. OF 4	STR.	6'-0" TO 15'-3"	170'-0"				3'-1"		
A16	ABUT. #2	8	142	10	23'-9"	3372'-6"	3'-11"	5'-7"	18'-2"			
A17	ABUT. #2	5	6	STR.	17'-6"	105'-0"						
A18	ABUT. #2	5	SER. OF 18	STR.	2'-11" TO 7'-2"	363'-0"				0'-3"		

BENDING DIAGRAMS

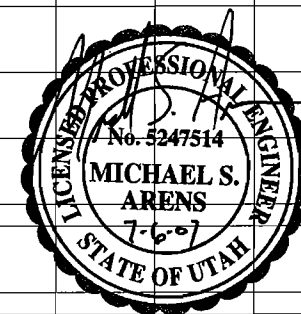


ABUTMENTS AND WINGWALLS REINFORCEMENT SCHEDULE (PHASE I)

MARK	LOCATION	SIZE NO.	NO. BARS	TYPE	LENGTH	TOTAL LENGTH	DIMENSIONS				SERIES INC.	REMARKS
							A	B	C	D		
A19	ABUT. #2	9	SER. OF 6	8	31'-1" TO 39'-0"	3364'-0"	29'-10"					1'-7"
A20	ABUT. #2	9	SER. OF 8	8	11'-5" TO 28'-11"	1936'-0"	10'-2"					2'-6"
A21	ABUT. #2	9	SER. OF 8	8	25'-3" TO 36'-11"	1492'-0"	24'-0"					2'-4"
A22	ABUT. #2	9	SER. OF 3	8	15'-2" TO 22'-6"	339'-0"	13'-11"					3'-8"
A23	ABUT. #2	8	142	10	22'-7"	3206'-10"	3'-11"	5'-7"	17'-0"			
F21	WW #1 & #4	7	72	1	9'-11"	714'-0"	3'-7"	6'-4"				
F22	WW #1 & #4	5	36	1	11'-0"	396'-0"	7'-5"	3'-7"				
F23	WW #1 & #4	7	72	STR.	10'-0"	720'-0"						
F24	WW #1 & #4	5	SER. OF 4	STR.	14'-3" TO 17'-6"	698'-6"						0'-3 1/8"
W11	WW #1	6	SER. OF 1	STR.	16'-5" TO 23'-8"	721'-6"						0'-2 1/2"
W12	WW #4	6	SER. OF 1	STR.	13'-6" TO 18'-9"	419'-3"						0'-2 1/2"
W13	WW #4	6	10	STR.	14'-1"	140'-10"						
W14	WW #4	5	SER. OF 1	STR.	15'-1" TO 21'-10"	350'-9"						0'-4 1/2"
W15	WW #1 & #4	5	68	STR.	17'-7"	1195'-8"						
W16	WW #1 & #4	5	SER. OF 4	STR.	3'-0" TO 17'-7"	247'-0"						2'-11"
W17	WW #1 & #4	5	4	STR.	18'-9"	75'-0"						
W18	WW #4	5	SER. OF 1	STR.	6'-3" TO 8'-0"	35'-8"						0'-5 1/4"
W19	WW #1	5	SER. OF 1	STR.	18'-4" TO 24'-9"	409'-4"						0'-4 1/4"
F31	WW #2 & #3	7	128	1	11'-3"	1440'-0"	4'-5"	6'-10"				
F32	WW #2 & #3	5	64	1	10'-11"	698'-8"	6'-10"	4'-1"				
F33	WW #2 & #3	7	128	STR.	10'-0"	1280'-0"						
F34	WW #2 & #3	5	44	STR.	31'-7"	1389'-8"						
W21	WW #2	6	SER. OF 1	STR.	10'-6" TO 19'-4"	954'-8"						0'-1 5/8"
W22	WW #3	6	SER. OF 1	STR.	11'-6" TO 18'-8"	965'-4"						0'-1 3/8"
W23	WW #2	5	SER. OF 1	STR.	12'-4" TO 21'-1"	534'-8"						0'-3 3/8"
W24	WW #3	5	SER. OF 1	STR.	13'-3" TO 20'-4"	537'-4"						0'-2 3/4"
W25	WW #2 & #3	5	54	STR.	31'-7"	1705'-6"						
W26	WW #2	5	SER. OF 2	STR.	3'-3" TO 30'-7"	304'-6"						3'-5"
W27	WW #2 & #3	5	4	STR.	32'-5"	129'-8"						
W28	WW #3	5	SER. OF 2	STR.	3'-7" TO 30'-7"	239'-2"						4'-6"

NOTES

- ALL BARS ARE COATED.
- BAR SIZES ARE U.S. UNITS.
- REINFORCING STEEL DIMENSIONS ARE OUT TO OUT OF BARS UNLESS OTHERWISE SPECIFIED.
- TYPE 'STR.' INDICATES A STRAIGHT BAR, LOCATION 'WW' INDICATES WINGWALL, TYPE 'SER. OF' INDICATES SERIES (CUT SET) BARS AND COLUMN TITLE 'SERIES INC.' IS ABBREVIATION FOR 'SERIES INCREMENT'.
- SERIES BARS - EACH BAR VARIES BY TABULATED AMOUNT.
- SPLICES MAY BE OMITTED AT FABRICATORS OPTION... HOWEVER, IN SUCH CASE, FABRICATOR ASSUMES RESPONSIBILITY FOR FIT.
- UNLESS NOTED OTHERWISE, ALL HOOKS, BENDS AND FABRICATION OF REINFORCING STEEL SHALL BE PER THE CRSI MANUAL OF STANDARD PRACTICE, LATEST EDITION.



UTAH DEPARTMENT OF TRANSPORTATION
SALT LAKE CITY, UTAH
STRUCTURES DIVISION
PREPARED BY:
MICHAEL BAKER JR.

I215:4500 SOUTH STRUCTURE
4500 S. (SR-266) OVER I-215
REBAR SCHEDULE 1 OF 2

SALT LAKE COUNTY
C-953
DRG. NO.

SHT. 33 OF 34

REVISIONS

NO. DATE BY

CHECK JWK 5/07
CHECK DAP 5/07

DESIGN DAP 5/07
DRAWN AA 5/07

APPROVAL RECORDING DATE 7-19-07
APPROVED FOR USE BY JDOT DATE 7-20-07
MICHAEL S. ARENS
SENIOR DESIGN ENGINEER
CORP. LICENSED ENGINEER

PROJECT NUMBER
F-1215(126)13

06-JUL-2007 09:04:50 D:\Projects\110208\1215_SOUTH STRUCTURE\Structures\4752_C-953-34_Rebar2of2.dgn

STRUCTURE AND APPROACH SLAB REINFORCEMENT SCHEDULE (PHASE II)

MARK	LOCATION	SIZE NO.	NO. BARS	TYPE	LENGTH	TOTAL LENGTH	DIMENSIONS				SERIES INC.	REMARKS
							A	B	C	D		
S1	SLAB	4	376	1	4'-3"	1598'-0"	0'-10"	3'-5"				
S2	SLAB	4	376	10	4'-4"	1629'-4"	0'-8"	3'-6"	0'-10"			
S3	SLAB	5	227	STR.	183'-10"	41730'-2"						4 - 2'-3" SPLICES REQ'D.
S4	SLAB	4	352	STR.	6'-0"	2112'-0"						
S5	SLAB	5	354	STR.	42'-3"	14956'-6"						
S6	SLAB	5	176	STR.	47'-8"	8389'-4"						
S7	SLAB	5	176	STR.	36'-8"	6453'-4"						
S8	SLAB	4	352	2	3'-0"	1056'-0"	1'-1"	0'-10"	1'-1"			
S9	SLAB	4	177	12	4'-0"	708'-0"	0'-7 1/2"					SEE BENDING DIAGRAM
S10	SLAB	5	26	STR.	183'-10"	4779'-8"						4 - 2'-3" SPLICES REQ'D.
S11	SLAB	4	352	STR.	6'-11"	2434'-8"						
S12	SLAB	5	4	STR.	126'-1"	504'-4"						3 - 2'-3" SPLICES REQ'D.
S13	SLAB	5	4	10	6'-0"	24'-0"	2'-11"	3'-0"	3'-0"			
S14	SLAB	5	4	STR.	58'-5"	233'-8"						1 - 2'-3" SPLICES REQ'D.
SK1	SHEAR KEY	7	16	2	5'-9"	92'-0"	2'-1"	1'-7"	2'-1"			
SK2	SHEAR KEY	7	32	STR.	2'-0"	64'-0"						
SK3	SHEAR KEY	4	48	3	4'-11"	236'-0"	0'-5"	1'-8"				
SK4	SHEAR KEY	7	16	2	5'-3"	84'-0"	1'-10"	1'-7"	1'-10"			
SK5	SHEAR KEY	7	32	STR.	1'-9"	56'-0"						
D1	ABUT. DIAPH.	5	83	13	9'-1"	753'-11"						SEE BENDING DIAGRAM
D2	ABUT. DIAPH.	10	8	STR.	81'-11"	655'-4"						2 - MECH. CONN. REQ'D.
D3	ABUT. DIAPH.	6	16	STR.	88'-4"	1413'-4"						2 - 3'-1" SPLICES REQ'D.
D4	ABUT. DIAPH.	4	16	2	4'-8"	74'-8"	1'-6"	1'-8"	1'-6"			
D5	ABUT. DIAPH.	5	83	14	9'-5"	781'-7"						SEE BENDING DIAGRAM
D6	ABUT. DIAPH.	5	166	2	7'-2"	1189'-8"	3'-0"	1'-2"	3'-0"			
D7	ABUT. DIAPH.	4	166	2	4'-9"	788'-6"	2'-2"	0'-5"	2'-2"			
P1	PARAPET	4	376	5	6'-8 1/8"	2534'-1"	0'-7 1/4"	3'-3"	0'-3 1/8"	3'-2"		
P2	PARAPET	4	20	STR.	182'-10"	3656'-8"						4 - 2'-0" SPLICES REQ'D.

STRUCTURE AND APPROACH SLAB REINFORCEMENT SCHEDULE (PHASE II)

MARK	LOCATION	SIZE NO.	NO. BARS	TYPE	LENGTH	TOTAL LENGTH	DIMENSIONS				SERIES INC.	REMARKS
							A	B	C	D		
AS1	APP. SLAB	8	336	STR.	24'-9"	8316'-0"						
AS2	APP. SLAB	5	210	STR.	24'-9"	5197'-6"						
AS3	APP. SLAB	5	208	STR.	11'-0"	2288'-0"						
AS4	APP. SLAB	5	208	STR.	15'-7"	3241'-4"						
AS5	APP. SLAB	5	104	STR.	14'-10"	1542'-8"						
AS6	APP. SLAB	5	104	STR.	11'-10"	1230'-8"						
AS7	APP. SLAB	4	972	2	2'-7"	2511'-0"	1'-0"	0'-7"	1'-0"			
AS8	APP. SLAB	4	104	2	3'-1"	320'-8"	1'-0"	1'-1"	1'-0"			
AS9	APP. SLAB	5	104	1	4'-6"	468'-0"	0'-10"	3'-8"				
AS10	APP. SLAB	5	104	10	4'-7"	476'-8"	0'-8"	3'-9"	0'-10"			
AS11	APP. SLAB	4	52	12	4'-3"	221'-0"	0'-9"					SEE BENDING DIAGRAM
AS12	APP. SLAB	4	4	10	24'-8"	98'-8"	3'-9"	3'-10"	20'-10"			
AS13	APP. SLAB	4	104	STR.	7'-0"	728'-0"						
SB1	SLEEP. BEAM	5	168	3	5'-10"	980'-0"	0'-8"	1'-9 1/2"				
SB2	SLEEP. BEAM	8	40	STR.	40'-10"	1633'-4"						
SB3	SLEEP. BEAM	5	168	15	7'-11 1/4"	1333'-6"						SEE BENDING DIAGRAM
SB4	SLEEP. BEAM	4	8	STR.	7'-0"	56'-0"						
SB5	SLEEP. BEAM	4	32	2	3'-2"	101'-4"	1'-3"	0'-8"	1'-3"			
AP1	APP. PARAPET	5	104	5	6'-8 1/8"	700'-11"	0'-7 1/4"	3'-3"	0'-3 1/8"	3'-2"		
AP2	APP. PARAPET	4	40	STR.	24'-8"	986'-8"						
CB1	CATCH BASIN	5	4	STR.	2'-8"	10'-8"						
CB2	CATCH BASIN	5	8	3	11'-7"	92'-8"	2'-8"	2'-8"				
CB3	CATCH BASIN	5	4	2	9'-1"	36'-4"	3'-1"	2'-7"	3'-5"			
CB4	CATCH BASIN	5	2	2	9'-0"	18'-0"	3'-2"	2'-7"	3'-3"			
CB5	CATCH BASIN	5	4	2	11'-7"	46'-4"	4'-4"	2'-7"	4'-8"			
CB6	CATCH BASIN	5	2	2	11'-6"	23'-0"	4'-5"	2'-7"	4'-6"			

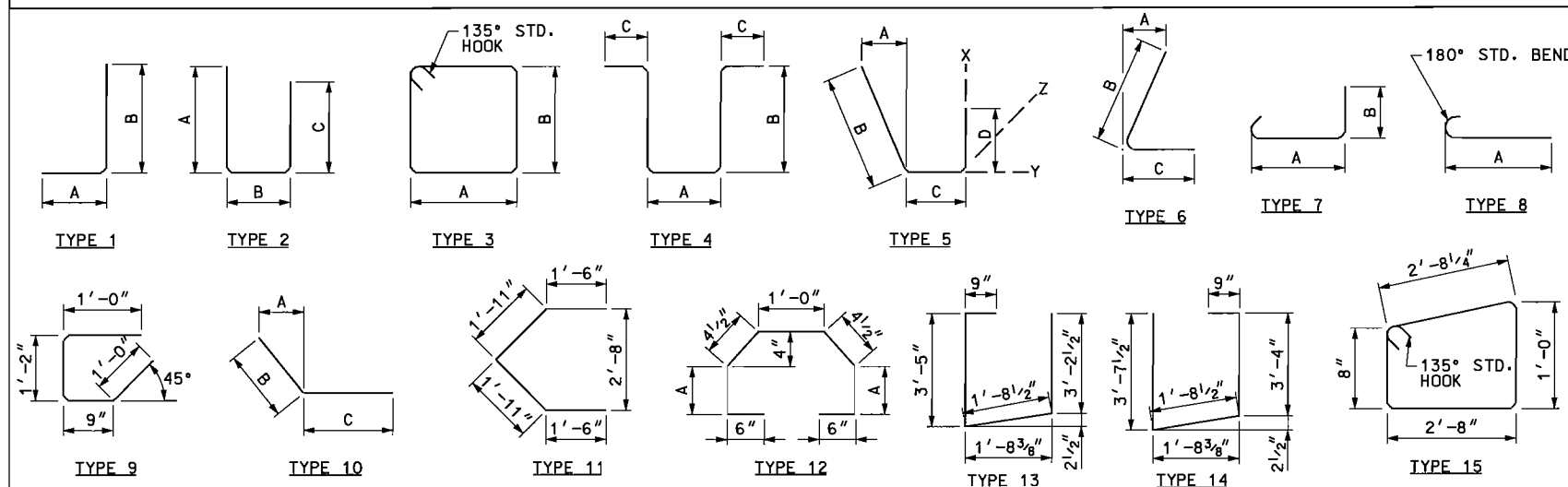
SUPERSTRUCTURE AND APPROACH SLAB REINFORCEMENT SCHEDULE (PHASE II) - SUMMARY OF COATED BARS

21851'-3" OF NUMBER 4 BARS AT 0.668 LBS/FT = 14597 LBS
 97482'-5" OF NUMBER 5 BARS AT 1.043 LBS/FT = 101675 LBS
 1413'-4" OF NUMBER 6 BARS AT 1.502 LBS/FT = 2123 LBS
 296'-0" OF NUMBER 7 BARS AT 2.044 LBS/FT = 605 LBS
 9949'-4" OF NUMBER 8 BARS AT 2.670 LBS/FT = 26565 LBS
 655'-4" OF NUMBER 10 BARS AT 4.303 LBS/FT = 2820 LBS
 TOTAL = 148385 LBS

DOWEL QUANTITY

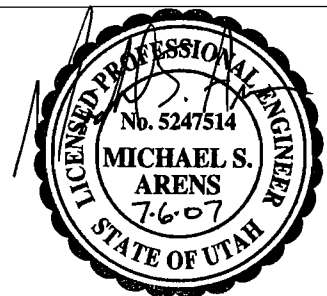
PHASE	SIZE NO.	DIA. (IN)	NO. BARS	LENGTH	TOTAL LENGTH	WEIGHT (LBS.)	REMARKS
PHASE I	8	-	71	2'-6"	177'-5"	475	SEE NOTE 2 ON ABUTMENT DETAILS SHEET
PHASE II	-	1 1/2"	166	1'-6"	249'-0"	1498	SEE DETAILS "A" & "C" ON SHEETS APP. SLAB DETAILS 2 OF 3 & 3 OF 3
	-	1"	80	1'-6"	120'-0"	321	SEE DETAIL "D" ON SHEET APPROACH SLAB DETAILS 3 OF 3
TOTAL =						2294	

BENDING DIAGRAMS



NOTES

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UTAH DEPARTMENT OF TRANSPORTATION
 SALT LAKE CITY, UTAH
 STRUCTURES DIVISION

1215:4500 SOUTH STRUCTURE
 4500 S. (SR-266) OVER I-215
 REBAR SCHEDULE 2 OF 2

SALT LAKE COUNTY
 C-953
 DRG. NO.

SHT. 34 OF 34

APPROVAL RECORD: 7/1/07 DATE: 7/1/07
 DESIGN: DAP 6/07 CHECK: JWK 6/07
 DRAWN: DAP 6/07 CHECK: JWK 6/07
 QUANT.: DAP 6/07 CHECK: JWK 6/07
 PROJECT NUMBER: F-1215(126)13
 REVISIONS: BY: DATE: NO.: