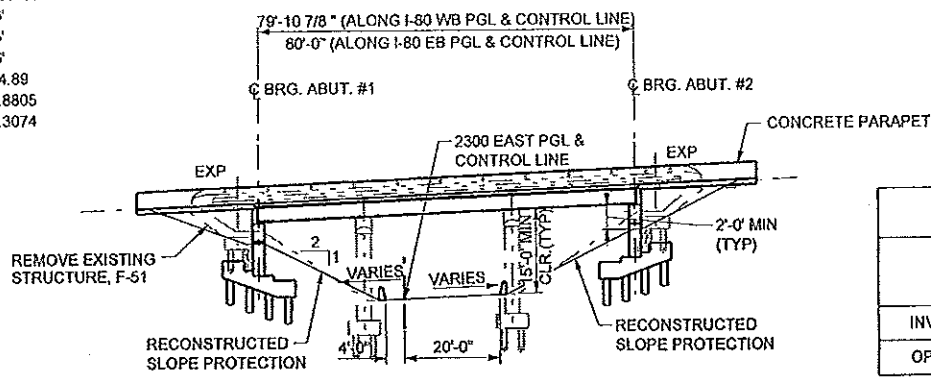
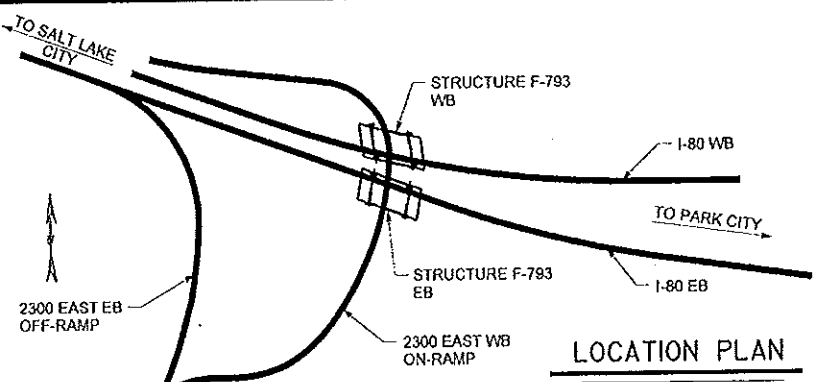
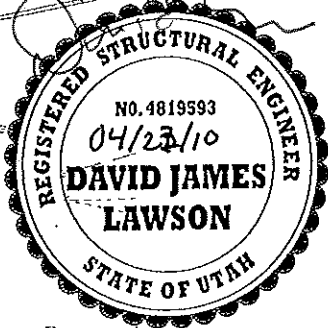


**EXISTING HORIZONTAL CURVE DATA**

WB-1	E-1	E-2
$\Delta = 19^\circ 41' 41''$ RT	$\Delta = 85^\circ 50' 17''$ RT	$\Delta = 35^\circ 31' 55''$ RT
R = 2291.83'	R = 150.80'	R = 601.56'
T = 397.82'	T = 140.23'	T = 192.75'
L = 787.79'	L = 225.93'	L = 373.06'
PI = 235+05.30	PI = 233+46.44	PI = 236+24.89
N = 50772.6068	N = 50968.6261	N = 50635.8805
E = 50683.3920	E = 50571.6720	E = 50559.3074



**ELEVATION**  
(ALONG CONTROL LINE)



**LOCATION PLAN**

**GENERAL NOTES**

- USE COATED DEFORMED-CARBON REINFORCING STEEL BARS CONFORMING TO AASHTO M284 OR M111 AND M31 GRADE 60 RESPECTIVELY.
- CHAMFER ALL EXPOSED CONCRETE CORNERS 3/4" EXCEPT WHERE NOTED OTHERWISE.
- PROVIDE 2" CONCRETE COVER TO REINFORCING STEEL EXCEPT WHERE NOTED OTHERWISE.
- USE LIGHT WEIGHT CLASS AA(AE) (115 pcf) CAST-IN-PLACE CONCRETE PER SPECIAL PROVISION NO. 03312S FOR DECK, PARAPET, END & INTERMEDIATE DIAPHRAGMS, ABUTMENT, PILE CAP FOOTING, SLEEPER BEAM AND APPROACH SLABS. USE 4.0 KSI FOR DECK, PARAPET, INTERMEDIATE DIAPHRAGMS, APPROACH SLAB, SLEEPER BEAM, AND PILE CAP FOOTING. USE 5.0 KSI FOR END DIAPHRAGMS, AND ABUTMENT.
- PROTECT EXISTING UTILITIES IN PLACE UNLESS NOTED OTHERWISE.
- REFER TO AESTHETIC PLANS FOR AESTHETIC DETAILS.
- REMOVE EXISTING STRUCTURES A MINIMUM OF 2' BELOW FINISHED GRADE.

**DESIGN DATA**

HL-93 LOADING IN ACCORDANCE WITH CURRENT AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS AND INTERIMS. SEISMIC DESIGN IN ACCORDANCE WITH MCEER/ATC 49 AND SECTION 6-SEISMIC DESIGN OF UDOT DESIGN AND DETAILING MANUAL.

- CAST-IN-PLACE CONCRETE: CLASS AA (AE) CLASS AA (AE)
  - $f_c =$  SEE GENERAL NOTES;  $f_y$  (REINF.) = 60 KSI
  - $n = 7.1$  (NORMAL-WEIGHT)
  - $n = 10.1$  (5 KSI);  $n = 11.3$  (4 KSI) (LIGHT-WEIGHT)
- PRESTRESSED CONCRETE:
  - $f_c = 8.5$  KSI;  $f_{cl} = 7.5$  KSI;
  - 0.6" DIA. GRADE 270 LOW RELAXATION STRAND
- STRUCTURAL STEEL:
  - $F_y = 50$  KSI (STRUCTURAL SHAPES)
  - $F_y = 36$  KSI (PLATES AND ANGLES)
- SACRIFICIAL WEARING SURFACE: 1/2" CONCRETE
- FUTURE WEARING SURFACE: 35 PSF
- DESIGN SPEED: 70 M.P.H. (I-80) 25 M.P.H. (2300 EAST WB ON-RAMP)
- SEISMIC: SEISMIC DESIGN PARAMETERS (2% PE IN 50 YR.)  $PGA = 0.65g$   
 $S_s =$  MAX. CONSIDERED EQ GROUND MOTION AT 0.2s = 1.56g  
 $S_1 =$  MAX. CONSIDERED EQ GROUND MOTION AT 1.0s = 0.61g  
 SITE CLASS E,  $SHL = IV$ ,  $SDR = 4$ .

**INDEX OF SHEETS**

- SITUATION AND LAYOUT 1 OF 2
- SITUATION AND LAYOUT 2 OF 2
- SOIL DATA SHEET 1 OF 3
- SOIL DATA SHEET 2 OF 3
- SOIL DATA SHEET 3 OF 3
- WB FOUNDATION PLAN
- EB FOUNDATION PLAN
- PILE DETAILS
- WB ABUTMENT #1 - PLAN & ELEVATION
- WB ABUTMENT #2 - PLAN & ELEVATION
- EB ABUTMENT - PLAN & ELEVATION
- ABUTMENT DETAILS - 1 OF 3
- ABUTMENT DETAILS - 2 OF 3
- ABUTMENT DETAILS - 3 OF 3
- WB PRESTRESSED BEAM DETAILS
- EB PRESTRESSED BEAM DETAILS
- FRAMING PLAN
- BEARING DETAIL & INT. DIAPHRAGM
- DECK PLAN
- DECK SECTIONS & DETAILS
- SLIDING DETAILS
- END DIAPHRAGM DETAILS 1 OF 3
- END DIAPHRAGM DETAILS 2 OF 3
- END DIAPHRAGM DETAILS 3 OF 3
- WINGWALL DETAILS 1 OF 2
- WINGWALL DETAILS 2 OF 2
- APPROACH SLAB DRAIN DETAILS
- SCREED ELEVATIONS 1 OF 2
- SCREED ELEVATIONS 2 OF 2
- EB TEMP. ABUTMENT PLAN
- WB TEMP. ABUTMENT PLAN
- WB TEMP. ABUTMENT ELEVATION - 1
- WB TEMP. ABUTMENT ELEVATION - 2
- TEMPORARY ABUTMENT DETAILS - 1
- TEMPORARY ABUTMENT DETAILS - 2
- TEMPORARY ABUTMENT DETAILS - 3
- APPROACH SLAB DETAILS 1 OF 2
- APPROACH SLAB DETAILS 2 OF 2
- PARAPET DETAILS
- PARAPET END DETAILS
- MISC. DETAILS 1 OF 2
- MISC. DETAILS 2 OF 2
- REINFORCING SCHEDULE 1 OF 2
- REINFORCING SCHEDULE 2 OF 2

**QUANTITIES**

	BRIDGE LOAD RATING	
	RATING	LOCATION
INV.	1.04	40.0' F, SERV. III
OPER.	1.44	24.0' S, STR. I

F DENOTES RATING CONTROLLED BY FLEXURE  
 S DENOTES RATING CONTROLLED BY SHEAR  
 $M_f$  AT 40.0' = 2132 k-ft  
 $V_r$  AT 24.0' = 180 kips

ITEM	ESTIM.	UNIT	AS CONST.
DRIVEN PILES 16" DIA.	2290	FEET	
REINFORCING STEEL - COATED	229,149	LBS.	
NORMAL WEIGHT STRUCTURAL CONCRETE (EST.QTY. 190 CY)	1	LUMP	
LIGHT WEIGHT STRUCTURAL CONCRETE (EST.QTY. 907 CY)	1	LUMP	
PRESTRESSED CONCRETE MEMBER (80'-8") (TYPE II)	18	EACH	
SLOPE PROTECTION	1061	SY	

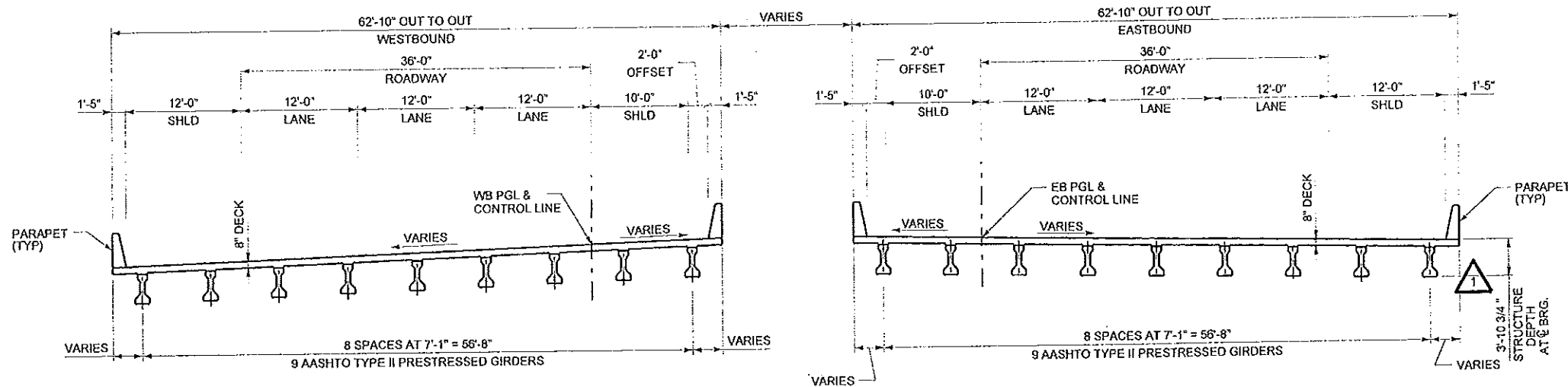
UTAH DEPARTMENT OF TRANSPORTATION  
 SALT LAKE CITY, UTAH  
 STRUCTURES DIVISION

PREPARED BY: MICHAEL BAKER JR., INC.  
 DESIGNER: D. LAVINSON  
 CHECKER: M. ARENS

APPROVAL RECORD: 6/09 DATE: 6/09  
 APPROVED: 6/09 DATE: 6/09

PROJECT NUMBER: F-180-3(148)128

SHT. 1 OF 44



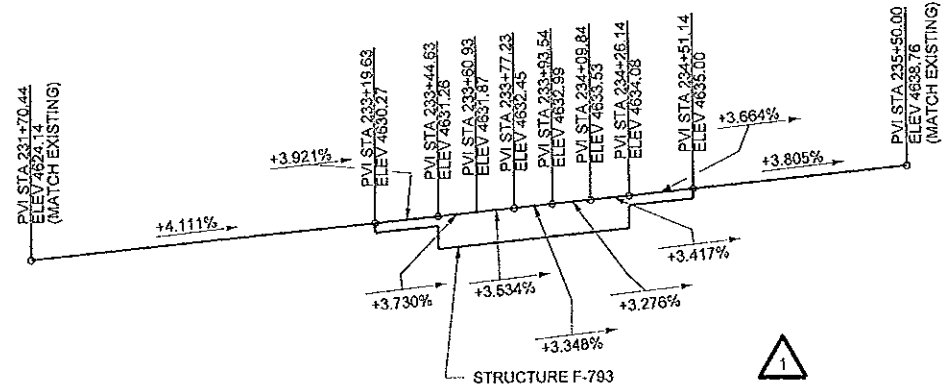
TYPICAL SECTION THRU STRUCTURE

I-80 WB SUPERELEVATION DATA

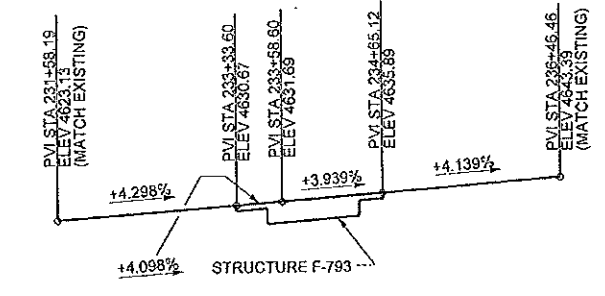
STATION	LEFT	RIGHT
231+70.44	-4.00%	+4.00%
233+19.63	-4.00%	+4.00%
234+65.12	-4.00%	+4.00%
235+50.00	-4.00%	+4.00%

I-80 EB SUPERELEVATION DATA

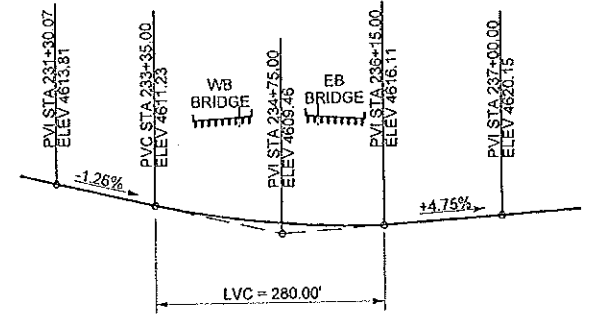
STATION	LEFT	RIGHT
231+58.19	+1.176%	-1.176%
233+33.60	+1.176%	-1.176%
234+65.12	-0.154%	+0.154%
238+46.46	-0.154%	+0.154%



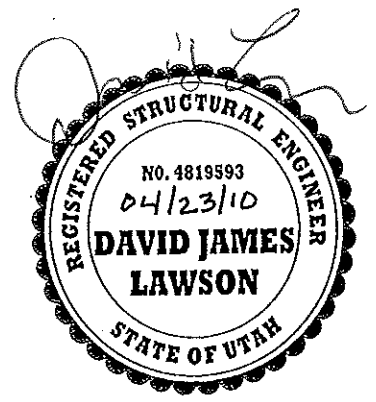
EXISTING I-80 WB PROFILE



EXISTING I-80 EB PROFILE



EXISTING 2300 EAST PROFILE



UTAH DEPARTMENT OF TRANSPORTATION  
SALT LAKE CITY, UTAH  
STRUCTURES DIVISION

PREPARED BY: MICHAEL BAKER JR, INC.

DESIGN: D.J.L. 06/09  
DRAWN: C.R.S. 06/09  
CHECK: M.S.A. 06/09  
QUANT.:  
CHECK:

APPROVAL RECORD:  
DATE: 6/09  
DESIGN ENGR.: D. LAWSON

APPROVED DATE: 6/09  
DATE: 6/09  
DESIGN ENGR.: M. ARENS  
STRUCTURE DESIGN MANAGER:

I-80: 2300 EAST BRIDGE  
I-80 OVER 2300 EAST  
SITUATION AND LAYOUT 2 OF 2  
PROJECT NUMBER: F-180-3(148)128

SALT LAKE COUNTY  
F-793  
DRG. NO. 1

SHT. 2 OF 44

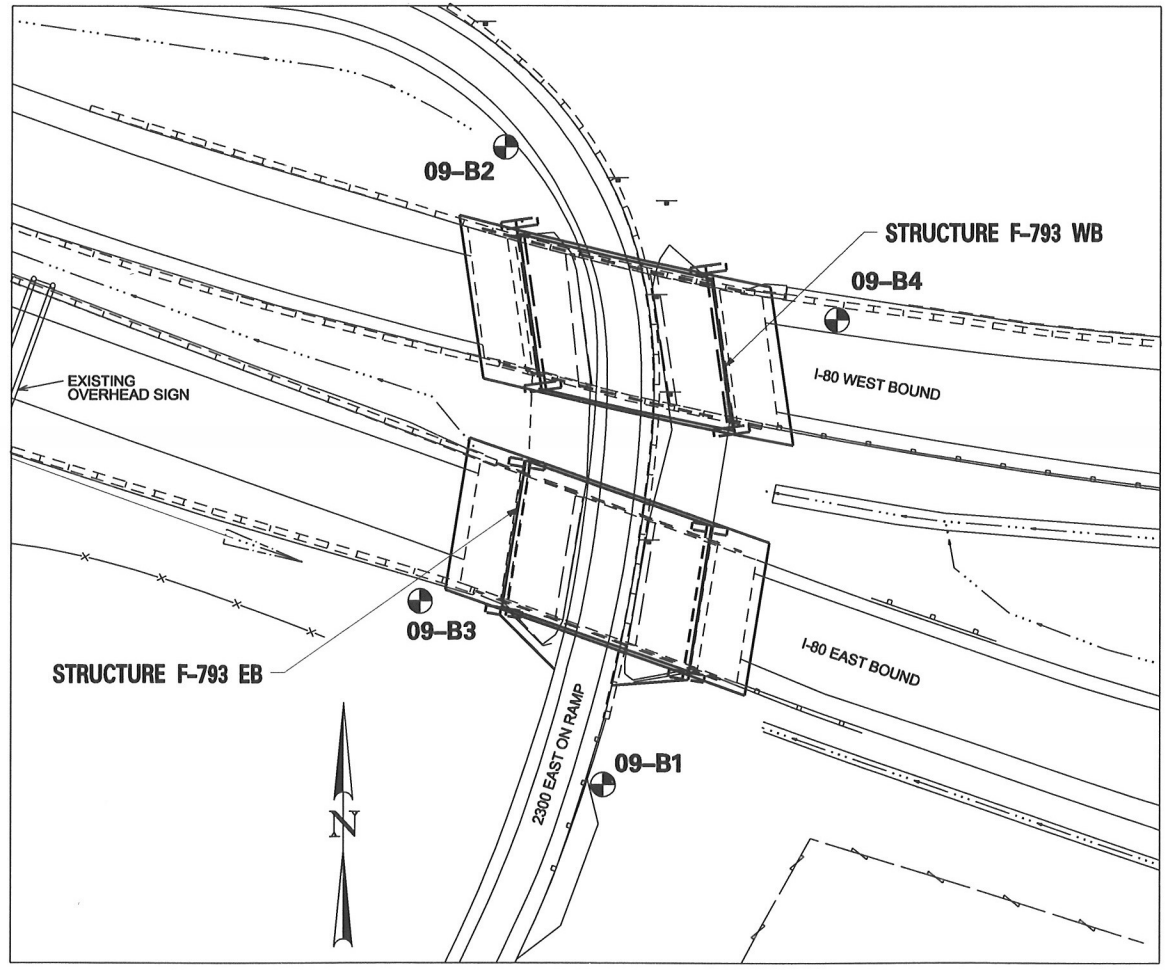
NO.	DATE	BY	REMARKS
2	02/11/10	JK	AS-BUILT
1	08/19/09	D.J.L.	REVISED VERT. PROFILE, SHEET # AND MISC. UPDATES

REVISIONS

**DRILL HOLE LOG** BORING NO. 09-B1  
SHEET 1 OF 1

PROJECT: UDOT I-80 2300 EAST BRIDGES  
 CLIENT: UTAH DEPARTMENT OF TRANSPORTATION PROJECT NUMBER: 200901012  
 LOCATION: N-50.661 E-50.565 DATE STARTED: 2/12/09  
 DRILLING METHOD: DB-CME-55 / N.W. CASING TO 85' DATE COMPLETED: 2/17/09  
 DRILLER: D. SAMPSON GROUND ELEVATION: 4616.2'  
 DEPTH TO WATER - INITIAL: 59.2' AFTER 24 HOURS: 85.5' 2/19/09 LOGGED BY: M. HANSEN

Elev (ft)	Depth (ft)	Lithology	Type Rec. (in)	See Legend	USCS (AASHTO)	Material Description	Dry Density (pcf)	Moisture Content (%)	Atter		Gradation		Other Tests
									Liquid Limit	Plast. Index	Gravel (%)	Sand (%)	
4615	5		14	4,13,19,168	ML	dk. gray-brown red-brown, moist, very dense							
4610	10		11	3,4,3,116	ML	ll. brown, moist, med. dense	24					72	
4605	15		14	2,3,3,100	ML	ll. brown, moist to wet, med. dense	26		NP				
4600	20		14	4,2,4,91	ML	ll. brown, wet, loose	27						
4595	25		18	2,3,3,91	ML	ll. brown, wet, loose SILT W/SAND few clay & silt lenses	29					75	
4590	30		18	2,3,3,181	SM,ML,CL	ll. brown, wet INTERBEDDED SAND, SILT & CLAY LAYERS 2" to 10" thick	27						
4585	35		18	2,3,3,171	SM,ML,CL	ll. brown, wet	30						
4580	40		18	0,2,2,151 0.31	CL-ML	red-brown to brown-gray, slightly moist, firm SANDY SILTY CLAY	101	31					CT
4575	45		14	1,4,9,114	SM	brown, wet, med. dense SILTY SAND	101	19	NP	0	57	43	
4570	50		14	4,8,5,131 0.44	CL	gray, moist, firm, 5" silty sand layer	27						CU PP (1200 psi)
4565	55		18	0,18,1101 0.32	CL	gray, moist, firm	90	36					
4560	60		12	0,12,1131	CL	gray, moist, firm	34	33	14	1	7	92	
4555	65		18	0,12,1131	CL	gray, moist, soft LEAN CLAY occasional silt lenses	37						
4550	70		18	0,12,1131	CL	dk. gray, moist, firm	88	35					CT PP (1500 psi)
4545	75		14	10,11,16,122	ML	red, moist, med. dense SANDY SILT	36						
4540	80		2	60/2.5"	GP	red, moist, very dense GRAVEL possible cobbles							
4535	85		14	13,19,29,134	SP-SM (A-1-b)	red, moist, dense SAND W/SILT	16		NP	6	83	11	
4530	90		18	0,40 11,11,12,115 1.13	CL-ML CL	red, moist, firm gray, moist, very stiff LEAN CLAY	21						
4525	95		6	28,28,24,134	SC SC (A-41)	red, moist red, moist, dense CLAYEY SAND W/GRAVEL	16	24	10	19	40	41	
4520	100		13	29,28,50,150	GM CL GM	red-brown, wet, dense moist, stiff red-brown, wet, dense SILTY GRAVEL W/SAND							
4515	105		10	1,15,11,112,115 1.13	CL (A-61B)	brown, moist, very stiff LEAN CLAY	29	26	11	1	7	92	
4510	110		18	5,5,9,191 0.78	CL	red-brown, moist, stiff	26						
4505	115		14	7,9,10,112 0.42	CL (A-61S) GC CL,ML CL-ML	brown, moist brown, very moist, firm brown, very moist, firm SANDY SILT	16	26	10	21	19	60	
4500	120		18	13,37,45,152	ML GM	red-brown, wet red-brown, wet, dense	20					53	
4495	125		9	41,50,5"	GM	gray-brown, wet, very dense SILTY GRAVEL W/SAND possible cobbles	5					15	
4490	130		4,5	60/4.5"	GM	gray-brown, wet, very dense							



EXPLORATION LOCATION PLAN



**KEY TO BORING LOG**

**SYMBOLS**

UC - Unconfined Compression Test  
 CT - Consolidation Test  
 DS - Direct Shear Test  
 UU - Unconsolidated, Undrained  
 CU - Consolidated, Undrained  
 HYD - Hydrometer  
 PP - Pocket Penetrometer

**RELATIVE DENSITY (NON-PLASTIC - SAND & SILT)**

VERY LOOSE, N<4  
 LOOSE, N 4-10  
 MED DENSE, N 10-30  
 DENSE, N 30-50  
 VERY DENSE, N>50

**CONSISTENCY (PLASTIC - SILT & CLAY)**

VERY SOFT, TORVANE <0.12  
 SOFT, TORVANE 0.12-0.25  
 FIRM, TORVANE 0.25-0.50  
 STIFF, TORVANE 0.50-1.00  
 VERY STIFF, TORVANE 1.00-2.00  
 HARD, TORVANE >2.00

- GENERAL NOTES**
- THE SUBSURFACE EXPLORATION SHOWN WAS CONDUCTED BETWEEN 02-12-09 AND 02-17-09 BY RB&G ENGINEERING, INC..
  - 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.
  - THE WATER LEVELS AND CONDITIONS INDICATED ON THE BORING LOGS REPRESENT HOLE CONDITIONS ON THE DATE SHOWN, HOWEVER, IT SHOULD BE NOTED THAT AT LOCATIONS AWAY FROM THE BORINGS OR AT ANOTHER TIME THE WATER LEVELS AND CONDITIONS MAY VARY SIGNIFICANTLY.
  - 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 - 08-CME-55  
HAMMER E=0.80

UTAH DEPARTMENT OF TRANSPORTATION SALT LAKE CITY, UTAH STRUCTURES DIVISION	DESIGN: RJ 3/09 CHECK: RJ 6/09	DESIGN: MH 2/09 CHECK: PN 6/09	DRAWN: PN 6/09 DATE: 6/09	QUANT.:
I-80; 2300 EAST BRIDGE I-80 OVER 2300 EAST	APPROVAL RECOMM. S. Robert Johnson DATE: 9-8-09	APPROVED: S. Robert Johnson DATE: 9-8-09	STRUCTURE DESIGN MANAGER	PROJECT NUMBER: F-180-3(148)128
SALT LAKE COUNTY	F-793	DRG. NO.	SHT. 3	OF 44

DRILL HOLE LOG BORING NO. 09-B2 SHEET 1 OF 1

PROJECT: UDOT I-80 2300 EAST BRIDGES
CLIENT: UTAH DEPARTMENT OF TRANSPORTATION
LOCATION: N:50.926 E:50.524
DRILLING METHOD: 08-CME-55 / N.W. CASING TO 60'
DRILLER: D. SAMPSON
DEPTH TO WATER - INITIAL: 54.0' AFTER 24 HOURS: N.M.

Table with columns: Elev (ft), Depth (ft), Lithology, Sample Rec. (in), USCS (AASHTO), Material Description, Dry Density (pcf), Moisture Content (%), Liquid Limit, Plastic Index, Gradation (Gravel (%), Sand (%), Silts/Clay (%)), Other Tests. Includes soil descriptions like SILTY GRAVEL W/SAND, SILTY SAND W/GRAVEL, SANDY SILT, etc.

DRILL HOLE LOG BORING NO. 09-B3 SHEET 1 OF 1

PROJECT: UDOT I-80 2300 EAST BRIDGES
CLIENT: UTAH DEPARTMENT OF TRANSPORTATION
LOCATION: N:50.737 E:50.488
DRILLING METHOD: 08-CME-55 / N.W. CASING TO 75'
DRILLER: D. SAMPSON
DEPTH TO WATER - INITIAL: Below 50.0' AFTER 24 HOURS: N.M.

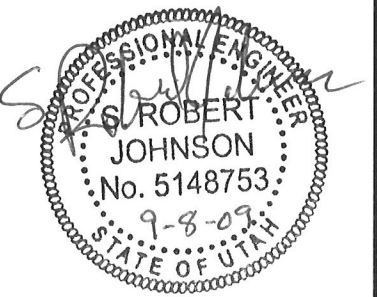
Table with columns: Elev (ft), Depth (ft), Lithology, Sample Rec. (in), USCS (AASHTO), Material Description, Dry Density (pcf), Moisture Content (%), Liquid Limit, Plastic Index, Gradation (Gravel (%), Sand (%), Silts/Clay (%)), Other Tests. Includes soil descriptions like SILTY SAND W/GRAVEL, SANDY SILT, SILTY SAND, etc.

KEY TO BORING LOG

SYMBOLS: Blow Count per 6", (N1)60 Value, Torvane (tsf), Disturbed Sample, Undisturbed Sample, Groundwater Elevation.
RELATIVE DENSITY (NON-PLASTIC - SAND & SILT): VERY LOOSE, N<4; LOOSE, N 4-10; MED DENSE, N 10-30; DENSE, N 30-50; VERY DENSE, N>50.
CONSISTENCY (PLASTIC - SILT & CLAY): VERY SOFT, TORVANE <0.12; SOFT, TORVANE 0.12-0.25; FIRM, TORVANE 0.25-0.50; STIFF, TORVANE 0.50-1.00; VERY STIFF, TORVANE 1.00-2.00; HARD, TORVANE >2.00.

- GENERAL NOTES:
1. THE SUBSURFACE EXPLORATIONS SHOWN WERE CONDUCTED BETWEEN 02-18-09 AND 02-25-09 BY RB&G ENGINEERING, INC..
2. THESE BORING LOGS REPRESENT A SYNOPSIS OF THE SOIL DEPOSITS ENCOUNTERED WITHIN EACH BORING AND ARE BASED ON SOUND GEOLOGICAL AND ENGINEERING JUDGMENT.
3. THE WATER LEVELS AND CONDITIONS INDICATED ON THE BORING LOGS REPRESENT HOLE CONDITIONS ON THE DATE SHOWN, HOWEVER, IT SHOULD BE NOTED THAT AT LOCATIONS AWAY FROM THE BORINGS OR AT ANOTHER TIME THE WATER LEVELS AND CONDITIONS MAY VARY SIGNIFICANTLY.
4. THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARIES BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.
5. COBBLE - A ROCK WITH AN AVERAGE DIMENSION BETWEEN 3 INCHES AND 12 INCHES
6. BOULDER - A ROCK WITH AN AVERAGE DIMENSION OF 12 INCHES OR GREATER

NOTE: DRILL RIG USED - 08-CME-55 HAMMER E=0.80



GEOTECHNICAL ENGINEER

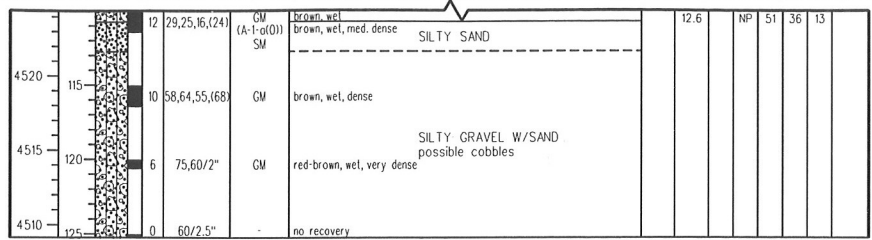
UTAH DEPARTMENT OF TRANSPORTATION SALT LAKE CITY, UTAH STRUCTURES DIVISION
I-80; 2300 EAST BRIDGE I-80 OVER 2300 EAST SOIL DATA SHEET 2 OF 3
APPROVAL: [Signature] DATE: [Date]
CHECK: [Signature] DATE: [Date]
PROJECT NUMBER: F-180-3(148)128
SALT LAKE COUNTY
F-793
DRG. NO.
SHT. 4 OF 44

**DRILL HOLE LOG**

**BORING NO. 09-B4**

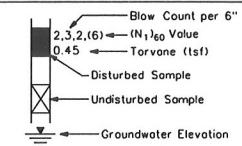
PROJECT: UDOT I-80 2300 EAST BRIDGES SHEET 1 OF 1  
 CLIENT: MICHAEL BAKER JR. CORP. PROJECT NUMBER: 200901027  
 LOCATION: N:50.855 E:50.662 DATE STARTED: 6/2/09  
 DRILLING METHOD: 96-CME-55 / N.W. CASING TO 68.5' DATE COMPLETED: 6/3/09  
 DRILLER: T. KERN GROUND ELEVATION: 4634.4'  
 DEPTH TO WATER - INITIAL: 56.0' AFTER 24 HOURS: N.M. LOGGED BY: B.H., G.P., J.B.

Elev. (ft)	Depth (ft)	Lithology Type Rec. (in)	See Legend	USCS (AASHTO)	Material Description	Dry Density (pcf)	Moisture Content (%)	Atter		Gradation			Other Tests
								Liquid Limit	Plastic Index	Cravel (%)	Sand (%)	Sh/Clay (%)	
4630	5	30,16,11(57)	GP-GM	SC-SM	14" ASPHALT 10" ROAD BASE GRAVEL W/SILT & SAND								
4625	10	16,16,16(67)	SC-SM	(A-4(0))	red-brown, moist, very dense	13.6	24	7	24	32	44		
4620	15	11,14,14(45)	SC-SM	(A-4(0))	SILTY CLAYEY SAND W/GRAVEL (fill?)								
4615	20	7,6,7(17)	SC-SM	(A-2-4(0))	brown, moist, med. dense	13.6	21	7	37	37	26	DS	
4610	25	8,11,17(35)	GP-GM		GRAVEL W/SILT & SAND possible cobbles								
4605	30	8,14,9(22)	SC-SM		CLAY (driller's observation)								
4600	35	21,11,9(20)	SC-SM	(A-4(0))	red-brown, moist, med. dense	13.2	21	5	13	43	44		
4595	40	4,4,3(16)	SM	(A-2-4(0))	SILTY SAND W/GRAVEL plastic	15.5	20	3	24	49	27	DS 9/ -0.005 mm	
4590	45	12,17,19(30)	SC		CLAYEY SAND W/GRAVEL								
4585	50	13,21,25(36) 0.25	CL-M		no recovery red-brown, moist, firm								
4580	55	0.70	CL-M	(A-4(0))	SANDY SILTY CLAY	116.5	15.7	21	5	0	43	CT UC	
4575	60	3,4,5(17) 0.40	CL		gray-brown, moist, firm								
4570	65	0.31	CL	(A-6(14))	LEAN CLAY	96.6	26.6	32	15	0	3	CT UC	
4565	70	7,9,11(14)	SM	(A-4(0))	red-brown, wet, med. dense SILTY SAND clay lenses & layers	21.6	NP	0	51	49	15/ -0.005 mm		
4560	75	9,4,12,5(47)	SM	(A-1-a(0))	red-brown, wet SILTY SAND SILTY GRAVEL W/SAND possible cobbles CLAY (driller's observation)	12.0	NP	58	29	13			
4555	80	4,5,8(19)			no recovery CLAY & SAND LAYERS (driller's observation)								
4550	85	13,13,13(18) 0.90	CL		red-brown, moist, stiff LEAN CLAY W/SAND CLAYEY SAND W/GRAVEL								
4545	90	10,12,16(19)	SC-SM	(A-2-4(0))	red-brown, moist, med. dense SILTY CLAYEY SAND W/GRAVEL	11.6	18	5	14	59	27		
4540	95	10,15,20(23) 1.05	CL		red-brown, moist, very stiff LEAN CLAY occasional gravels								
4535	100	4,7,8(10) 0.40	SM	(A-6(10))	red-brown to red, wet SILTY SAND	22.2	30	12	5	4	91		
4530	105	4,5,7(8) 0.49	CL		red-brown, moist, firm LEAN CLAY gravelly clay layers to 4" thick								
4525	110	24,14,26(25)	GP-GM	(A-2-4(0))	brown, wet GRAVEL W/SILT & SAND red to brown, wet, med. dense SILTY SAND W/GRAVEL	16.5	NP	16	60	24			



**KEY TO BORING LOG**

**SYMBOLS**



- UC - Unconfined Compression Test
- CT - Consolidation Test
- DS - Direct Shear Test
- UU - Unconsolidated, Undrained
- CU - Consolidated, Undrained
- HYD - Hydrometer
- PP - Pocket Penetrometer

**RELATIVE DENSITY (NON-PLASTIC - SAND & SILT)**

- VERY LOOSE, N<4
- LOOSE, N 4-10
- MED DENSE, N 10-30
- DENSE, N 30-50
- VERY DENSE, N>50

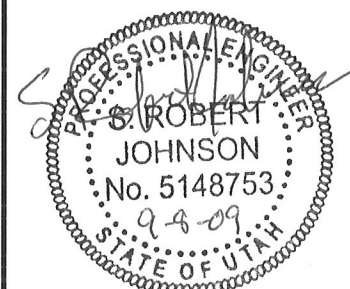
**CONSISTENCY (PLASTIC - SILT & CLAY)**

- VERY SOFT, TORVANE <0.12
- SOFT, TORVANE 0.12-0.25
- FIRM, TORVANE 0.25-0.50
- STIFF, TORVANE 0.50-1.00
- VERY STIFF, TORVANE 1.00-2.00
- HARD, TORVANE >2.00

**GENERAL NOTES**

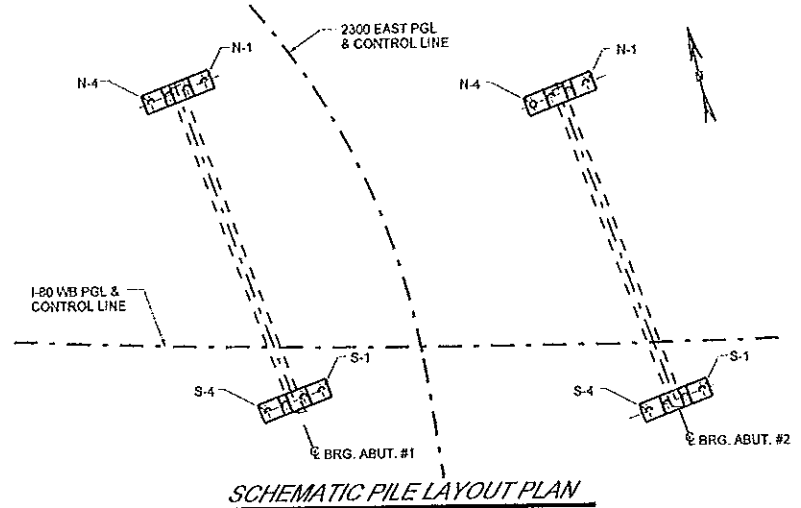
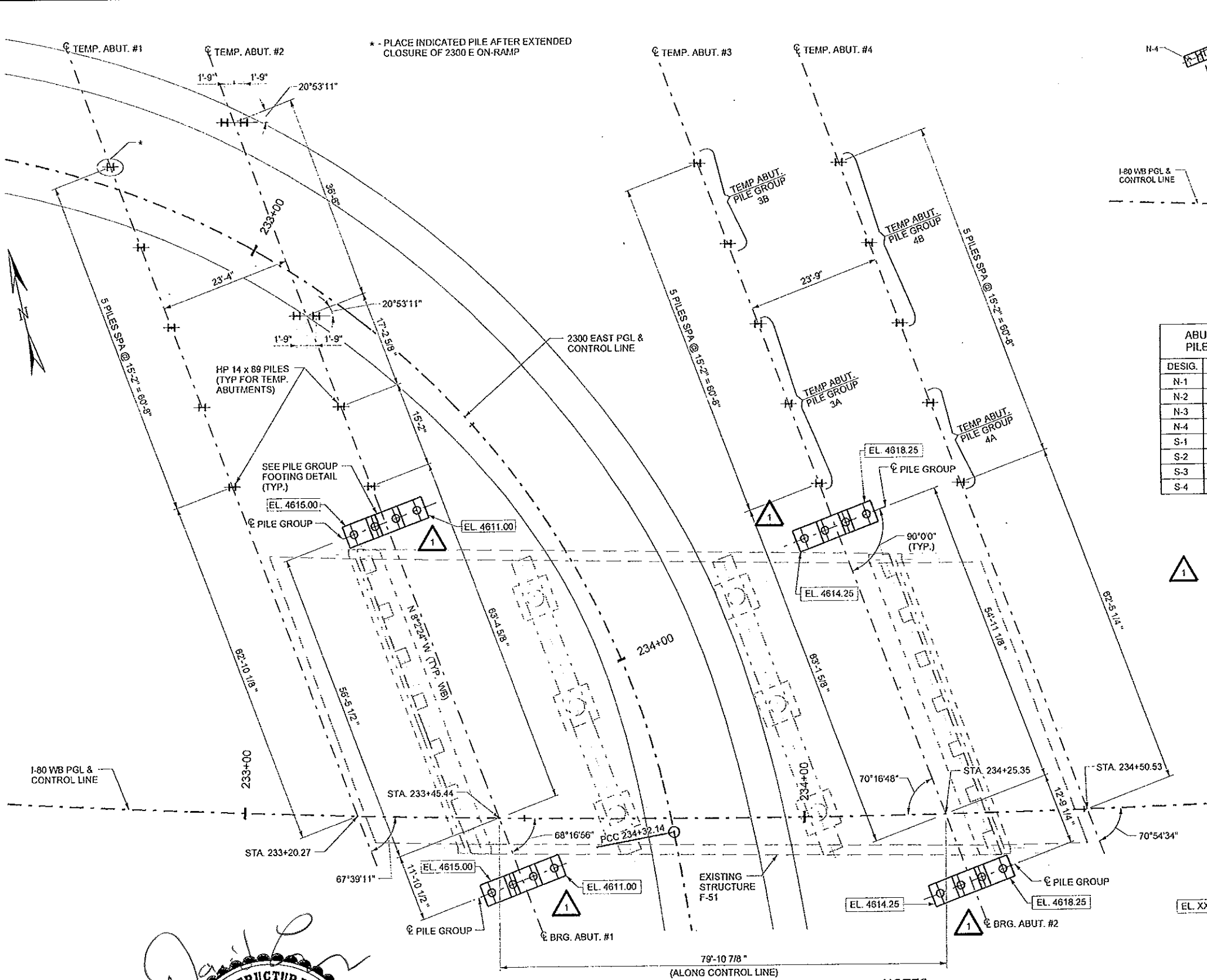
- THE SUBSURFACE EXPLORATION SHOWN WAS CONDUCTED BETWEEN 06-02-09 AND 06-03-09 BY RB&G ENGINEERING, INC..
- THESE BORING LOGS REPRESENT A SYNOPSIS OF THE SOIL DEPOSITS ENCOUNTERED WITHIN EACH BORING AND ARE BASED ON SOUND GEOLOGICAL AND ENGINEERING JUDGMENT. BECAUSE SOIL IS A COMPLEX MEDIUM, THESE BORING 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.
- THE WATER LEVELS AND CONDITIONS INDICATED ON THE BORING LOGS REPRESENT HOLE CONDITIONS ON THE DATE SHOWN, HOWEVER, IT SHOULD BE NOTED THAT AT LOCATIONS AWAY FROM THE BORINGS OR AT ANOTHER TIME THE WATER LEVELS AND CONDITIONS MAY VARY SIGNIFICANTLY.
- 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 - 96-CME-55 HAMMER E=0.79



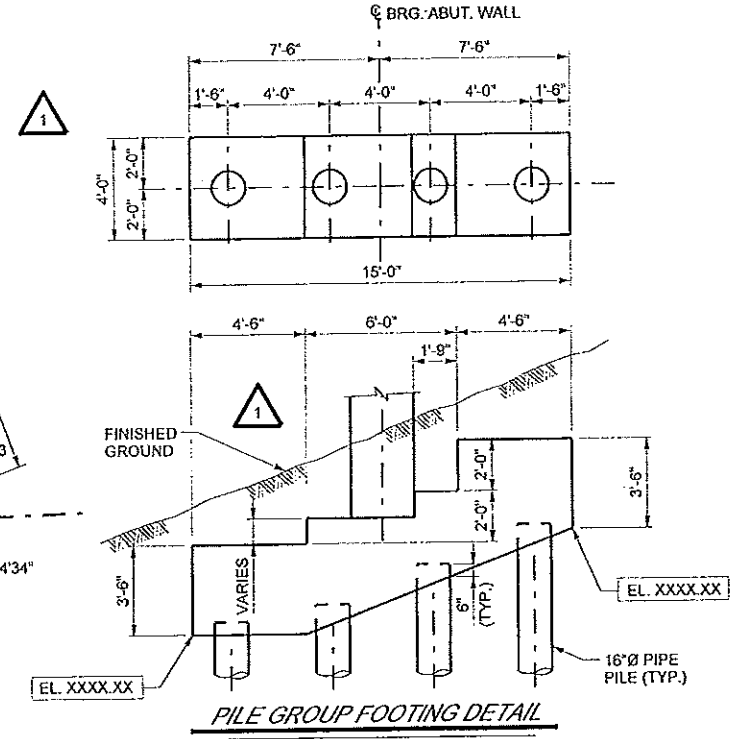
GEOTECHNICAL ENGINEER

UTAH DEPARTMENT OF TRANSPORTATION		SALT LAKE CITY, UTAH		STRUCTURES DIVISION	
DESIGNER	BH.G.P.	DATE	6/09	CHECK	RJ
APPROVAL	RJ	DATE	6/09	CHECK	RJ
DESIGN ENGR.	S. Robert Johnson	DATE	6/09	CHECK	RJ
STRUCTURE DESIGN MANAGER		DATE		CHECK	
QUANT.		DATE		CHECK	
I-80; 2300 EAST BRIDGE					
I-80 OVER 2300 EAST					
SOIL DATA SHEET 3 OF 3					
F-180-3(148)128					
SALT LAKE COUNTY					
F-793					
DRG. NO.					
SHT. 5 OF 44					

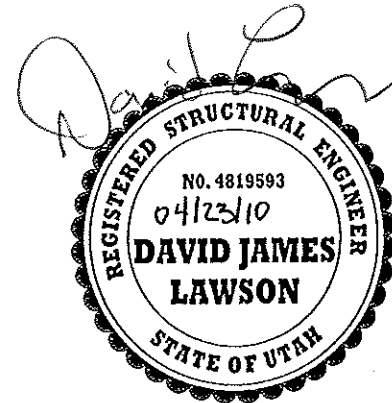


DESIG.	EL. (FT)
N-1	
N-2	
N-3	
N-4	
S-1	
S-2	
S-3	
S-4	

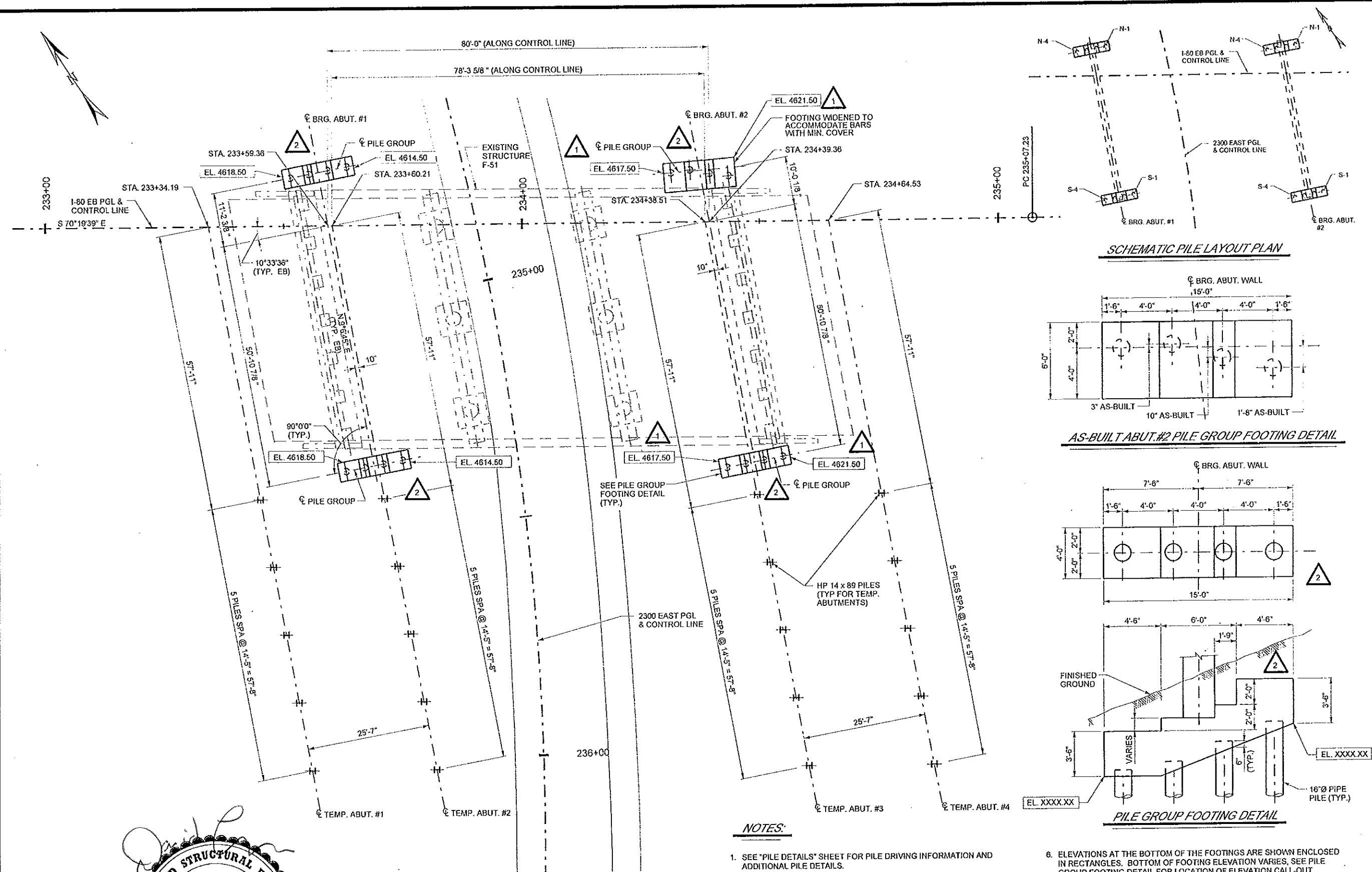
DESIG.	EL. (FT)
N-1	
N-2	
N-3	
N-4	
S-1	
S-2	
S-3	
S-4	



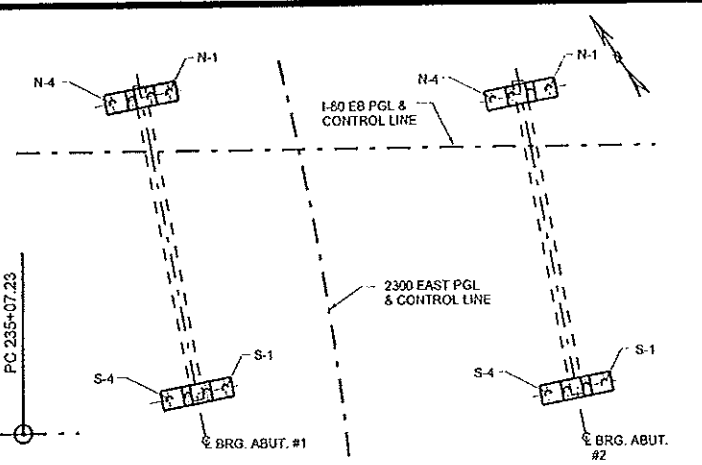
- NOTES:**
- SEE "PILE DETAILS" SHEET FOR PILE DRIVING INFORMATION AND ADDITIONAL PILE DETAILS.
  - SEE SITUATION AND LAYOUT SHEETS FOR HORIZONTAL CONTROL DATA.
  - LOCATION OF EXISTING STRUCTURES ARE APPROXIMATE AND SHOWN FOR INFORMATION ONLY.
  - PERFORM PDA TESTING AS DIRECTED BY THE GEOTECHNICAL ENGINEER.
  - SEE ABUTMENT SHEETS FOR REINFORCING AND DETAILS ASSOCIATED WITH PILE GROUP FOOTING AND ABUTMENT WALL.
  - ELEVATIONS AT THE BOTTOM OF THE FOOTINGS ARE SHOWN ENCLOSED IN RECTANGLES. BOTTOM OF FOOTING ELEVATION VARIES, SEE PILE GROUP FOOTING DETAIL FOR LOCATION OF ELEVATION CALL-OUT.
  - APPROXIMATE TOP OF PILE ELEVATIONS FOR TEMPORARY ABUTMENTS ARE AS INDICATED BELOW. LEAVE PILES A MINIMUM OF 1'-0" ABOVE THESE ELEVATIONS AND CUT TO EXACT ELEVATIONS INDICATED ON TEMPORARY ABUTMENT PLAN SHEETS.
- |               |              |
|---------------|--------------|
| TEMP ABUT # 1 | ELEV 4625.39 |
| TEMP ABUT # 2 | ELEV 4623.04 |
| TEMP ABUT # 3 | ELEV 4625.98 |
| TEMP ABUT # 4 | ELEV 4630.31 |



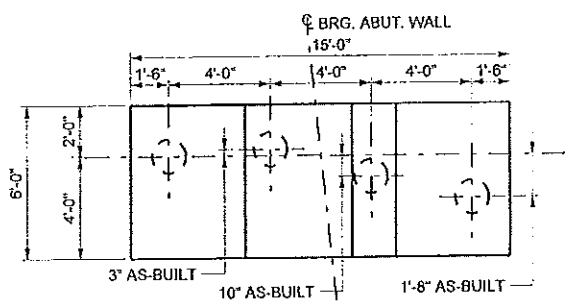
UTAH DEPARTMENT OF TRANSPORTATION SALT LAKE CITY, UTAH STRUCTURES DIVISION	PREPARED BY: MICHAEL BAKER, JR., INC.
DESIGN: DJL 06/08 DRAW: CRS 06/08	CHECK: MSA 06/09 CHECK: MSA 06/09
APPROVAL: D. LAWSON 6/09 DATE: 6/09	APPROVED: M. ARENS 6/09 DATE: 6/09
PROJECT NUMBER: F-180-3(148)128	QUANT.: 2
I-80; 2300 EAST BRIDGE I-80 OVER 2300 EAST WB FOUNDATION PLAN	SALT LAKE COUNTY F-793 DRG. NO. 2
AS-BUILT: JJK 02/11/10 UPDATE TITLE BLOCK: DJL 8-31-09 REVISED ABUTMENT FOOTINGS: DJL 8-04-09	REVISIONS



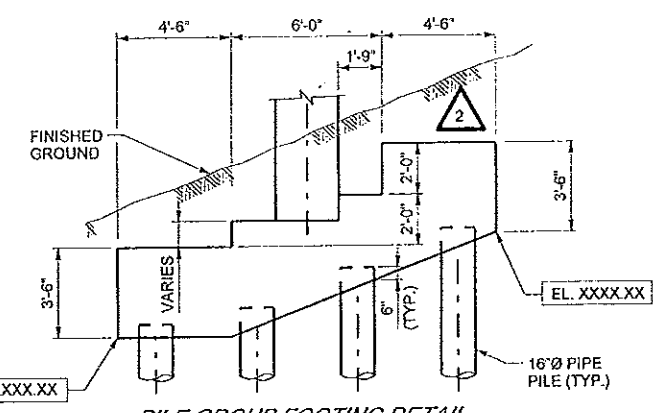
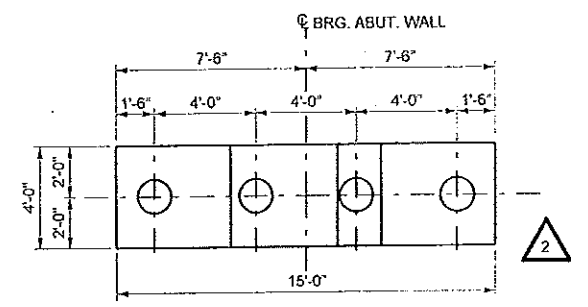
**EB FOUNDATION PLAN**



**SCHEMATIC PILE LAYOUT PLAN**



**AS-BUILT ABUT.#2 PILE GROUP FOOTING DETAIL**



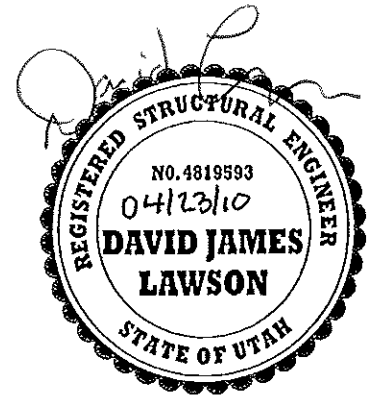
**PILE GROUP FOOTING DETAIL**

**NOTES:**

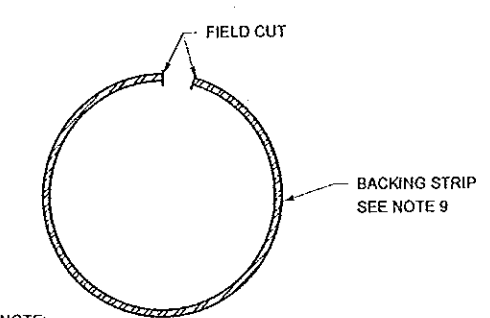
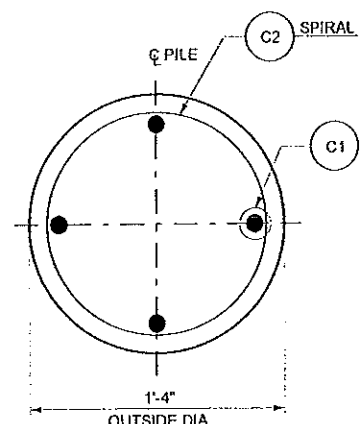
- SEE "PILE DETAILS" SHEET FOR PILE DRIVING INFORMATION AND ADDITIONAL PILE DETAILS.
- SEE SITUATION AND LAYOUT SHEETS FOR HORIZONTAL CONTROL DATA.
- LOCATION OF EXISTING STRUCTURES ARE APPROXIMATE AND SHOWN FOR INFORMATION ONLY.
- PERFORM PDA TESTING AS DIRECTED BY THE GEOTECHNICAL ENGINEER.
- SEE ABUTMENT SHEETS FOR REINFORCING AND DETAILS ASSOCIATED WITH PILE GROUP FOOTING AND ABUTMENT WALL.

- ELEVATIONS AT THE BOTTOM OF THE FOOTINGS ARE SHOWN ENCLOSED IN RECTANGLES. BOTTOM OF FOOTING ELEVATION VARIES, SEE PILE GROUP FOOTING DETAIL FOR LOCATION OF ELEVATION CALL-OUT.
- APPROXIMATE TOP OF PILE ELEVATIONS FOR TEMPORARY ABUTMENTS ARE AS INDICATED BELOW. LEAVE PILES A MINIMUM OF 1'-0" ABOVE THESE ELEVATIONS AND CUT TO EXACT ELEVATIONS INDICATED ON TEMPORARY ABUTMENT PLAN SHEETS.

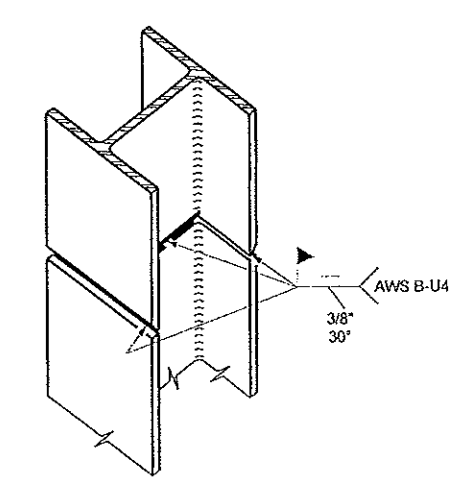
TEMP ABUT # 1	ELEV 4628.25
TEMP ABUT # 2	ELEV 4625.83
TEMP ABUT # 3	ELEV 4629.08
TEMP ABUT # 4	ELEV 4633.68



UTAH DEPARTMENT OF TRANSPORTATION SALT LAKE CITY, UTAH STRUCTURES DIVISION		PREPARED BY: MICHAEL BAKER JR., INC.
DESIGNER: D.J.L.	CHECKER: M.S.A.	DATE: 06/09
DRAWN: C.R.S.	CHECKER: M.S.A.	DATE: 06/09
APPROVED: G.O.S.	DATE: 06/09	STRUCTURE DESIGN MANAGER
PROJECT NUMBER: F-180-3(148)128	QUANT.	CHECK
I-80, 2300 EAST BRIDGE	I-80 OVER 2300 EAST	EB FOUNDATION PLAN
SALT LAKE COUNTY	F-793	DRG. NO. 3
SHT. 7 OF 44		REVISITONS



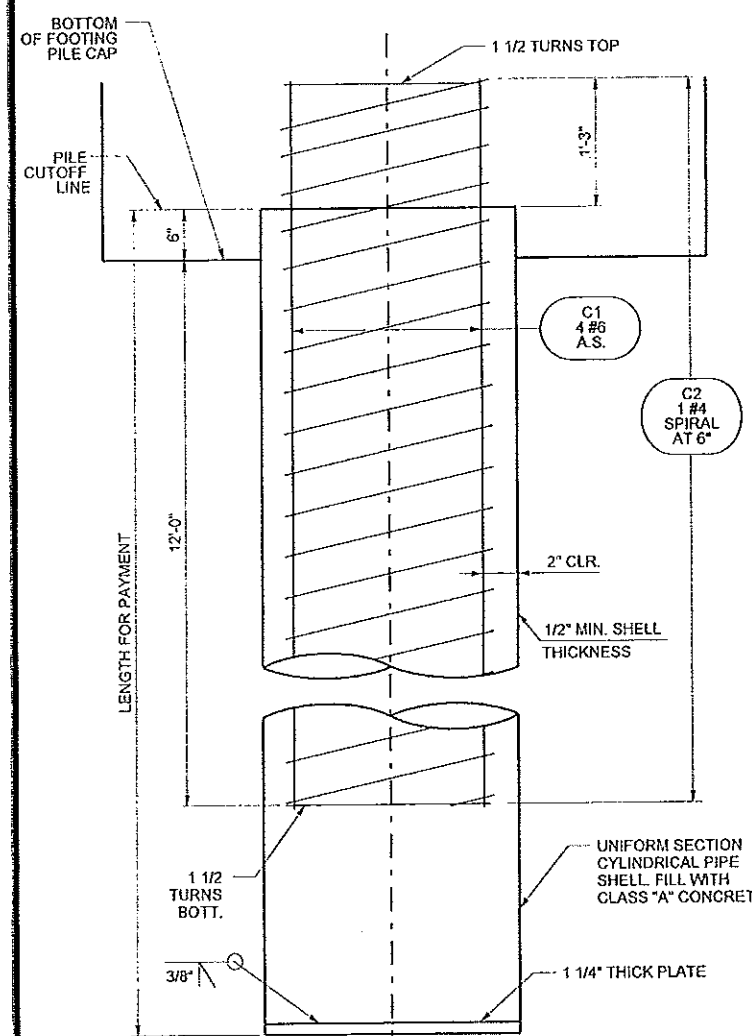
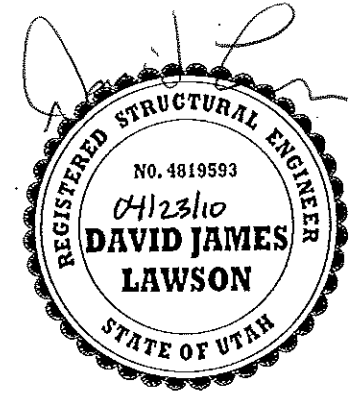
NOTE:  
FIELD CUT PIECE OF PILE SO WHEN COMPRESSED IT WILL SLIDE INSIDE PILE SECTIONS.



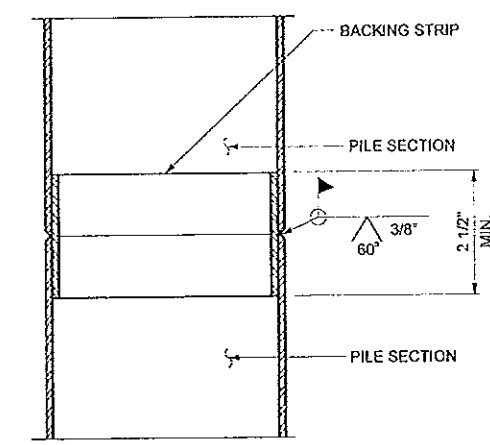
H-PILE SPLICE DETAIL

**H-PILE NOTES:**

- MINIMUM REQUIRED RATED ENERGY OF PILE HAMMER IS 55 KIP-FT.
- PILE TIP ELEVATIONS ARE APPROXIMATE. VERIFY THESE ELEVATIONS AT THE TIME OF CONSTRUCTION IN ACCORDANCE WITH THE SPECIFICATIONS.
- USE HP 14 x 89 PILES CONFORMING TO ASTM A572 GRADE 50.
- BACKING PLATE MAY BE DISCONTINUOUS AT JUNCTION OF WEB AND FLANGE.
- PERFORM PDA TESTING AS DIRECTED BY THE GEOTECHNICAL ENGINEER.
- MAXIMUM ALLOWABLE DRIVING STRESS = 0.9 fy.
- STOP PILE DRIVING IMMEDIATELY IF DRIVING RESISTANCE EXCEEDS 5 BLOWS PER HALF INCH. CONSULT WITH GEOTECHNICAL ENGINEER IF EXCESSIVE BLOW COUNTS OR DRIVING STRESSES OCCUR ABOVE ACCEPTABLE PENETRATION OR ABOVE REQUIRED DRIVING DEPTH ESTABLISHED USING PDA TESTING.



PIPE PILE DETAIL



PIPE PILE SPLICE DETAIL  
(USE FULL STRENGTH WELDED SPLICES)

**PIPE PILE NOTES:**

- FILL PILE SHELLS WITH CLASS "A" CONCRETE.
- HOLD REINFORCING STEEL ADEQUATELY IN FINAL POSITION DURING PLACEMENT OF CONCRETE AROUND BARS.
- FOR A 1/2" SHELL THICKNESS USE PILES MEETING ASTM A252 GRADE 3 WITH A MINIMUM YIELD STRENGTH OF 45 KSI.
- PILE TIP ELEVATIONS ARE APPROXIMATE. VERIFY THESE ELEVATIONS AT THE TIME OF CONSTRUCTION IN ACCORDANCE WITH THE SPECIFICATIONS.
- MINIMUM REQUIRED RATED ENERGY OF THE PILE HAMMER IS 58 KIP-FT.
- STOP PILE DRIVING IMMEDIATELY IF DRIVING RESISTANCE EXCEEDS 5 BLOWS PER HALF INCH. CONSULT WITH GEOTECHNICAL ENGINEER IF EXCESSIVE BLOW COUNTS OR DRIVING STRESSES OCCUR ABOVE ACCEPTABLE PENETRATION OR ABOVE REQUIRED DRIVING DEPTH ESTABLISHED USING PDA TESTING.
- MAXIMUM ALLOWABLE DRIVING STRESS = 0.9 fy.
- VERIFY THE REQUIRED DRIVING RESISTANCE WITH PDA TESTING OF A PERMANENT PIPE PILE AT EACH CORNER OF THE BRIDGE SITE. FOR THE FIRST PIPE PILE DRIVEN, MONITOR DRIVING STRESSES USING PDA DURING ALL INITIAL DRIVING BELOW A DEPTH OF 40 FEET. CONDUCT PDA TESTING UNDER THE DIRECTION OF THE GEOTECHNICAL ENGINEER.
- A DFP CHILL RING OR EQUIVALENT MAY BE USED IN PLACE OF A BACKING STRIP FABRICATED FROM A PIECE OF PIPE PILE.
- CONICAL DRIVING POINTS MAY BE NEEDED TO DRIVE PIPE PILES TO REQUIRED DEPTHS.

PIPE PILE DATA									
LOCATION	ESTIMATED PILE TIP EL. (FT)	MINIMUM ACCEPTABLE PILE TIP EL. (FT)	SERVICE I PILE LOAD (KIP)	STRENGTH I PILE LOAD (KIP)	SERVICE I PILE RESISTANCE (KIP)	STRENGTH I PILE RESISTANCE (KIP)	EXTREME PILE RESISTANCE (KIP)	STRENGTH I UPLIFT RESISTANCE (KIP)	REQUIRED DRIVING RESISTANCE (KIP)
WB BRIDGE									
ABUT #1	4544	4546	170	235	175	237	365	94	460
ABUT #2	4549	4551	170	235	175	237	365	94	460
EB BRIDGE									
ABUT #1	4544	4546	170	235	175	237	365	94	460
ABUT #2	4544	4546	170	235	175	237	365	94	460

WB TEMPORARY ABUTMENT H-PILE DATA								
LOCATION	ESTIMATED PILE TIP EL. (FT)	MINIMUM ACCEPTABLE PILE TIP EL. (FT)	SERVICE I PILE LOAD (KIP)	STRENGTH I PILE LOAD (KIP)	SERVICE I PILE RESISTANCE (KIP)	STRENGTH I PILE RESISTANCE (KIP)	STRENGTH I UPLIFT RESISTANCE (KIP)	REQUIRED DRIVING RESISTANCE (KIP)
TEMP ABUT #1	4572	4577	40	55	45	60	27	93
TEMP ABUT #2	4540	4545	175	225	160	226	95	347
TEMP ABUT #3 A	4541	4546	155	200	160	205	95	316
TEMP ABUT #3 B	4531	4536	155	200	160	205	95	316
TEMP ABUT #4 A	4570	4575	40	55	45	60	27	93
TEMP ABUT #4 B	4555	4560	40	55	45	60	27	93

EB TEMPORARY ABUTMENT H-PILE DATA								
LOCATION	ESTIMATED PILE TIP EL. (FT)	MINIMUM ACCEPTABLE PILE TIP EL. (FT)	SERVICE I PILE LOAD (KIP)	STRENGTH I PILE LOAD (KIP)	SERVICE I PILE RESISTANCE (KIP)	STRENGTH I PILE RESISTANCE (KIP)	STRENGTH I UPLIFT RESISTANCE (KIP)	REQUIRED DRIVING RESISTANCE (KIP)
TEMP ABUT #1	4578	4582	40	55	45	60	27	93
TEMP ABUT #2	4548	4553	155	200	160	205	95	316
TEMP ABUT #3	4558	4563	155	200	160	205	95	316
TEMP ABUT #4	4588	4592	40	55	45	60	27	93

UTAH DEPARTMENT OF TRANSPORTATION  
SALT LAKE CITY, UTAH  
STRUCTURES DIVISION

PREPARED BY: MICHAEL BAKER JR. INC.

DESIGN: D.J.L. 08/09  
CHECK: M.S.A. 08/09

DRAWN: C.R.S. 08/09  
CHECK: M.S.A. 08/09

AS-BUILT: J.K. 02/11/10  
UPDATE TITLE BLOCK: D.J.L. 8-31-09  
REVISED H-PILE AND PIPE PILE DATA FOR WB BRIDGE: D.J.L. 6-26-09

DATE: BY: NO. REVISIONS

PROJECT NUMBER: F-180-3(148)128

SALT LAKE COUNTY

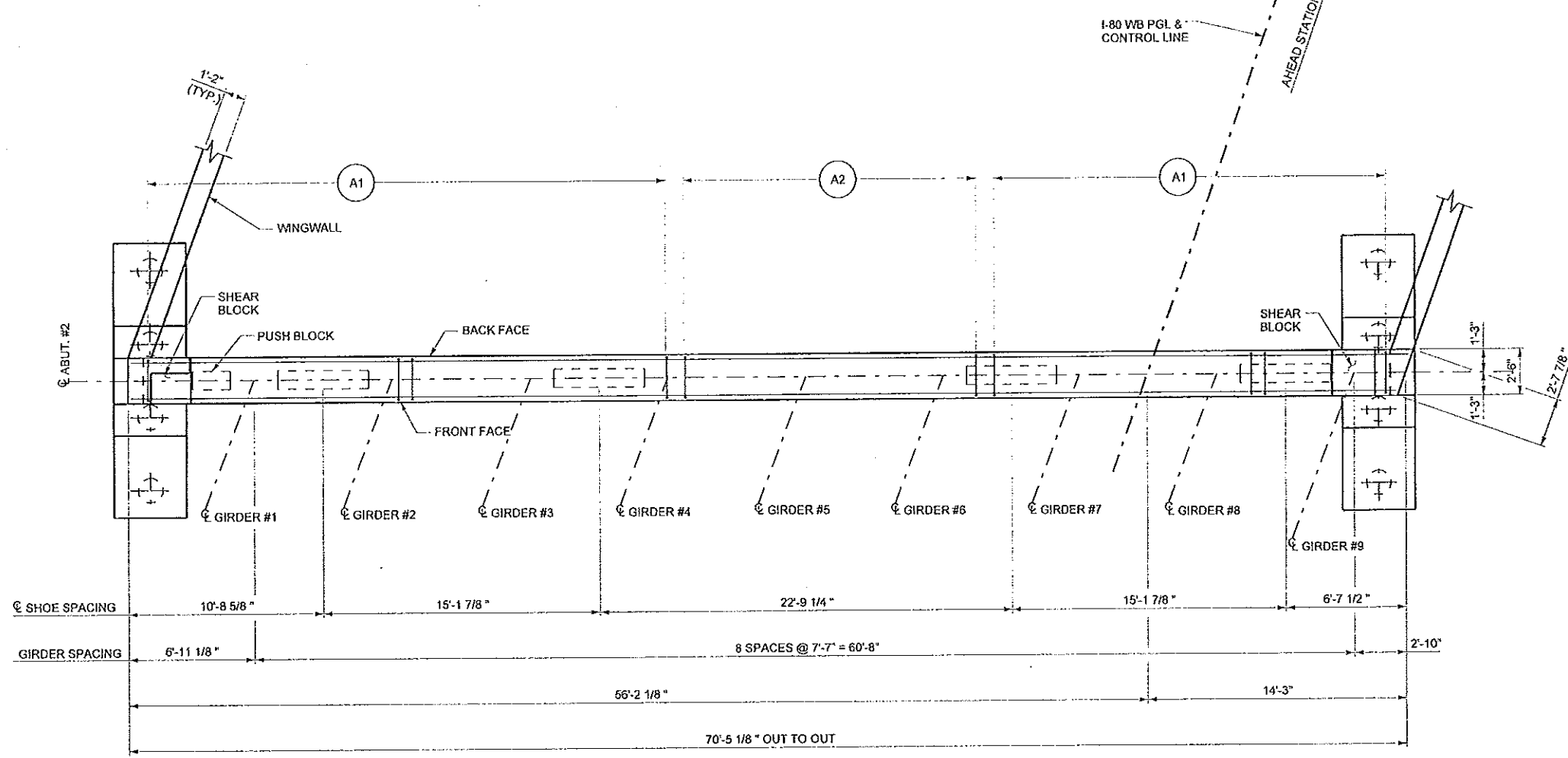
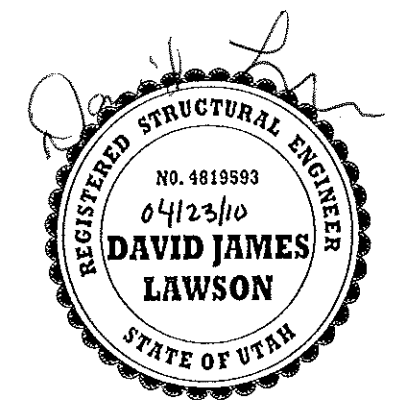
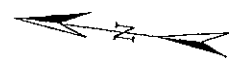
F-793

DRG. NO. 2

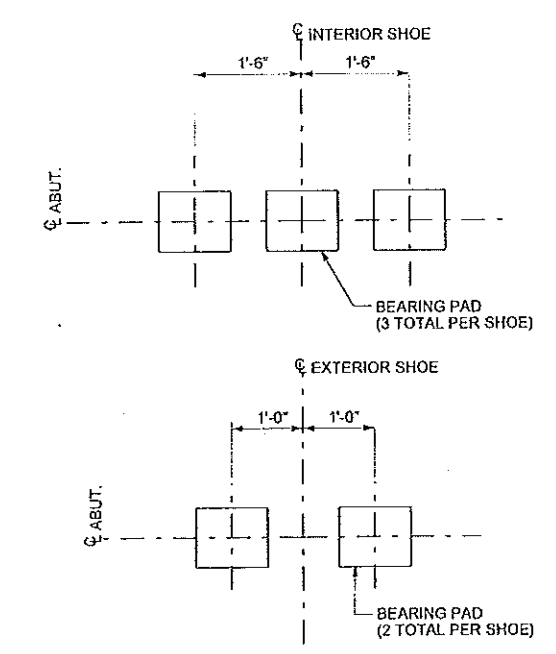
SHT. 8 OF 44



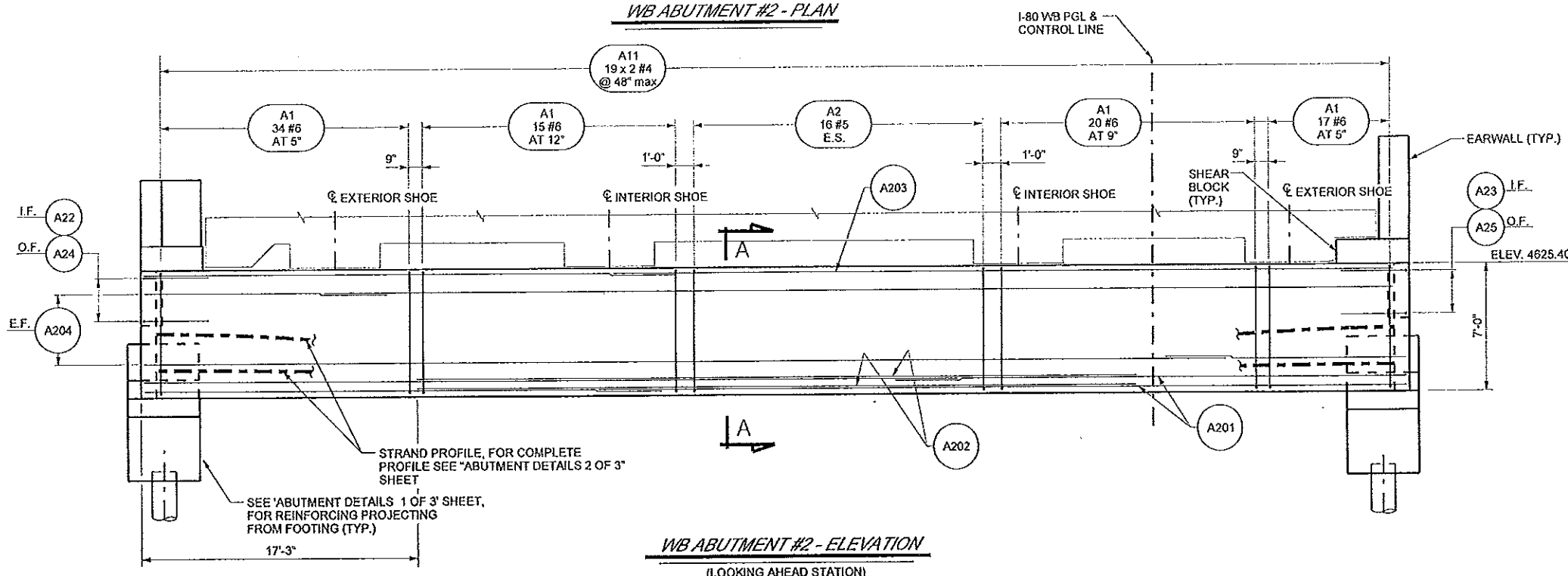




**WB ABUTMENT #2 - PLAN**



**SHOE BEARING PAD LAYOUT DETAIL**

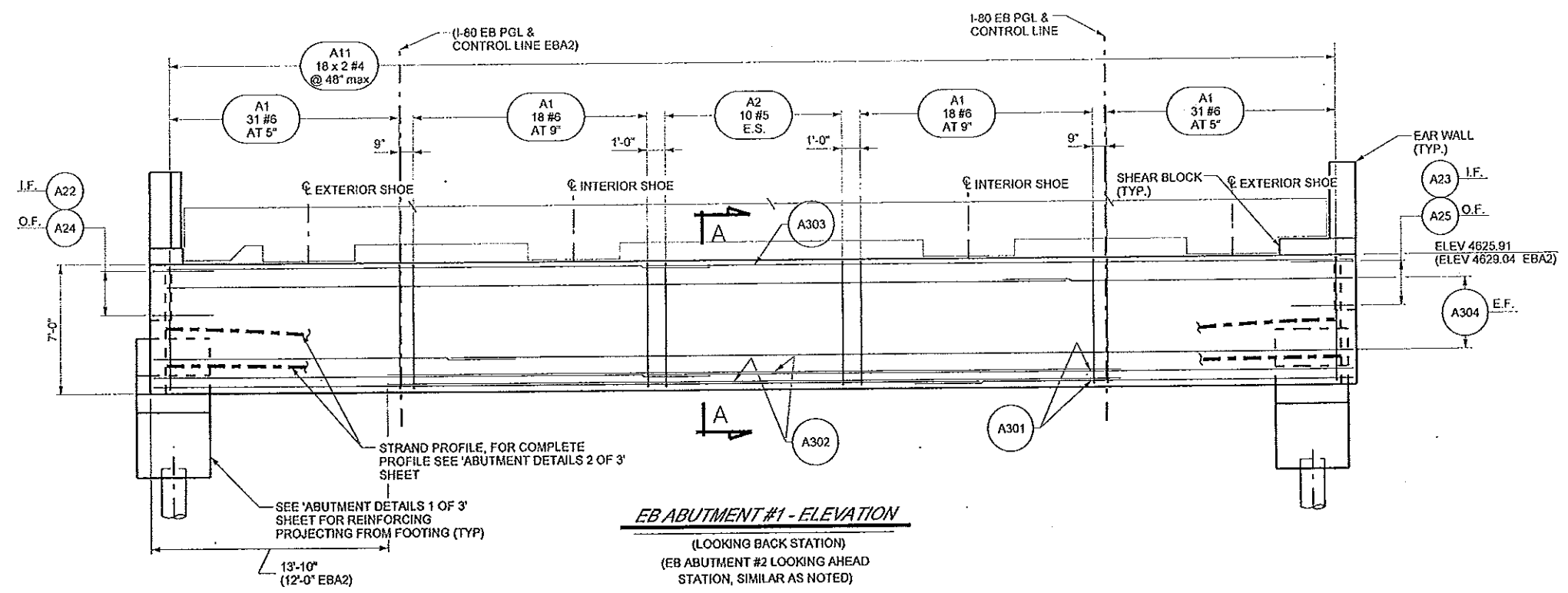
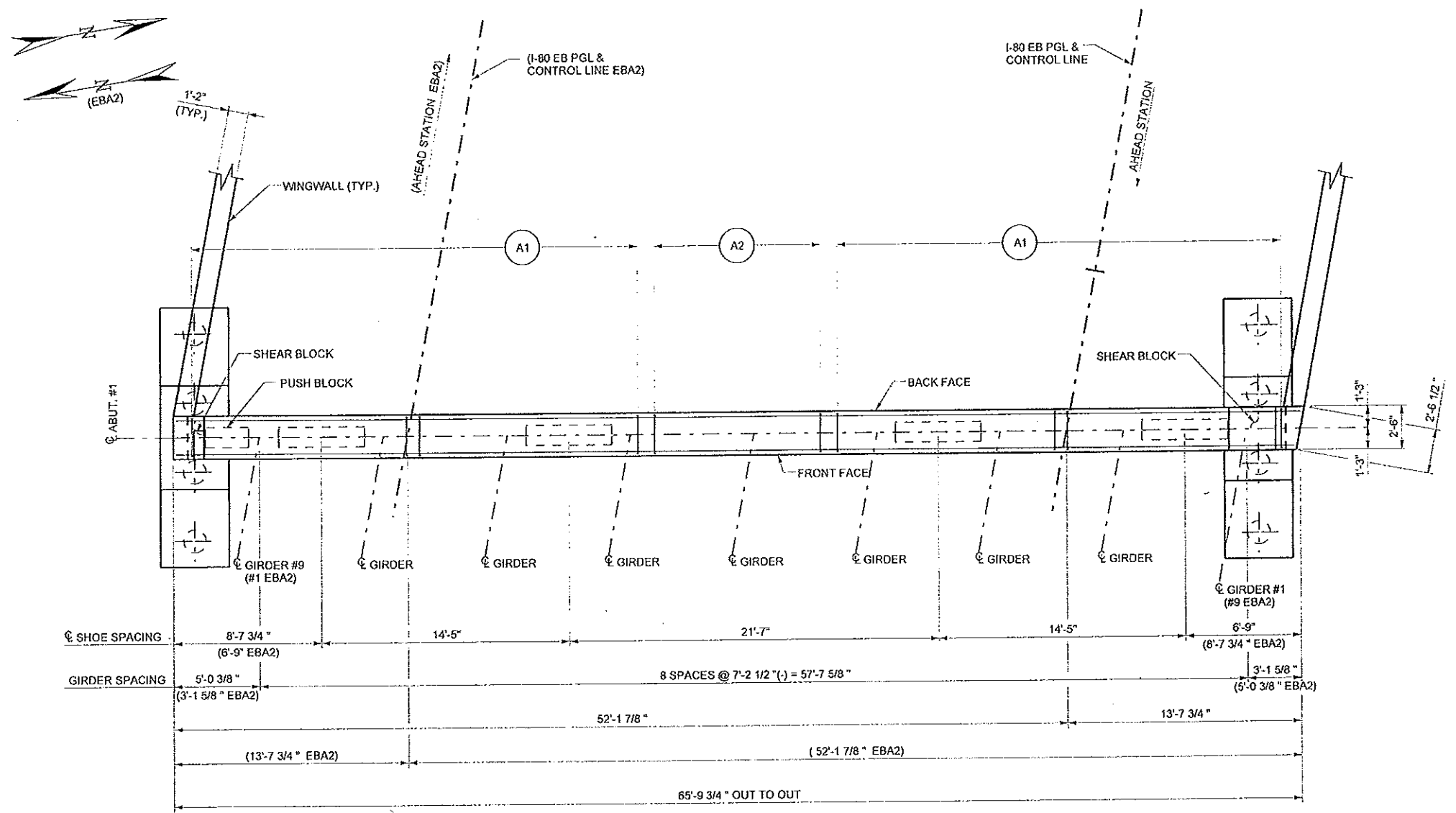
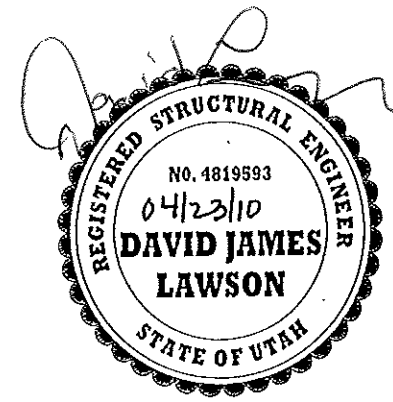


**WB ABUTMENT #2 - ELEVATION**  
(LOOKING AHEAD STATION)

**NOTES:**  
1. SEE "WB ABUTMENT #1 - PLAN & ELEVATION" SHEET FOR SECTION A-A AND NOTES.

**LEGEND**  
A.S. AS SHOWN  
E.F. EACH FACE  
E.S. EQUAL SPACES  
I.F. INSIDE FACE  
O.F. OUTSIDE FACE

UTAH DEPARTMENT OF TRANSPORTATION SALT LAKE CITY, UTAH STRUCTURES DIVISION		PREPARED BY: MICHAEL BAKER JR. INC.	DESIGN DATE: 07/09	CHECK DATE: 07/09	AS-BUILT DATE: 02/11/10	REVISIONS
I-80, 2300 EAST BRIDGE I-80 OVER 2300 EAST		PROJECT NUMBER: F-180-3(148)128	DESIGN CHECK DATE: 07/09	CHECK DATE: 07/09	UPDATE DATE: 02/11/10	BY: JK
WB ABUTMENT # 2 - PLAN & ELEVATION		APPROVAL RECORD:	DESIGN CHECK:	CRS DATE: 07/09	D.J.L. DATE: 02/11/10	REMARKS:
SALT LAKE COUNTY		DRG. NO. 1	STRUCTURE DESIGN MANAGER:	QUANT.:	DATE:	BY:
SHT. 10 OF 44						

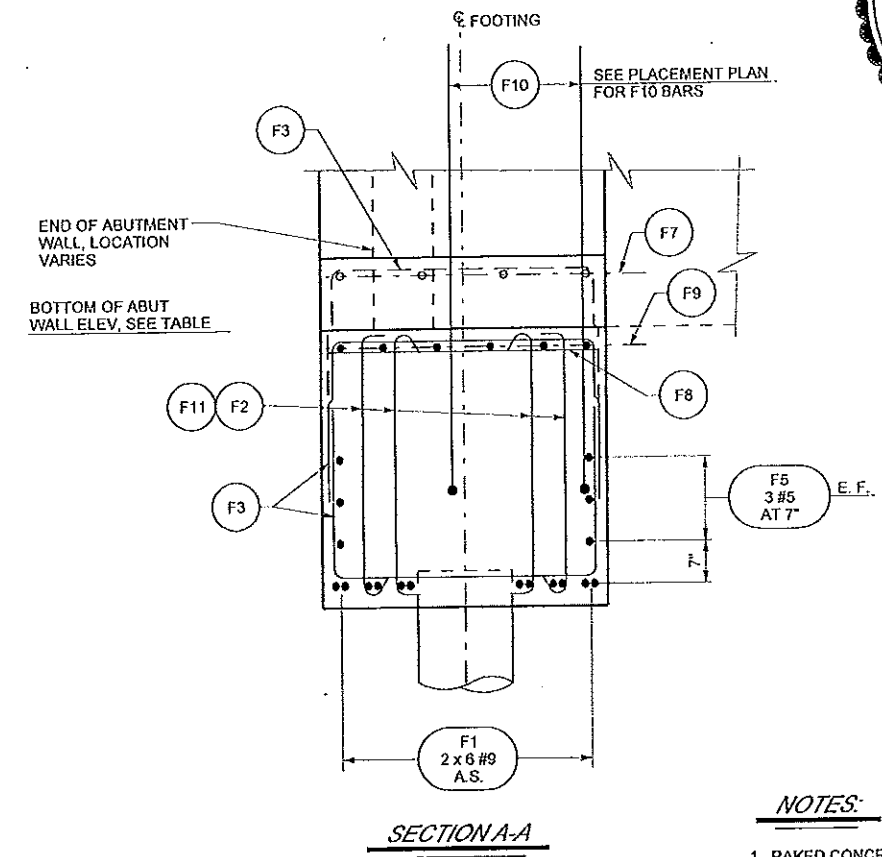
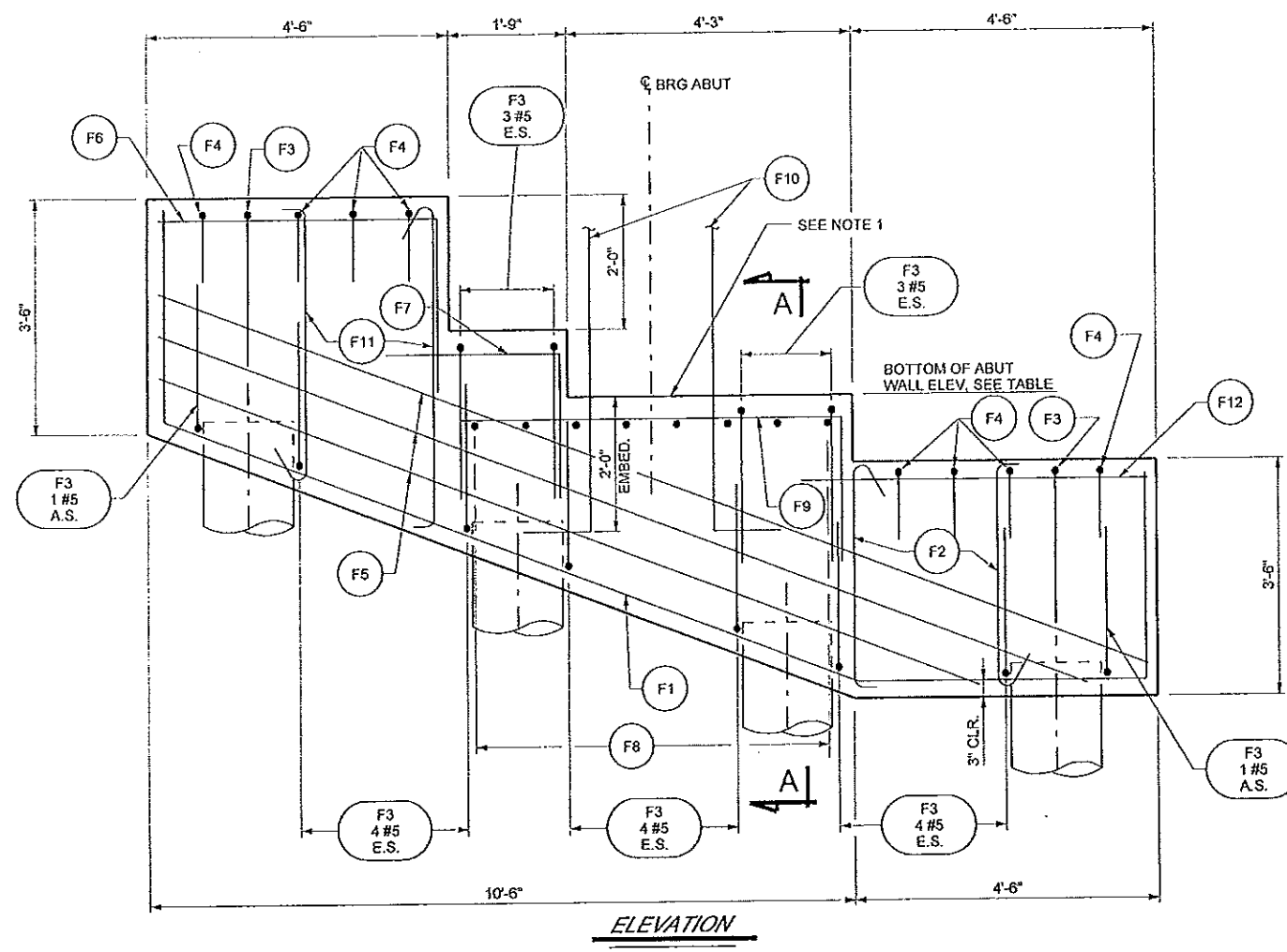
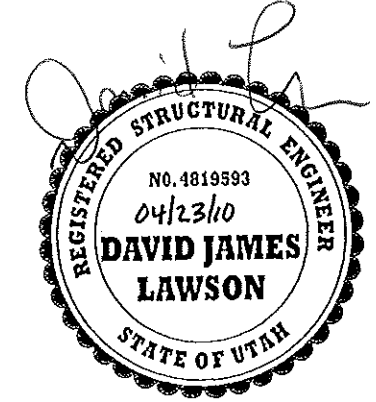
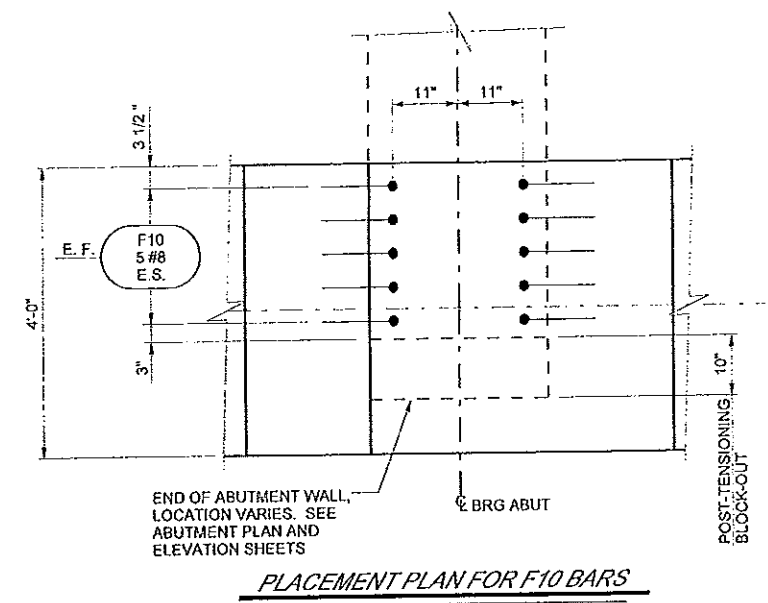
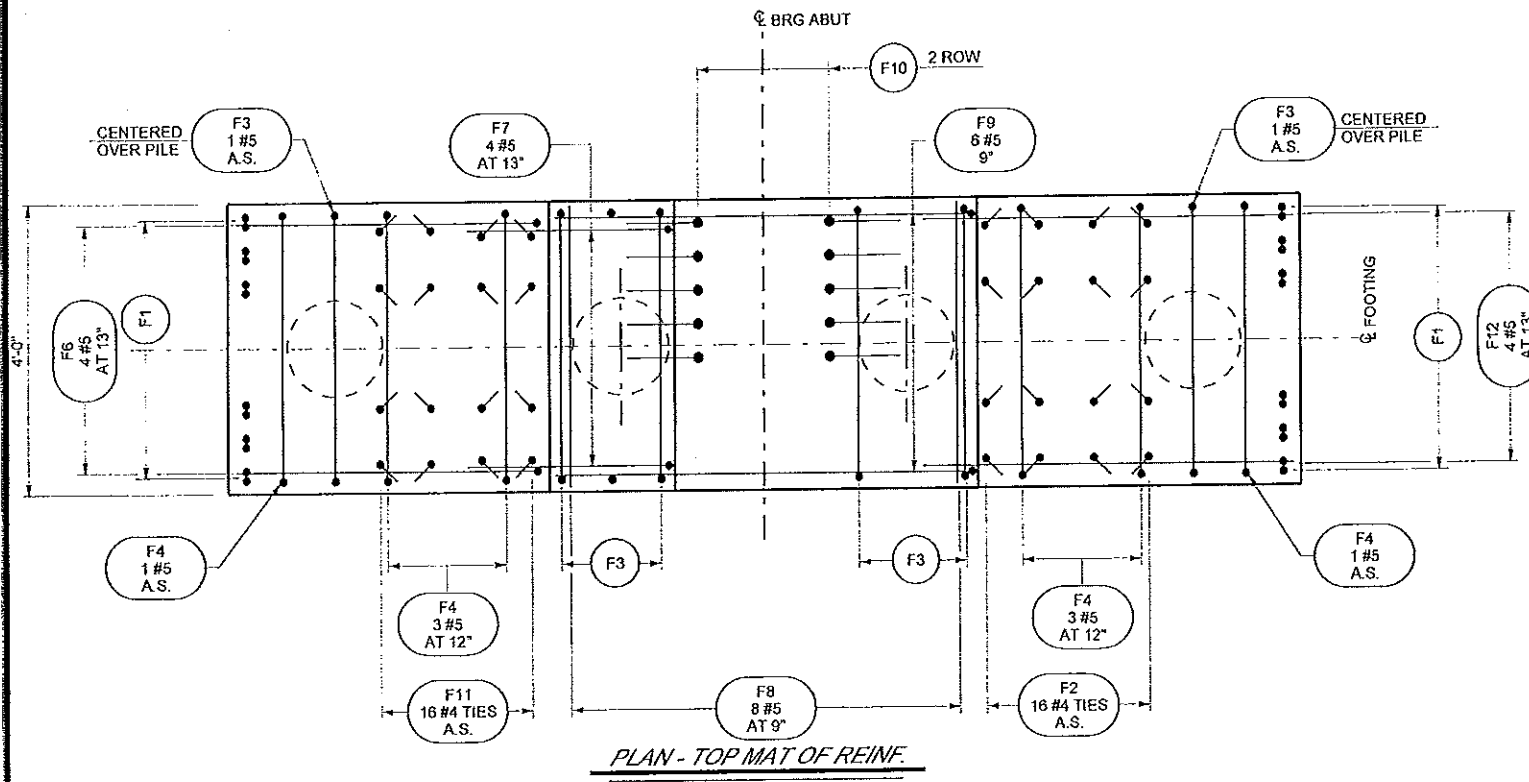


- NOTES:**
- SEE 'WB ABUTMENT #1 - PLAN & ELEVATION' SHEET FOR SECTION A-A AND NOTES.
  - SEE 'WB ABUTMENT #2 - PLAN & ELEVATION' SHEET FOR BEARING PAD LAYOUT BENEATH SHOES.

**LEGEND**

A.S.	AS SHOWN
E.F.	EACH FACE
E.S.	EQUAL SPACES
EBA2	EB ABUTMENT #2
I.F.	INSIDE FACE
O.F.	OUTSIDE FACE

UTAH DEPARTMENT OF TRANSPORTATION SALT LAKE CITY, UTAH STRUCTURES DIVISION		PREPARED BY: MICHAEL BAKER JR. INC.	DESIGN DATE: 07/09	CHECK DATE: 07/09	AS-BUILT DATE: 07/09
I-80; 2300 EAST BRIDGE I-80 OVER 2300 EAST		PROJECT NUMBER: F-180-3(148)128	DESIGN ENGR. DATE: 07/09	DRWN CRS DATE: 07/09	DATE: 07/09
EB ABUTMENT - PLAN & ELEVATION		QUANT.	APPROVAL RECORD	CHECK MSA DATE: 07/09	REVISIONS
SHT. 11 OF 44		DRG. NO. 1	APPROVED DATE: 07/09	STRUCTURE DESIGN MANAGER	NO. 1

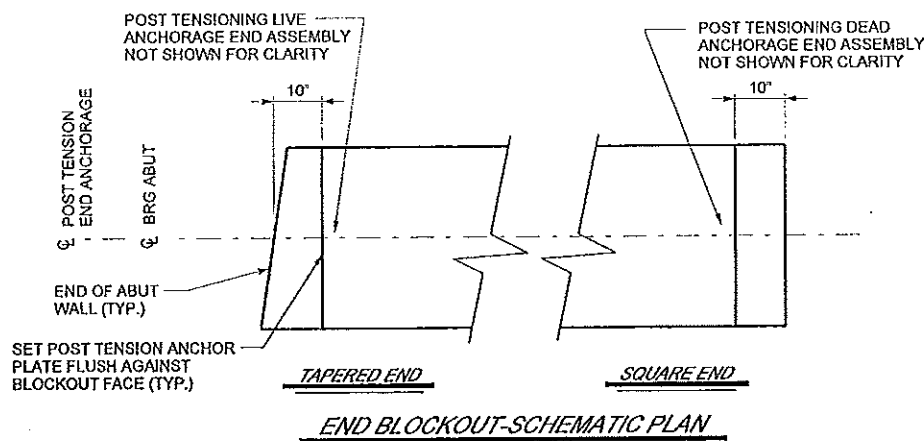
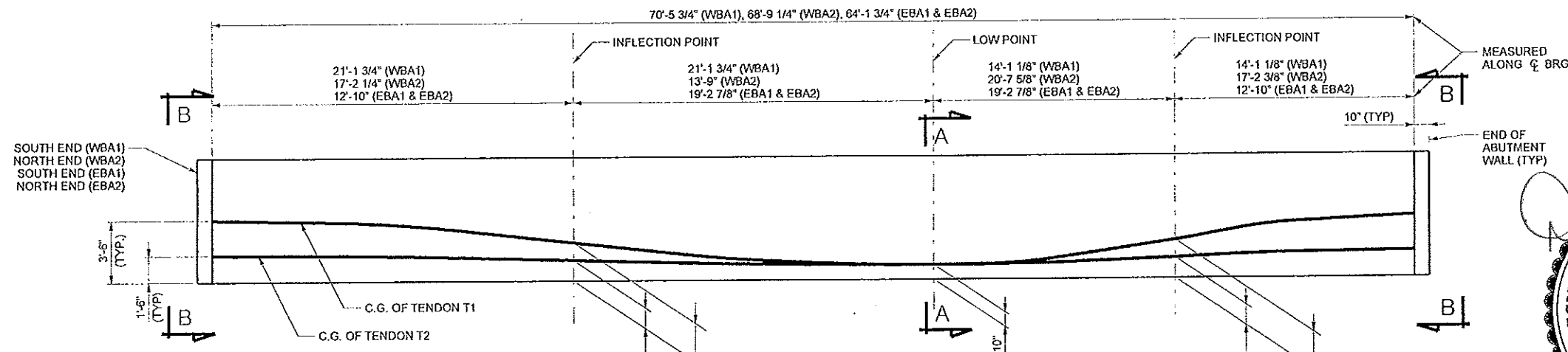
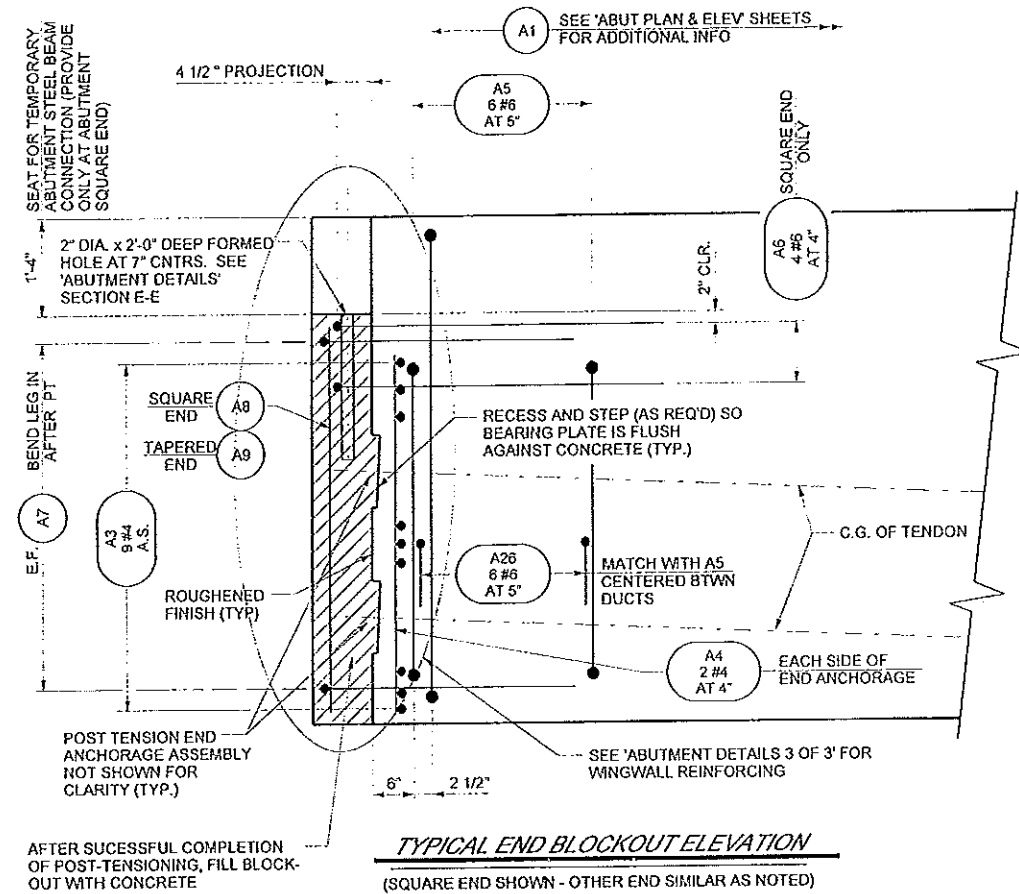
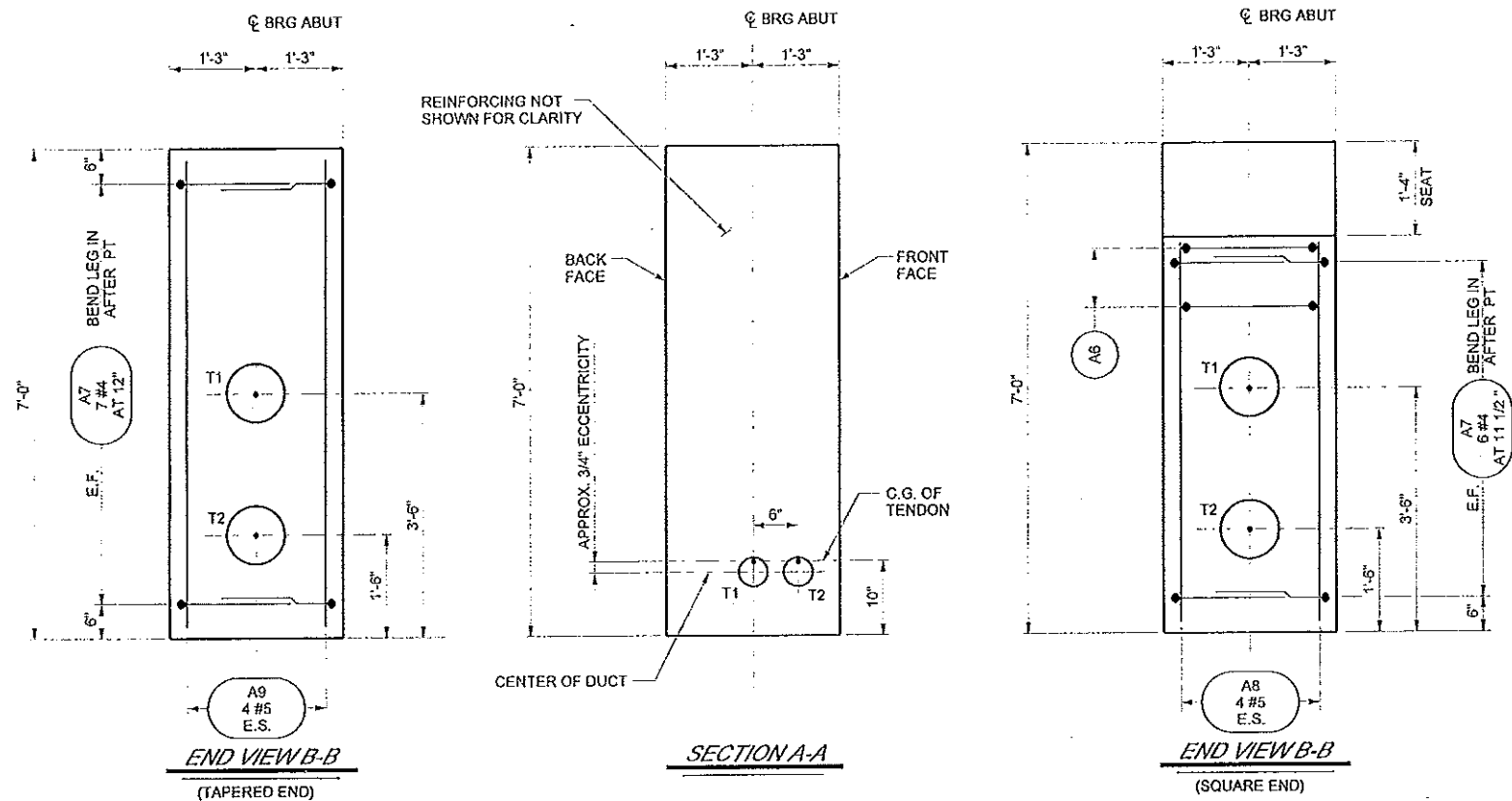


BOTTOM OF ABUT WALL	
LOCATION	ELEV
WB ABUT #1	4615.47
WB ABUT #2	4618.40
EB ABUT #1	4618.91
EB ABUT #2	4622.04

- NOTES:**
1. RAKED CONCRETE FINISH AT ABUTMENT WALL BEARING AREA.
  2. SEE "FOUNDATION PLAN" AND "PILE DETAILS" SHEETS FOR ADDITIONAL ELEVATIONS AND DETAILS.
  3. ALTERNATE THE ORIENTATION OF 90 DEG. AND 135 DEG. END HOOKS FOR ADJACENT TIES.

**LEGEND**  
 A.S. AS SHOWN  
 E.S. EQUAL SPACES  
 E.F. EACH FACE

UTAH DEPARTMENT OF TRANSPORTATION SALT LAKE CITY, UTAH STRUCTURES DIVISION		DESIGN D.J.L. 07/09	CHECK C.L.H. 07/09	DATE 02/11/10	BY J.K.	REMARKS AS-BUILT
I-80, 2300 EAST BRIDGE I-80 OVER 2300 EAST ABUTMENT DETAILS 1 OF 3		DATE	DATE	DATE	DATE	DATE
PROJECT NUMBER	F-180-3(148)128	APPROVAL RECORD	DESIGN ENGR.	DRAWN	C.R.S.	CHECK
SALT LAKE COUNTY		APPROVED	DATE	DATE	DATE	DATE
F-793		ORG. NO.	1			
SHT. 12		OF 44				



POST-TENSIONING ASSUMPTIONS	
FRICITION	0.25
WOBBLE	0.00002
E <sub>s</sub>	28,600 ksi
0.6" STRAND AREA	0.217 in <sup>2</sup>
PT STEEL	270 ksi L.O.-LAX
ANCHOR SET	3/8"

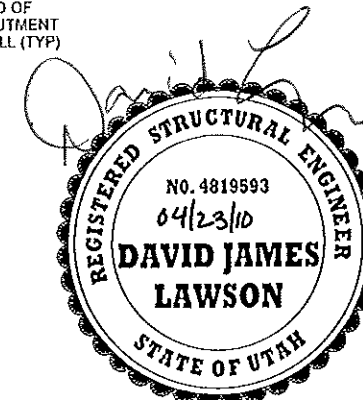
STRESSING DATA		
TENDON	SIZE	JACK FORCE
T1	18 - 0.6"	791 k
T2	18 - 0.6"	791 k

**LEGEND**

E.F. EACH FACE  
E.S. EQUAL SPACES

**NOTES:**

- TENDON PATHS TO APPROXIMATE A PARABOLIC PATH.
- MINIMUM CONCRETE STRENGTH AT TIME OF STRESSING = 5.0 ksi.
- STRESS T1 AND T2 (SINGLE END) AT TAPERED END OF ABUTMENT. (SIDE OPPOSITE OF TEMPORARY ABUTMENTS)
- VARY T2 Laterally BETWEEN INFLECTION POINTS AND LOW POINT SO RESULTING TENDON LAYOUT IS SMOOTH AND DOES NOT HAVE ANGLE POINTS.
- SPIRAL AND OTHER LOCAL ANCHORAGE ZONE REINFORCEMENT SHALL BE DESIGNED, SUPPLIED, AND BE THE RESPONSIBILITY OF THE POST-TENSIONING SUPPLIER.
- STRESS TENDONS IN INCREMENTS OF 1/2 JACK FORCE. ALTERNATE BETWEEN TENDONS BETWEEN INCREMENTS.
- COMPLETE POST-TENSIONING OPERATIONS PRIOR TO SLIDING SUPERSTRUCTURE ATOP ABUTMENT.



UTAH DEPARTMENT OF TRANSPORTATION  
SALT LAKE CITY, UTAH  
STRUCTURES DIVISION

PREPARED BY: MICHAEL BAKER JR. INC.

DESIGN: DJL 07/09 CHECK: MSA 07/09  
DRAWN: DJL 07/09 CHECK: JK 07/09

DATE: 02/11/10  
DATE: 8/31/09

BY: DJL  
DATE: 07/09

NO. 1

REVISIONS

PROJECT NUMBER: F-180-3(148)128

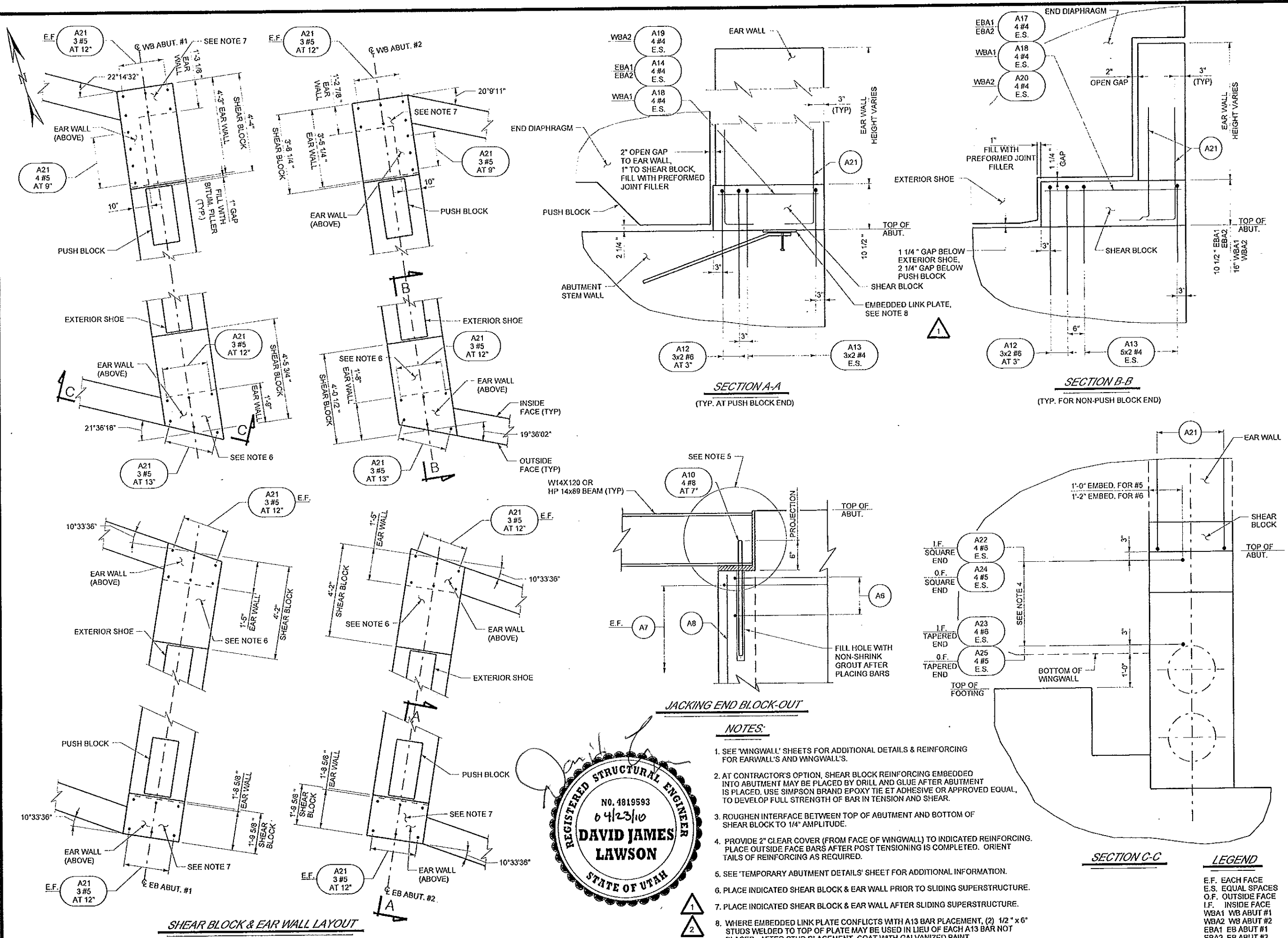
ABUTMENT DETAILS - 2 OF 3

I-80; 2300 EAST BRIDGE  
I-80 OVER 2300 EAST

SALT LAKE COUNTY

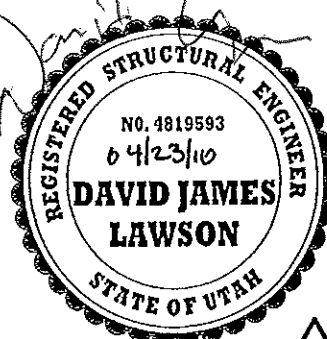
F-793  
DRG. NO. 1

SHT. 13 OF 44



**SHEAR BLOCK & EAR WALL LAYOUT**

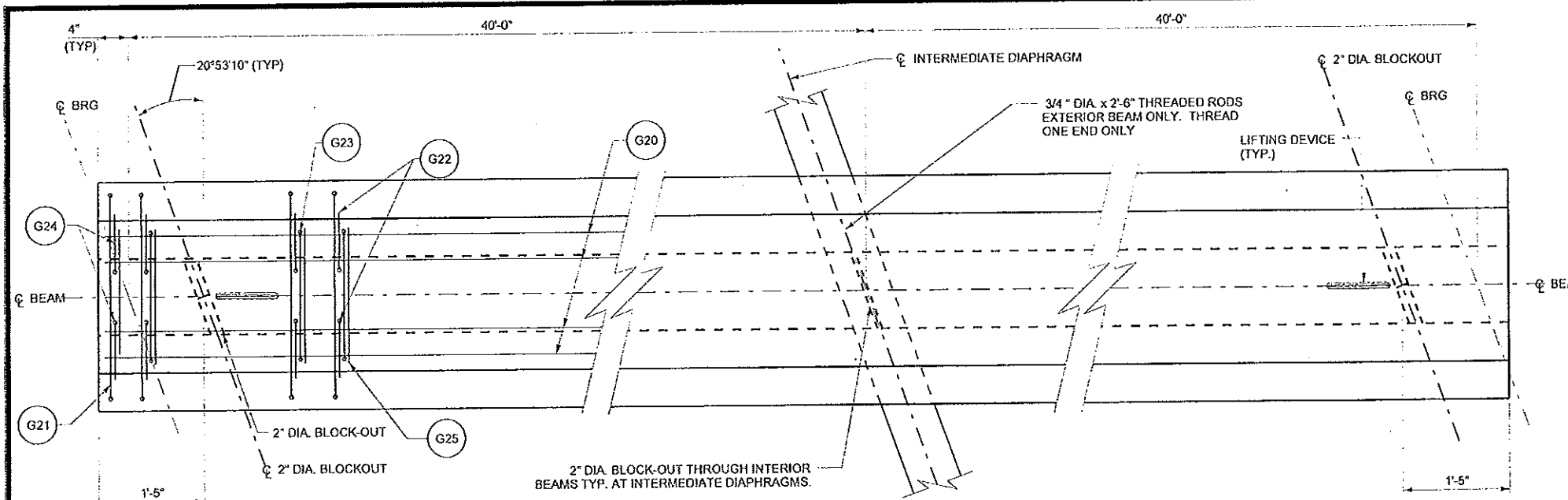
**JACKING END BLOCK-OUT**



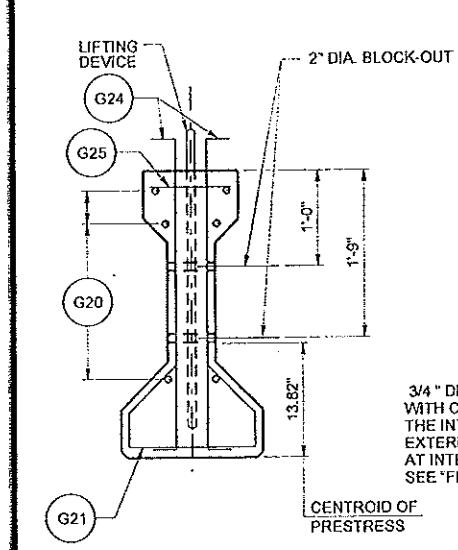
**NOTES:**

- SEE 'WINGWALL' SHEETS FOR ADDITIONAL DETAILS & REINFORCING FOR EARWALL'S AND WINGWALL'S.
- AT CONTRACTOR'S OPTION, SHEAR BLOCK REINFORCING EMBEDDED INTO ABUTMENT MAY BE PLACED BY DRILL AND GLUE AFTER ABUTMENT IS PLACED. USE SIMPSON BRAND EPOXY TIE ET ADHESIVE OR APPROVED EQUAL, TO DEVELOP FULL STRENGTH OF BAR IN TENSION AND SHEAR.
- ROUGHEN INTERFACE BETWEEN TOP OF ABUTMENT AND BOTTOM OF SHEAR BLOCK TO 1/4" AMPLITUDE.
- PROVIDE 2" CLEAR COVER (FROM FACE OF WINGWALL) TO INDICATED REINFORCING. PLACE OUTSIDE FACE BARS AFTER POST TENSIONING IS COMPLETED. ORIENT TAILS OF REINFORCING AS REQUIRED.
- SEE 'TEMPORARY ABUTMENT DETAILS' SHEET FOR ADDITIONAL INFORMATION.
- PLACE INDICATED SHEAR BLOCK & EAR WALL PRIOR TO SLIDING SUPERSTRUCTURE.
- PLACE INDICATED SHEAR BLOCK & EAR WALL AFTER SLIDING SUPERSTRUCTURE.
- WHERE EMBEDDED LINK PLATE CONFLICTS WITH A13 BAR PLACEMENT, (2) 1/2" x 6" STUDS WELDED TO TOP OF PLATE MAY BE USED IN LIEU OF EACH A13 BAR NOT PLACED. AFTER STUD PLACEMENT, COAT WITH GALVANIZED PAINT.

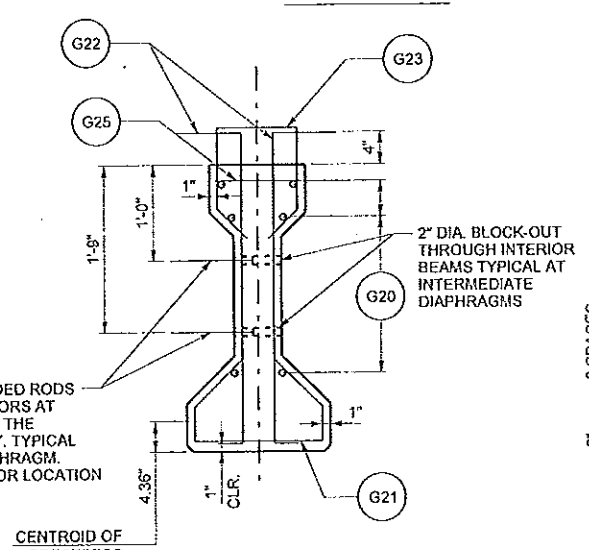
UTAH DEPARTMENT OF TRANSPORTATION		SALT LAKE CITY, UTAH		STRUCTURES DIVISION	
I-80; 2300 EAST BRIDGE		I-80 OVER 2300 EAST		ABUTMENT DETAILS 3 OF 3	
PROJECT NUMBER		F-180-3(148)128		SHT. 14 OF 44	
DESIGN	D.J.L.	CHECK	C.H.	DATE	07/09
DRAWN	C.R.S.	CHECK	J.K.	DATE	07/09
APPROVAL	RECORD	DATE	DESIGN ENGR.	DATE	STRUCTURE DESIGN MANAGER
APPROVED	DATE	DATE	QUANT.	DATE	QUANT.
PREPARED BY:		MICHAEL BAKER JR. INC.		AS-BUILT	
DESIGN		DATE		BY	
REVISIONS		NO.		DATE	
REMARKS		REVISED SHEET #; ADDED LINK PLATE & NOTE		REVISED NOTE 8 TO COAT WITH GALVANIZED PAINT	



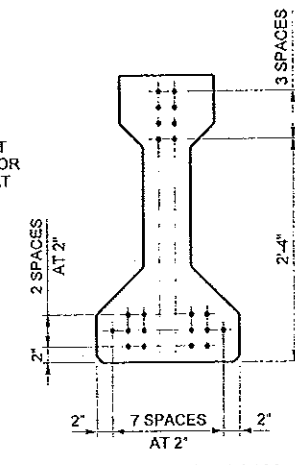
**PARTIAL PLAN**



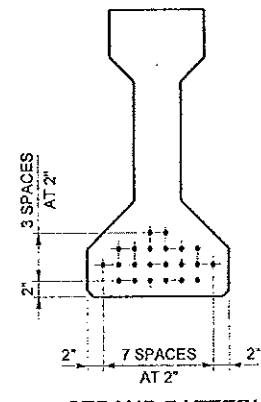
**SECTION A-A**



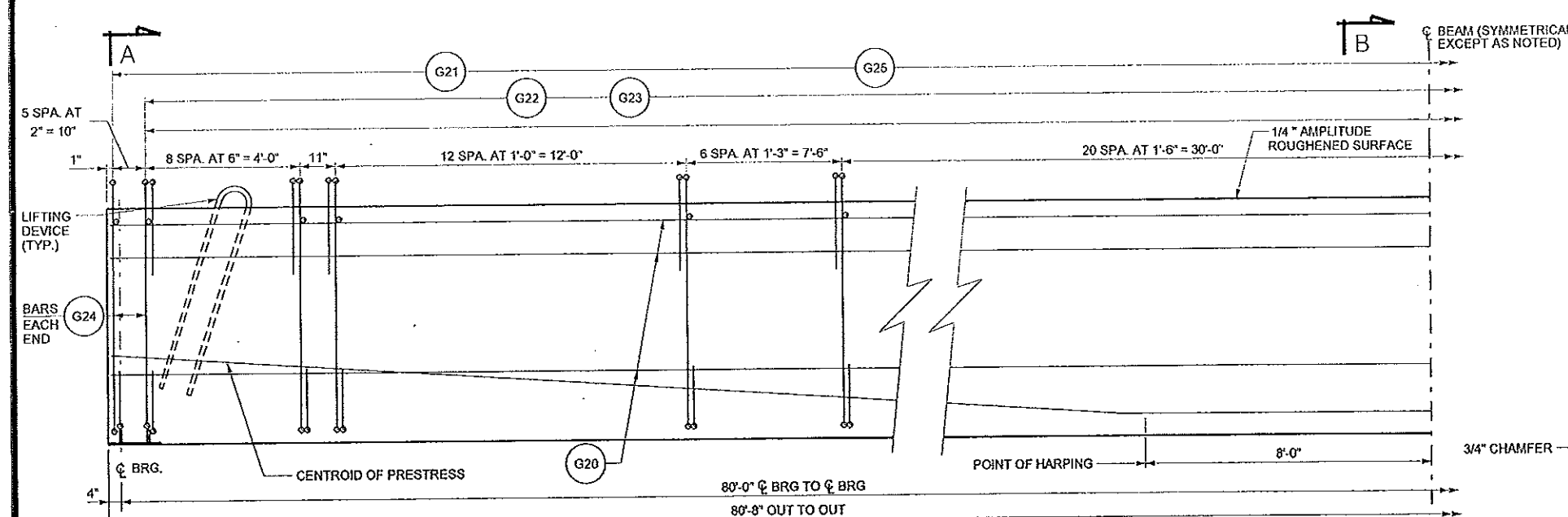
**SECTION B-B**



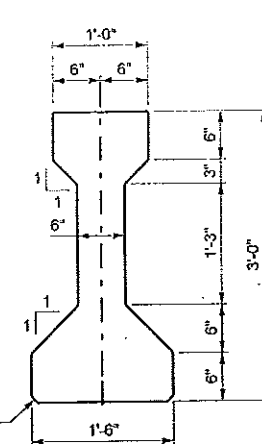
**STRAND PATTERN**  
(STRAND PATTERN AT ENDS)



**STRAND PATTERN**  
(STRAND PATTERN AT CENTER)

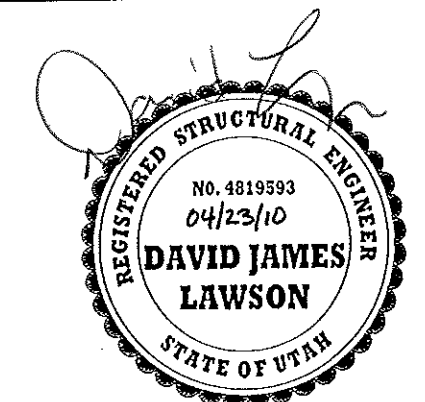


**PARTIAL ELEVATION**



**TYPICAL SECTION**

REINFORCING STEEL SCHEDULE			
MARK	SIZE NO.	LENGTH	SKETCH
G 20	4	80'-4"	
G 21	4	3'-6"	
G 22	4	4'-3 1/2"	
G 23	4	3'-4"	
G 24	4	4'-0"	
G 25 (OPTIONAL)	4	10"	



**GENERAL NOTES:**

- UNLESS OTHERWISE SHOWN, ALL DIMENSIONS ARE OUT TO OUT OF BARS.
- USE 0.6" DIAMETER PRESTRESSING STRANDS.
- PLACE BEARING PADS PERPENDICULAR TO BEAM CENTER LINE.
- USE COATED REINFORCING BARS CONFORMING TO AASHTO DESIGNATION M31, GRADE 60.

AASHTO TYPE II BEAM	
FINAL PRESTRESSING FORCES	
AFTER LOSSES =	829.0 KIPS
f'ci =	7500 psi
f'cs =	8500 psi
2	EXTERIOR BEAMS REQUIRED
7	INTERIOR BEAMS REQUIRED

UTAH DEPARTMENT OF TRANSPORTATION  
SALT LAKE CITY, UTAH  
STRUCTURES DIVISION

PREPARED BY: MICHAEL BAKER JR. INC.  
DESIGN: JK 06/09  
CHECK: DJL 06/09  
DRAWN: CRS 06/09  
CHECK: MSA 06/09

APPROVAL RECORD: DATE DESIGN ENGR. DATE STRUCTURE DESIGN MANAGER

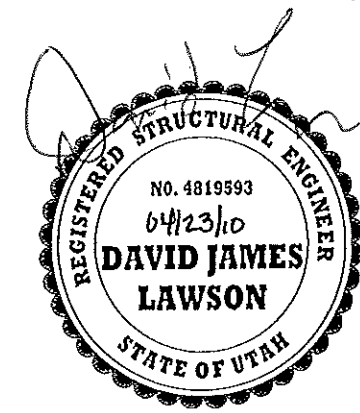
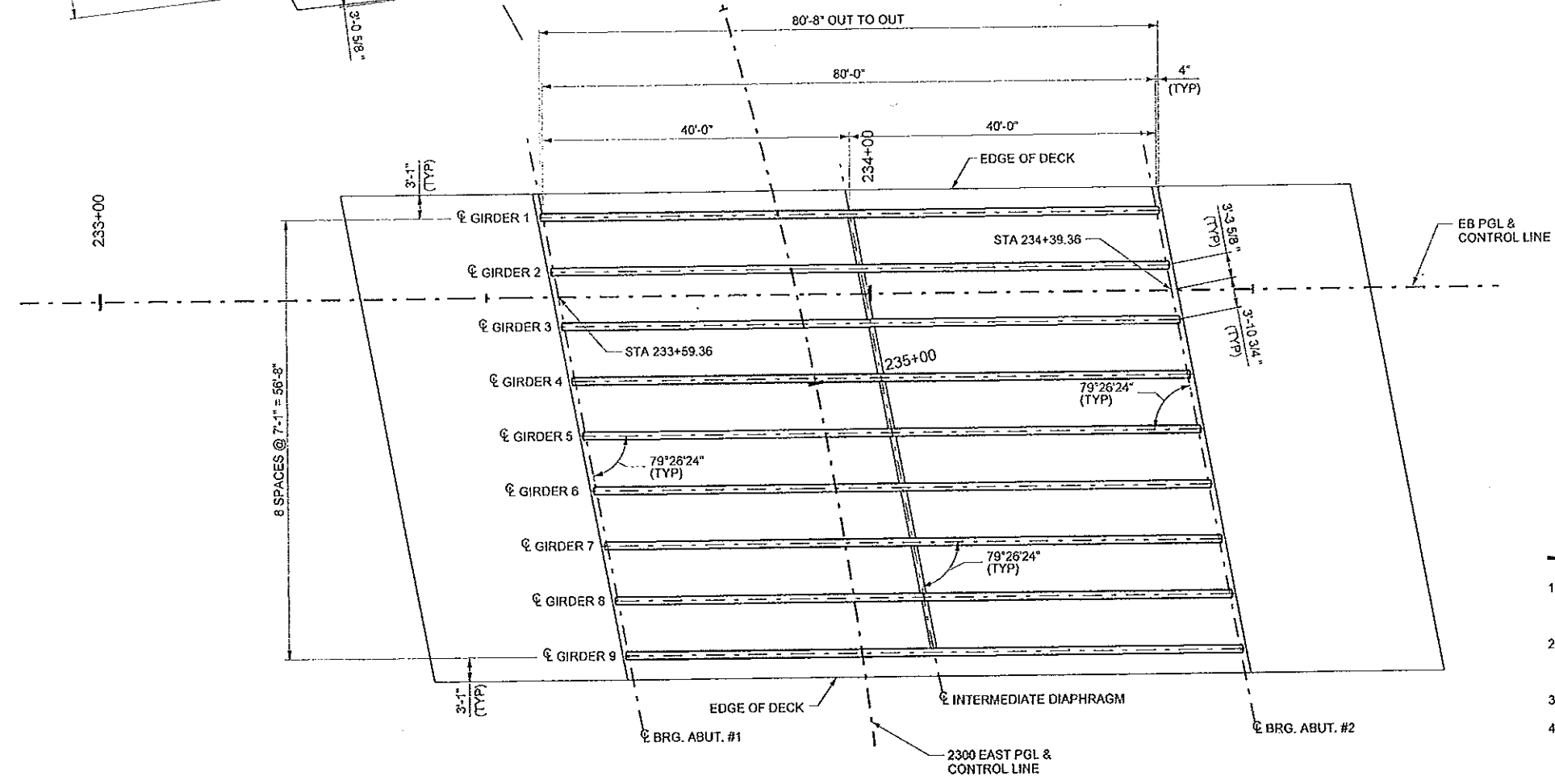
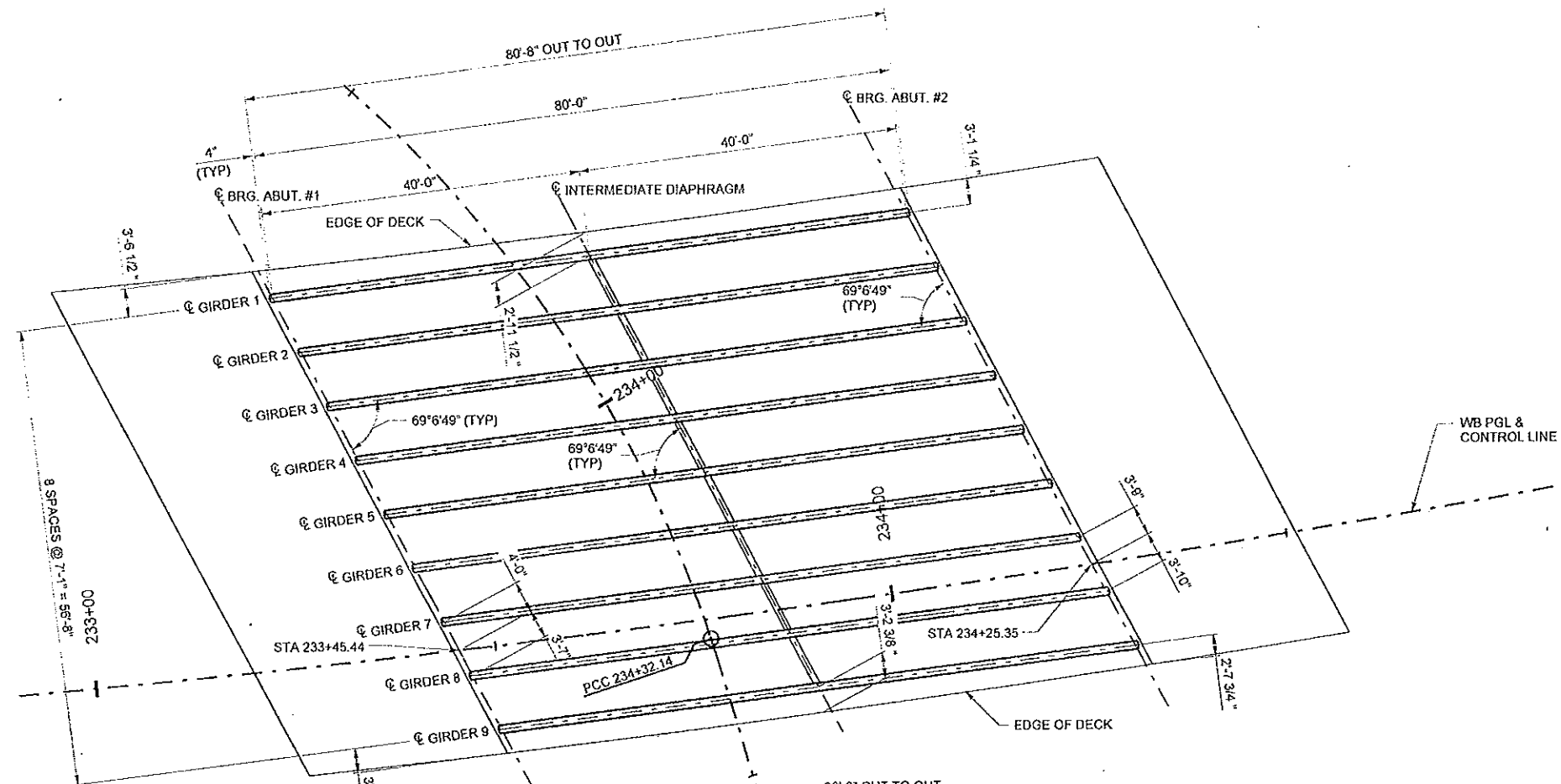
PROJECT NUMBER: F-180-3(148)128

SALT LAKE COUNTY  
F-793  
DRG. NO. 1

SHT. 15 OF 44



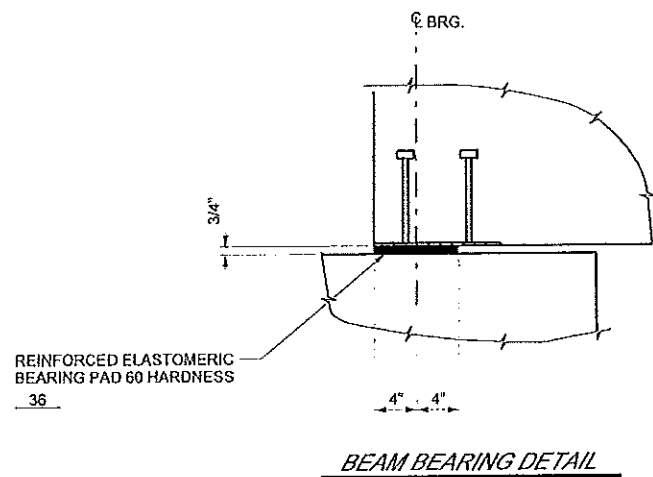




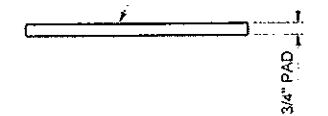
- NOTES:**
- CENTERLINES OF BEARINGS ARE PARALLEL TO:  
EB = N 8° 6' 45" E  
WB = N 8° 2' 24" W
  - GIRDERS ARE PARALLEL TO:  
EB = N 70° 19' 39" W  
WB = S 77° 9' 13" E
  - ALL DIMENSIONS ARE HORIZONTAL.
  - INTERMEDIATE DIAPHRAGMS ARE PARALLEL TO CENTERLINE OF BEARING.

**FRAMING PLAN**

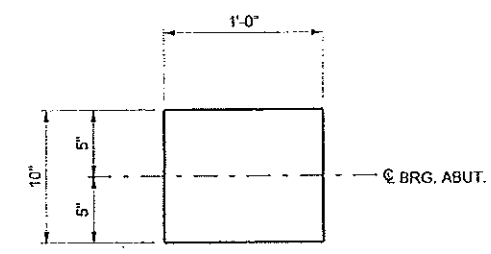
UTAH DEPARTMENT OF TRANSPORTATION SALT LAKE CITY, UTAH STRUCTURES DIVISION		PREPARED BY: MICHAEL BAKER JR., INC.	CHECK MSA 06/09	AS-BUILT
DESIGN DJL 06/09	DRAWN CRS 06/09	CHECK DJL 06/09	DATE 8/31/09	BY JK
APPROVAL RECORD:	DATE	DESIGN ENGINEER	DATE	REVISIONS
APPROVED DATE	DATE	STRUCTURE DESIGN MANAGER	DATE	NO.
PROJECT NUMBER	F-180-3(148)128	QUANT.		
I-80, 2300 EAST BRIDGE I-80 OVER 2300 EAST		FRAMING PLAN		
SALT LAKE COUNTY		F-793		
DRG. NO. 1		1		
SHT. 17 OF 44				



— SIZE: 8" x 1'-2" x 3/4"

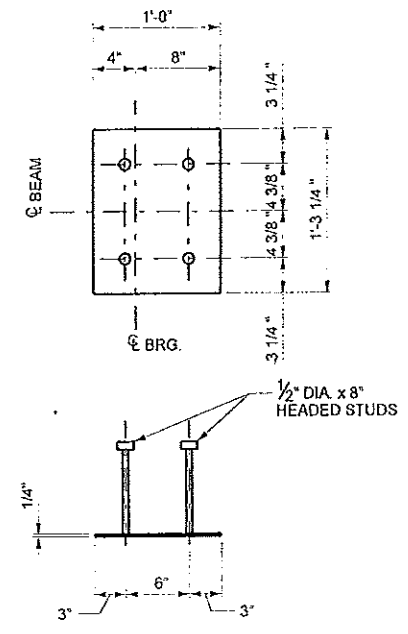
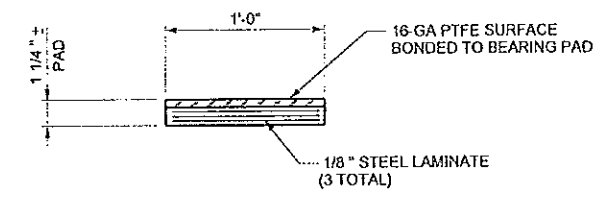


**BEAM ELASTOMERIC BEARING PAD**

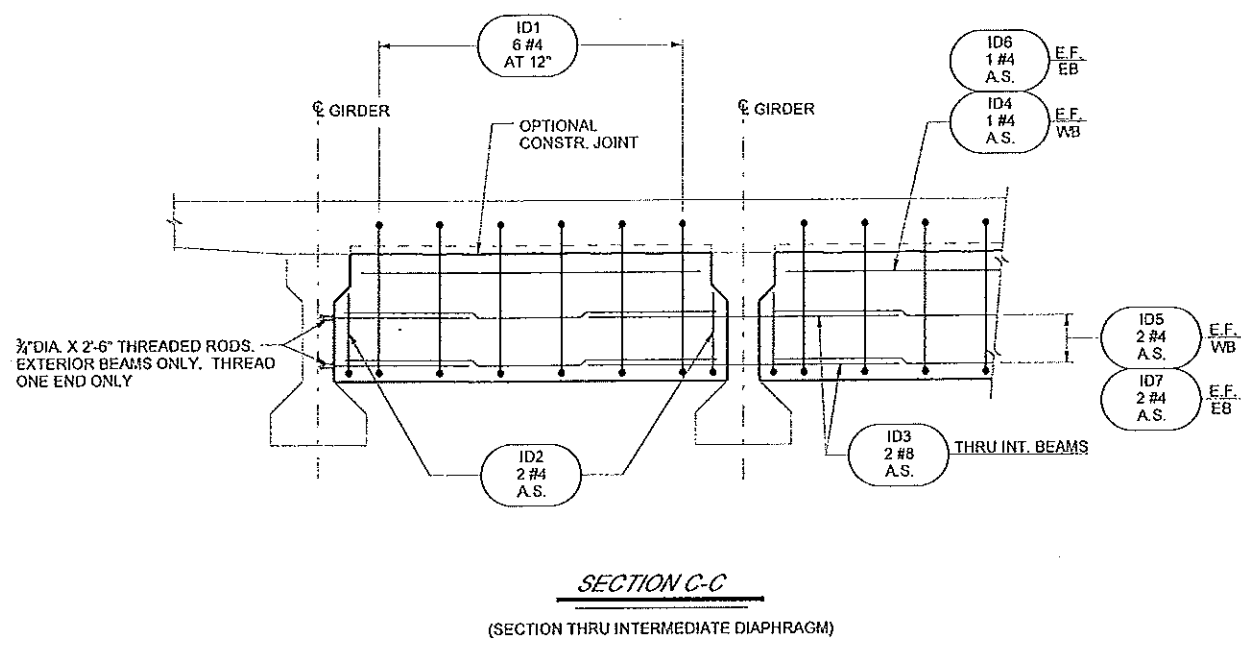
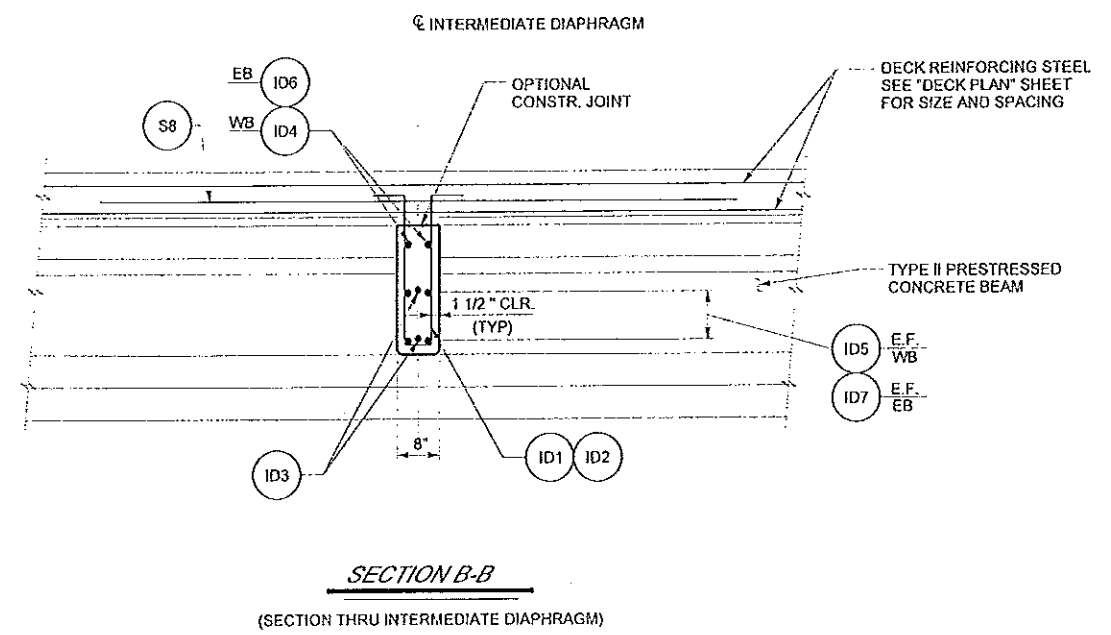


**SHOE BEARING PAD**

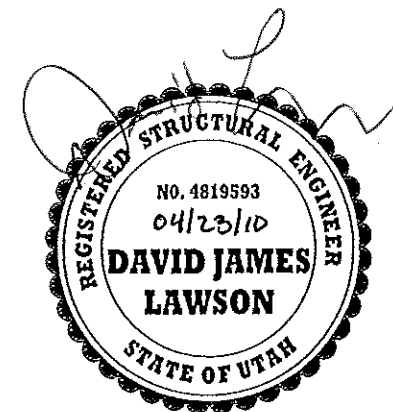
(40 TOTAL, REQUIRED)



**BEAM BEARING PLATE DETAIL**



3/4" DIA. X 2'-6" THREADED RODS. EXTERIOR BEAMS ONLY. THREAD ONE END ONLY



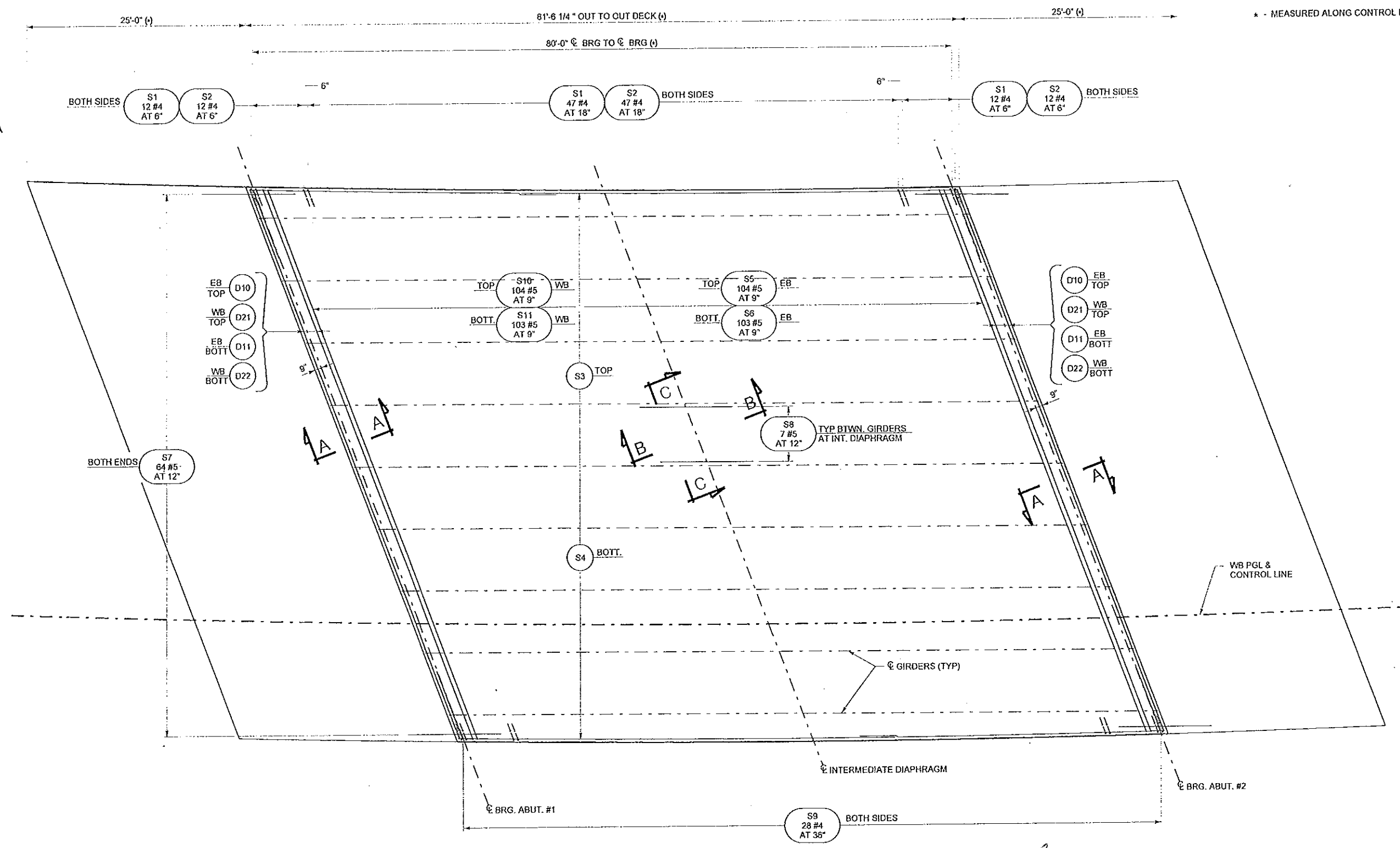
**NOTES:**

- SEE 'DECK PLAN' SHEET FOR LOCATION OF SECTIONS B-B AND C-C.
- SEE 'WB ABUTMENT #2 - PLAN & ELEVATION' SHEET FOR SHOE BEARING PAD LAYOUT.

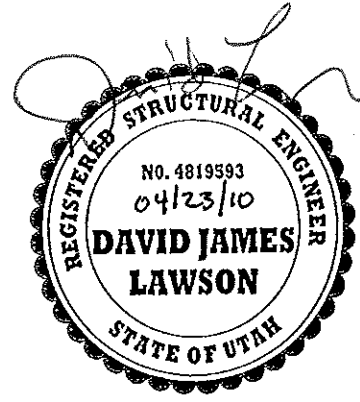
**LEGEND**

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

UTAH DEPARTMENT OF TRANSPORTATION	PREPARED BY:	MICHAEL BAKER JR. INC.
SALT LAKE CITY, UTAH	DESIGN:	DUL 08/09
STRUCTURES DIVISION	DRAWN:	CRS 08/09
	CHECK:	JK 08/09
	CHECK:	JK 08/09
	CHECK:	JK 08/09
	DATE:	02/11/10
	BY:	JK
	AS-BUILT	
	INC.	1
	REVISIONS	
	REMARKS	
I-80; 2300 EAST BRIDGE		
I-80 OVER 2300 EAST		
BEARING DETAIL & INT DIAPHRAGM		
PROJECT NUMBER	F-180-3(148)128	
SALT LAKE COUNTY		
F-793		
ORG. NO.		
SHT. 18 OF 44		



**WB DECK PLAN**  
(EB SIMILAR AS NOTED)

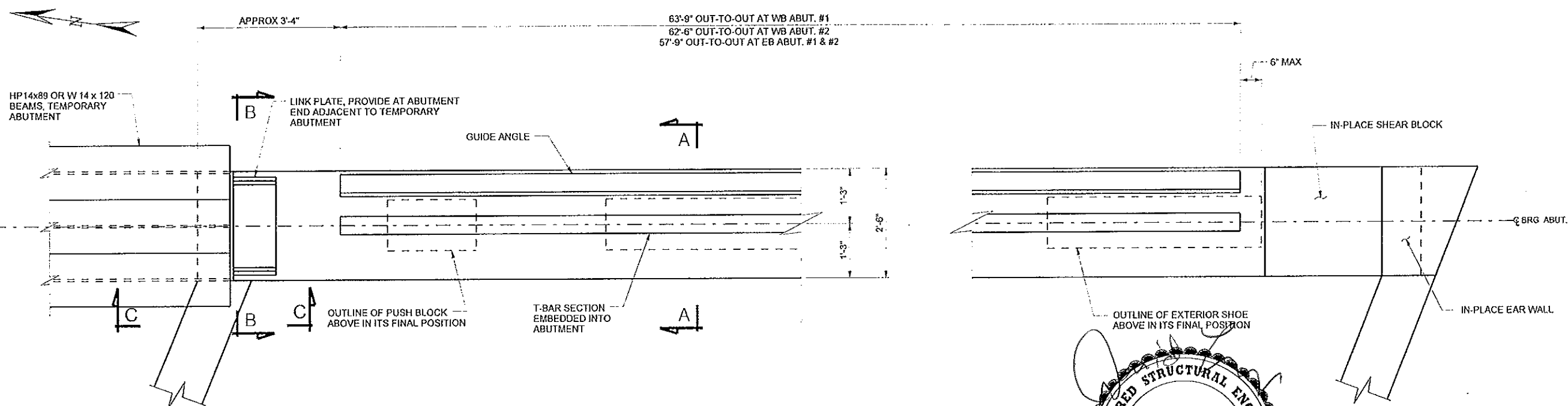


- NOTES:**
- SEE 'DECK SECTION & DETAILS' SHEET FOR SECTION A-A, TYPICAL DECK SECTION, AND ADDITIONAL NOTES.
  - SEE 'BEARING DETAIL & INT. DIAPHRAGM' SHEET FOR SECTIONS B-B AND C-C.
  - ALL DIMENSIONS ARE HORIZONTAL.
  - STAGGER TOP AND BOTTOM TRANSVERSE DECK BARS.

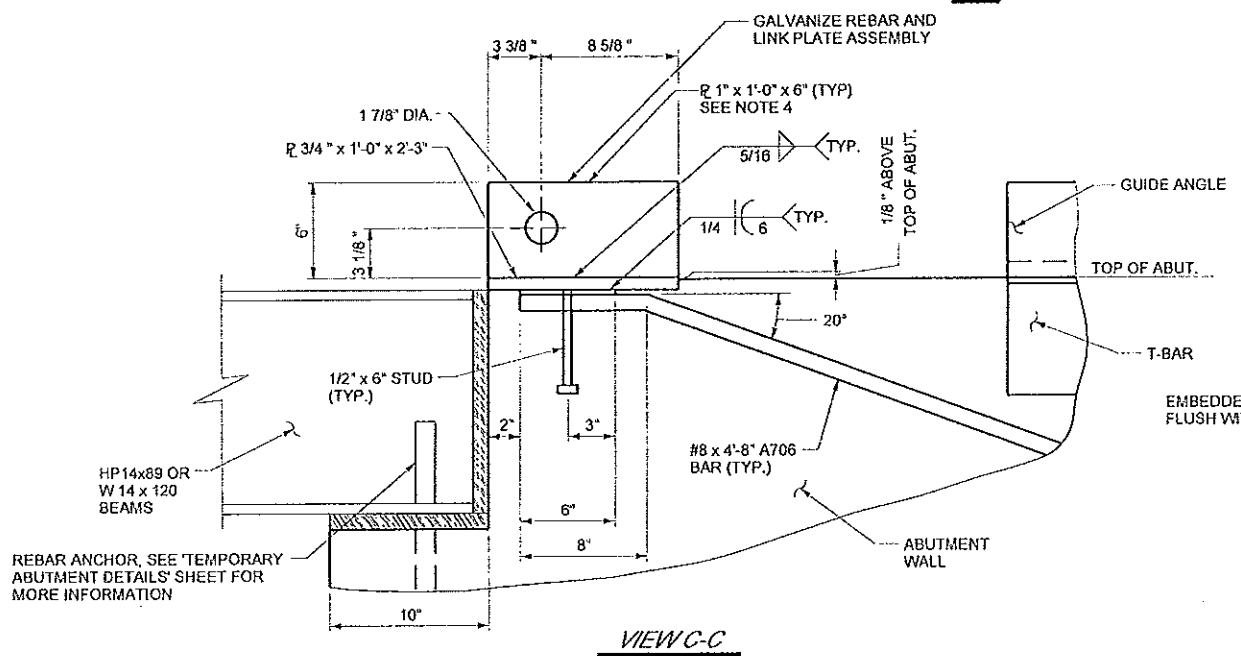
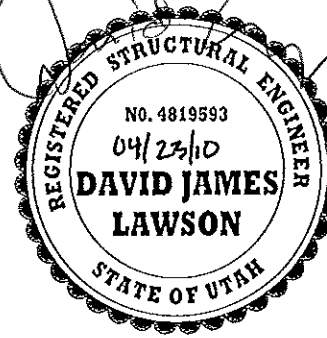
**LEGEND**  
A.S. AS SHOWN  
E.S. EQUAL SPACES

UTAH DEPARTMENT OF TRANSPORTATION SALT LAKE CITY, UTAH STRUCTURES DIVISION		DESIGN: DJL 08/09	CHECK: JK 08/09	DATE: 02/11/10	BY: JK	REMARKS: AS-BUILT
PREPARED BY: MICHAEL BAKER, JR., INC.		DRAWN: CRS 08/09	CHECK: JK 08/09	DATE: 02/11/10	BY: JK	REMARKS: AS-BUILT
APPROVAL RECORD:		DESIGN ENGR. DATE:	DESIGN ENGR. DATE:	STRUCTURE DESIGN MANAGER DATE:	STRUCTURE DESIGN MANAGER DATE:	REVISIONS
APPROVED DATE:		APPROVED DATE:	APPROVED DATE:	APPROVED DATE:	APPROVED DATE:	NO. 1
I-80; 2300 EAST BRIDGE	I-80 OVER 2300 EAST	DECK PLAN		PROJECT NUMBER: F-180-3(148)128		
SALT LAKE COUNTY		F-793		DRG. NO.		
SHT. 19		OF 44				

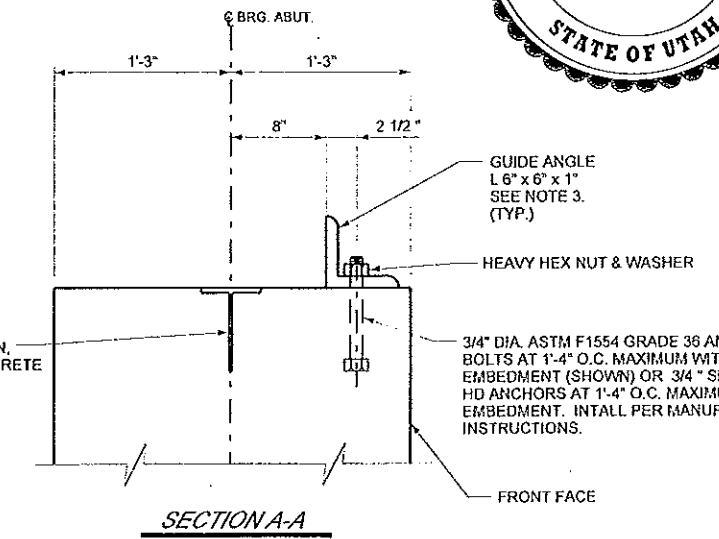




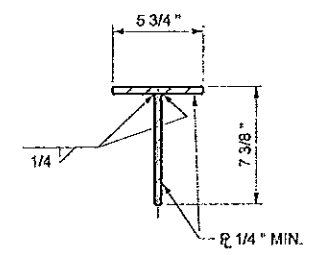
**WESTBOUND ABUTMENT #1 - SLIDING PLAN**  
(WB ABUTMENT #2, EB ABUTMENTS #1 & #2 SIMILAR AS NOTED)



**VIEW C-C**



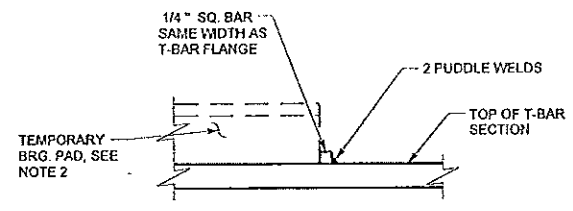
**SECTION A-A**



**T-BAR SECTION**

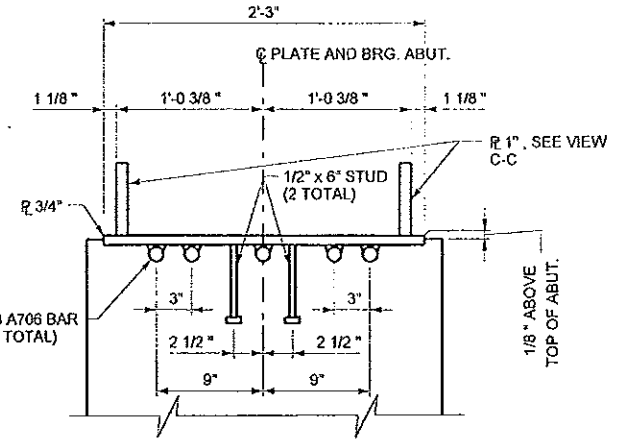
**NOTES:**

1. VERIFY ALL DIMENSIONS WITH NORSAR PRIOR TO FABRICATION.
2. TEMPORARY BRG. PADS SUPPLIED BY OTHERS. NORSAR TO DETERMINE QTY. AND LOCATION OF TEMPORARY BRG. PADS. SEE 'WB ABUTMENT #2 - PLAN & ELEVATION' SHEET FOR LOCATION OF PERMANENT SHOE BRG. PADS. AFTER SLIDING, RE-ADJUST (AS REQ'D) PERMANENT SHOE BRG. PADS SO THEY ARE PROPERLY ALIGNED AND LOCATED.
3. REMOVE GUIDE ANGLE AFTER SLIDING OPERATION, AND CUT ANCHOR BOLTS TO 3/8" MINIMUM RECESS AND PATCH WITH GROUT.
4. AFTER SLIDING OPERATION IS COMPLETED, REMOVE 1" SIDE PLATES.
5. USE E70XX ELECTRODES FOR WELDING. USE GRADE 50 STRUCTURAL STEEL FOR LINK PLATES.
6. USE ASTM A108 HEADED STUDS AND WELD PER AWS D1.5.



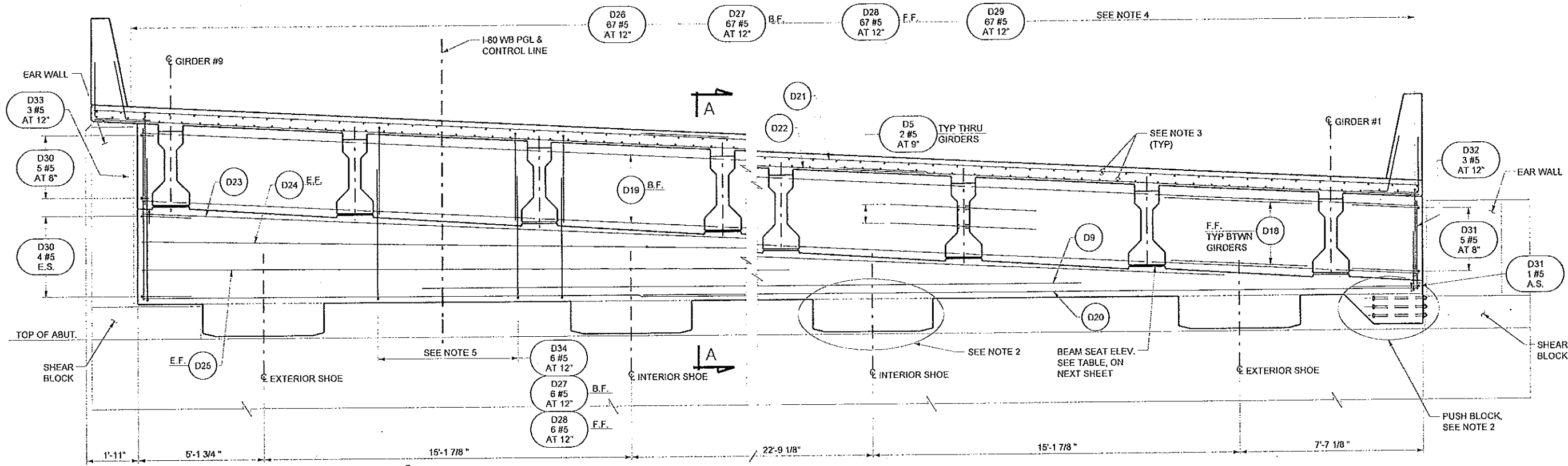
**SLIDING PAD RESTRAINT DETAIL**

NOTE:  
CONTRACTOR MAY USE OTHER TEMPORARY BRG. PAD RESTRAINTS IN PLACE OF INDICATED SQ. BAR.

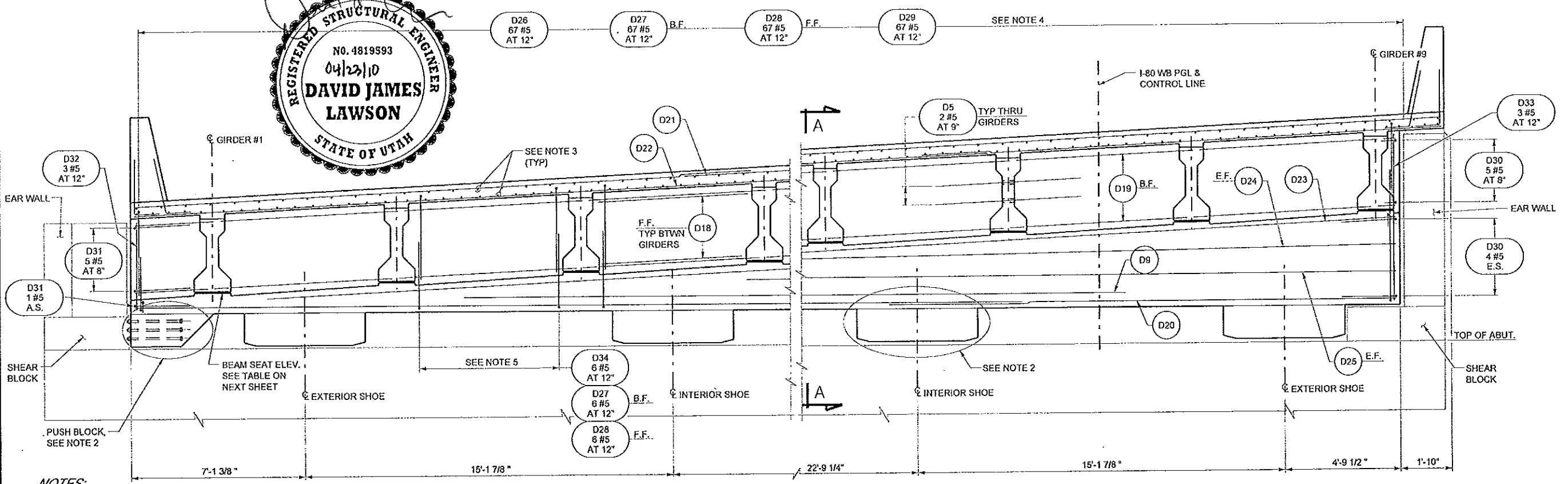


**SECTION B-B**

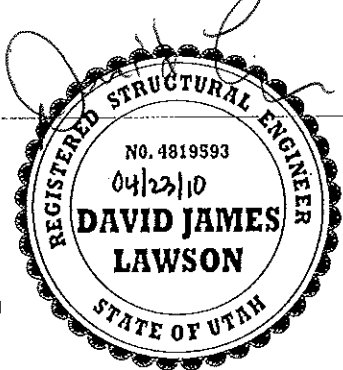
UTAH DEPARTMENT OF TRANSPORTATION SALT LAKE CITY, UTAH STRUCTURES DIVISION	DESIGN D.J.L.	CHECK J.K.	DATE 08/09	NO.	BY	REMARKS
	DRAWN C.R.S.	CHECK J.K.	DATE 09/09	1		NOTE TO GALVANIZE LINK PLATE
	DATE	DESIGN ENGR.	DATE	2		AS-BUILT
	APPROVAL REGIONAL	DATE	DESIGN ENGR.	02/11/10		
	APPROVED	DATE	STRUCTURE DESIGN MANAGER	08/09		
PROJECT NUMBER F-180-3(148)128						
SALT LAKE COUNTY						
F-793						
ORG. NO.						
SHT. 21 OF 44						



**WB ABUTMENT #1 - ELEVATION**  
(LOOKING BACK STATION)



**WB ABUTMENT #2 - ELEVATION**  
(LOOKING AHEAD STATION)



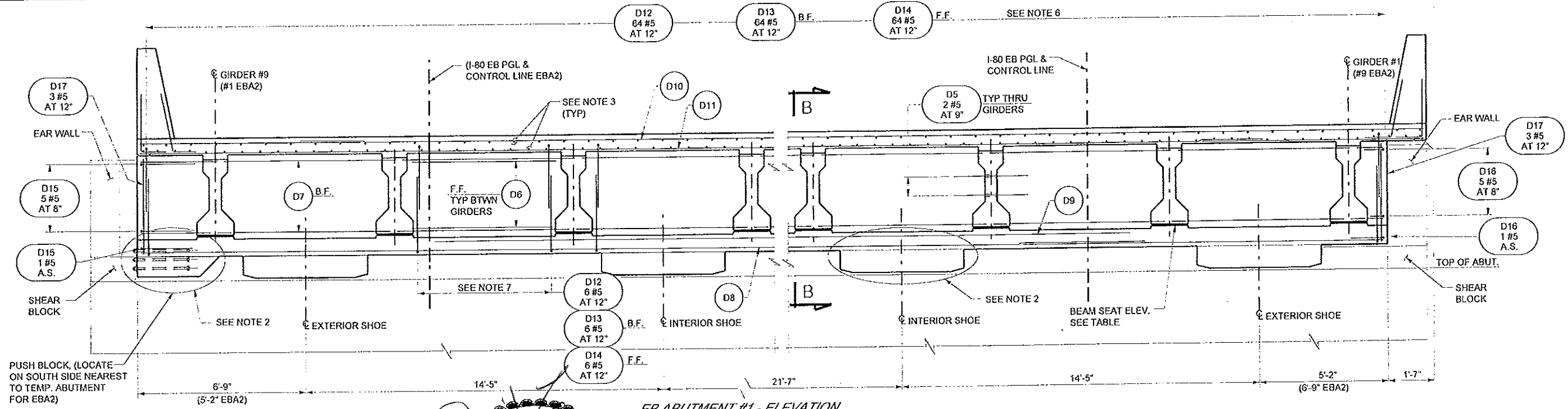
**NOTES:**

- SEE 'END DIAPHRAGM DETAILS 2 OF 3' SHEET FOR SECTION A-A.
- SEE 'END DIAPHRAGM DETAILS 3 OF 3' FOR REINFORCING IN PUSH BLOCK AND SHOES.
- SEE DECK PLAN AND SECTION SHEETS FOR TYPICAL DECK REINFORCING.
- BEND OR FIELD CUT FRONT LEG OF D28 BAR WHERE CONFLICTING WITH GIRDER. FIELD ADJUST LOCATION OF D28 BAR WHERE CONFLICTING WITH GIRDER.
- PLACE INDICATED ADDITIONAL REINFORCING AS SHOWN SO RESULTING BAR SPACING IS 6". (4) TOTAL LOCATIONS PER END DIAPHRAGM, BETWEEN GIRDERS #2 AND #3, #4 AND #5, #5 AND #6, #7 AND #8.

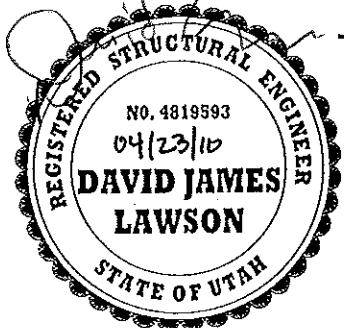
**LEGEND**

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

UTAH DEPARTMENT OF TRANSPORTATION		PREPARED BY:		MICHAEL BAKER JR., INC.	
SALT LAKE CITY, UTAH		DESIGN	DJL	07/09	07/09
STRUCTURES DIVISION		CHECK	CLH	07/09	07/09
I-80; 2300 EAST BRIDGE		APPROVAL	DJL	07/09	07/09
I-80 OVER 2300 EAST		RECORD	DCL	07/09	07/09
END DIAPHRAGM DETAILS 1 OF 3		DATE	DATE	DATE	DATE
PROJECT NUMBER		DESIGN ENGR.	DESIGN ENGR.	DESIGN ENGR.	DESIGN ENGR.
F-180-3(148)128		APPROVED	DATE	DATE	DATE
SALT LAKE COUNTY		STRUCTURE DESIGN MANAGER	QUANT.	QUANT.	QUANT.
F-793		QUANT.	QUANT.	QUANT.	QUANT.
ORG. NO. 1		QUANT.	QUANT.	QUANT.	QUANT.
SHT. 22 OF 44		QUANT.	QUANT.	QUANT.	QUANT.



**EB ABUTMENT #1 - ELEVATION**  
 (LOOKING BACK STATION)  
 (EB ABUTMENT #2 LOOKING AHEAD STATION, SIMILAR AS NOTED)



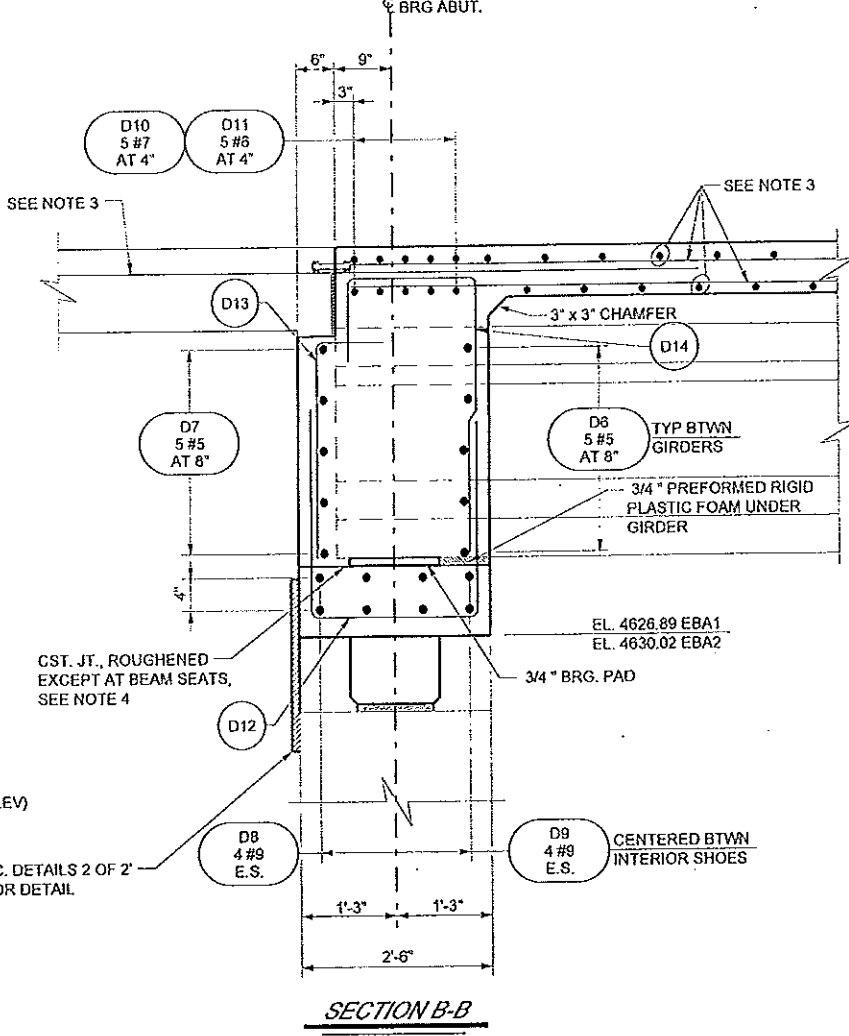
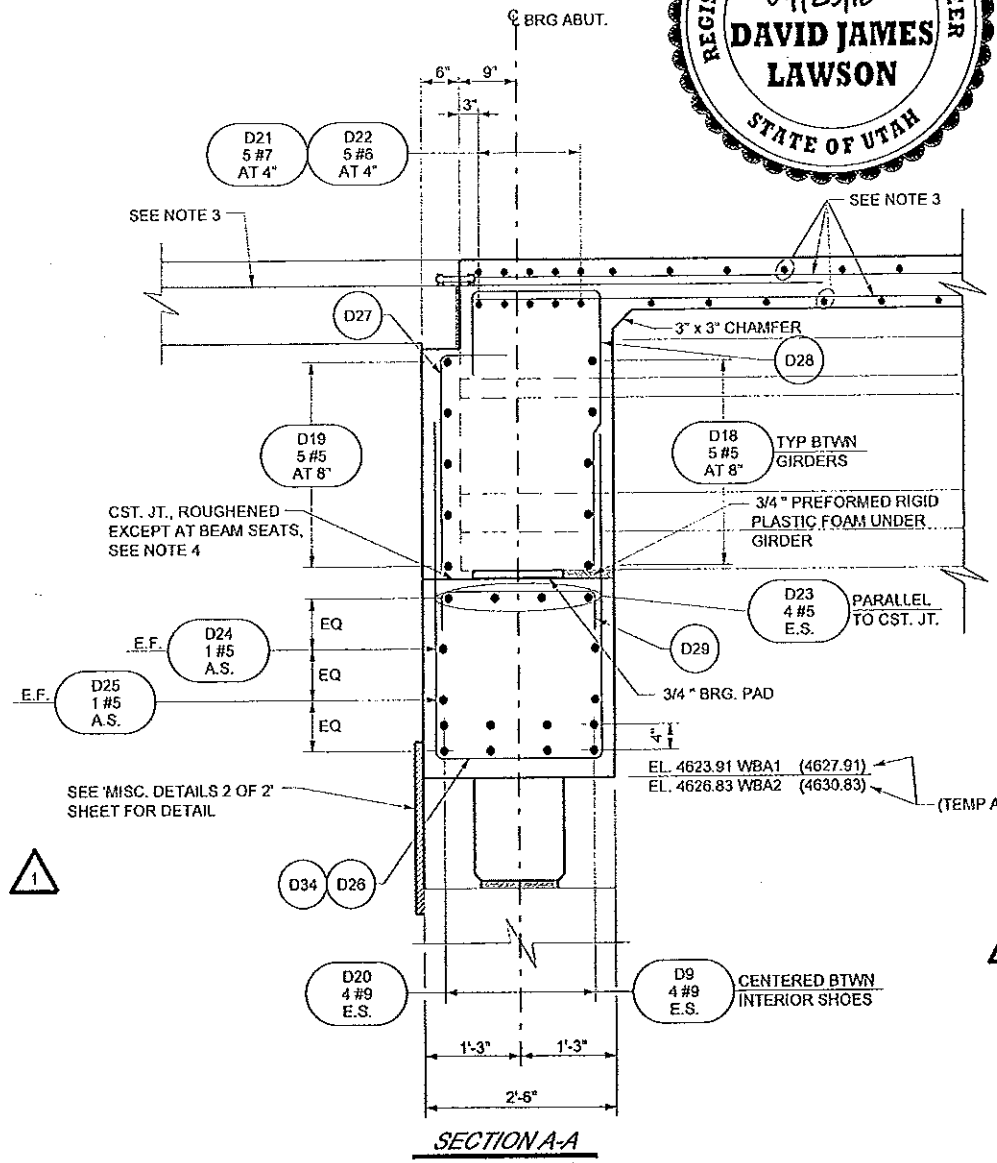
BEAM SEATS		TEMP ABUT. PHASE 1 BEAM SEATS	
LOCATION	ELEV	LOCATION	ELEV
EB ABUTMENT #1 GIRDER #1	4627.78	GIRDER #1	4624.74
EB ABUTMENT #1 GIRDER #2	4627.77	GIRDER #2	4625.14
EB ABUTMENT #1 GIRDER #3	4627.76	GIRDER #3	4625.54
EB ABUTMENT #1 GIRDER #4	4627.75	GIRDER #4	4625.94
EB ABUTMENT #1 GIRDER #5	4627.74	GIRDER #5	4626.33
EB ABUTMENT #1 GIRDER #6	4627.73	GIRDER #6	4626.73
EB ABUTMENT #1 GIRDER #7	4627.73	GIRDER #7	4627.12
EB ABUTMENT #1 GIRDER #8	4627.72	GIRDER #8	4627.51
EB ABUTMENT #1 GIRDER #9	4627.72	GIRDER #9	4627.92
EB ABUTMENT #2 GIRDER #1	4630.85	GIRDER #1	4627.67
EB ABUTMENT #2 GIRDER #2	4630.90	GIRDER #2	4628.05
EB ABUTMENT #2 GIRDER #3	4630.94	GIRDER #3	4628.42
EB ABUTMENT #2 GIRDER #4	4630.99	GIRDER #4	4628.80
EB ABUTMENT #2 GIRDER #5	4631.04	GIRDER #5	4629.17
EB ABUTMENT #2 GIRDER #6	4631.09	GIRDER #6	4629.54
EB ABUTMENT #2 GIRDER #7	4631.14	GIRDER #7	4629.92
EB ABUTMENT #2 GIRDER #8	4631.19	GIRDER #8	4630.27
EB ABUTMENT #2 GIRDER #9	4631.25	GIRDER #9	4630.66

BEAM SEATS		TEMP ABUT. PHASE 1 BEAM SEATS	
LOCATION	ELEV	LOCATION	ELEV
WB ABUTMENT #1 GIRDER #1	4624.74	GIRDER #1	4628.74
WB ABUTMENT #1 GIRDER #2	4625.14	GIRDER #2	4629.14
WB ABUTMENT #1 GIRDER #3	4625.54	GIRDER #3	4629.54
WB ABUTMENT #1 GIRDER #4	4625.94	GIRDER #4	4629.94
WB ABUTMENT #1 GIRDER #5	4626.33	GIRDER #5	4630.33
WB ABUTMENT #1 GIRDER #6	4626.73	GIRDER #6	4630.73
WB ABUTMENT #1 GIRDER #7	4627.12	GIRDER #7	4631.12
WB ABUTMENT #1 GIRDER #8	4627.51	GIRDER #8	4631.51
WB ABUTMENT #1 GIRDER #9	4627.92	GIRDER #9	4631.92
WB ABUTMENT #2 GIRDER #1	4627.67	GIRDER #1	4631.67
WB ABUTMENT #2 GIRDER #2	4628.05	GIRDER #2	4632.05
WB ABUTMENT #2 GIRDER #3	4628.42	GIRDER #3	4632.42
WB ABUTMENT #2 GIRDER #4	4628.80	GIRDER #4	4632.80
WB ABUTMENT #2 GIRDER #5	4629.17	GIRDER #5	4633.17
WB ABUTMENT #2 GIRDER #6	4629.54	GIRDER #6	4633.54
WB ABUTMENT #2 GIRDER #7	4629.92	GIRDER #7	4633.92
WB ABUTMENT #2 GIRDER #8	4630.27	GIRDER #8	4634.27
WB ABUTMENT #2 GIRDER #9	4630.66	GIRDER #9	4634.66

- NOTES:**
- SEE 'ABUTMENT DETAILS 3 OF 3' SHEET FOR PROPER LAYOUT OF SHEAR BLOCKS AND PUSH BLOCKS AT EB ABUTMENT #2.
  - SEE 'END DIAPHRAGM DETAILS 3 OF 3' SHEET FOR REINFORCING IN PUSH BLOCK AND SHOES.
  - SEE DECK PLAN AND SECTION SHEETS FOR TYPICAL DECK REINFORCING.
  - FINISH BEAM SEATS HIGH AND RUB OR GRIND LEVEL TO REQUIRED ELEVATION ± 0.125 INCH. NO GROUTING ALLOWED.
  - STAGGER HORIZONTAL BAR LAP LOCATIONS BETWEEN ADJACENT BARS.
  - BEND OR FIELD CUT FRONT LEG OF D12 BAR WHERE CONFLICTING WITH GIRDER. FIELD ADJUST LOCATION OF D14 BAR WHERE CONFLICTING WITH GIRDER.
  - PLACE INDICATED ADDITIONAL REINFORCING AS SHOWN SO RESULTING BAR SPACING IS 6". (4) TOTAL LOCATIONS PER END DIAPHRAGM, BETWEEN GIRDERS #2 AND #3, #4 AND #5, #5 AND #6, #7 AND #8.

**LEGEND**

A.S.	AS SHOWN
F.F.	FRONT FACE
B.F.	BACK FACE
E.S.	EQUAL SPACES
E.F.	EACH FACE
EBA1	EB ABUTMENT #1
EBA2	EB ABUTMENT #2
WBA1	WB ABUTMENT #1
WBA2	WB ABUTMENT #2



UTAH DEPARTMENT OF TRANSPORTATION  
 SALT LAKE CITY, UTAH  
 STRUCTURES DIVISION

PROJECT NUMBER: F-180-3(148)128

SHEET: 23 OF 44

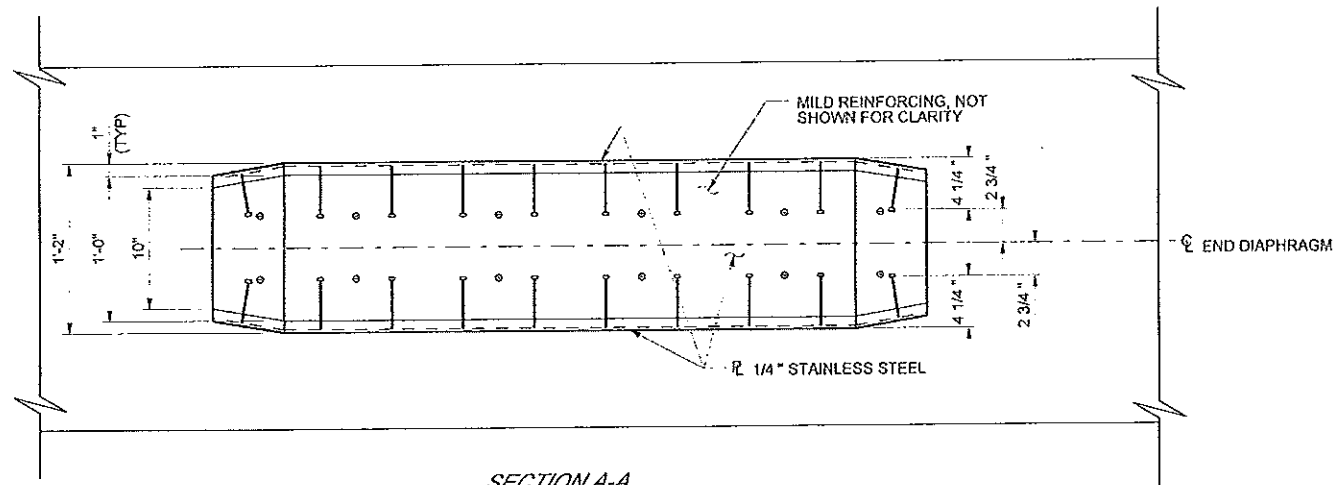
PREPARED BY: MICHAEL BAKER JR. INC.

DESIGN: DJL 07/09, CHK: CLH 07/09  
 DRAWN: DCL 07/09, CHK: JJK 07/09

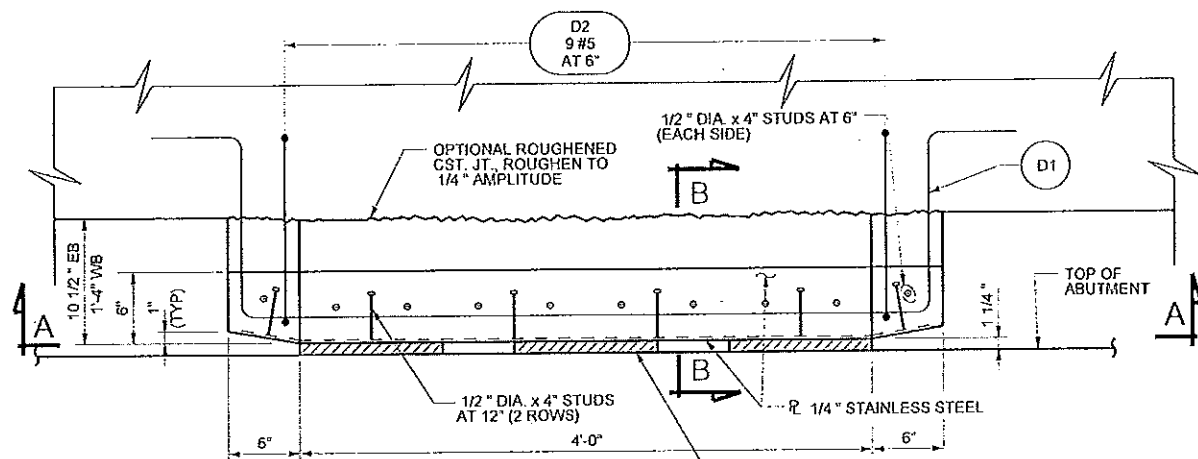
APPROVAL RECORD: DATE, DESIGN ENGR., APPROVED, DATE, STRUCTURE DESIGN MANAGER

REVISIONS: NO., DATE, BY, CHANGE DETAIL REFERENCE AND UPDATE SHEET #

AS-BUILT: JK 02/11/10  
 CHANGE DETAIL REFERENCE AND UPDATE SHEET #



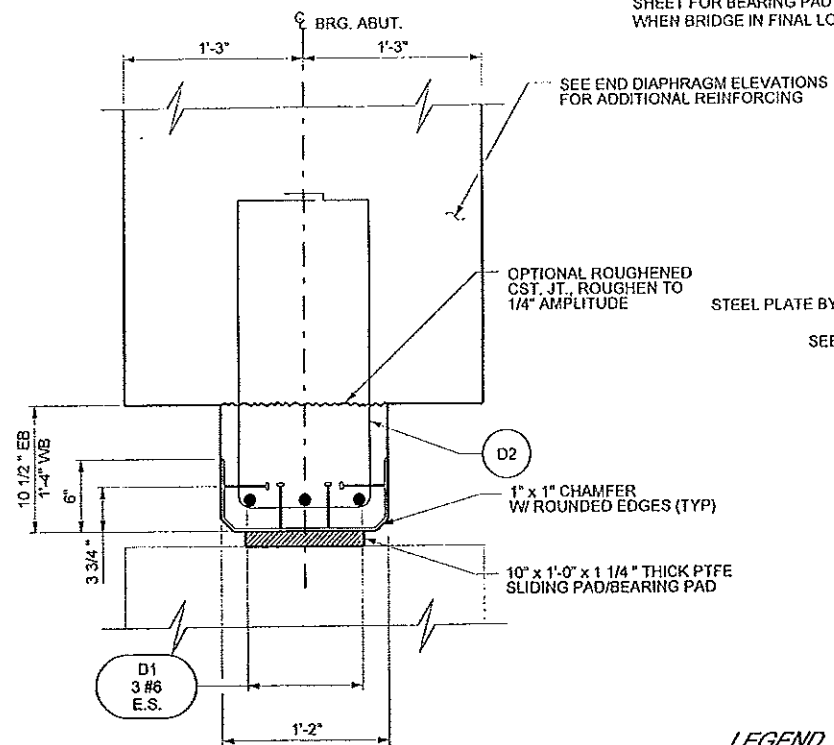
**SECTION A-A**  
(PLAN OF SLIDING SURFACE)



**SHOE DETAIL**

(8 TOTAL REQUIRED FOR EB)  
(8 TOTAL REQUIRED FOR WB)

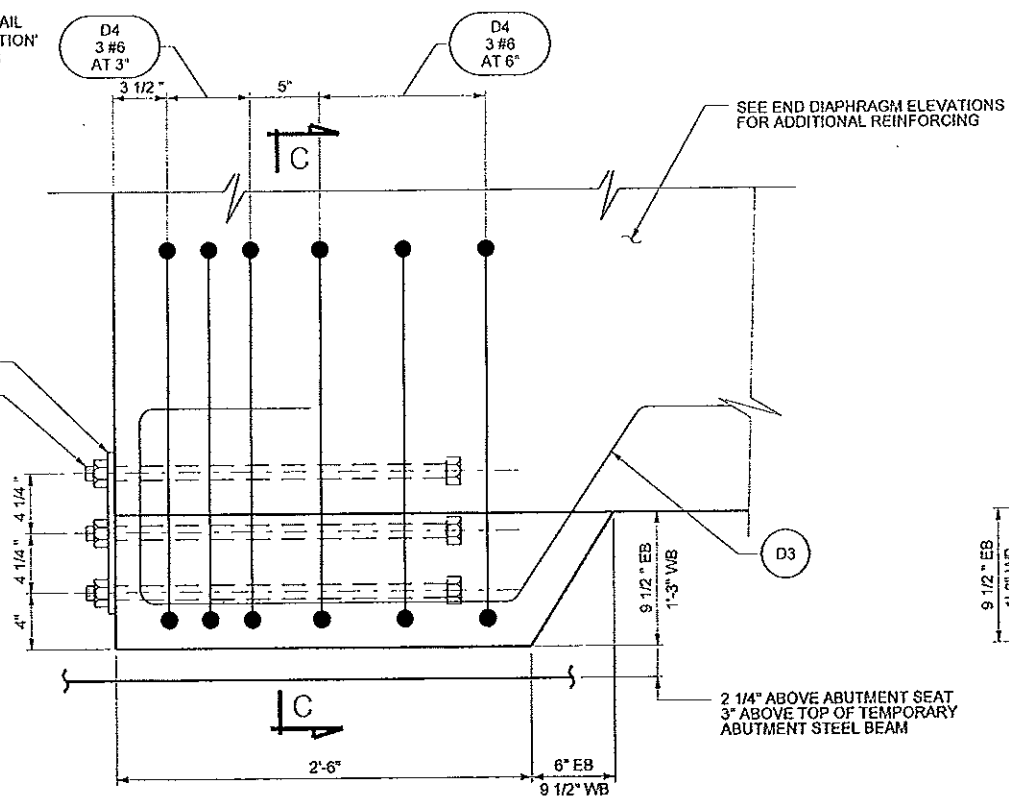
BEARING PAD,  
3 PER INTERIOR SHOE  
2 PER EXTERIOR SHOE  
SEE SHOE BEARING PAD LAYOUT DETAIL  
ON WB ABUTMENT #2 - PLAN & ELEVATION  
SHEET FOR BEARING PAD LOCATIONS  
WHEN BRIDGE IN FINAL LOCATION



**SECTION B-B**

**LEGEND**

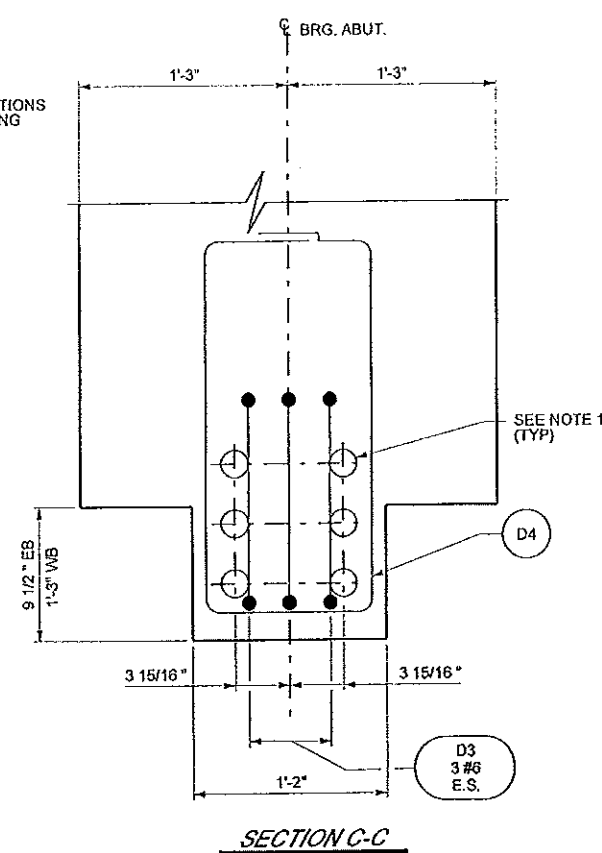
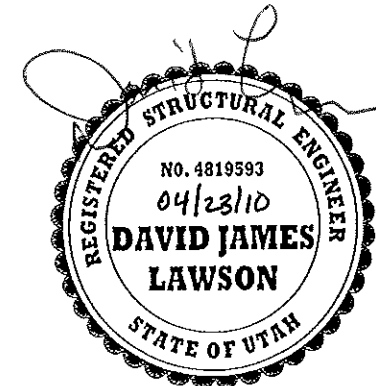
E.S. EQUAL SPACES



**PUSH BLOCK DETAIL**

**NOTES:**

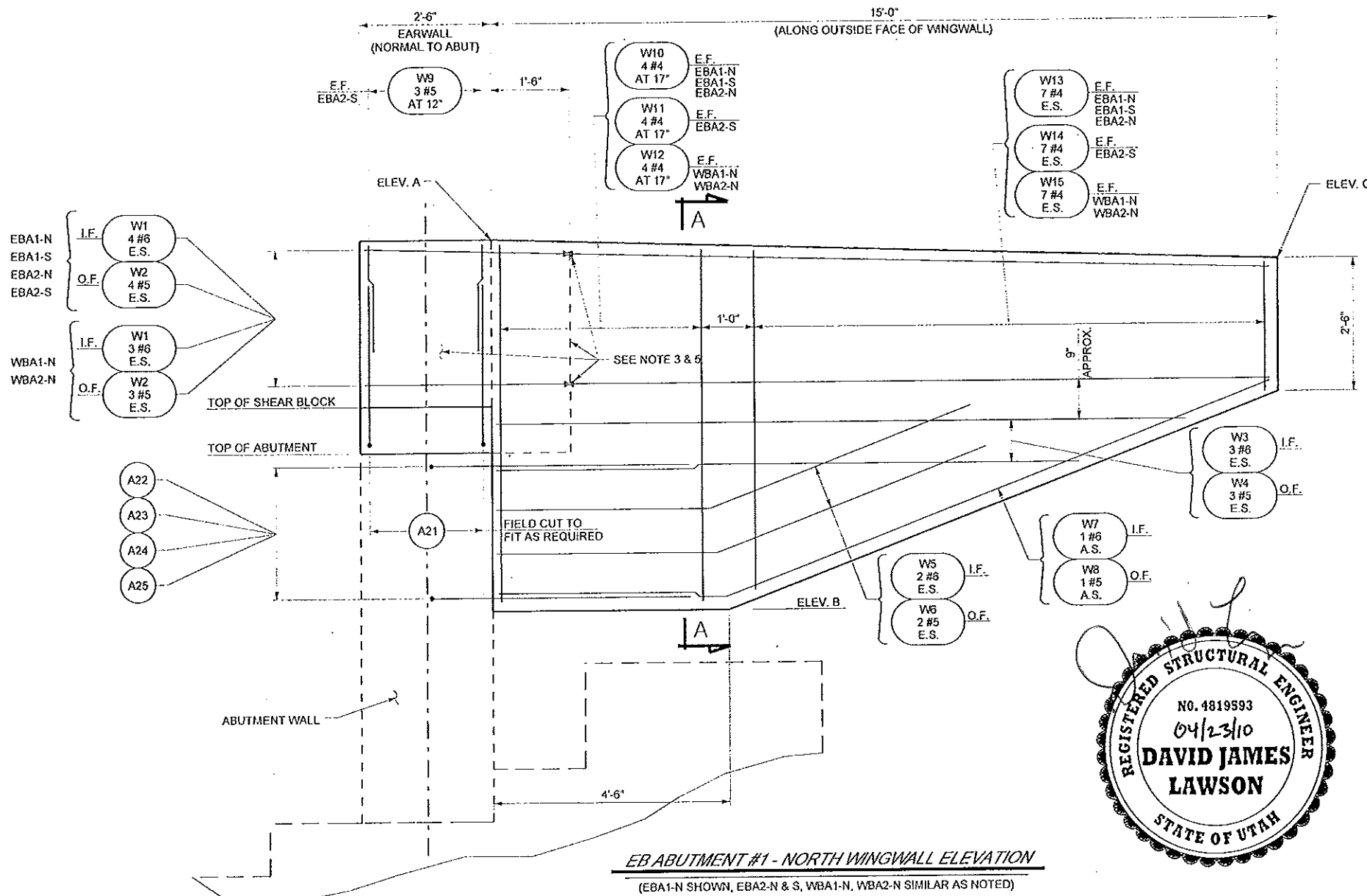
1. 1" DIA ASTM F-1554 GR 36 ANCHOR BOLT (2'-0" EMBEDMENT) WITH WASHER AND HEAVY HEX NUT (ALL GALVANIZED). VERIFY DIMENSIONS WITH NORSAR PRIOR TO PLACEMENT. CUT BOLTS FLUSH AND PATCH AFTER SLIDING OPERATION IS COMPLETE.



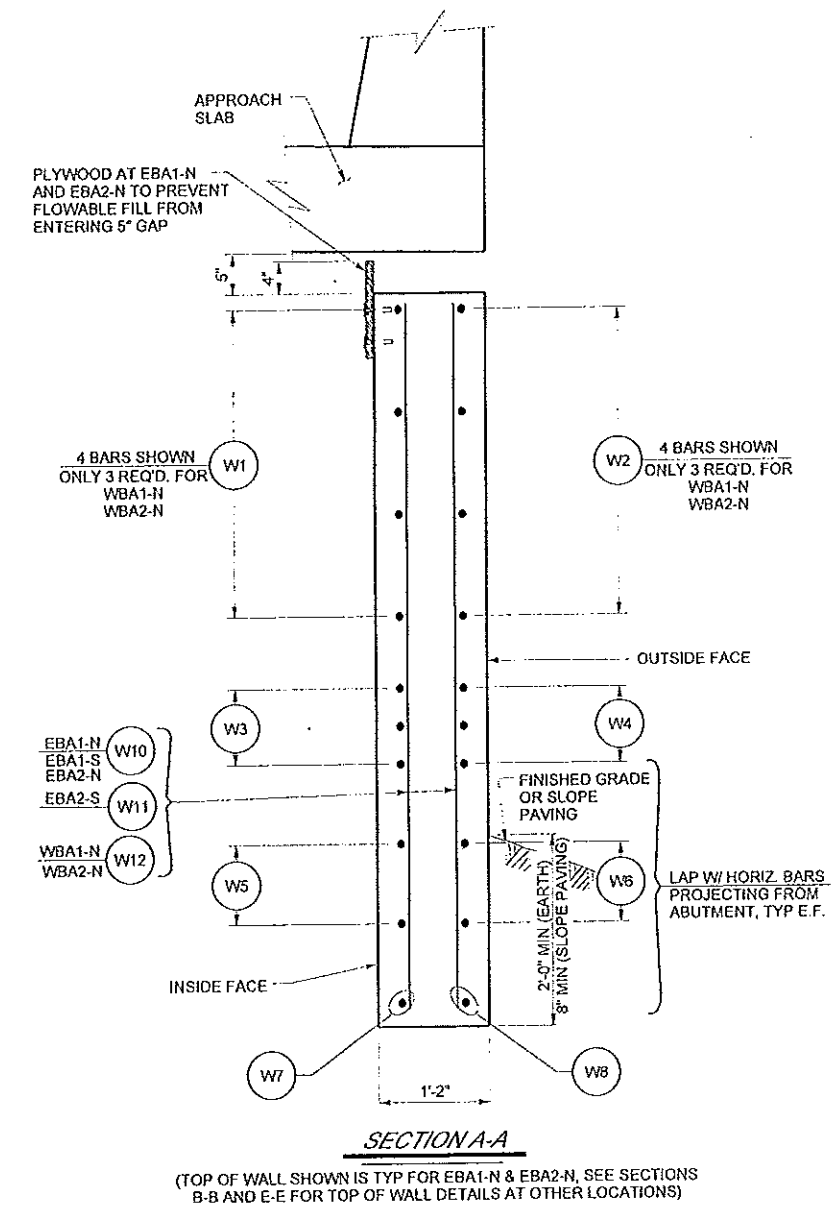
**SECTION C-C**

UTAH DEPARTMENT OF TRANSPORTATION SALT LAKE CITY, UTAH STRUCTURES DIVISION	PREPARED BY: MICHAEL BAKER JR. INC.	DESIGN D.J.L. 07/09	CHECK C.L.H. 07/09	AS-BUILT	DATE	REVISIONS
I-80; 2300 EAST BRIDGE I-80 OVER 2300 EAST	APPROVAL RECORD:	DATE	DESIGN COR.	QUANT.	NO.	BY
END DIAPHRAGM DETAILS 3 OF 3	APPROVED DATE	STRUCTURE	DESIGN MANAGER		DATE	REMARKS
PROJECT NUMBER F-180-3(148)128						
SALT LAKE COUNTY						
F-793						
DRG. NO. 1						
SHT. 24 OF 44						





**EB ABUTMENT #1 - NORTH WINGWALL ELEVATION**  
(EBA1-N SHOWN, EBA2-N & S, WBA1-N, WBA2-N SIMILAR AS NOTED)

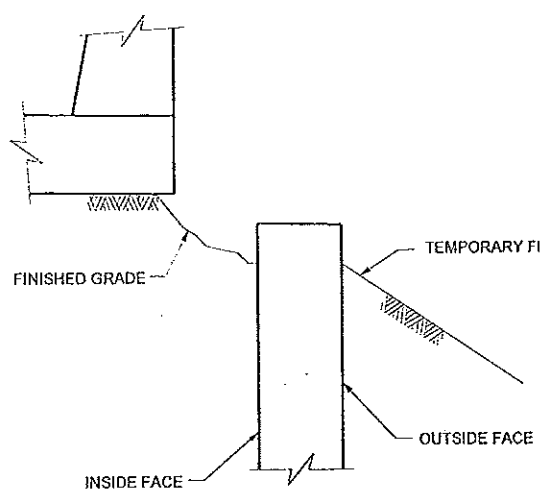


**SECTION A-A**  
(TOP OF WALL SHOWN IS TYP FOR EBA1-N & EBA2-N, SEE SECTIONS B-B AND E-E FOR TOP OF WALL DETAILS AT OTHER LOCATIONS)

LOCATION	ELEV. A	ELEV. B	ELEV. C	ELEV. D
EB ABUTMENT #1 NORTH	4630.22	4623.00	4629.60	N/A
EB ABUTMENT #1 SOUTH	4630.13	4623.00	4629.47	N/A
EB ABUTMENT #2 NORTH	4633.32	4626.00	4633.91	N/A
EB ABUTMENT #2 SOUTH	4633.79	4626.00	4634.47	N/A
WB ABUTMENT #1 NORTH	4626.06	4619.50	4625.39	4627.99
WB ABUTMENT #1 SOUTH	4630.50	4619.50	4629.89	N/A
WB ABUTMENT #2 NORTH	4629.07	4622.75	4629.60	4630.98
WB ABUTMENT #2 SOUTH	4633.29	4622.75	4633.88	N/A

**NOTES:**

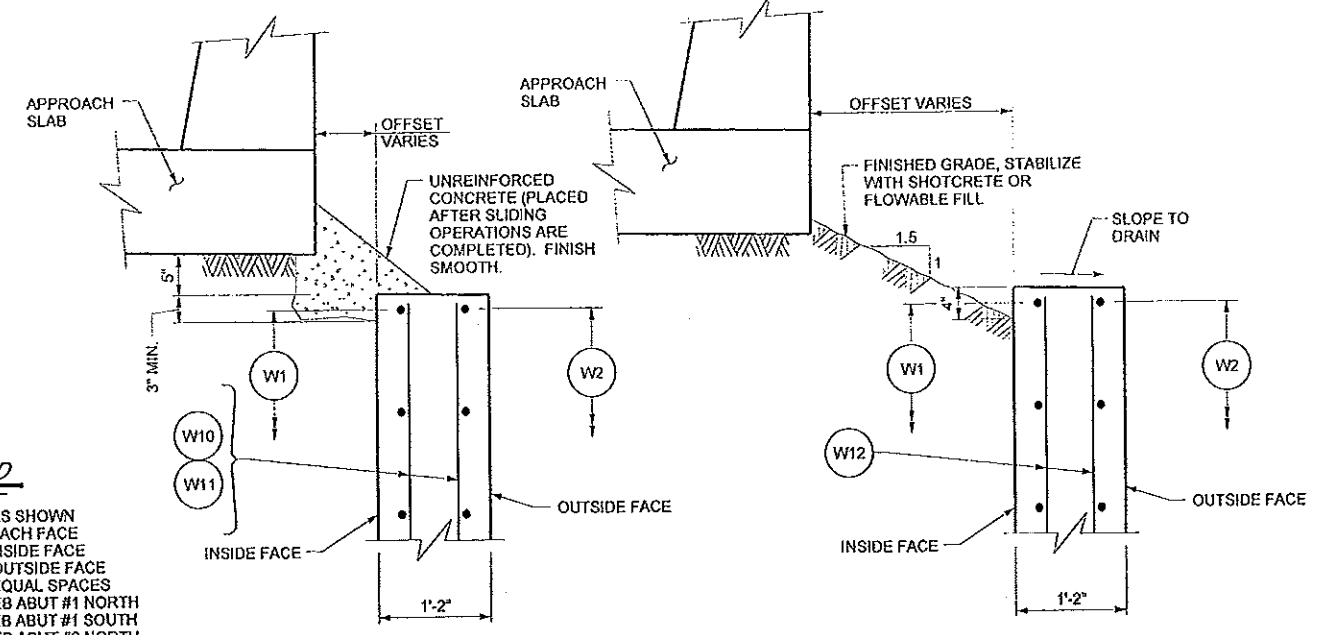
- PLACE EAR AND WING WALL PRIOR TO SLIDING OPERATIONS FOR EBA1-N, EBA2-N, WBA1-S, AND WBA2-S. PLACE EAR AND WING WALL AFTER SLIDING OPERATIONS FOR EBA1-S, EBA2-S, WBA1-N, AND WBA2-N (SEE NOTE 3).
- SEE 'ABUTMENT DETAILS 3 OF 3' SHEET FOR WINGWALL FRAMING ANGLE OFF END OF ABUTMENT.
- FOR WBA1-N, WBA2-N, EBA1-S, AND EBA2-S, AT CONTRACTORS OPTION WINGWALL MAY BE PLACED PRIOR TO SLIDING OPERATIONS WITH EARWALL PLACED AFTER SLIDING OPERATIONS. TO ACCOMPLISH THIS, PLACE VERTICAL CST JT. AT INDICATED LOCATION AND CUT W1 AND W2 BARS AND PLACE MECHANICAL COUPLERS.
- SEE 'WINGWALL DETAILS 2 OF 2' SHEET FOR WBA1-S, WBA2-S, AND FOR EARWALLS AT WBA1-N AND WBA2-N.
- IF WINGWALL (AT WBA1-N, WBA2-N, EBA1-S, AND/OR EBA2-S) IS PLACED PRIOR TO SLIDING OPERATIONS AS PERMITTED BY NOTE 3, CONTRACTOR SHALL PLACE TEMPORARY FILL ON OUTSIDE OF WALL EQUAL TO HEIGHT OF FILL ON INSIDE FACE OF WALL. THIS TEMPORARY FILL ON OUTSIDE SHALL REMAIN IN PLACE UNTIL EARWALL IS PLACED AND EARWALL CONCRETE REACHES DESIGN STRENGTH. SEE DETAIL A.



**DETAIL A**  
(SEE NOTE 5)

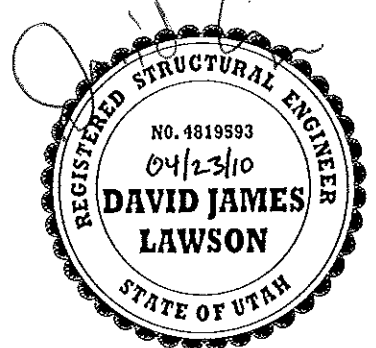
**LEGEND**

- A.S. AS SHOWN
- E.F. EACH FACE
- I.F. INSIDE FACE
- O.F. OUTSIDE FACE
- E.S. EQUAL SPACES
- EBA1-N EB ABUT #1 NORTH
- EBA1-S EB ABUT #1 SOUTH
- EBA2-N EB ABUT #2 NORTH
- EBA2-S EB ABUT #2 SOUTH
- WBA1-N WB ABUT #1 NORTH
- WBA2-N WB ABUT #2 NORTH



**SECTION E-E**  
(TYP FOR EBA1-S, AND EBA2-S)

**SECTION B-B**  
(TYP FOR WBA1-N, AND WBA2-N)



UTAH DEPARTMENT OF TRANSPORTATION  
SALT LAKE CITY, UTAH  
STRUCTURES DIVISION

PREPARED BY: MICHAEL BAKER JR., INC.

I-80; 2300 EAST BRIDGE  
I-80 OVER 2300 EAST  
WINGWALL DETAILS 1 OF 2

DESIGN: DJL, DB/09, JJK, DB/09  
CHECK: JJK, DB/09  
DRAWN: CRS, DB/09, JJK, DB/09  
DATE: 02/11/10

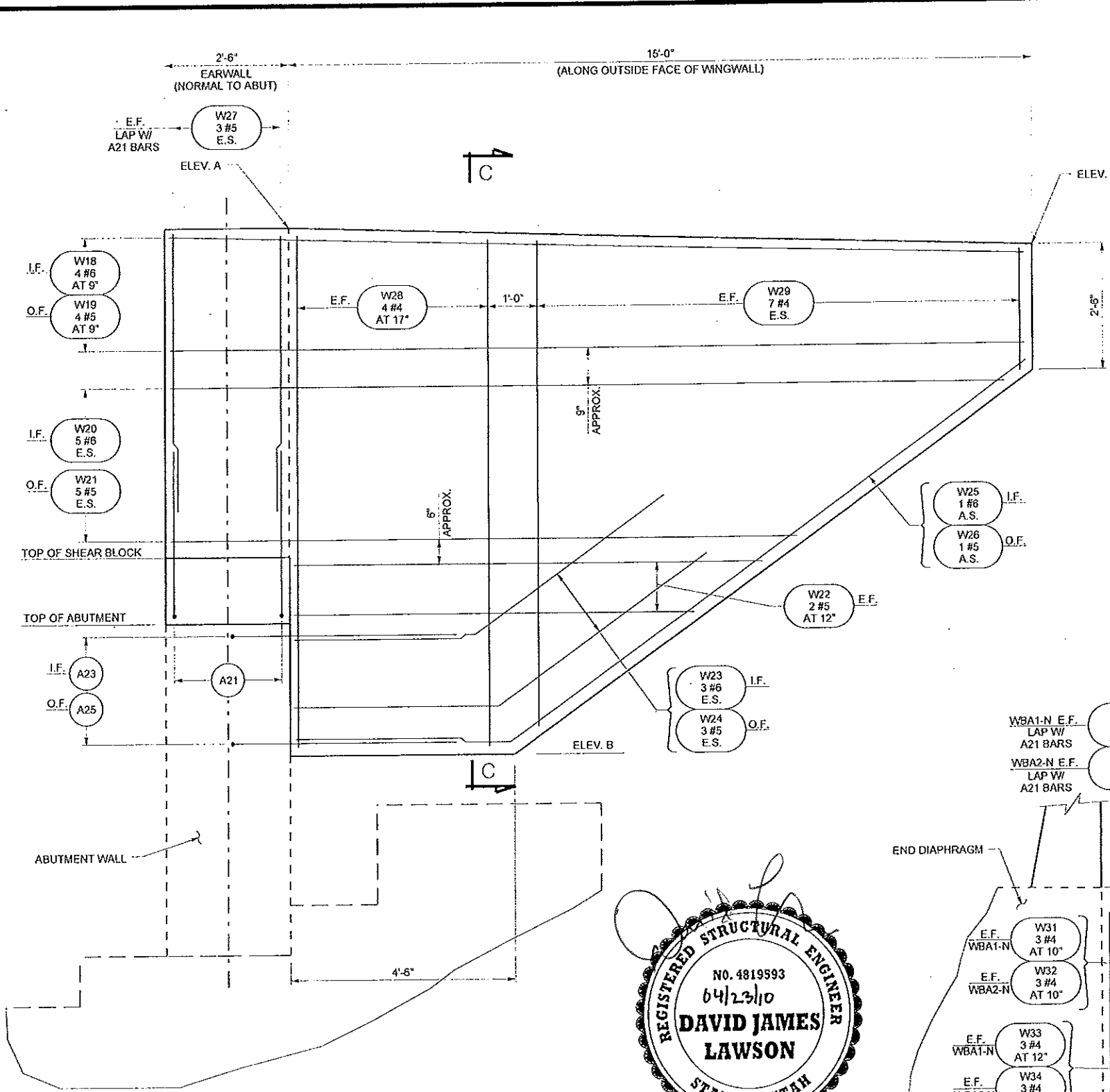
APPROVAL RECORD:  
APPROVED: DATE: STRUCTURE DESIGN MANAGER

PROJECT NUMBER: F-180-3(148)128

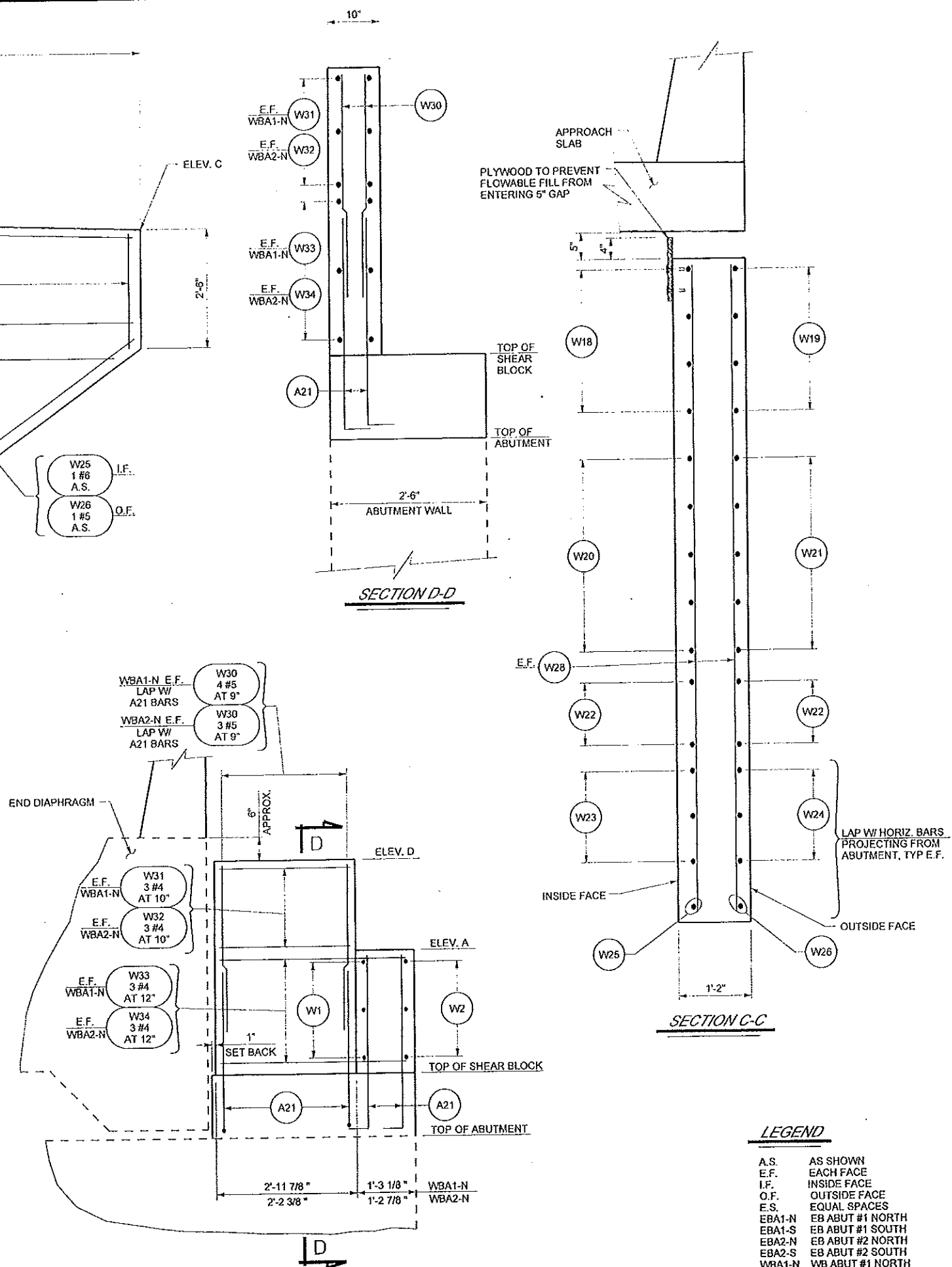
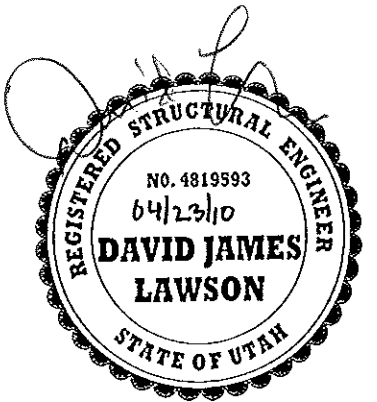
SALT LAKE COUNTY  
F-793  
DRG. NO.

SHT. 25 OF 44

NO.	DATE	BY	REVISIONS
1	02/11/10	JK	AS-BUILT



**WB ABUTMENT #2 - SOUTH WINGWALL ELEVATION**  
(WBA2-S SHOWN, WBA1-S SIMILAR AS NOTED)

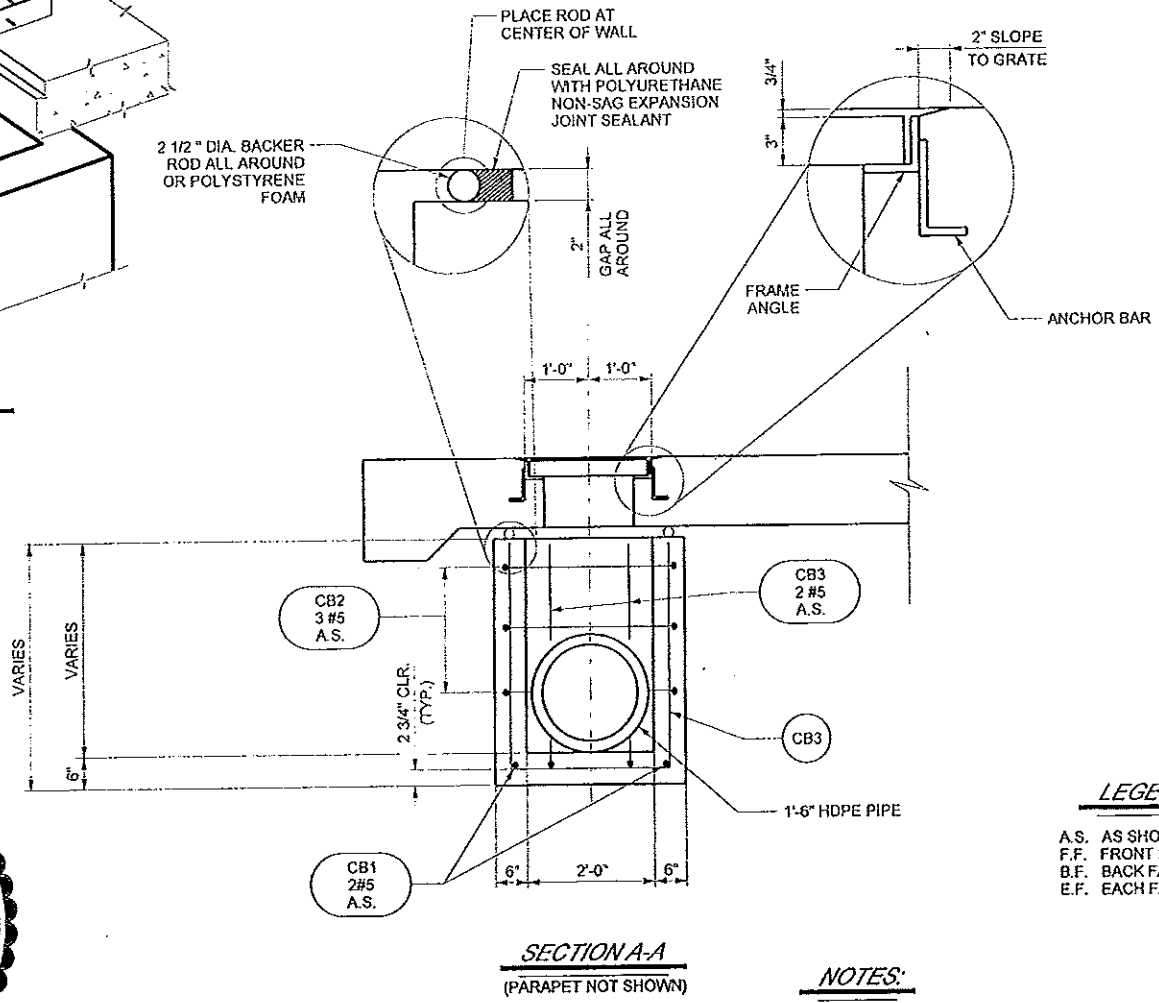
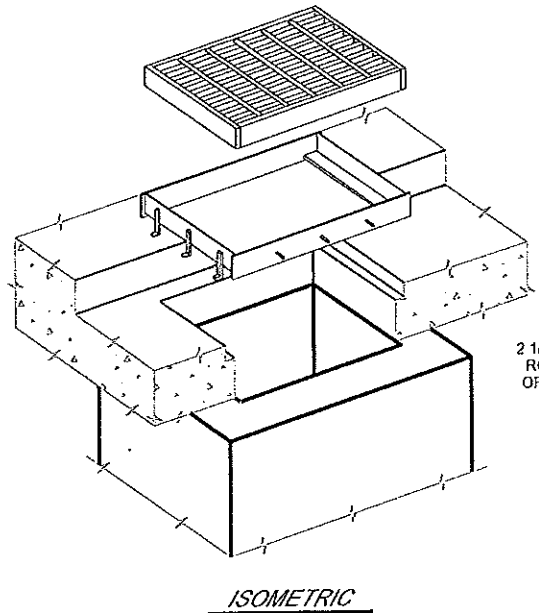
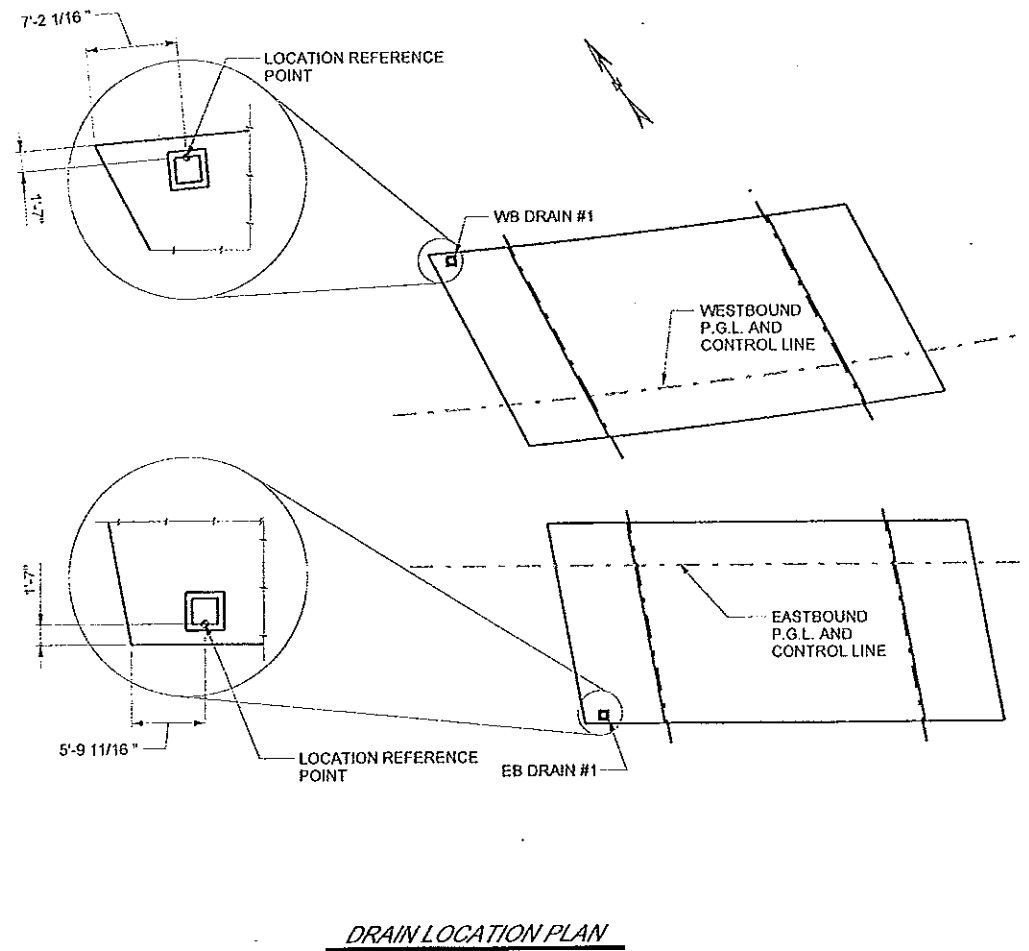
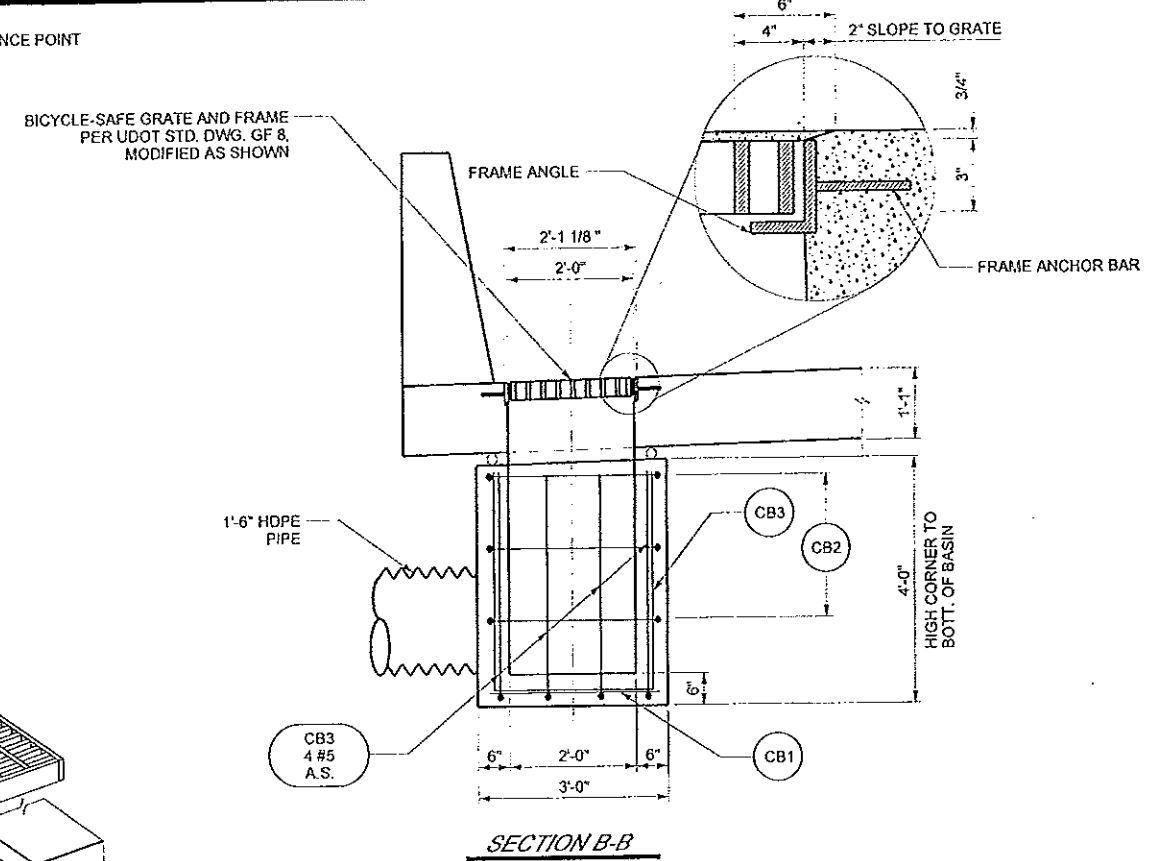
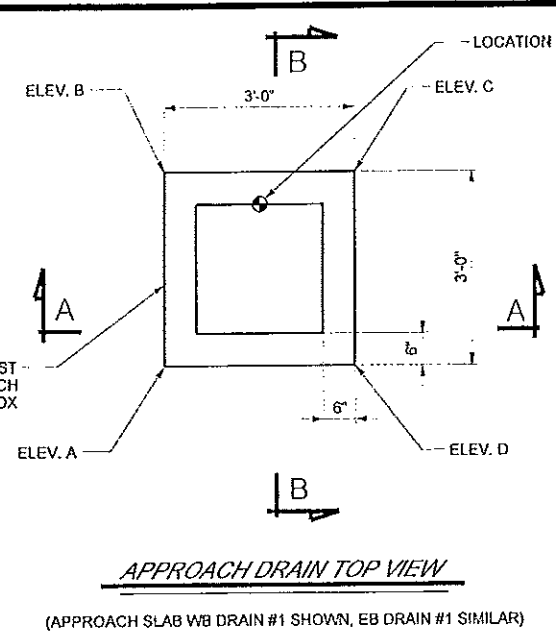
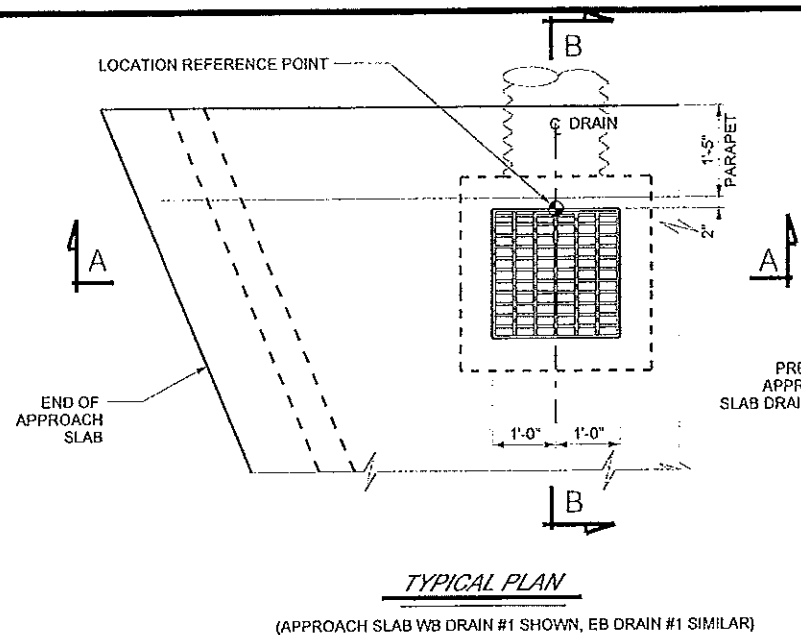


**WB ABUTMENT #1 - NORTH EARWALL ELEVATION**  
(WBA1-N SHOWN, WBA2-N SIMILAR AS NOTED)

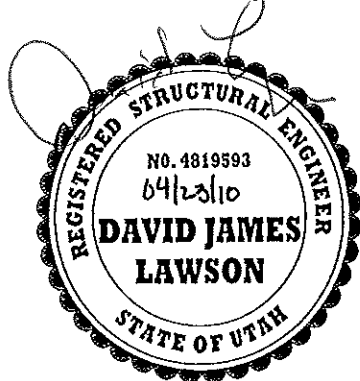
**LEGEND**

A.S.	AS SHOWN
E.F.	EACH FACE
I.F.	INSIDE FACE
O.F.	OUTSIDE FACE
E.S.	EQUAL SPACES
EBA1-N	EB ABUT #1 NORTH
EBA1-S	EB ABUT #1 SOUTH
EBA2-N	EB ABUT #2 NORTH
EBA2-S	EB ABUT #2 SOUTH
WBA1-N	WB ABUT #1 NORTH
WBA2-N	WB ABUT #2 NORTH

UTAH DEPARTMENT OF TRANSPORTATION SALT LAKE CITY, UTAH STRUCTURES DIVISION		DESIGNER DATE	DRAWN DATE	CHECKER DATE	APPROVED DATE	QUANT.	REVISIONS
I-80: 2300 EAST BRIDGE I-80 OVER 2300 EAST		PROJECT NUMBER F-180-3(148)128	APPROVAL RECORDING	DESIGN ENGR.	STRUCTURE DESIGN MANAGER	QUANT.	REVISIONS
WINGWALL DETAILS 2 OF 2		APPROVED	DATE	DATE	DATE	DATE	REVISIONS
SALT LAKE COUNTY		DRG. NO.	F-793	DATE	DATE	DATE	REVISIONS
SHT. 26 OF 44		AS-BUILT	DATE	DATE	DATE	DATE	REVISIONS



DRAIN No.	STATION	OFFSET	ELEV. A	ELEV. B	ELEV. C	ELEV. D
WB #1	233+06.14	47.83 LT	4628.62	4628.50	4626.62	4628.74
EB #1	233+48.62	47.83 RT	4629.64	4629.61	4629.47	4629.50



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

**NOTES:**  
 1. USE ASTM A36 OR A572 GRADE 50 FOR GRATE AND FRAME.  
 2. CUT OR BEND REINFORCEMENT TO CLEAR DRAIN PIPE INLETS WHERE REQUIRED.

UTAH DEPARTMENT OF TRANSPORTATION  
 SALT LAKE CITY, UTAH  
 STRUCTURES DIVISION

PREPARED BY: MICHAEL BAKER JR., INC.

DESIGN: JWK, 08/09  
 DRAWN: JWK, 08/09  
 CHECK: VAM, 08/09  
 DATE: 02/11/10

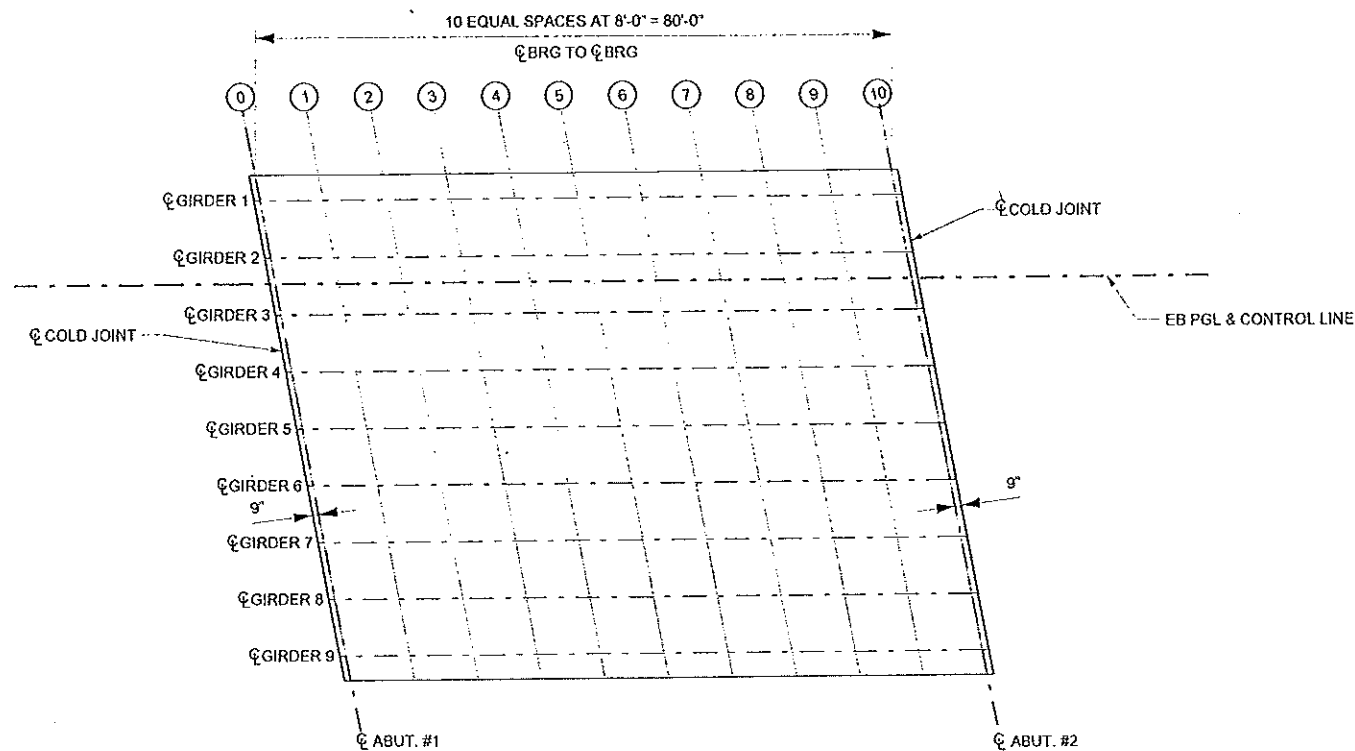
APPROVED: \_\_\_\_\_  
 STRUCTURE DESIGN MANAGER

PROJECT NUMBER: F-180-3(148)128

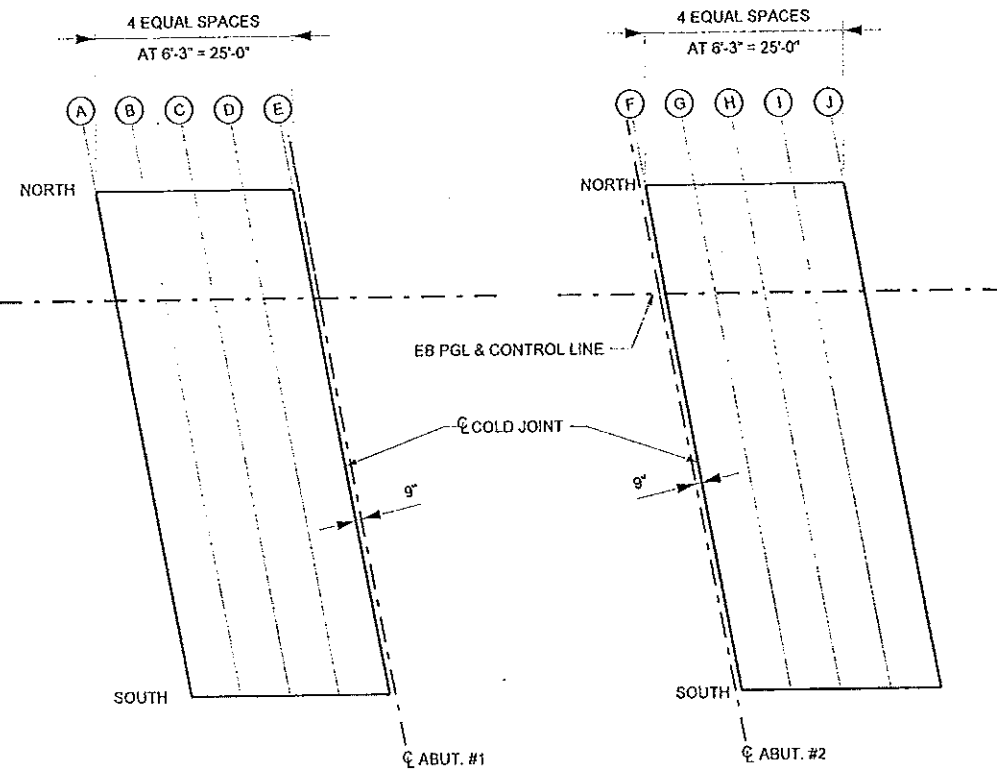
SALT LAKE COUNTY  
 F-793  
 ORG. NO.

SHT. 27 OF 44

NO.	DATE	BY	REMARKS
1	02/11/10	JK	AS-BUILT



SCREED ELEVATIONS ON BRIDGE LOCATION DIAGRAM



SCREED ELEVATIONS AT WEST APPROACH SLAB DIAGRAM

SCREED ELEVATIONS AT EAST APPROACH SLAB DIAGRAM



SCREED ELEVATIONS AT TEMPORARY AND PERMANENT LOCATION

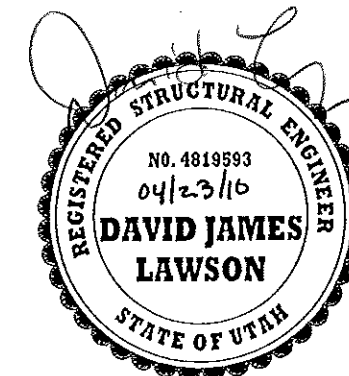
	0	1	2	3	4	5	6	7	8	9	10
Girder 1	4631.74	4632.05	4632.35	4632.66	4632.97	4633.27	4633.58	4633.89	4634.19	4634.50	4634.81
Girder 2	4631.73	4632.04	4632.35	4632.66	4632.98	4633.29	4633.60	4633.91	4634.23	4634.54	4634.85
Girder 3	4631.71	4632.03	4632.35	4632.67	4632.99	4633.30	4633.62	4633.94	4634.26	4634.58	4634.90
Girder 4	4631.70	4632.03	4632.35	4632.67	4633.00	4633.32	4633.65	4633.97	4634.29	4634.62	4634.94
Girder 5	4631.69	4632.02	4632.35	4632.68	4633.01	4633.34	4633.67	4634.00	4634.33	4634.66	4634.99
Girder 6	4631.69	4632.02	4632.36	4632.69	4633.03	4633.36	4633.70	4634.03	4634.37	4634.71	4635.05
Girder 7	4631.68	4632.02	4632.36	4632.70	4633.05	4633.39	4633.73	4634.07	4634.41	4634.75	4635.09
Girder 8	4631.68	4632.02	4632.37	4632.72	4633.07	4633.41	4633.76	4634.11	4634.45	4634.80	4635.15
Girder 9	4631.68	4632.03	4632.38	4632.73	4633.09	4633.44	4633.79	4634.14	4634.50	4634.85	4635.20
DL Deflection (Typ All Girders)	0.000	0.056	0.106	0.146	0.171	0.179	0.171	0.146	0.106	0.056	0.000

SCREED ELEVATIONS AT WEST APPROACH SLAB LOCATION

	A	B	C	D	E
North	4630.76	4631.00	4631.24	4631.48	4631.72
Along PGL	4630.71	4630.96	4631.20	4631.45	4631.69
South	4630.56	4630.84	4631.12	4631.38	4631.65
DL Deflection					

SCREED ELEVATIONS AT EAST APPROACH SLAB LOCATION

	F	G	H	I	J
North	4634.82	4635.07	4635.31	4635.56	4635.81
Along PGL	4634.90	4635.16	4635.41	4635.67	4635.93
South	4635.26	4635.55	4635.84	4636.12	4636.39
DL Deflection					



NOTES

1. "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.

2. ALL ELEVATIONS AND DEAD LOAD DEFLECTIONS ARE SHOWN IN FEET.

UTAH DEPARTMENT OF TRANSPORTATION  
SALT LAKE CITY, UTAH  
STRUCTURES DIVISION

PREPARED BY: MICHAEL BAKER JR., INC.

DESIGN: VM 08/09  
DRAWN: VM 08/09  
CHECK: JK 08/09

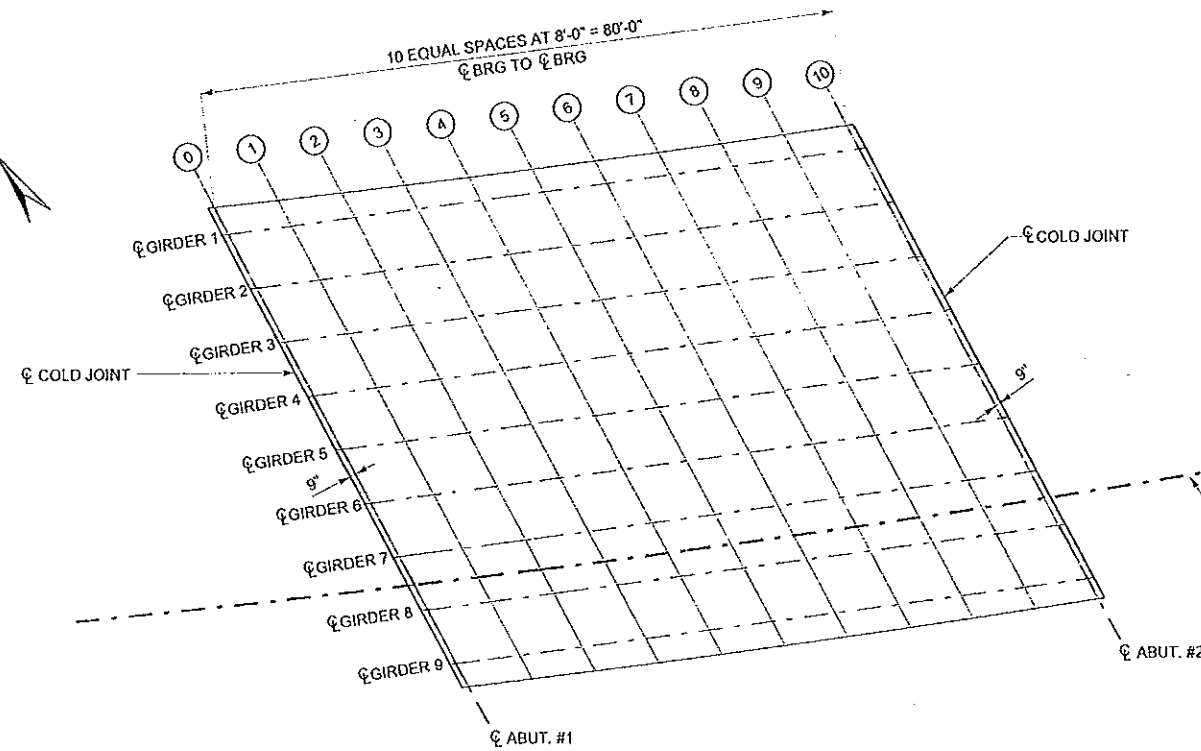
DATE: 02/11/10  
DATE: 02/11/10  
DATE: 02/11/10

APPROVAL RECORD:  
DESIGN ENGR. DATE: 02/11/10  
STRUCTURE DESIGN MANAGER DATE: 02/11/10

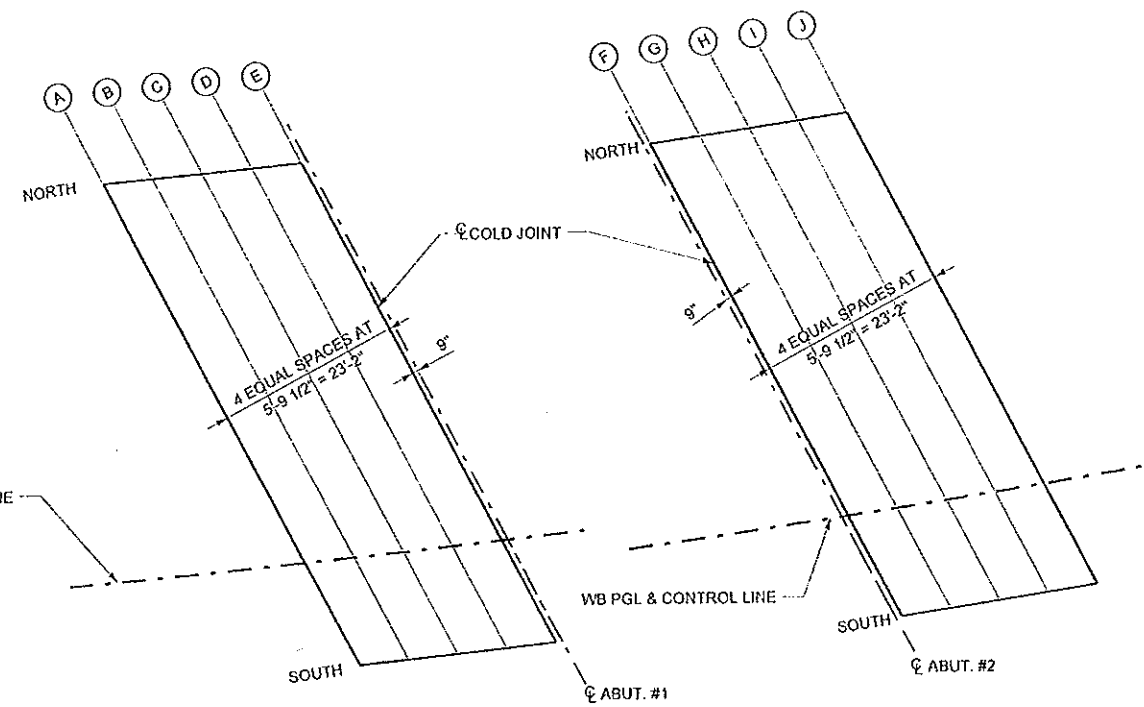
I-80; 2300 EAST BRIDGE  
I-80 OVER 2300 EAST  
SCREED ELEVATIONS 1 OF 2  
PROJECT NUMBER: F-180-3(148)128

SALT LAKE COUNTY  
F-793  
DRG. NO.

SHT. 28 OF 44



SCREED ELEVATIONS ON BRIDGE LOCATION DIAGRAM



SCREED ELEVATIONS AT WEST APPROACH SLAB DIAGRAM

SCREED ELEVATIONS AT EAST APPROACH SLAB DIAGRAM

SCREED ELEVATIONS AT TEMPORARY LOCATION

	0	1	2	3	4	5	6	7	8	9	10
Girder 1	4632.70	4633.02	4633.34	4633.65	4633.96	4634.25	4634.54	4634.82	4635.09	4635.36	4635.62
Girder 2	4633.10	4633.42	4633.74	4634.05	4634.35	4634.64	4634.93	4635.20	4635.46	4635.73	4636.00
Girder 3	4633.49	4633.81	4634.13	4634.44	4634.73	4635.02	4635.30	4635.57	4635.84	4636.10	4636.38
Girder 4	4633.89	4634.21	4634.53	4634.83	4635.12	4635.40	4635.68	4635.95	4636.21	4636.48	4636.76
Girder 5	4634.29	4634.61	4634.91	4635.21	4635.50	4635.78	4636.05	4636.32	4636.58	4636.85	4637.13
Girder 6	4634.69	4635.00	4635.30	4635.60	4635.88	4636.16	4636.43	4636.69	4636.95	4637.23	4637.50
Girder 7	4635.08	4635.39	4635.69	4635.98	4636.26	4636.54	4636.80	4637.06	4637.32	4637.60	4637.88
Girder 8	4635.47	4635.77	4636.07	4636.35	4636.63	4636.90	4637.16	4637.42	4637.69	4637.96	4638.23
Girder 9	4635.87	4636.17	4636.46	4636.74	4637.02	4637.29	4637.54	4637.80	4638.08	4638.35	4638.62
DL Deflection (Typ All Girders)	0.000	0.056	0.106	0.146	0.171	0.179	0.171	0.146	0.106	0.056	0.000

SCREED ELEVATIONS AT PERMANENT LOCATION

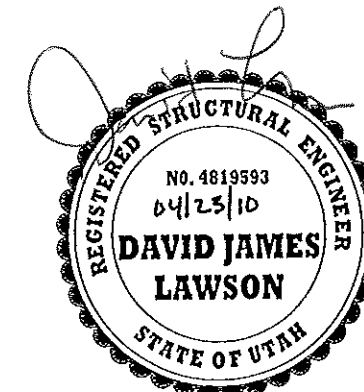
	0	1	2	3	4	5	6	7	8	9	10
Girder 1	4628.70	4629.02	4629.34	4629.65	4629.96	4630.25	4630.54	4630.82	4631.09	4631.36	4631.62
Girder 2	4629.10	4629.42	4629.74	4630.05	4630.35	4630.64	4630.93	4631.20	4631.46	4631.73	4632.00
Girder 3	4629.49	4629.81	4630.13	4630.44	4630.73	4631.02	4631.30	4631.57	4631.84	4632.10	4632.38
Girder 4	4629.89	4630.21	4630.53	4630.83	4631.12	4631.40	4631.68	4631.95	4632.21	4632.48	4632.76
Girder 5	4630.29	4630.61	4630.91	4631.21	4631.50	4631.78	4632.05	4632.32	4632.58	4632.85	4633.13
Girder 6	4630.69	4631.00	4631.30	4631.60	4631.88	4632.16	4632.43	4632.69	4632.95	4633.23	4633.50
Girder 7	4631.08	4631.39	4631.69	4631.98	4632.26	4632.54	4632.80	4633.06	4633.32	4633.60	4633.88
Girder 8	4631.47	4631.77	4632.07	4632.35	4632.63	4632.90	4633.16	4633.42	4633.69	4633.96	4634.23
Girder 9	4631.87	4632.17	4632.46	4632.74	4633.02	4633.29	4633.54	4633.80	4634.08	4634.35	4634.62
DL Deflection (Typ All Girders)	0.000	0.056	0.106	0.146	0.171	0.179	0.171	0.146	0.106	0.056	0.000

SCREED ELEVATIONS AT WEST APPROACH SLAB

	A	B	C	D	E
North	4627.52	4627.76	4628.00	4628.24	4628.48
Along PGL	4630.31	4630.55	4630.78	4631.02	4631.25
South	4631.06	4631.30	4631.53	4631.76	4632.00
DL Deflection					

SCREED ELEVATIONS AT EAST APPROACH SLAB

	F	G	H	I	J
North	4631.49	4631.72	4631.95	4632.17	4632.42
Along PGL	4634.09	4634.32	4634.56	4634.80	4635.04
South	4634.79	4635.03	4635.27	4635.50	4635.75
DL Deflection					



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.

UTAH DEPARTMENT OF TRANSPORTATION  
SALT LAKE CITY, UTAH  
STRUCTURES DIVISION

PREPARED BY: MICHAEL BAKER JR., INC.

DESIGN: VM 08/09  
DRAWN: VM 08/09  
CHECK: JK 08/09  
DATE: 02/11/10

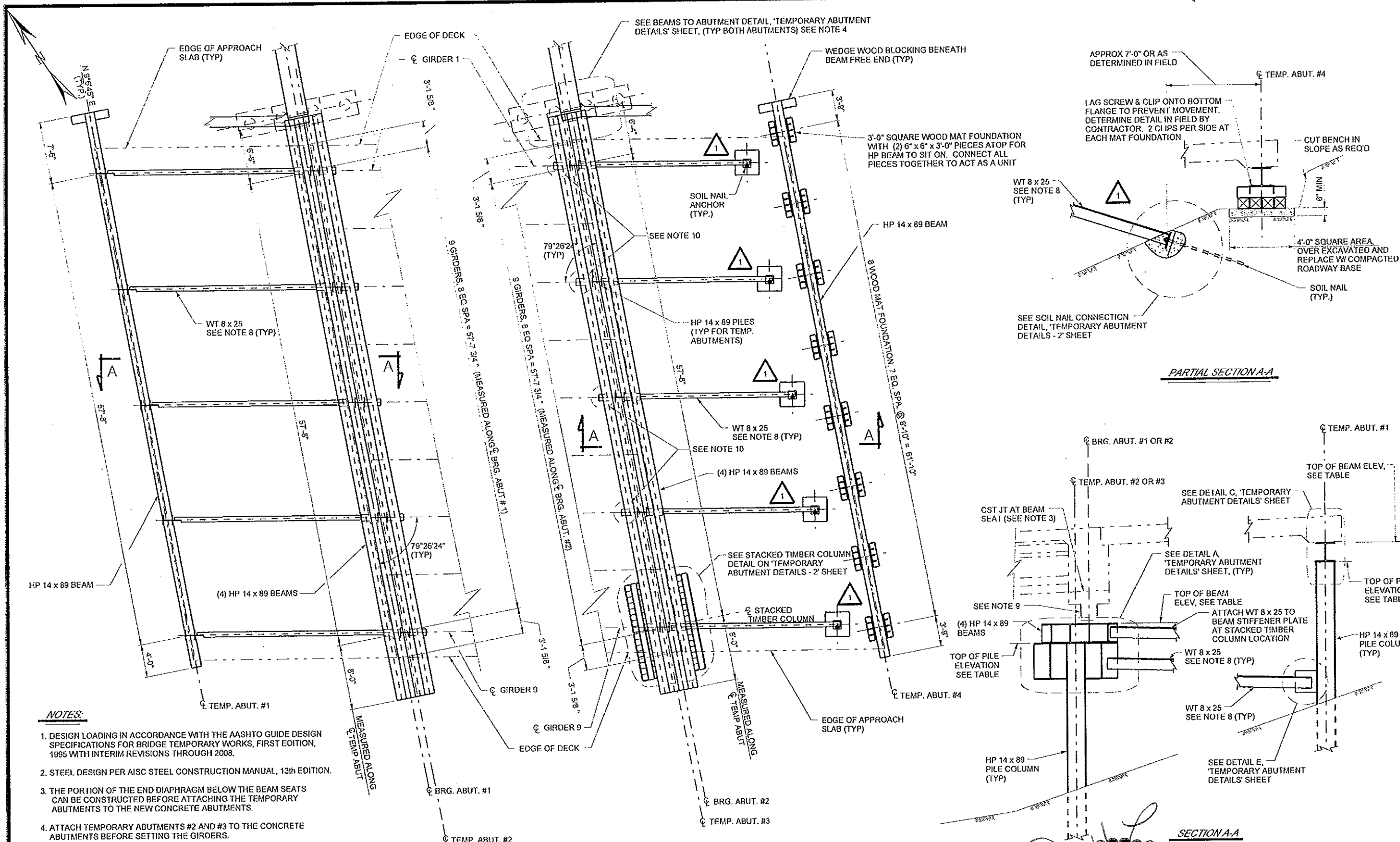
APPROVAL RECORD:  
DESIGN ENGR. DATE: STRUCTURE DESIGN MANAGER DATE: APPROVED DATE: PROJECT NUMBER: F-180-3(148)128

I-80; 2300 EAST BRIDGE  
I-80 OVER 2300 EAST  
SCREED ELEVATIONS 2 OF 2

SALT LAKE COUNTY  
F-793  
DRG. NO.

SHT. 29 OF 44

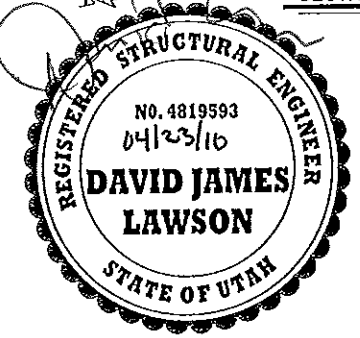
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1	02/11/10	JK	AS-BUILT



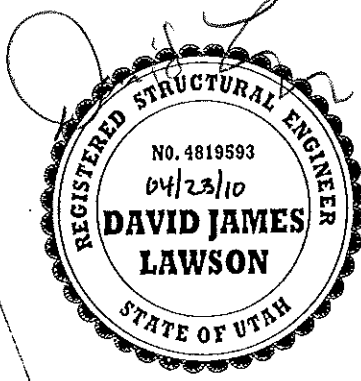
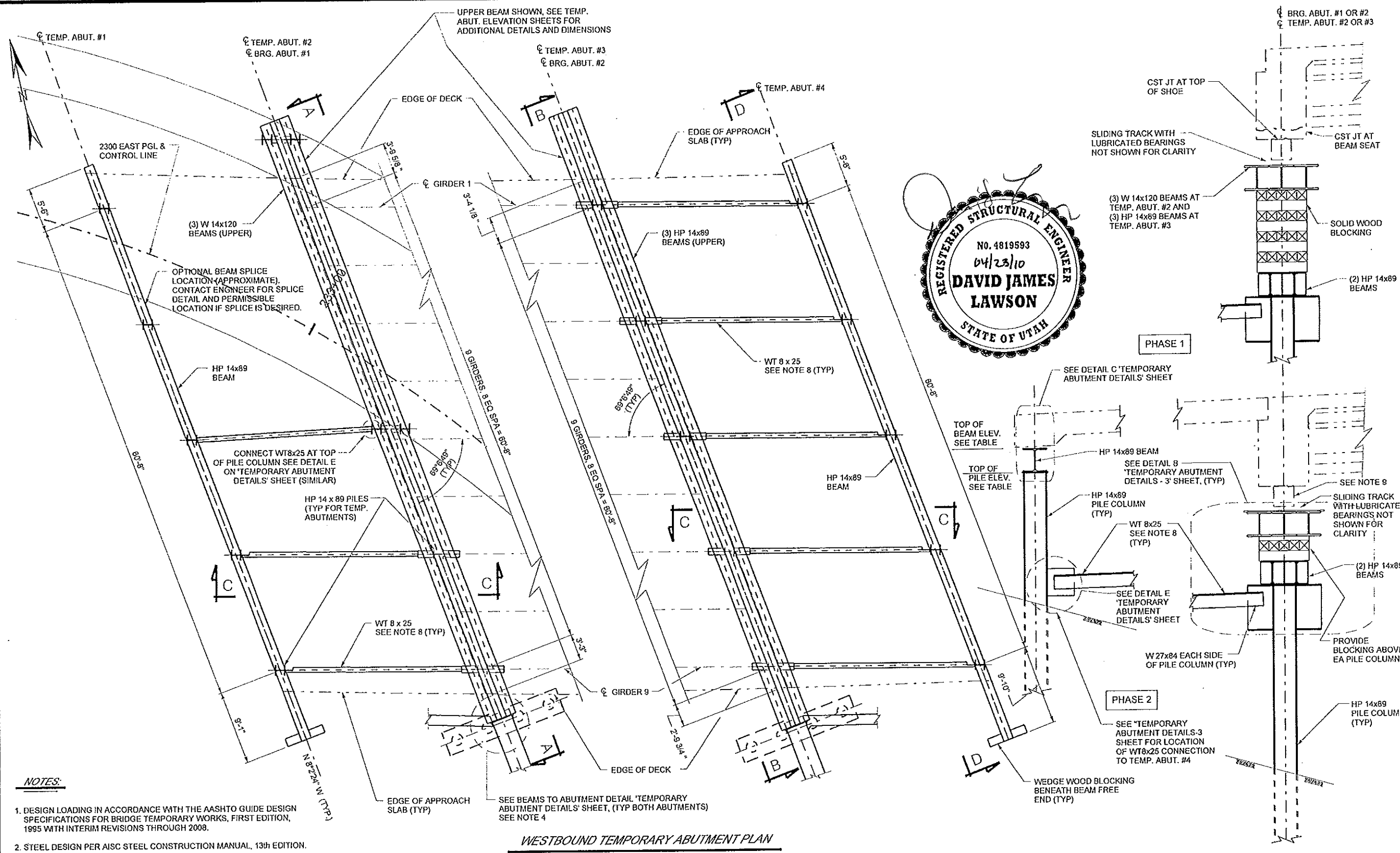
**NOTES:**

1. DESIGN LOADING IN ACCORDANCE WITH THE AASHTO GUIDE DESIGN SPECIFICATIONS FOR BRIDGE TEMPORARY WORKS, FIRST EDITION, 1995 WITH INTERIM REVISIONS THROUGH 2008.
2. STEEL DESIGN PER AISC STEEL CONSTRUCTION MANUAL, 13th EDITION.
3. THE PORTION OF THE END DIAPHRAGM BELOW THE BEAM SEATS CAN BE CONSTRUCTED BEFORE ATTACHING THE TEMPORARY ABUTMENTS TO THE NEW CONCRETE ABUTMENTS.
4. ATTACH TEMPORARY ABUTMENTS #2 AND #3 TO THE CONCRETE ABUTMENTS BEFORE SETTING THE GIRDERS.
5. SEE "FOUNDATION PLAN" FOR LOCATION OF HP14x89 PILES.
6. CONFORM TO THE WELDING REQUIREMENTS OF THE STRUCTURAL BUILDING CODE-STEEL AWS D1.1.
7. USE 70 ksi WELD STRENGTH FOR ALL WELDS.
8. CONTRACTOR WILL KEEP THE STEM OF THE WT8x25 VERTICAL AT ALL TIMES.
9. PROVIDE CONTINUOUS BLOCKING BENEATH END DIAPHRAGM (BETWEEN AND TO THE OUTSIDE OF SHOES) AND KEEP IN PLACE UNTIL ENTIRE END DIAPHRAGM IS PLACED AND REACHES ITS DESIGN STRENGTH. PLACE BOTTOM OF SHOES ON SLIDING TRACK AND LUBRICATED TEFLON BEARINGS (2" ABOVE TOP OF STEEL BEAM), DO NOT PLACE SHOES DIRECTLY ON STEEL.
10. PROVIDE TEMPORARY COLUMN SUPPORT BENEATH W27x84 AT INDICATED LOCATIONS DURING JACK UP/DOWN OPERATIONS.

TOP OF STEEL ELEVATIONS		
LOCATION	BEAM EL.	PILE EL.
TEMP ABUT #1	4629.30	4628.15
TEMP ABUT #2	4625.86	4624.71
TEMP ABUT #3	4628.99	4627.84
TEMP ABUT #4	4634.57	4633.42



UTAH DEPARTMENT OF TRANSPORTATION SALT LAKE CITY, UTAH STRUCTURES DIVISION		PREPARED BY: MICHAEL BAKER JR. INC.
PROJECT NUMBER F-180-3(148)128	DESIGN DATE 06/09	CHECK DATE 06/09
I-80; 2300 EAST BRIDGE	DESIGN DRG. DCL	CHECK DATE 06/09
I-80 OVER 2300 EAST	DRAWN DCL	CHECK DATE 06/09
EB TEMP. ABUTMENT PLAN	DATE 06/09	CHECK DATE 06/09
	APPROVAL RECORD	CHECK NO.
	APPROVED DATE	CHECK NO.
	STRUCTURAL DESIGN MANAGER	CLIENT
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- NOTES:**
- DESIGN LOADING IN ACCORDANCE WITH THE AASHTO GUIDE DESIGN SPECIFICATIONS FOR BRIDGE TEMPORARY WORKS, FIRST EDITION, 1995 WITH INTERIM REVISIONS THROUGH 2008.
  - STEEL DESIGN PER AISC STEEL CONSTRUCTION MANUAL, 13th EDITION.
  - SEE 'WB TEMP. ABUT. #2 - ELEVATION' SHEET FOR ELEVATION A-A SEE 'WB TEMP. ABUT. #3 - ELEVATION' SHEET FOR ELEVATION B-B. SEE 'TEMPORARY ABUTMENT DETAILS-3' SHEET FOR ELEVATION D-D.
  - ATTACH UPPER BEAMS OF TEMPORARY ABUTMENTS #2 AND #3 TO THE CONCRETE ABUTMENTS BEFORE SLIDING THE BRIDGE HORIZONTALLY.
  - SEE 'FOUNDATION PLAN' FOR LOCATION OF HP14x89 PILES.
  - CONFORM TO THE WELDING REQUIREMENTS OF THE STRUCTURAL BUILDING CODE-STEEL AWS D1.1.
  - USE 70 ksi WELD STRENGTH FOR ALL WELDS.
  - CONTRACTOR WILL KEEP THE STEM OF THE WT8x25 VERTICAL AT ALL TIMES.

- PROVIDE CONTINUOUS BLOCKING BENEATH END DIAPHRAGM (BETWEEN AND TO THE OUTSIDE OF SHOES) AND KEEP IN PLACE UNTIL ENTIRE END DIAPHRAGM IS PLACED AND REACHES ITS DESIGN STRENGTH. DO NOT REMOVE END DIAPHRAGM BLOCKING UNTIL AFTER LOWERING STRUCTURE. PLACE BOTTOM OF SHOES DIRECTLY ON SLIDING TRACK AND LUBRICATED TEFLON BEARINGS (2" ABOVE TOP OF STEEL BEAM). DO NOT PLACE SHOES DIRECTLY ON STEEL.

TOP OF STEEL ELEVATIONS		
LOCATION	BEAM EL.	PILE EL.
TEMP ABUT #1	4626.29	4625.14
TEMP ABUT #2	SEE ELEV SHT'S	4618.90
TEMP ABUT #3	SEE ELEV SHT'S	4621.87
TEMP ABUT #4	4631.19	4630.04

SEE TEMP ABUTMENT ELEVATION SHEETS FOR TEMP ABUT #2 AND #3 TOP OF STEEL BEAM ELEVATIONS

- PHASE 1** INSTALL GIRDERS, DIAPHRAGMS, DECK, AND PARAPETS.
- PHASE 2** LOWER UPPER BEAM (SET JACKS AS SHOWN ON 'WB TEMP. ABUTMENT ELEVATION' SHEETS). ATTACH UPPER BEAM TO CONCRETE ABUTMENT. INSTALL APPROACH SLAB AND REMAINDER OF PARAPET.

PREPARED BY: MICHAEL BAKER JR. INC.	CHECK MSA: 06/09	CHECK MSA: 06/09	CHECK MSA: 06/09	CHECK MSA: 06/09
DESIGN D.J.L. 06/09	DRAWN D.C.L. 06/09	DATE	DATE	DATE
SECTION ENGR.	SECTION ENGR.	SECTION ENGR.	SECTION ENGR.	SECTION ENGR.
APPROVAL RECORD	APPROVAL RECORD	APPROVAL RECORD	APPROVAL RECORD	APPROVAL RECORD
APPROVED	APPROVED	APPROVED	APPROVED	APPROVED
DATE	DATE	DATE	DATE	DATE
QUANT.	QUANT.	QUANT.	QUANT.	QUANT.
REVISIONS	REVISIONS	REVISIONS	REVISIONS	REVISIONS
NO.	DATE	BY	DATE	BY
1	9/10/09	D.J.L.	1	9/10/09
2	02/17/10	J.K.	2	02/17/10
AS-BUILT	DATE	BY	AS-BUILT	DATE
UPDATE	DATE	BY	UPDATE	DATE
TITLE BLOCK	TITLE BLOCK	TITLE BLOCK	TITLE BLOCK	TITLE BLOCK
REMARKS	REMARKS	REMARKS	REMARKS	REMARKS
REVISIONS	REVISIONS	REVISIONS	REVISIONS	REVISIONS

UTAH DEPARTMENT OF TRANSPORTATION  
SALT LAKE CITY, UTAH  
STRUCTURES DIVISION

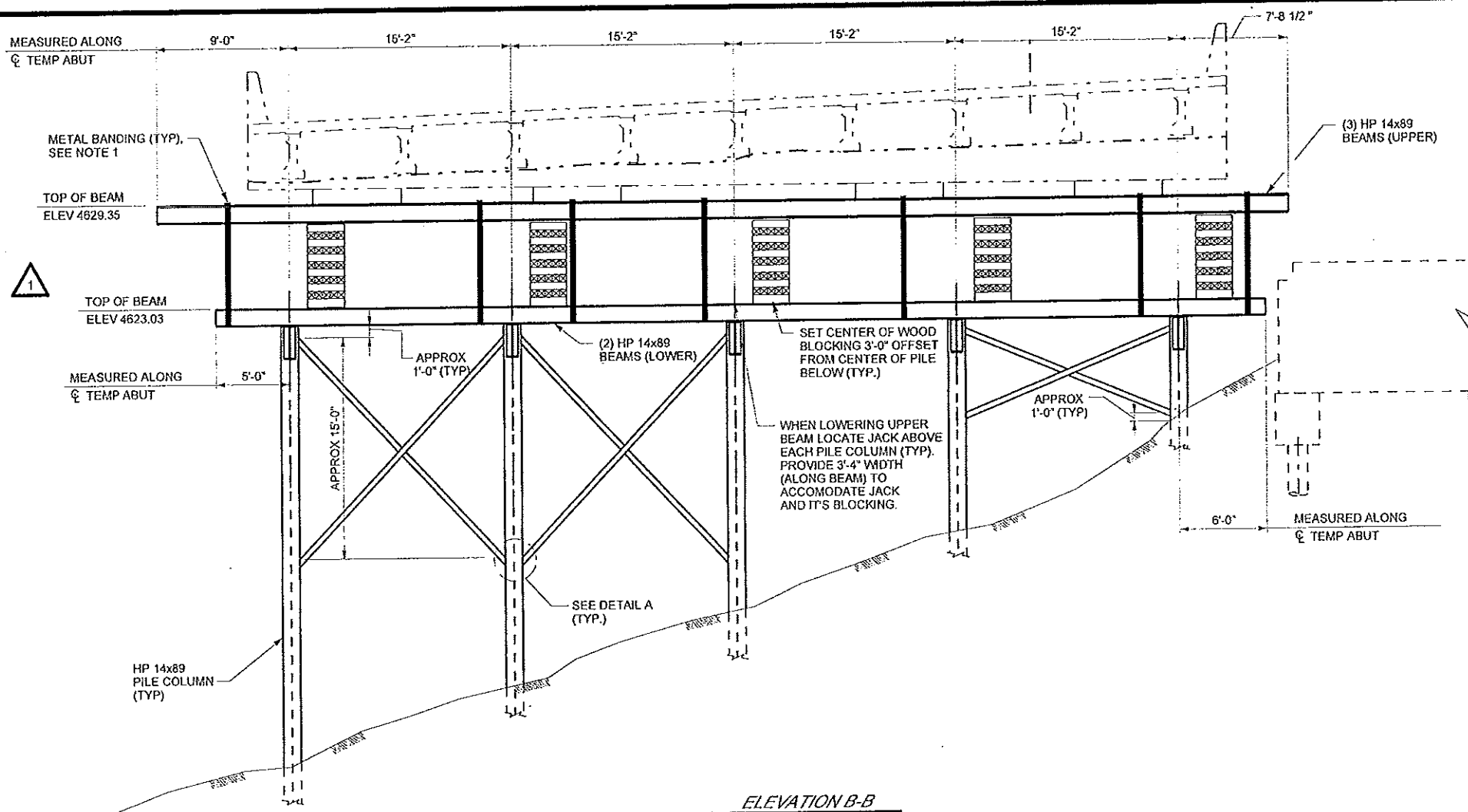
I-80; 2300 EAST BRIDGE  
I-80 OVER 2300 EAST  
WB TEMP. ABUTMENT PLAN  
PROJECT NUMBER F-180-3(148)128

SALT LAKE COUNTY  
F-793  
DRG. NO. 1

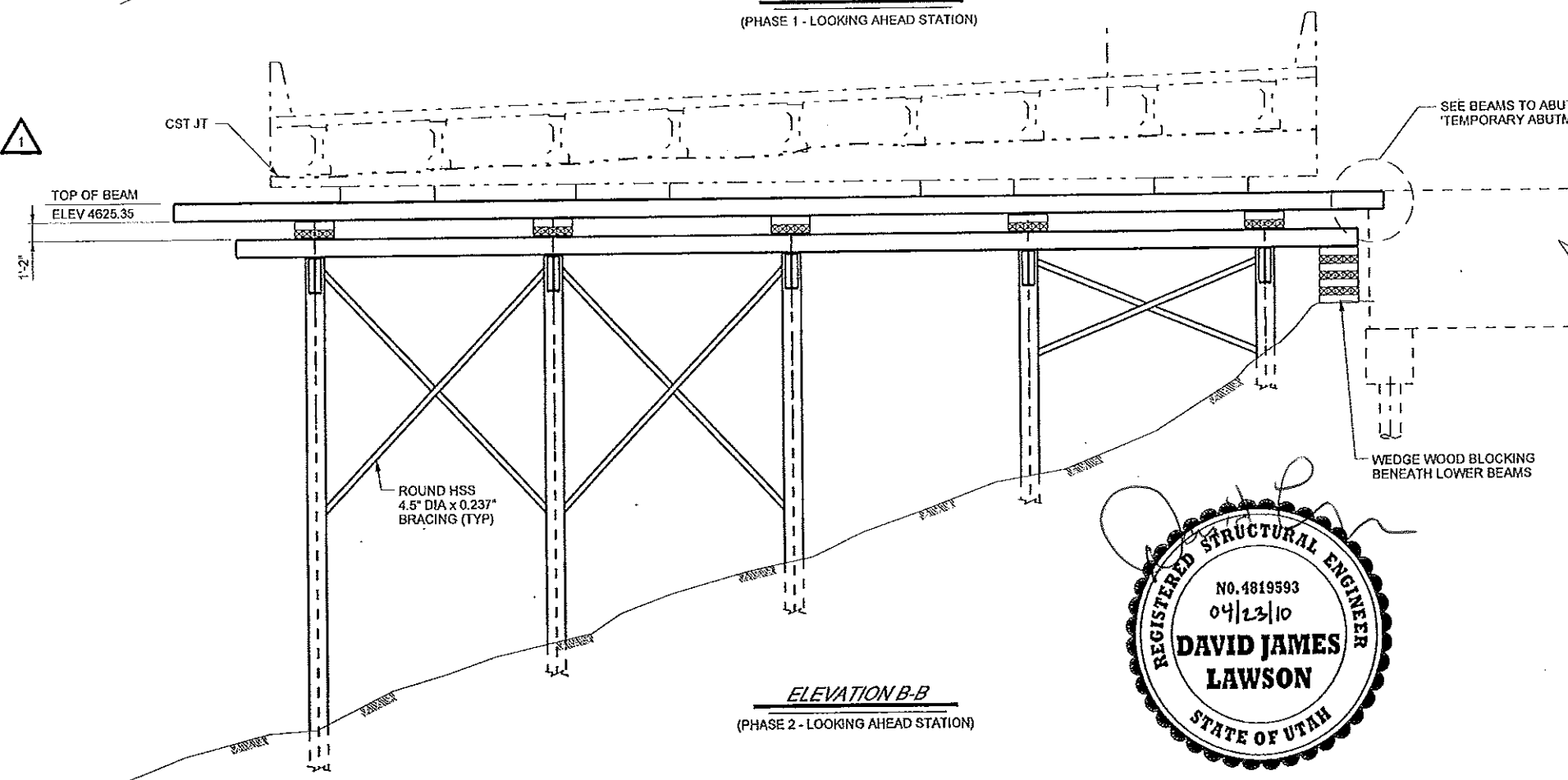
SHT. 31 OF 44



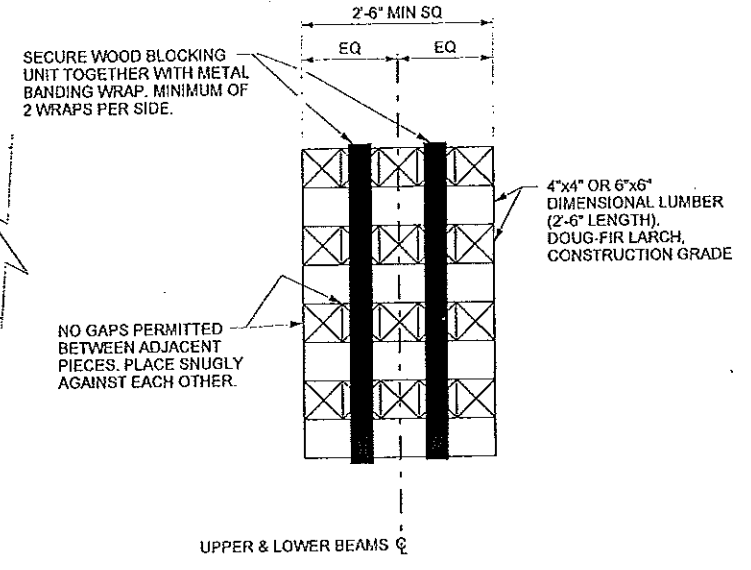




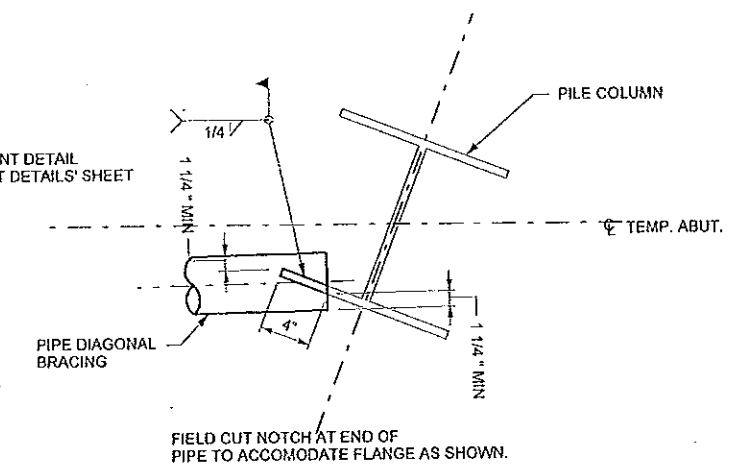
**ELEVATION B-B**  
(PHASE 1 - LOOKING AHEAD STATION)



**ELEVATION B-B**  
(PHASE 2 - LOOKING AHEAD STATION)

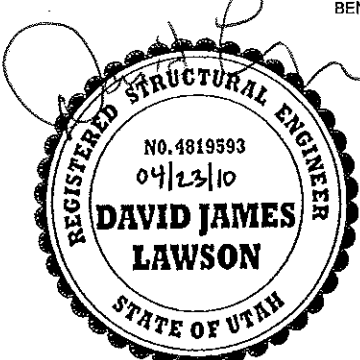


**WOOD BLOCKING DETAIL**

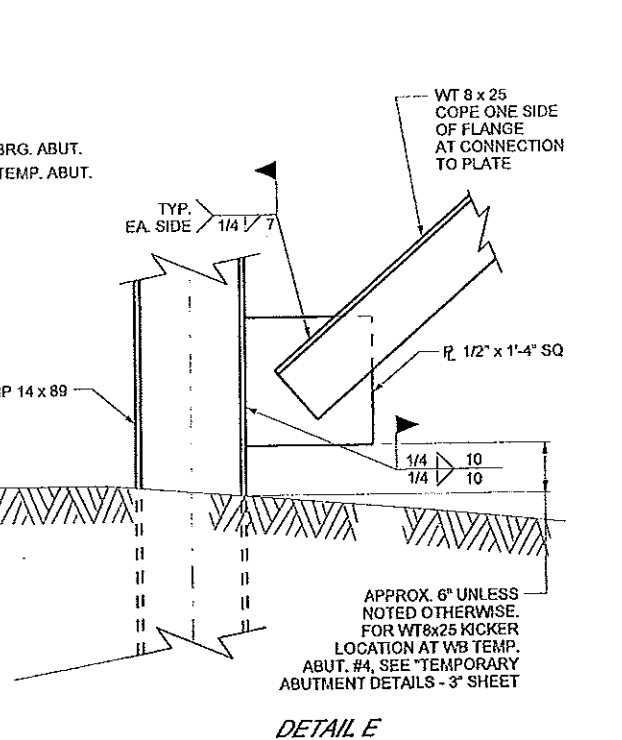
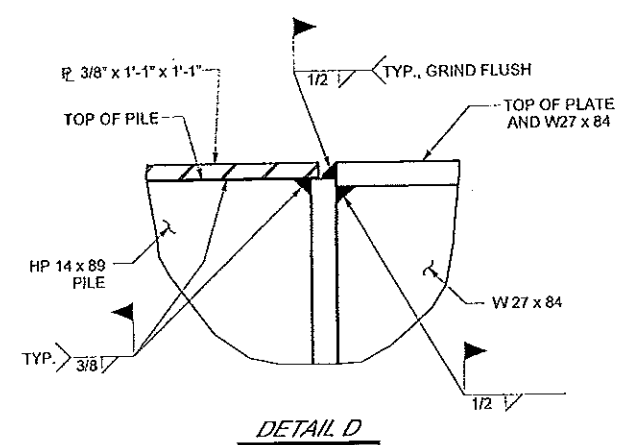
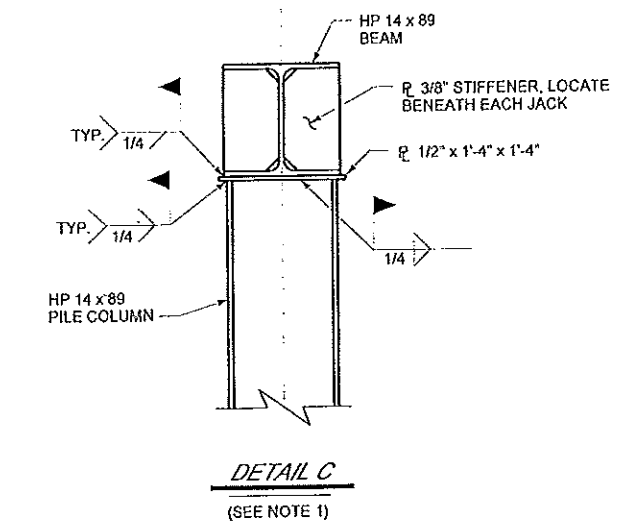
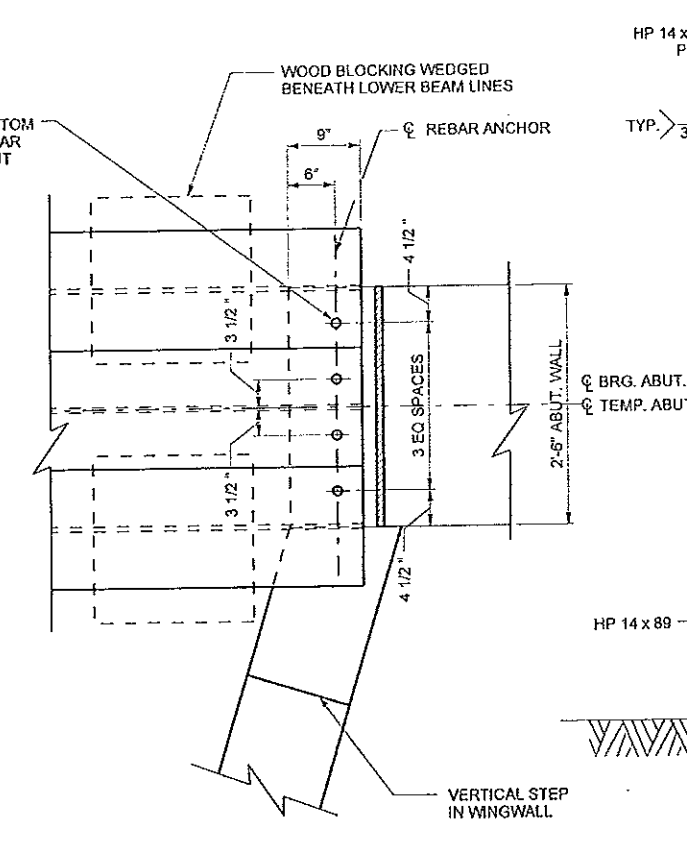
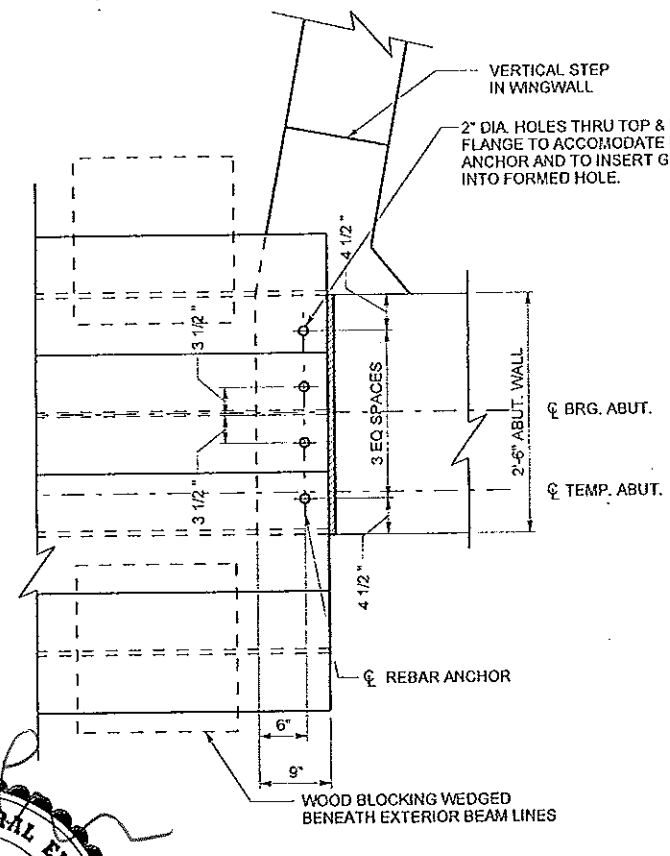
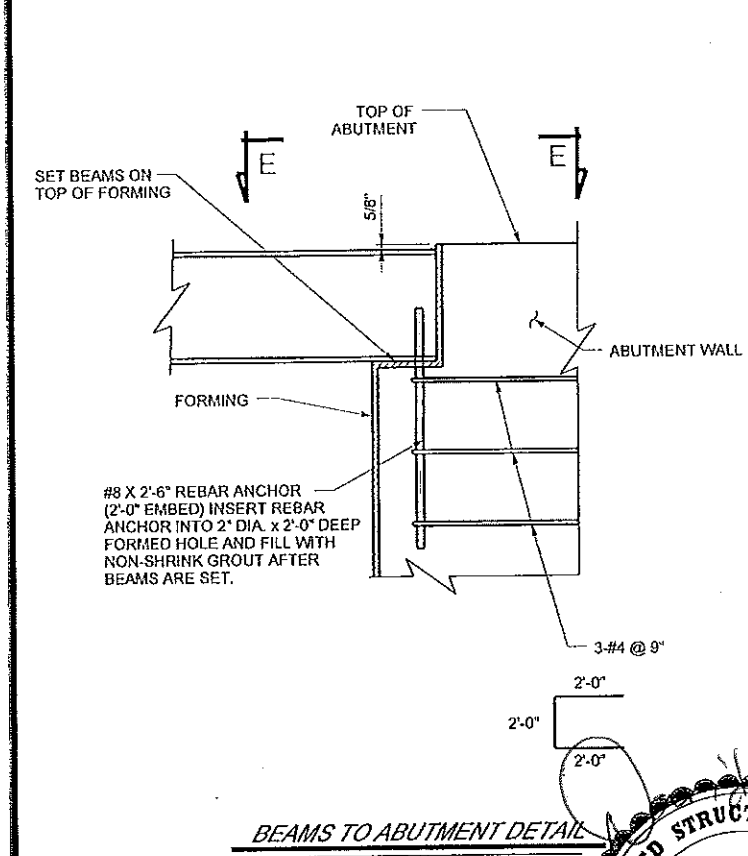
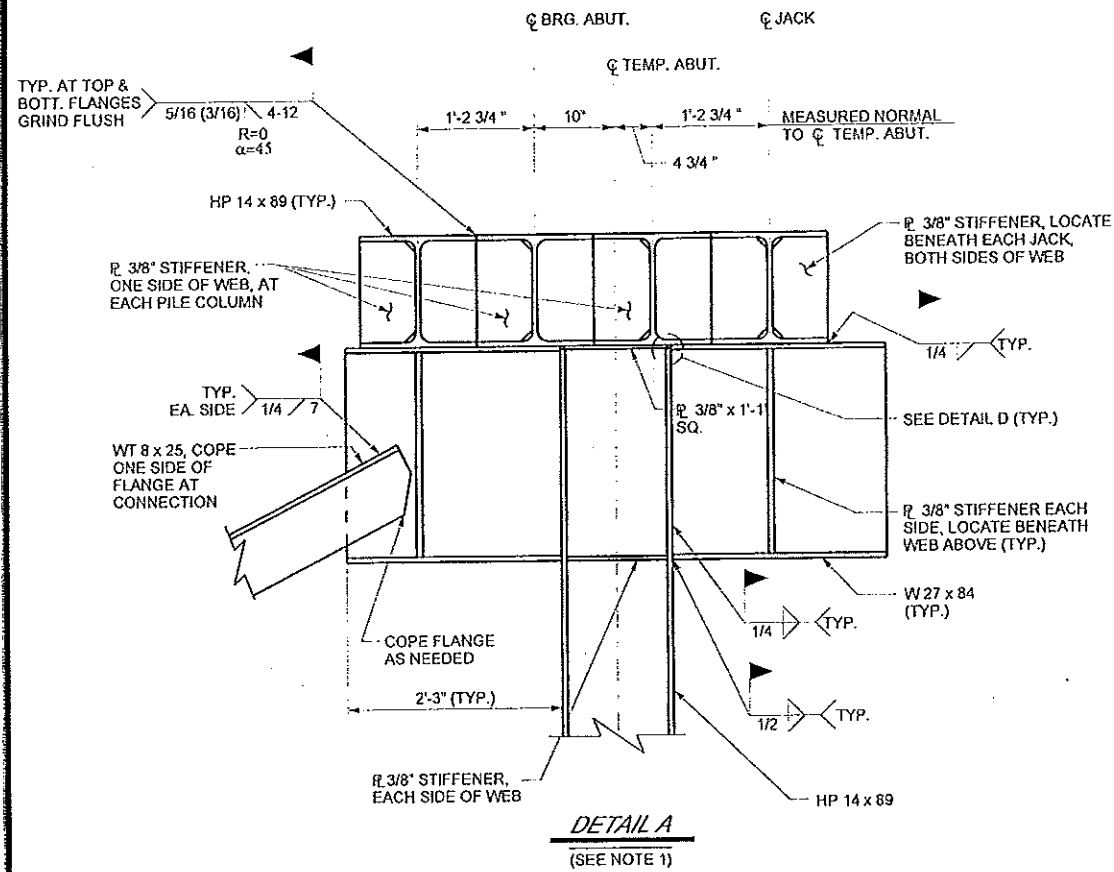


**DETAIL A**

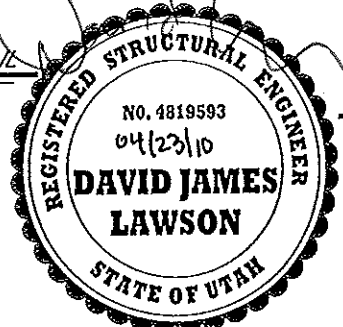
- NOTES:**
1. 1 1/4" x 22GA METAL BANDING AROUND UPPER AND LOWER BEAMS.
  2. USE ASTM A53 GRADE B FOR DIAGONAL PIPE BRACING.



UTAH DEPARTMENT OF TRANSPORTATION SALT LAKE CITY, UTAH STRUCTURES DIVISION		PREPARED BY: MICHAEL BAKER JR., INC.	DESIGN D/JL DRAWN DCL	CHECK MSA CHECK MSA	DATE 06/09 DATE 06/09	APPROVAL RECORD APPROVED	DATE DATE	STRUCTURE DESIGN MANAGER QUANT.
1-80; 2300 EAST BRIDGE	1-80 OVER 2300 EAST	WB TEMP. ABUTMENT ELEVATION - 2	PROJECT NUMBER F-180-3(148)128	DESIGN D/JL DRAWN DCL	CHECK MSA CHECK MSA	DATE 06/09 DATE 06/09	APPROVED	DATE
SALT LAKE COUNTY		DRG. NO. 2		REVISED STEEL ELEVATIONS		REVISIONS		
SHT. 33		OF 44		NO.		DATE		

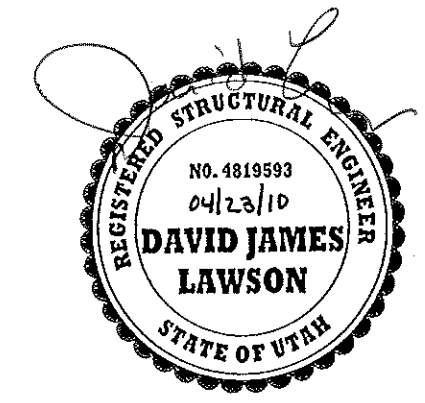
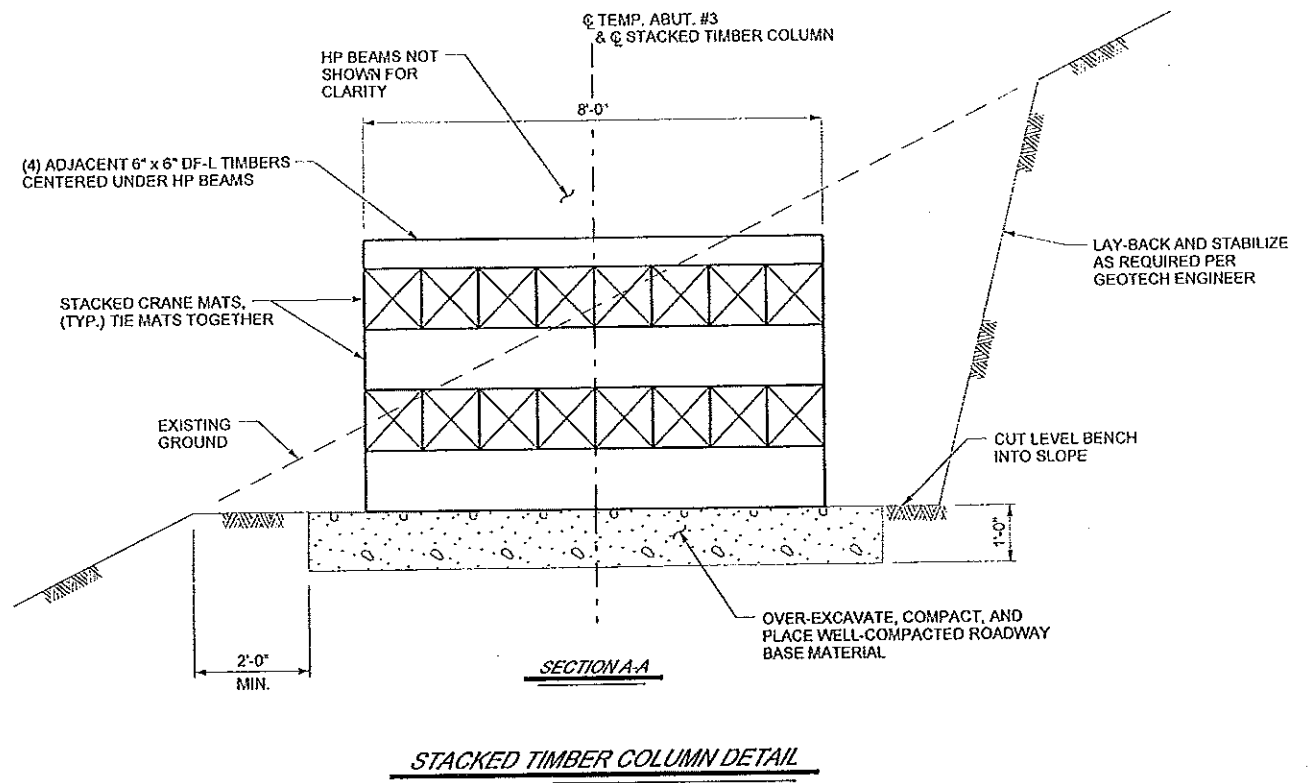
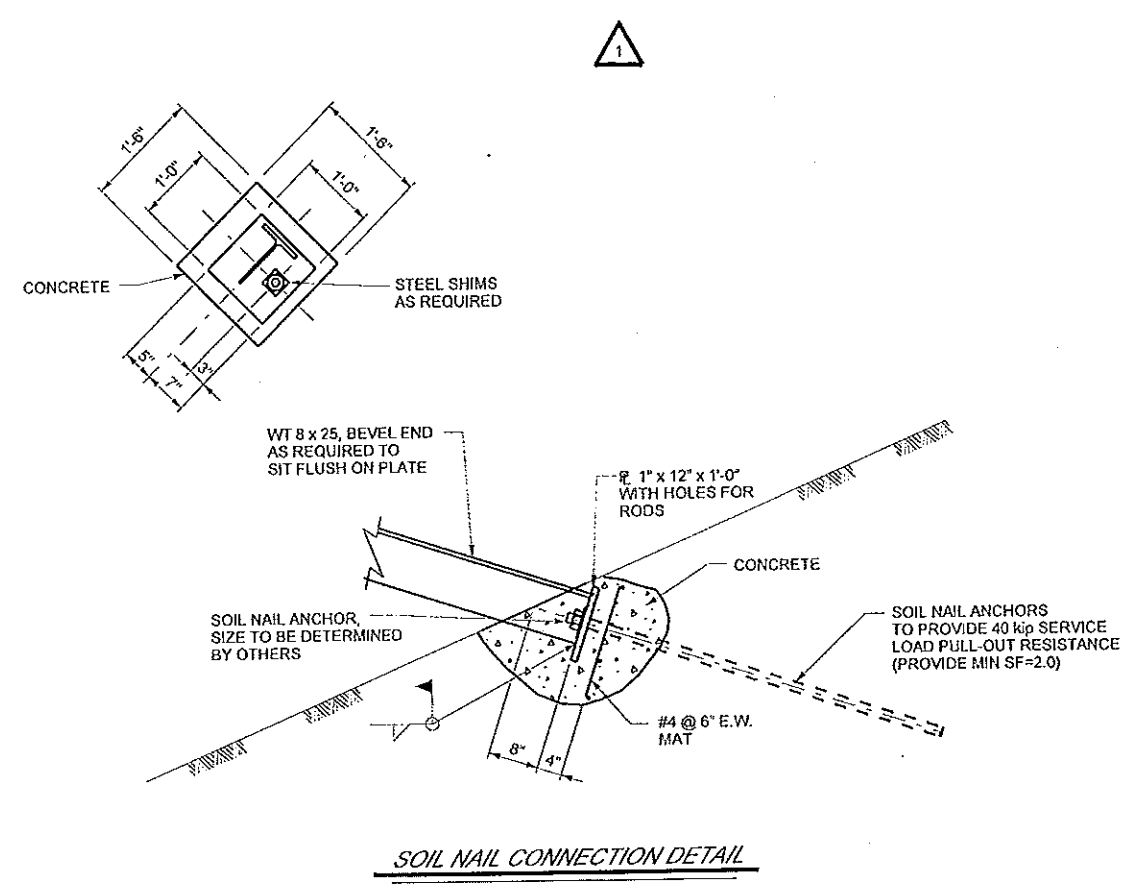
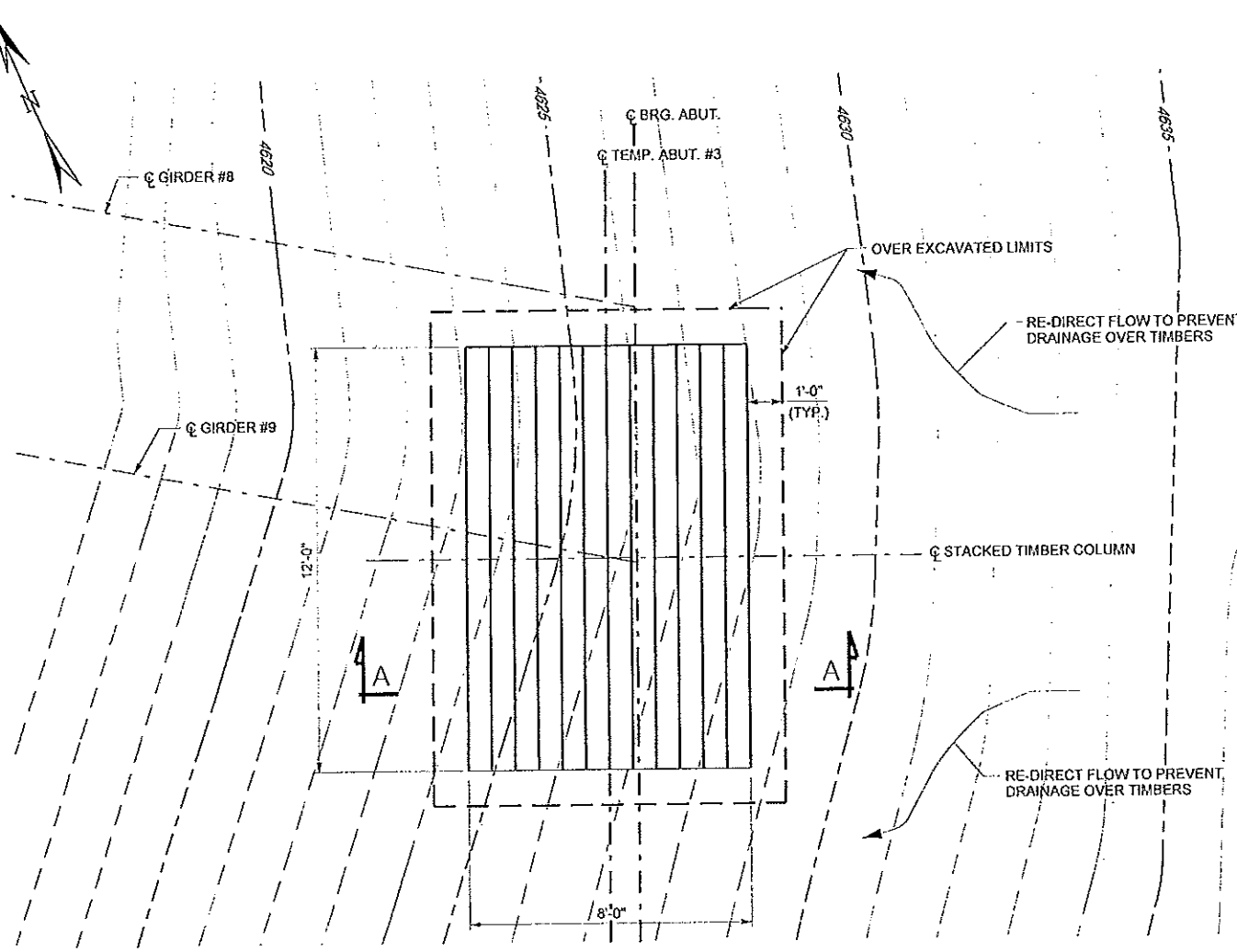


**NOTES**  
1. FOR STIFFENER PLATE CONNECTIONS, USE 3/16" FILLET WELD, FULL LENGTH, ALL SIDES.

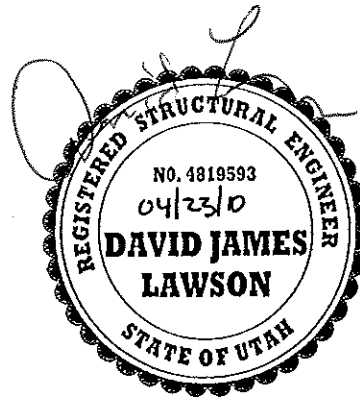
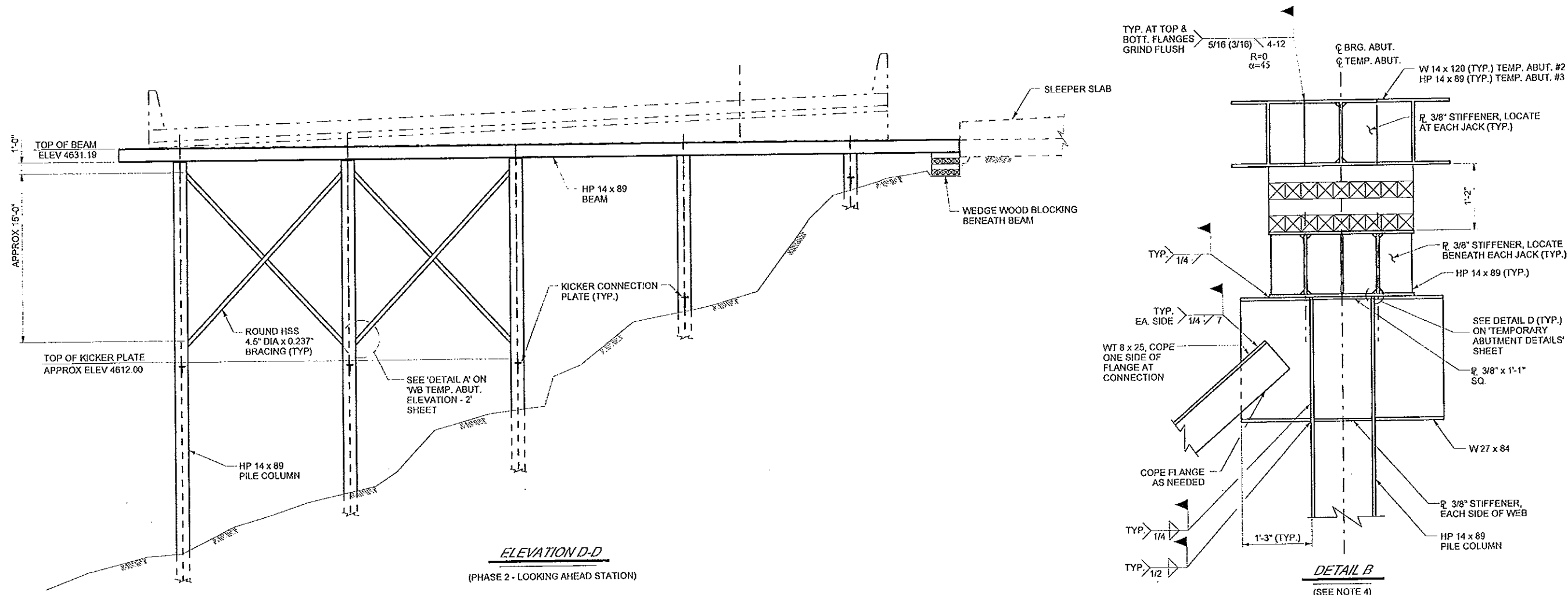


SECTION E-E

UTAH DEPARTMENT OF TRANSPORTATION SALT LAKE CITY, UTAH STRUCTURES DIVISION	PREPARED BY: MICHAEL BAKER JR., INC.	CHECK MSA: 06/09	DESIGN D.J.L. 05/09	APPROVAL RECORD:
I-80; 2300 EAST BRIDGE I-80 OVER 2300 EAST TEMPORARY ABUTMENT DETAILS - 1	DATE: 02/11/10	CHECK MSA: 06/09	DRAWN D.C.L. 06/09	APPROVED: _____
PROJECT NUMBER: F-180-3(148)128	DATE: 09/30/09	CHECK MSA: 06/09	QUANT.:	APPROVED: _____
SHT. 34 OF 44	NO.:	DATE:	BY:	REVISIONS:
	1		D.J.L.	UPDATE TITLE BLOCK
			J.K.	AS-BUILT

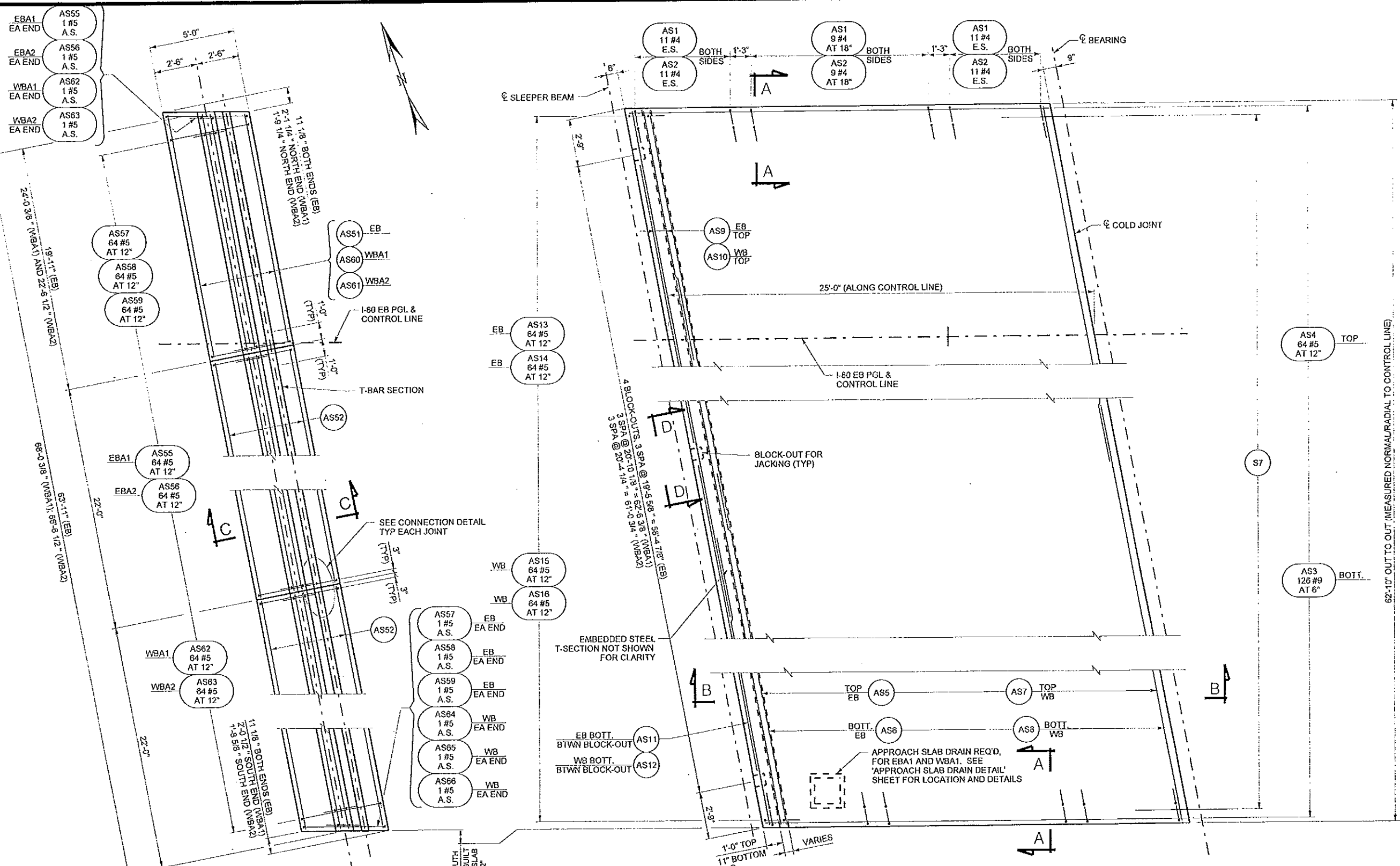


UTAH DEPARTMENT OF TRANSPORTATION SALT LAKE CITY, UTAH STRUCTURES DIVISION		PREPARED BY: MICHAEL BAKER JR., INC.
DESIGN D.J.L.	CHECK J.K.	DATE 07/09
DRAWN C.R.S.	CHECK J.K.	DATE 07/09
QUANT.	CHECK	
APPROVAL RECOMM.	DATE	DESIGN ENGR.
APPROVED	DATE	STRUCTURE DESIGN MANAGER
I-80, 2300 EAST BRIDGE I-80 OVER 2300 EAST		PROJECT NUMBER F-180-3(148)128
TEMPORARY ABUTMENT DETAILS - 2		
SALT LAKE COUNTY		
F-793		
ORG. NO.		
SHT. 35 OF 44		



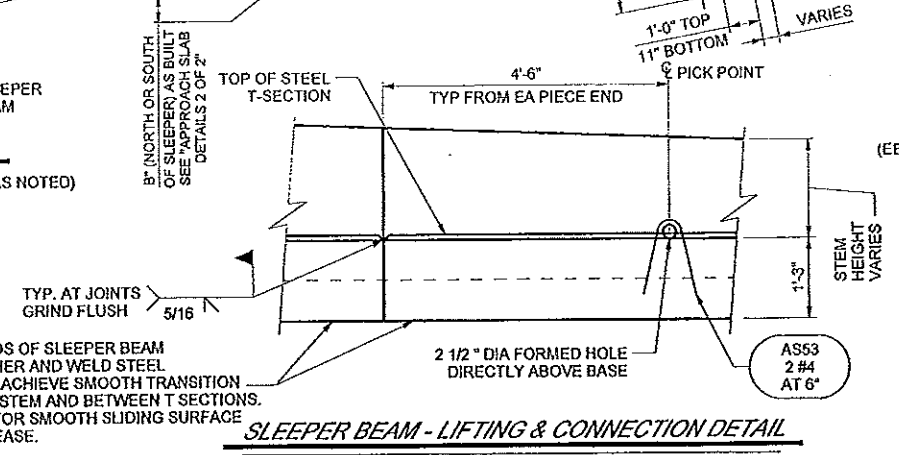
- NOTES:**
1. 1 1/4" x 22GA METAL BANDING AROUND UPPER AND LOWER BEAMS.
  2. USE ASTM A53 GRADE B FOR DIAGONAL PIPE BRACING.
  3. SEE 'WB TEMP. ABUTMENT PLAN' SHEET FOR BEAM DIMENSIONS.
  4. FOR STIFFENER PLATE CONNECTIONS, USE 3/16" FILLET WELD. FULL LENGTH, ALL SIDES.

UTAH DEPARTMENT OF TRANSPORTATION SALT LAKE CITY, UTAH STRUCTURES DIVISION		PREPARED BY: MICHAEL BAKER JR., INC.	CHECK MSA_0609	CHECK MSA_0609	CHECK
DESIGN DJL_0609	DATE	DESIGN ENGR	DATE	STRUCTURE DESIGN MANAGER	DATE
DRAWN CRS_0609	DATE	DATE	DATE	DATE	DATE
QUANT.	QUANT.	QUANT.	QUANT.	QUANT.	QUANT.
2	02/11/10	1	09/10/09	1	06/09
JK	DJL	BY	DATE	DATE	DATE
AS-BUILT	UPDATE TITLE BLOCK	REVISIONS	REVISIONS	REVISIONS	REVISIONS
I-80: 2300 EAST BRIDGE					
I-80 OVER 2300 EAST					
TEMPORARY ABUTMENT DETAILS - 3					
PROJECT NUMBER F-180-3(148)128					
SALT LAKE COUNTY					
F-793					
DRG. NO.					
SHT. 36 OF 44					



**SLEEPER BEAM - PLAN**  
(EB ABUTMENT #1 SHOWN, OTHERS SIMILAR AS NOTED)

**APPROACH SLAB - PLAN**  
(EB ABUTMENT #1 SHOWN, OTHER SIMILAR AS NOTED)



**SLEEPER BEAM - LIFTING & CONNECTION DETAIL**

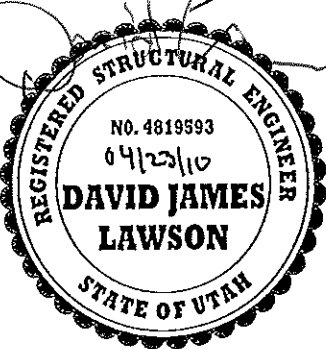
FIELD BUTT ENDS OF SLEEPER BEAM PIECES TOGETHER AND WELD STEEL T SECTIONS TO ACHIEVE SMOOTH TRANSITION ALONG TOP OF STEM AND BETWEEN T SECTIONS. GRIND WELDS FOR SMOOTH SLIDING SURFACE AND APPLY GREASE.

**LEGEND**

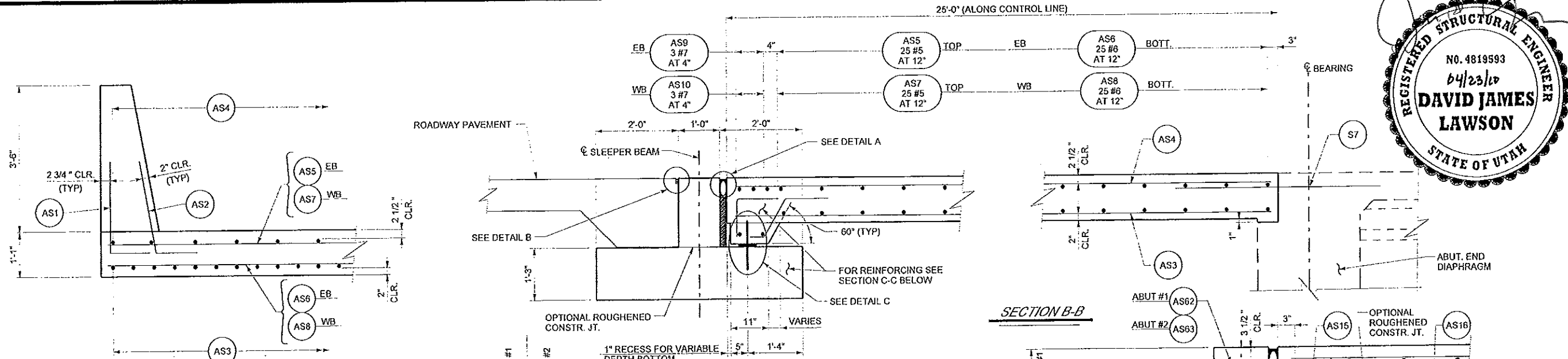
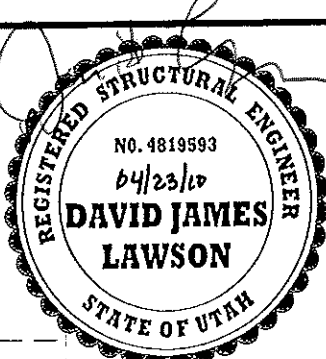
- A.S. AS SHOWN
- E.S. EQUAL SPACES
- EBA1 EB ABUT #1
- EBA2 EB ABUT #2
- WBA1 WB ABUT #1
- WBA2 WB ABUT #2

**NOTES:**

1. PLACE TRANSVERSE BARS IN APPROACH SLAB PARALLEL TO THE SKEW. PLACE LONGITUDINAL BARS IN APPROACH SLAB PARALLEL TO PROFILE GRADE LINE.
2. STAGGER BAR LAP LOCATIONS BETWEEN ADJACENT BARS.
3. SEE 'APPROACH SLAB DETAILS 2 OF 2' SHEET FOR SECTIONS A-A, B-B, C-C, D-D AND OTHER DETAILS.
4. SEE 'SCREED ELEVATION' SHEETS FOR TOP OF APPROACH SLAB ELEVATIONS.

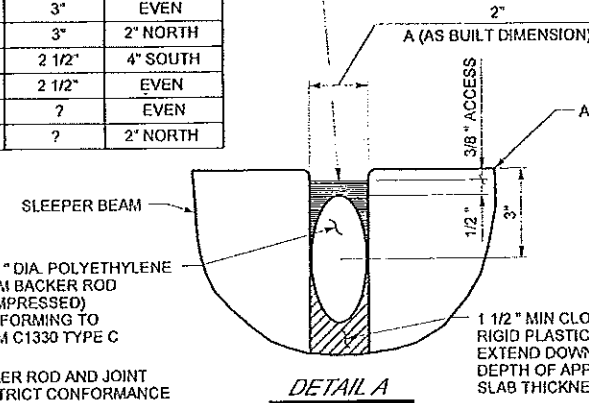


UTAH DEPARTMENT OF TRANSPORTATION SALT LAKE CITY, UTAH STRUCTURES DIVISION		DESIGN: DJL DATE: 08/09	CHECK: JJK DATE: 08/09	APPROVAL: [Signature]
I-80; 2300 EAST BRIDGE I-80 OVER 2300 EAST		DESIGN ENGR: [Signature]	STRUCTURE DESIGN MANAGER: [Signature]	
APPROACH SLAB DETAILS 1 OF 2		PROJECT NUMBER: F-180-3(148)128		
SALT LAKE COUNTY		ORG. NO. F-793		
SHT. 37 OF 44				

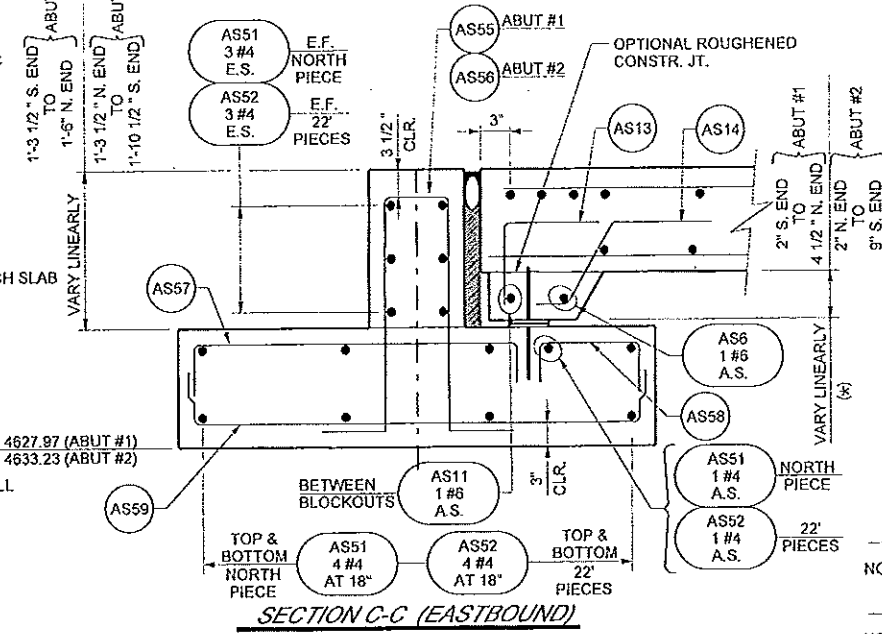


AS BUILT		
LOCATION	A	B
WB ABUT. #1 SOUTH	2"	1/2" NORTH
WB ABUT. #1 NORTH	2"	EVEN
WB ABUT. #2 SOUTH	3"	EVEN
WB ABUT. #2 NORTH	3"	2" NORTH
EB ABUT. #1 SOUTH	2 1/2"	4" SOUTH
EB ABUT. #1 NORTH	2 1/2"	EVEN
EB ABUT. #2 SOUTH	?	EVEN
EB ABUT. #2 NORTH	?	2" NORTH

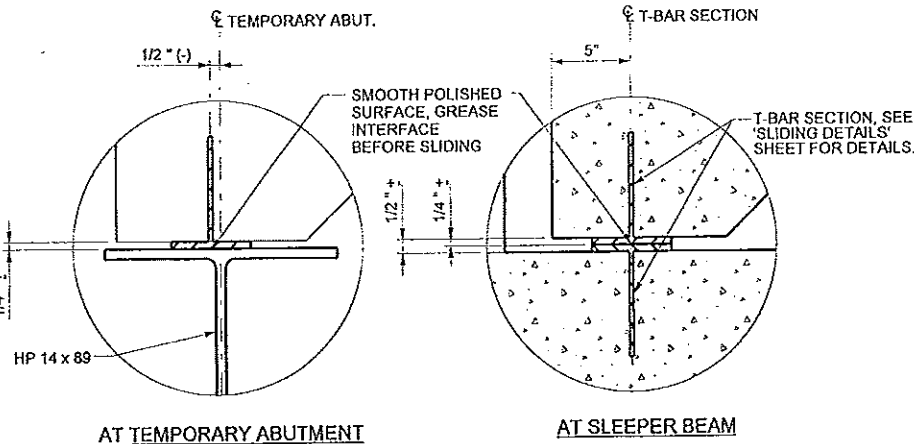
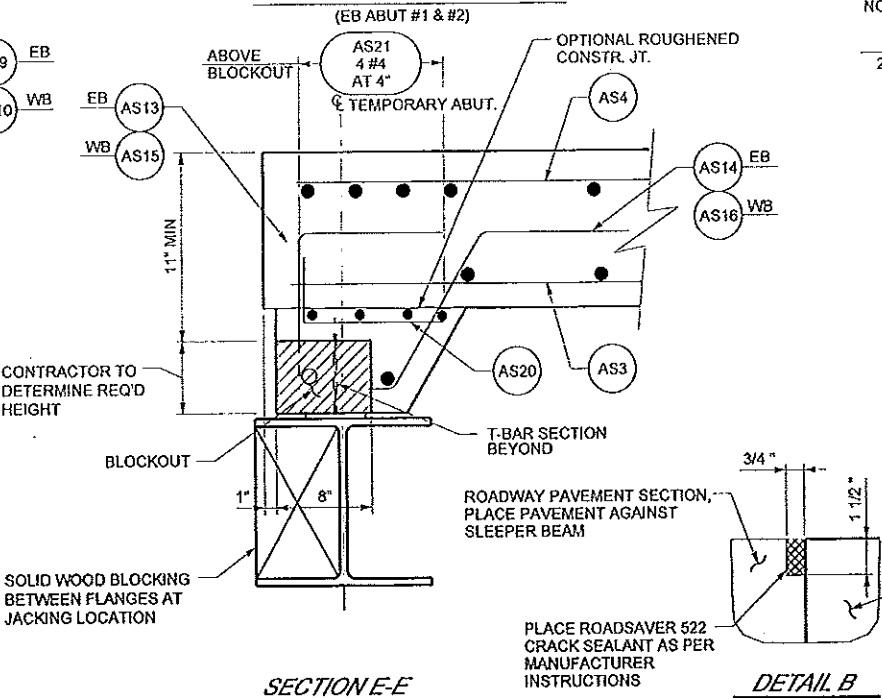
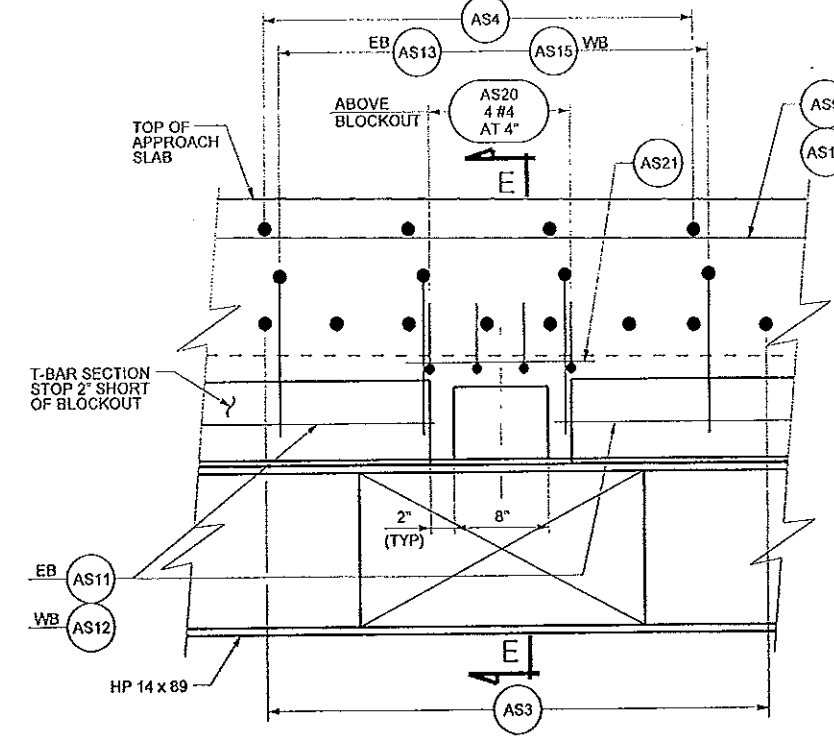
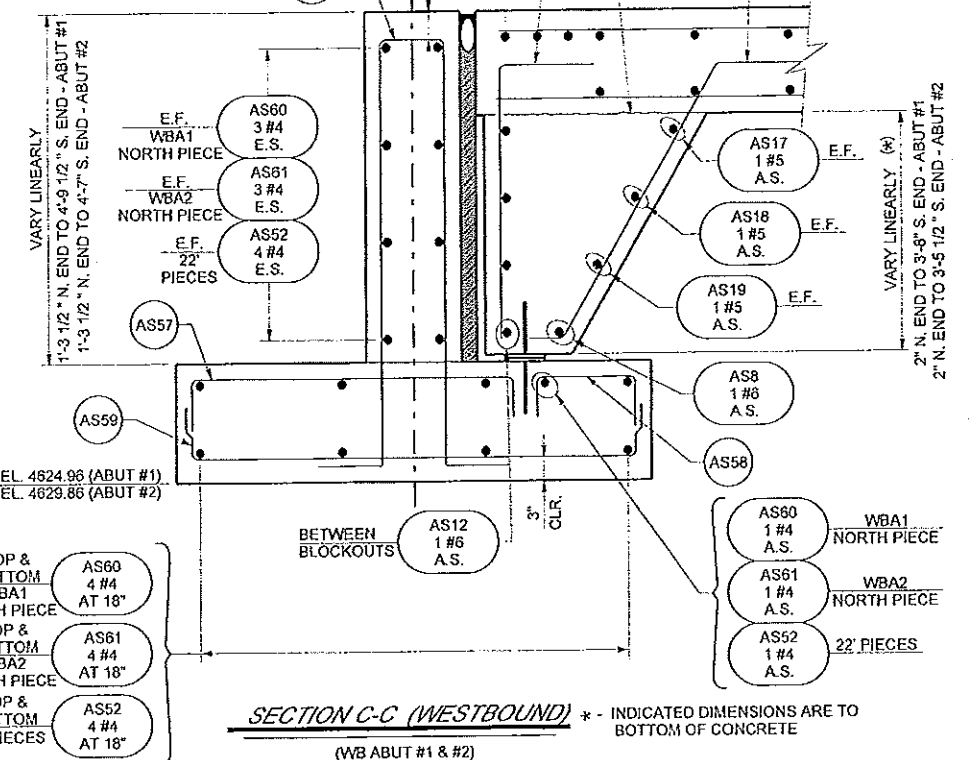
SELF-LEVELING, NON-SAG ELASTOMERIC JOINT SEALANT CONFORMING TO UDOT STD. SPECS SECTION 03152, PART 2.6 TABLE 6



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



**SECTION B-B**



- LEGEND**
- A.S. AS SHOWN
  - E.F. EACH FACE
  - E.S. EQUAL SPACES
  - WBA1 WB ABUTMENT #1
  - WBA2 WB ABUTMENT #2

UTAH DEPARTMENT OF TRANSPORTATION  
SALT LAKE CITY, UTAH  
STRUCTURES DIVISION

PREPARED BY: MICHAEL BAKER JR. INC.

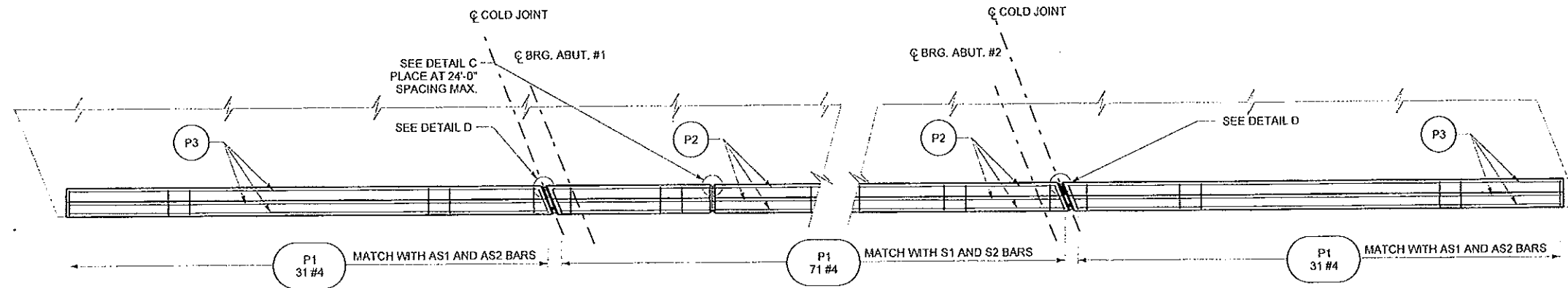
DESIGN: DJL, DBF09  
CHECK: JK, DBF09  
DATE: 02/11/10

APPROVAL RECORD:  
DATE: \_\_\_\_\_  
DESIGN ENGR: \_\_\_\_\_  
STRUCTURE DESIGN MANAGER: \_\_\_\_\_

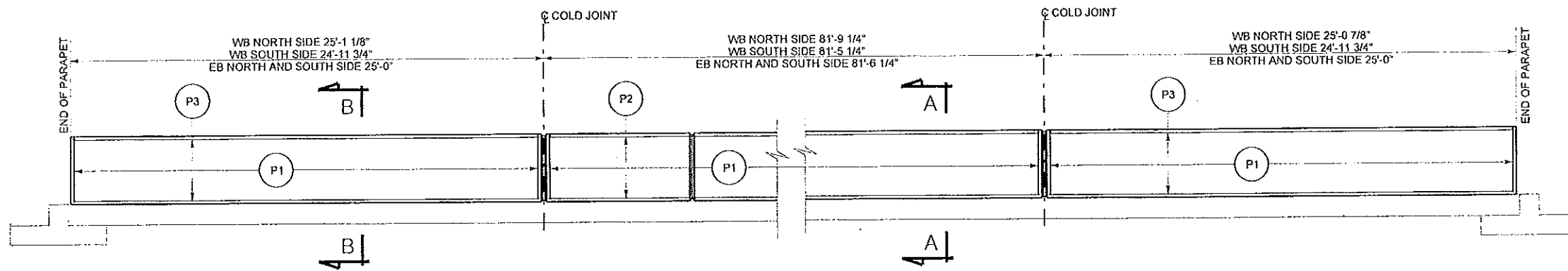
PROJECT NUMBER: F-180-3(148)128

SALT LAKE COUNTY  
F-793  
DRG. NO.

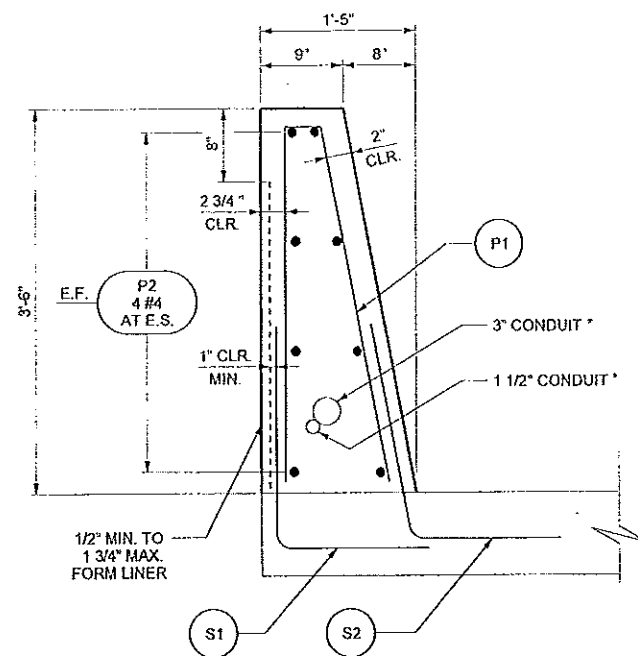
SHT. 36 OF 44



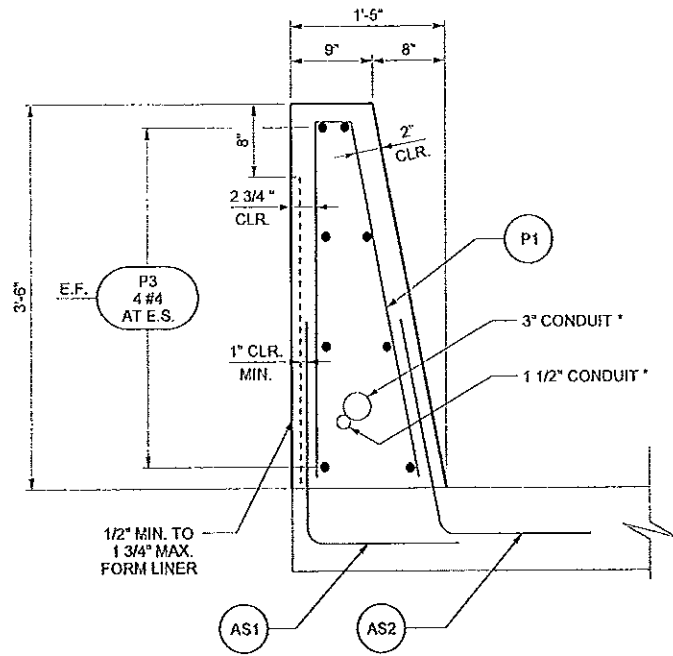
**PLAN**  
(WESTBOUND SOUTH SHOWN, OTHERS SIMILAR)



**ELEVATION**  
(ALL DIMENSIONS SHOWN ARE ALONG EDGE OF DECK)

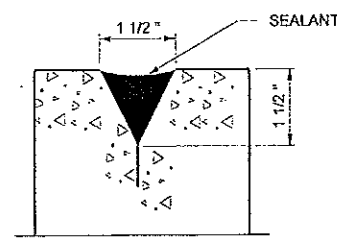


**SECTION A-A**

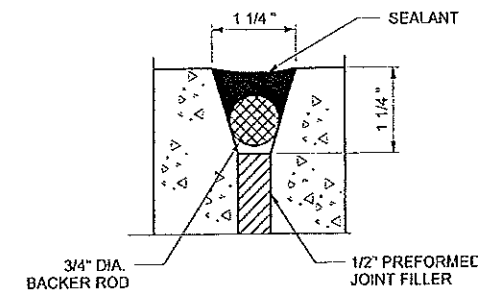


**SECTION B-B**

\* LOCATED IN WESTBOUND NORTH PARAPET AND EASTBOUND SOUTH PARAPET



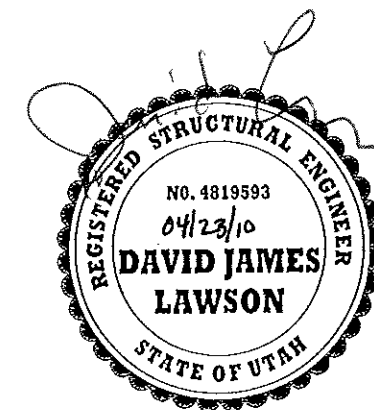
**DETAIL C**



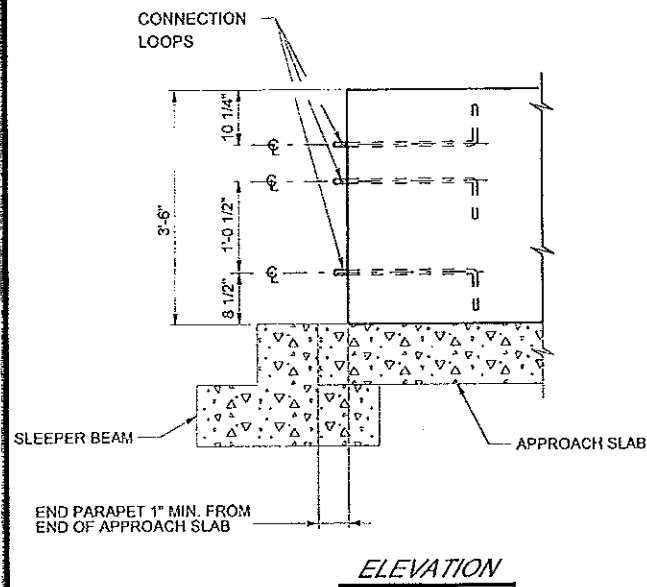
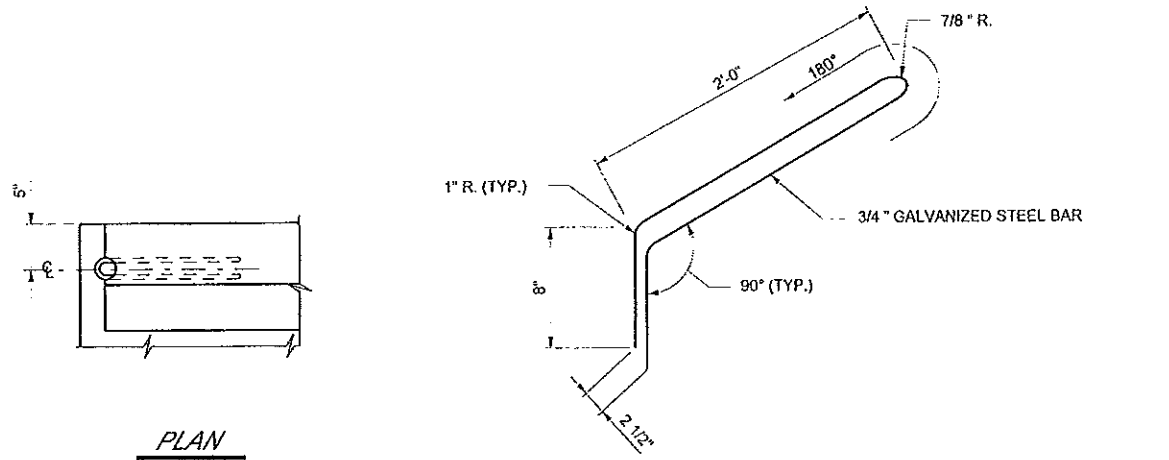
**DETAIL D**

**NOTES:**

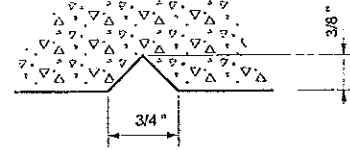
1. ALTERNATE ALL REINFORCING STEEL SPLICES.
2. PLACE CONTRACTION JOINT ON SIDES AND TOP OF PARAPET.
3. EXTEND SEALANT AND FOAM BACKER ROD FROM DECK TO TOP OF PARAPET ON THE INSIDE PARAPET FACE AND ACROSS TOP OF PARAPET.
4. LOCATE STRUCTURE NUMBER ON RIGHT-HAND SIDE OF APPROACH PARAPET. SEE "PARAPET END DETAILS" FOR STRUCTURE NUMBER DETAILS.



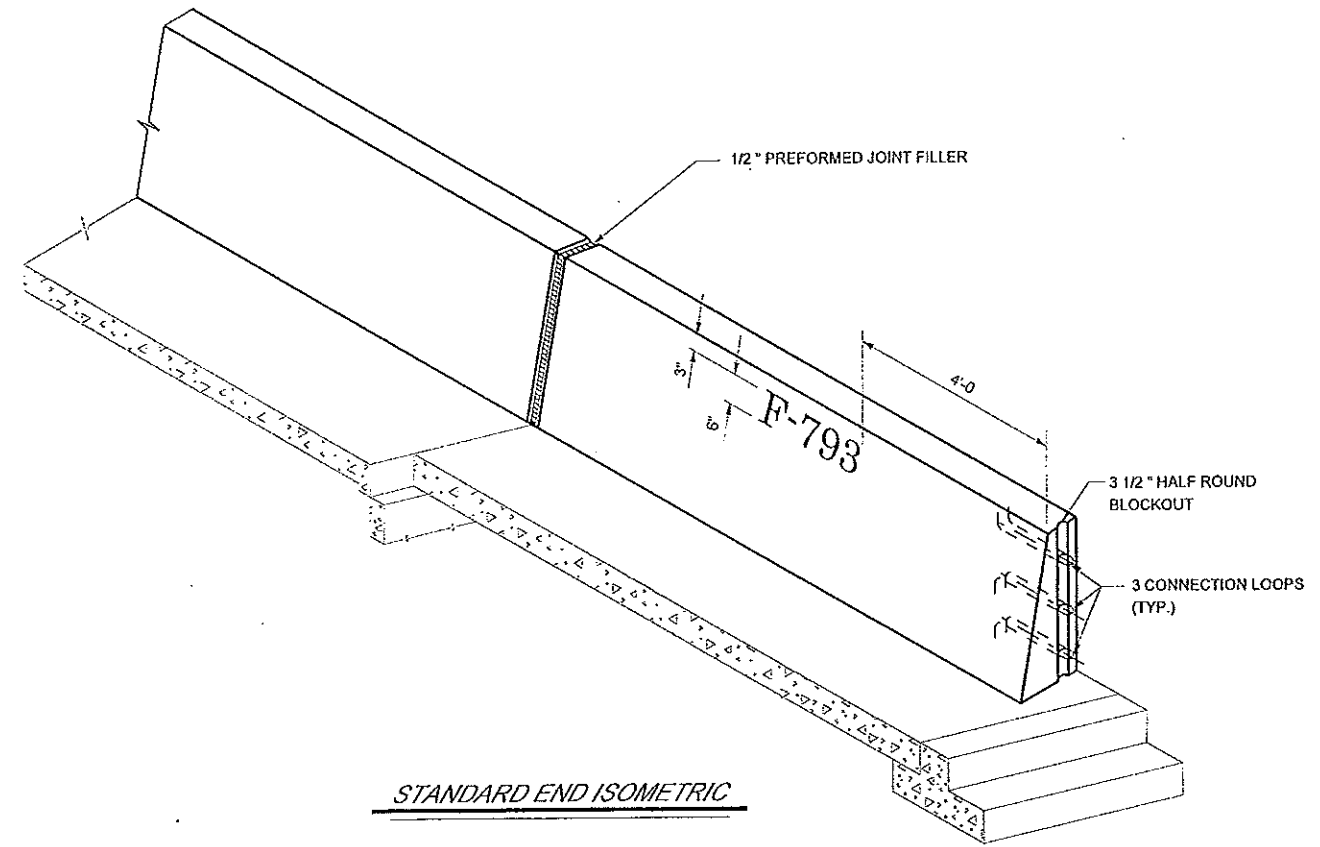
UTAH DEPARTMENT OF TRANSPORTATION SALT LAKE CITY, UTAH STRUCTURES DIVISION	PREPARED BY: MICHAEL BAKER JR., INC.	DESIGN: JWK 08/09 CHECK: VMM 08/09	DATE: 02/11/10	NO. 1	BY: JK	REVISIONS
I-80; 2300 EAST BRIDGE I-80 OVER 2300 EAST PARAPET DETAILS	APPROVAL RECORD: DATE: _____ DESIGN ENGR: _____ STRUCTURE DESIGN MANAGER: _____	DRAWN: JWK 08/09 CHECK: VMM 08/09	DATE: _____	NO. _____	BY: _____	REVISIONS
PROJECT NUMBER F-180-3(148)128	APPROVED: _____	QUANT. _____	DATE: _____	NO. _____	BY: _____	REVISIONS
SALT LAKE COUNTY	DRG. NO.	SHT. 39 OF 44				



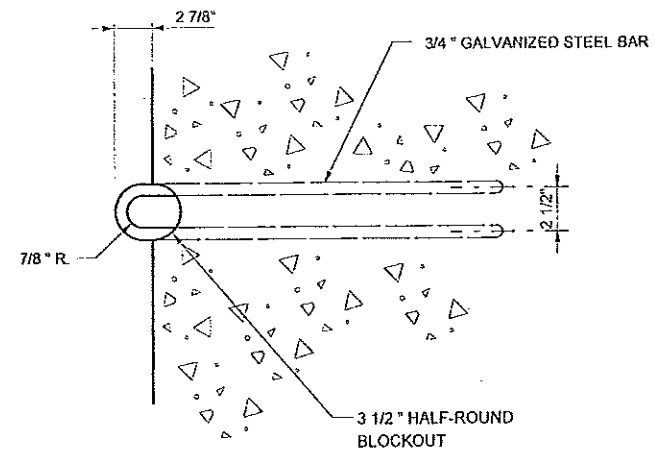
**CONNECTION LOOP DETAIL (ISOMETRIC VIEW)**



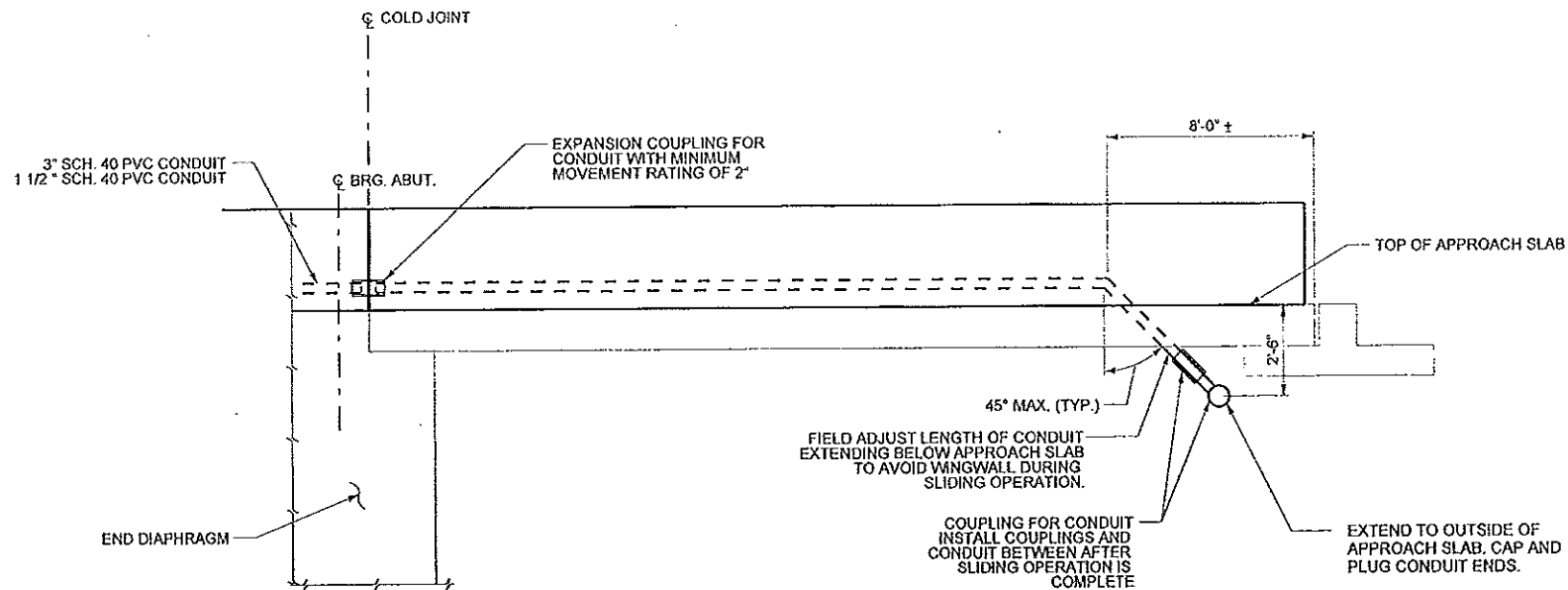
**TYPICAL SECTION THRU STRUCTURE NUMBER**



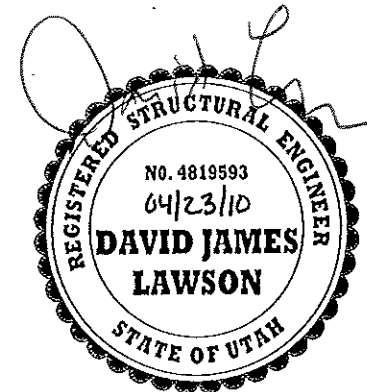
**STANDARD END ISOMETRIC**



**CONNECTION BAR END DETAIL**



**TYPICAL EXTERIOR VIEW PARAPET END**

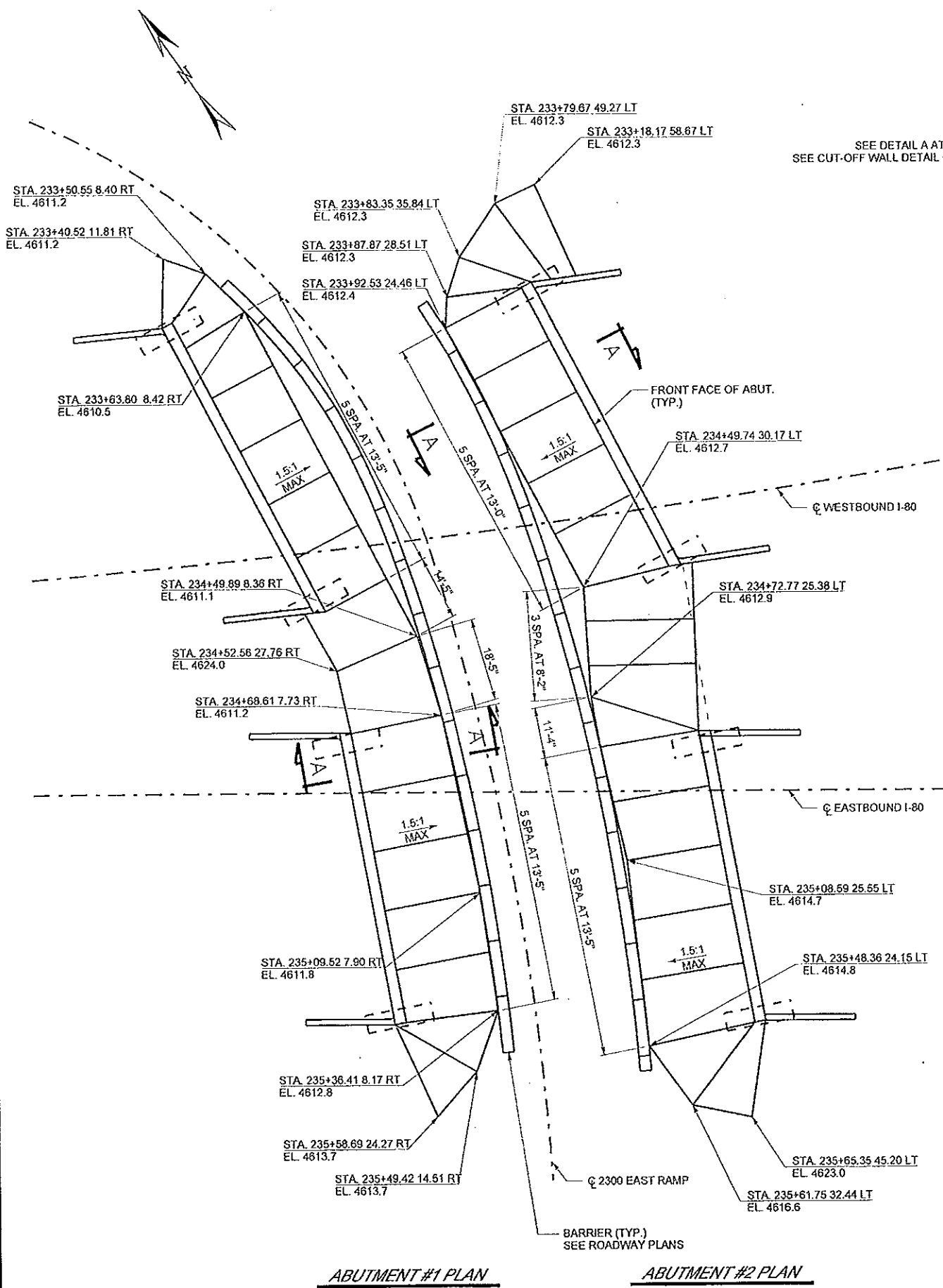


**NOTES:**

1. INSTALL CONNECTION LOOPS AT ALL PARAPET ENDS.
2. CONNECTION LOOPS ARE NOT INCLUDED IN REINFORCING STEEL SCHEDULE.

UTAH DEPARTMENT OF TRANSPORTATION SALT LAKE CITY, UTAH STRUCTURES DIVISION	PREPARED BY: MICHAEL BAKER JR, INC.	DESIGN: JWK, 08/09	CHECK: VMM, 08/09	DATE: 02/11/10	BY: JK	REVISIONS
I-80; 2300 EAST BRIDGE		DRAWN: JWK, 08/09	CHECK: VMM, 08/09	DATE: 02/11/10	BY: JK	AS-BUILT
I-80 OVER 2300 EAST		APPROVAL RECORD:	APPROVED:	DATE:	DATE:	REMARKS
PARAPET END DETAILS		DATE:	DATE:	DATE:	DATE:	REVISIONS
PROJECT NUMBER F-180-3(148)128		QUANT.:	QUANT.:	QUANT.:	QUANT.:	REVISIONS
SALT LAKE COUNTY						
F-793						
DRG. NO.						
SHT. 40 OF 44						

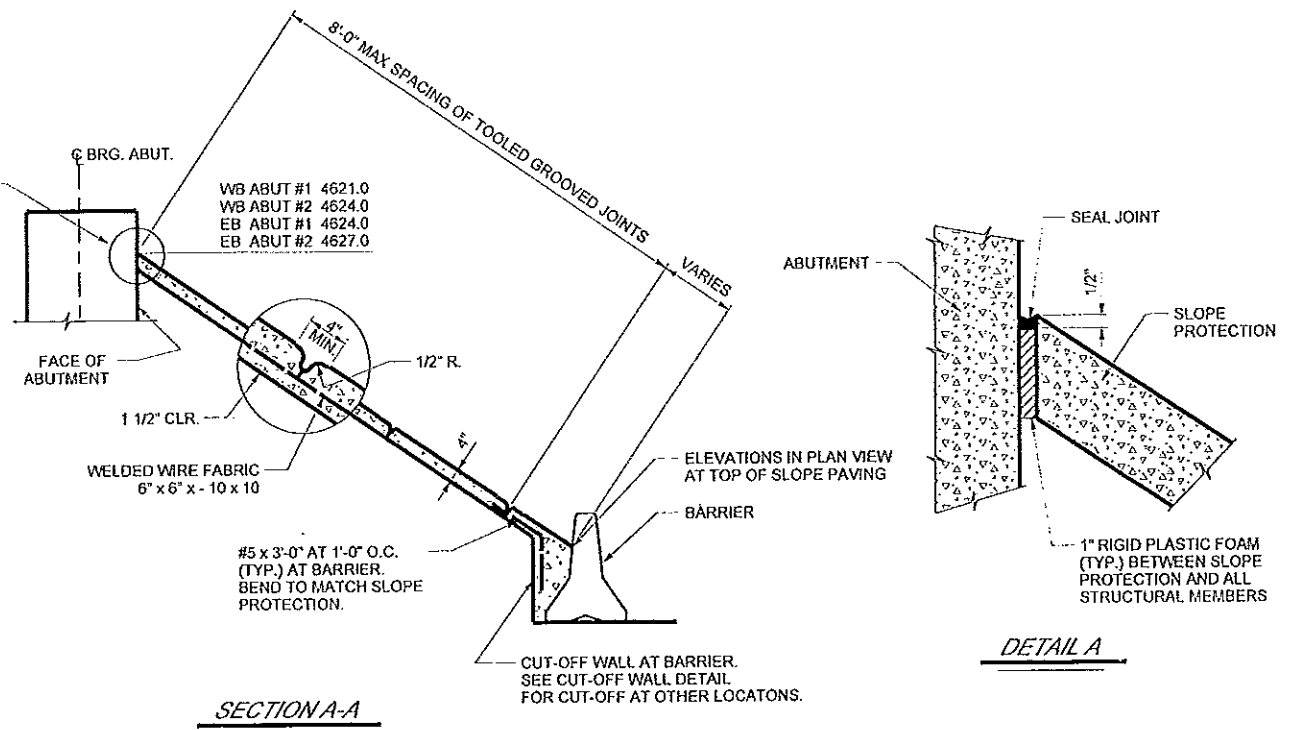




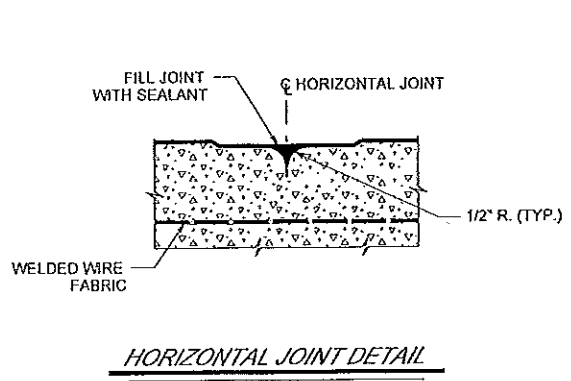
**ABUTMENT #1 PLAN**

**ABUTMENT #2 PLAN**

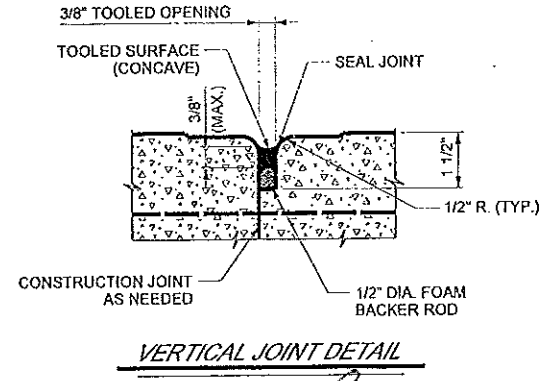
SEE DETAIL A AT ABUTMENT  
SEE CUT-OFF WALL DETAIL OTHERWISE



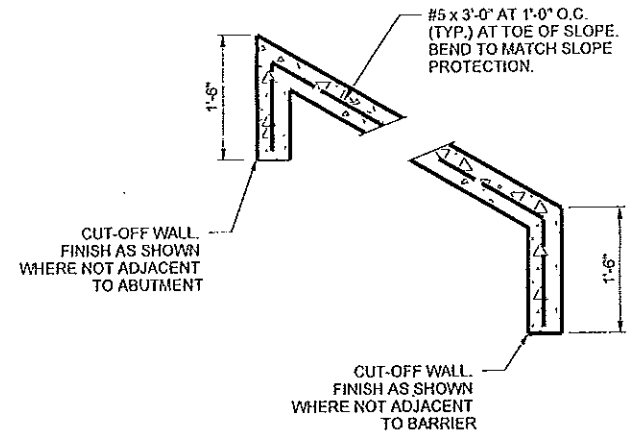
**SECTION A-A**



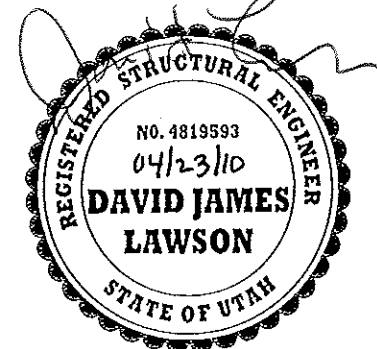
**HORIZONTAL JOINT DETAIL**



**VERTICAL JOINT DETAIL**



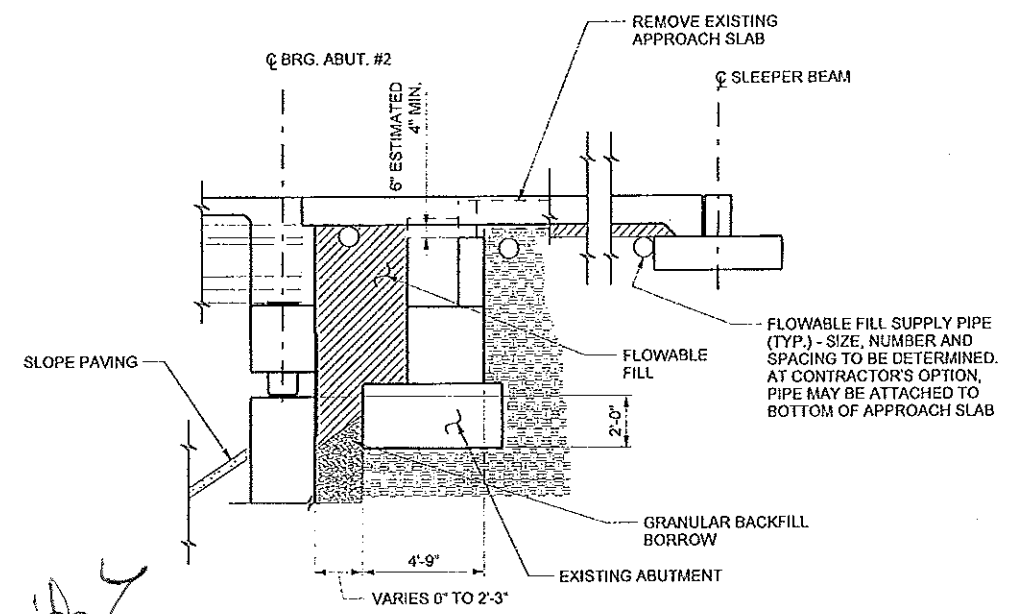
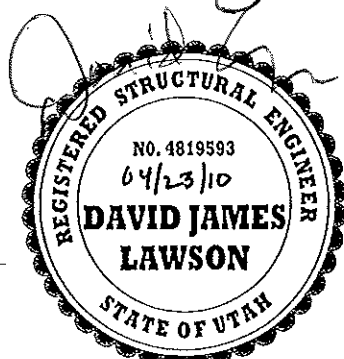
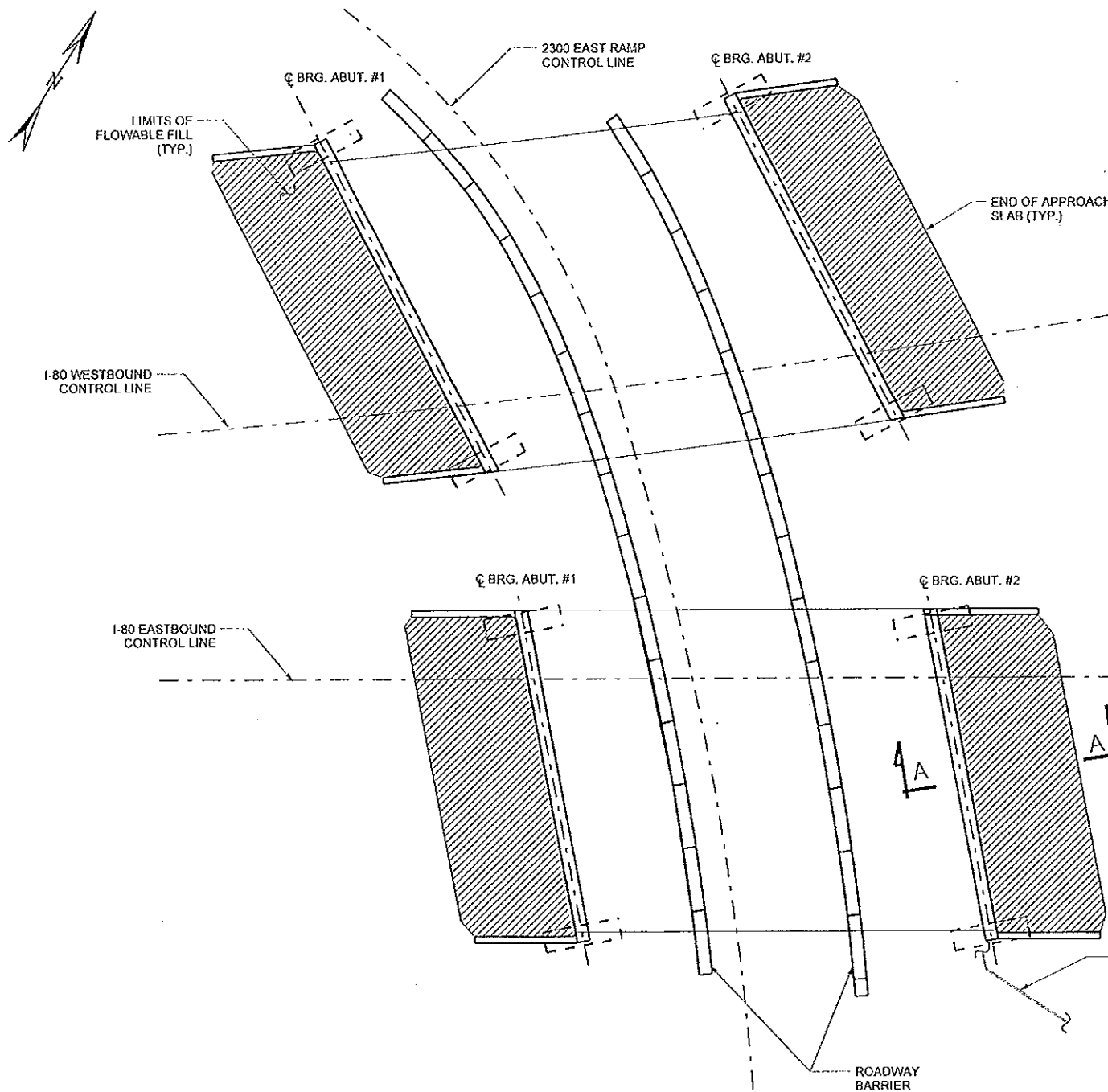
**CUT-OFF WALL DETAIL**



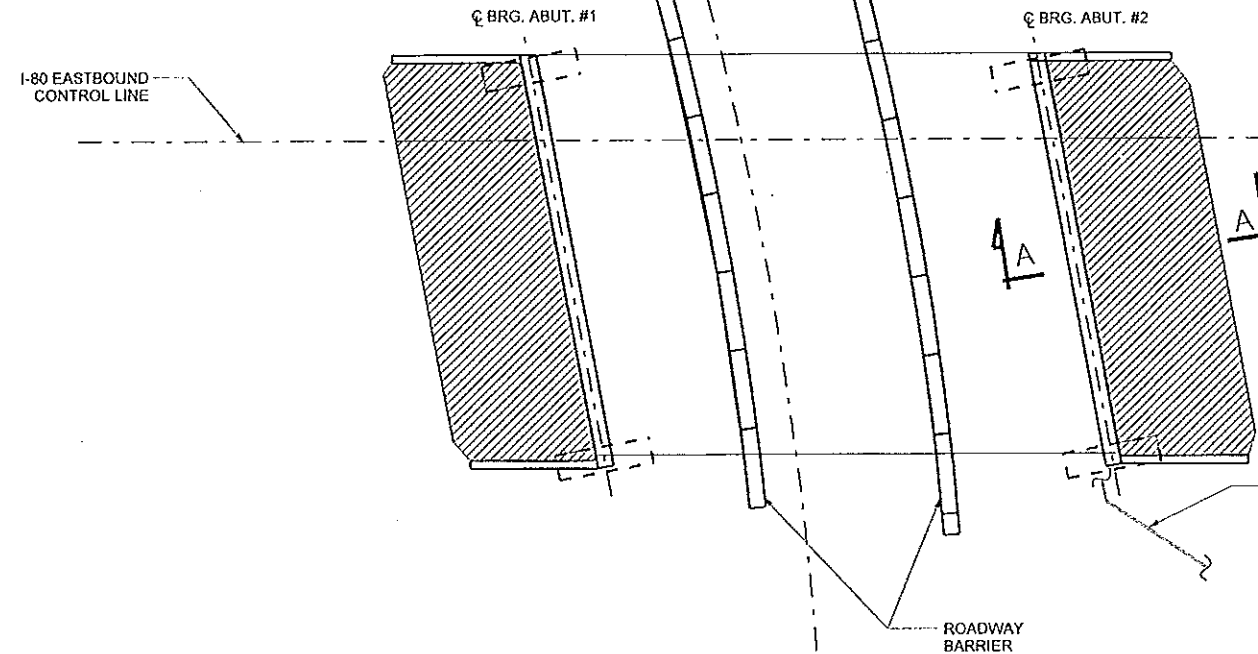
**NOTES**

1. CUT-OFF WALL (1'-6" x 4" THICK) IS CONTINUOUS AROUND PERIMETER OF SLOPE PROTECTION EXCEPT AT THE ABUTMENT. INCLUDE PAYMENT FOR CUT-OFF WALLS IN THE CONTRACT PRICE PER SQUARE FOOT FOR CONCRETE SLOPE PROTECTION.
2. ELEVATIONS AT TOE OF SLOPE ARE APPROXIMATE ONLY AND THE ENGINEER WILL VERIFY THE ELEVATIONS AT THE TIME OF CONSTRUCTION.
3. LOCATION OF THE TOE OF SLOPE ARE APPROXIMATE ONLY AND THE ENGINEER MAY MODIFY THE SLOPE TOE TO MEET FIELD CONDITIONS.
4. PRIOR TO FINAL INSPECTION SEAL JOINTS BETWEEN THE CONCRETE SLOPE PROTECTION AND ALL STRUCTURAL MEMBERS.
5. USE CLASS A (AE) CONCRETE FOR ALL SLOPE PROTECTION.

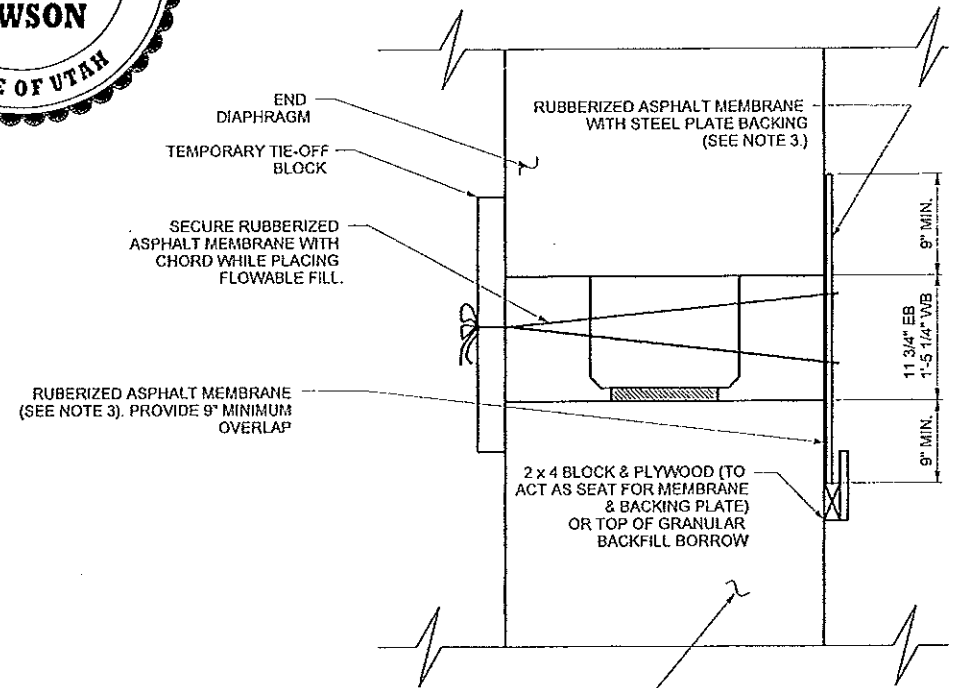
UTAH DEPARTMENT OF TRANSPORTATION SALT LAKE CITY, UTAH STRUCTURES DIVISION	PREPARED BY: MICHAEL BAKER JR., INC.	CHECK VMM 08/09	CHECK VMM 08/09	CHECK	REVISIONS
DESIGN JWK 08/09	CHECK VMM 08/09	CHECK VMM 08/09	CHECK	NO.	DATE
APPROVAL RECORD	DATE	DESIGN ENGR.	STRUCTURE DESIGN MANAGER	BY	DATE
PROJECT NUMBER	F-180-3(148)128	QUANT.		JK	02/11/10
I-80; 2300 EAST BRIDGE				AS-BUILT	
I-80 OVER 2300 EAST					
MISC. DETAILS 1 OF 2					
SALT LAKE COUNTY					
F-793					
DRG. NO.					
SHT. 41	OF 44				



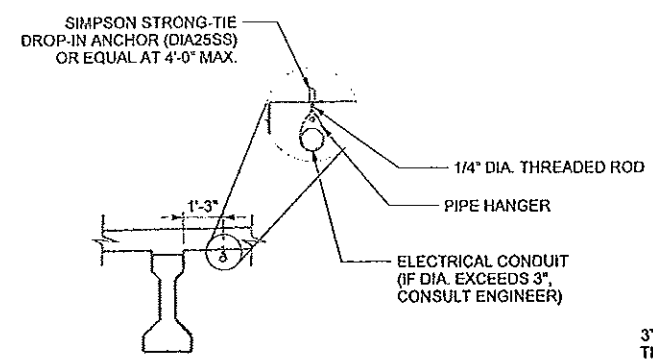
**SECTION A-A**



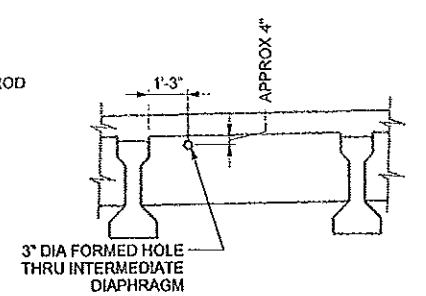
**FLOWABLE FILL LIMITS**  
(EXISTING ABUTMENTS NOT SHOWN FOR CLARITY)



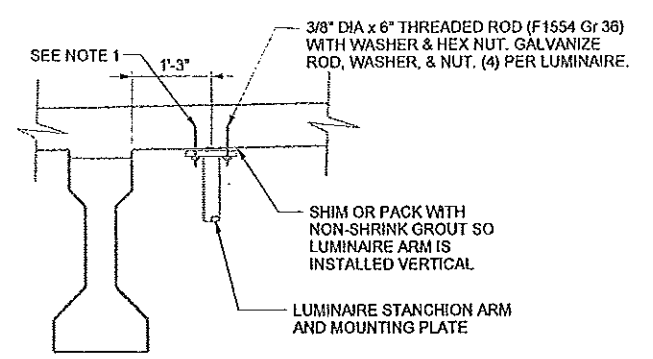
**WATERPROOFING DETAIL**



**ELECTRICAL CONDUIT HANGER**



**ELECTRICAL CONDUIT THROUGH INTERMEDIATE DIAPHRAGM**



**LUMINAIRE MOUNTING DETAIL**

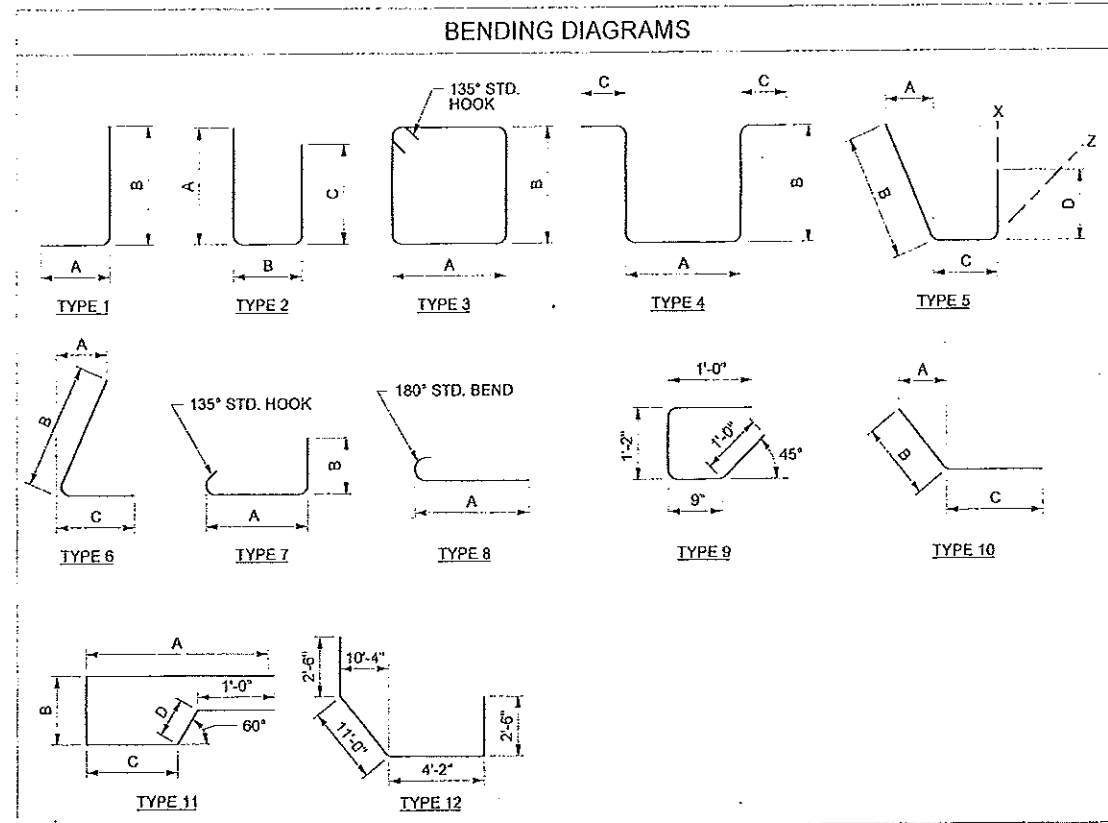
**NOTES**

1. SEE LUMINAIRE MOUNTING DETAILS FOR LOCATIONS OF THREADED RODS. PROVIDE 4" EMBED INTO CONCRETE. USE SIMPSON BRAND EPOXY TIE ET ADHESIVE (OR APPROVED EQUAL).
2. CONTAIN FLOWABLE FILL THROUGH USE OF FORMWORK AND SOIL UNTIL SHEAR BLOCKS, EARWALLS, AND WINGWALLS ARE PLACED.
3. RUBBERIZED ASPHALT MEMBRANE BACKING MUST RESIST HIGH PRESSURES FROM UNCURED FLOWABLE FILL. USE 1/4" STEEL PLATE (ASTM A36 OR BETTER) OR CONSULT ENGINEER FOR ALTERNATIVE BACKING MATERIAL.

UTAH DEPARTMENT OF TRANSPORTATION SALT LAKE CITY, UTAH STRUCTURES DIVISION		PREPARED BY: MICHAEL BAKER JR. INC.	DESIGN: JWK 08/09	CHECK: D.J.L. 08/09	DATE: 02/11/10	BY: JK	REVISIONS
APPROVAL RECORD:	DATE:	DESIGN ENGR.:	DRAWN: JWK 08/09	CHECK: YVM 08/09	DATE:	AS-BUILT	NO.
APPROVED:	DATE:	STRUCTURE DESIGN MANAGER:	QUANT.:	CHECK:			
I-80; 2300 EAST BRIDGE I-80 OVER 2300 EAST		MISC. DETAILS 2 OF 2		PROJECT NUMBER: F-180-3(148)128			
SALT LAKE COUNTY		F-793		DRG. NO.			
SHT. 42		OF 44					



MARK	LOCATION	SIZE NO.	NO. BARS	TYPE	LENGTH	TOTAL LENGTH	DIMENSIONS				SERIES INC.	REMARKS
							A	B	C	D		
AS53	SLEEPER BM	4	48	6	2'-6"	120'-0"	0'-9"	1'-3"	1'-3"			
AS54	NOT USED											
AS55	SLEEPER BM	5	66	4	5'-10"	385'-0"	0'-8"	2'-1"	0'-6"			
AS56	SLEEPER BM	5	SER. OF 66	4	5'-8" TO 6'-10"	412'-6"	0'-8"	TO 2'-7"	0'-6"	0'-0 1/8"		
AS57	SLEEPER BM	5	260	2	4'-4"	1126'-8"	0'-6"	3'-4"	0'-6"			
AS58	SLEEPER BM	5	260	2	2'-0"	520'-0"	0'-6"	1'-0"	0'-6"			
AS59	SLEEPER BM	5	260	2	5'-8"	1473'-4"	0'-6"	4'-8"	0'-6"			
AS60	SLEEPER BM	4	15	STR.	23'-8"	355'-0"					FIELD CUT AS REQ'D TO FIT AT SKEWED ENDS	
AS61	SLEEPER BM	4	15	STR.	22'-2"	332'-6"					FIELD CUT AS REQ'D TO FIT AT SKEWED ENDS	
AS62	SLEEPER BM	5	SER. OF 66	4	5'-8" TO 12'-8"	605'-0"	0'-6"	TO 5'-6"	0'-6"	0'-0 5/8"		
AS63	SLEEPER BM	5	SER. OF 66	4	5'-8" TO 12'-3"	519'-3"	0'-8"	TO 5'-3 1/2"	0'-6"	0'-0 5/8"		
AS64	SLEEPER BM	5	4	2	4'-6"	18'-0"	0'-6"	3'-6"	0'-6"			
AS65	SLEEPER BM	5	4	2	2'-1"	8'-4"	0'-6"	1'-1"	0'-6"			
AS66	SLEEPER BM	5	4	2	6'-0"	24'-0"	0'-6"	5'-0"	0'-6"			
W1	WINGWALL	6	22	STR.	17'-2"	377'-8"					FIELD BENT TO FIT AS REQ'D	
W2	WINGWALL	5	22	STR.	17'-2"	377'-8"					FIELD BENT TO FIT AS REQ'D	
W3	WINGWALL	6	SER. OF 6	STR.	10'-0" TO 13'-6"	211'-6"				1'-9"		
W4	WINGWALL	5	SER. OF 6	STR.	10'-0" TO 13'-6"	211'-6"				1'-9"		
W5	WINGWALL	6	12	10	8'-9"	105'-0"	4'-0"	4'-6"	4'-3"			
W6	WINGWALL	5	12	10	8'-9"	105'-0"	4'-0"	4'-6"	4'-3"			
W7	WINGWALL	6	6	10	15'-0"	90'-0"	10'-0"	10'-9"	4'-3"			
W8	WINGWALL	5	6	10	15'-0"	90'-0"	10'-0"	10'-9"	4'-3"			
W9	WINGWALL	5	6	STR.	2'-6"	15'-0"						
W10	WINGWALL	4	24	STR.	6'-11"	166'-0"						
W11	WINGWALL	4	8	STR.	7'-6"	60'-0"						
W12	WINGWALL	4	16	STR.	8'-1"	97'-4"						
W13	WINGWALL	4	SER. OF 7	STR.	2'-3" TO 6'-10"	190'-9"				0'-9 1/8"		
W14	WINGWALL	4	SER. OF 7	STR.	2'-3" TO 7'-3"	66'-6"				0'-10"		
W15	WINGWALL	4	SER. OF 7	STR.	2'-3" TO 5'-11"	114'-4"				0'-7 3/8"		
W16	NOT USED											
W17	NOT USED											
W18	WINGWALL	6	8	STR.	17'-2"	137'-4"						
W19	WINGWALL	5	8	STR.	17'-2"	137'-4"						
W20	WINGWALL	6	SER. OF 5	STR.	12'-0" TO 16'-0"	140'-0"				1'-0"		
W21	WINGWALL	5	SER. OF 5	STR.	12'-0" TO 16'-0"	140'-0"				1'-0"		
W22	WINGWALL	5	SER. OF 4	STR.	7'-8" TO 9'-0"	66'-8"				1'-4"		
W23	WINGWALL	6	6	10	8'-9"	52'-6"	3'-6"	4'-6"	4'-3"			
W24	WINGWALL	5	6	10	8'-9"	52'-6"	3'-6"	4'-6"	4'-3"			
W25	WINGWALL	6	2	10	17'-0"	34'-0"	9'-9"	12'-9"	4'-3"			
W26	WINGWALL	5	2	10	17'-0"	34'-0"	9'-9"	12'-9"	4'-3"			
W27	WINGWALL	5	12	STR.	5'-6"	66'-0"						
W28	WINGWALL	4	16	STR.	10'-3"	164'-0"						
W29	WINGWALL	4	SER. OF 7	STR.	2'-3" TO 9'-3"	161'-0"				1'-2"		
W30	WINGWALL	5	14	STR.	3'-9"	52'-6"						
W31	WINGWALL	4	8	STR.	2'-8"	16'-0"						
W32	WINGWALL	4	6	STR.	1'-11"	11'-6"						
W33	WINGWALL	4	6	STR.	4'-0"	24'-0"						
W34	WINGWALL	4	6	STR.	3'-2"	19'-0"						
CB1	CATCH BASIN	5	4	STR.	2'-6"	10'-0"						
CB2	CATCH BASIN	5	6	3	11'-3"	67'-6"	2'-7"	2'-7"				
CB3	CATCH BASIN	5	12	2	9'-4"	112'-0"	3'-5"	2'-6"	3'-5"			
P1	PARAPET	4	532	5	6'-7 5/8"	3530'-0 1/2"	0'-7 1/4"	3'-3"	0'-3 5/8"	3'-1"		
P2	PARAPET	4	32	STR.	83'-8"	2677'-4"					(1) 2'-3" LAP SPLICE REQ'D	
P3	PARAPET	4	64	STR.	24'-7"	1573'-4"						

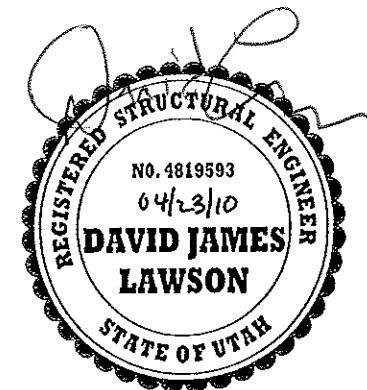


#### SUMMARY OF COATED BARS

21,810'-1 3/8"	OF NUMBER 4	AT 0.668 LBS/FT	=	14,630 LBS
92,711'-2 1/8"	OF NUMBER 5	AT 1.043 LBS/FT	=	96,698 LBS
22,988'-5"	OF NUMBER 6	AT 1.502 LBS/FT	=	34,529 LBS
2,265'-8"	OF NUMBER 7	AT 2.044 LBS/FT	=	4,631 LBS
834'-8"	OF NUMBER 8	AT 2.670 LBS/FT	=	2,229 LBS
17,340'-1 3/8"	OF NUMBER 9	AT 3.400 LBS/FT	=	58,957 LBS
3,289'-0 1/2"	OF NUMBER 11	AT 5.313 LBS/FT	=	17,475 LBS
TOTAL =				229,149 LBS

#### 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. 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 FABRICATOR'S 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	
DESIGN	D.J.L.	08/09	CHECK	J.K.	08/09
DRAWN	C.R.S.	08/09	CHECK	J.K.	08/09
QUANT.	D.J.L.	08/09	CHECK	J.K.	08/09
APPROVAL	RECORD	DATE	DESIGN ENGR.	DATE	STRUCTURE DESIGN MANAGER
PREPARED BY: MICHAEL BAKER JR. INC.					
PROJECT NUMBER: F-180-3(148)128					
REINFORCING SCHEDULE 2 OF 2					
SALT LAKE COUNTY					
F-793					
DRG. NO.					
SHT. 44 OF 44					