FED ROAD DIST NO	STATE	FED AID PROJ NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
UTAH	UTAH	I-15 8(17)342		1	47

REVISION DATE 12/15/64

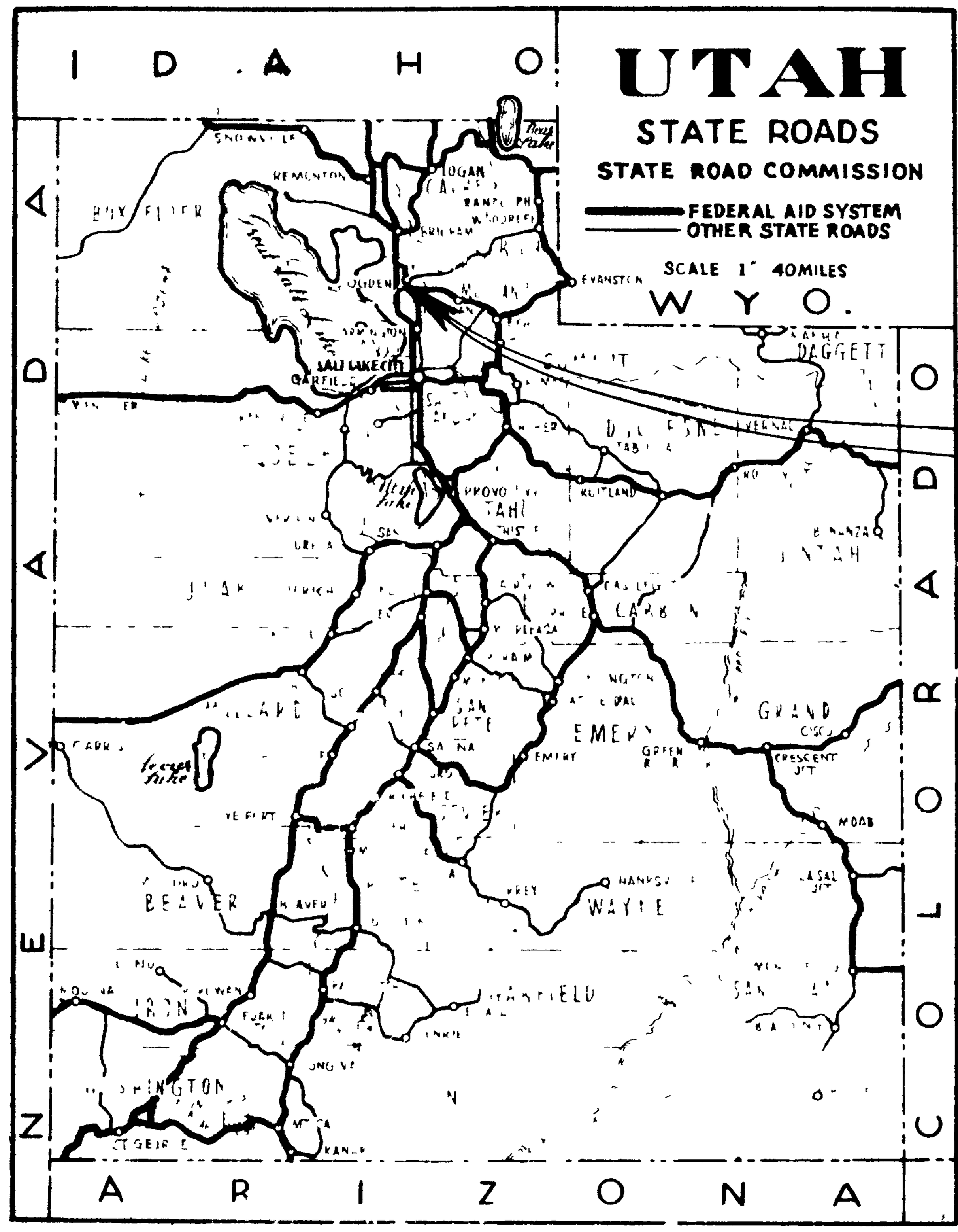
AS CONSTRUCTED PLANS
STATE OF UTAH
STATE ROAD COMMISSION

PLANS OF PROPOSED STATE ROAD

FEDERAL AID PROJECT

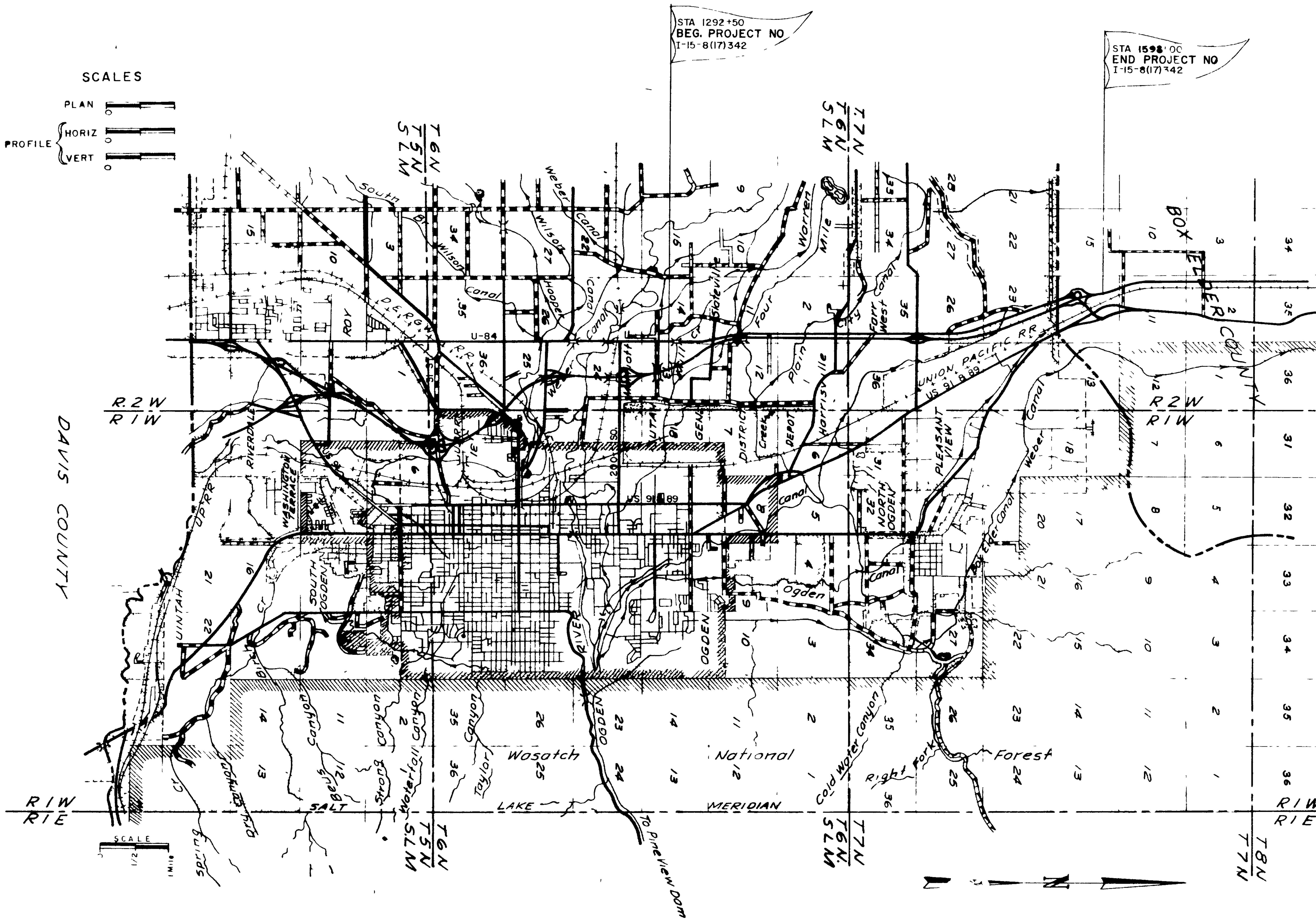
I-15-8 (17) 342
300 NORTH TO HOT SPRINGS
WEBER & BOX ELDER COUNTY
LENGTH 5786 MILES

EFFECTIVE 1-10-67



I-15-8(17) 342
300 NO. To HOT SPRINGS

SCALES
PLAN
PROFILE HORIZ
VERT



INDEX TO SHEETS

SHEET No	DESCRIPTION	DRAWING No	STATION
1	TITLE SHEET		
2,2A-2[illegible]	TYPICAL SECTION & MAT LS SHEETS		
3A E	SUMMARY SHEETS		
[illegible] 33	PLAN & PROFILE SHEETS		
34-35	8x5x194 10" BOX CULVERT	E-1452	1296+73
36	12x6'x198' BOX CULVERT	E-1453	1313+50
37-38	8'x4x201 8 BOX CULVERT	E-1454	1493+00
39	SPLITTER DETAIL	V 932	1427+50
	THESE SHEETS NOT INCLUDED IN THIS PLAN		
40	*STANDARD BACKER*	Y-873	
41	*CONC END SECTIONS*	322	
[illegible]	STANDARD DIVERSION BOX	360 1-3	
[illegible]	HAND SLIDE GATE	361	
[illegible]	MEDIAN DROP INLET	346	
[illegible]	SHOULDER AND MEDIAN DRAINS	347	
[illegible]	STANDARD CATCH BASINS	V 750	
[illegible]	SUPERELEVATION AND WIDENING	203 1-2	
[illegible]	ENTRANCE & EXIT RAMP GEOMETRICS	207	
[illegible]	CONSTRUCTION SIGNS	500 1-5	
	" IDENT SIGNS	504	
[illegible]	RIGHT OF WAY FENCE AND GATES	521	
[illegible]	DEEP BEAM HIGHWAY GUARD RAIL	230	
6[illegible]	PROJECT & R/W MARKERS & GUIDE POST	540	
[illegible]	GROUND MOUNTED SIGNS INSTALLATION DETAILS	513	

UTAH STATE DEPARTMENT OF HIGHWAYS

RECOMMENDED FOR APPROVAL NOVEMBER 1964
ENGINEER OF HIGHWAY DESIGN

RECOMMENDED FOR APPROVAL NOVEMBER 1964
Blaine J. Kay
ENGINEER OF PLANS AND CONTRACTS

APPROVED NOVEMBER 1964
Burton
DIRECTOR OF HIGHWAYS

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED

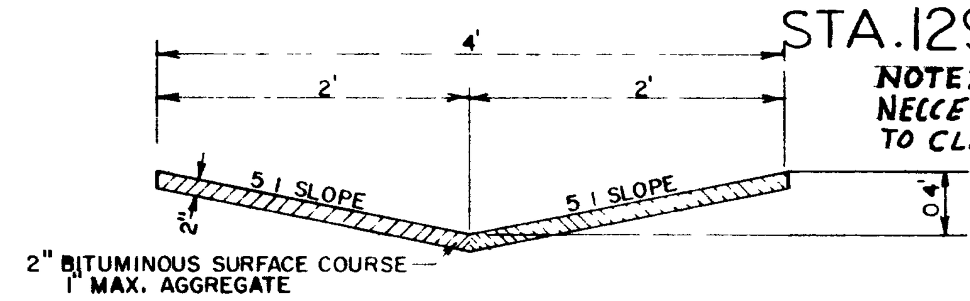
DIVISION ENGINEER DATE

FED ROAD DIST NO	STATE	PROJ NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
UTAH	UTAH	I-15-8(7)342	1964	2	

REV DATE 12/15/64
CONSTRUCTION CHANGE 11/22/66

TYPICAL SECTIONS

APPLICATION	TYPE	AMOUNT FOR ESTIMATING PURPOSES ONLY
GRAVEL BASE COURSE		140 LBS PER CU FT
PORTLAND CEMENT TREATED BASE COURSE		2% BY WT
CURING COAT	MC-70-250	0.15 GAL PER SQ YD
GRAVEL SURFACE	TYPE A	BY WEIGHT
BIT SURFACE FOR 1" MAX, 3/4" MAX AGG	85-100 PENETRA	5.5% BY WT
BIT SURFACE FOR 1" MAX, 3/4" MAX AGG	3/4"-1" MAX AGG	2" MAX COURSE
TACK COAT	RC-70-250	0.1 GAL PER SQ. YD
SEAL COAT FOR SHOULDERS	RC-70-250	0.1 GAL PER SQ. YD
BITUMINOUS ADDITIVE	COMMERCIAL GRADE	1% RC-800 IN GALS
HYDRATED LIME		1% BIT SURF COURSE
PORTLAND CEMENT	TYPE 1	2% BY WT (94 lbs Per Bag)
PRIME COAT	MC-250	0.5 GAL PER SQ YD
PRIME COAT FOR BITUM. LINED MED DITCH	MC-250	0.2 GAL. PER SQ YD

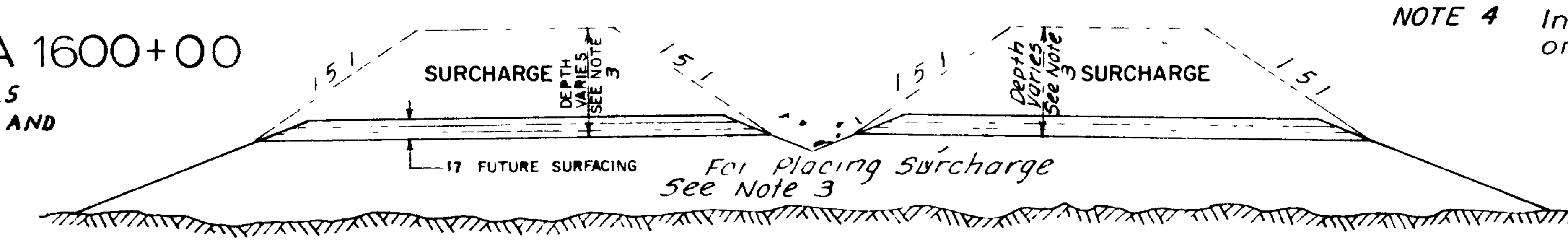


BITUMINOUS LINED MEDIAN DITCH
NONE PLACED

I-15

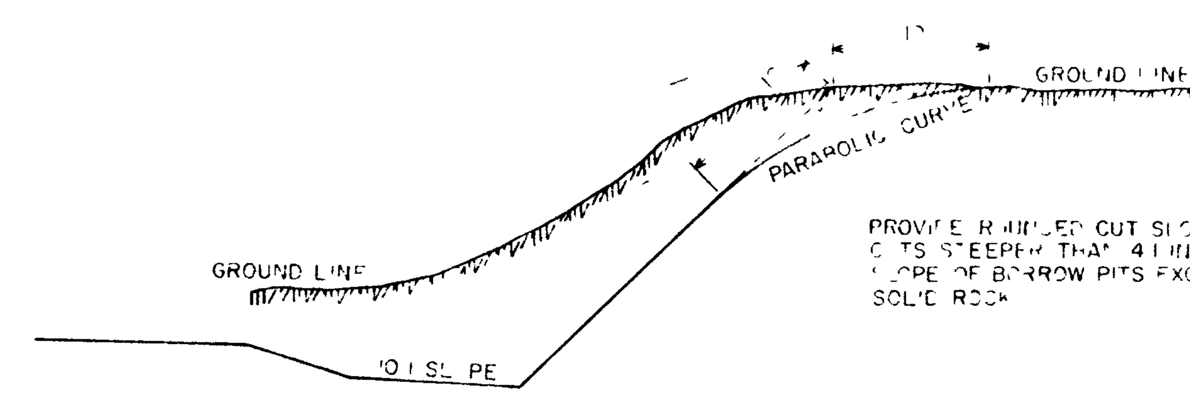
STA. 1292+50 TO STA 1600+00

NOTE: MEDIAN SLOPE VARIED AS NECCESSARY TO DRAIN MEDIAN AND TO CLEAR PIPES



For Placing Surcharge
See Note 3

NOTE 4 Interstate and Ramp Surfacing on this sheet is identical



PROVIDE ROUNDED CUT SLOPE ON ALL CUTS STEEPER THAN 4:1 INCLUDING BACK SLOPE OF BORROW PITS EXCEPT CUTS IN SOLID ROCK

I-15

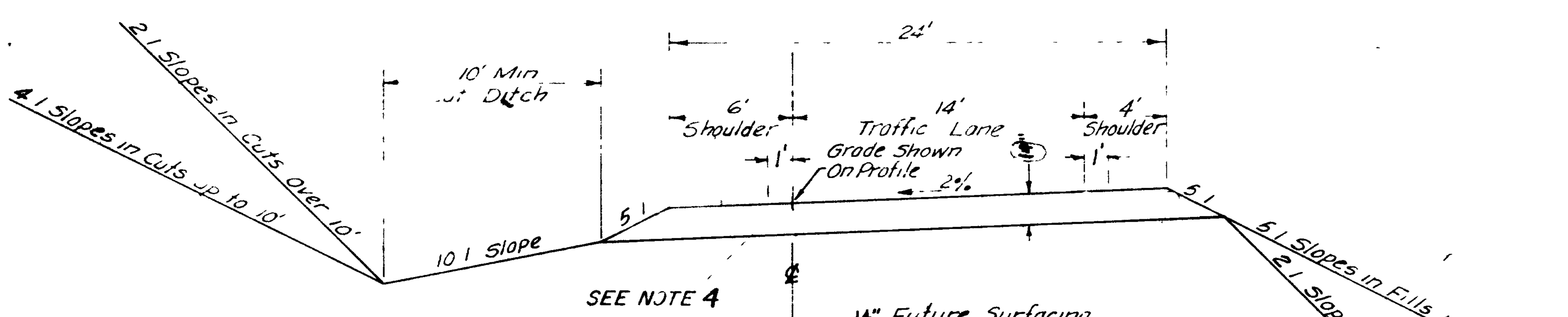
NOTE [illegible] AND RAMPS NOT [illegible]

NOTE [illegible] M.P.H. [illegible] IN ACCORDANCE WITH [illegible] 3

NOTE 3
PLACE SURCHARGE ON FILL SLOPES WITH 1.5:1 SIDE SLOPES AS SHOWN
PLACE SURCHARGE TO DEPTH AS INDICATED ON THE PROFILE SHEETS NO 21, 23
AT THE FOLLOWING STATIONS

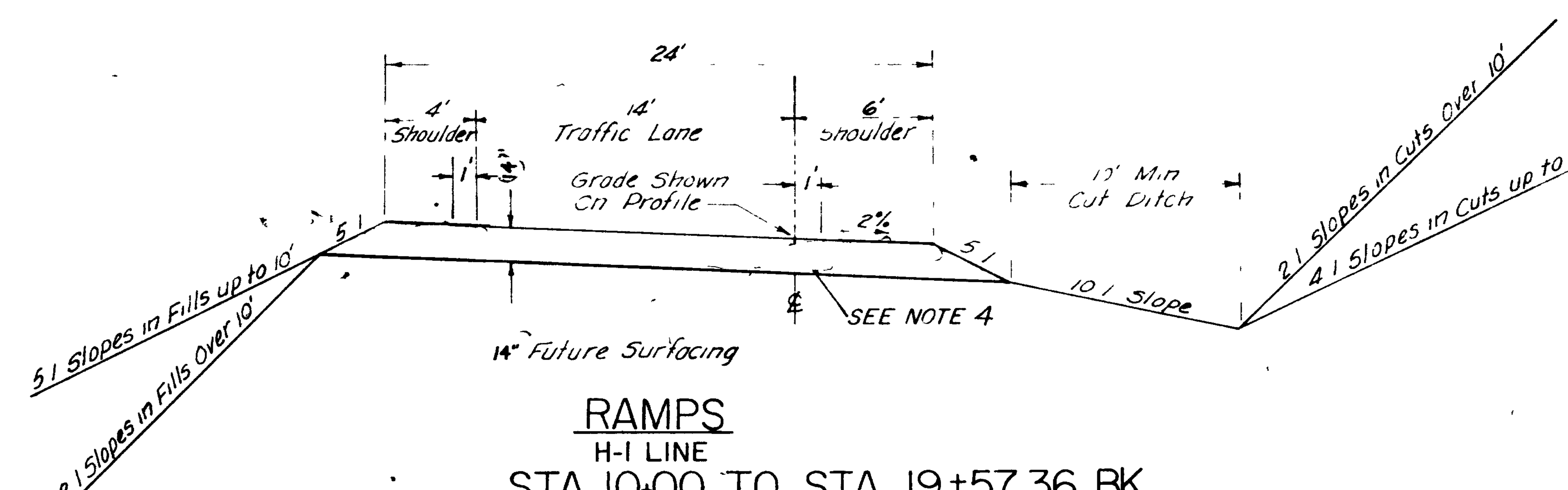
I-15

STA 1380+51 to STA 1383+58±
STA 1384+57 to STA 1387+64
STA 1442+20 to STA. 1445+85
STA 1446+91 to STA 1450+56



RAMPS

H-2 LINE
STA 10+00 TO STA 27+42.33
H-2A LINE
STA. 10+00 TO STA. 17+37.96
H-3 LINE
STA. 10+00 TO STA. 25+20.80
"V" LINE
STA. 10+00 TO STA. 35+35.01
GRADE TO DRAIN



RAMPS

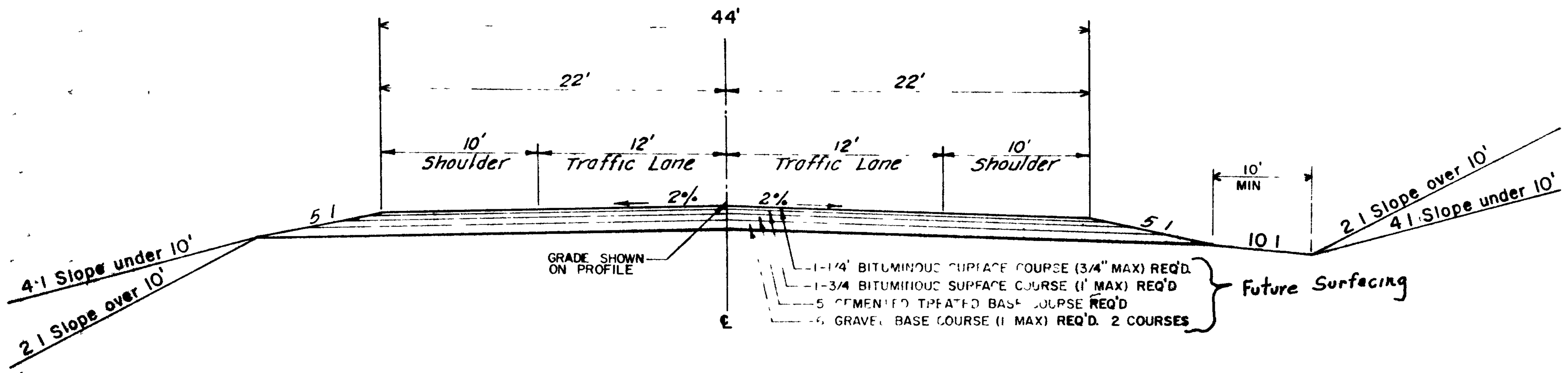
H-1 LINE
STA. 10+00 TO STA. 19+57.36 BK.
STA. 19+54.32 AH. TO STA. 26+31.54
H-4 LINE
STA. 10+00 TO STA. 16+14.67
"W" LINE
STA. 10+00 TO STA. 35+95.87
GRADE TO DRAIN

CUT AND FILL SLOPE SCHEDULE	
2:1 SLOPES	
STA. 1419+00 to 1425+00	LT & RT
STA. 1430+00 to 1439+00	LT & RT
STA. 1572+00 to 1575+00	LT
4:1 SLOPES	
STA. 1405+00 to 1409+00	LT & RT.
STA. 1463+00 to 1484+00	LT & RT
STA. 1529+00 to 1550+00	LT & RT

STATE	PROJECT NO.	SHT NO.	TOTAL SHT
UTAH	I-15-8(17)342	2A	

REV DATE 12/15/64
" " 6/9/65 CONST CHANGE

TYPICAL CROSS SECTION

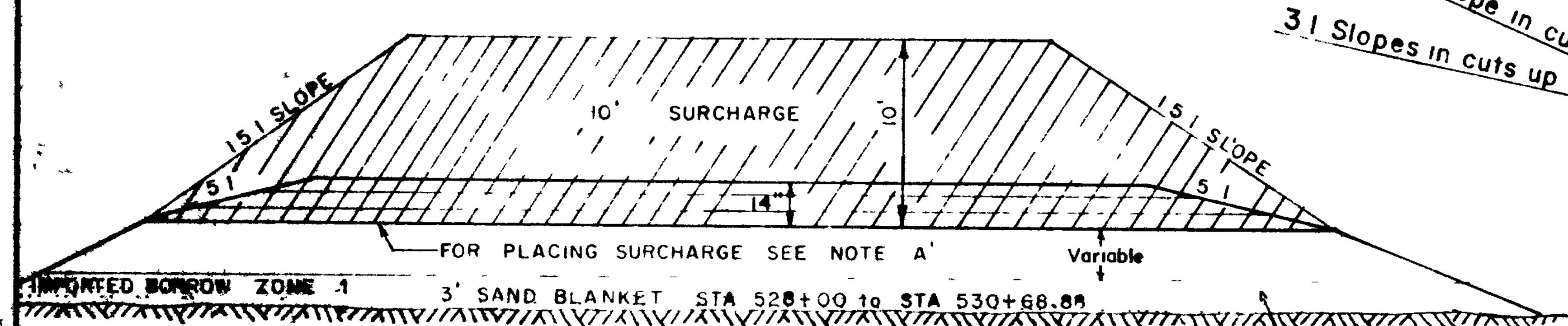


U-84

STA 515+00 TO STA. 525+58
STA 537+50 TO STA. 544+00
GRADING ONLY — SURFACING ON FUTURE CONTRACT

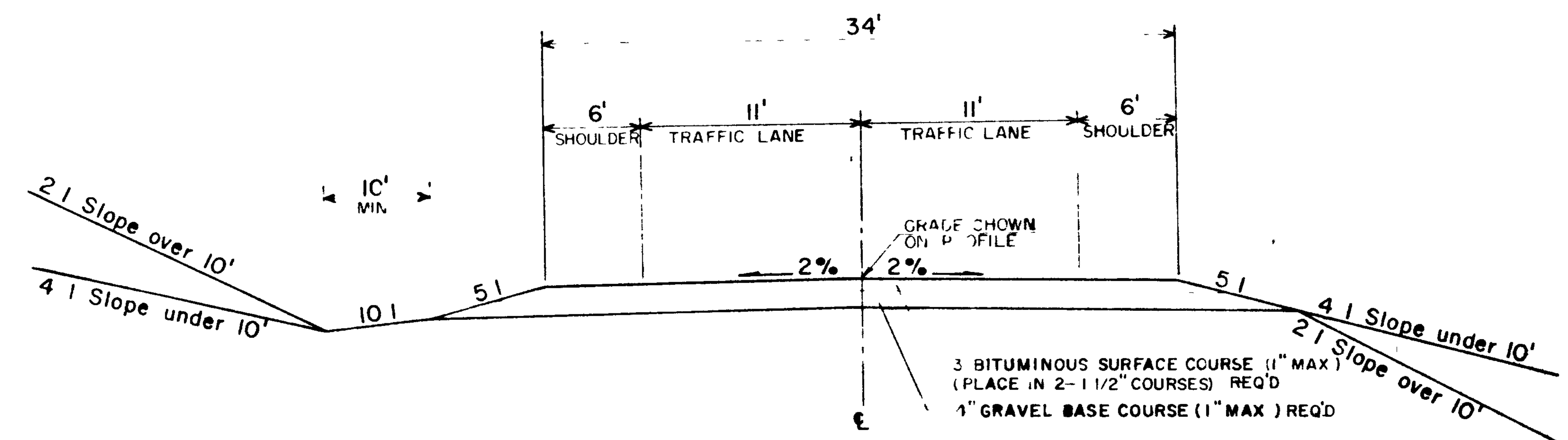
DESIGN SPEED 50 M PH

NOTE A:
PLACE SURCHARGE ON FILL SLOPES WITH 1.5 1 SIDE SLOPE AS SHOWN. PLACE SURCHARGE TO DEPTH OF 10 FEET AS INDICATED ON THE PROFILE SHEET NO 32 AT THE FOLLOWING STATIONS
U-84
STA 528+00 to STA 530+68.88
STA 532+72.73 to STA 534+00



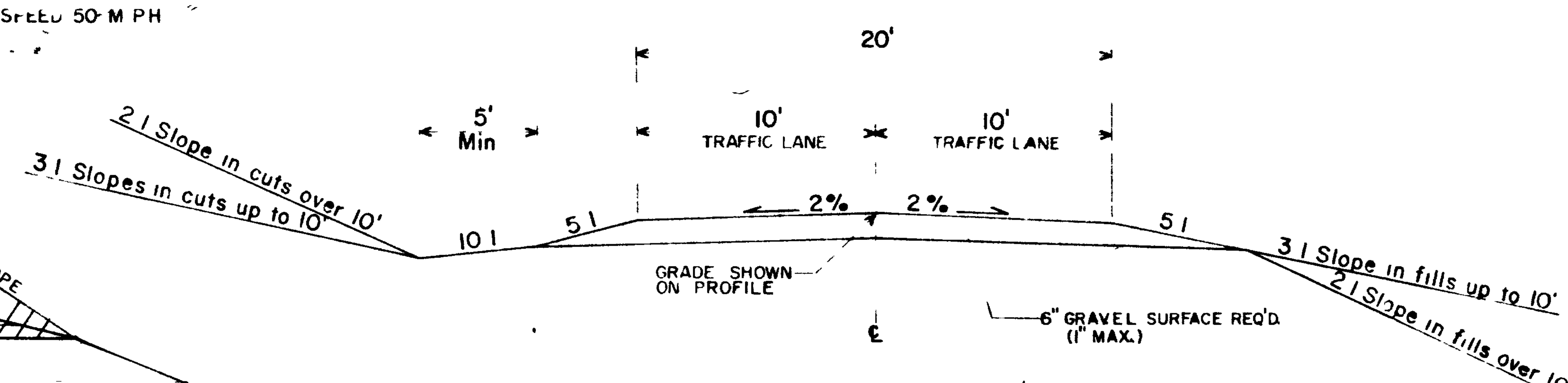
NOTE
FOR PLACING OF SAND BLANKET SEE SHEET 17

FROM STA 528+00 TO STA 530+68.98 EXCAVATE EXISTING U-84 ROADWAY BEFORE PLACING SAND BLANKET



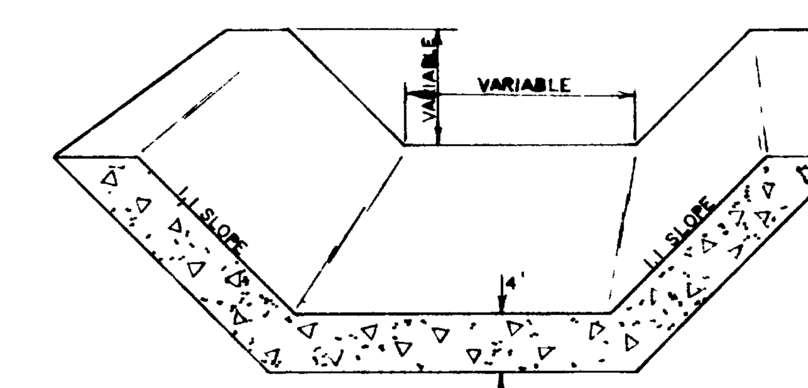
1700 NORTH STREET

STA. 17+00 to STA 23+00
DESIGN SPEED 30 M PH
Original Street left in place — Grading and Surfacing to be done on FUTURE CONTRACT



FRONTAGE ROAD

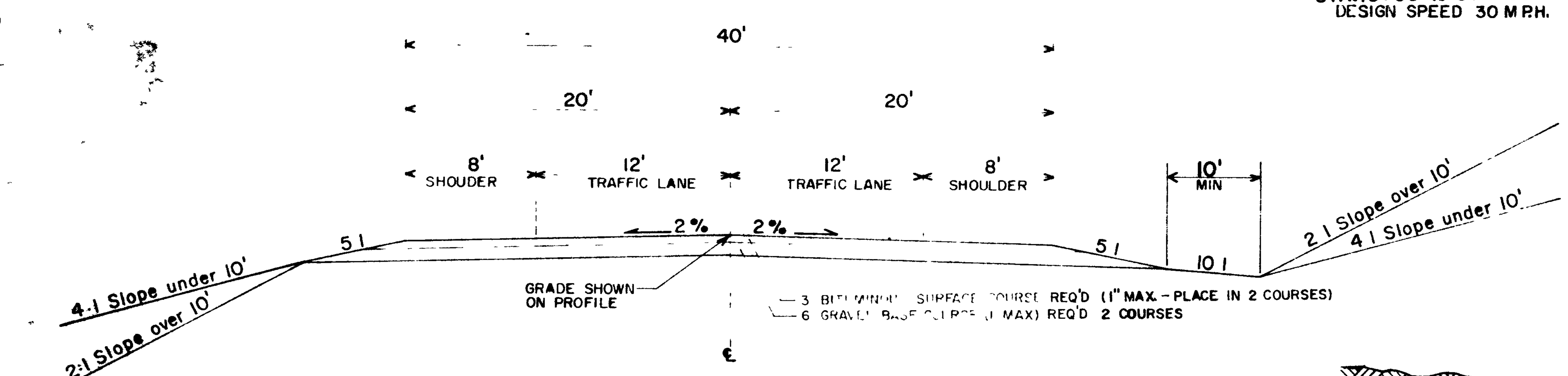
"X" LINE
STA 10+00 to STA. ~~64+41.21~~ AND Sta. 85+50 to 87+61.90
"Y" LINE
STA.10+00 to STA 33+02.53
DESIGN SPEED 30 M.P.H.



1½:1 Side slope

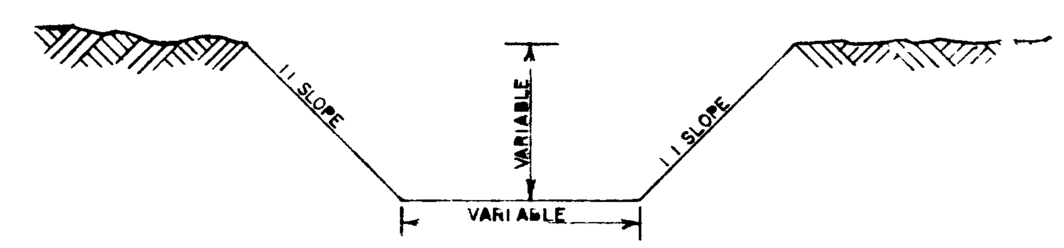
TYPICAL CONCRETE-LINED DITCH

STATION	to STATION	DEPTH		BOTTOM WIDTH	BOOK NO	[illegible]
1296+25	1298+75	RT	2'	1'	31	1
1377+00	1383+41	LT	2'	2'	31	2
1446+70	1456+60	RT	3'	2'	31	10
1426+60	1428+45	RT	3'	2'	31	[illegible]
13+65 H2A	18+10 H2	LT.	3'	2'	31	[illegible]
1426+60	1427+25	LT	2'	2'	31	[illegible]
1351+70		LT	2'	2'	31	[illegible]
1383+70		LT	2'	1'	31	[illegible]
1392+50		LT.	2	1'	31	[illegible]
1426+40		LT	2'	2'	31	[illegible]
1426+40		LT	2'	1'	31	[illegible]



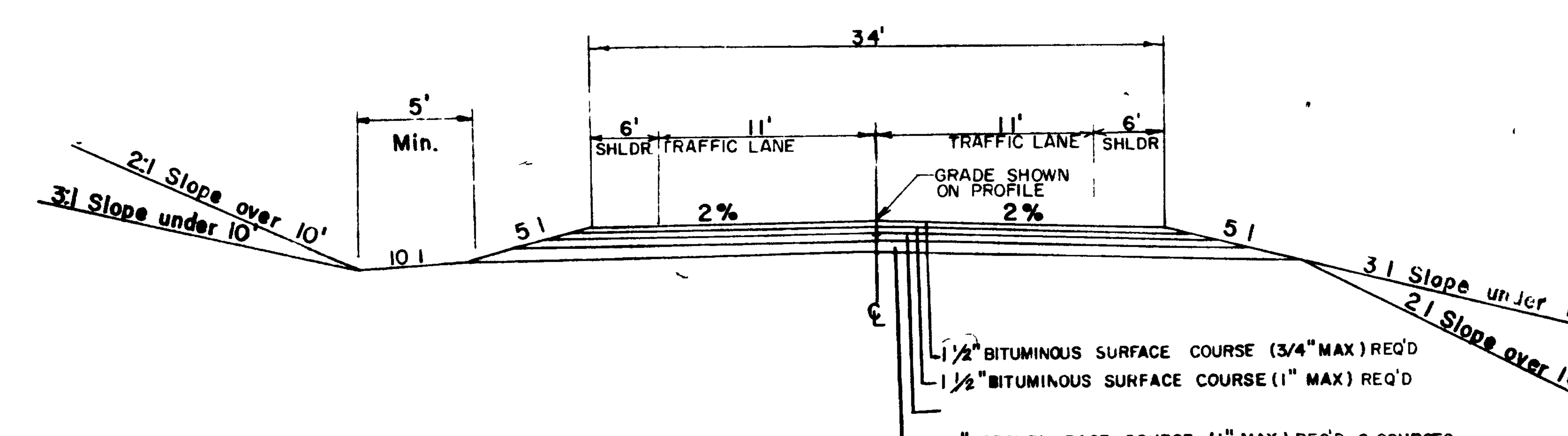
2700 NORTH STREET

STA. 15+30 to STA 24+00
DESIGN SPEED 30 M.PH
Original Street left in place — Grading and Surfacing to be done on FUTURE CONTRACT



TYPICAL
SMALL DITCH

NOTE
FOR SMALL DITCH BOTTOM WIDTH AND DEPTH SEE PLAN AND DRAINAGE SUMMARY SHEETS



U-84 DETOUR

STA. 0+00 TO STA 27+00
DESIGN SPEED 30 M PH
SEE NOTE IN FRONT OF FIELD BOOK No. 12

NOTE: FOR ROUNDED CUT SLOPE DETAILS SEE SHEET NO. 2
NOTE: FOR BITUMINOUS MATERIAL SCHEDULE SEE SHEET NO 2

UTAH STATE ROAD COMMISSION
SALT LAKE CITY UTAH

NOTES

The information on these materials prospects shall in no way be construed so as to conflict with "Division I, Section 1-6 2 of Designated Local Materials Sources of the State of Utah Standard Specifications, 1960 Edition and Supplements."

LEGEND

Ground Water Table (GWT) = ▼ , ⊙ = Test Hole
Bottom of Test Hole = ✱ , ◯ = Section No
Section Line (℄) =
1/4 Section Line =
1/16 Section Line =
℄ HIGHWAY =
Prospect Boundary =
Property Boundary =

Topsoil or Fill | Clay | Silt | Sand | Gravel & Boulders | Solid Rock

FED ROAD DIV NO	STATE	FEDERAL AID PROJECT NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
UTAH	UTAH	I-15-8(17)342	1964	28	

UTAH STATE DEPARTMENT of HIGHWAYS MATERIALS SECTION

MATERIALS PROSPECTS AND TEST HOLES

PROJECT NO I-15-8(17)342

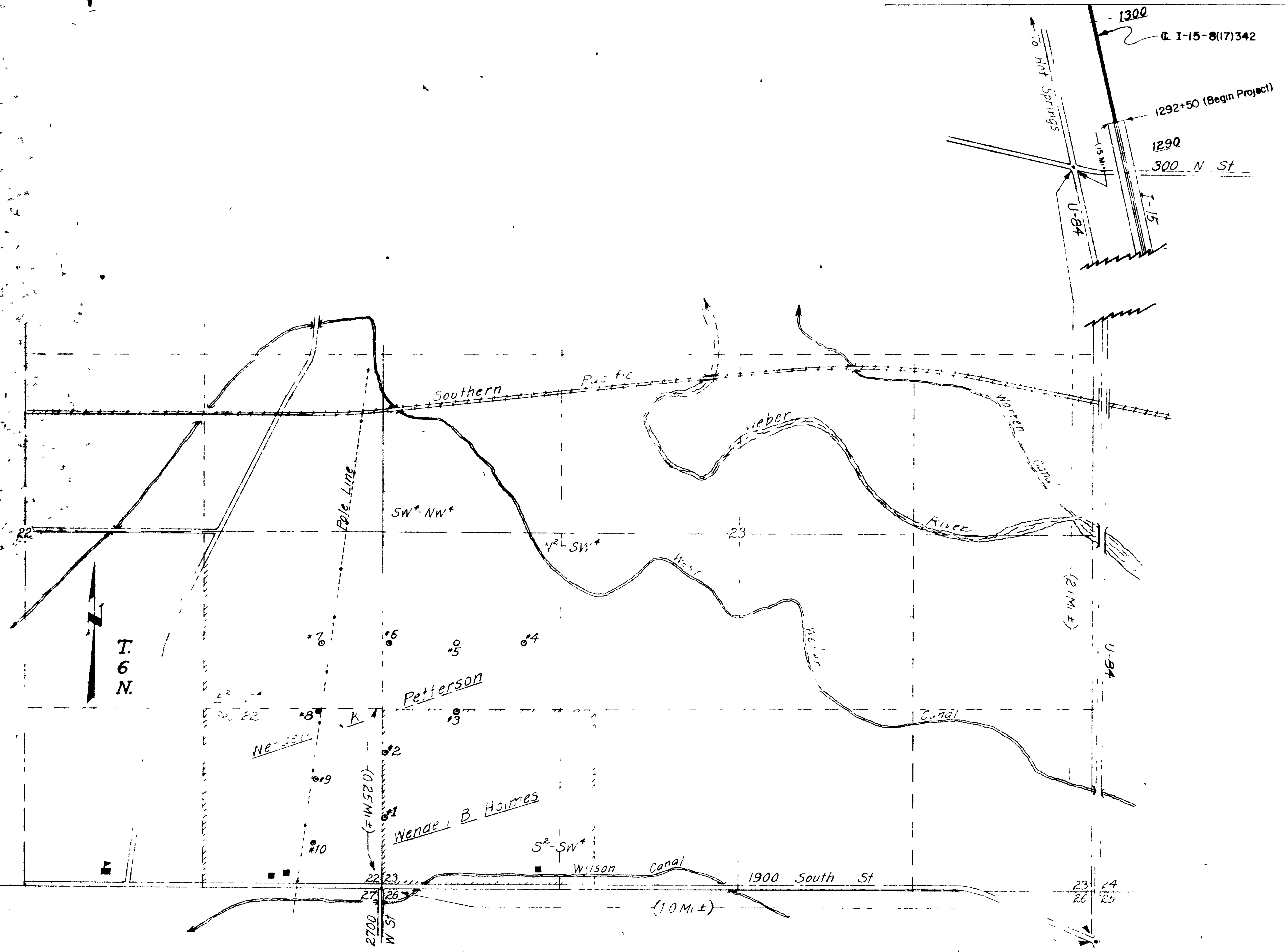
PROJECT NAME 300 NORTH TO HOT SPRINGS

COUNTY WEBER 29-1-1

DATE JUNE 1964 DRAWN BY JWCLOPTON

DATA BY AUTH 5851

FIELD BOOK | SHEET NO 1 OF 1



Lab Number	384-S-64	385-S-64	386-S-64	387-S-64	388-S-64	389-S-64	390-S-64	391-S-64	392-S-64	393-S-64
Test Hole Number	1	2	3	4	5	6	7	8	9	10
Depth	0'-20'	0'-20	0'-20'	0'-20'	0'-20'	0'-20'	0'-20'	0-20'	0'-20'	0'-20
Screen Analysis										
Passing 3										
Passing [illegible]										
[illegible]										
Passing [illegible]										
Passing [illegible]										
Pa[illegible]	100	100	100	100	100	100	100	100	100	100
Pa[illegible]										
Pa[illegible]	96	95	96	96	97	94	92	86	96	94
[illegible] %	22	0	9	21	17	9	10	4	11	7
Liquid [illegible]										
Plast[illegible]	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP
Swell		0		0		0				
C B R Min %		13		4		9				
A A S H O Class	A-2-4	A-3	A-3	A-3	A-2-4	A-3	A-3	A-3	A-2-4	A-3
Dry Weight		106		113		102				

R-2-W. S.L. B & M Scale 1" = 500' Contour Interval = 5'

BORROW Prospect No 1

B & M Scale 1" = Contour Interval =

Prospect No

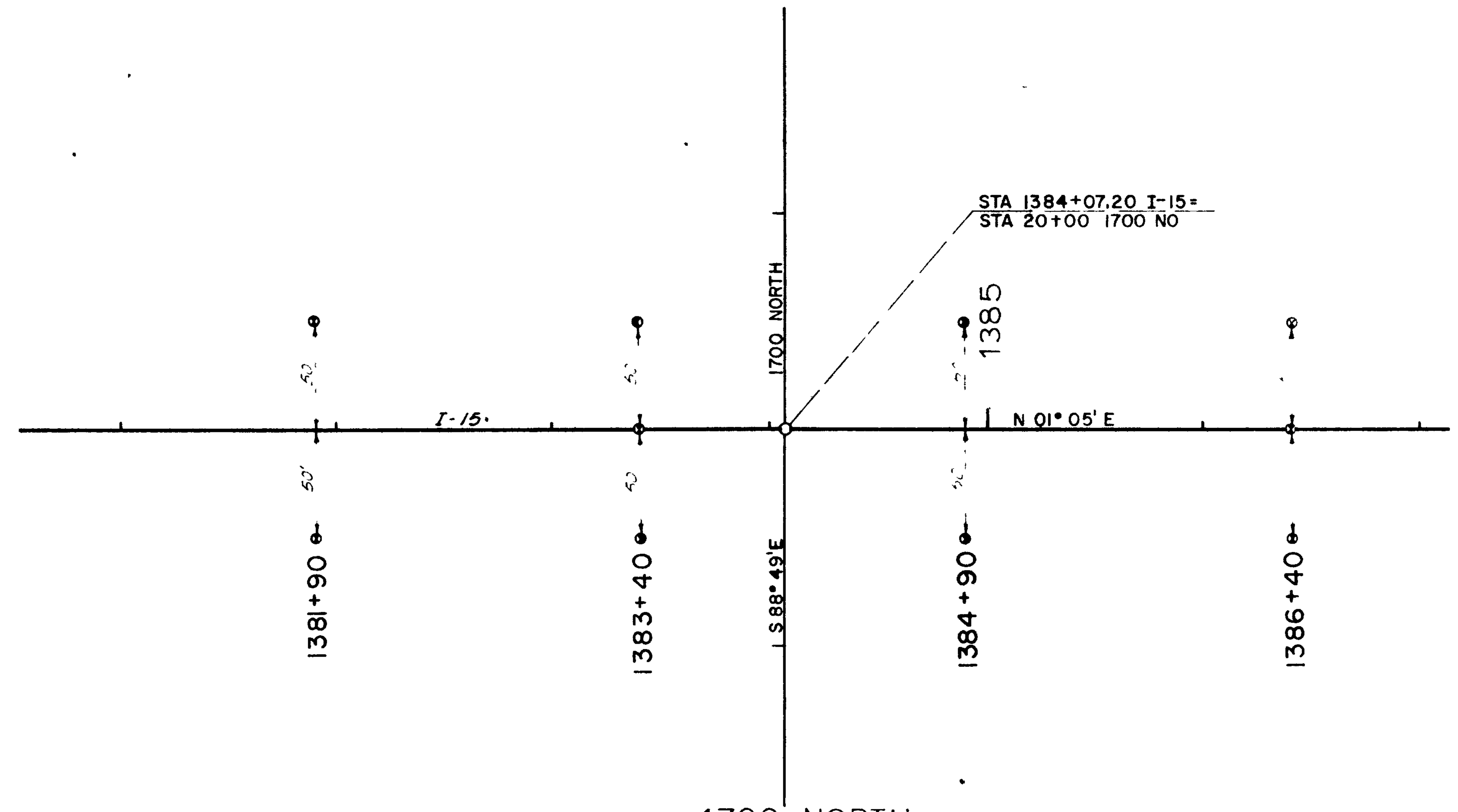
B & M Scale 1" = Contour Interval =

Prospect No

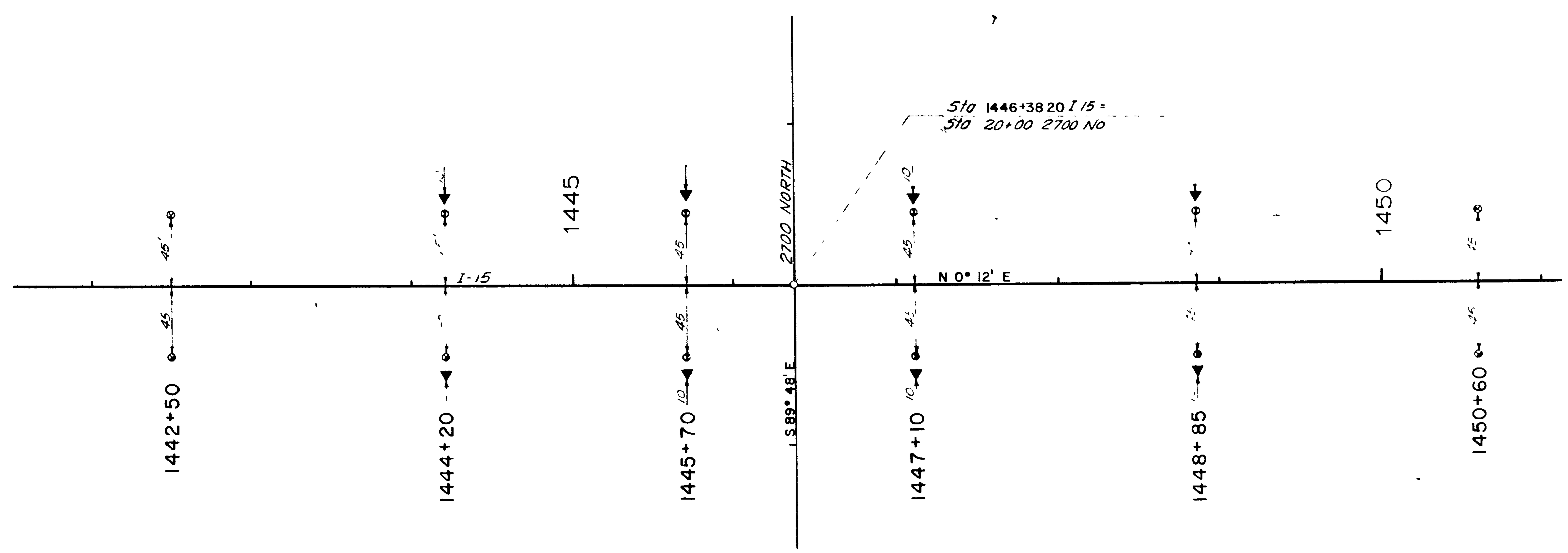
B & M Scale 1" = Contour Interval =

Prospect No

FED ROAD DIST NO	STATE	PROJ NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
UTAH	UTAH	I 15 8(1)342	1964	2C	



1700 NORTH



2700 NORTH

SETTLEMENT PLATFORM & PIEZOMETER LOCATION

⊗ Settlement Platform

▼ Piezometer

SUMMARY SHEET

REV DATE 12/15/64
" " 1/25/65
CONST CHANGE " " 6/9/65

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	UTAH	UTAH I-15-8(17)342	1964	3	

SUMMARY OF GRADING QUANTITIES

FROM STATION	TO STATION	EMBANKMENT CUBIC YD.	EMBANKMENT X FACTOR CUBIC YD	ROADWAY EXCAVATION CUBIC YD	IMPORTED BORROW ZONE 1 TON	OVERHAUL CLASS "A" STATION YD	OVERHAUL CLASS "B" YARD MI	IMPORTED BORROW CUBIC YD	CROSS HAUL FROM LANES, LINE or PIT	CROSS HAUL TO LANES, LINE or PIT
1292+50	1308+00	85,696	102,835					102,835	BORROW PIT	
1308+00	1337+00	81,735	98,082	26				98,056	" "	
1337+00	1369+00	83,304	99,965	20				99,945	" "	
1369+00	1377+00	84,975	101,970					101,970	" "	
1377+00	1385+55	86,308	103,570					103,570	" "	
1385+55	1390+00	85,365	102,438					102,438	" "	
1390+00	1408+00	78,387	94,065					94,065	" "	
1408+00	1437+00	88,577	106,293	350				105,943	" "	
1437+00	1444+00	74,612	89,534					89,534	" "	
1444+00	1451+00	94,619	113,543	301				113,242	" "	
1451+00	1467+00	82,767	99,320	8				99,312	" "	
1467+00	1486+00	74,472	89,366					89,366	" "	
1486+00	1518+00	83,202	99,842	109				99,733	" "	
1518+00	1539+00	84,439	101,327					101,327	" "	
1539+00	1564+00	84,530	101,436	29				101,407	" "	
1564+00	1573+00	114,768	137,722	49				137,673	" "	
1573+00	1582+00	380,231	456,277	2				456,277	" "	
1582+00	1586+00	45,391	54,469					54,469	" "	
1586+00	1600+00	63,935	76,722					76,722	" "	
MAINTENANCE BERMS										
1325+00	1572+00	600	720					720	BORROW PIT	
MAT'L. TO REPLACE TOP SOIL										
		61,171	73,405					71,201	BORROW PIT	
FOR SAND BLANKET AT U-84										
527+00	530+69			1,000	3,090				EXC MAT'L TO REPLACE TOPSOIL	
1487+00	1492+00	10' BOTTOM	CHANN EXC	1,204					EXC MAT'L TO REPLACE TOPSOIL	
	TOTAL	1,919,084	2,302,901	3,098	3,090			2,299,803		
	USE	2,015,100	2,418,100	3,400	3,300			2,414,800		
PAY QUANTITY				4,135 2	10,794 65			2,473,791		

LINEAR SUMMARY

LANES or LINE	FROM STATION	TO STATION	EQUATION and STRUCTURES over 20ft. SPAN	PROJECT LIN. FT	LANES ROAD MILES	RAMP ROAD LIN. FT.	CROSSING ROAD LIN FT	FRONTAGE ROAD LIN FT
I-15	1292+50	1383+51.83	ROADWAY	9,101.83	1.724			
	1383+51.83	1384+62.57	STRUCTURE at 1700 NORTH	110.74	.021			
I-15	1384+62.57	1445+79.45	ROADWAY	6,116.88	1.159			
	1445+79.45	1446+96.95	STRUCTURE at 2700 NORTH	117.50	.022			
I-15	1446+96.95	1598+00	ROADWAY	15,103.05	2.860			
1700 NO	17+00	23+00	ROADWAY				600.00	
2700 NO.	15+30	24+00	ROADWAY				870.00	
V LINE	10+00	35+35.01	ROADWAY			2,535.01		
W LINE	10+00	35+95.87	ROADWAY			2,595.87		
X LINE	10+00	64+41.21	ROADWAY					5,441.21
Y LINE	10+00	33+02.53	ROADWAY					2,302.53
U-84	515+00	530+29.74	ROADWAY			1,529.74		
U-84	530+29.74	533+12.77	U-84 STRUCTURE			283.03		
U-84	533+12.77	544+00	ROADWAY			1,087.23		
H-1	10+00	19+57.36	ROADWAY			957.36		
H-1	19+54.32	26+31.54	ROADWAY			677.22		
H-2	10+00	27+42.33	ROADWAY			1,742.33		
H-2A	10+00	17+37.96	ROADWAY			737.96		
H-3	10+00	25+20.80	ROADWAY			1,520.80		
H-4	10+00	16+14.67	ROADWAY			614.67		
DETOUR	10+00	27+00.00	DETOUR U-84				1,700.00	
X LINE	34+50	37+61.90						311.90
			SUB-TOTAL	30,550.00	5.786			
			LESS STRUCTURE	228.24	0.043			
			ROADWAY LENGTH	30,321.76	5.743	14,281.22	4,070.00	8,055.64
			PROJECT LENGTH	30,550.00	5.786			

SUMMARY OF ITEMS

SA NO.	ITEM	UNIT	QUANTITY	BOOK	PAGE
	FURNISHING CONSTRUCTION SIGNS	LUMP	LUMP	40	7
	CLEARING AND GRUBBING	LUMP	LUMP	40	7
	FLAGGING	MAN HR.	19,102.0	40	25
	UNCLASSIFIED ROADWAY EXCAVATION	CU. YD.	4,135.20	40	24
	EXCAVATION FOR STRUCTURES UNCLASSIFIED	CU. YD.	8,226.6		
	VERTICAL SAND DRAINS	LIN. FT	19,134.00	40	43
	MECHANICAL TAMPING	HOURS	1,145.5	40	48
	IMPORTED BORROW	CU. YDS.	2,473,791.1	40	30
	ROLLING PNEUMATIC TIRED or POWER ROLLER	HOURS	51.0	40	60
	FURNISHING WATER EQUIPMENT	LUMP	LUMP	40	62
	WATERING	M-GAL	51,041.8	40	70-A
1	RIGHT OF WAY FENCE TYPE "B" (METAL POSTS)	LIN. FT.	65,592.0	41	12
	14 FT GATES	EACH	0.0	41	15
	16 FT GATES	EACH	19.0	41	15
	16" HAND SLIDE GATES TYPE "M"	EACH	7.0	41	16
	MOVING AND RESETTING FENCE	LIN. FT	0.0	41	17
	18" REINFORCED CONCRETE PIPE	LIN FT	786.0	1,2,29	
	24" " " "	LIN. FT.	11,318.3	"	
	30" " " "	LIN FT	776.0	"	
	36" " " "	LIN. FT.	850.5	"	
	48" " " "	LIN. FT	1,040.0	"	
	18" CORRUGATED STEEL PIPE	LIN. FT.	1,284.0		
	18" CORRUGATED STEEL NESTIBLE CASING PIPE	LIN. FT.	240.0	2	35
	STEEL END SECTION FOR 18" C.S PIPE	EACH	30.0	1,2,29	
	MEDIAN DROP INLET TYPE "C"	EACH	13.0	1,2	
	IMPORTED BORROW ZONE 1	TONS	10,794.65	40	53
	PORTLAND CEMENT TREATED BASE COURSE	TONS	0.0	41	19
	PORTLAND CEMENT TYPE "A"	BAG	0.0	41	21
	GRAVEL BASE COURSE 1" MAX	TONS	4,020.60	41	23
	GRAVEL SURFACE 1" MAX	TONS	6,516.50	41	26
	BITUMINOUS SURFACE COURSE 3/4" MAX	TONS	875.20	41	28
	" " " 1" MAX.	TONS	1,079.65	41	30
	BITUMINOUS MATERIAL TYPE RC-70 or RC-250	TONS	7.500	41	32
	" " MC-70 or MC-250	TONS	11.920	41	34
	" " 85-100 PENETRA	TONS	[illegible]	41	36
	12" CORRUGATED STEEL PIPE	LIN-FT	291.0	29	24
	HYDRATED LIME	TONS	0.0	41	38
	SURFACE DITCHES	LIN FT.	6,419.0	5	
	SMALL DITCH EXCAVATION	CU YD	2,947.3	4,32,5	
	LOOSE RIP-RAP	CU. YD.	49.3	41	45
	DEEP BEAM HIGHWAY GUARD RAIL TYPE "B"	LIN. FT.	174.0	41	47
	RIGHT OF WAY MARKERS	EACH	118.0	41	51
	EXCAVATING & STOCKPILING TOP SOIL	CU YD.	75,968.7	41	56
	CONCRETE AE CLASS "A"	CU. YD.	637.124	3	
	CONCRETE CLASS "B"	CU YD.	295.728	31	
	REINFORCING STEEL	LBS	109,335.72	3	
	STRUCTURAL STEEL	LBS.	5,899.67	3	
	24" INCH REINFORCED CONC FED SECTION	EACH	58.0	1,2,29	
	30"	EACH	2.0	2	37
	36"	EACH	5.0	2	
	48"	EACH	2.0	2	48
	BACKFILL MATERIAL FOR SETTLEMENT MEASUREMENT DEVICES	TON	178.60	41	67
1	TYPE D R/W FENCE (METAL POSTS)	LIN FT	6,446.1	41	65
2	SALVAGE & RELAY 24 IN RC PIPE	FORCE ACCT	$ 928.68	41	60
3	DRILLING & CONNECTING SERVICES FOR WELL	FORCE ACCT	$ 2,670.78	41	61
4	BURYING OLD CAR BODIES (75-100)	FORCE ACCT	$ 1,282.75	41	62
6	CAPPING TWO (2) WELLS	FORCE ACCT	$ 343.01	41	64
7	LAYING 280 LIN FT 18"X29 CMPA & DOING EXTRA EXCAVATION AROUND UTILITIES & IN OUTFLOW DITCH	LUMP SUM	1.0	41	66
8	FURNISHING AND INSTALLING 4" TRANSITE PIPE & PROVIDING TRANSITE PIPE WITH 12" CSP CASING & ADJACENT 6" PERFORATED UNDERDRAIN	FORCE ACCT	$3,525.49	41	66
9	SPREADING TOPSOIL ON SLOPES	CUBIC YARD	70,499.6	41	67
10	4" GALVANIZED STEEL PIPE	LIN. FT	294.0	41	68
11	BREAKING INTO & REPAIRING 54" R C P	FORCE ACCT	1,420.58	41	69
12	MISCELLANEOUS FENCE WORK	LUMP SUM	1.0	41	70
14	20" OPENING IN N/A FENCE	EACH	2.0	41	72
	NON-PARTICIPATING				
5	LAYING 12" CENVIRO PIPE	LIN. FT	495.0	41	63
13	OMITTED EXTRA WORK ITEM STOCKPILING 54" R C PIPE	FORCE ACCT	$6,656.89	41	71

WATERING

LANES or LINE	EMBANKMENT X FACTOR CUBIC YD	GRAVEL BASE COURSE TONS	÷ CU. YD.	GRAVEL SURFACE TONS	÷ CU. YD.	LANES or LINE TOTAL CUBIC YD	WATER 25 Gal/Cu Yd M. GALLONS
MAIN LINE							
1292+50-1600	1,522,338					1,522,338	38,058 5
CROSS ROADS							
1700 NORTH	4,681	506.2	268.3			4,949 3	123.7
2700 NORTH	2,487	1,338.8	709.6			3,196 6	79 9
U-84	208,738	2,652 9	1,406 0			210,144 0	5,253 6
U-84 DETOUR	46,189	1,057 1	560 3	465.6	246 8	46,996 1	1,174 9
RAMPS							
V-LINE	17,716					17,716.0	442.9
W-LINE	12,837					12,837.0	320.9
H-1 LINE	90,713					90,713 0	2,267.8
H-2 LINE	142,750					142,750 0	3,568.8
H-2A LINE	49,853					49,853 0	1,246.3
H-3 LINE	65,535					65,535.0	1,638 4
H-4 LINE	23,461					23,461,0	586 5
FRONTAGE ROADS							
Y LINE	8,876			1,813 2	961.0	9,837.0	245 9
X LINE	32,601			6,112.5	3,239.6	35,840.6	896.0
MAINTENANCE BERMS							
	720					720.0	18 0
MAT'L. TO REPLACE TOP SOIL							
	73,405					73,405.0	1,835.1

PRE-COMPACTION SUB-TOTAL 57,757 2
TOTAL 152,470 Cubic Yards x 25 Gal per Cu Yd. ÷1000 = M.Gal. 3,811 8
TOTAL 61,569 0
USE 65,000
PAY QUANTITY 51,041.8

COMPACTION & ROLLING

LANES or LINE	COMPACTION EMBANKMENT X FACTOR CUBIC YD.	ROLLING PNEUMATIC TIRED or POWER ROLLER GRAVEL BASE COURSE SQ YD	GRAVEL SURFACE SQ YD.	TOTAL SQ YD.	1800 Sq. Yd./Hrs TOTAL HOURS
MAIN LINE					
1292+50-1600					
CROSS ROADS					
1700 NORTH		2,410.67		2,410 67	1 34
2700 NORTH		8,500.00		8,500.00	4 72
U-84		16,820 20		16,820 20	9 34
U-84 DETOUR		12,082 86	5,495 5	17,578.36	9 77
RAMPS					
V-LINE					
W-LINE					
H-1 LINE					
H-2 LINE					
H-2A LINE					
H-3 LINE					
H-4 LINE					
FRONTAGE ROADS					
Y LINE			11,512.65	11,512.65	6 40
X LINE			38,809 50	38,809 50	21.56
MAINTENANCE BERMS					
MAT'L TO REPLACE TOP SOIL					
				GRAND TOTAL	53 13
				USE HOURS	60 00
				PAY QUANTITY	51 0

SUMMARY OF QUANTITIES

FROM STATION	TO STATION	EMBANKMENT CUBIC YARD	EMBANKMENT X FACTOR CUBIC YARD	ROADWAY EXC. CU YD	IMPORTED BORROW CUBIC YD	IMPORTED BORROW ZONE 1 TON
MAIN LINE						
1292+50	1600+00	1,268,618	1,522,338	593	1,521,745	
CROSS ROADS						
1700 NORTH		3,900	4,681		4,681	
2700 NORTH		2,073	2,487		2,487	
U-84		173,947	208,738		208,738	
U-84 DETOUR		38,490	46,189		20,653	
RAMPS						
V-LINE		14,764	17,716	71	17,645	
W-LINE		10,697	12,837	230	12,607	
H-1 LINE		75,591	90,713		90,713	
H-2 LINE		118,960	142,752		142,752	
H-2A LINE		41,544	49,853		49,853	
H-3 LINE		54,614	65,535		65,535	
H-4 LINE		19,551	23,461		23,461	
FRONTAGE ROADS						
Y-LINE		7,397	8,876		8 876	
X-LINE		27,167	32,601		32,601	
MAINTENANCE BERMS						
		600	720		720	
1487+00	1492+00 CHANNEL 10' BOTTOM			1204		
MAT'L TO REPLACE TOP SOIL		61,171	73,405		71,201	
SAND BLANKET AT U-84						
527+00	530+69			1,000		3,090

MAINTENANCE BERMS *

STATION	LT or RT	WIDTH	REMARKS
1325+00	RT.	26'	BUILD AS DIRECTED BY THE ENGINEER & STD DWG. 513
1372+00	RT	26'	" " "
1415+00	RT.	26'	" " "
1445+00	LT	26'	" " "
1460+00	LT	26'	" " "
1500+00	RT.	23'	" " "
1511+00	RT.	22'	" " "
1519+00	LT.	26'	" " "
1540+00	LT	24'	" " "
1548+00	RT.	22'	" " "
1572+00	LT.	26'	BUILD AS DIRECTED BY THE ENGINEER & STD. DWG. 513

* SEE GRADING AND WATERING SUMMARIES FOR QUANTITIES

MISCELLANEOUS SUMMARY

	QUANTITY	UNIT	ITEM
	LUMP	LUMP	FURNISHING CONST SIGNS
	LUMP	LUMP	CLEARING AND GRUBBING
	19,102 0	MAN HR	FLAGGING
	LUMP	LUMP	FURNISHING WATER EQUIPMENT
	118.0	EACH	RIGHT OF WAY MARKERS
	19,134 0	LIN. FT	VERTICAL SAND DRAINS
*	0.0	EA	14 GATES
*	19 0	EA	16' GATES
	75,968.7	CU. YDS	EXCAVATING AND STOCKPILING TOP SOIL
	0.0	LIN FT.	MOVING AND RESETTING FENCE (1700 NORTH) As Directed
**	178.6	TONS	BACKFILL MATERIAL FOR SETTLEMENT MEASUREMENT DEVICES
	291 0	LIN FT	12" CORRUGATED STEEL PIPE AT STA 1358+90

* PLACE AS SHOWN ON PLANS OR AS DIRECTED BY THE PROJECT ENG, IN THE NO-ACCESS LINE
** TO BE USED IN PLACING SETTLEMENT PLATFORMS AND PIEZOMETERS

DEEP BEAM GUARD RAIL

STATION	LINEAR FEET LEFT	LINEAR FEET RIGHT
1303 ±		29 0
1307+20 ±	29.0	
1407+50		29.0
1409+00	29.0	
1555+20		29.0
1556+30	29.0	
U-84 522+50 ℄		
U-84 536+00 ℄		
SUB-TOTAL	87 0	87 0
EST QUANTITY	390	
PAY QUANTITY	174 0	

SUMMARY SHEET

FEDERAL ROAD DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UTAH	UTAH	I-15-8(17)342	1964	3A	

REV DATE 12/15/64
" " 6/9/65 CONST CHANGE

SURFACING SUMMARY

LOCATION	STATION		LENGTH	BASE COURSE MATERIAL							SURFACING GRAVEL MATERIAL											BITUMINOUS MATERIAL														HYDRATED LIME
				GRAVEL BASE COURSE 1" MAX AGG			PORTLAND CEMENT TREATED BASE CRSE			PORTLAND CEMENT TYPE "A"	COVER MAT TYPE "A" TRAFFIC LANE		BITUMINOUS SURFACE COURSE 3/4" MAX AGG			BITUMINOUS SURFACE COURSE 1" MAX AGG			GRAVEL SURFACE 1" MAX AGG.			55% OF BIT SURF TYPE 85-100 PEN.		SEAL COAT TRAFFIC LANE TYPE RC-70-250		SEAL COAT SHOULDERS TYPE RC-70-250		TACK COAT TYPE RC-70-250		CURING COAT TYPE-MC 70-250		PRIME COAT TYPE MC 70-250			
LINE	FROM	TO	LINEAR FEET	WIDTH	DEPTH	TONS	WIDTH	DEPTH	TONS	BAGS	WIDTH	TONS	WIDTH	DEPTH	TONS	WIDTH	DEPTH	TONS	WIDTH	DEPTH	TONS	3/4 MAX AGG TONS	1" MAX AGG TONS	WIDTH	TONS	WIDTH	TONS	WIDTH	TONS	WIDTH	TONS	WIDTH	TONS		TONS
1700 NORTH	17+00.00	18+00.00	100	32.16	4	75.0										28.62	1 1/2	26.5					2.98	22	0.11	6	0.03	29.25	0.14			30.50	0.72		0.54
			100													29.87	1 1/2	27.6																	
	18+00	22+00	400	38.16	4"	356.2										34.62	1 1/2	128.1					14.34	22	0.41	12	0.23	35.25	0.67			36.50	3.45		2.61
			400													35.87	1 1/2	132.7																	
	22+00	23+00	100	32.16	4"	75.0										28.62	1 1/2	26.5					2.98	22	0.11	6	0.03	29.25	0.14			30.50	0.72		0.54
			100													29.87	1 1/2	27.6																	
2700 NORTH	15+30	23+00	770	45.00	6"	1,212.8										40.62	1 1/2	289.3					16.40	24	0.87	16	0.38	41.25	1.50			42.50	7.74		5.88
			770													41.87	1 1/2	298.2																	
	23+00	24+00	100	36.00	6"	126.0										31.62	1 1/2	29.2					3.28	22	0.11	8	0.04	32.25	0.15			33.50	0.73		0.60
			100													32.87	1 1/2	30.4																	
U-84	515+00	517+00	200	43.16	6"	302.1	38.58	5"	225.0	95.7			33.52	1 1/2	51.7	34.92	1 3/4	75.4				2.84	4.15	24	0.22	10	[illegible]	34.04	[illegible]	35.30	0.50				1.27
	517+00	525+58	858	53.16	6"	1,596.4	48.58	5"	1215.7	517.3			44.52	1 1/4	294.4	45.92	1 3/4	425.2				16.0	23.38	24	0.97	20	0.81	45.04	1.83	46.50	2.83				7.20
	537+50	544+00	650	33.16	6"	754.4	28.58	5"	541.6	231.1			24.52	1 1/4	122.9	25.92	1 3/4	181.8				6.76	10.00	24	0.74	0	0	25.04	0.76	26.50	1.22				3.05
U-84 DETOUR	10+00	23+10.19	1,310.19	41.50	6"	1,903.1							34.52	1 1/4	348.6	35.77	1 3/4	506.3	37.75	3	865.5	19.17	27.85	22	1.36	12	0.74	35.04	2.17			36.50	11.31		8.55
* H-1	23+99.97	26+31.54	231.57	31.50	6"	255.3							24.52	1 1/4	43.8	25.77	1 3/4	64.4	27.75	3"	112.5	2.41	3.54	24	0.26			25.04	27			26.50	1.45		1.08
Y LINE	10+00	33+02.53	2,302.53																22.50	6	1813.2														
X LINE	10+00	87+61.90	7,761.90																22.50	6	6,112.5														
BITUMINOUS	PAVED MEDIAN DITCH 2" THICK																																		
I-15	1292+50	1302+00	950													4.08	2	47.1					2.59									4.08	0.40		0.47
I-15	1433+00	1461+00	2,800													4.08	2	138.8					7.64									4.08	1.08		1.39
		SUB-TOTAL				6,656.3			1,982.3	844.1					861.4			2,455.1			8,903.7	47.38	119.13		5.16		2.55		7.95		4.55		27.66		33.18
		TOTAL				6,656.3			1,982.3	844.1					861.4			2,455.1			8,903.7	166.51		15.66						32.21					33.18
		USE				7,000			2,100	900					910			2,580			9,400	180		20						40					40
PAY QUANTITY						[illegible]20.60			0.0	0.0					875.20			1,079.65			6,546.50	88.650		7.500						11.920					0.0

[illegible] PAGES 19-38 FOR BREAKDOWN OF SURFACING QUANTITIES.

FENCING SUMMARY

LANES OR LINE	STATION		TYPE "B" (METAL POSTS) LINEAR FEET		TYPE "D" (METAL POSTS) LINEAR FEET	
	FROM	TO	RIGHT	LEFT	RIGHT	LEFT
I-15	1289+10	1383+75	9,430.0	9,594.5		
I-15	1384+40	1446+00	6,216.2	6,186.8		
I-15	1446+70	1572+85		12,623.7		
I-15 - U-84	1446+70	543+00	13,984.8			
H2-1 - I-15	11+50	1598+00		3,054.7		
U-84 - I-15	543+00	1598+00	2,135.0			
X LINE	10+00	23+57	1,428.2			
1700 No. St.	24+00	24+50	34.7			
* I-15 - U-84	1572+85	521+00		904.4		
X LINE	23+57	64+00			3,960.1	
X LINE	84+50	87+30			223.3	
Y LINE	10+00	18+00			812.2	
Y LINE	19+00	33+30			1,049.5	
		SUB-TOTAL	33,228.9	32,369.0	6,045.1	
ESTIMATED QUANTITY			77,200			
PAY QUANTITY			65,593.0		6,045.1	

*Note: This section of fence was removed to make room for U-84 detour.

NOTE: FENCING IS NOT SHOWN ON THE PLAN SHEET OF THE AS CONSTRUCTED PLANS

SUMMARY SHEET

UTAH | UTAH I-15-8(17)342 | 1964 | 3-B

REV DATE 12/15/64
REV DATE 1/25/5?

DRAINAGE SUMMARY

LINE	STATION FROM	STATION TO	X-ING ANGLE	REINFORCED CONC. PIPE LINEAR FEET 18"	24"	30"	36"	48"	CONCRETE END SECTIONS 24	30	36	48	18" C.S.P. NEST LIN FT	18" C.S.P. LIN FT	18" STEEL END SECT EACH	MEDIAN DROP INLET TYPE "C" DWG 346	MEDIAN DRAINS EACH	DIVERSION STRUCTURES LT	RT	WALLS REQ'D.	WING WALL	A FT	B FT	FRAMES	GATES	18" HAND SLIDE GATES TYPE "M"	CATCH BASINS	STRUCT DWG. NO.	LINE NO.	SMALL DITCH EXCAVATION CU YDS.	SURFACE DITCHES LIN FT	CONCRETE LINED DITCHES LIN FT	PAVED MEDIAN DITCH LIN FT	LOOSE RIP-RAP CU. YD.	EXCAVATION FOR STRUCTURE UNCLASSIFIED CU. YDS	BOOK & PAGE NO.	STRUCTURAL STEEL LBs	REINFORCING STEEL LBs	CONCRETE CLASS "A" CU YDS.	CONCRETE CLASS "B" CU YDS	REMARKS
I-15	1315+50	1318+20																												16.4						4 10					1 Bottom 1:1 Side Slopes 1' Deep On Rt
I-15	1295+80		100°		240																														52.6	1 4					
I-15	1296+73		105°																									E-1452							223.5	3 4		28,410.76	153.340		8' x 5' x 194' 10" CONC BOX
I-15	1296+25	1298+75																														250			78.0	31 1				22.425	1' BOTTOM 1:1 SIDE SLOPES 2' DEEP ON RT
I-15	1296+90	1305+20																												155.5						4 5					1' BOTTOM 1:1 SIDE SLOPES 2' DEEP ON LT, 514 Lin Ft 2' " " " " " 327 " "
I-15	1300+70																	125'		R,U,U,U	4Y	2	2	3	1			360							4.3	3 11	81.39	84.92	0.980		
I-15	1302+50													78	2		1											347						.02	0.2	1 6					See Book #41 Pg 43 For Rip-Rap & Exc
I-15	1296+73																																		14.0	3 8	395.40	444.34	5.166		2 Backer Plates Lt & Rt Req'd
I-15	1308+60		90°		240																														39.2	1 9					
I-15	1307+00		105°		208																														25.2	1 7					
I-15	1308+00	1311+25																												31.1						4 8					1' BOTTOM 1:1 SIDE SLOPES 1' DEEP ON LT
I-15	1308+60																	125'		U,U,U,U	4Y	2	2	4	2			360							2.8	3 12	139.86	79.69	0.906		
I-15	1313+50		90°																									E-1453							866.5	3 13		45,528.68	256.313		12' x 6' x 198' CONC BOX
I-15	1309+00		90°											80	2		1											347						1.9	1.9	1 11					See Book 41 Pg 43 For Rip-Rap & Exc
I-15	1315+50																		190'	R,U,U,U	4Y	2	2	3	1			360							2.6	3 17	81.39	84.92	0.980		
I-15	1315+66		90°		232																														44.1	1 12					PLACE PIPE AT STA 1315+50
I-15	1323+50		90°		194.3				2							1												322							37.7	1 14					CONC END SECTIONS LT & RT REQ'D
I-15	1329+60				56																														46.7	1 18					[illegible] PIPE [illegible] DRAIN [illegible] RT
I-15	1329+60	1334+00																												514.8						4 14					3' BOTTOM 1:1 SIDE SLOPES 1' DEEP ON RT
I-15	1329+60		90°					248																											205.0	1 16					
I-15	1343+50		90°			40																													8.5	1 22					
I-15	1315+50	1329+60																												65.3						4 11					1 Bottom 1 Deep 1:1 Side Slopes On Lt.
I-15	1343+60		90°											88	2		1											347						2.3	2.3	1 21					See Book 41 Pg 43 For Rip-Rap Exc
"X" LINE	28+50	30+20																												32.0						4 15					2' BOTTOM 1:1 SIDE SLOPES 1' DEEP ON RT.
I-15	1348+00																													24.7						4 16					OUTLET DITCH REQ'D [illegible]
I-15	1351+70																	125'		U,R,U,U	4Y	2	2	3	1			360							4.1	3 18	81.39	84.92	0.980		
I-15	1351+70	1357+00																												39.4						4 17					1' BOTTOM 1:1 SIDE SLOPES 1' DEEP ON LT
I-15	1348+05		30°			240																													194.6	1 24					
I-15	1351+70		75°		234																														29.1	1 26					
I-15	1360+00		75°		296																														302.3	1 28					
I-15	1360+00	1364+50																												68.9						4 20					3' BOTTOM 1:1 SIDE SLOPES 1' DEEP ON LT
I-15	1362+00		90°											83	2		1											347						1.9	1.9	1 30					See Book 41 Pg 43 For Rip-Rap & Exc.
I-15	1332+00		90°											70	2		1											347						1.3	1.3	29 26					See Book 41 Pg 43 For Rip-Rap & Exc.
I-15	1366+70		90°		198.3				2							1												322							18.0	1 32					CONC E[illegible] SECTIONS REQ'D LT & RT
I-15	1366+70	1377+00																												274.2						4 21					3' BOTTOM 1:1 SIDE SLOPES 1' DEEP ON LT
I-15	1370+25		90°		212.2				2							1												322							29.5	1 34					CONC [illegible] SECTION REQ'D [illegible] RT PLACE PIPE UNDER I-15
I-15	1377+00		90°											80	2		1											347						1.6	1.6	1 36					See Book 41 Pg 44 For Rip-Rap & Exc
I-15	1377+00	1383+41																														641			255.3	31 2				65.413	2' BOTTOM 1:1 SIDE SLOPE 2 DEEP ON LT
I-15	1383+79																										1℄	V-750	3						3.0	3 22	310.00	225.00	1.600		
I-15	1378+75																	130'		R,U,U,U	4Y	2	2	3	1			360							1.9	3 19	81.39	84.92	0.980		
I-15	1380+35																	135'		R,U,U,U	4Y	2	2	3	1			360							1.7	3 20	81.39	84.92	0.980		
I-15	1383+70																	145'		U,U,U,R	4Y	2	2	3	1			360							1.5	3 21	81.39	84.92	0.980		
I-15	1383+80		90°		272																														18.3	1 37					
I-15	1383+79		90°		256				2																			322							11.5	1 39					CONC END SECT REQ'D LT & RT
I-15	1384+86		90°		232				2						1													322							47.8	1 41					[illegible] REQ'D [illegible] & RT
I-15	1384+36																										1℄	V-750	8						3.0	3 23	310.00	305.00	2.200		
I-15	1384+40	1392+70																												16.5						4 26					1' BOTTOM 1:1 SIDE SLOPES 2' DEEP ON LT
I-15	13[illegible]+00																									1		361								41 16					
I-15	1296+30																									1		361								41 16					
I-15	1389+90																									2		361								41 16					
I-15	1391+64																									1		361								41 16					
I-15	1392+70		90°		240																							322							23.5	1 46					
I-15	1392+70	1397+90																												19.9						4 28					1' BOTTOM 1:1 SIDE SLOPES 2' DEEP ON LT.
I-15	1384+36				32																														8.5	29 30					
I-15	1394+82																									1		361								41 16					
I-15	1395+00													84	2		1											347						1.9	1.9	1 48					See Book 41 Pg 44 For Rip-Rap Exc
I-15	1396+00																									1		361								41 16					
I-15	1397+90																	125'		U,U,U,U	4Y	2	2	4	2			360							1.9	3 24	139.86	79.69	0.906		
I-15	1397+90		90°		240																														27.0	1 49					PIPE REQ'D UNDER I-15
I-15	1398+00	1402+00																												11.4						4 30					1' BOTTOM 1:1 SIDE SLOPES 2' DEEP ON LT
		PAGE TOTAL		0	3,882[illegible]80		0	248	10	0	0	0	0	563	14	3	7									7	2			1,270.1	0	891	0	11.1	2,644.3		1,783.46	75,582.68	426.311	87.838	

SUMMARY SHEET

I-15-8(17)342 1964 3-C

REV DATE 12/15/64

DRAINAGE SUMMARY

LINE	STATION FROM	STATION TO	SKEW ANGLE	REINFORCED CONCRETE PIPE LIN FT 18"	24"	30"	36"	48"	CONCRETE END SECTIONS 24	30	36	48	18" CSP IN ST LIN FT	CSP LIN FT	18" STEEL END SECT EACH	MEDIAN DROP INLET TYPE "C" DWG 346	MEDIAN DRAIN EACH	DIVERSION STRUCTURES LT	RT	WALLS REQ'D	WA	A FT	B FT			18" HAND SLIDE GATES TYPE "M"	CATCH BASIN	STRUCT DWG NO	LINE NO	SMALL DITCH EXCAVATION CU YD	SURFACE DITCHES LIN FT	CONC LINED DITCHES LIN FT	PAVED MEDIAN DITCH LIN FT	LOOSE RIP-RAP CU YD	EXCAVATION FOR STRUCTURE UNCLASSIFIED CU YD	BOOK & PAGE NO	STRUCT STEEL LBS	REINFORCED STEEL LBS	CONCRETE CLASS "A" CU YD	CONCRETE CLASS "B" CU YD	REMARKS
I-15	1398+00		90°		232																														68.6	1 51					PIPE REQ D UNDER I-15
I-15	1398+10		90°											89	2		1											347							NONE	1 53					
I-15	1405+00		90°		232																														8 3	1 54					
I-15	1402+00	1405+00																												8.7						4 31					1' BOTTOM 1 1 SIDE SLOPE, 2' DEEP ON LT
I-15	1402+00																	125		R,U,U,U	4Y	2	2	3	1			360							3 2	3 25	81 39	84 92	0 980		
I-15	1405+00																	125		U,U,U,U	4Y	2	2	4	2			360							1 7	3 26	139 86	79 69	0 906		
I-15	1417+74																										125'RA	V-750	2						5 8	3 53	310 00	188 00	1 500		
I-15	1382+00																	125		R,U,U,U	4Y	2	2	3	1			360							1 5	3 52	81 39	84 92	0 980		
I-15	1407+90		120°		232				2																			322							23 3	1 56					CONC END SECTIONS ON PIPE UNDER I-15, REQ D LT & RT
I-15	1382+80																	130		U,U,U,U	4Y	2	2	4	2			360							2 6	3 59	139 86	79 69	0.906		
I-15	1417+90				226.4				1							1												322							28 3	1 58					
I-15	1417+30																										125'RA	V-750	2						6 5	3 27	310 00	188 00	1 500		
I-15	1411+50	1417+90																													638.0										On Rt.
I-15	1426+87	1429+70																												28 5						4 39					1 BOTTOM 1 1 SIDE SLOPE 1 DEEP ON RT
I-15	1392+50																															10			3 1	31 23				0 897	1'Bottom 1 1 Side Slope 2'Deep On Lt.
I-15	1383+70																															5			1 6	31 22				0 449	1 Bottom 1 1 Side Slope 2'Deep On Lt
I-15																																									
I-15	1351+70																															3.6			1 4	31 21				0 367	2'Bottom 1 1 Side Slope 2'Deep On Lt
I-15	1426+40																															5			2 0	31 24				0 510	2'Bottom 1 1 Side Slope 2 Deep On Lt
I-15	1429+70																	133		R,U,U,U	4Y	2	2	3	1			360							2 2	3 31	81 39	84.92	0.980		
I-15	1426+40																															2			0 6	31 26				0 179	1'Bottom 1 1 Side Slope, 2'Deep On Lt.
I-15	1426+82	1433+00																												46 5						4 45					1' BOTTOM 1 1 SIDE SLOPE, 1' DEEP ON LT,
I-15	1429+70	1438+00																												46.2						4 48					1 Bottom 1 1 Side Slope, 1'Deep On Rt
I-15	1432+75																	125		R,U,U,U,	4Y	2	2	3	1			360							2 8	3 33	81 39	84.92	0.980		
I-15	1433+00	1438+00																												15 2						4 46					1' BOTTOM 1 1 SIDE SLOPE, 1' DEEP ON LT
I-15	1433+00		90°											110	2		1											347								1 65					
I-15	1438+00		90°		400																														75 1	1 68					
I-15	1437+80		90°		304				4																			322							60 6	1 66					CONC END SEC REQ'D LT AND RT OF V LINE, ON RT OF W LINE & LT OF I-15
I-15	1438+00																	205		U,U,U,R	4Y	2	2	3	1			360							2 6	3 34	81.39	84.92	0.980		
I-15	1426+60	1428+45																														387			212 6	31 4				42 051	2 Bottom 1 1 Side Slope, 3'Deep On Rt
I-15	1442+20		90°		208				4																			322							25 4	1 70					CONC END SEC REQ'D LT & RT OF "V" LINE, "W" LINE
I-15	1443+40		90°		520																														31 8	1 72					PLACE PIPE UNDER MAIN LINE, RAMPS, & FRONTAGE RDS.
"W" LINE	21+00		90°		48				2																			322							4 9	1 74					CONC END SECTIONS REQ D LT & RT
"W" LINE	21+50		90°		88																														164 7	1 75					
I-15	1426+60	1427+35																														75			29 9	31 5				7 654	2'Bottom 1 1 Side Slope 2'Deep On Lt
I-15	1376+75																																		1 6	31 13				0 768	8' Conc Spillway, On Lt
"Y" LINE	18+70		90°		48																														2 3	1 76					
2700 NO.	21+50		90°	60																															40 4	1 77					
"Y" LINE	18+50		90°		40																														81 4	1 78					
"V" LINE	22+00		90°		48				2																			322							3 8	1 79					CONC END SEC REQ'D LT & RT
"V" LINE	22+54		90°		80																														4 7	2 3					
I-15	1446+70		90°		328																														34 1	2 4					
I-15	1446+70	1456+60																														960			664 8	31 10				125 594	2' BOTTOM 1'1 SIDE SLOPE, 3' DEEP ON RT
I-15	1380+36																																		1 6	31 14				0 768	8 Conc Spillway On Lt
I-15	1381+91																																		1 6	31 15				0 768	8' Conc Spillway On Lt
I-15	1450+70																																		NONE	31 16				0 806	Ave Lg 340' Spillway On Rt
I-15	1456+60		90°				376				1																								217 6	2 6					
I-15	1477+00		90°		216																														45.6	2 14					
I-15	1472+90		90°		216																														41 6	2 12					
I-15	1461+00		90°											88	2		1											347						1.7	1 7	2 8					See Book 41 Pg 44 For Rip-Rap & Exc.
I-15	1467+00		90°		208				2																			322							110 8	2 9					CONC END SEC REQ D LT & RT
I-15	1472+90		90°											85	2		1											347						1.0	1 0	2 11					See Book 41 Pg 44 For Rip-Rap & Exc
I-15	1473+00																	125		U,R,U,U	4Y	2	2	3	1			360							5.8	3 38	81 39	84.92	0.980		
I-15	1473+00																		125	U,U,U,R	4Y	2	2	3	1			360							2 8	3 39	81.39	84.92	0.980		
I-15	1473+00	1477+00																												11 6						4 59					1' BOTTOM 1'1 SIDE SLOPE 2' DEEP ON LT & RT.
I-15	1477+00																	125		U,R,U,U	4Y	2	2	3	1			360							5 4	3 40	81.39	84.92	0.980		
I-15	1477+00	1483+50																												27.8						4 61					1' BOTTOM 1 1 SIDE SLOPE 1' DEEP ON RT.
I-15	1477+00	1484+00																												52 8						4 63					1' BOTTOM 1.1 SIDE SLOPE 1' DEEP ON LT.
I-15	1483+70													82	2		1											347						1 7	1 7	2 16					See Book 41 Pa 44 For Rip-Rap & Exc.
		PAGE TOTAL		60	3,474.4	0	376	0	17	0	1	0	0	454	10	1	5									0	2			237.3	638.0	1,367.6	0	4.4	2,041.60		1,550.84	1,214.74	12 652	180.811	
		SUB-TOTAL		60	7057.2	480	376	248	[illegible]	0	1	0	0	1,017	24	4	12									7	4			1,507.4	638.0	2,258.6	0	15.5	4,685.90		3,334.30	76,797.42	438.963	268.649	

SUMMARY SHEET

I-15-8(17)342 1964 3-D

REV. DATE 12/15/64
" " 1/25/65
" " 6/9/65 CONST. CHANGE

DRAINAGE SUMMARY

LINE	STATION FROM	STATION TO	XING ANGLE	REINFORCED CONCRETE PIPE LIN FT 18"	24"	30"	36"	48"	CONCRETE END SECTIONS 24"	30"	36"	48"	18" CSP NEST LIN FT	18" CSP LIN FT	18" STEEL END SECT. EACH	MEDIAN DROP INLET TYPE C DWG 346	MEDIAN DRAINS EACH	DIVERSION STRUCTURES LT	RT	WALLS REQ'D	WING WALLS	A	B	FRAMES	GATES	18" HAND SLIDE GATES TYPE "M"	CATCH BASINS	STD DWG NO	LINE NO	CHANNEL EXCAVATION CU YD	[illegible]	CONC LINED DITCH LIN FT	PAVED DITCH LIN FT	LOOSE RIP RAP CU YD	EXCAVATION FOR STRUCTURE UNCLASSIFIED CU YD	BOOK	PAGE NO.			CU YD	CU YD	
I-15	1483+80																																									
I-15	1484+00	1493+50																125		U,U,U,U	4Y	2	2	4	2			360							5.4	3	41					
I-15	1485+80	1488+00																												55.2						4	65		79 69	0.906		1 BOTTOM 1:1 SIDE SLOPE, 2 DEEP ON LT
I-15	1487+00	1492+00																													328					5	18					ON RT
I-15	1492+50													69	2		1																			4	67					10 BOTTOM 1:1 SIDE SLOPE, 5 DEEP ON RT SEE EARTHWORK QUANTITIES, SHEET 3
I-15	1493+00		120°																									347						1.8	1 8	2	19					See Book 41 Pg 45 For Rip-Rap & Exc.
I-15	1483+80		105°		224																							E-1454							583 4	3	70		29,025 83	159 407		8x5x20 8 CONC BOX
I-15	1504+00		90°		80				2																										53 1	2	17					
I-15	1516+00		90°		186.2				2																			322							65 4	2	21					CONC END SEC REQ'D LT & RT
I-15	1525+00		90°		190.3				2							1												322							31 2	2	23					CONC END SEC REQ'D LT & RT
I-15	1532+80		90°		194.6				2							1												322							28.2	2	25					CONC END SEC REQ'D LT & RT
I-15	1537+60		90°		206.5				2							1												322							6 0	2	27					CONC END SEC REQ'D LT & RT
I-15	1544+20		90°				203.5				2					1												322							18 6	2	29					CONC END SEC REQ'D LT & RT
I-15	1550+50		90°		178.4				2							1												322							24 0	2	31					CONC END SEC REQ'D LT & RT
I-15	1554+65		70°										240															322							45 4	2	33					CONC END SEC REQ'D LT & RT
I-15	1556+10		110°			200				2																									62.4	2	35					USE / FOR CASING 4 WATER LINE IN PLACE
I-15	1559+40		90°				197				2					1												322							43.7	2	37					CONC END SEC REQ'D LT & RT
I-15	1559+00		100°		232																							322							94 1	2	39					CONC END SEC REQ'D LT & RT
I-15	1564+00		90°											87	2		1																		7.6	2	41					
I-15	1564+40		135°					432																				347						1.7	1 7	2	43					See Book 41 Pg 45 For Rip-Rap & Exc.
H-2	10+00	20+00																																	381.3	2	44					
[illegible]	17+55 H-2 LINE	18+70 H-2 LINE																													900					5	20					
[illegible]	1570+00		90°		287.2				2							1																808			638 5	31	6				122 247	2' BOTTOM, 1½ SIDE SLOPES, 3' DEEP ON LT
I-84	525+50		90°					296				2																322							15 0	2	46					CONC ENL SEC REQ'D LT & RT
I-15	1454+00																											322							394 2	2	48					CONC END SEC REQ'D LT & RT,
I-15	17+75 H-3 LINE	77+05 H-3 LINE	90°		168				2																										2 3	31	17				1 034	7.75' Conc Spillway On Rt
I-15	1558+60																											322							82 7	2	52					CONC END SEC REQ'D LT & RT
[illegible]	1560+80		12°		200				2																										NONE	31	18				0 861	3.5' Conc. Spillway On Rt.
[illegible]	1583+80		110°		215.9				2																			322							10 2	2	54					CONC END SEC REQ'D LT & RT
[illegible]	24+50		90°		80				2																			322							0.2	2	56					CONC END SEC REQ'D LT & RT
[illegible]	1592+80		90°		216				2																			322							3.8	2	58					CONC END SEC REQ'D LT & RT
[illegible]	1589+25	1597+50																										322							12.3	2	59					CONC END SEC REQ'D LT & RT
[illegible]	[illegible]																														800					5	45					ON THE RT
[illegible]	14+00		85°		140				2																										2.5	31	19				1.456	Con'c Spillways On Lt. Lg 6 0 & 6.8'
[illegible]	[illegible]																											322							66.7	29	9					CONC END SEC REQ'D RT
[illegible]	41+20		90°		40																														1 3	31	25				1.481	10'x1'x4' Conc Headwall On Lt
[illegible]	24+50		90°		40																														9.0	2	63					
[illegible]	[illegible]		90°											65	2		1																		21 4	2	64					
SETTLEMENT PLATFORMS & PIEZOMETERS																												347						1.9	1.9	2	65					See Book 41 Pg 45 For Rip-Rap & Exc.
[illegible]	[illegible]																													1935						32	12					
[illegible]	1456+60																																		1 6	3	42		233 19	3 317		Splitter 155' Lt
[illegible]	[illegible]																																		7 5	3	45		233 69	3 030		Splitter On Rt
[illegible]	[illegible]																																		8.6	3	49		233 19	3 335		Splitter 135' Lt.
[illegible]	[illegible]																										164'Rt	V-750	7						11.9	3	50	310 00	305 00	2 200		
[illegible]	[illegible]																										132'Lt	V-750	4						8.1	3	51	310 00	232.00	1 .800		
[illegible]	[illegible]																										50'Rt	V-750	11						7.2	3	54	310 00	384.00	3 900		
[illegible]	[illegible]																																		6.5	3	78	310 00	288 05	3 064		
[illegible]	[illegible]																										180'Lt	V-750	7						4 1	3	56	310.00	305.00	2 .200		Special Conc Box 200'Lt
[illegible]	[illegible]																																		3.4	3	79	97.55	98.14	1 319		
[illegible]	[illegible]																	125		U,U,R,U	4Y	2	2	3	1			360							2.4	3	58	81 .39	84.92	0 980		Special Con'c Box 55' Lt
[illegible]	[illegible]																																		11.9	3	61		237.20	3 .156		
[illegible]	[illegible]																																		12.8	3	64		237 20	3 156		Splitter On Rt
[illegible]	[illegible]																	115		R,U,U,U	4Y	2	2	3	1			360							1.5	3	66	81 .39	84.92	0 980		Splitter On Rt
[illegible]	1896+73																											V-777	12						NONE	3	67	474.00	356 00	3 800		
[illegible]	[illegible]																																		3.9	3	74	81.31	75 08	1 039		
[illegible]	1300+70																																		4.9	3	75	55.87	16.81	0 202		6 75'x3 75'x1 0' Conc Headwall 125' Lt
U LINE	23+36		90°	88																															1.6	3	76		28.39	0 370		Con'c HeadGate 125' Rt
Y LINE	23+75		90°	48																															16.6	2	68					8'x2 5x0 5' Conc Wall
																																			0 0	2	66					
[illegible] TOTAL:				136	2879.1	200	400.8	728	12	2	2		240	221	6	9	3									4				248.7	2,028.0	808	0	54	2,825 8			2,561 37	32,538.30	198.161	127.079	
[illegible] TOTAL:				196	[illegible]680	776.5	976	52	2	5	2		240	1238	30	13	15								7	8				1,756.1	2,666.0	3,066.6	0	20.9	7,511.7			5,895.67	103,335.72	637.124	395.728	

UTAH I-15-8(17)342 1964 3-E
REV DATE 12/15/64

SUMMARY SHEET

DRAINAGE SUMMARY

LINE	STATION FROM	STATION TO	ANGLE	REINFORCED CONCETE PIPE LIN FT 18"	24"	30"	36"	48"	CONCRETE END SECTIONS 24	30	36	48	18" CCP NEST LIN FT	18" CSP LIN FT	18" STEEL END SECT EACH	MEDIAN DROP INLET TYPE "C" DWG 346	MEDIAN DRAINS EACH	DIVERSION STRUCTURES LT	RT	WALLS REQ'D	WING WALLS	A FT	B FT	FRAME	GATES	18" HAND SLIDE GATES TYPE M	CATCH BASIN	STRUCT DWG NO	LINE NO	SMALL DITCH EXCAVATION CU YD	SURFACE DITCHES LIN FT	CONC LINED DITCHES LIN FT	PAVED MEDIAN DITCH LIN FT	LOOSE RIP-RAP CU YD	EXCAVATION FOR STRUCTURE UNCLASSIFIED CU YD	BOOK & PAGE NO		STRUCT STEEL LBS	REINFORCED STEEL LBS	CONCRETE CLASS "A" CU YD	CONCRETE CLASS "B" CU YD	REMARKS
I-15	1426+00			76																															17 7	2	69					
I-15	1426+40		90°		232																														19 3	2	70					
I-15	1450+50		90°	302																															69.6	2	71					
I-15	1323+50	1329+25																													576 0					5	47					On Lt.
I-15	1289+60		90°		212				2																			322							19 5	2	78					
I-15	1426+60				56																														27 6	29	5					24" Pipe Side Drain 140' Lt
I-15	1462+95	1467+09																												249 9						32	10					2' TTOM, 1 1 SIDE SLOPE, ON RT
I-15	1296+50																																	0 6		41	40					
I-15	1429+70				16																														3 5	29	6					
I-15	1334+00	1343+45																												812 2						32	1					3' BOTTOM 1 1 SIDE SLOPE, ON RT
U-84 &	2700 NO						74																												76 8	29	18					
I-15	1364+50	1366+70																												51 0						32	7					1' BOTTOM 1' 1 SIDE SLOPE, 1' DEEP ON LT
I-15	1417+70			8																															2 7	29	8					18 Pipe Side Drain 125' Rt
I-15	1296+50																																	0 3		41	40					
I-15	1417+76			12																															4 6	29	7					18 Pipe Side Drain 125' Rt
I-15	1313+50																																	0 3		41	40					
I-15	1442+00				120				2																			322							68.3	29	14					
X LINE	10+00																																	4 2		41	41					
I-15	1329+30																																	1 5		41	41					
I-15	1446+10				56				1																			322							31 4	29	16					
I-15	1446+70				178																														101 1	29	17					
I-15	1493+00																																	21 5		41	42					
I-15	1438+00				240				1																			322							55 4	29	19					
I-15	1446+70				40																														15 7	29	21					
I-15	1473+00	1477+00																												29 9						4	60					
I-15	1449+00							32																											28 0	29	27					
I-15	1383+79				8																														2 3	29	29					
I-15	1383+79			16																															3 0	29	31					
I-15	1383+70	1384+60		88																															16 1	29	32					
I-15	1456+50							16																											5 7	29	34					
I-15	1443+36			16																															1 4	29	35					
"W" LINE	25+50		90°	72																																2	67					
X LINE	78+75				32																														8 3	29	23					
I-15	1586+15	1593+00																												4.6						5	46					1' BOTTOM 1 1 SIDE SLOPE, 1' DEEP ON LT.
2700 NO	18+32													6																					NONE	29	36					
"Y" LINE	21+60													40																					NONE	29	22					
I5	1515+00	1525+00																													992 0					5	38					On Rt
"Y" LINE	25+00							16																											3 4	29	33					
I-15	1299+50	1306+42																													692 0					5	41					On Rt
I-15	1443+00	U-84 Inter.																													637 0					5	42					On Lt
I-15	1504+00	1515+00																													1086 0					5	35					On Rt
I-15	1329+75																																		28.4	29	25					24'x24 RCP Salvage & Relay
X LINE	24+00		90°			48																													2 7	29	3					
I-15	1438+00	1443+00																												31 3						32	3					1' BOTTOM 1 1 SIDE SLOPE, 1' DEEP ON RT.
X LINE	28+50		90°			48																													16 3	29	4					
I-15	1443+00	1446+30																												12 3						32	5					1' BOTTOM 1 1 SIDE SLOPE, 1' DEEP ON RT
X LINE	50+65		100°		48																														7 2	2	73					
X LINE	85+40		120°		24																														5 4	2	74					
X LINE	87+55		120°		24																														3 8	2	75					
X LINE	32+50		75°		48																														8 1	2	76					
X LINE	47+10		90°		48																														2 5	2	77					
I-15	1338+50																																		24 7	29	24					See Note Bottom Page
T-15	1554+65																																		34 4	29	37					Exc For 4"x169' Drain Pipe
	PAGE TOTAL:			590	1382	96	74	64	6	0	0	0	0	46	0	0	0									0	0			1,191 2	3,983 0	0	0	28.4	714 90			0	0	0	0	
	SUB-TOTAL:			786	113183	776	8505	1040	58	2	5	2	240	1284	30	13	15									7	8			2,947 3	6,649 0	3,066 6	0	49.3	8,226 60			5,895 67	109,335 72	637.124	395.728	
	GRAND TOTAL:			786	113183	776	8505	1040	58	2	5	2	240	1284	30	13	15									7	8			2,947 3	6,649 0	3,066 6	0	49 3	8,226 60			5,895 67	109,335 72	637.124	395.728	

NOTE: I-15 STA 1338+50 291' OF 12" C S P TO BE USED AS CASING & WATER LINE FROM FLOWING WELL, PLACED AS DIRECTED BY PROJECT ENGINEER.

REVISIONS
DATE BY DATE BY

STATE | PROJECT NO | SHT NO | TOTAL SHT
UTAH
REV DATE 12/15/64
REV DATE 1/25/65
T6N R2W
NE1/4 NE1/4 SEC 14
SE1/4 SE1/4 SEC 11
NW1/4 NW1/4 SEC 13
SW1/4 SW1/4 SEC 12
10' WORK EASE
10' IRRIG EASE
SECTION LINE
1280
1285
1290
1295
1300
1305
EXISTING R/W LINE
300 NORTH
(U-84)
BEG PROJECT
STA 1292+50
HIGHWAY R/W LINE, N/A
HWY R/W & N/A LINE
N 11°41' W
END 300 N STA 23+00
EXISTING R/W LINE
SECTION LINE
40 ACRE LINE
TIE N/A FENCE TO WING WALLS OF BOX STRUCTURE
Conc Wall For Head Gate
Conc Wall
Conc HeadGate
10' IRRIGATION EASEMENT
10' WORK EASE
10 IRRIG EASE
R/W MKR
SEE NOTE "A"
35' CUL-DE-SAC
CONST BIT SURF ROAD
WELL
GENERAL NOTE
CONC END SECTION PROVIDED FOR DRAINAGE CULVERTS ONLY. CONCRETE END SECTIONS ON IRRIGATION PIPE TO BE FUTURE CONSTRUCTION
NOTE CONSTRUCT CUL-DE-SAC AS DIRECTED BY PROJECT ENGINEER
NOTE "A"
GUARD RAIL PLACED ACROSS STREET TO FUNCTION AS BARRIER AS DIRECTED BY PROJECT ENGINEER
Δ = 12°46' RT
R = 3,819.72
T = 427.32
COORD N 3709996.98 E 1,836,027.991
Sta 1288+40± 24" 252 RCP Reqd 100" X-ing
Sta 1289+90± 24" x 66' Pipe Culvert Reqd Under 300' North St on The Left
Sta 1292+50 to Sta 1302± Paved Median Ditch Reqd
STA 1295+80 24" x 240' RCP IN PLACE IRRIGATION 100' X-ing
Median Drain Reqd Dwg 347
STA 1305+80 3" FLOWING WELL TO BE CAPPED AS FORCE ACCOUNT ITEM


STATE UTAH PROJECT NO SHT NO TOTAL SHT
REV DATE 12/15/64
REV DATE 1/25/65
T6N R2W
NE1/4 NE1/4 SEC 14
SE1/4 SE1/4 SEC 11
NW1/4 NW1/4 SEC 13
SW1/4 SW1/4 SEC 12
10' WORK EASE
10' IRRIG EASE
1280
1285
1295
1300
1305
SECTION LINE
EXISTING R/W LINE
300 NORTH
(U-84)
BEG PROJECT
STA 1292+50
HIGHWAY R/W LINE, N/A
HWY R/W N/A LINE
N 11°41' W
TIE N/A FENCE TO WING WALLS OF BOX STRUCTURE
Conc Wall For Head Gate
Conc Wall
Conc HeadGate
10' IRRIGATION EASEMENT
R/W MKR
SEE NOTE "A"
35' CUL-DE-SAC
CONST BIT SURF ROAD
NOTE CONSTRUCT CUL-DE-SAC AS DIRECTED BY PROJECT ENGINEER
END 300 N STA 23+00
GENERAL NOTE
CONC END SECTION PROVIDED FOR DRAINAGE CULVERTS ONLY CONCRETE END SECTIONS ON IRRIGATION PIPE TO BE FUTURE CONSTRUCTION
40 ACRE LINE
WELL
Δ = 12°46' RT
R = 3,819.72
COORD
NOTE "A"
GUARD RAIL PLACED ACROSS STREET TO FUNCTION AS BARRIER AS DIRECTED BY PROJECT ENGINEER
Sta 1288+40± 24" x 252' RCP Reqd 100° X-ing
Sta 1289+90± 24" x 66' Pipe Culvert Reqd Under 300' North St On The Left
Sta 1292+50 to Sta 1302± Paved Median Ditch Reqd
Median Drain Reqd Dwg 347
STA 1305+80 3" FLOWING WELL TO BE CAPPED AS FORCE ACCOUNT ITEM

REV DATE 12/15/64
5
NE 1/4 SE 1/4
SEC 11
1/4 SECTION LINE
SE 1/4 NE 1/4
SEC 11
40 ACRE LINE
NE 1/4 NE 1/4
SEC 11
Sta 1315+50 Div Box In Place 125' Lt.
Sta 1328+50 Div Box In Place On Lt.
CULTIVATED
PASTURE
Pumps
Sign
U-84
2000 WEST ST
EXIST R/W LINE
SEE NOTE "A"
Sta 1308± to Sta 1311+25 Small Ditch (1 Bottom, 1:1 Side Slope)
10' IRRIGATION EASEMENT
N/A LINE
N/A FENCE TO WING WALL OF BOX STRUCTURE
DIV. BOX
Sta 1315+50± to Sta 1329+60± Small Ditch, (1' Bottom 1:1 Side Slope)
HIGHWAY R/W LINE
DIV BOX
FARR LANE
Grade To Drain
N 01° 05' E
HIGHWAY R/W LINE, N/A
R/W MKR
10 IRR. EASEMENT
SECTION LINE
Sta 1315+50± to Sta 1318+20± Small Ditch, 1' Bottom, 1:1 Side Slope
FRONTAGE RD
10' IRRIG. EASE.
10' CONST. EASE.
STA 1329+66 to STA 1334+00
SMALL DITCH
(3' BOTTOM, 1:1 SIDE SLOPE)
24" RCP IRRIGATION
1310
1315
1320
1325
1330
1335
NW 1/4 SW 1/4
SEC 12
SW 1/4 NW 1/4
SEC 12
STA. 1308+60
24"x240' R.C.P. In place
DIV. BOX IN PLACE DRW 360 A & B 2' (UUUU, 4Y) ON LT 125'
MATCH JOB NS SHEET 20
Sta 1308 to Sta 1311+25 Small Ditch (1' Bot, 1:1 Side Slope) in place on Left
Sta 1313+50 12'x6'x198' Conc. Box In Place Drawing No E 1453
STA. 1309+00
MEDIAN DRAIN DRWG 347 REQ'D.
Place Under South Bound Lane
For Median Drainage Grade Median to Drain From Sta 1308+60± Ahead
Sta 1315+50± to Sta 1329+60± Small Ditch (1' Bottom, 1:1 Side Slope) in place on Left
STA 1323+50
CONC END SEC LT RT
Drop Inlet Type C
Dwg 346
NOTE
For "X" Line Profile See Sht No 30
STA 1329+50
Grade Median to Drain From Sta 1315+40± Ahead and From Sta 1343+50 Back
STA 1329+60
24"x60' R.C.P. in place 170' RT
Sta 1329+60± to Sta 1334± Small Ditch (3' Bottom, 1:1 Side Slope) on the Right in place
Install one 14 Metal Gate in R/W Fence on Rt Between Sta 15+50± and Sta 18+50± "X" Line as Directed by Project Engineer.

SHT NO 5
REV DATE 12/15/64
NE 1/4 SE 1/4 SEC 11
1/4 SECTION LINE
SE 1/4 NE 1/4 SEC 11
40 ACRE LINE
NE 1/4 NE 1/4 SEC 11
Sta 1315+50 Div Box In Place 125' Lt. Drwg No 360 A&B 2 (UURU Y4)
Sta 1328+50 Div Box In Place On Lt. Drwg No 360 (RUUU Y4) A&B 2
CULTIVATED
PASTURE
U-84
2000 WEST ST
Pumps
Sign
E 1,855,500
SEE NOTE "A"
EXIST R/W LINE
Sta 1308± to Sta 1311+25 Small Ditch (1 Bottom, 1:1 Side Slope)
10' IRRIGATION EASEMENT
N/A LINE
2'± N/A FENCE TO WING WALL OF BOX STRUCTURE
DIV. BOX
Sta 1315+50± to Sta 1329+60± Small Ditch (1 Bottom 1:1 Side Slope)
HIGHWAY R/W LINE
Sta 1325+50 to Sta 1329+25 Surface Ditch on Lt
DIV BOX
STA 1329+66.00 FARR LANE
E 1,856,000
Grade To Drain
N 01° 05' E
DRAINAGE
IRRIGATION
12'x6' BOX
24" RCP
R/W MKR
HIGHWAY R/W LINE, N/A
10 IRR. EASEMENT
SECTION LINE
'X' LINE
FRONTAGE RD
STA 10+00 BEG 'X' LINE
10' IRRIG. EASE.
10' CONST EASE.
STA 1329+6 to STA 1334+00 SMALL DITCH (3' BOTTOM, 1:1 SIDE SLOPE)
24" RCP IRRIGATION
Sta 1315+50± to Sta 1318+20± Small Ditch, 1' Bottom, 1:1 Side Slope
GRADE DRAIN
SW 1/4 NW 1/4 SEC 12
NW 1/4 SW 1/4 SEC 12
MATCH JONS SHEET 20
STA. 1308+60 24"x240' R.C.P. In Place
DIV. BOX IN PLACE DRW 360 A & B 2 (UUUU, Y) ON LT 125'
Sta 1308 to Sta 1311+25 Small Ditch (1' Bot, 1:1 Side Slope) in place on Left
Sta 1313+50 12'x6'x198' Conc. Box In Place Drawing No E 1453
STA. 1309+00 18" CSP in place MEDIAN DRAIN DRWG 347 REQ'D. Place Under South Bound Lane For Median Drainage Grade Median to Drain From Sta 1308+60± Ahead Construct Dike Across Median at Sta 1316+66
STA 1315+50-190' RT Div In Place Drwg 360 A & B 2
Sta 1315+50± to Sta 1318+20± Small Ditch (1' Bottom, 1:1 Side Slope) in place 190'± Right
Sta 1315+50± to Sta 1329+60± Small Ditch (1' Bottom, 1:1 Side slope) in place on Left
STA 1323+50 24"x194' RCP in place CONC END SEC Lt RT. DWG 322 Drop Inlet Type C Dwg 346
Sta 1325+60 to Sta 1329+25 Surface Ditch in place on Lt
NOTE For 'X' Line Profile See Sht No 30
STA 1329+50 24"x146' R C P in place
Grade Median to Drain From Sta 1315+40± Ahead and From Sta 1343+50 Back
Sta 1329+60 24"x60" R.C.P. in place 170' Rt
Sta 1329+60± to Sta 1334± Small Ditch (3' Bottom, 1:1 Side Slope) on the Right in place
Sta 1334+00 to Sta 1343+65 Small Ditch in place on Rt (3' Bottom 1:1 side slopes)
Install one 14' Metal Gate in R/W Fence on Rt Between Sta 15+50± and Sta 18+50± 'X' Line as Directed by Project Engineer
1310
1315
1320
1325
1330
1335
342,000 N
342,500 N
343,000 N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UTAH | I 15 8(17)342 | 6
REV DATE 12/15/64
T6N R 2W
SL.M
NE1/4 SE1/4 SEC 2
SE1/4 NE1/4 SEC 2
NE1/4 NE1/4 SEC. 11
SE1/4 SE1/4 SEC 2
SECTION LINE
MATCH-JOINS SHEET 22
CULTIVATED
MFS GASOLINE LINE
U-84 2000 WEST ST
SALT LAKE PETROLEUM LINE
Existing R/W Line
Exist R/W Line
R/W LINE
N/A LINE
HIGHWAY R/W LINE, N/A
FRONTAGE RD. R/W LINE
HWY R/W & N/A LINE
GRADE TO DRAIN
Grade to Drain
STA 1351+90 to STA 1357+00
SMALL DITCH
(1' BOTTOM 1:1 SIDE SLOPES)
10' IRRIG DITCH R/W
Sta 1360± to Sta 1364+50± Small Ditch (3' Bott, 1:1 Side Slopes)
Sta 1366+70± to Sta 1370+30± Small Ditch (3' Bottom, 1:1 Side Slopes)
INVERTED SYPHON INPLACE
NOTE For "y" Line Profile See Sht No 30
NW1/4 SW1/4 SEC 1
SW1/4 SW1/4 SEC 1
SW1/4 NW1/4 SEC 1
NW1/4 NW1/4 SEC 12
Install One 16' Metal Gate in R/W Fence on Rt Between Sta 23+75± and Sta 32+50± "X" Line As Directed by the Project Engineer
STA 1343+50± 30"x240' RCP in place
Sta 1343+50± to Sta 1348± Grade to Drain Ahead on The Right
SMALL DITCH
1:1 SIDE SLOPES
OUTLET DITCH on Lt
Sta. 1351+70 24" RCP in place DIV. BOX in Place ON LT. DWG. 360
WILLARD CANAL
40 ACRE LINE
Sta 1351+70± to Sta 1357± Small Ditch (1' Bottom, 1:1 Side Slope) On the Left in place
Sta 1354+20± Plain City Canal To be Abandoned
Sta 1359± Double 9'x9' Inverted Siphon in Place For Willard Canal A 24" Inverted Siphon in Place on the Left Under Willard Canal
Sta 1360± 24"x 296' RCP in place Across I-15 & "X" Line
Sta 1360± to Sta 1364+50± Small Ditch in place (3' Bottom, 1:1 Side Slopes) on Lt
Sta 1362+00 18"x 83' C.S.P. MEDIAN DRAIN Dwg 347 END SECTION Lt & Rt in place
Groove to Drain From Sta 1365± Ahead Sta 1366+70± Back
Sta 1366+70 24"x 183' RCP CONC END SEC Lt & Rt in place DWG. 342 MEDIAN DROP INLET in place DWG 346
Sta 1366+70± to Sta 1370+30± Small Ditch in place (3' Bottom, 1:1 Side Slopes) on Lt
1340
1345
1350
1355
1360
1365
1370
345,000 N
345,500 N
346,000 N
346,500 N
347,000 N
347,500 N
1,855,000 E
1,855,500 E
1,856,000 E
1,856,500 E

STATE | PROJECT NO | SHT NO | TOTAL SHT
UTAH | I 15 8(17)342 | 6
REV DATE 12/15/64
T6N R 2W
SL M
NE 1/4 SE 1/4
SEC 2
SE 1/4 NE 1/4
SEC 2
SE 1/4 SE 1/4
SEC 2
NE 1/4 NE 1/4
SEC 11
SECTION LINE
CULTIVATED
MFS GASOLINE LINE
U-84 2000 WEST ST
SALT LAKE PETROLEUM LINE
R/W LINE
N/A LINE
Grade to Drain
GRADE TO DRAIN
HIGHWAY R/W LINE
FRONTAGE RD R/W LINE
HWY R/W & N/A LINE
10' IRRIG DITCH R/W
STA 1351+90 to STA 1357+00
SMALL DITCH
(1' BOTTOM 1:1 SIDE SLOPES)
10' IRRIG DITCH R/W
Sta 1360± to Sta 1364+50± Small Ditch (3' Bott, 1:1 Side Slopes)
Sta 1366+70± to Sta 1370+30± Small Ditch (3' Bottom, 1:1 Side Slopes)
INVERTED SYPHON IN PLACE
1340
1345
1350
1355
1360
1365
1370
20
25
30
35
40
45
50
N 01° 05' E
NW 1/4 NW 1/4
SEC 12
SW 1/4 SW 1/4
SEC 1
NW 1/4 SW 1/4
SEC 1
SW 1/4 NW 1/4
SEC 1
NOTE For "y" Line Profile See Sht No 30
MATCH-JOINS SHEET 22
1,855,000 E
1,855,500 E
1,856,000 E
1,856,500 E
345,000 N
345,500 N
346,000 N
346,500 N
347,000 N
347,500 N

STATE | PROJECT NO | SHT NO | TOTAL SHT
UTAH | I 15-8(17)342 | 7
REV DATE 12/15/64
REV DATE 1/25/65
T6N R2W, SLM
T7N R2W, SLM
SE 1/4 NE 1/4 SEC 2
SE 1/4 SE 1/4 SEC 35
SW 1/4 NW 1/4 SEC 1
40 ACRE LINE
TOWNSHIP LINE
U-84
SALT LAKE PIPE LINE
SECTION LINE
FRONTAGE RD R/W LINE
HIGHWAY R/W LINE, N/A
10' WORK EASE
10' IRRIG. EASE
10' IRRIG. DITCH
10' IRRIG DITCH R/W
R/W LINE
N/A LINE
MEDIAN DRAIN
GRADE TO DRAIN
MATCH - JOIN - SHEET 2
DIV BOX
1370
1375
1380
1385
1390
1395
1400
Sta 1382+00 Div Box In Place 125' Lt Drwg No.360 A&B=2' (RUUU Y4)
Sta 1392+50 Div Box In Place 130' Lt Drwg No 360 A&B=2' (UUUU Y4)
Sta 1370+30± to Sta 1377± Small Ditch Req'd (3' Bottom, 1:1 Side Slopes)
Sta 1377± to Sta 1383+41
Built up Conc Lined Ditch (1' Bottom, 1:1 Side Slope, 2' Deep)
Sta 1384+40± to Sta 1392+70±
Small Ditch in place (1' bottom, 1:1 Side Slope, 2' Deep)
Sta 1392+70± to Sta 1397+90±
Sta 1398± to Sta 1407± Surface Ditch in place
Sta 1383+40± to Sta 1392+70± Surface Ditch Req'd
Sta 1392+70± to Sta 1397+90± Surface Ditch Req'd
NOTE Remove & Reset Existing R/W Fence Along 1700 No as Directed By the Project Engineer
NOTE 1700 No Structure Not Included in This Contract
NOTE For 1700 North Profile See Sht No 29
NOTE For X Line Profile See Sht No 30
STA 21+65 1700 NORTH
1700 NORTH ST
"X" LINE
Δ= 01°53' RT
D= 1°00'
R= 5729.58'
T= 94.18'
L= 188.34'
PI = 58+32.68
I-15
Δ= 0°53' LT
D= 0°15'
R= 22918.32
T= 176.67
L= 353.33
PI= 1393+52.95
COORD 349,884 698 N 1,856,196 006 E
Coord 350,131 235 N 1,856,341 699 E
N 01°05'E
N 02°58'E
N 00°12'E
N 00°04'W
1,855,000
1,855,500
1,856,000
1,856,500
STA 1370+25 24" x 212' R.C.P. IN PLACE CONC. END SECTIONS ON LT & RT DWG. 322 MEDIAN DROP INLET IN PLACE DWG. 346
PLACE END SECTIONS ON PIPE UNDER I-15 ONLY.
STA 50+65 "X" LINE 24" x 48' RCP IN PLACE 100° X-ING
STA 1377+00 18" x 80' C.S.P. IN PLACE END SECTION ON LT & RT MEDIAN DRAIN IN PLACE
Sta 1378+75 Div Box In Place 130' Lt In Ditch Drwg 360 A&B=2 (R.U.U.U.4Y)
Sta 1380+36 Div Box in Place in Ditch on Lt Drwg 360 A&B=2' (R.U.U.4Y)
Sta 1383+70 Div Box In Place in Ditch on Lt Drwg 360 A&B=2' (U.U.U.R.4Y)
FLOWLINE OF BUILT-UP DITCH STA 1377+00 to STA 1383+90
STA. 1384+36 24" x 232' RCP IN PLACE CONC. END SECT. ON LT & RT DWG 322
STA. 64+20 24" x 40' RCP IN PLACE 90° X-ing
STA. 64+70 24" x 40' RCP IN PLACE 90° X-ing
STA. 1392+70 24" x 240' R.C.P. IN PLACE
Sta 1395+00 18" x 84' C.S.P. IN PLACE
Sta 1397+90 24" x 240' RCP IN PLACE IN TWO SECTIONS UNDER I-15 AND "X" LINE
Sta 1398+00 24" x 232' RCP IN PLACE IN TWO SECTIONS UNDER I-15 AND X LINE
Sta 1398+10 18" x 89' C.S.P. IN PLACE
Sta 1398+00 to 1402+00 Small Ditch in place on Lt (1' Bottom, 1:1 Side Slopes) 2' Deep

STATE | PROJECT NO | SHT NO | TOTAL SHT
UTAH | I 15-8(17)342 | 7
REV DATE 12/15/64
REV DATE 1/25/65
N
T6N R2W, SLM
T7N R2W, SLM
TOWNSHIP LINE
SE 1/4 NE 1/4 SEC 2
SE 1/4 SE 1/4 SEC 35
SW 1/4 NW 1/4 SEC 1
40 ACRE LINE
U-84
SALT LAKE PIPE LINE
1370
1375
1380
1385
1390
1395
1400
HIGHWAY R/W LINE, N/A
10' IRRIG DITCH
10' IRRIG. EASE
10' WORK EASE
R/W LINE
N/A LINE
MEDIAN DRAIN
GRADE TO DRAIN
SECTION LINE
FRONTAGE RD R/W LINE
MATCH - JOIN - SHEET 2
DIV BOX
Sta 1370+30± to Sta 1377± Small Ditch Reqd (3' Bottom, 1:1 Side Slopes)
Sta 1377± to Sta 1383+41 Built up Conc Lined Ditch (1' Bottom, 1:1 Side Slope, 2' Deep)
Sta 1384+40± to Sta 1392+70±
Small Ditch in place (1' bottom, 1:1 Side Slope, 2' Deep)
Sta 1382+00 Div Box In Place 125' Lt Drwg No. 360 A&B=2' (RUUU Y4)
Sta 1392+50 Div Box In Place 130' Lt Drwg No 360 A&B=2' (UUUU Y4)
NOTE Remove & Reset Existing R/W Fence Along 1700 No as Directed By the Project Engineer
NOTE 1700 No Structure Not included in This Contract
NOTE For 1700 North Profile See Sht No 29
Exist R/W Fence
STA 21+65 1700 NORTH
Sta 1383+40± to Sta 1392+70± Surface Ditch Reqd
Sta 1392+70± to Sta 1397+90± Surface Ditch Req'd
Sta 1398± to Sta 1407± Surface Ditch in place
"X" LINE
NOTE For X Line Profile See Sht No 30
PLACE END SECTIONS ON PIPE UNDER I-15 ONLY.

STATE | PROJECT NO | SHT NO | TOTAL SHT
UTAH | I-15 8(17)342 | 8
REV. DATE 12/15/64
T7N. R2W
S L M
N
SE 1/4 SE 1/4
SEC 35
NE 1/4 SE 1/4
SEC 35
SE 1/4 NE 1/4
SEC 35
40 ACRE LINE
1/4 SECTION LINE
1,855,000 E
1,855,500 E
1,856 000 E
CULTIVATED
U-84 2000 WEST ST
N 352,486.47
E 1,855,742 32
2100N FAIR WEST DRIVE
EXIST R/W LINE
1405
1410
1415
1420
1425
1430
Sta 1402± to Sta 1405± Small Ditch (1' Bottom, 1 1 Side Slope, 2' Drop)
10' IRRIG. DITCH R/W
10' IRRIGATION EASEMENT
N/A LINE
R/W LINE
STA 1408+08.50
2100 NORTH
SEE NOTE A
Sta 1413+50± to Sta 1416+86 Small Ditch (1' Bottom, 1 1 Side Slope)
Sta 1426+60 to 1427+35 Built up Conc lined Ditch (2' Bottom 2' Dp / 1 Side Slopes)
Sta 1426+87 to Sta 1433+00 Small Ditch (1' Bottom 1' Deep 1 1 Side Slopes)
10' WORK EASE
10' IRRIG EASE
N 00°12' E
Grade to Drain
N 01°35' W "X" LINE
FRONTAGE RD R/W LINE
Sta 1398± to Sta 1407± Surface Ditch Req'd
R/W LINE
Sta 1426+87 to Sta 1429+70± Small Ditch (1' Bottom, 1 1 Side Slope)
Sta 1426+40 to 1428+50 Built up Conc LINED Ditch (2' Bottom 3' Dp 1 1.5 Slope)
Sta 1429+70± to Sta 1433± Surface Ditch Req'd
10' IRR EASEMENT
SECTION LINE
"X" LINE
Δ=1° 47' Lt
D=1° 00'
R=5729.58'
L= 178.34
T= 89.17
"X" LINE
Δ=1° 47' Rt
D=1° 00'
R=5729.58'
T= 89.17
L= 178.35
PI=84+56.89
N 350,630 019
E 1,856,349 441
END "X" LINE STA 87+61.90
135' Rt STA 1407+25 I-15
NOTE "A"
Guard Rail Placed Across Street to Function as Barrier as Directed by The Project Engineer
NOTE
For "X" Line Profile
See Sht No 30
SW 1/4 SW 1/4
SEC 36
NW 1/4 SW 1/4
SEC 36
SW 1/4 NW 1/4
SEC 36
Sta 1402± to Sta 1405± Small Ditch (1' Bottom, 1 1 Side Slope 2' Deep) in place to Drain Back Station on the Left
Sta 1402+00 Div. Box In Place 125' Lt. Drwg 360 A & B-2 (RUUU, Y4)
STA 1405+00 24" x 232' R.C.P. in place DIV. BOX in place Lt. DWG. 360 A & B-2 (U,U,U,4Y)
Install 6'-16' Metal Gate in R/W Fence on Rt Between Sta 84+90± and Sta 87+50± "X" Line as Directed by The Project Engineer
STA 1407+90 24" x 232' R.C.P. in place 120° CROSSING CONC. END SECTS. ON Lt & Rt DWG. 322 PLACE END SECTIONS ON PIPE UNDER I-15 ONLY
Sta 1411+90 to Sta 1417+90± Surface Ditch on Right in place To Drain to Catch Basin at Sta 1417+90± Drwg. V-750 Line 10
Sta 1413+50± Sta 1416+86 Small Ditch in place (1' Bottom, 1 1 Side Slope) Left to Join With Existing Drain Ditch
Catch Basin In Place 125' Rt Drwg No V-750
CONC. END SECT IN PLACE Remove or Abandon Existing 15" RCP Provide Drop Inlet (Drwg 346) in Median and Catch Basin (Drwg V-750) on the Right
Sta 1426+87 to Sta 1429+70± Small Ditch in place (1' Bottom 1 1 Side Slope)
Sta 1426+40 to 1428+50 Built up Conc. lined Ditch in place
1426+40 Splitter In Place 135' Lt.
Sta 1426+81 to Sta 1433+00 Small Ditch in place on Lt (1' Bottom 1' Deep 1 1 Side Slopes)
Sta 1429+70 Div Box In Place on Rt 133' Drwg 360 A & B-2 (RUUU, Y4)
Sta 1429+70 to 1438+00 Surface Ditch in place on Rt (1' Bottom 1' Deep 1 1 Side Slopes)
Sta 1432+75 Lt. Drwg 360 Div Box In Place A & B-2 (RUUU, Y4)
MATCH LINE SHEET 23

STATE | PROJECT NO | SHT NO | TOTAL SHT
UTAH | I-15 8(17)342 | 8
REV. DATE 12/15/64
T7N. R2W
S L M
SE1/4 SE1/4
SEC 35
NE1/4 SE1/4
SEC 35
SE1/4 NE1/4
SEC 35
40 ACRE LINE
1/4 SECTION LINE
CULTIVATED
U-84 2000 WEST ST
2100 NORTH FARR WEST DRIVE
EXIST R/W LINE
N/A LINE
R/W LINE
10' IRRIGATION EASEMENT
10' IRRIG. DITCH R/W
STA 1408+08.50 2100 NORTH
SEE NOTE A
FRONTAGE RD R/W LINE
SECTION LINE
N 00°12' E
N 01°35' W "X" LINE
Grade to Drain
1405
1410
1415
1420
1425
1430
Sta 1402± to Sta 1405± Small Ditch (1' Bottom, 1:1 Side Slope, 2' Drop)
Sta 1398± to Sta 1407± Surface Ditch Req'd
Sta 1413+50± to Sta 1416+86 Small Ditch (1' Bottom, 1:1 Side Slope)
Sta 1426+87 to Sta 1429+70± Small Ditch (1' Bottom, 1:1 Side Slope)
Sta 1426+60 to 1427+35 Built up Conc lined Ditch (2' Bottom 2' Dp 1:1 Side Slopes)
Sta 1426+87 to Sta 1433+00 Small Ditch (1' Bottom 1' Deep 1:1 Side Slopes)
Sta 1426+40 to 1428+50 Built up Conc Lined Ditch (2' Bottom 3' Dp 1:1.5 Slope)
Sta 1429+70± to Sta 1433± Surface Ditch Req'd
10' WORK EASE. IRRIG EASE
10' IRR EASEMENT
END "X" LINE STA 87+61.90 135' Rt STA 1407+25 I-15
NOTE "A"
Guard Rail Placed Across Street to Function as Barrier as Directed by The Project Engineer
NOTE
For "X" Line Profile See Sht No 30
SW1/4 SW1/4
SEC 36
NW1/4 SW1/4
SEC 36
SW1/4 NW1/4
SEC 36
MATCH LINE SHEET 23

STATE | PROJECT NO | SHT NO | TOTAL SHT
UTAH | I 15-8(17)342 | 9
REV DATE 12/15/64
2700 NORTH — I-15
PLAIN CITY INTERCHANGE
T7N R2W
S.L.M.
NOTE
For 2700 No Profile See Sht No 29
For "V" Line Profile See Sht No 31
For "W" Line Profile See Sht No 31
For "Y" Line Profile See Sht No 29
NOTE
2700 No Structure
Not Included in this Contract
NE1/4 NE1/4
SEC 35
SE1/4 SE1/4
SEC 26
NE1/4 SE1/4
SEC 26
NW1/4 NW1/4
SEC 36
SW1/4 SW1/4
SEC 25
NW1/4 SW1/4
SEC 25
40 ACRE LINE
SECTION LINE
HIGHWAY R/W LINE, N/A
FRONTAGE RD. R/W LINE
SALT LAKE PIPE LINE CO PIPELINE
BEG 2700 NORTH STA 15+50
END 2700 NORTH STA 24+00
1446+38.20 "I-15"
STA 20+00 2700 N
10' WORK EASE
10' IRRIG EASE
GRADE TO DRAIN
MATCH LINE SHEET 22
1435
1440
1445
1450
1455
1460
1465

STATE UTAH
PROJECT NO I 15-8(17)342
SHT NO 9
REV DATE 12/15/64
2700 NORTH — I-15
PLAIN CITY INTERCHANGE
T7N R2W S.L.M.
NOTE
For 2700 No Profile See Sht No 29
For "V" Line Profile See Sht No 31
For "W" Line Profile See Sht No 31
For "Y" Line Profile See Sht No 29
NOTE
2700 No Structure Not Included in this Contract
BEG 2700 NORTH STA 15+50
SALT LAKE PIPE LINE CO PIPELINE
HIGHWAY R/W LINE, N/A
FRONTAGE RD. R/W LINE
SECTION LINE
GRADE TO DRAIN
N 0° 12' E
1446+38 20 "I-15
STA 20+00 2700 N
END 2700 NORTH STA. 24+00
10' WORK EASE.
10' IRRIG. EASE
40 ACRE LINE
NE1/4 NE1/4 SEC 35
SE1/4 SE1/4 SEC 26
NE1/4 SE1/4 SEC 26
NW1/4 NW1/4 SEC 36
SW1/4 SW1/4 SEC 25
NW1/4 SW1/4 SEC 25

STATE	PROJECT NO	SHT NO	TOTAL SHT
UTAH	I 15 8(7)342	10	

STATE	PROJECT NO	SHT NO	TOTAL SHT
UTAH	I-15-8(77)342	10	

STATE UTAH PROJECT NO I 15 8(17)342 SHT NO 11
REV DATE 12/15/64
T7N R2W
SL M
NE1/4 SE1/4 SEC. 26
SE1/4 NE1/4 SEC. 26
NE1/4 NE1/4 SEC 26
NW1/4 SW1/4 SEC. 25
SW1/4 NW1/4 SEC 25
NW1/4 NW1/4 SEC 25
1/4 SECTION LINE
40 ACRE LINE
SECTION LINE
EXIST R/W LINE
HIGHWAY R/W LINE, N/A
RR R/W LINE
N/A LINE
R/W LINE
PLEASANT VIEW CITY LIMITS
SALT LAKE PETROLEUM UNDERGROUND PIPELINE
SALT LAKE PETROLEUM PIPE LINE
CENTRAL PACIFIC R/R (DISMANTLED)
OLD C.P. TRACKS
U-84
35' CHANNEL CHANGE EASEMENT
10' CONST EASEMENT
10' IRRIG. DITCH R/W
TIE N/A FENCE TO WING WALLS OF BOX STRUCTURE
LOOSE RIP RAP REQ'D
Sta. 1487± to Sta. 1492± Channel Change (10' Bottom, 1:1 Side Slope, 5' Deep)
Sta. 1483+80± to Sta. 1488± Surface Ditch
Sta. 1473± to Sta. 1477± Small Ditch (1' Bottom, 1:1 Side Slope 2' Deep)
Sta. 1477± to Sta. 1484± Small Ditch (1' Bottom 1:1 Side Slope)
Sta. 1477± to Sta. 1483+80± Small Ditch (1' Bottom, 1:1 Side Slope)
Sta 1485 to Sta 1493+50± Small Ditch (1' Bottom, 1:1 Side Slope 2' Deep)
PC 1478+02.58
PI 1496+37.58
Δ = 18° 21' LT
D = 1° 00'
R = 5729.58'
T = 925.42'
L = 1835.00'
PI 1487+28.00
COORD 359,259.698 N 1,856,228.731 E
MATCH LINE JOINS SHEET 24
1465
1470
1475
1480
1485
1490
1495
Sta 1469+00 24"x208' RCP in place
Sta 1472+90 18"x85' C.S.P. in place. End Sections on Lt & Rt. Under South Bound Lane for Median Drain DWG 347 Grade Median to Drain From Sta 1460 Ahead Dike Req'd on Ahead Station Side
Sta 1473± 24"x216' RCP in place
Div Box In Place on Lt Dwg 360 A & B = 2' (URUU 4Y)
Div. Box In Place On Rt. DWG. 360 A & B = 2' (UUUR; 4Y)
Sta 1473± to Sta 1477± Lt & Rt Small Ditch in place (1' Bottom Grade to Drain Ahead 1:1 Side Slope 2' Deep)
Sta 1477+00 24"x216' R.C.P. in place Div. Box In Place on Rt Dwg 360 A & B = 2' (URUU 4Y)
Sta 1477± to Sta 1483+50± Small Ditch in place on Rt Grade to Drain Ahead (1' Bottom, 1:1 Side Slopes 1' Deep)
Sta 1477± to Sta 1484± Small Ditch in place on Lt Grade to Drain Ahead (1' Bottom, 1:1 Side Slopes)
Sta 1483+70 18"x82' CSP in place End Sections on Lt & Rt Under South Bound Lane for Median Drain DWG 347 Grade Median to Drain Ahead From Sta 1473 to Sta 1483 Dike Req'd Across Median on Ahead Sta Side
Sta 1483+80 24"x224' RCP in place
105" X-ing Div Box In Place 12.5' Lt Drwg 360 A & B = 2' (UUUU 4Y)
Sta 1484+00 to Sta 1493+50± Small Ditch in place on Lt Connect to Existing Ditch at Sta 1493+50± (1' Bottom, 1:1 Side Slope 2' Deep)
Sta 1483+80 to Sta 1488± Surface Ditch in place on Rt
Sta 1487± to Sta 1492± Rt Channel Change in place on Rt (10' Bottom, 1:1 Side Slope 5' Deep)
Sta 1492+50 18"x63' C.S.P. in place End Sections on Lt & Rt Under South Bound Lane for Median DRA'G DWG 347
Sta 1493+00 8'x5'x201.8 Concrete Box DWG. NO. E 1454 120' X-ing Loose Rip Rap In Place At Inlet and Outlet as Directed by the Project Engineer
Sta 1493+00 18"x65' CSP in place End Sections on Lt & Rt Under South Bound Lane for Median Drain DWG 347
358,000 N
358,500 N
359,000 N
359,500 N
360,000 N
1,855,500 E
1,856,000 E
1,856,500 E
1,857,000 E


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UTAH | I 15 8 (17)342 | 12
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EXISTING R/W LINE
SALT LAKE PETROLEUM PIPE LINE
PLEASANT VIEW CITY LIMITS
SW1/4 SE1/4 SEC 23
NE1/4 NE1/4 SEC 26
NW1/4 SE1/4 SEC 23
40 ACRE LINE
SECTION LINE
HIGHWAY R/W LINE, N/A
UNDERGROUND MFS GAS LINE
I-15
N 18° 09' W
MEDIAN DRAIN
CENTRAL PACIFIC RAILROAD (DISMANTLED)
PROPOSED GAS LINE RELOCATION
UTILITY EASEMENT
N/A LINE
STA 1504+00 to STA 1525+00 SURFACE DITCH
STA 1518± 16' LOCKED GATES REQ'D. LT. & RT.
RR R/W LINE
CULTIVATED
SE1/4 SE1/4 SEC. 23
NE1/4 SE1/4 SEC 23
SW1/4 SW1/4 SEC 24
NW1/4 NW1/4 SEC 25
MATCH-JOINS SHEET 23
1500
1505
1510
1515
1520
1525
STA. 1498+00 18" x 90' C.S.P. REQ'D. UNDER S.B. LANE AS MEDIAN DRAIN DWG 347 END SECTIONS REQ'D. LT. & RT.
STA. 1504+00 24" x 164' R.C.P. in place CONC. END SECTIONS on LT. & RT. DWG 322
STA 1516+00 24" x 186' R.C.P. in place END SECT. on LT. & RT. DWG. 322 CONC. MEDIAN DROP INLET REQ'D DWG 346
STA 1525+00 24" x 190' R.C.P. in place CONC. END SECT. on LT & RT DWG 322 MEDIAN DROP INLET DWG 346


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13
REV DATE 12/15/64
T7N R2W
SLM
N
EXISTING R/W LINE
PLEASANT VIEW CITY LIMITS
1/4 SECTION LINE
40 ACRE LINE
SMITH & EDWARDS WAR SURPLUS
NW 1/4 SE 1/4
SEC 23
SW 1/4 NE 1/4
SEC 23
NE 1/4 NW 1/4
SEC 23
SE 1/4 SW 1/4
SEC 14
HIGHWAY R/W LINE, N/A
I-15
N 18° 09' W
CENTRAL PACIFIC R.R. (DISMANTLED)
SALT LAKE PETROLEUM PIPE LINE
RR R/W LINE
CULTIVATED
SE 1/4 NE 1/4
SEC 23
NW 1/4 NE 1/4
SEC 23
SW 1/4 SE 1/4
SEC 14
SECTION LINE
EXISTING R/W LINE
SEE NOTE A
PLEASANT VIEW CITY LIMITS
COUNTY LINE
WEBER COUNTY
BOX ELDER COUNTY
WATER
1530
1535
1540
1545
1550
1555
NOTE "A"
Guard Rail Placed Across Street to Function as Barrier As Directed by the Project Engineer.
STA 1532+50
24"x184' RCP in place
CONC. END SECTION LT. & RT. DWG. 322
MEDIAN DROP INLET DWG. 346
STA 1537+60
24"x206' R.C.P. in place
CONC. END SECT. on LT & RT. DWG. 322
MEDIAN DROP INLET DWG. 346
Sta 1544+20
36"x228' RCP in place
CONC. END SECTION on LT & RT. DWG 322
MEDIAN DROP INLET DWG. 346
Sta 1550+50
24"x178' RCP in place
CONC END SECT. on LT. & RT. DWG 322
MEDIAN DROP INLET
STA 1554+65
18"x240' C.S.P. NESTABLE in place
AS CASING FOR 4" TRANSITE WATER LINE
SHEET 25
Sta 1554+65
4"x169' Drain pipe Placed by owner
Sta 1556+10
30"x200' RCP in place
110° X-ing CONC. END SECTIONS
Lt & Rt DWG 322
Sta 1558+40
36"x197' RCP in place
CONC. END SECTIONS
Lt & Rt. DWG. 322
MEDIAN DROP INLET TYPE "C"
DWG. 346
1,855,000 E
1,855,500 E
1,856,000 E
1,854,500 E
1,854,000 E
1,853,800 E
363,500 N
364,000 N
364,500 N
365,000 N
365,500 N
366,000 N

STATE | PROJECT NO | SHT NO | TOTAL SHT
UTAH | I 15 8(17)342 | 14
REV DATE 12/15/64
4/9/65
4/20/65 CONSTRUCTION CHANGE
5/26/65
6/9/65
T7N R2W SLM
NE 1/4 NW 1/4 SEC 23
SE 1/4 SW 1/4 SEC 14
SW 1/4 SE 1/4 SEC 14
NW 1/4 NE 1/4 SEC 23
EXISTING R/W LINE
PLEASANT VIEW CITY LIMITS
1/4 SECTION LINE
HIGHWAY R/W LINE N/A
UNION PACIFIC RR (DISMANTLED)
R.R. R/W LINE
EXISTING R/W LINE
STA. 515+00 U-84 LIMITS OF CONSTRUCTION
PLEASANT VIEW CITY LIMITS COUNTY LINE
STA 1555+85.90 I-15 4000 NORTH ST
Exist. HWY. R/W LINE
U-84
H-2A LINE
H-2 LINE
H-3 LINE
H-1 LINE
TEMPORARY DETOUR
CONST EASE
10' CONST EASE DITCH EASE
LOOSE RIP RAP REQ'D
I-15
Δ = 14° 05' LT
D = 2° 00'
R = 2864.79'
T = 353.87
L = 704.17
PI = 1568+04.81
COORD N 366,949.696
E 1,853,707.822
Surface Ditch Req'd Sta 522+00 to Sta 525+60
NOTE
U-84 Structure Not Included in This Contract
NOTE
For H-1 Line Profile See Sht No 32
For H-2 Line Profile See Sht No 33
For H-2A Line Profile See Sht No 33
For H-3 Line Profile See Sht No 33
For H-4 Line Profile See Sht No 32
For U-84 Profile See Sht No 32
For U-84 Detour Profile See Sht No 33
SWIMMING POOL
WEBER COUNTY
BOX ELDER COUNTY
SECTION LINE
40 ACRE LINE
RR R/W LINE
SALT LAKE PIPE LINE CO R/W
HIGH TENSION POWER LINE
FOR R/W ONLY
FOR CONSTRUCTION ONLY
GRADE TO DRAIN
DETOUR CURVE #1
Δ = 28°46' 19" Rt
D = 6°30'
T = 226.09'
L = 442.64'
R = 881.47'
PI = 12+40.12
N 366,851.059
E 1,853,068.592
DETOUR CURVE #2
Δ = 27°41' 39" Lt
D = 5° 00'
T = 282.46'
L = 553.88'
R = 1,145.92'
PI = 20+21.23
N 367,551.138
E 1,853,436.052
MATCH-JOINS SHEET 24
STA 1553+40 36" x 1397 R.C.P. Rt & LT. CONC END SECT. ON LT & RT. DWG 322 MEDIAN DROP INLET TYPE "C" DWG 346
STA 1553+00 24" x 232' R.C.P. in place 100° X-ing
Sta 1564+00 18" x 87' C.S.P. in place End Sections on Lt & Rt. Under South Bound Lane For MEDIAN DRAIN DWG 347
Sta 1564+40 48" x 432 RCP in place 135° X-ing
Sta 522+00 to Sta 525+60 U-84 Surface Ditch Req'd Rt
Sta 10+00 to Sta 20+00 H-1 Line Surface Ditch in place
Sta 1570+00 24" x 287 RCP in place CONC. END SECTS. on LT & RT. DWG 322 MEDIAN DROP INLET REQ'D. DWG 346
STA 525+50 U-84 48" x 236' RCP in place
CONC END SECTION on RT & LT. DWG 322
STA 17+75 H-3 LINE TO STA 14+00 H-2A LINE 24" x 168' R.C.P. in place CONC END SECTIONS on LT & RT. DWG 322
STA 1580+80 ± 24" x 200' R.C.P. in place CONC END SECTIONS on LT & RT. DWG 322 120° X-ing
1/4 SECTION LINE
PR R/W
Exist. HWY R/W
PT STA 542+25.8
STA 544+00 U-84 LIMITS OF CONSTRUCTION
1,855,000 E
366,500 N
367,000 N
366,000 N


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REV DATE 12/15/64
" " 4/20/65 CONSTRUCTION CHANGE
" " 6/9/65 " "
NOTE
For "H-1 Line" Profile See Sheet No 32
For "H-2 Line" Profile See Sheet No 33
For "H-3 Line" Profile See Sheet No 33
For "U-84" Profile See Sheet No 32
For "H-4 Line" Profile See Sheet No 32
NORTH END OF PROJECT
STA 1598+00
END PROJ.
NO I-15-8(17)342
NOTE "U-84" Structure Not Included In This Contract
NW 1/4 SW 1/4 SEC. 14
SW 1/4 NW 1/4 SEC. 14
NE 1/4 SW 1/4 SEC. 14
SE 1/4 NW 1/4 SEC. 14
NW 1/4 NW 1/4 SEC 14
E 1/4 NW 1/4 SEC. 14
1/4 SECTION LINE
40 ACRE LINE
SEC. LINE
1/4 SEC. LINE
"H-2" LINE
Δ=110°14'20.5" Rt
R=358'
T=513.55'
L=688.20
PI=18+16.76
"H-3" LINE
Δ=94°56'28.0" Lt.
R=310'
T=337.08'
L=513.68
PI=18+88.82
"H-3" LINE
Δ=126°14'50.8" Lt
R=250'
T=493.28'
L=550.85
PI=14+93.29
N 368,222.252
E 1,852,784.587
"H-2" LINE
Δ=43°16'20.5" Lt.
D=6°00'
R=954.93'
T=378.76'
L=721.21
P=23+70.19
"H-4" LINE
Δ=116°56' Rt
R=260
T=427.73'
L=530.63
PI=14+81.09
HWY. R/W & N/A LINE
RR R/W LINE
SALT LAKE PIPE LINE CO R/W
OLD RR BED
GRADE TO DRAIN
DRAINAGE
Sta 1584+16 to Sta 1592+00 Small Ditch in place on Lt (1 Bottom 1 Op 1 Side Slopes)
Sta 1589+73 to Sta 1597+50 Surface Ditch on Rt
STA 1583+80 in Place 24" x 216' RCP in Place CONC END SECTS. DWG. 322 MEDIAN DROP INLET DWG 346 on Lt & Rt
STA 24+90 H-2 LINE 24" x 80' R.C.P. IN PLACE CONC END SECTS ON LT & RT DWG. 322
STA 1592+00 24" x 216' RCP IN PLACE CONC. END SECTIONS DWG. 322 ON LT & RT.
END N/A
Exist R/W LINE
Exist HWY R/W & N/A LINE
NORTH END OF PROJECT
1,851,000 E
1,851,500 E
1,852,500 E
1,853,000 E
369,000 N
369,500 N
370,000 N

REV DATE 12/15/64
1/7/65
4/9/65
4/20/65 CONSTRUCTION CHANGE
6/9/65

"H-1 LINE" (Curve 1)
Δ 18 31'
R 2864 79'
T 467 56
L = 930 83
PI = 11+93 05
N 367,121 130
E 1,853,789 453

"H-1 LINE" (Curve 2)
Δ - 64° 01' 14 6" Rt
D 10° 00
R - 572 96
T - 358 15'
L - 21'
PI 25+45 62
N 351 183
E 3 265

"H-2" LINE (Curve 1)
Δ 110° 14' 20 5" Rt
R = 358
T = 513 55
L = 688 20'
PI - 19+16 76
N 367,404 349
E 1,852,331 472

"H-2" LINE (Curve 2)
Δ = 43° 16' 20 5" Lt
D = 6° 00'
R = 954 93'
T = 378 78'
L = 721 21'
PI = 23+70 19
N 368,162 961
E 1,852,801.325

"H-2A" LINE
Δ = 59° 02' 12 6" Lt
D - 8° 00'
R - 716 20'
T - 405 51'
L = 737 96
PI = 14+05.51
N 367,133.330
E 1,853,058 298

N 366,949 698
E 1,853,707 822

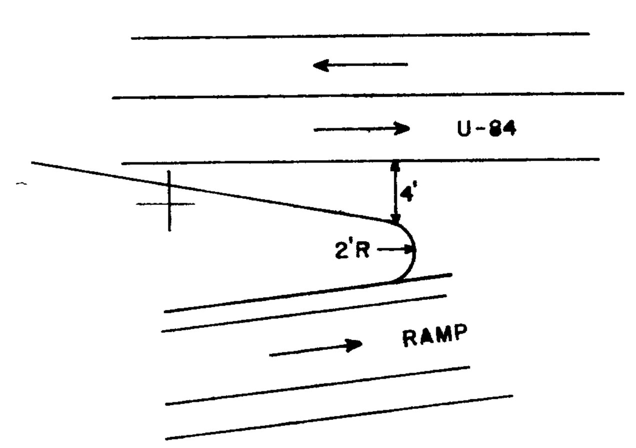
N 368,270 214
E 1,852,875 175

"H-3 LINE" (Curve 1)
Δ = 126° 4' 5 8" Lt
R = 25
493 28
L = 55
PI = 14+93 29
252
34 587

"H-3 LINE" (Curve 2)
Δ = 94° 56' 28 0" LT
R = 310'
T = 337 96'
L = 513 68'
PI = 18+88 82
N 367,441 500
E 1,852,499 022

"H-3 LINE" (Curve 3)
Δ = 87° 08' 20 2" LT
R = 300'
T = 285 38'
L = 456 26'
PI = 23+49 92
N 367,278.647
E 1,853,100 712

"H-4 LINE"
Δ = 116° 56' Rt
R = 26
T = 423 73'
L = 530 63'
14+81 09
N 367,870.740
E 1,853,204 018



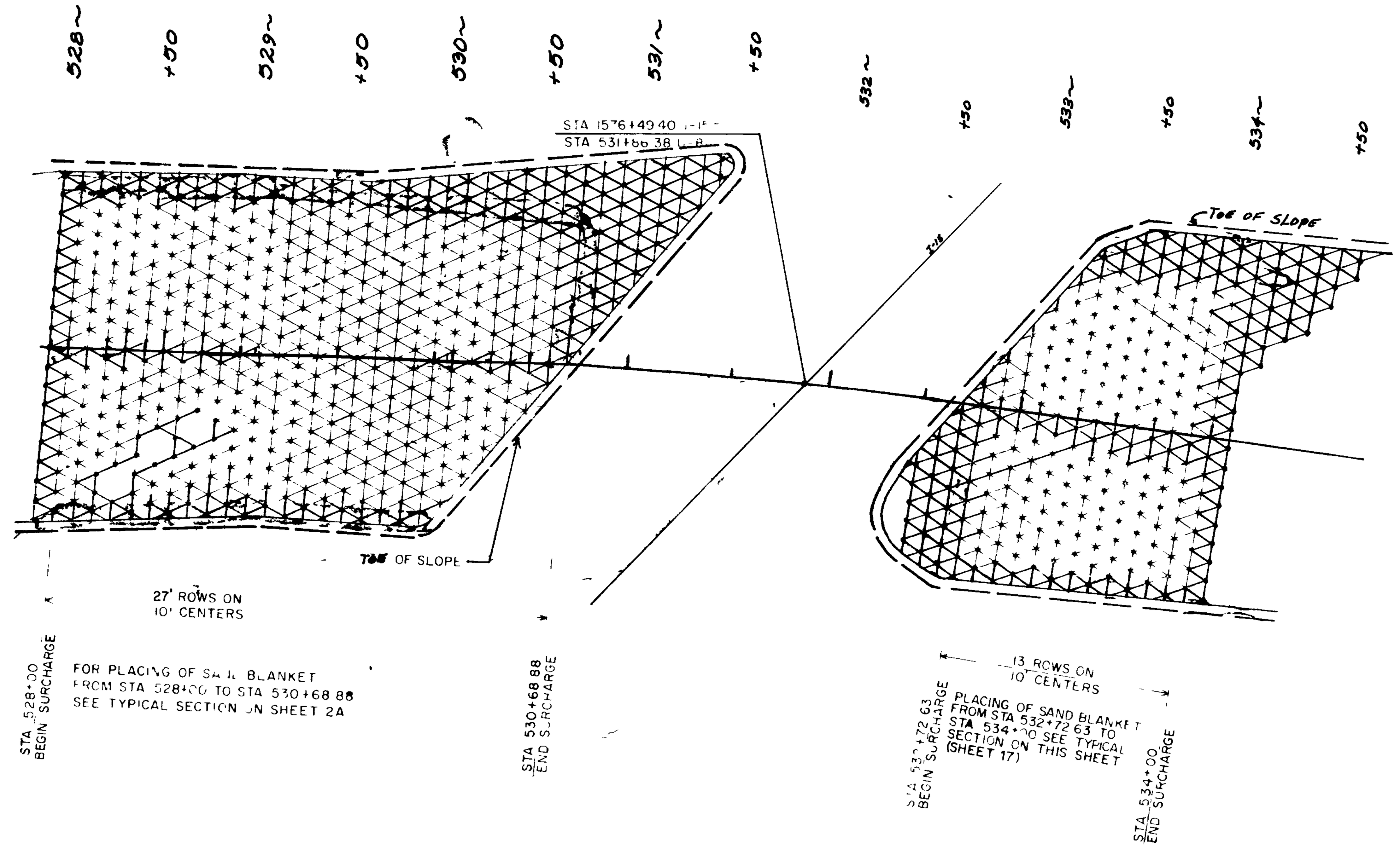
SKETCH OF NOSING DESIGN

NOTE
For "U-84" Profile See Sht No 32
For "H-1 Line" Profile See Sht No 32
For "H-2 Line" Profile See Sht No 33
For "H-2A Line" Profile See Sht No 33
For "H-3 Line" Profile See Sht No 33
For "H-4 Line" Profile See Sht No 32

CURVE INFORMATION FOR U-84

PI #1	PI #2	PI #3	PI #4
Δ = 5° 14 5'	Δ = 16° 32'	Δ = 32° 01 795'	Δ - 9° 33'
D = 1° 06 3'	D = 1° 54 7'	D = 2° 01	D = 2° 18 7'
R = 5187 96'	R = 2999 78'	R = 2841 11	R = 2477 76'
T = 237 45'	T = 435 84	T = 815 48	T = 206 975'
L = 474 60'	L = 858 45'	L = 1588 26	L = 412 99'
PI = 511+22 40	PI = 517+95 39	PI = 530+40 03	PI = 540+19 8
PC = 508+91 50	PCC = 513+66 10	PCC = 522+24 55	PCC = 538+12 81
PCC = 513+66 10	PCC = 522+24 55	PCC = 538+12 81	PT = 542+25 80

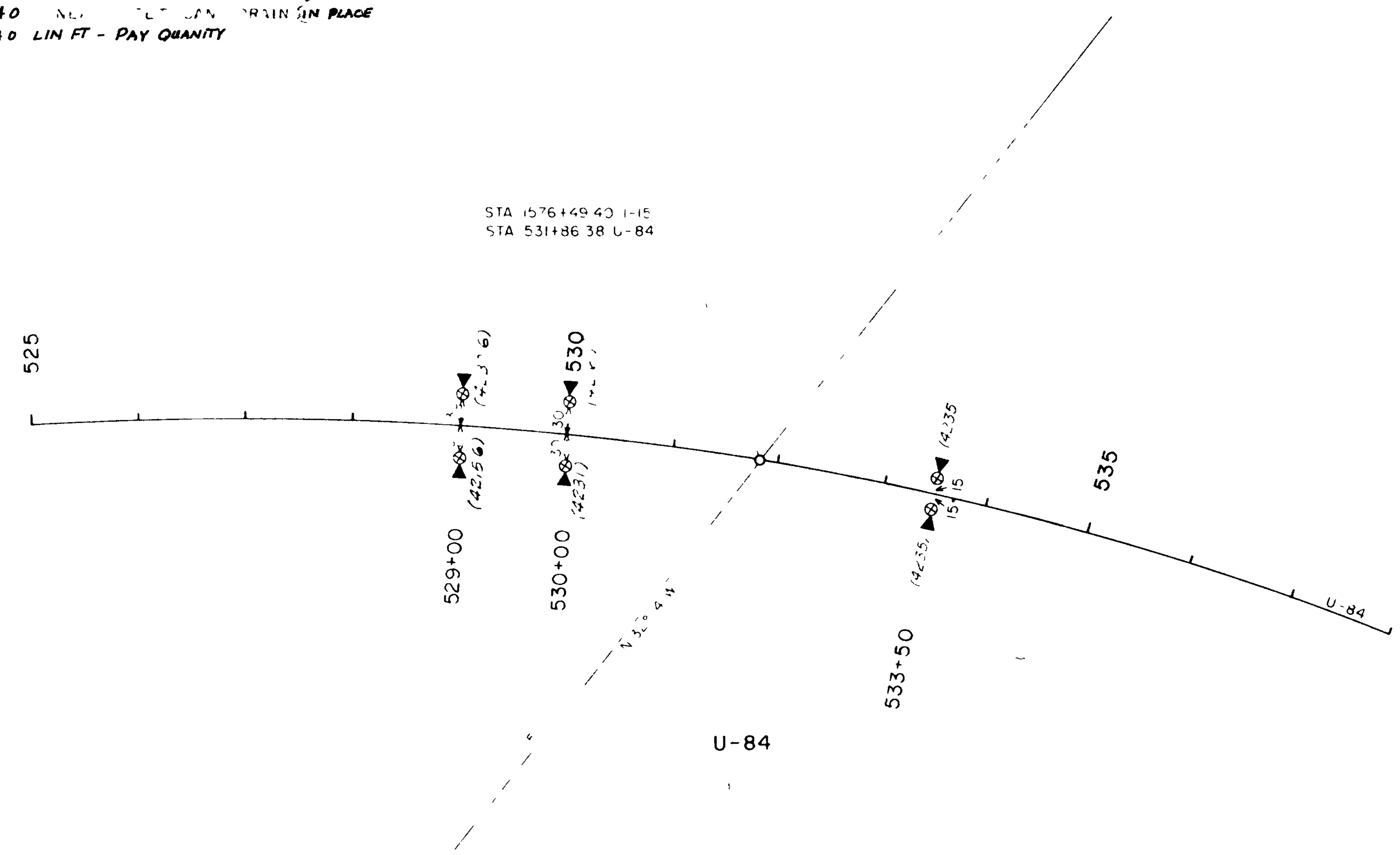
UTAH	UTAH	I-15-8(17)342	1964	17	

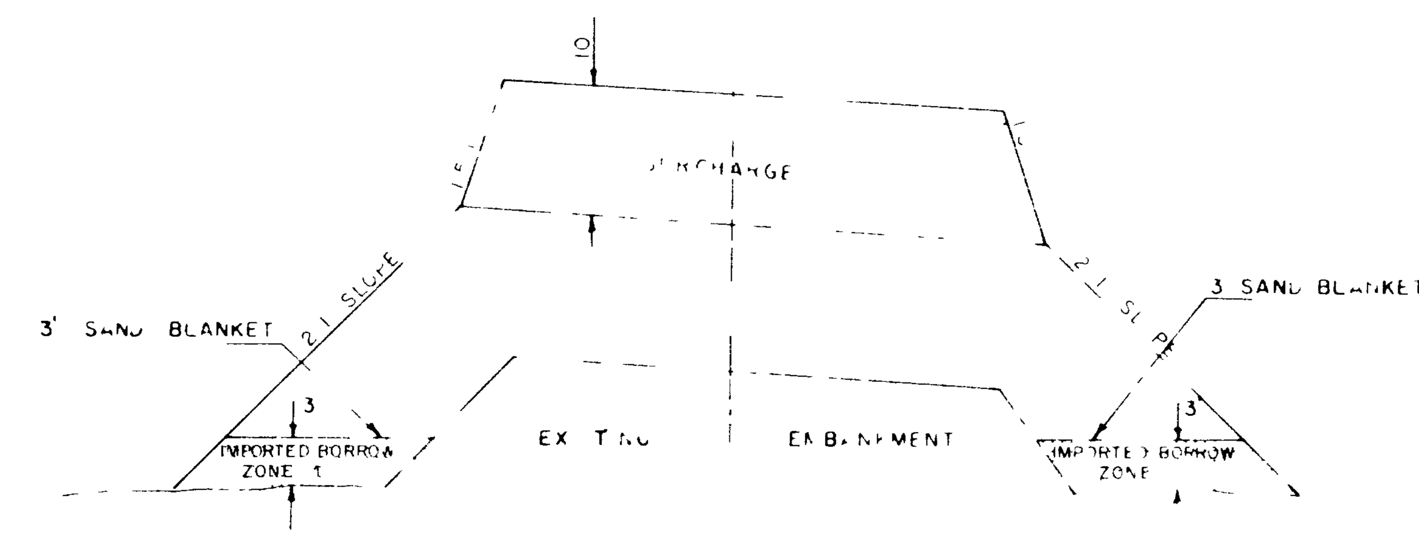


LEGEND
- o SAND DRAIN
- ⊕ SETTLEMENT PLATFORM
- ▲ PIEZOMETER

NOTE

SAND DRAIN LENGTHS
504 IN WEST EMBANKMENT @ 28' DEPTH = 14,112.0 LIN FT
279 IN EAST EMBANKMENT @ 18' DEPTH = 5,022.0 LIN FT
TOTAL 19,134.0 SAND DRAIN IN PLACE
19,134.0 LIN FT - PAY QUANITY





SAND BLANKET DETAIL
STA 532+72.63 TO STA 534+00

HOT SPRINGS INTER.
SAND DRAIN DETAIL

STATE	PROJECT NO	SHT NO.	TOTAL SHT
UTAH	I-15-8(17)342	18	

STATE	PROJECT NO.	SHT NO.	TOTAL SHT
UTAH	I-15-8(17)342	19	

SB LANE

NB LANE

EMBANKMENT	98,282	99,95[illegible]
EXCAVATION	26	40
BORROW	98,056	99,945
CLASS A OVERHAUL		
CLASS B OVERHAUL		

1312 13 14 1315 16 17 18 19 1320 21 22 23 24 1325 26 27 28 29 1330 31 32 33 34 1335 36 37 38 39 1340 41 42

STATE	PROJECT NO.	SHT NO.	TOTAL SHT
UTAH	I-15-8(17)342	20	

EMBANKMENT	93,965	101,9??
EXCAVATION	20	0
BORROW	93,945	101,97?
CLASS A OVERHAUL		
CLASS B OVERHAUL		

1342 43 44 1345 46 47 48 49 1350 51 52 53 54 1355 56 57 58 59 1360 61 62 63 64 1365 66 67 68 69 1370 71 72

STATE	PROJECT NO.	SHT NO.	TOTAL SHT.
UTAH	I-15-8(17)342	21	

EMBANKMENT	101,970	103,570	10 ,438	94,065
EXCAVATION	0	0	0	0
BORROW	101,97	103,570	102,438	94,065
CLASS A OVERHAUL				
CLASS B OVERHAUL				

STATE	PROJECT NO	SHT NO	TOTAL SHT.
UTAH	I-15-8(17)342	22	

EMBANKMENT	94,065	106 293
EXCAVATION	0	350
BORROW	94,065	105,943
CLASS A OVERHAUL		
CLASS B OVERHAUL		

1402 03 04 1405 06 07 08 09 1410 11 12 13 14 1415 16 17 18 19 1420 21 22 23 24 1425 26 27 28 29 1430 31 32

STATE	PROJECT NO	SHT NO	TOTAL SHT
UTAH	I-15-8(17)342	23	

	1432–37	37–44	44–51	51–62
EMBANKMENT	106,293	89,534	113,543	[illegible]
EXCAVATION	350	0	301	8
BORROW	105,943	89,534	113,242	[illegible]
CLASS A OVERHAUL				
CLASS B OVERHAUL				

STATE	PROJECT NO	SHT NO.	TOTAL SHT
UTAH	I-15-8(17)342	24	

	1462–67	67–86	86–92
EMBANKMENT	99,320	89,366	9[illegible]8
EXCAVATION	8	0	[illegible]9
BORROW	9[illegible]2	89,366	[illegible]
CLASS A OVERHAUL			
CLASS B OVERHAUL			

1462 63 64 1465 66 67 68 69 1470 71 72 73 74 1475 76 77 78 79 1480 81 82 83 84 1485 86 87 88 89 1490 91 92

STATE	PROJECT NO	SHT NO	TOTAL SHT
UTAH	I-15-8(17)342	25	

STATE	PROJECT NO.	SHT NO	TOTAL SHT
UTAH	I-15-8(17)342	26	

	1522–39	39–52
EMBANKMENT	101,327	101,436
EXCAVATION	0	29
BORROW	101,327	101,407
CLASS A OVERHAUL		
CLASS B OVERHAUL		

1522 23 24 1525 26 27 28 29 1530 31 32 33 34 1535 36 37 38 39 1540 41 42 43 44 1545 46 47 48 49 1550 51 52

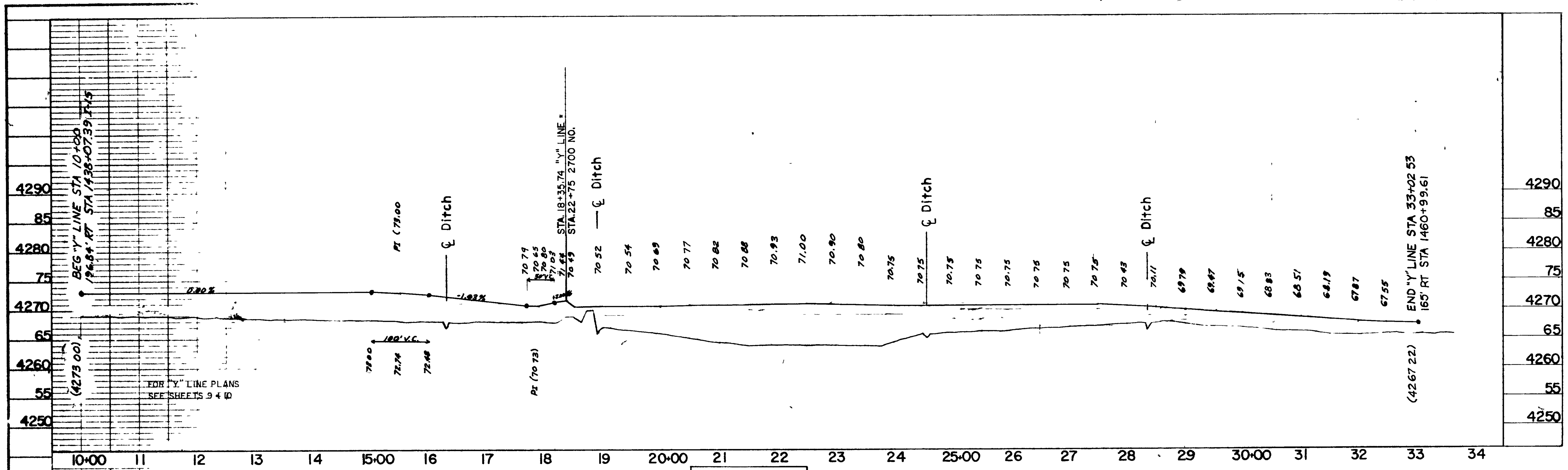
STATE	PROJECT NO	SHT NO.	TOTAL SHT.
UTAH	I-15-8(17)342	27	

STATE	PROJECT NO.	SHT NO.	TOTAL SHT.
UTAH	I-15-8(17)342	28	

EMBANKMENT	54,469	76,722
EXCAVATION	0	0
BORROW	54,469	76,722
CLASS A OVERHAUL		
CLASS B OVERHAUL		

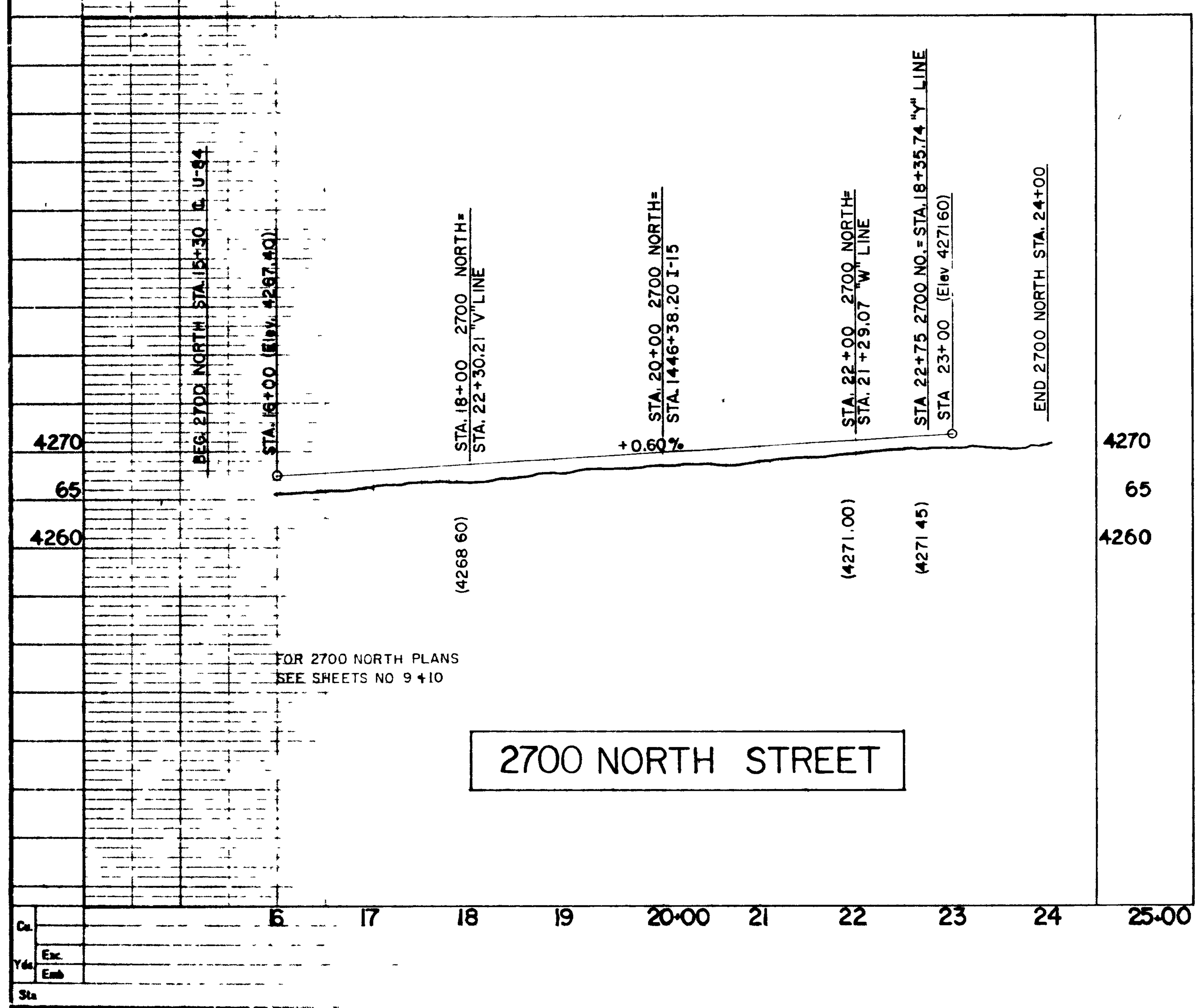
1582 83 84 1585 86 87 88 89 1590 91 92 93 94 1595 96 97 98 99 1600

STATE	PROJECT NO	SHT NO.	TOTAL NO.
UTAH	I-15-8(17)342	29	

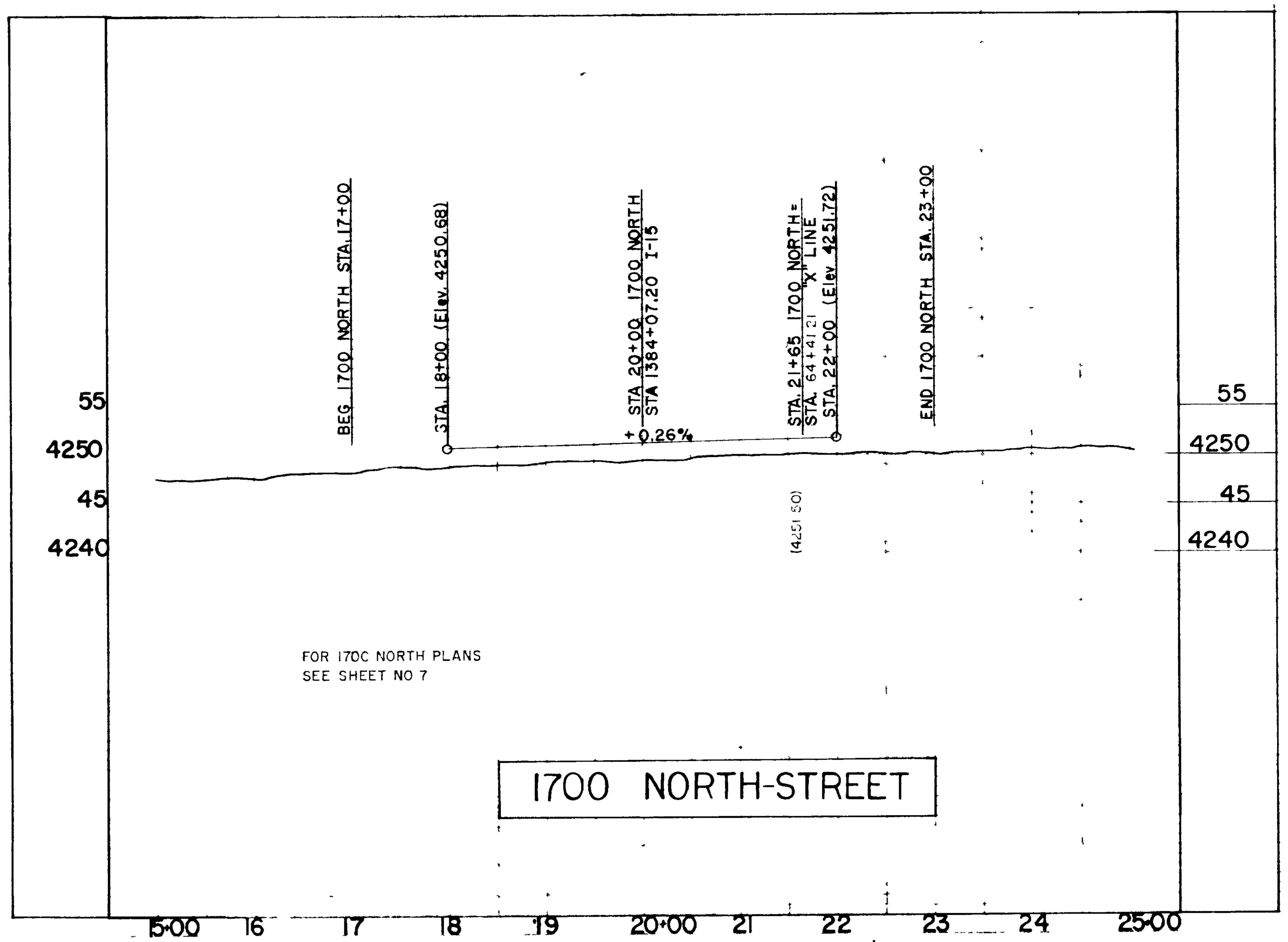


"Y" LINE

FRONTAGE ROAD



2700 NORTH STREET



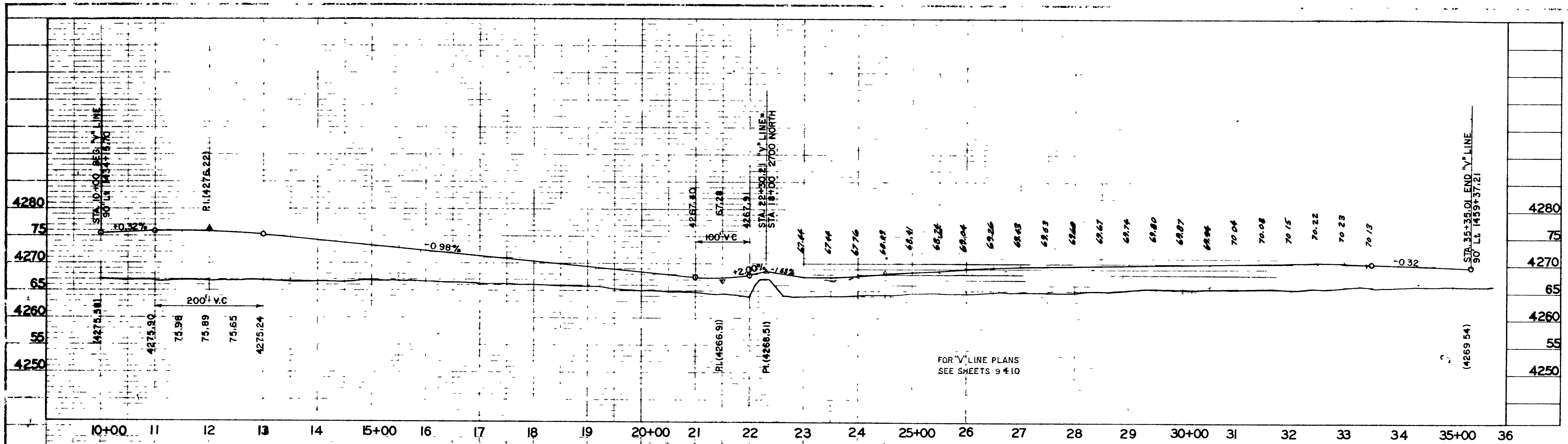
1700 NORTH-STREET

STATE	PROJECT NO	SHT NO.	TOTAL SHTS.
UTAH	I-15-8(7)342	30	

"X" LINE

FRONTAGE ROAD

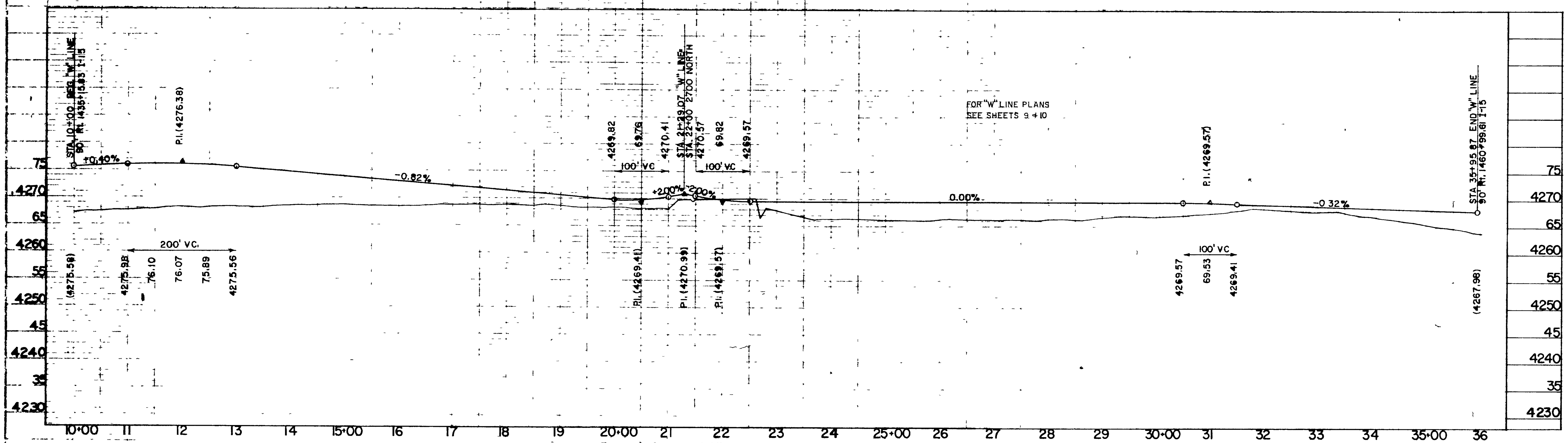
STATE	PROJECT NO.	SHT NO.	TOTAL SHT.
UTAH	I-15-8(17)342	31	



"V" LINE

PLAIN CITY INTERCHANGE RAMP

2700 NO.



"W" LINE

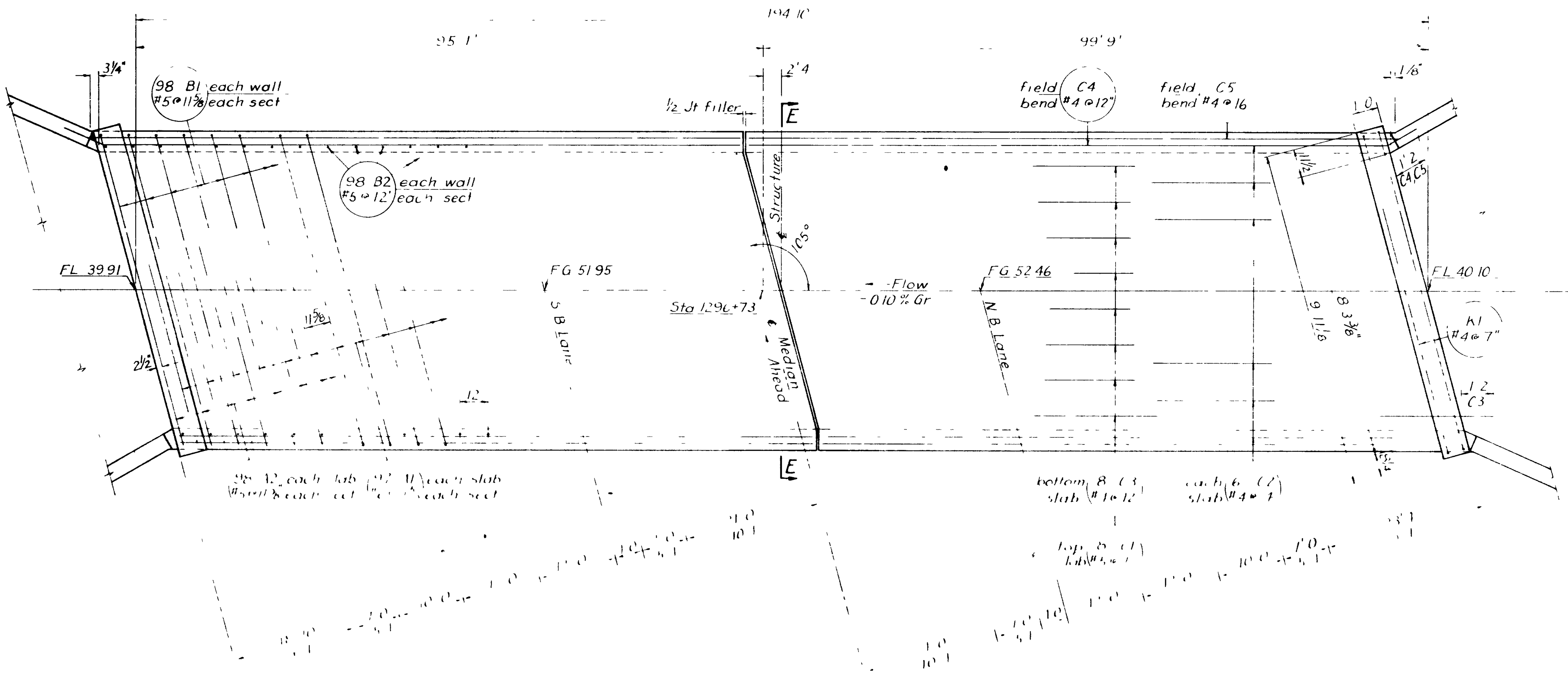
PLAIN CITY INTERCHANGE RAMP

2700 NO.

STATE	PROJECT NO.	SHT NO.	TOTAL SHT
UTAH	I-15-8(17)342	32	

STATE	PROJECT NO	SHT NO	TOTAL SHT
UTAH	I-15-8(17)342	33	

REV DATE 6/9/65 CONST CHANGE



PLAN

LOC	MARK	SIZE	NO BARS	L'GTH	TOTAL LGTH		SKETCH
Slabs	A1	6	388	16'7"	6434'4"		1'4, 4, 6'0", 1'4; 9'4"; 3'8"; 10"; 4"; 5½"
	A2	5	392	9'4"	3658'8"		
Walls	B1	5	392	12'0	4704'0		10; 6'0; 3'2
	B2	5	392	6'0"	2352'0		
Slabs	C1	5	8	198'10"	1590'8	a = 97'1	a, a
	C2	4	12	198'2"	2378'0	97 1'	Splice #5 bars 1 2
	C3	↓	8	200'10"	1606'8	98'5	Splice #4 bars 1 0
Walls	C4	↓	10	200'10"	2008'4	98'5	
	C5	4	8	200'10"	1606'8"	a 98 5	
Curbs	K1	4	4	12'3"	49'0"		1'4"; 9'7

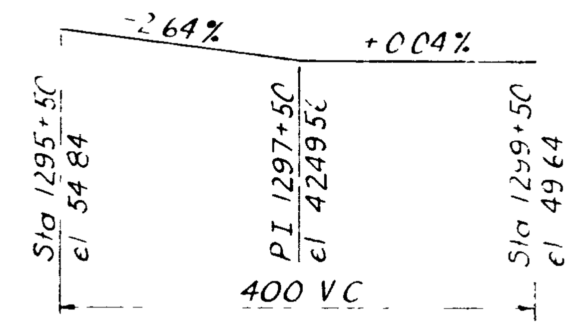
6434'4" of #6 bars @ 1 502 lb/ft 9664 37 lb
12,305'4" of #5 bars @ 1 043 lb/ft 12,834 46 lb
7648'8" of #4 bars @ 0 668 lb/ft 5109 31 lb

Unless otherwise shown, all dimensions are out to out of bars

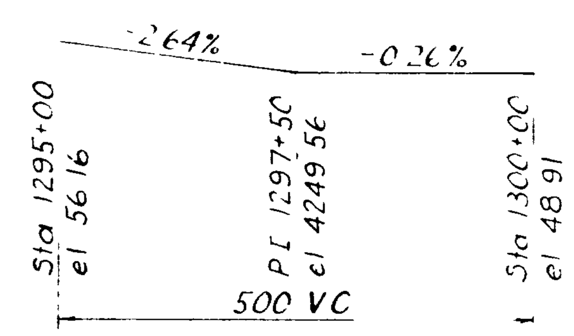
½" JOINT FILLER

1 pc 9 x 9-1½
2 pcs 8 x 5 0
1 pc 8 x 9 7½

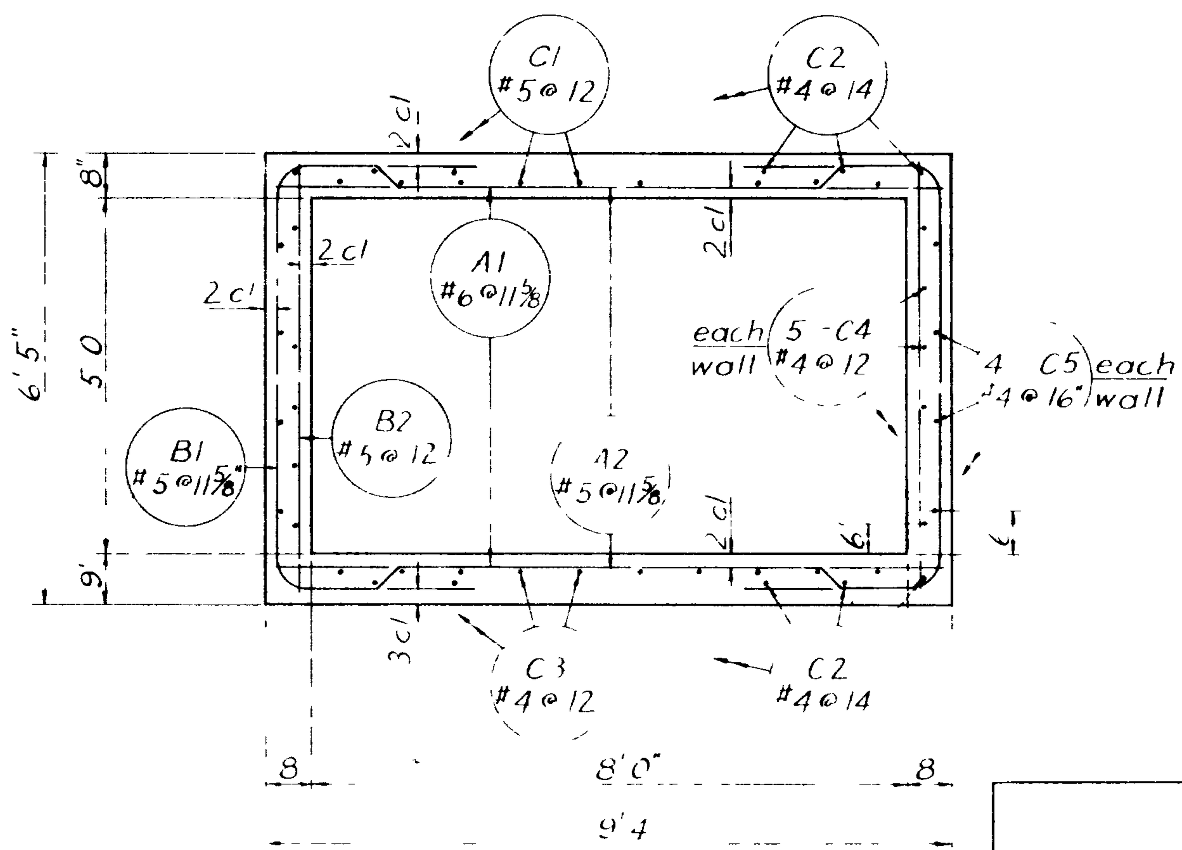
Joint filler shall be A A S H O Designation M 153 54 Type III



VERTICAL CURVE DATA S B LANE



VERTICAL CURVE DATA N B LANE



SECTION E-E

GENERAL NOTES

Materials, construction, and workmanship shall be in accordance with the State Standard Specifications for Road and Bridge Construction, 1960 Edition, and supplements thereto which are in effect at the date of request for bids

All reinforcing bars shall be intermediate grade billet steel conforming to A A S H O designation M 31 Deformations shall conform to A A S H O designation M-137

Type II cement (low alkali) required

DESIGN DATA

The design is in accordance with the A A S H O Specifications of 1961

Loading HS20-44 or Interstate Alternate
fc 1200 p s i
fs 20,000 p s i
n 10

QUANTITIES

Excavation for Structure (Unclassified)	223 5	cu yd
Class A Concrete (AE)	153 .340	cu yd
Reinforcing Steel	28,410 76	lb
Mechanical Tamping Included With Job Total		hr

Note: See Field Book No 3, Page 4 For Pay Quantities

NO	BY	DATE	REMARKS

REVISIONS

UTAH STATE DEPARTMENT OF HIGHWAYS
SALT LAKE CITY UTAH
STRUCTURES DIVISION

300 NORTH TO HOT SPRINGS
NORTH SLATERVILLE CANAL

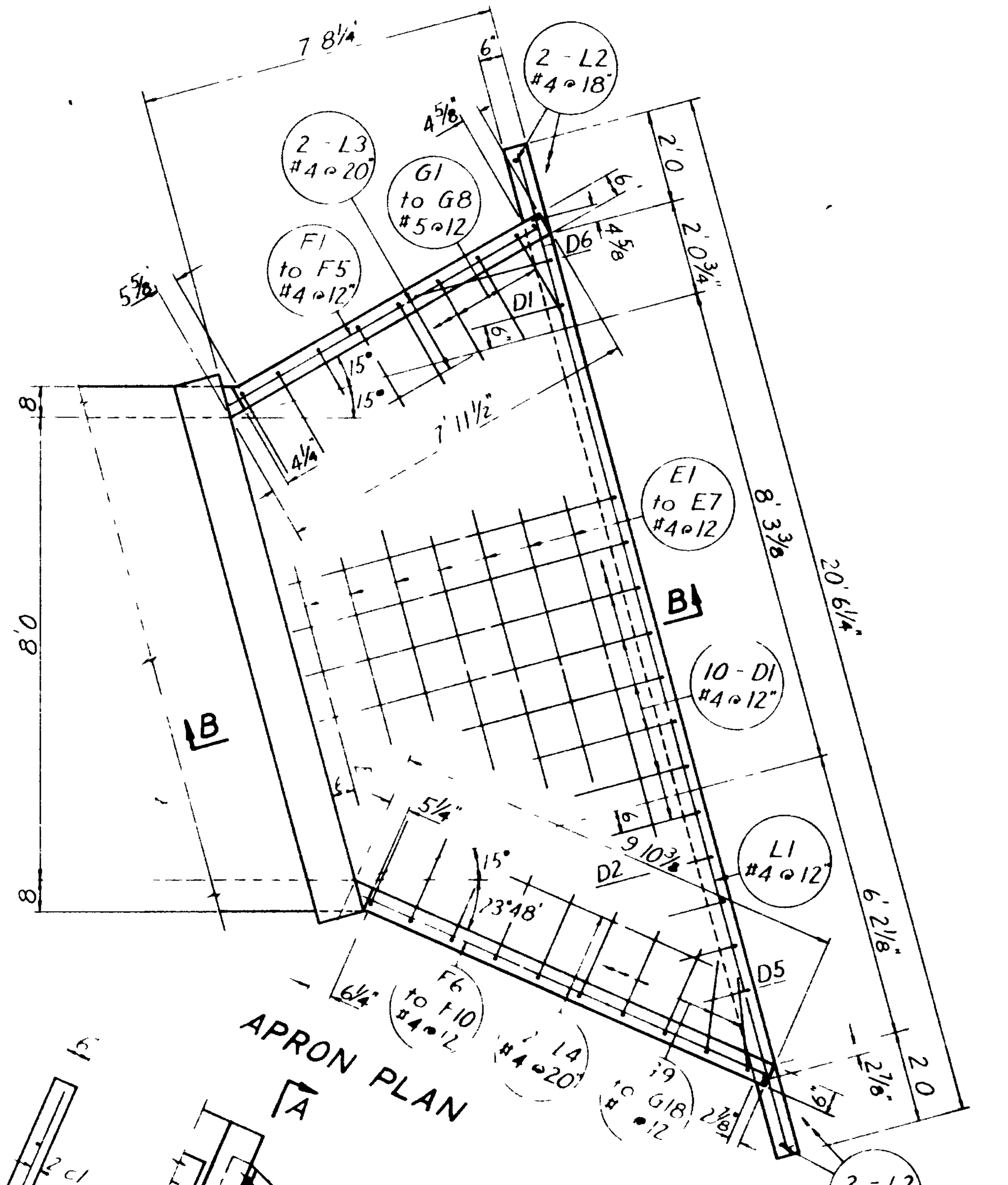
DESIGNED BY W G T	CHECKED BY	I-15-8(17) 342 PROJECT NUMBER
DRAWN BY W G T	CHECKED BY B K M	
QUANTITIES BY W G T	CHECKED BY B K M	1296+73 STATION
APPROVAL RECOMM Oct 22,1964 DATE	W G Jolley GROUP LEADER	WEBER COUNTY
APPROVED Oct 23 1964 DATE	D. Sargent CHIEF STRUCTURAL ENGR	

BR NO | DRG NO E-1452 | 1 OF 2

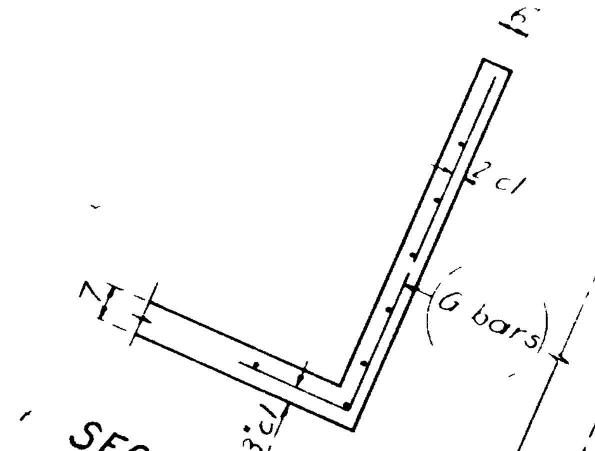
LOC	MARK	SIZE	NO BARS	L'GTH	TOTAL L'GTH	SKETCH
Aprons	D1	4	20	9'6'	190'0	a 7'5"
	D2		2	8'-2"	60'10"	6 1
	D3			6'11"		4 10"
	D4			5'8"		3 7"
	D5			4'5"		2 4
	D6	4	2	5'3"		a - 3'2 1 set (D2-D6) 30'-5
Aprons	E1	4	2	9'7"	179'-8"	1 set (E1-E7) 89 10"
	E2			10'8"		
	E3			11'9"		
	E4			12'10"		
	E5			13'11"		
	E6			15'0"		
	E7	4	2	16'1"		
Short Wing Walls	F1	4	2	8'6"	47'6"	1 set (F1-F4) = 23'9"
	F2			3'0"		
	F3			5'-1"		
	F4		2	7'2"		
						a / b / θ
	F5		4	9'-2"	36'-8"	7 7 / 1 7 / 105°
Long Wing Walls	F6		4	11'-2"	44'8"	9 6 / 1 8 / 129°
	F7		2	8'8"	56'-10"	1 set (F7-F10) - 28'5'
	F8			6'1"		
	F9			3'6"		
	F10	4	2	10'2"		
Short Wing Walls	G1	5	2	8'2"	103'-2"	h 6 2
	G2			7'8"		5'8"
	G3			7'2"		5'2
	G4			6'8"		4 8
	G5			6'2"		4 2
	G6			5'9"		3 9"
	G7			5'3"		3 3
	G8		2	4'9"		2 9
Long Wing Walls	G9		2	8'2"	127'-10	h = 6 2
	G10			7'9"		5 9
	G11			7'4"		5 4"
	G12			7'0"		5 0
	G13			6'7"		4 7
	G14			6'2"		4 2" 1 set (G1 G8) 51'7
	G15			5'10"		3 10 1 set (G9 G18) 63 11
	G16			5 5"		3 5
	G17			5 0"		3 0
	G18	5	2	4'8"		h 2 8
Extns & W.W. Ftgs	L1	4	6	20'-2"	121'0"	
	L2		8	4'-5"	35'-4"	
	L3		4	7'-7"	30'4"	
	L4	4	4	9'-6"	38-0"	

231'0" of #5 bars @ 1.043 lb/ft 240.93 lb
840'-10" of #4 bars @ 0.668 lb/ft 561.68 lb

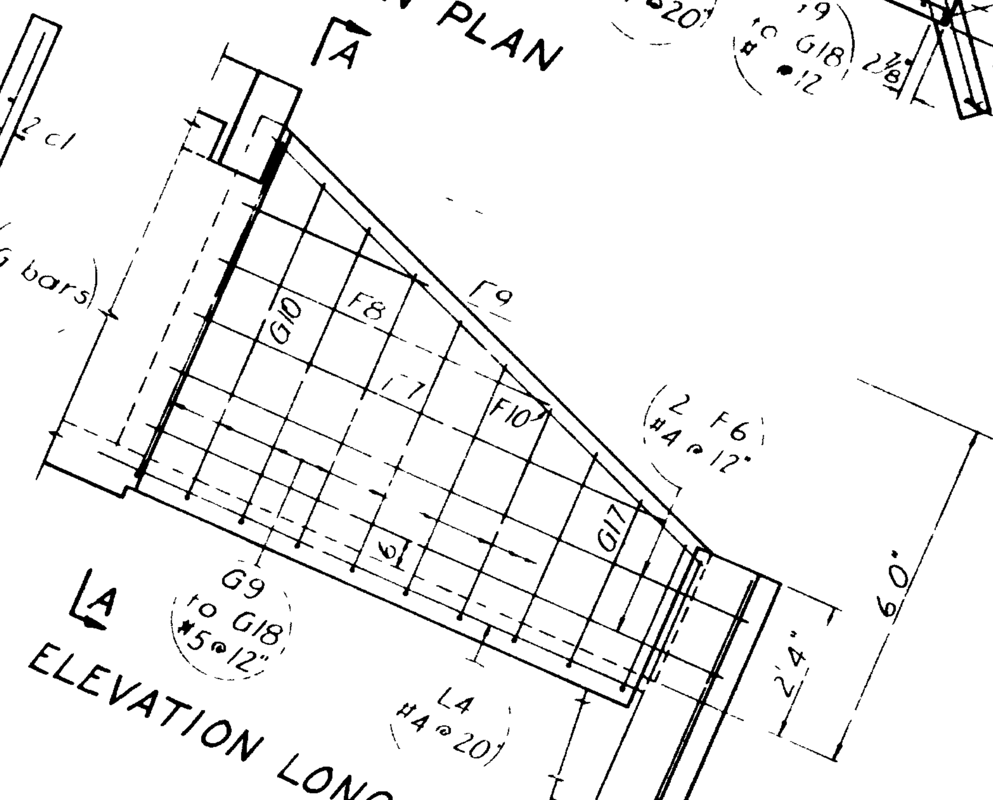
Unless otherwise shown, all dimensions are out to out of bars



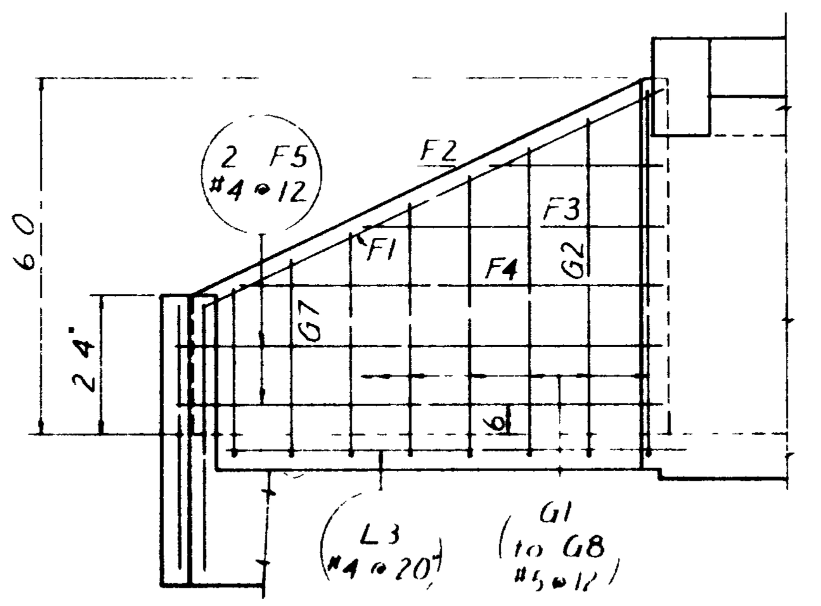
APRON PLAN



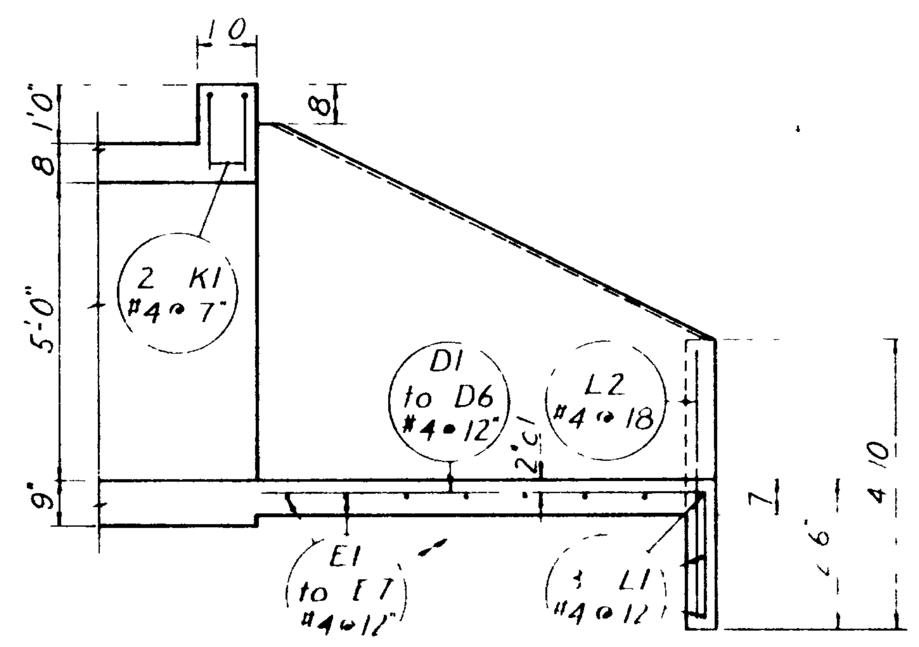
SECTION A-A



ELEVATION LONG WING WALLS



ELEVATION SHORT WING WALLS



SECTION B-B

UTAH STATE DEPARTMENT OF HIGHWAYS
SALT LAKE CITY UTAH
STRUCTURES DIVISION

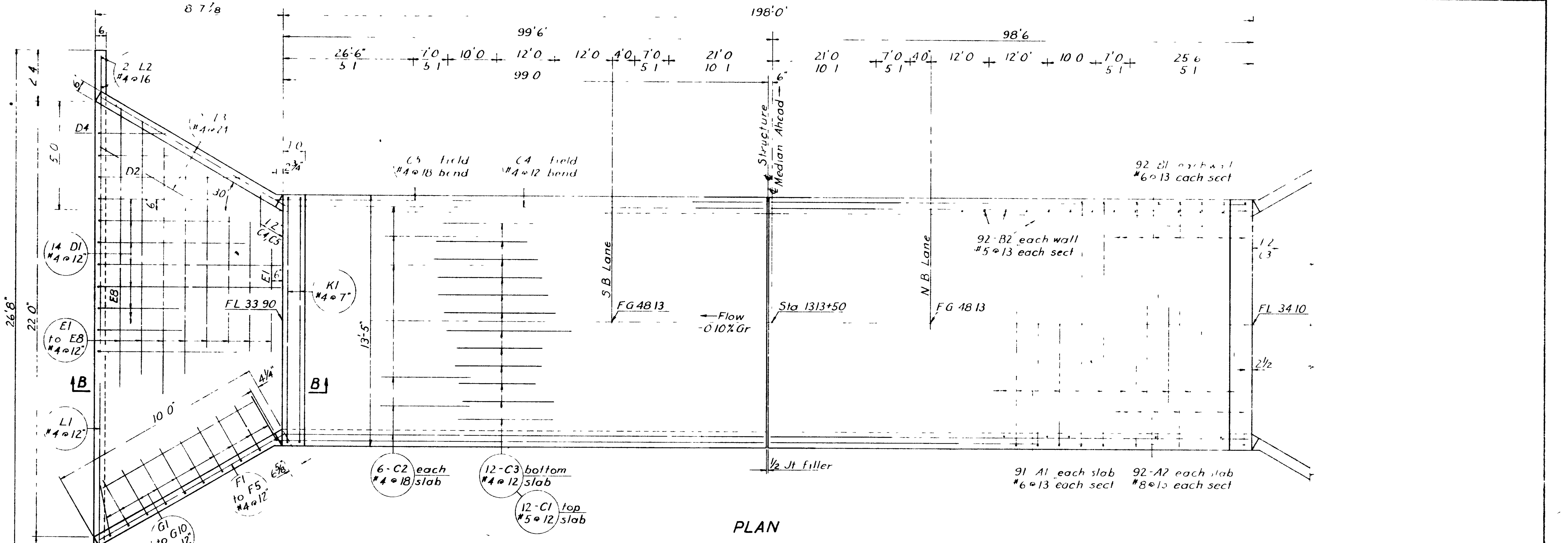
300 NORTH TO HOT SPRINGS
NORTH SLATERVILLE CANAL

DESIGNED BY WGT	CHECKED BY	I-15-8(17)342
DRAWN BY WGT	CHECKED BY BKM	PROJECT NUMBER
QUANTITIES BY WGT	CHECKED BY BKM	1296+73 STATION
APPROVED Oct 23, 1964	W. G. Lilly	WEBER COUNTY
APPROVED October 23, 1964	D. L. Sargent	
	E-1452	2 of 2

LOC	MARK	SIZE	NO BARS	LGTH	TOTAL LGTH	SKETCH
Slabs	A1	6	364	21'10"	7947'4	10"; 6½"; 9; 1'11'; 6½; 8'2"; 1½; 1'11; 13 1; 4 4'
Slabs	A2	8	368	13'1"	4814'8"	
Walls	B1	6	368	14'11"	5489'4"	10'; 7'5; 3'11"
Walls	B2	5	368	7'5	2729'4'	
Slabs	C1	5	12	202'0"	2424'0"	L 98'8" s-1'2"
Slabs	C2	4	12	201'4"	2416'0"	98'8" s 1'0
Slabs	C3		12	204'0"	2448 0	100'0"
Walls	C4		12	204'0"	2448'0"	100'0"
Walls	C5	4	8	204'0"	1632'0"	L 100'0" s=1'0"
Aprons	D1	4	28	10'6"	294'0'	a 8'5
Aprons	D2		4	8'7"	82'0"	6'6
Aprons	D3		4	6'10		4'9
Aprons	D4	4	4	5'1"		a=3'0; 2'1"; a; 1 set (D2 D4) 20'6"
Aprons	E1	4	2	13'4"	278'8'	1 set (E1 E8)=139'4"
Aprons	E2			14'6"		
Aprons	E3			15'8"		
Aprons	E4			16'10"		
Aprons	E5			18'0"		
Aprons	E6			19'2"		
Aprons	E7			20'4"		
Aprons	E8	4	2	21'6"		
Wing Walls	F1	4	4	10'6"	108'0'	1 set (F1 F4) = 27'0"
Wing Walls	F2			3'2		
Wing Walls	F3			5'6"		
Wing Walls	F4		4	7'10"		
Wing Walls	F5	4	12	11'8"	140'0"	9'8; 2'0"; 120°
Wing Walls	G1	5	4	9'6'	300'8"	h=7'2'
Wing Walls	G2			9'0"		6'8"
Wing Walls	G3			8'7"		6'3
Wing Walls	G4			8'2"		5'10
Wing Walls	G5			7'9"		5'5"
Wing Walls	G6			7'4"		5'0
Wing Walls	G7			6'10"		4'6
Wing Walls	G8			6'5"		4'1"
Wing Walls	G9			6'0"		3'8
Wing Walls	G10	5	4	5'7		h 3'3"; h; 2'4"; 1 set (G1-G10)=75'2"
Curbs	K1	4	4	15'9"	63'0"	1'4"; 13'1'
Exist'g W.W. Ftgs	L1	4	6	26'4"	158'0"	
Exist'g W.W. Ftgs	L2	4	8	4'11"	39'4"	
Exist'g W.W. Ftgs	L3	4	8	9'8"	77'4"	

4814'8" of #8 bars @ 2670 lb/ft 12,855 16 lb
13,336'8" of #6 bars @ 1502 lb/ft = 20,181 87 lb
5454'0" of #5 bars @ 1043 lb/ft - 5688 52 lb
10,184'4" of #4 bars @ 0668 lb/ft 6803 13 lb
Total Weight = 45,528 68 lb

Unless otherwise shown, all dimensions are out to out of bars

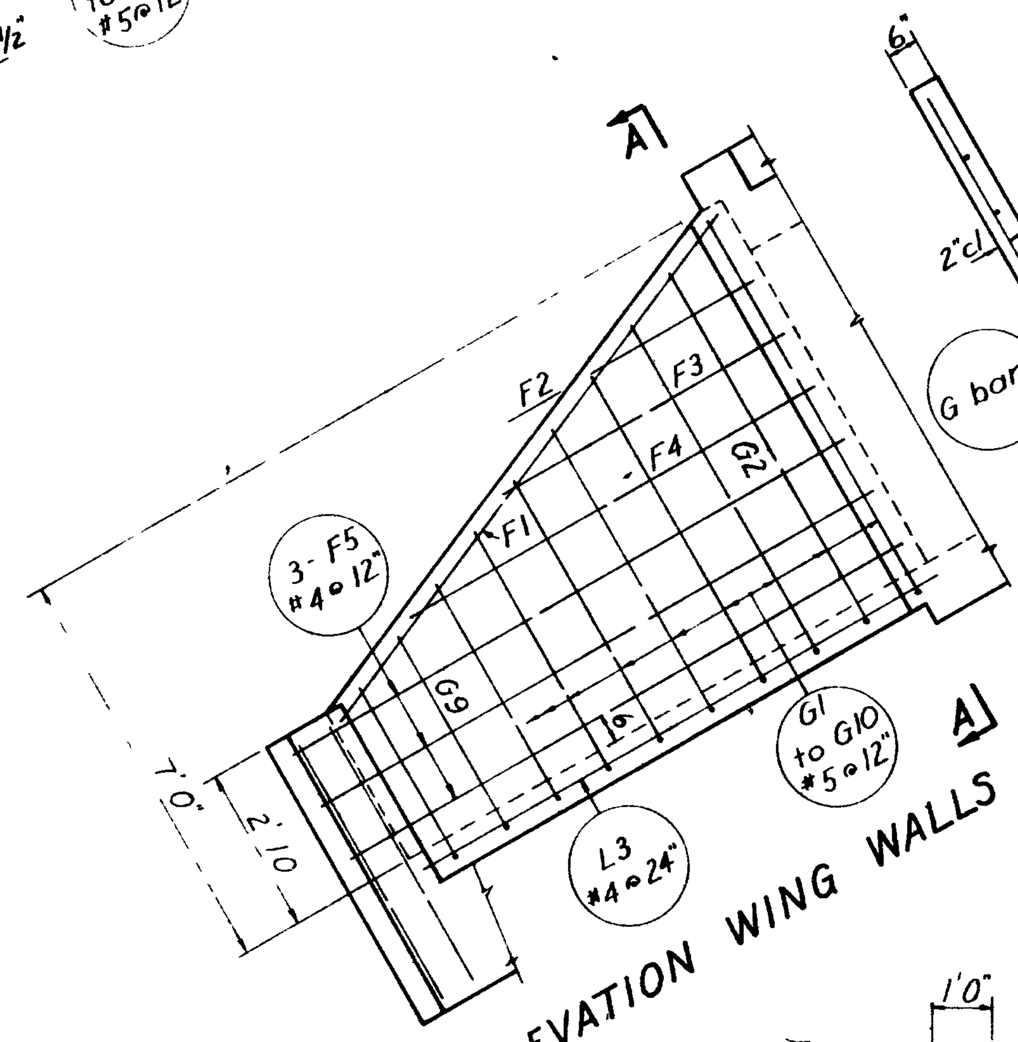


PLAN

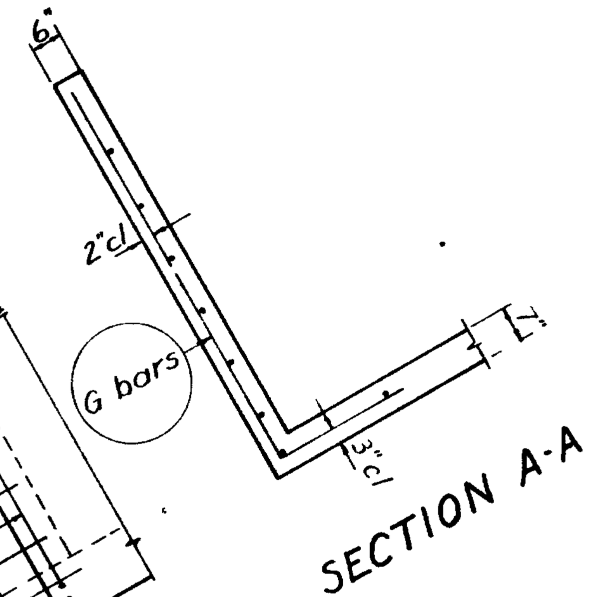
½" JOINT FILLER

1 pc 11½" x 13'5
2 pcs 8½" x 6 0
1 pc 10½" x 13 5

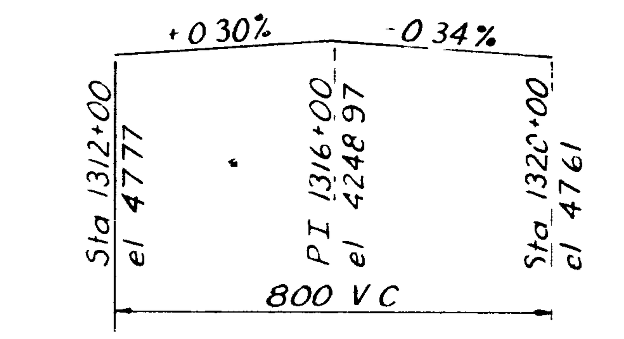
Joint filler shall be AASHO Designation M 153-54 Type III



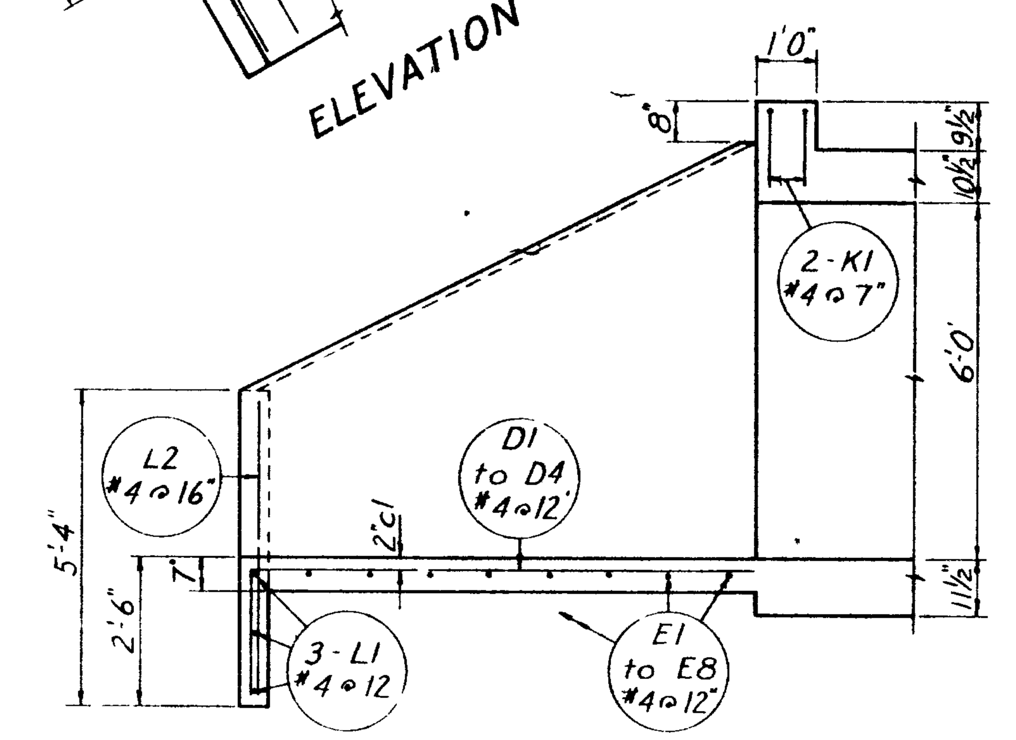
ELEVATION WING WALLS



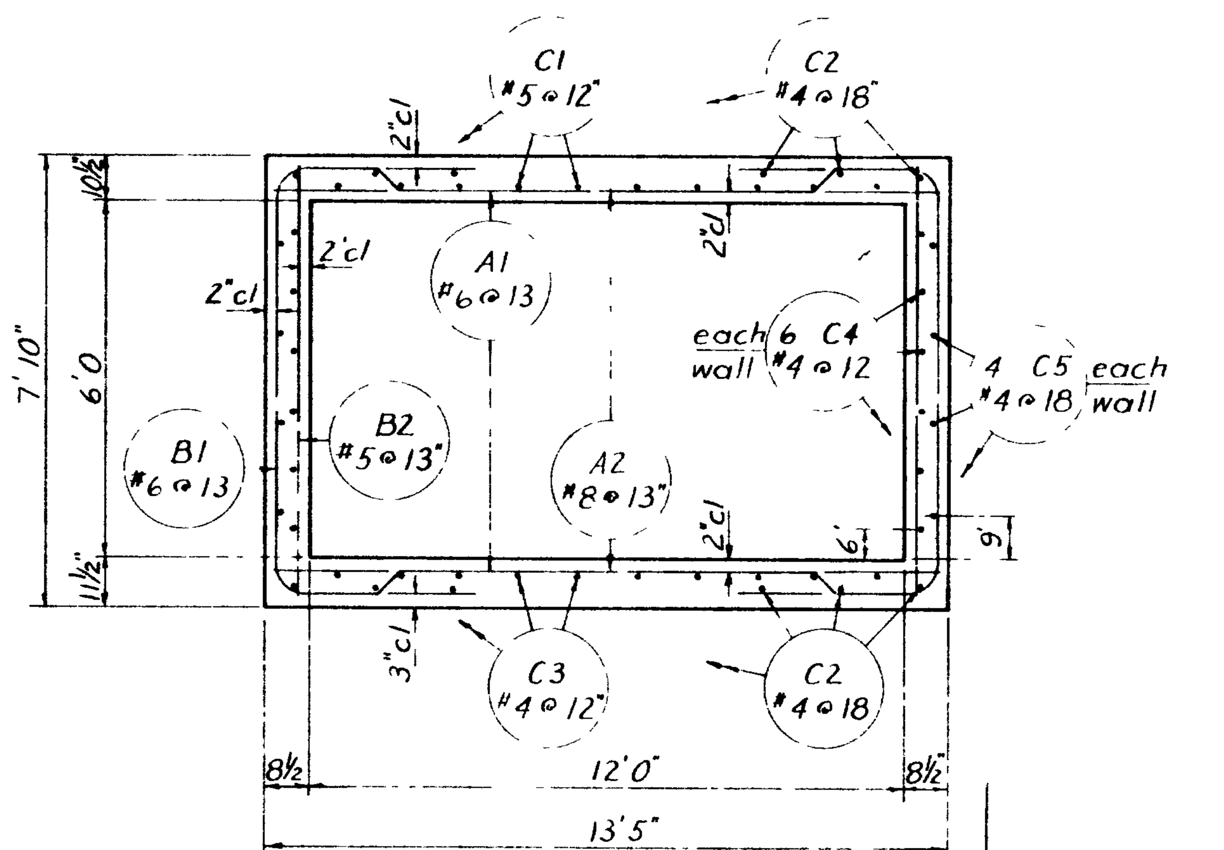
SECTION A-A



VERTICAL CURVE DATA BOTH LANES



SECTION B-B



SECTION THRU BOX

GENERAL NOTES

Materials, construction, and workmanship shall be in accordance with the State Standard Specifications for Road and Bridge Construction, 1960 Edition, and supplements thereto which are in effect at the date of request for bids

All reinforcing bars shall be intermediate grade billet steel conforming to AASHO designation M 31 Deformations shall conform to AASHO designation M-137

Type II cement (low alkali) required

DESIGN DATA

The design is in accordance with the AASHO Specifications of 1961

Loading HS20-44 or Interstate Alternate
fc- 1200 p s i
fs 20,000 p s i
n-10

QUANTITIES

Excavation for Structure (Unclassified)	866.5	cu yd
Class A Concrete (AE)	256.313	cu yd
Reinforcing Steel	45,528.68	lb
Mechanical Tamping	Included With Job Total	hr

Note: See Field Book No. 3, Page 13 For Pay Quantities

NO	BY	DATE	REMARKS

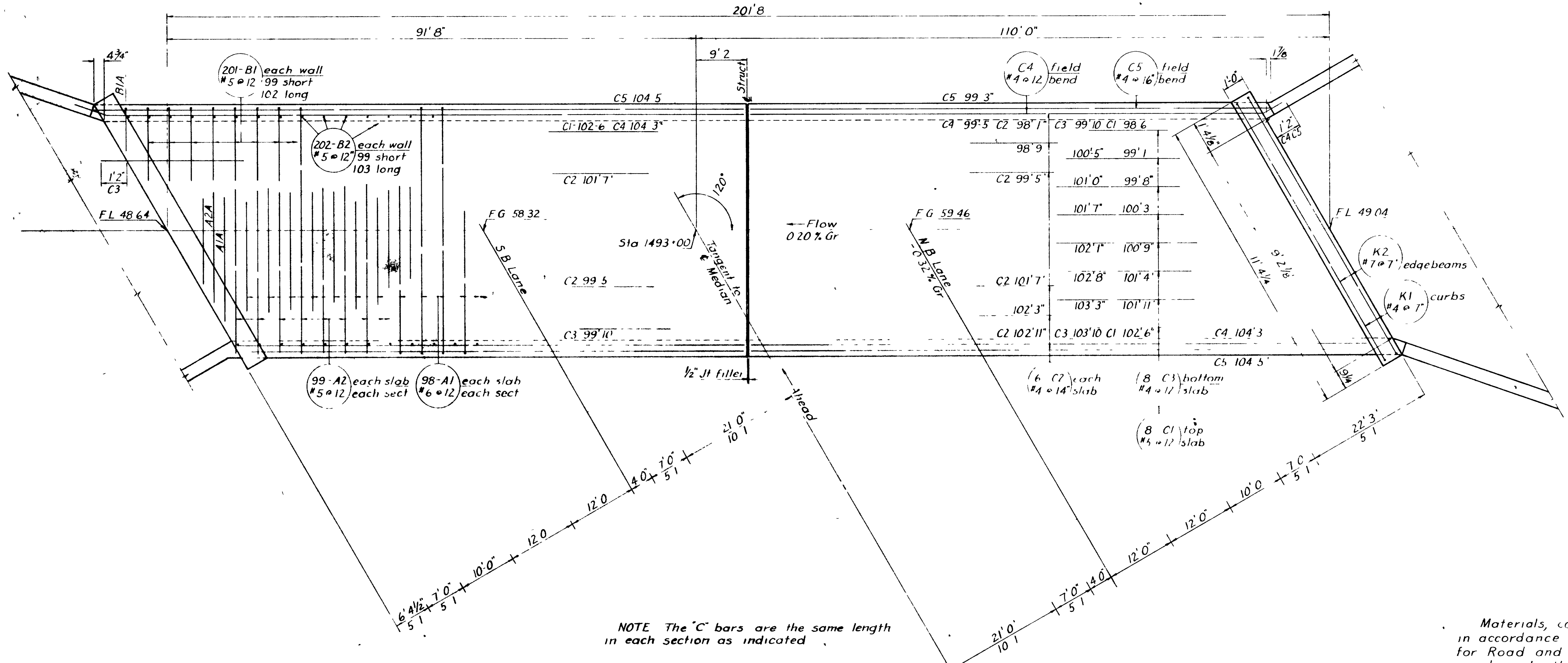
REVISIONS

UTAH STATE DEPARTMENT OF HIGHWAYS

STRUCTURES DIVISION

300 NORTH TO HOT SPRINGS
FOUR MILE CREEK

DESIGNED BY WGT	CHECKED BY	I-15-8(17)342 PROJECT NUMBER
DRAWN BY WGT	CHECKED BY BKM	1313+50 STATION
QUANTITIES BY WGT	CHECKED BY BKM	
APPROVAL RECOMMENDED BY Oct 22, 1964 W J Tolley ROAD LEAD		WEBER COUNTY
APPROVED Oct 23 1964 D.L Sargent ENGR STRUCTURES		
BR NO	DRG NO E-1453	1 OF 1



PLAN

110' TO R/W

LOC	MARK	SIZE	NO BARS	L'GTH	TOTAL L'GTH	a	L	SKETCH
Slabs	A1	6	392	16'3"	6370'0"			1'4, 4", 5-8", 4", 1'-4"; 9'0'; 10"; 4"; 5½"; 3'8"
	A1A		4	11'3"	138'0"	6'0"	7'8"	
	A1B			9'6"		4'3"	5'11"	
	A1C			7'5"		2'6"	4'2"	
	A1D	6	4	6'0"		0'9"	2'5"	a, 4", 1'-4"; L; 10"; 4"; 5½"; 3'8"; 1 set (A1A A1D) = 34'6"
	A2	5	396	9'0"	3564'0"			
	A2A		4	6'9"	60'0"			
	A2B		4	5'0"				
	A2C	5	4	3'3				1 set (A2A-A2C) = 15'0"

LOC	MARK	SIZE	NO BARS	L'GTH	TOTAL L'GTH		SKETCH
Walls	B1	5	402	11'8"	4690'0"	a = 3'0	10"; 6'0"; a
	B1A	5	2	8'8"	17'4"	a = 1'6"	
	B2	5	404	6'0"	2424'0"		
Slabs	C1	5	8	205'8	1645'4"	a+b 201'0"	a, b
	C2	4	12	205'0	2460'0"	201'0"	
	C3		8	207'8"	1661'4"	203'8	See Plan for values of a & b
Walls	C4		10	207'8"	2076'8"	203'8"	Splice #5 bars 1'2"
	C5	4	8	207'8"	1661'4"	a+b 203'8"	Splice #4 bars 1'0
Curbs & Edgebeams	K1	4	4	13'8"	54'8"		1'4"; 11'0
	K2	7	8	10'4"	82'8"		

82'8" of #7 bars @ 2 044 lb/ft = 168 97 lb
6508'0" of #6 bars @ 1 502 lb/ft 9775 02 lb
12,400'8" of #5 bars @ 1 043 lb/ft - 12,933 90 lb
7914'0" of #4 bars @ 0 668 lb/ft - 5286 55 lb
Total Weight 28,164 44 lb

Unless otherwise shown, all dimensions are out to out of bars

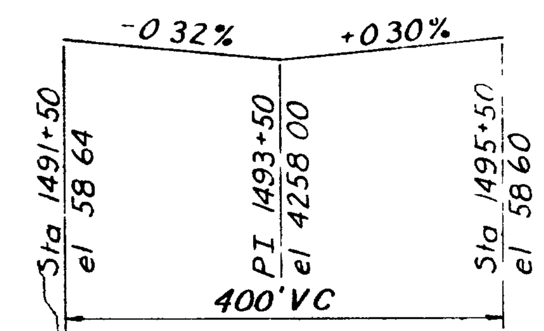
½" JOINT FILLER

1 pc 9 x 9'4"
2 pcs 8"x 5'0'
1 pc 8"x 9'4"

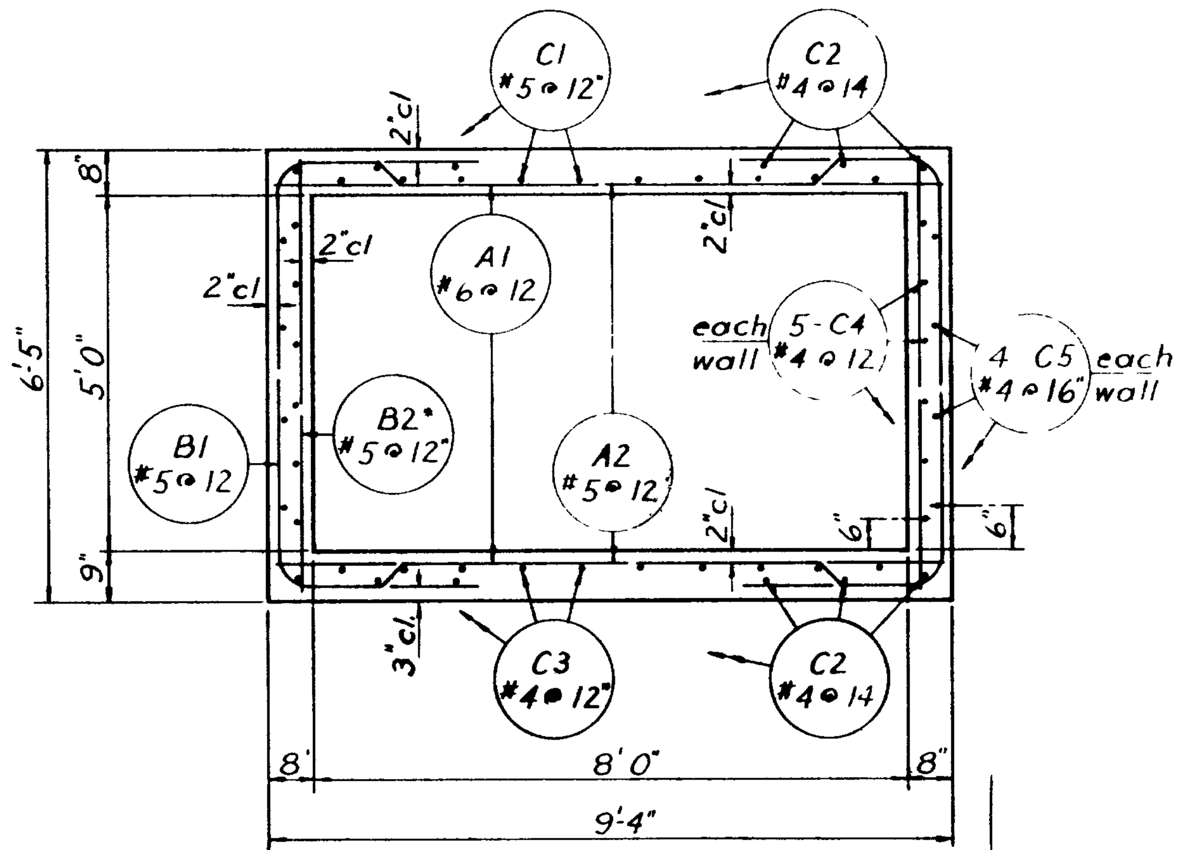
Joint filler shall be AASHO Designation M-153-54 Type III

HORIZONTAL CURVE DATA

Δ = 18°21' Lt
D = 1°00'
R = 5729 58'
T = 925 42'
L = 1835 00'
PI = 1487+28 00
E = 2 8% Gr



VERTICAL CURVE DATA S B LANE



SECTION THRU BOX

GENERAL NOTES

Materials, construction, and workmanship shall be in accordance with the State Standard Specifications for Road and Bridge Construction, 1960 Edition, and supplements thereto which are in effect at the date of request for bids

All reinforcing bars shall be intermediate grade billet steel conforming to AASHO designation M-31 Deformations shall conform to AASHO designation M-137

Type II cement (low alkali) required

DESIGN DATA

The design is in accordance with the AASHO Specifications of 1961

Loading HS20-44 or Interstate Alternate
fc 1200 p s i
fs 20,000 p s i
n 10

QUANTITIES

Excavation for Structure (Unclassified)	583 4	cu yd
Class A Concrete (AE)	159.407	cu yd
Reinforcing Steel	29,025.83	lb
Mechanical Tamping	Included With Job Total	hr

Note: See Field Book No 3, Page 70 For Pay Quantities

REVISIONS

UTAH STATE DEPARTMENT OF HIGHWAYS
SALT LAKE CITY UTAH
STRUCTURES DIVISION

300 NORTH TO HOT SPRINGS
WESTERN CANAL

WGT | BKM
WGT | BKM
WGT
Oct 22, 1964 W J Tolley
Oct 23, 1964 D L Sargent

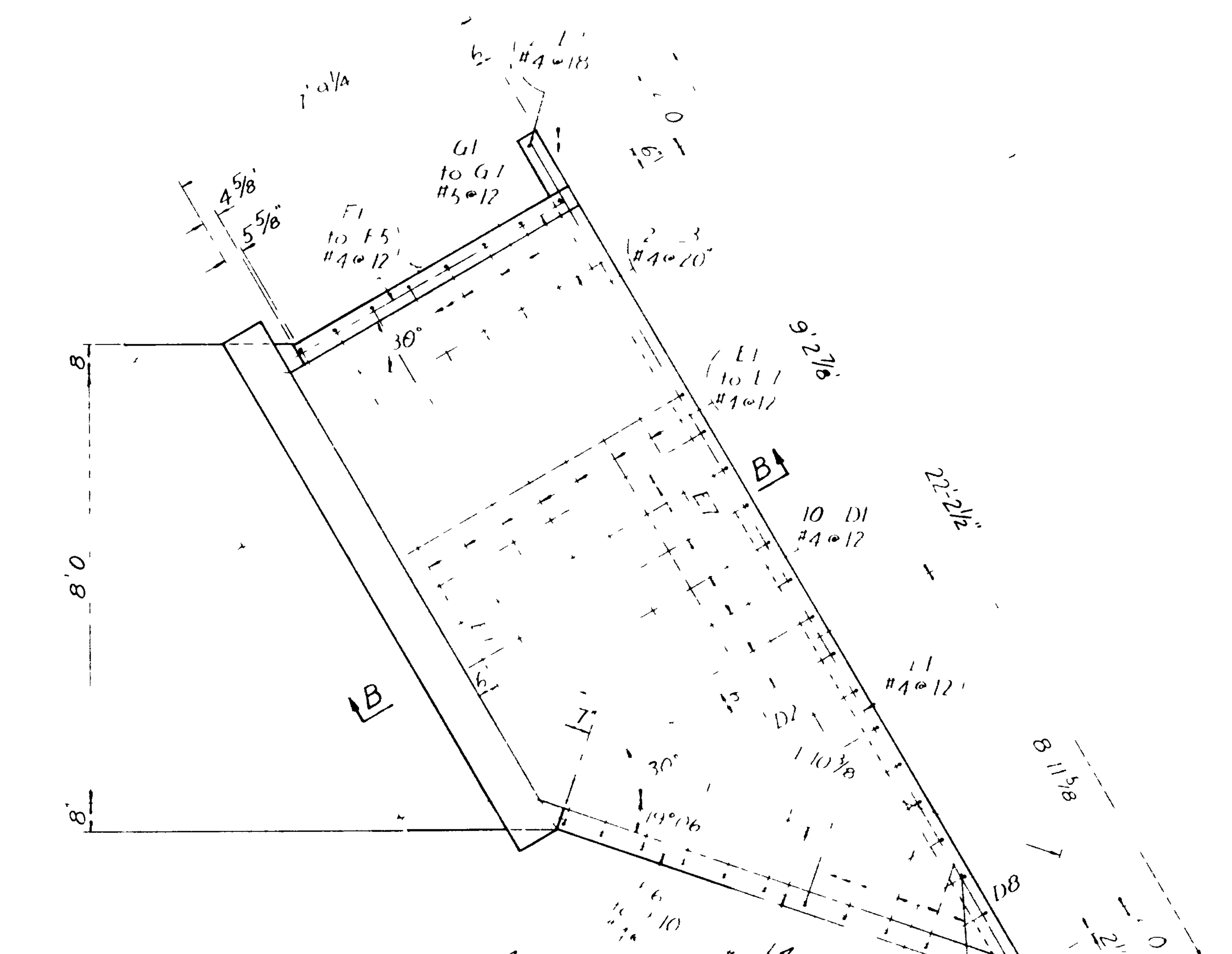
I-15-8(17)342 PROJECT NUMBER
1493+00 STATION
WEBER COUNTY

DRG NO E-1454

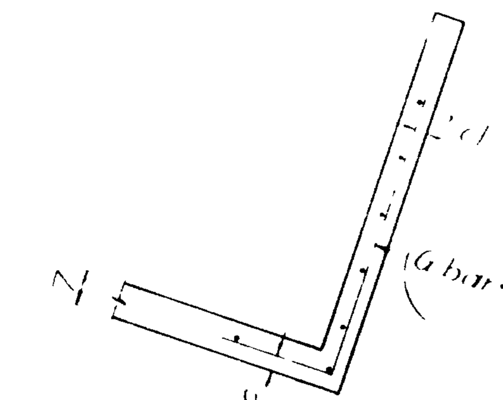
LOC	MARK	SIZE	NO BARS	L'GTH	TOTAL L'GTH	SKETCH			
Aprons	D1	4	20	9'7"	191'8"	a 7 6			
	D2		2	8'9"	86'0"	6'8			
	D3			7'11"		5'10			
	D4			7 0"		4 11			2'1" a
	D5			6'2"		4'1"			
	D6			5 3		3'2			
	D7			4'5"		2'4"			1 set (D2 D8) · 43'0
	D8	4	2	3'6"		a 1'5			
Aprons	E1	4	2	10'8"	198'4"				
	E2			11'10"					
	E3			13'0"					
	E4			14'2"					1 set (E1-E7) = 99'2"
	E5			15'4"					
	E6			16'6"					
	E7	4	2	17'8					
Short Wing Walls	F1	4	2	8'5"	46'4"				
	F2			2'11					
	F3			4'11					1 set (F1 F4) 23'2
	F4		2	6'11					
						a	b	θ	a b θ
	F5		4	9 0"	36'0	7-5"	1'7	90°	
Long Wing Walls	F6		4	13-2"	52'8	11'5"	1'9"	139°	
	F7		2	10'4"	67'10"				
	F8			7'4"					
	F9			4'3"					1 set (F7 F10) 33'11"
	F10	4	2	12 0"					
Short Wing Walls	G1	5	2	8'2"	93'4"	h 6 2			
	G2			7'8"		5 8			
	G3			7'2"		5 2"			
	G4			6'8"		4 8"			
	G5			6'2"		4 2			
	G6			5'8"		3'8			
	G7		2	5'2"		h 3 2			
Long Wing Walls	G8		2	8'2"	143'0"	h 6 2"			h
	G9			7'10"		5 10"			
	G10			7'6"		5'6"			
	G11			7 2"		5 2"			
	G12			6'10"		4 10			2 0"
	G13			6'6"		4 6"			
	G14			6'2"		4 2			1 set (G1 G7) 46 8"
	G15			5'10"		3 10"			1 set (G8 G18) 11'6"
	G16			5 6"		3 6			
	G17			5'2"		3 2"			
	G18	5	2	4'10"		h 2 10"			
Extns & WW Ftgs	L1	4	6	21-10"	131 0"				
	L2		8	4'5"	35 4"				
	L3		4	7 5"	29'8"				
	L4	4	4	11'5"	45 8"				

236'-4" of #5 bars @ 1043 lb/ft 246 50 lb
920'-6" of #4 bars @ 0 668 lb/ft 614 89 lb
Total Weight 861 39 lb

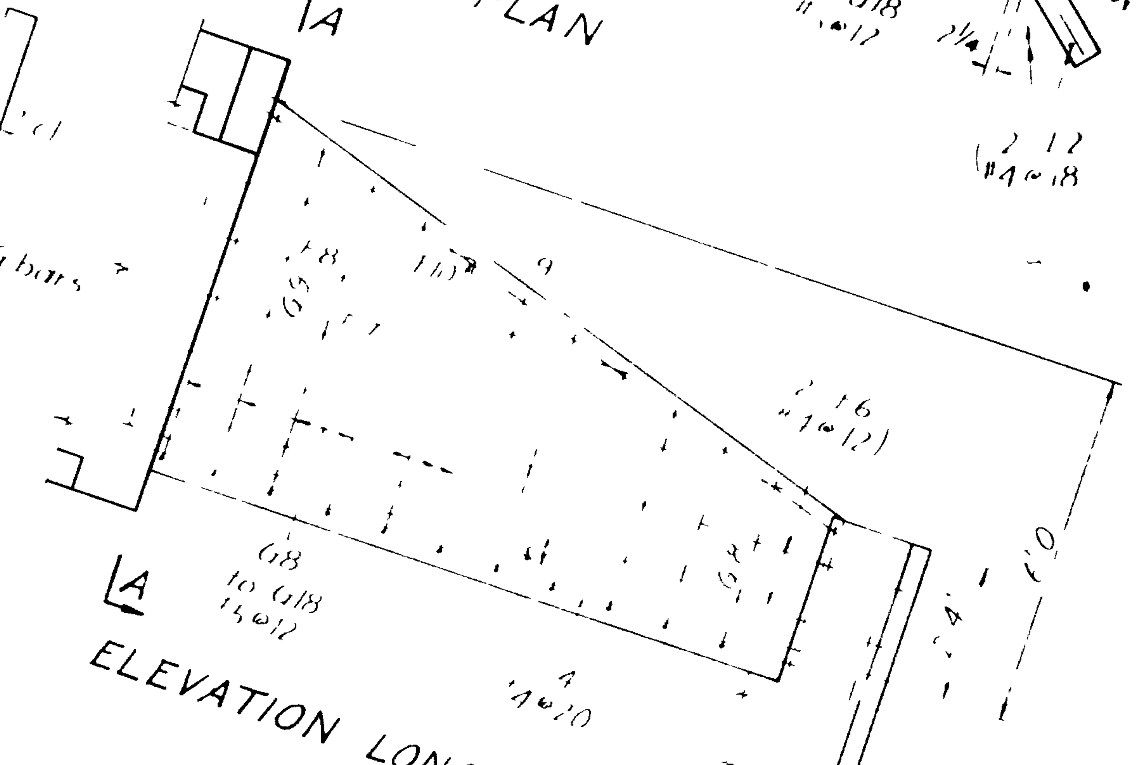
Unless otherwise shown, all dimensions are out to out of bars



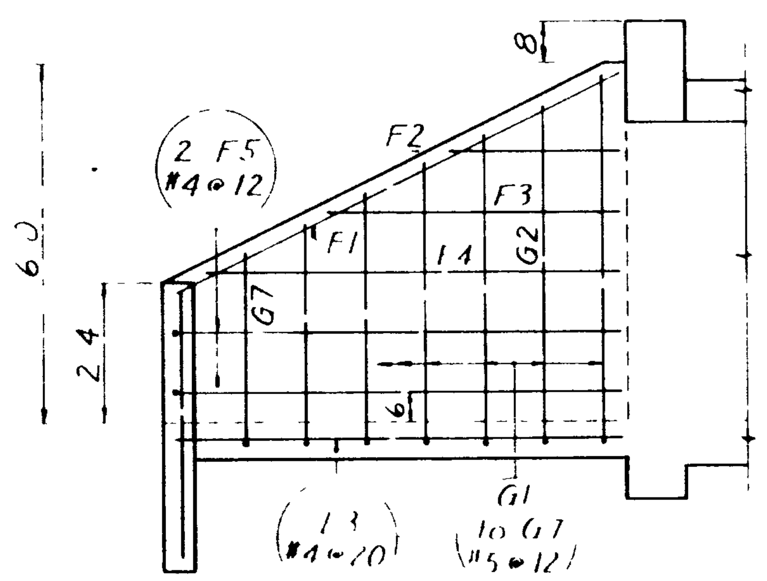
APRON PLAN



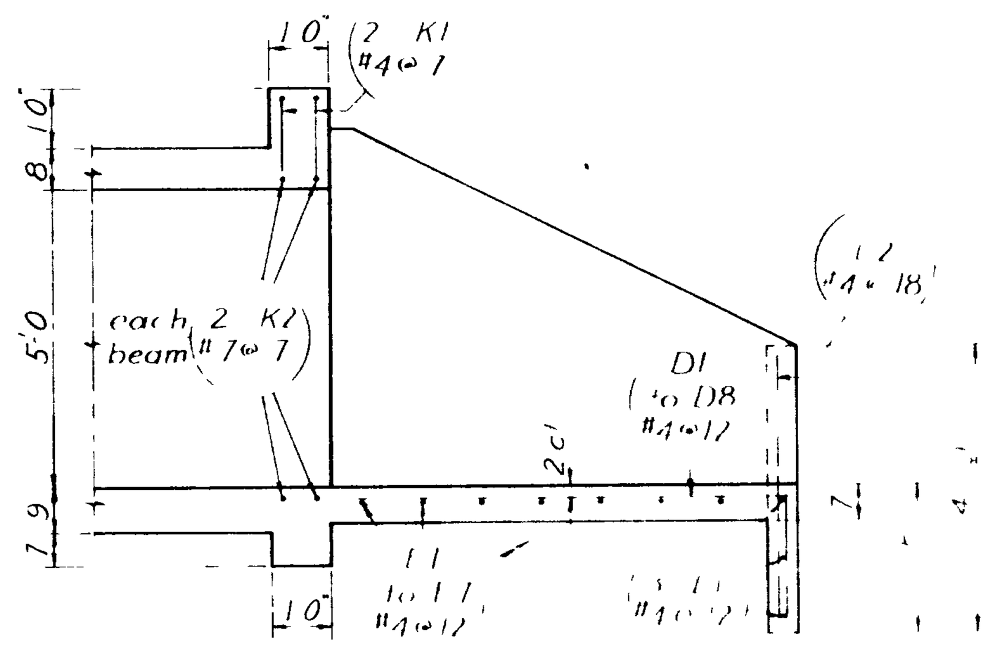
SECTION A A



ELEVATION LONG WING WALLS



ELEVATION SHORT WING WALLS



SECTION B-B

UTAH STATE DEPARTMENT OF HIGHWAYS
SALT LAKE CITY UTAH
STRUCTURES DIVISION

300 NORTH TO HOT SPRINGS
WESTERN CANAL

WGT
WGT
WGT
Oct 22, 1964 W G Alley
BKM
BKM
Oct 23 1964 D L Sargent

I-15-8(17)342
1493+00
WEBER
E-1454
2 2

FED ROAD DIST NO.	STATE	FED AID PROJ. NO.	FISCAL YEAR	SHEET NO	TOTAL SHEETS
UTAH	UTAH	I-15-8(17)342		1	68

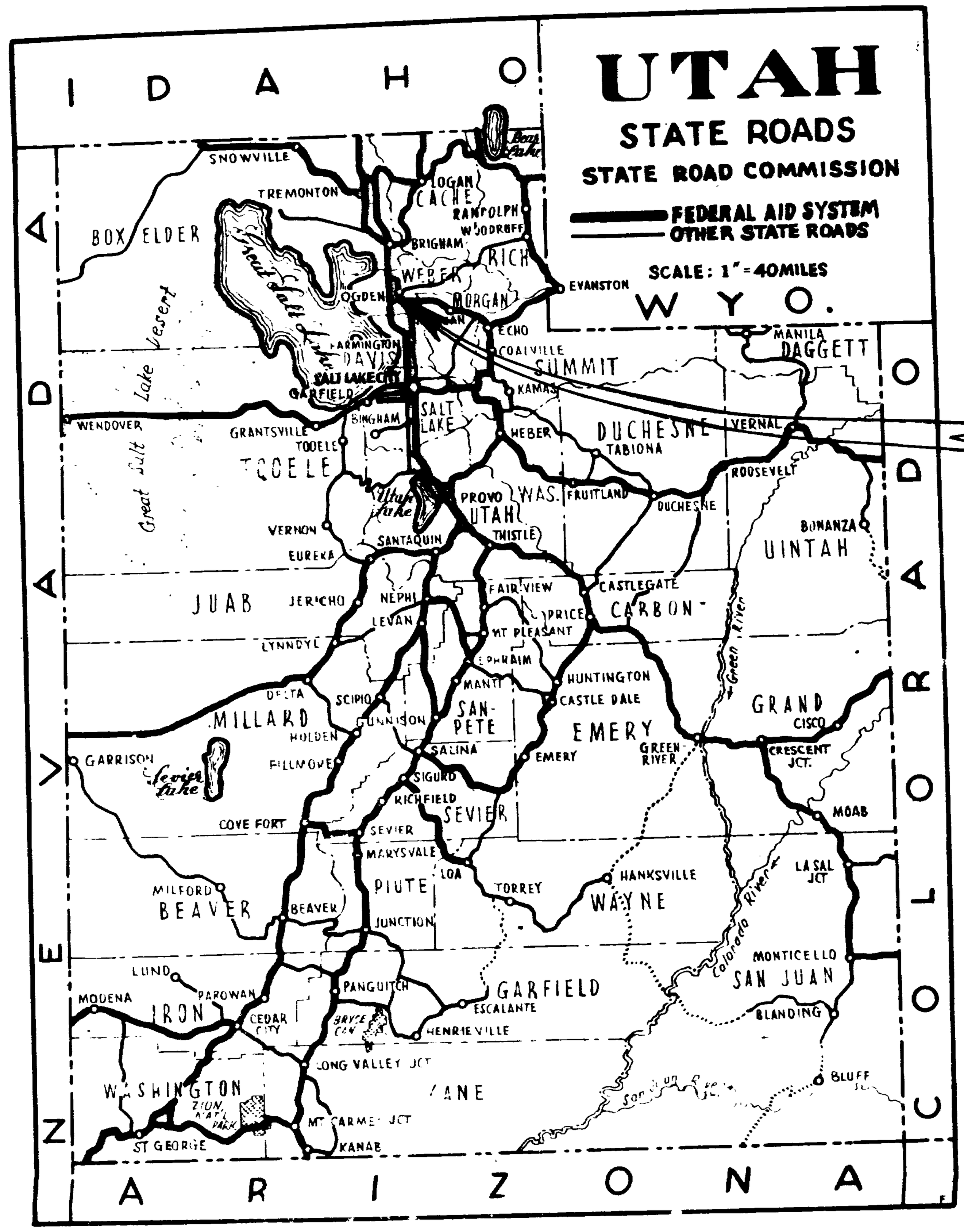
REVISION DATE 12/15/64

STATE OF UTAH
STATE ROAD COMMISSION

PLANS OF PROPOSED STATE ROAD

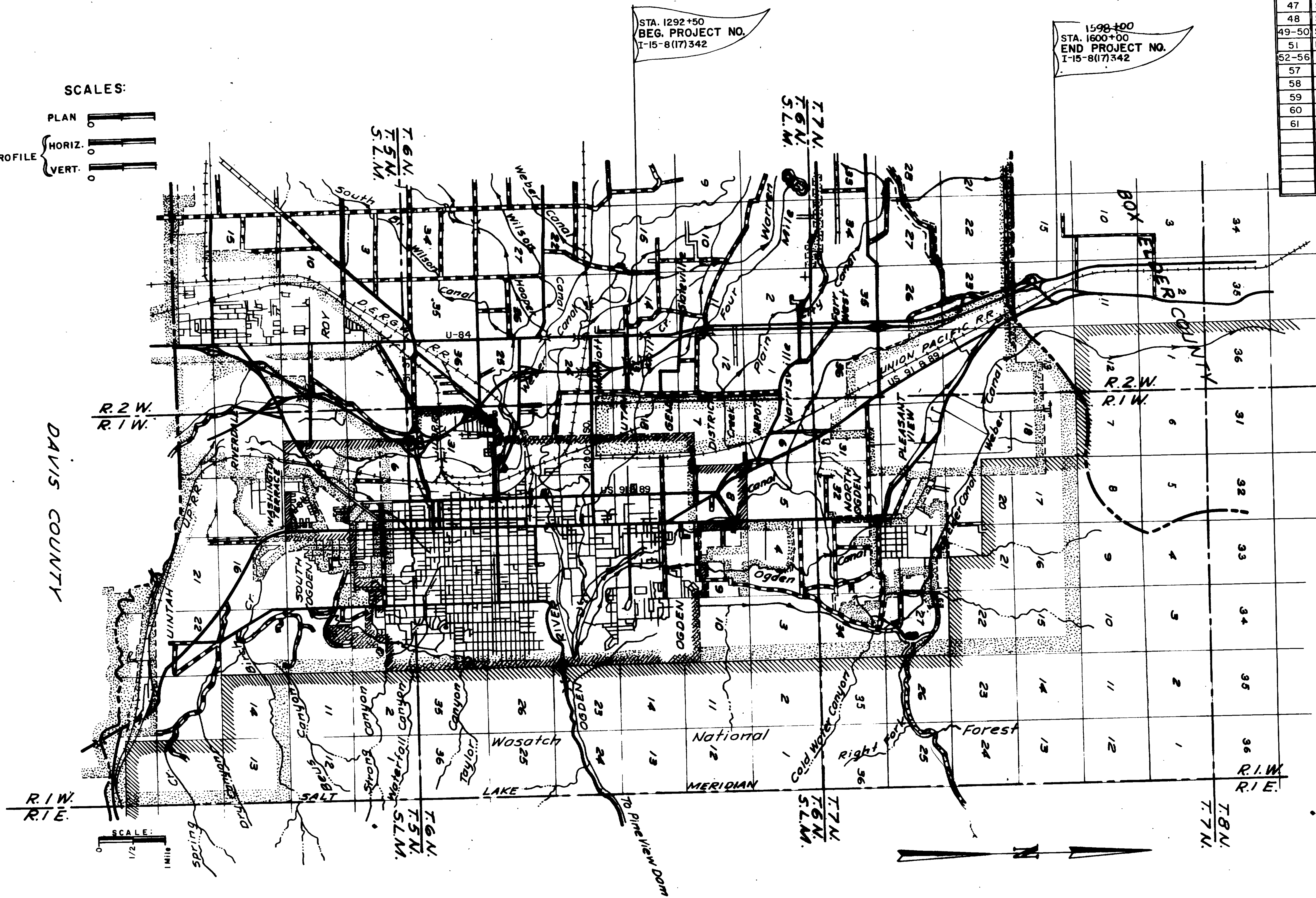
FEDERAL AID PROJECT

I-15-8 (17) 342
300 NORTH TO HOT SPRINGS
WEBER & BOX ELDER COUNTY
LENGTH 5.824 MILES



I-15-8 (17) 342
300 NO. To HOT SPRINGS

SCALES:
PLAN
PROFILE HORIZ.
VERT.



INDEX TO SHEETS

SHEET NO.	DESCRIPTION	DRAWING No	STATION
1	TITLE SHEET		
2,2A-20	TYPICAL SECTION & MAT'LS. SHEETS		
3A-D	SUMMARY SHEETS		
4-33	PLANS & PROFILE SHEETS		
34-35	8'x5'x194' 10" BOX CULVERT	E-1452	1296+7[illegible]
36	12'x6'x198' BOX CULVERT	E-1453	1313+50
37-38	8'x4'x201' 8" BOX CULVERT	E-1454	1493+00
39	SPLITTER DETAIL	V-932	1427+50
40	STANDARD BACKER	V-873	
41	CONC. END SECTIONS	322	
42-44	STANDARD DIVERSION BOX	360 1-3	
45	HAND SLIDE GATE	361	
46	MEDIAN DROP INLET	346	
47	SHOULDER AND MEDIAN DRAINS	347	
48	STANDARD CATCH BASINS	V-750	
49-50	SUPERELEVATION AND WIDENING	203 1-2	
51	ENTRANCE & EXIT RAMP GEOMETRICS	207	
52-56	CONSTRUCTION SIGNS	500 1-5	
57	" IDENT. SIGNS	504	
58	RIGHT OF WAY FENCE AND GATES	521	
59	DEEP BEAM HIGHWAY GUARD RAIL	230	
60	PROJECT & R/W MARKERS & GUIDE POST	540	
61	GROUND MOUNTED SIGNS INSTALLATION DETAILS	513	

UTAH STATE DEPARTMENT OF HIGHWAYS

RECOMMENDED FOR APPROVAL NOVEMBER 1964
C. L. Skoubye
ENGINEER OF ROADWAY DESIGN

RECOMMENDED FOR APPROVAL NOVEMBER 1964
Blaine J. Kay
ENGINEER OF PLANS AND CONTRACTS

APPROVED: NOVEMBER 1964
C. Taylor Burton
DIRECTOR OF HIGHWAYS

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED:

DIVISION ENGINEER | DATE

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
~~UTAH~~	UTAH	I-15-8(17)342		1	68

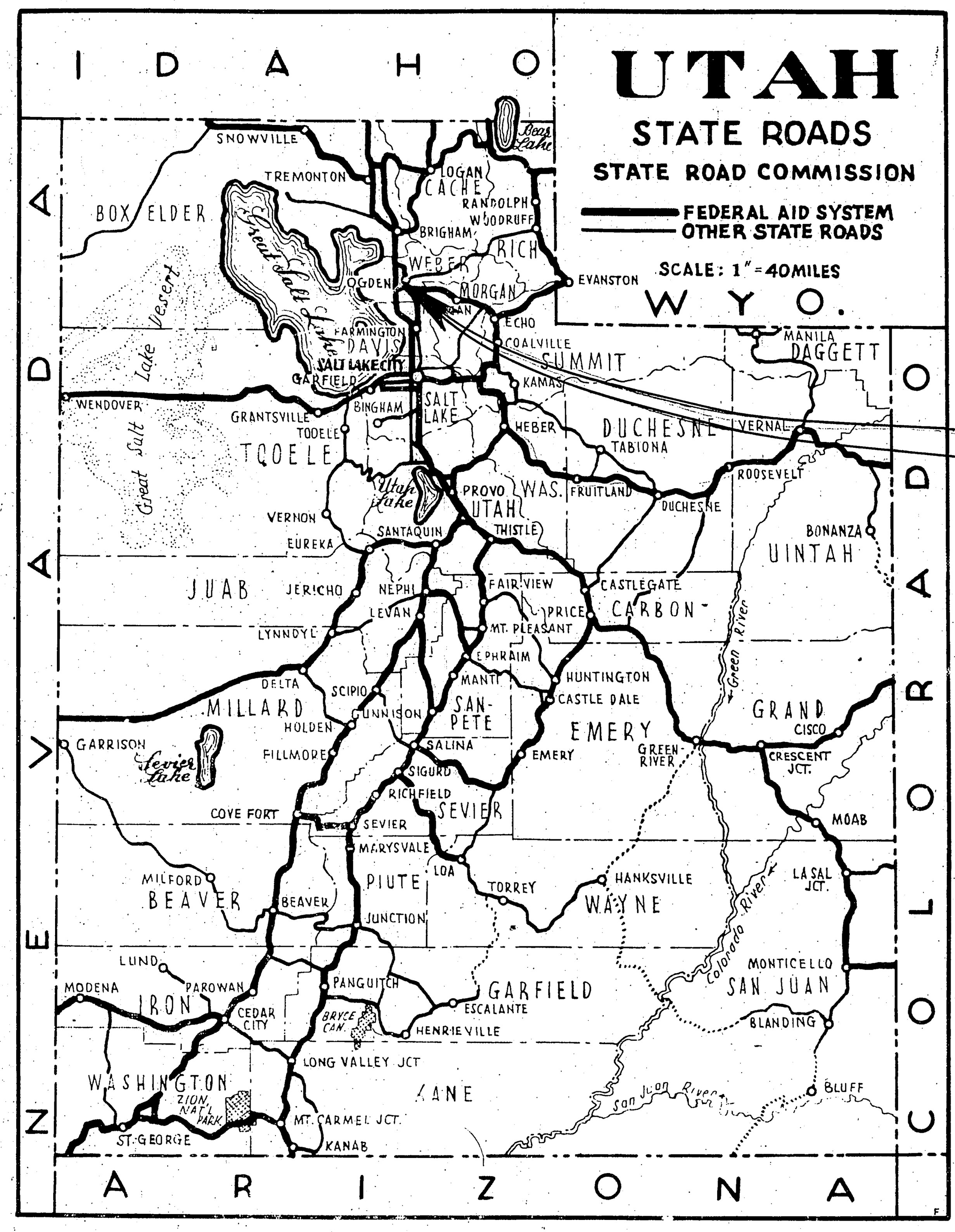
REVISION DATE 12/15/64

STATE OF UTAH
STATE ROAD COMMISSION

PLANS OF PROPOSED STATE ROAD

FEDERAL AID PROJECT

I-15-8 (17) 342
300 NORTH TO HOT SPRINGS
WEBER & BOX ELDER COUNTY
LENGTH ~~5.824~~ 5.786 MILES



I-15-8(17) 342
300 NO. To HOT SPRINGS

INDEX TO SHEETS

SHEET NO.	DESCRIPTION	DRAWING No	STATION
1	TITLE SHEET		
2,2A-2C	TYPICAL SECTION & MAT'LS. SHEETS		
3A-D	SUMMARY SHEETS		
4-33	PLANS & PROFILE SHEETS		
34-35	8'x5'x194' 10" BOX CULVERT	E-1452	1296+73
36	12'x6'x198' BOX CULVERT	E-1453	1313+50
37-38	8'x4'x201' 8" BOX CULVERT	E-1454	1493+00
39	SPLITTER DETAIL	V-932	1427+50
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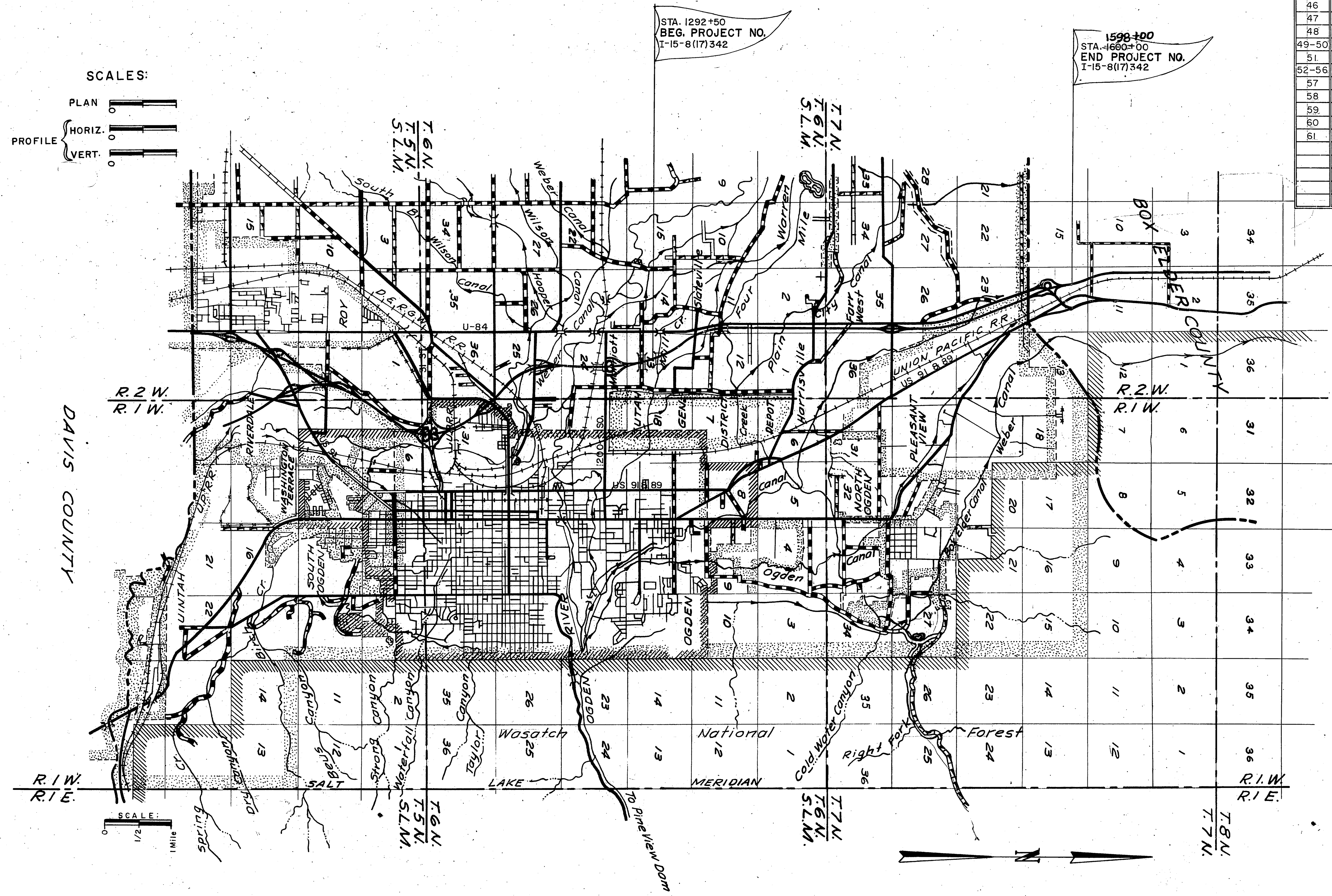

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C. Doyle Burton
DIRECTOR OF HIGHWAYS

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED: ______________________

DIVISION ENGINEER DATE

TYPICAL SECTIONS

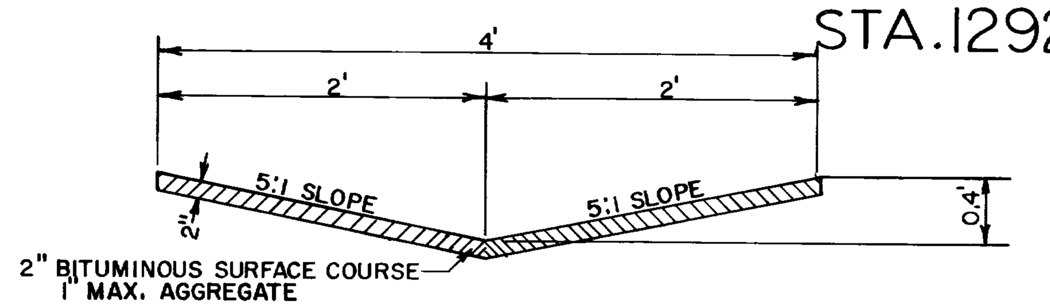
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UTAH	UTAH	I-15-8(17)342	1964	2	

REV. DATE 12/15/64
CONSTRUCTION CHANGE 11/22/66

I -15

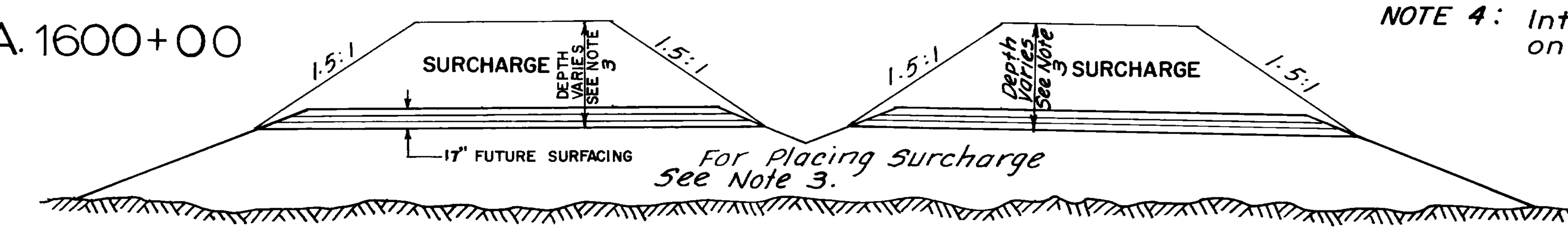
STA. 1292+50 TO STA. 1600+00

APPLICATION	TYPE	AMOUNT FOR ESTIMATING PURPOSES ONLY
GRAVEL BASE COURSE		140 LBS. PER. CU. FT.
PORTLAND CEMENT TREATED BASE COURSE		2% BY WT.
CURING COAT	MC-70-250	0.15 GAL. PER. SQ. YD.
GRAVEL SURFACE	TYPE A	BY WEIGHT
BIT. SURFACE FOR 1" MAX., 3/4" MAX. AGG.	85-100 PENETRA.	5.5% BY WT.
BIT. SURFACE FOR 1" MAX., 3/4" MAX. AGG.	3/4"-1" MAX. AGG.	2" MAX. COURSE
TACK COAT	RC-70-250	0.1 GAL. PER. SQ. YD.
SEAL COAT FOR SHOULDERS	RC-70-250	0.1 GAL. PER. SQ. YD.
BITUMINOUS ADDITIVE	COMMERCIAL GRADE	1% RC-800 IN GALS.
HYDRATED LIME		1% BIT. SURF. COURSE
PORTLAND CEMENT	TYPE 1	2% BY WT. (94 lbs Per Bag)
PRIME COAT	MC-250	0.5 GAL. PER. SQ. YD.
PRIME COAT FOR BITUM. LINED MED. DITCH	MC-250	0.2 GAL. PER. SQ. YD.

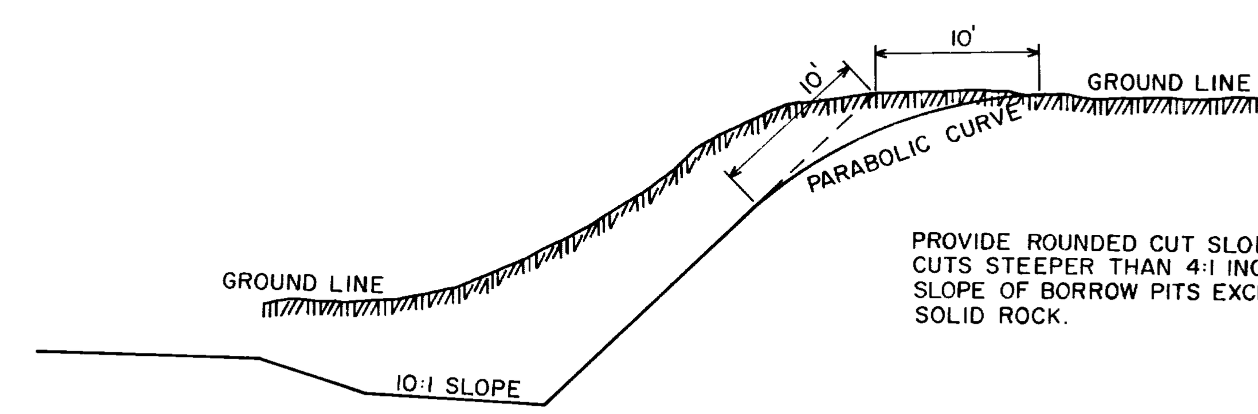


BITUMINOUS LINED MEDIAN DITCH

1292+50 to 1302+00
1433+00 to 1461+00



I- 15



PROVIDE ROUNDED CUT SLOPES ON ALL CUTS STEEPER THAN 4:1 INCLUDING BACK SLOPE OF BORROW PITS EXCEPT CUTS IN SOLID ROCK.

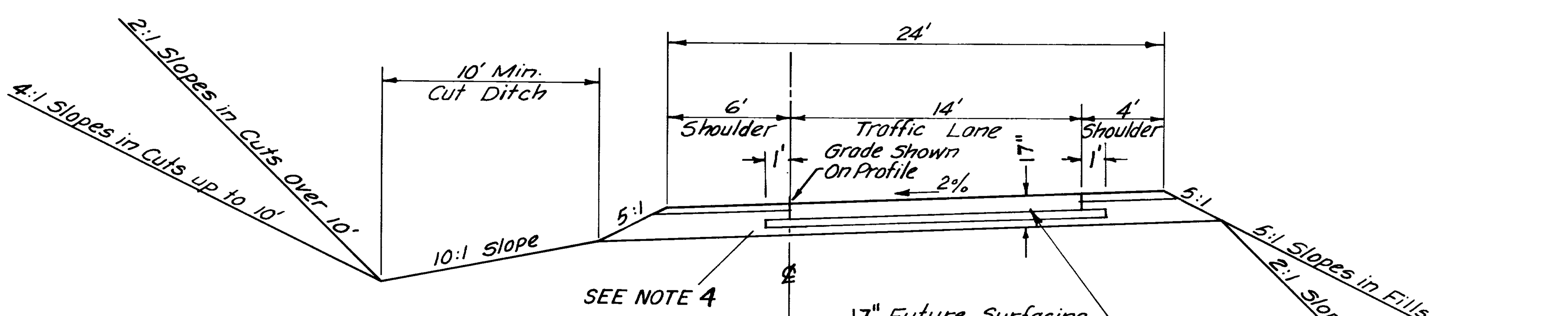
NOTE 4: Interstate and Ramp Surfacing on this sheet is identical.

NOTE 1:
SURFACING OF INTERSTATE AND RAMPS NOT INCLUDED IN THIS CONTRACT.

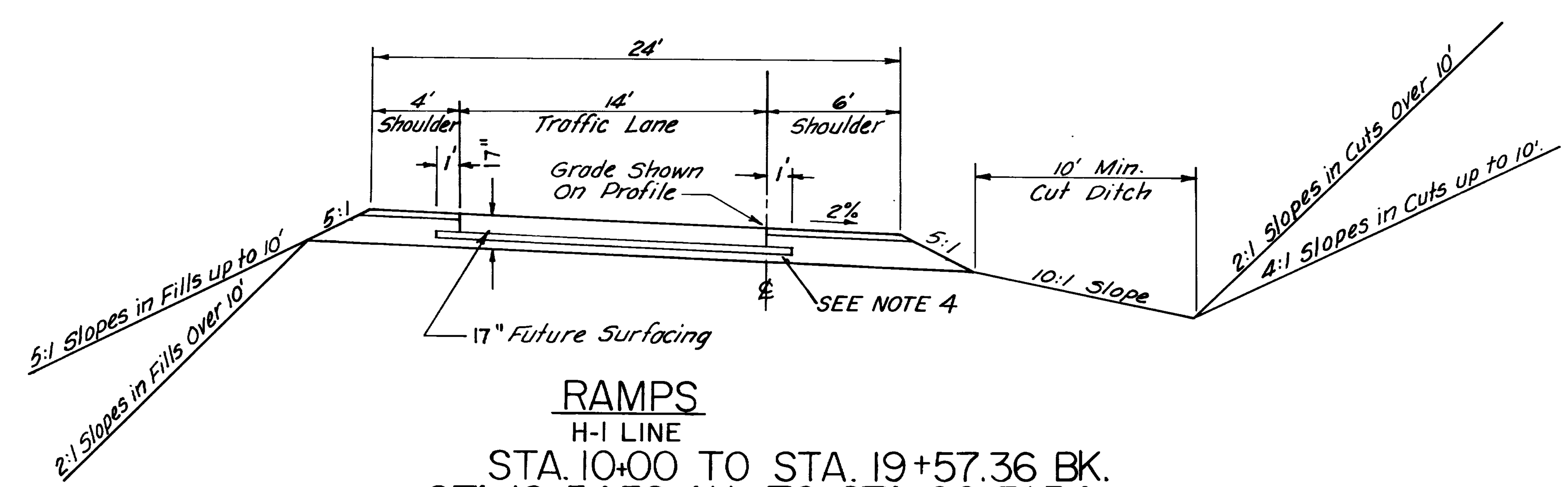
NOTE 2:
DESIGN SPEED 70 M.P.H. SUPERELEVATE IN ACCORDANCE WITH STANDARD DRWG. NO. 203

NOTE 3:
PLACE SURCHARGE ON FILL SLOPES WITH 1.5:1 SIDE SLOPES AS SHOWN.
PLACE SURCHARGE TO DEPTH AS INDICATED ON THE PROFILE SHEETS NO. 21, 23 AT THE FOLLOWING STATIONS.

I-15
STA. 1380+51 to STA. 1383+58±
STA. 1384+57 to STA. 1387+64
STA. 1442+20 to STA. 1445+85
STA. 1446+91 to STA. 1450+56



RAMPS
H-2 LINE
STA. 10+00 TO STA. 27+42.33
H-2A LINE
STA. 10+00 TO STA. 17+37.96
H-3 LINE
STA. 10+00 TO STA. 25+20.80
"V" LINE
STA. 10+00 TO STA. 35+35.01
GRADE TO DRAIN



RAMPS
H-1 LINE
STA. 10+00 TO STA. 19+57.36 BK.
STA. 19+54.32 AH. TO STA. 26+31.54
H-4 LINE
STA. 10+00 TO STA. 16+14.67
"W" LINE
STA. 10+00 TO STA. 35+95.87
GRADE TO DRAIN

CUT AND FILL SLOPE SCHEDULE

2:1 SLOPES	
STA. 1419+00 to 1425+00	LT. & RT.
STA. 1430+00 to 1439+00	LT. & RT.
STA. 1572+00 to 1575+00	LT.

4:1 SLOPES	
STA. 1405+00 to 1409+00	LT. & RT.
STA. 1463+00 to 1484+00	LT. & RT.
STA. 1529+00 to 1550+00	LT. & RT.

TYPICAL SECTIONS

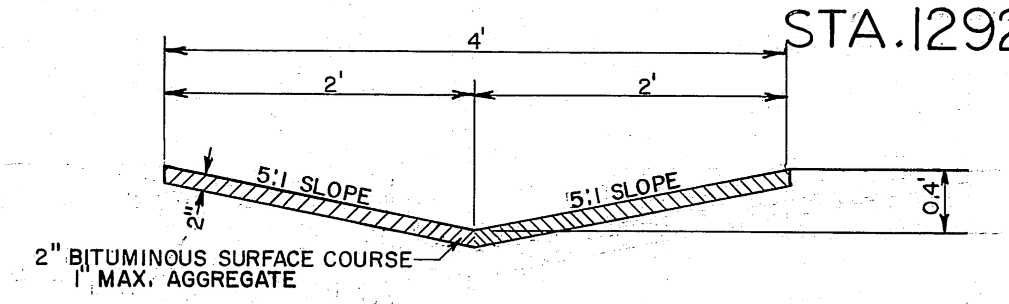
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UTAH	UTAH	I-15-8(17)342	1964	2	

REV. DATE 12/15/64
CONSTRUCTION CHANGE 11/22/66

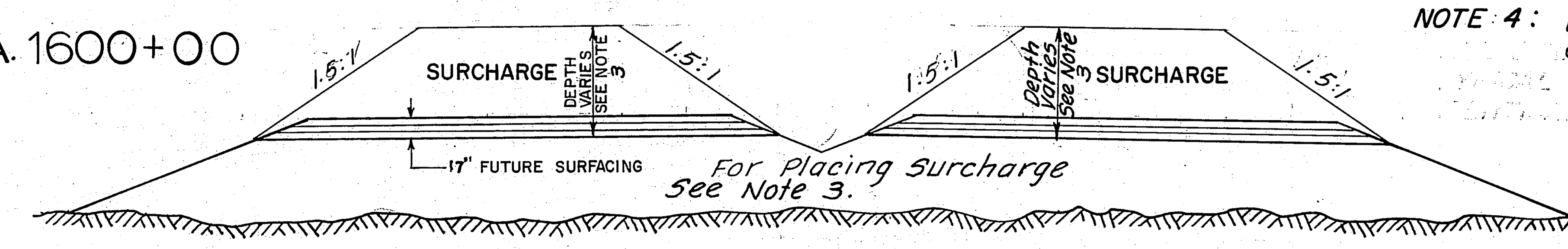
I-15
STA. 1292+50 TO STA. 1600+00

APPLICATION	TYPE	AMOUNT FOR ESTIMATING PURPOSES ONLY
GRAVEL BASE COURSE		140 LBS. PER. CU. FT.
PORTLAND CEMENT TREATED BASE COURSE		2% BY WT.
CURING COAT	MC-70-250	0.15 GAL. PER. SQ. YD.
GRAVEL SURFACE	TYPE A	BY WEIGHT
BIT. SURFACE FOR 1" MAX., 3/4" MAX. AGG.	85-100 PENETRA.	5.5% BY WT.
BIT. SURFACE FOR 1" MAX., 3/4" MAX. AGG.	3/4"-1". MAX. AGG.	2" MAX. COURSE
TACK COAT	RC-70-250	0.1 GAL. PER. SQ. YD.
SEAL COAT FOR SHOULDERS	RC-70-250	0.1 GAL. PER. SQ. YD.
BITUMINOUS ADDITIVE	COMMERCIAL GRADE	1% RC-800 IN GALS.
HYDRATED LIME		1% BIT. SURF. COURSE
PORTLAND CEMENT	TYPE 1	2% BY WT. (94 lbs Per Bag)
PRIME COAT	MC-250	0.5 GAL. PER. SQ. YD.
PRIME COAT FOR BITUM. LINED MED. DITCH	MC-250	0.2 GAL. PER. SQ. YD.

REVISIONS		
DATE	BY	DATE	BY



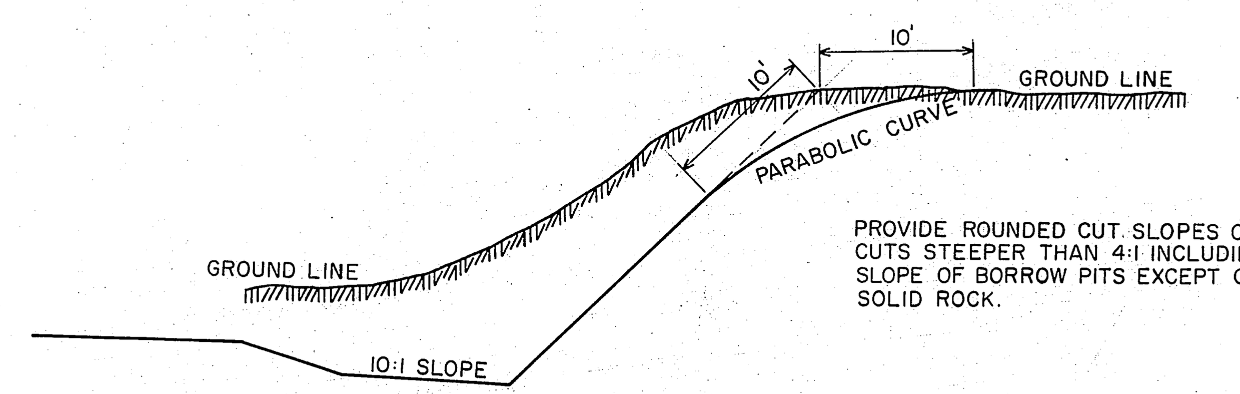
BITUMINOUS LINED MEDIAN DITCH
1292+50 to 1302+00
1433+00 to 1461+00



For Placing Surcharge
See Note 3.

I-15

NOTE 4: Interstate and Ramp Surfacing on this sheet is identical.



PROVIDE ROUNDED CUT SLOPES ON ALL CUTS STEEPER THAN 4:1 INCLUDING BACK SLOPE OF BORROW PITS EXCEPT CUTS IN SOLID ROCK.

NOTE 1:
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NOTE 3:
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I-15
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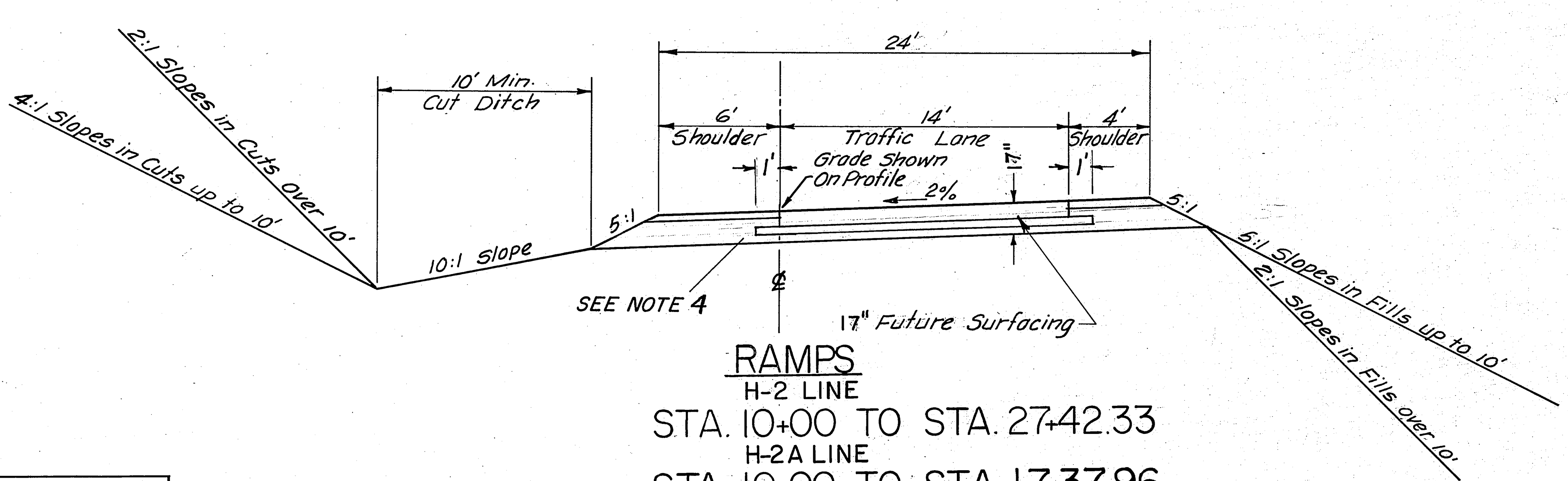
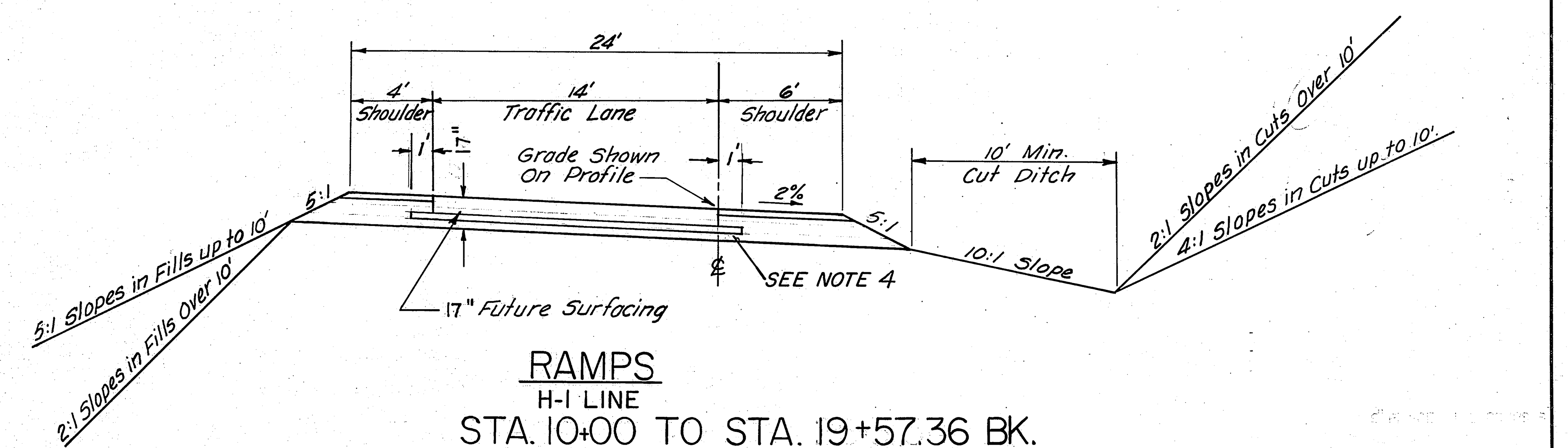
STA. 1384+57 to STA. 1387+64
STA. 1442+20 to STA. 1445+85
STA. 1446+91 to STA. 1450+56



RAMPS
H-2 LINE
STA. 10+00 TO STA. 27+42.33
H-2A LINE
STA. 10+00 TO STA. 17+37.96
H-3 LINE
STA. 10+00 TO STA. 25+20.80
"V" LINE
STA. 10+00 TO STA. 35+35.01
GRADE TO DRAIN



RAMPS
H-1 LINE
STA. 10+00 TO STA. 19+57.36 BK.
STA. 19+54.32 AH. TO STA. 26+31.54
H-4 LINE
STA. 10+00 TO STA. 16+14.67
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CUT AND FILL SLOPE SCHEDULE

2:1 SLOPES		
STA. 1419+00 to 1425+00	LT. & RT.
STA. 1430+00 to 1439+00	LT. & RT.
STA. 1572+00 to 1575+00	LT.

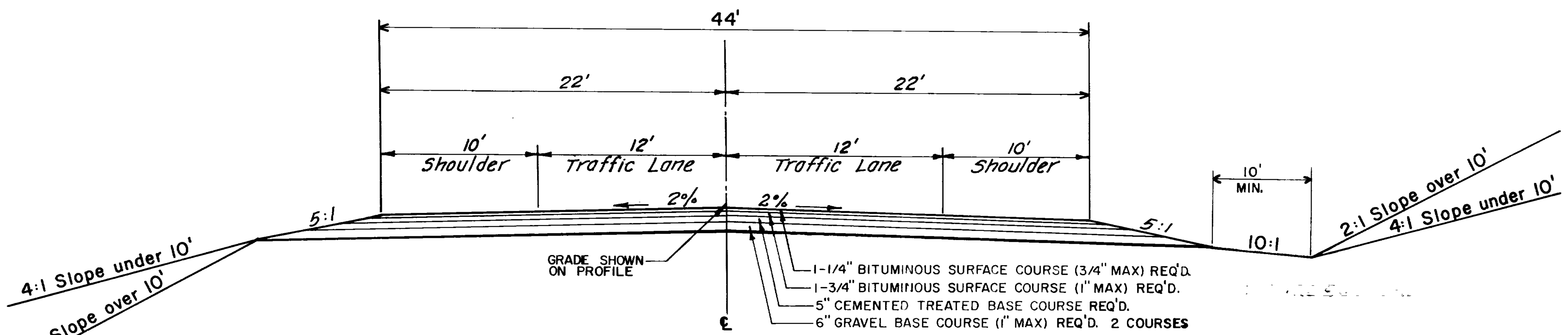
4:1 SLOPES	
STA. 1405+00 to 1409+00	LT. & RT.
STA. 1463+00 to 1484+00	LT. & RT.
STA. 1529+00 to 1550+00	LT. & RT.

Certified Blue Print

TYPICAL CROSS SECTION

STATE	PROJECT NO.	SHT. NO.	TOTAL SHT
UTAH	I-15-8(17)342	2A	

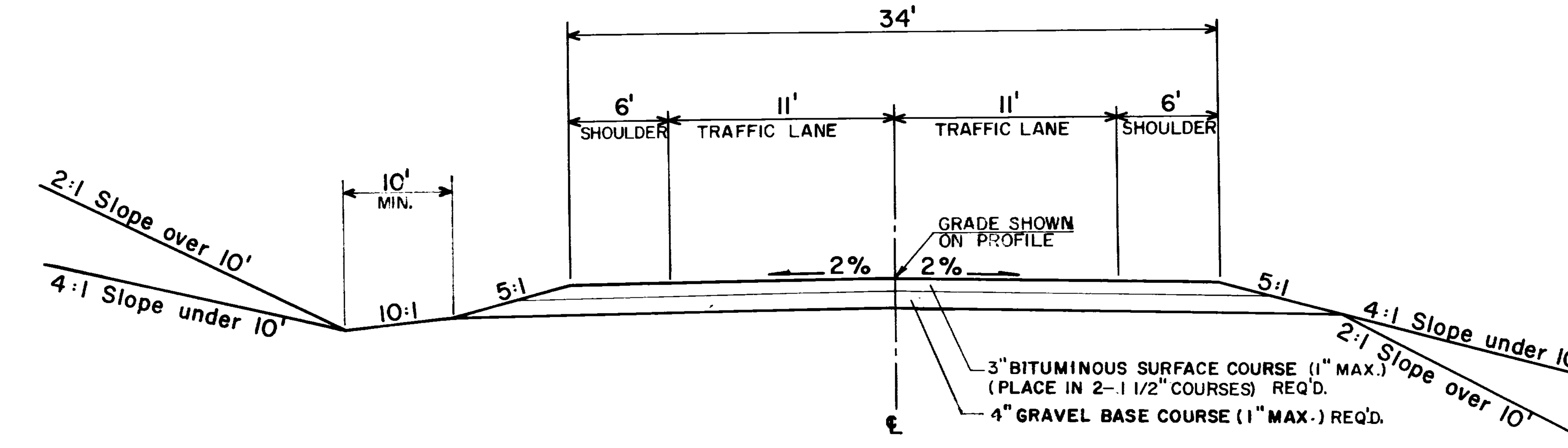
REV. DATE 12/15/64
" " 6/9/65 CONST. CHANGE



U-84

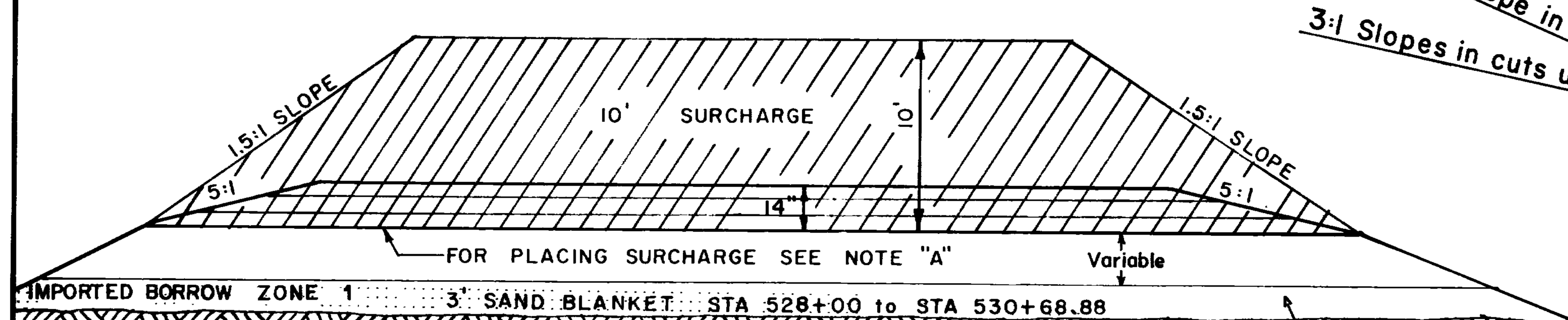
STA. 515+00 TO STA. 525+58
STA. 537+50 TO STA. 544+00
(SURFACING REQ'D.)
STA. 525+58 TO STA. 537+50
(GRADING ONLY)
DESIGN SPEED 50 M.P.H.

NOTE A:
PLACE SURCHARGE ON FILL SLOPES WITH 1.5:1 SIDE SLOPE AS SHOWN. PLACE SURCHARGE TO DEPTH OF 10 FEET AS INDICATED ON THE PROFILE SHEET NO. 32 AT THE FOLLOWING STATIONS.
U-84
STA. 528+00 to STA. 530+68.88
STA. 532+72.73 to STA. 534+00



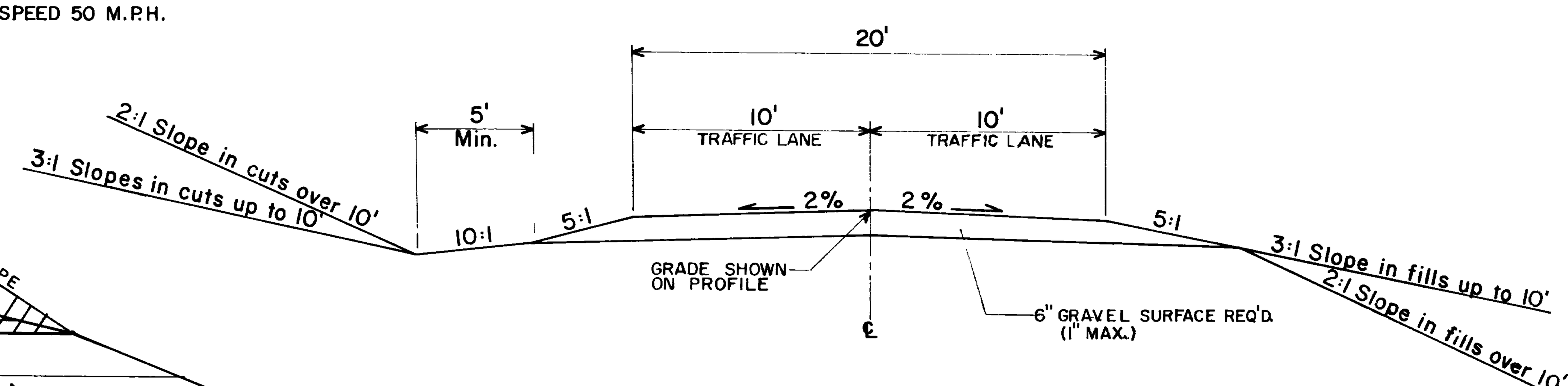
1700 NORTH STREET

STA. 17+00 to STA. 23+00
DESIGN SPEED 30 M.P.H.

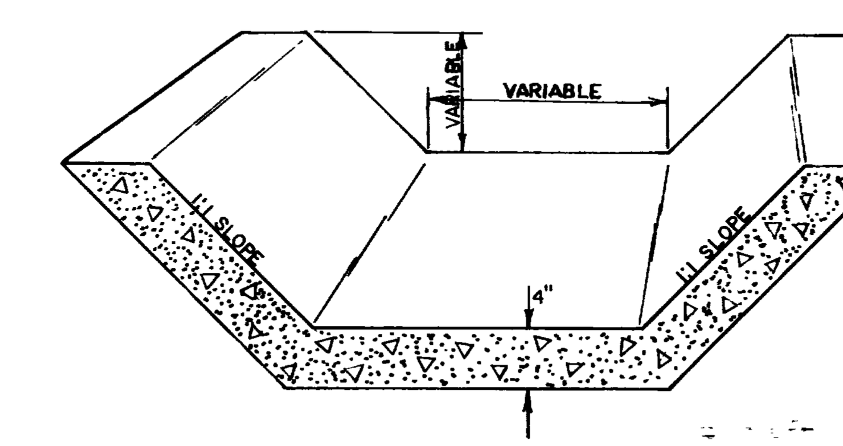


NOTE:
FOR PLACING OF SAND BLANKET SEE SHEET 17

FROM STA. 528+00 TO STA. 530+68.98 EXCAVATE EXISTING U-84 ROADWAY BEFORE PLACING SAND BLANKET.

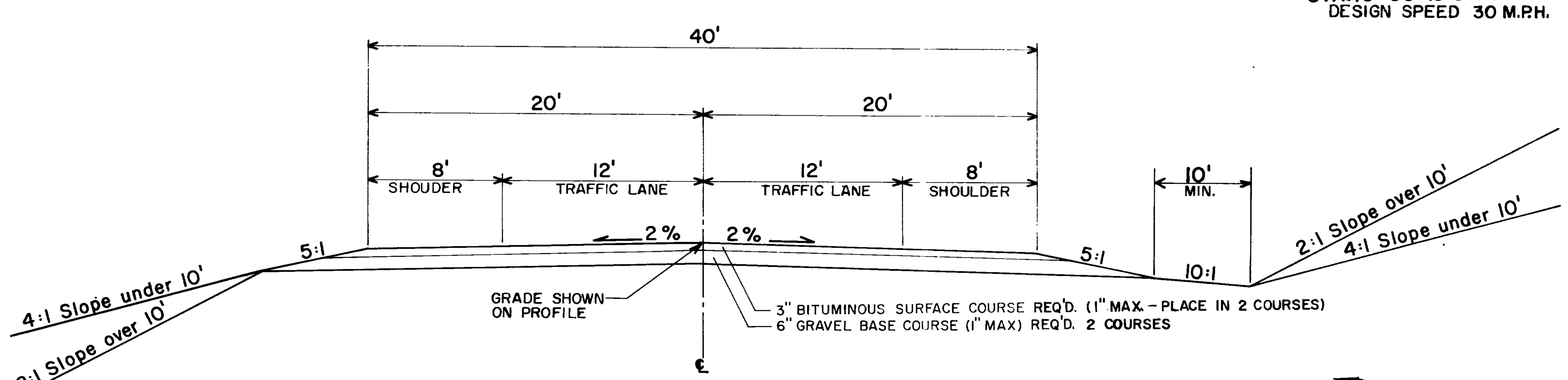


FRONTAGE ROAD
"X" LINE
STA. 10+00 to STA. 87+61.90
"Y" LINE
STA. 10+00 to STA. 33+02.53
DESIGN SPEED 30 M.P.H.



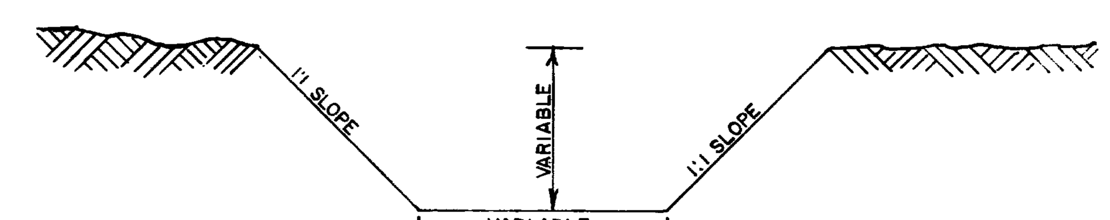
TYPICAL CONCRETE-LINED DITCH

STATION	to STATION	DEPTH		BOTTOM WIDTH
1296+00	129[illegible]	RT.	2'	1'
1377+00	1383+[illegible]	RT.	2'	1'
1446+80	1456+60	RT.	3'	2'
[illegible]	[illegible]	[illegible]	3	2
[illegible]	[illegible]	LT	3	2
[illegible]	[illegible]	[illegible]	2	2
[illegible]		[illegible]	2	[illegible]
[illegible]		[illegible]	2	1
[illegible]		LT	2	1
[illegible]		[illegible]	2	2
[illegible]		LT	2	1



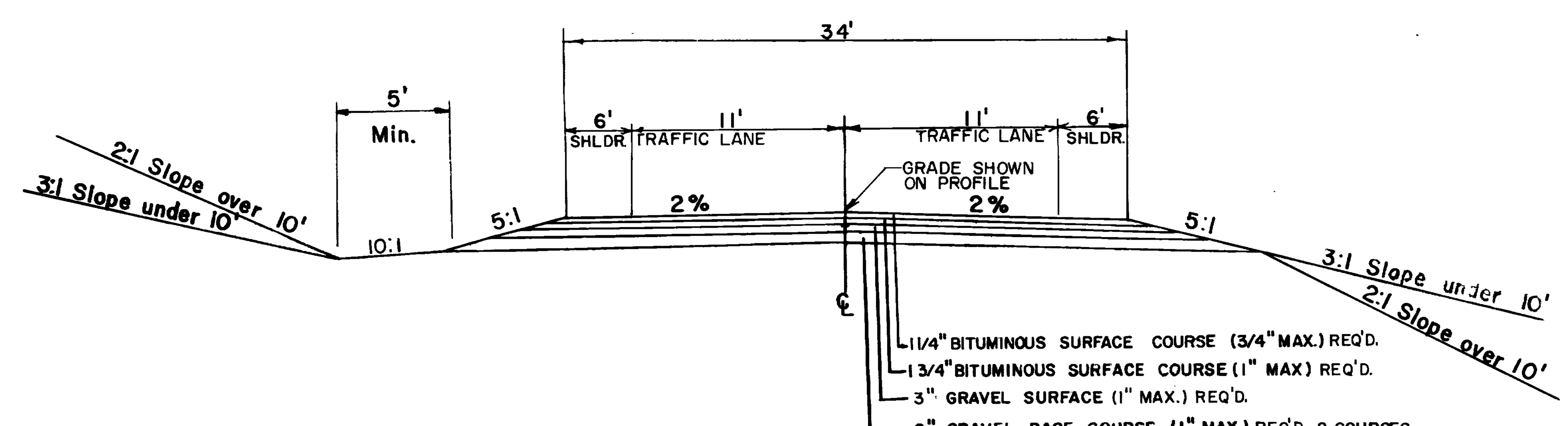
2700 NORTH STREET

STA. 15+30 to STA. 24+00
DESIGN SPEED 30 M.P.H.



TYPICAL
SMALL DITCH

NOTE:
FOR SMALL DITCH BOTTOM WIDTH AND DEPTH SEE PLAN AND DRAINAGE SUMMARY SHEETS



U-84 DETOUR

STA. 10+00 TO STA. 19+58.79
DESIGN SPEED 30 M.P.H.

NOTE: FOR ROUNDED CUT SLOPE DETAILS SEE SHEET NO. 2
NOTE: FOR BITUMINOUS MATERIAL SCHEDULE SEE SHEET NO. 2

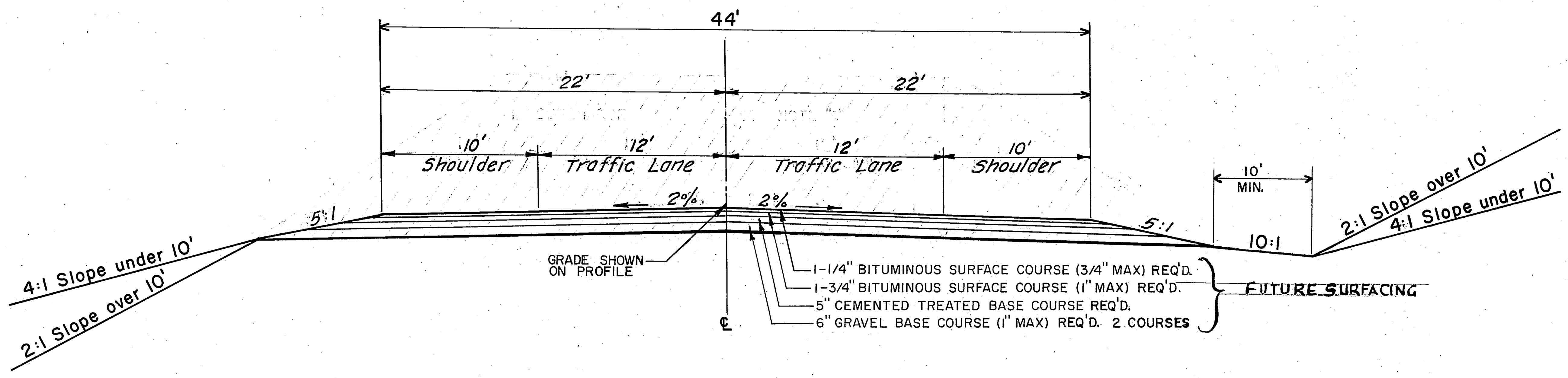
UTAH STATE ROAD COMMISSION
SALT LAKE CITY - UTAH

TYPICAL CROSS SECTION

STATE	PROJECT NO.	SHT. NO.	TOTAL SHT.
UTAH	I-15-8(17)342	24	

3

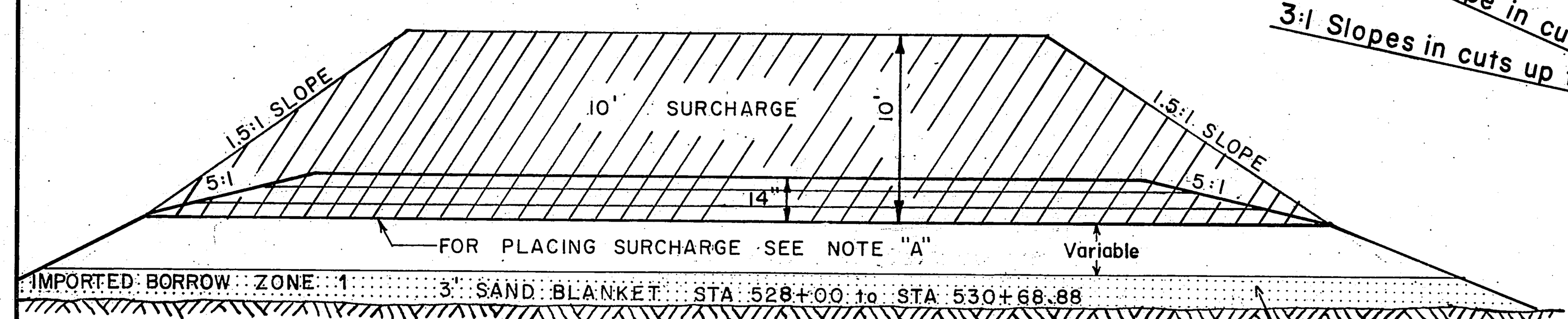
REV. DATE 12/15/64
" " 6/9/65 CONST. CHANGE
AS CONST. 9-11-67



U-84

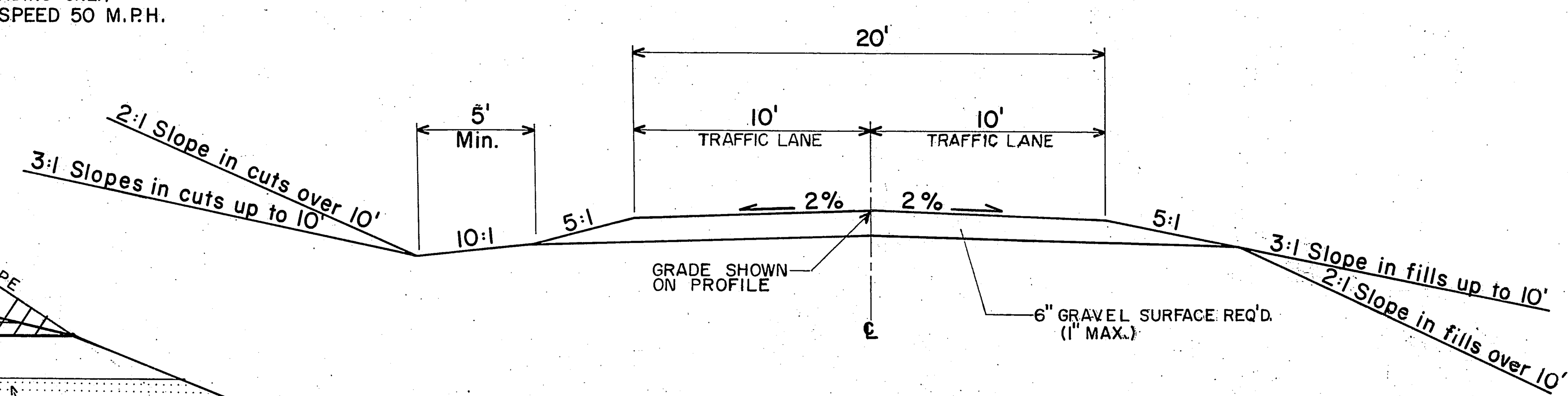
STA. 515+00 TO STA. 525+58
STA. 537+50 TO STA. 544+00
(SURFACING REQ'D.) (FUTURE CONTRACT)
STA. 525+58 TO STA. 537+50
(GRADING ONLY)
DESIGN SPEED 50 M.P.H.

NOTE A:
PLACE SURCHARGE ON FILL SLOPES WITH 1.5:1 SIDE SLOPE AS SHOWN. PLACE SURCHARGE TO DEPTH OF 10 FEET AS INDICATED ON THE PROFILE SHEET NO. 32 AT THE FOLLOWING STATIONS.
U-84
STA. 528+00 to STA. 530+68.88
STA. 532+72.73 to STA. 534+00

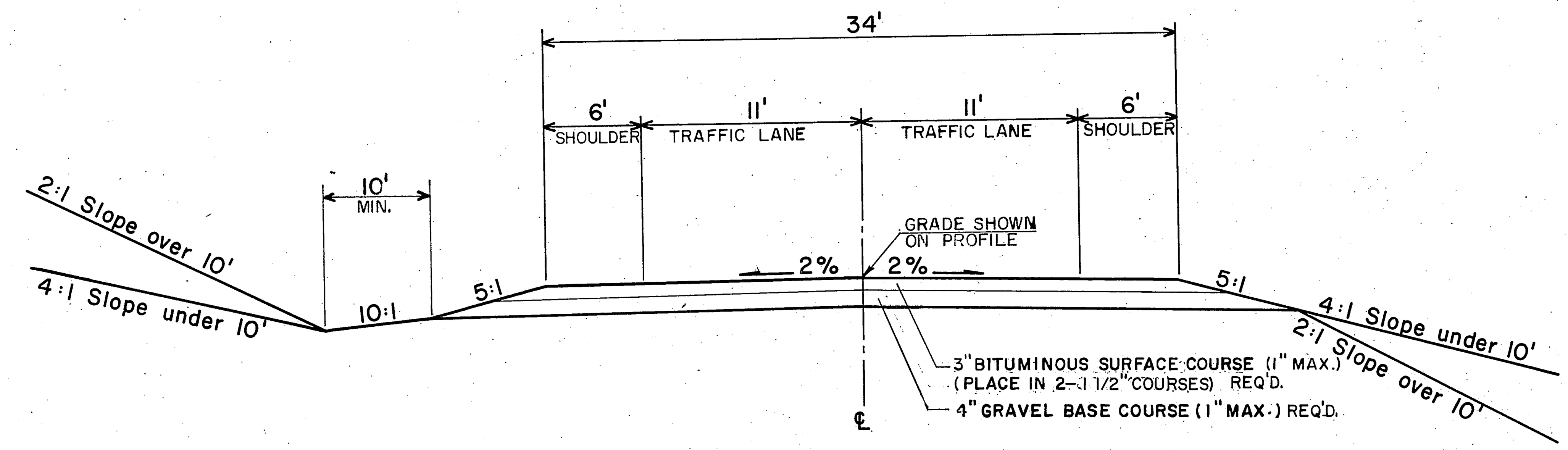


NOTE:
FOR PLACING OF SAND BLANKET SEE SHEET 17.

FROM STA. 528+00 TO STA. 530+68.98 EXCAVATE EXISTING U-84 ROADWAY BEFORE PLACING SAND BLANKET.

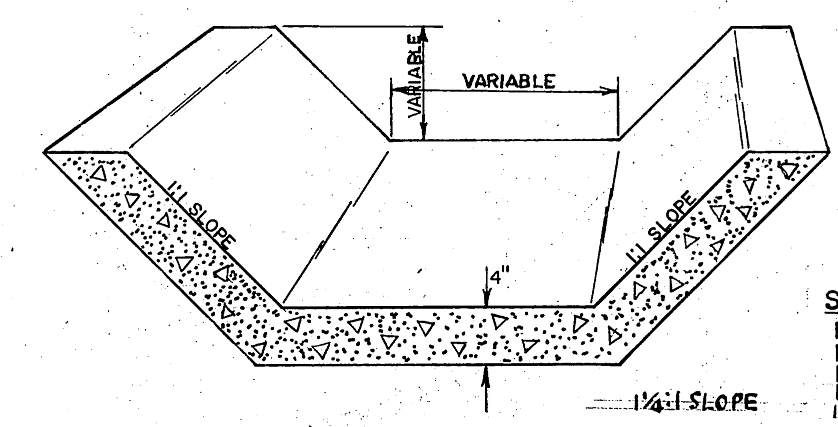


FRONTAGE ROAD
"X" LINE
STA. 10+00 to STA. ~~87+61.90~~ 64+41.21 AND STA. 85+50 to 87+61.90
"Y" LINE
STA. 10+00 to STA. 33+02.53
DESIGN SPEED 30 M.P.H.



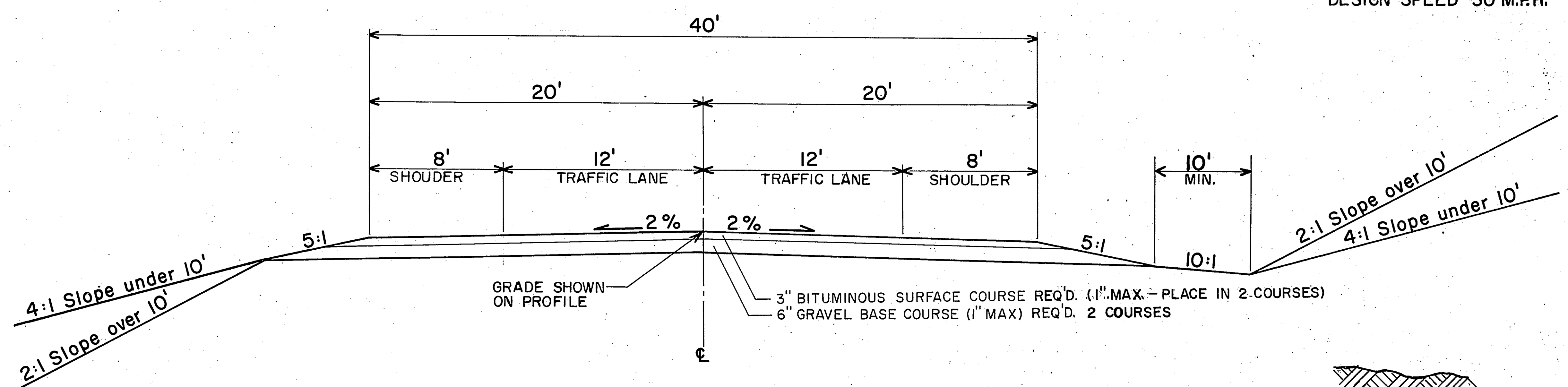
1700 NORTH STREET

STA. 17+00 to STA. 23+00
DESIGN SPEED 30 M.P.H.
ORIGINAL STREET LEFT IN PLACE GRADING AND SURFACING TO BE DONE
FUTURE CONTRACT



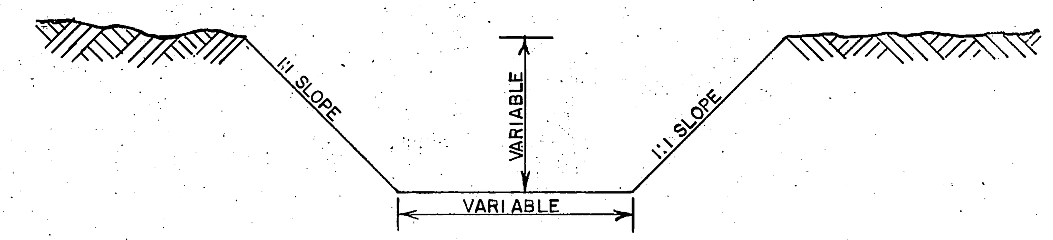
TYPICAL CONCRETE-LINED DITCH

STATION	to STATION	DEPTH		BOTTOM WIDTH
1296+~~20~~ 25	1298+75	RT.	2'	1'
1377+00	1383+41	RT.	2'	1'
1446+80 70	1456+60	RT.	3'	2'
1426+60	1428+45	RT.	3	2'
13+65 H2A	18+10 H2	LT	3	2'
1426+60	1427+35	LT.	2'	2'
1351+70		LT	2'	2'
1383+70		LT	2'	1'
1392+50		LT	2'	1'
1426+40		LT.	2'	2'
1426+40		LT	2'	1'



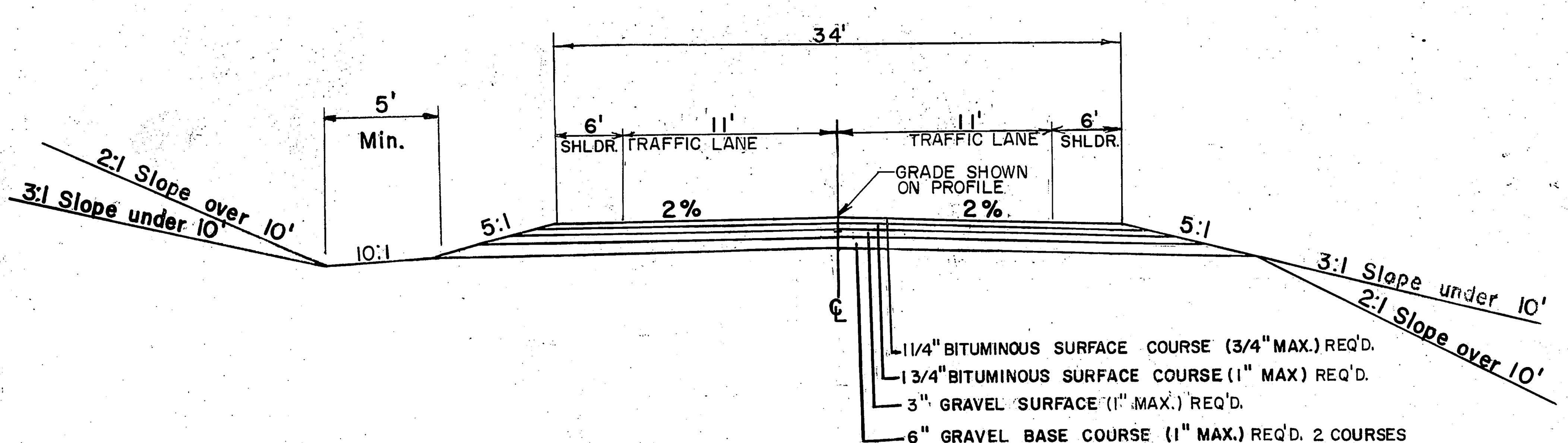
2700 NORTH STREET

STA. 15+30 to STA. 24+00
DESIGN SPEED 30 M.P.H.
ORIGINAL STREET LEFT IN PLACE - GRADING AND SURFACING TO BE DONE ON
FUTURE CONTRACT



TYPICAL
SMALL DITCH

NOTE:
FOR SMALL DITCH BOTTOM WIDTH AND DEPTH SEE PLAN AND DRAINAGE SUMMARY SHEETS



U-84 DETOUR

STA. 10+00 TO STA. ~~19+58.79~~ 27+00
DESIGN SPEED 30 M.P.H.

NOTE: FOR ROUNDED CUT SLOPE DETAILS SEE SHEET NO. 2
NOTE: FOR BITUMINOUS MATERIAL SCHEDULE SEE SHEET NO. 2

UTAH STATE ROAD COMMISSION
SALT LAKE CITY - UTAH

REVISIONS
DATE	BY	DATE	BY

PEMBROKE CO.

NOTES

The information on these materials prospects shall in no way be construed so as to conflict with "Division I, Section 1-6.2 of Designated Local Materials Sources of the State of Utah Standard Specifications, 1960 Edition and Supplements."

LEGEND

- Ground Water Table (G.W.T.) = ▼ , ⊙ = Test Hole
- Bottom of Test Hole = ✱ , ◯ = Section No.
- Section Line (℄) =
- ¼ Section Line =
- 1/16 Section Line =
- ℄ Highway =
- Prospect Boundary =
- Property Boundary =

Topsoil or Fill | Clay | Silt | Sand | Gravel & Boulders | Solid Rock

FED. ROAD DIV NO	STATE	FEDERAL AID PROJECT NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
UTAH	UTAH	I-15-8(17)342	1964	28	

UTAH STATE DEPARTMENT of HIGHWAYS
MATERIALS SECTION

MATERIALS PROSPECTS AND TEST HOLES

PROJECT NO. I-15-8(17)342

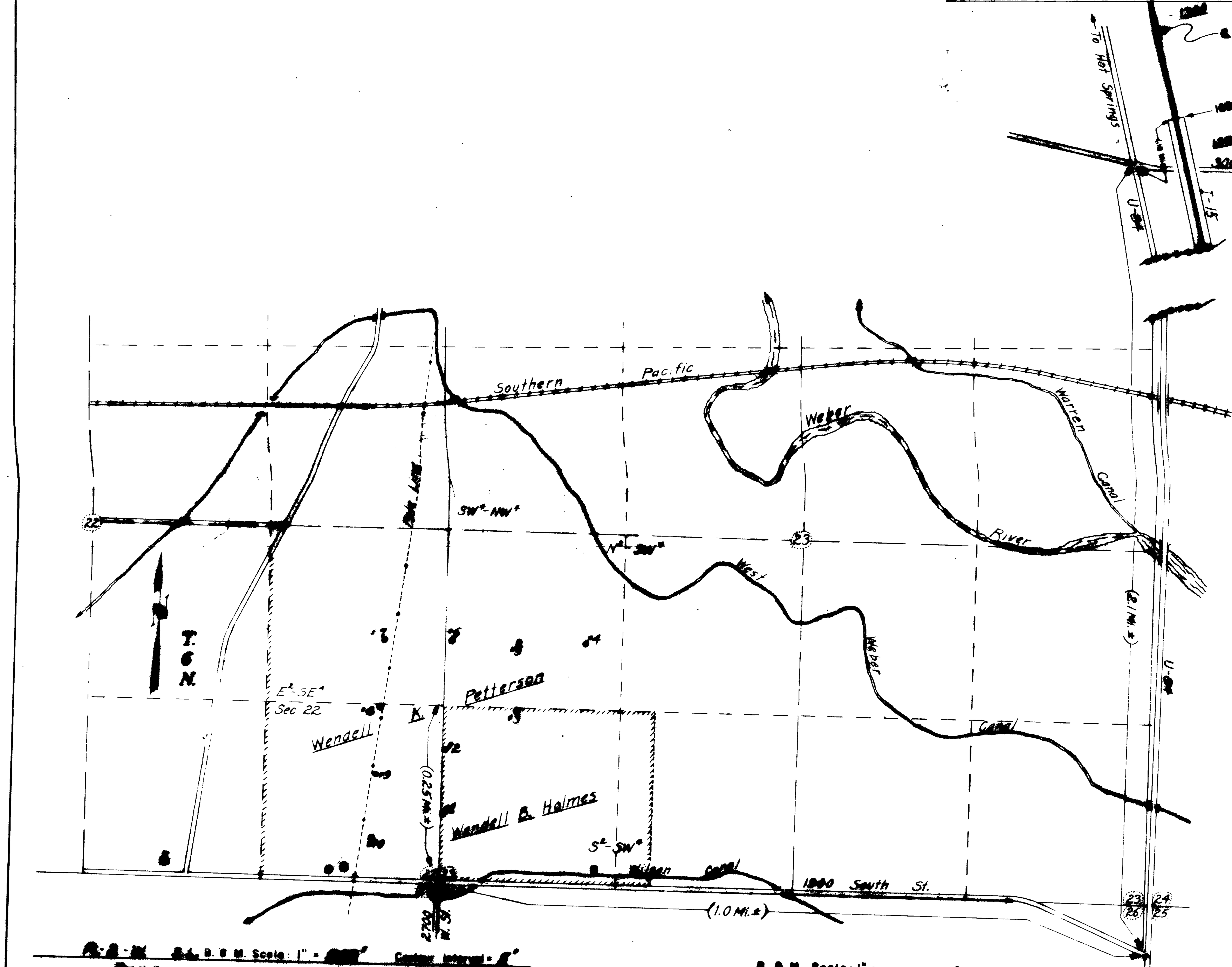
PROJECT NAME 300 NORTH TO HOT SPRINGS

COUNTY WEBER 28-L-1

DATE JUNE 1964 DRAWN BY J.CLAYTON

DATA BY: AUTH. 2851

FIELD BOOK: SHEET NO. 1 OF 1



Lab Number	384-S-64	385-S-64	386-S-64	387-S-64	388-S-64	389-S-64	390-S-64	391-S-64	392-S-64	393-S-64
Test Hole Number	1	2	3	4	5	6	7	8	9	10
Depth	0'-20'	0'-20'	0'-20'	0'-20'	0'-20'	0'-20'	0'-20	0'-20'	0'-20'	0'-20
Screen Analysis										
Passing 3"										
Passing 2"										
Passing 1"										
Passing ¾"										
Passing No. 4										
Passing No. 10	100	100	100	100	100	100	100	100	100	100
Passing No. 20	—	—	—	—	—	—	—	—	—	—
Passing No. 40	98	95	96	96	97	94	92	86	96	94
Passing No. 200	22	10	9	21	17	9	10	4	11	7
Liquid Limit	—	—	—	—	—	—	—	—	—	—
Plasticity Index	N.P.	N.P.	N.P.	N.P.	N.P.	N.P.	N.P.	N.P.	N.P.	N.P.
Swell		0		0		0				
C. B. R. Min. %		13		14		9				
A. A. S. H. O. Class.	A-2-4	A-3	A-3	A-3	A-2-4	A-3	A-3	A-3	A-2-4	A-3
Dry Weight		108		113		102				

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UTAH	UTAH	I-15-8(17)342	1964	28	

UTAH STATE DEPARTMENT of HIGHWAYS
MATERIALS SECTION

MATERIALS PROSPECTS AND TEST HOLES

PROJECT NO. I-15-8(17)342

PROJECT NAME 300 NORTH TO HOT SPRINGS

COUNTY WEBER 29-1-1

DATE: JUNE 1964 DRAWN BY: W. Clayton

DATA BY: AUTH. 3851

FIELD BOOK: SHEET NO. 1 OF 1

LEGEND

Ground Water Table (G.W.T.) = ▼, ⊙ = Test Hole

Bottom of Test Hole = ✱, ◯ = Section No.

Section Line (℄) =

¼ Section Line =

1/16 Section Line =

℄ HIGHWAY =

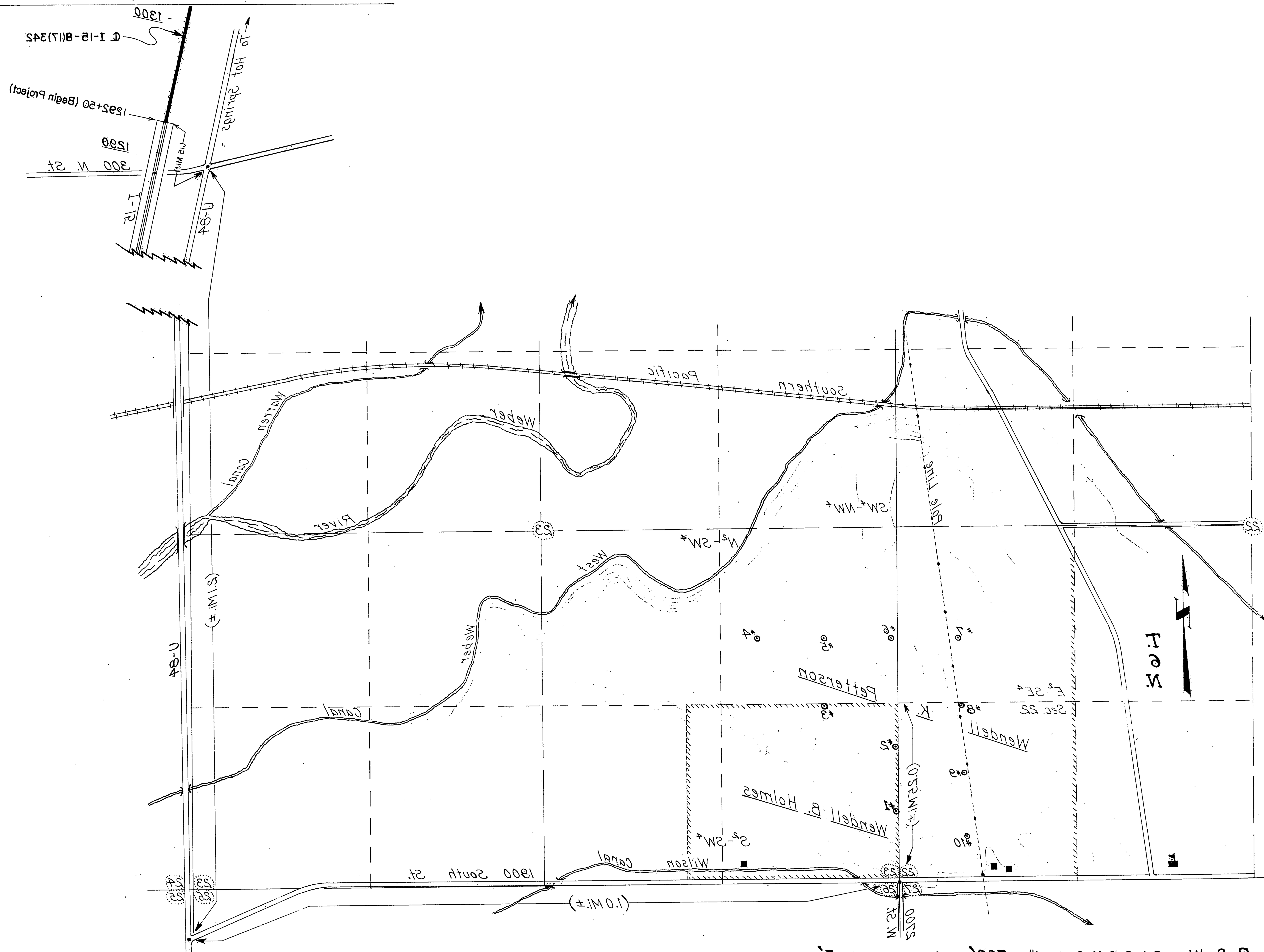
Prospect Boundary =

Property Boundary =

Topsoil or Fill; Clay; Silt; Sand; Gravel & Boulders; Solid Rock

NOTES

The information on these materials prospects shall in no way be construed so as to conflict with "Division I, Section 1-6.2 of Designated Local Materials Sources of the State of Utah Standard Specifications, 1960 Edition and Supplements."

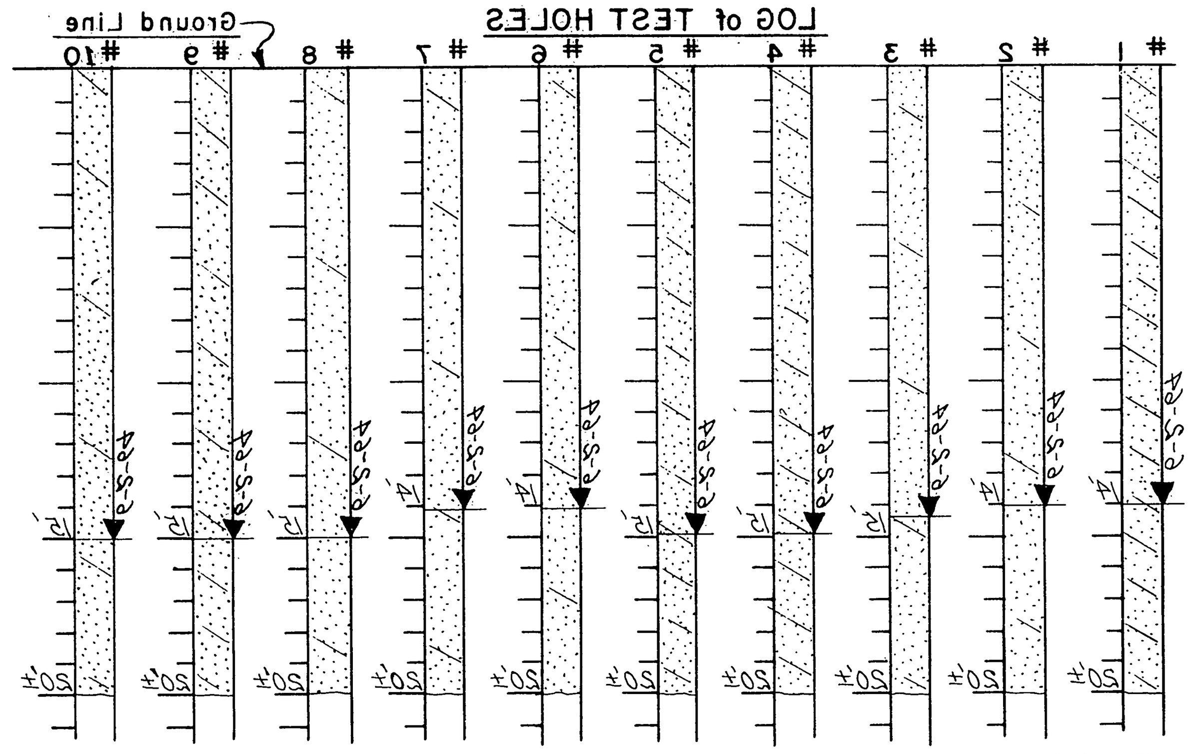


Lab Number	384-S-64	385-S-64	386-S-64	387-S-64	388-S-64	389-S-64	390-S-64	391-S-64	392-S-64	393-S-64
Test Hole Number	1	2	3	4	5	6	7	8	9	10
Depth	0'-20'	0'-20'	0'-20'	0'-20'	0'-20'	0'-20'	0'-20'	0'-20'	0'-20'	0'-20
Screen Analysis										
Passing 3"										
Passing 2"										
Passing 1"										
Passing ¾"										
Passing No. 4										
Passing No. 10	100	100	100	100	100	100	100	100	100	100
Passing No. 20	—	—	—	—	—	—	—	—	—	—
Passing No. 40	98	95	96	96	97	94	92	86	96	94
Passing No. 200	22	10	9	21	17	9	10	4	11	7
Liquid Limit	—	—	—	—	—	—	—	—	—	—
Plasticity Index	N.P.	N.P.	N.P.	N.P.	N.P.	N.P.	N.P.	N.P.	N.P.	N.P.
Swell		0		0		0				
C.B.R. Min. %		13		14		9				
A.A.S.H.O. Class.	A-2-4	A-3	A-3	A-3	A-2-4	A-3	A-3	A-3	A-2-4	A-3
Dry Weight		106		113		102				

R.2 W. S.L.B.&M. Scale: 1" = 500' Contour Interval = 5'

BORROW Prospect No. 1

LOG of TEST HOLES



B.&M. Scale: 1" = Contour Interval =

Prospect No.

LOG of TEST HOLES

#1 #2 #3 #4 #5 #6 #7 #8 #9 #0 Ground Line

B.&M. Scale: 1" = Contour Interval =

Prospect No.

LOG of TEST HOLES

#1 #2 #3 #4 #5 #6 #7 #8 #9 #0 Ground Line

B.&M. Scale: 1" = Contour Interval =

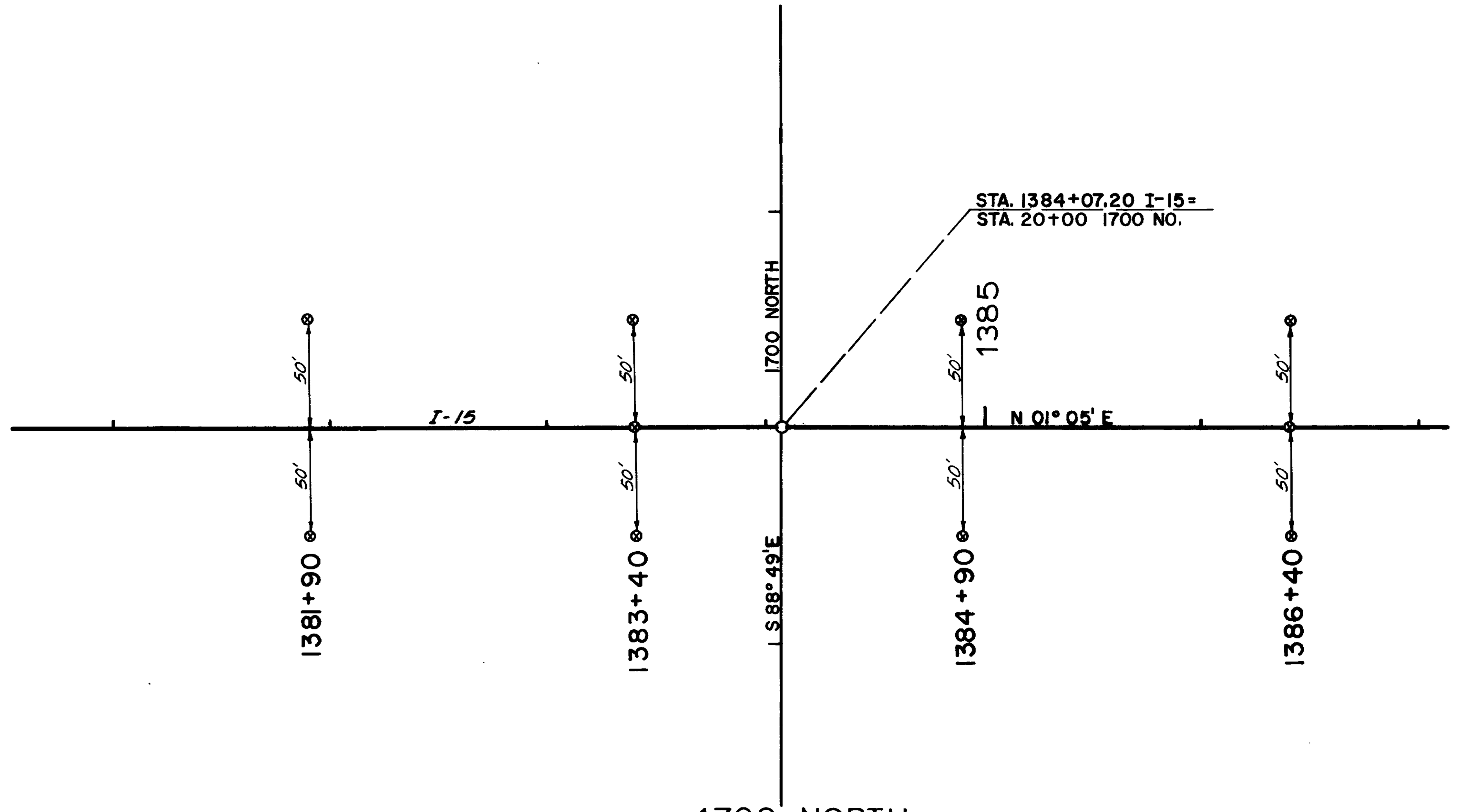
Prospect No.

LOG of TEST HOLES

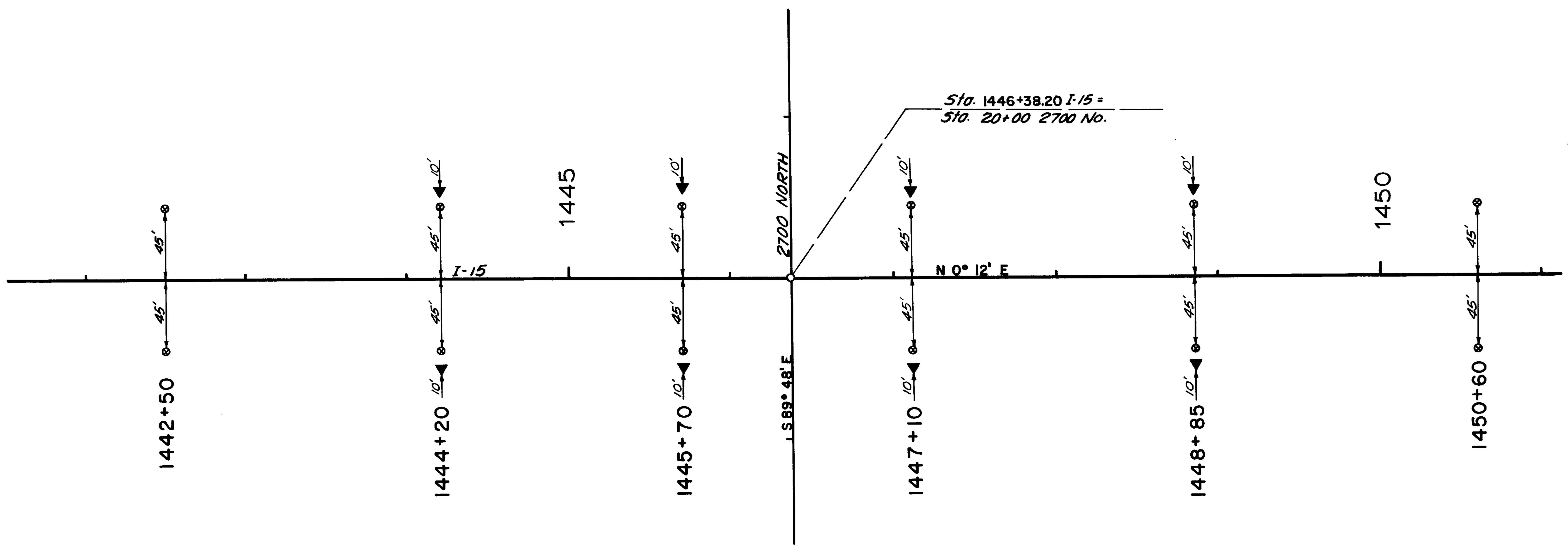
#1 #2 #3 #4 #5 #6 #7 #8 #9 #0 Ground Line

5

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UTAH	UTAH	I-15-8(17)342	1964	2C	



1700 NORTH



2700 NORTH

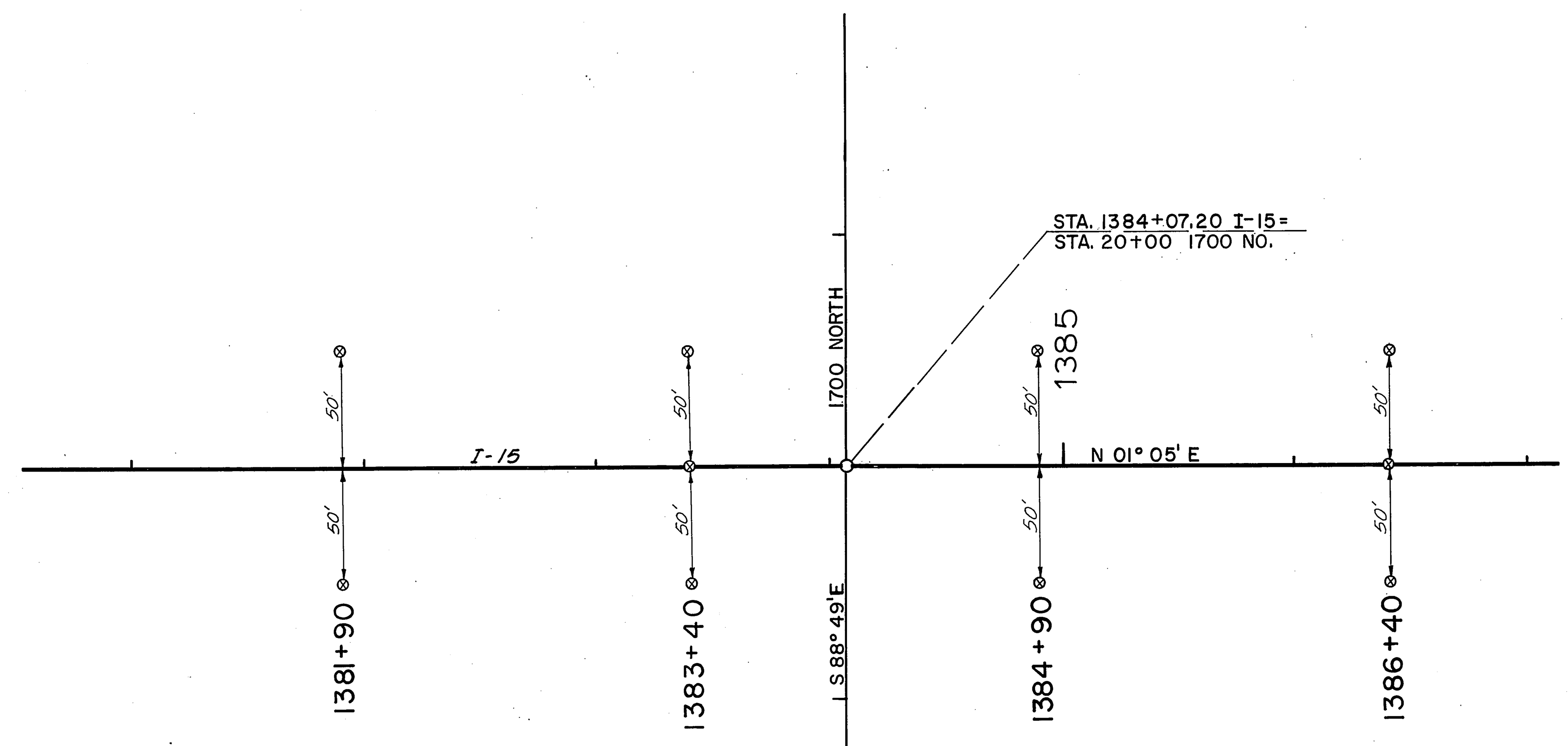
SETTLEMENT PLATFORM & PIEZOMETER LOCATION

⊗ *Settlement Platform*

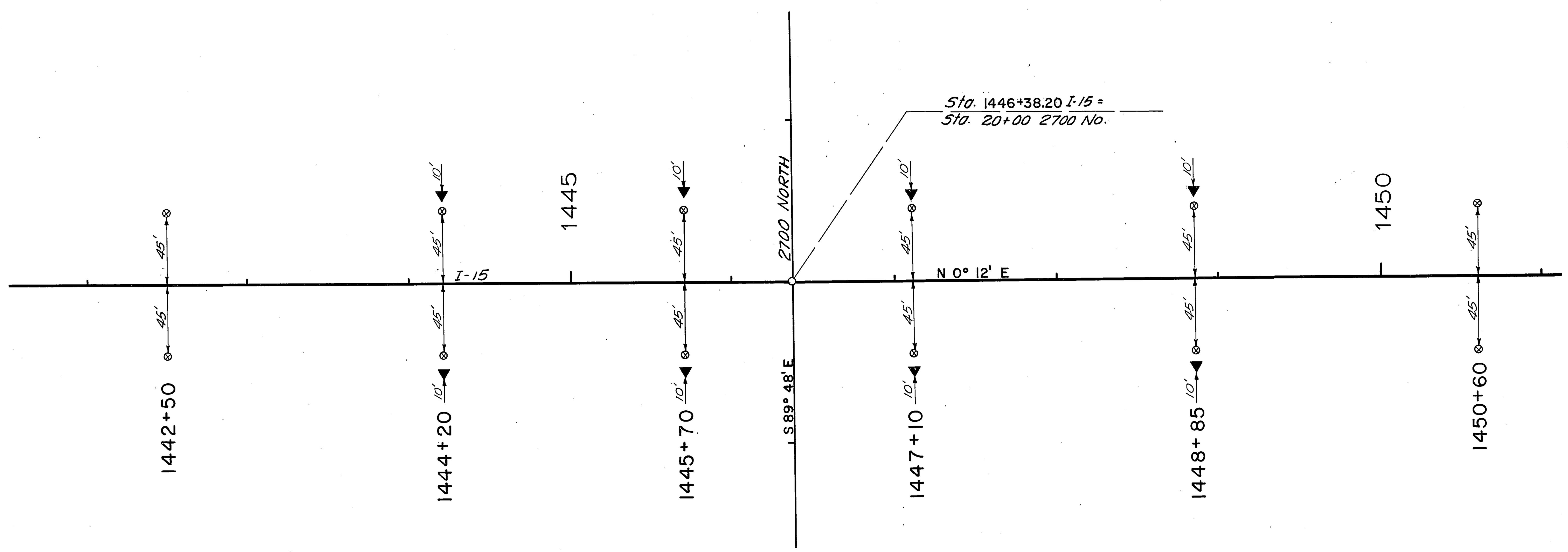
▼ *Piezometer*

5

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UTAH	UTAH	I-15-8(17)342	1964	2C	



1700 NORTH



2700 NORTH

REVISIONS			
DATE	BY	DATE	BY

SETTLEMENT PLATFORM & PIEZOMETER LOCATION

⊗ Settlement Platform

▼ Piezometer

SEE D-3013 6

REV. DATE 12/15/64
" " 1/25/65
CONST. CHANGE " " 6/9/65

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UTAH	UTAH	I-15-8(17)342	1964	3	

SUMMARY SHEET

SUMMARY OF GRADING QUANTITIES

FROM STATION	TO STATION	QUANTITIES: EMBANKMENT (CUBIC YD.)	EMBANKMENT X FACTOR (CUBIC YD.)	ROADWAY EXCAVATION (CUBIC YD.)	IMPORTED BORROW ZONE 1 (TON)	OVERHAUL: CLASS "A" (STATION YD.)	CLASS "B" (YARD MI.)	CROSS HAUL: IMPORTED BORROW (CUBIC YD.)	FROM LANES, LINE or PIT	TO LANES, LINE or PIT
* 1292+50	1308+00	85,696	102,835					102,835	BORROW PIT	
* 1308+00	1337+00	81,735	98,082	26				98,056	" "	
* 1337+00	1359+00	83,304	99,965	20				99,945	" "	
* 1359+00	1377+00	84,975	101,970					101,970	" "	
* 1377+00	1383+55	86,308	103,570					103,570	" "	
* 1383+55	1390+00	85,365	102,438					102,438	" "	
* 1390+00	1408+00	78,387	94,065					94,065	" "	
* 1408+00	1437+00	88,577	106,293	350				105,943	" "	
* 1437+00	1444+00	74,612	89,534					89,534	" "	
* 1444+00	1451+00	94,619	113,543	301				113,242	" "	
* 1451+00	1467+00	82,767	99,320	8				99,312	" "	
* 1467+00	1486+00	74,472	89,366					89,366	" "	
* 1486+00	1518+00	83,202	99,842	109				99,733	" "	
* 1518+00	1539+00	84,439	101,327					101,327	" "	
* 1539+00	1564+00	84,530	101,436	29				101,407	" "	
* 1564+00	1573+00	114,768	137,722	49				137,673	" "	
* 1573+00	1582+00	380,231	456,277	2				456,277	" "	
* 1582+00	1586+00	45,391	54,469					54,469	" "	
* 1586+00	1600+00	63,935	76,722					76,722	" "	
MAINTENANCE BERMS										
1325+00	1572+00	600	720					720	BORROW PIT	
MAT'L. TO REPLACE TOP SOIL										
		61,171	73,405					71,201	BORROW PIT	
FOR SAND BLANKET AT U-84										
527+00	530+69			1,000	3,090				EXC. MAT'L. TO REPLACE TOPSOIL	
1487+00	1492+00	10' BOTTOM	CHANN. EXC.	1,204					EXC. MAT'L. TO REPLACE TOPSOIL	
	TOTAL	1,919,084	2,302,901	3,098	3,090			2,299,803		
	USE	2,015,100	2,418,100	3,400	3,300			2,414,800		

* ALL QUANTITIES SHOWN ON MAIN LINE, INCLUDE QUANTITIES FOR RAMPS, FRONTAGE ROADS, AND CROSSROADS. SEE SUMMARY OF QUANTITIES FOR QUANTITIES OF RAMPS, FRONTAGE ROADS, AND CROSSROADS.
MASS HAUL COMPUTED BY THE I.B.M. COMPUTER

LINEAR SUMMARY

LANES or LINE	FROM STATION	TO STATION	EQUATION and STRUCTURES over 20ft. SPAN	PROJECT LIN. FT.	LANES ROAD MILES	RAMP ROAD LIN. FT.	CROSSING ROAD LIN. FT.	FRONTAGE ROAD LIN. FT.
I-15	1292+50	1383+51.83	ROADWAY	9,101.83	1.724			
	1383+51.83	1384+62.57	STRUCTURE at 1700 NORTH	110.74	.021			
I-15	1384+62.57	1445+79.45	ROADWAY	6,116.88	1.159			
	1445+79.45	1446+96.95	STRUCTURE at 2700 NORTH	117.50	.022			
I-15	1446+96.95	1600+00	ROADWAY	15,303.05	2.898			
1700 NO.	17+00	23+00	ROADWAY				600.00	
2700 NO.	15+30	24+00	ROADWAY				870.00	
V LINE	10+00	35+35.01	ROADWAY			2,535.01		
W LINE	10+00	35+95.87	ROADWAY			2,595.87		
X LINE	10+00	87+61.90	ROADWAY					7,761.90
Y LINE	10+00	33+02.53	ROADWAY					2,302.53
U-84	515+00	530+29.74	ROADWAY			1,529.74		
U-84	530+29.74	533+12.77	U-84 STRUCTURE			283.03		
U-84	533+12.77	544+00	ROADWAY			1,087.23		
H-1	10+00	19+57.36	ROADWAY			957.36		
H-1	19+54.32	26+31.54	ROADWAY			677.22		
H-2	10+00	27+42.33	ROADWAY			1,742.33		
H-2A	10+00	17+37.96	ROADWAY			737.96		
H-3	10+00	25+20.80	ROADWAY			1,520.80		
H-4	10+00	16+14.67	ROADWAY			614.67		
DETOUR	10+00	23+10.19	DETOUR U-84				1,310.19	
			SUB-TOTAL	30,750.00	5.824			
			LESS STRUCTURE	228.24	0.043			
			ROADWAY LENGTH	30,521.76	5.781	14,281.22	2,780.19	10,064.43
			PROJECT LENGTH	30,750.00	5.824			

SUMMARY OF ITEMS

ITEM	UNIT	QUANTITY
FURNISHING CONSTRUCTION SIGNS	LUMP	LUMP
CLEARING AND GRUBBING	LUMP	LUMP
FLAGGING	MAN HR.	12,000
UNCLASSIFIED ROADWAY EXCAVATION	CU. YD.	3,400
EXCAVATION FOR STRUCTURES UNCLASSIFIED	CU. YD.	6,200
VERTICAL SAND DRAINS	LIN. FT.	16,830
MECHANICAL TAMPING	HOURS	1,010
IMPORTED BORROW	CU. YDS.	2,414,800
ROLLING PNEUMATIC TIRED or POWER ROLLER	HOURS	60
FURNISHING WATER EQUIPMENT	LUMP	LUMP
WATERING	M-GAL.	65,000
RIGHT OF WAY FENCE TYPE "B" (METAL POSTS)	LIN. FT.	77,200
14 FT. GATES	EACH	10
16 FT. GATES	EACH	10
18" HAND SLIDE GATES TYPE "M"	EACH	8
MOVING AND RESETTING FENCE	LIN. FT.	1,200
18" REINFORCED CONCRETE PIPE	LIN. FT.	590
24" " " "	LIN. FT.	10,860
30" " " "	LIN. FT.	710
36" " " "	LIN. FT.	760
48" " " "	LIN. FT.	980
18" CORRUGATED STEEL PIPE	LIN. FT.	1,620
18" CORRUGATED STEEL NESTIBLE CASING PIPE	LIN. FT.	260
STEEL END SECTION FOR 18" C.S. PIPE	EACH	34
MEDIAN DROP INLET TYPE "C"	EACH	15
IMPORTED BORROW ZONE 1	TONS	3,300
PORTLAND CEMENT TREATED BASE COURSE	TONS	2,100
PORTLAND CEMENT TYPE "A"	BAG	900
GRAVEL BASE COURSE 1" MAX.	TONS	7,000
GRAVEL SURFACE 1" MAX.	TONS	9,400
BITUMINOUS SURFACE COURSE 3/4" MAX.	TONS	910
" " " 1" MAX.	TONS	2,580
BITUMINOUS MATERIAL TYPE R.C-70 or RC-250	TONS	20
" " " MC-70 or MC-250	TONS	40
" " " 85-100 PENETRA.	TONS	180
12" CORRUGATED STEEL PIPE	LIN.-FT.	570
HYDRATED LIME	TONS	40
SURFACE DITCHES	LIN. FT.	6,400
SMALL DITCH EXCAVATION	CU. YD.	4,440
LOOSE RIP-RAP	CU. YD.	70
DEEP BEAM HIGHWAY GUARD RAIL TYPE "B"	LIN. FT.	390
RIGHT OF WAY MARKERS	EACH	140
EXCAVATING & STOCKPILING TOP SOIL	CU. YD.	77,100
CONCRETE AE CLASS "A"	CU. YD.	607
CONCRETE CLASS "B"	CU. YD.	137
REINFORCING STEEL	LBS.	106,300
STRUCTURAL STEEL	LBS.	3,300
24" INCH REINFORCED CONC. END SECTION	EACH	58
30" " " " " "	EACH	2
36" " " " " "	EACH	4
48" " " " " "	EACH	2
BACKFILL MATERIAL FOR SETTLEMENT MEASUREMENT DEVICES	TON	200

WATERING

LANES or LINE	EMBANKMENT X FACTOR (CUBIC YD.)	GRAVEL BASE COURSE (TONS)	÷ CU. YD.	GRAVEL SURFACE (TONS)	÷ CU. YD.	LANES or LINE TOTAL (CUBIC YD.)	WATER 25 Gal/Cu. Yd. (M. GALLONS)
MAIN LINE							
1292+50-1600	1,522,338					1,522,338	38,058.5
CROSS ROADS							
1700 NORTH	4,681	506.2	268.3			4,949.3	123.7
2700 NORTH	2,487	1,338.8	709.6			3,196.6	79.9
U-84	208,738	2,652.9	1,406.0			210,144.0	5,253.6
U-84 DETOUR	46,189	1,057.1	560.3	465.6	246.8	46,996.1	1,174.9
RAMPS							
V-LINE	17,716					17,716.0	442.9
W-LINE	12,837					12,837.0	320.9
H-1 LINE	90,713					90,713.0	2,267.8
H-2 LINE	142,750					142,750.0	3,568.8
H-2A LINE	49,853					49,853.0	1,246.3
H-3 LINE	65,535					65,535.0	1,638.4
H-4 LINE	23,461					23,461.0	586.5
FRONTAGE ROADS							
Y LINE	8,876			1,813.2	961.0	9,837.0	245.9
X LINE	32,601			6,112.5	3,239.6	35,840.6	896.0
MAINTENANCE BERMS							
	720					720.0	18.0
MAT'L. TO REPLACE TOP SOIL							
	73,405					73,405.0	1,835.1
						SUB-TOTAL	57,757.2

PRE-COMPACTION
TOTAL 152,470 Cubic Yards x 25 Gal. per Cu. Yd. ÷1000 = M.Gal. 3,811.8
TOTAL 61,569.0
USE 65,000

COMPACTION & ROLLING

LANES or LINE	COMPACTION: EMBANKMENT X FACTOR (CUBIC YD.)	ROLLING PHEUMATIC TIRED or POWER ROLLER: GRAVEL BASE COURSE (SQ. YD.)	GRAVEL SURFACE (SQ. YD.)	TOTAL (SQ. YD.)	1800 Sq.Yd./Hrs. TOTAL (HOURS)
MAIN LINE					
1292+50-1600					
CROSS ROADS					
1700 NORTH		2,410.67		2,410.67	1.34
2700 NORTH		8,500.00		8,500.00	4.72
U-84		16,820.20		16,820.20	9.34
U-84 DETOUR		12,082.86	5,495.5	17,578.36	9.77
RAMPS					
V-LINE					
W-LINE					
H-1 LINE					
H-2 LINE					
H-2A LINE					
H-3 LINE					
H-4 LINE					
FRONTAGE ROADS					
Y LINE			11,512.65	11,512.65	6.40
X LINE			38,809.50	38,809.50	21.56
MAINTENANCE BERMS					
MAT'L. TO REPLACE TOP SOIL					
				GRAND TOTAL	53.13
				USE HOURS	60.00

SUMMARY OF QUANTITIES

FROM STATION	TO STATION	QUANTITIES: EMBANKMENT (CUBIC YARD)	EMBANKMENT X FACTOR (CUBIC YARD)	ROADWAY EXC. (CU. YD.)	IMPORTED BORROW (CUBIC YD.)	IMPORTED BORROW ZONE 1 (TON)
MAIN LINE						
1292+50	1600+00	1,268,618	1,522,338	593	1,521,745	
CROSS ROADS						
1700 NORTH		3,900	4,681		4,681	
2700 NORTH		2,073	2,487		2,487	
U-84		173,947	208,738		208,738	
U-84 DETOUR		38,490	46,189		20,653	
RAMPS						
V-LINE		14,764	17,716	71	17,645	
W-LINE		10,697	12,837	230	12,607	
H-1 LINE		75,591	90,713		90,713	
H-2 LINE		118,960	142,752		142,752	
H-2A LINE		41,544	49,853		49,853	
H-3 LINE		54,614	65,535		65,535	
H-4 LINE		19,551	23,461		23,461	
FRONTAGE ROADS						
Y-LINE		7,397	8,876		8,876	
X-LINE		27,167	32,601		32,601	
MAINTENANCE BERMS						
		600	720		720	
1487+00	1492+00 CHANNEL 10' BOTTOM			1204		
MAT'L TO REPLACE TOP SOIL		61,171	73,405		71,201	
SAND BLANKET AT U-84						
527+00	530+69			1,000		3,090

MAINTENANCE BERMS *

STATION	LT. or RT.	WIDTH	REMARKS
1325+00	RT.	26'	BUILD AS DIRECTED BY THE ENGINEER & STD. DWG. 513
1378+00	RT.	26'	" " "
1415+00	RT.	26'	" " "
1445+00	LT.	24'	" " "
1458+00	RT.	22'	" " "
1480+00	LT.	26'	" " "
1500+00	RT.	23'	" " "
1511+00	RT.	22'	" " "
1519+00	LT.	26'	" " "
1540+00	LT.	24'	" " "
1548+00	RT.	22'	" " "
1572+00	LT.	26'	BUILD AS DIRECTED BY THE ENGINEER & STD. DWG. 513

* SEE GRADING AND WATERING SUMMARIES FOR QUANTITIES

MISCELLANEOUS SUMMARY

	QUANTITY	UNIT	ITEM
	LUMP	LUMP	FURNISHING CONST. SIGNS
	LUMP	LUMP	CLEARING AND GRUBBING
	12,000	MAN HR.	FLAGGING
	LUMP	LUMP	FURNISHING WATER EQUIPMENT
	140	EACH	RIGHT OF WAY MARKERS
	16,830	LIN. FT.	VERTICAL SAND DRAINS
*	10	EA.	14' GATES
*	10	EA.	16' GATES
	77,100	CU. YDS.	EXCAVATING AND STOCKPILING TOP SOIL
	1,200	LIN. FT.	MOVING AND RESETTING FENCE (1700 NORTH) As Directed
**	200	TONS	BACKFILL MATERIAL FOR SETTLEMENT MEASUREMENT DEVICES
	570	LIN. FT.	12" CORRUGATED STEEL PIPE AT STA. 1451±

* PLACE AS SHOWN ON PLANS OR AS DIRECTED BY THE PROJECT ENG., IN THE NO-ACCESS LINE
** TO BE USED IN PLACING SETTLEMENT PLATFORMS AND PIEZOMETERS.

DEEP BEAM GUARD RAIL

STATION	LINEAR FEET: LEFT	RIGHT
1303±	–	29
1307+20	29	
1329+66	–	–
1407+[illegible]	–	29
1409+00	29	
1555+20	–	29
1556+[illegible]0	29	
U-84 522+50℄	[illegible]	
U-84 536+00℄	[illegible]	
SUB-TOTAL	~~250~~ 87	~~100~~ 87
+2 for each END SECTION	40	
USE TOTAL	390	

TOTAL USE [illegible]

SUMMARY SHEET

SEE D-3013

6

REV. DATE 12/15/64
" " 1/25/65
CONST. CHANGE " " 6/9/65

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UTAH	UTAH	I-15-8(17)342	1964	3	

SUMMARY OF GRADING QUANTITIES

	FROM STATION	TO STATION	QUANTITIES: EMBANKMENT	EMBANKMENT X FACTOR	ROADWAY EXCAVATION	IMPORTED BORROW ZONE 1	OVERHAUL: CLASS "A"	CLASS "B"	CROSS HAUL: IMPORTED BORROW	FROM LANES, LINE or PIT	TO LANES, LINE or PIT
			CUBIC YD.	CUBIC YD.	CUBIC YD.	TON	STATION YD.	YARD MI.	CUBIC YD.		
*	1292+50	1308+00	85,696	102,835					102,835	BORROW PIT	
*	1308+00	1337+00	81,735	98,082	26				98,056	" "	
*	1337+00	1359+00	83,304	99,965	20				99,945	" "	
*	1359+00	1377+00	84,975	101,970					101,970	" "	
*	1377+00	1383+55	86,308	103,570					103,570	" "	
*	1383+55	1390+00	85,365	102,438					102,438	" "	
*	1390+00	1408+00	78,387	94,065					94,065	" "	
*	1408+00	1437+00	88,577	106,293	350				105,943	" "	
*	1437+00	1444+00	74,612	89,534					89,534	" "	
*	1444+00	1451+00	94,619	113,543	301				113,242	" "	
*	1451+00	1467+00	82,767	99,320	8				99,312	" "	
*	1467+00	1486+00	74,472	89,366					89,366	" "	
*	1486+00	1518+00	83,202	99,842	109				99,733	" "	
*	1518+00	1539+00	84,439	101,327					101,327	" "	
*	1539+00	1564+00	84,530	101,436	29				101,407	" "	
*	1564+00	1573+00	114,768	137,722	49				137,673	" "	
*	1573+00	1582+00	380,231	456,277	2				456,277	" "	
*	1582+00	1586+00	45,391	54,469					54,469	" "	
*	1586+00	1600+00	63,935	76,722					76,722	" "	
	MAINTENANCE BERMS										
	1325+00	1572+00	600	720					720	BORROW PIT	
	MAT'L. TO REPLACE TOP SOIL										
			61,171	73,405					71,201	BORROW PIT	
	FOR SAND BLANKET AT U-84										
	527+00	530+69			1,000	3,090				EXC. MAT'L. TO REPLACE TOPSOIL	
	1487+00	1492+00	10' BOTTOM	CHANN. EXC.	1,204					EXC. MAT'L. TO REPLACE TOPSOIL	
		TOTAL	1,919,084	2,302,901	3,098	3,090			2,299,803		
		USE	2,015,100	2,418,100	3,400	3,300			2,414,800		

* ALL QUANTITIES SHOWN ON MAIN LINE, INCLUDE QUANTITIES FOR RAMPS, FRONTAGE ROADS, AND CROSSROADS.
SEE "SUMMARY OF QUANTITIES" FOR QUANTITIES OF RAMPS, FRONTAGE ROADS, AND CROSSROADS.
MASS HAUL COMPUTED BY THE I. B. M. COMPUTER

LINEAR SUMMARY

LANES or LINE	FROM STATION	TO STATION	EQUATION and STRUCTURES over 20ft. SPAN	PROJECT LIN. FT.	LANES ROAD MILES	RAMP ROAD LIN. FT.	CROSSING ROAD LIN. FT.	FRONTAGE ROAD LIN. FT.
I-15	1292+50	1383+51.83	ROADWAY	9,101.83	1.724			
	1383+51.83	1384+62.57	STRUCTURE at 1700 NORTH	110.74	.021			
I-15	1384+62.57	1445+79.45	ROADWAY	6,116.88	1.159			
	1445+79.45	1446+96.95	STRUCTURE at 2700 NORTH	117.50	.022			
I-15	1446+96.95	1600+00	ROADWAY	15,303.05	2.898			
1700 NO.	17+00	23+00	ROADWAY				600.00	
2700 NO.	15+30	24+00	ROADWAY				870.00	
V LINE	10+00	35+35.01	ROADWAY			2,535.01		
W LINE	10+00	35+95.87	ROADWAY			2,595.87		
X LINE	10+00	87+61.90	ROADWAY					7,761.90
Y LINE	10+00	33+02.53	ROADWAY					2,302.53
U-84	515+00	530+29.74	ROADWAY			1,529.74		
U-84	530+29.74	533+12.77	U-84 STRUCTURE			283.03		
U-84	533+12.77	544+00	ROADWAY			1,087.23		
H-1	10+00	19+57.36	ROADWAY			957.36		
H-1	19+54.32	26+31.54	ROADWAY			677.22		
H-2	10+00	27+42.33	ROADWAY			1,742.33		
H-2A	10+00	17+37.96	ROADWAY			737.96		
H-3	10+00	25+20.80	ROADWAY			1,520.80		
H-4	10+00	16+14.67	ROADWAY			614.67		
DETOUR	10+00	23+10.19	DETOUR U-84				1,310.19	
			SUB-TOTAL	30,750.00	5.824			
			LESS STRUCTURE	228.24	0.043			
			ROADWAY LENGTH	30,521.76	5.781	14,281.22	2,780.19	10,064.43
			PROJECT LENGTH	30,750.00	5.824			

SUMMARY OF ITEMS

ITEM	UNIT	QUANTITY
FURNISHING CONSTRUCTION SIGNS	LUMP	LUMP
CLEARING AND GRUBBING	LUMP	LUMP
FLAGGING	MAN HR.	12,000
UNCLASSIFIED ROADWAY EXCAVATION	CU. YD.	3,400
EXCAVATION FOR STRUCTURES UNCLASSIFIED	CU. YD.	6,200
VERTICAL SAND DRAINS	LIN. FT.	16,830
MECHANICAL TAMPING	HOURS	1,010
IMPORTED BORROW	CU. YDS.	2,414,800
ROLLING PNEUMATIC TIRED or POWER ROLLER	HOURS	60
FURNISHING WATER EQUIPMENT	LUMP	LUMP
WATERING	M-GAL.	65,000
RIGHT OF WAY FENCE TYPE "B" (METAL POSTS)	LIN. FT.	77,200
14 FT. GATES	EACH	10
16 FT. GATES	EACH	10
18" HAND SLIDE GATES TYPE "M"	EACH	8
MOVING AND RESETTING FENCE	LIN. FT.	1,200
18" REINFORCED CONCRETE PIPE	LIN. FT.	590
24"	LIN. FT.	10,860
30" " " "	LIN. FT.	710
36" " " "	LIN. FT.	760
48"	LIN. FT.	980
18" CORRUGATED STEEL PIPE	LIN. FT.	1,620
18" CORRUGATED STEEL NESTIBLE CASING PIPE	LIN. FT.	260
STEEL END SECTION FOR 18" C.S. PIPE	EACH	34
MEDIAN DROP INLET TYPE "C"	EACH	15
IMPORTED BORROW ZONE 1	TONS	3,300
PORTLAND CEMENT TREATED BASE COURSE	TONS	2,100
PORTLAND CEMENT TYPE "A"	BAG	900
GRAVEL BASE COURSE 1" MAX.	TONS	7,000
GRAVEL SURFACE 1" MAX.	TONS	9,400
BITUMINOUS SURFACE COURSE 3/4" MAX.	TONS	910
" " " 1" MAX.	TONS	2,580
BITUMINOUS MATERIAL TYPE R.C-70 or RC-250	TONS	20
" " " MC-70 or MC-250	TONS	40
" " " 85-100 PENETRA.	TONS	180
12" CORRUGATED STEEL PIPE	LIN.-FT.	570
HYDRATED LIME	TONS	40
SURFACE DITCHES	LIN. FT.	6,400
SMALL DITCH EXCAVATION	CU. YD.	4,440
LOOSE RIP-RAP	CU. YD.	70
DEEP BEAM HIGHWAY GUARD RAIL TYPE "B"	LIN. FT.	390
RIGHT OF WAY MARKERS	EACH	140
EXCAVATING & STOCKPILING TOP SOIL	CU. YD.	77,100
CONCRETE AE CLASS "A"	CU. YD.	607
CONCRETE CLASS "B"	CU. YD.	137
REINFORCING STEEL	LBS.	106,300
STRUCTURAL STEEL	LBS.	3,300
24" INCH REINFORCED CONC. END SECTION	EACH	58
30" " " " "	EACH	2
36" " " " "	EACH	4
48" " " " "	EACH	2
BACKFILL MATERIAL FOR SETTLEMENT MEASUREMENT DEVICES	TON	200

WATERING

LANES or LINE	EMBANKMENT X FACTOR	GRAVEL BASE COURSE		GRAVEL SURFACE		LANES or LINE TOTAL	WATER 25 Gal/Cu.Yd.
	CUBIC YD.	TONS	÷ CU. YD.	TONS	÷ CU. YD.	CUBIC YD.	M. GALLONS
MAIN LINE							
1292+50-1600	1,522,338					1,522,338	38,058.5
CROSS ROADS							
1700 NORTH	4,681	506.2	268.3			4,949.3	123.7
2700 NORTH	2,487	1,338.8	709.6			3,196.6	79.9
U-84	208,738	2,652.9	1,406.0			210,144.0	5,253.6
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RAMPS							
V-LINE	17,716					17,716.0	442.9
W-LINE	12,837					12,837.0	320.9
H-1 LINE	90,713					90,713.0	2,267.8
H-2 LINE	142,750					142,750.0	3,568.8
H-2A LINE	49,853					49,853.0	1,246.3
H-3 LINE	65,535					65,535.0	1,638.4
H-4 LINE	23,461					23,461.0	586.5
FRONTAGE ROADS							
Y LINE	8,876			1,813.2	961.0	9,837.0	245.9
X LINE	32,601			6,112.5	3,239.6	35,840.6	896.0
MAINTENANCE BERMS							
	720					720.0	18.0
MAT'L. TO REPLACE TOP SOIL							
	73,405					73,405.0	1,835.1
						SUB-TOTAL	57,757.2

PRE-COMPACTION
TOTAL 152,470 Cubic Yards x 25 Gal. per Cu. Yd. ÷1000 = M.Gal. 3,811.8
TOTAL 61,569.0
USE 65,000

COMPACTION & ROLLING

LANES or LINE	COMPACTION: EMBANKMENT X FACTOR	ROLLING PHEUMATIC TIRED or POWER ROLLER: GRAVEL BASE COURSE	GRAVEL SURFACE	TOTAL	1800 Sq.Yd./Hrs. TOTAL
	CUBIC YD.	SQ. YD.	SQ. YD.	SQ. YD.	HOURS
MAIN LINE					
1292+50-1600					
CROSS ROADS					
1700 NORTH		2,410.67		2,410.67	1.34
2700 NORTH		8,500.00		8,500.00	4.72
U-84		16,820.20		16,820.20	9.34
U-84 DETOUR		12,082.86	5,495.5	17,578.36	9.77
RAMPS					
V-LINE					
W-LINE					
H-1 LINE					
H-2 LINE					
H-2A LINE					
H-3 LINE					
H-4 LINE					
FRONTAGE ROADS					
Y LINE			11,512.65	11,512.65	6.40
X LINE			38,809.50	38,809.50	21.56
MAINTENANCE BERMS					
MAT'L. TO REPLACE TOP SOIL					
				GRAND TOTAL	53.13
				USE HOURS	60.00

SUMMARY OF QUANTITIES

FROM STATION	TO STATION	EMBANKMENT	EMBANKMENT X FACTOR	ROADWAY EXC.	IMPORTED BORROW	IMPORTED BORROW ZONE 1
		CUBIC YARD	CUBIC YARD	CU. YD.	CUBIC YD.	TON
MAIN LINE						
1292+50	1600+00	1,268,618	1,522,338	593	1,521,745	
CROSS ROADS						
1700 NORTH		3,900	4,681		4,681	
2700 NORTH		2,073	2,487		2,487	
U-84		173,947	208,738		208,738	
U-84 DETOUR		38,490	46,189		20,653	
RAMPS						
V-LINE		14,764	17,716	71	17,645	
W-LINE		10,697	12,837	230	12,607	
H-1 LINE		75,591	90,713		90,713	
H-2 LINE		118,960	142,752		142,752	
H-2A LINE		41,544	49,853		49,853	
H-3 LINE		54,614	65,535		65,535	
H-4 LINE		19,551	23,461		23,461	
FRONTAGE ROADS						
Y-LINE		7,397	8,876		8,876	
X-LINE		27,167	32,601		32,601	
MAINTENANCE BERMS						
		600	720		720	
1487+00	1492+00 CHANNEL 10' BOTTOM			1204		
MAT'L TO REPLACE TOP SOIL		61,171	73,405		71,201	
SAND BLANKET AT U-84						
527+00	530+69			1,000		3,090

MAINTENANCE BERMS *

STATION	LT. or RT.	WIDTH	REMARKS
1325+00	RT.	26'	BUILD AS DIRECTED BY THE ENGINEER & STD. DWG. 513
1378+00	RT.	26'	" " "
1415+00	RT.	26'	" " "
1445+00	LT.	24'	" " "
1458+00	RT.	22'	" " "
1480+00	LT.	26'	" " "
1500+00	RT.	23'	" " "
1511+00	RT.	22'	" " "
1519+00	LT.	26'	" " "
1540+00	LT.	24'	" " "
1548+00	RT.	22'	" " "
1572+00	LT.	26'	BUILD AS DIRECTED BY THE ENGINEER & STD. DWG. 513

* SEE GRADING AND WATERING SUMMARIES FOR QUANTITIES

MISCELLANEOUS SUMMARY

	QUANTITY	UNIT	ITEM
	LUMP	LUMP	FURNISHING CONST. SIGNS
	LUMP	LUMP	CLEARING AND GRUBBING
	12,000	MAN HR.	FLAGGING
	LUMP	LUMP	FURNISHING WATER EQUIPMENT
	140	EACH	RIGHT OF WAY MARKERS
	16,830	LIN. FT.	VERTICAL SAND DRAINS
*	10	EA.	14' GATES
*	10	EA.	16' GATES
	77,100	CU. YDS.	EXCAVATING AND STOCKPILING TOP SOIL
	1,200	LIN. FT.	MOVING AND RESETTING FENCE (1700 NORTH) As Directed
**	200	TONS	BACKFILL MATERIAL FOR SETTLEMENT MEASUREMENT DEVICES
	570	LIN. FT.	12" CORRUGATED STEEL PIPE AT STA. 1451±

* PLACE AS SHOWN ON PLANS OR AS DIRECTED BY THE PROJECT ENG., IN THE NO-ACCESS LINE
** TO BE USED IN PLACING SETTLEMENT PLATFORMS AND PIEZOMETERS.

DEEP BEAM GUARD RAIL

STATION	LINEAR FEET: LEFT	RIGHT
1303±	--	29
1307+20	29	
~~1329+66~~	--	--
1407+30	--	29
1409+00	29	
1555+20	--	29
1556+30	29	
U-84 522+50℄		
U-84 536+00℄		
SUB-TOTAL	~~250~~ 87.	~~100~~ 87
+2 for each ~~END SECTION~~	40	
USE ~~TOTAL~~	~~390~~	
TOTAL USED	174.0	

REVISIONS DATE BY DATE BY

Certified Blue Print

SEE D-3013

7

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UTAH	UTAH	I-15-8(17)342	1964	3A	

REV. DATE 12/15/64
" " 6/9/65 CONST. CHANGE

SUMMARY SHEET

SURFACING SUMMARY

LOCATION	STATION		LENGTH	BASE COURSE MATERIAL							SURFACING GRAVEL MATERIAL											BITUMINOUS MATERIAL													HYDRATED LIME
				GRAVEL BASE COURSE 1" MAX. AGG.			PORTLAND CEMENT TREATED BASE CRSE.			PORTLAND CEMENT TYPE "A"	COVER MAT. TYPE "A" TRAFFIC LANE		BITUMINOUS SURFACE COURSE 3/4" MAX. AGG.			BITUMINOUS SURFACE COURSE 1" MAX. AGG.			GRAVEL SURFACE 1" MAX. AGG.			5.5% OF BIT. SURF. TYPE 85-100 PEN. 3/4" MAX. AGG.	5.5% OF BIT. SURF. TYPE 85-100 PEN. 1" MAX. AGG.	SEAL COAT TRAFFIC LANE TYPE RC-70-250		SEAL COAT SHOULDERS TYPE RC-70-250		TACK COAT TYPE RC-70-250		CURING COAT TYPE-MC 70-250		PRIME COAT TYPE MC 70-250			
LINE	FROM	TO	LINEAR FEET	WIDTH	DEPTH	TONS	WIDTH	DEPTH	TONS	BAGS	WIDTH	TONS	WIDTH	DEPTH	TONS	WIDTH	DEPTH	TONS	WIDTH	DEPTH	TONS	TONS	TONS	WIDTH	TONS	WIDTH	TONS	WIDTH	TONS	WIDTH	TONS	WIDTH	TONS		TONS
1700 NORTH	17+00.00	18+00.00	100	32.16	4"	75.0										28.62	1 1/2	26.5					2.98	22	0.11	6	0.03	29.25	0.14			30.50	0.72		0.54
			100													29.87	1 1/2	27.6																	
	18+00	22+00	400	38.16	4"	356.2										34.62	1 1/2	128.1					14.34	22	0.41	12	0.23	35.25	0.67			36.50	3.45		2.61
			400													35.87	1 1/2	132.7																	
	22+00	23+00	100	32.16	4"	75.0										28.62	1 1/2	26.5					2.98	22	0.11	6	0.03	29.25	0.14			30.50	0.72		0.54
			100													29.87	1 1/2	27.6																	
2700 NORTH	15+30	23+00	770	45.00	6"	1,212.8										40.62	1 1/2	289.3					16.40	24	0.87	16	0.58	41.25	1.50			42.50	7.74		5.88
			770													41.87	1 1/2	298.2																	
	23+00	24+00	100	36.00	6"	126.0										31.62	1 1/2	29.2					3.28	22	0.11	8	0.04	32.25	0.15			33.50	0.79		0.60
			100													32.87	1 1/2	30.4																	
U-84	515+00	517+00	200	43.16	6"	302.1	38.58	5"	225.0	95.7			33.52	1 1/2	51.7	34.92	1 3/4	75.4				2.84	4.15	24	0.22	10	0.09	34.04	0.32	35.30	0.50				1.27
	517+00	525+58	858	53.16	6"	1,596.4	48.58	5"	1,215.7	517.3			44.52	1 1/4	294.4	45.92	1 3/4	425.2				16.20	23.38	24	0.97	20	0.81	45.04	1.83	46.50	2.83				7.20
	537+50	544+00	650	33.16	6"	754.4	28.58	5"	541.6	231.1			24.52	1 1/4	122.9	25.92	1 3/4	181.8				6.76	10.00	24	0.74	0	0	25.04	0.76	26.50	1.22				3.05
U-84 DETOUR	10+00	23+10.19	1,310.19	41.50	6"	1,903.1							34.52	1 1/4	348.6	35.77	1 3/4	506.3	37.75	3"	865.5	19.17	27.85	22	1.36	12	0.74	35.04	2.17			36.50	11.31		8.55
* H-1	23+99.97	26+31.54	231.57	31.50	6"	255.3							24.52	1 1/4	43.8	25.77	1 3/4	64.4	27.75	3"	112.5	2.41	3.54	24	0.26			25.04	.27			26.50	1.45		1.08
Y LINE	10+00	33+02.53	2,302.53																22.50	6"	1,813.2														
X LINE	10+00	87+61.90	7,761.90																22.50	6"	6,112.5														
BITUMINOUS	PAVED MEDIAN DITCH 2"		THICK																																
I-15	1292+50	1302+00	950													4.08	2	47.1					2.59									4.08	0.40		0.47
I-15	1433+00	1461+00	2,800													4.08	2	138.8					7.64									4.08	1.08		1.39
			SUB-TOTAL			6,656.3			1,982.3	844.1					861.4			2,455.1			8,903.7	47.38	119.13		5.16		2.55		7.95		4.55		27.66		33.18
			TOTAL			6,656.3			1,982.3	844.1					861.4			2,455.1			8,903.7	166.51		15.66						32.21					33.18
			USE			7,000			2,100	900					910			2,580			9,400	180		20						40					40

* FOR SURFACING OF H-1 LINE STA. 23+99.97 to STA. 26+31.54 USE TEMPORARY SURFACING 24 FEET WIDE AS SHOWN ON U-84 DETOUR TYPICAL SECTION

FENCING SUMMARY

LANES OR LINE	STATION		TYPE "B" (METAL POSTS) LINEAR FEET	
	FROM	TO	RIGHT	LEFT
I-15	1292+50	1383+94	9,279	9,284
X LINE	10+00	64+40	5,440	
X LINE	64+75	87+50	2,275	
I-15	1384+35	1434+16	4,981	4,981
1700 NO.	17+00	23+00	600*	600*
V LINE	10+00	22+00		1,200
V LINE	22+60	35+35		1,275
W LINE	10+00	21+10	1,125	
W LINE	21+60	35+96	1,436	
Y LINE	10+00	18+22	845	
Y LINE	18+70	33+03	1,433	
2700 NORTH	15+00	24+00	780	780
I-15	1459+37	1573+70		11,450
I-15	1460+00	1564+91	10,400	
H-1 LINE	10+00	26+30	1,630	
U-84	515+00	529+20	820	
U-84	537+00	544+90	700	
U-84	538+23	544+00		577
H-4	10+00	16+26	475	
H-2A LINE	10+00	17+40		740
H-2 LINE	14+34	27+45		1,380
I-15	1586+79	1600+00		1,330
I-15	1583+11	1600+00	1,770	
U-84	515+00	522+25		725
		SUB-TOTAL	43,389	33,722
		TOTAL	77,111	
		USE	77,200	

NOTE:

* MOVE AND RESET EXISTING R/W TYPE B FENCE PARALLEL 1700 NO., AS DIRECTED BY PROJECT ENGINEER.

TOTAL 1,200 LINEAR FEET RELOCATED FENCE NOT INCLUDED IN FENCING SUMMARY.

SEE D-3013

7

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UTAH	UTAH	I-15-8(17)342	1964	3A	

REV. DATE 12/15/64
" " 6/9/65 CONST. CHANGE

SUMMARY SHEET

SURFACING SUMMARY

LOCATION	STATION		LENGTH	BASE COURSE MATERIAL							SURFACING GRAVEL MATERIAL											BITUMINOUS MATERIAL													HYDRATED LIME
				GRAVEL BASE COURSE 1" MAX. AGG.			PORTLAND CEMENT TREATED BASE CRSE.			PORTLAND CEMENT TYPE "A"	COVER MAT. TYPE "A" TRAFFIC LANE		BITUMINOUS SURFACE COURSE 3/4" MAX. AGG.			BITUMINOUS SURFACE COURSE 1" MAX. AGG.			GRAVEL SURFACE 1" MAX. AGG.			5.5% OF BIT. SURF. TYPE 85-100 PEN. 3/4" MAX. AGG.	5.5% OF BIT. SURF. TYPE 85-100 PEN. 1" MAX. AGG.	SEAL COAT TRAFFIC LANE TYPE RC-70-250		SEAL COAT SHOULDERS TYPE RC-70-250		TACK COAT TYPE RC-70-250		CURING COAT TYPE-MC 70-250		PRIME COAT TYPE MC 70-250			
LINE	FROM	TO	LINEAR FEET	WIDTH	DEPTH	TONS	WIDTH	DEPTH	TONS	BAGS	WIDTH	TONS	WIDTH	DEPTH	TONS	WIDTH	DEPTH	TONS	WIDTH	DEPTH	TONS	TONS	TONS	WIDTH	TONS	WIDTH	TONS	WIDTH	TONS	WIDTH	TONS	WIDTH	TONS		TONS
1700 NORTH	17+00.00	18+00.00	100	32.16	4"	75.0										28.62	1 1/2	26.5					2.98	22	0.11	6	0.03	29.25	0.14			30.50	0.72		0.54
			100													29.87	1 1/2	27.6																	
	18+00	22+00	400	38.16	4"	356.2										34.62	1 1/2	128.1					14.34	22	0.41	12	0.23	35.25	0.67			36.50	3.45		2.61
			400													35.87	1 1/2	132.7																	
	22+00	23+00	100	32.16	4"	75.0										28.62	1 1/2	26.5					2.98	22	0.11	6	0.03	29.25	0.14			30.50	0.72		0.54
			100													29.87	1 1/2	27.6																	
2700 NORTH	15+30	23+00	770	45.00	6"	1,212.8										40.62	1 1/2	289.3					16.40	24	0.87	16	0.58	41.25	1.50			42.50	7.74		5.88
			770													41.87	1 1/2	298.2																	
	23+00	24+00	100	36.00	6"	126.0										31.62	1 1/2	29.2					3.28	22	0.11	8	0.04	32.25	0.15			33.50	0.79		0.60
			100													32.87	1 1/2	30.4																	
U-84	515+00	517+00	200	43.16	6"	302.1	38.58	5"	225.0	95.7			33.52	1 1/2	51.7	34.92	1 3/4	75.4				2.84	4.15	24	0.22	10	0.09	34.04	0.32	35.30	0.50				1.27
	517+00	525+58	858	53.16	6"	1,596.4	48.58	5"	1,215.7	517.3			44.52	1 1/4	294.4	45.92	1 3/4	425.2				16.20	23.38	24	0.97	20	0.81	45.04	1.83	46.50	2.83				7.20
	537+50	544+00	650	33.16	6"	754.4	28.58	5"	541.6	231.1			24.52	1 1/4	122.9	25.92	1 3/4	181.8				6.76	10.00	24	0.74	0	0	25.04	0.76	26.50	1.22				3.05
U-84 DETOUR	10+00	23+10.19	1,310.19	41.50	6"	1,903.1							34.52	1 1/4	348.6	35.77	1 3/4	506.3	37.75	3"	865.5	19.17	27.85	22	1.36	12	0.74	35.04	2.17			36.50	11.31		8.55
⊛ H-1	23+99.97	26+31.54	231.57	31.50	6"	255.3							24.52	1 1/4	43.8	25.77	1 3/4	64.4	27.75	3"	112.5	2.41	3.54	24	0.26			25.04	.27			26.50	1.45		1.08
Y LINE	10+00	33+02.53	2,302.53																22.50	6"	1,813.2														
X LINE	10+00	87+61.90	7,761.90																22.50	6"	6,112.5														
BITUMINOUS	PAVED MEDIAN DITCH 2" THICK																																		
I-15	1292+50	1302+00	950													4.08	2	47.1					2.59									4.08	0.40		0.47
I-15	1433+00	1461+00	2,800													4.08	2	138.8					7.64									4.08	1.08		1.39
			SUB-TOTAL			6,656.3			1,982.3	844.1					861.4			2,455.1			8,903.7	47.38	119.13		5.16		2.55		7.95		4.55		27.66		33.18
			TOTAL			6,656.3			1,982.3	844.1					861.4			2,455.1			8,903.7		166.51					15.66				32.21			33.18
			USE			7,000			2,100	900					910			2,580			9,400		180					20				40			40

⊛ FOR SURFACING OF H-1 LINE STA. 23+99.97 to STA. 26+31.54 USE TEMPORARY SURFACING 24 FEET WIDE AS SHOWN ON U-84 DETOUR TYPICAL SECTION

REVISIONS			
DATE	BY	DATE	BY

FENCING SUMMARY

LANES OR LINE	STATION		TYPE "B" (METAL POSTS) LINEAR FEET	
	FROM	TO	RIGHT	LEFT
I-15	1292+50	1383+94	9,279	9,284
X LINE	10+00	64+40	5,440	
X LINE	64+75	87+50	2,275	
I-15	1384+35	1434+16	4,981	4,981
1700 NO.	17+00	23+00	600*	600*
V LINE	10+00	22+00		1,200
V LINE	22+60	35+35		1,275
W LINE	10+00	21+10	1,125	
W LINE	21+60	35+96	1,436	
Y LINE	10+00	18+22	845	
Y LINE	18+70	33+03	1,433	
2700 NORTH	15+00	24+00	780	780
I-15	1459+37	1573+70		11,450
I-15	1460+00	1564+91	10,400	
H-1 LINE	10+00	26+30	1,630	
U-84	515+00	529+20	820	
U-84	537+00	544+90	700	
U-84	538+23	544+00		577
H-4	10+00	16+26	475	
H-2A LINE	10+00	17+40		740
H-2 LINE	14+34	27+45		1,380
I-15	1586+79	1600+00		1,330
I-15	1583+11	1600+00	1,770	
U-84	515+00	522+25		725
		SUB-TOTAL	43,389	33,722
		TOTAL	77,111	
		USE	77,200	

NOTE:
* MOVE AND RESET EXISTING R/W TYPE B FENCE PARALLEL 1700 NO., AS DIRECTED BY PROJECT ENGINEER.

TOTAL 1,200 LINEAR FEET RELOCATED FENCE NOT INCLUDED IN FENCING SUMMARY.

Certified Blue Print

SUMMARY SHEET

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UTAH	UTAH	I-15-8(17)342	1964	3-B	

REV. DATE 12/15/64
REV DATE 1/25/65

DRAINAGE SUMMARY

LINE	STATION FROM	STATION TO	X-ING ANGLE	REINFORCED CONC. PIPE LINEAR FEET 18"	24"	30"	36"	48"	CONCRETE END SECTIONS 24	30	36	48	18" C.S.P. NEST LIN. FT.	18" C.S.P. LIN. FT.	18" STEEL END SECT. EACH	MEDIAN DROP INLET TYPE "C" DWG. 346	MEDIAN DRAINS EACH	DIVERSION STRUCTURES LT.	RT.	WALLS REQ'D.	WING WALL	A FT.	B FT.	FRAMES	GATES	18" HAND SLIDE GATES TYPE M	CATCH BASINS	STRUCT. DWG. NO.	LINE NO.
I-15	[illegible]	1311+20																											
I-15	1295+40		100°		240																								
I-15	1296+73		105°																							2		361 E-1452	
I-15	1296+75	1298+75																											
I-15	1296+90	1305+20																											
I-15	1300+70																	125'		R,U,U,U	4Y	2	2	3	1			360	
I-15	1302+50													78	2		1											347	
I-15	1303+60	1305+00																											
I-15	1308+60		30		240																								
I-15	1307+00		105°		250																								
I-15	1308+00	1311+25																											
I-15	1308+60		90°		240													125'		U,U,R,U	4Y	2	2	3	1			360	
I-15	1313+50		90°																									E-1453	
I-15	1309+00		90°											80	2		1											347	
I-15	1315+50																		190'	U,U,R,U	4Y	2	2	3	1			360	
I-15	1315+72	[illegible]	90°		232																								
I-15	1323+50		90°		[illegible]				2							1												322	
I-15	1329+60		90°		[illegible]																								
I-15	1329+60	1334+00																											
I-15	1320+50		90°					245	2																			322	
I-15	1343+50		90°			240																							
I-15	1315+00	1383+00																											
I-15	1343+60		90°												2		1											347	
"X" LINE	28+50	30+20																											
I-15	1348+00		90°			240																							
I-15	1351+70		75°		232													125'		U,U,R,U	4Y	2	2	3	1			360	
I-15	1351+70	1357+00																											
I-15	1357+05		90°			240																							
I-15	1351+70		75		234																								
I-15	1360+00		75		234																								
I-15	1360+00	1364+50																											
I-15	1362+00		90°											83	2		1											347	
I-15	1332+00		90°											70															
I-15	1366+70		90°		[illegible]				2							1												322	
I-15	1366+70	1377+00																											
I-15	1370+30		90°		[illegible]				2							1												322	
I-15	1377+00		90°											80	2		1											347	
I-15	1377+00	1383+90																											
I-15	1353+70	[illegible]																									1 ℄	V-750	3
I-15	1378+75																	130'		R,U,U,U	4Y	2	2	3	1			360	
I-15	1381+70																	135'		R,U,U,U	4Y	2	2	3	1			360	
I-15	1383+70																	145'		U,U,U,R	4Y	2	2	3	1			360	
I-15	1383+50		90°		250																								
I-15	1383+79		90°		[illegible]				2																		1 ℄	322 V-750	2
I-15	1384+36		90°		[illegible]				2																		1 ℄	322 V-750	2
"I-15	1384+36	[illegible]																											
I-15	1384+40	1392+70																											
I-15	1388+00																									1		361	
I-15	[illegible]	1392+70																											
I-15	1389+90																									1		361	
I-15	1391+44																									1		361	
I-15	1392+70		90°		260																							322	
I-15	1392+70	1397+90																											
I-15	1394+80				32																								
I-15	1394+50																									1		361	
I-15	1395+00													86	2		1											347	
I-15	1396+00																									1		361	
I-15	1397+90																	125'		U,U,U,R	4Y	2	2	3	1	1		360 361	
I-15	1397+90		90°		240																								
I-15	1398+00	1402+00																											
		PAGE TOTAL		~~550~~	3444	480	0	230	12	0	0	0	NONE	606	12	3	6									8	2		

LINE	STATION FROM	STATION TO	SMALL DITCH EXCAVATION CU. YDS.	SURFACE DITCHES LIN. FT.	CONCRETE LINED DITCHES LIN. FT.	PAVED MEDIAN DITCH LIN. FT.	LOOSE RIP-RAP CU. YD.	EXCAVATION FOR STRUCTURE UNCLASSIFIED CU. YDS	MECHANICAL TAMPING HOUR	STRUCTURAL STEEL LBs	REINFORCING STEEL LBs	CONCRETE CLASS "A" CU. YDS.	CONCRETE CLASS "B" CU. YDS.	REMARKS
I-15	[illegible]	1311+20	10			950								1' Bottom 1:1 Side Slopes 1' Deep on RT.
I-15	1295+40							87.4	11.9					
I-15	1296+73							115.9	84.0		28,829	158.0		8'x5'x194' 10" CONC. BOX, 2 BACKERS DWG. V-873, TYPE 3 REQ'D.
I-15	1296+75	1298+75	66.7		300								24.4	1' BOTTOM 1:1 SIDE SLOPES 2' DEEP ON RT.
I-15	1296+90	1305+20	184.4											1' BOTTOM 1:1 SIDE SLOPES 2' DEEP ON LT.
I-15	1300+70							5.57	0.25	81.39	84.92	0.98		
I-15	1302+50						2.28	NONE	1.2					
I-15	1303+60	1305+00	8.9											2 BACKERS [illegible] RT
I-15	1308+60													3" FLOWING WELL CAP AS FORCE ACCOUNT ITEM
I-15	1307+00							51.9	11.2					
I-15	1308+00	1311+25	39.3											1' BOTTOM 1:1 SIDE SLOPES 1' DEEP ON LT.
I-15	1308+60							83.37	10.85	81.39	84.92	0.98		
I-15	1313+50							130.0	106.0		45,529	257		12'x6'x198' CONC. BOX
I-15	1309+00						2.28	NONE	1.4					
I-15	1315+50		20.0					5.57	0.25	81.39	84.92	0.98		1' BOTTOM 1:1 SIDE SLOPES 1' DEEP ON RT.
I-15	1315+72	[illegible]	104.4					113.3	15.4					1' BOTTOM 1:1 SIDE SLOPES 1' DEEP ON LT. PLACE PIPE AT STA. 1315+50
I-15	1323+50								3.6					CONC. END SECTIONS LT. & RT. REQ'D.
I-15	1329+60							218.5	21.4					24" PIPE SIDE DRAIN 170' RT.
I-15	1329+60	1334+00	65.2											3' BOTTOM 1:1 SIDE SLOPES 1' DEEP ON RT.
I-15	1320+50							67.0	8.5					CONC. END SECTIONS REQ'D. LT. & RT.
I-15	1343+50							113.0	14.0					
I-15	1315+00	1383+00	65.3											1' Bottom 1' Deep 1:1 Side Slopes [illegible]
I-15	1343+60						2.28		1.5					
"X" LINE	28+50	30+20	18.9											2' BOTTOM 1:1 SIDE SLOPES 1' DEEP ON RT.
I-15	1348+00		30.0					127.8	11.6					OUTLET DITCH REQ'D. ON LT.
I-15	1351+70							143.0	11.0	81.39	84.92	0.98		
I-15	1351+70	1357+00	37.8											1' BOTTOM 1:1 SIDE SLOPES 1' DEEP ON LT.
I-15	1357+05													PLAIN CITY CANAL TO BE ABANDONED
I-15	1351+70													DBL. 9'x9' AND 24" INVERTED SIPHONS IN PLACE
I-15	1360+00		45.0					134.4	12.2					INLET & OUTLET DITCHES REQ'D.
I-15	1360+00	1364+50	66.7											3' BOTTOM 1:1 SIDE SLOPES 1' DEEP ON LT
I-15	1362+00						2.28	NONE	1.7					
I-15	1332+00							NONE	0.8					
I-15	1366+70							33.0	3.7					CONC. END SECTIONS REQ'D. LT. & RT.
I-15	1366+70	1377+00	152.6											3' BOTTOM 1:1 SIDE SLOPES 1' DEEP ON LT.
I-15	1370+30							70.4	9.6					CONC. END SECTION REQ'D. LT. & RT. PLACE PIPE UNDER I-15 AND "X" LINE
I-15	1377+00						2.28	NONE	1.5					
I-15	1377+00	1383+90	191.1		660								56.2	1' BOTTOM 1:1 SIDE SLOPE 2' DEEP ON LT.
I-15	1353+70	[illegible]	~~63.7~~					3.7						1' BOTTOM 1:1 SIDE SLOPES 1' DEEP ON LT. AS HEAD DITCH
I-15	1378+75							5.57	0.3	81.39	84.92	0.98		
I-15	1381+70							5.57	0.3	81.39	84.92	0.98		
I-15	1383+70							5.57	0.3	81.39	84.92	0.98		
I-15	1383+50							125.4	12.8					
I-15	1383+79							110.0	14.0	310.0	188.0	1.5		CONC. END SEC. REQ'D. LT. & RT.
I-15	1384+36							42.6	5.7	310.0	188.0	1.5		CONC. END SEC. REQ'D. LT. & RT.
"I-15	1384+36	[illegible]						142.5	22.1					ABANDON EXISTING PIPE EXTEND FROM 69+50 BACK
I-15	1384+40	1392+70	184.4											1' BOTTOM 1:1 SIDE SLOPES 2' DEEP ON LT.
I-15	1388+00													
I-15	[illegible]	1392+70		830										ON RT.
I-15	1389+90													
I-15	1391+44													
I-15	1392+70							38.0	4.0					
I-15	1392+70	1397+90	115.6											1' BOTTOM 1:1 SIDE SLOPES 2' DEEP ON LT.
I-15	1394+80			520										ON RT.
I-15	1394+50													
I-15	1395+00						2.28	NONE	1.4					
I-15	1396+00													
I-15	1397+90							5.57	0.3	81.39	84.92	0.98		
I-15	1397+90							103.6	14.1					PIPE REQ'D. UNDER I-15 AND "X" LINE
I-15	1398+00	1402+00	88.9											1' BOTTOM 1:1 SIDE SLOPES 2' DEEP ON LT.
		PAGE TOTAL	1483.6	1350	960	950	13.68	2084.69	418.85	1271.12	75,413.36	425.84	80.6	

SUMMARY SHEET

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UTAH	UTAH	I-15-8(17)342	1964	3-B	

8

REV. DATE 12/15/64
REV DATE 1/25/65

DRAINAGE SUMMARY

LINE	STATION FROM	STATION TO	X-ING ANGLE	REINFORCED CONC. PIPE LINEAR FEET 18"	24"	30"	36"	48"	CONCRETE END SECTIONS 24	30	36	48	18" C.S.P. NEST LIN.FT	18" C.S.P. LIN.FT	18" STEEL END SECT. EACH	MEDIAN DROP INLET TYPE "C" DWG.346	MEDIAN DRAINS EACH	DIVERSION STRUCTURES LT.	RT.	WALLS REQ'D.	WING WALL	A FT.	B FT.	FRAMES	GATES	18" HAND SLIDE GATES TYPE M	CATCH BASINS	STRUCT. DWG. NO.	LINE NO.	SMALL DITCH EXCAVATION CU. YDS.	SURFACE DITCHES LIN. FT.	CONCRETE LINED DITCHES LIN. FT.	PAVED MEDIAN DITCH LIN. FT.	LOOSE RIP-RAP CU. YD.	EXCAVATION FOR STRUCTURE UNCLASSIFIED CU. YDS	MECHANICAL TAMPING HOUR	STRUCTURAL STEEL LBs	REINFORCING STEEL LBs	CONCRETE CLASS "A" CU. YDS.	CONCRETE CLASS "B" CU. YDS.	REMARKS
I-15	1315+50	1318+20																												16.4			950								1'Bottom 1:1 Side Slopes 1' Deep On RT.
I-15	1295+80		100°		240																														87.4	11.9					
I-15	1296+73		105°																							2		361 E-1452							115.9	84.0		28,829	158.0		8'x5'x194'10" CONC. BOX, 2 BACKERS DWG. V-873, TYPE 3 REQ'D.
I-15	1296+25	1298+75																												66.7		300								24.4	1' BOTTOM 1:1 SIDE SLOPES 2' DEEP ON RT.
I-15	1296+90	1305+20																												184.4											1/2' BOTTOM 1:1 SIDE SLOPES 2' DEEP ON LT.
I-15	1300+70																	125'		R,U,U,U	4Y	2	2	3	1			360							5.57	0.25	81.39	84.92	0.98		
I-15	1302+50													78	2		1											347						2.28	NONE	1.2					
I-15	1303+60	1305+00																												8.9											2 BACKER PLATES LT&RT
I-15	1308+60		90°		240																																				3" FLOWING WELL CAP AS FORCE ACCOUNT ITEM
I-15	1307+00		105°		208																														51.9	11.2					
I-15	1308+00	1311+25																												39.3											1' BOTTOM 1:1 SIDE SLOPES 1' DEEP ON LT.
I-15	1308+60		90°		240													125'		U,U,R,U	4Y	2	2	3	1			360							83.37	10.85	81.39	84.92	0.98		
I-15	1313+50		90°																									E-1453							130.0	106.0		45,529	257		12'x6'x198' CONC. BOX
I-15	1309+00		90°											80	2		1											347						2.28	NONE	1.4					
I-15	1315+50																		190'	U,U,R,U	4Y	2	2	3	1			360		20.0					5.57	0.25	81.39	84.92	0.98		1' BOTTOM 1:1 SIDE SLOPES 1' DEEP ON RT.
I-15	1315+62		90°		232																									104.4					113.3	15.4					1' BOTTOM 1:1 SIDE SLOPES 1' DEEP ON LT. PLACE PIPE AT STA. 1315+50
I-15	1323+50		90°		194.3				2							1												322								3.6					CONC. END SECTIONS LT. & RT. REQ'D.
I-15	1329+60		90°		56																														218.5	21.4					24" PIPE SIDE DRAIN 170' RT.
I-15	1329+60	1334+00																												65.2											3' BOTTOM 1:1 SIDE SLOPES 1' DEEP ON RT.
I-15	1329+50		90°					248	2																			322							67.0	8.5					CONC. END SECTIONS REQ'D. LT. & RT.
I-15	1343+50		90°			240																													113.0	14.0					
I-15	1315+00	1329+00																												65.3											1'Bottom 1' Deep 1:1 Side Slopes On LT.
I-15	1343+60		90°												2		1											347						2.28		1.5					
"X" LINE	28+50	30+20																												18.9											2' BOTTOM 1:1 SIDE SLOPES 1' DEEP ON RT.
I-15	1348+00		~~90°~~			~~240~~																								30.0					127.8	11.6					OUTLET DITCH REQ'D. ON LT.
I-15	1351+70		~~75°~~		~~232~~													125'		U,U,R,U	4Y	2	2	3	1			360							143.0	11.0	81.39	84.92	0.98		
I-15	1351+70	1357+00																												37.8											1' BOTTOM 1:1 SIDE SLOPES 1' DEEP ON LT.
I-15	1348+05		90°			240																																			PLAIN CITY CANAL TO BE ABANDONED
I-15	1351+70		75		234																																				DBL. 9'x9' AND 24" INVERTED SIPHONS IN PLACE
I-15	1360+00		75		296																									45.0					134.4	12.2					INLET & OUTLET DITCHES REQ'D.
I-15	1360+00	1364+50																												66.7											3' BOTTOM 1:1 SIDE SLOPES 1' DEEP ON LT
I-15	1362+00		90°											83	2		1											347						2.28	NONE	1.7					
I-15	1332+00		90°											70	2																				NONE	0.8					
I-15	1366+70		90°		198.3				2							1												322							33.0	3.7					CONC. END SECTIONS REQ'D. LT. & RT.
I-15	1366+70	1377+00																												152.6											3' BOTTOM 1:1 SIDE SLOPES 1' DEEP ON LT.
I-15	1370+30		90°		212.2				2							1												322							70.4	9.6					CONC. END SECTION REQ'D. LT. & RT. PLACE PIPE UNDER I-15 AND "X" LINE
I-15	1377+00		90°											80	2		1											347						2.28	NONE	1.5					
I-15	1377+00	1383+90																												191.1		660								56.2	1' BOTTOM 1:1 SIDE SLOPE 2' DEEP ON LT.
I-15	1383+70																										1℄	V-750	3	~~63.7~~					3.0						1' BOTTOM 1:1 SIDE SLOPES 1' DEEP ON LT. AS HEAD DITCH
I-15	1378+75																	130'		R,U,U,U	4Y	2	2	3	1			360							5.57	0.3	81.39	84.92	0.98		
I-15	1380+06																	135'		R,U,U,U	4Y	2	2	3	1			360							5.57	0.3	81.39	84.92	0.98		
I-15	1383+70																	145'		U,U,U,R	4Y	2	2	3	1			360							5.57	0.3	81.39	84.92	0.98		
I-15	1383+60		90°		272																														125.4	12.8					
I-15	1383+79		90°		256				2																		1 ℄	322 V-750	2						110.0	14.0	310.0	188.0	1.5		CONC. END SEC. REQ'D. LT. & RT.
I-15	1384+36		90°		232				2																		1 ℄	322 V-750	2						42.8	5.7	310.0	188.0	1.5		CONC. END SEC. REQ'D. LT. & RT.
"I-15	1384+36																																		142.5	22.1					ABANDON EXISTING PIPE EXTEND FROM 69+50 BACK
I-15	1384+40	1392+70																												184.4											1' BOTTOM 1:1 SIDE SLOPES 2' DEEP ON LT.
I-15	1388+00																									1		361													
I-15	1296+90	1392+70																													830										ON RT.
I-15	1389+90																									1		361													
I-15	1391+64																									1		361													
I-15	1392+70		90°		240																							322							38.0	4.0					
I-15	1392+70	1397+90																												115.6											1' BOTTOM 1:1 SIDE SLOPES 2' DEEP ON LT.
I-15	1384+36				32																										520										ON RT.
I-15	1394+82																									1		361													
I-15	1395+00													86	2		1											347						2.28	NONE	1.4					
I-15	1396+00																									1		361													
I-15	1397+90																	125'		U,U,U,R	4Y	2	2	3	1	1		360 361							5.57	0.3	81.39	84.92	0.98		
I-15	1397+90		90°		240																														103.6	14.1					PIPE REQ'D. UNDER I-15 AND "X" LINE
I-15	1398+00	1402+00																												88.9											1' BOTTOM 1:1 SIDE SLOPES 2' DEEP ON LT.
PAGE TOTAL				~~550~~	3444	480	0	230	~~12~~	0	0	0	NONE	~~606~~	12	3	~~6~~									8	2			1483.6	1350	960	950	13.68	2084.69	418.85	1271.12	75,413.36	425.84	80.6	
				0	33828 ✓	✓		248	10					563	14		7									7															

REVISIONS			
DATE	BY	DATE	BY

Certified Blue Print

SEE P.D-3013 9

UTAH I-15-8(17)342 1964 3-C

REV. DATE 12/15/64

SUMMARY SHEET

DRAINAGE SUMMARY

LINE	STATION FROM	STATION TO	X-ING ANGLE	REINFORCED CONCRETE PIPE LIN. FT. 18"	24"	30"	36"	48"	CONCRETE END SECTIONS 24	30	36	48	C.S.P. NEST LIN. FT.	18" C.S.P. LIN. FT.	18" STEEL END SECT. EACH	MEDIAN DROP INLET TYPE "C" DWG. 346	MEDIAN DRAINS EACH	DIVERSION STRUCTURES LT.	RT.	WALLS REQ'D	WING WALLS	A FT.	B FT.	FRAMES	GATES	18" HAND SLIDE GATES TYPE M	CATCH BASIN	STRUCT. DWG. NO.	LINE NO.	SMALL DITCH EXCAVATION CU. YD.	SURFACE DITCHES LIN. FT.	CONC. LINED DITCHES LIN. FT.	PAVED MEDIAN DITCH LIN. FT.	LOOSE RIP-RAP CU. YD.	EXCAVATION FOR STRUCTURE UNCLASSIFIED CU. YD.	MECH. TAMPING HOUR	STRUCT. STEEL LBS.	REINFORCED STEEL LBS.	CONCRETE CLASS "A" CU. YD.	CONCRETE CLASS "B" CU. YD.	REMARKS
I-15	1398+00		90°		280																														103.6	14.1					PIPE REQ'D. UNDER I-15 AND 'X' LINE
I-15	1398+10		90°											96	2		1											347						2.28	NONE	1.5					
I-15	1398+00	1407+00																													900										ON RT.
I-15	1402+00	1405+00																												66.7											1' BOTTOM 1:1 SIDE SLOPE, 2' DEEP ON LT.
I-15	1402+00																	125		R,U,U,U	4Y	2	2	3	1			360							5.57	0.3	81.39	84.92	0.98		
I-15	1405+00		90°		230													125		U,U,R,U	4Y	2	2	3	1			360							78.67	10.3	81.39	84.92	0.98		
I-15	1405+00	1407+00																												44.5											1' BOTTOM, 1:1 SIDE SLOPE, 2' DEEP ON RT.
I-15	1405+00	1408+00																												77.8											1' BOTTOM 1:1 SIDE SLOPE, 2' DEEP ON LT. CONST. ONLY IF REQ'D. AS DIRECTED BY PROJ. ENG.
I-15	1407+90		120°		306				2																			322							118	16					CONC. END SECTIONS ON PIPE UNDER I-15, REQ'D. LT. & RT.
I-15	1407+00	1415+00																												59.3											1' BOTTOM 1:1 SIDE SLOPE, 1' DEEP ON RT.
I-15	1413+50	1425+00																												85.2											1' BOTTOM 1:1 SIDE SLOPE, 1' DEEP ON LT.
I-15	1415+00	1417+90																													290										ON RT.
I-15	1417+90	1429+70			226				2							1											125' RT.	322 V-750	10	87.4					49.0	4.6	310.0	352.0	2.7		1' BOTTOM 1:1 SIDE SLOPE, 1' DEEP ON RT. PIPE REQ'D. AT STA. 1417+90 CONC. END SEC., REQ'D. ON LT.
I-15	1426+00																	125		R,U,U,U	4Y	2	2	3	1			360							5.57	0.3	81.39	84.92	0.98		
I-15	1426+00	1427+50																												33.3											1' BOTTOM 1:1 SIDE SLOPE, 2' DEEP ON LT.
I-15	1427+50																											V-932							13.0	2.0		282.0	4.0		SPLITTER 135' LT.
I-15	1427+50	1429+70																												24.4											2' BOTTOM 1:1 SIDE SLOPE, 1' DEEP ON LT.
I-15	1427+50	1429+70																												16.3											1' BOTTOM 1:1 SIDE SLOPE, 1' DEEP ON LT. AS HEAD DITCH
I-15	1429+70		90°		240													133		U,U,U,R	4Y	2	2	3	1			360							81.27	10.6	81.39	84.92	0.98		
I-15	1429+70																	137		U,U,R,U	4Y	2	2	3	1			360							5.57	0.3	81.39	84.92	0.98		
I-15	1429+70	1433+00																												24.4	330										1' BOTTOM 1:1 SIDE SLOPE, 1' DEEP ON LT., SURFACE DITCH ON RT.
I-15	1429+80		90°											94	2		1											347						2.28	NONE	1.5					
I-15	1433+00		90°		240														230	U,U,U,R,	4Y	2	2	3	1			360							89.97	12.1	81.39	84.92	0.98		
I-15	1433+00	1438+00																												74.0											1' BOTTOM 1:1 SIDE SLOPE, 1' DEEP ON LT. AND RT.
I-15	1433+10		90°											104	2		1											347						2.28		1.6					
I-15	1433+00	1461+00																															2,800								
I-15	1437+80		90°		310				4							1												322							125.9	15.3					CONC. END SEC. REQ'D. LT. AND RT. OF 'V' LINE, ON RT. OF W LINE & LT. OF I-15, MEDIAN DROP INLET REQ'D. BETWEEN I-15 & W LINE.
I-15	1438+00		90°		400														450	U,U,U,R	4Y	2	2	3	1			360		16.7					130.57	17.6	81.39	84.92	0.98		1' BOTTOM 1:1 SIDE SLOPE, 1' DEEP INLET DITCH ON RT. PIPE REQ'D. UNDER I-15, "W" LINE AND "Y" LINE.
I-15	1438+00	1443+00																												37.0	500										1' BOTTOM 1:1 SIDE SLOPE, 1' DEEP ON LT. SURFACE DITCH ON RT.
I-15	1442+90		90°		240				4																			322							20.0	6					CONC. END SEC. REQ'D. LT. & RT. OF "V" LINE, "W" LINE
I-15	1443+00		90°		530																														196.0	27					PLACE PIPE UNDER MAIN LINE, RAMPS, & FRONTAGE RDS.
"W" LINE	21+00		90°		60				2																			322							26.2	3.0					CONC. END SECTIONS REQ'D. LT. & RT.
"W" LINE	21+50		90°		70																														30.2	3.5					
I-15	1443+00	1446+00																												22.3											1' BOTTOM 1:1 SIDE SLOPE, 1' DEEP ON LT.
I-15	1443+00	1446+30																													330										ON RT.
"Y" LINE	18+00		90°		40																														15.0	2.0					
2700 NO.	21+25		90°	40																															15.2	1.6					
"Y" LINE	18+50		90°		40																														14.8	2.0					
"V" LINE	22+00		90°		60				2																			322							26.2	3.0					CONC. END SEC. REQ'D. LT. & RT.
"V" LINE	22+54		90°		80																														30.2	3.5					
I-15	1446+70		90°		330																														133.3	17.3					
I-15	1446+80	1456+60																														980			762.2					56.2	2' BOTTOM 1:1 SIDE SLOPE, 3' DEEP ON RT.
I-15	1447+00	1456+60																												213.0											1' BOTTOM 1:1 SIDE SLOPE, 2' DEEP ON LT.
I-15	1450+75																																								3" FLOWING WELL TO BE CAPPED AS FORCE ACCOUNT ITEM
I-15	1453+00	1456+60																												26.7											1" BOTTOM 1:1 SIDE SLOPE, 1' DEEP ON RT.
I-15	1456+60		90°				366													U,U,U,U	4Y	2	3	12	6			360							281.6	29.1	731.70	274.8	3.24		DIV. BOXS REQ'D. 2 RT. & 1 LT. SEE PLAN SHEET #9
I-15	1456+60	1465+50																												197.8											1' BOTTOM 1:1 SIDE SLOPE, 2' DEEP ON LT.
I-15	1456+60	1461+00																												32.6											1' BOTTOM 1:1 SIDE SLOPE, 1' DEEP ON RT.
I-15	1461+00		90°											92	2		1											347						2.28		1.4					
I-15	1466+30		90°		186				2																			322							8.0	4.5					CONC. END SEC. REQ'D. LT. & RT.
I-15	1472+90		90°											82	2		1											347						2.28	NONE	1.3					
I-15	1473+00		90°		220													125		U,R,U,U	4Y	2	2	3	1			360							82.6	10.8	81.39	84.92	0.98		
I-15	1473+00																		125	U,U,U,R	4Y	2	2	3	1			360							5.57	0.3	81.39	84.92	0.98		
I-15	1473+00	1477+00																												177.8											1' BOTTOM 1:1 SIDE SLOPE 2' DEEP ON LT. & RT.
I-15	1477+00		90°		230													125		U,R,U,U	4Y	2	2	3	1			360							94.5	12.4	81.39	84.92	0.98		
I-15	1477+00	1483+50																												48.1											1' BOTTOM 1:1 SIDE SLOPE 1' DEEP ON RT.
I-15	1477+00	1484+00																												51.9											1' BOTTOM 1:1 SIDE SLOPE 1' DEEP ON LT.
I-15	1483+70													78	2		1											347						2.28	NONE	1.2					
		PAGE TOTAL		40	4,318	0	366	0	18	0	0	0	0	546	12	2	6									0	1			2,179.40	2350.00	980	2,800	13.68	1,786.26	238.0	1,855.60	1,758.00	19.74	56.2	
		SUB-TOTAL		590	7,762	480	366	230	35	0	0	0	0	1,152	24	5	12									8	3			3,663.0	3700.00	1,940	3,750	27.36	3,870.95	656.85	3,126.72	77,171.36	455.58	136.8	

SEE ID-3013 9

SUMMARY SHEET

UTAH I-15-8(17)342 1964 3-C

REV. DATE 12/15/64

DRAINAGE SUMMARY

LINE	STATION FROM	STATION TO	X-ING ANGLE	REINFORCED CONCETE PIPE LIN. FT. 18"	24"	30"	36"	48"	CONCRETE END SECTIONS 24"	30"	36"	48"	18" C.S.P. NEST LIN. FT.	18" C.S.P. LIN. FT.	18" STEEL END SECT. EACH	MEDIAN DROP INLET TYPE "C" DWG. 346	MEDIAN DRAINS EACH	DIVERSION STRUCTURES LT.	RT.	WALLS REQ'D.	WING WALLS	A FT.	B FT.	FRAMES	GATES	18" HAND SLIDE GATES TYPE "M"	CATCH BASIN	STRUCT. DWG. NO.	LINE NO.	SMALL DITCH EXCAVATION CU. YD.	SURFACE DITCHES LIN. FT.	CONC. LINED DITCHES LIN. FT.	PAVED MEDIAN DITCH LIN. FT.	LOOSE RIP-RAP CU. YD.	EXCAVATION FOR STRUCTURE UNCLASSIFIED CU. YD.	MECH. TAMPING HOUR	STRUCT. STEEL LBS.	REINFORCED STEEL LBS.	CONCRETE CLASS "A" CU. YD.	CONCRETE CLASS "B" CU. YD.	REMARKS
I-15	1398+00		90°		280																														103.6	14.1					PIPE REQ'D. UNDER I-15 AND 'X' LINE
I-15	1398+10		90°											96	2		1											347						2.28	NONE	1.5					
I-15	1398+00	1407+00																													900										ON RT.
I-15	1402+00	1405+00																												66.7											1' BOTTOM 1:1 SIDE SLOPE, 2' DEEP ON LT.
I-15	1402+00																	125		R,U,U,U	4Y	2	2	3	1			360							5.57	0.3	81.39	84.92	0.98		
I-15	1405+00		90°		230													125		U,U,R,U	4Y	2	2	3	1			360							78.87	10.3	81.39	84.92	0.98		
I-15	1405+00	1407+00																												44.5											1' BOTTOM, 1:1 SIDE SLOPE, 2' DEEP ON RT.
I-15	1405+00	1408+00																												77.8											1' BOTTOM 1:1 SIDE SLOPE, 2' DEEP ON LT. CONST. ONLY IF REQ'D. AS DIRECTED BY PROJ. ENG.
I-15	1407+90		120°		306				2																			322							118	16					CONC. END SECTIONS ON PIPE UNDER I-15, REQ'D. LT. & RT.
I-15	1407+00	1415+00																												59.3											1' BOTTOM 1:1 SIDE SLOPE, 1' DEEP ON RT.
I-15	1413+50	1425+00																												85.2											1' BOTTOM 1:1 SIDE SLOPE, 1' DEEP ON LT.
I-15	1415+00	1417+90																													290										ON RT.
I-15	1417+90	1429+70			226				2							1											125' RT.	322 V-750	10	87.4					49.0	4.6	310.0	352.0	2.7		1' BOTTOM 1:1 SIDE SLOPE, 1' DEEP ON RT. PIPE REQ'D. AT STA. 1417+90 CONC. END SEC., REQ'D. ON LT.
I-15	1426+00																	125		R,U,U,U	4Y	2	2	3	1			360							5.57	0.3	81.39	84.92	0.98		
I-15	1426+00	1427+50																												33.3											1' BOTTOM 1:1 SIDE SLOPE, 2' DEEP ON LT.
I-15	1427+50																											V-932							13.0	2.0		282.0	4.0		SPLITTER 135' LT.
I-15	1427+50	1429+70																												24.4											2' BOTTOM 1:1 SIDE SLOPE, 1' DEEP ON LT.
I-15	1427+50	1429+70																												16.3											1' BOTTOM 1:1 SIDE SLOPE, 1' DEEP ON LT. AS HEAD DITCH
I-15	1429+70		90°		240													133		U,U,U,R	4Y	2	2	3	1			360							81.27	10.6	81.39	84.92	0.98		
I-15	1429+70																	137		U,U,R,U	4Y	2	2	3	1			360							5.57	0.3	81.39	84.92	0.98		
I-15	1429+70	1433+00																												24.4	330										1' BOTTOM 1:1 SIDE SLOPE, 1' DEEP ON LT., SURFACE DITCH ON RT.
I-15	1429+80		90°											94	2		1											347						2.28	NONE	1.5					
I-15	1433+00		90°		240														230	U,U,U,R,	4Y	2	2	3	1			360							89.97	12.1	81.39	84.92	0.98		
I-15	1433+00	1438+00																												74.0											1' BOTTOM 1:1 SIDE SLOPE, 1' DEEP ON LT. AND RT.
I-15	1433+10		90°											104	2		1											347						2.28		1.6					
I-15	1433+00	1461+00																															2,800								
I-15	1437+80		90°		310				4							1												322							125.9	15.3					CONC. END SEC. REQ'D. LT. AND RT. OF 'V' LINE, ON RT. OF W LINE & LT. OF I-15, MEDIAN DROP INLET REQ'D. BETWEEN I-15 & W LINE.
I-15	1438+00		90°		400														450	U,U,U,R	4Y	2	2	3	1			360		16.7					130.57	17.6	81.39	84.92	0.98		1' BOTTOM 1:1 SIDE SLOPE, 1' DEEP INLET DITCH ON RT. PIPE REQ'D. UNDER I-15, "W" LINE AND "Y" LINE.
I-15	1438+00	1443+00																												37.0	500										1' BOTTOM 1:1 SIDE SLOPE, 1' DEEP ON LT. SURFACE DITCH ON RT.
I-15	1442+90		90°		240				4																			322							20.0	6					CONC. END SEC. REQ'D. LT. & RT. OF "V" LINE, "W" LINE
I-15	1443+00		90°		530																														196.0	27					PLACE PIPE UNDER MAIN LINE, RAMPS, & FRONTAGE RDS.
"W" LINE	21+00		90°		60				2																			322							26.2	3.0					CONC. END SECTIONS REQ'D. LT. & RT.
"W" LINE	21+50		90°		70																														30.2	3.5					
I-15	1443+00	1446+00																												22.3											1' BOTTOM 1:1 SIDE SLOPE, 1' DEEP ON LT.
I-15	1443+00	1446+30																													330										ON RT.
"Y" LINE	18+00		90°		40																														15.0	2.0					
2700 NO.	21+25		90°	40																															15.2	1.6					
"Y" LINE	18+50		90°		40																														14.8	2.0					
"V" LINE	22+00		90°		60				2																			322							26.2	3.0					CONC. END SEC. REQ'D. LT. & RT.
"V" LINE	22+54		90°		80																														30.2	3.5					
I-15	1446+70		90°		330																														133.3	17.3					
I-15	1446+80	1456+60																														980			762.2					56.2	2' BOTTOM 1:1 SIDE SLOPE, 3' DEEP ON RT.
I-15	1447+00	1456+60																												213.0											1' BOTTOM 1:1 SIDE SLOPE, 2' DEEP ON LT.
I-15	1450+75																																								3" FLOWING WELL TO BE CAPPED AS FORCE ACCOUNT ITEM
I-15	1453+00	1456+60																												26.7											1" BOTTOM 1:1 SIDE SLOPE, 1' DEEP ON RT.
I-15	1456+60		90°				366													U,U,U,U	4Y	2	3	12	6			360							281.6	29.1	731.70	274.8	3.24		DIV. BOXS REQ'D. 2 RT. & 1 LT. SEE PLAN SHEET #9
I-15	1456+60	1465+50																												197.8											1' BOTTOM 1:1 SIDE SLOPE, 2' DEEP ON LT.
I-15	1456+60	1461+00																												32.6											1' BOTTOM 1:1 SIDE SLOPE, 1' DEEP ON RT.
I-15	1461+00		90°											92	2		1											347						2.28		1.4					
I-15	1466+30		90°		186				2																			322							8.0	4.5					CONC. END SEC. REQ'D. LT. & RT.
I-15	1472+90		90°											82	2		1											347						2.28	NONE	1.3					
I-15	1473+00		90°		220													125		U,R,U,U	4Y	2	2	3	1			360							82.6	10.8	81.39	84.92	0.98		
I-15	1473+00																		125	U,U,U,R	4Y	2	2	3	1			360							5.57	0.3	81.39	84.92	0.98		
I-15	1473+00	1477+00																												177.8											1' BOTTOM 1:1 SIDE SLOPE 2' DEEP ON LT. & RT.
I-15	1477+00		90°		230													125		U,R,U,U	4Y	2	2	3	1			360							94.5	12.4	81.39	84.92	0.98		
I-15	1477+00	1483+50																												48.1											1' BOTTOM 1:1 SIDE SLOPE 1' DEEP ON RT.
I-15	1477+00	1484+00																												51.9											1' BOTTOM 1:1 SIDE SLOPE 1' DEEP ON LT.
I-15	1483+70													78	2		1											347						2.28	NONE	1.2					
		PAGE TOTAL		40	4,318	0	366	0	18	0	0	0	0	546	12	2	6									0	1			2,179.40	2350.00	980	2,800	13.68	1,786.26	238.0	1,855.60	1,758.00	19.74	56.2	
		SUB-TOTAL		590	7,762	480	366	230	35	0	0	0	0	1,152	24	5	12									8	3			3,663.0	3700.00	1,940	3,750	27.36	3,870.95	656.85	3,126.72	77,171.36	455.58	136.8	

SUMMARY SHEET

SEE D-3013 10.

I-5-8(7)342 1964 3-D

REV. DATE 12/15/64
" " 1/25/65
" " 6/9/65 CONST CHANGE

DRAINAGE SUMMARY

LINE	STA FROM	STA TO	X-ING ANGLE	REINFORCED CONCRETE PIPE LIN FT [illegible]	24	27	36	48	CONCRETE END SECTIONS 24	30	36	48	18" CSP NEST LIN FT	18" CSP LIN FT	18" STEEL END SECT. EACH	MEDIAN DROP INLET TYPE C DWG 346	MEDIAN DRAINS EACH	DIVERSION STRUCTURES RT	WALL REQ	WING WALLS	A	B	FRAMES	GATES	18" HAND SLIDE GATES TYPE "M"	CATCH BASINS	STRUCT DWG NO	LINE NO	SMALL DITCH EXCAV	SURFACE DITCHES LIN FT	CONC LINED DITCHES LIN FT	PAVED MEDIAN DITCH LIN FT	LOOSE RIP RAP CU YD	EXCAVATION FOR STRUCTURE UNCLASSIFIED CU YD	[illegible]CH TAMPING [illegible]HR	STRUCT STEEL LBS	REINFORCING STEEL LBS	CONCRETE CLASS "A" CU YD	CONCRETE CLASS "B" CU YD	REMARKS
I-15	4?3 80		[illegible]		226														UL ?	4Y	2	2	1	2			360							85 6	[illegible]2	139 86	79 49	0 91		
I-15	1483 8?	?93+??																											?16 6											1' BOTTOM 1:1 SIDE SLOPE, 2' DEEP ON L[illegible]
I-15	?37+8	8?+?																												42?										ON R[illegible]
I-15	148?+0?	4-??																																						10 BOTTOM [illegible] SEE EARTHWORK QUANTITIES, SHEET 3
I-15	?2+5?													[illegible]8			1										347						2 28	NONE						
I-15	14?3+00		[illegible]°																								E-1454						17 0	96 0	[illegible] 0		23026 0	160 0		8x5x2? ? CONC BOX
I-15	1498+00		[illegible]											[illegible]	2		1										347						2 28	NONE	14					
I-15	1504+00		90°		194				2							1											322							89 5	5					CONC END SEC REQ'D LT & RT
I-15	15?6+00		[illegible]		184				2							1											322							83 5	5					CONC END SEC REQ'D LT & RT
I-15	1525+00		90°		190				2							1											322							88 ?	3					CONC END SEC REQ'D LT & RT
I-15	1532+50		90°		186				2							1											322							86 5	1					CONC END SEC REQ'D LT & RT
I-15	15?7+?0		90°		216				2							1											322							78 1	6					CONC END SEC REQ'D LT & RT
I-15	??4+20		[illegible]°				196				2					1											322							57 ?	? 6					CONC END SEC REQ'D LT & RT
I-15	15?0+50		70°		[illegible]				2							1											322							33 4						CONC END SEC REQ'D LT & RT
I-15	155?+6?		[illegible]										[illegible]6																					101 ?	1? 5					USED FOR CASING 4 WATER LINE IN PLACE
I-15	15?5 ?0					[illegible]				2																	322							120 0	1 8					CONC END SEC REQ'D LT & RT
I-15	?+4?		90°				196				2					1											322							135 1	1 2					CONC END SEC REQ'D LT & RT
I-15	[illegible]		100°		236																													77 7	1? 5					
I-15	1564+00		40°											[illegible]	[illegible]												347						2 28	NONE	[illegible]					
I-15	?? 4		35°					460																										460	43 5					
H-1	?20	15+00																												5?0										ON RT
H-2 H-2A	14+00 H-2A LINE	18+20 H-2 LINE																											197 6				8 0							2' BOTTOM, 1:1 SIDE SLOPES, 2' DEEP ON LT.
I-15	5??		[illegible]		192				2							1											322							26 5	6					CONC END SEC REQ'D LT & RT
U-84	525+??		[illegible]					280				2															322							294 0	27 3					CONC END SEC. REQ'D LT & RT, DROP [illegible] BETWEEN U 84 & H2 3 LINE
H-2 LINE	[illegible]		[illegible]0°		2?				2																		322							8 0	[illegible]					CONC END SEC REQ'D LT & RT
H-2 LINE H-3 LINE	15+50 H-2 LINE	19+00 H-3 LINE	[illegible]		[illegible]				2																		322							8 0						CONC END SEC REQ'D LT & RT
U-84	522+00	525+60																												360										ON RT
I-15	1??+80		2?°		202				2																		322							42 6	5.6					CONC END SEC REQ'D LT & RT
I-15	1?8+80				256				2							1											322							102 8	[illegible]					CONC END SEC REQ'D LT & RT
H-2 LINE	[illegible]				[illegible]				2																		322							39						CONC END SEC REQ'D LT & RT
I-15	?522+0?				224				2																		322							72 0						CONC END SEC REQ'D LT & RT
I-15	1589+00	[illegible]																												1100										ON THE RT
I-15	160?+00		9?°											12?	2		1										347						2 28	13 0	1 9					
H-2A	14+00		90°		130				2																															CONC END SEC REQ'D LT & RT
X LINE	64+00		90°		40																																			
X LINE	64+30		90°		44																																			
X LINE	64+70		90°		44																																			
I-15	1494+50		90°											90	2		1										347						2 28	NONE	14					
SETTLEMENT PLATFORMS & PIEZOMETERS																													150											
PAGE TOTAL				0	3,090	220	392	740	28	2	4	2	260	468	10	10	5								0	0			563 2	2380	0	0	36.40	2304 4	342 70	139 86	29,105 49	160 91	0	
[illegible]				590	10,752	700	758	970	58	2	4	2	260	1620	34	15	17								8	3			4,226.2	6080	1940	3750	63 76	6,175.35	999.55	3266 58	106,276 85	606 49	136 8	
[illegible]				590	10,860	710	760	980	58	2	4	2	260	1620	34	15									8				4,440	6400			70	6,200	1010	3,300	106,300	607	137	

I-15 STA 1451± 570' OF 12" CORRAGATED STEEL PIPE TO BE USED FOR CASING & WATER LINE FROM NEW FLOWING WELL PLACE AS DIRECTED BY PROJECT ENGINEER

SEE D-3013 10

SUMMARY SHEET

I-15-6(17)342 1964 3-D

REV. DATE 12/15/64
" " 1/25/65
" " 6/9/65 CONST. CHANGE

DRAINAGE SUMMARY

LINE	STATION FROM	STATION TO	X-ING ANGLE	REINFORCED CONCETE PIPE LIN. FT. 18"	24"	30"	36"	48"	CONCRETE END SECTIONS 24"	30"	36"	48"	18" C.S.P. NEST LIN. FT.	18" C.S.P. LIN. FT.	18" STEEL END SECT. EACH	MEDIAN DROP INLET TYPE C DWG. 346	MEDIAN DRAINS EACH
I-15	1483+80		105°		226												
I-15	1483+80	1493+50															
I-15	1483+80	1488+00															
I-15	1487+00	1492+00															
I-15	1492+50													78	2		1
I-15	1493+00		120°														
I-15	1498+00		90°											90	2		1
I-15	1504+00		90°		194				2							1	
I-15	1516+00		90°		184				2							1	
I-15	1525+00		90°		190				2							1	
I-15	1532+50		90°		186				2							1	
I-15	1537+60		90°		216				2							1	
I-15	1544+20		90°				196				2					1	
I-15	1550+50		90°		172				2							1	
I-15	1554+65		70°										260				
I-15	1556+10		110°			220				2							
I-15	1558+40		90°				196				2					1	
I-15	1559+00		100°		236												
I-15	1564+00		90°											90	2		1
I-15	1564+40		135°					460									
H-1	10+00	15+00															
H-2 H-2 A	14+00 H-2A LINE	18+20 H-2 LINE															
I-15	1570+00		90°		192				2							1	
U-84	525+50		90°					280				2					
H-2 LINE	11+00		90°		120				2								
H-2 LINE H-3 LINE	15+50 H-2 LINE	19+00 H-3 LINE	90°		150				2								
U-84	522+00	525+60															
I-15	1580+80		120°		202				2								
I-15	1583+80		110°		256				2							1	
H-2 LINE	24+65		90°		84				2								
I-15	1592+00		90°		224				2								
I-15	1589+00	1600+00															
I-15	1600+00		90°											120	2		1
H-2 A	14+00		90°		130				2								
X LINE	64+00		90°		40												
X LINE	64+30		90°		44												
X LINE	64+70		90°		44												
I-15	1494+50		90°											90	2		1
SETTLEMENT PLATFORMS & PIEZOMETERS																	
PAGE TOTAL				0	3,090	220	392	740	28	2	4	2	260	468	10	10	5
TOTAL				590	10,752	700	758	970	58	2	4	2	260	1620	34	15	17
USE				590	10,860	710	760	980	58	2	4	2	260	1620	34	15	

LINE	STATION FROM	DIVERSION STRUCTURES LT.	RT.	WALLS REQ'D	WING WALLS	A FT.	B FT.	FRAMES	GATES	18" HAND SLIDE GATES TYPE "M"	CATCH BASINS	STRUCT. DWG. NO.	LINE NO.	SMALL DITCH EXCAVATION CU. YD.	SURFACE DITCHES LIN. FT.	CONC. LINED DITCHES LIN. FT.	PAVED MEDIAN DITCH LIN. FT.	LOOSE RIP-RAP CU. YD.	EXCAVATION FOR STRUCTURE UNCLASSIFIED CU. YD.	MECH. TAMPING HOUR	STRUCT. STEEL LBS.	REINFORCED STEEL LBS.	CONCRETE CLASS "A" CU. YD.	CONCRETE CLASS "B" CU. YD.	REMARKS
I-15	1483+80	125		U,U,U,U	4Y	2	2	4	2			360							85.6	11.2	139.86	79.49	0.91		
I-15	1483+80													215.6											1' BOTTOM 1:1 SIDE SLOPE, 2' DEEP ON LT.
I-15	1483+80														420										ON RT.
I-15	1487+00																								10' BOTTOM 1:1 SIDE SLOPE, 5' DEEP ON RT. SEE EARTHWORK QUANTITIES, SHEET 3.
I-15	1492+50											347						2.28	NONE	1.2					
I-15	1493+00											E-1454						17.0	96.0	85.0		29026.0	160.0		8'x5'x201' 8" CONC. BOX
I-15	1498+00											347						2.28	NONE	1.4					
I-15	1504+00											322							89.5	11.5					CONC. END SEC. REQ'D. LT. & RT.
I-15	1516+00											322							89.5	11.5					CONC. END SEC. REQ'D. LT. & RT.
I-15	1525+00											322							88.7	11.3					CONC. END SEC. REQ'D. LT. & RT.
I-15	1532+50											322							86.5	11.1					CONC. END SEC. REQ'D. LT. & RT.
I-15	1537+60											322							78.1	10.6					CONC. END SEC. REQ'D. LT. & RT.
I-15	1544+20											322							157.2	16.6					CONC. END SEC. REQ'D. LT. & RT.
I-15	1550+50											322							33.4	9.1					CONC. END SEC. REQ'D. LT. & RT.
I-15	1554+65																		101.1	10.5					USED FOR CASING 4" WATER LINE IN PLACE.
I-15	1556+10											322							120.0	13.8					CONC. END SEC. REQ'D. LT. & RT.
I-15	1558+40											322							135.1	14.2					CONC. END SEC. REQ'D. LT. & RT.
I-15	1559+00																		77.7	10.6					
I-15	1564+00											347						2.28	NONE	1.4					
I-15	1564+40																		460	43.5					
H-1	10+00														500										ON RT
H-2 H-2 A	14+00 H-2A LINE													197.6				8.0							2' BOTTOM, 1:1 SIDE SLOPES, 2' DEEP ON LT.
I-15	1570+00											322							26.5	4.6					CONC. END SEC. REQ'D. LT. & RT.
U-84	525+50											322							294.0	27.3					CONC. END SEC. REQ'D. LT. & RT., DROP INLET BETWEEN U-84 & H2 A LINE
H-2 LINE	11+00											322							8.0	3.0					CONC. END SEC. REQ'D. LT. & RT.
H-2 LINE H-3 LINE	15+50 H-2 LINE											322							8.0	3.6					CONC. END SEC. REQ'D. LT. & RT.
U-84	522+00														360										ON RT.
I-15	1580+80											322							42.6	5.6					CONC. END SEC. REQ'D. LT. & RT.
I-15	1583+80											322							102.8	13.4					CONC. END SEC. REQ'D. LT. & RT.
H-2 LINE	24+65											322							39.1	4.7					CONC. END SEC. REQ'D. LT. & RT.
I-15	1592+00											322							72.0	2.7					CONC. END SEC. REQ'D. LT. & RT.
I-15	1589+00														1100										ON THE RT.
I-15	1600+00											347						2.28	13.0	1.9					
H-2 A	14+00																								CONC. END SEC. REQ'D. LT. & RT.
X LINE	64+00																								
X LINE	64+30																								
X LINE	64+70																								
I-15	1494+50											347						2.28	NONE	1.4					
SETTLEMENT PLATFORMS & PIEZOMETERS														150											
PAGE TOTAL										0	0			563.2	2380	0	0	36.40	2304.4	342.70	139.86	29,105.49	160.91	0	
TOTAL										8	3			4,226.2	6080	1940	3750	63.76	6,175.35	999.55	3266.58	106,276.85	606.49	136.8	
USE										8				4,440	6400			70	6,200	1010	3,300	106,300	607	137	

I-15 STA. 1451± 570' OF 12" CORRAGATED STEEL PIPE TO BE USED FOR CASING & WATER LINE FROM NEW FLOWING WELL, PLACE AS DIRECTED BY PROJECT ENGINEER.

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REV. DATE 12/15/64
REV. DATE 1/25/65
T6N R2W. S.L.M.
NE1/4 NE1/4 SEC 14
SE1/4 SE1/4 SEC 11
NW1/4 NW1/4 SEC 13
SW1/4 SW1/4 SEC 12
CULTIVATED
PASTURE
10' WORK EASE.
10' IRRIG. EASE.
SECTION LINE
40 ACRE LINE
EXISTING R/W LINE
300 NORTH
HIGHWAY R/W LINE, N/A
HWY R/W & N/A LINE
N 11°41' W
(U-84)
2000 WEST STREET
SALT LAKE PETROLEUM
BEG. PROJECT
I-15-8(17)342
STA. 1292+50
COORD. N 339,805.073 E 1,856,275.024
STA. 1288+78.70 I-15
STA. 20+00 300N.
BEG. 300 N. STA. 18+00
END 300 N. STA. 25+84
TIE N/A FENCE TO W'ING WALLS OF BOX STRUCTURE
Sta. 1296+90± to Sta. 1305+20± Small Ditch Req'd (1' Bottom, 1:1 Side slopes 2' Deep).
10' WORK EASE.
10' IRRIG EASE.
10' IRRIGATION EASEMENT
Sta. 1296+25 Sta. 1297+55 Built up Concrete Lined Ditch Req'd (1' Bottom, 1:1 Side Slopes, 2' Deep.)
GENERAL NOTE:
CONC. END SECTION PROVIDED FOR DRAINAGE CULVERTS ONLY. CONCRETE END SECTIONS ON IRRIGATION PIPE TO BE FUTURE CONSTRUCTION.
NOTE: Construction of 300 N. No Not Included in This Contract.
NOTE: Construction of these Items Not Included in This Contract.
STA. 1307+21.5 I-15
450 NORTH
CONST. BIT. SURF. ROAD
35' CUL-DE-SAC
SEE NOTE "A"
NOTE: CONSTRUCT CUL-DE-SAC AS DIRECTED BY PROJECT ENGINEER.
NOTE "A": PLACE GUARD RAIL ACROSS STREET TO FUNCTION AS BARRIER AS DIRECTED BY PROJECT ENGINEER.
Δ = 12°46' RT.
D = 1°30'
R = 3,819.72'
T = 427.32'
L = 851.11'
P.T. = 1304+63.90
COORD N 340,999.898 E 1,856,027.931
Sta. 1288+40± 24"x252' R.C.P. Req'd. 100° X-Ing
Sta. 1288+90± 24"x66' Pipe Culvert Req'd Under 300' North St. On The Left.
Sta. 1289+60± 24"x48' Pipe Culvert Req'd. For Access To Field On The Left. Headwalls Req'd. Dwg. V-532
Sta. 1289+60± Div. Box Req'd. on Left Dwg. V-360 A & B-2' (U.R.U.S.Y4)
Sta. 1292+50 to Sta. 1302± Paved Median Ditch
STA. 1296+93± 24"x24' R.C.P. IRRIGATION 100° X-Ing
STA. 1307+10± 24"x2... R.C.P. REQ'D. 105° X-Ing
STA. 1305+80 3" FLOWING WELL TO BE CAPPED AS FORCE ACCOUNT ITEM
Median Drain Req'd. Dwg. 347
1,855,500 E
1,856,000 E
1,856,500 E
1,857,500 E
339,000 N
339,500 N
340,000 N
340,500 N
341,000 N
1280
1285
1290
1295
1300
1305

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STATE
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UTAH
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9-12-67 B.
N
NE 1/4 SE 1/4
SEC. 11
SE 1/4 NE 1/4
SEC. 11
NE 1/4 NE 1/4
SEC. 11
NW 1/4 SW 1/4
SEC. 12
SW 1/4 NW 1/4
SEC. 12
1/4 SECTION LINE
40 ACRE LINE
341,500 N
342,000 N
342,500 N
343,000 N
343,500 N
344,000 N
CULTIVATED
PASTURE
U-84
2000 WEST ST.
E 1,855,500
E 1,856,500
N 341,787.94
E 1,855,465.08
OG-74
Pumps
Sign
SEE NOTE "A"
EXIST. R/W LINE
10' IRRIGATION EASEMENT
N/A LINE
TIE N/A FENCE TO WING WALL OF BOX STRUCTURE
Sta. 1308± to Sta. 1313+30± Small Ditch Req'd. (1' Bottom, 1:1 Side Slope)
Sta. 1315+50± to Sta. 1329+60± Small Ditch Req'd. (1' Bottom, 1:1 Side Slope)
1323+50 - 1329+25 SURFACE DITCH LT.
HIGHWAY R/W LINE
DIV. BOX
STA. 1329+66.00
FARR LANE
N 343,515.13
E 1,856,079.41
OG-75
N 01° 05' E
1315
1320
1325
1330
1335
R/W MKR
Grade To Drain
GRADE TO DRAIN
HIGHWAY R/W LINE, N/A
10' IRR. EASEMENT
SECTION LINE
"X" LINE
N 01° 05' E
FRONTAGE RD. R/W LINE
SMALL DITCH
STA. 10+00 BEG. "X" LINE
IS 145' RT. STA. 1329+66 "I-15"
10' IRRIG. EASE.
10' CONST. EASE.
STA. 1329+6 to STA. 1334+00
SMALL DITCH
(3' BOTTOM, 1:1 SIDE SLOPE)
Sta. 1315+50± to Sta. 1318+20± Small Ditch Req'd. (1' Bottom, 1:1 Side Slope)
MATCH LINE JOINS SHEET 20
STA. 1308+60
24"x240' R.C.P.
DIV. BOX DRWG. V-360
A & B = 2' (UUFU4Y) ON LT. 125'
Sta. 1308± to Sta. 1313+30± Small Ditch (1' Bottom, 1:1 Side Slope) Req'd on Left.
Sta. 1313+50±
12'x6'x78' Conc. Box
Drawing No. E 1465
STA. 1309+00
18"x80' C.S.P.
MEDIAN DRAIN DRWG. 347 REQ'D.
Place Under South Bound Lane For Median Drainage. Grade Median to Drain From Sta. 1308+60± Ahead
Construct Dike Across Median
Sta. 1315+50± to Sta. 1318+20± Small Ditch (1' Bottom, 1:1 Side Slope) 190± Right.
Sta. 1315+50± to Sta. 1329+60± Small Ditch (1' Bottom, 1:1 Side Slope) on Left.
STA. 1323+50
24"x103' R.C.P.
CONC. END SEC. Lt. & Rt.
DWG. 322
Drop Inlet Type "C"
Dwg. 346
Sta. 1323+50 to Sta. 1329+25 SURFACE DITCH LT.
NOTE: For "X" Line Profile See Sht. No. 30
STA. 1329+60
24"x R.C.P.
Grade Median to Drain From Sta. 1315+40± Ahead and From Sta. 1343+50 Back.
Sta. 1329+60±
24"x50' R.C.P. 170' RT.
Sta. 1329+60± to Sta. 1334± Small Ditch (3' Bottom, 1:1 Side Slope) on the Right
STA. 1332+00
18"x70' RCP
Under South Bound Lane
STA. 1336+00
24"x170' R.C.P.
CONC. END SECT'S REQ'D. Lt. & Rt.
DWG. 322
Install one 14' Metal Gate in R/W Fence on Rt. Between Sta. 15+50± and Sta. 18+50± "X" Line as Directed by Project Engineer.
NOTE A
~~PLACE GUARD RAIL ACROSS STREET TO FUNCTION AS BARRIER AS DIRECTED BY PROJECT ENGINEER.~~


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T6N. R.2W.
SL. M.
NE1/4 SE1/4
SEC. 2
SE1/4 NE1/4
SEC. 2
NE1/4 NE1/4
SEC. 11
SE1/4 SE1/4
SEC. 2
MATCH-JOINS SHEET 22
SECTION LINE
Existing R/W Line
EXIST. R/W LINE
CULTIVATED
M.F.S. GASOLINE LINE
U-84 2000 WEST ST.
SALT LAKE PETROLEUM LINE
3-WIRE POWER LINE
R/W LINE
N/A LINE
Grade to Drain
GRADE TO DRAIN
HIGHWAY R/W LINE, N/A
FRONTAGE RD. R/W LINE
SMALL DITCH REQ'D.
HWY R/W N/A LINE
N 01° 05' E
STA. 1351+90 to STA. 1357+00
SMALL DITCH REQ'D.
(1' BOTTOM 1:1 SIDE SLOPES)
10' IRRIG. DITCH R/W
Sta. 1360± to Sta. 1364+50± Small Ditch Req'd. (3' Bott. 1:1 Side Slopes)
Sta. 1366+70± to Sta. 1370+30± Small Ditch Req'd. (3' Bottom, 1:1 Side Slopes)
24" INVERTED SYPHON IN PLACE
IRRIGATION
DRAINAGE
SYPHON
1340
1345
1350
1355
1360
1365
1370
20
25
30
35
40
45
50
344,500 N
345,000 N
345,500 N
346,000 N
346,500 N
347,000 N
347,500 N
1,855,000 E
1,855,500 E
1,856,000 E
1,856,500 E
NOTE: For "X" Line Profile See Sht. No. 30
NW1/4 SW1/4
SEC. 1
SW1/4 SW1/4
SEC. 1
NW1/4 NW1/4
SEC. 12
SW1/4 NW1/4
SEC. 1
Install One 16' Metal Gate in R/W Fence on Rt. Between Sta. 23+75± and Sta. 32+50± "X" Line As Directed by the Project Engineer
STA. 1343+50± 30" x 240' R.C.P.
Sta. 1343+50± to Sta. 1348± Grade to Drain Ahead on The Right.
Sta. 1349+60± 18" x ... C.S.P. MEDIAN DRAIN ... DWG. 347 WITH END SECTIONS REQ'D. LT. & RT. UNDER South Bound Lane. Grade Median To Drain From Sta. 1356± and Back. Construct Dike Across Median on Back Station Side.
STA. 28+50± TO 30+20± "X" LINE SMALL DITCH RT. (2' Bottom 1:1 SIDE SLOPES)
Sta. 1348 30" x 240' RCP OUTLET DITCH ON LT.
Sta. 1351+70± 24" x 2... R.C.P. 75° X-ing ON LT. DWG. 360 DIV. BOX A=B=2
℄ WILLARD CANAL
40 ACRE LINE
Sta. 1351+70 ± to Sta. 1357± Small Ditch (1' Bottom, 1:1 Side Slope) on the Left
Sta. 1354+20± Plain City Canal To be Abandoned
Sta. 1359± Double 9x9' Inverted Siphon in Place For Willard Canal. A 24" Inverted Siphon in Place on the Left Under Willard Canal.
Sta. 1360± 24" x 2... R.C.P. INLET & OUTLET DITCH REQ'D.
Sta. 1360± to Sta. 1364+50± Small Ditch (3' Bottom, 1:1 Side Slopes) on Lt.
Sta. 1362± 18" x ... C.S.P. MEDIAN DRAIN END SECTION ... RT. DWG. 347
Grade to Drain From Sta. 1355± Ahead Sta. 1366+70± Back.
Sta. 1366+70± 24" x ... R.C.P. CONC. END SEC. DWG. 322 MEDIAN DROP INLET REQ'D. DWG. 346 CONSTRUCT DIKE ACROSS MEDIAN ON BACK STATION SIDE. LT. & RT.
Sta. 1366+70± to Sta. 1377+00 Small Ditch (3' Bottom, 1:1 Side Slopes) on Lt.


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T6N. R.2W.
SL. M.
SECTION LINE
NE1/4 SE1/4 SEC. 2
SE1/4 SE1/4 SEC. 2
NE1/4 NE1/4 SEC. 11
SE1/4 NE1/4 SEC 2
MATCH-JOINS SHEET 22
CULTIVATED
M.F.S. GASOLINE LINE
U-84 2000 WEST ST.
SALT LAKE PETROLEUM LINE
Existing R/W Line
Exist. R/W Line
N/A LINE
R/W LINE
Grade to Drain
HIGHWAY R/W LINE, N/A
FRONTAGE RD. R/W LINE
SMALL DITCH REQ'D
HWY R/W N/A LINE
10' IRRIG. DITCH R/W
STA. 1351+90 to STA. 1357+00
SMALL DITCH REQ'D.
(1' BOTTOM 1:1 SIDE SLOPES)
Sta. 1366+70± to Sta. 1370+30±
Small Ditch Req'd. (3' Bottom, 1:1 Side Slopes)
3-WIRE POWER LINE
1340
1345
1350
1355
1360
1365
1370
NW1/4 NW1/4 SEC. 12
SW1/4 SW1/4 SEC. 1
NW1/4 SW1/4 SEC. 1
SW1/4 NW1/4 SEC. 1
WILLARD CANAL
40 ACRE LINE
NOTE: For "X" Line Profile See Sht. No. 30

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REV DATE 12/15/64
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T6N R2W, SLM
T7N R2W, SLM
TOWNSHIP LINE
40 ACRE LINE
SE 1/4 NE 1/4 SEC. 2
SE 1/4 SE 1/4 SEC 35
SW 1/4 NW 1/4 SEC 1
U-84
SALT LAKE PIPELINE
12" MFS PIPELINE
1700 NORTH ST
Exist R/W Fence
NOTE 1700 No Structure Not Included in This Contract
NOTE For 1700 North Profile See Sht No 29
NOTE Remove & Reset Existing R/W Fence Along 1700 No as Directed By the Project Engineer
1370
1375
1380
1385
1390
1395
1400
Sta 1370+30± to Sta 1377± Small Ditch Req'd (3' Bottom, 1:1 Side Slopes)
Sta 1377± to Sta 1383+90± Small Ditch Req'd (1' Bottom, 1:1 Side Slope) Built up Conc Lined Ditch Req'd (1' Bottom, 1:1 Side Slope, 2' Deep)
Sta 1384+40± to Sta 1392+70±
Small Ditch Req'd (1' Bottom, 1:1 Side Slope, 2' Deep)
SMALL DITCH REQ'D (1' BOTTOM, 1:1 S. SLOPE) Sta 1392+70± to Sta 1397+90± (2' DEEP)
10' WORK EASE
10' IRRIG EASE
10' IRRIG. DITCH
10' IRRIG DITCH R/W
R/W LINE
N/A LINE
HIGHWAY R/W LINE, N/A
MEDIAN DRAIN
GRADE TO DRAIN
N 01°05'E
N 02°58'E
N 00°04'W
N 00°12'E
"X" LINE
SECTION LINE
FRONTAGE RD R/W LINE
MATCH LINE SHEET 2
18" RCP IRRIGATION
Sta 1383+40± to Sta 1392+70± Surface Ditch Req'd
Sta 1392+70± to Sta 1397+90± Surface Ditch Req'd
Sta 1398± to Sta 1407± Surface Ditch Req'd
I-15
Δ = 0°53' LT
D = 0°15'
R = 22918.32
T = 176.67
L = 353.33
PI = 1393+52.95
COORD 349,884 698 N, 1,856,196 006 E
"X" LINE
Δ = 01°53' RT
D = 1°00'
R = 5729 58'
T = 94 18'
L = 188 34'
PI = 58+32 68
"X" LINE
Δ = 0°16' Rt
D = 1°00'
R = 5729 58
L = 26 28
T = 13 34
PI = 76+36 75
Coord 350,131 235 N, 1,856,341 699 E
NOTE For X' Line Profile See Sht No 30
STA. 1370+30± 24" x 2' R.C.P. CONC END SECTIONS DWG. 322 MEDIAN DROP INLET CONSF. DIKE DWG. 346 ACROSS MEDIAN ON BACK STA. SIDE PLACE END SECTIONS ON PIPE UNDER I-15 ONLY.
STA 1377+00 18" x C.S.P. END SECTION MEDIAN DRAIN
Sta 1377± to Sta 1383+90± Construct a Built up Concrete Lined Ditch (1' Bottom, 1:1 Side Slope 2' Deep) On the Left to Drain Back Sta Hold Elevation Up to Grade Of Existing Ditch
Sta 1378 Div Box Ditch Drwg 360 A & B = 2' (R, U, U, U, 4, Y)
Sta 1383+70± Div Box Drwg 360 A & B = 2' (U, U, R, 4Y)
STA. 1383+90 24" x 2' R.C.P. HOLD FLOWLINE ELEV. UP TO MATCH FLOWLINE OF BUILT-UP DITCH STA 1377+00 to STA 1383+90
STA. 1384+00± 24" x 24" R.C.P. CONC. END SECT. Catch Basin DWG V-750, Line 2 Rt. OF STA 20+00 1700 NORTH ST
Sta 1384+ 24" x 2' RCP CONC. END SECT. REQ'D Lt & Rt. DWG. 322 Catch Basin DWG V-750, Line 2 Lt OF STA. 20+00 1700 NORTH ST.
"X" LINE STA. 64+30 24" x 40' RCP REQ'D 90° X-ing STA. 64+30 24" x 44' RCP REQ'D 90° X-ing STA. 64+70 24" x 44' RCP REQ'D 90° X-ing
Sta 1389+40± to Sta 1392+70± Surface Ditch on Rt Req'd
Sta 1384+40± to Sta 1392+70± Construct Small Ditch (1' Bottom, 1:1 Side Slope 2' Deep) To Drain Back-Station on the Left Provide Hand Slide Gates (Drwg 361) With 18" Concrete Pipe at Station 1389+0± and 1391
STA. 1392+70 24" x 240' R.C.P.
Sta 1392+70± to Sta 1397+90± Small Ditch (1' Bottom, 1:1 Side Slope 2' Deep) to Drain Back-Station on the Left Provide Hand Slide Gates (Drwg 361) with 18" Concrete Pipe At Sta 1394+90± and Sta 1397+50± on the Left Sta 1392+70 to 1397+90± Surface ditch on Rt req'd
Sta 1395± 18" x 8' C.S.P. End Sections Req'd Lt & Rt. Under South Bound Lane For Median Drainage Grade Median to Drain From Sta 1394± Ahead and Sta 1398± Back MEDIAN DRAIN DWG. 347 REQ'D.
Sta 1397+90± 24" x 2' RCP, Div Box AND "X" LINE Lt Drwg 360 A & B = 2' (U, U, R, Y, 4) Sta 1398± to Sta 1407± Surface Ditch on Rt Req'd PLACE IN TWO SECTIONS UNDER I-15
Sta 1398± 24" x 2' RCP UNDER I-15 AND "X" LINE PLACE IN TWO SECTIONS
Sta 1398+10± 18" x C.S.P. Lt & Rt. under South Bound Lane for Median Drain Dwg 347 Grade Median to Drain From Sta 1406± Back Construct Dike Across Median on Back Station Side
Sta 1398+00 to 1402+00 on Lt Small Ditch, (1' Bottom, 1:1 Side Slopes) 2' Deep


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9/13/67 B.
T.6N. R2W, SLM.
T.7N. R2W, SLM.
TOWNSHIP LINE
40 ACRE LINE
SE 1/4 NE 1/4 SEC. 2
SE 1/4 SE 1/4 SEC. 35
SW 1/4 NW 1/4 SEC. 1
U-84
2000 W. ST.
SALT LAKE PIPE LINE
12" MFS. PIPE LINE
1700 NORTH ST.
HIGHWAY R/W LINE, N/A
FRONTAGE RD. R/W LINE
SECTION LINE
MATCH - LINE - SHEET 2
10' WORK EASE.
10' IRRIG. EASE.
10' IRRIG. DITCH
MEDIAN DRAIN
GRADE TO DRAIN
"X" LINE
1370
1375
1380
1385
1390
1395
1400
Sta. 1370+30± to Sta. 1377± Small Ditch Req'd (3' Bottom, 1:1 Side Slopes)
Sta. 1377± to Sta. 1383+90±
Small Ditch Req'd (1' Bottom, 1:1 Side Slope) Built up Conc. Lined Ditch Req'd (1' Bottom, 1:1 Side Slope, 2' Deep)
Sta. 1384+40± to Sta. 1392+70±
Small Ditch Req'd (1' Bottom, 1:1 Side Slope, 2' Deep.)
SMALL DITCH REQ'D (1' BOTTOM, 1:1 S. SLOPE) Sta. 1392+70± to Sta. 1397+90± (2' DEEP)
Sta. 1389+40± to Sta. 1392+70± Surface Ditch Req'd
Sta. 1392+70± to Sta. 1397+90± Surface Ditch Req'd.
Sta. 1398± to Sta. 1407± Surface Ditch Req'd.
NOTE: Remove & Reset Existing R/W Fence Along 1700 No. as Directed By the Project Engineer
NOTE: 1700 No. Structure Not Included in This Contract
NOTE: For 1700 North Profile See Sht No 29
NOTE: For "X" Line Profile See Sht. No 30
Exist. R/W Fence
I-15
Δ = 0° 53' LT.
D = 0° 15'
R = 22918.32
T = 176.67
L = 353.33
P.I. = 1393+52.95
COORD. 349,884.698 N 1,856,196.006 E
"X" LINE
Δ = 01° 53' RT.
D = 1° 00'
R = 5729.58'
T = 94.18'
L = 188.34'
P.I. = 58+32.68
N 01° 05' E
N 00° 12' E
N 02° 58' E
N 00° 04' W
STA. 1370+30± 24" x 2± R.C.P. Lt. & Rt. CONC. END SECTIONS DWG. 322 MEDIAN DROP INLET DWG. 346 CONST. DIKE ACROSS MEDIAN ON BACK STATION SIDE. PLACE END SECTIONS ON PIPE UNDER I-15 ONLY.
STA. 50+65 'X' Line 24" x 95' RCP 100° X-ING
STA. 1377+00 18" x 80' C.S.P. END SECTION MEDIAN DRAIN
Sta. 1377± to Sta. 1383+90± Construct a Built-up Concrete Lined Ditch (1' Bottom, 1:1 Side Slope, 2' Deep) On the Left to Drain Back Sta. Hold Elevation Up to Grade of Existing Ditch.
Sta. 1380+36 Div. Box on Left in Ditch Drwg. 360 A & B = 2'
Sta. 1383+70± Div. Box in Ditch on Lt. Drwg. 360 A & B = 2'
STA. 1383+00 24" x 272' R.C.P. HOLD FLOWLINE ELEV. UP TO MATCH FLOWLINE OF BUILT-UP DITCH STA. 1377+00 to STA. 1383+90
STA. 1384+00± 24" x 254' R.C.P. CONC. END SECT. Lt. & Rt. DWG. 322 Catch Basin Dwg. V-750, Line 2 RT. OF STA. 20+00 1700 NORTH ST.
STA. 1384+36 24" x 232' RCP. CONC. END SECT. REQ'D. Lt. & Rt. DWG. 322 Catch Basin DWG. V-750, Line 2 LT. OF STA. 21+00 1700 NORTH ST.
STA. 64+00 24" x 40' RCP REQ'D. 90° X-ing
STA. 64+30 24" x 44' RCP REQ'D. 90° X-ing
STA. 64+70 24" x 44' RCP REQ'D. 90° X-ing
Sta. 1389+40± to Sta. 1392+70± Surface Ditch on Rt. Req'd.
Sta. 1384+40± to Sta. 1392+70± Construct Small Ditch (1' Bottom, 1:1 Side Slope, 2' Deep) To Drain Back Station on the Left. Provide Hand Slide Gates (Drwg. 361) with 18" Concrete Pipe at Station 1389+30± and 1391+64.
Sta. 1392+70± to Sta. 1397+90± Small Ditch (1' Bottom, 1:1 Side Slope, 2' Deep) to Drain Back Station on the Left. Provide Hand Slide Gates (Drwg. 361) with 18" Concrete Pipe At Sta. 1394+50±, 1396± and Sta. 1397+50± on the Left. Sta. 1392+70± to 1397+90± Surface ditch on Rt. req'd.
Sta. 1395+00 18" x 84' C.S.P. End Sections Req'd. Lt. & Rt. Under South Bound Lane For Median Drainage. Grade Median to Drain From Sta. 1394± Ahead and Sta. 1398± Back. MEDIAN DRAIN DWG. 347 REQ'D.
Sta. 1397+90± 24" x 240' RCP IN PLACE IN TWO SECTIONS UNDER I-15 AND "X" LINE Div. Box Lt. Drwg. 360 A & B = 2'
Sta. 1398± to Sta. 1407± Surface Ditch on Rt. Req'd.
Sta. 1398+00 24" x 232' RCP PLACE IN TWO SECTIONS UNDER I-15 AND "X" LINE
Sta. 1398+10± 18" x 89' C.S.P. Lt. & Rt. Under South Bound Lane for Median Drain Dwg. 347. Grade Median to Drain From Sta. 1406± Back.
Sta. 1398+00 to 1402+00 Small Ditch on Lt. (1' Bottom, 1:1 Side Slopes) 2' Deep.
"X" LINE
Δ = 0° 16' Rt.
D = 1° 00'
R = 5729.58
L = 26.88
T = 13.34
P.I. = 76+36.75
Coord. 350,131.235 N 1,856,341.699 E
1,855,000
1,855,500
1,856,000
1,856,500
348,000
348,500
349,000
350,000


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UTAH | I-15-8(17)342 | 8
REV. DATE 12/15/64
T.7N. R2W.
S.L.M.
SE1/4 SE1/4 SEC. 35
NE1/4 SE1/4 SEC. 35
SE1/4 NE1/4 SEC. 35
SW1/4 SW1/4 SEC. 36
NW1/4 SW1/4 SEC. 36
SW1/4 NW1/4 SEC. 36
40 ACRE LINE
1/4 SECTION LINE
CULTIVATED
U-84 2000 WEST ST.
2100 FARR WEST DRIVE
EXIST. R/W LINE
10 IRRIGATION EASEMENT
N/A LINE
R/W LINE
FRONTAGE RD. R/W LINE
SECTION LINE
10' IRRIG. DITCH R/W
N 00°12' E
1405
1410
1415
1420
1425
1430
1,855,000 E
1,855,500 E
1,856,000 E
STA. 1408+08.50 2100 NORTH
Sta. 1402± to Sta. 1405± Small Ditch Req'd. (1' Bottom, 1:1 Side Slope, 2' Drop.)
Sta. 1413+50± to Sta. 1425± Small Ditch Req'd. (1' Bottom, 1:1 Side Slope)
Sta. 1398± to Sta. 1407± Surface Ditch Req'd.
Sta. 1429+70± to Sta. 1433± Surface Ditch Req'd.
10' IRR EASEMENT
Grade to Drain
SEE NOTE A
NOTE "A"
Place Guard Rail Across Street to Function as Barrier as Directed by The Project Engineer
NOTE: For "X" Line Profile See Sht. No. 30
END "X" LINE STA. 87+61.90 135' Rt. STA. 1407+25 I-15
MATCH LINE SHEET 23

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STATE | PROJECT NO | SHT NO | TOTAL SHT
UTAH | I-15-8(7)342 | 9 |
REV. DATE 12/15/64 9-15-67 13.
2700 NORTH — I-15
PLAIN CITY INTERCHANGE
T7N R2W S.L.M.
NE1/4 NE1/4 SEC 35
SE1/4 SE1/4 SEC 26
NE1/4 SE1/4 SEC 26
NW1/4 NW1/4 SEC 36
NW1/4 SW1/4 SEC 25
NOTE
For 2700 No Profile See Sht No 29
For "V" Line Profile See Sht No 31
For "W" Line Profile See Sht No 31
For "Y" Line Profile See Sht No 29
NOTE
2700 No Structure Not Included in this Contract
40 ACRE LINE
SECTION LINE
U-84
M.F.S. 12" PIPELINE
SALT LAKE PIPELINE CO. PIPELINE
HIGHWAY R/W LINE, N/A
FRONTAGE RD. R/W LINE
"V" Line
"W" Line
"Y" Line
GRADE TO DRAIN
BEG. 2700 NORTH STA. 15+30
END 2700 NORTH STA. 24+00
MATCH JOINS SHEET 22
N 0° 12' E
1446+38.20 "I-15"
STA 20+00 2700 N
10' WORK EASE.
10' IRRIG. EASE.
STA. 1456+60 to STA. 1465+50 SMALL DITCH REQ'D. (1' BOTTOM, 1:1 SIDE SLOPE 2' DEEP)
Built Up Concrete Lined Ditch (2' Bottom, 1:1 Side Slope 3' Deep) STA. 1444± to STA. 1456+60

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UTAH | I-15-8(17)342 | 9
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9-15-67
2700 NORTH — I-15
PLAIN CITY INTERCHANGE
T7N. R2W
S.L.M.
NOTE:
For 2700 No Profile See Sht No 29
For "V" Line Profile See Sht No 31
For "W" Line Profile See Sht No 31
For "Y" Line Profile See Sht No 29
NOTE:
2700 No Structure
Not Included in this Contract
NE 1/4 NE 1/4
SEC 35
SE 1/4 SE 1/4
SEC 26
NE 1/4 SE 1/4
SEC 26
NW 1/4 NW 1/4
SEC 36
SW 1/4 SW 1/4
SEC 25
NW 1/4 SW 1/4
SEC 25
40 ACRE LINE
MATCH JOINS SHEET 22
U-84
2,000 W.
M.F.S. 12" PIPELINE
SALT LAKE PIPE LINE CO. PIPELINE
HIGHWAY R/W LINE, N/A
FRONTAGE RD. R/W LINE
SECTION LINE
"V" Line
"W" Line
"Y" Line
BEG. 2700 NORTH STA. 15+30
END 2700 NORTH STA. 24+00
GRADE TO DRAIN
10' WORK EASE.
10' IRRIG. EASE.
Special Conc. Box
3" WELL
10' DIA. CISTERN

STATE	PROJECT NO	SHT NO	TOTAL SHT
UTAH			

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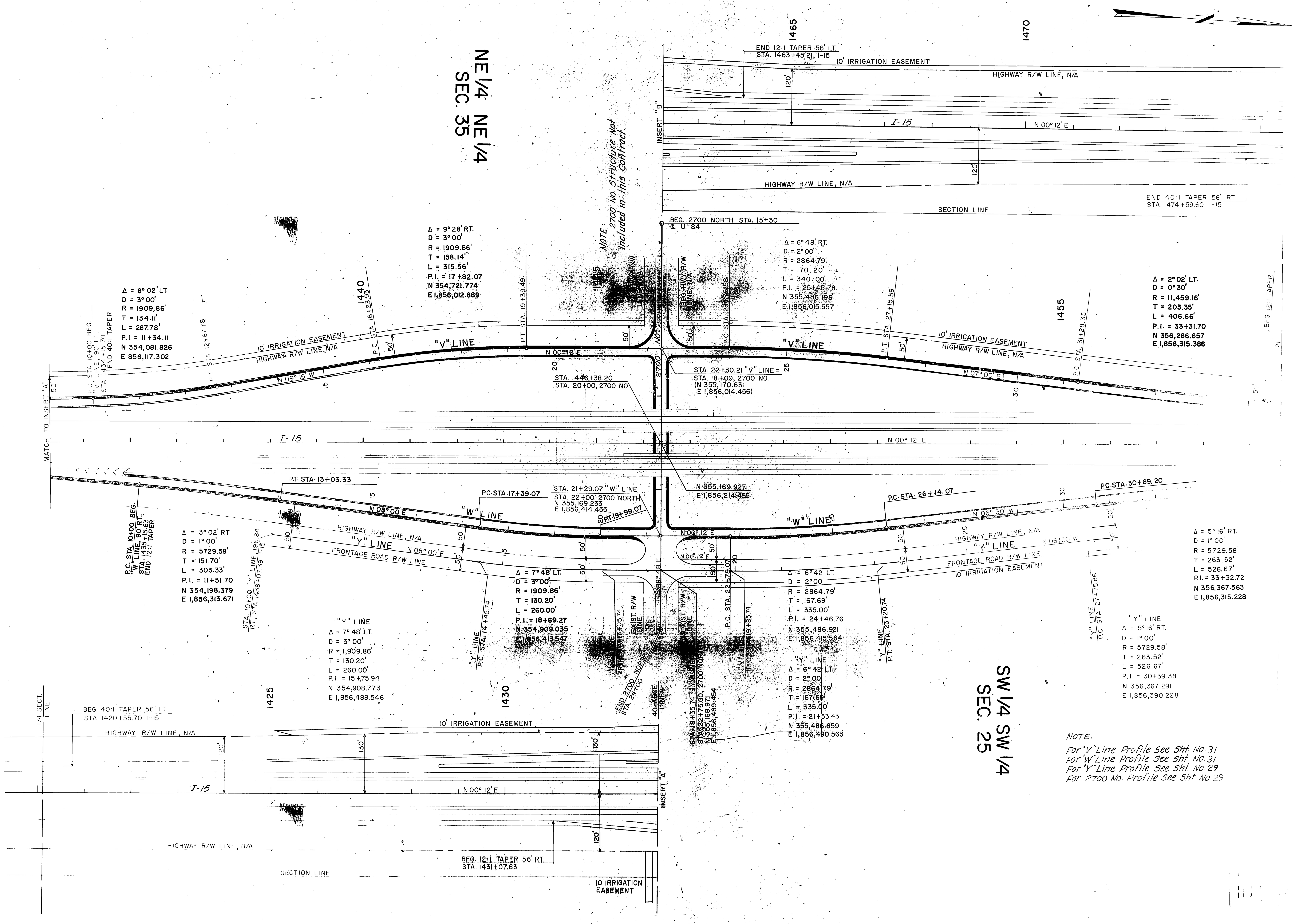

STATE
PROJECT NO
SHT NO
TOTAL SHT
UTAH
I-15-8(17)342
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REV. DATE 12/15/64 9/18/67
T.7N. R2W.
S.L.M.
NE1/4 SE1/4
SEC. 26
SE1/4 NE1/4
SEC. 26
NE1/4 NE1/4
SEC. 26
NW1/4 SW1/4
SEC. 25
SW1/4 NW1/4
SEC. 25
NW1/4 NW1/4
SEC. 25
1/4 SECTION LINE
40 ACRE LINE
UNDERGROUND GAS LINE M.F.S.
SALT LAKE PETROLEUM UNDERGROUND PIPELINE
EXIST. R/W LINE
PLEASANT VIEW CITY LIMITS
U-84
HIGHWAY R/W LINE, N/A
N/A LINE
R/W LINE
SECTION LINE
RR R/W LINE
OLD C.P. TRACKS
SALT LAKE PETROLEUM PIPE LINE
PLEASANT VIEW CITY LIMITS
CENTRAL PACIFIC R/R (DISMANTLED)
N 0°12' E
Δ= 18° 21' LT.
D= 1° 00'
R= 5729.58'
T= 925.42'
L= 1835.00'
P.I. 1487+28.00
COORD. 359,259.698 N
1,856,228.731 E
PC 1478+02.58
PT 1496+37.58
TIE N/A FENCE TO WING WALLS OF BOX STRUCTURE
LOOSE RIP RAP REQ'D.
Sta. 1473± to Sta. 1477± Small Ditch Req'd. (1' Bottom, 1:1 Side Slope 2' Deep)
Sta. 1477± to Sta. 1484± Small Ditch Req'd. (1' Bottom, 1:1 Side Slope)
Sta. 1483+80± to Sta. 1493+50± Small Ditch Req'd. (1' Bottom, 1:1 Side Slope 2' Deep)
10' IRRIG. DITCH R/W
Sta. 1487± to Sta. 1492± Channel Change Req'd. (8' Bottom, 1:1 Side Slope, 5' Deep)
35' CHANNEL CHANGE EASEMENT
10' CONST. EASEMENT
Sta. 1483+80± to Sta. 1488± Surface Ditch Req'd.
Sta. 1473± to Sta. 1477± Small Ditch Req'd. (1' Bottom, 1:1 Side slope 2' Deep)
Sta. 1477± to Sta. 1483+80± Small Ditch Req'd. (1' Bottom, 1:1 Side Slope)
GRADE TO DRAIN
Oat Cellar
1465
1470
1475
1480
1485
1490
1495
MATC - JOINS SHEET 24
Sta. 1462+00 24"x186' R.C.P. Lt. & Rt. CONC END SECT. DWG. 322 Grade on Right to Drain Back From Sta. 1471±.
Sta. 1472+90± 18"x95' C.S.P. Lt. & Rt. End Sections Under South Bound Lane for Median DRAIN DWG. 347 Grade Median to Drain From Sta. 1460 Ahead. Dike on Ahead Station Side.
Sta. 1473± 24"x21' R.C.P.
Div. Box on Lt. Drwg. 360 A & B=2' (URUU:4Y) DIV. BOX ON Rt. DWG. 360 A & B=2' (UUUR:4Y)
Sta. 1473± to Sta. 1477± Small Ditch Req'd. Lt. & Rt. Grade to Drain Ahead (1' Bottom, 1:1 Side Slope 2' Deep)
Sta. 1477+00 24"x230' R.C.P. Div. Box on Lt. Drwg. 360 A & B=2' (URUU:4Y)
Sta. 1477± to Sta. 1483+50± Small Ditch on Rt. Grade to Drain Ahead (1' Bottom, 1:1 Side Slopes)
Sta. 1477± to Sta. 1484± on Lt. Small Ditch Grade to Drain Ahead (1' Bottom, 1:1 Side Slopes)
Sta. 1483+70± 18"x82' C.S.P. Lt. & Rt. End Sections Under South Bound Lane for Median DRAIN DWG. 347 Grade Median to Drain Ahead From Sta. 1473±. Dike Across Median on Ahead Sta. Side.
Sta. 1483+80± 24"x22' R.C.P.
10' X-ing Div. Box on Lt. Drwg. 360 A & B=2' (UUUU:4Y)
Sta. 1483+80± to Sta. 1493+50± Small Ditch Req'd on Lt. Connect to Existing Ditch at Sta. 1493+50± (1' Bottom, 1:1 Side Slope 2' Deep)
Sta. 1483+80± to Sta. 1488± Surface Ditch on Rt.
Sta. 1487± to Sta. 1492± Channel Change on Rt. (10' Bottom, 1:1 Side Slope 5' Deep)
Sta. 1492+50± 18"x91' C.S.P. Lt. & Rt. End Sections Under South Bound Lane for Median DRAIN. DWG. 347
Sta. 1493+00 8'x5'x208' Concrete Box DWG. NO. E 1454 120' X-ing Loose Rip Rap At Inlet and Outlet Place as Directed by the Project Engineer.
STA. 1495+00± 18"x85' C.S.P. Lt. & Rt. End Sections Under South Bound Lane for Median DRAIN DWG. 347 Grade Median to Drain

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UTAH | I-15-8 (17) 342 | 12
REV. DATE 12/15/64 9/18/67 B.
EXISTING R/W LINE
PLEASANT VIEW CITY LIMITS
SALT LAKE PETROLEUM PIPE LINE
SECTION LINE
40 ACRE LINE
NE 1/4 NE 1/4 SEC. 26
SW 1/4 SE 1/4 SEC. 23
NW 1/4 SE 1/4 SEC. 23
SE 1/4 SE 1/4 SEC. 23
NE 1/4 SE 1/4 SEC. 23
SW 1/4 SW 1/4 SEC. 24
NW 1/4 NW 1/4 SEC. 25
HIGHWAY R/W LINE, N/A
UNDERGROUND M.F.S. GAS LINE
MEDIAN DRAIN
I-15
N 18° 09' W
CENTRAL PACIFIC RAILROAD (DISMANTLED)
PROPOSED GAS LINE RELOCATION
UTILITY EASEMENT
R.R. R/W LINE
N/A LINE
STA. 1504+00 to STA. 1525+00 SURFACE DITCH REQ'D.
STA. 1518± 16' LOCKED GATES REQ'D. LT. & RT.
CULTIVATED
1500
1505
1510
1515
1520
1525
I-198-B 4252.
I-198-C 4257.03
I-198-D 4266.90
I-200-A N 361,701.89 E 1,855,145.57
I-200-B 4264.08
I-200-E 4265.46
I-200-F 4260.99
I-200-K 4266.64
I-199-P 4268.79
I-200-C 4272.22
I-200-D 4271.36
MATCH-JOINS SHEET 23
STA. 1498+00 18" x 90' C.S.P. REQ'D. UNDER S.B. LANE AS MEDIAN DRAIN DWG. 347 END SECTIONS REQ'D. LT. & RT.
STA. 1504±00 24" x 80' R.C.P. CONC. END SECTIONS REQ'D. LT. & RT. DWG. 322 - MEDIAN DROP INLET DIKE ON BACK STA. SIDE DWG. 346 GRADE MEDIAN TO DRAIN FROM STA. 1516± BACK.
Sta. 1516+00 24" x 186' R.C.P. CONC. END SECT. LT. & RT. DWG. 322 MEDIAN DROP INLET REQ'D DWG. 346 DIKE ON BACK STA. SIDE GRADE MEDIAN TO DRAIN BACK FROM STA. 1519±
Sta. 1525±00 24" x 190' R.C.P. CONC. END SECT. LT. & RT. DWG. 322 MEDIAN DROP INLET REQ'D. DWG. 346

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PROJECT NO
SHT NO
TOTAL SHT
UTAH
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13
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T7N R2W
S.L.M.
N
EXISTING R/W LINE
PLEASANT VIEW CITY LIMITS
1/4 SECTION LINE
40 ACRE LINE
NW 1/4 SE 1/4
SEC. 23
SW 1/4 NE 1/4
SEC. 23
NE 1/4 NW 1/4
SEC. 23
SE 1/4 NE 1/4
SEC. 23
NW 1/4 NE 1/4
SEC. 23
SE 1/4 SW 1/4
SEC. 14
SW 1/4 SE 1/4
SEC. 14
SMITH & EDWARDS WAR SURPLUS
HIGHWAY R/W LINE, N/A
I-15
N 18° 09' W
CENTRAL PACIFIC R.R. (DISMANTLED)
SALT LAKE PETROLEUM PIPE LINE
R.R. R/W LINE
CULTIVATED
WATER
SECTION LINE
EXISTING R/W LINE
SEE NOTE A
WEBER COUNTY
BOX ELDER COUNTY
PLEASANT VIEW CITY LIMITS
COUNTY LINE
1530
1535
1540
1545
1550
1555
363,000 N
363,500 N
364,000 N
364,500 N
365,000 N
365,500 N
1,853,500 E
1,854,000 E
1,854,500 E
1,855,000 E
1,855,500 E
1,856,000 E
1-200-J 4259.59
1-200-F 4259.38
1-200-N 4269.11
2-8-A 4243.78
2-8-F 4252.24
2-6-P 4242.64
2-6-R 4249.27
0G-88 4245.56
365,760.94
1,854,067.41
NOTE "A"
Place Guard Rail Street to Function as Barrier As Directed by the Project Engineer.
STA. 1532+50± 24" x 16' R.C.P. CONC. END SECTION LT. & RT. DWG. 322 MEDIAN DROP INLET DWG. 346 DIKE ACROSS MEDIAN ON AHEAD STA. SIDE GRADE MEDIAN TO DRAIN AHEAD FROM STA. 1525±
STA. 1537+60 24" x 208' R.C.P. CONC. END SECT. LT. & RT. DWG. 322 MEDIAN DROP INLET REQD. DWG. 346
Sta. 1544+20± 96" R.C.P. CONC. END SECTION LT. & RT. DWG. 322 MEDIAN DROP INLET REQD. DWG. 346 DIKE ACROSS MEDIAN ON AHEAD STA. SIDE GRADE MEDIAN TO DRAIN AHEAD FROM STA. 1536+50
Sta. 1550+50± 24" R.C.P. CONC. END SECT. LT. & RT. DWG. 322 MEDIAN DROP INLET DWG. 346 DIKE ACROSS MEDIAN ON AHEAD STA. SIDE GRADE MEDIAN TO DRAIN AHEAD FROM STA. 1544+20
Sta. 1554+45 4" x 149' DRAIN PIPE PLACED BY OWNER
Sta. 1556+10± 30" x 0' R.C.P. 110° X-Ing CONC. END SECTIONS LT. & RT. DWG. 322
Sta. 1558+40± 36" x 193' R.C.P. CONC. END SECTIONS LT. & RT. DWG. 322 MEDIAN DROP INLET TYPE "C" DWG. 346

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UTAH | I-15-8(17)342 | 14
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4/9/65
4/20/65 CONSTRUCTION CHANGE
5/26/65
6/9/65
9-18-67
T7N R2W S.L.M.
EXISTING R/W LINE
PLEASANT VIEW CITY LIMITS
NE 1/4 NW 1/4 SEC. 23
1/4 SECTION LINE
EXISTING R/W LINE
STA. 515+00 U-84 LIMITS OF CONSTRUCTION
Exist. HWY. R/W LINE
U-84
HIGHWAY R/W LINE N/A
STA. 1555+85.90 I-15 4000 NORTH ST.
HIGHWAY R/W LINE N/A
CENTRAL PACIFIC RR (DISMANTLED)
PLEASANT VIEW CITY LIMITS COUNTY LINE
SE 1/4 SW 1/4 SEC. 14
R.R. R/W LINE
EXISTING R/W LINE
OLD R.R. BED
U.P.&L. CO. HIGH TENSION POWER LINE
I-15
Δ = 14° 05' LT.
D = 2° 00'
R = 2864.79'
T = 353.87
L = 704.17
PI = 1568+04.81
COORD N 366,949.698 E 1,853,707.822
Surface Ditch Req'd Sta 522+00 to Sta 525+60
CONST. EASE.
TEMPORARY DETOUR
END N/A LINE
"H-1" LINE
FOR R/W ONLY
FOR CONSTRUCTION ONLY
Surface Ditch Req'd.
"H-2A" LINE
Δ=58°02'12.8" Lt.
D= 8°00'
R=716.20
T=405.51
L=737.36'
PI=14+06.51
"H-2" LINE
Δ=110°14'20.5" Rt.
HWY. 8 N/A LINE
10' CONST. EASE.
15' DITCH EASE.
LOOSE RIP RAP REQ'D.
"H-3" LINE
Δ=94°56'28.0" Lt.
R=310'
T=337.96'
L=513.68'
PI=18+88.82
"H-3" LINE
Δ=87°08'20.2" Lt.
"H-3" LINE
Δ=126°14'50.8" Lt.
R=250'
T=493.28'
L=550.86'
PI=14+93.29
N 368,222.252
E 1,852,784.567
"H-2" LINE
Δ=43°16'20.5" Lt.
D=6°00'
R=954.93'
T=378.76
L=721.21
PI=23+70.19
NOTE "U-84" Structure Not Included in This Contract
GRADE TO DRAIN
"H-1" LINE R/W ONLY
Δ=16°37' Lt.
D= 2°00'
R= 2864.79'
"H-1 LINE CONST. ONLY
Δ= 18°37' Lt.
D= 2°30'
N 367,121.130
E 1,853,789.453
SALT LAKE PIPE LINE CO. R/W
"H-1" LINE
Δ=64°01'14.6" Rt.
D=10°00'
R=572.96'
L=640.27
PI=23+45.62
N 367,851.163
E 1,853,333.265
"H-4" LINE
R=280
T=423.73'
L=530.63
PI=14+81.00
NW 1/4 NE 1/4 SEC 23
SW 1/4 SE 1/4 SEC 14
NOTE
For "H-1 Line" Profile See Sht No 32
For "H-2 Line" Profile See Sht No 33
For "H-2A Line" Profile See Sht No 33
For "H-3 Line" Profile See Sht No 33
For "H-4 Line" Profile See Sht No 32
For "U-84" Profile See Sht No 32
For "U-84 Detour" Profile See Sht No 33
SECTION LINE
WEBER COUNTY
BOX ELDER COUNTY
40 ACRE LINE
NOTE:
Place Guard Rail Across Street to Function as Barrier As Directed by the Project Engineer.
SWIMMING POOL
DETOUR CURVE #1
Δ= 28°46'19" Rt
D= 6°30'
T=226.09'
L=442.64'
R=881.47'
P.I.= 12+40.12
N 366,851.059
E 1,853,066.592
DETOUR CURVE #2
Δ= 27°41'39" Lt.
D= 5°00'
T=282.46'
L=553.88'
R=1,145.92'
P.I.= 20+21.23
N 367,551.138
E 1,853,436.052
MATCH LINE JOINS SHEET 24
STA. 1558+40 36"x198' R.C.P. REQ'D. CONC. END SECT. REQ'D. LT. & RT. DWG. 322 MEDIAN DROP INLET TYPE "C" REQ'D. DWG. 346
STA. 1559+00 24"x236' R.C.P. REQ'D. 100° X-ing
Sta 1564+00 18"x... C.S.P. End Sections Lt. & Rt. Under South Bound Lane For Median Drain DWG. 347 Grade Median to Drain From Sta. 1556 Ahead, Dike Req'd Across Median On Ahead Sta Side.
Sta. 1564+40 48" ... R.C.P. 135° X-ing
Sta. 522+00 to Sta. 525+60 "U-84" Surface Ditch Req'd Rt.
Sta 10+00 to Sta 20+00 "H-1" Line Surface Ditch ... Rt
STA. 525+50 U-84 48"x296' R.C.P.
STA. 544+00 U-84 LIMITS OF CONSTRUCTION
PT. STA. 542+25.8
PR. R/W
1/4 SECTION LINE
1,855,000 E
366,500 N
367,000 N
367,500 N
1,854,500 E
368,500 N

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4/9/65
4/20/65 CONSTRUCTION CHANGE
5/26/65
6/9/65
9-18-67 AGP
T7N R2W. S.L.M.
EXISTING R/W LINE
PLEASANT VIEW CITY LIMITS
NE 1/4 NW 1/4 SEC. 23
NW 1/4 NE 1/4 SEC. 23
SE 1/4 SW 1/4 SEC. 14
SW 1/4 SE 1/4 SEC. 14
1/4 SECTION LINE
SECTION LINE
HIGHWAY R/W LINE N/A
CENTRAL PACIFIC RR (DISMANTLED)
R.R. R/W LINE
40 ACRE LINE
WEBER COUNTY
BOX ELDER COUNTY
STA. 515+00 U-84 LIMITS OF CONSTRUCTION
STA. 1555+85.90 I-15 4000 NORTH ST.
I-15
Δ = 14° 05' LT.
D = 2° 00'
R = 2864.79'
T = 353.87
L = 704.17
PI = 1568+04.81
"H-1" LINE
"H-2" LINE
"H-2A" LINE
"H-3" LINE
"H-4" LINE
TEMPORARY DETOUR
SALT LAKE PIPE LINE CO. R/W
SWIMMING POOL
NOTE
For "H-1 Line" Profile See Sht No 32
For "H-2 Line" Profile See Sht No 33
For "H-2A Line" Profile See Sht No 33
For "H-3 Line" Profile See Sht No 33
For "H-4 Line" Profile See Sht No 32
For "U-84" Profile See Sht No 32
For "U-84 Detour" Profile See Sht No 33
NOTE:
Place Guard Rail Across Street to Function as Barrier As Directed by the Project Engineer
NOTE
"U-84" Structure Not Included in This Contract
Sta 18+65 H2-A to 18+10 H2 Built up Conc Lined Ditch 2' Bottom 3' Deep 1 1/2:1 Side
Sta 10+00 to Sta 15+00 "H-1" Line Surface Ditch Req'd
Surface Ditch Req'd Sta 522+00 to Sta 525+60
DETOUR CURVE #1
Δ = 28° 46' 19" Rt
D = 6° 30'
T = 226.09'
L = 442.64'
R = 881.47
P.I. = 12+40.12
N 366,851.059
E 1,853,068.592
DETOUR CURVE #2
Δ = 27° 41' 39" Lt.
D = 5° 00'
T = 282.46'
L = 553.88'
R = 1,145.92'
P.I. = 20+21.23
N 367,551.138
E 1,853,436.052
STA. 544+00 U-84 LIMITS OF CONSTRUCTION

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UTAH	I-15-8(17)342	15	

22

REV. DATE 12/15/64
" " 4/20/65 CONSTRUCTION CHANGE
" " 6/9/65 " "
9/19/67 ACP.

NOTE:
For "H-1 Line" Profile See Sheet No. 32.
For "H-2 Line" Profile See Sheet No. 33
For "H-3 Line" Profile See Sheet No. 33
For "U-84" Profile See Sheet No. 32
For "H-4 Line Profile See Sheet No. 32

STATE | PROJECT NO. | SHT NO. | TOTAL SHT.
UTAH | I-15-8(17)342 | 15
REV. DATE 12/15/64
" " 4/20/65 CONSTRUCTION CHANGE
" " 6/9/65 " "
9/19/67 A.C.P.
N
NOTE:
For "H-1 Line" Profile See Sheet No. 32
For "H-2 Line" Profile See Sheet No. 33
For "H-3 Line" Profile See Sheet No. 33
For "U-84" Profile See Sheet No. 32
For "H-4 Line Profile See Sheet No. 32
NORTH END OF PROJECT
STA. 1598+00 END PROJ. NO. I-15-8(17) 342
STA 1600+00 END PROJ. NO. I-15-8(17) 342
NOTE "U-84" Structure Not Included In This Contract
NW 1/4 SW 1/4 SEC. 14
SW 1/4 NW 1/4 SEC. 14
NE 1/4 SW 1/4 SEC. 14
SE 1/4 NW 1/4 SEC. 14
NW 1/4 NW 1/4 SEC. 14
NE 1/4 NW 1/4 SEC. 14
40 ACRE LINE
1/4 SECTION LINE
HWY. R/W & N/A LINE
R.R. R/W LINE
SALT LAKE PIPE LINE CO. R/W
OLD R.R. BED
Exist R/W LINE
"H-2" LINE
"H-3" LINE
"H-4" LINE
GRADE TO DRAIN
SEC. LINE
1/4 SEC. LINE

1964 16

REV DATE 12/15/64
1/7/65
4/9/65
4/20/65 CONSTRUCTION CHANGE
6/9/65

NOTE:
For "U-84" Profile See Sht. No. 32
For "H-1 Line" Profile See Sht. No. 32
For "H-2 Line" Profile See Sht. No. 33
For "H-2A Line" Profile See Sht. No. 33
For "H-3 Line" Profile See Sht. No. 33
For "H-4 Line" Profile See Sht. No. 32

CURVE INFORMATION FOR U-84

P.I. #1	P.I. #2	P.I. #3	P.I. #4
Δ = 5°14.5'	Δ = 16°32'	Δ = 32°01.795'	Δ 9°33'
D = 1°06.3'	D = 1°54.7'	D = 2°01'	D = 2°18.7'
R = 5187.96'	R = 2999.78'	R = 2841.11'	R = 2477.76'
T = 237.45'	T = 435.84	T = 815.48	T = 206.975'
L = 474.60'	L = 865.00'	L = 1588.26'	L = 412.99'
P.I. = 511+22.40	PI = 517+95.39	PI = 530+40.03	P 540+19.8
P.C. = 508+84.95	PCC = 513+59.55	PCC = 522+24.55	PCC 538+12.81
P.C.C. = 513+59.55	PCC = 522+24.55	PCC = 538+12.81	PT = 542+25.80

THIS INFORMATION WAS RECEIVED FROM DISTRICT #1 ON AN OZALID PRINT ACCOMPANIED BY A MEMO OF TRANSMITTAL ON APRIL 6, 1965

1964 16

REV. DATE 12/15/64
" " 1/7/65
" " 4/9/65
" " 4/20/65 CONSTRUCTION CHANGE
" " 6/9/65

N 366,949.698
E 1,853,707.822

N 368,270.214
E 1,852,875.175

"H-1" LINE (Curve 1)
Δ = 18° 37' Lt.
D = 2° 00'
R = 2864.79'
T = 469.56'
L = 930.83'
P.I. = 14+93.05
N 367,121.130
E 1,853,789.453

"H-1" LINE (Curve 2)
Δ = 64° 01' 14.6" Rt.
D = 10° 00
R = 572.96'
T = 358.15'
L = 640.21'
P.I. = 23+45.62
N 367,651.183
E [illegible]3.265

"H-2" LINE (Curve 1)
Δ = 110° 14' 20.5" Rt.
R = 358'
T = 513.55'
L = 688.20'
P.I. = 19+16.76
N 367,404.349
E 1,852,331.472

"H-2" LINE (Curve 2)
Δ = 43° 16' 20.5" Lt.
D = 6° 00'
R = 954.93'
T = 318.78'
L = 721.21'
P.I. = 23+70.19
N 368,162.961
E 1,852,801.325

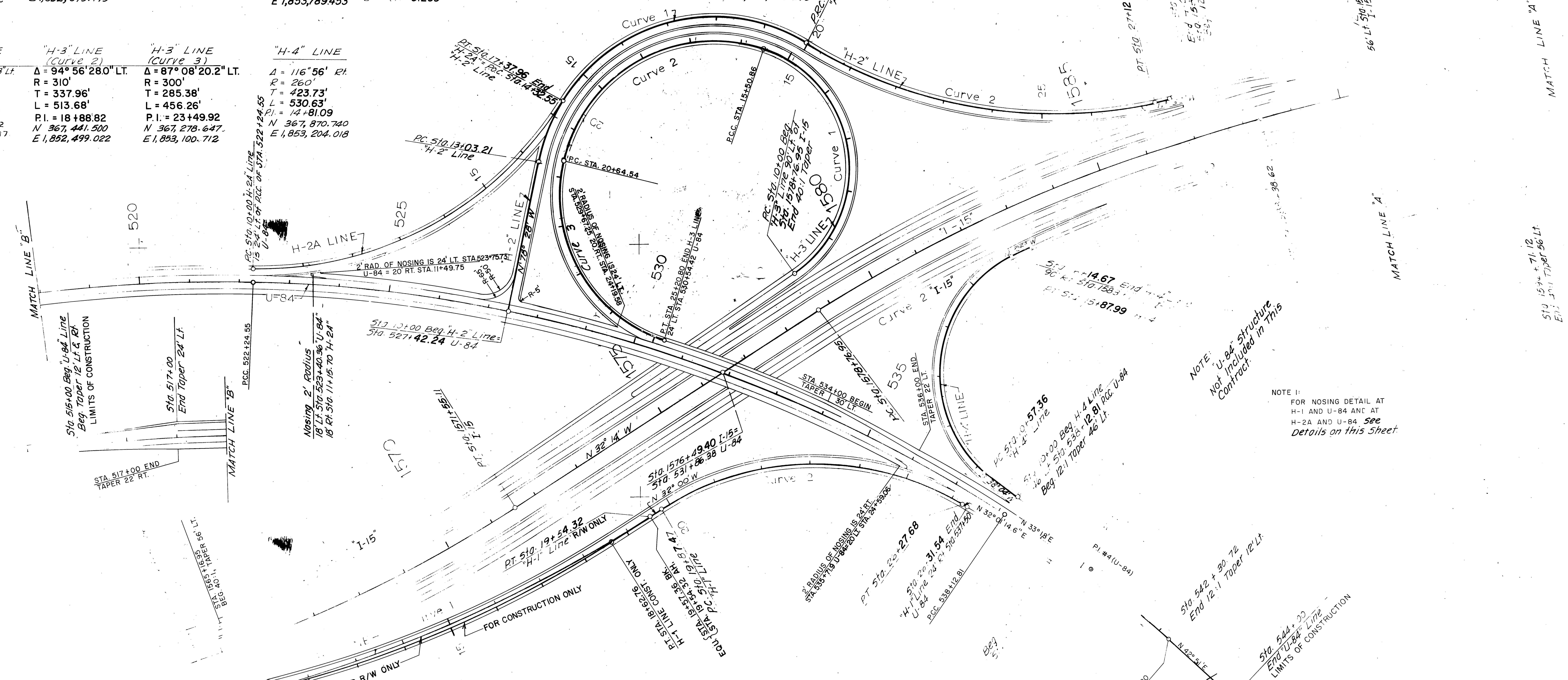
"H-2A" LINE
Δ = 59° 02' 12.6" Lt.
D = 8° 00'
R = 716.20'
T = 405.51'
L = 737.96
P.I. = 14+05.51
N 367,133.330
E 1,853,058.298

"H-3" LINE (Curve 1)
Δ = 126° 14' 50.8" Lt.
R = 250'
T = 493.28'
L = [illegible]
P.I. = 14+93.29
N 36[illegible]222.252
E [illegible]784.587

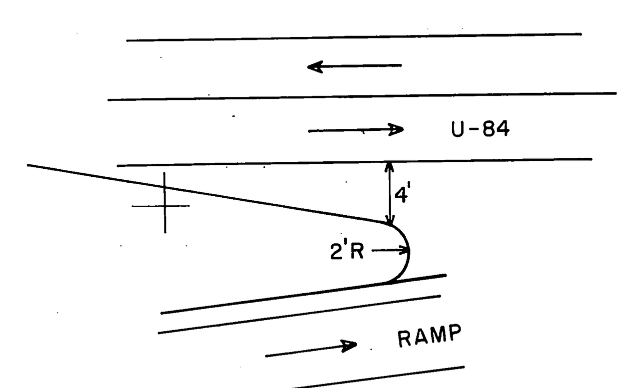
"H-3" LINE (Curve 2)
Δ = 94° 56' 28.0" LT.
R = 310'
T = 337.96'
L = 513.68'
P.I. = 18+88.82
N 367,441.500
E 1,852,499.022

"H-3" LINE (Curve 3)
Δ = 87° 08' 20.2" LT.
R = 300'
T = 285.38'
L = 456.26'
P.I. = 23+49.92
N 367,278.647
E 1,853,100.712

"H-4" LINE
Δ = 116° 56' Rt.
R = 260'
T = 423.73'
L = 530.63'
P.I. = 14+81.09
N 367,870.740
E 1,853,204.018



NOTE 1:
FOR NOSING DETAIL AT H-1 AND U-84 AND AT H-2A AND U-84 See Details on this Sheet.



SKETCH OF NOSING DESIGN

NOTE:
For "U-84" Profile See Sht. No. 32
For "H-1 Line" Profile See Sht. No. 32
For "H-2 Line" Profile See Sht. No. 33
For "H-2A Line" Profile See Sht. No. 33
For "H-3 Line" Profile See Sht. No. 33
For "H-4 Line" Profile See Sht. No. 32

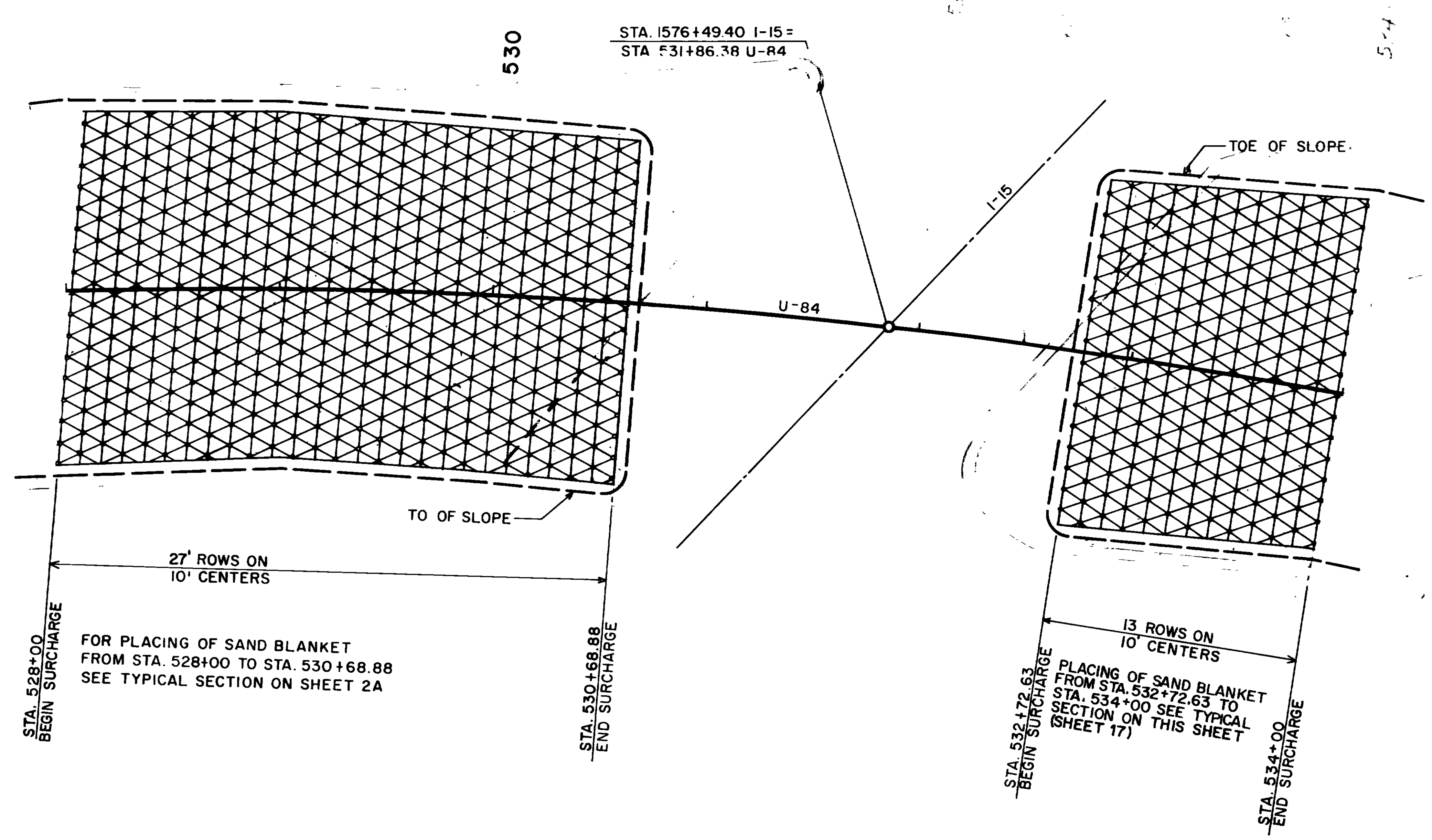
CURVE INFORMATION FOR U-84

P.I. #1	P.I. #2	P.I. #3	P.I. #4
Δ = 5° 14.5'	Δ = 16° 32'	Δ = 32° 01.795'	Δ = 9° 33'
D = 1° 06.3'	D = 1° 54.7'	D = 2° 01'	D = 2° 18.7'
R = 5187.96'	R = 2999.78'	R = 2841.11'	R = 2477.76'
T = 237.45'	T = 435.84	T = 815.48	T = 206.975'
L = 474.60'	L = 865.00'	L = 1588.26'	L = 412.99'
P.I. = 511+22.40	P.I. = 517+95.39	P.I. = 530+40.03	P.I. = 540+19.8
P.C. = 508+84.95	P.C.C. = 513+59.55	P.C.C. = 522+24.55	P.C.C. = 538+12.81
P.C.C. = 513+59.55	P.C.C. = 522+24.55	P.C.C. = 538+12.81	P.T. = 542+25.80

THIS INFORMATION WAS RECEIVED FROM DISTRICT #1 ON AN OZALID PRINT ACCOMPANIED BY A MEMO OF TRANSMITTAL ON APRIL 6, 1965.

24

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UTAH	UTAH	I-15-8(17)342	1964	17	

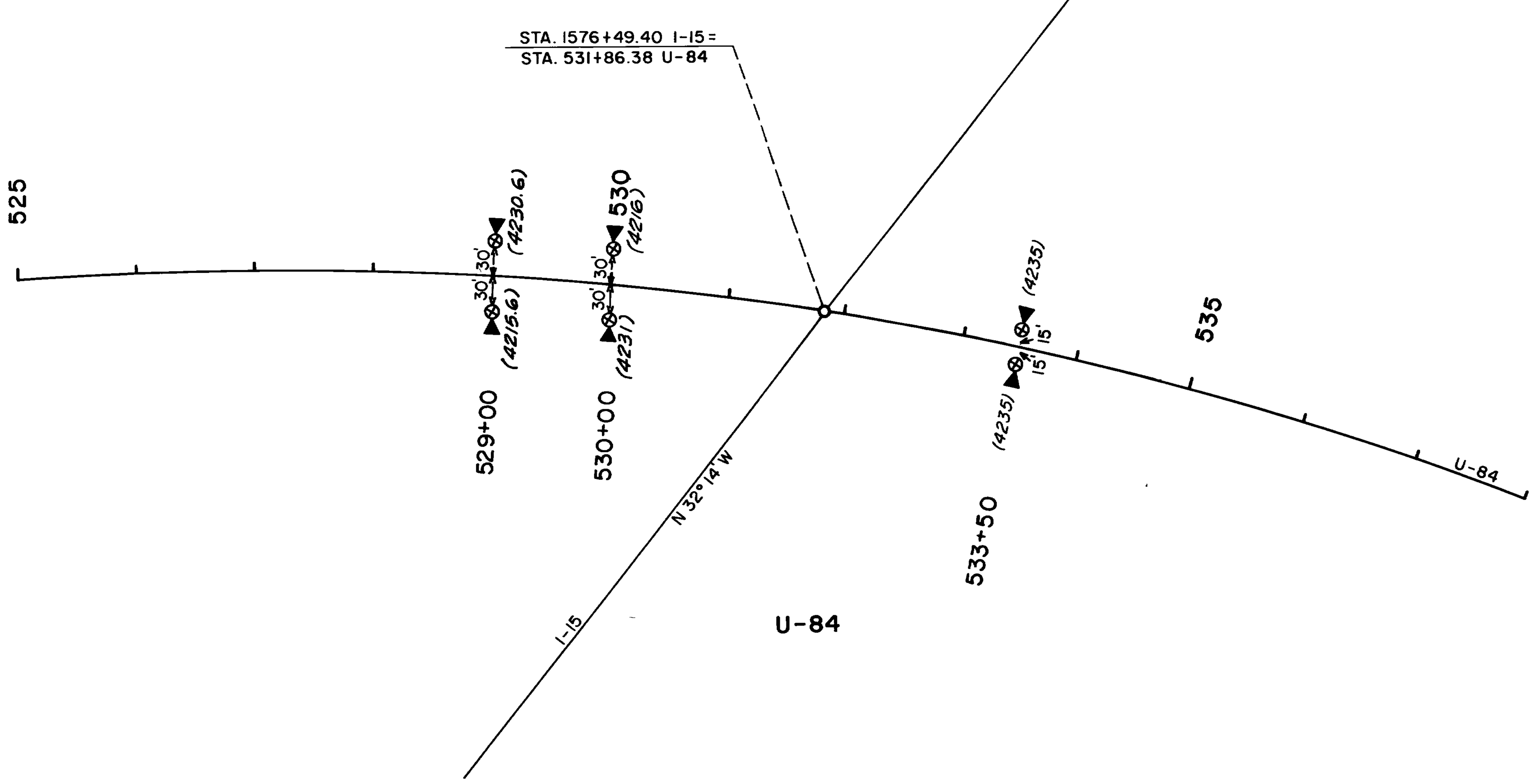


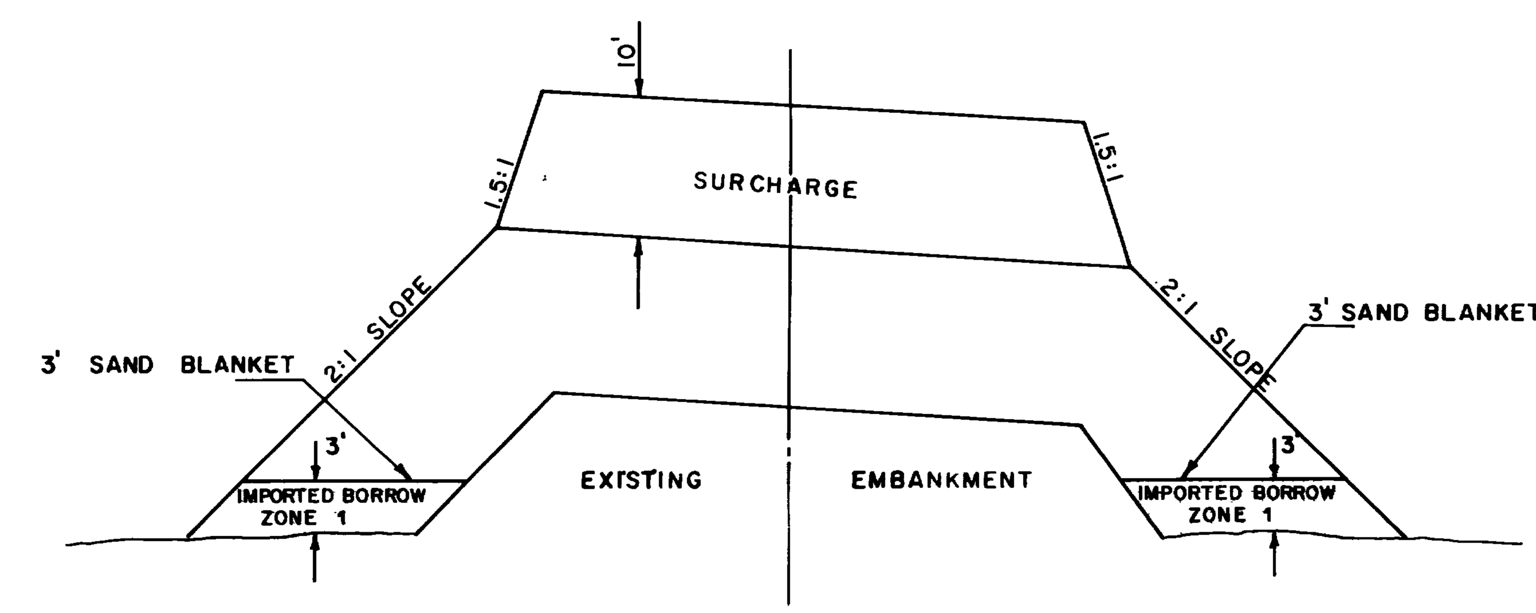
LEGEND
- O SAND DRAIN
- ⊕ SETTLEMENT PLATFORM
- ▲ PIEZOMETER

NOTE:

SAND DRAIN LENGTH =
459 IN WEST EMBANKMENT @ 28' DEPTH = 12,852 LIN FT.
221 IN EAST EMBANKMENT @ 18' DEPTH = 3,978 LIN FT.
TOTAL = 16,830 LINEAR FEET SAND DRAIN REQ'D
USE 16,830

NOTE:
SAND BLANKET— IMPORTED BORROW
STA. 528+00 to 530+68.88 = 4,782 cu. yds.
STA. 532+72.63 to 534+00 = 1,049 cu. yds.
TOTAL 5,831 cu. yds.
USE 5,900 cu. yds.





SAND BLANKET DETAIL

STA. 532+72.63 to STA 534+00

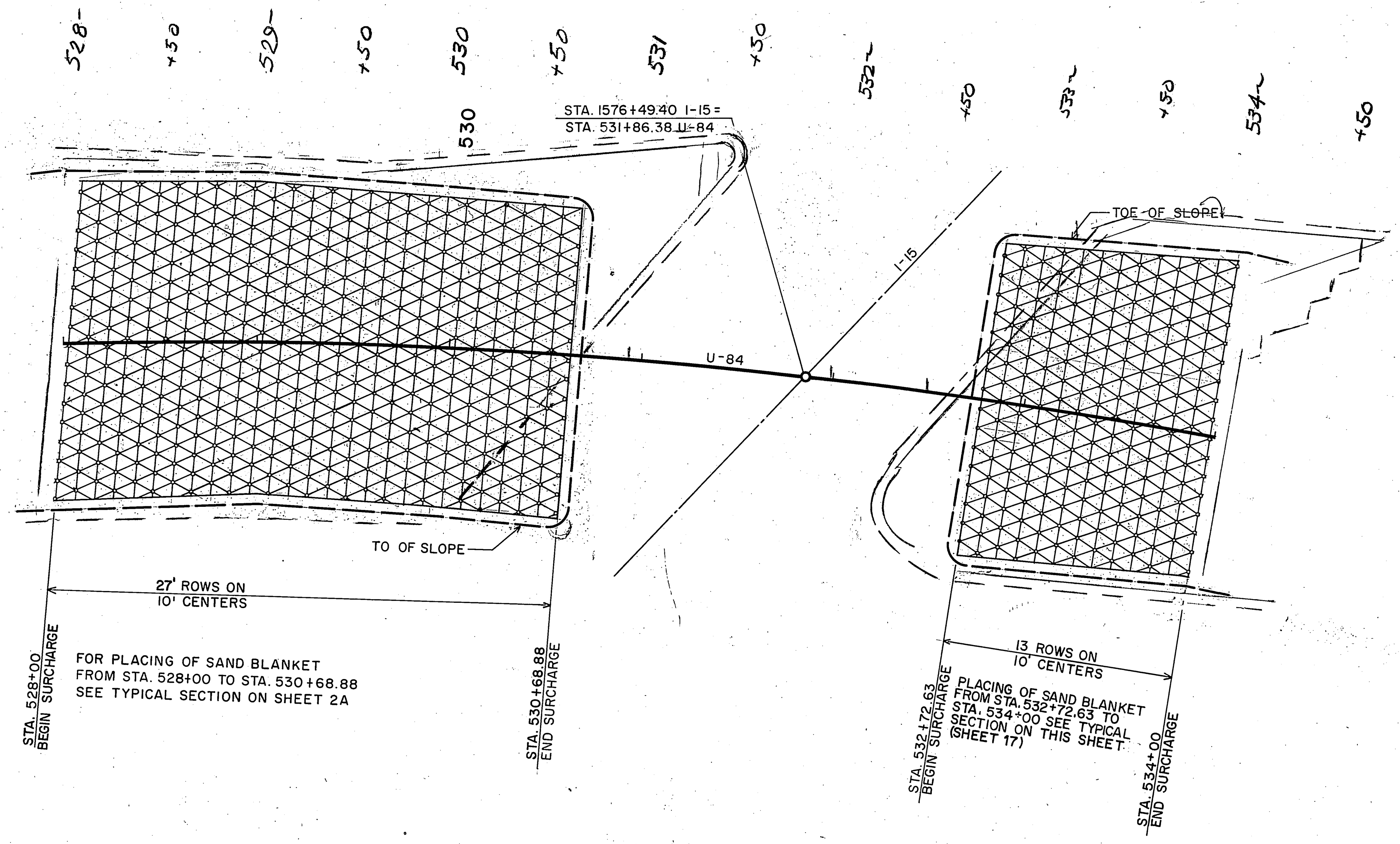
HOT SPRINGS INTER.

SAND DRAIN DETAIL

24

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UTAH	UTAH	I-15-8(17)342	1964	17	

9-19-67



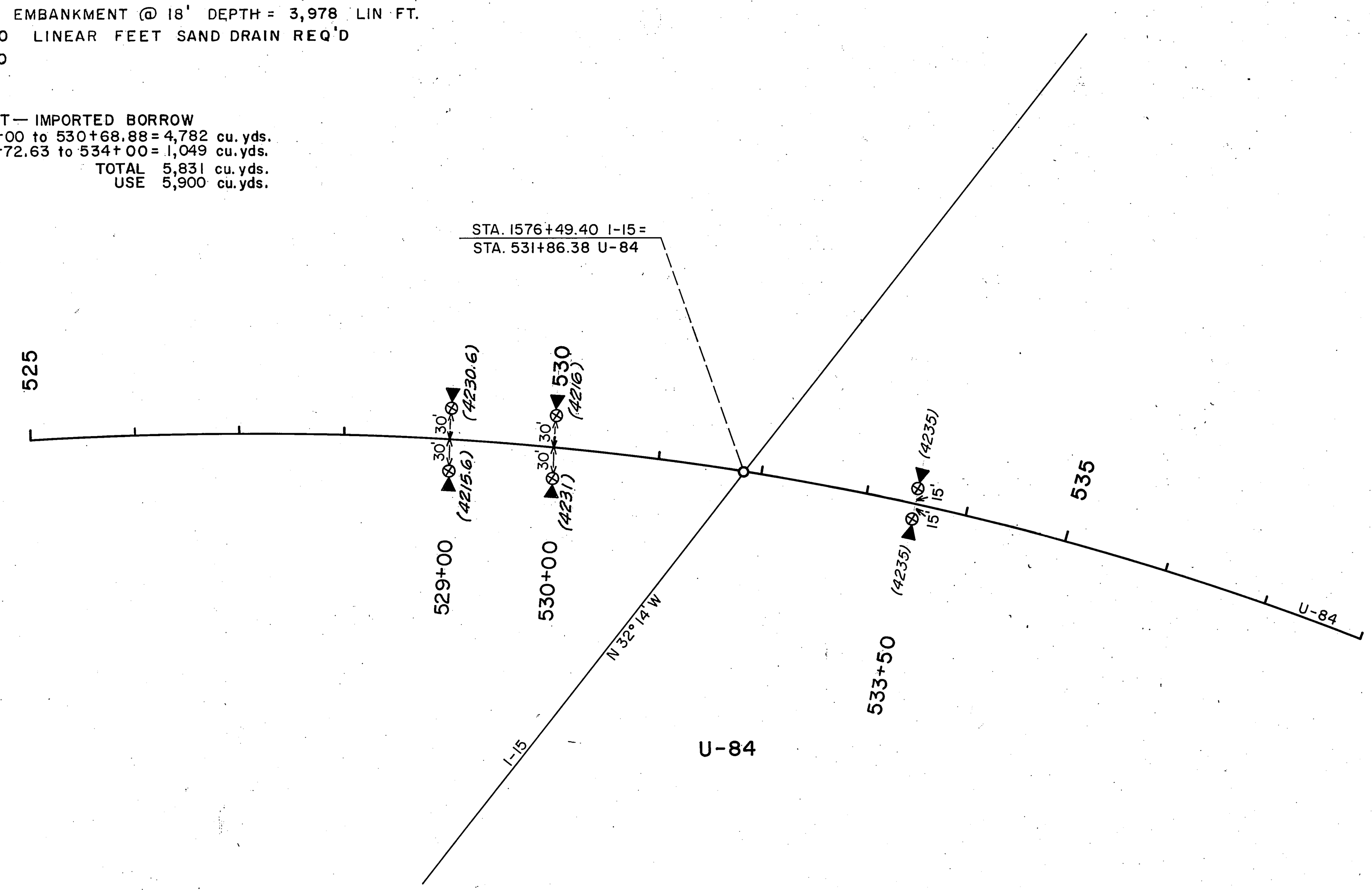
LEGEND
- ○ SAND DRAIN
- ⊕ SETTLEMENT PLATFORM
- ▲ PIEZOMETER

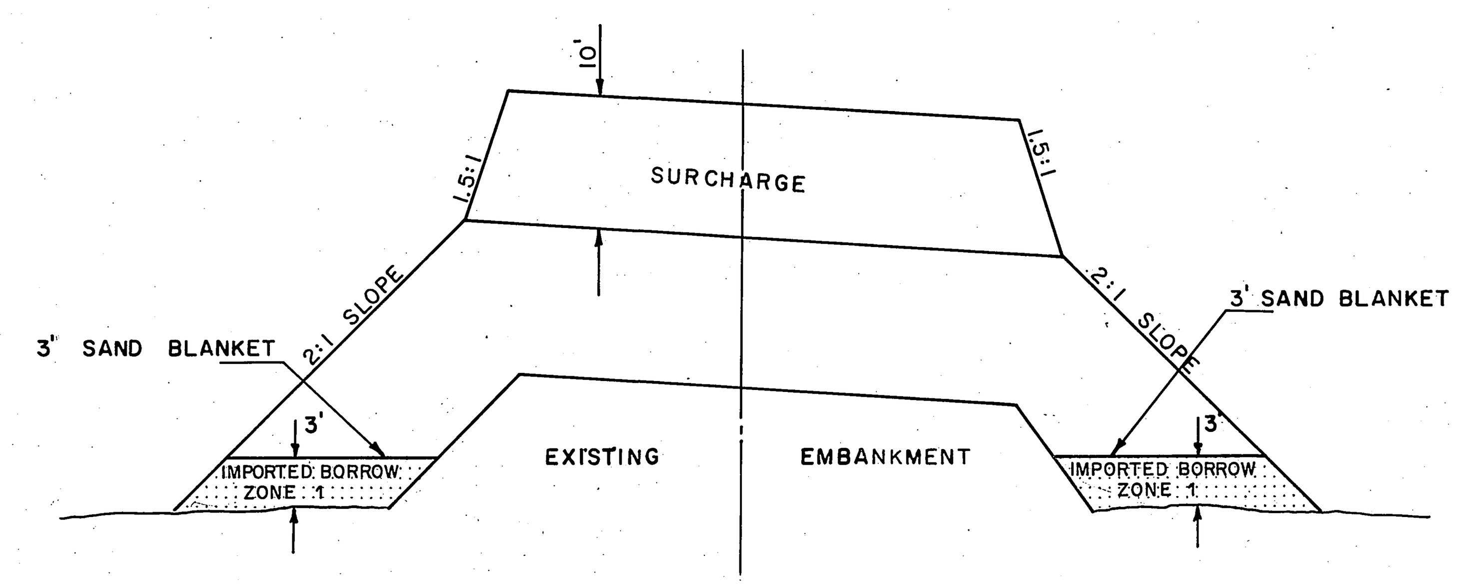
DATE	BY	REVISIONS	DATE	BY

NOTE:

SAND DRAIN LENGTH =
459 IN WEST EMBANKMENT @ 28' DEPTH = 12,852 LIN FT.
221 IN EAST EMBANKMENT @ 18' DEPTH = 3,978 LIN FT.
TOTAL = 16,830 LINEAR FEET SAND DRAIN REQ'D
USE 16,830

NOTE:
SAND BLANKET — IMPORTED BORROW
STA. 528+00 to 530+68.88 = 4,782 cu. yds.
STA. 532+72.63 to 534+00 = 1,049 cu. yds.
TOTAL 5,831 cu. yds.
USE 5,900 cu. yds.





SAND BLANKET DETAIL
STA. 532+72.63 to STA 534+00

HOT SPRINGS INTER.
SAND DRAIN DETAIL

PEMBROKE'S

STATE	PROJECT NO.	SHT. NO.	TOTAL SHTS.
UTAH	I-15-8(17)342	18	

EMBANKMENT	102,835	98,082
EXCAVATION	0	26
BORROW	102,835	98,056
CLASS A OVERHAUL		
CLASS B OVERHAUL		

STATE	PROJECT NO.	SHT. NO.	TOTAL SHT.
UTAH	I-15-8(17)342	18	

EMBANKMENT	102,835	98,082
EXCAVATION	0	26
BORROW	102,835	98,056
CLASS A OVERHAUL		
CLASS B OVERHAUL		

1282 83 84 1285 86 87 88 89 1290 91 92 93 94 1295 96 97 98 99 1300 01 02 03 04 1305 06 07 08 09 1310 11 12

26

STATE	PROJECT NO.	SHT. NO.	TOTAL SHT.
UTAH	I-15-8(17)342	19	

S.B. LANE

N.B. LANE

EMBANKMENT	98,082	99,965
EXCAVATION	26	20
BORROW	98,056	99,945
CLASS A OVERHAUL		
CLASS B OVERHAUL		

1312 13 14 1315 16 17 18 19 1320 21 22 23 24 1325 26 27 28 29 1330 31 32 33 34 1335 36 37 38 39 1340 41 42

26

STATE	PROJECT NO.	SHT. NO.	TOTAL SHT.
UTAH	I-15-8(17)342	19	

EMBANKMENT	98,082	99,965
EXCAVATION	26	20
BORROW	98,056	99,945
CLASS A OVERHAUL		
CLASS B OVERHAUL		

1312 13 14 1315 16 17 18 19 1320 21 22 23 24 1325 26 27 28 29 1330 31 32 33 34 1335 36 37 38 39 1340 41 42

27

STATE	PROJECT NO.	SHT. NO.	TOTAL SHT.
UTAH	I-15-8(17)342	20	

S.B. LANE

N.B. LANE

	1342–59	59–72
EMBANKMENT	99,965	101,970
EXCAVATION	20	0
BORROW	99,945	101,970
CLASS A OVERHAUL		
CLASS B OVERHAUL		

1342 43 44 1345 46 47 48 49 1350 51 52 53 54 1355 56 57 58 59 1360 61 62 63 64 1365 66 67 68 69 1370 71 72

STATE	PROJECT NO.	SHT. NO.	TOTAL SHT.
UTAH	I-15-8(17)342	20	

	1342–1359	1359–1372
EMBANKMENT	99,965	101,970
EXCAVATION	20	0
BORROW	99,945	101,970
CLASS A OVERHAUL		
CLASS B OVERHAUL		

1342 43 44 1345 46 47 48 49 1350 51 52 53 54 1355 56 57 58 59 1360 61 62 63 64 1365 66 67 68 69 1370 71 72

STATE	PROJECT NO.	SHT. NO.	TOTAL SHT.
UTAH	I-15-8(17)342	21	

EMBANKMENT	101,970	103,570	102,438	94,065
EXCAVATION	0	0	0	0
BORROW	101,970	103,570	102,438	94,065
CLASS A OVERHAUL				
CLASS B OVERHAUL				

1372 73 74 1375 76 77 78 79 1380 81 82 83 84 1385 86 87 88 89 1390 91 92 93 94 1395 96 97 98 99 1400 01 02

28

STATE	PROJECT NO.	SHT. NO.	TOTAL SHT.
UTAH	I-15-8(17)342	21	

EMBANKMENT	101,970	103,570	102,438	94,065
EXCAVATION	0	0	0	0
BORROW	101,970	103,570	102,438	94,065
CLASS A OVERHAUL				
CLASS B OVERHAUL				

1372 73 74 1375 76 77 78 79 1380 81 82 83 84 1385 86 87 88 89 1390 91 92 93 94 1395 96 97 98 99 1400 01 02

STATE	PROJECT NO.	SHT.NO.	TOTAL SHT.
UTAH	I-15-8(17)342	22	

S.B. LANE

N.B. LANE

	1402 – 08	08 – 32
EMBANKMENT	94,065	106,293
EXCAVATION	0	350
BORROW	94,065	105,943
CLASS A OVERHAUL		
CLASS B OVERHAUL		

1402 03 04 1405 06 07 08 09 1410 11 12 13 14 1415 16 17 18 19 1420 21 22 23 24 1425 26 27 28 29 1430 31 32

STATE	PROJECT NO.	SHT.NO.	TOTAL SHT.
UTAH	I-15-8(17)342	22	

EMBANKMENT	94,065	106,293
EXCAVATION	0	350
BORROW	94,065	105,943
CLASS A OVERHAUL		
CLASS B OVERHAUL		

1402 03 04 1405 06 07 08 09 1410 11 12 13 14 1415 16 17 18 19 1420 21 22 23 24 1425 26 27 28 29 1430 31 32

30

STATE	PROJECT NO.	SHT. NO.	TOTAL SHT.
UTAH	I-15-8(17)342	23	

S.B. LANE

NOTE:
FOR DISPOSING OF SURCHARGE MATERIAL AFTER SETTLEMENT, LEAVE GRADES LOW ADJACENT TO SURCHARGE AREAS

N.B. LANE

NOTE:
FOR DISPOSING OF SURCHARGE MATERIAL AFTER SETTLEMENT, LEAVE GRADES LOW ADJACENT TO SURCHARGE AREAS

	1432–37	37–44	44–51	51–62
EMBANKMENT	106,293	89,534	113,543	99,320
EXCAVATION	350	0	301	8
BORROW	105,943	89,534	113,242	99,312
CLASS A OVERHAUL				
CLASS B OVERHAUL				

1432 33 34 1435 36 37 38 39 1440 41 42 43 44 1445 46 47 48 49 1450 51 52 53 54 1455 56 57 58 59 1460 61 62

STATE	PROJECT NO.	SHT. NO.	TOTAL SHT.
UTAH	I-15-8(17)342	23	

1432 33 34 1435 36 37 38 39 1440 41 42 43 44 1445 46 47 48 49 1450 51 52 53 54 1455 56 57 58 59 1460 61 62

EMBANKMENT	106,293	89,534	113,543	99,320
EXCAVATION	350	0	301	8
BORROW	105,943	89,534	113,242	99,312
CLASS A OVERHAUL				
CLASS B OVERHAUL				

1432 33 34 1435 36 37 38 39 1440 41 42 43 44 1445 46 47 48 49 1450 51 52 53 54 1455 56 57 58 59 1460 61 62

STATE	PROJECT NO.	SHT. NO.	TOTAL SHT.
UTAH	I-15-8(17)342	24	

S.B. LANE

N.B. LANE

	1462–67	67–86	86–92
EMBANKMENT	99,320	89,366	99,842
EXCAVATION	8	0	109
BORROW	99,312	89,366	99,733
CLASS A OVERHAUL			
CLASS B OVERHAUL			

1462 63 64 1465 66 67 68 69 1470 71 72 73 74 1475 76 77 78 79 1480 81 82 83 84 1485 86 87 88 89 1490 91 92

STATE	PROJECT NO.	SHT. NO.	TOTAL SHT.
UTAH	I-15-8(17)342	24	

S.B. LANE

N.B. LANE

	1462–67	67–86	86–92
EMBANKMENT	99,320	89,366	99,842
EXCAVATION	8	0	109
BORROW	99,312	89,366	99,733
CLASS A OVERHAUL			
CLASS B OVERHAUL			

1462 63 64 1465 66 67 68 69 1470 71 72 73 74 1475 76 77 78 79 1480 81 82 83 84 1485 86 87 88 89 1490 91 92

STATE	PROJECT NO.	SHT. NO.	TOTAL SHTS.
UTAH	I-15-8(17) 342	25	

	1492–1518	1518–1522
EMBANKMENT	99,842	101,327
EXCAVATION	109	0
BORROW	99,733	101,327
CLASS A OVERHAUL		
CLASS B OVERHAUL		

1492 93 94 1495 96 97 98 99 1500 01 02 03 04 1505 06 07 08 09 1510 11 12 13 14 1515 16 17 18 19 1520 21 22

STATE	PROJECT NO.	SHT. NO.	TOTAL SHT.
UTAH	I-15-8(17)342	25	

	1492 – 18	18 – 22
EMBANKMENT	99,842	101,327
EXCAVATION	109	0
BORROW	99,733	101,327
CLASS A OVERHAUL		
CLASS B OVERHAUL		

1492 93 94 1495 96 97 98 99 1500 01 02 03 04 1505 06 07 08 09 1510 11 12 13 14 1515 16 17 18 19 1520 21 22

33

STATE	PROJECT NO.	SHT.NO.	TOTAL SHT.
UTAH	I-15-8(17)342	26	

S.B. LANE

N.B. LANE

	1522 – 39	39 – 52
EMBANKMENT	101,327	101,436
EXCAVATION	0	29
BORROW	101,327	101,407
CLASS A OVERHAUL		
CLASS B OVERHAUL		

1522 23 24 1525 26 27 28 29 1530 31 32 33 34 1535 36 37 38 39 1540 41 42 43 44 1545 46 47 48 49 1550 51 52

STATE	PROJECT NO.	SHT.NO.	TOTAL SHT.
UTAH	I-15-8(17)342	26	

	1522 – 39	39 – 52
EMBANKMENT	101,327	101,436
EXCAVATION	0	29
BORROW	101,327	101,407
CLASS A OVERHAUL		
CLASS B OVERHAUL		

1522 23 24 1525 26 27 28 29 1530 31 32 33 34 1535 36 37 38 39 1540 41 42 43 44 1545 46 47 48 49 1550 51 52

34

STATE	PROJECT NO.	SHT. NO.	TOTAL SHT.
UTAH	I-15-8(17)342	27	

S.B. LANE

N.B. LANE

	1552–73	73–82
EMBANKMENT	137,722	430,742
EXCAVATION	49	2
BORROW	137,673	430,740
CLASS A OVERHAUL		
CLASS B OVERHAUL		

1552 53 54 1555 56 57 58 59 1560 61 62 63 64 1565 66 67 68 69 1570 71 72 73 74 1575 76 77 78 79 1580 81 82

STATE	PROJECT NO.	SHT. NO.	TOTAL SHT.
UTAH	I-15-8(17)342	27	

EMBANKMENT	137,722	430,742
EXCAVATION	49	2
BORROW	137,673	430,740
CLASS A OVERHAUL		
CLASS B OVERHAUL		

1552 53 54 1555 56 57 58 59 1560 61 62 63 64 1565 66 67 68 69 1570 71 72 73 74 1575 76 77 78 79 1580 81 82

STATE	PROJECT NO.	SHT. NO.	TOTAL SHT.
UTAH	I-15-8(17)342	28	

S.B. LANE

N.B. LANE

	1582–86	86–1600
EMBANKMENT	54,469	76,722
EXCAVATION	0	0
BORROW	54,469	76,722
CLASS A OVERHAUL		
CLASS B OVERHAUL		

1582 83 84 1585 86 87 88 89 1590 91 92 93 94 1595 96 97 98 99 1600

STATE	PROJECT NO.	SHT. NO.	TOTAL SHT.
UTAH	I-15-8(17)342	28	

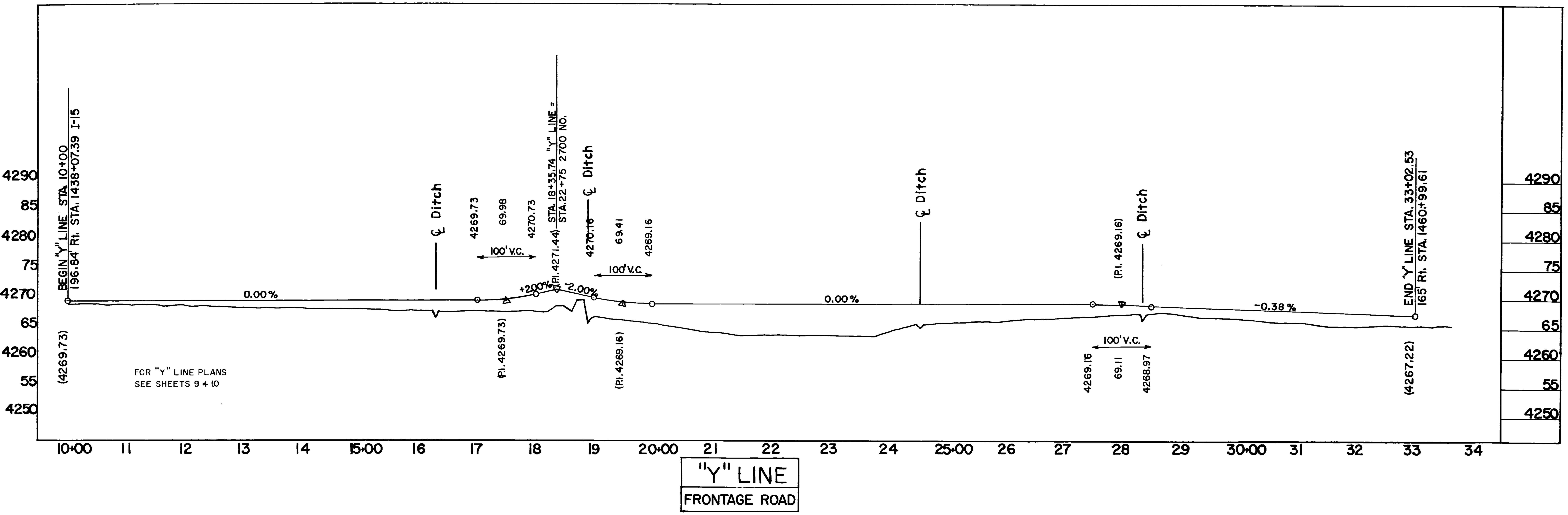
S.B. LANE

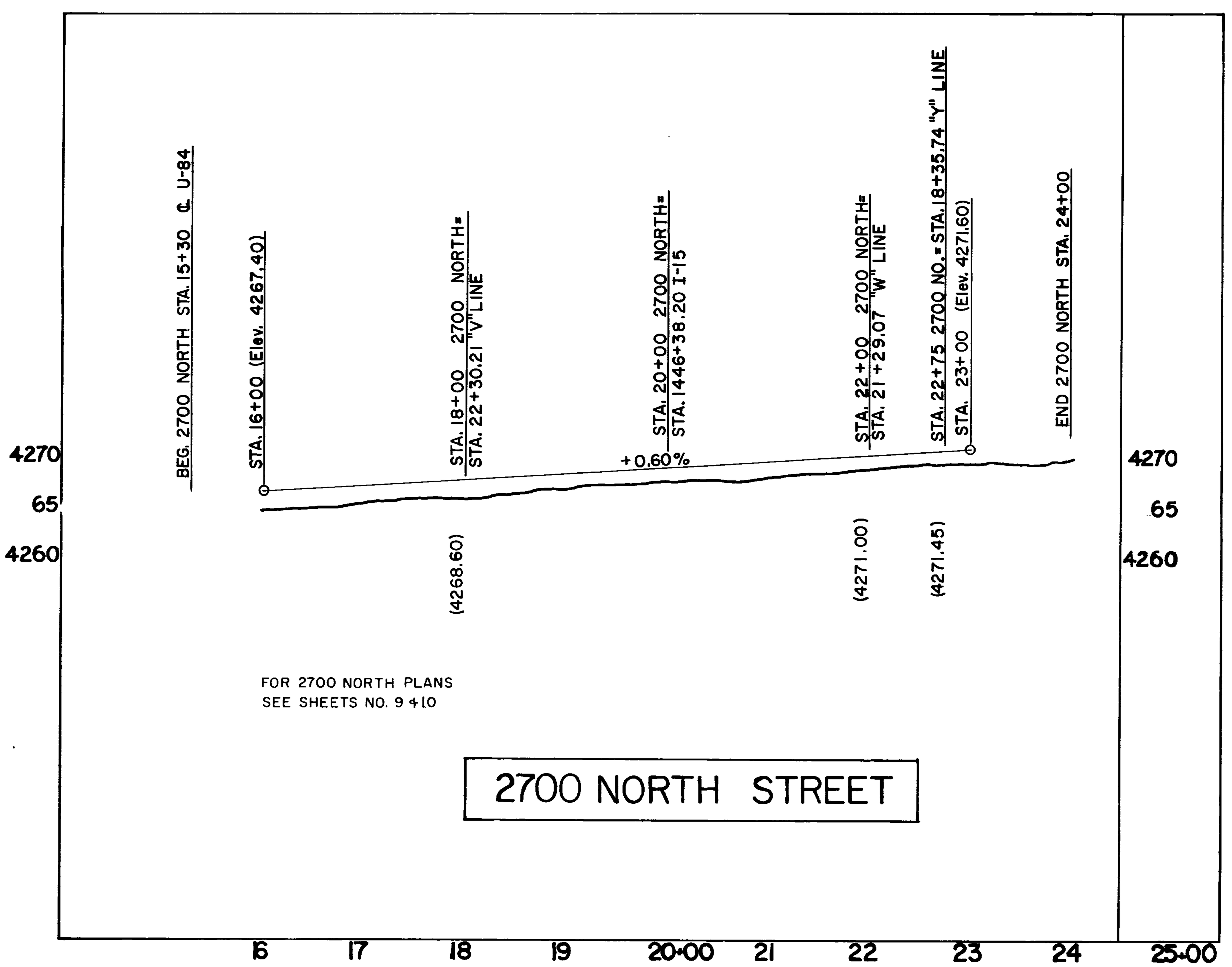
N.B. LANE

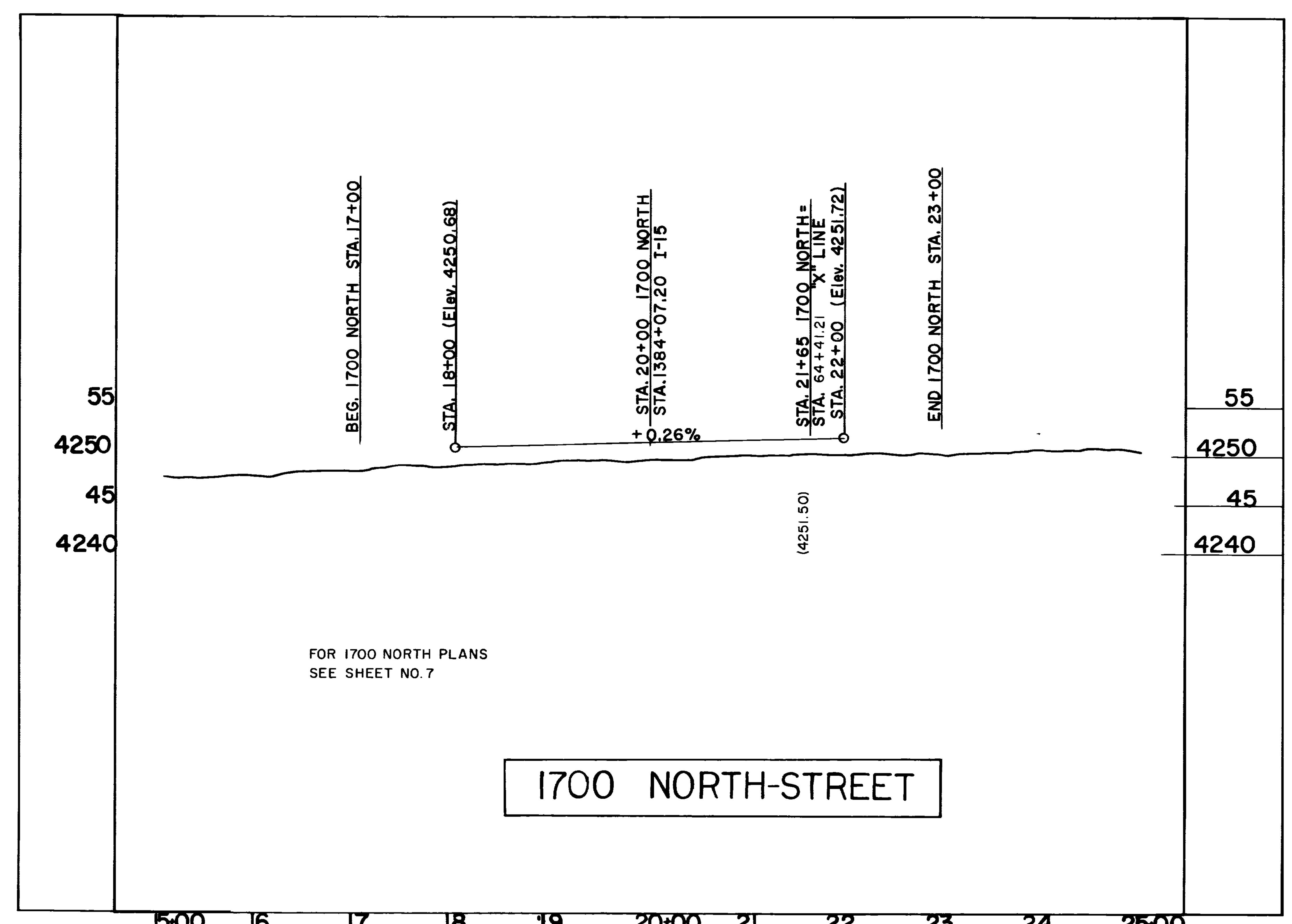
	1582 – 86	86 – 1600
EMBANKMENT	54,469	76,722
EXCAVATION	0	0
BORROW	54,469	76,722
CLASS A OVERHAUL		
CLASS B OVERHAUL		

1582 83 84 1585 86 87 88 89 1590 91 92 93 94 1595 96 97 98 99 1600

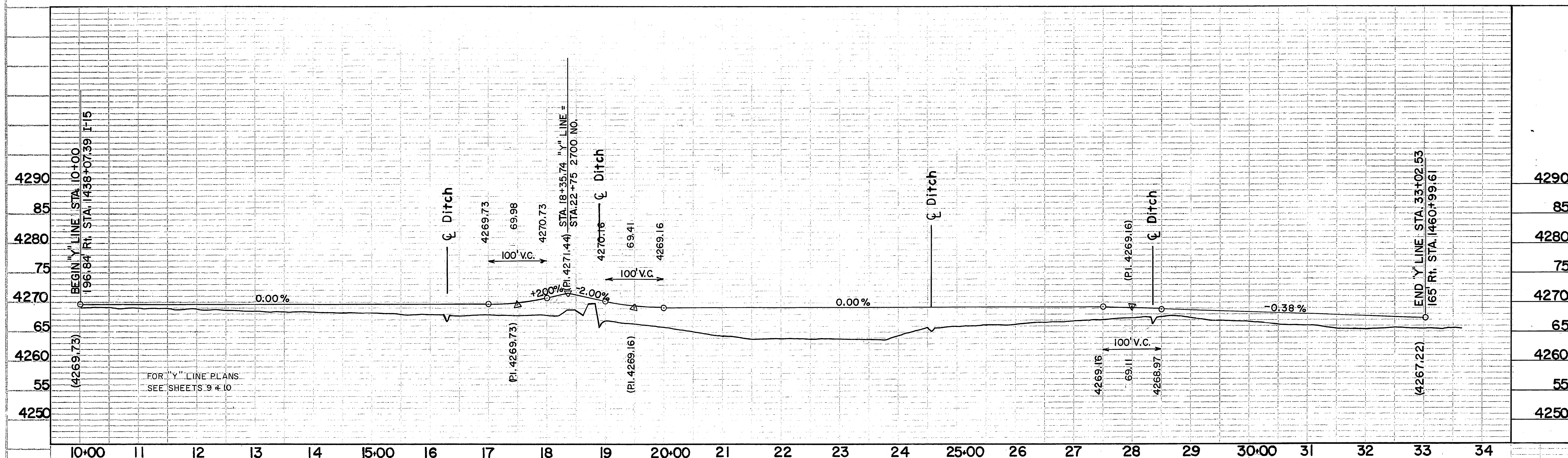
STATE	PROJECT NO.	SHT. NO.	TOTAL NO.
UTAH	I-15-8(17)342	29	



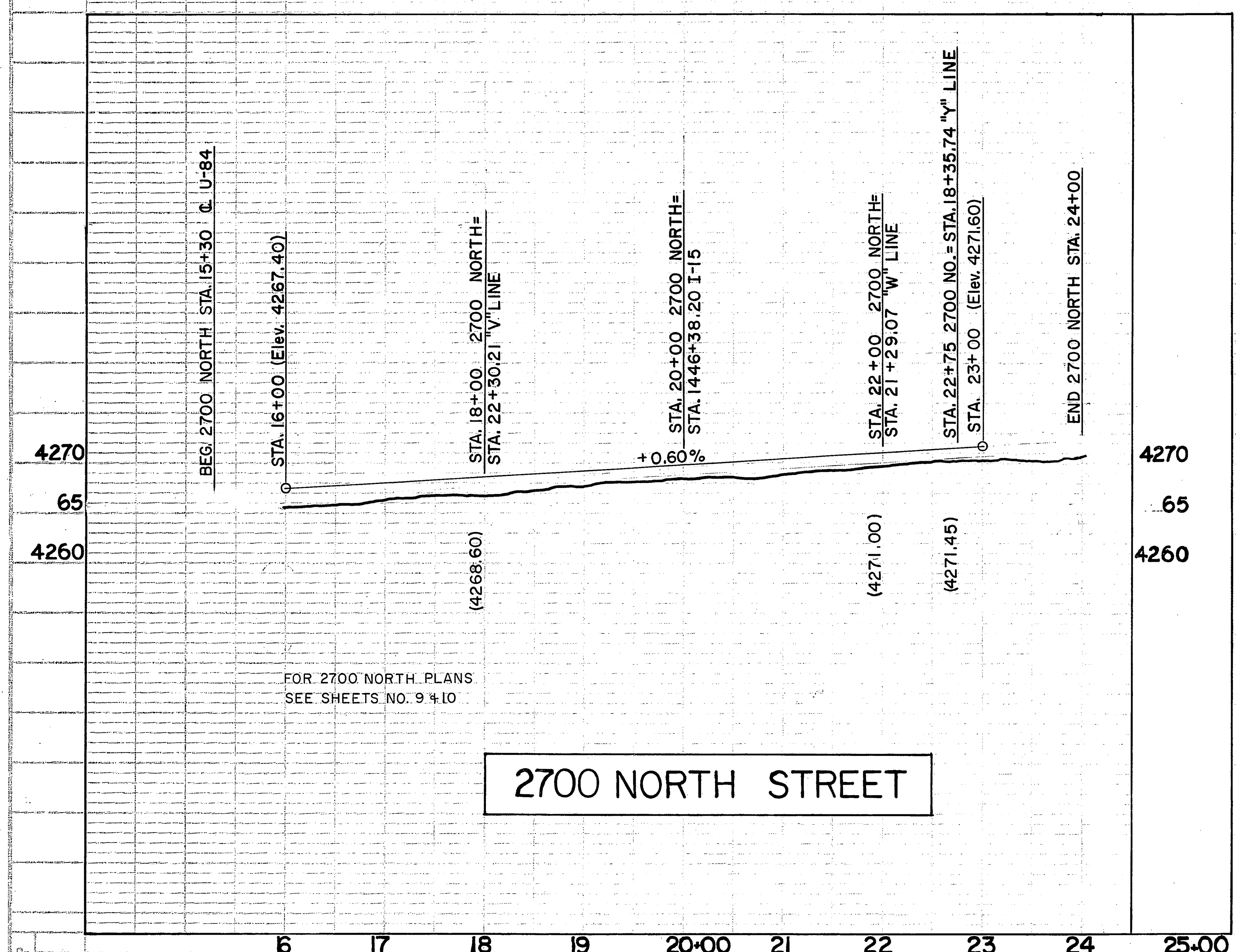




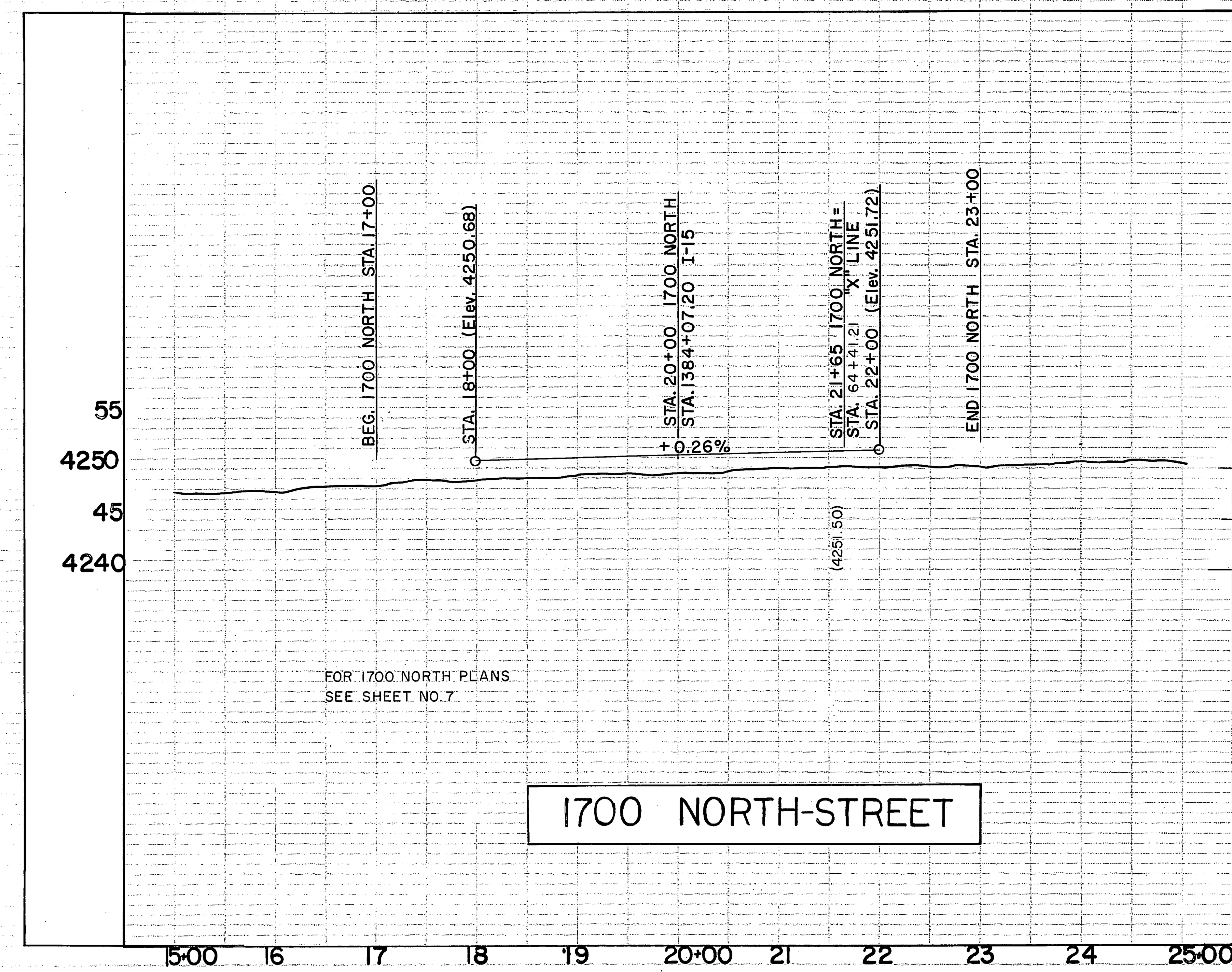
STATE	PROJECT NO.	SHT. NO.	TOTAL NO.
UTAH	I-15-8(17)342	29	



"Y" LINE
FRONTAGE ROAD



2700 NORTH STREET



1700 NORTH-STREET

STATE	PROJECT NO.	SHT.
UTAH	I-15-8(7)342	3[illegible]

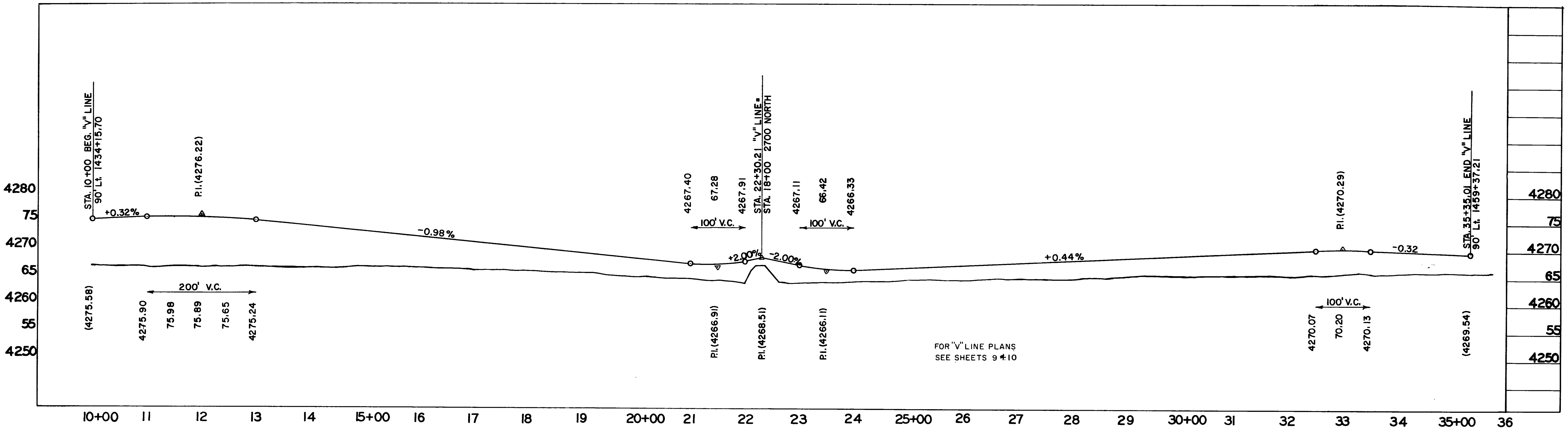
"X" LINE
FRONTAGE ROAD

STATE	PROJECT NO.	SHT. NO.	TOTAL SHTS.
UTAH	I-15-8(17)342	30	

"X" LINE

FRONTAGE ROAD

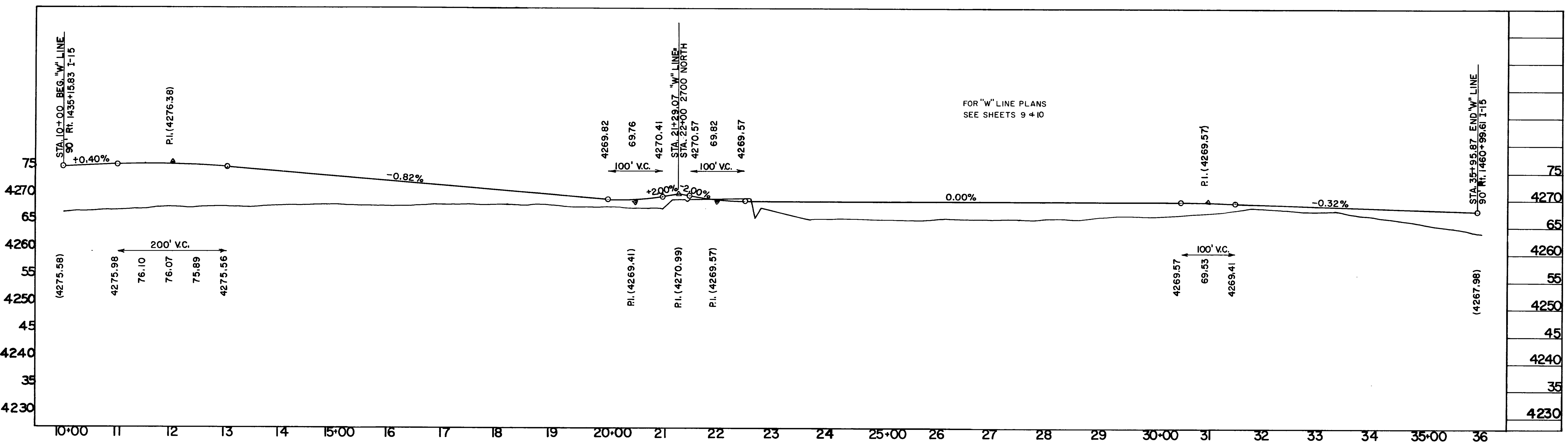
STATE	PROJECT NO.	SHT. NO.	TOTAL SHT.
UTAH	I-15-8(17)342	31	



"V" LINE

PLAIN CITY INTERCHANGE RAMP

2700 NO.

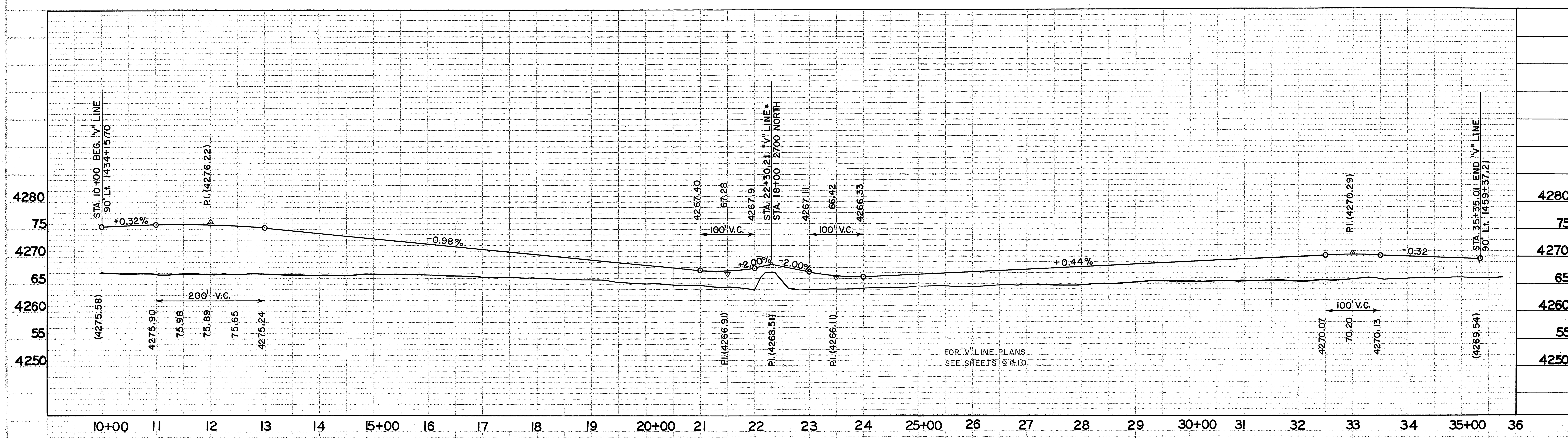


"W" LINE

PLAIN CITY INTERCHANGE RAMP

2700 NO.

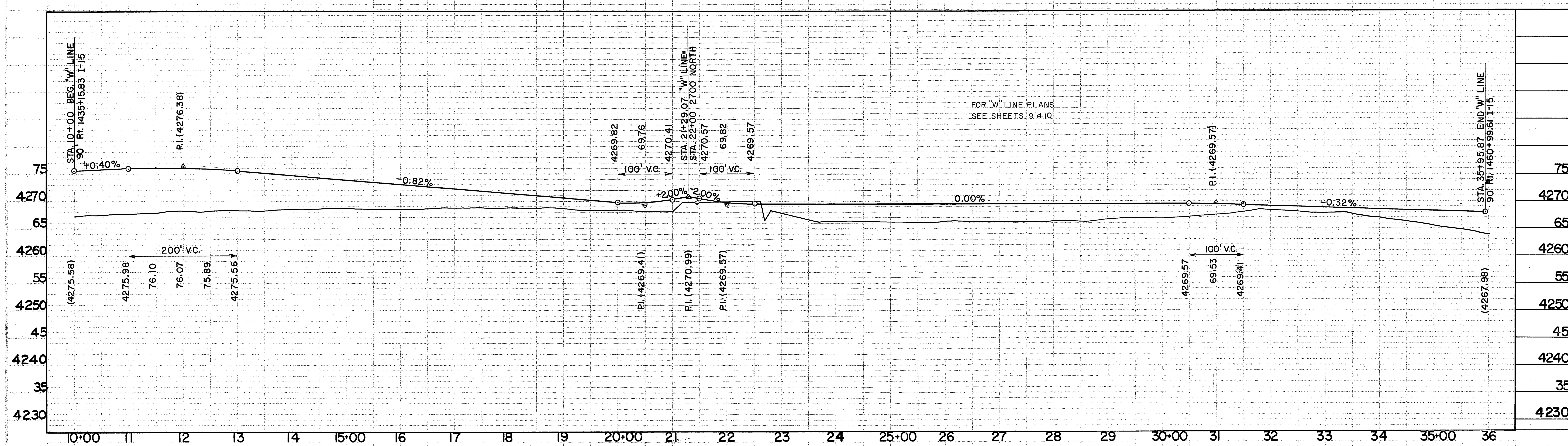
STATE	PROJECT NO.	SHT. NO.	TOTAL SHT.
UTAH	I-15-8(17)342	31	



"V" LINE

PLAIN CITY INTERCHANGE RAMP

2700 NO.



"W" LINE

PLAIN CITY INTERCHANGE RAMP

2700 NO.

STATE	PROJECT NO.	SHT. NO.	TOTAL SHT.
UTAH	I-15-8(17)342	32	

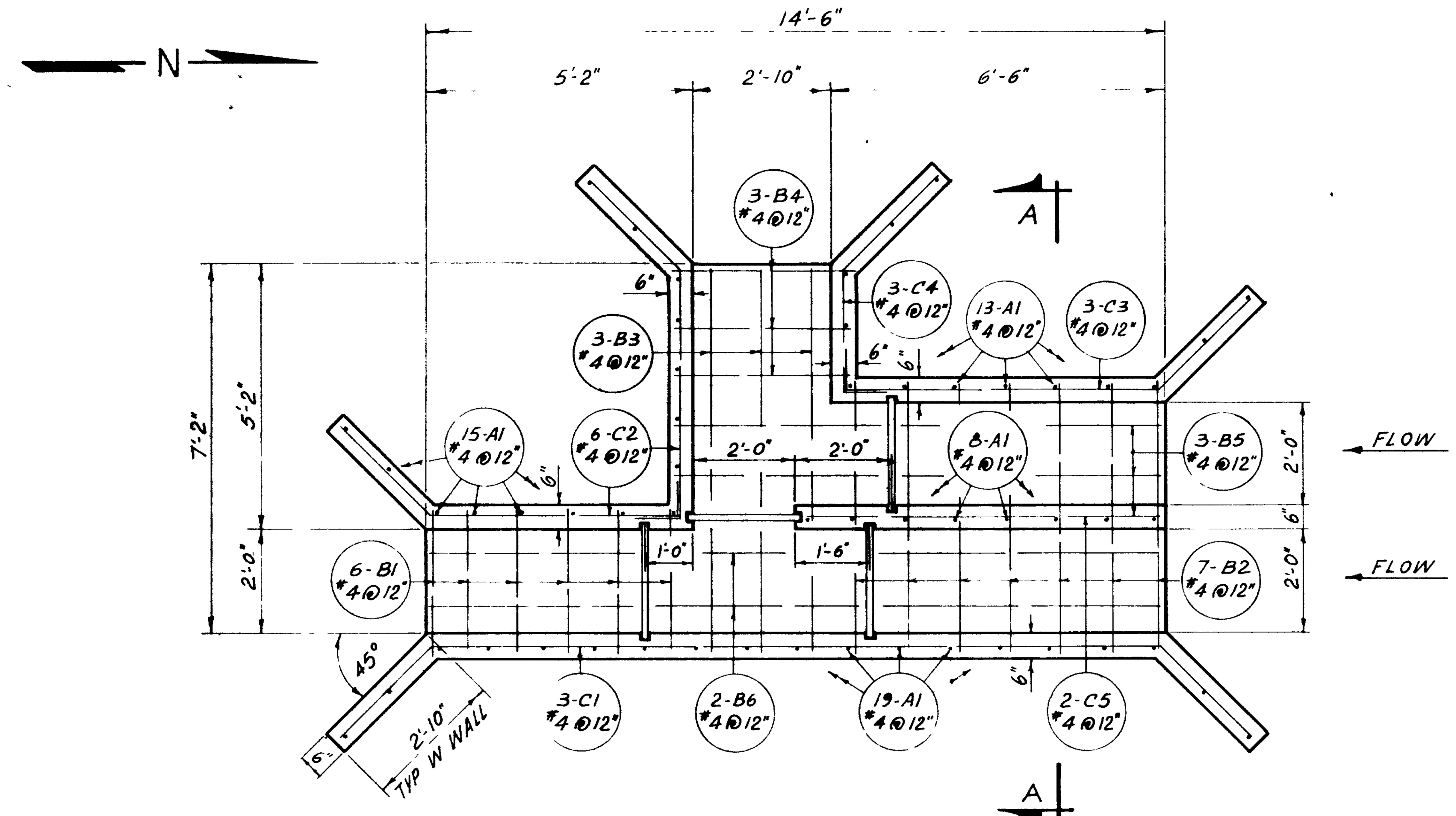
STATE	PROJECT NO.	SHT. NO.	TOTAL SHT.
UTAH	I-15-8(17)342	32	

STATE	PROJECT NO.	SHT. NO.	TOTAL SHT.
UTAH	I-15-8(17)342	33	

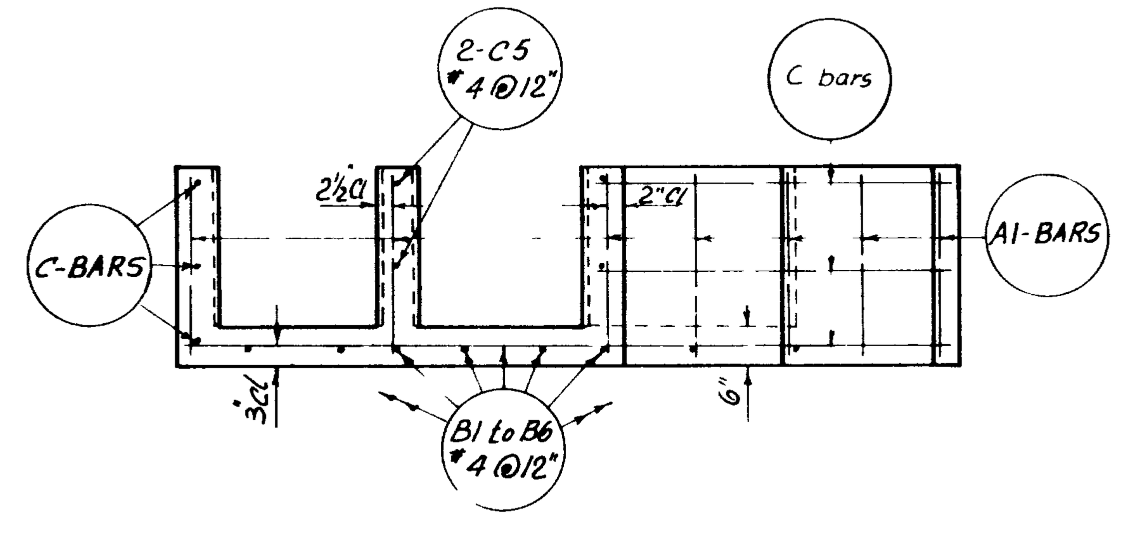
REV. DATE 6/9/65 CONST. CHANGE

STATE	PROJECT NO.	SHT. NO.	TOTAL SHT.
UTAH	I-15-8(17)342	33	

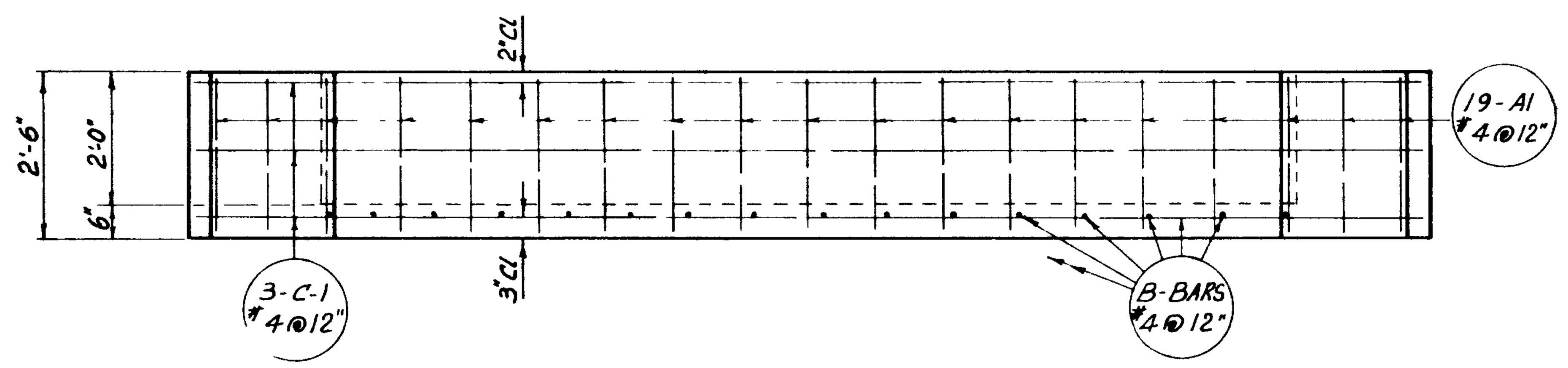
REV. DATE 6/9/65 CONST. CHANGE



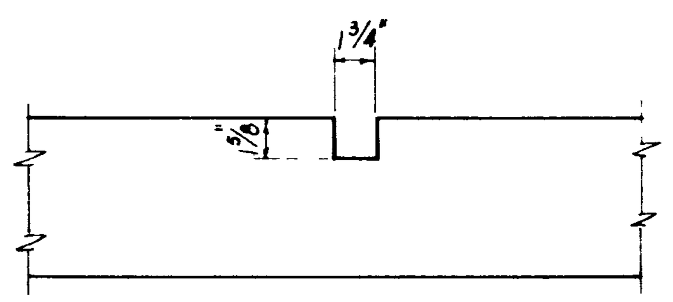
PLAN



SECTION A-A



ELEVATION



STOP GROOVE DETAIL

NOTE:
2"x6" x 2'-3" Headgates common structural grade Dougles Fir, 16 Required
Payment for headgates to be included in other pay items.

LOC	MARK	SIZE	NO BARS	L'GTH	TOTAL L'GTH		SKETCH
	A1	4	55	2'-1"	114'-7"		
	B1		6	2'-8	16-0		
	B2		7	5'-2	36'-2		
	B3		3	7'-4	22'-0		
	B4		3	3'-6	10'-6		
	B5		3	9'-6	28'-6		
	B6		2	14'-2	28'-4		
	C1		3	19'-3	57'-9		2'-6" 14'-3" 2'-6"
	C2		6	8'-2	49'-0	a=4'10	2'-6" a 10"
	C3		3	9'-6	28'-6	6'-2	
	C4		3	5'-8	17'-0	2'-4	
	C5	4	2	7'-0	14'-0		

422'-4" #4 bars @ 0.668 lb/ft = 282.1 lb

Unless otherwise shown, all dimensions are out to out of bars.

GENERAL NOTES

Materials, construction, and workmanship shall be in accordance with the State Standard Specifications for Road and Bridge Construction, 1960 Edition, and supplements thereto which are in effect at the date of request for bids

All reinforcing bars shall be intermediate grade billet steel conforming to AASHO designation M-31 Deformations shall conform to AASHO designation M-137.

Type II cement (low alkali) required.

DESIGN DATA

The design is in accordance with the AASHO. Specifications of 1961, and Interim Specifications.

fc=1200 psi
fs=20,000 psi
n=10

QUANTITIES

Excavation for Structure (Unclassified)
Class A Concrete (AE)
Reinforcing Steel
Mechanical Tamping

NOTE: THIS DESIGN NOT USED ON THIS PROJECT

NO	BY	DATE	REMARKS

REVISIONS

UTAH STATE DEPARTMENT OF HIGHWAYS
SALT LAKE CITY UTAH
STRUCTURES DIVISION

300 NORTH TO HOT SPRINGS
DIVIDER

DESIGNED BY AOO	CHECKED BY	I-15-8(17)342 PROJECT NUMBER
DRAWN BY BKM	CHECKED BY AOO	
QUANTITIES BY BKM	CHECKED BY AOO	135 LT OF 1427+50± STATION
APPROVAL RECOMM Oct 22, 1964 DATE	W G Tolley GROUP LEADER	
APPROVED Oct 23 1964 DATE	D L Sargent CHIEF STRUCTURAL ENGR	WEBER COUNTY
BR NO	DRG NO V-932	1 OF 1