| | | PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21) 334 | 1 | |

REV. DATE 3/10/65
REV. DATE 3/12/65

# STATE OF UTAH
# STATE ROAD COMMISSION

## PLANS OF PROPOSED STATE ROAD

FEDERAL AID PROJECT

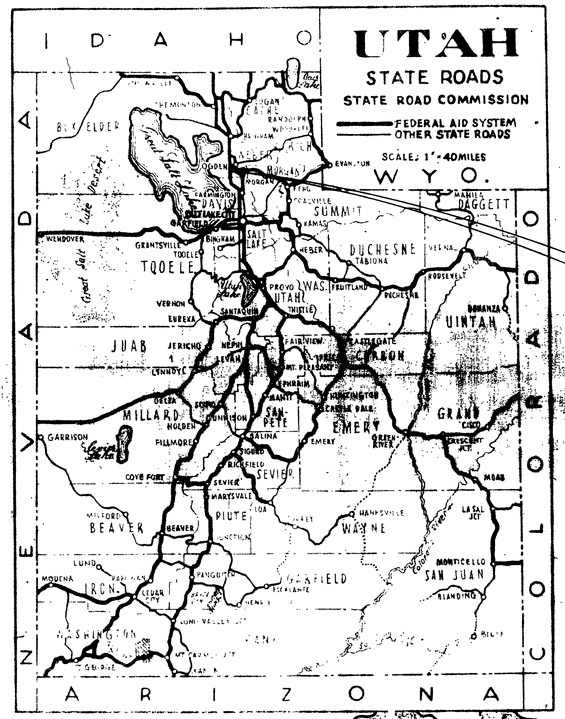
I-15-8(21) 334 1ST CONTRACT

**DAVIS-WEBER COUNTY LINE TO 31 ST STREET**

WEBER COUNTY

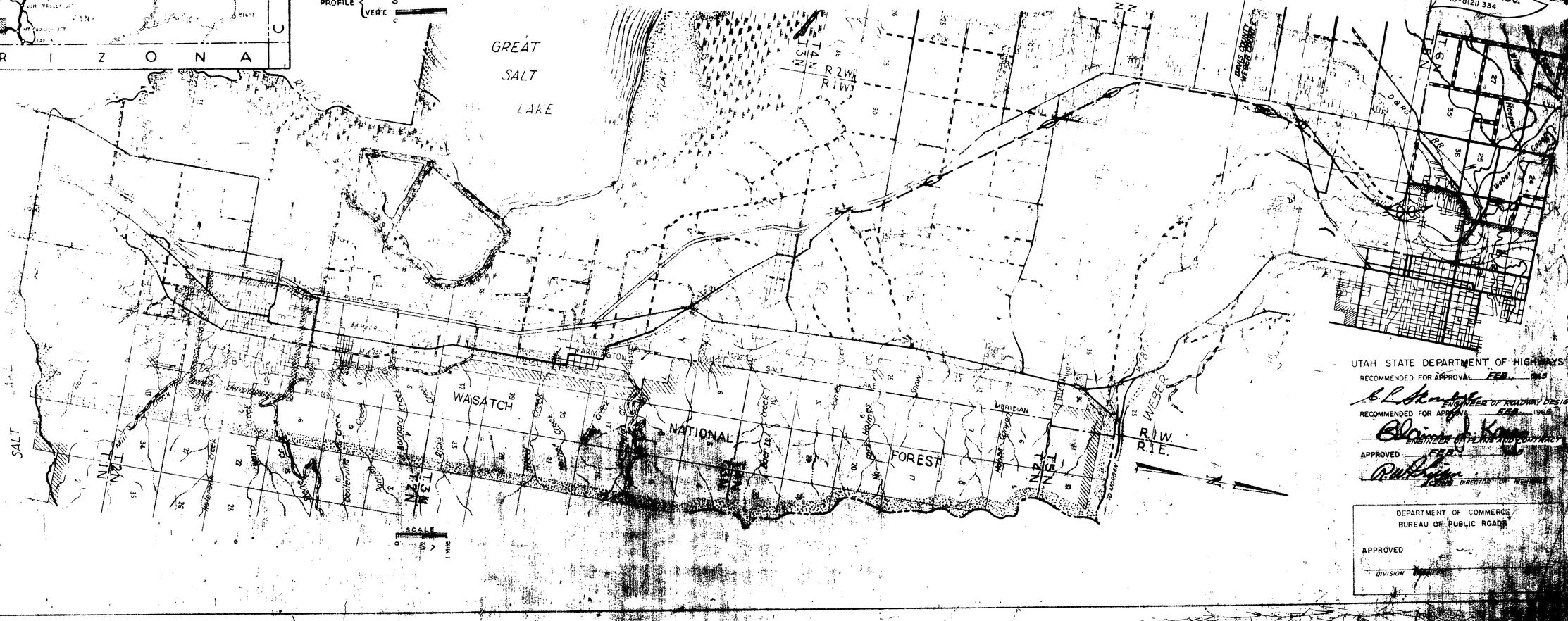
LENGTH 3.862 MILES

"AS CONSTRUCTED DRAWINGS"




I-15-8(21) 334
DAVIS-WEBER COUNTY LINE to 31st STREET

SCALES:
PLAN
PROFILE { HORIZ. / VERT.




1ST Contract

INDEX TO SHEETS I-15-8(21) 334

| SHEET NO. | DESCRIPTION | |
|---|---|---|
| 1 | TITLE SHEET | |
| 2(A-F) | TYPICAL SECTION | |
| 3(3A-F) | SUM. SHEETS AND MAT'L. SITE SHEETS | |
| 4-23 | PLAN & PROFILE SHEETS | |
| 24 | DEEP BEAM HIGHWAY GUARDRAIL | 230 |
| 25 | GROUND MOUNTED SIGNS INSTALLATION DETAILS | [illegible] |
| [illegible] | CHAIN LINK FENCE | [illegible] |
| 27-31 | CONSTRUCTION [illegible] | [illegible] |
| 32 | CONSTRUCTION [illegible] | [illegible] |
| 33 | [illegible] | [illegible] |
| 34-35 | [illegible] | [illegible] |
| 36 | CONCRETE CURB AND [illegible] | [illegible] |
| 37 | REINFORCED CONC. [illegible] | [illegible] |
| 38 | METAL [illegible] END [illegible] | [illegible] |
| 39 | STD. CATCH BASINS FOR [illegible] | [illegible] |
| 40 | STANDARD CATCH BASIN | [illegible] |
| 41 | POLE FOUNDATION [illegible] | [illegible] |
| | CROSSING | |
| 42 | JUNCT. BOX DETAILS [illegible] | [illegible] |
| 43 | RAISED MEDIAN | [illegible] |
| 44 | CORRUGATED METAL PIPE CULVERT | [illegible] |
| 45 | SHOULDER AND MEDIAN DRAIN | [illegible] |
| 46 | REINFORCED CONCRETE PIPE CULVERT | [illegible] |

UTAH STATE DEPARTMENT OF HIGHWAYS

RECOMMENDED FOR APPROVAL FEB., 1965

B. L. Skandis
ENGINEER OF ROADWAY DESIGN

RECOMMENDED FOR APPROVAL FEB., 1965

Blaine J. Kemp
ENGINEER OF PLANS AND CONTRACTS

APPROVED FEB., 1965

R. W. Ellis
STATE DIRECTOR OF HIGHWAYS

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED

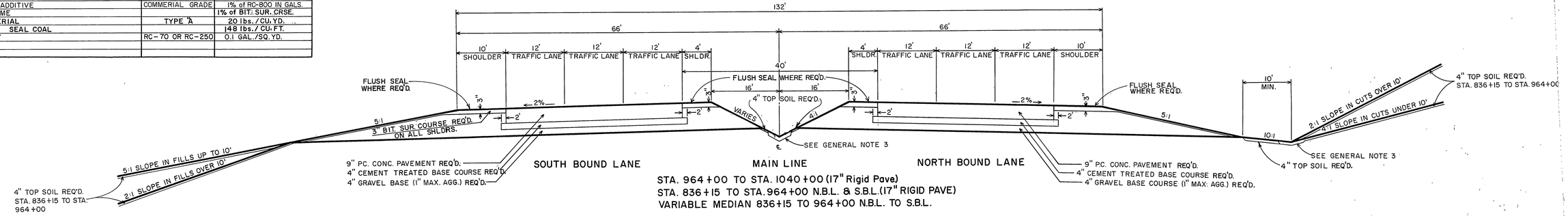
DIVISION ENGINEER

# TYPICAL CROSS SECTION

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | SHEET NO. | TOTA SHEE |
|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21)334 | 2 | |

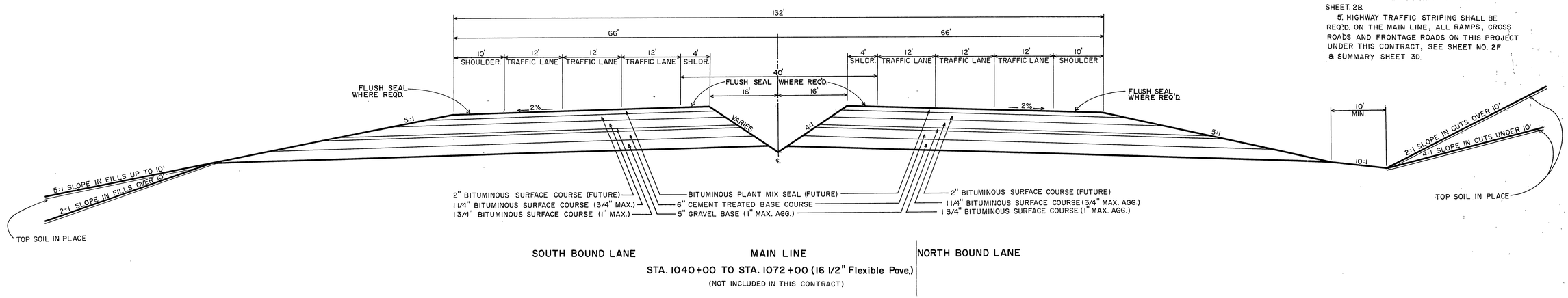
REVISION DATE 3/10/65

| APPLICATION | TYPE | AMOUNT FOR EST. PURPOSES ONLY |
|---|---|---|
| PORTLAND CEMENT CONCRETE PAVEMENT | 9" THICK | SQ. YD. |
| PORTLAND CEMENT TREATED BASE COURSE | | 140 LBS./CU. FT. |
| PORTLAND CEMENT | TYPE I | SEE SPECIAL PROVISION |
| | | |
| GRAVEL BASE COURSE | 1" MAX. AGG. | 140 LBS./CU. FT. |
| GRAVEL SURFACE COURSE | 1" MAX. AGG. | 140 LBS./CU. FT. |
| BITUMINOUS SURFACE COURSE | 1" MAX. AGG. | 148 LBS./CU. FT. |
| BITUMINOUS SURFACE COURSE | 3/4" MAX. AGG. | 148 LBS./CU. FT. |
| BITUMINOUS MATERIAL | 85-100 PENETRA. | 5% BIT. SUR. CRSE. by WT. |
| BITUMINOUS MATERIAL | 60-70 PENETRA. | 7% BIT. SUR. CRSE. by WT. |
| BITUMINOUS MATERIAL SEAL COAT | RC-800 | 0.2 GAL./SQ. YD. |
| BITUMINOUS MATERIAL TACK COAT | RC-70 OR RC-250 | 0.15 GAL./SQ. YD. |
| BITUMINOUS MATERIAL CURING COAT | MC-70 OR MC-250 | 0.15 GAL./SQ. YD. |
| BITUMINOUS MATERIAL PRIME COAT | MC-70 OR MC-250 | 0.5 GAL./SQ. YD. |
| BITUMINOUS ADDITIVE | COMMERIAL GRADE | 1% of RC-800 IN GALS. |
| HYDRATED LIME | | 1% of BIT. SUR. CRSE. |
| COVER MATERIAL | TYPE "A" | 20 lbs./CU. YD. |
| PLANT MIX SEAL COAL | | 148 lbs./CU. FT. |
| FLUSH COAT | RC-70 OR RC-250 | 0.1 GAL./SQ. YD. |
| | | |
| | | |




GENERAL NOTE

1. TOP SOIL TO BE PLACED ON ALL MEDIAN AND OUTSIDE SLOPES OF LINES BEING SURFACED UP TO STA. 964 (AS DIRECTED BY PROJ. ENG
2. DESIGN SPEED 70 MPH SUPERELEVATE IN ACCORDANCE WITH STANDARD DRWG. NO. 203
3. FOR PLACING OF BITUMINOUS PAVED MEDIAN AND CUT DITCHES SEE TYPICAL SECTIONS SHEET 2C.
4. FOR TYPICAL SECTION AND PLACING OF ROLLED GUTTER ON SHOULDERS SEE SHEET 2B
5. HIGHWAY TRAFFIC STRIPING SHALL BE REQ'D. ON THE MAIN LINE, ALL RAMPS, CROSS ROADS AND FRONTAGE ROADS ON THIS PROJECT UNDER THIS CONTRACT, SEE SHEET NO. 2F & SUMMARY SHEET 3D.



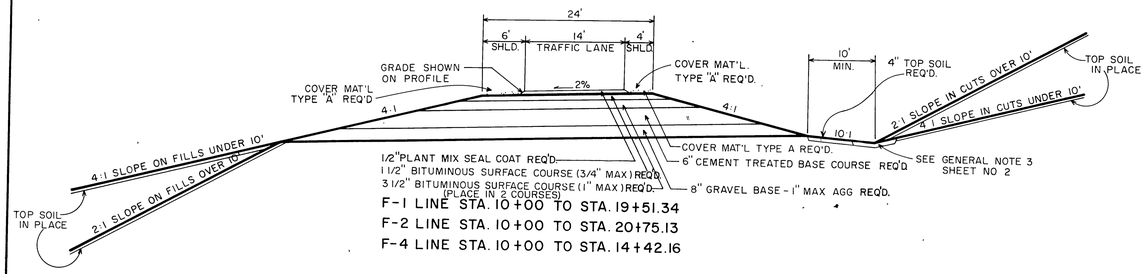

| REVISIONS | | | |
|---|---|---|---|
| DATE | BY | DATE | BY |
| | | | |

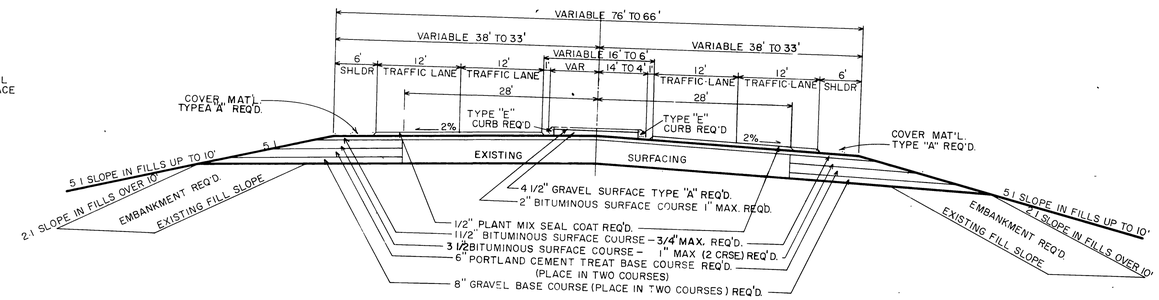
UTAH STATE ROAD COMMISSION
SALT LAKE CITY - UTAH

# TYPICAL CROSS SECTION

| FED. ROAD DIST NO | STATE | PROJ NO | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21)334 | 2A | |

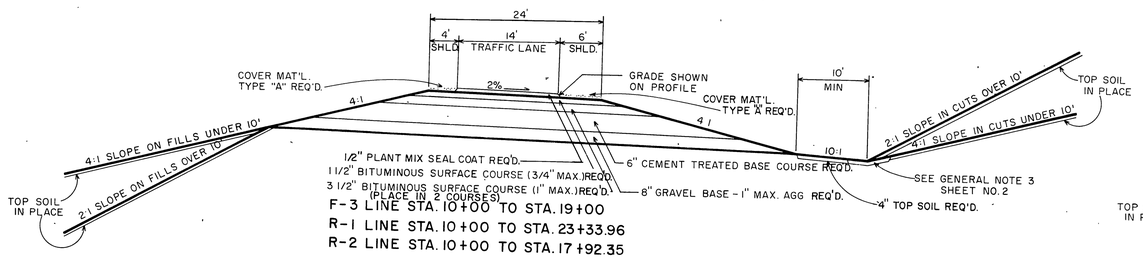
REV DATE 3/10/65
REV DATE 3/12/65

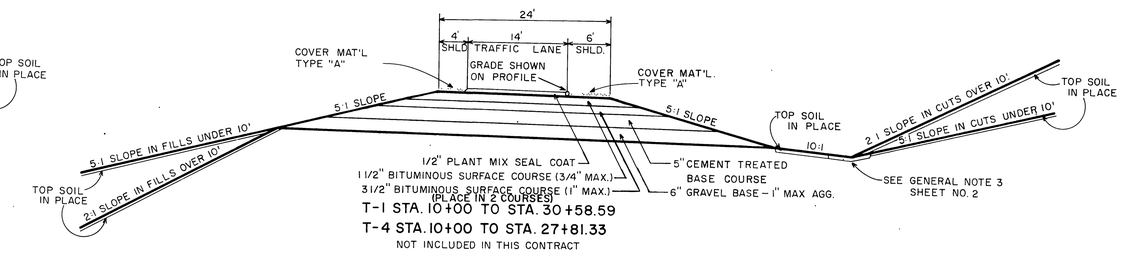


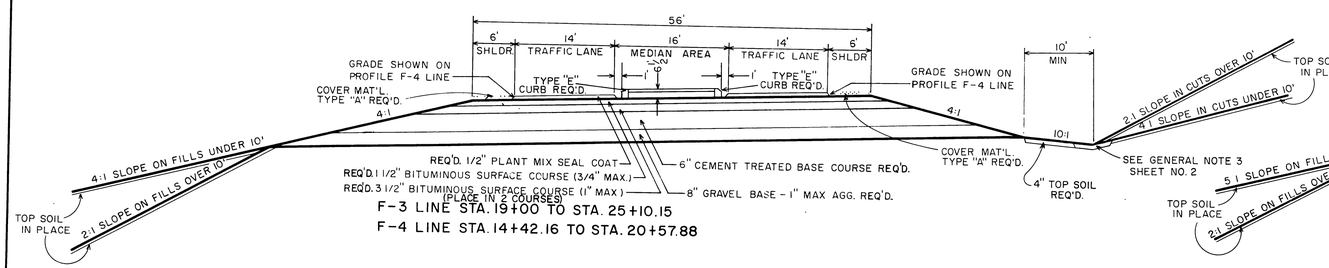



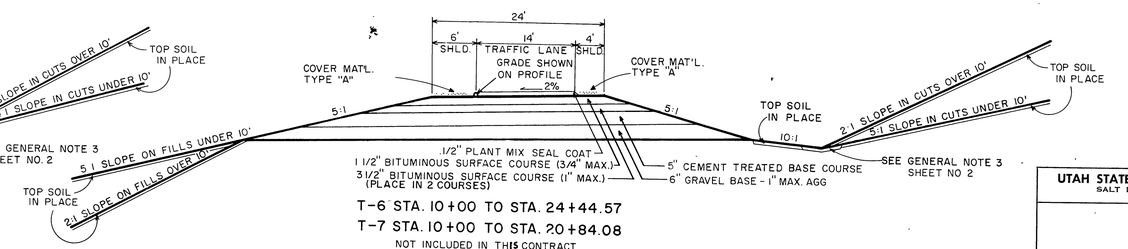

RIVERDALE ROAD
STA. 23+00 TO STA. 54+22

*NOTE:*
STA. 31+95 to STA. 40+00 WHERE FINISHED GRADE IS HIGHER THAN THE EXISTING ROADWAY SURFACE EXTEND THE SHOULDER TREATMENT OVER THE EXISTING ROADWAY (AVE. DEPTH OF GRAVEL BASE COURSE IS 11" PLACE IN 3 COURSES)



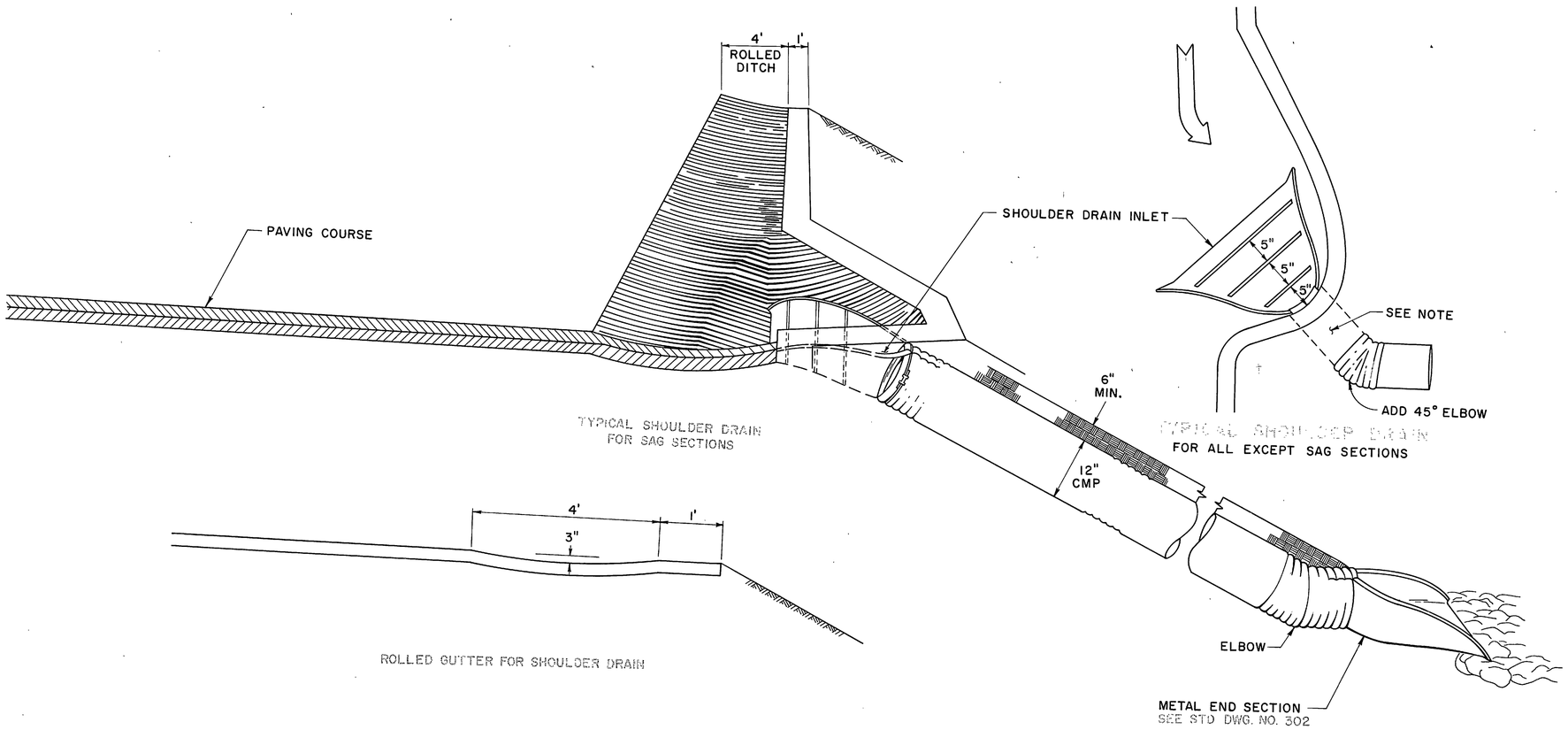




| REVISIONS | | | |
|---|---|---|---|
| DATE | BY | DATE | BY |
| | | | |

UTAH STATE ROAD COMMISSION
SALT LAKE CITY - UTAH

SEE GENERAL NOTE - SHEET 2




SHOULDER DRAIN

1 SHOULDER DRAIN SHALL BE PLACED IN CONJUNCTION WITH BITUMINOUS ROLLED GUTTER TO PREVENT EROSION OF THE FILL SLOPES.

2 WHEN DRAINS ARE PLACED AT INTERMEDIATE POINTS ON A GRADE, A 45° ELBOW SHALL BE USED TO PROVIDE A MORE DIRECT ENTRANCE.

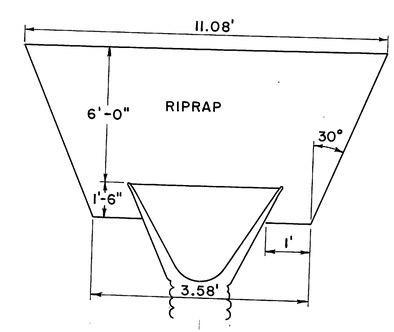
3 THE BITUMINOUS ROLLED GUTTER AND SURFACING SHALL BE TRANSITIONED TO PROVIDE A GOOD ENTRANCE CONDITION. THE ENTRANCE SHALL BE LOWED A MINIMUM OF 3" BELOW NORMAL GUTTER FLOWLINE

4 SPACING SHALL BE DETERMINED FROM THE PLAN SHEETS UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER.

5 A BITUMINOUS DIKE SHALL BE PLACED ACROSS THE BITUMINOUS ROLLED GUTTER TO DIRECT THE DRAINAGE INTO THE SHOULDER DRAIN.

6 SHOULDER DRAIN INLET SHALL BE A STANDARD METAL END SECTION WITH 1/2" STEEL BARS BOLTED OR WELDED ON 5" CENTERS. **AS PER. STD. DWG NO. 347**

7 RIPRAP SHALL BE PLACED IN A FANSHAPED HOLE ONE FOOT DEEP, REQUIRING 2.00 CU YD PER END SEC



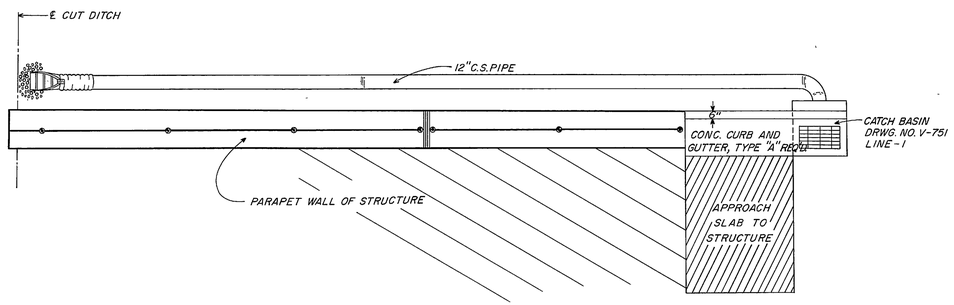

GENERAL NOTE:
FOR LOCATIONS OF BITUMINOUS ROLLED GUTTER SEE SHEET NO 3 AND SHOULDER DRAINS, SEE SUMMARY SHEET 3B

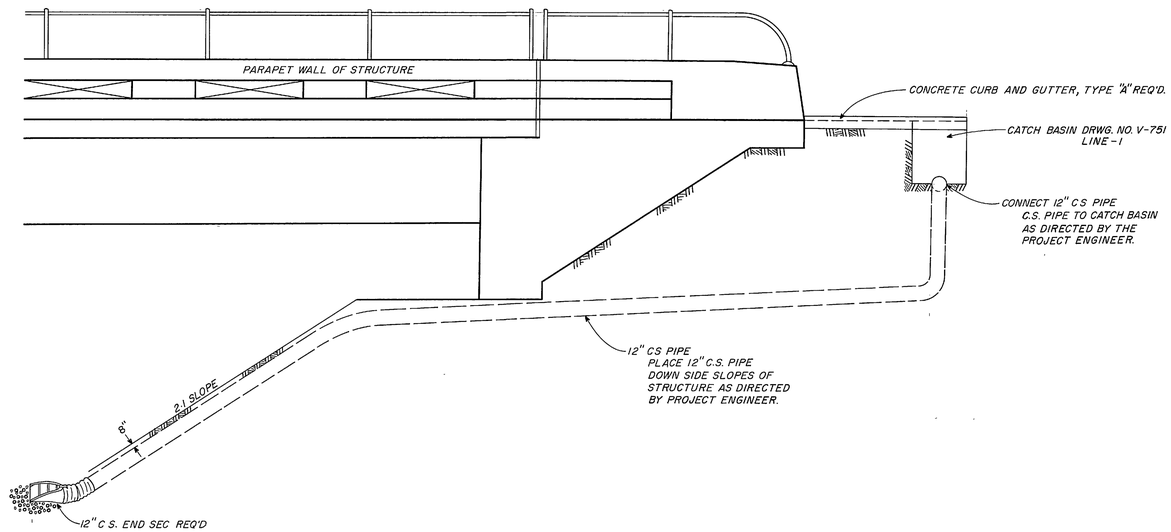
# SLOPE PROTECTION FOR MAJOR STRUCTURES DETAIL

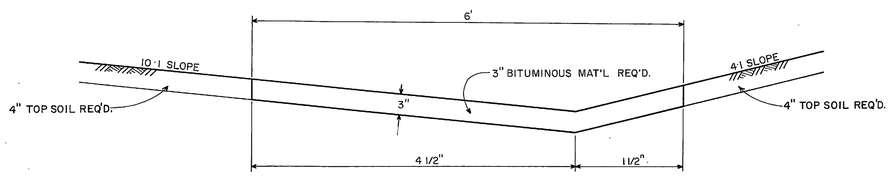
FOR STATIONS SEE SUMMARY SHEET NO. 3C

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21)334 | 2C | |

REV. DATE 3/10/65

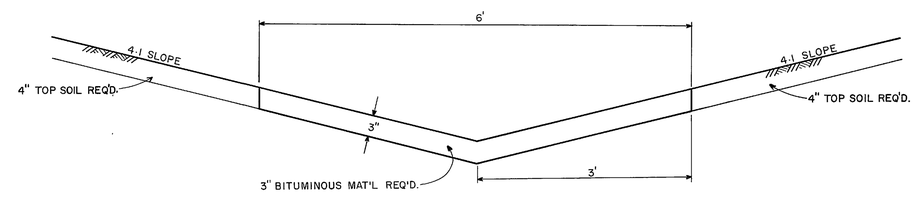



## TYPICAL SECTION FOR PAVED CUT DITCH

FOR PLACING OF PAVED CUT DITCH
SEE SUMMARY SHEET NO. 3
FOR BITUMINOUS MATERIAL QUANTITIES
SEE SURF. SUM. SHEET NO. 3A



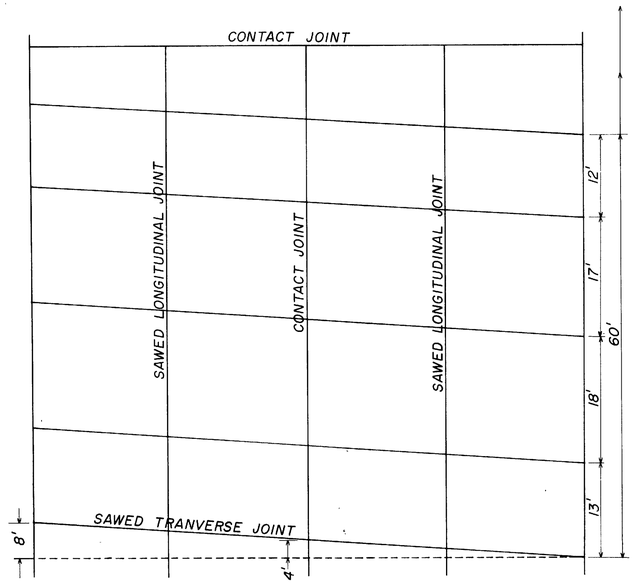

## TYPICAL SECTION FOR PAVED MEDIAN DITCH

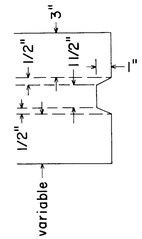
FOR PLACING OF PAVED MED DITCH
SEE SUMMARY SHEET NO. 3

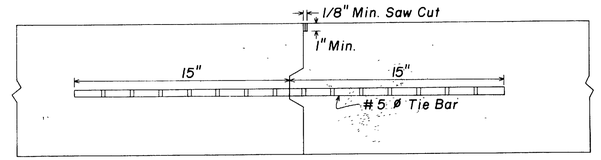
| REVISIONS | | | |
|---|---|---|---|
| DATE | BY | DATE | BY |
| | | | |
| | | | |

| FED. ROAD DIST. NO | STATE | PROJ NO | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21)334 | 20 | |

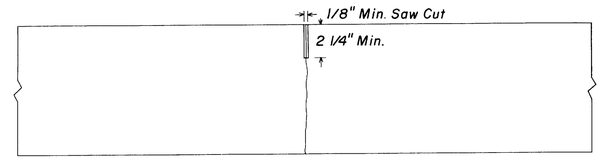
REV DATE 3/10/65



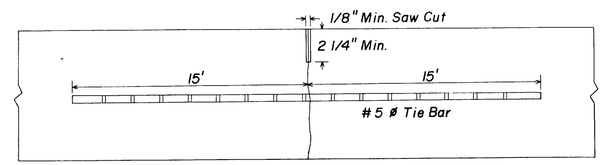




CONTACT JOINT

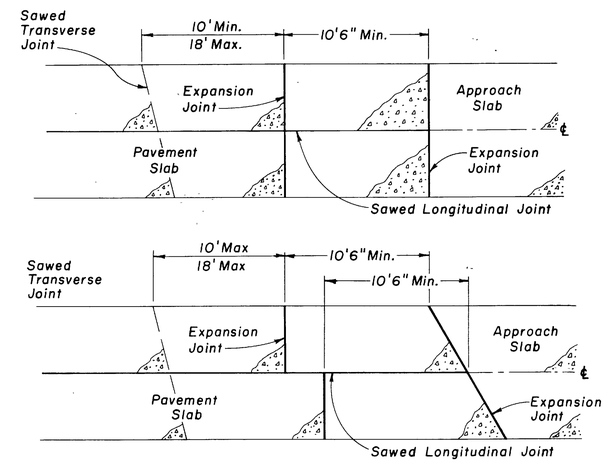



SAWED TRANSVERSE JOINT

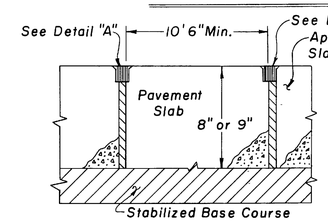



SAWED LONGITUDINAL JOINT

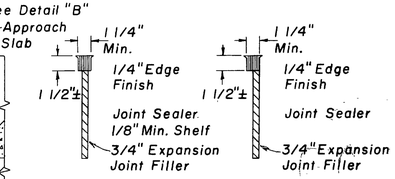
Tie bars shall be No 5 ø reinforcing steel 30" long with maximum spacing of 48" and and shall be placed in the middle 1/3 of the slab.




PLAN

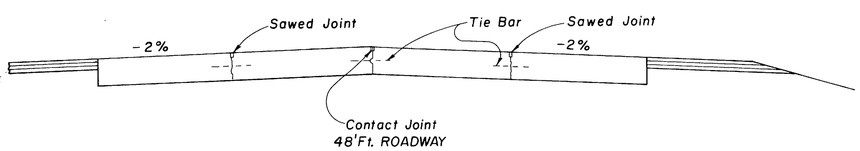


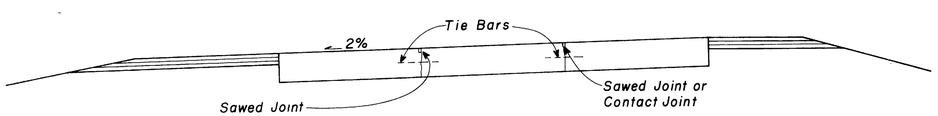

PROFILE



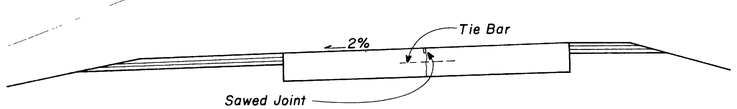

DETAIL "A" Expansion Joint

DETAIL "B" Expansion Joint

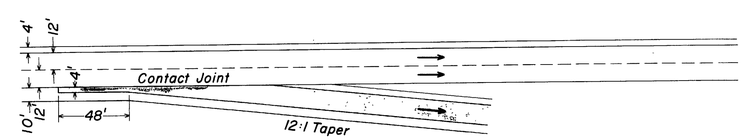



36' Ft. Roadway




24' Ft. Roadway

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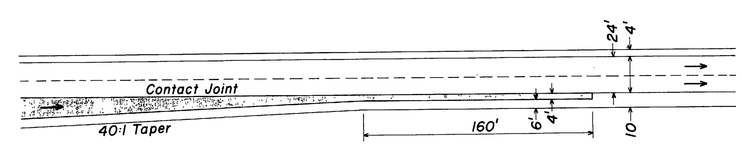
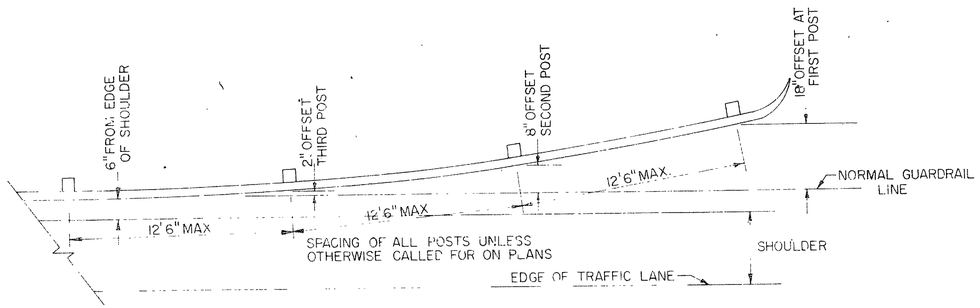



ENTRANCE RAMP

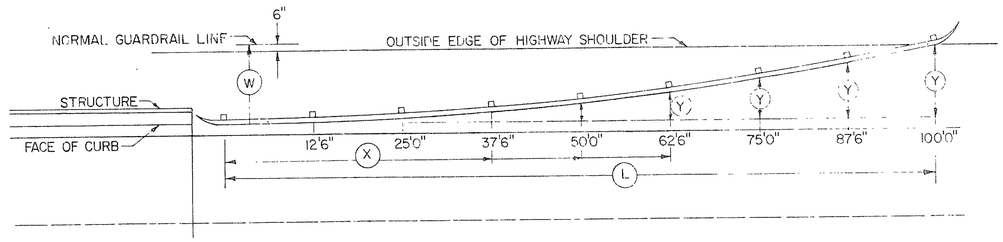
| REVISIONS | | | |
|---|---|---|---|
| DATE | BY | DATE | BY |
| | | | |

# GUARDRAIL INSTALLATION STRUCTURES

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21)334 | 2 E | |




TYPICAL INSTALLATION FOR ROADWAY APPROACH TERMINAL

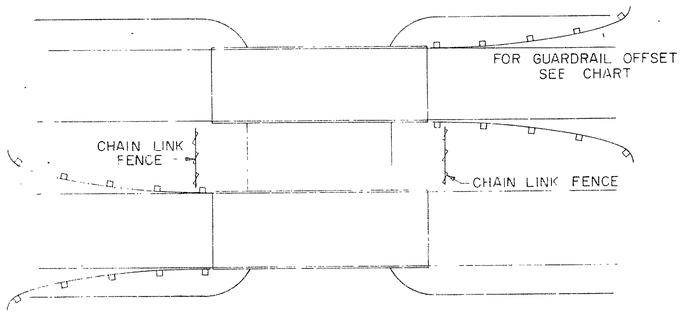



W = OFFSET FROM BRIDGE CURB TO NORMAL GUARDRAIL LINE

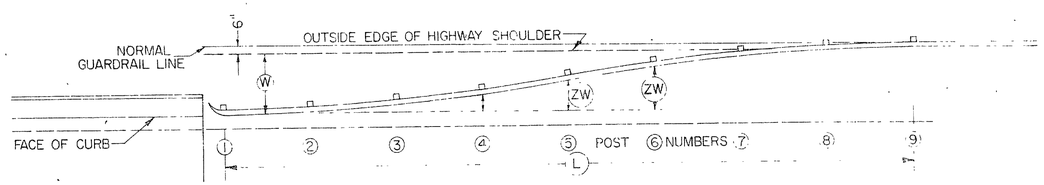
L = LENGTH OF GUARDRAIL

$Y = W \frac{X^2}{L^2}$ X = DISTANCE FROM BEGINNING OF GUARDRAIL AT BRIDGE

Y = OFFSET AT EACH POINT




MEDIAN TREATMENT AT OVERPASS

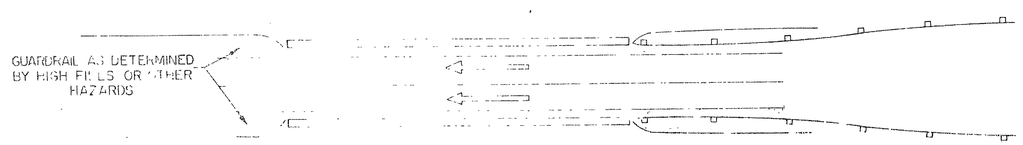



| Z = % OF TOTAL OFFSET FOR EACH POST | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| W | L | POST NUMBERS (12'6" MAXIMUM SPACING) | | | | | | | | | | | | | | | |
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 0-4' | 50 | 0 | 12.5 | 50.0 | 87.5 | 100 | | | | | | | | | | | | |
| 4'-6' | 100 | 0 | 3.0 | 12.5 | 28.0 | 50.0 | 72.0 | 87.5 | 97.0 | 100 | | | | | | | | |
| OVER 6' | 200 | 0 | 0.8 | 3.1 | 7.0 | 12.5 | 19.5 | 28.2 | 38.3 | 50.0 | 61.7 | 71.8 | 80.5 | 87.5 | 93.0 | 96.9 | 99.2 | 100 |

Z = % OF TOTAL OFFSET (W) FOR EACH POST
W = TOTAL WIDTH OF OFFSET FROM NORMAL GUARDRAIL LINE TO FACE OF CURB
L = TRANSITION LENGTH

TYPICAL STRUCTURE APPROACH INSTALLATION

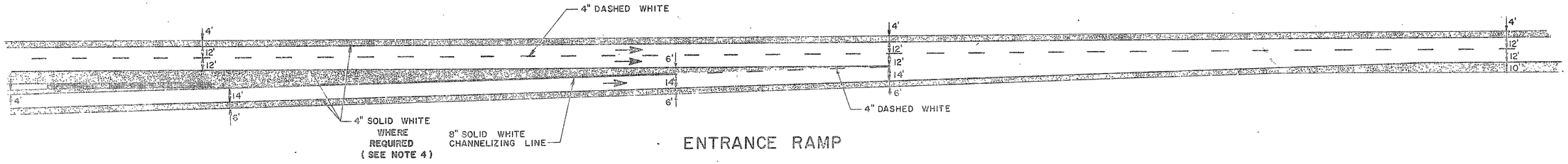
TWO WAY STRUCTURE




ONE WAY STRUCTURE

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21)334 | 2-F | |

REV. DATE 3/10/65

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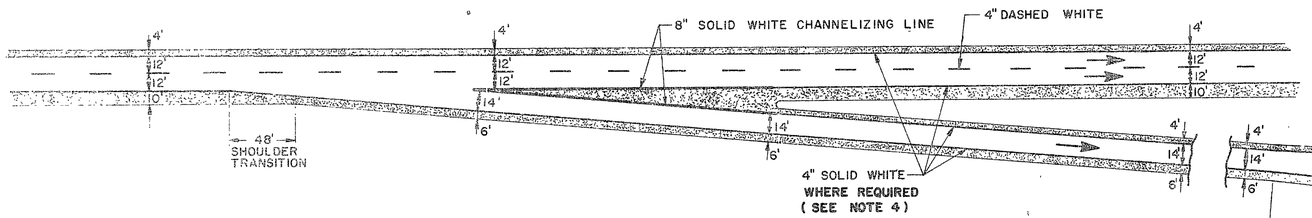
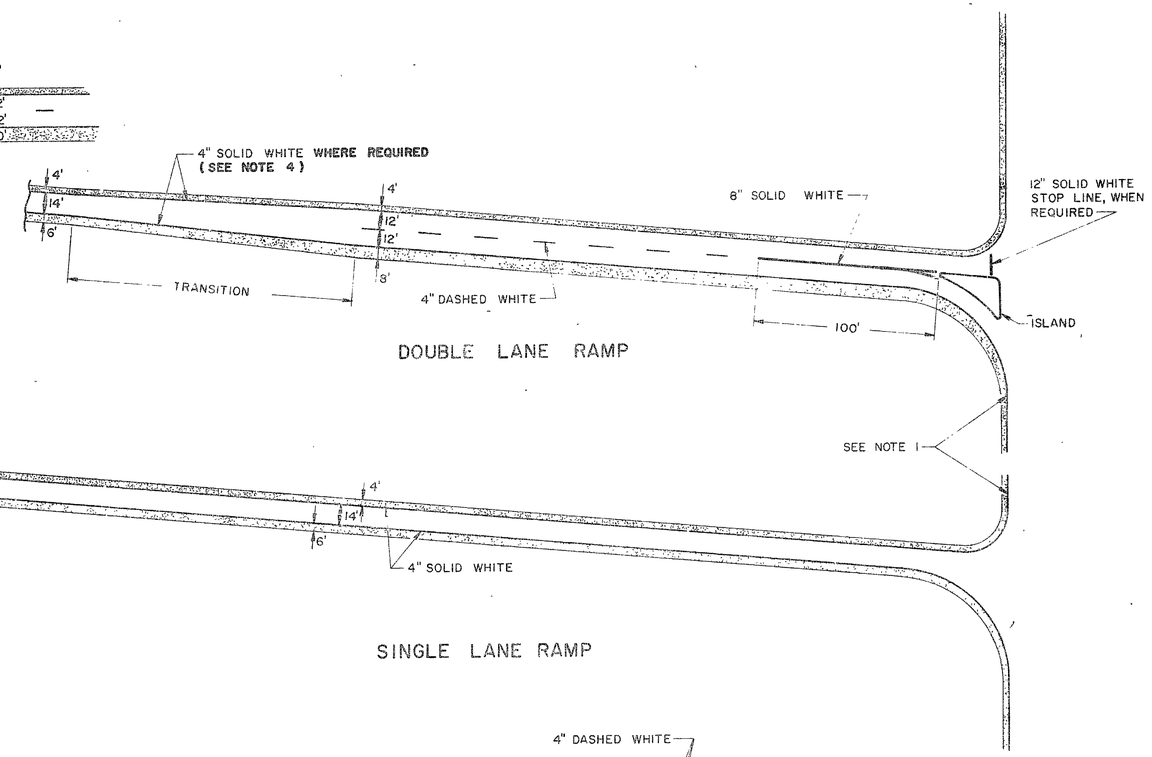



EXIT RAMP

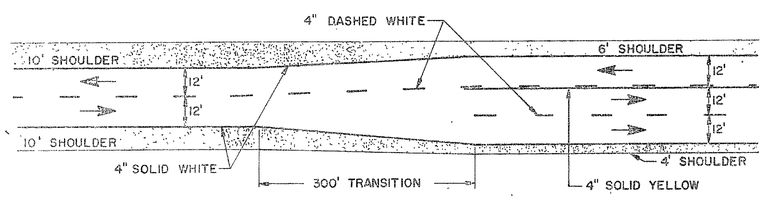



DOUBLE LANE RAMP

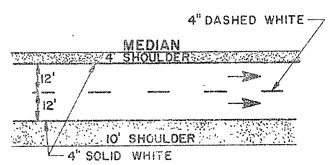
SINGLE LANE RAMP

NOTES

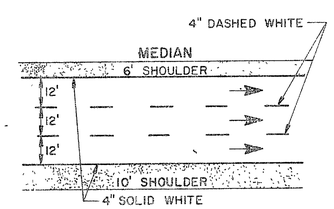
1. 4" SOLID WHITE RAMP SHOULDER MARKINGS SHALL TIE INTO EXISTING SHOULDER MARKINGS ON CROSS STREET WITH A GRADUAL TRANSITION. IF CROSS STREET HAS NO SHOULDER MARKINGS, RAMP SHOULDER MARKINGS SHALL BE DISCONTINUED AT CROSS STREET EDGE OF PAVEMENT.
2. ALL PAVEMENT MARKINGS SHALL BE FULLY REFLECTORIZED.
3. ALL 4" DASHED WHITE PAINT MARKINGS SHALL BE 15 FEET IN LENGTH AND HAVE A 25 FOOT GAP BETWEEN THE DASHES.
4. **PAINTED RIGHT AND LEFT SHOULDER GUIDE LINES SHOULD BE INSTALLED ONLY WHEN INADEQUATE COLOR CONTRAST EXISTS BETWEEN THRU LANES AND SHOULDERS.**



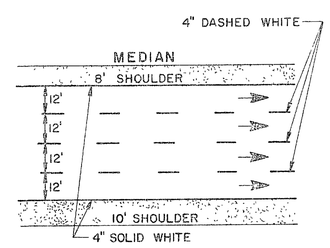

TWO LANE, TWO WAY, WITH TRUCK LANE




TWO LANES




THREE LANES




FOUR LANES

ROADWAY SECTION

**UTAH DEPARTMENT OF HIGHWAYS**

SUPERSEDES

REVISIONS

Date Appr.

# TYPICAL PAVEMENT MARKINGS

## INTERSTATE SYSTEM

RECOMMENDED FOR APPROVAL

CHAIRMAN STANDARDS COMMITTEE Date 19

APPROVED

DIRECTOR OF HIGHWAYS Date 19

STD. DWG. NO.

PROJ. NO. I-15-8(21) 334 SHEET NO 3A

## GUARDRAIL SUMMARY

| LINE | LOCATION FROM STATION | LOCATION TO STATION | LIN FT (INCLUDING END SEC) NBL LANE LT | NBL LANE RT | SB LANE LT | SB LANE RT |
|---|---|---|---|---|---|---|
| I-15 | 864+39.4 | 869+05 | | 467.5 | | |
| I-15 | 854+81 | 856+27.8 | | 148.5 | | |
| I 15 | 879+92 | 882+27 | | | 235.0 | |
| I 15 | 855+88 | 868+94 | 1309.5 | | | |
| I 15 | 836+15 | 853+27.8 | 1714.5 | | | |
| I 15 | 836 15 | 843. 525 | | | 737.5 | |
| I 15 | 856+25 | 864+25 | | 777.0 | | |
| I 15 | 870+90 | 882+90 | 1204.0 | | | |
| I 15 | 857+06 | 859+99 | | | 295.0 | |
| I 13 | 842+525 | 854+75 | | | 1125.5 | |
| I 15 | 870+73 | 871+73 | | | | 102.0 |
| I 15 | 861+70 | 868+70 | | | 704.0 | |
| I 15 | 870+73 | 880+11 | | | 914.5 | |
| I 15 | 871+05 | 883+05 | | 1204.0 | | |
| I 15 | 900+15 | 900 40 | | 2.0 | | |
| I 15 | 920+50 | 1022 03 | | | 214.5 | |
| I 15 | 975+09 | 1039+09 | | 6437.5 | | |
| I 15 | 963+63 | 964+50 | 64.5 | | | |
| I 15 | 964+00 | 964. 87 | | | | 64.5 |
| I 15 | 954. 72 | 955. 33 | 39.5 | | | |
| I 15 | 955.13 | 955.76 | | | | 39.5 |
| I 15 | 903. 53 | 904.66 | 114.5 | | | |
| I 15 | 903. 90 | 905.02 | | | | 114.5 |
| F 1 | 10+00 | 16+07 | 782.0 | | | |
| F 2 | 12+45 | 20 75 | 804.5 | | | |
| F 2 | 14+19 | 20+70 | | 652.0 | | |
| F 3 | 10+00 | 19+29 | | 930.5 | | |
| F 3 | 9+96 | 18+86 | 839.5 | | | |
| F 4 | 10+00 | 14+80.5 | 436 5 | | | |
| F 4 | 10+05 | 14+47 | | 489.5 | | |
| F 5 | 40+39 | 46+39 | 575.0 | | | |
| F 5 | 38+65 | 39+40 | 75.0 | | | |
| R 1 | 28+60 | 30+60 | | 202.0 | | |
| R 1 | 28+95 | 30+88 | 194.0 | | | |
| R 1 | 25+00 | 25+37 | 239.5 | | | |
| R 2 | 14+50 | 19+75 | | 502.0 | | |
| R 2 | 9+75 | 10+00 | 2.0 | | | |
| RIVERDALE RD | 31. 60 | 34. 47 | | 291.5 | | |
| " | 32. 40 | 35.78 | 314.5 | | | |
| " | — | — | | 102.0 | | |
| " | — | — | 2.0 | | | |
| I 15 | 836+15 | 852+68 | | 1662.00 | | |
| R 2 | EXIT RAMP | | | 50.00 | | |
| R 2 | EXIT RAMP | | 50.00 | | | |
| | SUBTOTAL | | 8,781.0 | 13,818.0 | 4,226.0 | 320.5 |
| | TOTALS | | 22,579.00 | | 4546.50 | |

## GUARDRAIL SUMMARY

| | LOCATION FROM STATION | LOCATION TO STATION | LIN FT (INCLUDING END SEC) LT | RT | | |
|---|---|---|---|---|---|---|
| | RIVERDALE ROAD STRUCTURE | | | | | |
| SBL | OUT | SIDE SHLD | | 275.0 | | |
| SBL | INSIDE SHLDR | | 112.5 | | | |
| NBL | OUTSIDE SHLDR | | | 237.5 | | |
| NBL | INSIDE SHLDR | | 112.5 | | | |
| | 4400 SO STRUCT | | | | | |
| SBL | OUTSIDE | SHLDR | | 187.5 | | |
| SBL | INSIDE | SHLDR | 125.0 | | | |
| NBL | OUTSIDE | SHLDR | | 175.0 | | |
| NBL | INSIDE | SHLDR | 185.0 | | | |
| | I-80 STRUCTURE | | | | | |
| SBL | OUTSIDE | SHLDR | | 280.0 | | |
| SBL | INSIDE | SHLDR | 112.5 | | | |
| NBL | OUTSIDE | SHLDR | | 200.0 | | |
| NBL | INSIDE | SHLDR | 112.5 | | | |
| | TOTAL | | 747.5 | 1355.00 | | |

# SUMMARY SHEET

## SHOULDER DRAIN SUMMARY

| LINE | STATION | 12 CS RIPE LT FT | 12 CS RIPE RT FT | STEEL END SEC (INLET) EACH | STEEL END SEC EACH | STRUCT EXC CU YD | RIP RAP CU YD | LINE | STATION | 12 CS PIPE LT FT | 12 CS PIPE RT FT | STEEL END SEC (INLET) EACH | STEEL END SEC EACH | STRUCT EXC CU YD | RIP RAP CU YD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| I 15 | 842+00 | | 12.0 | 1 | 1 | 3.86 | 2.0 | I 15 | 991+00 | | 25.0 | 1 | 1 | 9.40 | 2.0 |
| I 15 | 846+00 | 29.0 | | 1 | 1 | 9.21 | 2.0 | I 15 | 996+00 | | 28.0 | 1 | 1 | 8.20 | 2.0 |
| I 15 | 846+00 | | 16.0 | 1 | 1 | 5.97 | 2.0 | I 15 | 1001+00 | | 28.0 | 1 | 1 | 8.00 | 2.0 |
| I 15 | 851+00 | 63.0 | | 1 | 1 | 24.87 | 2.0 | I 15 | 1006.00 | | 24.0 | 1 | 1 | 7.30 | 2.0 |
| I 15 | 851+00 | | 51.0 | 1 | 1 | 13.91 | 2.0 | I 15 | 1011+00 | | 14.0 | 1 | 1 | 5.30 | 2.0 |
| I 15 | 862+00 | | 66.0 | 1 | 1 | 18.97 | 2.0 | I 15 | 1024.00 | 8.0 | | 1 | 1 | 4.40 | 2.0 |
| I 15 | 876+00 | 42.0 | | 1 | 1 | 10.92 | 2.0 | I 15 | 1024+00 | | 51.0 | 1 | 1 | 16.20 | 2.0 |
| I 15 | 877+00 | | 25.0 | 1 | 1 | 6.66 | 2.0 | I 15 | 1029+00 | 4.0 | | 1 | 1 | 3.60 | 2.0 |
| I 15 | 882+00 | | 28.0 | 1 | 1 | 7.64 | 2.0 | I 15 | 1034.00 | 8.0 | | 1 | 1 | 4.10 | 2.0 |
| I 15 | 980+00 | 8.0 | | 1 | 1 | 4.30 | 2.0 | I 15 | 914+00 | | 23.0 | 0 | 1 | 7.50 | 2.0 |
| I 15 | 981+00 | | 49.0 | 1 | 1 | 18.26 | 2.0 | I 15 | 915+30 | | 23.0 | 0 | 1 | 8.40 | 2.0 |
| I 15 | 985+00 | 1.0 | | 1 | 1 | 3.50 | 2.0 | RIVERDALE ROAD | 35+00 | 16.00 | | 0 | 0 | 2.50 | 0.0 |
| I 15 | 986+00 | | 39.0 | 1 | 1 | 13.10 | 2.0 | | | | | | | | |
| | TOTALS | 429.00 | | 13 | 13 | 141.17 | 26.00 | | | 252.00 | | 9 | 11 | 84.90 | 22.00 |

## SMALL STRUCTURES AND PIPE SUMMARY

| LINE | STATION | 12 CSP LT FT | 12 CSP RT FT | 12 CSP PERF LT FT | 12 CSP PERF RT FT | 18 CSP LT FT | 18 CSP RT FT | 18 CSP PERF LT FT | 18 CSP PERF RT FT | 24 RCP LT FT | 24 RCP RT FT | 12 END SECT EACH | 18 END SECT EACH | 24 END SECT EACH | BOX DWG & LINE NO | REINF STEEL LBS | STRUC STEEL LBS | CLASS A CON (AE) CUYD | STRUCT EXC CU YD | RIP RAP CU YD | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5600 SO | NE COR STRUCT | | 56.0 | | | | | | | | | 1 | | | V751-2 | 184 | 310 | 1.8 | 17.30 | 0.0 | SLOPE PROTECTION |
| | NW COR | | 58.0 | | | | | | | | | 1 | | | V751-2 | 184 | 310 | 1.8 | 24.18 | 0.0 | " " |
| | SW COR | | 80.0 | | | | | | | | | 1 | | | V751-3 | 220 | 310 | 1.9 | 21.00 | 0.0 | " " |
| | SE COR | | 57.0 | | | | | | | | | 1 | | | V751-2 | 184 | 310 | 1.8 | 22.10 | 0.0 | " " |
| RAILROAD | SW COR STRUC | | 49.0 | | | | | | | | | 1 | | | V751-2 | 184 | 310 | 1.8 | 14.50 | 0.0 | " " |
| | NE COR | | 59.0 | | | | | | | | | 1 | | | V751-2 | 184 | 310 | 1.8 | 17.70 | 2.0 | " " |
| | NW COR | | 130.0 | | | | | | | | | 1 | | | V751-2 | 184 | 310 | 1.8 | 45.60 | 2.0 | " " |
| RIVERDALE ROAD | SE COR | | 33.0 | | | | | | | | | 1 | | | V751-2 | 184 | 310 | 1.8 | 15.75 | 2.0 | " " |
| | NE COR | | 39.0 | | | | | | | | | 1 | | | V751-2 | 184 | 310 | 1.8 | 18.30 | 2.0 | " " |
| | SW COR | | 49.0 | | | | | | | | | 1 | | | V751 2 | 184 | 310 | 1.8 | 25.90 | 2.0 | " " |
| F 5 LINE | | | | | | | | | | | | | | | V750 1 | 181 | 310 | 1.3 | 5.20 | 0.0 | |
| 5600 SO | SW COR STRUC | | | | | | 56.0 | | | | | | 1 | | | | | | 11.40 | 0.0 | |
| R 9 LINE | | | | | | | 210.0 | | | | | | | | | | | | 72.30 | 0.0 | |
| I 15 | 896+00 | | | | | 30 med. | | | | | | | | | | | | | 1.60 | 0.0 | |
| I 15 | 680+00 | | | | | 103.0 | | | | | | | 2 | | | | | | 31.60 | 0.0 | |
| F 1 | 17+82 | | | | | 68.0 | | | | | | | 2 | | | | | | 27.47 | 0.0 | |
| RIVERDALE ROAD | 52 TO 55+00 | | | | | | 320.0 | | | | | | | | V750 2 | 188 | 310 | 1.5 | 156.8 | 0.0 | |
| " | | | | | | | | | | | | | | | V750 1 | 181 | 310 | 1.3 | 5.2 | 0.0 | |
| " | 43+00 | | | | | | | 86.0 | | | | | | | V750 2 | 188 | 310 | 1.5 | 50.0 | 0.0 | |
| UNDER | RR STRUCTURE | | | | | | | | 44.0 | | | | | | | | | | 25.5 | | |
| I 15 | 937.90-943+95 | | | | 600.0 | | | | | | | | | | V777 6 | 244 | 479 | 1.9 | 319.17 | 0.0 | |
| | | | | | | | | | | | | | | | V777 6 | 244 | 479 | 1.9 | 8.0 | | |
| I 15 | 944+00 | | | | 82.0 | | | | | | | | | | V777 5 | 214 | 474 | 1.8 | 39.4 | | |
| I 15 | 944.00 949.00 | | | | 500.0 | | | | | | | | | | | | | | 250.0 | | |
| I 15 | 950+00 | | | | 130.0 | | | | | | | | | | V777 5 | 214 | 474 | 1.8 | 72.8 | | |
| I 15 | 947+00 | | | | 102.0 | | | | | | | | | | V777 5 | 214 | 474 | 1.8 | 69.20 | | |
| I 15 | 945+50 | | | | 80.0 | | | | | | | | | | V777 5 | 214 | 474 | 1.8 | 49.70 | | |
| I 15 | 944+00 945+00 | | | | 120.0 | | | | | | | | | | V777 5 | 214 | 474 | 1.8 | 70.8 | | |
| " | TOTALS | | 610.0 | | 1614.0 | 201.0 | 266.0 | 320.0 | 86.0 | 44.0 | | 10 | 5 | | | 4172.0 | 7668.0 | 36.5 | 1488.47 | 10 | |

## UNDER GROUND CONDUIT & JUNCTION BOX MARKERS

| STATION | 2-1/2 COND FEET | J.B. MARK EACH | EXC CU YD | REMARKS |
|---|---|---|---|---|
| 852+50 | 182.00 | 2 | 35.0 | PLACE MARKERS AT EACH END |
| 858+50 | 193.00 | 2 | 34.2 | " |
| 884+50 | 169.00 | 2 | 24.3 | " |
| 895+50 | 170.00 | 2 | 29.5 | " |
| 905+50 | 220.00 | 2 | 58.0 | " |
| 986+00 | 169.00 | 2 | 21.1 | " |
| 1028+00 | 184.00 | 2 | 35.2 | " |
| 1039+00 | 188.00 | 2 | 27.4 | " |
| TOTALS | 1475.00 | 16 | 264.70 | |

## CONCRETE CURB AND GUTTER TYPE "A"

| LINE | STATION | STATION | LIN FT |
|---|---|---|---|
| 5600 SO | STRUCTURE NBL | NE COR | 11.16 |
| | SBL | NW COR | 11.42 |
| | SBL | SW COR | 13.60 |
| | NBL | SE COR | 12.60 |
| RAILROAD | STRUCTURE SBL | SW COR | 13.00 |
| | NBL | NE COR | 13.90 |
| RIVERDALE | ROAD STUCTURE | SE COR | 15.00 |
| | | NE COR | 8.00 |
| | | SW COR | 9.20 |
| | TOTAL | | 107.86 |

## CONCRETE CURB TYPE "E"

| LINE | STATION | STATION | LIN FT |
|---|---|---|---|
| | 864+39 | 866+00 | 340.4 |
| F 3 | 19+50 | 24+55 | 1122.0 |
| RIVERDALE ROAD | 26+00 | 28+25 | 457.5 |
| " | 31+96.6 | 43+26 | 2267.4 |
| " | 44+10 | 54+22 | 2049.2 |
| R-2 | 17+25 | 18+40 | 114.8 |
| R-1 | 23+40 | 27+15 | 374.7 |
| F 1 | 11+25 | | 595.5 |
| T 1 | | | 329.1 |
| 5600 SO | | | 193.8 |
| TOTALS | | | 7844.40 |

# SUMMARY SHEET

| FED DIST | STATE | PROJECT | SHEET |
|---|---|---|---|
| UTAH | UTAH | I 15 8(20)334 | 3C |

REV DATE 1/9/68

## LINEAR SUMMARY

| LINE | STATION FROM | STATION TO | EQUATIONS STRUCTURES OVER 20' SPAN | LANES & PROJECT ROADS LIN FT | LANES & PROJECT ROADS MILE | RAMP ROADS LIN FT | CROSSING ROADS LIN FT |
|---|---|---|---|---|---|---|---|
| I 15 | 836+15 | 845+15.15 BK | ROADWAY | 900 10 | 0.171 | | |
| " | 845+15.10 BK | 845+08.72 AH | EQUATION | | | | |
| " | 845+08.72 AH | 853+64.88 | ROADWAY | 856.16 | 0.162 | | |
| " | 853+64.88 | 855 75.12 | RAIL ROAD OVERPASS (210.24) | | | | |
| " | 855+75.12 | 886+95.97 | ROADWAY | 1320.85 | 0.250 | | |
| " | 868 95.97 | 870+79.03 | 5600 SO STRUCTURE (183.06) | | | | |
| " | 870+79.03 | 1040+00 | ROADWAY | 16 920.97 | 3 205 | | |
| " | | | TOTAL STRUCTURE LENGTH (393.30) | | | | |
| F 1 | 10+00 | 19+51.34 | ROADWAY | | | 951.34 | |
| F 2 | 10+00 | 20+75.13 | | | | 1075.13 | |
| F 3 | 10+00 | 25+10.15 | | | | 1510.15 | |
| F 4 | 10+00 | 20+57.88 | | | | 1057.88 | |
| R 1 | 10+00 | 23+33.96 | | | | 1333.96 | |
| R 2 | 10+00 | 17+92.35 | | | | 792.35 | |
| RIVERDALE ROAD | 23+00 | 28+39.36 | | | | | 539.36 |
| " | 28+39.36 | 31+83.19 | RIVERDALE RD. STRUCTURE (343.83) | | | | |
| " | 31+83.19 | 54+22 | ROADWAY | | | | 2238.81 |
| | | | | | | | |
| | | | | | | | |
| | | | | 19,998.08 | 3.288 | 5720.81 | 2778.17 |
| | | | | 393.30 | 0.074 | | |
| | | | | 20391.38 | 3.862 | | |

## 8" C.S. PIPE SUMMARY

| LINE | STATION | 8 IN CS PIPE LIN FT | STRUCTURAL EXCAVATION CU YD | |
|---|---|---|---|---|
| I 80 | 964+15 | 52 | 5.1 | |
| I 15 SB | 910+00 | 62 | 6.1 | |
| I 15 NB | 910+00 | 62 | 6.1 | |
| I 15 NB | 964+50 | 62 | 8.6 | |
| I 15 SB | 964+50 | 62 | 8.6 | |
| I 15 SB | 1038+50 | 68 | 6.7 | |
| I 15 NB | 1038+50 | 86 | 8.5 | |
| R 1 | 22+75 | 34 | 3.5 | |
| R 2 | 13+25 | 36 | 3.6 | |
| F 2 | 16+00 | 36 | 3.6 | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | TOTAL | 560 | 60.4 | |

## SUMMARY OF ITEMS

| QUANT | UNIT | ITEM |
|---|---|---|
| 1 | LUMP | FURNISHING CONSTRUCTION SIGNS |
| 2770 | MN HR | FLAGGING |
| 88.94 | CU YD | UNCLASSIFIED ROADWAY EXCAVATION |
| 2040.74 | CU YD | EXCAVATION FOR STRUCTURES UNCLASSIFIED |
| 169.50 | HOUR | MECHANICAL TAMPING |
| 43729.40 | CU YD | COMPACTION METHOD "B" |
| 1 | LUMP | FURNISHING WATER EQUIPMENT |
| 8308.20 | M GAL | WATERING |
| 882.00 | LIN FT | 6 FT CHAIN LINK FENCE TYPE 1 |
| 560 | LIN FT | 8 IN CORRUGATED STEEL PIPE |
| 1291.00 | LIN FT | 12 IN SPEC ALK RESIST CORR STEEL PIPE |
| 467 00 | LIN FT | 18 IN CORRUGATED STEEL PIPE |
| 34 | EACH | STEEL END SECT FOR 12 IN CORR STEEL PIPE |
| 5 | EACH | STEEL END SECT FOR 18IN CORR STEEL PIPE |
| 22 | EACH | 12 IN SHLDR DRAIN INLET ASPHALT COAT |
| 406 | LIN FT | 18 IN PERF CORR STEEL PIPE UNDERDRAIN |
| 44 | LIN FT | 24 IN REINFORCED CONCRETE PIPE |
| 541.39 | CU YD | GRANULAR BACKFILL |
| 82,766.00 | TON | GRAVEL BASE COURSE 1IN MAXIMUM |
| 55944.00 | TON | PORTLAND CEMENT TREATED BASE COURSE |
| 250.0302 | TON | BIT MAT TYPE MC 70 OR MC 250 |
| 80.5285 | TON | BIT MAT TYPE RC 70 OR RC 250 |
| 7681.55 | TON | BIT SURFACE COURSE 3/4 IN MAX |
| 21855.15 | TON | BIT SURFACE COURSE 1IN MAX |
| 146.60 | TON | PLANTMIX SEAL COAT |
| 1394.154 | TON | BITUMINOUS MAT TYPE 85-100 PEN ASPHALT |
| 140.974 | TON | BITUMINOUS MAT TYPE 60 70 PEN ASPHALT |
| 58.00 | CU YD | LOOSE RIP-RAP |
| 7844.40 | LIN FT | CONCRETE CURB TYPE E |
| 107.88 | LIN FT | CONCRETE CURB & GUTTER TYPE A |
| 2934.50 | LIN FT | DEEP BEAM HIGHWAY GUARD RAIL TYPE B |
| 0.22 | MILE | OBLITERATION OF OLD ROAD |
| 2386.70 | SQ YD | REMOVAL OF EXISTING CONCRETE PAVEMENT |
| 293.75 | TON | HYDRATED LIME |
| 21,613.60 | CU YD | SPREADING TOPSOIL |
| 36.50 | CU YD | CLASS A CONCRETE-AE |
| 4172.00 | LB | REINFORCING STEEL |
| 12489.00 | LB | STRUCTURAL STEEL |
| 1475.00 | LIN FT | 2-1/2 IN GALVANIZED RIGID STEEL CONDUIT OR POLY VINYL-CHLORIDE CONDUIT |
| 16 | EACH | JUNCTION \BOX MARKERS |
| 288495.00 | SQ YD | FINE GRADING OF EXISTING SUBGRADES MEDIANS AND CUT DITCHES |

## SUMMARY OF ITEMS

| QUANT | UNIT | ITEM |
|---|---|---|
| 108.59 | CU YD | CONCRETE MEDIAN FILLER |
| 484.79 | GAL | HIGHWAY TRAFFIC STRIPING |
| 159131.04 | SQ YD | PORTLAND CEMENT CONC PAVEMENT 9 IN THICK SA-1 |
| 1568.00 | LIN FT | SURFACE DITCH SA. N.O. 2. |
| 1614.00 | LIN FT | 12 IN CORRUGATED STEEL PIPE PERFORATED SA. NO. 3 |
| $6286.86 | FORCE ACCT | CONTINGENCY ITEMS NOT COVERED BY BID ITEMS SA NO.4 |
| 29961 00 | TON | GRAVEL BASE COURSE 1 IN MAX REVISED GRAD SA. NO. 5 |
| 2423.00 | LIN FT | BITUMINOS CURB SA. NO. 6. |
| 30 | EACH | 25 FT GUARD RAIL APPR ELEMENT REV SA. NO. 7 |
| $5408.53 | FORCE ACCT | REPAIR OF CONST JOINTS SA. NO. 8. |
| 6 | EACH | REMOVE & RESET 25 FT. APPR. ELEMENT SA. NO. 9. |
| 1 | LUMP | RELOCATION OF INTERSTATE HIGHWAY SIGN SA. 10. |
| 1 | LUMP | INSTALLATION OF 6 FT CHAIN LINK FENCE & GATES AT 5600 SO STREET SA NO 10 |
| 1905.00 | TON | PLANT MIX SEAL COAT 3/4 IN THICK W.O. NO. 1 |

I 15 8(21)334 1st Contract

# SUMMARY SHEET

## SURFACING

| ROAD LANE OR LINE | STATION FROM | STATION TO | | LENGTH FEET | SURFACING MATERIAL: SEAL COAT TRAFFIC LANES PLANT MIX SEAL COAT WIDTH | TON | COVER MATL. SHOULDER TYPE A 20#/SQ. YD. WIDTH | TON | BITUMINOUS SURFACE TYPE 1" MAXIMUM WIDTH | DEPTH | TON | TYPE 3/4" MAXIMUM WIDTH | DEPTH | TON |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4400 | So St | | | | | | | | | | | | | 12.00 |
| Riverdale Rd | 23+00 | 54+22 | | | | 684.00 | | | | | 2201.75 | | | 2022.70 |
| F 1 | 10+00 | 19+51.34 | | | | 171.34 | | | | | 1206.15 | | | 561.95 |
| F 2 | 10+00 | 20+75.13 | | | | 153.00 | | | | | 840.00 | | | 450.15 |
| F 3 | 10+00 | 19+00 | | | | 162+00 | | | | | 813.05 | | | 613.85 |
| F 4 | 10+00 | 14+42.16 | | | | 180.00 | | | | | 1646.25 | | | 826.75 |
| R 1 | 10+00 | 23+33.96 | | | | 371.60 | | | | | 663.15 | | | 522.95 |
| R 2 | 10+00 | 17+92.35 | | | | 108 00 | | | | | 1037.95 | | | 518.90 |
| Cul-de-sac | Old Riverdale Rd | | | | | | | | | | 77.35 | | | |
| T 1 | ML Sta 1021+70 | 1034+50 | | | | | | | | | 232.90 | | | |
| Island | Filler (Various) | | | | | | | | | | 235.65 | | | |
| I 15 | 836+15 | 1040+00 | | | | | | | | | 9994.90 | | | 1999.30 |
| 5600 | So St | | | | | 222.00 | | | | | | | | |
| Paved | Ditches | (Various) | | | | | | | | | 2906.05 | | | 153.00 |
| Exit Ramp (3) | | | | | | | | | | | | | | |
| Entrace Ramp(3) | | | | | | | | | | | | | | |
| I 80N | | | | | | | | | | | | | | |
| F 3&4 | | | | | | | | | | | | | | |
| TOTAL | | | | | | 2051.60 | | | | | 21855.15 | | | 7681.55 |
| USE | | | | | | | | | | | | | | |

DELETED BY W.O. NO. 1

| ROAD LANE OR LINE | BASE MATERIAL: GRAVEL BASE COURSE TYPE 1" MAXIMUM WIDTH | DEPTH | TON | P.C. Concrete PAVEMENT 9" THICK WIDTH | SQ. YD. | Portland Cement TREATED BASE COURSE WIDTH | DEPTH | TON | | WIDTH | DEPTH | TON | HYDRATED LIME TON |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4400 | | | | | | | | | | | | | .121 |
| Riverdale Rd | | | 4181.00 | | | | | 4651.35 | | | | 2360.00 | 43.193 |
| F 1 | | | 1968.00 | | | | | 2081.65 | | | | 30.00 | 17.881 |
| F 2 | | | 2433.00 | | | | | 1478.35 | | | | | 13.047 |
| F 3 | | | 2310.00 | | | | | 169.20 | | | | | 14.430 |
| F 4 | | | 1964.00 | | | | | 2400.65 | | | | | 25.011 |
| R 1 | | | | | | | | 1940.35 | | | | 1216.00 | 11.997 |
| R 2 | | | 1553.00 | | | | | 1094.25 | | | | | 15.747 |
| Cul-de-sac | | | | | | | | | | | | | .782 |
| T 1 | | | | | | | | | | | | | 2.355 |
| Island | | | | | | | | | | | | | 2.383 |
| I 15 | | | 6835.7.00 | | 159,131.04 | | | 37920.35 | | | | 28371.00 | 115.867 |
| 5600 | | | | | | | | | | | | | |
| Paved | | | | | | | | | | | | | 30.936 |
| Exit Ramp (3) | | | | | | | | | | | | | |
| Entrace Ramp(3) | | | | | | | | | | | | | |
| I 80N | | | | | | | | 2713.85 | | | | | |
| F 3&4 | | | | | | | | | | | | 108.00 | |
| TOTAL | | | 82,766.00 | | 159,131.04 | | | 55,944.00 | | | | 29,961.00 | 293.750 |
| USE | | | | | | | | | | | | | |

DELETED BY W.O. NO. 1

| ROAD LANE OR LINE | BITUMINOUS MATERIAL: SEAL COAT SHOULDERS TYPE RC 800 WIDTH | TON | BITUMINOUS SURFACING SEAL COAT PENETRATION ASPHALT 60-70 WIDTH | TON | TYPE 1" MAX 85-100 TON | TYPE 3/4" MAX TON | TACK COAT & SHLDR COAT TYPE R C 70-250 WIDTH | TON | CURING COAT TYPE MC 70-250 WIDTH | TON | BITUMINOUS ADDITIVE COMMERCIAL GRADE GAL. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 4400 | | | | | | | | | | | |
| Riverdale Rd | | | | 47.196 | | 201.278 | | 10.5123 | | 19.6901 | |
| F 1 | | | | 11.799 | | 83.323 | | 1.1678 | | 3.1233 | |
| F 2 | | | | 10.577 | | 60.800 | | 1.3185 | | 3.5296 | |
| F 3 | | | | 11.178 | | 67.244 | | 1.1055 | | 2.9547 | |
| F 4 | | | | 12.420 | | 116.543 | | .5427 | | 14.512 | |
| R 1 | | | | 25.053 | | 55.896 | | 1.6402 | | 4.3818 | |
| R 2 | | | | 7.432 | | 73.368 | | .9728 | | 3.6623 | |
| Cul-de-sac | | | | | | 3.645 | | | | | |
| T 1 | | | | | | 10.976 | | | | | |
| Island | | | | | | 11 105 | | | | | |
| I 15 | | | | | | 565.249 | | 55.1141 | | 198.0898 | |
| 5600 | | | | 15.318 | | | | 3.1758 | | | |
| Paved | | | | | | 144.161 | | | | | |
| Exit Ramp (3) | | | | | | | | .7156 | | 1.9248 | |
| Entrace Ramp(3) | | | | | | | | 2.5366 | | 6.8340 | |
| I 80N | | | | | | | | | | | |
| F 3&4 | | | | | | | | 1.7246 | | 4.3979 | |
| TOTAL | | | | | | 1394.154 | | 80.5285 | | 250.0395 | |
| USE | | | | | | | | | | | |

DELETED BY W.O. NO. 1

## 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 (℄) =

1/4 Section Line =

1/16 Section Line =

℄ Proposed 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(21)334 | | 3-E | |

**UTAH STATE DEPARTMENT of HIGHWAYS**
**MATERIALS SECTION**

MATERIALS PROSPECTS AND TEST HOLES

PROJECT NO. I-15-8(21)334

PROJECT NAME Davis Weber County Line to 31st Street

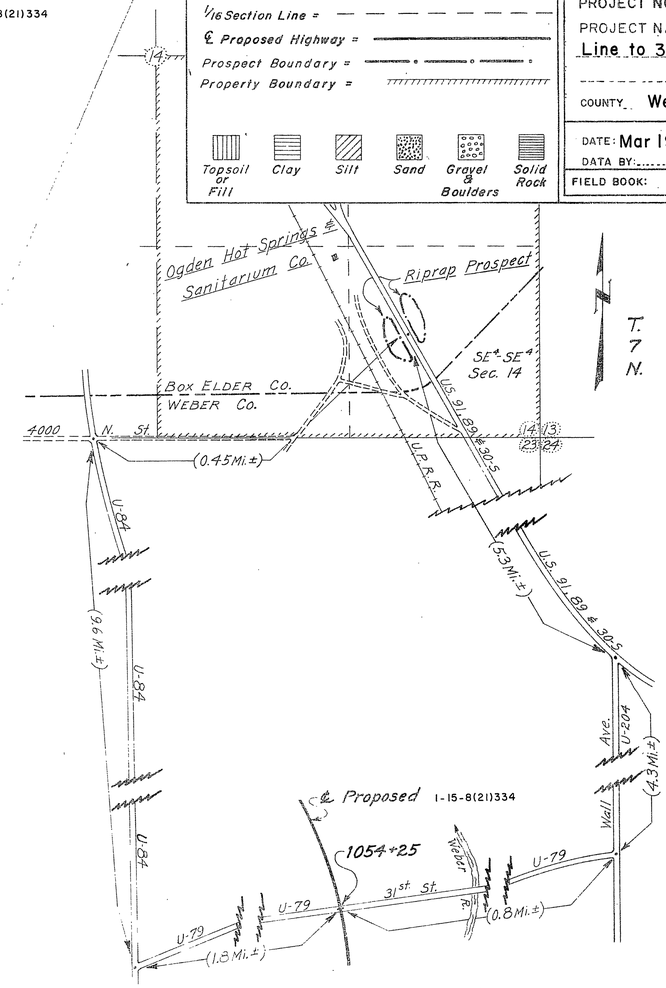
COUNTY Weber

DATE: Mar 1965 DRAWN BY:

DATA BY: AUTH 5854

FIELD BOOK:

REVISED 6/2/64


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

BORROW Prospect No. 1

LOG of TEST HOLES — Ground Line

| # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 0 |
|---|---|---|---|---|---|---|---|---|---|
| 4'± | 2'± | 4'± | 3'± | 5'± | 3'± | 2'± | 5'± | | |
| | 10'± | 15'± | 7'± | 12'± | 10'± | | 18'± | | |
| 14'± | 20'± | 40'± | 20'± | 20'± | 20'± | 20'± | | | |

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

Prospect No.

LOG of TEST HOLES — Ground Line

| # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 0 |
|---|---|---|---|---|---|---|---|---|---|

B & M Scale: 1" = Contour Interval =

Prospect No.

LOG of TEST HOLES — Ground Line

| # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 0 |
|---|---|---|---|---|---|---|---|---|---|

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

RIPRAP Prospect No. 1

LOG of TEST HOLES — Ground Line

| # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 0 |
|---|---|---|---|---|---|---|---|---|---|

FOR INFORMATION ONLY

This information does not constitute a portion of the plans or contract and shall not be construed so as to conflict with Division I, Subsection 1-6.2. Designated Local Materials Sources, of the State of Utah Standard specifications, Edition of 1960.

LEGEND

▽ = Ground Water Table = (G. W.T.)

—·—·— = Prospect Boundary: ◯ = Section No.

/////// = Property Boundary: ⊖ = Test Hole

Clay · Silt · Sand · Gravel or Boulders · Solid Rock

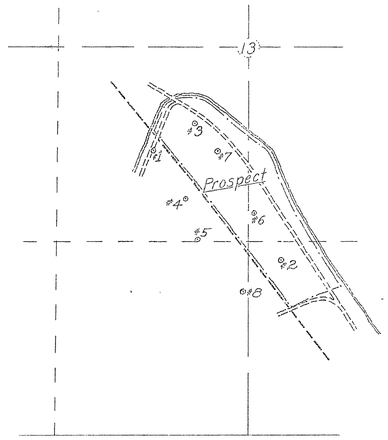
UTAH STATE DEPARTMENT OF HIGHWAYS
MATERIALS & RESEARCH DIVISION
MATERIALS PROSPECT & TEST HOLE QUALITY & GRADING DATA

PROJECT NUMBER I-15-8(21) 33.4

PROJECT NAME Davis-Weber County Line to 31st Street

COUNTY Weber DATE Mar., 1965

| FED. ROAD DIV. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL FINISH |
|---|---|---|---|---|---|
| UTAH | UTAH | | | 3-F | |



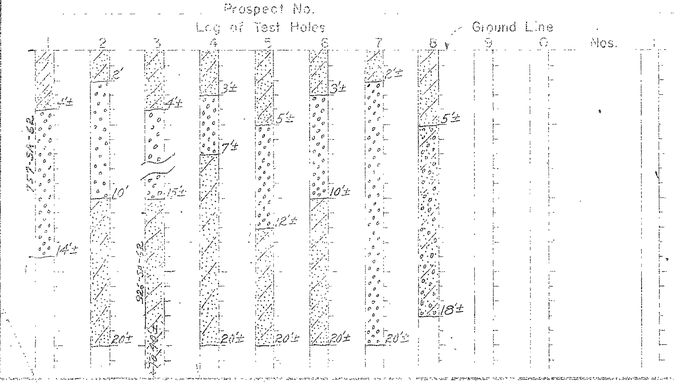

*These materials were sampled and tested for use as base and surfacing. Scarcity of borrow sources necessitated making them available for use as borrow.*

| Lab. Number | 757-SA-62 | 945-SA-62 | 925-SA-62 | 926-SA-62 | 927-SA-62 | 931-SA-62 | 962-SA-62 | 963-SA-62 | 964-SA-62 | 948-SA-62 |
|---|---|---|---|---|---|---|---|---|---|---|
| Test Hole Number | 1 | 2 | 3 | 3 | 3 | 4 | 5 | 6 | 7 | 8 |
| Depth | 0-14' | | | 16'-25' | | | | | | |
| Screen Analysis: | | | | | | | | | | |
| Before Crushing | | | | | | | | | | |
| Passing 3" % | | 100.0 | 100.0 | 100.0 | 100.0 | - | 100.0 | 100.0 | 100.0 | 100.0 |
| Passing 1" % | | 80.6 | 71.3 | 78.8 | 100.0 | - | 80.1 | 80.6 | 68.9 | 81.4 |
| Passing No. 4 % | | 58.8 | 9.3 | 47.6 | 96.4 | - | 67.5 | 63.2 | 29.5 | 38.7 |
| After Crushing | | | | | | | | | | |
| Passing 1" % | | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| Passing 3/4" % | | 93.6 | 73.8 | 89.1 | 99.4 | 100.0 | 94.3 | 94.3 | 88.0 | 89.2 |
| Passing No. 4 % | | 63.1 | 13.1 | 53.2 | 96.4 | 97.0 | 71.4 | 66.8 | 34.7 | 41.1 |
| Passing No. 10 % | | 58.6 | 11.5 | 50.8 | 95.8 | 96.3 | 68.9 | 63.3 | 28.9 | 34.7 |
| Passing No. 200 % | | 21.8 | 3.4 | 18.3 | 11.0 | 29.8 | 17.1 | 18.4 | 3.9 | 3.9 |
| Liquid Liquid | | 18.0 | 18.9 | 16.5 | 18.7 | 18.6 | 19.3 | 18.5 | 17.2 | 15.3 |
| Plasticity Index | | N.P. | N.P. | N.P. | N.P. | N.P. | N.P. | N.P. | N.P. | N.P. |
| Swell | .010 | .008 | .007 | .007 | 0.10 | .016 | .012 | .010 | .010 | .008 |
| L.A. Rattler | 18.20 | 22.00 | 18.00 | 22.00 | - | - | 20.00 | 22.00 | 19.80 | 20.00 |
| F.F. Count | | 52.0 | 68.0 | 61.0 | - | - | 55.0 | 50.0 | 53.0 | 40.0 |
| Sodium Sulphate Loss | | | | | | | | | | |
| Immersion Compression | | | | | | | | | | |
| Marshall Stability | | | | | | | | | | |
| Flow | | | | | | | | | | |
| P.S.I. Without Lime | | | | | | | | | | |
| P.S.I. With 1% Lime | | | | | | | | | | |

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

Prospect No.

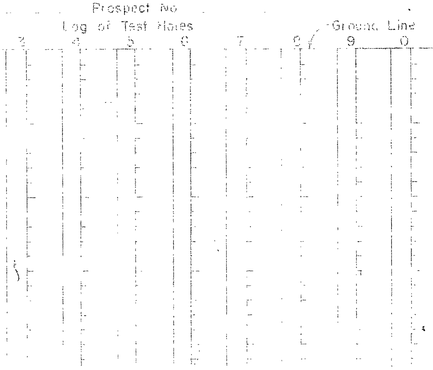
Log of Test Holes




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

Prospect No.

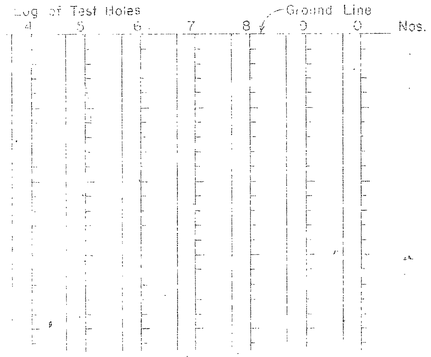
Log of Test Holes




B & M. Scale 1" = Contour Interval =

Prospect No.

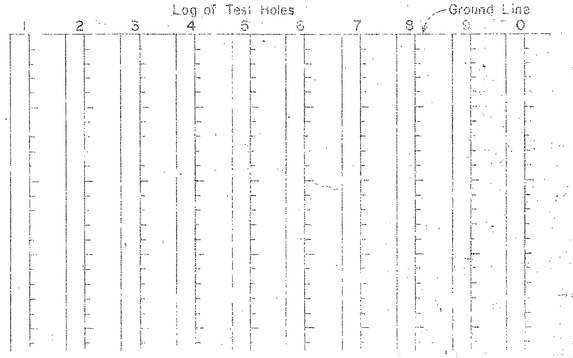
Log of Test Holes




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

Prospect No.

Log of Test Holes



| PROJECT DIST. NO. | STATE | PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21) 334 | 4 | |

REV. DATE: 3/10/65
" " 6/18/65 CONST. CHANGE
8-19-68 B.

NOTE:
8" C.S.P. CASINGS AT VARIOUS STATIONS AS SHOWN ON SUMMARY SHEET TO BE USED ON LANDSCAPING CONTRACT TO CASE WATER LINES THE ENDS OF THE 8" C.S. CROSSOVER PIPES SHALL NOT EXTEND, THROUGH THE CUT OR FILL SLOPES BY 1'. BUT SHALL BE PLUGGED AND MARKED FOR FUTURE EASE OF LOCATION.







NOTE:
FOR F-1, F-3 LINE PROFILES
SEE SHEET NO. 21

STA. 841+00 12" x 42' C.S.P WITH END SECTIONS REQ'D. Lt. FOR SHOULDER DRAIN
STA. 841+00 12" x 14' C.S.P " " " " Rt. " " "
STA. 846+00 12" x 34' C.S.P " " " " Lt. " " "
STA. 846+00 12" x 34' C.S.P " " " " Rt. " " "
STA. 851+00 12" x 66' C.S.P " " " " Lt. " " "
STA. 851+00 12" x 54' C.S.P " " " " Rt. " " "

STA 842+00 12" 12" CSP
STA 846+00 29' 12" CSP
STA. 846+00 16' 12" CSP
STA. 851+00 51' 12" CSP
STA 851+00 63' 12" CSP
SHOULDER DRAINS

STRUCTURE DRAINS (RAILROAD STRUCTURE)
SBL SW CORNER 49' 12" CSP
NBL NE CORNER 59' 12" CSP
SBL NW CORNER 130' 12" CSP

STA 31+02 UNDERNEATH R.R. STRUCTURE 49' x 24" RCP

~~STA. 842+00 to STA. 853+00~~
~~BITUMINOUS PAVED MEDIAN DITCH REQ'D.~~

STA. 853+00 65' Rt. AND STA. 854+80 80' Lt.
STA. 854+00 TO STA. 857+00 ~~CONC. CATCH BASINS REQ'D. (DWG. V-751) TO DRAIN THE RAIL ROAD STRUCTURE. 12" x 40' C.S.P. PIPES WITH END SECS. REQ'D. TO BE LAID ON SLOPE FROM STRUCTURE TO CATCH BASIN. APPROACH SLAB FROM STRUCTURE TO CATCH BASIN. SEE SLOPE PROTECTION DETAIL SHEET NO. 2C~~

STA. 852+00 N.B. to STA. 853+00 S.B.
~~STA. 858+00 N.B. to STA. 859+00 S.B.~~
2 1/2" CONDUIT REQ'D. DWG. LE. 133
JUNCTION BOX MARKERS DWG. LE. 1128
REQ'D. Lt & Rt.

ROLLED GUTTER FOR SHOULDER
~~SEE TYPICAL SHEET NO. 2B~~
~~STA. 836+15 to STA. 854+75 ON Lt.~~
~~STA. 836+15 to STA. 853+00 ON Rt.~~
~~STA. 855+00 to STA. 869+40 ON Rt.~~
~~STA. 857+00 to STA. 869+00 ON Lt.~~

~~STA. 853+90 AND STA. 856+00 32' OF 8' CHAIN LINK FENCE REQ'D. IN MEDIAN BETWEEN N.B. & S.B. LANE STRUCTURES~~

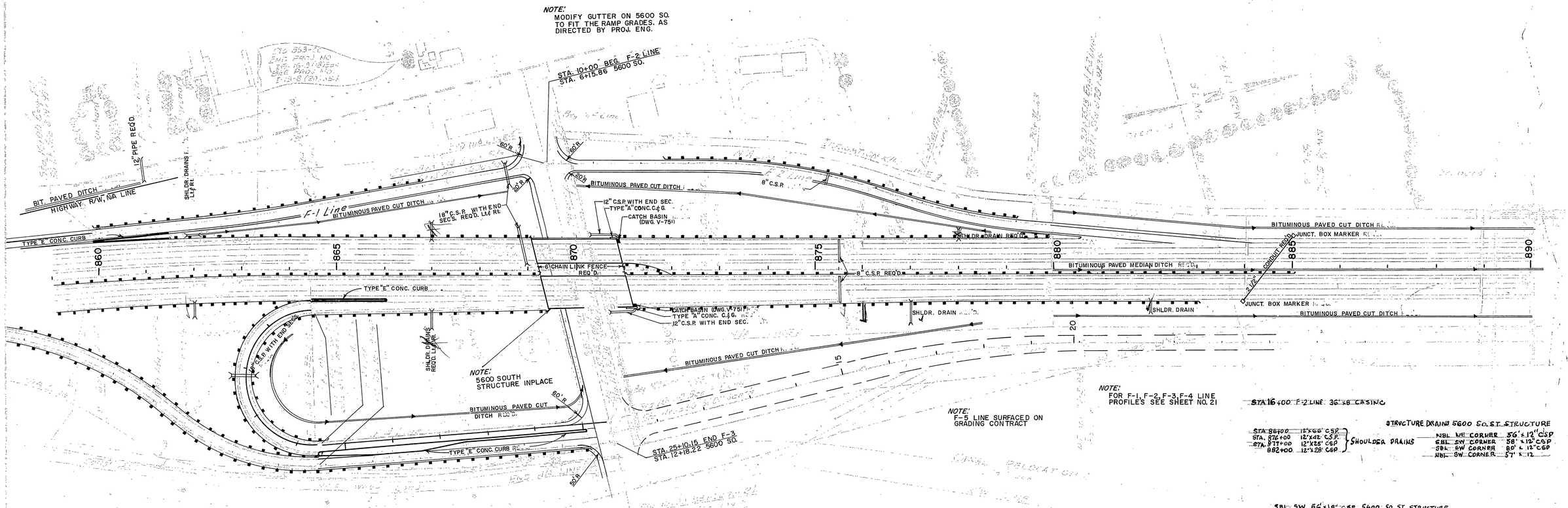
BITUMINOUS PAVED DITCH REQ'D.
RAIL ROAD STATIONING
STA. 37+90 to STA. 31+00

DEEP BEAM HIGHWAY GUARDRAIL REQ'D.
I-15
STA. 836+15 to STA. 854+90 ON Lt.
~~STA. 836+15 to STA. 853+00 ON Rt.~~
~~STA. 855+00 to STA. 869+00 ON Rt.~~
~~STA. 855+75 to STA. 869+00 ON INSIDE SHOULDER N.B.L.~~
~~STA. 852+50 S.B.L. to STA. 853+50 N.B.L. 100' OF GUARDRAIL REQ'D. IN MEDIAN~~
~~STA. 856+00 S.B.L. to STA. 857+00 N.B.L. 100' OF GUARDRAIL REQ'D. IN MEDIAN~~
F-3" LINE
STA. 10+00 to STA. 18+00 ON Lt. & Rt.

STA. 31+02 RAIL ROAD
24" x 44" PIPE REQ'D. WITH
END SECTIONS REQ'D. Lt. & Rt.

| FED. ROAD | STATE | PROJ. NO. | SHEET |
|---|---|---|---|
| UTAH | UTAH | I-15-8(21) 334 | 5 |

REV. DATE 3/10/65
" " 6/18/65 CONST. CHANGE
8-19-68




STA. 12+10 F-4 LINE
18" x 80' C.S.P. WITH END SEC'S. REQ'D. Lt. & Rt.
TO DRAIN LOW AREA BETWEEN I-15, F-3, AND F-4 LINES

STA. 869+00
8" x 45' C.S.P. WITH END SEC'S. REQ'D. Lt. & Rt.
UNDER SHLDR. TO DRAIN MEDIAN

STA. 18+74 F-1 LINE
18" x 34' C.S.P. WITH END SEC'S. REQ'D.

STA. 870+90 72' Lt. AND STA. 871+20 75' Rt.
CATCH BASINS REQ'D. ALONG 4:1 (V) WITH 12" x 50' C.S.P. REQ'D. WITH END SEC.
ON OUTLET TO DRAIN STRUCTURE REQ'D. AT STA. 5600 SOUTH
FROM SEE STRUCTURE REQ'D. GUTTER REQ'D. ALONG APPROACH SLABS
FROM SEE STRUCTURE REQ'D. GUTTER REQ'D. ALONG APPROACH SLABS
PROTECTION ON STRUCTURE SEE SHEET NO. 2C FOR PEAKING SLOPE

STA. 880+00 to STA. 927+00
BITUMINOUS PAVED MEDIAN DITCH REQ'D.
BITUMINOUS PAVED CUT DITCHES REQ'D. Lt. & Rt.

BITUMINOUS PAVED CUT DITCH REQ'D.
F-1 LINE

STA. 12+50 to STA. 18+74 ON Rt.
F-2 LINE
STA. 10+60 to STA. 19+00 ON Rt.
F-4 LINE
STA. 10+00 to STA. 20+00 ON Lt.
F-5 LINE
STA. 10+00 to STA. 18+00 ON Lt

STA. 875+50 I-15,
8" x 100' C.S.P. CASING REQ'D.
SEE NOTE SHEET NO. 4

STA. 16+00 F-2 LINE
8" x 34' C.S.P. CASING REQ'D.
SEE NOTE SHEET NO. 4

STA. 11+10 F-3 LINE STA. 11+60 ON Lt.
I-15
STA. 864+40 to STA. 866+00 ON Rt.
STA. 14+42 F-4 LINE STA. 20+00 ON Rt.
TYPE "E" CONC. CURB REQ'D.

FOR SHLDR. DRAIN DETAIL SEE SHEET NO. 2 B

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| STA. 862+00 | 12" x 88' C.S.P. WITH END SECTIONS REQ'D. | | | | Lt. | FOR SHOULDER DRAIN | | |
| STA. 862+00 | 12" x 72' C.S.P. | " | " | " | " | Rt. | " | " |
| STA. 867+00 | 12" x 72' C.S.P. | " | " | " | " | Lt. | " | " |
| STA. 867+00 | 12" x 54' C.S.P. | " | " | " | " | Rt. | " | " |
| STA. 877+00 | 12" x 18' C.S.P. | " | " | " | " | Rt. | " | " |
| STA. 879+00 | 12" x 25' C.S.P. | " | " | " | " | Lt. | " | " |
| STA. 882+00 | 12" x 28' C.S.P. | " | " | " | " | Rt. | " | " |

STA. 869+30 AND STA. 871+00
32' OF 6' CHAIN LINK FENCE REQ'D. IN MEDIAN BETWEEN THE N.B. AN S.B. LANE STRUCTURES

DEEP BEAM HIGHWAY GUARDRAIL REQ'D.
I-15
STA. 855+00 to STA. 869+00 ON Rt.
STA. 855+75 to STA. 869+00 ON INSIDE SHLDR. N.B.L.
STA. 871+00 to STA. 883+00 ON Rt.
STA. 871+00 to STA. 885+00 ON INSIDE SHLDR. N.B.L.
F-1 LINE
STA. 10+00 to STA. 17+60 ON Lt.
F-2 LINE
STA. 12+50 to STA. 20+00 ON Lt.
F-3 LINE
STA. 10+00 to STA. 18+50 ON Lt.
STA. 10+00 to STA. 24+50 ON Rt.
F-4 LINE
STA. 10+00 to STA. 18+50 ON Rt.
STA. 10+00 to STA. 14+50 ON Lt.
I-15
STA. 861+50 to STA. 863+00 ON Lt.
STA. 871+00 to STA. 879+60 ON Lt.
STA. 871+00 S.B.L. to STA. 872+00 N.B.L. 100' OF GUARDRAIL IN MEDIAN
F-2 LINE
STA. 20+25 to STA. 20+75 ON Rt.

ROLLED GUTTER FOR SHOULDER
SEE TYPICAL SHEET NO. 2B
STA. 855+00 to STA. 869+40 ON Rt.
STA. 857+00 to STA. 869+00 ON Lt.
STA. 871+00 to STA. 882+00 ON Lt.
STA. 871+25 to STA. 882+00 ON Rt.

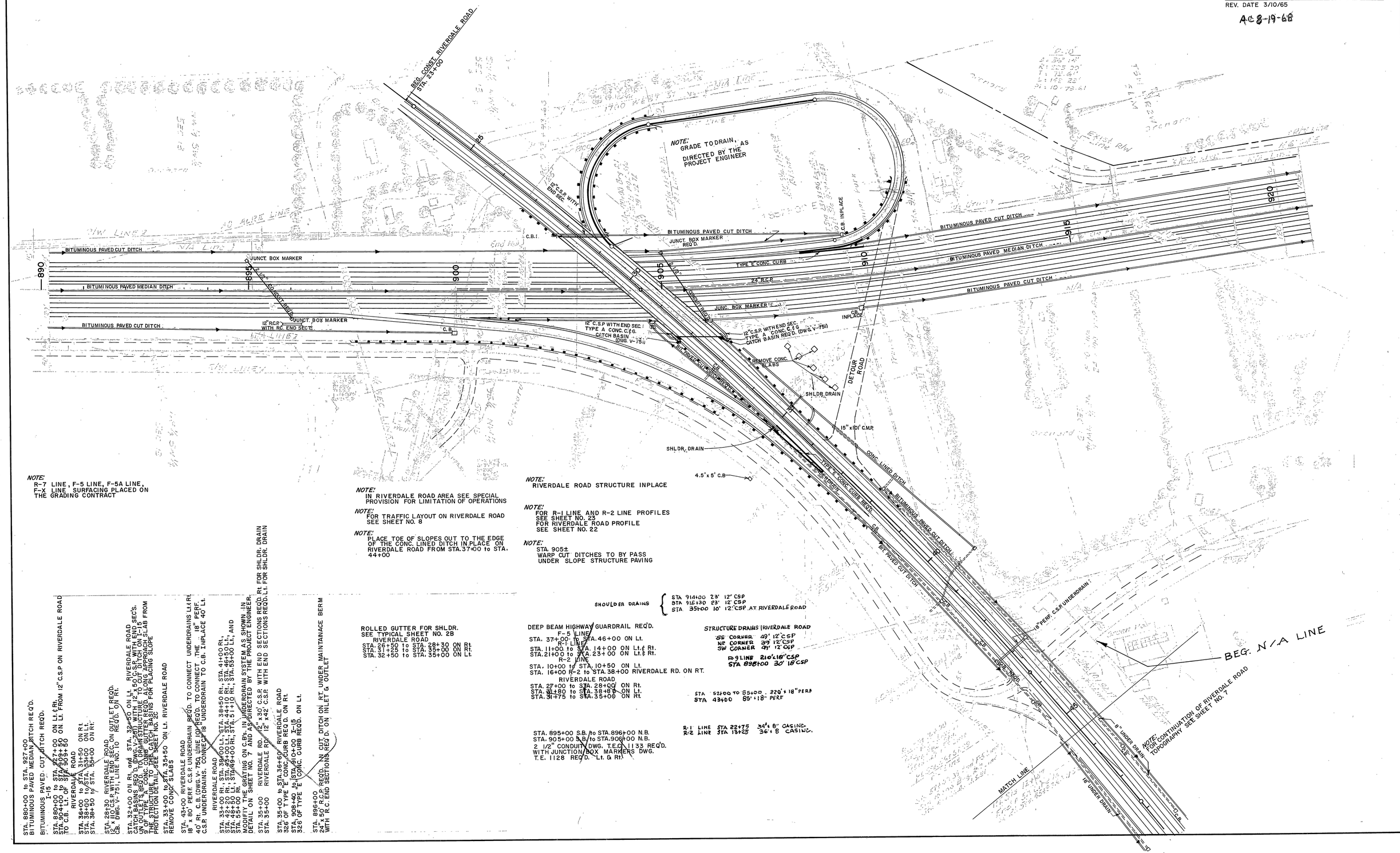
# 5600 SOUTH INTERCHANGE

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21)334 | 6 | |

REV. DATE 3/10/65

AC 8-19-68

*NOTE:*
R-1 LINE AND RIVERDALE ROAD DETOUR
REMOVE BITUMINOUS SURFACING AS DIRECTED
BY THE PROJECT ENGINEER.




*NOTE:*
R-7 LINE, F-5 LINE, F-5A LINE,
F-X LINE SURFACING PLACED ON
THE GRADING CONTRACT

*NOTE:*
IN RIVERDALE ROAD AREA SEE SPECIAL
PROVISION FOR LIMITATION OF OPERATIONS

*NOTE:*
FOR TRAFFIC LAYOUT ON RIVERDALE ROAD
SEE SHEET NO. 8

*NOTE:*
PLACE TOE OF SLOPES OUT TO THE EDGE
OF THE CONC. LINED DITCH IN PLACE ON
RIVERDALE ROAD FROM STA. 37+00 to STA.
44+00

*NOTE:*
RIVERDALE ROAD STRUCTURE INPLACE

*NOTE:*
FOR R-1 LINE AND R-2 LINE PROFILES
SEE SHEET NO. 23
FOR RIVERDALE ROAD PROFILE
SEE SHEET NO. 22

*NOTE:*
STA. 905±
WARP CUT DITCHES TO BY PASS
UNDER SLOPE STRUCTURE PAVING

STA. 880+00 to STA. 927+00
BITUMINOUS PAVED MEDIAN DITCH REQ'D.

BITUMINOUS PAVED CUT DITCH REQ'D.
I-15
STA. 880+00 to STA. 927+00 ON Lt. & Rt.
STA. 904+00 to STA. 909+50 ON Lt. FROM 12" C.S.P ON RIVERDALE ROAD
TO C.B. Lt. OF STA. 909+50

RIVERDALE ROAD
STA. 36+00 to STA. 37+50 ON Rt.
STA. 37+50 to STA. 38+90 ON Lt.
STA. 38+90 to STA. 55+00 ON Rt.

STA. 28+30 RIVERDALE ROAD
C.B. INC. S. PER DWG. V-751, I.L. REQ'D. ON Rt.

STA. 32+00 ON Rt. and STA. 32+50 ON Lt. RIVERDALE ROAD
ON OUTLETS REQ'D. TO CONNECT THE 24" C.S.P. WITH END SEC's.
9' OF TYPE "A" CONC. CURB REQ'D. TO DRAIN STRUCTURE TO CUT DITCH ON I-15
9' OF TYPE "A" CONC. CURB GUTTER REQ'D. ALONG APPROACH SLAB FROM
PROJECTION DETAIL. SEE SHEET NO. 2C

STA. 33+00 to STA. 35+50 ON Lt. RIVERDALE ROAD
REMOVE CONC. SLABS

STA. 43+00 RIVERDALE ROAD
18" x 80' PERF. C.S.P UNDERDRAIN REQ'D. TO CONNECT UNDERDRAINS Lt. & Rt.
40' Rt. C.B. (DWG. V-750 LINE 10) REQ'D. TO CONNECT THE 18" PERF.
C.S.P. UNDERDRAINS. CONNECT 18" UNDERDRAIN TO C.B. INPLACE 40' Lt.

RIVERDALE ROAD
STA. 33+00 Rt., STA. 38+00 Lt., STA. 38+50 Rt., STA. 41+00 Rt.;
STA. 42+20 Rt.; STA. 43+00 Lt.; STA. 44+10 Rt.; STA. 46+50 Lt.;
STA. 48+50 Rt.; STA. 49+00 Rt., STA. 51+10 Rt.; STA. 53+00 Lt.; AND
STA. 54+00 Rt.
MODIFY THE GRATING ON C.Bs. IN UNDERDRAIN SYSTEM AS SHOWN IN
DETAIL ON SHEET NO. 7 AND AS DIRECTED BY THE PROJECT ENGINEER.

STA. 35+00 RIVERDALE RD. 12" x 30' C.S.P. WITH END SECTIONS REQ'D. Rt. FOR SHLDR. DRAIN
STA. 35+00 RIVERDALE RD. 12" x 42' C.S.P. WITH END SECTIONS REQ'D. Lt. FOR SHLDR. DRAIN

STA. 35+00 to STA. 36+50 RIVERDALE ROAD
326' OF TYPE "E" CONC. CURB REQ'D. ON Rt.
STA. 908+40 to STA. 910+00 I-15
326' OF TYPE "E" CONC. CURB REQ'D. ON Lt.

STA. 896+00
24" x 50' R.C.P. REQ'D. IN CUT DITCH ON RT. UNDER MAINTAINACE BERM
WITH R.C. END SECTIONS REQ'D. ON INLET & OUTLET

ROLLED GUTTER FOR SHLDR.
SEE TYPICAL SHEET NO. 2B
RIVERDALE ROAD
STA. 26+50 to STA. 28+30 ON Rt.
STA. 37+25 to STA. 35+00 ON Rt.
STA. 32+50 to STA. 35+00 ON Lt.

SHOULDER DRAINS
STA 914+00 23' 12" CSP
STA 915+30 23' 12" CSP
STA 35+00 10' 12" CSP AT RIVERDALE ROAD

DEEP BEAM HIGHWAY GUARDRAIL REQ'D.
F-5 LINE
STA. 37+00 to STA. 46+00 ON Lt.
R-1 LINE
STA. 11+00 to STA. 14+00 ON Lt. & Rt.
STA. 21+00 to STA. 23+00 ON Lt. & Rt.
R-2 LINE
STA. 10+00 to STA. 10+50 ON Lt.
STA. 16+00 R-2 to STA. 38+00 RIVERDALE RD. ON RT.
RIVERDALE ROAD
STA. 27+00 to STA. 28+00 ON Rt.
STA. 31+80 to STA. 38+80 ON Lt.
STA. 31+75 to STA. 35+00 ON Rt.

STRUCTURE DRAINS (RIVERDALE ROAD
SE CORNER 49' 12" CSP
NE CORNER 39' 12" CSP
SW CORNER 49' 12" CSP
R-9 LINE 210' x 18" CSP
STA 898+00 30' 18" CSP

STA 52+00 TO 55+00 220' x 18" PERF
STA 43+00 85' x 18" PERF

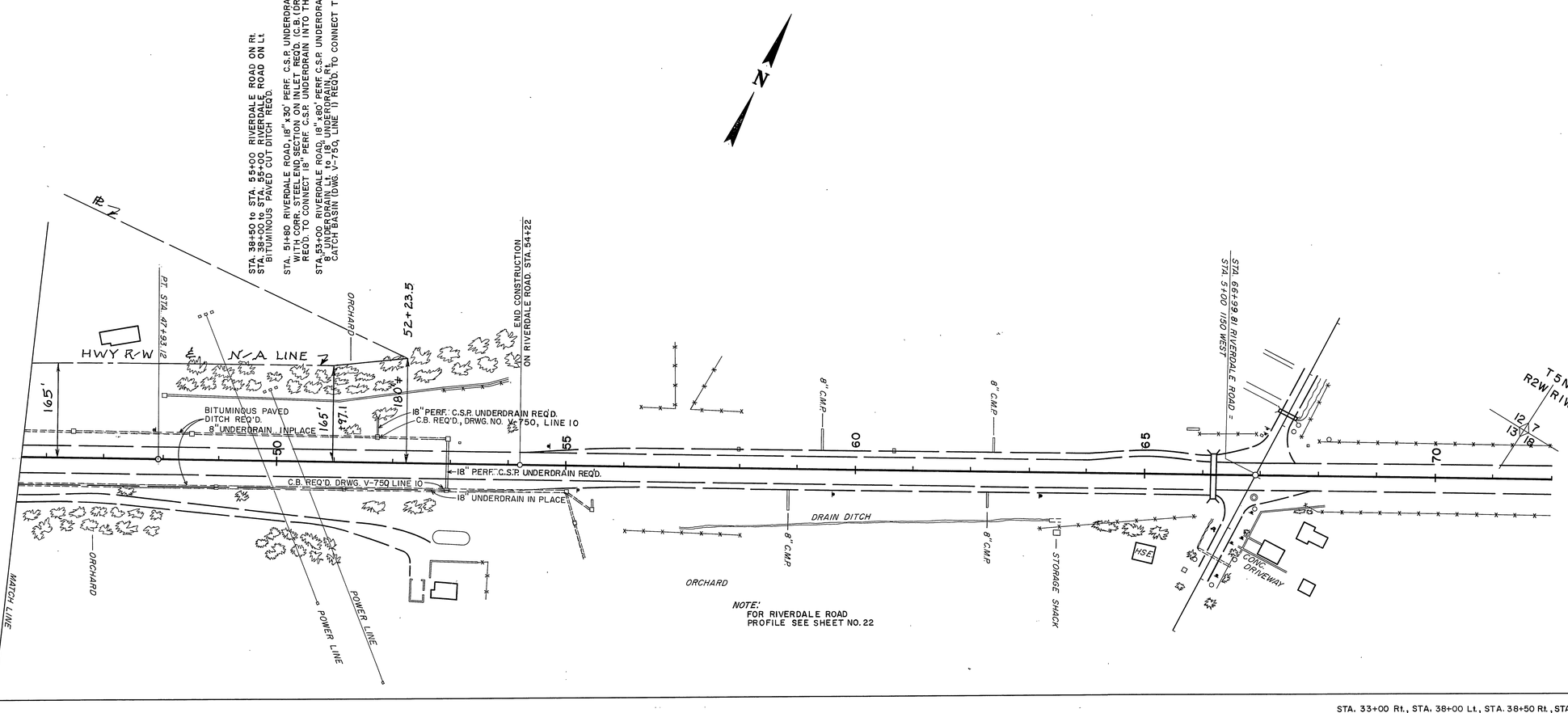
STA. 895+00 S.B. to STA. 896+00 N.B.
STA. 905+00 S.B. to STA. 906+00 N.B.
2 1/2" CONDUIT DWG. T.E.C. 1133 REQ'D.
WITH JUNCTION BOX MARKERS DWG.
T.E. 1128 REQ'D. Lt. & Rt.

R-1 LINE STA 22+75 34' x 8" CASING
R-2 LINE STA 13+25 36' x 8' CASING

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21)334 | 7 | |

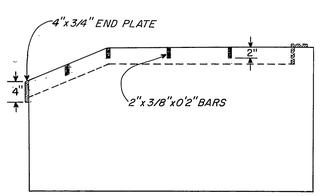
REV. DATE 3/10/65

# RIVERDALE ROAD

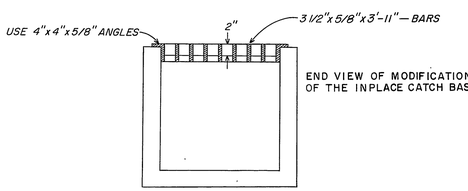



NOTE:
FOR RIVERDALE ROAD PROFILE SEE SHEET NO. 22

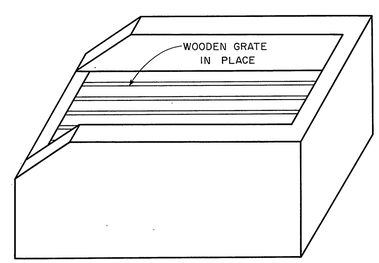
| REVISIONS | | | |
|---|---|---|---|
| DATE | BY | DATE | BY |
| | | | |



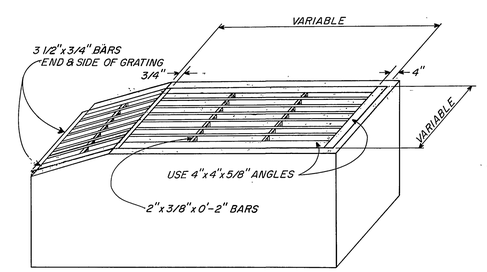

SIDE VIEW OF MODIFICATION OF THE INPLACE CATCH BASINS




END VIEW OF MODIFICATION OF THE INPLACE CATCH BASINS




CATCH BASIN INPLACE AT VARIOUS STATIONS ON RIVERDALE ROAD



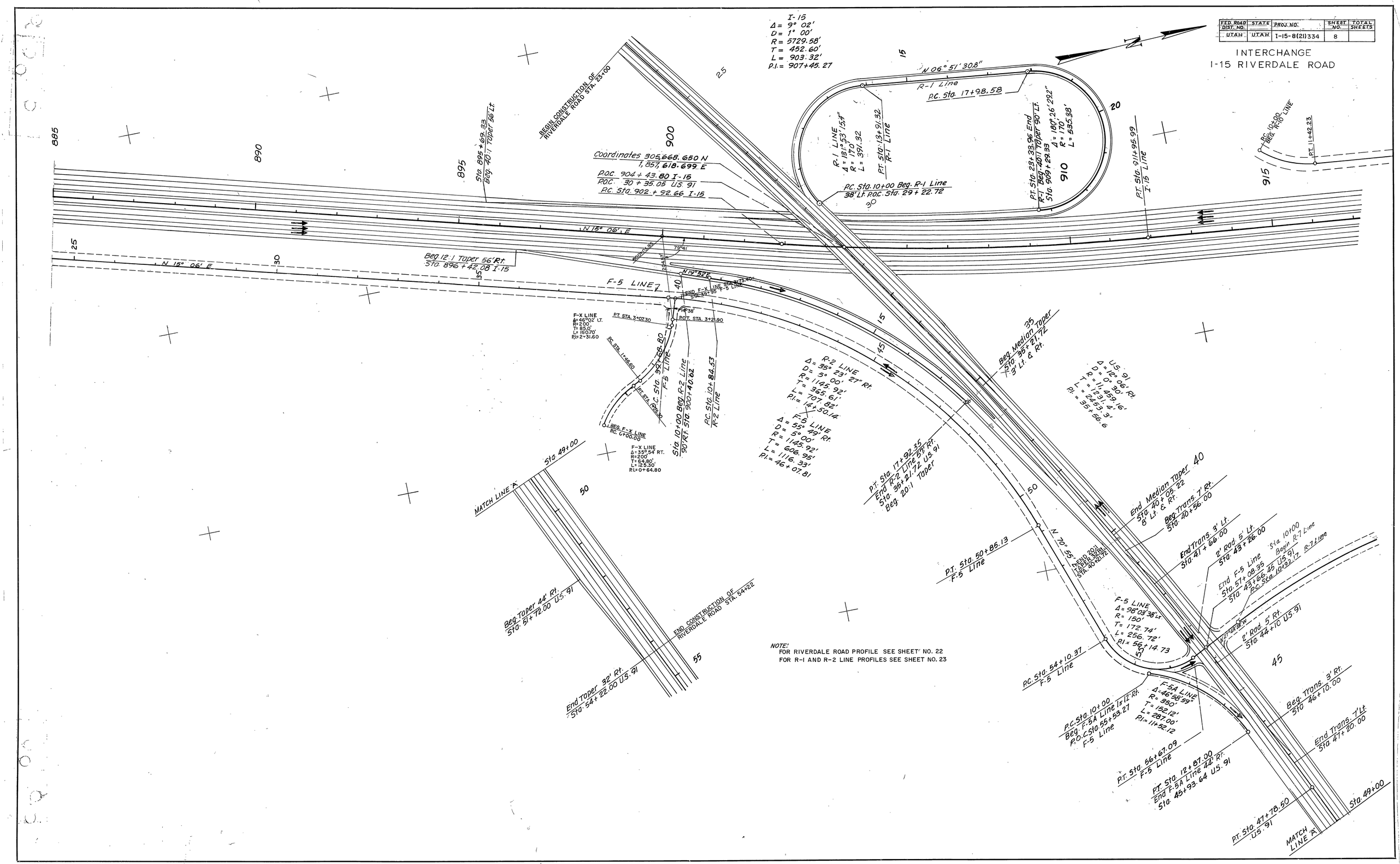

GRATING DETAIL
FOR MODIFICATION OF EXISTING CATCH BASIN

STA. 33+00 Rt., STA. 38+00 Lt., STA. 38+50 Rt., STA. 41+00 Rt.,
STA. 42+20 Rt., STA. 43+00 Lt., STA. 44+10 Rt., STA. 46+50 Lt.,
STA. 48+50 Lt., STA. 49+00 Rt., STA. 51+10 Rt., STA. 53+00 Lt., AND
STA. 55+00 Rt.

MODIFIY THE GRATING ON C.B's. IN UNDERDRAIN SYSTEM AS SHOWN IN DETAIL ON THIS SHEET AND AS DIRECTED BY THE PROJECT ENGINEER

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21)334 | 8 | |

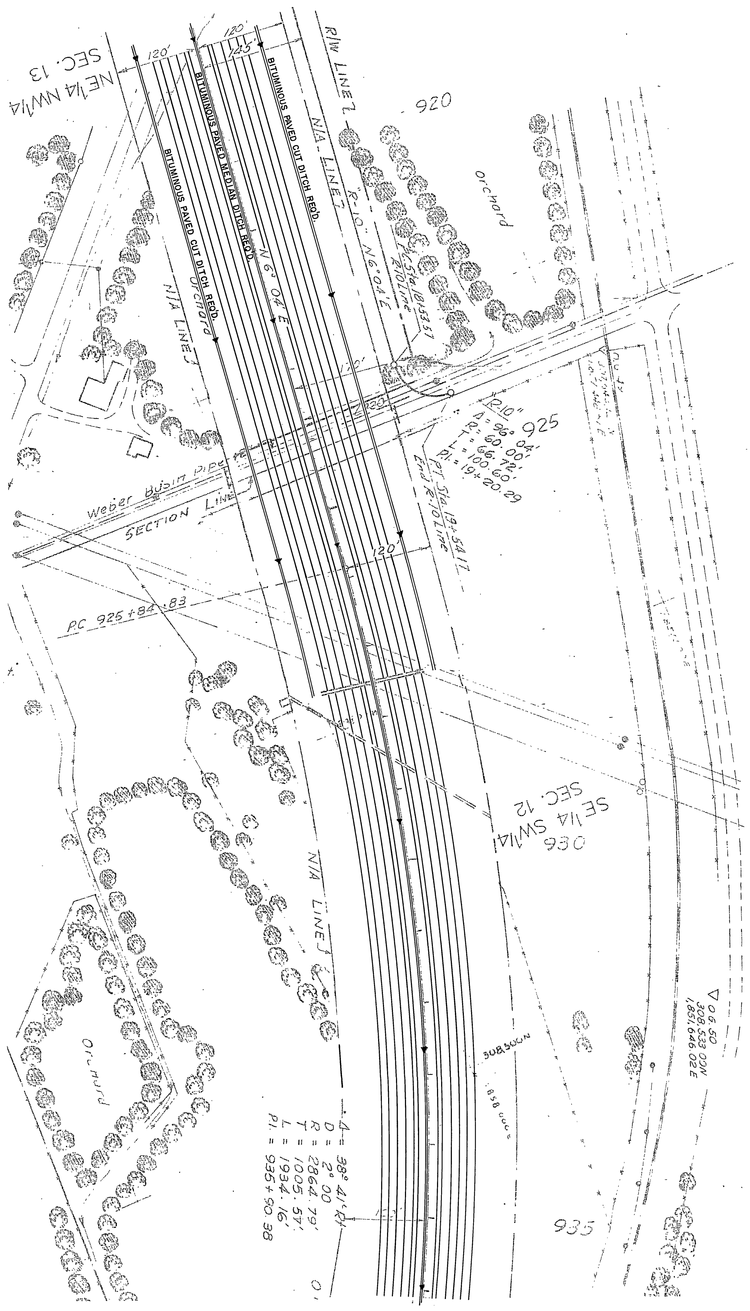
# INTERCHANGE
# I-15 RIVERDALE ROAD




NOTE:
FOR RIVERDALE ROAD PROFILE SEE SHEET NO. 22
FOR R-1 AND R-2 LINE PROFILES SEE SHEET NO. 23

STA. 880+00 to STA. 927±
BITUMINOUS PAVED CUT DITCH Lt. & Rt.

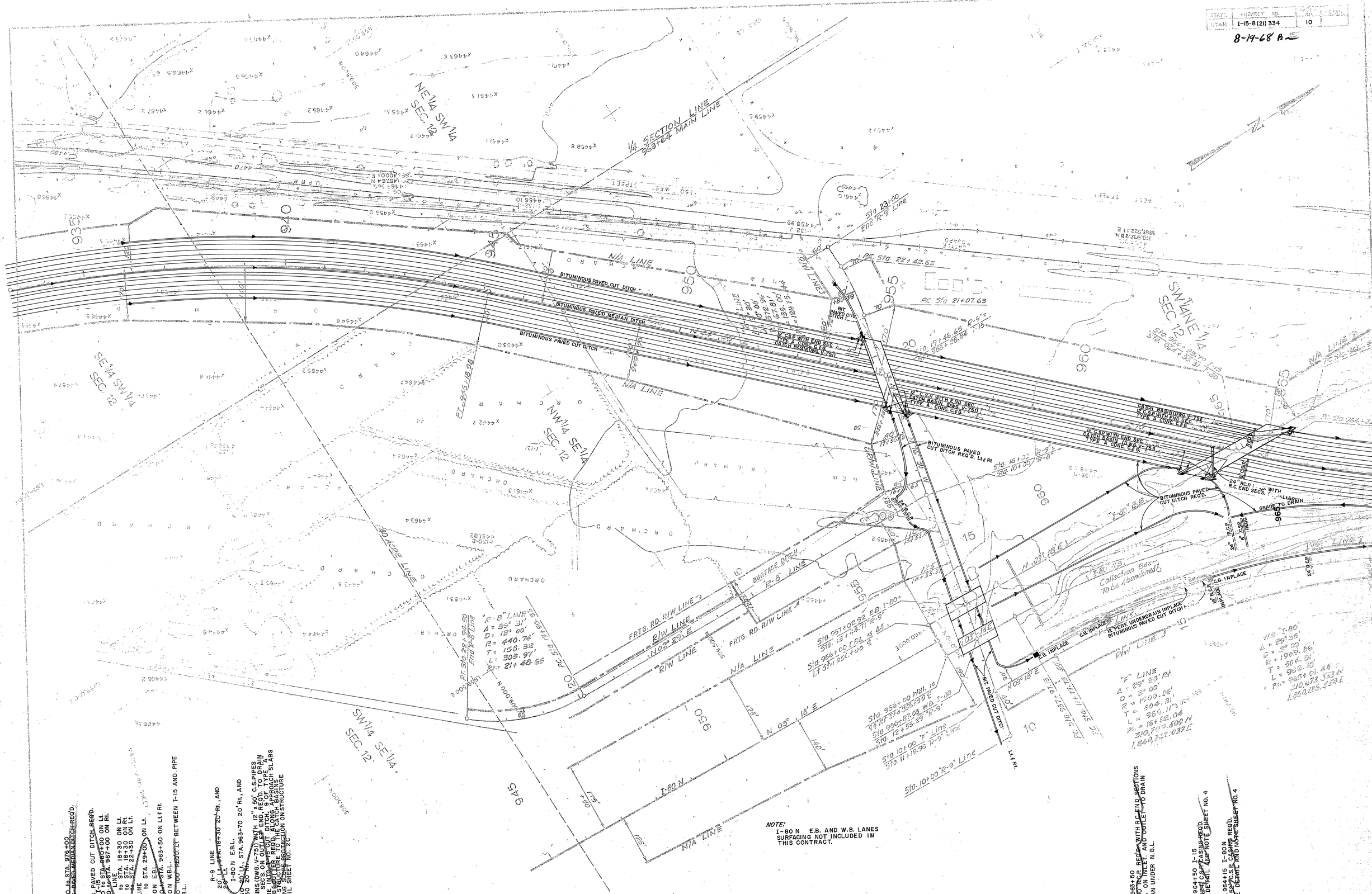
STA. 880+00 to STA. 927±
STA. 927+00 to STA. 976+00
BITUMINOUS PAVED MEDIAN DITCH REQ'D.




| FED. ROAD | STATE | PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| UTAH | UTAH | I-15-8(1)334 | 9 | |

| STATE | PROJECT NO. | [illegible] | [illegible] |
|---|---|---|---|
| UTAH | I-15-8(21) 334 | 10 | |

8-14-68 B



~~STA. 927+00 to STA. 976+00~~
~~BITUMINOUS PAVED MEDIAN DITCH REQ'D.~~

BITUMINOUS PAVED CUT DITCH REQ'D.
I-15
STA. 936+00 to STA. 980+00 ON Lt.
STA. 937+00 to STA. 967+00 ON Rt.
R-9 LINE
STA. 10+00 to STA. 18+30 ON Lt.
STA. 11+50 to STA. 18+30 ON Rt.
STA. 20+60 to STA. 22+30 ON Lt.
"F" LINE
STA. 10+00 to STA. 29+00 ON Lt.
I-80N E.B.L.
STA. 958+00 to STA. 963+50 ON Lt. & Rt.
I-80 N W.B.L.
STA. 964+00 100' REQ'D. Lt. BETWEEN I-15 AND PIPE UNDER W.B.L.

R-9 LINE
STA. 18+15 20' Lt., STA. 18+30 20' Rt., AND
STA. 20+70 20' Lt.
I-80 N E.B.L.
STA. 963+30 20' Lt., STA. 963+70 20' Rt., AND
STA. 966+30 20' Rt.
CATCH BASINS (DWG. V-751) WITH 12" x 50' C.S. PIPES WITH END SEC'S. ON OUTLET END, REQ'D. TO DRAIN STRUCTURE INTO I-15 CUT DITCH, 9' OF TYPE "A" CONC. CURB & GUTTER REQ'D. ALONG APPROACH SLABS FROM THE STRUCTURE TO THE CATCH BASINS FOR PLACING SLOPE PROTECTION ON STRUCTURE
SEE DETAIL SHEET NO. 2C

NOTE!
I-80 N E.B. AND W.B. LANES SURFACING NOT INCLUDED IN THIS CONTRACT.

STA. 963+50
24" x 90' R.C.P. REQ'D. WITH R.C. END SECTIONS REQ'D. ON INLET AND OUTLET TO DRAIN MEDIAN UNDER N.B.L.

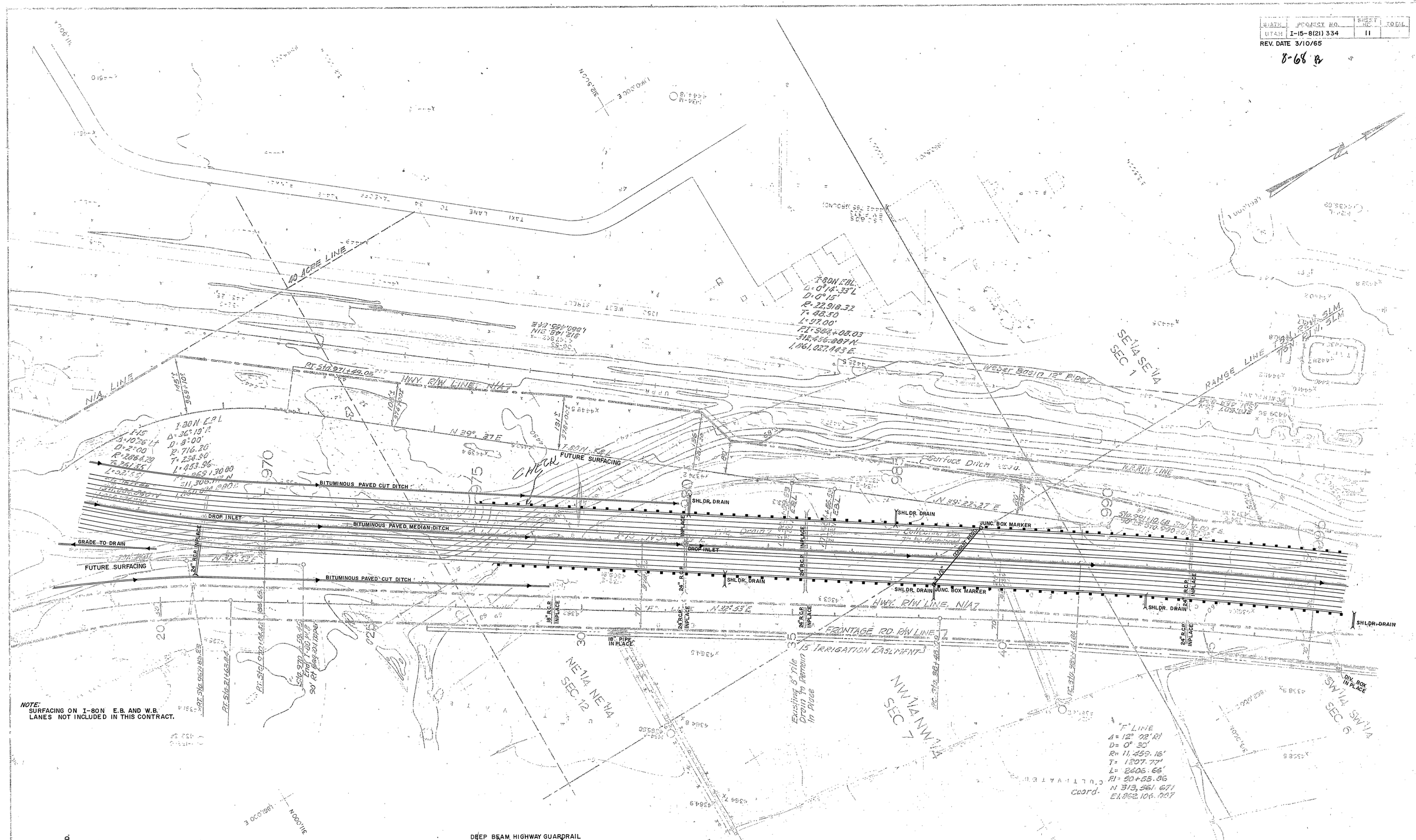
STA. 964+50 I-15
8" x 124' C.S.P. CASING REQ'D.
SEE DETAIL AND NOTE SHEET NO. 4

STA. 964+15 I-80N
8" x 52' C.S.P. CASING REQ'D.
SEE DETAIL AND NOTE SHEET NO. 4

| STATE | PROJECT NO. | SHEET NO. | TOTAL |
|---|---|---|---|
| UTAH | I-15-8(21) 334 | 11 | |

REV. DATE 3/10/65

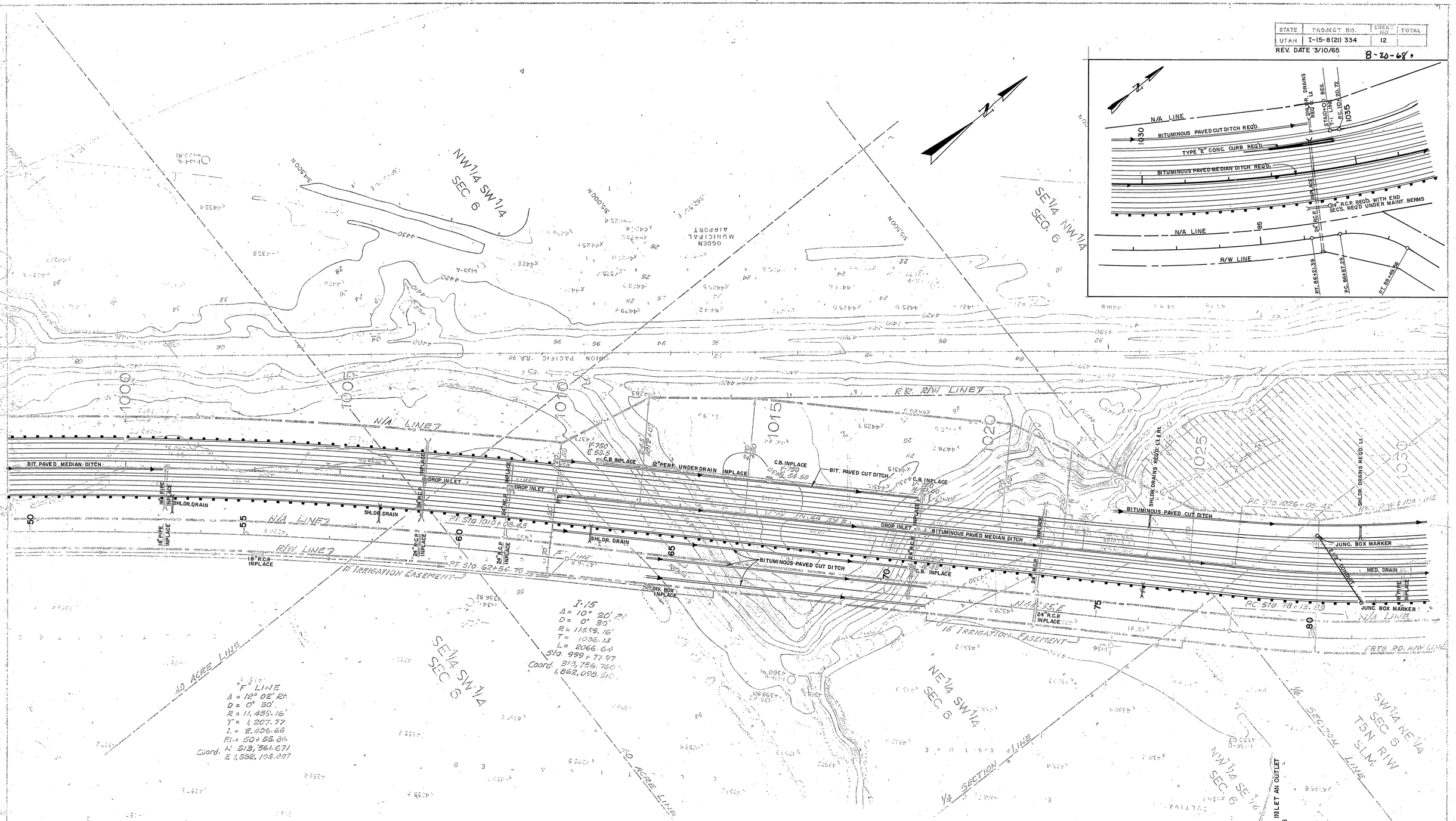
8-68 B



| STATE | PROJECT NO. | SHEET NO. | TOTAL |
|---|---|---|---|
| UTAH | I-15-8(21) 334 | 12 | |

REV. DATE 3/10/65

8-20-68.




STA. 976+00 to STA. 1001+00
STA. 1010+00 to STA. 1040+00
BITUMINOUS PAVED MEDIAN DITCH REQ'D.

BITUMINOUS PAVED CUT DITCH REQ'D.
I-15
STA. 1010+00 to STA. 1018+50 ON Lt. & Rt.
STA. 1023+00 to STA. 1034+00 ON Lt.
"F" LINE
STA. 64+50' to STA. 71+00 ON Lt. & Rt.

DEEP BEAM HIGHWAY GUARD RAIL REQ'D.
STA. 77+40 to STA. 78+13 ON Rt.
STA. 975+00 to STA. 1040+00 ON Rt.

ROLLED GUTTER FOR SHLDR.
SEE TYPICAL SHEET NO. 2B
STA. 1019+00 to STA. 1040+00 ON Lt.
STA. 1019+00 to STA. 1024+00 ON Rt.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| STA. 1001+00 | 12" x 28' C.S.P. | WITH END SEC'S. REQ'D. | | | Rt. | FOR SHLDR. DRAIN | |
| STA. 1006+00 | 12" x 24' C.S.P. | " | " | " | Rt. | " | " |
| STA. 1011+00 | 12" x 14' C.S.P. | " | " | " | Rt. | " | " |
| STA. 1024+00 | 12" x 51' C.S.P. | " | " | " | Lt. | " | " |
| ~~STA. 1024+00~~ | ~~12" x 6' C.S.P.~~ | ~~"~~ | ~~"~~ | ~~"~~ | ~~Rt.~~ | ~~"~~ | ~~"~~ |
| STA. 1029+00 | 12" x 4' C.S.P. | " | " | " | Lt. | " | " |
| STA. 1034+00 | 12" x 8' C.S.P. | " | " | " | Lt. | " | " |
| STA. 1040+00 | 12" x 22' C.S.P. | " | " | " | Lt. | " | " |

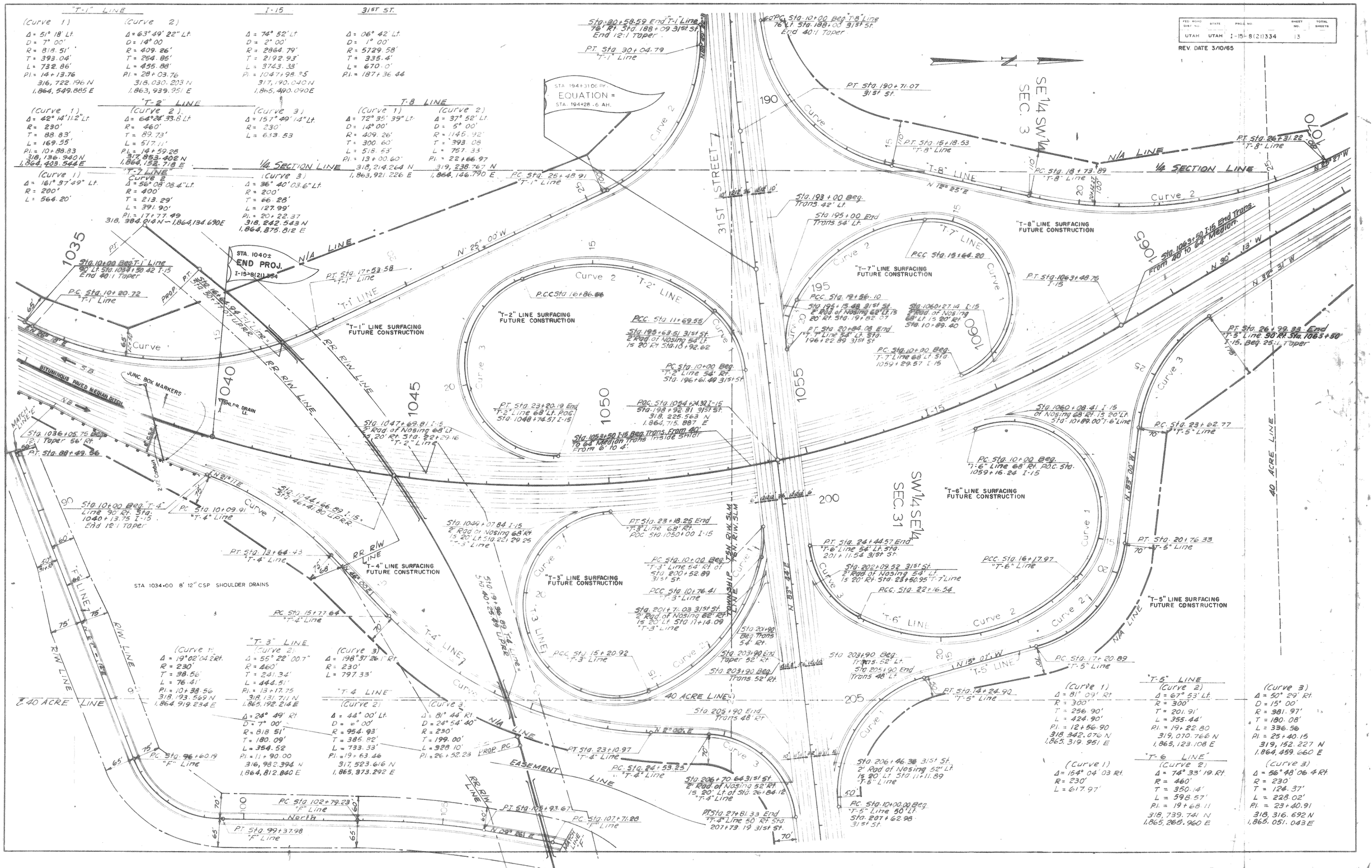
STA. 1033+00 to STA. 1034+60
326' OF TYPE "E" CONC. CURB REQ'D. ON Lt.

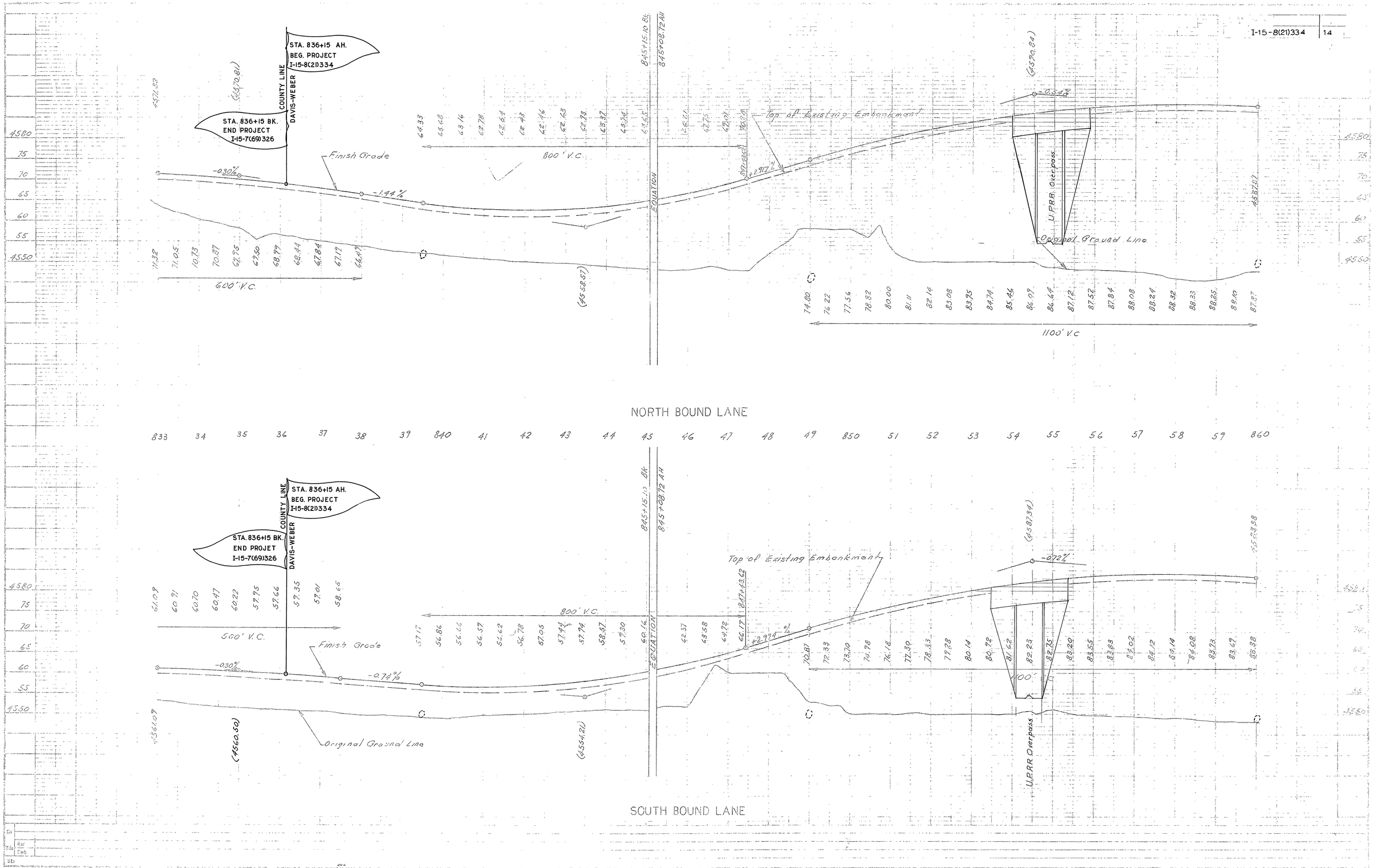
STA. 1028+00 S.B. to STA. 1029+00 N.B.
2 1/2" CONDUIT DWG. T.E.C. 1133 REQ'D.
WITH JUNCTION BOX MARKERS DWG.
T.E. 1128 REQ'D. Lt. & Rt.

STA. 1034+00
24" x 60' R.C.P. REQ'D. WITH END SECTIONS ON INLET AN OUTLET
IN CUT DITCH ON RT. UNDER MAINT. BERMS

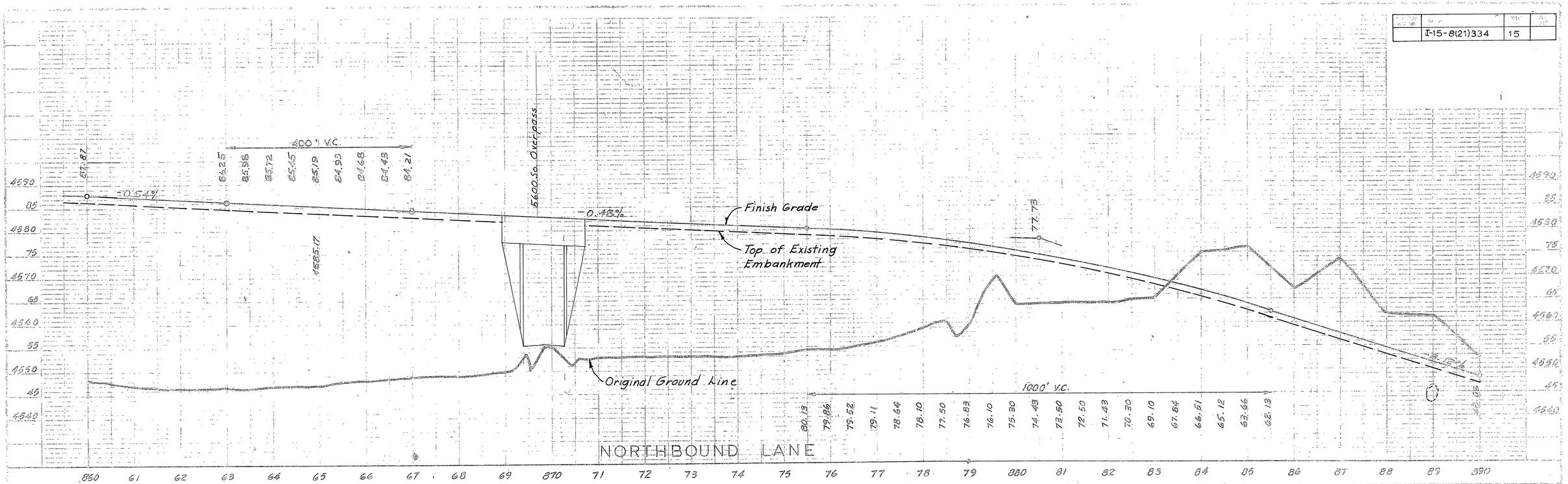
| FED. ROAD DIST. NO. | STATE | PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21)334 | 13 | |

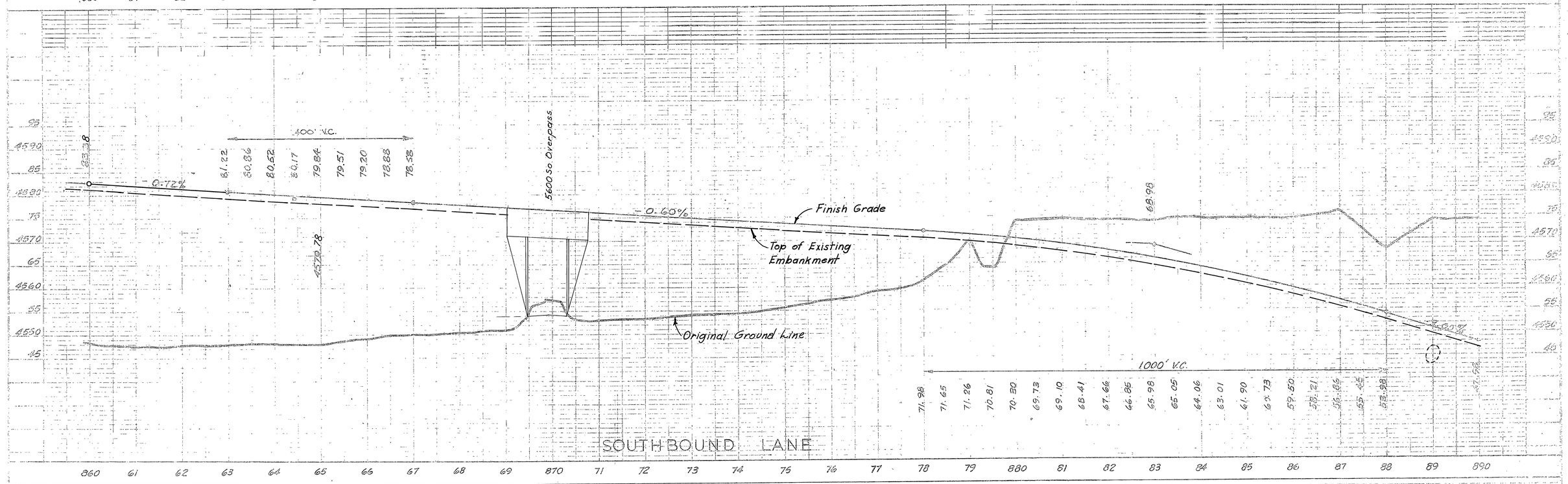
REV. DATE 3/10/65




STA. 836+15 AH.
BEG. PROJECT
I-15-8(21)334
STA. 836+15 BK.
END PROJECT
I-15-7(69)326
COUNTY LINE
DAVIS-WEBER
Finish Grade
-0.30%
-1.44%
800' V.C.
600' V.C.
EQUATION
Top of Existing Embankment
-0.54%
U.P.R.R. Overpass
Original Ground Line
1100' V.C.
NORTH BOUND LANE
STA. 836+15 AH.
BEG. PROJECT
I-15-8(21)334
STA. 836+15 BK.
END PROJEET
I-15-7(69)326
COUNTY LINE
DAVIS-WEBER
Top of Existing Embankment
-0.72%
800' V.C.
500' V.C.
Finish Grade
-0.30%
-0.74%
EQUATION
Original Ground Line
U.P.R.R. Overpass
SOUTH BOUND LANE

| | | | |
|---|---|---|---|
| | I-15-8(21)334 | 15 | |



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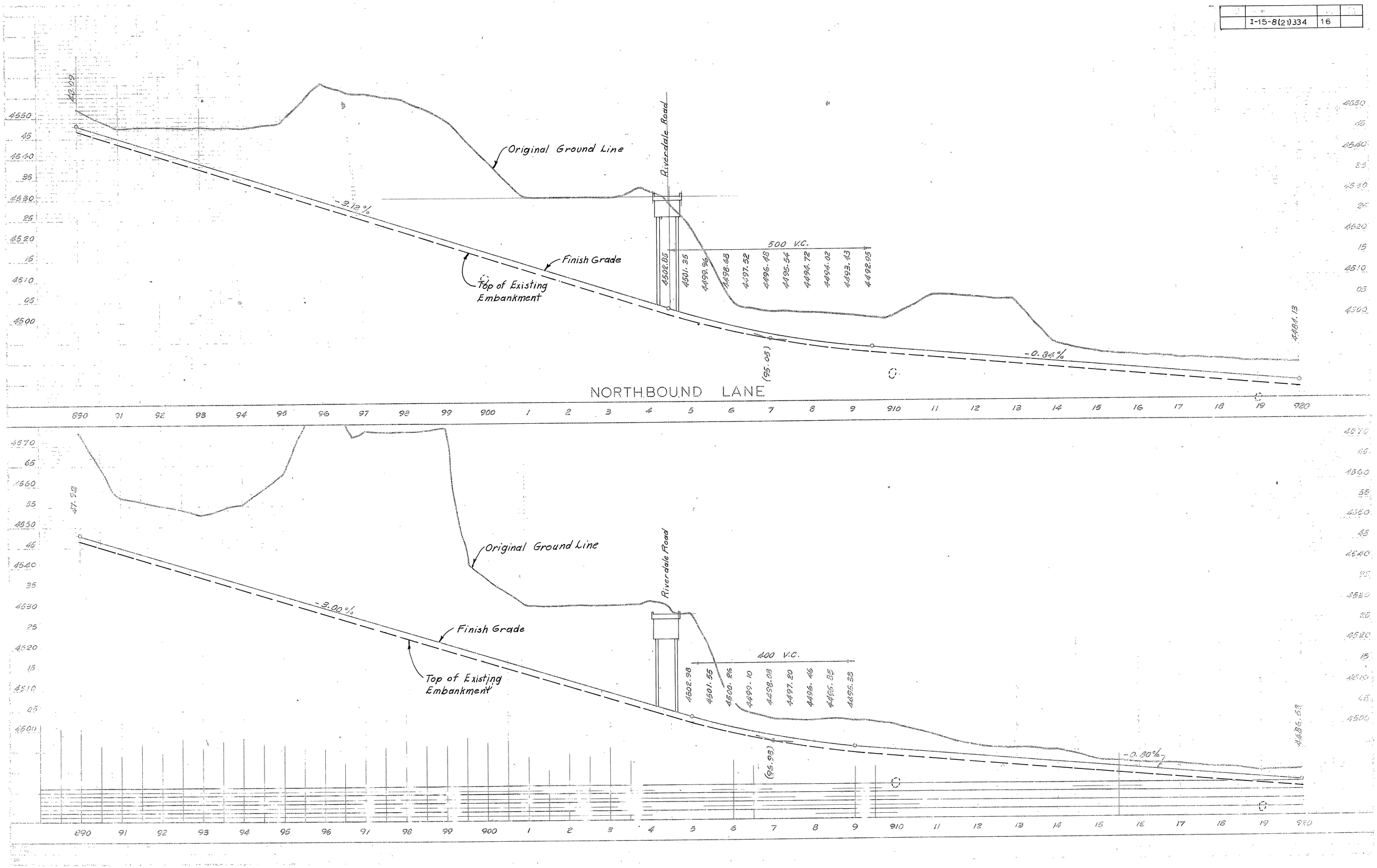
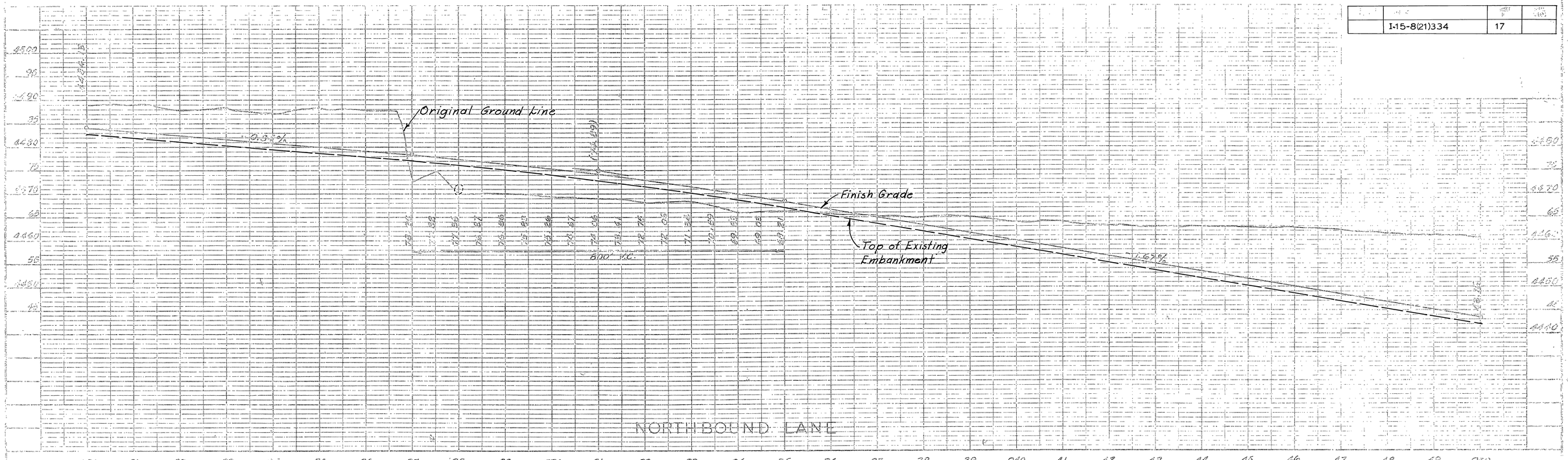
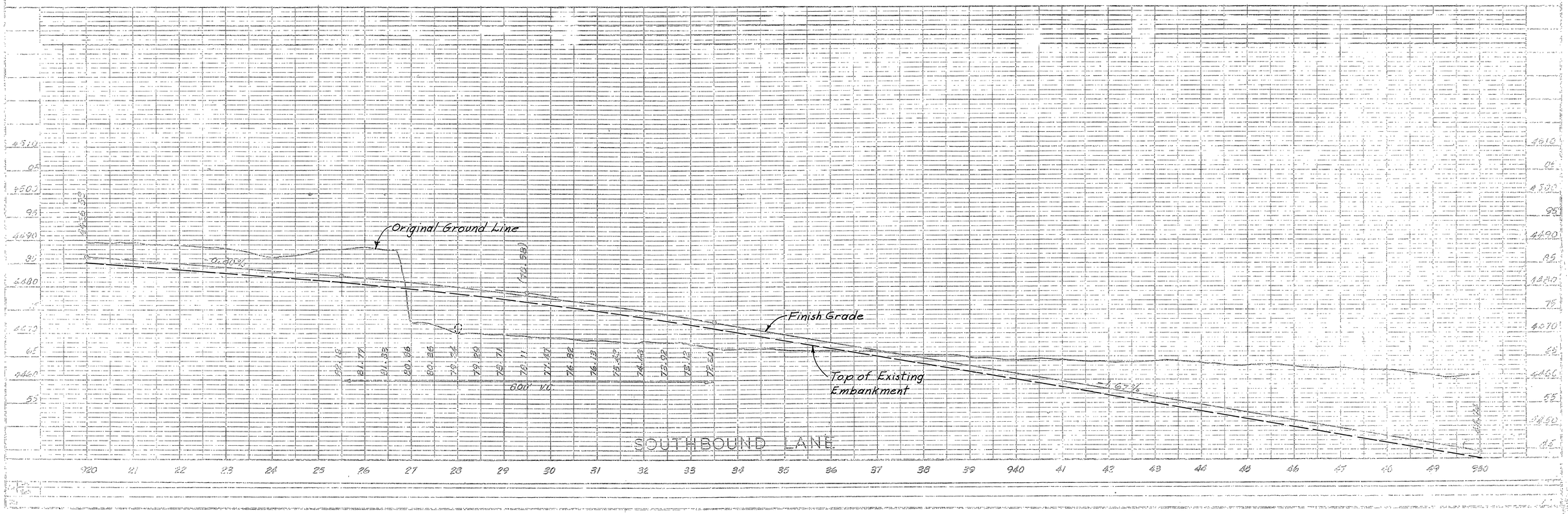
|---|---|---|---|
| | | | |
| | I-15-8(21)334 | 16 | |



| | | SHEET | TOTAL SHEETS |
|---|---|---|---|
| | I-15-8(21)334 | 17 | |



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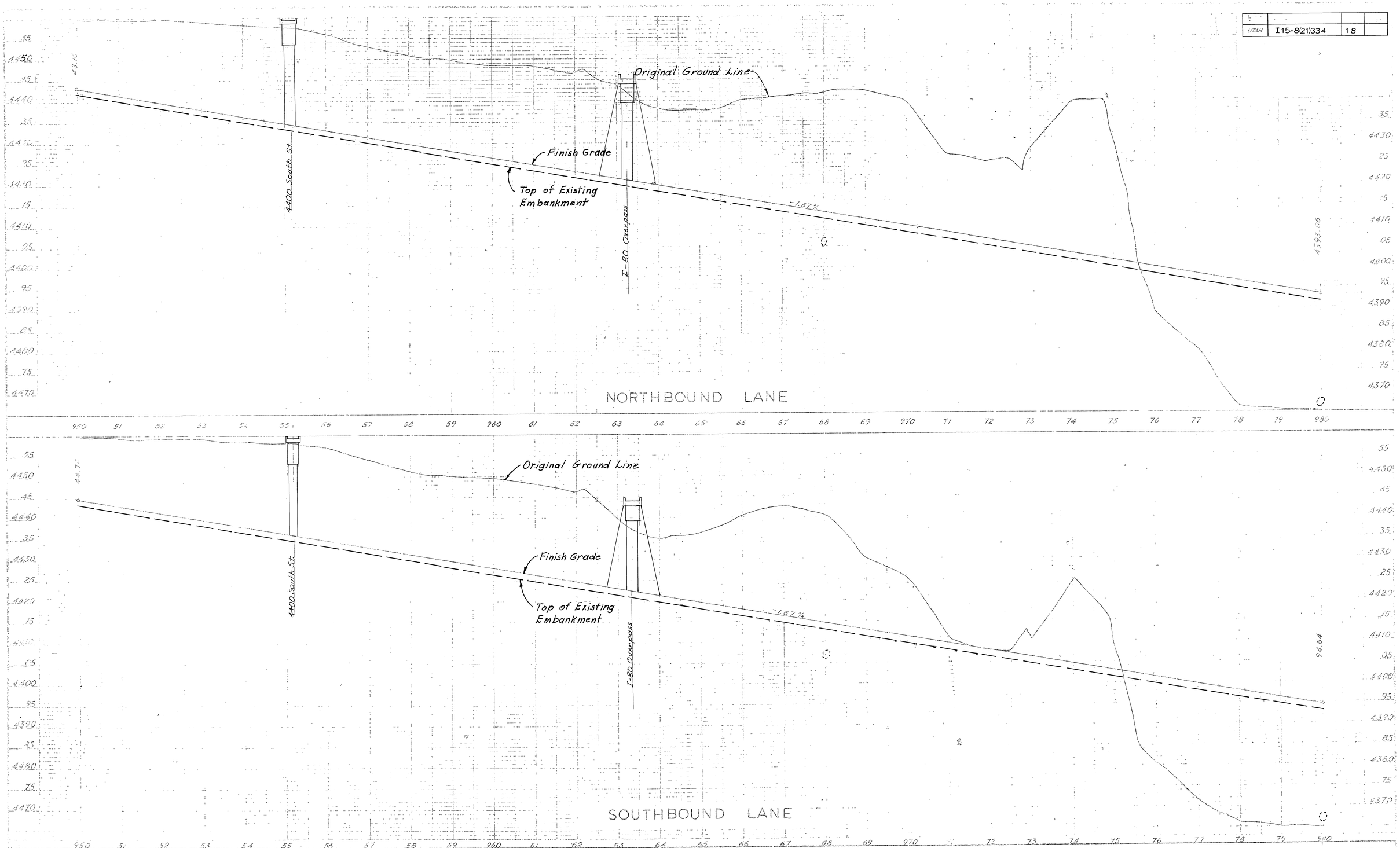
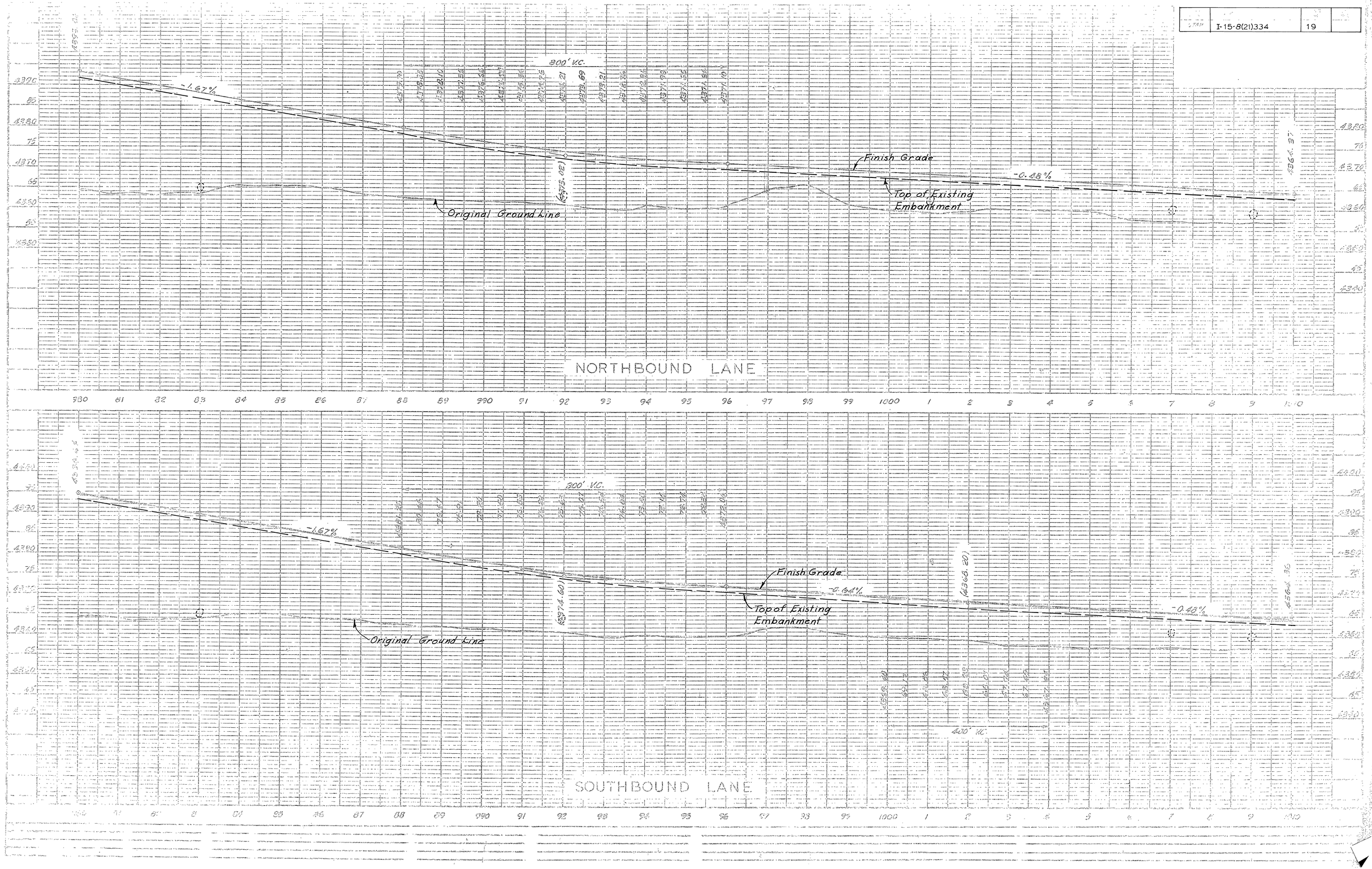
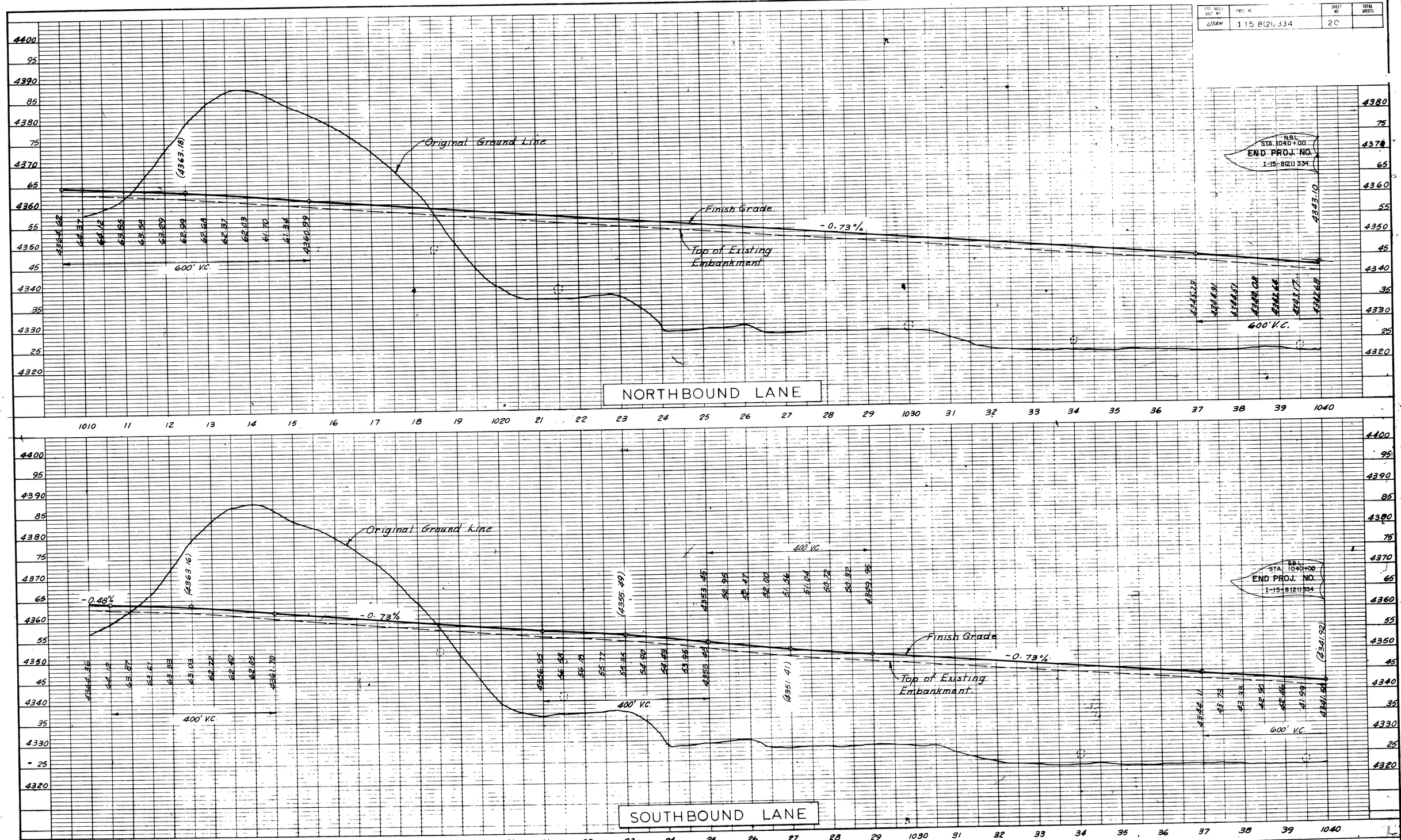
|---|---|---|---|
| UTAH | I15-8(21)334 | 18 | |



| | | | |
|---|---|---|---|
| | I-15-8(21)334 | 19 | |



| FED. ROAD DIST. NO. | PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| UTAH | I 15 8(21) 334 | 20 | |



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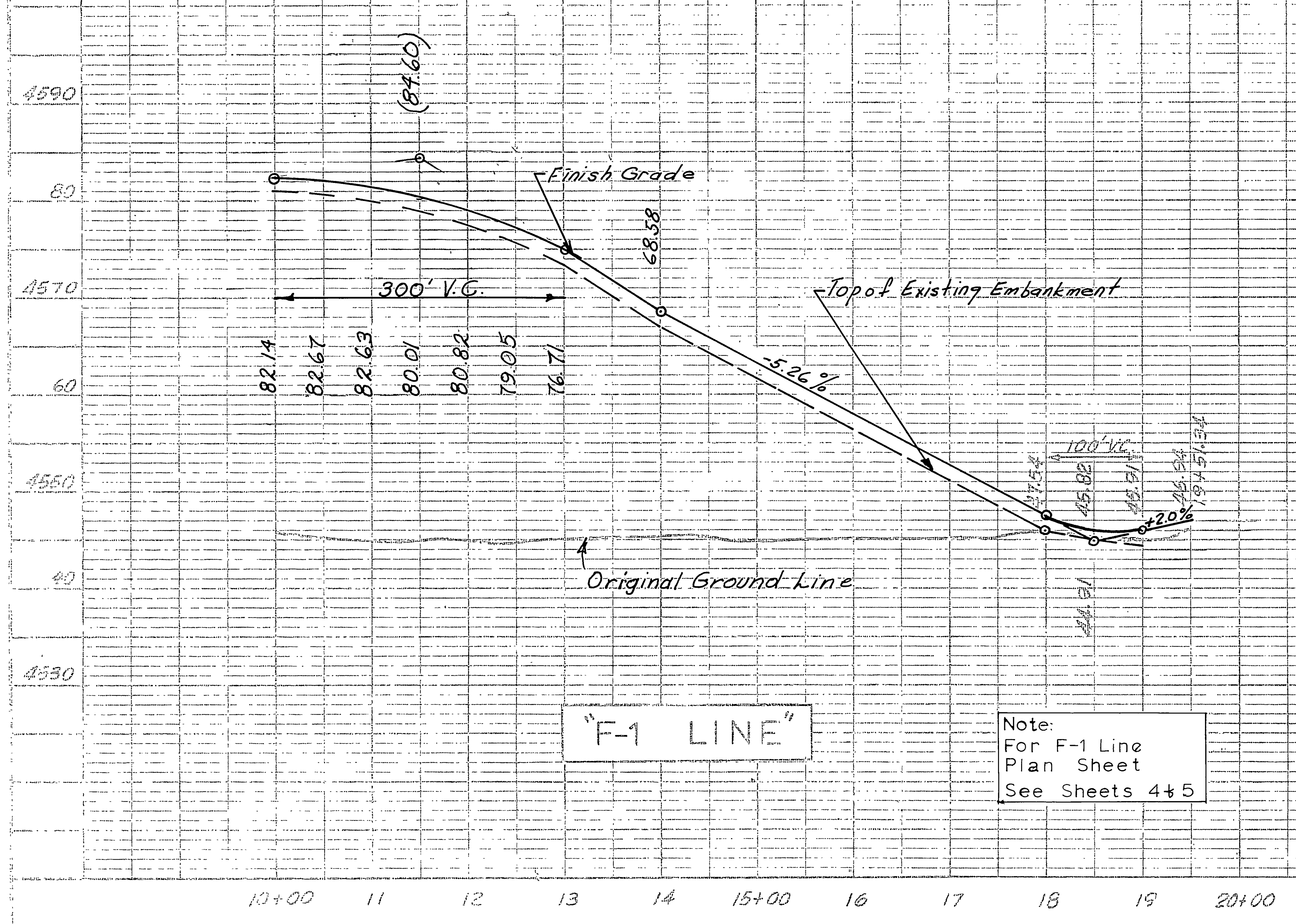
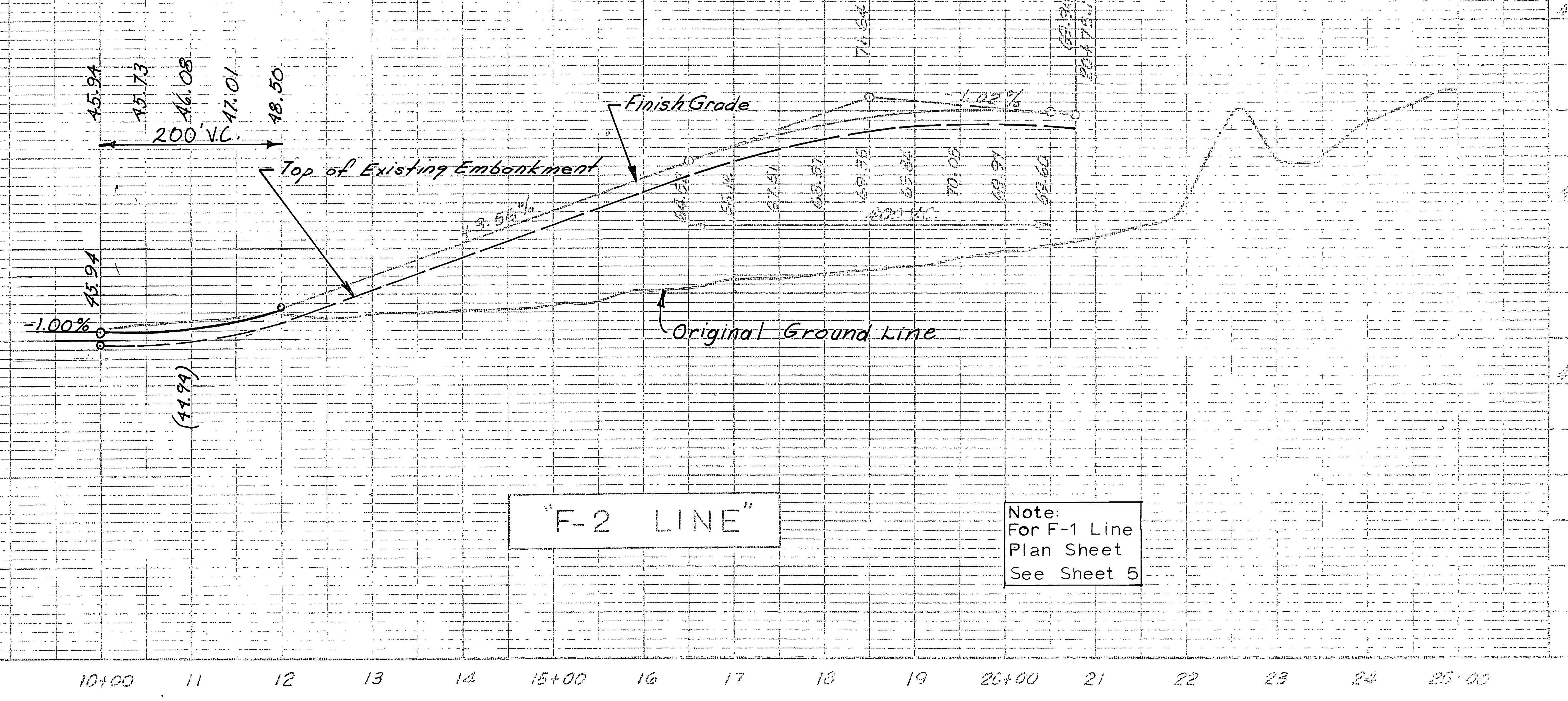
|---|---|---|---|
|  | I 15 8(21)334 | 21 |  |

# 5600 SOUTH RAMPS



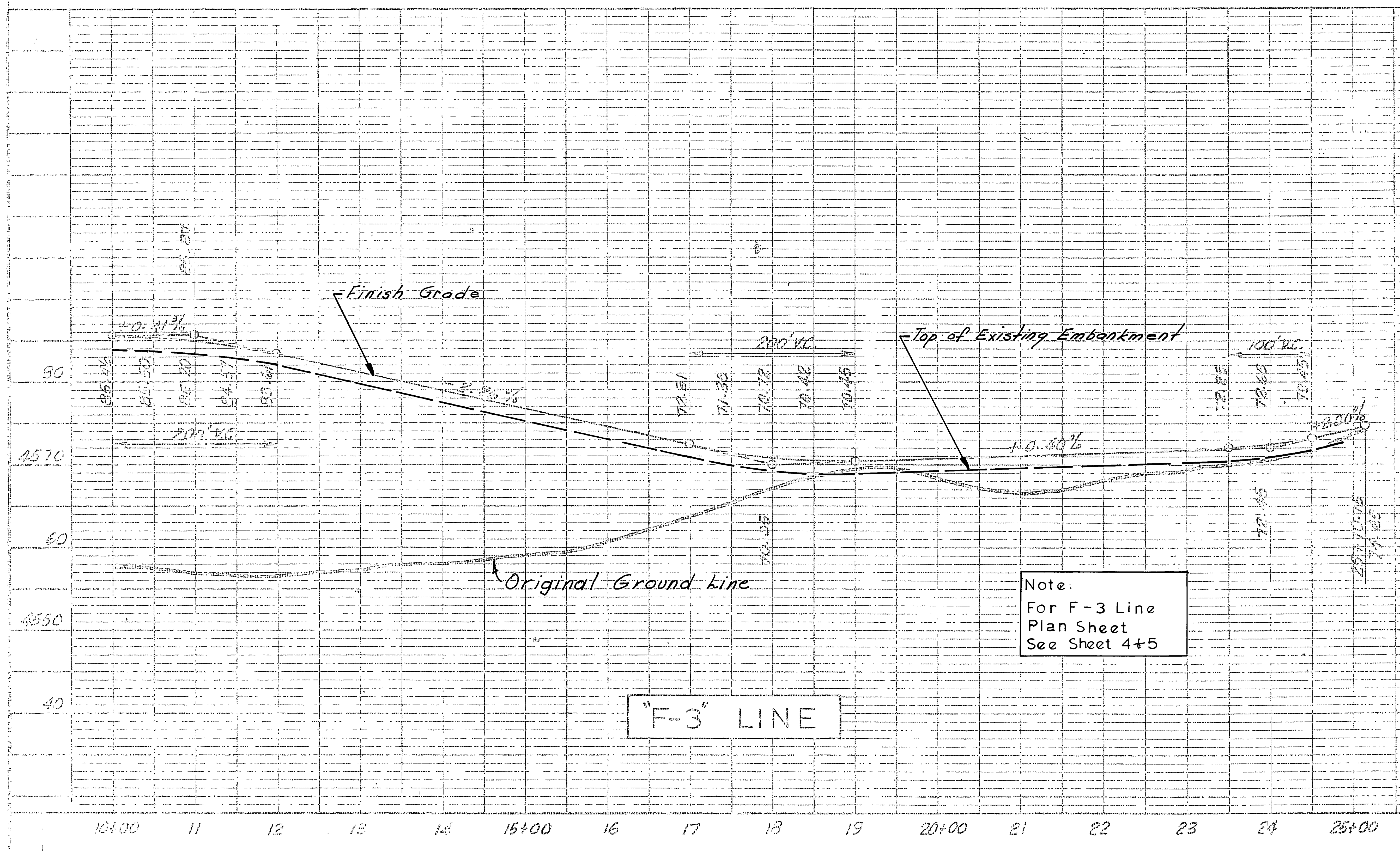
"F-1 LINE"

Note:
For F-1 Line
Plan Sheet
See Sheets 4&5



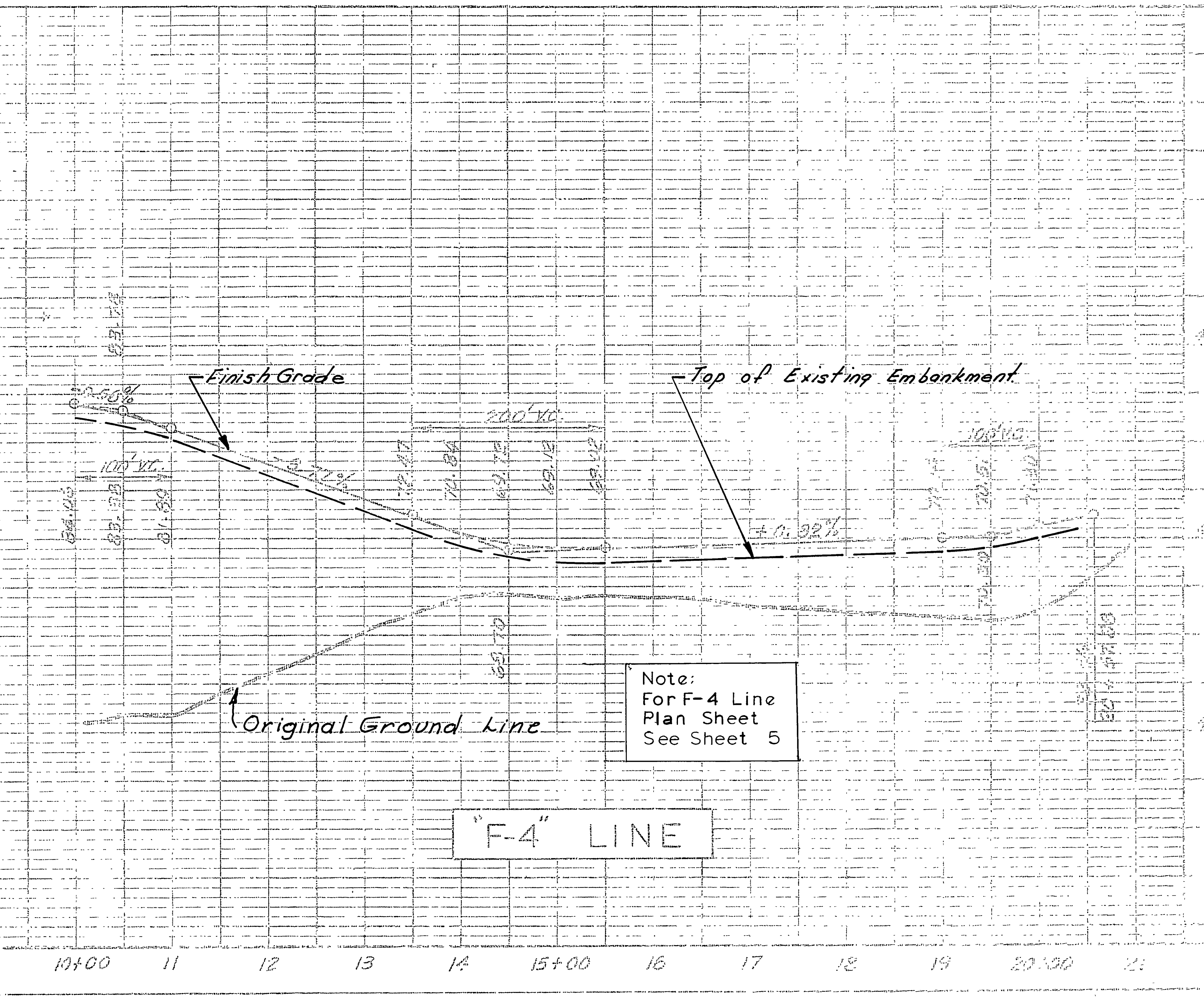
"F-2 LINE"

Note:
For F-1 Line
Plan Sheet
See Sheet 5



Note:
For F-3 Line
Plan Sheet
See Sheet 4&5

"F-3" LINE

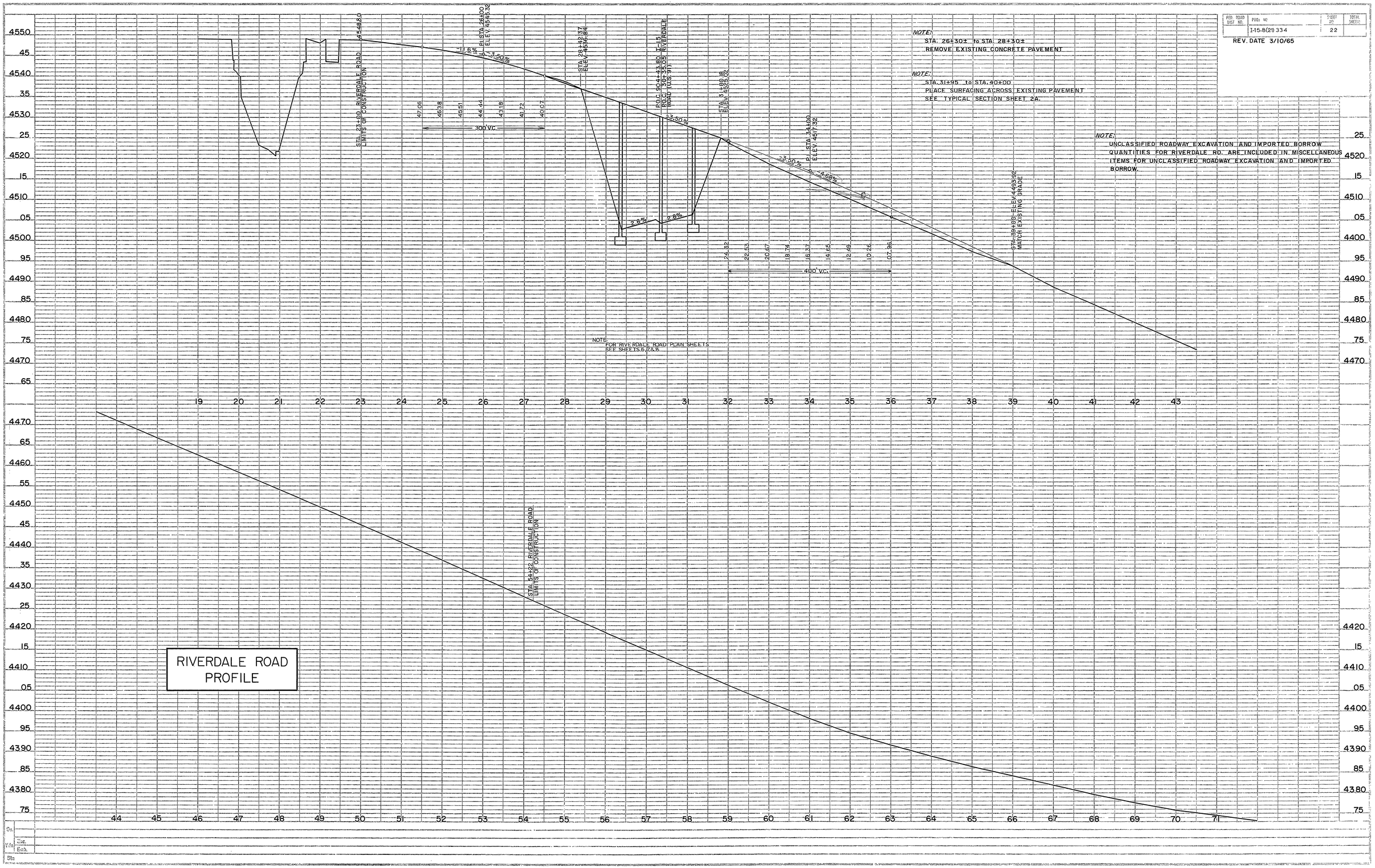


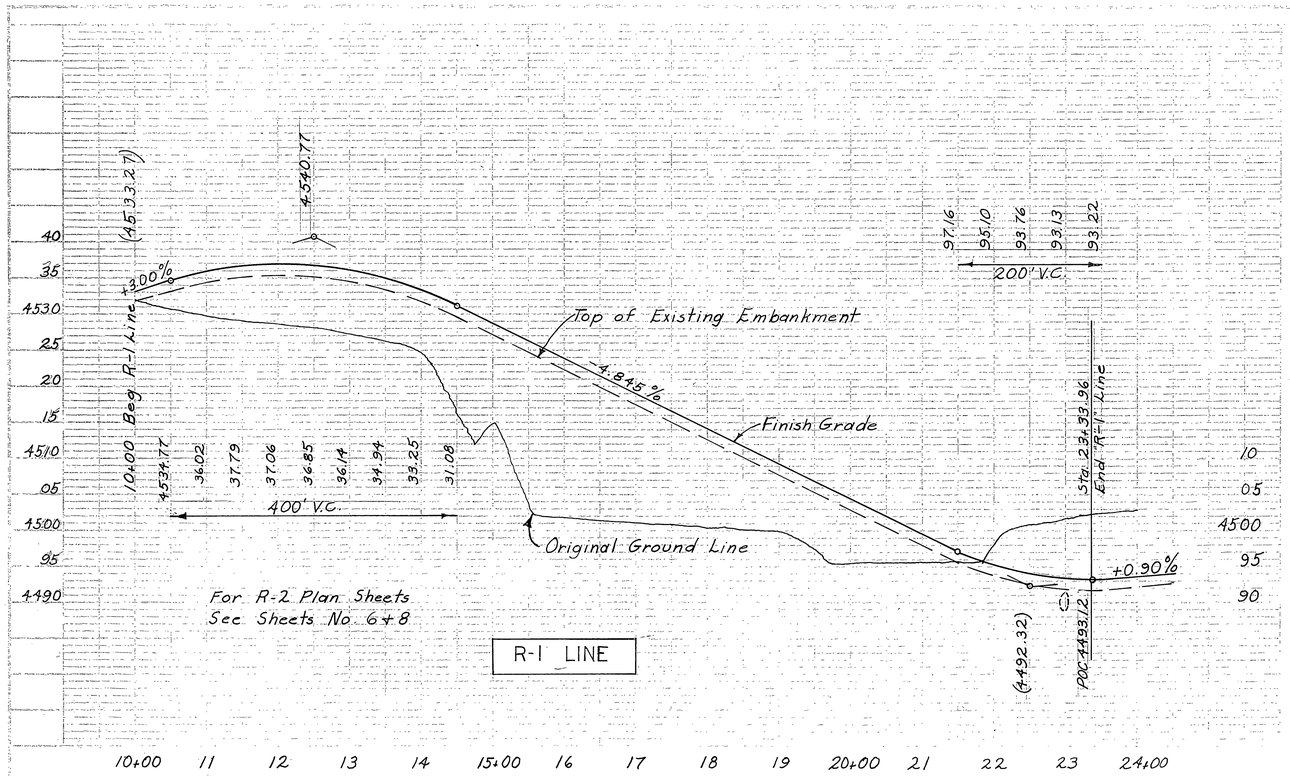
Note:
For F-4 Line
Plan Sheet
See Sheet 5

"F-4" LINE

| FED. ROAD DIST. NO. | PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| | I-15-8(21) 334 | 22 | |

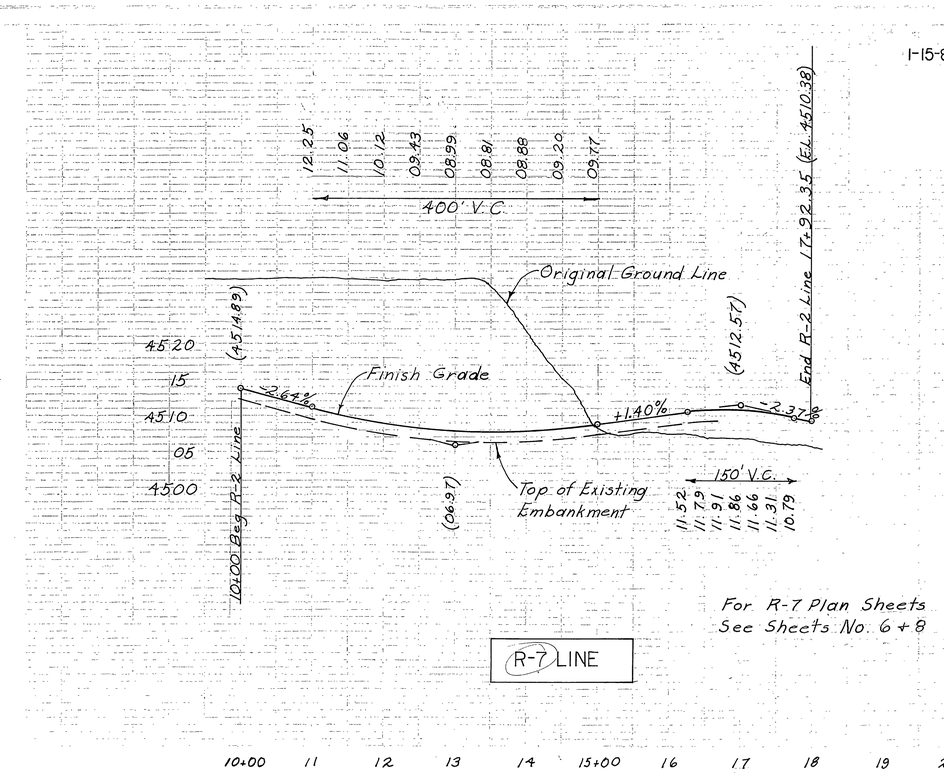
REV. DATE 3/10/65






For R-2 Plan Sheets
See Sheets No. 6 + 8

R-1 LINE

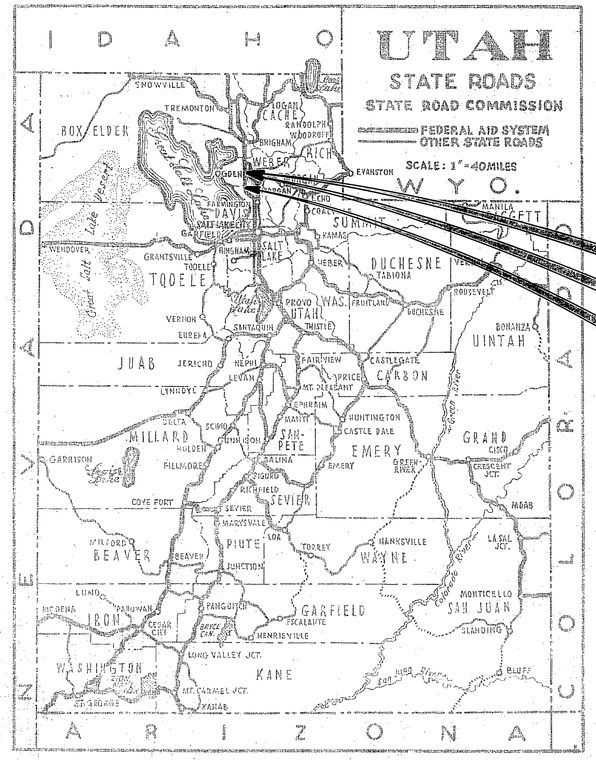



For R-7 Plan Sheets
See Sheets No. 6 + 8

R-7 LINE

| FED. RD. DIST. NO. | STATE | PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21) 334 | 1 | |

I-80N-6(19)45
I-15-7(69)326
REVISION DATE 6/10/66




I-15-8(21) 334 FOURTH CONTRACT
31st ST. INTERCHANGE

I-80N-6(19)45
I-80N FROM RIVERDALE ROAD
TO I-15 CONNECTION

I-15-7(69) 326 FIFTH CONTRACT
SYRACUSE ROAD ("M" LINE)

# STATE OF UTAH
# STATE ROAD COMMISSION

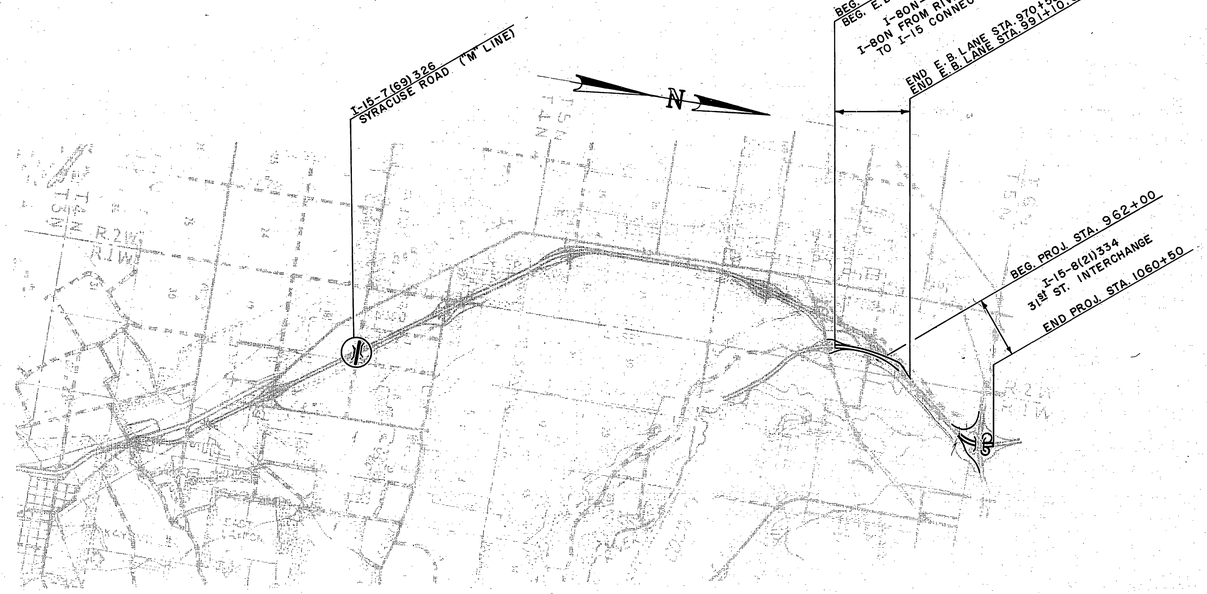
## PLANS OF PROPOSED STATE ROAD

FEDERAL AID PROJECT

**I-15-8(21) 334 FOURTH CONTRACT**
**31st STREET INTERCHANGE**
**WEBER COUNTY**
**LENGTH 1.988 MILE**

**I-80N-6(19) 45**
**I-80N FROM RIVERDALE ROAD**
**TO I-15 CONNECTION**
**WEBER COUNTY**
**LENGTH 0.814 MILE**

**I-15-7(69) 326 FIFTH CONTRACT**
**SYRACUSE ROAD ("M" LINE)**
**DAVIS COUNTY**
**LENGTH 0.303 MILE**




### INDEX TO SHEETS NO. I-15-8(21)334 4TH CONT.

| SHEET NO. | DESCRIPTION | DRAWING NO. | STATION |
|---|---|---|---|
| 1 | TITLE SHEET | | |
| 2-2C | TYPICAL SECTIONS - MATL'S. SHT. | | |
| 3-3B | SUMMARY SHEETS | | |
| 4-14 | PLAN AND PROFILE | | |
| 15 | STANDARD CATCH BASIN | V-750 | |
| 16 | STANDARD CATCH BASIN | V-753 | |
| 17 | STD. C.O.B. & CATCH BASIN-48" PIPE | V-755 | |
| 18 | STD. C.O.B. & CATCH BASIN-42" PIPE | V-813 | |
| 19-20 | SUPERELEVATION AND WIDENING | 203(1-2) | |
| 21 | Entrance & Exit Ramp Geometrics | 207 | |
| 22 | CONCRETE CURB & GUTTER | 220 | |
| 23 | GUARD RAIL INSTALL. & LOCATION | 231 | |
| 24 | CORRUGATED METAL PIPE CULVERT | 300 | |
| 25 | METAL CULVERT END SECTIONS | 302 | |
| 26 | REINFORCED CONCRETE CULVERTS | 320 | |
| 27 | REINFORCED CONC. CULV. END SECT. | 322 | |
| 28 | DIPSTONE INLET AND OUTLET | 351 | |
| 29-34 | CONSTRUCTION SIGNING | 500(1-5) | |
| 35 | CONSTRUCTION IDENT. SIGNS | 504 | |
| 36 | TYPICAL PAVEMENT MARKINGS | 507 | |
| 37 | STD. CATCH BASIN 36" PIPE | V-754 | |
| 38 | DEEP BM. HWY. GUARD RAIL | 230-1 | |
| 39 | GUARD RAIL APP. ELEMENT INSTALL. | 230-2 | |

### INDEX TO SHEETS NO. I-80N-6(19)45

| SHEET NO. | DESCRIPTION | DRAWING NO. | STATION |
|---|---|---|---|
| 1 | TITLE SHEET | | |
| 2-2C | TYPICAL SECTIONS - MATL'S. SHT. | | |
| 3 | SUMMARY SHEET | | |
| 4-11 | PLAN AND PROFILE | | |
| 12-13 | SUPERELEVATION AND WIDENING | 203(1-2) | |
| 14 | Entrance & Exit Ramp Geometrics | 207 | |
| 15 | CONCRETE CURB AND GUTTER | 220 | |
| 16 | GUARD RAIL INSTALL. & LOCATION | 231 | |
| 17 | CORRUGATED METAL PIPE CULVERT | 300 | |
| 18 | METAL CULVERT END SECTION | 302 | |
| 19 | DIPSTONE INLET AND OUTLET | 351 | |
| 20-24 | CONSTRUCTION SIGNS | 500(1-5) | |
| 25 | CONSTRUCTION IDENT. SIGNS | 504 | |
| 26 | TYPICAL PAVEMENT MARKINGS | 507 | |
| 27 | DEEP BEAM HWY. GUARD RAIL | 230-1 | |
| 28 | GUARD RAIL APP. ELEMENT INSTALL. | 230-2 | |

### INDEX TO SHEETS NO. I-15-7(69)326 5TH CONT.

| SHEET NO. | | DRAWING NO. | STATION |
|---|---|---|---|
| 1 | TITLE SHEET | | |
| 2-2B | TYPICAL SECTIONS—MATL'S. SHT. | | |
| 3 | SUMMARY SHEET | | |
| 4-6 | PLAN AND PROFILE | | |
| 5 | CONCRETE CURB AND GUTTER | 220 | |
| 6 | GUARD RAIL INSTALL. & LOCATION | 231 | |
| 7 | CORRUGATED METAL PIPE CULV. | 300 | |
| 8 | METAL CULVERT END SECTIONS | 302 | |
| 9 | DIPSTONE INLET AND OUTLET | 351 | |
| 10-14 | CONSTRUCTION SIGNS | 500(1-5) | |
| 15 | CONSTRUCTION IDENT. SIGNS | 504 | |
| 16 | TYPICAL PAVEMENT MARKINGS | 507 | |
| 17 | DEEP BEAM HWY. GUARD RAIL | 230-1 | |
| 18 | GUARD RAIL APP. ELEMENT INSTALL. | 230-2 | |

UTAH STATE DEPARTMENT OF HIGHWAYS

RECOMMENDED FOR APPROVAL MAY 1966
E. L. Stoutz
ENGINEER OF ROADWAY DESIGN

RECOMMENDED FOR APPROVAL MAY 1966
David L. Bennett
ENGINEER OF PLANS AND CONTRACTS

APPROVED MAY 1966
Blaine J. Kay
STATE HIGHWAY ENGINEER

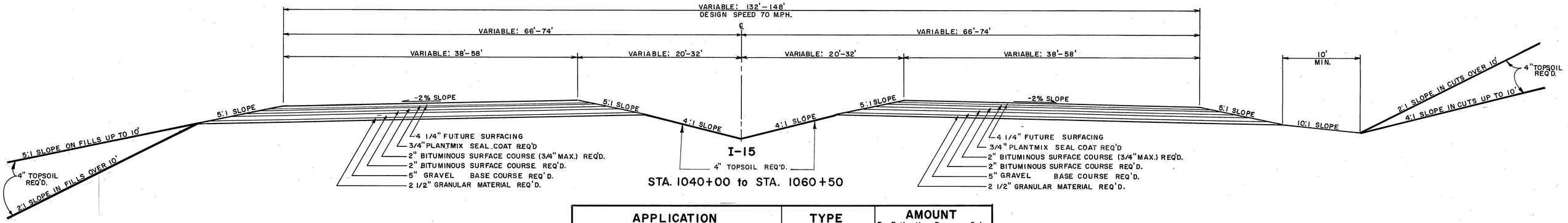
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

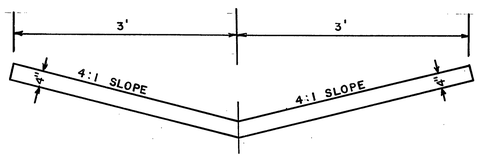
APPROVED

DIRECTOR ENGINEER DATE

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21) 334 | 1966 | 2 | |

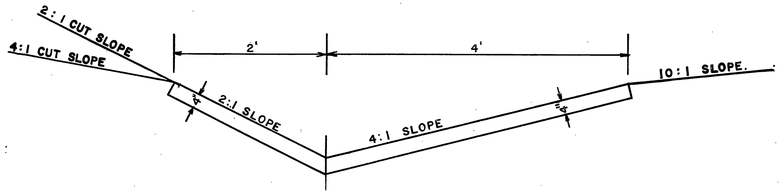
REV. 6/10/'66.



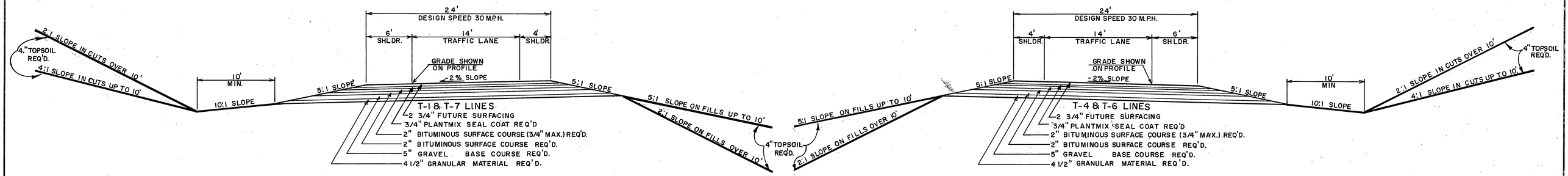




TYPICAL SECTION NO. 1
CONC. LINED MEDIAN DITCH

| APPLICATION | TYPE | AMOUNT For Estimating Purposes Only |
|---|---|---|
| BITUMINOUS MATERIAL FOR PLANTMIX SEAL COAT | 60-70 PENETRATION | 7% by Weight of Plantmix SealCoat |
| BITUMINOUS SURFACE COURSE | | 148 Lbs per Cu. Ft. |
| BITUMINOUS SURFACE COURSE | 85-100 PENETRATION | 5% by Weight of Bit. Surface Course |
| TACK COAT (251 Gal. per Ton) | RC-70 OR RC-250 | 0.1 Gal. per Ton |
| BITUMINOUS BASE COURSE | | 148 LBS. per Cu. Ft. |
| BITUMINOUS MATERIAL FOR BIT. BASE COURSE | 85-100 PENETRATION | 4.5% By Weight |
| PRIME COAT (249 Gal. per Ton) | MC-250 | 0.35 Gal. Per. Sq. Yd. |
| GRAVEL BASE COURSE | | 140 Lbs per Cu. Yd. |
| PLANTMIX SEAL COAT | | 148 Lbs. per Cu. Yd. |



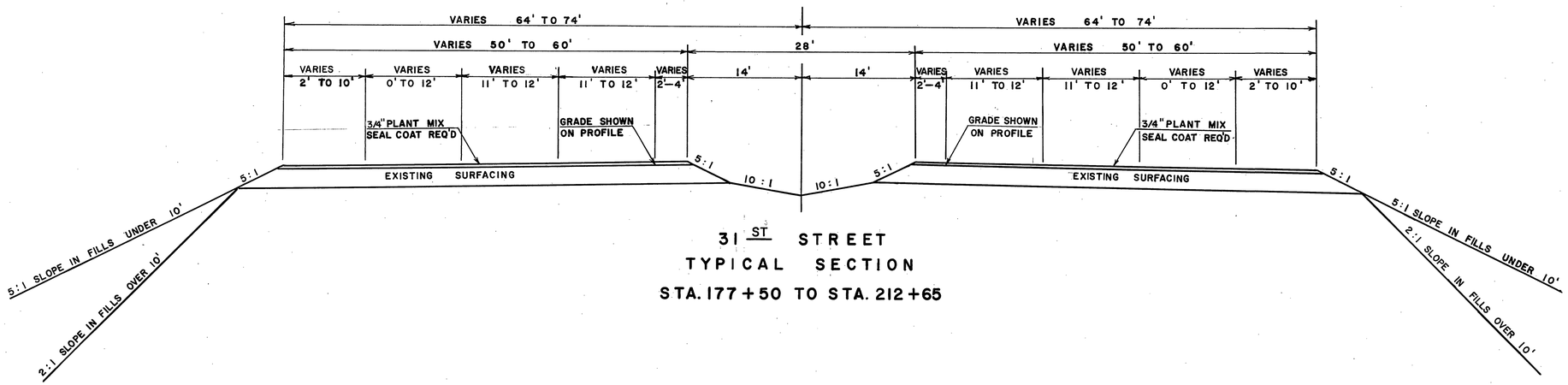

TYPICAL SECTION NO. 2
CONC. LINED CUT DITCH




G.R.B.

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21)334 | 1966 | 2-A | |

4THC



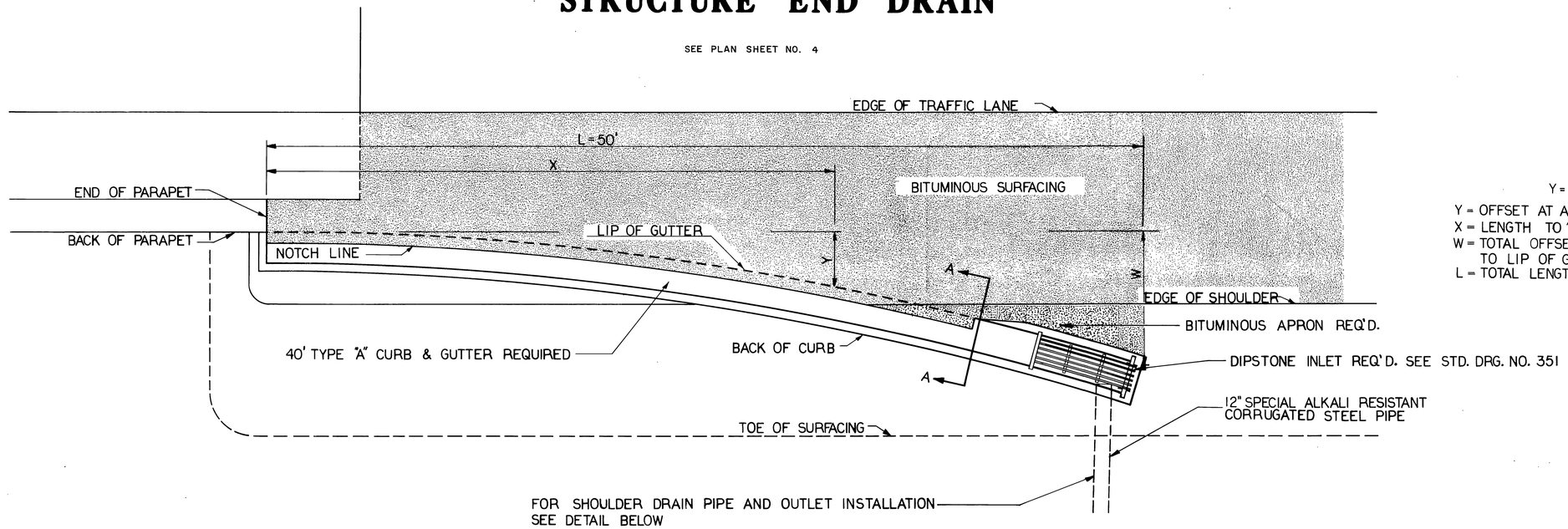

31ST STREET
TYPICAL SECTION
STA. 177+50 TO STA. 212+65

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21)334 | 1966 | 2-B | |

PTHC

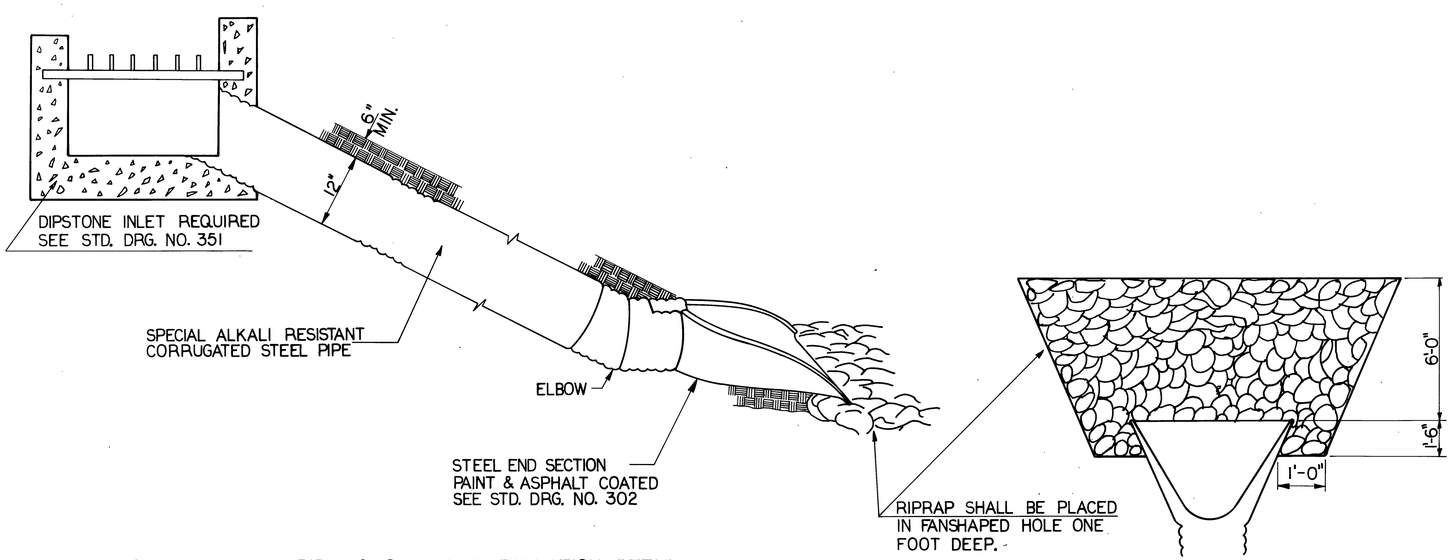
# STRUCTURE END DRAIN

SEE PLAN SHEET NO. 4

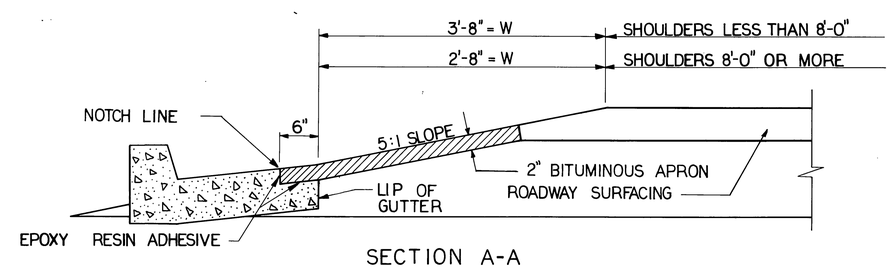



$$Y = W\frac{X^2}{L^2}$$

Y = OFFSET AT ANY POINT
X = LENGTH TO "Y" FROM END OF PARAPET
W = TOTAL OFFSET FROM BACK OF PARAPET TO LIP OF GUTTER
L = TOTAL LENGTH OF END DRAIN

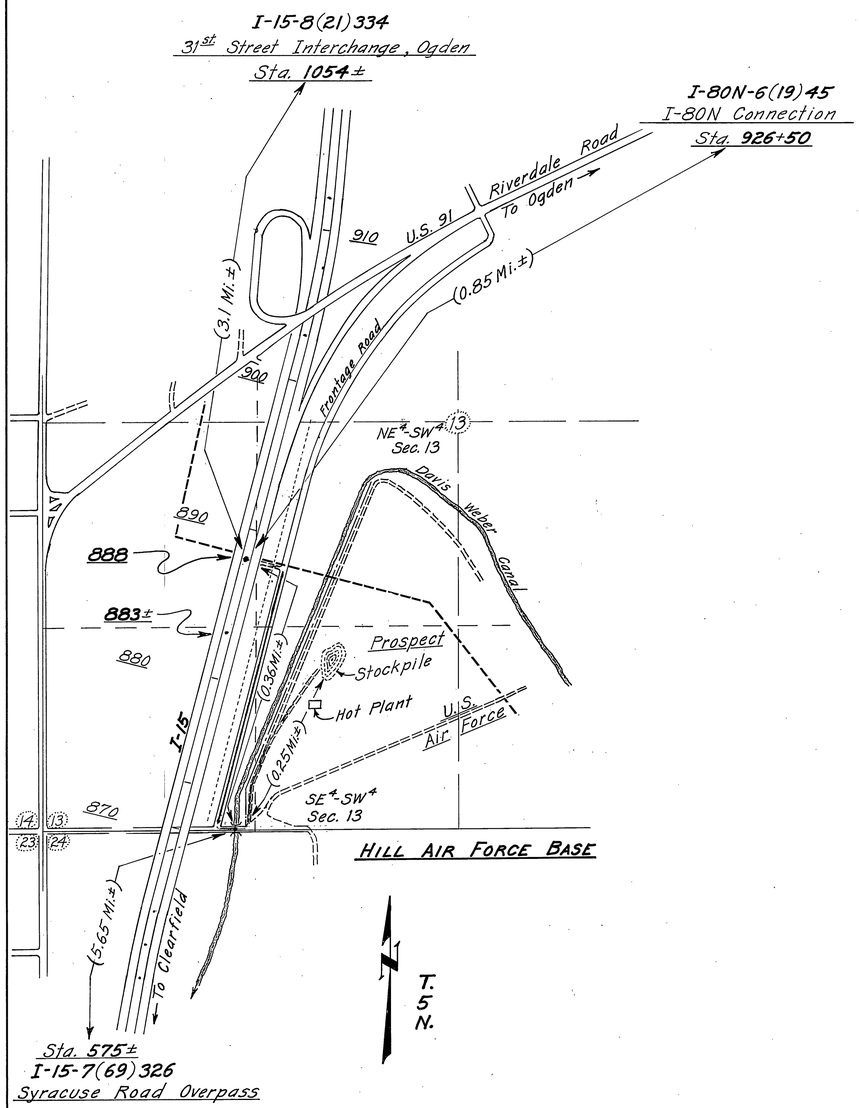



SHOULDER DRAIN PIPE & OUTLET INSTALLATION DETAIL




SECTION A-A

(TYPE "A" CURB AND GUTTER, MODIFIED WITH NOTCH TO RECEIVE PAVEMENT COURSE.) SEE STD. DRG. NO. 220




## 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 (℄) =

1/4 Section Line =

1/16 Section Line =

℄ Proposed 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(21)334 | 1966 | 2C | |

**UTAH STATE DEPARTMENT of HIGHWAYS**
**MATERIALS SECTION**

MATERIALS PROSPECTS AND TEST HOLES

PROJECT NO I-15-8(21) 334

PROJECT NAME 31ST STREET, OGDEN, INTERCHANGE; I-80N CONNECTION AND SYRACUSE ROAD OVERPASS

COUNTY DAVIS & WEBER

DATE: MAY 1966 DRAWN BY: W.C. LAPTON

DATA BY: AUTH.

FIELD BOOK: SHEET NO. 1 OF 1

### Fife's Crusher Belt Sampling

| Sample Number | 1 | 2 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|
| Test Hole | | | | | | | |
| Passing 2" % | | 100 | | | | | |
| " 1½" % | 100 | 97 | 100 | 100 | 100 | 100 | 100 |
| " 1" % | 88 | 79 | 79 | 74 | 72 | 78 | 68 |
| " ¾" % | 72 | 68 | 74 | 65 | 61 | 68 | 56 |
| " ½" % | 56 | 54 | 60 | 50 | 52 | 55 | 47 |
| " ⅜" % | 49 | 47 | 52 | 43 | 45 | 47 | 43 |
| " No. 4 % | 38 | 38 | 43 | 35 | 38 | 39 | 38 |
| " No. 10 % | 34 | 34 | 39 | 31 | 34 | 35 | 35 |
| " No. 40 % | 25 | 23 | 28 | 21 | 23 | 23 | 26 |
| " No. 80 % | 11 | 14 | 15 | 10 | 11 | 12 | 12 |
| " No. 100 % | | | | | | | |
| " No. 200 % | 6 | 8 | 8 | 5 | 5 | 6 | 6 |

### Stock Pile Sampling

| Sample Number | 65-1-A-1009 | 65-1-A-1010 | 65-1-A-1011 | 65-1-A-1012 | 65-1-A-1013 |
|---|---|---|---|---|---|
| Test Hole | 4 | 3 | 5 | 1 | 2 |
| Passing 2" % | 100 | 100 | 100 | 100 | 100 |
| " 1½" % | 100 | 96 | 100 | 100 | 99 |
| " 1" % | 89 | 84 | 90 | 87 | 84 |
| " ¾" % | 79 | 71 | 80 | 80 | 75 |
| " ½" % | 67 | 60 | 69 | 67 | 64 |
| " ⅜" % | 62 | 53 | 61 | 60 | 57 |
| " No. 4 % | 53 | 45 | 50 | 51 | 48 |
| " No. 10 % | 49 | 41 | 45 | 46 | 44 |
| " No. 40 % | 38 | 30 | 33 | 33 | 32 |
| " No. 80 % | | | | | |
| " No. 100 % | 16 | 12 | 15 | 15 | 14 |
| " No. 200 % | 9 | 8 | 10 | 10 | 9 |

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

GRAVEL Prospect No. 1

LOG of TEST HOLES

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

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

Prospect No.

LOG of TEST HOLES

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

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

Prospect No.

LOG of TEST HOLES

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

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

Prospect No.

LOG of TEST HOLES

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

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21)334 | 1966 | 3 | |

REV. 6/10/'66

# SURFACING SUMMARY

| ROADWAY LANES or LINES | FROM STATION | TO STATION | LENGTH FEET | BASE MATERIAL: GRAVEL BASE Course * Type | Maximum Depth | Maximum Ton | SURFACING MATERIAL: Plantmix Seal Coat Traffic Lane Width | Ton | BITUMINOUS SURFACE Width | Depth | Ton | TYPE 3/4" Maximum Width | Depth | Ton | BITUMINOUS MATERIAL: Plantmix Seal Coat Traffic Lane 60-70 Penet. Asphalt Width | Ton | BITUMINOUS SURFACE 85-100 Penet. Asphalt Ton | 3/4 MAX. Ton | TACK COAT TYPE RC-70-250 Width | Ton | TACK COAT TYPE RC-70-250 Width | Ton | PRIME COAT TYPE MC- -250 Width | Ton |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| I-1. | 10+00 | 30+58.59 | 2058.59 | 32.33 | 5" | 1,941 | 26.60 | 253 | 29.42 | 2" | 747 | 27.75 | 2" | 705 | | 17.7 | 37.4 | 35.3 | 28.58 | 3.9 | 26.92 | 2.4 | 30.25 | 9.7 |
| T-4 | 10+00 | 27+81.33 | 1781.33 | 32.33 | 5" | 1,680 | 26.60 | 219 | 29.42 | 2" | 646 | 27.75 | 2" | 610 | | 15.3 | 32.3 | 30.5 | 28.58 | 3.4 | 26.92 | 2.1 | 30.25 | 8.4 |
| T-6 | 10+50 | 24+00 | 1350.00 | 32.33 | 5" | 1,273 | 26.60 | 166 | 29.42 | 2" | 490 | 27.75 | 2" | 462 | | 11.6 | 24.5 | 23.1 | 28.58 | 2.5 | 26.92 | 1.6 | 30.25 | 6.4 |
| T-7 | 10+50 | 20+35 | 985.00 | 32.33 | 5" | 929 | 26.60 | 121 | 29.42 | 2" | 357 | 27.75 | 2" | 337 | | 8.5 | 17.9 | 16.9 | 28.58 | 1.9 | 26.92 | 1.2 | 30.25 | 4.7 |
| T-1 DECELERATION | | LANE | 408.00 | 12.00 | 5" | 143 | 12.00 | 23 | 12.00 | 2" | 60 | 12.00 | 2" | 60 | | 1.6 | 3.0 | 3.0 | 12.00 | 0.3 | 12.00 | 0.2 | 12.00 | 0.8 |
| I-15 N.B. | 1040+00 | 1049+07.84 | 907.84 | 59.58 | 5" | 1,578 | 53.85 | 226 | 56.67 | 2" | 635 | 55.00 | 2" | 616 | | 15.8 | 31.8 | 30.8 | 65.83 | 3.3 | 54.17 | 2.2 | 57.50 | 8.2 |
| | 1049+07.84 | 1050+00.00 | 92.16 | 69.58 | 5" | 187 | 63.85 | 27 | 66.67 | 2" | 76 | 65.00 | 2" | 74 | | 1.9 | 3.8 | 3.7 | 65.83 | 0.4 | 64.17 | 0.3 | 67.50 | 1.0 |
| | 1050+00.00 | 1053+50.00 | 350.00 | 69.58 | 5" | 710 | 63.85 | 103 | 66.67 | 2" | 288 | 65.00 | 2" | 281 | | 7.2 | 14.4 | 14.1 | 65.83 | 1.5 | 64.17 | 1.0 | 67.50 | 3.7 |
| | 1053+50.00 | 1059+16.24 | 566.24 | 65.58 | 5" | 1,083 | 59.85 | 157 | 62.67 | 2" | 438 | 61.00 | 2" | 426 | | 11.0 | 21.9 | 21.3 | 61.83 | 2.3 | 60.17 | 1.5 | 63.50 | 5.6 |
| I-15 N.B | 1059+16.24 | 1060+50 | 133.76 | 61.58 | 5" | 240 | 55.85 | 35 | 58.67 | 2" | 97 | 57.00 | 2" | 94 | | 2.4 | 4.9 | 4.7 | 57.83 | 0.5 | 56.17 | 0.3 | 59.50 | 1.2 |
| I-15 S.B. | 1040+00 | 1045+00 | 500.00 | 59.58 | 5" | 869 | 53.85 | 124 | 56.67 | 2" | 349 | 55.00 | 2" | 339 | | 8.7 | 17.5 | 17.0 | 55.83 | 1.8 | 54.17 | 1.2 | 57.50 | 4.5 |
| | 1045+00 | 1048+74.57 | 374.57 | 64.58 | 5" | 706 | 58.85 | 102 | 61.67 | 2" | 285 | 60.00 | 2" | 277 | | 7.1 | 14.3 | 13.9 | 60.83 | 1.5 | 59.17 | 1.0 | 62.50 | 3.7 |
| | 1048+74.57 | 1053+50.00 | 475.43 | 69.58 | 5" | 965 | 63.85 | 140 | 66.67 | 2" | 391 | 65.00 | 2" | 381 | | 9.8 | 19.6 | 19.1 | 65.83 | 2.1 | 64.17 | 1.4 | 67.50 | 5.0 |
| | 1053+50.00 | 1059+29.57 | 579.57 | 65.58 | 5" | 1,109 | 59.85 | 160 | 62.67 | 2" | 448 | 61.00 | 2" | 436 | | 11.2 | 22.4 | 21.8 | 61.83 | 2.4 | 60.17 | 1.5 | 63.50 | 5.8 |
| I-15 S.B. | 1059+29.57 | 1060+50.00 | 120.43 | 55.58 | 5" | 195 | 49.85 | 28 | 52.67 | 2" | 78 | 51.00 | 2" | 76 | | 2.0 | 3.9 | 3.8 | 51.83 | 0.4 | 50.17 | 0.3 | 53.50 | 1.0 |
| 31st STREET | 177+70 | 183+92 | 622.00 | | | | 83.3 | 240 | | | | | | | | 16.8 | | | | | 83.30 | 2.3 | | |
| | 183+92 | 188+00 | 408.00 | | | | 96.7 | 183 | | | | | | | | 12.8 | | | | | 96.70 | 1.7 | | |
| | 188+00 | 193+00 | 500.00 | | | | 68.0 | 157 | | | | | | | | 11.0 | | | | | 68.00 | 1.5 | | |
| | 193+00 | 197+70 | 460.00 | | | | 76.0 | 162 | | | | | | | | 11.3 | | | | | 76.00 | 1.5 | | |
| | 200+10 | 201+90 | 180.00 | | | | 80.0 | 66 | | | | | | | | 4.6 | | | | | 80.00 | 0.6 | | |
| | 201+90 | 207+70 | 580.00 | | | | 76.0 | 204 | | | | | | | | 14.3 | | | | | 76.00 | 2.0 | | |
| | 209+10 | 212+65 | 355.00 | | | | 68.0 | 111 | | | | | | | | 7.8 | | | | | 68.00 | 1.1 | | |
| | 1946.0 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | TOTAL | | | 13,608 | | 3007 | | | 5385 | | | 5,174 | | 210.4 | 269.6 / 528.6 | 259.0 | 28.2 / 57.1 | | 28.9 | | | 69.7 |
| | | | USE | | | 14,300 | | 3160 | | | 5700 | | | 5500 | | 220 | 560 | | 60 | | | | | 75 |

* OR GRAVEL BASE COURSE STOCKPILED MATERIAL.

# MISCELLANEOUS SUMMARY

| QUANTITY | UNIT | ITEM |
|---|---|---|
| | LUMP | FURNISHING CONSTRUCTION SIGNS |
| 100 | MAN HOUR | FLAGGING |
| | LUMP | FURNISHING WATER EQUIPMENT |
| 100 | LIN. FT. | CONCRETE CURB & GUTTER TYPE "A" * |
| 18,000 | CU YD | FURNISHING & SPREADING TOPSOIL |
| * | | FOR USE WITH STRUCTURE END DRAINS |
| | | SEE SMALL STRUCTURES SUMMARY SHEET 3-A |

# LINEAR SUMMARY

| LANES or LINE | FROM STATION | TO STATION | EQUATIONS and STRUCTURES over 20 ft. span | PROJECT LIN. FT. | LANES ROAD MILES | RAMP ROAD LIN. FT. | CROSSING ROAD LIN. FT. |
|---|---|---|---|---|---|---|---|
| I-15 | 962+00 | 1066+95 | | 10495.00 | 1.988 | | |
| T-1 | 10+00 | 30+58.59 | | | | 2058.59 | |
| T-4 | 10+00 | 27+81.33 | | | | 1781.33 | |
| T-5 | 10+00 | 20+84.08 | | | | 1084.08 | |
| T-6 | 10+00 | 24+44.57 | | | | 1444.57 | |
| 31st ST. | 177+70 | 197+63.38 | | | | | 1997.38 |
| 31st ST. | 200+02.24 | 207+83.06 | STRUCTURE 0 to 0 234.84' | | | | 780.82 |
| 31st ST | 208+96.96 | 212+65 | STRUCTURE 0 to 0 113.88' | | | | 368.06 |
| | | | ROADWAY LENGTH | 10495.00 | 1.988 | 6368.57 | 3146.26 |
| | | | PROJECT LENGTH | 10495.00 | 1.988 | | |

# SUMMARY OF ITEMS

| QUANTITY | UNIT | ITEM | |
|---|---|---|---|
| | LUMP | FURNISHING CONSTRUCTION SIGNS | |
| 100 | MAN HOUR | FLAGGING | |
| 16,500 | CU. YD. | EXCAVATION FOR STRUCTURES UNCLASSIFIED | |
| 61,000 | CU. YD. | UNCLASSIFIED ROADWAY EXCAVATION | |
| 2,300 | HOUR | MECHANICAL TAMPING | |
| | LUMP | FURNISHING WATER EQUIPMENT | |
| 200 | M GAL | WATERING | |
| 4710 | LIN. FT. | 24" REINFORCED CONCRETE PIPE | |
| 716 | LIN. FT. | 30" REINFORCED CONCRETE PIPE | |
| 4720 | LIN. FT. | 42" REINFORCED CONCRETE PIPE | |
| 850 | LIN. FT. | 48" REINFORCED CONCRETE PIPE | |
| 2 | EACH | 24" REINFORCED CONCRETE PIPE END SECTION | |
| 196 | LIN. FT. | 12" CORRUGATED STEEL PIPE (SPECIAL ALKALI RESISTANT) | |
| 2 | EACH | 12" CORRUGATED STEEL PIPE END SECTION (SPECIAL ALKALI RESISTANT) | |
| 936 | LIN. FT. | 12" CORRUGATED PERFORATED STEEL PIPE UNDERDRAIN | |
| 2,000 | CU. YD. | GRANULAR BACKFILL | |
| 30 | HRS | ROLLING, PNEU. TIRED OR POWER ROLLER. | |
| 5,700 | TON | BITUMINOUS SURFACE COURSE | |
| 5,500 | TON | BITUMINOUS SURFACE COURSE 3/4" MAX. | |
| 3160 | TON | PLANTMIX SEAL COAT | |
| 220 | TON | BITUMINOUS MATERIAL TYPE 60-70 PENETRATION ASPHALT | |
| 560 | TON | BITUMINOUS MATERIAL TYPE 85-100 PENETRATION ASPHALT | |
| 60 | TON | BITUMINOUS MATERIAL TYPE RC-70 OR RC-250 | |
| 75 | TON | BITUMINOUS MATERIAL TYPE MC- 250 | 2.87 |
| 35 | CU. YD. | LOOSE RIPRAP | 303 |
| 2 | EACH | DIPSTONE | 2 |
| 4,170 | LIN. FT | DEEP BEAM HIGHWAY GUARDRAIL TYPE "A" | 5149.5 |
| 20,300 | LB. | REINFORCING STEEL | 16370 |
| 17,000 | LB. | STRUCTURAL STEEL | 17265 |
| 192 | CU. YD. | CLASS "A" CONCRETE A.E. | 146.3 |
| 966 | CU. YD. | CLASS "B" CONCRETE A.E. | 868.18 |
| 145 | GAL. | HIGHWAY TRAFFIC STRIPING | 84.35 |
| 100 | LIN. FT | CONCRETE CURB & GUTTER. TYPE "A" | 50. |
| 18,000 | CU YD | FURNISHING & SPREADING TOPSOIL | |
| 14,300 | TONS | GRAVEL BASE COURSE, STOCKPILED MATERIAL | |
| 1450 | LIN. FT. | 36" REINFORCED CONCRETE PIPE. | |

# WATERING SUMMARY

| LANE OR LINE | LENGTH LIN. FT. | GRAVEL BASE COURSE TONS | GRAVEL BASE COURSE CUBIC YARD | WATER 25 GAL. PER YD. M. GAL. |
|---|---|---|---|---|
| I-15 NB | 907.84 | 1578 | 834.9 | 20.9 |
| " " | 92.16 | 187 | 98.9 | 2.5 |
| " " | 350.00 | 710 | 375.7 | 9.4 |
| " " | 566.24 | 1083 | 573.0 | 14.3 |
| I-15 NB | 133.76 | 240 | 127.0 | 3.2 |
| I-15 SB | 500.00 | 869 | 459.8 | 11.5 |
| " " | 374.6 | 706 | 373.5 | 9.3 |
| " " | 475.43 | 965 | 510.6 | 12.8 |
| " " | 579.6 | 1109 | 586.8 | 14.7 |
| " " | 120.43 | 195 | 103.2 | 2.6 |
| T-1 | 2058.59 | 1941 | 1028.0 | 25.7 |
| T-4 | 1781.33 | 1680 | 888.9 | 22.2 |
| T-6 | 1350.00 | 1273 | 673.5 | 16.8 |
| T-7 | 985.00 | 929 | 491.5 | 12.3 |
| GRANULAR MATERIAL | | 9883 | 522.9 | 13.1 |
| | | | TOTAL | 191.3 |
| | | | USE | 200 |

# STRIPING SUMMARY

| LANE OR LINE | 4" SKIP WHITE LINE MILE | GAL. | 4" SOLID WHITE LINE MILE | GAL. | 8" SOLID WHITE LINE MILE | GAL. |
|---|---|---|---|---|---|---|
| 31st STREET | 1.62 | 9.72 | 2.70 | 43.20 | 0.11 | 3.52 |
| I-15 | 1.96 | 11.76 | 1.52 | 24.32 | 0.11 | 3.52 |
| T-1 | | | 0.78 | 12.48 | | |
| T-4 | | | 0.67 | 10.72 | | |
| T-6 | | | 0.55 | 8.80 | | |
| T-7 | | | 0.41 | 6.56 | | |
| | | 21.48 | 106.08 | 106.08 | | 7.04 |
| | 134.60 | | | | | |
| | 145 | | | | | |

| APPLICATION (FOR ESTIMATING PURPOSES ONLY) TYPE OF STRIPING | GAL PER MILE |
|---|---|
| 4" SKIP WHITE LINE | 6 |
| 4" SOLID WHITE LINE | 16 |
| 8" SOLID WHITE LINE | 32 |

# GUARD RAIL SUMMARY

| LANE OR LINE | STATION FROM | STATION TO | LINEAR FEET LEFT | LINEAR FEET RIGHT |
|---|---|---|---|---|
| I-15 | 1040+28 / 1040+13 | 1040+78 / 1040+63 | | 50 |
| I-15 | 1060+20 | 1060+70 | | 50 |
| T-1 | 10+00 | 13+50 / 14+50 | 350 / 450 | |
| T-1 | 12+00 | 14+50 | | 250 |
| T-4 | 10+00 | 13+25 / 18+00 | | 925 / 800 |
| T-4 | 10+77 / 10+00 | 13+52 / 14+50 | 250 / 450 | |
| T-4 | 25+25 / 26+50 | 27+75 | | 250 / 125 |
| T-6 | 11+00 | 23+30 / 23+50 | 1325 / 1350 | |
| T-6 | 22+50 | 31st ST. 24+50 | | 325 / 200 |
| T-7 | 17+75 / 18+00 | 19+75 | | 200 / 175 |
| T-7 | 18+50 | 22+37 / 20+75 | 387.5 / 225 | |
| T-1 | 30+00 | 30+50 | | 50 |
| T-1 | 29+00 | 30+00 | 100 | |
| 31st ST | 188+10 | 189+85 | | 175 |
| 31st ST | 192+32 | 195+07 | 275 | |
| 31st ST | 196+35 | 197+60 | | 125 |
| | | SUBTOTAL | 2787.5 / 2475 | 2300 / 1650 |
| + 2 FT. FOR EACH END SECTION | | | 62 / 44 | |
| | | TOTAL | 5149.5 / 4169 | |
| | | USE | 5147.5 / 4150 | |

# EARTHWORK

| LINE LANE | STATION FROM | STATION TO | ROADWAY EXCAVATION CUBIC YARD |
|---|---|---|---|
| I-15 | 1048+77 | 1062+00 | 38,885 |
| T-4 | 21+00 | 27+50 | 3,709 |
| T-6 | 10+00 | 19+50 | 7,292 |
| T-7 | 10+00 | 19+55 | 8,025 |
| | | TOTAL | 57,915 |
| | | USE | 61,000 |

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21)334 | 1966 | 3-A | |

REV. 6/10/66 4TH
9-20-68

# DRAINAGE SUMMARY

| BOXS NO. FROM-TO | LANES OR LINE | STATION FROM | STATION TO | CROSSING ANGLE OR REMARKS | PIPE CULVERTS LINEAR FEET C.S.P 12" | REINFORCED CONC. PIPE 24" | 30" | 42" | 48" | HEIGHT OF FILL | END SECT. EACH C.S.P 12" | R.C.P 24" | STRUCT. EXC. CUBIC YARD | MECH. TAMP. HOUR | GRANULAR BACKFILL CUBIC YARD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SOUTH STORM SEWER | | | | | | | | | | | | | | | |
| 1 - 2 | T - 1 | 22+~~05~~50 | 17+00 T-2 | 90° | | 100 | | | | 1.8 | | | 70.1 | 9.5 | |
| 2 - 3 | T - 2 | 17+00 ~~16+88~~ | 18+~~50~~34 | RT. | | 155 | | | | 1.7 | | | | 37.3 | 223.9 |
| 3 - 4 | T- 2 | 18+~~50~~34 | 20+00 | RT. | | 172 | | | | 2.3 | | | | 34.7 | 208.1 |
| 4 - 5 | T - 2 | 20+00 | 10+46+90 I-15 ~~21+50~~ | RT. | | 173 | | | | 2.4 | | | | 36.3 | 217.9 |
| 5-A- 5 | T - 2 | 21+50 | 1046+90 I-15 | 90° | | 70 | | | | 1.5 | | | | | |
| 5 - 6 | T-2-I-15 | 1046+90 | 1047+27 | MEDIAN | | 91 | | | | 2.4 | | | | 20.2 | 121.0 |
| 6 - 7 | I-15 | 1047+20 +27 | 1047-67 ~~1048+50~~ | | | 91 | | | | 5.6 | | | | 17.8 | 106.5 |
| 7-A- 7 | I-15 | ~~1048+50~~ | 1047+70 | RT. | | 90 | | | | 5.2 | | | | | |
| 7 - 8 | I-15-T-3 | 1047+67 | 19+00 | RT. | | 274 | | | | 8.3 | | | | 24.2 | 145.2 |
| 8 - 9 | T - 3 | 19+00 20+60 | 20+74 19+20 | 74 LT RT. | | 190 ~~150~~ | | | | 9.0 | | | | 30.3 | 181.5 |
| 9 - ~~10~~ | T - 4 | 20+74 19+20 | OUTFALL ~~17+60~~ | RT | | 163 ~~185~~ | | | | 10.0 | | | | 37.3 | 223.9 |
| 10 - 11 | T - 4 | 21+40 | | 70° TO OUTFALL | | 200 | | | | 6.0 | | | | 40.3 | 242.0 |
| SOUTH STORM SEWER | | | | | | | | | | | | | | | |
| 5 - 6 | I-15 | 1067+00 | 1063+50 | MEDIAN | | 352 | | | | 2.3 | | | 254.4 | 33.9 | |
| 6-A- 6 | I-15 | ~~1064+00~~ | | ~~90° ON LT.~~ | | 140 | | | | 2.3 | | | 119.2 | 15.9 | |
| 6-B - 6 | I- 15 | 25+25-75 1064+00 | 1063+50 | 90° ON RT. | | 160 | | | | 2.3 | | | 170.2 | 22.7 | |
| 6 - 7 | I - 15 | 1063+50 | 1061+10 | MEDIAN | | 232 | | | | 2.7 | | | 275.0 | 37.3 | |
| 7-A - 7 | I - 15 | 1061+04 | 1061+04 | 90° ON LT. | | 80 | | | | 2.2 | | | 77.7 | 10.3 | |
| 7-B - 7 | I - 15 | 1061+04 | 1061+04 | 90° ON RT | | 80 | | | | 5.0 | | | 118.7 | 17.2 | |
| 7 - 8 | I - 15 | 1061+04 | 1058+~~00~~ +22 | MEDIAN | | | 280 300 | | | 2.2 | | | 311.3 | 39.1 | |
| 8 - 9 | I - 15 | 1058+22 | 1055+~~00~~ +65 | MEDIAN | | | | 255 300 | | 1.0 | | | 384.2 | 39.2 | |
| 9-B- 9-C | 31ST ST. T - 7-I-15 | 193+32 18+50 | 1055+80 | 130° | | 384 ~~150~~ | | | | 14.9 | | | 555.2 | 87.1 | |
| 9-C - 9-A | T-7-1-15 | 1055+80 ~~19+00~~ | 1055~~+00~~ +80 | ON LT. | | 56 | ~~324~~ | | | 8.5 | | | 718.6 | 105.6 | |
| 9-D - 9-A | I - 15 | 1053+~~48~~ +04 | 1055~~+00~~ +80 | ON LT. | | 276 ~~160~~ | | | | 1.2 | | | 108.7 | 13.6 | |
| 9-E - 9D 9-A- 9 | I - 15 | 1055+80 | 1053+04 LT 1055+63 | 90° ON LT. | | 60 | 92 | | | 1.8 | | | 87.6 | 11.0 | |
| 9 - 10 | I - 15 | 1055+00 +63 | 1055+38 | 90° ON RT. | | | | 88 92 | | 4.1 | | | 181.9 | 22.7 | |
| 10-A- 10 | I- 15 | 1052+88 1053+~~00~~ | 38 1055+00 | ON RT. | | 250 ~~150~~ | | | | 6.3 | | | 214.5 | 35.8 | |
| 10 - 11 | I-15-T-6 | 1055+~~00~~ +50 | 22+~~60~~ +25 | ON RT. | | | | | 304 | 4.9 | | | 699.4 | 86.5 | |
| 11 - 12 | T - 6 | 22+25 | 12+60 T-5 | 70° | | | | | 220 | 4.2 | | | 556.0 | 66.9 | |
| 12 - ~~13~~ | T - 5 | 12+~~05~~+60 | | ~~150°~~ TO OUTFALL | | | | | 290 | 4.9 | | | 400.0 | 49.5 | |
| 5A - 5 13 - ~~14~~ | I-15 T-5 | 11+50 | 1067+00 | ~~TO OUTFALL~~ | | 80 | | | 170 | 2.9 | | | 241.2 | 38.6 | |
| ** | 31 STREET | 200+00 LT. | | STRUCTURE END DRAIN | 30* ~~96~~ | | | | | 1.0 | 1 | | 26.4 | 3.9 | |
| ** | 31 STREET | 200+00 RT. | | STRUCTURE END DRAIN | 42** ~~100~~ | | | | | 1.0 | 1 | | 27.8 | 4.1 | |
| | T-4 | 25+~~50~~ G5 | | 90° | | 48 ~~66~~ | | | | 3.9 | | 2 | 34.2 | 3.8 | |
| | I-15 | 1041+80 ~~1044+10~~ | 1046+85 ~~1047+00~~ | | 504* 290 | | | | | | | | 128.9 | 10.4 | 62.3 |
| | I-15 | 1061+00 ~~1061+10~~ | 1067+00 ~~1058+00~~ | | 594* 286 | | | | | | | | 126.7 | 10.2 | 61.2 |
| | I-15-T-7 | 1055+87 ~~1058+00~~ | 12+23 ~~12+60~~ | | 702* 360 | | | | | | | | 160.0 | 12.9 | 77.3 |
| | T-7 | 11+39 | 13+39 | | 200 | | | | | | | | | | |
| | I-15 | 1052+88 | | | 40 | | | | | | | | | | |
| | 31ST ST | 197+35 | | | | 3340 | 716 | 392 | 850 | | 2 | 2 | 6047.9 | 1066.1 | 1870.8 |

* 12" CORRUGATED PERFORATED STEEL PIPE UNDERDRAIN

** SPECIAL ALKALI RESISTANT

T-4 26+57 12+82 T-2

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 18** | | | | | | 1 | | 4.9 | | |
| | | | | | | 54 | | | | | | 2 | 83.3 | | |
| TOTAL USED | 162.0 | 1990.0 | 35.91 | 372 | 343 | 814 | | | | | 3 | 4 | 16071.8 | | 716.0 |

# SMALL STRUCTURES SUMMARY

| LANES OR LINE | STATION | LEFT OR RIGHT | BOX NO. | CONCRETE STRUCTURES DWG. NO. | LINE NO. | DISCRIPTION | STRUCT. EXC. CUBIC YARD | MECH. TAMP. HOUR | STRUCT. STEEL LBS. | REINFORC STEEL LBS. | CONCRETE CLASS A CUBIC YARD | RIPRAP CUBIC YARD | DIPSTONE INLET DWG 302 EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SOUTH STORM SEWER | | | | | | | | | | | | | |
| T-1 | 22+~~05~~50 | LT. | 1 | V-750 | 49 | CATCH BASIN | 7.5 | 0.7 | 310 | 232 | 1.8 | | |
| T-2 | 17+00 ~~16+88~~ | RT. | 2 | V-750 | 4 | " " | 7.5 | 0.7 | 310 | 232 | 1.8 | | |
| T-2 | 18+~~48~~ | LT. | 3 | V-753 V-750 | 2 | " " | 8.2 | 0.8 | 310 | 265 | 1.9 | | |
| T-2 | 20+00 | LT. | 4 | V-750 | 4 | " " | 9.7 | 0.9 | 310 | 305 | 2.2 | | |
| T-2 | 21+50 | RT. | 5 | V-750 | 5.4 | " " | 8.2 | 0.8 | 310 | 265 | 1.9 | | |
| T-2 | 21+50 | LT. | 5-A | V-750 | 3.4 | CATCH BASIN | 6.7 | 0.6 | 310 | 225 | 1.6 | | |
| I-15 | 1047+50 | MED | 6 | V-750 | 8 | " " | 11.2 | 1.0 | 310 | 344 | 2.5 | | |
| I-15 | 1047+67 | RT. | 7 | V-750 | 16 | " " | 18.2 | 1.6 | 310 | 471 | 5.0 | | |
| I-15 | 1048+50 | RT. | 7-A | V-750 | 7 | " " | 9.7 | 0.9 | 310 | 305 | 2.2 | | |
| T-3 | 19+00 ~~20+80~~ | RT LT. | 8 | V-750 | 18 20 | " " | 20.2 ~~21.6~~ | 1.9 | 310 | 550 | 5.8 | | |
| T-~~3~~4 | 20+74 ~~18+90~~ | LT ~~RT.~~ | 9 | V-750 | 13 ~~19~~ | CATCH BASIN | 20.7 | 1.8 | 310 | 543 | 5.6 | | |
| I-15 T-3 | 1042+70 ~~17+50~~ | LT. | 10 | V-750 | 15 4 | CATCH BASIN | 1.2 ~~17.4~~ | 1.5 | 310 | 464 | 4.7 | | |
| T-4 | 21+40 | RT. | | | | OUTFALL NO. 1 | | | | | | 8.5 | |
| NORTH STORM SEWER | | | | | | | | | | | | | |
| I-15 | 1067+00 | MED | 5 | V-750 | 3 | CATCH BASIN | 8.9 | 0.8 | 310 | 272 | 2.1 | | |
| I-15 | 1065+50 1064+00 | LT. | 6-A | V-750 | 3 | " " | 8.9 | 0.8 | 310 | 272 | 2.1 | | |
| I-15 | 1063+60 1064+00 | MED | 6 | V-750 | 3 | " " | 9.7 | 0.9 | 310 | 305 | 2.2 | | |
| T-5 ~~I-15~~ | 25+25 1064+00 | RT. | 6-B | V-750 | 3 | " " | 8.9 | 0.8 | 310 | 272 | 2.1 | | |
| I-15 | 1061+04 | LT. | 7-A | V-750 | 4 | " " | 8.2 | 0.8 | 310 | 265 | 1.9 | | |
| I-15 | 1061+04 | MED | 7 | V-753 | 8 | " " | 11.5 | 1.0 | 310 | 292 | 2.4 | | |
| I-15 | 1061+04 | RT. | 7-B | V-750 | 4 | CATCH BASIN | 18.2 | 1.6 | 310 | 471 | 5.0 | | |
| I-15 | 1058+22 | MED | 8 | V-755 | 1 | " " | 12.4 | 1.0 | 310 | 269 | 2.9 | | |
| T-7 | 18+50 | RT. | 9-B | V-~~817~~ 750 | ~~26~~ 4 | " " | 31.0 | 2.6 | 310 | 709 | 7.3 | | |
| I-15 T-7 | 1055+80 ~~19+00~~ | LT. | 9-C | V-~~815~~ 750 | 34 | " " | 36.3 | 3.0 | 310 | 831 | 8.5 | | |
| I-15 | 1055+80 | LT. | 9-A | V-753 | 3 | " " | 9.8 | 0.8 | 310 | 254 | 2.1 | | |
| I-15 | 1055+68 | MED | 9 | V-755 | 5 | CATCH BASIN | 13.3 | 1.1 | 310 | 301 | 3.1 | | |
| I-15 | 1053+04 | LT. | 9-D | V-753 | 2 | " " | 7.4 | 0.6 | 310 | 204 | 1.6 | | |
| I-15 | 1055+50 | RT. | 10 | V-755 | 14 | " " | 24.7 | 2.0 | 310 | 559 | 5.8 | | |
| I-15 | 1052+88 | RT. | 10-A | V-753 | 2 | " " | 13.1 | 1.2 | 310 | 330 | 2.8 | | |
| T-6 | 22+~~00~~25 | RT. | 11 | V-755 | 22 | " " | 18.1 | 1.5 | 310 | 400 | 4.2 | | |
| T-5 | 12+~~40~~60 | LT. | 12 | V-755 | 16 | " " | 21.9 | 1.8 | 310 | 484 | 5.1 | | |
| I-15 T-5 | 1067+00 ~~11+30~~ | LT ~~RT.~~ | 5A ~~15~~ | V-750 | 14 | CATCH BASIN | 24.7 | 2.0 | 310 | 559 | 5.8 | | |
| T-5 | 11+30 | RT. | | | | OUTFALL NO. 2 | | | | | | 9.3 | |
| 31 STREET | 200+00 | LT | | SEE SHT. 2-B | | STRUCTURE END DRAIN | | | | | | 2.2 | 1 |
| 31 STREET | 200+00 | RT. | | SEE SHT. 2-B | | STRUCTURE END DRAIN | | | | | | 2.2 | 1 |
| T-4 | 26+57 | RT | | | | SHOULDER DRAIN | | | | | | | |
| I-15 | 1059+00 | LT | 8A | V-750 | 3 | CATCH BASIN | 6.7 | | 310 | | | | |
| I-15 | 1053+04 | LT | 9E | V-750 | 4 | " " | 5.9 | | 310 | | | | |
| I-15 | 1052+88 | RT | 10B | V-750 | 2 | TOTAL | 433.5 | 37.5 | 9300 | 11,250 | 104.0 | 22.2 | 2 |
| | | | | | | TOTAL USED | 361.3 | | 9895 | 9451 | 81.8 | 22.8 | — |

# SMALL STRUCTURE AND DRAINAGE SUMMARIES COMPOSITE

| SUMMARY SHEET ITEMS | PIPE CULVERTS LINEAR FEET C.S.P ** 12" | REINFORCED CONC. PIPE 36" | 24" | 30" | 42" | 48" | UNDER-DRAIN * 12" | END SECTION EACH C.S.P ** 12" | R.C.P. 24" | STRUCT. EXC. CUBIC YARD | MECH. TAMP. HOUR | STRUCT. STEEL LBS. | REINF. STEEL LBS. | CONC. CLASS A (A.E.) CUBIC YARD | RIPRAP CUBIC YARD | DIPSTONE INLET EACH | GRANULAR BACKFILL CU. YD. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DRAINAGE SUMMARY | 196 | | 3340 | 716 | 392 | 850 | 936 | 2 | 2 | 6047.9 | 1066.1 | | | | | | 1870.8 |
| SMALL STRUCTURE SUMMARY | | | | | | | | | | 433.5 | 37.5 | 9300 | 11,250 | 104.0 | 22.2 | 2 | |
| DRAINAGE NO. 2 | | 1450 | 1370 | | 4328 | | | | | 9593.1 | 1114.8 | | | | | | |
| SMALL STRUCTURE SUMMARY NO. 2 | | | | | | | | | | 379.6 | 63.3 | 7675 | 8955 | 87.2 | 9.3 | | |
| TOTAL | 196 | 1450 | 4710 | 716 | 4720 | 850 | 936 | 2 | 2 | 16,454.1 | 2281.7 | 16,975 | 20,205 | 191.2 | 31.5 | 2 | 1870.8 |
| USE | 162 ~~196~~ | 1450 | 4488 4710 | 312 ~~716~~ | 4638 ~~4720~~ | 814 ~~850~~ | 1440 ~~936~~ | 3 ~~2~~ | 4 2 | 25,327 ~~16,500~~ | 2300 | 17,000 | 16370 20,300 | 146 ~~192~~ | 30 ~~35~~ | 2 | 910 ~~2000~~ |

* 12" CORRUGATED PERFORATED STEEL PIPE UNDERDRAIN

** SPECIAL ALKALI RESISTANT

# CONCRETE PAVED DITCH

| LINE | STATION TO | STATION FROM | TYPICAL NO. | REMARKS | CONCRETE CLASS "B" LIN. FEET | CUBIC YARD |
|---|---|---|---|---|---|---|
| I - 15 | 1040+00 | 1047+30 | 2 | LEFT CUT DITCH | 730 | 57.4 |
| I - 15 | 1040+00 | 1061+00 | 1 | MEDIAN | 2100 | 165.0 |
| " | 1041+50 | 1048+80 | 2 | RIGHT CUT DITCH | 730 | 57.4 |
| | 1048+75 | 1053+50 | 2 | LEFT CUT DITCH | 475 | 37.3 |
| " | 1050+00 | 1053+50 | 2 | RIGHT CUT DITCH | 350 | 27.5 |
| | 1055+00 | 1059+30 | 2 | LEFT CUT DITCH | 430 | 33.8 |
| | 1055+00 | 1059+17 | 2 | RIGHT CUT DITCH | 417 | 32.8 |
| T - 1 | 15+25 | 29+50 | 2 | LEFT CUT DITCH | 1425 | 112.0 |
| T - 1 | 15+25 | 27+75 | 2 | RIGHT CUT DITCH | 1250 | 98.3 |
| T - 4 | 16+00 | 25+50 | 2 | LEFT CUT DITCH | 950 | 74.7 |
| T - 4 | 18+50 | 21+75 | 2 | RIGHT CUT DITCH | 325 | 25.6 |
| T - 4 | 23+00 | 25+50 | 2 | RIGHT CUT DITCH | 250 | 19.6 |
| T - 6 | 11+50 | 17+75 | 2 | LEFT CUT DITCH | 625 | 49.1 |
| T - 6 | 10+00 | 19+00 | 2 | RIGHT CUT DITCH | 900 | 70.7 |
| T - 7 | 10+00 | 17+25 | 2 | LEFT CUT DITCH | 725 | 57.0 |
| T - 7 | 11+20 | 17+25 | 2 | RIGHT CUT DITCH | 605 | 47.5 |
| | | | | | TOTAL | 965.7 |
| | | | | | USE | 966.0 |

# ROLLING SUMMARY

| LINE OR LANE | GRAVEL BASE COURSE SQ. YD. | ROLLING 1800 SQ.YD/HR. HOUR |
|---|---|---|
| T-1 | 6919.15 | 3.84 |
| T-4 | 5987.25 | 3.33 |
| T-6 | 4537.50 | 2.52 |
| T-7 | 3310.69 | 1.84 |
| T-1 DECEL | 544.00 | 0.30 |
| I-15 - N.B. | 5800.08 | 3.22 |
| I-15 - N.B. | 691.20 | 0.38 |
| I-15 - N.B. | 2625.00 | 1.46 |
| I-15 - N.B. | 3995.14 | 2.22 |
| I-15 - N.B. | 884.30 | 0.49 |
| I-15 - S.B. | 3194.44 | 1.77 |
| I-15 - S.B. | 2601.18 | 1.45 |
| I-15 - S.B. | 3565.73 | 1.98 |
| I-15 - S.B. | 4089.19 | 2.27 |
| I-15 - S.B. | 715.89 | 0.40 |
| | Total | 27.49 |
| | USE | 30.00 |

| FED. ROAD DIST. NO. | PROJ. NO. | STATE | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | I-15-8(1)334 | | | 3-B | |

4TH CONT.

Br 9-23-68

# DRAINAGE SUMMARY NO·2

| BOX NO. FROM | BOX NO. TO | LANES or LINE | STATION FROM | STATION TO | CROSSING ANGLE or REMARKS | PIPE CULVERT LINEAR FEET REINF. CONC. PIPE 24" | 36" | 42" | STRUCT. EXC. CUBIC YARD | MECH. TAMP. HOURS |
|---|---|---|---|---|---|---|---|---|---|---|
| BOX IN-1 | 2 | F-LINE I-15 | 16+00 964+00 | 16+80 964+80 | LT Rt. LT | 86 394 | | | 92.1 | 13.1 |
| 2 | 3 | " ~~I-15~~ | 16+90 20+81 | 20+81 23+35 | Rt. LT | 250 | | | 459.9 | 66.1 |
| 3 | 4 | " I-15 | 23+35 968+50 | 26+40 971+50 | Rt. " | 300 | | | 441.6 | 65.1 |
| 4 | 5 | " I-15 | 26+40 971+50 | 29+75 974+50 | Rt. " | 330 300 | | | 648.7 | 99.6 |
| 5 | 6 | F I-15 | 29+75 974+50 | 32+48 977+20 | Rt. " | ~~300~~ | 273 | | 478.4 | 70.6 |
| 6 | 7 | F. I-15 | 32+48 977+20 | 33+35 980+20 | Rt. " | | 87 260 | | 269.9 | 30.0 |
| 7 | 8 | F. I-15 | 33+35 980+20 | 36+08 983+20 | Rt. " | | 260 300 | | 350.3 | 40.4 |
| 8 | 9 | " I-15 | 36+08 983+20 | 38+48 986+20 | Rt. " | | 280 300 | | 400.0 | 48.7 |
| 9 | 10 | " I-15 | 38+42 986+20 | 41+46 989+20 | Rt. " | | 300 | | 427.0 | 53.2 |
| 10 | 11 | " I-15 | 41+46 989+20 | 44+59 992+20 | Rt. " | | 300 | | 347.2 | 39.9 |
| 11 | 12 | " I-15 | 44+59 992+20 | 48+26 995+05 | Rt. " | | | 370 ~~285~~ | 325.9 | 30.7 |
| 12 | 13 | F I-15 | 48+8 995+05 | 50+83 997+90 | Rt. LT | | | 250 285 | 381.4 | 40.0 |
| 13 | 14 | F I-15 | 50+80 997+90 | 53+14 1000+80 | Rt. " | | | 230 290 | 411.8 | 44.6 |
| 14 | 15 | F I-15 | 53+14 1000+80 | 55+67 1003+45 | Rt. " | | | 250 283 | 368.7 | 39.7 |
| 15 | 16 | F I-15 | 55+67 1003+45 | 58+10 1006+05 | Rt. " | | | 240 ~~263~~ | 380.6 | 41.7 |
| 16 | 17 | I-15 | 58+10 1006+05 | 61+14 1008+70 | Rt. " | | | 300 ~~264~~ | 386.9 | 42.6 |
| 17 | 18 | I-15 | 61+14 1008+70 | 68+98 1011+65 | Rt. " | | | 280 ~~300~~ | 364.8 | 36.0 |
| 18 | 19 | I-15 | 68+98 1011+65 | 67+03 1014+85 | Rt. " | | | 300 ~~305~~ | 436.6 | 46.7 |
| 19 | 20 | I-15 | 67+03 1014+85 | 70+27 1018+00 | Rt. " | | | 320 ~~315~~ | 525.9 | 61.6 |
| 20 | 21 | I-15 | 70+27 1018+00 | 73+50 1021+20 | Rt. " | | | 320 | 477.6 | 53.1 |
| 21 | 22 | I-15 | 73+50 1021+20 | 76+04 1024+25 | Rt. " | | | 255 ~~300~~ | 435.3 | 47.1 |
| 22 | 23 | I-15 | 76+04 1024+25 | 80+44 1027+25 | Rt. " | | | 430 300 | 408.3 | 43.2 |
| 23 | 24 | I-15 | 80+44 1027+25 | 83+90 1030+25 | Rt. " | | | 330 ~~300~~ | 383.2 | 39.0 |
| 24 | 25 | I-15 | 83+90 1030+25 | OUTFALL 1031+95 | Rt. | | | 410 ~~270~~ | 195.5 | 18.5 |
| 25 | End | I-15 | 1031+95 | Outfall | Rt. | | | 350 | 195.5 | 3.6 |
| 1 | | 'F' LINE | 16+90 | PIPE IN PLACE | LT | | | | | |
| | | | | | * Total | ~~32~~ ~~1370~~ | ~~1450~~ | ~~4328~~ | ~~9593.1~~ | ~~1114.8~~ |
| | | | | | TOTAL USED | 1391 | 1450 | 4245 | 8602.7 | |

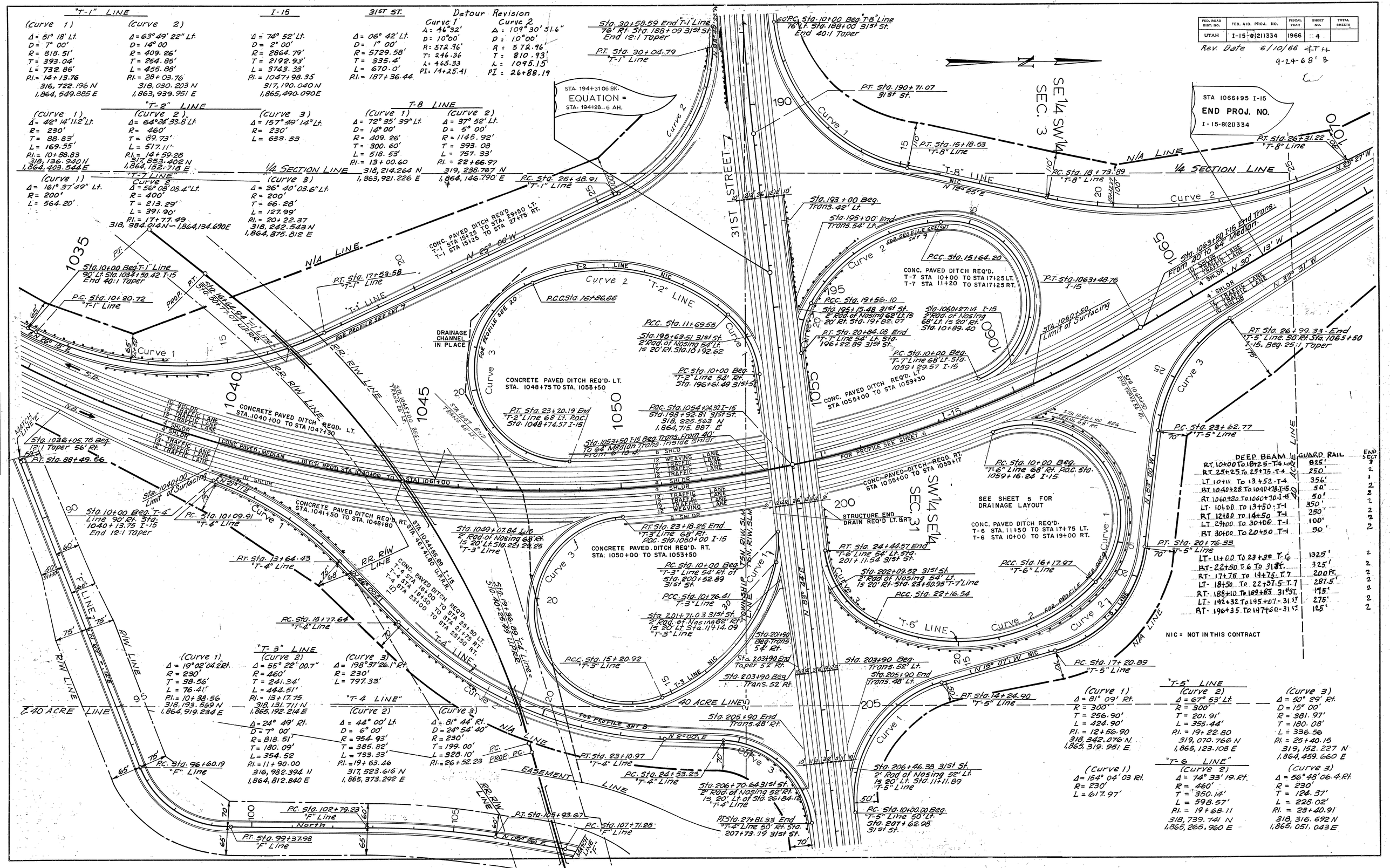
# SMALL STRCTURES SUMMARY NO·2

| LANE or LINE | STATION | BOX NO. | CONCRETE STRUCTURES DWG. NO. | LINE NO. | DISCRIPTION | STRUCT. EXC. CUBIC YARD | MECH. TAMP. HOURS | STRUCT. STEEL LBS | REINF. STEEL LBS | CONC. CLASS "A" CUBIC YARD | RIPRAP CUBIC YARD |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 'F' LINE ~~I-15~~ | 16+90 964+00 | 1 | V-750 | 7 6 | Catch Basin | 8.2 | 1.37 | 310 | 265 | 1.9 | |
| " ~~I-15~~ | 20+81 964+80 | 2 | V-750 | 5 18 | " " | 19.9 | 3.32 | 310 | 510 | 5.4 | |
| " ~~I-15~~ | 23+35 968+50 | 3 | V-750 | 5 7 | " " | 9.7 | 1.62 | 310 | 305 | 2.2 | |
| " I-15 | 26+40 971+50 | 4 | V-750 | 6 24 | " " | 24.8 | 4.13 | 310 | 629 | 6.6 | |
| " ~~I-15~~ | 29+75 974+50 | 5 | V-750 | 6 24 | " " | 24.8 | 4.13 | 310 | 629 | 6.6 | |
| " I-15 | 32+48 977+20 | 6 | V-754 | 4 5 | " " | 11.5 | 1.92 | 310 | 280 | 2.7 | |
| " I-15 | 33+35 980+20 | 7 | V-754 | 4 6 | " " | 12.3 | 2.05 | 310 | 287 | 2.9 | |
| " I-15 | 36+08 983+20 | 8 | V-754 | 5 6 | " " | 12.3 | 2.05 | 310 | 287 | 2.9 | |
| " I-15 | 38+42 986+20 | 9 | V-754 | 4 10 | " " | 15.6 | 2.60 | 310 | 362 | 3.7 | |
| " I-15 | 41+46 989+20 | 10 | V-754 | 4 8 | " " | 14.0 | 2.33 | 305 | 325 | 3.3 | |
| " I-15 | 44+59 992+20 | 11 | V-755 | 1 | " " | 12.4 | 2.07 | 305 | 271 | 2.6 | |
| " ~~I-15~~ | 48+26 995+05 | 12 | V-755 | 4 2 | " " | 13.3 | 2.22 | 305 | 301 | 2.9 | |
| " ~~I-15~~ | 50+80 997+90 | 13 | V-755 | 3 5 | " " | 16.2 | 2.70 | 305 | 358 | 3.5 | |
| " I-15 | 53+14 1000+80 | 14 | V-755 | 3 4 | " " | 15.2 | 2.53 | 305 | 350 | 3.3 | |
| " ~~I-15~~ | 55+67 1003+45 | 15 | V-755 | 3 5 | " " | 16.2 | 2.70 | 305 | 358 | 3.5 | |
| " ~~I-15~~ | 58+10 1006+05 | 16 | V-755 | 3 5 | " " | 16.2 | 2.70 | 305 | 358 | 3.5 | |
| " I-15 | 61+14 1008+70 | 17 | V-755 | 3 5 | " " | 16.2 | 2.70 | 305 | 358 | 3.5 | |
| " ~~I-15~~ | 63+98 1011+65 | 18 | V-755 | 4 1 | " " | 12.4 | 2.07 | 305 | 271 | 2.6 | |
| " ~~I-15~~ | 67+03 1014+85 | 19 | V-755 | 1 8 | " " | 19.0 | 3.17 | 305 | 433 | 4.2 | |
| " ~~I-15~~ | 70+27 1018+00 | 20 | V-755 | 1 5 | " " | 16.2 | 2.70 | 305 | 358 | 3.5 | |
| " ~~I-15~~ | 73+50 1021+20 | 21 | V-755 | 1 5 | " " | 16.2 | 2.70 | 305 | 358 | 3.5 | |
| " ~~I-15~~ | 76+04 1024+25 | 22 | V-755 | 1 4 | " " | 15.2 | 2.53 | 305 | 350 | 3.3 | |
| " I-15 | 80+44 1027+25 | 23 | V-755 | 1 4 | " " | 15.2 | 2.53 | 305 | 350 | 3.3 | |
| " I-15 | 83+90 1030+25 | 24 | V-755 | 4 2 | " " | 13.3 | 2.22 | 305 | 301 | 2.9 | |
| ~~I-15~~ | ~~1031+95~~ | ~~25~~ | ~~V-755~~ | ~~2~~ | ~~" "~~ | ~~13.3~~ | ~~2.22~~ | ~~305~~ | ~~301~~ | ~~2.9~~ | |
| | Outfall | | | | | | | | | | 9.3 |
| | | | | | * Total | ~~326~~ 292 | 63.28 | 7675 7370 | 8955 6911 | 87.2 64.5 | 9.3 7.5 |

* Note: For Use totals see Small Structures and Drainage Summaries Composite.

| FED. ROAD DIST. NO. | FED. AID. PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| UTAH | I-15-8(21)334 | 1966 | 4 | |

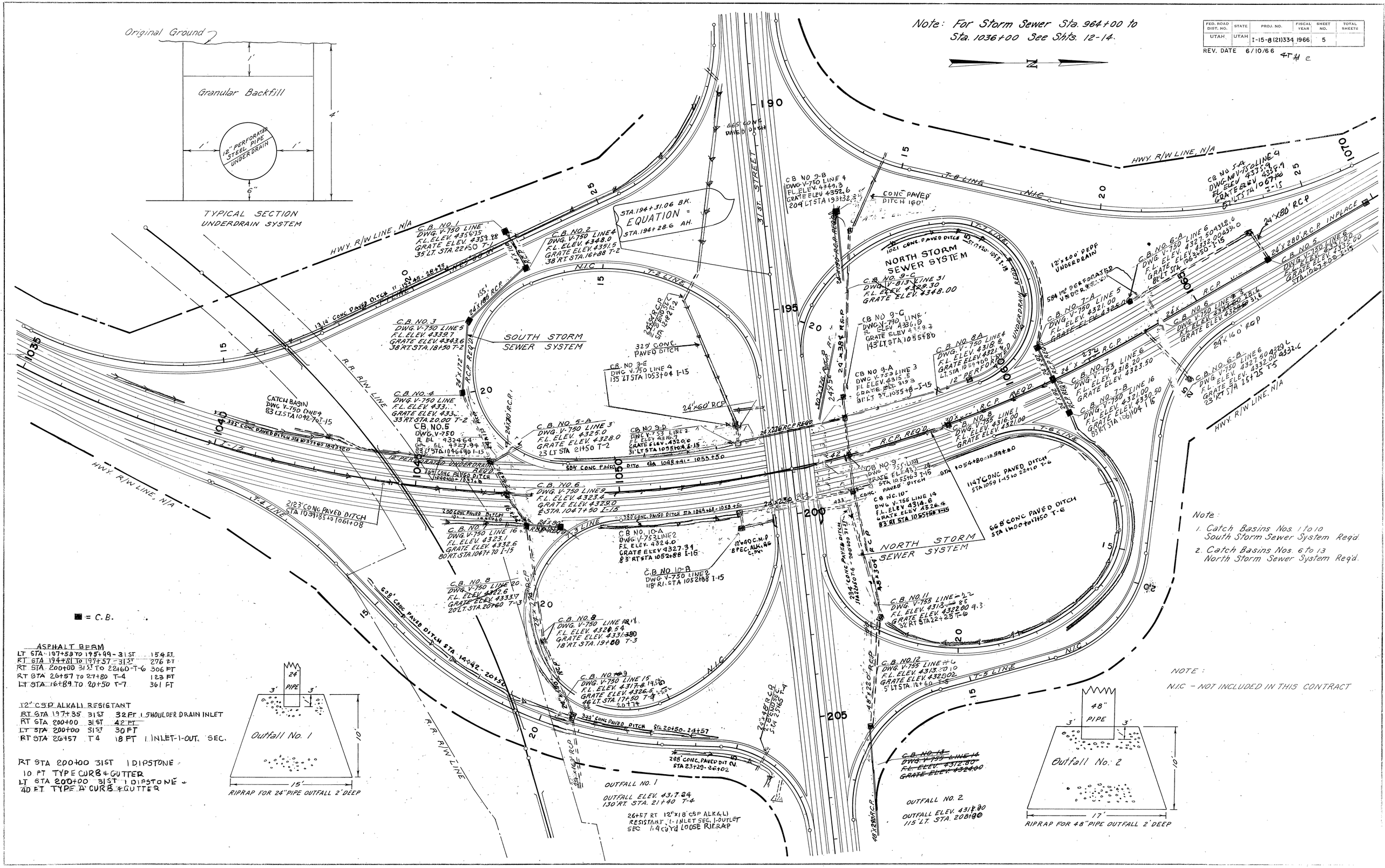
Rev. Date 6/10/66 4TH
9-24-68' B



| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21)334 | 1966 | 5 | |

REV. DATE 6/10/66

Note: For Storm Sewer Sta. 964+00 to Sta. 1036+00 See Sht's. 12-14.




ASPHALT BERM

| | | |
|---|---|---|
| LT STA 197+53 TO 195+99 - 31 ST | | 154 FT |
| RT STA 194+81 TO 197+57 - 31 ST | | 276 FT |
| RT STA 200+00 31 ST TO 22+60 T-6 | | 306 FT |
| RT STA 20+57 TO 27+80 T-4 | | 123 FT |
| LT STA 16+89 TO 20+50 T-7 | | 361 FT |

12" CSP ALKALI RESISTANT

| | | | |
|---|---|---|---|
| RT STA 197+35 | 31 ST | 32 FT | 1 SHOULDER DRAIN INLET |
| RT STA 200+00 | 31 ST | 42 FT | |
| LT STA 200+00 | 31 ST | 30 FT | |
| RT STA 26+57 | T 4 | 18 FT | 1 INLET-1-OUT. SEC. |

RT STA 200+00 31 ST 1 DIPSTONE
10 FT TYPE CURB & GUTTER
LT STA 200+00 31 ST 1 DIPSTONE
40 FT TYPE 'A' CURB & GUTTER

Note:

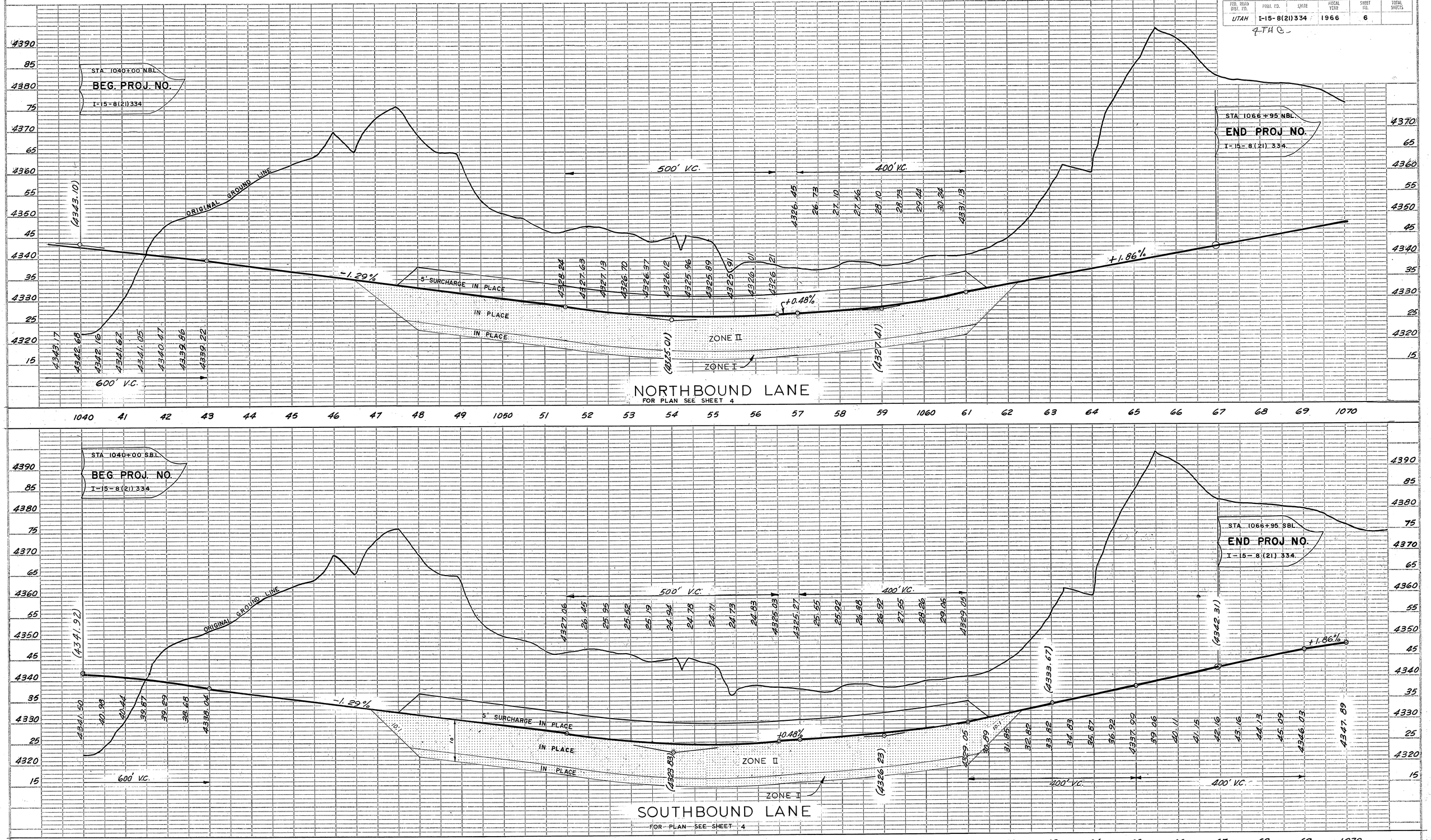
1. Catch Basins Nos. 1 to 10 South Storm Sewer System Req'd.
2. Catch Basins Nos. 6 to 13 North Storm Sewer System Req'd.

NOTE:

N.I.C. - NOT INCLUDED IN THIS CONTRACT

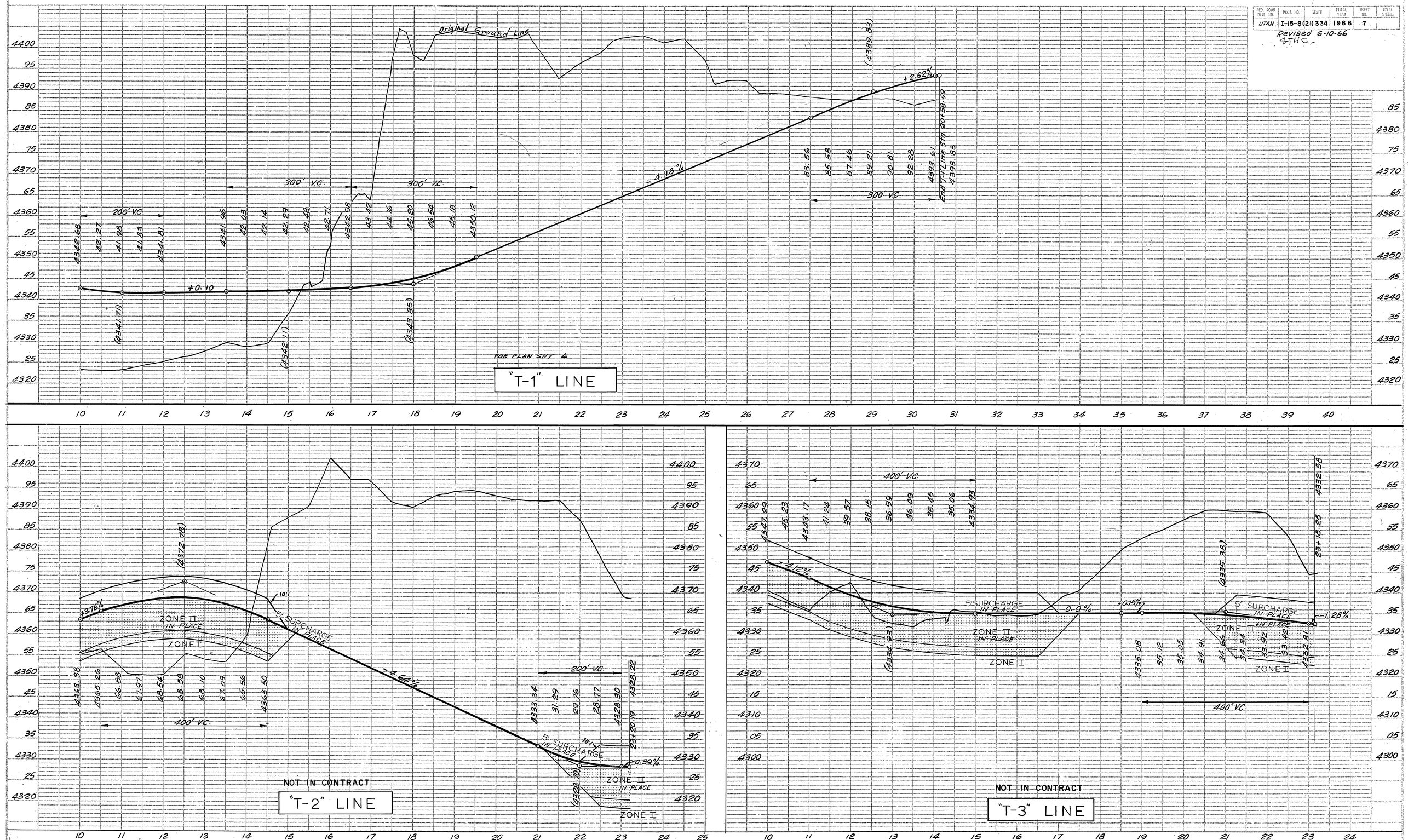
| FED. ROAD DIST. NO. | PROJ. NO. | STATE | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| UTAH | I-15-8(21)334 | | 1966 | 6 | |

4TH C.



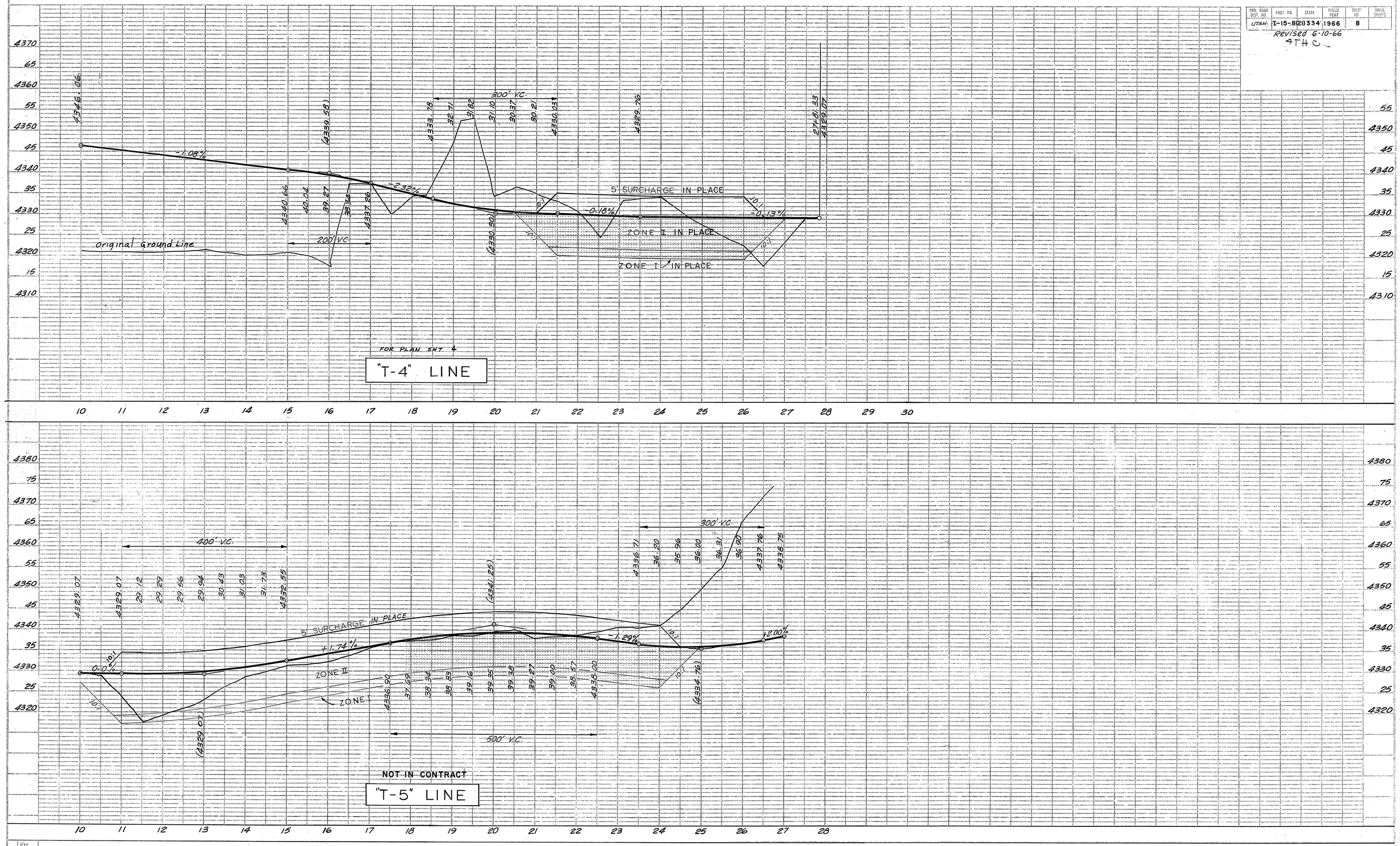
| FED. ROAD DIST. NO. | PROJ. NO. | STATE | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| UTAH | I-15-8(21)334 | | 1966 | 7 | |

Revised 6-10-66
4THC



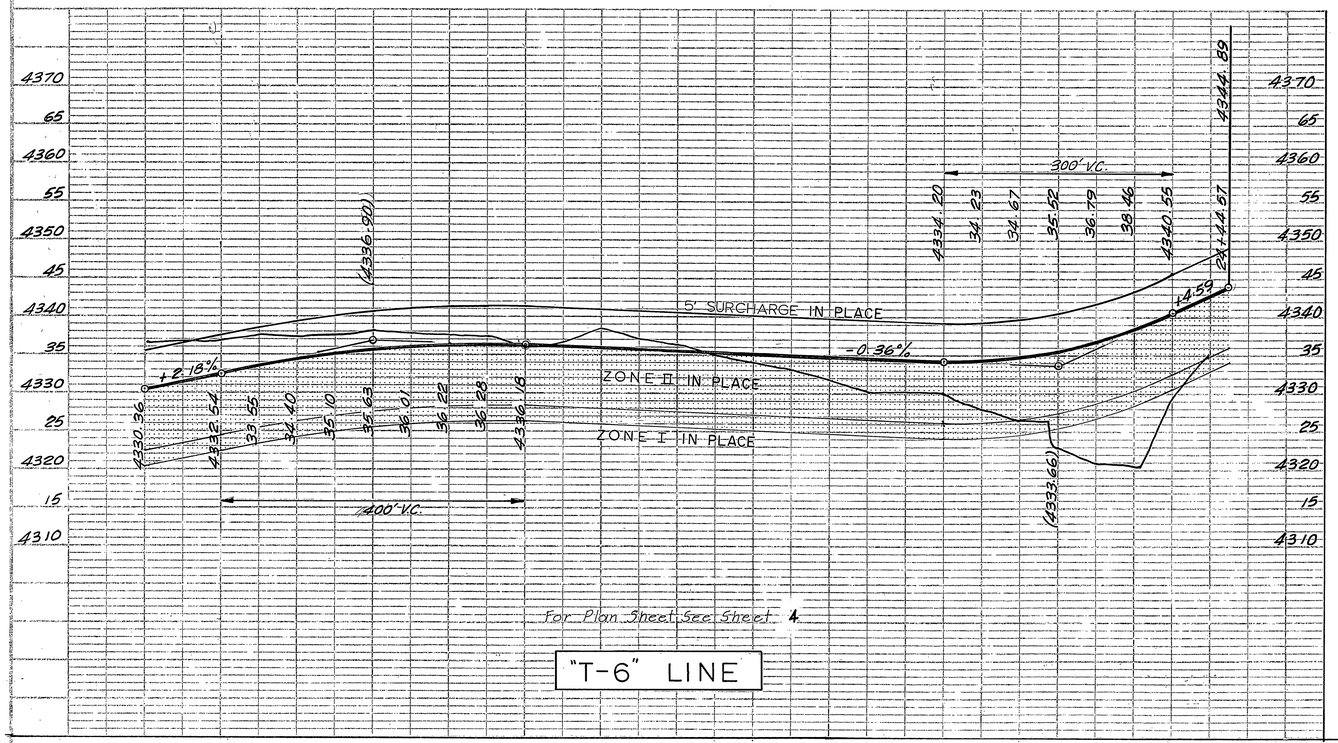
| FED. ROAD DIST. NO. | PROJ. NO. | STATE | FISCAL YEAR | SHEET NO | TOTAL SHEETS |
|---|---|---|---|---|---|
| UTAH | I-15-8(21)334 | | 1966 | 8 | |

Revised 6-10-66
4TH C



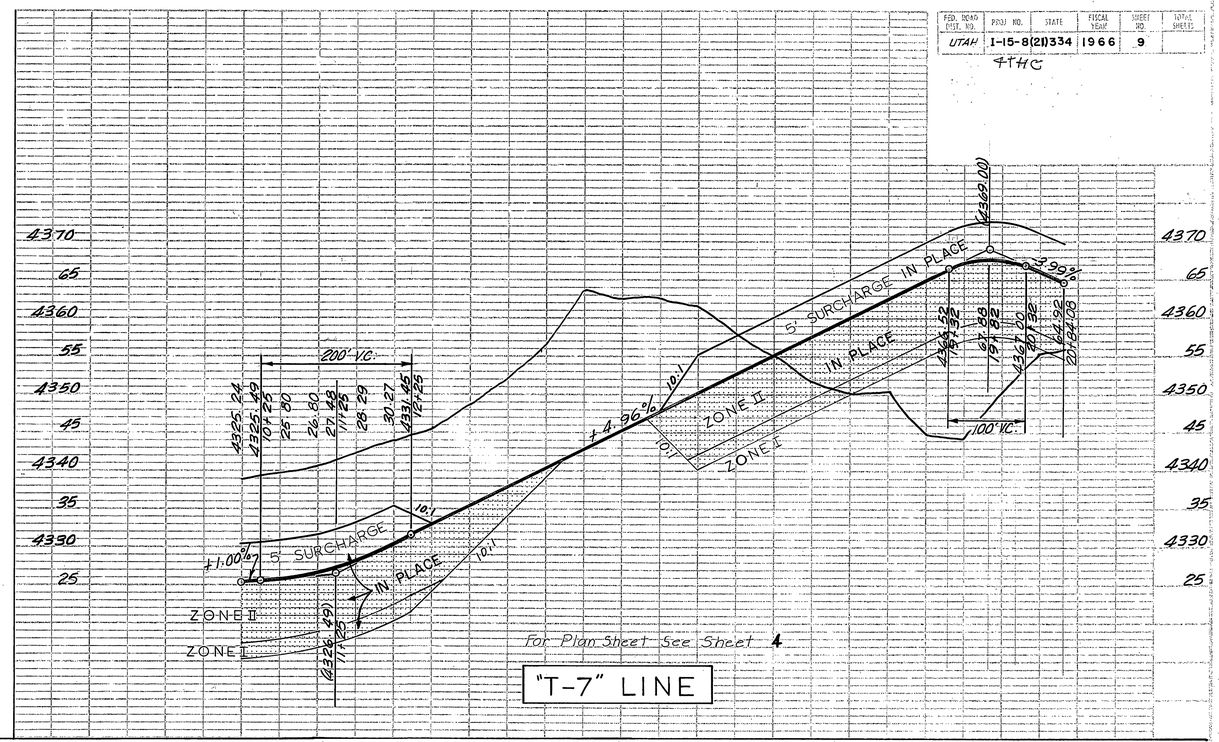
| FED. ROAD DIST. NO. | PROJ. NO. | STATE | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| UTAH | I-15-8(21)334 | | 1966 | 9 | |

FTHC



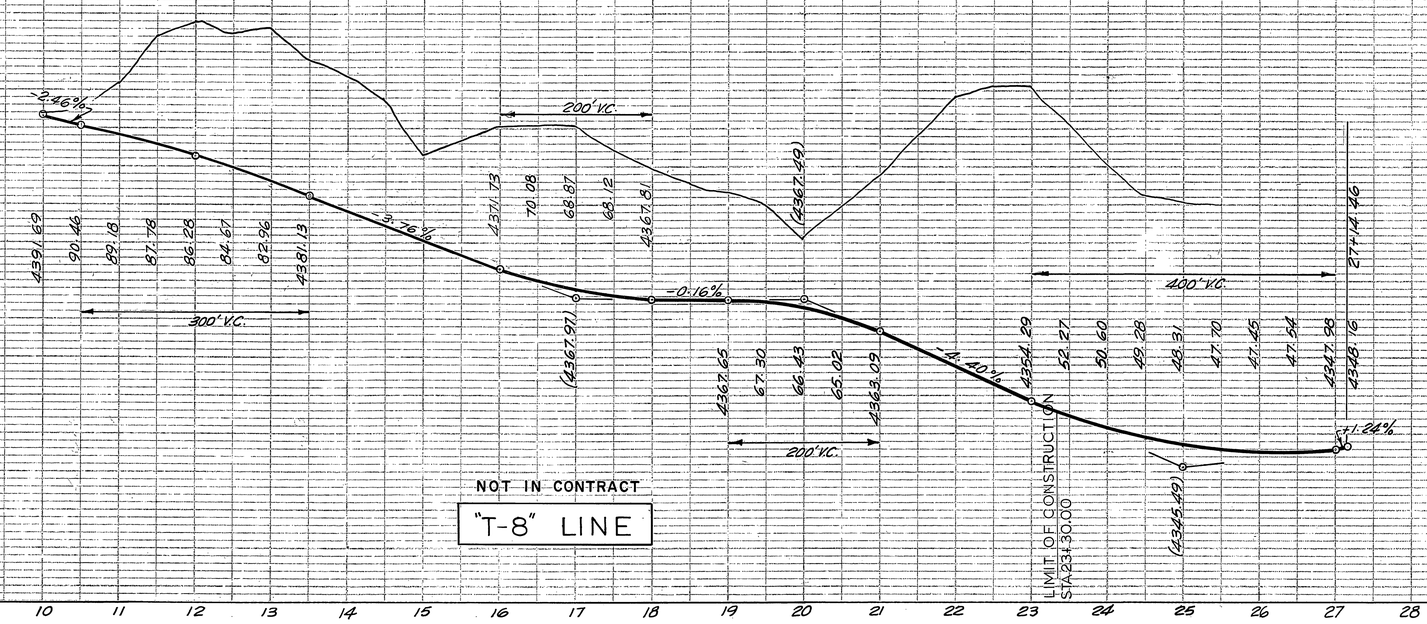

For Plan Sheet See Sheet 4

"T-6" LINE




For Plan Sheet See Sheet 4

"T-7" LINE




NOT IN CONTRACT

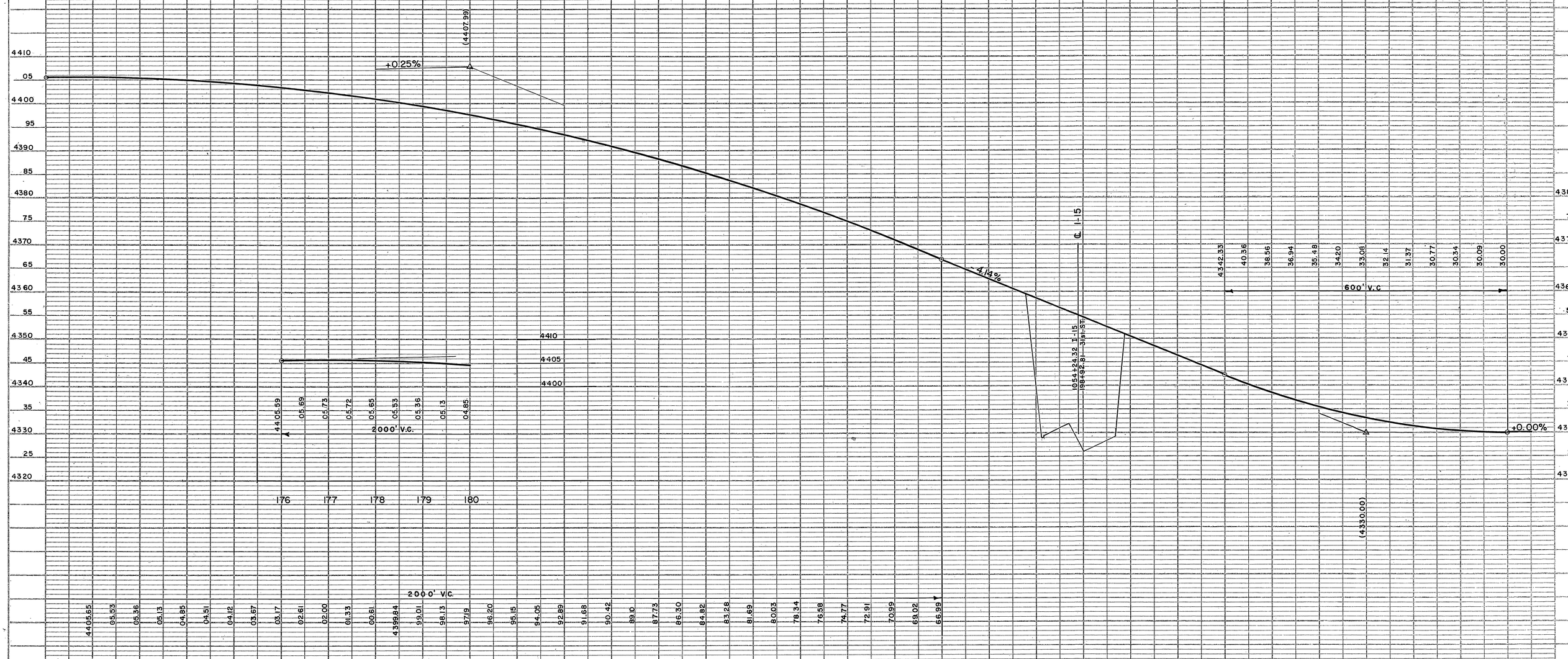
"T-8" LINE

| | Exc. | |
|---|---|---|
| Yds. | Emb. | |
| Sta. | | |

| FED. ROAD DIST. NO. | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| UTAH | I-15-8(21)334 | 1966 | 10 | |

# 31st STREET PROFILE

FOR PLAN SHEET NO. 4

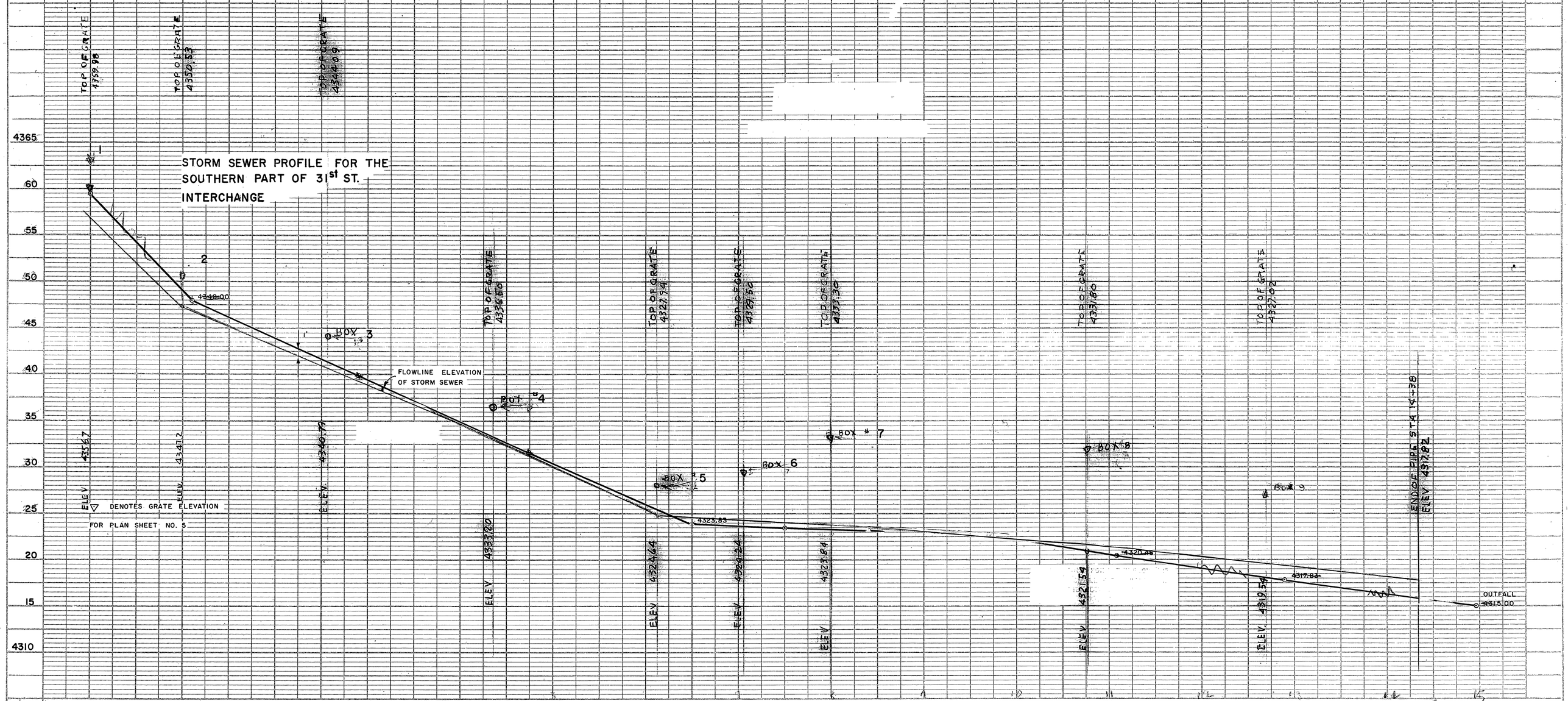



| | | |
|---|---|---|
| Cu. | | |
| Yds. | Exc. | |
| | Emb. | |
| Sta | | |

| FED. ROAD DIST. NO. | PROJ. NO. | STATE | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| UTAH | I-15-8(21)334 | | 1966 | 11 | |

REV. DATE 6/10/66 AH
AC. REV. 10.2.68

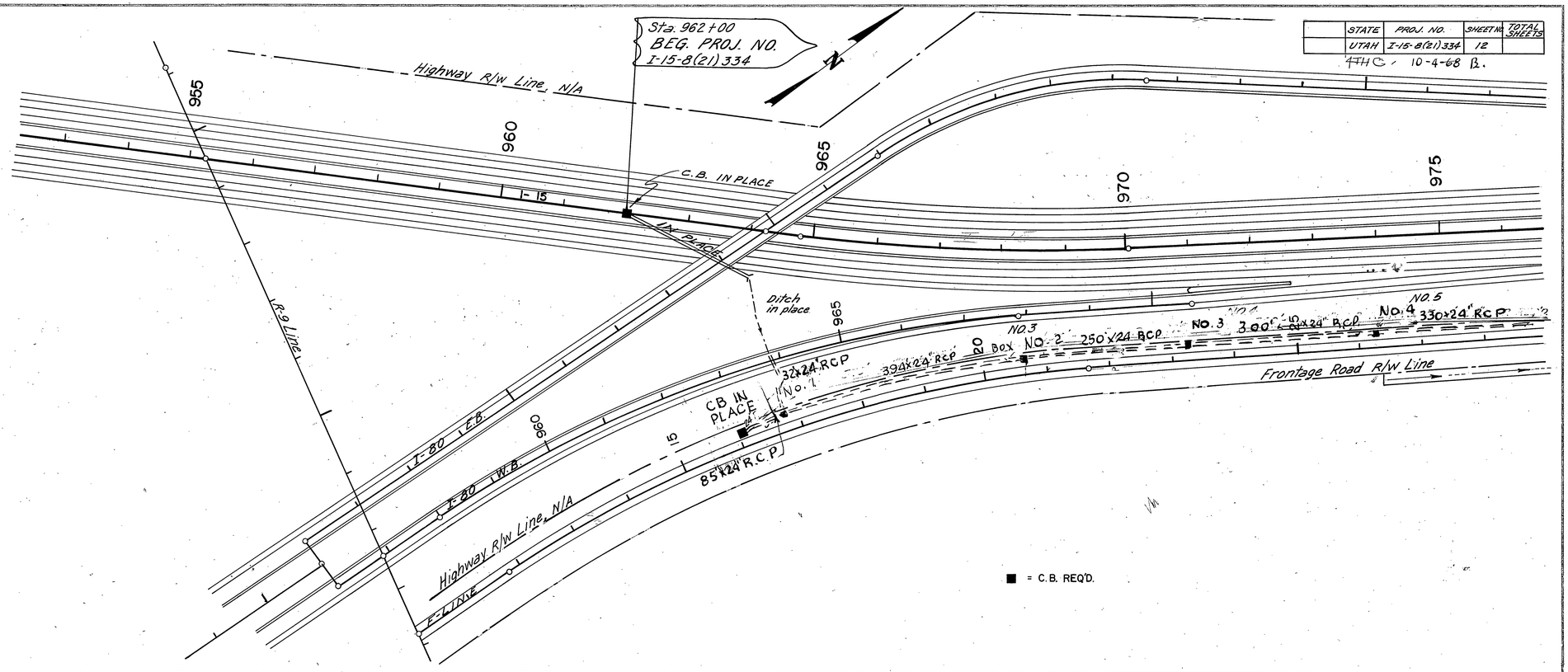
STORM SEWER PROFILE FOR THE SOUTHERN PART OF 31st ST. INTERCHANGE

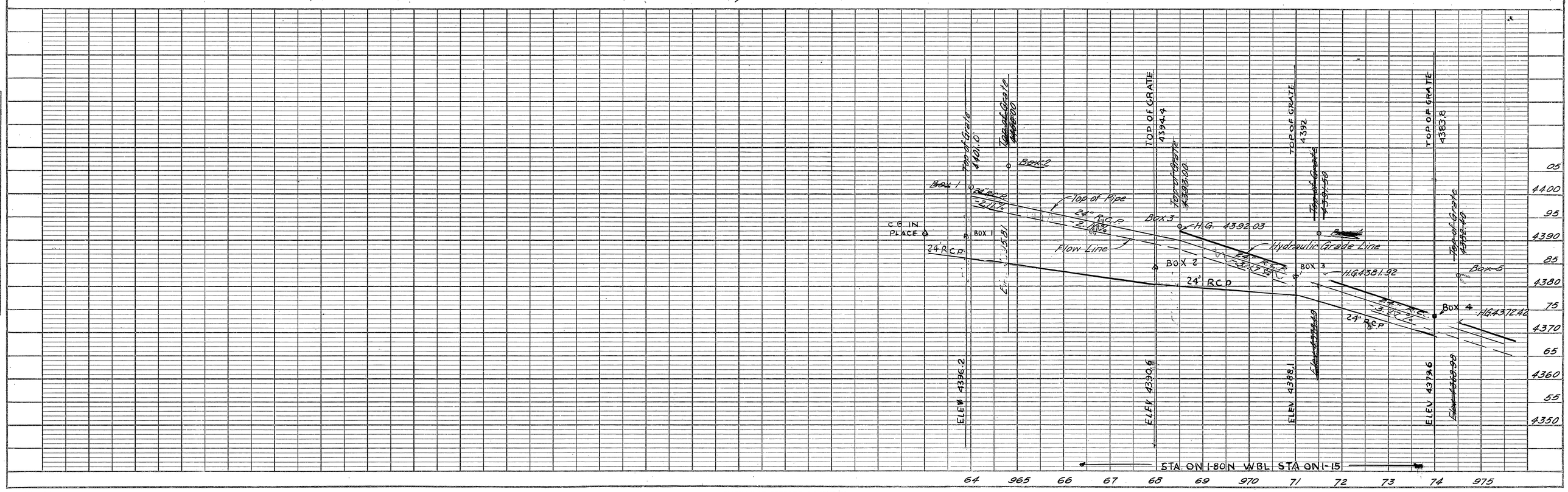



| | | |
|---|---|---|
| Cu. | | |
| Yds. | Exc. | |
| | Emb. | |
| Sta | | |

| STATE | PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| UTAH | I-15-8(21)334 | 12 | |

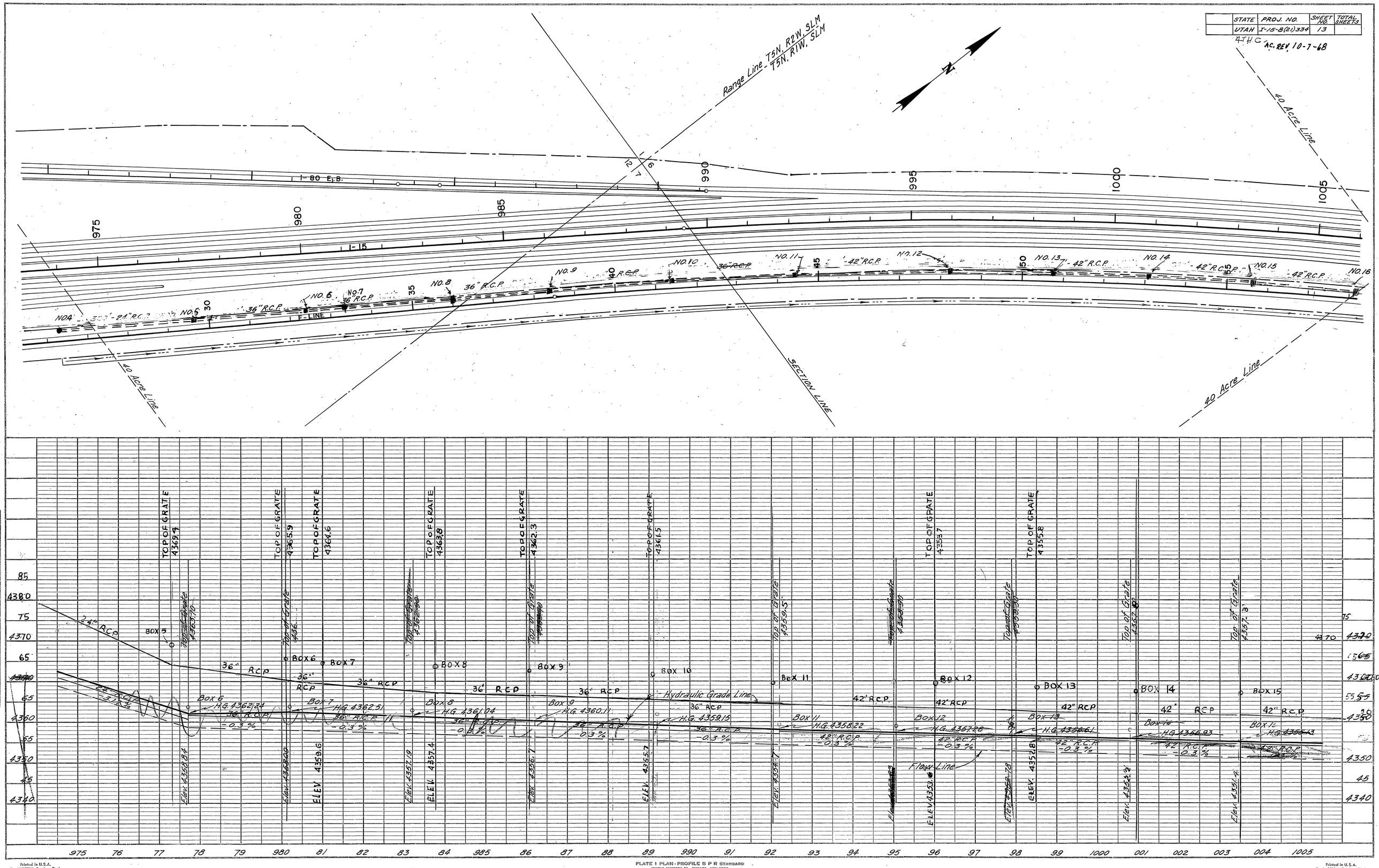
FHC, 10-4-68 B.



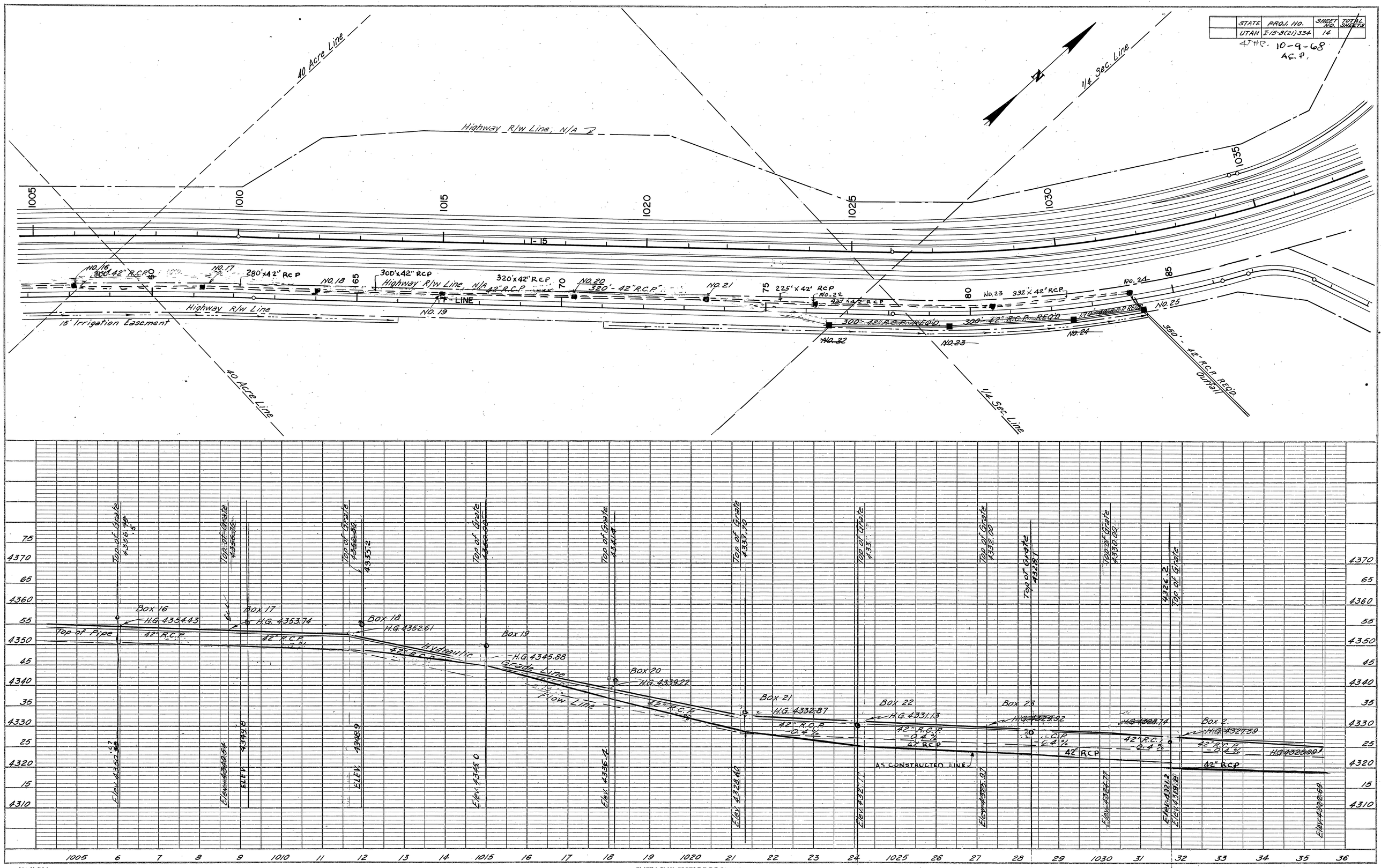
| | STATE | PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| | UTAH | I-15-8(21)334 | 13 | |

4 H G AC. REV. 10-7-68



| STATE | PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| UTAH | I-15-8(21)334 | 14 | |

4th R. 10-9-68
A.C.P.

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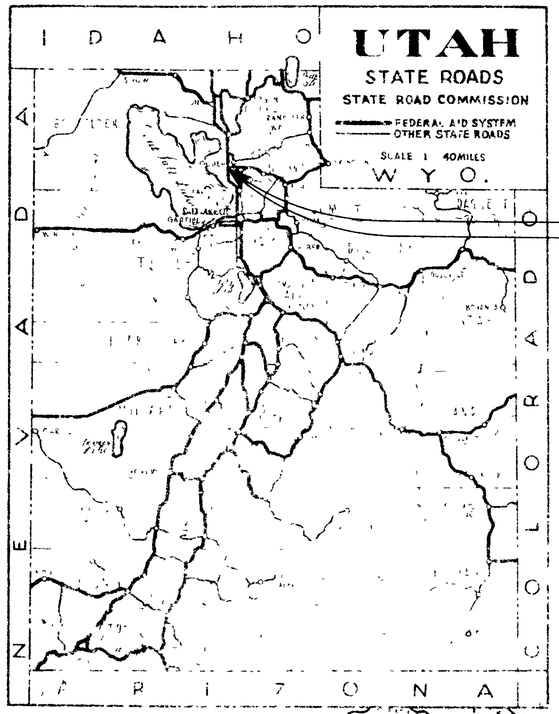
On IMPERIAL Tracing Cloth

PLATE 1 PLAN-PROFILE B P R STANDARD
EUGENE DIETZGEN CO., CHICAGO - NEW YORK

Printed in U.S.A.
On IMPERIAL Tracing Cloth




I-15-7(69)326 SECOND CONTRACT
I-15-8(21)334 SECOND CONTRACT

# STATE OF UTAH
# STATE ROAD COMMISSION

## PLANS OF PROPOSED STATE ROAD

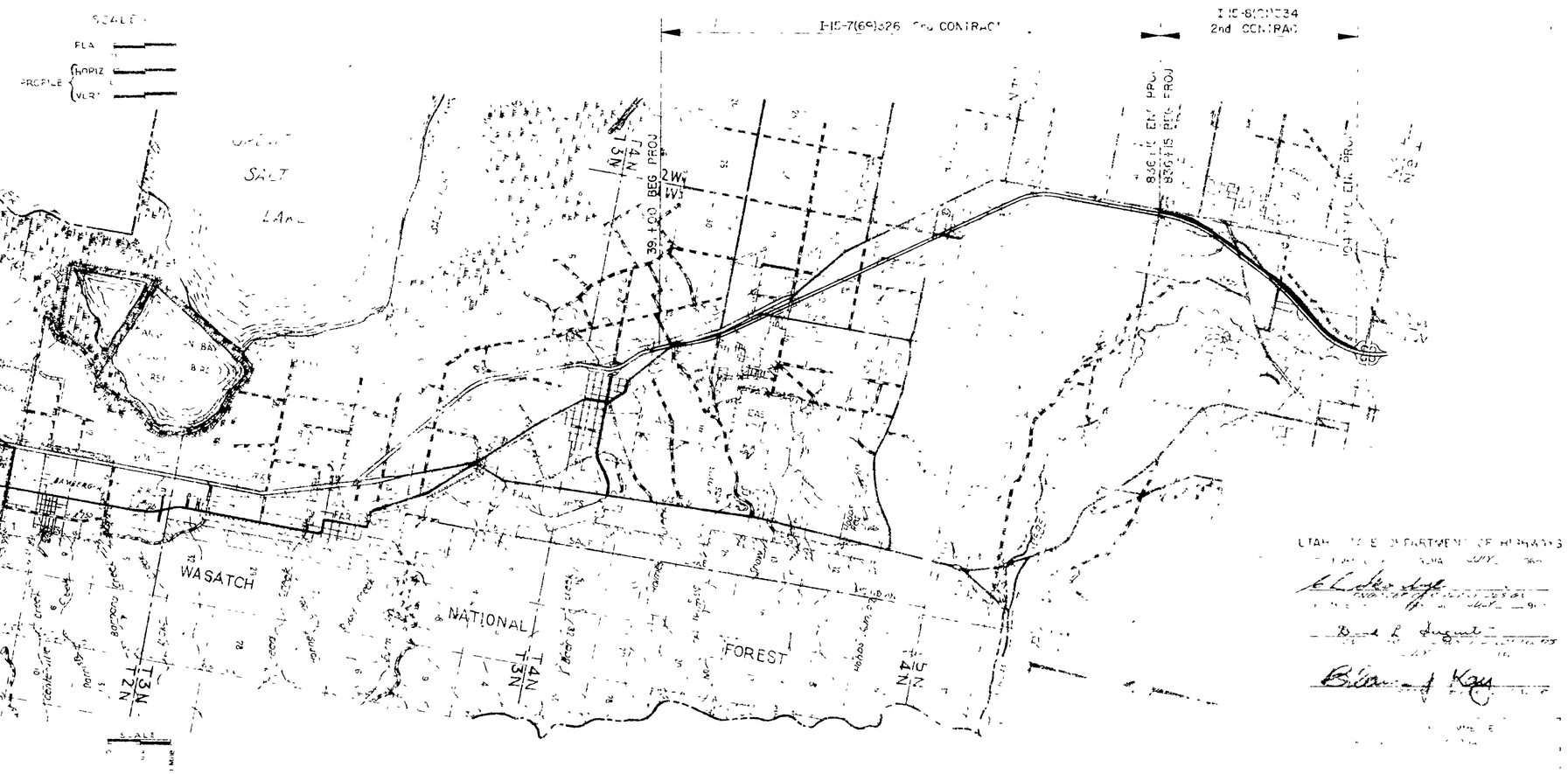
FEDERAL AID PROJECTS

~~I-15-7(69)326 2nd CONTRACT~~
~~SO. LAYTON TO DAVIS-WEBER COUNTY LINE~~
~~" DAVIS COUNTY~~
~~LENGTH 8.437 MILES~~

I-15-8(21)334 2nd CONTRACT
DAVIS-WEBER COUNTY LINE TO 31st STREET OGDEN
WEBER COUNTY
LENGTH 3.862 MILES

## LANDSCAPING

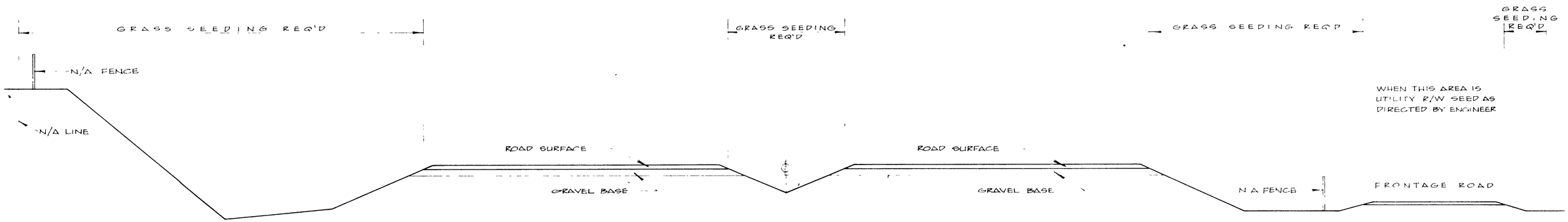
AS CONSTRUCTED DRAWINGS



| STATE | PROJECT | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| UTAH | UTAH I-15-7(69)326<br>I-15-8(21)334 | | 2 | |

SEE CONTRACT

# DETAIL SHEET




## TYPICAL SECTION

## LEGEND

- AREA NUMBER
- LIMITS OF AREAS
- DECIDUOUS TREES
- EVERGREEN TREES
- EXISTING DECIDUOUS TREES
- EXISTING EVERGREEN TREES
- TREE LOCATION WITHOUT IRRIGATION
- TREE AND BUBBLER HEAD LOCATION
- SPRINKLER LINE
- ANGLE CONTROL VALVE
- METER AND STOP AND WASTE VALVE
- MAIN WATER LINE
- METER NUMBER
- 28-F — TREE IDENTIFICATION LETTER — QUANTITY
- 5-X — SPRINKLER HEAD — QUANTITY
- GLASS FIBER ROVING
- GLASS FIBER MAT
- JUTE MESH

## SEED SCHEDULE

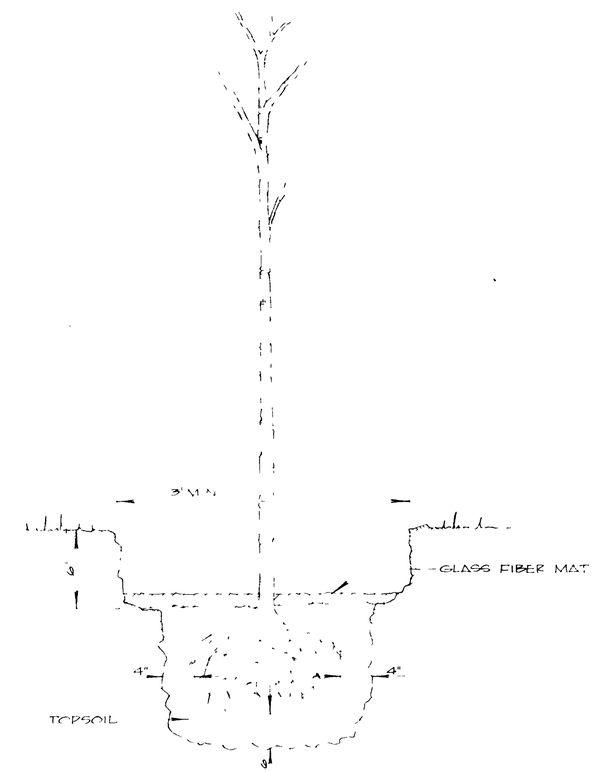
| NAME | | LBS LIVE SEED PER ACRE | |
|---|---|---|---|
| SCIENTIFIC | COMMON | METHOD A | METHOD B |
| AGROPYROM CRISTATUM | FAIRWAY CRESTED WHEAT | 8 | 12 |
| AGROPYROM RIPARIUM | SODAR WHEAT GRASS | 8 | 12 |
| ORYZOPSIS HYMENOIDES | INDIAN RICE GRASS | 4 | 6 |
| TOTAL POUNDS LIVE SEED PER ACRE | | 20 | 30 |

## FERTILIZER SCHEDULE

| FORM | LBS AVAILABLE CHEMICAL PER ACRE | |
|---|---|---|
| | NITROGEN | PHOSPHORUS |
| PELLET OR GRANULAR | 30 | 30 |

FORMULA FOR DETERMINING TOTAL POUNDS OF SEED

$$\text{TOTAL POUNDS OF SEED PER ACRE} = \frac{\text{POUNDS LIVE SEED REQUIRED}}{\text{PECENT PURITY} \times \text{PERCENT GERMINATION}}$$




## TREE PLANTING DETAIL

REVISIONS

# PLANT LIST

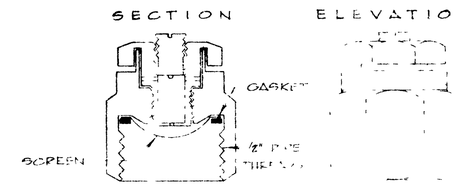
| CODE NO | SCIENTIFIC NAME | COMMON NAME | MIN. CALIPER | MIN. HEIGHT | REMARKS |
|---|---|---|---|---|---|
| A | ELAEGNUS ANGUSTIFOLIA | RUSSIAN OLIVE | 3/4" | 5' | BAREROOT |
| B | FRAXINUS PENNSYLVANICA LANCEOLATA | MALE GREEN ASH | 1" | 7' | " |
| C | GLEDITSIA TRIACANTHOS INERMIS | THORNLESS HONEY LOCUST | 1" | 7' | CONTAINER |
| D | JUNIPERUS VIRGINIANA CANNARTI | CANNART JUNIPER | | 3' | " |
| E | KOELREUTERIA PANICULATA | GOLDENRAIN | 3/4" | 6' | BAREROOT |
| F | PINUS NIGRA | AUSTRIAN PINE | | 3' | CONT. OR B&B |
| G | PLATANUS ACERFOLIA | LONDON PLANE TREE | 1" | 8' | BAREROOT |
| H | POPULUS CANADENSIS | CAROLINA POPLAR | 1" | 8' | " |
| I | POPULUS NIGRA ITALICA | LOMBARDY POPLAR | 1" | 8' | " |
| J | ULMUS AMERICANA MOLINI | MOLINE ELM | 1" | 7' | " |
| | | | | | |
| R | JUNIPERUS CHINENSIS PFITZERIANA | PFITZER JUNIPER | 3-GAL | 15"SPRD | CONTAINER |
| S | RHUS GLABRA | SMOOTH SUMAC | | 2' | BAREROOT |

NOTE

THE CONTRACTOR SHALL EXCAVATE AND BACKFILL ALL TRENCHES NECESSARY FOR WATER CONNECTIONS

ALL THREADED JOINTS ON CONTROL ASSEMBLIES SHALL BE COATED WITH MICRO CRYSTALINE WAX

TOP VIEW

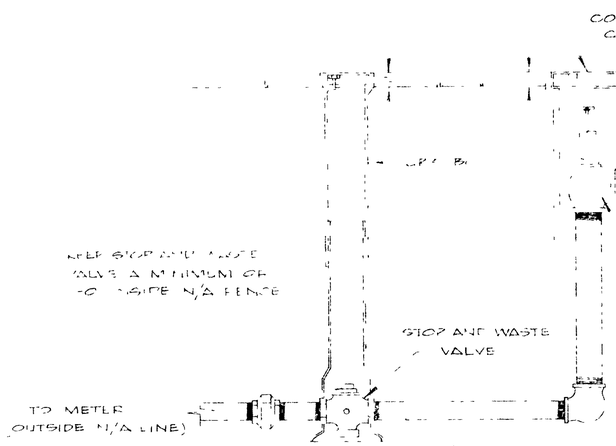



BUBBLER SHALL BE ALL BRASS
CONSTRUCTION TO FREE FLOW
[illegible] TO CONTROL
DISCHARGE [illegible] G P M

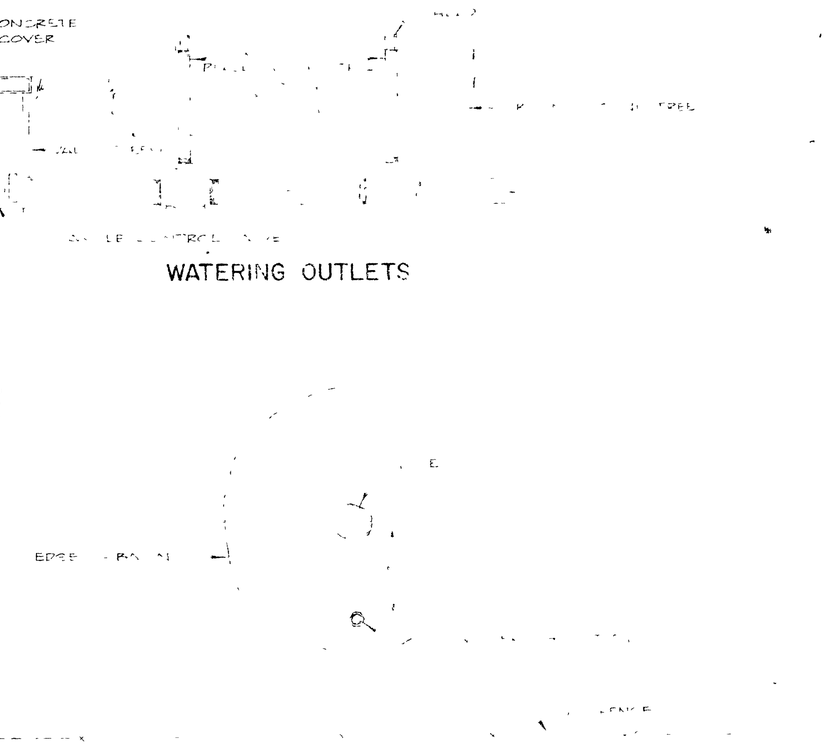
WATERING OUTLET BUBBLER

## WATERING SYSTEM SUMMARY

| METER | LIN FEET PIPE 2" | 1½" | 1¼" | 1" | CONTROL VALVES 1½" | 1¼" | STOP & WASTE VALVES 1½" | 1¼" | OUTLETS BUBBLER | SPRINKLER | METER 1½" | 1" |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| I-15-7(69)326 | | | | | | | | | | | | |
| A | | | 1400 | 3800 | | 2 | | 1 | 140 | | | |
| B | | | 2350 | 2000 | | 2 | | 1 | 59 | 29 | | |
| C | | | 250 | 2050 | | 2 | | 1 | | 70 | | |
| D | | | 1400 | 3150 | | 2 | | 1 | 139 | | | |
| E | | | 1450 | 1900 | | 1 | | 1 | 61 | | | |
| F | | | 1000 | 1850 | | 1 | | 1 | 42 | | | |
| G | | | 3050 | 5000 | | 3 | | 1 | 179 | | | 1 |
| H | | | 1750 | 680 | | 2 | | 1 | 120 | | | 1 |
| I | | 1050 | 2550 | 2500 | 1 | 3 | 1 | | 187 | | 1 | |
| J | 450 | 1200 | 4900 | 3350 | 2 | 2 | 1 | | 307 | | 1 | |
| K | | 1700 | 5100 | 3650 | 1 | 1 | 1 | | 147 | 18 | | |
| L | | | 2200 | 2800 | | 2 | | 1 | 80 | | | |
| M | | | 450 | 1800 | | | | | 44 | | | |
| SUB TOT | 450 | 3950 | 27,850 | 34,530 | 4 | 23 | 3 | 9 | 1535 | 117 | 2 | 2 |
| I-15-8(21)334 | | | | | | | | | | | | |
| M | | | 1300 | 2050 | | 2 | | 1 | 69 | | | |
| N | | | 1300 | 5850 | | 2 | | 1 | 116 | | | |
| O | | | 2050 | 4100 | | 2 | | 1 | 146 | 17 | | 1 |
| P | | | 2350 | 1850 | | 2 | | 1 | 99 | | | 1 |
| Q | | | 1800 | 3600 | | 1 | | 1 | 87 | | | 1 |
| R | | | 300 | 3300 | | 1 | | 1 | 45 | | | 1 |
| SUB TOT | | | 9,100 | 20,750 | | 10 | | 6 | 562 | 17 | | 4 |
| TOTAL | 450 | 3950 | 36,950 | 55,280 | 4 | 33 | 3 | 15 | 2,097 | 134 | 2 | 6 |

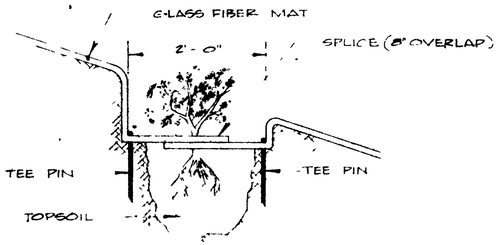



WATERING SYSTEM CONTROL ASSEMBLY

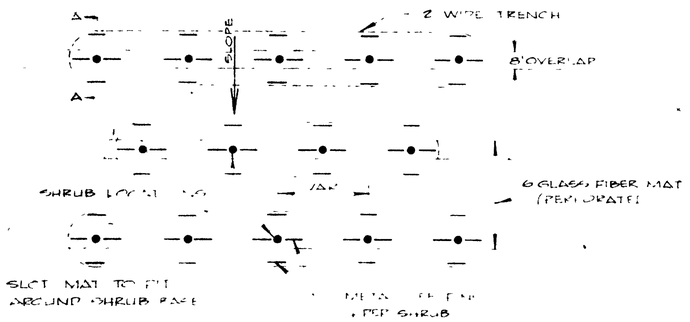


WATERING OUTLETS

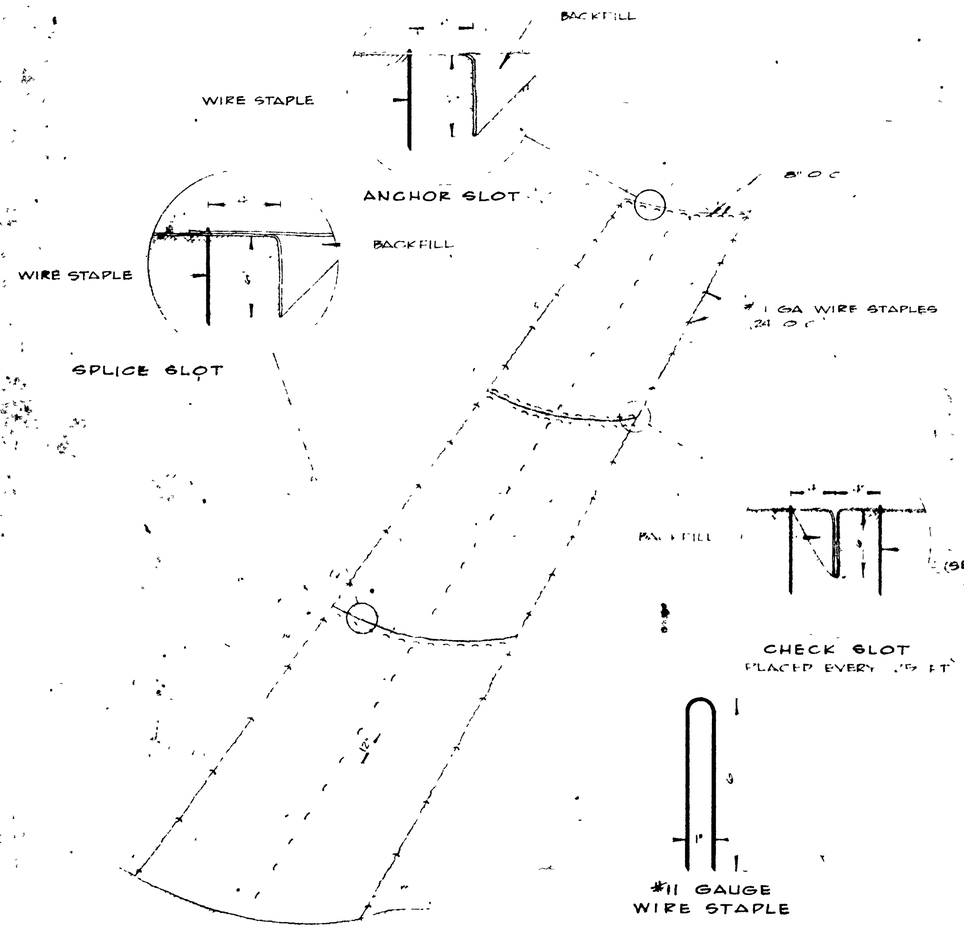
DETAIL OF WATERING OUTLET LOCATION



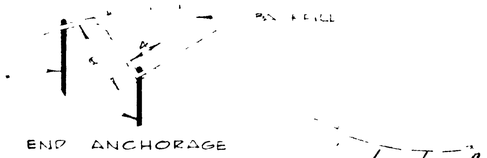

SECTION A-A

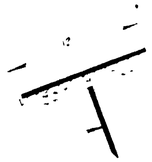



GLASS FIBER MAT SLOPE PROTECTION
UNDER SHRUB PLANTING




JUTE MESH IN DRAINAGE CHANNELS



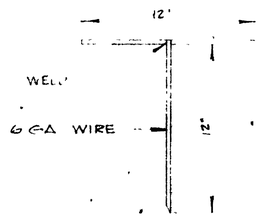
STEEL TEE PIN

SPLICE

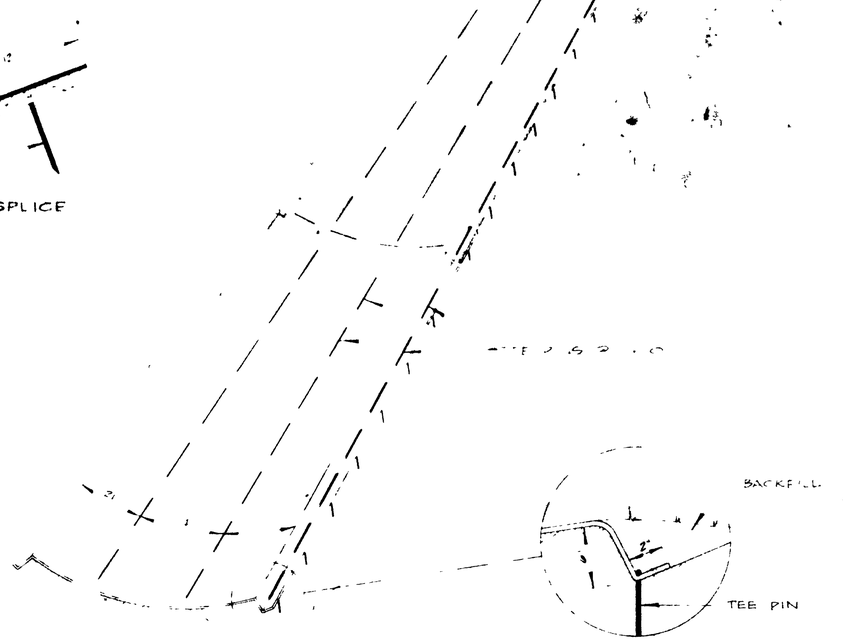

CHECK SLOT
PLACED EVERY 25 FT




#11 GAUGE
WIRE STAPLE




METAL TEE PIN




GLASS FIBER MAT IN DRAINAGE CHANNELS

SIDE ANCHORAGE

| | | FISCAL YEAR | SHEET NO | TOTAL SHEETS |
|---|---|---|---|---|
| | I-10-8(21)334 2nd Cont | | 5 | |

# SUMMARY SHEET
## AS CONSTRUCTED DRAWINGS

| AREA NO | STA | TO STA | ACRES FLAT | ACRES SLOPE | ACRES WEED CONTROL | GRASS SEEDING ACRES METHOD "A" | ACRES METHOD "B" | ACRES METHOD "A" MODIFIED | ACRES METHOD "B" MODIFIED | ACRES MULCHING | MOWING ACRES FLAT | ACRES SLOPE | SQ YDS JUTE MESH | SQ YDS GLASS FIBER MAT | SQ YDS GLASS FIBER ROVING METHOD "A" | SQ YDS GLASS FIBER ROVING METHOD "B" | TREES AND SHRUBS RUSSIAN OLIVE "A" | MALE GREEN ASH "B" | THORNLESS HONEY LOCUST "C" | SILVER MAPLE "D" | SUPER RAIN "E" | AMERICAN PLANE "F" | GOLDEN RAIN TREE "G" | ANTARCTICA PLANE "H" | CAROLINA POPLAR "I" | LONDON PLANE "J" | PFITZER JUNIPER "R" | SMOOTH SUMAC "S" |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 56 | 836+00 | 855+00 | 99 | 1.70 | 2.69 | .99 | 1.70 | | | 2.69 | 2.97 | 5.10 | | | | | | 12 | 7 | | | 6 | | | | 20 | | |
| 57 | 836+00 | 854+00 | .73 | .65 | 1.38 | 73 | 65 | | | 1.38 | 2.19 | 1.95 | | | | | | | | | | | | | | | | |
| 58 | 836+00 | 853+00 | .90 | .88 | 1.78 | 90 | .88 | | | 1.78 | 2.70 | 2.64 | | | | | | 14 | | | | 10 | | | | | | |
| 59 | 857+00 | 869+00 | | 2.06 | 2.58 | | 2.58 | | | 2.06 | | 6.18 | | | | | | | | | | | | | | 15 | | |
| 60 | 856+00 | 869+00 | .87 | | .87 | 87 | | | | .87 | 2.61 | | | | | | | | | | | | | | | | | |
| 61 | 833+00 | 870+00 | 95 | .37 | 1.73 | 95 | 78 | | | 1.32 | 2.85 | 1.11 | | | | | | | | | | 3 | | | 10 | 6 | | |
| 62 | 856+00 | 864+00 | 47 | 1.54 | 2.01 | 47 | 1.54 | | | 2.01 | 1.41 | 4.62 | | | | | 3 | | | | | 6 | | | | | | |
| 63 | 860+00 | 869+50 | | 93 | 93 | | 93 | | | 93 | | 2.79 | | | | | | | | | | | 3 | | | 3 | | |
| 64 | 863+00 | 870+00 | 2.68 | 1.10 | 3.78 | 2.68 | 1.10 | | | 3.78 | 8.04 | 3.30 | | | | | | | | | | 9 | 3 | | | | | |
| 65 | 870+00 | | NO TREATMENT REQUIRED | | | | | | | | | | | | | | | | | | | | | | | | | |
| 66 | 870+00 | 881+00 | .70 | .97 | 1.60 | | | .70 | .90 | 1.60 | | | | | | | | | | | | 6 | 4 | | | | | |
| 67 | 870+00 | 903+00 | .25 | 2.36 | 2.61 | | | 25 | 236 | 2.61 | | | | 10 | | | | | 4 | | | 13 | | | | 24 | 5 | 10 |
| 68 | 871+00 | 904+00 | 3.39 | | 2.20 | | | 2.20 | | 2.20 | | | | | | | | | | | | | | | | | | |
| 69 | 870+50 | 912+00 | 1.94 | 97 | 291 | | | 1.94 | .97 | 2.91 | | | | | | | | 18 | | | | | | | | | | |
| 70 | 870+50 | 910+00 | 18.03 | 2.76 | 4.75 | | | 1803 | 276 | 2079 | | | | 40 | | | | 10 | | | | 4 | 8 | | | | | 40 |
| 71 | 900+00 | 908+00 | 31 | 15 | 46 | | | 31 | 15 | 46 | | | | 15 | | | | | 2 | | | | | | | | 5 | 10 |
| 72 | 901+00 | 912+00 | 386 | .15 | 401 | | | 3.86 | .15 | 4.01 | | | | | | | | | 6 | | | 2 | | | | | | |
| 73 | 903+50 | 911+00 | 518 | 40 | 558 | | | 518 | 40 | 5.58 | | | | 21 | | | | | 4 | | 5 | 8 | 3 | | | | 7 | 15 |
| 74 | 903+00 | 954+50 | 6.38 | 1.47 | 785 | | | 6.38 | 1.47 | 7.85 | | | | | | | | 22 | 16 | 50 | | 11 | | | | | | |
| 75 | 905+50 | 955+00 | 3.39 | | 3.39 | | | 339 | | 3.39 | | | | | | | | | | | | | | | | | | |
| 76 | 906+00 | 956+00 | 10.57 | 506 | 15.63 | | | 10.57 | 506 | 15.63 | | | | 406.67 | | | 25 | | | 49 | | 1 | | | | | | |
| 77 | 947+00 | 959+00 | .94 | | .94 | | | 94 | | 94 | | | | | | | | | | | | | | | | | | |
| 78 | 955+00 | 965+00 | 1045 | 515 | 16.21 | | | 1045 | 5.76 | 15.60 | | | | | | | 34 | | | | | | 28 | 7 | | | | |
| 79 | 955+50 | 964+00 | .60 | | .60 | | | 60 | | 60 | | | | | | | | | | | | | | | | | | |
| 80 | 956+00 | 963+00 | 3.11 | 72 | 383 | | | 3.11 | 72 | 3.11 | | | | | | | | | | | | | | | | | | |
| 81 | 959+00 | 972+00 | 149 | 79 | 2.28 | | | 1.49 | .79 | 2.28 | | | | | | | 8 | | | | | 6 | | | | | | |
| 82 | 965+00 | 990+00 | 314 | 1.75 | 4.89 | | | 3.14 | 1.75 | 4.89 | | | | 80.00 | | | | | 13 | | | 3 | | | | | | |
| 83 | 965+00 | 1040+00 | 522 | | 522 | | | 5.22 | | 522 | | | | | | | | | | | | | | | | | | |
| 84 | 959+00 | 1040+00 | | 814 | 8.14 | | | | 8.14 | 8.14 | | | | | | | 2 | | 38 | | | | | | | 16 | | |
| 85 | 960+00 | 1039+00 | 6.14 | 1.14 | 57 | | | 6.14 | 1 14 | 728 | | | | | | | | | | | | | | | | | | |
| TOTALS | | | | | 111.42 | 7.59 | 10.16 | 83.90 | 32.50 | 131 91 | 22.77 | 27.69 | | 572.67 | | | 72 | 76 | 90 | 99 | 5 | 88 | 49 | 7 | 10 | 84 | 17 | 75 |

| METER NO | 1 1/4" GALV STEEL PIPE LIN.FT. | 1" GALV STEEL PIPE LIN.FT. | 1" WATER METER EACH | 1 1/4" CONT. VALVE EACH | 1 1/4" STOP & WASTE EACH | BUBBLERS EACH | SPRINKLERS EACH |
|---|---|---|---|---|---|---|---|
| M | 1278.0 | 1659.0 | | 2.0 | 1.0 | 65 | |
| N | 1938.5 | 5349.5 | | 3.0 | 1.0 | 110 | |
| O | 1700.0 | 3160.0 | | | | 150 | 17 |
| P | 399.0 | 483.0 | | | | 99 | |
| Q | 1285.0 | 2637.0 | | | | 73 | |
| R | 882.0 | 2260.0 | | | | 59 | |
| TOTALS | 7482.5 | 15648.5 | | 5.0 | 2.0 | 556 | 17 |

## SUPPLEMENTAL AGREEMENT #3

| METER NUMBER | 2" GALV STEEL PIPE | 1 1/2" GALV STEEL PIPE | 1 1/2" CONTROL VALVES | 1 1/2" STOP & WASTE VALVE |
|---|---|---|---|---|
| O | 1500 | 1241 | 3 | 1 |
| P | | 441 | 1 | 1 |
| Q | 630 | 1162 | 1 | 1 |
| R | | 377 | 1 | 1 |
| TOTALS | 2130 | 3221 | 6 | 4 |

| STA | TO STA | FURNISHING CONSTRUCT SIGNS LUMP SUM | FLAGGING MAN HOUR |
|---|---|---|---|
| 836+15 | 1040+00 | 100% | |
| 836 15 | 1040+00 | | 51 |

## SEASONAL STORAGE OF TREES S.A. #2

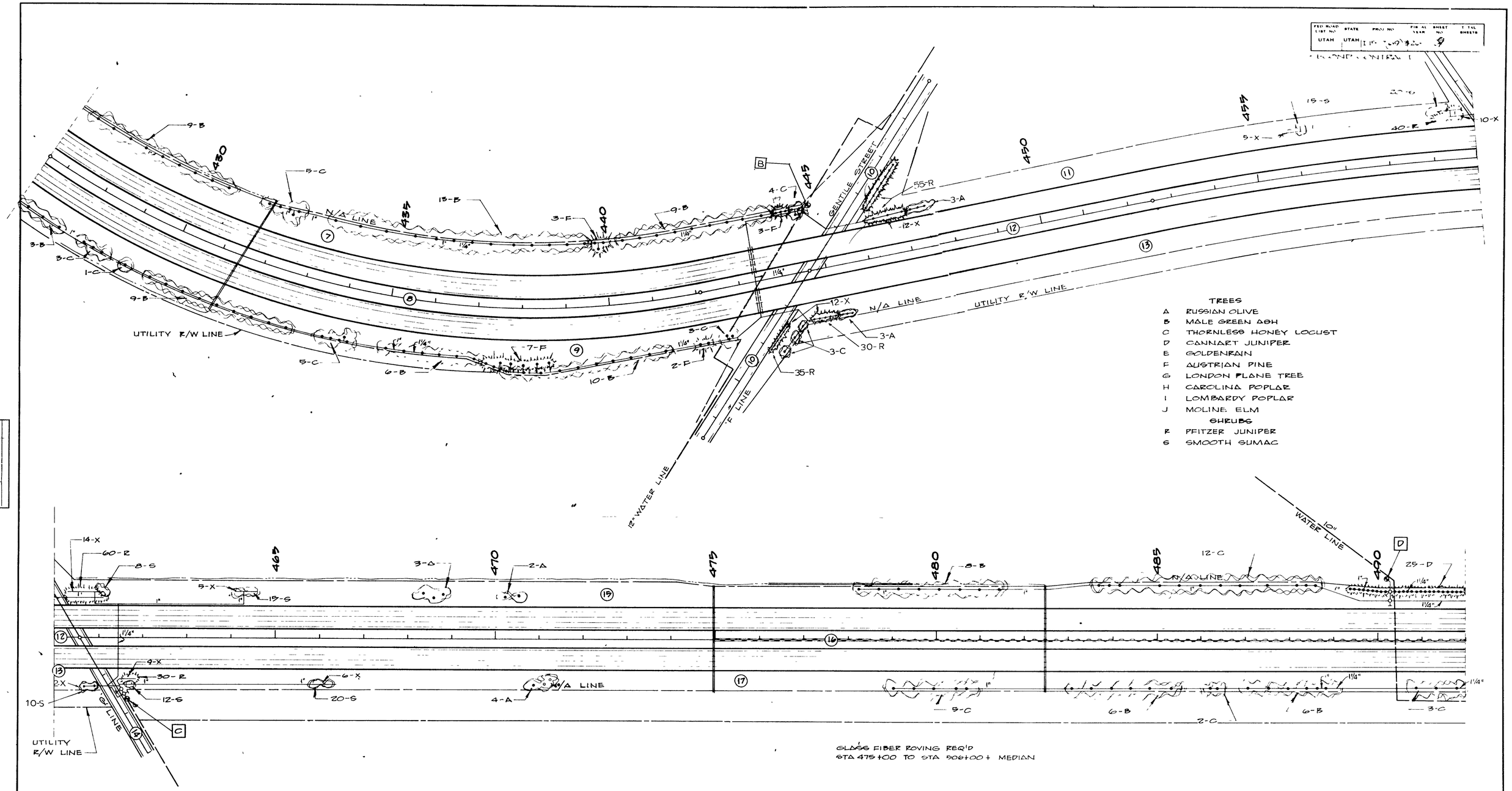
| INVOICE NUMBER | RUSSIAN OLIVE | MALE GREEN ASH | GOLDEN RAIN TREE | LONDON PLANE TREE | CAROLINA POPLAR | SMOOTH SUMAC |
|---|---|---|---|---|---|---|
| 82675 | 10 | | | | | 10 |
| 82671 | 42 | 2 | | | | |
| 82667 | 12 | 27 | 4 | 12 | 7 | 5 |
| 31212 | 26 | | | 1 | | 3 |
| 30961 | | 6 | 3 | 20 | | |
| 82664 | | 28 | 5 | 31 | | |
| 82670 | | | 10 | | | 40 |
| TOTALS | 90 | 65 | 22 | 64 | 7 | 58 |
| GRAND TOTAL → 306 | | | | | | |

## SUPPLEMENTAL AGREEMENT #4

1" GALV STEEL PIPE — 1302 LIN.FT

1 1/4 GALV STEEL PIPE — 81 LIN.FT

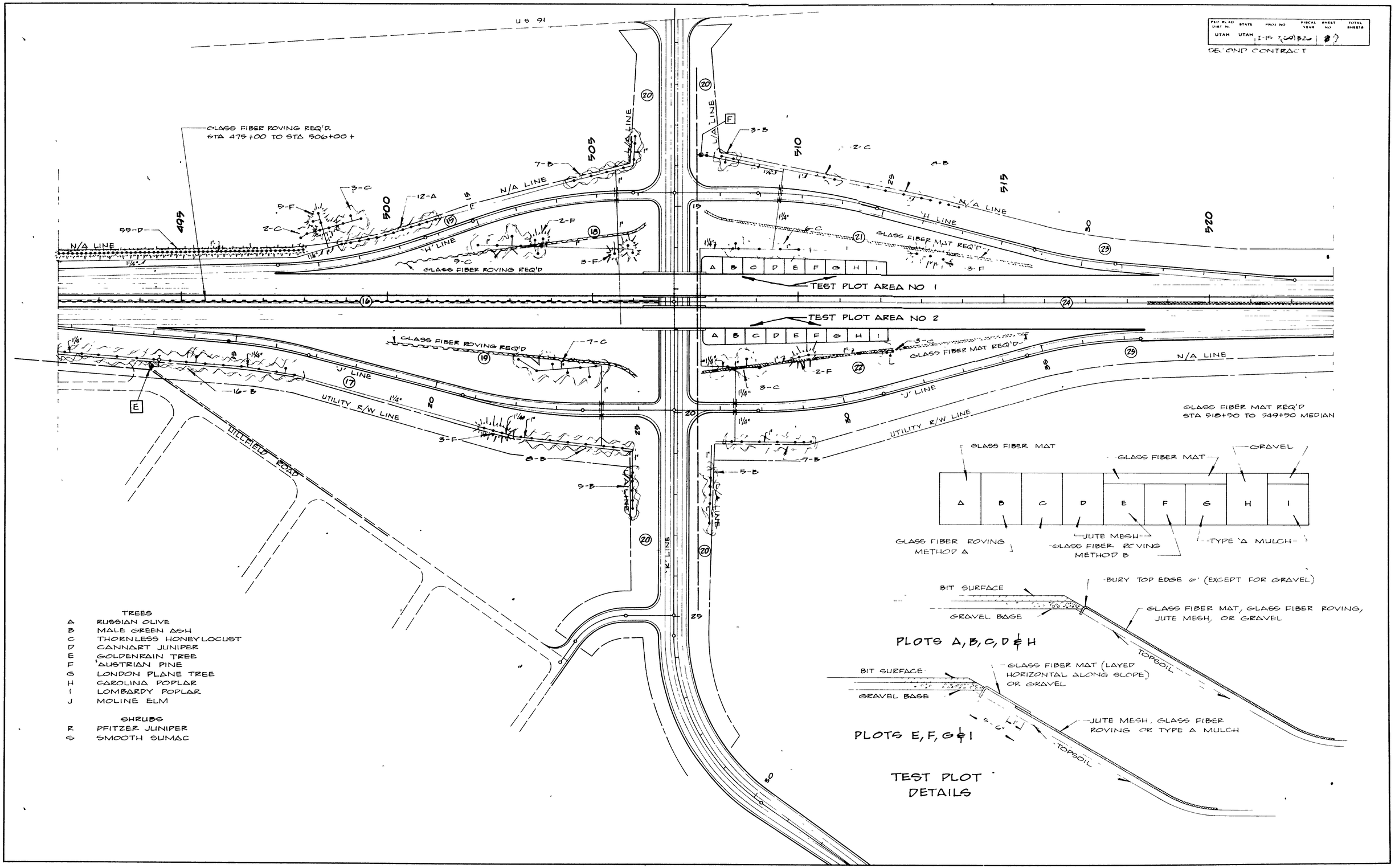
| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FIS. AL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| UTAH | UTAH | IR-[illegible] | [illegible] | 9 | |




| REVISIONS | | |
|---|---|---|
| DATE | BY | DATE |
| | | |

| FED. ROAD DIST. No. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| UTAH | UTAH | I-15-7(60)826 | | 87 | |

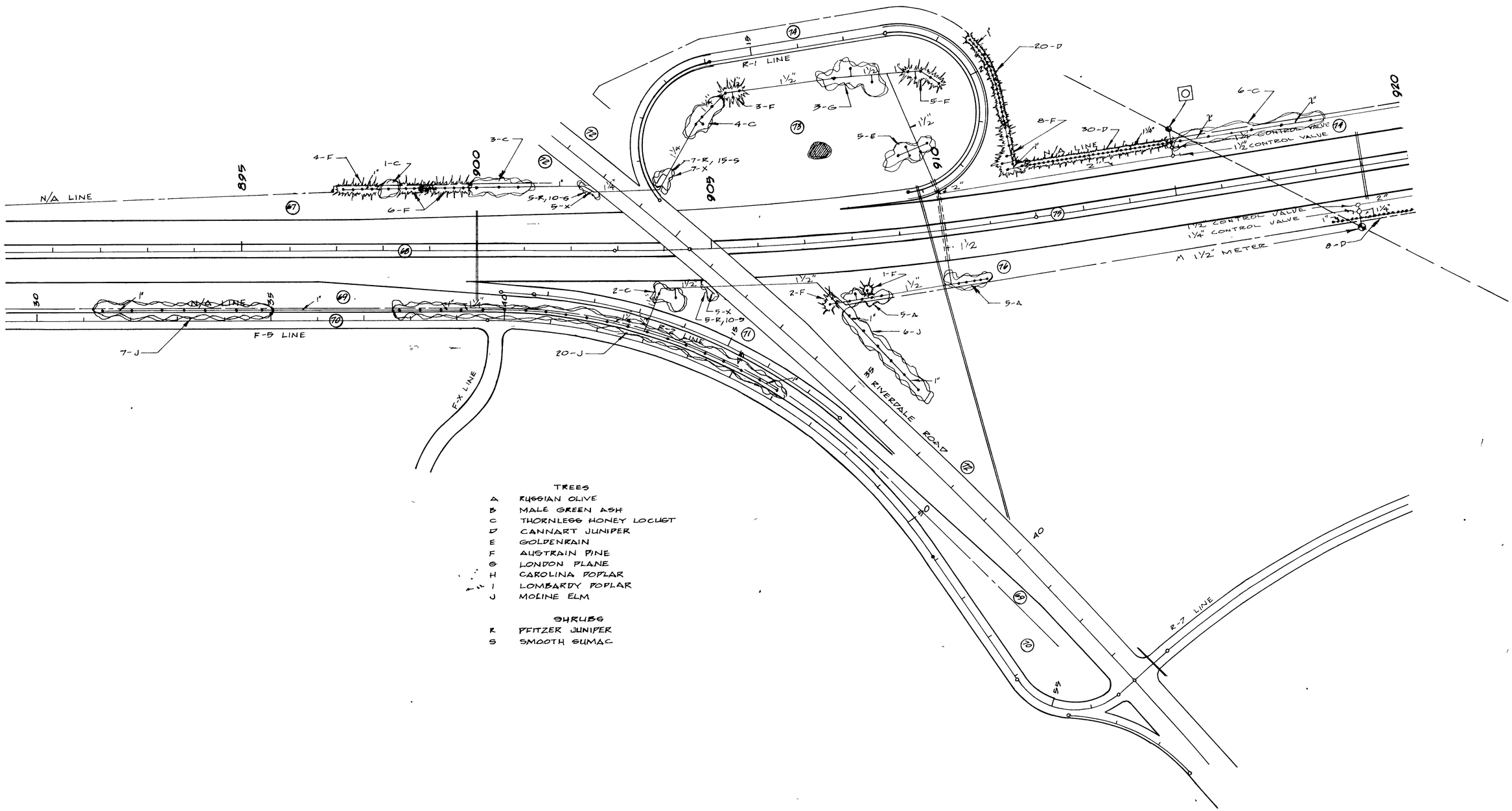
SECOND CONTRACT




| REVISIONS | | | |
|---|---|---|---|
| DATE | BY | DATE | BY |
| | | | |

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21)334 | | [illegible] | |

SECOND CONTRACT 16




TREES

| | |
|---|---|
| A | RUSSIAN OLIVE |
| B | MALE GREEN ASH |
| C | THORNLESS HONEY LOCUST |
| D | CANNART JUNIPER |
| E | GOLDENRAIN |
| F | AUSTRAIN PINE |
| G | LONDON PLANE |
| H | CAROLINA POPLAR |
| I | LOMBARDY POPLAR |
| J | MOLINE ELM |

SHRUBS

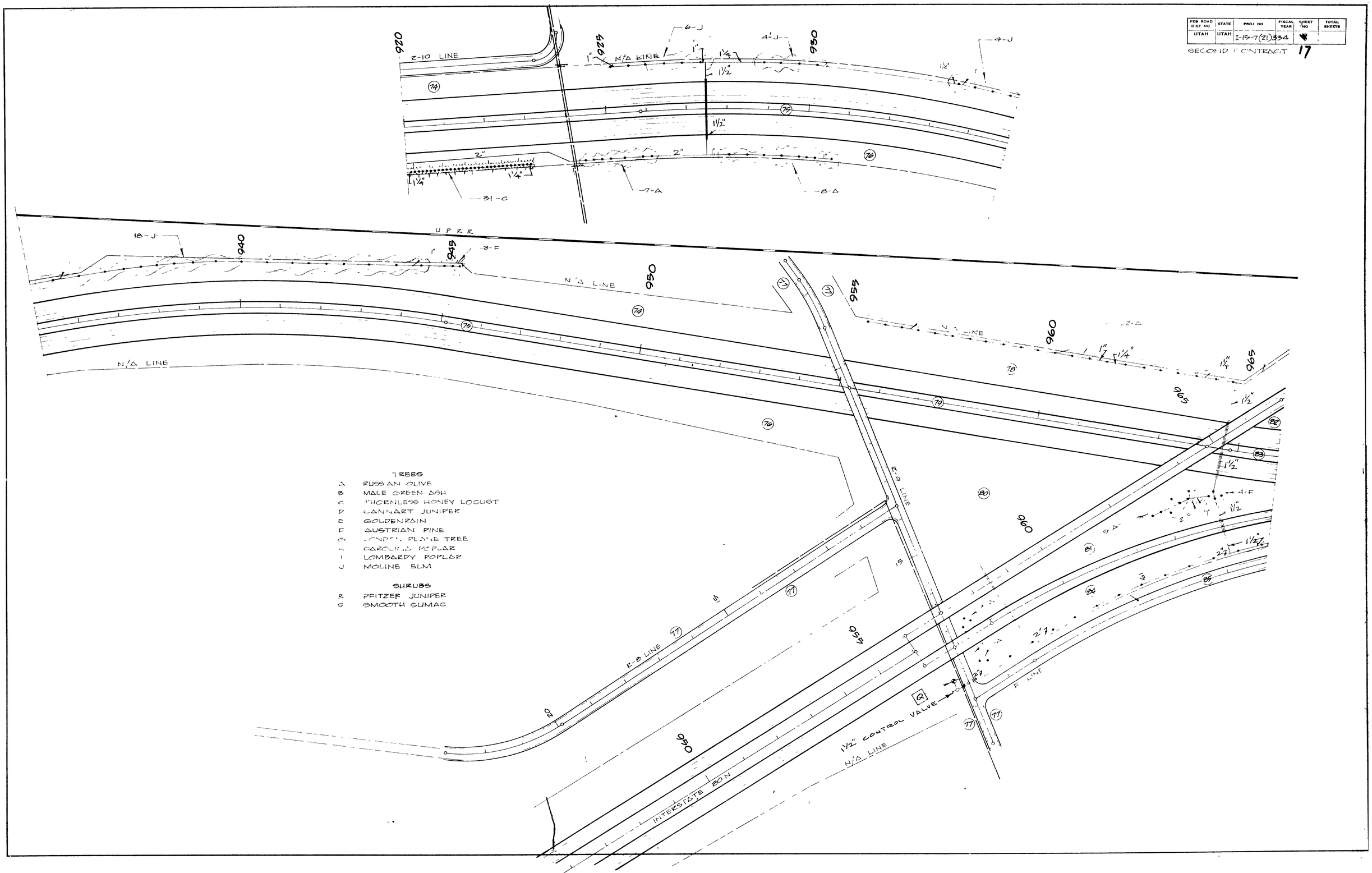
| | |
|---|---|
| R | PFITZER JUNIPER |
| S | SMOOTH SUMAC |

REVISIONS

| DATE | BY | DATE | BY |
|---|---|---|---|

| FED ROAD DIST NO | STATE | PROJ NO | FISCAL YEAR | SHEET NO | TOTAL SHEETS |
|---|---|---|---|---|---|
| UTAH | UTAH | I-15-7(21)334 | | 17 | |

SECOND CONTRACT

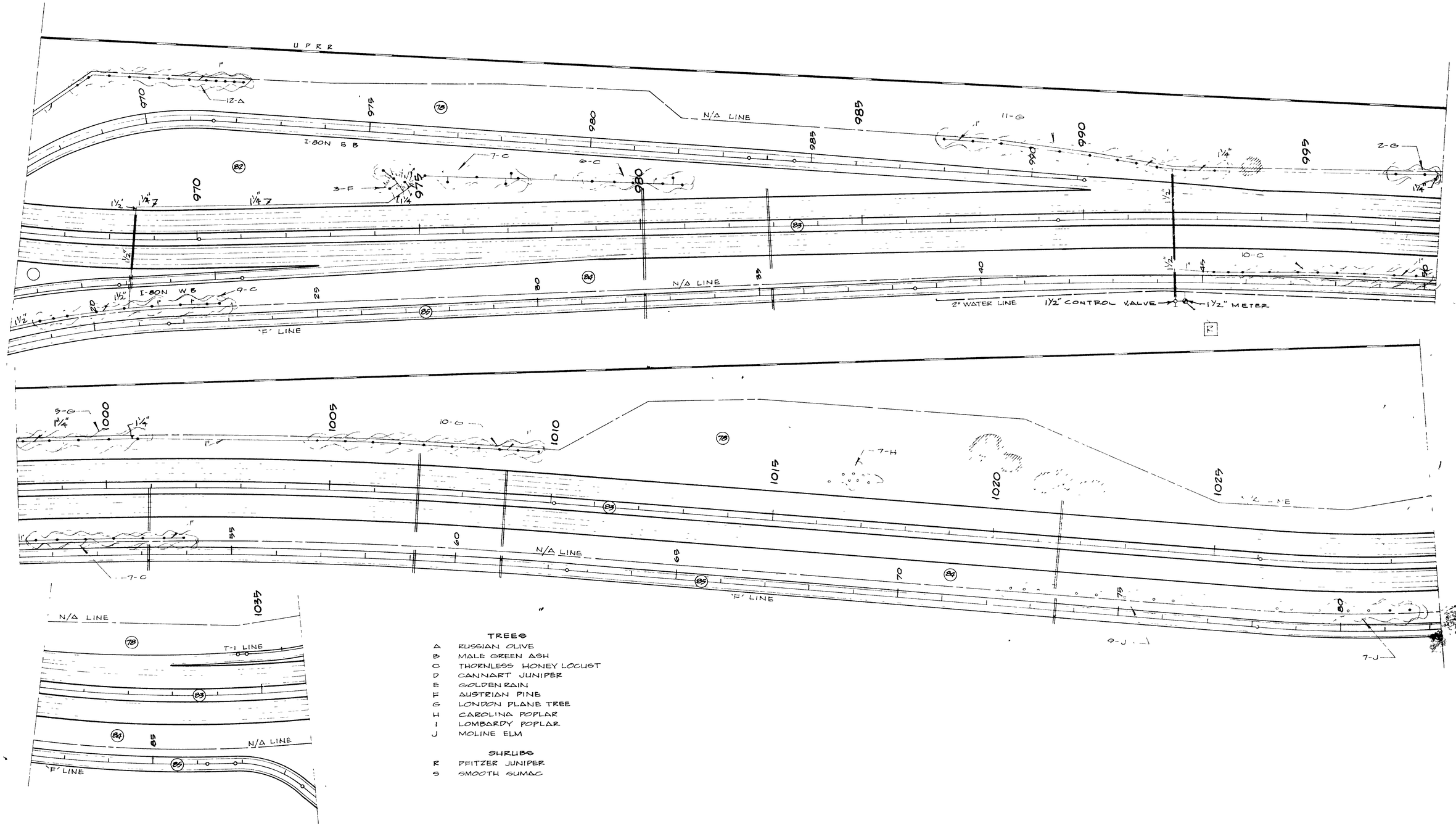



REVISIONS

| DATE | BY | DATE | BY |
|---|---|---|---|

| FED ROAD DIST NO | STATE | PROJ NO | FISCAL YEAR | SHEET NO | TOTAL SHEETS |
|---|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21)334 | | 18 | |

SECOND CONTRACT




TREES

A RUSSIAN OLIVE
B MALE GREEN ASH
C THORNLESS HONEY LOCUST
D CANNART JUNIPER
E GOLDEN RAIN
F AUSTRIAN PINE
G LONDON PLANE TREE
H CAROLINA POPLAR
I LOMBARDY POPLAR
J MOLINE ELM

SHRUBS

R PFITZER JUNIPER
S SMOOTH SUMAC

| REVISIONS | | |
|---|---|---|
| DATE | BY | DATE | BY |

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | | TOTAL SHEETS |
|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21)334 | | |

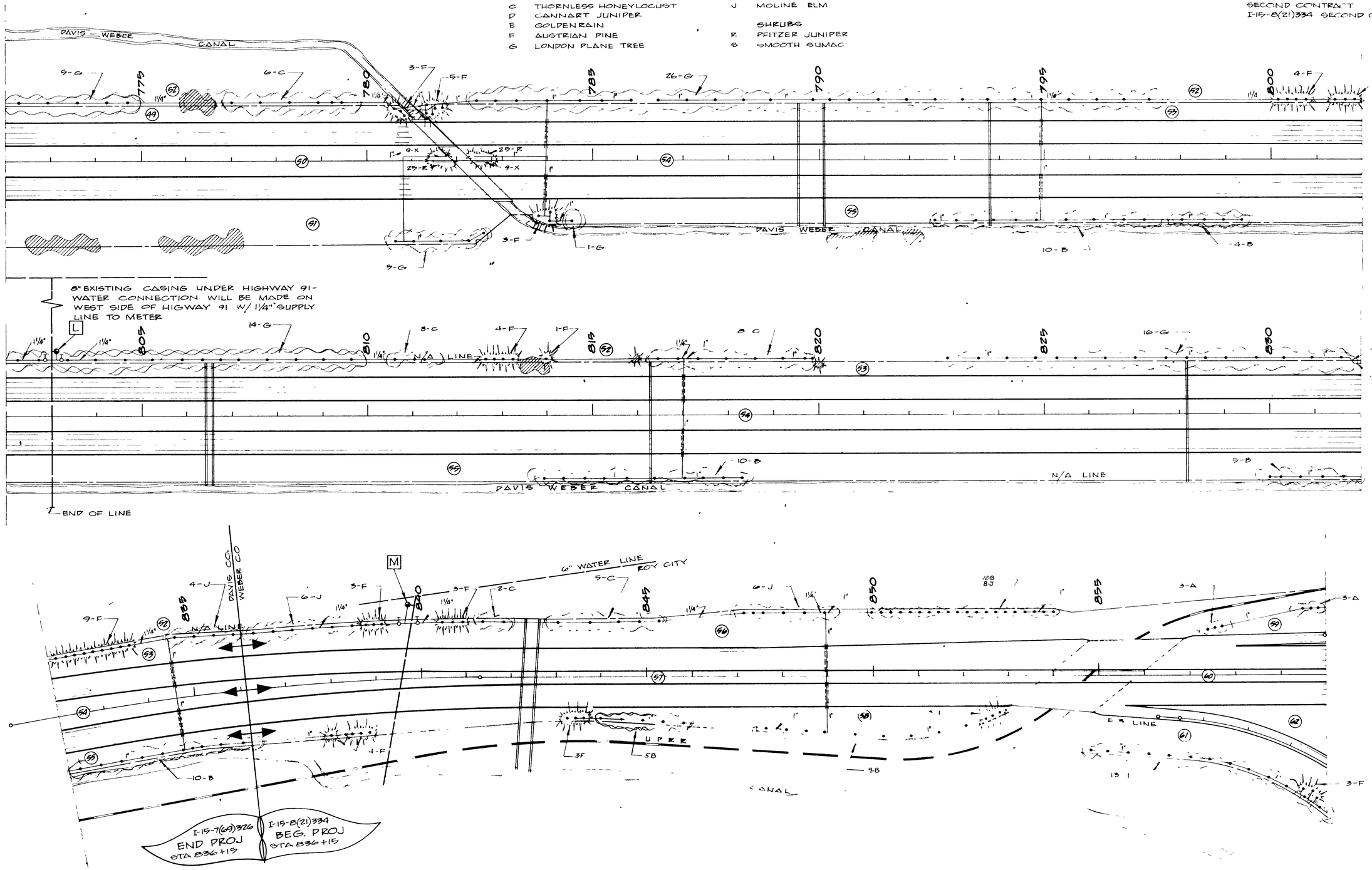
SECOND CONTRACT 19

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| UTAH | UTAH | I 15-7(69)326 | | | |

SECOND CONTRACT
I-15-8(21)334 SECOND CONTRACT

TREES

| | | | |
|---|---|---|---|
| A | RUSSIAN OLIVE | H | CAROLINA POPLAR |
| B | MALE GREEN ASH | I | LOMBARDY POPLAR |
| C | THORNLESS HONEYLOCUST | J | MOLINE ELM |
| D | CANNART JUNIPER | | |
| E | GOLDEN RAIN | | SHRUBS |
| F | AUSTRIAN PINE | R | PFITZER JUNIPER |
| G | LONDON PLANE TREE | S | SMOOTH SUMAC |




| REVISIONS | | | |
|---|---|---|---|
| DATE | BY | DATE | BY |
| | | | |

| FED. AID PROJ. NO. | STATE | PROJ. NO. | TOTAL SHEETS | SHEET NO. | F.A. RTE. SECTION |
|---|---|---|---|---|---|
| UTAH | UTAH | | | 7 | |

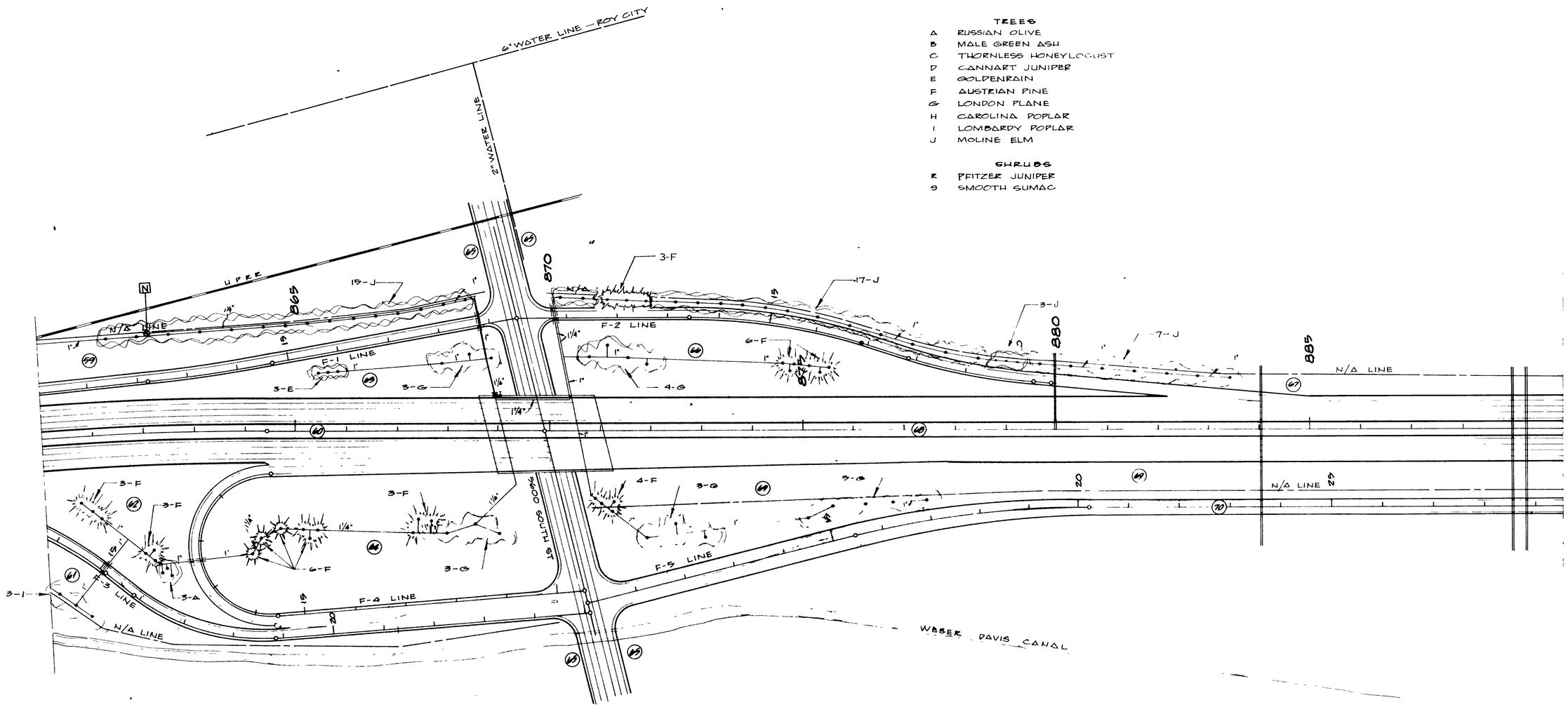
F.A. RTE. NHPA 1

## TREES

- A RUSSIAN OLIVE
- B MALE GREEN ASH
- C THORNLESS HONEYLOCUST
- D CANNART JUNIPER
- E GOLDENRAIN
- F AUSTRIAN PINE
- G LONDON PLANE
- H CAROLINA POPLAR
- I LOMBARDY POPLAR
- J MOLINE ELM

## SHRUBS

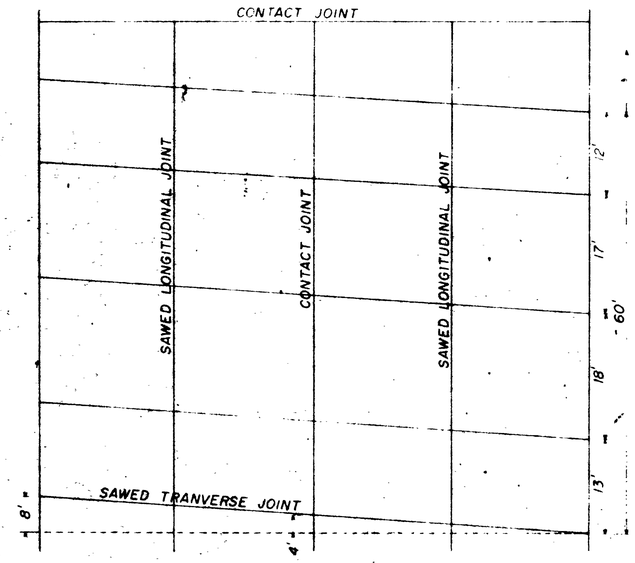
- R PFITZER JUNIPER
- S SMOOTH SUMAC

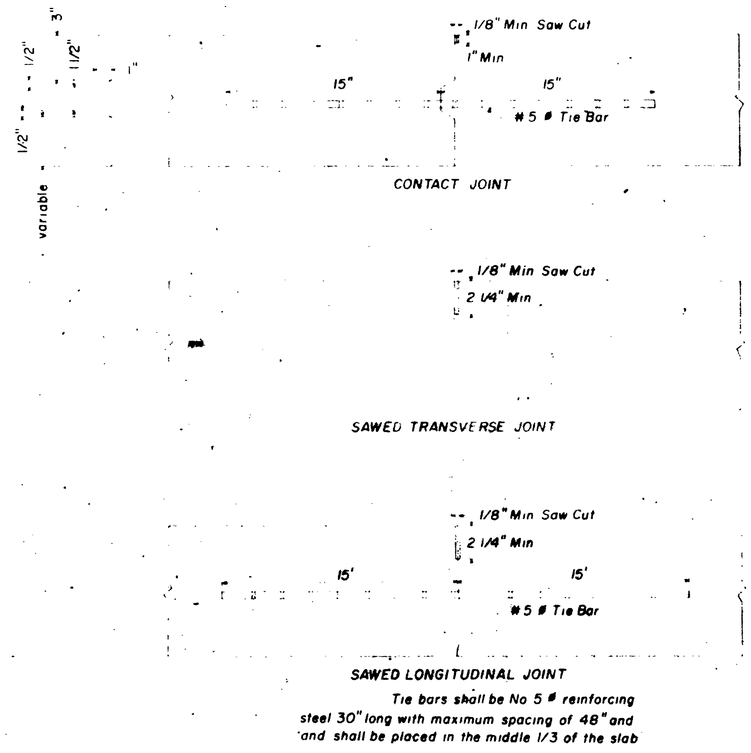



| REVISIONS | | | |
|---|---|---|---|
| DATE | BY | DATE | |
| | | | |
| | | | |
| | | | |

| FED ROAD DIST NO | STATE | PROJ NO | SHEET NO | TOTAL SHEETS |
|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21)334 | 20 | |

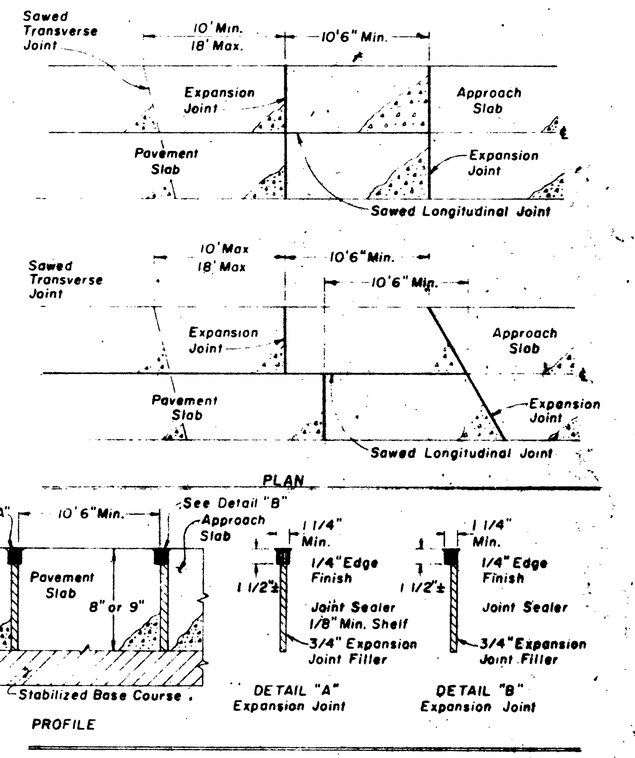
REV DATE 3/10/65

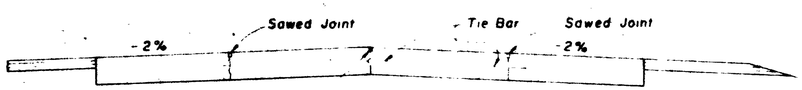


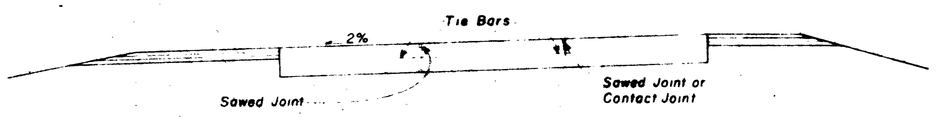

SAWED LONGITUDINAL JOINT

Tie bars shall be No 5 # reinforcing steel 30" long with maximum spacing of 48" and and shall be placed in the middle 1/3 of the slab

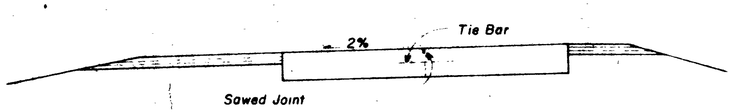


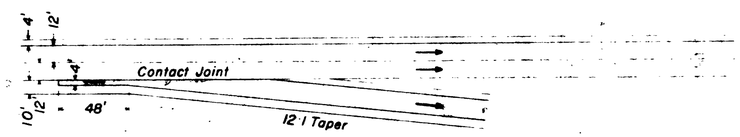

Contact Joint
48' Ft. ROADWAY



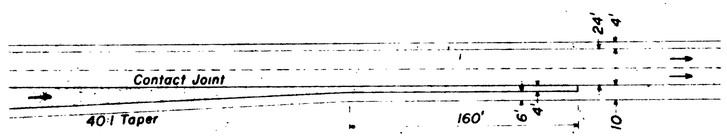

36' Ft Roadway




24' Ft. Roadway

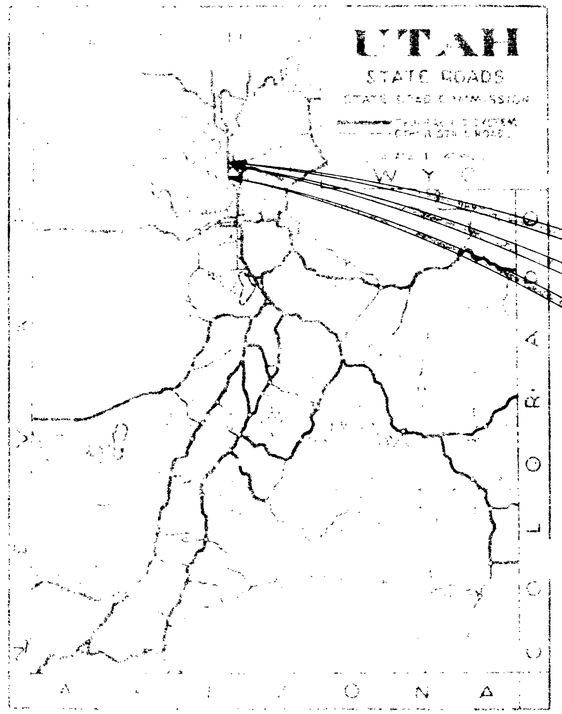



EXIT RAMP




ENTRANCE RAMP

REVISIONS




I-15-8(21) 334 FOURTH CONTRACT
31st ST. INTERCHANGE

I-80 N-6(19)45
I-80 N FROM RIVERDALE ROAD
TO I-15 CONNECTION

I-15-7(69) 326 FIFTH CONTRACT
SYRACUSE ROAD ("M" LINE)

# STATE OF UTAH
# STATE ROAD COMMISSION

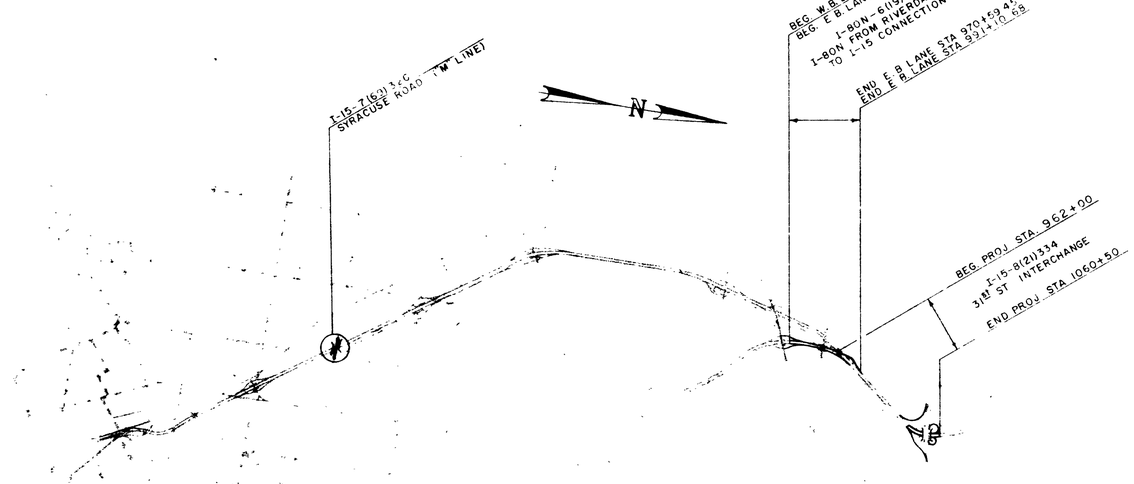
## PLANS OF PROPOSED STATE ROAD

FEDERAL AID PROJECT

**I-15-8(21) 334 FOURTH CONTRACT**
**31st STREET INTERCHANGE**
**WEBER COUNTY**
**LENGTH 1.988 MILE**

**I-80N-6(19) 45**
**I-80N FROM RIVERDALE ROAD**
**TO I-15 CONNECTION**
**WEBER COUNTY**
**LENGTH 0.814 MILE**

**I-15-7(69) 326 FIFTH CONTRACT**
**SYRACUSE ROAD ("M" LINE)**
**DAVIS COUNTY**
**~~LENGTH 0.303 MILE~~**




FED. RD. DIST. NO. | STATE | PROJECT NO. | SHEET NO. | TOTAL SHEETS
TAN | UTAH | I-15-8(21)334
I-80N-6(19)45
I-15-7(69)326
REVISION DATE 6/20/66

INDEX TO SHEETS NO. I-15-8(21)334 4TH CONT

| SHEET NO. | DESCRIPTION | DRAWING NO. | STATION |
|---|---|---|---|
| 1 | TITLE SHEET | | |
| 2-2C | TYPICAL SECTIONS-MATL'S. SHT | | |
| 3-3B | SUMMARY SHEETS | | |
| 4-14 | PLAN AND PROFILE | | |
| 15 | STANDARD CATCH BASIN | V-750 | |
| 16 | STANDARD CATCH BASIN | V-753 | |
| 17 | STD. C.O.B. & CATCH BASIN-48" PIPE | V-755 | |
| 18 | STD. C.O.B. & CATCH BASIN-42" PIPE | V-813 | |
| 19-20 | SUPERELEVATION AND WIDENING | 203(1-2) | |
| 21 | Entrance & Exit Ramp Geometrics | 207 | |
| 22 | CONCRETE CURB & GUTTER | 220 | |
| 23 | GUARD RAIL INSTALL. & LOCATION | 231 | |
| 24 | CORRUGATED METAL PIPE CULVERT | 300 | |
| 25 | METAL CULVERT END SECTIONS | 302 | |
| 26 | REINFORCED CONCRETE CULVERTS | 320 | |
| 27 | REINFORCED CONC. CULV. END SECT | 322 | |
| 28 | DIPSTONE, INLET AND OUTLET | 351 | |
| 29-34 | CONSTRUCTION SIGNING | 500(1-5) | |
| 35 | CONSTRUCTION IDENT. SIGNS | 504 | |
| 36 | TYPICAL PAVEMENT MARKINGS | 507 | |
| 37 | STD. CATCH BASIN 36" PIPE | V-754 | |
| 38 | DEEP BM HWY GUARD RAIL | 230-1 | |
| 39 | GUARD RAIL APP. ELEMENT INSTALL | 230-2 | |

INDEX TO SHEETS NO. I-80N-6(19)45

| SHEET NO. | DESCRIPTION | DRAWING NO. | STATION |
|---|---|---|---|
| 1 | TITLE SHEET | | |
| 2-2C | TYPICAL SECTIONS - MATL'S SHT. | | |
| 3 | SUMMARY SHEET | | |
| 4-11 | PLAN AND PROFILE | | |
| 12-13 | SUPERELEVATION AND WIDENING | 203(1-2) | |
| 14 | Entrance & Exit Ramp Geometrics | 207 | |
| 15 | CONCRETE CURB AND GUTTER | 220 | |
| 16 | GUARD RAIL INSTALL & LOCATION | 231 | |
| 17 | CORRUGATED METAL PIPE CULVERT | 300 | |
| 18 | METAL CULVERT END SECTION | 302 | |
| 19 | DIPSTONE INLET AND OUTLET | 351 | |
| 20-24 | CONSTRUCTION SIGNS | 500(1-5) | |
| 25 | CONSTRUCTION IDENT. SIGNS | 504 | |
| 26 | TYPICAL PAVEMENT MARKINGS | 507 | |
| 27 | DEEP BEAM HWY. GUARD RAIL | 230-1 | |
| 28 | GUARD RAIL APP. ELEMENT INSTALL. | 230-2 | |

INDEX TO SHEETS NO. I-15-7(69)326 5TH CONT.

| SHEET NO. | DESCRIPTION | DRAWING NO. | STATION |
|---|---|---|---|
| 1 | TITLE SHEET | | |
| 2-2B | TYPICAL SECTIONS-MATL'S SHT | | |
| 3 | SUMMARY SHEET | | |
| 4-5 | PLAN AND PROFILE | | |
| 5 | CONCRETE CURB AND GUTTER | 220 | |
| 6 | GUARD RAIL INSTALL & LOCATION | 231 | |
| 7 | CORRUGATED METAL PIPE CULV. | 300 | |
| 8 | METAL CULVERT END SECTIONS | 302 | |
| 9 | DIPSTONE INLET AND OUTLET | 351 | |
| 10-14 | CONSTRUCTION SIGNS | 500(1-5) | |
| 15 | CONSTRUCTION IDENT. SIGNS | 504 | |
| 16 | TYPICAL PAVEMENT MARKINGS | 507 | |
| 17 | DEEP BEAM HWY GUARD RAIL | 230-1 | |
| 18 | GUARD RAIL APP. ELEMENT INSTALL. | 230-2 | |

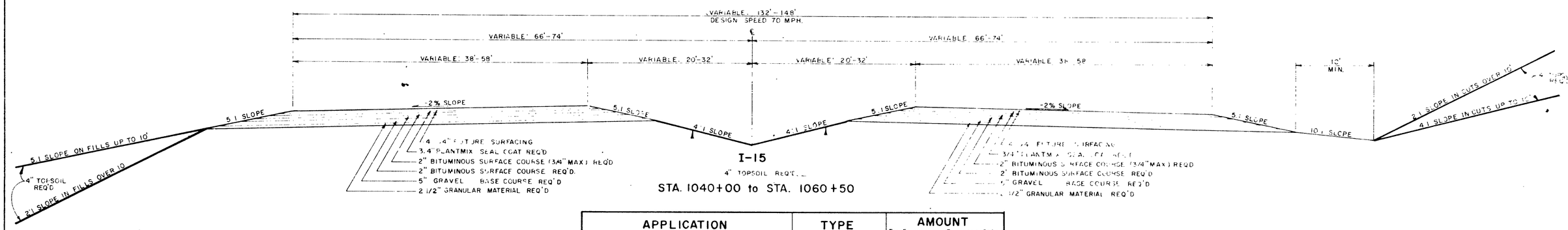
MAY 1966

MAY 1966

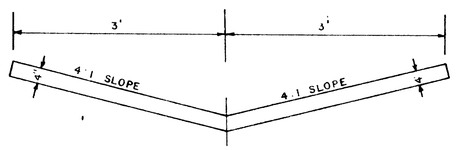
MAY 1966

I-5-N(2) 334 966 2

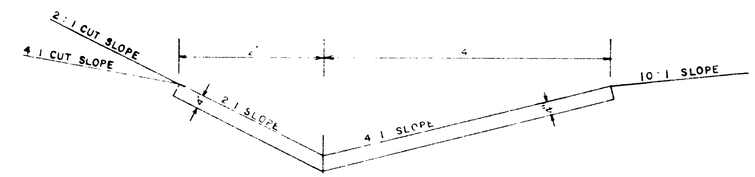
REV 6-10-66



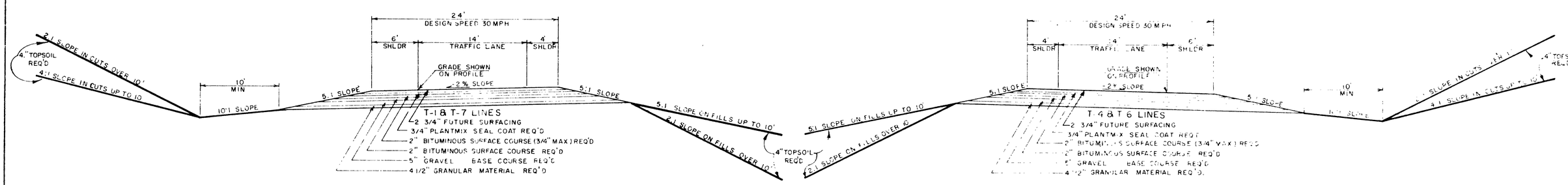

| APPLICATION | TYPE | AMOUNT For Estimating Purposes Only |
|---|---|---|
| BITUMINOUS MATERIAL FOR PLANTMIX SEAL COAT | 60-70 PENETRATION | 7% by Weight of Plantmix Seal Coat |
| BITUMINOUS SURFACE COURSE | | 148 Lbs per Cu Ft |
| BITUMINOUS SURFACE COURSE | 85-100 PENETRATION | 5% by Weight of Bit Surface Course |
| TACK COAT (251 Gal per Ton) | RC-70 OR RC-250 | 0.1 Gal per Ton |
| BITUMINOUS BASE COURSE | | 148 LBS per Cu Ft |
| BITUMINOUS MATERIAL FOR BIT BASE COURSE | 85-100 PENETRATION | 4.5% By Weight |
| PRIME COAT (249 Gal per Ton) | MC-250 | 0.35 Gal. Per. Sq. Yd. |
| GRAVEL BASE COURSE | | 140 Lbs per Cu Yd. |
| PLANTMIX SEAL COAT | | 148 Lbs per Cu Yd |



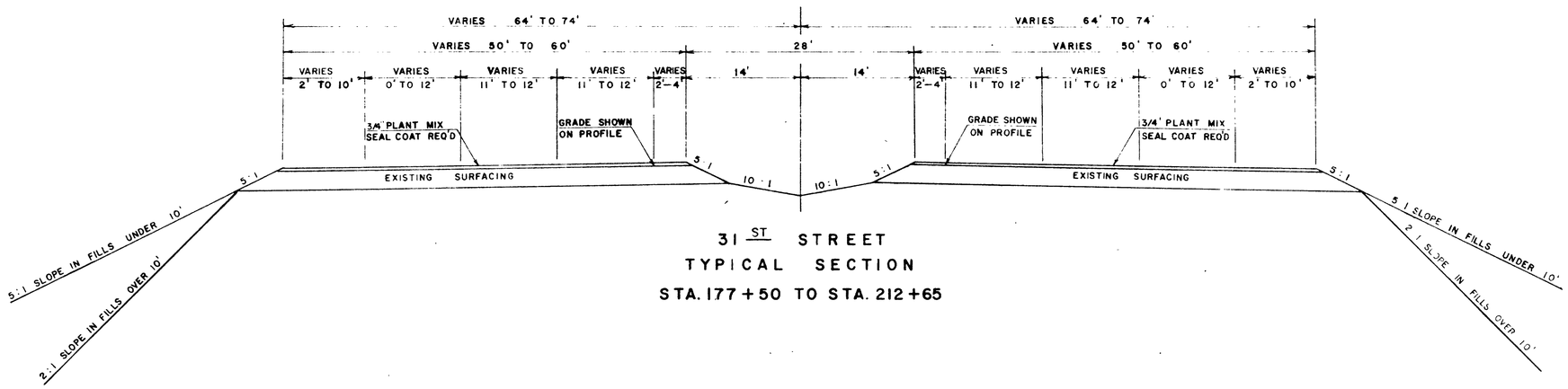

TYPICAL SECTION NO. 1
CONC. LINED MEDIAN DITCH




TYPICAL SECTION NO. 2
CONC. LINED CUT DITCH




GRB

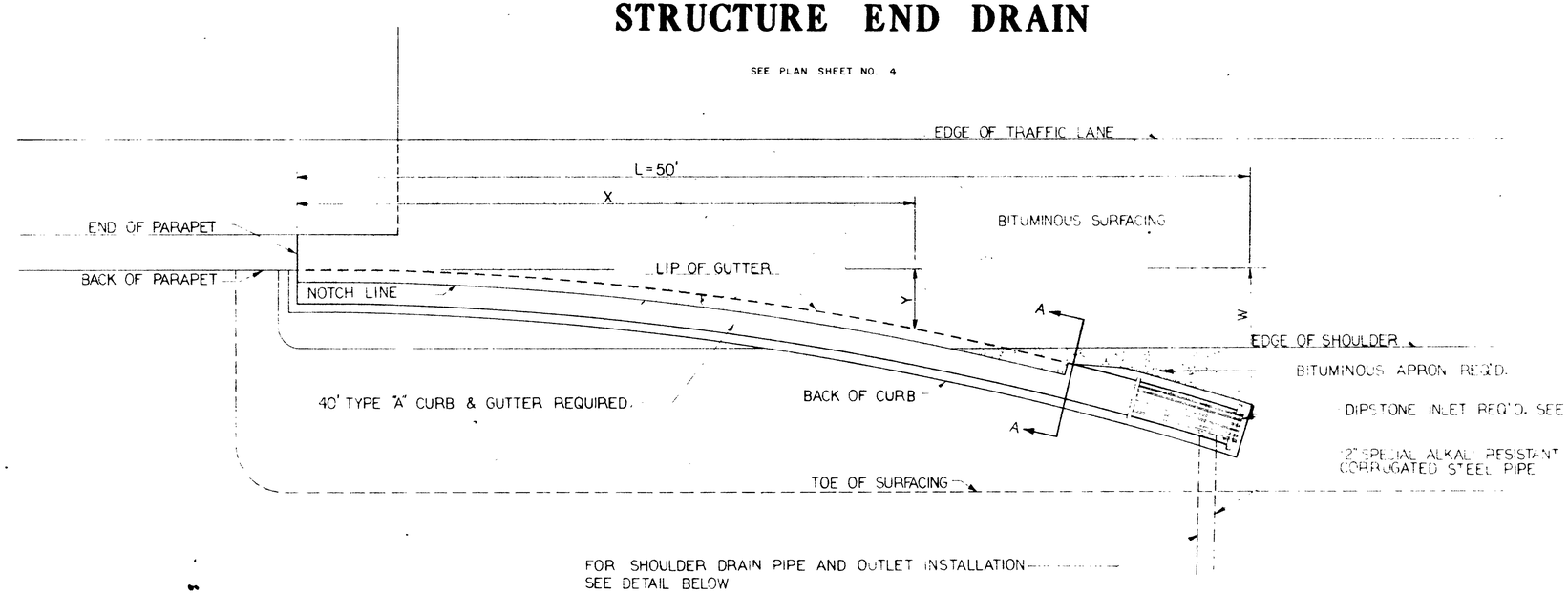



31 ST STREET
TYPICAL SECTION
STA. 177+50 TO STA. 212+65

REVISIONS
DATE BY DATE BY

# STRUCTURE END DRAIN

SEE PLAN SHEET NO. 4



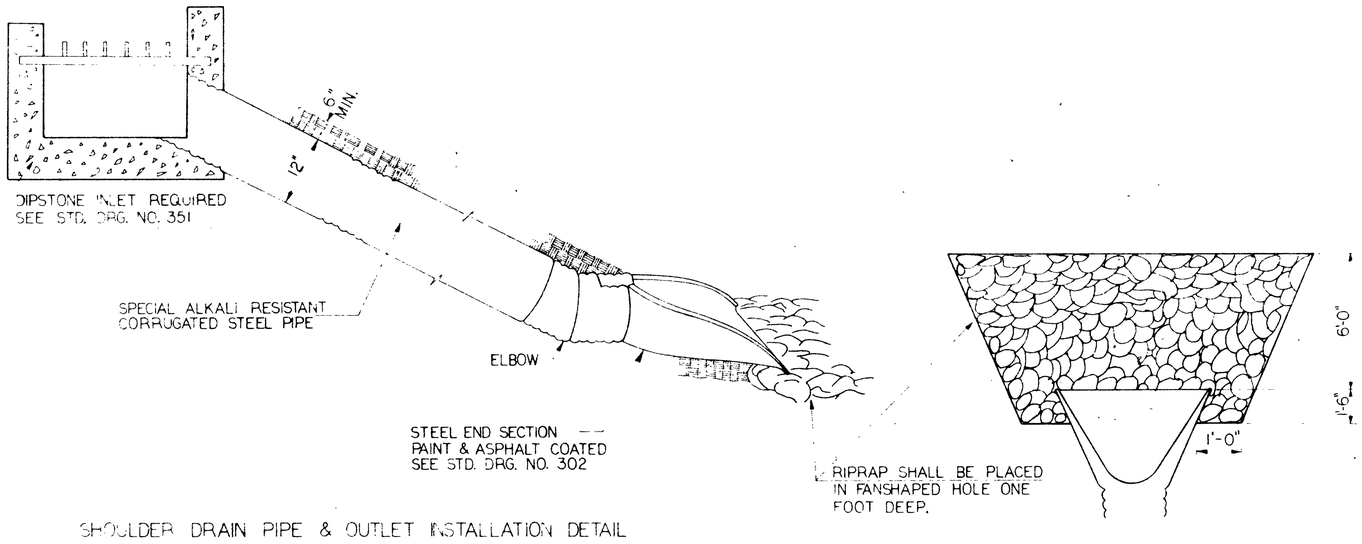

$Y = W\frac{X^2}{L^2}$

Y = OFFSET AT ANY POINT
X = LENGTH [illegible] FROM END OF PARAPET
W = TOTAL [illegible] FROM BACK OF PARAPET TO LIP OF GUTTER
L = TOTAL LENGTH OF END DRAIN

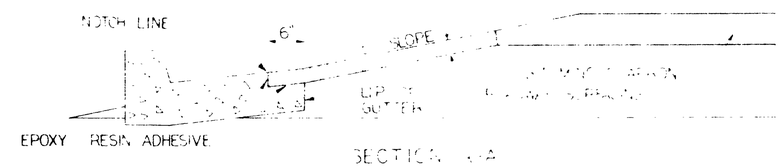
FOR SHOULDER DRAIN PIPE AND OUTLET INSTALLATION
SEE DETAIL BELOW

REVISIONS
DATE BY DATE BY

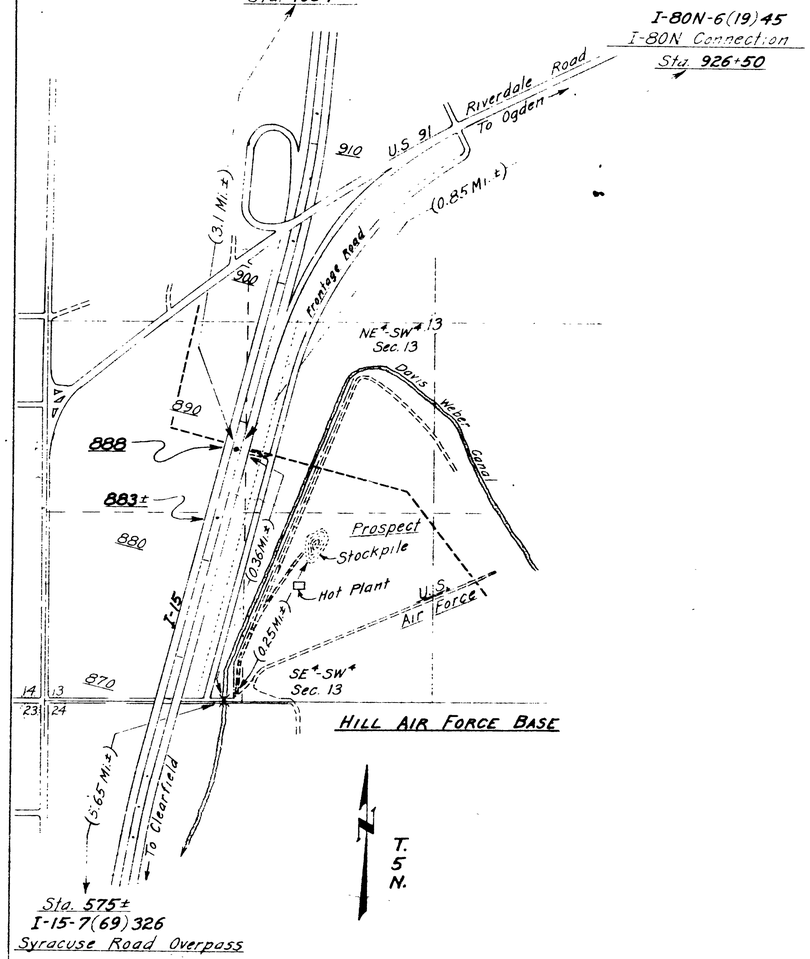
3.8' - W — SHOULDERS LESS THAN 8'-0"
2.8' - A — SHOULDERS 8'-0" OR MORE




SHOULDER DRAIN PIPE & OUTLET INSTALLATION DETAIL




SECTION A-A
(TYPE "A" CURB AND GUTTER, MODIFIED WITH NOTCH TO RECEIVE PAVEMENT COURSE) [illegible]




## 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

Section Line

Highway

Road

Frame & Boulders

Soil

Rock

I-15-8(21)334 1966 2C

UTAH STATE DEPARTMENT of HIGHWAYS
MATERIALS SECTION

MATERIALS PROSPECTS AND TEST HOLES

PROJECT NO. I-15-8(21)334

PROJECT NAME 31st STREET, OGDEN, INTERCHANGE; I-80N CONNECTION AND SYRACUSE ROAD OVERPASS

COUNTY DAVIS & WEBER

DATE MAY 1966 DRAWN BY JWCLOPTON

DATA BY _____ AUTH _____

FIELD BOOK _____ SHEET NO. 1 OF 1

### Fife's Crusher Belt Sampling

| Sample Number | 1 | 2 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|
| Test hole | | | | | | | |
| Pass no. 2 | | 100 | | | | | |
| | 100 | 97 | 90 | 12 | 90 | 100 | 100 |
| | 88 | 79 | 79 | 74 | 72 | 78 | 68 |
| | 72 | 68 | 74 | 65 | 6 | 68 | 56 |
| | 56 | 54 | 60 | [illegible] | 52 | 55 | 47 |
| | 49 | 47 | 52 | 43 | 45 | 47 | 43 |
| No. 4 | 38 | 38 | 43 | 35 | 38 | 39 | 38 |
| No. 8 | 34 | 34 | 39 | 3 | 34 | 35 | 35 |
| No. 40 | 25 | 23 | 28 | 21 | 23 | 23 | 26 |
| No. 80 | 11 | 4 | [illegible] | 10 | 11 | 12 | 12 |
| No. [illegible] | | | | | | | |
| No. 200 | 6 | 8 | 9 | 5 | 5 | 6 | 6 |

### Stock Pile Sampling

| | 65-1-A-1009 | 65-1-A-1010 | 65-1-A-1011 | 65-1-A-1012 | 65-1-A-1013 |
|---|---|---|---|---|---|
| | 4 | 3 | 5 | 1 | 2 |
| | 100 | 100 | 100 | 100 | 100 |
| | 100 | 96 | 100 | 100 | 99 |
| | 89 | 84 | 90 | 87 | 84 |
| | 79 | 71 | 80 | 80 | 75 |
| | 67 | 60 | 69 | 67 | 64 |
| | 62 | 53 | 61 | 60 | 57 |
| | 53 | 45 | 50 | 51 | 48 |
| | 49 | 41 | 45 | 46 | 44 |
| | 38 | 30 | 33 | 33 | 32 |
| | | | | | |
| | 16 | 12 | 15 | 15 | 14 |
| | 9 | 8 | 10 | 10 | 9 |

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

GRAVEL Prospect No 1

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

B & M Scale 1" = Contour Interval =

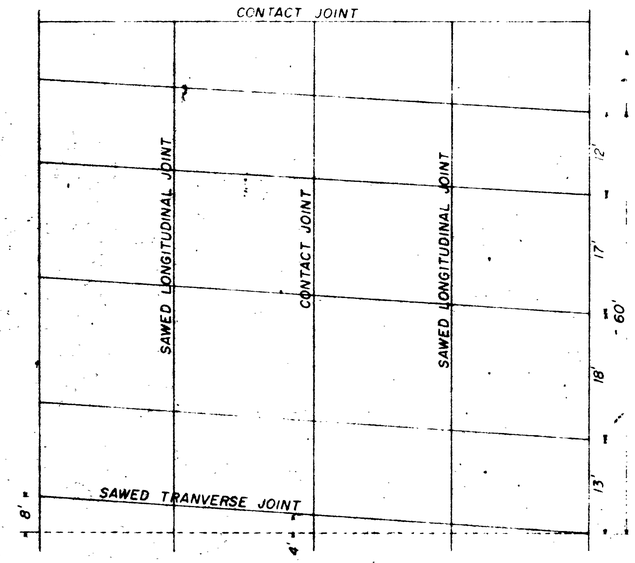
Prospect No

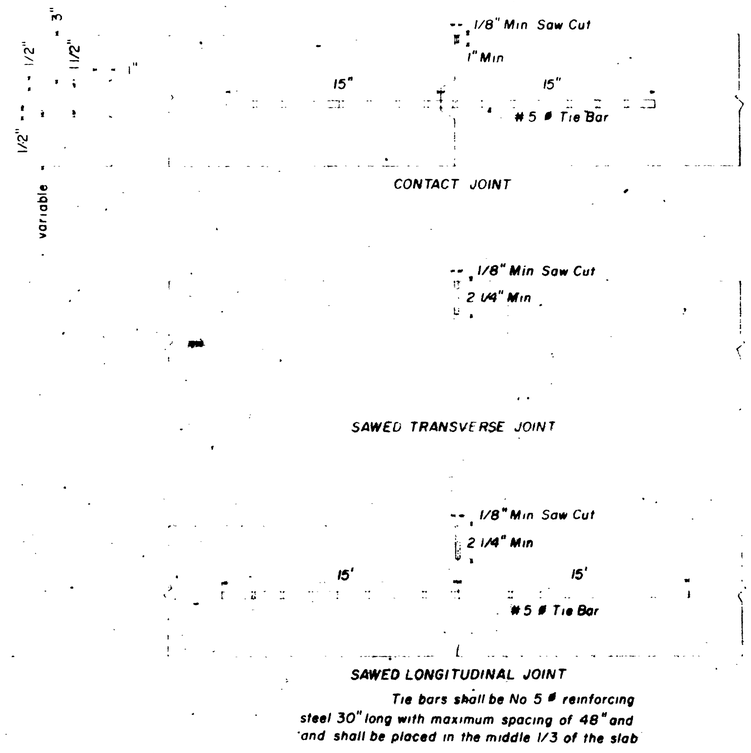
LOG of TEST HOLES

Ground Line

| FED ROAD DIST NO | STATE | PROJ NO | SHEET NO | TOTAL SHEETS |
|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21)334 | 20 | |

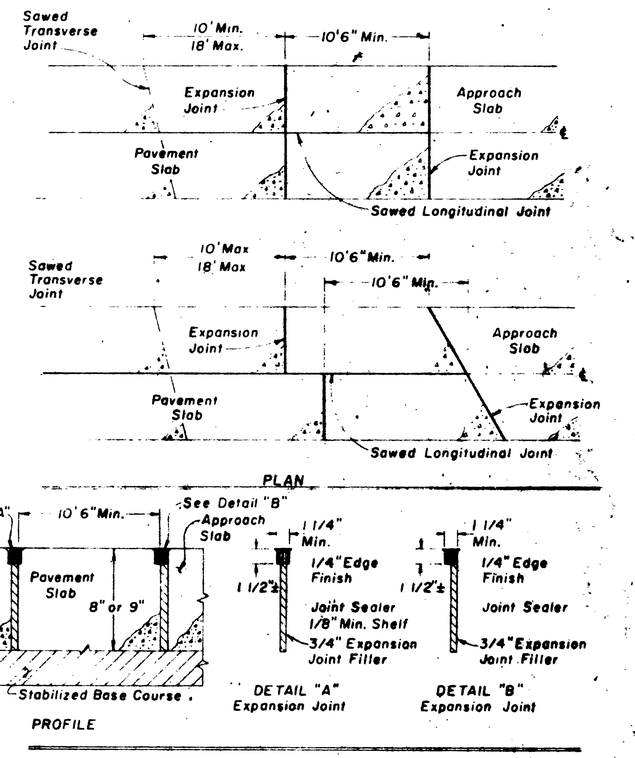
REV DATE 3/10/65

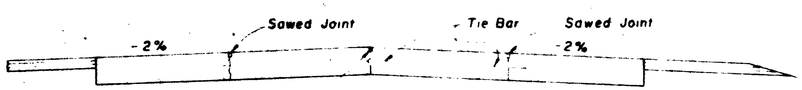


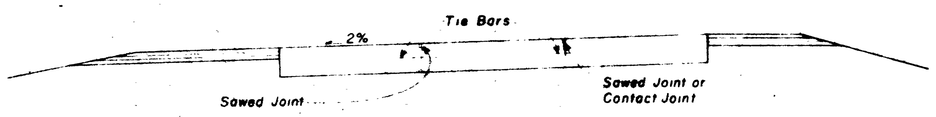

SAWED LONGITUDINAL JOINT

Tie bars shall be No 5 # reinforcing steel 30" long with maximum spacing of 48" and and shall be placed in the middle 1/3 of the slab

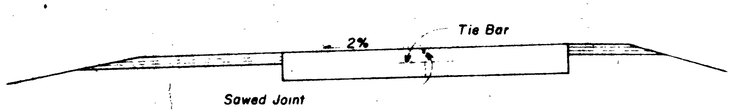


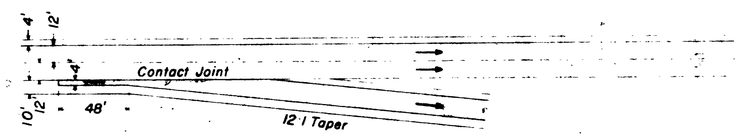

Contact Joint
48' Ft. ROADWAY



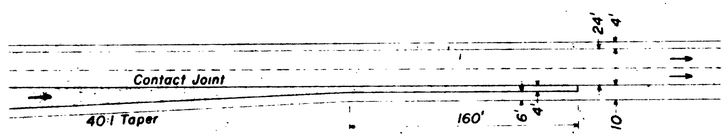

36' Ft Roadway




24' Ft. Roadway




EXIT RAMP




ENTRANCE RAMP

REVISIONS

REV 6/10/66

# SURFACING SUMMARY

| ROADWAY LANES or LINES | FROM STATION | TO STATION | LENGTH FEET | BASE MATERIAL: GRAVEL BASE Course * Type Maximum Width | Depth | Ton | SURFACING MATERIAL: Plantmix Seal Coat Traffic Lane Width | Ton | BITUMINOUS SURFACE TYPE 3/4" Maximum Width | Depth | Ton | Width | Depth | Ton | BITUMINOUS MATERIAL: Plantmix Seal Coat Traffic Lane 65-70 Penet. Asphalt Width | Ton | BITUMINOUS SURFACE 85-100 Penet. Asphalt 3/4 MAX. Ton | TACK COAT TYPE RC-70-250 Width | Ton | TACK COAT TYPE RC-70-250 Width | Ton | PRIME COAT TYPE MC-250 Width | Ton |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| T-1 | 10+00 | 30+58.59 | 2058.59 | 32.33 | 5" | 1,941 | 26.62 | 253 | 29.42 | 2" | 747 | 27.75 | 2" | 7.5 | | 17 | 37.4 | 35.3 | 28.58 | 3.9 | 26.92 | 2.4 | 30.25 | 9.7 |
| T-4 | 10+00 | 27+81.33 | 1781.33 | 32.33 | 5" | 1,680 | 26.62 | 166 | 29.42 | 2" | 646 | 27.75 | 2" | 6.0 | | 5.3 | 32.3 | 30.5 | 28.58 | 3.4 | 26.92 | 2.1 | 30.25 | 8.4 |
| T-6 | 10+50 | 24+00 | 1350.00 | 32.33 | 5" | 273 | 26.62 | 166 | 29.42 | 2" | 496 | 27.75 | 2" | 462 | | 6 | 24.5 | 23.1 | 28.58 | 2.5 | 26.92 | 1.6 | 30.25 | 6.4 |
| T-7 | 10+50 | 20+35 | 985.00 | 32.33 | 5" | 925 | 26.62 | 112 | 29.42 | 2" | 357 | 27.75 | 2" | 33.1 | | 8.5 | 17.9 | 16.9 | 28.58 | 1.9 | 26.92 | 1.2 | 30.25 | 4.7 |
| T-1 DECELERATION | | LANE | 408.00 | 12.00 | 5 | 143 | 12.00 | 23 | 12.00 | 2" | 60 | 12.00 | 2" | 60 | | 1.6 | 3.0 | 3.0 | 12.00 | 0.3 | 12.00 | 0.2 | 12.00 | 0.8 |
| I-15 N.B. | 1040+00 | 1049+07.84 | 907.84 | 59.58 | 5" | 1,578 | 53.85 | 226 | 56.67 | 2" | 635 | 57.00 | 2" | 636 | | 5.8 | 31.8 | 30.8 | 55.83 | 3.3 | 54.17 | 2.2 | 57.50 | 8.2 |
| | 1049+07.84 | 1050+00.00 | 92.16 | 69.58 | 5" | 187 | 63.85 | 27 | 66.67 | 2" | 76 | 65.00 | 2" | 74 | | 1.9 | 3.8 | 3.7 | 65.83 | 0.4 | 64.17 | 0.3 | 67.50 | 1.0 |
| | 1050+00.00 | 1053+50.00 | 350.00 | 69.58 | 5" | 710 | 63.85 | 103 | 66.67 | 2" | 288 | 65.00 | 2" | 284 | | 7.2 | 14.4 | 14.1 | 65.83 | 1.5 | 64.17 | 1.0 | 67.50 | 3.7 |
| | 1053+50.00 | 1059+16.24 | 566.24 | 65.58 | 5 | 1,083 | 59.85 | 157 | 62.67 | 2" | 438 | 61.00 | 2" | 426 | | 0 | 21.9 | 21.3 | 61.83 | 2.3 | 60.17 | 1.5 | 63.50 | 5.6 |
| I-15 N.B. | 1059+16.24 | 1060+50 | 133.76 | 61.58 | 5" | 240 | 55.85 | 35 | 58.67 | 2" | 97 | 57.00 | 2" | 94 | | 2.4 | 4.9 | 4.7 | 57.83 | 0.5 | 56.17 | 0.3 | 59.50 | 1.2 |
| I-15 S.B. | 1040+00 | 1045+00 | 500.00 | 59.58 | 5" | 869 | 53.85 | 24 | 56.67 | 2" | 349 | 55.00 | 2" | 339 | | 8.7 | 17.5 | 17.0 | 55.83 | 1.8 | 54.17 | 1.2 | 57.50 | 4.5 |
| | 1045+00 | 1048+74.57 | 374.57 | 64.58 | 5" | 706 | 58.85 | 102 | 61.67 | 2" | 285 | 60.00 | 2" | 277 | | 7.1 | 14.3 | 13.9 | 60.83 | 1.5 | 59.17 | 1.0 | 62.50 | 3.7 |
| | 1048+74.57 | 1053+50.00 | 475.43 | 69.58 | 5" | 965 | 63.85 | 140 | 66.67 | 2" | 391 | 65.00 | 2" | 381 | | 9.8 | 19.6 | 19.1 | 65.83 | 2.1 | 64.17 | 1.4 | 67.50 | 5.0 |
| | 1053+50.00 | 1059+29.57 | 579.57 | 65.58 | 5" | 1,109 | 59.85 | 160 | 62.67 | 2" | 448 | 61.00 | 2" | 436 | | 11.2 | 22.4 | 21.8 | 61.83 | 2.4 | 60.17 | 1.5 | 63.50 | 5.8 |
| I-15 S.B. | 1059+29.57 | 1060+50.00 | 120.43 | 55.58 | 5" | 195 | 49.85 | 28 | 52.67 | 2" | 78 | 51.00 | 2" | 76 | | 2.0 | 3.9 | 3.8 | 51.83 | 0.4 | 50.17 | 0.3 | 53.50 | 1.0 |
| 31st STREET | 177+70 | 183+92 | 622.00 | | | | 83.3 | 240 | | | | | | | | 16.8 | | | | | 83.30 | 2.3 | | |
| | 183+92 | 188+00 | 408.00 | | | | 96.7 | 183 | | | | | | | | 12.8 | | | | | 96.70 | 1.7 | | |
| | 188+00 | 193+00 | 500.00 | | | | 68.0 | 157 | | | | | | | | 11.0 | | | | | 68.00 | 1.5 | | |
| | 193+00 | 197+70 | 460.00 | | | | 76.0 | 162 | | | | | | | | 11.3 | | | | | 76.00 | 1.5 | | |
| | 200+10 | 201+90 | 180.00 | | | | 80.0 | 66 | | | | | | | | 4.6 | | | | | 80.00 | 0.6 | | |
| | 201+90 | 207+70 | 580.00 | | | | 76.0 | 204 | | | | | | | | 14.3 | | | | | 76.00 | 2.0 | | |
| | 209+10 | 212+65 | 355.00 | | | | 68.0 | 111 | | | | | | | | 7.8 | | | | | 68.00 | 1.1 | | |
| | | | TOTAL | | | 13,608 | | 3007 | | | 5385 | | | 5,174 | | 210.4 | 269.6 | 259.0 | 28.2 | 28.9 | | | | 69.7 |
| | | | | | | | | | | | | | | | | | 528.6 | | 57.1 | | | | | |
| | | | USE | | | 14,300 | | 3160 | | | 5700 | | | 5500 | | 220 | 560 | | 60 | | | | | 75 |

* OR GRAVEL BASE COURSE STOCKPILED MATERIAL

# MISCELLANEOUS SUMMARY

| QUANTITY | UNIT | ITEM | USED |
|---|---|---|---|
| | LUMP | FURNISHING CONSTRUCTION SIGNS | LUMP |
| 100 | MAN HOUR | FLAGGING | 481.5 |
| | LUMP | FURNISHING WATER EQUIPMENT | LUMP |
| 100 | LIN. FT | CONCRETE CURB & GUTTER TYPE "A" * | 50.0 |
| 18,000 | CU YD | FURNISHING & SPREADING TOPSOIL | 0 |
| * | | FOR USE WITH STRUCTURE END DRAINS | |
| | | SEE SMALL STRUCTURES SUMMARY SHEET 3-A | |

# LINEAR SUMMARY

| LANES or LINE | FROM STATION | TO STATION | EQUATIONS and STRUCTURES over 20 ft span | PROJECT LIN. FT | PROJECT MILES | RAMP ROAD LIN FT | CROSSING ROAD LIN FT |
|---|---|---|---|---|---|---|---|
| I-15 | 962+00 | 1066+95 | | 10495.00 | 1.988 | | |
| T-1 | 10+00 | 30+58.59 | | | | 2058.59 | |
| T-4 | 10+00 | 27+81.33 | | | | 1781.33 | |
| T-5 | 10+00 | 20+84.08 | | | | 1084.08 | |
| T-6 | 10+00 | 24+44.57 | | | | 1444.57 | |
| 31st ST | 177+70 | 197+63.38 | | | | | 1997.38 |
| 31st ST | 200+02.24 | 207+83.06 | STRUCTURE 0 to 0 234.84' | | | | 780.82 |
| 31st ST | 208+96.96 | 212+65 | STRUCTURE 0 to 0 113.88' | | | | 368.06 |
| | | | ROADWAY LENGTH | 10495.00 | 1.988 | 6368.57 | 3146.26 |
| | | | PROJECT LENGTH | 10495.00 | 1.988 | | |

# SUMMARY OF ITEMS

| QUANTITY | UNIT | ITEM | QUANTITY USED |
|---|---|---|---|
| | LUMP | FURNISHING CONSTRUCTION SIGNS | LUMP |
| 100 | MAN HOUR | FLAGGING | 481.5 |
| 16,500 | CU YD | EXCAVATION FOR STRUCTURES UNCLASSIFIED | 25339.6 |
| 61,000 | CU YD | UNCLASSIFIED ROADWAY EXCAVATION | 37870.3 |
| 2,300 | HOUR | MECHANICAL TAMPING | 869 |
| | LUMP | FURNISHING WATER EQUIPMENT | LUMP |
| 200 | M GAL | WATERING | 750 |
| 4710 | LIN. FT. | 24" REINFORCED CONCRETE PIPE | 4982 |
| 716 | LIN FT | 30" REINFORCED CONCRETE PIPE | 372 |
| 4720 | LIN. FT | 42" REINFORCED CONCRETE PIPE | 4638 |
| 850 | LIN. FT. | 48" REINFORCED CONCRETE PIPE | 814 |
| 2 | EACH | 24" REINFORCED CONCRETE PIPE END SECTION | 4 |
| 196 | LIN FT | 12" CORRUGATED STEEL PIPE (SPECIAL ALKALI RESISTANT) | 162 |
| 2 | EACH | 12" CORRUGATED STEEL PIPE END SECTION (SPECIAL ALKALI RESISTANT) | 3 |
| 936 | LIN FT | 12" CORRUGATED PERFORATED STEEL PIPE UNDERDRAIN | 1990 |
| 2,000 | CU. YD. | GRANULAR BACKFILL | 716.0 |
| 30 | HRS | ROLLING, PNEU TIRED OR POWER ROLLER. | 32 |
| 5,700 | TON | BITUMINOUS SURFACE COURSE | 6653.25 |
| 5,500 | TON | BITUMINOUS SURFACE COURSE 3/4" MAX | 6913.85 |
| 3160 | TON | PLANTMIX SEAL COAT | 2718.0 |
| 220 | TON | BITUMINOUS MATERIAL TYPE 60-70 PENETRATION ASPHALT | 187.542 |
| 560 | TON | BITUMINOUS MATERIAL TYPE 85-100 PENETRATION ASPHALT | 652.592 |
| 60 | TON | BITUMINOUS MATERIAL TYPE RC-70 OR RC-250 | 13.25 |
| ~~25~~ 22 | TON | BITUMINOUS MATERIAL TYPE MC- ~~250~~ 70 S.A. NO. 6 | 21.87 |
| 35 | CU. YD | LOOSE RIPRAP | 30.3 |
| 2 | EACH | DIPSTONE | 2 |
| ~~5,149.5~~ 5150 | LIN. FT | DEEP BEAM HIGHWAY GUARDRAIL TYPE "A" | 5149.5 |
| 20,300 | LB | REINFORCING STEEL | 16370 |
| 17,000 | LB | STRUCTURAL STEEL | 17265 |
| 192 | CU. YD | CLASS "A" CONCRETE A.E | 146.3 |
| 966 | CU YD | CLASS "B" CONCRETE A.E. | 868.18 |
| 145 | GAL | HIGHWAY TRAFFIC STRIPING | 84.35 |
| 100 | LIN FT | CONCRETE CURB & GUTTER TYPE "A" | 50.0 |
| 18,000 | CU YD | FURNISHING & SPREADING TOPSOIL | |
| 14,300 | TONS | GRAVEL BASE COURSE, STOCKPILED MATERIAL | 15427.55 |
| 1450 | LIN FT | 36" REINFORCED CONCRETE PIPE | 1450 |
| 730 | LIN FT | BITUMINOUS CURB SA#2 | 1220.0 |
| 12.13 | TON | HYDRATED LIME SA#3 NON-PARTICIPATING | 12.13 |
| 4170 | LIN. FT. | CHANGE FROM 5' TO 6' GUARDRAIL POSTS S.A. NO. 1 | 5149.5 |
| $839.17 | FORCE ACCT. | REMODEL DECELERATION LANE OF I-15 & PART OF T-6 LINE S.A. NO. 4 | $840.34 |
| 2 | EACH | SHOULDER DRAIN INLETS S.A. NO. 5 | 2 |

# WATERING SUMMARY

| LANE OR LINE | LENGTH LIN. FT. | GRAVEL BASE COURSE TONS | GRAVEL BASE COURSE CUBIC YARD | WATER 25 GAL. PER YD M GAL |
|---|---|---|---|---|
| I-15 NB | 907.84 | 1578 | 834.9 | 20.9 |
| " " | 92.16 | 187 | 98.9 | 2.5 |
| " " | 350.00 | 710 | 375.7 | 9.4 |
| " " | 566.24 | 1083 | 573.0 | 14.3 |
| I-15 NB | 133.76 | 240 | 127.0 | 3.2 |
| I-15 SB | 500.00 | 869 | 459.8 | 11.5 |
| " " | 374.6 | 706 | 373.5 | 9.3 |
| " " | 475.43 | 965 | 510.6 | 12.8 |
| " " | 579.6 | 1109 | 586.8 | 14.7 |
| " " | 120.43 | 195 | 103.2 | 2.6 |
| T-1 | 2058.59 | 1941 | 1028.0 | 25.7 |
| T-4 | 1781.33 | 1680 | 888.9 | 22.2 |
| T-6 | 1350.00 | 1273 | 673.5 | 16.8 |
| T-7 | 985.00 | 929 | 491.5 | 12.3 |
| GRANULAR MATERIAL | | 9883 | 522.9 | 13.1 |
| | | | TOTAL | 191.3 |
| | | | USED | 750 200 |

# STRIPING SUMMARY

| LANE OR LINE | 4" SKIP WHITE LINE MILE | GAL | 4" SOLID WHITE LINE MILE | GAL | 8" SOLID WHITE LINE MILE | GAL |
|---|---|---|---|---|---|---|
| 31st STREET | 1.62 | 9.72 | 2.70 | 43.20 | 0.11 | 3.52 |
| I-15 | 1.96 | 11.76 | 1.52 | 24.32 | 0.11 | 3.52 |
| T-1 | | | 0.78 | 12.48 | | |
| T-4 | | | 0.67 | 10.72 | | |
| T-6 | | | 0.55 | 8.80 | | |
| T-7 | | | 0.41 | 6.56 | | |
| | | 21.48 | 106.08 | 106.08 | | 7.04 |
| | | | 134.60 | | | |
| | | | 145 | | | |

## APPLICATION (FOR ESTIMATING PURPOSES ONLY)

| TYPE OF STRIPING | GAL PER MILE |
|---|---|
| 4" SKIP WHITE LINE | 6 |
| 4" SOLID WHITE LINE | 16 |
| 8" SOLID WHITE LINE | 32 |

# GUARD RAIL SUMMARY

| LANE OR LINE | STATION FROM | STATION TO | LINEAR FEET LEFT | LINEAR FEET RIGHT |
|---|---|---|---|---|
| I-15 | ~~1040+28~~ 1040+13 | ~~1040+78~~ 1040+63 | | 50 |
| I-15 | 1060+20 | 1060+70 | | 50 |
| T-1 | 10+00 | ~~13+50~~ 14+50 | ~~350~~ 450 | |
| T-1 | 12+00 | 14+50 | | 250 |
| T-4 | 10+00 | ~~18+25~~ 18+00 | | ~~825~~ 800 |
| T-4 | ~~10+77~~ 10+00 | ~~13+52~~ 14+50 | ~~350~~ 450 | |
| T-4 | ~~25+25~~ 26+50 | 27+75 | | ~~250~~ 125 |
| T-6 | 11+00 | ~~23+30~~ 23+50 | ~~1325~~ 1350 | |
| T-6 | 22+50 | ~~31st St.~~ 24+50 | | ~~325~~ 200 |
| T-7 | ~~17+75~~ 18+00 | 19+75 | | ~~200~~ 175 |
| T-7 | 18+50 | ~~22+37.5~~ 20+75 | ~~387.5~~ 225 | |
| T-1 | 30+00 | 30+50 | | 50 |
| T-1 | 29+00 | 30+00 | 100 | |
| 31st St. | 188+10 | 189+85 | | 175 |
| 31st St. | 192+32 | 195+07 | 275 | |
| 31st St. | 196+35 | 197+60 | | 125 |
| | | SUBTOTAL | ~~2787.5~~ 2475 | ~~2300~~ 1650 |
| + 2 FT. FOR EACH END SECTION | | | 62 44 | |
| | | TOTAL | ~~5149.5~~ 4169 | |
| | | USED | ~~5149.5~~ 4170 | |

875
350
250
175

# EARTHWORK

| LINE LANE | STATION FROM | STATION TO | ROADWAY EXCAVATION CUBIC YARD |
|---|---|---|---|
| I-15 | 1048+77 | 1062+00 | 38,885 |
| T-4 | 21+00 | 27+50 | 3,709 |
| T-6 | 10+00 | 19+50 | 7,292 |
| T-7 | 10+00 | 19+55 | 8,025 |
| | | TOTAL | 57,915 |
| | | USE | 61,000 |

REV. 6/10/66

# DRAINAGE SUMMARY

| BOXS NO. FROM - TO | LANES OR LINE | STATION FROM | STATION TO | CROSSING ANGLE OR REMARKS | PIPE CULVERTS LINEAR FEET CSP 12" | REINFORCED CONC. PIPE 24" | 30" | 42" | 48" | HEIGHT OF FILL | END SECT. EACH CSP 12" | RCP 24" | STRUCT. EXC. CUBIC YARD | MECH. TAMP. HOUR | GRANULAR BACKFILL CUBIC YARD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SOUTH STORM SEWER | | | | | | | | | | | | | | | |
| 1 - 2 | T - 1 | 22+65 (+50) | 17+00 T2 | 90° | | 100 / 110 | | | | 1.8 | | | 181.9 / 70.1 | 9.5 | |
| 2 - 3 | T - 2 | 17+00 / 16+88 | 18+34 / 18+50 | RT. | | 155 / 165 | | | | 1.7 | | | 116.9 | 37.3 | 223.9 |
| 3 - 4 | T - 2 | 18+50 (+34) | 20+00 | RT. | | 172 | | | | 2.3 | | | 172.9 | 34.7 | 208.1 |
| 4 - 5 | T - 2 | 20+00 | 1046+90 I-15 / 21+50 | RT. | | 193 / 180 | | | | 2.4 | | | 229.4 | 36.3 | 217.9 |
| 5-A - 5 | T - 2 | 21+50 | 1046+90 I-15 | 90° | | 60 76 | | | | 1.5 | | | 60.7 | | |
| 5 - 6 | ~~T-2~~ I-15 | 21+50/1046+90 | TO -1047+87 | Median | | 1009 / 91 | | | | 2.4 | | | 154.9 | 20.2 | 121.0 |
| 6 - 7 | I-15 | 1047+50 (+27) | 1047+67 / 1048+50 | | | 80 | | | | 5.6 | | | 244.1 | 7.8 | 106.5 |
| ~~7-A - 7~~ | ~~I-15~~ | ~~1048+50~~ | ~~1047+70~~ | RT. | | ~~90~~ | | | | 5.2 | | | | | |
| 7 - 8 | I-15-T-3 | 1047+70 | 20+60 / 19+20 | 90 RT | | ~~120~~ 274 | | | | 8.3 | | | 1108.6 | 24.2 | 145.2 |
| 8 - 9 | T - 3 | 18+00 / 20+60 | 20+74 / 19+20 | T4 LT / ~~RT~~ | | 180 / 150 | | | | 9.0 | | | 924.5 | 30.3 | 181.5 |
| 9 - ~~10~~ | T - ~~3~~ 4 | 20+74 / 19+20 | OUT FALL / 17+50 | RT | | 163 / 185 | | | | 10.0 | | | 564.3 | 37.3 | 223.9 |
| ~~10 - 11~~ | ~~T - 4~~ | ~~21+40~~ | | ~~70°~~ TO OUTFALL | | ~~200~~ | | | | 6.0 | | | | 40.3 | 242.0 |
| SOUTH STORM SEWER | | | | | | | | | | | | | | | |
| 5 - 6 | I-15 | 1067+00 | 1063+50 / 1064+00 | MEDIAN | | 352 / 300 | | | | 2.3 | | | 268.5 / 264.4 | 33.9 | |
| ~~6-A - 6~~ | ~~I-15~~ | ~~1064+00~~ | | 90° ON LT. | | ~~140~~ | | | | 2.3 | | | +19.2 | 15.9 | |
| 6-B - 6 | I-15 | 25+25 T5 / ~~1064+00~~ | 1063+50 | 90° ON RT. | | 160 / 240 | | | | 2.3 | | | 187.3 / 170.2 | 22.7 | |
| 6 - 7 | I-15 | 1063+50 / ~~1064+00~~ | 1061+00 (+12) | MEDIAN | | 232 / 300 | | | | 2.7 | | | 183.2 / 275.0 | 37.3 | |
| 7-A - 7 | I-15 | 1061+00 (+06) | 1061+04 | 90° ON LT. | | 80 / ~~90~~ | | | | 2.2 | | | 93.3 / 77.1 | 10.7 | |
| 7-B - 7 | I-15 | 1061+00 (+04) | 1061+04 | 90° ON RT | | 80 / 92 | | | | 5.0 | | | 98.3 / 118.7 | 17.2 | |
| 7 - 8 | I-15 | 1061+00 (+06) | 1058+00 (+25) | MEDIAN | | | 280 / 300 | | | 2.2 | | | 503.8 / 311.3 | 39.1 | |
| 8 - 9 | I-15 | 1058+00 (+22) | 1055+00 (+65) | MEDIAN | | | | 255 / 300 | | 1.0 | | | 559.6 / 384.2 | 39.2 | |
| 9-B - 9-C | ~~T-7-1.15~~ | 31+25 T / 18+50 | 18+32 / 1055+80 | 130° | | 384 / 190 | | | | 14.9 | | | 541.3 / 566.2 | 87.1 | |
| 9-C - 9-A | T-7-1-15 | 1055+80 / 19+00 | 1055+00 (+80) | ON LT. | | 56 | 324 | | | 8.5 | | | 640 / 718.6 | 105.6 | |
| 9-D - 9-A | I-15 | 1053+40 (+04) | 1055+00 (+80) | ON LT. | | 276 / 160 | | | | 1.2 | | | 366.5 / 108.7 | 3.6 | |
| ~~9-E-9D~~ 9-A - 9 | I-15 | 1055+00 (+68) | 1053+24 LT / 1055+63 | 90° ON LT. | | 60 | 92 | | | 1.8 | | | 410 / 162.1 87.6 | 11.0 | |
| 9 - 10 | I-15 | 1055+00 (+63) | 1055+38 | 90° ON RT. | | | | 88 / 92 | | 4.1 | | | 416.3 / 181.9 | 22.7 | |
| 10-A - 10 | I-15 | 1053+88 (+88) | 1055+00 | ON RT. | | 250 / 160 | | | | 6.3 | | | 306.4 / 214.5 | 35.8 | |
| 10 - 11 | I-15-T-6 | 1055+00 (+50) | 22+60 (+25) | ON RT. | | | | | 304 / 280 | 4.9 | | | 3396.0 / 699.4 | 86.5 | |
| 11 - 12 | T - 6 | 22+20 (+25) | 12+60 T5 | 70° | | | | | 220 / 240 | 4.2 | | | 1596.8 / 556.0 | 66.9 | |
| 12 - ~~13~~ | T - 5 | 12+60 (+60) | | ~~150°~~ TO OUTFALL | | | | | 290 / 160 | 4.9 | | | 1773.8 / 400.0 | 49.5 | |
| ~~57 - 5~~ 13 - 14 | ~~I-15~~ T - 5 | 1067+00 / 11+50 | 1067+00 | ~~TO OUTFALL~~ | | 80 | | | ~~170~~ | 2.9 | | | 105.8 / 241.2 | 38.6 | |
| ** | 31 STREET | 200+00 LT | | STRUCTURE END DRAIN | 30 ** / ~~96~~ | | | | | 1.0 | 1 | | 9.4 / 26.4 | 3.9 | |
| ** | 31 STREET | 200+00 RT. | | STRUCTURE END DRAIN | 42 ** / ~~100~~ | | | | | 1.0 | 1 | | 10.7 / 27.8 | 4.1 | |
| | T-4 | 25+50 (+65) | | 90° | | 48 / ~~60~~ | | | | 3.9 | 2 | | 37.3 / 44.2 | 3.8 | |
| | I-15 | 1041+80 / 1044+10 | 1046+85 / 1047+00 | | 30 ** / 290 | | | | | | | | 196.0 / 128.9 | 10.4 | 181.3 / 62.3 |
| | I-15 | 1061+00 / ~~1055+10~~ | 1067+80 / 1058+00 | | 38 ** / 286 | | | | | | | | 657.9 / 126.7 | 10.2 | 210.1 / 61.2 |
| | I-15-T-7 | 1055+87 / 1058+00 | 12+23 / 12+50 | | 70 ** / ~~360~~ | | | | | | | | 272.8 / ~~160.0~~ | 12.9 | 252.6 / 77.3 |
| | T-7 | 11+39 | 13+39 | | 200 ** | | | | | | | | 179.9 | | 72.0 |
| | I-15 | 1052+88 | | | 40 ** | | | | | | | | 19.8 | | |
| | 31st St. | 197+35 | | | 32 ** | | | | | | | | 7.8 | | |
| | T-4 | 26+57 | | | 18 * | | | | | | 1 | | 4.9 | | |
| ** SPECIAL ALKALI | T-2 | RESISTANT | 12+82 | | | 54 | | | | | | 2 | 83.3 | | |
| | | | | TOTAL USED | 162.0 | 1990.0 | 3591 | 372 | 343 | 814 | 3 | 4 | 16071.8 | | 716.0 |

* 12" CORRUGATED PERFORATED STEEL PIPE UNDERDRAIN

** SPECIAL ALKALI RESISTANT

# SMALL STRUCTURES SUMMARY

| LANES OR LINE | STATION | LEFT OR RIGHT | BOX NO. | CONCRETE STRUCTURES DWG. NO. | LINE NO. | DISCRIPTION | STRUCT. EXC. CUBIC YARD | MECH. TAMP. HOUR | STRUCT. STEEL LBS | REINFORC STEEL LBS. | CONCRETE RIPRAP CLASS A CUBIC YARD | CUBIC YARD | DIPSTONE INLET DWG 302 EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SOUTH STORM SEWER | | | | | | | | | | | | | |
| T-1 | 22+50 / 22+65 | LT | 1 | V-750 | 4 9 | CATCH BASIN | 11.1 / 7.6 | 0.7 | 310 | 344 / 232 | 2.5 / 1.8 | | |
| T-2 | 17+00 / 16+88 | RT. | 2 | V-750 | 4 | " " | 7.4 / 7.5 | 0.7 | 310 | 232 | 1.8 | | |
| T-2 | 18+48 / 18+50 | LT. | 3 | V-753 / V-750 | 2 / 5 | " " | 8.1 / 8.2 | 0.8 | 310 | 216 / 267 | 1.8 / 1.9 | | |
| T-2 | 20+00 | LT. | 4 | V-750 | 4 / 7 | " " | 7.4 / 9.7 | 0.9 | 310 | 232 / 305 | 1.8 / 2.2 | | |
| T-2 | 21+50 | RT. | 5 | V-750 | 5 4 | " " | 7.4 8.2 | 0.8 | 310 | 232 265 | 1.8 1.9 | | |
| T-2 | 21+50 | LT. | 5-A | V-750 | 3 4 | CATCH BASIN | 7.4 ~~6.7~~ | 0.6 | 310 | 232 225 | 1.8 1.6 | | |
| I-15 | 1047+50 | MED | 6 | V-750 | 9 8 | " " | 10.4 / 11.2 | 1.0 | 310 | 312 / 344 | 2.4 / 2.5 | | |
| I-15 | 1047+70 67 | RT. | 7 | V-750 | 16 | " " | 18.5 18.2 | 1.6 | 310 | 471 | 5.0 | | |
| I-15 | 1048+50 | RT. | 7-A | V-750 | 7 | " " | 9.7 | 0.9 | 310 | 305 | 2.2 | | |
| T-3 | 19+00 / 20+60 | RT / LT. | 8 | V-750 | 18 / 20 | " " | 20.2 / 21.5 | 1.9 | 310 | 570 / 550 | 5.4 / 5.8 | | |
| T-3 | 20+74 / 19+20 | LT / RT. | 9 | V-750 | 13 / 18 | CATCH BASIN | 16.1 / 20.7 | 1.8 | 310 | 414 / 543 | 4.3 / 5.6 | | |
| I-15 / T-3 | 1042+70 / 17+50 | LT. | ~~10~~ | V-750 | 4 / 15 | CATCH BASIN | 7.4 / 17.4 | 1.5 | 310 | 232 / 464 | 1.8 / 4.7 | | |
| T-4 | 21+40 | RT | | | | OUTFALL NO. 1 | | | | | | 10.7 / 8.5 | |
| NORTH STORM SEWER | | | | | | | | | | | | | |
| I-15 | 1067+00 | MED | 5 | V-750 | 6 3 | CATCH BASIN | 6.7 / 8.9 | 0.8 | 310 | 225 / 272 | 1.6 / 2.1 | | |
| I-15 | 1063+50 / 1064+00 | LT | 6-A | V-750 | 6 3 | " " | 14.1 / 8.9 | 0.8 | 310 | 225 / 272 | 1.6 / 2.1 | | |
| I-15 | 1064+50 / ~~1064+00~~ | MED | 6 | V-750 | 7 3 | " " | 6.7 / 9.7 | 0.9 | 310 | 225 / 305 | 1.6 / 2.2 | | |
| ~~7-3~~ I-15 | 25+23 / 1064+00 | RT. | 6-B | V-750 | 6 3 | " " | 6.7 / 8.5 | 0.8 | 310 | 225 / 272 | 1.6 / 2.1 | | |
| I-15 | 1061+00 (+04) | LT | 7-A | V-750 | 5 4 | " " | 7.4 / 8.2 | 0.8 | 310 | 232 / 265 | 1.8 / 1.9 | | |
| I-15 | 1061+00 (+04) | MED | 7 | V-753 | 6 8 | " " | 13.0 / 11.5 | 1.0 | 310 | 330 / 292 | 2.8 / 2.4 | | |
| I-15 | 1061+00 (+22) | RT | 7-B | V-750 | 16 7 | CATCH BASIN | 7.4 / 18.2 | 1.6 | 310 | 232 / 576 | 1.8 / 5.0 | | |
| I-15 | 1058+00 | MED | 8 | V-755 | 1 | " " | 12.4 | 1.0 | 310 | 305 / 269 | 2.4 / 2.9 | | |
| 193+32 / 31st St. | 18+50 | RT. | 9-B | 750 / V-813 | 4 / 25 | " " | 7.4 / 31.0 | 2.6 | 310 | 232 / 909 | 1.8 / 7.3 | | |
| ~~T-15~~ T-7 | 1055+80 / 19+00 | LT. | 9-C | 750 / V-813 | 4 / 31 | " " | 7.4 / 36.3 | 3.0 | 310 | 232 / 931 | 1.8 / 8.5 | | |
| I-15 | 1055+00 (+80) | LT. | 9-A | V-753 | 4 3 | " " | 9.0 / 9.8 | 0.8 | 310 | 241 / 254 | 2.0 / 2.1 | | |
| I-15 | 1055+00 (+68) | MED | 9 | V-755 | 2 5 | CATCH BASIN | 14.2 / 13.3 | 1.1 | 310 | 305 / 301 | 2.5 / 3.1 | | |
| I-15 | 1053+40 (+04) | LT | 9-D | V-753 | 1 2 | " " | 8.3 / 7.4 | 0.6 | 310 | 216 / 204 | 1.8 / 1.6 | | |
| I-15 | 1055+00 (+50) | RT. | 10 | 755 / V-750 | 14 | " " | 24.7 | 2.0 | 310 | 305 / 559 | 2.5 / 5.8 | | |
| I-15 | 1052+88 / 1053+40 | RT. | 10-A | V-753 | 8 2 | " " | 8.3 / 13.1 | 1.2 | 310 | 216 / 330 | 1.8 / 2.8 | | |
| T-6 | 22+60 (+25) | RT. | 11 | V-755 | 7 22 | " " | 32.3 / 18.1 | 1.5 | 310 | 305 / 410 | 2.8 / 4.2 | | |
| T-5 | 12+40 (+60) | LT. | 12 | V-755 | 11 6 | " " | 17.1 / 21.9 | 1.8 | 310 | 305 / 484 | 3.8 / 5.1 | | |
| I-15 / T-5 | 1067+00 / 11+30 | LT / RT. | 13 | 750 / V-755 | 4 / 14 | CATCH BASIN | 14.8 / 24.7 | 2.0 | 310 | 232 / 559 | 1.8 / 5.8 | | |
| T-5 | 11+30 | RT. | | | | OUTFALL NO 2 | | | | | | 9.3 | |
| 31 STREET | 200+00 | LT | | SEE SHT. 2-B | | STRUCTURE END DRAIN | | | | | | 1.6 / 2.2 | 1 |
| 31 STREET | 200+00 | RT. | | SEE SHT. 2-B | | STRUCTURE END DRAIN | | | | | | 0.0 / 2.2 | 1 |
| T-4 | 26+57 | RT | | | | Shoulder Drain | ~~7.4~~ | | | | | 1.2 | |
| I-15 | 1059+00 | LT | 8A | V-750 | 3 | Catch Basin | 6.7 | | 310 | 225 | 1.6 | | |
| I-15 | 1053+04 | LT | 9E | V-750 | 4 | " " | 5.9 | | 310 | 232 | 1.8 | | |
| I-15 | 1052+88 | RT | 10B | V-750 | 2 | " " TOTAL | 7.4 / 433.5 | 37.5 | 370 / 9300 | 188 / 11,250 | 1.5 / 104.0 | 22.2 | 2 |
| | | | | | | TOTAL USED | 3692 | | 9885 | 9457 | 81.8 | 22.8 | 2 |

# SMALL STRUCTURE AND DRAINAGE SUMMARIES COMPOSITE

| SUMMARY SHEET ITEMS | PIPE CULVERTS LINEAR FEET CSP ** 12" | REINFORCED CONC. PIPE 36" | 24" | 30" | 42" | 48" | UNDER-DRAIN * 12" | END SECTION EACH CSP ** 12" | RCP 24" | STRUCT. EXC. CUBIC YARD | MECH. TAMP. HOUR | STRUCT. STEEL LBS. | REINF. STEEL LBS. | CONC. CLASS A (A.E.) CUBIC YARD | RIPRAP CUBIC YARD | DIPSTONE INLET EACH | GRANULAR BACKFILL CU. YD. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DRAINAGE SUMMARY | 162 / ~~196~~ | | 3591 / 3340 | 372 / 716 | 343 / 392 | 814 / 850 | 1990 / 936 | 3 / 2 | 4 / 2 | 16071.8 / 6047.9 | 1066.1 | | | | | | 716.0 / 1870.8 |
| SMALL STRUCTURE SUMMARY | 162 | | 3591 | 372 | 343 | 814 | 1990 | 3 | 4 | 361.3 / 16433.1 / 433.5 | 37.5 | 9895 / 9895 / 9300 | 9451 / 9451 / 11,250 | 81.8 / 81.8 / 104.0 | 22.8 / 22.8 / 22.2 | 2 | 716.0 |
| DRAINAGE NO. 2 | | 1450 | 1391 / 1370 | | 4295 / 4328 | | | | | 8602.7 / 8593.1 | 1114.8 | | | | | | |
| SMALL STRUCTURE SUMMARY NO. 2 | | | | | | | | | | 242.0 / 8844.7 / 379.6 | 63.3 | 7370 / 7370 / 7675 | 6919 / 6919 / 6955 | 64.5 / 64.5 / 67.2 | 7.5 / 7.5 / 9.3 | | |
| TOTAL | 196 | 1450 | 4710 | 716 | 4720 | 850 | 936 | 2 | 2 | 16,454.1 | 2281.7 | 16,975 | 20,205 | 191.2 | 31.5 | 2 | 1870.8 |
| USED | 162 | 1450 | 4982 | 372 | 4688 | 814 | 1990 | 3 | 4 | 25327.8 | | 17265.0 | 16970 | 146.3 | 30.3 | | 716.0 |
| | 196 | 1450 | 4710 | 716 | 4720 | 850 | 936 | 2 | 2 | 16,500 | 2300 | 17,000 | 20,300 | 192 | 36 | 2 | 2000 |

* 12" CORRUGATED PERFORATED STEEL PIPE UNDERDRAIN

** SPECIAL ALKALI RESISTANT

# CONCRETE PAVED DITCH

| LINE | STATION TO | STATION FROM | TYPICAL NO. | REMARKS | CONCRETE CLASS "B" LIN. FEET | CUBIC YARD |
|---|---|---|---|---|---|---|
| I-15 | 1040+00 | 1047+30 | 2 | LEFT CUT DITCH | 730 | 57.4 |
| I-15 | 1040+00 | 1061+00 | 1 | MEDIAN | 2100 | 165.0 |
| " | 1041+50 | 1048+80 | 2 | RIGHT CUT DITCH | 730 | 57.4 |
| " | 1048+75 | 1053+50 | 2 | LEFT CUT DITCH | 475 | 37.3 |
| " | 1050+00 | 1053+50 | 2 | RIGHT CUT DITCH | 350 | 27.5 |
| " | 1055+00 | 1059+30 | 2 | LEFT CUT DITCH | 430 | 33.8 |
| " | 1055+00 | 1059+17 | 2 | RIGHT CUT DITCH | 417 | 32.8 |
| T-1 | 15+25 | 29+50 | 2 | LEFT CUT DITCH | 1425 | 112.0 |
| T-1 | 15+25 | 27+75 | 2 | RIGHT CUT DITCH | 1250 | 98.3 |
| T-4 | 16+00 | 25+50 | 2 | LEFT CUT DITCH | 950 | 74.7 |
| T-4 | 18+50 | 21+75 | 2 | RIGHT CUT DITCH | 325 | 25.6 |
| T-4 | 23+00 | 25+50 | 2 | RIGHT CUT DITCH | 250 | 19.6 |
| T-6 | 11+50 | 17+75 | 2 | LEFT CUT DITCH | 625 | 49.1 |
| T-6 | 10+00 | 19+00 | 2 | RIGHT CUT DITCH | 900 | 70.7 |
| T-7 | 10+00 | 17+25 | 2 | LEFT CUT DITCH | 725 | 57.0 |
| T-7 | 11+20 | 17+25 | 2 | RIGHT CUT DITCH | 605 | 47.5 |
| SEE SHEET # 3B | | | | | TOTAL | 965.7 |
| | | | | | USE | 966.0 |

# ROLLING SUMMARY

| LINE OR LANE | GRAVEL BASE COURSE SQ YD | ROLLING 800 SQ.YD./HR HOUR |
|---|---|---|
| T-1 | 6919.15 | 3.84 |
| T-4 | 5987.25 | 3.33 |
| T-6 | 4537.50 | 2.52 |
| T-7 | 3310.69 | 1.84 |
| T-1 DECEL | 544.00 | 0.30 |
| I-15 N.B | 5800.08 | 3.22 |
| I-15 N.B | 691.20 | 0.38 |
| I-15 N.B | 2625.00 | 1.46 |
| I-15 N.B | 3995.14 | 2.22 |
| I-15 N.B | 884.30 | 0.49 |
| I-15 S.B | 3194.44 | 1.77 |
| I-15 S.B | 2601.8 | 1.45 |
| I-15 S.B | 3565.73 | 1.98 |
| I-15 S.B | 4089.9 | 2.27 |
| I-15 S.B | 715.89 | 0.40 |
| | Total | 27.49 |
| | USE | 30.00 |

REVISIONS

# DRAINAGE SUMMARY NO·2

| BOX NO FROM | BOX NO TO | LANES or LINE | STATION FROM | STATION TO | CROSSING ANGLE or REMARKS | PIPE CULVERT LINEAR FEET REINF CONC PIPE 24" | 36" | 42" | STRUCT EXC CUBIC YARD | MECH TAMP HOURS |
|---|---|---|---|---|---|---|---|---|---|---|
| BOX IN·1 | 2 | F-Line | 16+90 | 16+90 | LT | | | | 81.8 | |
| 1 | 2 | I-15 | ~~964+60~~ | ~~964+80~~ | RT. LT. | ~~394~~ 83 | | | 325.92.1 | 13.1 |
| | | | 20+81 | 20+81 | | | | | 17.3 | |
| 2 | 3 | " I-15 | ~~964+80~~ | ~~965+20~~ | RT. " | 250 | | | 4.59.9 | 66.1 |
| | | | 23+35 | 26+40 | | | | | 241.3 | |
| 3 | 4 | " I-15 | ~~969+50~~ | ~~971+50~~ | RT. " | 300 | | | 474.6 | 65.1 |
| | | | 26+40 | 29+75 | | | | | 233.3 | |
| 4 | 5 | " I-15 | ~~971+50~~ | ~~972+60~~ | RT. " | 330 | | | 644.7 | 99.6 |
| | | | 29+75 | 32+48 | | | | | 321.1 | |
| 5 | 6 | " I-15 | ~~972+50~~ | ~~977+20~~ | RT. " | ~~320~~ | 273 | | 478.4 | 70.6 |
| | | | 32+48 | 33+35 | | | 87 | | 127.7 | |
| 6 | 7 | " I-15 | ~~977+20~~ | ~~980+20~~ | RT. " | | ~~250~~ | | 269.9 | 30.0 |
| | | | 33+35 | 36+08 | | | 260 | | 328.0 | |
| 7 | 8 | " I-15 | ~~980+20~~ | ~~983+20~~ | RT. " | | 300 | | 350.3 | 40.4 |
| | | | 36+08 | 38+42 | | | 230 | | 237.6 | |
| 8 | 9 | " I-15 | ~~983+20~~ | ~~986+20~~ | RT. " | | 300 | | 400.0 | 48.7 |
| | | | 38+42 | 41+46 | | | | | 321.5 | |
| 9 | 10 | " I-15 | ~~986+20~~ | ~~989+20~~ | RT. " | | 300 | | 427.0 | 53.2 |
| | | | 41+46 | 44+59 | | | | | 374.4 | |
| 10 | 11 | " I-15 | ~~989+20~~ | ~~992+20~~ | RT. " | | 300 | | 347.2 | 39.9 |
| | | | 44+59 | 48+26 | | | | 370 | 344.3 | |
| 11 | 12 | " I-15 | ~~992+20~~ | ~~995+05~~ | RT. " | | | 285 | 326.9 | 30.7 |
| | | | 48+26 | 50+80 | | | | 250 | 372.3 | |
| 12 | 13 | " I-15 | ~~995+05~~ | ~~997+90~~ | RT. " | | | 285 | 381.4 | 40.0 |
| | | | 50+80 | 53+14 | | | | 230 | 331.3 | |
| 13 | 14 | " I-15 | ~~997+90~~ | ~~1000+80~~ | RT. " | | | 290 | 411.8 | 44.6 |
| | | | 53+14 | 55+67 | | | | 253 | 373.9 | |
| 14 | 15 | " I-15 | ~~1000+80~~ | ~~1003+45~~ | RT. " | | | 263 | 368.7 | 39.7 |
| | | | 55+67 | 58+10 | | | | 240 | 354.0 | |
| 15 | 16 | " I-15 | ~~1003+45~~ | ~~1006+05~~ | RT. " | | | 263 | 380.6 | 41.7 |
| | | | 58+10 | 61+14 | | | | 300 | 432.4 | |
| 16 | 17 | " I-15 | ~~1006+05~~ | ~~1008+70~~ | RT. " | | | 264 | 386.9 | 42.6 |
| | | | 61+14 | 63+98 | | | | 286 | 431.3 | |
| 17 | 18 | " I-15 | ~~1008+70~~ | ~~1011+85~~ | RT. " | | | 300 | 364.4 | 36.0 |
| | | | 63+98 | 67+03 | | | | 305 | 438.7 | |
| 18 | 19 | " I-15 | ~~1011+85~~ | ~~1014+85~~ | RT. " | | | 315 | 436.6 | 46.7 |
| | | | 67+03 | 70+27 | | | | 320 | 406.0 | |
| 19 | 20 | " I-15 | ~~1014+85~~ | ~~1018+00~~ | RT. " | | | 315 | 525.9 | 61.6 |
| | | | 70+27 | 73+50 | | | | | 417.2 | |
| 20 | 21 | " I-15 | ~~1018+00~~ | ~~1021+20~~ | RT. " | | | 320 | 477.6 | 53.1 |
| | | | 73+50 | 76+04 | | | | 255 | 314.7 | |
| 21 | 22 | " I-15 | ~~1021+20~~ | ~~1024+25~~ | RT. " | | | 308 | 435.3 | 47.1 |
| | | | 76+04 | 80+44 | | | | 430 | 338.8 | |
| 22 | 23 | " I-15 | ~~1024+25~~ | ~~1027+25~~ | RT. " | | | 300 | 408.3 | 43.2 |
| | | | 80+44 | 83+90 | | | | 332 | 331.0 | |
| 23 | 24 | " I-15 | ~~1027+25~~ | ~~1030+25~~ | RT. " | | | 300 | 383.2 | 39.0 |
| | | | 83+90 | Outfall | | | | 418 | 414.3 | |
| 24 | 25 | " I-15 | ~~1030+25~~ | ~~1031+95~~ | RT. | | | 170 | 195.5 | 18.5 |
| 25 | End | " I-15 | 1031+95 | Outfall | RT. | | | 350 | 195.5 | 3.6 |
| 1 | | " L.T.-9L | 16+90 | Pipe in Place | LT | 32 | | | 19.9 | |
| | | | | | * Total | 1370 | 1450 | 4295 | 8593.1 | 1114.8 |
| | | | | | Total Used | 1391 | 1450 | 4295 | 8602.9 | |

# SMALL STRCTURES SUMMARY NO·2

| LANE "F" or F-LINE | STATION | BOX NO. | CONCRETE STRUCTURES DWG NO | LINE NO | DISCRIPTION | STRUCT EXC CUBIC YARD | MECH TAMP HOURS | STRUCT STEEL LBS | REINF STEEL LBS | CONC CLASS "A" CUBIC YARD | RIPRAP CUBIC YARD |
|---|---|---|---|---|---|---|---|---|---|---|---|
| F-Line | 16+90 | | | | | 9.6 | | | | | |
| I-15 | 964+00 | 1 | V-750 | 1/5 | Catch Basin | 8.2 | 1.37 | 310 | 303 | 2.1 | |
| | 20+81 | | | | | | | | 265 | 1.9 | |
| " I-15 | 964+80 | 2 | V-750 | 5/18 | " " | 8.1 / 1.9 | 3.32 | 310 | 265 | 1.9 | |
| | 23+35 | | | | | | | | 510 | 5.4 | |
| " I-15 | 969+50 | 3 | V-750 | 5/7 | " " | 8.1 / 9.7 | 1.62 | 310 | 266 | 1.9 | |
| | | | | | | | | | 325 | 2.2 | |
| " I-15 | 971+50 | 4 | V-750 | 6/24 | " " | 8.9 / 24.8 | 4.13 | 310 | 272 | 2.1 | |
| | 29+75 | | | | | | | | 629 | 6.6 | |
| " I-15 | 974+50 | 5 | V-750 | 4/34 | " " | 10.7 / 24.8 | 4.13 | 310 | 249 | 2.5 | |
| | 32+48 | | | | | | | | 629 | 6.6 | |
| " I-15 | 977+20 | 6 | V-754 | 4/5 | " " | 10.7 / 1.5 | 1.92 | 310 | 249 / 280 | 2.5 / 2.7 | |
| | 33+35 | | | | | | | | | | |
| " I-15 | 980+20 | 7 | V-754 | 5/6 | " " | 11.5 / 12.3 | 2.05 | 310 | 280 / 287 | 2.7 / 2.9 | |
| | | | | | | | | | | | |
| " I-15 | 983+20 | 8 | V-754 | 5/6 | " " | 11.5 / 12.3 | 2.05 | 310 | 280 / 287 | 2.7 / 2.9 | |
| | 38+42 | | | | | | | | | | |
| " I-15 | 986+20 | 9 | V-754 | 4/10 | " " | 10.7 / 5.6 | 2.60 | 310 | 249 / 362 | 2.5 / 3.7 | |
| | 41+46 | | | | | | | | | | |
| " I-15 | 989+20 | 10 | V-754 | 4/8 | " " | 10.7 / 14.0 | 2.33 | 310 / 305 | 249 / 325 | 2.5 / 3.3 | |
| | 44+59 | | | | | | | | | | |
| " I-15 | 992+20 | 11 | V-755 | 1 | " " | 12.4 | 2.07 | 305 | 271 | 2.6 | |
| | 48+26 | | | | | | | | 350 | 3.3 | |
| " I-16 | 995+05 | 12 | V-755 | 4/2 | " " | 15.7 / 13.3 | 2.22 | 305 | 301 | 2.9 | |
| | 50+80 | | | | | | | | | | |
| " I-15 | 997+90 | 13 | V-755 | 3/5 | " " | 14.3 / 16.2 | 2.70 | 305 | 316 / 358 | 3.1 / 3.5 | |
| | 53+14 | | | | | | | | | | |
| " I-15 | 1000+80 | 14 | V-755 | 3/4 | " " | 14.3 / 15.2 | 2.53 | 305 | 316 / 350 | 3.1 / 3.3 | |
| | 55+67 | | | | | | | | | | |
| " I-15 | 1003+45 | 15 | V-755 | 3/5 | " " | 14.3 / 16.2 | 2.70 | 305 | 316 / 358 | 3.1 / 3.5 | |
| | 58+10 | | | | | | | | | | |
| " I-15 | 1006+05 | 16 | V-755 | 3/5 | " " | 14.3 / 16.2 | 2.70 | 305 | 316 / 358 | 3.1 / 3.5 | |
| | 61+14 | | | | | | | | | | |
| " I-15 | 1008+70 | 17 | V-755 | 3/5 | " " | 14.3 / 16.2 | 2.70 | 305 | 316 / 358 | 3.1 / 3.5 | |
| | 63+98 | | | | | | | | 350 | 3.3 | |
| " I-15 | 1011+85 | 18 | V-755 | 4/ | " " | 15.2 / 12.4 | 2.07 | 305 | 271 | 2.6 | |
| | 67+03 | | | | | | | | 271 | 2.6 | |
| " I-15 | 1014+85 | 19 | V-755 | 1/8 | " " | 12.4 / 19.0 | 3.17 | 305 | 333 | 4.2 | |
| | 70+27 | | | | | | | | 271 | 2.6 | |
| " I-15 | 1018+00 | 20 | V-755 | 1/5 | " " | 12.4 / 16.2 | 2.70 | 305 | 358 | 3.5 | |
| | 73+50 | | | | | | | | 271 | 2.6 | |
| " I-15 | 1021+20 | 21 | V-755 | 1/5 | " " | 12.4 / 16.2 | 2.70 | 305 | 358 | 3.5 | |
| | 76+04 | | | | | | | | 271 | 2.6 | |
| " I-15 | 1024+25 | 22 | V-755 | 1/4 | " " | 12.4 / 15.2 | 2.53 | 305 | 350 | 3.3 | |
| | 80+44 | | | | | | | | 271 | 2.6 | |
| " I-15 | 1027+25 | 23 | V-755 | 1/4 | " " | 12.4 / 15.2 | 2.53 | 305 | 350 | 3.3 | |
| | 83+90 | | | | | | | | 350 | 3.3 | |
| " I-15 | 1030+25 | 24 | V-755 | 4/2 | " " | 15.2 / 13.3 | 2.22 | 305 | 301 | 2.9 | |
| I-15 | 1031+95 | 25 | V-755 | 2 | " " | 13.3 | 2.22 | 305 | 301 | 2.9 | |
| | Outfall | | | | | | | | | | 9.3 |
| | | | | | * Total | 379.6 | 63.28 | 7675 | 8955 | 87.2 | 9.3 |
| | | | | | Total Used | 292.0 | | 7370 | ~~6019~~ | 64.5 | 7.5 |

* Note: For Use totals see Small Structures and Drainage Summaries Composite.

# CONCRETE PAVED DITCH

| LINE | STATION TO | STATION FROM | TYPICAL NO | REMARKS | CONCRETE CLASS "B" LIN. FEET | CUBIC YARD |
|---|---|---|---|---|---|---|
| I-15 | 1061+08 | 1039+85 | 1 | MEDIAN | 2123 | 162.07 |
| I-15 | 1036+81 | 1039+00 | 1 | LT. CUT DITCH | 319 | 24.35 |
| I-15 | 1043+20 | 1039+85 | 2 | " " " | 335 | 26.30 |
| I-15 | 1049+30 | 1044+66 | 2 | " " " | 264 | 20.73 |
| I-15 | 1053+50 | 1048+41 | 2 | " " " | 509 | 39.96 |
| T-1 | 15+45 | 28+75 | 2 | " " " | 1319 | 103.55 |
| T-1--T-2 | T-2 | T-1 | 1 | MEDIAN | 465 | 35.50 |
| | I-15 | T-2 | 1 | " | 329 | 25.12 |
| T-4 | 20+50 | 14+42 | 2 | LT. CUT DITCH | 608 | 47.73 |
| T-4 | 24+57 | 20+50 | 2 | " " " | 399 | 31.32 |
| T-4 | 26+02 | 23+29 | 2 | RT " " | 288 | 22.61 |
| T-6 | 11+00 | 17+50 | 1 | LT " " | 668 | 51.00 |
| T-6 | 1059+00 T-15 | 22+10 | 1 | RT " " | 1147 | 87.56 |
| | T-6 22+50 T-7 | 31+39 200+00 T-8 | 1 | | 234 | 17.86 |
| | | | 1 | MEDIAN | 160 | 12.21 |
| T-7 | 17+20 | 3-15 1055+00 | 2 | LT. CUT DITCH | 1021 | 80.16 |
| I-15 | 1049+50 | 1045+50 | 2 | RT. " " | 200 | 15.70 |
| I-15 | 1053+50 | 1049+62 | 2 | " " " | 388 | 30.46 |
| I-15 | 1059+00 | 1054+80 | 2 | " " " | 433 | 33.99 |
| | | | | TOTAL USED | 11209 | 868.18 |

| | FED AID PROJ NO | | | |
|---|---|---|---|---|
| UTAH | I-15-8(21)334 | 1966 | 4 | |

Rev Date 6/10/66

"T-1" LINE

(Curve 1)
Δ = 51° 18' Lt.
D = 7° 00'
R = 818.51'
T = 393.04'
L = 732.86'
P.I. = 14+13.76
316,722.196 N
1,864,549.885 E

(Curve 2)
Δ = 63° 49' 22" Lt.
D = 14° 00
R = 409.26'
T = 254.85'
L = 455.88'
P.I. = 28+03.76
318,030.203 N
1,863,939.951 E

I-15

Δ = 74° 52' Lt.
D = 2° 00'
R = 2864.79'
T = 2192.93'
L = 3743.33'
P.I. = 1047+98.35
317,190.040 N
1,865,490.090 E

31ST ST

Δ = 06° 42' Lt.
D = 1° 00'
R = 5729.58'
T = 335.4'
L = 670.0'
P.I. = 187+36.44

Detour Revision

Curve 1
Δ: 46°32'
D: 10°00'
R: 572.96'
T: 246.36
L: 465.33
PI: 14+25.41

Curve 2
Δ: 109° 30' 51.6"
D: 10°00'
R: 572.96'
T: 810.93'
L: 1095.15
PI: 26+88.19

"T-2" LINE

(Curve 1)
Δ = 42° 14' 11.2" Lt.
R = 230'
T = 88.83'
L = 169.55'
P.I. = 10+88.83
318,136.940 N
1,864,403.544 E

(Curve 2)
Δ = 64°24' 33.8 Lt.
R = 460'
T = 289.73'
L = 517.11'
P.I. = 14+59.28
317,853.402 N
1,864,152.718 E

(Curve 3)
Δ = 157° 49' 14" Lt.
R = 230'
L = 633.53
T = 1173.43'

T-8 LINE

(Curve 1)
Δ = 72° 35' 39" Lt.
D = 14° 00'
R = 409.26'
T = 300.60'
L = 518.53'
P.I. = 13+00.60
318,214.264 N
1,863,921.226 E

(Curve 2)
Δ = 37° 52' Lt.
D = 5° 00'
R = 1145.92'
T = 393.08
L = 757.33'
P.I. = 22+66.97
319,238.767 N
1,864,146.790 E

"T-7 LINE"

(Curve 1)
Δ = 161° 37' 49" Lt.
R = 200'
L = 564.20'
T = 1236.90

Curve 2
Δ = 56° 08' 08.4" Lt.
R = 400'
T = 213.29'
L = 391.90'
P.I. = 17+77.49
318,384.014 N – 1,864,134.690 E

(Curve 3)
Δ = 36° 40' 03.6" Lt.
R = 200'
T = 66.28'
L = 127.99'
P.I. = 20+22.37
318,242.543 N
1,864,375.812 E

"T-3" LINE

(Curve 1)
Δ = 19° 02' 04.2" Rt.
R = 230'
T = 38.56'
L = 76.41'
P.I. = 10+38.56
318,193.569 N
1,864,919.234 E

(Curve 2)
Δ = 55° 22' 00.7"
R = 460'
T = 241.34'
L = 444.51'
P.I. = 13+17.75
318,131.711 N
1,865,192.214 E

(Curve 3)
Δ = 198° 37' 26.1" Rt.
R = 230'
L = 797.33'

Δ = 24° 49' Rt.
D = 7° 00'
R = 818.51'
T = 180.09'
L = 354.52
P.I. = 11+90.00
316,982.394 N
1,864,812.840 E

"T-4 LINE"

(Curve 2)
Δ = 44° 00' Lt.
D = 6° 00'
R = 954.93'
T = 385.82'
L = 733.33'
P.I. = 19+63.46
317,523.616 N
1,865,373.292 E

(Curve 3)
Δ = 81° 44' Rt.
D = 24° 54' 40"
R = 230'
T = 199.00'
L = 328.10'
P.I. = 26+52.23

"T-5" LINE

(Curve 1)
Δ = 81° 09' Rt
R = 300'
T = 256.90'
L = 424.90'
P.I. = 12+56.90
318,342.070 N
1,865,319.951 E

(Curve 2)
Δ = 67° 53' Lt.
R = 300'
T = 201.91'
L = 355.44'
P.I. = 19+22.80
319,010.766 N
1,865,123.108 E

(Curve 3)
Δ = 50° 29' Rt
D = 15° 00'
R = 381.97'
T = 180.08'
L = 336.56
P.I. = 25+40.15
319,152.227 N
1,864,459.660 E

"T-6 LINE"

(Curve 1)
Δ = 154° 04' 03 Rt.
R = 230'
L = 617.97'

(Curve 2.
Δ = 74° 33' 19 Rt.
R = 460'
T = 350.14'
L = 598.57'
P.I. = 19+68.
318,739.741 N
1,865,265.960 E

(Curve 3)
Δ = 56° 48' 06 4 Rt
R = 230'
T = 124.37'
L = 228.02'
P.I. = 23+40.91
318,316.692 N
1,865,051.043 E

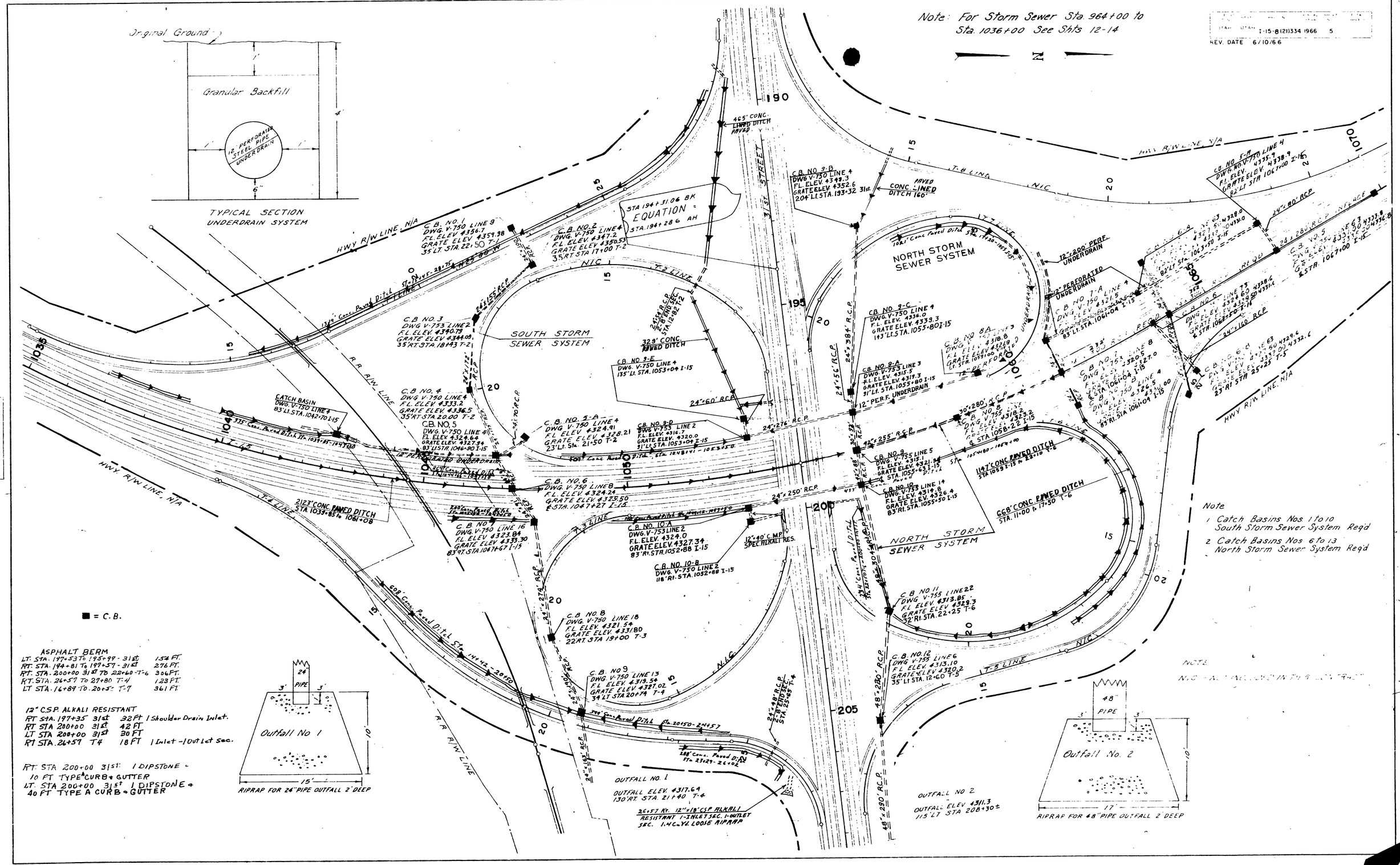
| DEEP BEAM GUARD RAIL | | END SECTIONS |
|---|---|---|
| RT. 10+00 To 18+25 T4 Line | 825 FT. | 1 |
| RT 25+25 To 27+75 T4 | 250 FT | 2 |
| LT 10+11 To 13+52 T4 | 350 FT. | 2 |
| RT 1040+28 To 1040+78 I-15 | 50 FT. | 2 |
| RT 1060+20 To 1060+70 I-15 | 50 FT. | 2 |
| LT - 10+00 To 13+50 T-1 | 350 FT. | 2 |
| RT - 12+00 To 14+50 T-1 | 250 FT | 2 |
| LT - 29+00 To 30+00 T-1 | 100 FT | 2 |
| RT - 30+00 To 30+50 T-1 | 50 FT | 2 |
| LT - 11+00 To 23+30 T-6 | 1325 FT | 2 |
| RT - 22+50 T-6 To 31st. | 325 FT. | 2 |
| RT - 17+75 To 19+75 T-7 | 200 FT | 2 |
| LT - 18+50 To 22+37.5 T-7 | 387.5 FT. | 2 |
| RT - 188+10 To 189+85 31st. | 175 FT. | 2 |
| LT - 192+32 To 195+07 - 31st | 275 FT | 2 |
| RT - 196+35 To 197+60 - 31st. | 125 FT | 2 |

NIC = NOT IN THIS CONTRACT

Note: For Storm Sewer Sta. 964+00 to Sta. 1036+00 See Sht's 12-14

STATE UTAH I-15-8(121)334 1966 5

REV. DATE 6/10/66




ASPHALT BERM

| | | |
|---|---|---|
| LT. STA. 197+53 To 195+99 - 31st | 154 FT. | |
| RT. STA. 194+81 To 197+57 - 31st | 276 FT. | |
| RT. STA. 200+00 31st To 22+60 T-6 | 306 FT. | |
| RT. STA. 26+57 To 27+80 T-4 | 123 FT. | |
| LT. STA. 16+89 To 20+57 T-7 | 361 FT. | |

12" C.S.P. ALKALI RESISTANT

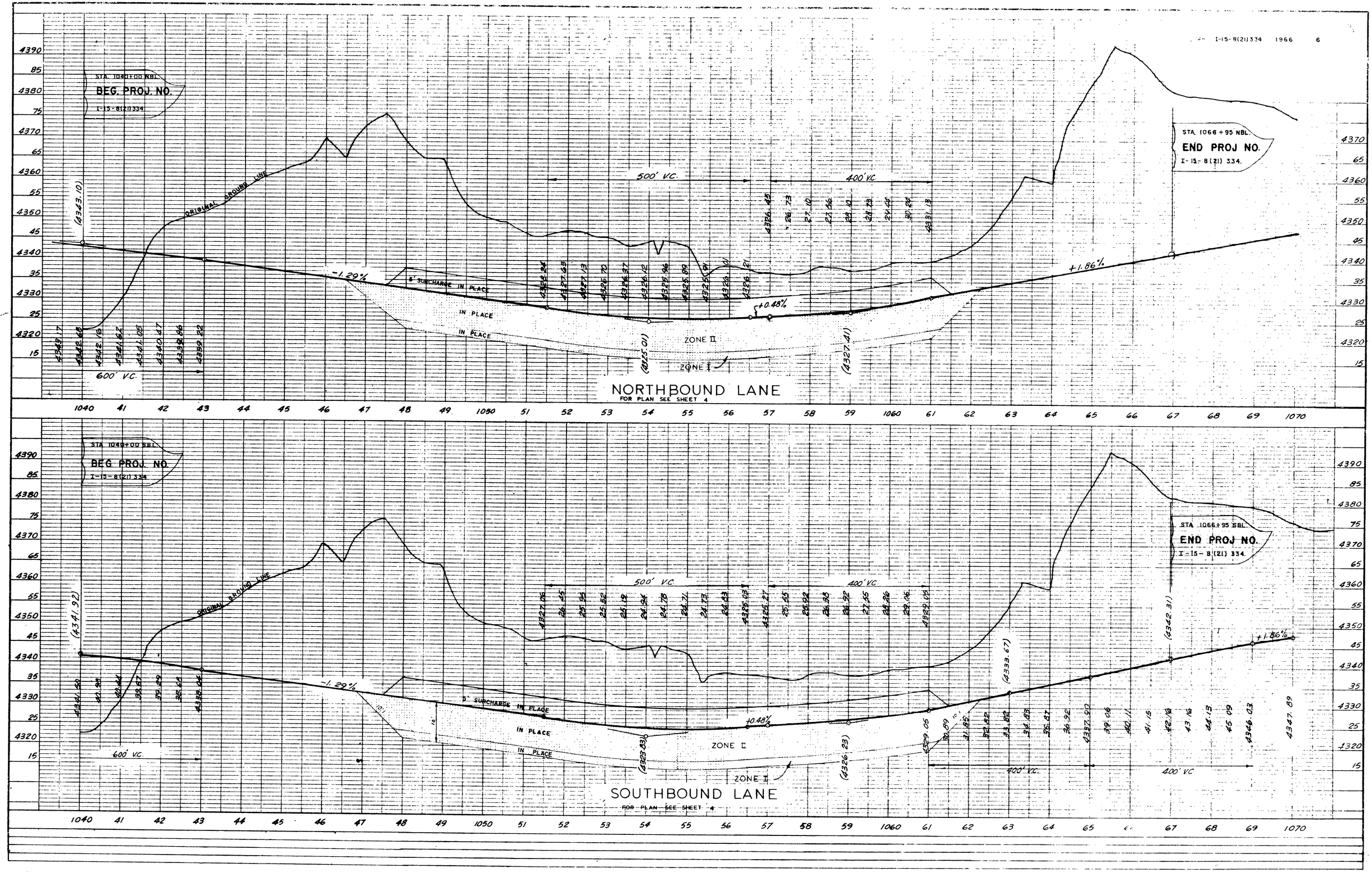
| | | | |
|---|---|---|---|
| RT. STA. 197+35 | 31st | 32 FT. | 1 Shoulder Drain Inlet. |
| RT. STA. 200+00 | 31st | 42 FT. | |
| LT. STA. 200+00 | 31st | 30 FT. | |
| RT. STA. 26+57 | T4 | 18 FT. | 1 Inlet - 1 Out Let Sec. |

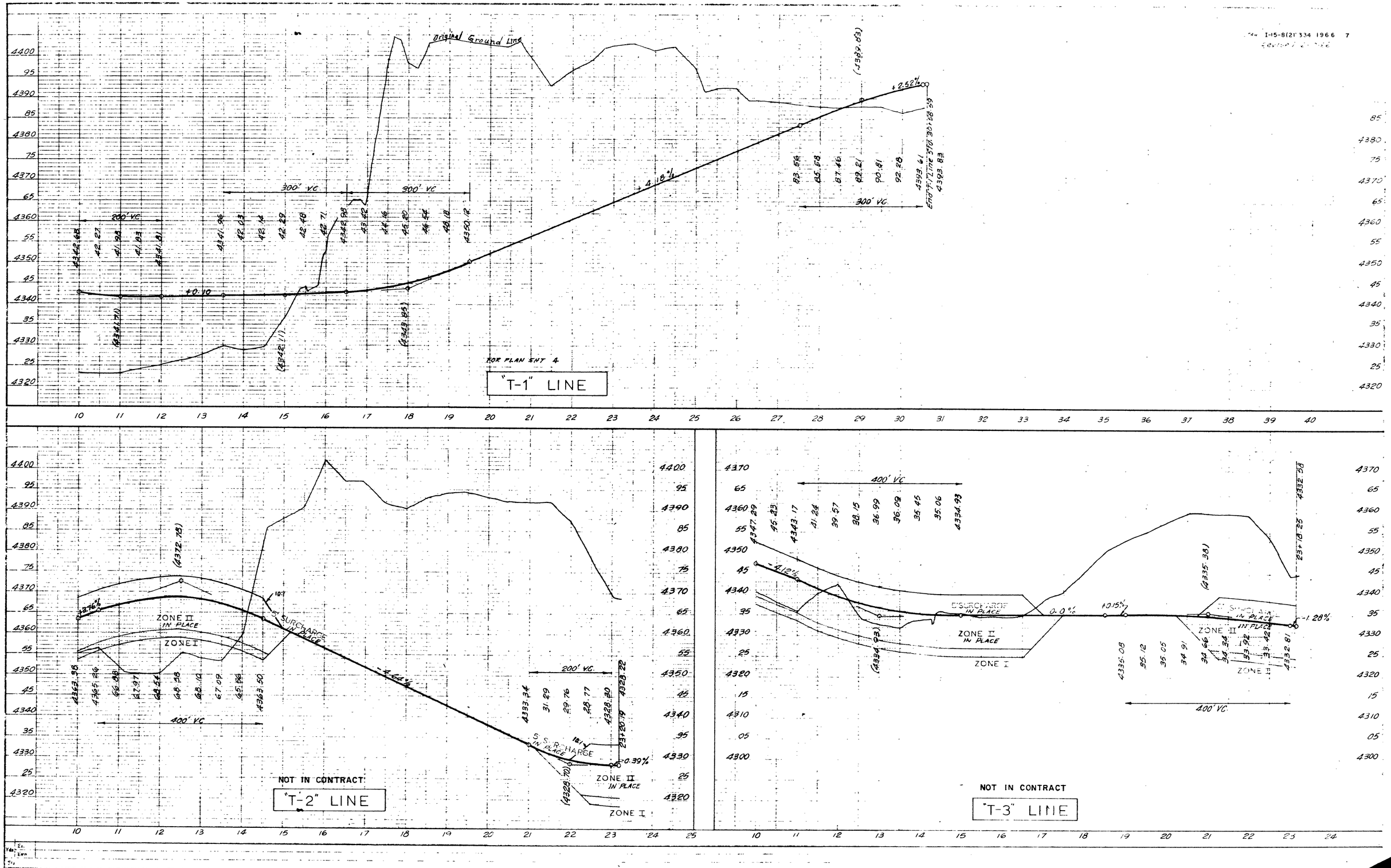
RT. STA. 200+00 31st. 1 DIPSTONE + 10 FT. TYPE A CURB + GUTTER

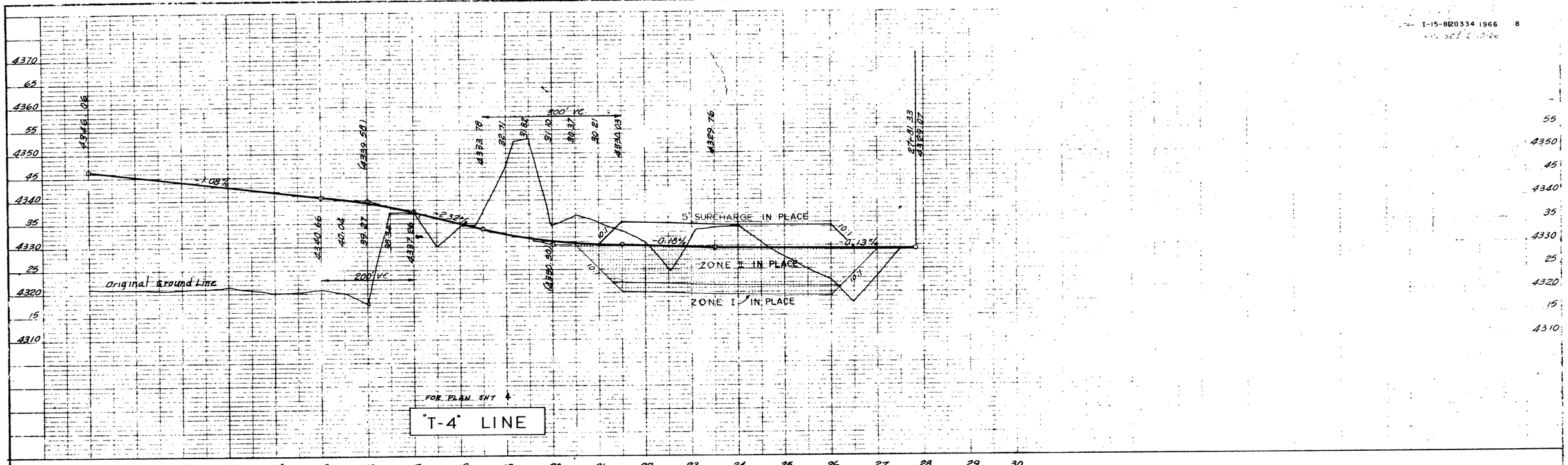
LT. STA. 200+00 31st 1 DIPSTONE + 40 FT. TYPE A CURB + GUTTER

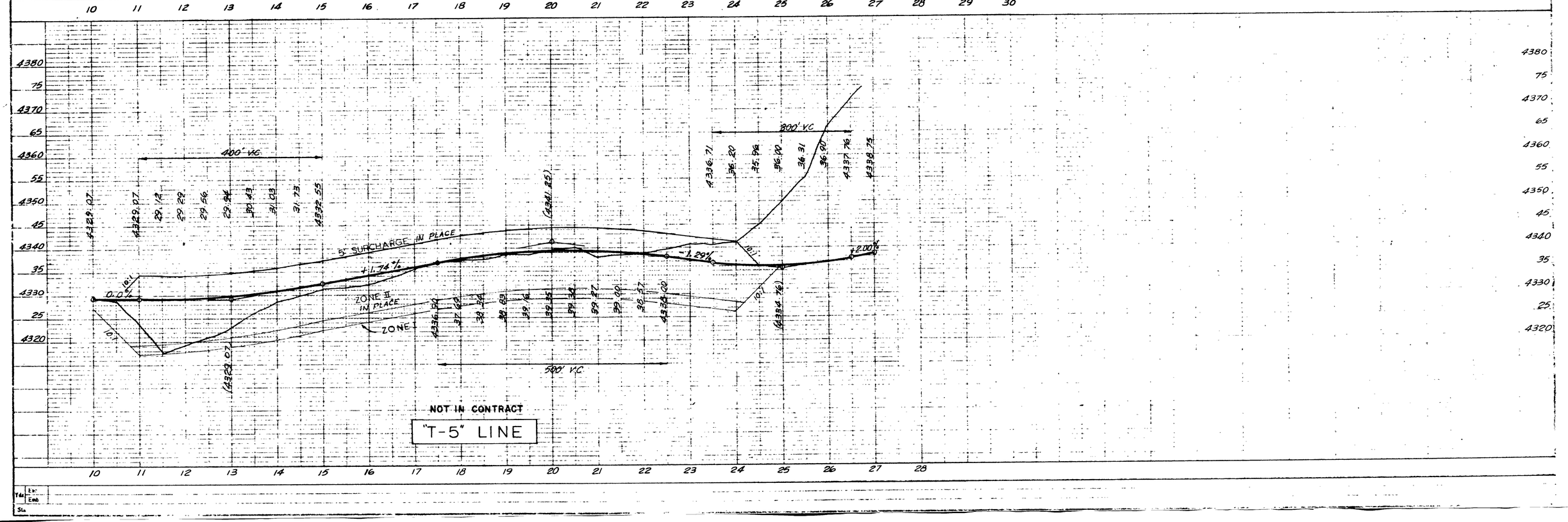
REVISIONS

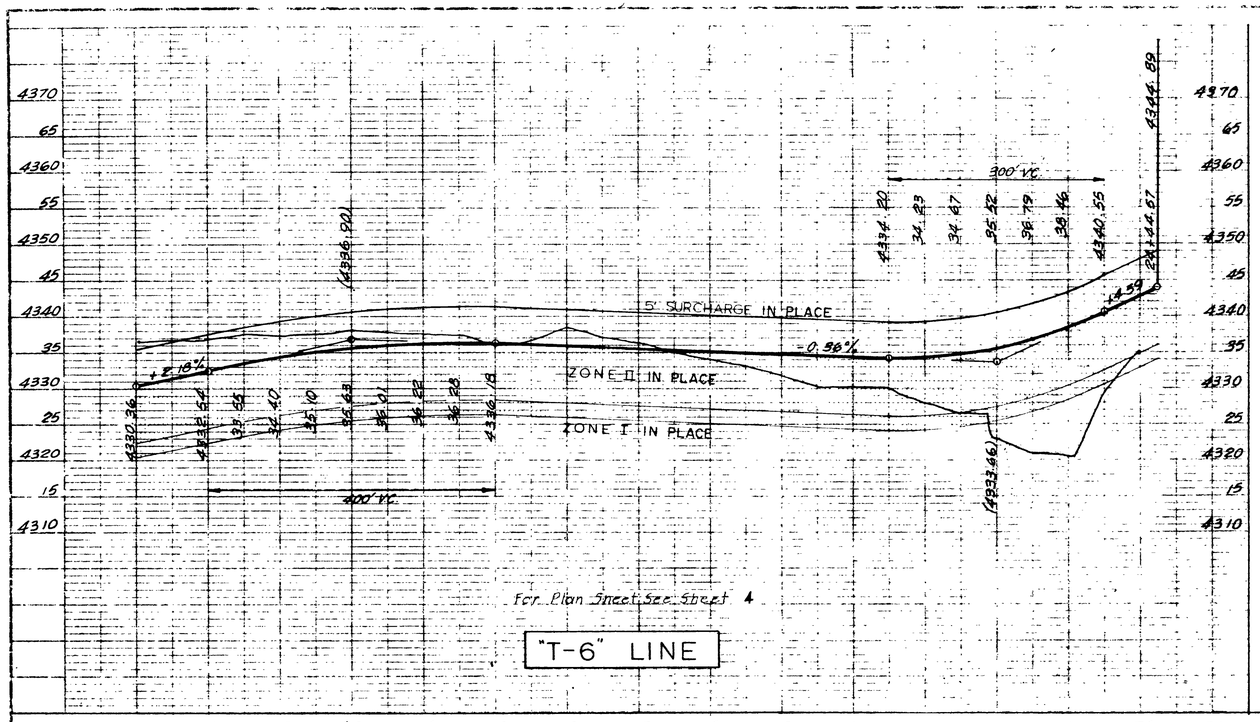
| DATE | BY |
|---|---|
| | |


STA. 1040+00 NBL.
BEG. PROJ. NO.
I-15-8(21)334
STA. 1066+95 NBL.
END PROJ NO.
I-15-8(21) 334.
ORIGINAL GROUND LINE
500' V.C.
400' V.C.
600' V.C.
-1.29%
+0.48%
+1.86%
5' SURCHARGE IN PLACE
IN PLACE
ZONE II
ZONE I
NORTHBOUND LANE
FOR PLAN SEE SHEET 4
STA. 1040+00 SBL.
BEG PROJ. NO.
I-15-8(21) 334
STA. 1066+95 SBL.
END PROJ NO.
I-15-8(21) 334.
SOUTHBOUND LANE
FOR PLAN SEE SHEET 4

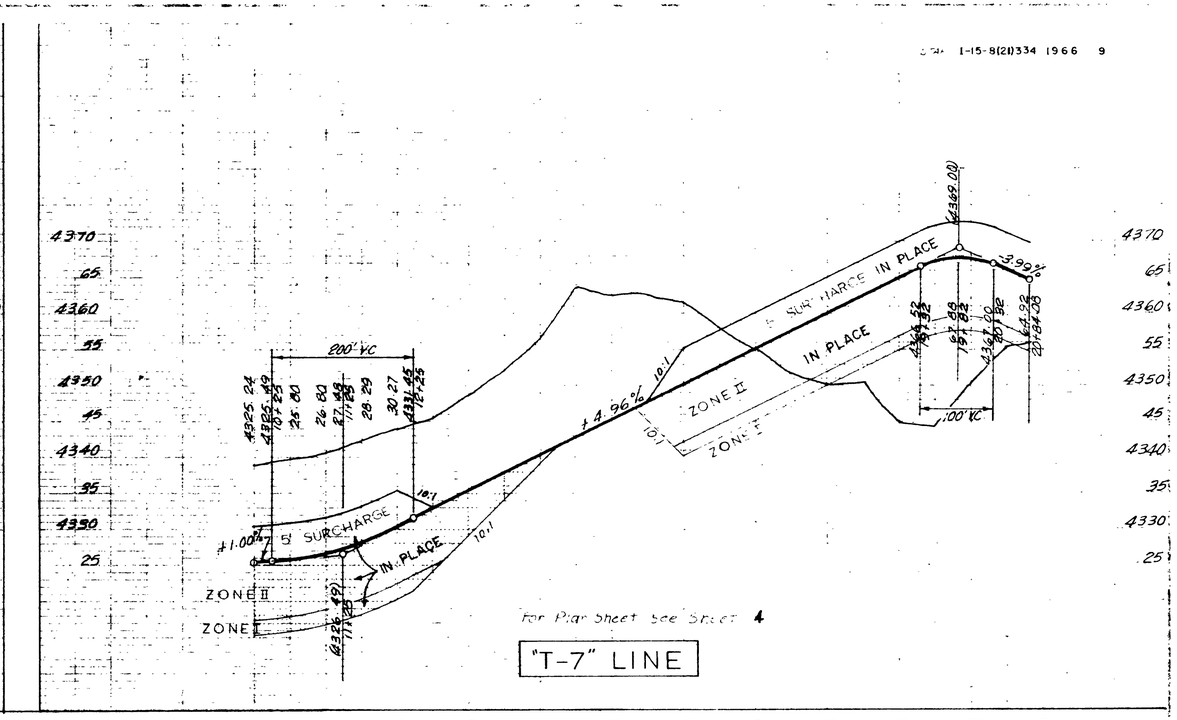

Original Ground Line
300' VC
300' VC
200' VC
+0.40
+4.18%
+2.52%
(-1389.63)
End T-1 Line Sta. 30+28.33
4393.83
FOR PLAN SHT 4
"T-1" LINE
ZONE II IN PLACE
ZONE I
5' SURCHARGE IN PLACE
10:1
-4.44%
400' VC
200' VC
S.S. SURCHARGE IN PLACE
-0.39%
NOT IN CONTRACT
"T-2" LINE
400' VC
-4.12%
0.0%
+0.15%
-1.28%
23+18.25
4332.58
NOT IN CONTRACT
"T-3" LINE


5' SURCHARGE IN PLACE
ZONE II IN PLACE
ZONE I IN PLACE
Original Ground Line
200' VC
300' VC
-1.08%
+2.32%
-0.18%
-0.13%
FOR PLAN SHT 4
"T-4" LINE

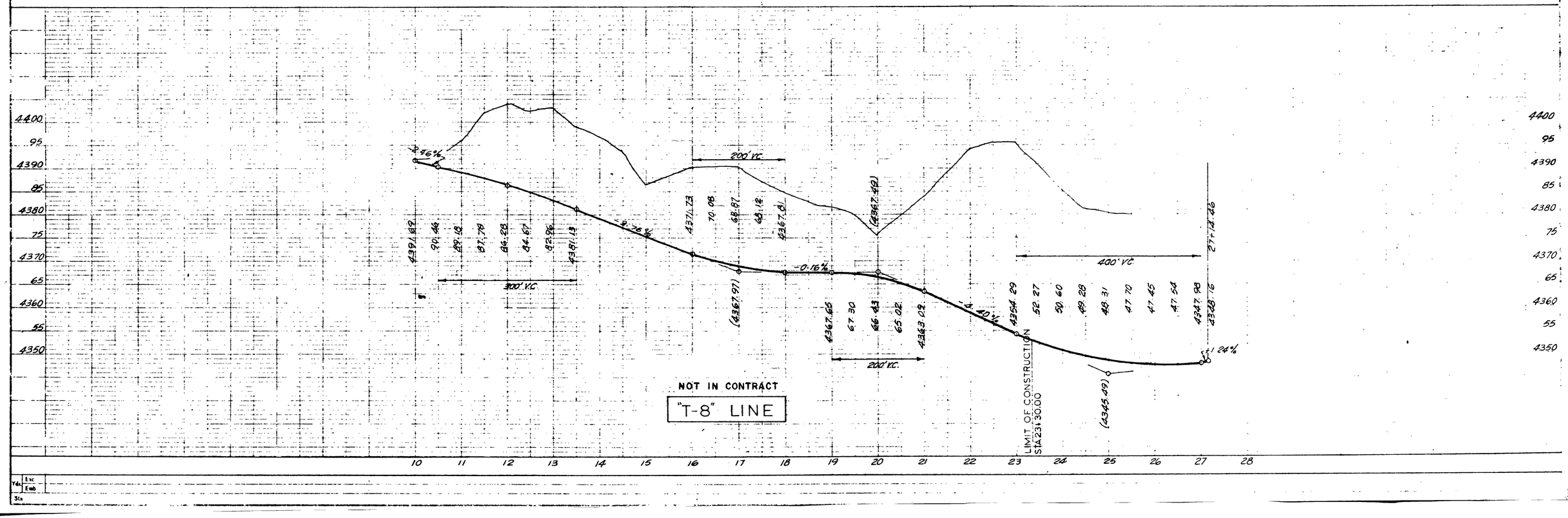

400' VC
500' VC
200' VC
5' SURCHARGE IN PLACE
ZONE II IN PLACE
ZONE I
0.0%
+1.74%
-1.29%
+2.00%
NOT IN CONTRACT
"T-5" LINE




"T-6" LINE




"T-7" LINE



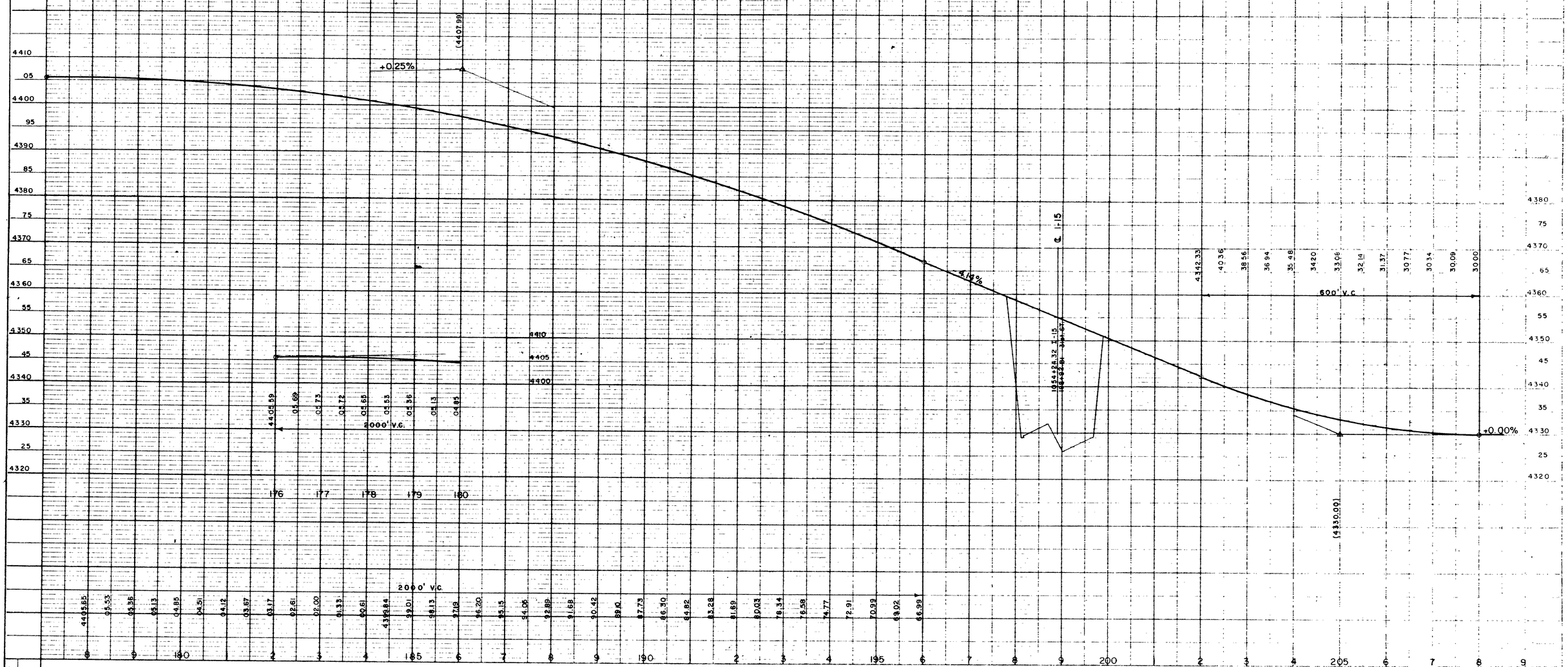

NOT IN CONTRACT

"T-8" LINE

| FED. ROAD DIST. NO. | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| UTAH | I-15-8(21)334 | 1966 | 10 | |

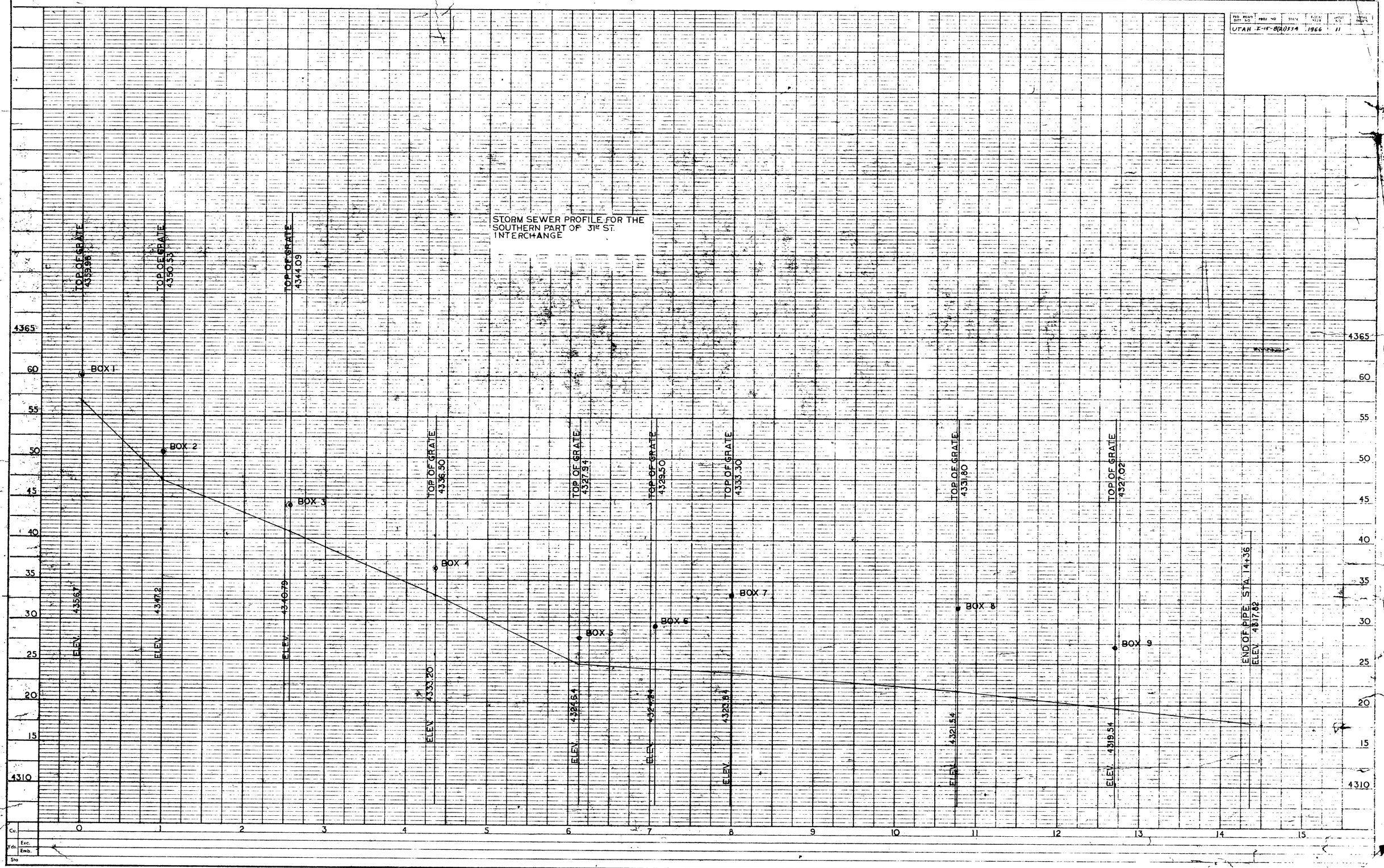
# 31st STREET PROFILE

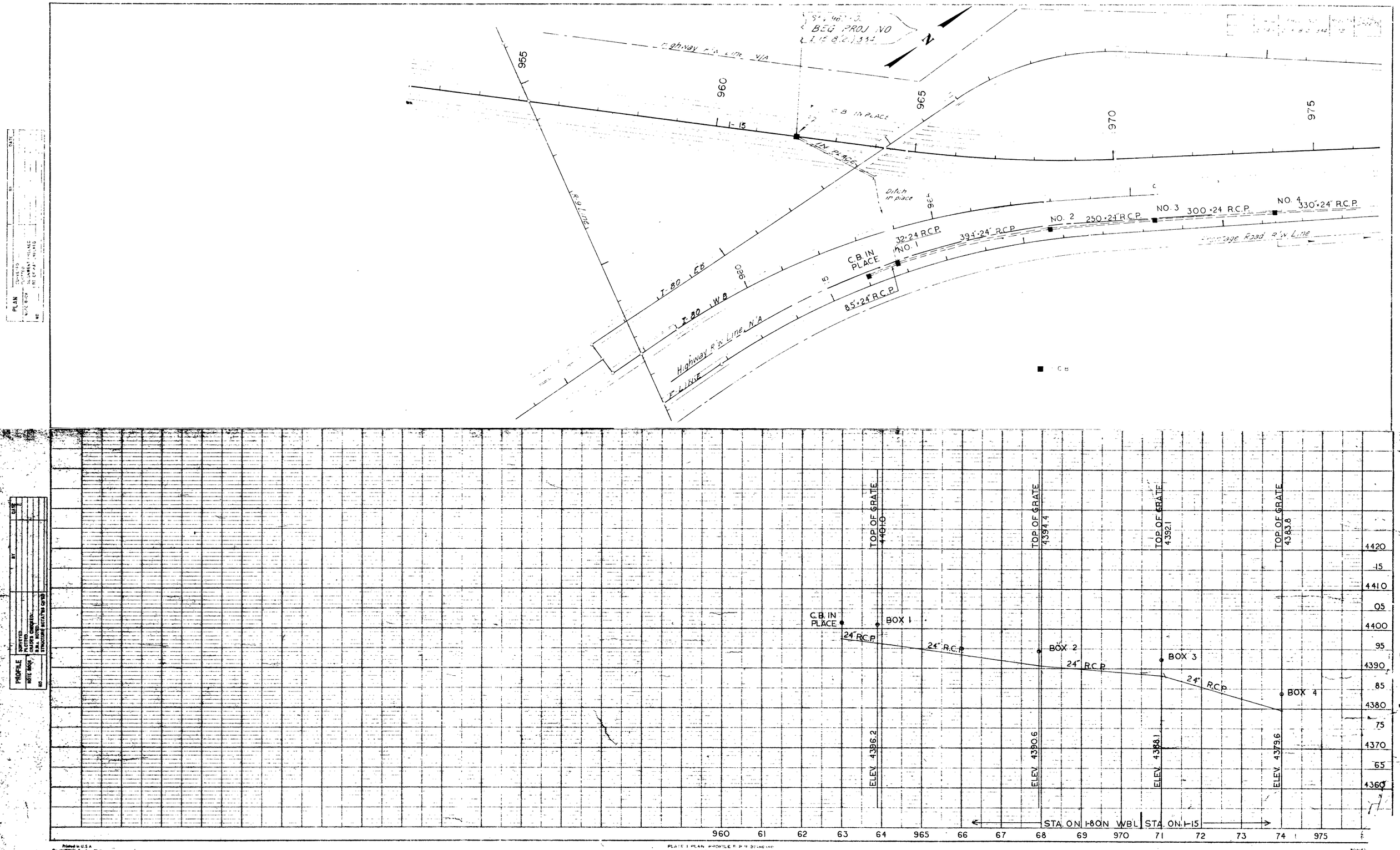
FOR PLAN SHEET NO. 4



| FED. ROAD DIST. NO. | PROJ. NO. | STATE | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | UTAH | I-15-8(21)334 | 1966 | 11 | |

STORM SEWER PROFILE FOR THE SOUTHERN PART OF 31st ST. INTERCHANGE






Printed in U.S.A.
On IMPERIAL Tracing Cloth

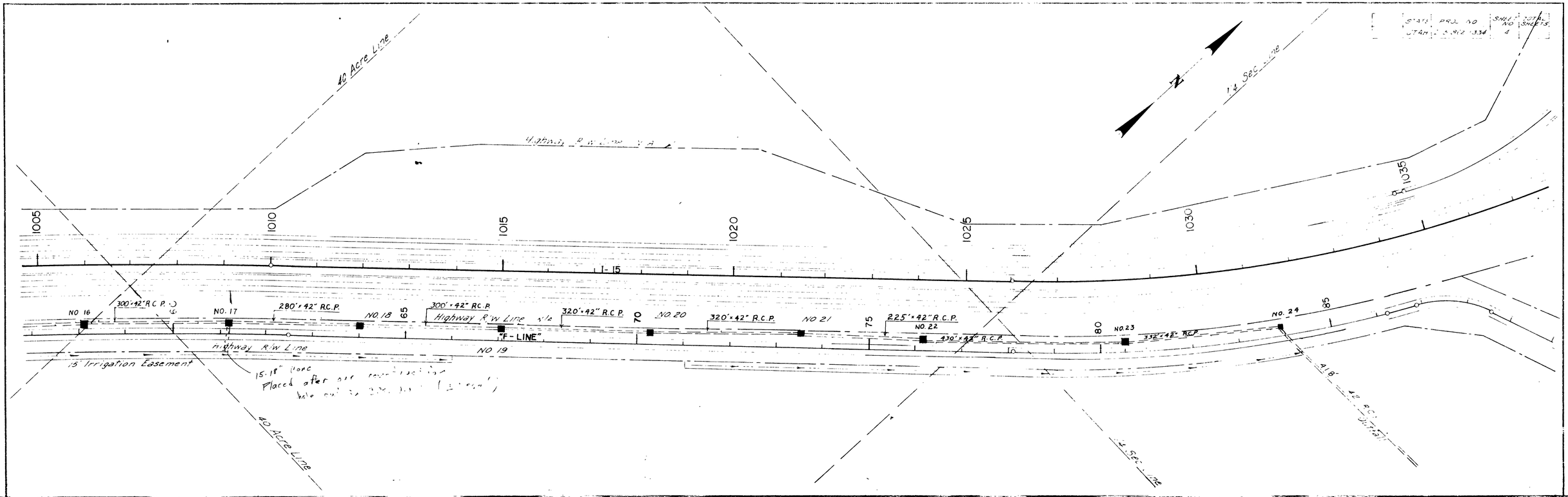
PLATE 1 PLAN PROFILE & PROJECTION
EXPLANATION OF PROJECTION

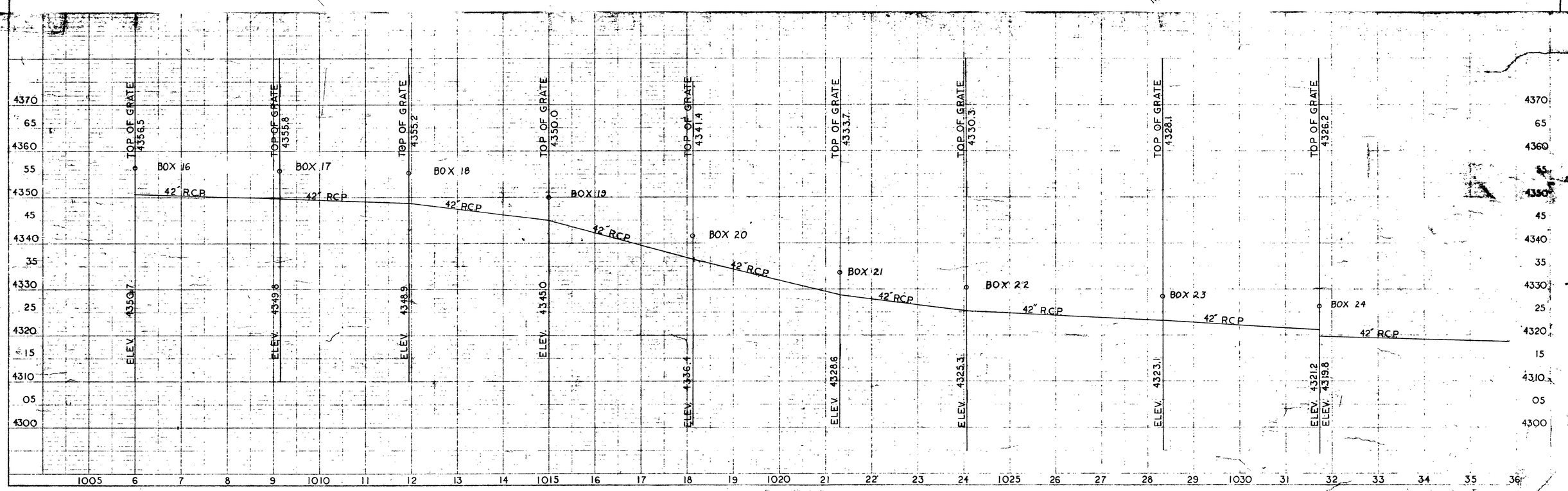
Printed on IMPERIAL

PLATE : PLAN-PROFILE U.P.R. STANDARD

| STATE | PROJ. NO | SHEET NO | TOTAL SHEETS |
|---|---|---|---|
| UTAH | S-912-1334 | 4 | |

PLAN
SURVEYED
PLOTTED
NOTE BOOK ALIGNMENT CHECKED
PT OF INTERSECTION
NO DATE BY



PROJ NO.
UTAH I-15-8(21) 334 1
REV. DATE 3/10/65
REV. DATE 3/12/65

# STATE OF UTAH
# STATE ROAD COMMISSION

## PLANS OF PROPOSED STATE ROAD

FEDERAL AID PROJECT

**I-15-8(2D 334** *1ST CONTRACT*

**DAVIS-WEBER COUNTY LINE TO 31 ST STREET**

**WEBER COUNTY**

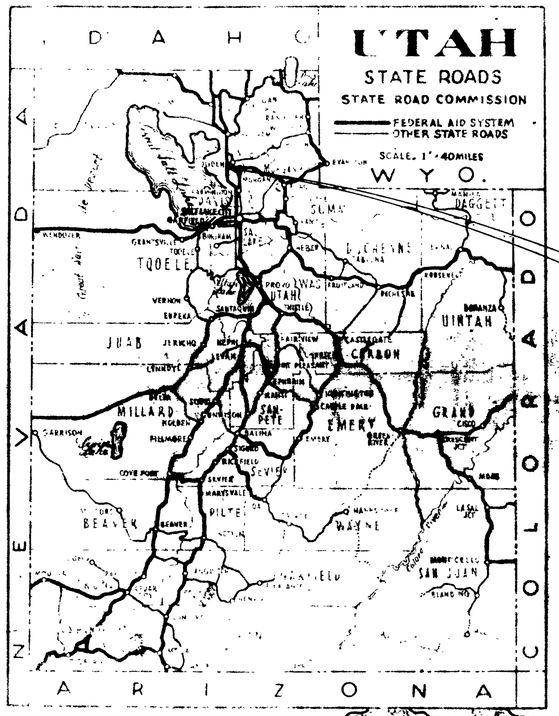
**LENGTH 3.862 MILES**

AS CONSTRUCTED DRAWINGS

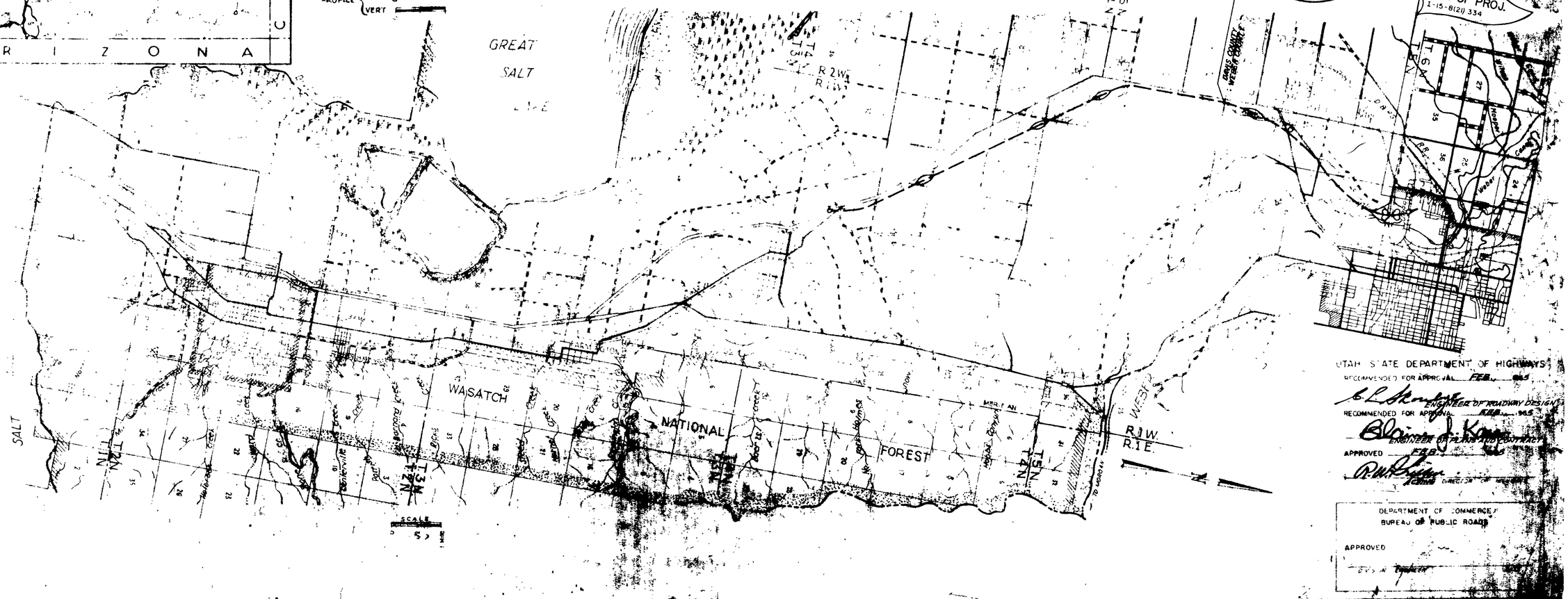
1ST Contract

INDEX TO SHEETS I-15-8(21) 334

| | DESCRIPTION | |
|---|---|---|
| 1 | TITLE SHEET | |
| 2(A-F) | TYPICAL SECTION | |
| 3(3A-F) | SUM. SHEETS AND MAT'L. SITE SHEETS | |
| 4-23 | PLAN & PROFILE SHEETS | |
| 24 | DEEP BEAM HIGHWAY GUARDRAIL | 230 |
| 25 | GROUND MOUNTED SIGNS INSTALLATION DETAILS. | 812 |
| [illegible] | CHAIN LINK FENCE | [illegible] |
| 27-31 | CONSTRUCTION SIGNS | [illegible] |
| 32 | SIGN STRUCTURE DETAILS | [illegible] |
| 33 | ENTRANCE & EXIT RAMP [illegible] | [illegible] |
| 34, [illegible] | [illegible] ELEVATION AND [illegible] | [illegible] |
| 36 | CONCRETE CURB AND [illegible] | [illegible] |
| 37 | REINFORCED CONC. END [illegible] | [illegible] |
| 38 | METAL CULVERT END SECTIONS | [illegible] |
| 39 | STD. CATCH BASINS FOR GUTTER PROF. | [illegible] |
| 40 | STANDARD CATCH BASIN | V-780 |
| 41 | POLE FOUNDATION ALONG [illegible] | [illegible] |
| | CROSSING | |
| 42 | JUNCT. BOX DETAILS FOR [illegible] | [illegible] |
| 43 | RAISED MEDIAN | [illegible] |
| 44 | CORRUGATED METAL PIPE CULVERT | [illegible] |
| 45 | SHOULDER AND MEDIAN DRAIN | [illegible] |
| 46 | REINFORCED CONCRETE PIPE CULVERT | [illegible] |




SCALES:
PLAN
PROFILE HORIZ
VERT




UTAH STATE DEPARTMENT OF HIGHWAYS
RECOMMENDED FOR APPROVAL FEB. [illegible]
ENGINEER OF ROADWAY DESIGN
RECOMMENDED FOR APPROVAL FEB. [illegible]
ENGINEER OF PLANS AND CONTRACTS
APPROVED FEB. [illegible]
DIRECTOR OF HIGHWAYS

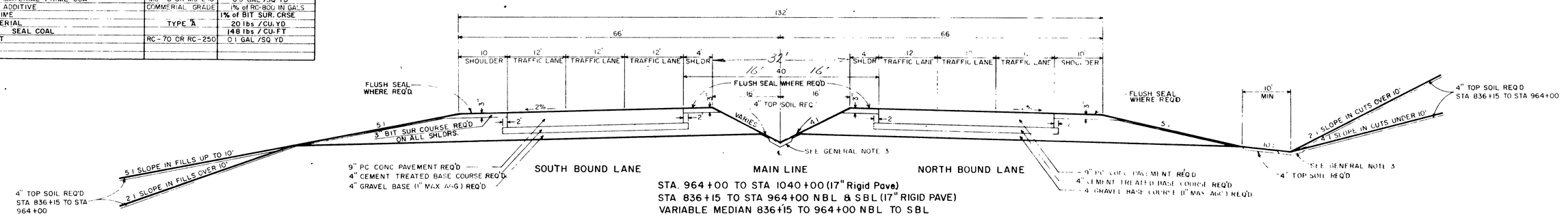
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
APPROVED
DIVISION ENGINEER

# TYPICAL CROSS SECTION

| FED ROAD DIST NO | STATE | PROJ NO | SHEET NO | TOTAL SHEETS |
|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21)334 | 2 | |

REVISION DATE 3/10/65

| APPLICATION | TYPE | AMOUNT FOR EST PURPOSES ONLY |
|---|---|---|
| PORTLAND CEMENT CONCRETE PAVEMENT | 9" THICK | SQ YD |
| PORTLAND CEMENT TREATED BASE COURSE | | 140 LBS /CU FT |
| PORTLAND CEMENT | TYPE I | SEE SPECIAL PROVISION |
| | | |
| GRAVEL BASE COURSE | 1" MAX AGG | 140 LBS /CU FT |
| GRAVEL SURFACE COURSE | 1" MAX AGG | 140 LBS /CU FT |
| BITUMINOUS SURFACE COURSE | 1" MAX AGG | 148 LBS /CU FT |
| BITUMINOUS SURFACE COURSE | 3/4" MAX AGG | 148 LBS /CU FT |
| BITUMINOUS MATERIAL | 85-100 PENETRA | 5% BIT. SUR. CRSE by WT |
| BITUMINOUS MATERIAL | 60-70 PENETRA | 7% BIT. SUR. CRSE. by WT |
| BITUMINOUS MATERIAL SEAL COAT | RC-800 | 0.2 GAL /SQ YD |
| BITUMINOUS MATERIAL TACK COAT | RC-70 OR RC-250 | 0.15 GAL /SQ YD |
| BITUMINOUS MATERIAL CURING COAT | MC-70 OR MC-250 | 0.15 GAL /SQ YD |
| BITUMINOUS MATERIAL PRIME COAT | MC-70 OR MC 250 | 0.5 GAL /SQ YD |
| BITUMINOUS ADDITIVE | COMMERIAL GRADE | 1% of RC-800 IN GALS |
| HYDRATED LIME | | 1% of BIT SUR. CRSE |
| COVER MATERIAL | TYPE "A" | 20 lbs /CU.YD |
| PLANT MIX SEAL COAT | | 148 lbs / CU.FT |
| FLUSH COAT | RC-70 OR RC-250 | 0.1 GAL /SQ YD |
| | | |
| | | |




STA. 964+00 TO STA 1040+00 (17" Rigid Pave)
STA 836+15 TO STA 964+00 NBL & SBL (17" RIGID PAVE)
VARIABLE MEDIAN 836+15 TO 964+00 NBL TO SBL

GENERAL NOTE

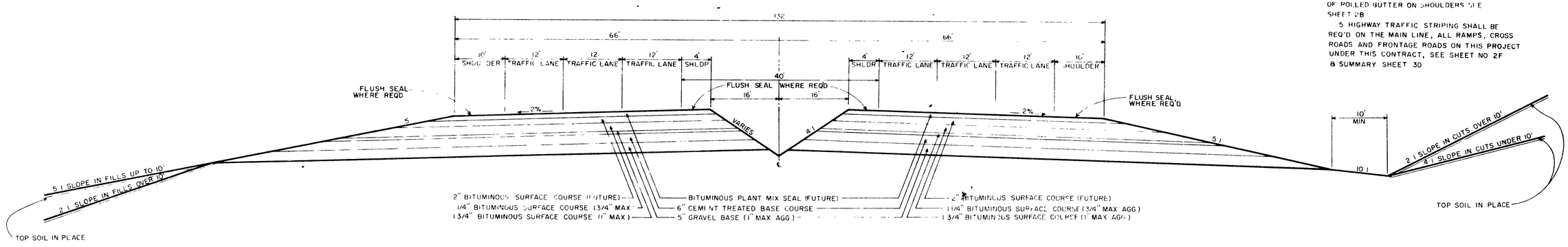
1 TOP SOIL TO BE PLACED ON ALL MEDIAN AND OUTSIDE SLOPES OF CUTS BEING SURFACED UP TO STA 964 (AS DIRECTED BY PROJ ENG)

2 DESIGN SPEED 70 MPH SUPERELEVATE IN ACCORDANCE WITH STANDARD DRWG NO 203

3 FOR PLACING OF BITUMINOUS PAVED MEDIAN AND CUT DITCHES SEE TYPICAL SECTIONS SHEET 2C

4 FOR TYPICAL SECTION AND PLACING OF ROLLED GUTTER ON SHOULDERS SEE SHEET 2B

5 HIGHWAY TRAFFIC STRIPING SHALL BE REQ'D ON THE MAIN LINE, ALL RAMPS, CROSS ROADS AND FRONTAGE ROADS ON THIS PROJECT UNDER THIS CONTRACT, SEE SHEET NO 2F & SUMMARY SHEET 3D




SOUTH BOUND LANE MAIN LINE NORTH BOUND LANE

STA. 1040+00 TO STA 1072+00 (16 1/2" Flexible Pave)

(NOT INCLUDED IN THIS CONTRACT)

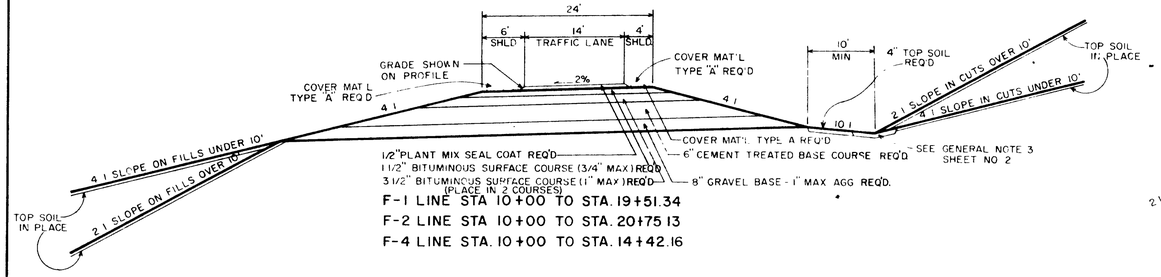
REVISIONS
DATE BY DATE BY

UTAH STATE ROAD COMMISSION
SALT LAKE CITY - UTAH

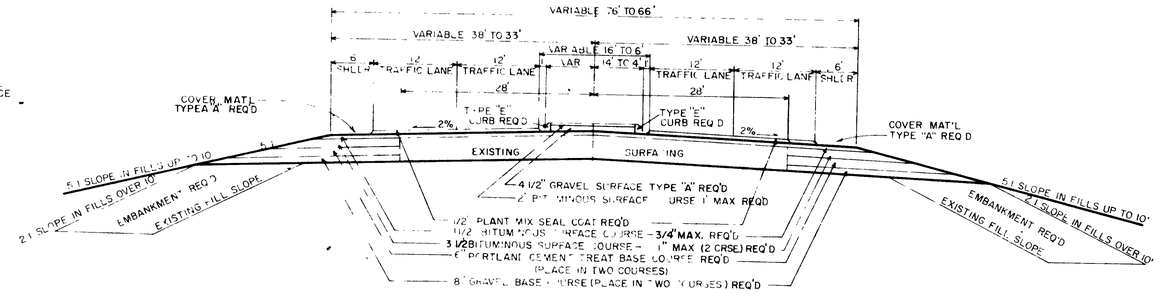
# TYPICAL CROSS SECTION

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| UTAH | UTAH | I-15-8(201)334 | 2A | |

REV DATE 3/10/65
REV DATE 3/27/65

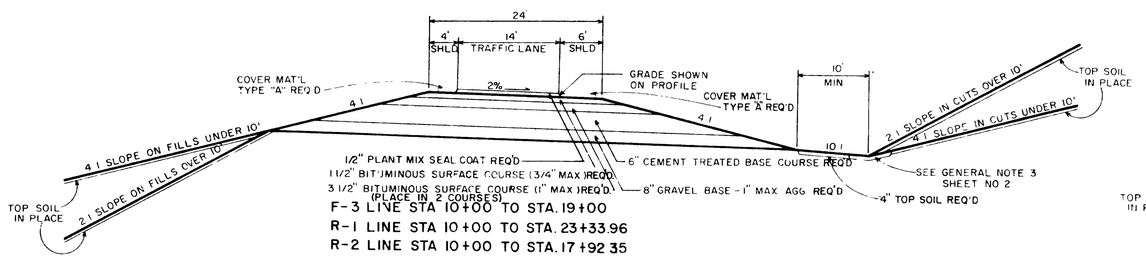



F-1 LINE STA 10+00 TO STA. 19+51.34
F-2 LINE STA 10+00 TO STA. 20+75.13
F-4 LINE STA. 10+00 TO STA. 14+42.16

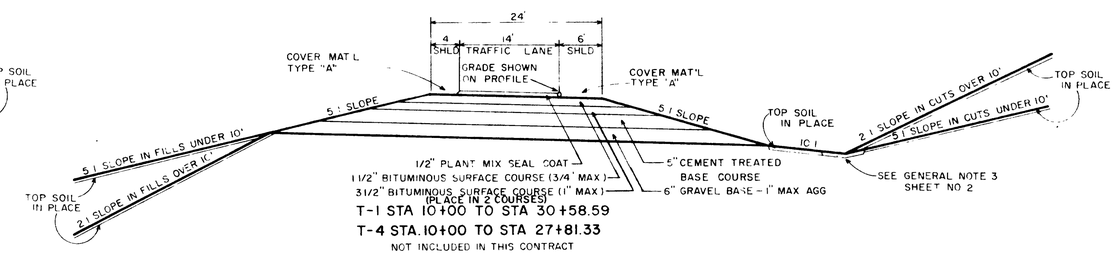



RIVERDALE ROAD
STA. 23+00 TO STA 54+22

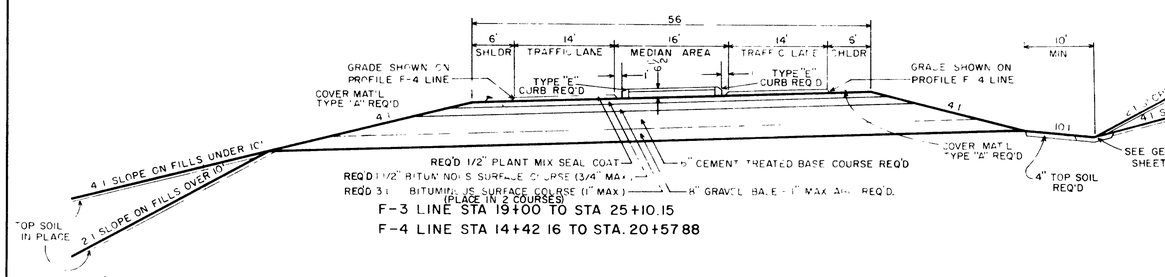
*NOTE*
STA 31+95 to STA. 40+00 WHERE FINISHED GRADE IS HIGHER THAN THE EXISTING ROADWAY SURFACE EXTEND THE SHOULDER TREATMENT OVER THE EXISTING ROADWAY (AVE. DEPTH OF GRAVEL BASE COURSE IS 11" PLACE IN 3 COURSES)



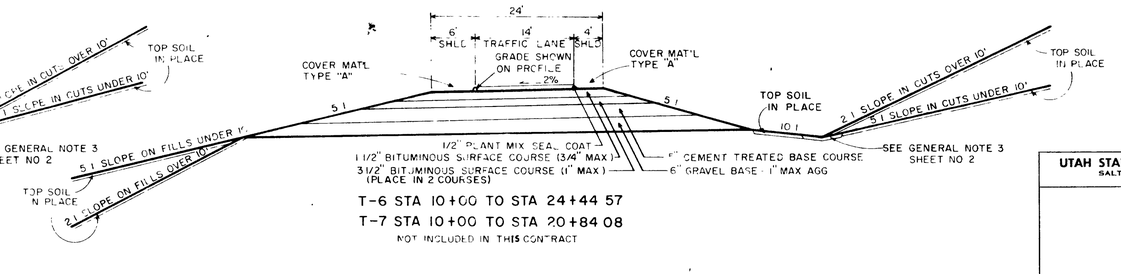

F-3 LINE STA 10+00 TO STA. 19+00
R-1 LINE STA 10+00 TO STA. 23+33.96
R-2 LINE STA 10+00 TO STA. 17+92.35




T-1 STA 10+00 TO STA 30+58.59
T-4 STA. 10+00 TO STA 27+81.33
NOT INCLUDED IN THIS CONTRACT




F-3 LINE STA 19+00 TO STA 25+10.15
F-4 LINE STA 14+42.16 TO STA. 20+57.88

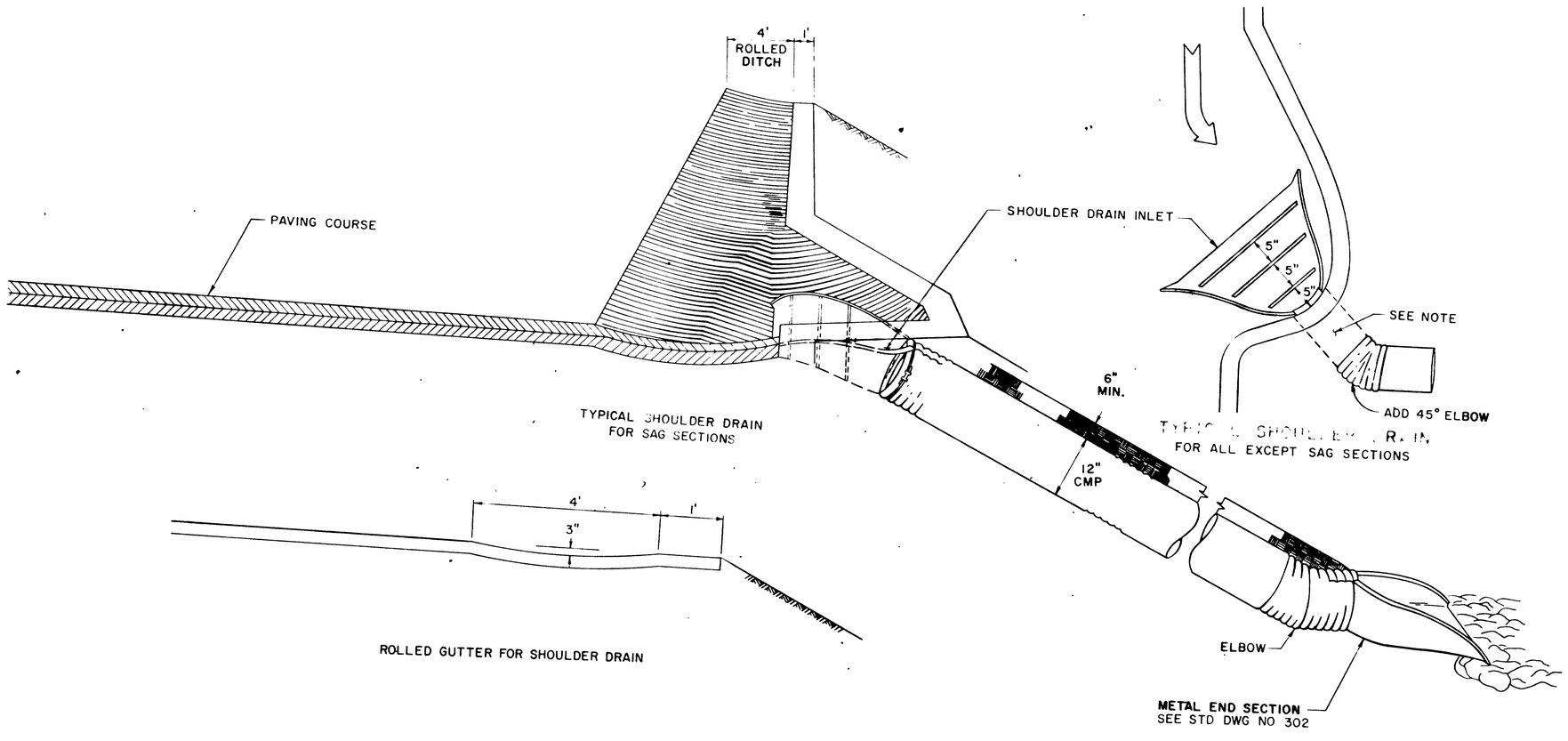



T-6 STA 10+00 TO STA 24+44.57
T-7 STA 10+00 TO STA 20+84.08
NOT INCLUDED IN THIS CONTRACT

REVISIONS
DATE BY DATE BY

UTAH STATE ROAD COMMISSION
SALT LAKE CITY - UTAH

SEE GENERAL NOTE - SHEET 2




GENERAL NOTE
FOR LOCATIONS OF BITUMINOUS ROLLED GUTTER SEE SHEET NO 3 AND SHOULDER DRAINS, SEE SUMMARY SHEET 3B

SHOULDER DRAIN

1 SHOULDER DRAIN SHALL BE PLACED IN CONJUNCTION WITH BITUMINOUS ROLLED GUTTER TO PREVENT EROSION OF THE FILL SLOPES

2 WHEN DRAINS ARE PLACED AT INTERMEDIATE POINTS ON A GRADE, A 45° ELBOW SHALL BE USED TO PROVIDE A MORE DIRECT ENTRANCE

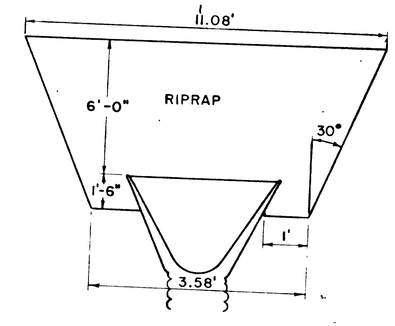
3 THE BITUMINOUS ROLLED GUTTER AND SURFACING SHALL BE TRANSITIONED TO PROVIDE A GOOD ENTRANCE CONDITION THE ENTRANCE SHALL BE LOWED A MINIMUM OF 3" BELOW NORMAL GUTTER FLOWLINE

4 SPACING SHALL BE DETERMINED FROM THE PLAN SHEETS UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER

5 A BITUMINOUS DIKE SHALL BE PLACED ACROSS THE BITUMINOUS ROLLED GUTTER TO DIRECT THE DRAINAGE INTO THE SHOULDER DRAIN

6 SHOULDER DRAIN INLET SHALL BE A STANDARD METAL END SECTION WITH 1/2" STEEL BARS BOLTED OR WELDED ON 5" CENTERS AS PER STD DWG NO. 347

7 RIPRAP SHALL BE PLACED IN A FANSHAPED HOLE ONE FOOT DEEP, REQUIRING 2.00 CU YD PER END SEC

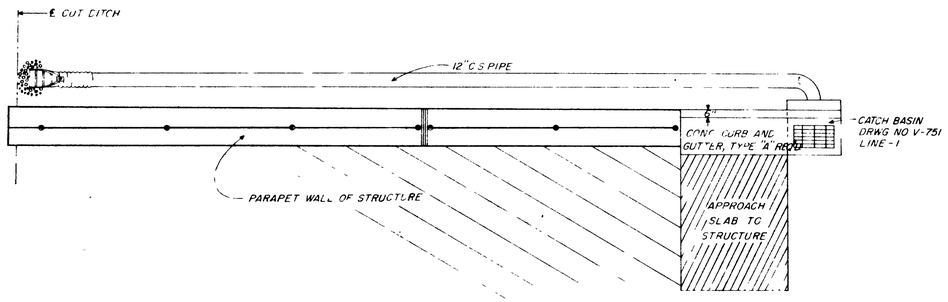


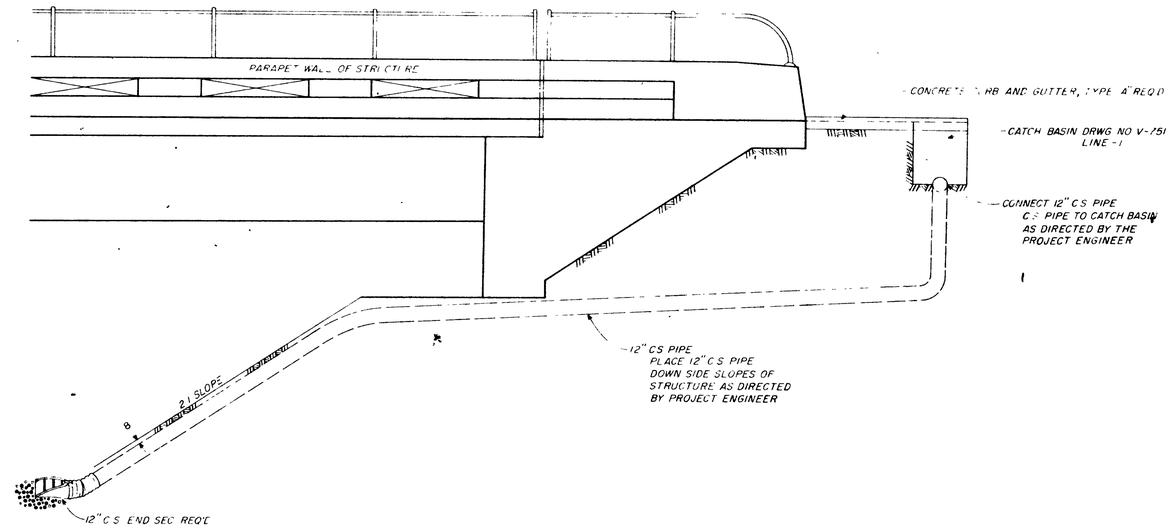
# SLOPE PROTECTION FOR MAJOR STRUCTURES DETAIL

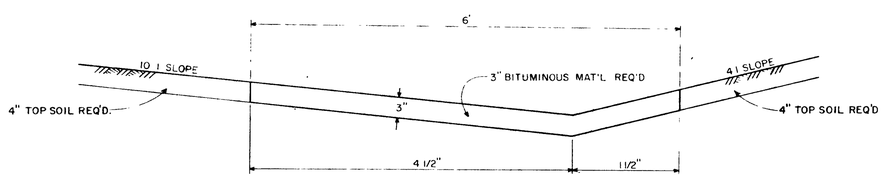
FOR STATIONS SEE SUMMARY SHEET NO. 3C

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| 8 | UTAH | I-15-8(201)334 | 3C | |

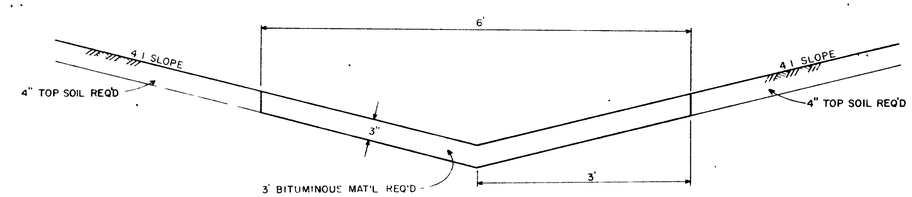
REV. DATE 3-10-65




TYPICAL SECTION FOR PAVED CUT DITCH
FOR PLACING OF PAVED CUT DITCH
SEE SUMMARY SHEET NO 3
FOR BITUMINOUS MATERIAL QUANTITIES
SEE SURF. SUM SHEET NO 3A

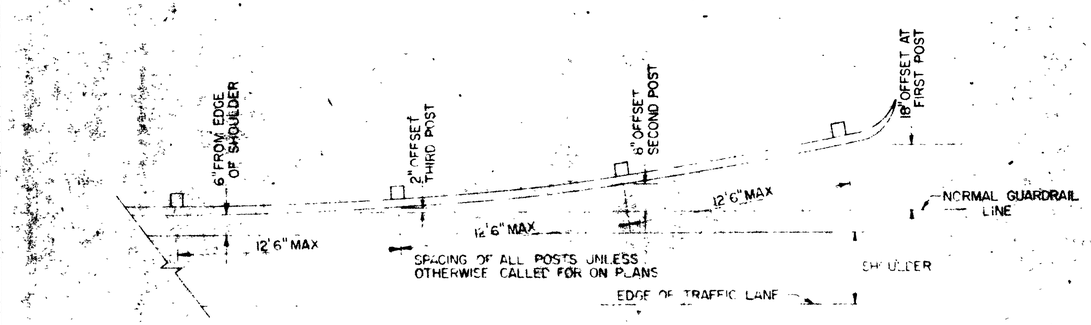



TYPICAL SECTION FOR PAVED MEDIAN DITCH
FOR PLACING OF PAVED MED. DITCH
SEE SUMMARY SHEET NO 3

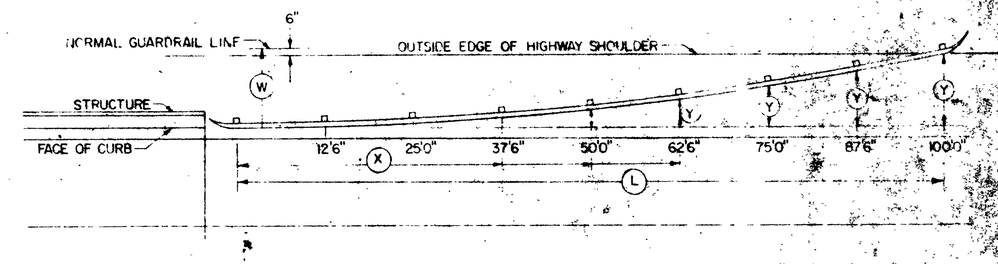
| REVISIONS | | |
|---|---|---|
| DATE | BY | DATE |
| | | |
| | | |
| | | |
| | | |

# GUARDRAIL INSTALLATION STRUCTURES

| FED. ROAD DIV. NO. | STATE | PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21)334 | 2.6 | |




TYPICAL INSTALLATION FOR ROADWAY APPROACH TERMINAL



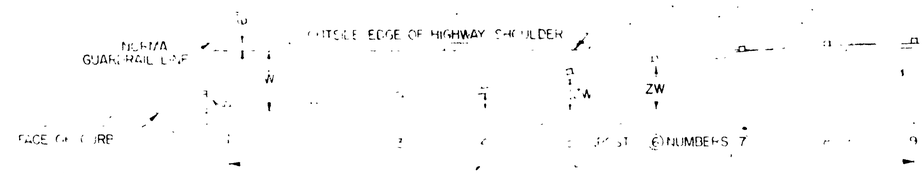

W = OFFSET FROM BRIDGE CURB TO NORMAL GUARDRAIL LINE

L = LENGTH OF GUARDRAIL

$Y = W \frac{X^2}{L^2}$ X = DISTANCE FROM BEGINNING OF GUARDRAIL AT BRIDGE

Y = OFFSET AT EACH POINT


MEDIAN TREATMENT AT OVERPASS




Z = % OF TOTAL OFFSET (W) FOR EACH POST

W = TOTAL WIDTH OF OFFSET FROM NORMAL GUARDRAIL LINE TO FACE OF CURB

L = TOTAL LENGTH

| W | L | Z = % OF TOTAL OFFSET (W) FOR EACH POST (POST NUMBERS 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16) |
|---|---|---|
| 4' | 50' | 12.5 25 37.5 50 |
| 4' | 100' | 3.1 12.5 28.0 50.0 72.0 87.5 97.0 100 |
| 4'6" | 100' | 2.8 3.1 7.0 12.5 19.5 28.2 38.3 50.0 61.7 72.8 80.5 87.5 93.0 96.9 100 |

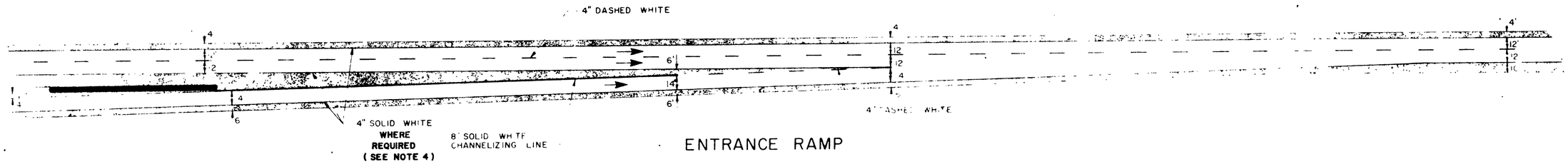
TYPICAL STRUCTURE APPROACH INSTALLATION

TWO WAY STRUCTURE

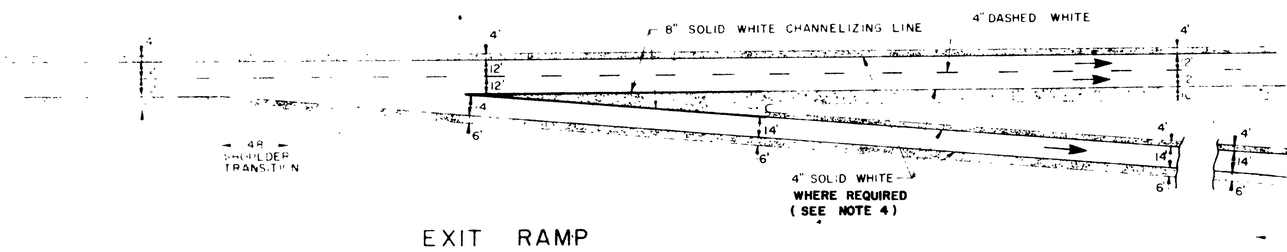
ONE WAY STRUCTURE

| | |
|---|---|
| UTAH | UTAH I-15-8(2)334 2-F |

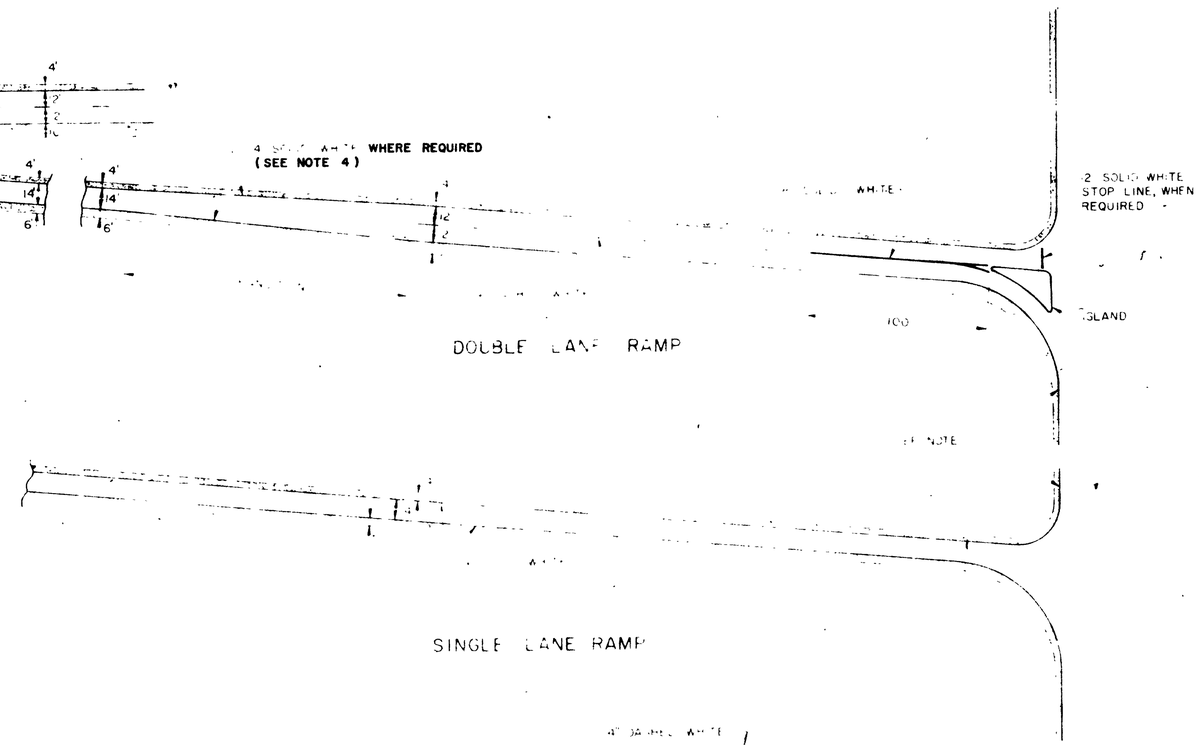
REV DATE 3/10/86




ENTRANCE RAMP



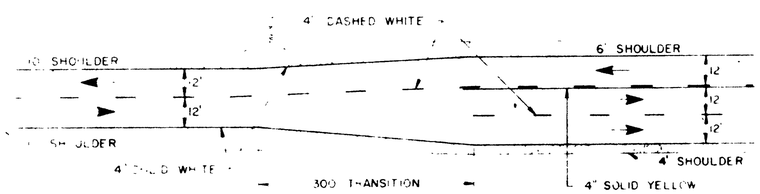

EXIT RAMP



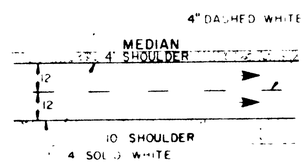

DOUBLE LANE RAMP

SINGLE LANE RAMP

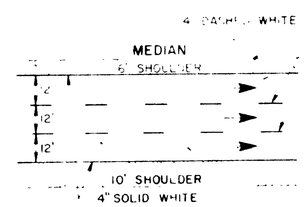
1. ALL 4" SOLID WHITE RAMP SHOULDER MARKINGS SHALL TIE INTO EXISTING SHOULDER MARKINGS ON CROSS STREET WITH A GRADUAL TRANSITION. IF CROSS STREET HAS NO SHOULDER MARKINGS, RAMP SHOULDER MARKINGS SHALL BE DISCONTINUED AT CROSS STREET EDGE OF PAVEMENT.
2. ALL PAVEMENT MARKINGS SHALL BE FULLY REFLECTORIZED.
3. ALL 4" DASHED WHITE PAINT MARKINGS SHALL BE 15 FEET IN LENGTH AND HAVE A 25 FOOT GAP BETWEEN THE DASHES.
4. **PAINTED RIGHT AND LEFT SHOULDER GUIDE LINES SHOULD BE INSTALLED ONLY WHEN INADEQUATE COLOR CONTRAST EXISTS BETWEEN THRU LANES AND SHOULDERS.**



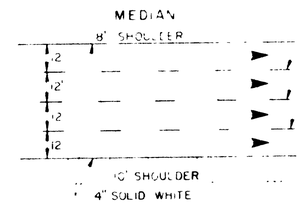

TWO LANE, TWO WAY, WITH TRUCK LANE




TWO LANES




THREE LANES




FOUR LANES

ROADWAY SECTION

**UTAH DEPARTMENT OF HIGHWAYS**

SUPERSEDES

REVISIONS
Date App.

# TYPICAL PAVEMENT MARKINGS
## INTERSTATE SYSTEM

STD. DWG. NO.

Sheet 3A

## GUARDRAIL SUMMARY

| LINE | LOCATION FROM STATION | LOCATION TO STATION | LIN FT (INCLUDING END SEC) NBL LANE LT | NBL LANE RT | SB LANE LT | SB LANE RT |
|---|---|---|---|---|---|---|
| I-15 | 864- 39.4 | 869 - 05 | | 467.5 | | |
| I-15 | 854 - 81 | 856 - 27.8 | | 148.5 | | |
| I 15 | 879 - 92 | 882 - 27 | | | 235.0 | |
| I 15 | 855 - 88 | 868 - 94 | 1309.5 | | | |
| I 15 | 836 - 15 | 853 - 27.8 | 1714 5 | | | |
| I 15 | 836 15 | 843. 525 | | | 737.5 | |
| I 15 | 856 - 25 | 864 - 25 | | 777.0 | | |
| I 15 | 870 - 90 | 882 - 90 | 1204.0 | | | |
| I 15 | 857 - 06 | 859 - 99 | | | 295.0 | |
| I 13 | 842 - 525 | 854 - 75 | | | 1125.5 | |
| I 15 | 870 - 73 | 871 - 73 | | | | 102.0 |
| I 15 | 861 - 70 | 868 - 70 | | | 704.0 | |
| I 15 | 870 - 73 | 880 - 11 | | | 914.5 | |
| I 15 | 871 - 05 | 883 - 05 | | 1204. 0 | | |
| I 15 | 900 - 15 | 900 40 | | 2.0 | | |
| I 15 | 920 - 50 | 1022 63 | | | 214.5 | |
| I 15 | 975 - 09 | 1039 - 09 | | 6437.5 | | |
| I 15 | 963 - 63 | 964 - 50 | 64.5 | | | |
| I 15 | 964 - 00 | 964 - 87 | | | | 64.5 |
| I 15 | 954 - 72 | 955. 33 | 39.5 | | | |
| I 15 | 955. 13 | 955. 76 | | | | 39.5 |
| I 15 | 903. 53 | 904. 66 | 114.5 | | | |
| I 15 | 903. 90 | 905. 02 | | | | 114.5 |
| F 1 | 10 - 00 | 18 - 07 | 782.0 | | | |
| F 2 | 12 - 45 | 20 75 | 804.5 | | | |
| F 2 | 14 - 19 | 20 - 70 | | 652.0 | | |
| F 3 | 10 - 00 | 19 - 29 | | 930.5 | | |
| F 3 | 9 - 96 | 18 - 86 | 839 5 | | | |
| F 4 | 10 - 00 | 14 - 80.5 | 436 5 | | | |
| F 4 | 10 - 05 | 14 - 47 | | 489.5 | | |
| F 5 | 40. 39 | 46 - 39 | 575.0 | | | |
| F 5 | 38 - 65 | 39 - 40 | 75.0 | | | |
| R 1 | 28 - 60 | 30 - 60 | | 202.0 | | |
| R 1 | 28 - 95 | 30 - 88 | 194.0 | | | |
| R 1 | 25 - 00 | 25 - 37 | 239.5 | | | |
| R 2 | 14 - 50 | 19 - 75 | | 502.0 | | |
| R 2 | 9 - 75 | 10 - 00 | 2.0 | | | |
| RIVER DALE RD | 31. 60 | 34. 47 | | 291.5 | | |
| " | 32. 40 | 35. 78 | 314.5 | | | |
| " | — | — | | 102.0 | | |
| " | — | — | 2.0 | | | |
| I 15 | 836 - 15 | 852 - 68 | | 1662.00 | | |
| R 2 | EXIT RAMP | | | 50 00 | | |
| R 2 | EXIT RAMP | | 50.00 | | | |
| | SUBTOTAL | | 8,781 - 0 | 13,818.0 | 4,226.0 | 320.5 |
| | TOTALS | | 22,579.00 | | 4546.50 | |

## GUARDRAIL SUMMARY

| | LOCATION FROM STATION | LOCATION TO STATION | LIN FT (INCLUDING END SEC) LT | RT | | |
|---|---|---|---|---|---|---|
| | RIVERDALE | ROAD STRUCTURE | | | | |
| SBL | OUTSIDE SHLD | | | 275.0 | | |
| SBL | INSIDE SHLDR | | 112.5 | | | |
| NBL | OUTSIDE SHLDR | | | 237.5 | | |
| NBL | INSIDE SHLDR | | 112.5 | | | |
| | 4400 SO STRUCT | | | | | |
| SBL | OUTSIDE | SHLDR | | 187.5 | | |
| SBL | INSIDE SHLDR | | 125.0 | | | |
| NBL | OUTSIDE | SHLDR | | 175.0 | | |
| NBL | INSIDE | SHLDR | 185.0 | | | |
| | I-80 STRUCTURE | | | | | |
| SBL | OUTSIDE | SHLDR | | 280.0 | | |
| SBL | INSIDE | SHLDR | 112.5 | | | |
| NBL | OUTSIDE | SHLDR | | 200.0 | | |
| NBL | INSIDE | SHLDR | 112.5 | | | |
| | TOTAL | | 747.5 | 1355.00 | | |

# SUMMARY SHEET

## SHOULDER DRAIN SUMMARY

| LINE | STATION | 12 CS PIPE LT FT | 12 CS PIPE RT FT | STEEL END SEC (INLET) EACH | STEEL END SEC EACH | STRUCT EXC CU YD | RIP RAP CU YD | LINE | STATION | 12 CS PIPE LT FT | 12 CS PIPE RT FT | STEEL END SEC (INLET) EACH | STEEL END SEC EACH | STRUCT EXC CU YD | RIP RAP CUYD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| I 15 | 842+00 | | 12.0 | 1 | 1 | 3.86 | 2.0 | I 15 | 991+00 | | 25.0 | 1 | 1 | 9.40 | 2.0 |
| I 15 | 846+00 | 29.0 | | 1 | 1 | 9.21 | 2.0 | I 15 | 996+00 | | 28.0 | 1 | 1 | 8.20 | 2.0 |
| I 15 | 846+00 | | 16.0 | 1 | 1 | 5.97 | 2.0 | I 15 | 1001+00 | | 28.0 | 1 | 1 | 8.00 | 2.0 |
| I 15 | 851+00 | 63.0 | | 1 | 1 | 24.87 | 2.0 | I 15 | 1006+00 | | 24.0 | 1 | 1 | 7.30 | 2.0 |
| I 15 | 851+00 | | 51.0 | 1 | 1 | 13.91 | 2.0 | I 15 | 1011+00 | | 14.0 | 1 | 1 | 5.30 | 2.0 |
| I 15 | 862+00 | | 66.0 | 1 | 1 | 18.97 | 2.0 | I 15 | 1024+00 | 8.0 | | 1 | 1 | 4.40 | 2.0 |
| I 15 | 876+00 | 42.0 | | 1 | 1 | 10.92 | 2.0 | I 15 | 1024+00 | | 51.0 | 1 | 1 | 16.20 | 2.0 |
| I 15 | 877+00 | | 25.0 | 1 | 1 | 6.66 | 2.0 | I 15 | 1029+00 | 4.0 | | 1 | 1 | 3.60 | 2.0 |
| I 15 | 882+00 | | 28.0 | 1 | 1 | 7.64 | 2.0 | I 15 | 1034+00 | 8.0 | | 1 | 1 | 4.10 | 2.0 |
| I 15 | 980+00 | 8.0 | | 1 | 1 | 4.30 | 2.0 | I 15 | 914+00 | | 23.0 | 0 | 1 | 7.50 | 2.0 |
| I 15 | 981+00 | | 49.0 | 1 | 1 | 18.26 | 2.0 | I 15 | 915+30 | | 23.0 | 0 | 1 | 8.40 | 2.0 |
| I 15 | 985+00 | 1.0 | | 1 | 1 | 3.50 | 2.0 | RIVERDALE ROAD | 35+00 | 16.00 | | 0 | 0 | 2.50 | 0.0 |
| I 15 | 986+00 | | 39.0 | 1 | 1 | 13.10 | 2.0 | | | | | | | | |
| TOTALS | | 429.00 | | 13 | 13 | 141.17 | 26.00 | | | 252.00 | | 9 | 11 | 84.70 | 22.00 |

## SMALL STRUCTURES AND PIPE SUMMARY

| LINE | STATION | 12 CSP LT FT | 12 CSP RT FT | 12 CSP PERF LT FT | 12 CSP PERF RT FT | 18 CSP LT FT | 18 CSP RT FT | 18 CSP PERF LT FT | 18 CSP PERF RT FT | 24 RCP LT FT | 24 RCP RT FT | 12 END SECT EACH | 18 END SECT EACH | 24 END SECT EACH | BOX DWG & LINE NO | REINF STEEL LBS | STRUC STEEL LBS | CLASS A CON (AE) CUYD | STRUCT EXC CUYD | RIP RAP CUYD | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5600 SO | NE COR STRUCT | | 56.0 | | | | | | | | | 1 | | | V751-2 | 184 | 310 | 1.8 | 17.30 | 00 | SLOPE PROTECTION |
| | NW COR | | 58.0 | | | | | | | | | 1 | | | V751-2 | 184 | 310 | 1.8 | 24.18 | 00 | " " |
| | SW COR | | 80.0 | | | | | | | | | 1 | | | V751-3 | 220 | 310 | 1.9 | 21.00 | 00 | " " |
| | SE COR | | 57.0 | | | | | | | | | 1 | | | V751-2 | 184 | 310 | 1.8 | 22.10 | 00 | " " |
| RAILROAD | SW COR STRUC | | 49.0 | | | | | | | | | 1 | | | V751-2 | 184 | 310 | 1.8 | 14.50 | 00 | " " |
| | NE COR | | 59.0 | | | | | | | | | 1 | | | V751-2 | 184 | 310 | 1.8 | 17.70 | 2.0 | " " |
| | NW COR | | 130.0 | | | | | | | | | 1 | | | V751-2 | 184 | 310 | 1.8 | 45.60 | 2.0 | " " |
| RIVERDALE ROAD | SE COR | | 33.0 | | | | | | | | | 1 | | | V751-2 | 184 | 310 | 1.8 | 15.75 | 2.0 | " " |
| | NE COR | | 39.0 | | | | | | | | | 1 | | | V751-2 | 184 | 310 | 1.8 | 18.30 | 2.0 | " " |
| | SW COR | | 49.0 | | | | | | | | | 1 | | | V751 2 | 184 | 310 | 1.8 | 25.90 | 2.0 | " " |
| F 5 LINE | | | | | | | | | | | | | | | V750 1 | 181 | 310 | 1.3 | 5.20 | 00 | |
| 5600 SO | SW COR STRUC | | | | | | 56.0 | | | | | | 1 | | | | | | 11.40 | 00 | |
| R 9 LINE | | | | | | | 210.0 | | | | | | | | | | | | 72.30 | 00 | |
| I 15 | 896+00 | | | | 30 max. | | | | | | | | | | | | | | 1.60 | 00 | |
| I 15 | 880+00 | | | | 103.0 | | | | | | | | 2 | | | | | | 31.60 | 00 | |
| F 1 | 17+82 | | | | 68.0 | | | | | | | | 2 | | | | | | 27.47 | 1.00 | |
| RIVERDALE ROAD | 52 TO 55+00 | | | | | | | 320.0 | | | | | | | V750 2 | 188 | 310 | 1.5 | 156.8 | 00 | |
| " | | | | | | | | | | | | | | | V750 1 | 181 | 310 | 1.3 | 5.2 | 00 | |
| " | 43+00 | | | | | | | | 86.0 | | | | | | V750 2 | 188 | 310 | 1.5 | 50.0 | 0.0 | |
| UNDER | RR STRUCTURE | | | | | | | | | 44.0 | | | | | | | | | 25.5 | | |
| I 15 | 937.90-943+95 | | | 600.0 | | | | | | | | | | | V777 6 | 244 | 479 | 1.9 | 319.17 | 00 | |
| | | | | | | | | | | | | | | | V777 6 | 244 | 479 | 1.9 | 8.0 | | |
| I 15 | 944+00 | | | 82.0 | | | | | | | | | | | V777 5 | 214 | 474 | 1.8 | 39.4 | | |
| I 15 | 944+00 949+00 | | | 500.0 | | | | | | | | | | | | | | | 250.0 | | |
| I 15 | 950+00 | | | 130.0 | | | | | | | | | | | V777 5 | 214 | 474 | 1.8 | 72.8 | | |
| I 15 | 947+00 | | | 102.0 | | | | | | | | | | | V777 5 | 214 | 474 | 1.8 | 69.20 | | |
| I 15 | 945+50 | | | 80.0 | | | | | | | | | | | V777 5 | 214 | 474 | 1.8 | 49.70 | | |
| I 15 | 944+00 945+00 | | | 120.0 | | | | | | | | | | | V777 5 | 214 | 474 | 1.8 | 70.8 | | |
| TOTALS | | | 010.0 | | 1614.0 | 201.0 | 266.0 | 320.0 | 86.0 | 44.0 | | 10 | 5 | | | 4172.0 | 7668.0 | 36.5 | 1488.47 | 10 | |

## UNDER GROUND CONDUIT & JUNCTION BOX MARKERS

| STATION | 2-1/2 COND FEET | J.B. MARK EACH | EXC CU YD | REMARKS |
|---|---|---|---|---|
| 852+50 | 182.00 | 2 | 31.0 | PLACE MARKERS AT EACH END |
| 858+50 | 193.00 | 2 | 34.2 | " |
| 884+50 | 169.00 | 2 | 24.3 | " |
| 895+50 | 170.00 | 2 | 29.5 | " |
| 905+50 | 220.00 | 2 | 58.0 | " |
| 986+00 | 169.00 | 2 | 21.1 | " |
| 1028+00 | 184.00 | 2 | 35.2 | " |
| 1039+00 | 188.00 | 2 | 27.4 | " |
| TOTALS | 1475.00 | 16 | 264.70 | |

## CONCRETE CURB AND GUTTER TYPE "A"

| LINE | STATION | STATION | LIN FT |
|---|---|---|---|
| 5600 SO | STRUCTURE NBL | NE COR | 11.16 |
| | SBL | NW COR | 11.42 |
| | SBL | SW COR | 13.60 |
| | NBL | SE COR | 12.60 |
| RAILROAD | STRUCTURE SBL | SW COR | 13.00 |
| | NBL | NE COR | 13.90 |
| RIVERDALE | ROAD STUCTURE | SE COR | 15.00 |
| | | NE COR | 8.00 |
| | | SW COR | 9.20 |
| | TOTAL | | 107.86 |

## CONCRETE CURB TYPE "E"

| LINE | STATION | STATION | LIN FT |
|---|---|---|---|
| | 864+39 | 866+00 | 340.4 |
| F 3 | 23+50 | 24+55 | 1122.0 |
| RIVERDALE ROAD | 26+00 | 28+25 | 457.5 |
| " | 31+96.6 | 43+26 | 2267.4 |
| " | 44+10 | 54+22 | 2049.2 |
| R-2 | 17+25 | 18+40 | 114.8 |
| R-1 | 23+40 | 27+15 | 374.7 |
| F 1 | 11+25 | | 595.5 |
| T 1 | | | 329.1 |
| 5600 SO | | | 193.8 |
| TOTALS | | | 7844.40 |

| FED DIST | STATE | PROJECT | SHEET |
|---|---|---|---|
| UTAH | UTAH | I 15 8(20)334 | 3C |

REV DATE 1/9/68

# SUMMARY SHEET

## LINEAR SUMMARY

| LINE | STATION FROM | STATION TO | EQUATIONS STRUCTURES OVER 20' SPAN | LANES & PROJECT ROADS LIN FT | LANES & PROJECT ROADS MILE | RAMP ROADS LIN FT | CROSSING ROADS LIN FT |
|---|---|---|---|---|---|---|---|
| I 15 | 836+15 | 845+15.15 BK | ROADWAY | 900 10 | 0 171 | | |
| " | 845+15.10 BK | 845+08.72 AH | EQUATION | | | | |
| " | 845+08.72 AH | 853+64 88 | ROADWAY | 856.16 | 0.162 | | |
| " | 853+64 88 | 855 75 12 | RAIL ROAD OVERPASS (210 24) | | | | |
| " | 855+75.12 | 886+95.97 | ROADWAY | 1320 85 | 0 250 | | |
| " | 868 95 97 | 870+7903 | 5600 SO STRUCTURE (183 06) | | | | |
| " | 870+7903 | 1040+00 | ROADWAY | 16 920.97 | 3 205 | | |
| " | | | TOTAL STRUCTURE LENGTH (393.30) | | | | |
| F 1 | 10+00 | 19+51.34 | ROADWAY | | | 951.34 | |
| F 2 | 10+00 | 20+75.13 | | | | 10 75 13 | |
| F 3 | 10+00 | 25+1015 | | | | 1510.15 | |
| F 4 | 10+00 | 20+57.88 | | | | 1057.88 | |
| R 1 | 10+00 | 23+33.96 | | | | 1333 96 | |
| R 2 | 10+00 | 17+92.35 | | | | 792.35 | |
| RIVERDALE ROAD | 23+00 | 28+39.36 | | | | | 539.36 |
| " | 28+39.36 | 31+83.19 | RIVERDALE RD. STRUCTURE (343.83) | | | | |
| " | 31+83.19 | 54+22 | ROADWAY | | | | 2238.81 |
| | | | | 19998.08 | 3 288 | 5720.81 | 2778.17 |
| | | | | 393.30 | 0 074 | | |
| | | | | 20391.38 | 3.862 | | |

## 8" C.S. PIPE SUMMARY

| LINE | STATION | 8 IN CS PIPE LIN FT | STRUCTURAL EXCAVATION CU YD | |
|---|---|---|---|---|
| I 80 | 964+15 | 52 | 51 | |
| I 15 SB | 910+00 | 62 | 61 | |
| I 15 NB | 910+00 | 62 | 61 | |
| I 15 NB | 964+50 | 62 | 86 | |
| I 15 SB | 964+50 | 62 | 86 | |
| I 15 SB | 1038+50 | 68 | 67 | |
| I 15 NB | 1038+50 | 86 | 85 | |
| R 1 | 22+75 | 34 | 35 | |
| R 2 | 13+25 | 36 | 36 | |
| F 2 | 16+00 | 36 | 36 | |
| | TOTAL | 560 | 604 | |

## SUMMARY OF ITEMS

| QUANT | UNIT | ITEM |
|---|---|---|
| 1 | LUMP | FURNISHING CONSTRUCTION SIGNS |
| 2770 | MN HR | FLAGGING |
| 88 94 | CU YD | UNCLASSIFIED ROADWAY EXCAVATION |
| 2040.74 | CU YD | EXCAVATION FOR STRUCTURES UNCLASSIFIED |
| 169.50 | HOUR | MECHANICAL TAMPING |
| 43729.40 | CU YD | COMPACTION METHOD B |
| 1 | LUMP | FURNISHING WATER EQUIPMENT |
| 83 08.20 | M GAL | WATERING |
| 88200 | LIN FT | 6 FT CHAIN LINK FENCE TYPE 1 |
| 560 | LIN FT | 8 IN CORRUGATED STEEL PIPE |
| 1291 00 | LIN FT | 12 IN SPEC ALK RESIST CORR STEEL PIPE |
| 467 00 | LIN FT | 18 IN CORRUGATED STEEL PIPE |
| 34 | EACH | STEEL END SECT FOR 12 IN CORR STEEL PIPE |
| 5 | EACH | STEEL END SECT FOR 18IN CORR STEEL PIPE |
| 22 | EACH | 12 IN SHLDR DRAIN INLET ASPHALT COAT |
| 406 | LIN FT | 18 IN PERF CORR STEEL PIPE UNDERDRAIN |
| 44 | LIN FT | 24 IN REINFORCED CONCRETE PIPE |
| 541.39 | CU YD | GRANULAR BACKFILL |
| 82,766.00 | TON | GRAVEL BASE COURSE 1IN MAXIMUM |
| 55944 00 | TON | PORTLAND CEMENT TREATED BASE COURSE |
| 250 030 | TON | BIT MAT TYPE MC 70 OR MC 250 |
| 80.5285 | TON | BIT MAT TYPE RC 70 OR RC 250 |
| 7681.55 | TON | BIT SURFACE COURSE 3/4 IN MAX |
| 21855.15 | TON | BIT SURFACE COURSE 1IN MAX |
| 146.60 | TON | PLANTMIX SEAL COAT |
| 1394 154 | TON | BITUMINOUS MAT TYPE 85-100 PEN ASPHALT |
| 140.974 | TON | BITUMINOUS MAT TYPE 60 70 PEN ASPHALT |
| 58.00 | CU YD | LOOSE RIP-RAP |
| 7844.40 | LIN FT | CONCRETE CURB TYPE E |
| 107.88 | LIN FT | CONCRETE CURB & GUTTER TYPE A |
| 2934 0.50 | LIN FT | DEEP BEAM HIGHWAY GUARD RAIL TYPE B |
| 0.22 | MILE | OBLITERATION OF OLD ROAD |
| 23867 0 | SQ YD | REMOVAL OF EXISTING CONCRETE PAVEMENT |
| 293.75 | TON | HYDRATED LIME |
| 21,613 .60 | CU YD | SPREADING TOPSOIL |
| 36.50 | CU YD | CLASS A CONCRETE-AE |
| 4172.00 | LB | REINFORCING STEEL |
| 12489.00 | LB | STRUCTURAL STEEL |
| 1475.00 | LIN FT | 2-1/2 IN GALVANIZED RIGID STEEL CONDUIT OR POLY VINYL-CHLORIDE CONDUIT |
| 16 | EACH | JUNCTION \BOX MARKERS |
| 288495.00 | SQ YD | FINE GRADING OF EXISTING SUBGRADES MEDIANS AND CUT DITCHES |

## SUMMARY OF ITEMS

| QUANT | UNIT | ITEM |
|---|---|---|
| 108.59 | CU YD | CONCRETE MEDIAN FILLER |
| 484.79 | GAL | HIGHWAY TRAFFIC STRIPING |
| 159131.04 | SQ YD | PORTLAND CEMENT CONC PAVEMENT 9 IN THICK SA-1 |
| 1568.00 | LIN FT | SURFACE DITCH SA. NO. 2 |
| 1614.00 | LIN FT | 12 IN CORRUGATED STEEL PIPE PERFORATED SA. NO. 3 |
| $6286.86 | FORCE ACCT | CONTINGENCY ITEMS NOT COVERED BY BID ITEMS SA NO.4 |
| 29961 00 | TON | GRAVEL BASE COURSE 1 IN MAX REVISED GRAD SA. NO.5 |
| 2423.00 | LIN FT | BITUMINOS CURB SA. NO. 6. |
| 30 | EACH | 25 FT GUARD RAIL APPR ELEMENT REV SA. NO 7 |
| $5408.53 | FORCE ACCT | REPAIR OF CONST JOINTS SA NO 8 |
| 6 | EACH | REMOVE & RESET 25 FT APPR ELEMENT SA NO 9 |
| 1 | LUMP | RELOCATION OF INTERSTATE HIGHWAY SIGN SA. 10. |
| 1 | LUMP | INSTALLATION OF 6 FT CHAIN LINK FENCE & GATES AT 5600 SO STREET SA NO 10 |
| 1905.00 | TON | PLANT MIX SEAL COAT 3/4 IN THICK WO. NO. 1 |

I 15 8(21)334 1st Contract

# SUMMARY SHEET

## SURFACING

| ROAD LANE OR LINE | STATION FROM | STATION TO | | LENGTH FEET | SURFACING MATERIAL: SEAL COAT TRAFFIC LANES PLANT MIX SEAL COAT WIDTH | TON | COVER MATL. SHOULDER TYPE A 20#/SQ. YD. WIDTH | TON | BITUMINOUS SURFACE TYPE 1" MAXIMUM WIDTH | DEPTH | TON | TYPE 3/4" MAXIMUM WIDTH | DEPTH | TON |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4400 | So St | | | | | | | | | | | | | 12 00 |
| Riverdale Rd | 23+00 | 54+22 | | | | 684.00 | | | | | 2201 75 | | | 2022.70 |
| F 1 | 10+00 | 19+51.34 | | | | 171.34 | | | | | 1206.15 | | | 561.95 |
| F 2 | 10+00 | 20+75 13 | | | | 153.00 | | | | | 840.00 | | | 450.15 |
| F 3 | 10+00 | 19+00 | | | | 162+00 | | | | | 813.05 | | | 613 85 |
| F 4 | 10+00 | 14+42 16 | | | | 180.00 | | | | | 1646.25 | | | 826 75 |
| R 1 | 10+00 | 23+33.96 | | | | 371.60 | | | | | 663.15 | | | 522.95 |
| R 2 | 10+00 | 17+92.35 | | | | 108 00 | | | | | 1037.95 | | | 518.90 |
| Cul-de-sac | Old Riverdale Rd | | | | | | | | | | 77.35 | | | |
| T 1 | M.L. Sta 1021+70 | 1034+50 | | | | | | | | | 232.90 | | | |
| Island | Filler (Various) | | | | | | | | | | 235.65 | | | |
| I 15 | 836+15 | 1040+00 | | | | | | | | | 9994.90 | | | 1999.30 |
| 5600 | So St | | | | | 222.00 | | | | | | | | |
| Paved | Ditches | (Various) | | | | | | | | | 2906.05 | | | 153.00 |
| Exit Ramp (3) | | | | | | | | | | | | | | |
| Entrace Ramp (3) | | | | | | | | | | | | | | |
| I 80N | | | | | | | | | | | | | | |
| F 3&4 | | | | | | | | | | | | | | |
| TOTAL USE | | | | | | 2051.60 | | | | | 21855.15 | | | 7681.55 |

| ROAD LANE OR LINE | BASE MATERIAL: GRAVEL BASE COURSE TYPE 1" MAXIMUM WIDTH | DEPTH | TON | P.C. Concrete PAVEMENT 9" THICK WIDTH | SQ. YD. | Portland Cement TREATED BASE COURSE WIDTH | DEPTH | TON | WIDTH | DEPTH | TON | HYDRATED LIME TON |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4400 | | | | | | | | | | | | .121 |
| Riverdale Rd | | | 4181.00 | | | | | 4651 35 | | | 236.00 | 43.193 |
| F 1 | | | 1968.00 | | | | | 2051.65 | | | 30.00 | 17.881 |
| F 2 | | | 2433.00 | | | | | 1478 35 | | | | 13.047 |
| F 3 | | | 2310.00 | | | | | 169.20 | | | | 14.430 |
| F 4 | | | 1964.00 | | | | | 2400.65 | | | | 25.011 |
| R 1 | | | | | | | | 1940.35 | | | 1216.00 | 11.997 |
| R 2 | | | 1553.00 | | | | | 1094 25 | | | | 15.747 |
| Cul-de-sac | | | | | | | | | | | | .782 |
| T 1 | | | | | | | | | | | | 2355 |
| Island | | | | | | | | | | | | 23.83 |
| I 15 | | | 68 357.00 | | 159,131.04 | | | 37920.35 | | | 28371.00 | 115.867 |
| 5600 | | | | | | | | | | | | |
| Paved | | | | | | | | | | | | 30.936 |
| Exit Ramp (3) | | | | | | | | | | | | |
| Entrace Ramp (3) | | | | | | | | | | | | |
| I 80N | | | | | | | | 2713.85 | | | | |
| F 3&4 | | | | | | | | | | | 108.00 | |
| TOTAL USE | | | 82,766.00 | | 159,131.04 | | | 55,944.00 | | | 29,961.00 | 293.750 |

| ROAD LANE OR LINE | BITUMINOUS MATERIAL: SEAL COAT SHOULDERS TYPE RC 800 WIDTH | TON | BITUMINOUS SURFACING SEAL COAT PENETRATION ASPHALT 60-70 WIDTH | TON | TYPE 1" MAX 85-100 TON | TYPE 3/4" MAX TON | TACK COAT & SHLDR COAT TYPE R C 70-250 WIDTH | TON | CURING COAT TYPE MC 70-250 WIDTH | TON | BITUMINOUS ADDITIVE COMMERCIAL GRADE GAL. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 4400 | | | | | | 566 | | | | | |
| Riverdale Rd | | | | 4796 | | 201,278 | | 10.5123 | | 196901 | |
| F 1 | | | | 11.799 | | 83.323 | | 1.1678 | | 31233 | |
| F 2 | | | | 10.577 | | 60.800 | | 1.3185 | | 35296 | |
| F 3 | | | | 11.176 | | 67.244 | | 1.1055 | | 29.547 | |
| F 4 | | | | 12.420 | | 116.543 | | .5427 | | 14.512 | |
| R 1 | | | | 25.053 | | 55.896 | | 1.6402 | | 4.3818 | |
| R 2 | | | | 7432 | | 73.368 | | .9728 | | 36623 | |
| Cul-de-sac | | | | | | 3.645 | | | | | |
| T 1 | | | | | | 10.976 | | | | | |
| Island | | | | | | 11 105 | | | | | |
| I 15 | | | | | | 565.249 | | 55 1141 | | 198.0898 | |
| 5600 | | | | 15.318 | | | | 31 758 | | | |
| Paved | | | | | | 144.161 | | | | | |
| Exit Ramp (3) | | | | | | | | .7156 | | 1.9248 | |
| Entrace Ramp (3) | | | | | | | | 2.5366 | | 6.8340 | |
| I 80N | | | | | | | | | | | |
| F 3&4 | | | | | | | | 1.7246 | | 4.3979 | |
| TOTAL USE | | | | | | 1394.154 | | 80.5285 | | 250.0395 | |

DELETED BY W.O. NO. 1

DELETED BY W.O. NO. 1

DELETED BY W.O. NO. 1

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."

| FED ROAD DIV NO | STATE | FEDERAL AID PROJECT NO | FISCAL YEAR | SHEET NO | TOTAL SHEETS |
|---|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21)334 | | 3-E | |

UTAH STATE DEPARTMENT of HIGHWAYS
MATERIALS SECTION

MATERIALS PROSPECTS AND TEST HOLES

PROJECT NO. I-15-8(21)334

PROJECT NAME Davis Weber County Line to 31st Street

COUNTY Weber

DATE: Mar 1965 DRAWN BY:

DATA BY: AUTH 5854

FIELD BOOK:

REVISED 6/2/64

LEGEND

Ground Water Table (GWT) = ▼ , ⊙ = Test Hole

Bottom of Test Hole = ✱ , ( ) = Section No.

Section Line (℄) =

1/4 Section Line =

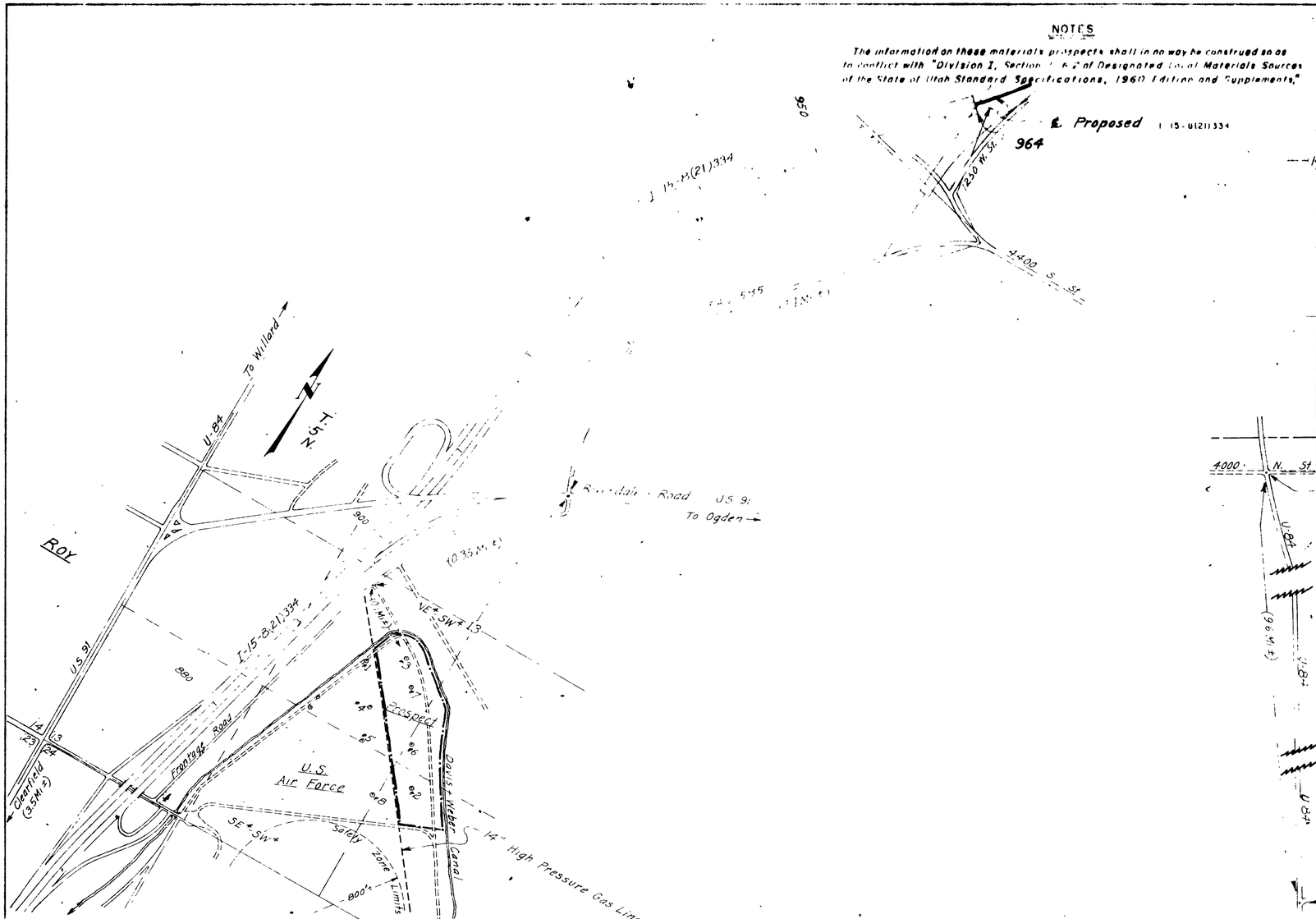
1/16 Section Line =

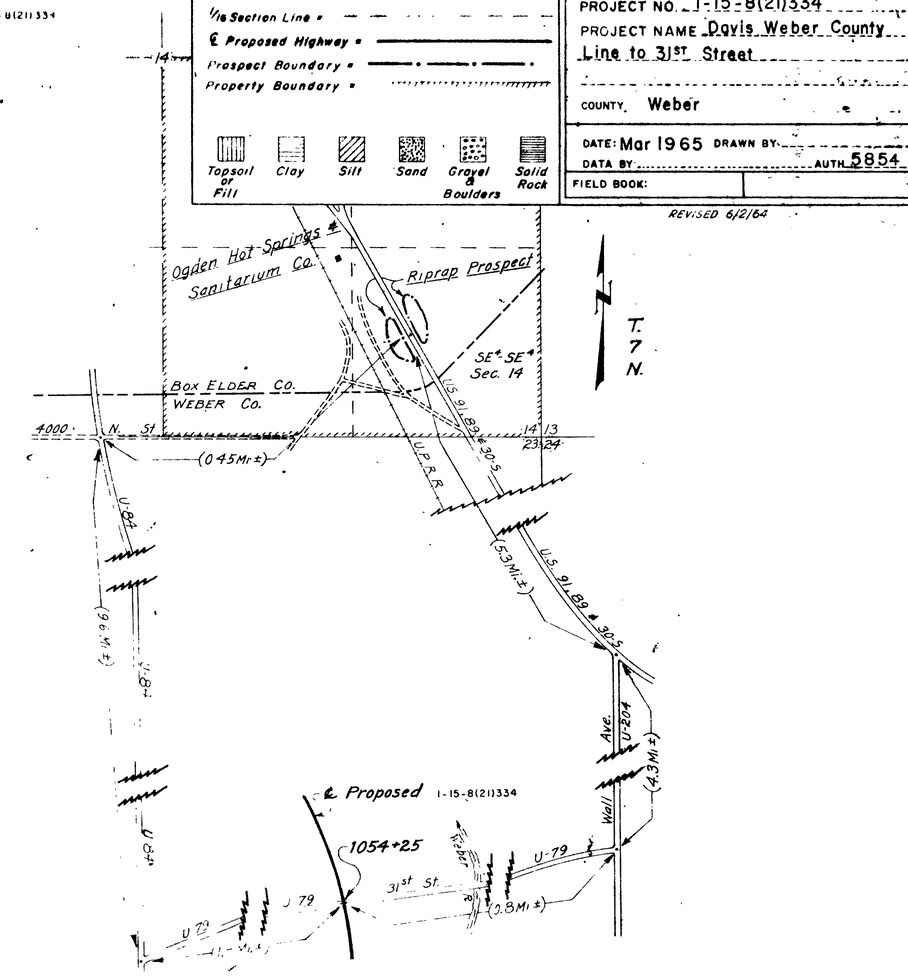
℄ Proposed Highway =

Prospect Boundary =

Property Boundary =

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

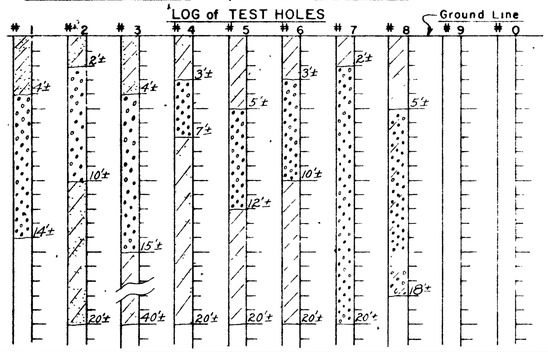



R-2-W. S.L. B & M Scale 1" = 500' Contour Interval =

BORROW Prospect No 1

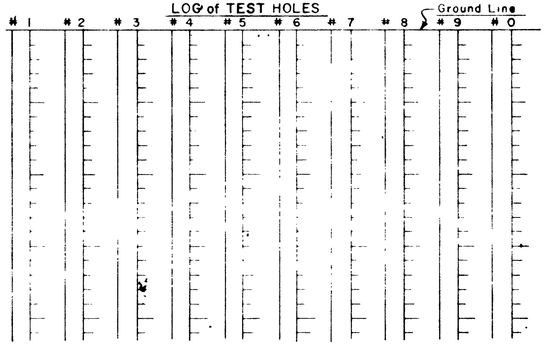
LOG of TEST HOLES




B & M Scale 1" = Contour Interval =

Prospect No

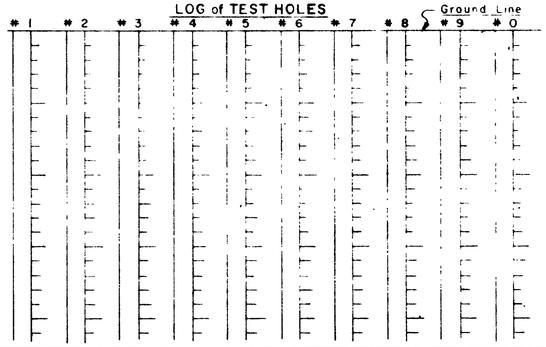
LOG of TEST HOLES




B & M Scale 1" = Contour Interval =

Prospect No

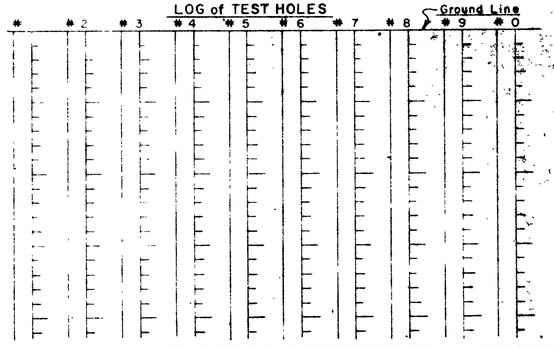
LOG of TEST HOLES




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

RIPRAP Prospect No 1

LOG of TEST HOLES



FOR INFORMATION ONLY

This information is not a part of the plans or contract and shall not be construed so as to conflict with Division I, Subsection 1-6.2, Designated Local Materials Sources, of the State of Utah Standard Specifications, Edition of 1960.

LEGEND

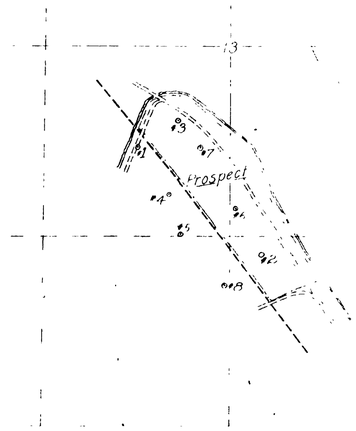
▼ = Ground Water Table = (G. W. T.)
—·— = Prospect Boundary
(2) = Section No.
Property Boundary
= Test Hole
Clay, Silt, Sand, Gravel or Boulders, Solid Rock

UTAH STATE DEPARTMENT OF HIGHWAYS
MATERIALS & RESEARCH DIVISION
MATERIALS PROSPECT & TEST HOLE QUALITY & GRADING DATA

PROJECT NUMBER I-15-8(21)334
PROJECT NAME Davis-Weber County Line to 31st Street
COUNTY Weber DATE Mar. 1965

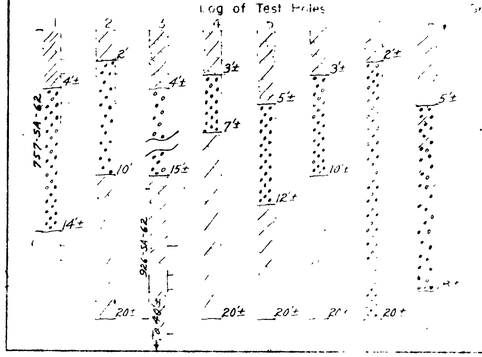
| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| UTAH | UTAH | | | 3-F | |

*These materials were sampled and tested for use as base and surfacing. Scarcity of borrow sources necessitated making them available for use as borrow.*

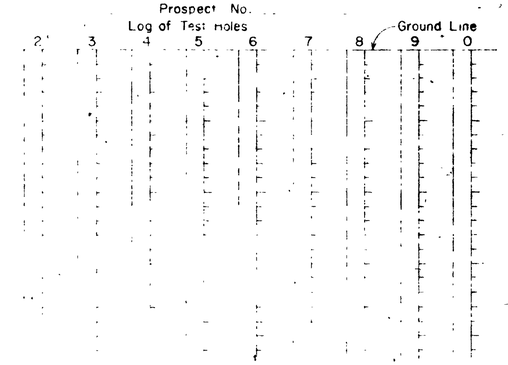



| Location | 757-SA-62 | 945-SA-62 | 925-SA-62 | 926-SA-62 | 927-SA-62 | 931-SA-62 | 962-SA-62 | 963-SA-62 | 964-SA-62 | 948-SA-62 |
|---|---|---|---|---|---|---|---|---|---|---|
| Test Hole Number | 1 | 2 | 3 | 3 | 3 | 4 | 5 | 6 | 7 | 8 |
| Depth | 0-14' | | | 16'-25' | | | | | | |
| Sieve Analysis. | | | | | | | | | | |
| Before Crushing | | | | | | | | | | |
| Passing 3" % | | 100.0 | 100.0 | 100.0 | 100.0 | - | 100.0 | 100.0 | 100.0 | 100.0 |
| Passing 1" % | | 80.6 | 71.3 | 78.8 | 100.0 | - | 80.1 | 80.6 | 68.9 | 81.4 |
| Passing No 4 % | | 58.8 | 9.3 | 47.6 | 96.4 | - | 67.5 | 63.2 | 29.5 | 38.7 |
| After Crushing | | | | | | | | | | |
| Passing 1" % | | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| Passing 3/4" % | | 93.6 | 73.8 | 89.1 | 99.4 | 100.0 | 94.3 | 94.3 | 88.0 | 89.2 |
| Passing No 4 % | | 63.1 | 13.1 | 53.2 | 96.4 | 97.0 | 71.4 | 66.8 | 34.7 | 41.1 |
| Passing No 10 % | | 58.6 | 11.5 | 50.8 | 95.8 | 96.3 | 68.9 | 63.3 | 28.9 | 34.7 |
| Passing No 200 % | | 21.8 | 3.4 | 18.3 | 11.0 | 29.8 | 17.1 | 18.4 | 3.9 | 3.9 |
| Liquid Limit | | 18.0 | 18.9 | 16.5 | 18.7 | 18.6 | 19.3 | 18.5 | 17.2 | 15.3 |
| Plasticity Index | | N.P. | N.P. | N.P. | N.P. | N.P. | N.P. | N.P. | N.P. | N.P. |
| Swell | .010 | .008 | .007 | .007 | 0.10 | .016 | .012 | .010 | .010 | .008 |
| L.A. Rattler | 18.20 | 22.00 | 18.00 | 22.00 | - | - | 20.00 | 22.00 | 19.80 | 20.00 |
| F.F. Count | | 52.0 | 68.0 | 61.0 | - | - | 55.0 | 50.0 | 53.0 | 40.0 |
| Sodium Sulphate Loss | | | | | | | | | | |
| Immersion Compression | | | | | | | | | | |
| Marshall Stability | | | | | | | | | | |
| Flow | | | | | | | | | | |
| P.S. Without Lime | | | | | | | | | | |
| P.S. With 1% Lime | | | | | | | | | | |

B & M Scale 1" = Contour Interval =
Prospect No.
Log of Test Holes



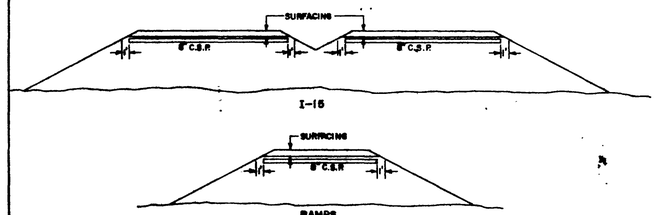

B & M Scale 1" = Contour Interval = ___
Prospect No.
Log of Test Holes

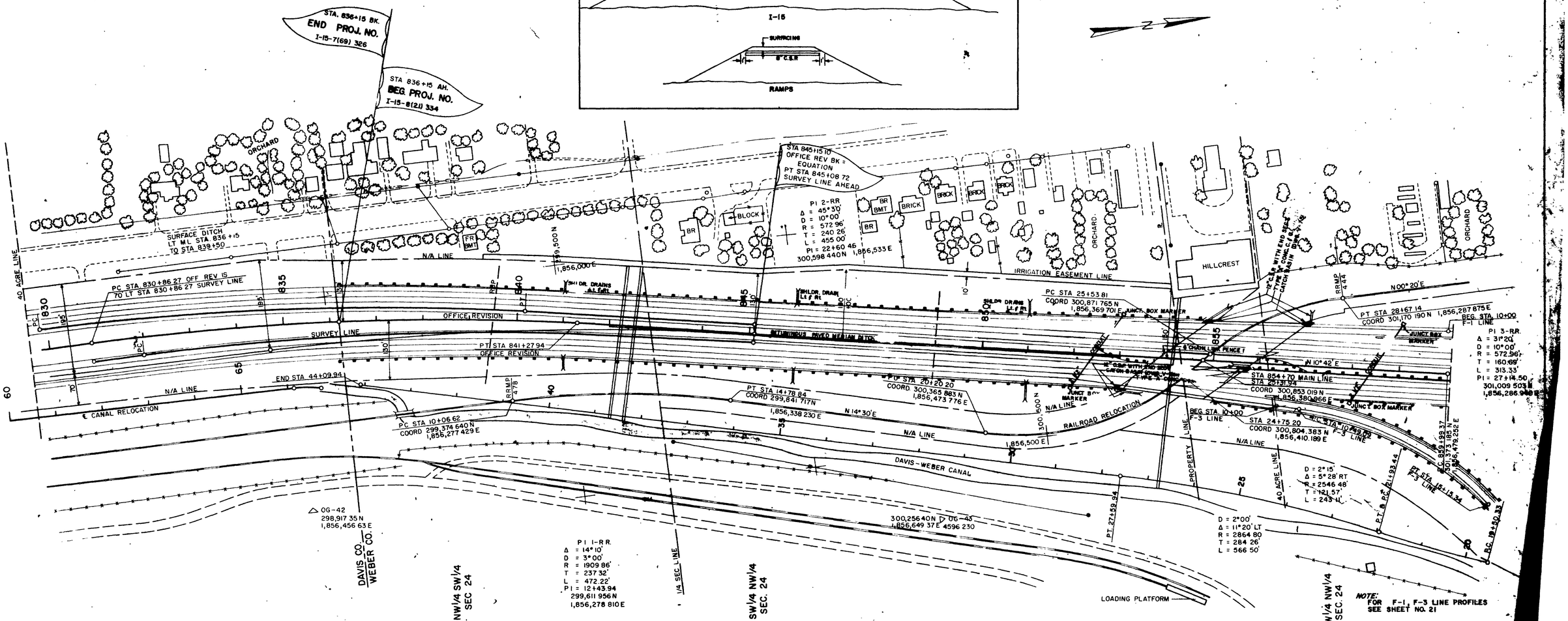


| FED. ROAD DIST. NO. | STATE | PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21) 334 | 4 | * |

REV. DATE: 3/10/65

**NOTE:**
8" C.S.P. CASINGS AT VARIOUS STATIONS AS SHOWN ON SUMMARY SHEET TO BE USED ON LANDSCAPING CONTRACT TO CASE WATER LINES. THE ENDS OF THE 8" C.S. CROSSOVER PIPES SHALL NOT EXTEND THROUGH THE CUT OR FILL SLOPES BY 1', BUT SHALL BE PLUGGED AND MARKED FOR FUTURE EASE OF LOCATION.




| | | | |
|---|---|---|---|
| STA | 842+00 | 12' | 12" CSP |
| STA | 846+00 | 29' | 12" CSP |
| STA | 846+00 | 16' | 12" CSP |
| STA | 851+00 | 51' | 12" CSP |
| STA | 851+00 | 63' | 12" CSP |

SHOULDER DRAINS

STRUCTURE DRAINS (RAILROAD STRUCTURE)

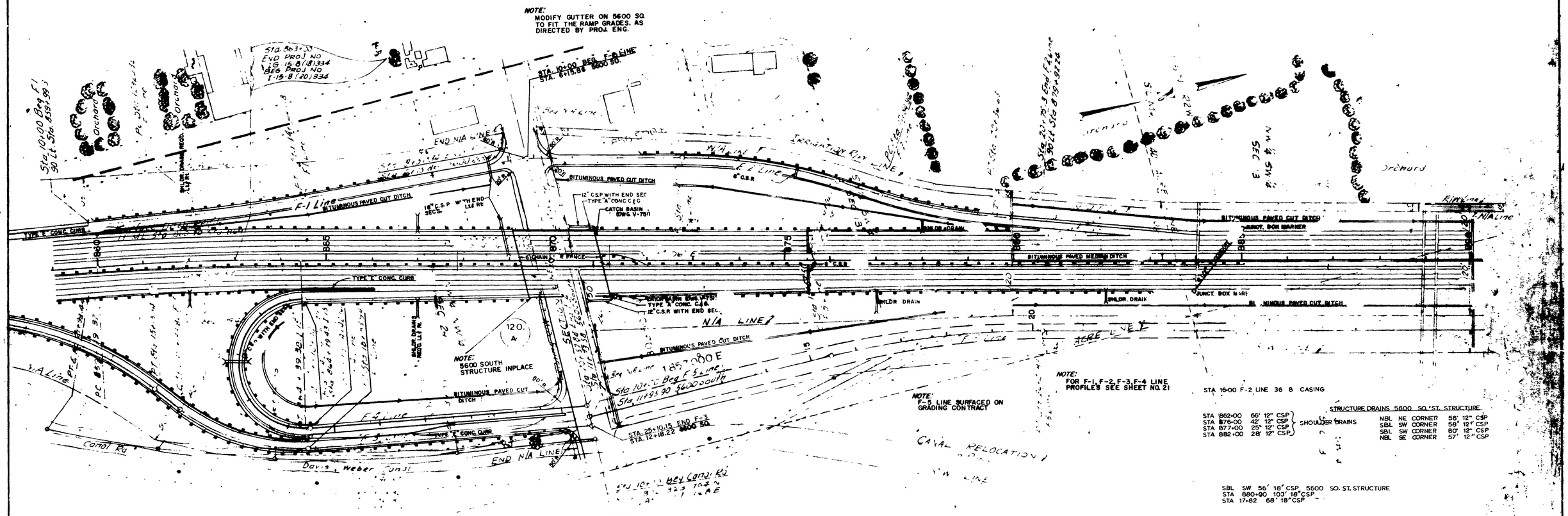
| | | | |
|---|---|---|---|
| SBL | SW CORNER | 49' | 12" CSP |
| NBL | NE CORNER | 59' | 12" CSP |
| SBL | NW CORNER | 130' | 12" CSP |

STA 31+02 UNDERNEATH RR STRUCTURE 44' 24" RCP

| REVISIONS | | |
|---|---|---|
| DATE | BY | DATE BY |

| FED ROAD | STATE | PROJ. NO | SHEET | TOTAL |
|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21) 334 | 5 | |

REV. DATE 3/10/65

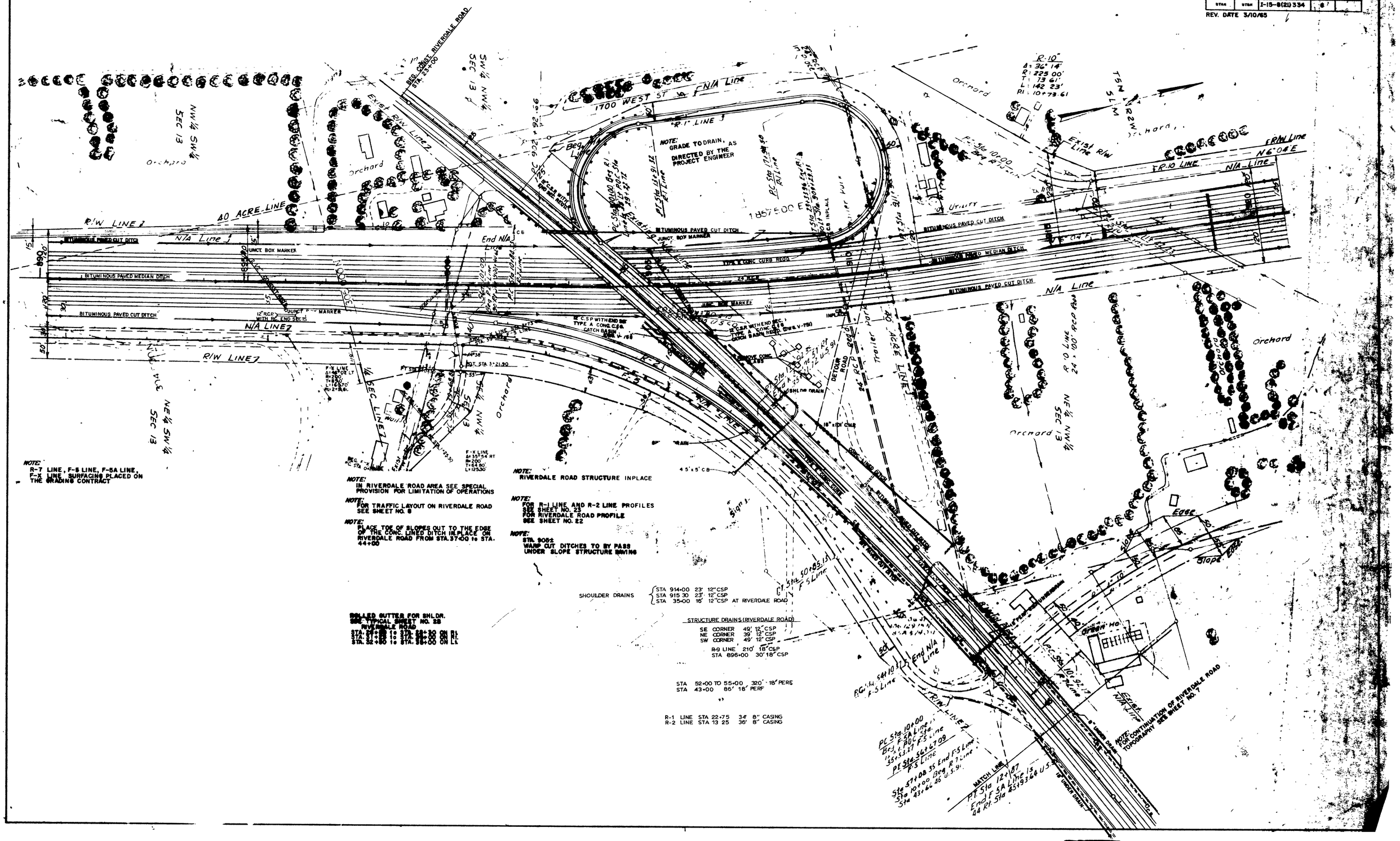



# 5600 SOUTH INTERCHANGE

| FED ROAD DIST NO. | STATE | PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| STAN | UTAH | I-15-8(21) 334 | 6 | |

REV. DATE 3/10/65

NOTE:
R-1 LINE AND RIVERDALE ROAD DETOUR
REMOVE BITUMINOUS SURFACING AS DIRECTED
BY THE PROJECT ENGINEER.




NOTE:
R-7 LINE, F-5 LINE, F-5A LINE,
F-X LINE SURFACING PLACED ON
THE GRADING CONTRACT

NOTE:
IN RIVERDALE ROAD AREA SEE SPECIAL
PROVISION FOR LIMITATION OF OPERATIONS

NOTE:
FOR TRAFFIC LAYOUT ON RIVERDALE ROAD
SEE SHEET NO. 8

NOTE:
PLACE TOE OF SLOPES OUT TO THE EDGE
OF THE CONC. LINED DITCH INPLACE ON
RIVERDALE ROAD FROM STA. 37+00 to STA.
44+00

NOTE:
RIVERDALE ROAD STRUCTURE INPLACE

NOTE:
FOR R-1 LINE AND R-2 LINE PROFILES
SEE SHEET NO. 23
FOR RIVERDALE ROAD PROFILE
SEE SHEET NO. 22

NOTE:
STA. 905+
WARP CUT DITCHES TO BY PASS
UNDER SLOPE STRUCTURE BRING

SHOULDER DRAINS
STA 914+00 23' 12" CSP
STA 915 30 23' 12" CSP
STA 35+00 16' 12" CSP AT RIVERDALE ROAD

STRUCTURE DRAINS (RIVERDALE ROAD)
SE CORNER 49' 12" CSP
NE CORNER 39' 12" CSP
SW CORNER 49' 12" CSP
R-9 LINE 210' 18" CSP
STA 896+00 30' 18" CSP

STA 52+00 TO 55+00 320' 18" PERF
STA 43+00 86' 18" PERF

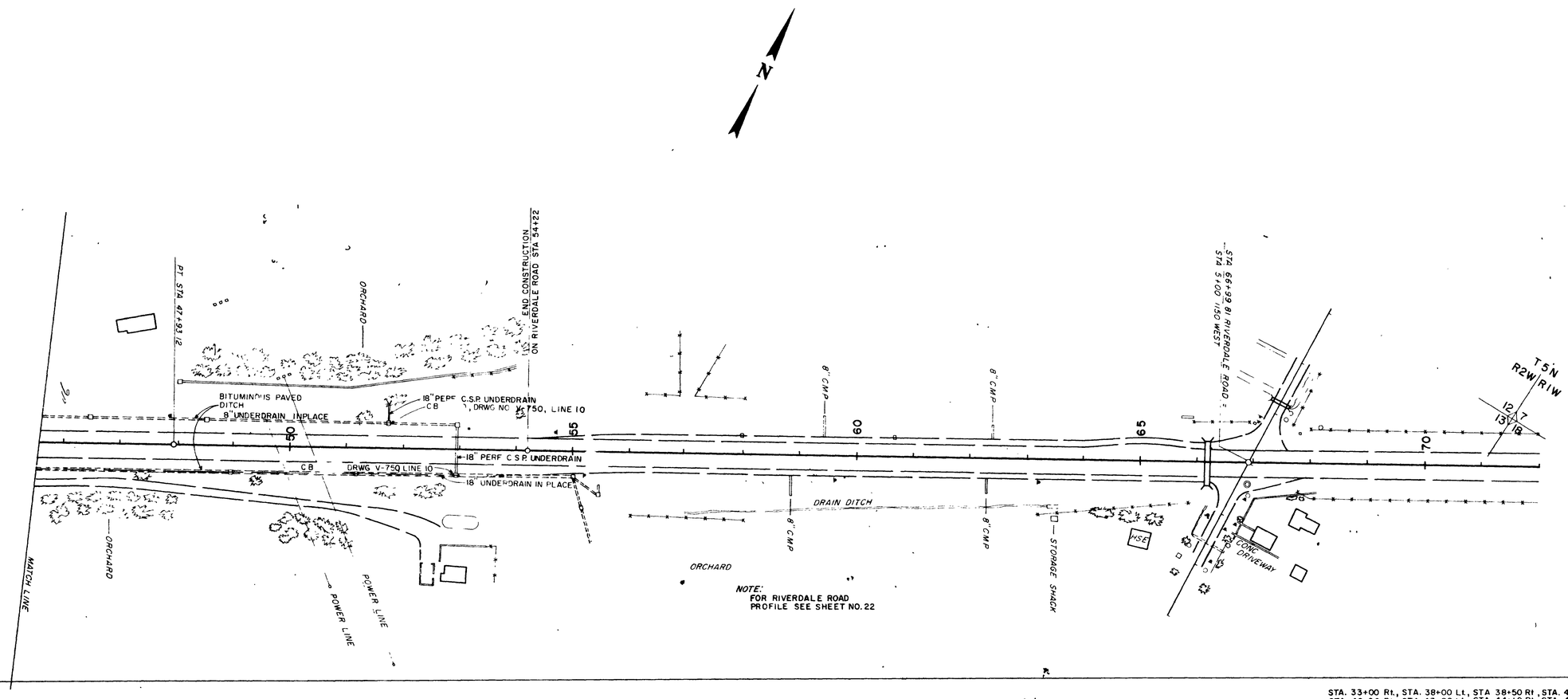
R-1 LINE STA 22+75 34' 8" CASING
R-2 LINE STA 13 25 36' 8" CASING

ROLLED GUTTER FOR SHLDR.
SEE TYPICAL SHEET NO. 28
RIVERDALE ROAD
STA. 51+00 TO STA. 54+00 ON RI
STA. 52+00 TO STA. 54+00 ON LE

| FED ROAD DIST NO | STATE | PROJ NO | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21)334 | 7 | |

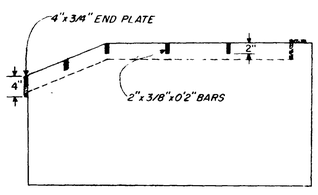
REV. DATE 3/10/65

# RIVERDALE ROAD

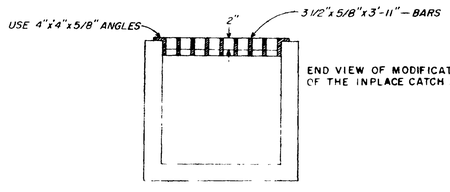



NOTE:
FOR RIVERDALE ROAD PROFILE SEE SHEET NO. 22

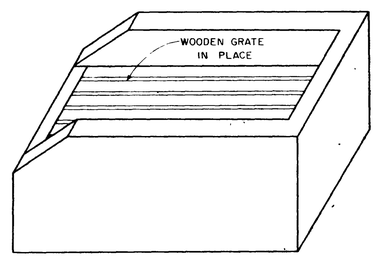
| REVISIONS | | | |
|---|---|---|---|
| DATE | BY | DATE | BY |



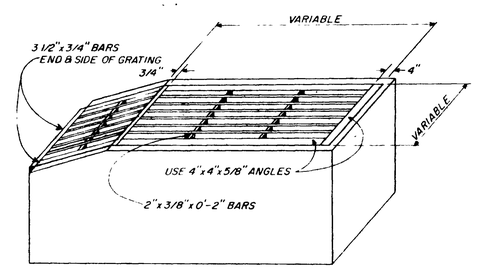

SIDE VIEW OF MODIFICATION OF THE INPLACE CATCH BASINS




END VIEW OF MODIFICATION OF THE INPLACE CATCH BASINS




CATCH BASIN INPLACE AT VARIOUS STATIONS ON RIVERDALE ROAD



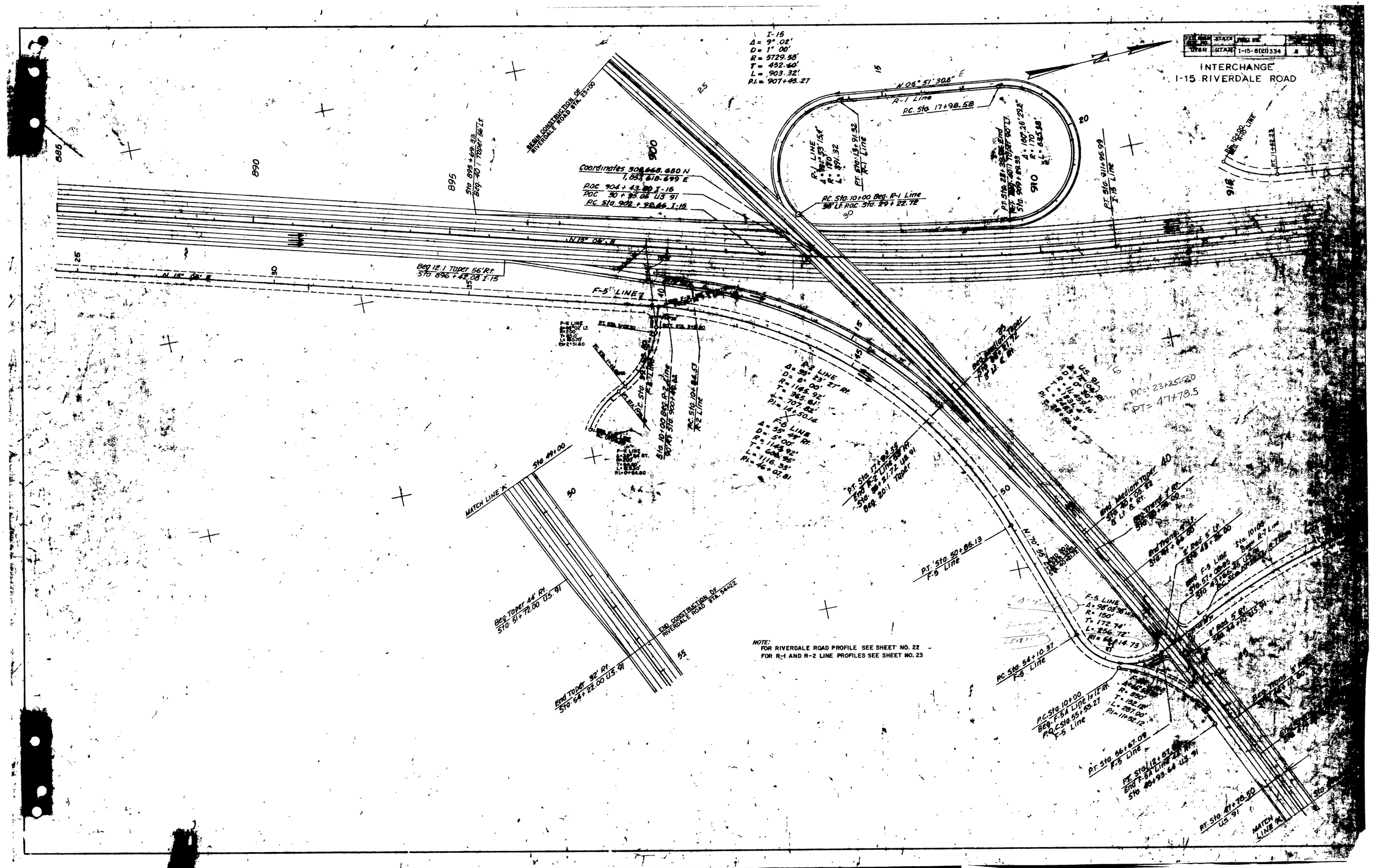

GRATING DETAIL
FOR MODIFICATION OF EXISTING CATCH BASIN

STA. 33+00 Rt., STA. 38+00 Lt., STA 38+50 Rt, STA. 41+00 Rt., STA. 42+20 Rt, STA. 43+00 Lt., STA. 44+10 Rt, STA. 46+50 Lt., STA. 48+50 Lt, STA. 49+00 Rt., STA. 51+10 Rt, STA. 53+00 Lt., AND STA. 55+00 Rt

MODIFIY THE GRATING ON C.B's. IN UNDERDRAIN SYSTEM AS SHOWN IN DETAIL ON THIS SHEET AND AS DIRECTED BY THE PROJECT ENGINEER

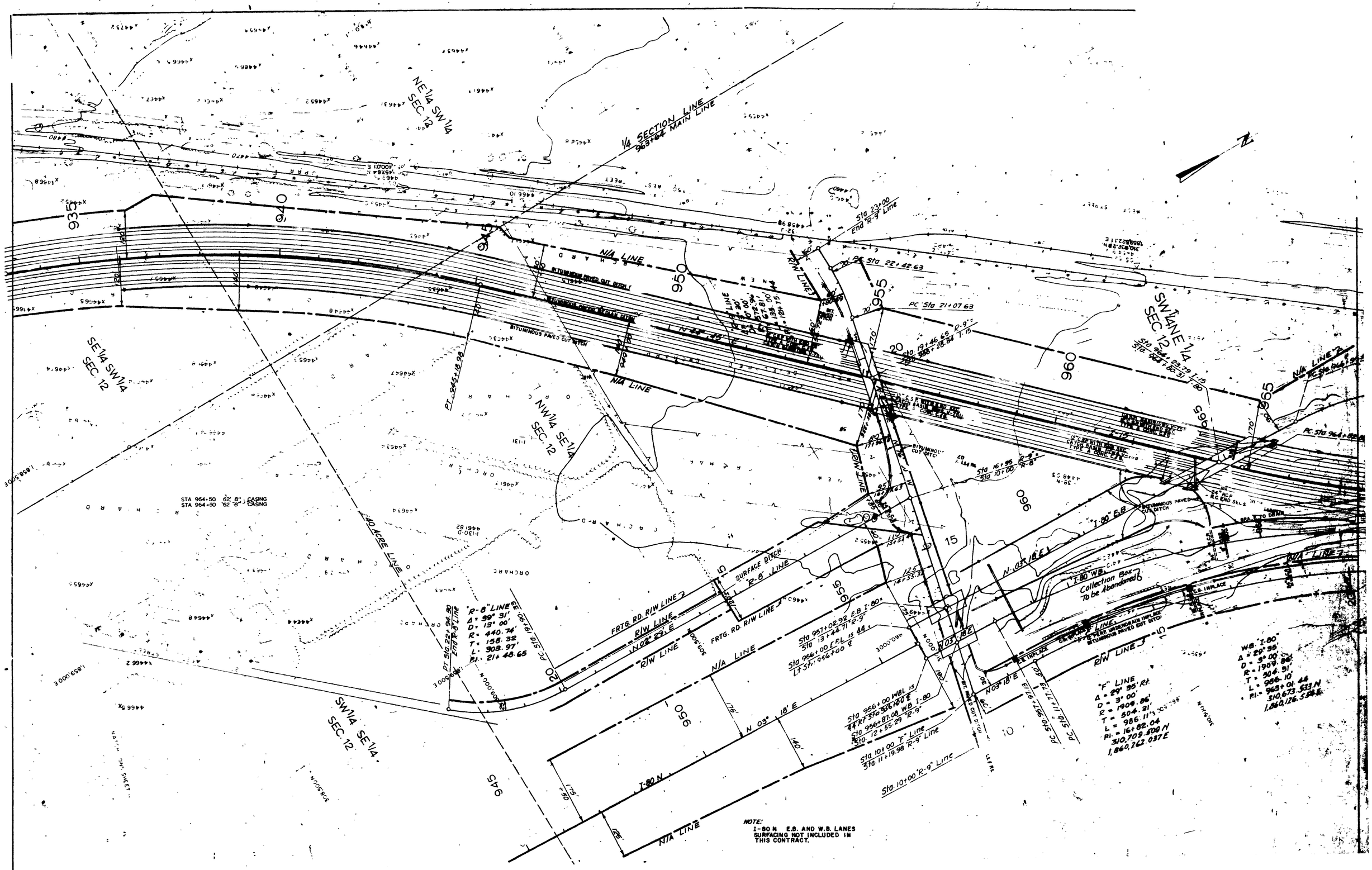
| FED. ROAD DIST. NO. | STATE | PROJ. NO. | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 10&R | UTAH | I-15-8(21)334 | 8 | |

# INTERCHANGE
## I-15 RIVERDALE ROAD



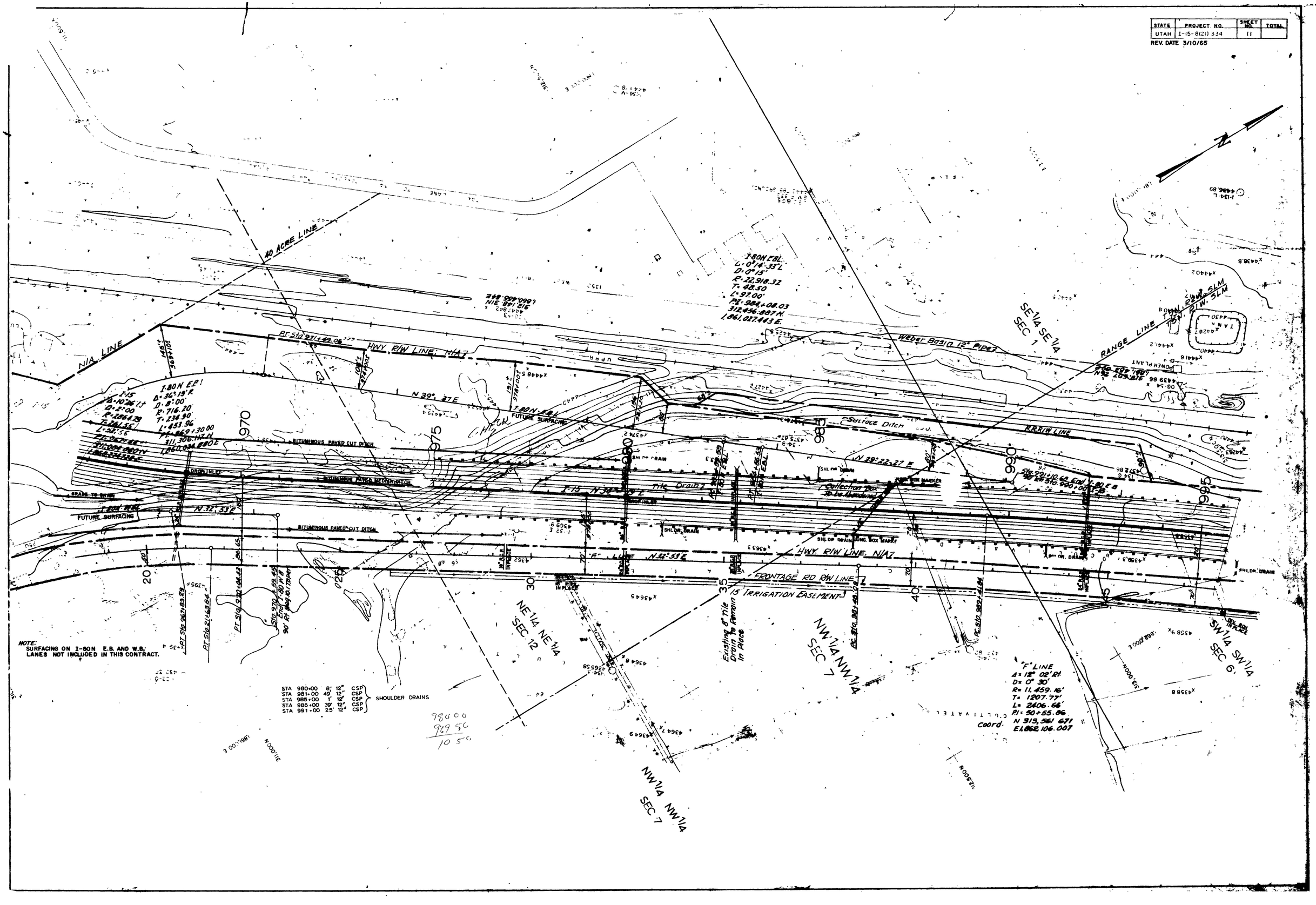

NOTE:
FOR RIVERDALE ROAD PROFILE SEE SHEET NO. 22
FOR R-1 AND R-2 LINE PROFILES SEE SHEET NO. 23

| FED. ROAD | STATE | PROJ NO | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21)334 | 9 | |

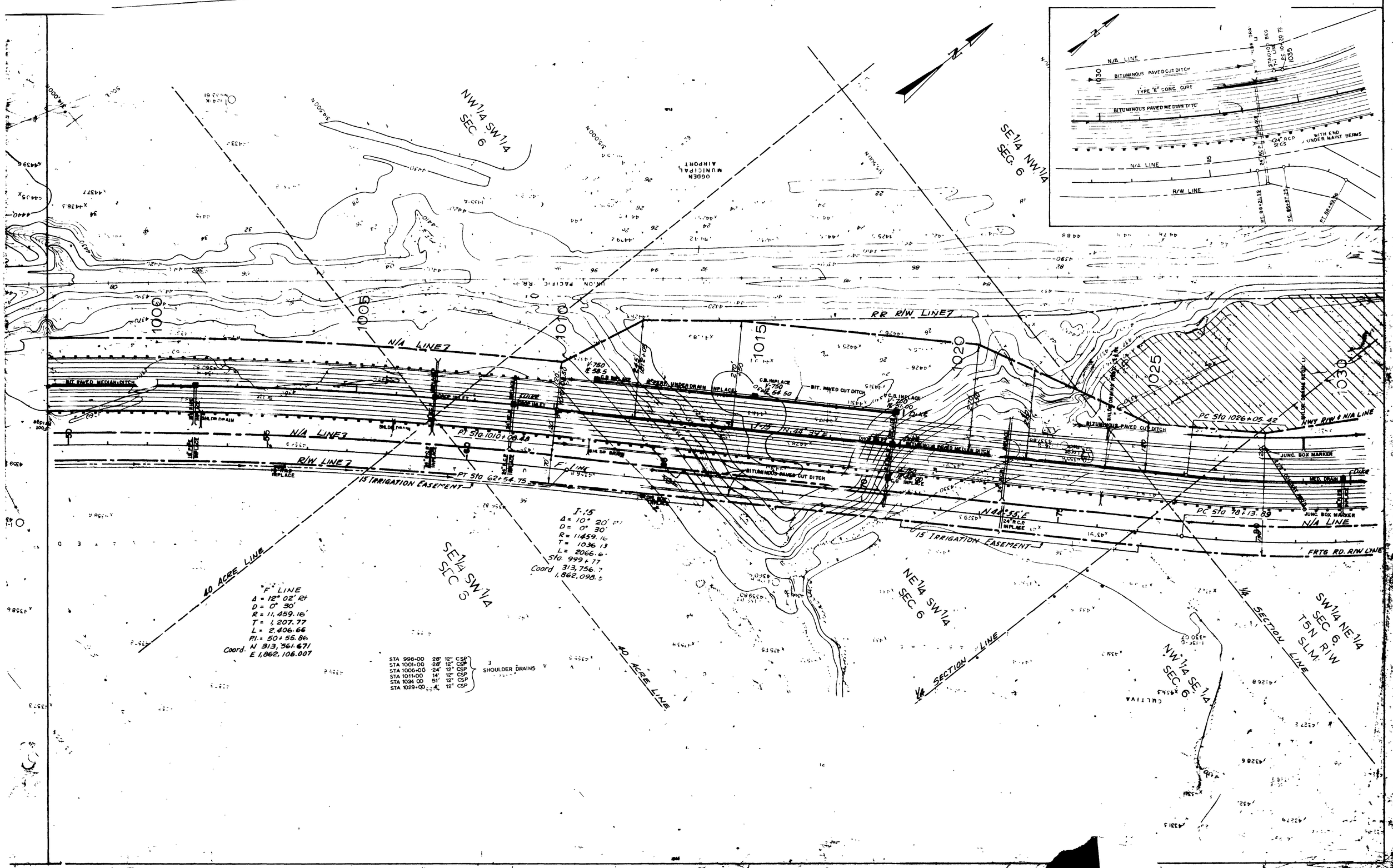

NE1/4 SW1/4 SEC. 12
1/4 SECTION LINE
963+64 MAIN LINE
SE1/4 SW1/4 SEC. 12
NW1/4 SE1/4 SEC. 12
SW1/4 SE1/4 SEC. 12
SW1/4 NE1/4 SEC. 12
N/A LINE
RIW LINE
Sta 23+00 End "R-9" Line
PC Sta 22+42.63
PC Sta 21+07.63
BITUMINOUS PAVED CUT DITCH
STA 964+50 62" 8" CASING
STA 964+30 62" 8" CASING
40 ACRE LINE
SURFACE DITCH
"R-8" LINE
Δ = 39° 31'
D = 13° 00'
R = 440.74'
T = 158.32
L = 303.97'
PI = 21+48.65
FRTG. RD. RIW LINE
R/W LINE
N 02° 23' E
N 03° 18' E
I-80 N
Collection Box To be Abandoned
"F" LINE
Δ = 29° 35' Rt.
D = 3° 00'
R = 1909.86'
T = 504.21'
L = 986.11'
PI = 16+82.04
310,709.509 N
1,860,262.037 E
W.B. "I-80"
Δ = 29° 35'
D = 3° 00'
R = 1909.86'
T = 504.21'
L = 986.10'
PI = 968+01.44
310,673.533 N
1,860,126.584 E
Sta 10+00 "R-9" Line
NOTE:
I-80 N E.B. AND W.B. LANES SURFACING NOT INCLUDED IN THIS CONTRACT.

| STATE | PROJECT NO. | SHEET NO. | TOTAL |
|---|---|---|---|
| UTAH | I-15-8(21) 334 | 11 | |

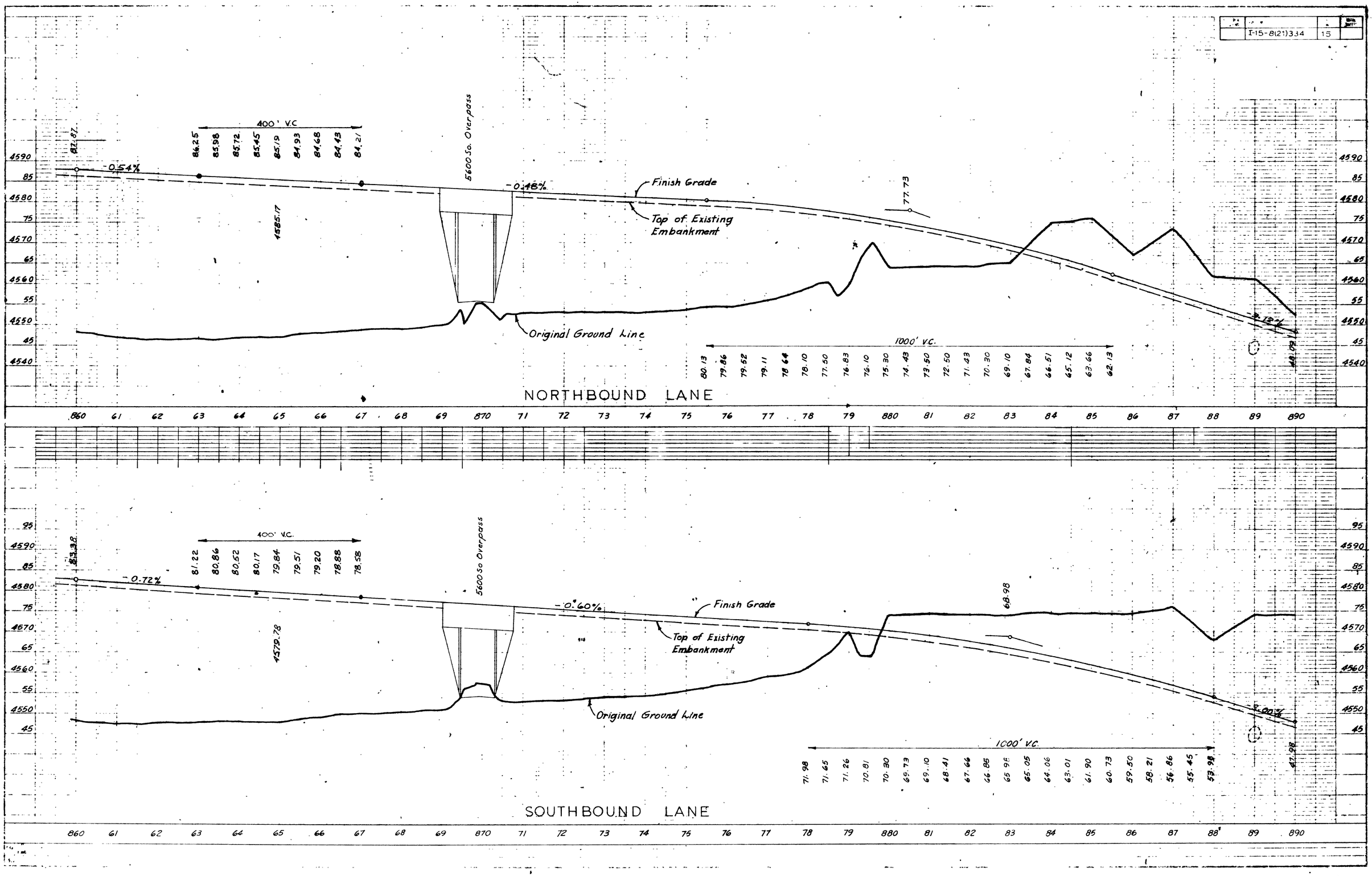
REV. DATE 3/10/65



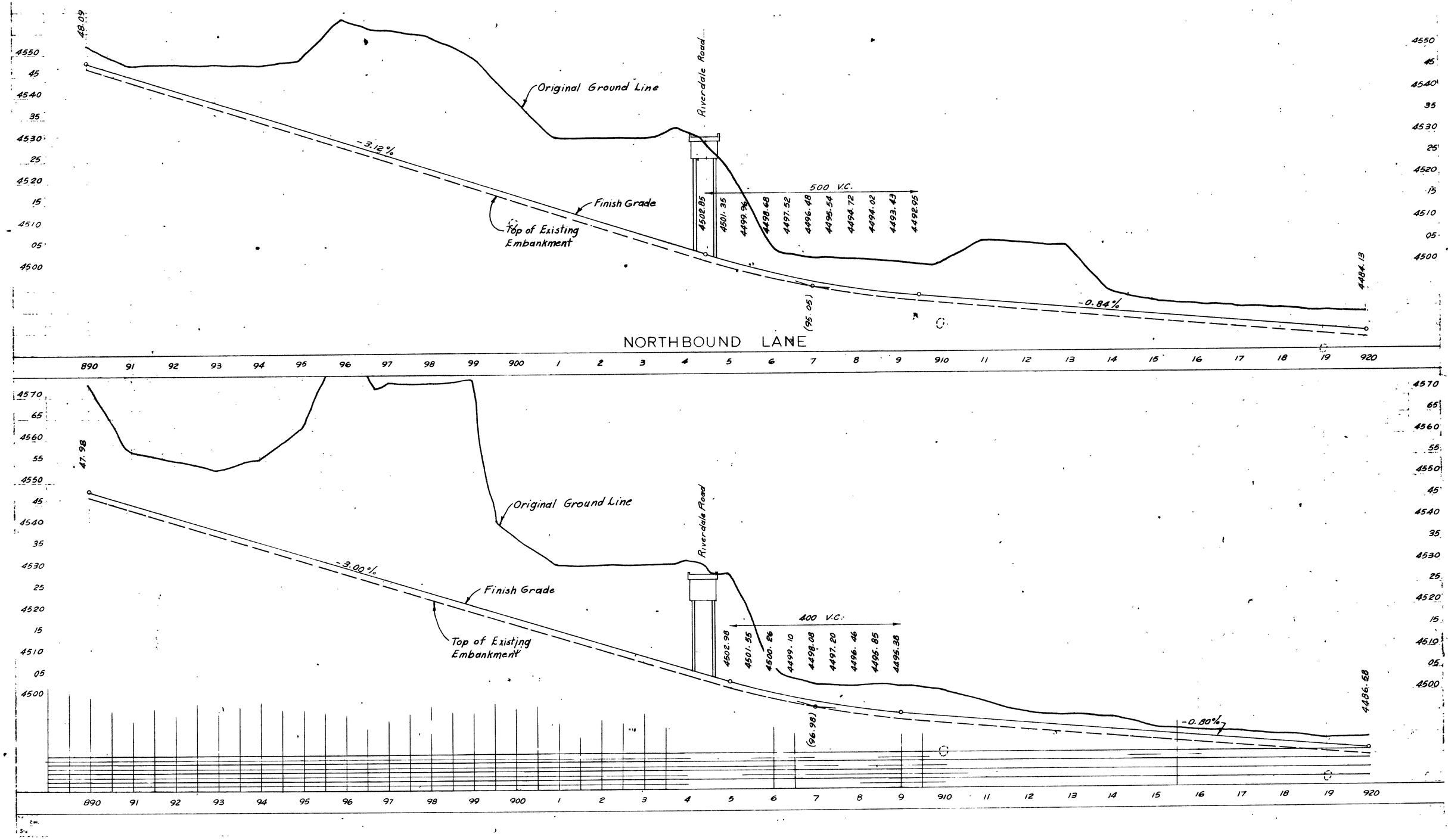
| SHEET NO. | TOTAL |
|---|---|
| 12 | |



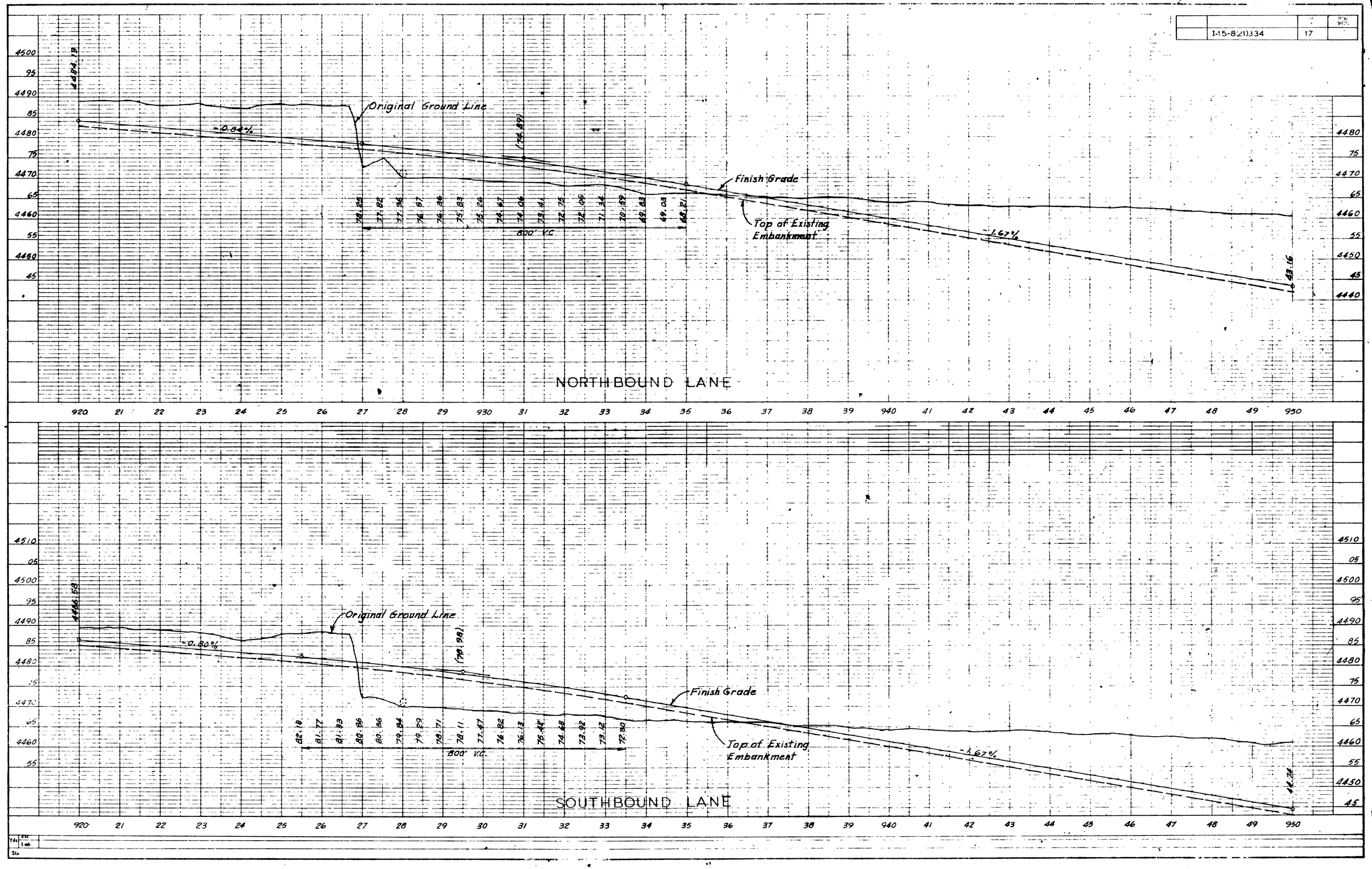
| | | |
|---|---|---|
| | I-15-8(21)334 | 15 |



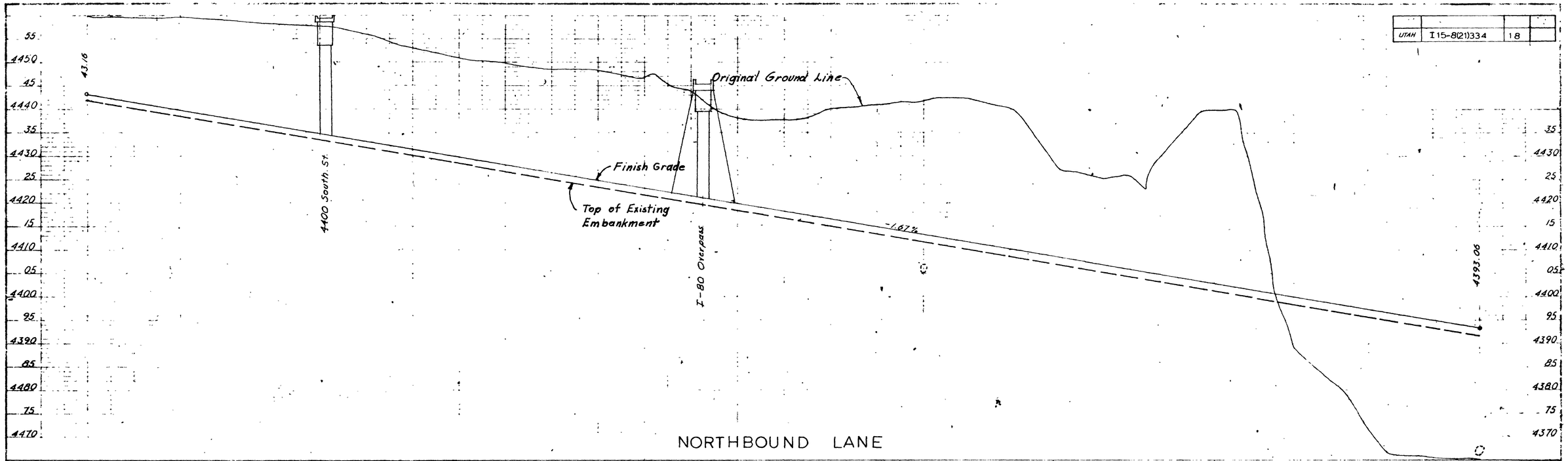
| | | | |
|---|---|---|---|
| | | | |
| | I-15-8(2)334 | 16 | |

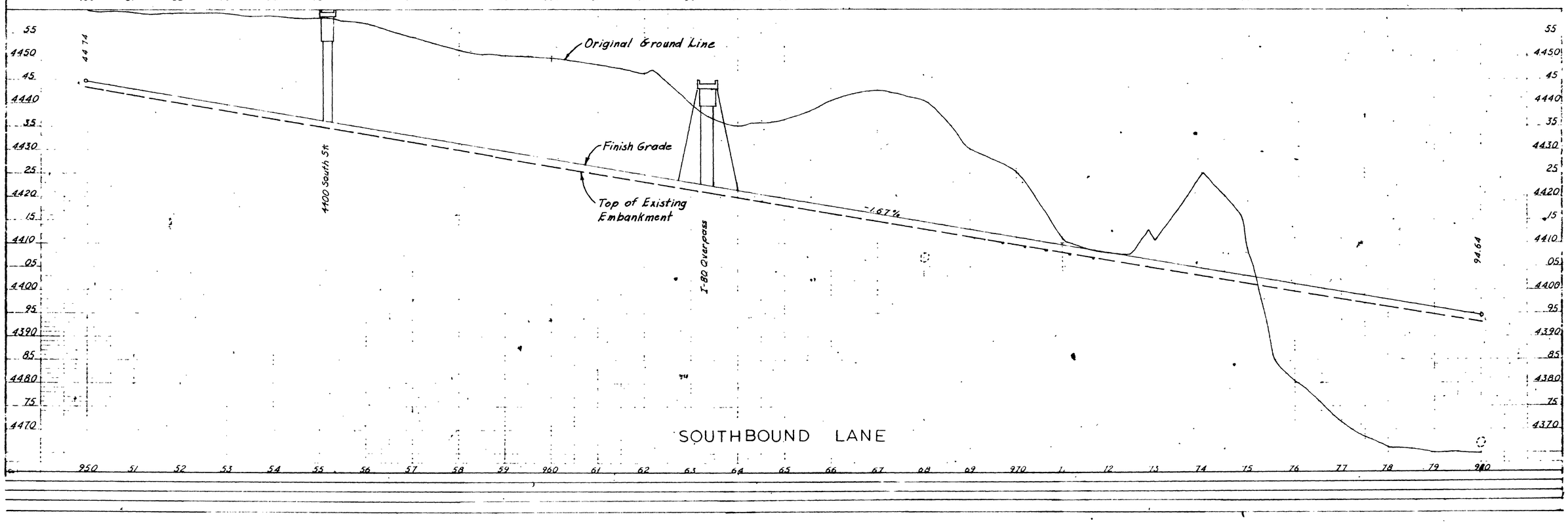

48.09
Original Ground Line
Riverdale Road
-3.12%
Finish Grade
Top of Existing Embankment
500 V.C.
4502.85
4501.35
4499.96
4498.68
4497.52
4496.48
4495.54
4494.72
4494.02
4493.43
4492.95
(95.05)
-0.84%
4484.13
NORTHBOUND LANE
47.98
Original Ground Line
Riverdale Road
-3.00%
Finish Grade
Top of Existing Embankment
400 V.C.
4502.98
4501.55
4500.26
4499.10
4498.08
4497.20
4496.46
4495.85
4495.38
(96.98)
-0.80%
4486.58

| | | | |
|---|---|---|---|
| | I-15-8(21)334 | 17 | |

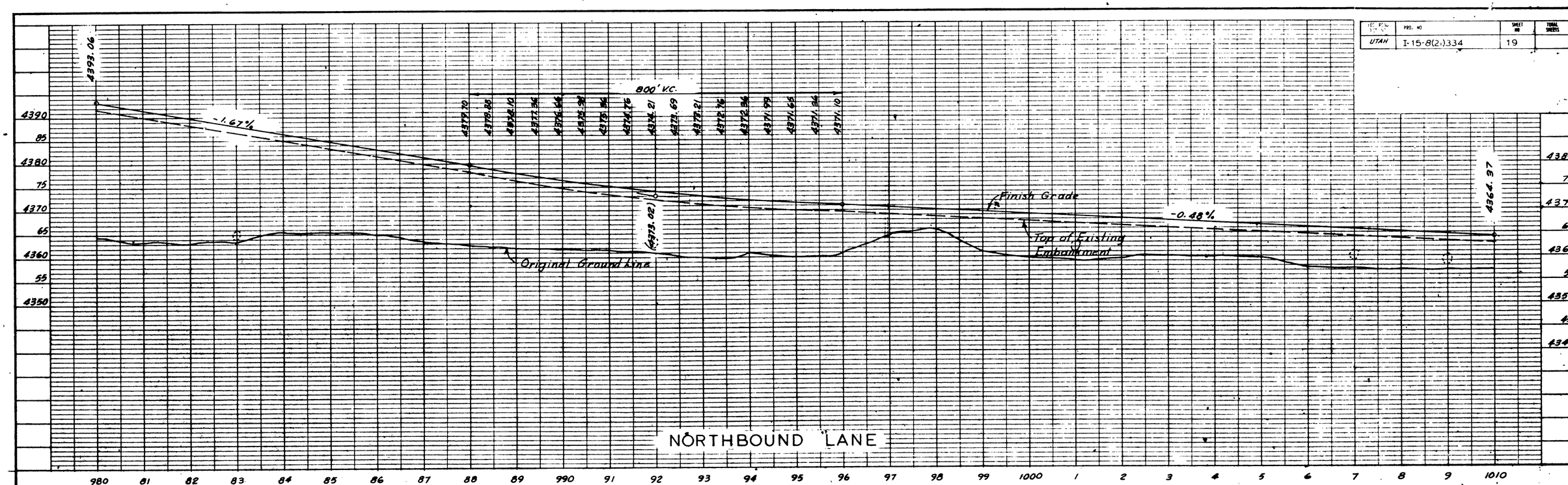


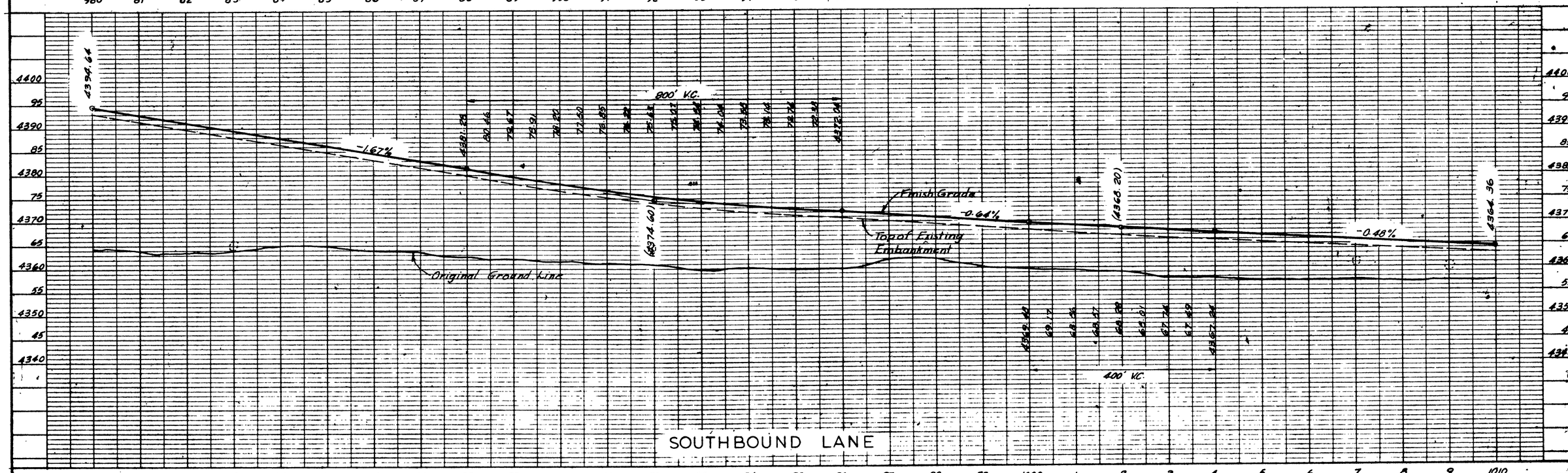
| | | | |
|---|---|---|---|
| UTAH | I 15-8(21)334 | 18 | |



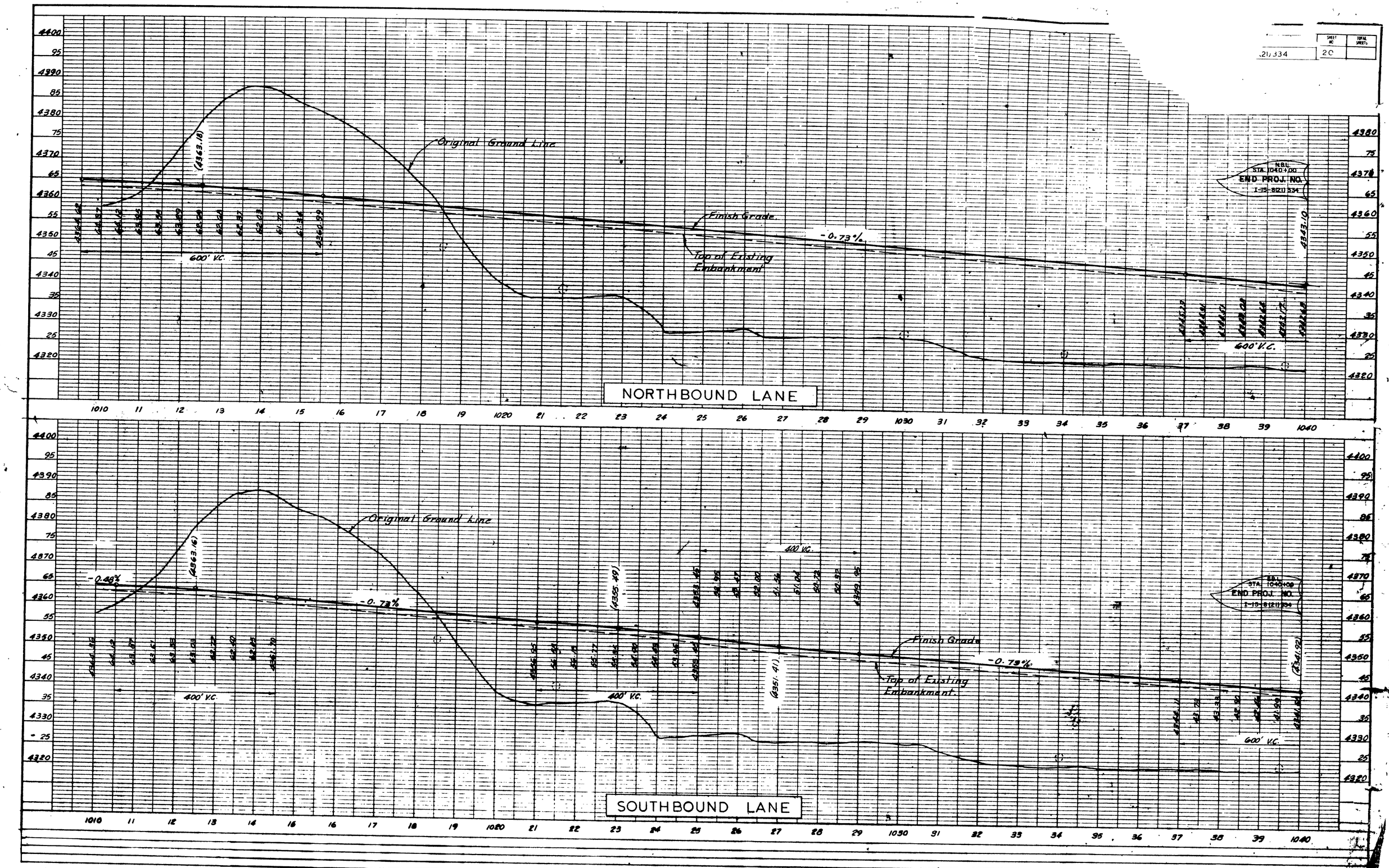



| FED. ROAD DIV. | PROJ. NO | SHEET NO | TOTAL SHEETS |
|---|---|---|---|
| UTAH | I-15-8(21)334 | 19 | |



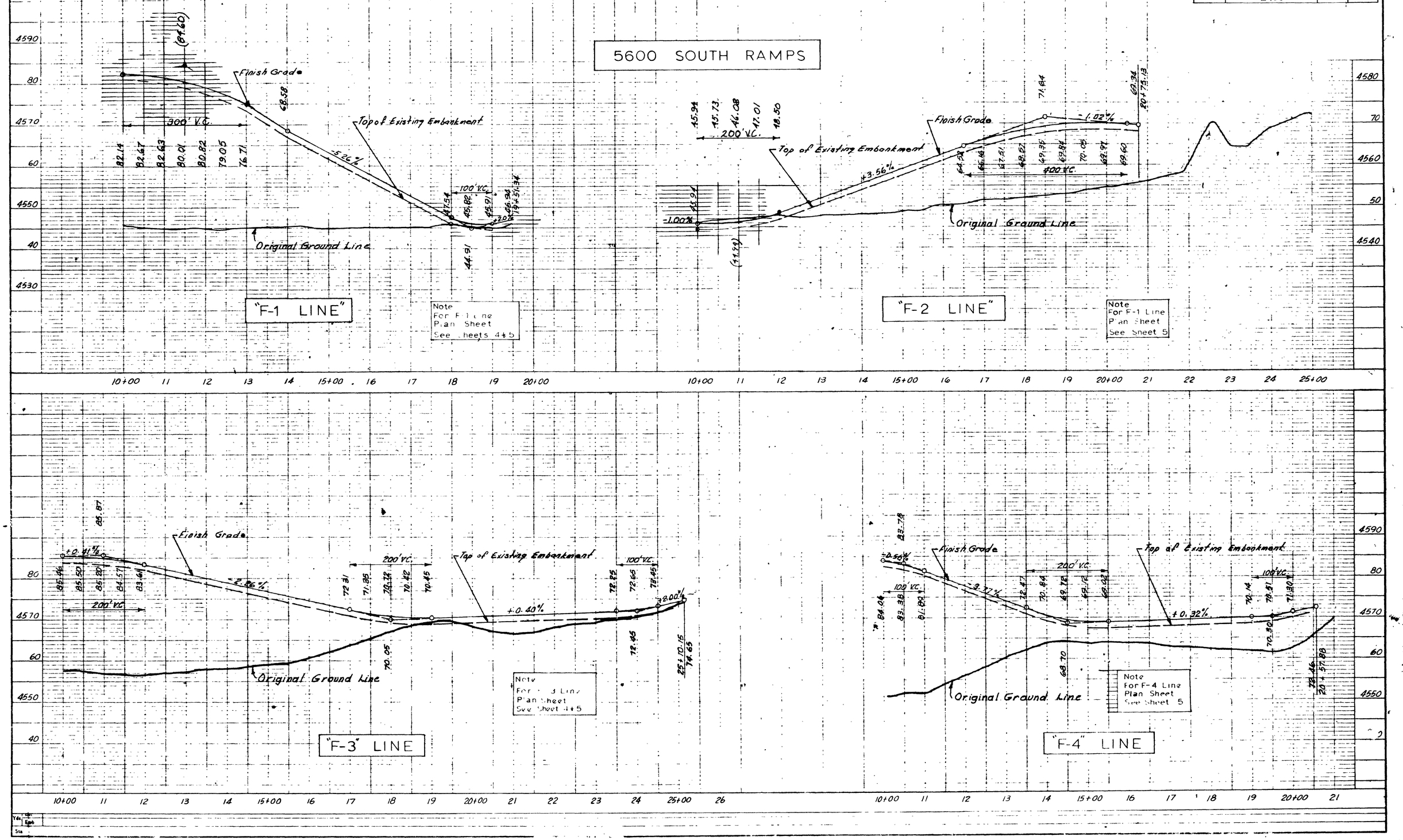



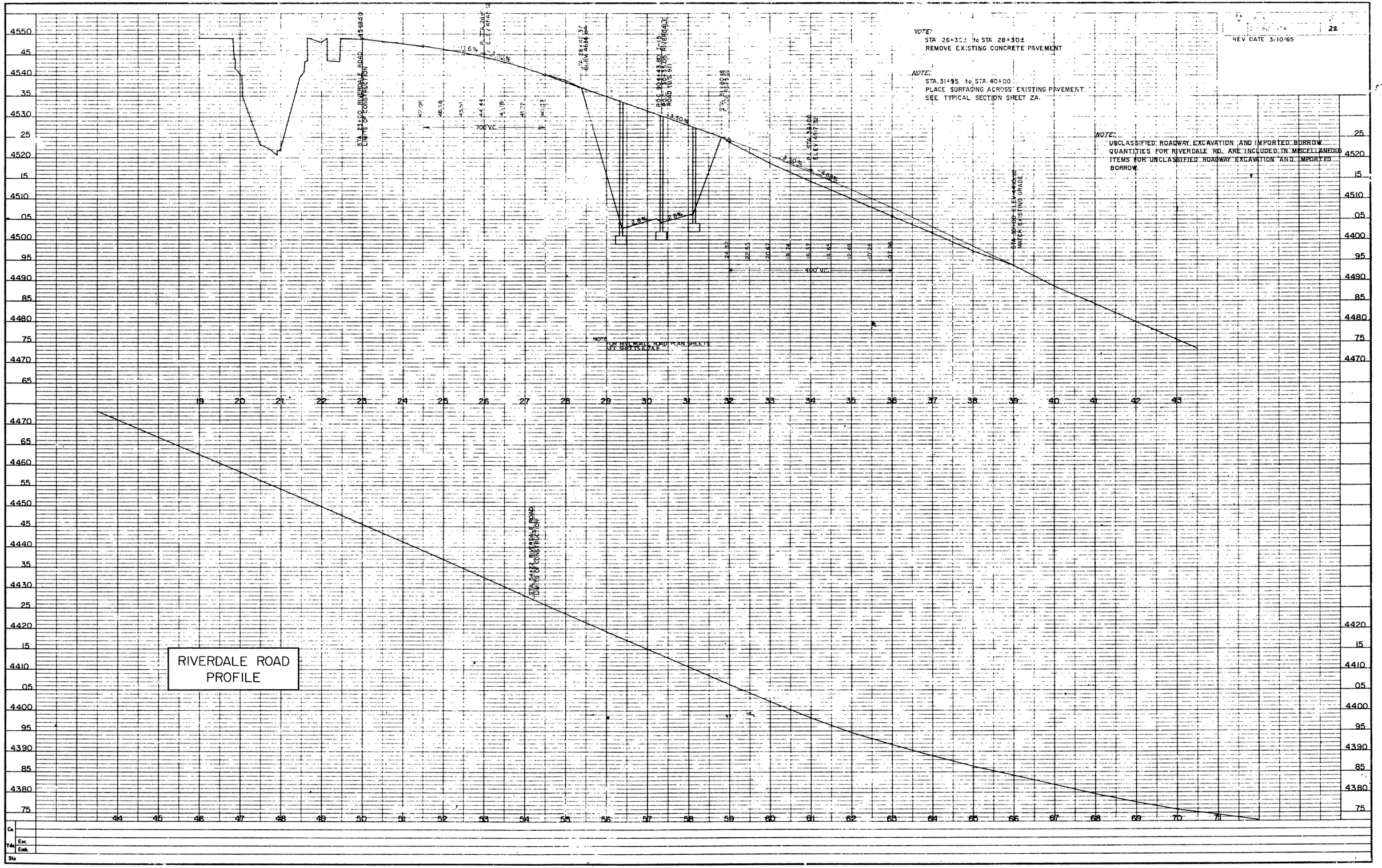
| | SHEET NO. | TOTAL SHEETS |
|---|---|---|
| 21,334 | 20 | |

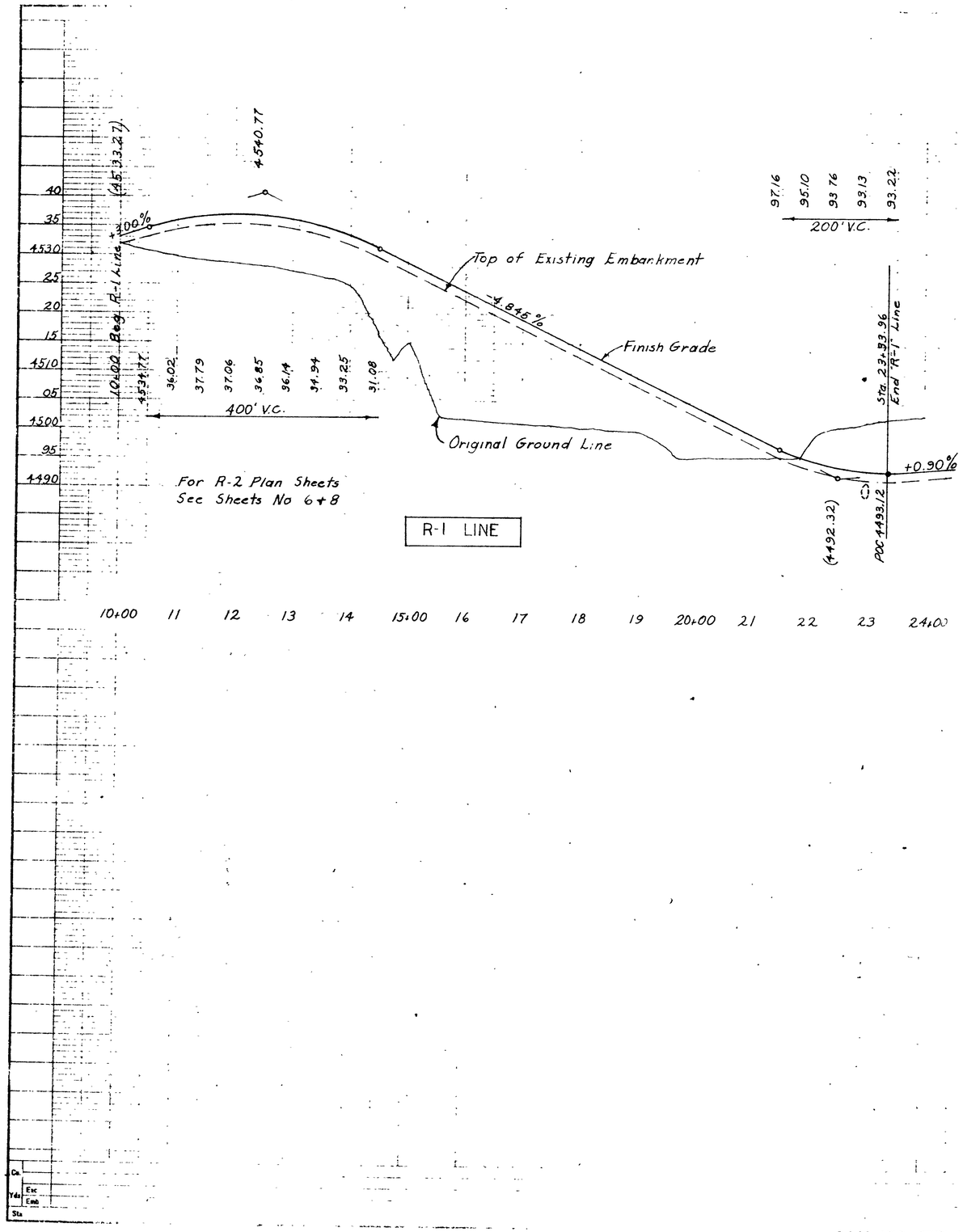


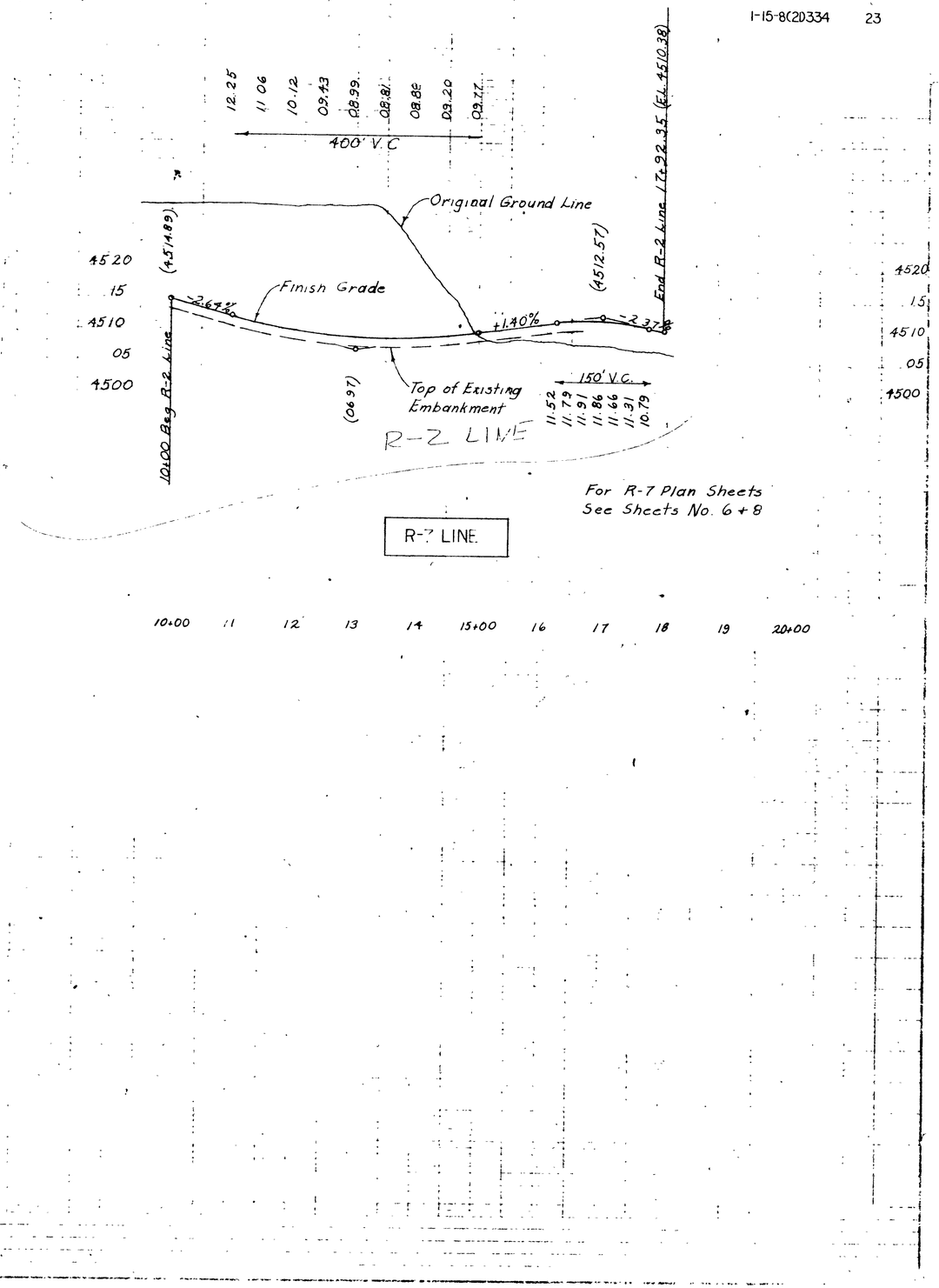
| | | | |
|---|---|---|---|
| | I 15 8(21)334 | 21 | |

# 5600 SOUTH RAMPS




22
REV DATE 3/10/65
NOTE:
STA 26+30± to STA 28+30±
REMOVE EXISTING CONCRETE PAVEMENT
NOTE:
STA. 31+95 to STA. 40+00
PLACE SURFACING ACROSS EXISTING PAVEMENT
SEE TYPICAL SECTION SHEET 2A.
NOTE:
UNCLASSIFIED ROADWAY EXCAVATION AND IMPORTED BORROW QUANTITIES FOR RIVERDALE RD. ARE INCLUDED IN MISCELLANEOUS ITEMS FOR UNCLASSIFIED ROADWAY EXCAVATION AND IMPORTED BORROW.
NOTE:
FOR RIVERDALE ROAD PLAN SHEETS SEE SHEETS 2A/2B
STA. 23+50 RIVERDALE ROAD LIMITS OF CONSTRUCTION
STA. 54+43 RIVERDALE ROAD LIMITS OF CONSTRUCTION
P.T. STA. 28+
ELEV. 4846.12
STA. 28+60.37
ELEV. 4844.34
P.O.C. 30+43.00 T.=15
P.O.C. 30+75.00 RIVERDALE ROAD (U.S. 51)
STA. 31+80.18
ELEV. 4852.18
P.L. STA. 33+00
ELEV. 4851.32
STA. 39+99 ELEV. 4842.32
MATCH EXISTING GRADE
300' V.C.
400' V.C.
RIVERDALE ROAD
PROFILE
Cu
Yds
Exc.
Emb.
Sta




Co.
Yds. Exc Emb
Sta.

| PRO. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| UTAH | UTAH | | | | |

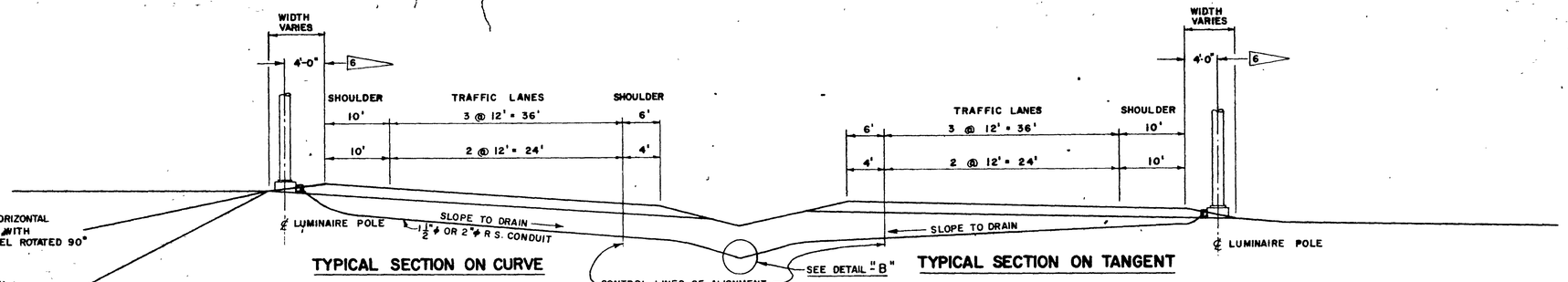
1. ALL CONDUIT SHALL BE INSTALLED SO THAT TERMINATION POINTS AT POLES & JCT. BOXES ARE AS SHOWN IN VIEW A-A ON THIS SHEET. NO.12 GAUGE GALVANIZED PULL WIRE SHALL BE INSTALLED IN ALL CONDUITS. AT LEAST 2 FEET OF PULL WIRE SHALL BE DOUBLED BACK INTO THE CONDUIT AT EACH TERMINATION. ALL CONDUIT SHALL BE CAPPED WITH STANDARD PIPE CAPS AT EACH TERMINATION
2. ALL LUMINAIRE POLE BRACKET ARMS TO BE INSTALLED 90° TO CONTROL LINE OF ROAD ALIGNMENT OR ℄ OF ROAD ON STRAIGHT SECTIONS OR 90° TO ℄ OF ALIGNMENT ON CURVES.
3. SEE DWG. NO. T.E.C. 1117 "LIGHT POLE FEEDER ARM, ANCHOR BOLT & FOOTING ASSEMBLY DETAILS," FOR ANCHOR BOLT PROJECTIONS AND POLE FOUNDATION DETAILS.
4. FOR BITUMINOUS CURB AND DRAIN DETAILS SEE UTAH DEPT. OF HIGHWAYS STD. DWG. NO. 347 "SHOULDER & MEDIAN DRAINS" & STD. DWG. NO. 200 "GEOMETRIC DESIGN STANDARDS – INTERSTATE SYSTEM (ROADWAY)."
5. SEE DWG. NO. T.E.C.-1128 "JUNCTION BOX DETAILS OFF-STRUCTURES" FOR ADDITIONAL BOX & CONDUIT DETAILS.

6 4'-0 DIMENSION IS TYPICAL FOR POLES NOT ON STRUCTURES. 5'-0 DIMENSION IS TYPICAL FOR POLE FOUNDATIONS AT SHOULDER DRAINS.

7 BACK FILL TO TOP SURFACE OF JUNCTION BOX.

8 IF ANGLE-B IS LESS THAN 60°, ENTER JUNCTION BOX FROM END AS SHOWN. IF ANGLE-B IS GREATER THAN 60°, ENTER JUNCTION BOX FROM SIDE NEAREST ROAD. CONDUIT SIZES ARE INDICATED ON EACH LIGHTING LAYOUT SHEET.

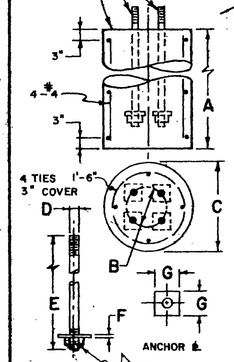
9 GROUND WIRE & ROD TO BE INSTALLED ON ALL POLES AND SHALL BE CONNECTED THROUGH UNDERGROUND JCT. BOXES & CONDUIT AS SHOWN IN VIEW A-A, WHEN ELECTRICAL CIRCUITS ARE INSTALLED.



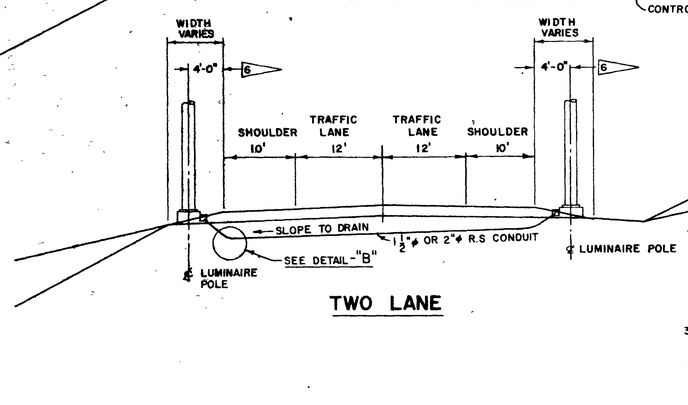

TYPICAL SECTION ON CURVE

TYPICAL SECTION ON TANGENT

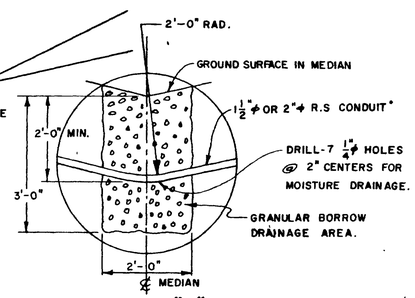
MULTI - LANE




FOOTING AND ANCHOR BOLT DETAILS FOR LIGHT POLE ASSEMBLY



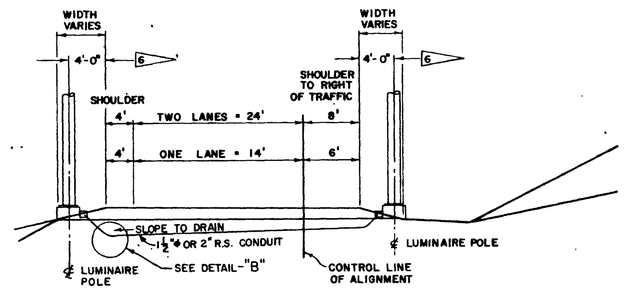

TWO LANE



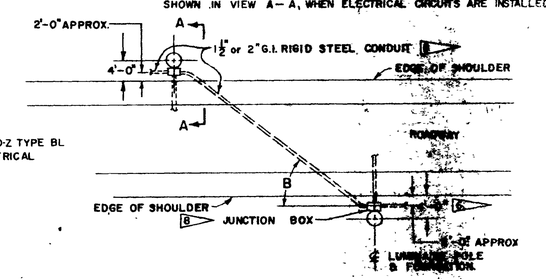

DETAIL -"B"

TYPICAL DRAINAGE AREA FOR UNDERGROUND CONDUIT MULTI-LANE, TWO LANE, & RAMP

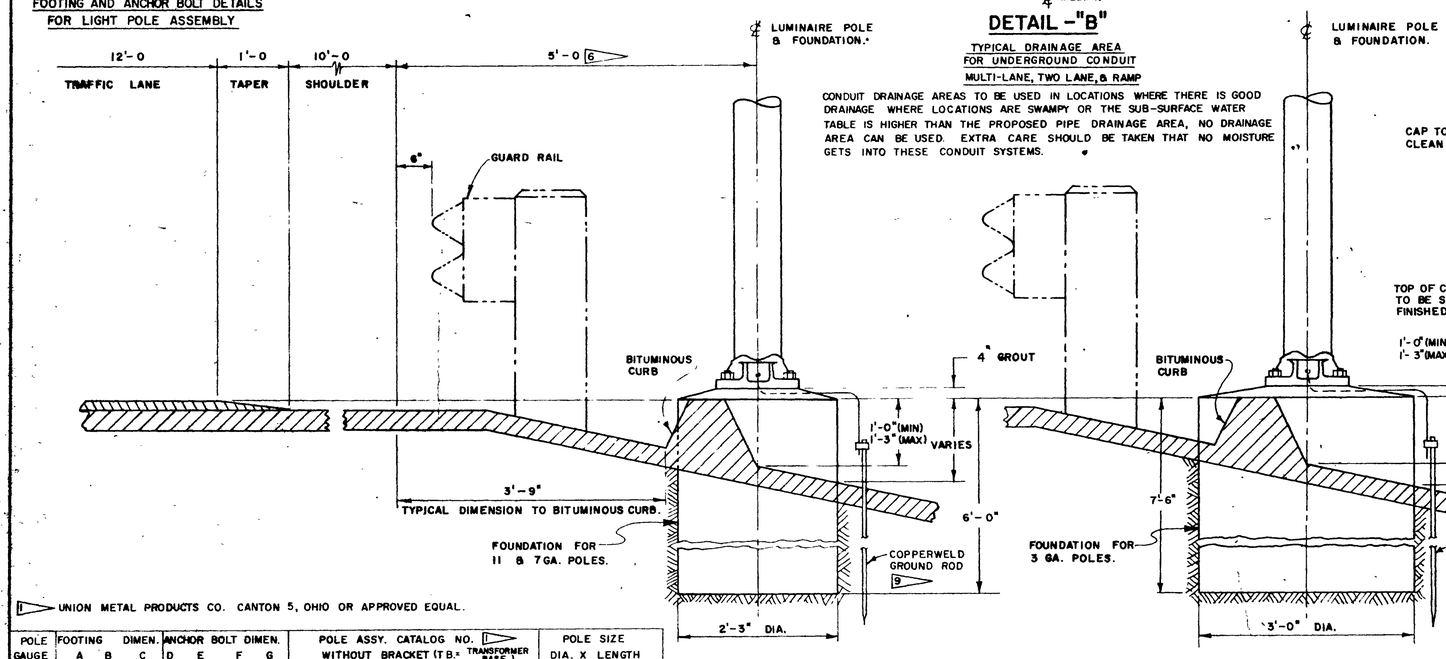
CONDUIT DRAINAGE AREAS TO BE USED IN LOCATIONS WHERE THERE IS GOOD DRAINAGE WHERE LOCATIONS ARE SWAMPY OR THE SUB-SURFACE WATER TABLE IS HIGHER THAN THE PROPOSED PIPE DRAINAGE AREA, NO DRAINAGE AREA CAN BE USED. EXTRA CARE SHOULD BE TAKEN THAT NO MOISTURE GETS INTO THESE CONDUIT SYSTEMS.




TYPICAL RAMP



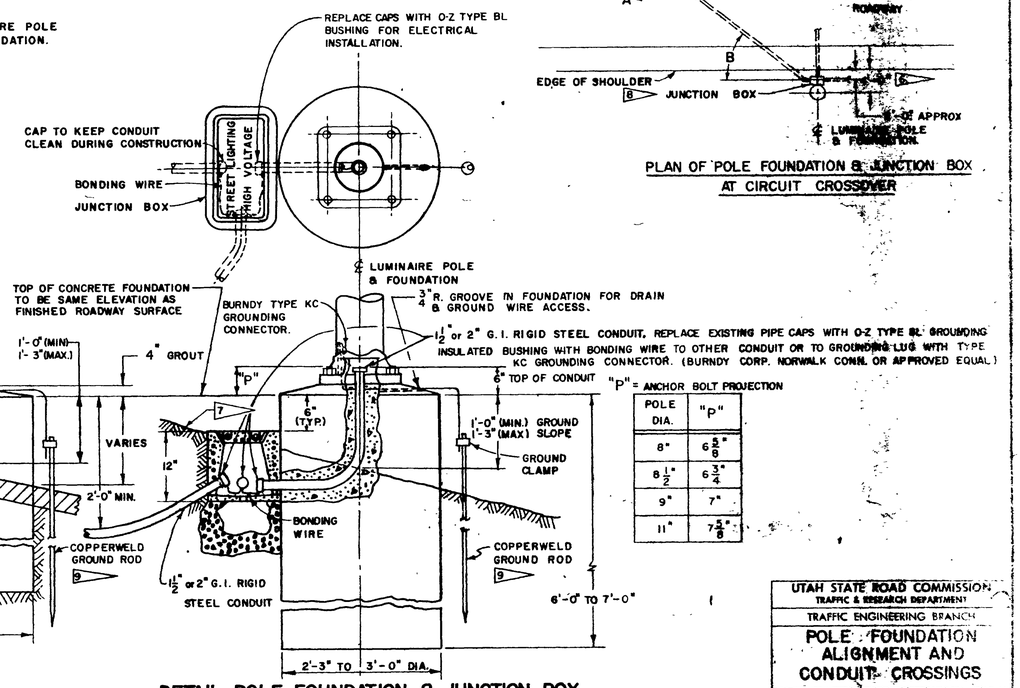

PLAN OF POLE FOUNDATION & JUNCTION BOX AT CIRCUIT CROSSOVER




1 UNION METAL PRODUCTS CO. CANTON 5, OHIO OR APPROVED EQUAL.

| POLE GAUGE | FOOTING DIMEN. A | B | C | ANCHOR BOLT DIMEN. D | E | F | G | POLE ASSY. CATALOG NO. 1 WITHOUT BRACKET (T.B.= TRANSFORMER BASE) | | POLE SIZE DIA. X LENGTH |
|---|---|---|---|---|---|---|---|---|---|---|
| 11 | 6'-0" | 11" | 2'-3" | 1" | 60" | 3/8" | 3½" | 440A-J270 | MOD. 14 | 8½" X 4.7" X 27'-0" |
| 11 | 7'-0" | 15" | 3'-0" | " | " | " | " | 442A-J270 | " " T.B. | 8½" X 5" X 25'-0" |
| 7 | 6'-0" | 11" | 2'-3" | 1¼" | 60" | 7/16" | 4" | 440A-7J270 | " " | 8½" X 4.7" X 27'-0" |
| 7 | 7'-0" | 15" | 3'-0" | " | " | " | " | 442A-7J270 | " " T.B | 8½" X 5" X 25'-0" |
| 3 | 7'-0" | 15" | 3'-0" | 1¾" | 72" | ½" | 5½" | 440A-3N270 | " " | 11" X 7.22" X 27'-0" |
| 3 | 7'-0" | 17¼" | 3'-0" | " | " | " | " | 442A-3N270 | " " T.B. | 11" X 7.22" X 25'-0" |

TYPICAL INSTALLATION OF LUMINAIRE POLE FOUNDATIONS AT SHOULDER DRAINS




"P" = ANCHOR BOLT PROJECTION

| POLE DIA. | "P" |
|---|---|
| 8" | 6⅝" |
| 8½" | 6¾" |
| 9" | 7" |
| 11" | 7⅝" |

DETAIL-POLE FOUNDATION & JUNCTION BOX SECTION AT CIRCUIT CROSSOVER VIEW A-A WITH SECTIONS

| REVISIONS | BY | DATE |
|---|---|---|
| | R.S.T. | 8-12-83 |
| | R.S.T. | 2-14-84 |

UTAH STATE ROAD COMMISSION
TRAFFIC & RESEARCH DEPARTMENT
TRAFFIC ENGINEERING BRANCH

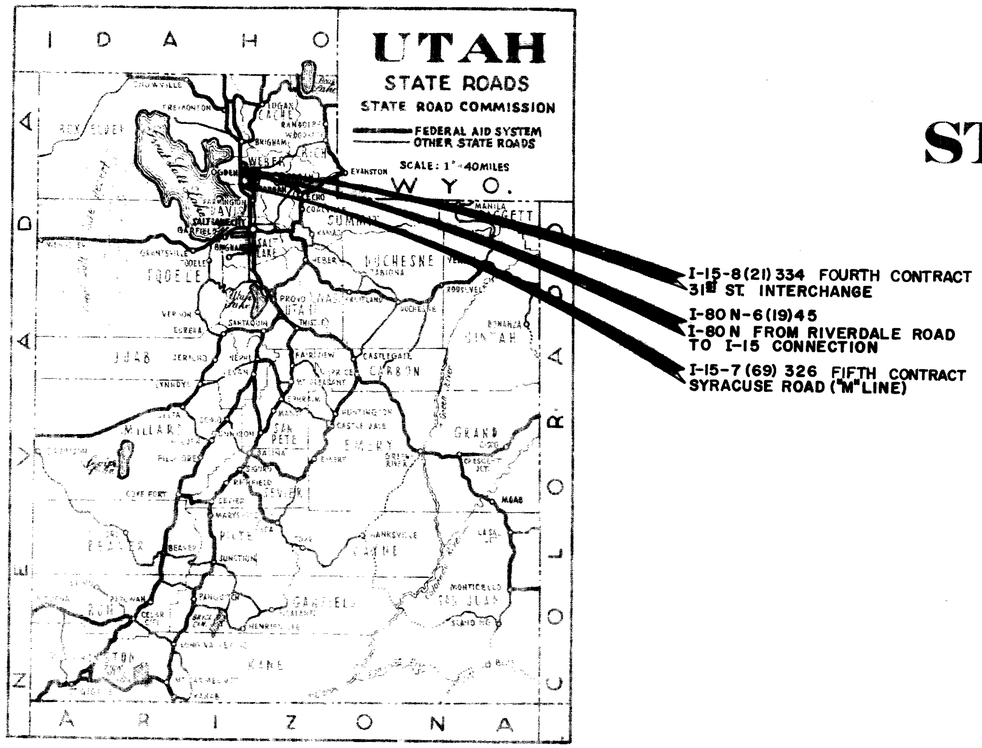
POLE FOUNDATION ALIGNMENT AND CONDUIT CROSSINGS

DESIGNED BY R.S.T. | SCALE NONE
DRAWN BY Y.W.W.
CHECKED BY
APPROVED
CHIEF TRAFFIC ENGINEER

DRG. NO. T. E C. 1133

| FED. RD. DIST. NO. | STATE | PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21)334<br>I-80N-6(19)45<br>I-15-7(69)326 | 1 | |

REVISION DATE 6/10/66




# STATE OF UTAH
# STATE ROAD COMMISSION

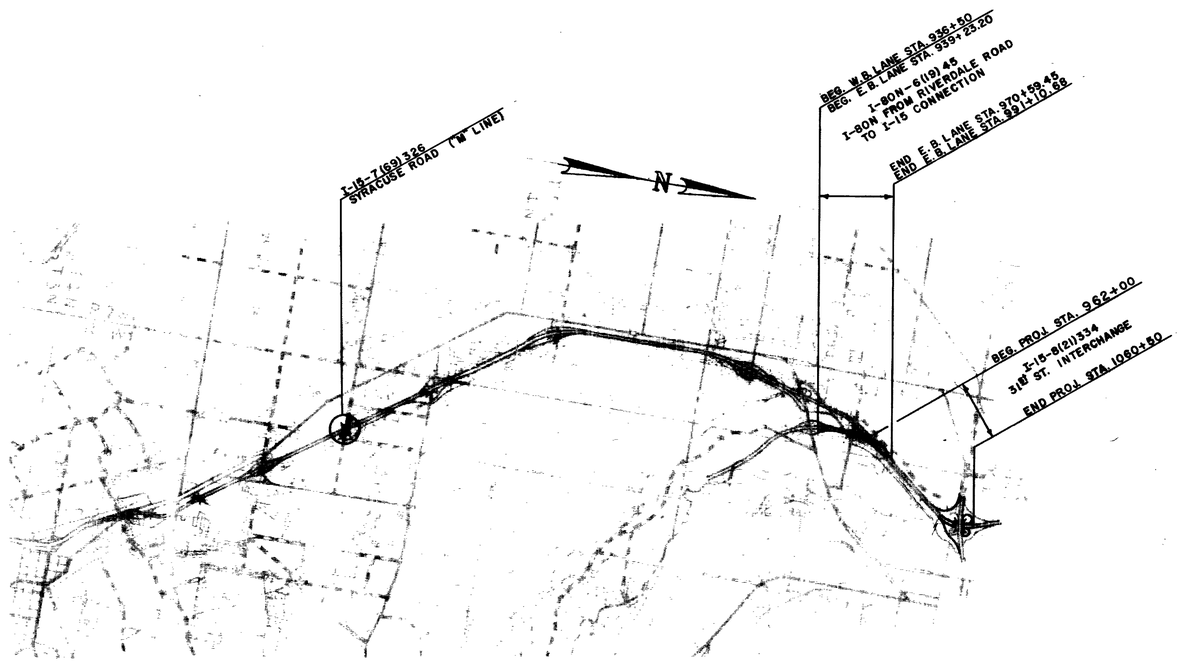
## PLANS OF PROPOSED STATE ROAD

FEDERAL AID PROJECT

**I-15-8(21) 334 FOURTH CONTRACT**
**31st STREET INTERCHANGE**
**WEBER COUNTY**
**LENGTH 1.988 MILE**

**I-80N-6(19) 45**
**I-80N FROM RIVERDALE ROAD**
**TO I-15 CONNECTION**
**WEBER COUNTY**
**LENGTH 0.814 MILE**

**I-15-7(69) 326 FIFTH CONTRACT**
**SYRACUSE ROAD ("M" LINE)**
**DAVIS COUNTY**
**LENGTH 0.303 MILE**




### INDEX TO SHEETS NO. I-15-8(21)334 4TH CONT.

| SHEET NO. | DESCRIPTION | DRAWING NO. | STATION |
|---|---|---|---|
| 1 | TITLE SHEET | | |
| 2-2C | TYPICAL SECTIONS - MATL'S. SHT. | | |
| 3-3B | SUMMARY SHEETS | | |
| 4-14 | PLAN AND PROFILE | | |
| 15 | STANDARD CATCH BASIN | V-750 | |
| 16 | STANDARD CATCH BASIN | V-753 | |
| 17 | STD. C.O.B. & CATCH BASIN-48" PIPE | V-755 | |
| 18 | STD. C.O.B. & CATCH BASIN-42" PIPE | V-813 | |
| 19-20 | SUPERELEVATION AND WIDENING | 203(1-2) | |
| 21 | Entrance & Exit Ramp Geometrics | 207 | |
| 22 | CONCRETE CURB & GUTTER | 220 | |
| 23 | GUARD RAIL INSTALL. & LOCATION | 231 | |
| 24 | CORRUGATED METAL PIPE CULVERT | 300 | |
| 25 | METAL CULVERT END SECTIONS | 302 | |
| 26 | REINFORCED CONCRETE CULVERTS | 320 | |
| 27 | REINFORCED CONC. CULV. END SECT. | 322 | |
| 28 | DIPSTONE INLET AND OUTLET | 351 | |
| 29-34 | CONSTRUCTION SIGNING | 500(1-6) | |
| 35 | CONSTRUCTION IDENT. SIGNS | 504 | |
| 36 | TYPICAL PAVEMENT MARKINGS | 507 | |
| 37 | STD. CATCH BASIN 36" PIPE | V-754 | |
| 38 | DEEP BM. HWY. GUARD RAIL | 230-1 | |
| 39 | GUARD RAIL APR. ELEMENT INSTALL. | 230-2 | |

### INDEX TO SHEETS NO. I-80N-6(19)45

| SHEET NO. | DESCRIPTION | DRAWING NO. | STATION |
|---|---|---|---|
| 1 | TITLE SHEET | | |
| 2-2C | TYPICAL SECTIONS - MATL'S. SHT. | | |
| 3 | SUMMARY SHEET | | |
| 4-11 | PLAN AND PROFILE | | |
| 12-13 | SUPERELEVATION AND WIDENING | 203(1-2) | |
| 14 | Entrance & Exit Ramp Geometrics | 207 | |
| 15 | CONCRETE CURB AND GUTTER | 220 | |
| 16 | GUARD RAIL INSTALL. & LOCATION | 231 | |
| 17 | CORRUGATED METAL PIPE CULVERT | 300 | |
| 18 | METAL CULVERT END SECTION | 302 | |
| 19 | DIPSTONE INLET AND OUTLET | 351 | |
| 20-24 | CONSTRUCTION SIGNS | 500(1-5) | |
| 25 | CONSTRUCTION IDENT. SIGNS | 504 | |
| 26 | TYPICAL PAVEMENT MARKINGS | 507 | |
| 27 | DEEP BEAM HWY. GUARD RAIL | 230-1 | |
| 28 | GUARD RAIL APR. ELEMENT INSTALL. | 230-2 | |

### INDEX TO SHEETS NO. I-15-7(69)326 5TH CONT.

| SHEET NO. | | DRAWING NO. | STATION |
|---|---|---|---|
| 1 | TITLE SHEET | | |
| 2-2B | TYPICAL SECTIONS-MATL'S. SHT. | | |
| 3 | SUMMARY SHEET | | |
| 4-6 | PLAN AND PROFILE | | |
| 5 | CONCRETE CURB AND GUTTER | 220 | |
| 6 | GUARD RAIL INSTALL. & LOCATION | 231 | |
| 7 | CORRUGATED METAL PIPE CULV. | 300 | |
| 8 | METAL CULVERT END SECTIONS | 302 | |
| 9 | DIPSTONE INLET AND OUTLET | 351 | |
| 10-14 | CONSTRUCTION SIGNS | 500(1-5) | |
| 15 | CONSTRUCTION IDENT. SIGNS | 504 | |
| 16 | TYPICAL PAVEMENT MARKINGS | 507 | |
| 17 | DEEP BEAM HWY. GUARD RAIL | 230-1 | |
| 18 | GUARD RAIL APP. ELEMENT INSTALL. | 230-2 | |

UTAH STATE DEPARTMENT OF HIGHWAYS

RECOMMENDED FOR APPROVAL MAY - 1966

ENGINEER OF ROADWAY DESIGN

RECOMMENDED FOR APPROVAL MAY - 1966

ENGINEER OF PLANS AND CONTRACTS

APPROVED MAY 1966

STATE HIGHWAY ENGINEER

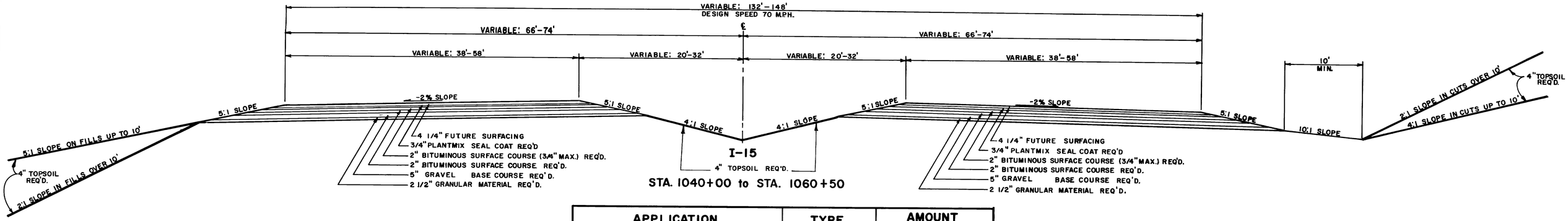
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

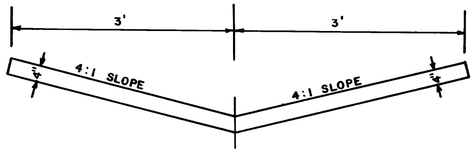
APPROVED

DIRECTOR ENGINEER

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21) 334 | 1966 | 2 | |

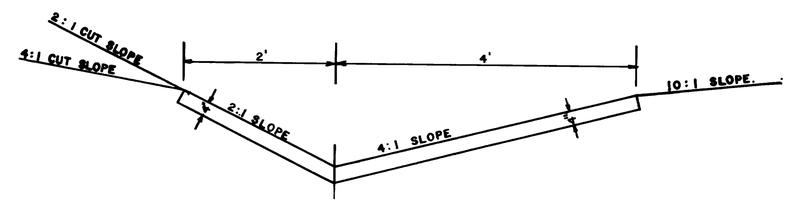
REV. 6/10/'66. JTH



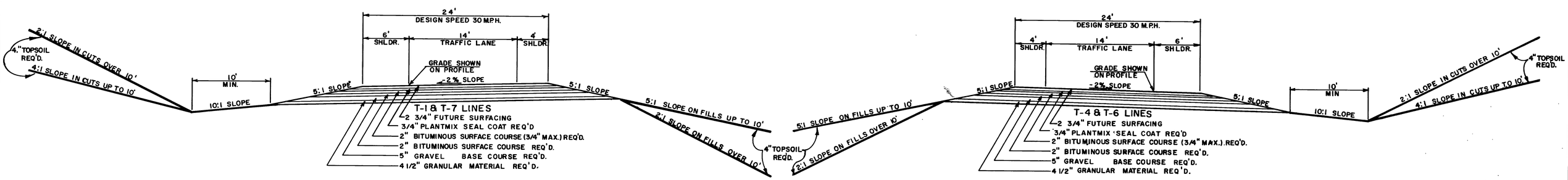




TYPICAL SECTION NO. 1
CONC. LINED MEDIAN DITCH

| APPLICATION | TYPE | AMOUNT For Estimating Purposes Only |
|---|---|---|
| BITUMINOUS MATERIAL FOR PLANTMIX SEAL COAT | 60-70 PENETRATION | 7% by Weight of Plantmix Seal Coat |
| BITUMINOUS SURFACE COURSE | | 148 Lbs per Cu. Ft. |
| BITUMINOUS SURFACE COURSE | 85-100 PENETRATION | 5% by Weight of Bit. Surface Course |
| TACK COAT (251 Gal. per Ton) | RC-70 OR RC-250 | 0.1 Gal. per Ton |
| BITUMINOUS BASE COURSE | | 148 LBS. per Cu. Ft. |
| BITUMINOUS MATERIAL FOR BIT. BASE COURSE | 85-100 PENETRATION | 4.5% By Weight |
| PRIME COAT (249 Gal. per Ton) | MC-250 | 0.35 Gal. Per. Sq. Yd. |
| GRAVEL BASE COURSE | | 140 Lbs per Cu. Yd. |
| PLANTMIX SEAL COAT | | 148 Lbs. per Cu. Yd. |




TYPICAL SECTION NO. 2
CONC. LINED CUT DITCH

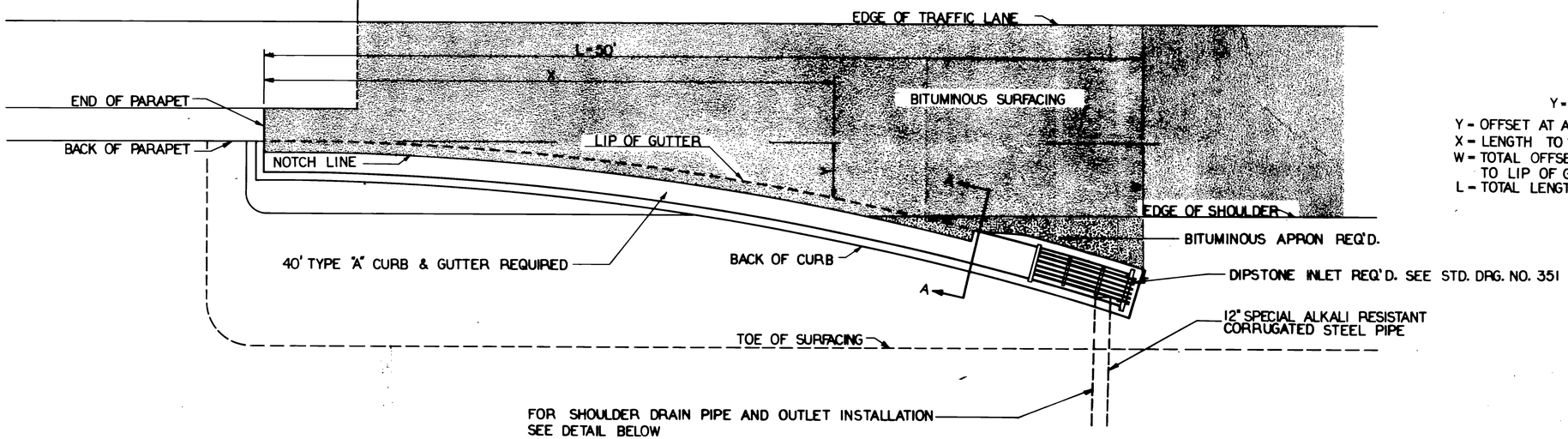



G.R.B.

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| UTAH | UTAH | I-15-7(69)326 | 1966 | 2-A | |

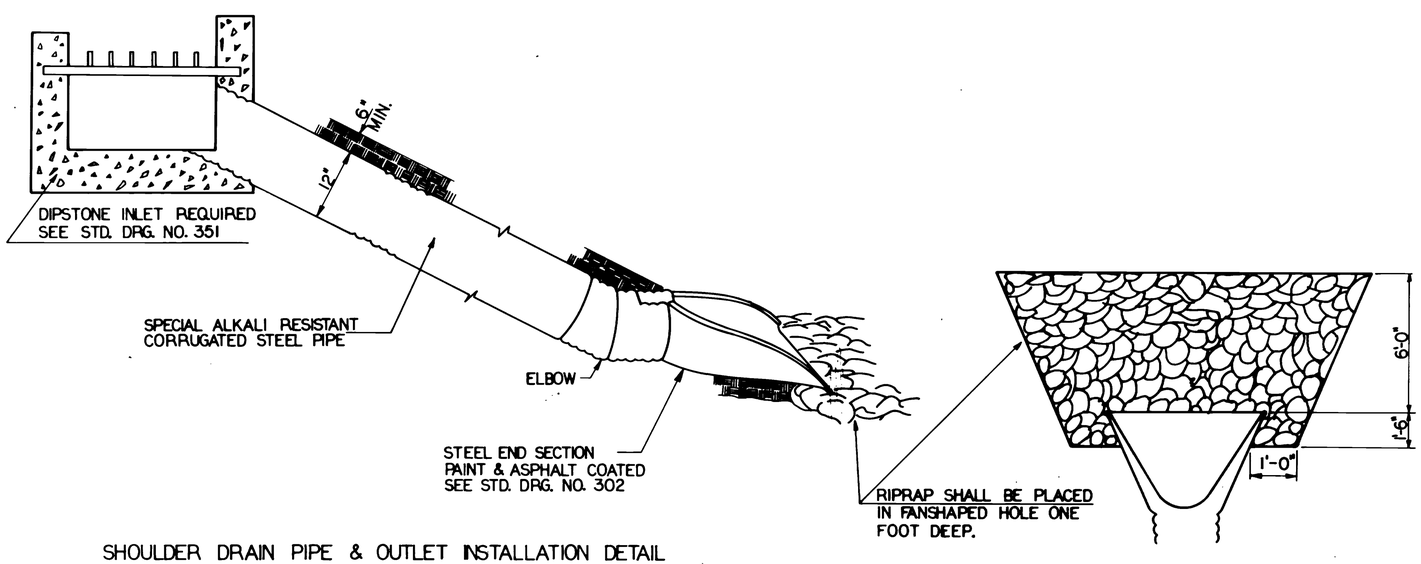
# STRUCTURE END DRAIN

SEE PLAN SHEET NO. 4

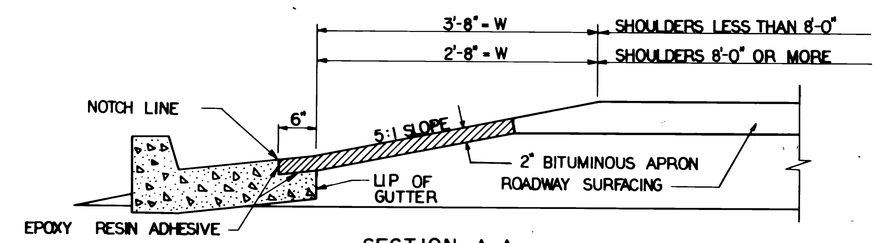



$$Y = W\frac{X^2}{L^2}$$

Y = OFFSET AT ANY POINT
X = LENGTH TO "Y" FROM END OF PARAPET
W = TOTAL OFFSET FROM BACK OF PARAPET TO LIP OF GUTTER
L = TOTAL LENGTH OF END DRAIN




SHOULDER DRAIN PIPE & OUTLET INSTALLATION DETAIL

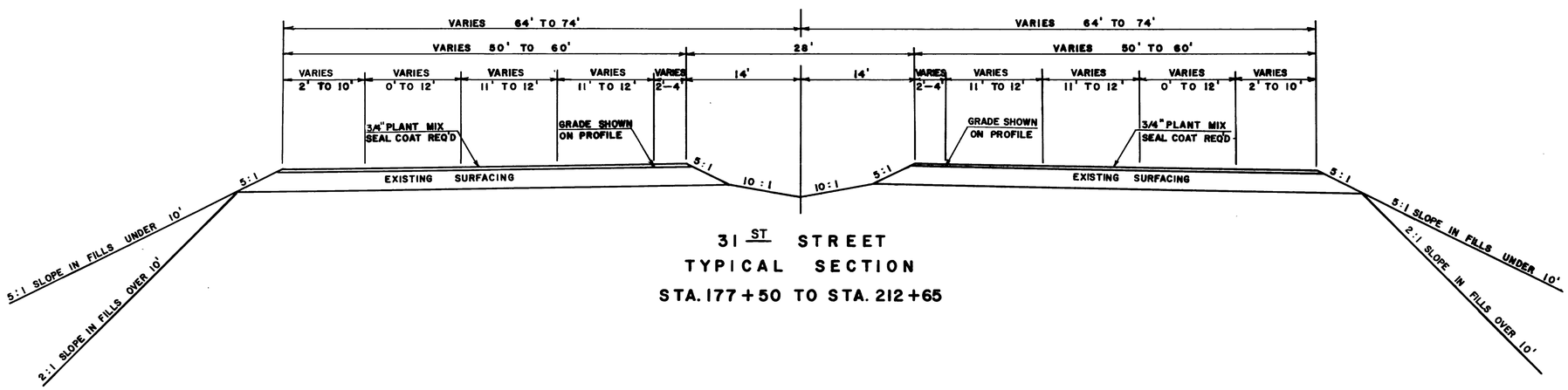



SECTION A-A

(TYPE "A" CURB AND GUTTER, MODIFIED WITH NOTCH TO RECEIVE PAVEMENT COURSE.) SEE STD. DRG. NO. 220

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21)334 | 1966 | 2-A | |

4THC



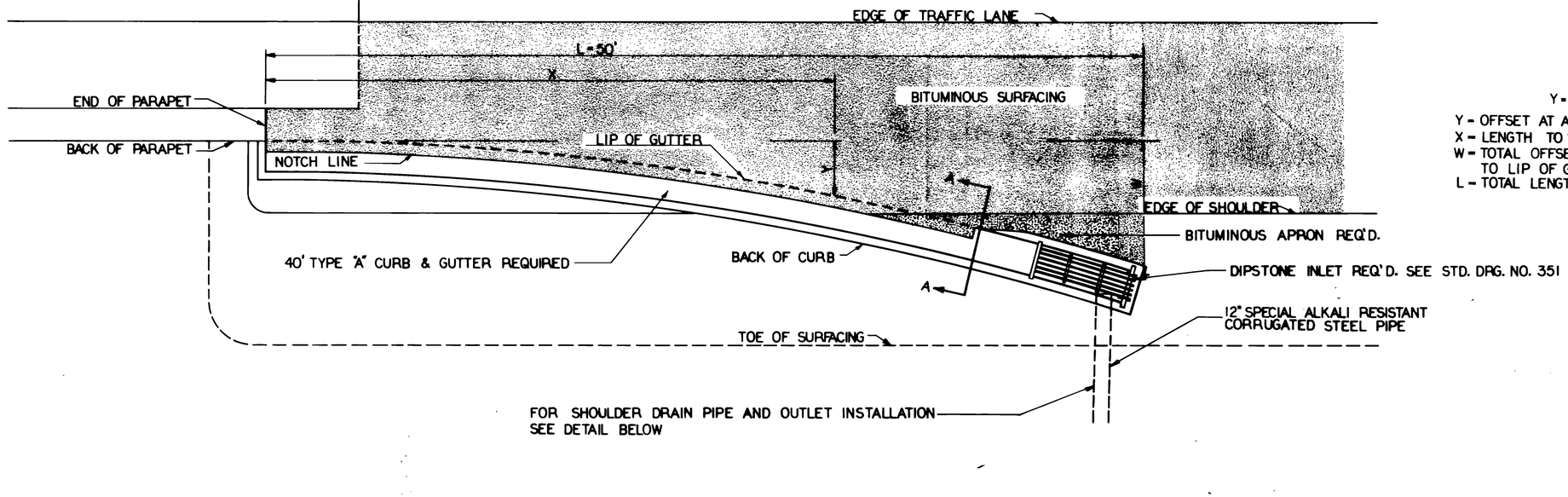

31 ST STREET
TYPICAL SECTION
STA. 177+50 TO STA. 212+65

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21)334 | 1966 | 2-8 | |

FTHC

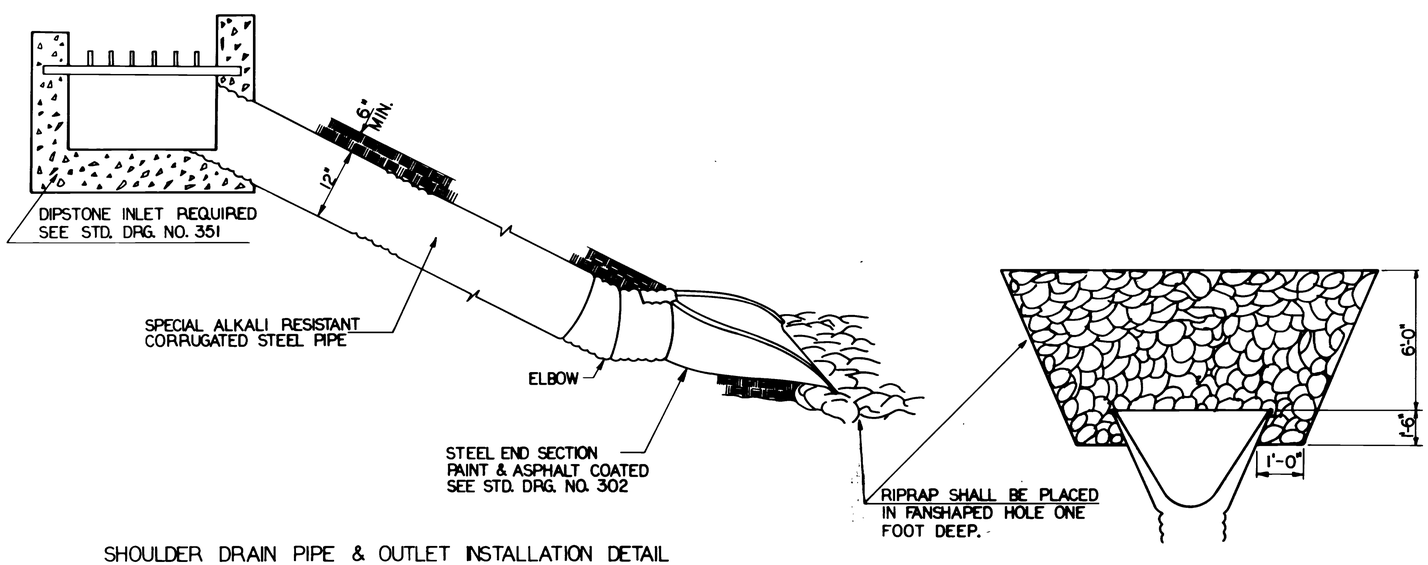
# STRUCTURE END DRAIN

SEE PLAN SHEET NO. 4

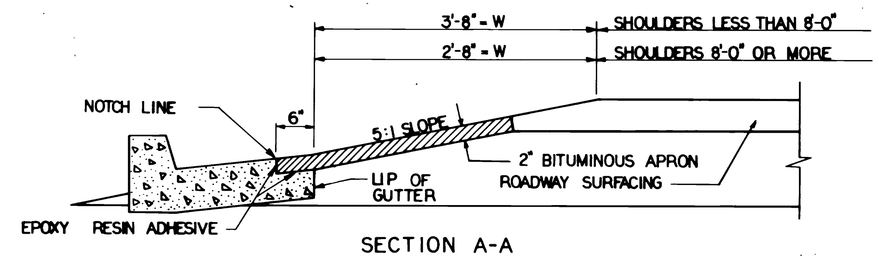



$$Y = W\frac{X^2}{L^2}$$

Y = OFFSET AT ANY POINT
X = LENGTH TO "Y" FROM END OF PARAPET
W = TOTAL OFFSET FROM BACK OF PARAPET TO LIP OF GUTTER
L = TOTAL LENGTH OF END DRAIN




SHOULDER DRAIN PIPE & OUTLET INSTALLATION DETAIL




SECTION A-A

(TYPE "A" CURB AND GUTTER, MODIFIED WITH NOTCH TO RECEIVE PAVEMENT COURSE.) SEE STD. DRG. NO. 220

| FED. ROAD DIV. NO. | STATE | FEDERAL AID PROJECT NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21)334 | 1966 | 2C | |

# UTAH STATE DEPARTMENT of HIGHWAYS
## MATERIALS SECTION

MATERIALS PROSPECTS AND TEST HOLES

PROJECT NO I-15-8(21) 334

PROJECT NAME 31st STREET, OGDEN, INTERCHANGE; I-80N CONNECTION AND SYRACUSE ROAD OVERPASS

COUNTY DAVIS & WEBER

DATE: MAY 1966 DRAWN BY: W.C. LOFTON

DATA BY: AUTH

FIELD BOOK: SHEET NO. 1 OF 1

## 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 (℄) =

1/4 Section Line =

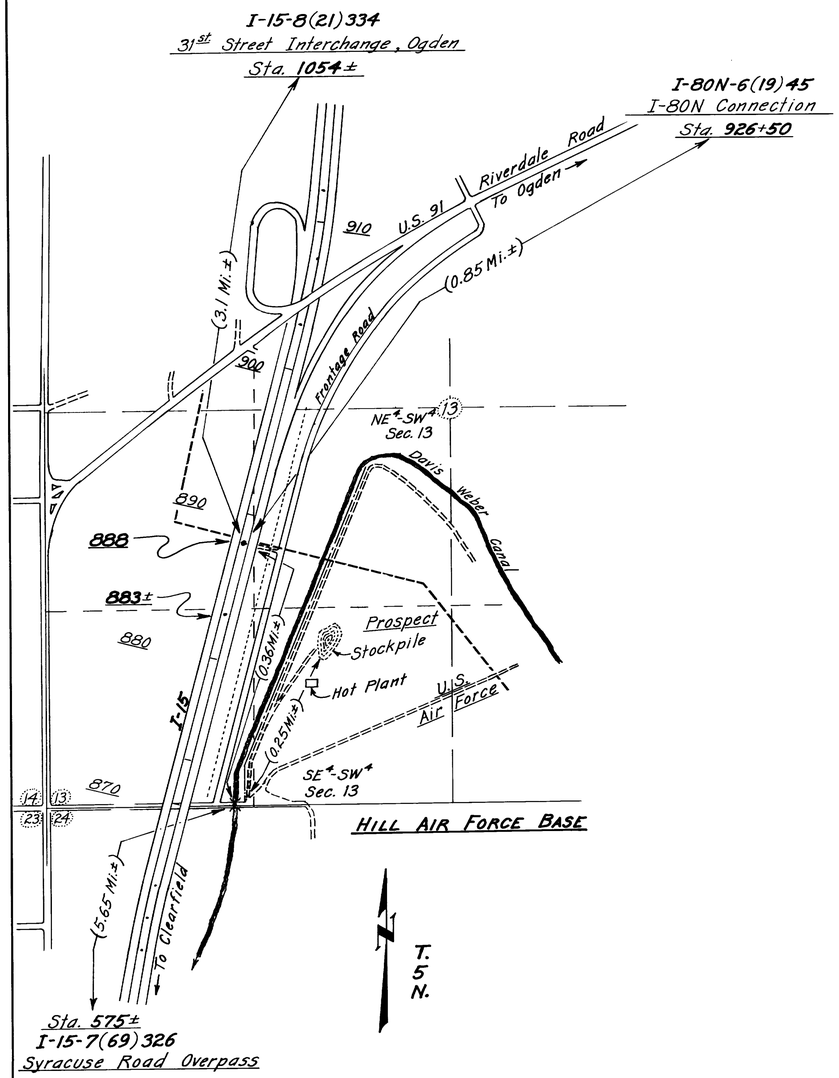
1/16 Section Line =

℄ Proposed Highway =

Prospect Boundary =

Property Boundary =

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




### Fife's Crusher Belt Sampling

| Sample Number | 1 | 2 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|
| Test Hole | | | | | | | |
| Passing 2" % | | 100 | | | | | |
| " 1½" % | 100 | 97 | 100 | 100 | 100 | 100 | 100 |
| " 1" % | 88 | 79 | 79 | 74 | 72 | 78 | 68 |
| " ¾" % | 72 | 68 | 74 | 65 | 61 | 68 | 56 |
| " ½" % | 56 | 54 | 60 | 50 | 52 | 55 | 47 |
| " ⅜" % | 49 | 47 | 52 | 43 | 45 | 47 | 43 |
| " No. 4 % | 38 | 38 | 43 | 35 | 38 | 39 | 38 |
| " No. 10 % | 34 | 34 | 39 | 31 | 34 | 35 | 35 |
| " No. 40 % | 25 | 23 | 28 | 21 | 23 | 23 | 26 |
| " No. 80 % | 11 | 14 | 15 | 10 | 11 | 12 | 12 |
| " No. 100 % | | | | | | | |
| " No. 200 % | 6 | 8 | 8 | 5 | 5 | 6 | 6 |

### Stock Pile Sampling

| | 65-1-A-1009 | 65-1-A-1010 | 65-1-A-1011 | 65-1-A-1012 | 65-1-A-1013 |
|---|---|---|---|---|---|
| Test Hole | 4 | 3 | 5 | 1 | 2 |
| Passing 2" % | 100 | 100 | 100 | 100 | 100 |
| " 1½" % | 100 | 96 | 100 | 100 | 99 |
| " 1" % | 89 | 84 | 90 | 87 | 84 |
| " ¾" % | 79 | 71 | 80 | 80 | 75 |
| " ½" % | 67 | 60 | 69 | 67 | 64 |
| " ⅜" % | 62 | 53 | 61 | 60 | 57 |
| " No. 4 % | 53 | 45 | 50 | 51 | 48 |
| " No. 10 % | 49 | 41 | 45 | 46 | 44 |
| " No. 40 % | 38 | 30 | 33 | 33 | 32 |
| " No. 80 % | | | | | |
| " No. 100 % | 16 | 12 | 15 | 15 | 14 |
| " No. 200 % | 9 | 8 | 10 | 10 | 9 |

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

GRAVEL Prospect No. 1

LOG of TEST HOLES — Ground Line

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

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

Prospect No.

LOG of TEST HOLES — Ground Line

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

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

Prospect No.

LOG of TEST HOLES — Ground Line

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

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

Prospect No.

LOG of TEST HOLES — Ground Line

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

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21)334 | 1966 | 3 | |

REV. 6/10/'66 TTH

# SURFACING SUMMARY

| ROADWAY LANES or LINES | FROM STATION | TO STATION | LENGTH FEET | BASE MATERIAL: GRAVEL BASE Course # Type Maximum Width | Depth | Ton | SURFACING MATERIAL: Plantmix Seal Coat Traffic Lane Width | Ton | BITUMINOUS SURFACE Width | Depth | Ton | TYPE 3/4" Maximum Width | Depth | Ton | BITUMINOUS MATERIAL: Plantmix Seal Coat Traffic Lane 60-70 Penet. Asphalt Width | Ton | BITUMINOUS SURFACE 85-100 Penet. Asphalt Ton | 3/4" MAX. Ton | TACK COAT TYPE RC-70-250 Width | Ton | TACK COAT TYPE RC-70-250 Width | Ton | PRIME COAT TYPE MC- -250 Width | Ton |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| T-1 | 10+00 | 30+58.59 | 2058.59 | 32.33 | 5" | 1,941 | 26.60 | 253 | 29.42 | 2" | 747 | 27.75 | 2" | 705 | | 17.7 | 37.4 | 35.3 | 28.58 | 3.9 | 26.92 | 2.4 | 30.25 | 9.7 |
| T-4 | 10+00 | 27+81.33 | 1781.33 | 32.33 | 5" | 1,680 | 26.60 | 219 | 29.42 | 2" | 646 | 27.75 | 2" | 610 | | 15.3 | 32.3 | 30.5 | 28.58 | 3.4 | 26.92 | 2.1 | 30.25 | 8.4 |
| T-6 | 10+50 | 24+00 | 1350.00 | 32.33 | 5" | 1,273 | 26.60 | 166 | 29.42 | 2" | 490 | 27.75 | 2" | 462 | | 11.6 | 24.5 | 23.1 | 28.58 | 2.5 | 26.92 | 1.6 | 30.25 | 6.4 |
| T-7 | 10+50 | 20+35 | 985.00 | 32.33 | 5" | 929 | 26.60 | 121 | 29.42 | 2" | 357 | 27.75 | 2" | 337 | | 8.5 | 17.9 | 16.9 | 28.58 | 1.9 | 26.92 | 1.2 | 30.25 | 4.7 |
| T-1 DECELERATION | | LANE | 408.00 | 12.00 | 5" | 143 | 12.00 | 23 | 12.00 | 2" | 60 | 12.00 | 2" | 60 | | 1.6 | 3.0 | 3.0 | 12.00 | 0.3 | 12.00 | 0.2 | 12.00 | 0.8 |
| I-15 N.B. | 1040+00 | 1049+07.84 | 907.84 | 59.58 | 5" | 1,578 | 53.85 | 226 | 56.67 | 2" | 635 | 55.00 | 2" | 616 | | 15.8 | 31.8 | 30.8 | 65.83 | 3.3 | 54.17 | 2.2 | 57.50 | 8.2 |
| | 1049+07.84 | 1050+00.00 | 92.16 | 69.58 | 5" | 187 | 63.85 | 27 | 66.67 | 2" | 76 | 65.00 | 2" | 74 | | 1.9 | 3.8 | 3.7 | 65.83 | 0.4 | 64.17 | 0.3 | 67.50 | 1.0 |
| | 1050+00.00 | 1053+50.00 | 350.00 | 69.58 | 5" | 710 | 63.85 | 103 | 66.67 | 2" | 288 | 65.00 | 2" | 284 | | 7.2 | 14.4 | 14.1 | 65.83 | 1.5 | 64.17 | 1.0 | 67.50 | 3.7 |
| | 1053+50.00 | 1059+16.24 | 566.24 | 65.58 | 5" | 1,083 | 59.85 | 157 | 62.67 | 2" | 438 | 61.00 | 2" | 426 | | 11.0 | 21.9 | 21.3 | 61.83 | 2.3 | 60.17 | 1.5 | 63.50 | 5.6 |
| I-15 N.B | 1059+16.24 | 1060+50 | 133.76 | 61.58 | 5" | 240 | 55.85 | 35 | 58.67 | 2" | 97 | 57.00 | 2" | 94 | | 2.4 | 4.9 | 4.7 | 57.83 | 0.5 | 56.17 | 0.3 | 59.50 | 1.2 |
| I-15 S.B. | 1040+00 | 1045+00 | 500.00 | 59.58 | 5" | 869 | 53.85 | 124 | 56.67 | 2" | 349 | 55.00 | 2" | 339 | | 8.7 | 17.5 | 17.0 | 55.83 | 1.8 | 54.17 | 1.2 | 57.50 | 4.5 |
| | 1045+00 | 1048+74.57 | 374.57 | 64.58 | 5" | 706 | 58.85 | 102 | 61.67 | 2" | 285 | 60.00 | 2" | 277 | | 7.1 | 14.3 | 13.9 | 60.83 | 1.5 | 59.17 | 1.0 | 62.50 | 3.7 |
| | 1048+74.57 | 1053+50.00 | 475.43 | 69.58 | 5" | 965 | 63.85 | 140 | 66.67 | 2" | 391 | 65.00 | 2" | 381 | | 9.8 | 19.6 | 19.1 | 65.83 | 2.1 | 64.17 | 1.4 | 67.50 | 5.0 |
| | 1053+50.00 | 1059+29.57 | 579.57 | 65.58 | 5" | 1,109 | 59.85 | 160 | 62.67 | 2" | 448 | 61.00 | 2" | 436 | | 11.2 | 22.4 | 21.8 | 61.83 | 2.4 | 60.17 | 1.5 | 63.50 | 5.8 |
| I-15 S.B. | 1059+29.57 | 1060+50.00 | 120.43 | 55.58 | 5" | 195 | 49.85 | 28 | 52.67 | 2" | 78 | 51.00 | 2" | 76 | | 2.0 | 3.9 | 3.8 | 51.83 | 0.4 | 50.17 | 0.3 | 53.50 | 1.0 |
| 31st STREET | 177+70 | 183+92 | 622.00 | | | | 83.3 | 240 | | | | | | | | 16.8 | | | | | 83.30 | 2.3 | | |
| | 183+92 | 188+00 | 408.00 | | | | 96.7 | 183 | | | | | | | | 12.8 | | | | | 96.70 | 1.7 | | |
| | 188+00 | 193+00 | 500.00 | | | | 68.0 | 157 | | | | | | | | 11.0 | | | | | 68.00 | 1.5 | | |
| | 193+00 | 197+70 | 460.00 | | | | 76.0 | 162 | | | | | | | | 11.3 | | | | | 76.00 | 1.5 | | |
| | 200+10 | 201+90 | 180.00 | | | | 80.0 | 66 | | | | | | | | 4.6 | | | | | 80.00 | 0.6 | | |
| | 201+90 | 207+70 | 580.00 | | | | 76.0 | 204 | | | | | | | | 14.3 | | | | | 76.00 | 2.0 | | |
| | 209+10 | 212+65 | 355.00 | | | | 68.0 | 111 | | | | | | | | 7.8 | | | | | 68.00 | 1.1 | | |
| | | | TOTAL | | | 13,608 | | 3007 | | | 5385 | | | 5,174 | | 210.4 | 269.6 | 259.0 | 28.2 | | | 28.9 | | 69.7 |
| | | | | | | | | | | | | | | | | | 528.6 | | 57.1 | | | | | |
| | | | USE | | | 14,300 | | 3160 | | | 5700 | | | 5500 | | 220 | 560 | | 60 | | | | | 75 |

* OR GRAVEL BASE COURSE STOCKPILED MATERIAL.

# MISCELLANEOUS SUMMARY

| QUANTITY | UNIT | ITEM |
|---|---|---|
| | LUMP | FURNISHING CONSTRUCTION SIGNS |
| 100 | MAN HOUR | FLAGGING |
| | LUMP | FURNISHING WATER EQUIPMENT |
| 100 | LIN. FT. | CONCRETE CURB & GUTTER TYPE "A" * |
| 18,000 | CU YD | FURNISHING & SPREADING TOPSOIL |
| * | | FOR USE WITH STRUCTURE END DRAINS |
| | | SEE SMALL STRUCTURES SUMMARY SHEET 3-A |

# LINEAR SUMMARY

| LANES or LINE | FROM STATION | TO STATION | EQUATIONS and STRUCTURES over 20 ft. span | PROJECT LIN. FT. | LANES ROAD MILES | RAMP ROAD LIN. FT. | CROSSING ROAD LIN. FT. |
|---|---|---|---|---|---|---|---|
| I-15 | 962+00 | 1066+95 | | 10495.00 | 1.988 | | |
| T-1 | 10+00 | 30+58.59 | | | | 2058.59 | |
| T-4 | 10+00 | 27+81.33 | | | | 1781.33 | |
| T-5 | 10+00 | 20+84.08 | | | | 1084.08 | |
| T-6 | 10+00 | 24+44.57 | | | | 1444.57 | |
| 31st ST. | 177+70 | 197+63.38 | | | | | 1997.38 |
| 31st ST. | 200+02.24 | 207+83.06 | STRUCTURE 0 to 0 234.84' | | | | 780.82 |
| 31st ST | 208+96.96 | 212+65 | STRUCTURE 0 to 0 113.88' | | | | 368.06 |
| | | | ROADWAY LENGTH | 10495.00 | 1.988 | 6368.57 | 3146.26 |
| | | | PROJECT LENGTH | 10495.00 | 1.988 | | |

# SUMMARY OF ITEMS

| QUANTITY | UNIT | ITEM | |
|---|---|---|---|
| | LUMP | FURNISHING CONSTRUCTION SIGNS | |
| 100 | MAN HOUR | FLAGGING | |
| 16,500 | CU. YD. | EXCAVATION FOR STRUCTURES UNCLASSIFIED | |
| 61,000 | CU. YD. | UNCLASSIFIED ROADWAY EXCAVATION | |
| 2,300 | HOUR | MECHANICAL TAMPING | |
| | LUMP | FURNISHING WATER EQUIPMENT | |
| 200 | M GAL | WATERING | |
| 4710 | LIN. FT. | 24" REINFORCED CONCRETE PIPE | |
| 716 | LIN. FT. | 30" REINFORCED CONCRETE PIPE | |
| 4720 | LIN. FT. | 42" REINFORCED CONCRETE PIPE | |
| 850 | LIN. FT. | 48" REINFORCED CONCRETE PIPE | |
| 2 | EACH | 24" REINFORCED CONCRETE PIPE END SECTION | |
| 196 | LIN. FT. | 12" CORRUGATED STEEL PIPE (SPECIAL ALKALI RESISTANT) | |
| 2 | EACH | 12" CORRUGATED STEEL PIPE END SECTION (SPECIAL ALKALI RESISTANT) | |
| 936 | LIN. FT. | 12" CORRUGATED PERFORATED STEEL PIPE UNDERDRAIN | |
| 2,000 | CU. YD. | GRANULAR BACKFILL | |
| 30 | HRS | ROLLING, PNEU. TIRED OR POWER ROLLER. | |
| 5,700 | TON | BITUMINOUS SURFACE COURSE | |
| 5,500 | TON | BITUMINOUS SURFACE COURSE 3/4" MAX. | |
| 3160 | TON | PLANTMIX SEAL COAT | |
| 220 | TON | BITUMINOUS MATERIAL TYPE 60-70 PENETRATION ASPHALT | |
| 560 | TON | BITUMINOUS MATERIAL TYPE 85-100 PENETRATION ASPHALT | |
| 60 | TON | BITUMINOUS MATERIAL TYPE RC-70 OR RC-250 | |
| 75 | TON | BITUMINOUS MATERIAL TYPE MC- 250 | 2.87 |
| 35 | CU. YD. | LOOSE RIPRAP | 303 |
| 2 | EACH | DIPSTONE | 2 |
| 4,170 | LIN. FT | DEEP BEAM HIGHWAY GUARDRAIL TYPE "A" | 5149.5 |
| 20,300 | LB. | REINFORCING STEEL | 16370 |
| 17,000 | LB. | STRUCTURAL STEEL | 17265 |
| 192 | CU. YD. | CLASS "A" CONCRETE A.E. | 146.3 |
| 966 | CU. YD. | CLASS "B" CONCRETE A.E. | 868.13 |
| 145 | GAL. | HIGHWAY TRAFFIC STRIPING | 8+35 |
| 100 | LIN. FT | CONCRETE CURB & GUTTER. TYPE "A" | 50 |
| 18,000 | CU YD | FURNISHING & SPREADING TOPSOIL | |
| 14,300 | TONS | GRAVEL BASE COURSE, STOCKPILED MATERIAL | |
| 1450 | LIN. FT. | 36" REINFORCED CONCRETE PIPE. | |

# WATERING SUMMARY

| LANE OR LINE | LENGTH LIN. FT. | GRAVEL BASE COURSE TONS | CUBIC YARD | WATER 25 GAL. PER YD. M. GAL. |
|---|---|---|---|---|
| I-15 NB | 907.84 | 1578 | 834.9 | 20.9 |
| " " | 92.16 | 187 | 98.9 | 2.5 |
| " " | 350.00 | 710 | 375.7 | 9.4 |
| " " | 566.24 | 1083 | 573.0 | 14.3 |
| I-15 NB | 133.76 | 240 | 127.0 | 3.2 |
| I-15 SB | 500.00 | 869 | 459.8 | 11.5 |
| " " | 374.6 | 706 | 373.5 | 9.3 |
| " " | 475.43 | 965 | 510.6 | 12.8 |
| " " | 579.6 | 1109 | 586.8 | 14.7 |
| " " | 120.43 | 195 | 103.2 | 2.6 |
| T-1 | 2058.59 | 1941 | 1028.0 | 25.7 |
| T-4 | 1781.33 | 1680 | 888.9 | 22.2 |
| T-6 | 1350.00 | 1273 | 673.5 | 16.8 |
| T-7 | 985.00 | 929 | 491.5 | 12.3 |
| GRANULAR MATERIAL | | 9883 | 522.9 | 13.1 |
| | | | TOTAL | 191.3 |
| | | | USE | 200 |

# STRIPING SUMMARY

| LANE OR LINE | 4" SKIP WHITE LINE MILE | GAL. | 4" SOLID WHITE LINE MILE | GAL. | 8" SOLID WHITE LINE MILE | GAL. |
|---|---|---|---|---|---|---|
| 31st STREET | 1.62 | 9.72 | 2.70 | 43.20 | 0.11 | 3.52 |
| I-15 | 1.96 | 11.76 | 1.52 | 24.32 | 0.11 | 3.52 |
| T-1 | | | 0.78 | 12.48 | | |
| T-4 | | | 0.67 | 10.72 | | |
| T-6 | | | 0.55 | 8.80 | | |
| T-7 | | | 0.41 | 6.56 | | |
| | | | | | | |
| | | | | | | |
| | | 21.48 | 106.08 | 106.08 | | 7.04 |
| | 134.60 | | | | | |
| | 145 | | | | | |

**APPLICATION** (FOR ESTIMATING PURPOSES ONLY)

| TYPE OF STRIPING | GAL PER MILE |
|---|---|
| 4" SKIP WHITE LINE | 6 |
| 4" SOLID WHITE LINE | 16 |
| 8" SOLID WHITE LINE | 32 |

# GUARD RAIL SUMMARY

| LANE OR LINE | STATION FROM | TO | LINEAR FEET LEFT | RIGHT |
|---|---|---|---|---|
| I-15 | 1040+28 / 1040+13 | 1040+78 / 1040+63 | | 50 |
| I-15 | 1060+20 | 1060+70 | | 50 |
| T-1 | 10+00 | 13+50 / 14+50 | 33 / 450 | |
| T-1 | 12+00 | 14+50 | | 250 |
| T-4 | 10+00 | 13+25 / 18+00 | | 275 / 800 |
| T-4 | 10+00 / 10+00 | 13+50 / 14+50 | 350 / 450 | |
| T-4 | 25+25 / 26+50 | 27+75 | | 250 / 125 |
| T-6 | 11+00 | 23+30 / 23+50 | 1365 / 1350 | |
| T-6 | 22+50 | 31+25 / 24+50 | | 325 / 200 |
| T-7 | 17+75 / 18+00 | 19+75 | | 200 / 175 |
| T-7 | 18+50 | 22+75 / 20+75 | 397.5 / 225 | |
| T-1 | 30+00 | 30+50 | | 50 |
| T-1 | 29+00 | 30+00 | 100 | |
| 31ST ST | 188+10 | 188+85 | | 175 |
| 31ST ST | 192+00 | 195+07 | 275 | |
| 31ST ST | 196+35 | 197+60 | | 125 |
| | | SUBTOTAL | 2787.5 / 2475 | 2300 / 1650 |
| + 2 FT. FOR EACH END SECTION | | | 62 / 44 | |
| | | TOTAL | 5149.5 / 4169 | |
| | | USE | 5150 / 4150 | |

# EARTHWORK

| LINE LANE | STATION FROM | TO | ROADWAY EXCAVATION CUBIC YARD |
|---|---|---|---|
| I-15 | 1048+77 | 1062+00 | 38,885 |
| T-4 | 21+00 | 27+50 | 3,709 |
| T-6 | 10+00 | 19+50 | 7,292 |
| T-7 | 10+00 | 19+55 | 8,025 |
| | | TOTAL | 57,915 |
| | | USE | 61,000 |

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21)334 | 1966 | 3-A | |

REV. 6/10/66 A.T.H.
9-20-68

# DRAINAGE SUMMARY

| BOXS NO. FROM-TO | LANES OR LINE | STATION FROM | STATION TO | CROSSING ANGLE OR REMARKS | PIPE CULVERTS LINEAR FEET C.S.P. 12" | REINFORCED CONC. PIPE 24" | 30" | 42" | 48" | HEIGHT OF FILL | END SECT. EACH C.S.P. 12" | R.C.P. 24" | STRUCT. EXC. CUBIC YARD | MECH. TAMP. HOUR | GRANULAR BACKFILL CUBIC YARD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SOUTH STORM SEWER | | | | | | | | | | | | | | | |
| 1 - 2 | T - 1 | 22+~~65~~50 | 17+00 T-2 | 90° | | 100 | | | | 1.8 | | | 70.1 | 9.5 | |
| 2 - 3 | T - 2 | 17+00 16+88 | 18+~~80~~34 | RT. | | 155 | | | | 1.7 | | | | 37.3 | 223.9 |
| 3 - 4 | T- 2 | 18+~~80~~34 | 20+00 | RT. | | 172 | | | | 2.3 | | | | 34.7 | 208.1 |
| 4 - 5 | T - 2 | 20+00 | 10046+30 I-15 21+50 | RT. | | 178 | | | | 2.4 | | | | 36.3 | 217.9 |
| 5-A- 5 | T - 2 | 21+50 | 1046+90 I-15 | 90° | | 70 | | | | 1.5 | | | | | |
| 5 - 6 | T-2-I-15 | 1047+27 | 1047+27 | MEDIAN | | 91 | | | | 2.4 | | | 20.2 | 121.0 | |
| 6 - 7 | I-15 | 1047+50 | 1048+50 | | | 91 | | | | 5.6 | | | 17.8 | 106.5 | |
| 7-A- 7 | I-15 | 1048+50 | 1047+70 | RT. | | 90 | | | | 5.2 | | | | | |
| 7 - 8 | I-15-T-3 | 1047+67 | 19+00 | RT. | | 276 | | | | 8.3 | | | 24.2 | 145.2 | |
| 8 - 9 | T - 3 | 19+00 20+60 | 20+74 19+20 | 74 LT RT. | | 140 ~~150~~ | | | | 9.0 | | | 30.3 | 181.5 | |
| 9 - 10 | T - 4 | 20+74 19+20 | OUTFALL ~~17+80~~ | AT | | 163 ~~185~~ | | | | 10.0 | | | 37.3 | 223.9 | |
| 10 - 11 | T - 4 | 21+40 | | 70° TO OUTFALL | | 200 | | | | 6.0 | | | 40.3 | 242.0 | |
| SOUTH STORM SEWER | | | | | | | | | | | | | | | |
| 5 - 6 | I-15 | 1067+00 | 1063+50 | MEDIAN | | 352 | | | | 2.3 | | | 254.4 | 33.9 | |
| 6-A- 6 | I-15 | ~~1064+50~~ | | 90° ON LT. | | 140 | | | | 2.3 | | | 119.2 | 15.9 | |
| 6-B - 6 | I- 15 | 25+25.75 1064+00 | 1063+50 | 90° ON RT. | | 160 | | | | 2.3 | | | 170.2 | 22.7 | |
| 6 - 7 | I- 15 | 1063+50 | 1061+10 | MEDIAN | | 232 | | | | 2.7 | | | 275.0 | 37.3 | |
| 7-A - 7 | I- 15 | 1061+04 | 1061+04 | 90° ON LT. | | 80 | | | | 2.2 | | | 77.7 | 10.3 | |
| 7-B - 7 | I - 15 | 1061+04 | 1061+04 | 90° ON RT | | 80 | | | | 5.0 | | | 118.7 | 17.2 | |
| 7 - 8 | I - 15 | 1061+04 | 1058+00 | MEDIAN | | | 283 300 | | | 2.2 | | | 311.3 | 39.1 | |
| 8 - 9 | I - 15 | 1058+00 | 1055+00 | MEDIAN | | | | 255 300 | | 1.0 | | | 384.2 | 39.2 | |
| 9-B - 9-C | T - 7 I-15 | 31ST ST. 193+30 18+50 | 1055+80 | 130° | | 384 ~~190~~ | | | | 14.9 | | | 555.2 | 87.1 | |
| 9-C - 9-A | T-7-I-15 | 1055+80 ~~191+00~~ | 1055~~+00~~ | ON LT. | | 276 ~~160~~ | 384 | | | 8.5 | | | 718.6 | 105.6 | |
| 9-D - 9-A | I - 15 | | 1055+50 | ON LT. | | 60 | | | | 1.2 | | | 108.7 | 13.6 | |
| 9-E - 9D 9-A- 9 | I - 15 | 1055+80 | 1053+04 1055+63 | LT 90° ON LT. | | | 92 | | | 1.8 | | | 87.6 | 11.0 | |
| 9 - 10 | I - 15 | 1055+00 | 1055+36 | 90° ON RT. | | | | 88 92 | | 4.1 | | | 181.9 | 22.7 | |
| 10-A- 10 | I- 15 | 1057+62 1053+00 | 1055+00 | ON RT. | | 250 ~~180~~ | | | | 6.3 | | | 214.5 | 35.8 | |
| 10 - 11 | I-15-T-6 | 1055+80 ~~1055+00~~ | 22+60 | ON RT. | | | | | 30 | 4.9 | | | 699.4 | 86.5 | |
| 11 - 12 | T - 6 | 22+25 | 12+60 | 70° | | | | | 220 | 4.2 | | | 556.0 | 66.9 | |
| 12 - 15 | T - 5 | 12+~~65~~60 | | ~~150°~~ TO OUTFALL | | | | | 290 | 4.9 | | | 400.0 | 49.5 | |
| 5A - 5 13 - 14 | I-15 T- 5 | 11+50 | 1067+00 | TO OUTFALL | | 80 | | | 170 | 2.9 | | | 241.2 | 38.6 | |
| ** | 31 STREET | 200+00 LT. | | STRUCTURE END DRAIN | 204* ~~96~~ | | | | | 1.0 | 1 | | 26.4 | 3.9 | |
| ** | 31 STREET | 200+00 RT. | | STRUCTURE END DRAIN | 42* ~~100~~ | | | | | 1.0 | 1 | | 27.8 | 4.1 | |
| | T-4 | 25+~~30~~65 | | 90° | | 48 66 | | | | 3.9 | | 2 | 34.2 | 3.8 | |
| | I-15 | 1041+80 ~~1044+10~~ | 1046+85 1047+90 | | | 504* 290 | | | | | | | 128.9 | 10.4 | 62.3 |
| | I-15 | 1061+00 1061+10 | 1067+60 1058+00 | | | 594* 286 | | | | | | | 126.7 | 10.2 | 61.2 |
| | I-15-T-7 | 1055+87 1058+00 | 12+25 12+80 | | | 702* 360 | | | | | | | 160.0 | 12.9 | 77.3 |
| | T-7 | 11+39 | 13+39 | | | 200 | | | | | | | | | |
| | I-15 | 105[illegible] | [illegible] | | | 40* | | | | | | | | | |
| | 31ST ST | 19[illegible] | | | | [illegible] | 3340 | 716 | 392 | 850 | | 2 | 2 | 6047.9 | 1066.1 | 1870.8 |

* 12" CORRUGATED PERFORATED STEEL PIPE UNDERDRAIN

** SPECIAL ALKALI RESISTANT

T-4 20+57 T-2 12+22

18** 54

TOTAL USED 1020 1942 35.91 372 343 1514 160 7[illegible] 71[illegible]

# SMALL STRUCTURES SUMMARY

| LANES OR LINE | STATION | LEFT OR RIGHT | BOX NO. | CONCRETE STRUCTURES DWG. NO. | LINE NO. | DISCRIPTION | STRUCT. EXC. CUBIC YARD | MECH. TAMP. HOUR | STRUCT. STEEL LBS. | REINFORC STEEL LBS. | CONCRETE CLASS A CUBIC YARD | RIPRAP CUBIC YARD | DIPSTONE INLET DWG 302 EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SOUTH STORM SEWER | | | | | | | | | | | | | |
| T-1 | 22+~~05~~50 | LT. | 1 | V-750 | 49 | CATCH BASIN | 7.5 | 0.7 | 310 | 232 | 1.8 | | |
| T-2 | 17+00 ~~16+88~~ | RT. | 2 | V-750 | 4 | " " | 7.5 | 0.7 | 310 | 232 | 1.8 | | |
| T-2 | 18+~~14~~8 | LT. | 3 | V-753 V-750 | 82 | " " | 8.2 | 0.8 | 310 | 265 | 1.9 | | |
| T-2 | 20+00 | LT. | 4 | V-750 | 74 | " " | 9.7 | 0.9 | 310 | 305 | 2.2 | | |
| T-2 | 21+50 | RT. | 5 | V-750 | 54 | " " | 8.2 | 0.8 | 310 | 265 | 1.9 | | |
| T-2 | 21+50 | LT. | 5-A | V-750 | 34 | CATCH BASIN | 6.7 | 0.6 | 310 | 225 | 1.6 | | |
| I-15 | 1047+50 | MED | 6 | V-750 | 68 | " " | 11.2 | 1.0 | 310 | 344 | 2.5 | | |
| I-15 | 1047+67 | RT. | 7 | V-750 | 16 | " " | 18.2 | 1.6 | 310 | 471 | 5.0 | | |
| I- 15 | 1048+50 | RT. | 7-A | V-750 | 7 | " " | 9.7 | 0.9 | 310 | 305 | 2.2 | | |
| T- 3 | 19+00 ~~20+80~~ | RT. LT. | 8 | V-750 | 18 20 | " " | 20.2 ~~21.6~~ | 1.9 | 310 | 550 | 5.8 | | |
| T-~~3~~4 | 20+74 ~~18+80~~ | LT ~~RT.~~ | 9 | V-750 | 19 | CATCH BASIN | 20.7 | 1.8 | 310 | 543 | 5.6 | | |
| I-15 T-3 | 1042+70 ~~17+50~~ | LT. | 10 | V-750 | 15 | CATCH BASIN | 7.3 ~~17.4~~ | 1.5 | 310 | 464 | 4.7 | | |
| T-4 | 21+40 | RT. | | | | OUTFALL NO. 1 | | | | | | 8.5 | |
| NORTH STORM SEWER | | | | | | | | | | | | | |
| I- 15 | 1067+00 | MED | 5 | V-750 | 63 | CATCH BASIN | 8.9 | 0.8 | 310 | 272 | 2.1 | | |
| I- 15 | 1065+50 1064+00 | LT. | 6-A | V-750 | 63 | " " | 8.9 | 0.8 | 310 | 272 | 2.1 | | |
| I- 15 | 1063+50 1064+00 | MED | 6 | V-750 | 73 | " " | 9.7 | 0.9 | 310 | 305 | 2.2 | | |
| T-6 ~~I-15~~ | 25+25 1064+00 | RT. | 6-B | V-750 | 63 | " " | 8.9 | 0.8 | 310 | 272 | 2.1 | | |
| I- 15 | 1061+04 | LT. | 7-A | V-750 | 54 | " " | 8.2 | 0.8 | 310 | 265 | 1.9 | | |
| I- 15 | 1061+04 | MED | 7 | V-753 | 68 | " " | 11.5 | 1.0 | 310 | 292 | 2.4 | | |
| I- 15 | 1061+04 | RT. | 7-B | V-750 | 164 | CATCH BASIN | 18.2 | 1.6 | 310 | 471 | 5.0 | | |
| I-15 | 1058+22 | MED | 8 | V-755 | 1 | " " | 12.4 | 1.0 | 310 | 269 | 2.9 | | |
| T- 7 | 18+50 | RT. | 9-B | V-~~813~~750 | 28.4 | " " | 31.0 | 2.6 | 310 | 709 | 7.3 | | |
| I-15 ~~T-7~~ | 1055+80 ~~19+00~~ | LT. | 9-C | V-~~815~~750 | 34 | " " | 36.3 | 3.0 | 310 | 831 | 8.5 | | |
| I- 15 | 1055+80 | LT. | 9-A | V-753 | 63 | " " | 9.8 | 0.8 | 310 | 254 | 2.1 | | |
| I-15 | 1055+68 | MED | 9 | V-755 | 25 | CATCH BASIN | 13.3 | 1.1 | 310 | 301 | 3.1 | | |
| I-15 | 1053+04 | LT. | 9-D | V-753 | 42 | " " | 7.4 | 0.6 | 310 | 204 | 1.6 | | |
| I- 15 | 1055+50 | RT. | 10 | V-755 | 14 | " " | 24.7 | 2.0 | 310 | 559 | 5.8 | | |
| I- 15 | 1052+68 | RT. | 10-A | V-753 | 6[illegible] | " " | 13.1 | 1.2 | 310 | 330 | 2.8 | | |
| T- 6 | 22+~~60~~25 | RT. | 11 | V-755 | 22 | " " | 18.1 | 1.5 | 310 | 400 | 4.2 | | |
| T- 5 | 12+~~40~~60 | LT. | 12 | V-755 | 46 | " " | 21.9 | 1.8 | 310 | 484 | 5.1 | | |
| I-15 ~~T-5~~ | 1067+00 ~~11+30~~ | LT ~~RT.~~ | 5A ~~15~~ | V-750 | 14 4 | CATCH BASIN | 24.7 | 2.0 | 310 | 559 | 5.8 | | |
| T- 5 | 11+30 | RT. | | | | OUTFALL NO. 2 | | | | | | 9.3 | |
| 31 STREET | 200+00 | LT | | SEE SHT. 2-B | | STRUCTURE END DRAIN | | | | | | 2.2 | 1 |
| 31 STREET | 200+00 | RT. | | SEE SHT. 2-B | | STRUCTURE END DRAIN | | | | | | 2.2 | 1 |
| T-4 | 26+57 | RT | | | | SHOULDER DRAIN | | | | | | | |
| I-15 | 1053+60 | LT | RM | V-750 | 3 | CATCH BASIN | 6.7 | | 310 | | | | |
| I-15 | 1053+04 | LT | 9E | V-750 | 4 | " " | 3.9 | | 310 | | | | |
| I-15 | 1052+89 | RT | 10B | V-750 | 2 | TOTAL | 433.5 | 37.5 | 9300 | 11,250 | 104.0 | 22.2 | 2 |
| | | | | | | TOTAL USED | 361.3 | | 9875 | 11,251 | 81.8 | 22.8 | — |

# SMALL STRUCTURE AND DRAINAGE SUMMARIES COMPOSITE

| SUMMARY SHEET ITEMS | PIPE CULVERTS LINEAR FEET C.S.P.* 12" | REINFORCED CONC. PIPE 36" | 24" | 30" | 42" | 48" | UNDER-DRAIN* 12" | END SECTION EACH C.S.P.** 12" | R.C.P. 24" | STRUCT. EXC. CUBIC YARD | MECH. TAMP. HOUR | STRUCT. STEEL LBS. | REINF. STEEL LBS. | CONC. CLASS A (A.E.) CUBIC YARD | RIPRAP CUBIC YARD | DIPSTONE INLET EACH | GRANULAR BACKFILL CU. YD. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DRAINAGE SUMMARY | 196 | | 3340 | 716 | 392 | 850 | 936 | 2 | 2 | 6047.9 | 1066.1 | | | | | | 1870.8 |
| SMALL STRUCTURE SUMMARY | | | | | | | | | | 433.5 | 37.5 | 9300 | 11,250 | 104.0 | 22.2 | 2 | |
| DRAINAGE NO. 2 | | 1450 | 1370 | | 4328 | | | | | 9593.1 | 1114.8 | | | | | | |
| SMALL STRUCTURE SUMMARY NO. 2 | | | | | | | | | | 379.6 | 63.3 | 7675 | 8955 | 87.2 | 9.3 | | |
| TOTAL | 196 | 1450 | 4710 | 716 | 4720 | 850 | 936 | 2 | 2 | 16,454.1 | 2281.7 | 16,975 | 20,205 | 191.2 | 31.5 | 2 | 1870.8 |
| USE | ~~196~~ 165 | 1450 | 4710 | ~~716~~ | ~~4720~~ 4928 | ~~850~~ 814 | ~~936~~ 1440 | ~~2~~ 3 | ~~2~~ 4 | ~~16,500~~ 29,327 | 2300 | 17,000 | ~~20,300~~ 16370 | ~~192~~ 146 | ~~35~~ 30 | 2 | ~~2000~~ 710 |

* 12" CORRUGATED PERFORATED STEEL PIPE UNDERDRAIN

** SPECIAL ALKALI RESISTANT

# CONCRETE PAVED DITCH

| LINE | STATION TO | STATION FROM | TYPICAL NO. | REMARKS | CONCRETE CLASS "B" LIN. FEET | CUBIC YARD |
|---|---|---|---|---|---|---|
| I - 15 | 1040+00 | 1047+30 | 2 | LEFT CUT DITCH | 730 | 57.4 |
| I - 15 | 1040+00 | 1061+00 | 1 | MEDIAN | 2100 | 165.0 |
| " | 1041+50 | 1048+80 | 2 | RIGHT CUT DITCH | 730 | 57.4 |
| | 1048+75 | 1053+50 | 2 | LEFT CUT DITCH | 475 | 37.3 |
| " | 1050+00 | 1053+50 | 2 | RIGHT CUT DITCH | 350 | 27.5 |
| | 1055+00 | 1059+30 | 2 | LEFT CUT DITCH | 430 | 33.8 |
| | 1055+00 | 1059+17 | 2 | RIGHT CUT DITCH | 417 | 32.8 |
| T - 1 | 15+25 | 29+50 | 2 | LEFT CUT DITCH | 1425 | 112.0 |
| T - 1 | 15+25 | 27+75 | 2 | RIGHT CUT DITCH | 1250 | 98.3 |
| T - 4 | 16+00 | 25+50 | 2 | LEFT CUT DITCH | 950 | 74.7 |
| T - 4 | 18+50 | 21+75 | 2 | RIGHT CUT DITCH | 325 | 25.6 |
| T - 4 | 23+00 | 25+50 | 2 | RIGHT CUT DITCH | 250 | 19.6 |
| T - 6 | 11+50 | 17+75 | 2 | LEFT CUT DITCH | 625 | 49.1 |
| T - 6 | 10+00 | 19+00 | 2 | RIGHT CUT DITCH | 900 | 70.7 |
| T - 7 | 10+00 | 17+25 | 2 | LEFT CUT DITCH | 725 | 57.0 |
| T - 7 | 11+20 | 17+25 | 2 | RIGHT CUT DITCH | 605 | 47.5 |
| | | | | | TOTAL | 965.7 |
| | | | | | USE | 966.0 |

# ROLLING SUMMARY

| LINE OR LANE | GRAVEL BASE COURSE SQ. YD. | ROLLING 1800 SQ.YD/HR. HOUR |
|---|---|---|
| T-1 | 6919.15 | 3.84 |
| T-4 | 5987.25 | 3.33 |
| T-6 | 4537.50 | 2.52 |
| T-7 | 3310.69 | 1.84 |
| T-1 DECEL | 544.00 | 0.30 |
| I-15-N.B. | 5800.08 | 3.22 |
| I-15-N.B. | 691.20 | 0.38 |
| I-15-N.B. | 2625.00 | 1.46 |
| I-15-N.B. | 3995.14 | 2.22 |
| I-15-N.B. | 884.30 | 0.49 |
| I-15-S.B. | 3194.44 | 1.77 |
| I-15-S.B. | 2601.18 | 1.45 |
| I-15-S.B. | 3565.73 | 1.98 |
| I-15-S.B. | 4089.19 | 2.27 |
| I-15-S.B. | 715.89 | 0.40 |
| | Total | 27.49 |
| | USE | 30.00 |

# DRAINAGE SUMMARY NO·2

| BOX NO· FROM | BOX NO· TO | LANES or LINE | STATION FROM | STATION TO | CROSSING ANGLE or REMARKS | PIPE CULVERT LINEAR FEET REINF· CONC· PIPE 24" | 36" | 42" | STRUCT· EXC· CUBIC YARD | MECH· TAMP· HOURS |
|---|---|---|---|---|---|---|---|---|---|---|
| BOX IN-1 | 2 | F-LINE I-15 | 16+00 964+00 | 16+80 964+80 | Rt. LT LT | 88 394 | | | 92.1 | 13.1 |
| 2 | 3 | " ~~I-15~~ | 16+80 20+81 | 20+81 23+35 | Rt. LT | 125 | | | 459.9 | 66.1 |
| 3 | 4 | " I-15 | 23+35 968+50 | 26+50 971+50 | Rt. " | 300 | | | 441.6 | 65.1 |
| 4 | 5 | " I-15 | 26+50 971+50 | 29+75 974+50 | Rt. " | 330 300 | | | 648.7 | 99.6 |
| 5 | 6 | F I-15 | 29+75 974+50 | 32+48 977+20 | Rt. " | ~~300~~ | 273 | | 478.4 | 70.6 |
| 6 | 7 | F I-15 | 32+48 977+20 | 33+35 980+20 | Rt. " | | 87 ~~260~~ | | 269.9 | 30.0 |
| 7 | 8 | F I-15 | 33+35 980+20 | 36+18 983+20 | Rt. " | | 266 ~~300~~ | | 350.3 | 40.4 |
| 8 | 9 | " I-15 | 36+18 983+20 | 39+48 986+20 | Rt. " | | 280 300 | | 400.0 | 48.7 |
| 9 | 10 | " I-15 | 39+48 986+20 | 42+42 989+20 | Rt. " | | 300 | | 427.0 | 53.2 |
| 10 | 11 | " I-15 | 42+42 989+20 | 45+55 992+20 | Rt. " | | 300 | | 347.2 | 39.9 |
| 11 | 12 | " I-15 | 45+55 992+20 | 48+55 995+05 | Rt. " | | | 370 ~~285~~ | 325.9 | 30.7 |
| 12 | 13 | F I-15 | 48+55 995+05 | 50+85 997+90 | Rt. LT | | | 330 ~~285~~ | 381.4 | 40.0 |
| 13 | 14 | F ~~I-15~~ | 50+85 997+90 | 53+70 1000+80 | Rt. " | | | 330 ~~290~~ | 411.8 | 44.6 |
| 14 | 15 | F I-15 | 53+70 1000+80 | 55+97 1003+45 | Rt. " | | | 330 ~~265~~ | 368.7 | 39.7 |
| 15 | 16 | F I-15 | 55+97 1003+45 | 58+16 1006+05 | Rt. " | | | 330 ~~265~~ | 380.6 | 41.7 |
| 16 | 17 | I-15 | 58+16 1006+05 | 61+10 1008+70 | Rt. " | | | 300 ~~264~~ | 386.9 | 42.6 |
| 17 | 18 | I-15 | 61+10 1008+70 | 63+98 1011+65 | Rt. " | | | 280 ~~300~~ | 364.8 | 36.0 |
| 18 | 19 | I-15 | 63+98 1011+65 | 67+03 1014+85 | Rt. " | | | 300 ~~315~~ | 436.6 | 46.7 |
| 19 | 20 | I-15 | 67+03 1014+85 | 70+27 1018+00 | Rt. " | | | 320 ~~375~~ | 525.9 | 61.6 |
| 20 | 21 | I-15 | 70+27 1018+00 | 73+56 1021+20 | Rt. " | | | 320 | 477.6 | 53.1 |
| 21 | 22 | I-15 | 73+56 1021+20 | 76+04 1024+25 | Rt. " | | | 330 ~~320~~ | 435.3 | 47.1 |
| 22 | 23 | I-15 | 76+04 1024+25 | 80+33 1027+25 | Rt. " | | | 330 ~~300~~ | 408.3 | 43.2 |
| 23 | 24 | I-15 | 80+33 1027+25 | 83+40 1030+25 | Rt. " | | | 330 ~~300~~ | 383.2 | 39.0 |
| 24 | 25 | I-15 | 83+40 1030+25 | OUTFALL 1031+95 | Rt. | | | 410 ~~170~~ | 195.5 | 18.5 |
| 25 | End | I-15 | 1031+95 | Outfall | Rt. | | | 350 | 195.5 | 3.6 |
| 1 | | F-LINE | 16+90 | PIPE IN PLACE | LT | | | | | |
| | | | | | * Total | 1370 | 1450 | 4328 | 9593.1 | 1114.8 |
| | | | | | TOTAL USED | 1396 | 1450 | 4245 | 8002.1 | |

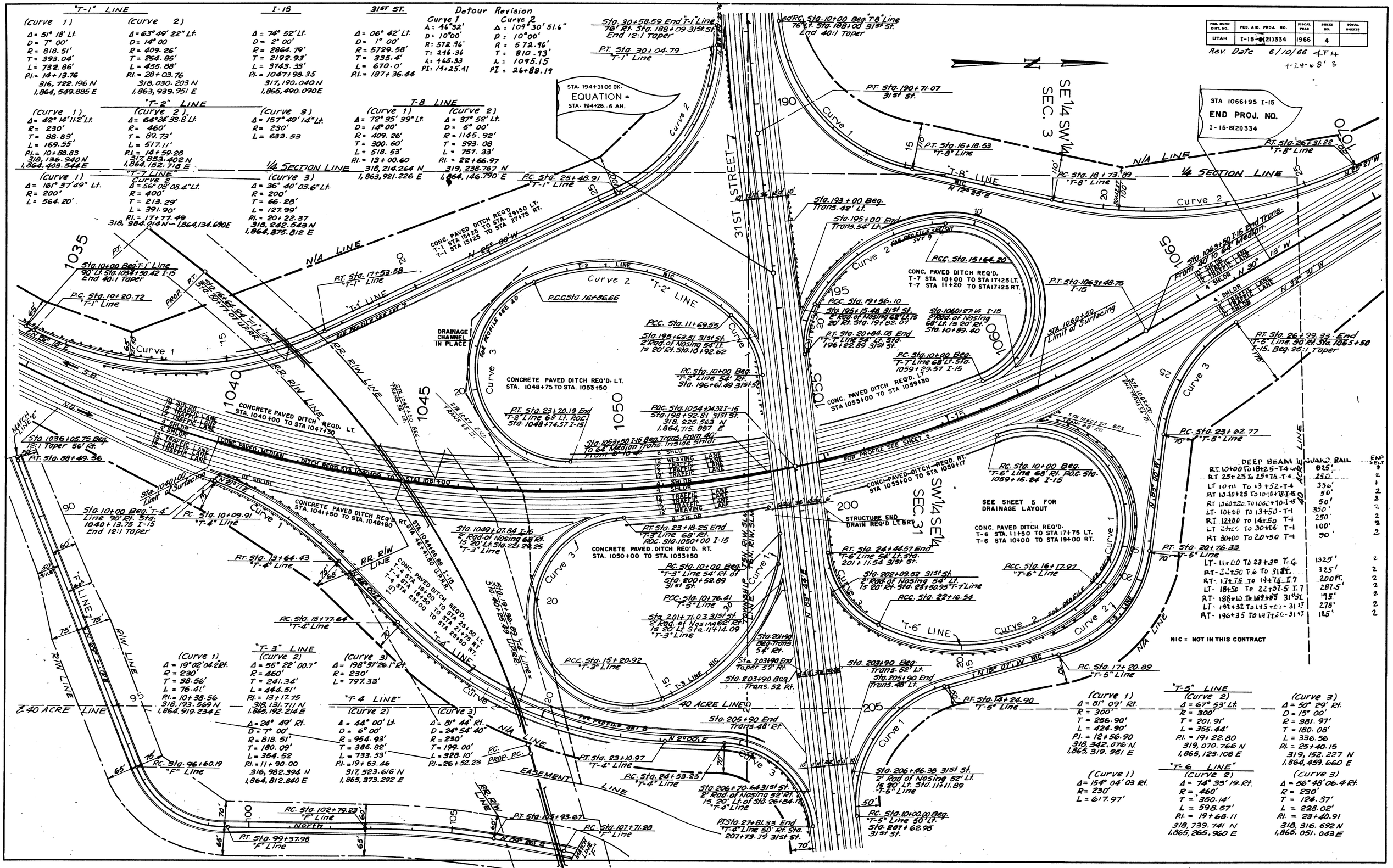
# SMALL STRCTURES SUMMARY NO·2

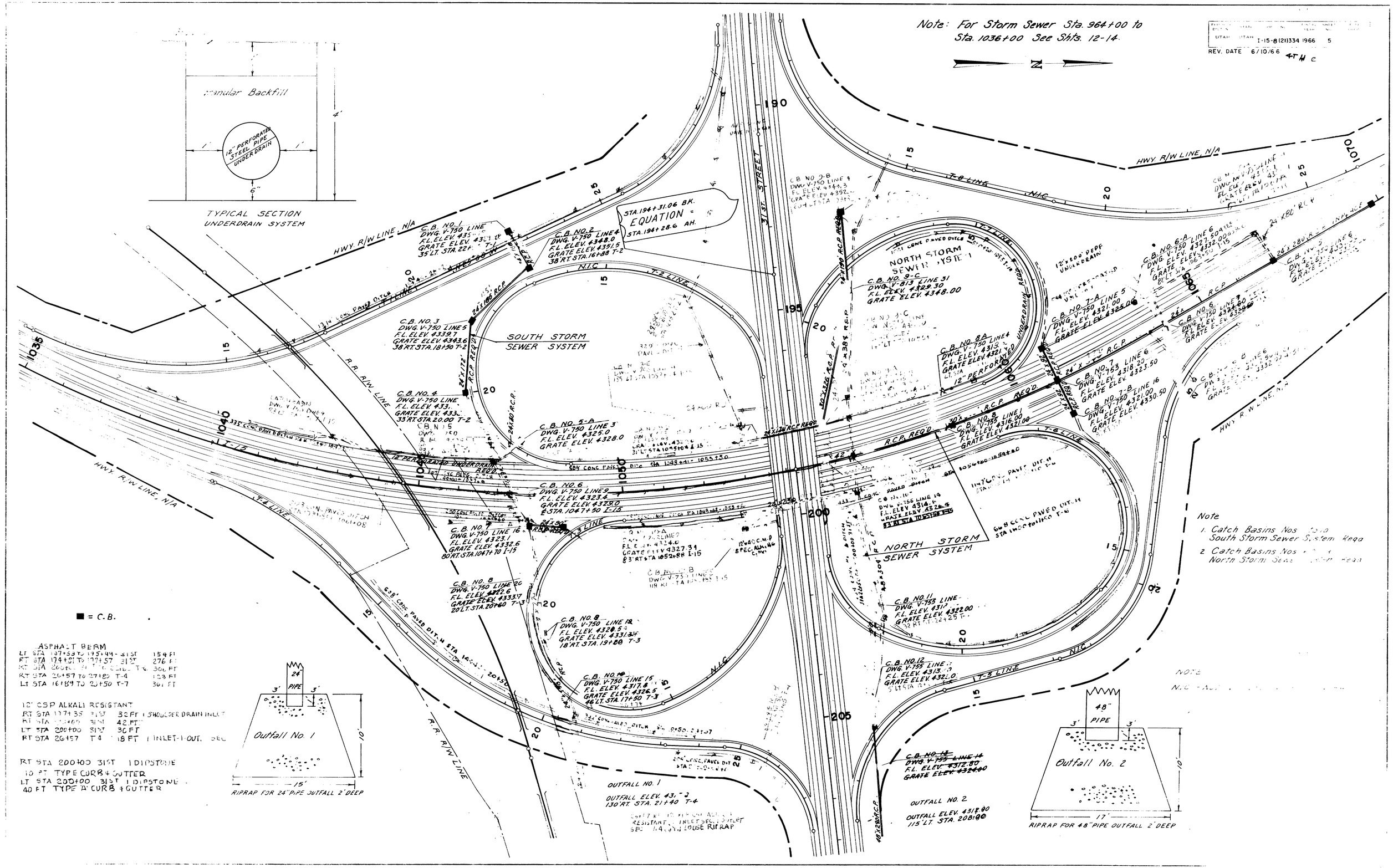
| LANE or LINE | STATION | BOX NO· | CONCRETE STRUCTURES DWG· NO· | LINE NO· | DISCRIPTION | STRUCT· EXC· CUBIC YARD | MECH· TAMP· HOURS | STRUCT· STEEL LBS | REINF· STEEL LBS | CONC· CLASS "A" CUBIC YARD | RIPRAP CUBIC YARD |
|---|---|---|---|---|---|---|---|---|---|---|---|
| F-LINE ~~I-15~~ | 16+90 964+00 | 1 | V-750 | 7 6 | Catch Basin | 8.2 | 1.37 | 310 | 265 | 1.9 | |
| " ~~I-15~~ | 20+81 964+00 | 2 | V-750 | 4 8 | " " | 19.9 | 3.32 | 310 | 510 | 5.4 | |
| " ~~I-15~~ | 23+35 968+50 | 3 | V-750 | 5 7 | " " | 9.7 | 1.62 | 310 | 305 | 2.2 | |
| " ~~I-15~~ | 26+50 971+50 | 4 | V-750 | 6 24 | " " | 24.8 | 4.13 | 310 | 629 | 6.6 | |
| " I-15 | 29+75 974+50 | 5 | V-750 | 4 24 | " " | 24.8 | 4.13 | 310 | 629 | 6.6 | |
| " I-15 | 32+48 977+20 | 6 | V-754 | 4 5 | " " | 11.5 | 1.92 | 310 | 280 | 2.7 | |
| " I-15 | 33+35 980+20 | 7 | V-754 | 4 6 | " " | 12.3 | 2.05 | 310 | 287 | 2.9 | |
| " I-15 | 36+18 983+20 | 8 | V-754 | 5 6 | " " | 12.3 | 2.05 | 310 | 287 | 2.9 | |
| " I-15 | 39+48 986+20 | 9 | V-754 | 4 10 | " " | 15.6 | 2.60 | 310 | 362 | 3.7 | |
| " I-15 | 42+42 989+20 | 10 | V-754 | 4 8 | " " | 14.0 | 2.33 | 305 | 325 | 3.3 | |
| " I-15 | 45+55 992+20 | 11 | V-755 | 1 | " " | 12.4 | 2.07 | 305 | 271 | 2.6 | |
| " I-15 | 48+55 995+05 | 12 | V-755 | 4 2 | " " | 13.3 | 2.22 | 305 | 301 | 2.9 | |
| " I-15 | 50+85 997+90 | 13 | V-755 | 3 5 | " " | 16.2 | 2.70 | 305 | 358 | 3.5 | |
| " I-15 | 53+70 1000+80 | 14 | V-755 | 9 4 | " " | 15.2 | 2.53 | 305 | 350 | 3.3 | |
| " I-15 | 55+97 1003+45 | 15 | V-755 | 5 | " " | 16.2 | 2.70 | 305 | 358 | 3.5 | |
| " I-15 | 58+16 1006+05 | 16 | V-755 | 3 5 | " " | 16.2 | 2.70 | 305 | 358 | 3.5 | |
| " I-15 | 61+10 1008+70 | 17 | V-755 | 3 5 | " " | 16.2 | 2.70 | 305 | 358 | 3.5 | |
| " I-15 | 63+98 1011+65 | 18 | V-755 | 4 1 | " " | 12.4 | 2.07 | 305 | 271 | 2.6 | |
| " I-15 | 67+03 1014+85 | 19 | V-755 | 1 8 | " " | 19.0 | 3.17 | 305 | 433 | 4.2 | |
| " I-15 | 70+27 1018+00 | 20 | V-755 | 1 5 | " " | 16.2 | 2.70 | 305 | 358 | 3.5 | |
| " I-15 | 73+56 1021+20 | 21 | V-755 | 1 5 | " " | 16.2 | 2.70 | 305 | 358 | 3.5 | |
| " I-15 | 76+04 1024+25 | 22 | V-755 | 1 4 | " " | 15.2 | 2.53 | 305 | 350 | 3.3 | |
| " I-15 | 80+33 1027+25 | 23 | V-755 | 1 4 | " " | 15.2 | 2.53 | 305 | 350 | 3.3 | |
| " I-15 | 83+40 1030+25 | 24 | V-755 | 4 2 | " " | 13.3 | 2.22 | 305 | 301 | 2.9 | |
| ~~I-15~~ | ~~1031+95~~ | ~~25~~ | ~~V-755~~ | 2 | " " | 13.3 | 2.22 | 305 | 301 | 2.9 | |
| | Outfall | | | | | | | | | | 9.3 |
| | | | | | * Total | 372.6 292 | 63.28 | 7675 7370 | 8955 6414 | 87.2 64.5 | 9.3 1.5 |

* Note: For Use totals see Small Structures and Drainage Summaries Composite.

| FED. ROAD DIST. NO. | FED. AID. PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| UTAH | I-15-8(21)334 | 1966 | 4 | |

Rev. Date 6/10/66 4TH
4-24-68 8




Note: For Storm Sewer Sta. 964+00 to Sta. 1036+00 See Shts. 12-14.
UTAH I-15-8(21)334 1966 5
REV. DATE 6/10/66
Granular Backfill
12" PERFORATED STEEL PIPE UNDER DRAIN
TYPICAL SECTION UNDERDRAIN SYSTEM
HWY. R/W LINE N/A
C.B. NO. 1 DWG. V-750 LINE
C.B. NO. 2 DWG. V-750 LINE 4 F.L. ELEV. 4348.0 GRATE ELEV. 4351.9 38' RT. STA. 16+88 T-2
STA. 194+31.06 BK. EQUATION = STA. 194+28.6 AH.
31 ST. STREET
SOUTH STORM SEWER SYSTEM
C.B. NO. 3 DWG. V-750 LINE 5 F.L. ELEV. 4339.7 GRATE ELEV. 4343.6 38' RT. STA. 18+50 T-2
C.B. NO. 4 DWG. V-750 LINE F.L. ELEV. 433. GRATE ELEV. 433. 33' RT. STA. 20.00 T-2
C.B. NO. 5-A DWG. V-750 LINE 3 F.L. ELEV. 4325.0 GRATE ELEV. 4328.0
C.B. NO. 6 DWG. V-750 LINE 9 F.L. ELEV. 4323.4 GRATE ELEV. 4329.0 8' STA. 1047+50 L-15
C.B. NO. 7 DWG. V-750 LINE 16 F.L. ELEV. 4323.1 GRATE ELEV. 4332.6 80' RT. STA. 1047+70 L-15
C.B. NO. 8 DWG. V-750 LINE 20 F.L. ELEV. 4322.6 GRATE ELEV. 4333.37 20' LT. STA. 20+60 T-3
C.B. NO. 8 DWG. V-750 LINE 12 F.L. ELEV. 4320.5 GRATE ELEV. 4331.34 18' RT. STA. 19+80 T-3
C.B. NO. 10 DWG. V-750 LINE 15 F.L. ELEV. 4317.8 GRATE ELEV. 4326.5 46' LT. STA. 17+50 T-3
NORTH STORM SEWER SYSTEM
C.B. NO. 9-C DWG. V-813 LINE 31 F.L. ELEV. 4329.30 GRATE ELEV. 4348.00
C.B. NO. 8A DWG. V-750 LINE 4 F.L. ELEV. 4313 GRATE ELEV. 4321.40
12" PERFORMED UNDERDRAIN REQ'D
C.B. NO. 7-A DWG. V-750 LINE 5 F.L. ELEV. 4321.00 GRATE ELEV. 4325.00
C.B. NO. 6-A DWG. V-750 LINE 6 F.L. ELEV. 4327.50 GRATE ELEV. 4332.00
C.B. NO. 6 DWG. V-750 LINE 7 F.L. ELEV. 4324.60 GRATE ELEV. 4332.60
C.B. NO. 7 DWG. V-753 LINE 6 F.L. ELEV. 4318.20 GRATE ELEV. 4323.50
C.B. NO. 7-B LINE 16 DWG. V-750 F.L. ELEV. 4321.00 GRATE ELEV. 4330.50
C.B. NO. 8 DWG. V-755 LINE 1 F.L. ELEV. 4316.00 GRATE ELEV. 4321.00
C.B. NO. 11 DWG. V-753 LINE F.L. ELEV. 4317 GRATE ELEV. 4322.00
C.B. NO. 12 DWG. V-755 LINE F.L. ELEV. 4313.10 GRATE ELEV. 4321.0
C.B. NO. 14 DWG. V-755 LINE 14 F.L. ELEV. 4317.80 GRATE ELEV. 4324.00
R.R. R/W LINE
T-8 LINE
T-3 LINE
T-15 LINE
N.I.C.
■ = C.B.
ASPHALT BERM
LT STA 197+59 TO 195+49 - 31 ST 154 FT
RT STA 194+01 TO 197+57 31 ST 276 FT
RT STA 200+00 TO 202+00 T-6 30 FT
RT STA 20+57 TO 27+80 T-4 123 FT
LT STA 16+89 TO 20+50 T-7 361 FT
12" CSP ALKALI RESISTANT
RT STA 197+35 31 ST 32 FT 1 SHOULDER DRAIN INLET
RT STA 200+00 31 ST 42 FT
LT STA 200+00 31 ST 30 FT
RT STA 20+57 T-4 18 FT 1 INLET-1 OUT. SEC
RT STA 200+00 31 ST 1 DIPSTONE
10 FT TYPE CURB & GUTTER
LT STA 200+00 31 ST 1 DIPSTONE
40 FT TYPE 'A' CURB & GUTTER
Outfall No. 1
RIPRAP FOR 24" PIPE OUTFALL 2' DEEP
OUTFALL NO. 1
OUTFALL ELEV. 43_-2
130' RT. STA. 21+40 T-4
Outfall No. 2
RIPRAP FOR 48" PIPE OUTFALL 2' DEEP
OUTFALL NO. 2
OUTFALL ELEV. 4318.00
115' LT. STA. 208+00
Note
1. Catch Basins Nos South Storm Sewer System Reqd
2. Catch Basins Nos North Storm Sewer System Reqd
NOTE

# SUMMARY SHEET

SECOND CONTRACT

I-15-B(21)344

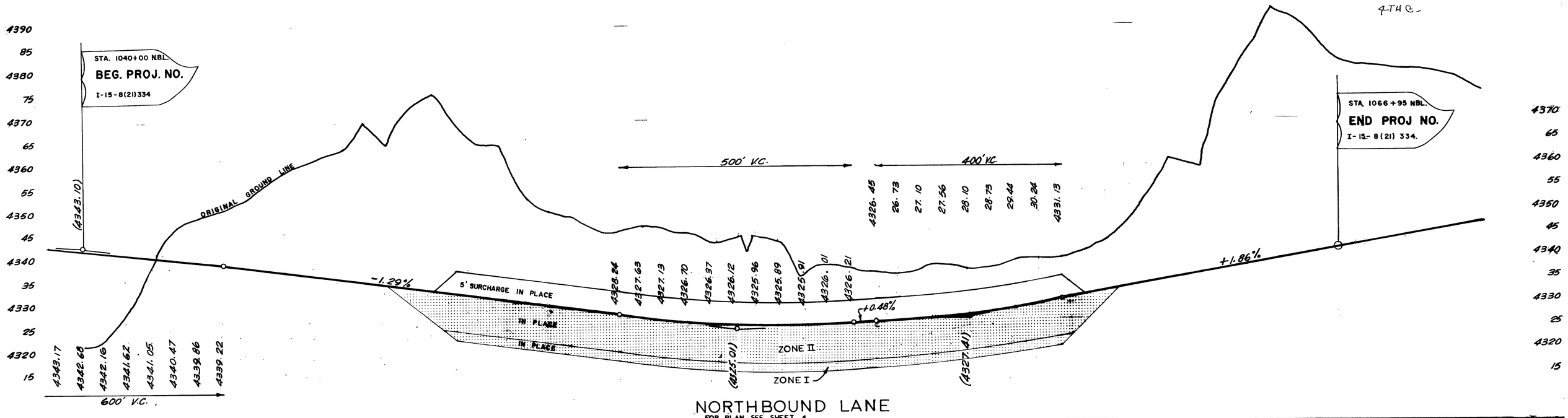
| AREA NO. | STA. TO STA. | ACRES FLAT | ACRES SLOPE | ACRES WEED CONTROL | ACRES GRASS SEEDING METHOD A | ACRES GRASS SEEDING METHOD B | ACRES MULCHING | MOWING ACRES FLAT | MOWING ACRES SLOPE | JUTE MESH | SQ. YDS GLASS FIBER MAT | SQ. YDS GLASS FIBER ROVING | TREES RUSSIAN OLIVE A | TREES MALE GREEN ASH B | TREES THORNLESS HONEY LOCUST C | TREES DANNART JUNIPER D | TREES GOLDEN RAIN E | TREES AUSTRIAN PINE F | TREES LONDON PLANE TREE G | TREES CAROLINA POPLAR H | TREES LOMBARDY POPLAR I | TREES MOLINE ELM J | TREES PITTZER JUNIPER K | TREES SMOOTH SUMAC S |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 96 | 850+00 859+00 | 1.22 | 2.21 | 3.43 | 1.12 | 2.31 | 3.43 | 2.44 | 2.21 | | | | | | 7 | | | 6 | | | 20 | 12 | | |
| 97 | 850+00 854+00 | 0.77 | 0.49 | 1.42 | 0.77 | 0.49 | 1.42 | 1.94 | 0.49 | | | | | | | | | | | | | | | |
| 98 | 850+00 853+00 | 1.09 | 0.96 | 2.01 | 0.97 | 1.04 | 2.01 | 2.10 | 0.96 | | | | | 5 | | | | 10 | | | | | | |
| 99 | 857+00 849+00 | 0.96 | 0.98 | 1.94 | 0.91 | 1.03 | 1.94 | 1.92 | 0.98 | | | | 6 | | | | | | | | | 15 | | |
| 60 | 850+00 849+00 | 0.90 | | 0.90 | 0.90 | | 0.90 | 1.80 | | | | | | | | | | | | | | | | |
| 61 | 833+00 870+00 | 1.01 | 1.30 | 2.31 | 0.93 | 1.38 | 2.31 | 2.02 | 1.30 | | | | | | | | | 6 | | | 15 | | | |
| 62 | 850+00 864+50 | 0.45 | 1.61 | 2.06 | 0.45 | 1.61 | 2.06 | 0.90 | 1.61 | | | | 4 | | | | | 6 | | | | | | |
| 63 | 860+00 869+50 | 0.82 | 0.79 | 1.61 | 0.82 | 0.79 | 1.61 | 1.64 | 0.79 | | | | | | | 3 | | | 3 | | | | | |
| 64 | 863+00 870+00 | 2.94 | 0.88 | 3.82 | 2.94 | 0.88 | 3.82 | 5.88 | 0.88 | | | | | | | | | 9 | 3 | | | | | |
| 65 | 870+00 | 0.37 | | 0.37 | 0.37 | 0.05 | 0.37 | 0.74 | | | | | | | | | | | | | | | | |
| 66 | 870+00 881+00 | 1.06 | 1.56 | 2.62 | 1.06 | 1.56 | 2.62 | 2.12 | 1.56 | | | | | | | | | 6 | 4 | | | | | |
| 67 | 870+00 903+00 | 1.69 | 1.72 | 3.41 | 1.94 | 1.47 | 3.41 | 3.38 | 1.72 | | 6 | | | | 4 | | | 13 | | | | 24 | 9 | 10 |
| 68 | 871+00 904+00 | 2.31 | | 2.31 | 2.31 | | 2.31 | 4.62 | | | | | | | | | | 3 | | | | | | |
| 69 | 870+50 912+00 | 0.99 | 3.61 | 4.60 | 3.40 | 1.16 | 4.56 | 7.22 | 0.99 | | | | | | | | | | | | | | | |
| 70 | 870+50 910+00 | 4.39 | 6.31 | 10.86 | 6.31 | 4.39 | 6.31 | 12.02 | 4.39 | | 16 | | | | | | | 1 | 6 | | | 72 | 6 | |
| 71 | 900+00 908+00 | 0.34 | 0.68 | 0.34 | 0.34 | 0.34 | 0.68 | 0.68 | 0.34 | | 6 | | | | 1 | | | | | | | | 9 | 10 |
| 72 | 901+00 912+00 | | 1.72 | 1.72 | 1.72 | | 1.72 | 3.44 | | | | | | | | | | 2 | | | | 6 | | |
| 73 | 903+50 911+00 | 0.76 | 4.49 | 5.05 | 4.49 | 0.56 | 5.05 | 8.98 | 0.56 | | 88 | | | | 4 | | 4 | 6 | 3 | | | | 7 | 15 |
| 74 | 903+00 894+50 | 6.11 | 0.93 | 7.04 | 5.86 | 1.18 | 7.04 | 12.22 | 0.93 | | | | | | 6 | 8 | | 11 | | | | 32 | | |
| 75 | 905+50 899+00 | 2.89 | 0.42 | 3.31 | 2.89 | 0.42 | 3.31 | 5.78 | 0.42 | | | | | | | | | | | | | | | |
| 76 | 905+00 898+00 | 3.06 | | 3.06 | 2.04 | 2.26 | 3.10 | 7.10 | 2.04 | | | | | | 23 | 43 | | 1 | | | | | | |
| 77 | 945+00 899+00 | 1.01 | 1.73 | 2.47 | 1.01 | 1.73 | 1.73 | 2.02 | 1.73 | | | | | | | | | | | | | | | |
| 78 | 955+00 895+00 | 11.91 | 9.37 | 17.28 | 11.97 | 9.71 | 17.28 | 23.82 | 9.37 | | | | 34 | | | | | | 28 | 7 | | | | |
| 79 | 955+50 894+00 | 0.39 | | 0.39 | 0.39 | | 0.39 | 1.18 | | | | | | | | | | | | | | | | |
| 80 | 956+00 892+00 | 2.22 | 1.49 | 3.67 | 2.22 | 1.49 | 3.67 | 4.44 | 1.49 | | | | | | | | | | | | | | | |
| 81 | 959+00 872+00 | 0.80 | 1.23 | 2.03 | 0.80 | 1.23 | 2.03 | 1.60 | 1.23 | | | | 6 | | | | | 6 | | | | | | |
| 82 | 960+00 990+00 | 4.24 | 1.38 | 5.62 | 4.24 | 1.38 | 5.62 | 8.48 | 1.38 | | | | | | 15 | | | | | | | | | |
| 83 | 960+00 1040+00 | 5.17 | | 5.17 | 5.17 | | 5.17 | 10.34 | | | | | | | | | | | | | | | | |
| 84 | 959+00 1040+00 | 3.08 | 7.01 | 10.09 | 2.44 | 7.44 | 10.09 | 6.16 | 7.01 | | | | 2 | | 36 | | | | | | | 16 | | |
| 85 | 960+00 1039+00 | 4.59 | 0.39 | 4.98 | 4.59 | 0.39 | 0.39 | 9.18 | 0.39 | | | | | | | | | | | | | | | |
| SUB TOTAL USE | | 79.69 | 41.01 | 120.70 125 | 77.73 80 | 42.97 45 | 110.79 112 | 199.36 162 | 41.01 43 | | 366 400 | | 53 53 | 14 14 | 44 44 | 99 99 | 8 8 | 88 88 | 49 44 | 7 7 | 36 36 | 192 192 | 17 17 | 79 79 |
| TOTAL FOR BOTH PROJECTS USE | | 309.50 | 41.31 | 366.61 375 | 298.54 304 | 68.02 71 | 319.27 322 | 610.60 618 | 41.31 43 | 2269 2900 | 5725 6200 | 4920 5400 | 288 309 | 309 290 | 347 347 | 49 49 | 294 294 | 292 292 | 12 12 | 36 36 | 173 173 | 403 403 | 9 | 200 200 |

TEST PLOT SUMMARY*

| PLOT NO. | GLASS FIBER MAT | GLASS FIBER ROVING METHOD A | GLASS FIBER ROVING METHOD B | JUTE MESH | GRAVEL |
|---|---|---|---|---|---|
| 1 | 270 | 225 | 433 | 433 | 232 |
| 2 | 270 | 225 | 433 | 433 | 232 |
| 3 | 592 | 450 | 866 | 866 | 464 |
| TOTAL | 1104 | 900 | 1732 | 1732 | 924 |
| USE | 1200 | 1000 | 1900 | 1900 | 1000 |

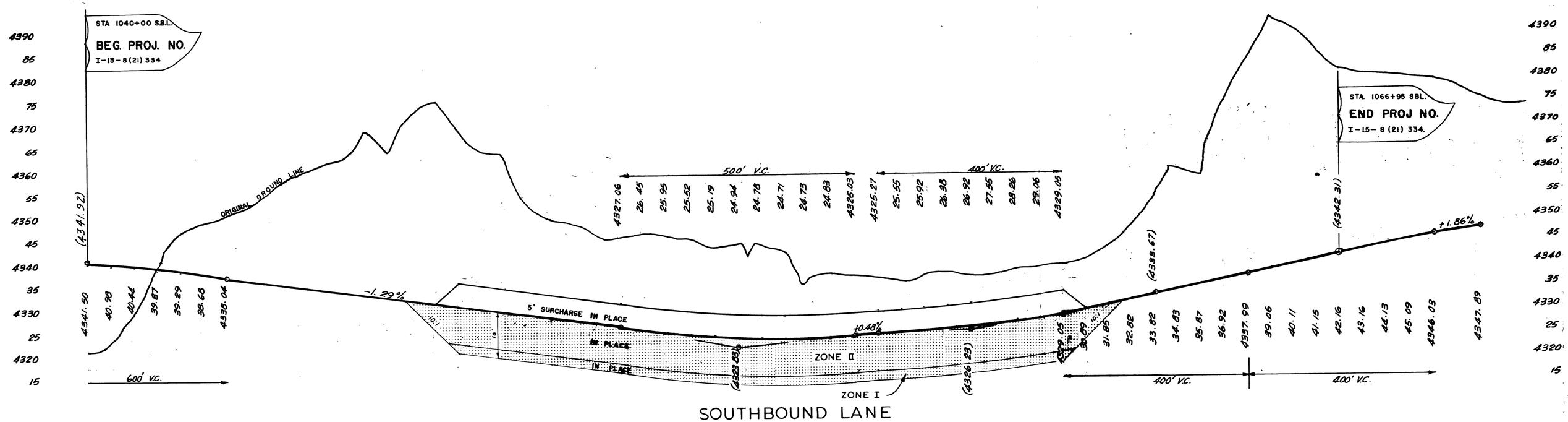
*ALL QUANTITIES ON THIS SUMMARY ARE SQUARE YARDS

FOR AS CONSTRUCTED SUMMARY SEE D-3147 D-3148



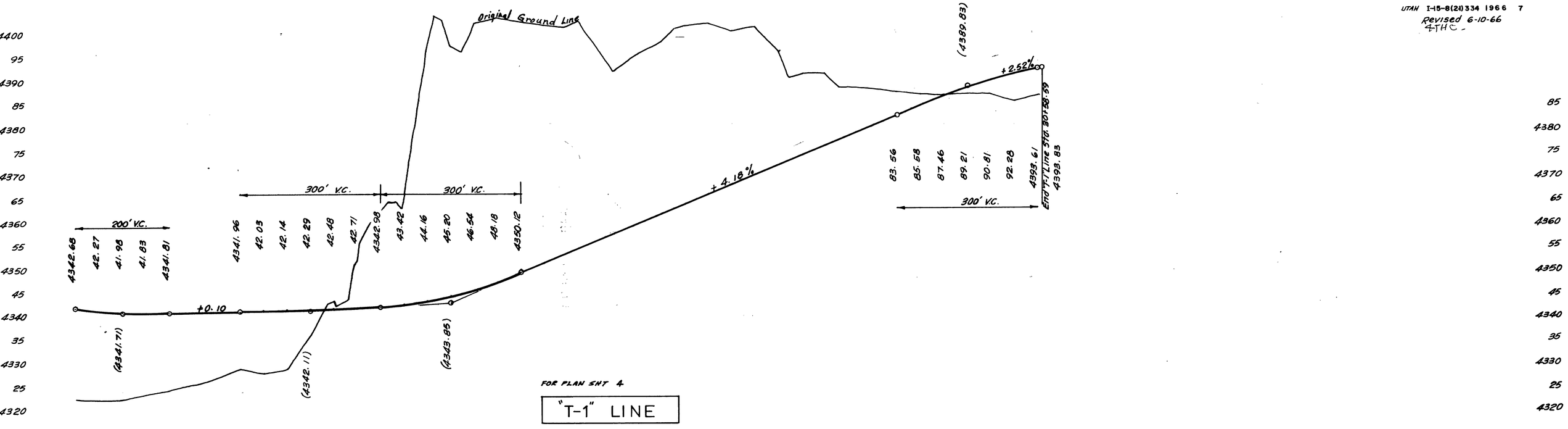

NORTHBOUND LANE

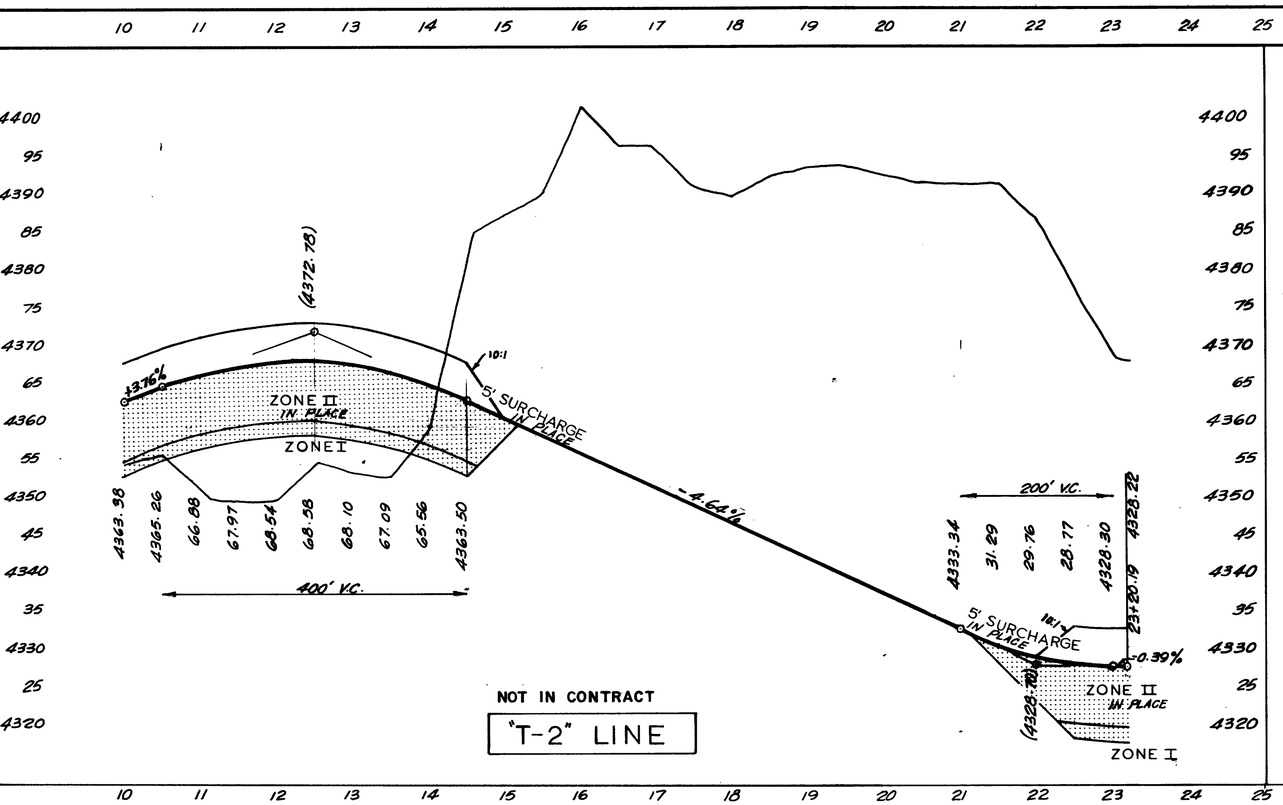
FOR PLAN SEE SHEET 4

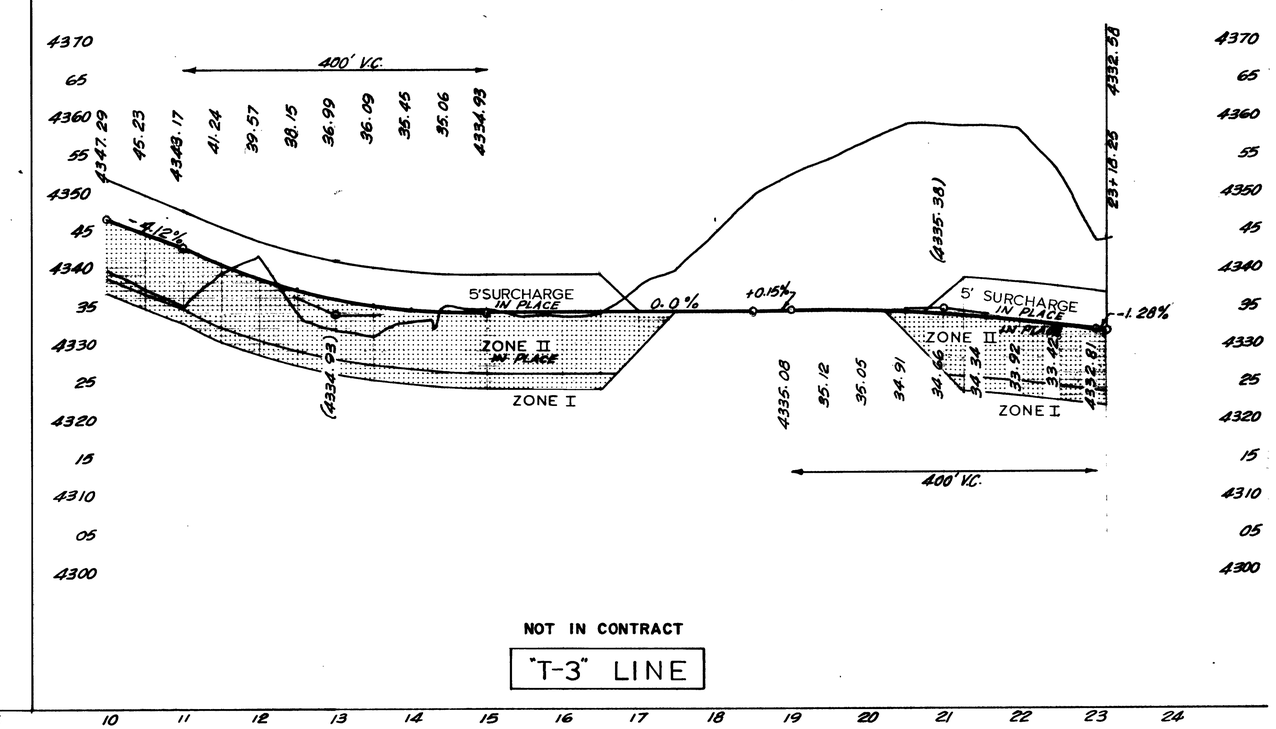


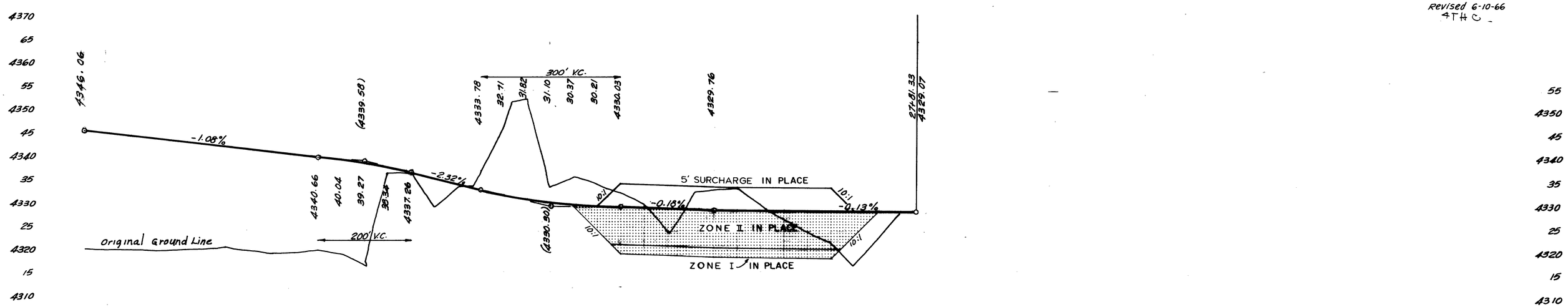

SOUTHBOUND LANE

FOR PLAN SEE SHEET 4


Original Ground Line
200' V.C.
300' V.C.
300' V.C.
300' V.C.
+0.10
+4.18%
+2.52%
4342.68
42.27
41.98
41.83
4341.81
4341.96
42.03
42.14
42.29
42.48
42.71
4342.98
43.42
44.16
45.20
46.54
48.18
4350.12
83.56
85.58
87.46
89.21
90.81
92.28
4393.61
End T-1 Line Sta. 30+58.59
4393.83
(4341.71)
(4342.11)
(4343.85)
(4389.83)
FOR PLAN SHT 4
"T-1" LINE

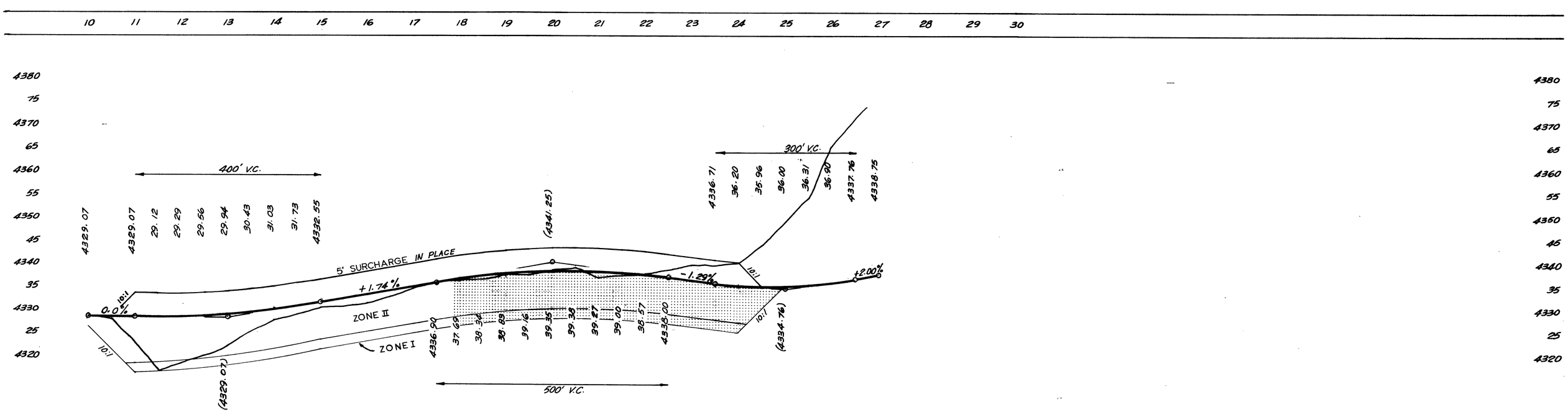

(4372.78)
+3.76%
10:1
ZONE II IN PLACE
ZONE I
5' SURCHARGE IN PLACE
4363.98
4365.26
66.88
67.97
68.54
68.58
68.10
67.09
65.56
4363.50
400' V.C.
-4.64%
200' V.C.
4333.34
31.29
29.76
28.77
4328.30
4328.22
23+20.19
5' SURCHARGE IN PLACE
1:1
-0.39%
ZONE II IN PLACE
(4328.70)
ZONE I
NOT IN CONTRACT
"T-2" LINE


400' V.C.
4347.29
45.23
4343.17
41.24
39.57
38.15
36.99
36.09
35.45
35.06
4334.98
4332.58
23+18.25
-4.12%
5' SURCHARGE IN PLACE
0.0%
+0.15%
ZONE II IN PLACE
ZONE I
(4334.93)
(4335.38)
5' SURCHARGE IN PLACE
-1.28%
ZONE II IN PLACE
ZONE I
4335.08
35.12
35.05
34.91
34.66
34.34
33.92
33.42
4332.81
400' V.C.
NOT IN CONTRACT
"T-3" LINE



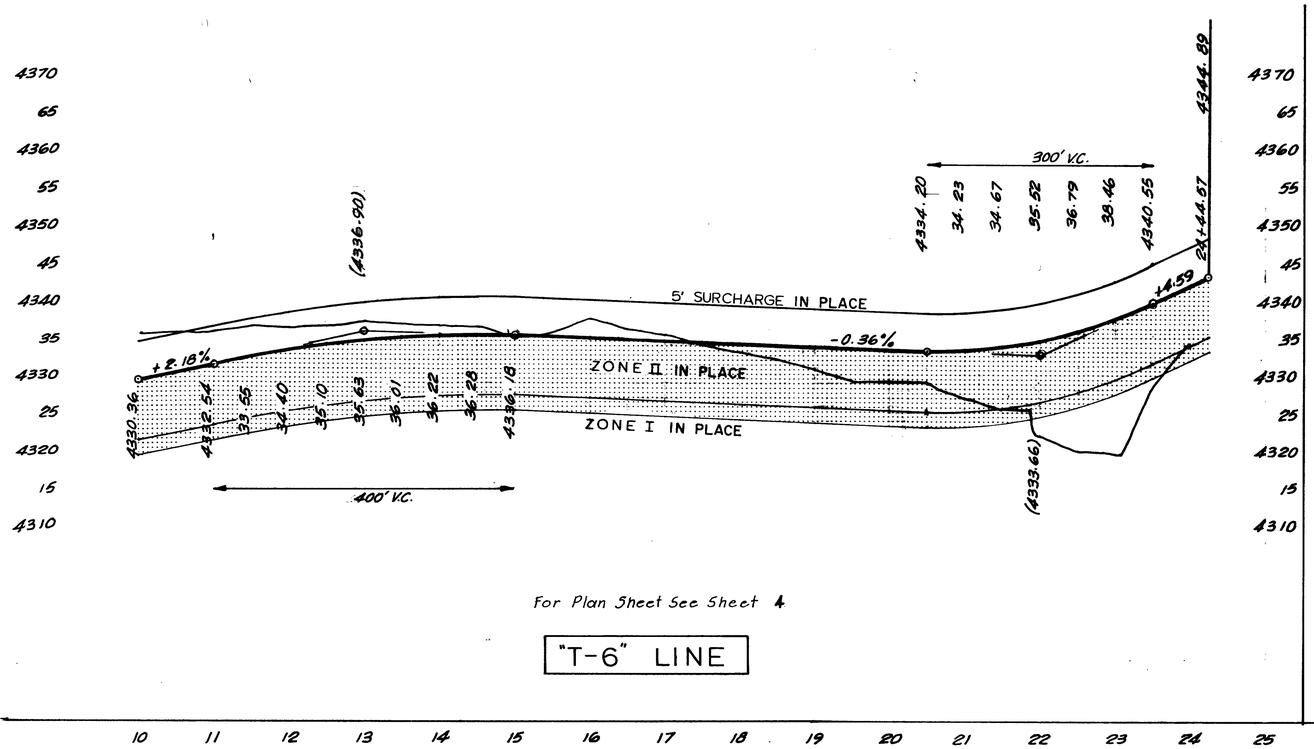

FOR PLAN SHT 4

"T-4" LINE



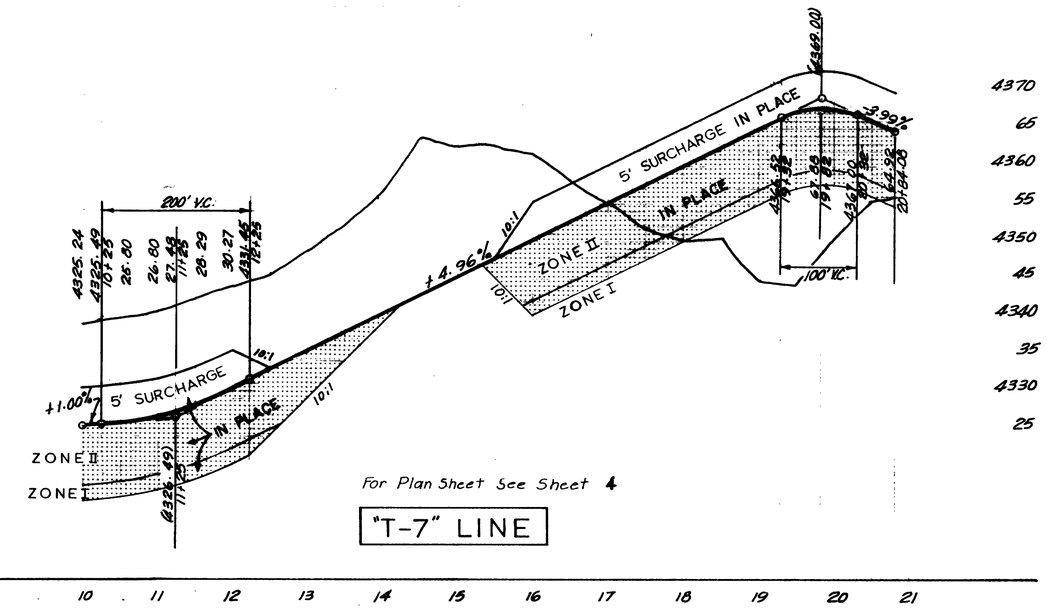

NOT IN CONTRACT†

"T-5" LINE



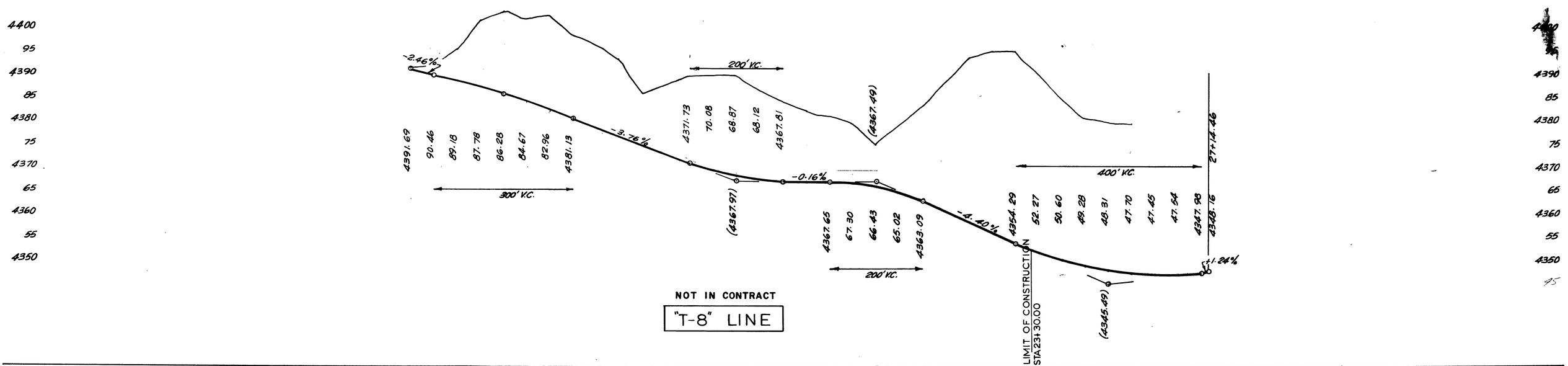

For Plan Sheet See Sheet 4

"T-6" LINE




For Plan Sheet See Sheet 4

"T-7" LINE




NOT IN CONTRACT

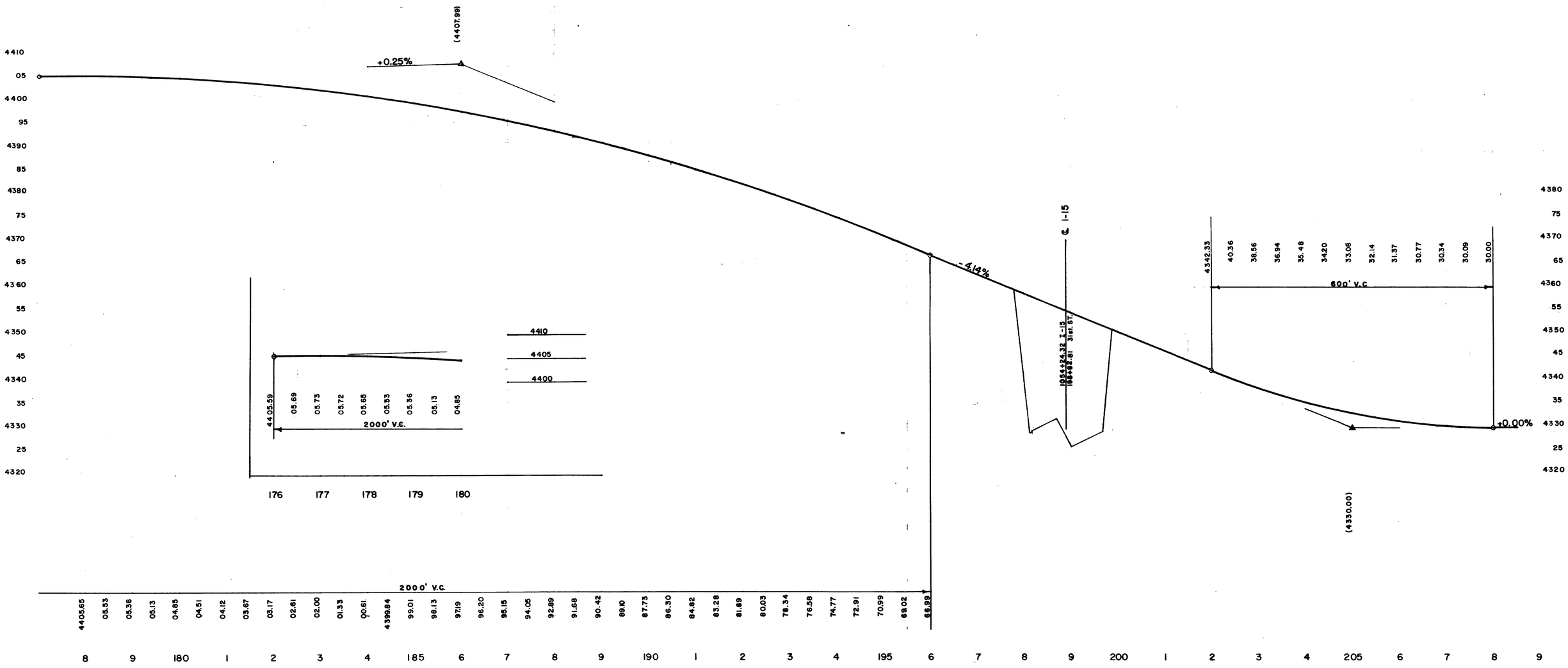
"T-8" LINE

| FED. ROAD DIST. NO. | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| UTAH | I-15-8(21)334 | 1966 | 10 | |

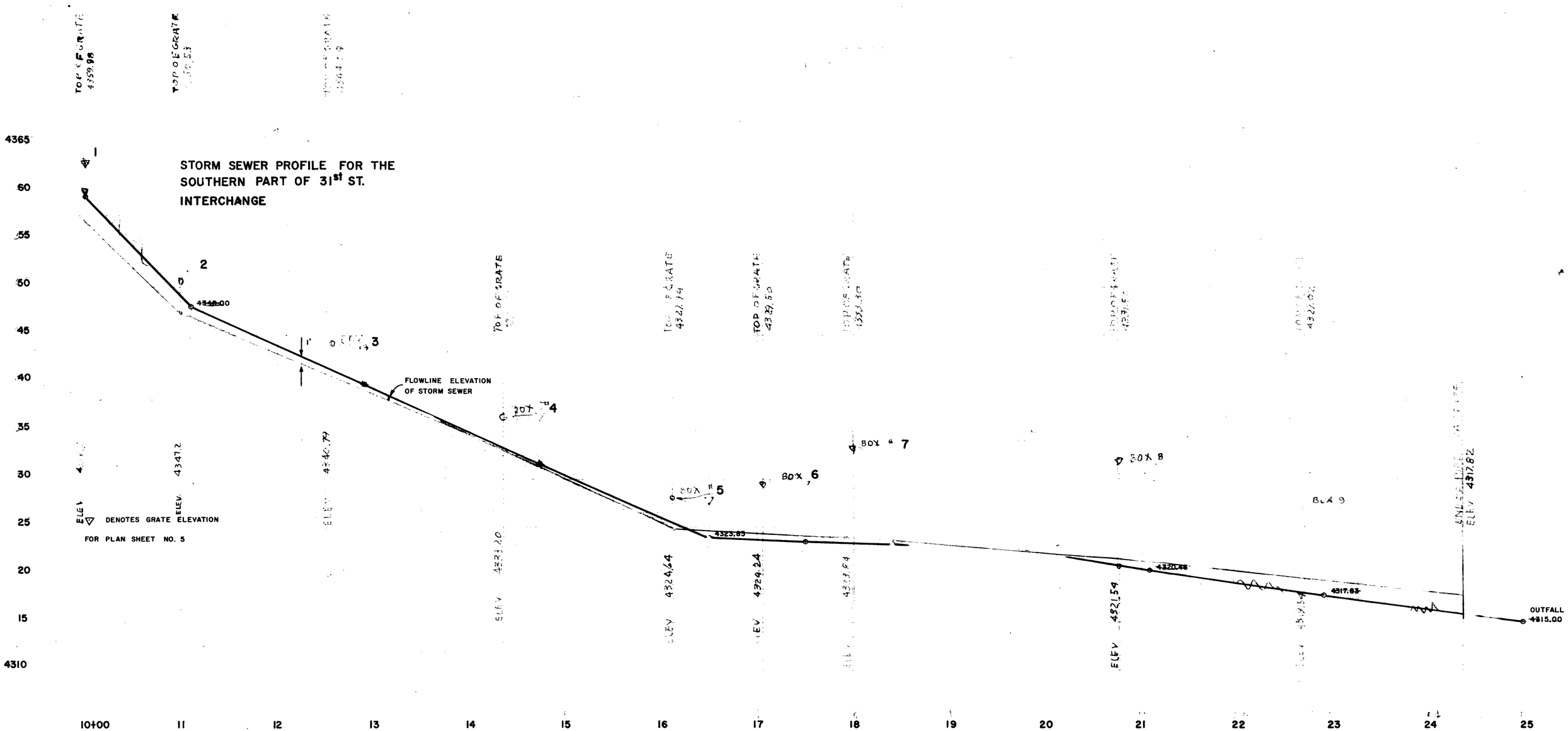
4THC

# 31st STREET PROFILE

FOR PLAN SHEET NO. 4

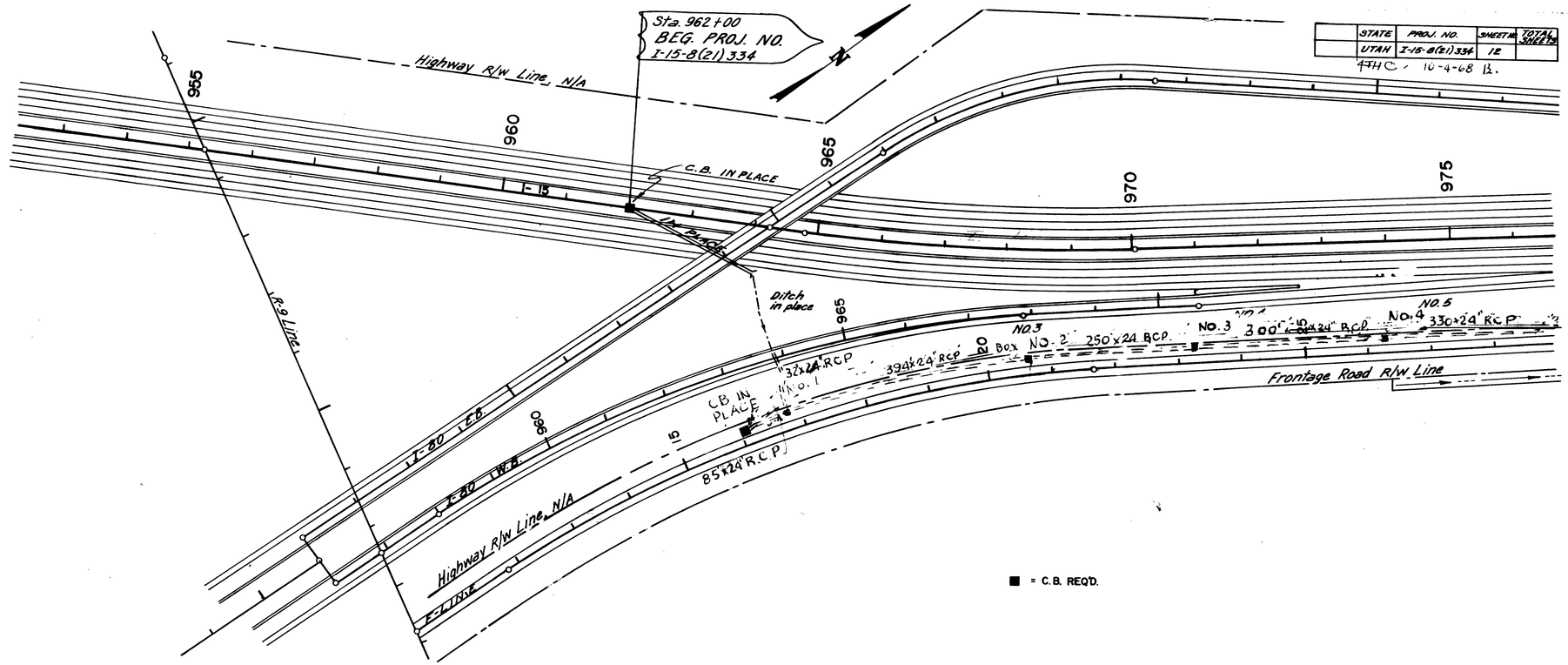


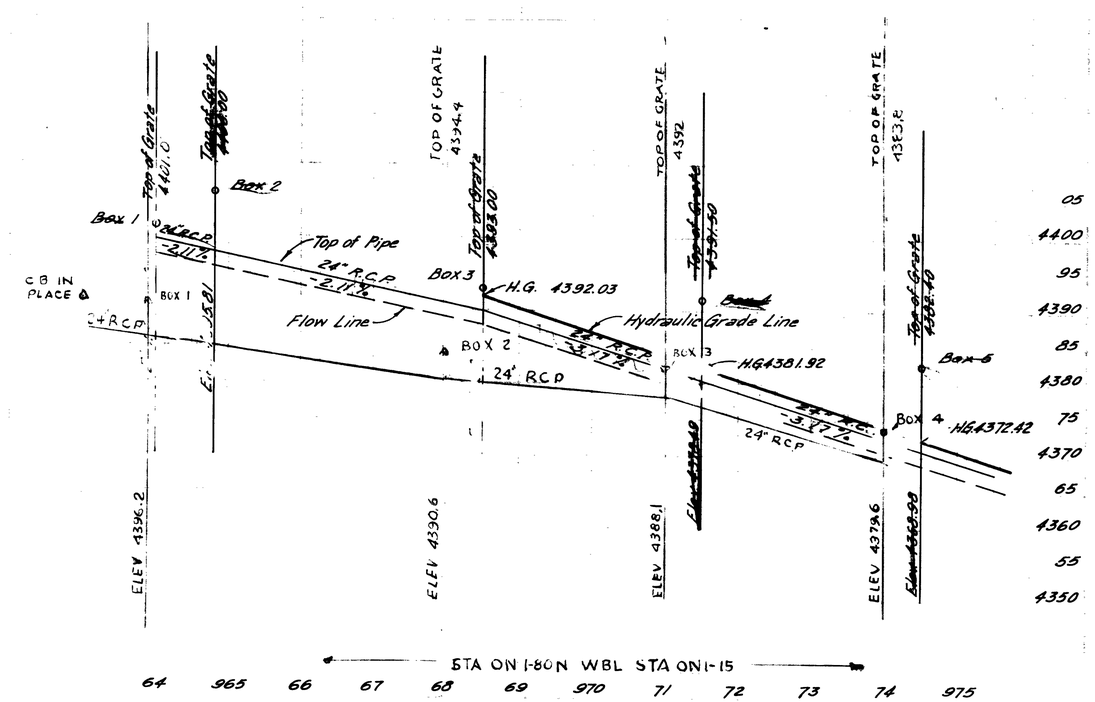
UTAH I-15-8(21)334 1966 11
4 REV. DATE 6/10/66 4-74
AC. REV. 10.2-68



| STATE | PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| UTAH | I-15-8(21)334 | 12 | |

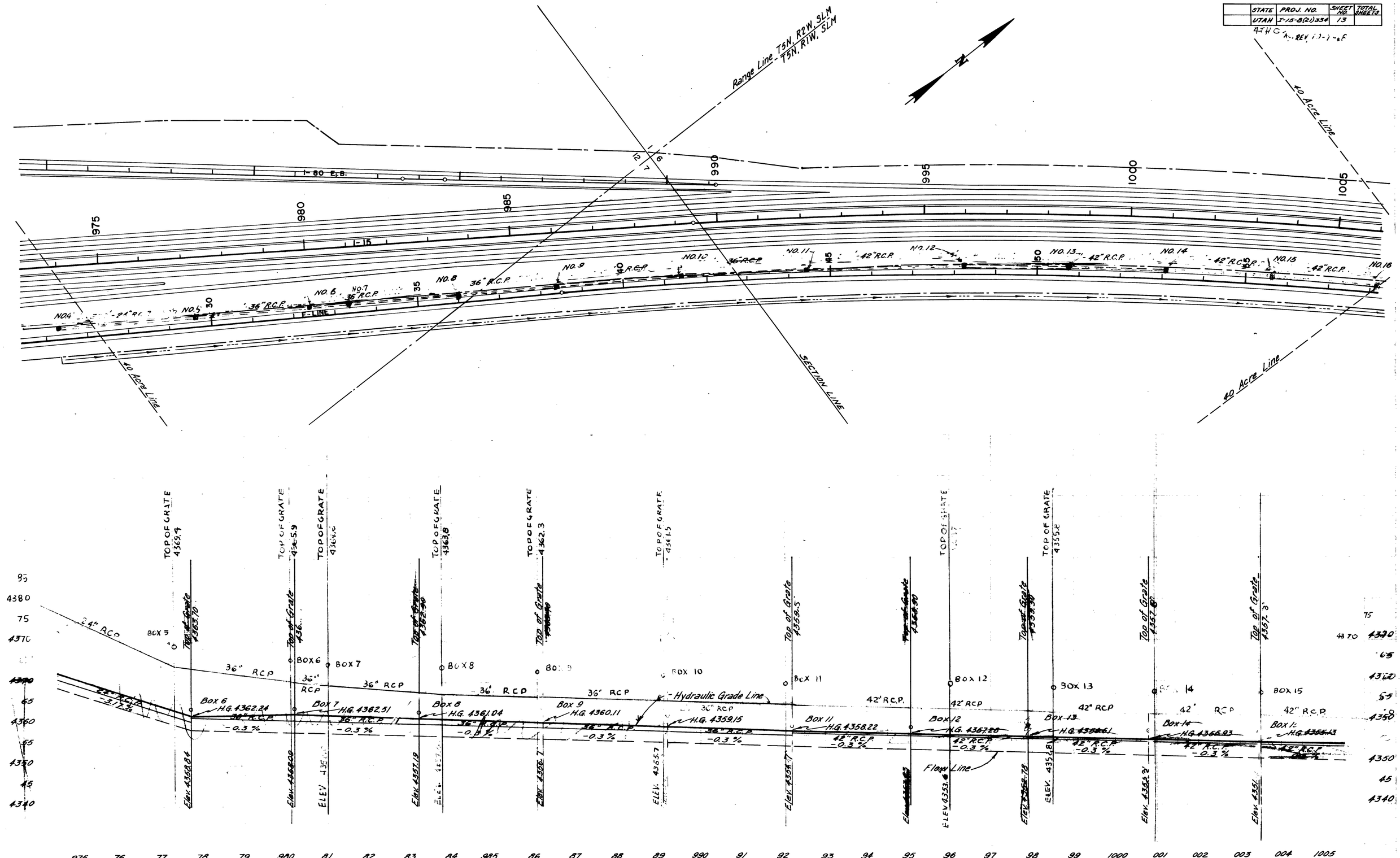
AFHC - 10-4-68 R.



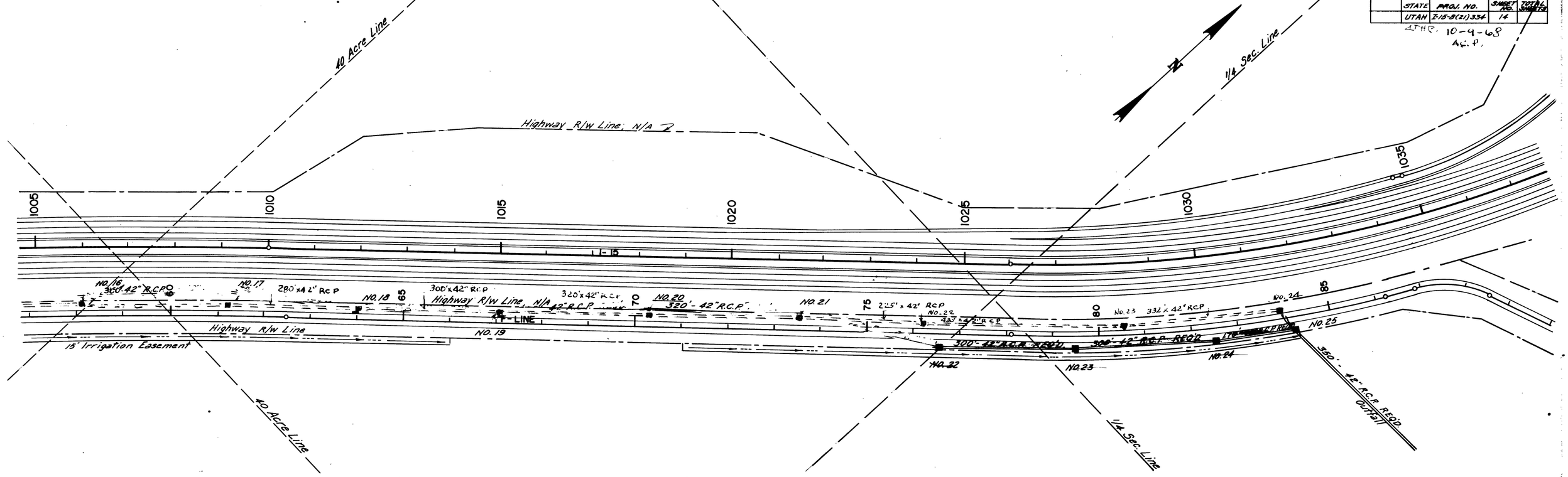
| STATE | PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| UTAH | I-15-8(21)334 | 13 | |

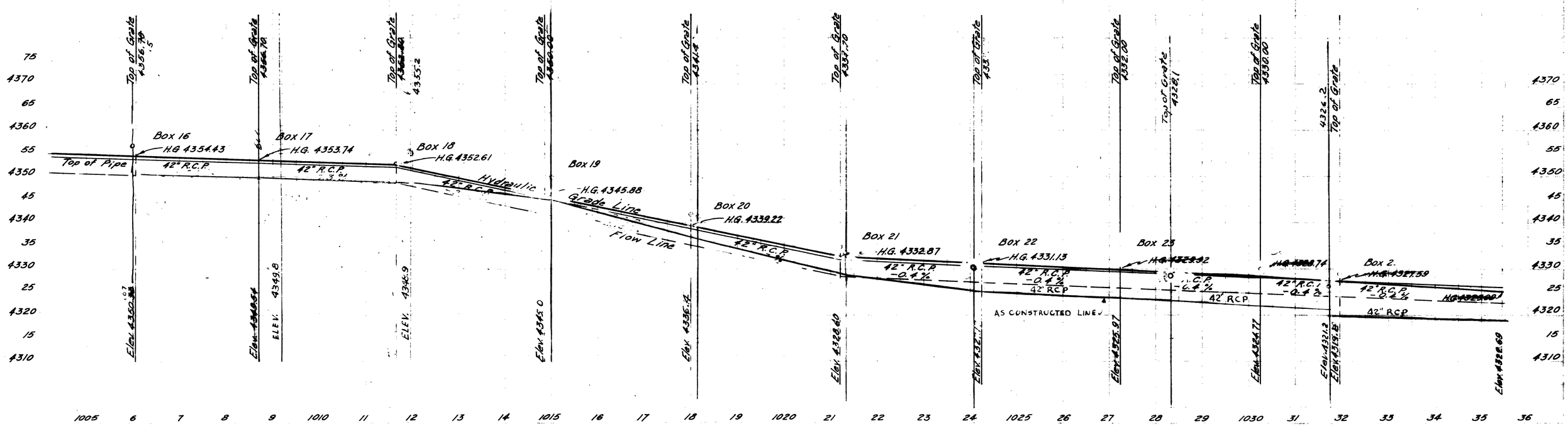
HG A. REV. 1-1-68



| STATE | PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| UTAH | I-15-8(21)334 | 14 | |

ATHR. 10-4-68
A.C.P.



| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| UTAH | UTAH | I-15-6(51)234 | | 15 | |

SECOND CONTRACT

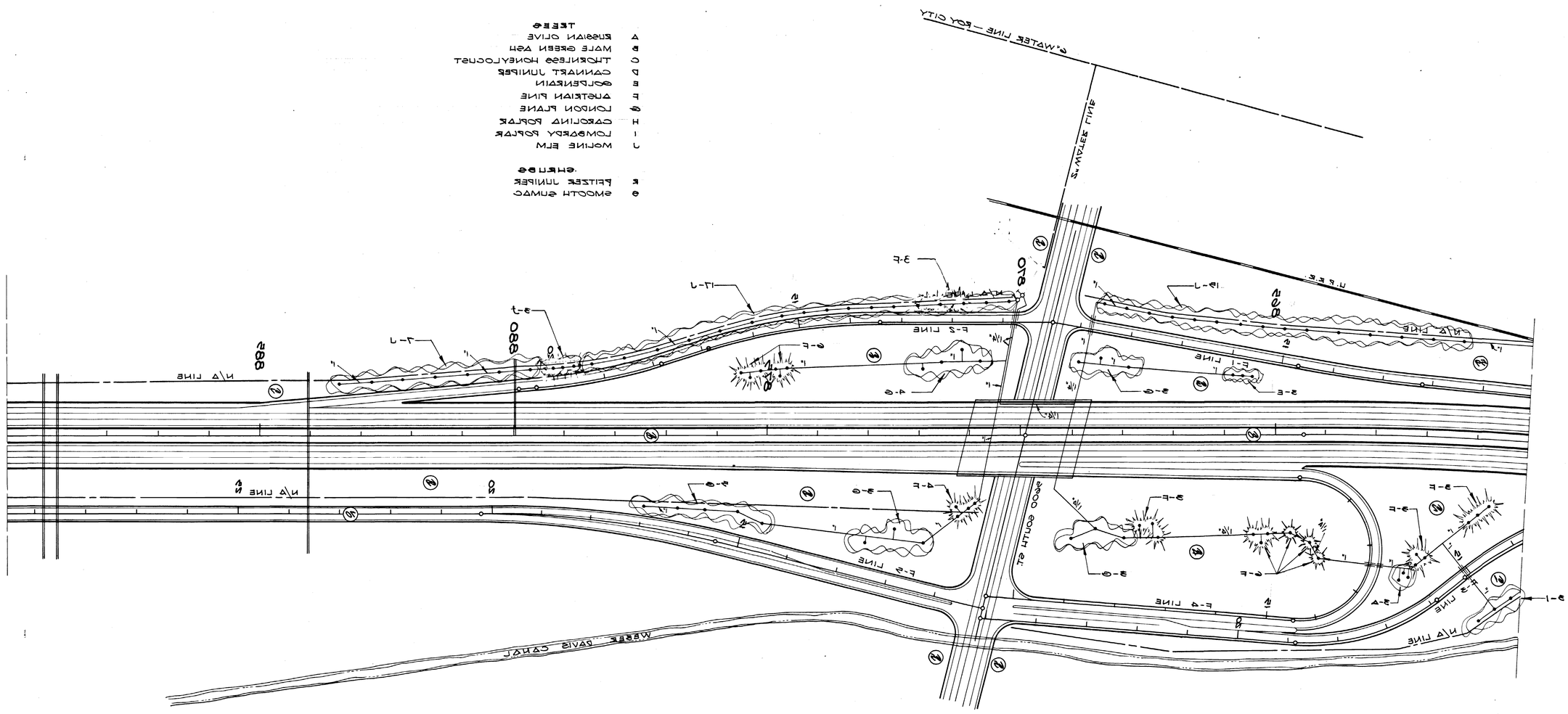
Rev 11-21-67

**TREES**

A Russian Olive
B Male Green Ash
C Thornless Honeylocust
D Cannart Juniper
E Colorado Pine
F Austrian Pine
G London Plane
H Carolina Poplar
I Lombardy Poplar
J Moline Elm

**SHRUBS**

K Pfitzer Juniper
S Smooth Sumac




| DATE | BY | DATE | BY |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |

REVISIONS

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21)324 | | 16 | |

SECOND CONTRACT

No. 11-57-07




| REVISIONS | | | |
|---|---|---|---|
| DATE | BY | DATE | BY |
| | | | |

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| UTAH | UTAH | I-15-7(51)234 | | 17 | |

SECOND CONTRACT
A.C.11/27/67

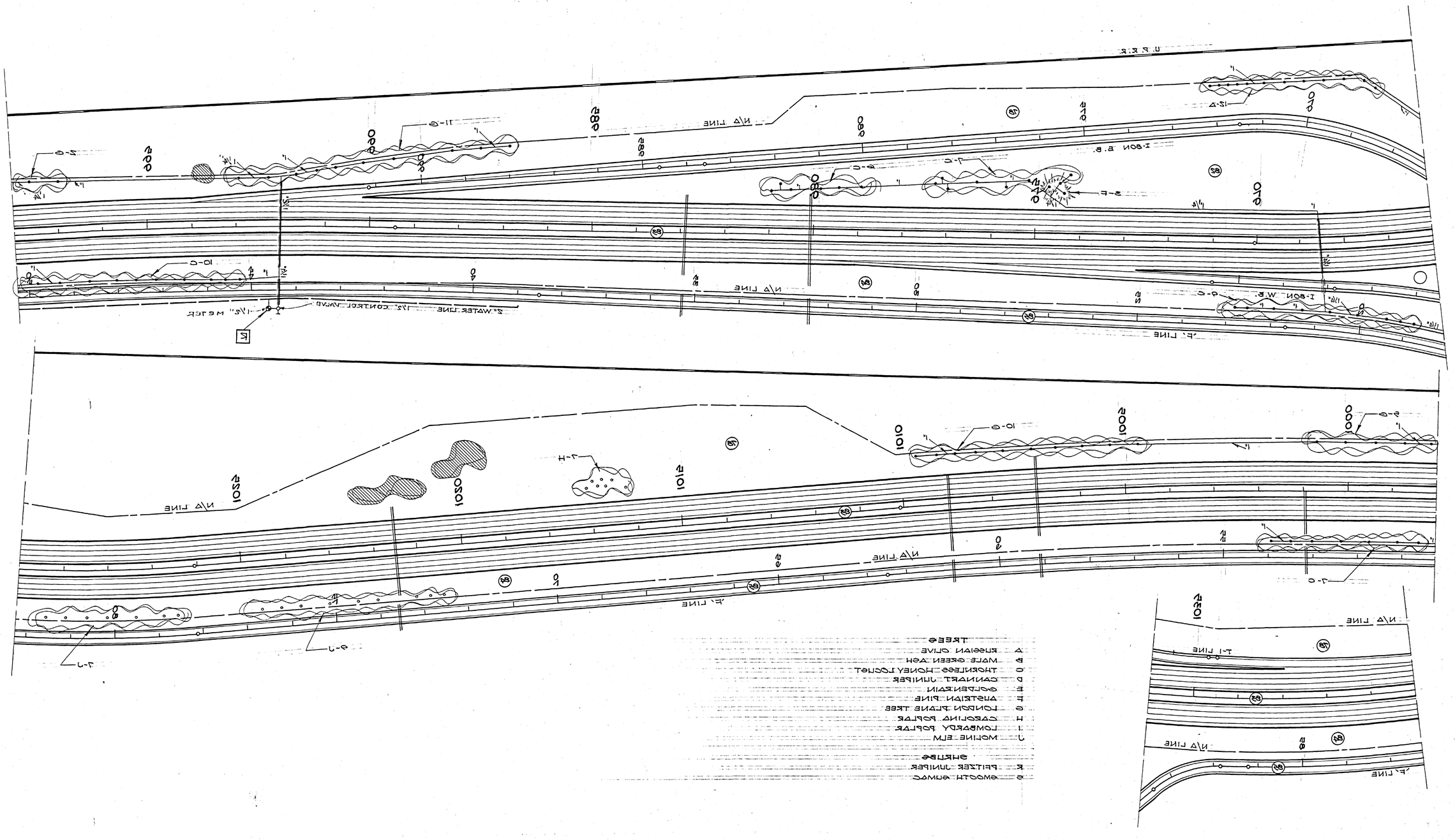



| DATE | BY | DATE | BY |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |

REVISIONS

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21)254 | | 18 | |

SECOND CONTRACT

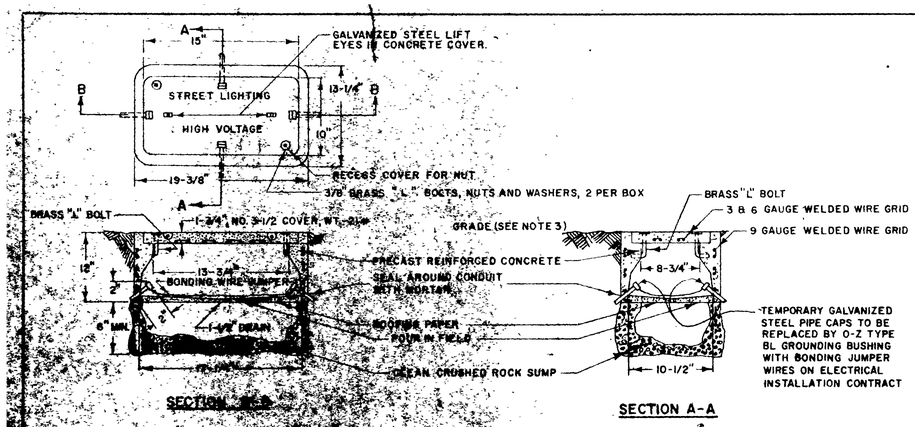



| REVISIONS | | | |
|---|---|---|---|
| DATE | BY | DATE | BY |
| | | | |

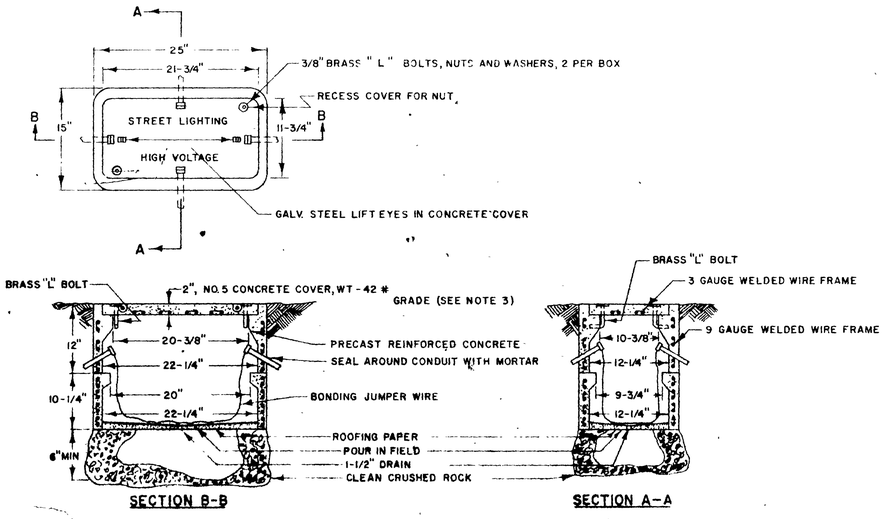
| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| UTAH | UTAH | I-15-8(21)334 | | 19 | |

SECOND CONTRACT

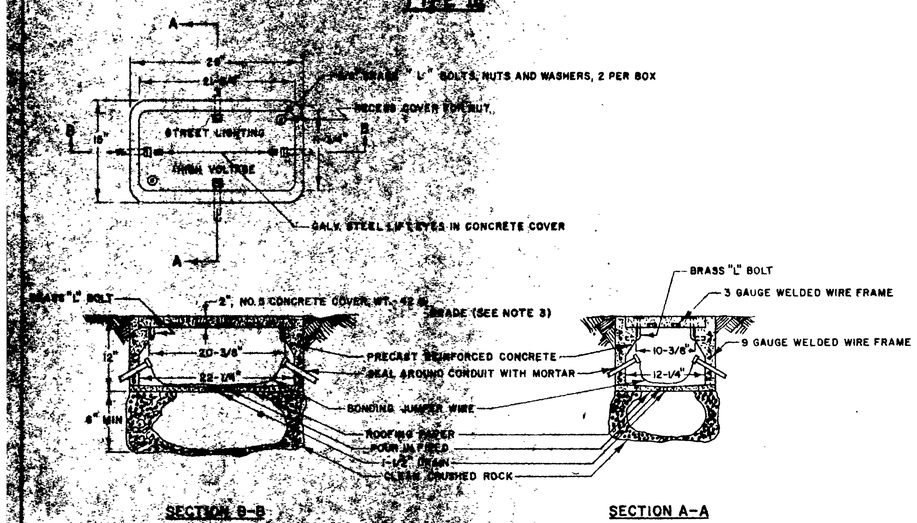
| DATE | BY | DATE | BY |
|---|---|---|---|
| REVISIONS | | | |

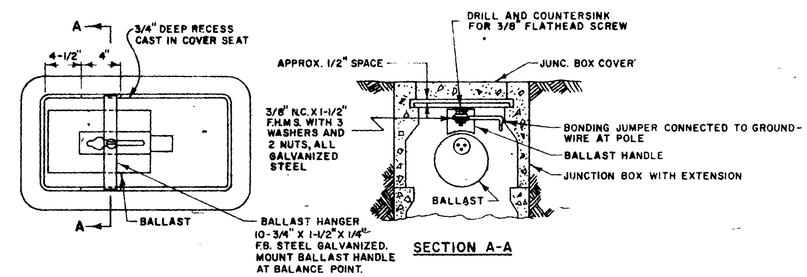



## JUNCTION BOX TYPE III



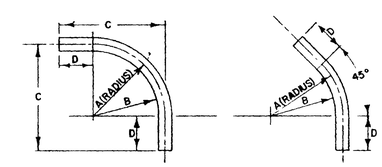

## JUNCTION BOX TYPE V




BALLAST INSTALLATION IN ROADWAY JUNCT. BOX

## JUNCTION BOX TYPE V-B (GENERAL DIMENSIONS SAME AS TYPE V)

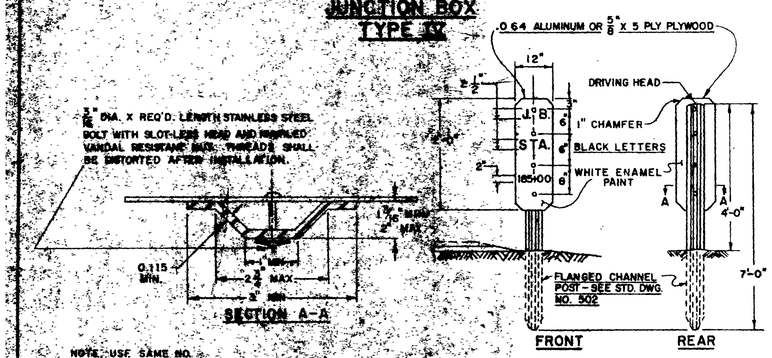



| NOM SIZE I.D. | A RADIUS | B RADIUS | C OFFSET 90° ELBOW | D TAN 90° ELBOW & 45° ELBOW |
|---|---|---|---|---|
| 1/2 | 4 | 3-9/16 | 6-3/4 | 2-3/4 |
| 3/4 | 4-1/2 | 4 | 7-1/2 | 3 |
| 1 | 5-3/4 | 5-1/16 | 8-3/4 | 3 |
| 1-1/4 | 7-1/4 | 6-7/16 | 10-1/4 | 3 |
| 1-1/2 | 8-1/4 | 7-5/16 | 12 | 3-3/4 |
| 2 | 9-1/2 | 8-5/16 | 14-1/2 | 5 |
| 2-1/2 | 10-1/2 | 9-1/16 | 15-1/2 | 5 |
| 3 | 13 | 11-1/4 | 19-3/4 | 6-3/4 |
| 3-1/2 | 15 | 13 | 22 | 7 |
| 4 | 16 | 13-3/4 | 23 | 7 |

**NOTE**

MINIMUM RADIUS FOR RIGID CONDUIT TO BE PLACED UNDERGROUND. A MAXIMUM OF (4) FOUR SUCH BENDS WILL BE PERMITTED BETWEEN JUNCTION BOXES WHERE REQUIRED.

## JUNCTION BOX TYPE IV




NOTE: USE SAME NO. AS THE ACCOMPANYING LIGHT POL ON JUNCTION BOX MARKER.

## JUNCTION BOX MARKER

## NOTES

1. USE STEEL COVER AND SPECIAL CONCRETE FOOTING, AS SHOWN, WHEN BOX IS TO BE INSTALLED WHERE SUBJECT TO TRAFFIC LOADS. STEEL COVER SHALL HAVE EMBOSSED NON-SKID PATTERN WHEN BOX IS PLACED IN PAVED OR SIDEWALK AREAS.

2. STEEL REINFORCING SHALL BE AS REGULARLY USED IN THE STANDARD PRODUCTS OF THE RESPECTIVE MANUFACTURER.

3. TOP OF JUNCT. BOXES SHALL BE FLUSH WITH SURROUNDING GRADE OR TOP OF ADJACENT CURB. EXCEPT THAT IN UNPAVED AREAS WHERE JUNCT. BOX IS NOT IMMEDIATELY ADJACENT TO AND PROTECTED BY A CONCRETE FOUNDATION, POLE, OR OTHER PROTECTIVE CONSTRUCTION, THE BOX SHALL BE BURIED 12 INCHES BELOW GRADE, AND SHALL BE MARKED BY A JUNCT. BOX MARKER PLACED ADJACENT TO THE JUNCT. BOX. WHERE PRACTICABLE, JUNCT. BOXES SHOWN IN THE VICINITY OF CURBS, SHALL BE PLACED ADJACENT TO THE BACK OF CURB, AND JUNCT. BOXES SHOWN ADJACENT TO STANDARDS, SHALL BE PLACED ALONG THE SIDE OF FOUNDATION.

4. BONDING JUMPER REQUIRED WITH RIGID STEEL CONDUIT.

1. — REVISED JUNE 15, 1964
2. — REVISED DEC. 4, 1964 D E M
3. — REVISED FEB 8, 1965 V W

UTAH STATE ROAD COMMISSION
TRAFFIC & RESEARCH DEPARTMENT
TRAFFIC ENGINEERING BRANCH

JUNCT. BOX DETAILS (OFF STUCTURES)

DESIGNED R.S.T. | SCALE NONE
DRAWN JMB 1 APR. 63 | DATE MAY 6, 1
CHECKED R.S.T.

DRC NO. T. E. 1128