

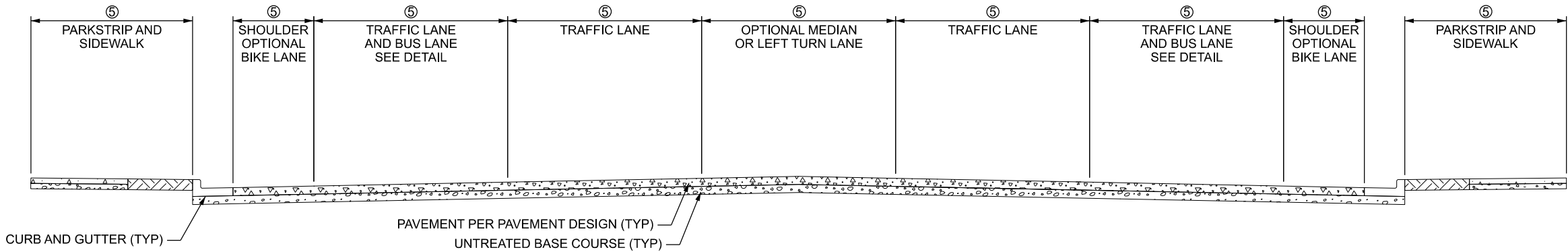
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2026 STANDARD DRAWINGS

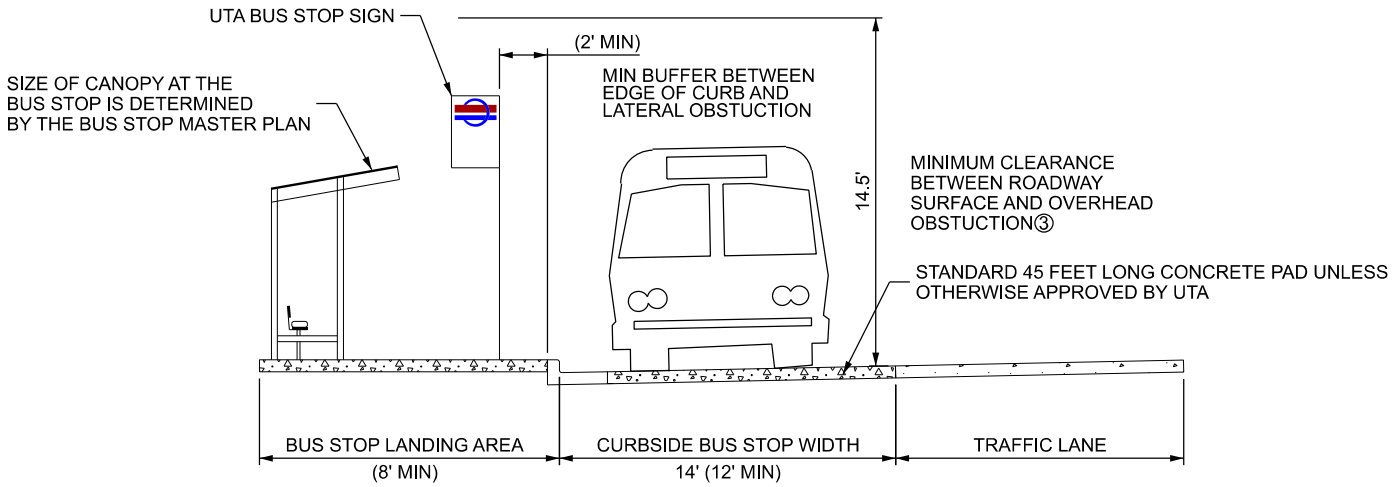
OCTOBER 2026

SHEET NO.	DRAWING NO.	DATE / REV. DATE	TITLE / DESCRIPTION
G - GENERAL			
G - 01			COVER SHEET
G - 02			INDEX OF DRAWINGS
BRT			
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BRT - 02			TYPICAL SECTIONS FOR TYPE II BRT DEDICATED LANES FOR BUSES
BRT - 03			TYPICAL SECTION FOR TYPE III BRT PHSICALLY SEPERATED BUS LANES
BRT - 04			TYPICAL SECTION FOR TYPE IV BRT SEPARATED BUS CORRIDOR ALIGNMENT
BUS			
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K - TRACK			
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K - 02			TYPICAL TRACK SECTIONS BALLASTED - CRT
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K - 06			TYPICAL TRACK SECTIONS BALLASTED - STREETCAR SEMI-EXCLUSIVE CORRIDOR
K - 07			TYPICAL TRACK SECTIONS EMBEDDED - STREETCAR
K - 08			TYPICAL TRACK SECTIONS AT-GRADE CROSSING
K - 09			TYPICAL TRACK SECTIONS - LRT - STREET RUNNING EMBEDDED TRACK - SEMI-EXCLUSIVE
K - 10			TYPICAL TRACK SECTIONS DIRECT FIXATION TRACK
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D - 01			TYPICAL TRACK UNDERDRAIN DETAIL
P - PLATFORMS AND STATIONS			
P - 01			TYPICAL SIDE PLATFORM LAYOUT PLAN - LRT
P - 02			TYPICAL CENTER PLATFORM LAYOUT PLAN - LRT
P - 03			SIDE PLATFORM STANDARD - STREETCAR
P - 04			CENTER PLATFORM STANDARD - STREETCAR

G-02	INDEX OF STANDARD DRAWINGS	UTAH TRANSIT AUTHORITY 2026 STANDARD DRAWINGS SALT LAKE CITY, UTAH					
STD. DWG. NO.	STANDARD DRAWING TITLE			NO.	DATE	APPR.	REMARKS



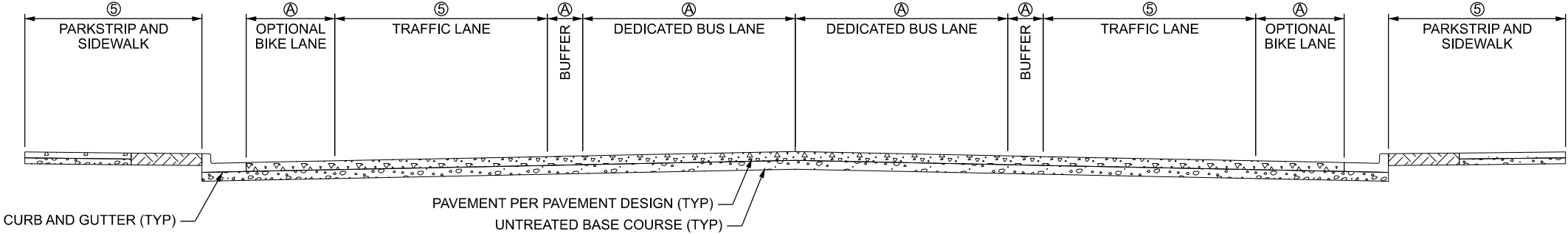
BRT TYPICAL SECTION TYPE I:
MIXED FLOW LANES FOR BUSES



VERTICAL AND HORIZONTAL
CLEARANCES FOR BUSES AND STOPS

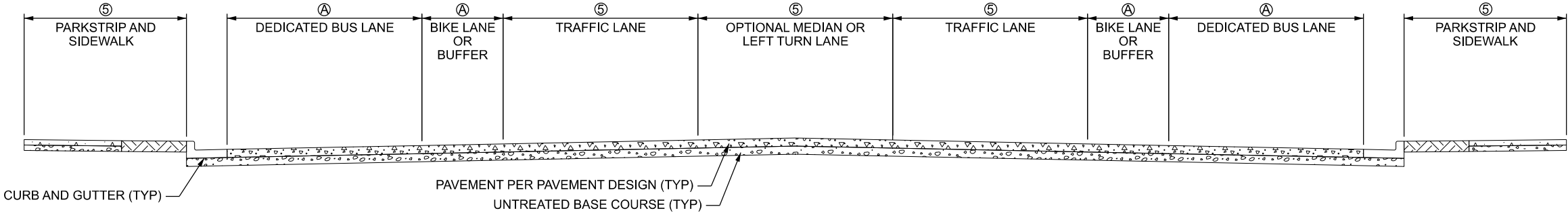
- NOTES:
- 1. MIXED FLOW BRT LANES (REFERRED SOMETIMES AS CORRIDOR-BASED BRT) WHERE THE BUS SHARES THE LANES WITH GENERAL TRAFFIC SIMILAR TO A LOCAL BUS ROUTE AND REPRESENTS THE MOST BASIC FORM OF BRT RUNNING WAY.
 - 2. TOTAL NUMBER OF LANES TO MATCH EXISTING ROADWAY.
 - ③ MINIMUM VERTICAL CLEARANCE REQUIREMENTS OF AGENCY, CITY, TOWNSHIP, OR COUNTY WITH JURISDICTION OVER ROADWAY SHALL GOVERN. MINIMUM VERTICAL CLEARANCE SHALL NOT BE LESS THAN 14.5 FEET.
 - 4. PAVEMENT THICKNESS AND UNTREATED BASE COURSE THICKNESS PER PAVEMENT DESIGN.
 - ⑤ MINIMUM WIDTH TO BE DESIGNED TO PROJECT SPECIFIC REQUIREMENTS AND / OR MEET THE DESIGN STANDARDS OF OWNING JURISDICTION, WHICHEVER IS GREATER.

BRT-01	TYPICAL SECTIONS FOR TYPE I BRT MIXED FLOW LANES FOR BUSES	UTAH TRANSIT AUTHORITY 2026 STANDARD DRAWINGS SALT LAKE CITY, UTAH					
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BRT TYPICAL SECTION TYPE II:
DEDICATED BUS LANES - CENTER RUNNING

*USE OF MINIMUM REQUIRES DESIGN EXCEPTION



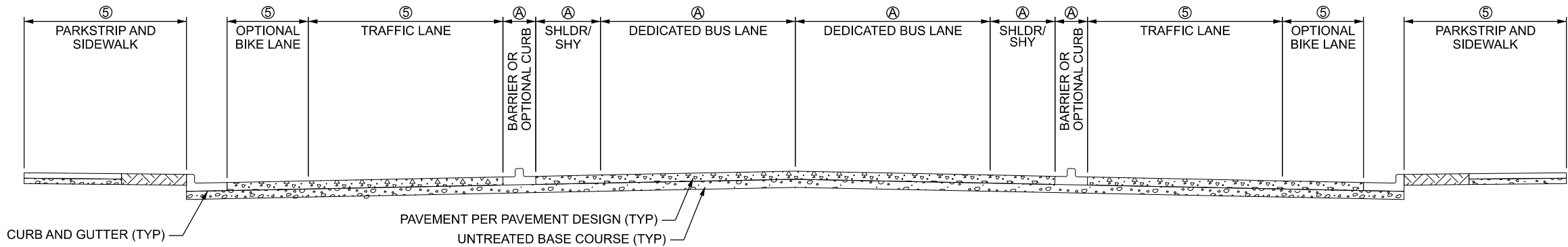
BRT TYPICAL SECTION TYPE II:
DEDICATED BUS LANES - SIDE RUNNING

*USE OF MINIMUM REQUIRES DESIGN EXCEPTION

- NOTES:
- 1. TYPE II RUNNING WAY FEATURES DEDICATED LANES FOR TRAFFIC WITH OTHER VEHICLES RESTRICTED FROM USING THE BRT LANES. THE EXCLUSIVE LANES CAN BE EITHER CENTER OR SIDE RUNNING.
 - 2. THE RUNNING WAY SHALL BE DELINEATED BY SIGNAGE AND A COMBINATION OF PAVEMENT MARKINGS, A RUMBLE STRIP, RAISED LANE DELINEATORS, AND / OR OTHER ALTERNATE PAVEMENT COLOR.
 - 3. REFER TO THE DESIGN CRITERIA FOR SIGNAGE, PAVEMENT MARKINGS AND OTHER DETAILS.
 - 4. PAVEMENT THICKNESS AND UNTREATED BASE COURSE THICKNESS PER PAVEMENT DESIGN.
 - 5. MINIMUM WIDTH TO BE DESIGNED TO PROJECT SPECIFIC REQUIREMENTS AND / OR MEET THE DESIGN STANDARDS OF OWNING JURISDICTION, WHICHEVER IS GREATER.
 - 6. DEDICATED LANES MAY REQUIRE SPECIAL PAINT AND SYMBOLS
 - 7. RUMBLE STRIPS AND STRIPING TO BE DETERMINED BY DESIGNER

TABLE A		
DESCRIPTION	MINIMUM WIDTH	PREFERRED WIDTH
BUFFER	0'	2'
BIKE LANE	4'	5'
DEDICATED BUS LANE	11'	12'
NOTE	USE OF MINIMUM REQUIRES A DESIGN EXCEPTION	

BRT-02	TYPICAL SECTIONS FOR TYPE II BRT DEDICATED LANES FOR BUSES	UTAH TRANSIT AUTHORITY 2026 STANDARD DRAWINGS SALT LAKE CITY, UTAH					
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BRT TYPICAL SECTION TYPE III:
DEDICATED BUS LANES - CENTER RUNNING

*USE OF MINIMUM REQUIRES DESIGN EXCEPTION

TABLE A		
DESCRIPTION	MINIMUM WIDTH	PREFERRED WIDTH
SHOULDER / SHY	2'	4'
BARRIER / CURB	0.83'	2'
DEDICATED BUS LANE	11'	12'
NOTE	USE OF MINIMUM REQUIRES A DESIGN EXCEPTION	

NOTES:

1. A TYPE III BRT RUNNING IS SIMILAR TO TYPE II, EXCEPT THAT THE BUS LANES ARE SEPARATED FROM THE TRAFFIC LANES BY A CURB OR PHYSICAL BARRIER IN COMPLIANCE WITH STATE OR LOCAL ROADWAY JURISDICTIONS.
2. THE RUNNING WAY SHALL BE DELINEATED BY SIGNAGE AND A COMBINATION OF PAVEMENT MARKINGS, A RUMBLE STRIP, RAISED LANE DELINEATORS, AND / OR OTHER ALTERNATE PAVEMENT COLOR.
3. REFER TO THE DESIGN CRITERIA FOR SIGNAGE, PAVEMENT MARKINGS AND OTHER DETAILS.
4. PAVEMENT THICKNESS AND UNTREATED BASE COURSE THICKNESS PER PAVEMENT DESIGN.
5. MINIMUM WIDTH TO BE DESIGNED TO PROJECT SPECIFIC REQUIREMENTS AND / OR MEET THE DESIGN STANDARDS OF OWNING JURISDICTION, WHICHEVER IS GREATER.

BRT-03

STD. DWG. NO.

TYPICAL SECTION FOR TYPE III
BRT PHYSICALLY SEPARATED
BUS LANES

STANDARD DRAWING TITLE

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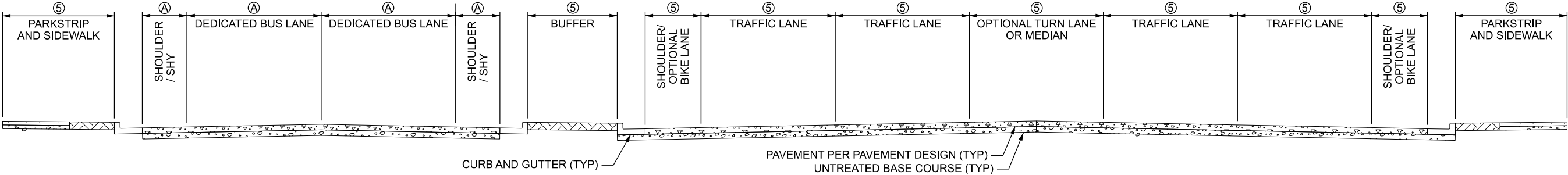
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SALT LAKE CITY, UTAH

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BRT TYPICAL SECTION TYPE IV:
SEPARATE BUS CORRIDOR ALIGNMENT

*USE OF MINIMUM REQUIRES DESIGN EXCEPTION

TABLE A		
DESCRIPTION	MINIMUM WIDTH	PREFERRED WIDTH
SHOULDER / SHY	2'	4'
BARRIER / CURB	0.83'	2'
DEDICATED BUS LANE	11'	12'
NOTE	USE OF MINIMUM REQUIRES A DESIGN EXCEPTION	

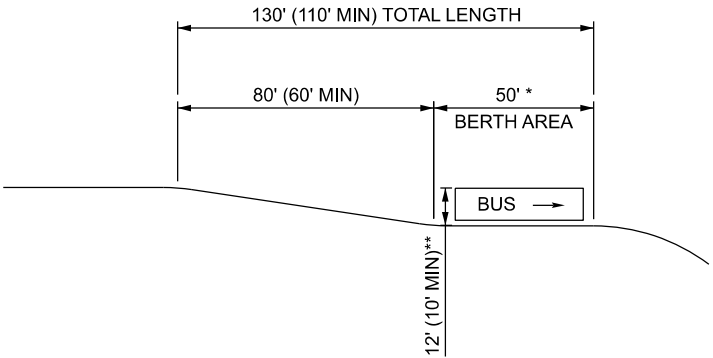
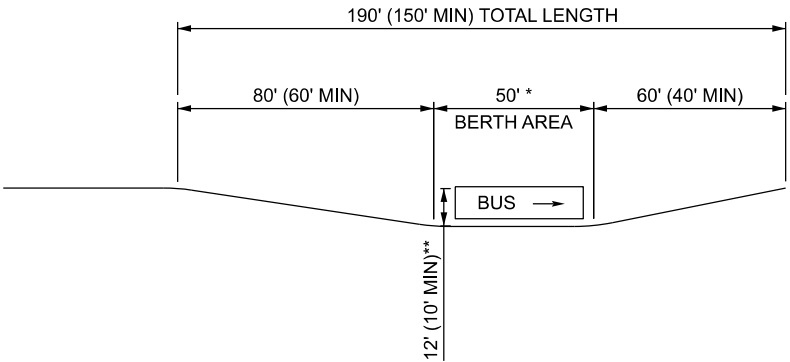
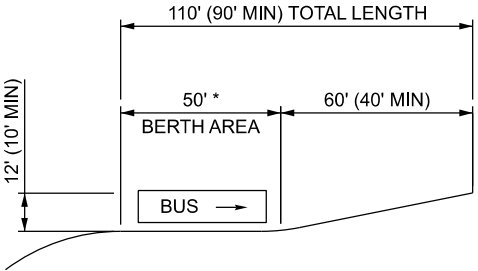
NOTES:

1. A TYPE IV RUNNING WAY REPRESENTS THE MOST DEVELOPED FORM OF A BUSWAY AND CONSISTS OF A SEPARATED ROADWAY OF GUIDEWAY CONSTRUCTED IN ITS OWN ALIGNMENTS AND CORRIDOR. IT CAN INCLUDE GRADE-SEPARATED INTERSECTION AND THOSE BUILT AT-GRADE.
2. THE RUNNING WAY SHALL BE DELINEATED BY SIGNAGE AND A COMBINATION OF PAVEMENT MARKINGS, A RUMBLE STRIP, RAISED LANE DELINEATORS, AND / OR OTHER ALTERNATE PAVEMENT COLOR.
3. REFER TO THE DESIGN CRITERIA FOR SIGNAGE, PAVEMENT MARKINGS AND OTHER DETAILS.
4. PAVEMENT THICKNESS AND UNTREATED BASE COURSE THICKNESS PER PAVEMENT DESIGN.
5. MINIMUM WIDTH TO BE DESIGNED TO PROJECT SPECIFIC REQUIREMENTS AND / OR MEET THE DESIGN STANDARDS OF OWNING JURISDICTION, WHICHEVER IS GREATER.

BRT-04	TYPICAL SECTION FOR TYPE IV BRT SEPARATED BUS CORRIDOR ALIGNMENT	UTAH TRANSIT AUTHORITY 2026 STANDARD DRAWINGS SALT LAKE CITY, UTAH					
STD. DWG. NO.	STANDARD DRAWING TITLE			NO.	DATE	APPR.	REMARKS



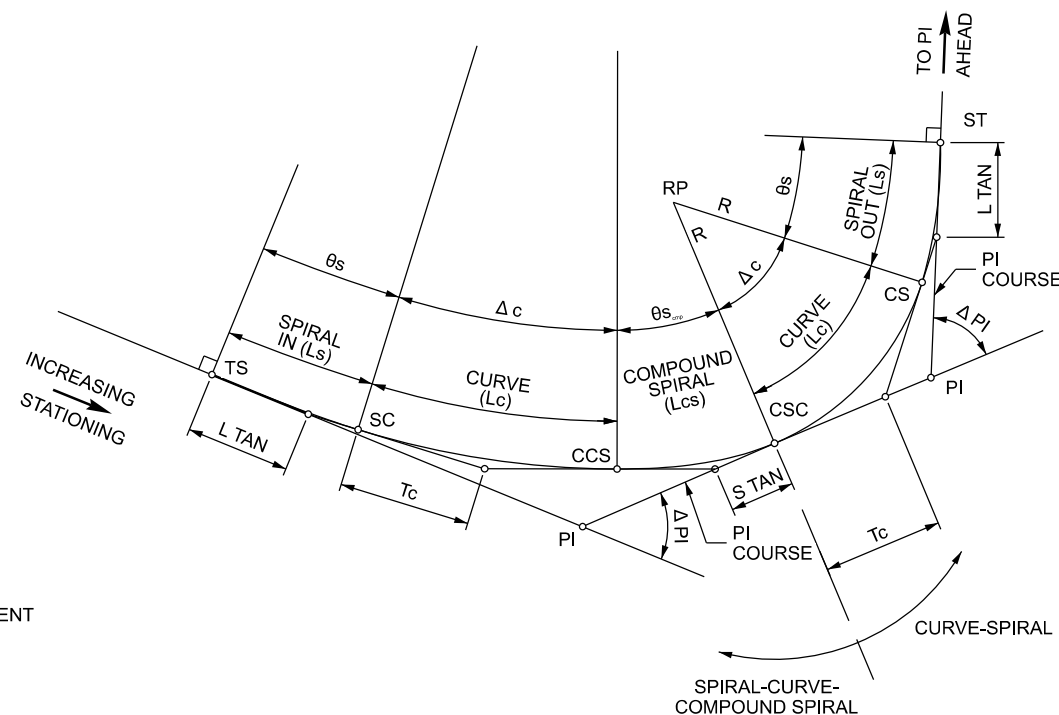
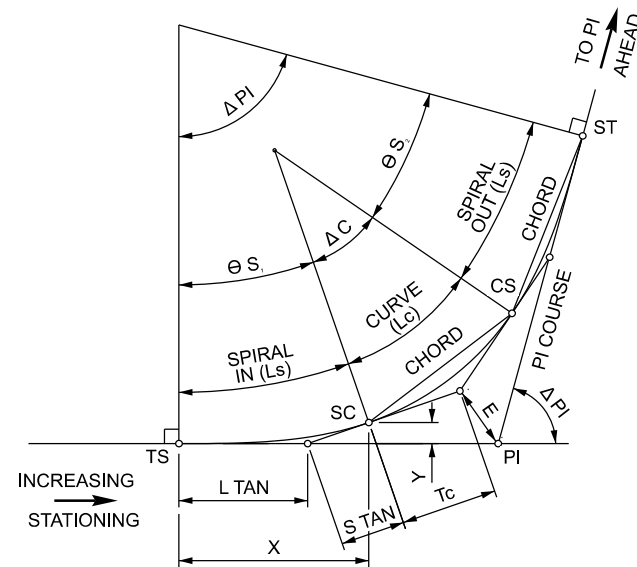
NOTE: DIMENSIONS SHOWN ARE MINIMUM AND BASE ON NOMINAL 40 FOOT LONG BUSES AND 60 FOOT LONG ARTICULATED BUSES.



* FOR ARTICULATED BUSES THE BERTH AREA SHALL BE 80'

** DIMENSION IS FROM THE LIP OF THE CURB AND GUTTER
WHERE THERE IS ONLY A CURB THE DISTANCE FROM THE
FACE OF THE CURB SHALL BE 14' (12' MIN)

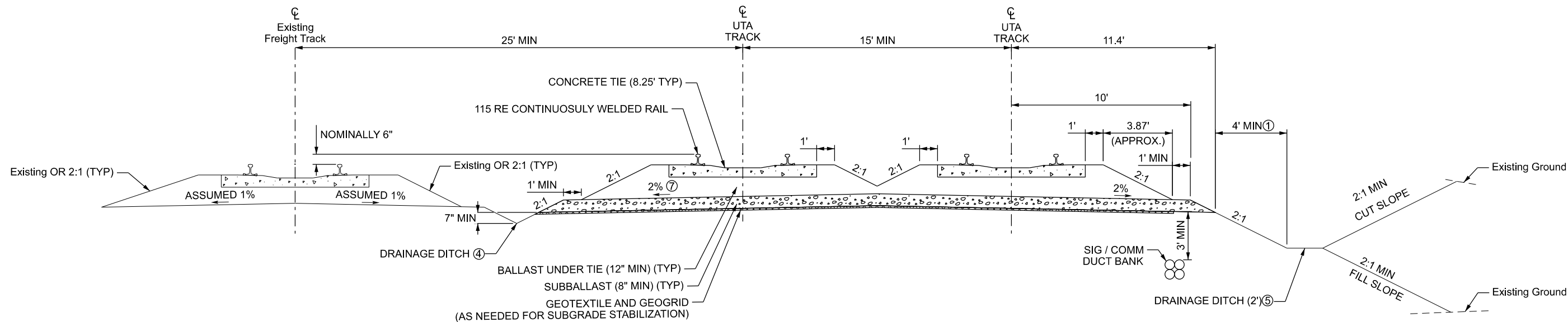
BUS-01	OFF-STREET BUS STATIONS AND BUS TURNOUTS DETAILS	UTAH TRANSIT AUTHORITY 2026 STANDARD DRAWINGS SALT LAKE CITY, UTAH	 UTA UTAH TRANSIT AUTHORITY				
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5. WITH THE EXCEPTION OF TRACK 2 ALIGNMENT POINTS, STATIONING WITHOUT A LINE DESIGNATION REFERS TO TRACK 1 CENTERLINE.
6. CURVES AND STATIONING ARE BASED ON ARC DEFINITION.
7. STATIONING FOR TURNOUTS PASS THROUGH THE PI, NOT ALONG THE CENTERLINE OF TURNOUT CURVES.
8. COORDINATE INFORMATION SHALL TAKE PRECEDENCE OVER BEARING AND DISTANCES, WHERE DISCREPANCIES EXIST.



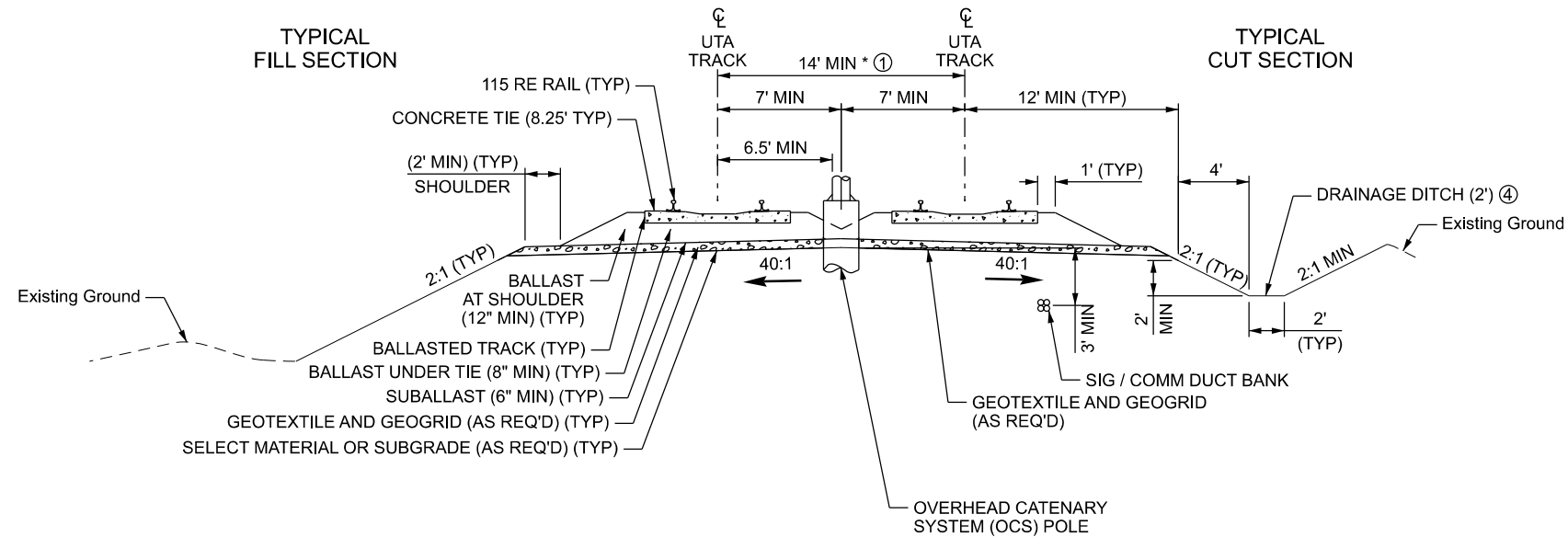
NO.	DATE	APPR.	REMARKS



TYPICAL SECTION
BALLASTED - COMMUTER RAIL TRACK

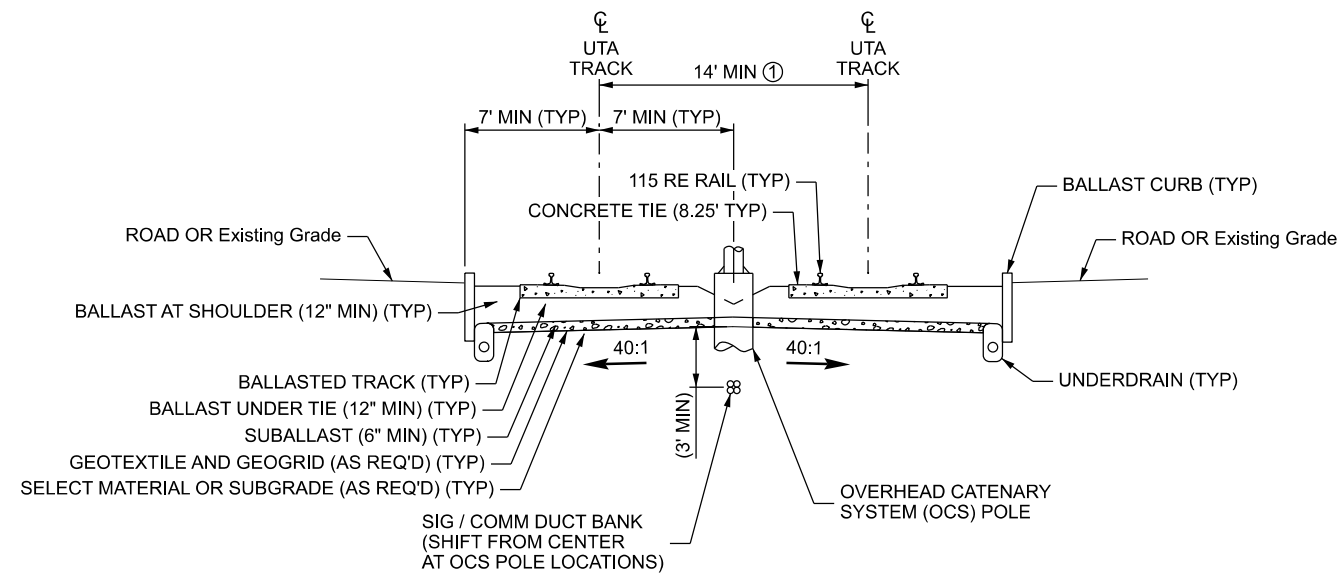
- NOTES:
- ① DITCH WIDTH VARIES TO ALLOW MINIMUM COVER FOR DRAINAGE CULVERTS AND TO PROVIDE POSITIVE DRAINAGE.
 - 2. DIMENSIONS SHOWN ON TYPICAL SECTIONS ARE FOR TANGENT, NON-SUPERELEVATED TRACK, AND ARE TYPICAL ON BOTH SIDES OF THE TRACK CENTERLINE.
 - 3. CONCRETE TIE SPACING FOR CRT TRACK IS 28 IN. O.C.
 - 4. THE TYPICAL SECTION SHOWS AN EXISTING FREIGHT TRACK. IN AREAS WHERE THERE IS NO FREIGHT TRACK, THE CUT AND FILL SLOPES SHOULD FOLLOW THOSE SHOWN ON THE RIGHT SIDE OF THE TYPICAL SECTION.
 - ⑤ WHERE ROW CONSTRAINTS PREVENT STANDARD DITCH SECTIONS INSTALL UNDERDRAINS. USAGE OF UNDER DRAINS NEXT TO FREIGHT RAILROAD REQUIRES APPROVAL OF THE UPRR.
 - 6. SEE DRAINAGE DETAIL STANDARDS FOR UNDERDRAIN INFORMATION.
 - ⑦ WHEN FREIGHT IS ADJACENT TO TRACK, SUBBALLAST SHOULD SLOPE AWAY FROM FREIGHT.

K-02	TYPICAL TRACK SECTIONS BALLASTED - CRT	UTAH TRANSIT AUTHORITY 2026 STANDARD DRAWINGS SALT LAKE CITY, UTAH					
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TYPICAL SECTION LRT ROADBED

*FOR JOINT USE LRT / FREIGHT^①



TYPICAL SECTION CURBED LRT ROADBED

NOTES:

- ① JOINT USE LRV / FREIGHT TRACK SHALL HAVE TRACK CENTER MINIMUM DISTANCE OF 18 FEET WITH CENTER OCS POLES. EXCLUSIVE LRV TRACK SHALL HAVE A MINIMUM DISTANCE OF 14 FEET WITH CENTER OCS POLES. IN FREIGHT TERRITORY THE MINIMUM OFFSET FROM CENTERLINE OF OCS POLE TO CENTERLINE OF TRACK SHALL BE 9 FEET.
2. DIMENSIONS ARE SHOWN FOR TANGENT (UNSUPERELEVATED) TRACK. IN AREAS WHERE TRACK HAS SUPERELEVATION, THE DIMENSION TO TOP OF SHOULDER SHALL BE INCREASED BY AS MUCH AS 1 FOOT TO MAINTAIN A 2 FOOT MINIMUM SHOULDER.
3. CONCRETE TIE SPACING IN THE AREA OF EXCLUSIVE LRV TRACK IS 30 INCHES O.C. IN THE AREA OF JOINT LRV / FREIGHT THE TIE SPACING IS 28 INCHES O.C. TRANSITION AREA TIE SPACING TO A GRADE CROSSING SHALL BE 24 INCHES O.C.
- ④ WHERE ROW CONSTRAINTS PREVENT STANDARD DITCH SECTIONS INSTALL UNDERDRAINS.
5. CLEARING LIMITS SHALL NOT EXCEED UTA PROPERTY.
6. SEE DRAINAGE DETAIL STANDARDS FOR UNDERDRAIN INFORMATION.

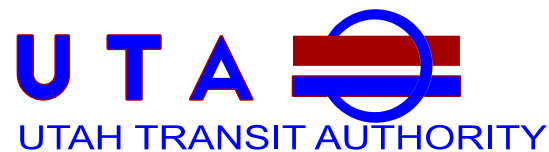
K-04

TYPICAL TRACK SECTIONS
BALLASTED LRT
SEMI-EXCLUSIVE AND JOINT
USE LRT / FREIGHT IN
DEDICATED RIGHT-OF-WAY

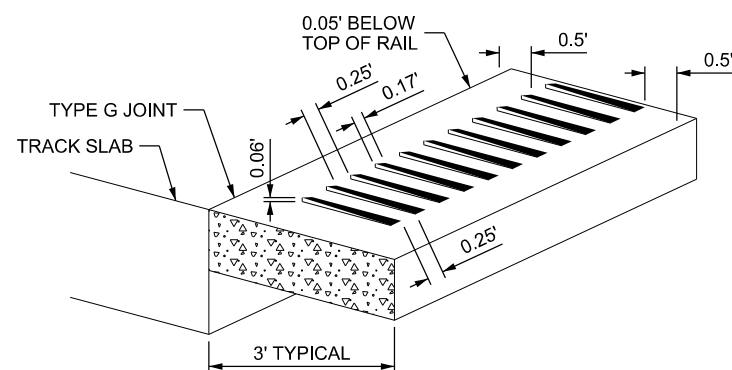
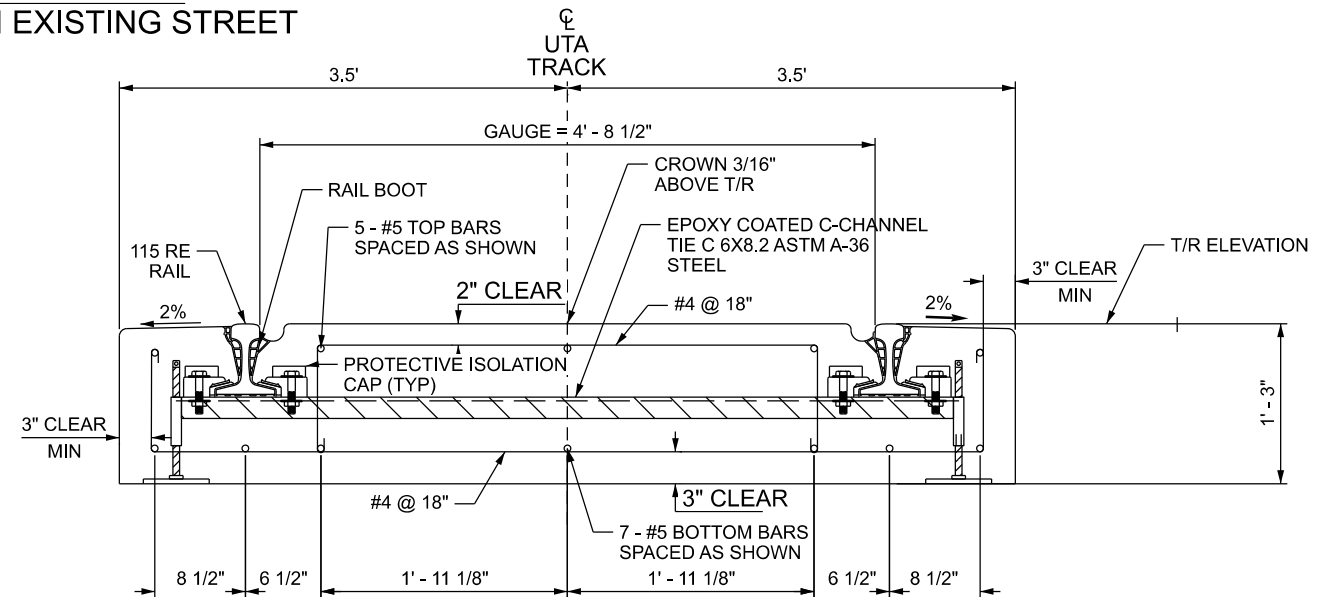
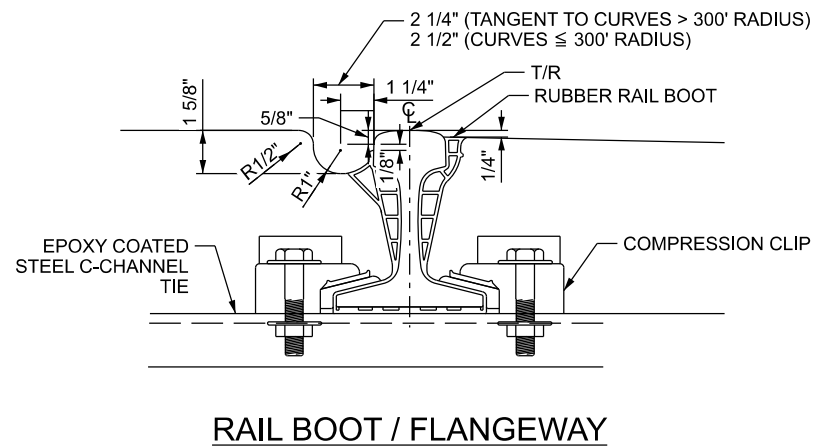
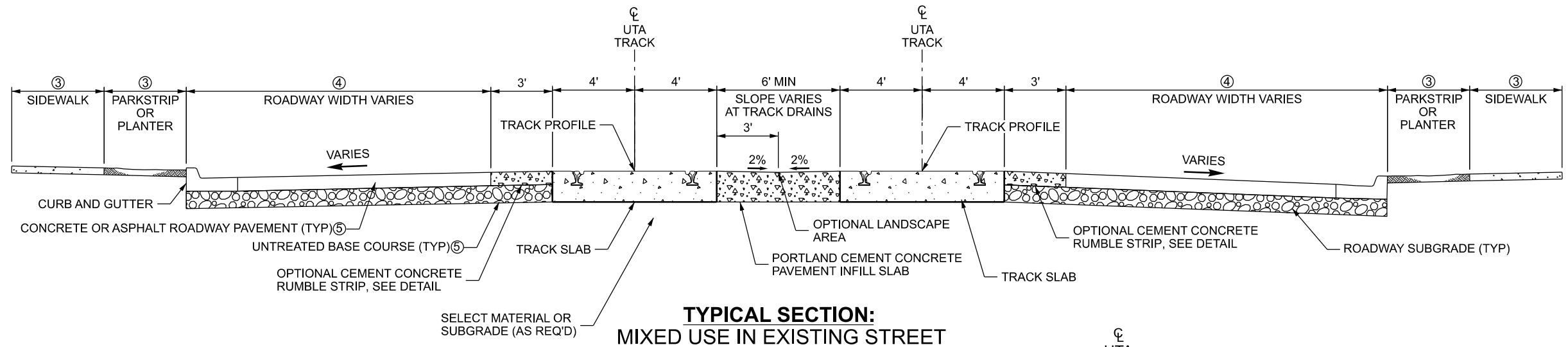
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2026 STANDARD DRAWINGS

SALT LAKE CITY, UTAH



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TYPICAL SECTION TRACK SLAB
NOTE: REINFORCING SHOWN IS MINIMUM. ADJUST AS REQUIRED PER DESIGN PLANS

NOTES:

1. THE UNREINFORCED CONCRETE INFILL SLAB MAY BE POURED FULL DEPTH OF THE TRACK SLAB FOR EASE OF CONSTRUCTION. SLAB DEPTH SHALL ALSO BE AS REQUIRED BY GEOTECHNICAL REPORT.
2. REFER TO THE GEOTECHNICAL REPORT FOR UNTREATED BASE COURSE AND SUBGRADE THICKNESSES AND COMPACTION RECOMMENDATIONS.
- ③ MINIMUM WIDTH TO BE DESIGNED TO PROJECT SPECIFIC REQUIREMENTS AND / OR MEET THE DESIGN STANDARDS OF OWNING JURISDICTION, WHICHEVER IS GREATER.
- ④ NUMBER OF LANES AND WIDTHS DESIGNED TO PROJECT REQUIREMENTS AND DESIGN STANDARDS OF OWNING JURISDICTION.
- ⑤ PAVEMENT AND UNTREATED BASE COURSE MINIMUM DEPTHS PER PAVEMENT DESIGN.
6. OCS POLES TO BE LOCATED ALONG CENTERLINE OF TRACKWAY OR ON OUTSIDE EDGES OF THE ROADWAY PER DESIGN

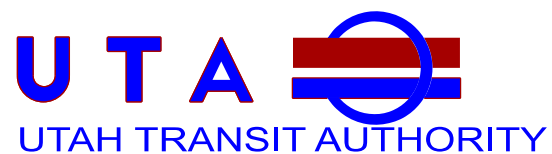
K-05

TYPICAL TRACK SECTIONS
EMBEDDED - LRT - MIXED
USE IN EXISTING STREETS

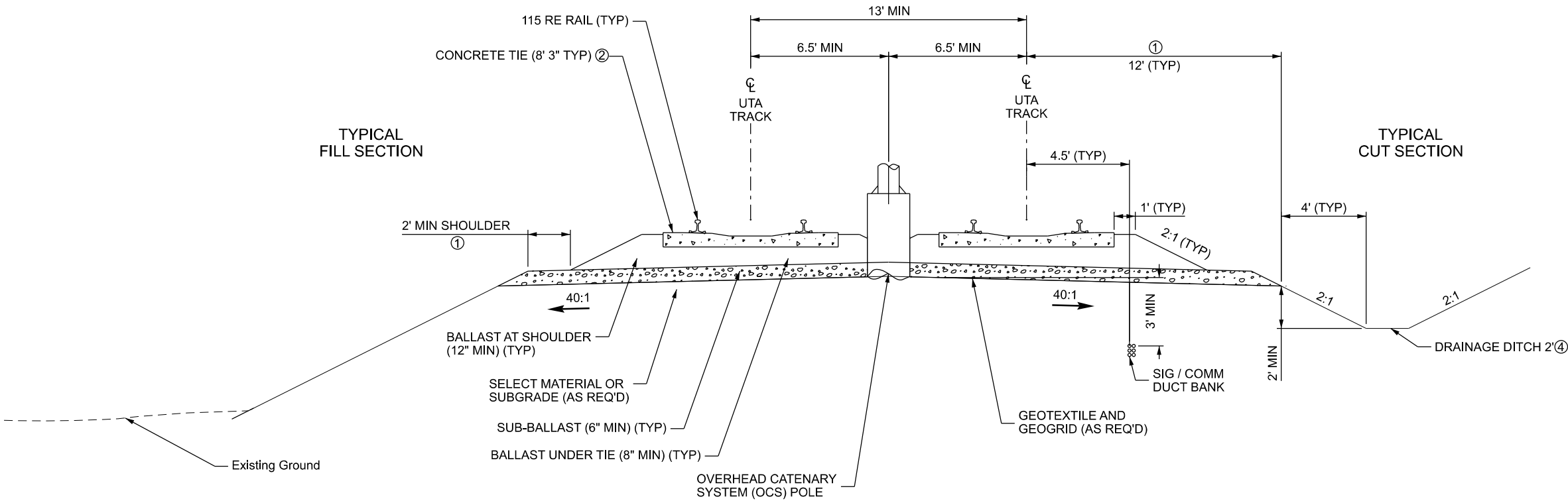
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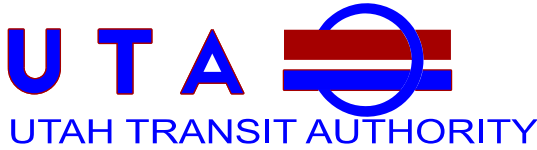
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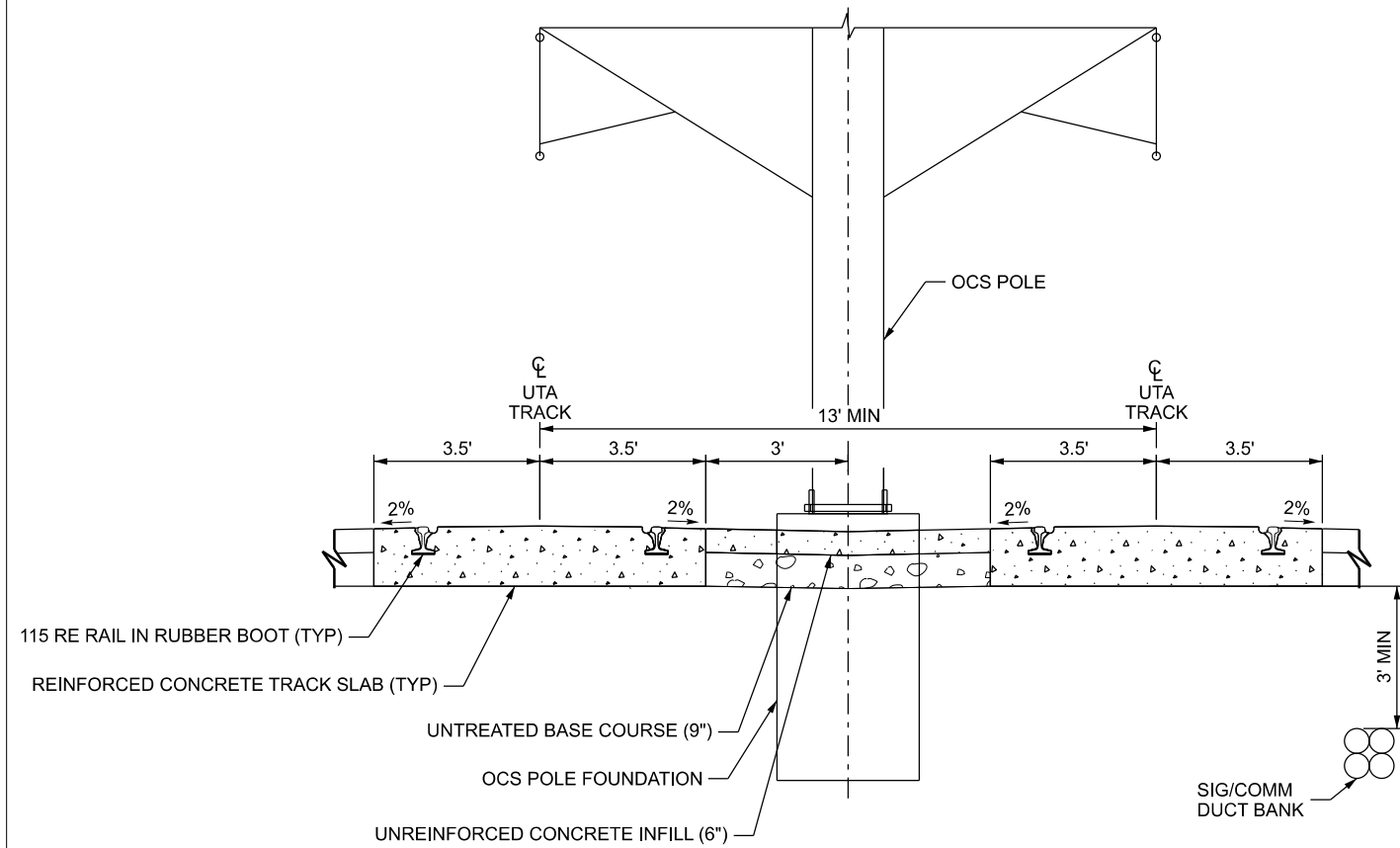


TYPICAL SECTION
BALLASTED - STREETCAR -
SEMI EXCLUSIVE CORRIDOR TRACK

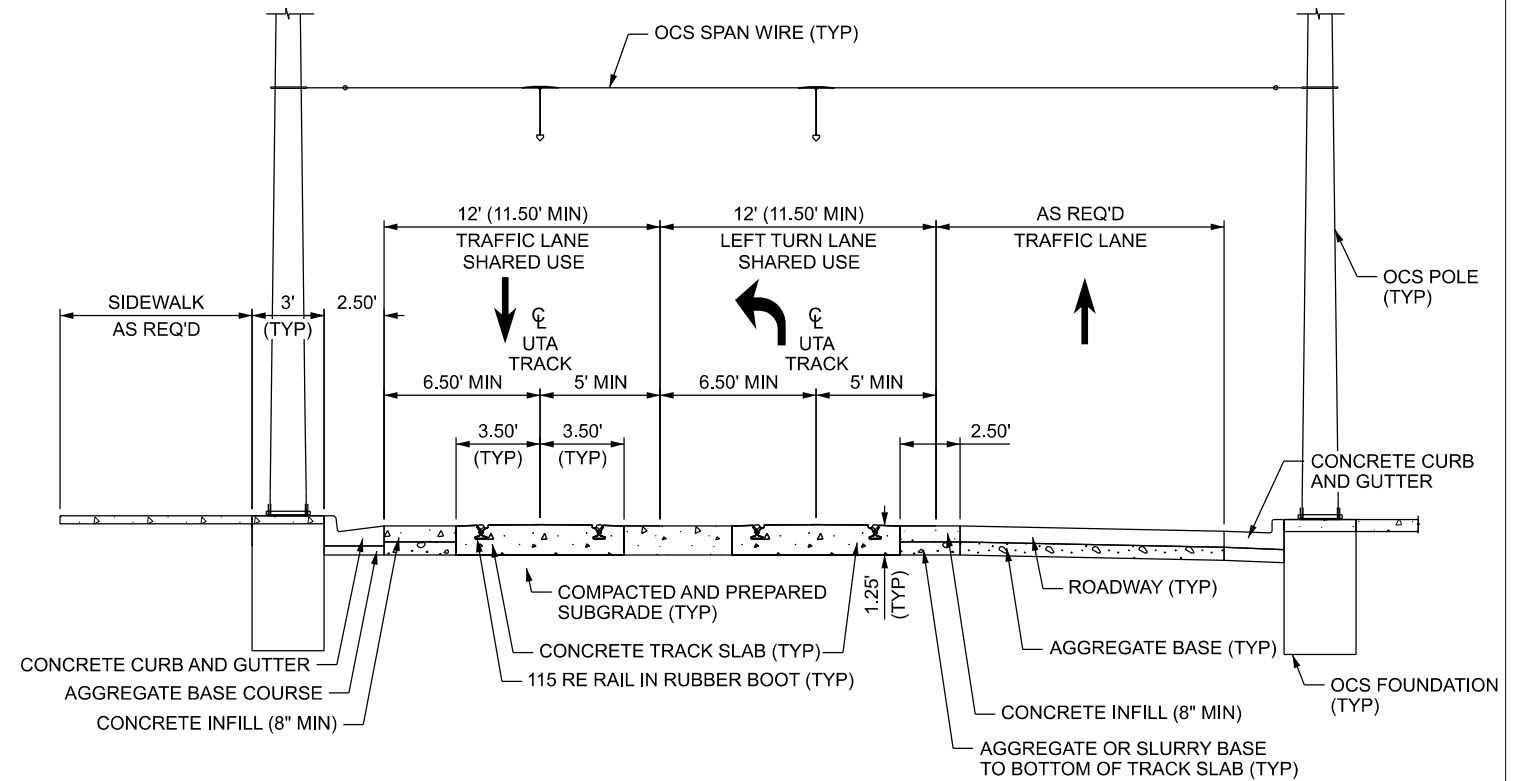
NOTE: THIS TYPICAL SECTION IS FOR THE STREETCAR IN A SEMI-EXCLUSIVE
OR EXCLUSIVE CORRIDOR AWAY FROM MIXED TRAFFIC

- NOTES:
- ① DIMENSIONS AREA SHOWN FOR TANGENT (UNSUPERELEVATED) TRACK. IN AREAS WHERE TRACK HAS SUPERELEVATION, THE DIMENSION TO TOP OF SHOULDER SHALL BE INCREASED BY AS MUCH AS 1 FOOT TO MAINTAIN A 2 FOOT MINIMUM SHOULDER.
 - ② STANDARD CONCRETE TIE SPACING IS 30 INCHES O.C. 10 FEET CONCRETE TIES AT GRADE CROSSINGS SHALL BE PLACE AT 24 INCHES O.C.
 - 3. BEYOND GRADING LIMITS, TREE AND BRUSH SHALL BE REMOVED TO A 15 FOOT MINIMUM FROM TRACK CENTERLINE OR TO THE R/W LINE. CLEARING LIMITS SHALL NOT EXCEED UTA PROPERTY OR UTA EASEMENTS.
 - ④ WHERE ROW CONSTRAINTS PREVENT STANDARD DITCH SECTIONS INSTALL UNDERDRAINS.
 - 5. GEOTEXTILE FABRIC AND GEOGRID SHALL BE PLACED AS WARRANTED BY FIELD CONDITIONS, AND AS RECOMMENDED BY THE GEOTECHNICAL INVESTIGATION.
 - 6. SEE DRAINAGE DETAIL STANDARDS FOR UNDERDRAIN INFORMATION.

K-06	TYPICAL TRACK SECTIONS BALLASTED - STREETCAR SEMI-EXCLUSIVE CORRIDOR	UTAH TRANSIT AUTHORITY 2026 STANDARD DRAWINGS SALT LAKE CITY, UTAH					
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TYPICAL SECTION EMBEDDED - SIDE RUNNING STREETCAR



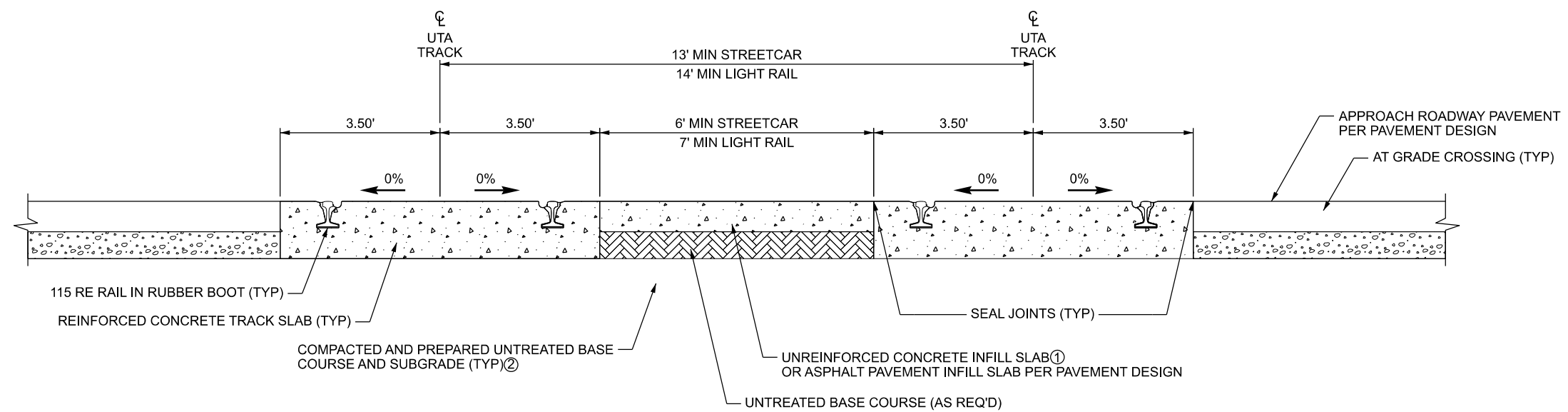
TYPICAL SECTION EMBEDDED - SHARED TRAFFIC STREETCAR

NOTE: SIGNAL / COMM LOCATION PER DESIGN.

NOTES:

1. THE UNREINFORCED CONCRETE INFILL SLAB MAY BE POURED FULL DEPTH OF THE TRACK SLAB FOR EASE OF CONSTRUCTION. SLAB DEPTH SHALL ALSO BE AS REQUIRED BY GEOTECHNICAL REPORT.
2. REFER TO THE GEOTECHNICAL REPORT FOR UNTREATED BASE COURSE AND SUBGRADE THICKNESSES AND COMPACTION RECOMMENDATIONS.
3. MINIMUM WIDTH TO BE DESIGNED TO PROJECT SPECIFIC REQUIREMENTS AND / OR MEET THE DESIGN STANDARDS OF OWNING JURISDICTION, WHICHEVER IS GREATER.
4. NUMBER OF LANES AND WIDTHS DESIGNED TO PROJECT REQUIREMENTS AND DESIGN STANDARDS OF OWNING JURISDICTION.
5. PAVEMENT AND UNTREATED BASE COURSE MINIMUM DEPTHS PER PAVEMENT DESIGN.
6. OCS POLES TO BE LOCATED ALONG CENTERLINE OF TRACKWAY OR ON OUTSIDE EDGES OF THE ROADWAY PER DESIGN

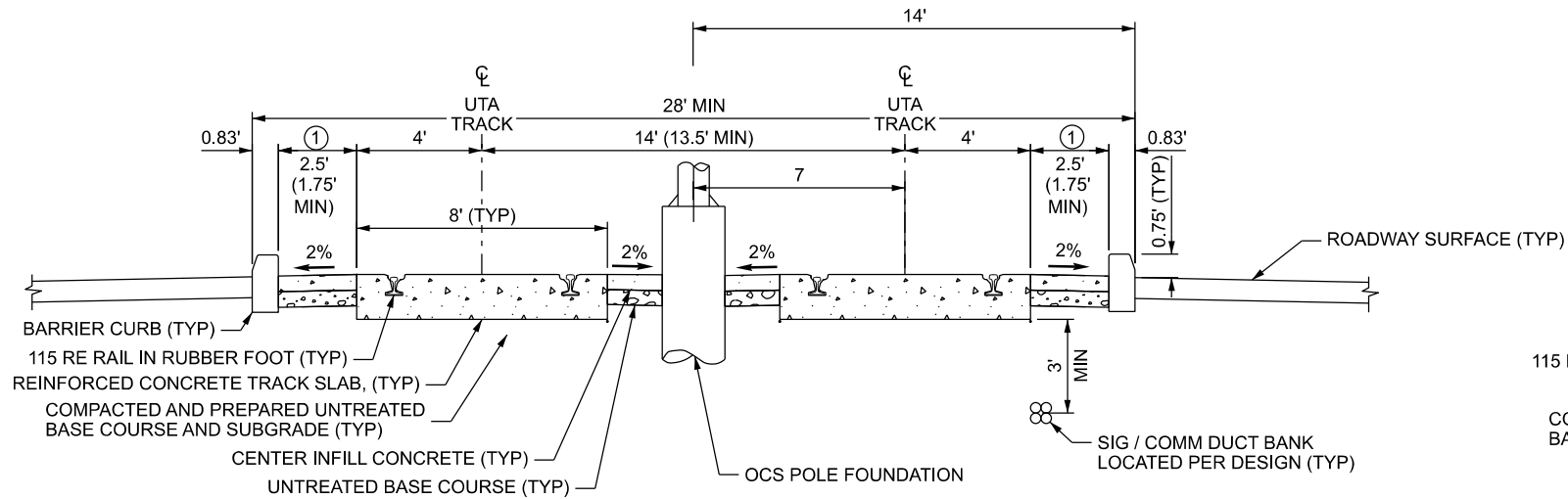
K-07	TYPICAL TRACK SECTION EMBEDDED - STREETCAR	UTAH TRANSIT AUTHORITY 2026 STANDARD DRAWINGS SALT LAKE CITY, UTAH	U T A UTAH TRANSIT AUTHORITY				
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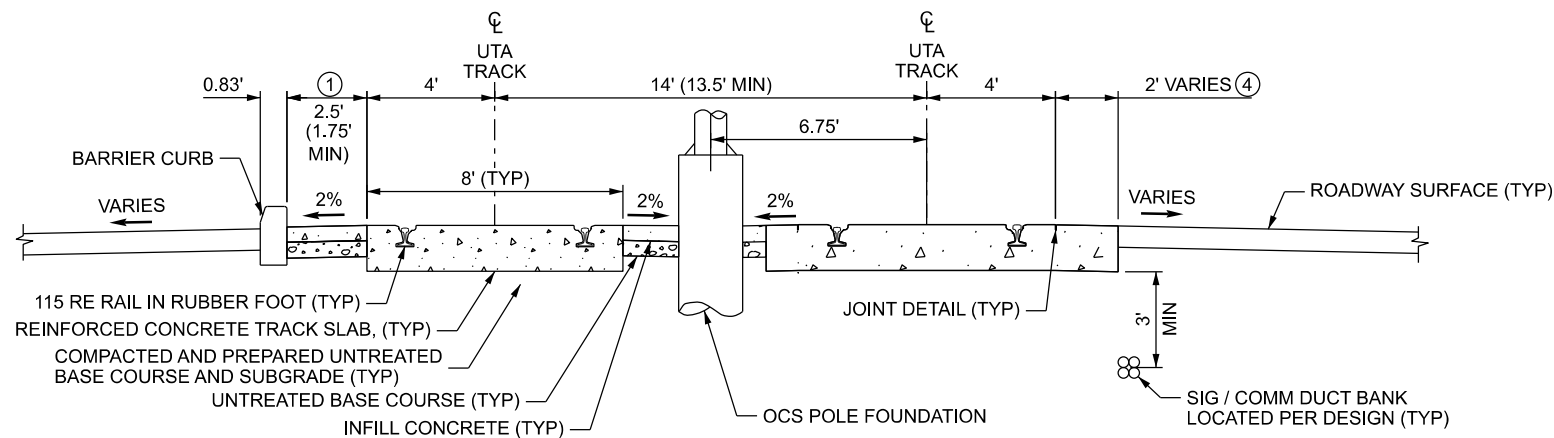
TYPICAL SECTION AT-GRADE CROSSING - LIGHT RAIL AND STREETCAR TRACK

- NOTES:
- 1 THE UNREINFORCED CONCRETE INFILL SLAB MAY BE POURED FULL DEPTH OF THE TRACK SLAB FOR EASE OF CONSTRUCTION. CONCRETE OR ASPHALT SLAB DEPTH SHALL ALSO BE AS REQUIRED BY GEOTECHNICAL REPORT.
 - 2 REFER TO THE GEOTECHNICAL REPORT FOR UNTREATED BASE COURSE AND SUBGRADE THICKNESSES AND COMPACTION RECOMENDATIONS.

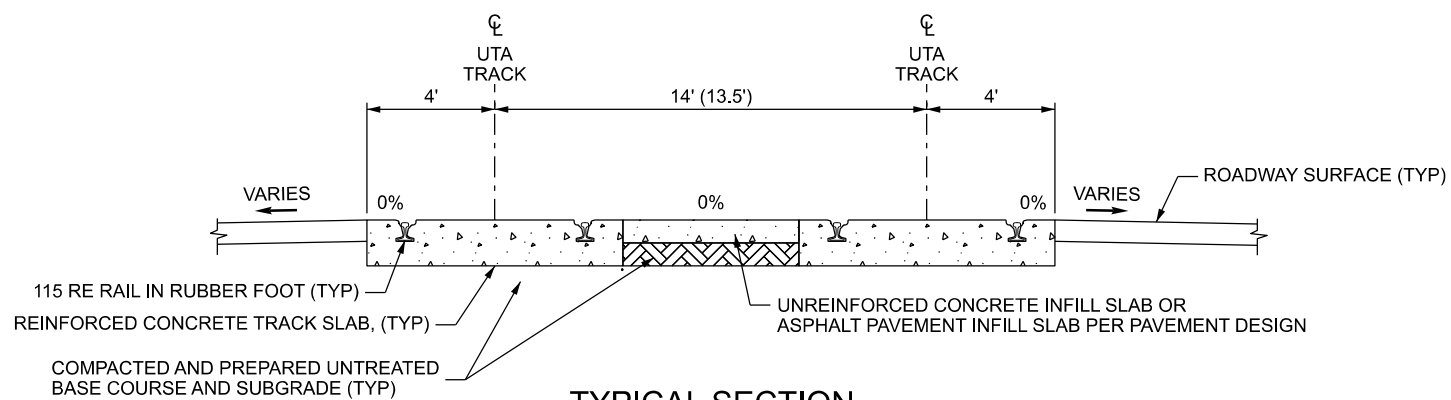
K-08	TYPICAL TRACK SECTION AT-GRADE CROSSING	UTAH TRANSIT AUTHORITY 2026 STANDARD DRAWINGS SALT LAKE CITY, UTAH					
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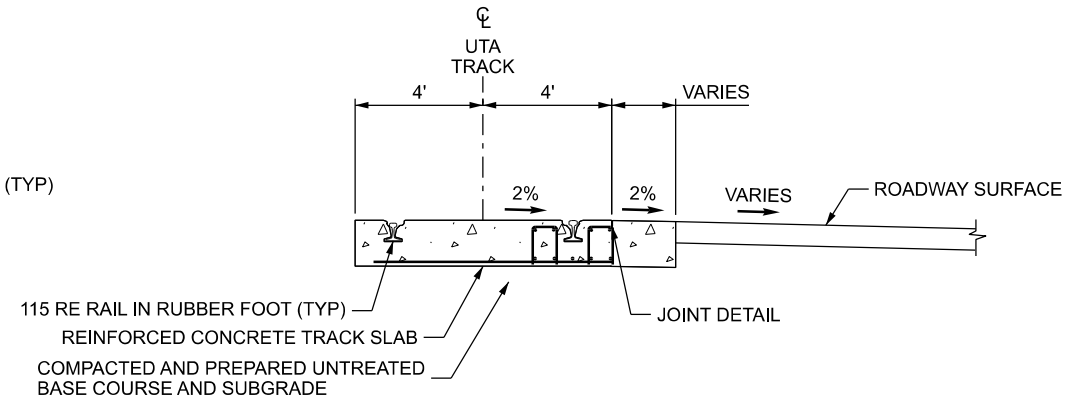
**TYPICAL SECTION
LRT EMBEDDED SLAB TRACK WITH BARRIER CURBS**



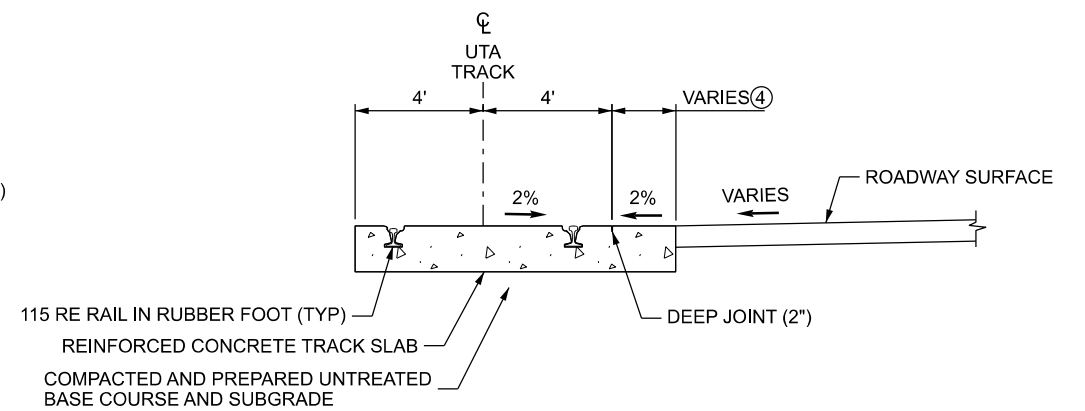
**TYPICAL SECTION
LRT EMBEDDED SLAB TRACK
RUNNING IN-STREET IN LEFT TURN LANE**



**TYPICAL SECTION
LRT EMBEDDED SLAB TRACK
THROUGH INTERSECTIONS**



LRT EXTENDED TRACK SLAB AT TURN LANES



LRT EXTENDED TRACK SLAB AT INTERSECTION - INFILL CONCRETE GUTTER

NOTE: DETAIL IS ONLY AT INTERSECTIONS WHERE THE ROADWAY SLOPES TOWARD THE TRACK. DRAINAGE IS THEN GUIDED IN THE FLANGWAY TOWARD THE ADJACENT TRACK DRAIN.

NOTES:

- ① DISTANCE FROM EDGE OF TRACK SLAB TO FACE OF CURB IS TYPICALLY A MINIMUM OF 2.75 FEET ALONG AREA OF TANGENT TRACK BUT VARIES ALONG AREAS OF CURVED TRACK.
2. TYPICAL SECTIONS SHOW THE TRACK SLAB AND INFILL SURFACES IN THE NON-SUPERELEVATED CASE. SUPERELEVATION CHANGES THE CROSS SLOPES INDICATED.
3. OCS POLE FOUNDATIONS ONLY EXIST AT POLE LOCATIONS AND ARE SHOWN IN THESE TYPICAL SECTIONS FOR INFORMATION ONLY.
- ④ WHERE THE ROAD SLOPES TOWARD THE TRACK, SLOPE THE INFILL SLAB BETWEEN THE TRACK SLAB AND ROADWAY TO FORM A GUTTER.
5. DRAINAGE TO BE INSTALLED PER DESIGN.

K-09

TYPICAL TRACK SECTIONS
LRT STREET RUNNING EMBEDDED
TRACK-SEMI-EXCLUSIVE

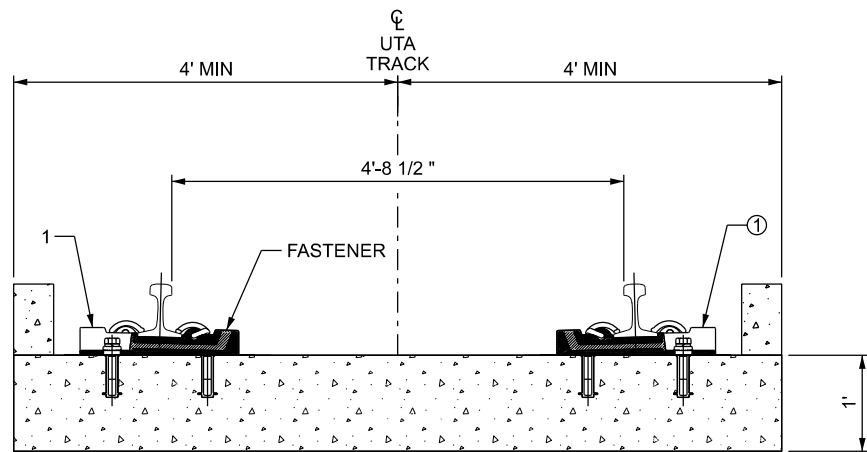
UTAH TRANSIT AUTHORITY

2026 STANDARD DRAWINGS

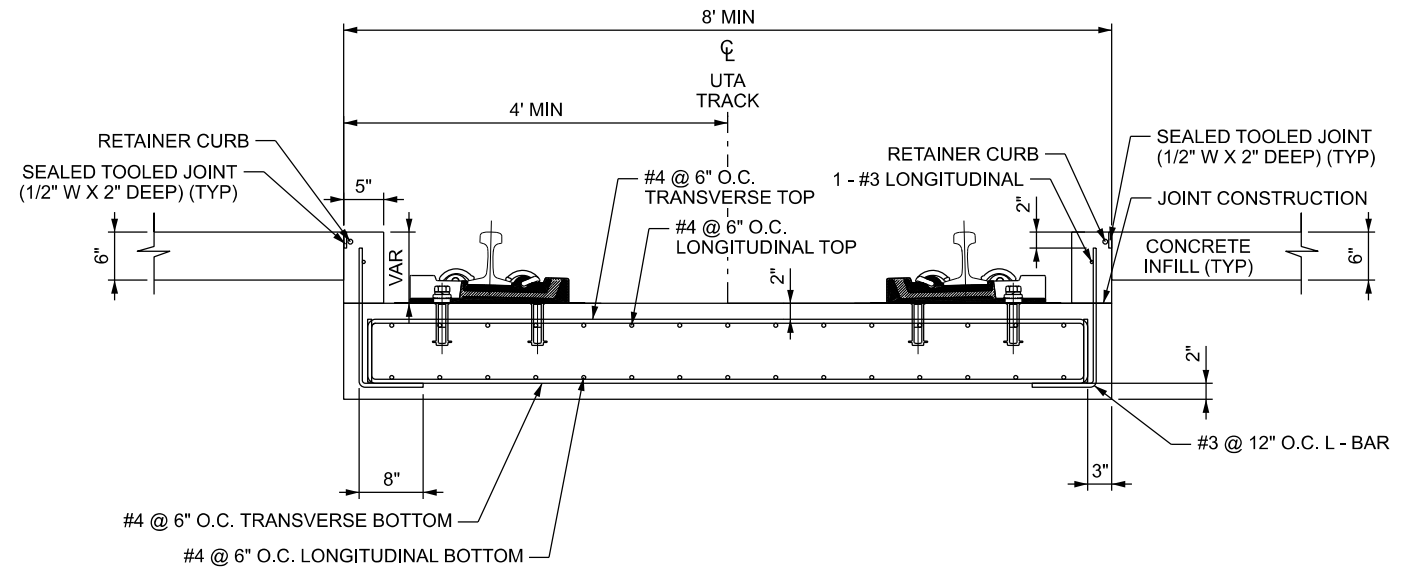
SALT LAKE CITY, UTAH

UTA
UTAH TRANSIT AUTHORITY

NO.	DATE	APPR.	REMARKS	

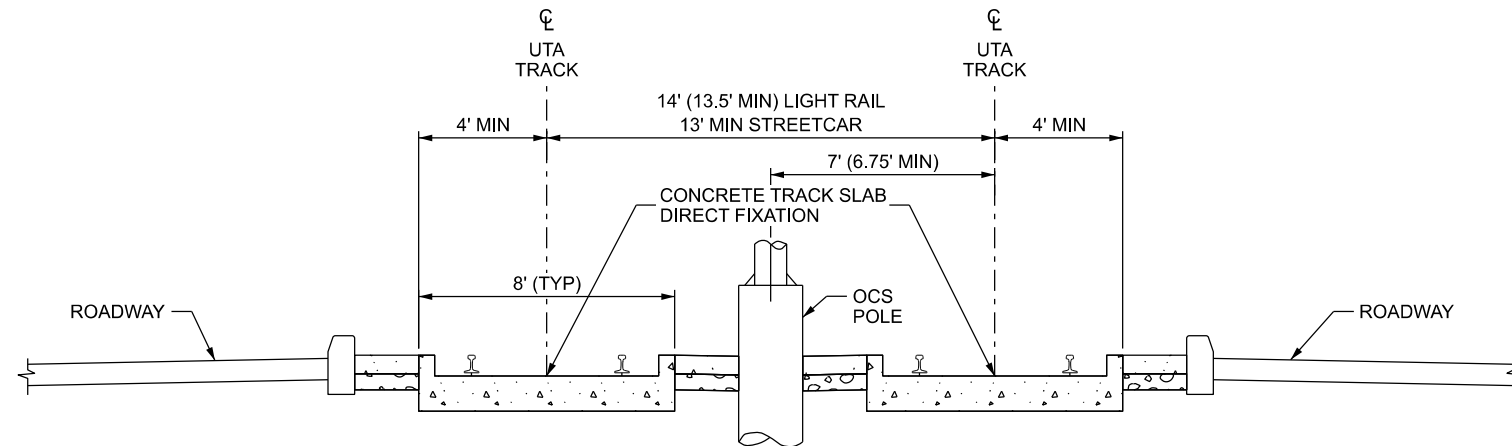


DIRECT FIXATION TRACK SLAB AT TANGENT DETAIL



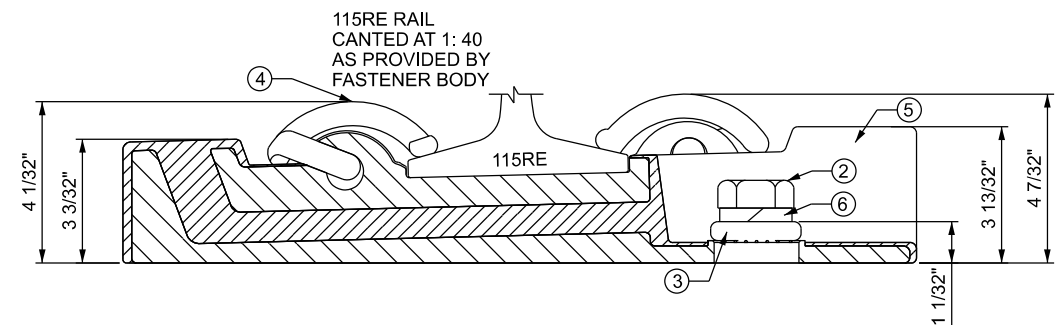
DIRECT FIXATION TRACK SLAB ON TANGENT DETAIL

NOTE: REINFORCING SHOWN IS MINIMUM. ADJUST AS REQUIRED PER DESIGN PLANS.



**TYPICAL SECTION
TRACK DIRECT FIXATION**

* 13.5' MIN LIGHT RAIL, 13' MIN STREETCAR.



FASTENER DETAIL

NOTES:

- ① DIRECT FIXATION FASTENERS SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
- ② ALL DIMENSIONS IN INCHES UNLESS OTHERWISE NOTED.
- ③ USE WRITTEN DIMENSIONS DO NOT USE SCALED OFF DIMENSIONS IN PRODUCTION.
- ④ ANCHOR PROVIDES SLOT FOR $\pm 1/2$ INCH BOLT ADJUSTMENT WITH SEPARATIONS MATCHING DESIGN OF COVERPLATE.
- ⑤ DRAWING IS FOR INFORMATIONAL PURPOSES ONLY. FULL DETAILS WILL BE PROVIDED BY THE SUPPLIER.
- ⑥ THE LATEST DESIGN FROM THE MANUFACTURER WILL BE USED IN ACCORDANCE WITH UTA STANDARDS.

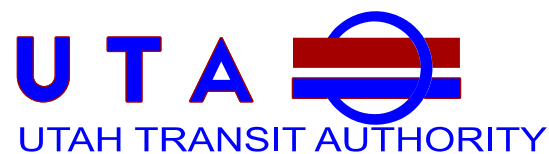
K-10

TYPICAL TRACK SECTIONS
DIRECT FIXATION TRACK

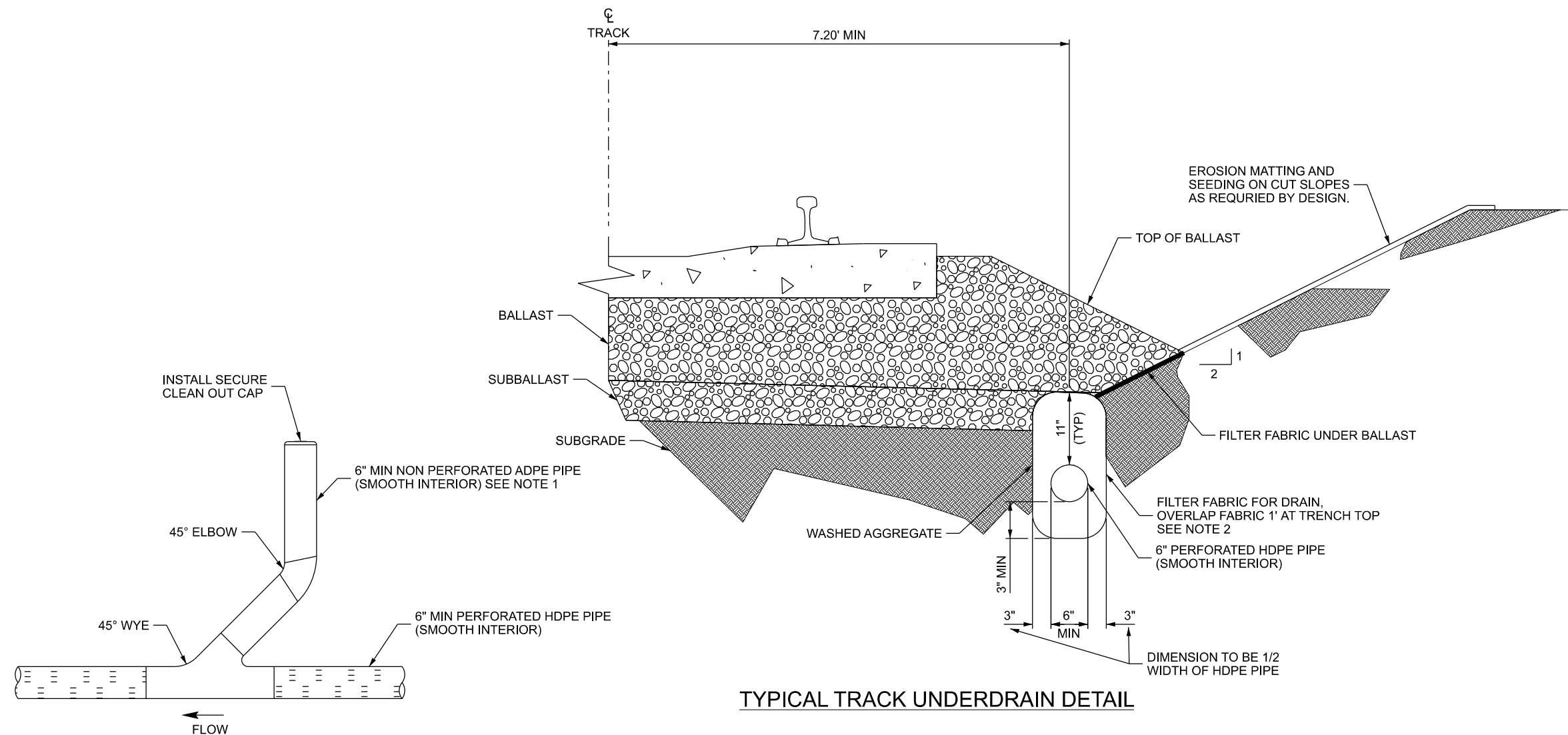
UTAH TRANSIT AUTHORITY

2026 STANDARD DRAWINGS

SALT LAKE CITY, UTAH



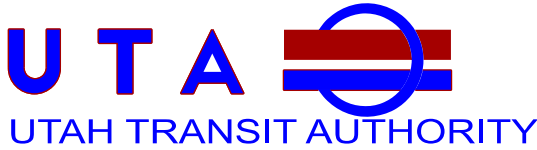
NO.	DATE	APPR.	REMARKS		

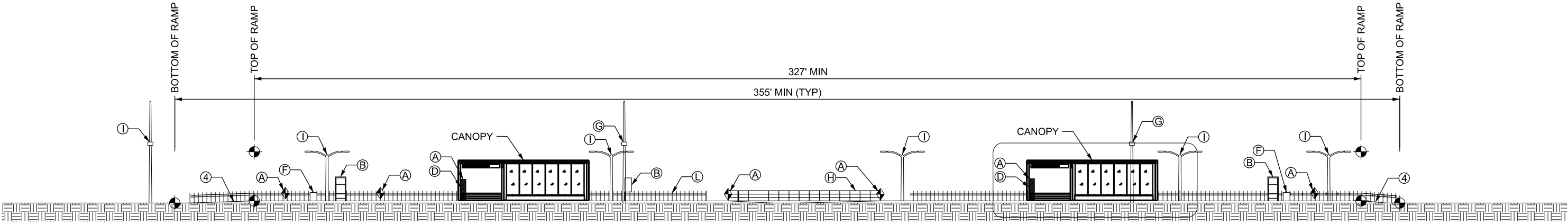


TYPICAL CLEANOUT DETAIL

TYPICAL TRACK UNDERDRAIN DETAIL

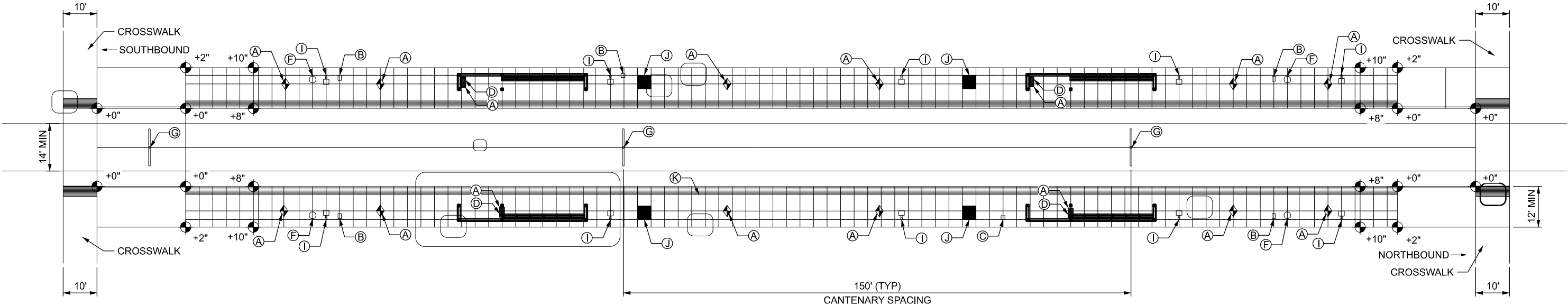
- NOTES:
- 1. CLEANOUTS TO BE INSTALLED APPROXIMATELY EVERY 100 FEET.
 - 2. FILTER FABRIC TO BE AN APPROVED WATER PERMEABLE SYNTHETIC FABRIC.

D-01	TYPICAL TRACK UNDERDRAIN DETAIL	UTAH TRANSIT AUTHORITY 2026 STANDARD DRAWINGS SALT LAKE CITY, UTAH					
STD. DWG. NO.	STANDARD DRAWING TITLE			NO.	DATE	APPR.	REMARKS



PLATFORM PROFILE

*EQUIPMENT IS SHOWN FOR A TYPICAL STATION. MODIFY THE EQUIPMENT AS REQUIRED BY THE SITE SPECIFIC DESIGN.



LEGEND:

- (A) CARD READER
- (B) SIGN KIOSK
- (C) CALL BOX
- (D) TICKET (FARE) VENDING MACHINE (TVM)
- (E) 6 INCH BALLAST CURB
- (F) TRASH RECPTACLE
- (G) CATENARY (OCS) POLE
- (H) GUARDRAIL
- (I) 14 FEET LIGHT POLE
- (J) 4 FEET x 4 FEET (APPROX.) ARTWORK BLOCKOUT, NO SNOW MELT IN THIS AREA
- (K) TACTILE WARNING STRIP
- (L) POST AND CABLE FENCE

PLATFORM PLAN

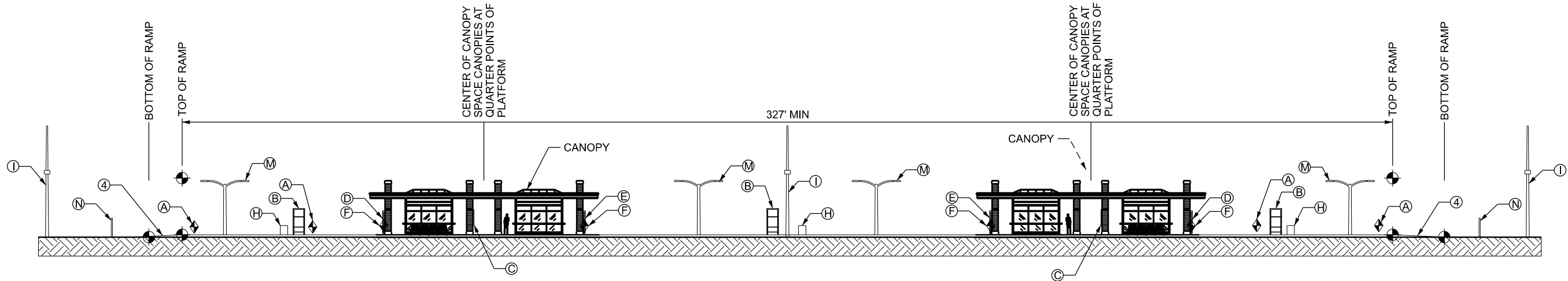
*EQUIPMENT IS SHOWN FOR A TYPICAL STATION. MODIFY THE EQUIPMENT AS REQUIRED BY THE SITE SPECIFIC DESIGN.

EXPANSION JOINT TABLE	
STATION	LOCATION
0+00.0	TOP OF RAMP
0+81.5	CENTER OF CANOPY
1+63.5	PLATFORM CENTER
2+45.5	CENTER OF CANOPY
3+27.0	TOP OF RAMP

NOTES:

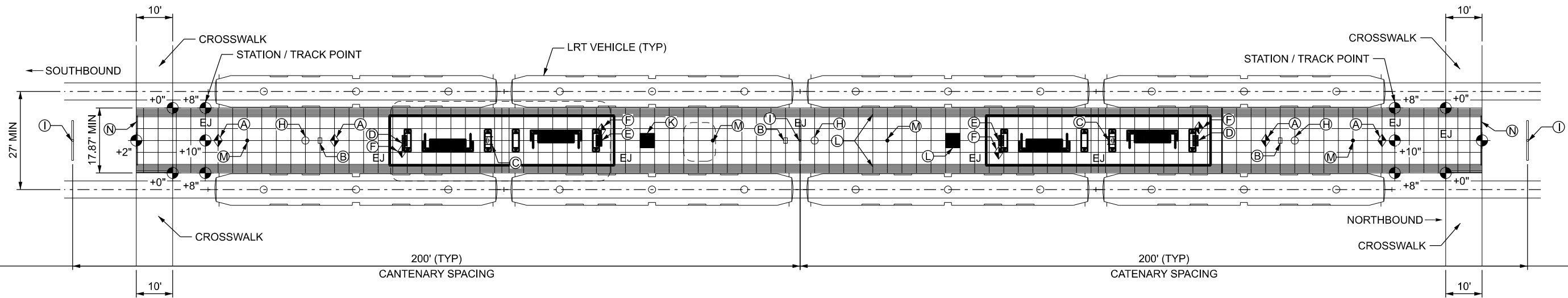
- ALL HORIZONTAL AND VERTICAL DISTANCES ARE IN FEET AND INCHES.
- ELEVATIONS REFER TO DISTANCE ABOVE TOP OF RAIL.
- CONC. SLAB CONTROL JOINT PATTERN TO BE 4 FEET 0 INCHES x 4 FEET 3 INCHES (APPROX.) EXCEPT AS OTHERWISE NOTED. EXPANSION JOINTS (EJ) SHALL BE SET AS SHOWN ON PLAN AND TABLE TO ACCOMODATE SNOW MELT. EXPANSION JOINTS SHALL NOT BE MODIFIED IN THE FIELD.
- RAMP TO BE CONSTRUCTED AT LESS THAN 1:21 (LESS THAN 5%).
- LOCATION OF PARK AND RIDE LOT RELATIVE TO THE RAILROAD CORRIDOR VARIES FROM STATION TO STATION. CONSTRUCT CROSSWALK TO ACCESS APPROPRIATE SIDE OF TRACKS.
- NOMINAL PLATFORM WIDTHS GIVEN, VERIFY PLATFORM/TRACK CLEARANCES WITH APPROPRIATE ENGINEERING DRAWINGS.
- CONCRETE FINISH IS TO BE ROUGH BROOM.
- CANOPY TO BE SET LEVEL ON PLATFORM.

P-01	TYPICAL SIDE PLATFORM LAYOUT PLAN - LRT	UTAH TRANSIT AUTHORITY 2026 STANDARD DRAWINGS SALT LAKE CITY, UTAH					
STD. DWG. NO.	STANDARD DRAWING TITLE			NO.	DATE	APPR.	REMARKS



PLATFORM PROFILE

*EQUIPMENT IS SHOWN FOR A TYPICAL STATION. MODIFY THE EQUIPMENT AS REQUIRED BY THE SITE SPECIFIC DESIGN.



LEGEND:

- (A) CARD READER

(B) SIGN KIOSK

(C) CALL BOX

(D) TICKET (FARE) VENDING MACHINE (TVM).

(E) TVM CENTERED UNDER CANOPY ARCH

(F) CARD READER

(G) RESERVED

(H) TRASH RECEPTACLE

(I) CATENARY (OCS) POLE
- (J) RESERVED

(K) 4 FEET x 4 FEET (APPROX.) ARTWORK BLOCKOUT, (OPTIONAL) NO SNOWMELT IN THIS AREA

(L) TACTILE WARNING STRIP

(M) LIGHT POLE

(N) RAILING

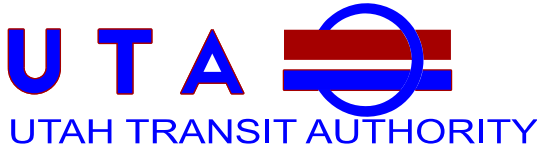
PLATFORM PLAN

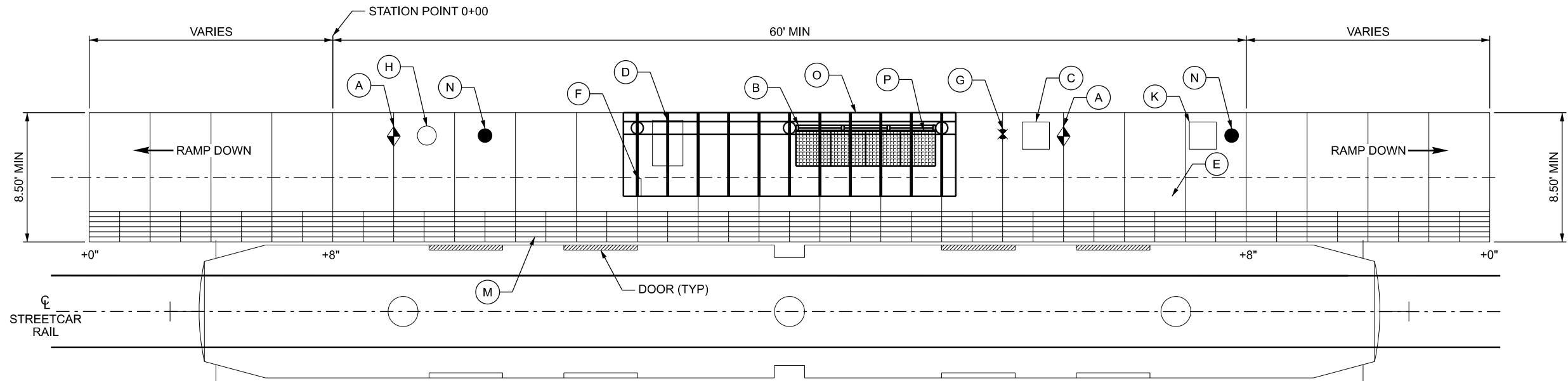
*EQUIPMENT IS SHOWN FOR A TYPICAL STATION. MODIFY THE EQUIPMENT AS REQUIRED BY THE SITE SPECIFIC DESIGN.

EXPANSION JOINT TABLE	
STATION	LOCATION
0+00.0	TOP OF RAMP
0+81.5	CENTER OF CANOPY
1+63.5	PLATFORM CENTER
2+45.5	CENTER OF CANOPY
3+27.0	TOP OF RAMP

NOTES:

- ALL HORIZONTAL AND VERTICAL DISTANCES ARE IN FEET AND INCHES.
- ELEVATIONS REFER TO DISTANCE ABOVE TOP OF RAIL.
- CONC. SLAB CONTROL JOINT PATTERN TO BE 4 FEET 0 INCHES x 4 FEET 3 INCHES (APPROX.) EXCEPT AS OTHERWISE NOTED. EXPANSION JOINTS (EJ) SHALL BE SET AS SHOWN ON PLAN AND TABLE TO ACCOMODATE SNOW MELT. EXPANSION JOINTS SHALL NOT BE MODIFIED IN THE FIELD.
- RAMP TO BE CONSTRUCTED AT LESS THAN 1:21 (LESS THAN 5%).
- LOCATION OF PARK AND RIDE LOT RELATIVE TO THE RAILROAD CORRIDOR VARIES FROM STATION TO STATION. CONSTRUCT CROSSWALK TO ACCESS APPROPRIATE SIDE OF TRACKS.
- NOMINAL PLATFORM WIDTHS GIVEN, VERIFY PLATFORM/TRACK CLEARANCES WITH APPROPRIATE ENGINEERING DRAWINGS.
- CONCRETE FINISH IS TO BE ROUGH BROOM.
- CANOPY TO BE SET LEVEL ON PLATFORM.

P-02	TYPICAL CENTER PLATFORM LAYOUT PLAN - LRT	UTAH TRANSIT AUTHORITY 2026 STANDARD DRAWINGS SALT LAKE CITY, UTAH					
STD. DWG. NO.	STANDARD DRAWING TITLE			NO.	DATE	APPR.	REMARKS



PLAN VIEW - SIDE PLATFORM - STREETCAR

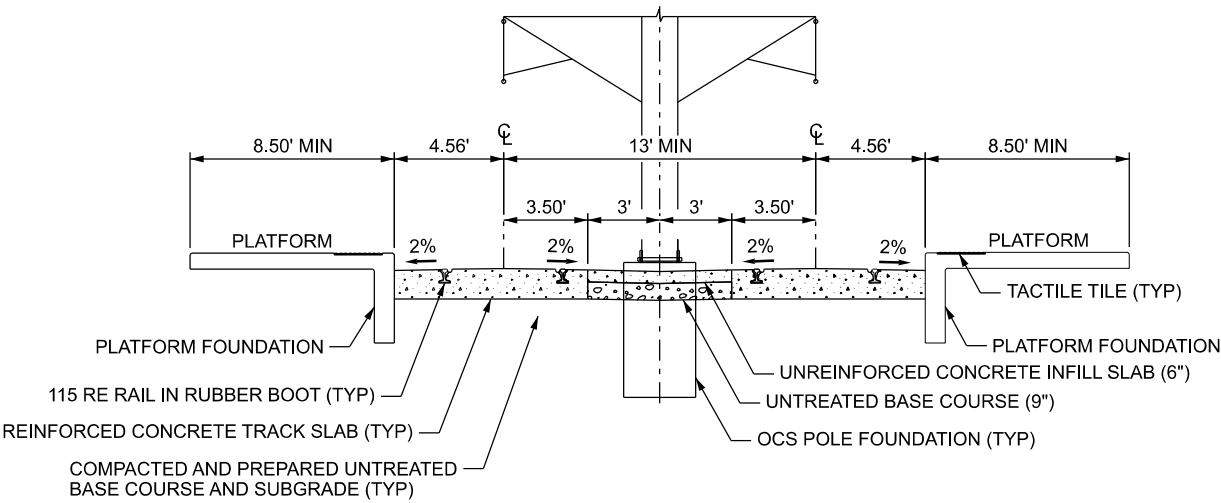
EQUIPMENT IS SHOWN FOR A TYPICAL STATION.
MODIFY THE EQUIPMENT AS REQUIRED BY THE SITE SPECIFIC DESIGN.

NOTES:

- ALL HORIZONTAL AND VERTICAL DISTANCES ARE IN FEET AND INCHES EXCEPT STATIONING. PLATFORM STATIONING IS MEASURED IN DECIMAL UNITS FROM THE PLATFORM/TRACK STATION POINT (0+00).
- ELEVATIONS REFER TO DISTANCE ABOVE TOP OF RAIL.
- CONC. SLAB CONTROL JOINT PATTERN TO BE 4 FEET 0 INCHES X 4 FEET 3 INCHES (APPROX) EXCEPT AS OTHERWISE NOTED. EXPANSION JOINTS (EJ) SHALL BE SET AS SHOWN ON PLAN AND TABLE TO ACCOMODATE SNOW MELT. EXPANSION JOINTS SHALL NOT BE MODIFIED IN THE FIELD.
- EXPANSION JOINTS (EJ) SHOWN ON PLAN. SPACE CONTROL JOINTS APPROXIMATELY 4 FEET OC BETWEEN EJ. INSTALL ONE CJ LENGTHWISE ON PLATFORM AT EXTENTS OF SNOWMELT. EXPANSION JOINTS SHALL NOT BE MODIFIED IN THE FIELD.
- PLATFORM ACCESS RAMPS DOWN. TO BE CONSTRUCTED AT LESS THAN (1:21 LESS THAN 5%).
- CONNECT CROSSWALK TO ADJACENT WALK, PARK AND RIDE, AND/OR TRAIL. (COORDINATE LOCATION WITH SITE CONDITIONS).
- NOMINAL PLATFORM WIDTHS GIVEN, VERIFY PLATFORM/TRACK CLEARANCES.
- CONCRETE FINISH IS TO BE ROUGH BROOM.
- CANOPY TO BE SET LEVEL ON PLATFORM WITH MINIMUM CEILING HEIGHT AS SHOWN ON PLAN.
- CAMERAS TO BE INSTALLED ON PLATFORM LIGHT POLES.
- THE UNREINFORCED CONCRETE INFILL SLAB MAY BE POURED FULL DEPTH OF THE TRACK SLAB FOR EASE OF CONSTRUCTION.
- REFER TO THE GEOTECHNICAL REPORT FOR UNTREATED BASE COURSE AND SUBGRADE THICKNESS AND COMPACTION RECOMENDATIOINS TO BE DETERMINED BY GEOTECHNICAL DESIGN.

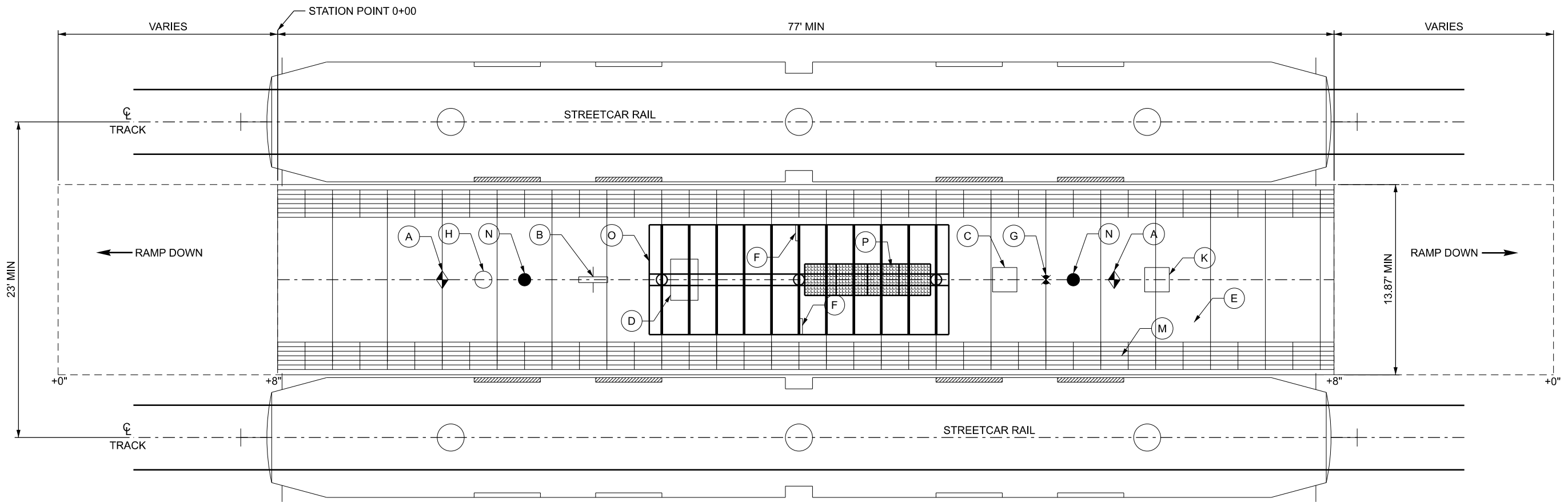
LEGEND

- A CARD READER
- B SIGN BOARD
- C CALL BOX
- D TICKET (FARE) VENDING MACHINE (TVM)
- E SNOW MELT AREA, 5.5 FEET PLATFORM EDGE STRIP
- F OVERHEAD PASSENGER INFORMATION SIGN (PIS)
- G FREEZELESS HOSE BIB
- H TRASH RECEPTACLE
- I RESERVED
- J RESERVED
- K ARTWORK INSTALLMENT AREA (OPTIONAL)
- L RESERVED
- M TACTICLE WARNING STRIP
- N LIGHT POLE (TYP)
- O CANOPY
- P BENCH
- Q RESERVED



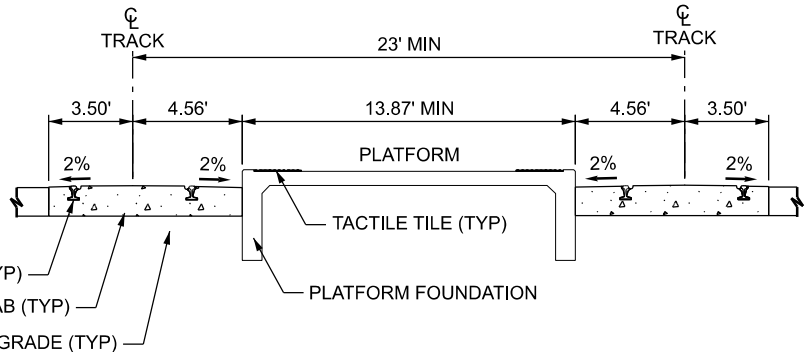
TYPICAL SECTION - SIDE PLATFORM - STREETCAR

P-03	SIDE PLATFORM STANDARD - STREETCAR	UTAH TRANSIT AUTHORITY 2026 STANDARD DRAWINGS SALT LAKE CITY, UTAH					
STD. DWG. NO.	STANDARD DRAWING TITLE			NO.	DATE	APPR.	REMARKS



PLAN VIEW - CENTER PLATFORM STREETCAR

EQUIPMENT IS SHOWN FOR A TYPICAL STATION.
MODIFY THE EQUIPMENT AS REQUIRED BY THE SITE SPECIFIC DESIGN.



TYPICAL SECTION - CENTER PLATFORM - STREETCAR

NOTE: OCS POLE AND FOUNDATION NOT SHOWN FOR CLARITY.

NOTES:

- ALL HORIZONTAL AND VERTICAL DISTANCES ARE IN FEET AND INCHES EXCEPT STATIONING. PLATFORM STATIONING IS MEASURED IN DECIMAL UNITS FROM THE PLATFORM/TRACK STATION POINT (0+00).
- ELEVATIONS REFER TO DISTANCE ABOVE TOP OF RAIL
- CONC. SLAB CONTROL JOINT PATTERN TO BE 4 FEET 0 INCHES X 4 FEET 3 INCHES (APPROX) EXCEPT AS OTHERWISE NOTED. EXPANSION JOINTS (EJ) SHALL BE SET AS SHOWN ON PLAN AND TABLE TO ACCOMMODATE SNOWMELT. EXPANSION JOINTS SHALL NOT BE MODIFIED IN THE FIELD
- EXPANSION JOINTS (EJ) SHOWN ON PLAN. SPACE CONTROL JOINTS APPROXIMATELY 4 FEET OC BETWEEN EJ. INSTALL ONE CJ LENGTHWISE ON PLATFORM AT EXTENTS OF SNOWMELT. EXPANSION JOINTS SHALL NOT BE MODIFIED IN THE FIELD.
- PLATFORM ACCESS RAMPS DOWN. TO BE CONSTRUCTED AT LESS THAN (1:21 LESS THAN 5%).
- CONNECT CROSSWALK TO ADJACENT WALK, PARK AND RIDE, AND/OR TRAIL. (COORDINATE LOCATION WITH SITE CONDITIONS).
- NOMINAL PLATFORM WIDTHS GIVEN, VERIFY PLATFORM/TRACK CLEARANCES.
- CONCRETE FINISH IS TO BE ROUGH BROOM.
- CANOPY TO BE SET LEVEL ON PLATFORM WITH MINIMUM CEILING HEIGHT AS SHOWN ON PLAN.
- CAMERAS TO BE INSTALLED ON PLATFORM LIGHT POLES.
- REFER TO THE GEOTECHNICAL REPORT FOR UNTREATED BASE COURSE AND SUBGRADE THICKNESSES AND COMPACTION RECOMMENDATIONS, TO BE DETERMINED BY GEOTECHNICAL DESIGN.

LEGEND

- A CARD READER
- B SIGN KIOSK
- C CALL BOX
- D TICKET (FARE) VENDING MACHINE (TVM)
- E SNOW MELT AREA, 5.5 FEET PLATFORM EDGE STRIP
- F OVERHEAD PASSENGER INFORMATION SIGN (PIS)
- G FREEZELESS HOE BIB
- H TRASH RECEPTACLE
- I RESERVED
- J RESERVED
- K ARTWORK INSTALLMENT AREA
- L RESERVED
- M TACTICLE WARNING STRIP
- N LIGHT POLE (TYP)
- O CANOPY
- P BENCH
- Q RESERVED

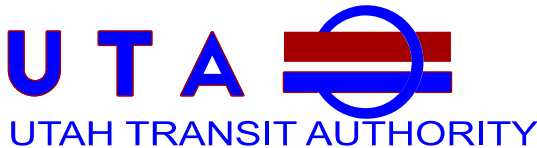
P-04

CENTER PLATFORM
STANDARD - STREETCAR

UTAH TRANSIT AUTHORITY

2026 STANDARD DRAWINGS

SALT LAKE CITY, UTAH



NO.	DATE	APPR.	REMARKS	