

S-0568 (2)
DF-037-1(3)

STATE OF UTAH STATE ROAD COMMISSION

PLANS OF PROPOSED STATE ROAD FEDERAL AID PROJECT WEBER COUNTY

~~S-0568 (2) ~ LENGTH 0.303 MILES~~

DF-037-1(3) ~ LENGTH 0.022 MILES

As Constructed Plans
District Copy

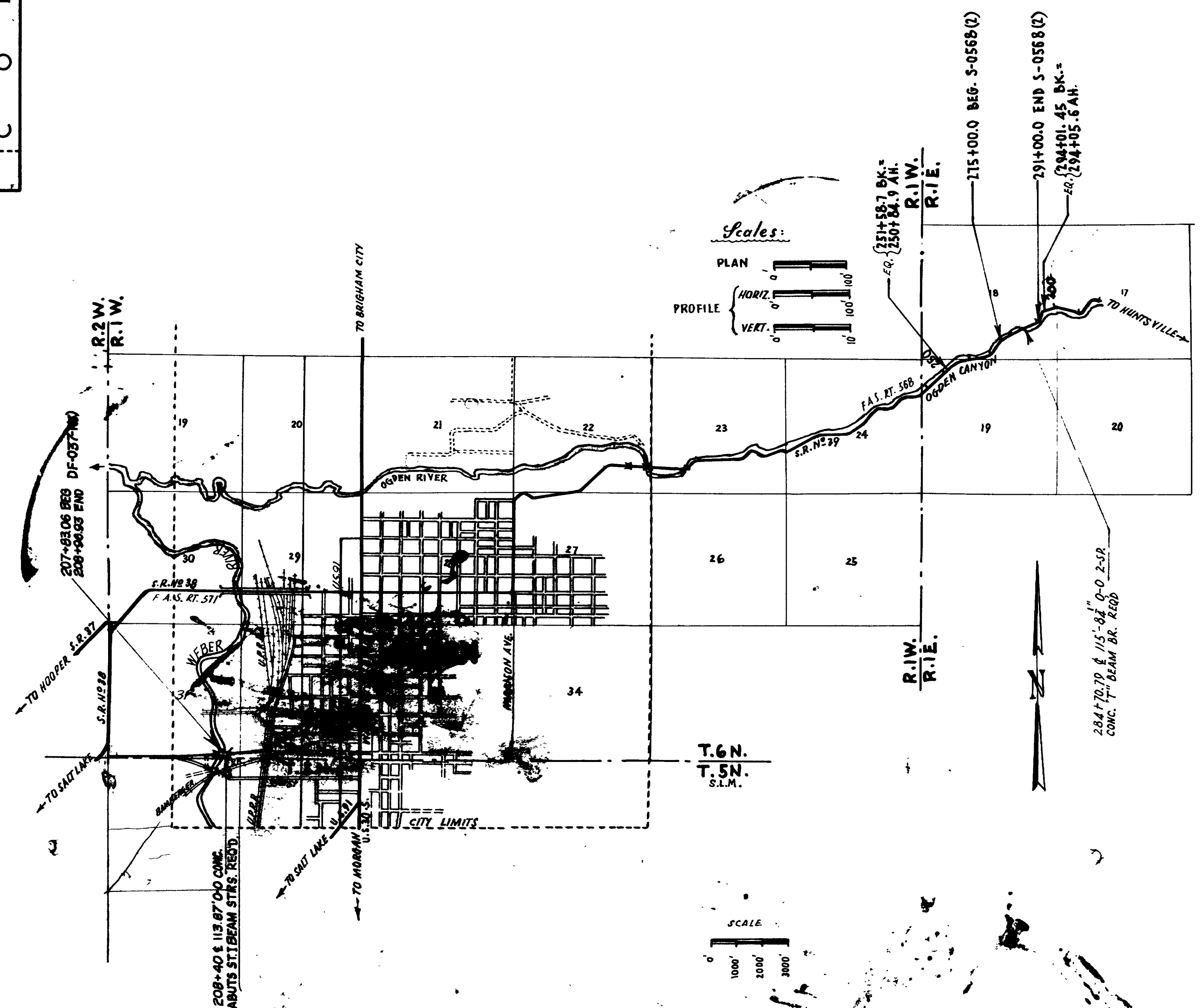
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UT.	UTAH	S-0568(2)	POSTWAR	1	
UT.	UTAH	DF-037-1(3)	POSTWAR	1	

INDEX TO SHEETS S-0568(2)

SHEET NO.	DESCRIPTION	DRAWING NO.	STATION
1	TITLE SHEET		
2	TYPICAL SECTION		
3	PLAN & PROFILE		
4-26	115'-8" 0-0 2-SP. CONC. T-BEAM BR.	D-63A	284+70.7
27	STD. HAND RAIL DETAILS	SR-3-2	284+70.7
28-30	RET. WALLS	V-722	
31-33	STD. HIGHWAY SIGNS	B-95, 1, 2, 3	
34-A	" F.A. R.I.W. MARKERS	M-45	
34-B	" FOR SUPERELEV. CURVES	M-180	

INDEX TO SHEETS DF-037-1(3)

SHEET NO.	DESCRIPTION	DRAWING NO.	STATION
1	TITLE SHEET		
2	PLAN & PROFILE		
3-15	115'-8" 0-0 CONC. ABUTTS ST. I BEAM STRS.	C-310	208+40
16	STD. HANDRAIL DETAILS	SR-3-2	208+40
17-19	" HIGHWAY SIGNS	B-95, 1, 2, 3	



STATE ROAD COMMISSION OF UTAH
RECOMMENDED FOR APPROVAL: AUGUST 1958

John D. Skinner
Acting Chief

APPROVED: AUGUST 1958

Richard A. Quinlan
DIRECTOR

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED: _____
DIVISION ENGINEER DATE

**STATE ROAD
CONSTRUCTION
CONSTR. CO.**

**CAUTION
BE PREPARED
TO STOP**

**CAUTION
CONSTRUCTION
BEGINNING
MILES**

**CAUTION
CONSTRUCTION
ENDS
MILES**

**END OF
CONSTRUCTION**

**THANK YOU
FOR YOUR
COOPERATION
CONSTR. CO.**

**DETOUR
AHEAD**

**ROAD WORK
SPEED LIMIT
25**

DETOUR

ROAD CLOSED

SIGN "A" The words "State Road Construction" and "Contractors Work" shall be printed black on a white background. This sign is the first advance sign given notice of a construction project and will be installed 1/2 mile in advance of the project. It shall be installed on both sides of the traveled way on divided highways and singly on two-lane highways.

SIGN "B" The words "Caution" and the "Underline" shall be printed black on a white background. This sign is the second advance sign and shall be installed 1/4 mile in advance of the project. It shall be installed on both sides of the traveled way on divided highways and singly on two-lane highways.

SIGN "C" The words "Caution" and the "Underline" shall be printed black on a white background. This sign is the third advance sign and shall be installed 1/4 mile in advance of the project. It shall be installed on both sides of the traveled way on divided highways and singly on two-lane highways.

SIGN "D" The words "Caution" and the "Underline" shall be printed black on a white background. This sign is the fourth advance sign and shall be installed 1/4 mile in advance of the project. It shall be installed on both sides of the traveled way on divided highways and singly on two-lane highways.

SIGN "E" The words "End of Construction" shall be printed black on a white background. This sign shall be installed at the end of the project.

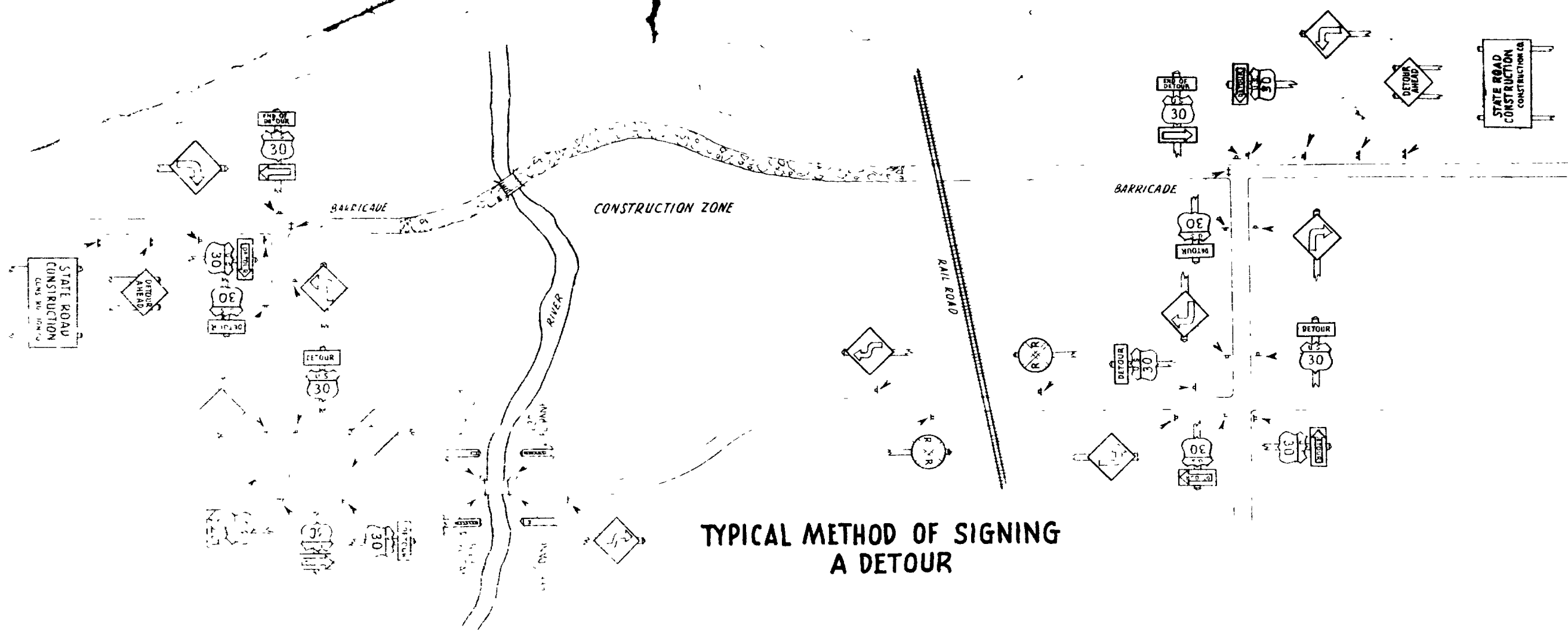
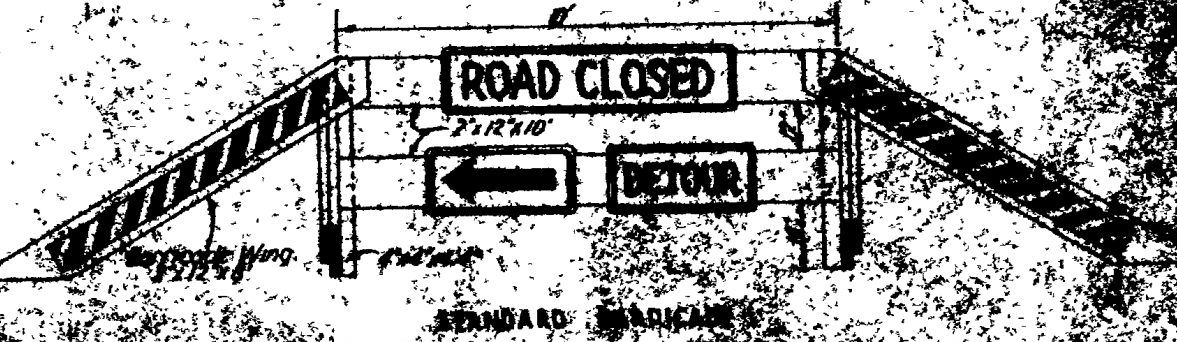
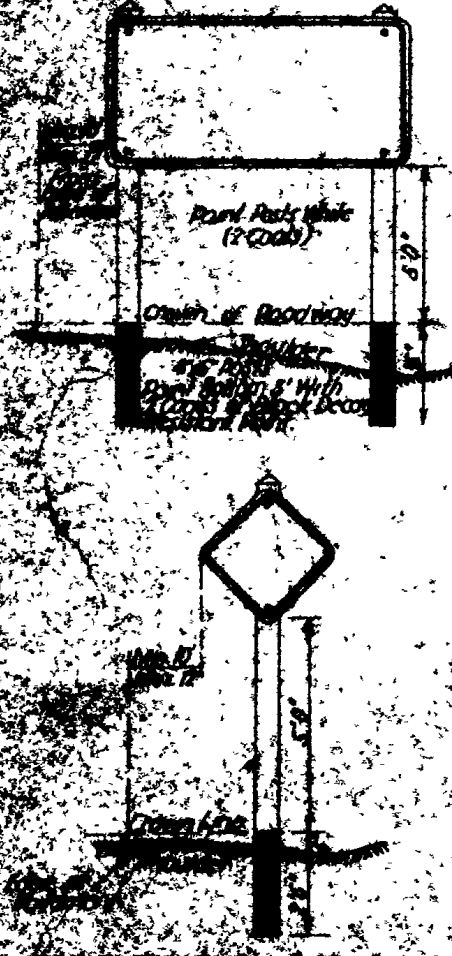
SIGN "F" The words "Thank You for Your Cooperation" and "Contractors Work" shall be printed black on a white background. This sign shall be installed at the end of the project.

SIGN "G" The words "Detour Ahead" shall be printed black on a white background. This sign shall be installed at the beginning of the detour.

SIGN "H" The words "Road Work Speed Limit" shall be printed black on a white background. This sign shall be installed at the beginning of the road work zone.

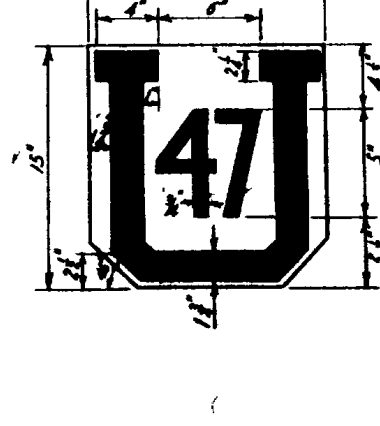
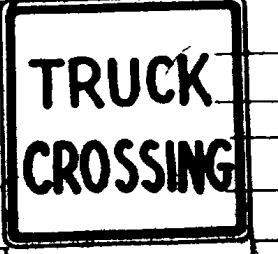
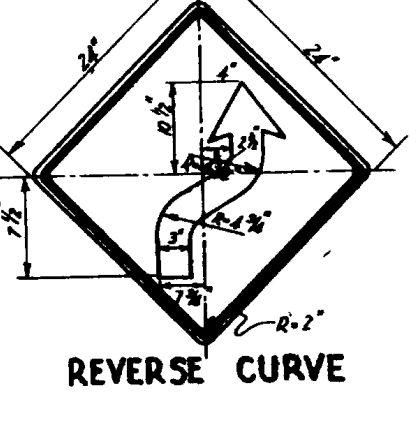
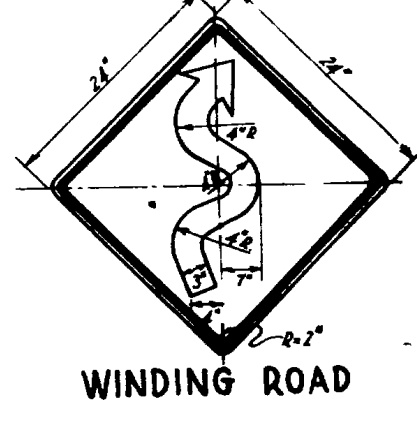
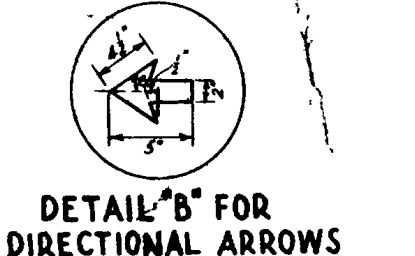
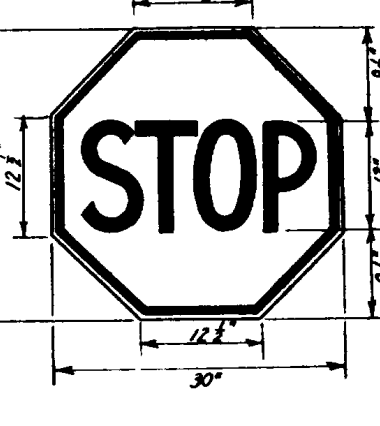
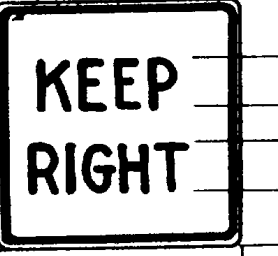
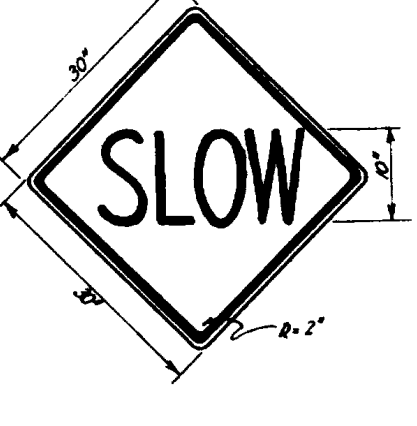
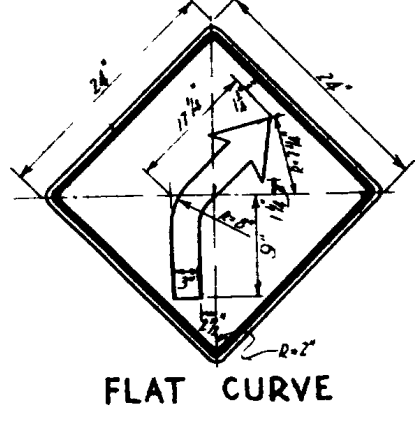
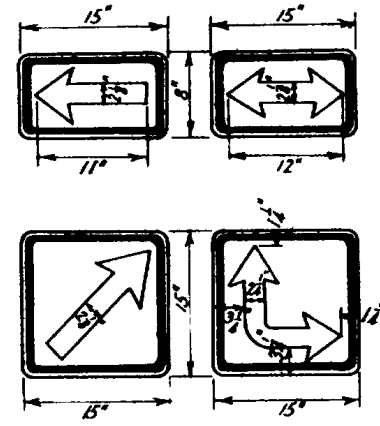
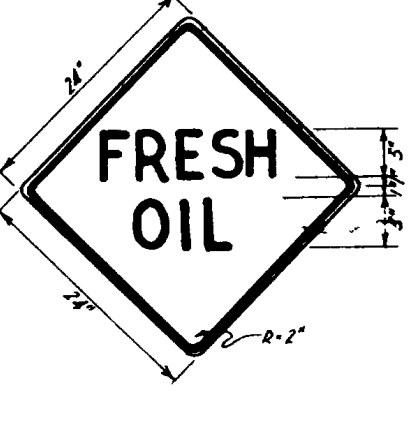
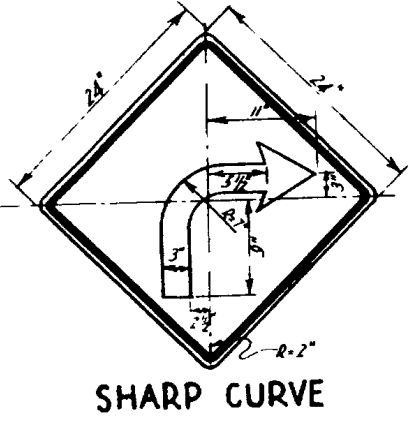
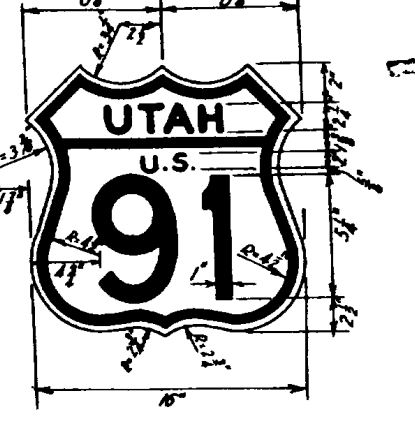
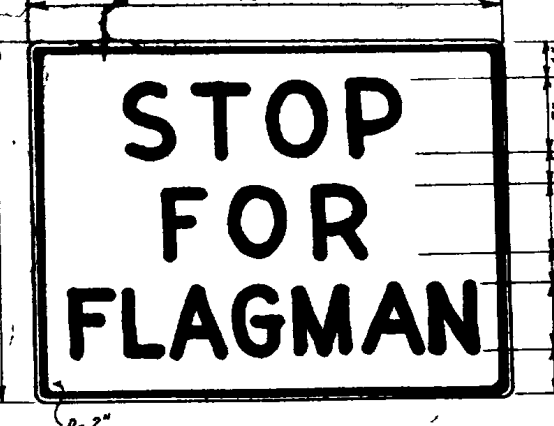
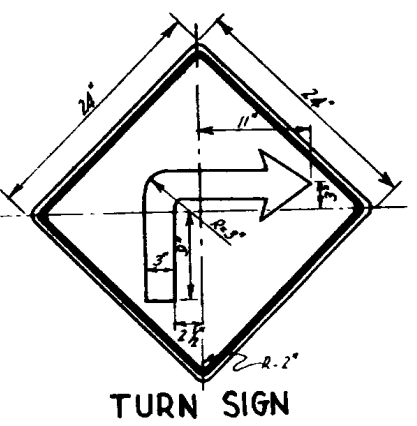
SIGN "I" The words "Detour" shall be printed black on a white background. This sign shall be installed at the beginning of the detour.

SIGN "J" The words "Road Closed" shall be printed black on a white background. This sign shall be installed at the beginning of the road closed zone.



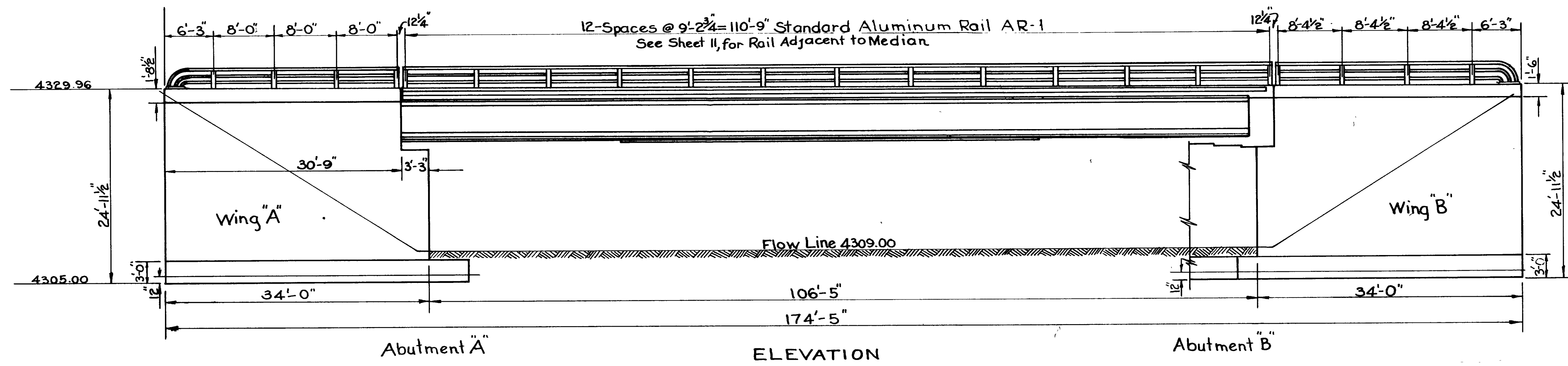
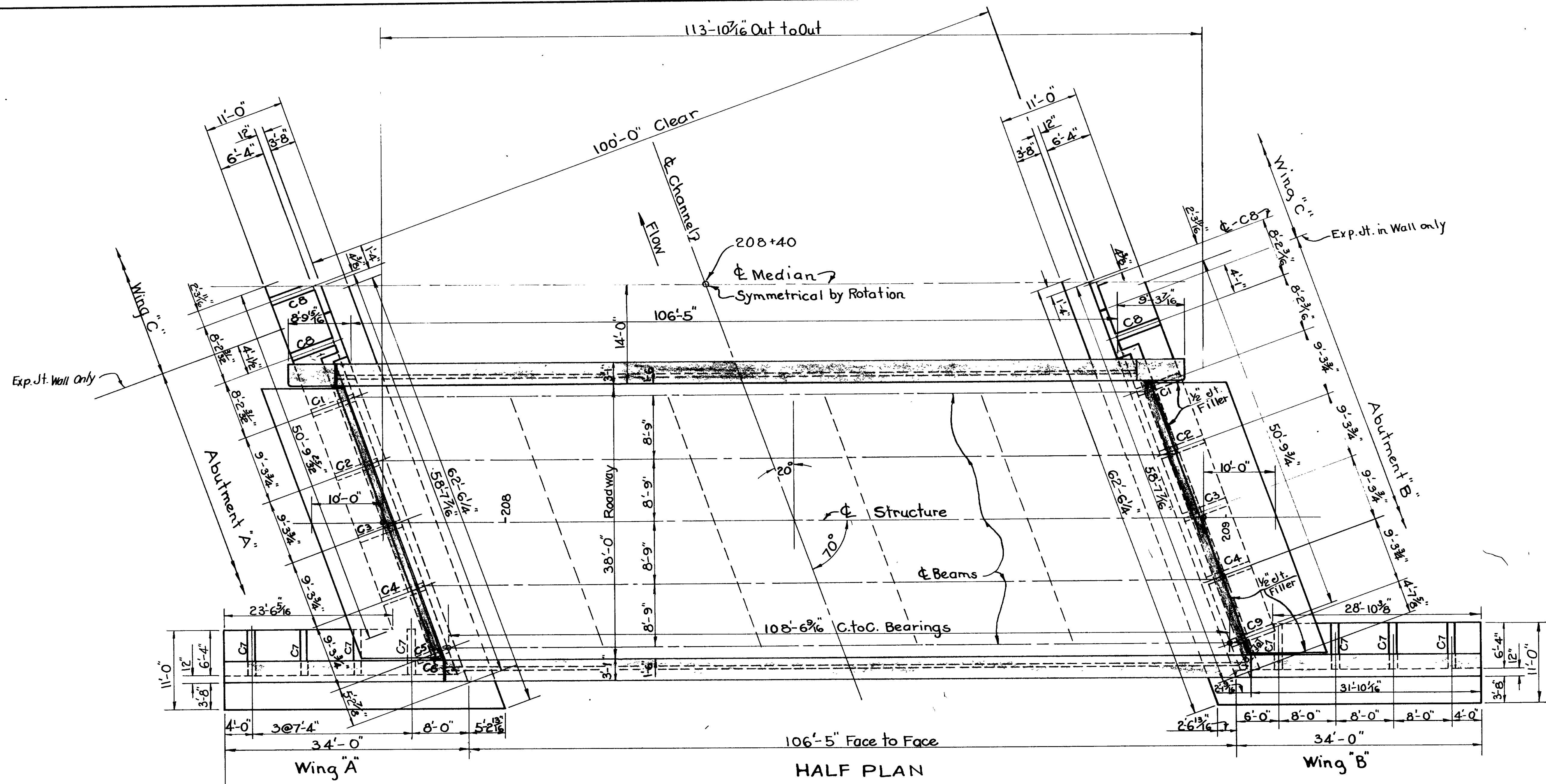
TYPICAL METHOD OF SIGNING A DETOUR

METHOD OF SIGNING ROAD WHEN TRAFFIC IS PERMITTED OVER CONSTRUCTION ZONE



GENERAL NOTES-
ALL SIGNS SHALL BE AREA REFLECTORIZED WITH WIDE ANGLE REFLECTORIZED MATERIAL, MEETING MINIMUM SPECIFICATIONS FOR AREA REFLECTORIZATION AS CONTAINED IN THE UTAH STATE ROAD COMMISSIONS OFFICE, OR WITH CRYSTAL LUTONS, AS PER STATE ROAD COMMISSION STANDARDS.
ALL LETTERS AND FIGURES SHALL BE OF STANDARD PROPORTION AND SPACING IN ACCORDANCE WITH THE STANDARDS INDICATED ALPHABETICALLY USED BY THE UTAH STATE ROAD COMMISSION.
ALL SIGNS AND METHODS OF SIGNING SHALL BE IN ACCORDANCE WITH THE UTAH MANUAL ON URBAN TRAFFIC CONTROL DEVICES.

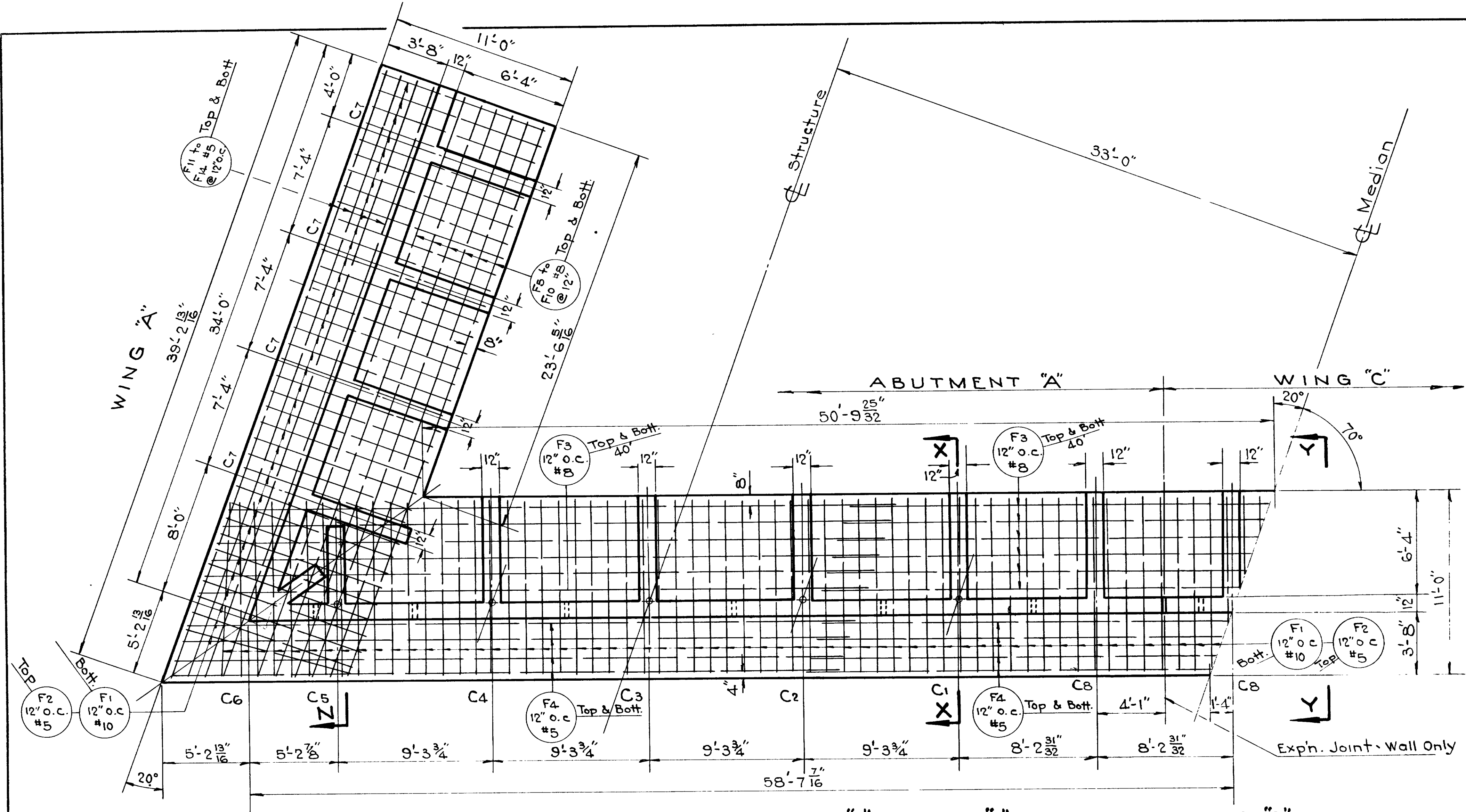
REVISIONS
DATE BY
SYSTEM



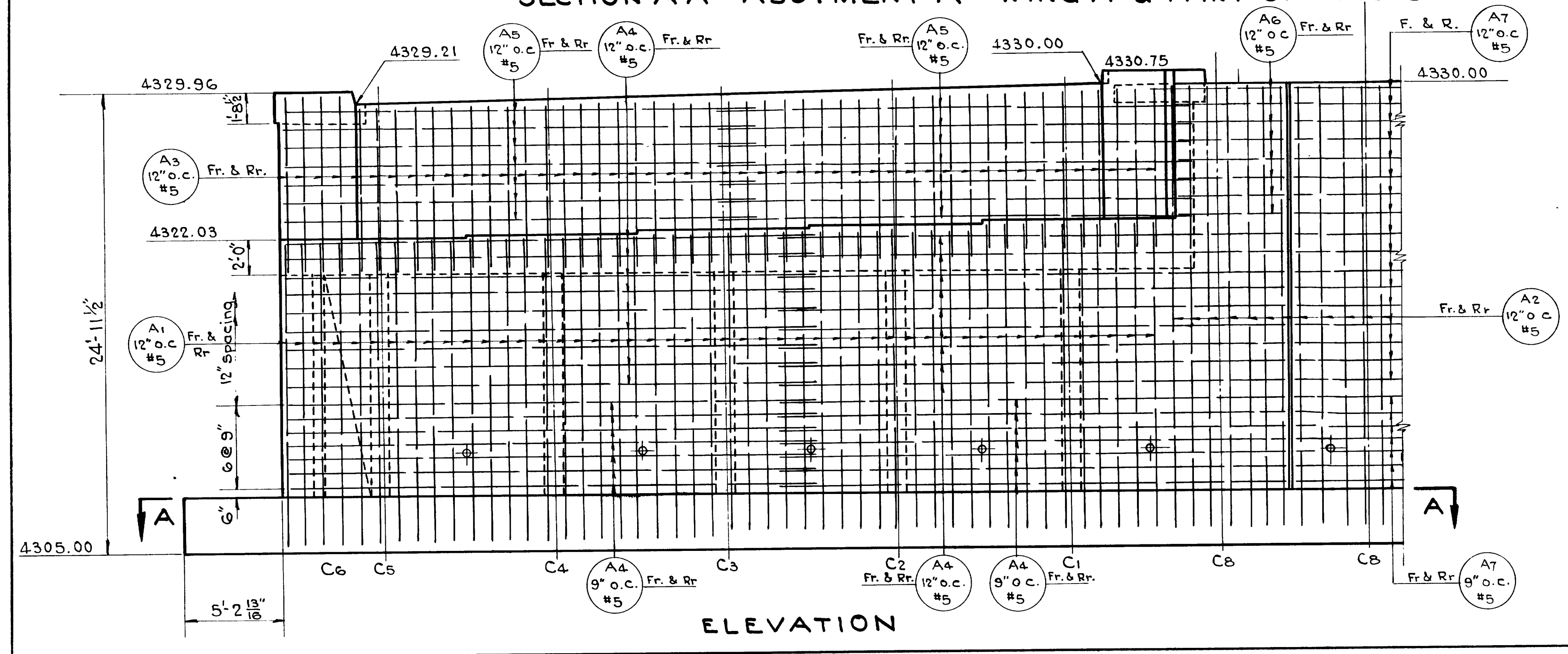
PLAN

SHEET 2 OF 13 SHEETS
UTAH STATE ROAD COMMISSION
SALT LAKE CITY, UTAH
BRIDGE DEPARTMENT
WEBER RIVER BRIDGE
113⁸/₁₆ O.To.O. 70' X-ING
Sta. 208+40 DF-037-1(3)
Nyes Cor.-31st. St. Ogden, Weber Co.
DESIGNED BY F.M.E. SCALE
DRAWN BY F.M.E. ISSUED Aug 18, 1959
TRACED BY APPROVED
CHECKED BY CHIEF BRIDGE ENGINEER
BR NO. Dwg No. C-310

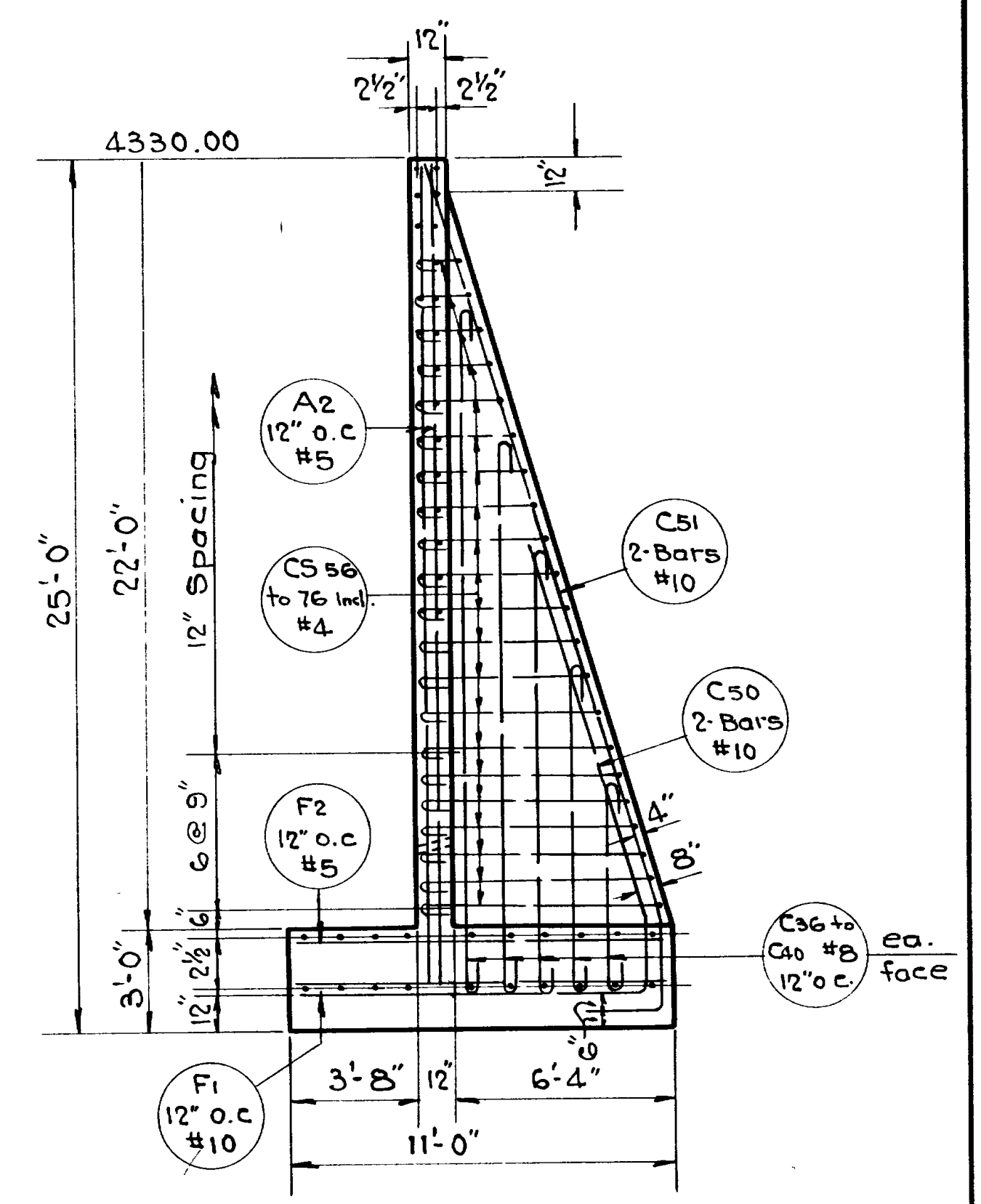
REVISIONS
DATE BY



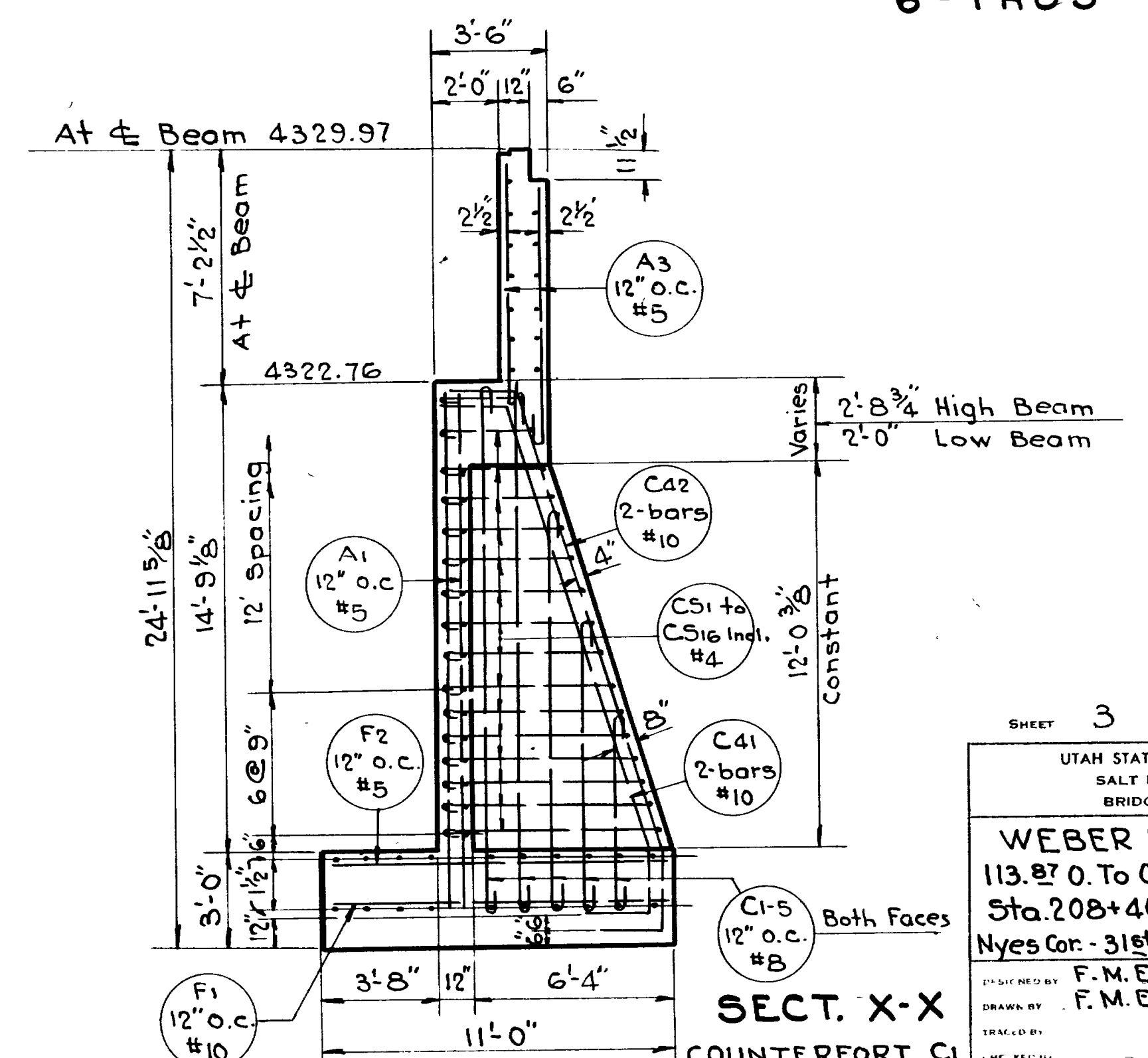
SECTION A-A - ABUTMENT 'A', WING 'A' & PART OF WING 'C'



ELEVATION



SECTION Y-Y COUNTERFORTS C8 WINGS 'C' 6-THUS



SECT. X-X COUNTERFORT C1 2-THUS

Note: C2, C3 & C4 Similar except Elev. Br. Seats and Backwalls

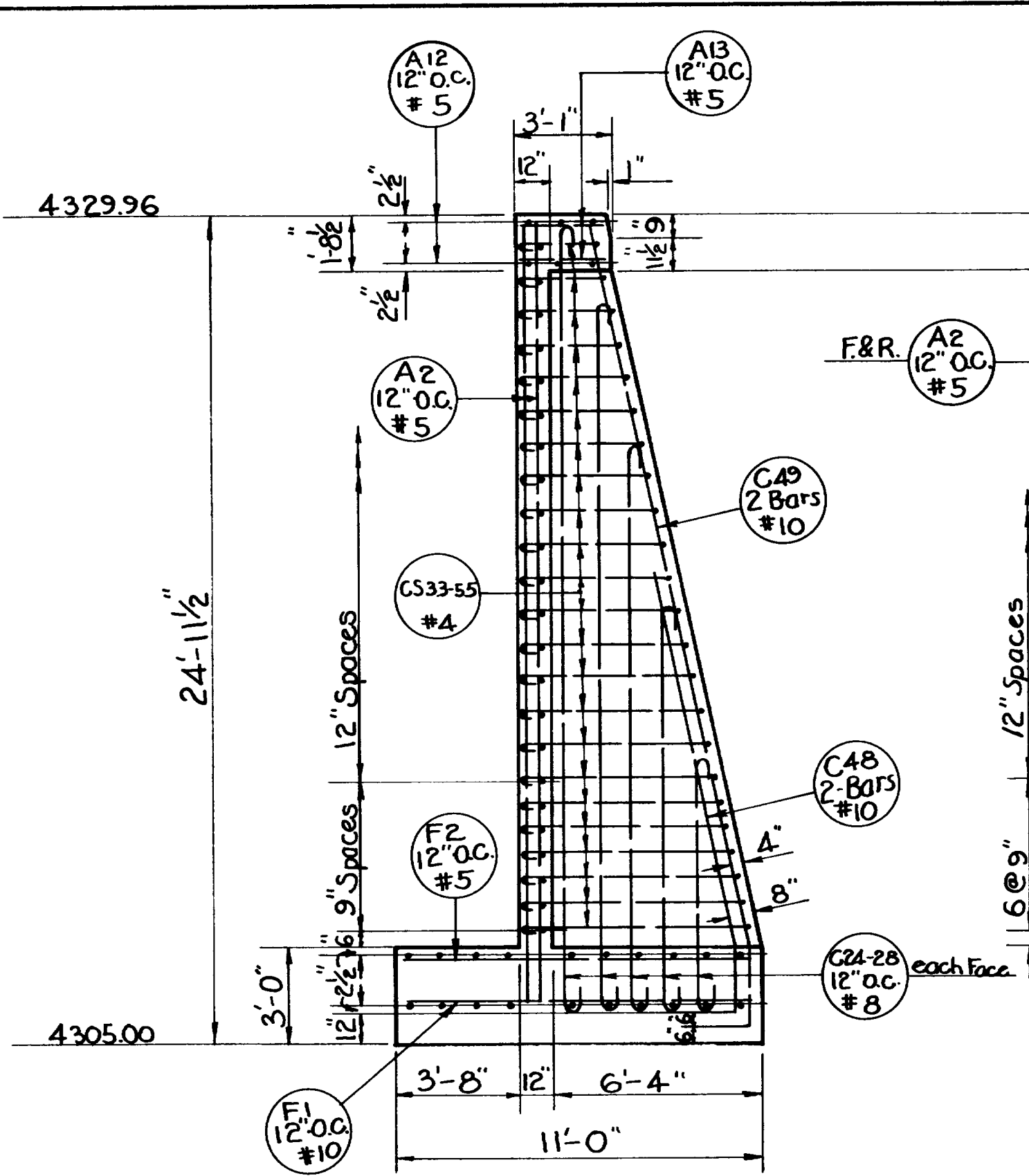
SHEET 3 OF 13 SHEETS

UTAH STATE ROAD COMMISSION
SALT LAKE CITY UTAH
BRIDGE DEPARTMENT

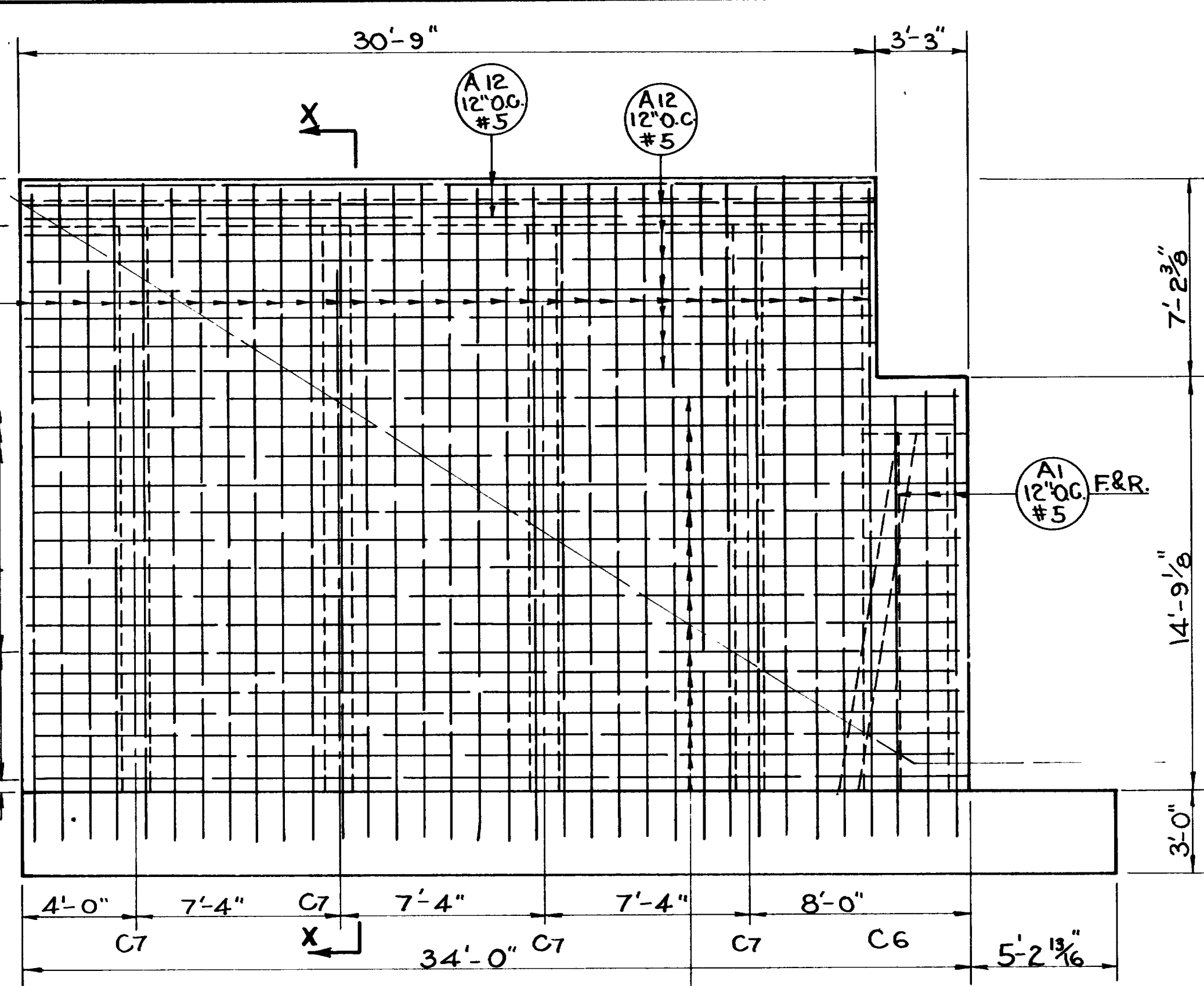
WEBER RIVER BRIDGE
113.870 To 0. 70' X-ING L
Sta. 208+40 DF-037-1(3)
Nyes Cor. - 31st St. Ogden - Weber Co

DESIGNED BY: F.M.E.
DRAWN BY: F.M.E.
CHECKED BY: [Signature]
DATE: Aug 19 1958

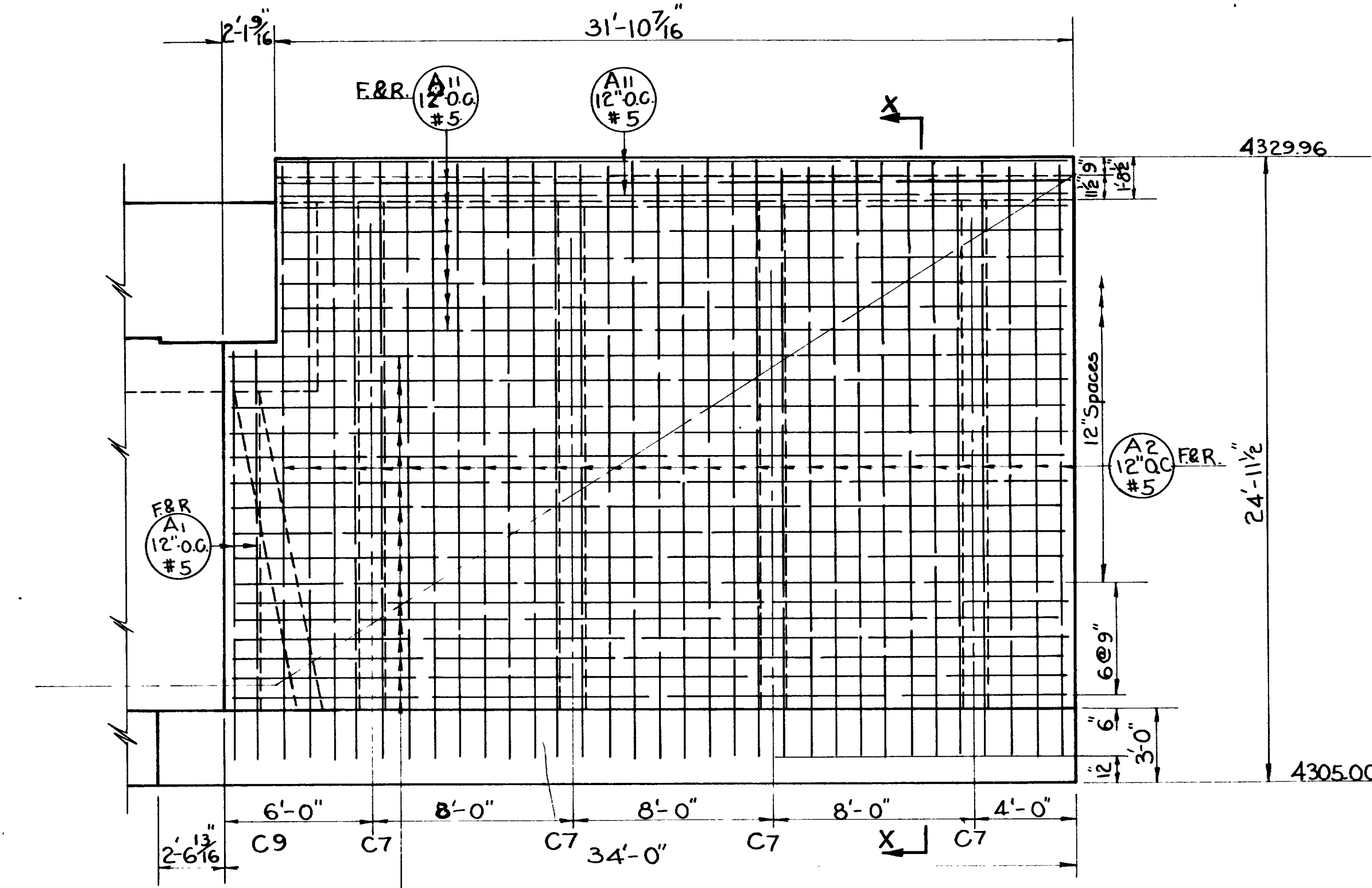
BRIDGE NO. C-310



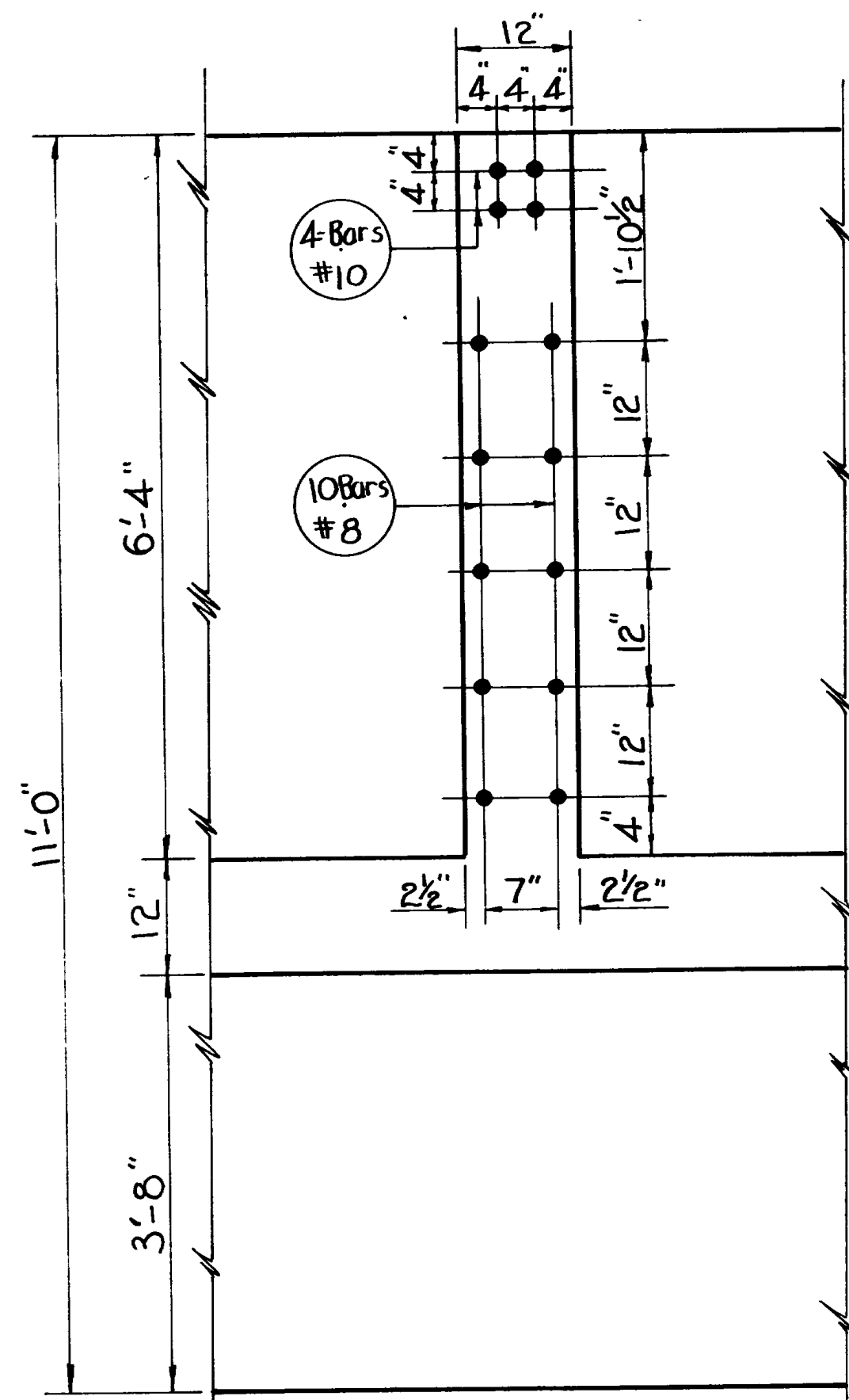
SECTION "X-X"
(All Counterforts "C7" Wings "A" & "B")
16-Thus



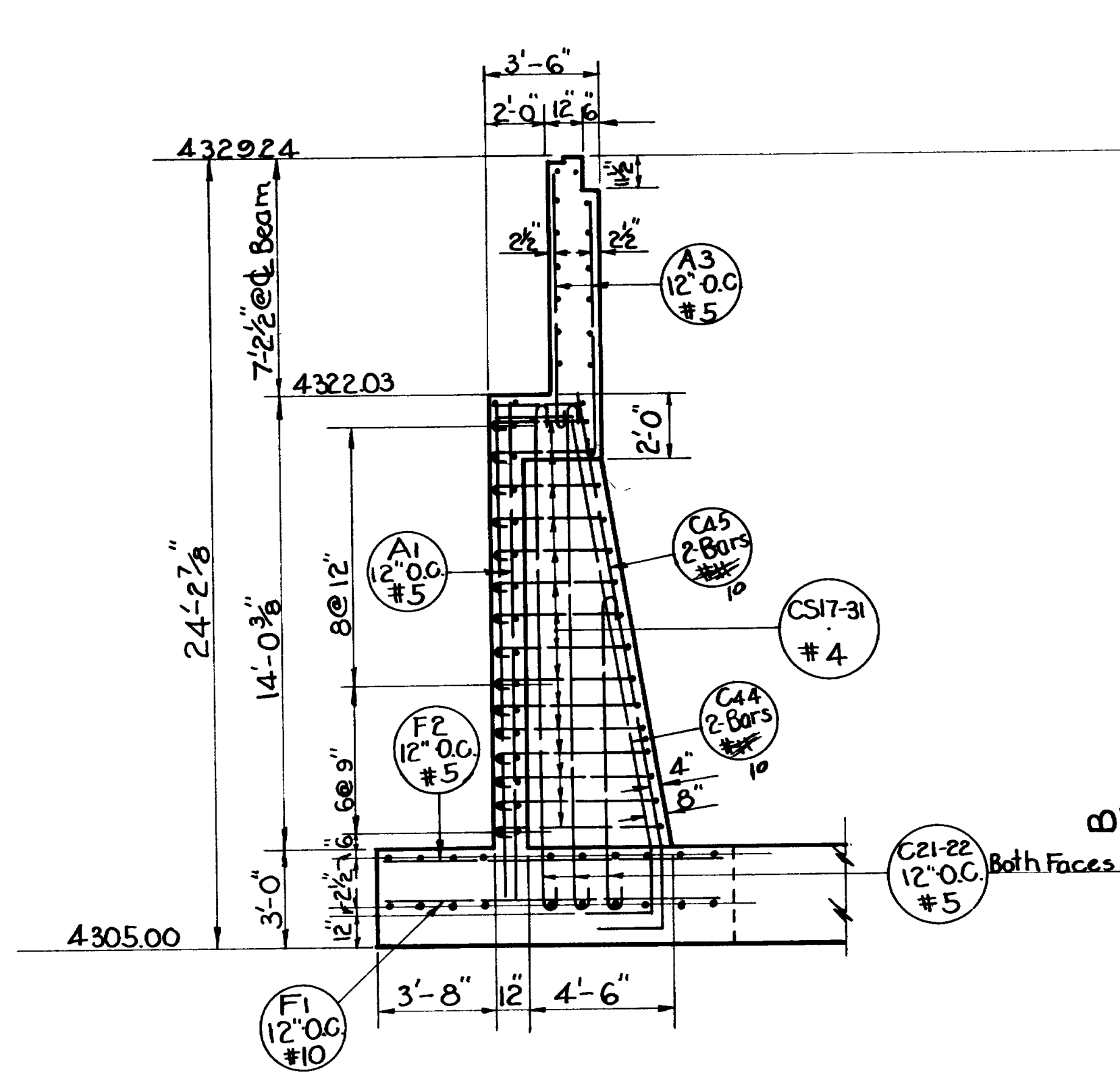
ELEVATION WINGS "A"



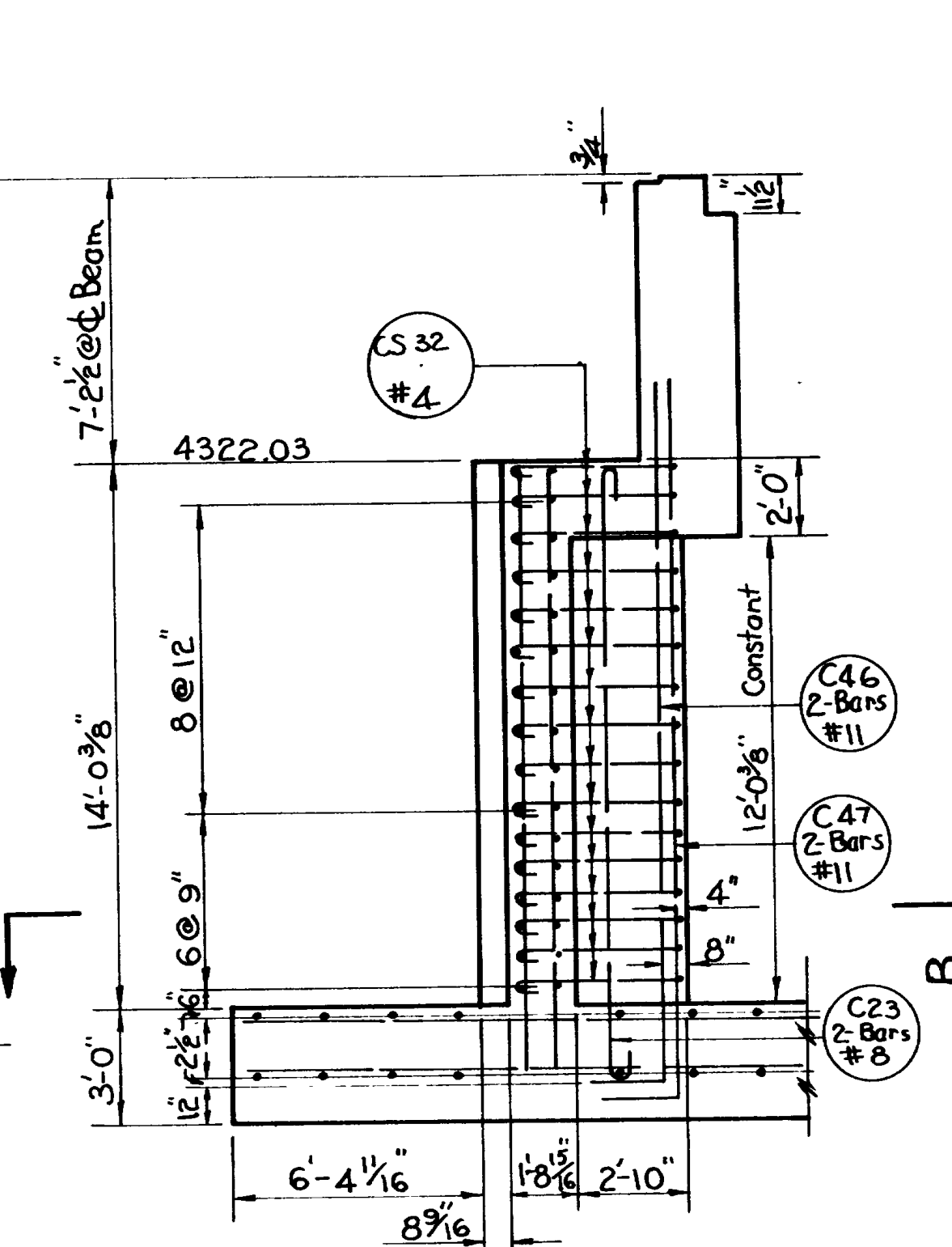
ELEVATION WINGS "B"



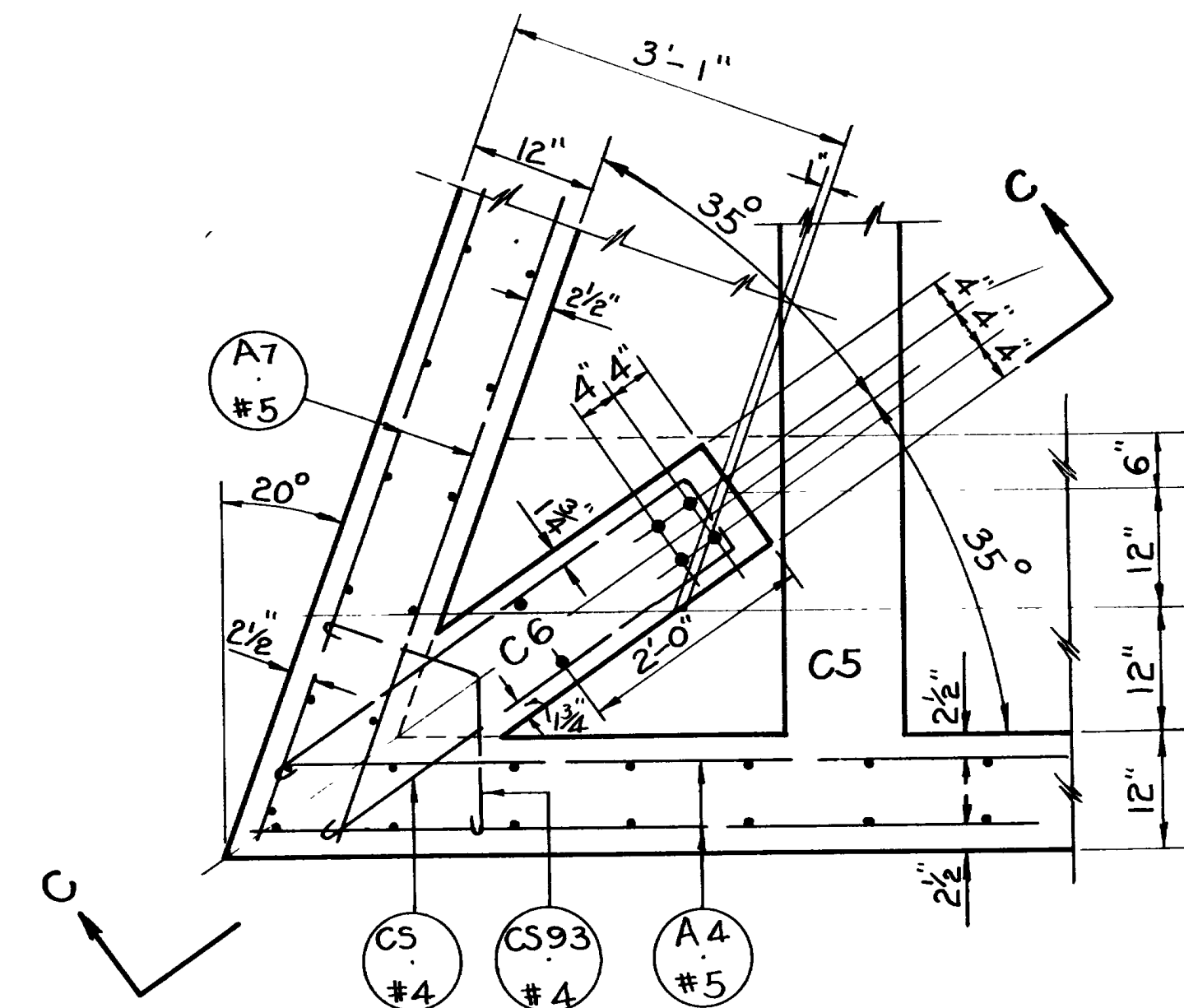
SECTION AT TOP OF FOOTINGS
Showing Bars in Counterforts C1, C2, C3, C4, C7 & C8.



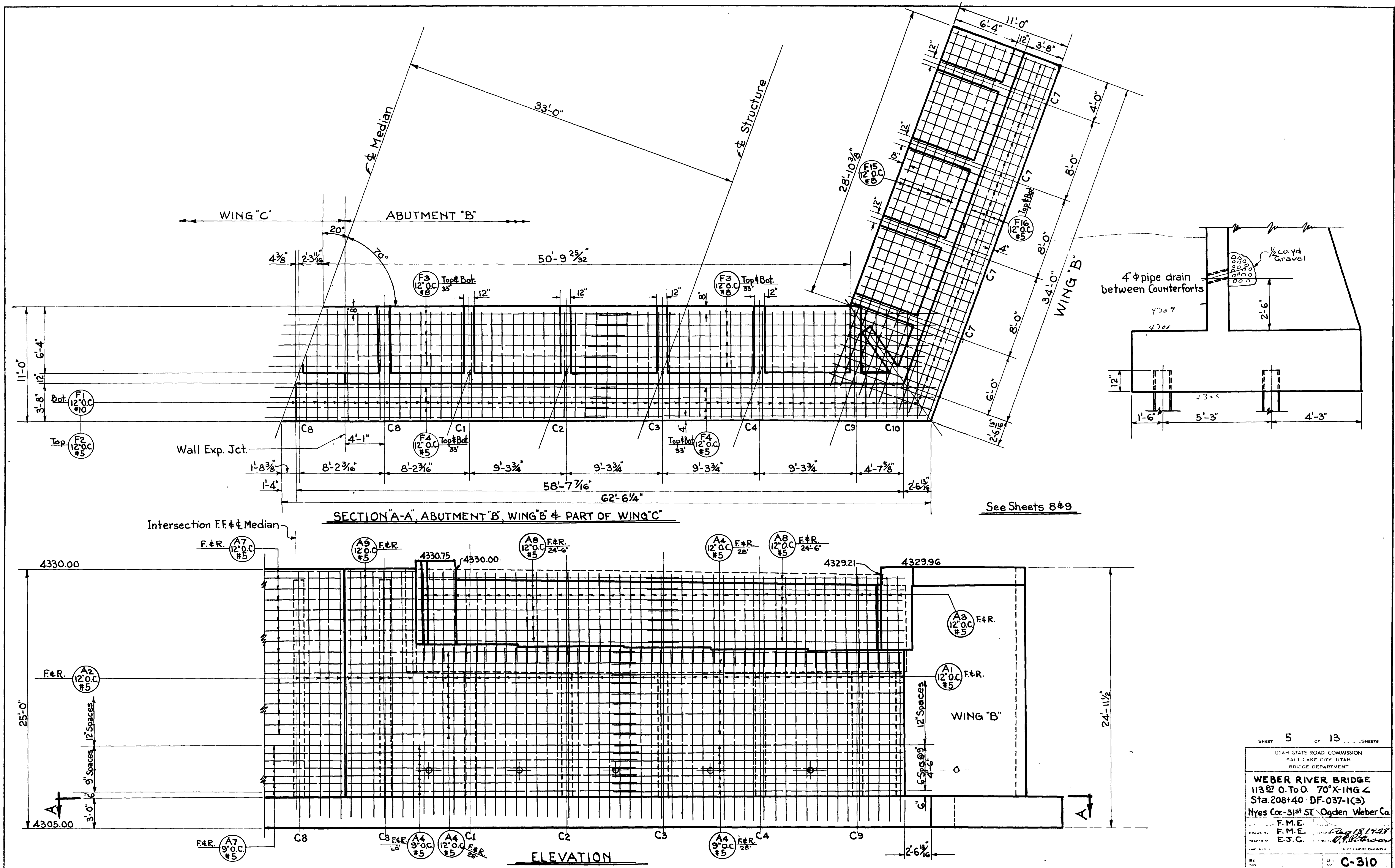
SECTION "N-N" Counterfort C5
Abutments "A" See Sheet E&3, 2-Thus



SECTION "C-C" Counterfort C6
Abutments "A" 2-Thus



SECTION "B-B" Corner Abut. "A" & Wing "A"



SECTION "A-A", ABUTMENT "B", WING "B" & PART OF WING "C"

See Sheets 8 & 9

ELEVATION

SHEET 5 OF 13 SHEETS

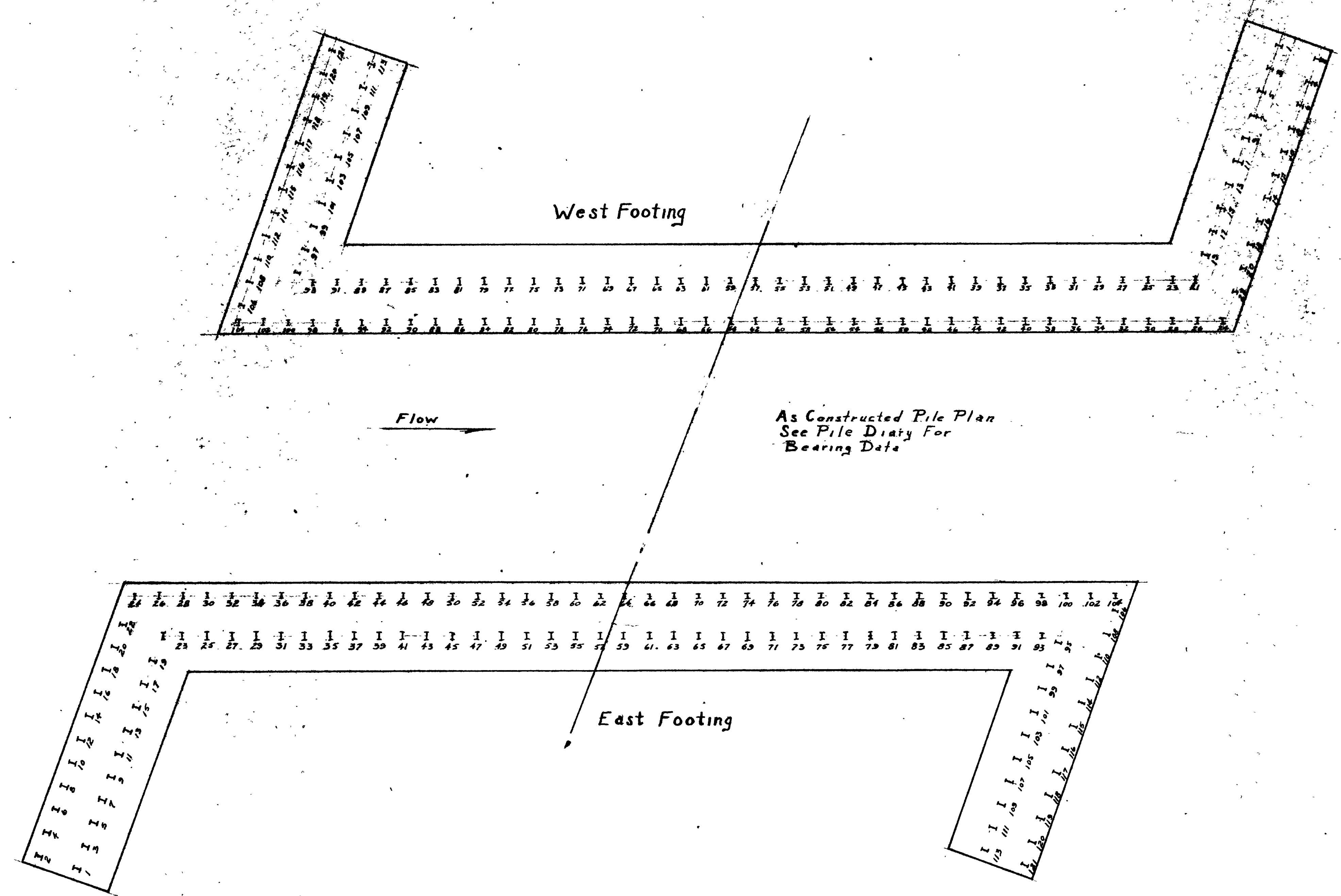
UTAH STATE ROAD COMMISSION
SALT LAKE CITY UTAH
BRIDGE DEPARTMENT

WEBER RIVER BRIDGE
11387' O. To O. 70° X-ING Z
Sta. 208+40 DF-037-1(3)
Nyes Cor-31st ST Ogden Weber Co.

DESIGNED BY: F.M.E.
DRAWN BY: F.M.E.
CHECKED BY: E.J.C.
DATE: Aug 18 1958
BY: [Signature]
TITLE: BRIDGE ENGINEER

BR: []
REV: []

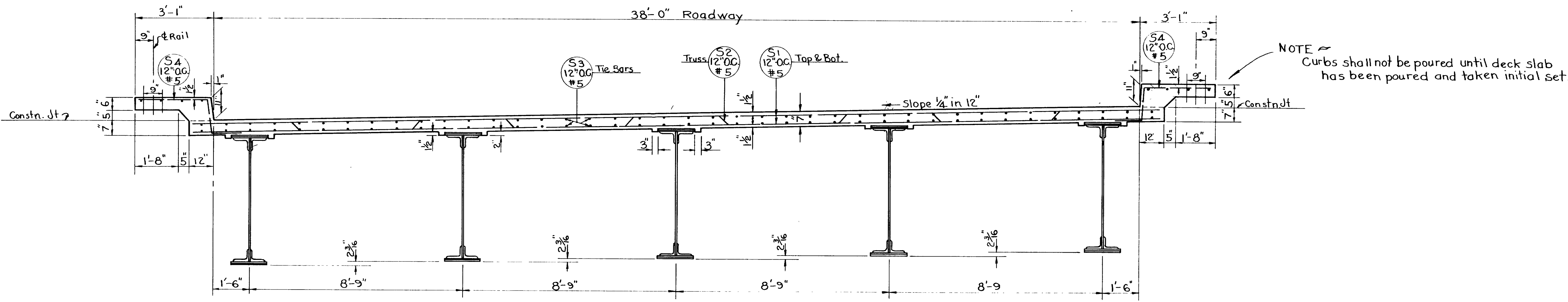
C-310



Weber River Bridge
 DF 037-1(3)

E A S T

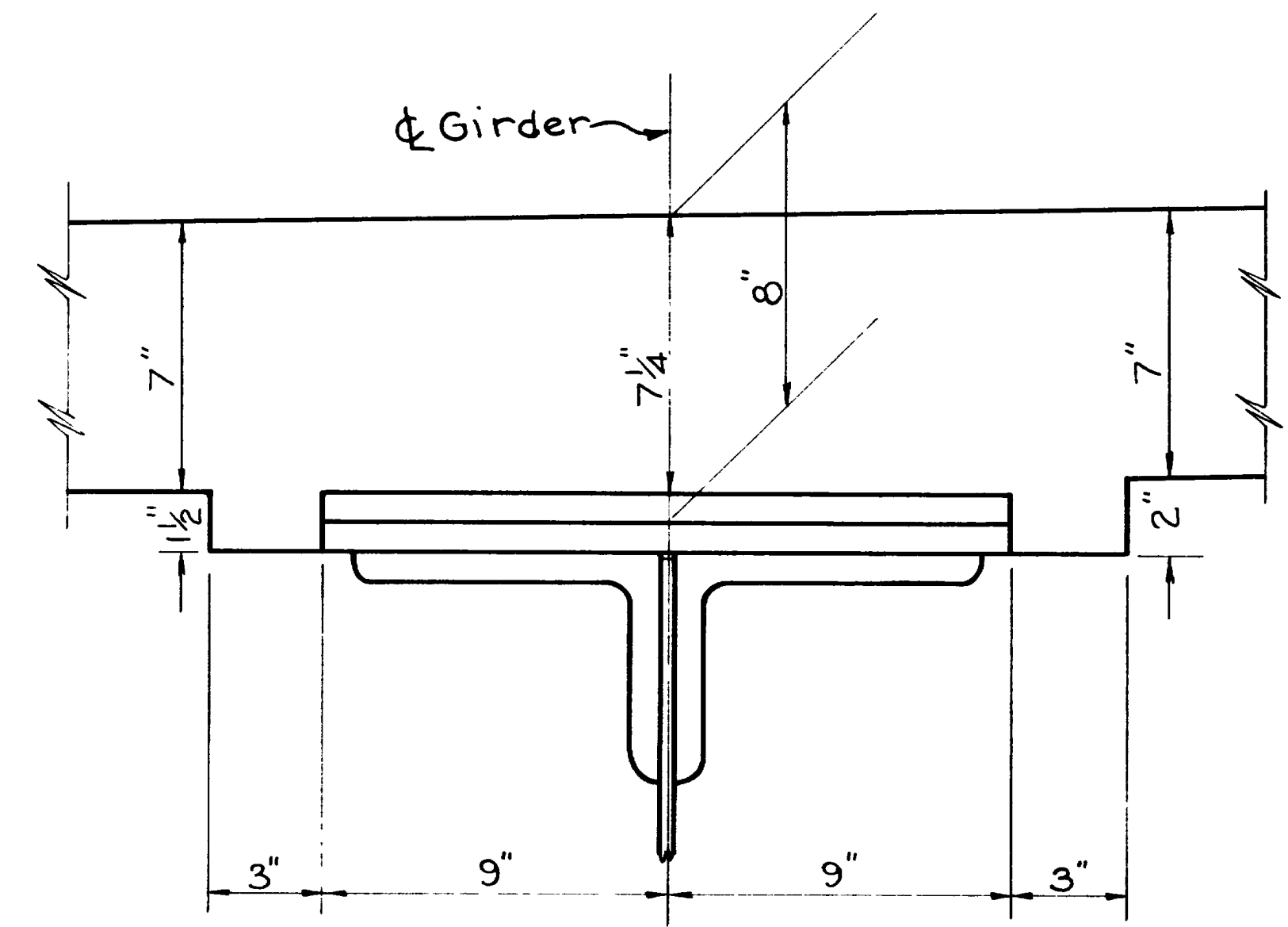
PILE #	MONTH	DAY	HOUR	VIRGIN LENGTH	IN PLACE	CUT OFF	DEPTH OF LAST FT. DRIVEN, F	NO. BLOWS	LOAD CARRYING CAPACITY, LBS.	REMARKS	#	MON.	DAY	HR.	VIRGIN LENGTH	IN PLACE	CUT OFF	DEPTH OF LAST FT. DRIVEN, F	NO. BLOWS	LOAD CARRYING CAPACITY	REMARKS
1	NOV	5	11:30AM	40.4	36.9	3.5	34-35	108	58,500		62	NOV	12	3:45PM	40.1	41.8	0	42-41	112	59,325	SPICED 1.7'
2	"	"	9:40AM	40.6	40.6	0	37-38	100	56,000		63	NOV	13	10:10AM	40.1	45.0	0	43-44	105	57,675	SPICED 4.9'
3	"	"	1:00PM	40.4	38.5	1.7	34-37	92	53,440		64	"	12	3:05PM	40.1	38.2	1.9	37-38	120	61,700	
4	"	"	9:30AM	40.4	40.4	0	34-35	105	57,675		65	"	13	9:55AM	40.1	45.1	0	42-42	98	55,350	SPICED 5.0'
5	"	"	1:40PM	40.4	35.6	4.8	33-34	99	55,675		66	"	13	1:40PM	40.1	45.1	0	42-42	111	59,050	SPICED 5.0'
6	"	"	3:40PM	40.2	36.7	3.5	33-34	96	54,700		67	"	13	3:30PM	40.1	46.1	0	42-42	108	58,500	SPICED 6.0'
7	"	"	2:10PM	40.4	36.6	4.9	32-33	143	67,655		68	"	13	3:00PM	40.1	42.6	0	40-41	115	60,500	SPICED 2.5'
8	NOV	6	8:45AM	40.3	36.3	4.0	33-34	100	56,000		69	"	13	9:10AM	40.1	46.1	0	44-45	101	56,335	SPICED 6.0'
9	"	"	5:20PM	40.4	35.6	4.8	32-34	97	55,025		70	"	13	12:30PM	40.1	43.4	0	41-42	200	75,700	SPICED 3.3'
10	"	"	6:10AM	40.3	35.6	4.7	33-34	105	57,675		71	"	14	8:25AM	40.1	45.1	0	43-44	108	58,500	SPICED 5.0'
11	"	"	5:31PM	40.2	38.0	2.2	33-34	101	56,325		72	"	13	11:40AM	40.1	45.1	0	42-42	140	66,775	SPICED 5.0'
12	"	"	"	35.3	35.3	0	33-34	98	55,350		73	"	14	8:00AM	40.1	40.1	0	38-39	102	56,670	
13	NOV	6	10:20AM	40.3	40.3	0	37-38	118	61,220		74	"	13	11:05AM	40.1	45.0	0	43-44	104	57,335	SPICED 4.9'
14	"	"	12:58PM	38.3	38.3	0	37-38	127	63,495		75	"	13	3:05PM	40.1	43.4	0	41-42	117	60,880	SPICED 3.3'
15	"	"	10:40PM	40.4	40.4	0	37-38	112	59,325		76	"	14	10:35AM	40.1	45.1	0	42-42	115	60,500	SPICED 5.0'
16	"	"	1:05PM	40.1	40.1	0	37-38	110	59,050		77	"	13	4:40PM	40.1	42.1	0	40-41	140	66,875	SPICED 2.0' OFF USED
17	"	"	11:20AM	40.3	38.9	1.4	36-37	132	64,785		78	"	14	10:15AM	40.1	45.1	0	42-42	125	60,500	SPICED 5.0'
18	"	"	1:35PM	40.1	40.1	0	37-38	102	56,670		79	"	13	3:05PM	40.1	41.1	0	39-40	150	69,475	SPICED 1.0'
19	"	"	10:43:30AM	40.1	42.6	0	40-41	137	66,095	SPICED 2.5'	80	"	13	3:45AM	40.1	45.1	0	42-42	108	57,500	SPICED 5.0'
20	"	"	4:00PM	40.1	40.1	0	37-38	118	61,220		81	"	15	9:10AM	40.1	45.8	0	43-44	116	60,740	SPICED 5.7'
21	"	"	8:55AM	40.3	40.3	0	38-39	105	57,675		82	"	14	9:20AM	40.1	44.8	0	42-42	122	62,210	SPICED 4.7'
22	"	"	"	40.3	40.3	0	37-38	97	55,025		83	"	15	1:45AM	40.1	41.9	0	40-41	130	64,275	SPICED 1.8'
23	NOV	10	9:25 AM	40.1	40.4	0	38-39	96	54,700		84	"	15	8:00AM	40.1	45.2	0	42-42	104	57,335	SPICED 5.1'
24	"	"	"	40.1	41.1	0	40-41	119	61,220	SPICED 1.7'	85	"	15	3:00PM	40.1	42.1	0	40-41	125	62,975	SPICED 2.0'
25	NOV	10	10:00AM	40.3	40.3	0	38-39	98	56,350		86	"	15	"	40.1	45.1	0	43-44	154	69,500	SPICED 5.0'
26	"	"	"	37.5	38.9	0	37-38	118	61,220	SPICED 1.6'	87	"	14	11:30PM	40.1	41.9	0	40-41	150	69,475	SPICED 1.8'
27	NOV	10	10:30AM	40.4	42.7	0	38-39	136	65,835	SPICED 2.3'	88	"	15	10:30AM	40.1	42.1	0	43-44	127	63,225	SPICED 6.0'
28	"	"	"	40.4	40.4	0	37-38	136	65,835		89	"	14	1:00PM	40.1	44.1	0	41-42	110	59,050	SPICED 4.0'
29	"	"	11:00AM	40.4	42.8	0	40-41	153	69,572	SPICED 2.5'	90	"	15	11:00AM	40.1	42.2	0	40-41	160	70,200	SPICED 2.1'
30	"	"	"	40.4	42.4	0	40-41	86	51,600	SPICED 8.0'	91	"	17	2:00PM	40.1	42.0	0	40-41	122	62,310	SPICED 1.9'
31	NOV	11	7:40AM	40.1	42.1	0	45-46	125	62,975	SPICED 4.0' + 4.0'	92	"	15	10:05AM	40.1	46.1	0	44-45	108	58,500	SPICED 6.0'
32	"	"	10:12:30AM	40.4	43.7	0	41-42	128	63,755	SPICED 3.3' #1 CUT OFF	93	"	17	2:30PM	40.1	45.1	0	42-42	108	58,500	SPICED 5.0'
33	"	"	"	40.1	42.1	0	45-46	105	57,675	SPICED 8.0'	94	"	15	"	40.1	45.0	0	43-44	112	59,325	SPICED 4.9'
34	"	"	10:11:30AM	40.4	42.8	0	44-45	152	70,033	SPICED 4.0' + 4.0'	95	"	8	8:45AM	40.1	40.1	0	37-38	108	58,500	
35	"	"	11:8:30AM	40.1	43.6	0	41-42	120	61,700	SPICED 3.5'	96	"	17	4:30PM	40.1	44.4	0	41-42	102	56,700	SPICED 4.3'
36	"	"	8:10:30AM	40.1	31.8	8.3	29-30	280	36,367		97	"	8	8:25AM	40.3	40.3	0	36-37	106	57,950	
37	"	"	11:9:00AM	36.6	32.6	0	40-41	132	64,785	SPICED 6.0'	98	"	17	4:00PM	40.1	45.1	0	42-42	128	62,210	SPICED 5.0'
38	"	"	11:11:30AM	40.1	42.8	0	41-42	110	57,050	SPICED 3.7'	99	"	7	1:35PM	40.3	40.3	0	37-38	150	69,475	
39	"	"	11:9:35AM	40.2	42.5	0	40-41	180	74,200	SPICED 2.5'	100	"	17	3:45PM	40.1	45.1	0	42-42	102	56,670	SPICED 5.0'
40	"	"	11:12:35PM	40.1	42.4	0	40-41	170	73,400	SPICED 2.3'	101	"	7	1:05PM	40.3	40.3	0	37-38	97	56,825	
41	"	"	11:3:20AM	40.1	43.7	0	41-42	118	61,220	SPICED 3.6'	102	"	17	3:30PM	40.1	42.4	0	40-41	138	64,355	SPICED 2.3'
42	"	"	11:1:15PM	40.1	40.1	0	38-39	157	68,954		103	"	7	12:35PM	40.3	40.3	0	37-38	102	56,670	
43	"	"	11:3:45PM	40.1	45.9	0	44-45	105	57,675	SPICED 5.8'	104	"	17	2:50PM	40.1	42.5	0	40-41	138	64,355	SPICED 2.4'
44	"	"	11:4:50PM	40.0	45.8	0	44-45	130	64,275	SPICED 5.8'	105	"	7	11:30AM	39.5	39.5	0	37-38	102	56,670	
45	"	"	11:4:15PM	40.1	47.1	0	45-46	127	63,495	SPICED 4.5' + 2.5'	106	"	8	11:10AM	40.4	45.0	0	43-44	145	68,175	SPICED 4.6'
46	"	"	12:8:40AM	40.1	43.9	0	41-42	140	64,875	SPICED 3.8'	107	"	7	8:45AM	40.3	40.3	0	37-38	104	57,335	
47	"	"	11:4:50PM	40.1	44.8	0	42-43	115	60,500	SPICED 4.7' #19 CUT OFF 1700'	108	"	8	10:35AM	40.3	43.9	0	41-42	167	71,400	SPICED 3.6'
48	"	"	12:9:10AM	40.1	43.0	0	40-41	190	64,375	SPICED 2.9'	109	"	7	8:10AM	40.3	40.3	0	37-38	90	52,220	
49	"	"	12:7:58AM	40.1	40.1	0	37-38	95	56,375		110	"	8	9:45AM	40.2	40.2	0	36-37	85	52,200	
50	"	"	12:9:35AM	40.1	45.7	0	43-44	127	63,495	SPICED 5.6'	111	NOV	6	3:50PM	40.3	40.3	0	37-38	119	61,440	
51	"	"	12:1:00PM	40.1	43.4	0	41-42	106	57,950	SPICED 3.3'	112	"	8	9:20AM	40.3	40.3	0	37-38	125	62,975	
52	"	"	12:10:10AM	40.1	41.6	0	39-40	120	61,700	SPICED 1.5'	113	"	6	3:30PM	36.3	36.3	0	36-35	85	51,500	
53	"	"	12:1:35PM	40.1	42.5	0	40-41	114	59,875	SPICED 2.4'	114	"	7	3:35PM	40.3	40.3	0	37-38	112	59,325	
54	"	"	12:10:40AM	40.1	42.1	0	45-46	136	63,835	SPICED 5.1'	115	"	7	3:05PM	40.3	40.3	0	37-38	111	59,050	
55	"	"	12:1:50PM	40.1	45.2	0	42-43	106	57,950		116	"	7	2:40PM	40.3	40.3	0	37-38	94	54,600	
56	"	"	12:3:20AM	40.1	44.8	0	42-43	126	63,235	SPICED 4.7' OFF USED	117	"	7	2:05PM	40.3	40.3	0	37-38	146	64,355	
57	"	"	12:8:15PM	40.1	45.8	0	43-44	118	61,220	SPICED 5.7'	118	"	7	10:40AM	40.3	40.3	0	37-38	110	59,050	
58	"	"	12:4:50PM	40.1	43.0	0	41-42														



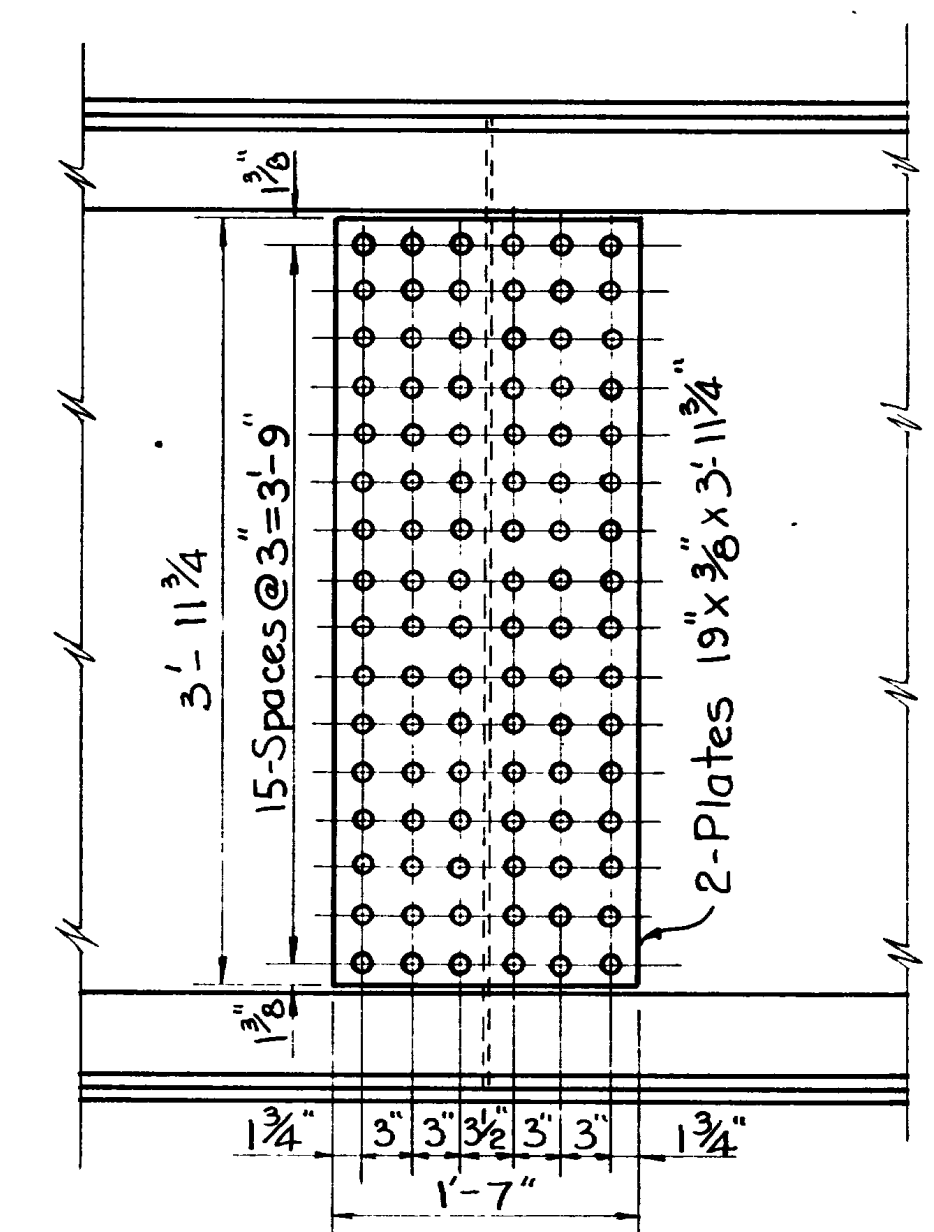
SECTION OF ROADWAY LEFT HAND STRUCTURE
(Structure on Right Opposite Hand)

CONCRETE MEASUREMENT & PAYMENT
(For two Structures)

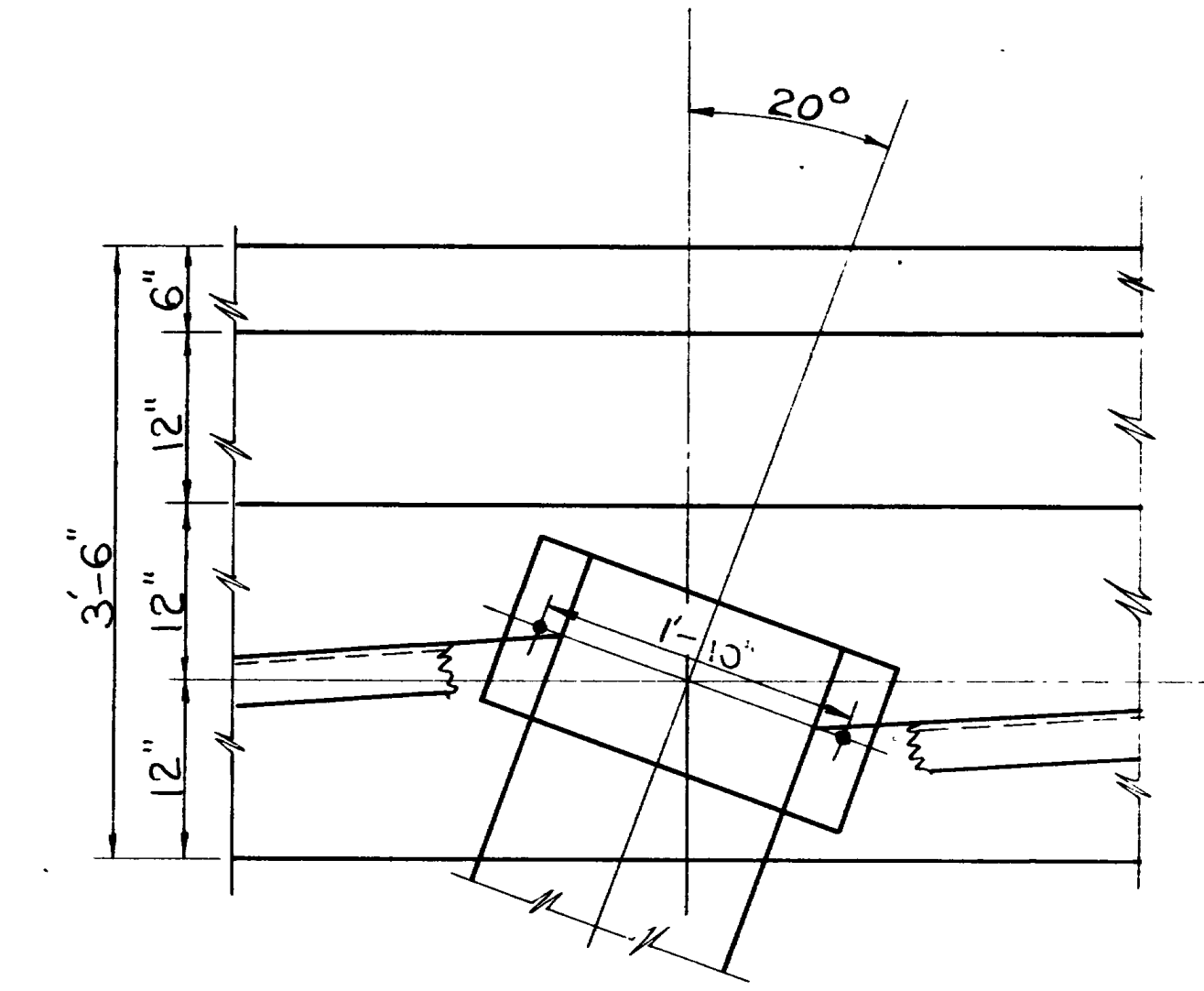
The exact determination of the volume of concrete in the deck is difficult. Unless a change from the dimensions shown on the plans is ordered by the Engineer the volume for the concrete deck and curbs shall be deemed to be 285 Gubic Yards. Should a change of dimensions be made, a corresponding change will be made in the volume. The volume for the completion of the sub-structures shall be within the dimensions shown on the plans.



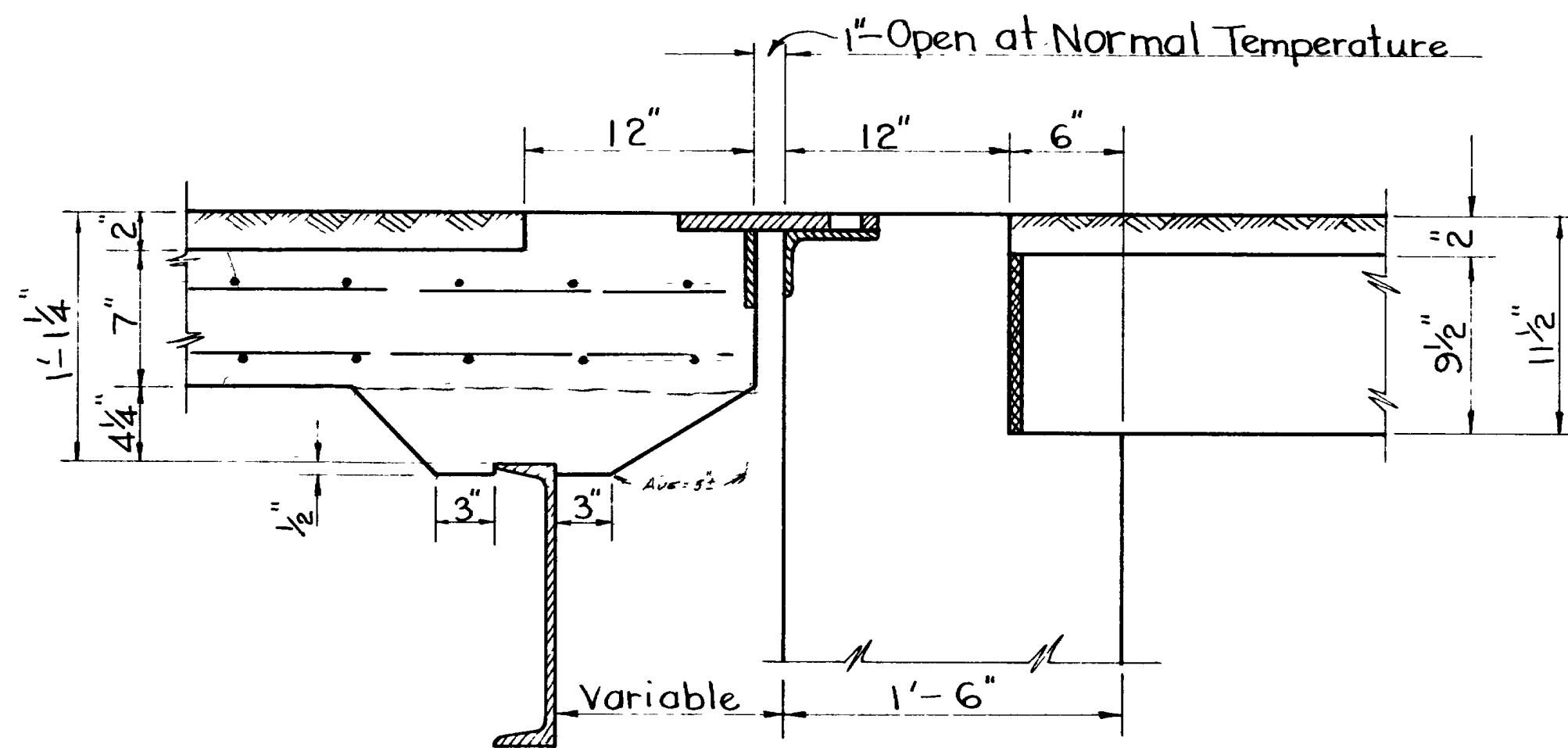
DETAIL FLANGE ENCASEMENT



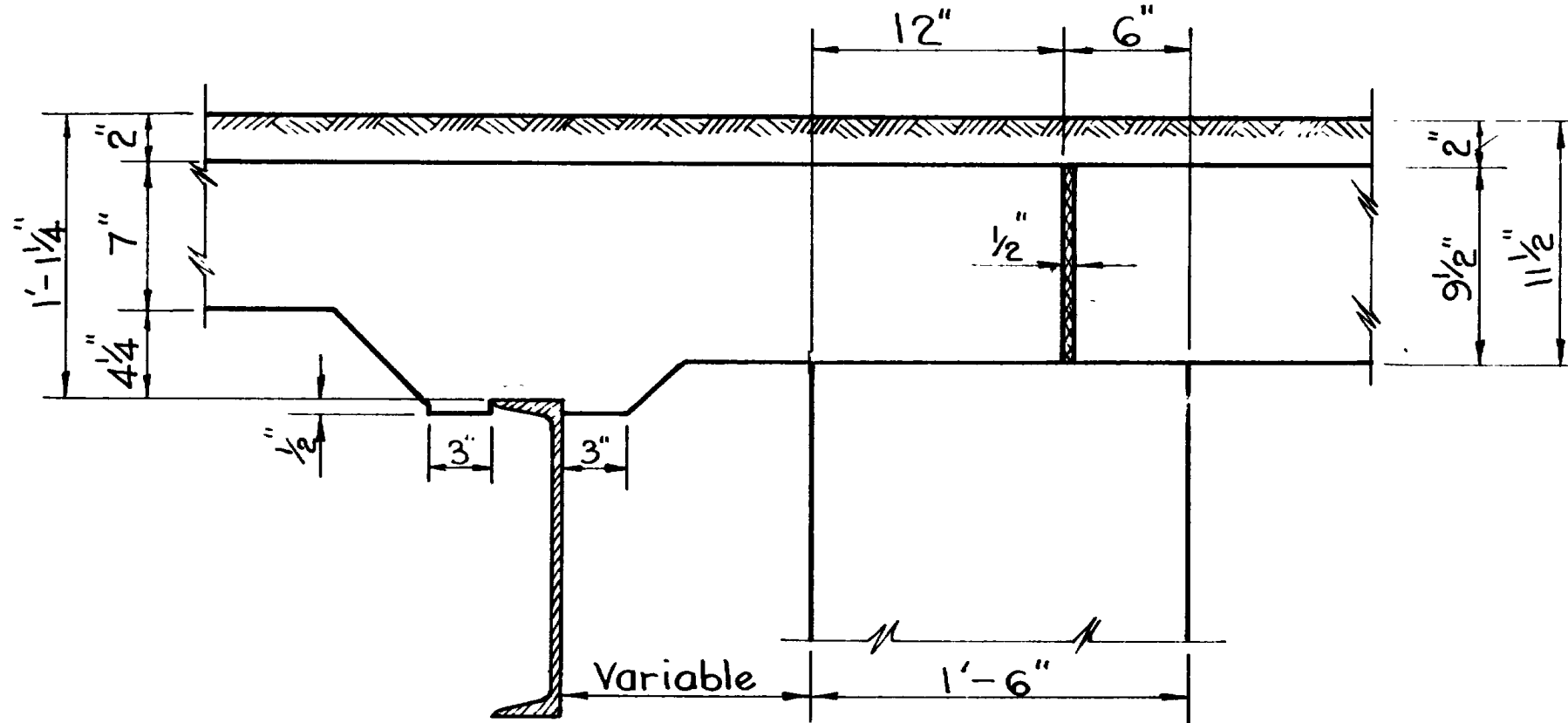
DETAIL OF WEB SPLICE
(At 1/3 Points)



PART PLAN OF BRIDGE SEAT



SECTION AT BACKWALL EXP. END
ABUTMENTS "A"



SECTION AT BACKWALL FIXED END
ABUTMENTS "B"

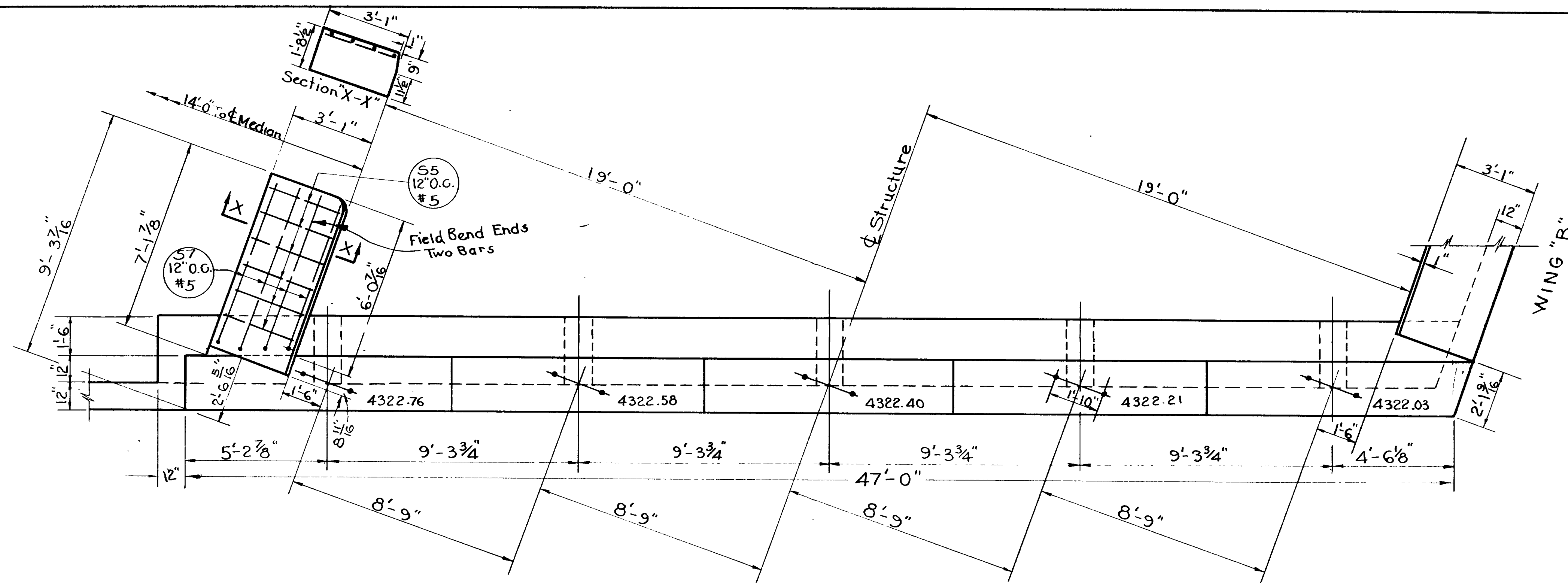
SHEET 8 OF 13 SHEETS

UTAH STATE ROAD COMMISSION
SALT LAKE CITY UTAH
BRIDGE DEPARTMENT

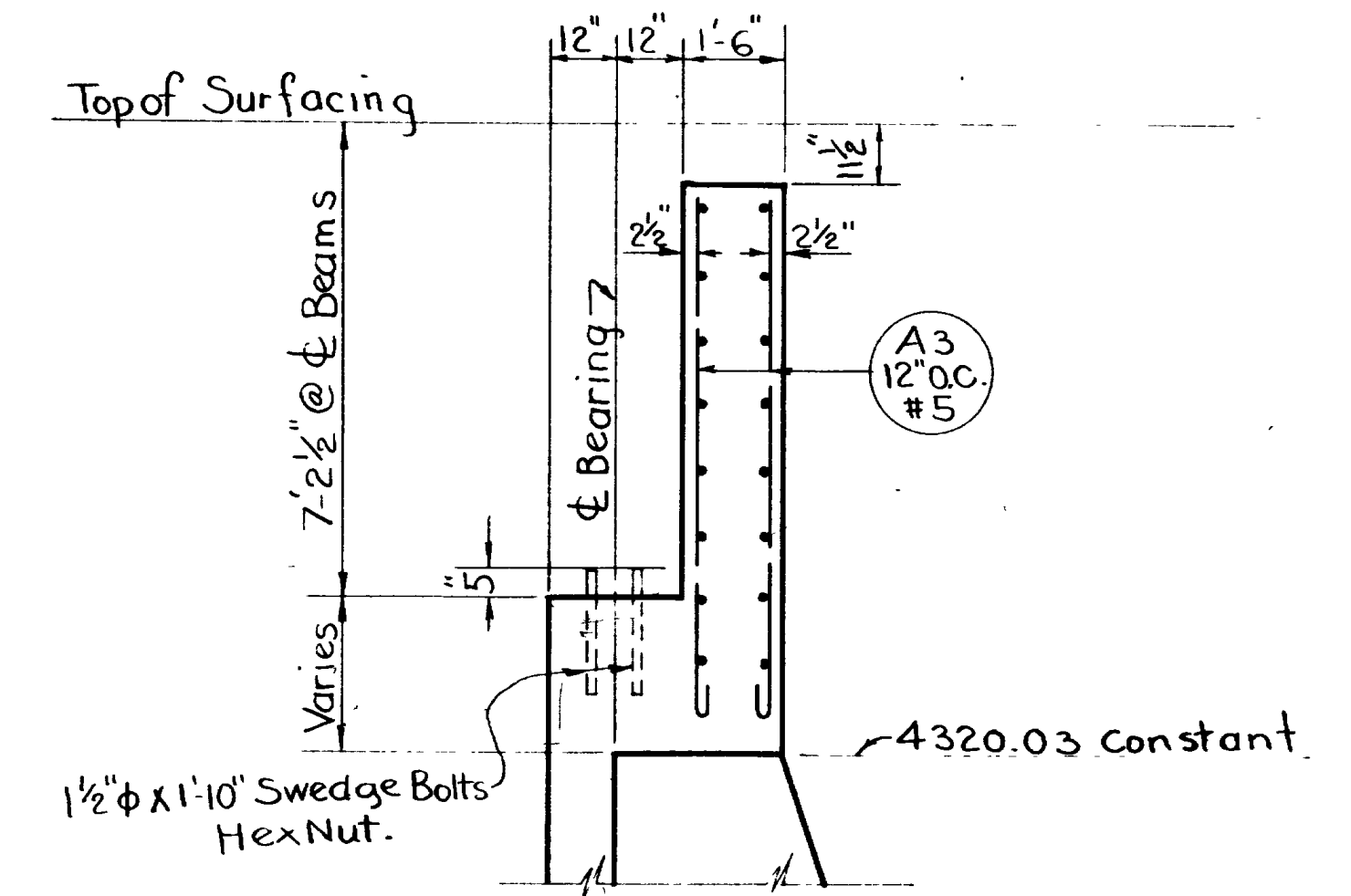
WEBER RIVER BRIDGE
11387 0 to 0. 70°X-1NG <
Sta. 208+40 DF-037-1(3)
Nyes Cor.-31st. St. Ogden Weber Co.

DESIGNED BY F.M.E.
DRAWN BY F.M.E.
CHECKED BY D.P. Peterson
DATE Aug 18 1958

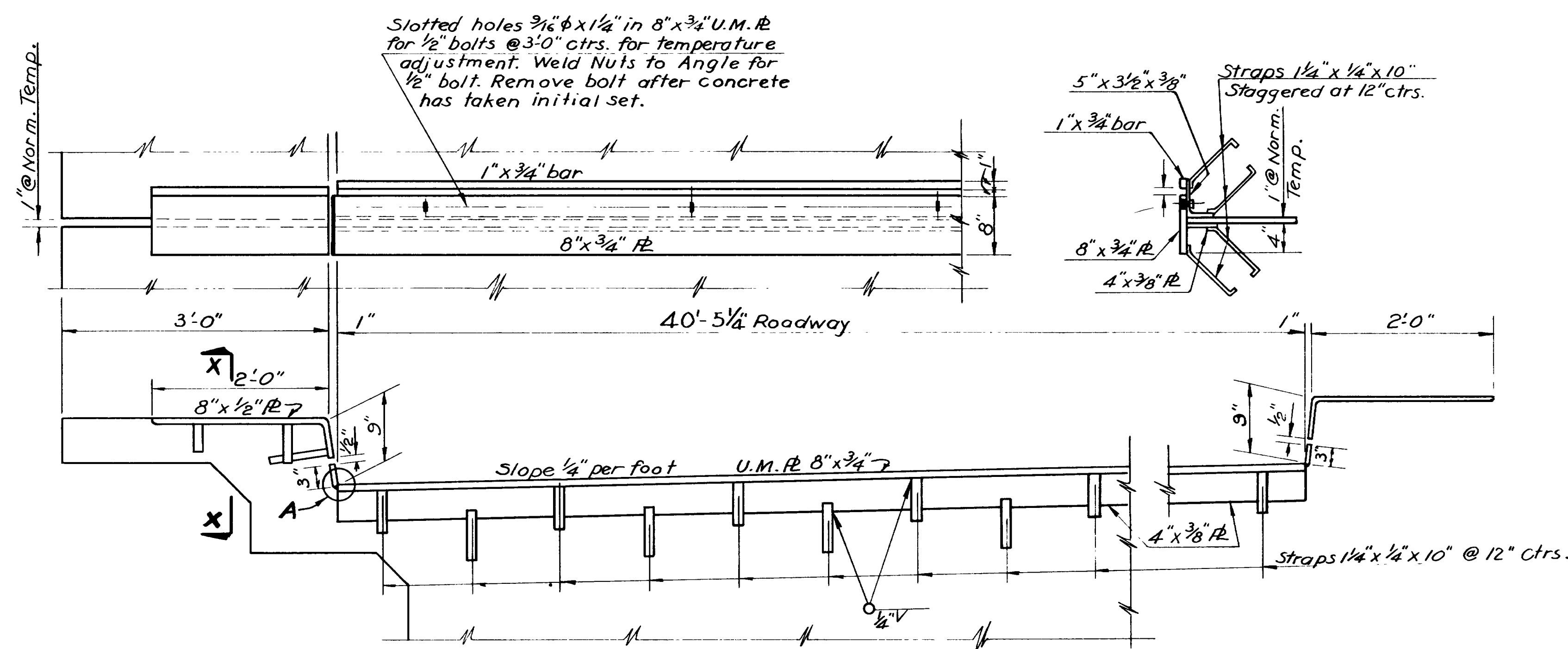
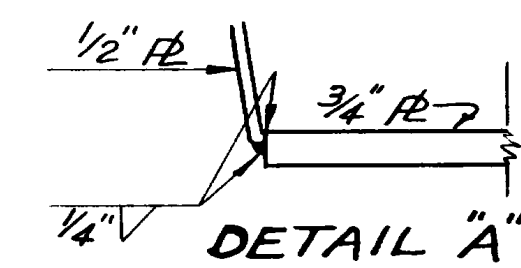
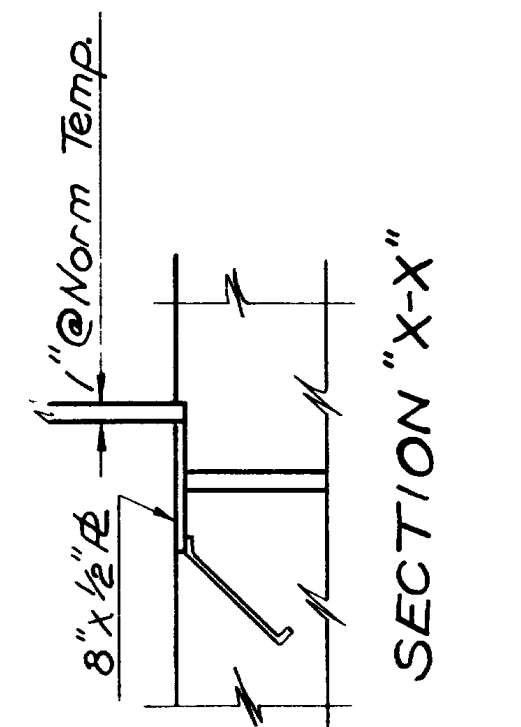
BR. NO. DR. NO. C-310



PLAN OF BRIDGE SEAT ABUTMENT "B" (Fixed End)

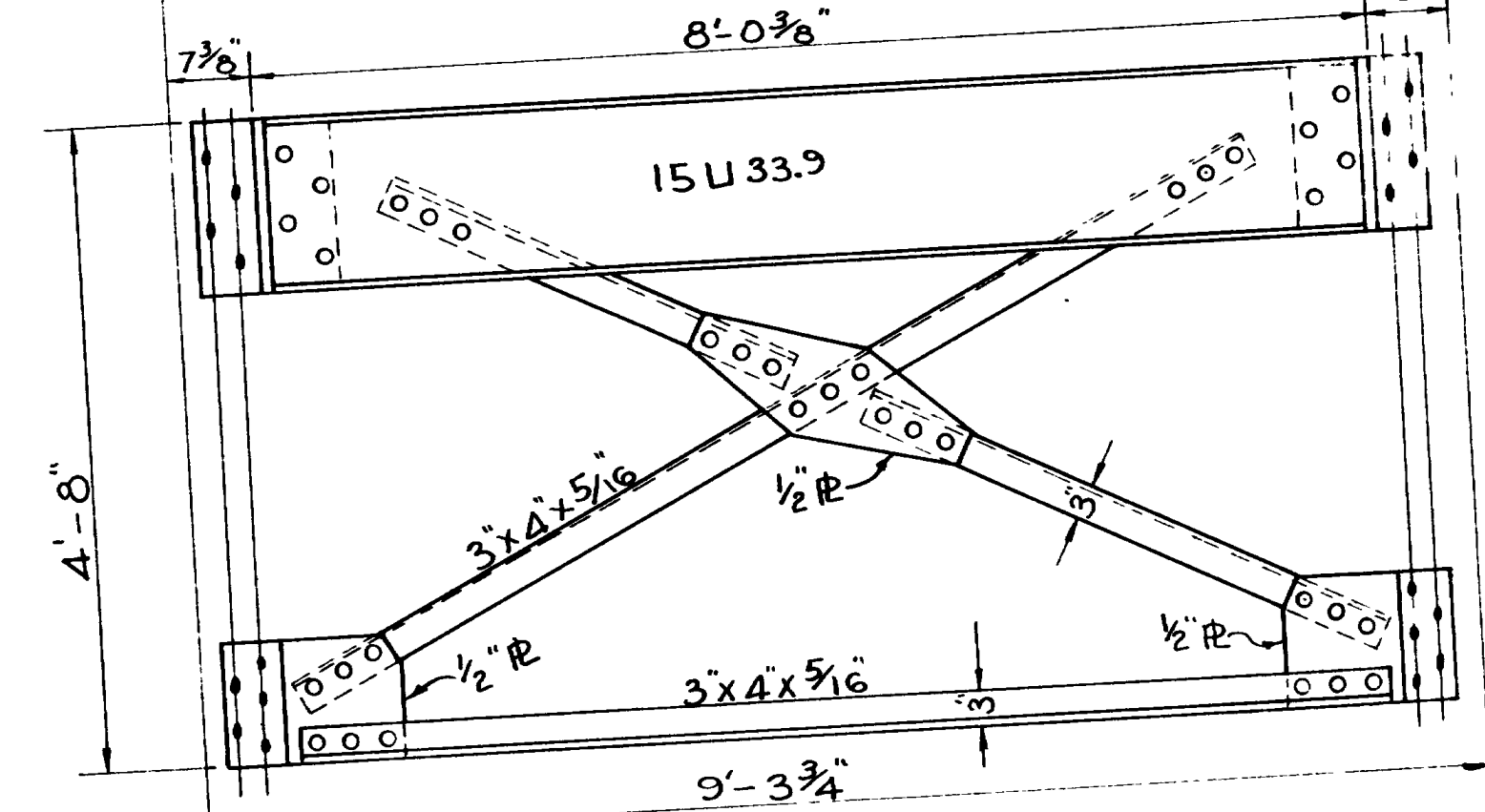
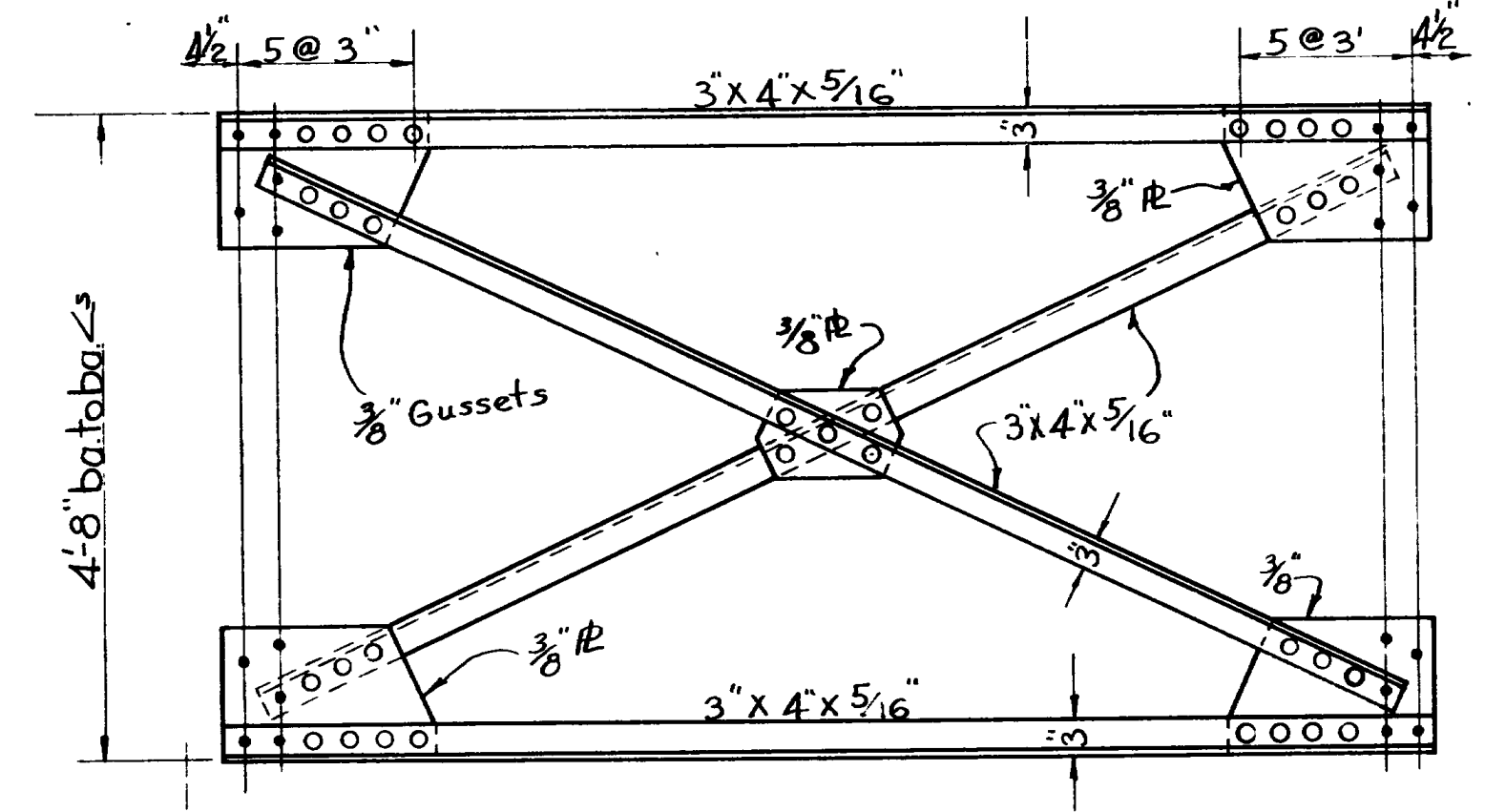
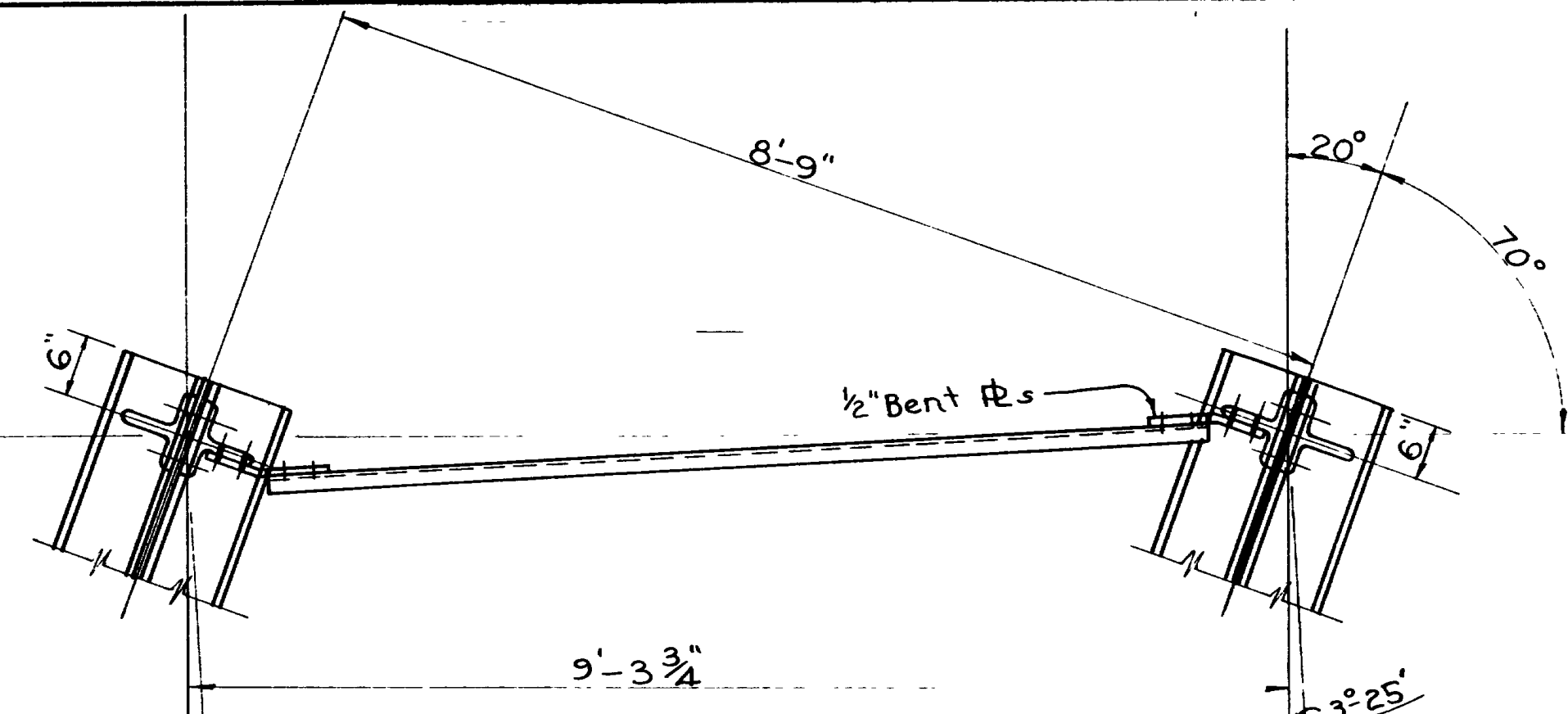
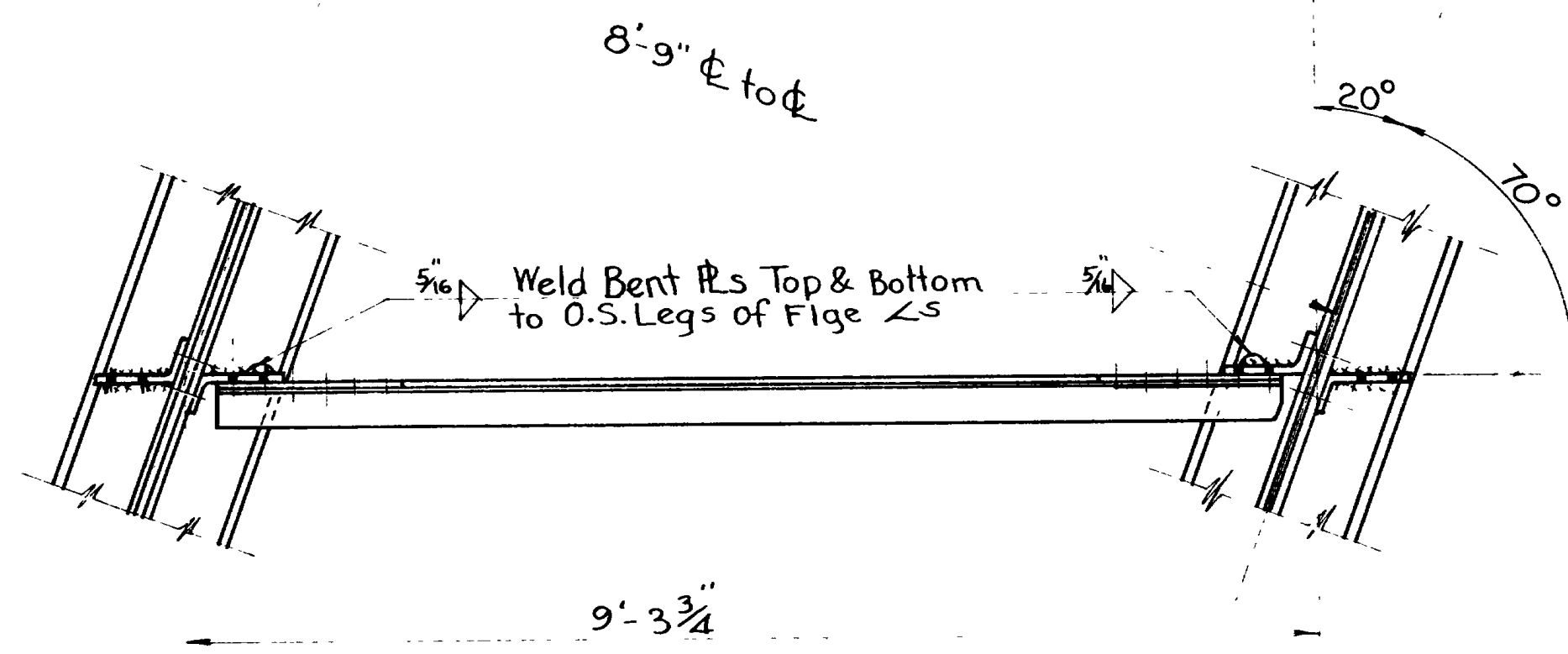


SECTION OF BRIDGE SEAT ABUTMENT "B"



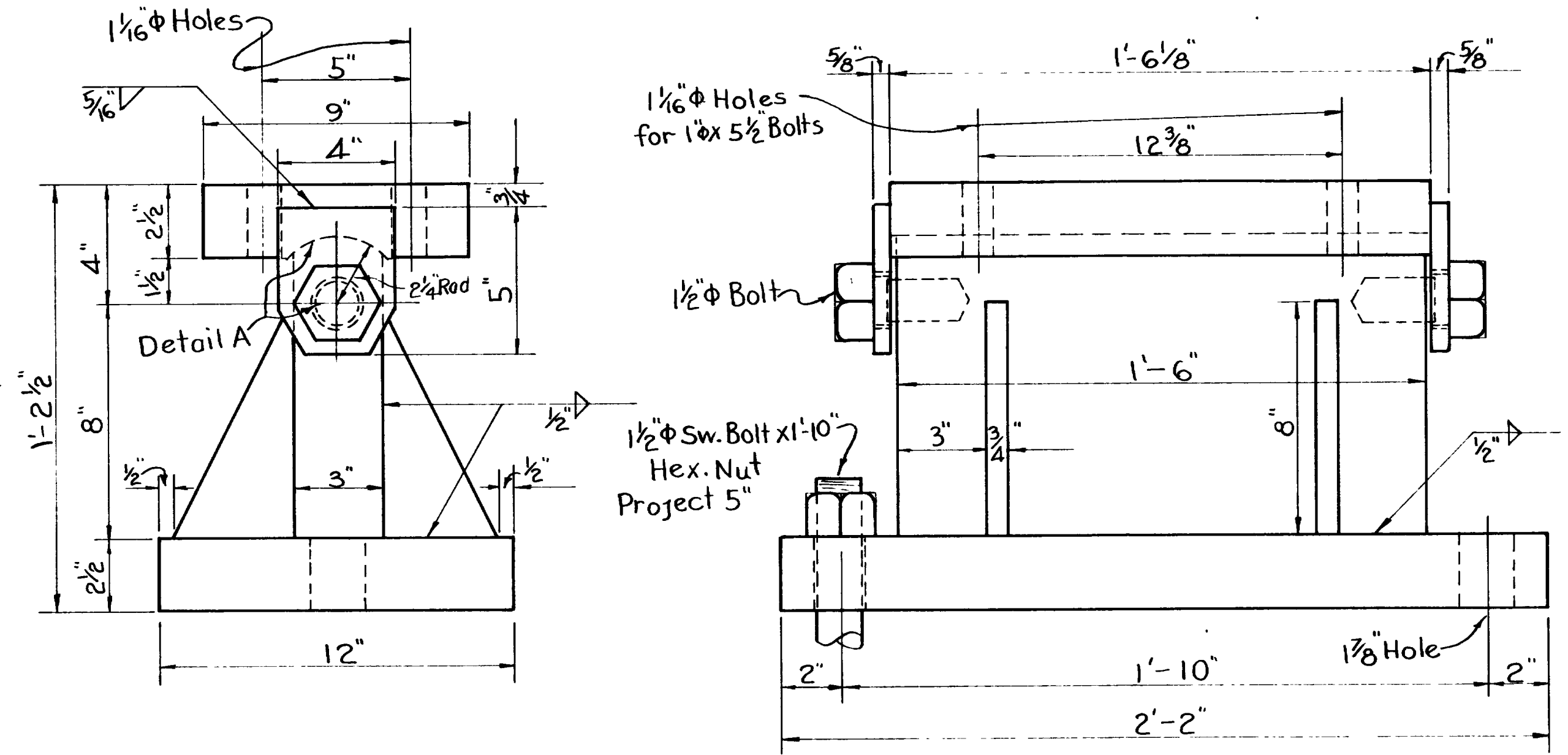
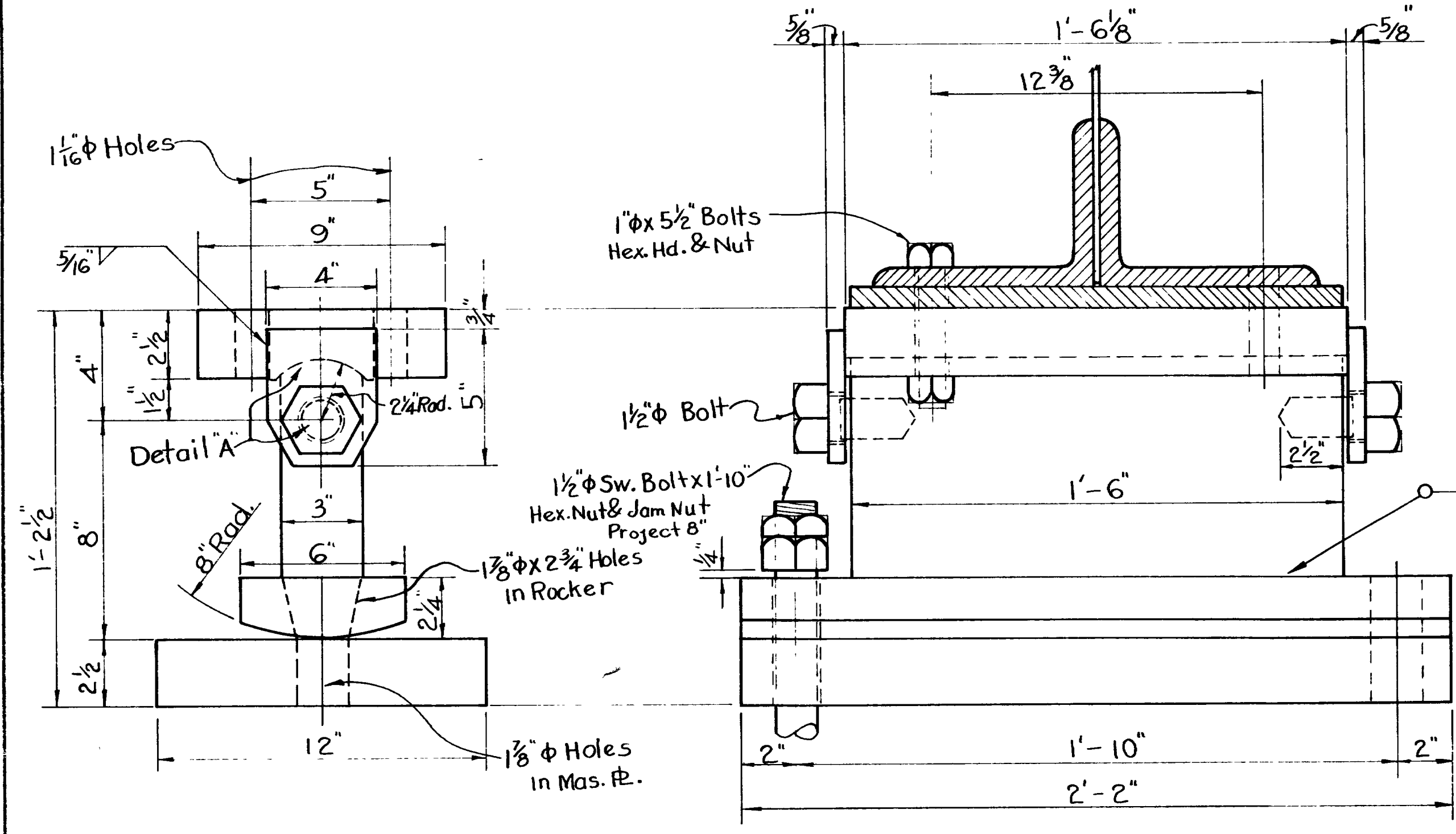
DETAIL OF SLAB EXPANSION UNIT AT ABUTMENTS "A"
MAKE 2 (Weight per unit 1716#)

REVISIONS
DATE BY



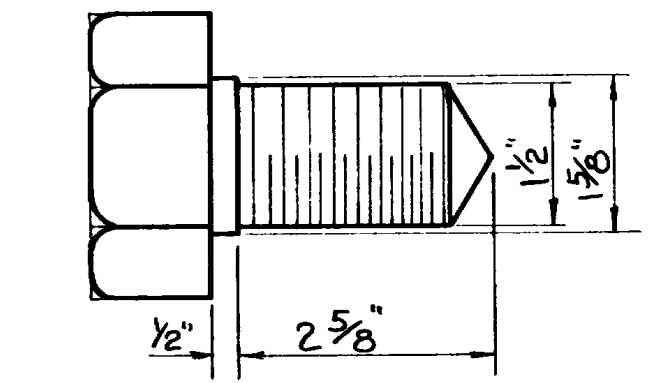
DETAIL INT. CROSS FRAMES MARK CF 2 MAKE 32.

DETAIL END CROSS FRAMES MARK CFI MAKE 16.

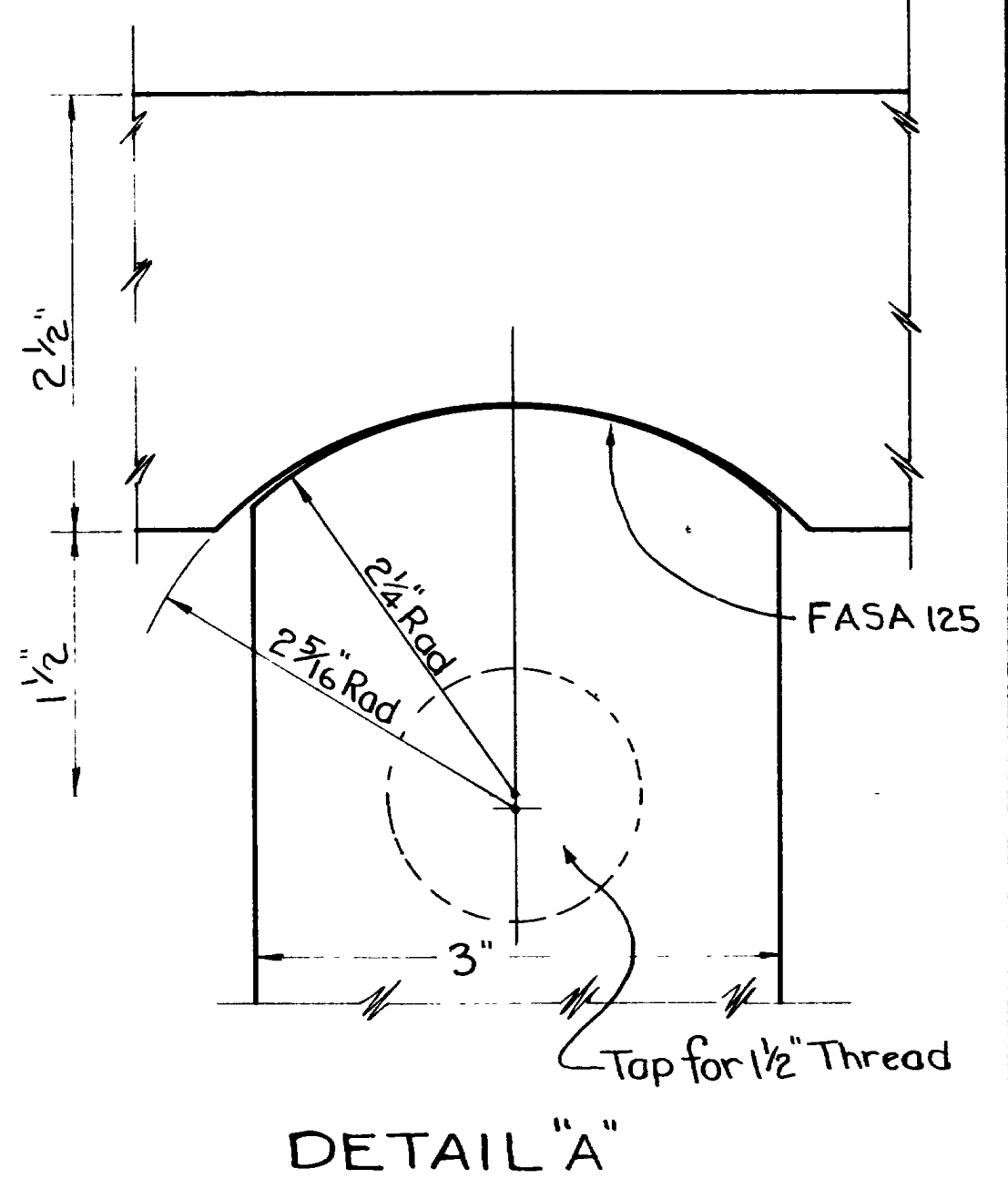


EXPANSION SHOE MAKE 10.
Weight of One 565 #

FIXED SHOE MAKE 10.
Weight of One 545 #



BOLT DETAIL



DETAIL "A"

SHEET 11 OF 13 SHEETS

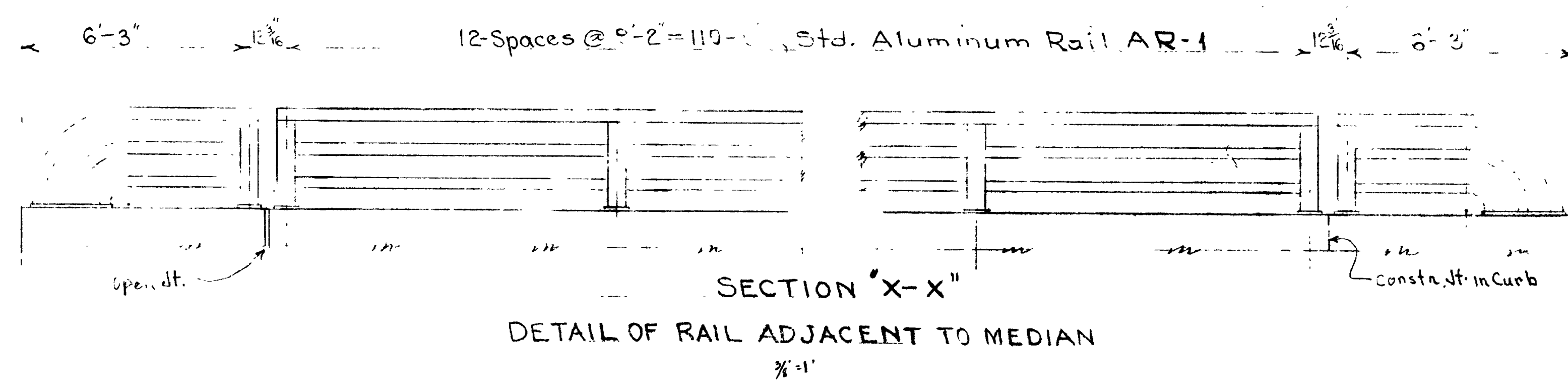
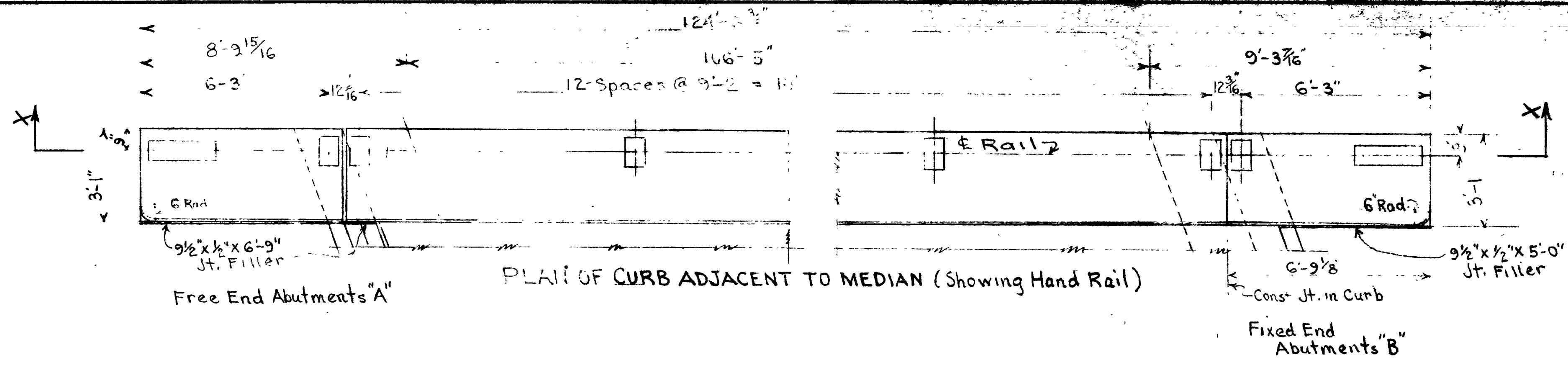
UTAH STATE ROAD COMMISSION
SALT LAKE CITY UTAH
BRIDGE DEPARTMENT

WEBER RIVER BRIDGE
113RD Q.ToO. 70°X-1NG Z
Sta 208+40 DF-037-1(3)
Nyes Cor.-31st.ST.Ogden Weber Co.

DESIGNED BY: F.M.E.
CHECKED BY: F.M.E. *Aug 18, 1958*
DRAWN BY: *W. Peterson*
SUPERVISOR: *W. Peterson*

BY: *W. Peterson* DATE: *Aug 18, 1958*

NO. C-310

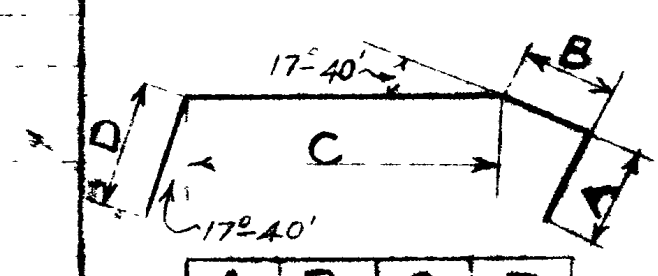


SHEET 12 OF 13 SHEETS

UTAH STATE ROAD COMMISSION SALT LAKE CITY, UTAH BRIDGE DEPARTMENT	
WEBER RIVER BRIDGE 113.87 O. To O. 70° X-110° L Sta. 208+40 DF-037-1(3) Nye's Cor.-31st St. Ogden, Weber Co.	
DESIGNED BY: F.M.E.	SCALE: _____
DRAWN BY: F.M.E.	DATE: _____
CHECKED BY: _____	APPROVED: _____
BY: _____	FILE NO. C-310

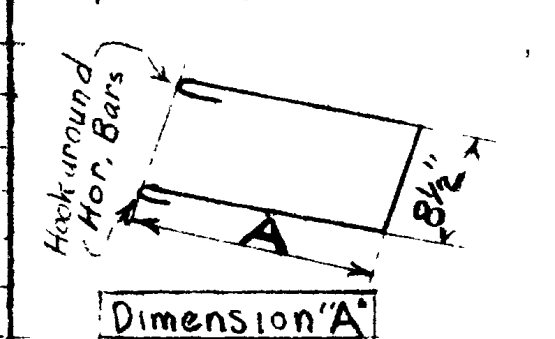
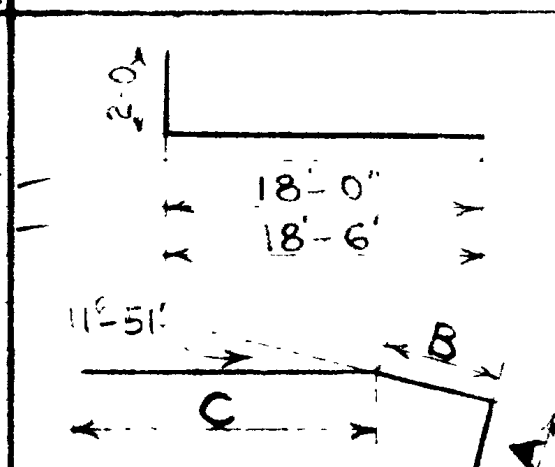
REVISIONS
DATE BY

MARK	LOCATION	SIZE NO.	LENGTH	NO BARS	TOTAL LENGTH	SKETCH
A1	Abutments A & B	5	16'-6"	430	6600'-0"	
A2	Abuts 2 Wings	5	23'-6"	344	8124'-0"	
A3	Abuts A & B	5	8'-8"	380	3296'-0"	
A4	Abuts A & B	5	26'-0"	312	8196'-0"	
A5	Abuts A	5	25'-6"	56	1428'-0"	
A6	"	5	6'-0"	32	192'-0"	
A7	Wings C	5	35'-0"	96	3360'-0"	752'-0"
A8	Abuts B	5	24'-6"	56	1372'-0"	
A9	"	5	6'-6"	32	208'-0"	
A10	Wings A & B	5	33'-8"	128	4309'-4"	
A11	" B	5	31'-6"	40	1260'-0"	
A12	" A	5	30'-6"	40	1220'-0"	
A13	" A & B	5	2'-9"	126	3654'-0"	376'-6"
A-6a	Abuts A	5	3'-0"	28	84'-0"	1-0' 2-0'
A-9a	Abuts B	5	3'-0"	28	84'-0"	1-0' 2-0'
AS1	Approach Slabs	8	10'-0"	152	1520'-0"	
AS2	"	5	10'-0"	152	1520'-0"	
AS3	"	5	40'-0"	80	3200'-0"	
C1	Counterforts C1	8	8'-5"	84	716'-0"	6-3
C2	"	8	11'-6"	84	924'-0"	9-4
C3	"	8	14'-7"	84	1242'-0"	12-5
C4	"	8	17-8"	84	1488'-0"	15-6
C5	"	8	18-5"	84	1548'-0"	16-3
C6	"	8	8'-5"	84	716'-0"	6-3
C7	"	8	11-6"	84	924'-0"	9-4
C8	"	8	14-7"	84	1242'-0"	12-5
C9	"	8	17-8"	84	1488'-0"	15-6
C10	"	8	18-3"	84	1548'-0"	16-1
C11	"	8	8-5"	84	716'-0"	6-3
C12	"	8	11-6"	84	924'-0"	9-4
C13	"	8	14-7"	84	1242'-0"	12-5
C14	"	8	17-8"	84	1488'-0"	15-6
C15	"	8	18-1"	84	1548'-0"	15-11
C16	"	8	8-5"	84	716'-0"	6-3
C17	"	8	11-6"	84	924'-0"	9-4
C18	"	8	14-7"	84	1242'-0"	12-5
C19	"	8	17-8"	84	1488'-0"	15-6
C20	"	8	17-11"	84	1494'-0"	15-9
C21	"	8	11-8"	4	46-8"	9-6
C22	"	8	17-8"	8	141-4"	15-6
C23	"	8	17-8"	4	70-8"	15-6
C24	"	8	9-5"	32	301-4"	7-3
C25	"	8	14-0"	32	448-0"	11-10
C26	"	8	18-7"	32	594-8"	16-5
C27	"	8	23-2"	32	741-4"	21-0
C28	"	8	25-6"	32	816-0"	23-4
C29	"	8	8-8"	4	34-8"	6-6
C30	"	8	15-5"	4	61-8"	13-3
C31	"	8	17-11"	8	143-4"	15-9
C32	"	8	7-8"	4	30-8"	5-6
C33	"	8	11-2"	4	44-8"	9-0
C34	"	8	14-2"	4	56-8"	12-0
C35	"	8	17-8"	8	141-4"	15-6
C36	"	8	8-2"	12	98-0"	6-0
C37	"	8	11-5"	12	137-0"	9-3
C38	"	8	14-8"	12	176-0"	12-6
C39	"	8	17-11"	12	215-0"	15-9
C40	"	8	21-8"	12	260-0"	19-6



MARK	LOCATION	SIZE NO.	LENGTH	NO BARS	TOTAL LENGTH	SKETCH
C41	Counterforts C1	10	20'-6"	84	1644'-0"	A B C D
C42	"	10	21-6"	84	1720'-0"	
C43	"	10	20-3"	84	1610'-0"	
C44	"	10	21-3"	84	1700'-0"	
C45	"	10	20-0"	84	1600'-0"	
C46	"	10	21-0"	84	1680'-0"	
C47	"	10	19-9"	84	1580'-0"	
C48	"	10	20-9"	84	1660'-0"	
C49	"	10	19-6"	4	78-0"	
C49a	"	10	20-6"	4	82-0"	

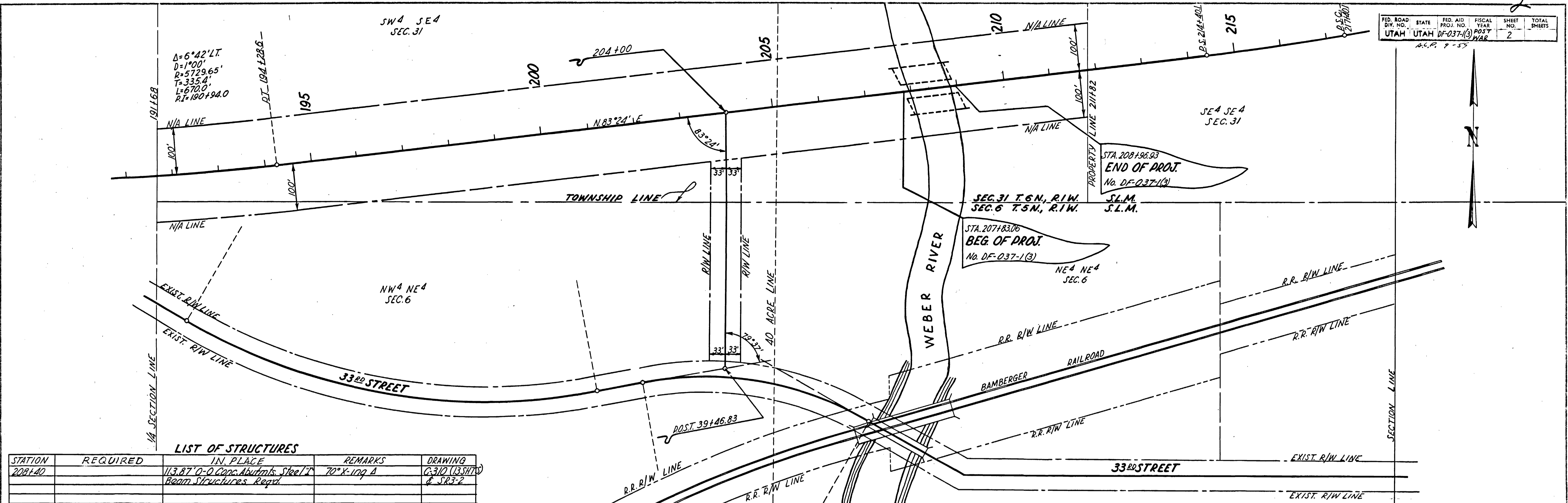
MARK	LOCATION	SIZE NO.	LENGTH	NO BARS	TOTAL LENGTH	SKETCH
C46	Counterforts C6	11	20'-0"	4	80'-0"	
C47	"	11	20'-6"	4	82'-0"	
C48	Counterforts C7	10	15'-6"	32	496'-0"	
C49	"	10	26'-6"	32	848'-0"	
C50	"	10	15'-6"	12	186'-0"	
C51	"	10	27'-0"	12	324'-0"	
C52	"	10	15'-6"	4	62'-0"	
C53	"	10	20'-0"	4	80'-0"	
C54	"	10	18'-0"	4	72'-0"	
C55	"	10	23'-0"	4	92'-0"	
C51	Counterforts C1, C2, C3, C4, C9	4	15-3"	180	274-6"	6-3
C52	"	4	14-9"	180	262-6"	6-6
C53	"	4	14-3"	180	256-6"	6-3
C54	"	4	13-9"	180	247-6"	6-0
C55	"	4	13-3"	180	238-6"	5-9
C56	"	4	12-10"	180	228-0"	5-6 1/2
C57	"	4	12-5"	180	225-6"	5-4
C58	"	4	11-9"	180	211-6"	5-0
C59	"	4	11-1"	180	200-0"	4-8
C510	"	4	10-5"	180	187-6"	4-4
C511	"	4	9-10"	180	170-0"	4-0 1/2
C512	"	4	9-3"	180	162-6"	3-9
C513	"	4	8-7"	180	154-6"	3-5
C514	"	4	7-11"	180	142-6"	3-1
C515	"	4	7-3"	180	126-6"	2-9
C516	"	4	6-7"	180	108-6"	2-5
C517	"	4	11-9"	2	23-6"	5-0
C518	"	4	11-5"	2	22-10"	4-10
C519	"	4	11-3"	2	22-6"	4-9
C520	"	4	11-1"	2	22-2"	4-8
C521	"	4	10-9"	2	21-6"	4-6
C522	"	4	10-5"	2	20-10"	4-4
C523	"	4	10-3"	2	20-6"	4-3
C524	"	4	9-11"	2	19-10"	4-1
C525	"	4	9-7"	2	19-2"	3-11
C526	"	4	9-3"	2	18-6"	3-9
C527	"	4	8-11"	2	17-10"	3-7
C528	"	4	8-7"	2	17-2"	3-5
C529	"	4	8-3"	2	16-6"	3-3
C530	"	4	7-11"	2	15-10"	3-1
C531	"	4	7-7"	2	15-2"	2-11
C532	"	4	10-3"	32	328-0"	4-3
C533	Counterforts C7	4	15-3"	12	184-0"	6-3
C534	"	4	14-11"	12	173-4"	6-7
C535	"	4	13-7"	12	163-4"	6-5
C536	"	4	12-11"	12	154-4"	6-3 1/2
C537	"	4	11-9"	12	144-0"	6-1 1/2
C538	"	4	10-9"	12	130-0"	6-0
C539	"	4	10-5"	12	126-8"	5-10
C540	"	4	12-11"	12	145-8"	5-7
C541	"	4	12-7"	12	140-4"	5-5
C542	"	4	12-1"	16	193-4"	5-2
C543	"	4	11-9"	16	180-0"	5-0
C544	"	4	11-3"	16	180-8"	4-9
C545	"	4	10-10"	16	173-4"	4-6 1/2
C546	"	4	10-5"	16	166-8"	4-4
C547	"	4	10-0"	16	160-0"	4-1 1/2
C548	"	4	9-7"	16	153-4"	3-11
C549	"	4	9-3"	16	146-8"	3-8 1/2
C550	"	4	8-7"	16	140-0"	3-6
C551	"	4	8-5"	16	134-8"	3-4
C552	"	4	7-11"	16	128-8"	3-1



MARK	LOCATION	SIZE NO.	LENGTH	NO BARS	TOTAL LENGTH	SKETCH
CS53	Counterforts C7	4	7-6"	16	120-0"	2-10 1/2
CS54	"	4	7-1"	16	113-4"	2-8
CS55	"	4	6-7"	16	105-4"	2-5
CS56	"	4	15-3"	6	91-6"	6-9
CS57	"	4	14-9"	6	88-6"	6-6
CS58	"	4	14-4"	6	86-0"	6-3 1/2
CS59	"	4	13-11"	6	83-6"	6-1
CS60	"	4	13-5"	6	80-6"	5-10
CS61	"	4	12-11"	6	77-6"	5-7
CS62	"	4	12-6"	6	75-0"	5-4 1/2
CS63	"	4	11-11"	6	71-6"	5-1
CS64	"	4	11-4"	6	68-0"	4-9 1/2
CS65	"	4	10-9"	6	64-6"	4-6
CS66	"	4	10-1"	6	60-6"	4-2
CS67	"	4	9-6"	6	57-0"	3-10 1/2
CS68	"	4	8-11"	6	53-6"	3-7
CS69	"	4	8-3"	6	49-6"	3-3
CS70	"	4	7-9"	6	46-6"	3-0
CS71	"	4	7-1"	6	42-6"	2-8
CS72	"	4	6-6"	6	39-0"	2-4 1/2
CS73	"	4	5-11"	6	35-6"	2-1
CS74	"	4	5-3"	6	31-6"	1-9
CS75	"	4	4-9"	6	28-6"	1-6
CS76	"	4	4-1"	6	24-6"	1-2
CS77	"	4	12-9"	2	25-6"	5-6
CS78	"	4	12-7"	2	25-2"	5-5
CS79	"	4	12-5"	2	24-10"	5-4
CS80	"	4	12-3"	2	24-6"	5-3
CS81	"	4	12-1"	2	24-2"	5-2
CS82	"	4	11-11"	2	23-10"	5-1
CS83	"	4	11-9"	2	23-6"	5-0
CS84	"	4	11-5"	2	22-10"	4-10
CS85	"	4	11-1"	2	22-2"	4-8
CS86	"	4	10-9"	2	21-6"	4-6
CS87	"	4	10-5"	2	20-10"	4-4
CS88	"	4	10-1"	2	20-2"	4-2
CS89	"	4	9-9"	2	19-6"	4-0
CS90	"	4	9-5"	2	18-10"	3-10
CS91	"	4	9-1"	2	18-2"	3-8
CS92	"	4	8-9"	2	17-6"	3-6
CS93	Counterforts C6	4	3'-8"	32	117'-4"	Sketch above
F1	Abut. Foot Bottom	10	10-6"	388	4074-0"	
F2	" " Top	5	10-6"	388	4074-0"	
F3	" " Heel	33	33-0"	96	3168-0"	
F4	" " Toe	5	33-0"	64	2112-0"	
F5	W					

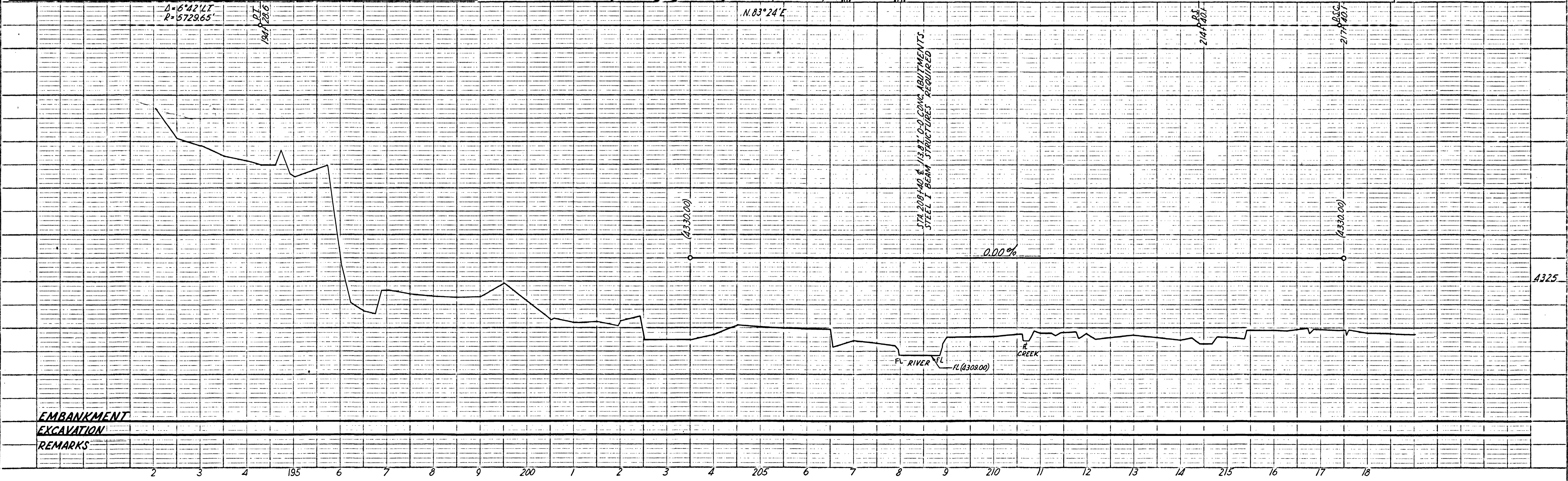
DATE 1956
 BY J.A. HAGUE
 SURVEYED BY J.A. HAGUE
 PLOTTED BY J.A. HAGUE
 CHECKED BY ROGER HANSEN
 NO. 8-39

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LIST OF STRUCTURES

STATION	REQUIRED	IN PLACE	REMARKS	DRAWING
208+40		113.87' O-O Conc. Abutments, Steel T Beam Structures Req'd.	70' x 119' Δ	G-310 (B-347) & S-23-2



EMBANKMENT
 EXCAVATION
 REMARKS

