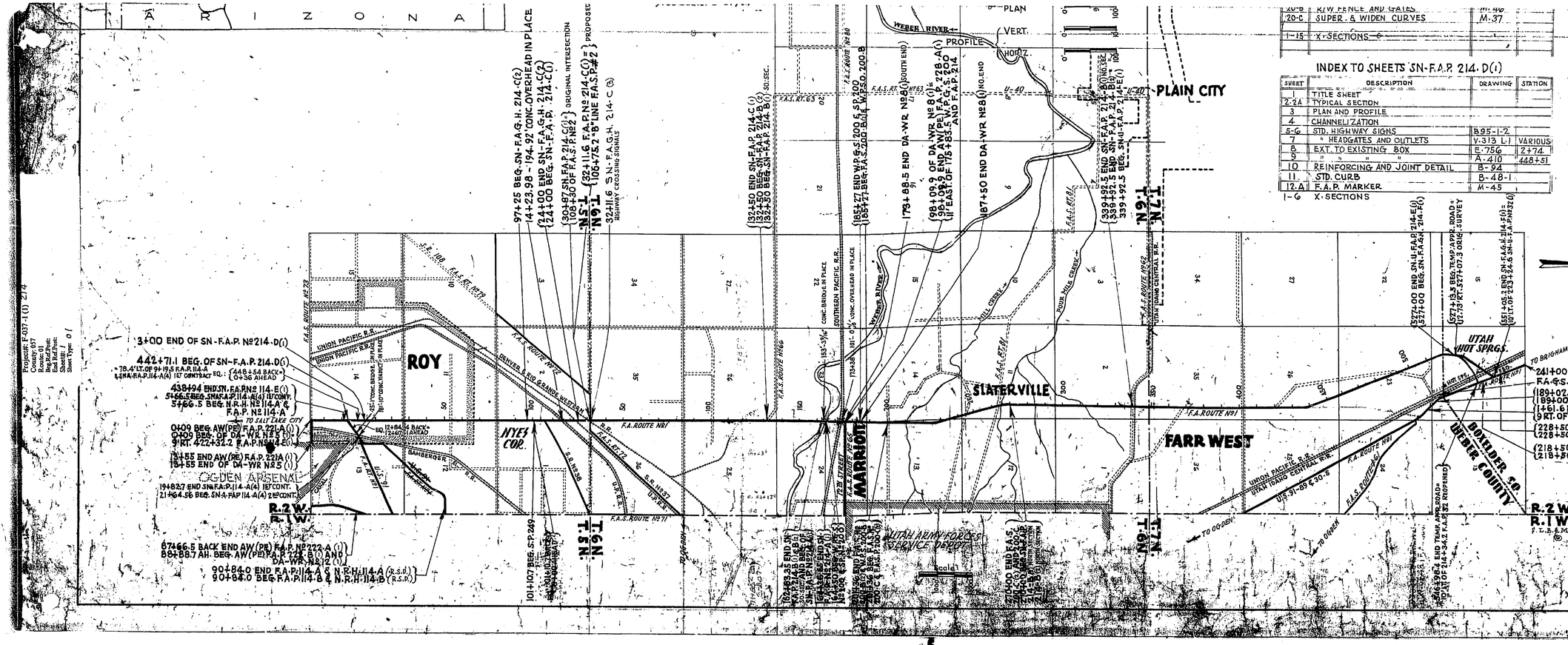
ARIZONA
ROY
NYES COR.
OGDEN ARSENAL
SLATERVILLE
MARRIOTT
FARR WEST
PLAIN CITY
UTAH HOT SPRGS.
BOULDER
WEBER COUNTY
WEBER RIVER
PLAN
PROFILE
VERT.
HORIZ.
UNION PACIFIC R.R.
DENVER & RIO GRANDE WESTERN
SOUTHERN PACIFIC R.R.
UTAH IDAHO CENTRAL R.R.
F.A.S. ROUTE NO 1
F.A.S. ROUTE NO 71
F.A.S. ROUTE NO 72
F.A.S. ROUTE NO 73
F.A.S. ROUTE NO 66
F.A.S. ROUTE NO 67
F.A.S. ROUTE NO 68
F.A.S. ROUTE NO 69
U.S. 91
U.S. 30
U.S. 89
S.R. 108
S.R. 126
S.R. 134
S.R. 135
S.R. 136
S.R. 137
S.R. 138
S.R. 139
S.R. 140
S.R. 141
S.R. 142
S.R. 143
S.R. 144
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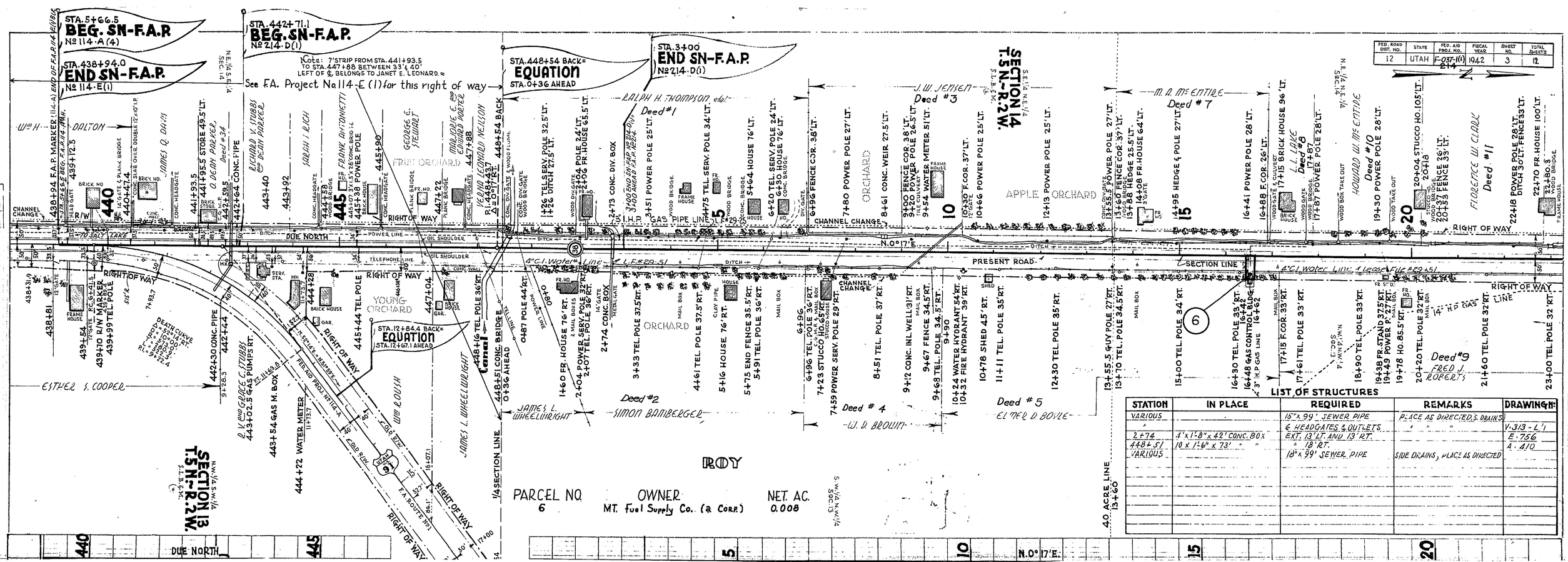
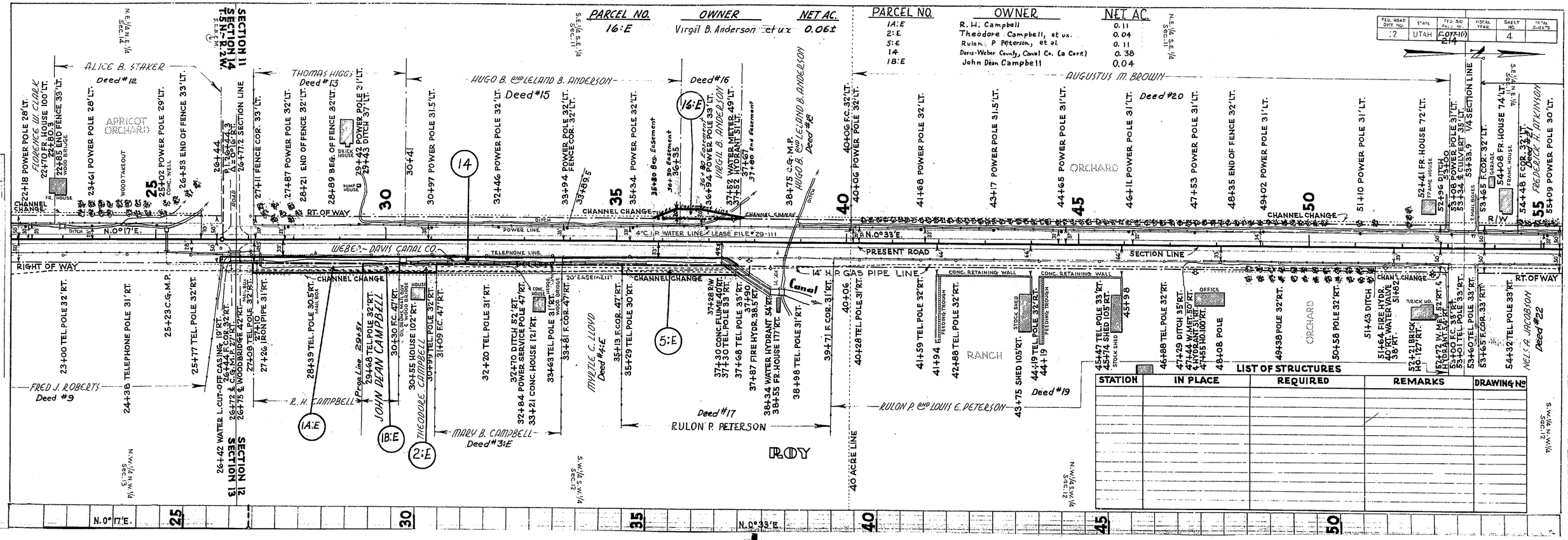
S.R. 146
S.R. 147
S.R. 148
S.R. 149
S.R. 150
S.R. 151
S.R. 152
S.R. 153
S.R.

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
12	UTAH	F-057-1(1) 214	1942	3	12

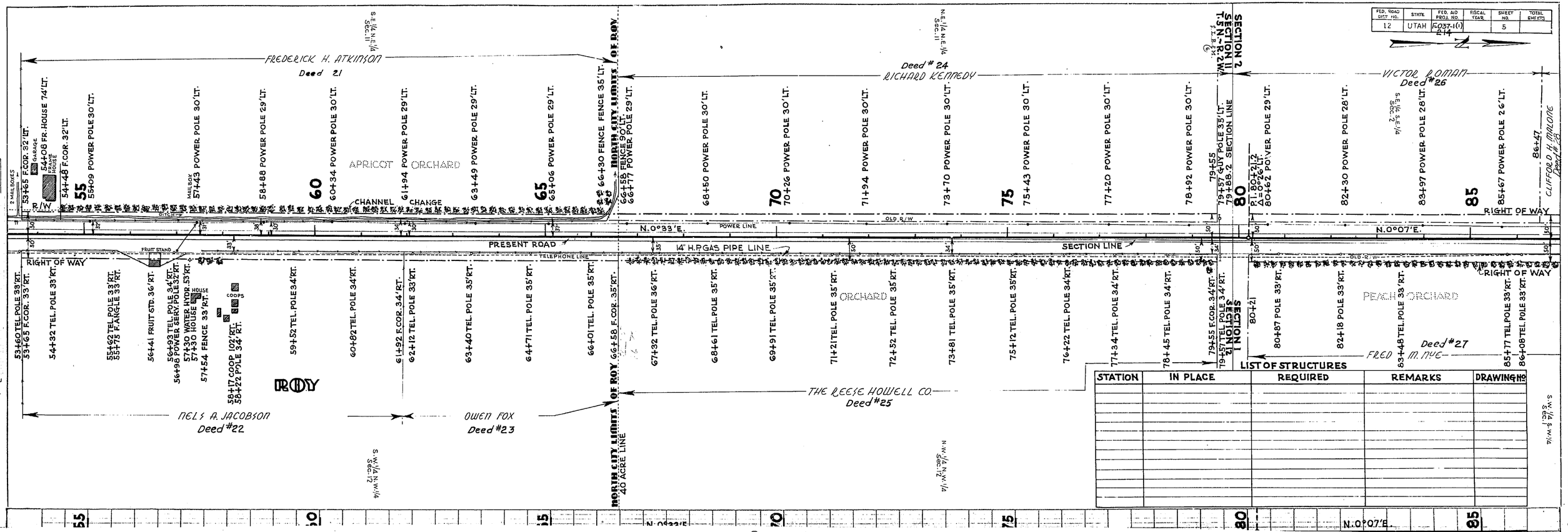




Project: F-037-1(1) 214
County: 057
Route: 0191
Beg. Rd. Plan:
End. Rd. Plan:
Sheet No.: 4
Sheet Type: 0 9

DATE	
1939	
1940	

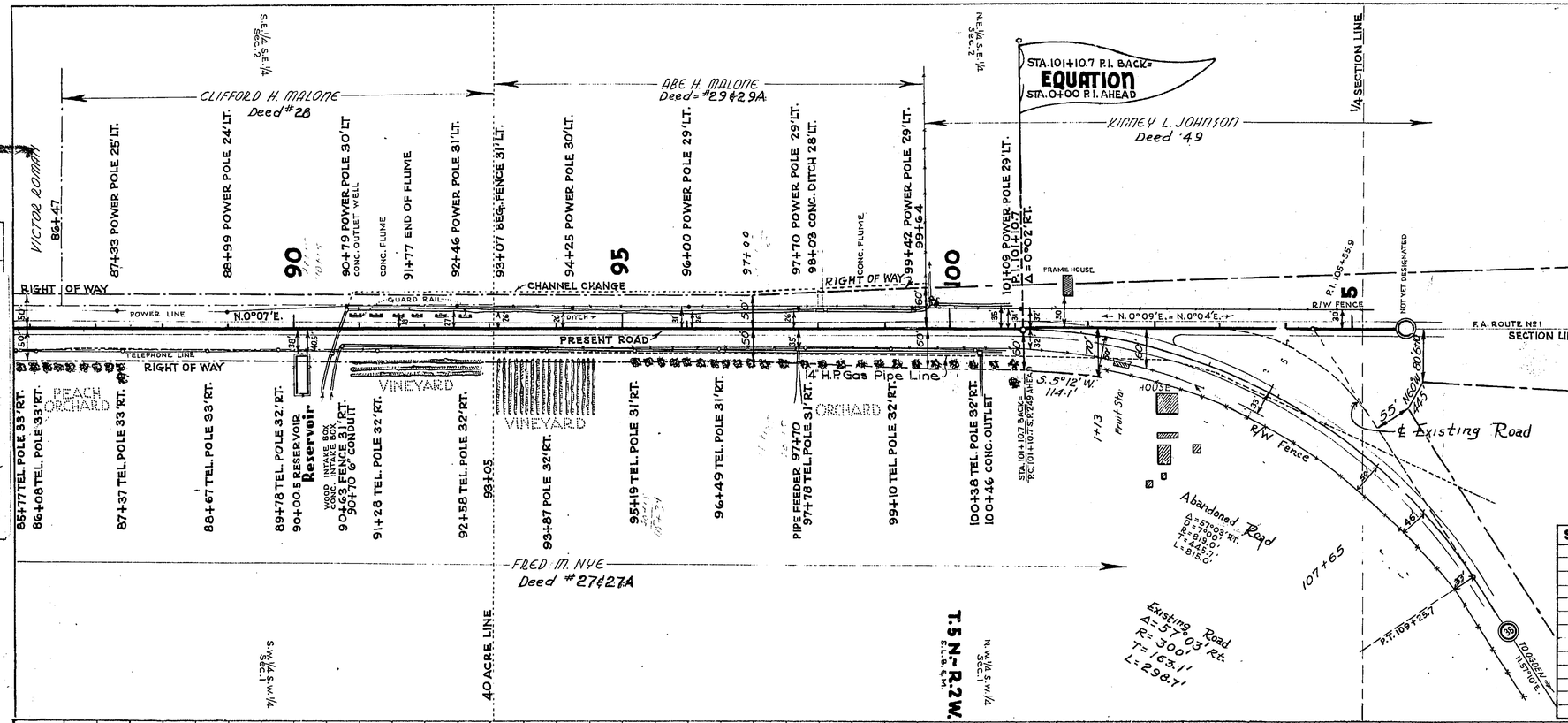
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
12	UTAH	F-037-1(1) 214		5	



LIST OF STRUCTURES

STATION	IN PLACE	REQUIRED	REMARKS	DRAWING No.

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
12	UTAH	F-037-1(1) 214		6	



LIST OF STRUCTURES

STATION	IN PLACE	REQUIRED	REMARKS	DRAWING No.

FED. ROAD DIVISION NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
LIT-	UTAH	F-037-1(1)	POSTWAR	1	27

STATE OF UTAH
STATE ROAD COMMISSION

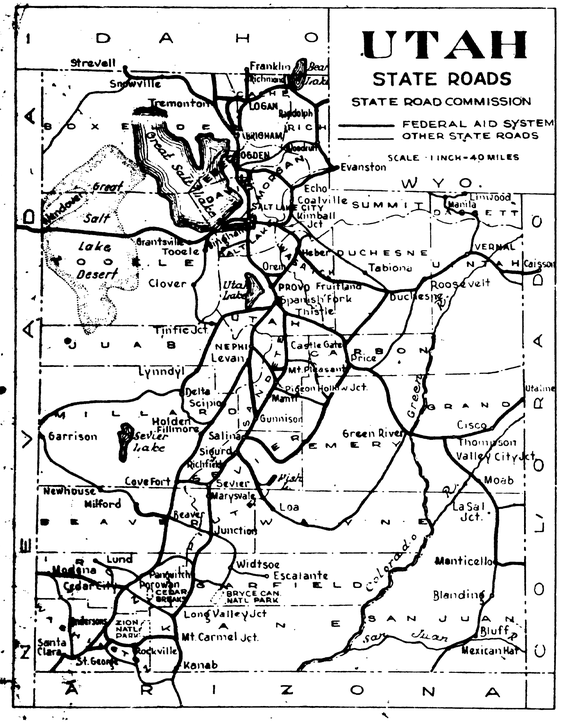
PLANS OF PROPOSED STATE ROAD

FEDERAL AID PROJECT

WEBER COUNTY

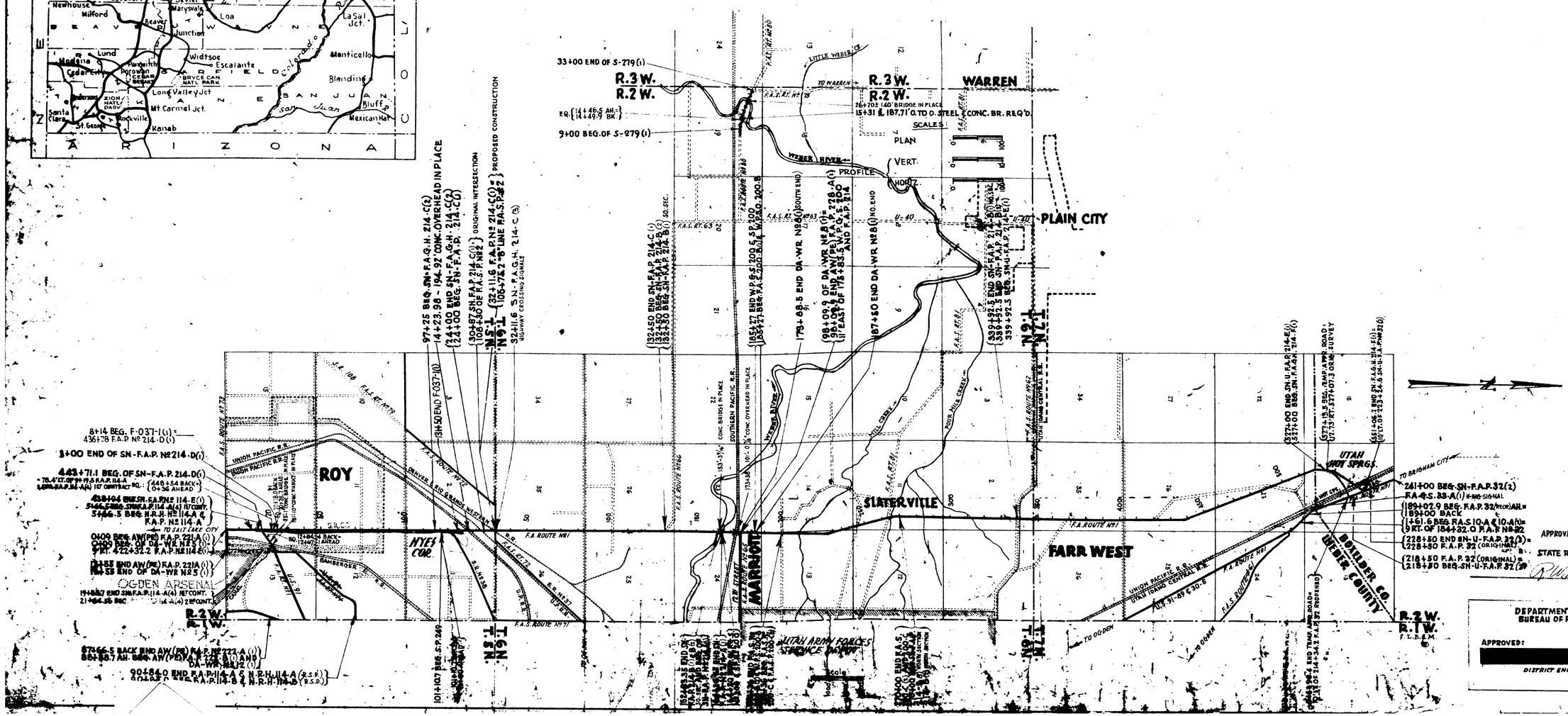
F-037-1(1) ~ LENGTH 2.336 MILES

AS CONSTRUCTED



INDEX TO SHEETS F-037-1 (1)

SHEET	DESCRIPTION	DRAWING	STATION
1	TITLE SHEET		
2	TYPICAL SECTION		
3-10	PLAN & PROFILE		
11	11'x16'x112' CONC. BOX EXT.	E-7506	20+42
12	STD. CONC. BOX EXTENSION	SC-508	
13	" DIV. BOX	V-376-2	
14	HEADWALL & WEIR	V-682	110+80
15	STD. CLEANOUT BOX	V-202-2	110+80
16-20	CONTROL & DIV. BOX	V-684	
21	SYPHON WELL	E-746-3	
	CATCH BASIN	V-416	
23	STD. CAST STEEL COVER & FRAME	V-454	
24-25	" HIGHWAY SIGNS	B-95, 142	
26	GUARD RAIL & GUID. POSTS	B-133	
27-A	" DEED BEAM GUARD RAIL	M-A-1	
27-B	" F.A. & R/W MARKERS	M-45	



APPROVED: AUGUST, 1957

STATE ROAD COMMISSION OF UTAH

CHIEF ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED:

DISTRICT ENGINEER DATE

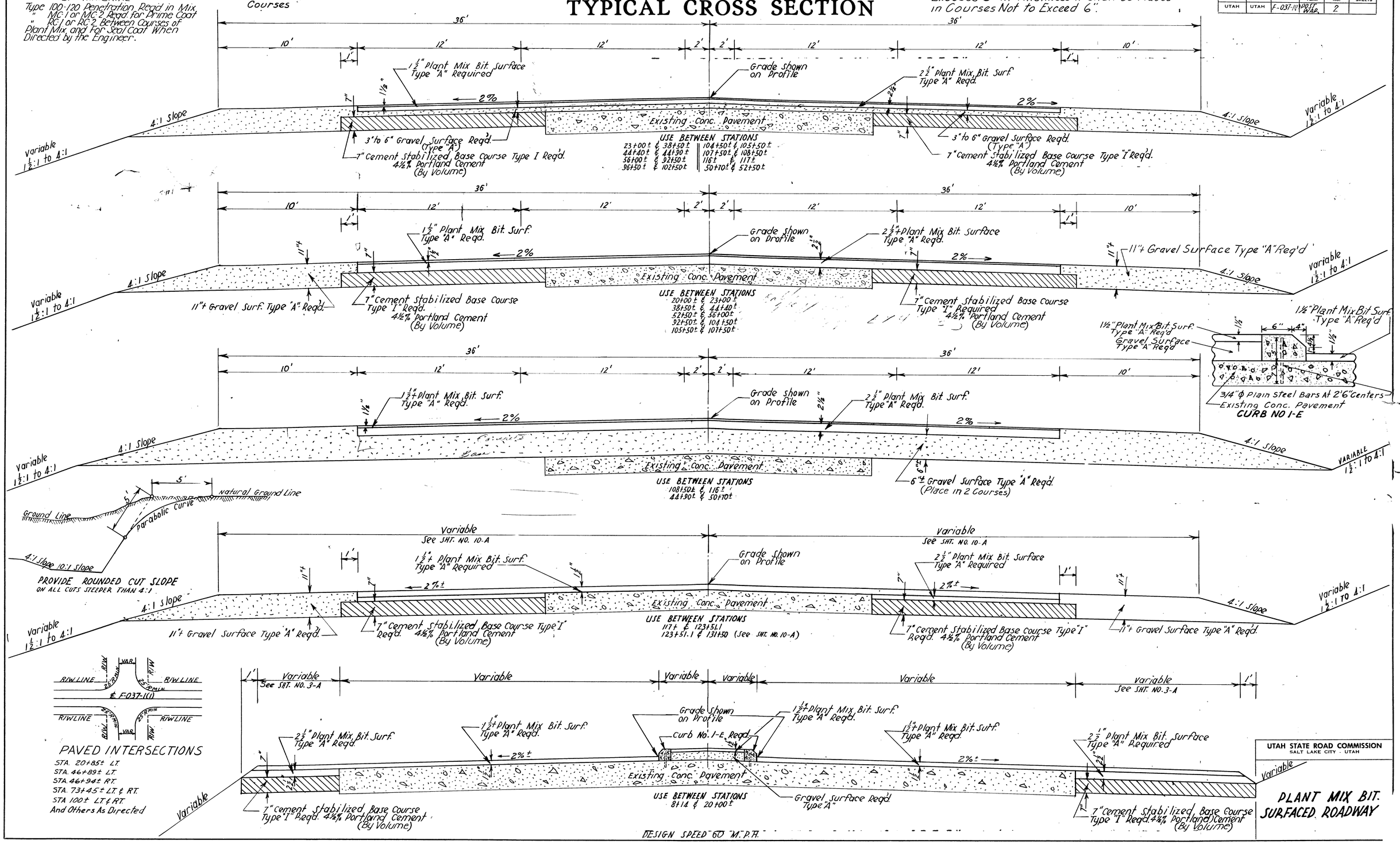
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UTAH	UTAH	F-037-1(1)	1957 W.A.P.	2	

TYPICAL CROSS SECTION

BIT. MATERIAL
Type 100-120 Penetration Read in Mix.
" MC 1 or MC 2 Read for Prime Coat
" RC 1 or RC 2 Between Courses of Plant Mix and For Seal Coat When Directed by the Engineer.

General Note: Where Plant Mix Bit. Surface Course Exceeds 2½" in Thickness it Shall be Placed in Two Courses

General Note: Where Gravel Surface Course Exceeds 6" in Thickness it Shall be Placed in Courses Not to Exceed 6".



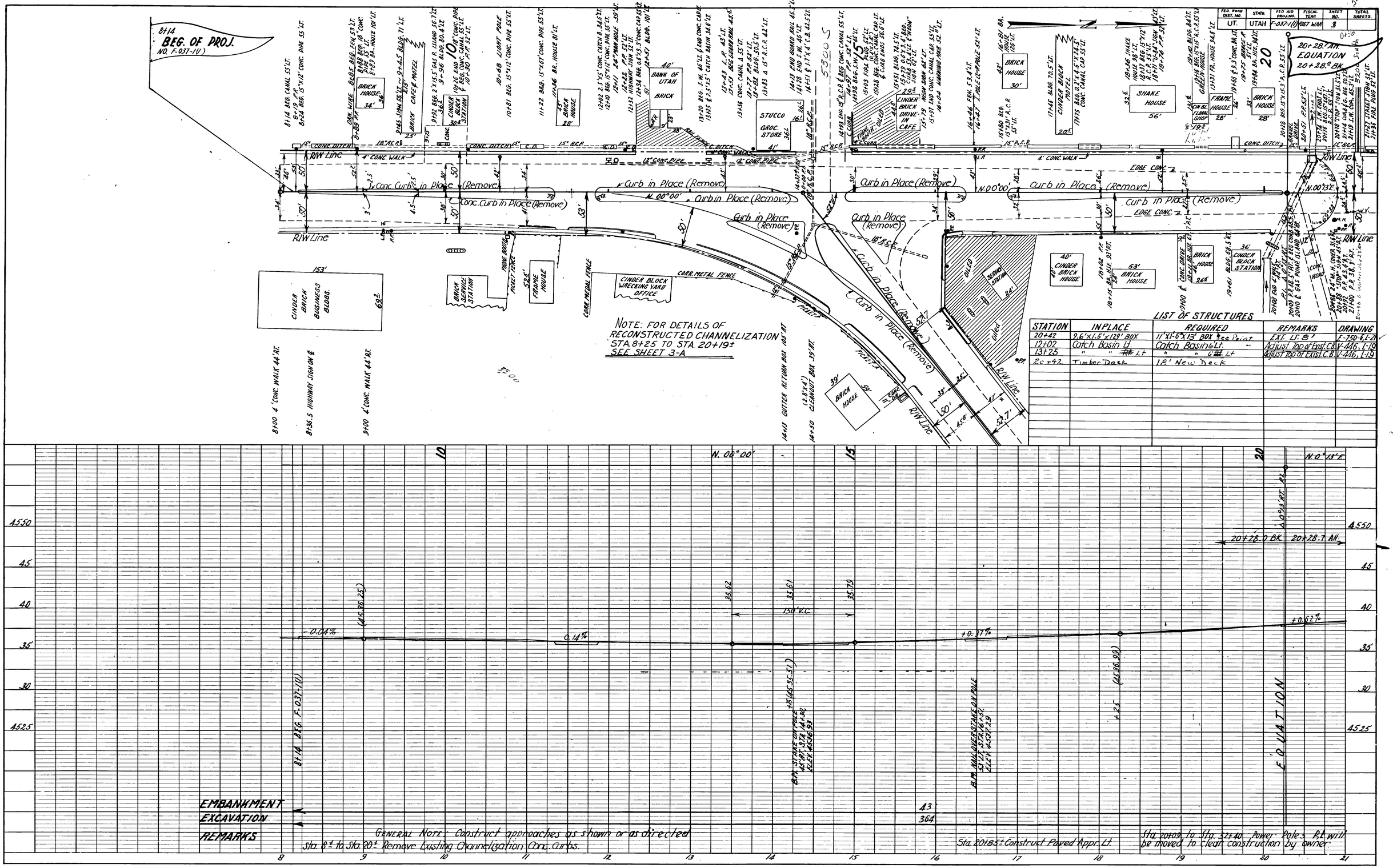
REVISIONS

DATE	BY	DATE	BY

UTAH STATE ROAD COMMISSION
SALT LAKE CITY - UTAH

PLANT MIX BIT. SURFACED ROADWAY

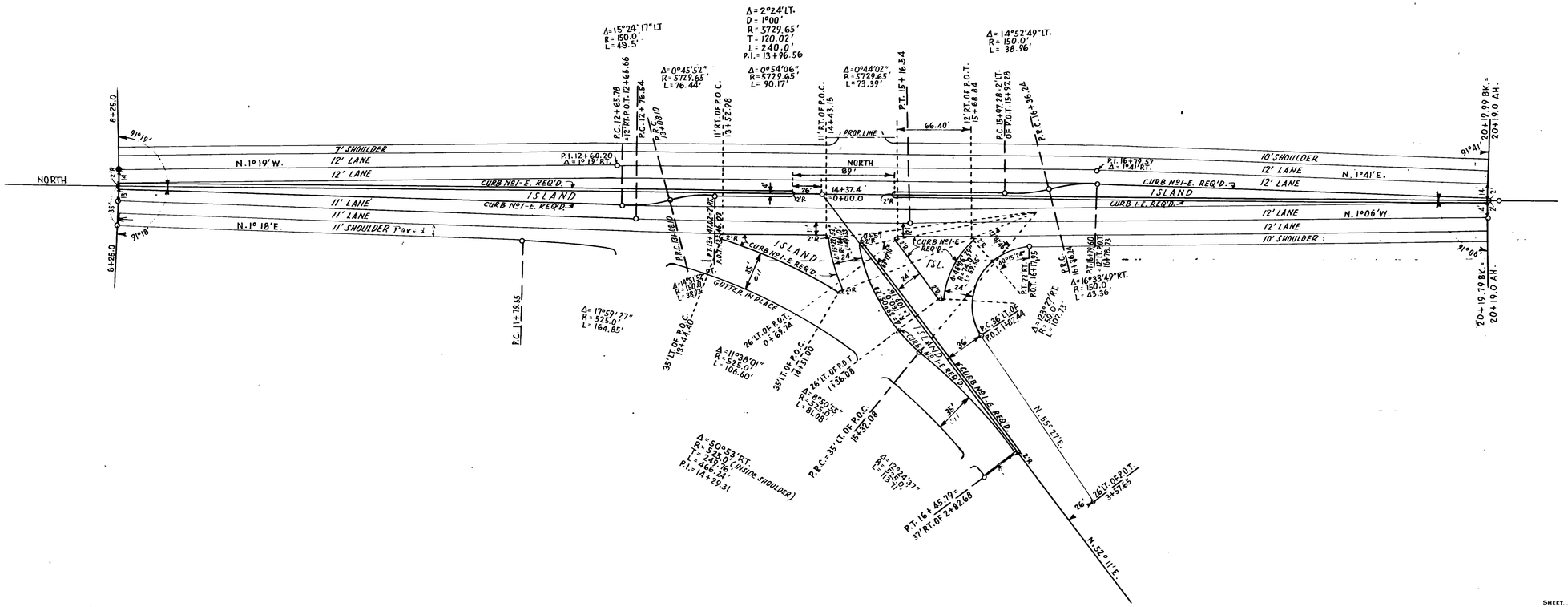
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UT.	UTAH	F-037-1(1)	POST WAR	3	



PLAN	BY	DATE
SURVEYED	R.L. RAY	7-28-53
PLOTTED	F.L. GERRARD	8-28-53
ALIGNMENT CHECKED		
NOTE BOOK	R.H. SLOOTES	8-28-53
NO. 364		
ALIGNMENT CHECKED		
NO. 364	TRACED	R.H. SLOOTES	8-28-53

PROFILE	BY	DATE
SURVEYED	R.L. RAY	7-28-53
PLOTTED	R.H. SLOOTES	8-28-53
GRADES CHECKED		
NOTE BOOK	R.H. SLOOTES	8-28-53
NO. 364		
B. M.'S NOTED		
STRUCTURE NOTATIONS CH'KD.		

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UT.	UTAH	F-037-1(1)	POSTWAR	3-A	



REVISIONS

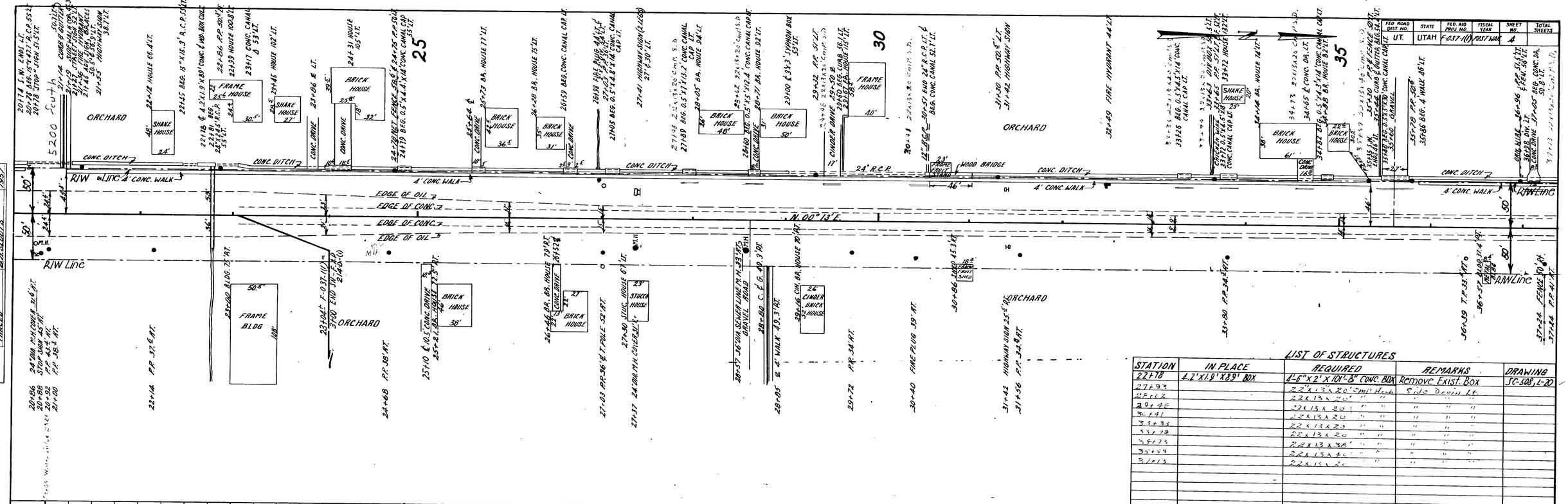
DATE	BY	DATE	BY

SHEET ____ OF ____ SHEETS

UTAH STATE ROAD COMMISSION
SALT LAKE CITY, UTAH

As Constructed

DESIGNED BY	SCALE 1" = 50'
DRAWN BY	ISSUED
TRACED BY	APPROVED
CHECKED BY	
BR. NO.	DRG. NO.



LIST OF STRUCTURES

STATION	IN PLACE	REQUIRED	REMARKS	DRAWING
22+18	4.2'x1.9'x8.9' BOX	1-6"x2'x101'-8" CONC. BOX	Remove Exist. Box	SC-508, L-20
27+93		22'x13'x20' Cmpl. Hwy.	Side Drain Lt.	
28+62		22'x13'x20' " "	" " "	
29+46		22'x13'x20' " "	" " "	
30+41		22'x13'x20' " "	" " "	
33+35		22'x13'x20' " "	" " "	
33+79		22'x13'x20' " "	" " "	
34+73		22'x13'x20' " "	" " "	
35+39		22'x13'x38' " "	" " "	
36+13		22'x13'x40' " "	" " "	
		22'x13'x20' " "	" " "	

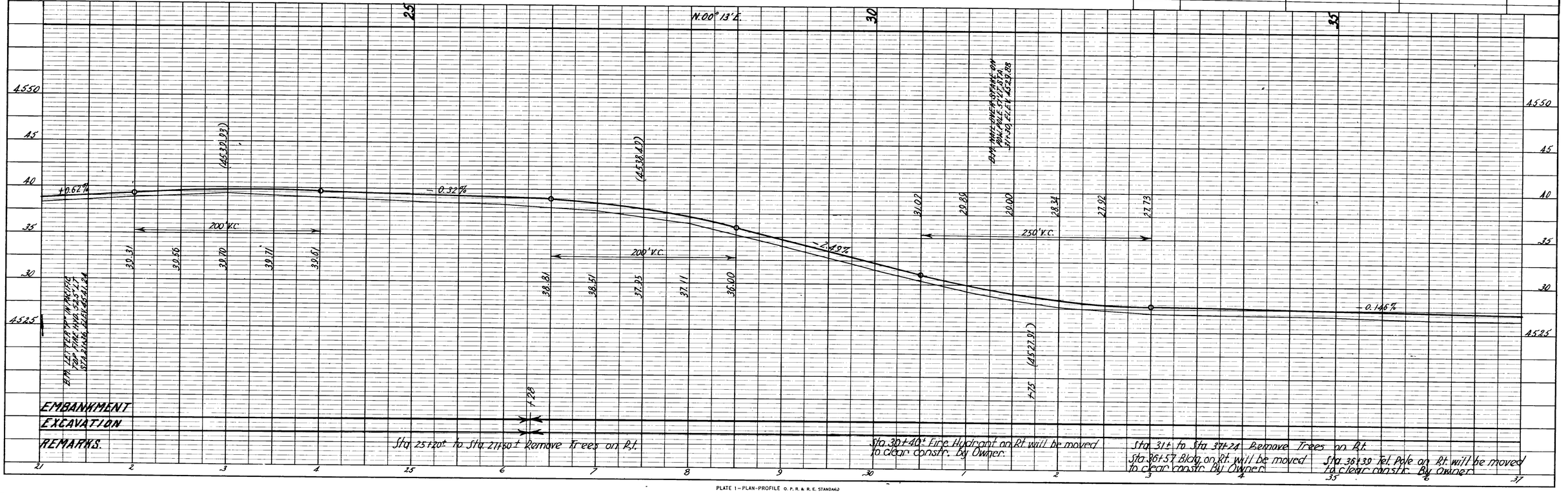
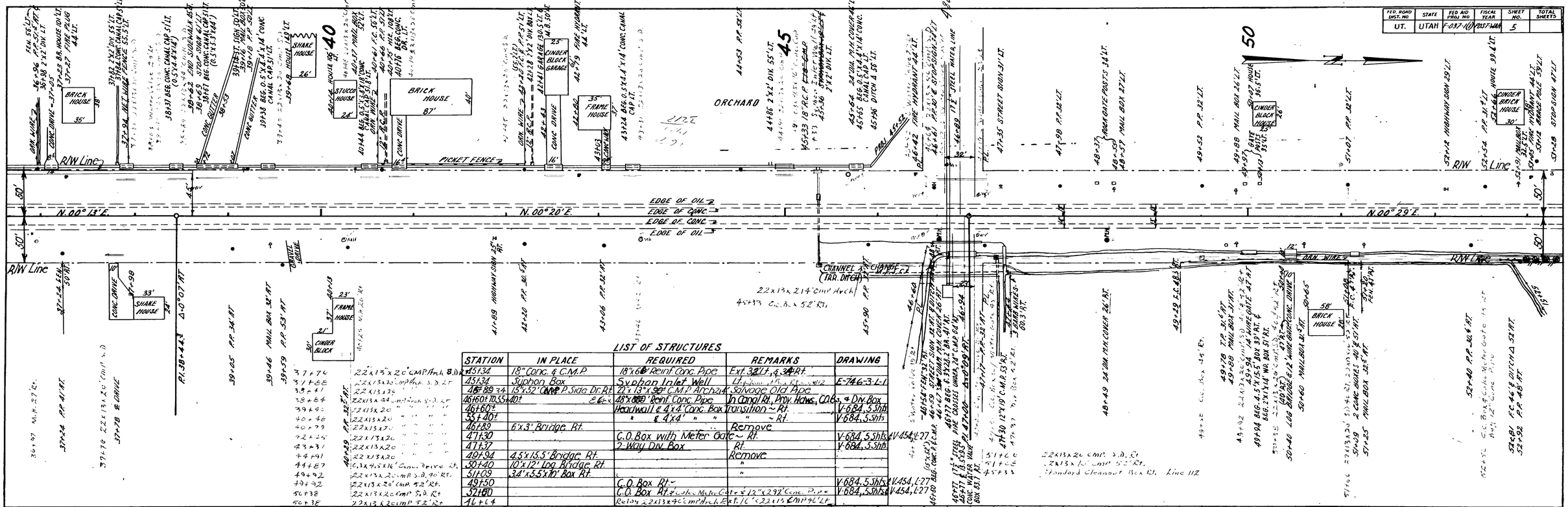


PLATE 1—PLAN-PROFILE O. P. R. & R. E. STANDARD

KEUFFEL & ESSER CO., NEW YORK.

FED. ROAD DIST. NO	STATE	FED. AID PROJ. NO	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UT.	UTAH	F-037-1(10)	POST-WAR	5	



LIST OF STRUCTURES

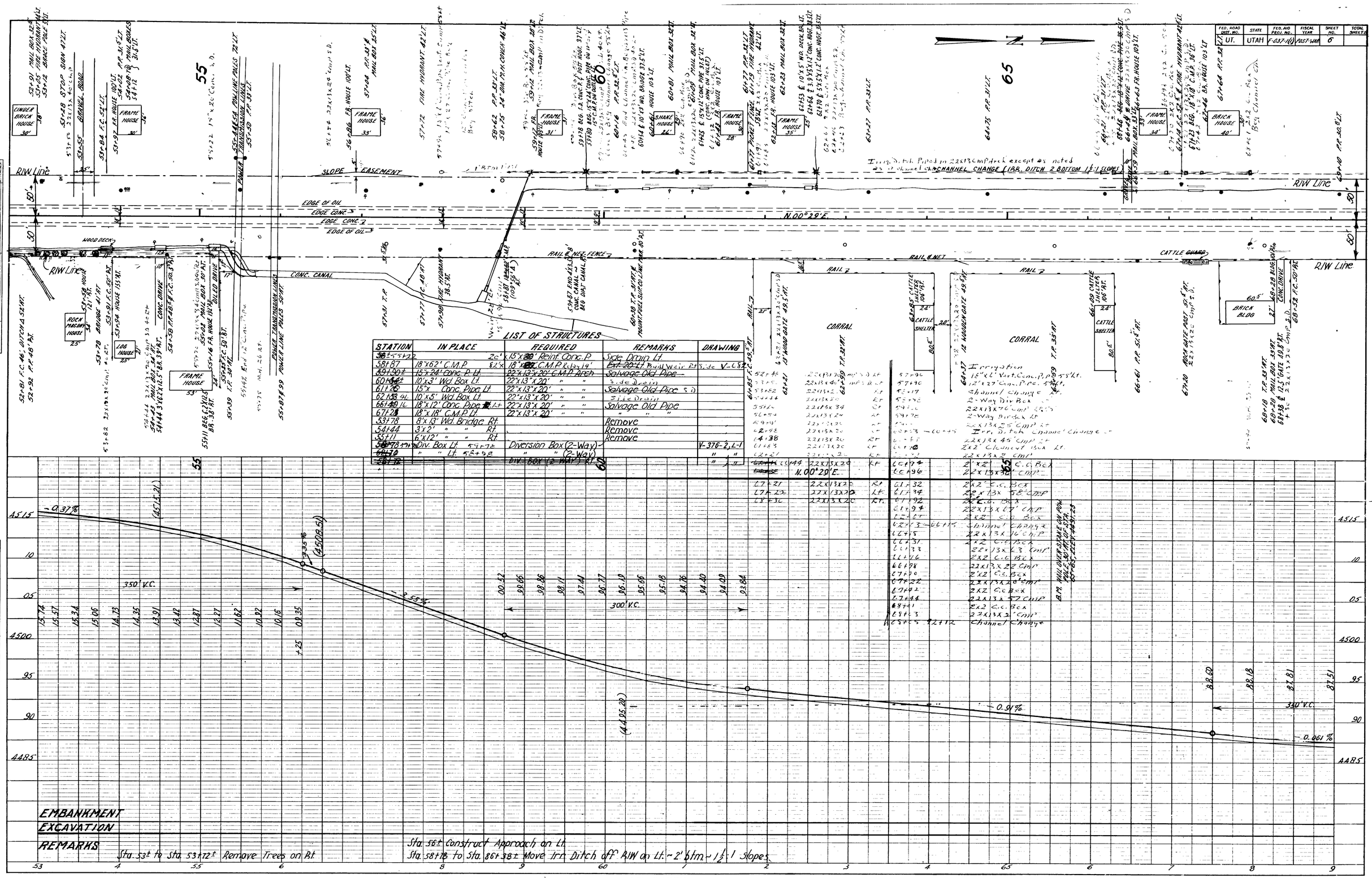
STATION	IN PLACE	REQUIRED	REMARKS	DRAWING
45+34	18" Conc. & C.M.P.	18"x60' Reinf. Conc. Pipe	Ext. 32' Lt., & 34' Rt.	
45+34	Siphon Box	Siphon Inlet Well		E-746-3-L-1
45+89 ±	15"x52' CMP Side Dr. Rt.	22"x13"x92' C.M.P. Arch	Salvage Old Pipe	
46+60± 70.55	40±	48"x88' Reinf. Conc. Pipe	In Canal Rt., Prov. Hdwa., Cut-off & Div. Box	
46+60±		Headwall & 4'x4' Conc. Box	Transition ~ Rt.	V-684, 5 Shts
55+40±		" & 4'x4' " "	" ~ Rt.	V-684, 5 Shts
46+89	6'x3' Bridge Rt.		Remove	
47+30		C.O. Box with Meter Gate ~ Rt.		V-684, 5 Shts. & V-454, L-27
47+37		2-Way Div. Box	Rt.	V-684, 5 Shts
49+94	4.5'x15.5' Bridge Rt.		Remove	
50+40	10'x12' Log Bridge Rt.		"	
51+09	3.4'x5.5'x10' Box Rt.		"	
49+50		C.O. Box Rt. ~		V-684, 5 Shts. & V-454, L-27
52+80		C.O. Box Rt. ~ Lake Meter Gate & 12"x292' Conc. Pipe		V-684, 5 Shts. & V-454, L-27
46+64		Relay 22x13x40' CMP Arch. Ext. 16' x 22x13 CMP 40' Lt.		

PLAN — SURVEYED: F.T. Ray; PLOTTED: R.L. Gerrard; NOTE BOOK: 1; CURVES CHECKED: R.L. Gerrard; R.T. OF WAY CHECKED: F.T. Ray; NO. 3642; DATE: 3-7-52, 3-7-52, 3-13-52, 3-13-52; BY: F.T. Ray, R.L. Gerrard, R.H. Scott, R.H. Scott

PROFILE — SURVEYED: F.T. Ray; PLOTTED: R.L. Gerrard; GRADES CHECKED: R.H. Scott; B. M.'s NOTED: R.H. Scott; STRUCTURE NOTATIONS CH'KD: R.H. Scott; NOTE BOOK: 1; NO. 3642; DATE: 3-7-52, 3-7-52, 3-13-52, 3-13-52

PLATE 1—PLAN-PROFILE O. P. R & R. E. STANDARD
KEUFFEL & ESSER CO., NEW YORK.

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2 UT.	UTAH	V-037-1(1)	2057-WMR	6	



STATION	IN PLACE	REQUIRED	REMARKS	DRAWING
53+55±22	26' x 15'x 30' Reinf. Conc. P		Side Drain Lt	
58+87	18"x62' C.M.P	62' x 18" C.M.P. Kelsay 14'	~~Rt. 20 Lt~~ Build Weir Rt. S. de	V-682
59+90±	15"x 24' Conc. P. Lt.	22'x13'x 20' C.M.P. Arch	Salvage Old Pipe	
60+16±	10'x3' Wd. Box Lt.	22'x13'x20' " "	Side Drain	
61+26	15"x Conc. Pipe Lt.	22'x13'x20' " "	Salvage Old Pipe S.D.	
62+33±41	10'x5' Wd. Box Lt.	22'x13'x20' " "	Side Drain	
66+49±16	18"x12' Conc. Pipe Lt.	22'x13'x20' " "	Salvage Old Pipe	
67+28	18"x18' C.M.P. Lt.	22'x13'x20' " "	" " "	
53+78	8'x13' Wd. Bridge Rt.		Remove	
54+44	3'x2' " " Rt.		Remove	
55+11	6'x12' " " Rt.		Remove	
~~58+78±~~	Div. Box Lt. 59+72	Diversion Box (2-Way)		V-376-2, L-1
~~60+70~~	" " Lt. 58+98	" " (2-Way)		" "
~~58+78~~	~~Div. Box (2-Way) Rt.~~			" "

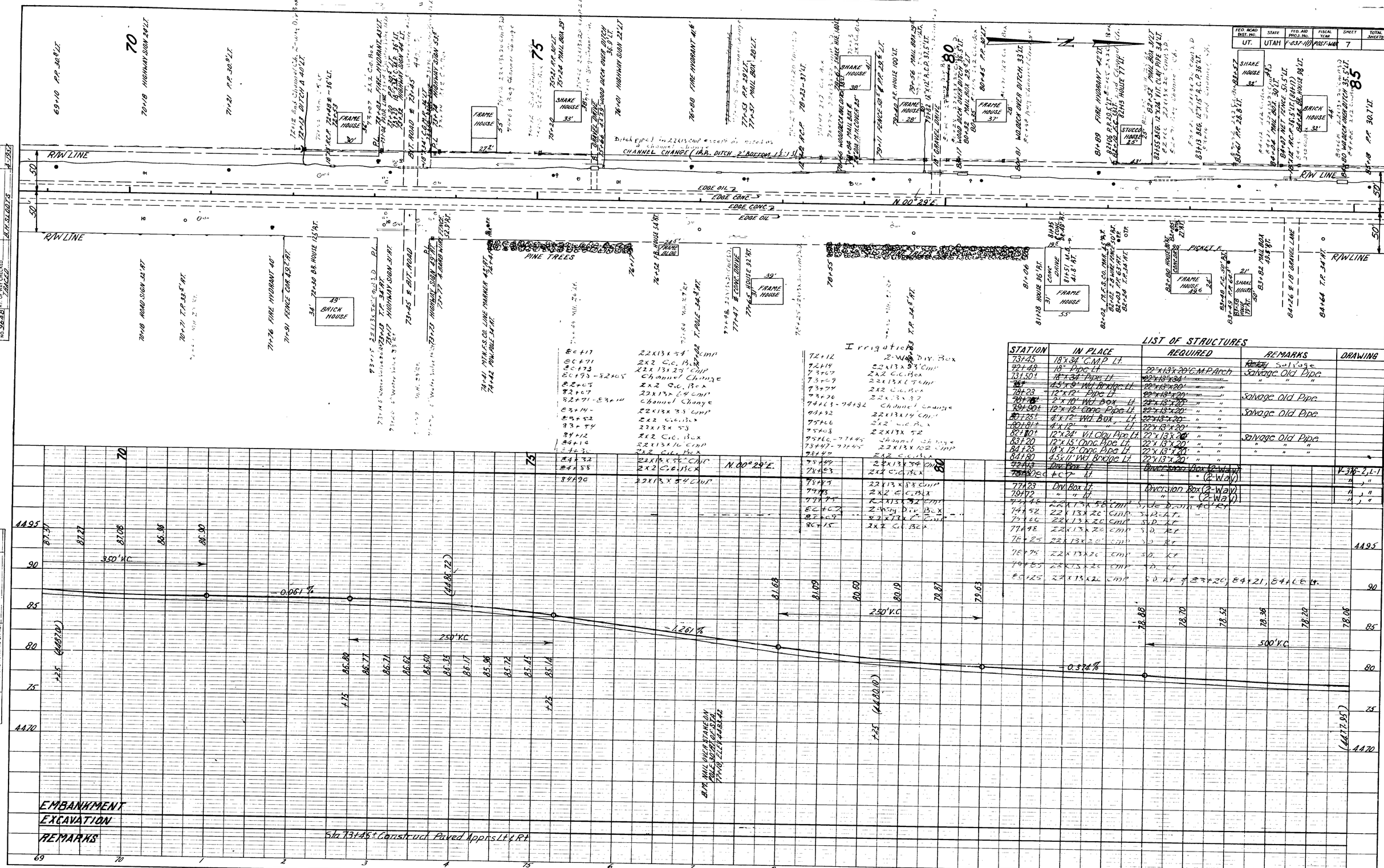
STATION		
52+81	22x13x20 CMP	Rt
52+92	22x13x20 CMP	Rt
53+82	22x13x20 CMP	Rt
54+44	22x13x20	Rt
55+72	22x13x34	Rt
56+54	22x13x24	Rt
56+99	22x13x26	Rt
62+98	22x13x26	Rt
64+38	22x13x26	Rt
64+63	22x13x20	Rt
62+21	22x13x20	Rt
~~64+44~~	22x13x20	Rt
~~64+44~~ N.00°29'E.		
67+21	22x13x28	Rt
67+23	22x13x20	Lt
67+30	22x13x20	Rt

STATION	
57+96	18"x 6' Vert. Conc. P. P.
57+96	12"x 27' Conc. Pipe. 55' Lt.
58+17	Channel Change
58+98	2-Way Div Box
59+16	22x13x76 CMP 55' Lt
59+78	2-Way Div Box Lt
59+99	22x13x25 CMP Lt
60+53 – 66+49	Irr. Ditch Channel Change
61+18	22x13x45 CMP Lt
61+18	2x2' Channel Box Lt.
61+24	22x13x2 CMP
61+74	2'x2' C.C. Box
61+96	2'x13x34' CMP
61+32	2x2' C.C. Box
61+34	2'x13x58' CMP
61+92	2x2 C.C. Box
61+94	22x13x47' CMP
62+17	2x2 C.C. Box
62+13 – 66+15	Channel Change
66+15	22x13x16 CMP
66+31	2x2 C.C. Box
66+33	22x13x43 CMP
66+46	2x2 C.C. Box
66+78	22x13x22 CMP
67+00	2x2 C.C. Box
67+22	22x13x20' CMP
67+42	2x2 C.C. Box
67+44	22x13x57 CMP
67+61	2x2 C.C. Box
67+63	22x13x2' CMP
67+65 – 72+12	Channel Change

B.M. Will overstrike on pow. pole at Sta. 67+65 Elev. 4497.25

PLATE 1 – PLAN-PROFILE O P R & R.E STANDARD
KEUFFEL & ESSER CO. NEW YORK

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET	TOTAL SHEETS
UT.	UTAH	F-037-1(10)	POST-WAR	7	



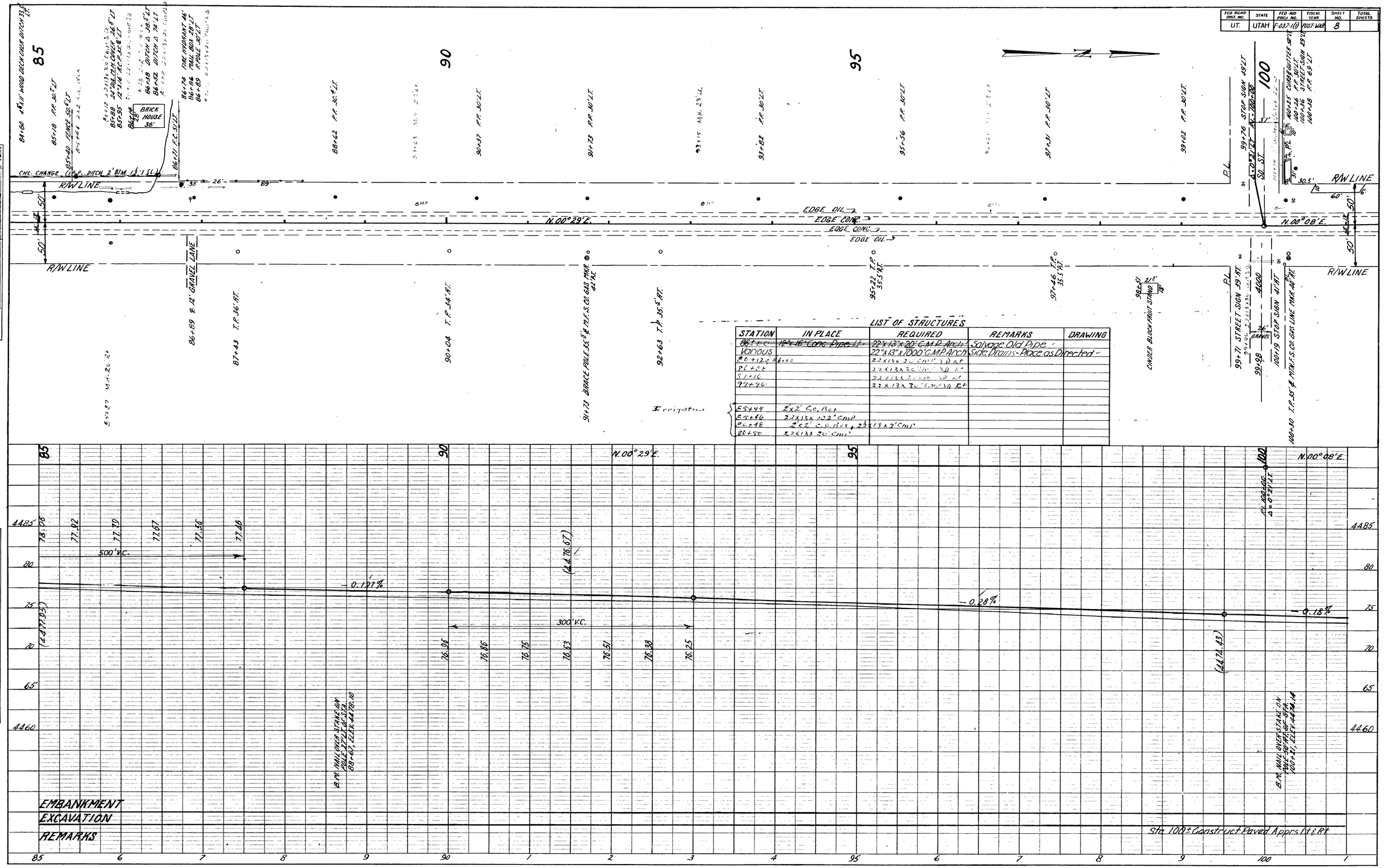
LIST OF STRUCTURES

STATION	IN PLACE	REQUIRED	REMARKS	DRAWING
73+45	18"x34' C.M.P. Lt.		~~Relay~~ Salvage	
72+48	18" Pipe Lt.	22"x13"x20' C.M.P. Arch	Salvage Old Pipe	
73+50±	18"x34' Pipe Lt.	~~22"x13"x34'~~ " "	" " "	
~~74+~~	4.5'x8' Wd. Bridge Lt.	~~22"x13"x20'~~ " "		
78+23	12"x12' Pipe Lt.	~~22"x13"x20'~~ " "	Salvage Old Pipe	
~~79+00~~	2'x10' Wd. Box Lt.	~~22"x13"x20'~~ " "		
79+90±	12"x12' Conc. Pipe Lt.	~~22"x13"x20'~~ " "	Salvage Old Pipe	
~~80~~+25±	4'x12' Wd. Box, Lt.	~~22"x13"x20'~~ " "		
80+81±	4'x12' " " Lt.	22"x13"x20' " "		
82+80±	12"x24' Vit. Clay Pipe Lt.	22"x13"x20' " "	Salvage Old Pipe	
83+20	12"x15' Conc. Pipe Lt.	22"x13"x20' " "	" " "	
84+25	18"x12' Conc. Pipe Lt.	22"x13"x20' " "		
84+80	4.5'x10' Wd. Bridge Lt.	22"x13"x20' " "		
72+43	Div. Box Lt.	Diversion Box (2-Way)		V-316-2,1-1
~~73+90~~ ±C7	" Lt.	" " (2-Way)		" , "
77+23	Div. Box Lt.	Diversion Box (2-Way)		" , "
79+72	" " Lt.	" " (2-Way)		" , "
72+48	22"x13"x50' C.M.P.	Side Drain 40' Rt.		
74+52	22"x13"x20' C.M.P.	S.D. Rt.		
75+60	22"x13"x20' C.M.P.	S.D. Rt.		
77+98	22"x13"x20' C.M.P.	S.D. Rt.		
78+25	22"x13"x20' C.M.P.	S.D. Rt.		
78+75	22"x13"x20' C.M.P.	S.D. Rt.		
79+85	22"x13"x20' C.M.P.	S.D. Lt.		
80+25	22"x13"x20' C.M.P.	S.D. Rt. & 83+20, 84+21, 84+68 Lt.		

PLAN		BY	DATE
SURVEYED			
PLOTTED		A.T. RAY	2-28-57
ALIGNMENT CHECKED			3-28-57
GRADES CHECKED		H.H. SLOOTS	3-28-57
NOTE BOOK 9648	RT. OF WAY CHECKED		
NO.	STRUCTURE NOTES CH'KD.	R.H. SLOOTS	4-19-57

PROFILE		BY	DATE
SURVEYED			
PLOTTED		A.T. RAY	2-28-57
GRADES CHECKED			3-28-57
NOTE BOOK 9649	B. M. NOTED	H.H. SLOOTS	3-28-57
NO.	STRUCTURE NOTES CH'KD.	R.H. SLOOTS	3-28-57

FED ROAD DIST. NO.	STATE	FED AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UT.	UTAH	F-037-1(1)	POST-WAR	8	



LIST OF STRUCTURES

STATION	IN PLACE	REQUIRED	REMARKS	DRAWING
~~86+00~~	~~18"x16' Conc. Pipe~~	~~22"x13"x20' C.M.P. Arch~~	Salvage Old Pipe	
Various		22"x13"x1000' C.M.P. Arch	Side Drains - Place as Directed	
86+12 & 86+00		22"x13"x30' C.M.P. S.D. Lt.		
86+86		22"x13"x20' C.M.P. S.D. Lt.		
87+16		22"x13"x30' C.M.P. S.D. Rt.		
97+46		22"x13"x30' C.M.P. S.D. Rt.		
Irrigation	85+44	2'x2' C.O. Box		
	85+46	22"x13"x122' C.M.P.		
	86+48	2'x2' C.O. Box, 22"x13"x7' C.M.P.		
	86+50	22"x13"x20' C.M.P.		

PLAN	
SURVEYED	
PLOTTED	
ALIGNMENT CHECKED	
NOTE BOOK RIGHT OF WAY CHECKED	
NO. 9642	FRACLD

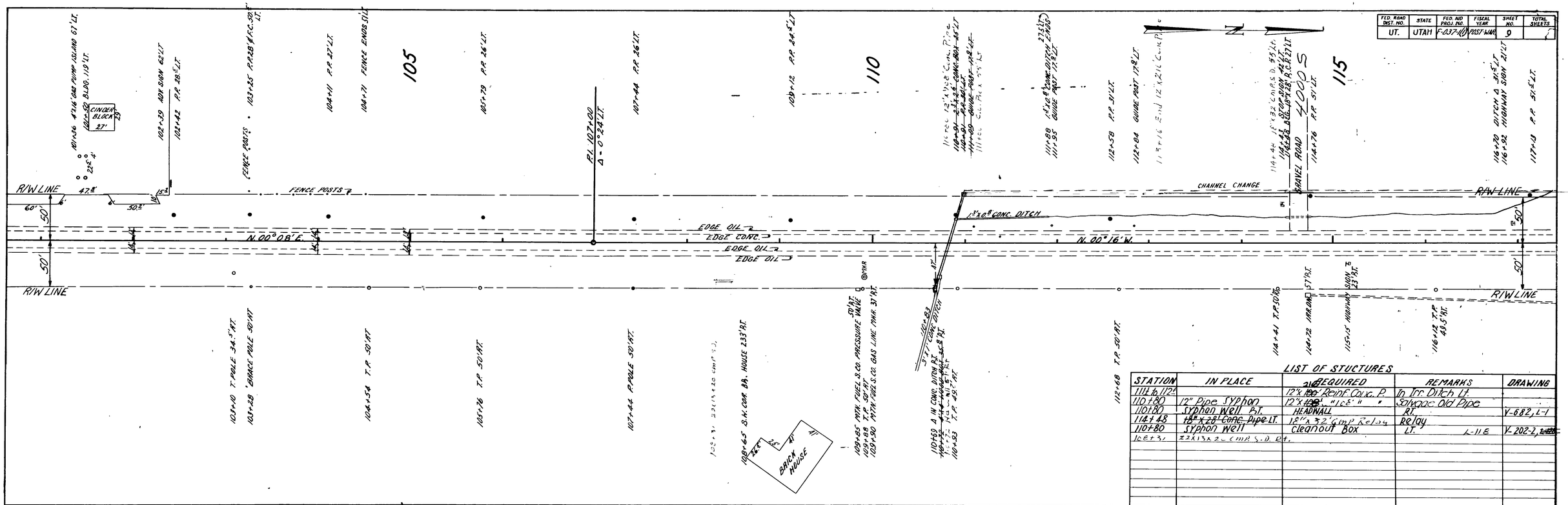
	BY	DATE
	A.J. Ray	4-1-53
	J.L. Gerrard	3-1-53
	B.H. Sloots	4-1-53

PROFILE	
SURVEYED	
PLOTTED	
GRADES CHECKED	
NOTE BOOK S.M.S. NOTED	
NO. 9642	STRUCTURE NOTATIONS CH'KD.

	BY	DATE
	A.J. Ray	3-2-53
	J.L. Gerrard	3-2-53
	B.H. Sloots	5-1-53

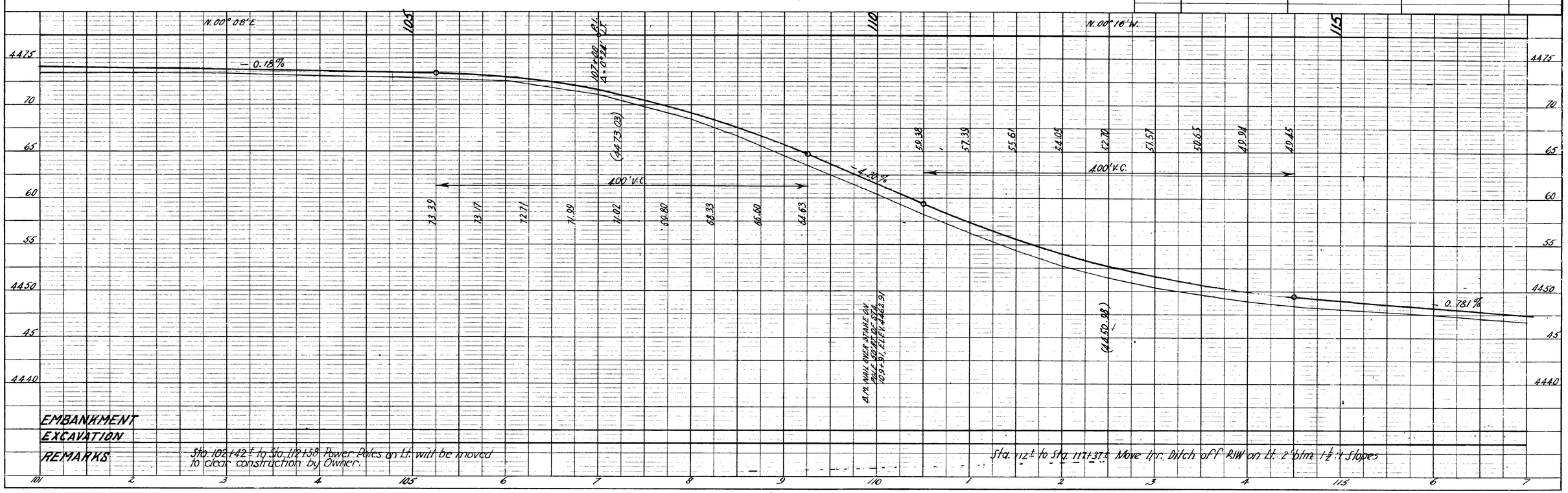
PLATE 1 — PLAN-PROFILE ⊙ P.R.R. & R.E. STANDARD
KEUFFEL & ESSER CO., NEW YORK.

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UT.	UTAH	F-037-1(10)	POST-WAR	9	



LIST OF STUCTURES

STATION	IN PLACE	REQUIRED	REMARKS	DRAWING
111+to 112±		12" Reinf. Conc. P.	In Irr Ditch Lt.	
110+80	12" Pipe Syphon	12" "ICE" "	Salvage Old Pipe	
110+80	Syphon Well Rt.	HEADWALL	Rt.	V-682, 1-1
114+48	18"x28' Conc. Pipe Lt.	12" x 32' Gmp Relay	Relay	
110+80	Syphon Well	Cleanout Box	Lt. 2-11 E	V-202-2,
108+51	22x13x2 Gmp S.D. Rt.			



EMBANKMENT

EXCAVATION

REMARKS

Sta. 102+42± to Sta. 112+38 Power Poles on Lt. will be moved to clear construction by Owner.

Sta. 112± to Sta. 117+37± Move Irr. Ditch off R/W on Lt. 2' btm. 1½:1 slopes

PLAN		BY	DATE
	SURVEYED		
	PLOTTED	A.L. ALDERMAN	3-7-52
	ALIGNMENT CHECKED		
	IT. OF NOV. CHECKED		
		A.H. SLOOTS	4-18-52

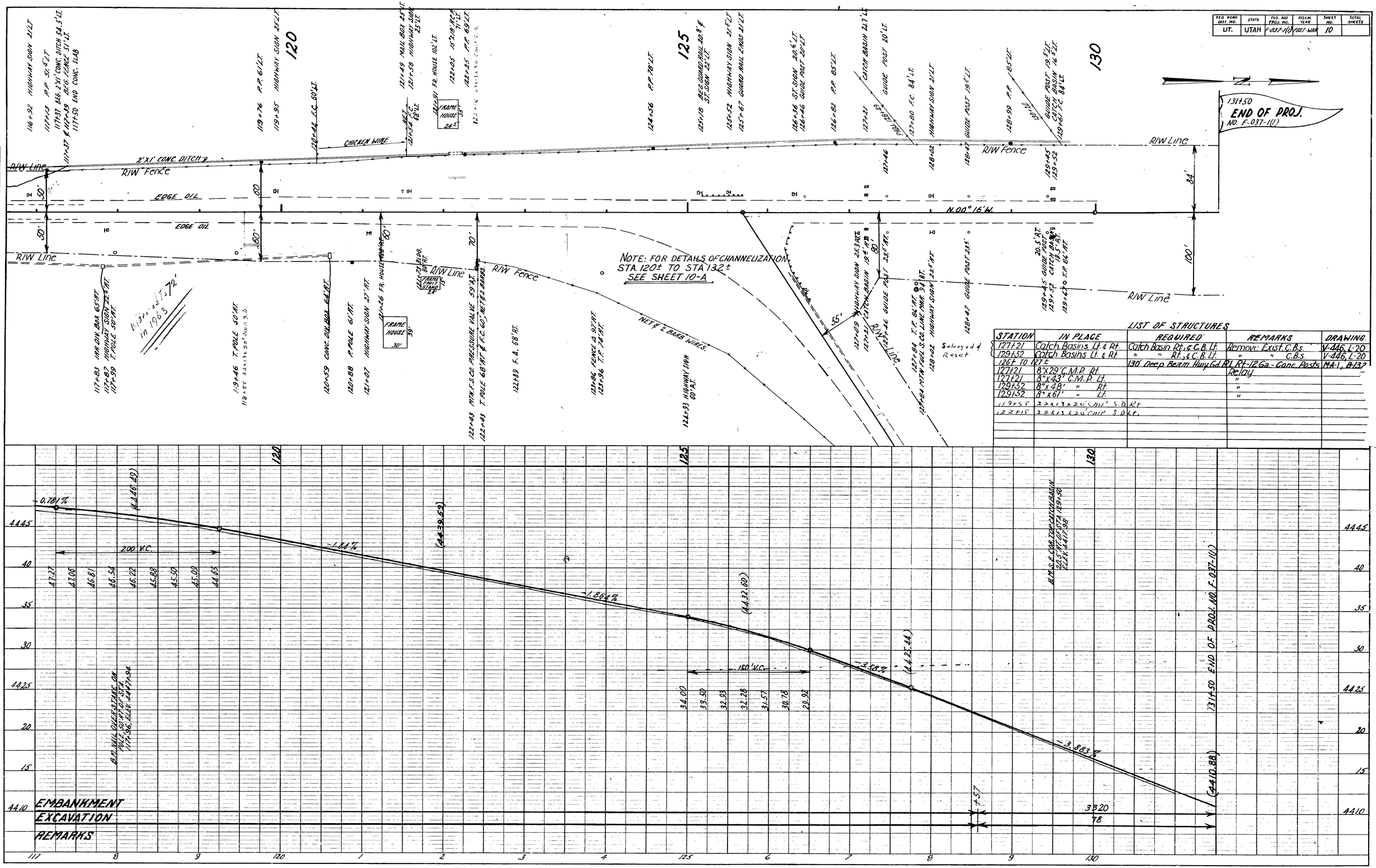
NOTE BOOK
NO. 36-42

PROFILE		BY	DATE
	SURVEYED		
	PLOTTED	A.L. ALDERMAN	3-7-52
	GRADES CHECKED	A.H. SLOOTS	5-28-52
	MASS DIAG.		
	STRUCTURE NOTATIONS CHKD.	A.H. SLOOTS	5-28-52

NOTE BOOK
NO. 36-43

PLATE 1 - PLAN-PROFILE U. P. R. & R. E. STANDARD

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UT.	UTAH	F-037-1(1)	1957-WAM	10	



LIST OF STRUCTURES

STATION	IN PLACE	REQUIRED	REMARKS	DRAWING
127+21	Catch Basins Lt. & Rt.	Catch Basin Rt. & C.B. Lt.	Remove: Exist. C.B.s.	V-446, L-20
129+52	Catch Basins Lt. & Rt.	" " Rt. & C.B. Lt.	" " C.B.s.	V-446, L-20
126+ TO 127+		130' Deep Beam Hwy. Gd. Rl. Rt. 12 Ga. - Conc. Posts		RA-1, B-137
127+21	8"x29' C.M.P. Rt.		Relay	
127+21	8"x43' C.M.P. Lt.		"	
129+52	8"x48' " Rt.		"	
129+52	8"x61' " Lt.		"	
119+55	2.2x1.3x26' CMP S.D. Rt.			
122+15	2.2x1.3x26' CMP S.D. Lt.			

PLAN		
SURVEYED		DATE
PLOTTED	A.L. McDonald	5-28-57
ALIGNMENT CHECKED		5-28-57
NOTE BOOK PROJECT NO. 96-42		6-1957

PROFILE		
SURVEYED		DATE
PLOTTED	B.L. Ray	5-28-57
GRADES CHECKED		
B.M.'S NOTED		
NOTE BOOK NO. 96-42	STRUCTURE NOTAT'NS CH'KD.	

PLATE 1—PLAN-PROFILE O. P. R. & R. E. STANDARD

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UT.	UTAH	F-037-1(1)	POST WAR	10-A	

REVISIONS			
DATE	BY	DATE	BY

SHEET 1 OF SHEETS

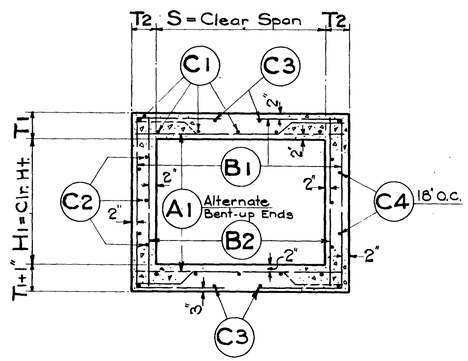
UTAH STATE ROAD COMMISSION
SALT LAKE CITY, UTAH

As Constructed

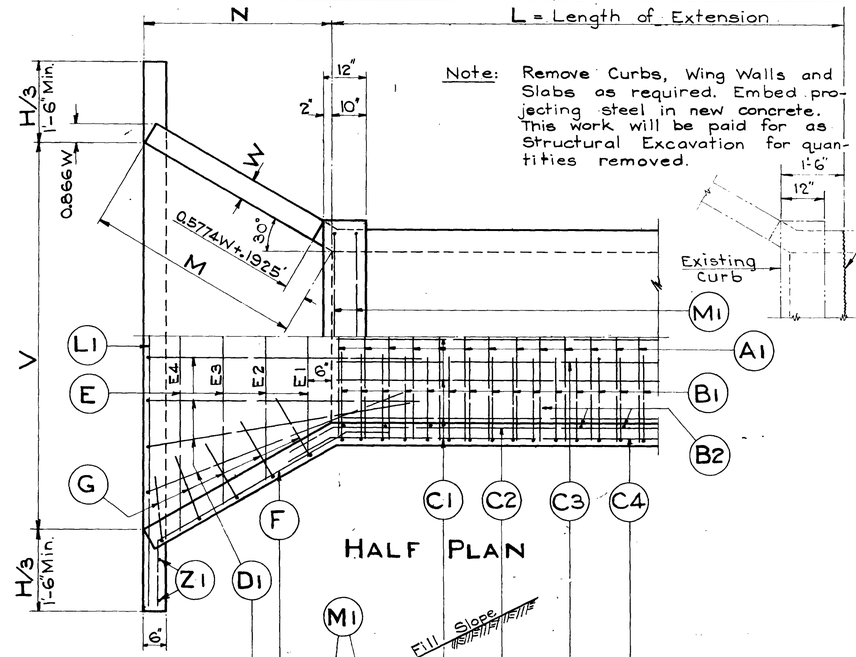
DESIGNED BY
DRAWN BY
TRACED BY
CHECKED BY

SCALE 1" = 50'
ISSUED
APPROVED

BR. NO.
DRG. NO



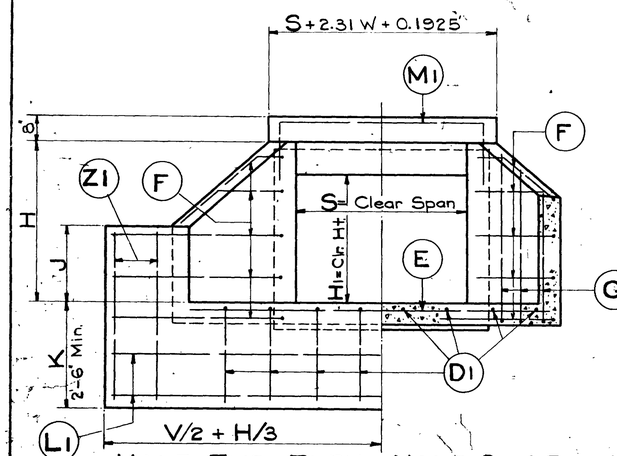
SECTION THRU BOX



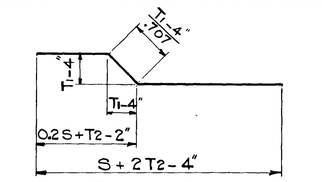
Note: Remove Curbs, Wing Walls and Slabs as required. Embed projecting steel in new concrete. This work will be paid for as Structural Excavation for quantities removed.

HALF PLAN

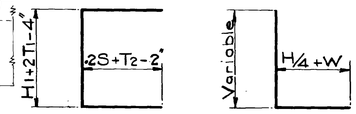
SECTION ON ℄



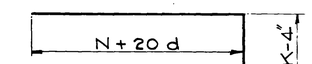
HALF END ELEV. HALF SEC^N END ELEV.



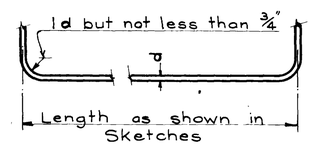
BARS A1



BARS B1 BARS G



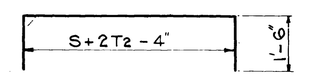
BARS D1



BAR BENDING DIAGRAM

BAR LENGTHS

Bars C1 and C3 = L-2"
Bars C2 and C4 = L+1'-0"
Bars F1 = M+H/3+9"



BARS M1

BOX DIMENSIONS
(For Wing Wall Fill Slope of 2:1)

H = H1 + T1 + 2"
N = 1.268 H − 0.2113'
M = 1.464 H − 0.244'
J = 0.366 H + 0.189' + .25 W
V = 1.464 H − 0.244' + S

GENERAL NOTES

Materials, construction and workmanship shall be in accordance with the State Standard Specifications for Road and Bridge Construction, 1952 edition, and supplements thereto which are in effect at the date of request for bids.

All reinforcing steel shall be intermediate grade Standard A305 Reinforcing Bars. All dimensions relating to reinforcing steel are to centers of bars. Unless otherwise shown, all reinforcing steel shall be #4. Spacing of bars when not shown shall be at 12" centers.

Type II cement required.

Quantities shown are for one extension only.

Concrete Class "A"

DESIGN DATA

Loading in accordance with the A.A.S.H.O. Specifications of 1953. See Schedule below.

Allowable stresses: fc = 1200 p.s.i.; fs = 20,000 p.s.i.; n = 10

Roadway Width	℄ Road to End of Box	Line Lt	Fill	Extension Rt. or Left	Length on Clear Ground	Length Clear Height	H	T1	T2	N	M	J	K	V	W
		1	2.05	Lt.	29'-0"	3'-0"	4'-0"	4'-9½"	7½"	7½"	5'-10⅞"	3'-9¼"	2'-1"	2'-6"	11'-9⅜"
Rev. 11-3-54		2	2.7	Lt.	29'-0"	3'-0"	4'-0"	4'-9"	6½"	6"	5'-2⅝"	3'-5⅝"	1'-9⅝"	2'-6"	8'-8⅝"
		3		Lt.		5'-0"	4'-0"	4'-8½"	6½"	6½"	5'-9⅛"	4'-0⅞"	2'-6"	2'-6"	11'-7½"
		4		Rt.		5'-0"	4'-0"	4'-8½"	6½"	6½"	5'-9⅛"	4'-0⅞"	2'-0"	2'-6"	11'-7½"
25'-0"	33'-1⅝"	12	2.1	Rt.	11'-2"	3'-0"	1'-8"	2'-4"	6"	6"	2'-9"	3'-2"	1'-2"	2'-6"	6'-2"
32'-0"	40'-0"	13	10.3	Rt.	15'-0"	5'-0"	5'-0"	5'-8"	6"	7"	7'-0"	8'-0"	2'-4"	2'-6"	13'-0"
32'-0"	51'-0"	14	5.8	Rt.	12'-0"	6'-0"	6'-0"	6'-8"	6"	7"	8'-3"	9'-2"	2'-4"	2'-6"	15'-6"
32'-0"	45'-6"	15	13.0	Lt.	24'-0"	6'-0"	6'-0"	6'-9"	7"	7"	8'-4½"	9'-7½"	2'-9"	2'-6"	15'-7½"
32'-0"	54'-0"	16	1.0	Lt.	36'-6"	2'-0"	2'-0"	2'-9"	7"	6"	3'-3¼"	3'-9⅝"	1'-3½"	2'-6"	6'-9⅝"
32'-0"	50'-0"	17	1.0	Rt.	33'-6"	5'-0"	2'-0"	2'-9"	7"	6"	5'-3¼"	3'-9⅝"	1'-3½"	2'-6"	6'-9⅝"
36'-0"	72'-0"	18	16.3	Lt.	33'-0"	4'-0"	3'-0"	3'-9"	7½"	6½"	4'-7½"	5'-3½"	1'-8"	2'-6"	8'-8⅝"
36'-0"	48'-10"	19	1.3	Rt.	19'-4"	2'-6"	2'-0"	2'-8"	6"	6"	3'-2"	3'-8"	1'-3½"	2'-6"	6'-2"
36'-0"	35'-0"	20	7.27	Lt.	73'-6"	10'-0"	5'-0"	5'-11"	9"	8"	7'-3⅝"	8'-5"	2'-5½"	2'-6"	18'-5"
		21		Lt.	13'-0"	11'-9"	5'-6"	2'-2"	6"	6"	2'-2"	2'-11½"	1'-1½"	2'-6"	13'-11½"

Line	Bars A1 Nº	Size	L'gth	Bars B1 Nº	Size	L'gth	Bars B2 Nº	Size	L'gth	Bars C1 Nº	L'gth	Bars C2 Nº	L'gth	Bars C3 Nº	L'gth	Bars C4 Nº	L'gth	Bars D1 Nº	L'gth
1	74	6	6'-10"	6'-1"	74	5	10	7'-10"	58	4	12	4'-11"	14	4	27'-10"	8	29'-0"	4	27'-10"
2	72	5	6'-10"	5'-10"	88	4	7	5'-5"	58	4	12	2'-9"	14	4	27'-10"	4	29'-0"	4	27'-10"
3							5	10'-5"		4	10	7'-6"		4	12	4'-9"	14	4	
4							5	10'-5"		4	10	7'-6"		4	12	4'-9"	14	4	
5	90	6	7½"	10'-4"	58	4	12	7'-1"	16	5	27'-10"	12	29'-0"	4	27'-10"	8	29'-0"	10	11'-6"
6	110	6	7½"	10'-4"	70	4	12	7'-1"	16	5	33'-10"	12	35'-0"	4	33'-10"	8	35'-0"	10	11'-6"
7	102	7	8"	7'-0"	110	6	7½"	10'-4"	70	4	12	7'-1"	16	5	33'-10"	12	35'-0"	4	33'-10"
8	16	5	10"	5'-9"	16	4	10	6'-5"	14	4	12	3'-9"	14	4	5'-10"	6	7'-0"	4	5'-10"
9	28	4	10"	5'-9"	28	4	10	6'-5"	24	4	12	3'-9"	14	4	10'-10"	6	12'-0"	4	10'-10"
10	20	4	12"	2'-8"	20	4	12	4'-4"	20	4	12	2'-8"	10	4	8'-10"	4	12'-0"	4	8'-10"
11	26	5	9"	3'-3"	20	4	12	4'-4"	24	4	12	2'-8"	10	4	10'-10"	4	12'-0"	4	10'-10"
12	30	5	9"	3'-3"	24	4	12	4'-4"	24	4	12	2'-8"	10	4	10'-10"	4	12'-0"	4	10'-10"
13	18	5	9"	3'-3"	14	4	12	3'-10"	14	4	12	2'-2"	10	4	5'-10"	4	7'-0"	4	5'-10"
14	36	5	8"	3'-9"	36	4	8	4'-2"	24	4	12	2'-4"	10	4	11'-0"	4	12'-2"	4	11'-0"
15	26	7	12"	6'-11"	26	5	12	9'-10"	26	4	12	6'-8"	18	4	11'-10"	12	13'-0"	4	11'-10"
16	54	6	11"	6'-11"	54	6	11	10'-1"	54	4	11	6'-10"	18	4	23'-10"	12	25'-0"	4	23'-10"
17	98	5	9"	3'-10"	98	4	9	5'-2"	74	4	12	2'-10"	10	4	36'-4"	4	37'-6"	4	36'-4"
18	90	4	9"	5'-2"	68	4	12	2'-10"	10	4	36'-4"	4	36'-6"	4	36'-4"	4	37'-6"	5	36'-3"
19	100	4	8"	5'-1"	98	4	9	6'-3"	68	4	12	3'-11"	12	4	32'-10"	6	34'-0"	4	32'-10"
20	40	4	12"	4'-4"	40	4	12	2'-8"	10	4	19'-2"	4	19'-2"	4	19'-2"	2	20'-4"	5	19'-2"
21	264	5	7"	11'-3"	148	5	12	6'-3"	52	5	37'-7"	20	38'-2"	8	37'-7"	12	38'-2"	14	19'-6"
22	284	4	12"	11'-8"	284	4	12	3'-10"	284	4	12'-3"	284	4	12'-9"	4	14'-0"	20	12'-3"	4

Line	Bars E One each E1	E2	E3	E4	E5	E6	E7	E8	E9	E10	Bars F1 Nº	L'gth	Bars F Two Each F2	F3	F4	F5	F6	F7	F8	F9
1	8'-10"	6'-5"	7'-7"	8'-9"	9'-11"	10'-12"					8	9'-1"	5'-4"	6'-8"						
2	8'-9"	6'-5"	7'-7"	8'-9"	9'-11"	10'-12"					4	6'-0"	4'-6"	5'-8"						
3	8'-9"	6'-5"	7'-7"	8'-9"	9'-11"	10'-12"					6	8'-11"	5'-5"	6'-5"						
4	8'-9"	6'-5"	7'-7"	8'-9"	9'-11"	10'-12"					8	8'-11"	5'-5"	6'-5"						
5	8'-9"	6'-5"	7'-7"	8'-9"	9'-11"	10'-12"	13'-14"	14'-15"	15'-16"		8	13'-0"	10'-7"	8'-5"	4'-3"	0				
6	8'-9"	6'-5"	7'-7"	8'-9"	9'-11"	10'-12"	13'-14"	14'-15"	15'-16"		8	13'-0"	10'-7"	8'-5"	4'-3"	0				
7	8'-9"	6'-5"	7'-7"	8'-9"	9'-11"	10'-12"	13'-14"	14'-15"	15'-16"		6	7'-5"	6'-3"	5'-8"						
8	6'-5"	4'-5"	5'-4"	0	3'-6"						6	7'-5"	6'-3"	5'-8"						
9	6'-5"	4'-5"	5'-4"	0	3'-6"						6	5'-4"	3'-6"							
10	6'-5"	4'-5"	5'-4"	0	3'-6"						6	5'-4"	3'-6"							
11	6'-5"	4'-5"	5'-4"	0	3'-6"						6	4'-5"	3'-0"							
12	6'-5"	4'-5"	5'-4"	0	3'-6"						6	4'-5"	3'-0"							
13	6'-5"	4'-5"	5'-4"	0	3'-6"						6	3'-4"	2'-6"							
14	6'-5"	4'-5"	5'-4"	0	3'-6"						6	3'-4"	2'-6"							
15	7'-7"	6'-11"	6'-6"	6'-11"	7'-1"	7'-3"	7'-5"	7'-6"			6	10'-8"	8'-8"	4'-4"						
16	7'-7"	6'-11"	6'-6"	6'-11"	7'-1"	7'-3"	7'-5"	7'-6"			6	12'-0"	10'-0"	8'-0"	4'-0"					
17	8'-9"	6'-5"	7'-7"	8'-9"	9'-11"	10'-12"	12'-13"	13'-14"	14'-15"	15'-16"	6	12'-7"	10'-11"	8'-6"	5'-2"					
18	8'-9"	6'-5"	7'-7"	8'-9"	9'-11"	10'-12"	12'-13"	13'-14"	14'-15"	15'-16"	4	9'-2"	8'-9"	7'-11"	7'-5"	6'-11"	6'-6"	6'-11"	5'-8"	5'-3"
19	7'-7"	6'-3"	5'-8"	5'-2"	6'-9"	8'-11"					4	4'-5"	3'-8"	4'-11"						
20	5'-6"	3'-8"	4'-11"								4	5'-8"	4'-2"	5'-5"						
21	8'-7"	6'-7"	7'-6"	8'-6"	9'-5"	10'-5"	11'-5"	12'-4"			6	5'-2"	3'-11"	4'-8"						
22	11'-2"	7'-0"	8'-5"	9'-10"	11'-2"	12'-7"	13'-11"	15'-4"			6	5'-4"	4'-1"	4'-8"						

Line	Bars G-Nº5 @ 12" Two Each G1	G2	G3	G4	G5	G6	G7	G8	G9	G10	G11	G12	Bars L1 Nº	L'gth	Bars M Nº	L'gth	Bars Z Nº	L'gth	Steel Lbs.	Conc. Cu. Yds.	Excav. Cu. Yds.	Proj. Nº	S.I.A.	Loading	Fill Slope
1	5'-5"	6'-5"	7'-5"	8'-4"	9'-3"								2	14'-7"	2	8'-11"	4	4'-3"	2298	16.6	4.0	I-76(4)	765±	H20 S16	4:1
2	5'-7"	6'-7"	7'-6"	8'-6"	9'-5"								3	11'-5"	2	8'-8"	4	3'-6"	1536	11.2	1.9	F-175(9)	1201+60	H20 S16	4:1
3	5'-6"	6'-5"	7'-5"	8'-4"	9'-4"								3	14'-4"	2	8'-9"	4	4'-2"			.9	F-79( )		H20 S16	
4	5'-6"	6'-5"	7'-5"	8'-4"	9'-4"								3	14'-4"	2	8'-9"	4	4'-2"			.10	F-79( )		H20 S16	
5	9'-4"	11'-6"	8'-8"	7'-7"	7'-2"	6'-9"	6'-4"	5'-10"	5'-5"				3	17'-9"	2'	9'-10"	4	5'-0"	4259.0	24.5	36	F-105(7)	1248+06	H15 S12	2'-10"/1'-10"
6	9'-4"	11'-6"	8'-8"	7'-7"	7'-2"	6'-9"	6'-4"	5'-10"	5'-5"				3	17'-9"	2'	9'-10"	4	5'-0"	5080.0	28.4	42	"	"	" " "	" " "
7	5'-3"	4'-4"	5'-4"	0	3'-6"								3	14'-0"	2'	8'-8"	4	3'-10"	5220	4.6	8.0	"	1336+79	"	4:1
8	5'-3"	4'-4"	5'-4"	0	3'-6"								3	14'-0"	2'	8'-8"	4	3'-10"	7640	6.4	11.0	"	"	"	4:1
9	4'-0"	5'-3"	2'-2"	3									3	8'-10"	2	6'-2"	4	3'-6"	424	3.1	8.0	S-340(1)	150+21	H15	4:1
10	4'-0"	5'-3"	2'-2"	3									3	8'-10"	2	6'-2"	4	3'-6"	482	3.5	8.0	"	156+95	"	4:1
11	3'-4"	2'-2"	2'-6"										3	8'-1"	2	6'-2"	4	3'-3"	298	2.3	7.0	S-340(1)	170+08	H15	4:1
12	3'-4"	2'-2"	2'-6"										3	8'-1"	2	6'-2"	4	3'-3"	533	3.8	9.0	S-340(1)	325+19	H15	6:1
13	7'-9"	6'-11"	6'-6"	6'-1"	5'-7"	5'-2"	4'-8"						3	16'-5"	2	8'-10"	4	4'-7"	1385	11.0	15.0	F-96(8)	106+96	H15 S12	2:1
14	7'-9"	6'-11"	6'-6"	6'-1"	5'-7"	5'-2"	4'-8"						3	19'-3"	2	9'-10"	4	5'-0"	1415	11.5	15.0	F-96(8)	132+19	H15 S12	2:1
15	9'-2"	8'-9"	8'-1"	7'-5"	6'-11"	6'-6"	6'-1"	5'-8"	5'-3"				3	19'-4"	2	9'-10"	4	5'-0"	2745	19.5	22.0	F-96(8)	342+35	H15 S12	2:1
16	4'-5"	3'-8"	4'-11"										3	9'-5"	2	6'-9"	4	3'-6"	1534	11.0	14.0	F-96(8)	66+66	H15 S12	2:1
17	4'-5"	3'-8"	4'-11"										3	9'-5"	2	6'-9"	4	3'-6"	1420	10.5	13.0	F-96(8)	66+66	H15 S12	2:1
18	6'-2"	4'-9"	4'-3"	3'-6"									3	11'-0"	2'	8'-11"	4	3'-10"	1623	15.0	17.0	F-96(4)	48+80	H15 S12	4:1
19	4'-0"	7'-8"	2'-2"										3	8'-10"	2'	6'-2"	4	3'-6"	840	6.5	8.0	S-82	156+54	H15 S12	Tr. Rd.
20	8'-0"	7'-6"	7'-2"	6'-9"	6'-4"	5'-10"	5'-6"	5'-2"					3	22'-6"	2'	9'-11"	4	5'-9"	1388	7.4	13.0	F-123-(1)	105+47	H15 S12	4:1
21	3'-0"	3'-2"	2'-6"										3	8'-6"	2	11'-2"	4	5'-3"	1007	8.4	14.0	F-137-(1)	0+42		

(1) Ext'n. 33' Lt. to provide weigh station turnout.

REMARKS

Δ 36°33' Rt. D=1°30' (Curve data)	
40' Road	
32' Road Culv. Grade=4.42 Lt. to R	
32' " " " " "	
" Δ=21°03' Lt. D=2° "	
28' Roadway	
" "	
28' Roadway	

UTAH STATE ROAD COMMISSION
SALT LAKE CITY, UTAH
BRIDGE DEPARTMENT

STANDARD CULVERT EXTENSIONS FOR 2'-0 TO 8'-0 SPANS

Designed by O.T.P. Work Unit None
Drawn by J.H.B. Issued
Traced by J.H.B. Approved
Checked by E.M.B. Chief Bridge Engineer

Dwg. No. E-750-6

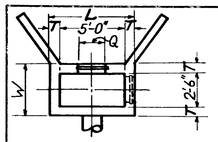
REVISIONS

Retraced 4-1-55

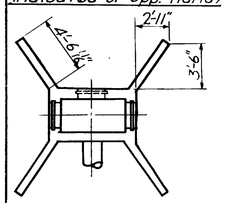
REVISIONS

DATE	BY	DATE	BY

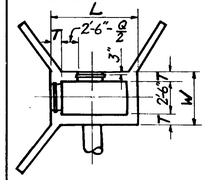
Dowel inlet well to present Div'n. Box



TYPE A (As shown)
TYPE A' (1 opening as indicated or opp. hand)

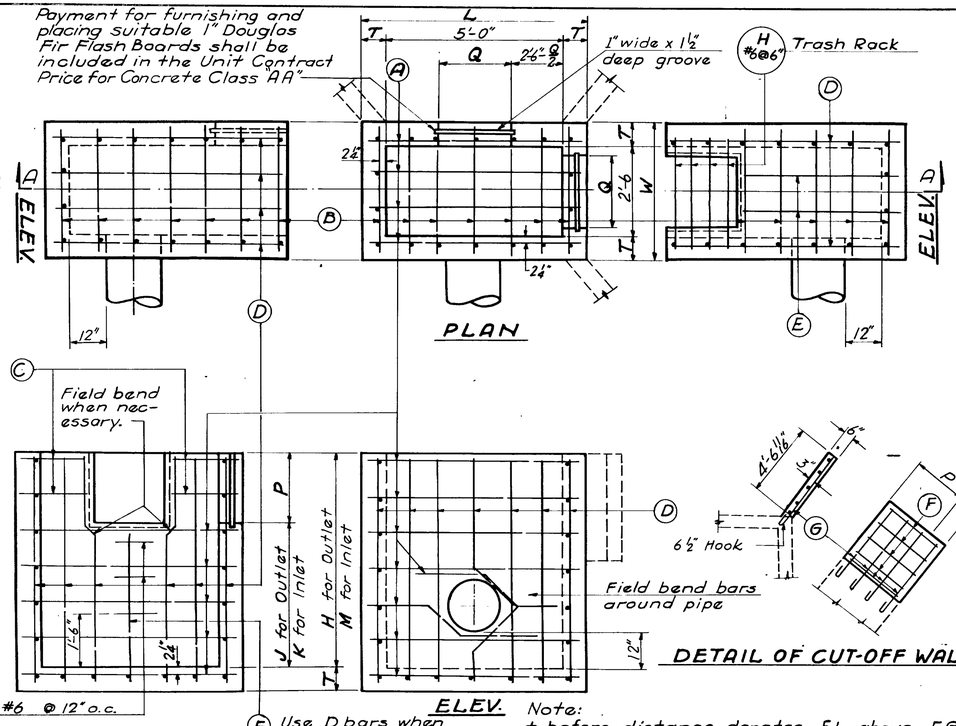


TYPE B (As shown)
TYPE D (3 openings as indicated)



TYPE C (As shown)
TYPE C' (Opp. hand)

Payment for furnishing and placing suitable 1" Douglas Fir Flash Boards shall be included in the Unit Contract Price for Concrete Class "AA"



PLAN

ELEV.

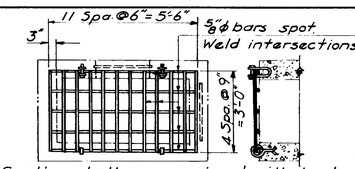
DETAIL OF CUT-OFF WALL

Ladder Rungs #6 @ 12" o.c.
(See Detail)

SECTION A-A

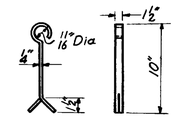
(E) Use D bars when Opening is omitted

Note:
+ before distance denotes F.L. above F.G.
− " " " " below "
Bar spacing 12" ± o.c. except as noted.

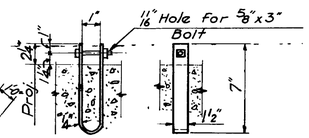


Grating shall come equipped with Lock and hinges. To be paid for as Structural Steel. Total Wt. = 71#.

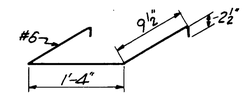
DETAIL OF INLET & OUTLET GRATING



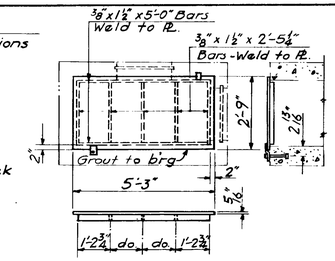
HINGE DETAIL



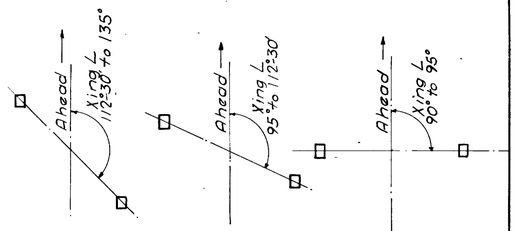
LOCK DETAIL



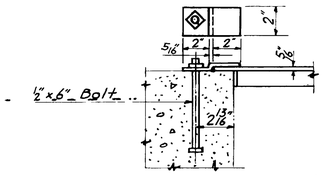
LADDER RUNG
Total Length = 3'-4"
Weight each = 5#
To be paid for as Reinf. Steel.



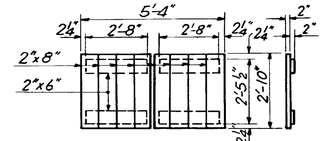
DETAIL OF INLET & OUTLET COVER Pl.
Total Wt. = 227# Complete.



TYPICAL POSITIONS OF INLET & OUTLET WELLS



LOCK DETAIL - COVER Pl.



DETAIL OF COVER

Payment for furnishing and placing of Douglas Fir Cover shall be included in the Unit Contract Price bid for Conc. Class "AA".

GENERAL NOTES

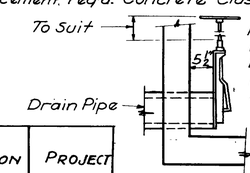
Materials, construction and workmanship shall be in accordance with the State Standard Specifications for Road and Bridge Construction, 1952 Edition and supplements thereto which are in effect at the date of request for bids.

All reinforcing steel shall be Intermediate Grade; Standard A-305 reinforcing bars. All dimensions relating to reinforcing bars are to ctrs. of bars. All reinforcing bars are to be #4 except "H" bars which are to be #6 and used in Inlets and Outlets of Wells. Bars for Ladder Rungs when used are to be #6.

Excavation for Structures includes excavation for Wells only.

Grating to receive one shop coat of State Standard Red Lead and Oil Paint and two field coats of State Standard Aluminum paint as per spec's.

Type II cement req'd. Concrete Class "AA"



DRAIN GATE

LINE No.	INLET TYPE	OUTLET TYPE	PIPE SIZE	PIPE KIND	PIPE LENGTH	FLOW	XING ANGLE	+OR− DIST. FR. F.G. @ ℄ ROAD TO F.L. OR PIPE	INLET L.P.	OUTLET L.P.	INLET WELL T	W	L	K	M	Q	P	OUTLET WELL T	W'	L'	J	H	Q	P
1	A	—	18"	C.M.P.	—	L.+R.	90°	—	—	—	6"	3'-6"	6'-0"	4'-0"	6'-0"	2'-0"	1'-6"	—	—	—	—	—	—	—

LINE No.	INLET QUANTITIES BAR A LGTH.	BAR A No.	BAR B LGTH.	BAR B No.	BAR C LGTH.	BAR C No.	BAR D LGTH.	BAR D No.	BAR E LGTH.	BAR E No.	BAR H LGTH.	BAR H No.	TOTAL STEEL	TOTAL CONC.	OUTLET QUANTITIES BAR A' LGTH.	BAR A' No.	BAR B' LGTH.	BAR B' No.	BAR C' LGTH.	BAR C' No.	BAR D' LGTH.	BAR D' No.	BAR E' LGTH.	BAR E' No.	BAR H LGTH.	BAR H No.	TOTAL STEEL	TOTAL CONC.
1	5'-9"	14	3'-3"	19	1'-9"	4	5'-9"	17	4'-3"	1	—	—	183	2.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—

LINE No.	CUT OFF WALL QUANTITIES BAR F NO.	BAR F LGTH.	BAR G NO.	BAR G LGTH.	CONC. C.Y.	LADDER RUNGS	COVER OR GRATING TYPE	No.	WT.	GRAND TOTALS EXCAV. FOR STRUCT.	REINF. STEEL	CONC. C.Y.	STRUCT. STEEL	STATION	PROJECT
1	6	1'-6"	8	1'-6"	4	3	Cover Pl.	1	227	10	207	2.3	227	45+34 (50' Lt)	F-037-1(1)

DESIGN DATA

In accordance with the A.A.S.H.O. Specifications of 1953.

Note: Drain Gate Required

SHEET ____ OF ____ SHEETS

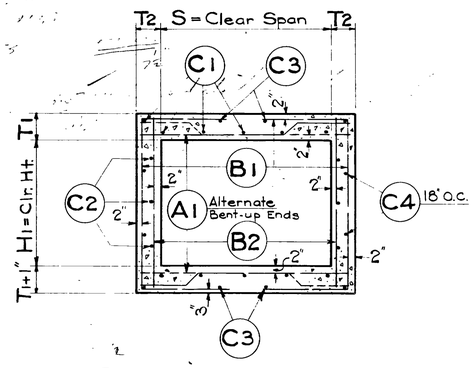
UTAH STATE ROAD COMMISSION
SALT LAKE CITY, UTAH
BRIDGE DEPARTMENT

STANDARD
SYPHON INLET & OUTLET WELLS AND DIVERSION FEATURES

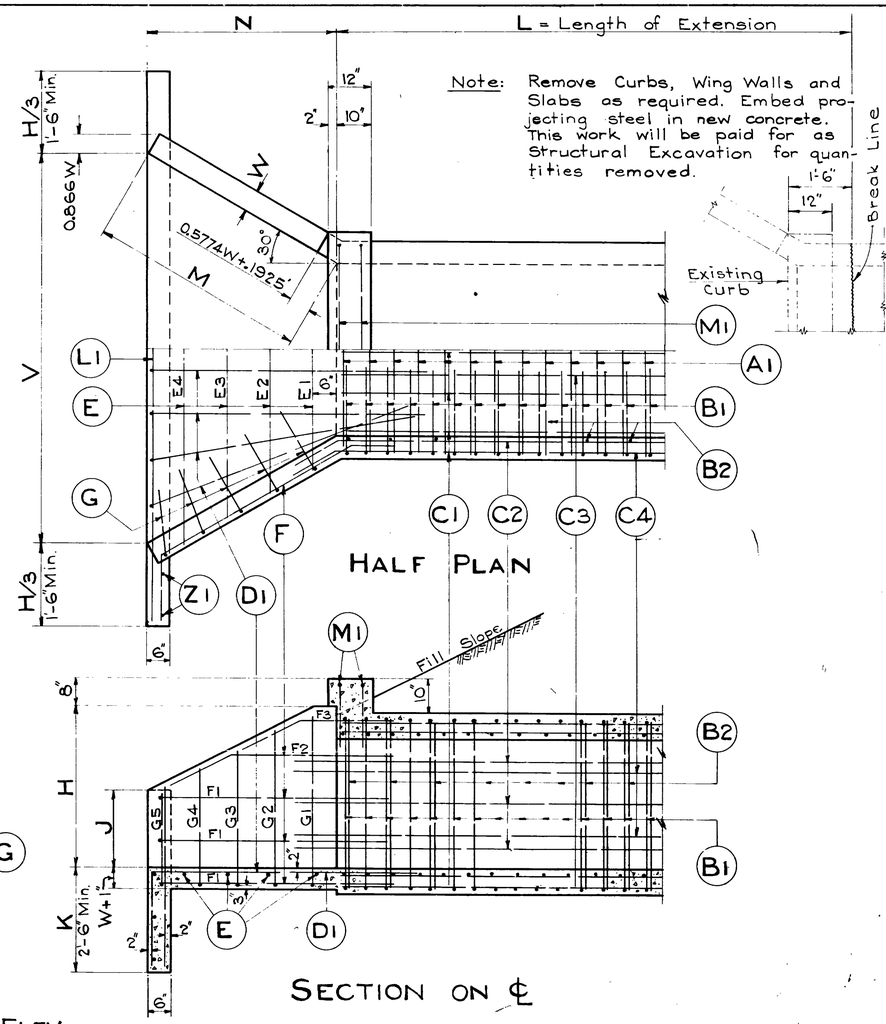
REVISED BY O.T.P. DATE
DRAWN BY E.M.R. PLOTTED
TRACED BY Yhones APPROVED
CHECKED BY CHIEF BRIDGE ENGINEER

Bk. No.

Dwg. No. E-746-3

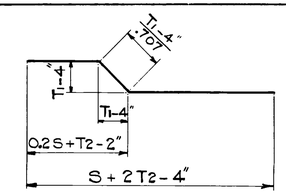


SECTION THRU BOX

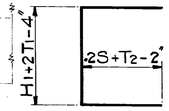


Note: Remove Curbs, Wing Walls and Slabs as required. Embed projecting steel in new concrete. This work will be paid for as Structural Excavation for quantities removed.

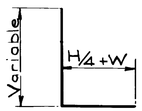
SECTION ON ℄



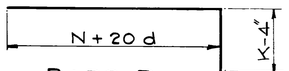
BARS A1



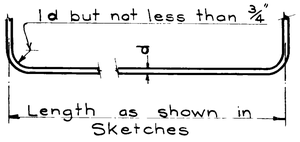
BARS B1



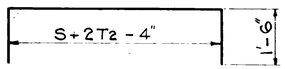
BARS G



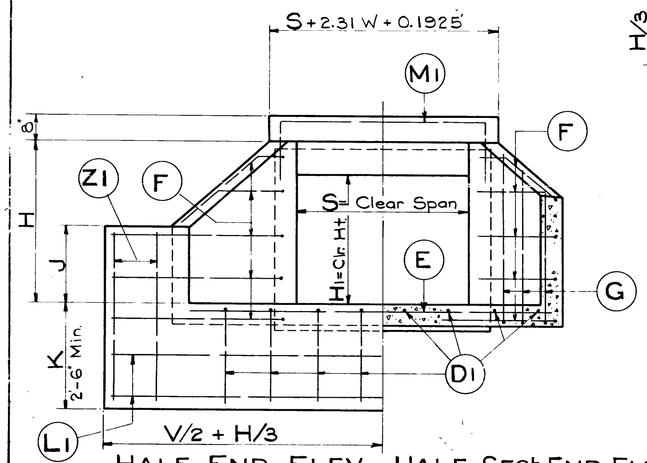
BARS D1



BAR BENDING DIAGRAM



BARS M1



HALF END ELEV. HALF SEC^N END ELEV.

BOX DIMENSIONS
(For Wing Wall Fill Slope of 2:1)

H	=	H1 + T1 + 2'
N	=	1.268 H − 0.2113'
M	=	1.464 H − 0.244'
J	=	0.366 H + 0.189' + .25 W
V	=	1.464 H − 0.244' + S

GENERAL NOTES

Materials, construction and workmanship shall be in accordance with the State Standard Specifications for Road and Bridge Construction, 1952 edition, and supplements thereto which are in effect at the date of request for bids.

All reinforcing steel shall be intermediate grade Standard A305 Reinforcing Bars. All dimensions relating to reinforcing steel are to centers of bars. Unless otherwise shown, all reinforcing steel shall be #4. Spacing of bars when not shown shall be at 12" centers.

Type II cement required.

Quantities shown are for one extension only.

Concrete Class "A"

DESIGN DATA

Loading in accordance with the A.A.S.H.O. Specifications of 1953. See Schedule below.

Allowable stresses: f_c = 1200 p.s.i.; f_s = 20,000 p.s.i.; n = 10

BAR LENGTHS

Bars	C1 and C3	=	L − 2"
Bars	C2 and C4	=	L + 1'-0"
Bars	F1	=	M + H/3 + 9"

| Roadway | Fill | Extension Rt. or Left | J Length | W Clear Span | T1 Fill Height | H | T1 | T2 | N | M | J | K | V | W | Bars A1 № | Size | Spacing | Length | Bars B1 № | Size | Spacing | Length | Bars B2 № | Size | Spacing | Length | Bars C1 № | Size | Spacing | Length | Bars C2 № | Length | Bars C3 № | Length | Bars C4 № | Length | Bars D1 № | Length | Bars E One each E1 | E2 | E3 | E4 | E5 | E6 | E7 | E8 | E9 | E10 | Bars F1 № | Length | Bars F Two Each F2 | F3 | F4 | F5 | F6 | F7 | F8 | F9 | Bars G-№5 @ 12" Two Each G1 | G2 | G3 | G4 | G5 | G6 | G7 | G8 | G9 | G10 | G11 | G12 | Bars L1 № | Length | Bars M № | Length | Bars Z № | Length | Steel Lbs. | Conc. Cu.Yds | Excav. Cu.Yds | Proj. № | S.I.A. | Loading | Fill Slope | REMARKS |
|---|---|---|---

REG. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UT-	UTAH	F-037-1(1)	POST WAR	1	27

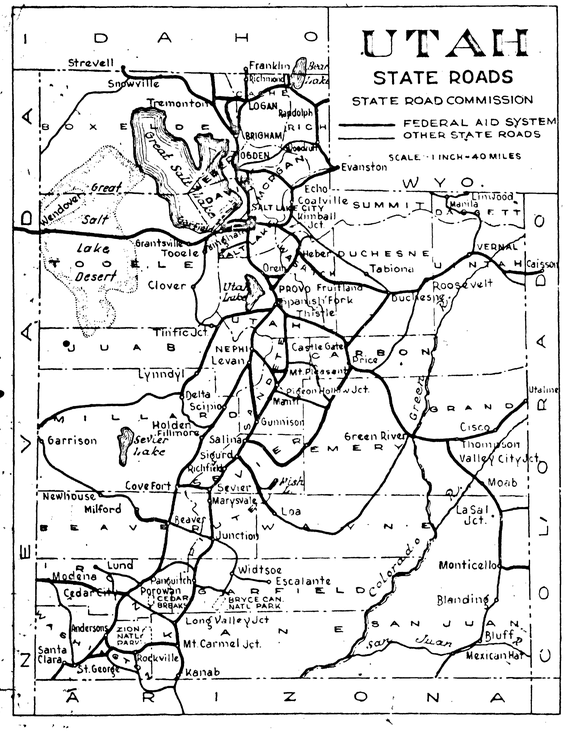
STATE OF UTAH
STATE ROAD COMMISSION

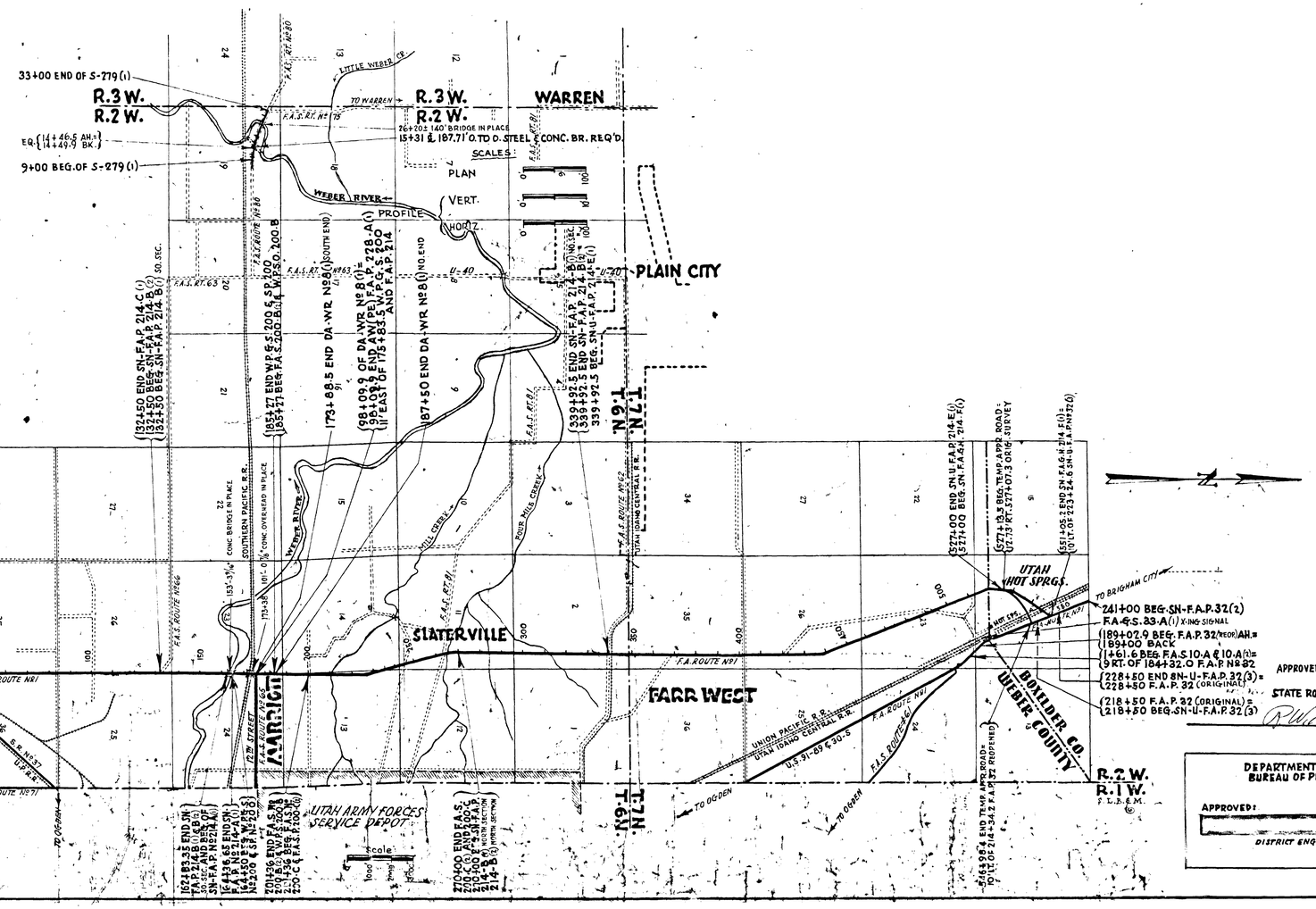
PLANS OF PROPOSED STATE ROAD

FEDERAL AID PROJECT

WEBER COUNTY

F-037-1(1) ~ LENGTH 2.336 MILES




33+00 END OF S-279(1)
R.3 W.
R.2 W.
EQ. {14+46.5 AH.= 14+49.9 BK.}
9+00 BEG. OF S-279(1)
LITTLE WEBER CR.
TO WARREN
R.3 W.
R.2 W.
WARREN
26+20± 140' BRIDGE IN PLACE
15+31 & 187.71' O. TO D. STEEL & CONC. BR. REQ'D.
SCALES
PLAN
VERT.
HORIZ.
WEBER RIVER
PROFILE
PLAIN CITY
N.L.T.
T.6 N.
T.5 N.
ROY
NYE'S COR.
FARR'S
SLATERVILLE
FARR WEST
UTAH HOT SPRGS.
BOXELDER CO.
WEBER COUNTY
UTAH ARMY FORCES SERVICE DEPOT
OGDEN ARSENAL
TO BRIGHAM CITY
TO OGDEN
R.2 W.
R.1 W.
S.L.B.&M.
97+25 BEG. SN-F.A.G.H. 214-C(2)
14+23.98 ~ 194.92' CONC. OVERHEAD IN PLACE
(24+00 END SN-F.A.G.H. 214-C(2)
(24+00 BEG. SN-F.A.P. 214-C(1)
(30+87 SN. F.A.P. 214-C(1)=
(108+30 OF F.A.S.R. Nº 2
ORIGINAL INTERSECTION
(32+11.6 F.A.P. Nº 214-C(1)=
(105+75.2 "B" LINE F.A.S.R. Nº 2
PROPOSED CONSTRUCTION
32+11.6 SN. F.A.G.H. 214-C(3)
HIGHWAY CROSSING SIGNALS
(32+50 END SN-F.A.P. 214-C(1)
(32+50 BEG. SN-F.A.P. 214-B(2)
(32+50 BEG. SN-F.A.P. 214-B(1)
(185+27 END W.P. & S. 200 & SP. 100
(185+27 BEG. F.A.S. 200 B. & M.P. & S. 200-B
173+88.5 END DA-WR Nº 8(1)
(98+09.9 OF DA-WR Nº 8(1)=
99+09.9 END AW(PE) F.A.P. 228-A(1)
(11' EAST OF 175+83.5 W.P. & S. 200
AND F.A.P. 214
87+50 END DA-WR Nº 8(1)
(339+92.5 END SN-F.A.P. 214-B(1)
(339+92.5 END SN-F.A.P. 214-B(2)
339+92.5 BEG. SN-U-F.A.P. 214-E(1)
(372+00 END ON U.F.A.P. 214-E(1)
(372+00 BEG. SN-F.A.G.H. 214-F(1)
(527+13.5 BEG. TEMP. APPR. ROAD = (27.73' RT. 527+07.3 ORIG. SURVEY
(551+05.2 END SN-F.A.G.H. 214-F(1)=
(10' LT. OF 523+24.6 SN-U-F.A.P. Nº 32(1)
241+00 BEG. SN-F.A.P. 32(2)
F.A.S.S. 33-A(1) X-ING SIGNAL
(189+02.9 BEG. F.A.P. 32 (REOR) AH.=
(189+00 BACK
(1+61.6 BEG. F.A.S. 10-A & 10-A(1)=
(9' RT. OF 184+32.0 F.A.P. Nº 82
(228+50 END SN-U-F.A.P. 32(3)=
(228+50 F.A.P. 32 (ORIGINAL)
(218+50 F.A.P. 32 (ORIGINAL)=
(218+50 BEG. SN-U-F.A.P. 32(3)
8+14 BEG. F-037-1(1)=
436+28 F.A.P. Nº 214-D(1)
3+00 END OF SN-F.A.P. Nº 214-D(1)
442+71.1 BEG. OF SN-F.A.P. 214-D(1)
= 78.4' LT. OF 9+19.5 F.A.P. 114-A
& NA-F.A.P. 114-A(4) 1ST CONTRACT
EQ. {446+54 BACK= 4+36 AHEAD}
438+94 END SN. F.A.P. Nº 114-E(1)
5+66.5 BEG. SN-F.A.P. 114-A(4) 1ST CONT.
5+66.5 BEG. N.R.H. Nº 114-A & F.A.P. Nº 114-A
TO SALT LAKE CITY
0+09 BEG. AW(PE) F.A.P. 221-A(1)
0+09 BEG. OF DA-WR Nº 25(1)
9' RT. 422+32.2 F.A.P. Nº 114-E(1)
13+55 END AW(PE) F.A.P. 221-A(1)
13+55 END OF DA-WR Nº 25(1)
19+82.7 END SN-F.A.P. 114-A(4) 1ST CONT.
21+64.56 BEG. SN-A-F.A.P. 114-A(4) 2ND CONT.
87+66.5 BACK END AW(PE) F.A.P. Nº 222-A(1)
86+88.7 AH. BEG. AW(PE) F.A.P. 222-B(1) AND DA-WR Nº 12(1)
90+84.0 END F.A.P. 114-A & N.R.H. 114-A (R.S.D.)
90+84.0 BEG. F.A.P. 114-B & N.R.H. 114-B (R.S.D.)
101+107 BEG. S.P. 249
101+107 END S.P. 249
EQ. {101+10.7 BACK= 10+00 AHEAD}
162+83.35 END SN. F.A.P. 214-B(1) (R.S.D.)
SN. SEC. AND BEG. OF F.A.P. 214-B(1) (R.S.D.)
164+38.65 END SN. F.A.P. Nº 214-A(1)
164+50 BEG. W.P. & S. Nº 200 & S.P. 100
201+36 END F.A.S.R. Nº 2
201+36 BEG. F.A.P. 220-C & F.A.S.P. 200-C
270+00 END F.A.S. 200 & S.P. 100
270+00 BEG. F.A.P. 214-B(1) NORTH SECTION
214-B(3) NORTH SECTION
564+39.4 END TEMP. APPR. ROAD = TO LT. OF 214-34.2 F.A.P. Nº 32 PROPERED
F.A.S. ROUTE Nº 79
F.A.S. ROUTE Nº 66
F.A.S. ROUTE Nº 63
F.A.S. ROUTE Nº 86
F.A.S. ROUTE Nº 91
F.A.S. ROUTE Nº 71
F.A.S. ROUTE Nº 72
F.A.S. ROUTE Nº 22
F.A.S. ROUTE Nº 82
F.A.S. ROUTE Nº 32
F.A.S. ROUTE Nº 54
F.A.S. ROUTE Nº 55
F.A.S. ROUTE Nº 56
F.A.S. ROUTE Nº 57
F.A.S. ROUTE Nº 58
F.A.S. ROUTE Nº 59
F.A.S. ROUTE Nº 60
F.A.S. ROUTE Nº 61
F.A.S. ROUTE Nº 62
F.A.S. ROUTE Nº 63
F.A.S. ROUTE Nº

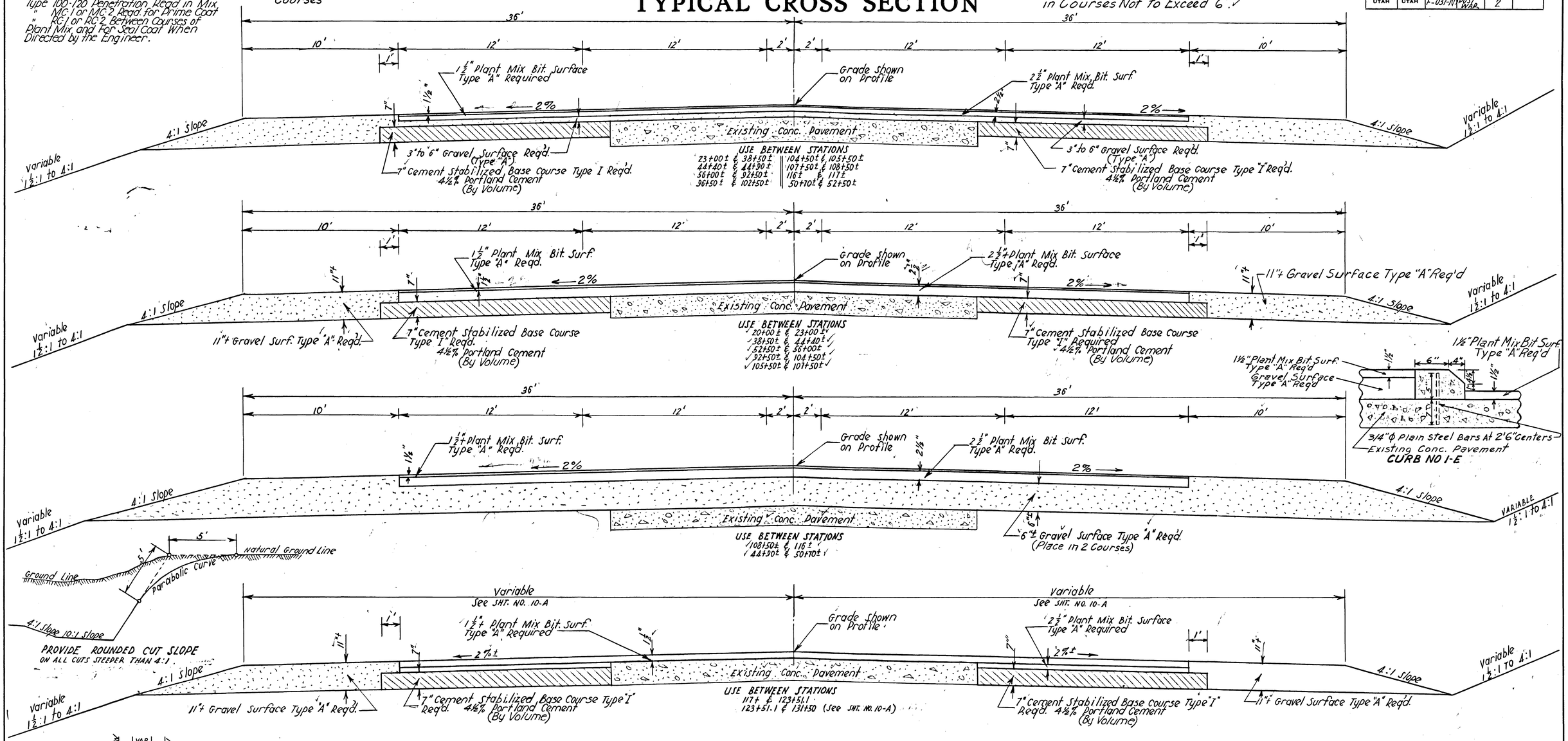
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UTAH	UTAH	F-037-1(1)	POST WAR	2	

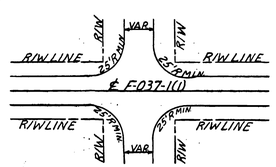
TYPICAL CROSS SECTION

BIT. MATERIAL
Type 100-120 Penetration Req'd in Mix.
" MC-1 or MC-2 Req'd for Prime Coat
" RC-1 or RC-2 Between Courses of Plant Mix and For Seal Coat When Directed by the Engineer.

General Note: Where Plant Mix Bit. Surface Course Exceeds 2½" in Thickness it Shall be Placed in Two Courses

General Note: Where Gravel Surface Course Exceeds 6" in Thickness it Shall be Placed in Courses Not to Exceed 6".





PAVED INTERSECTIONS
STA. 20+85± LT.
STA. 46+89± LT.
STA. 46+94± RT.
STA. 73+45± LT. & RT.
STA 100± LT. & RT.
And Others As Directed

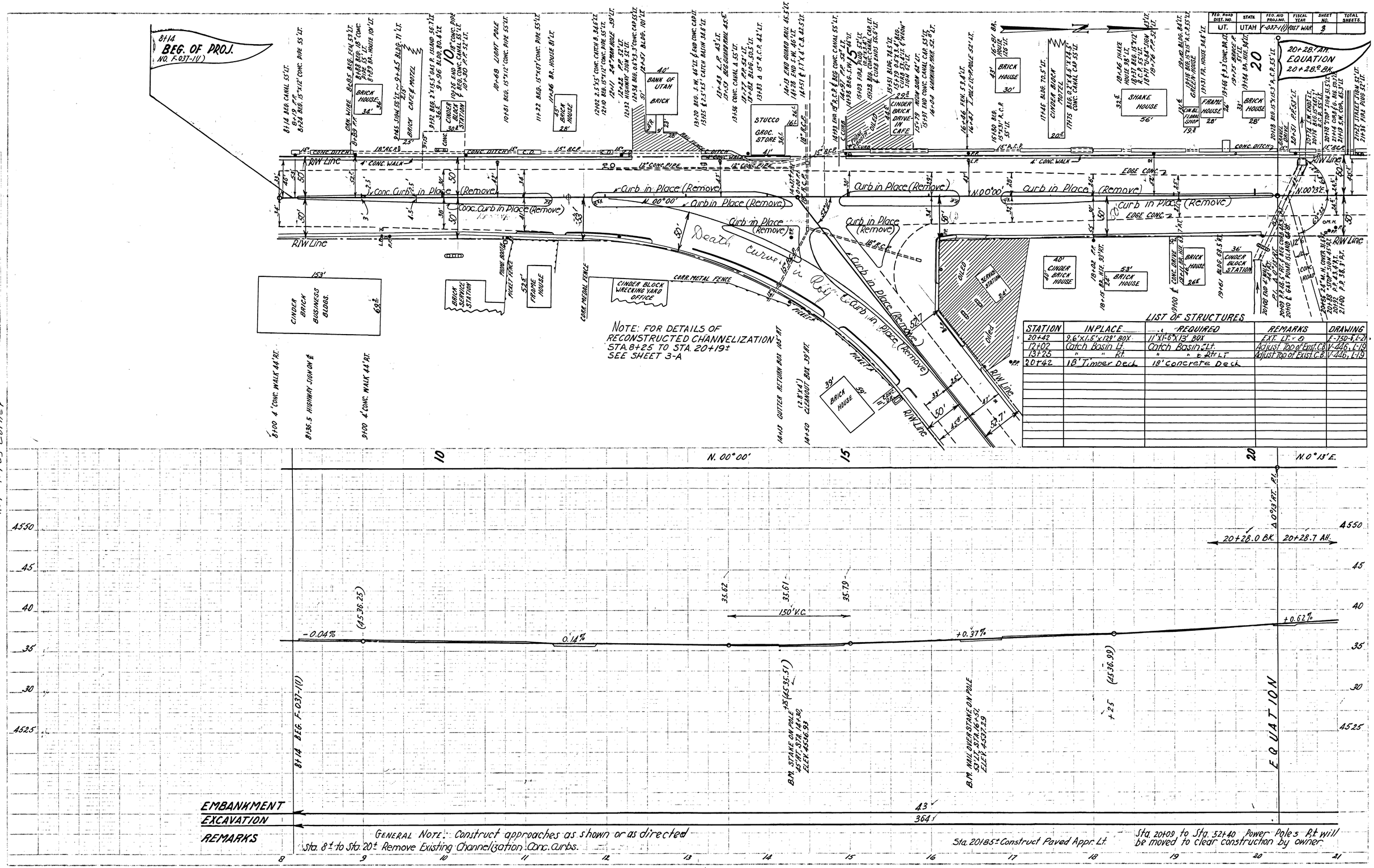
DESIGN SPEED 60 M.P.H.

UTAH STATE ROAD COMMISSION
SALT LAKE CITY - UTAH

PLANT MIX BIT. SURFACED ROADWAY

REVISIONS

DATE	BY	DATE	BY

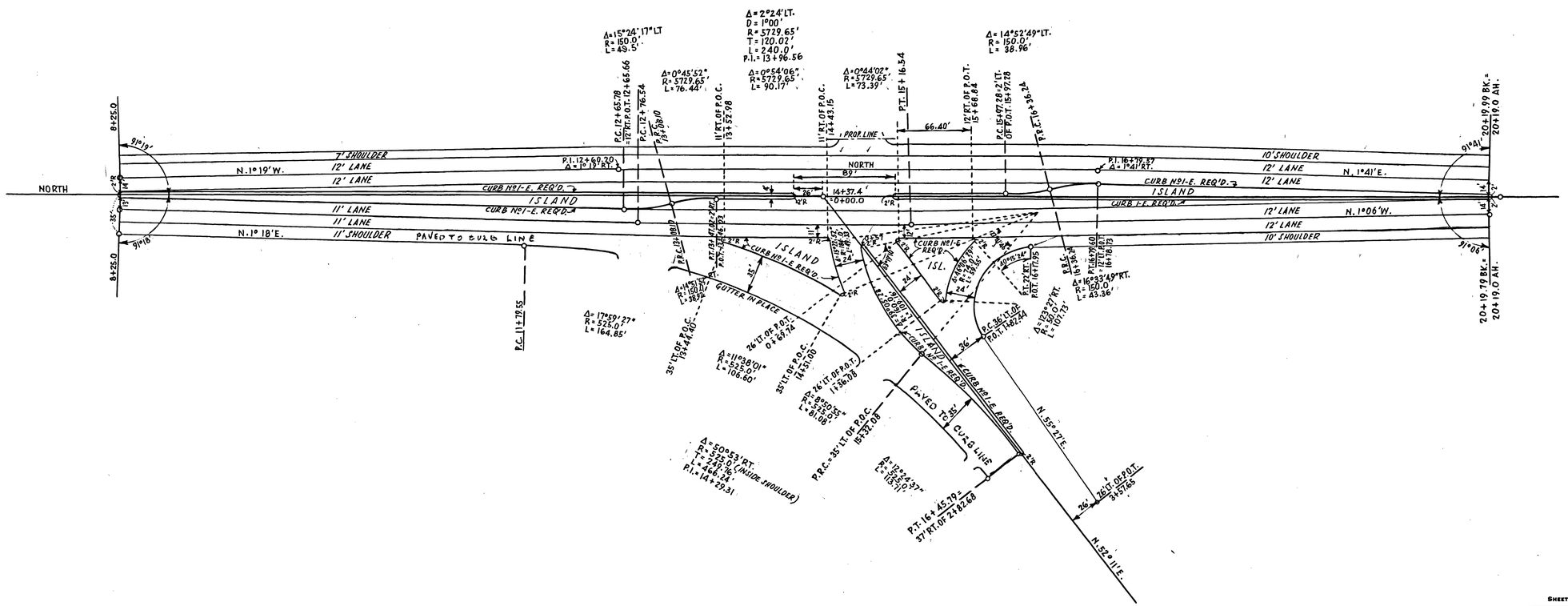


FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UT.	UTAH	F-037-1(1)	1967	WAR 3	

LIST OF STRUCTURES

STATION	IN PLACE	REQUIRED	REMARKS	DRAWING
20+42	9.6'x1.5'x129' Box	11'x1'-6"x15' Box	Ext. Lt. + Rt.	F-750-8, L-21
12+02	Catch Basin Lt.	Catch Basin Lt.	Adjust Top of Ext. C.B.	V-446, L-19
13+25	" " Rt.	" " & Rt + Lt	Adjust Top of Exist. C.B.	V-446, L-19
20+42	18' Timber Deck	18' Concrete Deck		

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UT.	UTAH	F-037-1(1)	POSTWAR	3-A	



REVISIONS

DATE	BY	DATE	BY

SHEET ____ OF ____ SHEETS

UTAH STATE ROAD COMMISSION
SALT LAKE CITY, UTAH

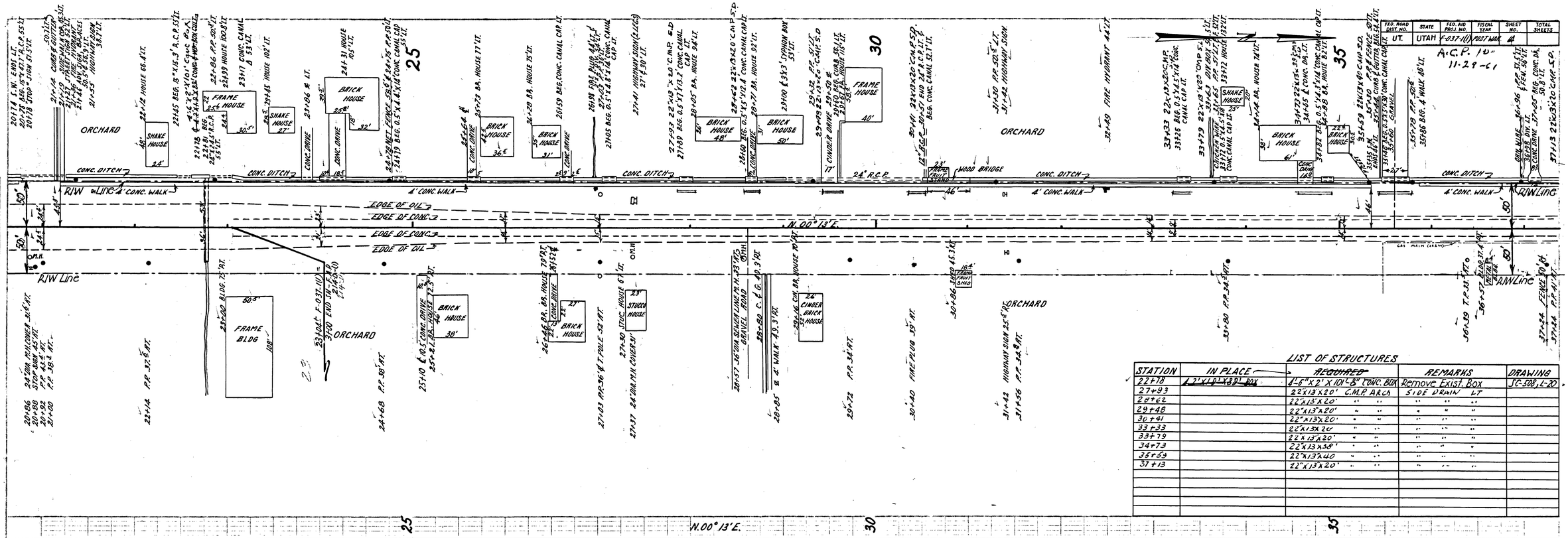
AS CONSTRUCTED

DESIGNED BY ____ SCALE 1" = 50'
DRAWN BY ____ ISSUED ____
TRACED BY ____ APPROVED ____
CHECKED BY ____

BR. NO. ____ DRG. NO. ____

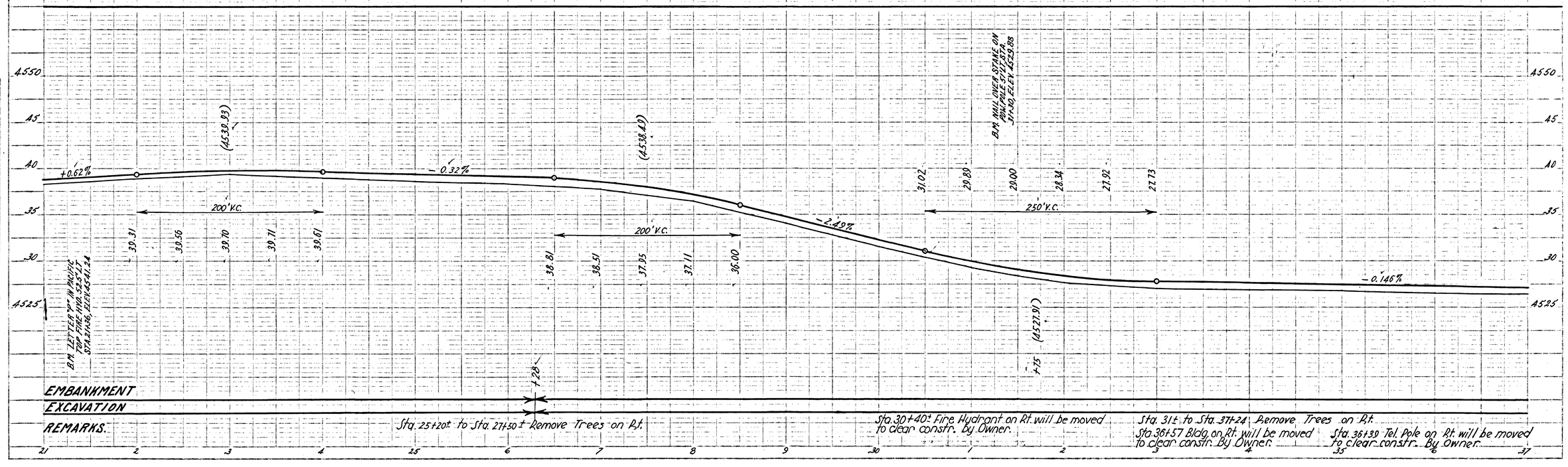
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	UTAH	F-037-1(1)	1957 WALK	44	

A.C.P. 10-
11-29-61



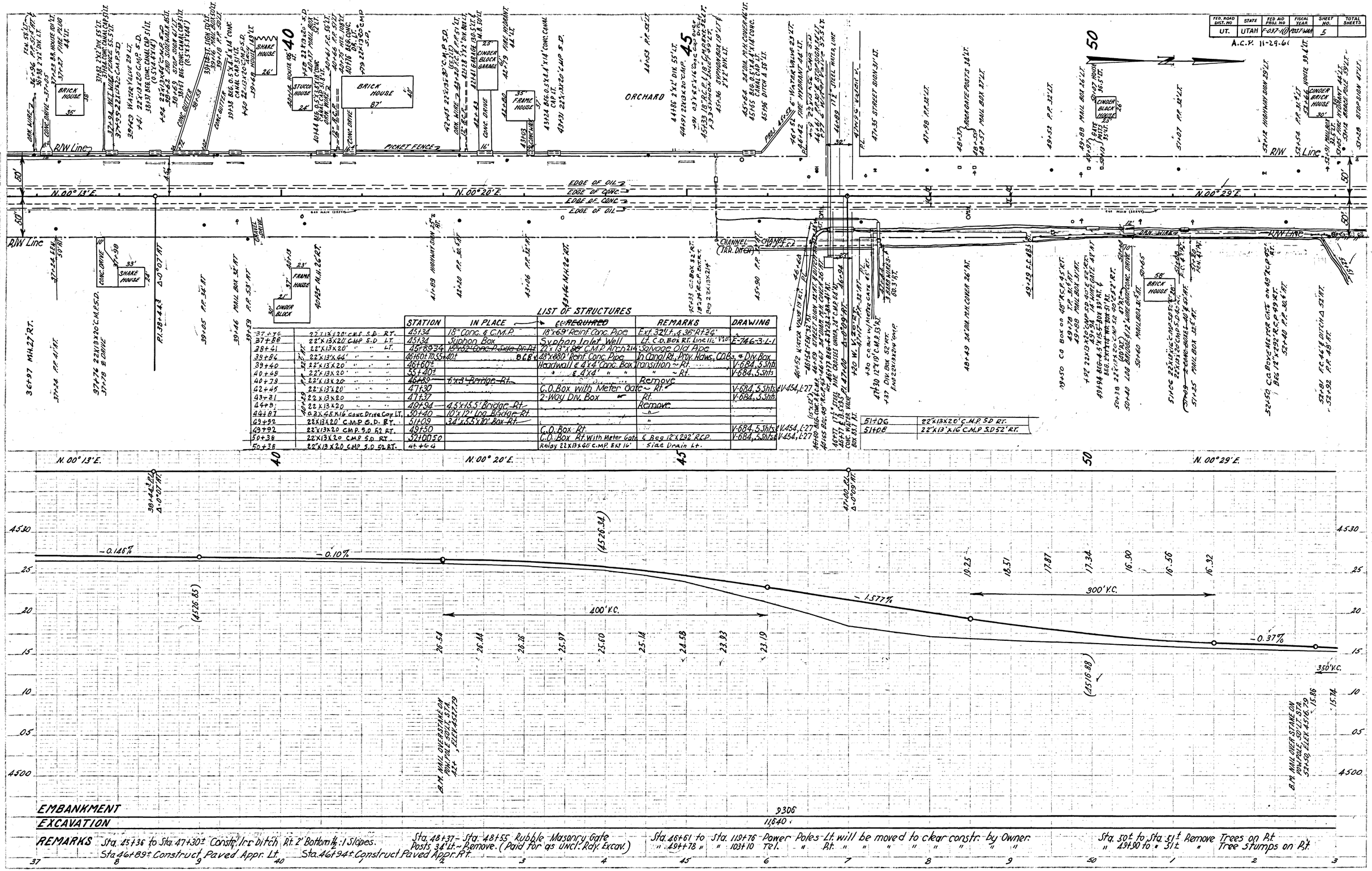
LIST OF STRUCTURES

STATION	IN PLACE	REQUIRED	REMARKS	DRAWING
22+78	4'x4'x10'x8" BOX	4'-6"x2'x101'-8" CONC. BOX	Remove Exist. Box	SC-508, L-20
27+93		22'x13'x20' C.M.P. ARCH	SIDE DRAIN LT	
28+62		22'x13'x20' " "	" " "	
29+48		22'x13'x20' " "	" " "	
30+41		22'x13'x20' " "	" " "	
33+33		22'x13'x20' " "	" " "	
33+79		22'x13'x20' " "	" " "	
34+73		22'x13'x36' " "	" " "	
35+59		22'x13'x40' " "	" " "	
37+13		22'x13'x20' " "	" " "	



FED. ROAD DIST. NO	STATE	FED AID PROJ. NO	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UT.	UTAH	F-037-1(10)	POST-WAR	5	

A.C.V. 11-29-61



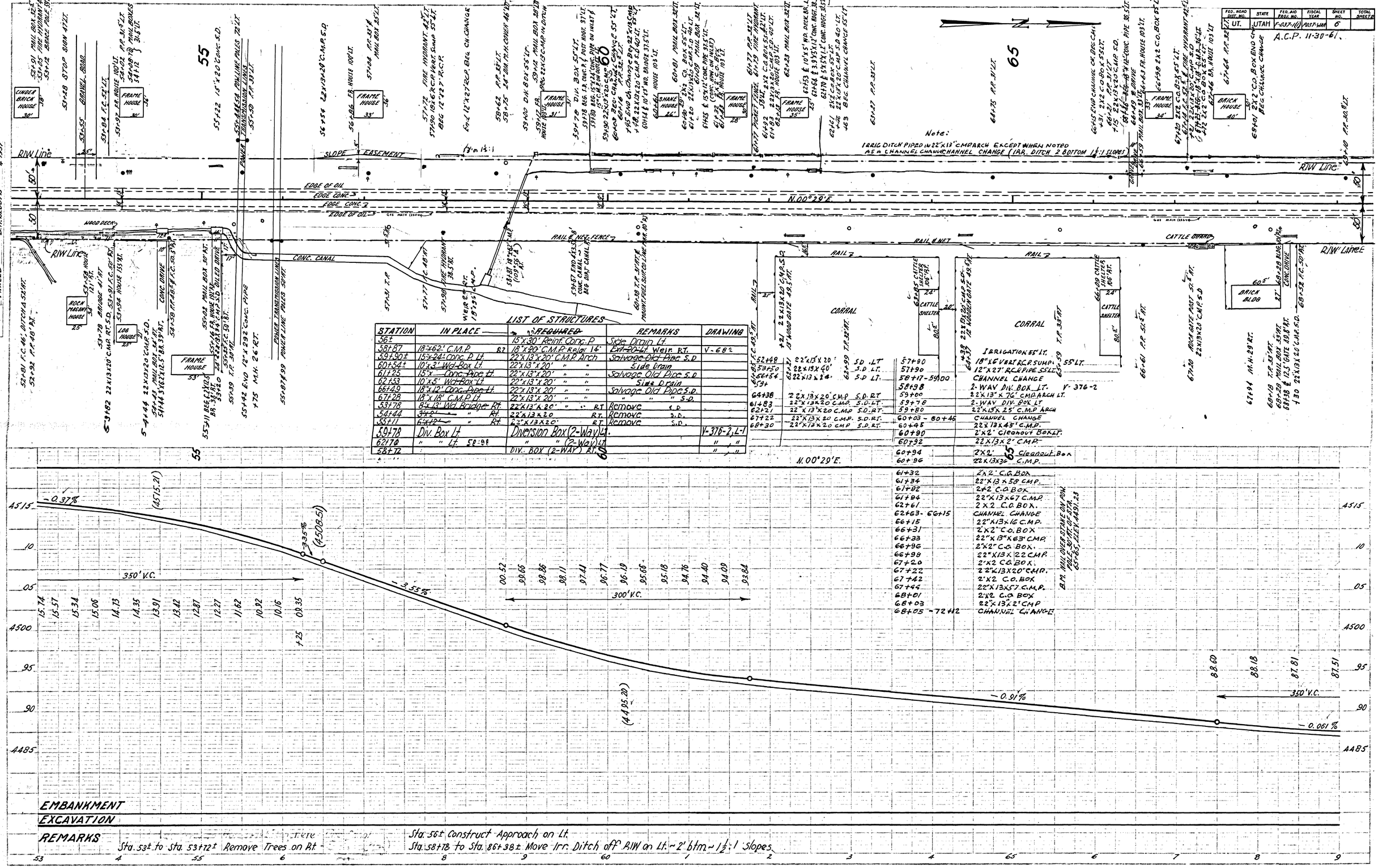
LIST OF STRUCTURES

STATION	IN PLACE	~~REQUIRED~~	REMARKS	DRAWING
45+34	18" Conc. & C.M.P.	18"x69' Reinf. Conc. Pipe	Ext. 32'LT. & 36' RT. 24'	
45+34	Syphon Box	Syphon Inlet Well	Lt. C.O. Box Rt. Line 11½' Vert.	E-746-3-L-1
46+88.34	18"x52' Conc. P. Side Dr. Rt.	21"x 13"x 89' C.M.P. Arch 214	Salvage Old Pipe	
46+60 to 55+40±	8 C.B.'s	48"x880' Reinf. Conc. Pipe	In Canal Rt., Prov. Holes, CBs & Div. Box	
46+60±		Headwall & 4'x4' Conc. Box	Transition ~ Rt.	V-684.5 Shts
55+40±		" " 4'x4' " "	~ Rt.	V-684.5 Shts
46+89	6'x3' Bridge Rt.		Remove	
47+30		C.O. Box with Meter Gate ~ Rt.		V-684.5 Shts & V-454, L-27
47+37		2-Way Div. Box	Rt.	V-684.5 Shts
49+94	4.5'x15.5' Bridge Rt.		Remove	
50+40	10'x12' Log Bridge Rt.		"	
51+09	3.4'x5.5'x10' Box Rt.		"	
49+50		C.O. Box Rt.		V-684.5 Shts & V-454, L-27
52+00.50		C.O. Box Rt. with Meter Gate & Beg 12"x292' RCP.		V-684.5 Shts & V-454, L-27
45+64		Relay 22"x13"x40' C.M.P. Ext 16'	Side Drain Lt.	
51+06	22"x13"x20' C.M.P. S.D. Rt.			
51+08	22"x13"x16' C.M.P. S.D. 52' Rt.			

REMARKS Sta. 45+36 to Sta. 47+30± Constr. Irr. Ditch Rt. 2' Bottom ½:1 Slopes.
Sta. 46+89± Construct Paved Appr. Lt. Sta. 46+94± Construct Paved Appr. Rt.
Sta. 48+37 – Sta. 48+55 Rubble Masonry Gate Posts 34" Lt. – Remove. (Paid for as Uncl. Rdy. Excav.)
Sta. 46+61 to Sta. 119+76 Power Poles Lt. will be moved to clear constr. by Owner.
" 49+78 " " 103+10 Tel. " Rt. " " " " " " "
Sta. 50± to Sta. 51± Remove Trees on Rt.
" 49+90 to " 51± " Tree Stumps on Rt.

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UT.	UTAH	F-037-1(10)	PAST-WAR	6	

A.C.P. 11-30-61

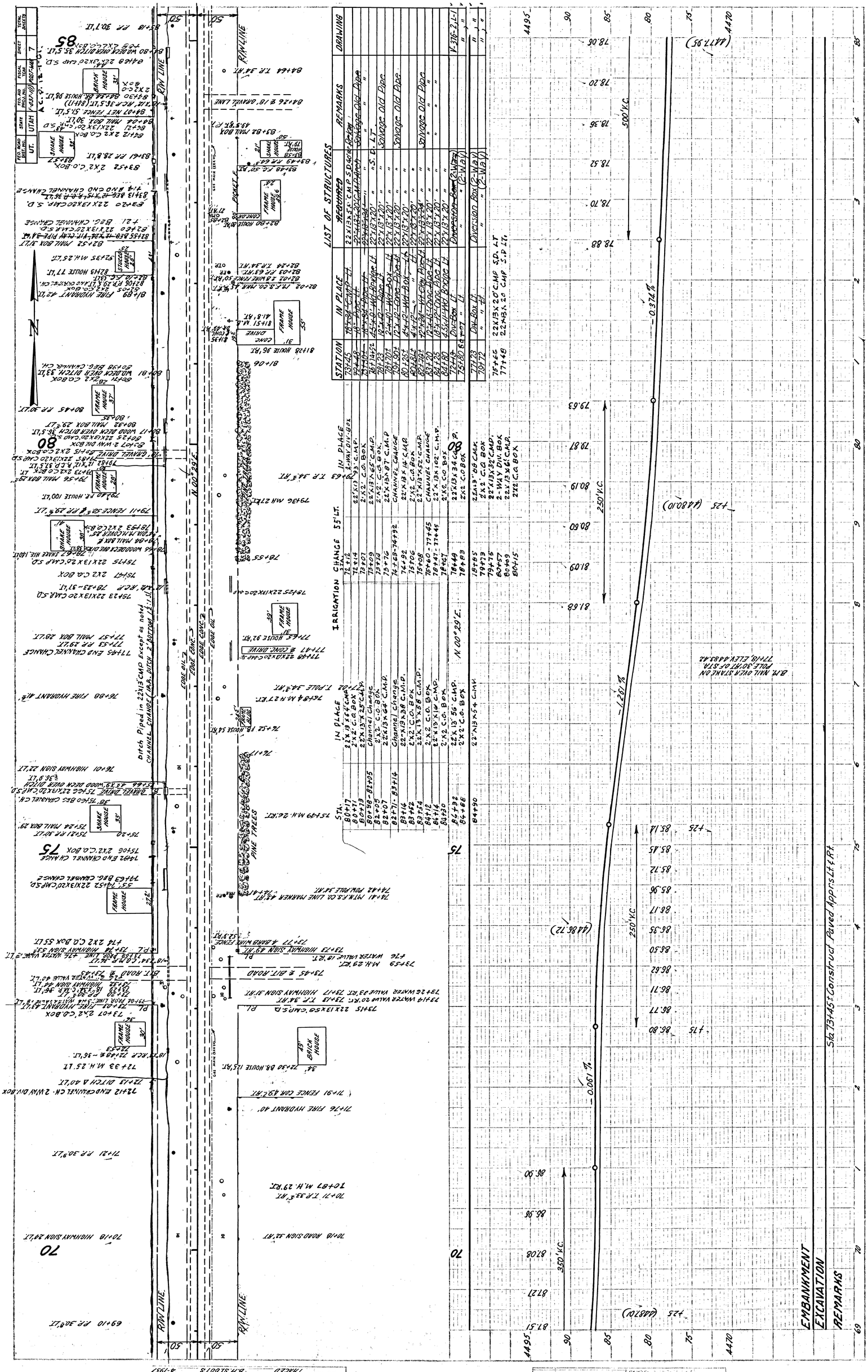


LIST OF STRUCTURES

STATION	IN PLACE		REQUIRED	REMARKS	DRAWING
56±			15"x30' Reinf. Conc. P.	Side Drain Lt.	
58+87	18"x62' C.M.P.	RT	18"x20' C.M.P. Reqd. 14'	Ext. 20' Lt. Weir Rt.	V-682
59+90±	15"x24' Conc. P. Lt.		22"x13"x20' C.M.P. Arch	Salvage Old Pipe S.D.	
60+54±	10"x3' Wd. Box Lt.		22"x13"x20' " "	Side Drain	
61+25	15"x ___ Conc. Pipe Lt.		22"x13"x20' " "	Salvage Old Pipe S.D.	
62+53	10"x5' Wd. Box Lt.		22"x13"x20' " "	Side Drain	
66+49	18"x12' Conc. Pipe Lt.		22"x13"x20' " "	Salvage Old Pipe S.D.	
67+28	18"x18' C.M.P. Lt.		22"x13"x20' " "	" " S.D.	
53+78	8"x13' Wd. Bridge Rt.		22"x13"x20' " "	RT. Remove S.D.	
54+44	34"x1' " "	Rt.	22"x13"x20	RT. Remove S.D.	
55+11	6"x12' " "	Rt.	22"x13"x20'	RT. Remove S.D.	
59+78	Div. Box Lt.		Diversion Box (2-Way) Lt.		V-376-2, L-1
62+70	" " Lt.	58+98	" " (2-Way) Lt.		" "
58+72			Div. Box (2-Way) Rt.		" "

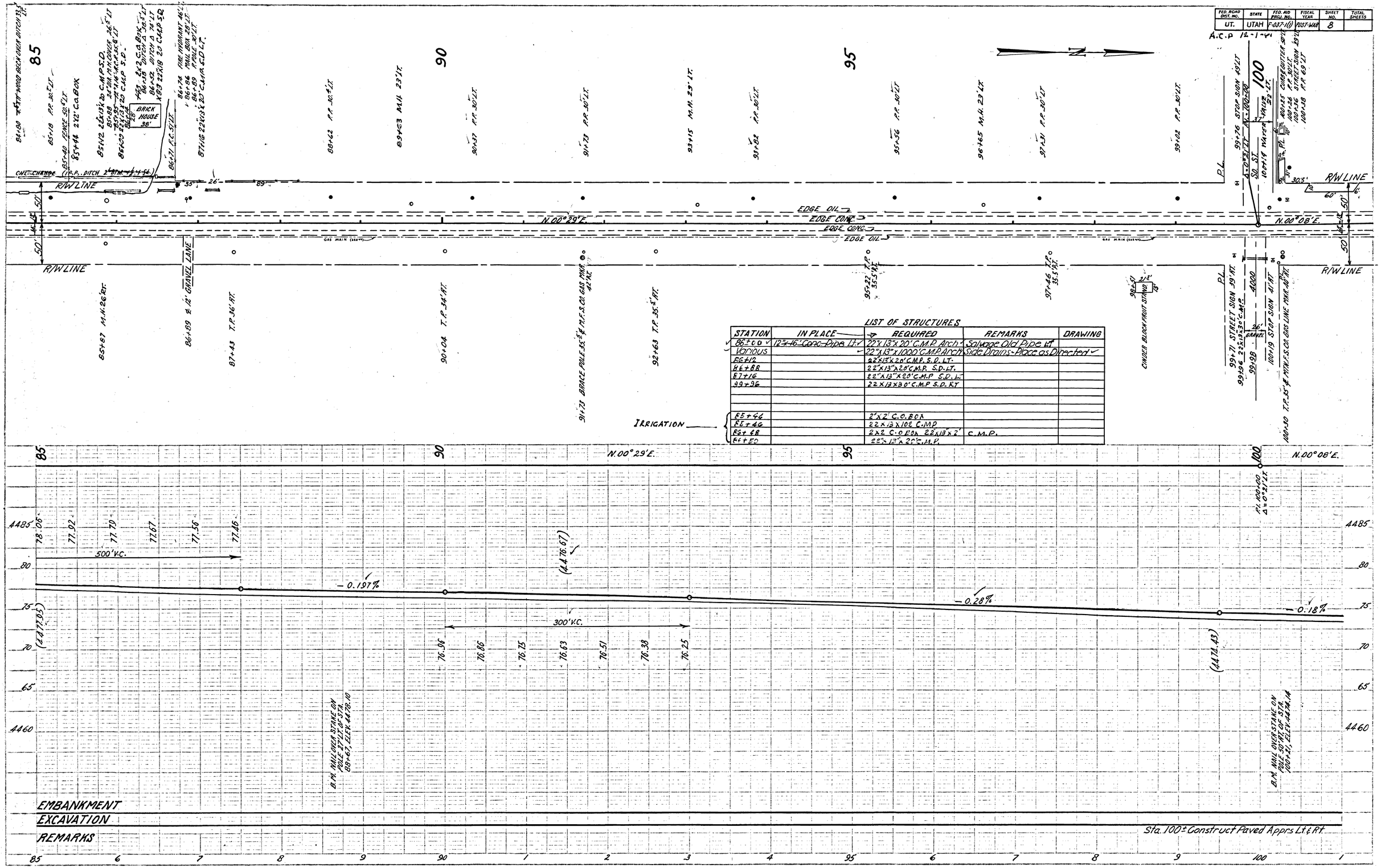
52+48	22"x13"x20'	S.D. LT.
53+50	22"x13"x40'	S.D. LT.
56+64	22"x13"x24'	S.D. LT.
59+		
64+38	22"x13"x20' C.M.P.	S.D. RT.
61+83	22"x13"x20 C.M.P.	S.D. LT.
62+21	22"x13"x20 C.M.P.	S.D. RT.
67+22	22"x13"x20 C.M.P.	S.D. RT.
68+30	22"x13"x20 C.M.P.	S.D. RT.

57+90	
57+90	
58+17-59+00	
58+98	
59+00	
59+78	
59+80	
60+03 - 60+45	CHANNEL CHANGE
60+45	22"x13"x45' C.M.P.
60+90	2'x2' Cleanout Box LT.
60+92	22"x13"x2' C.M.P.
60+94	2'x2' Cleanout Box
60+96	22"x13"x36' C.M.P.
61+32	2'x2' C.O. Box
61+34	22"x13"x58' C.M.P.
61+82	2'x2' C.O. Box
61+84	22"x13"x67' C.M.P.
62+61	2'x2' C.O. Box.
62+63 - 66+15	CHANNEL CHANGE
66+15	22"x13"x16' C.M.P.
66+31	2'x2' C.O. Box
66+33	22"x13"x63' C.M.P.
66+96	2'x2' C.O. Box.
66+98	22"x13"x22' C.M.P.
67+20	2'x2' C.O. Box.
67+22	22"x13"x20' C.M.P.
67+42	2'x2' C.O. Box
67+44	22"x13"x57' C.M.P.
68+01	2'x2' C.O. Box
68+03	22"x13"x2' C.M.P.
68+05 - 72+12	CHANNEL CHANGE


LIST OF STRUCTURES
STATION
IN PLACE
REQUIRED
REMARKS
DRAWING
IRRIGATION CHANGE 55' LT.
IN PLACE
Ditch Piped in 22x13" CMP Except as noted
CHANNEL CHANGE (INS. DITCH 2' BOTTOM 1:1 S.)
R/W LINE
EDGE OF PAVEMENT
EDGE CONC.
N 00°29' E.
Sta. 73+45 ± Construct Paved Approx. 1.4 Mi.
EMBANKMENT
EXCAVATION
REMARKS
500' V.C.
250' V.C.
350' V.C.
-0.374%
-1.261%
-1.90%
(4477.95)
(4480.10)
(4486.72)
(4487.20)
PLAN
PROFILE
B.H. SLOOTS
T.L. GERRARD
B.J. MAY
3-1957
9648

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UT.	UTAH	F-037-1(1)	POST-WAR	8	

A.C.P. 12-1-41



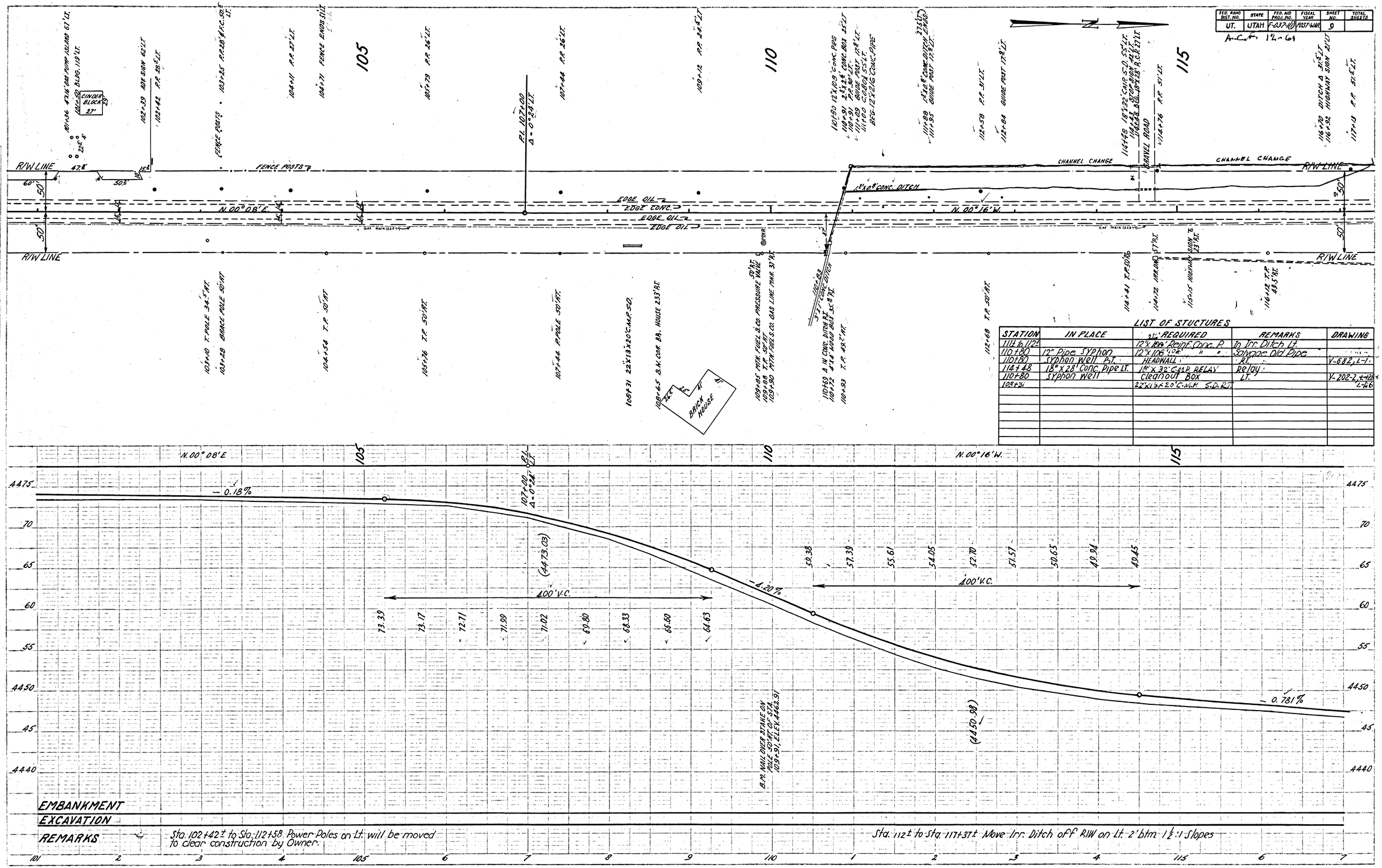
LIST OF STRUCTURES

STATION	IN PLACE	REQUIRED	REMARKS	DRAWING
86+00	12"-16" Conc. Pipe	22"x13"x20' C.M.P. Arch	Salvage Old Pipe Lt.	
Various		22"x13"x1000' C.M.P. Arch	Side Drains - Place as Directed	
86+12		22"x13"x20' C.M.P. S.D. LT.		
86+88		22"x13"x20' C.M.P. S.D. LT.		
87+16		22"x13"x20' C.M.P. S.D. LT.		
99+96		22"x13"x30' C.M.P. S.D. RT.		
IRRIGATION 85+46		2'x2' C.O. BOX		
86+46		22"x13"x10' C.M.P.		
86+88		2'x2' C.O. BOX 22"x13"x2'	C.M.P.	
86+80		22"x13"x20' C.M.P.		

| | | | |

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UT.	UTAH	F-037-1(10)	POST-WAR	9	

A.C. 1½-61



LIST OF STUCTURES

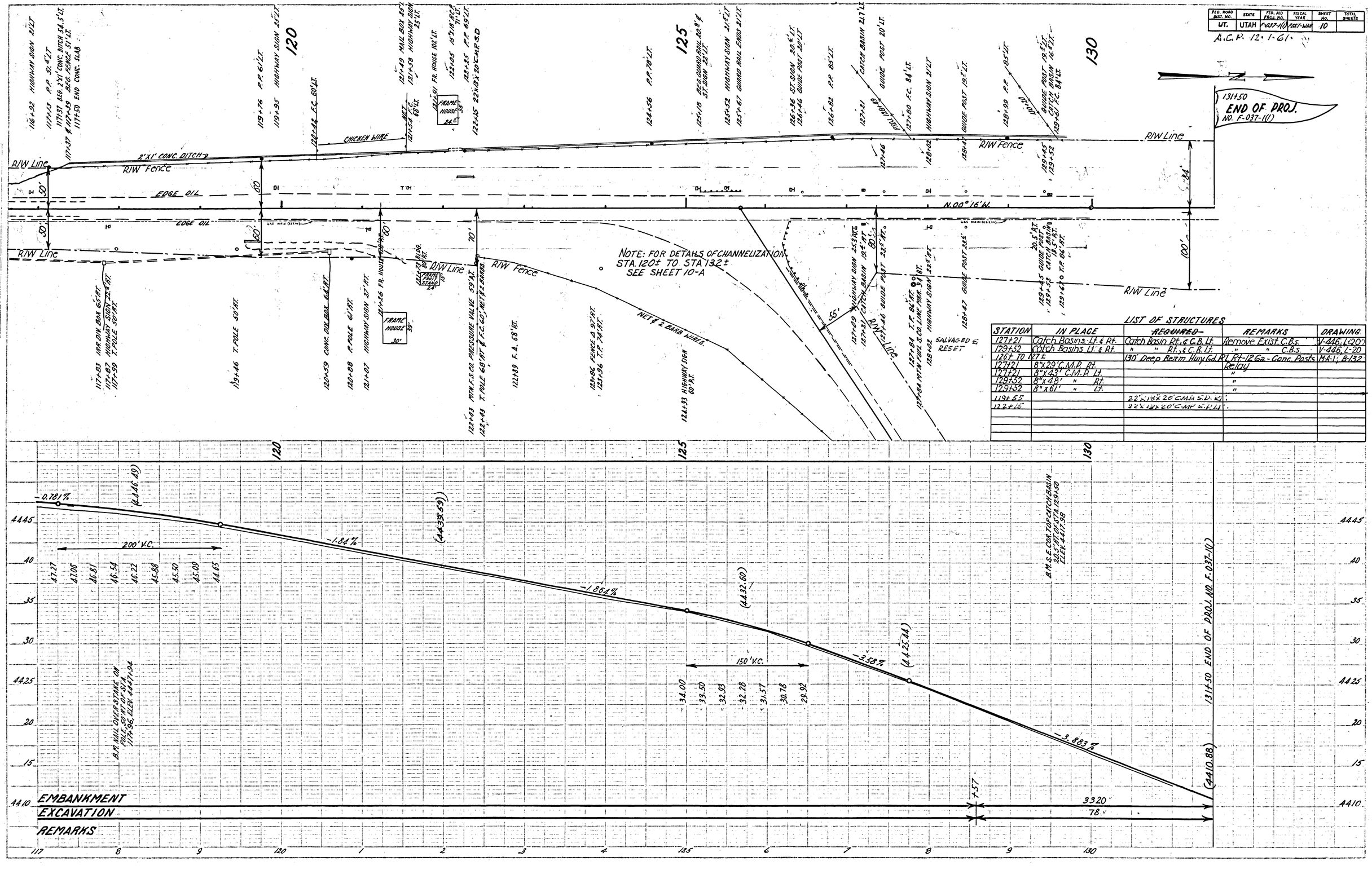
STATION	IN PLACE	2½" REQUIRED	REMARKS	DRAWING
111+to 112±		12"x106' Reinf. Conc. P.	In Irr. Ditch Lt.	
110+80	12" Pipe Syphon	12"x106' " "	Salvage Old Pipe	
110+80	Syphon Well Rt.	HEADWALL	Rt.	Y-682, L-1
114+48	18"x28' Conc. Pipe Lt.	18"x32' C.&P. RELAY	Relay	
110+80	Syphon Well	Cleanout Box	Lt.	Y-202-2, L-12 & L-16
108+31		22"x13"x20' C.M.P. S.D. Rt.		

R.J. RAY	3-1957
F.L. BERNARD	3-1957
9648 TRACED	4-1957
B.H. SLOOTS	

B.J. RAY	3-1957	3-1957
B.H. SLOOTS		3-1957
B.H. SLOOTS		
9649		

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UT.	UTAH	F-037-1(1)	POST-WAR	10	

A.C.P. 12-1-61

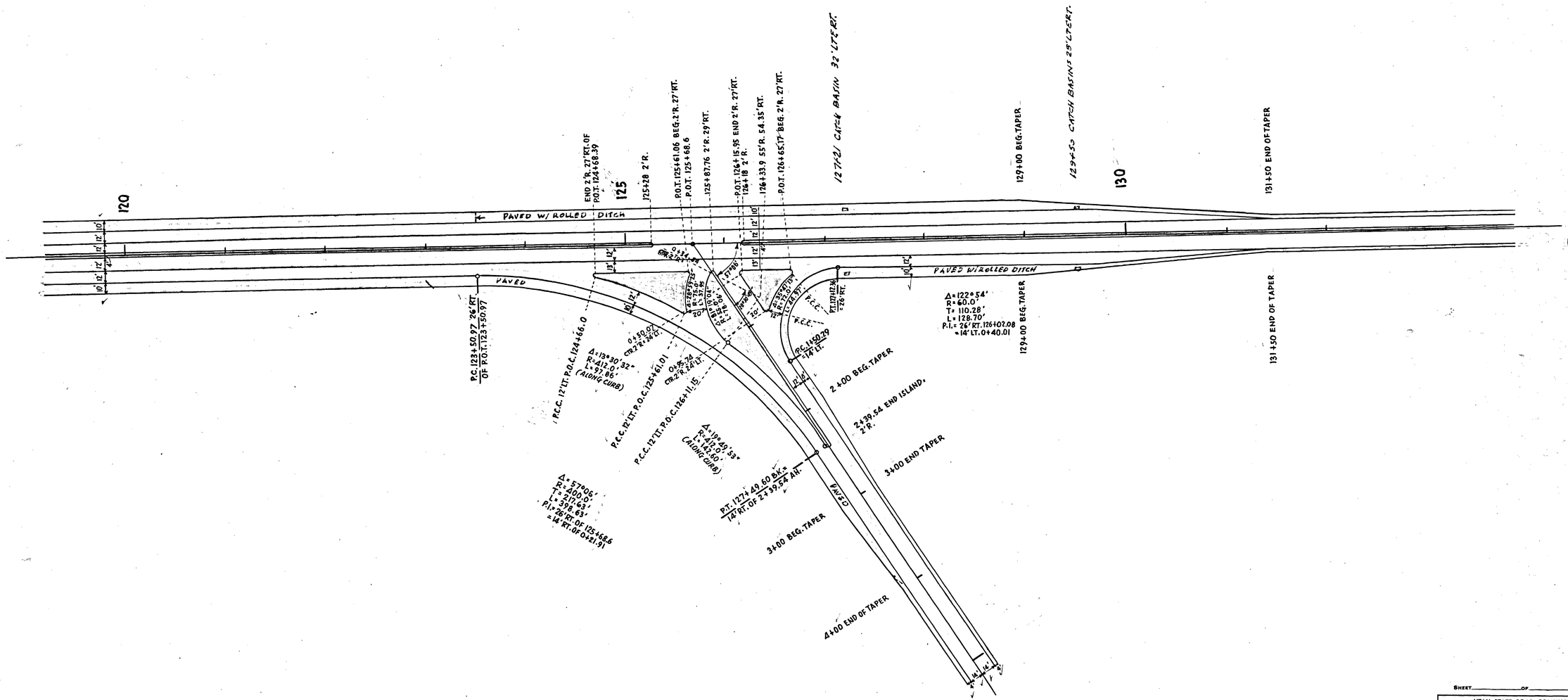


LIST OF STRUCTURES

STATION	IN PLACE	~~REQUIRED~~	REMARKS	DRAWING.
127+21	Catch Basins Lt. & Rt.	Catch Basin Rt. & C.B. Lt.	Remove Exist. C.B.s.	V-446, L-20
129+52	Catch Basins Lt. & Rt.	" " Rt. & C.B. Lt.	" " C.B.s.	V-446, L-20
126+ TO 127±		130' Deep Beam Hwy Gd. Rl. Rt.	12 Ga. - Conc. Posts	MA-1, B-132
127+21	8"x29' C.M.P. Rt.		Relay	
127+21	8"x43' C.M.P. Lt.		"	
129+52	8"x48' " Rt.		"	
129+52	8"x61' " Lt.		"	
119+55		22'x13'x20' C.M.P. S.D. Rt.		
122+16		22'x13'x20' C.M.P. S.D. Lt.		

R.W. PAY	3-1957	3-1957	4-1957
R.L. BERNARD			
B. NIELSOTS			
PROJECT			
9649	TRACED		

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UT.	UTAH	F-037-10)	POST WAR	10-A	



REVISIONS					
DATE	BY		DATE	BY	

SHEET ____ OF ____ SHEETS

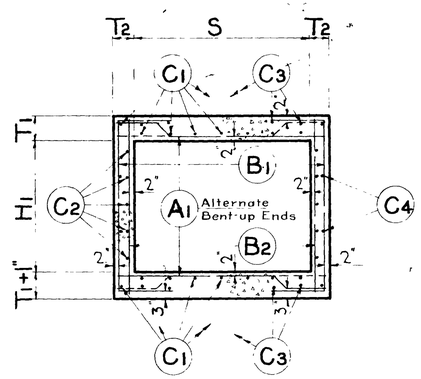
UTAH STATE ROAD COMMISSION
SALT LAKE CITY, UTAH

AS Constructed

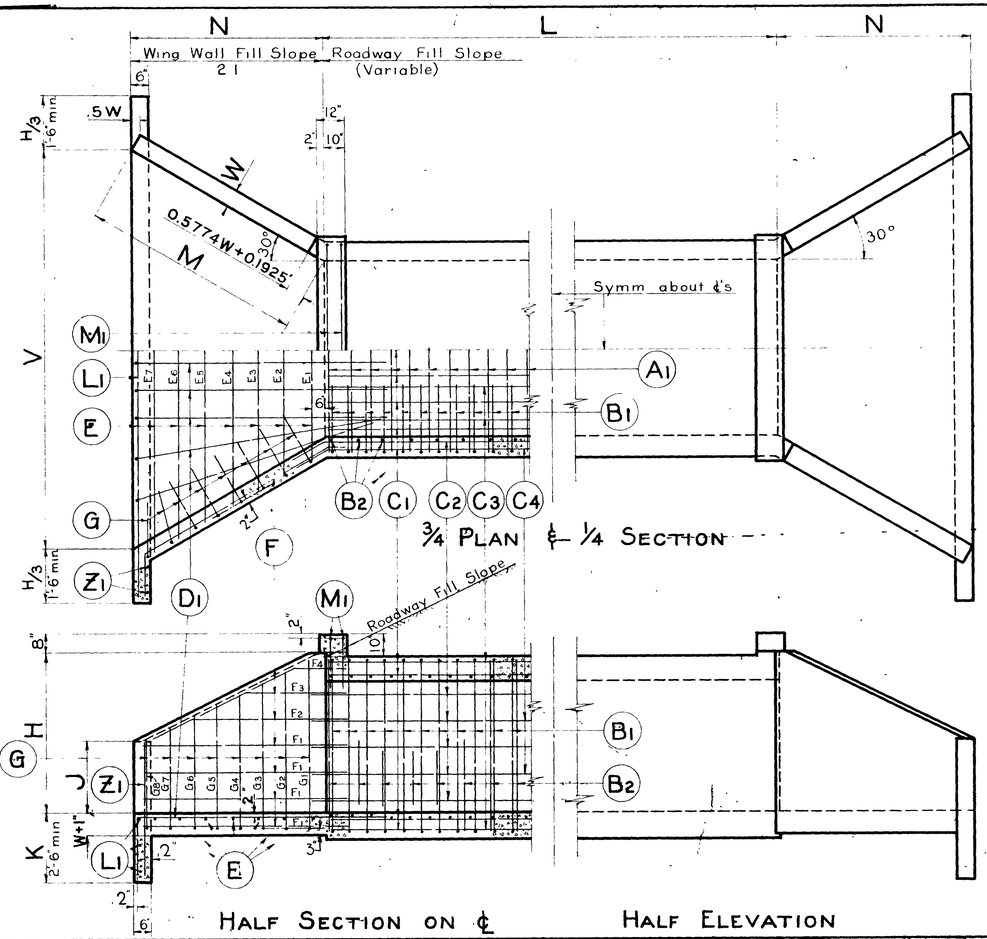
DESIGNED BY
DRAWN BY
TRACED BY
CHECKED BY

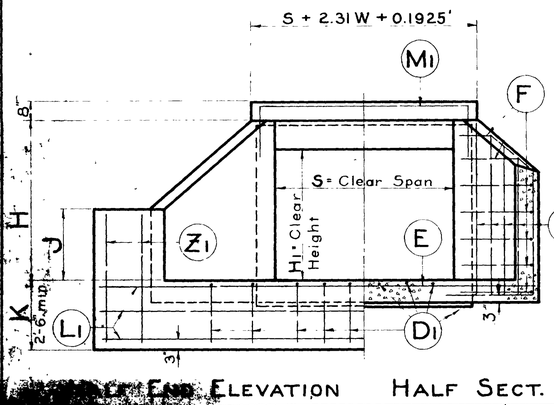
SCALE 1" = 50'
ISSUED
APPROVED

BR. NO.
DRG. NO.

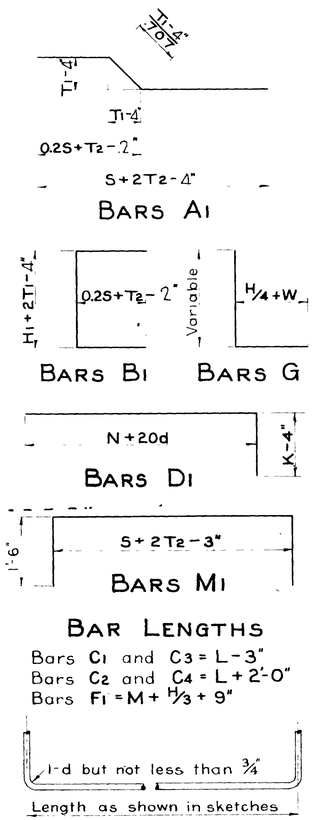


SECTION THRU BOX





END ELEVATION HALF SECT. HALF SECTION ON ℄ HALF ELEVATION



FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
12	UTAH				

BOX DIMENSIONS

(For Wing Wall Fill Slope of 2:1)

$H = H_1 + T_1 + 2''$

$N = 1.268H - 0.2113'$

$M = 1.464H - 0.244'$

$J = 0.366H + 0.189' + 0.25W$

$V = 1.464H - 0.244' + S$

GENERAL NOTES

Materials, construction and workmanship shall be in accordance with the State Standard Specifications for Road and Bridge Construction, 1952 Edition, and supplements thereto which are in effect at the date of request for bids.

All reinforcing steel shall be intermediate grade, Standard A305 Reinforcing Bars. Bond length for splices shall be 20 times the nominal bar diameter. Bar sizes not shown shall be #4 and spaced @ 12" on centers.

Type II Cement required. Class "A" concrete.

* Seven Sacks Cement per Cu. Yd.

All dimensions relating to reinforcing steel are to centers of bars.

DESIGN DATA

Loading in accordance with the A.A.S.H.O. Specifications of 1949

Allowable Stresses: $f_c = 1200$ p.s.i.

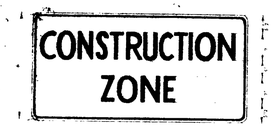
$f_s = 20{,}000$ p.s.i.

$n = 10$

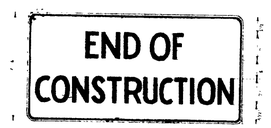
| | Bars A1 | | | | Bars B1 | | | | Bars B2 | | | | Bars C1 | | | | Bars C2 | | Bars C3 | | Bars C4 | | Bars D1 | | Two Each | | | | | | | | | | Bars F1 | | Four Each | | | | | Four Each #5 @ 12" | | | | | | | | | | Bars L1 | | Bars M1 | | Bars Z1 | | Steel | Conc | Excav | Proj. No | Sta | Loading | Roway Fill Slope | Remarks |
|---|---|---|---|---|---

NOTE: MILEAGE INSERT SHALL BE MADE REMOVABLE FROM MILEAGE "QUARTER" MILE ONLY

WHITE BACKGROUND WITH BLACK LETTERS, SERIES "C" 12" INSET AND 12" BLACK BORDER.



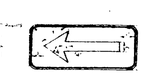
WHITE BACKGROUND WITH 7" BLACK LETTERS, SERIES "C" 12" INSET AND 12" BLACK BORDER.



WHITE BACK GROUND WITH 7" BLACK LETTERS, SERIES "D" 12" INSET AND 12" BLACK BORDER

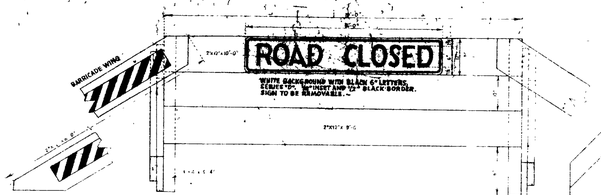
WHITE BACKGROUND WITH BLACK 9" LETTERS, SERIES "D" 12" INSET, 12" BLACK BORDER

DETOUR SIGN



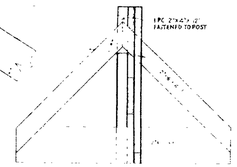
WHITE BACKGROUND WITH BLACK ARROW, 12" INSET, 12" BLACK BORDER.

DETOUR ARROW



BARRICADE AND WINGS TO BE PAINTED YELLOW (2 COATS) - BARRICADE WINGS SHALL BE REFLECTORIZED WITH 2" X 6'-0" AREA REFLECTORIZED PANEL WITH DIAGONALLY ALTERNATING STRIPES OF WIDE ANGLE (HIVER "BEOTH LITE" AND BLACK PAINT. BACK STRIPE 3/2" WIDE, ON WITH 16 1/8" #1 CRYSTAL BUTTONS SET AT 4" CENTERS PLACED ON CENTER LINE OF BARRICADE WINGS.

BARRICADE

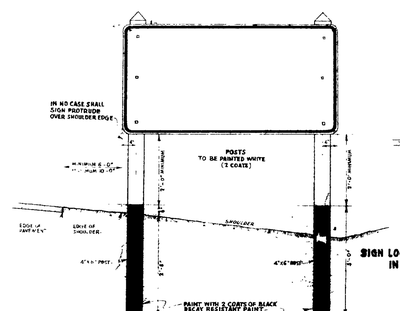


END VIEW

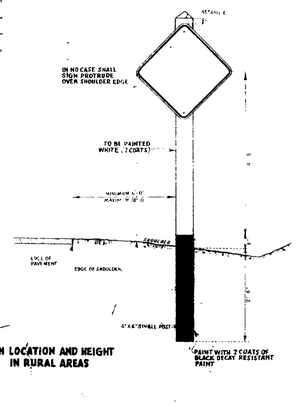
YELLOW BACKGROUND WITH BLACK 6" LETTERS, SERIES "D", 12" INSET AND 3/4" BLACK BORDER.

IN NO CASE SHALL SIGN PROTRUDE OVER SHOULDER EDGE

TO BE PAINTED WHITE (2 COATS)



SIGN LOCATION AND HEIGHT IN RURAL AREAS



GENERAL NOTES:

ALL SIGNS SHALL BE AREA REFLECTORIZED WITH WIDE ANGLE REFLECTORIZED MATERIAL, MEETING MIN SPECIFICATIONS FOR AREA REFLECTORIZATION AS CONTAINED IN THE UTAH STATE ROAD COMMISSIONS SPECIFICATIONS # 3 H, REFLEX REFLECTING SHEET MATERIAL, ON FILE IN THE STATE ROAD COMMISSION'S OFFICE, OR WITH CRYSTAL REFLECTOR BUTTONS AS PER STATE ROAD COMMISSION STANDARDS.—

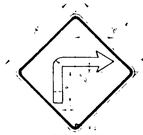
ALL LETTERS AND FIGURES SHALL BE OF STANDARD PROPORTION AND SPACING IN ACCORDANCE WITH THE STANDARD INDICATED ALPHABET USED BY THE UTAH STATE ROAD COMMISSION AND THE BUREAU OF PUBLIC ROADS.—

ALL SIGNS AND METHODS OF SIGNING SHALL BE IN ACCORDANCE WITH THE UTAH STATE ROAD COMMISSION INSTRUCTION MANUAL FOR HIGHWAY SIGNING.—

WHERE CONDITIONS REQUIRE GREATER VISIBILITY, NECESSITATING A LARGER SIGN, THE OUTSIDE DIMENSIONS SHALL BE INCREASED IN MULTIPLES OF 6".—

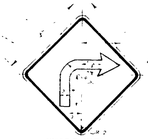
WHERE IT IS NECESSARY FOR THE SAFETY OF THE TRAVELING PUBLIC LARGER SIGNS SHALL BE USED. THESE SIGNS SHALL CONFORM TO THE STANDARD PRACTICE FOR SUPER SIGNS, AS SPECIFIED IN THE UTAH STATE ROAD COMMISSION MANUAL FOR HIGHWAY SIGNING, ETC., PARAGRAPH I 66 C.

UTAH STATE ROAD COMMISSION
STANDARD ROAD SIGNS
METHOD OF INSTALLATION
B-95-1



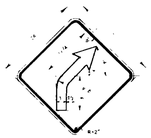
TURN SIGN

YELLOW BACKGROUND WITH BLACK ARROW 12" INSET AND 3/4" BLACK BORDER.



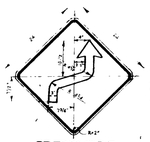
SHARP CURVE

YELLOW BACKGROUND WITH BLACK ARROW 12" INSET AND 3/4" BLACK BORDER.



FLAT CURVE

YELLOW BACKGROUND WITH BLACK ARROW 12" INSET AND 3/4" BLACK BORDER.



REVERSE CURVE

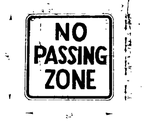
YELLOW BACKGROUND WITH BLACK ARROW 12" INSET AND 3/4" BLACK BORDER.

YELLOW BACKGROUND WITH BLACK 6" LETTERS, SERIES "C" 12" INSET AND 3/4" BLACK BORDER

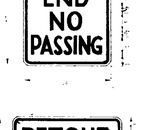
YELLOW BACKGROUND WITH BLACK 6" LETTERS, SERIES "C" 12" INSET AND 3/4" BLACK BORDER

YELLOW BACKGROUND WITH BLACK 6" LETTERS, SERIES "C" 12" INSET AND 3/4" BLACK BORDER

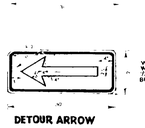
YELLOW BACKGROUND WITH BLACK 6" LETTERS, SERIES "C" 12" INSET AND 3/4" BLACK BORDER



WHITE BACKGROUND WITH 5" BLACK LETTERS, SERIES "C" 12" INSET AND 3/4" BLACK BORDER



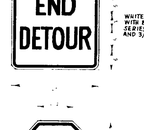
WHITE BACKGROUND WITH 6" BLACK LETTERS, SERIES "C" 12" INSET AND 3/4" BLACK BORDER



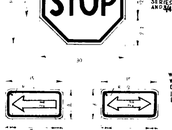
WHITE BACKGROUND WITH 5" BLACK LETTERS, SERIES "C" 12" INSET AND 3/4" BLACK BORDER.

WHITE BACKGROUND WITH BLACK 6" LETTERS, SERIES "C" 12" INSET AND 3/4" BLACK BORDER

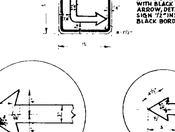
WHITE BACKGROUND WITH BLACK 7" LETTERS, SERIES "C" 12" INSET, 3/4" BLACK BORDER



WHITE BACKGROUND WITH 6" BLACK LETTERS, SERIES "C" 12" INSET AND 3/4" BLACK BORDER



YELLOW BACKGROUND WITH BLACK 6" LETTERS, SERIES "C" 12" INSET AND 3/4" BLACK BORDER.



DETOUR ARROW

DIRECTIONAL SIGN

WHITE BACKGROUND WITH BLACK ARROW 12" INSET AND 3/4" BLACK BORDER

WHITE BACKGROUND WITH BLACK 5" 7/2" LETTERS

NOTE:
ALL LETTERS AND SIGNS SHALL BE OF STANDARD PROPORTION AND SPACING IN ACCORDANCE WITH THE STANDARD INDICATED ALPHABET USED BY THE UTAH STATE ROAD COMMISSION — 7 AND 10 INCH

DIRECTIONAL ARROWS

WHITE BACKGROUND WITH BLACK REVERSIBLE ARROW, DETAIL "B" DESIGN 12" INSET AND 12" BLACK BORDER

WHITE BACKGROUND WITH BLACK LETTERS AND NUMERALS 12" INSET

WHITE BACKGROUND WITH BLACK LETTERS & NUMERALS, SIZE AS SHOWN, 12" INSET AND 12" BLACK BORDER

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 COMMISSION'S SPECIFICATIONS # 3 H, REFLEX REFLECTING MATERIAL, ON FILE IN THE STATE ROAD COMMISSION'S OFFICE, OR WITH CRYSTAL BUTTONS, AS PER STATE ROAD COMMISSION STANDARDS.—

ALL LETTERS AND FIGURES SHALL BE OF STD PROPORTION AND SPACING IN ACCORDANCE WITH THE STANDARD INDICATED ALPHABET USED BY THE UTAH STATE ROAD COMMISSION — 7

ALL SIGNS AND METHODS OF SIGNING SHALL BE IN ACCORDANCE WITH THE UTAH STATE ROAD COMMISSION INSTRUCTION MANUAL FOR HIGHWAY SIGNING.—

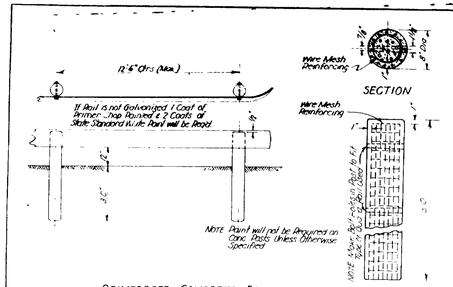
WHERE CONDITIONS REQUIRE GREATER VISIBILITY, NECESSITATING A LARGER SIGN, THE OUTSIDE DIMENSIONS SHALL BE INCREASED IN MULTIPLES OF 6".—

WHERE IT IS NECESSARY FOR THE SAFETY OF THE TRAVELING PUBLIC LARGER SIGNS SHALL BE USED THESE SIGNS SHALL CONFORM TO THE STANDARD PRACTICE FOR SUPER SIGNS, AS SPECIFIED IN THE UTAH STATE ROAD COMMISSION MANUAL FOR HIGHWAY SIGNING, ETC., PARAGRAPH I 66 C.

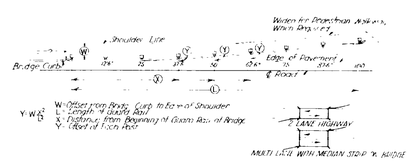
UTAH STATE ROAD COMMISSION
STANDARD ROAD SIGNS
B-95-2

ARROWHEAD DETAIL FOR CURVE SIGNS

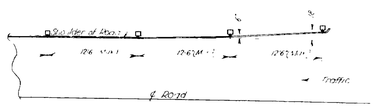
DETAIL "B" FOR DIRECTIONAL ARROWS



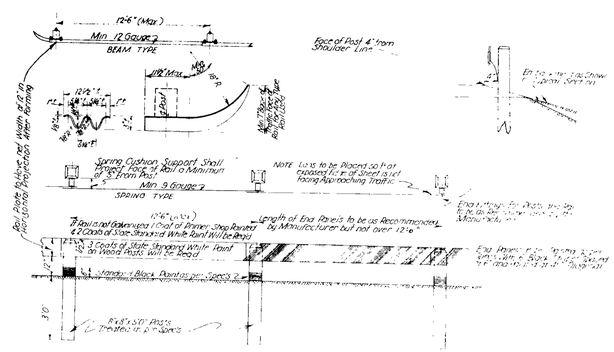
REINFORCED CONCRETE POSTS



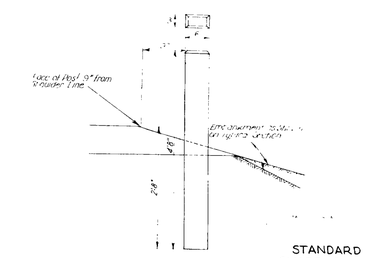
TYPICAL INSTALLATION FOR BRIDGE



TYPICAL INSTALLATION FOR ROADWAY



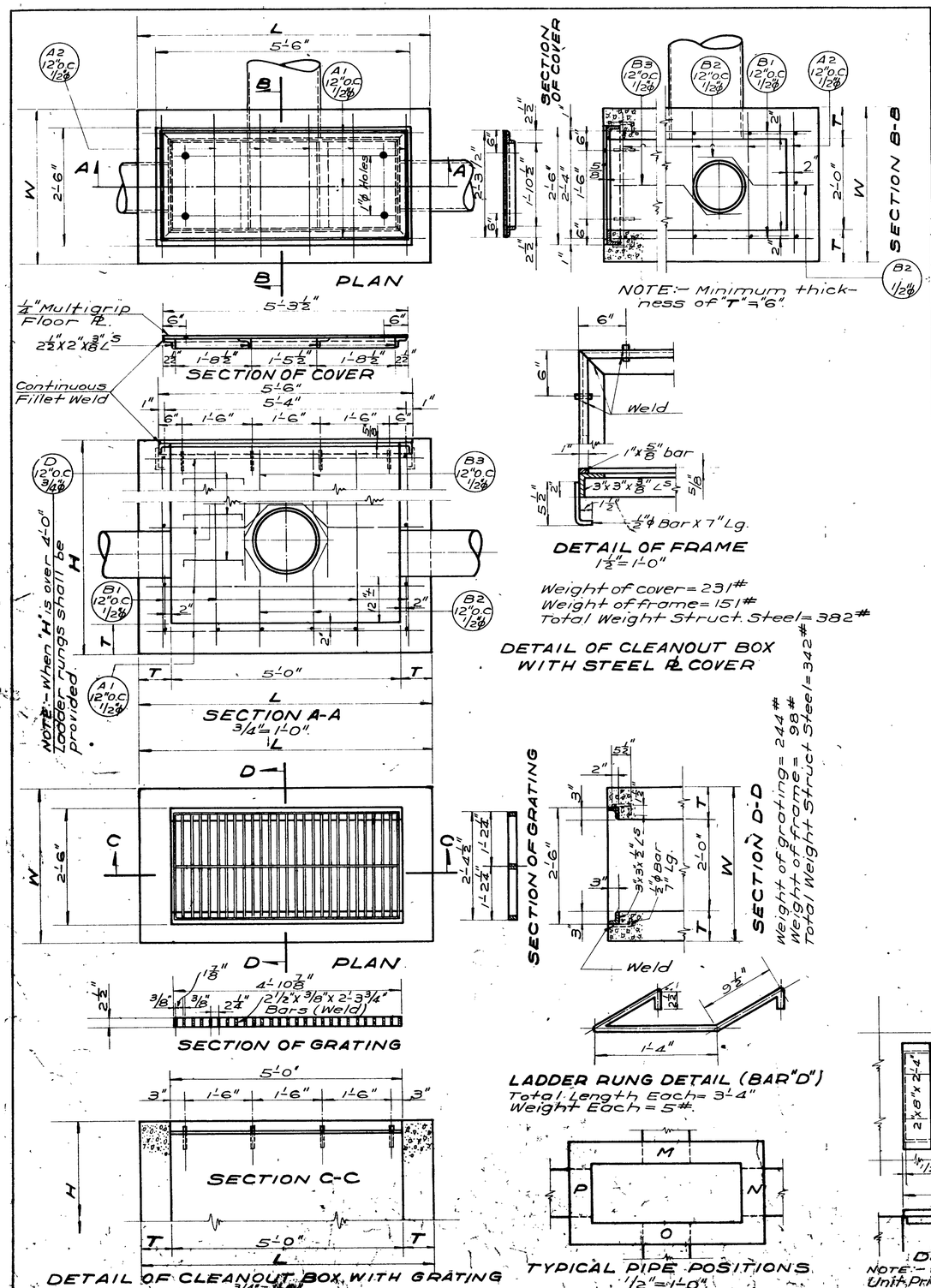
WOOD POSTS (AS PER SPECIFICATIONS)



WOOD GUIDE POSTS (AS PER SPECIFICATIONS)

STANDARD GUARD RAIL & GUIDE POSTS

B-132



LINE NO.	KIND OF COVER	POSITION & PIPE SIZE M	N	O	P	KIND OF PIPE	T	L	W	H	REINFORCING STEEL BAR A1 LGTH	No	BAR A2 LGTH	No	BAR B1 LGTH	No	BAR B2 LGTH	No	BAR B3 LGTH	No	BAR D No	GATE REQ.	SIZE	TOTAL QUANTITIES CONC. CLASS A C.Y.	REINF. STEEL LBS.	STRUC. STEEL LBS.	EXCAV. FOR STRUC. C.Y.	PROJECT	LT. OR RT.	STATION
94	Grate	-	18	12"	18	C.G.M.P.	6"	6'-0"	3'-0"	5'-0"	5'-9"	14	2'-9"	16	4'-8"	9	2'-6"	5	3'-0"	5	3	0	0	1.6	130	342	7.3	S-291(1)	Lt.	1376+16
95	Pl. Cover	36"	-	36"	24"	"	6"	6'-0"	3'-0"	6'-0"	5'-9"	19	2'-9"	18	5'-9"	9	5'-0"	5	5'-0"	5	2	0	0	1.6	184	382	9.0	F-135(2)	Lt.	1463+67
96	Pl. Cover	36"	-	36"	24"	"	8"	6'-4"	3'-4"	10'-3"	6'-1"	27	3'-1"	26	10'-0"	9	5'-0"	5	9'-3"	5	5	0	0	3.6	296	382	17.0	F-135(2)	Lt.	1470+00 & 1480+85
97	Pl. Cover	36"	-	36"	18"	"	7"	6'-2"	3'-2"	8'-0"	5'-11"	23	2'-11"	22	7'-9"	9	5'-0"	5	7'-0"	5	4	0	0	2.7	240	382	12.0	F-135(2)	Lt.	1477+60
98	"	-	8"	-	8"	Tile	7	6'-2"	3'-2"	7'-8"	5'-11"	17	2'-11"	20	7'-5"	12	3'-6"	2	7'-6"	2	5			2.9	205	382	13.0	S30(4)	Rt.	55+31
99	Grate	36"	18"	36"	-	Concrete	6"	6'-0"	3'-0"	6'-0"	5'-9"	19	2'-9"	18	5'-0"	9	5'-0"	5	5'-0"	5	2	-	-	1.6	184	382	9.0	UI 123(4)	Lt.	158+00
100	Grate	36"	18"	36"	-	Concrete	6"	6'-0"	3'-0"	6'-0"	5'-9"	19	2'-9"	18	5'-0"	9	5'-0"	5	5'-0"	5	2	-	-	1.6	184	382	9.0	UI 123(4)	Lt.	161+00
101	Grate	8"	8"	-	-	C.G.M.P.	6"	6'-0"	3'-0"	5'-0"	5'-9"	12	2'-9"	14	4'-5"	11	3'-0"	3	3'-6"	3	3	-	-	1.7	134	342	7.3	S-307(1)		1+05 Rt., 6+25 Rt., 20+00± Lt.
102	Grate	-	12"	-	12"	C.G.M.P.	6"	6'-0"	3'-0"	5'-0"	5'-9"	11	2'-9"	14	4'-8"	12	3'-0"	2	3'-0"	2	3	-	-	1.7	129	342	7.3	S-307(1)		24+00± R&L, 29+00±Lt. 39+00±Lt. 44+00±Lt. 49+30
103	Grate	-	8"	18"	8"	C.G.M.P.	6"	6'-0"	3'-0"	5'-0"	5'-9"	12	2'-9"	14	4'-6"	14	3'-0"	3	3'-6"	3	3	-	-	1.6	134	342	7.3	S-307(1)	37+32 Lt.	50+86±Lt. - 52+64 Lt. 8" Pipe N&P
104	"	24"	-	24"	-	Concrete	6"	6'-0"	3'-0"	4'-0"	5'-9"	11	2'-9"	14	3'-9"	10	3'-6"	4	3'-0"	4	0	0	0	1.3	111	342	6.0	U-83(3)		392+90 Lt. 396+99 Lt. - 401+40 Lt.
105	"	-	12"	-	12"	"	6"	6'-0"	3'-0"	3'-0"	5'-9"	9	2'-9"	12	2'-9"	12	3'-6"	2	3'-0"	2	0	0	0	1.0	87	342	4.5	"	403+40 Rt.	
106	Pl. Cover	-	18"	-	18"	Concrete	6"	6'-0"	3'-0"	5'-3"	5'-9"	14	2'-9"	16	5'-0"	12	3'-4"	2	4'-2"	2	3	-	-	1.68	148	382	8.0	S-102(5)	3+00 Lt.	Note: Stations run east along 3935 South St.
107	↑	-	18"	-	18"	↑	8"	6'-4"	3'-4"	10'-4"	6'-1"	24	3'-1"	26	10'-0"	12	2'-8"	2	9'-3"	2	7	-	-	4.40	282	382	17.8	↑	6+00 Lt.	
108		-	18"	-	18"		8"	6'-4"	3'-4"	8'-6"	6'-1"	20	3'-1"	22	8'-3"	12	3'-4"	2	7'-6"	2	6	-	-	3.65	237	382	14.5		6+00 Lt. 27+00 Lt.	
109		-	18"	-	18"		8"	6'-4"	3'-4"	10'-0"	6'-1"	22	3'-1"	24	9'-9"	12	3'-4"	2	9'-0"	2	7	-	-	4.26	269	382	17.3		12+50 Lt.	
110		-	18"	-	18"		8"	6'-4"	3'-4"	8'-0"	6'-1"	18	3'-1"	20	7'-9"	12	3'-4"	2	8'-9"	2	5	-	-	3.45	218	382	14.0		14+00 Lt.	
111		-	18"	-	18"		6"	6'-0"	3'-0"	6'-6"	5'-9"	16	2'-9"	18	6'-3"	12	3'-4"	2	5'-6"	2	4	-	-	2.10	177	382	10.3		17+00 Lt. 21+00 Lt.	
112		-	18"	-	18"		6"	6'-0"	3'-0"	3'-4"	5'-9"	9	2'-9"	12	3'-0"	12	3'-4"	2	3'-0"	2	-	-	-	1.10	89	382	5.5		31+00 Lt.	
113	Pl. Cover	-	18"	-	18"	Concrete	6"	6'-0"	3'-0"	7'-0"	5'-9"	16	2'-9"	18	6'-9"	12	3'-4"	2	6'-0"	2	5	-	-	2.20	186	382	11.0	S-102(5)	24+00 Lt.	Note Stations run east along 3935 South Street.
114	Grate	Arch 29"x18"	-	Arch 29"x18"	-	C.G.M.P.	6"	6'-0"	3'-0"	4'-0"	5'-9"	11	2'-9"	14	3'-9"	10	3'-6"	4	3'-6"	4	-	-	-	1.3	112	342	6.0	S.P.-1467	81+70 Lt.	
115	Grate	18"	or	24"		Conc.	6"	6'-0"	3'-0"	4'-6"	5'-9"	12	2'-9"	14	4'-3"	12	4'-6"	2	4'-0"	2	3	-	-	1.5	132	342	6.0	S.P.-1524	307+00± Rt.	
116	Grate	12"	12"		12"	Conc.	6"	6'-0"	3'-0"	7'-0"	5'-9"	16	2'-9"	18	6'-9"	12	3'-4"	2	6'-0"	2	5	-	-	2.20	186	382	11.0			
117	Grate		12"	12"	8"	C.G.M.	6"	6'-0"	3'-0"	3'-6"	5'-9"	12	2'-9"	14	3'-3"	12	3'-0"	4	3'-6"	4	-	-	-	1.2	111	342	-	F.1.60(13)	432+00± Lt. 455+00± Lt.	See Dwg. V529 Special Grate For Sta. 432+60
118	Steel Pl.		12"	12"	12"	"	6"	6'-0"	3'-0"	6'-8"	5'-9"	13	2'-9"	16	6'-4"	10	3'-0"	4	3'-6"	4	3	-	-	2.1	154	382	-	F.1.60(13)	451+00 Lt.	
119	"		12"	12"	12"	"	6"	6'-0"	3'-0"	4'-6"	5'-9"	12	2'-9"	14	[illegible]	10	3'-0"	4	3'-6"	4	3	-	-	1.5	132	382	-	" " "	454+20 Lt.	
120	" Pl.	24"	-	24"	-	Conc.	6"	6'-0"	3'-0"	4'-6"	5'-9"	12	2'-9"	14	4'-2"	10	3'-0"	4	3'-6"	4	3	-	-	1.5	132	382	6.5			
121	Grate	24"	-	8"	8"	C.G.M.	6"	6'-0"	3'-0"	5'-0"	5'-9"	14	2'-9"	16	4'-8"	9	2'-6"	5	3'-0"	5	3	-	-	1.6	130	342	7.3	S-328(1)	160+06	Cove - Mt. Home
122	"	24"	-	12"	12"	C.G.M.	6"	6'-0"	3'-0"	7'-0"	5'-9"	16	2'-9"	18	6'-9"	12	3'-4"	2	6'-0"	2	5	-	-	2.20	186	342	11.0	S-328(1)	89+54	" " "
123	Pl. Cover	-	-	-	-	—	6"	6'-0"	3'-0"	5'-0"	5'-9"	14	2'-9"	16	4'-8"	9	2'-6"	5	3'-0"	5	3	-	-	1.6	130	382	7.3	F.1.60(14)	—	164+; 171+; 172+25 Supplemental Agreement
124	Grate	-	24"	-	18"	Conc.	6"	6'-0"	3'-0"	5'-0"	5'-8"	11	2'-8"	12	4'-8"	12	2'-6"	2	3'-0"	2	3	-	-	1.6	123	342	7.5	S-284(3)	9+67.5 Rt. 9+75 Rt.	25+80 Rt.
125	Grate	-	-	-	-	—	-	-	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	342	—	S-334(1)	185+11.5 Lt. See 6"	Provide Grate Only - Box In Place
126	Wood Cover	6"x16" 8"x8"	-	-	-	Under-drains	6	6'-0"	3'-0"	4'-6"	5'-8"	12	2'-8"	14	4'-2"	10	3'-0"	4	3'-6"	4	3	-	-	1.5	132	-	6.5	S-0535(1)	40+24 Lt.	6" drain tile in place
127	Pl. Cover	-	24"	-	24	C.G.M. or Steel	6"	6'-0"	3'-0"	5'-0"	5'-8"	12	2'-8"	14	4'-8"	12	3'-0"	4	3'-6"	4	3	-	-	1.6	132	382	7.0	U-032-1(1)	170+00 Rt. 174+00 Rt.	State St. - Salt Lake to Murray
128	Pl. Cover	-	12"	12"	-	C.M.P.	8"	6'-4"	3'-4"	9'-4"	6'-1"	22	3'-1"	24	9'-0"	11	3'-0"	3	8'-4"	3	7	-	-	4.1	263	382	15.4	F-037-1(1)	110+80± Lt.	Nyes Corner - ~~Death Curve~~

GENERAL NOTES

Materials, Construction and Workmanship shall be in accordance with State Standard Specifications for Road and Bridge construction, Edition of 1952 and and Supplements thereto, which are in effect at date of request for bids

~~All exposed edges shall be chamfered 1" unless otherwise noted.~~ All concrete shall be Class "AA"

Cover Plate, Grating and Frames shall be measured and paid for as Structural Steel.

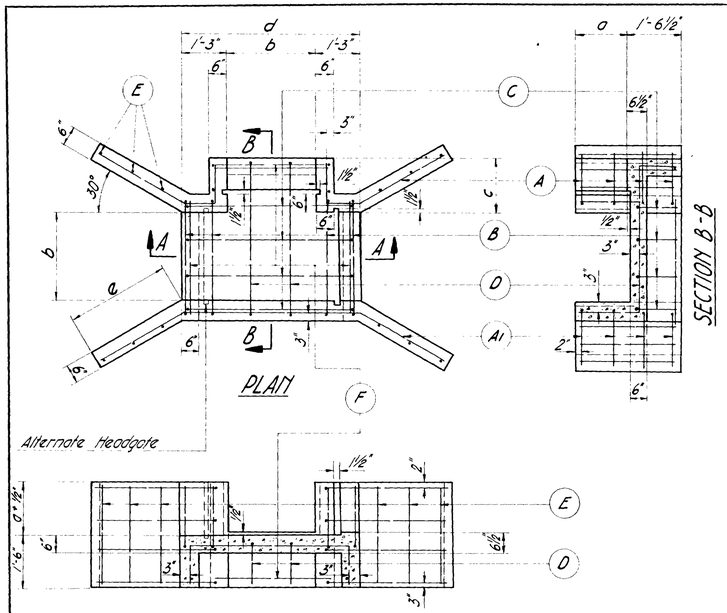
DESIGN DATA

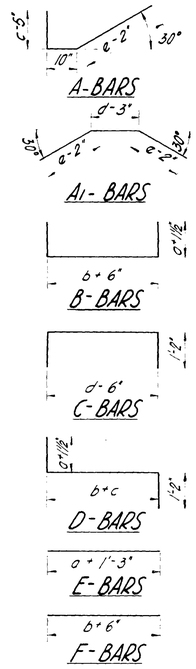
A.A.S.H.O. Specifications of 1953. No Live Load.

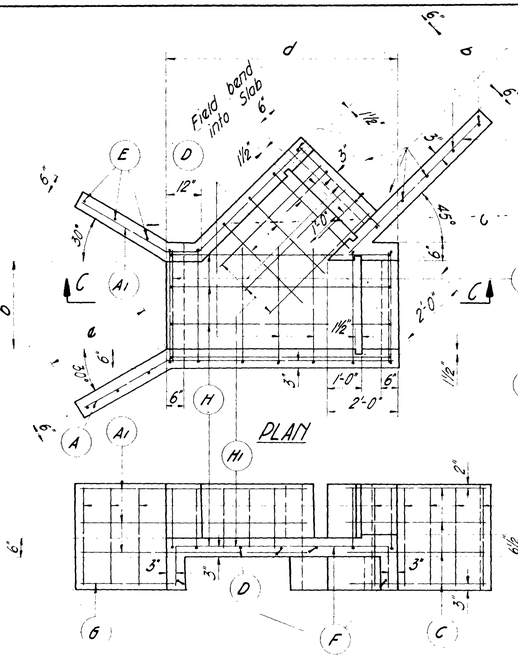
UTAH STATE ROAD COMMISSION
SALT LAKE CITY, UTAH
BRIDGE DEPARTMENT

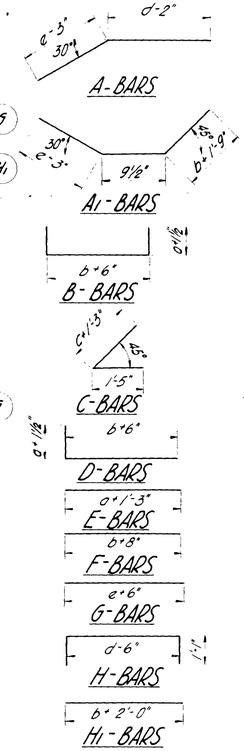
STANDARD CLEANOUT BOX

DESIGNED BY O.T.P.
DRAWN BY J.W.G.
CHECKED BY
SUBMITTED BY
SCALE As Shown
ISSUED April 19, 1956
APPROVED
CHIEF ENGINEER









GENERAL NOTES

Materials, construction and workmanship shall be in accordance with the State Standard Specifications for Road and Bridge Construction, 1952 edition, and Supplements thereto which are in effect at date of request for bids.

All reinforcing steel shall be intermediate grade Standard A-305 reinforcing bars, size #4 spaced @ 12" ctrs. All dimensions relating to reinforcing steel or to centers of bars

Type II cement required.

Furnishing and placing of suitable flashboards shall be included in the Contract Unit Price for Concrete Class "AA"

Concrete Class "AA"

DESIGN DATA

In accordance with the A.A.S.H.O. Specifications of 1953

TYPE	SIZE INCHES	DIMENSIONS a	b	c	d	e	A-BARS No	A-BARS Lgth	A1-BARS No	A1-BARS Lgth	B-BARS No	B-BARS Lgth	C-BARS No	C-BARS Lgth	D-BARS No	D-BARS Lgth	E-BARS No	E-BARS Lgth	F-BARS No	F-BARS Lgth	EXCAV CU YDS	CONC CU YDS	REINF STEEL LBS
A1-12	24"x12"	1'-0"	2'-0"	1'-6"	4'-6"	2'-0"	6	3'-9"	3	7'-11"	5	4'-9"	3	6'-4"	2	5'-9"	8	2'-3"	3	2'-6"	2.7±	1.10	84
A1-18	24"x18"	1'-6"	2'-0"	1'-6"	4'-6"	3'-0"	8	4'-9"	4	9'-11"	5	5'-9"	3	6'-4"	2	6'-3"	12	2'-9"	3	2'-6"	4.6±	1.48	119
A1-24	24"x24"	2'-0"	2'-0"	1'-6"	4'-6"	4'-0"	8	5'-8"	4	11'-11"	5	6'-9"	3	6'-4"	2	6'-9"	16	3'-3"	3	2'-6"	7.0±	1.96	146
A2-18	30"x18"	1'-6"	2'-6"	1'-6"	5'-0"	3'-0"	8	4'-9"	4	10'-5"	5	6'-3"	4	6'-10"	3	6'-9"	12	2'-9"	3	3'-0"	5.0±	1.61	134
A2-24	30"x24"	2'-0"	2'-6"	1'-6"	5'-0"	4'-0"	8	5'-9"	4	12'-5"	5	7'-3"	4	6'-10"	3	7'-3"	16	3'-3"	3	3'-0"	7.8±	2.10	162
A2-30	30"x30"	2'-6"	2'-6"	1'-6"	5'-0"	5'-0"	10	6'-9"	5	14'-5"	5	8'-3"	4	6'-10"	3	7'-9"	20	3'-9"	3	3'-0"	11.4±	2.67	210
A3-18	36"x18"	1'-6"	3'-0"	2'-0"	5'-6"	3'-0"	8	5'-3"	4	10'-11"	6	6'-9"	4	7'-4"	3	7'-9"	12	2'-9"	3	3'-6"	5.9±	1.84	148
A3-24	36"x24"	2'-0"	3'-0"	2'-0"	5'-6"	4'-0"	8	6'-3"	4	12'-11"	6	7'-9"	4	7'-4"	3	8'-3"	16	3'-3"	3	3'-6"	8.9±	2.35	177
A3-30	36"x30"	2'-6"	3'-0"	2'-0"	5'-6"	5'-0"	10	7'-3"	5	14'-11"	6	8'-9"	4	7'-4"	3	8'-9"	20	3'-9"	3	3'-6"	12.8±	2.94	228
A3-36	36"x36"	3'-0"	3'-0"	2'-0"	5'-6"	6'-0"	10	8'-3"	5	16'-11"	6	9'-9"	4	7'-4"	3	9'-3"	24	4'-3"	3	3'-6"	17.7±	3.57	264
A4-18	48"x18"	1'-6"	4'-0"	2'-6"	6'-6"	3'-0"	8	5'-9"	4	11'-11"	6	7'-9"	5	8'-4"	4	9'-3"	12	2'-9"	3	4'-6"	9.5±	2.25	177
A4-24	48"x24"	2'-0"	4'-0"	2'-6"	6'-6"	4'-0"	8	6'-9"	4	13'-11"	6	8'-9"	5	8'-4"	4	9'-9"	16	3'-3"	3	4'-6"	11.1±	2.80	206
A4-30	48"x30"	2'-6"	4'-0"	2'-6"	6'-6"	5'-0"	10	7'-9"	5	15'-11"	6	9'-9"	5	8'-4"	4	10'-3"	20	3'-9"	3	4'-6"	13.7±	3.30	258
A4-36	48"x36"	3'-0"	4'-0"	2'-6"	6'-6"	6'-0"	10	8'-9"	5	17'-11"	6	10'-9"	5	8'-4"	4	10'-9"	24	4'-3"	3	4'-6"	21.3±	4.00	295
A4-42	48"x42"	3'-6"	4'-0"	2'-6"	6'-6"	7'-0"	12	9'-9"	6	19'-11"	6	11'-9"	5	8'-4"	4	11'-3"	28	4'-9"	3	4'-6"	28.1±	4.75	361

TYPE	SIZE INCHES	DIMENSIONS a	b	c	d	e	A-BARS No	A-BARS Lgth	A1-BARS No	A1-BARS Lgth	B-BARS No	B-BARS Lgth	C-BARS No	C-BARS Lgth	D-BARS No	D-BARS Lgth	E-BARS No	E-BARS Lgth	F-BARS No	F-BARS Lgth	G-BARS No	G-BARS Lgth	H-BARS No	H-BARS Lgth	H1-BARS No	H1-BARS Lgth	EXCAV CU YDS	CONC CU YDS	REINF STEEL LBS
E1-12	24"x12"	1'-0"	2'-0"	2'-0"	5'-10"	2'-0"	2	7'-5"	2	6'-4"	4	4'-9"	3	4'-8"	5	3'-8"	9	2'-3"	3	2'-8"	2	2'-6"	4	7'-6"	2	4'-0"	3.2±	1.20	100
E1-18	24"x18"	1'-6"	2'-0"	3'-6"	5'-10"	3'-0"	3	8'-5"	3	7'-4"	4	5'-9"	4	6'-2"	5	4'-2"	13	2'-9"	3	2'-8"	2	3'-6"	4	7'-6"	2	4'-0"	4.9±	1.60	137
E1-24	24"x24"	2'-0"	2'-0"	3'-0"	5'-10"	4'-0"	3	9'-5"	3	8'-4"	4	6'-9"	4	7'-8"	5	4'-8"	16	3'-3"	3	2'-8"	2	4'-6"	4	7'-6"	2	4'-0"	7.0±	2.00	161
E2-18	30"x18"	1'-6"	2'-6"	3'-6"	6'-6½"	3'-0"	3	9'-2"	3	7'-10"	4	6'-3"	4	6'-2"	6	4'-8"	14	2'-9"	3	3'-2"	2	3'-6"	4	8'-3"	2	4'-6"	5.8±	1.80	151
E2-24	30"x24"	2'-0"	2'-6"	3'-0"	6'-6½"	4'-0"	3	10'-2"	3	8'-10"	4	7'-3"	4	7'-8"	6	5'-2"	17	3'-3"	3	3'-2"	2	4'-6"	4	8'-3"	2	4'-6"	8.1±	2.25	176
E2-30	30"x30"	2'-6"	2'-6"	6'-6"	6'-6½"	5'-0"	4	11'-2"	4	9'-10"	4	8'-3"	5	9'-2"	6	5'-8"	21	3'-9"	3	3'-2"	2	5'-6"	4	8'-3"	2	4'-6"	10.9±	2.75	226
E3-18	36"x18"	1'-6"	3'-0"	3'-6"	7'-3"	3'-0"	3	9'-10"	3	8'-4"	4	6'-9"	4	6'-2"	7	5'-2"	14	2'-9"	3	3'-8"	2	3'-6"	5	8'-11"	3	5'-0"	6.2±	2.00	173
E3-24	36"x24"	2'-0"	3'-0"	3'-0"	7'-3"	4'-0"	3	10'-10"	3	9'-4"	4	7'-9"	4	7'-8"	7	5'-8"	17	3'-3"	3	3'-8"	2	4'-6"	5	8'-11"	3	5'-0"	9.0±	2.50	198
E3-30	36"x30"	2'-6"	3'-0"	6'-6"	7'-3"	5'-0"	4	11'-10"	4	10'-4"	4	8'-9"	5	9'-2"	7	6'-2"	21	3'-9"	3	3'-8"	2	5'-6"	5	8'-11"	3	5'-0"	10.2±	3.00	249
E3-36	36"x36"	3'-0"	3'-0"	6'-6"	7'-3"	6'-0"	4	12'-10"	4	11'-4"	4	9'-9"	5	10'-8"	7	6'-8"	24	4'-3"	3	3'-8"	2	6'-6"	5	8'-11"	3	5'-0"	13.7±	3.60	281
E4-18	48"x18"	1'-6"	4'-0"	3'-6"	8'-8"	3'-0"	3	11'-3"	3	9'-4"	4	7'-9"	4	6'-2"	8	6'-2"	15	2'-9"	3	4'-8"	2	3'-6"	6	10'-4"	4	6'-0"	8.9±	2.55	210
E4-24	48"x24"	2'-0"	4'-0"	3'-0"	8'-8"	4'-0"	3	12'-3"	3	10'-4"	4	8'-9"	4	7'-8"	8	6'-5"	18	3'-3"	3	4'-8"	2	4'-6"	6	10'-4"	4	6'-0"	12.2±	3.10	237
E4-30	48"x30"	2'-6"	4'-0"	6'-6"	8'-8"	5'-0"	4	13'-3"	4	11'-4"	4	9'-9"	5	9'-2"	8	7'-2"	22	3'-9"	3	4'-8"	2	5'-6"	6	10'-4"	4	6'-0"	15.9±	3.60	290
E4-36	48"x36"	3'-0"	4'-0"	6'-6"	8'-8"	6'-0"	4	14'-3"	4	12'-4"	4	10'-9"	5	10'-8"	8	7'-8"	25	4'-3"	3	4'-8"	2	6'-6"	6	10'-4"	4	6'-0"	20.4±	4.20	323
E4-42	48"x42"	3'-6"	4'-0"	9'-6"	8'-8"	7'-0"	5	15'-3"	5	13'-4"	4	11'-9"	6	12'-2"	8	8'-2"	29	4'-9"	3	4'-8"	2	7'-6"	6	10'-4"	4	6'-0"	25.4±	4.90	388

LINE No	TYPE	EXCAV FOR STRUCT. CU YDS.	CONC. CLASS "AA" CU YDS.	REINF. STEEL LBS.	PROJ.	STATION	REMARKS
1	A1-24	7.0±	1.96	146	F-037-1(1)	58+73 62+78 59+70 72+13	75+80 77+23 79+72 Nyes Corner-Death Curve

LINE No	TYPE	EXCAV. FOR STRUCT. CU YDS	CONC CLASS "AA" CU YDS.	REINF STEEL LBS.	PROJ.	STATION	REMARKS

LINE No	TYPE	EXCAV. FOR STRUCT. CU YDS.	CONC CLASS "AA" CU YDS.	REINF STEEL LBS.	PROJ.	STATION	REMARKS

LINE No	TYPE	EXCAV. FOR STRUCT. CU YDS.	CONC CLASS "AA" CU YDS.	REINF STEEL LBS.	PROJ.	STATION	REMARKS

REVISIONS
DATE BY DATE BY

SHEET OF SHEETS

UTAH STATE ROAD COMMISSION
SALT LAKE CITY, UTAH
BRIDGE DEPARTMENT

STANDARD

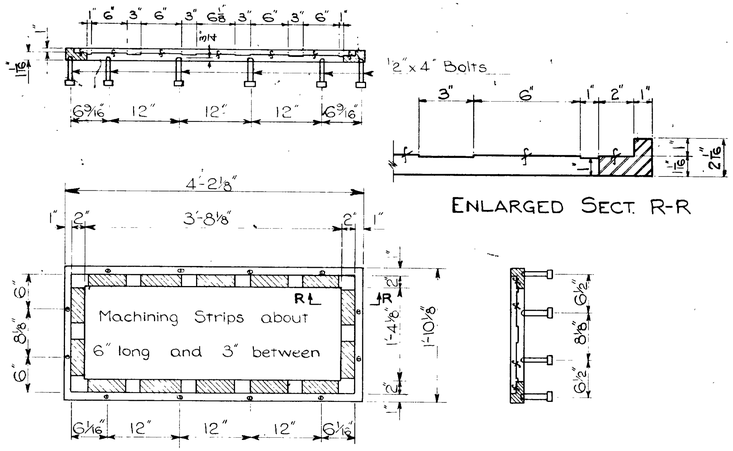
2-WAY DIVERSION BOXES

VARIUS OPENINGS

DESIGNED BY W.R.M. SCALE
DRAWN BY W.R.M. DATE
TRACED BY M.W.H. APPROVED
CHECKED BY CHIEF BRIDGE ENGINEER

BR No.
DWG No. V-376-2

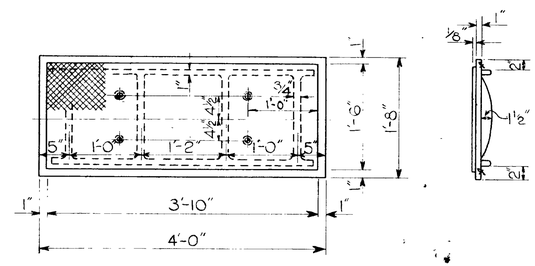
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
12	UTAH				

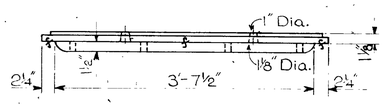


CAST IRON OR CAST STEEL FRAME

SCHEDULE

LINE NO.	PROJECT	STATION	Rt. or Lt.	COUNTY
1	U-83(3)	391+03	52' Lt.	Box Elder
2	SP 1335-A	25+25	℄	Davis
3	SP1335-A	29+25	℄	Davis
4	SP1335-A	34+28	℄	Davis
5	SP1335-A	39+25	℄	Davis
6	U.I. 123 (4)	177+25	Lt.	Weber
7	U-164(4)	135+30±	42' Rt.	Salt Lake
8	U-122(9)	See Dwg. V-505	25 req'd.	Salt Lake
9	S.P. 1501	See Dwg. V-519	2 Req'd.	Weber
10	F-59(4)	Various	18 Req'd	Davis
11	U-218(3)	7+33	40' Lt.	Salt Lake
12	U-218(3)	0+47	34' Rt.	" "
13	U-119(28)	See Line Below	Opp. U.S. 89	" "
	5+0.55+48, 10+04.33, 11+20±, 24+41, 25+14.83, 52+59.17, 4+06.83, 7+05.83, 18+60.17, 21+47.17, 22+26.83, 27+24, 28+04.83, 35+50±, 0+53, 30+10.67, 33+05, 66+09, 30+82, 33+05.17, 33+72.83, 37+07.83, 42+89.17, 43+65.83, 53+17±, 56+39±, 83+25, 36+26, 37+52, 39+63, 40+37, 50+91, 55+86, 59+45, 61+83, 64+56, 64+64, 87+26, 93+48, 95+72.			
14	S.P. 1524	294+25±	Rt.	Utah
15	S-314(1)	208+40±	Rt.	Weber
16	6-11-47-68	Opp. 4+60 "A" Line	55' Rt.	State Mental Hospital Provo
17	U-122 (10)	61+50	Lt.	Salt Lake
18	F 5 (5)	See Below	—	Grand
	58+96± Rt., 58+96± Lt., 60+12± Lt., 61+46± Rt., 63+38 Rt., 76+00 Rt.			
19	SP-1545	268+00 Lt.		Weber
20	SP-1551	4+85 Rt.		Utah
21	U-034-1(1)	See Below	19 Req'd	Salt Lake
	90+21 Rt., 90+89 Lt., 92+42 Lt., 93+20 Lt., 93+27 Rt., 94+60 Lt., 94+70 Rt., 95+41 Lt., 95+91 Lt., 96+29 Rt., 96+81 Rt., 97+78.5 Rt., 99+28 Rt., 100+83 Rt., 101+98 Rt., 102+34 Rt., 103+78 Rt., 128+48 Lt., 128+49 Rt.			
22	F-020-1(1)	0+00	505' Rt. of Mon.	Utah
23	F-020-1-(1)	1+35	251' Rt. of Mon.	Utah
24	SP 1589	2+41± "C" Line Ut. Line	2 Req'd	Cache
25	SP 1587	829+35	Lt.	Brigham City Main Street - Box Elder
26	SP 1566	845+30	Rt.	State St. 33rd So. - 23rd East
27	F-037-1(1)	0+70 31+28 49+50, 47+30 52+00		Nyes Corner Weber - Death Curve





CAST STEEL COVER PLATE

NOTE: Cast Steel Cover Plates to have the words "Cast Steel" in ¾" letters raised ⅛" cast in the center of the underside of the plate.

Wt. Cover & Frame = **505** Lbs.

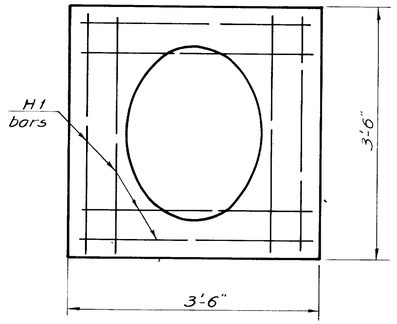
REVISIONS

DATE	BY	REMARKS

UTAH STATE ROAD COMMISSION
SALT LAKE CITY, UTAH
BRIDGE DEPARTMENT

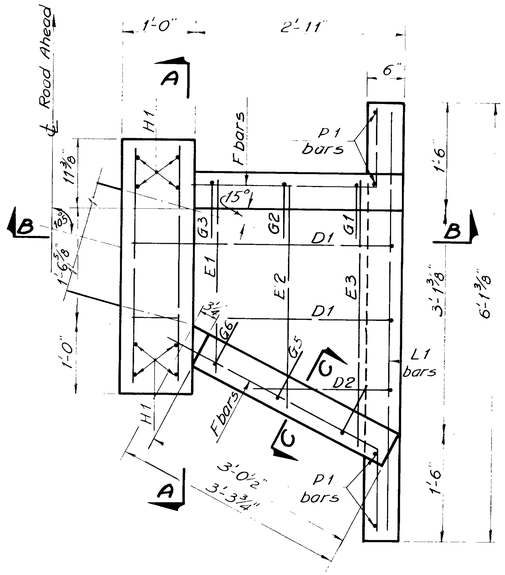
STANDARD
C.S. COVER AND
C.I. OR C.S. FRAME

LENGTHENED	SCALE No Scale
DRAWN V.G.B.	ISSUED
TRACED	APPROVED CHIEF BRIDGE ENGINEER
EXAMINED BY	
BR. NO.	DWG. NO. V-454



SECTION A-A

105° X-ing angle as shown
75° X-ing opposite hand
Fill Slope not less than 2:1

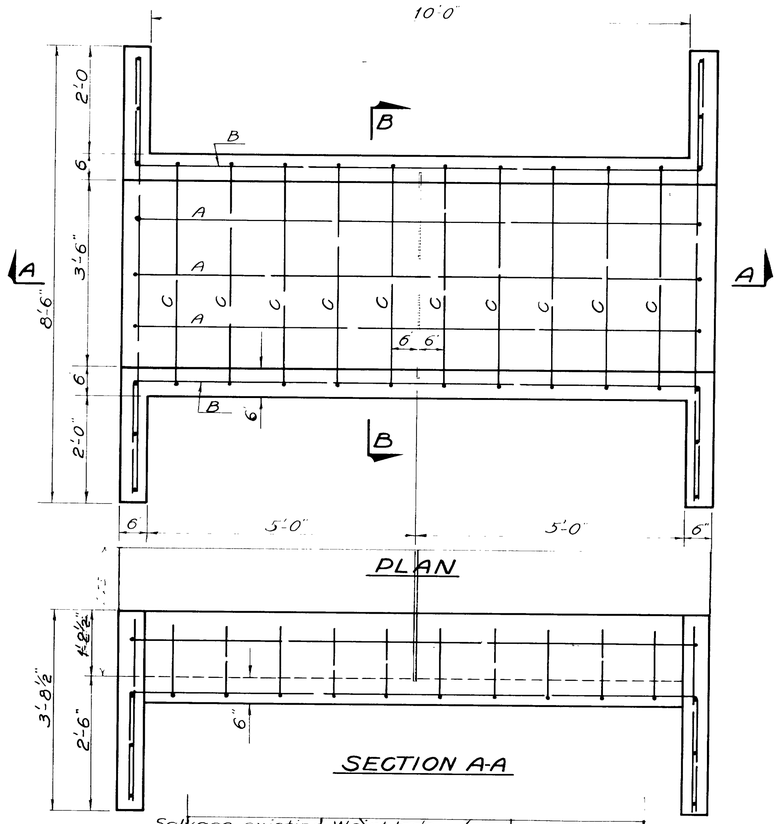


PLAN

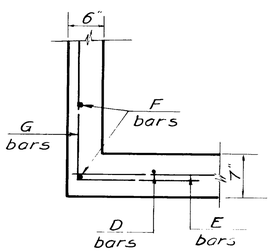
MK.	LOCATION	SIZE No.	L'GTH.	No BARS	TOT. L'GTH.	SKETCH
D1	Apron	4	5'-8"	2	11'-4	"a" 3'-6"
D2			4'-1"	1	4'-1"	1'-11"
E1			2'-5"		2'-5"	
E2			3'-0"		3'-0"	
E3	Apron		3'-7"	1	3'-7"	
F1	Short Wing		4'-1"	2	8'-2"	
F2	"		3'-3"	1	3'-3	
F3	Long		4'-5"	2	8'-10	
F4	"		3'-4"	1	3'-4"	
G1	Short		2'-4"		2'-4"	"a" 1'-4"
G2	"		2'-8"		2'-8"	1'-8"
G3	"		3'-0"		3'-0"	2'-0"
G4	Long		2'-5"		2'-5"	1'-5"
G5	"		2'-9"		2'-9"	1'-9"
G6	Long Wing		3'-1"	1	3'-1"	2'-1"
H1	Collar Wall		3'-2"	16	50'-8"	
L1	Cut-OFF Wall		5'-10"	3	17'-6"	
P1	Wing Wall Ext'ns.		3'-2"	4	12'-8"	"a"
A	Slab		14'-6"	3	43'-6"	2'-0"
B	Walls		15'-6"	2	31'-0"	2'-6"
C	Slab & Walls		6'-8"	10	66'-8"	4'-0"
J	C.O. Walls Horiz.		8'-2"	6	49'-0	
K	C.O. Walls Vert	4	3'-5	12	41'-0"	

382'-11" of #4 bars @ 0.668 #/ft. = 255.8 Lbs.

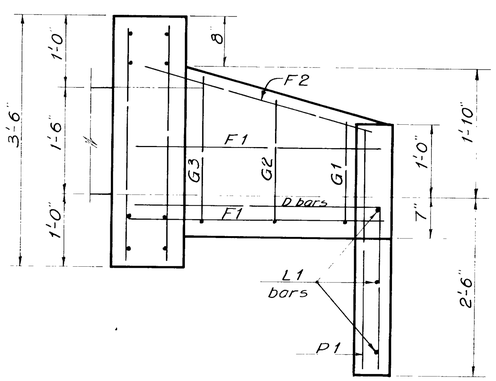
Unless otherwise shown, all dimensions are to centers of bars.



PLAN

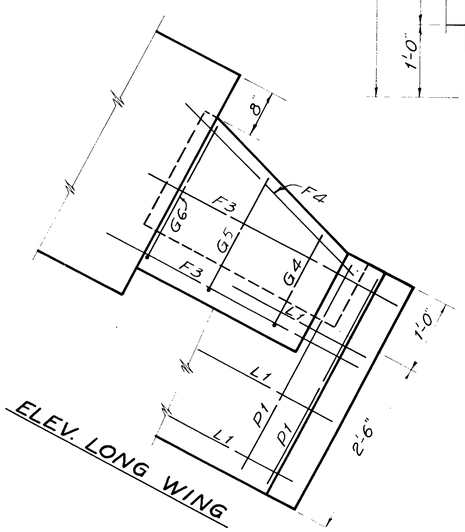


SECTION C-C



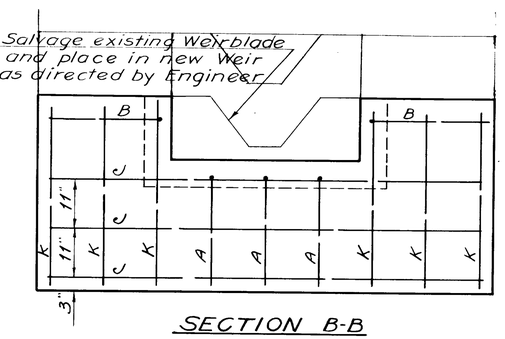
SECTION B-B

SECTION A-A



ELEV. LONG WING

DETAIL OF HEADWALL
Sta. 110 + 80 ±



SECTION B-B

DETAIL OF WEIR
Sta. 58 + 70 ±

GENERAL NOTES

Materials, construction and workmanship shall be in accordance with the State Standard Specifications for Road and Bridge Construction, 1952 Edition and Supplements thereto which are in effect at the date of request for bids.

All reinforcing steel shall be intermediate grade Standard A-305 reinforcing bars.

Unless otherwise shown all reinforcing steel shall be #4 and spaced at 12" centers.

Type II cement required.

DESIGN DATA

Loading in accordance with the A.A.S.H.O. Specifications of 1953.

f_c = 1200 p.s.i.; f_s = 20,000 p.s.i.; n = 10

QUANTITIES
(One Headwall only)

Excavation for Structures (Unclass.)	3.0 Cu. Yds.
Concrete Class "A."	1.1 Cu. Yds.
Reinforcing Steel.	97 Lbs.

QUANTITIES
(One Weir only)

Excavation for Structures	10 Cu. Yds.
Concrete Class "A."	2.3 Cu. Yds.
Reinforcing Steel.	159 Lbs.

TOTAL QUANTITIES

Excavation for Structures	13 Cu. Yds.
Concrete Class "A."	3.4 Cu. Yds.
Reinforcing Steel.	256 Lbs.

REVISIONS
DATE BY DATE BY

SHEET 1 OF 1 SHEETS

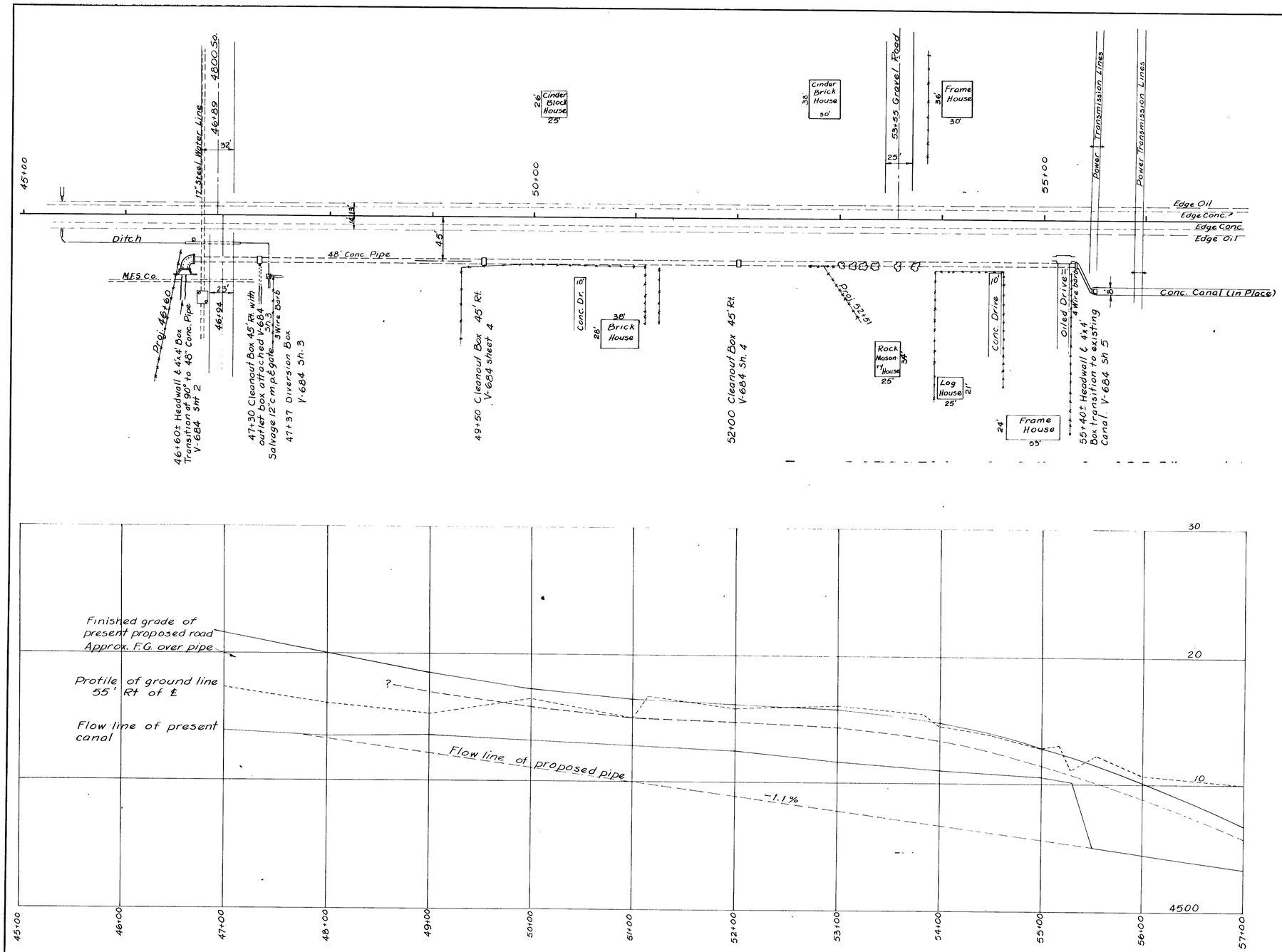
UTAH STATE ROAD COMMISSION
SALT LAKE CITY, UTAH
BRIDGE DEPARTMENT

HEADWALL FOR 18" C.M.P. AND WEIR

Sta's. 110+80± 58+70± F-037-1(1)
Nye's Corner-Death Curve
Weber Co.

DESIGNED BY V. R. H. SCALE
DRAWN BY V. R. H. ISSUED
TRACED BY W. L. A. APPROVED
CHECKED BY C. W. T. CHIEF BRIDGE ENGINEER

Dwg. V-6 & 2



GENERAL NOTES

Materials, construction and workmanship shall be in accordance with the State Standard Specifications for Road and Bridge Construction, 1952 edition and supplements thereto which are in effect at date of request for bids.

All reinforcing steel shall be intermediate grade Standard A-305 reinforcing bars. All dimensions relating to reinforcing steel are to centers of bars.

Type II cement required.

PAINT NOTE

All structural steel shall receive One Shop Coat of Red Paint, A.A.S.H.O. Designation M 71-42 or M 72-51; also Two Field Coats of Aluminum Paint A.A.S.H.O. Designation M 69-52. All painting shall be in accordance with the State of Utah Standard Specifications for Road and Bridge Construction

DESIGN DATA

In accordance with the A.A.S.H.O. Specifications of 1953

fc = 1200 fs = 20,000 n = 10

TOTAL QUANTITIES

Excavation for Structures (Unclass.)	59.5 Cu. Yds.
Concrete Class "A"	26.0 Cu. Yds.
Concrete Class "A-A"	7.9 Cu. Yds.
Reinforcing Steel	4753 Lbs.
Structural Steel	1515 Lbs.

SITUATION PLAN

SHEET 1 OF 5 SHEETS

UTAH STATE ROAD COMMISSION
SALT LAKE CITY, UTAH
BRIDGE DEPARTMENT

IRRIGATION STRUCTURES
Var. Stations F-037-1(1)
Nyes Corner - Death Curve
Weber Co.

DESIGNED BY A.O.Q. SCALE
DRAWN BY A.O.Q. ISSUED
TRACED BY V.R.H. APPROVED
CHECKED BY " " C.W.T. CHIEF BRIDGE ENGINEER

BR No.

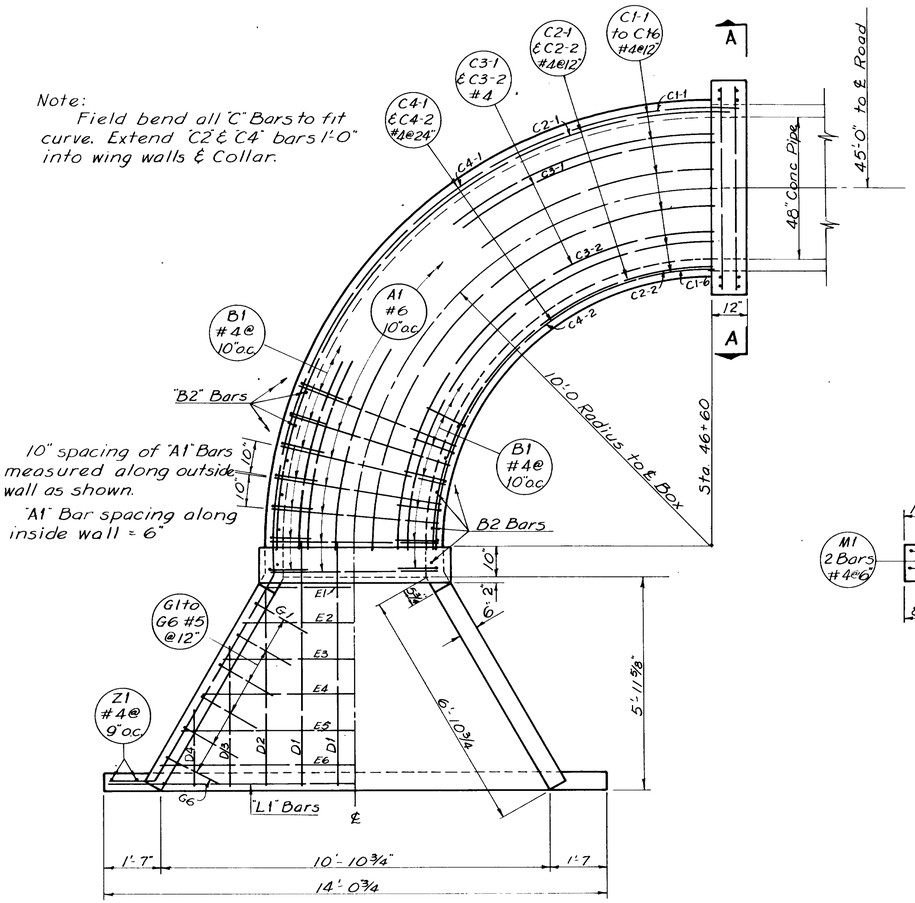
DRG. No V-684

REVISIONS

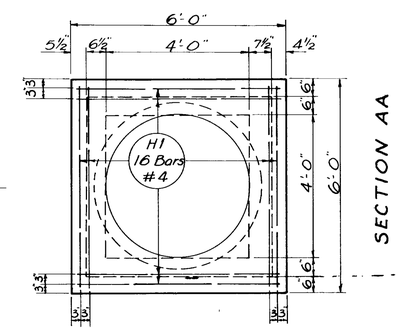
DATE	BY	DATE	BY

EMBROKE CO NO N156

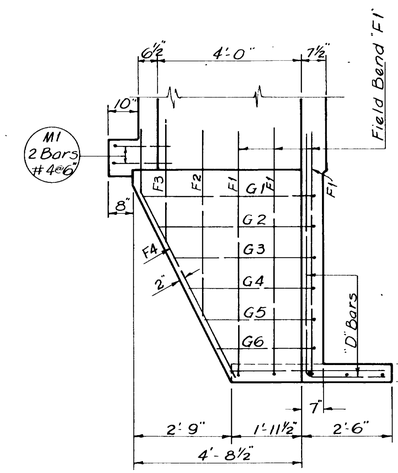
Note:
Field bend all "C" Bars to fit curve. Extend "C2" & "C4" bars 1'-0" into wing walls & Collar.



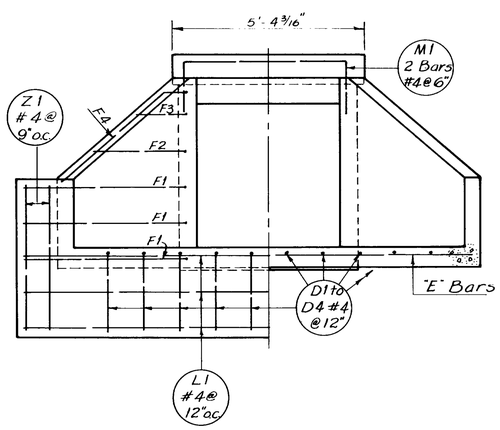
PLAN



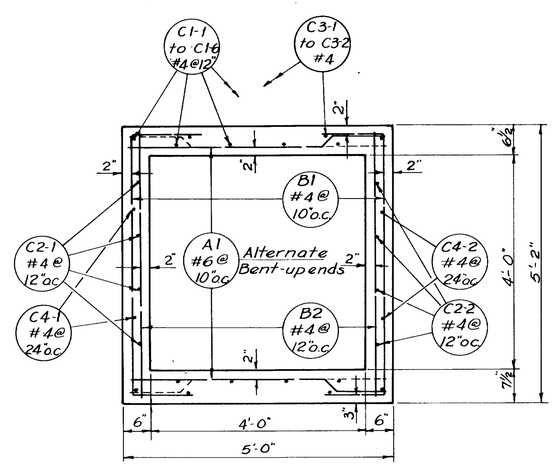
SECTION AA



WING WALL ELEV.



½ ELEV. & ½ SECTION



SECTION THRU BOX

MK	LOCATION	SIZE NO.	L'GTH	No. BARS	TOTAL L'GTH	SKETCH
A1	Top & Bott Slab	6	4'-9"	50	237'-6"	
B1	Box - Sides	4	7'-0"	41	287'-0"	
B2	Box - Sides	4	4'-9"	34	161'-6"	
C1-1	Top & Bott Slab	4	20'-9"	2	41'-6"	
C1-2			19'-7"		39'-2"	
C1-3			18'-0"		36'-0"	
C1-4			16'-5"		32'-10"	
C1-5			14'-9"		29'-6"	
C1-6	Top & Bott. Slab		13'-7"	2	27'-2"	
C2-1	Box Sides		22'-0"	4	88'-0"	
C2-2	" "		14'-10"	4	59'-4"	
C3-1	Top & Bott Slab		19'-5"	2	38'-10"	
C3-2	" " " "		14'-11"	2	29'-10"	
C4-1	Box Sides		22'-0"	2	44'-0"	
C4-2	" "		14'-10"	2	29'-8"	
D1	Apron		9'-2"	4	36'-8"	a = 7'-0"
D2			7'-9"	2	15'-6"	a = 5'-7"
D3			6'-0"	2	12'-0"	a = 3'-10"
D4	Apron	4	4'-3"	2	8'-6"	a = 2'-1
E1	Apron	4	5'-0"	1	5'-0"	
E2			6'-2"		6'-2"	
E3			7'-4"		7'-4"	
E4			8'-6"		8'-6"	
E5			9'-8"		9'-8"	
E6	Apron	4	10'-10"	1	10'-10"	
F1	Wing Walls	4	9'-0"	6	54'-0"	
F2			5'-9"	2	11'-6"	
F3			3'-5"	2	6'-10	
F4		4	8'-4"	2	16'-8"	
G1		5	6'-4"	2	12'-8"	a = 4'-8"
G2			5'-11"		11'-10"	4'-3"
G3			5'-6"		11'-0"	3'-10"
G4			5'-1		10'-2"	3'-5"
G5			4'-8"		9'-4"	3'-0"
G6	Wing Walls	5	4'-3"	2	8'-6"	a = 2'-7"
H1	Collar	4	5'-8"	16	90'-8	
L1	C.O. Wall	4	13'-9"	3	41'-3"	
M1	Curb Beam	4	7'-8"	2	15'-4"	
Z1	W. W. Ext'ns	4	4'-1	4	16'-4"	

1,317'-1"	of	#4 Bars	@ 0.668 #/ft.	=	879.8 lbs.
63'-6"	of	#5 Bars	@ 1.043 #/ft.	=	66.2 "
237'-6"	of	#6 Bars	@ 1.502 #/ft.	=	356.7 "
					1,302.7 lbs.

Unless otherwise shown, all dimensions refer to centers of bars

QUANTITIES

Excavation for Structures (Unclass)	15 Cu. Yds
Concrete Class "A"	9.4 Cu Yds.
Reinforcing Steel	1303 lbs.

REVISIONS

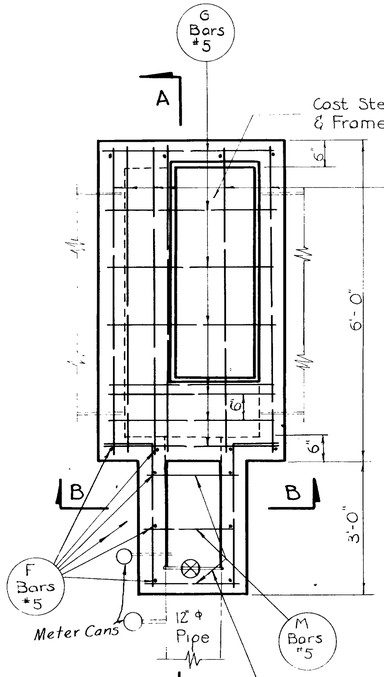
DATE	BY	DATE	BY

SHEET 2 OF 5 SHEETS

UTAH STATE ROAD COMMISSION
SALT LAKE CITY UTAH
BRIDGE DEPARTMENT

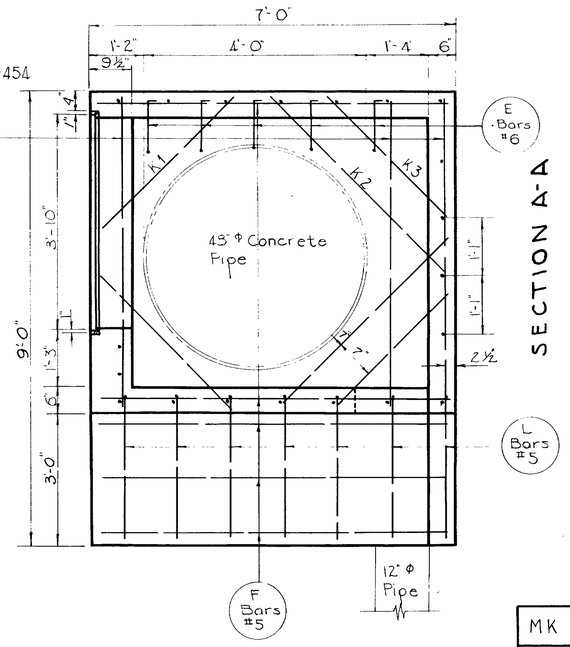
IRRIGATION STRUCTURES
Var. Stations F-037-1 (1)
Nyes Corner - Death Curve
Weber Co.

DESIGNED BY AOO
DRAWN BY AOO
TRACED BY VRH
CHECKED BY CWT
SCALE
ISSUED
APPROVED
CHIEF BRIDGE ENGINEER
BR. NO.
DWG. NO. V-684

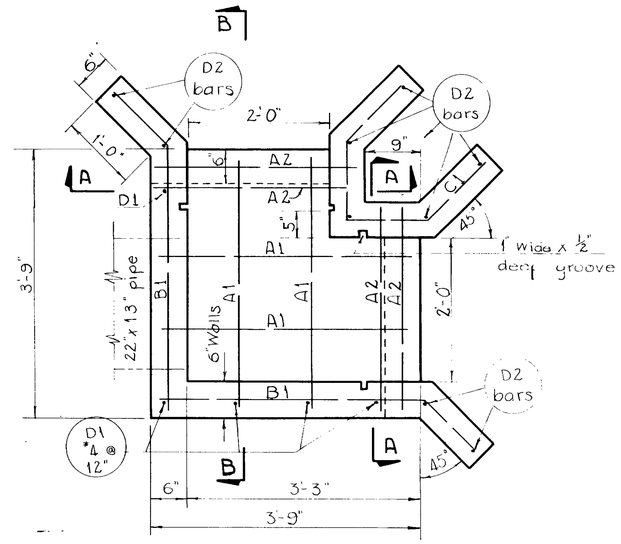


PLAN

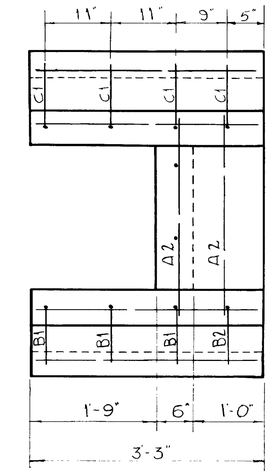
Note: Salvage meter gate and pipe. Install gate in new structure as directed by the engineer.



SECTION A-A

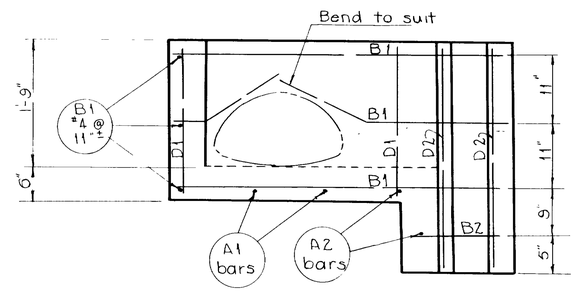


PLAN

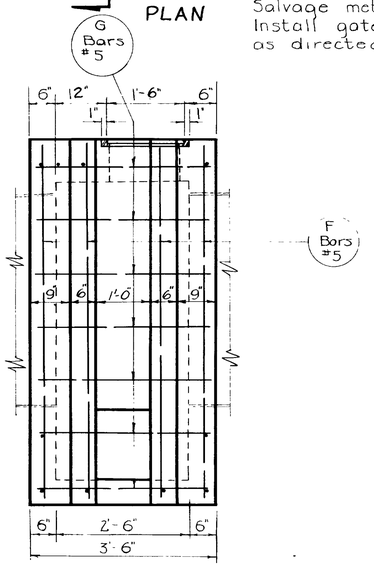


SECTION A-A

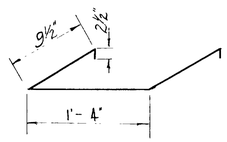
2 WAY DIVERSION GATE



SECTION B-B



SECTION B-B



LADDER RUNG DETAIL
"E" Bar #6
Weight of each 5 lbs.

MK	LOCATION	Size No.	L'GTH	No. Bars	TOT. L'GTH	SKETCH
A1	Div. Box	4	3'-5"	4	13'-8"	
A2			2'-8"	4	10'-8"	
B1			4'-8"	6	28'-0"	1'-0" 45° 3'-8"
B2			1'-4"	2	2'-8"	4" 1'-0"
C1			4'-2"	4	16'-8"	1'-0" 1'-1" 1'-1" 1'-0"
D1			2'-0"	5	10'-0"	
D2	Div Box	4	3'-0"	9	27'-0"	
E	Cleanout Box	6	3'-4"	5	16'-8"	
F		5	6'-9"	14	94'-6"	
G			3'-3"	20	65'-0"	
H			5'-9"	10	57'-6"	
K1			3'-0"	4	12'-0	
K2			4'-0"	4	16'-0	
K3			2'-6"	4	10'-0"	
L			3'-10"	14	53'-8"	3'-0" 10"
M	Cleanout Box	5	1'-8"	3	5'-0"	

108'-8"	of	#4 bars	@ 0.668 #/ft	=	72.5
313'-8"	of	#5 bars	@ 1.043 #/ft	=	327.2
16'-8"	of	#6 bars	@ 1.502 #/ft	=	25.0
			Total	=	424.7

QUANTITIES
(Cleanout Box With Meter Gate)

Excav for Structures	8 Cu Yds
Concrete Class AA	2.9 Cu Yds
Reinforcing Steel	352 lbs.
Structural Steel	505 lbs.

CLEANOUT BOX

QUANTITIES
One 2 way Diversion Box only

Excavation for Structures	2.5 Cu. Yds.
Concrete Class "AA"	1.0 Cu. Yds
Reinforcing Steel	73 Lbs.

TOTAL QUANTITIES

Excavation for Structures	10.5 Cu. Yds.
Concrete Class "AA"	3.9 Cu Yds
Reinforcing Steel	425 Lbs.
Structural Steel	505 Lbs.

REVISIONS

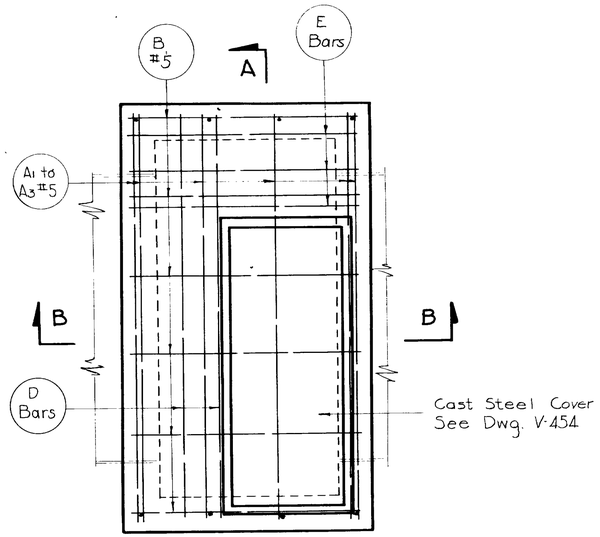
DATE	BY	DATE	BY

SHEET 3 OF 5 SHEETS

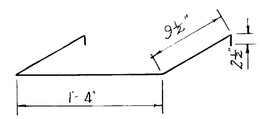
UTAH STATE ROAD COMMISSION
SALT LAKE CITY, UTAH
BRIDGE DEPARTMENT

IRRIGATION STRUCTURES
Var. Stations F-037-1(1)
Nyes Corner-Death Curve
Weber Co.

DESIGNED BY V.R.H. SCALE
DRAWN BY V.R.H. ISSUED
TRACED BY B.L.V. APPROVED
CHECKED BY C.W.T. CHIEF BRIDGE ENGINEER
FILE NO. ORIG. NO. V-684



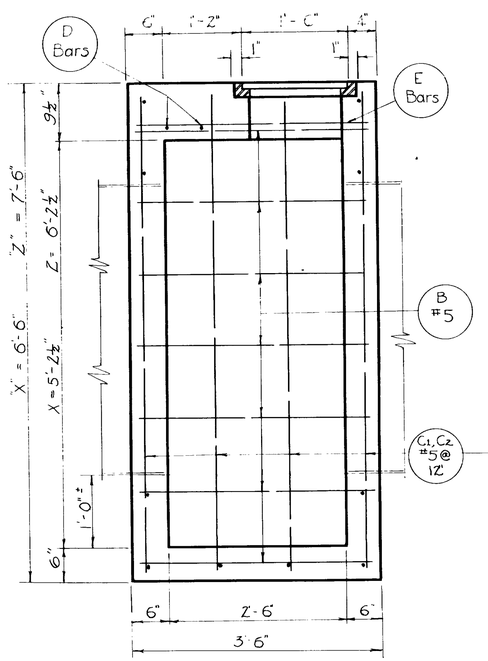
PLAN



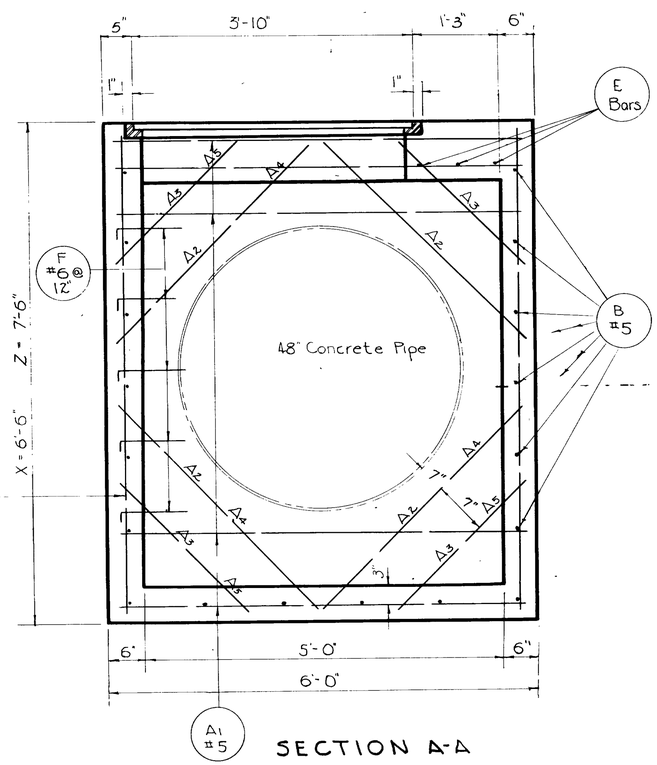
LADDER RUNG DETAIL
BAR "F" #6
Length 3'-4"
Weight of each 5 lbs.

MK	LOCATION	Size No.	Lgth	No Pcs	Total Lgth	Sketch
A1	Cleanout Box X	5	5'-9"	8	46'-0"	
A2		5	3'-8"	8	29'-4"	
A3		5	2'-6"	8	20'-0"	
B		5	3'-3"	16	52'-0"	
C1		5	6'-3"	8	50'-0"	
D		6	5'-9"	2	11'-6"	
E		6	3'-3"	3	9'-9"	
F	Cleanout Box X	6	3'-4"	5	16'-8"	See Ladder Rung Detail
A1	Cleanout Box Z	5	7'-3"	10	72'-6"	
A4		5	5'-6"	8	44'-0"	
A5		5	3'-8"	8	29'-4"	
B		5	3'-3"	20	65'-0"	
C2		5	7'-3"	8	58'-0"	
D		6	5'-9"	2	11'-6"	
E		6	3'-3"	3	9'-9"	
F	Cleanout Box Z	6	3'-4"	6	20'-0"	See Ladder Rung Detail

466'-2 of #5 bar @ 1.043 #/ft = 486.2
79'-2 of #6 bar @ 1.502 #/ft = 118.9
Total = 605.1



SECTION B-B



SECTION A-A

QUANTITIES

Cleanout Box "X"

Excav. for Structures	4 Cu. Yds.
Concrete Class AA	1.8 Cu Yds
Reinforcing Steel	263 Lbs
Structural Steel	505 Lbs.

Cleanout Box "Z"

Excav. for Structures	5 Cu. Yds.
Concrete Class AA	2.2 Cu Yds.
Reinforcing Steel	342 Lbs.
Structural Steel	505 Lbs.

Cleanout Box "X" at 49+50
Cleanout Box "Z" at 52+00

QUANTITIES (this sheet)
Two Cleanout Boxes

Excav. for Structures (Unclass)	9 Cu. Yds.
Concrete Class "A" "A"	4.0 Cu. Yds.
Reinforcing Steel	605 lbs.
Structural Steel	1010 lbs.

REVISIONS

DATE	BY	DATE	BY

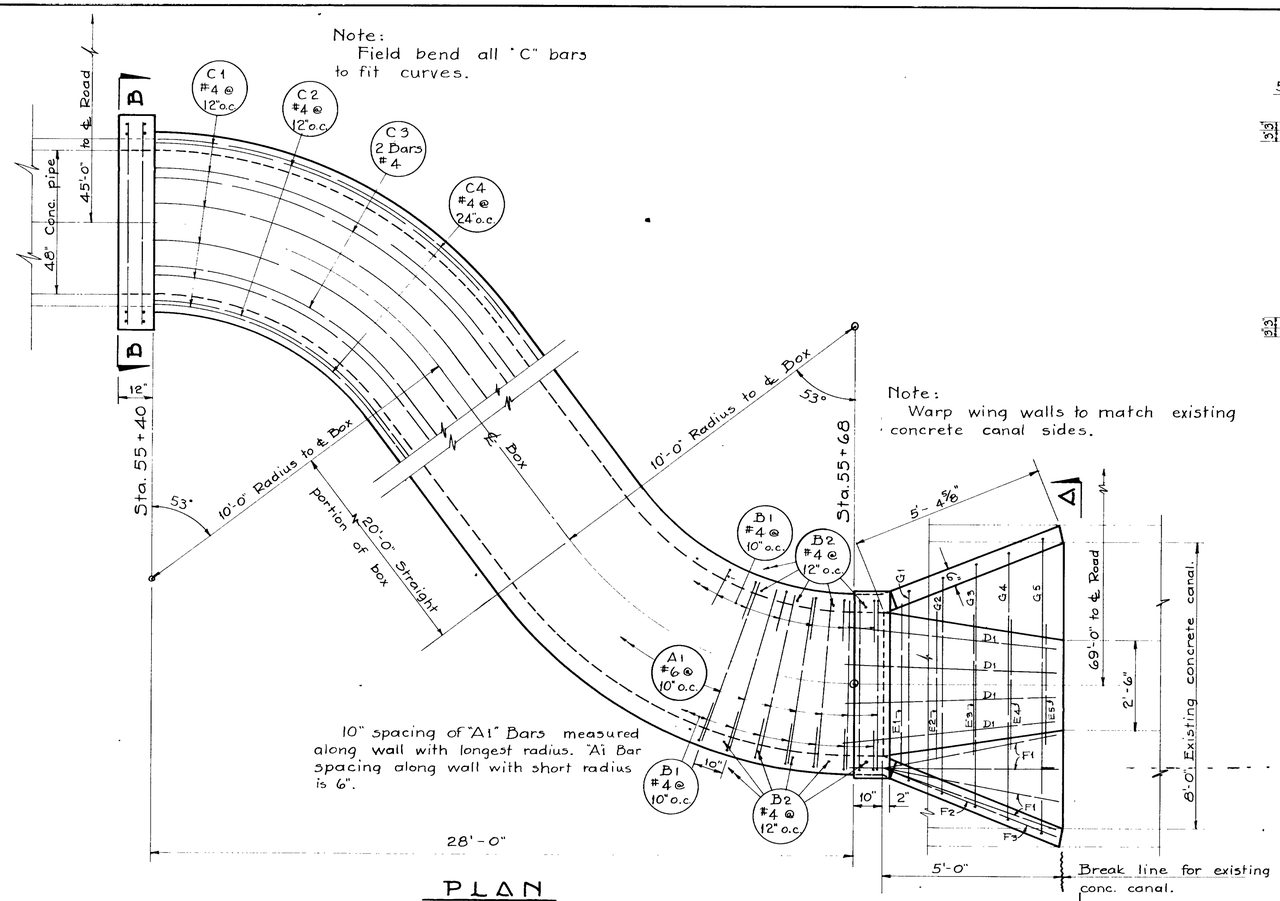
SHEET 4 OF 5 SHEETS

UTAH STATE ROAD COMMISSION
SALT LAKE CITY, UTAH
BRIDGE DEPARTMENT

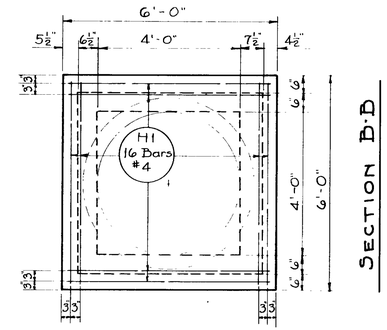
IRRIGATION STRUCTURES
Var. Stations F-037-1(1)
Nyes Corner-Death Curve
Weber Co.

DESIGNED BY V.R.H.
DRAWN BY V.R.H.
TRACED BY B.L.V.
CHECKED BY C.W.T.
SCALE
ISSUED
APPROVED
CHIEF BRIDGE ENGINEER

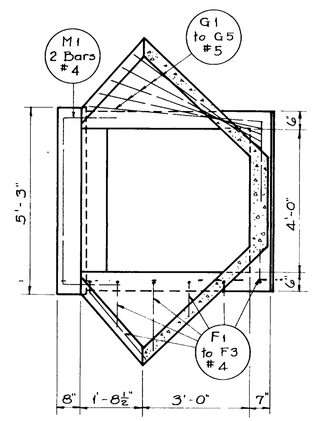
BR. NO.
DRG. NO. V-684



PLAN



SECTION B-B



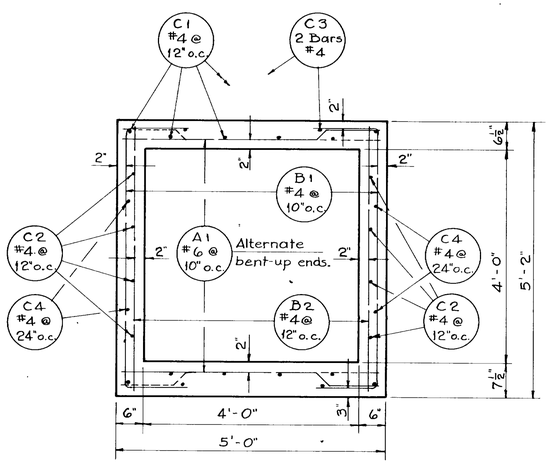
SECTION A-A

Mark	Location	Size No.	Length	No. Bars	Total Length	Sketch
A1	Top & Bott. Slabs	6	4'-9"	106	503'-6"	1'-1½", 2½", 3'-6½", 4'-8"
B1	Box - Sides	4	7'-0"	96	672'-0"	4'-9", 1'-1½"
B2	Box - Sides	4	4'-9"	80	380'-0"	
C1	Top & Bott. Slabs	4	40'-0"	12	480'-0"	
C2	Box - Sides	4	40'-0"	8	320'-0"	
C3	Top & Bott. Slabs	4	40'-0"	4	160'-0"	
C4	Box - Sides	4	40'-0"	4	160'-0"	
D1	Apron	4	6'-0"	4	24'-0"	
E1	Apron	4	4'-6"	1	4'-6"	
E2			4'-3"	1	4'-3"	
E3			3'-11"	1	3'-11"	
E4			3'-8"	1	3'-8"	
E5	Apron		3'-4"	1	3'-4"	
F1	Wing Walls		6'-0"	8	48'-0"	
F2			3'-9"	2	7'-6"	
F3		4	6'-2"	2	12'-4"	
G1		5	14'-4"	1	14'-4"	"a" 4'-6", "b" 4'-11"
G2			13'-5"	1	13'-5"	4'-1", 4'-8"
G3			12'-8"	1	12'-8"	3'-8", 4'-6"
G4			12'-3"	1	12'-3"	3'-4", 4'-5½"
G5	Wing Walls	5	11'-11"	1	11'-11"	3'-0", 4'-5½"
H1	Collar	4	5'-8"	16	90'-8"	
M1	Curb	4	7'-8"	2	15'-4"	1'-6", 4'-8"

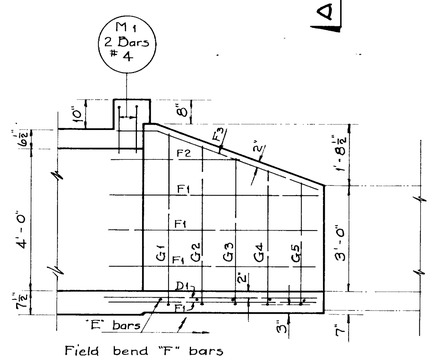
Field bend to suit.

2,389'-6" of #4 Bars @ 0.668 #/' = 1596.2 Lbs.
64'-7" of #5 Bars @ 1.043 #/' = 67.4 "
503'-6" of #6 Bars @ 1.502 #/' = 756.2 "
= 2419.8 Lbs.

Unless otherwise shown all dimensions refer to centers of bars.



SECTION THRU BOX



WING WALL ELEVATION

QUANTITIES

Excavation for Structures (Unclass.)	25	C.Y.
Concrete Class "A"	16.6	C.Y.
Reinforcing Steel	2420	Lbs.

REVISIONS

DATE	BY	DATE	BY

SHEET 5 OF 5 SHEETS

UTAH STATE ROAD COMMISSION
SALT LAKE CITY, UTAH
BRIDGE DEPARTMENT

IRRIGATION STRUCTURES
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