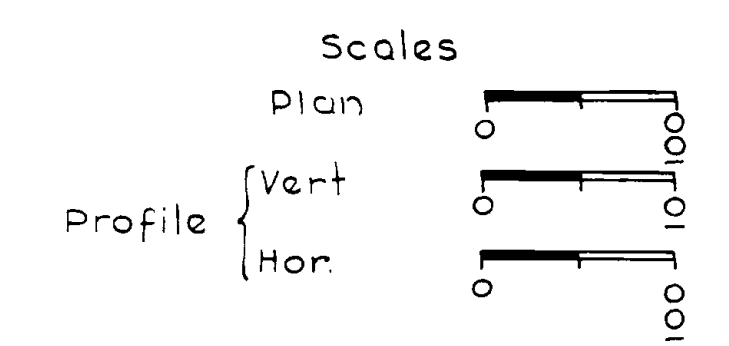
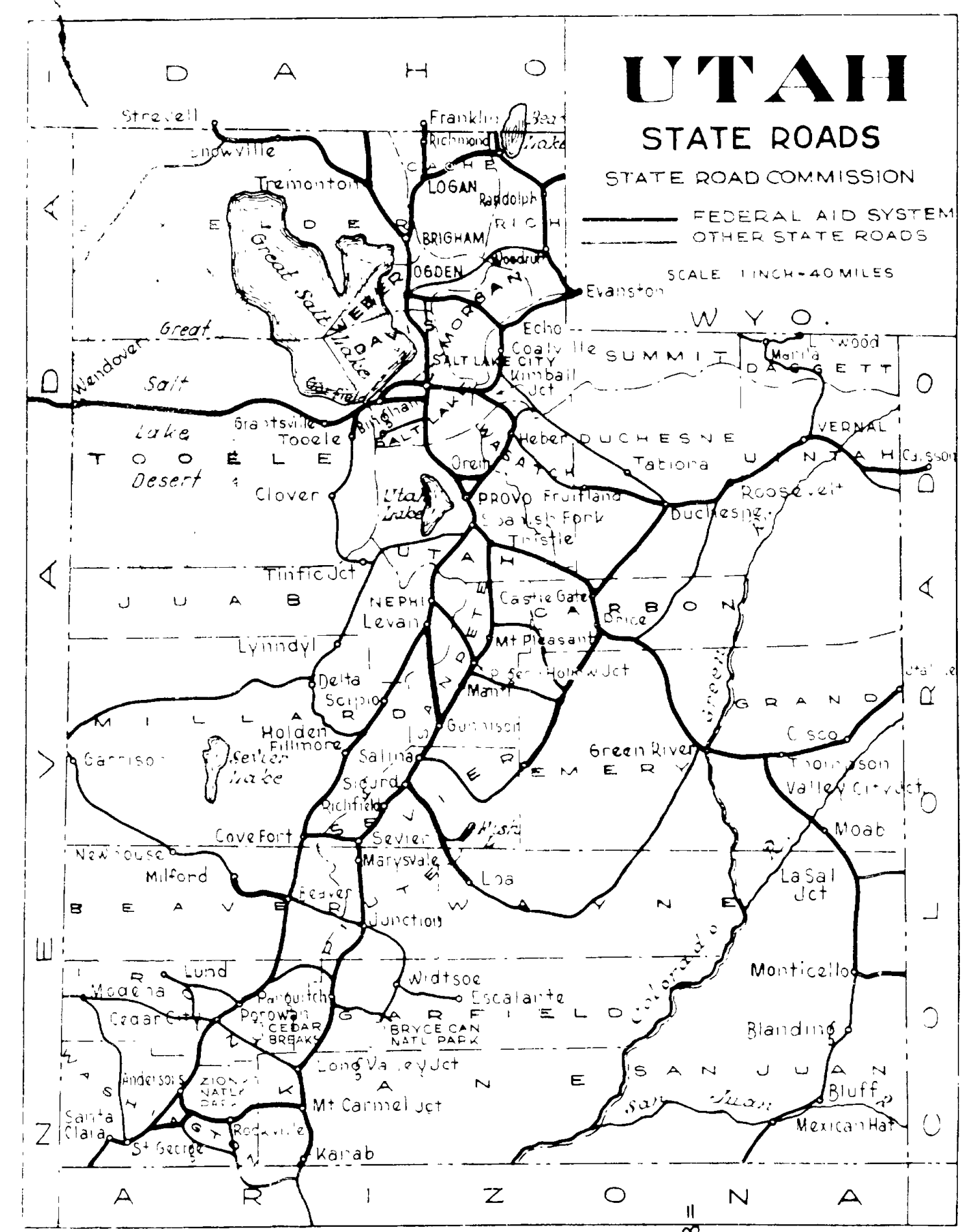


STATE OF UTAH STATE ROAD COMMISSION

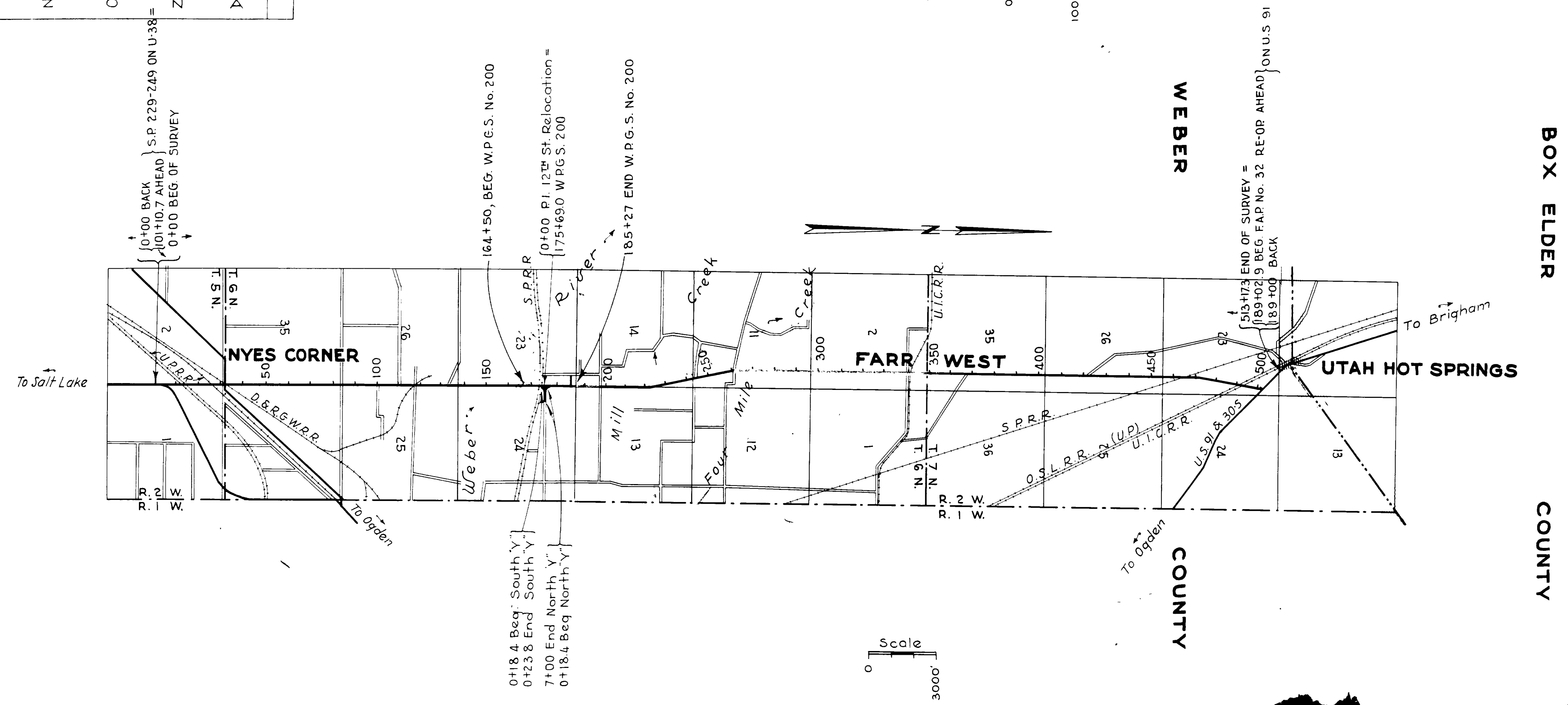
PLANS OF PROPOSED STATE ROAD

NYES CORNER - UTAH HOT SPRINGS
U. S. W. P. G. C. P. No. W. P. G. S. 200 LENGTH 0.523 MILES



INDEX TO SHEETS W.P.G.S. No. 200

SHEET NO.	DESCRIPTION	DRAWING NO.	STATION
1	Title Sheet		
2	Typical Section		
3	Plan and Profile		
4-11	10 1/2" - 0 7/8" Conc. Overhead	D 399	173+38
12A	Super. & Widen Curves	J-343-R	
12B	F.A.P. & R. of W. Mkrs.	J-391-R	
13	Cross Sections		



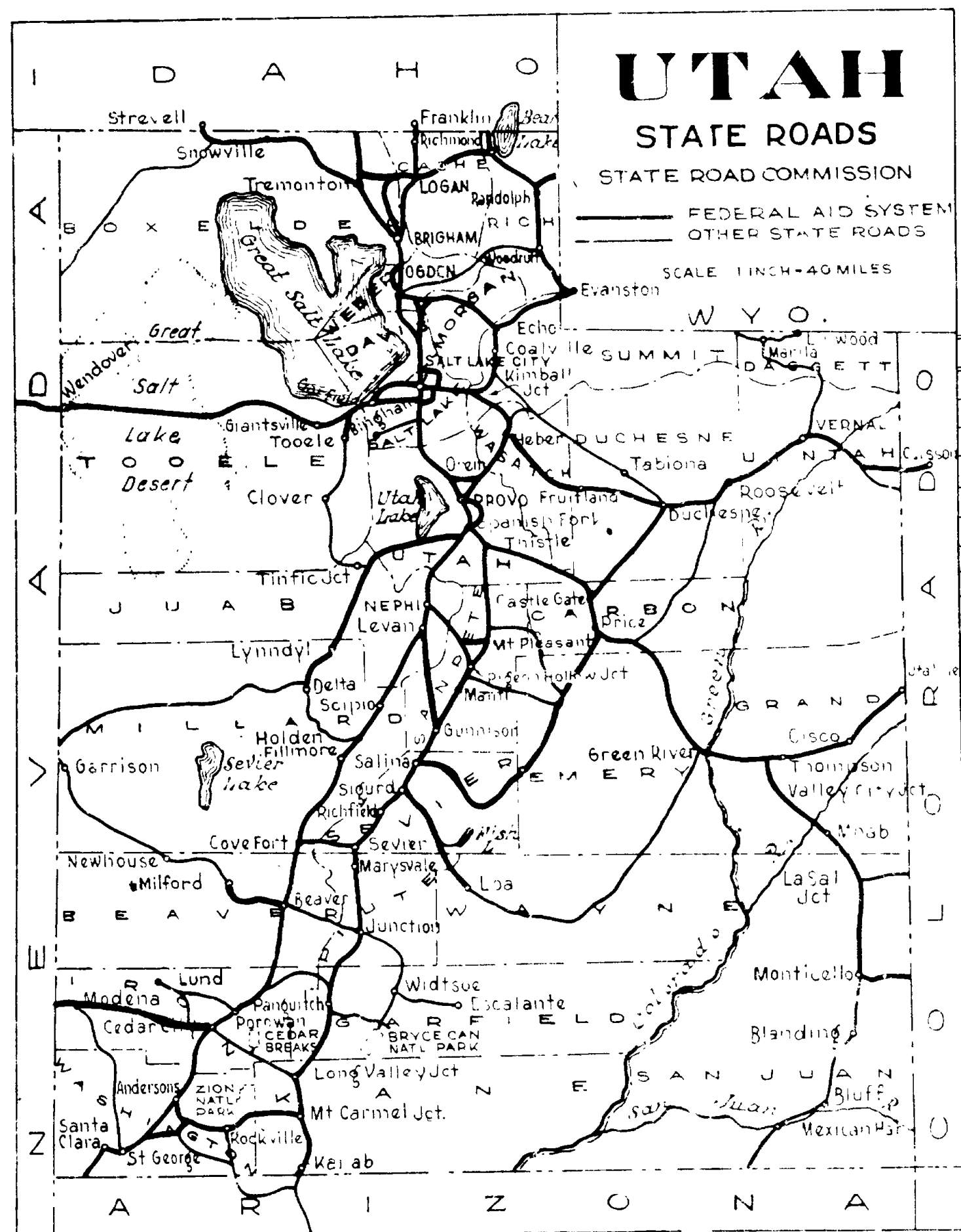
APPROVED Jan. 1936
STATE ROAD COMMISSION OF UTAH

Edwin E. Howe
CHAIRMAN

Arthur H. Reynolds
MEMBER

Stephens
MEMBER

RECOMMENDED BY



STATE OF UTAH STATE ROAD COMMISSION

FED. ROAD DIST. NO.	STATE	W.P.G.S. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
12	UTAH	200	1936	1	12
12	UTAH	200-B	1936	1	5
12	UTAH	F.A.S. 200-C	1939	1	12
12	UTAH	F.A.S.P. 200-B(2)	1939	1	2
12	UTAH	200-C(2)	1939	1	3
12	UTAH	S.P. 200	1939	1	3
12	UTAH	214-A(1)	1941	1	18

INDEX TO SHEETS F.A.P. No. 214-A(1)

SHEET	DESCRIPTION	DRAWING	STATION
1	Title sheet		
2	Typical Section		
3	Plan & Profile		
4-17	153'-3 7/16" O to O Conc. Bridge	C-175	163+60
18	F.A.P. & R/W Markers	J-391-RS	

PLANS OF PROPOSED STATE ROAD

NYES CORNER - UTAH HOT SPRINGS
 U. S. W. P. G. C. P. No. W. P. G. S. 200 LENGTH 0.523 MILES
 U. S. W. P. H. P. No. W. P. S. O. 200-B LENGTH 0.304 MILES
 F. A. S. P. No. 200-C LENGTH 1.300 MILES
 F. A. S. P. No. 200-B (2) LENGTH 0.304 MILES
 F. A. S. P. No. 200-C (2) LENGTH 1.300 MILES
 S. P. No. 200 LENGTH 0.504 MILES
 F. A. P. No. 214-A(1) " 0.029 MILES

INDEX TO SHEETS F.A.S.P. No. 200-C

SHEET	DESCRIPTION	DWG.	STA.
1	Title Sheet		
2	Typical Section		
3-5	Plan and Profile		
6-7	16" Conc. Rigid Frame Br.	161290-1	212+52
8	Handrail Drawing	V-82-R1	"
9	8'x3'x41'-8" Conc. Box	SC-800-L4	252+58
10	12'x4'x50' Conc. Box	SC-1200-L5	265+20
11A	F.A.P. & Rt. of Way Mkrs.	J-391-R	
11B	Super. and Widen Curves	J-343-RS	
12	4'x2'x41'-8" Conc. Box	SC-400-L9	261+20
1-5	X-SECTIONS		

INDEX TO SHEETS FOR S.P. 200

SHEET	DESCRIPTION	DWG.	STA.
1	Title Sheet		
2	Typical Section		
3	Plan and Profile		
4-11	101'-0 7/8" Conc. Overhead	D-399	173+38
12A	Super. & Widen Curves	J-343-R	
12B	F.A.P. & R. of W Mkrs.	J-391-R	
1-3	Cross Sections		

INDEX TO SHEETS W.P.S.O. No. 200-B

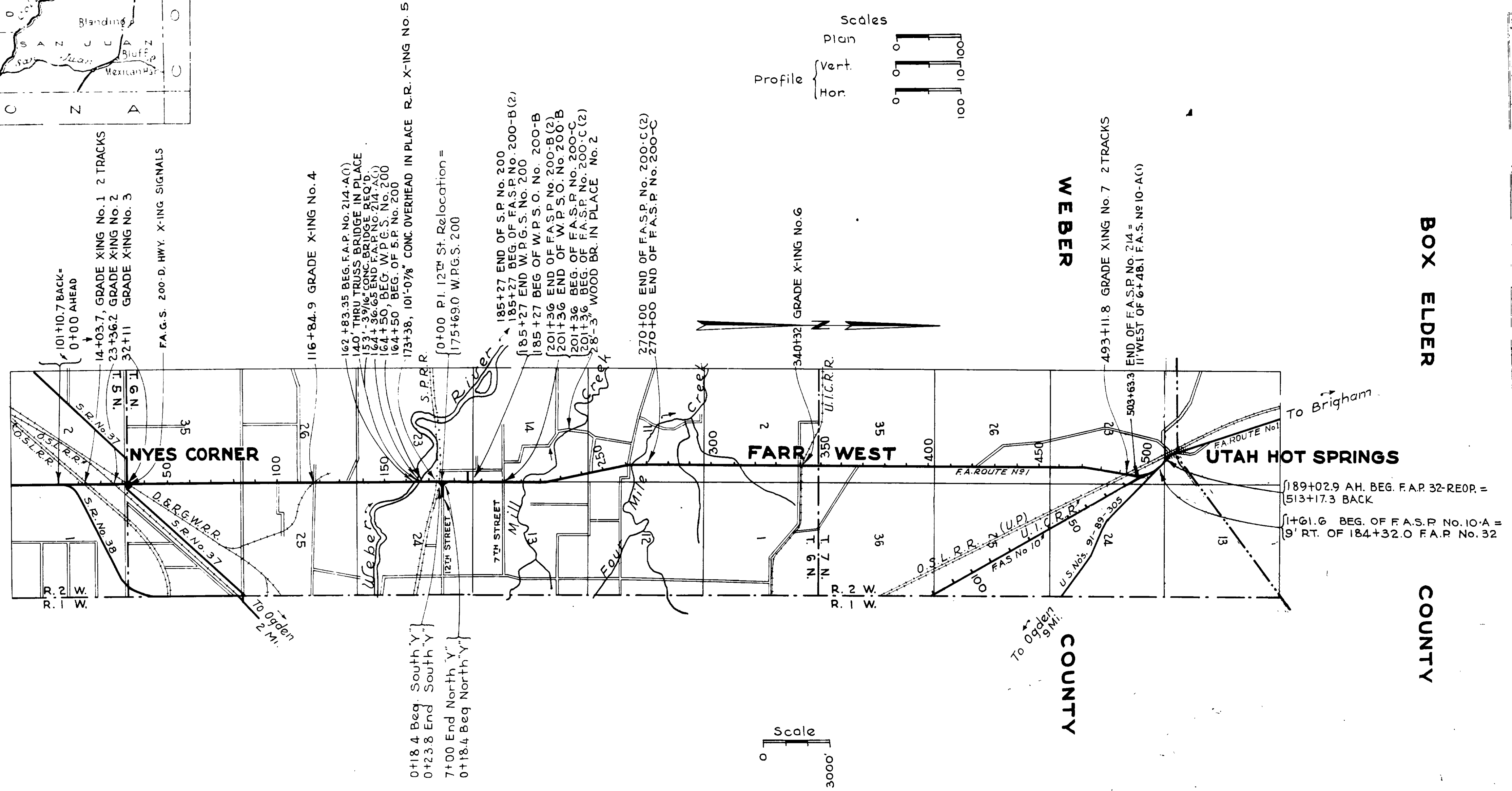
SHEET	DESCRIPTION	DWG.	STA.
1	Title Sheet		
2	Typical Section		
3	Plan and Profile		
4	8'x3'x41'-8" Conc. Box	SC-800-L4	
5	F.A.P. & Right of Way Mkrs.	J-391-R	
1-2	X-Sections		

INDEX TO SHEETS F.A.S.P. No. 200-B(2)

SHEET	DESCRIPTION	DWG.	STA.
1	Title Sheet		
2	Typical Section		

INDEX TO SHEETS F.A.S.P. No. 200-C (2)

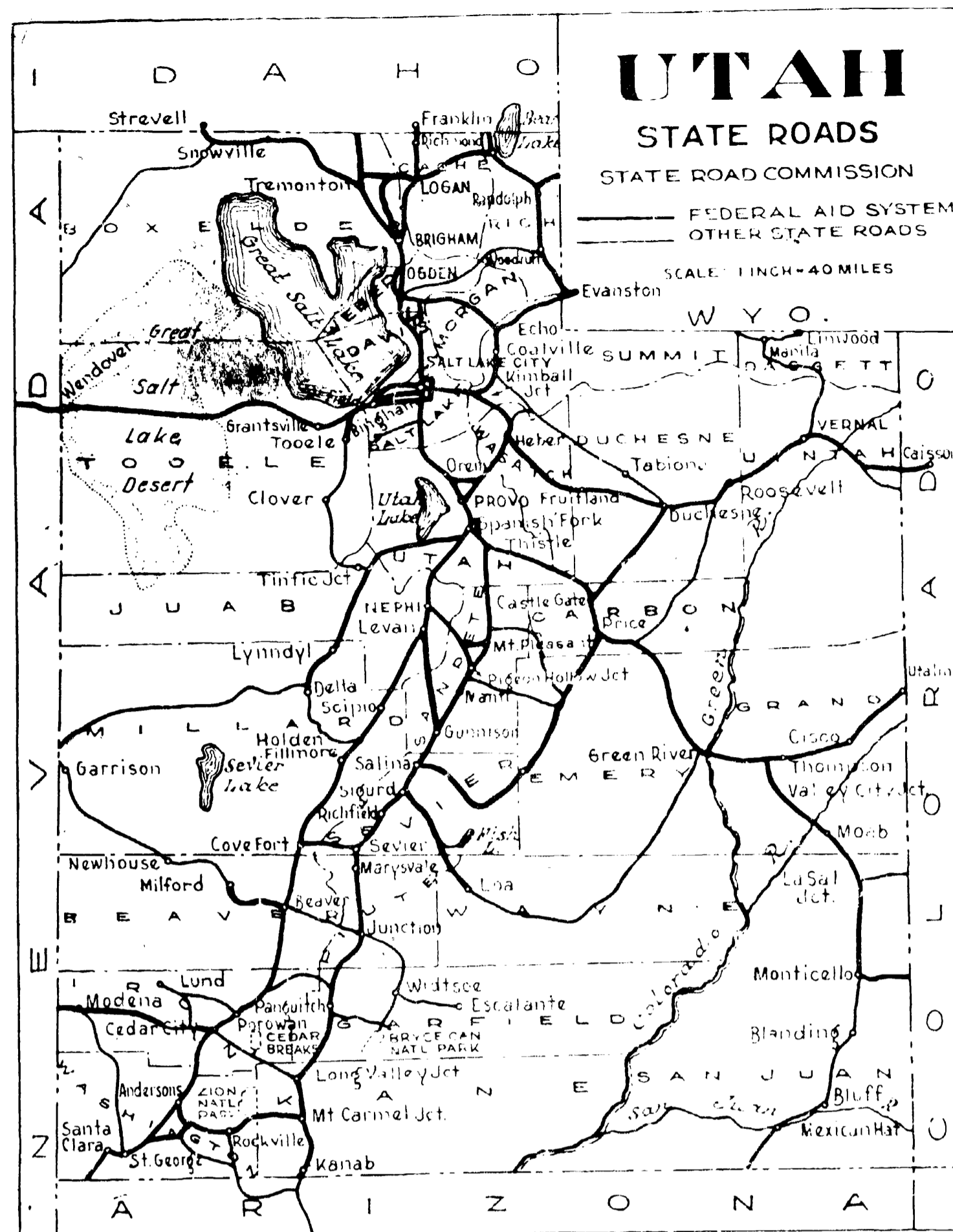
SHEET	DESCRIPTION	DWG.	STA.
1	Title Sheet		
2	Typical Section		
3	Super. and Widen Curves	J-343-RS	



APPROVED Jan. 1936
 STATE ROAD COMMISSION OF UTAH
Geo. C. Mouton CHIEF ENGR.
 RECOMMENDED FOR APPROVAL
 DISTRICT ENGINEER
 PUBLIC ROADS ADMINISTRATION
 FEDERAL WORKS AGENCY
 RECOMMENDED FOR APPROVAL
 CHIEF WESTERN REGION
 PUBLIC ROADS ADMINISTRATION
 FEDERAL WORKS AGENCY
 APPROVED
 COMMISSIONER
 PUBLIC ROADS ADMINISTRATION
 FEDERAL WORKS AGENCY

STATE OF UTAH STATE ROAD COMMISSION

F.A.P.-214-A
SHEET #
1



INDEX TO SHEETS SN-U-F.A.P. No 32 (3)

SHEET	DESCRIPTION	DRAWING	STATION
1	TITLE SHEET		
2	TYPICAL SECTION		
3	PLAN AND PROFILE		
4-5	STD. HIGHWAY SIGNS	B-95-142	
6-A	STD. R/W FENCE	M-46	
1-2	X-SECTIONS		

INDEX TO SHEETS S-279 (1)

SHEET	DESCRIPTION	DRAWING	STATION
1	TITLE SHEET		
2	TYPICAL SECTION		
3	PLAN AND PROFILE		
4-14	187.71' O.H. STEEL & CONC. BR.	C-257 (II)	15+31
15	HANDRAIL DETAILS	SR-3	15+31
16	REVISED CHAN. CHOP IN WEBER RIVER	B-115	
17-18	STD. HIGHWAY SIGNS	B-95-142	
19A	SUPER. AND WIDEN CURVES	M-180	
19B	STD. R/W FENCE	M-26	
19C	F.A.P. & R/W MKRS.	M-45	
1-14	CROSS SECTIONS		

PLANS OF PROPOSED STATE ROAD

- FEDERAL AID PROJECT
- SN - F.A.G.H. No 214.C (3) CROSSING SIGN.
 - SN - F.A.G.H. No 214.C (2) ~ 0.527 MILES
 - SN - F.A.P. No 214.C (1) ~ 2.054 MILES
 - SN - F.A.P. No 214.D (1) ~ 0.160 MILES
 - SN - F.A.P. No 214.E (1) ~ 3.543 MILES
 - SN - F.A.G.H. No 214.F (1) ~ 0.455 MILES
 - SN-U-F.A.P. No 32 (3) ~ 0.189 MILES
- WEBER COUNTY
S-279 (1) ~ 0.455 MILES

INDEX TO SHEETS SN-U-F.A.P. No 214-E (1)

SHEET	DESCRIPTION	DRAWING	STATION
1	TITLE SHEET		
2	TYPICAL SECTION		
3-9	PLAN AND PROFILE		
10-11	STD. HIGHWAY SIGNS	B-95-142	
12	CATCH BASIN LT.	V-175-2	340+53
13	CLEANOUT BOX RT.	V-352-L1	
"	"	"	L-2 344+00
"	"	"	L-3 348+00
"	"	"	L-45 353+55
"	"	"	L-6 357+50
"	"	"	L-7 362+50
14	CONC. DIV. BOXES LT. & RT.	V-353	382+67
15	6'x4'x7' CONC. BOX & DIV. FEATURES	V-354	412+50
16	8'x3'x5'6" " " " "	E-710	426+96
17	8'x3'x5'6" " " " "	SC-3618-L3	467+50
18	STD. R/W FENCE	"	L-4 513+10
19-A	R.R. ADV. WARNING SIGN	B-40	
19-B	F.A.P. MARKERS	M-45	
19-C	SUPER. AND WIDEN CURVES	M-37	
19-D	R/W FENCE AND GATES	M-46	
1-3E	X-SECTIONS		

INDEX TO SHEETS SN-U-F.A.P. No 214-E (1)

SHEET	DESCRIPTION	DRAWING	STATION
1	TITLE SHEET		
2	TYPICAL SECTION		
3	PLAN AND PROFILE		
4-13	18'x12' CONC. BOX		
14	2'x2' CONC. JUNCTION		
15-16	STD. HIGHWAY SIGNS		
17-A	F.A.P. & R/W MARKERS		
17-B	STD. R/W FENCE		
18	2-WAY DIVERSION BOX		
1-7	X-SECTIONS		

INDEX TO SHEETS F.A.G.H. No 214.C (3)

SHEET	DESCRIPTION	DRAWING	STATION
1	TITLE SHEET		
2	SITUATION PLAN		
3	SIGNAL AND ACC. EQUIPMENT	D.S.R.G.W.	32+11.6
4	WIRING DIAGRAM		

INDEX TO SHEETS SN-F.A.G.H. No 214-F (1)

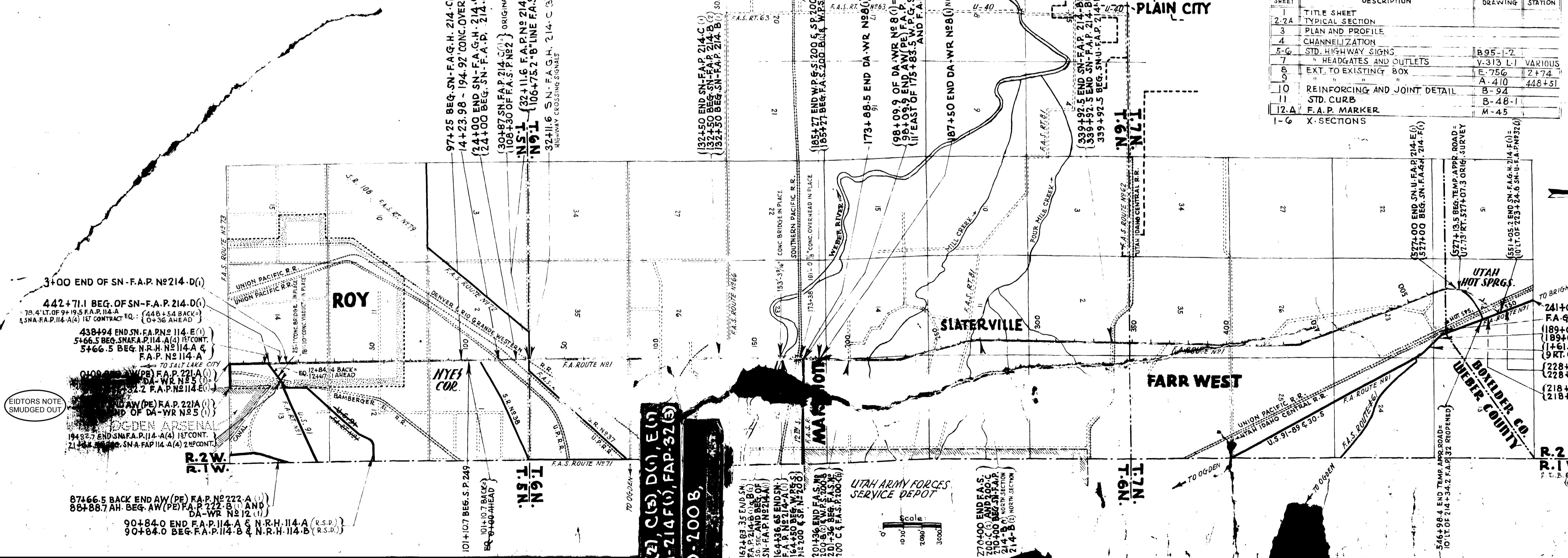
SHEET	DESCRIPTION	DRAWING	STATION
1	TITLE SHEET		
2	TYPICAL SECTION		
3-5	PLAN AND PROFILE		
6-7	STD. HIGHWAY SIGNS	B-95-142	
8-19	273.62' CONC. OVERHEAD	O-493	544+99.07
20-A	F.A.P. MARKERS	M-45	
20-B	R/W FENCE AND GATES	M-46	
20-C	SUPER. & WIDEN CURVES	M-37	
1-15	X-SECTIONS		

INDEX TO SHEETS SN-F.A.P. 214-C (1)

SHEET	DESCRIPTION	DRAWING	STATION
1	TITLE SHEET		
2	TYPICAL SECTION		
3-8	PLAN AND PROFILE		
9-10	3-WAY DIVERSION BOX		
11	STD. DIVERSION BOX		
12	CATCH BASIN	V-330	
13	18'x12' CONC. PIPE SYPHON	E-746	
14	STD. 2-WAY DIVERSION BOX LT. & RT.	Y-208	
15	13'x4'x49' CONC. BOX	A-411-L4	
16-18	7'x6' CONC. DIV. BOX (WITH TRANSITION)	V-305	
19	32' CONC. TRANSITION FROM CONC. BOX TO CANAL	V-303	
20	6'x3'x77' CONC. BOX	SC-8678	
21	WILSON CANAL REVISIONS	V-312	
22	HEADGATES AND OUTLETS	V-224	
23	18'x102' CONC. PIPE SYPHON	E-746	
24-A	R/W MARKERS	M-45	
24-B	SUPER. AND WIDEN CURVES	M-37	
24-C	STD. R/W FENCE (NON-PART)	M-46	
25-26	STD. HIGHWAY SIGNS	B-95-142	
27	R.R. ADVANCE WARNING SIGN	J-483	
28	R.R. XING SIGN	B-40	
15-A	6'x3'x24' CONC. BOX	A-411-L5	128+5
15-B	6'x3'x12' CONC. BOX	A-411-L5	128+5
1-26	X-SECTIONS		

INDEX TO SHEETS SN-F.A.P. 214-D (1)

SHEET	DESCRIPTION	DRAWING	STATION
1	TITLE SHEET		
2-2A	TYPICAL SECTION		
3	PLAN AND PROFILE		
4	CHANNELIZATION		
5-6	STD. HIGHWAY SIGNS	B-95-142	
7	HEADGATES AND OUTLETS	V-313 L1	VARIOUS
8	EXT. TO EXISTING BOX	E-756	2+74
9	"	A-410	448+51
10	REINFORCING AND JOINT DETAIL	B-94	
11	STD. CURB	B-48-1	
12-A	F.A.P. MARKER	M-45	
1-6	X-SECTIONS		



APPROVED OCTOBER 1955
STATE ROAD COMMISSION OF UTAH

Ray W. McLean
DISTRICT ENGINEER

241+00 BEG. SN-F.A.P. 32(2)
FA-Q.S. 33-A(1) XING SIGNAL
(189+02.9 BEG. F.A.P. 32(2) REPR) AH=
(189+00 BACK)
(1+6) 6 BEG. F.A.S. 10-A @ 10.0 A(2)=
(9 KT. OF 184+32.0 F.A.P. N# 32
(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)
RECOMMENDED FOR APPROVAL DATE

DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

APPROVED

DIVISION ENGINEER
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

MISSING CORNER!
GONE!

EDITORS NOTE
SMUDGED OUT

87466.5 BACK END AW (PE) F.A.P. No 222 A (1)
88+88.7 AH. BEG. AW (PE) F.A.P. 222 B (1) AND
DA-WR N# 5 (1)
90+84.0 END F.A.P. 114-A & N.R.H. 114-A (R.S.P.)
90+84.0 BEG. F.A.P. 114-B & N.R.H. 114-B (R.S.P.)

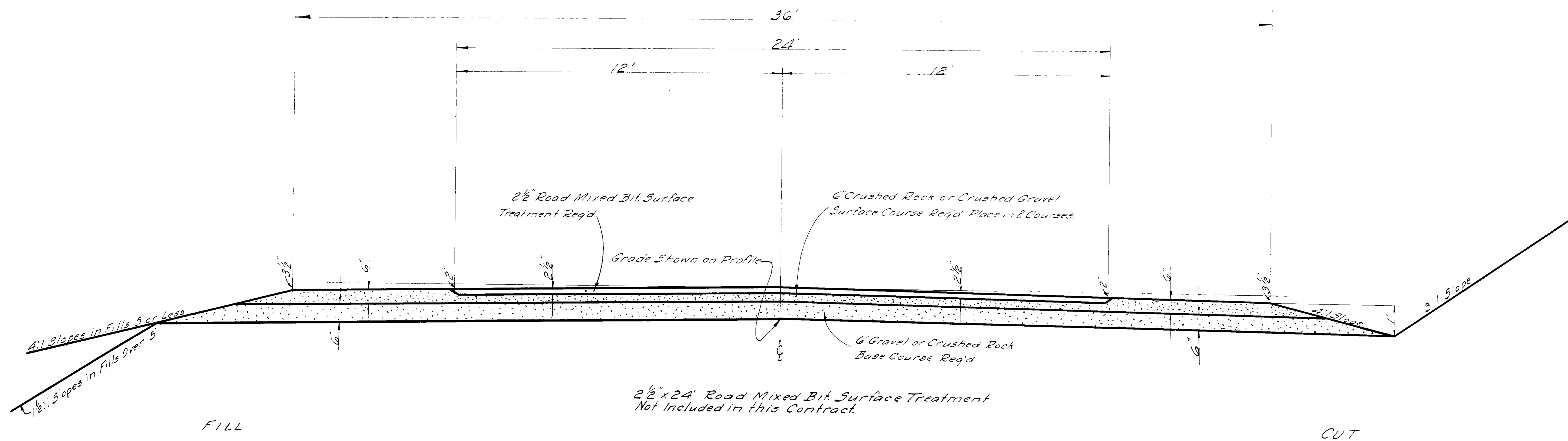
101+07 BEG. S.P. 249
101+07 BACKS
EQ. 8+40 HEAD

164+36.65 END SN
164+36.65 BEG. SN-F.A.P. N# 214-A (1)
164+36.65 BEG. SN-F.A.P. N# 214-B (1)
164+36.65 BEG. SN-F.A.P. N# 214-C (1)
164+36.65 BEG. SN-F.A.P. N# 214-D (1)
164+36.65 BEG. SN-F.A.P. N# 214-E (1)
164+36.65 BEG. SN-F.A.P. N# 214-F (1)
164+36.65 BEG. SN-F.A.P. N# 214-G (1)
164+36.65 BEG. SN-F.A.P. N# 214-H (1)
164+36.65 BEG. SN-F.A.P. N# 214-I (1)
164+36.65 BEG. SN-F.A.P. N# 214-J (1)
164+36.65 BEG. SN-F.A.P. N# 214-K (1)
164+36.65 BEG. SN-F.A.P. N# 214-L (1)
164+36.65 BEG. SN-F.A.P. N# 214-M (1)
164+36.65 BEG. SN-F.A.P. N# 214-N (1)
164+36.65 BEG. SN-F.A.P. N# 214-O (1)
164+36.65 BEG. SN-F.A.P. N# 214-P (1)
164+36.65 BEG. SN-F.A.P. N# 214-Q (1)
164+36.65 BEG. SN-F.A.P. N# 214-R (1)
164+36.65 BEG. SN-F.A.P. N# 214-S (1)
164+36.65 BEG. SN-F.A.P. N# 214-T (1)
164+36.65 BEG. SN-F.A.P. N# 214-U (1)
164+36.65 BEG. SN-F.A.P. N# 214-V (1)
164+36.65 BEG. SN-F.A.P. N# 214-W (1)
164+36.65 BEG. SN-F.A.P. N# 214-X (1)
164+36.65 BEG. SN-F.A.P. N# 214-Y (1)
164+36.65 BEG. SN-F.A.P. N# 214-Z (1)

214-B(1)

TYPICAL CROSS SECTION

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
12	UTAH	214-A(1)	1941	2	18
"	"	214-B(1)	"	2	16



REVISIONS		
NO.	DATE	BY

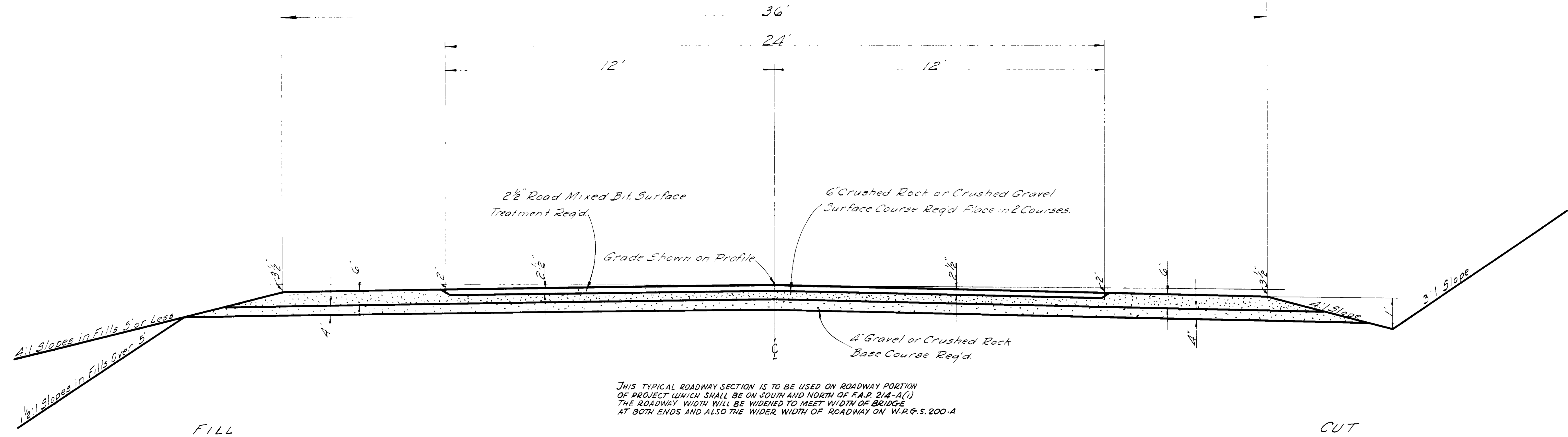
UTAH STATE ROAD COMMISSION
 SALT LAKE CITY - UTAH
 ELLA C. KNOWLTON, CHIEF ENGINEER

— TYPE —

36' CRUSHED ROCK OR
 CRUSHED GRAVEL
 SURFACE ROADWAY

TYPICAL CROSS SECTION

FED. ROAD DIST. NO.	STATE	F.A. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
12	UTAH	214-A(1)	1941	2	18



THIS TYPICAL ROADWAY SECTION IS TO BE USED ON ROADWAY PORTION OF PROJECT WHICH SHALL BE ON SOUTH AND NORTH OF F.A.P. 214-A(1). THE ROADWAY WIDTH WILL BE WIDENED TO MEET WIDTH OF BRIDGE AT BOTH ENDS AND ALSO THE WIDER WIDTH OF ROADWAY ON W.P. & S. 200-A.

REVISIONS	DATE	BY

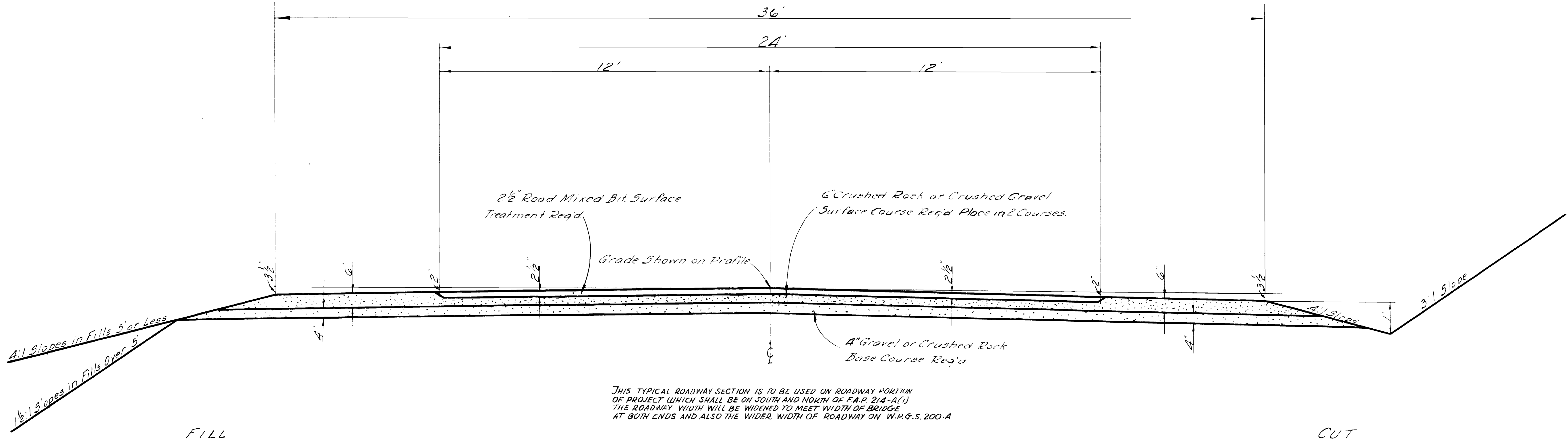
UTAH STATE ROAD COMMISSION
SALT LAKE CITY - UTAH
EVA C. KNOWLTON, CHIEF ENGINEER

- TYPE -

24' ROAD MIXED BIT.
SURFACE ROADWAY

TYPICAL CROSS SECTION

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
12	UTAH	214 A(1)	1941	2	18



UTAH STATE ROAD COMMISS
SALT LAKE CITY, UTAH
EZRA C. KNOWLTON, CHIEF ENGINEER

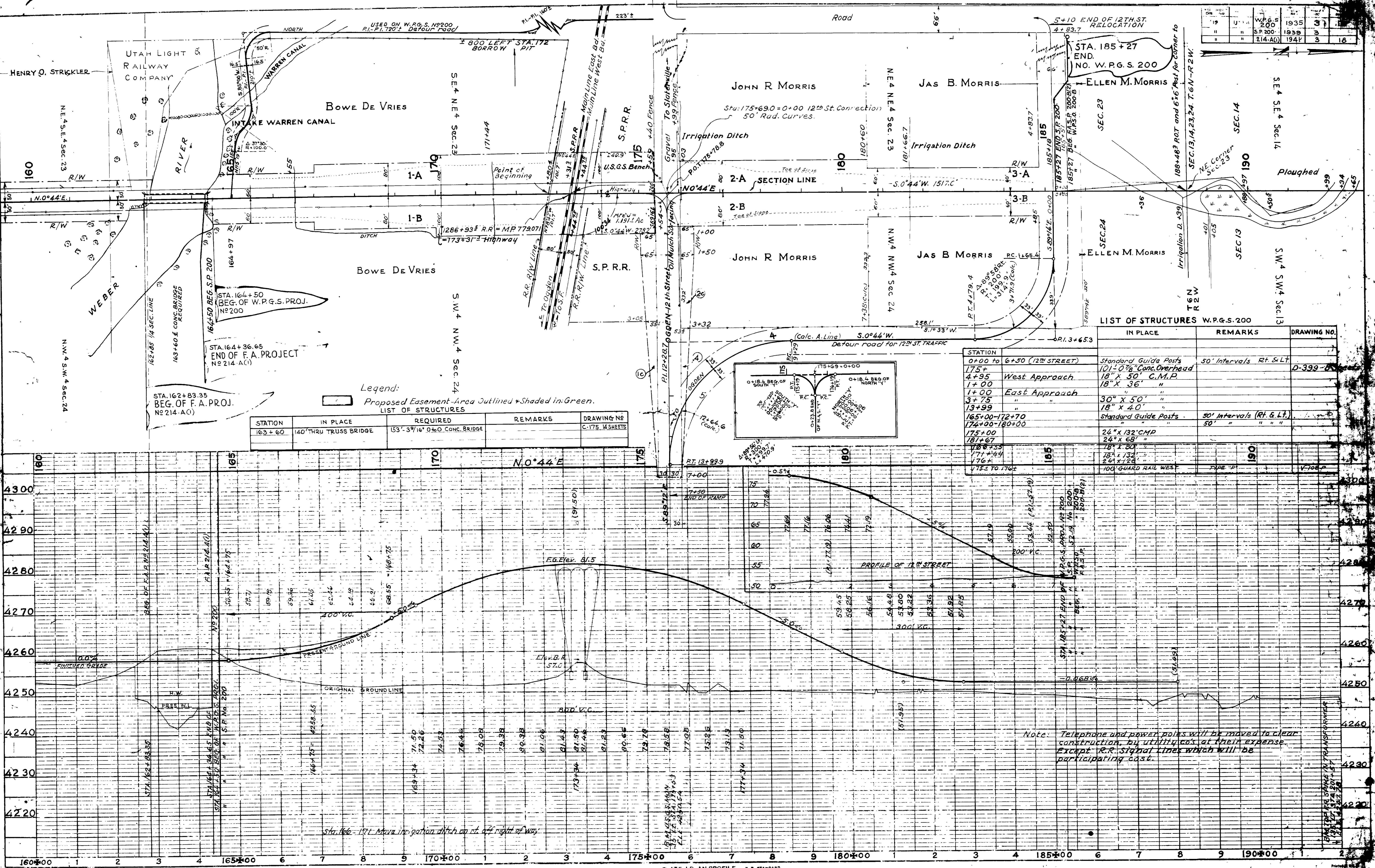
- TYPE -

24' ROAD MIXED B
SURFACE ROADWAY

CUT OFF

DATE: 11-35
 BY: S.E. AULICKOLLS
 PLAN NO. 2
 SECTION: 1
 DRAWING: 1
 PROJECT: 1
 SHEET: 1

PROFILE
 DATE: 11-35
 BY: S.E. AULICKOLLS
 PROJECT: 1
 SHEET: 1



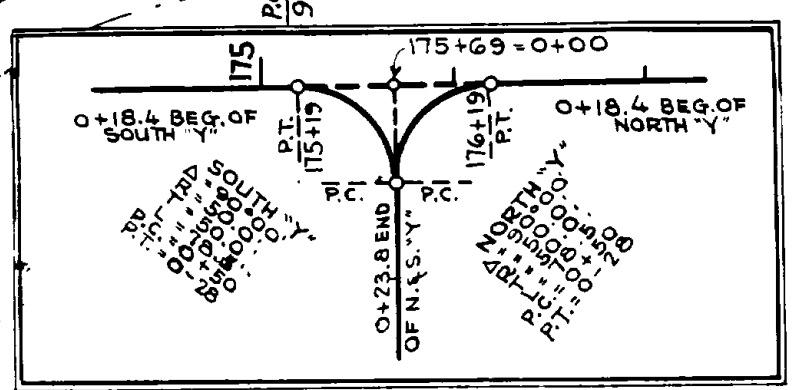
Legend: Proposed Easement Area Outlined & Shaded in Green.

LIST OF STRUCTURES

STATION	IN PLACE	REQUIRED	REMARKS	DRAWING NO.
163+60	140' THRU TRUSS BRIDGE	153'-3 3/4" 16" 0% CONC. BRIDGE		C-175, 14 SHEETS

LIST OF STRUCTURES W.P.G.S. 200

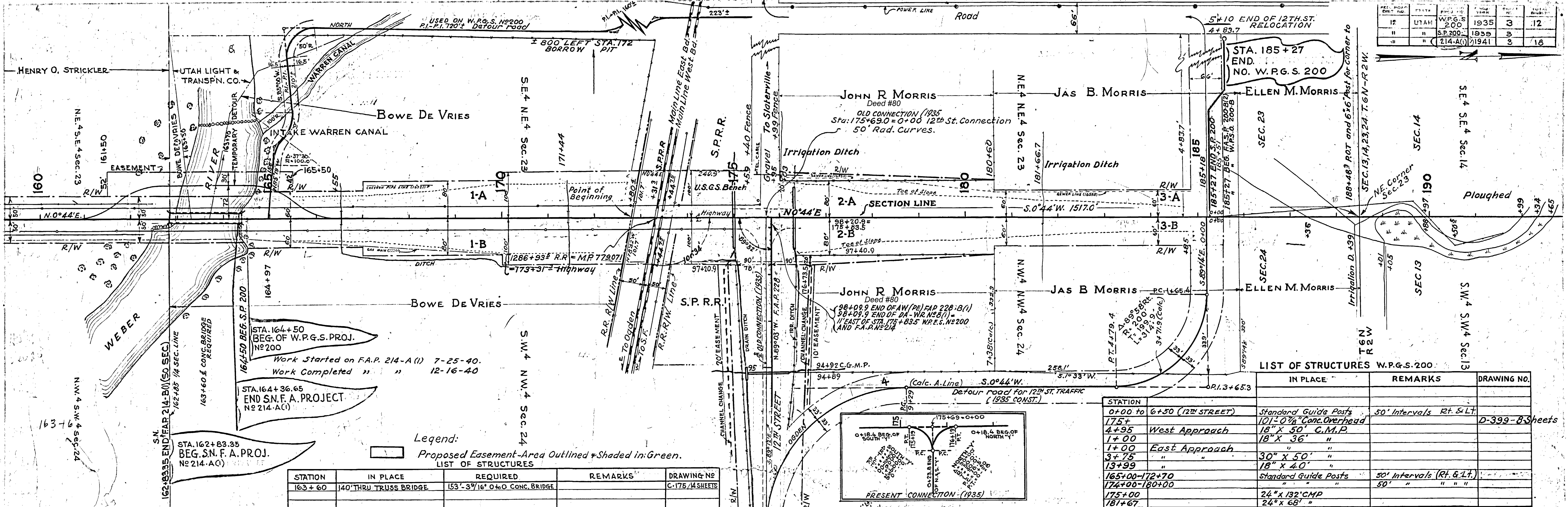
STATION	IN PLACE	REMARKS	DRAWING NO.
0+00 to 6+50 (12th STREET)	Standard Guide Posts	50' Intervals Rt. & Lt.	
175+	101'-0 7/8" Conc. Overhead		D-399-B
4+95	West Approach	18" x 50" C.M.P.	
1+00	East Approach	18" x 36"	
3+75		30" x 50"	
13+99		18" x 40"	
165+00-172+70	Standard Guide Posts	50' Intervals (Rt. & Lt.)	
172+00-180+00		50' " " "	
175+00	24" x 132" C.M.P.		
181+67	24" x 68"		
188+55	18" x 80"		
171+44	24" x 132"		
176+	24" x 28"		
175+ to 176+	100' GUARD RAIL WEST	PIPE "P"	V-108



Note: Telephone and power poles will be moved to clear construction, by utility co's at their expense except R.R. Signal Lines which will be participating cost.

W.P.G.S.	1935	3	16
S.P. 200	1939	3	
214-A	1947	3	

REV.	DATE	BY	REASON
1	1935		
2	1935		
3	1941		



Work Started on F.A.P. 214-A (1) 7-25-40.
Work Completed " " 12-16-40

STA. 164+50
BEG. OF W.P.G.S. PROJ.
No. 200

STA. 162+36.65
END S.N.F.A. PROJECT
No. 214-A(1)

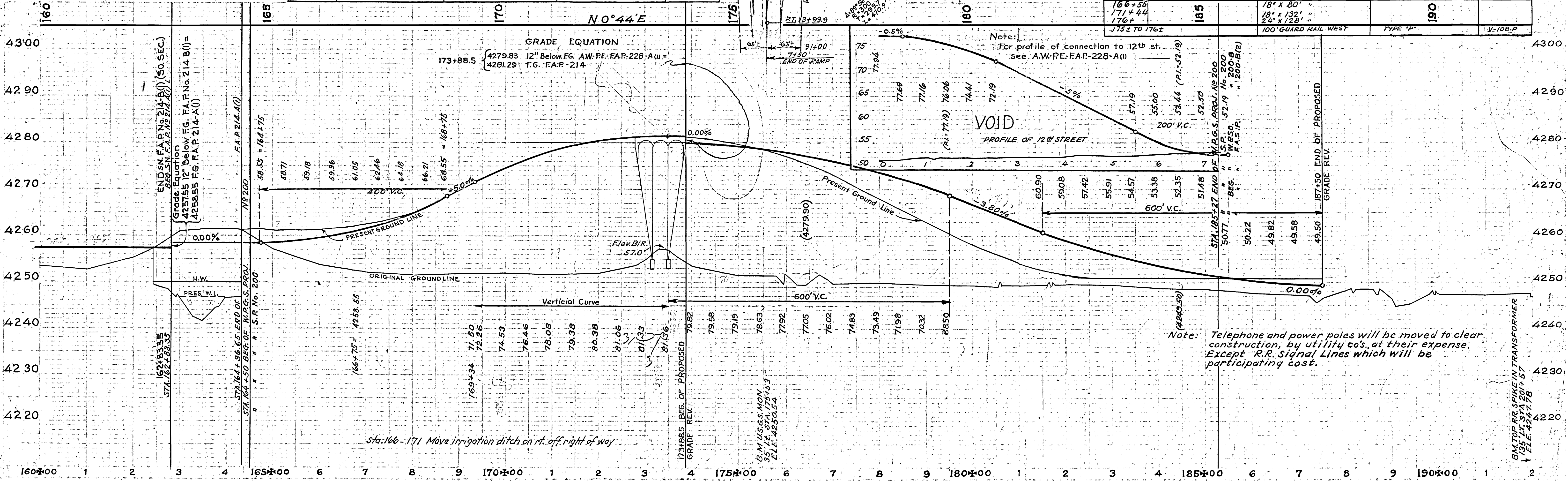
Legend: Proposed Easement Area Outlined & Shaded in Green.

LIST OF STRUCTURES

STATION	IN PLACE	REQUIRED	REMARKS	DRAWING NO.
163+60	140' THRU TRUSS BRIDGE	153'-3 3/4" O.C. CONC. BRIDGE		C-175/14 SHEETS

LIST OF STRUCTURES W.P.G.S. 200

STATION	IN PLACE	REMARKS	DRAWING NO.
0+00 to 6+50 (12th STREET)	Standard Guide Posts	50' Intervals Rt. & Lt.	D-399-83 sheets
175+	101'-0 1/2" Conc. Overhead		
4+95	West Approach	18" x 50" C.M.P.	
1+00	East Approach	18" x 36" "	
3+75	"	30" x 50" "	
13+99	"	18" x 40" "	
165+00-172+70	Standard Guide Posts	50' Intervals (Rt. & Lt.)	
174+00-180+00	"	50' " " "	
175+00	24" x 132" C.M.P.		
181+67	24" x 68" "		
166+55	18" x 80" "		
171+44	18" x 132" "		
176+	24" x 129" "		
175± to 176±	100' GUARD RAIL WEST	TYPE "P"	V-108-P



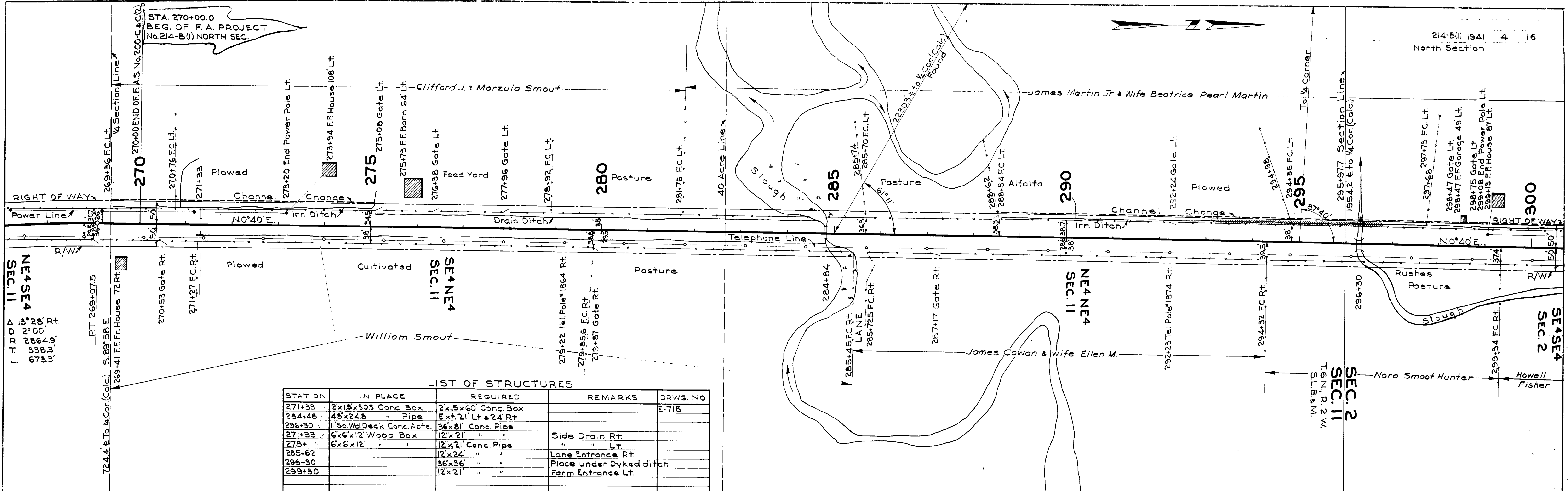
Note: Telephone and power poles will be moved to clear construction, by utility co's, at their expense. Except R.R. Signal Lines which will be participating cost.

BM TOP RR SPIKE IN TRANSFORMER
135' LT. STA 201+57
ELEV. 4247.78

Sta. 166-171 Move irrigation ditch on rt. off right of way

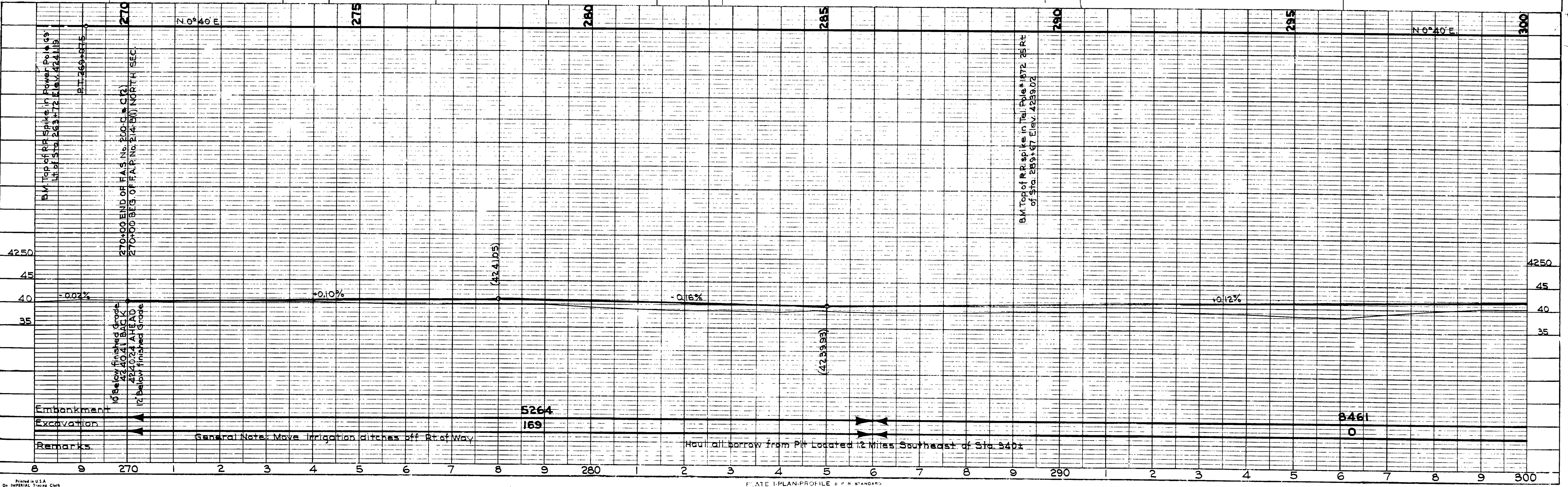
DATE	1939
BY	C.R. Kimball
DATE	1940
BY	H.S. Wright
DATE	1940
BY	F.B. Petersen
DATE	1940
BY	F.B. Petersen

DATE	1935
BY	C.R. Kimball
DATE	1940
BY	H.S. Wright
DATE	1940
BY	F.B. Petersen

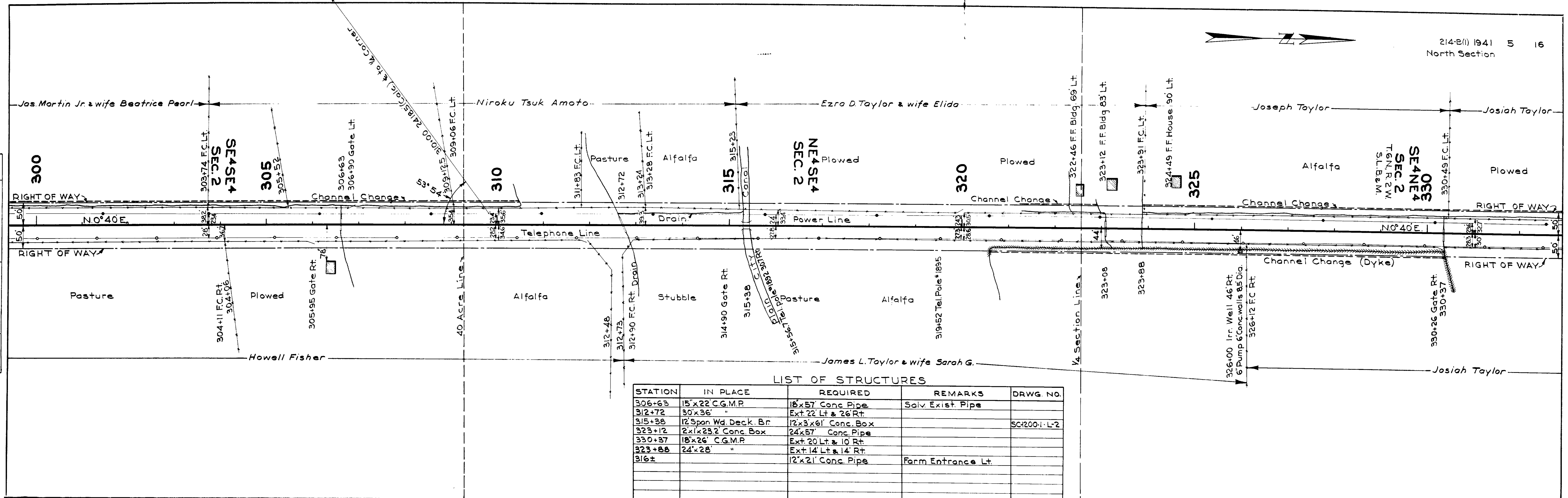


LIST OF STRUCTURES

STATION	IN PLACE	REQUIRED	REMARKS	DRWG. NO.
271+33	2x15x30 Conc. Box	2x15x60 Conc. Box		E-715
284+48	48x248 Pipe	Ext 21' Lt. & 24' Rt.		
296+30	11' Sp. Wd. Deck Conc. Abts.	36x81 Conc. Pipe		
271+33	6'x6'x12 Wood Box	12'x21 "	Side Drain Rt.	
275+	6'x6'x12 "	12'x21 Conc. Pipe	" Lt.	
285+67	"	12'x24 "	Lane Entrance Rt.	
296+30	"	36x36 "	Place under Dyked ditch	
299+30	"	12'x21 "	Farm Entrance Lt.	



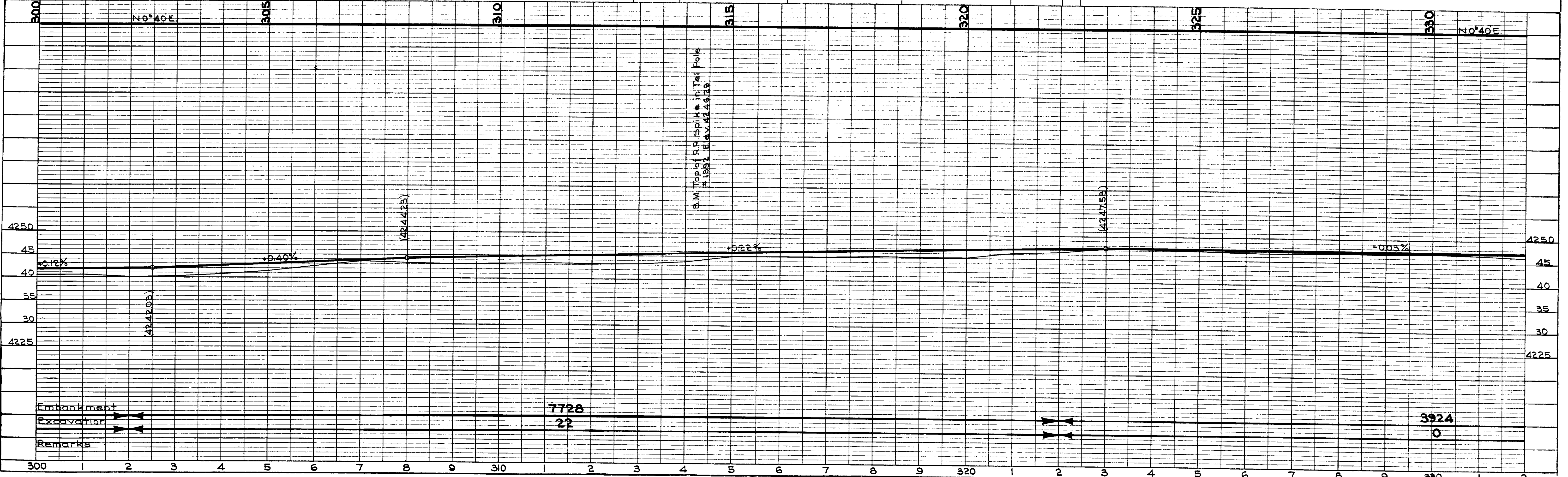
PLAN
SURVEYED BY C.R. Kimball
DATE 1939
NOTE BOOK NO. 2869
RT. OF WAY CHECKED BY H.W. Wright
STRUCTURE NOTATION CHECKED BY F.B. Petersen
DATE 1940



LIST OF STRUCTURES

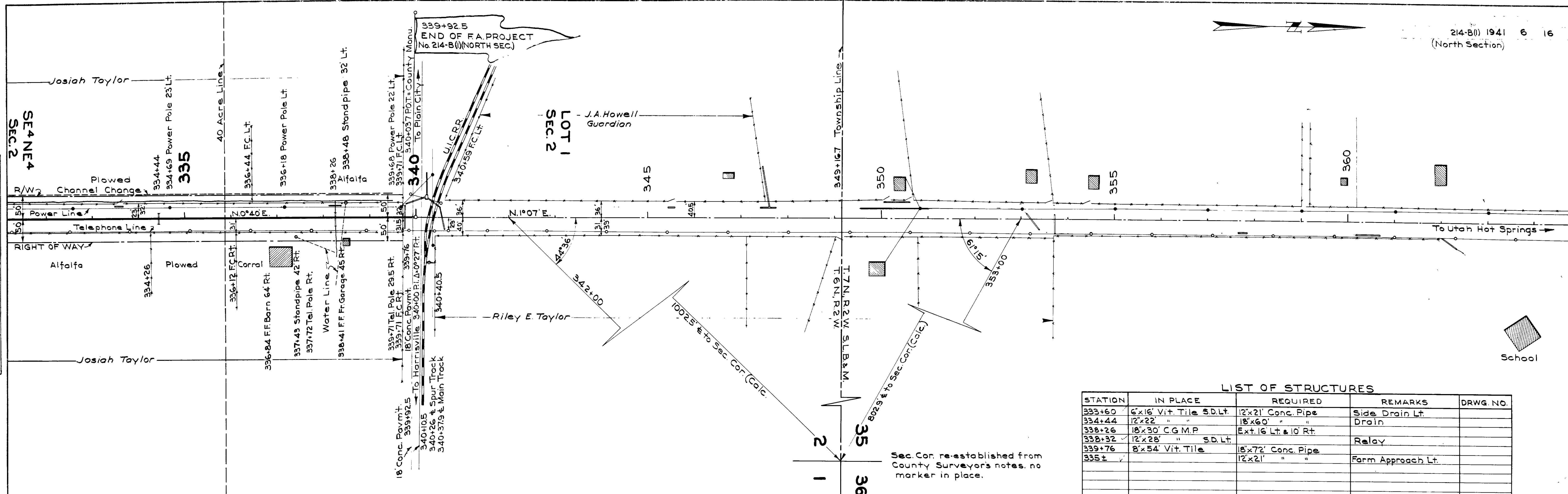
STATION	IN PLACE	REQUIRED	REMARKS	DRWG. NO.
306+63	15" x 22' C.G.M.P.	18" x 57' Conc. Pipe	Solv. Exist. Pipe	
312+72	30' x 36'	Ext. 22' Lt. & 26' Rt.		
315+38	12' Span Wd. Deck. Br.	12' x 3' x 6' Conc. Box		SC-200-1-L-2
323+12	2' x 1' x 23' 2' Conc. Box	24' x 57' Conc. Pipe		
330+37	18' x 26' C.G.M.P.	Ext. 20' Lt. & 10' Rt.		
323+88	24' x 28'	Ext. 14' Lt. & 14' Rt.		
316+		12' x 21' Conc. Pipe	Farm Entrance Lt.	

PROFILE
SURVEYED BY E. Coy
DATE 1939
NOTE BOOK NO. 2871
B.M.'S NOTED BY H.W. Wright
STRUCTURE NOTATION CHECKED BY F.B. Petersen
DATE 1940

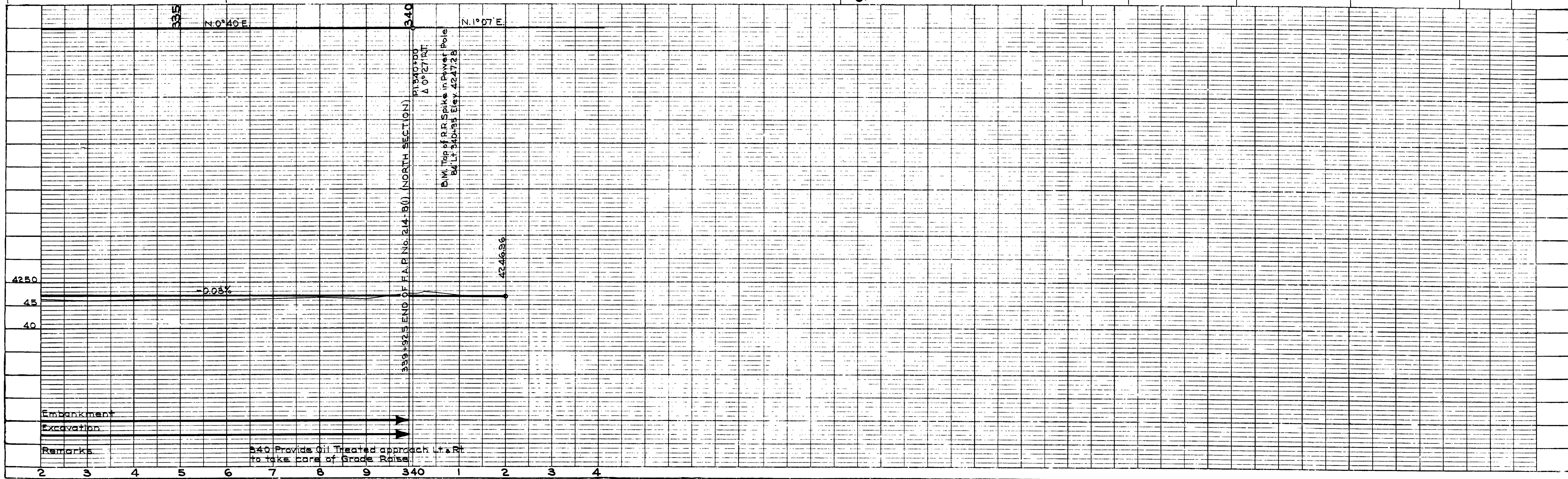


PLAN	SURVEYED	DATE
NO. 2869	1939	1939
NOTE BOOK	ALIGNED CHECKED	1940
NO. 2869	PLANNED	1940

PROFILE	SURVEYED	DATE
NO. 2871	1936	1936
NOTE BOOK	ALIGNED CHECKED	1940
NO. 2871	PLANNED	1940



STATION	IN PLACE	REQUIRED	REMARKS	DRWG. NO.
333+60	6'x16' Vit Tile S.D.Lt	12'x21' Conc. Pipe	Side Drain Lt.	
334+44	12'x22' " "	18'x60' " "	Drain	
338+26	18'x30' CG.M.P.	Ext. 16' Lt. & 10' Rt.		
338+32	12'x28' " S.D.Lt		Relay	
339+76	8'x54' Vit. Tile	18'x72' Conc. Pipe	Form Approach Lt.	
335±		12'x21' " "		



Remarks: 340 Provide Oil Treated approach Lt. & Rt. to take care of Grade Rise

Sec. Cor. re-established from County Surveyors notes. no marker in place.

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
12	UTAH	214-A0			

REVISIONS	DATE	BY

El. 4248.1 Ground Line

39.2	12.9'	Loose Gravel
32.2	6.4'	Sand
El. 4225.8	6.4'	Loose Gravel

TEST PIT DATA

Note: Rip Rap not in Bridge Contract

GENERAL NOTES

For Materials and Workmanship see State Standard Specifications for Road and Bridge Construction, 1939 edition.

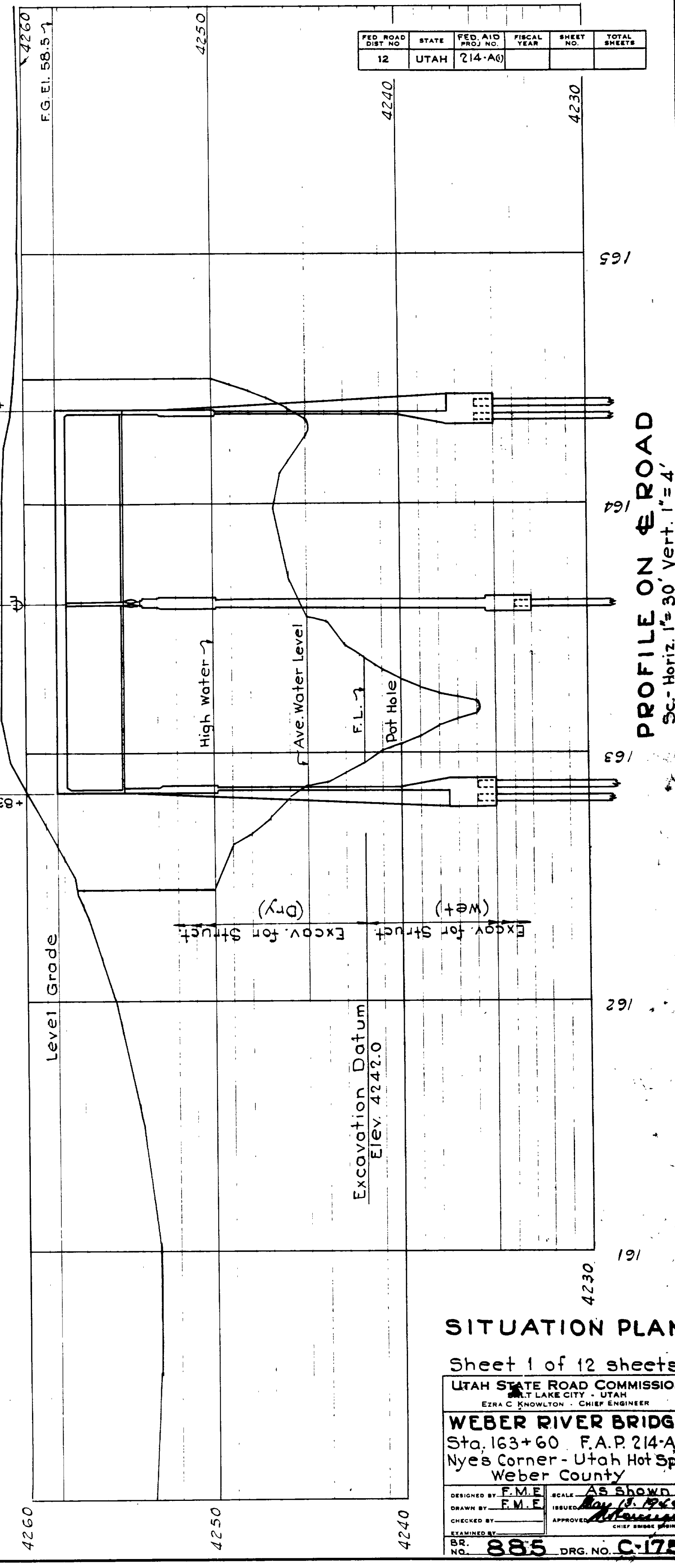
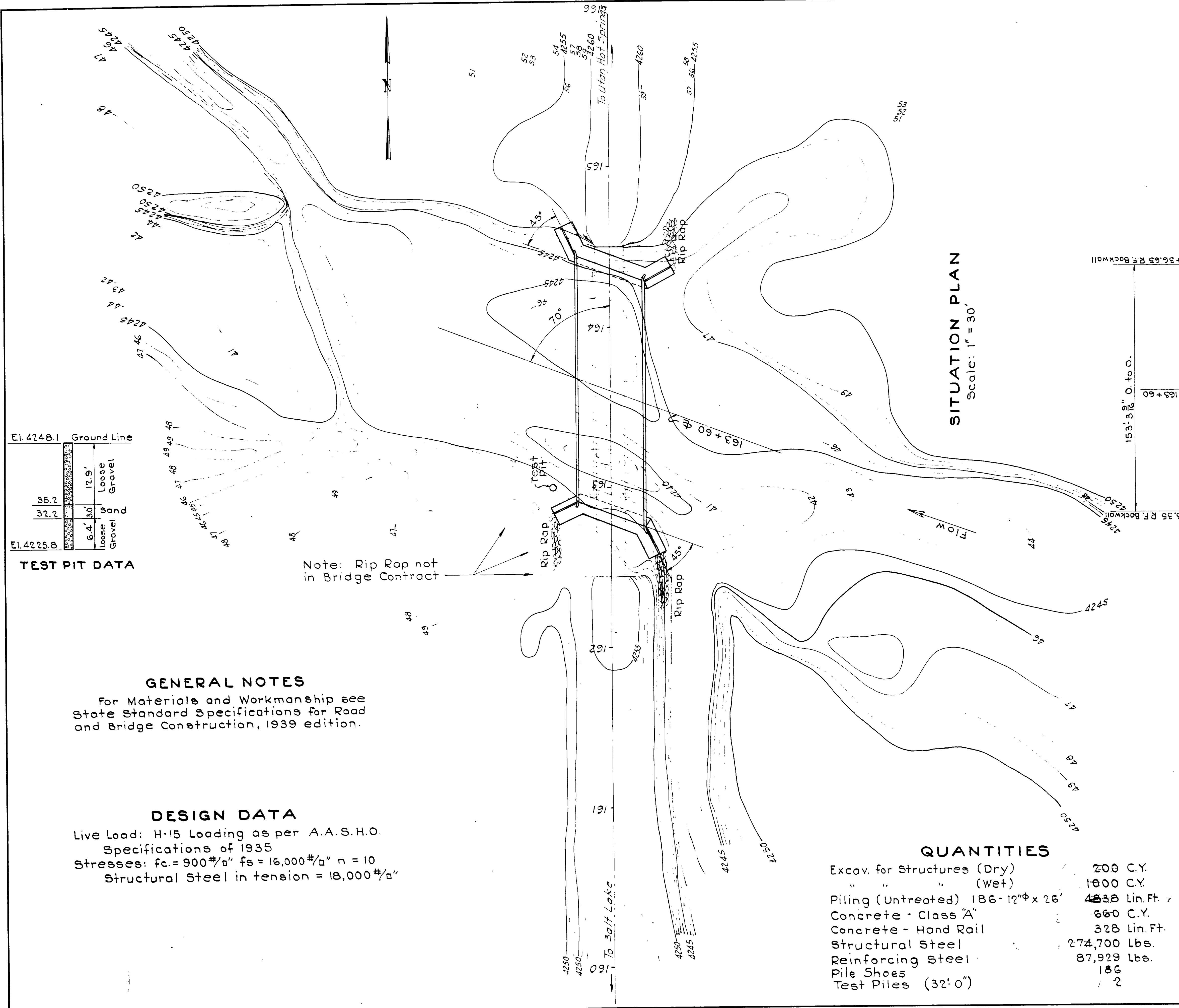
DESIGN DATA

Live Load: H-15 Loading as per A.A.S.H.O. Specifications of 1935
 Stresses: $f_c = 900 \text{ #/sq in}$ $f_s = 16,000 \text{ #/sq in}$ $n = 10$
 Structural Steel in tension = $18,000 \text{ #/sq in}$

QUANTITIES

Excav. for Structures (Dry)	200 C.Y.
" " " (Wet)	1000 C.Y.
Piling (Untreated) 186-12" ϕ x 26'	4838 Lin. Ft.
Concrete - Class "A"	660 C.Y.
Concrete - Hand Rail	328 Lin. Ft.
Structural Steel	274,700 Lbs.
Reinforcing Steel	87,929 Lbs.
Pile Shoes	186
Test Piles (32'-0")	2

SITUATION PLAN
Scale: 1" = 30'



SITUATION PLAN

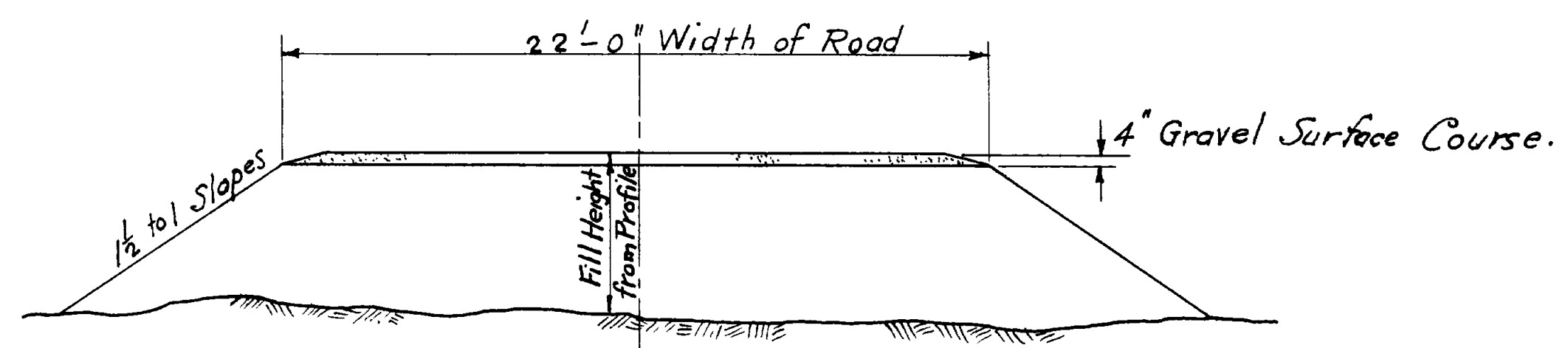
Sheet 1 of 12 sheets

UTAH STATE ROAD COMMISSION
 SALT LAKE CITY, UTAH
 EZRA C. KNOWLTON, CHIEF ENGINEER

WEBER RIVER BRIDGE
 Sta. 163+60 F.A.P. 214-A0
 Nyes Corner - Utah Hot Spgs.
 Weber County

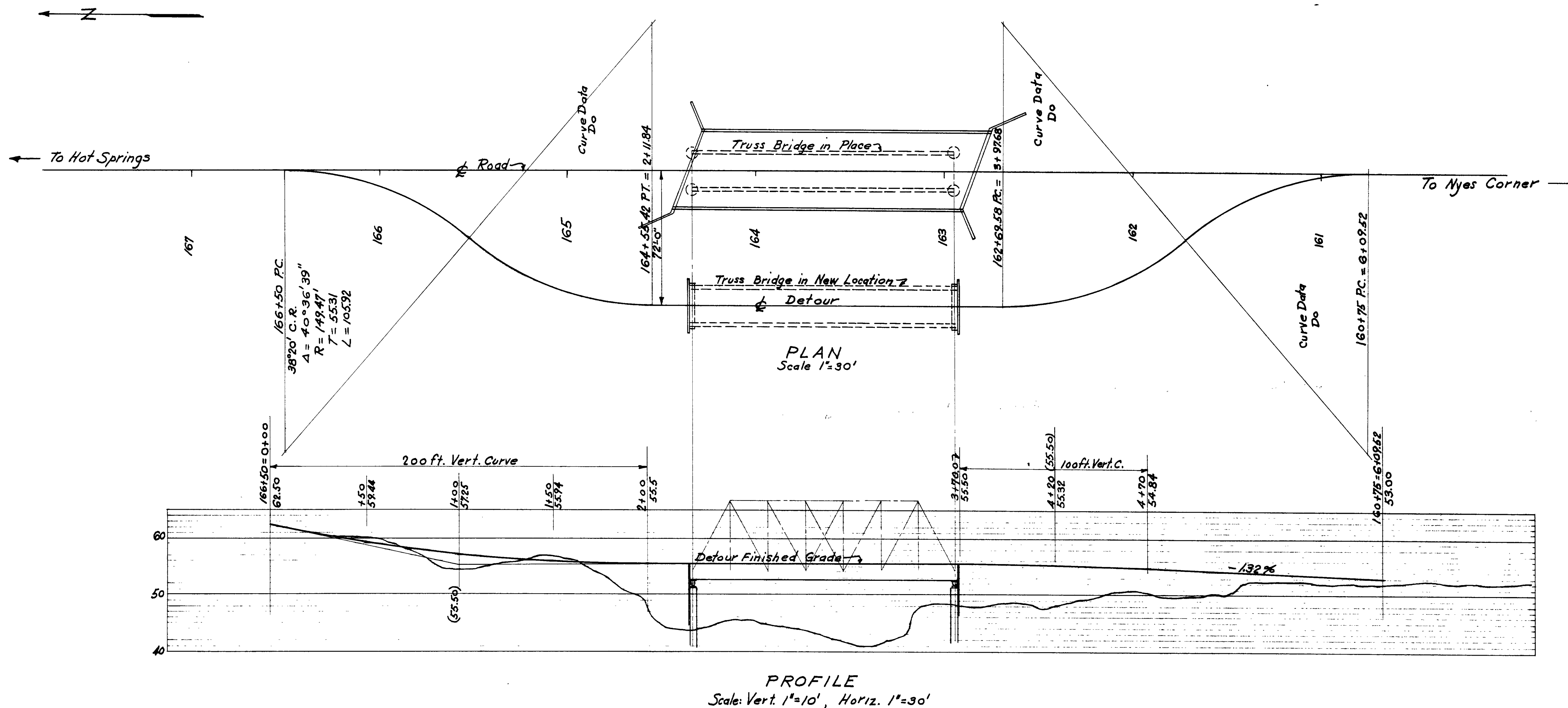
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 DRAWN BY: F.M.E. ISSUED: May 19, 1935
 CHECKED BY: APPROVED: [Signature]
 BR. NO. 885 DRG. NO. C-175

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



TYPICAL FILL SECTION

Existing Handrails on trestle approach spans are to be set for use as guardrail on detour approaches. Locations will be designated by the Engineer.



PLAN
Scale 1"=30'

PROFILE
Scale: Vert. 1"=10', Horiz. 1"=30'

REVISIONS	DATE	BY	DATE	BY

Sheet 1-A

UTAH STATE ROAD COMMISSION
SALT LAKE CITY - UTAH
ERRA C. KNOWLTON, CHIEF ENGINEER

Detour Alignment and Profile - Nyes Corner to Hot Springs, F.A.P. 214 A(1) Weber County

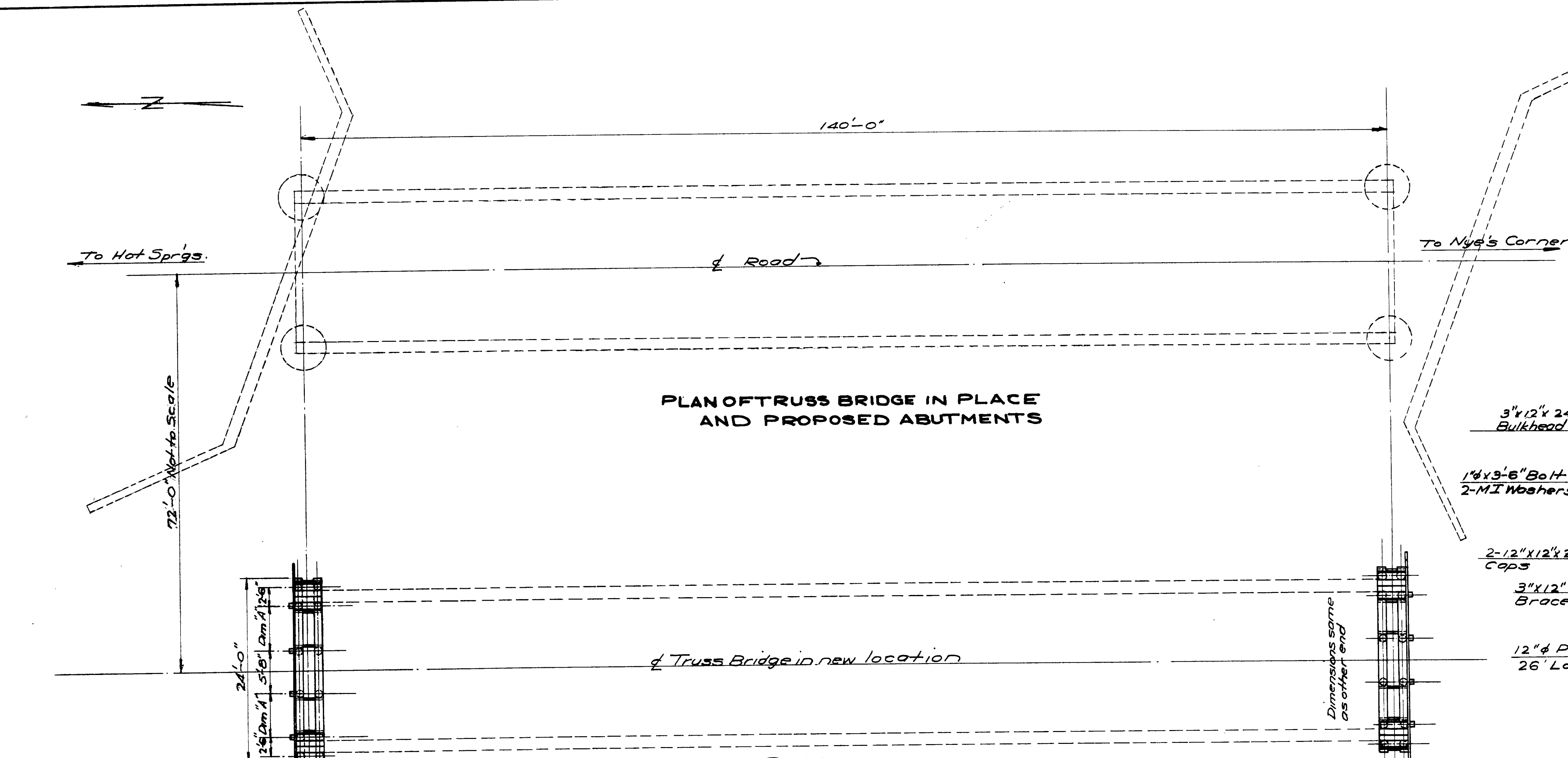
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 DRAWN BY: J.A.U. ISSUED: June 10, 1950
 CHECKED BY: APPROVED: CHIEF ENGINEER
 EXAMINED BY: NO. C-175

To Accompany Drg. No. C-175

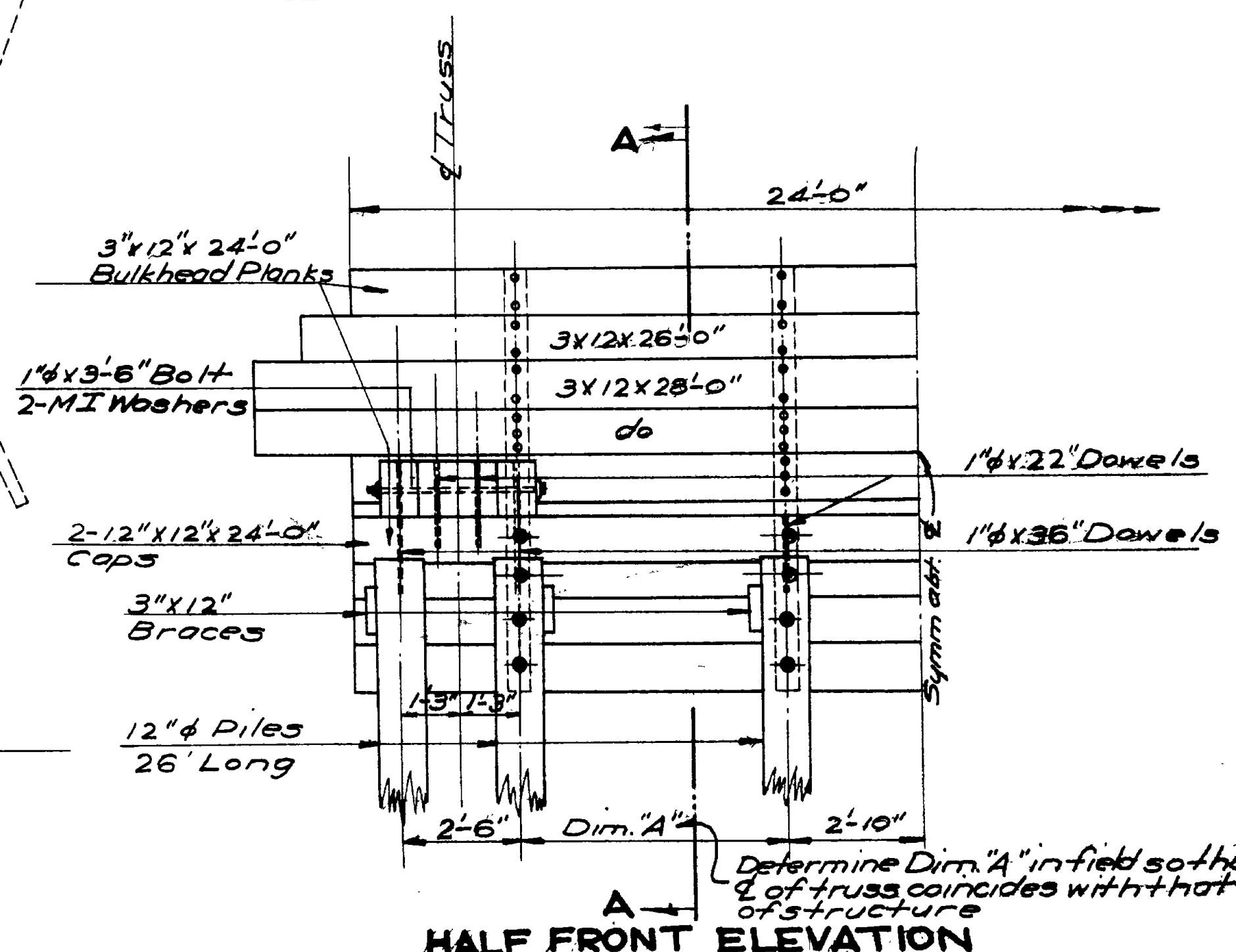
HARDWARE SCHEDULE

ITEM	NO.	SIZE	LENGTH	WEIGHT	LOCATION
Bolts	32	1"φ	26"	213.6	Bulkhead Br.
"	4	1"φ	42"	41.3	Cross Ties
Washers	72	1"φ		49.0	
Nails		5/16"	7"	40.0	Plank to Pile & Braces
Dowels	16	1"φ	36"	118.2	Ties & Cap to Piles
"	24	1"φ	22"	117.5	Cap to Piles
				589.6	

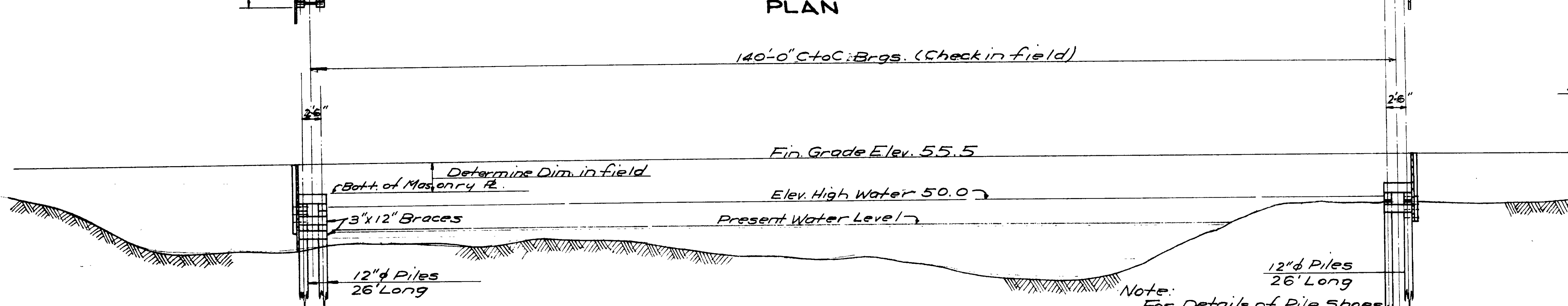
PLAN OF TRUSS BRIDGE IN PLACE AND PROPOSED ABUTMENTS



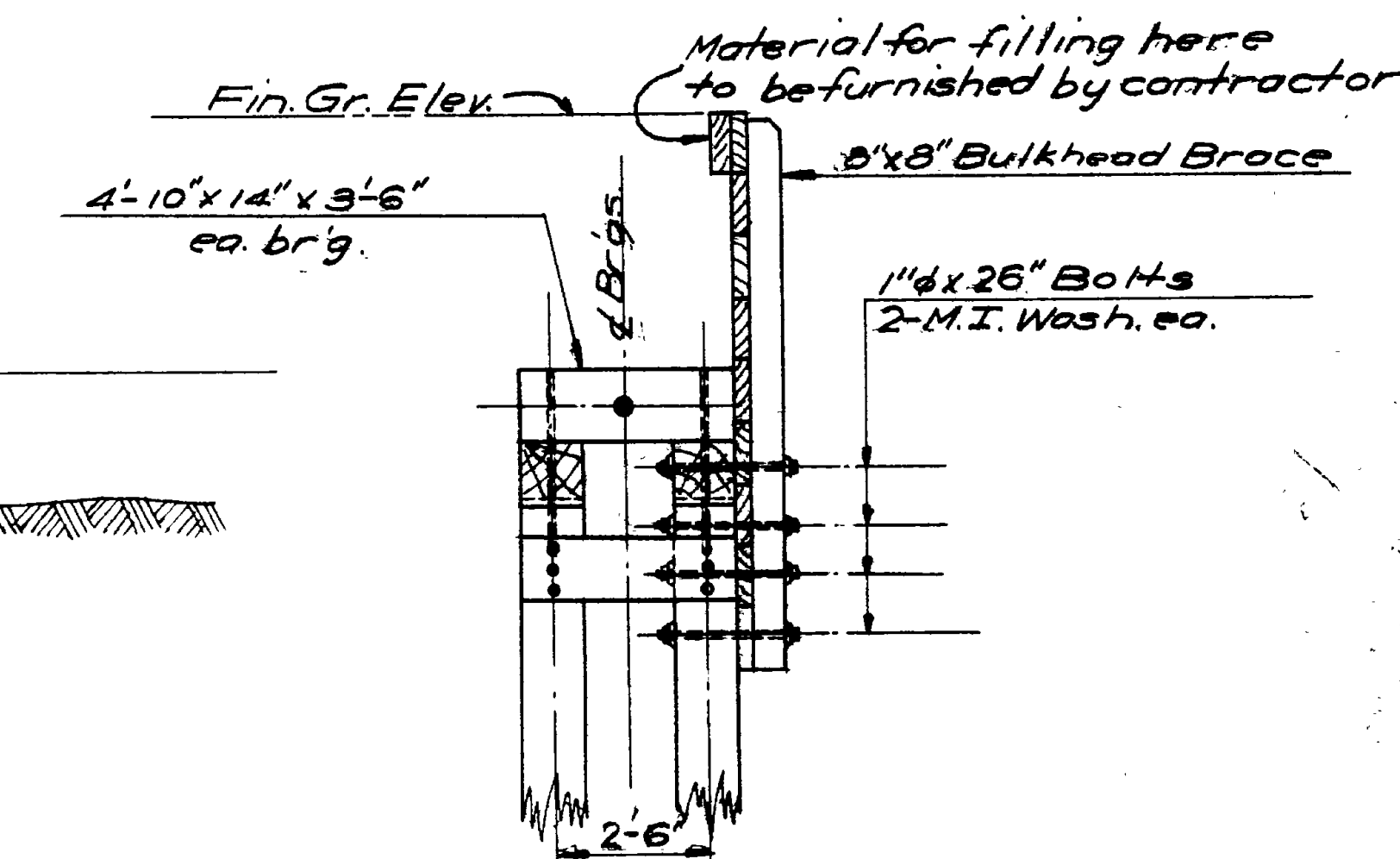
PLAN



HALF FRONT ELEVATION



ELEVATION



SECTION A-A

LUMBER SCHEDULE

SIZE	NO.	NET LFTH	NET FBM.	No.	GR. LFTH	GR. FBM.	LOCATION
12"φ	4	24'-0"	1152.0	4	24'-0"	1152.0	Pile Caps
10"x14"	16	3'-6"	653.3	4	14'-0"	653.3	Cross Ties
3"x12"	20	3'-6"	210.0	5	14'-0"	210.0	" Braces
8"x8"	8	9'-0"	384.0	4	18'-0"	384.0	Bulkhd "
3"x12"	10	24'-0"	720.0	10	24'-0"	720.0	" Plank
3"x12"	2	26'-0"	156.0	2	26'-0"	156.0	" "
3"x12"	4	28'-0"	336.0	4	28'-0"	336.0	" "
Total			3611.3			3611.3	

DESIGN DATA

Live Load 1-Ten Ton Truck
Allowable Stresses:
Lumber in bending 2000" / 10"

SPECIAL NOTE:

The details, dimensions, and quantities shown hereon are approximate only, and any adjustment or modification thereof to fit the existing structure and to accommodate properly the approach fill for public safety, shall be performed by the contractor as part of the necessary work in accordance with the instructions of the Engineer

Lumber and Piles to be Douglas Fir Untreated to State Standard Specifications. Lumber to be Select Structural grade. Temporary Bridge

Piles for temporary bridge are to be fitted with Pile Shoes and payment there for is to be included in price bid for

Sheet 2-A.

UTAH STATE ROAD COMMISSION
SALT LAKE CITY - UTAH
EZRA C. KNOWLTON, CHIEF ENGINEER

WEBER RIVER TEMPORARY BRIDGE - NYE'S COR. TO HOT SPRINGS, P.A.P. 214-A0

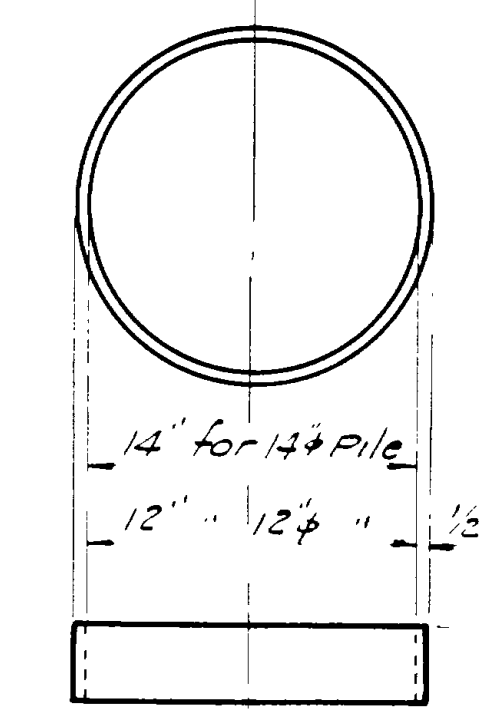
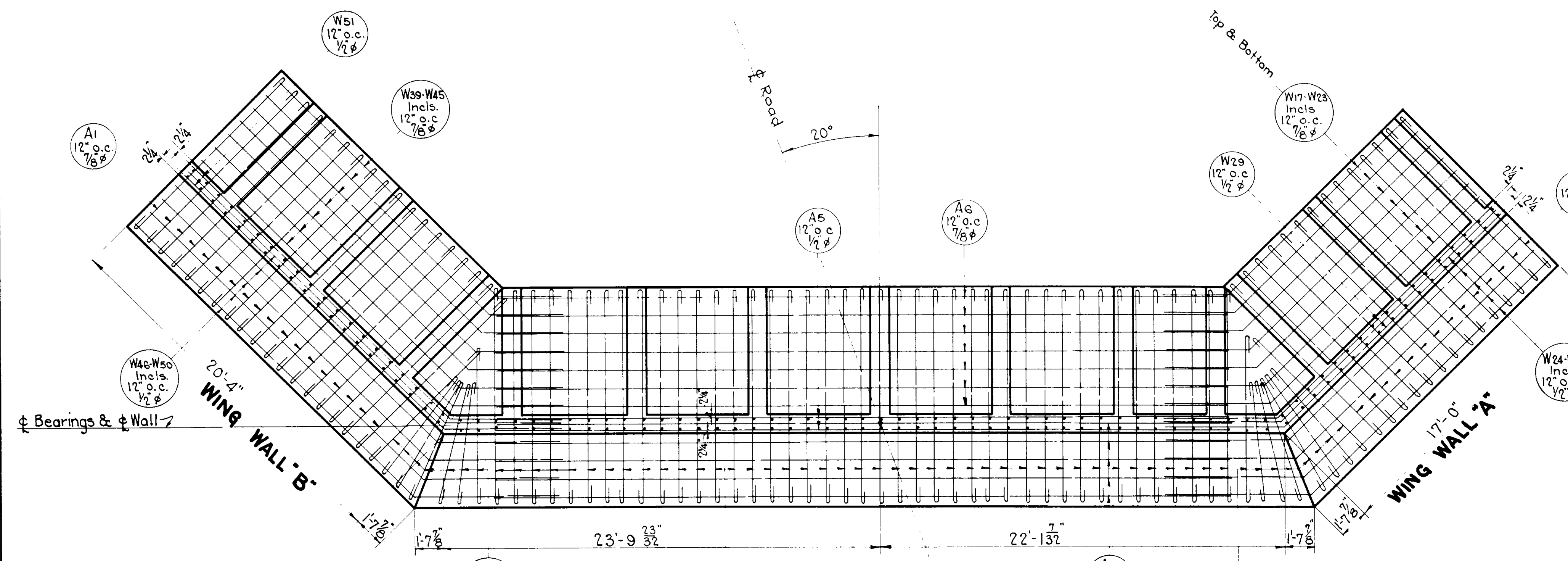
STA. 163160 WEBER Co.

DESIGNED BY: J.A.L. SCALE: As Shown
DRAWN BY: J.A.L. SCALE: As Shown
CHECKED BY: J.A.L. SCALE: As Shown
APPROVED BY: J.A.L. SCALE: As Shown

BR. No. C-175

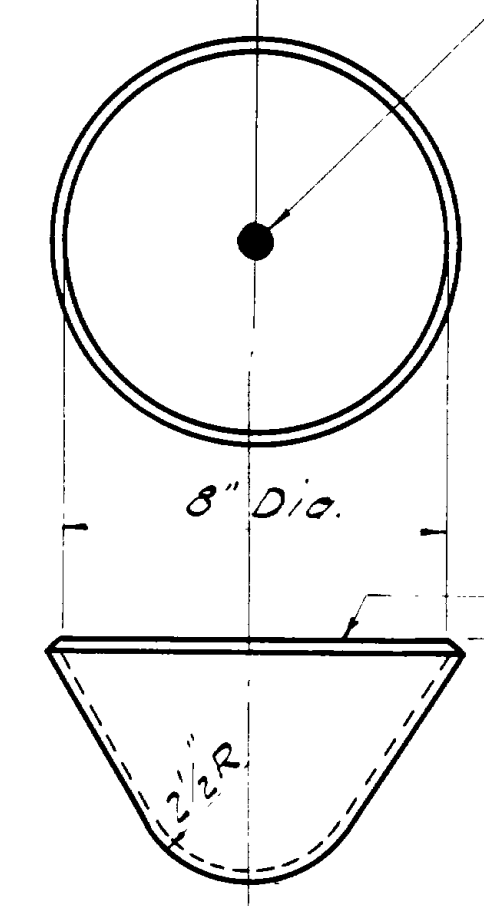
REVISIONS	DATE	BY

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
12	UTAH	214-A(4)			



NOTE: May be sawed from extra strong W.I. Pipe

DETAIL OF PILE COLLAR
1/2" = 1'-0"



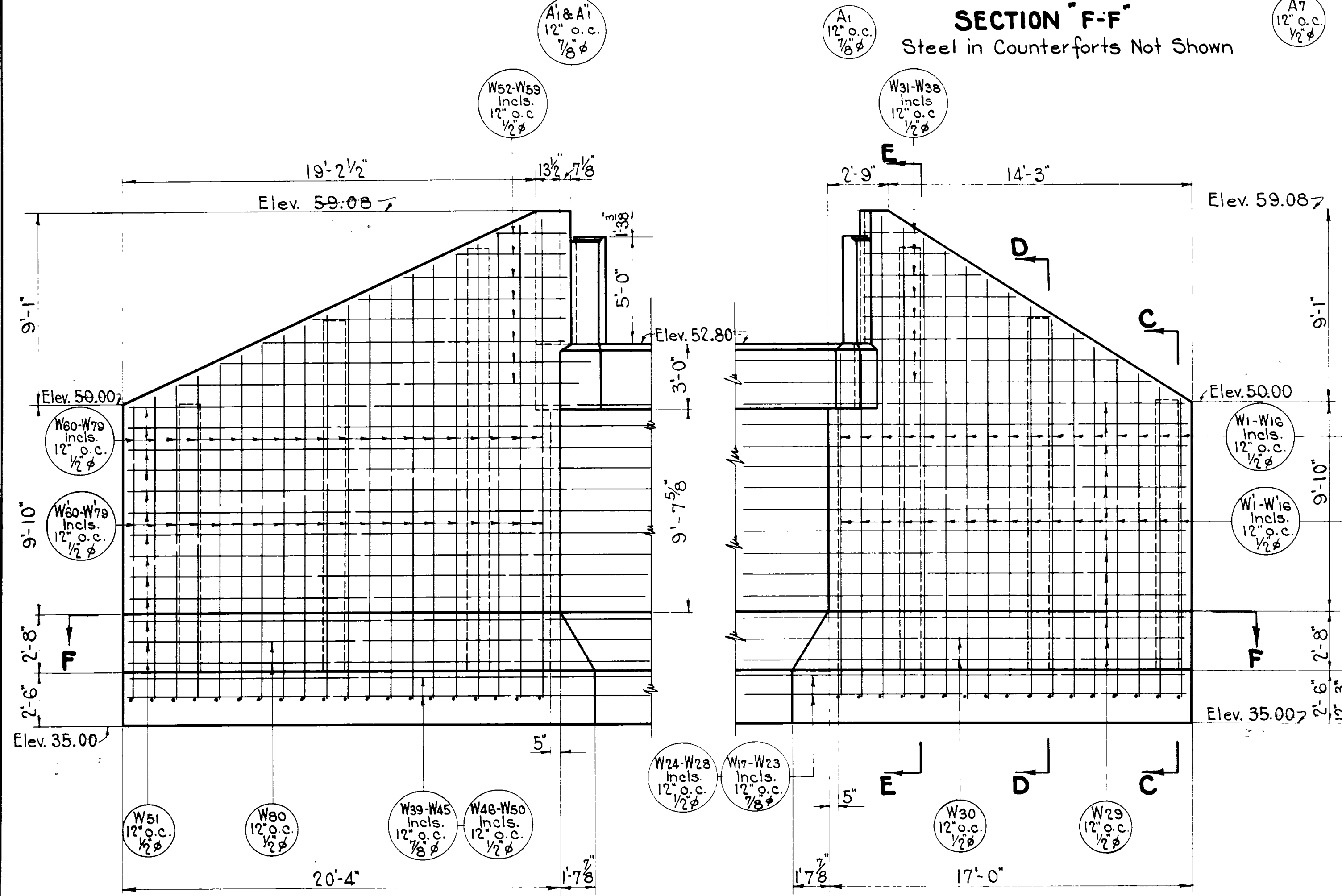
Drill 1 3/8" hole for 3/4" x 8" Round Head pointed Drift Bolt.

NOTE: Drift bolts to be included in the bid price for pile shoes.

Pressed from 3/8" steel PL

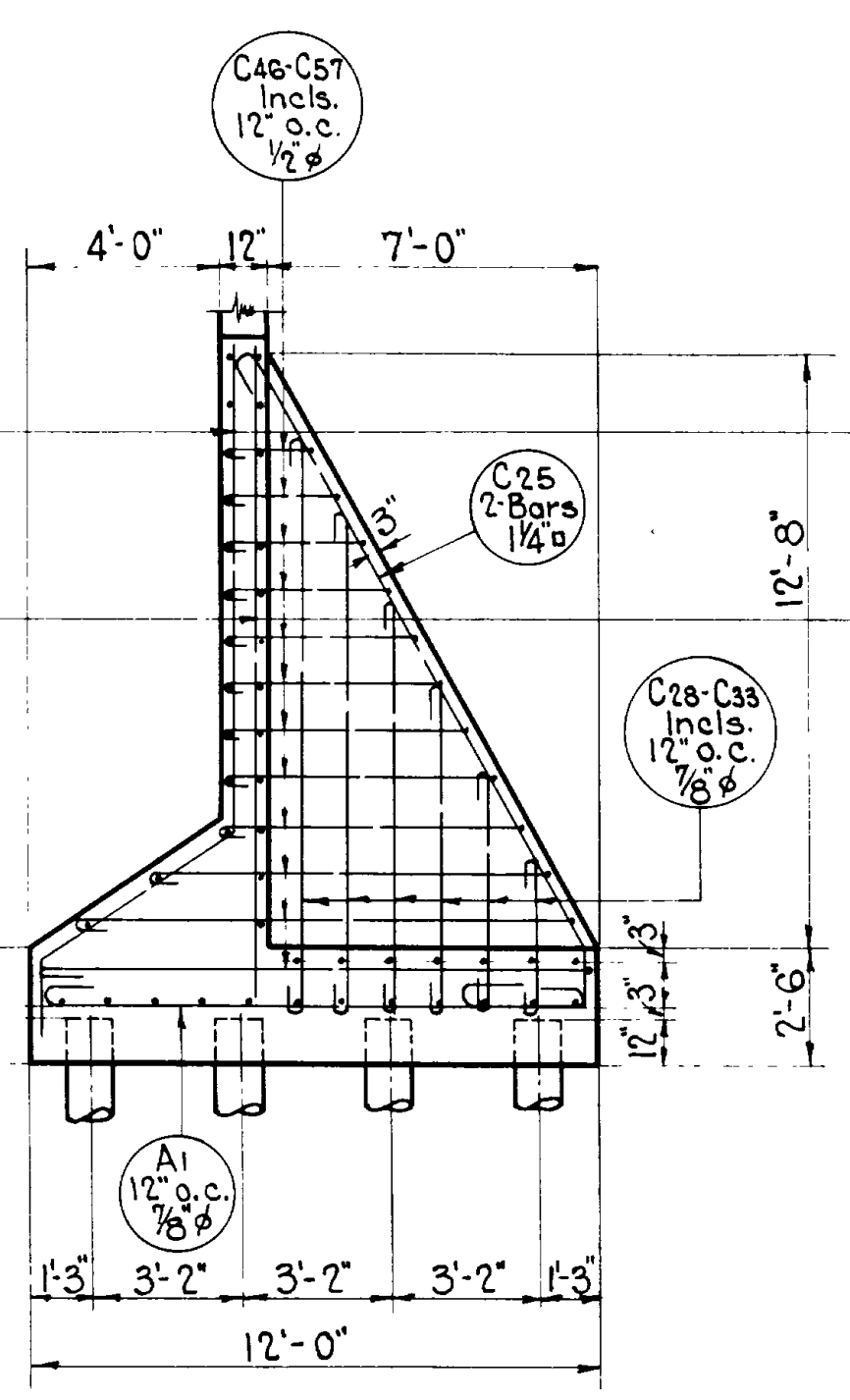
DETAIL OF PILE SHOE
3" = 1'-0"

REVISIONS	DATE	BY

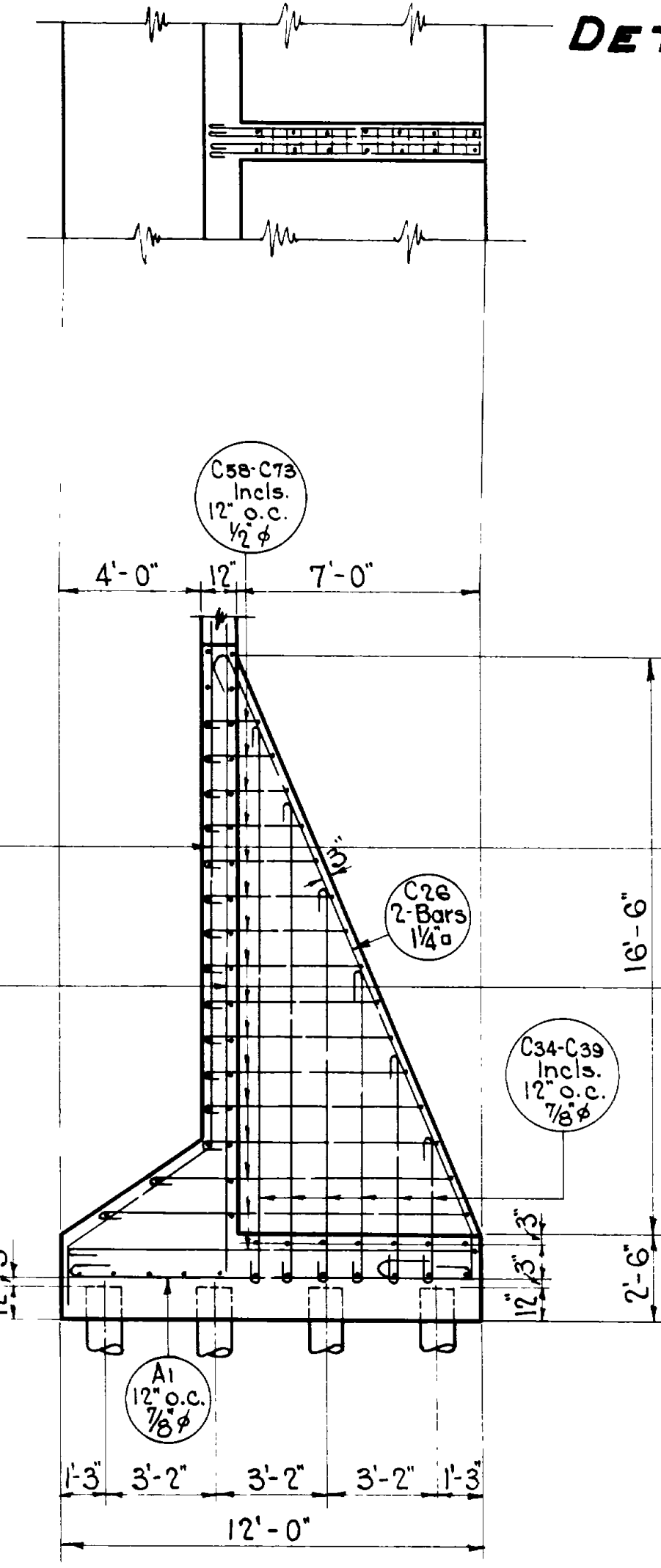


ELEVATION WING WALL B
Steel in Counterforts Not Shown

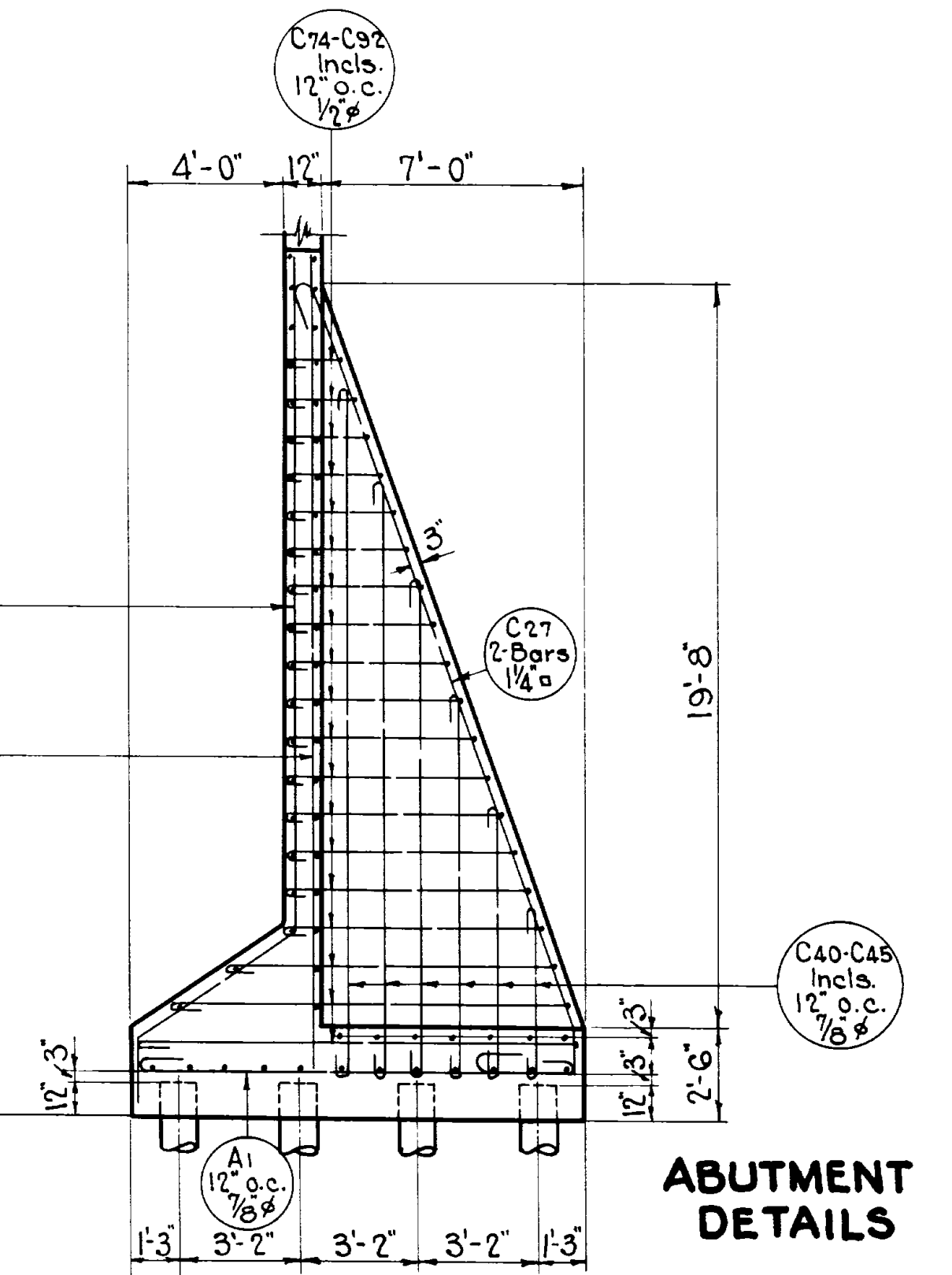
ELEVATION WING WALL A
Steel in Counterforts Not Shown



SECTION C-C
4 Counterforts Thus



SECTION D-D
4 Counterforts Thus



SECTION E-E
4 Counterforts Thus

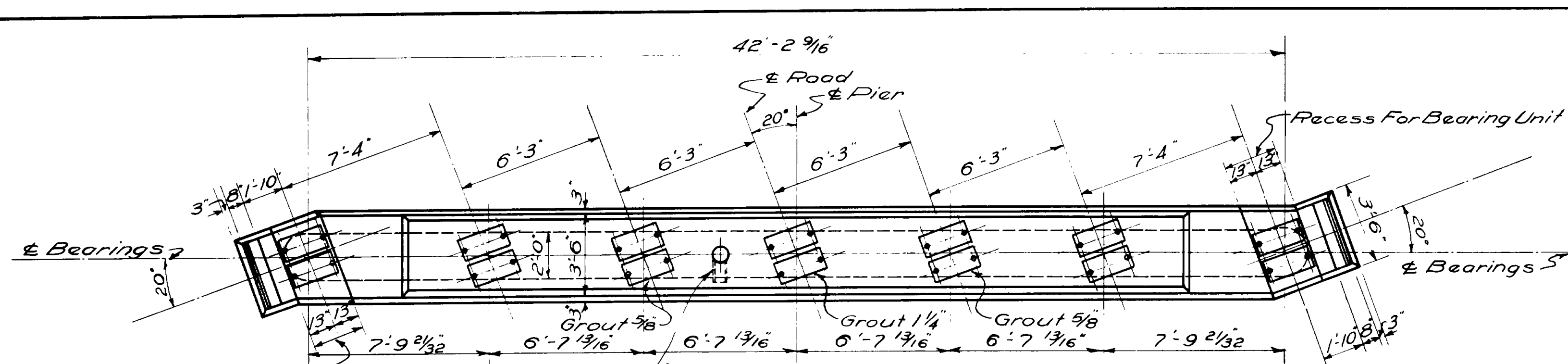
ABUTMENT DETAILS

Sheet 4 of 12 sheets
 UTAH STATE ROAD COMMISSION
 SALT LAKE CITY - UTAH
 ERIC C. KNOWLTON, CHIEF ENGINEER
WEBER RIVER BRIDGE
 Sta. 163+60 F.A.P. 214-A(4)
 Nye's Corner - Utah Hot Spgs.
 Weber County

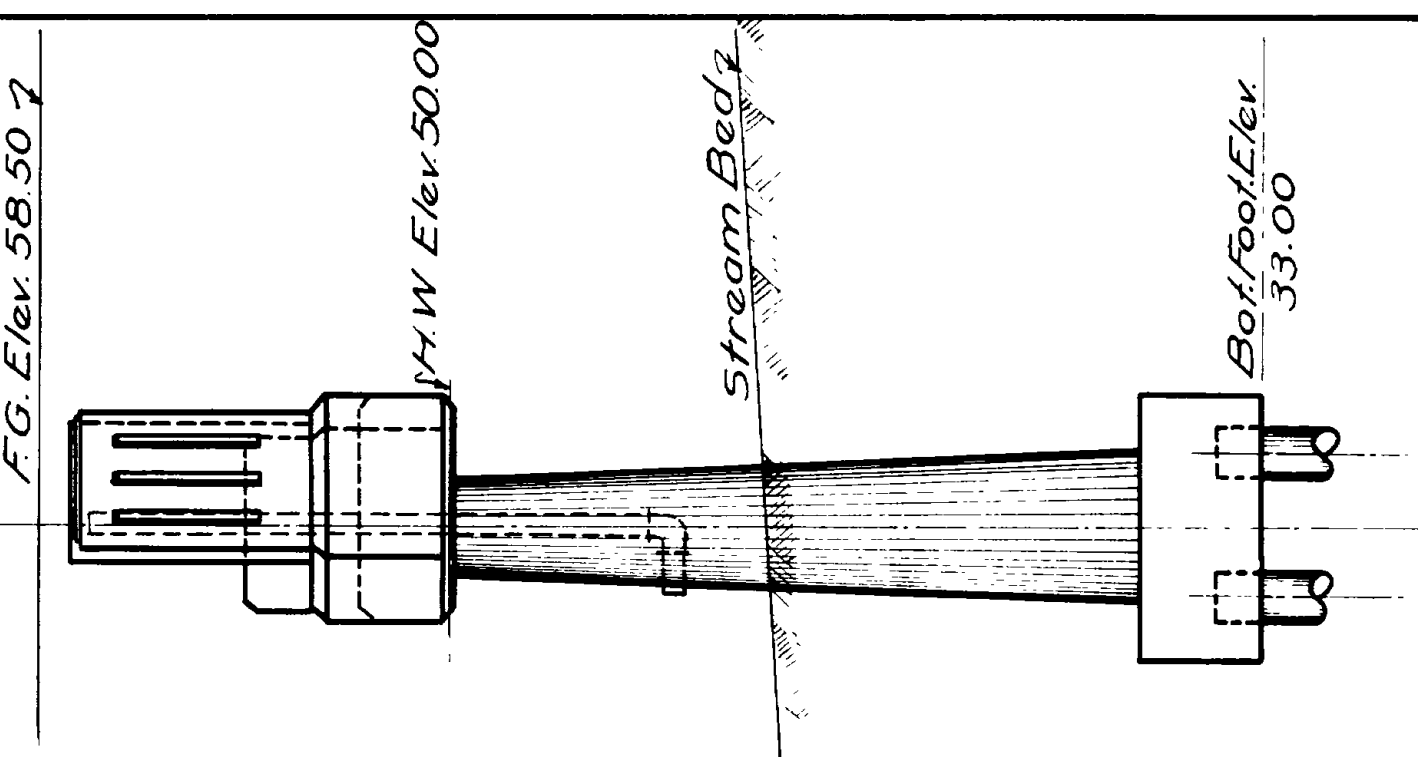
DESIGNED BY: F.M.E. SCALE: 1/2" = 1'-0"
 DRAWN BY: F.M.E. CHECKED BY: [Signature]
 EXAMINED BY: [Signature] APPROVED BY: [Signature]

BR NO. 885 DRG NO. C-175

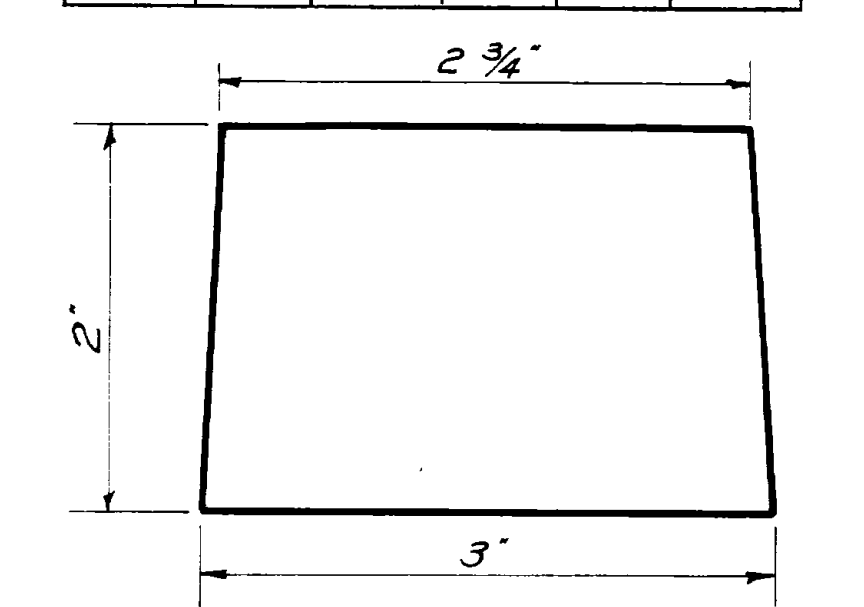
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12	UTAH	214-A(1)			



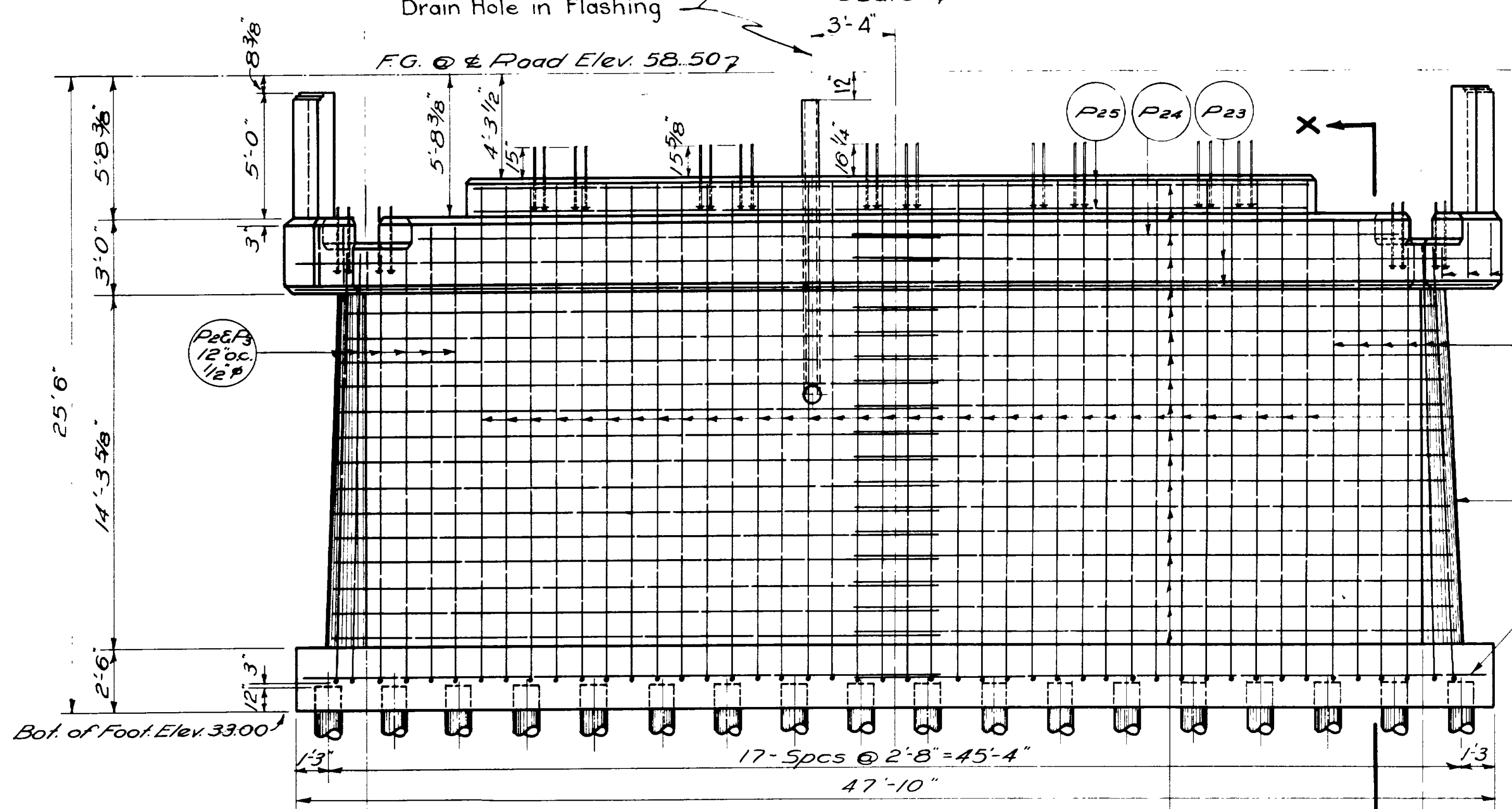
PLAN OF PIER TOP
Scale 1/4" = 1'



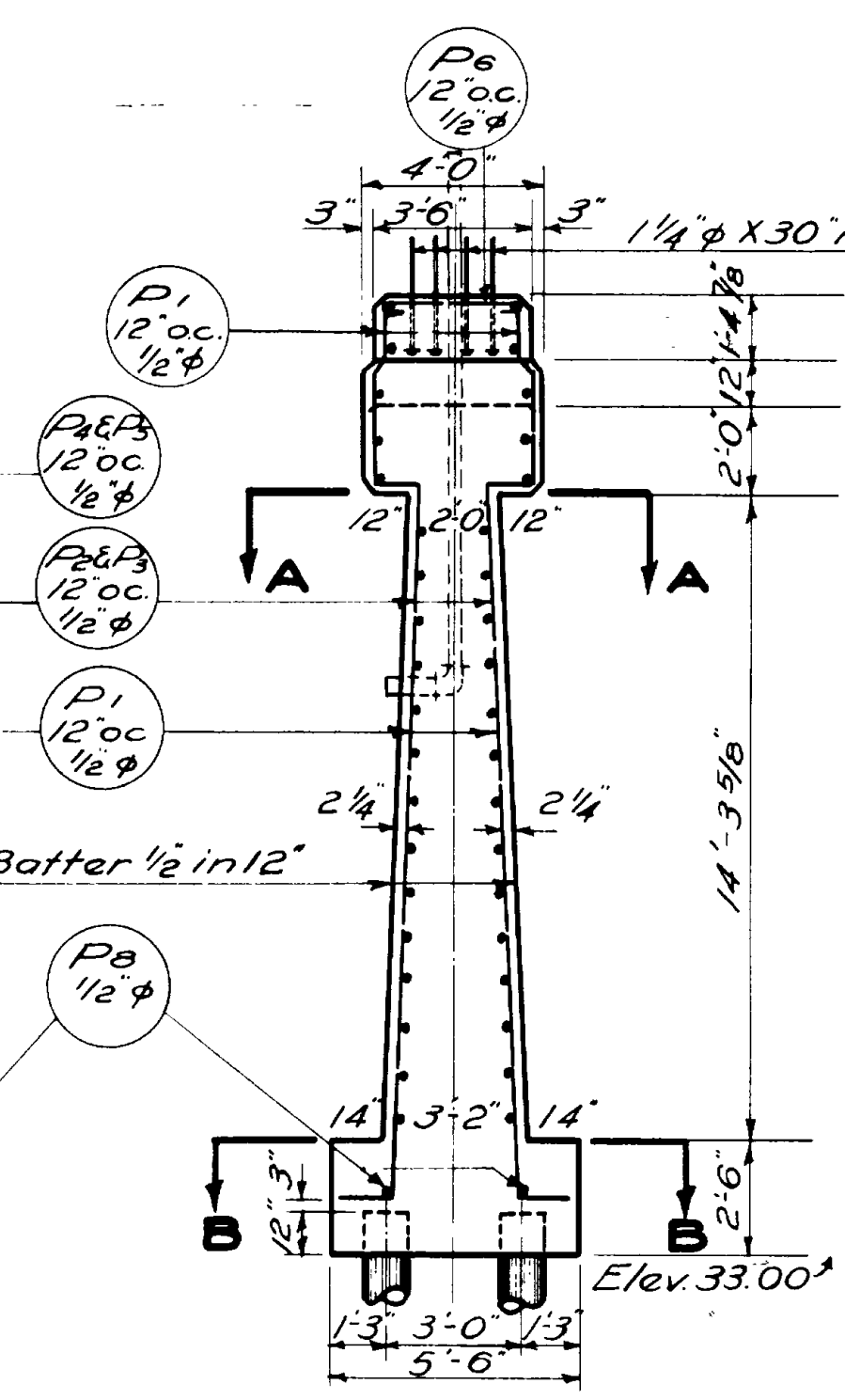
END ELEVATION OF PIER
Scale 1/4" = 1'



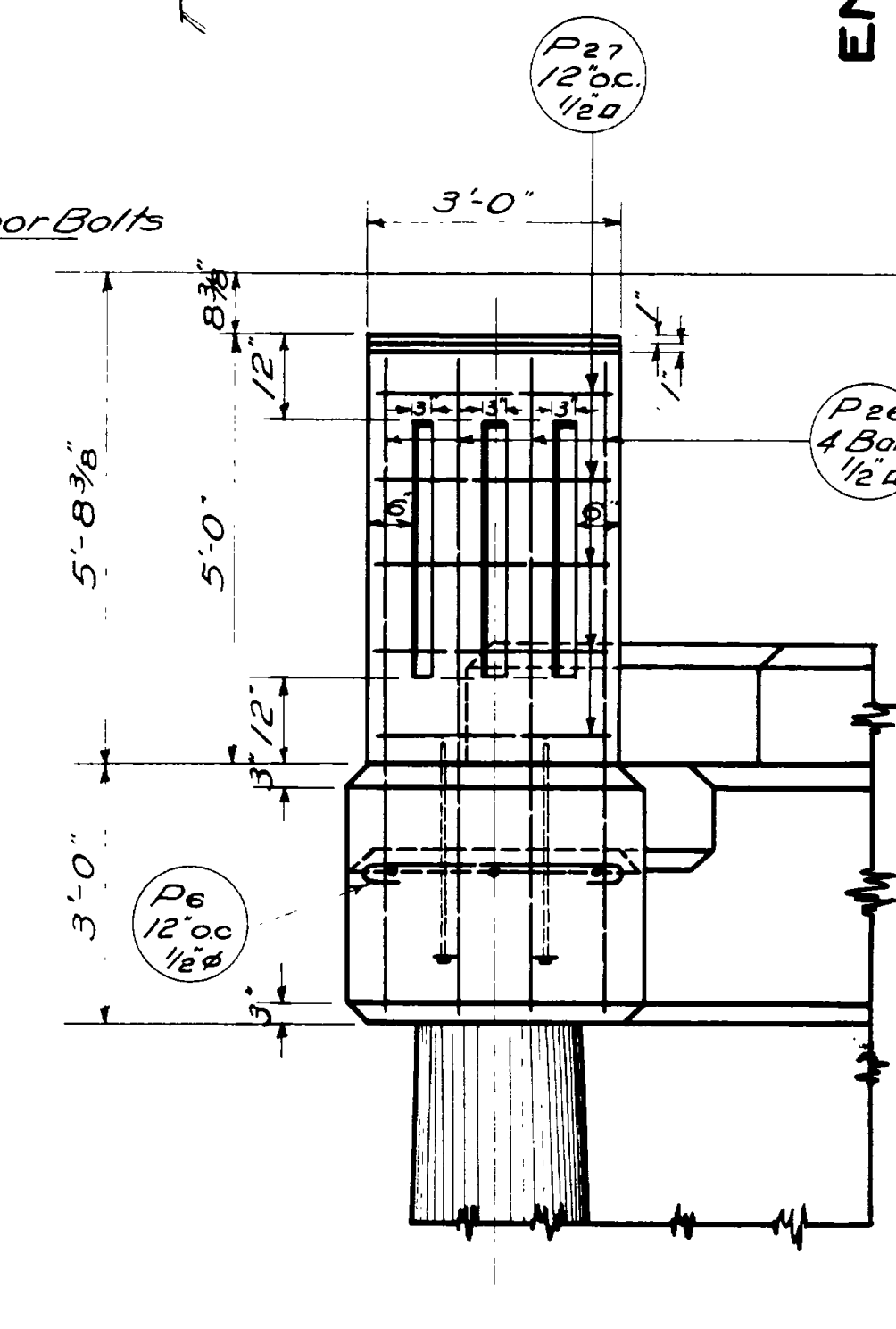
FULL SIZE SECTION OF GROOVE



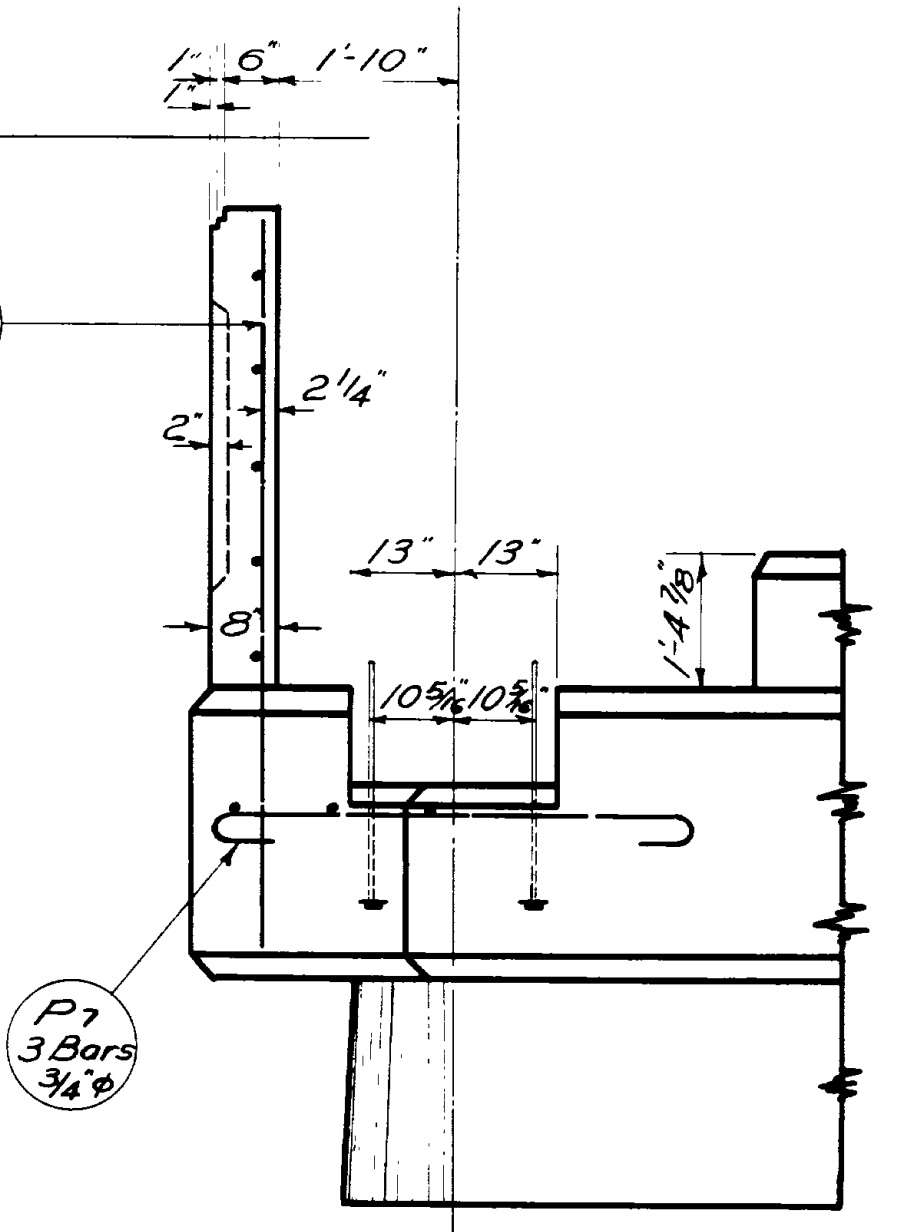
SIDE ELEVATION OF PIER
Scale 1/4" = 1'



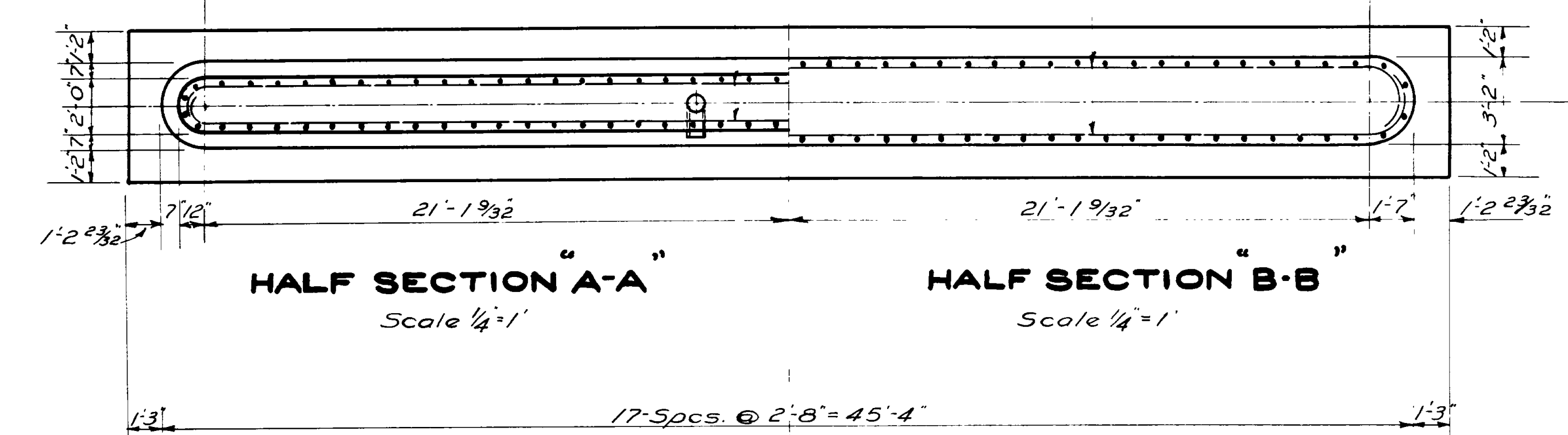
SECTION "X-X"
Scale 1/4" = 1'



SECTION "Y-Y"
SIDE ELEVATION CURTAIN
Scale 1/2" = 1'

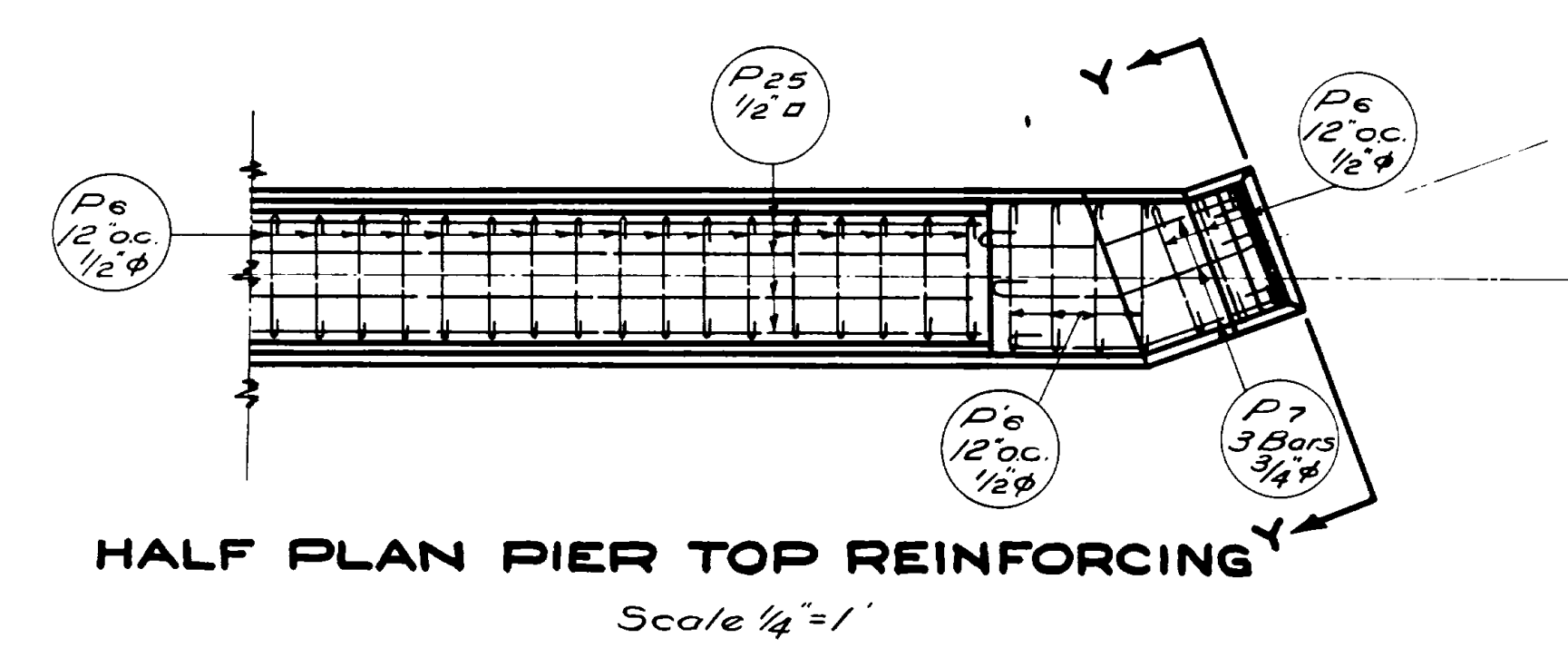


END ELEVATION CURTAIN

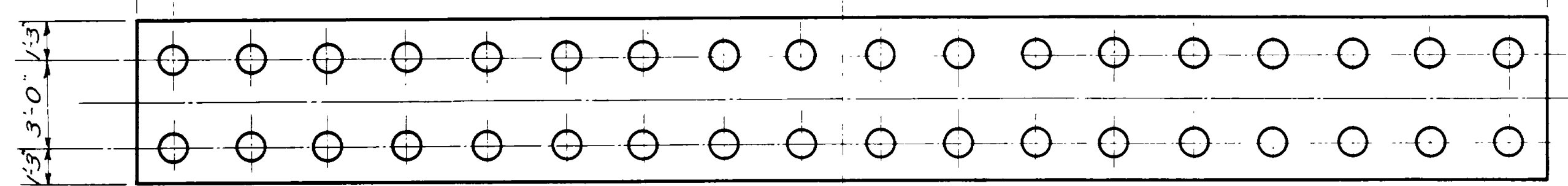


HALF SECTION "A-A"
Scale 1/4" = 1'

HALF SECTION "B-B"
Scale 1/4" = 1'



HALF PLAN PIER TOP REINFORCING
Scale 1/4" = 1'



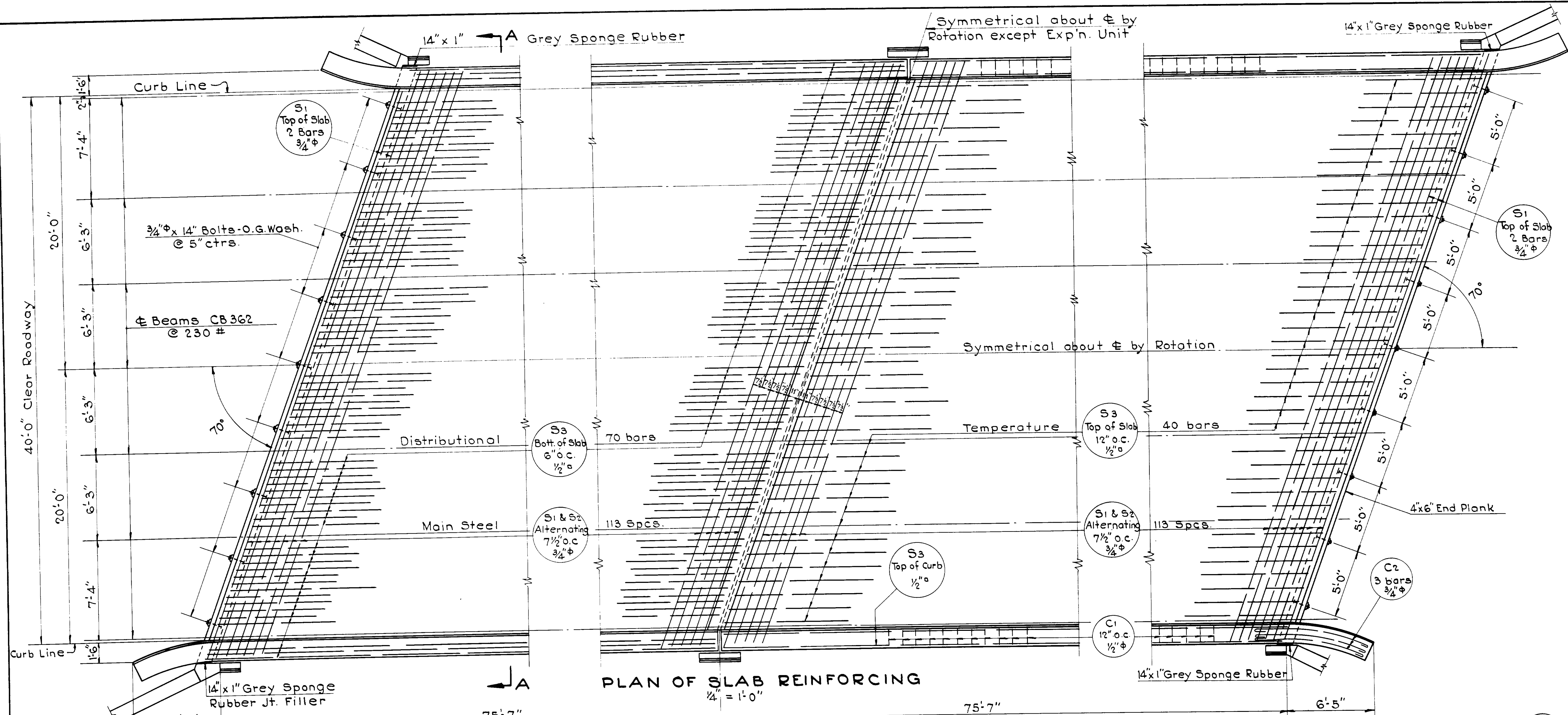
PIER PILING PLAN
Scale 1/4" = 1'

REVISIONS	DATE	BY

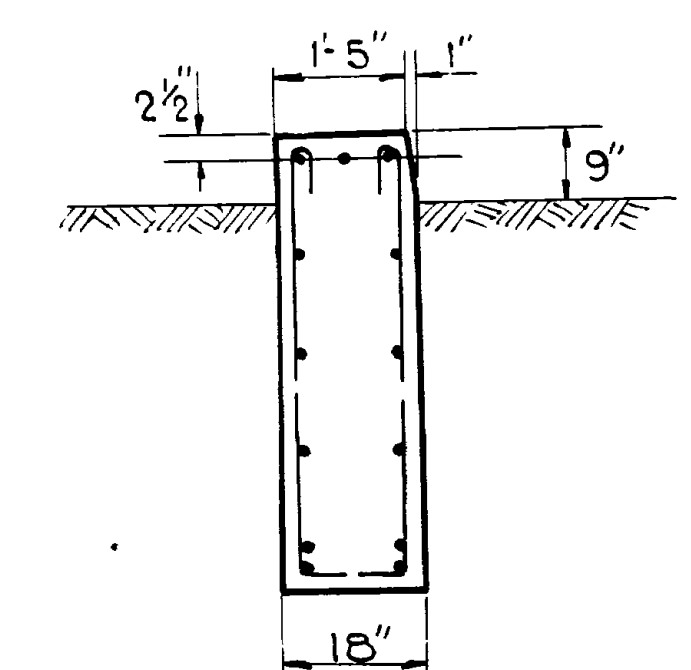
PIER DETAILS
Sheet 5 of 12 sheets
UTAH STATE ROAD COMMISSION
SALT LAKE CITY - UTAH
EZRA C. KNOWLTON, CHIEF ENGINEER
WEBER RIVER BRIDGE
Sta. 163+60 F.A.P. 214-A(1)
Nyes Corner - Utah Hot Spgs.
Weber County
DESIGNED BY: F.M.E. SCALE: As noted
DRAWN BY: F.M.E. ISSUED: May 13, 1940
CHECKED BY: APPROVED: [Signature]
EXAMINED BY: [Signature]
DR. NO. 885 Dwg. No. C-175

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
12	UTAH	214-A0			

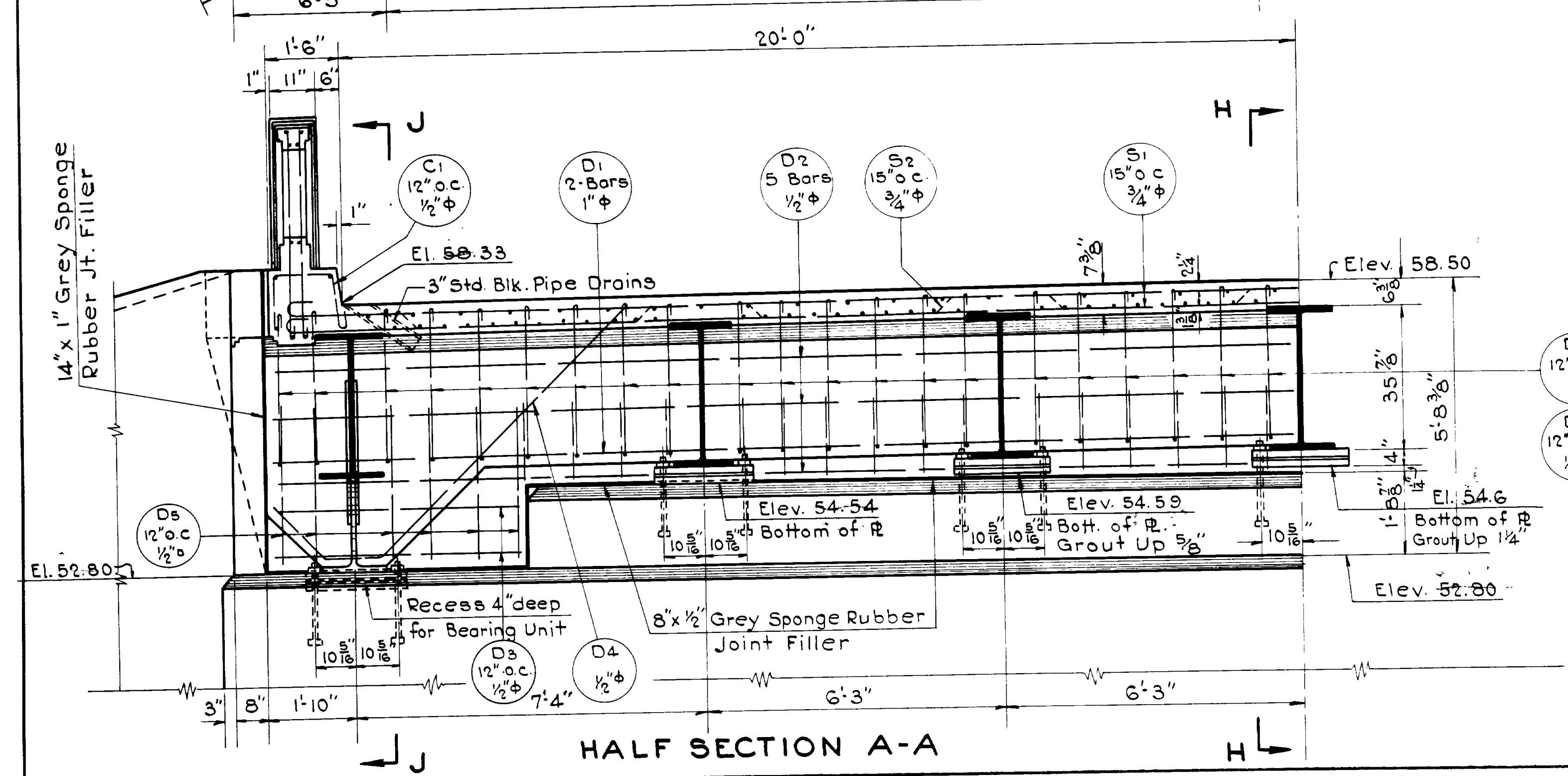
REVISIONS	DATE	BY



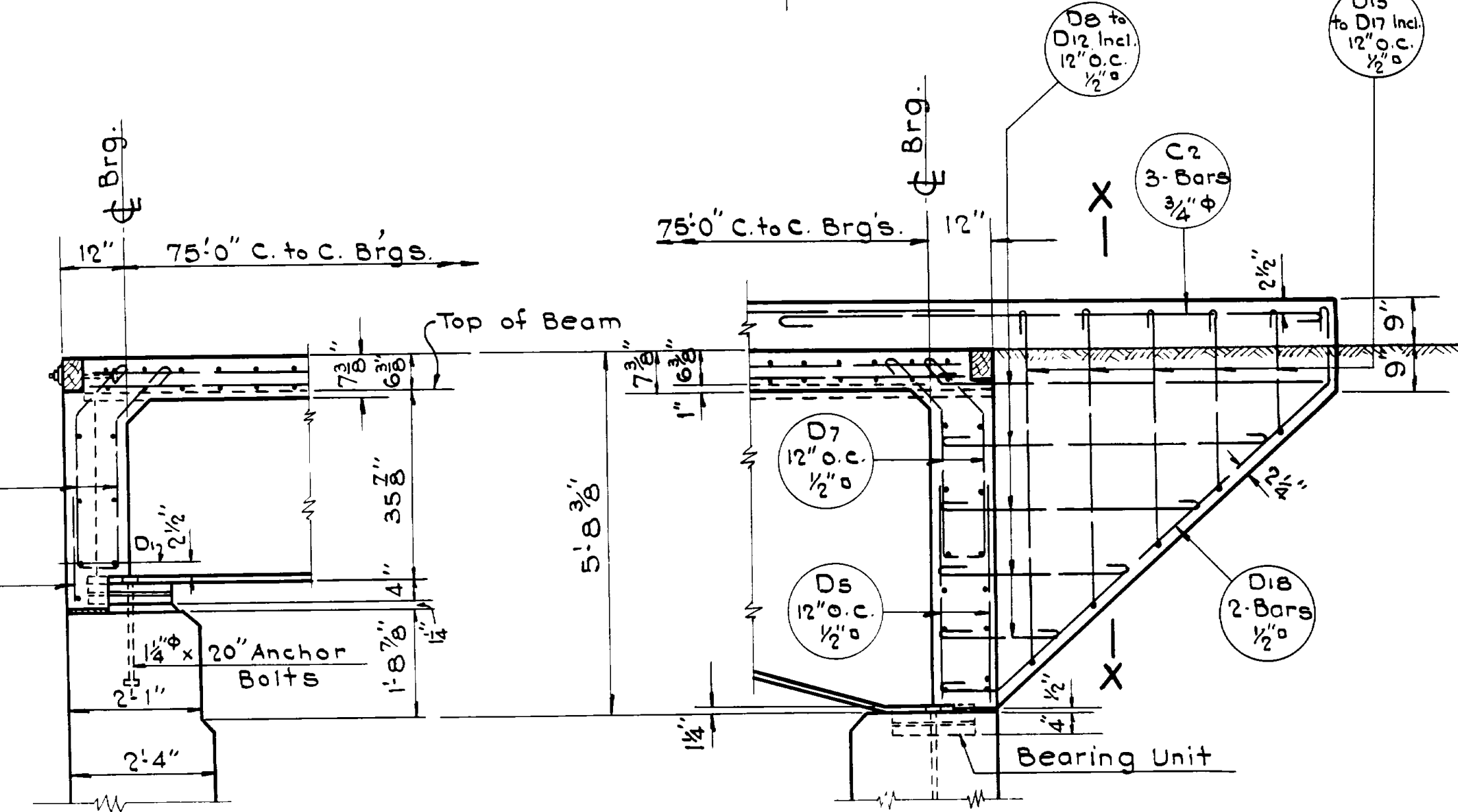
PLAN OF SLAB REINFORCING



SEC. X-X



HALF SECTION A-A



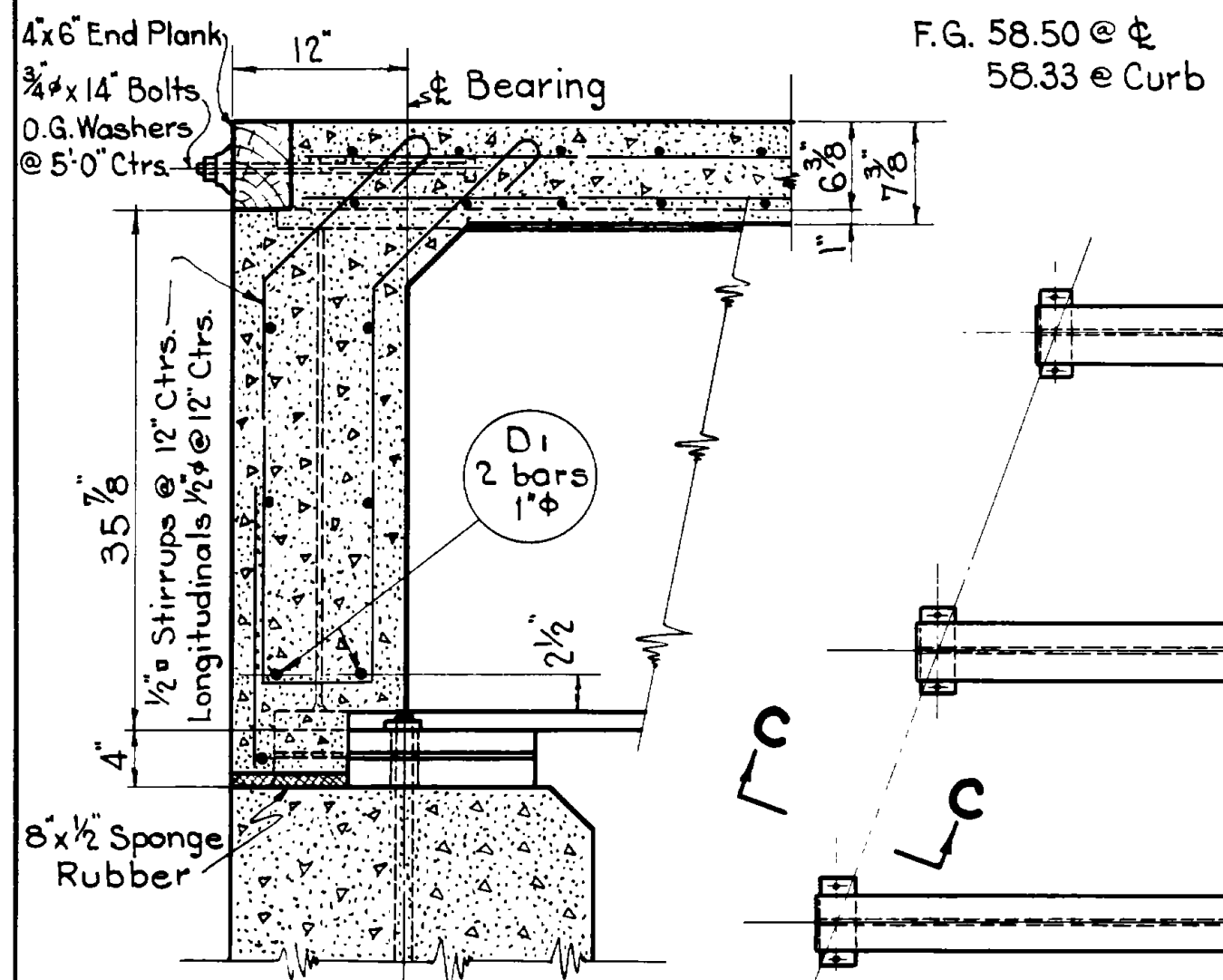
SECTION H-H

SECTION J-J

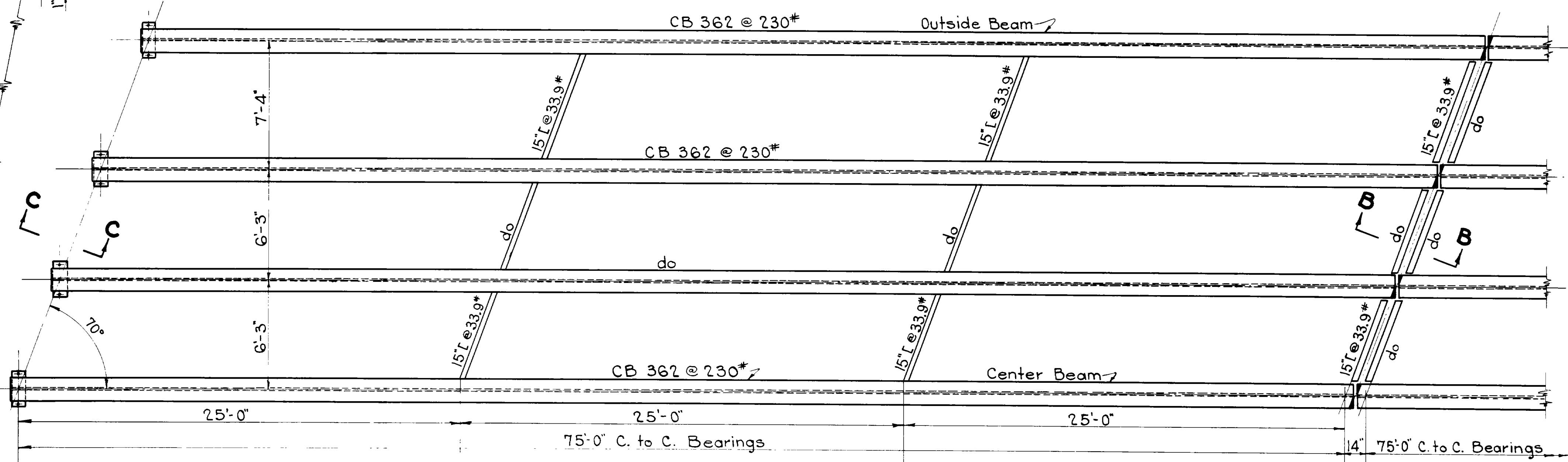
SLAB DETAILS

Sheet 6 of 12 sheets
 UTAH STATE ROAD COMMISSION
 SALT LAKE CITY - UTAH
 EZRA C. KNOWLTON, CHIEF ENGINEER
WEBER RIVER BRIDGE
 Sta. 163+60 F.A.P. 214-A0
 Nye's Corner - Utah Hot Spgs
 Weber County
 DESIGNED BY F.M.E. SCALE 1/2" = 1'-0" & as noted
 DRAWN BY F.M.E. ISSUED May 13, 1940
 CHECKED BY APPROVED
 EXAMINED BY
 BR. NO. 885 DRG. NO. C-175

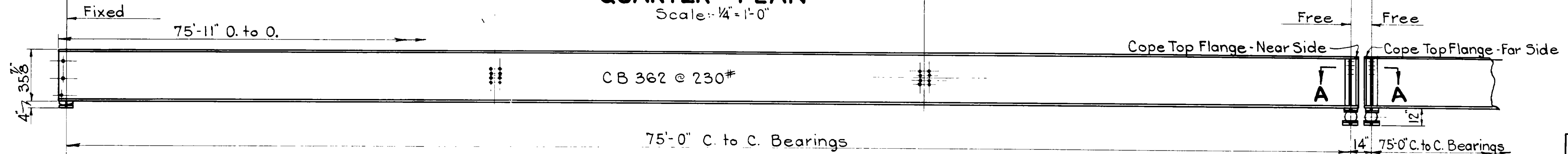
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12	UTAH	214-A(0)			



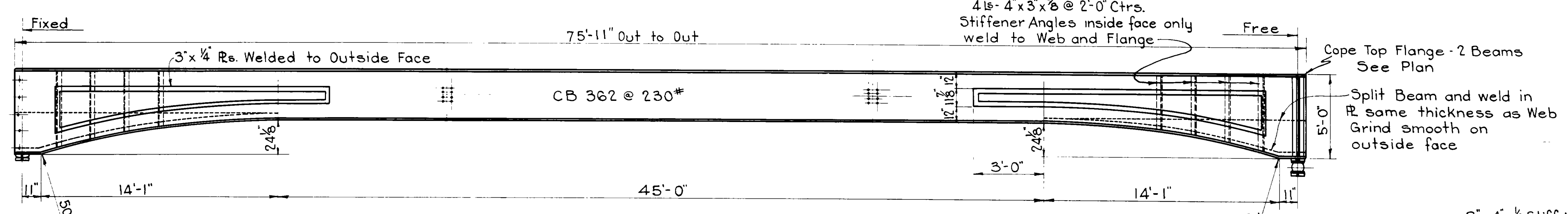
SECTION C-C
Scale: 1"=1'-0"



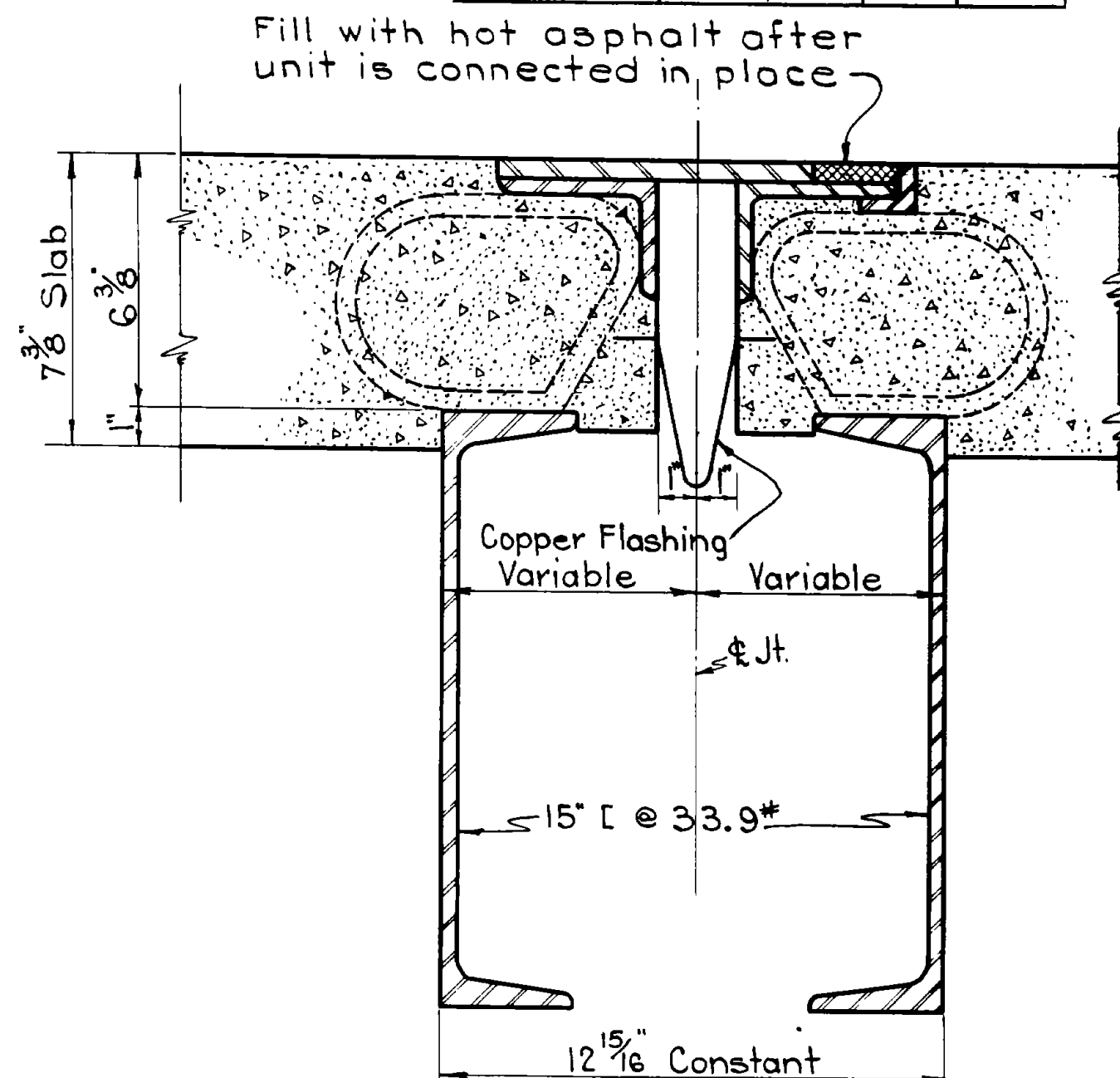
QUARTER PLAN
Scale: 1/4"=1'-0"



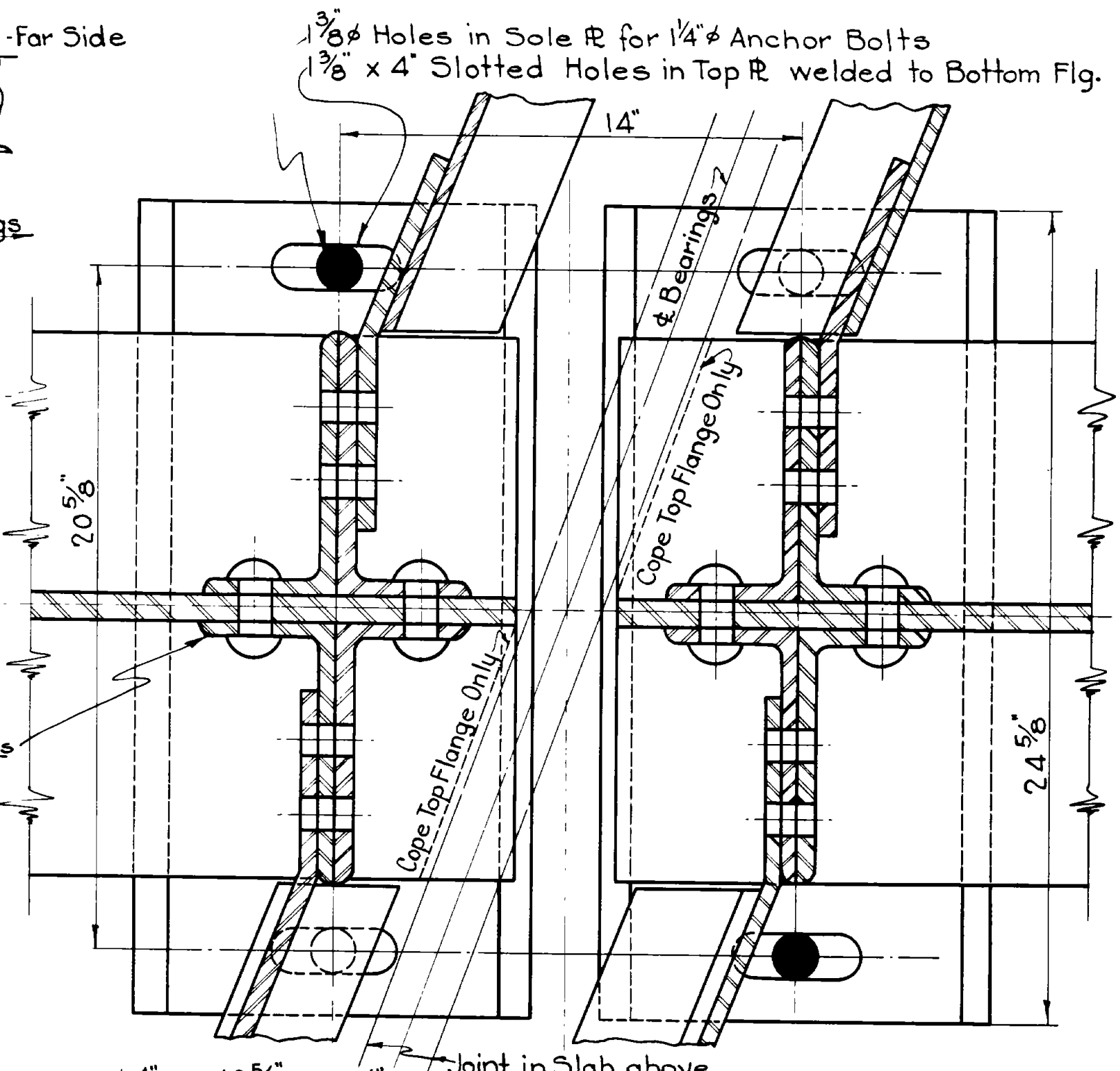
ELEVATION INT. BEAMS
Scale: 1/4"=1'-0" See Sh. No. 9



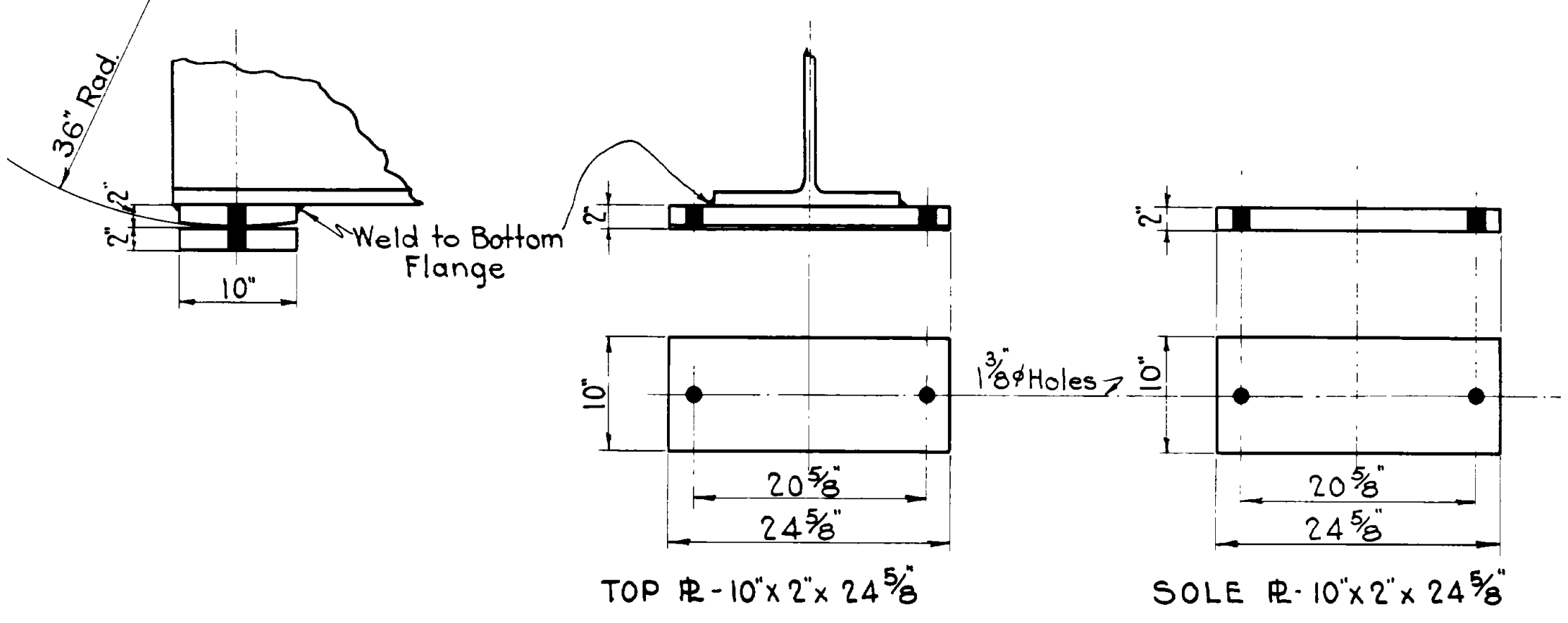
ELEVATION OUTSIDE BEAMS
Scale: 1/4"=1'-0" See Sh. No. 9



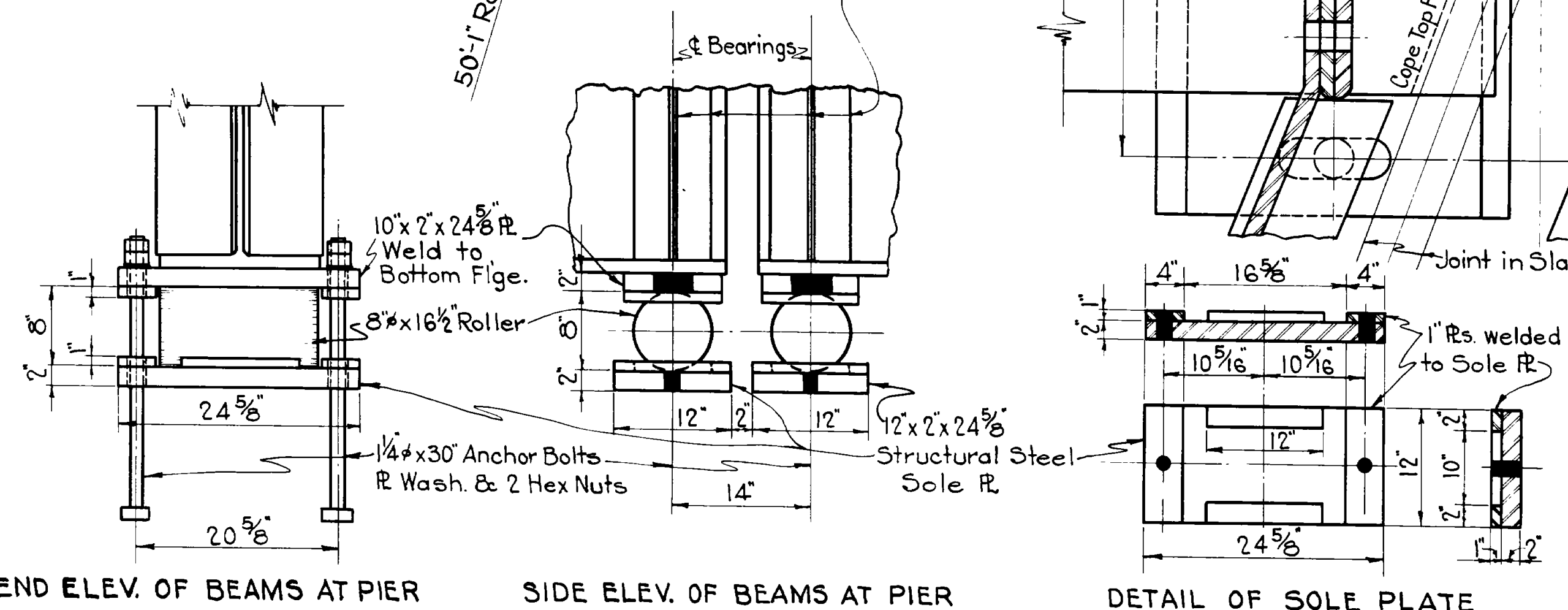
SECTION B-B See Sh. No. 10
Scale: 3"=1'



SECTION A-A
Scale: 3"=1'-0"



DETAILS OF STRUCTURAL STEEL BEARING UNIT FOR FIXED ENDS AT ABUTMENTS
Scale: 1"=1'-0"



DETAILS OF STRUCTURAL STEEL BEARING UNIT FOR FREE ENDS OF BEAMS AT PIER
Scale: 1"=1'-0"

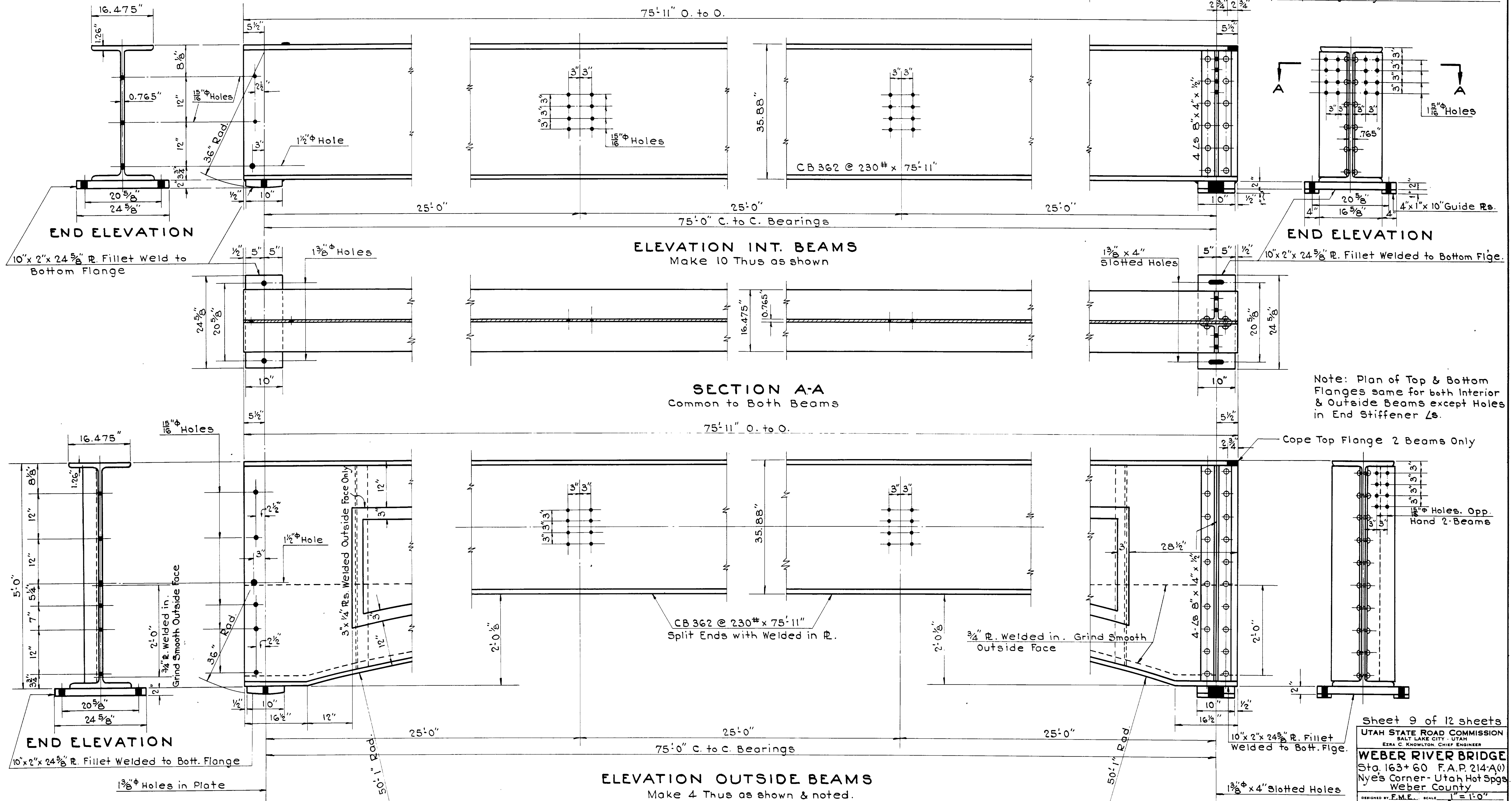
STRUCTURAL STEEL DETAILS

Sheet 8 of 12 sheets
 UTAH STATE ROAD COMMISSION
 SALT LAKE CITY, UTAH
 EZRA C. KNOWLTON, CHIEF ENGINEER
WEBER RIVER BRIDGE
 Sta. 163+60 F.A.P. 214-A(0)
 Nye's Corner, Utah Hot Spgs., Weber County
 DESIGNED BY: F.M.E. SCALE: As Noted
 DRAWN BY: F.M.E. REVISION: May 18, 1960
 CHECKED BY: APPROVED: [Signature]
 EXAMINED BY: CHIEF BRIDGE ENGINEER
 No. 885 Dwg. No. C-175

REVISIONS	DATE	BY

PART PLAN TOP FLANGE
COMMON TO BOTH BEAMS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
12	UTAH	214-A(0)			



REVISIONS	DATE	BY

Note: Plan of Top & Bottom Flanges same for both Interior & Outside Beams except Holes in End Stiffener Ls.

Sheet 9 of 12 sheets

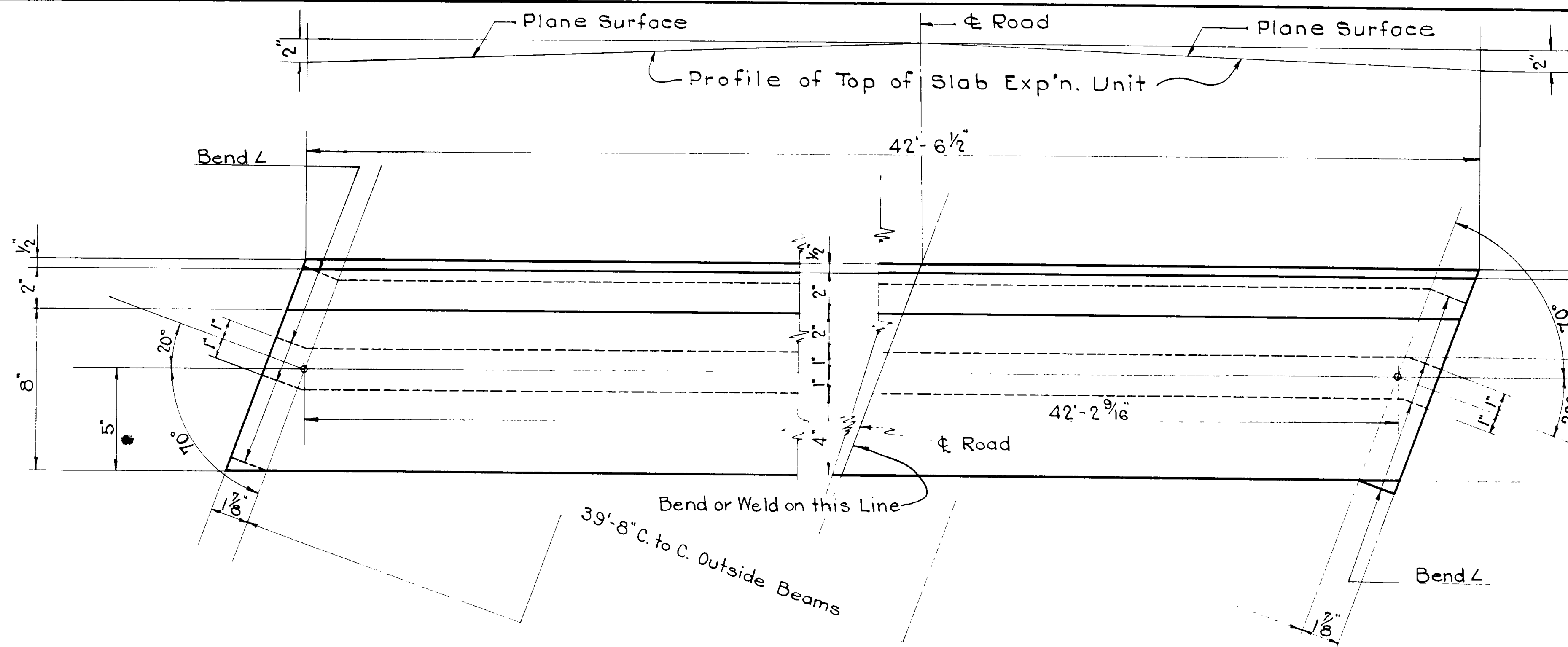
UTAH STATE ROAD COMMISSION
 SALT LAKE CITY, UTAH
 EZRA C. KNOWLTON, CHIEF ENGINEER

WEBER RIVER BRIDGE
 Sta. 163+60 F.A.P. 214-A(0)
 Nye's Corner - Utah Hot Spgs.
 Weber County

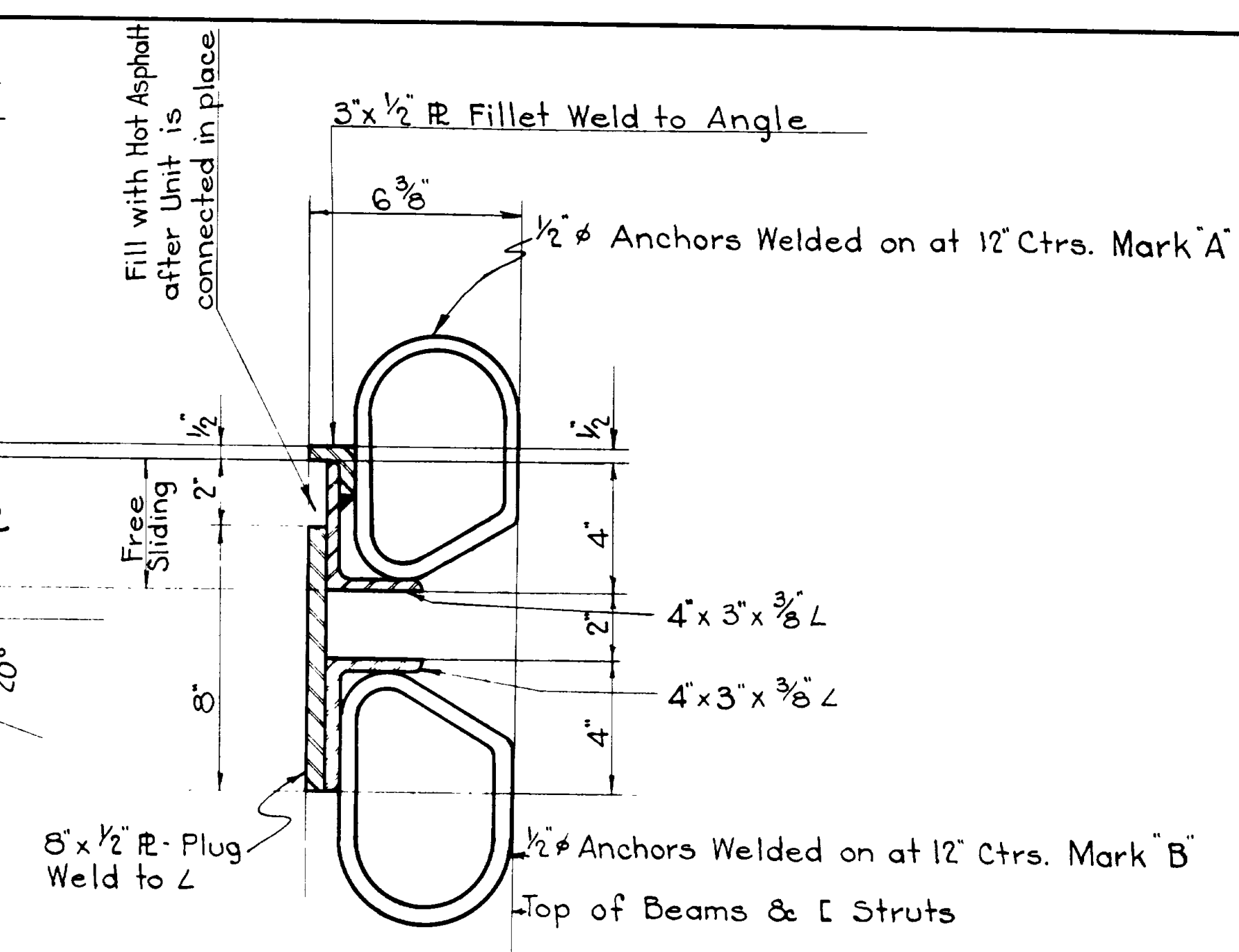
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 DRAWN BY: F.M.E. ISSUED: 12-1940
 CHECKED BY: APPROVED: CHIEF BRIDGE ENGINEER
 EXAMINED BY: CHIEF BRIDGE ENGINEER

885 C-175

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
12	UTAH	214-A(0)			

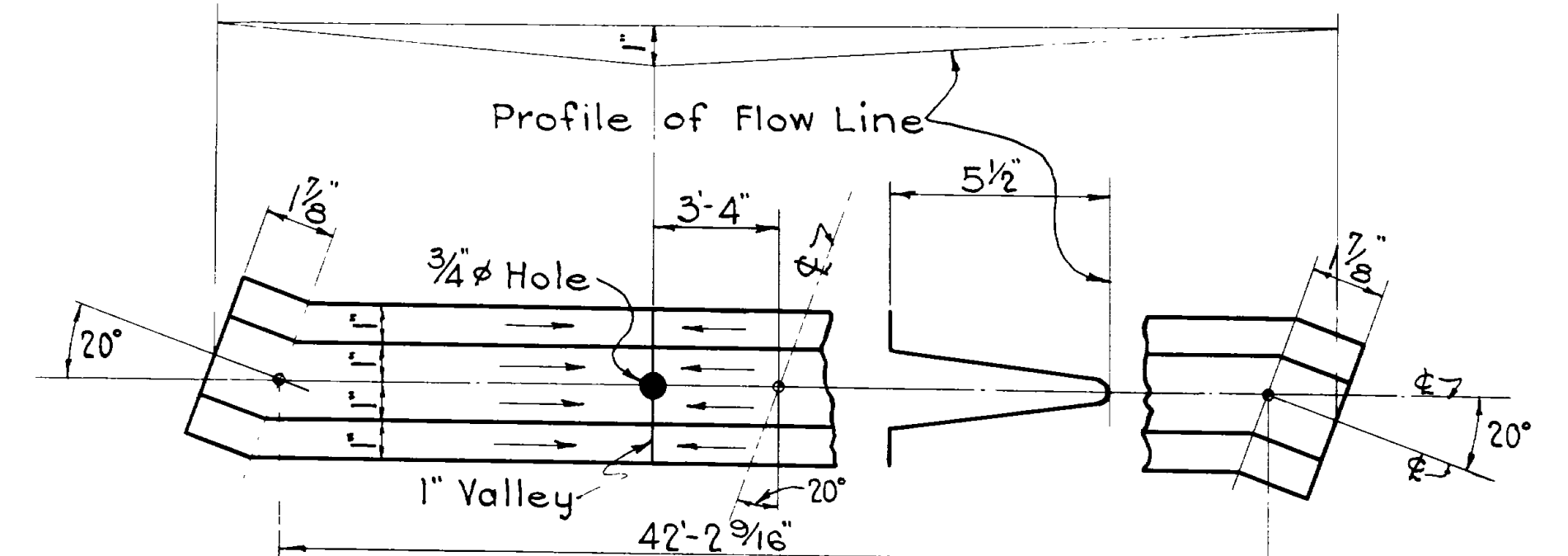


PLAN OF STRUCTURAL STEEL EXPANSION UNIT FOR ROADWAY SLAB AT PIER
MAKE-1- THIS
 Scale: 3" = 1'-0"

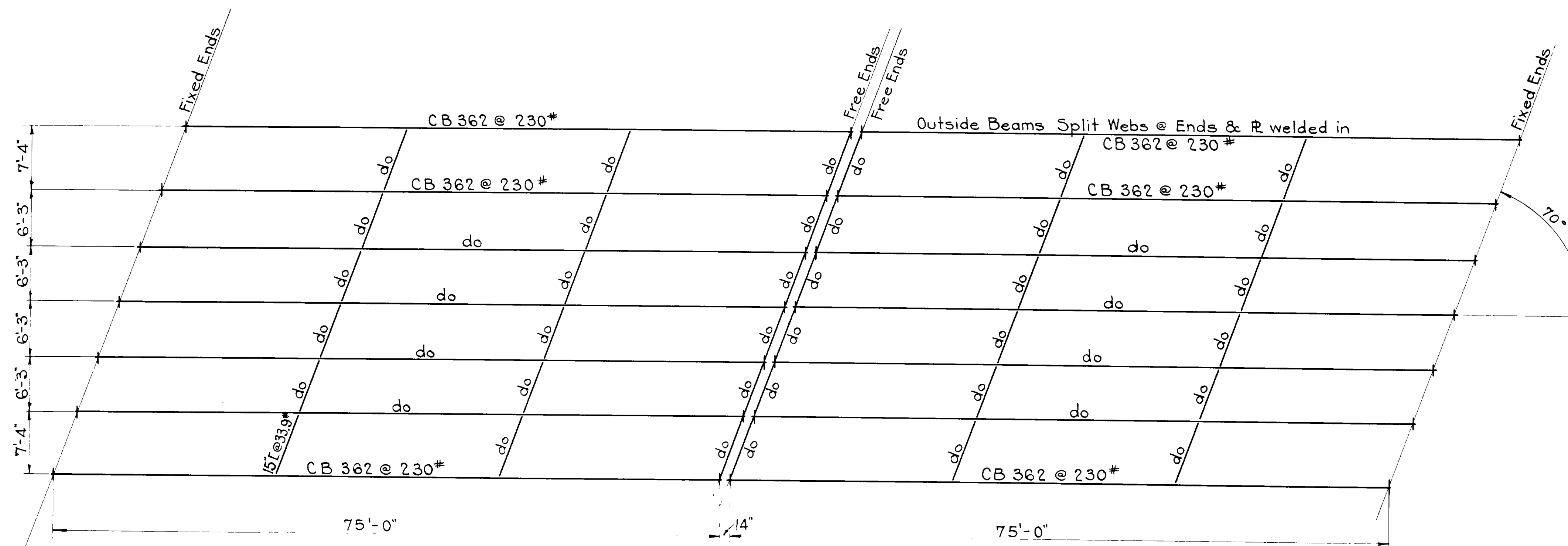


SECTION
 Scale: 3" = 1'-0"

Note:-
Outside Beams
 Shop welds shall not be given the shop coat of red lead paint, but shall be given one coat of linseed oil to facilitate field inspection of the welds. After field inspection and approval the unpainted surfaces shall be given one field coat of red lead paint before the final field coats of aluminum paint are applied.



PLAN & SECTION - 16 GA. COPPER FLASHING UNDER SLAB EXPANSION UNIT
 See Section "B-B" Sheet 8
 See also Sheet 5



ERECTION DIAGRAM

SLAB EXP. UNIT DETAILS
ERECTION DIAGRAM

Sheet 10 of 12 sheets

UTAH STATE ROAD COMMISSION
 SALT LAKE CITY, UTAH
 EZRA C. KNOWLTON, CHIEF ENGINEER
WEBER RIVER BRIDGE
 Sta. 163+60 F.A.P. 214-A(0)
 Nye's Corner - Utah Hot Spgs.
 Weber County
 DESIGNED BY F.M.E. SCALE: As noted
 DRAWN BY F.M.E. ISSUED: Jan 13, 1960
 CHECKED BY APPROVED: [Signature]
 EXAMINED BY CHIEF BRIDGE ENGINEER
 BR No. **885** DRG No. **C-175**

REVISIONS	DATE	BY

MARK	LOCATION	SIZE	LGTH.	No. BARS	TOTAL LENGTH	SKETCH	O.to O.
A1	Abut. Footing	3/8"	13'-5"	146	1958'-10"		11'-6"
A1	"	3/8"	10'-0"	8	80'-0"	"	8'-1"
A1	"	3/8"	8'-6"	22	187'-0"	"	6'-7"
A2	Abutments	1/2"	22'-11"	70	1604'-2"		1'-7" 3" 2'-6" 9'-11" 2'-8" 1'-10"
A2	"	1/2"	27'-1"	22	463'-10"		2'-7" 9'-11" 2'-8" 1'-10"
A3	"	1/2"	19'-9"	70	1382'-6"		1'-6" 16'-8"
A3	"	1/2"	17'-4"	22	381'-4"	"	16'-3"
A4	"	1/2"	34'-0"	8	272'-0"	"	"
A5	"	1/2"	40'-0"	60	2400'-0"	"	"
A6	Abut. Ftg. Heel	3/8"	40'-0"	28	1120'-0"	"	"
A7	" Toe	3/8"	40'-0"	20	800'-0"	"	"
C1	Abut Counterforts	3/8"	5'-8"	28	158'-8"	"	3'-9"
C2	"	3/8"	8'-0"	28	224'-0"	"	6'-1"
C3	"	3/8"	10'-4"	28	289'-4"	"	8'-5"
C4	"	3/8"	12'-8"	28	354'-8"	"	10'-9"
C5	"	3/8"	15'-0"	28	420'-0"	"	13'-1"
C6	"	3/8"	17'-4"	28	485'-4"	"	15'-5"
C23	Abut. Counterforts A	1/2"	24'-10"	20	496'-8"		1'-3" 16'-8"
C25	Wing	"	21'-1"	8	168'-8"	"	1'-3" 12'-8"
C26	"	"	24'-6"	8	196'-8"	"	1'-3" 16'-6"
C27	"	"	27'-7"	8	220'-8"	"	1'-3" 19'-8"

MARK	LOCATION	SIZE	LGTH.	No. BARS	TOTAL LENGTH	SKETCH	O.to O.
C7	Abut. Counterforts	1/2"	25'-4"	7	177'-4"		11'-9"
C8	"	1/2"	23'-2"	7	162'-2"	"	10'-8"
C9	"	1/2"	19'-6"	7	136'-6"	"	8'-10"
C10	"	1/2"	15'-6"	7	108'-6"	"	6'-10"
C11	"	1/2"	14'-4"	7	100'-4"	"	6'-3"
C12	"	1/2"	13'-6"	7	94'-6"	"	5'-10"
C13	"	1/2"	12'-8"	7	88'-8"	"	5'-5"
C14	"	1/2"	11'-10"	7	82'-10"	"	5'-0"
C15	"	1/2"	11'-0"	7	77'-0"	"	4'-7"
C16	"	1/2"	10'-2"	7	71'-2"	"	4'-2"
C17	"	1/2"	9'-4"	7	65'-4"	"	3'-9"
C18	"	1/2"	8'-6"	7	59'-6"	"	3'-4"
C19	"	1/2"	7'-8"	7	53'-8"	"	2'-11"
C20	"	1/2"	8'-6"	7	59'-6"	"	3'-4"
C21	"	1/2"	7'-8"	7	53'-8"	"	2'-11"
C22	"	1/2"	6'-10"	5	34'-2"	"	2'-6"
C24	Abut. Counterforts A	1/2"	24'-6"	8	196'-0"		2'-7" 1'-3" 14'-8"
AW1	Abut. Curtains	1/2"	3'-1"	32	98'-8"	"	2'-0"
AW2	"	1/2"	8'-10"	8	70'-8"	"	7'-9"
C28	Wing Counterforts C	3/8"	4'-1"	8	32'-8"	"	3'-0"
C29	"	3/8"	5'-11"	8	47'-4"	"	4'-10"
C30	"	3/8"	7'-9"	8	62'-0"	"	6'-8"
C31	"	3/8"	9'-7"	8	76'-8"	"	8'-6"
C32	"	3/8"	11'-5"	8	91'-4"	"	10'-4"

MARK	LOCATION	SIZE	LGTH.	No. BARS	TOTAL LENGTH	SKETCH	O.to O.
C33	Wing Counterforts C	3/8"	13'-11"	8	111'-4"		12'-0"
C34	"	3/8"	5'-11"	8	47'-4"	"	4'-0"
C35	"	3/8"	8'-3"	8	66'-0"	"	6'-4"
C36	"	3/8"	10'-7"	8	84'-8"	"	8'-8"
C37	"	3/8"	12'-11"	8	103'-4"	"	11'-0"
C38	"	3/8"	15'-3"	8	122'-0"	"	13'-4"
C39	"	3/8"	17'-7"	8	140'-8"	"	15'-8"
C40	"	3/8"	6'-2"	8	49'-4"	"	4'-3"
C41	"	3/8"	9'-0"	8	72'-0"	"	7'-1"
C42	"	3/8"	11'-10"	8	94'-8"	"	9'-11"
C43	"	3/8"	14'-8"	8	117'-4"	"	12'-9"
C44	"	3/8"	17'-6"	8	140'-0"	"	15'-7"
C45	"	3/8"	20'-4"	8	162'-8"	"	18'-5"
C46	Wing Counterforts C	3/8"	25'-4"	4	101'-4"		11'-9"
C47	"	3/8"	22'-10"	4	91'-4"	"	10'-6"
C48	"	3/8"	18'-10"	4	75'-4"	"	8'-6"
C49	"	3/8"	14'-10"	4	59'-4"	"	6'-6"
C50	"	3/8"	13'-4"	4	53'-4"	"	5'-9"
C51	"	3/8"	12'-4"	4	49'-4"	"	5'-3"
C52	"	3/8"	11'-4"	4	45'-4"	"	4'-9"
C53	"	3/8"	10'-2"	4	40'-8"	"	4'-2"
C54	"	3/8"	9'-0"	4	36'-0"	"	3'-7"
C55	"	3/8"	7'-10"	4	31'-4"	"	3'-0"
C56	"	3/8"	6'-8"	4	26'-8"	"	2'-5"
C57	"	3/8"	5'-8"	4	22'-8"	"	1'-11"
C58	"	3/8"	25'-4"	4	101'-4"	"	11'-9"
C59	"	3/8"	22'-10"	4	91'-4"	"	10'-6"
C60	"	3/8"	19'-2"	4	76'-8"	"	8'-8"
C61	"	3/8"	15'-2"	4	60'-8"	"	6'-8"
C62	"	3/8"	14'-4"	4	57'-4"	"	6'-3"
C63	"	3/8"	13'-6"	4	54'-0"	"	5'-10"

MARK	LOCATION	SIZE	LGTH.	No. BARS	TOTAL LENGTH	SKETCH	O.to O.
C64	Wing Counterforts D	3/8"	12'-8"	4	50'-8"		5'-5"
C65	"	3/8"	11'-8"	4	46'-8"	"	4'-11"
C66	"	3/8"	10'-10"	4	43'-4"	"	4'-6"
C67	"	3/8"	10'-0"	4	40'-0"	"	4'-1"
C68	"	3/8"	9'-2"	4	36'-8"	"	3'-8"
C69	"	3/8"	8'-4"	4	33'-4"	"	3'-3"
C70	"	3/8"	7'-6"	4	30'-0"	"	2'-10"
C71	"	3/8"	6'-6"	4	26'-0"	"	2'-4"
C72	"	3/8"	5'-8"	4	22'-8"	"	1'-11"
C73	"	3/8"	4'-10"	4	19'-4"	"	1'-6"
C74	"	3/8"	25'-4"	4	101'-4"	"	11'-9"
C75	"	3/8"	23'-0"	4	92'-0"	"	10'-7"
C76	"	3/8"	19'-4"	4	77'-4"	"	8'-9"
C77	"	3/8"	15'-8"	4	62'-8"	"	6'-11"
C78	"	3/8"	14'-10"	4	59'-4"	"	6'-6"
C79	"	3/8"	14'-2"	4	56'-8"	"	6'-2"
C80	"	3/8"	13'-6"	4	54'-0"	"	5'-10"
C81	"	3/8"	12'-8"	4	50'-8"	"	5'-5"
C82	"	3/8"	12'-0"	4	48'-0"	"	5'-1"
C83	"	3/8"	11'-4"	4	45'-4"	"	4'-9"
C84	"	3/8"	10'-6"	4	42'-0"	"	4'-4"
C85	"	3/8"	9'-10"	4	39'-4"	"	4'-0"
C86	"	3/8"	9'-2"	4	36'-8"	"	3'-8"
C87	"	3/8"	8'-4"	4	33'-4"	"	3'-3"
C88	"	3/8"	7'-8"	4	30'-8"	"	2'-11"
C89	"	3/8"	7'-0"	4	28'-0"	"	2'-7"
C90	"	3/8"	6'-2"	4	24'-8"	"	2'-2"
C91	"	3/8"	5'-6"	4	22'-0"	"	1'-10"
C92	"	3/8"	4'-10"	4	19'-4"	"	1'-6"

REVISIONS
DATE BY

MARK	LOCATION	SIZE	LGTH.	No. BARS	TOTAL LENGTH	SKETCH	O.to O.
W1	Wing Walls A	1/2"	16'-10"	2	33'-8"		10'-0"
W2	"	1/2"	17'-5"	2	34'-10"	"	10'-7"
W3	"	1/2"	18'-0"	2	36'-0"	"	11'-2"
W4	"	1/2"	18'-8"	2	37'-4"	"	11'-10"
W5	"	1/2"	19'-3"	2	38'-6"	"	12'-5"
W6	"	1/2"	19'-11"	2	39'-10"	"	13'-1"
W7	"	1/2"	20'-7"	2	41'-2"	"	13'-9"
W8	"	1/2"	21'-3"	2	42'-6"	"	14'-5"
W9	"	1/2"	21'-10"	2	43'-8"	"	15'-0"
W10	"	1/2"	22'-6"	2	45'-0"	"	15'-8"
W11	"	1/2"	23'-1"	2	46'-2"	"	16'-3"
W12	"	1/2"	23'-9"	2	47'-6"	"	16'-11"
W13	"	1/2"	24'-5"	2	48'-10"	"	17'-7"
W14	"	1/2"	25'-0"	2	50'-0"	"	18'-2"
W15	"	1/2"	25'-7"	2	51'-2"	"	18'-9"
W16	"	1/2"	19'-2"	4	76'-8"	"	12'-4"
W60	"	1/2"	16'-10"	2	33'-8"	"	10'-0"
W61	"	1/2"	17'-3"	2	34'-6"	"	10'-5"
W62	"	1/2"	17'-8"	2	35'-4"	"	10'-10"
W63	"	1/2"	18'-2"	2	36'-4"	"	11'-4"
W64	"	1/2"	18'-8"	2	37'-4"	"	11'-10"
W65	"	1/2"	19'-2"	2	38'-4"	"	12'-4"
W66	"	1/2"	19'-7"	2	39'-2"	"	12'-9"
W67	"	1/2"	20'-1"	2	40'-2"	"	13'-3"
W68	"	1/2"	20'-6"	2	41'-0"	"	13'-8"
W69	"	1/2"	21'-0"	2	42'-0"	"	14'-2"
W70	"	1/2"	21'-6"	2	43'-0"	"	14'-8"
W71	"	1/2"	21'-11"	2	43'-10"	"	15'-1"
W72	"	1/2"	22'-5"	2	44'-10"	"	15'-7"
W73	"	1/2"	22'-10"	2	45'-8"	"	16'-0"
W74	"	1/2"	23'-4"	2	46'-8"	"	16'-6"

MARK	LOCATION	SIZE	LGTH.	No. BARS	TOTAL LENGTH	SKETCH	O.to O.
W75	Wing walls B	1/2"	23'-10"	2	47'-8"		17'-0"
W76	"	1/2"	24'-3"	2	48'-6"	"	17'-5"
W77	"	1/2"	24'-8"	2	49'-4"	"	17'-10"
W78	"	1/2"	25'-2"	2	50'-4"	"	18'-4"
W79	"	1/2"	25'-6"	2	51'-0"	"	18'-8"
W1	Wing Walls A	1/2"	13'-10"	2	27'-8"	"	"
W2	"	1/2"	14'-5"	2	28'-10"	"	"
W3	"	1/2"	15'-0"	2	30'-0"	"	"
W4	"	1/2"	15'-8"	2	31'-4"	"	"
W5	"	1/2"	16'-3"	2	32'-6"	"	"
W6	"	1/2"	16'-11"	2	33'-10"	"	"
W7	"	1/2"	17'-7"	2	35'-2"	"	"
W8	"	1/2"	18'-3"	2	36'-6"	"	"
W9	"	1/2"	18'-10"	2	37'-8"	"	"
W10	"	1/2"	19'-6"	2	39'-0"	"	"
W11	"	1/2"	20'-1"	2	40'-2"	"	"
W12	"	1/2"	20'-9"	2	41'-6"	"	"
W13	"	1/2"	21'-5"	2	42'-10"	"	"
W14	"	1					

MARK	LOCATION	SIZE	LGTH.	No. BARS	TOTAL LENGTH	SKETCH	O.T.O.
W34	Wing Walls 'A'	1/2"	8'-10"	4	35'-4"	A = 0" B = 8'-10"	
W35	"	1/2"	7'-3"	4	29'-0"	" 0" " 7'-3"	
W36	"	1/2"	5'-8"	4	22'-8"	" 0" " 5'-8"	
W37	"	1/2"	4'-1"	4	16'-4"	" 0" " 4'-1"	
W38	"	1/2"	2'-6"	4	10'-0"	" 0" " 2'-6"	
W39	Wing Foot 'B' Heel	1/2"	20'-6"	4	82'-0"	" 3'-6" " 17'-0"	
W40	"	1/2"	21'-4"	4	85'-4"	" 3'-11" " 17'-5"	
W41	"	1/2"	22'-2"	4	88'-8"	" 4'-4" " 17'-10"	
W42	"	1/2"	23'-0"	4	92'-0"	" 4'-9" " 18'-3"	
W43	"	1/2"	23'-10"	4	95'-4"	" 5'-2" " 18'-8"	
W44	"	1/2"	24'-8"	4	98'-8"	" 5'-7" " 19'-1"	
W45	"	1/2"	25'-6"	4	102'-0"	" 6'-0" " 19'-6"	
W46	" " " Toe	1/2"	26'-2"	2	52'-8"	" 6'-5" " 19'-11"	
W47	"	1/2"	27'-2"	2	54'-4"	" 6'-10" " 20'-4"	
W48	"	1/2"	28'-0"	2	56'-0"	" 7'-3" " 20'-9"	
W49	"	1/2"	28'-10"	2	57'-8"	" 7'-8" " 21'-2"	
W50	"	1/2"	29'-8"	2	59'-4"	" 8'-1" " 21'-7"	
W51	Wing Walls 'B'	1/2"	26'-0"	48	1248'-0"	" 6'-0" " 20'-0"	
W52	"	1/2"	24'-0"	4	96'-0"	" 6'-0" " 18'-0"	
W53	"	1/2"	22'-0"	4	88'-0"	" 6'-0" " 16'-0"	
W54	"	1/2"	14'-0"	4	56'-0"	" 0" " 14'-0"	
W55	"	1/2"	12'-0"	4	48'-0"	" 0" " 12'-0"	
W56	"	1/2"	10'-0"	4	40'-0"	" 0" " 10'-0"	
W57	"	1/2"	7'-9"	4	31'-0"	" 0" " 7'-9"	
W58	"	1/2"	5'-6"	4	22'-0"	" 0" " 5'-6"	
W59	"	1/2"	3'-6"	4	14'-0"	" 0" " 3'-6"	
W60	Wing Foot 'B' Toe	1/2"	28'-6"	4	114'-0"	" 7'-6" " 21'-0"	

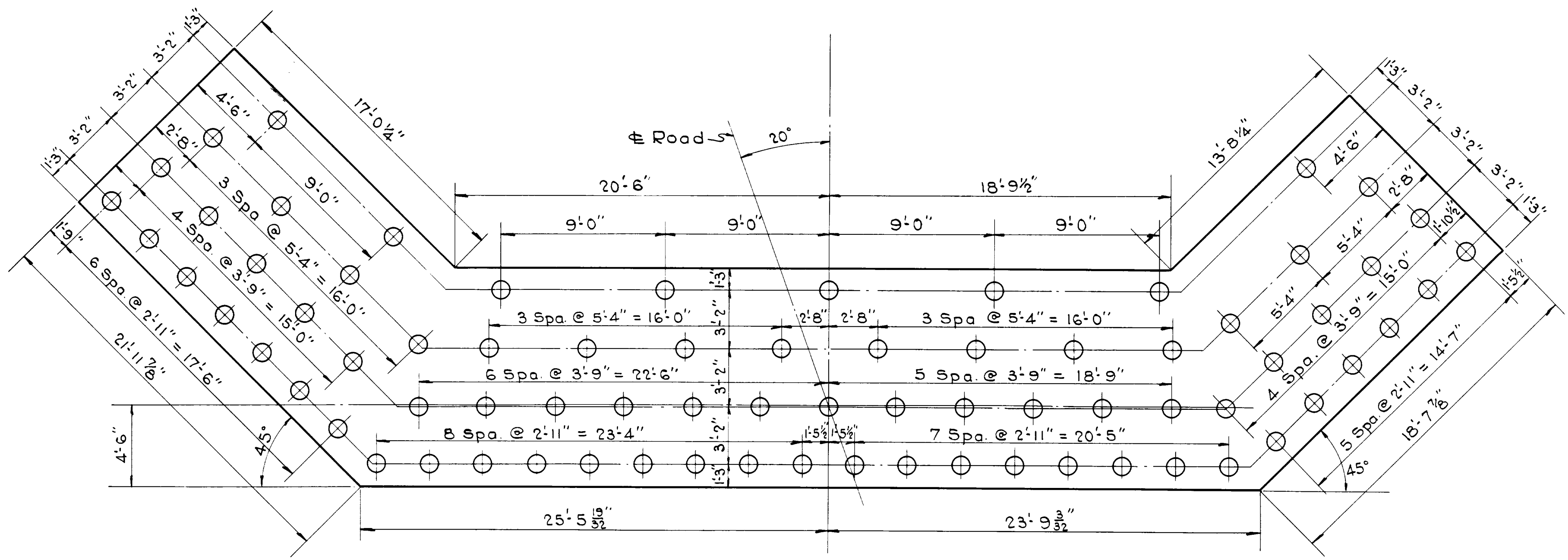
MARK	LOCATION	SIZE	LGTH.	No. BARS	TOTAL LENGTH	SKETCH	O.T.O.
P1	Pier	1/2"	21'-8"	68	1473'-4"		
P2	Pier	1/2"	20'-1"	12	241'-0"		
P3	Pier	1/2"	19'-1"	12	229'-0"		
P4	Pier Br. Seat End	1/2"	8'-2"	4	32'-8"		
P5	"	1/2"	6'-2"	2	12'-4"		
P6	Pier Bridge Seat	1/2"	4'-4"	40	173'-4"		
P6	"	1/2"	4'-10"	8	38'-8"		
P7	"	3/4"	8'-2"	6	49'-0"		
P8	Pier Foot.	1/2"	25'-0"	8	200'-0"		Field bend
P9	Pier	1/2"	25'-5"	4	101'-8"	"	"
P10	"	1/2"	25'-4"	4	101'-4"	"	"
P11	"	1/2"	25'-3"	4	101'-0"	"	"
P12	"	1/2"	25'-2"	4	100'-8"	"	"
P13	"	1/2"	25'-1"	4	100'-4"	"	"
P14	"	1/2"	25'-0"	4	100'-0"	"	"
P15	"	1/2"	24'-11"	4	99'-8"	"	"
P16	"	1/2"	24'-10"	4	99'-4"	"	"
P17	"	1/2"	24'-9"	4	99'-0"	"	"
P18	"	1/2"	24'-8"	4	98'-8"	"	"
P19	"	1/2"	24'-7"	4	98'-4"	"	"
P20	"	1/2"	24'-6"	4	98'-0"	"	"

MARK	LOCATION	SIZE	LGTH.	No. BARS	TOTAL LENGTH	SKETCH	O.T.O.
P21	Pier	1/2"	24'-5"	4	97'-8"		Field bend
P22	"	1/2"	24'-4"	4	97'-4"	"	"
P23	"	1/2"	25'-0"	8	200'-0"	"	"
P24	"	1/2"	40'-0"	4	160'-0"	"	"
P25	"	1/2"	33'-9"	10	337'-6"	"	"
P26	"	1/2"	7'-9"	8	62'-0"	"	"
P27	"	1/2"	2'-9"	10	27'-6"	"	"
S1	Slab	3/4"	25'-6"	456	11628'-0"		
S2	Slab	3/4"	26'-3"	224	5880'-0"	Detail Above	
S3	"	1/2"	38'-6"	456	17556'-0"	"	
C1	Curb	1/2"	4'-1"	328	1339'-4"		
C2	Curb Cantilever	3/4"	10'-3"	12	123'-0"		
D1	End Diaphragms	1"	25'-0"	8	200'-0"	"	
D2	"	1/2"	24'-0"	20	480'-0"	"	
D3	"	1/2"	5'-1"	16	81'-4"	"	
D4	"	1/2"	7'-0"	4	28'-0"	"	
D5	"	1/2"	3'-3"	48	156'-0"	"	
D6	"	1/2"	1'-9"	128	224'-0"	"	

MARK	LOCATION	SIZE	LGTH.	No. BARS	TOTAL LENGTH	SKETCH	O.T.O.
D7	End Diaphragms	1/2"	8'-9"	84	735'-0"		
P1	Hand Rail	1/2"	4'-9"	568	2698'-0"	"	4'-3"
P2	H. R. Posts	1/2"	5'-2"	96	496'-0"	"	4'-8"
P3	" End Posts	1/2"	4'-8"	8	37'-4"	"	4'-2"
P4	"	1/2"	4'-7"	8	36'-8"	"	4'-1"
P5	"	1/2"	4'-6"	8	36'-0"	"	4'-0"
P6	"	1/2"	7'-4"	24	176'-0"	"	Field bend
P7	"	1/2"	7'-0"	8	56'-0"	"	"
R1	Hand Rail	3/4"	5'-9"	160	920'-0"	"	
R2	"	1/2"	5'-9"	80	460'-0"	"	
R'1	"	3/4"	2'-10"	64	181'-4"	"	Field bend
R'2	"	1/2"	2'-10"	32	90'-8"	"	"
R''1	"	3/4"	1'-10"	16	29'-4"	"	
R''2	"	1/2"	1'-10"	8	14'-8"	"	

25441.83' of 1/2" bars @ .668#/' = 16,995.1
 22125.33' of 1/2" " @ .850#/' = 18,806.5
 18810.67' of 3/4" " @ 1.502#/' = 28,253.6
 8097.17' of 3/8" " @ 2.044#/' = 16,550.6
 200.00' of 1" " @ 2.67#/' = 534.0
 1278.00' of 1 1/4" " @ 5.313#/' = 6790.0
 Total = 87,929.8 Lbs.

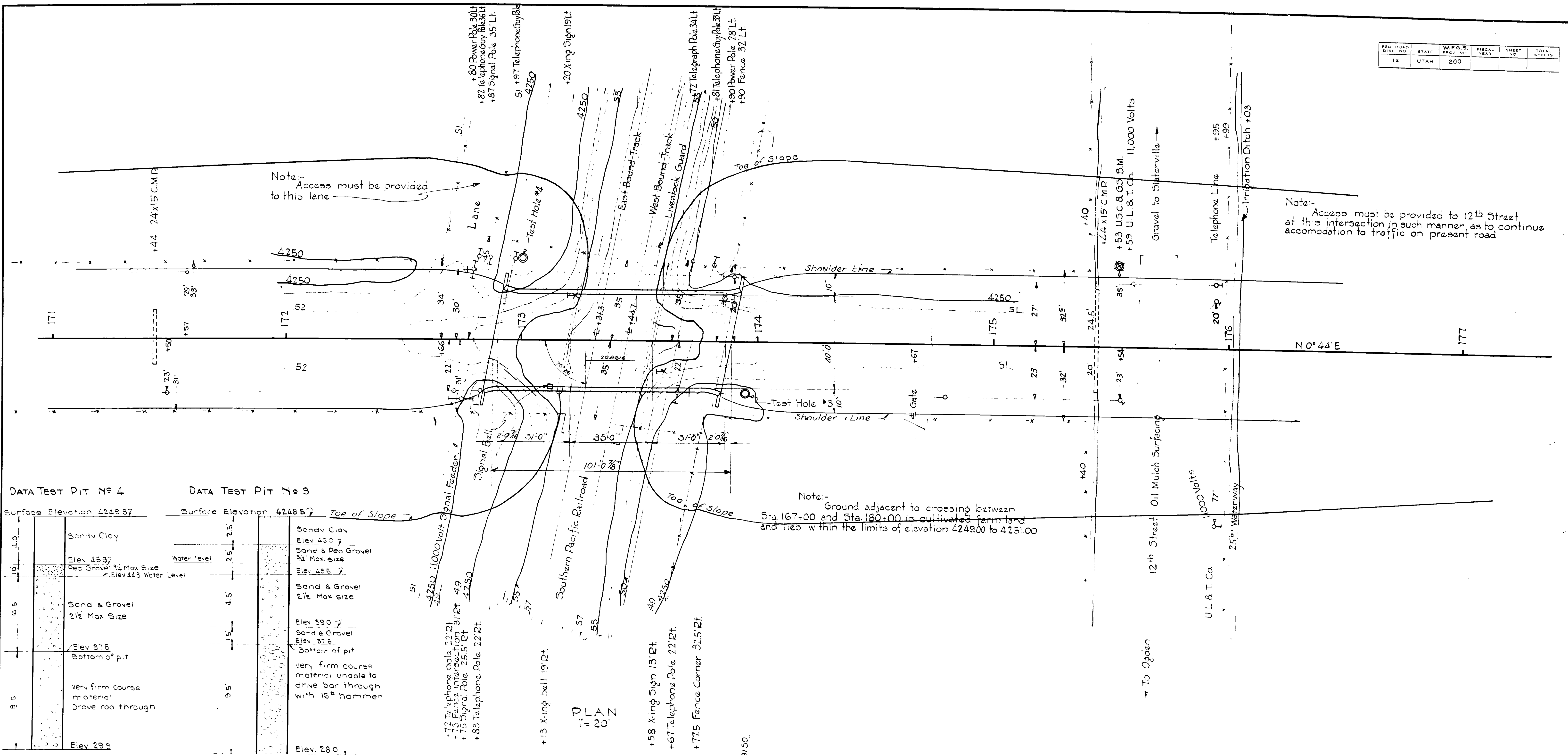
REVISIONS	BY	DATE



PILING PLAN
 1/4" = 1'-0"

MARK	LOCATION	SIZE	LGTH.	No. BARS	TOTAL LENGTH	SKETCH	O.T.O.
D8	Curb Cantilever	1/2"	7'-3"	8	58'-0"		
D9	"	1/2"	6'-0"	8	48'-0"	"	4'-11"
D10	"	1/2"	5'-0"	8	40'-0"	"	3'-11"
D11	"	1/2"	4'-0"	8	32'-0"	"	2'-11"
D12	"	1/2"	3'-0"	8	24'-0"	"	1'-11"
D13	"	1/2"	13'-6"	4	54'-0"		
D14	"	1/2"	11'-6"	4	46'-0"		
D15	"	1/2"	9'-6"	4	38'-0"		
D16	"	1/2"	7'-6"	4	30'-0"		
D17	"	1/2"	5'-6"	4	22'-0"		
D18	"	1/2"	9'-6"	8	76'-0"		Field bend

FED. ROAD DIST. NO.	STATE	W.P.G. 5. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
12	UTAH	200			



Note:- Access must be provided to this lane

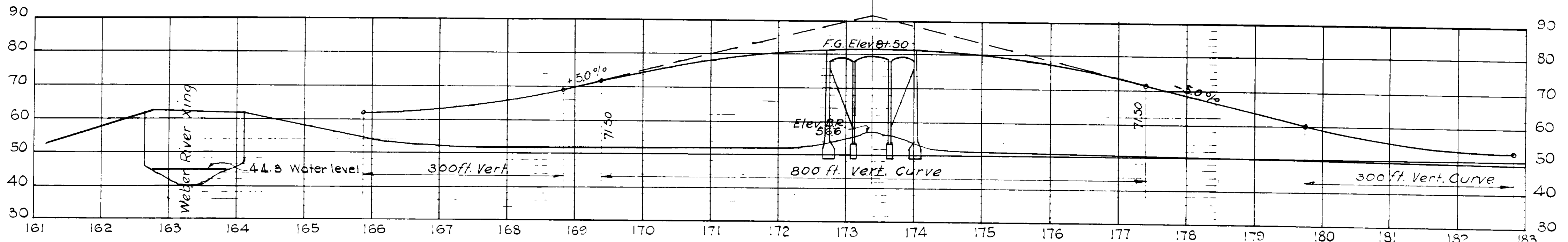
Note:- Access must be provided to 12th Street at this intersection in such manner as to continue accomodation to traffic on present road

Note:- Ground adjacent to crossing between Sta. 167+00 and Sta. 180+00 is cultivated farm land and lies within the limits of elevation 4249.00 to 4251.00

DATA TEST PIT NO 4

DATA TEST PIT NO 3

Surface Elevation 4249.37	Surface Elevation 4248.57
1.0' Sandy Clay Elev. 4537 Pec Gravel 3/4 Max Size Elev. 443 Water Level	2.5' Sandy Clay Elev. 4607 Sand & Pea Gravel 3/4 Max size Elev. 4557
6.5' Sand & Gravel 2 1/2 Max Size Elev. 378 Bottom of p.t.	4.5' Sand & Gravel 2 1/2 Max size Elev. 390 Sand & Gravel Elev. 375 Bottom of pit
9.5' Very firm coarse material Drove rod through Elev. 293	9.5' Very firm coarse material unable to drive bar through with 16" hammer Elev. 280



PROFILE
1" = 20'

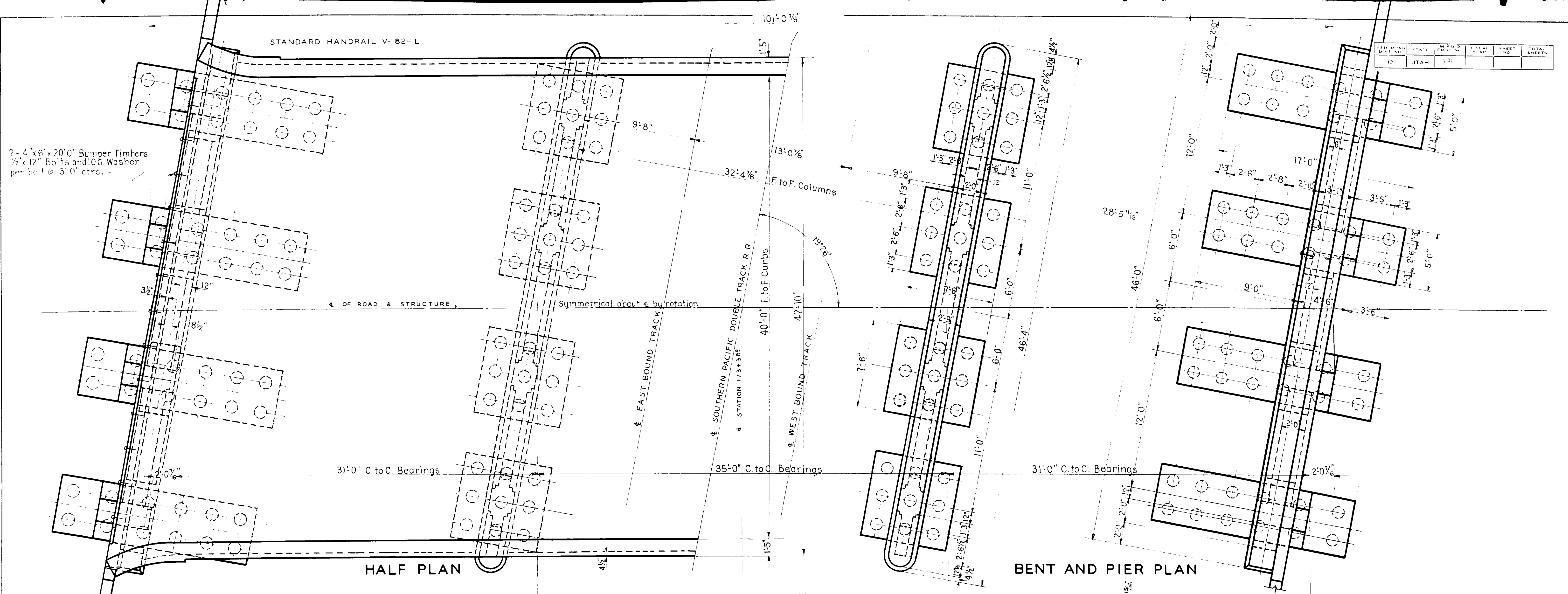
REVISIONS
1-1-36 J.W.

SHEET NO. 1 OF 8 SHEETS
 UTAH STATE ROAD COMMISSION
 SALT LAKE CITY, UTAH
 S.P.R.R. OVERHEAD
 THREE MILES SOUTH OF FARR WEST
 STA. 173+38 W.P.G.S. 200
 WEBER CO.
 J.A.U. As Noted
 See P. 1935
 W. H. HANSEN
 BRIDGE NO. 311 DRG. NO. D-399

FED. ROAD DIST. NO.	STATE	PROJECT NO.	LOCAL YEAR	SHEET NO.	TOTAL SHEETS
12	UTAH	200			

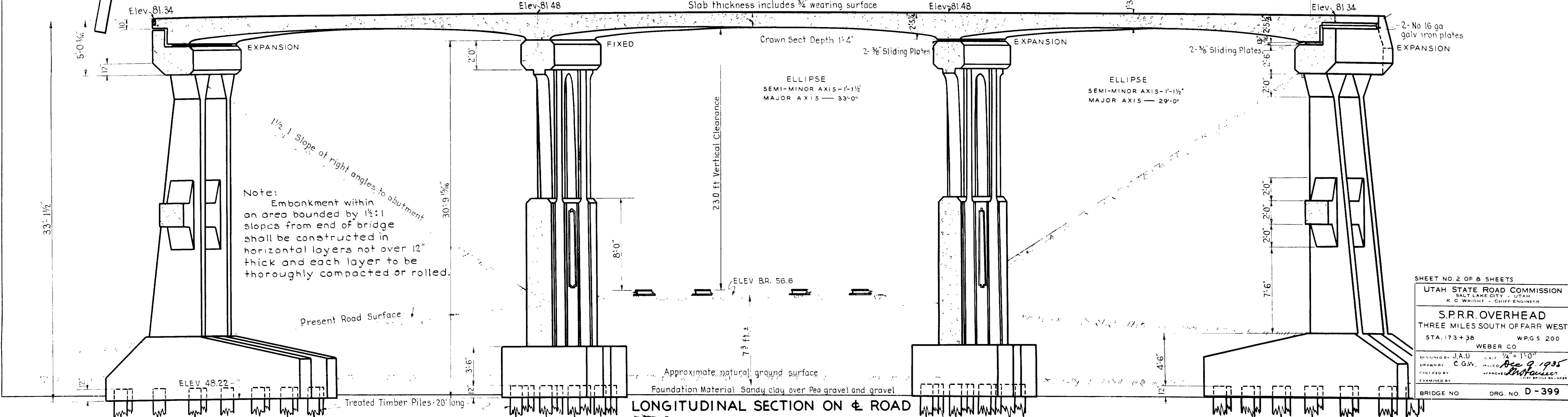
2 - 4" x 6" x 20' 0" Bumper Timbers
 7/8" x 12" Bolts and 106 Washer
 per bolt @ 3' 0" ctrs.

REVISIONS	DATE	BY



HALF PLAN

BENT AND PIER PLAN

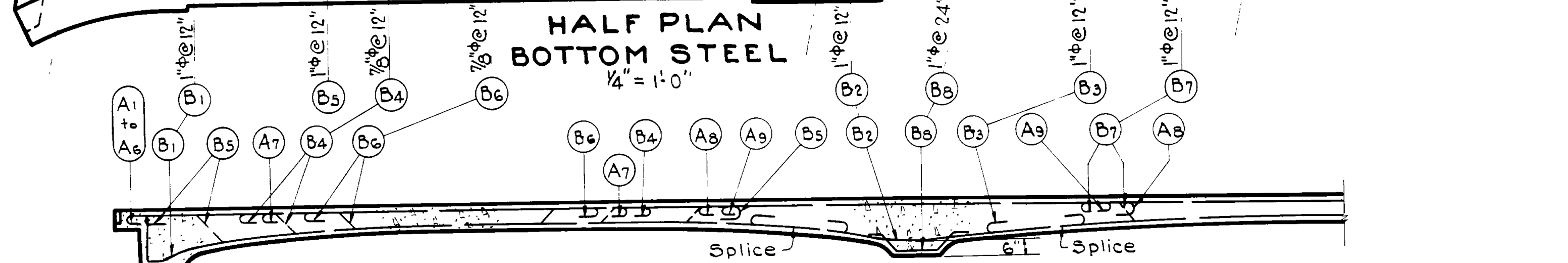
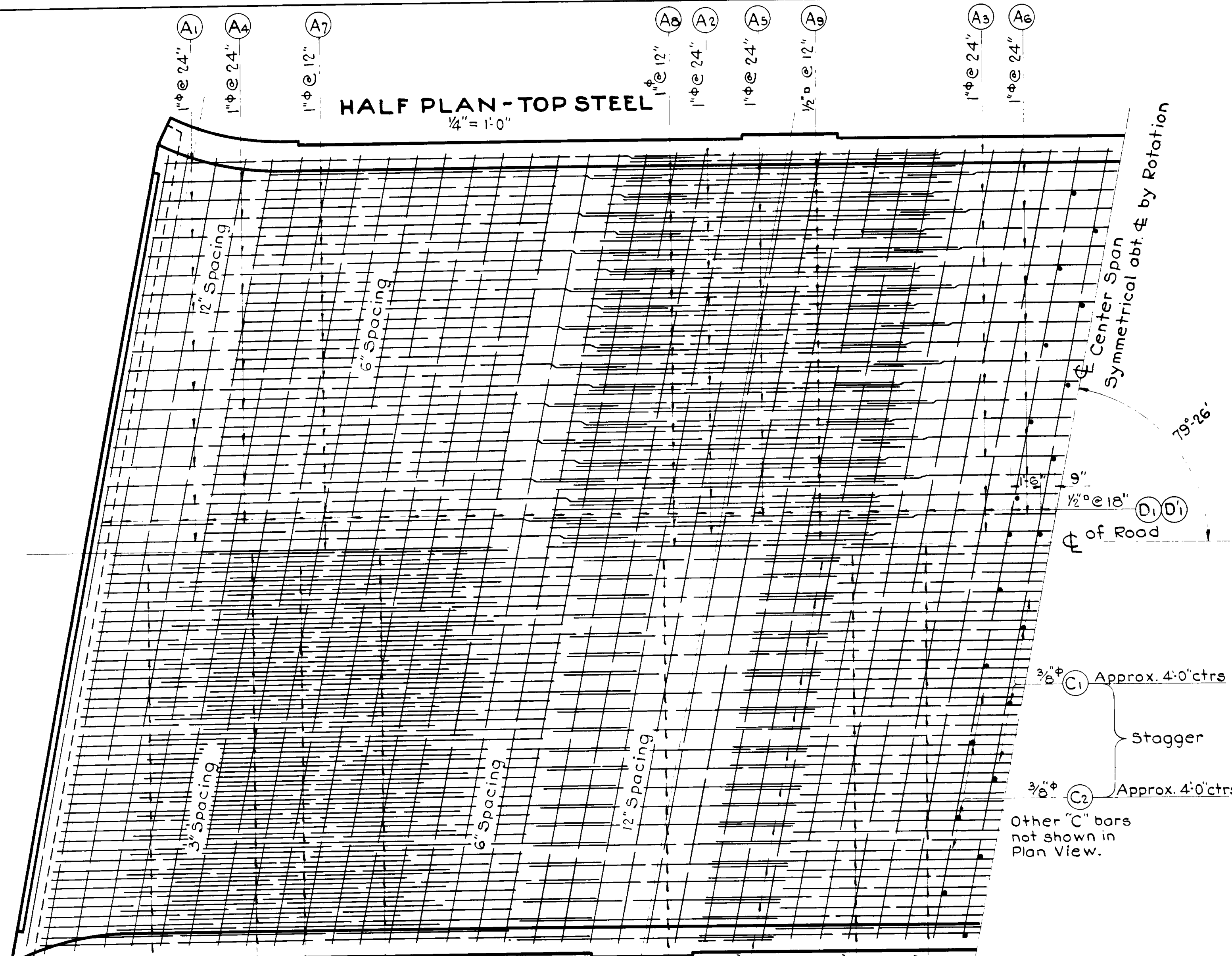


LONGITUDINAL SECTION ON ROAD

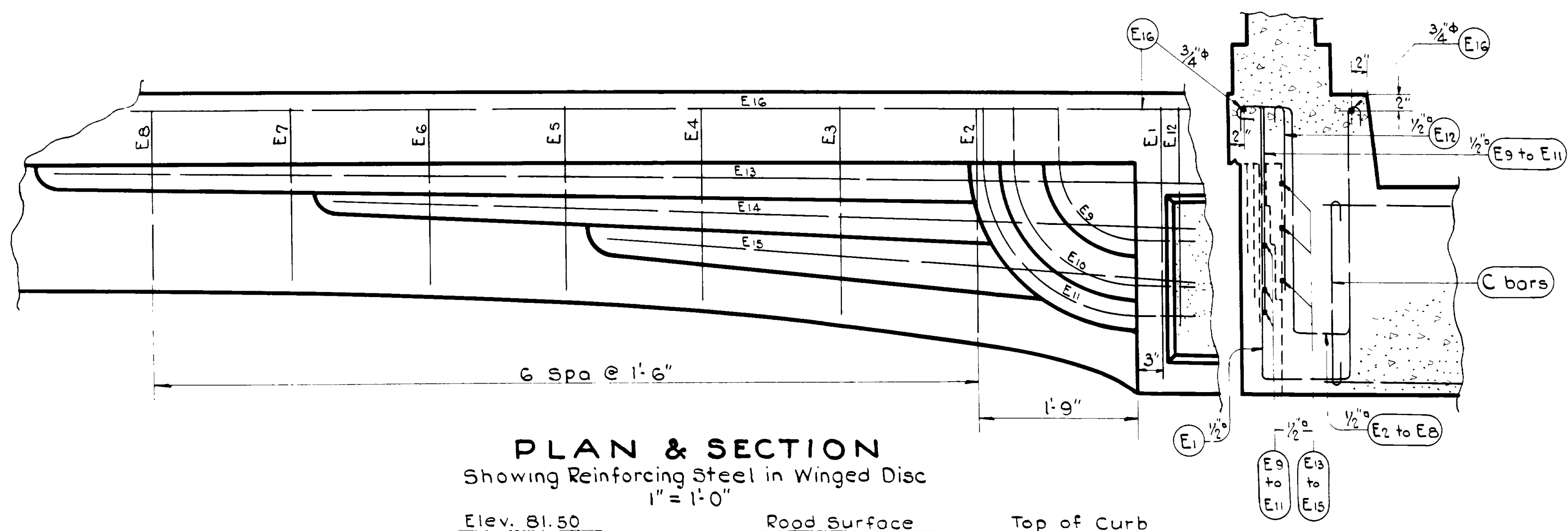
Note:
 Embankment within an area bounded by 1/2:1 slopes from end of bridge shall be constructed in horizontal layers not over 12" thick and each layer to be thoroughly compacted or rolled.

SHEET NO. 2 OF 8 SHEETS
 UTAH STATE ROAD COMMISSION
 SALT LAKE CITY - UTAH
 K. C. WRIGHT - CHIEF ENGINEER
S.P.R.R. OVERHEAD
 THREE MILES SOUTH OF FARR WEST
 STA. 173+38 W.P.G.S. 200
 WEBER CO.
 DRAWN BY J.A.U. SCALE 1/4" = 1'-0"
 DRAWN BY C.G.W. DATE *Dec 9, 1935*
 CHECKED BY *W. H. ...*
 EXAMINED BY *W. H. ...*
 BRIDGE NO. DRG. NO. D-399

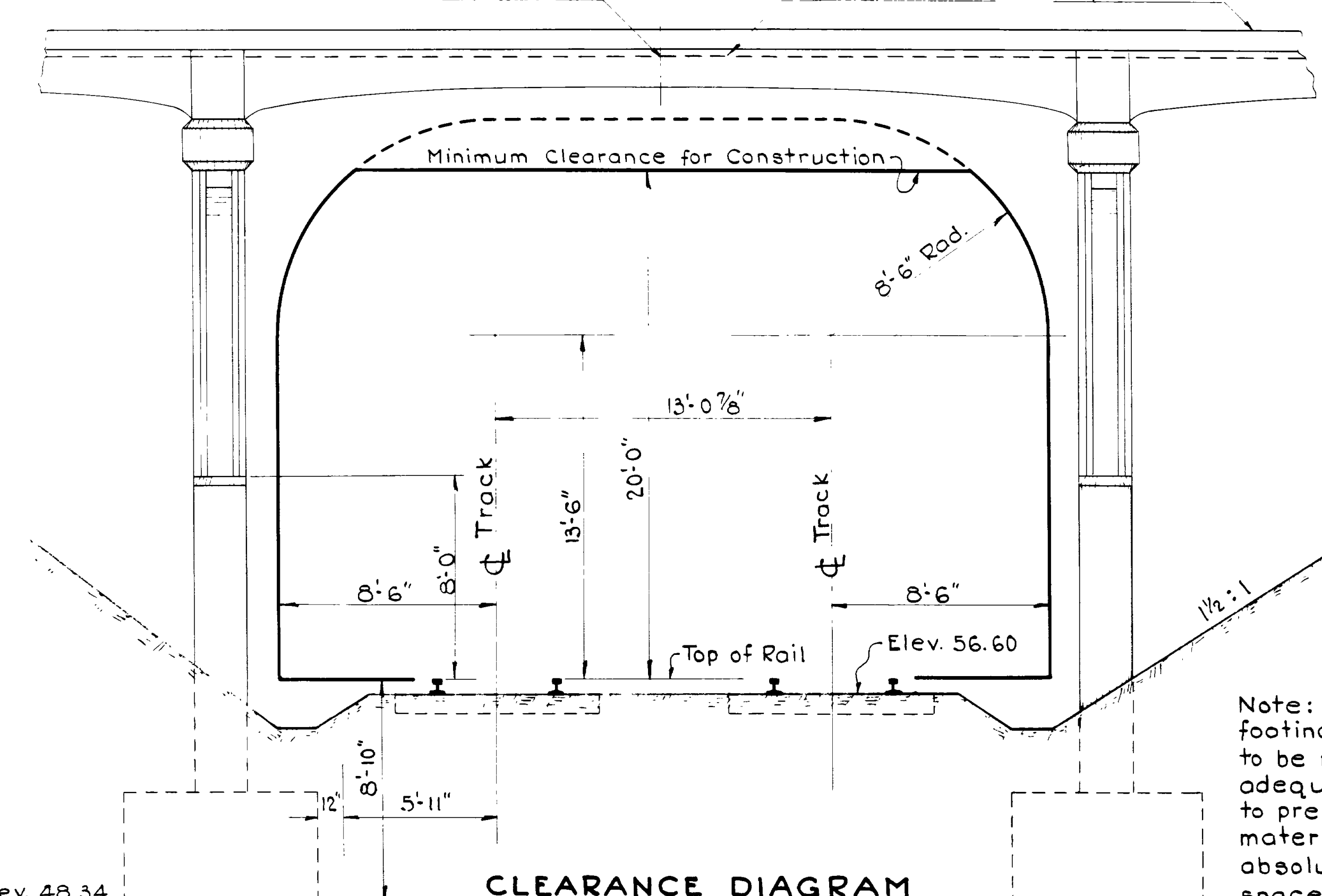
FED. ROAD DIST. NO.	STATE	W.P.G.S. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
12	UTAH	200			



SECTION ON &
1/4" = 1'-0"

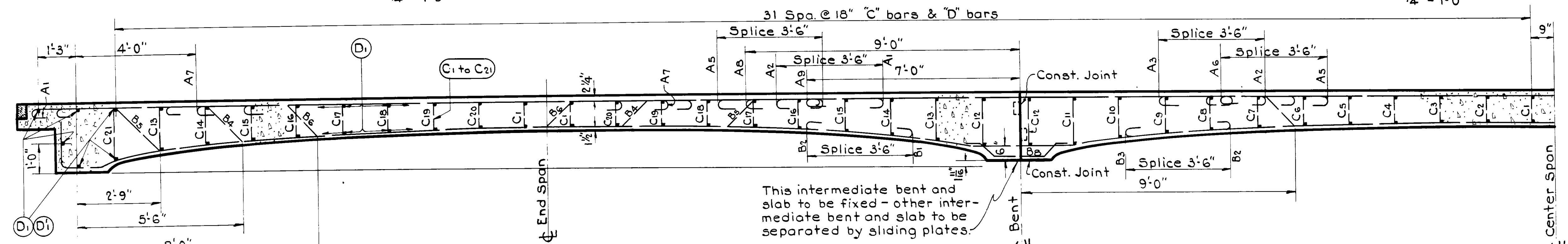


PLAN & SECTION
Showing Reinforcing Steel in Winged Disc
1" = 1'-0"



CLEARANCE DIAGRAM
1/4" = 1'-0"

Note: Excavation for pier footings adjacent to tracks are to be provided with sheet piles adequately driven and braced to prevent any yielding of material in R.R. embankment. An absolute minimum of working space shall be used on the track side of the footings.

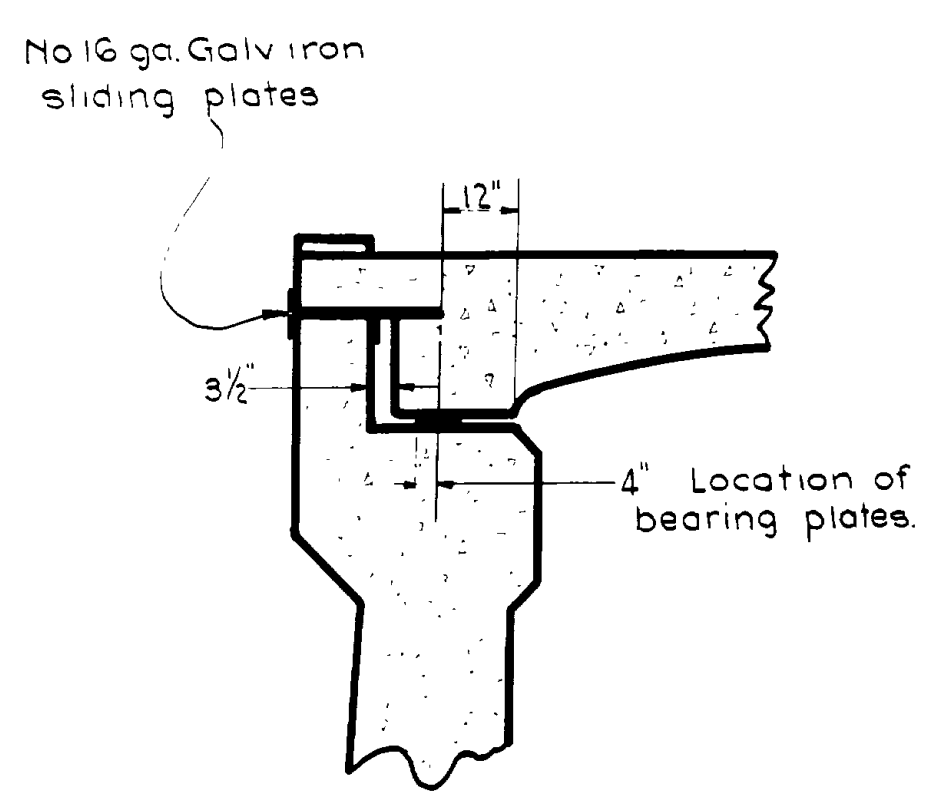


ENLARGED SECTION ON &
Scale: 1/2" = 1'-0"

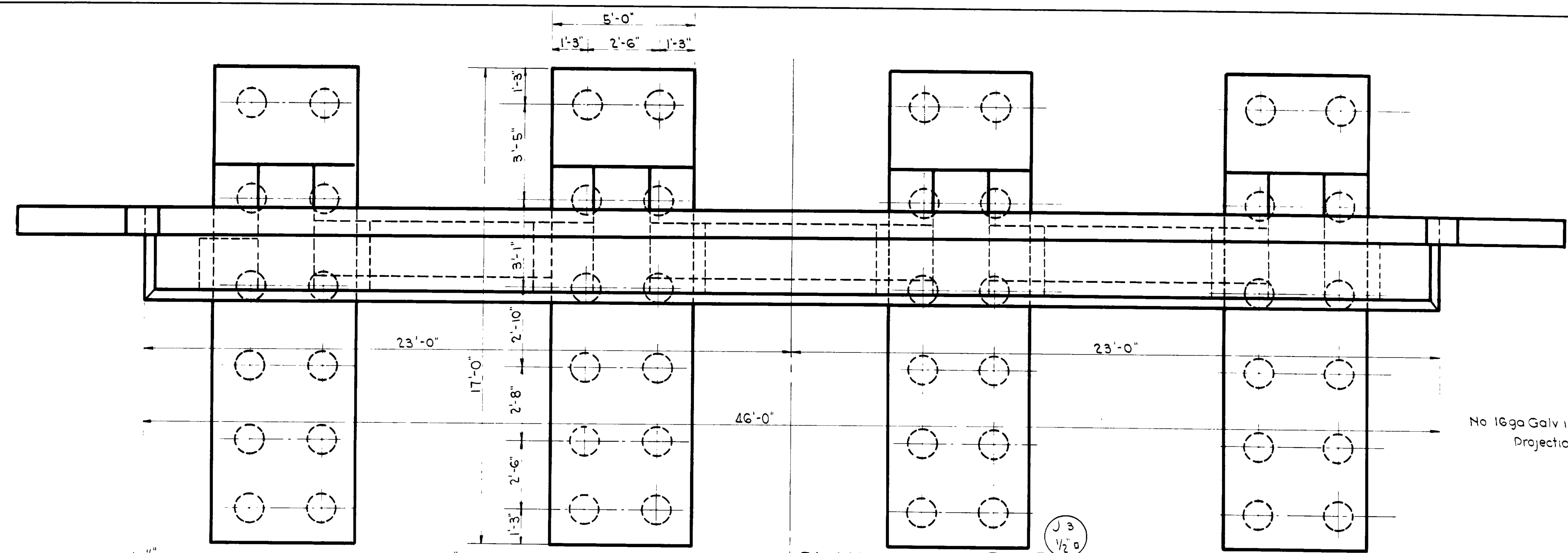
REVISIONS	DATE	BY
1	7-17-36	C/GW

SHEET NO. 4 OF 8 SHEETS	
UTAH STATE ROAD COMMISSION SALT LAKE CITY - UTAH K. C. WRIGHT - CHIEF ENGINEER	
S.P.R.R. OVERHEAD THREE MILES SOUTH OF FARR WEST STA. 173+38 W.P.G.S. 200 WEBER CO.	
DESIGNED BY J.A.U.	SCALE As shown
DRAWN BY G.G.W.	ISSUED 8-9-36
CHECKED BY	APPROVED
EXAMINED BY	APPROVED
BRIDGE NO.	DRG. NO. D-399

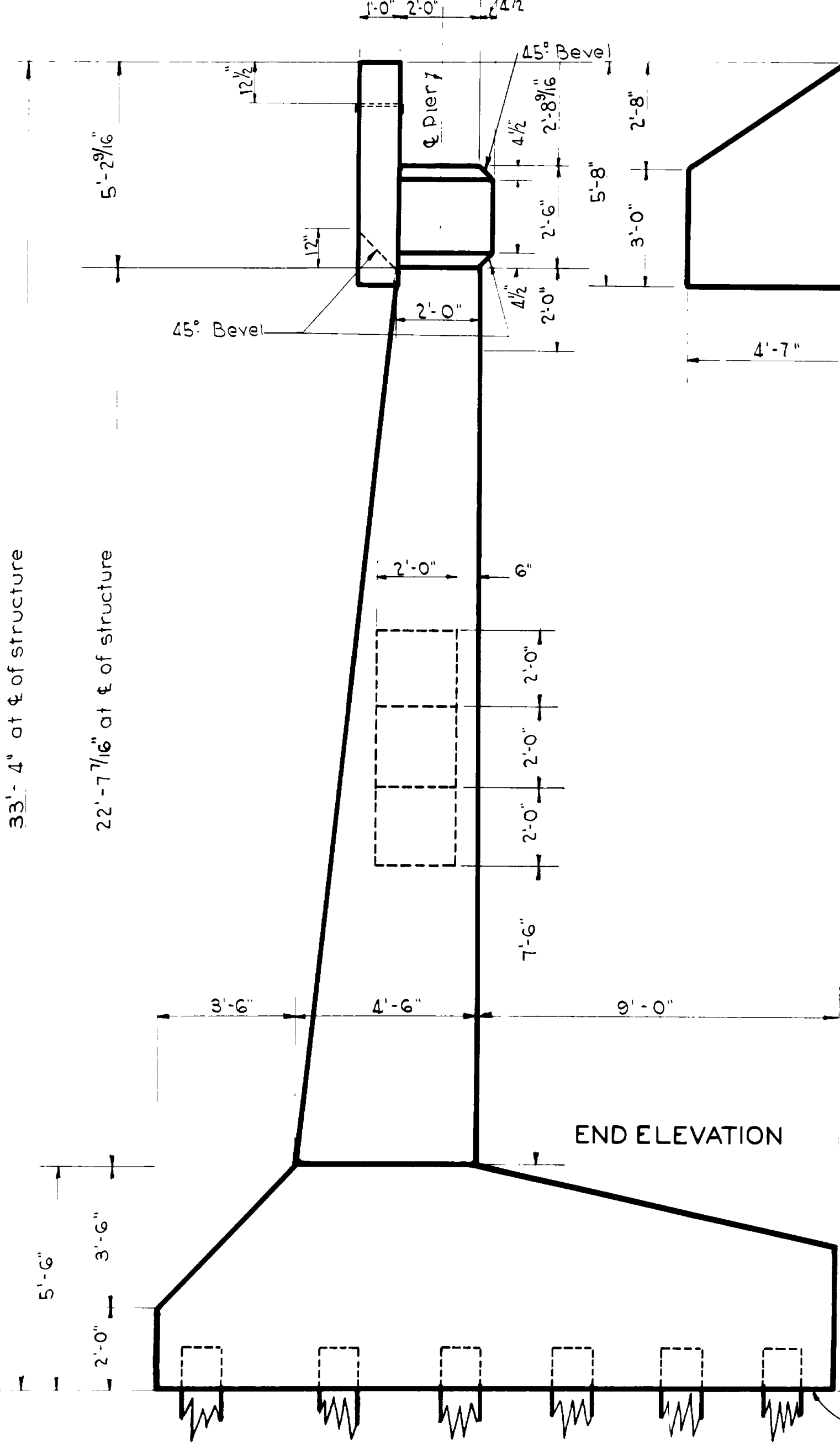
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
12	UTAH	200			



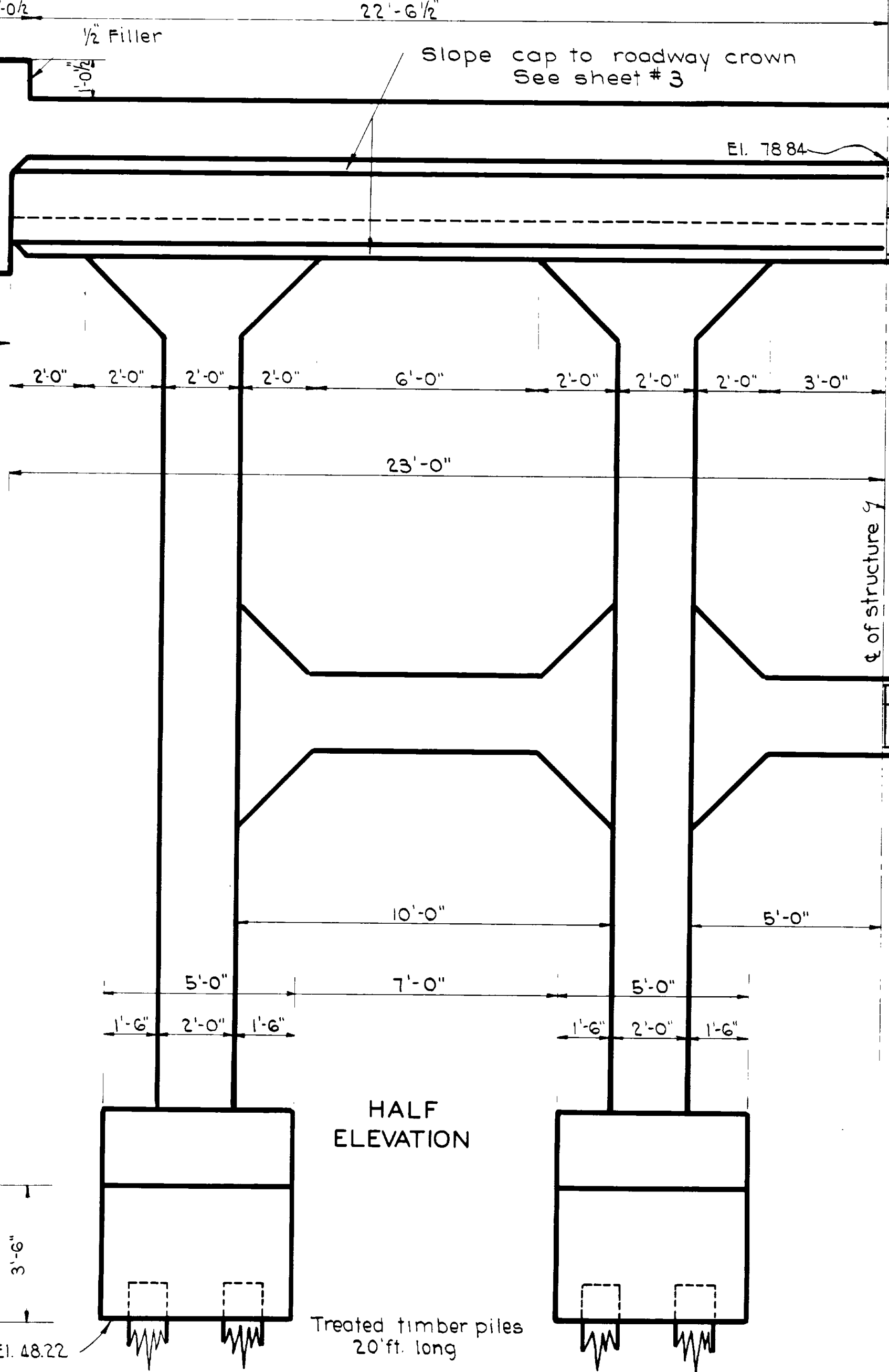
SECTION SHOWING LOCATION OF BEARING PLATES



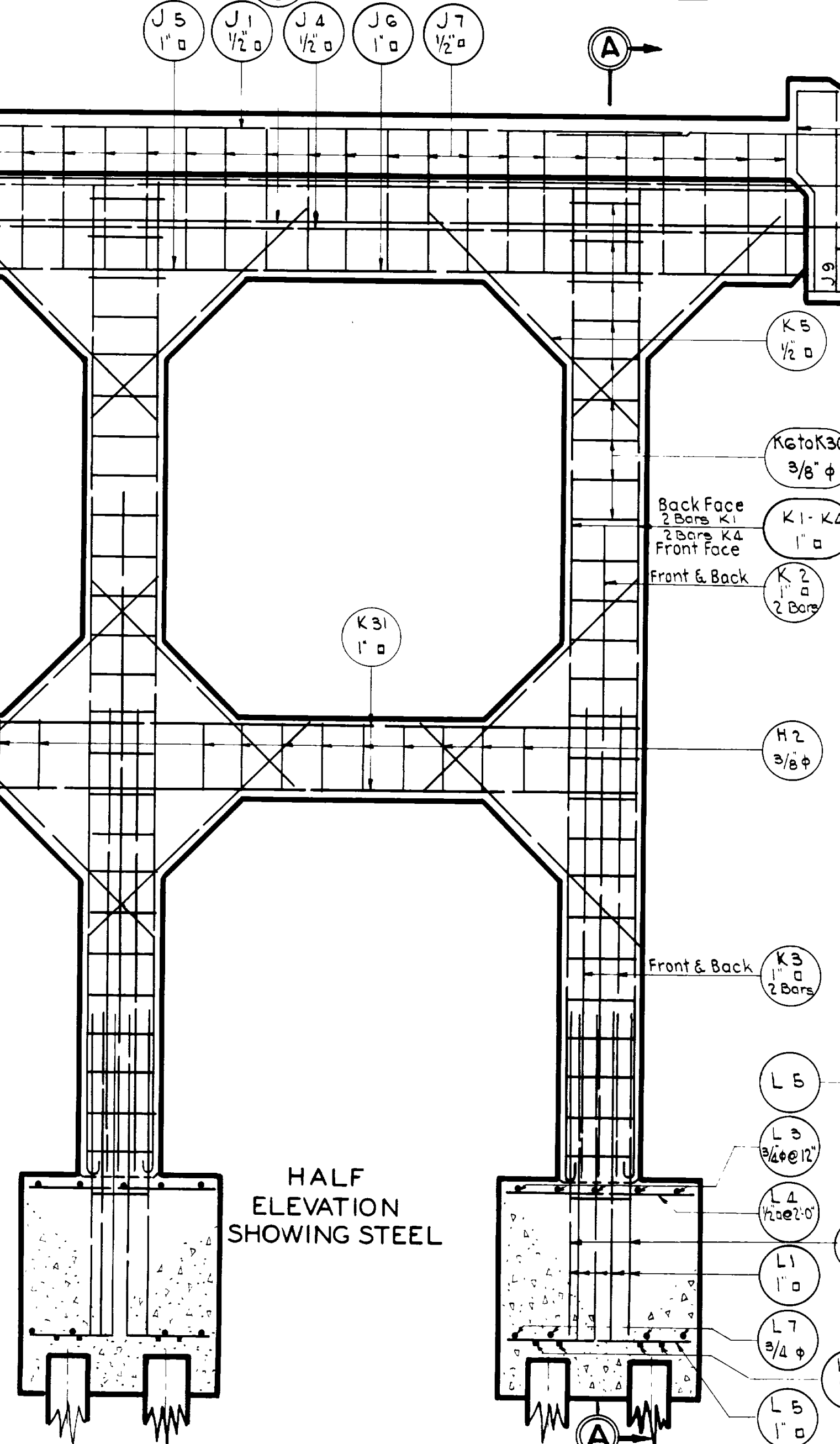
PLAN



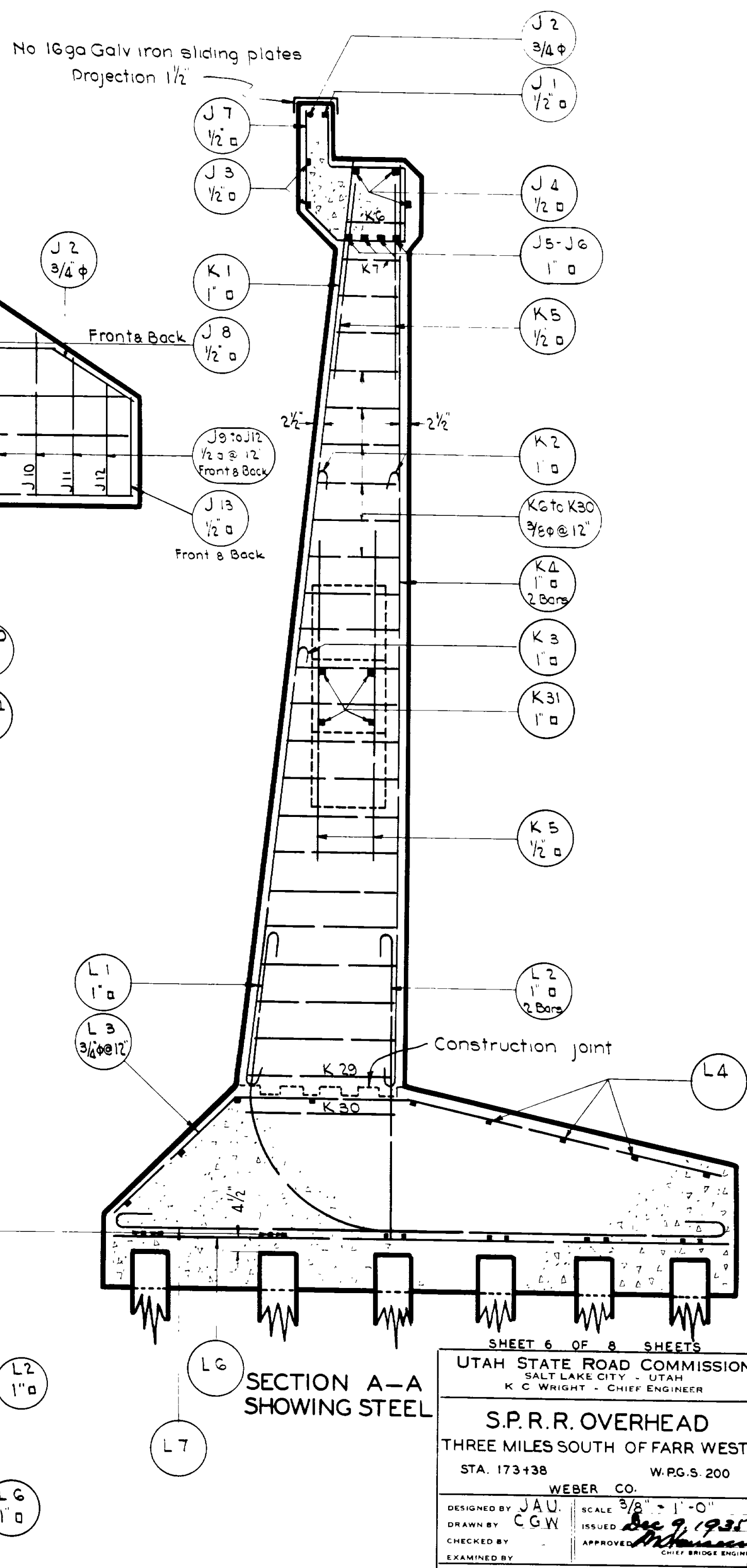
END ELEVATION



HALF ELEVATION



HALF ELEVATION SHOWING STEEL



SECTION A-A SHOWING STEEL

NO.	DATE	BY	CHKD.	REV.

SHEET 6 OF 8 SHEETS

UTAH STATE ROAD COMMISSION
SALT LAKE CITY - UTAH
K. G. WRIGHT - CHIEF ENGINEER

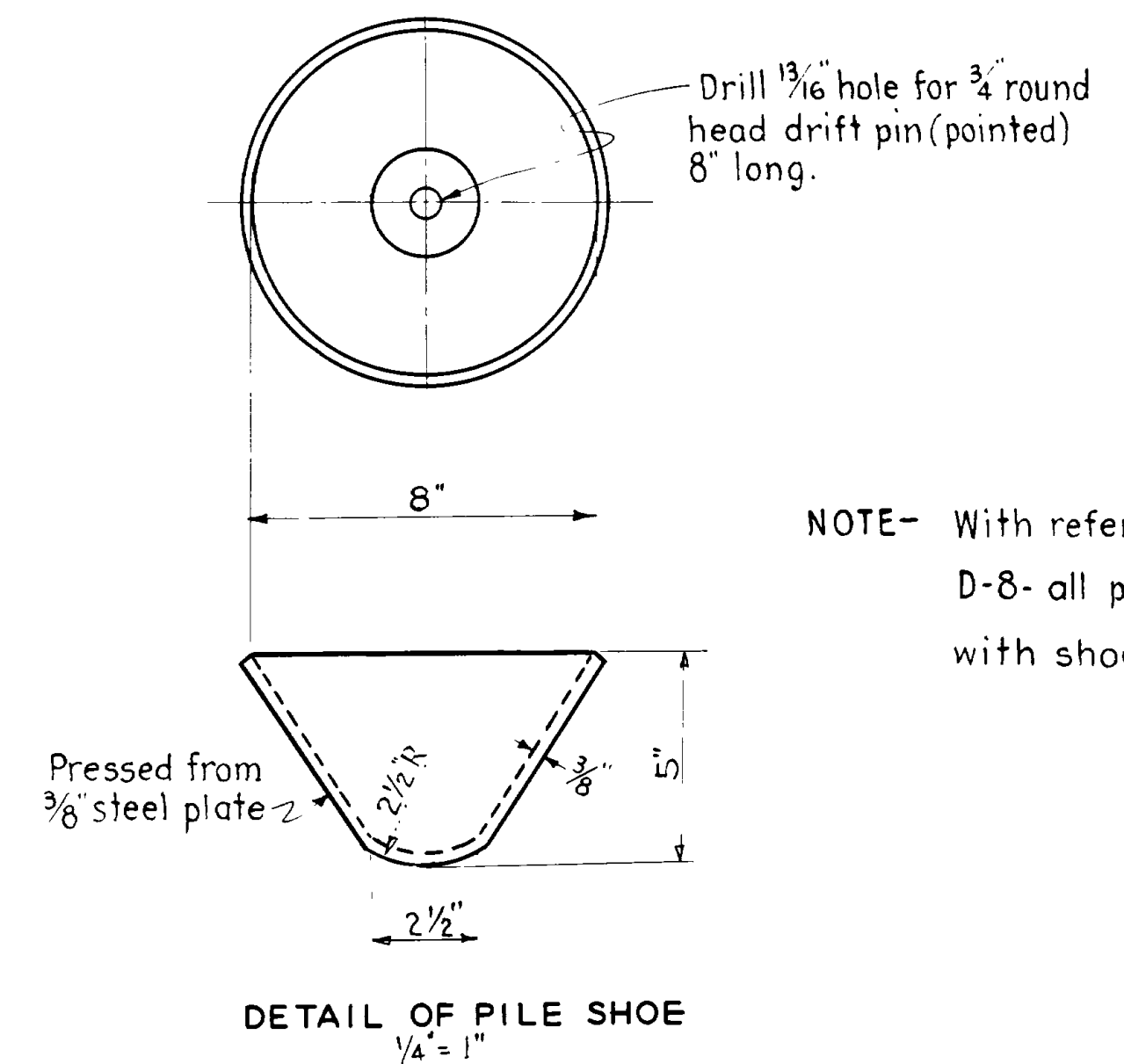
S.P.R.R. OVERHEAD
THREE MILES SOUTH OF FARR WEST
STA. 173+38 W.P.G.S. 200

WEBER CO.
SCALE 3/8" = 1'-0"

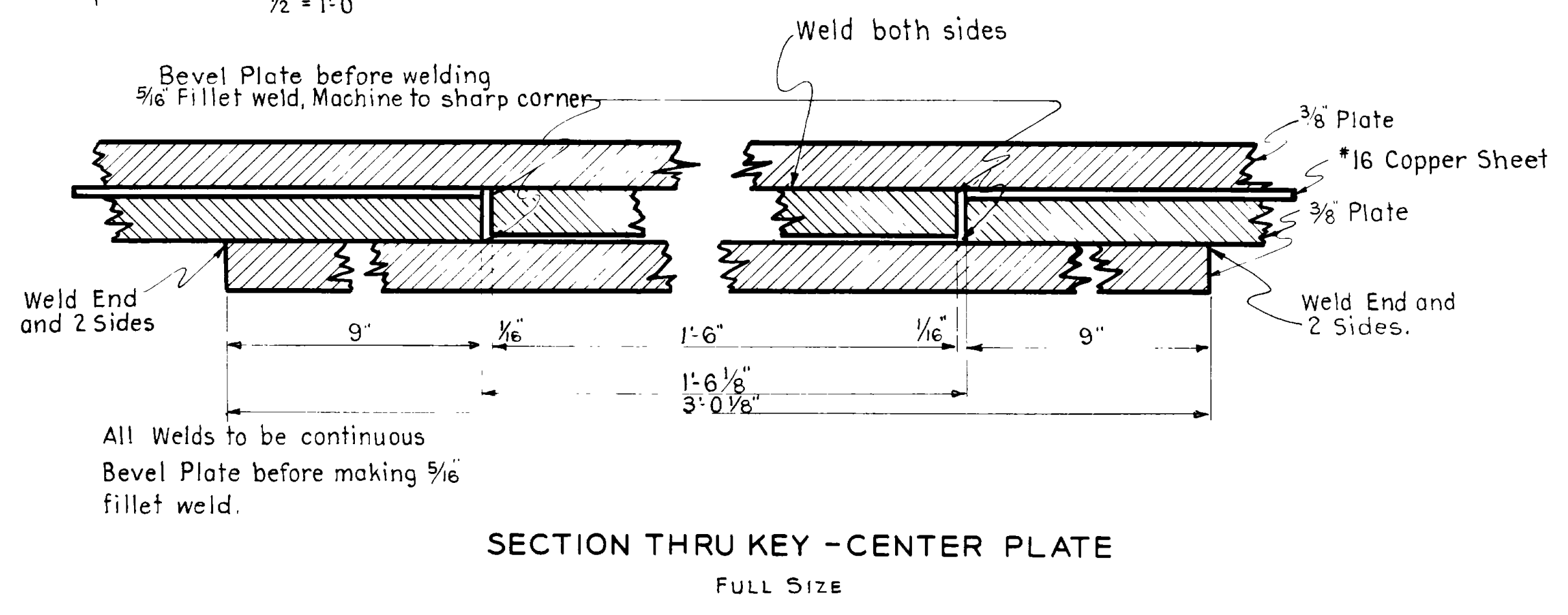
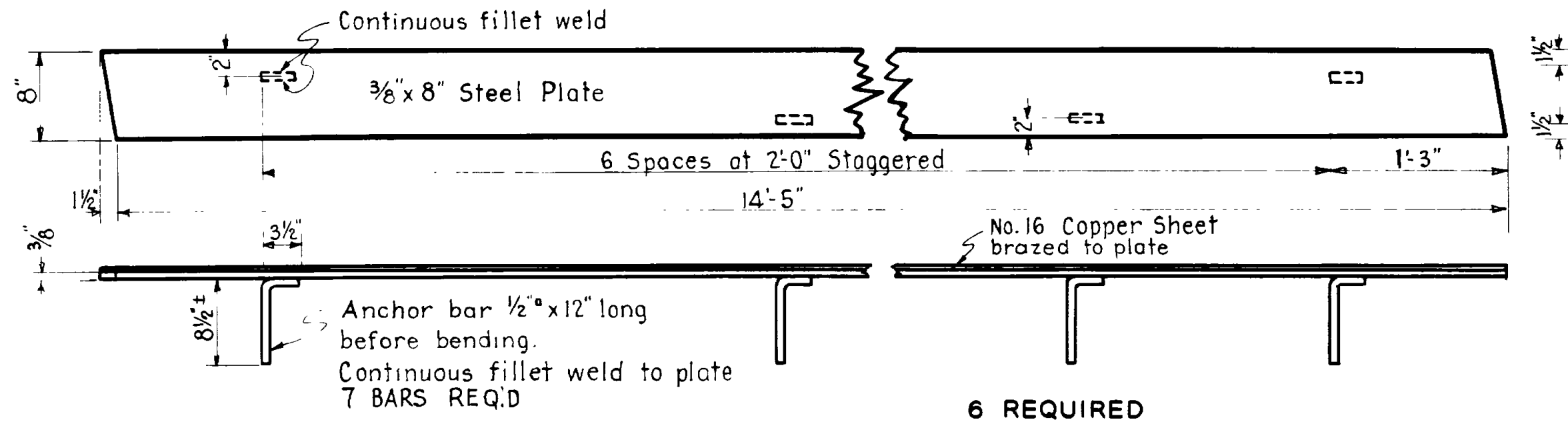
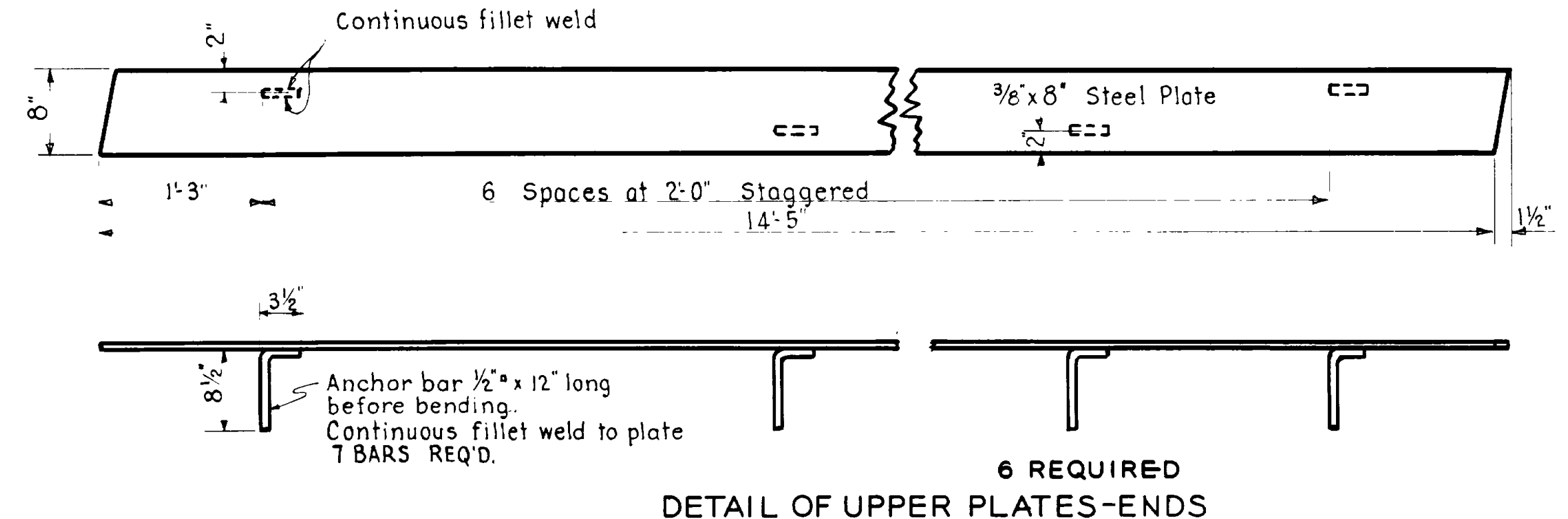
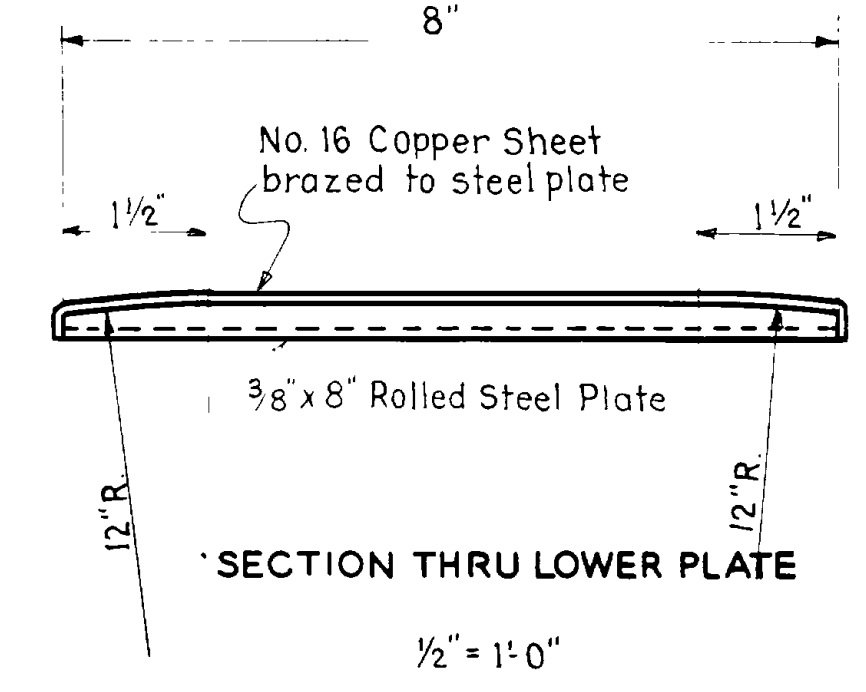
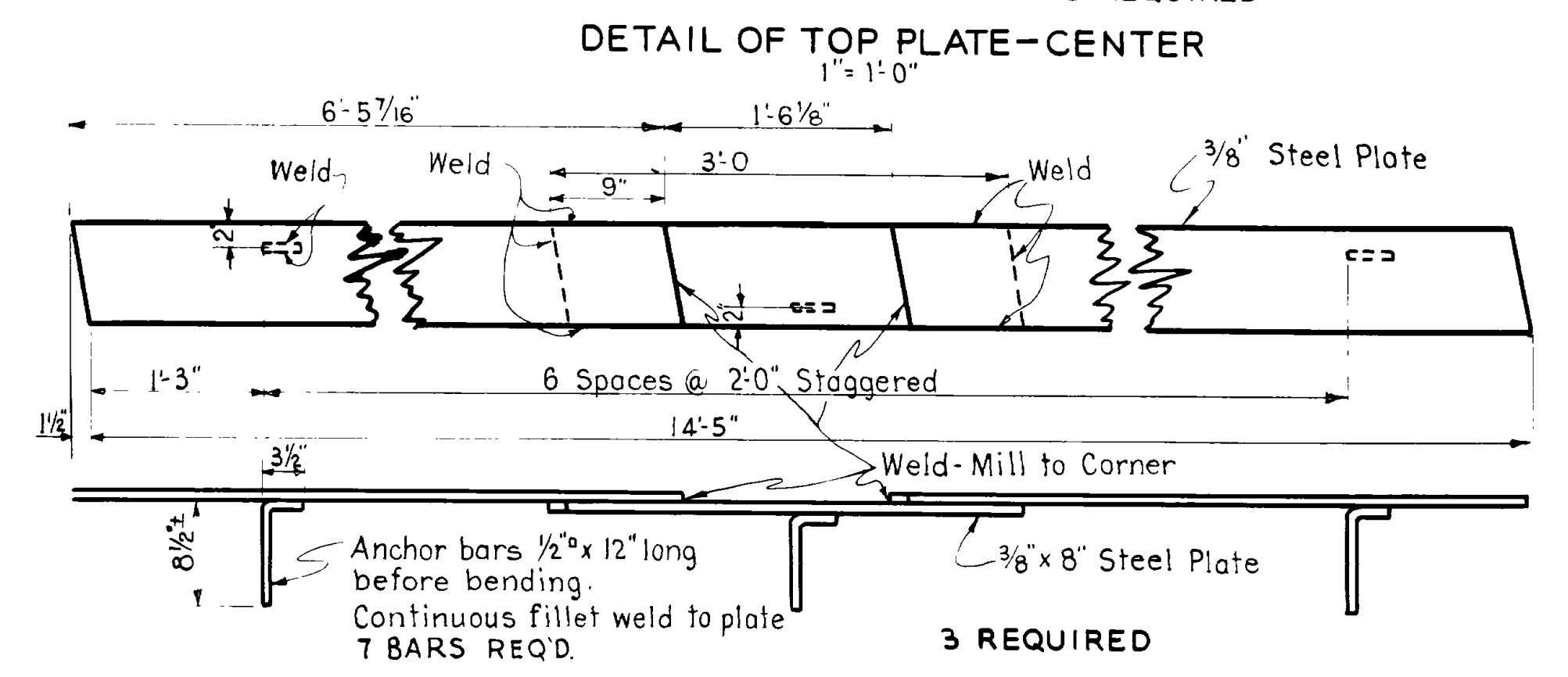
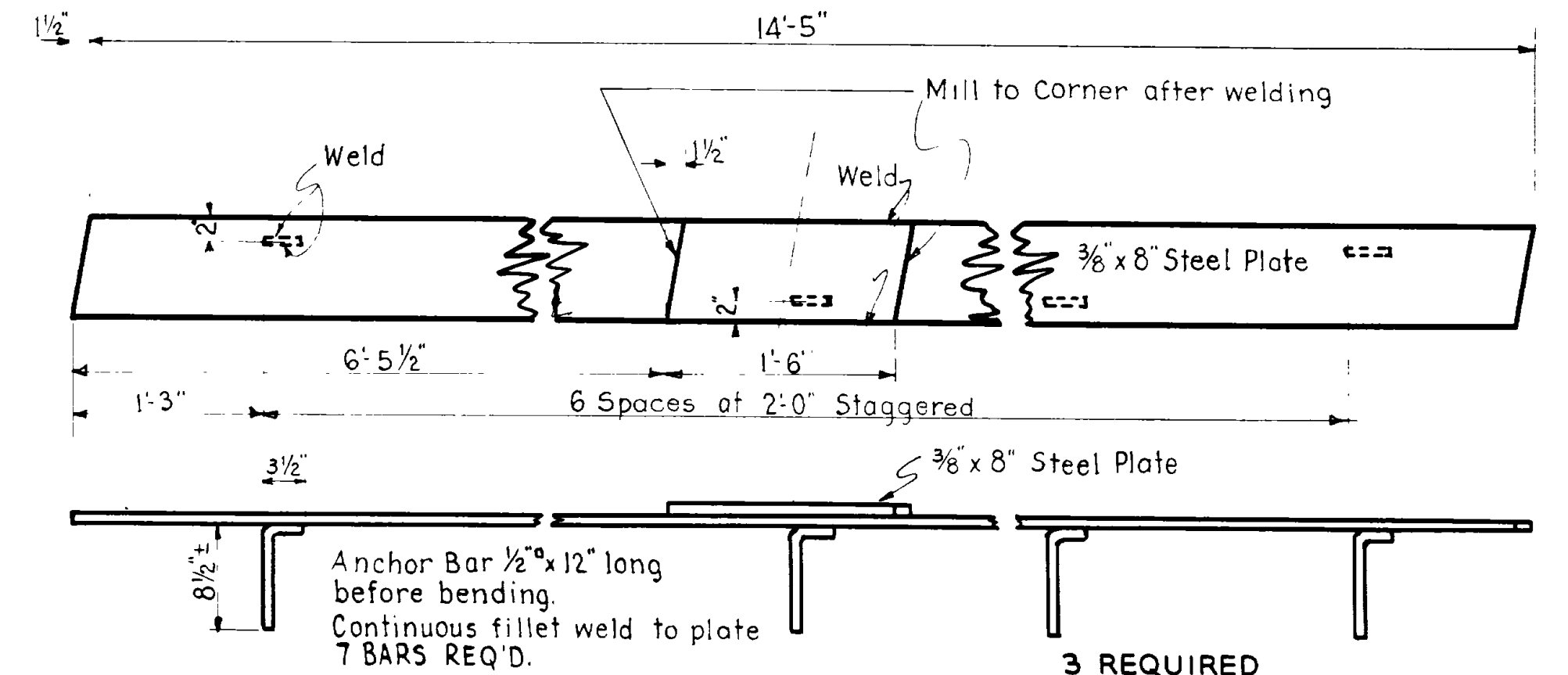
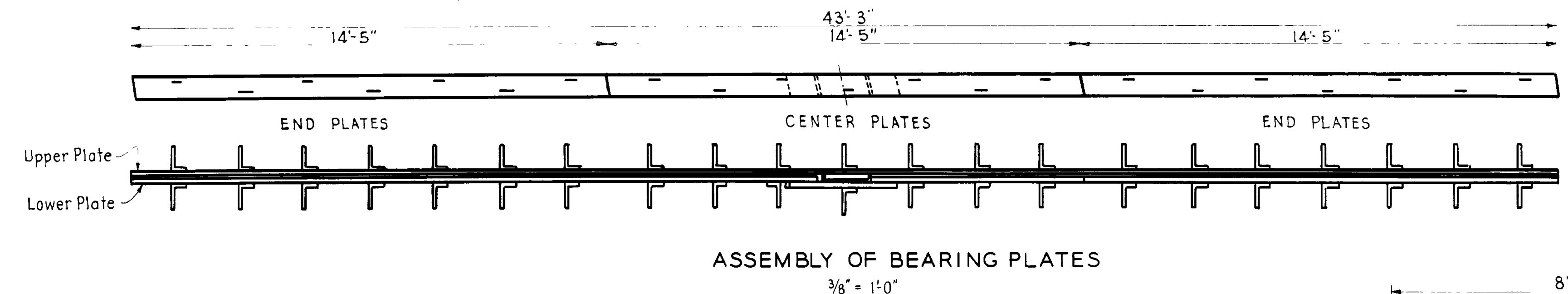
DESIGNED BY JAU
DRAWN BY CGW
CHECKED BY [Signature]
EXAMINED BY [Signature]

BRIDGE NO. DRG. NO. D-399

FED. ROAD DIST. NO.	STATE	W.P.G.S. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
12	UTAH	200			

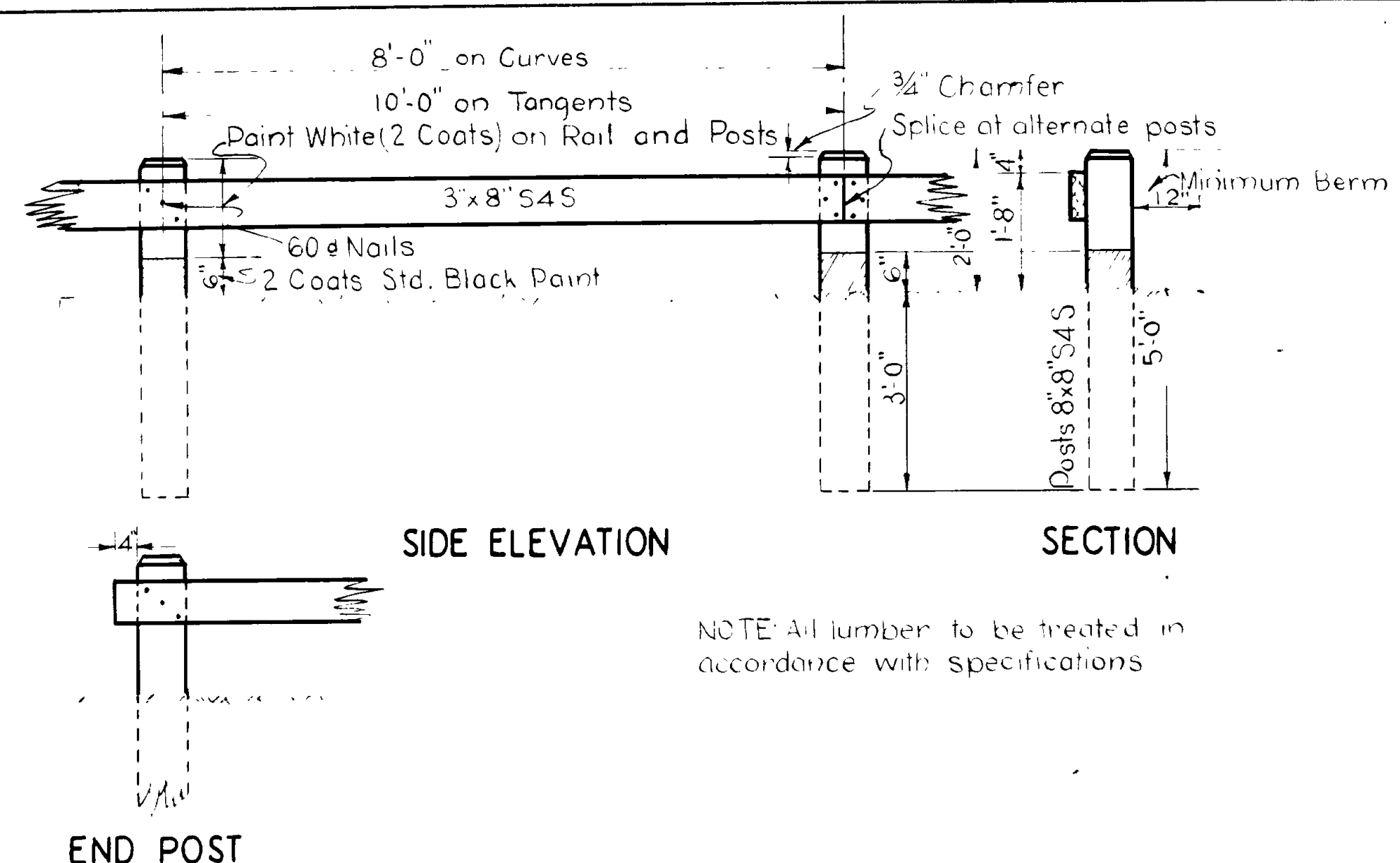


NOTE- With reference to paragraph D-8- all piles are to be fitted with shoes.

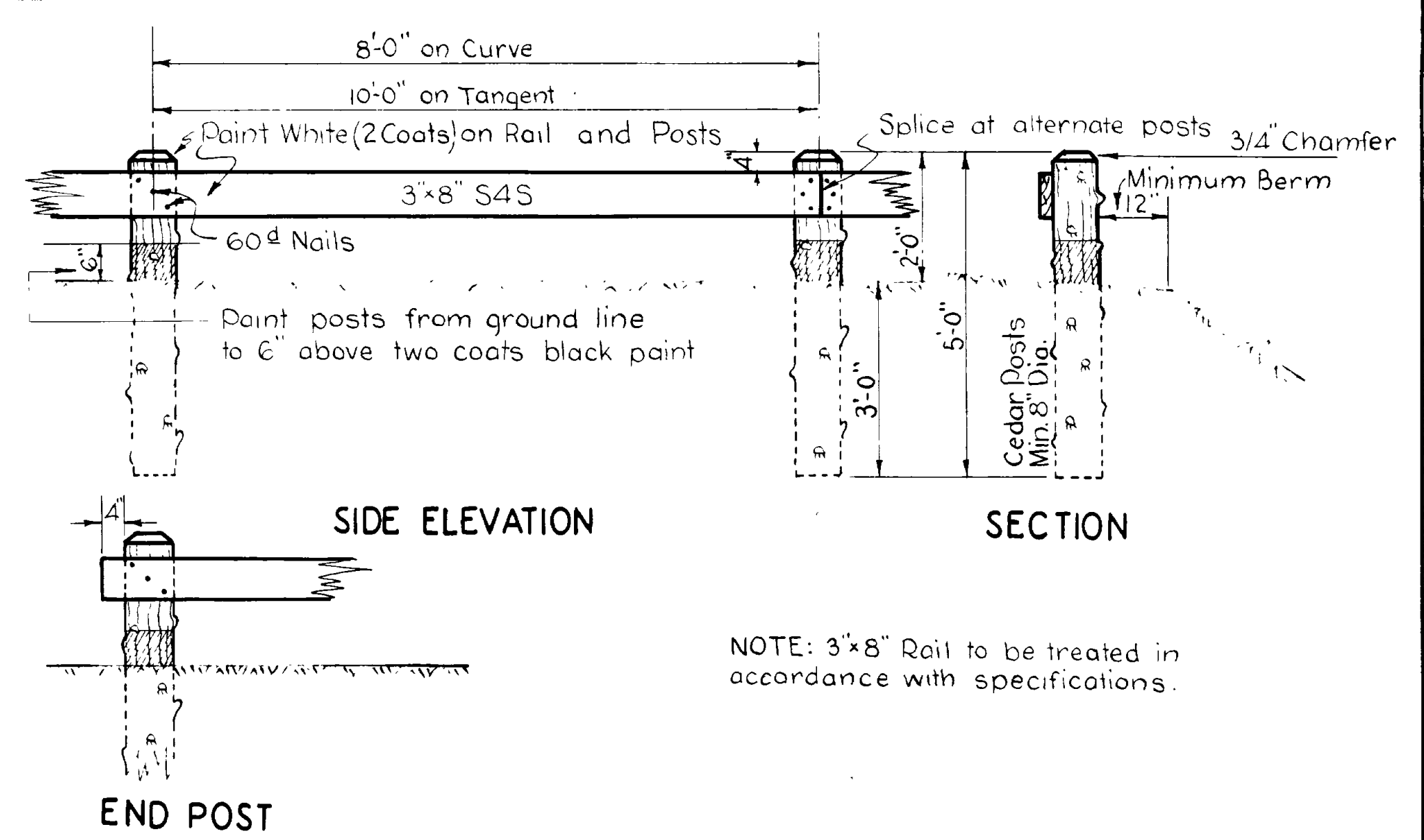


REV.	DATE	BY	CHKD.

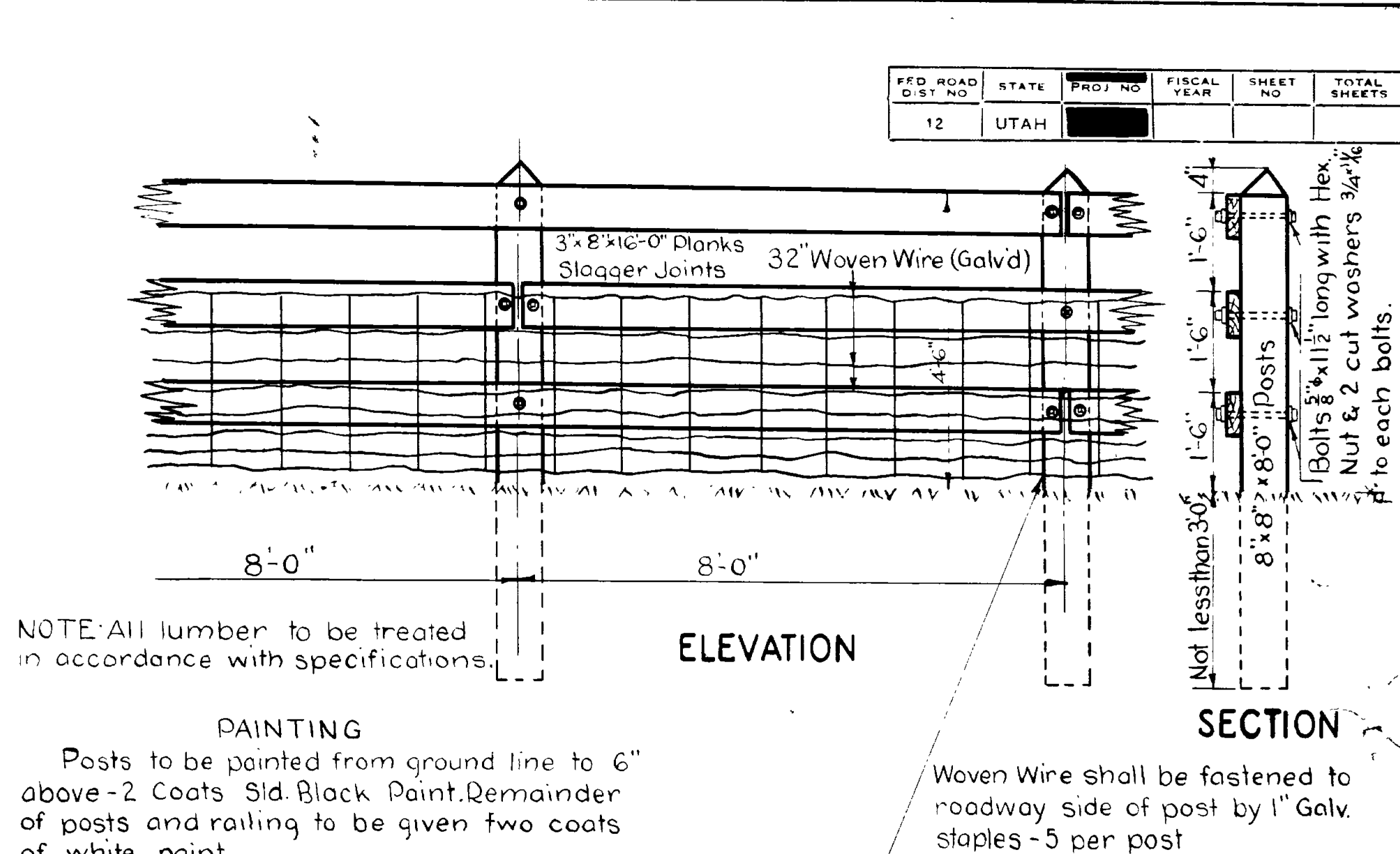
SHEET NO 7 OF 8 SHEETS
 UTAH STATE ROAD COMMISSION
 SALT LAKE CITY - UTAH
 K. C. WRIGHT - CHIEF ENGINEER
S.P.R.R. OVERHEAD
 THREE MILES SOUTH OF FARR WEST
 STA. 173+38 W.P.G.S. 200
 WEBER CO.
 DESIGNED BY JAU SCALE As noted
 DRAWN BY GGW ISSUED Dec 2, 1935
 CHECKED BY APPROVED
 EXAMINED BY
 BRIDGE NO. DRG. NO. D-399



TYPE "H"



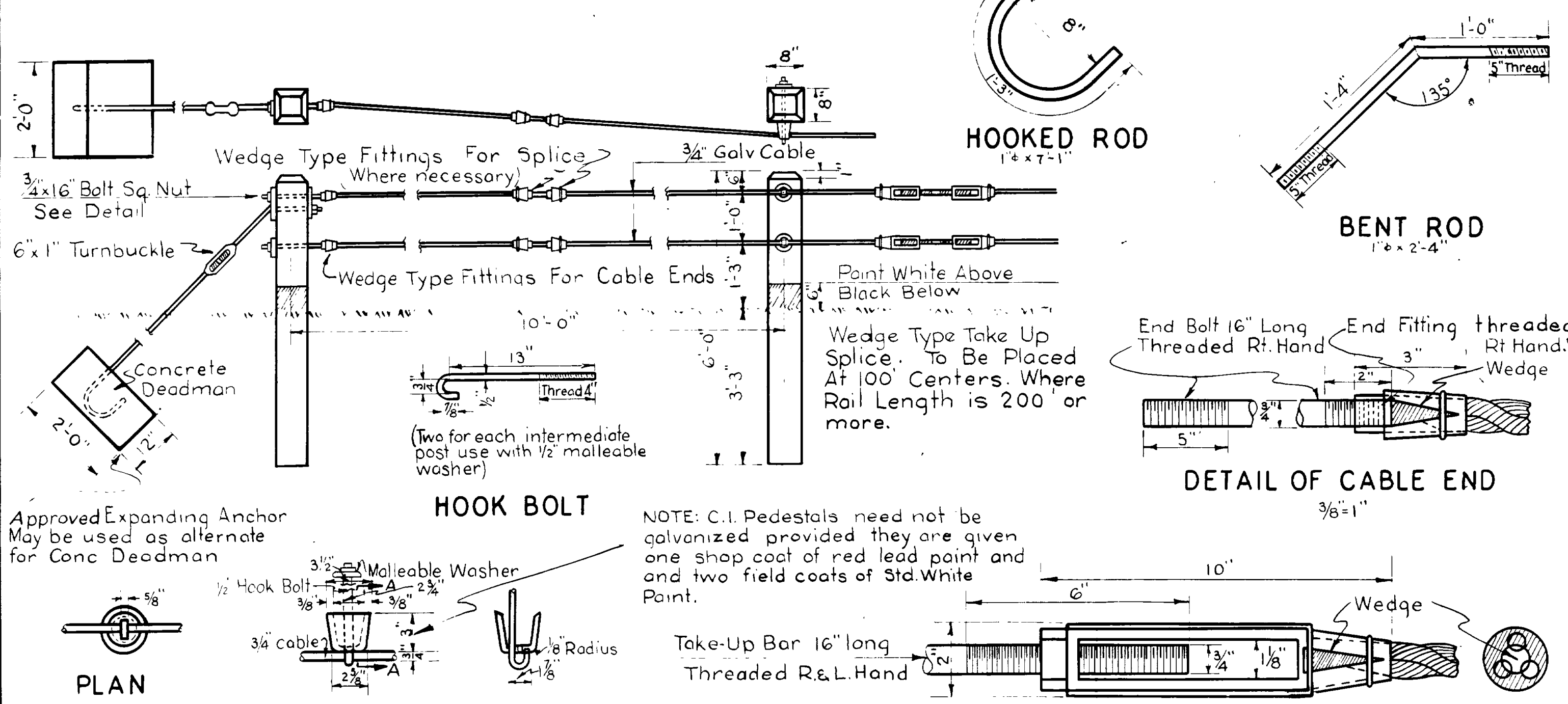
TYPE "H-C"



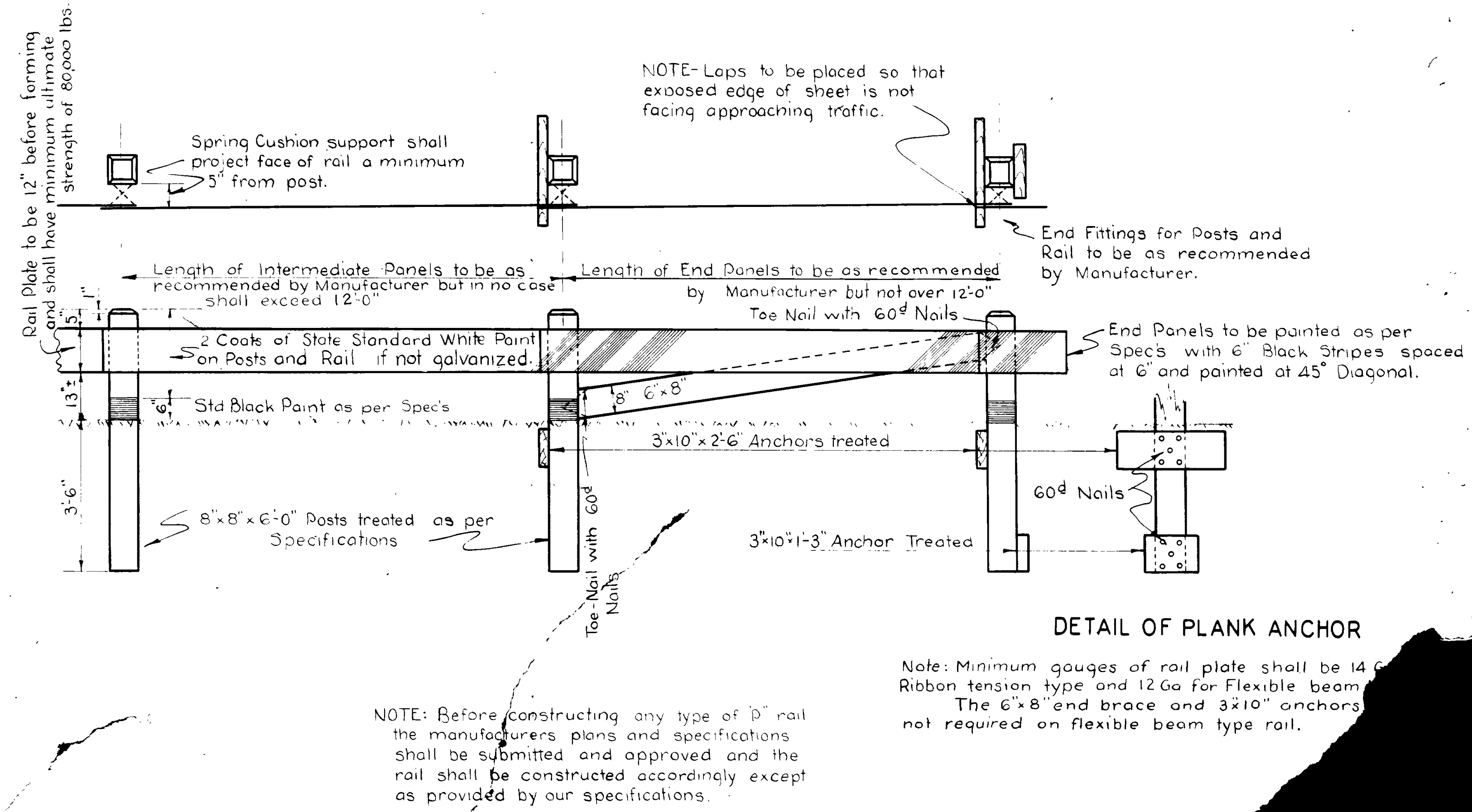
TYPE "R-R"

NOTE: Posts shall be 8x8x6-0 S4S with 1" bevel top end. Painted two coats of State Standard White paint. Paint posts from ground line to 6" above two coats of Standard black paint. All guard rail fittings to be hot dipped-double galvanized.

NOTE: All lumber to be treated in accordance with specifications.



TYPE "C"

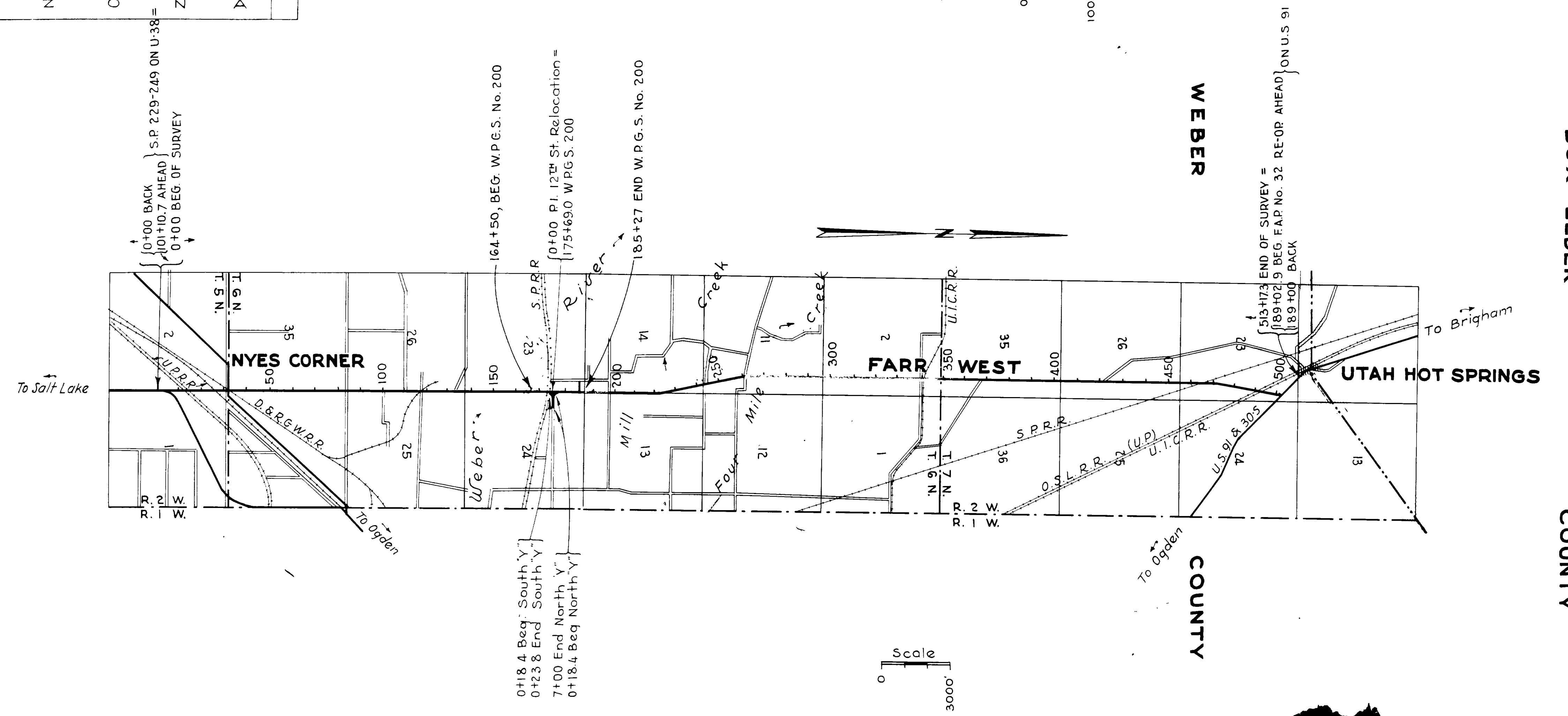
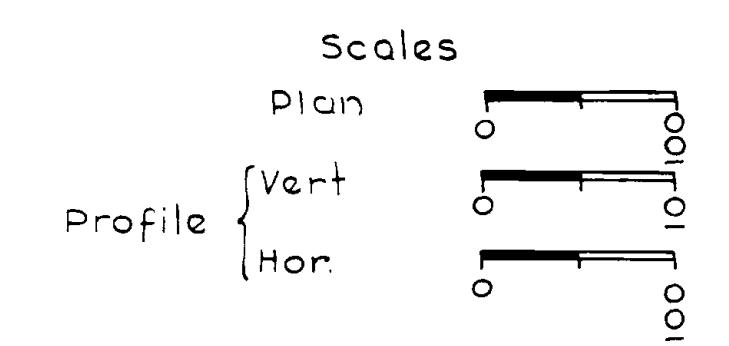
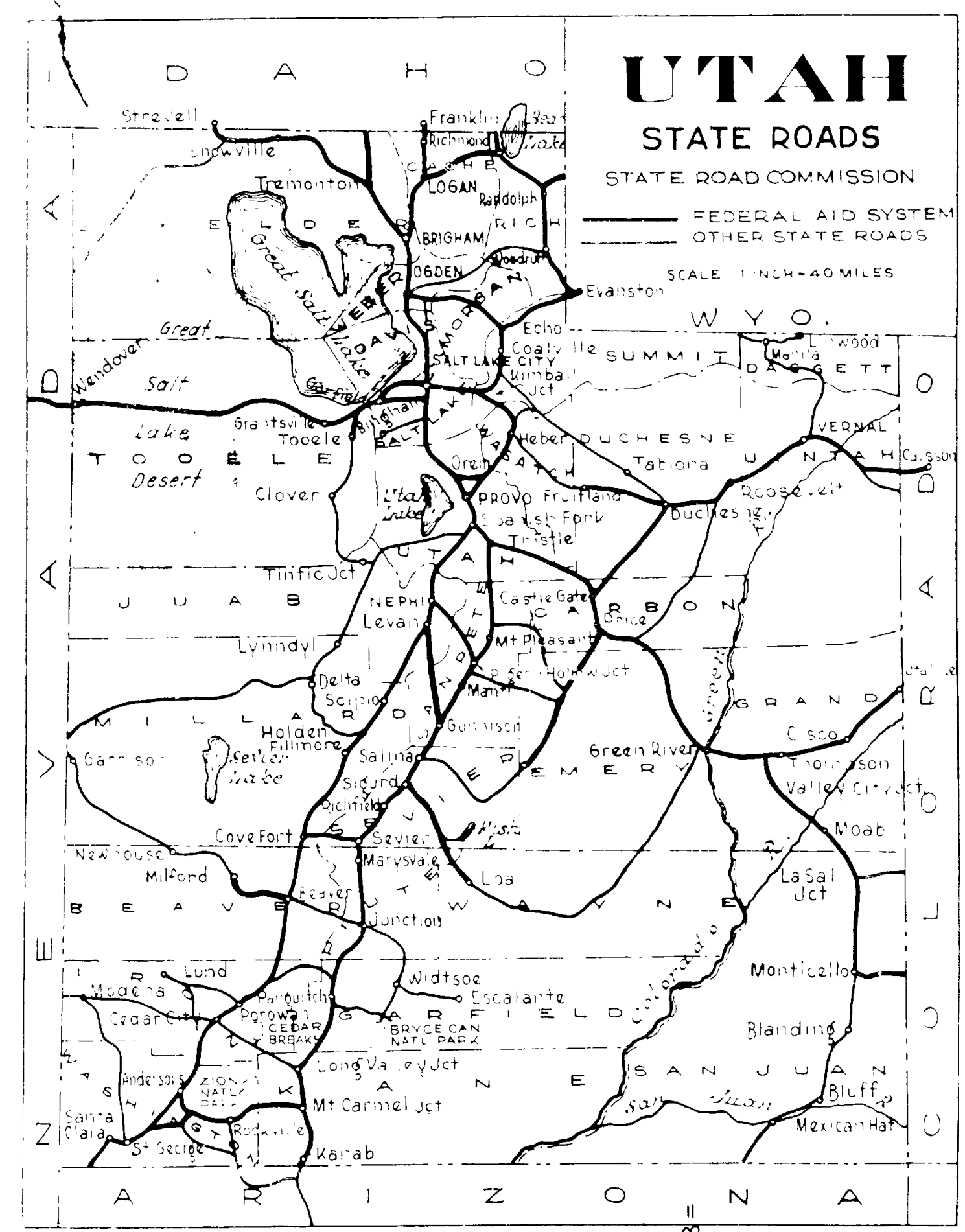


TYPE "P"

STATE OF UTAH STATE ROAD COMMISSION

PLANS OF PROPOSED STATE ROAD

NYES CORNER - UTAH HOT SPRINGS
U. S. W. P. G. C. P. No. W. P. G. S. 200 LENGTH 0.523 MILES



INDEX TO SHEETS W.P.G.S. No. 200

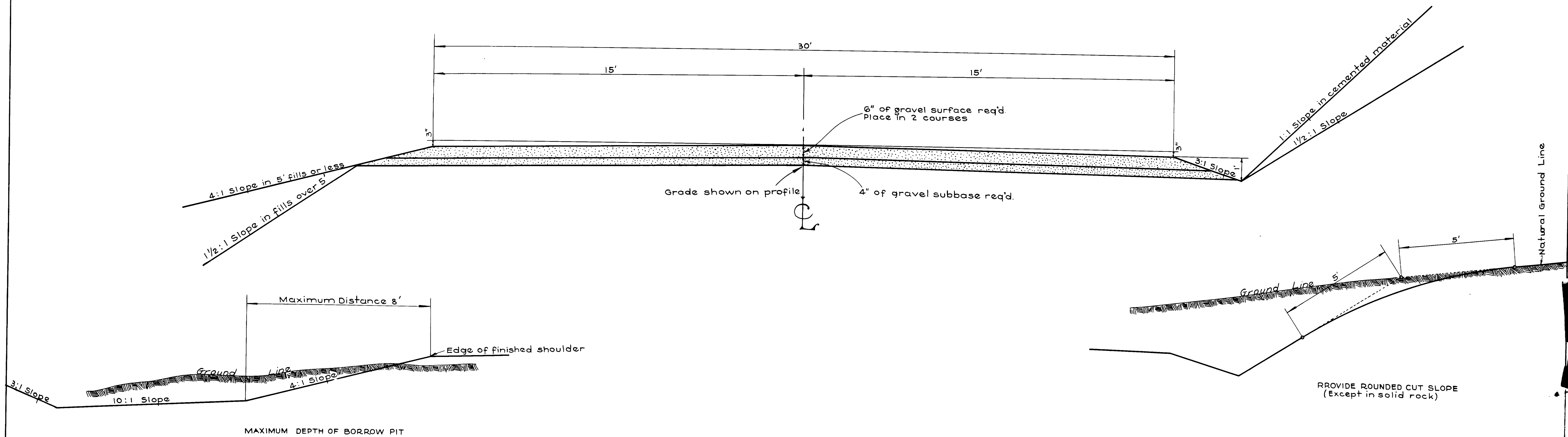
SHEET NO.	DESCRIPTION	DRAWING NO.	STATION
1	Title Sheet		
2	Typical Section		
3	Plan and Profile		
4-11	10 1/2" - 0 7/8" Conc. Overhead	D 399	173+38
12A	Super & Widen Curves	J-343-R	
12B	F.A.P. & R. of W. Mkrs.	J-391-R	
13	Cross Sections		

APPROVED Jan. 1936
STATE ROAD COMMISSION OF UTAH
Edwin E. Howe
CHAIRMAN
Arthur B. ...
MEMBER
Stephens
MEMBER
RECOMMENDED BY

WEBER COUNTY BOX ELDER

TYPICAL CROSS SECTION

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
12	UTAH	200-C	1938	2	11



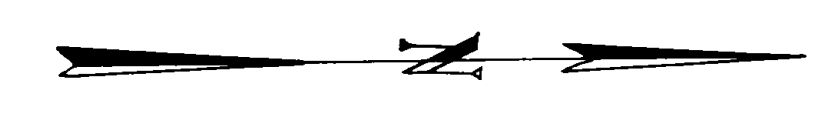
1	2	3	4	5	6	7	8	9	10	11	12
---	---	---	---	---	---	---	---	---	----	----	----

Widen and superelevate curves according to J-343-RS.

UTAH STATE ROAD COMMISSION
SALT LAKE CITY - UTAH
E. C. KNOWLTON, CHIEF ENGINEER

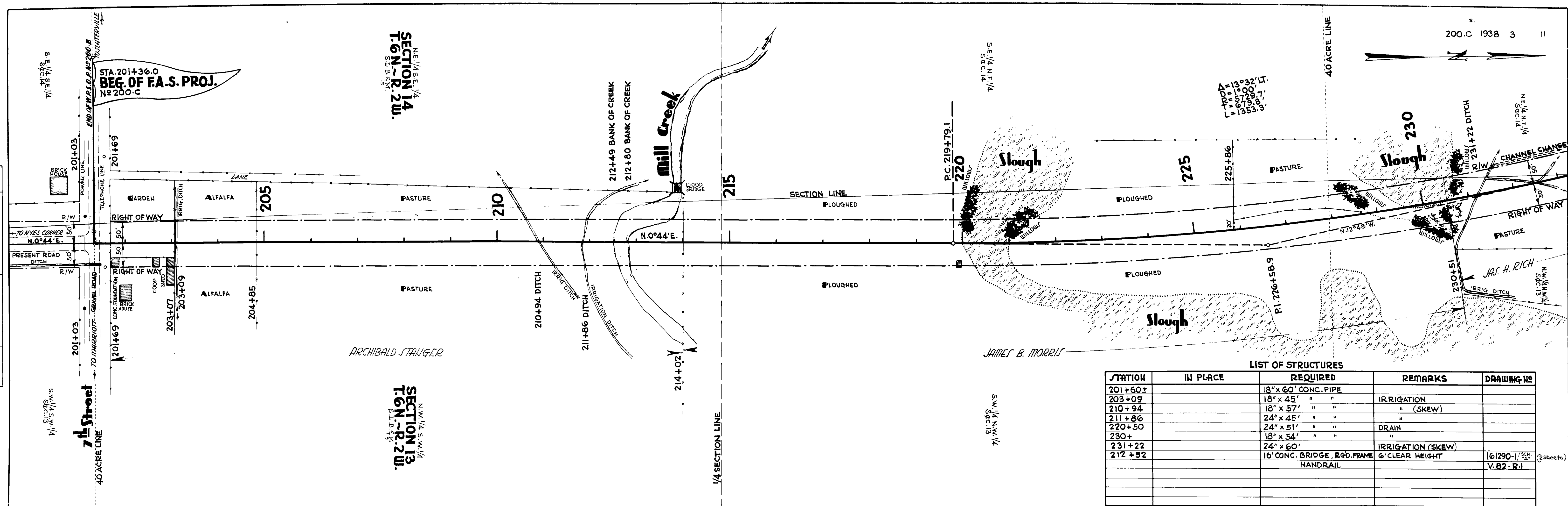
— TYPE —

10' x 30' GRAVEL ROADWAY



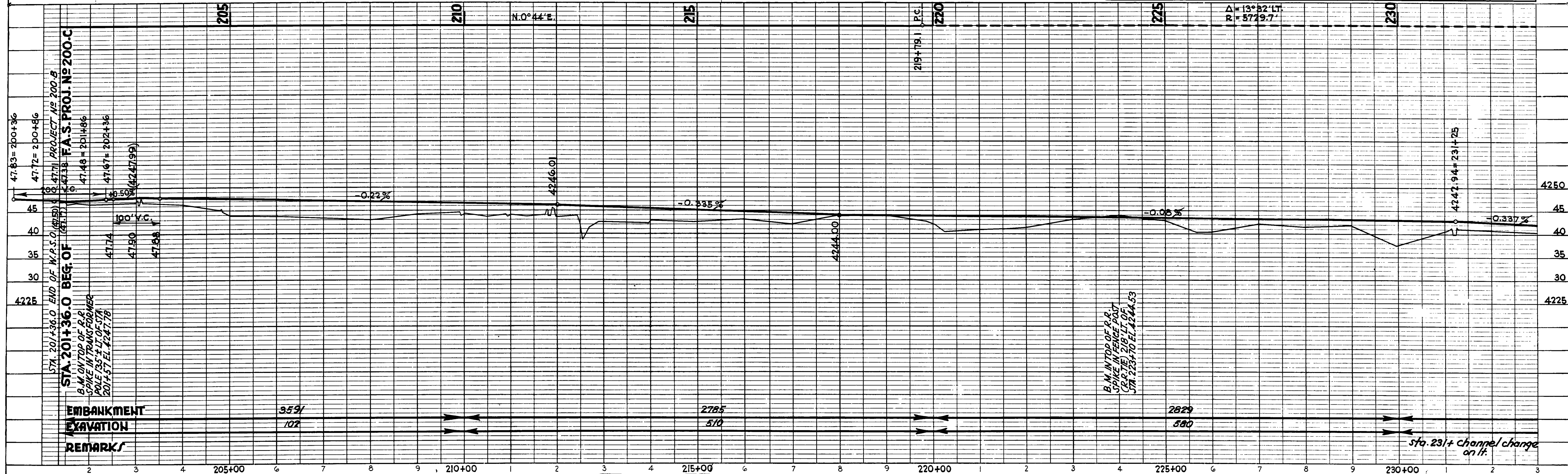
DATE	1935
BY	J.E. KAY
SURVEYED	L.E. FEED
PLOTTED	H.M. FERMEL
NOTED	H.M. FERMEL
NO.	1937

DATE	1935
BY	J.E. KAY
SURVEYED	L.E. FEED
PLOTTED	H.M. FERMEL
NOTED	H.M. FERMEL
NO.	1937



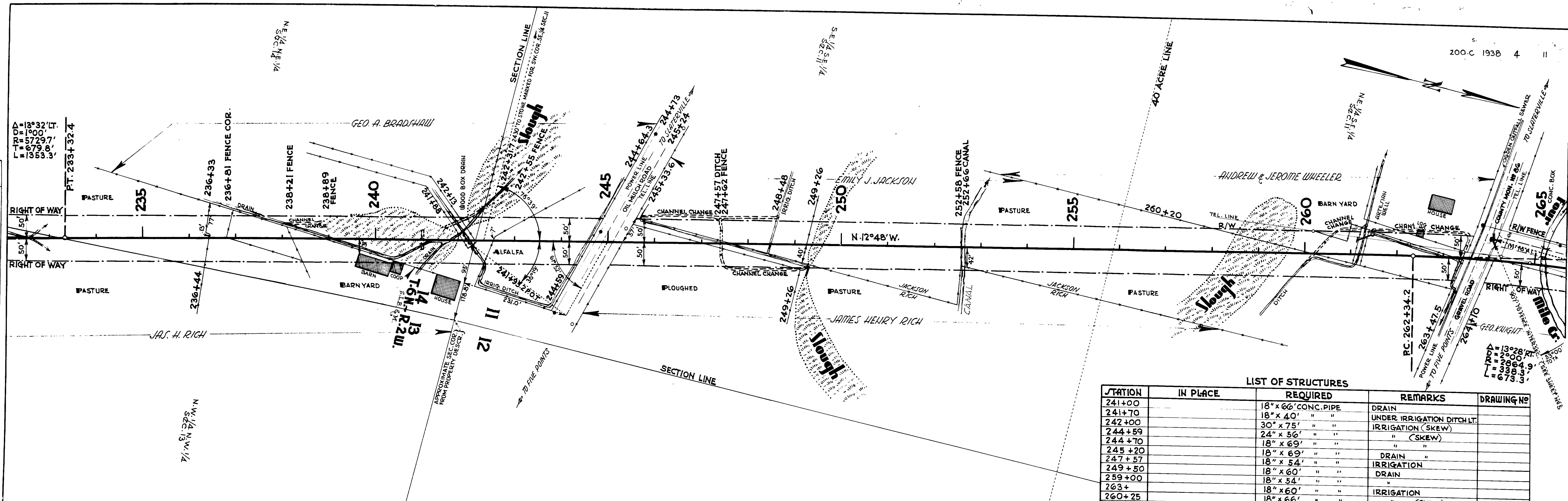
LIST OF STRUCTURES

STATION	IN PLACE	REQUIRED	REMARKS	DRAWING NO.
201+60±		18" x 60' CONC. PIPE		
203+09		18" x 45' " "	IRRIGATION	
210+94		18" x 57' " "	" (SKEW)	
211+86		24" x 45' " "	"	
220+50		24" x 51' " "	DRAIN	
230+		18" x 54' " "	"	
231+22		24" x 60'	IRRIGATION (SKEW)	
212+32		16' CONC. BRIDGE, R.G.D. FRAME HANDRAIL	6' CLEAR HEIGHT	161290-1/524 V.82 R.1

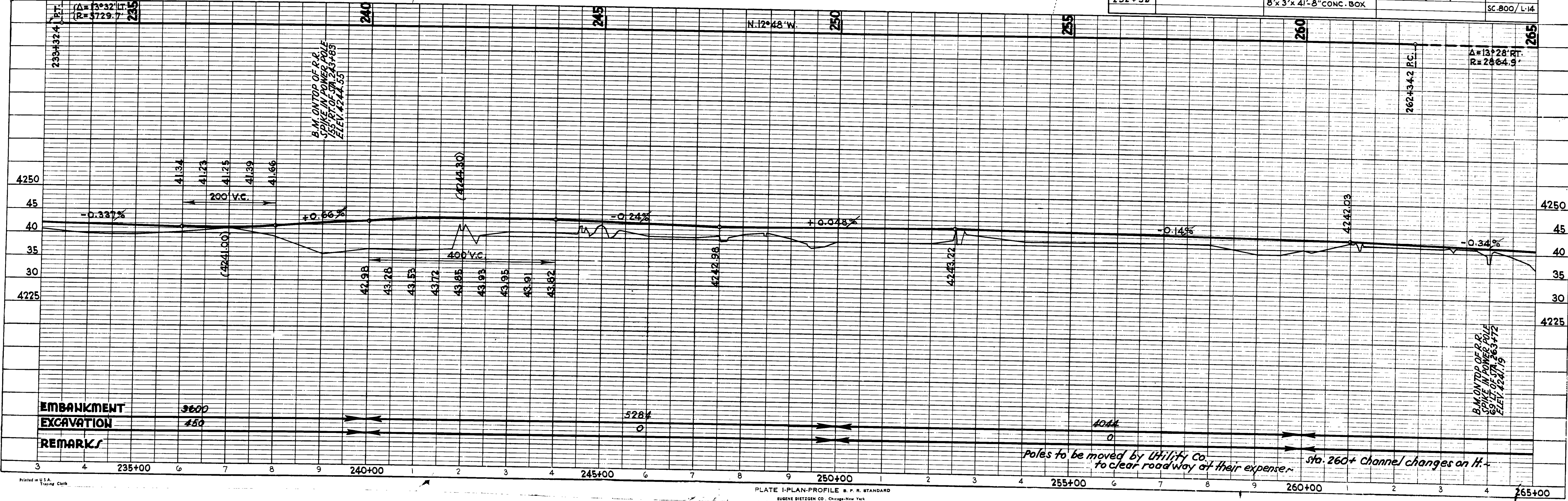


DATE	1935
BY	J.E. KAY
PLANNED	ALIGNED
NOTE BOOK	NO.

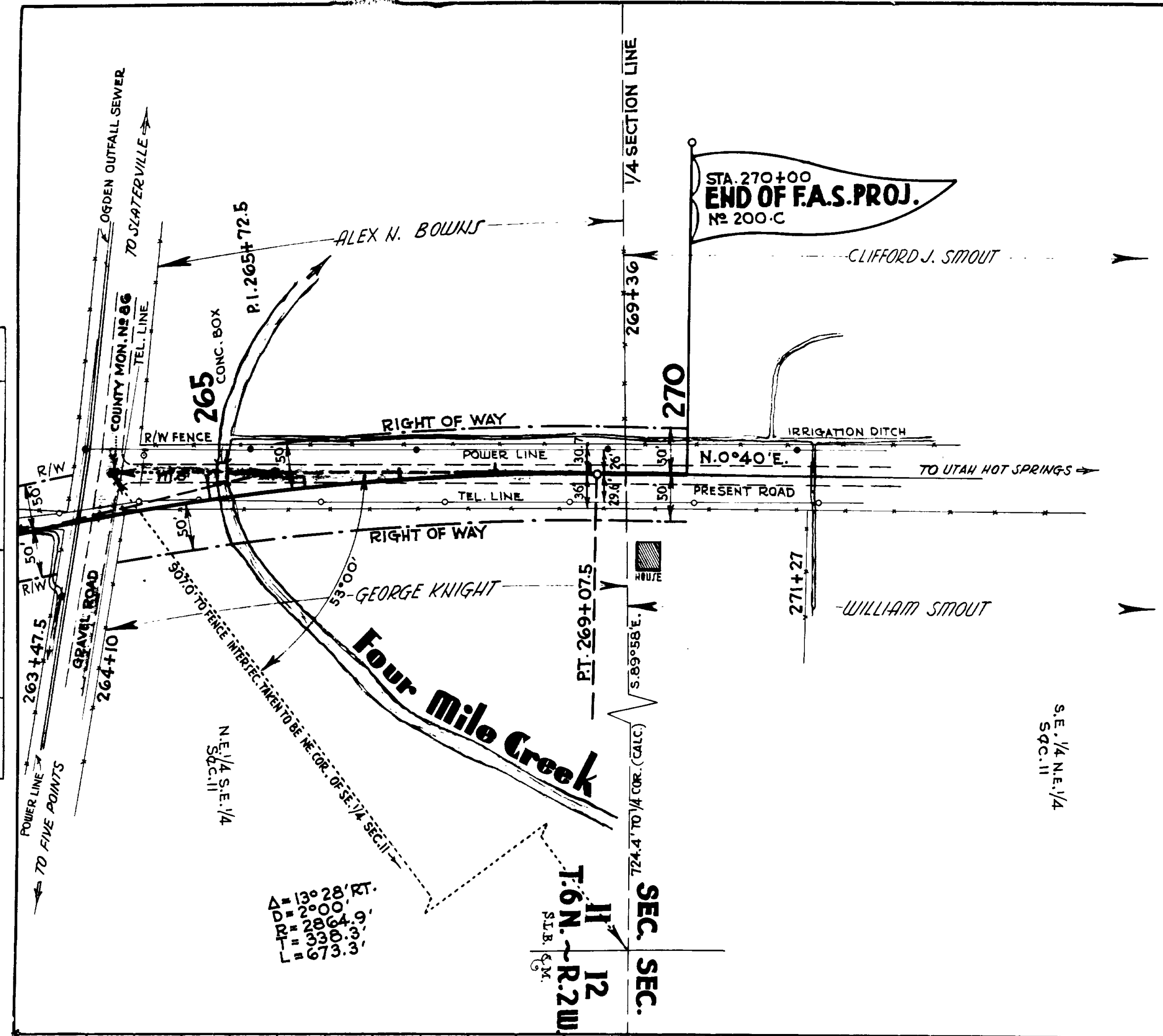
DATE	1935
BY	J.E. KAY
PLANNED	ALIGNED
NOTE BOOK	NO.



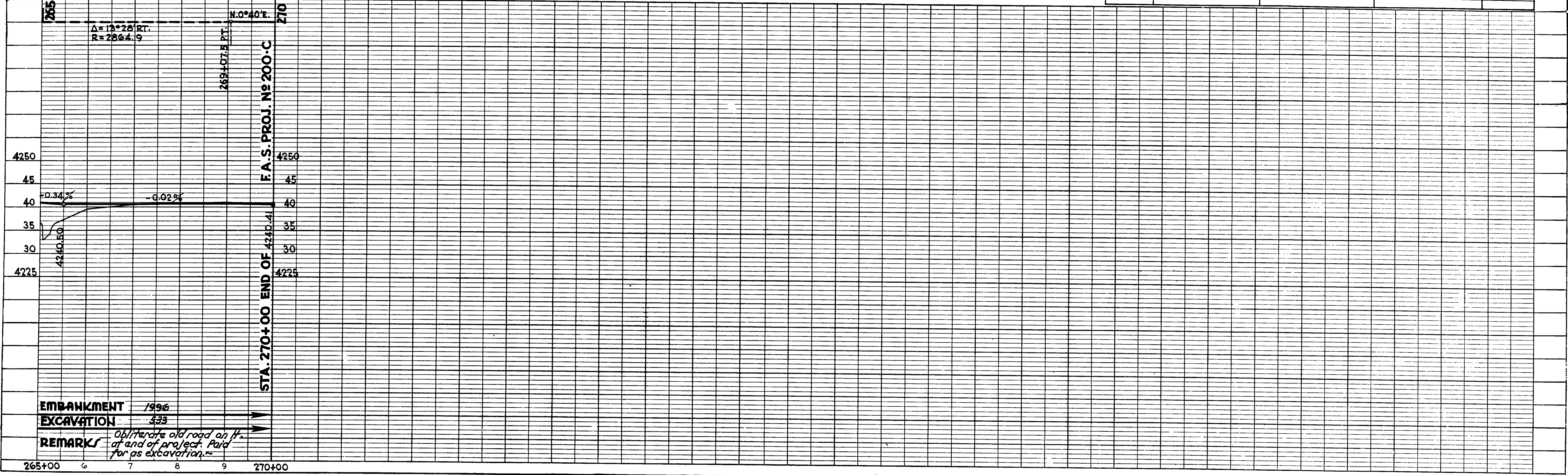
STATION	IN PLACE	REQUIRED	REMARKS	DRAWING NO.
241+00		18" x 66" CONC. PIPE	DRAIN	
241+70		18" x 40' " "	UNDER IRRIGATION DITCH LT.	
242+00		30" x 75' " "	IRRIGATION (SKEW)	
244+59		24" x 56' " "	" (SKEW)	
244+70		18" x 69' " "	"	
245+20		18" x 69' " "	"	
247+57		18" x 54' " "	IRRIGATION	
249+50		18" x 60' " "	DRAIN	
259+00		18" x 54' " "	"	
263+		18" x 60' " "	IRRIGATION	
260+25		18" x 66' " "	" (SKEW)	
252+58		8' x 3' x 4'-8" CONC. BOX	"	SC. 800 / L-14



PLAN	SURVEYED BY	J. E. KAY	DATE	1935
	PLOTTED BY	L. E. FELP		
	NOTE BOOK NO.	H. M. FERMEL		
	TRACED BY	H. M. FERMEL		1937

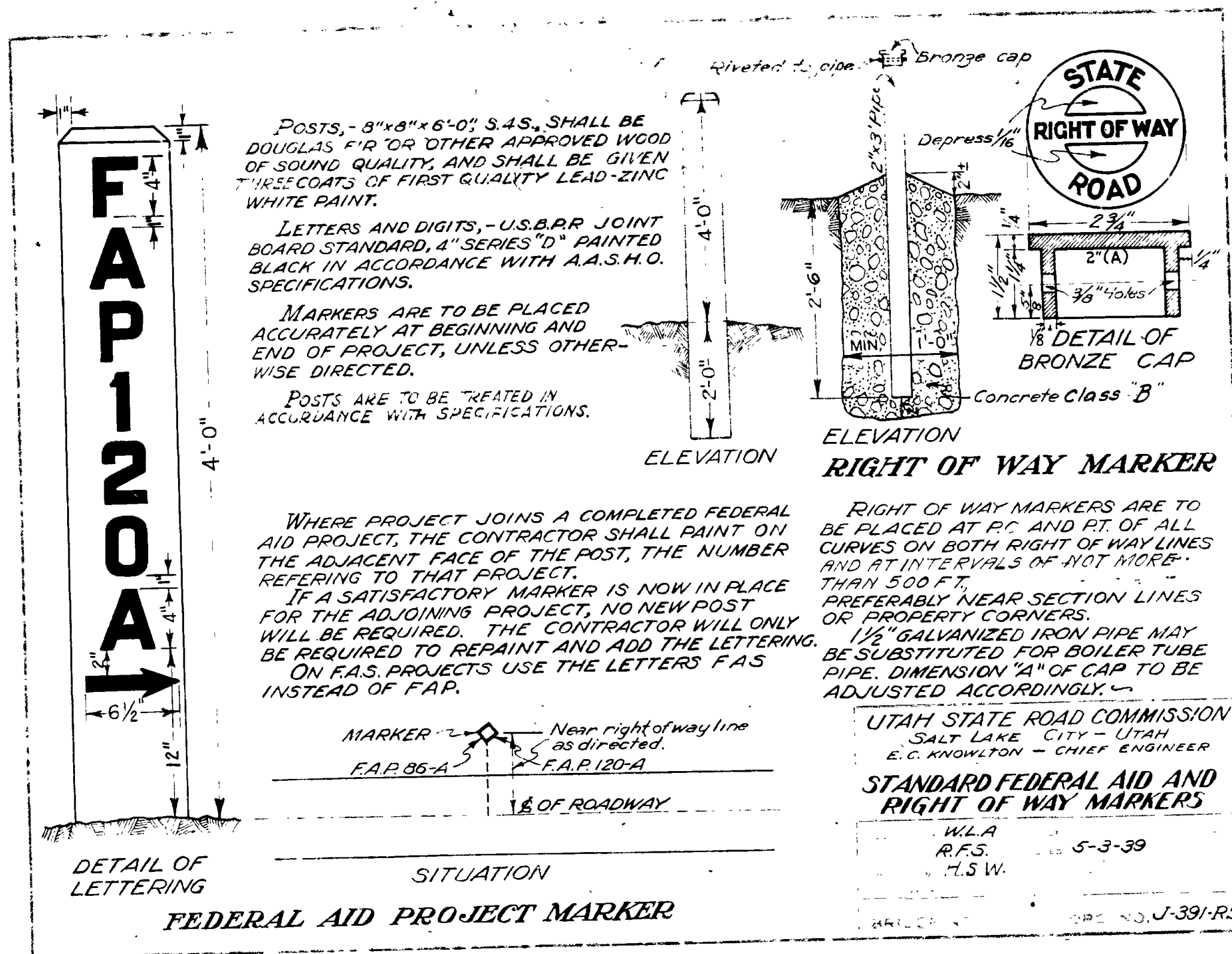


PROFILE	SURVEYED BY	J. E. KAY	DATE	1935
	PLOTTED BY	L. E. FELP		
	NOTE BOOK NO.	H. M. FERMEL		
	TRACED BY	H. M. FERMEL		1937



LIST OF STRUCTURES

STATION	IN PLACE	REQUIRED	REMARKS	DRAWING NO.
265+20		12' x 4' x 50'-0" CONC. BOX		SC. 1200 / L-5



POSTS, - 8"x8"x6'-0" S & S, SHALL BE DOUGLAS FIR OR OTHER APPROVED WOOD OF SOUND QUALITY, AND SHALL BE GIVEN THREE COATS OF FIRST QUALITY LEAD-ZINC WHITE PAINT.

LETTERS AND DIGITS, - U.S.B.P. JOINT BOARD STANDARD, 4" SERIES "D" PAINTED BLACK IN ACCORDANCE WITH A.A.S.H.O. SPECIFICATIONS.

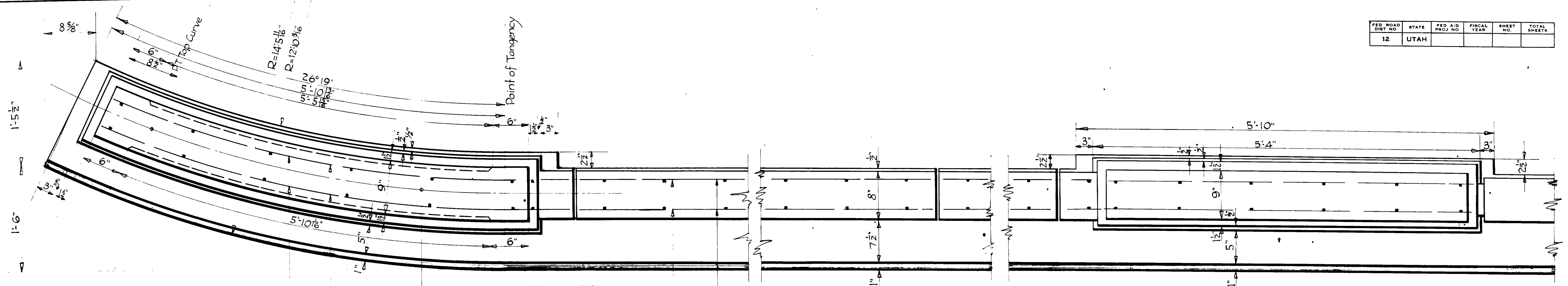
MARKERS ARE TO BE PLACED ACCURATELY AT BEGINNING AND END OF PROJECT, UNLESS OTHERWISE DIRECTED.

POSTS ARE TO BE TREATED IN ACCORDANCE WITH SPECIFICATIONS.

WHERE PROJECT JOINS A COMPLETED FEDERAL AID PROJECT, THE CONTRACTOR SHALL PAINT ON THE ADJACENT FACE OF THE POST, THE NUMBER REFERRING TO THAT PROJECT. IF A SATISFACTORY MARKER IS NOW IN PLACE FOR THE ADJOINING PROJECT, NO NEW POST WILL BE REQUIRED. THE CONTRACTOR WILL ONLY BE REQUIRED TO REPAINT AND ADD THE LETTERING. ON F.A.S. PROJECTS USE THE LETTERS F.A.S. INSTEAD OF F.A.P.

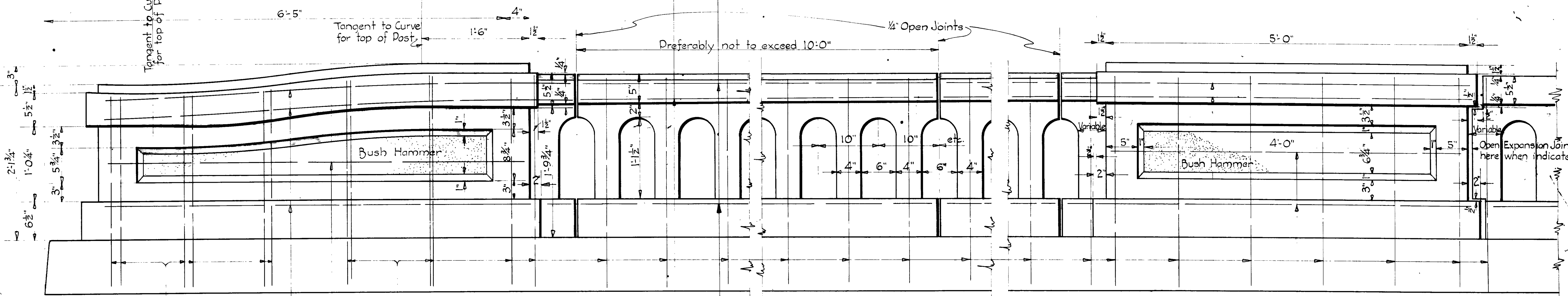
RIGHT OF WAY MARKERS ARE TO BE PLACED AT P.C. AND P.T. OF ALL CURVES ON BOTH RIGHT OF WAY LINES AND AT INTERVALS OF NOT MORE THAN 500 FT., PREFERABLY NEAR SECTION LINES OR PROPERTY CORNERS. 1 1/2" GALVANIZED IRON PIPE MAY BE SUBSTITUTED FOR BOILER TUBE PIPE. DIMENSION "A" OF CAP TO BE ADJUSTED ACCORDINGLY.

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



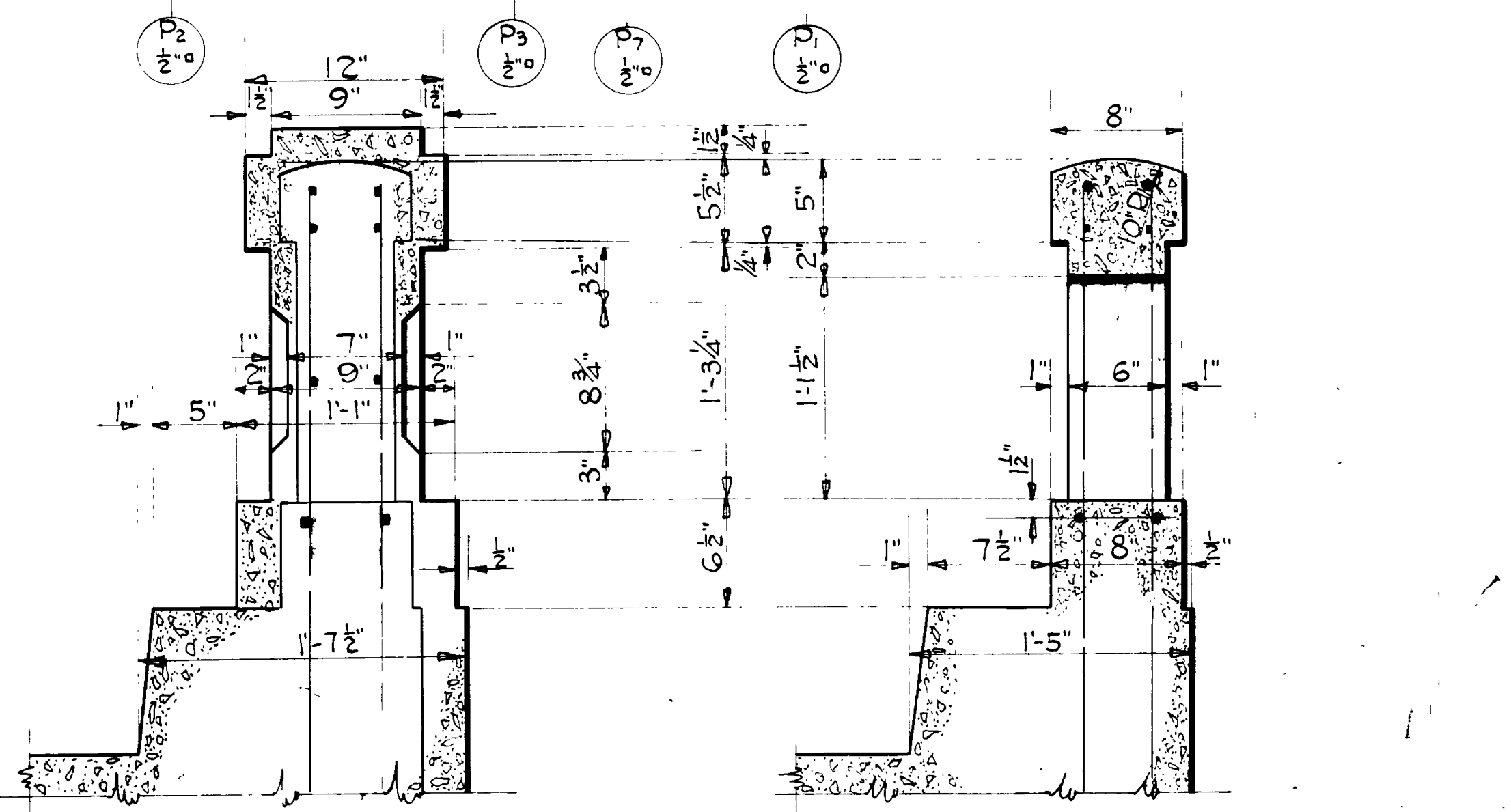
NOTE: Joints in coping to be plumb and finished with parallel surfaces and square corners. Shall preferably be formed with 3 sheets of metal and sufficiently lubricated to permit removal without disturbing corners of concrete.

PLAN



ELEVATION

REVISIONS	DATE	BY	DATE



CROSS SECTION OF END POST AND INTERMEDIATE POST CROSS SECTION THRU RAILING AND INTERMEDIATE POST

REINFORCING STEEL	
2" & 3/4" - Straight or Field Bent	
EACH END POST	
6 P1	Bars each 3'-4" - 2"
6 P2	" " 2'-8" - 2"
6 P3	" " 6'-0" - 2"
2 P7	" " 5'-8" - 2"
EACH INTERMEDIATE POST	
12 P1	Bars each 3'-4" - 2"
4 P5	" " 5'-9" - 2"
4 P6	" " 5'-5" - 2"
RAILING	
2 P1	Bars 3'-4" long per Post - 2"
2 R1	" 4" shorter than section of coping - 2"
4 R1	Bars 4" shorter than section of coping and plinth - 3/4"

GENERAL NOTES

All concrete to be class 'A' and to be kept moist 14 days after pouring. All corners to be square and sharp except as shown. The general outline is to be finished so as to be entirely free from wavy surfaces and lines.

All reinforcing steel to be 2" & 3/4" deformed bars complying with A.A.S.H.O. Specifications and are to be secured against displacement by wiring securely all intersections with #16 Gage Iron Wire.

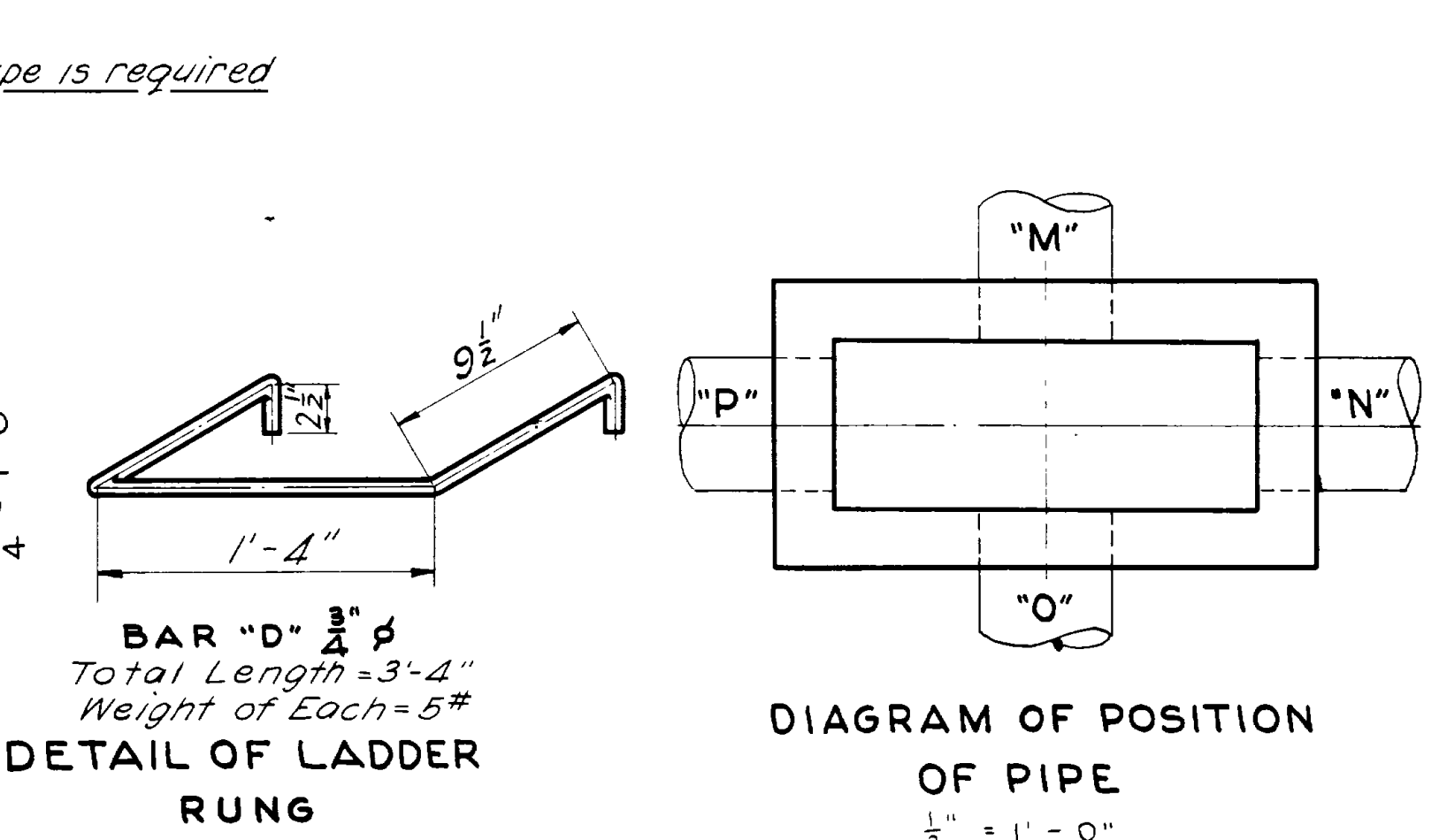
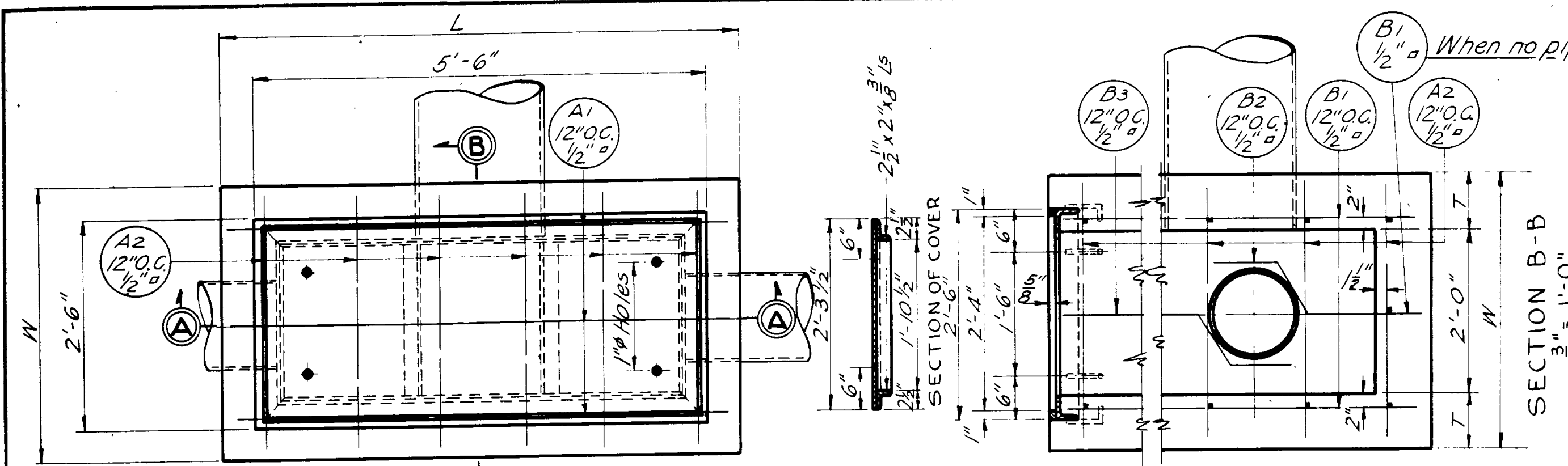
CONCRETE QUANTITIES	
(Not including Curb)	
One End Post	12.35 Cu. Ft.
One Intermediate Post	11.13 " "
Handrail per Foot	0.90 " "

UTAH STATE ROAD COMMISSION
SALT LAKE CITY - UTAH
H. S. KEAR - CHIEF ENGINEER

STANDARD CONCRETE HANDRAIL

DESIGNED BY: C.G.S. SCALE: 1/2" = 1'-0"
DRAWN BY: C.G.S. ISSUED: July 19, 1933
CHECKED BY: [Signature] APPROVED: [Signature] CHIEF ENGINEER
EXAMINED BY: [Signature]

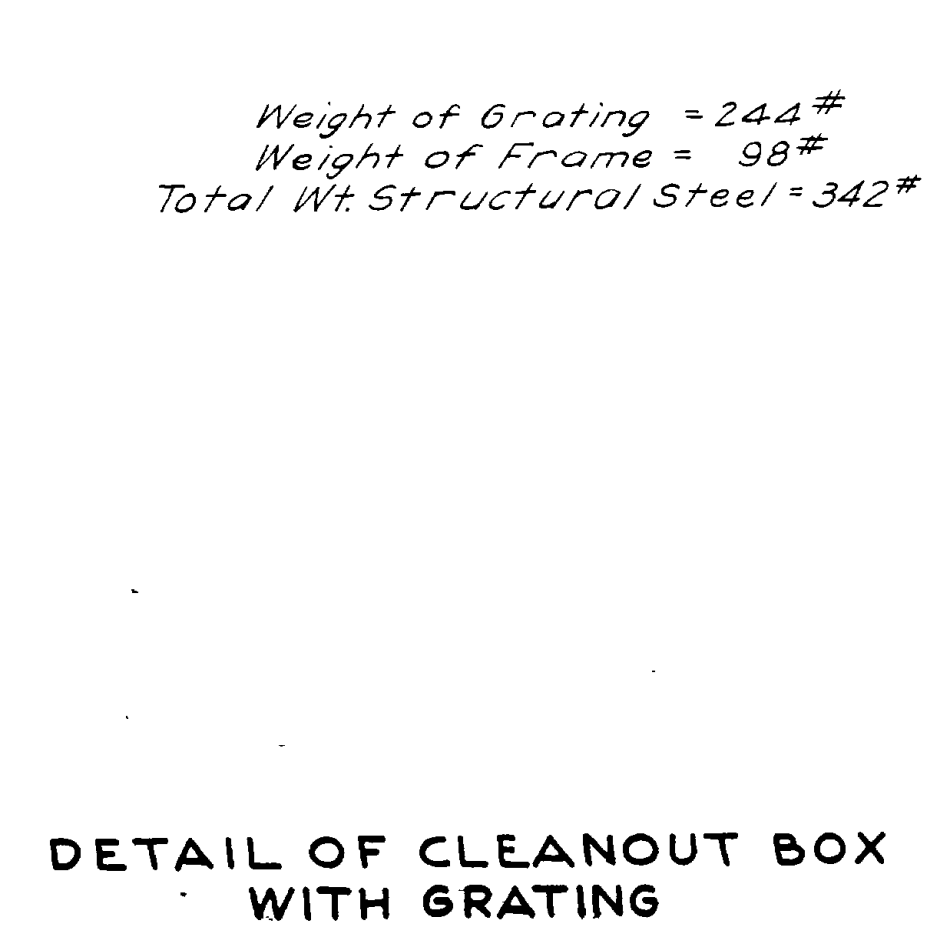
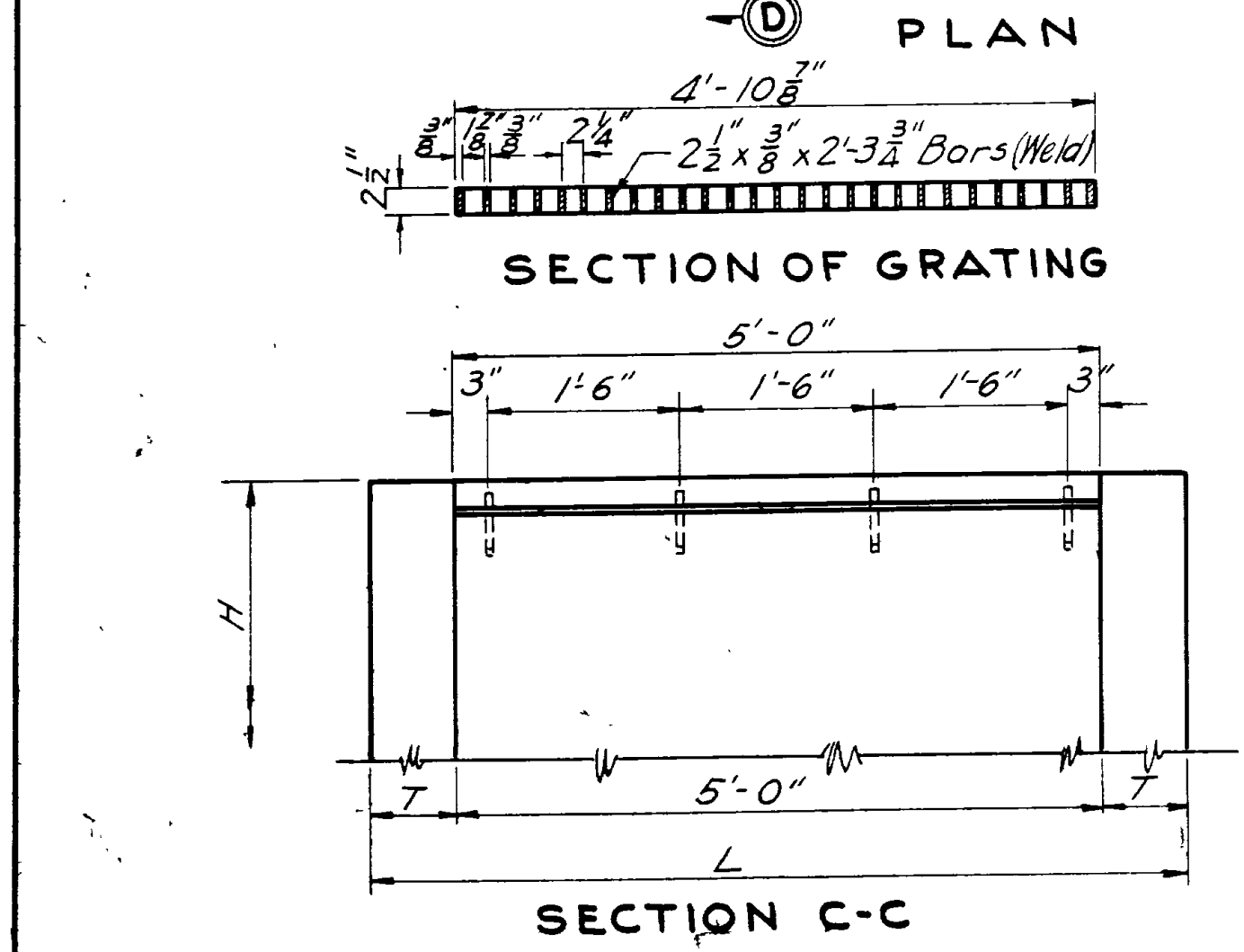
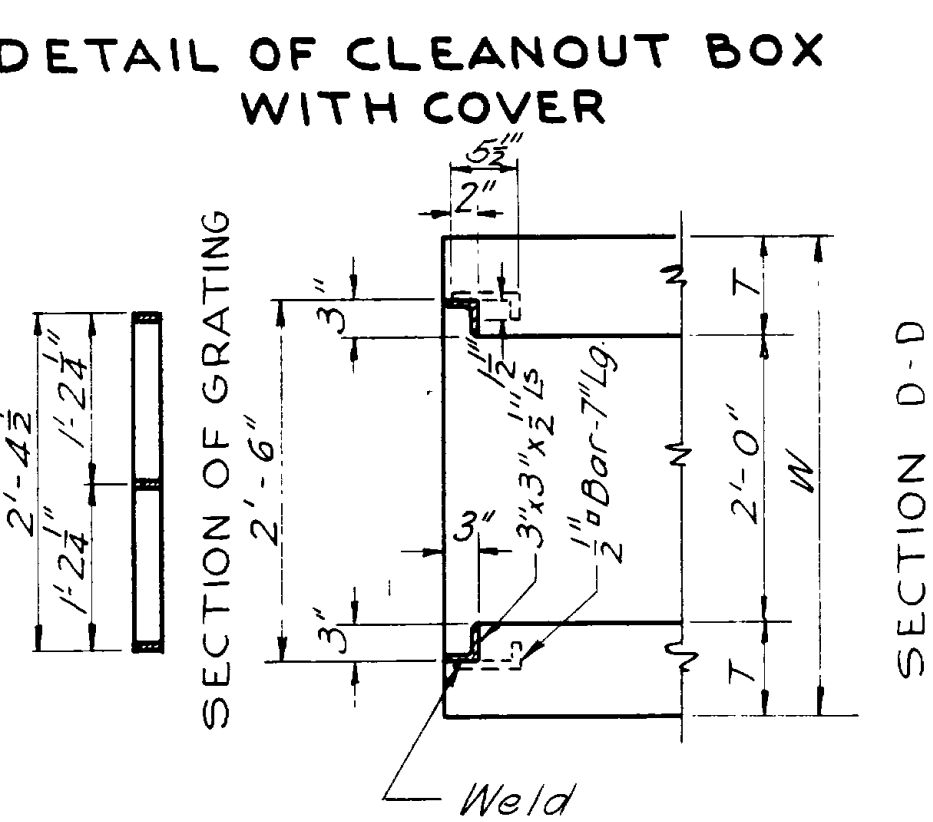
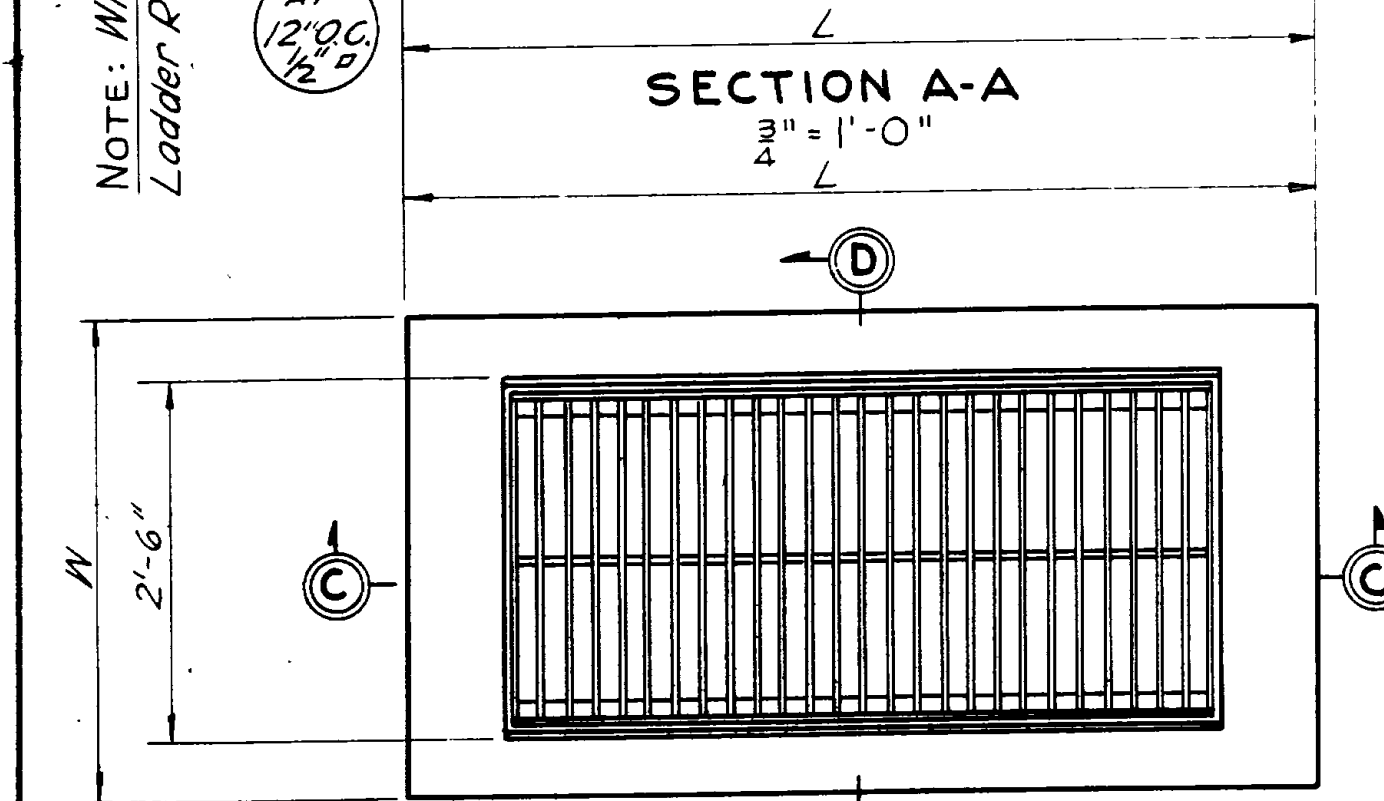
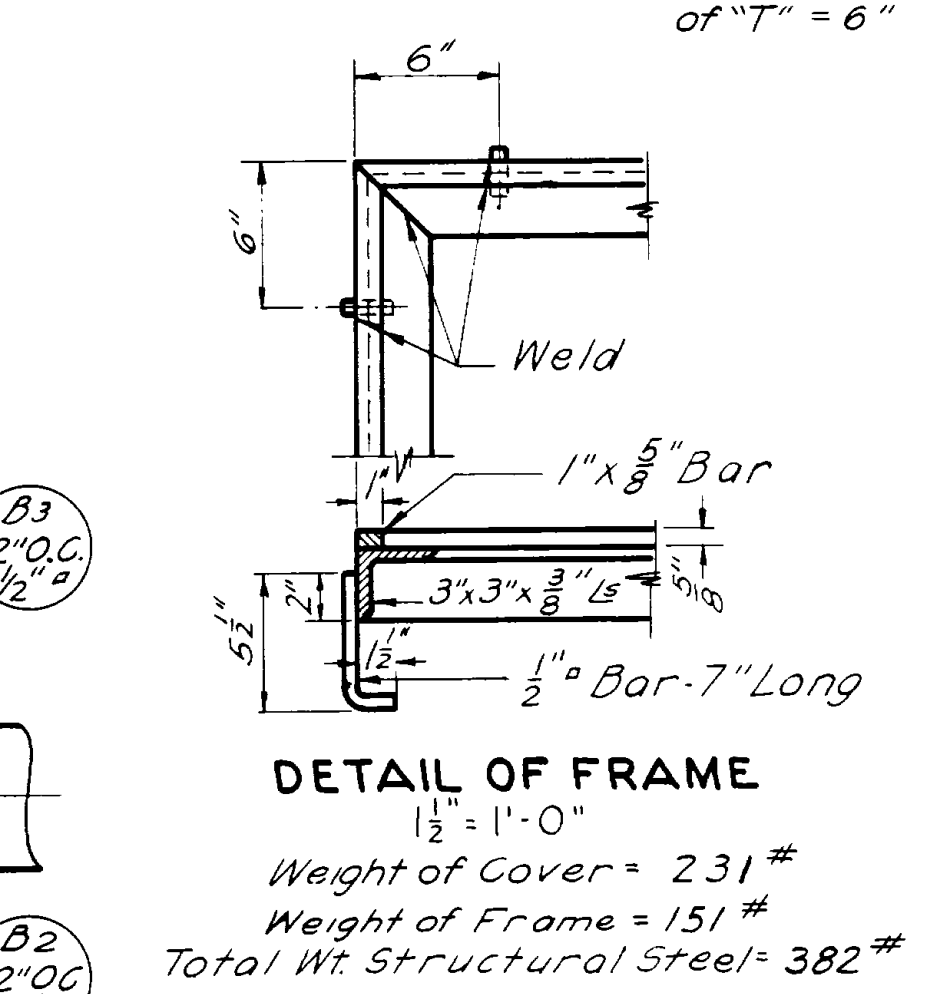
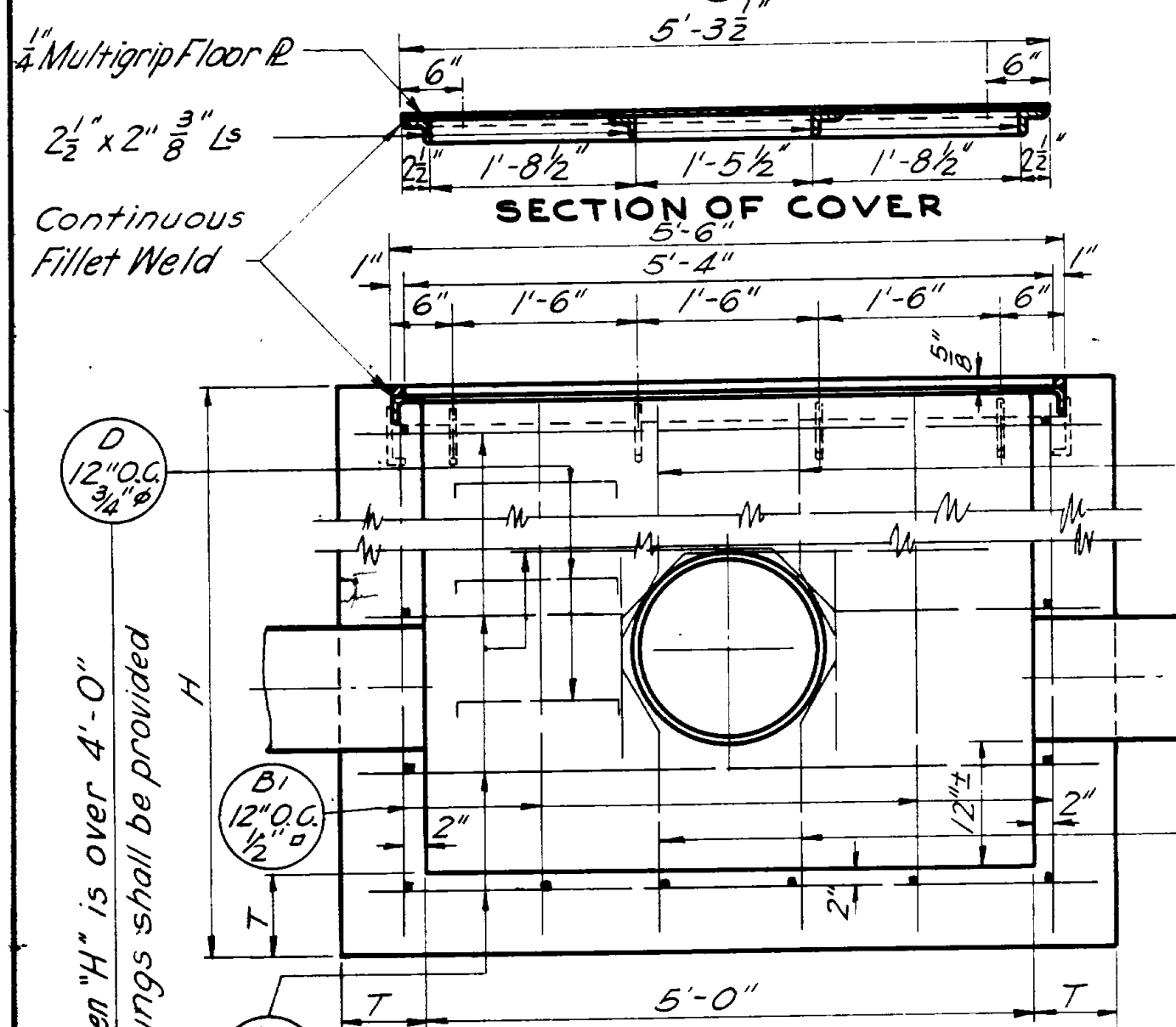
BRIDGE NO. _____ DRD. NO. V-82L



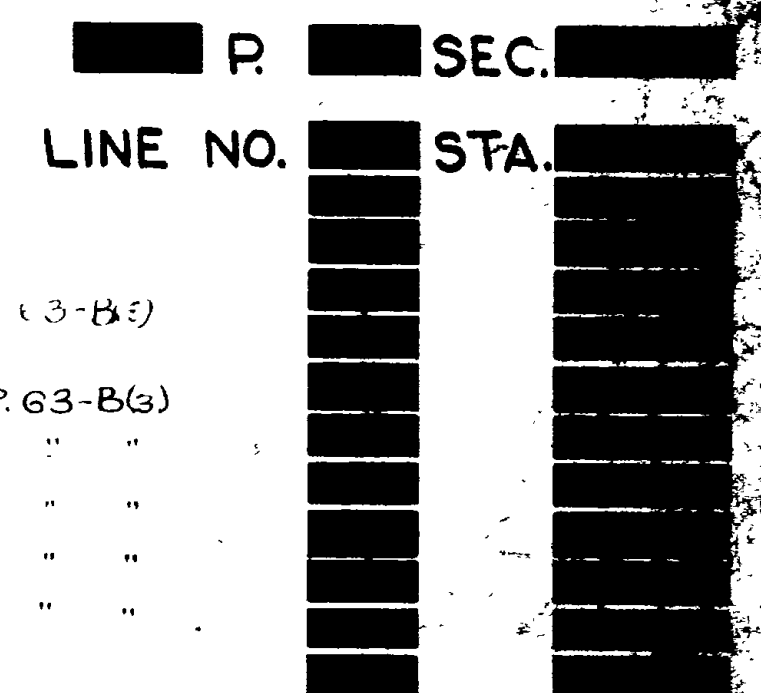
GENERAL NOTES

All concrete to be Class 'A' and is to be kept moist 14 days after pouring. All exposed edges to be chamfered 1". All reinforcing steel to be deformed bars of structural grade and sealed against displacement by wiring at all intersections with #16 Ga. iron wire and shall have a minimum of 1" clear cover of concrete. Cover plates, Grating and Frames are to be paid for as structural steel. All reinforcing steel and structural steel shall fulfill the requirements of the A.A.S.H.O. Specifications of 1935. Structural steel shall be given one shop coat of State Standard red lead oil and two coats of State Standard aluminum paint. Contractor to furnish all materials.

For Materials and Workmanship see State Standard Specifications for Road and Bridge Construction, 1939 edition. All exposed edges to be chamfered 1" unless otherwise noted. Cover Plate, Grating and Frames are to be measured and paid for as structural steel.



LINE NO.	KIND OF COVER	POSITION AND SIZE OF PIPE				KIND OF PIPE	T	L	W	H	REINFORCING STEEL								TOTAL QUANT.			REMARKS				
		M	N	O	P						BAR A1	BAR A2	BAR B1	BAR B2	BAR B3	BAR D	CONCRETE CU.YDS.	REIN. STEEL LBS.	STRUCT. STEEL LBS.	EXCAV. CU.YDS.						
1	Grating	30"				C.M.P.	6"	6'-0"	3'-0"	5'-6"	5'-9"	14	2'-9"	16	5'-0"	12	4'-0"	2	4'-6"	2	3	1.70	186	342	8.1	
2	"	18"				"	6"	6'-0"	3'-0"	4'-6"	5'-9"	12	2'-9"	14	4'-0"	12	4'-0"	2	3'-0"	2	2	1.46	154	342	6.7	
3	"	18"				"	6"	6'-0"	3'-0"	6'-6"	5'-9"	16	2'-9"	18	6'-0"	12	4'-0"	2	5'-0"	2	4	2.06	237	342	9.6	
4	"	18"				"	6"	6'-0"	3'-0"	5'-6"	5'-9"	14	2'-9"	16	5'-0"	12	4'-0"	2	4'-6"	2	3	1.78	186	342	8.1	
5	"	18"	18"			"	6"	6'-0"	3'-0"	4'-0"	5'-9"	12	2'-9"	15	3'-6"	11	4'-0"	3	2'-6"	3	2	1.26	153	342	3.5	32' Lt. Sta. 756+25 705-50
6	"	18"	18"			"	6"	6'-0"	3'-0"	4'-6"	5'-9"	11	2'-9"	16	4'-0"	12	4'-0"	2	3'-0"	2	2	1.41	154	342	3.5	"
7	"	18"	18"			"	6"	6'-0"	3'-0"	5'-6"	5'-9"	13	2'-9"	18	5'-0"	12	4'-0"	2	4'-0"	2	3	1.71	185	342	3.5	"
8	"	18"	18"			"	6"	6'-0"	3'-0"	5'-0"	5'-9"	13	2'-9"	18	4'-6"	12	4'-0"	2	3'-6"	2	3	1.56	179	342	3.5	"
9	"	18"	18"			"	6"	6'-0"	3'-0"	4'-0"	5'-9"	11	2'-9"	16	3'-6"	12	4'-0"	2	2'-6"	2	2	1.26	148	342	3.5	"
10	"	18"	18"			"	6"	6'-0"	3'-0"	4'-0"	5'-9"	12	2'-9"	16	3'-6"	10	4'-0"	4	2'-6"	4	2	1.22	158	342	3.5	"
11	"	15"	18"	18"		"	7 1/2"	6'-2 1/2"	3'-2 1/2"	7'-9"	5'-11"	18	2'-11"	21	7'-3"	11	4'-0"	3	6'-3"	3	6	2.92	267	342	3.5	"
12	"	18"	18"	15"		"	6 1/2"	6'-1"	3'-1"	6'-0"	5'-10"	16	2'-10"	20	6'-5"	10	4'-0"	4	5'-5"	4	5	2.27	239	342	3.5	"
13	"	18"	18"	18"		"	6"	6'-0"	3'-0"	4'-0"	5'-9"	11	2'-9"	16	3'-6"	12	4'-0"	2	2'-6"	2	2	1.26	148	342	3.5	32' Lt. Sta. 879+62 879+55
14	"	18"	18"	18"		"	6"	6'-0"	3'-0"	4'-2"	5'-9"	12	2'-9"	16	3'-8"	10	4'-0"	4	2'-8"	4	2	1.26	160	342	3.5	32' Lt. Sta. 880+54.3
15	"	18"	18"	18"		"	6"	6'-0"	3'-0"	5'-6"	5'-9"	14	2'-9"	18	5'-0"	10	4'-0"	4	4'-0"	4	3	1.68	195	342	3.5	32' Lt. Sta. 763+00 834+00
16	Plate	18"	18"	18"		Conc.	6"	6'-0"	3'-0"	5'-1"	5'-9"	15	2'-9"	16	4'-7"	10	4'-0"	4	3'-7"	4	3	1.58	190	382	3.5	51.5 Rt. Sta. 826+60 826+74
17	Plate	18"	12"	18"		C.G.M.P.	6"	6'-0"	3'-0"	7'-10"	5'-9"	14	2'-9"	16	7'-7"	11	4'-0"	3	6'-3"	3	6	2.42	204	382	12	60± Lt. Sta. 247+60
18	Grating	36"	24"	24"		Conc.	6"	6'-0"	3'-0"	4'-3"	5'-9"	13	2'-9"	14	3'-9"	10	4'-0"	4	2'-9"	4	2	1.37	161	342	4.0	40± Lt. Sta. 880+40
19	Plate	30"	30"	30"		C.G.M.P.	8"	6'-4"	3'-4"	7'-7 1/2"	6'-1"	17	3'-1"	22	7'-5"	14	4'-0"	2	6'-2"	2	6	3.24	281	382	13	39.47 Rt. Sta. 3230+97±
20	Plate		24"	24"		Conc.	6"	6'-0"	3'-0"	5'-6"	5'-9"	14	2'-9"	17	5'-2"	11	4'-0"	3	4'-6"	3	3	1.50	193	382	8	see Drawg. V-230
21	"		15"	15"		C.M.P.	6"	6'-0"	3'-0"	6'-6"	5'-9"	16	2'-9"	18	6'-0"	12	4'-0"	2	5'-0"	2	4	2.06	237	382	9.6	
22	"		15"	15"		"	6"	6'-0"	3'-0"	6'-6"	5'-9"	16	2'-9"	18	6'-0"	12	4'-0"	2	5'-0"	2	4	2.06	237	382	9.6	
23	Grating	10"	10"	10"		"	6"	6'-0"	3'-0"	5'-8"	5'-9"	14	2'-9"	16	5'-4"	12	4'-0"	2	4'-8"	2	3	1.82	190	342	8.5	47 Rt. & Lt. Sta. 143+00± 150+00± F.A.P. 120-C(8)
24	"	10"	10"	10"		"	6"	6'-0"	3'-0"	4'-6"	5'-9"	12	2'-9"	14	4'-2"	12	4'-0"	2	3'-6"	2	2	1.46	147	342	6.0	47 Rt. & Lt. Sta. 136+50± " "



DESIGN DATA
A.A.S.H.O. Specifications of 1935
No Live Load

UTAH STATE ROAD COMMISSION
SALT LAKE CITY, UTAH
EZRA C. KNOWLTON, CHIEF ENGINEER

STANDARD CLEANOUT BOX

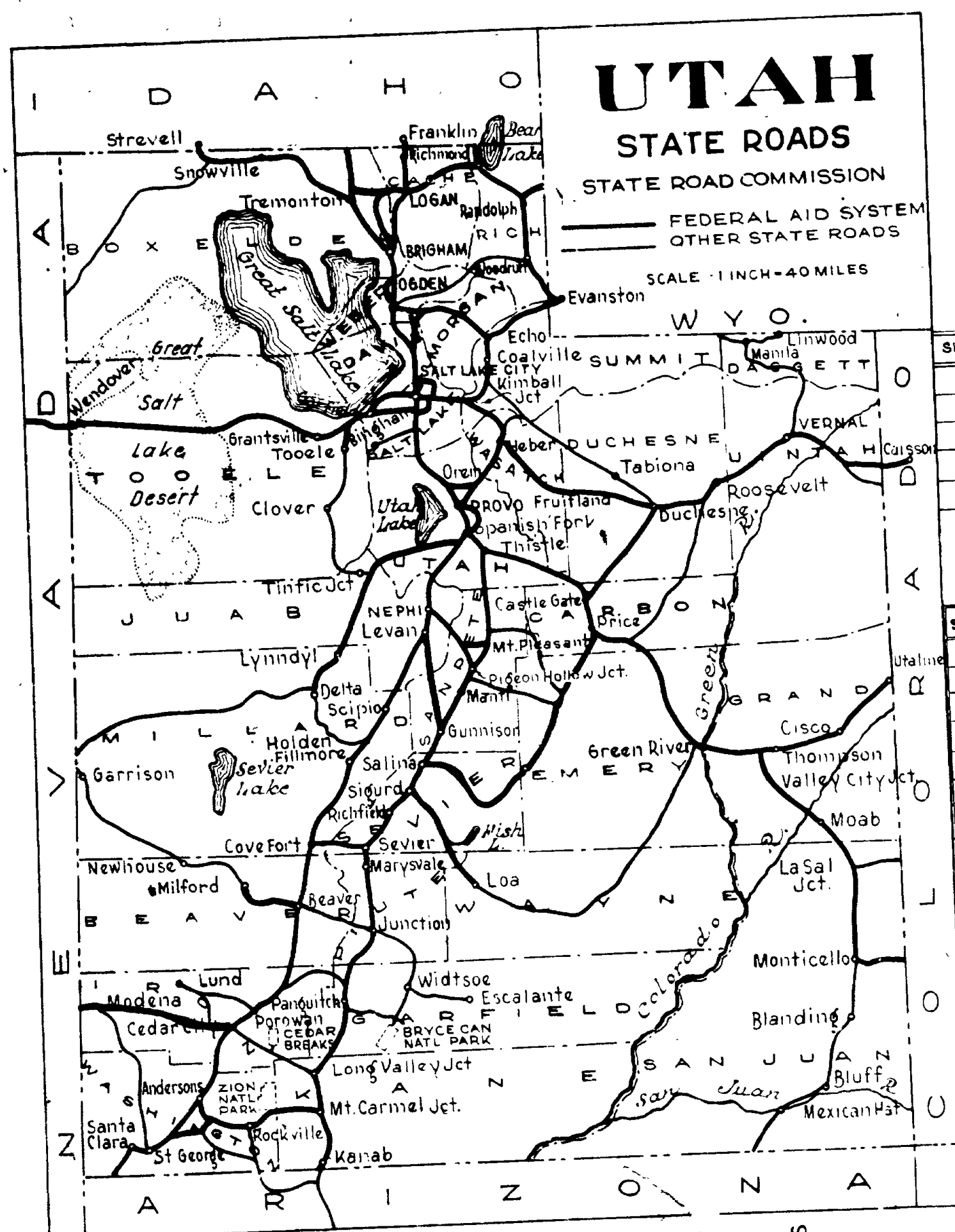
LINE NO. _____ COUNTY _____

DESIGNED BY O.T.P. SCALE As shown
DRAWN BY O.T.R.
CHECKED BY _____
EXAMINED BY _____

BR NO. _____ DRUG NO. V-202

STATE OF UTAH STATE ROAD COMMISSION

FED. ROAD DIST. NO.	STATE	W.P.G.S. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
12	UTAH	200	1936	1	12
12	UTAH	200-B	1936	1	57
12	UTAH	F.A.S. 200-C	1938	1	12
12	UTAH	F.A.S. 200-C(2)	1939	1	2
12	UTAH	200-C(2)	1939	1	3
12	UTAH	S.P. 200	1939	1	3
12	UTAH	214-A(1)	1941	1	16
12	UTAH	214-B(1)	1941	1	16



INDEX TO SHEETS F.A.P. No. 214-A(1)

SHEET	DESCRIPTION	DRAWING	STATION
1	Title sheet		
2	Typical Section		
3	Plan & Profile		
4-17	153'-3 3/4" O to O Conc. Bridge	C-175	163+60
18	F.A.P. & R/W Markers	J-391-RS	

INDEX TO SHEETS F.A.P. No. 214-B(1)

SHEET	DESCRIPTION	DRAWING	STATION
1	Title Sheet		
2	Typical Section		
3-6	Plan and Profile		
7-10	16 Rigid Frame Bridge	D-457	136+96
11-12	10x6 Concrete Box	E-718	144+83.2
13	2x16x60 Conc. Box	E-715	271+33
14	12x3x61 "	SC-200-1 L2	315+38
15	Cleanout Box		
16-A	F.A.P. & R/W Markers	J-391-RS	
1-12	Cross Sections		

PLANS OF PROPOSED STATE ROAD

NYES CORNER - UTAH HOT SPRINGS
 U. S. W. P. G. C. P. No. W. P. G. S. 200 LENGTH 0.523 MILES
 U. S. W. P. H. P. No. W. P. S. O. 200-B LENGTH 0.304 MILES
 F. A. S. P. No. 200-C LENGTH 1.300 MILES
 F. A. S. P. No. 200-B (2) LENGTH 0.304 MILES
 F. A. S. P. No. 200-C (2) LENGTH 1.300 MILES
 S. P. No. 200 LENGTH 0.504 MILES
 F. A. P. No. 214-A(1) " 0.029 MILES
 F. A. P. No. 214-B(1) " 1.898 "

INDEX TO SHEETS F.A.S.P. No. 200-C

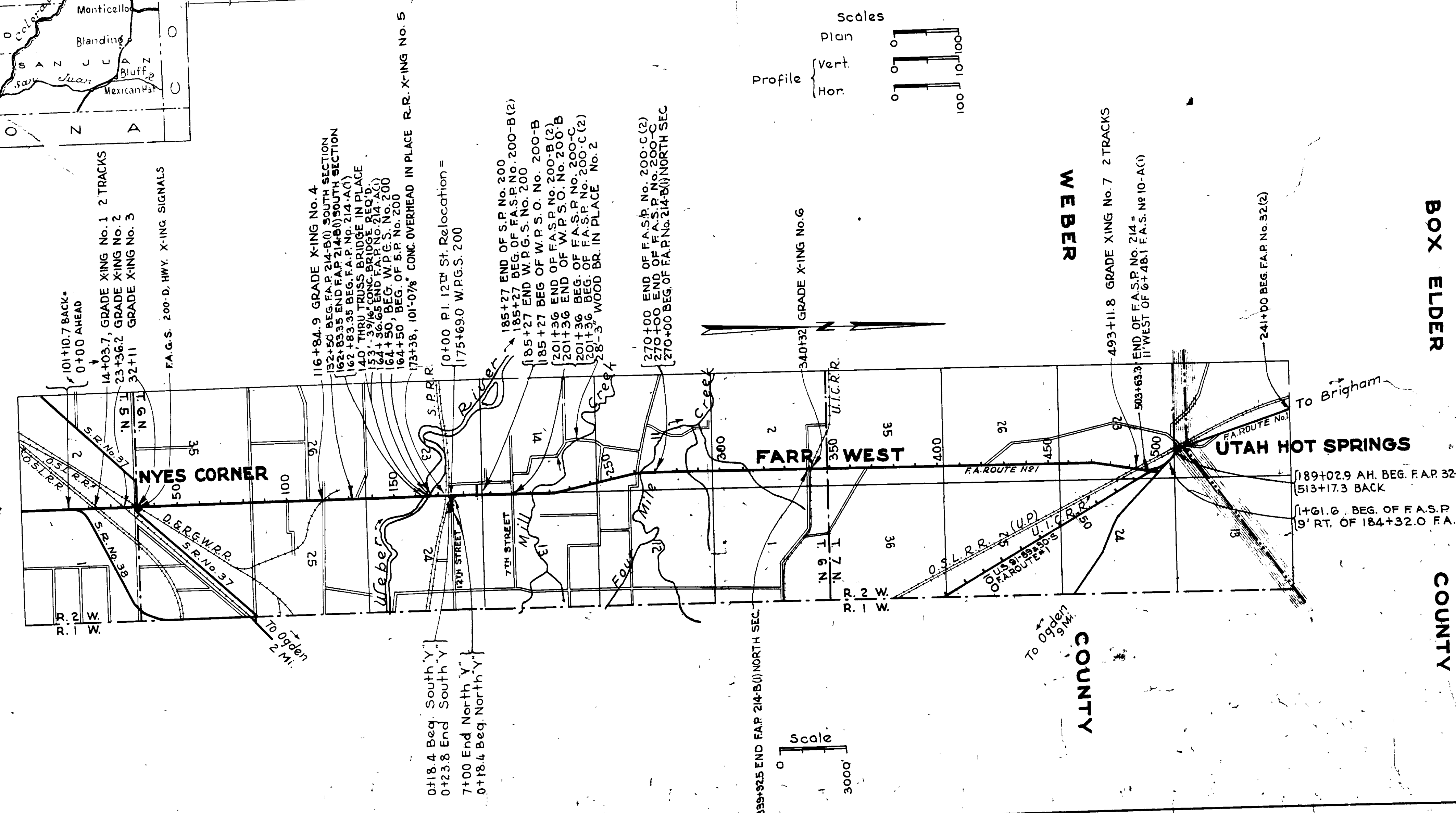
SHEET	DESCRIPTION	DWG.	STA.
1	Title Sheet		
2	Typical Section		
3-5	Plan and Profile		
6-7	16' Conc. Rigid Frame Br.	1612-90-1	212+52
8	Handrail Drawing	V-82-R1	"
9	8'x3'x41'-8" Conc. Box	SC-800-1A	252+58
10	12'x4'x50' Conc. Box	SC-1200-1A	265+20
11A	F.A.P. & Rt. of Way Mkrs.	J-391-R	
11-B	Super. and Widen Curves	J-343-RS	
12	4'x2'x41'-8" Conc. Box	SC-400-1A	261+20
1-5	X-SECTIONS		

INDEX TO SHEETS W.P.G.S. No. 200

SHEET	DESCRIPTION	DWG.	STA.
1	Title Sheet		
2	Typical Section		
3	Plan and Profile		
4-11	101'-0 7/8" Conc. Overhead	D-50	
12A	Super. & Widen Curves	J-343-RS	
12-B	F.A.P. & R. of W. Mkrs.	J-391-R	
1-3	Cross Sections		

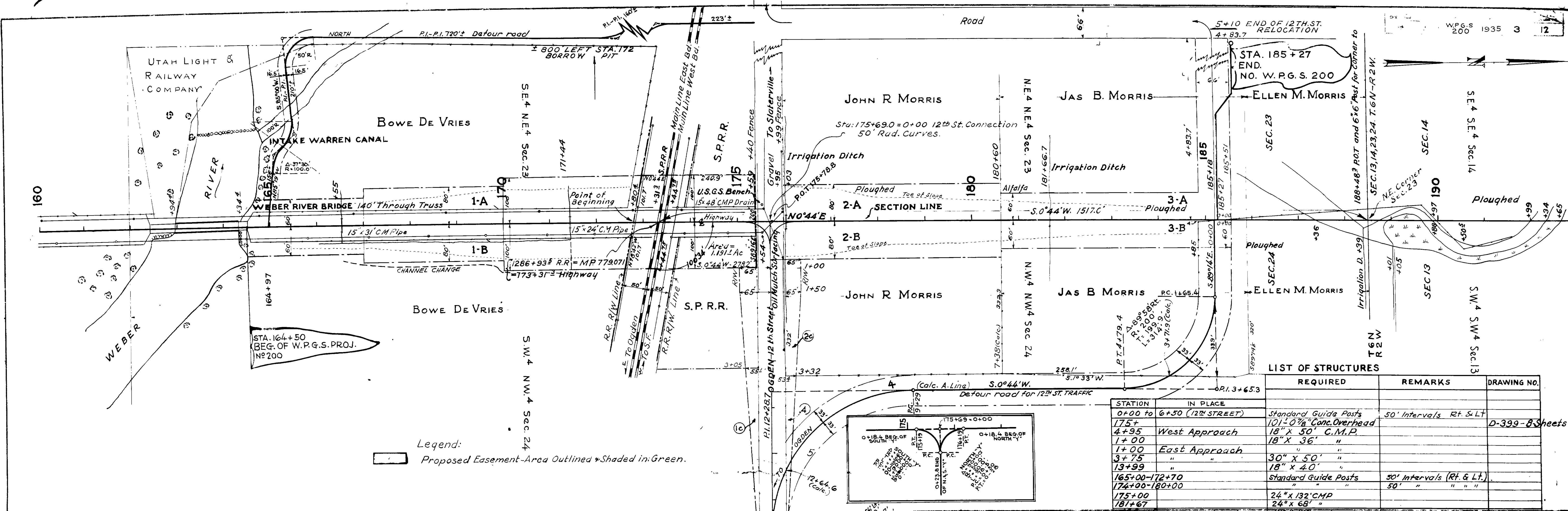
INDEX TO SHEETS F.A.S.P. No. 200-B

SHEET	DESCRIPTION	DWG.	STA.
1	Title Sheet		
2	Typical Section		
3	Plan and Profile		
4	8'x3'x41'-8" Conc. Box	SC	
5	F.A.P. & Right of Way Mkrs.	J-391-R	
1-2	X-Sections		



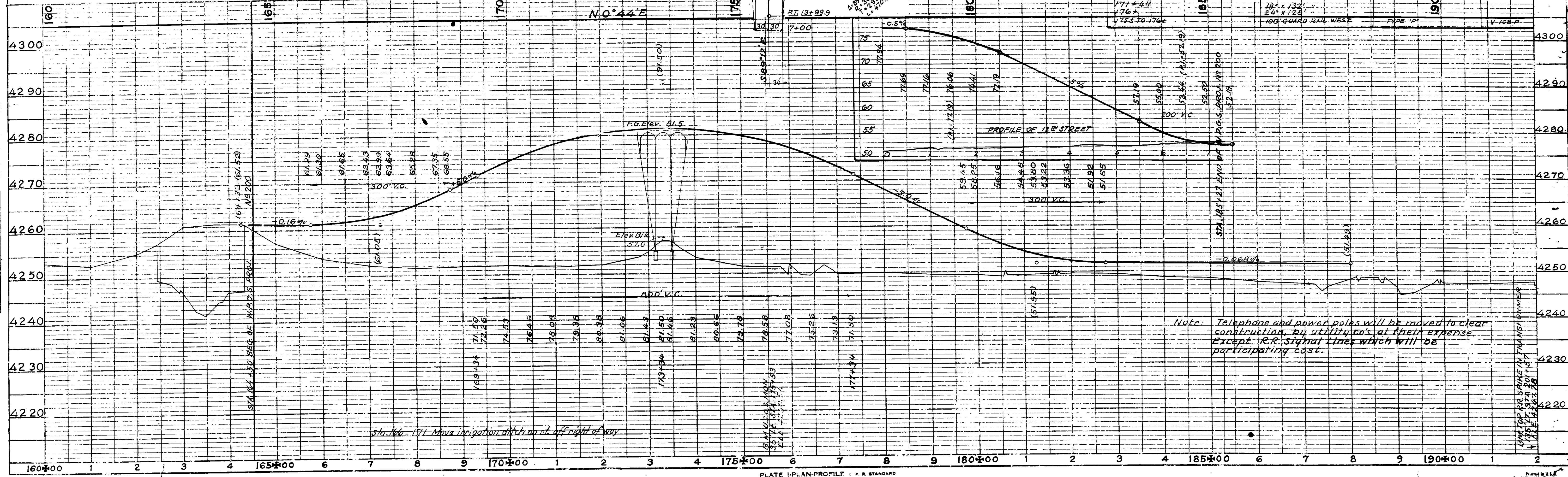
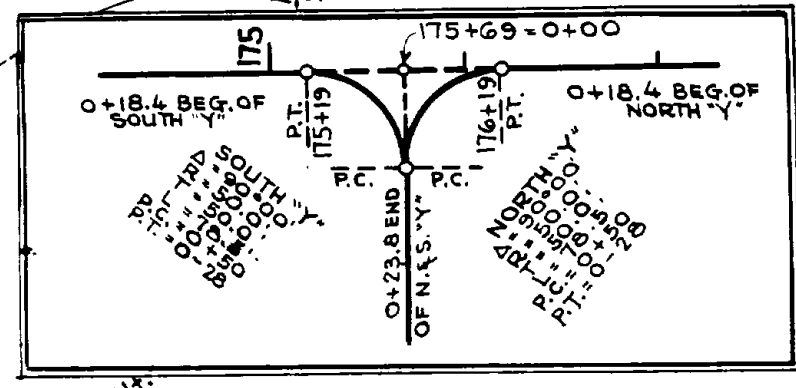
APPROVED Jan 1939
 STATE ROAD COMMISSION OF UTAH
Grace Thronton CHIEF ENGR.
 RECOMMENDED FOR APPROVAL
 DISTRICT ENGINEER
 PUBLIC ROADS ADMINISTRATION
 FEDERAL WORKS AGENCY
 RECOMMENDED FOR APPROVAL
 CHIEF WESTERN REGION
 PUBLIC ROADS ADMINISTRATION
 FEDERAL WORKS AGENCY
 APPROVED
 COMMISSIONER
 PUBLIC ROADS ADMINISTRATION
 FEDERAL WORKS AGENCY

PLAN
 BY
 DATE
 SHEET NO.
 TOTAL SHEETS



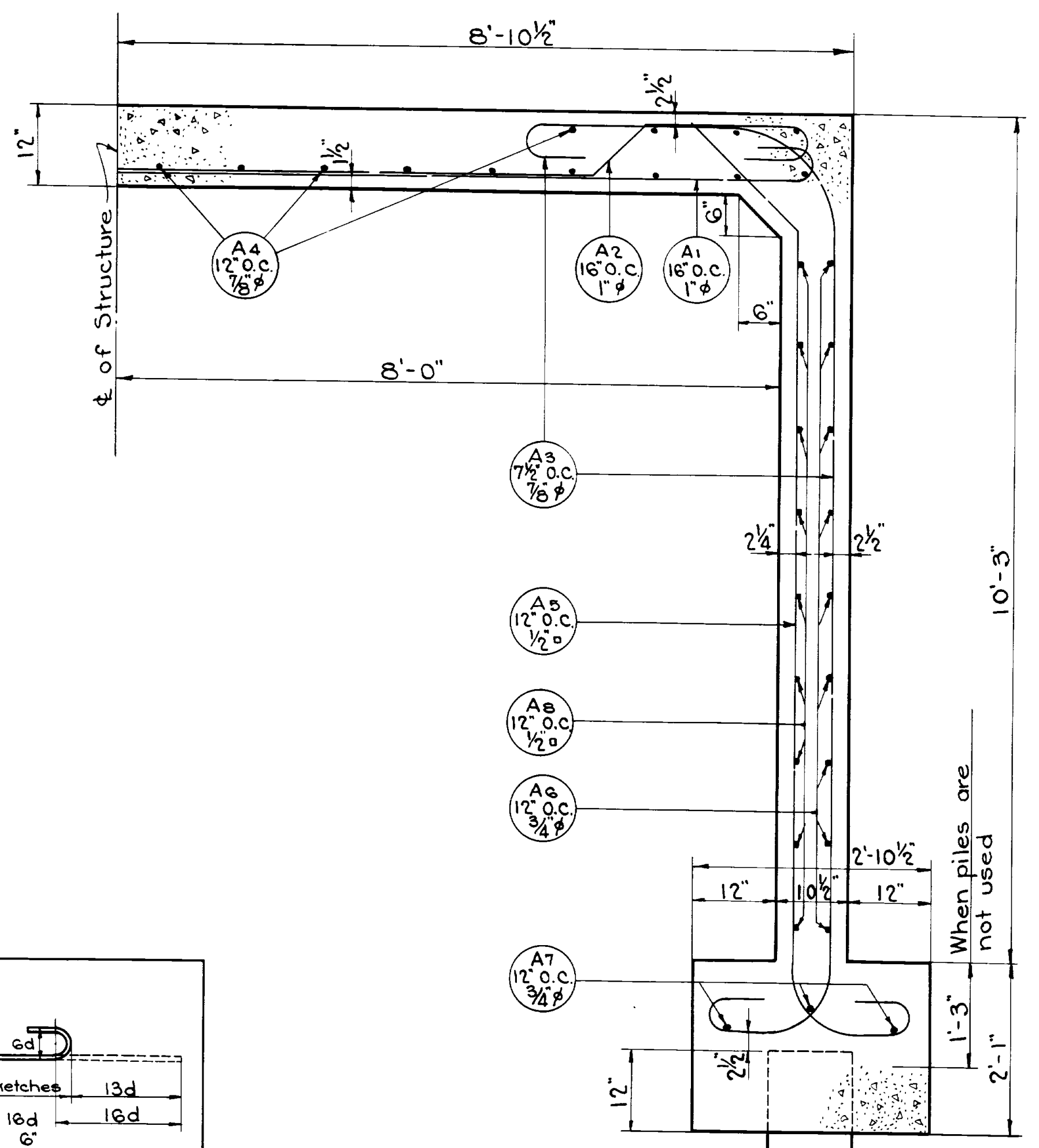
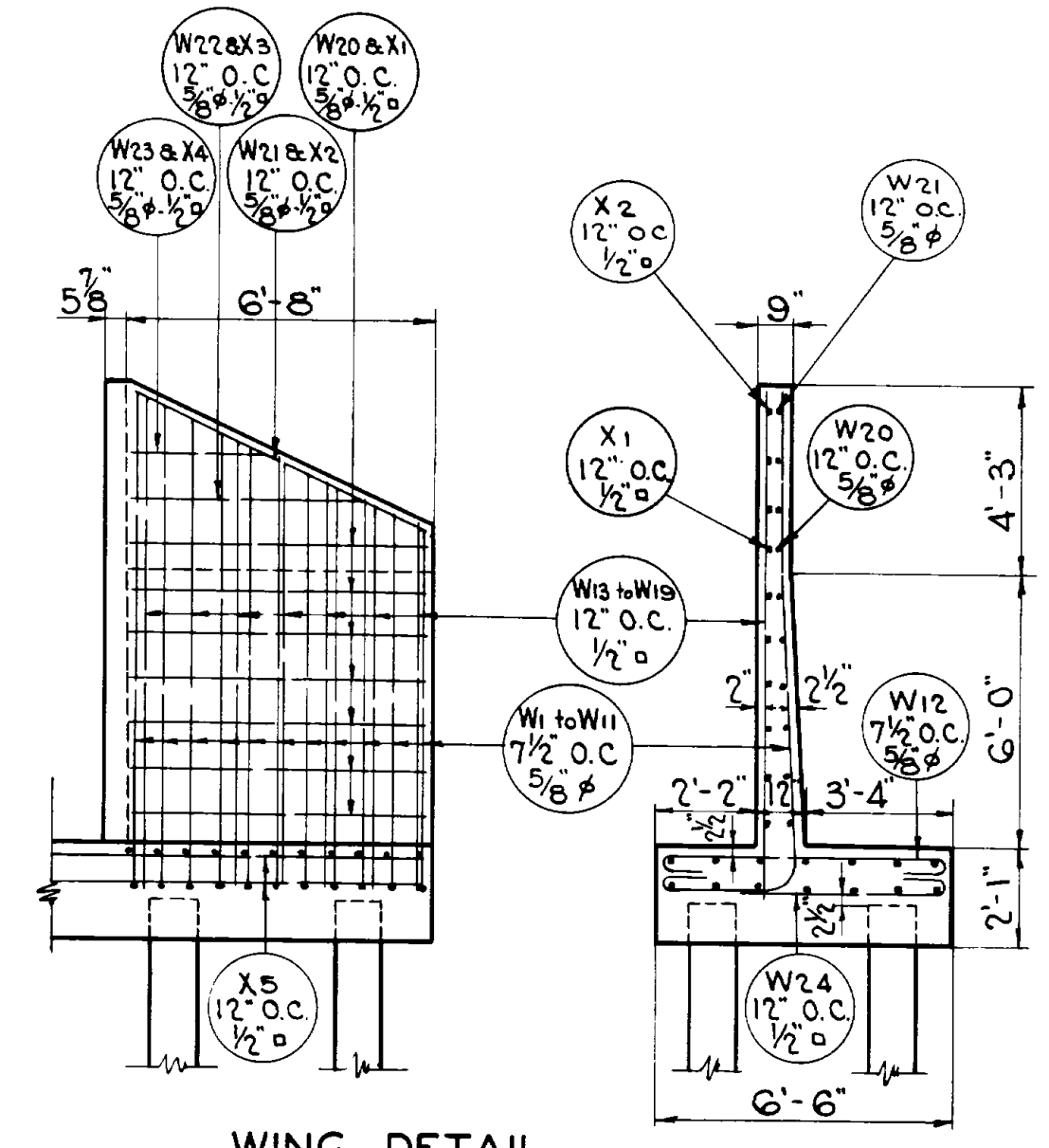
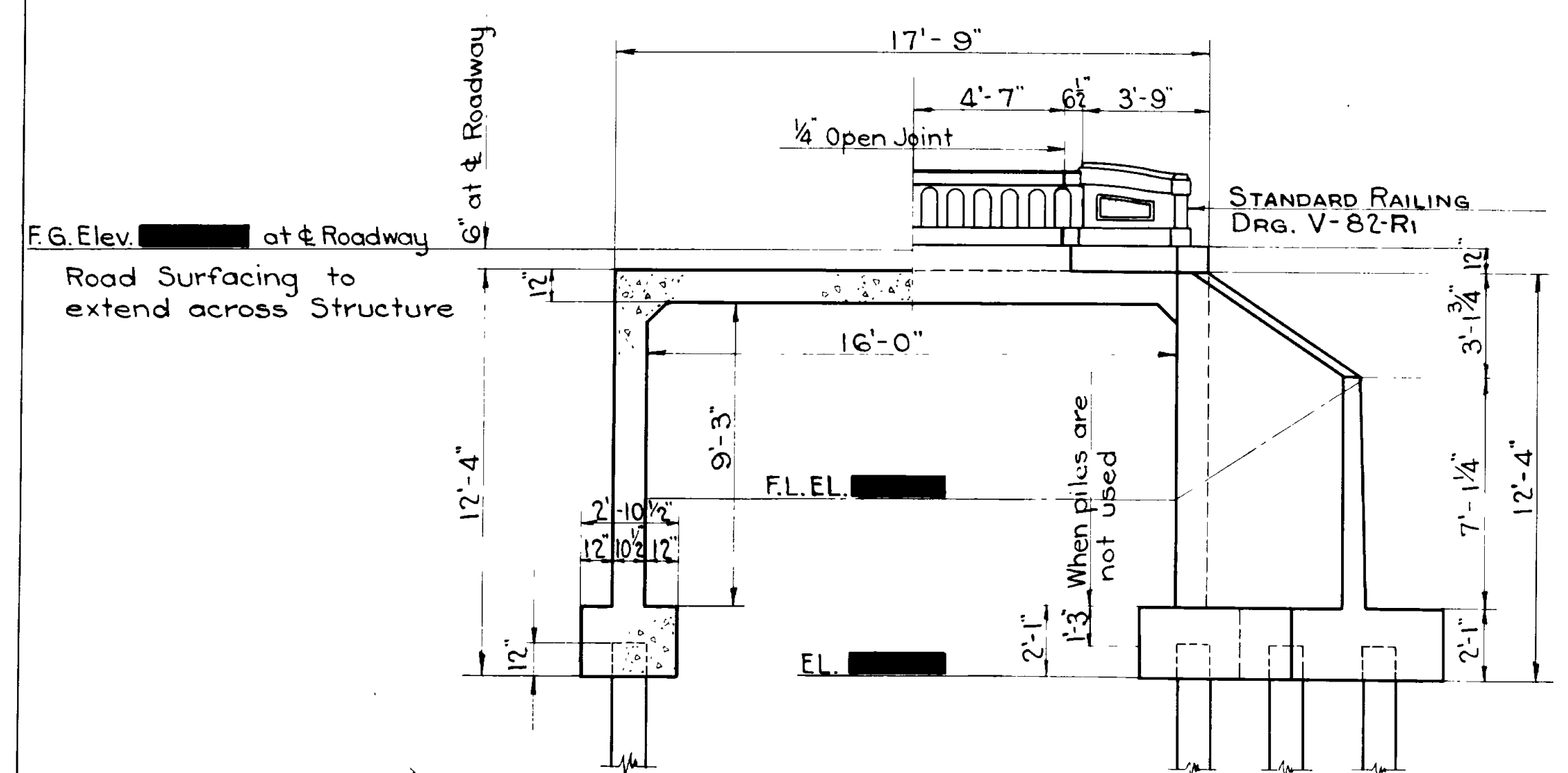
Legend:
 Proposed Easement - Area Outlined & Shaded in Green.

STATION	IN PLACE	REQUIRED	REMARKS	DRAWING NO.
0+00 to 6+50 (12th STREET)		Standard Guide Posts	50' Intervals Rt. & Lt.	D-399-B Sheets
175+		101-0 7/8" Conc. Overhead		
4+95	West Approach	18" x 50' C.M.P.		
1+00	East Approach	18" x 36" "		
3+75	"	30" x 50' "		
13+99	"	18" x 40' "		
165+00-172+70		Standard Guide Posts	50' Intervals (Rt. & Lt.)	
174+00-180+00		24" x 132' C.M.P.		
175+00		24" x 68' "		
181+67		18" x 20' "		
186+55		18" x 132' "		
171+44		24" x 128' "		
176+		100' GUARD RAIL WEST	PIPE "P"	V-108-P
175.3 TO 176+				

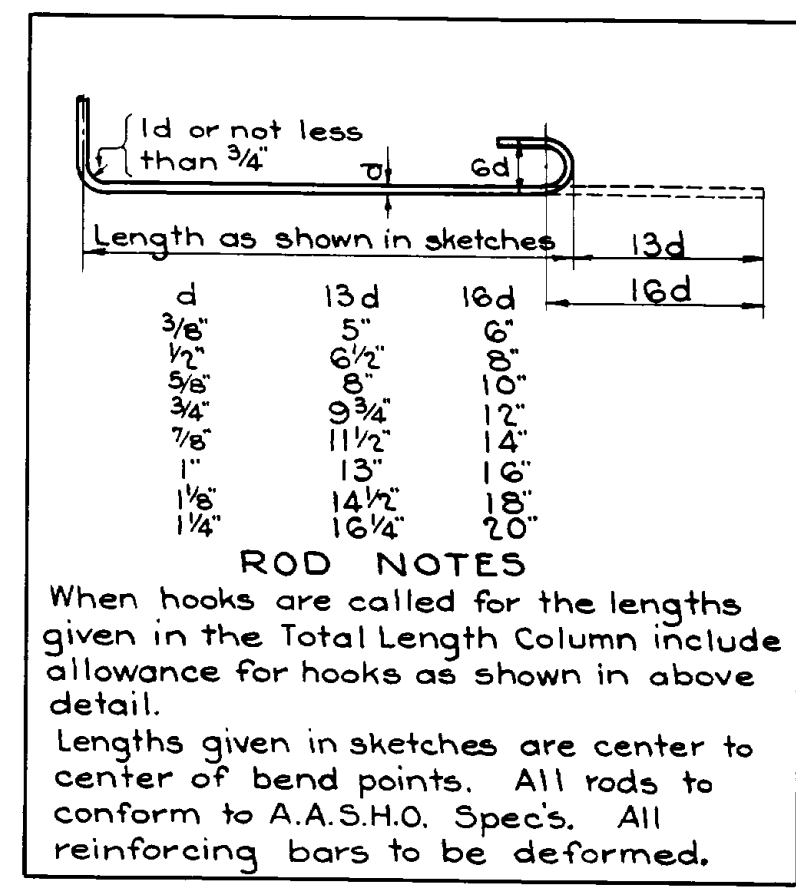
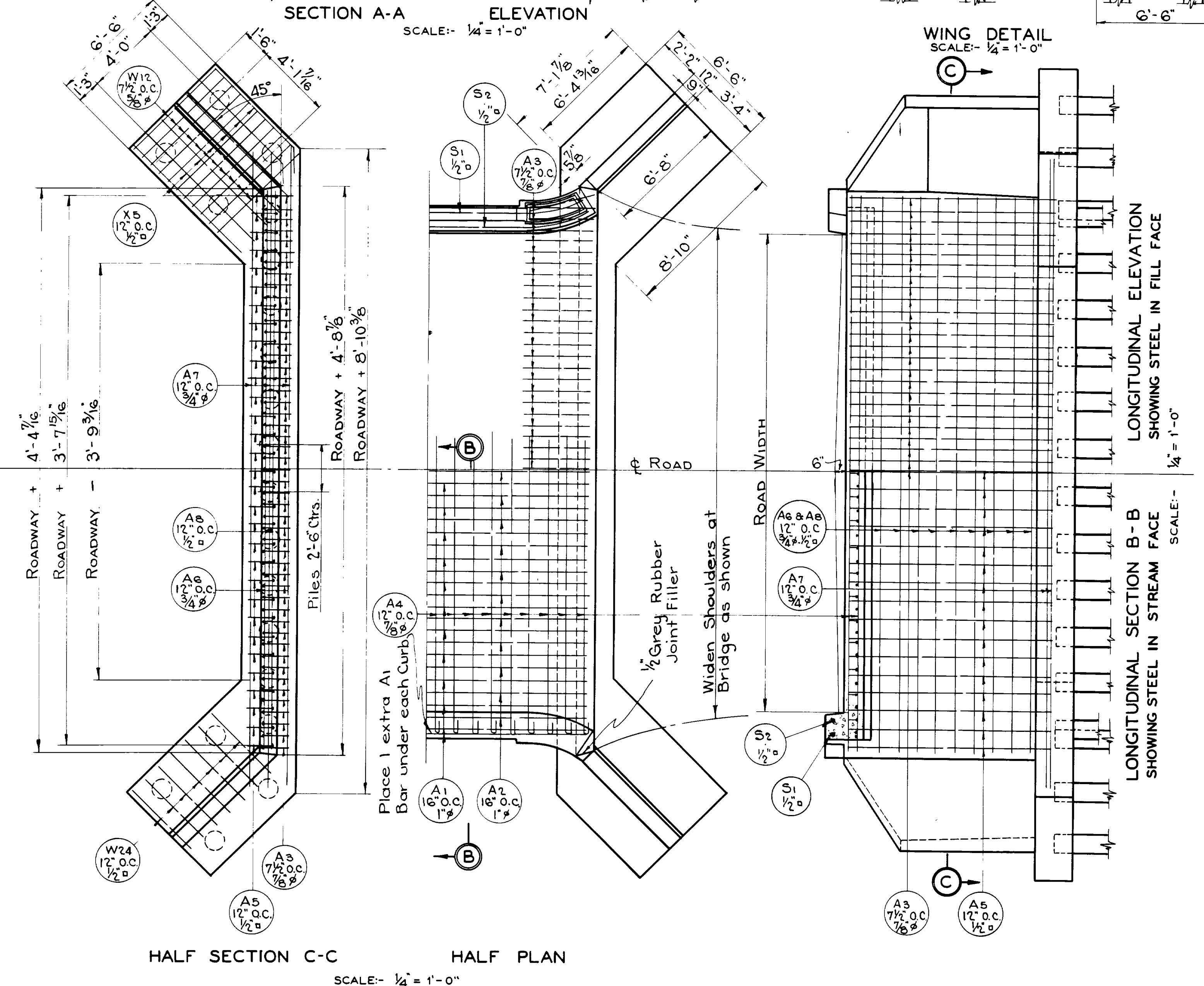


Note: Telephone and power poles will be moved to clear construction, by utility co's at their expense. Except R.R. signal lines which will be participating cost.

PROFILE
 SURVEYED
 PLOTTED
 BY
 DATE



REVISIONS	DATE	BY



GENERAL NOTES

All concrete to be class "A" and is to be kept moist 14 days after pouring. All exposed edges to be chamfered 1". Reinforcing steel to be deformed bars, overlapped not less than 50 diameters at all splices, secured against displacement by wiring at all intersections with #16 iron wire and shall have a minimum of 1" clear cover of concrete. All reinforcing steel shall fulfill the requirements of the A.A.S.H.O. Specs. of 1935. Bar diagrams are not drawn to scale and those bars not detailed are either straight or field bent. All dimensions are to center of bar unless otherwise shown. Contractor to furnish all materials.

DESIGN DATA

Live Load: 2 Typical 15 Ton Trucks, with impact and 80% of load on rear axle.
Dead Load: Concrete 150#/cu. ft. & 120#/cu. ft. for surfacing.
Stresses: Steel 16000#/" in tension, Concrete 900#/" in compression.

QUANTITIES

REINFORCING STEEL SCHEDULE	A	B	C	D	E	F	G	H	I
WIDTH OF ROADWAY	40'-0"								
STRUCTURAL EXCAVATION C.Y.	200								
CONCRETE CL. A CU. YD.	97.6								
HANDRAIL LIN. FT.	33.5								
PILES SIZE & NO.	12" x 20" long 50								
REINFORCING STEEL LBS.	17481								

THIS PLAN USED FOR STRUCTURES AT FOLLOWING LOCATION

PROJECT	STATION	SCHEDULE	APPROVED BY B.P.R.
F.A.S. 200-C	212 + 52	A	October 8 th , 1937.

SHEET NO. 1 OF 1 SHEETS
UTAH STATE ROAD COMMISSION
SALT LAKE CITY, UTAH
EIRA C. KNOWLTON - CHIEF ENGINEER

STANDARD
16 FT. CONC. RIGID FRAME BRIDGE

DESIGNED BY O.T.P. SCALE AS NOTED
DRAWN BY O.T.P. ISSUED
CHECKED BY APPROVED
EXAMINED BY CHIEF BRIDGE ENGINEER

BRIDGE NO. DRG. NO. 161290-1

SCHEDULE A

MARK	LOCATION	SIZE	LGTH	No BARS	TOTAL LENGTH	SKETCH	0 TO 0
A1	Slab	1#	19'-1"	35	667'-11"		16'-11"
A2	"	1#	19'-5"	32	621'-4"		16'-8"
A3	Slab & Stem	7/8#	18'-5"	142	2615'-2"		
A4	Slab	7/8#	24'-1"	52	1252'-4"		23'-1 1/2"
A5	Stem	1/2"	13'-3"	90	1192'-6"		
A6	Stem	5/8#	23'-7"	36	849'-0"		
A7	Base	3/4#	26'-0"	12	312'-0"		
A8	Stem	1/2"	23'-3"	36	837'-0"		
W1	Wing Wall	5/8#	11'-2"	4	44'-8"		a = 7'-5"
W2	"	"	11'-5"	4	45'-8"		a = 7'-8"
W3	"	"	11'-9"	4	47'-0"		a = 8'-0"
W4	"	"	12'-1"	4	48'-4"		a = 8'-4"
W5	"	"	12'-5"	4	49'-8"		a = 8'-8"
W6	"	"	12'-9"	4	51'-0"		a = 9'-0"
W7	"	"	13'-0"	4	52'-0"		a = 9'-3"
W8	"	"	13'-4"	4	53'-4"		a = 9'-7"
W9	"	"	13'-8"	4	54'-8"		a = 9'-11"
W10	"	"	13'-11"	4	55'-8"		a = 10'-2"
W11	"	"	14'-3"	4	57'-0"		a = 10'-6"
W12	Wing Wall Ftg.	5/8#	7'-6"	44	330'-0"		

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

SCHEDULE A

MARK	LOCATION	SIZE	LGTH	No BARS	TOTAL LENGTH	SKETCH	0 TO 0
W13	Wing Wall	1/2"	8'-0"	4	32'-0"		
W14	"	"	8'-6"	4	34'-0"		
W15	"	"	9'-0"	4	36'-0"		
W16	"	"	9'-6"	4	38'-0"		
W17	"	"	10'-0"	4	40'-0"		
W18	"	"	10'-6"	4	42'-0"		
W19	"	"	11'-0"	4	44'-0"		
W20	"	5/8#	6'-4"	28	177'-4"		
W21	"	"	7'-0"	4	28'-0"		
W22	"	"	5'-1"	4	20'-4"		
W23	"	"	3'-0"	4	12'-0"		
W24	Wing Wall Ftg.	1/2"	5'-0"	28	140'-0"		4'-5 1/2"
X1	Wing Wall	"	6'-4"	28	177'-4"		
X2	"	"	7'-0"	4	28'-0"		
X3	"	"	5'-1"	4	20'-4"		
X4	"	"	3'-0"	4	12'-0"		
X5	Wing Wall Ftg.	"	8'-0"	56	448'-0"		
P1	Railing	"	4'-4"	76	329'-4"		3'-9 1/2"
P2	"	"	3'-4"	24	80'-0"		
P3	"	"	2'-10"	8	22'-8"		
R1	"	"	8'-10"	4	35'-4"		
R1	"	3/4#	8'-10"	8	70'-8"		
S1	Curb	1/2"	16'-6"	2	33'-0"		
S2	"	"	17'-10"	2	35'-8"		

1289'-3" of 1# @ 2.670 = 3442.3
 3867'-6" of 7/8# @ 2.044 = 7905.2
 1231'-8" of 3/4# @ 1.502 = 1850.0
 1128'-8" of 5/8# @ 1.043 = 1175.1
 3657'-2" of 1/2" @ 0.850 = 3108.6
 Total 17481.2 Lbs.

DRG. NO. [] STA. [] + [] [] []

SHEET NO. 2 OF [] SHEETS

UTAH STATE ROAD COMMISSION
 SALT LAKE CITY UTAH
 EZRA C. KNOWLTON - CHIEF ENGINEER

STANDARD
 16 FT. CONC. RIGID FRAME BRIDGE

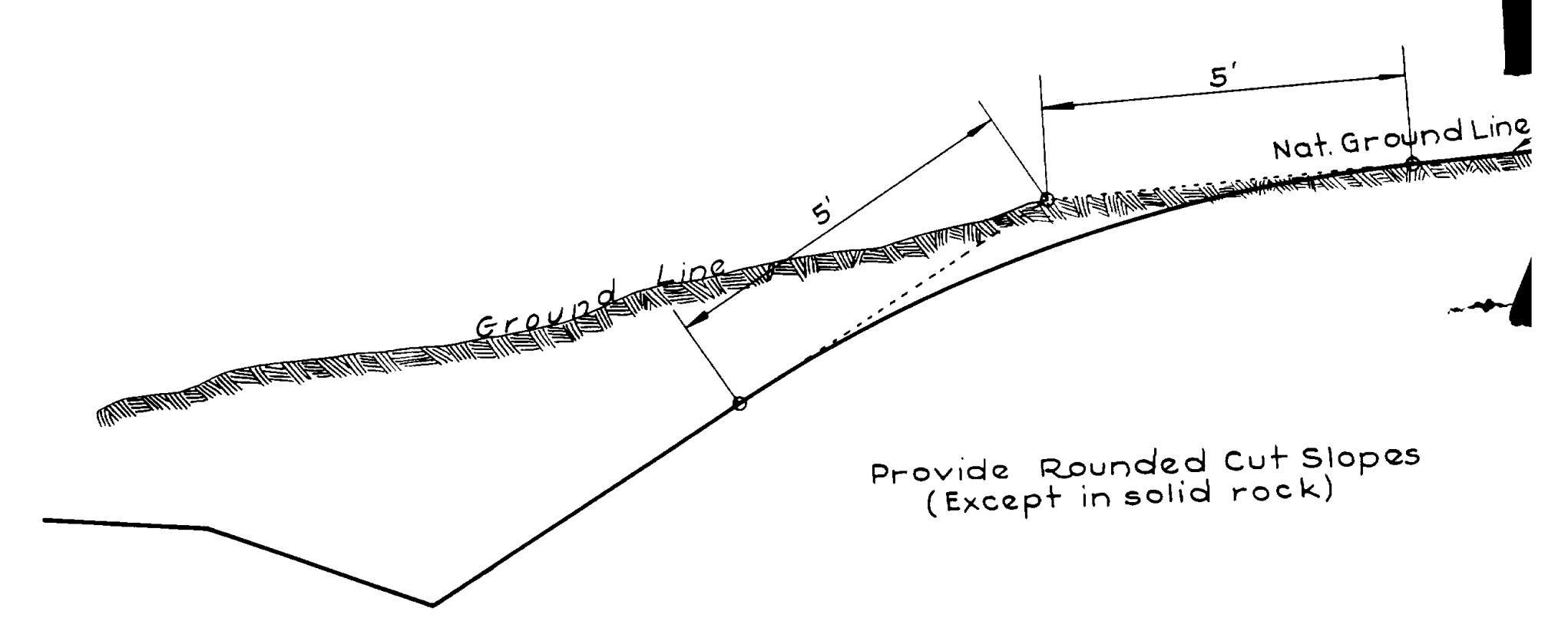
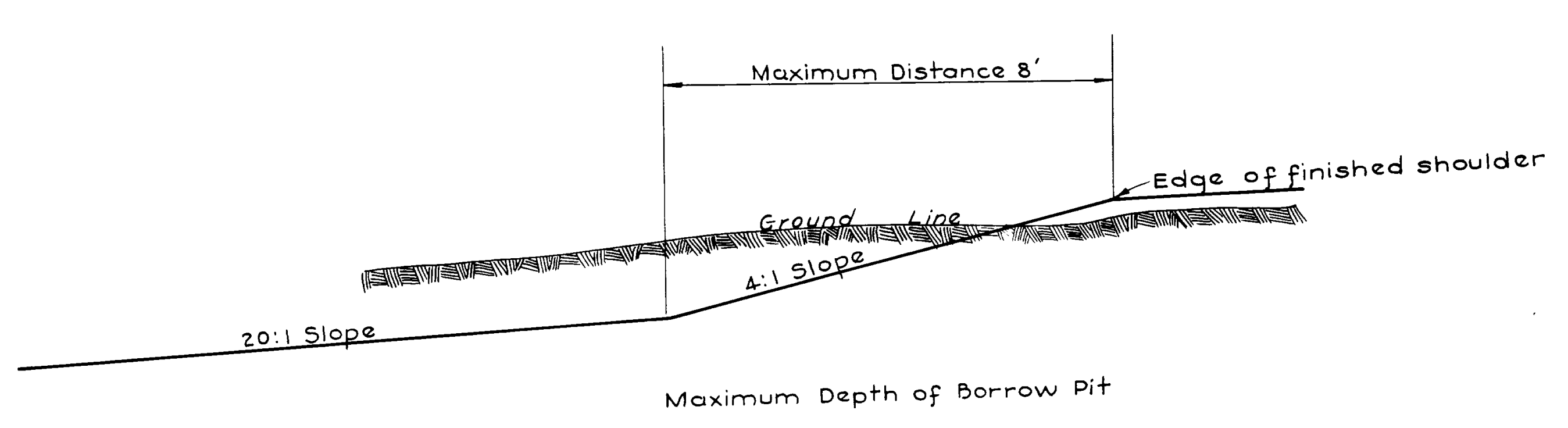
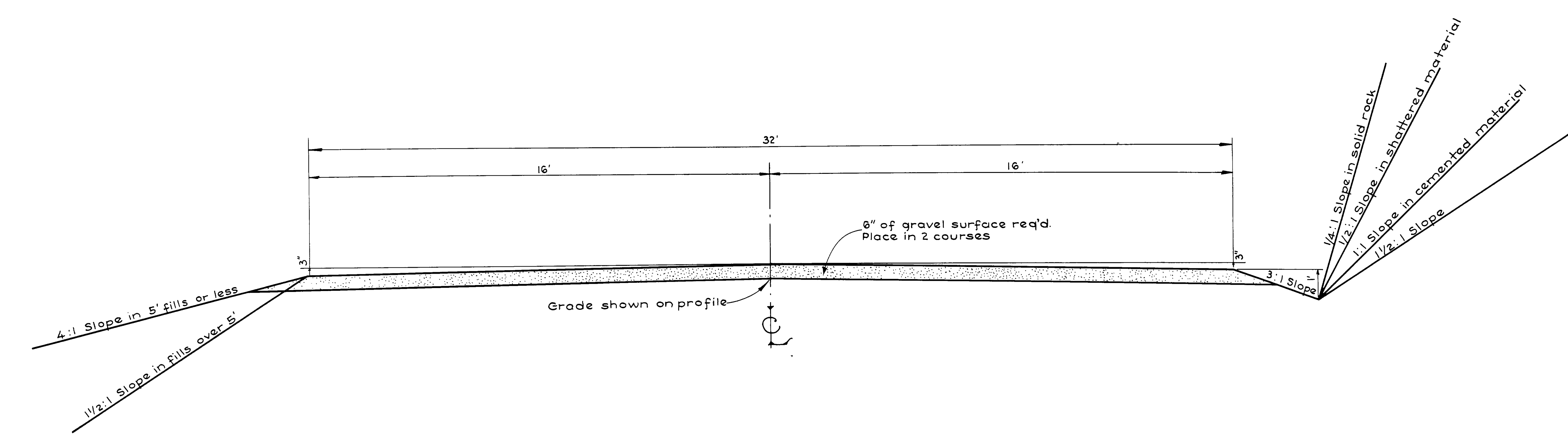
DESIGNED BY O.T.P. SCALE NONE
 DRAWN BY O.T.P. ISSUED []
 CHECKED BY [] APPROVED []
 EXAMINED BY [] CHIEF BRIDGE ENGINEER

BRIDGE NO. [] DRG. NO. 161290-1

REVISIONS
 DATE BY DATE BY

TYPICAL CROSS SECTION

FED. ROAD DIST. NO.	STATE	W.P.S. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
12	UTAH	200B	1936	2	5



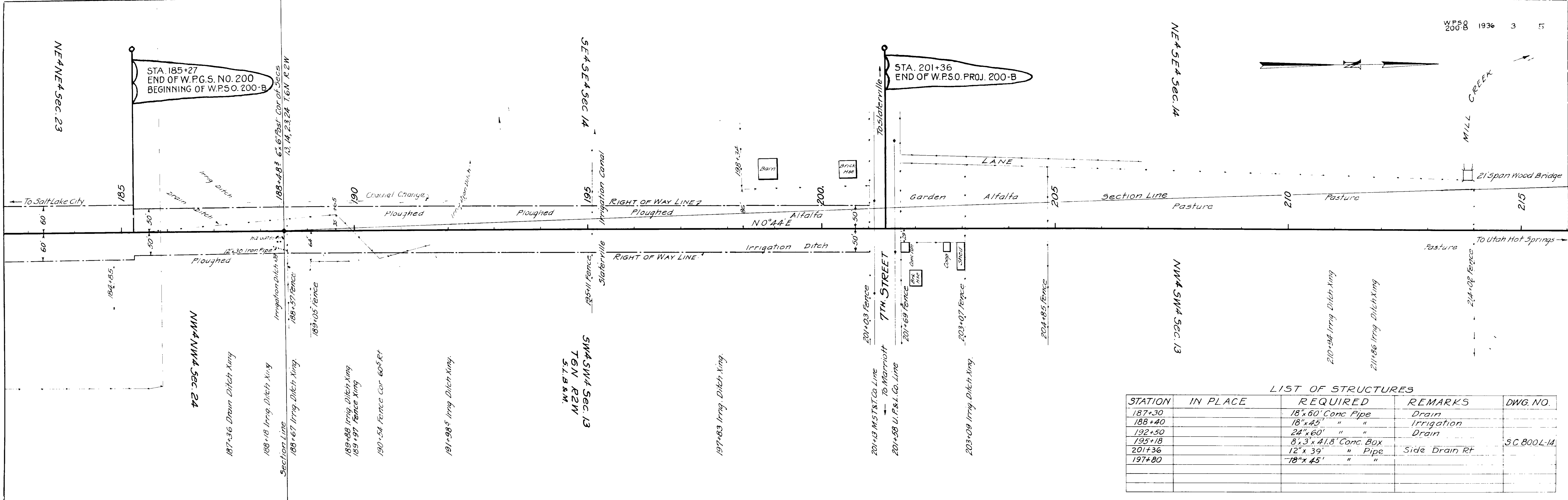
NO.	DATE	DESCRIPTION

UTAH STATE ROAD COMMISSION
 SALT LAKE CITY, UTAH
 K. C. WRIGHT - CHIEF ENGINEER

--- TYPE ---

6" x 32' GRAVEL ROADWAY

DATE	1935
BY	A. Carls
REVISIONS	1. 6.5.5.5
PLAN	NO. 2862
NOTE BOOK	AL. 2000
NOTE CHECKED	W.P.S.O.
WAY CHECKED	W.P.S.O.
TRACED	W.P.S.O.



LIST OF STRUCTURES

STATION	IN PLACE	REQUIRED	REMARKS	DWG. NO.
187+30		18'x60' Conc Pipe	Drain	
188+40		18'x45' " "	Irrigation	
192+50		24'x60' " "	Drain	
195+18		8'x3'x41.8' Conc. Box	Side Drain Rt	SC 800L-1A
201+36		12'x39' " Pipe		
197+80		18'x45' " "		

DATE	1935
BY	A. Carls
REVISIONS	1. 6.5.5.5
PROFILE	NO. 2877
NOTE BOOK	AL. 2000
NOTE CHECKED	W.P.S.O.
WAY CHECKED	W.P.S.O.
TRACED	W.P.S.O.

