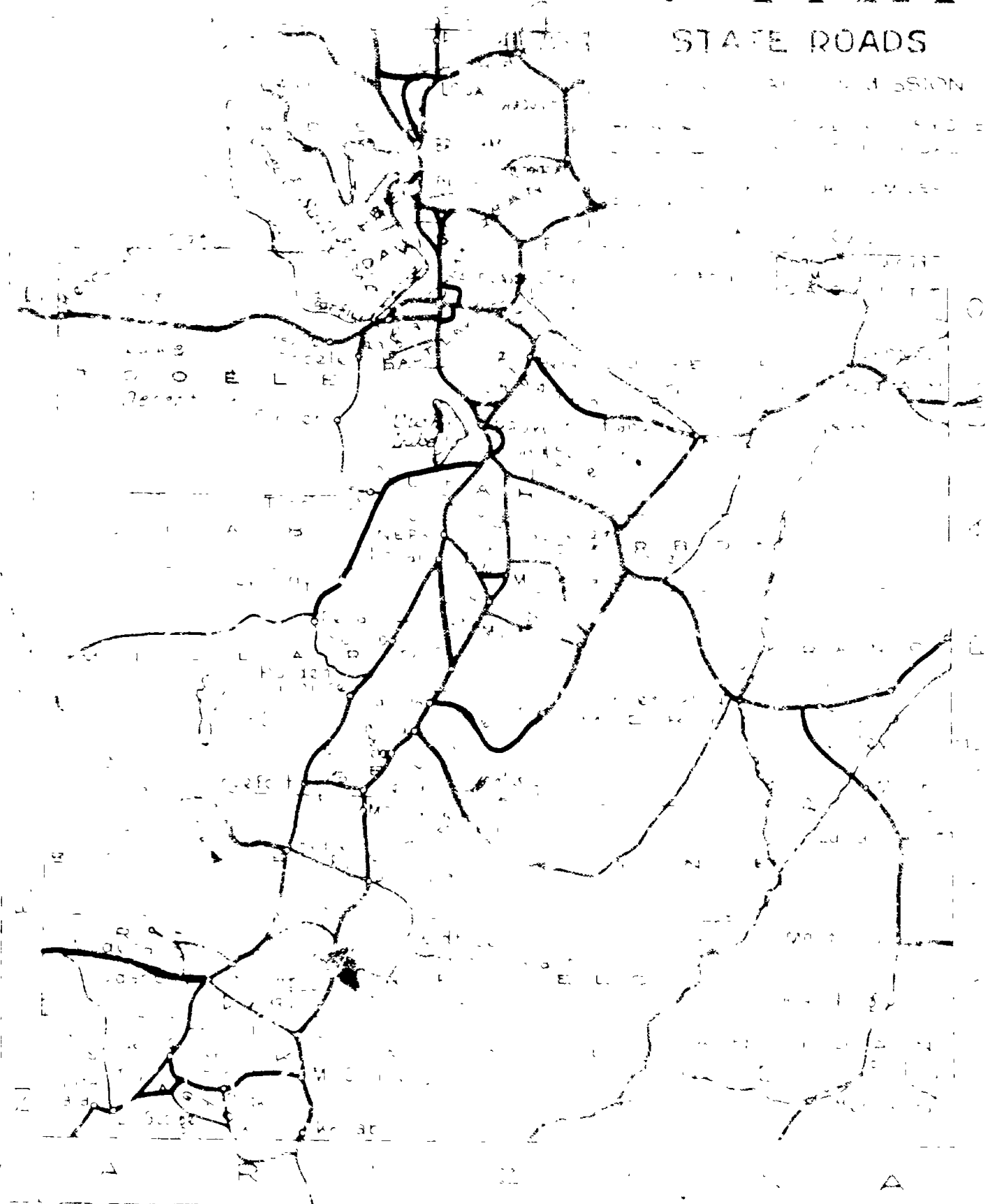


**UTAH**  
STATE ROADS



# STATE OF UTAH

## STATE ROAD COMMISSION

12	UTAH	W.P.G.S.	1936
12	UTAH	W.P.G.S.	1936
12	UTAH	F.A.S.P.	1936
2	UTAH	F.A.S.P.	1936
7	UTAH	F.A.S.P.	1936
7	UTAH	F.A.S.P.	1936
12	UTAH	F.A.S.P.	1936
12	UTAH	F.A.S.P.	1936

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

SHEET	DESCRIPTION	DRAWING	STATION
1	Title Sheet		
2	Typical Section		
3	Plan and Profile		
4	16' Conc Rigid Frame Br	16-1304	10+00
5	8'x4'x4' Conc Box	50-300	14+32+53
6	2'x4'x6' Conc Box	50-1200	50+00
7	12'x6'x6' "	50-1200	12+53
8	Cleanout Box		
9	F.A.P. & R of Way Mkr	J-391	5
10	Supers and Widen Curves	J-344-R5	
11	Standard Guard Rail	V-155	
12	Cross Sections	V-108-P	

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

SHEET	DESCRIPTION	DRAWING	STATION
1	Title Sheet		
2	Typical Section		
3	Plan and Profile		
4	16' Conc Rigid Frame Br	D-457	156+54
5	8'x4'x4' Conc Box	E-718	144+83.2
6	2'x4'x6' Conc Box	E-718	27+53
7	12'x6'x6' "	SC-200-H2	2+53
8	Cleanout Box		
9	F.A.P. & R of Way Mkr	J-391-R5	
10	Supers and Widen Curves	J-483	
11	Standard Guard Rail	V-155	
12	Cross Sections	V-108-P	

### PLANS OF PROPOSED STATE ROAD

**NYES CORNER - UTAH HOT SPRINGS**  
 U. S. W. P. G. C. R. No. W. P. G. S. 200 LENGTH 0.523 MILES  
 U. S. W. P. H. R. 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 0.504 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	Plan and Profile		
4	16' Conc Rigid Frame Br	16-1304	10+00
5	8'x4'x4' Conc Box	50-300	14+32+53
6	2'x4'x6' Conc Box	50-1200	50+00
7	12'x6'x6' "	50-1200	12+53
8	Cleanout Box		
9	F.A.P. & R of Way Mkr	J-391	5
10	Supers and Widen Curves	J-344-R5	
11	Standard Guard Rail	V-155	
12	Cross Sections	V-108-P	

**INDEX TO SHEETS FOR S.P. 200**

SHEET	DESCRIPTION	DWG.	STA.
1	Title Sheet		
2	Typical Section		
3	Plan and Profile		
4	10'x10' Conc Overhead	D-399	173+38
5	Super and Widen Curves	J-344-R5	
6	F.A.P. & R of Way Mkr	J-391-R	
7	Cross Sections	V-108-P	

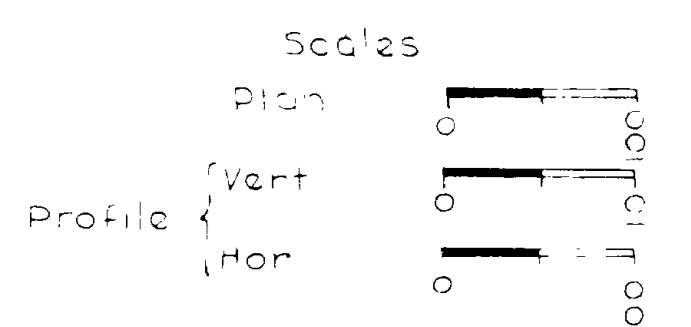
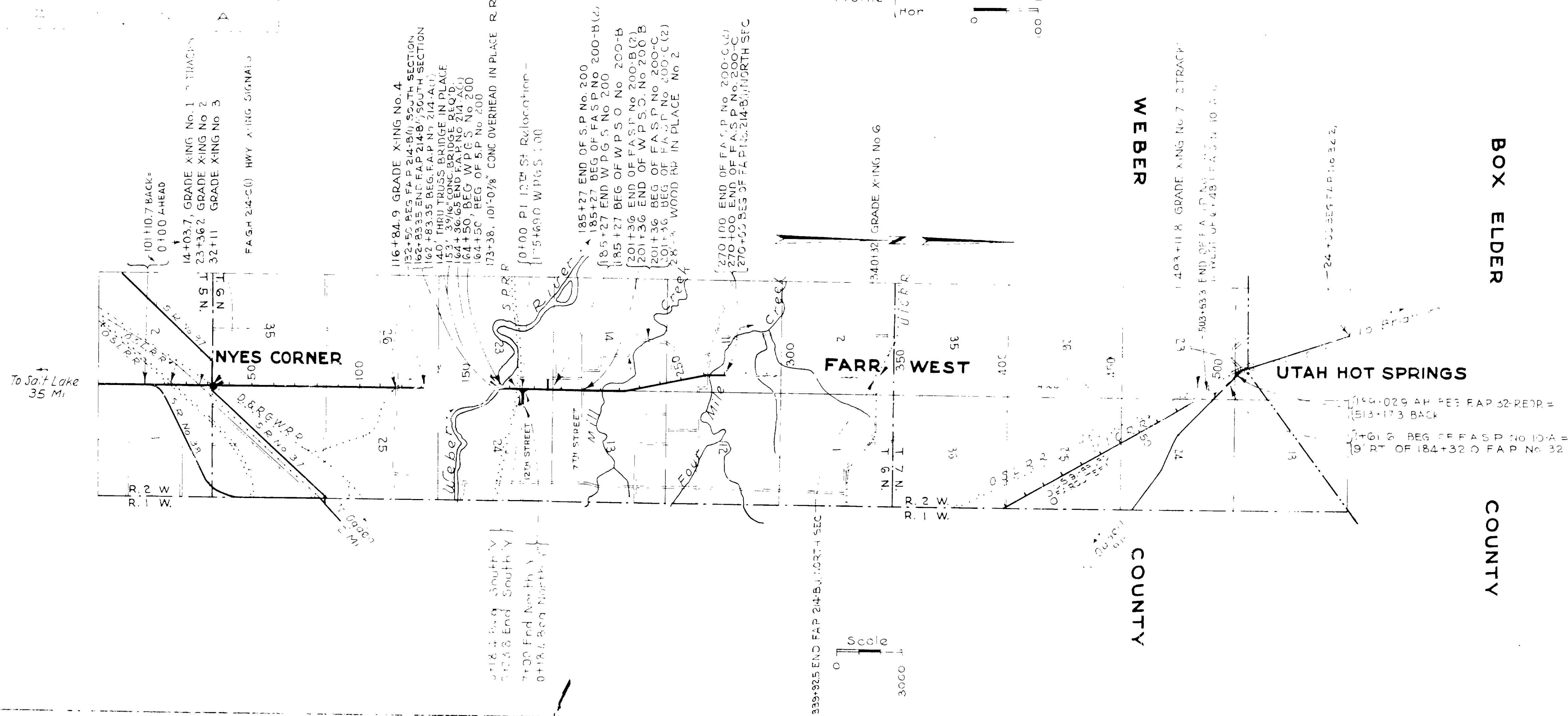
**INDEX TO SHEETS W.P.S.O. No. 200-B**

SHEET	DESCRIPTION	DWG.	STA.
1	Title Sheet		
2	Typical Section		
3	Plan and Profile		
4	8'x4'x4' Conc Box	50-800	14
5	F.A.P. & R of Way Mk		
6	Cross Sections		

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

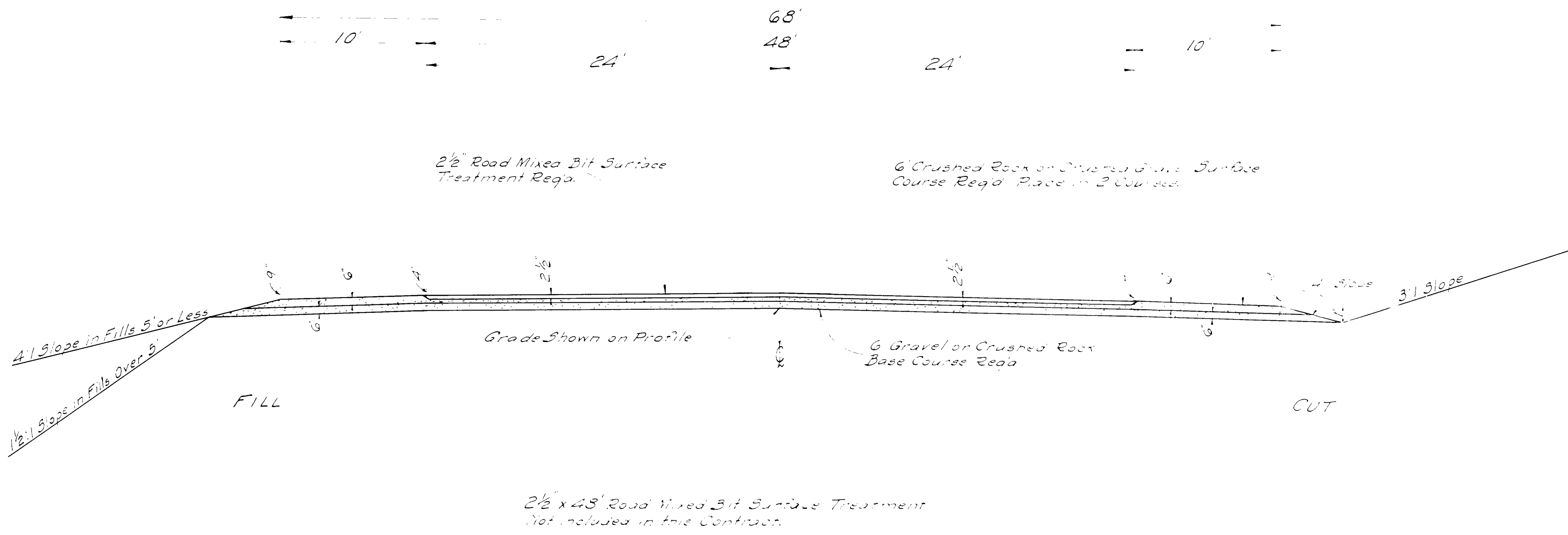
SHEET	DESCRIPTION	DWG.	STA.
1	Title Sheet		
2	Typical Section		
3	Super and Widen Curves	J-344-R5	

APPROVED: JUN 1936  
 STATE ROAD COMMISSION OF UTAH  
*Paul Hinnotton*  
 RECORDERS: [Redacted]  
 [Redacted]  
 [Redacted]  
 [Redacted]



# TYPICAL CROSS SECTION

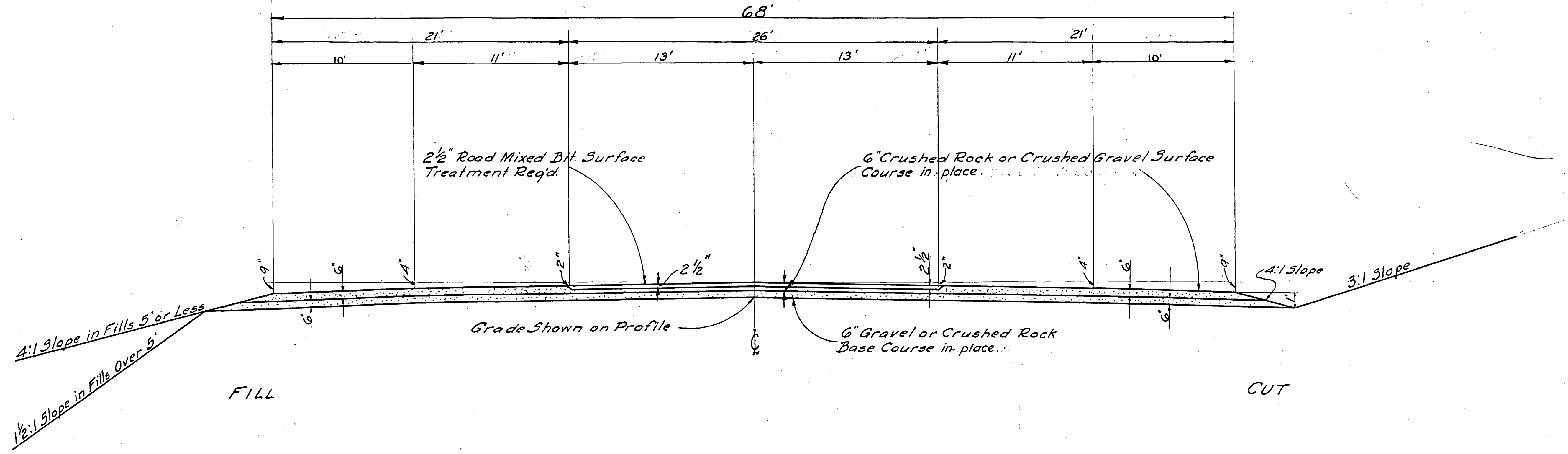
Fed Aids Title  
 12 UTAH 214(0)1941 2 18  
 12 UTAH 214(0)1941 2 18



UTAH STATE ROAD COMMISSION  
 SALT LAKE CITY, UTAH  
 TYPE  
 68' CRUSHED ROCK  
 OR CRUSHED GRAVEL  
 SURFACE ROADWAY

# TYPICAL CROSS SECTION

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
12	UTAH	214-B(2)	1942	2	12
12	UTAH	214-B(1)	1941	2	18



NOTE: SN.FAP 214 B(2) Shall consist of placing 2 1/2" x 26' of Road mixed Bit. surface treatment only.

Note:  
 Work started on F.A.P No. 214-B(2) 6-16-41.  
 " completed " " " " 7-16-41.

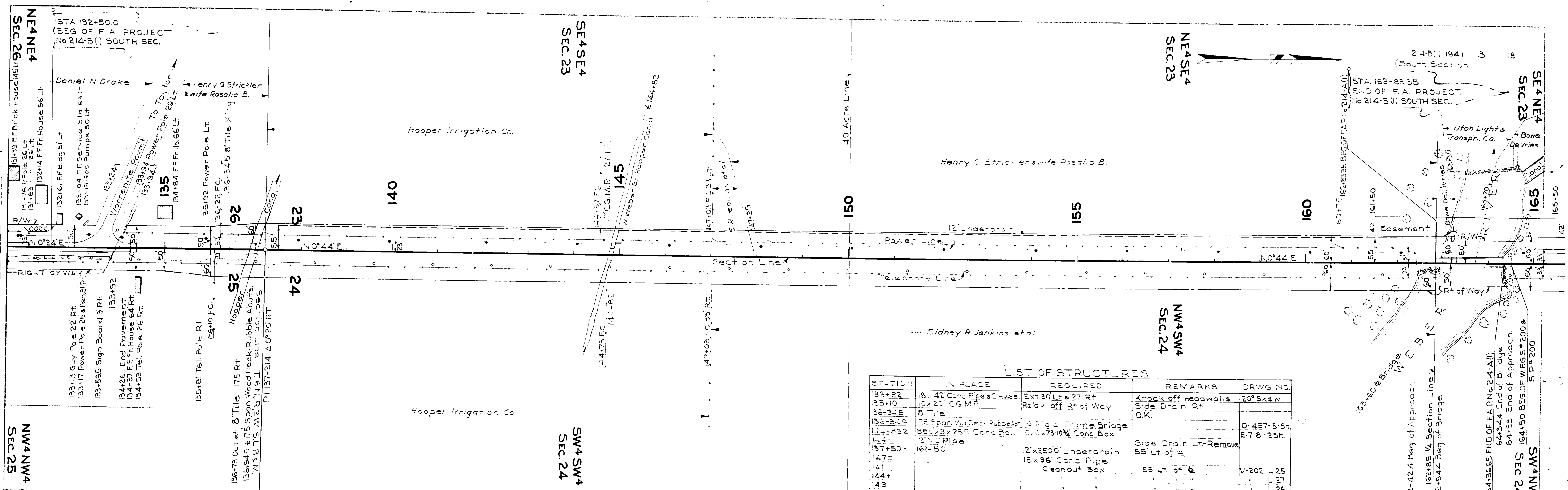
Revised for oil 5-13-41.

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

— TYPE —  
 26' ROAD MIXED BIT SURFACE ROADWAY

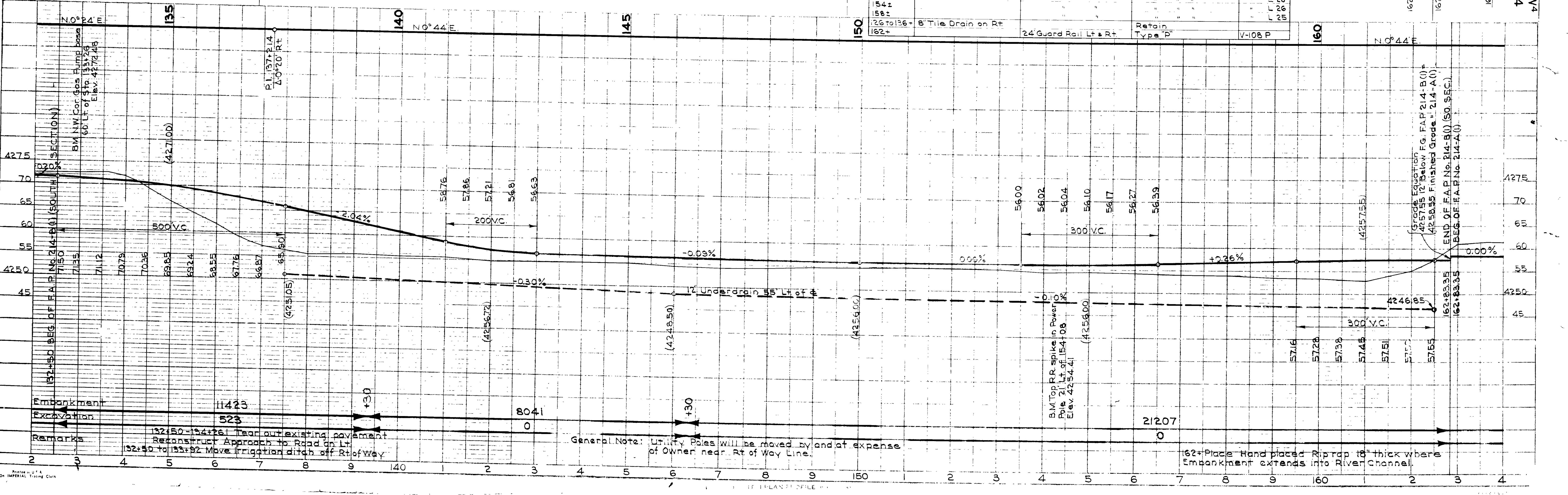
PLAN  
 DATE: 1935  
 1940  
 C. R. Kimball  
 H. B. Petersen

PROJECT: 1935  
 1940  
 H. B. Petersen  
 H. B. Petersen  
 H. B. Petersen



LIST OF STRUCTURES

STATION	IN PLACE	REQUIRED	REMARKS	DRWG NO.
133+92	18" x 42" Conc. Pipe Chw. Ex. 30' Lt. & 27' Rt.		Knock off Headwalls	20° Skew
133+10	12" x 20" CGMP	Relay off Rt. of Way	Side Drain Rt.	OK
136+45	8" Tile			
136+34.9	18" Span V.I. Deck Rubble	16" Span Frame Bridge		0-457-5-9h
141+83.2	24" x 24" Conc. Box	24" x 24" Conc. Box		E-718-25h
144+	12" Pipe		Side Drain Lt. - Remove	
137+50 - 162+50		12' x 25' 0" Underdrain	55' Lt. of #	
147+		18" x 96" Conc. Pipe	55' Lt. of #	V-202 L 25
141		Clearout Box		L 27
144+				L 26
149				L 28
154+				
158+				
126 to 136 - 162+	8" Tile Drain on Rt.	24' Guard Rail Lt. & Rt.	Retain Type 'P'	V-108 P



General Note: Utility Poles will be moved by and at expense of Owner near Rt. of Way Line.

162+ Place Hand placed Riprap to thick where Embankment extends into River Channel.

REMARKS: 132+50-134+26 Tear out existing pavement. Reconstruct Approach to Road on Lt. 132+50 to 133+92 Move irrigation ditch off Rt. of Way.

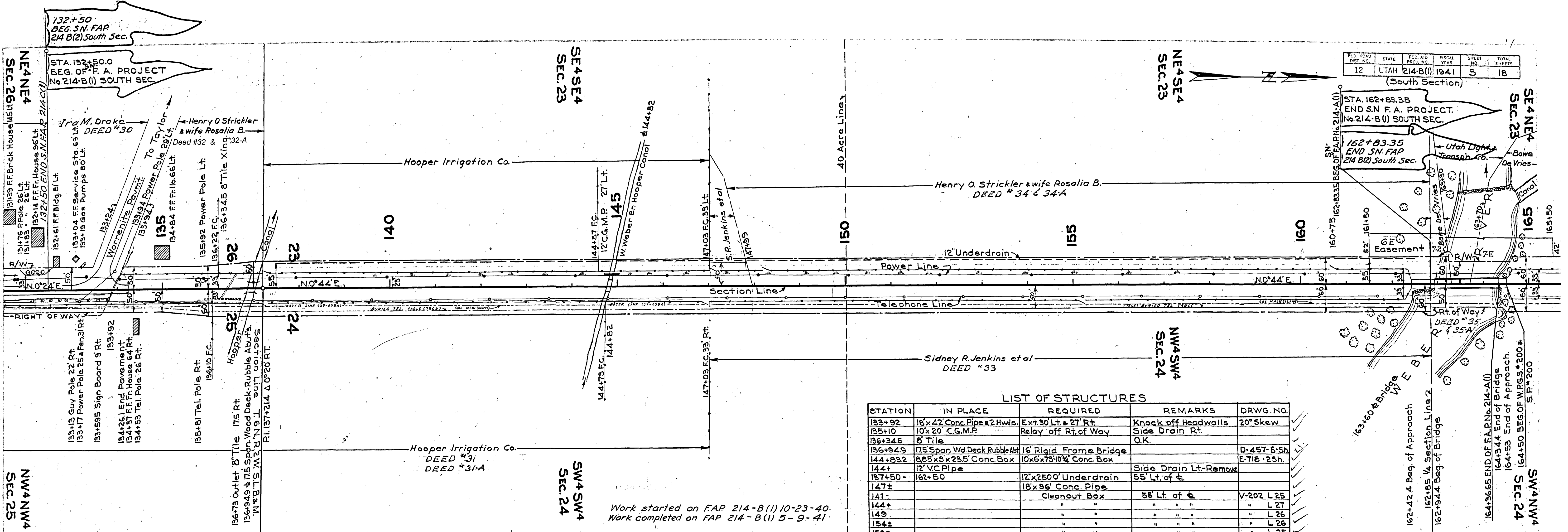


C.R. Kimball 1939  
 H.S.W. 1940  
 F.B. Peterson 1940  
 2869 Traced

1935  
 H.S.W. 1940  
 F.B.P. 1940  
 2871

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
12	UTAH	214-B(1)	1941	3	18

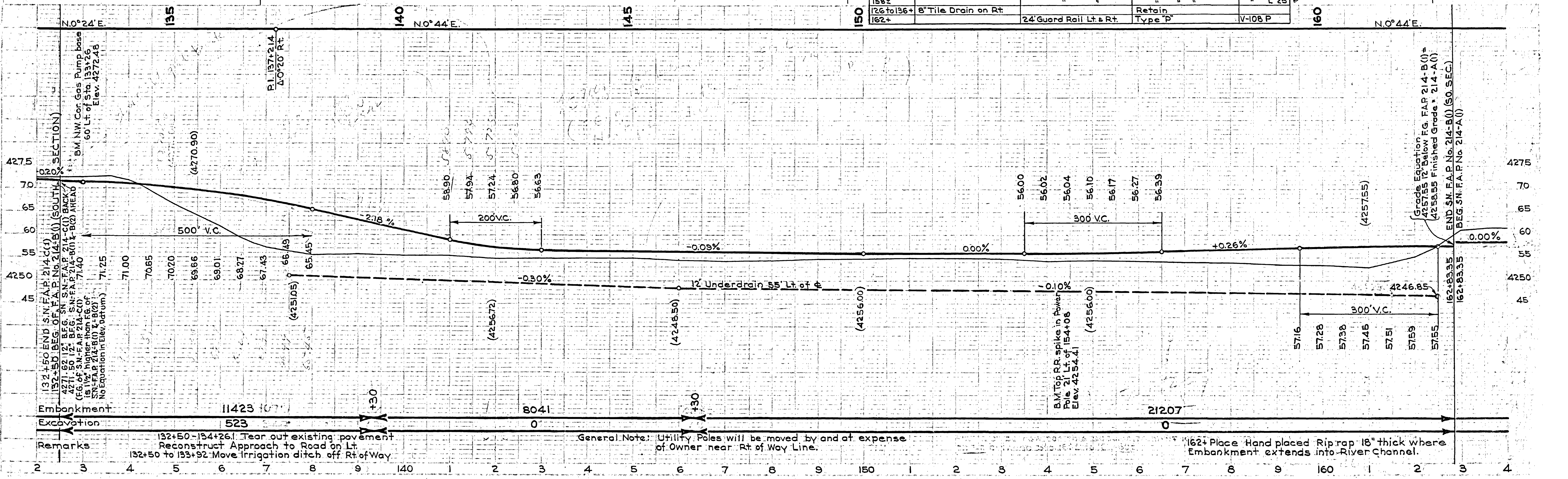
(South Section)



**LIST OF STRUCTURES**

STATION	IN PLACE	REQUIRED	REMARKS	DRWG. NO.
133+92	18'x47' Conc. Pipe & 2 Hwds.	Ext. 30' Lt. & 27' Rt.	Knock off Headwalls	20° Skew
135+10	10'x20' C.G.M.P.	Relay off Rt. of Way	Side Drain Rt.	
136+34.5	8" Tile		O.K.	
136+34.5	17.5 Span Wd. Deck Rubble Arch	16' Rigid Frame Bridge		D-457-5-Sh
144+03.2	8.65'x5'x23.5' Conc. Box	10'x6'x7.5' 10 1/4" Conc. Box		E-718-25h
144+	12" V.C. Pipe		Side Drain Lt.-Remove	
157+50-	162+50	12'x2500' Underdrain	55' Lt. of $\phi$	
147+		18'x96' Conc. Pipe		
141-		Cleanout Box	55' Lt. of $\phi$	V-202 L 25
144+				L 27
149				L 26
154+				L 26
158+				L 25
126 to 136+	8" Tile Drain on Rt.		Retain	V-108 P
162+		24' Guard Rail Lt. & Rt.	Type "P"	

Work started on F.A.P. 214-B(1) 10-23-40.  
 Work completed on F.A.P. 214-B(1) 5-9-41



Remarks: 132+50-134+26.1 Tear out existing pavement Reconstruct Approach to Road on Lt. 132+50 to 133+92 Move Irrigation ditch off Rt. of Way

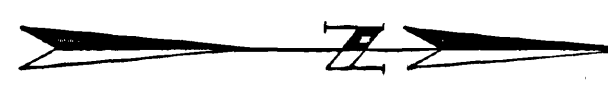
General Note: Utility Poles will be moved by and at expense of Owner near Rt. of Way Line.

162+ Place Hand placed Rip-rap 18" thick where Embankment extends into River Channel.

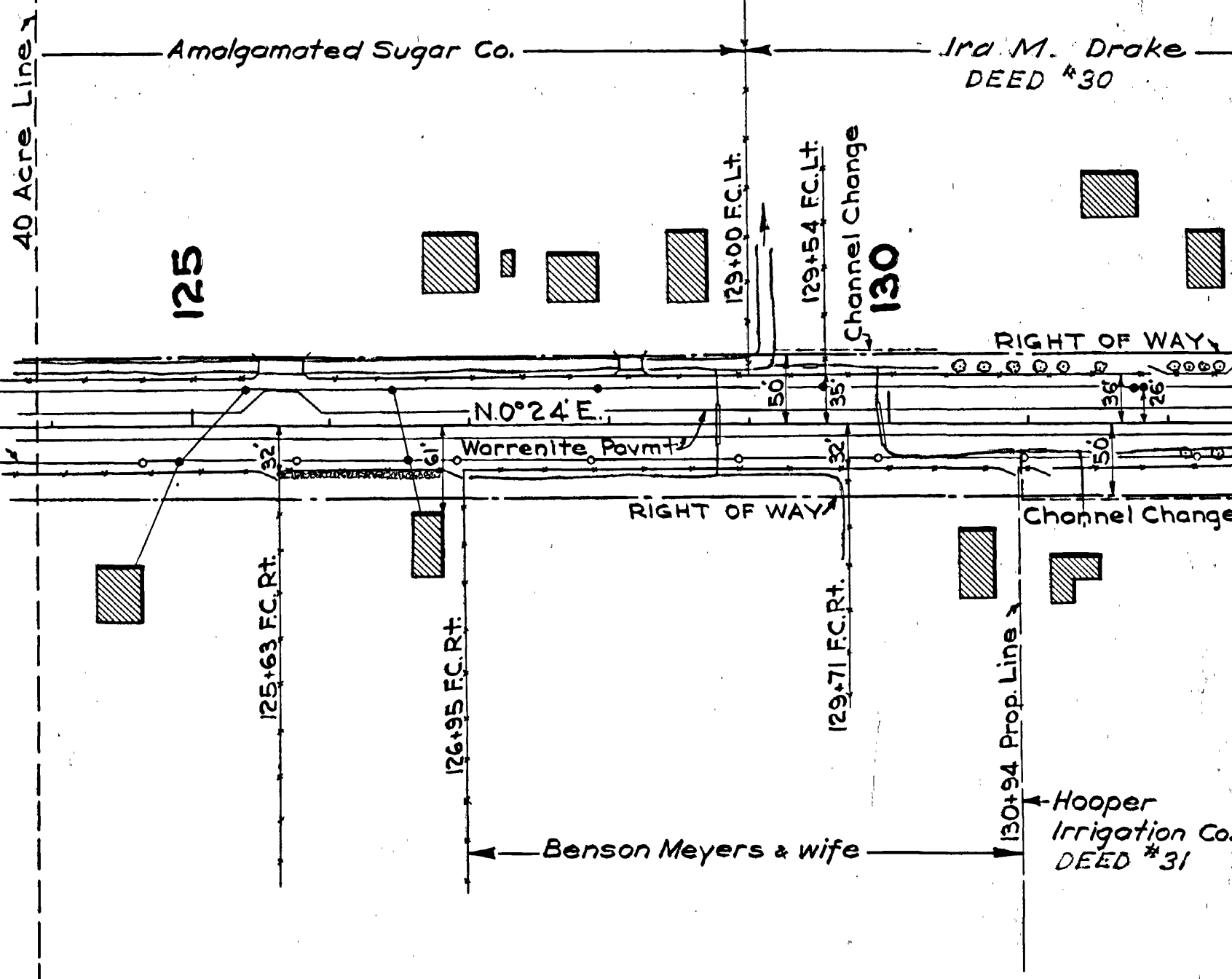


Don't print  
for Bureau  
H.W.

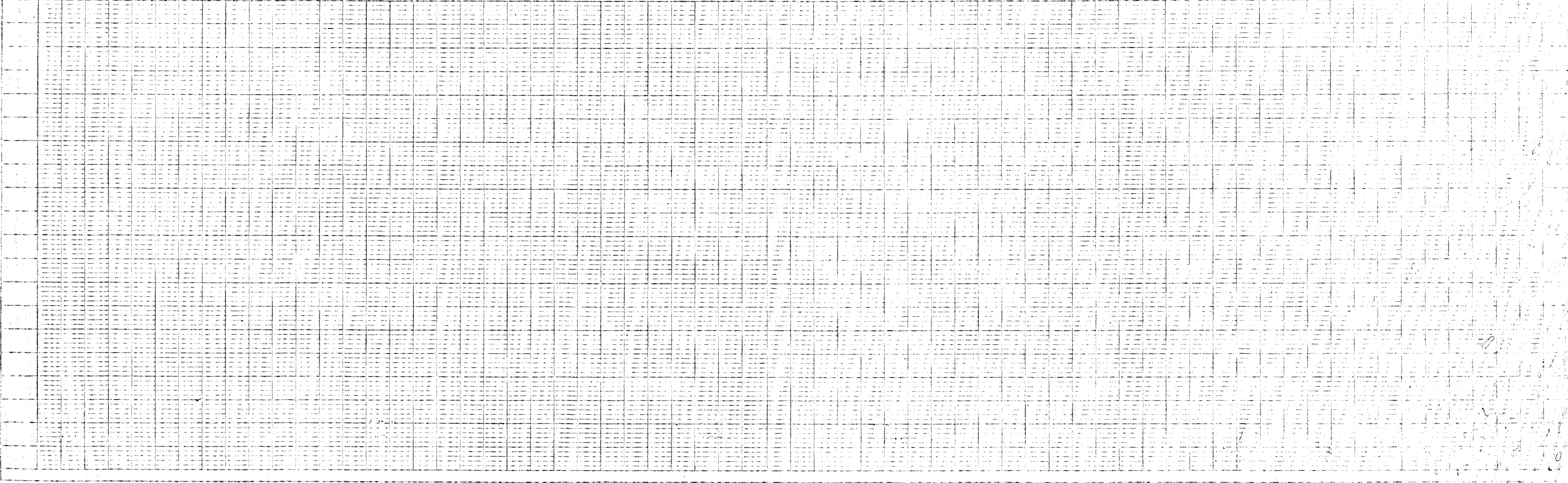
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
12	UTAH	214-B(1)	1941	3-A	18



NE<sup>4</sup>NE<sup>4</sup>  
SEC. 26

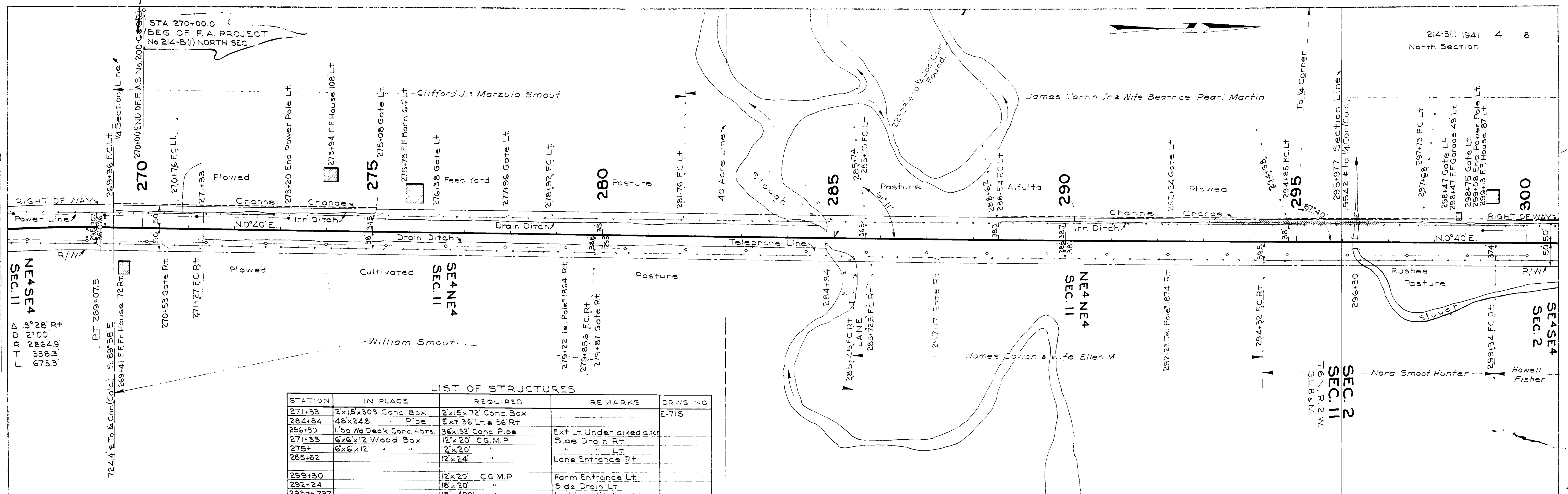


NW<sup>4</sup>NW<sup>4</sup>  
SEC. 25  
T.6N. R.2W.  
S.L.B. & M.



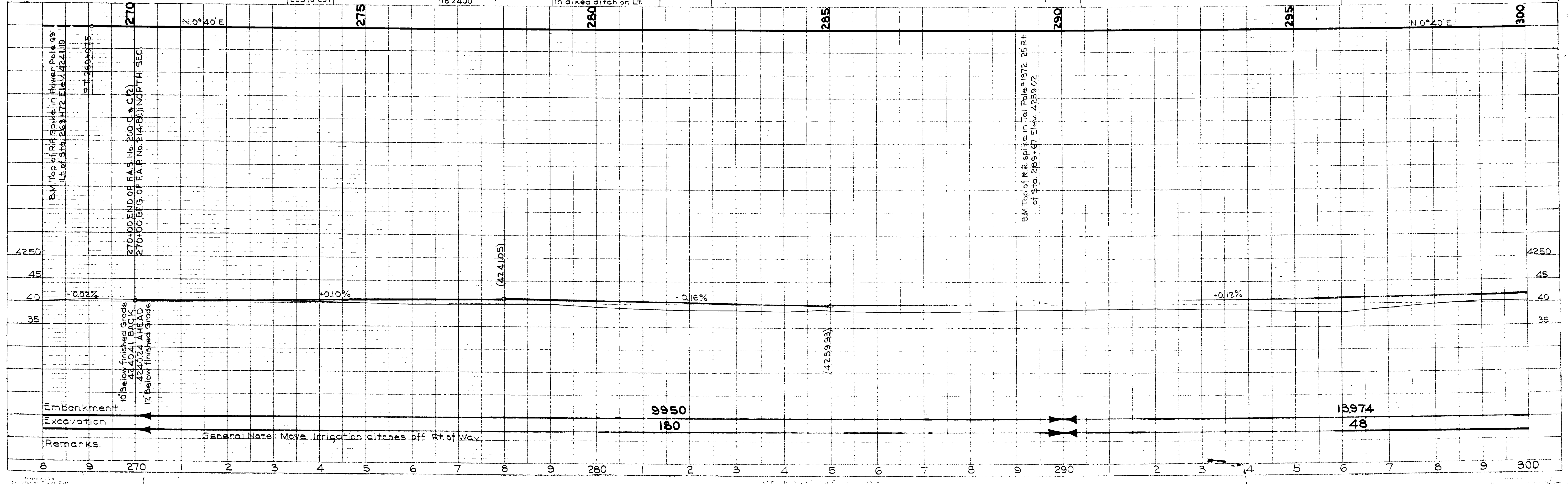
PLAN  
 C.R. Kimball 1939  
 H.S. Wright 1940  
 F.B. Petersen 1940  
 No. 2865 Traced

PROFILE  
 C.R. Kimball 1939  
 H.S. Wright 1940  
 F.B. Petersen 1940  
 No. 2871



LIST OF STRUCTURES

STATION	IN PLACE	REQUIRED	REMARKS	DRWG NO
271+33	2x15x303 Conc Box	2x15x72 Conc Box		E-715
284+84	48x248 " Pipe	Ext. 36 Lt & 36 Rt		
296+30	1" Sp. 1/2 Deck Conc. Apts.	36x132 Conc. Pipe	Ext Lt Under diked ditch	
271+33	6x6x12 Wood Box	12x20' CG.M.P.	Side Drain Lt	
275+	6x6x12 " "	12x20' "	Lt	
285+62	" "	12x24' "	Lane Entrance Rt	
299+30	" "	12x20' CG.M.P.	Farm Entrance Lt	
292+24	" "	18x20' "	Side Drain Lt	
293+297	" "	18x400' "	In diked ditch on Lt	



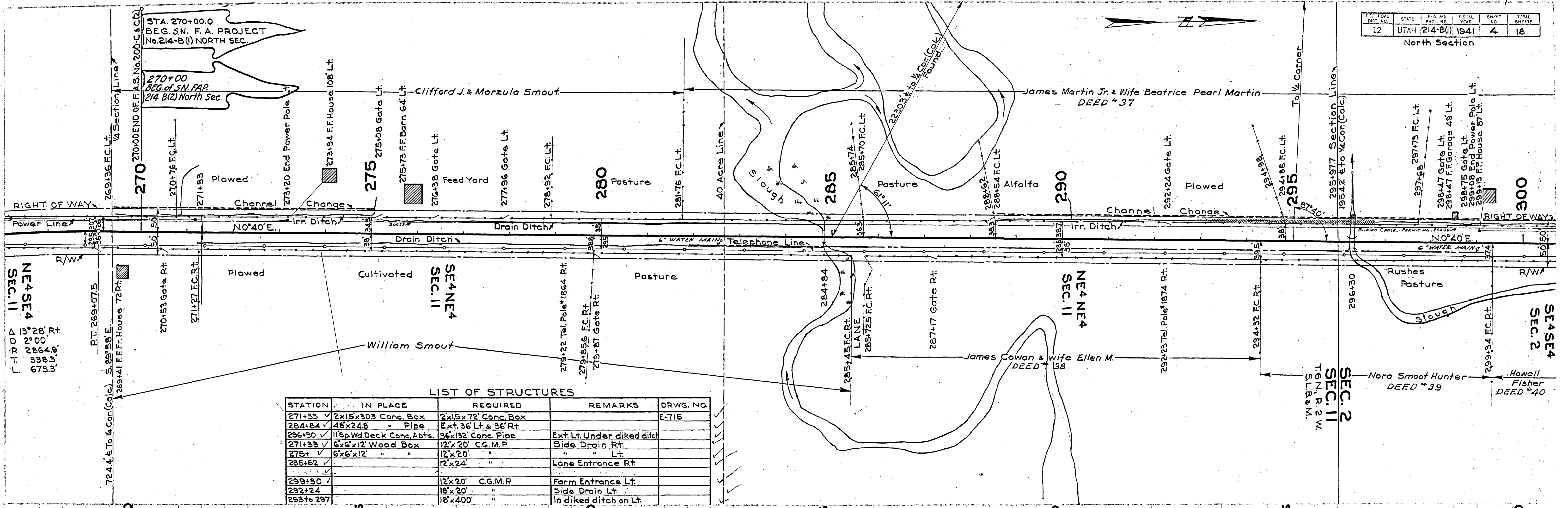
General Note: Move Irrigation ditches off Rt. of Way.

214-B(1) 1941 4 18  
 North Section



North Section

CR Kimball 1939  
 HS Wright 1940  
 FD Petersen 1940  
 No. 2869 Traced



**LIST OF STRUCTURES**

STATION	IN PLACE	REQUIRED	REMARKS	DRWG. NO.
271+33	2x15x303 Conc. Box	2x15x72' Conc. Box		E-715
264+84	48x24.8 " Pipe	Ext. 36' Lt. & 36' Rt.		
296+30	11 Sp. Wd. Deck Conc. Abts.	36x132' Conc. Pipe	Ext. Lt. Under diked ditch	
271+33	6'x6'x12' Wood Box	12'x20' C.G.M.P.	Side Drain Rt.	
275+	6'x6'x12' " "	" " " "	" " Lt.	
285+62	" " " "	12'x24' " "	Lane Entrance Rt.	
299+30	" " " "	12'x20' C.G.M.P.	Farm Entrance Lt.	
292+24	" " " "	18'x20' " "	Side Drain Lt.	
293 to 297	" " " "	18'x400' " "	In diked ditch on Lt.	

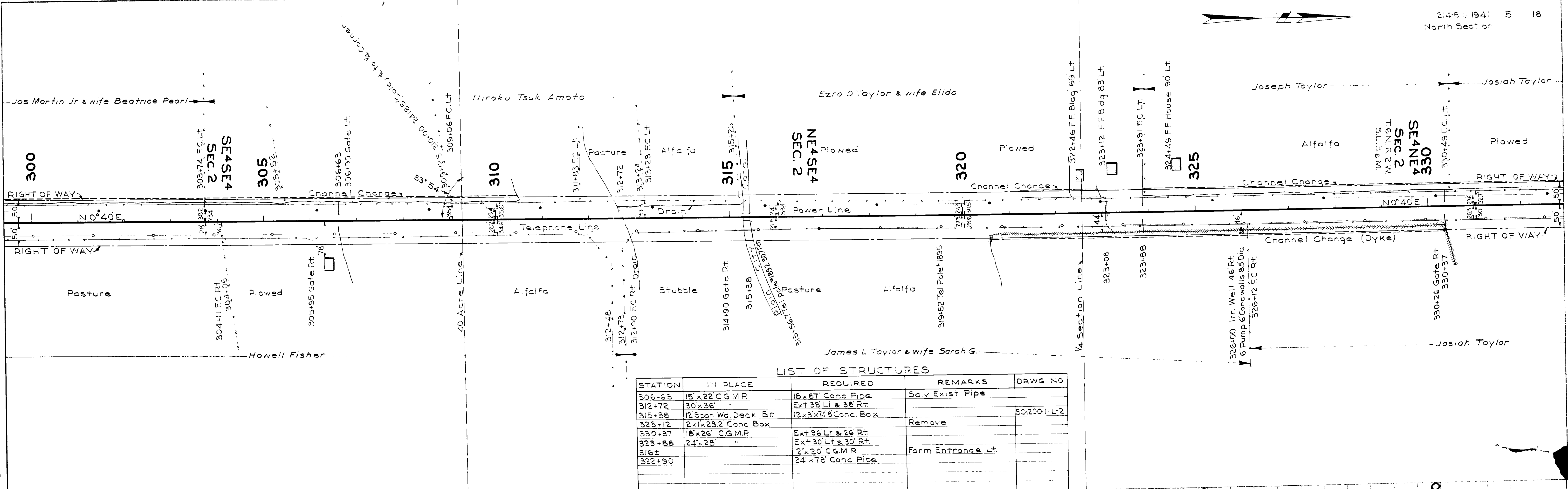
CR Kimball 1935  
 HS Wright 1940  
 FD Petersen 1940  
 No. 2871



General Note: Move Irrigation ditches off Rt. of Way



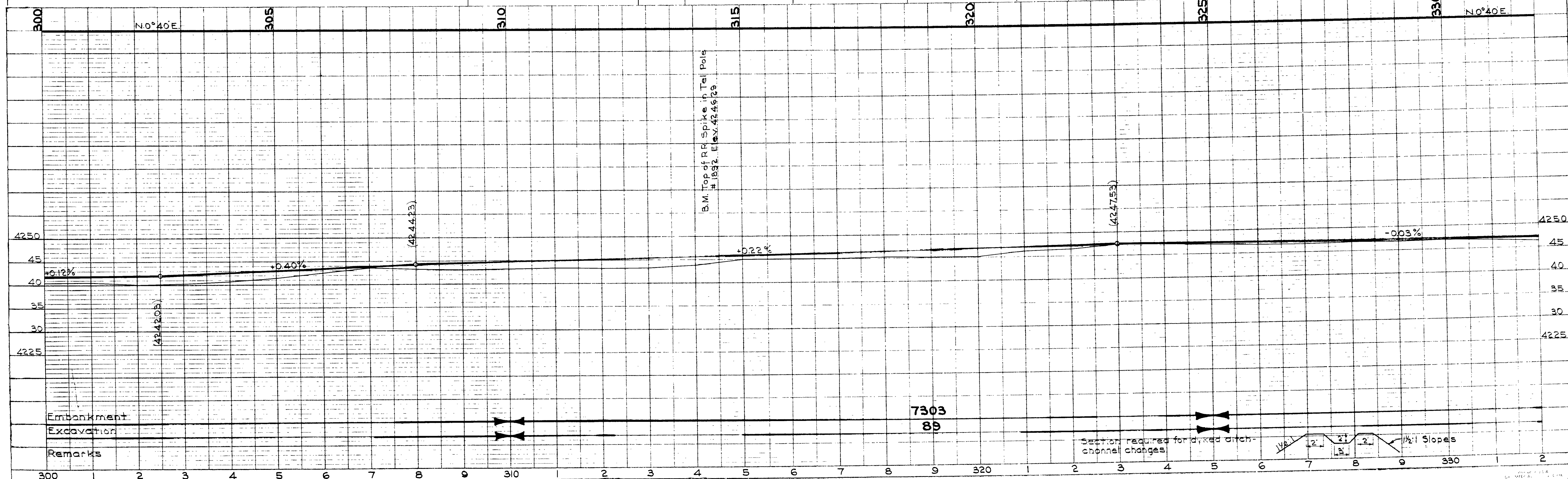
1939  
1940  
1940  
C. E. Zimmerman  
H. S. Wright  
F. B. Petersen  
No. 2869  
Traced



LIST OF STRUCTURES

STATION	IN PLACE	REQUIRED	REMARKS	DRWG NO.
306+63	15' x 22' C.G.M.P.	18' x 27' Conc Pipe	Salv Exist Pipe	
312+72	30' x 36'	Ext 38' Lt & 38' Rt		
315+88	12' Span Wd Deck Br	12' x 3' x 7' 8" Conc. Box		SC:200-1-L-2
323+12	2' x 1' x 23' 2" Conc Box		Remove	
330+87	18' x 26' C.G.M.P.	Ext 36' Lt & 26' Rt		
323+88	24' x 28'	Ext 30' Lt & 30' Rt		
316±		12' x 20' C.G.M.P.	Form Entrance Lt	
322+90		24' x 78' Conc Pipe		

1945  
1940  
1940  
E. E. Boy  
H. S. W.  
F. B. P.  
NOTE BOOK  
GRADES CHECKED  
B. M. S. NOTED  
NO. 2871  
STRUCTURE NOT RECORDED

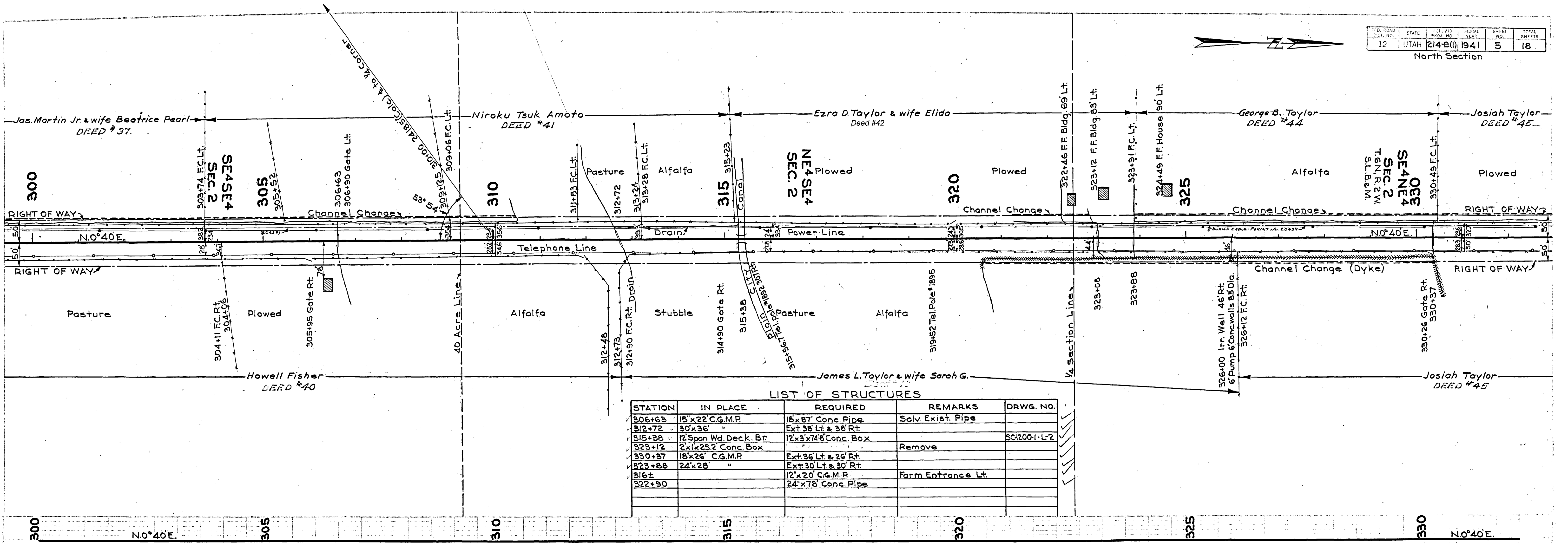
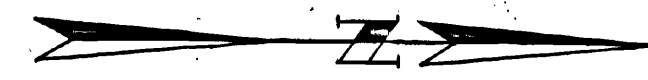


Embankment  
Excavation  
Remarks

7303  
89

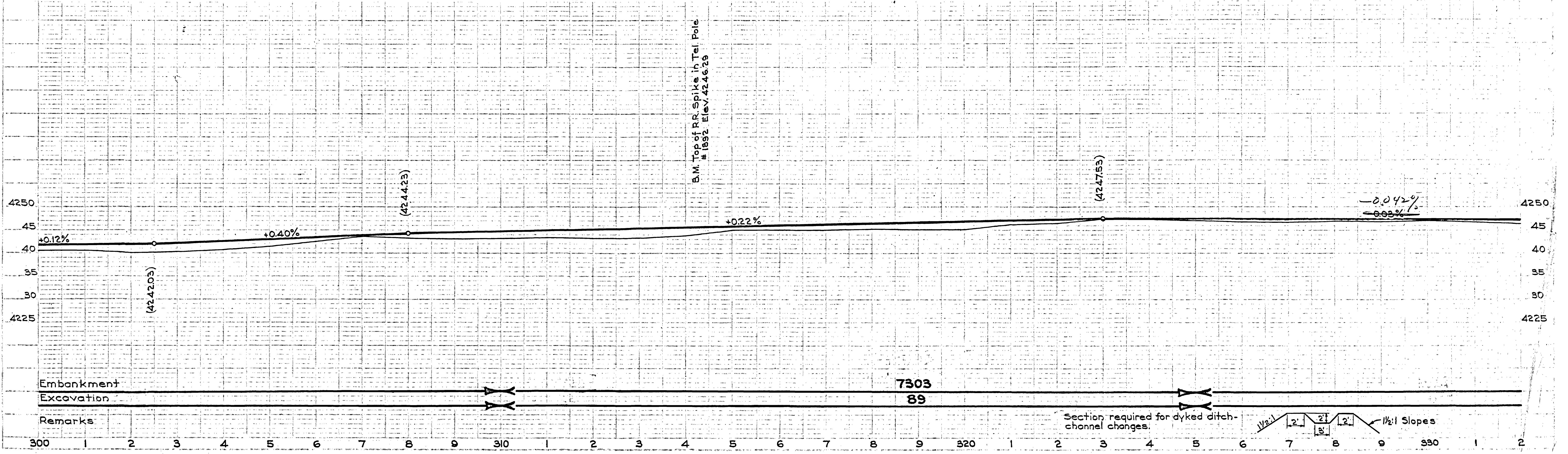
Section required for dyked ditch-channel changes

1/2:1 Slopes



**LIST OF STRUCTURES**

STATION	IN PLACE	REQUIRED	REMARKS	DRWG. NO.
306+63	15'x22' C.G.M.P.	18'x87' Conc. Pipe	Solv. Exist. Pipe	
312+72	30'x36'	Ext. 38' Lt. & 38' Rt.		
315+38	12' Span Wd. Deck. B.F.	12'x3'x7'4" Conc. Box		SC200-1-L-2
323+12	12'x1x23.2' Conc. Box		Remove	
330+87	18'x26' C.G.M.P.	Ext. 36' Lt. & 26' Rt.		
323+88	24'x28'	Ext. 30' Lt. & 30' Rt.		
316+		12'x20' C.G.M.P.	Farm Entrance Lt.	
322+90		24'x78' Conc. Pipe		



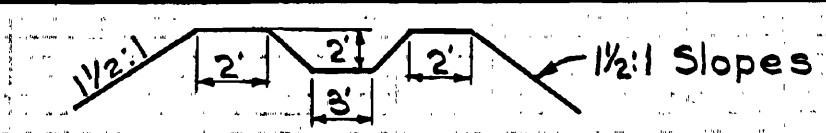
C.R. Kimball 1939  
 H. Wright 1940  
 F.B. Petersen 1940  
 2869 Troced

J.E. Coy 1935  
 F.B. Petersen 1940  
 12871

Embankment  
 Excavation  
 Remarks

7303  
89

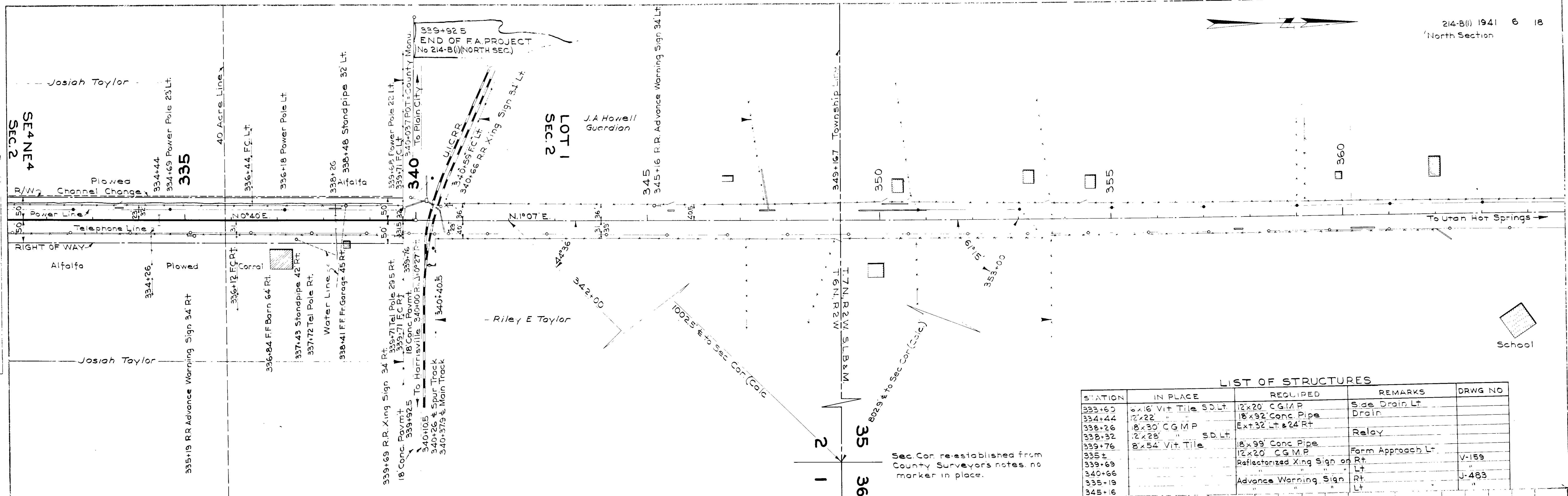
Section required for dyked ditch-channel changes.





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

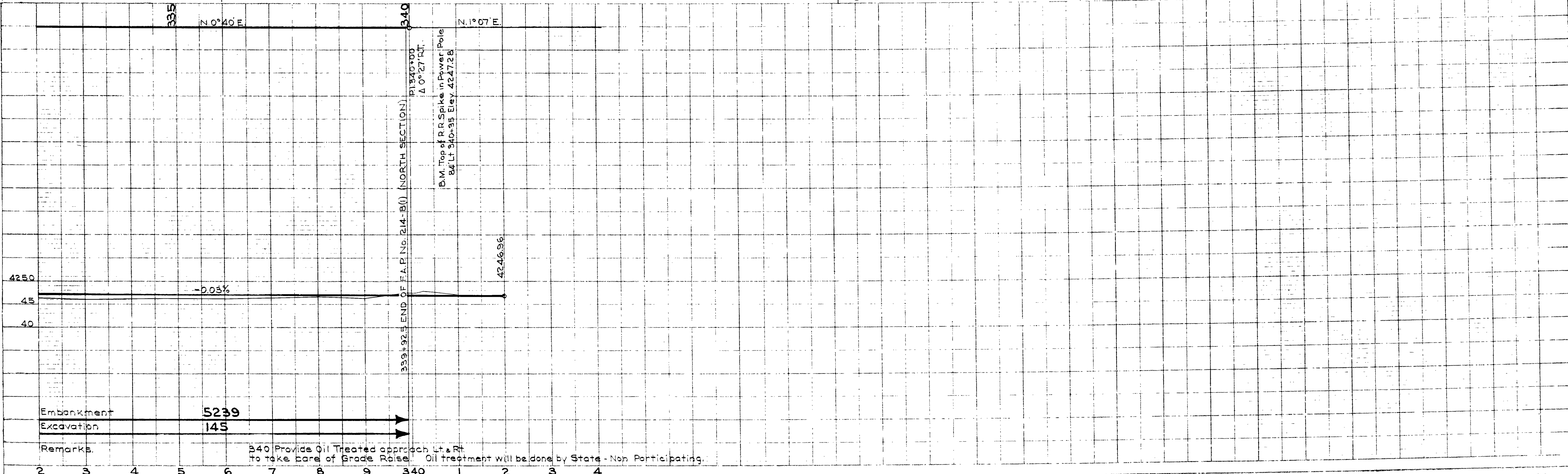
1935  
1940  
1940  
J.E. Koy  
H.S. W.  
F.B.P.



LIST OF STRUCTURES

STATION	IN PLACE	REQUIRED	REMARKS	DRWG NO
333+60	6x16 Vit Tile S.D.Lt.	12x20 C.G.M.P.	Side Drain Lt.	
334+44	12x22 " "	18x92 Conc Pipe	Drain	
338+26	18x30 C.G.M.P.	Ext 32 Lt & 24 Rt		
338+32	12x28 " S.D.Lt.		Relay	
339+76	8x54 Vit Tile	8x99 Conc Pipe	Form Approach Lt.	
335±		12x20 C.G.M.P.		
339+69		ReflectORIZED Xing Sign on Rt.		V-159
340+66		" Lt.		"
335+19		Advance Warning Sign Rt.		J-483
345+6		" Lt.		"

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



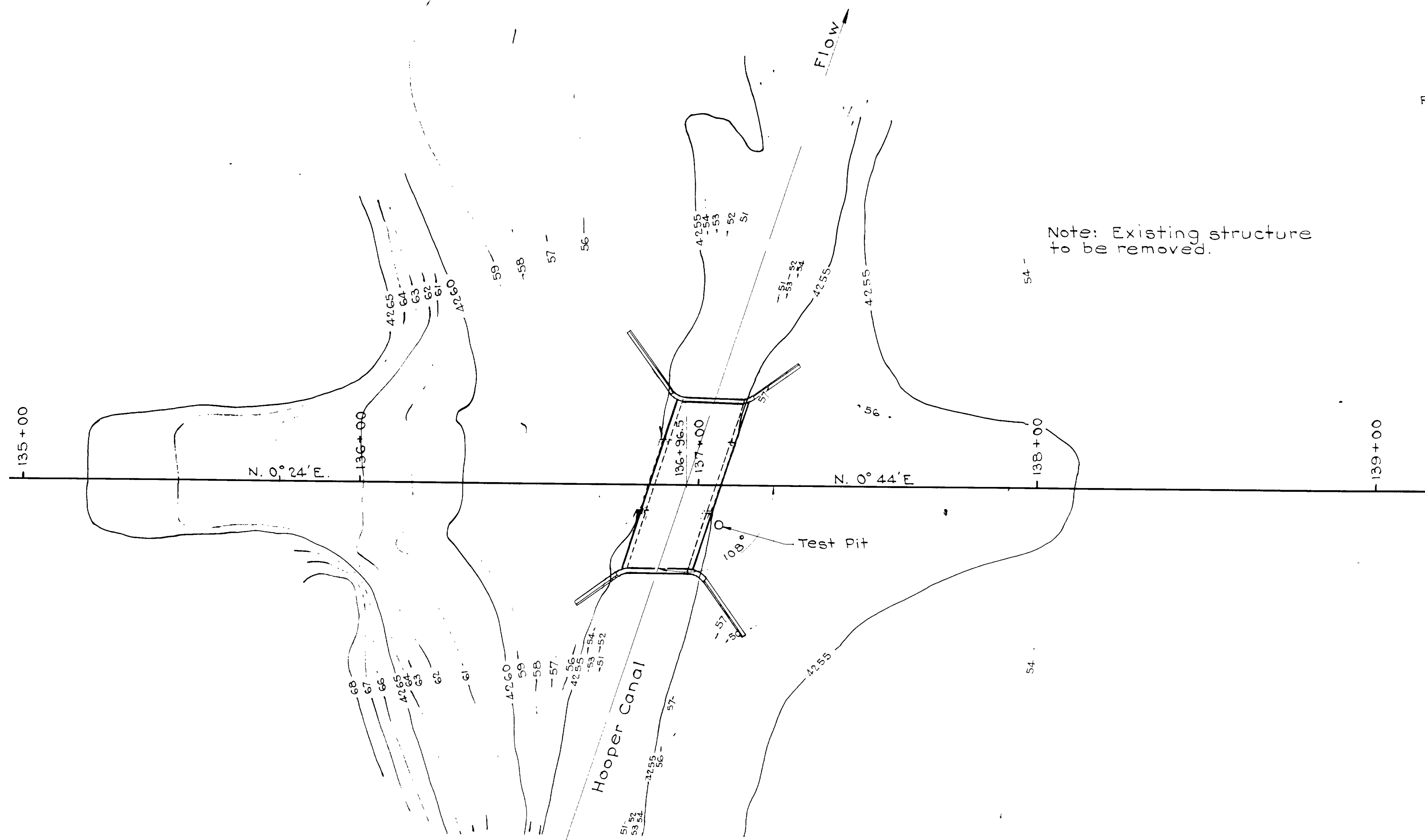
Embankment 5239  
Excavation 145

Remarks. 340 Provide Oil Treated approach Lt. & Rt. to take care of Grade Raise. Oil treatment will be done by State - Non Participating.





FED. ROAD DIST. NO.	STATE	FED. AID DIST. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
12	UTAH	214-B(1)			



**SITUATION PLAN**  
1" = 20'-0"

Elev	Soil Description
Elev 4257.0	Clay
EI. 4253.0	Quick Sand
EI. 4247.0	Coarse Sand Small Gravel River Deposit
EI. 4241.0	Sand & Gravel

**TEST PIT**  
1/4" = 1'-0"

**GENERAL NOTES**

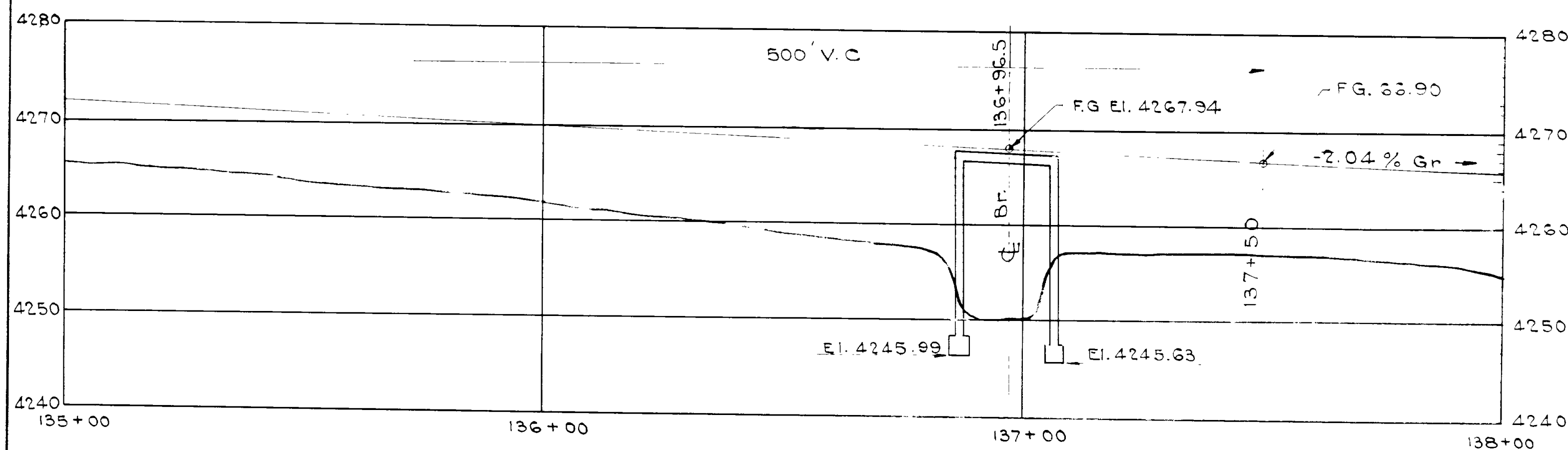
Materials, construction and workmanship shall be in accordance with State Standard Specifications for Road and Bridge Construction, edition of 1939.  
Backfilling shall proceed upward simultaneously at each side of the structure.

**DESIGN DATA**

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

**QUANTITIES**

Excavation for Structures	700 Cu. Yds
Concrete - Class "A"	290 " "
Reinforcing Steel	59444 Lbs.
Concrete Handrail	38 Lin. Ft.



**PROFILE ALONG & ROAD**  
Scale: Vert. 1" = 10' Horiz. 1" = 20'-0"

Sheet No. 1 of 5 Sheets

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

19'-0" O. to O. RIGID FRA

108" X-1NGZ

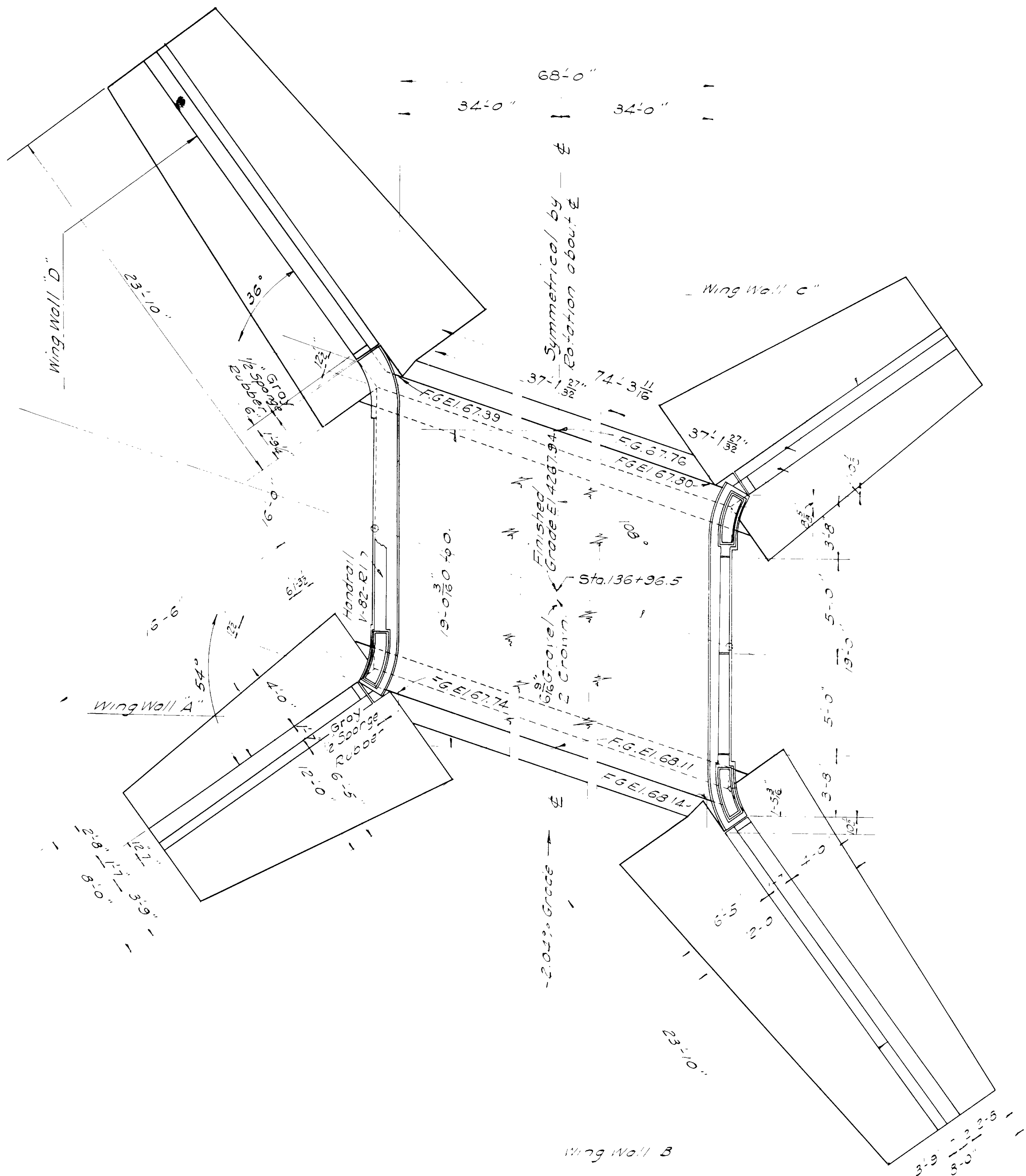
Sta. 136+96.5 F.A.P. 214 B(1)

Nyes Cor. - HOT SPRINGS-WEBER CO

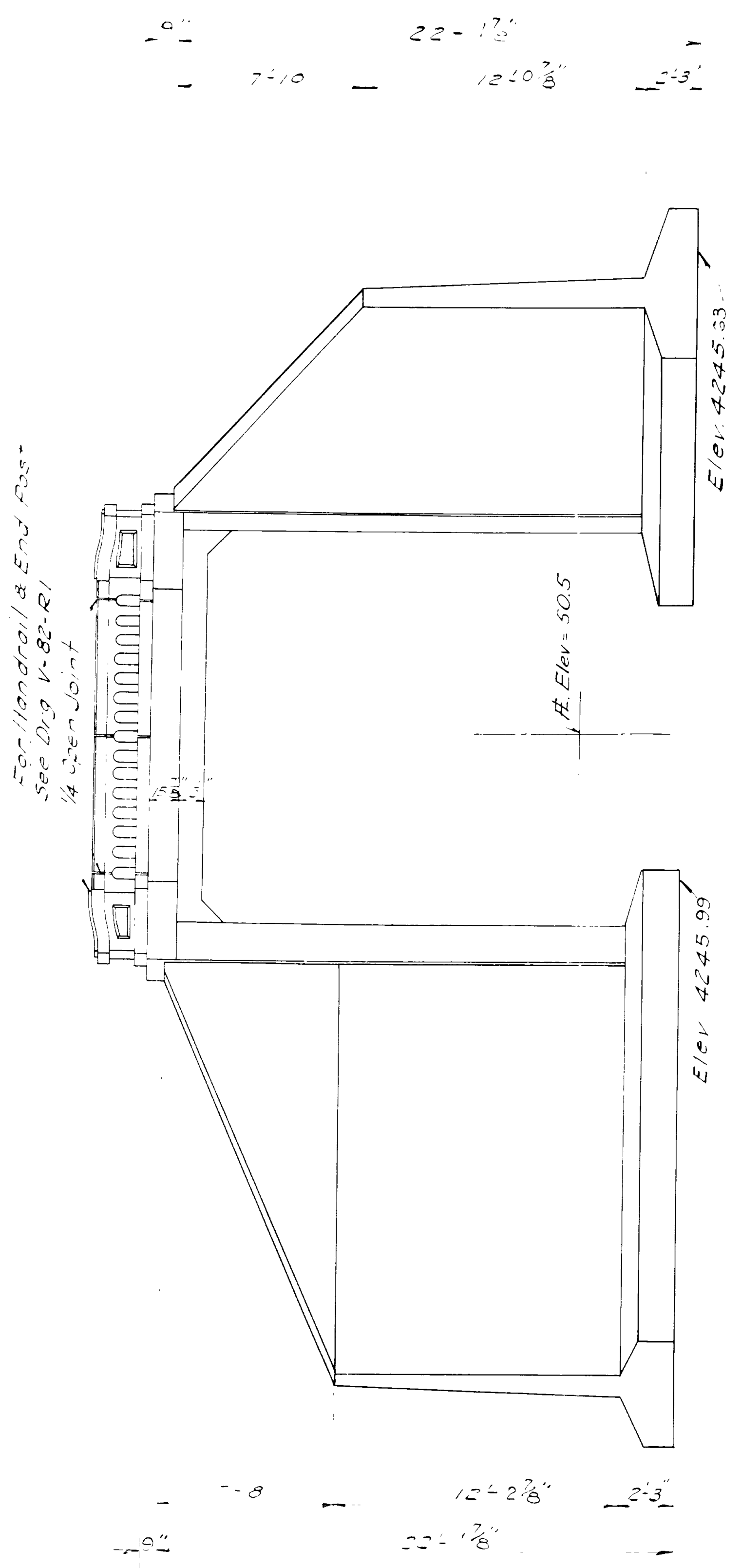
DESIGNED BY: O.T.P. As noted

DRAWN BY: V.M.B. Aug 22 1940

BE No. D-457



**PLAN**  
**GENERAL LAYOUT**  
1/4" = 1'-0"



**ELEVATION**  
1/4" = 1'-0"

Sheet No. 2 of 5 sheets

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

**19'-0" O. to O. RIGID FRA.**  
**108°X-ING L**  
Sta. 136+96.5 FAP 214-B(1)  
NYES COR - HOT SPRINGS - WEBER CO.

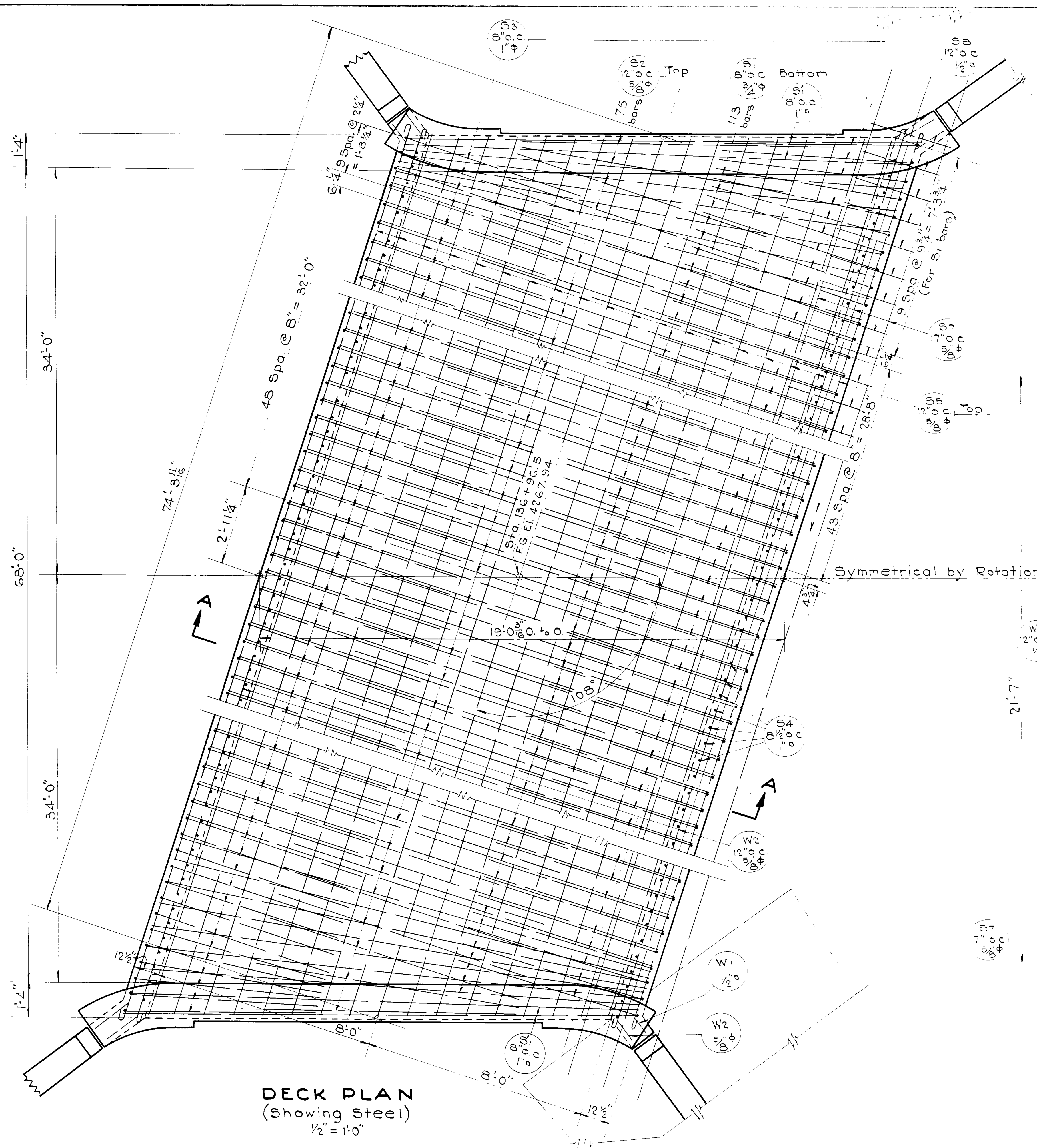
DESIGNED BY: OTP SCALE: 1/4" = 1'-0"  
DRAWN BY: VMB DATE: Aug 22 1960  
CHECKED BY: [Signature] APPROVED BY: [Signature]

DRG NO. **D-457**

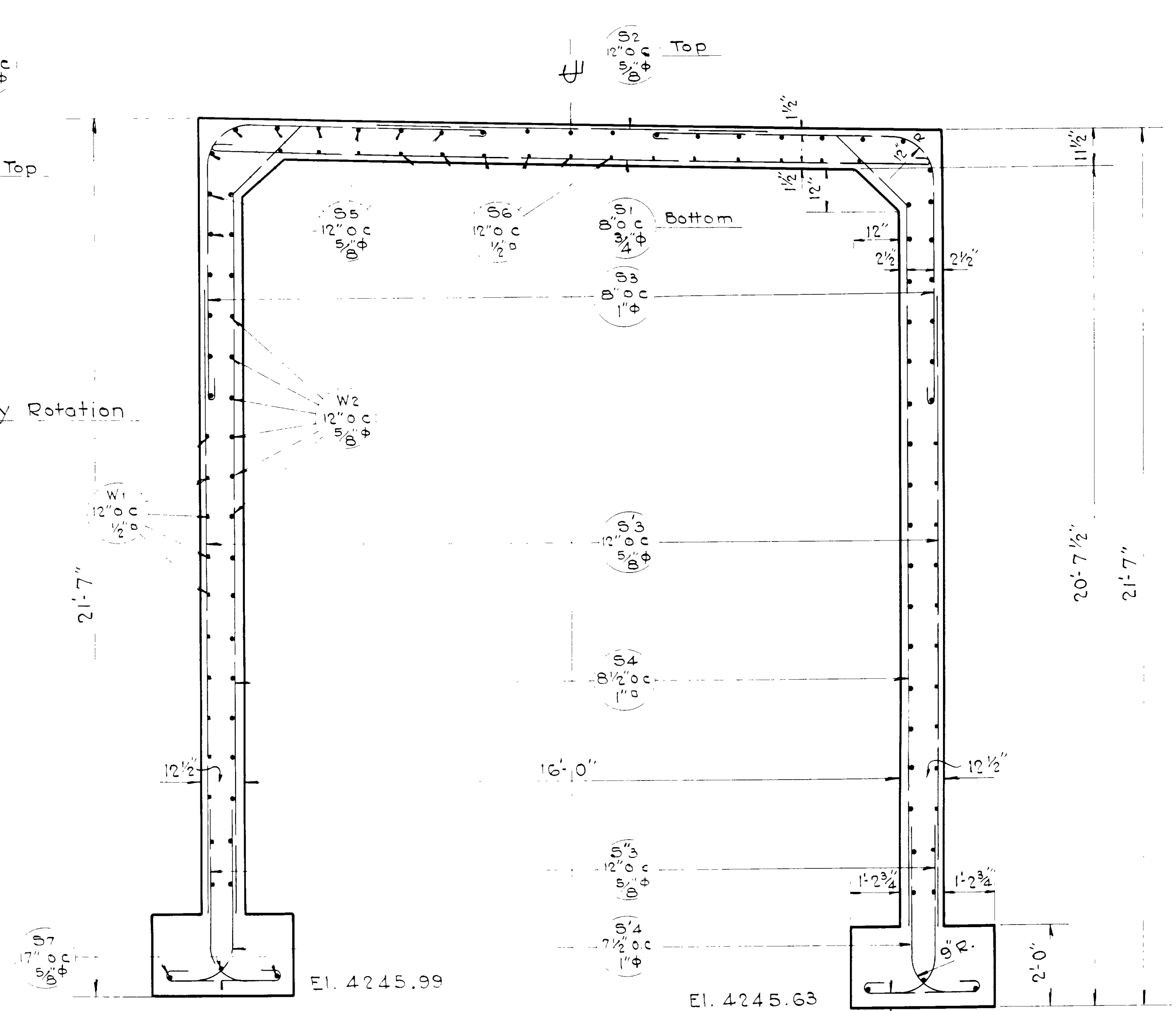
REVISIONS	DATE	BY



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



**DECK PLAN**  
(Showing Steel)  
1/2" = 1'-0"



**SECTION A-A**  
1/2" = 1'-0"

Sheet 3 of 5 Sheets

UTAH STATE ROAD COMMISSION  
SALT LAKE CITY, UTAH  
AREA CHIEF ENGINEER

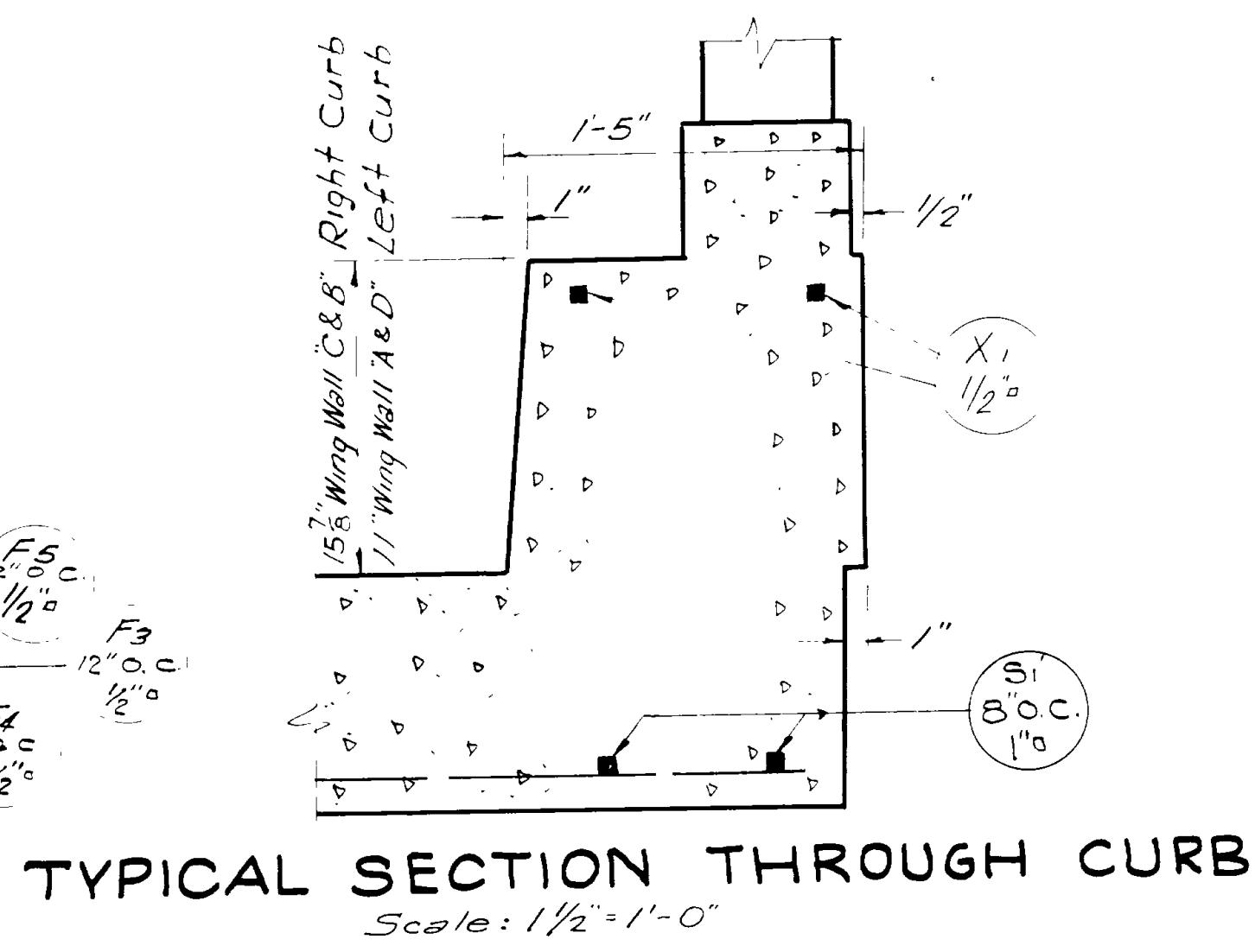
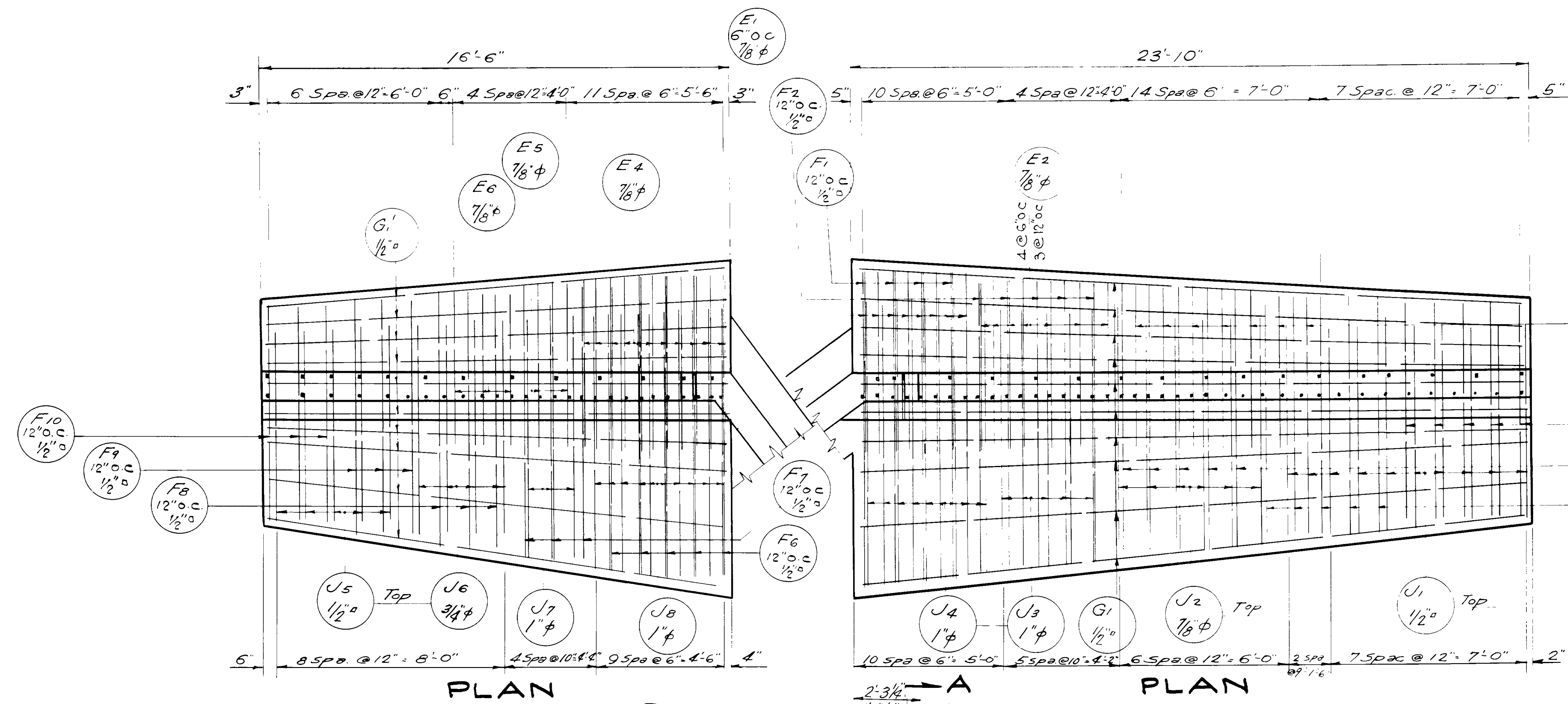
19'-0" O.T.O. RIGID FRA.  
108" X-ING L

Sta 136+96.5 F.A.P. 214 B(1)  
NYES COR. - HOT SPRINGS - WEBER CO.

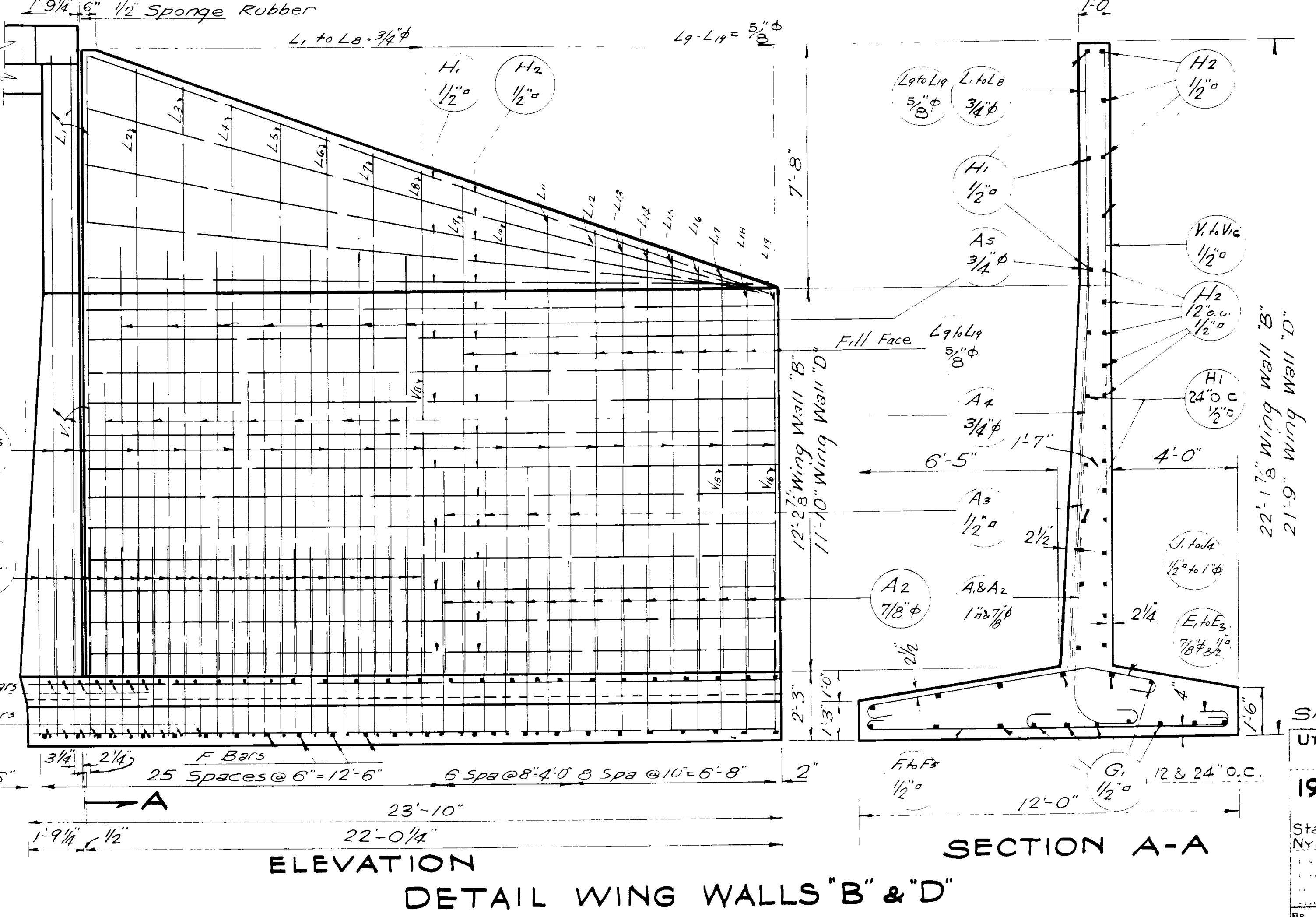
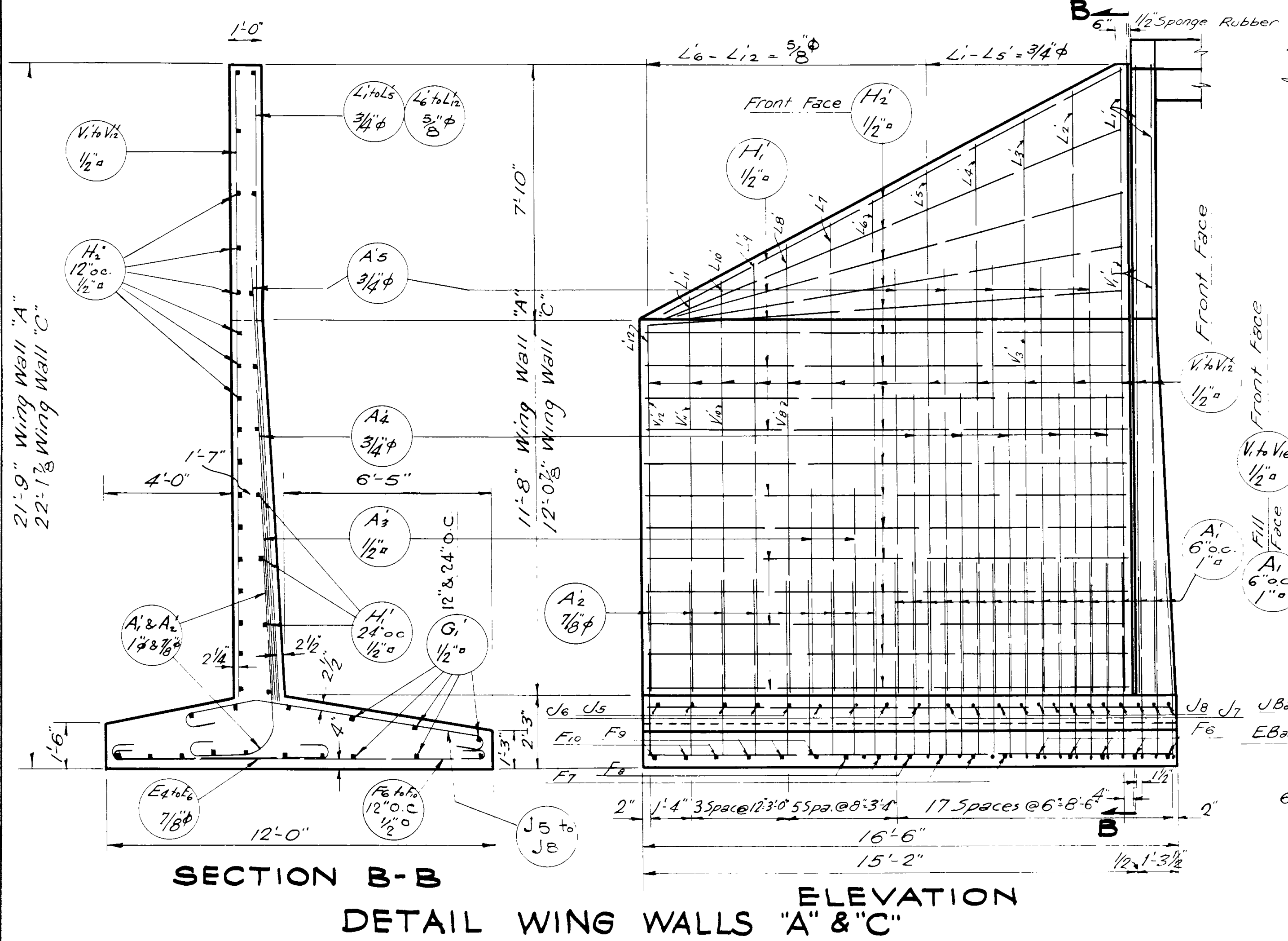
BY: W.H.T. As noted Aug 22, 1940  
CHECKED: M. Fairbank

DRG NO.	D-457
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DATE	BY	REVISIONS



NO.	DATE	BY	REVISIONS



Sheet No. 4 of 5 Sheets  
UTAH STATE ROAD COMMISSION  
SALT LAKE CITY, UTAH  
EZNA C. KNOWLTON, CHIEF ENGINEER  
19'-0" O.C. RIGID FRAME  
108" X-ING L  
Sta. 136+96.5 FAP 214 B(1)  
NYES COR-HOT SPRINGS-WEBER CO.  
V.M.B. 3/8" = 1'-0"  
V.M.B. Aug 22, 1946  
D-457



MARK	LOCATION	SIZE	LGTH	No. BARS	TOTAL LENGTH	SKETCH	O to O
WING WALL 'B' & 'D'							
A1	Wing Wall Fill Side	1"φ	8'-4"	50	416'-8"		6'-0"
A2		3/4"	7'-10"	30	235'-0"		5'-6"
A3		1/2"	6'-6"	8	52'-0"		
A4		3/4"	9'-5"	14	131'-10"		
A5		3/4"	13'-5"	14	187'-10"		
L1		3/4"	19'-7"	6	117'-6"		
L2		3/4"	19'-0"	2	38'-0"		
L3		3/4"	18'-6"	2	37'-0"		
L4		3/4"	18'-0"	2	36'-0"		
L5		3/4"	17'-6"	2	35'-0"		
L6		3/4"	17'-0"	2	34'-0"		
L7		3/4"	16'-6"	2	33'-0"		
L8		3/4"	16'-0"	2	32'-0"		
L9		3/4"	15'-8"	2	31'-4"		
L10		3/4"	15'-2"	2	30'-4"		
L11		3/4"	14'-8"	2	29'-4"		
L12		3/4"	14'-2"	2	28'-4"		
L13		3/4"	13'-0"	2	26'-0"		
L14		3/4"	12'-10"	2	25'-8"		
L15		3/4"	12'-8"	2	25'-4"		
L16		3/4"	12'-6"	2	25'-0"		
L17		3/4"	12'-4"	2	24'-8"		
L18		3/4"	12'-2"	2	24'-4"		
L19	Wing Wall Fill Side	3/4"	12'-0"	2	24'-0"		
V1	Wing Wall Fr. Face	1/2"	19'-7"	6	117'-6"		
V2		1/2"	19'-0"	2	38'-0"		
V3		1/2"	18'-6"	2	37'-0"		
V4		1/2"	18'-0"	2	36'-0"		
V5		1/2"	17'-6"	2	35'-0"		
V6	Wing Wall Fr. Face	1/2"	17'-0"	2	34'-0"		

MARK	LOCATION	SIZE	LGTH	No. BARS	TOTAL LENGTH	SKETCH	O to O
V7	Wing Wall Fr. Face	1/2"	16'-6"	2	33'-0"		
V8		1/2"	16'-0"	2	32'-0"		
V9		1/2"	15'-8"	2	31'-4"		
V10		1/2"	15'-2"	2	30'-4"		
V11		1/2"	14'-8"	2	29'-4"		
V12		1/2"	14'-2"	2	28'-4"		
V13		1/2"	13'-0"	2	26'-0"		
V14		1/2"	12'-8"	2	25'-4"		
V15		1/2"	12'-4"	2	24'-8"		
V16	Wing Wall Fr. Face	1/2"	12'-0"	2	24'-0"		
H1	Wing Wall Fill Face	1/2"	21'-9"	18	391'-6"		
H2	" " Fr "	1/2"	21'-9"	34	739'-6"		
G1	Wing Wall Footing	1/2"	23'-7"	32	754'-8"		
E1		3/4"	8'-3"	16	132'-0"		6'-4"
E2		3/4"	7'-11"	14	110'-10"		6'-0"
E3		3/4"	7'-6"	14	105'-0"		5'-7"
F1		1/2"	12'-1"	8	96'-8"		11'-0"
F2		1/2"	11'-5"	10	114'-2"		10'-4"
F3		1/2"	10'-7"	10	105'-10"		9'-6"
F4		1/2"	9'-9"	10	97'-6"		8'-8"
F5		1/2"	8'-11"	10	89'-2"		7'-10"
J1		1/2"	8'-11"	20	161'-8"		
J2	Wing Wall Footing	3/8"	9'-9"	12	117'-0"		

MARK	LOCATION	SIZE	LGTH	No. BARS	TOTAL LENGTH	SKETCH	O to O
J3	Wing Wall Footing	1"φ	10'-11"	10	109'-2"		
J4	" " "	1"φ	11'-10"	18	213'-0"		
WING WALL 'A' & 'C'							
A1	Wing Wall Fill Side	1"φ	8'-4"	36	300'-0"		
A2		3/4"	7'-10"	18	141'-0"		
A3		1/2"	6'-6"	4	26'-0"		
A4		3/4"	9'-5"	10	94'-2"		
A5		3/4"	13'-5"	10	134'-2"		
L1		3/4"	19'-6"	6	117'-0"		
L2		3/4"	18'-6"	2	37'-0"		
L3		3/4"	17'-9"	2	35'-6"		
L4		3/4"	17'-0"	2	34'-0"		
L5		3/4"	16'-3"	2	32'-6"		
L6		3/4"	15'-6"	2	31'-0"		
L7		3/4"	14'-7"	2	29'-2"		
L8		3/4"	13'-11"	2	27'-10"		
L9		3/4"	13'-5"	2	26'-10"		
L10		3/4"	12'-11"	2	25'-10"		
L11		3/4"	12'-5"	2	24'-10"		
L12	Wing Wall Fill Side	3/4"	11'-5"	2	22'-10"		

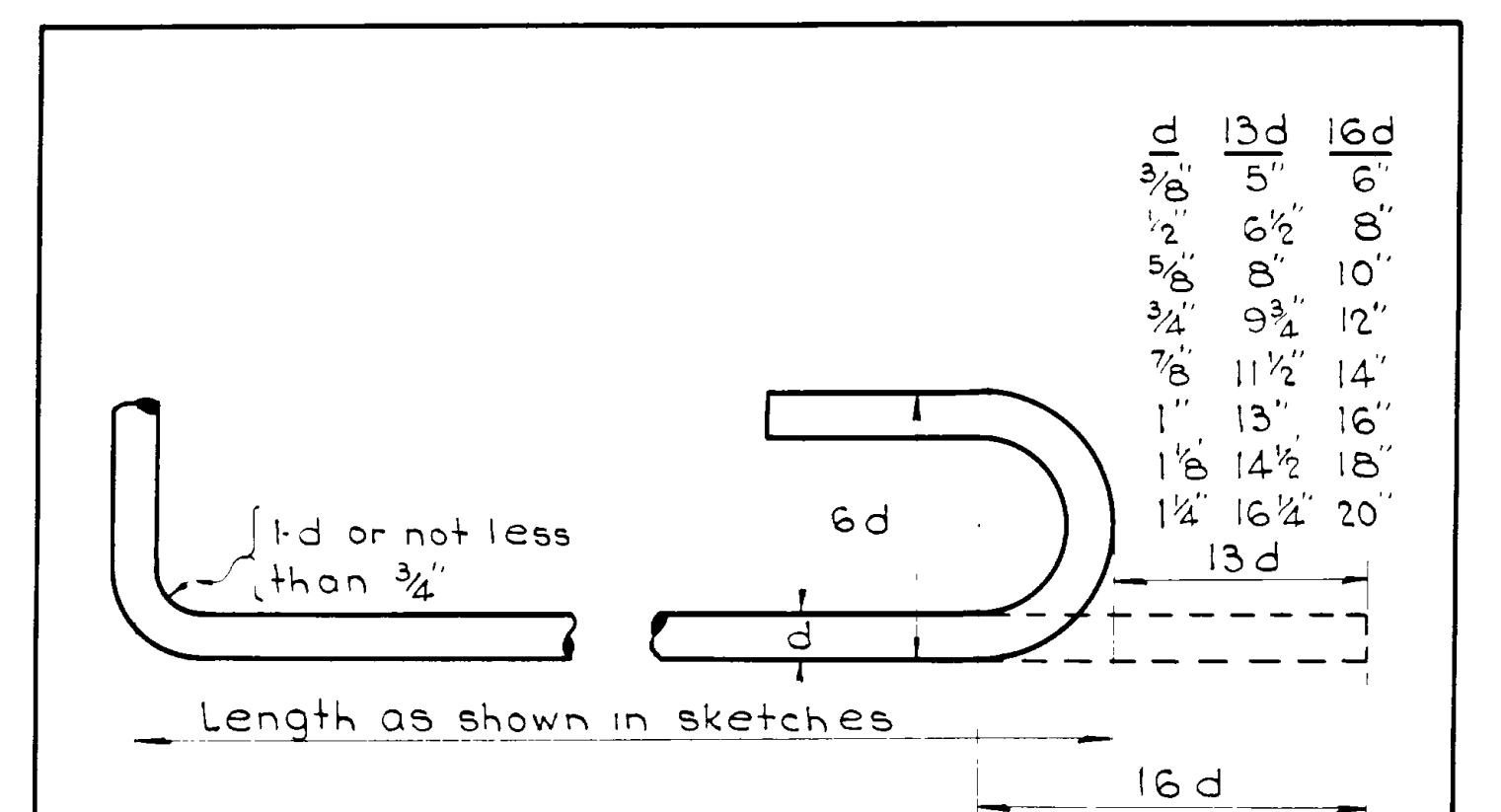
MARK	LOCATION	SIZE	LGTH	No. BARS	TOTAL LENGTH	SKETCH	O to O
V1	Wing Wall Fr. Face	1/2"	19'-6"	6	117'-0"		
V2		1/2"	18'-6"	2	37'-0"		
V3		1/2"	17'-9"	2	35'-6"		
V4		1/2"	17'-0"	2	34'-0"		
V5		1/2"	16'-3"	2	32'-6"		
V6		1/2"	15'-6"	2	31'-0"		
V7		1/2"	14'-7"	2	29'-2"		
V8		1/2"	13'-11"	2	27'-10"		
V9		1/2"	13'-5"	2	26'-10"		
V10		1/2"	12'-11"	2	25'-10"		
V11		1/2"	12'-5"	2	24'-10"		
V12	Wing Wall Fr. Face	1/2"	11'-5"	2	22'-10"		
H1	W.W. Fill Face	1/2"	14'-11"	18	268'-6"		
H2	" Front "	1/2"	14'-11"	34	507'-2"		
G1	W.W. Footing	1/2"	16'-3"	32	520'-0"		
E4	W.W. Footing	3/4"	7'-11"	22	174'-2"		6'-0"
E5		3/4"	7'-8"	4	30'-8"		5'-9"
E6		3/4"	7'-5"	6	44'-6"		5'-6"
F6		1/2"	11'-10"	10	118'-4"		10'-9"
F7		1/2"	11'-1"	6	66'-6"		10'-0"
F8		1/2"	10'-4"	6	62'-0"		9'-3"
F9		1/2"	9'-7"	6	57'-6"		8'-6"
F10	W.W. Footing	1/2"	8'-10"	6	53'-0"		7'-9"

REVISIONS

MARK	LOCATION	SIZE	LGTH	No. BARS	TOTAL LENGTH	SKETCH	O to O
J5	W.W. Footing	1/2"	7'-11"	10	79'-2"		
J6	W.W. Footing	3/4"	9'-1"	8	72'-8"		
J7	W.W. Footing	1"φ	10'-8"	6	64'-0"		
J8	W.W. Footing	1"φ	11'-2"	20	223'-4"		
S1	Bottom Slab @ Curb	1"φ	19'-10"	4	79'-4"		17'-8"
S1	Bottom Slab	3/4"	19'-4"	113	2184'-8"		17'-8"
S2	Top "	3/8"	9'-8"	75	725'-0"		
S3	Top Con. Barrel	1"φ	15'-3"	224	3416'-0"		
S3	Sidewalls	5/8"	15'-6"	150	2325'-0"		
S3	Footings	5/8"	6'-5"	150	962'-6"		
S4	Sidewalls	1"φ	20'-2"	210	4235'-0"		

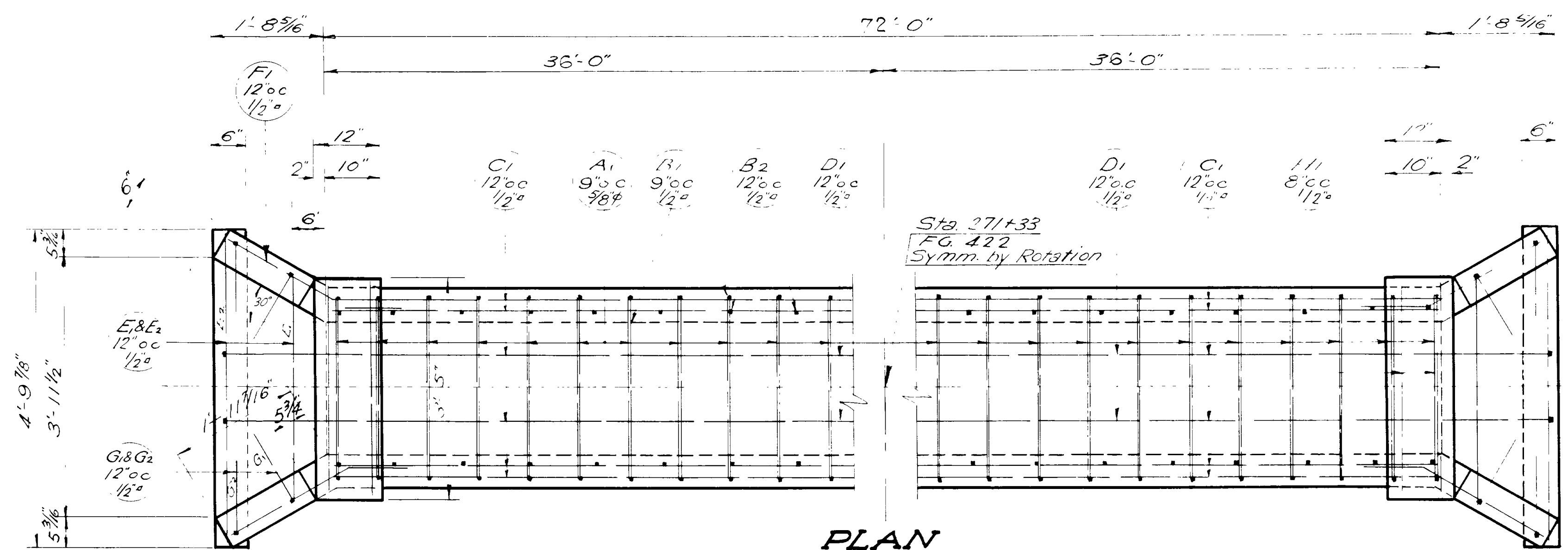
MARK	LOCATION	SIZE	LGTH	No. BARS	TOTAL LENGTH	SKETCH	O to O
S4	Footings	1"φ	8'-4"	238	1983'-4"		
S5	Slab & Sidewalls	3/8"	39'-2"	62	2428'-4"		38'-6"
S6	Slab	1/2"	38'-3"	30	1147'-6"		
S7	"	3/8"	40'-0"	12	480'-0"		
S8	"	1/2"	4'-3"	152	646'-0"		3'-2"
W1	Sidewalls	1/2"	39'-6"	48	1896'-0"		
W2	"	3/8"	40'-0"	72	2880'-0"		
P1	Hand Rail	1/2"	3'-10"	88	337'-4"		
P2	H.R. End Post	1/2"	3'-3"	24	78'-0"		
P3	" " "	1/2"	2'-10"	8	22'-8"		
R1	Hand Rail	1/2"	5'-7"	8	44'-8"		
R2	" " "	3/4"	5'-7"	16	89'-4"		
X1	Curb	1/2"	19'-0"	4	76'-0"		

5031'-0" of 1"φ bars @ 3.4 #/ft = 17105.4  
 6008'-10" of 1"φ " @ 2.67 #/ft = 16043.6  
 985'-2" of 7/8"φ " @ 2.044 #/ft = 2013.7  
 3513'-2" of 3/4"φ " @ 1.502 #/ft = 5276.8  
 10283'-6" of 5/8"φ " @ 1.043 #/ft = 10725.7  
 9740'-2" of 1/2"φ " @ 0.85 #/ft = 8279.1  
 Total = 59,444.3 #

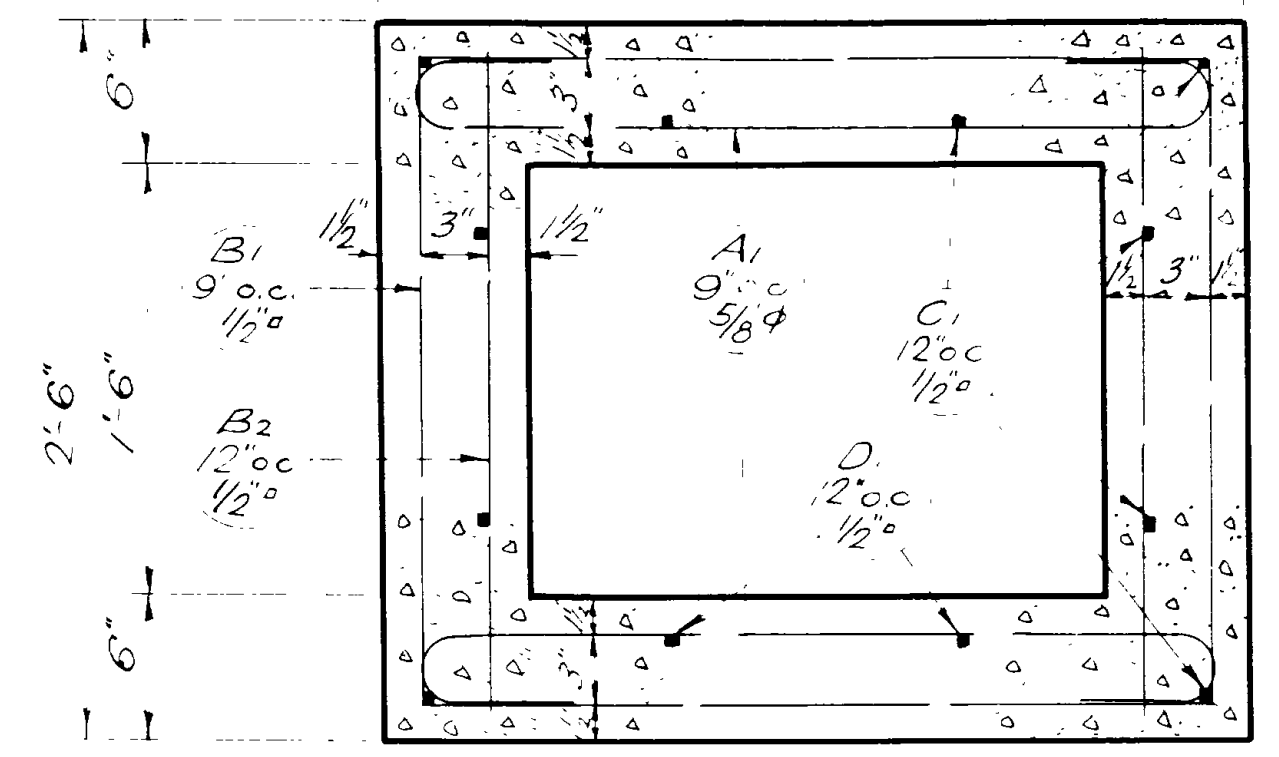


**ROD NOTES**  
 When hooks are called for the lengths given in the Total Length column include allowance for hooks as shown in above detail. Lengths given in sketches are center to center of bend points.

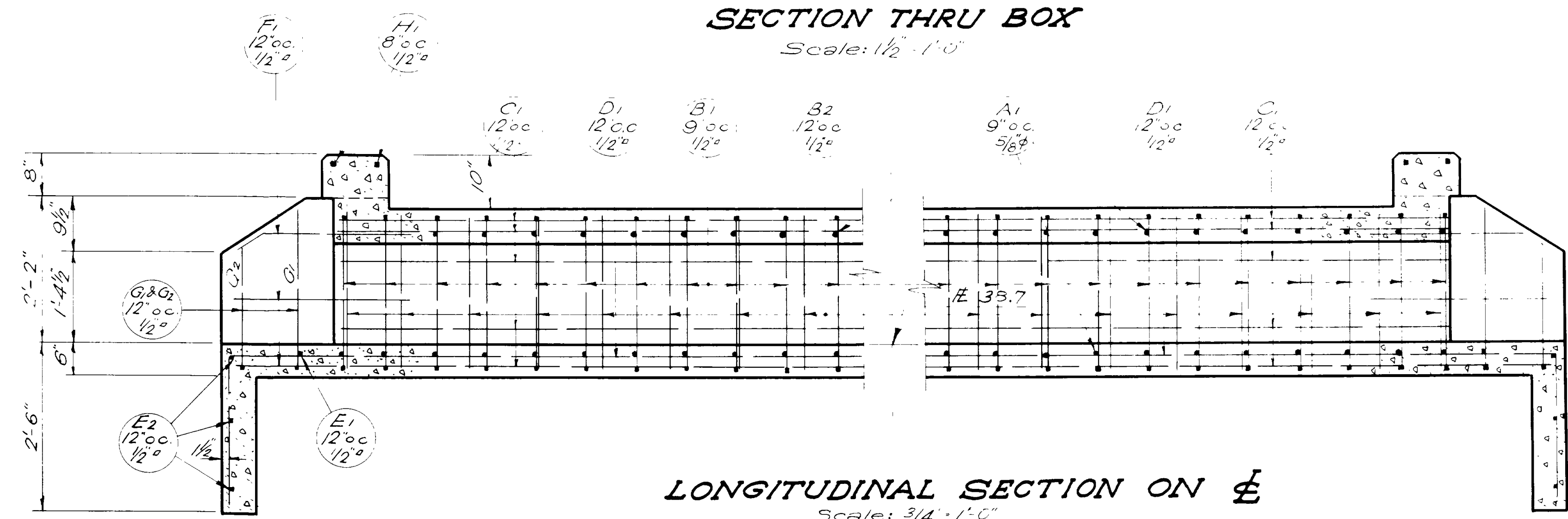
Sheet 5 of 5 Sheets  
 UTAH STATE ROAD COMMISSION  
 SALT LAKE CITY, UTAH  
 ERNA C. KNOWLTON, CHIEF ENGINEER  
 19'-0" O. to O. RIGID FRA.  
 108' X - ING L  
 Sta 136+96.5 F.A.P. 214 B(1)  
 NYES COR-HOT SPRINGS-WEBER CO  
 DRAWN BY: V.M.B. DATE: 2-2-1940  
 CHECKED BY: A.H. Hansen  
 No. D-457



**PLAN**  
Scale: 3/4" = 1'-0"



**SECTION THRU BOX**  
Scale: 1/2" = 1'-0"



**LONGITUDINAL SECTION ON E-E**  
Scale: 3/4" = 1'-0"

**REINFORCING STEEL SCHEDULE**

MARK	LOCATION	S.ZE	LGTH	NO BARS	TOTAL LENGTH	SKETCH	QTY
A1	Top & Bottom Slab	5/8"	4'-1"	194	792'-2"		2'-9"
B1	Side Walls	1/2"	4'-9"	194	921'-6"		
B2	Side Walls	1/2"	2'-3"	152	351'-0"		
C1	Sidewalls & Top Slab	1/2"	37'-0"	20	740'-0"		
D1	Bottom Slab	1/2"	40'-10"	4	163'-4"		
E1	Inlet & Outlet	1/2"	3'-6"	2	7'-0"		
E2	"	1/2"	4'-7"	6	27'-6"		
F1	Wing Walls	1/2"	4'-0"	12	48'-0"		
G1	Wing Walls	1/2"	3'-4"	4	13'-4"		
G2	"	1/2"	2'-9"	4	11'-0"		a" = 1'-8"
H1	Curbs	1/2"	3'-2"	4	12'-8"		

792'-2" of 5/8" @ 10.23#/1' = 826.2 #  
 2295'-4" of 1/2" @ 0.85#/1' = 1951.0  
 Total = 2777.2 #

**DESIGN DATA**

H-15 Loading with impact in accordance with the AASHTO Specifications of 1935  
 $f_c = 900 \text{ #/sq in.}$ ;  $f_s = 18,000 \text{ #/sq in.}$ ;  $n = 10$

**GENERAL NOTES**

For materials, Construction, & Workmanship see state standard specifications for Road and Bridge Construction, 1939 Edition. All exposed edges to be Chamfered 1"

**QUANTITIES**

Excavation for Structures 50 Cu. Yd.  
 Concrete Class A 13.2 Cu. Yd.  
 Reinforcing Steel 2777 Lbs.

Sheet No 1 of 1 Sheets

UTAH STATE ROAD COMMISSION  
 SALT LAKE CITY, UTAH  
 EPHRAIM KNOWLTON, CHIEF ENGINEER

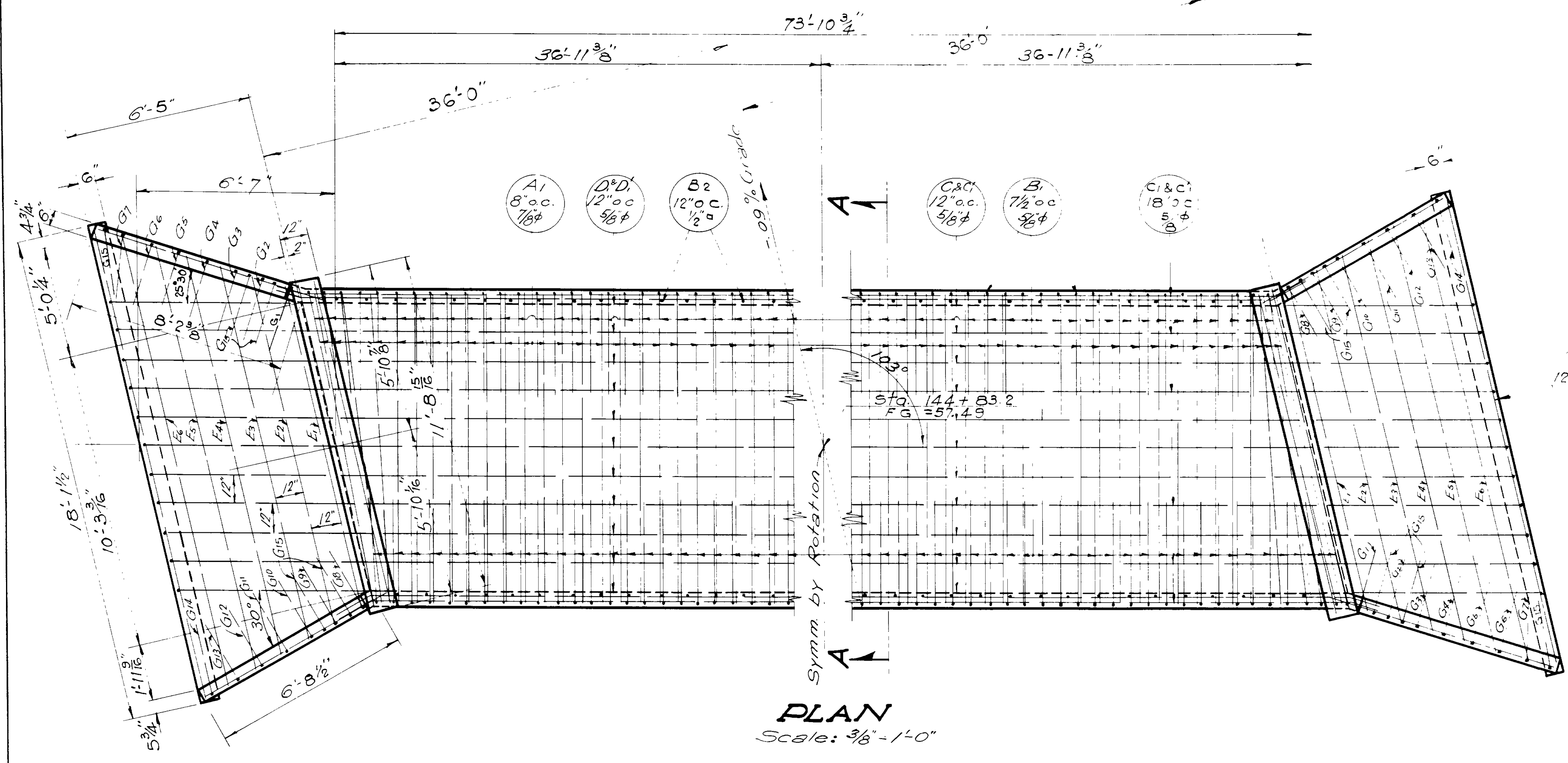
**2'-0" x 1'-6" x 72'-0"**  
**CONCRETE BOX CULV.**  
 Sta. 271+33 FAP 214 B(1)  
 VY'S CORNER HOT SPRINGS WEBER CO.

As Shown  
 July 27, 1940  
 E. P. Knaus

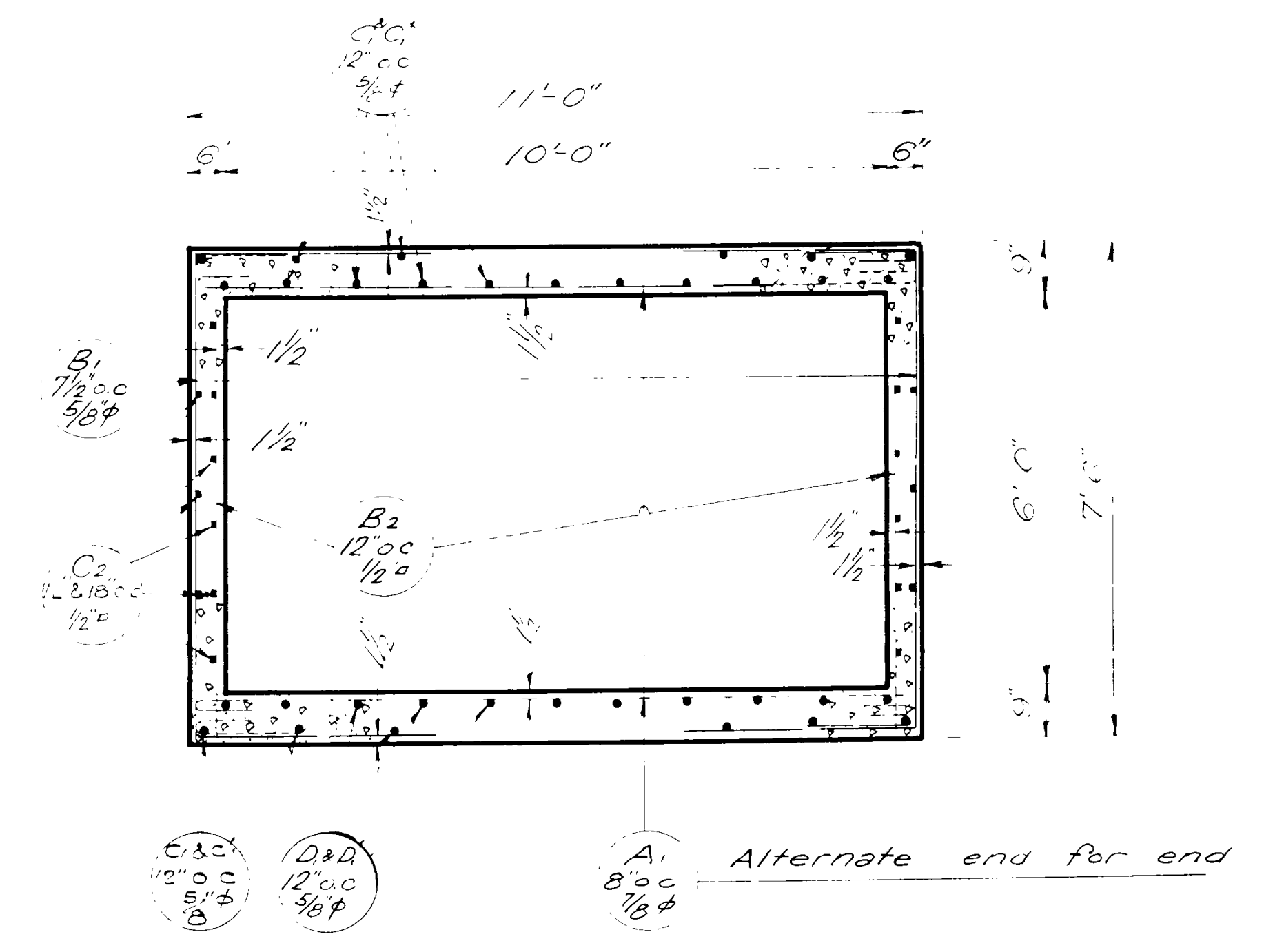
Rev. No. **E-715**

REVISIONS  
 DATE BY  
 11-10-40 J.P.

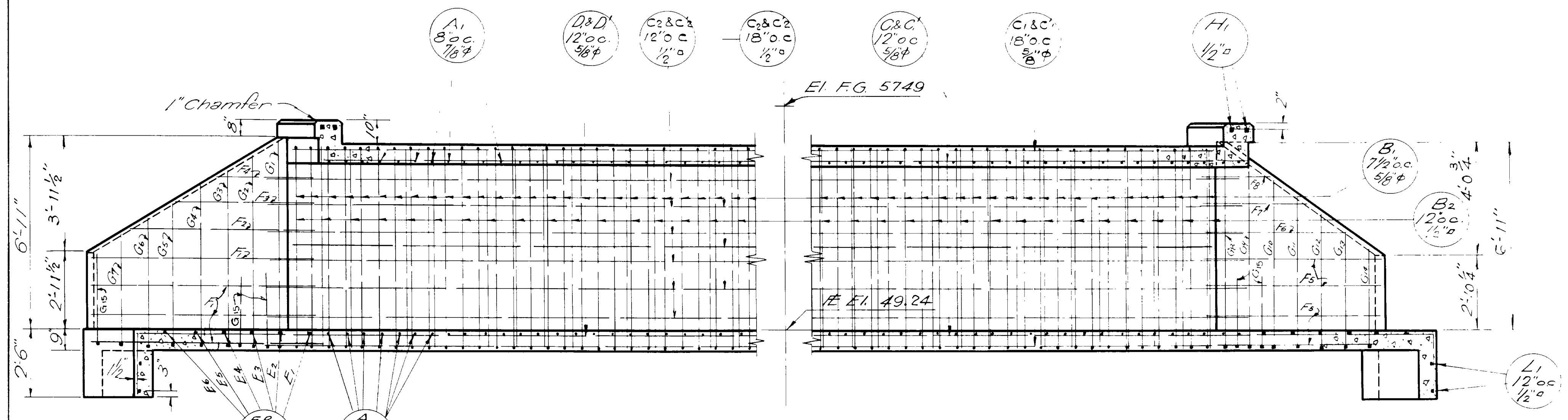




**PLAN**  
Scale: 3/8" = 1'-0"



**SECTION A-A**  
Scale: 1/2" = 1'-0"



**LONGITUDINAL CROSS SECTION ALONG A-A**  
Scale: 3/8" = 1'-0"

**GENERAL NOTES**

For materials, construction, & workmanship see State Standard Specifications for Road and Bridge Construction, 1939 Edition.  
Chamfer all exposed edges 1"

**DESIGN DATA**

H-15 Loading in accordance A.A.S.H.O. Specifications of 1935  
Concrete:  $f_c = 900 \text{ psi}$ ;  $f_s = 16,000 \text{ psi}$ ;  $m = 10$ .

**QUANTITIES**

Excavation for Structures	200 Cu. Yd.
Concrete class "A"	71.7 Cu. Yd.
Reinforcing Steel	15,252 Lbs

Sheet No. 1 of 2 Sheets  
 UTAH STATE ROAD COMMISSION  
 SALT LAKE CITY - UTAH  
 EZRA C. KNOWLTON, CHIEF ENGINEER  
**WEST WEBER BRANCH OF HOOPER CANAL**  
 Sta. 144+83.2 F.A.P. 214 B(U)  
 NYES COR. HOT SPRINGS-WEBER CO.  
 Drawn by: VMB As Shown  
 Date: Aug 6, 1960  
 Checked by: R. H. ...  
 Draw No. **E-718**

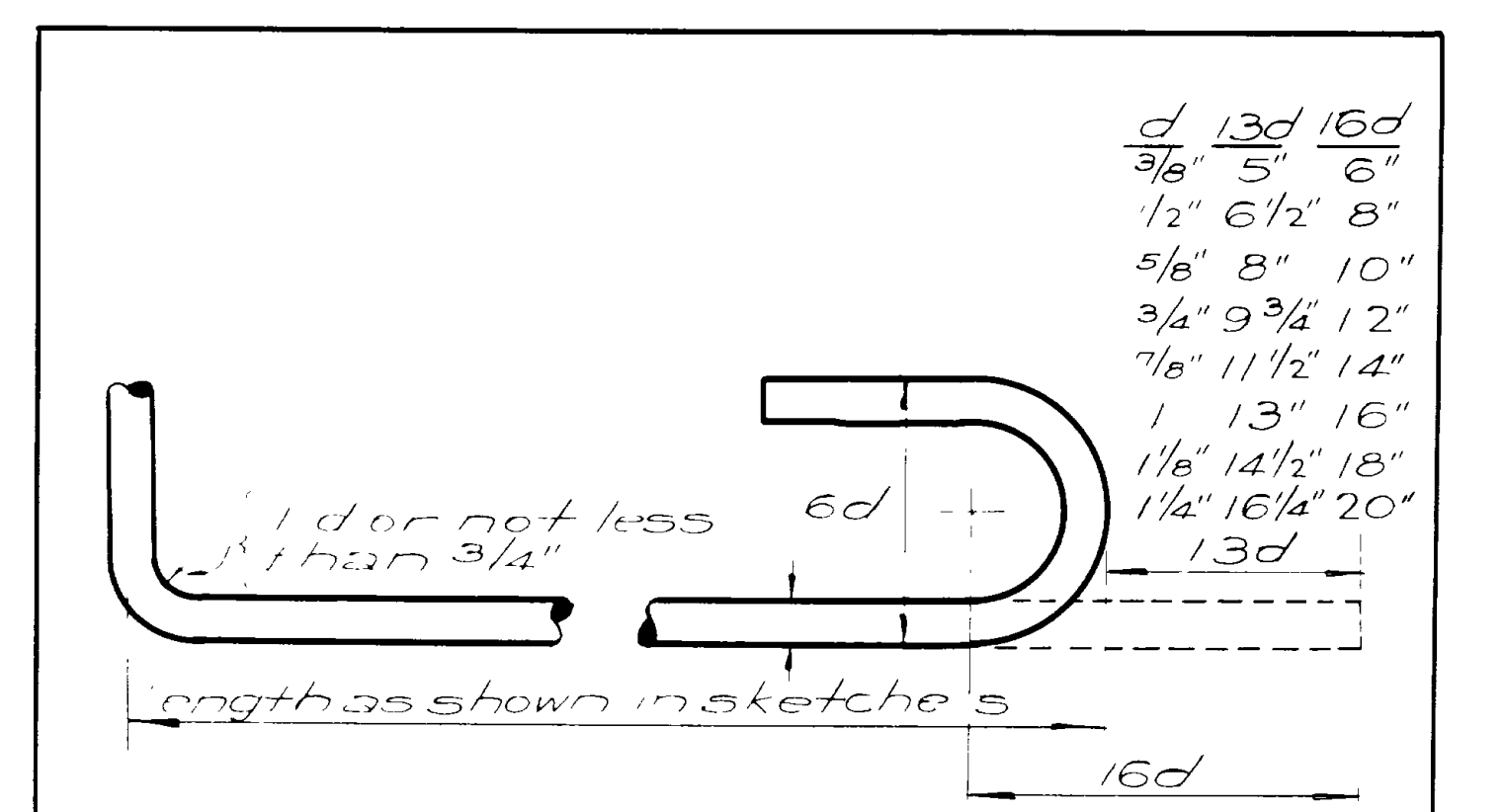
NO.	DATE	REVISIONS
1	9-9-60	OTP

MARK	LOCATION	SIZE	LGTH	No BARS	TOTAL LENGTH	SKETCH	O to O
A1	Top & Bot Slab	7/8"	12'-11"	228	2945'-0"		10'-9"
B1	Sidewalls	5/8"	14'-3"	238	3391'-6"		
B2	"	1/2"	7'-3"	150	1087'-6"		
C1	Top Slab	5/8"	40'-0"	23	920'-0"		
C1	"	5/8"	36'-4"	23	835'-8"		
D1	Bottom Slab	5/8"	40'-0"	11	440'-0"		
D1	"	5/8"	28'-2"	22	619'-8"		
C2	Sidewalls & Slab	1/2"	40'-0"	18	720'-0"		
C2	"	1/2"	35'-0"	18	645'-0"		
E1	Bottom Slab	1/2"	11'-9"	2	23'-6"		
E2	"	1/2"	12'-10"	2	25'-8"		
E3	"	1/2"	13'-11"	2	27'-10"		
E4	"	1/2"	15'-0"	2	30'-0"		
E5	"	1/2"	16'-1"	2	32'-2"		
E6	"	1/2"	17'-2"	2	34'-4"		
F1	Lg Wing Wall	1/2"	10'-3"	8	82'-0"		
F2	"	1/2"	8'-4"	2	16'-8"		
F3	"	1/2"	6'-5"	2	12'-10"		
F4	"	1/2"	4'-6"	2	9'-0"		
F5	Shrt Wing Wall	1/2"	8'-9"	8	70'-0"		
F6	"	1/2"	7'-2"	2	14'-4"		
F7	"	1/2"	5'-7"	2	11'-2"		
F8	"	1/2"	4'-0"	2	8'-0"		

MARK	LOCATION	SIZE	LGTH	No BARS	TOTAL LENGTH	SKETCH	O to O
G1	Lg Wing Wall	1/2"	9'-7"	2	19'-2"		
G2	"	1/2"	9'-0"	2	18'-0"		
G3	"	1/2"	8'-6"	2	17'-0"		
G4	"	1/2"	8'-0"	2	16'-0"		
G5	"	1/2"	7'-3"	2	15'-0"		
G6	"	1/2"	6'-11"	2	13'-10"		
G7	"	1/2"	6'-5"	2	12'-10"		
G8	Shrt	1/2"	9'-7"	2	19'-2"		
G9	"	1/2"	8'-11"	2	17'-10"		
G10	"	1/2"	8'-3"	2	16'-6"		
G11	"	1/2"	7'-8"	2	15'-4"		
G12	"	1/2"	7'-0"	2	14'-0"		
G13	"	1/2"	6'-4"	2	12'-8"		
G14	"	1/2"	5'-9"	2	11'-6"		
G15	Wing Walls	1/2"	5'-11"	10	59'-2"		
H1	Curb	1/2"	11'-6"	4	46'-0"		
L1	Cut off W.	1/2"	17'-10"	4	71'-4"		

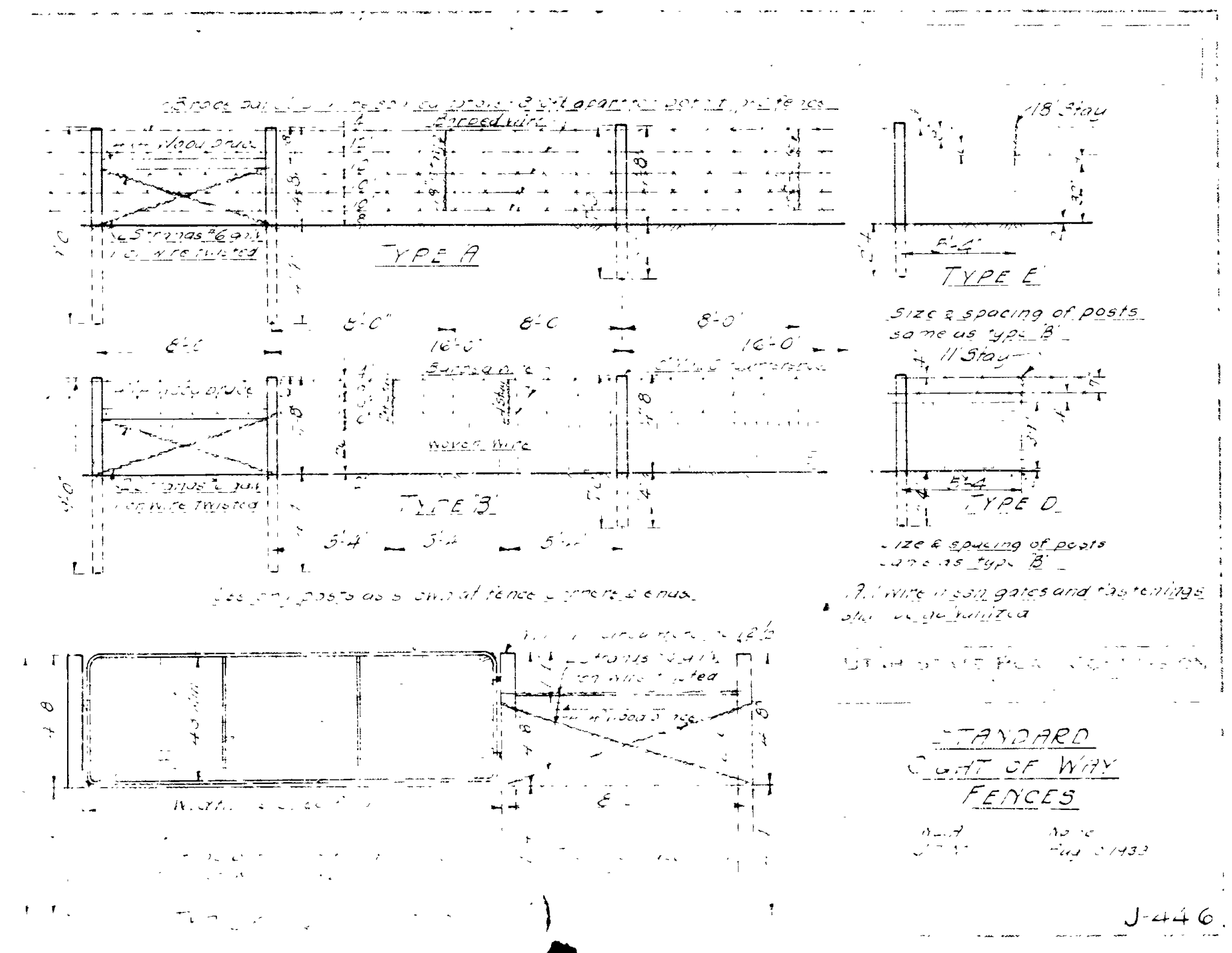
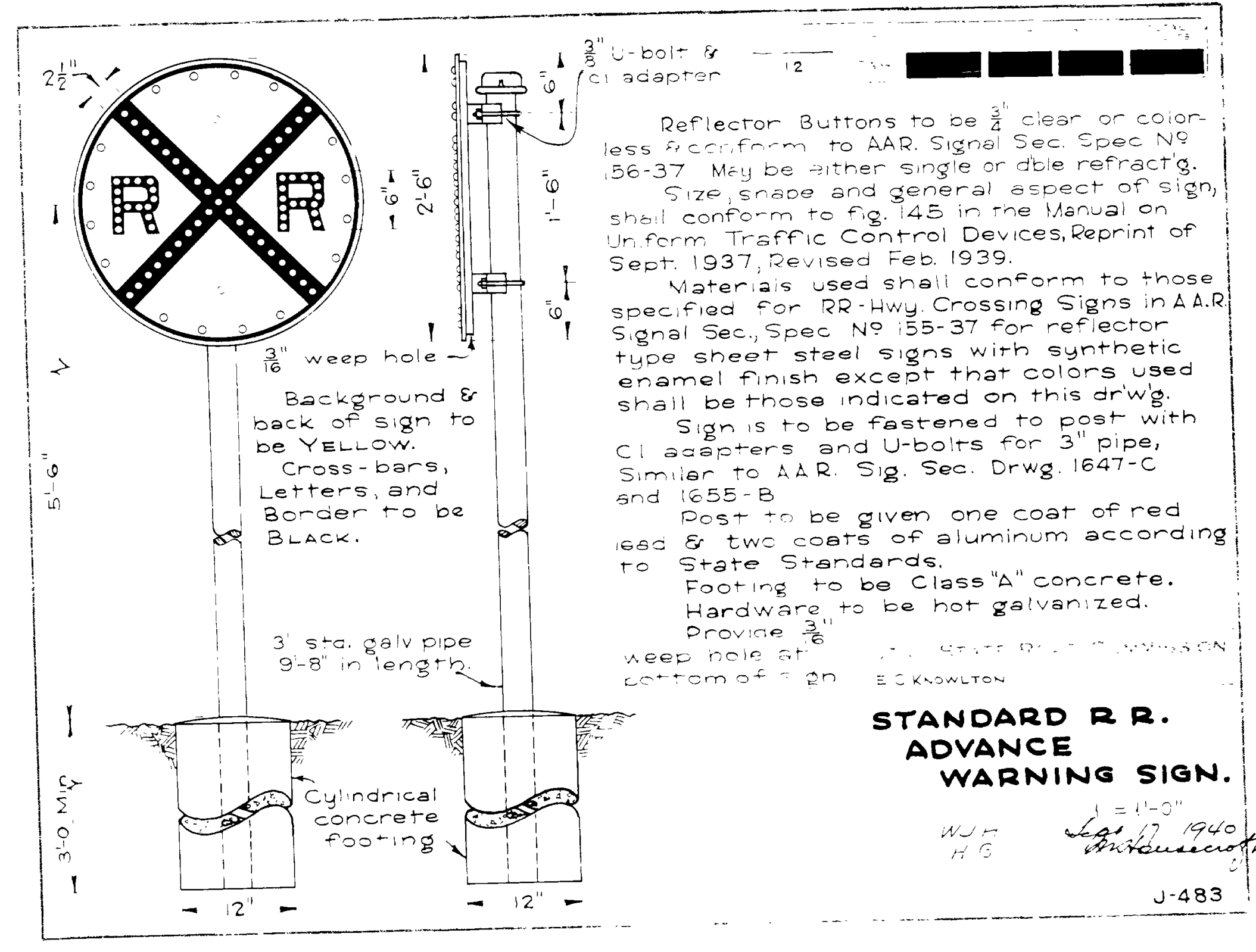
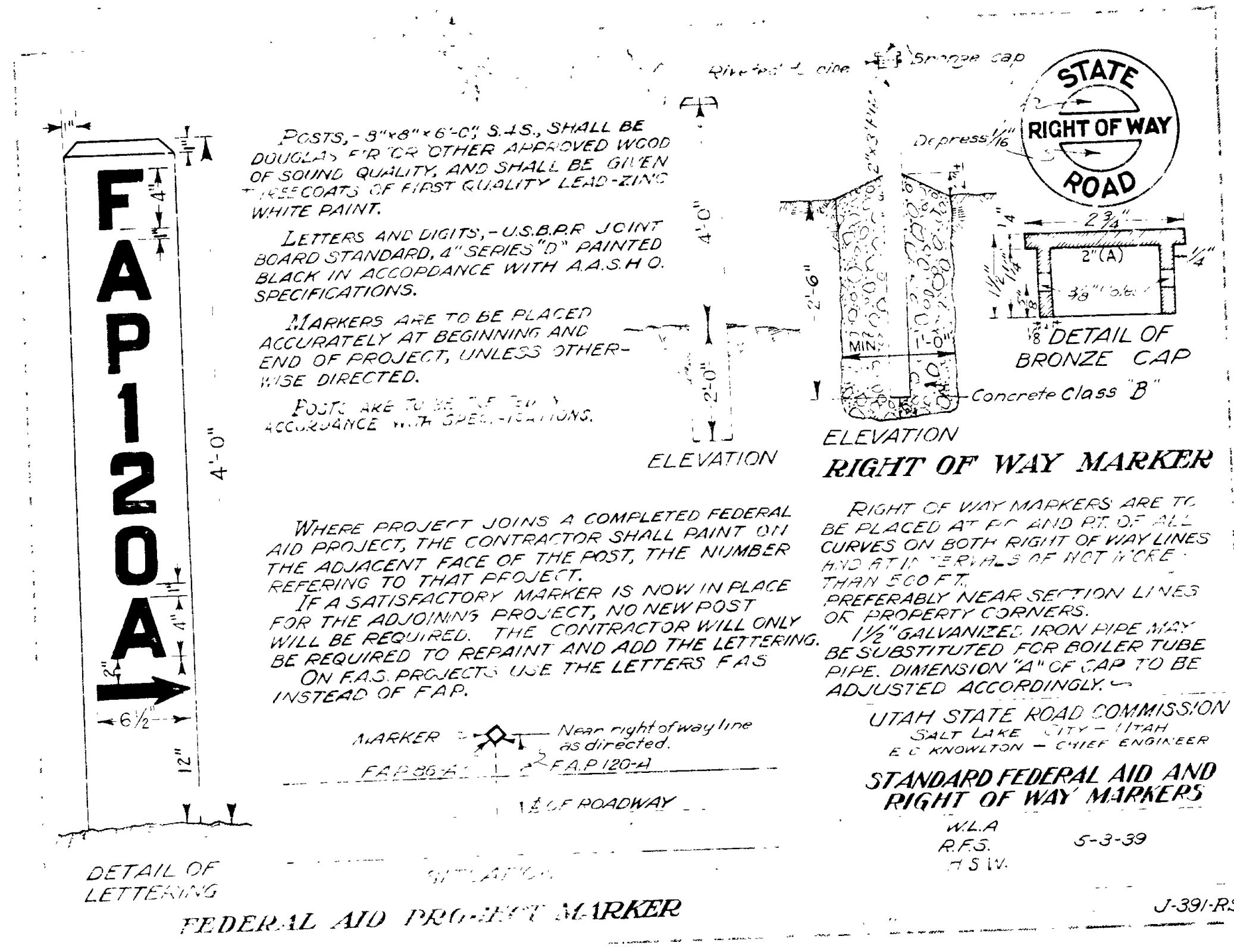
2945'-0" of 7/8" @ 2.044 #/l' = 6001.0 #  
 3206'-10" of 5/8" @ 1.043 #/l' = 3347.3 #  
 3245'-2" of 1/2" @ 0.85 #/l' = 2758.5 #  
**TOTAL = 15,251.8 #**

REVISIONS  
 9940 O.T.P.

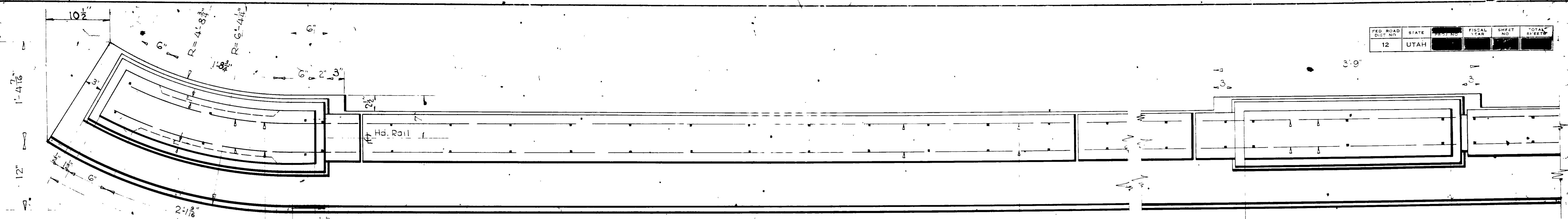


**ROD NOTES**  
 When hooks are called for the lengths given in the "TOTAL LENGTH" column include allowance for hooks as shown in above detail.  
 Lengths given in sketches are center to center of bend points.



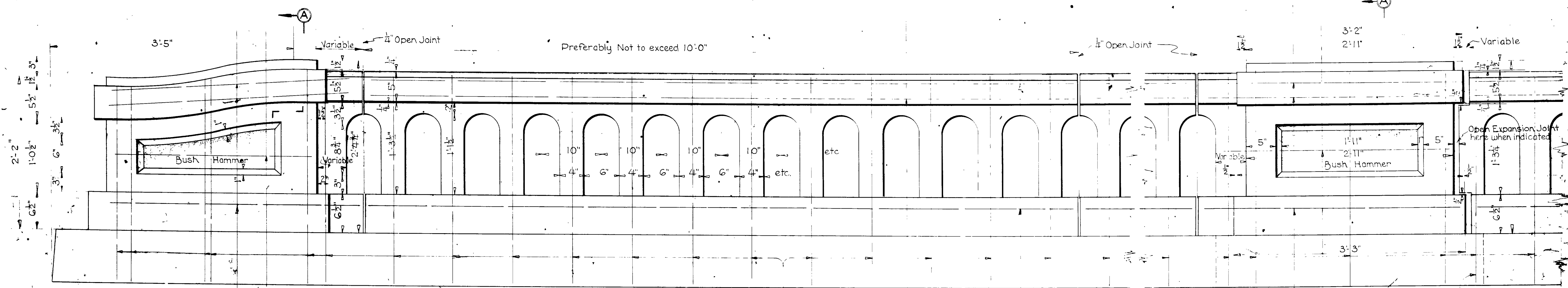


FED. ROAD DIST. NO.	STATE	PROJECT	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
12	UTAH				

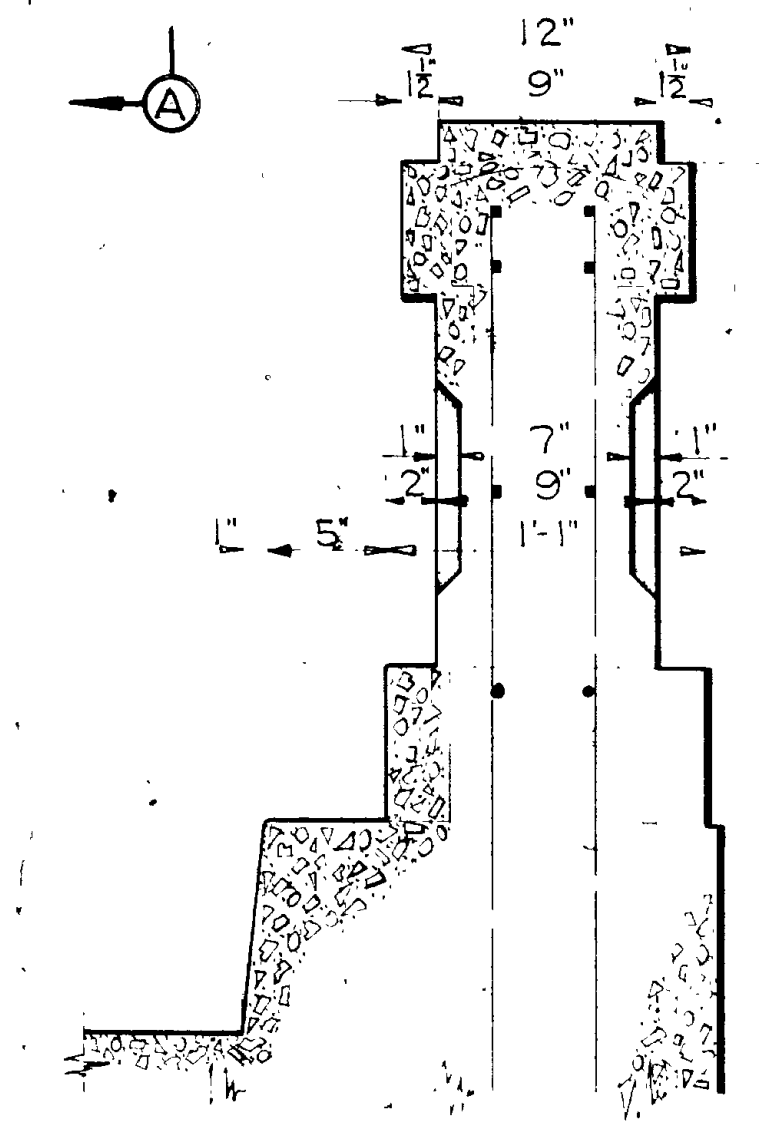
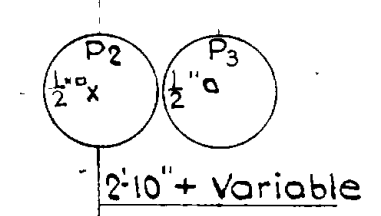


PLAN  
1/2"=1'-0"

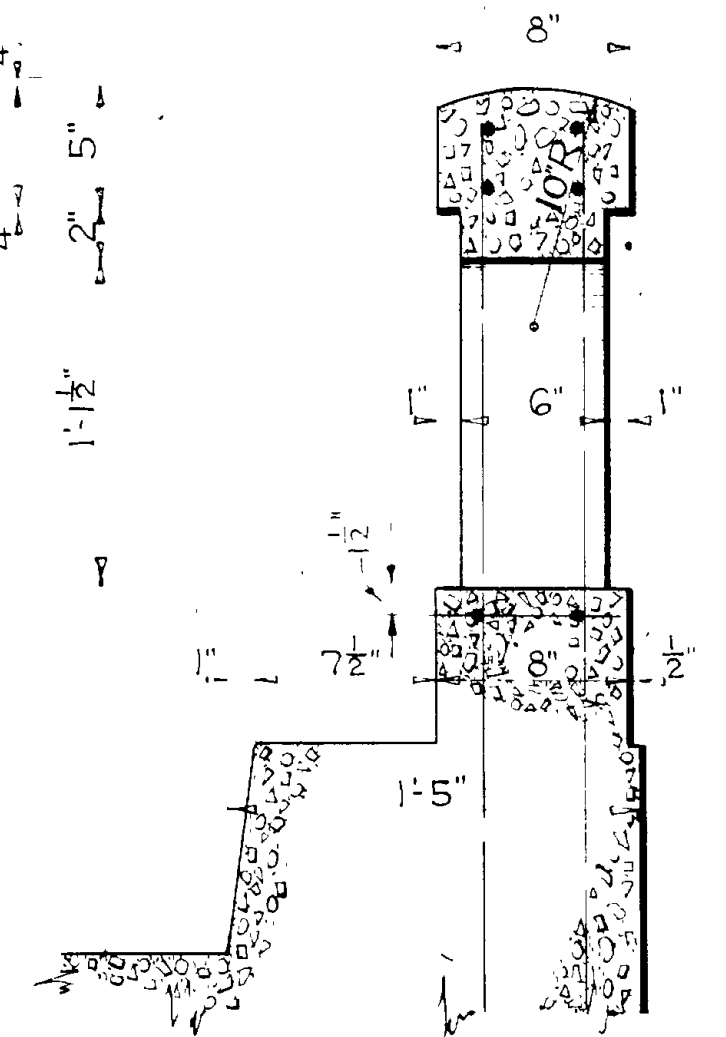
NOTE: Joints in coping to be plumb, and finished with parallel surfaces and square corners. Shall preferably be formed with 3 sheets of metal and sufficiently lubricated to permit removal without disturbing corners of concrete.



ELEVATION  
1/2"=1'-0"



SECTION AA  
CROSS SECTION OF END POST  
AND INTERMEDIATE POST  
1/2"=1'-0"



CROSS SECTION THRU RAILING  
1/2"=1'-0"

**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 adverse outline to be finished so as to be entirely free from any sharp edges and lines.  
 All reinforcing steel to be 2" and 3" formed here complying with A.A.S.H.O. Specifications and are to be secured to any other element by welding at all intersections with #10 Gage Iron Wire.

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

**CONCRETE QUANTITIES**

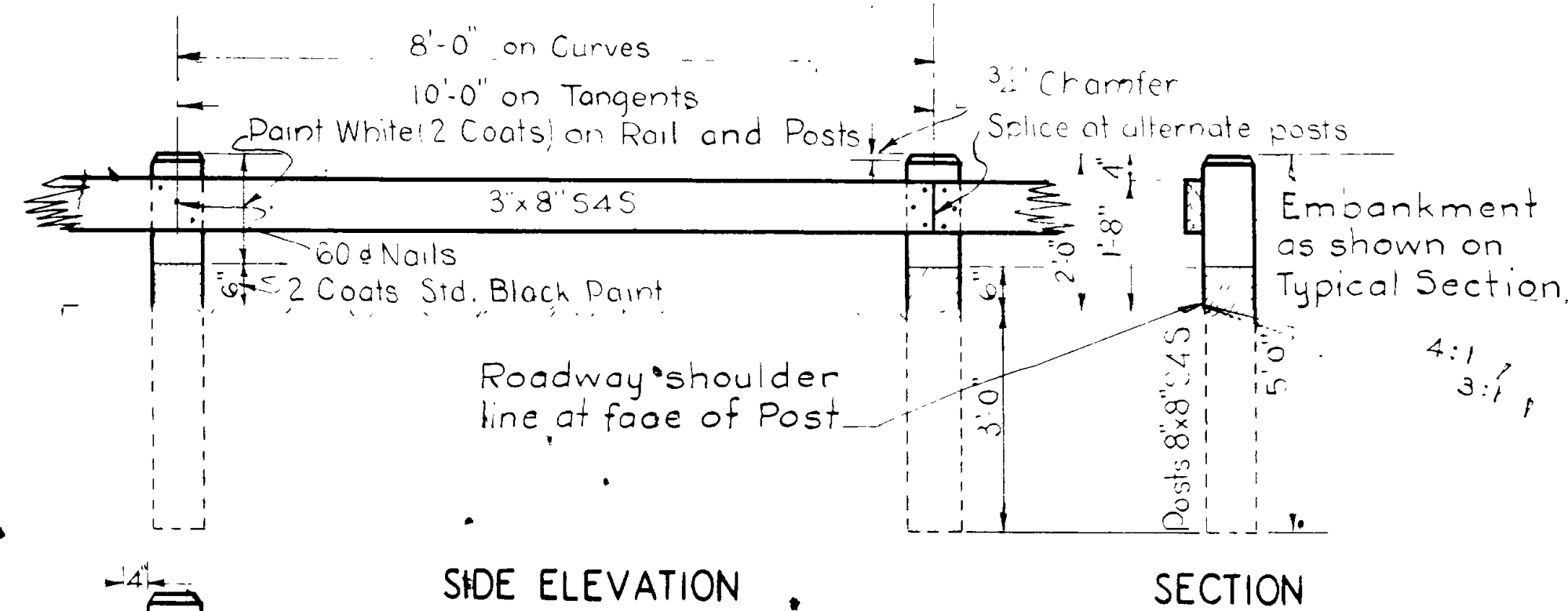
One end post (Not Including Curb)	6.39 Cu. Ft.
One intermediate post	6.32 Cu. Ft.
Handrail per foot	.90 Cu. Ft.

UTAH STATE ROAD COMMISSION  
 SALT LAKE CITY - UTAH  
 H. S. KIRBY - Chief Engineer

**STANDARD CONCRETE HANDRAIL**

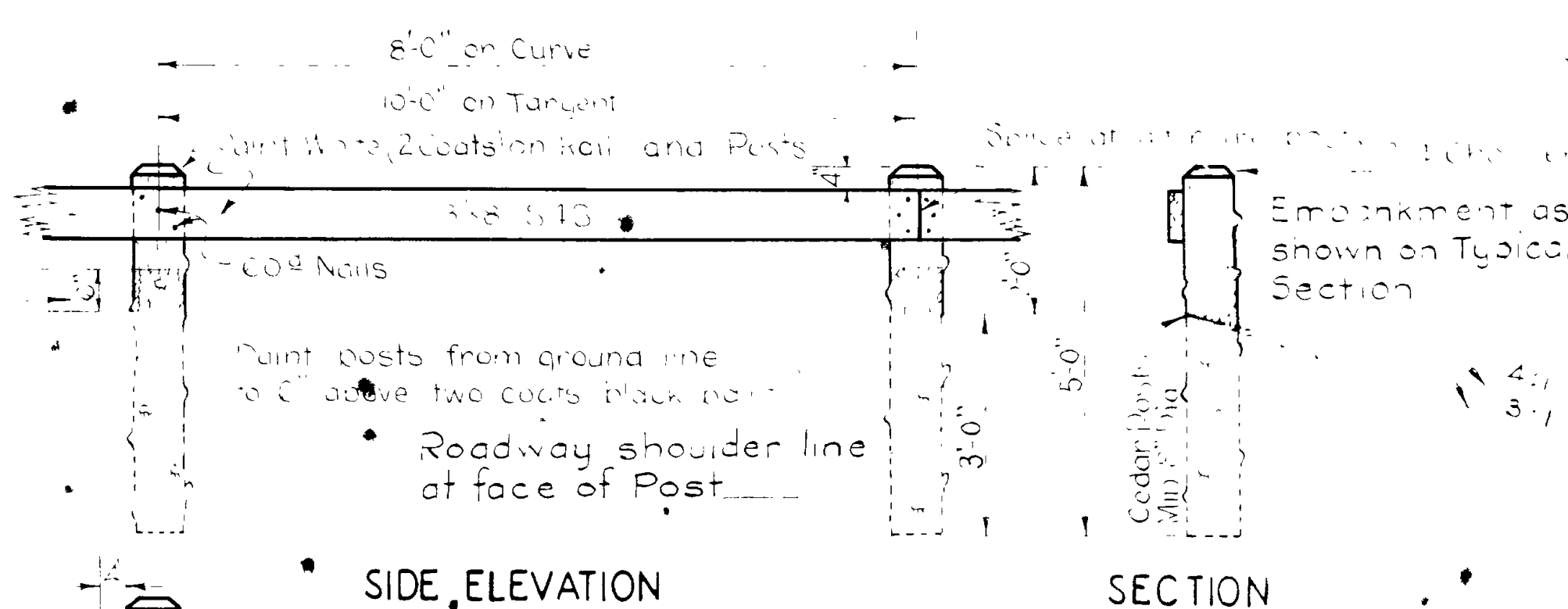
DESIGNED BY: C. G. S. SCALE: 1/2"=1'-0"  
 DRAWN BY: C. G. S. CHECKED BY: [Signature]  
 BRIDGE NO. \_\_\_\_\_ DRG. NO. V-6-D-3





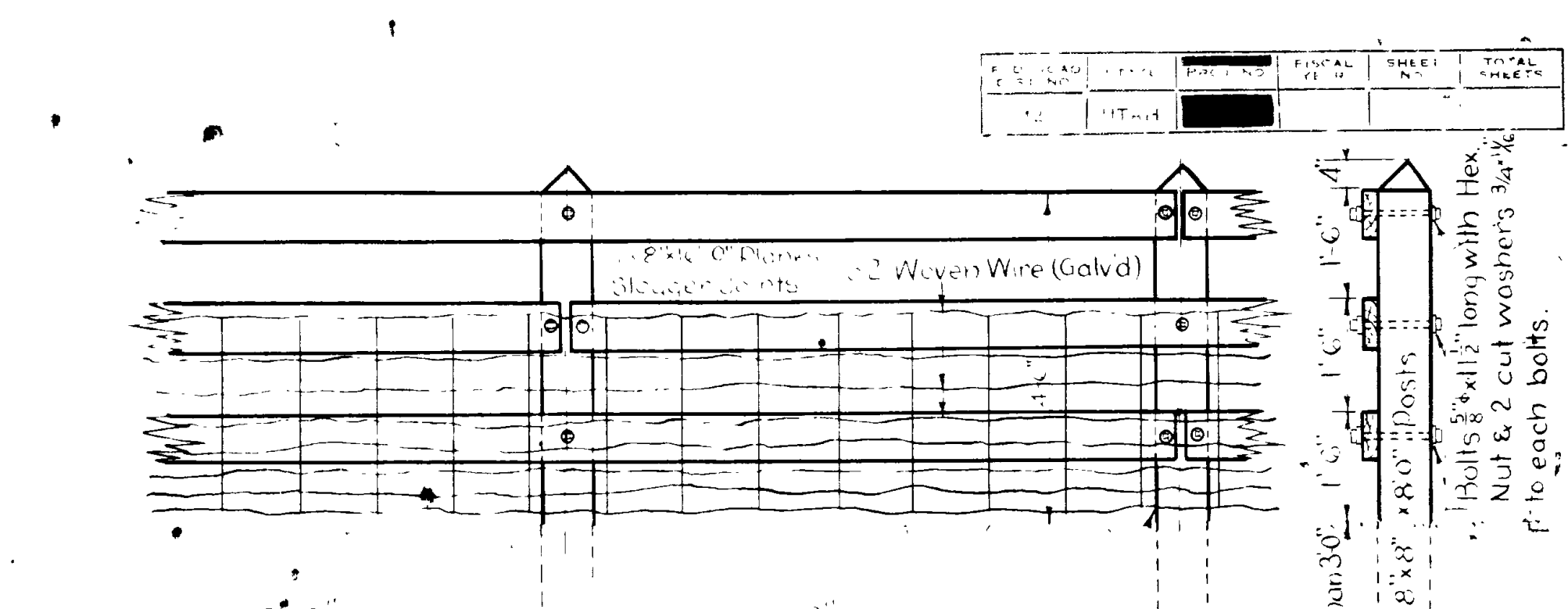
NOTE: All lumber to be treated in accordance with specifications.

TYPE "H"



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

TYPE "H-C"

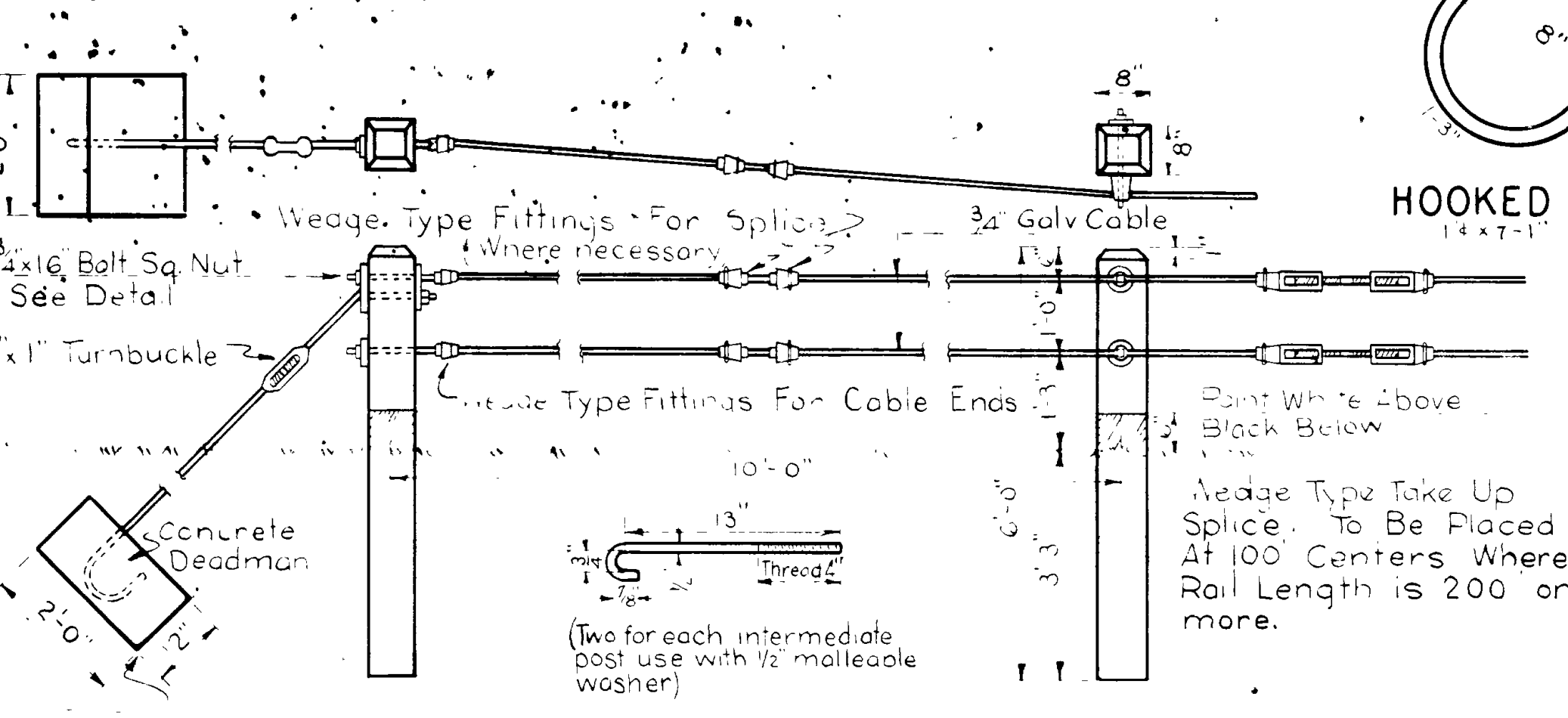


NOTE: All lumber to be treated in accordance with specifications.

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.



HOOK BOLT

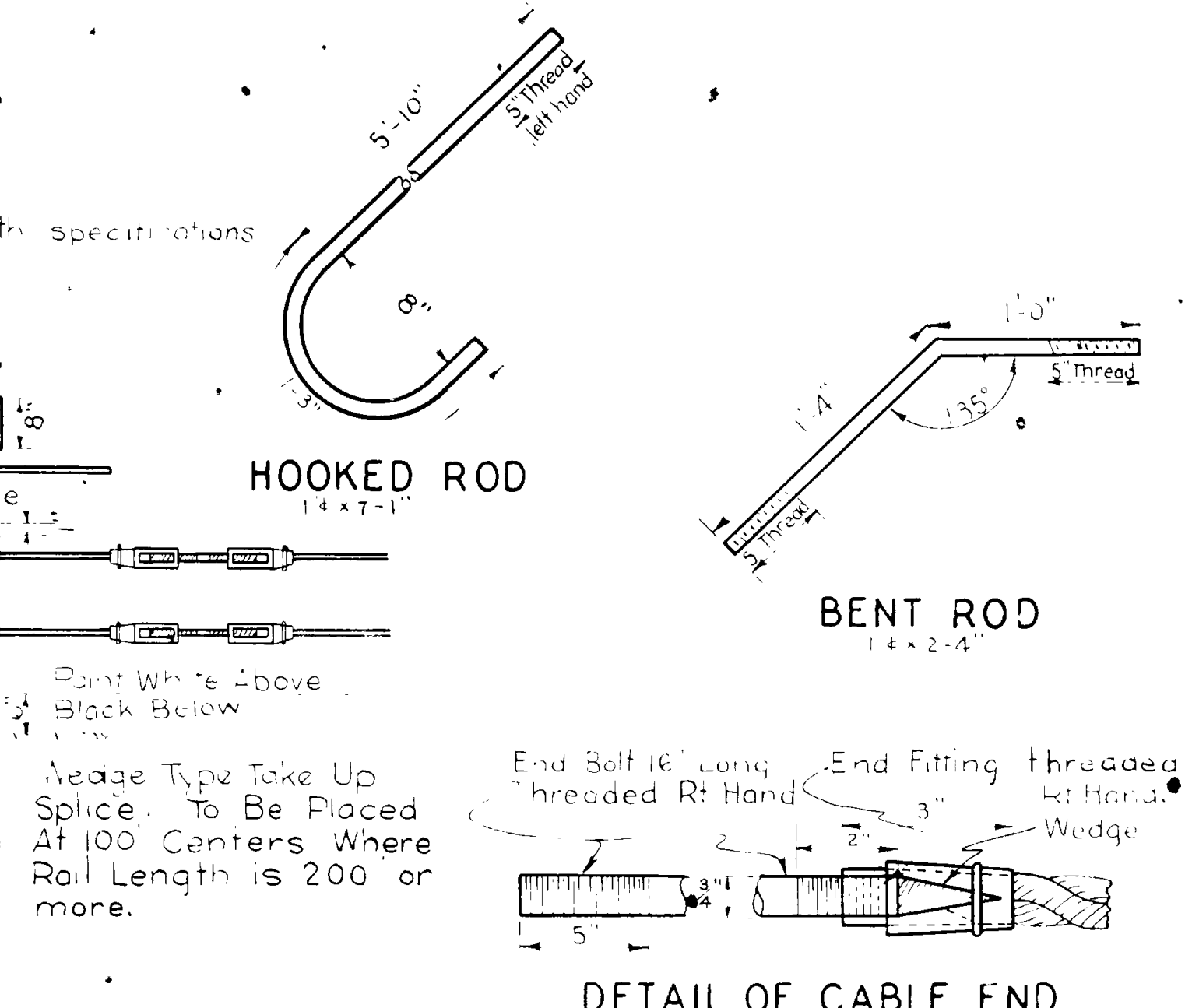
ELEVATION SECTION A-A

DETAIL OF C.I. PEDESTAL FOR INTERM. POSTS

QUANTITIES ANCHORS & END POST		
ITEM	KIND	AMT
Conc Deadman	C A Alternate for 4 Cu Ft	1
Cement	Expanded Anchor	1 Sack
Plates A	6" x 2" x 3/8"	2
Plates B	4" x 2" x 3/8"	1
Turnbuckle	6" x 1"	1
Hooked Rod	1 1/2" x 7'-1"	1
Bent Rod & Nut	1 1/2" x 2'-4"	1
Wire Cable	3/4" Dia.	3 Lin ft
Wood Post	8" x 8" x 6'-0"	1
End Bolt	3/4" x 16" With Sq Nut	2
Wedge	Cable End	2

QUANTITIES INTERM. POST		
ITEM	KIND	AMT.
Hook Bolt & Nut	1/2" x 13"	2
Wash. Washer	For 1/2" Bolt	2
Wire Cable	3/4" Dia.	20 L.F.
Pedestals	Cast Iron	2
Wood Post	8" x 8" x 6'-0"	1

TYPE "C"



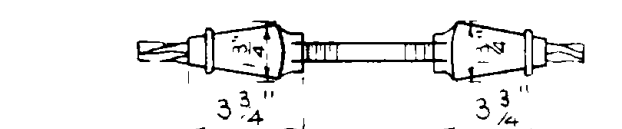
HOOKED ROD

BENT ROD

DETAIL OF CABLE END

DETAIL OF TAKE UP CABLE SPLICE

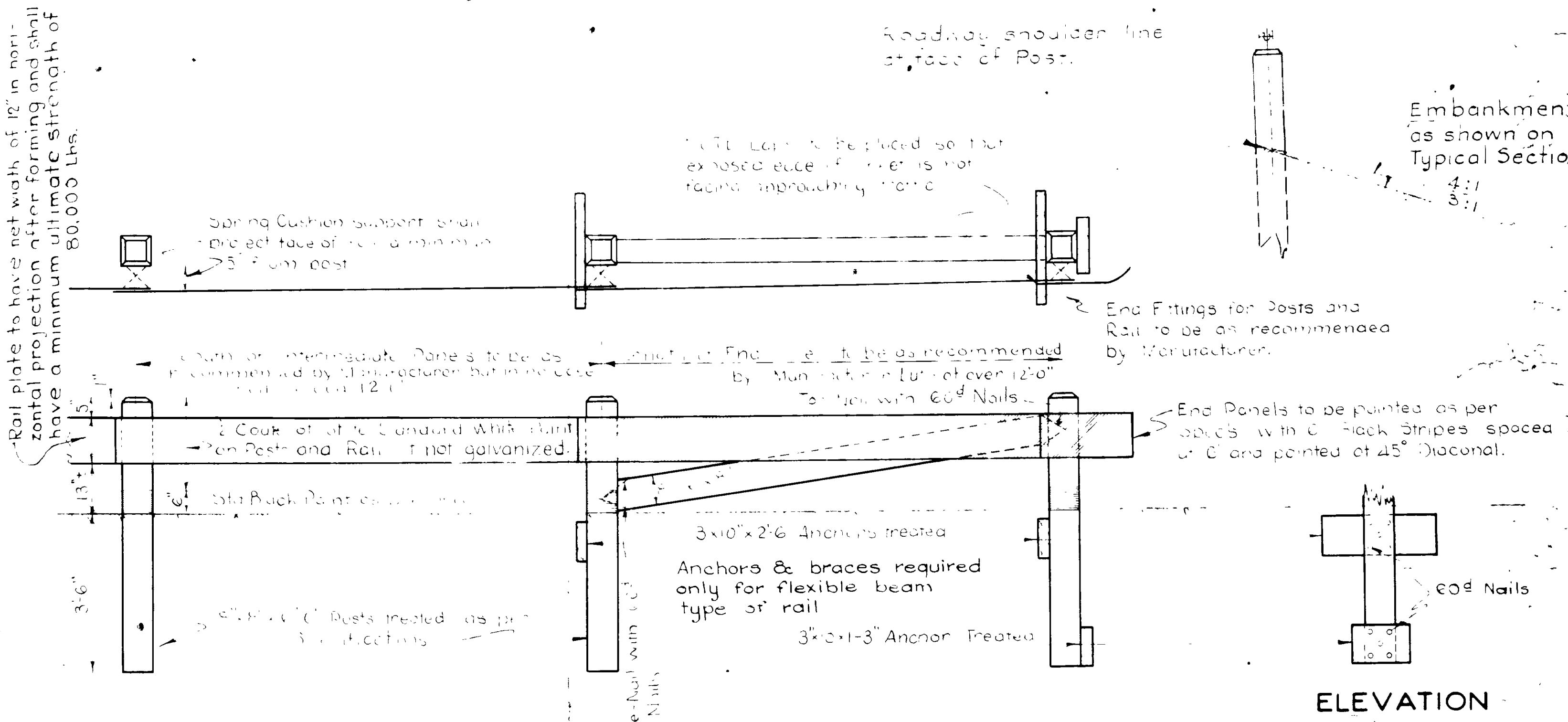
Note: Alternate types of take up splices may be used upon written approval of the Engineer.



DETAIL OF 3/4" CABLE SPLICE

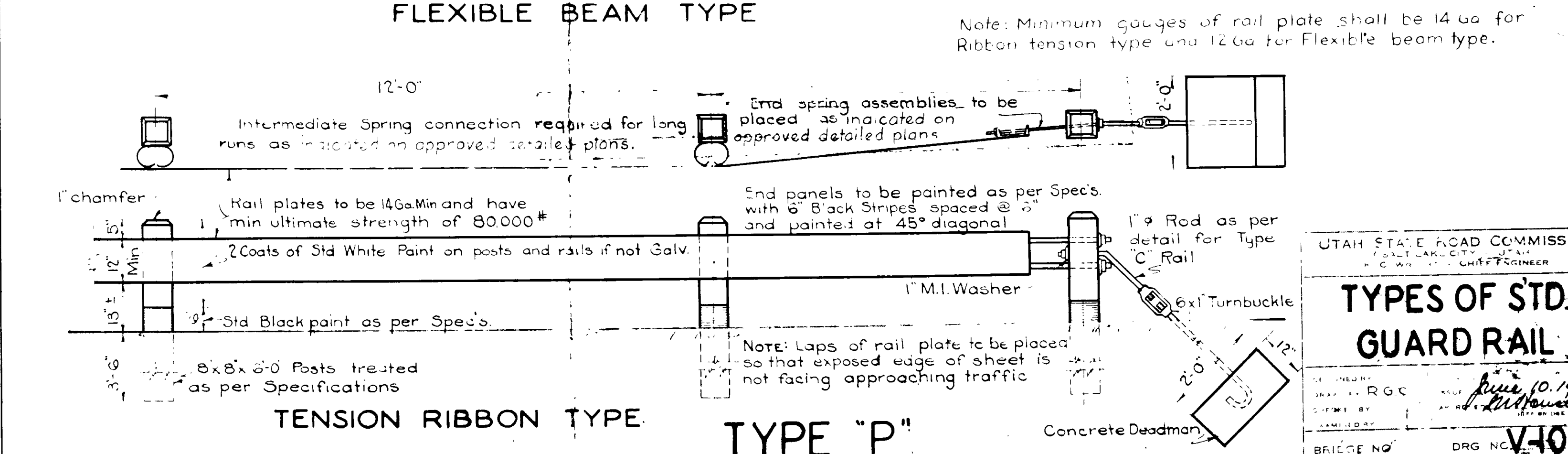
PLATE B

PLATE A



FLEXIBLE BEAM TYPE

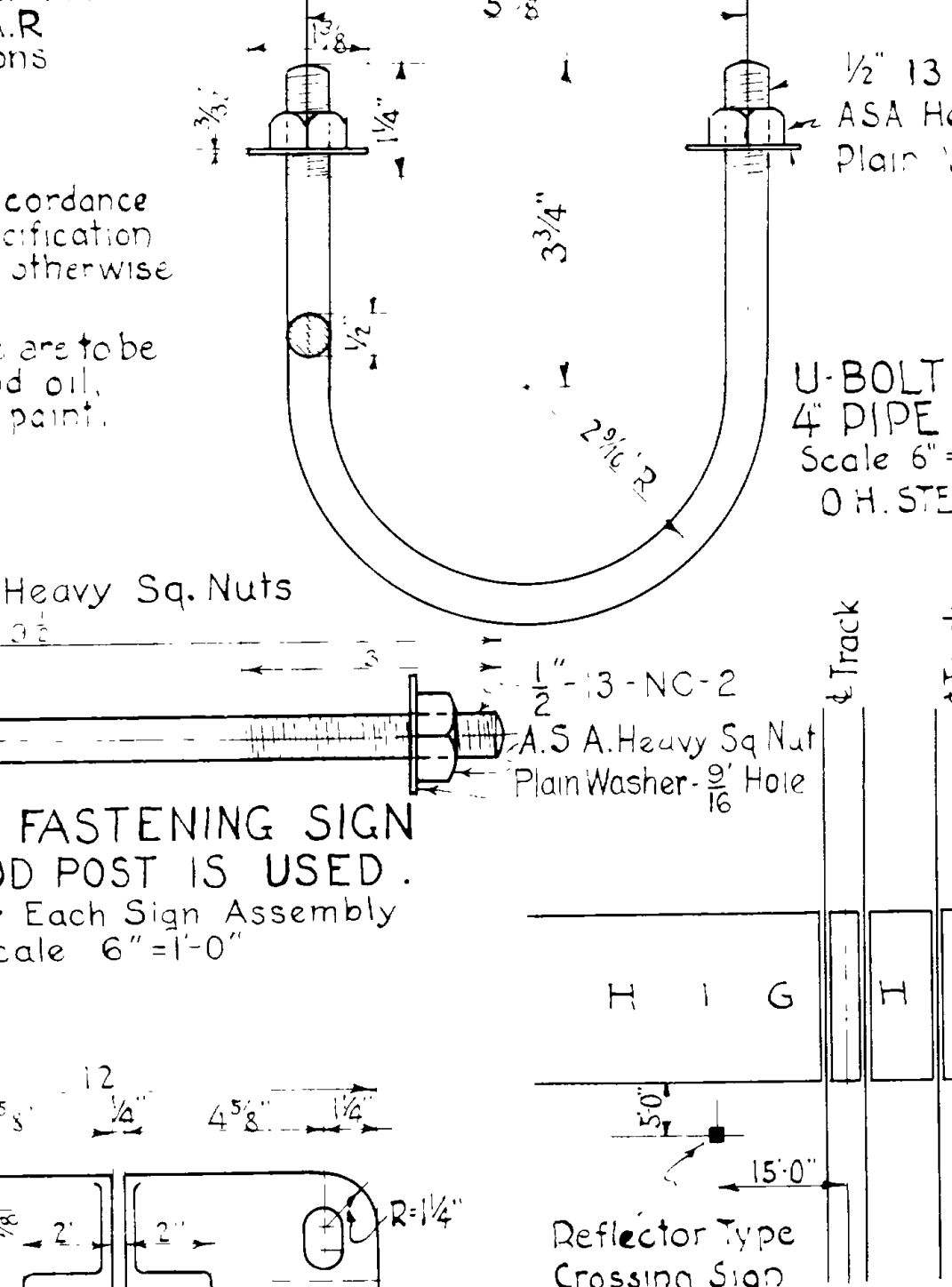
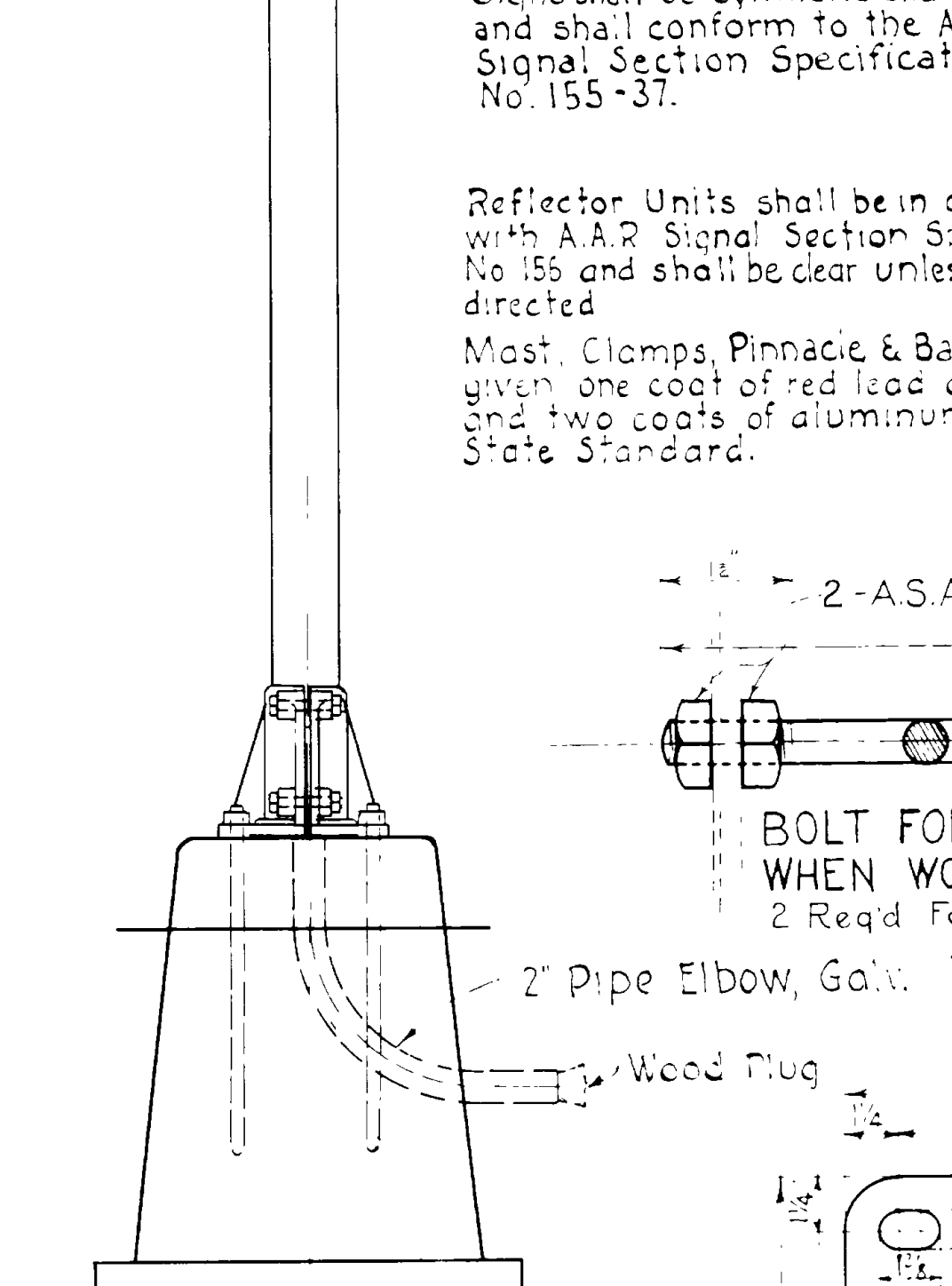
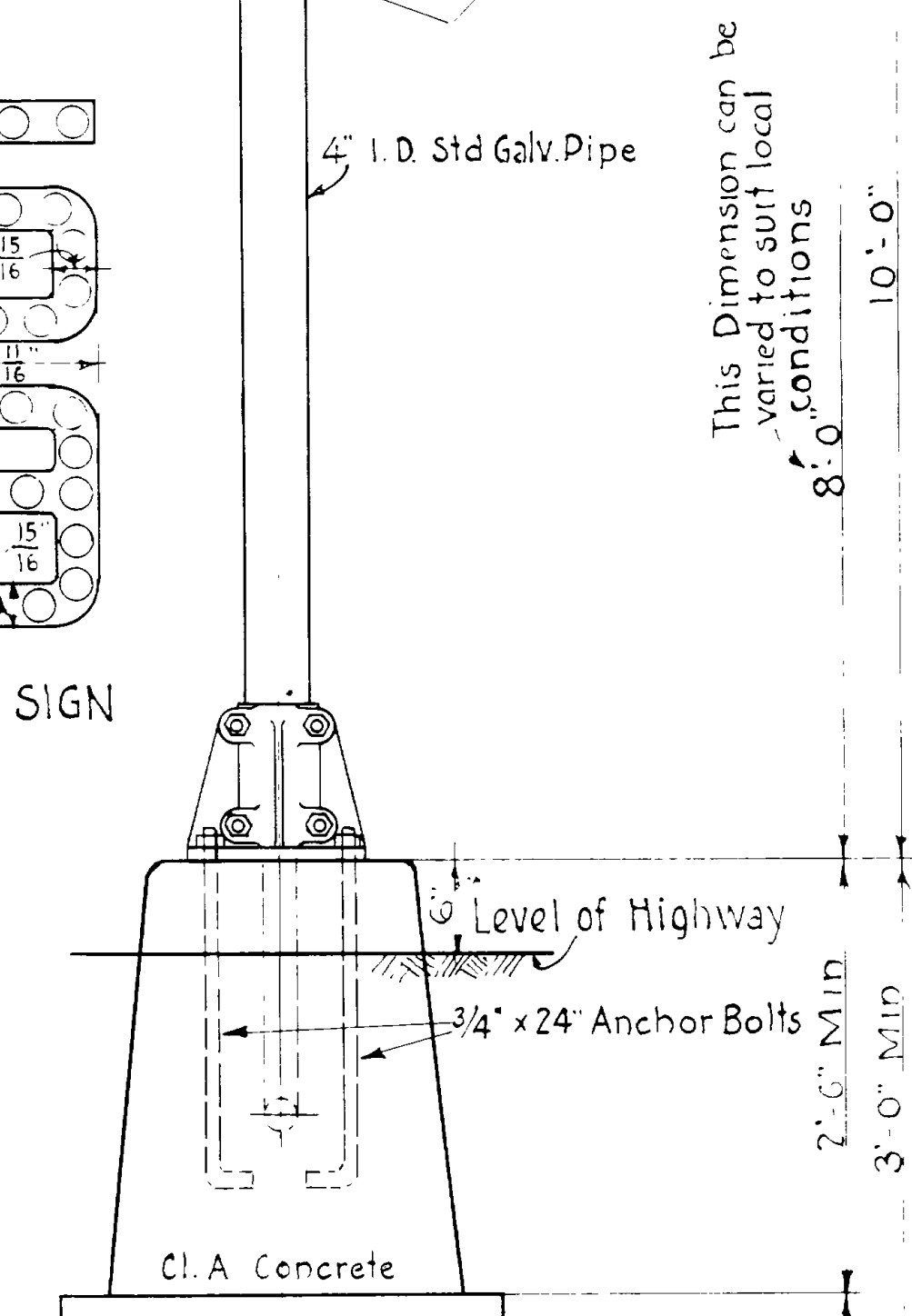
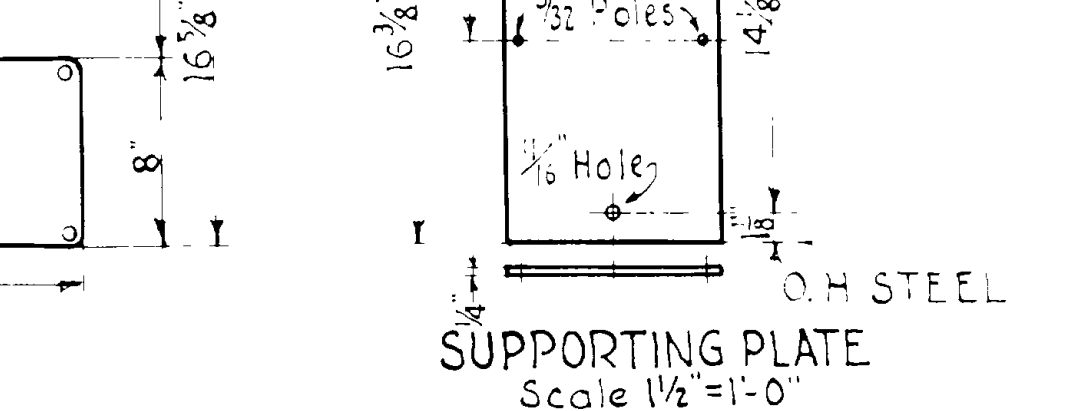
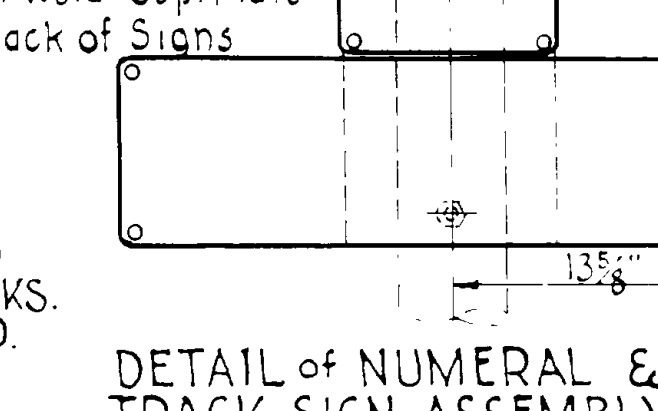
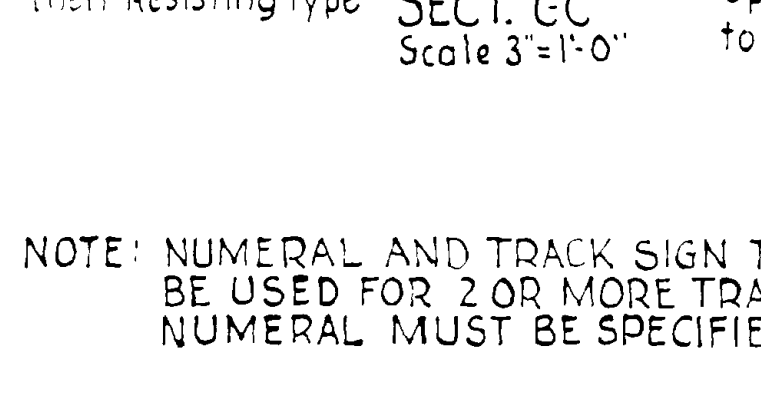
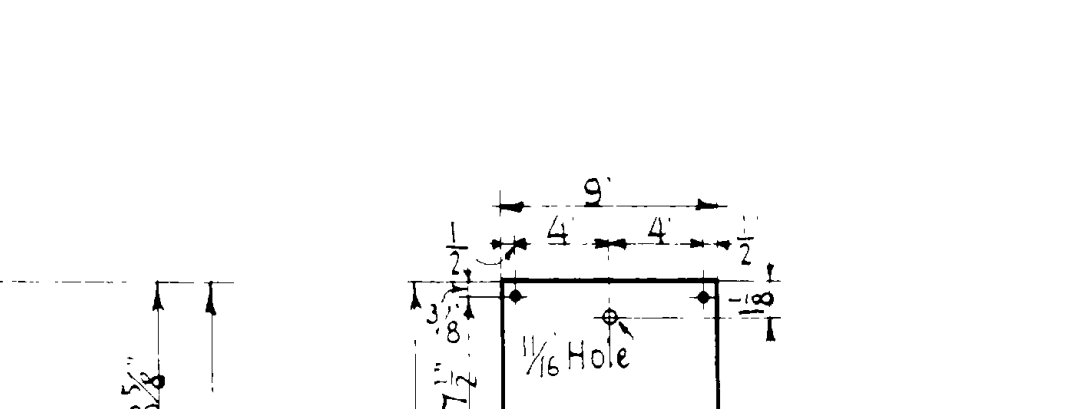
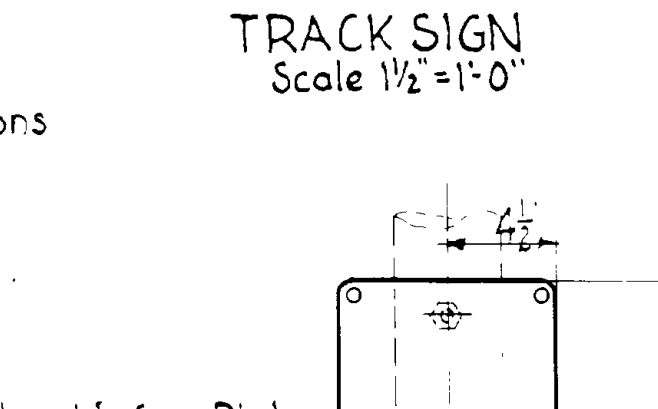
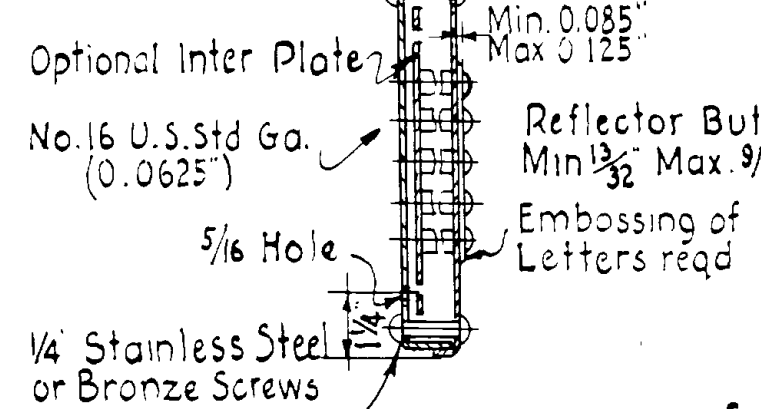
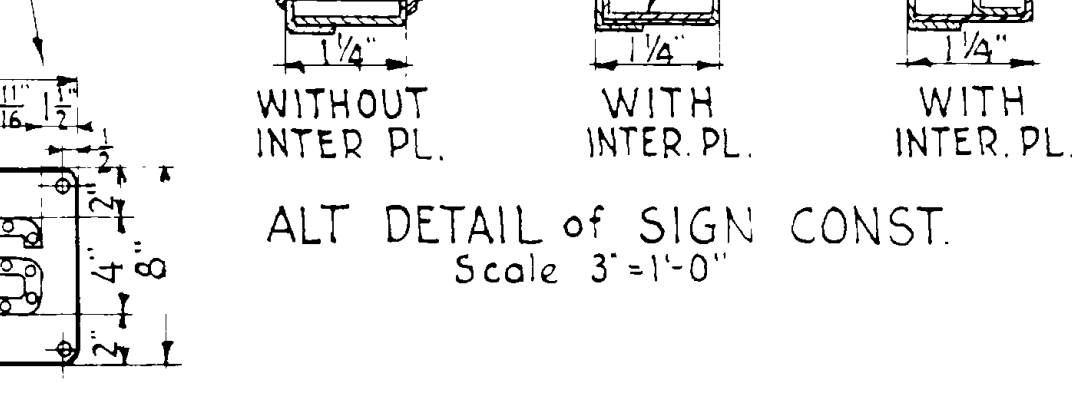
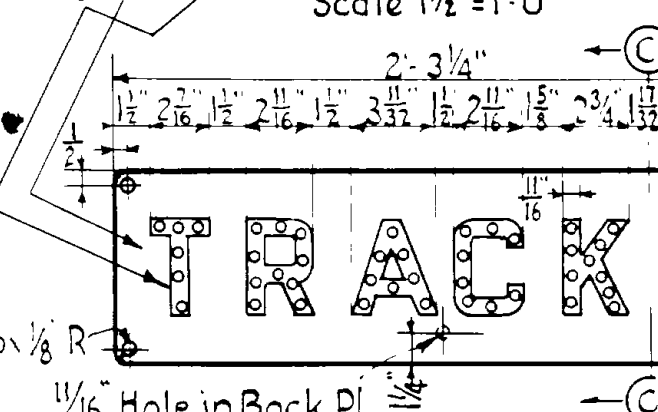
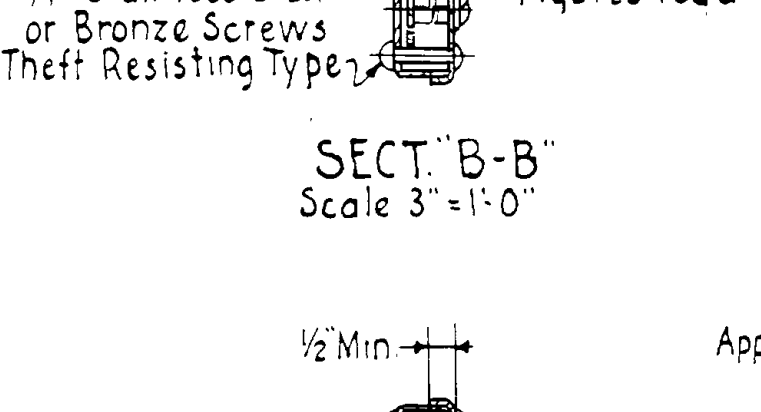
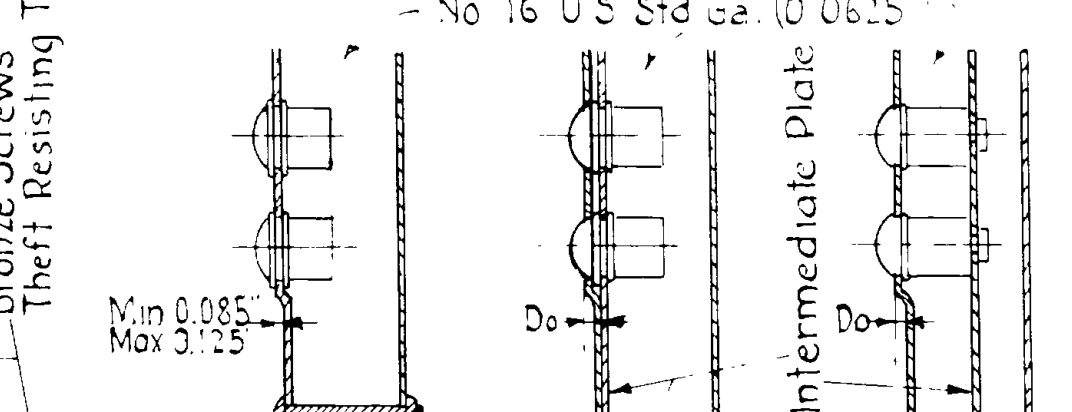
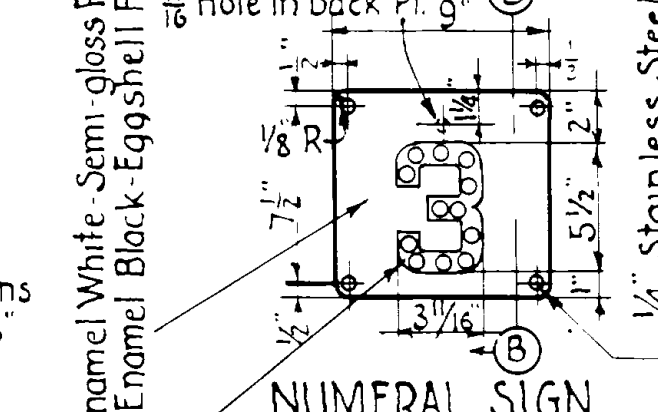
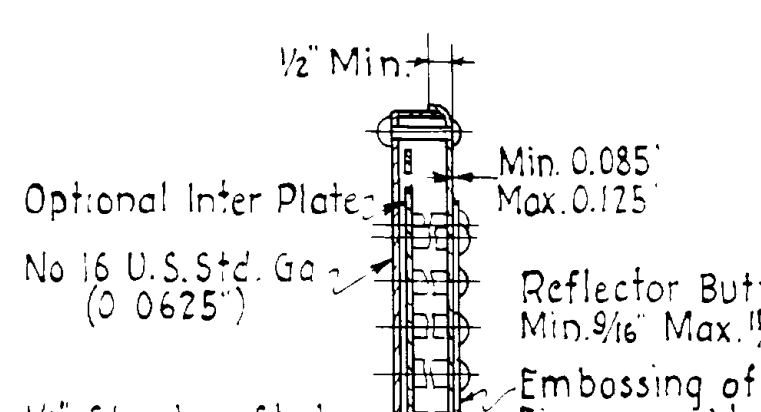
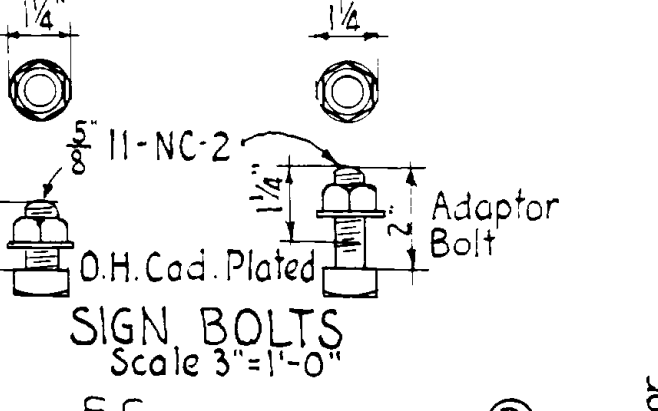
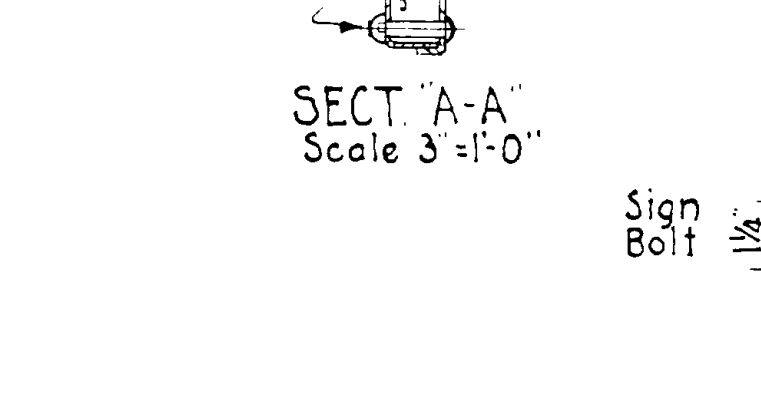
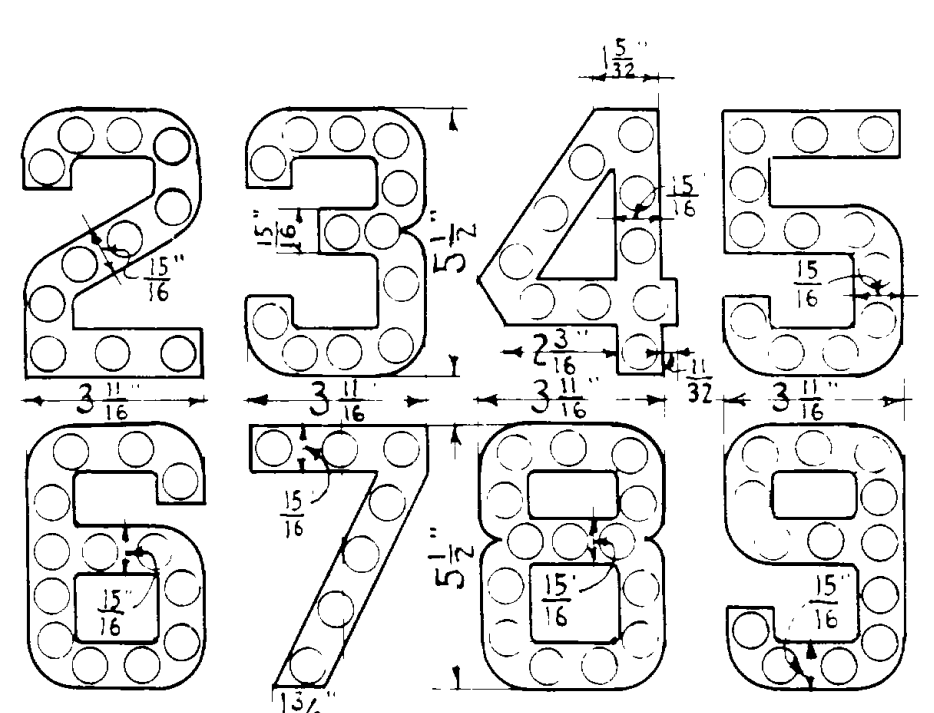
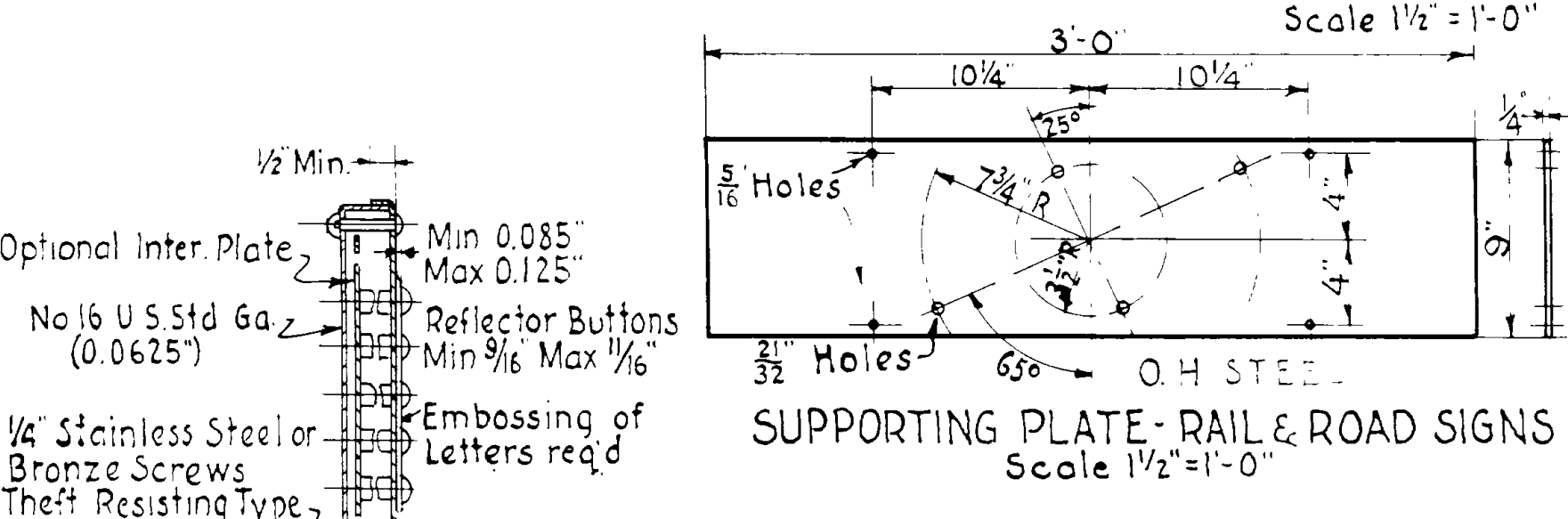
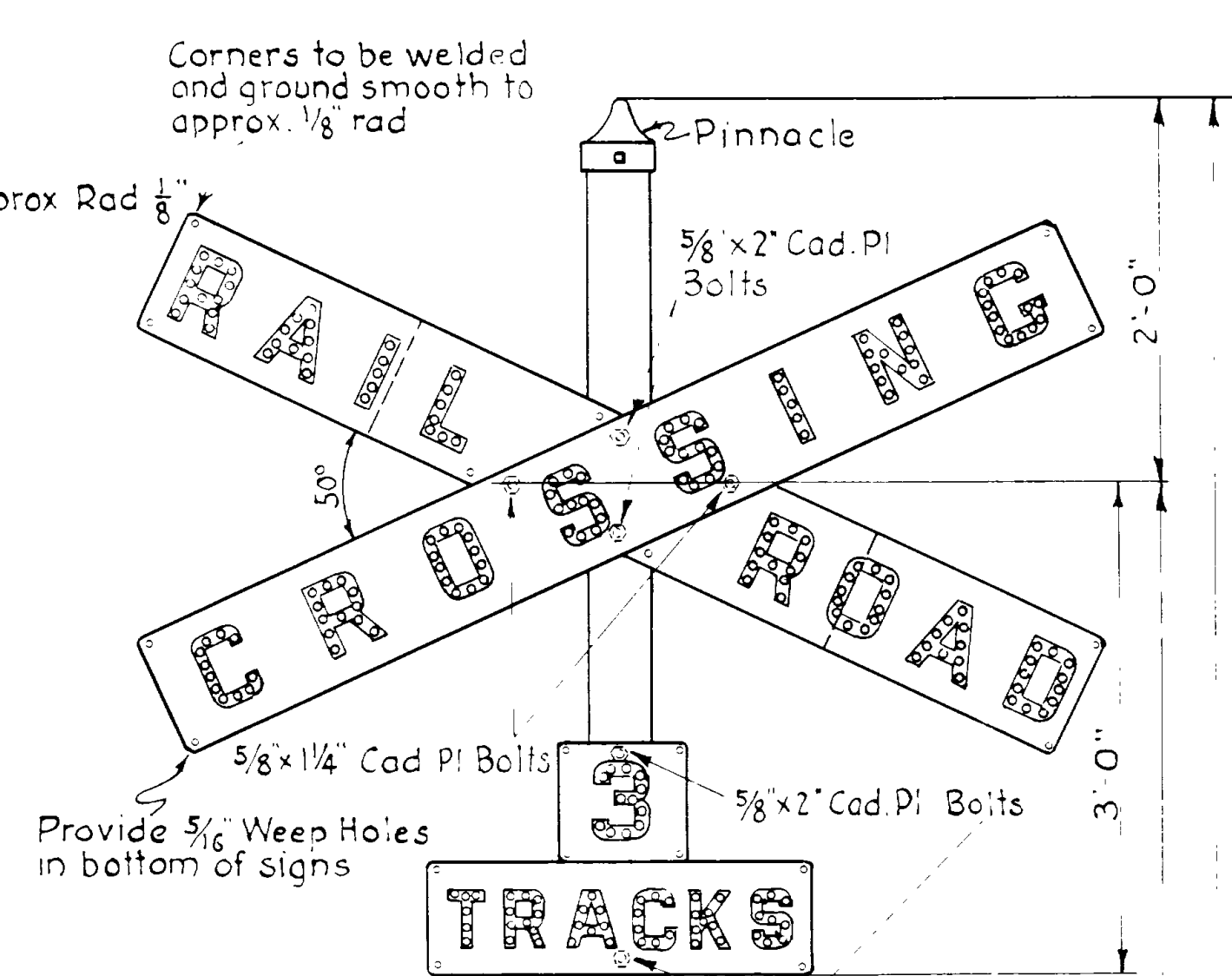
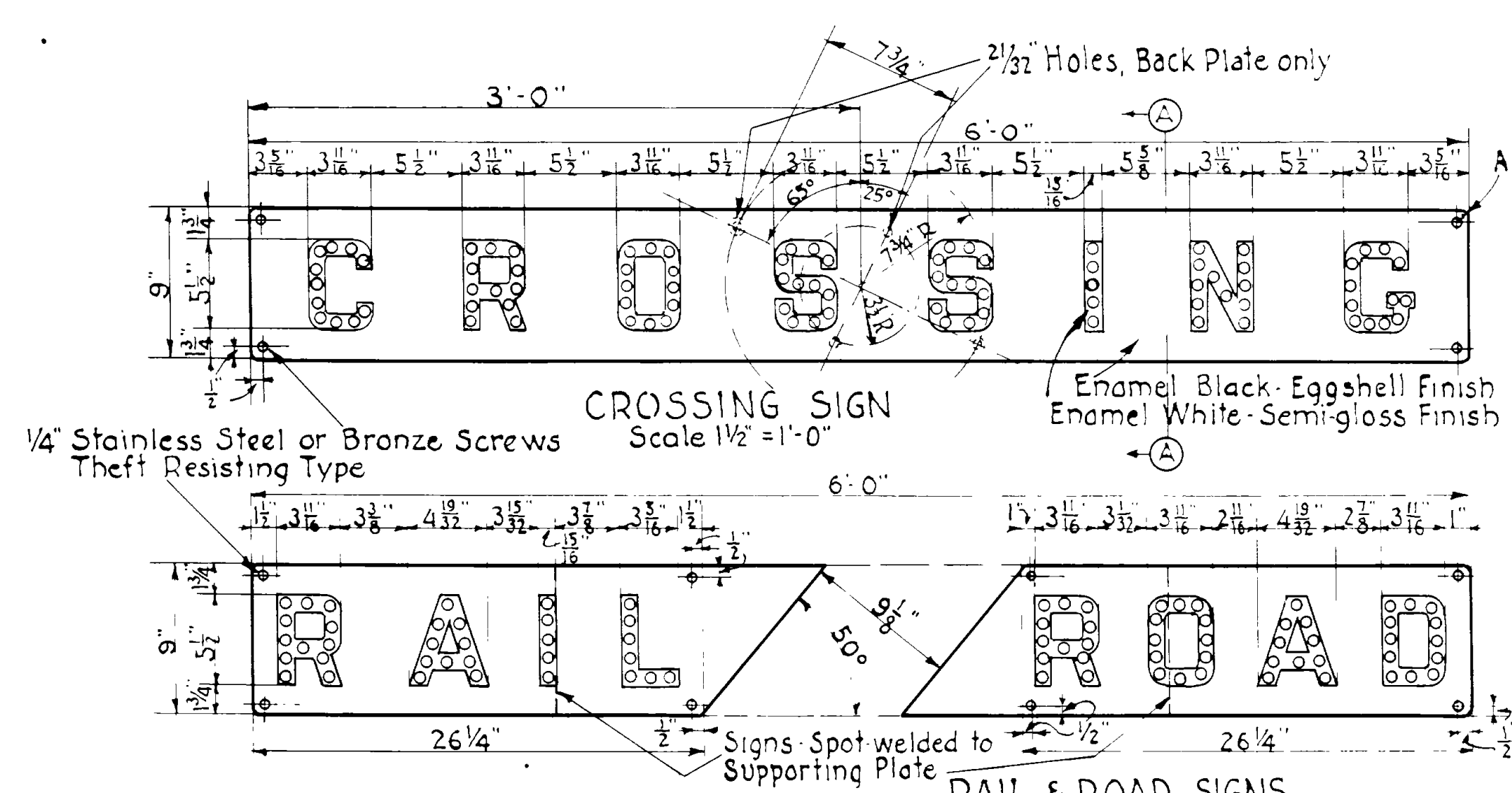
ELEVATION



TENSION RIBBON TYPE

TYPE "P"

UTAH STATE ROAD COMMISSION  
 POLICE AGENCY  
 PROJECT NO. 10-198  
 DATE 10-198  
 DRAWN BY  
 CHECKED BY  
 APPROVED BY  
**TYPES OF STD. GUARD RAIL**  
 BRIDGE NO. V408-P



**GENERAL NOTES**

Signs shall be synthetic enamel finish and shall conform to the A.A.R. Signal Section Specifications No. 155-37.

Reflector Units shall be in accordance with A.A.R. Signal Section Specification No. 155 and shall be clear unless otherwise directed.

Most Clamps, Pinnacle & Base are to be given one coat of red lead and oil, and two coats of aluminum paint, State Standard.

Approved by Public Service Commission of Utah

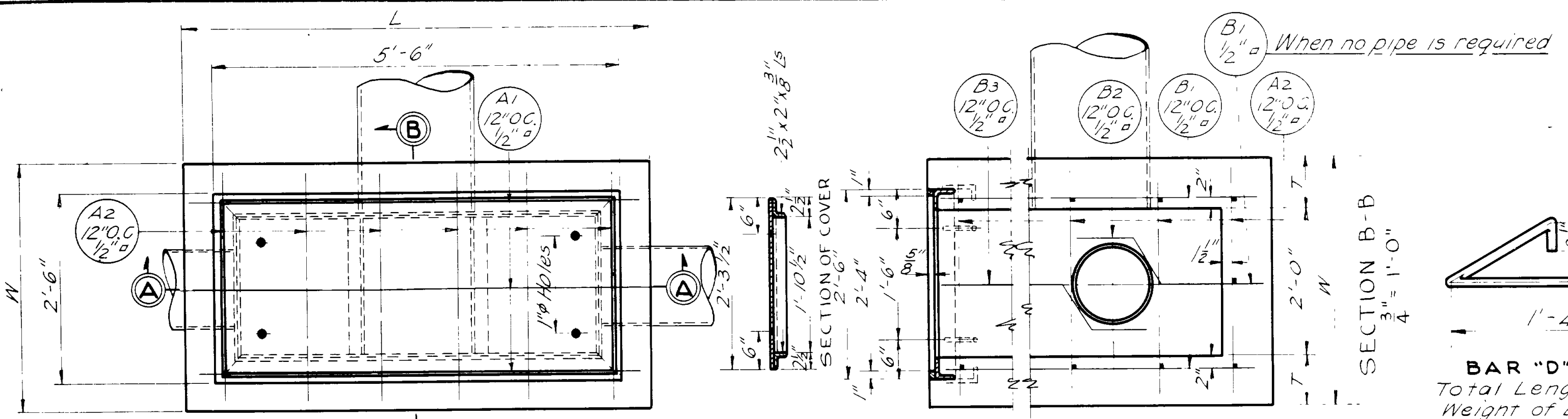
Commissioner  
Commissioner  
Commissioner  
Secretary



### 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 secured against displacement by wiring at all intersections with #16 Ga iron wire and shall have a minimum of 1" clear cover of concrete. Cover plate, 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 Std. red lead, oil and two field 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.



DETAIL OF LADDER RUNG

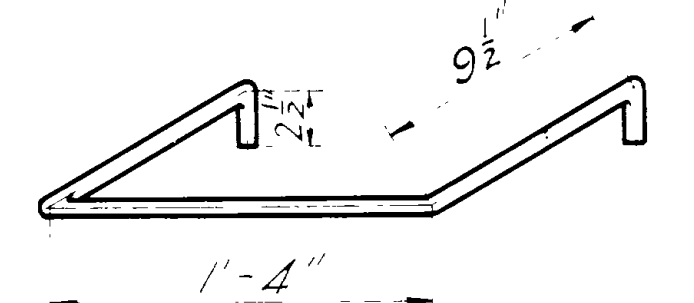
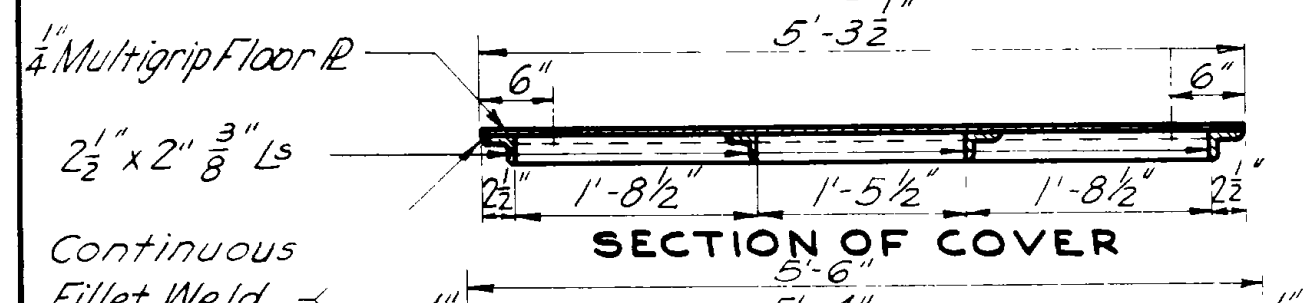
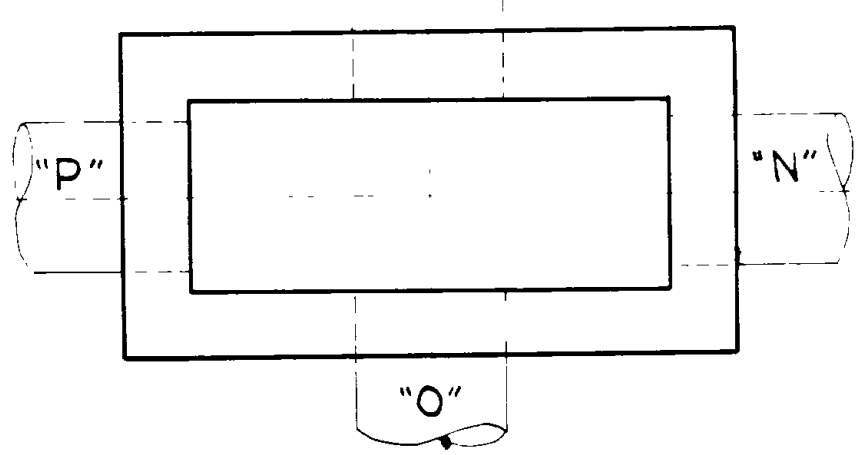
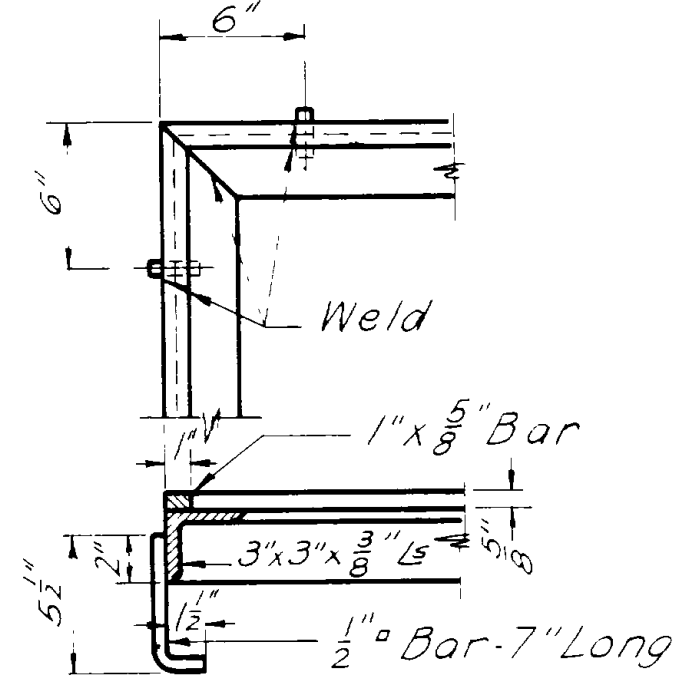


DIAGRAM OF POSITION OF PIPE



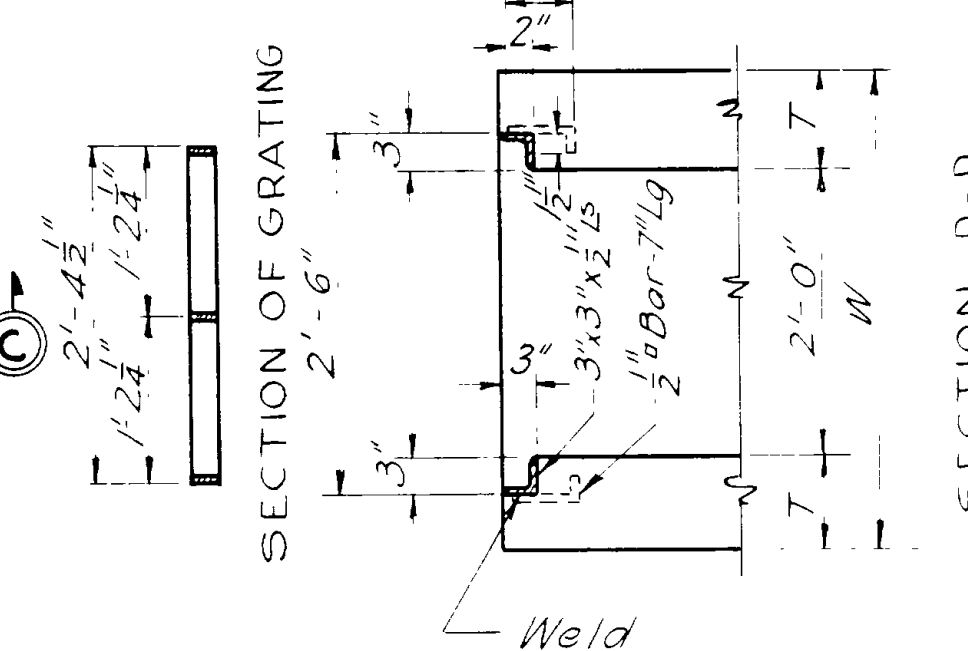
SECTION OF COVER



DETAIL OF FRAME

Weight of Cover = 231#  
Weight of Frame = 151#  
Total Wt Structural Steel = 382#

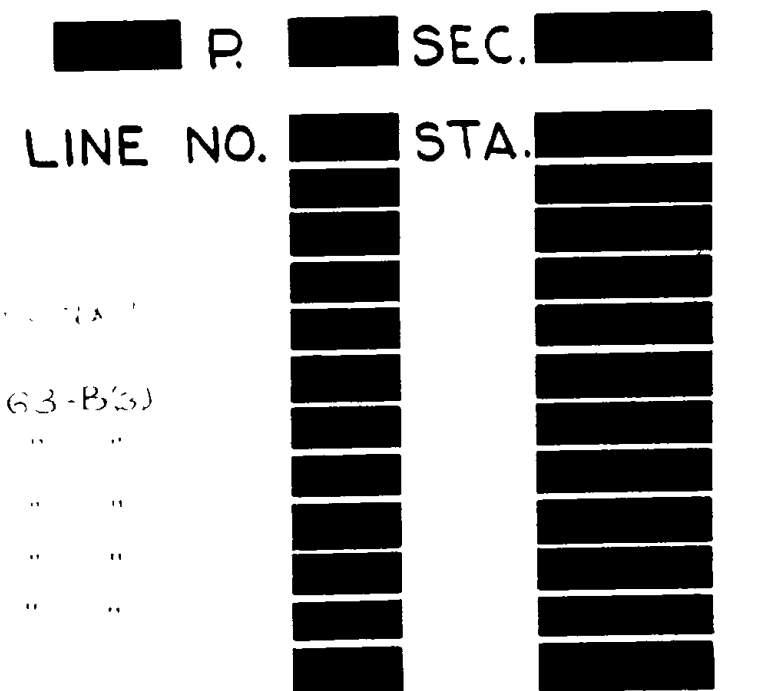
DETAIL OF CLEANOUT BOX WITH COVER



Weight of Grating = 244#  
Weight of Frame = 98#  
Total Wt Structural Steel = 342#

DETAIL OF CLEANOUT BOX WITH GRATING

LINE NO.	KIND OF COVER	DETAIL				REINFORCING STEEL							TOTAL QUANT.	REMARKS								
		POSITION AND SIZE OF PIPE	T	L	W	H	BAR A1	BAR A2	BAR B1	BAR B2	BAR B3	BAR B4			CONCRETE CUB YDS	REINFORCING STEEL LBS.	STRUCTURAL STEEL LBS.	EXCAV FOR CUB YDS				
1	Grating	30"	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	1.75	186	342	8.1	
5	"	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	30' Lt. 5'-0. 756+25
6	"	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	" " 559+50
7	"	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	" " 763+50
8	"	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	" " 763+50
9	"	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	" " 763+50
10	"	18"	6"	6'-0"	3'-0"	4'-0"	5'-9"	12	2'-9"	16	3'-6"	10	4'-0"	2	2'-6"	2	2	1.22	158	342	3.5	" " 763+50
11	"	15"	6"	6'-0"	3'-0"	7'-9"	5'-11"	18	2'-11"	21	7'-3"	11	4'-0"	3	6'-3"	3	6	2.92	267	342	3.5	" " 912+05.5
12	"	18"	6"	6'-0"	3'-0"	6'-0"	5'-10"	16	2'-10"	20	6'-5"	10	4'-0"	4	5'-5"	4	5	2.27	239	342	3.5	" " 879+62.5
13	"	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	160	342	3.5	32' Lt. 880+54.3
14	"	18"	6"	6'-0"	3'-0"	4'-2"	5'-9"	12	2'-9"	18	3'-8"	10	4'-0"	4	2'-8"	4	2	1.26	160	342	3.5	" " 763+00
15	"	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. 826+50
16	Plate	18"	6"	6'-0"	3'-0"	5'-1"	5'-9"	15	2'-9"	18	4'-7"	10	4'-0"	4	3'-7"	4	3	1.58	190	382	3.5	51.5' Rt. 227+60
17	Plate	18"	6"	6'-0"	3'-0"	7'-10"	5'-9"	14	2'-9"	18	7'-7"	11	4'-0"	3	6'-3"	3	6	2.42	204	382	10	60± Lt. 227+60
18	Grating	30"	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. 880+40
19	Plate	30"	6"	6'-0"	3'-0"	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 Lt. 3230+97±
20	Plate	24"	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"	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"	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"	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. 143+00± FAP 120-C(3)
24	"	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. 136+50±
25	"	12"	6"	6'-0"	3'-0"	5'-0"	5'-9"	14	2'-9"	16	4'-6"	12	4'-0"	2	4'-0"	2	3	1.63	180	342	7.4	45 Lt. 127+00 FAP 214B(1)
26	"	12"	6"	6'-0"	3'-0"	5'-0"	5'-9"	14	2'-9"	16	4'-6"	12	4'-0"	2	4'-0"	2	5	2.32	225	342	10	45 Lt. 138+00 FAP 214B(1)
27	"	12"	6"	6'-0"	3'-0"	7'-5"	5'-11"	18	2'-11"	20	6'-11"	12	4'-0"	2	6'-4"	2	6	2.85	258	342	11.2	45 Lt. 146+00 FAP 214B(1)



### DESIGN DATA

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

UTAH STATE ROAD COMMISSION  
SALT LAKE CITY, UTAH  
EDNA C. HADWY, CHIEF ENGINEER

**STANDARD CLEANOUT BOX**

LINE NO. \_\_\_\_\_ R \_\_\_\_\_  
COUNTY \_\_\_\_\_

DATE: \_\_\_\_\_  
BY: \_\_\_\_\_

DRG. NO. **V-202**

NO.	REVISIONS	DATE	BY