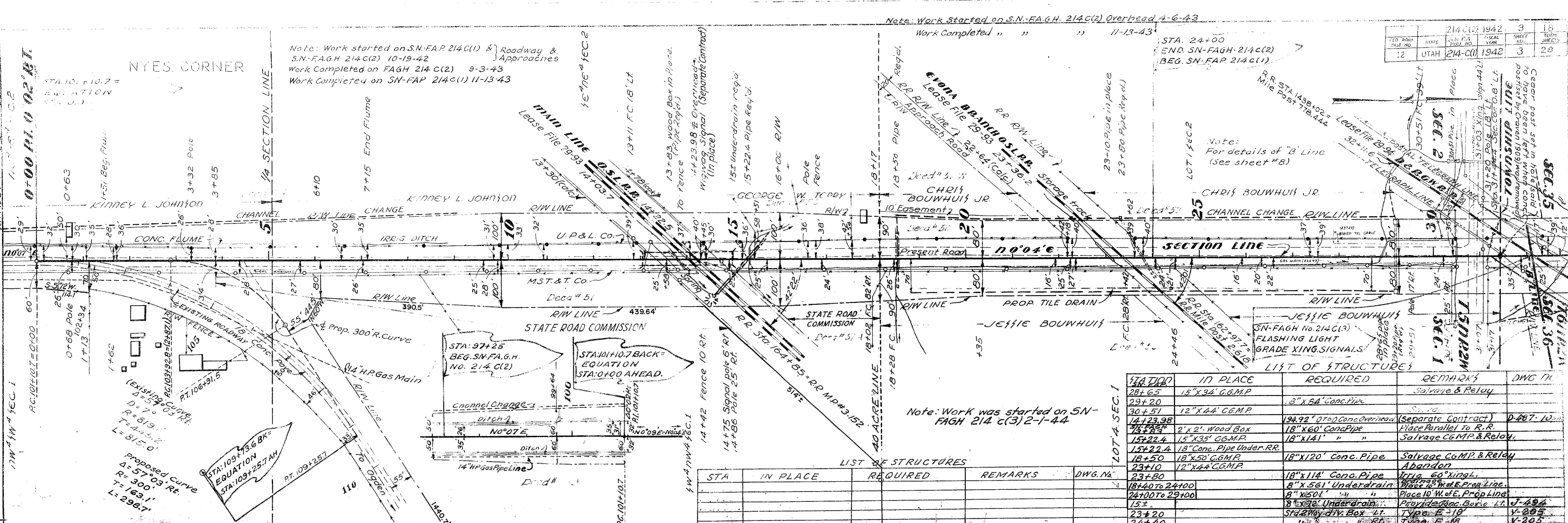


Project: 214-C(1)
 Date: 05-7
 Drawn by: [Name]
 Checked by: [Name]
 Scale: [Scale]

PROFILE
 SURVEYED BY: [Name]
 DATE: 1942
 CHECKED BY: [Name]
 DATE: 1942
 DRAWN BY: [Name]
 DATE: 1942



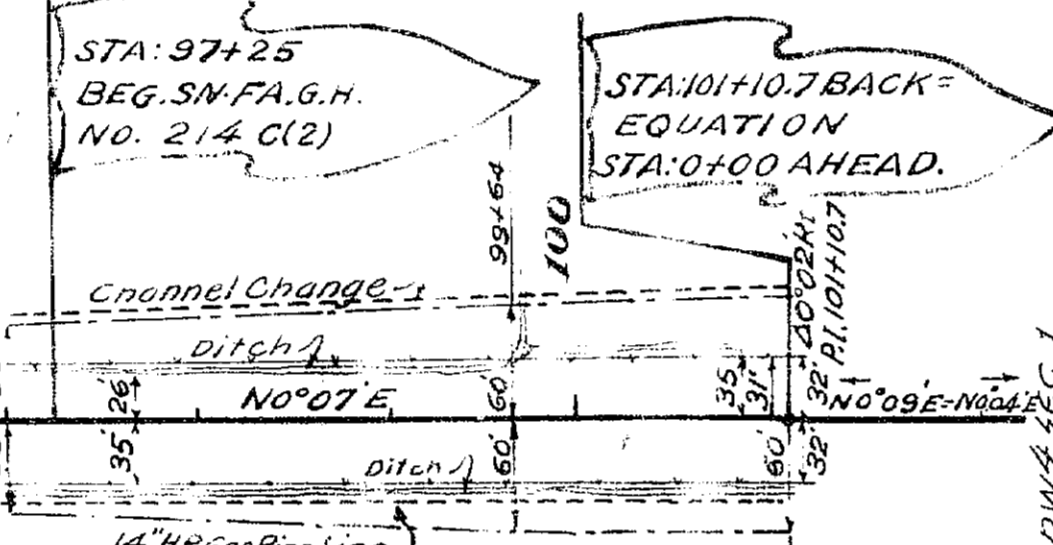
Note: Work started on S.N.-F.A.G.H. 214C(2) Overhead 4-6-43
 Work Completed " " " " 11-13-43

Note: Work started on S.N.-F.A.G.H. 214C(1) & Roadway & Approaches
 S.N.-F.A.G.H. 214C(2) 10-19-42
 Work Completed on F.A.G.H. 214C(2) 9-3-43
 Work Completed on S.N.-F.A.G.H. 214C(1) 11-13-43

STA. 24+00
 END. SN-FAGH-214C(2)
 BEG. SN-FAP 214C(1)

214-C(1)	1942	3	18
214-C(2)	1942	3	29
TOTAL		6	47

Note: For details of 'B' Line (See sheet #8)



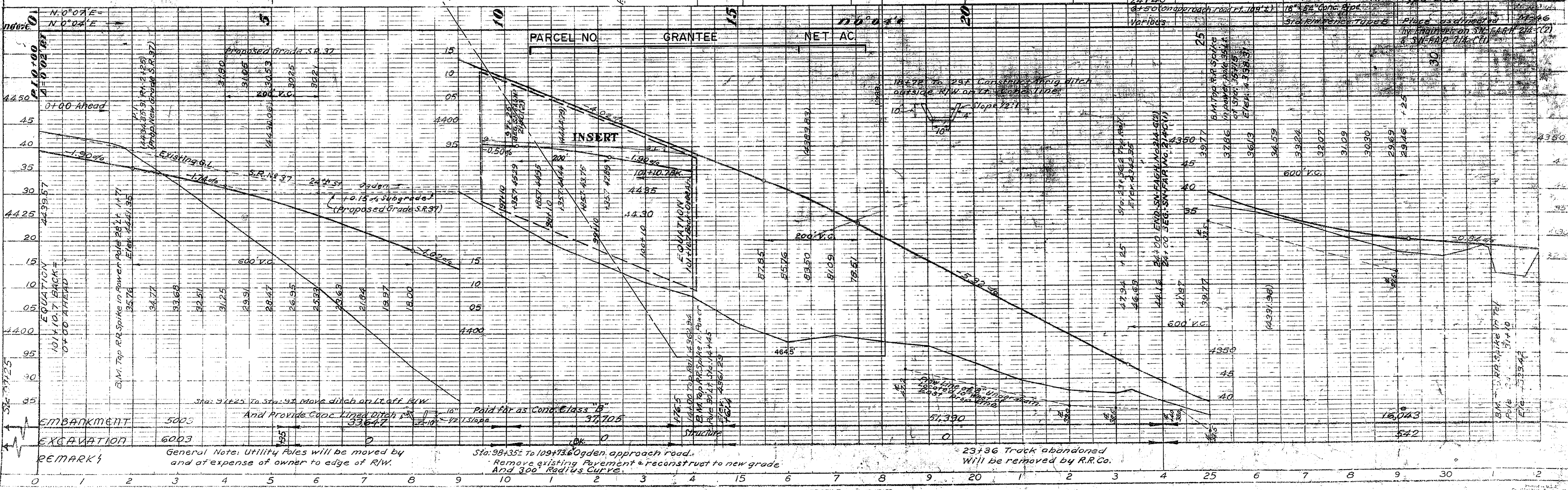
Note: Work was started on SN-FAGH 214C(3) 2-1-44

LIST OF STRUCTURES

STA	IN PLACE	REQUIRED	REMARKS	DWG. NO.
28+65		15" x 34" C.G.M.P.		
29+20		8" x 64" Conc. Pipe	Salvage & Relay	
30+51		12" x 44" C.G.M.P.		
14+29.98		19492' 0" Top Conc. Overhead	(Separate Contract) D-467-10	
14+29.98		2' x 2' Wood Box	Place Parallel to R.R.	
15+22.4		15" x 35" C.G.M.P.	Salvage C.G.M.P. & Relay	
15+22.4		18" Conc. Pipe Under R.R.		
18+50		18" x 50" C.G.M.P.	Salvage C.G.M.P. & Relay	
23+10		12" x 44" C.G.M.P.	Abandon	
23+80		18" x 114" Conc. Pipe	1114' 60" King L.	
18+40 to 24+00		8" x 56" Underdrain	Place 10' W. of E. Prop. Line	
24+00 to 29+00		8" x 50" "	Provide Conc. Box & Lt.	
15±		8" x 30" Underdrain	Type E-18	
23+20		Std. 2 Way Div. Box - Lt.	Type E-18	
24+40		" " "	Type E-18	
24+50		18" x 54" Conc. Pipe	Place as directed	
Various		570' Reference tapes	Place as directed	

LIST OF STRUCTURES

STA	IN PLACE	REQUIRED	REMARKS	DWG. NO.
28+65		15" x 34" C.G.M.P.		
29+20		8" x 64" Conc. Pipe	Salvage & Relay	
30+51		12" x 44" C.G.M.P.		
14+29.98		19492' 0" Top Conc. Overhead	(Separate Contract) D-467-10	
14+29.98		2' x 2' Wood Box	Place Parallel to R.R.	
15+22.4		15" x 35" C.G.M.P.	Salvage C.G.M.P. & Relay	
15+22.4		18" Conc. Pipe Under R.R.		
18+50		18" x 50" C.G.M.P.	Salvage C.G.M.P. & Relay	
23+10		12" x 44" C.G.M.P.	Abandon	
23+80		18" x 114" Conc. Pipe	1114' 60" King L.	
18+40 to 24+00		8" x 56" Underdrain	Place 10' W. of E. Prop. Line	
24+00 to 29+00		8" x 50" "	Provide Conc. Box & Lt.	
15±		8" x 30" Underdrain	Type E-18	
23+20		Std. 2 Way Div. Box - Lt.	Type E-18	
24+40		" " "	Type E-18	
24+50		18" x 54" Conc. Pipe	Place as directed	
Various		570' Reference tapes	Place as directed	



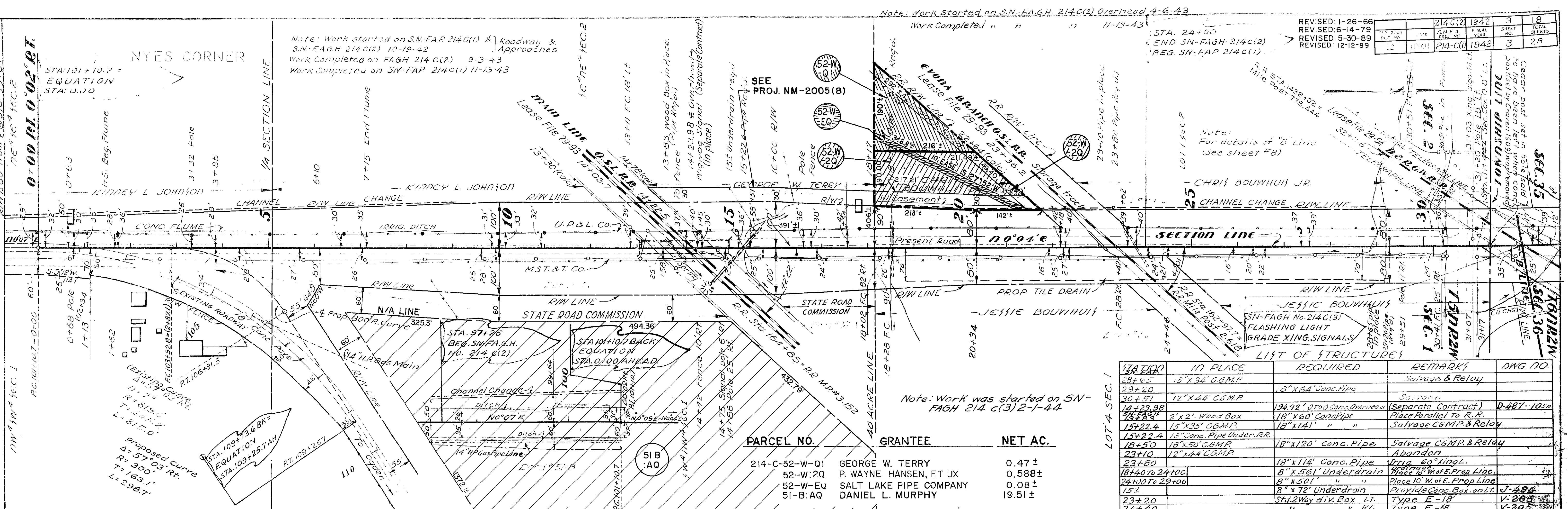
General Note: Utility Poles will be moved by and at expense of owner to edge of R/W.

Sta. 98+35± to 109+73.60 Ogden approach road. Remove existing Pavement & reconstruct to new grade And 300' Radius Curve.

23+36 Track abandoned Will be removed by R.R.Co.

Project: 214-C(1)
 County: 935
 Date: 2-12-44
 Engineer: EUGENE DIETZLIN
 Scale: 1" = 40'

Profile
 Station: 101+00 to 107+00
 Elevation: 4400 to 4500
 Vertical Curve: 300' radius
 Grade: -1.90% to -0.84%

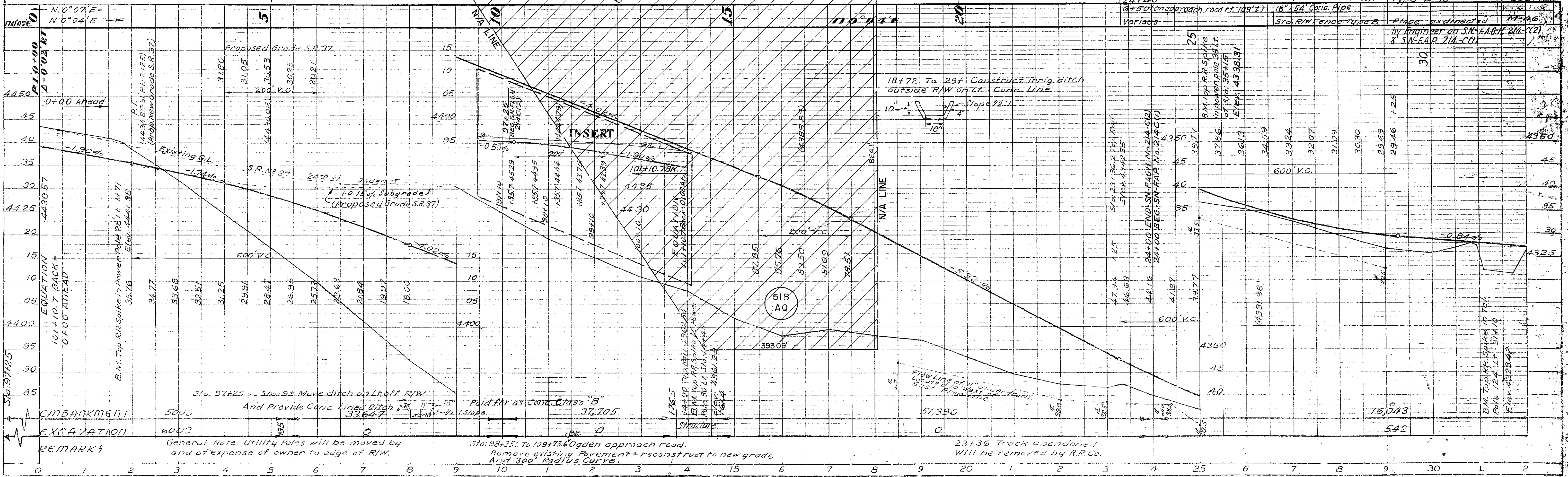


LIST OF STRUCTURES

STATION	IN PLACE	REQUIRED	REMARKS	DWG NO.
28+65	15" x 34" CGMP	18" x 54" Conc. Pipe	Salvage & Relay	
29+20		18" x 54" Conc. Pipe	Salvage & Relay	
30+51	12" x 44" CGMP	18" x 54" Conc. Pipe	Salvage & Relay	
14+23.98	2" x 2" Wood Box	18" x 54" Conc. Pipe	Salvage & Relay	D-487-102a
15+22.4	15" x 35" CGMP	18" x 54" Conc. Pipe	Salvage CGMP & Relay	
17+50	18" x 50" CGMP	18" x 54" Conc. Pipe	Salvage CGMP & Relay	
23+10	12" x 44" CGMP	18" x 54" Conc. Pipe	Salvage CGMP & Relay	
23+80		18" x 54" Conc. Pipe	Salvage CGMP & Relay	
18+40 to 24+00	8" x 56" Underdrain	18" x 54" Conc. Pipe	Place 10' W of E. Prop. Line	
24+00 to 29+00	8" x 50" Underdrain	18" x 54" Conc. Pipe	Place 10' W of E. Prop. Line	
15+2	8" x 72" Underdrain	18" x 54" Conc. Pipe	Provide Conc. Box on Lt.	J-494
23+20	Shi-2 Way div. Box Lt.	18" x 54" Conc. Pipe	Type E-18	V-205
24+40		18" x 54" Conc. Pipe	Type E-18	V-205
Various		18" x 54" Conc. Pipe	Place as directed by Engineer on SN-FAGH 214-C(2) & SN-FAP 214-C(1)	M-46

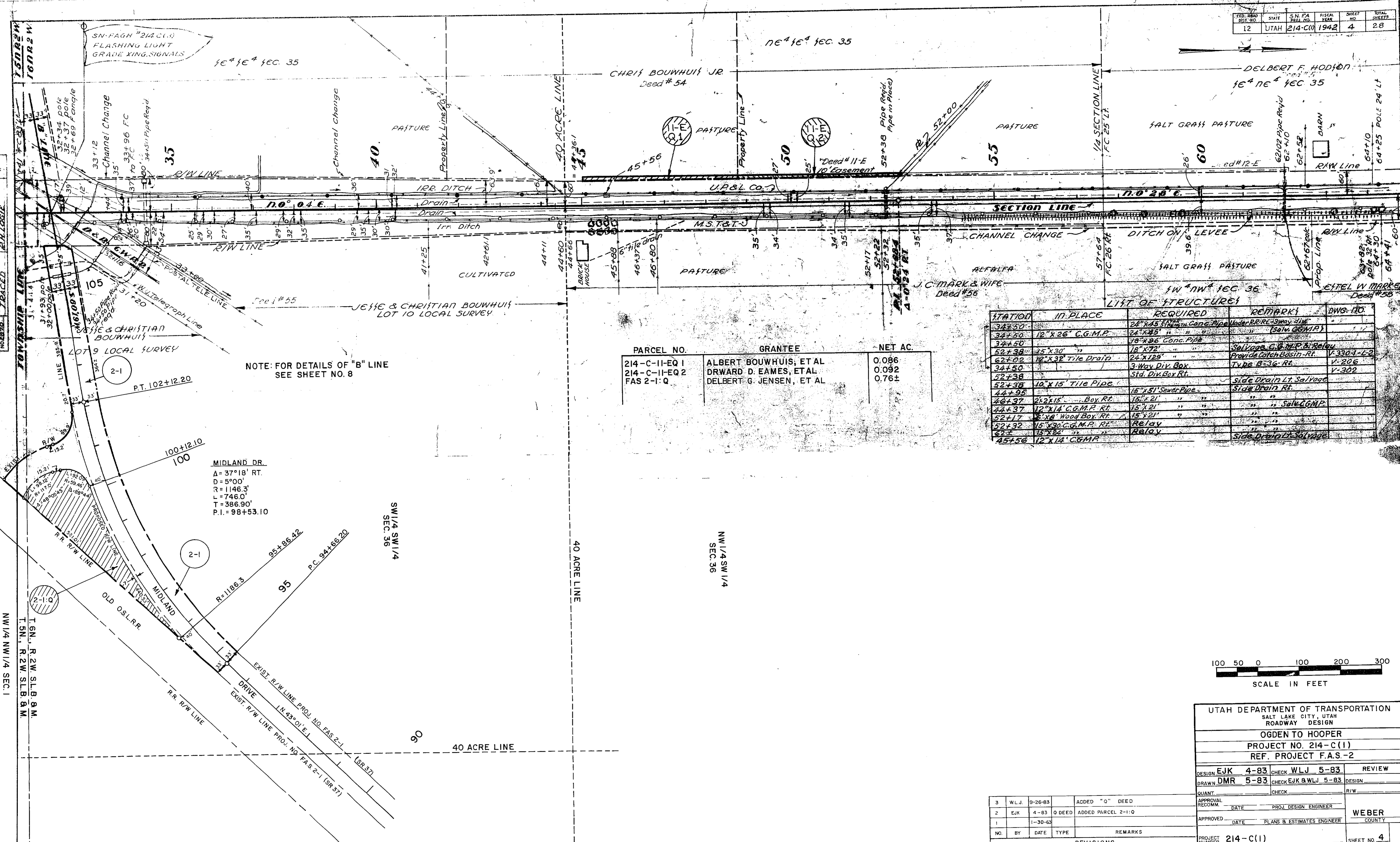
PARCEL NO. GRANTEE NET AC.

214-C-52-W-Q1	GEORGE W. TERRY	0.47 ±
52-W-2Q	P. WAYNE HANSEN, ET UX	0.588 ±
52-W-EQ	SALT LAKE PIPE COMPANY	0.08 ±
51-B-AQ	DANIEL L. MURPHY	19.51 ±



General Note: Utility Poles will be moved by and at expense of owner to edge of R/W.
 Sta. 98+35 to 109+73.6 Ogden approach road. Remove existing Pavement & reconstruct to new grade And 300' Radius Curve.
 23+36 Truck abandoned. Will be removed by R.R. Co.

Project: 214-C(1)
 County: 035
 Eng. Ref. Point: 2-12
 Station: 4
 Sheet: 4 of 28



NOTE: FOR DETAILS OF "B" LINE SEE SHEET NO. 8

MIDLAND DR.
 A = 37°18' RT.
 D = 5°00'
 R = 1146.3'
 L = 746.0'
 T = 386.90'
 P.I. = 98+53.10

PARCEL NO.	GRANTEE	NET AC.
214-C-II-EQ 1	ALBERT BOUWHUIS, ET AL	0.086
214-C-II-EQ 2	DRWARD D. EAMES, ET AL	0.092
FAS 2-1-Q	DELBERT G. JENSEN, ET AL	0.76±

STATION	IN PLACE	REQUIRED	REMARKS	DWG. NO.
34+50		24" x 45' Conc. Pipe Under RR Rt. 3-way div.		
34+50	12" x 26" C.G.M.P.	24" x 25' "	(Save G.M.P.)	
34+50		18" x 26" Conc. Pipe		
52+38	15" x 30' "	18" x 21' "	Salvage C.G.M.P. & Relay	
62+02	12" x 32' Tile Drain	24" x 12' "	Provide Catch Basin Rt.	V-330-1-L-2
34+50		3-Way Div. Box	Type B-36 Rt.	V-206
52+38		Std. Div. Box Rt.		V-302
52+38	16" x 15' Tile Pipe		Side Drain Lt. Salvage	
44+95		15" x 51' Sewer Pipe	Side Drain Rt.	
44+37	24" x 15' Box Rt.	15" x 21' "	" " " "	
44+37	12" x 14" C.G.M.P. Rt.	15" x 21' "	" " " "	
52+17	6" x 6" Wood Box Rt.	15" x 21' "	" " " "	
52+32	15" x 30" C.G.M.P. Rt.	Relay	" " " "	
62+5	15" x 21' "	Relay	" " " "	
45+56	12" x 14" C.G.M.P.		Side Drain Lt. Salvage	



UTAH DEPARTMENT OF TRANSPORTATION
 SALT LAKE CITY, UTAH
 ROADWAY DESIGN

OGDEN TO HOOPER
 PROJECT NO. 214-C(1)
 REF. PROJECT F.A.S.-2

DESIGN	EJK 4-83	CHECK	WLJ 5-83	REVIEW	
DRAWN	DMR 5-83	CHECK	EJK & WLJ 5-83	DESIGN	
QUANT.		CHECK		R/W	

APPROVAL	DATE	PROJ. DESIGN ENGINEER	WEBER COUNTY
APPROVED	DATE	PLANS & ESTIMATES ENGINEER	

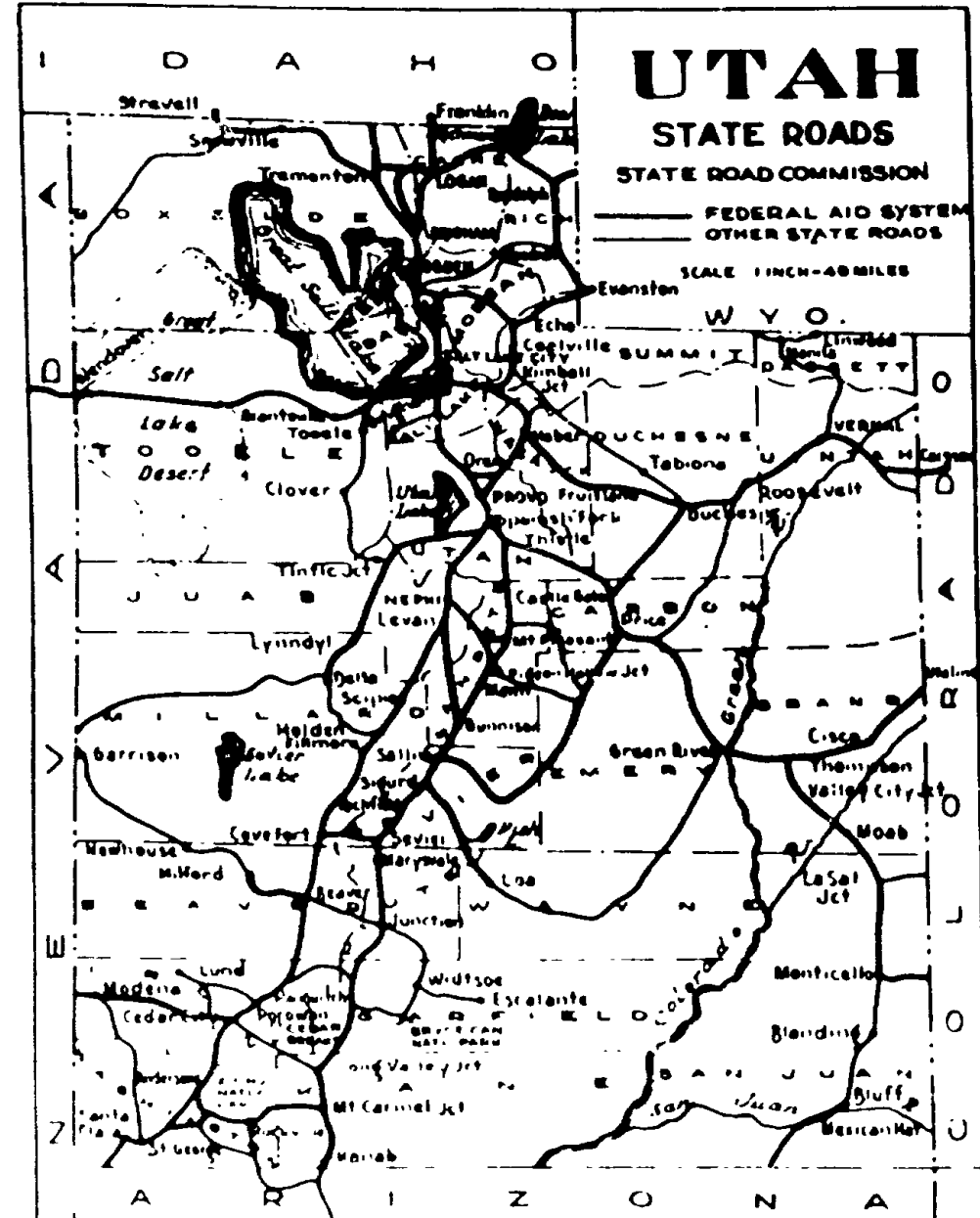
PROJECT NUMBER: 214-C(1) SHEET NO. 4

NO.	BY	DATE	TYPE	REMARKS
3	W.L.J.	9-26-83		ADDED "O" DEED
2	EJK	4-83	O DEED	ADDED PARCEL 2-1-O
1		1-30-63		

3

UTAH STATE DEPT. OF HIGHWAYS MICROFILM PLANS

FAP-214.C(1)



STATE OF UTAH STATE ROAD COMMISSION

PLANS OF PROPOSED STATE ROAD FEDERAL AID PROJECT

- SN - F.A.G.H. NO 214.C(1) - CROSSING SIGN.
- SN - F.A.G.H. NO 214.C(2) - 0.527 MILES
- SN - F.A.P. NO 214.C(3) - 2.054 MILES
- SN - F.A.P. NO 214.D(4) - 0.160 MILES
- SN - U.F.A.P. NO 214.E(5) - 3.543 MILES
- SN - F.A.G.H. NO 214.F(6) - 0.458 MILES
- SN - U.F.A.P. NO 214.G(8) - 0.109 MILES
- WEBER COUNTY - 0.455 MILES
- S - 279(1)

INDEX TO SHEETS SN-U.F.A.P. NO 214.G(8)

SHEET	DESCRIPTION	DRAWING	SECTION
1	TITLE SHEET		
2	TYPICAL SECTION		
3	PLAN AND PROFILE		
4	CONC. BOX		
5	CONC. BOX		
6	CONC. BOX		
7	CONC. BOX		
8	CROSS SECTIONS		

INDEX TO SHEETS S-279(1)

SHEET	DESCRIPTION	DRAWING	SECTION
1	TITLE SHEET		
2	TYPICAL SECTION		
3	PLAN AND PROFILE		
4	CONC. BOX		
5	CONC. BOX		
6	CONC. BOX		
7	CONC. BOX		
8	CROSS SECTIONS		

INDEX TO SHEETS SN-U.F.A.P. NO 214.E(5)

SHEET	DESCRIPTION	DRAWING	SECTION
1	TITLE SHEET		
2	TYPICAL SECTION		
3	PLAN AND PROFILE		
4	CONC. BOX		
5	CONC. BOX		
6	CONC. BOX		
7	CONC. BOX		
8	CROSS SECTIONS		

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

SHEET	DESCRIPTION	DRAWING	SECTION
1	TITLE SHEET		
2	TYPICAL SECTION		
3	PLAN AND PROFILE		
4	CONC. BOX		
5	CONC. BOX		
6	CONC. BOX		
7	CONC. BOX		
8	CROSS SECTIONS		

INDEX TO SHEETS SN-F.A.G.H. NO 214.F(6)

SHEET	DESCRIPTION	DRAWING	SECTION
1	TITLE SHEET		
2	TYPICAL SECTION		
3	PLAN AND PROFILE		
4	CONC. BOX		
5	CONC. BOX		
6	CONC. BOX		
7	CONC. BOX		
8	CROSS SECTIONS		

INDEX TO SHEETS SN-F.A.P. NO 214.D(4)

SHEET	DESCRIPTION	DRAWING	SECTION
1	TITLE SHEET		
2	TYPICAL SECTION		
3	PLAN AND PROFILE		
4	CONC. BOX		
5	CONC. BOX		
6	CONC. BOX		
7	CONC. BOX		
8	CROSS SECTIONS		

INDEX TO SHEETS F.A.G.H. NO 214.C(2)

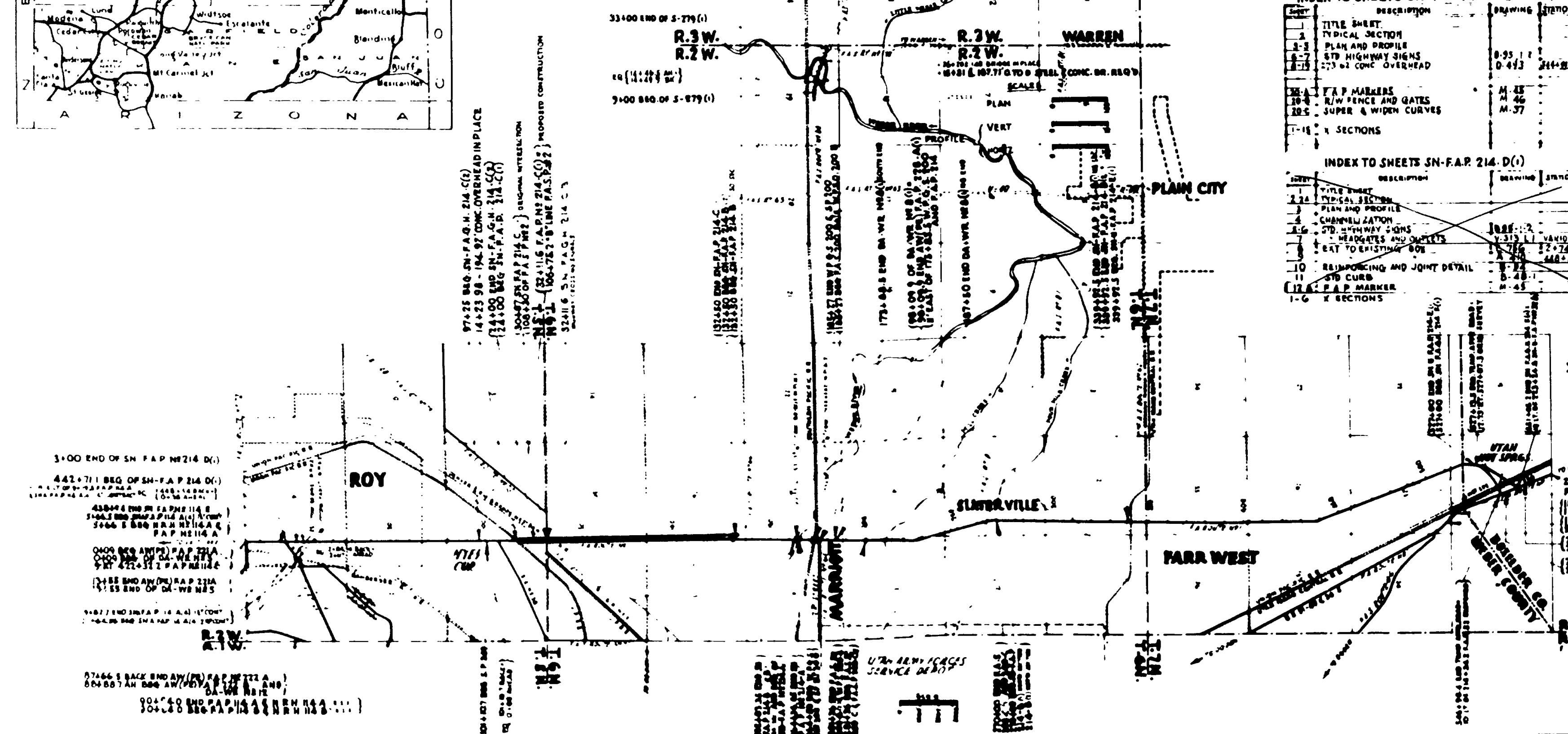
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1	TITLE SHEET		
2	TYPICAL SECTION		
3	PLAN AND PROFILE		
4	CONC. BOX		
5	CONC. BOX		
6	CONC. BOX		
7	CONC. BOX		
8	CROSS SECTIONS		

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

SHEET	DESCRIPTION	DRAWING	SECTION
1	TITLE SHEET		
2	TYPICAL SECTION		
3	PLAN AND PROFILE		
4	CONC. BOX		
5	CONC. BOX		
6	CONC. BOX		
7	CONC. BOX		
8	CROSS SECTIONS		

INDEX TO SHEETS SN-F.A.P. NO 214.C(1)

SHEET	DESCRIPTION	DRAWING	SECTION
1	TITLE SHEET		
2	TYPICAL SECTION		
3	PLAN AND PROFILE		
4	CONC. BOX		
5	CONC. BOX		
6	CONC. BOX		
7	CONC. BOX		
8	CROSS SECTIONS		



APPROVED OCTOBER 1947
STATE ROAD COMMISSION OF UTAH
Roy W. McLean

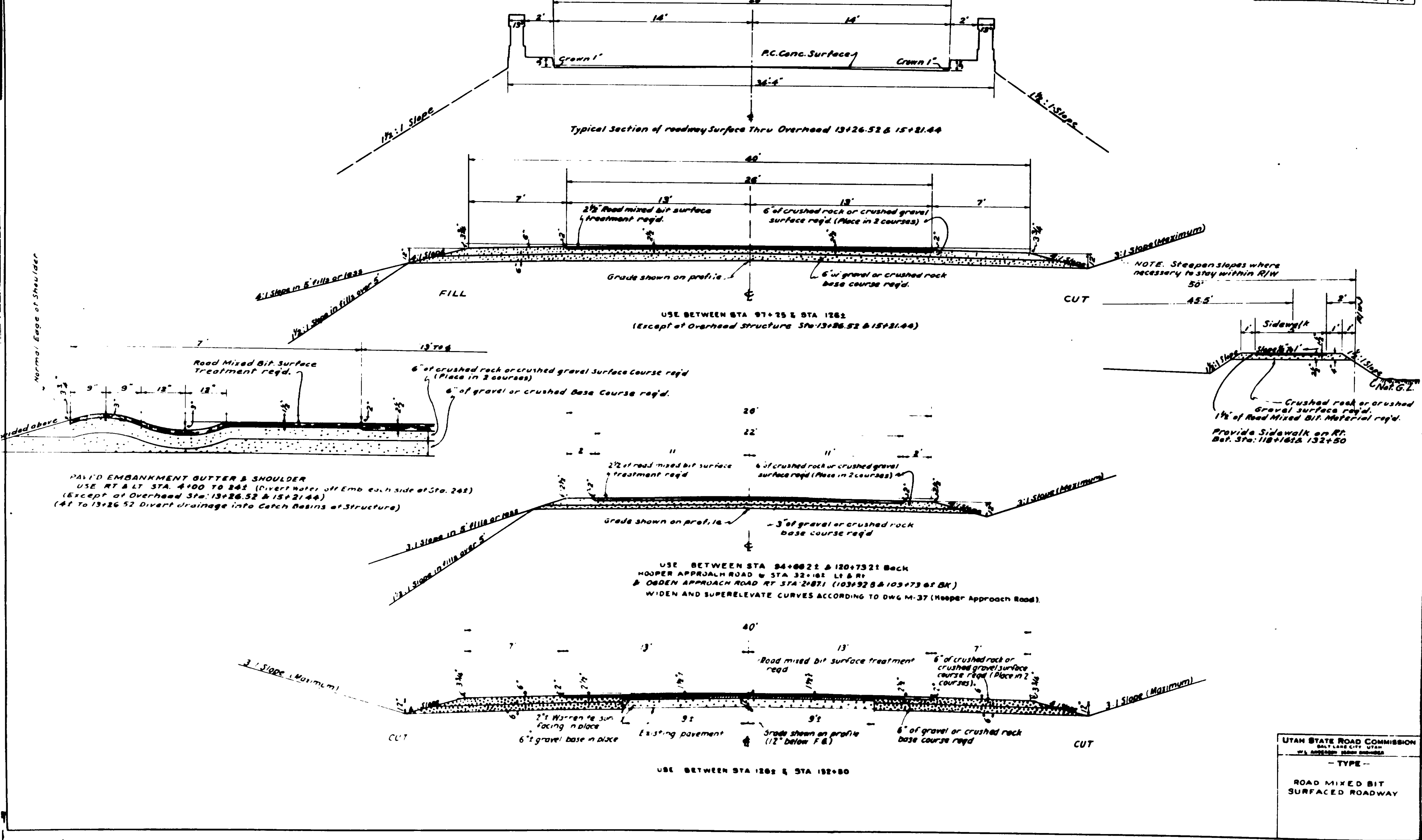
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34+00 END SN-F.A.P. NO 214.C(1)
40+00 END SN-F.A.P. NO 214.C(1)
46+00 END SN-F.A.P. NO 214.C(1)
52+00 END SN-F.A.P. NO 214.C(1)
58+00 END SN-F.A.P. NO 214.C(1)
64+00 END SN-F.A.P. NO 214.C(1)
70+00 END SN-F.A.P. NO 214.C(1)

UTAH STATE DEPT. OF HIGHWAYS
DIVISION ENGINEER
STATE ROAD ADMINISTRATION
SALT LAKE CITY, UTAH

DATE

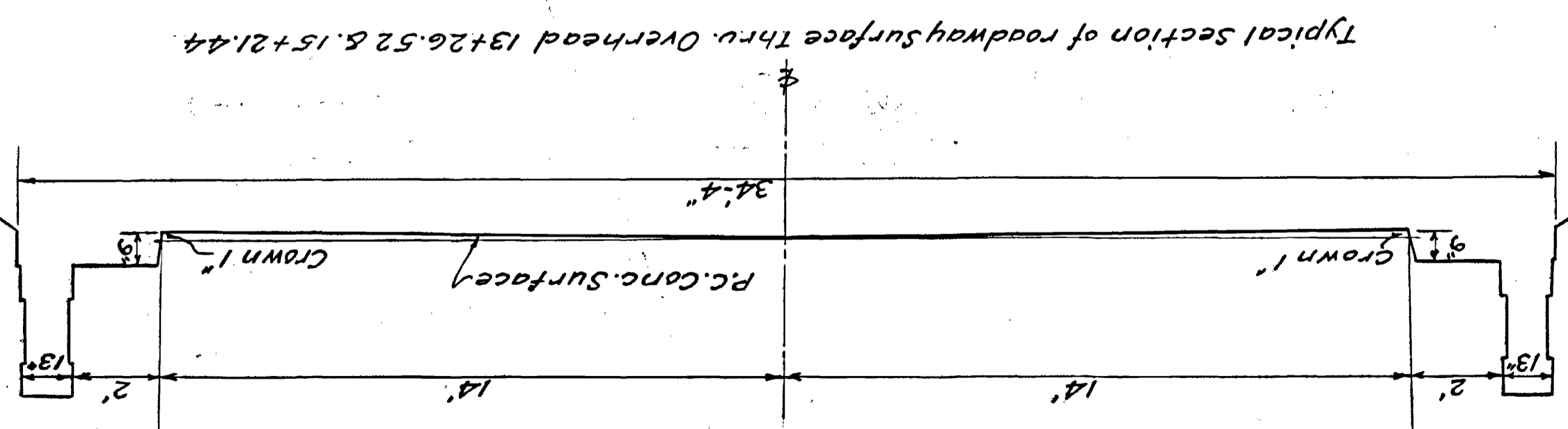
TYPICAL CROSS SECTION

PLAN SHEET	12	UTAH	214C(1)	1942	2	28
SECTION	17	UTAH	214C(1)	1942	2	18

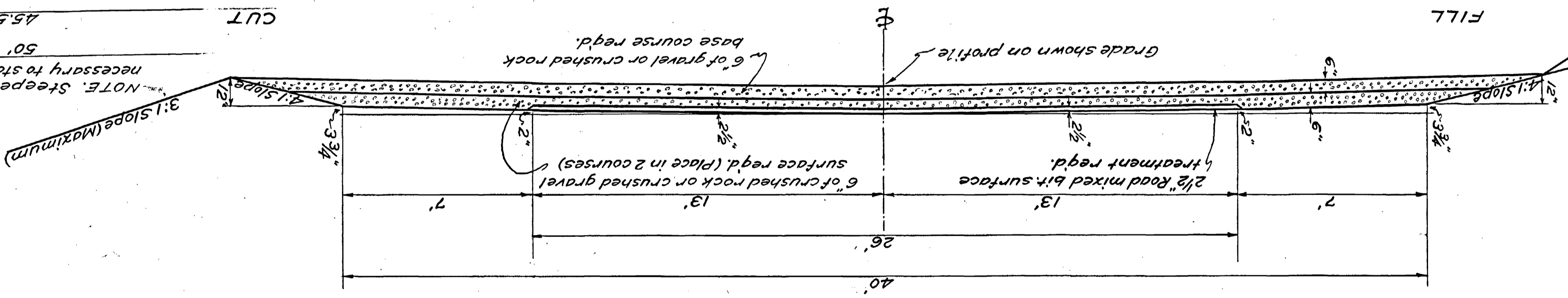


REQ. ROAD DIST. NO.	STATE	S.N. PLAN	PIECES	SHEET	TOTAL
12	UTAH	2146W	1942	2	28
12	UTAH	2146W	1942	2	28

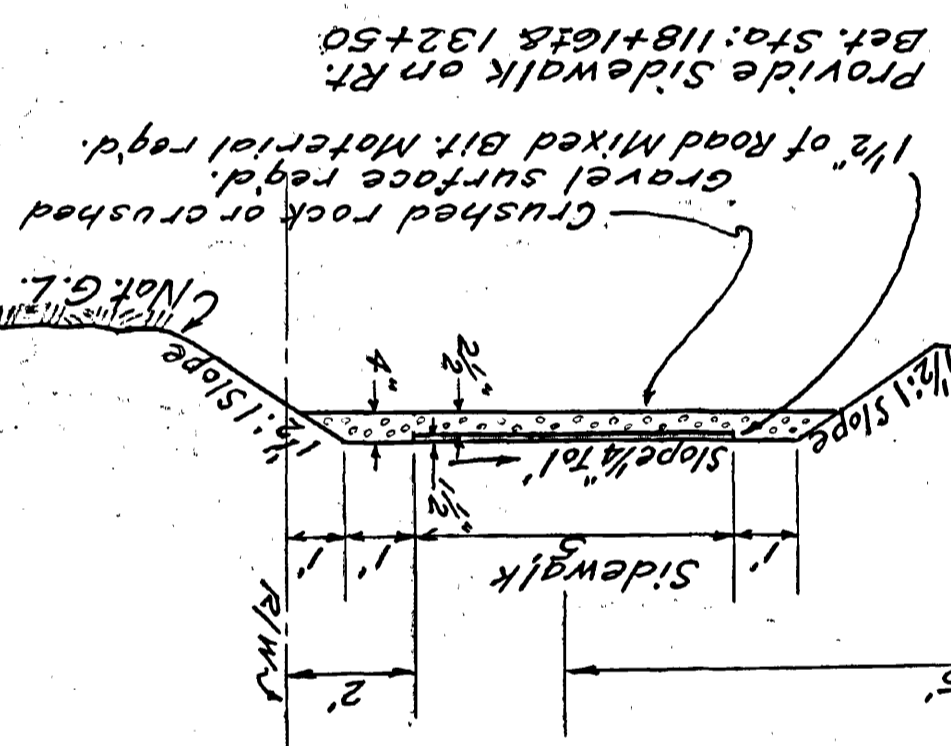
TYPICAL CROSS SECTION



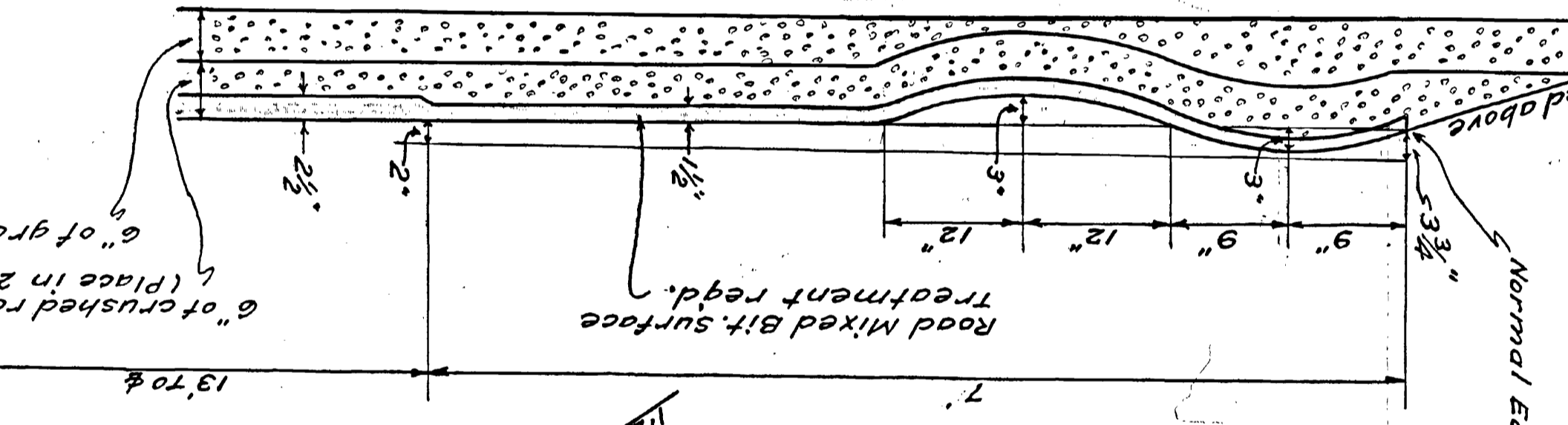
Typical Section of roadway surface thru. Overhead 13+26.52 & 15+21.44



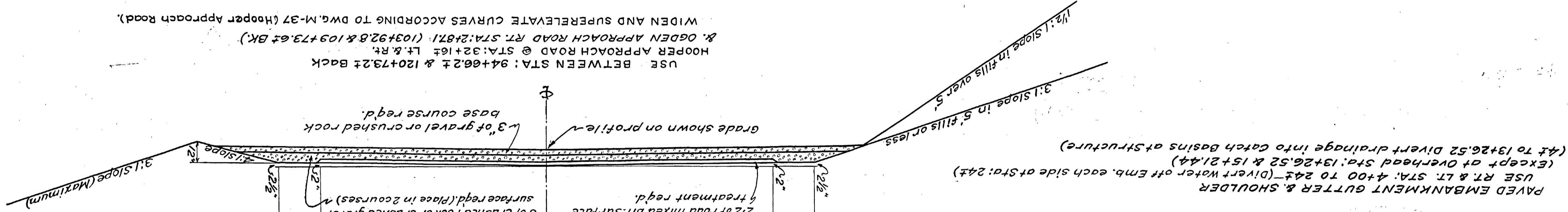
NOTE: Steepen slopes where necessary to stay within R/W



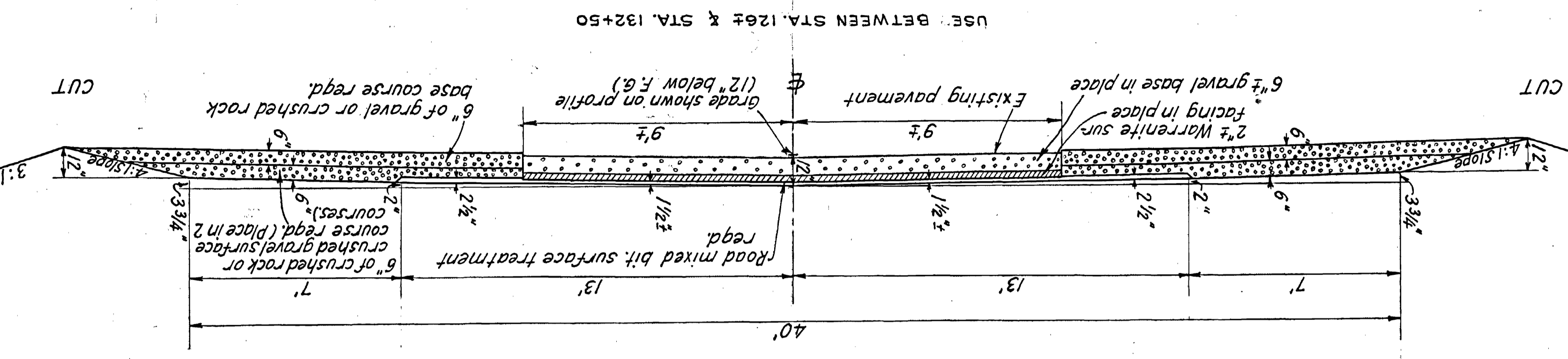
Provide Sidewalk on Rt. Bet. Sta: 18+16.5 & 132+50



Normal Edge of Shoulder



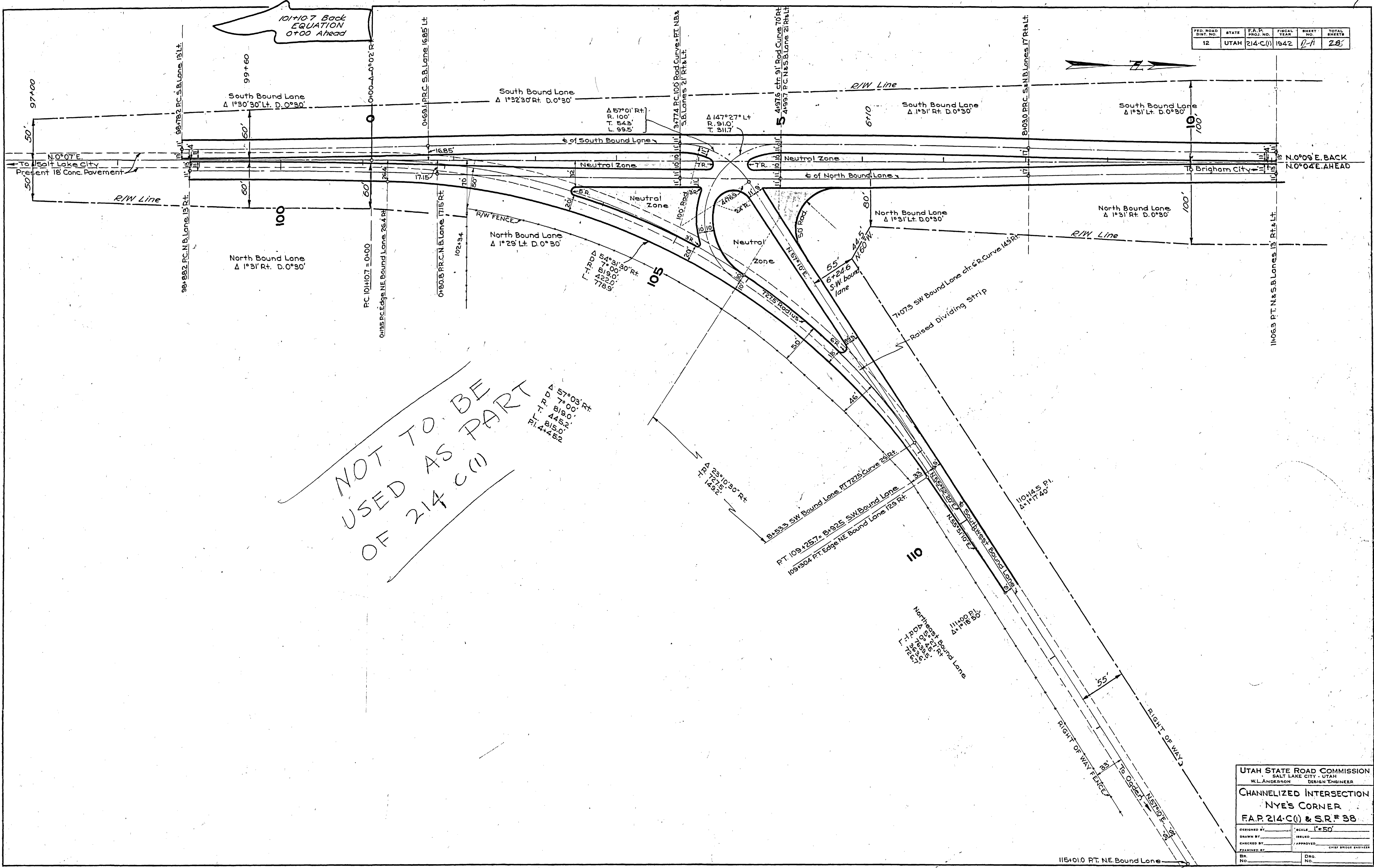
PAVED EMBANKMENT GUTTER & SHOULDER USE RT & LT. STA. 4+00 TO 24+ (Divert water off Emb. each side of Sta: 24+ (Except at Overhead Sta: 13+26.52 & 15+21.44) (4+ to 13+26.52 Divert drainage into catch basins at structure)



USE BETWEEN STA: 94+66.2 & 120+73.2 BACK HOOPER APPROACH ROAD @ STA: 32+16.1 LT. & RT. & OGDEN APPROACH ROAD RT. STA: 2+87.1 (103+92.8 & 109+73.6 BK) WIDEN AND SUPERELEVATE CURVES ACCORDING TO DWG. M-37 (Hooper Approach Road).

UTAH STATE ROAD COMMISSION
SALT LAKE CITY, UTAH
W.L. ANDERSON, DESIGN ENGINEER
- TYPE -
ROAD MIXED BIT,
SURFACED ROADWAY

FED. ROAD DIST. NO.	STATE	F.A.P. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
12	UTAH	214-C(1)	1942	2-A	28



NOT TO BE
USED AS PART
OF 214 C(1)

UTAH STATE ROAD COMMISSION
SALT LAKE CITY - UTAH
W.L. ANDERSON DESIGN ENGINEER

CHANNELIZED INTERSECTION
NYE'S CORNER
F.A.P. 214-C(1) & S.R.# 38

DESIGNED BY: _____ SCALE: 1"=50'
DRAWN BY: _____ ISSUED: _____
CHECKED BY: _____ APPROVED: _____
EXAMINED BY: _____ CHIEF BRIDGE ENGINEER

BR. NO. _____ DRG. NO. _____

PLAN
 2877
 1941
 RECEIVED

PROFILI
 2877
 1942

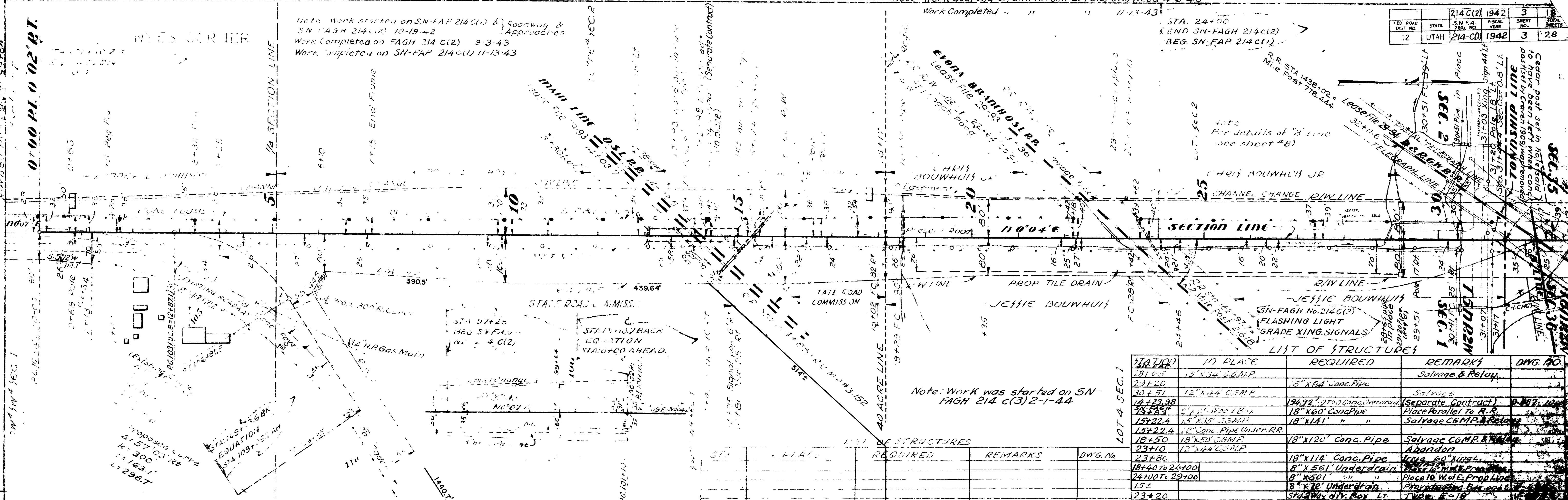
0+00 P.L.O. 02' PT.

Note: Work started on SN-FAP 214C(1) & Roadway & Approaches
 SN-FAGH 214C(2) 10-19-42
 Work Completed on FAGH 214C(2) 9-3-43
 Work Completed on SN-FAP 214C(1) 11-13-43

Note: Work Started on SN-FAGH 214C(2) Overhead 4-6-43
 Work Completed " " " " 11-13-43

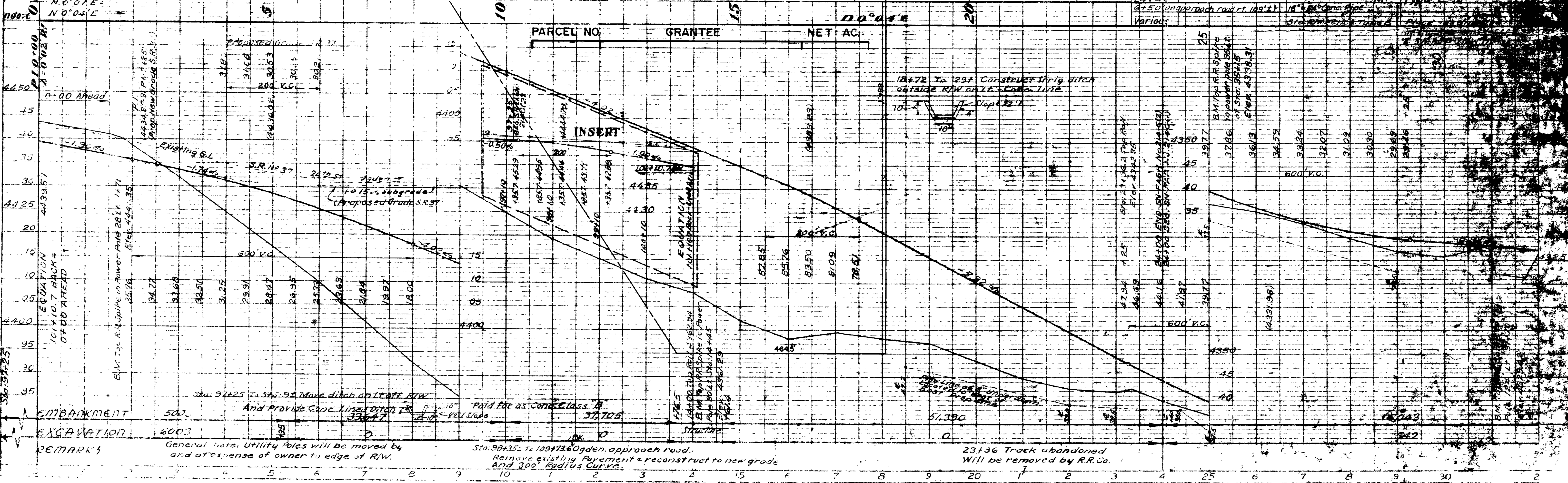
STA. 24+00
 END SN-FAGH 214C(2)
 BEG. SN-FAP 214C(1)

FED. ROAD DIST. NO.	STATE	SN-FAGH NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
12	UTAH	214-C(1)	1942	3	28



Note: Work was started on SN-FAGH 214C(3) 2-1-44

STATION	IN PLACE	REQUIRED	REMARKS	DWG. NO.
23+20	15" x 34" C&GMP	18" x 34" Conc. Pipe	Salvage & Relay	
30+25	12" x 24" C&GMP	18" x 34" Conc. Pipe	Salvage	
14+23.38	18" x 36" C&GMP	18" x 36" Conc. Pipe	(Separate Contract)	0-107-100
15+22.4	15" x 35" C&GMP	18" x 34" " "	Salvage C&GMP & Relay	
15+22.4	18" Conc. Pipe Under R.R.	18" x 120' Conc. Pipe	Salvage C&GMP & Relay	
18+50	18" x 50" C&GMP	18" x 120' Conc. Pipe	Abandon	
23+10	12" x 24" C&GMP	18" x 114' Conc. Pipe	Place Parallel to R.R.	
23+80	18" x 114' Conc. Pipe	18" x 114' Conc. Pipe	Place 60' Xing	
18+40 to 24+00	8" x 561' Underdrain	8" x 561' Underdrain	Place 10' West of Prop. Line	
24+00 to 29+00	8" x 501' " "	8" x 501' " "	Provide 10' West of Prop. Line	
15+2	8" x 30' Underdrain	8" x 30' Underdrain	Provide 10' West of Prop. Line	
23+20	8" x 30' Underdrain	8" x 30' Underdrain	Provide 10' West of Prop. Line	
24+40	8" x 30' Underdrain	8" x 30' Underdrain	Provide 10' West of Prop. Line	
24+50 (approach road to 109+12)	18" x 34" Conc. Pipe	18" x 34" Conc. Pipe	Salvage & Relay	
Various		18" x 34" Conc. Pipe	Salvage & Relay	



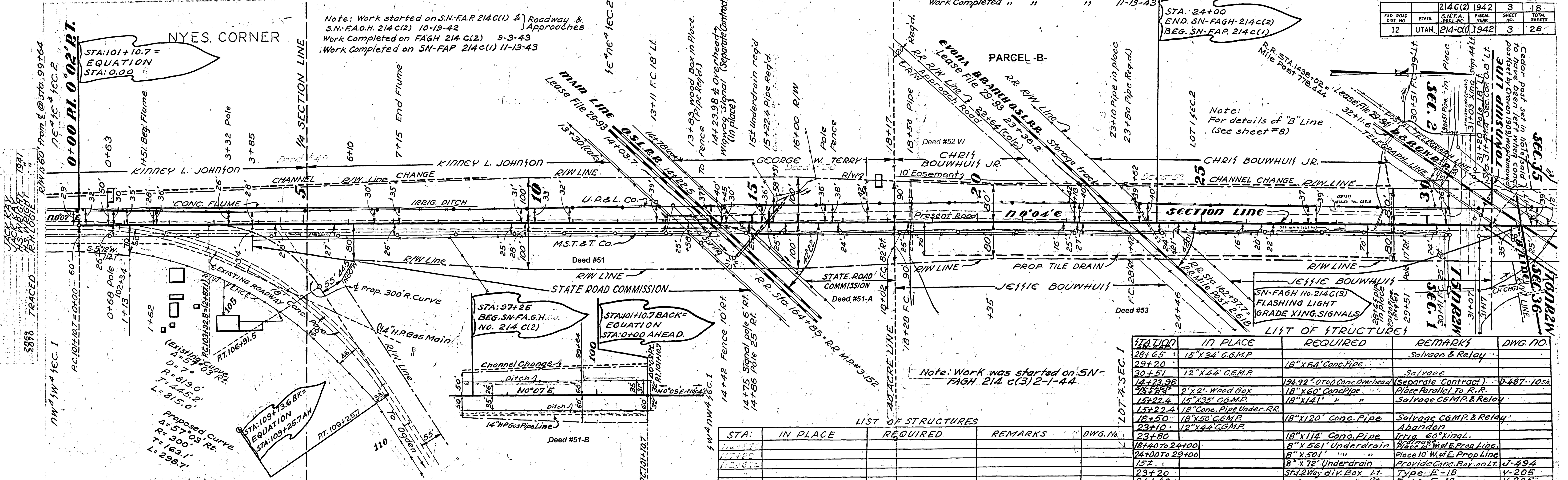
General Note: Utility Poles will be moved by and at expense of owner to edge of R/W.

Sta. 98+35 to 109+13.6 Ogden approach road. Remove existing Pavement & reconstruct to new grade And 300' Radius Curve.

23+36 Track abandoned Will be removed by R.R.Co.

Note: Work Started on S.N.-F.A.G.H. 214C(2) Overhead 4-6-43
 Work Completed " " " " 11-13-43

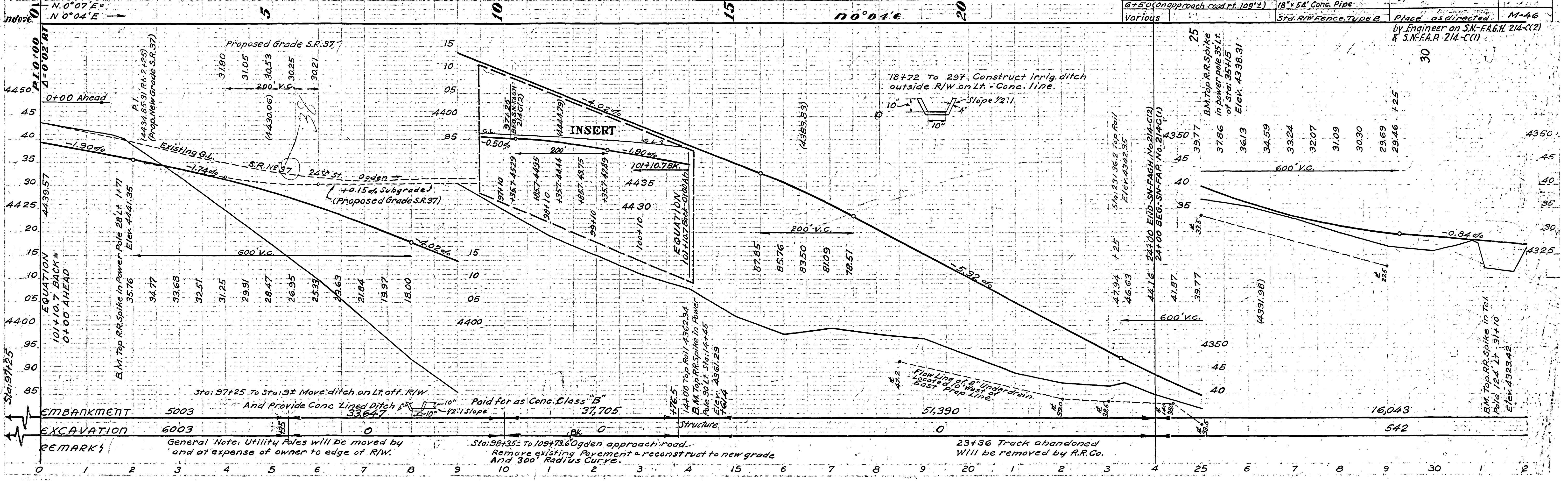
FED. ROAD DIST. NO.	STATE	S.N.-F.A. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
12	UTAH	214-C(1)	1942	3	28



STATION	IN PLACE	REQUIRED	REMARKS	DWG. NO.
28+65	15" x 34' C.G.M.P.	18" x 34' Conc. Pipe	Salvage & Relay	
29+20		18" x 34' Conc. Pipe	Salvage	
30+51	12" x 44' C.G.M.P.	18" x 44' Conc. Pipe	Salvage	
14+23.98	2' x 2' Wood Box	18" x 60' Conc. Pipe	Place Parallel to R.R.	0-487-10sh
15+22.4	15" x 35' C.G.M.P.	18" x 35' Conc. Pipe	Salvage C.G.M.P. & Relay	
15+22.4	18" Conc. Pipe Under R.R.	18" x 120' Conc. Pipe	Salvage C.G.M.P. & Relay	
18+50	18" x 50' C.G.M.P.	18" x 50' Conc. Pipe	Abandon	
23+10	12" x 44' C.G.M.P.	18" x 114' Conc. Pipe	Relay	
23+80		18" x 114' Conc. Pipe	Relay	
18+40 to 24+00	8" x 56' Underdrain	8" x 56' Underdrain	Place 12" West of Prop. Line	
24+00 to 29+00	8" x 50' Underdrain	8" x 50' Underdrain	Place 10" West of Prop. Line	
15±	8" x 72' Underdrain	8" x 72' Underdrain	Provide Conc. Box on Lt.	J-494
23+20	Std. 2 Way div. Box Lt.	Type E-18		V-205
24+40	" " Rt.	Type E-18		V-205
6+50 (on approach road rt. 100±)	18" x 54' Conc. Pipe	18" x 54' Conc. Pipe		
Various	Std. R/W Fence Type B	Std. R/W Fence Type B	Place as directed	M-46

LIST OF STRUCTURES

STA.	IN PLACE	REQUIRED	REMARKS	DWG. NO.
14+75	Signal pole 6' R.R.	14+86 Pole 25' R.R.		
14+42	Fence 10' R.R.			

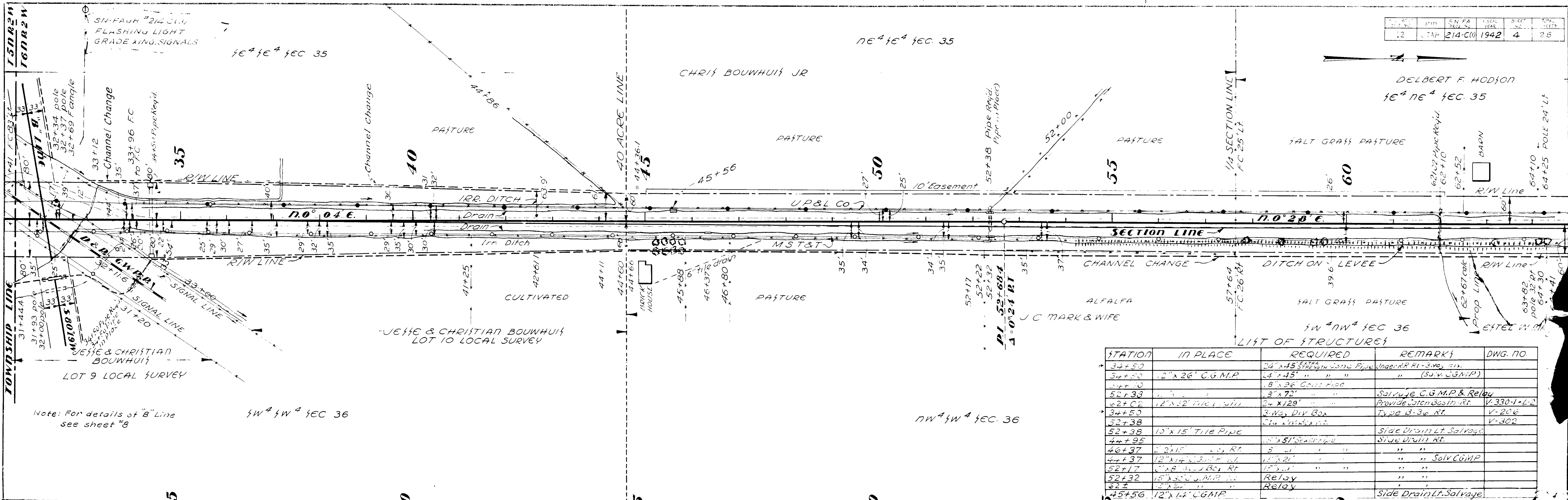


STATION	ELEVATION	REMARKS
30+00	37.86	B.M. Top R.R. Spike in power pole 35' Lt. of Sta. 35+15 Elev. 4338.31
29+00	36.13	
28+00	34.59	
27+00	33.24	
26+00	32.07	
25+00	31.09	
24+00	30.30	
23+00	29.69	
22+00	29.46	

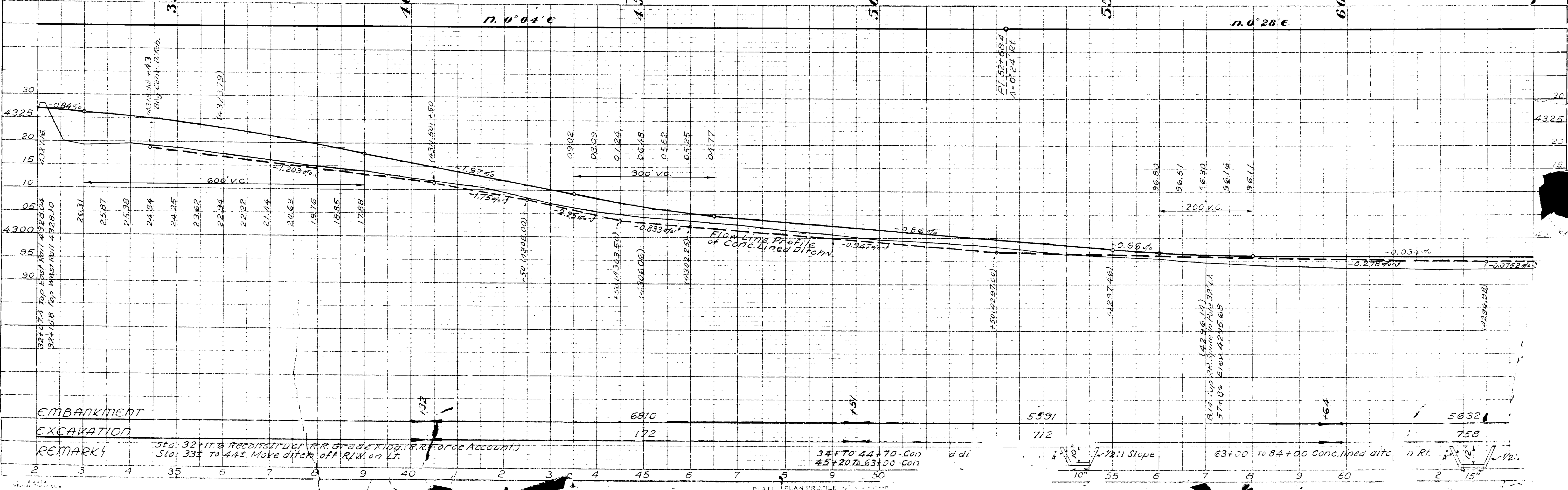
2871
 Jack Kay
 1941
 1942
 H.S.W. Light
 H.S.W. 115
 H.S.W. 115

General Note: Utility Poles will be moved by and at expense of owner to edge of R/W.
 Sta. 98+35± to 109+73.6± Ogden approach road. Remove existing Pavement & reconstruct to new grade And 300' Radius Curve.
 23+36 Track abandoned Will be removed by R.R. Co.

PLAN
 JACK KEY
 1/4" = 100'
 1/8" = 50'
 1/16" = 25'
 1/32" = 12.5'
 1/64" = 6.25'
 1/128" = 3.125'
 1/256" = 1.5625'



STATION	IN PLACE	REQUIRED	REMARKS	DWG. NO.
34+50	24" x 15" SPIREX CORR. PIPE	24" x 15" SPIREX CORR. PIPE	Under RR Rt - 3' W. Div.	
34+50	12" x 26" C.G.M.P.	12" x 26" C.G.M.P.	" " (30' V. CGMP)	
34+50	18" x 26" CORR. PIPE	18" x 26" CORR. PIPE	" " " "	
52+38	3" x 12" RELAY	3" x 12" RELAY	Salvage C.G.M.P. & Relay	
52+38	3" x 12" RELAY	3" x 12" RELAY	Provide Catch Basin Rt.	V-330-1-L-2
52+38	3" x 12" RELAY	3" x 12" RELAY	Type B-3e Rt.	V-206
52+38	15" x 15" TILE PIPE	15" x 15" TILE PIPE	Side Drain Lt. Salvage	V-302
44+95	12" x 14" CGMP	12" x 14" CGMP	Side Drain Rt.	
44+37	12" x 14" CGMP	12" x 14" CGMP	" " " "	
52+17	12" x 14" CGMP	12" x 14" CGMP	" " " "	
52+32	15" x 15" TILE PIPE	15" x 15" TILE PIPE	Relay	
62+5	12" x 14" CGMP	12" x 14" CGMP	Relay	
55+56	12" x 14" CGMP	12" x 14" CGMP	Side Drain Lt. Salvage	

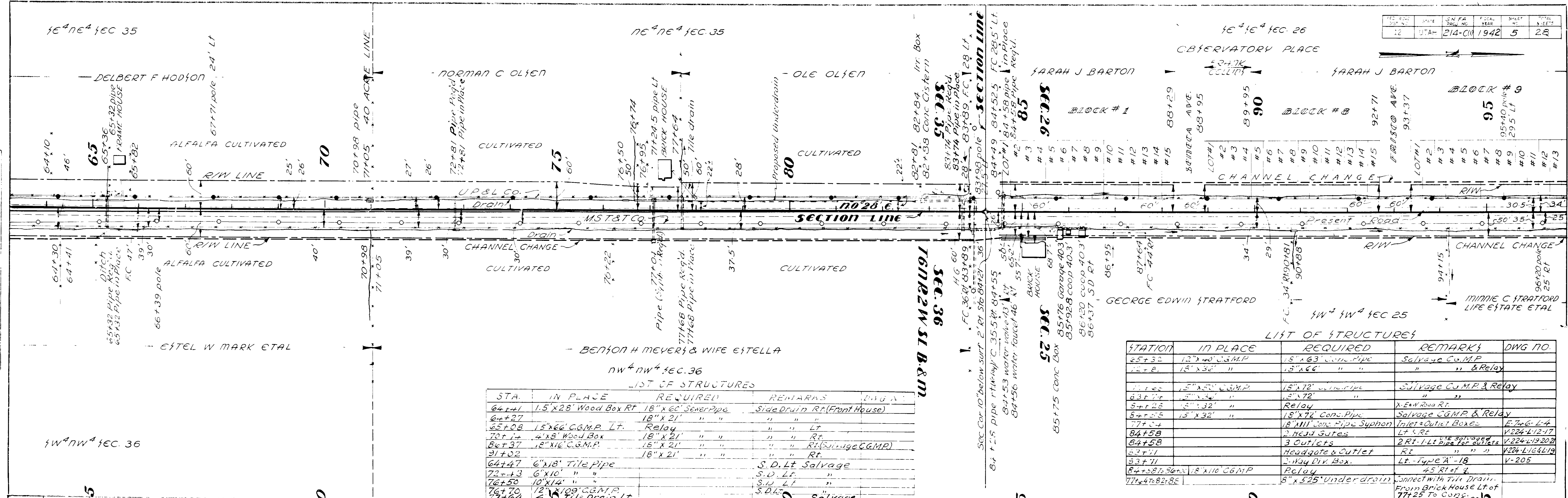


PROFILE
 JACK KEY
 1/4" = 100'
 1/8" = 50'
 1/16" = 25'
 1/32" = 12.5'
 1/64" = 6.25'
 1/128" = 3.125'

PLATE PLAN PROFILE

PLAN
 JACE KAY
 1941
 2968
 TRACED

PROFILE
 JACE KAY
 1941
 2968
 TRACED

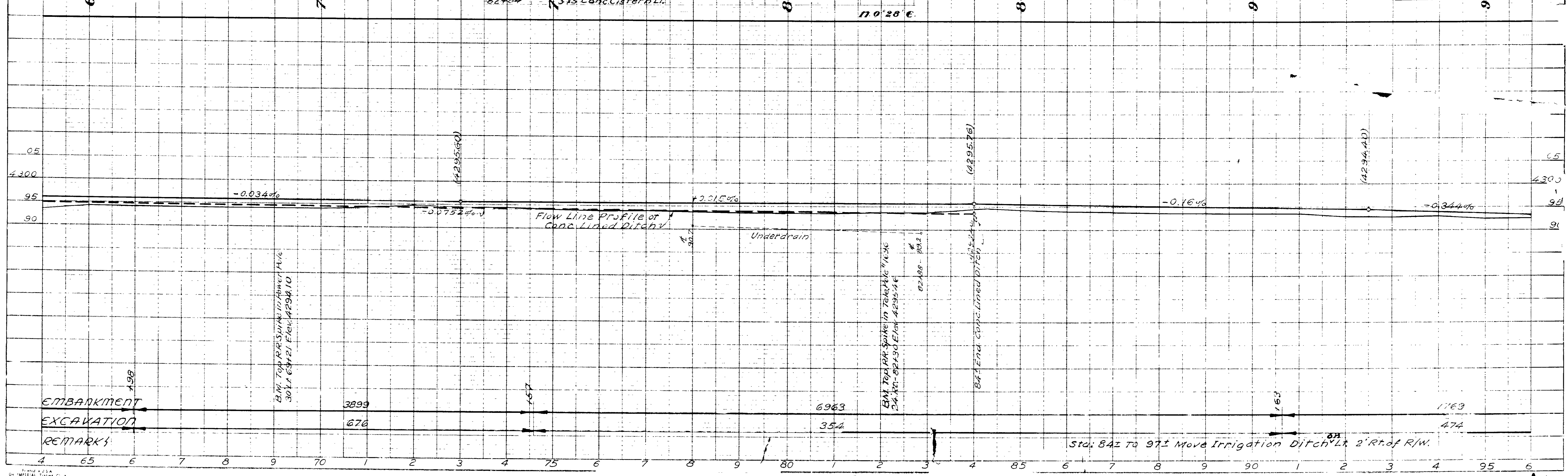


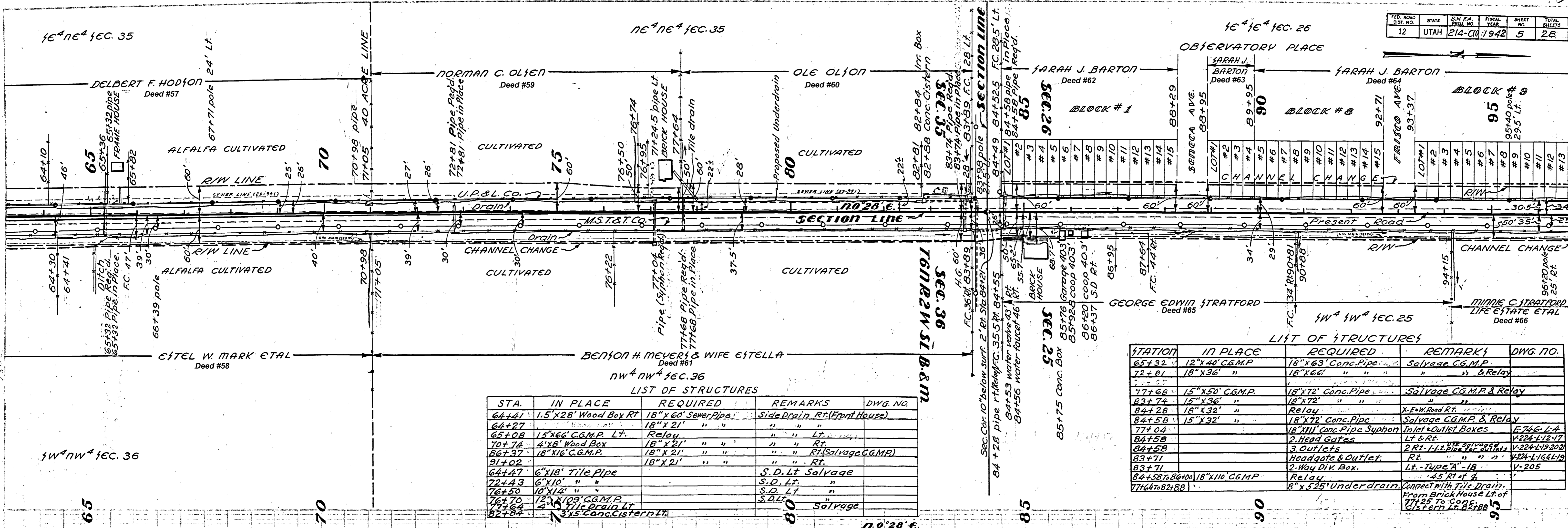
LIST OF STRUCTURES

STA.	IN PLACE	REQUIRED	REMARKS	DWG. NO.
64+1	1.5'x28' Wood Box Rt	18" x 60" Sewer Pipe	Side Drain Rt. (Front House)	
64+27		18" x 21"	" " " "	
65+08	1.5'x66' C.G.M.P. Lt.	Relay	" " Lt.	
70+12	4'x8' Wood Box	18" x 21"	" " Rt.	
84+37	1.8'x16' C.G.M.P.	18" x 21"	Rt. (Springs C.G.M.P.)	
91+02		18" x 21"	" " Rt.	
64+47	6"x18" Tile Pipe		S.D. Lt. Salvage	
72+13	6"x10" " "		S.D. Lt. " "	
76+50	10"x14" " "		S.D. Lt. " "	
76+70	12"x109' C.G.M.P.		S.D. Lt. " "	
77+64	4" Tile Drain Lt.			
82+84	7.5'x3' Conc. Cistern Lt.		Salvage	

LIST OF STRUCTURES

STATION	IN PLACE	REQUIRED	REMARKS	DWG. NO.
25+32	12" x 40' C.G.M.P.	15" x 63' Conc. Pipe	Salvage C.G.M.P.	
25+8	15" x 36' " "	15" x 66' " "	" " & Relay	
31+22	15" x 36' C.G.M.P.	18" x 12' Conc. Pipe	Salvage C.G.M.P. & Relay	
43+77	15" x 36' " "	15" x 72' " "	" " " "	
54+25	15" x 32' " "	Relay	X-Exam Road Rt.	
54+25	15" x 32' " "	18" x 72' Conc. Pipe	Salvage C.G.M.P. & Relay	
77+24		18" III' Conc. Pipe Siphon	Inlet & Outlet Boxes	E-706-L-4
84+58		3 Inlets	2 Rt. - 1 Lt. Pipe for outlets	V-224-L-12-17
84+58		Headgate & Outlet	Rt. " " "	V-224-L-12-17
84+58		2.134' Div. Box.	Lt. - Type 'A' - 18"	V-205
84+38 to 84+39	18" x 10' C.G.M.P.	Relay	45 Rt of 4'	
77+4 to 82+85		8" x 525' Underdrain	Connect with Tile Drain from Brick House Lt. of 77+25 To Comp. of 82+85	



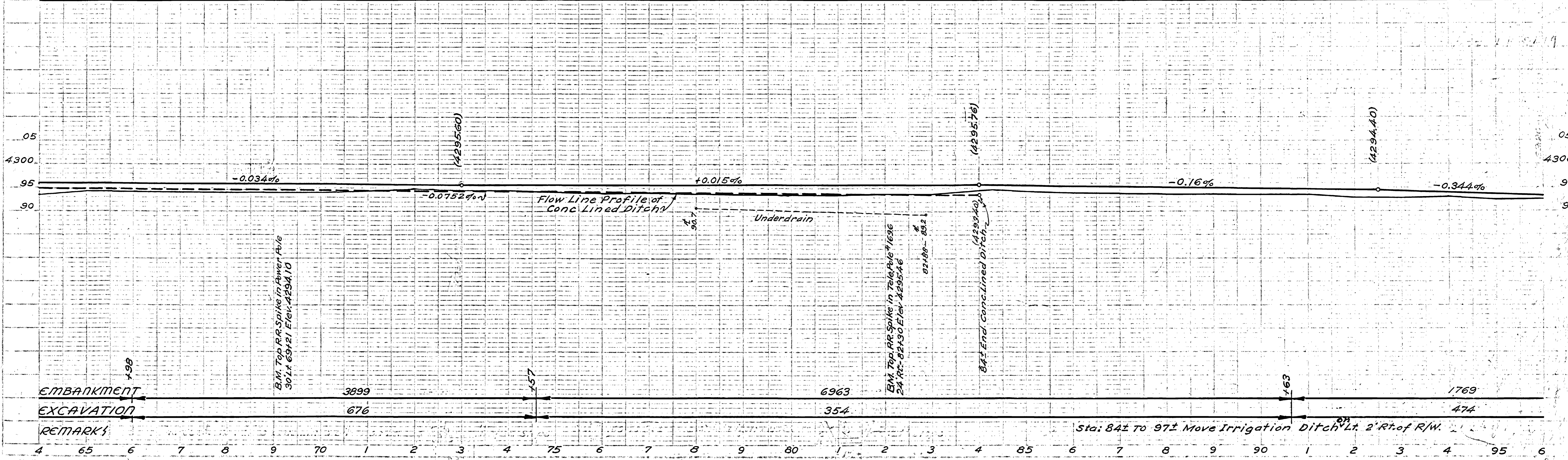


LIST OF STRUCTURES

STA.	IN PLACE	REQUIRED	REMARKS	DWG. NO.
64+41	1.5'x28' Wood Box RT	18" x 60' Sewer Pipe	Side Drain Rt. (Front House)	
64+27	18" x 21' "	" "	" "	
65+08	15" x 66' C.G.M.P. Lt.	Relay	" " Lt.	
70+74	4' x 8' Wood Box	18" x 21' "	" " Rt.	
86+37	18" x 16' C.G.M.P.	18" x 21' "	" " Rt. (Salvage C.G.M.P.)	
91+02	" "	18" x 21' "	" " Rt.	
64+47	6" x 18' Tile Pipe	" "	S.D. Lt. Salvage	
72+43	6" x 10' "	" "	S.D. Lt. "	
76+50	10" x 14' "	" "	S.D. Lt. "	
76+70	12" x 109' C.G.M.P.	" "	S.D. Lt. "	
77+64	4" x 5' Tile Drain Lt.	" "	" "	
82+84	3' x 5' Conc. Cistern Lt.	" "	Salvage	

LIST OF STRUCTURES

STATION	IN PLACE	REQUIRED	REMARKS	DWG. NO.
65+32	12" x 40' C.G.M.P.	18" x 63' Conc. Pipe	Salvage C.G.M.P.	
72+81	18" x 36' "	18" x 66' "	" " & Relay	
77+68	15" x 50' C.G.M.P.	18" x 12' Conc. Pipe	Salvage C.G.M.P. & Relay	
83+74	15" x 36' "	18" x 72' "	" " "	
84+28	18" x 32' "	Relay	X-E.M. Road Rt.	
84+58	15" x 32' "	18" x 72' Conc. Pipe	Salvage C.G.M.P. & Relay	
77+04	" "	18" x 111' Conc. Pipe Siphon	Inlet + Outlet Boxes	F-74-6-L-4
84+58	" "	2 Head Gates	Lt. & Rt.	V-224-L-12-17
84+58	" "	3 Outlets	2 Rt. 1 Lt. Pipe	V-224-L-19-20
83+71	" "	Headgate & Outlet	Rt. " "	V-224-L-16&19
83+71	" "	2-Way Div. Box	Lt. - Type "A" - 18"	V-205
84+58 to 86+00	18" x 110' C.G.M.P.	Relay	45' Rt. of 4'	
77+64 to 82+88	" "	8' x 525' Underdrain	Connect with Tile Drain From Brick House Lt. of 77+25 To Conc. Cistern Lt. 82+88	



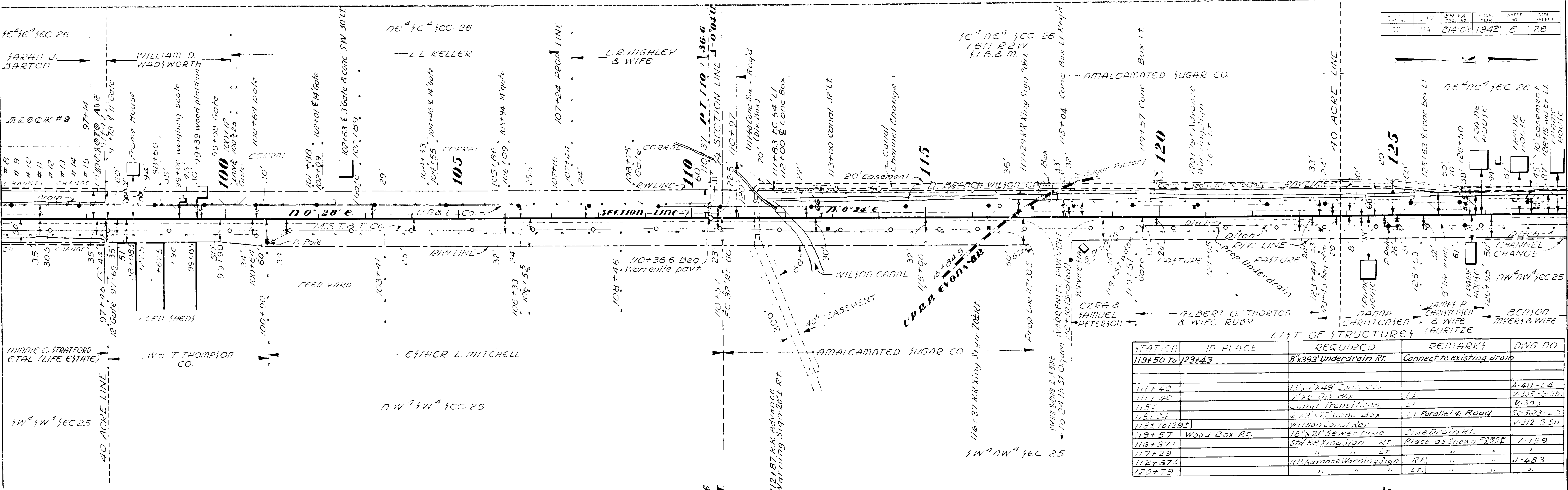
JACK FAY
 JACK FAY
 H.S. WRIGHT
 R.H. LOGGIE
 2888
 4304
 TRACED

1942
 1942
 1942
 2871

Sta. 84+ to 97+ Move Irrigation Ditch Lt. 2' Rt. of R/W.

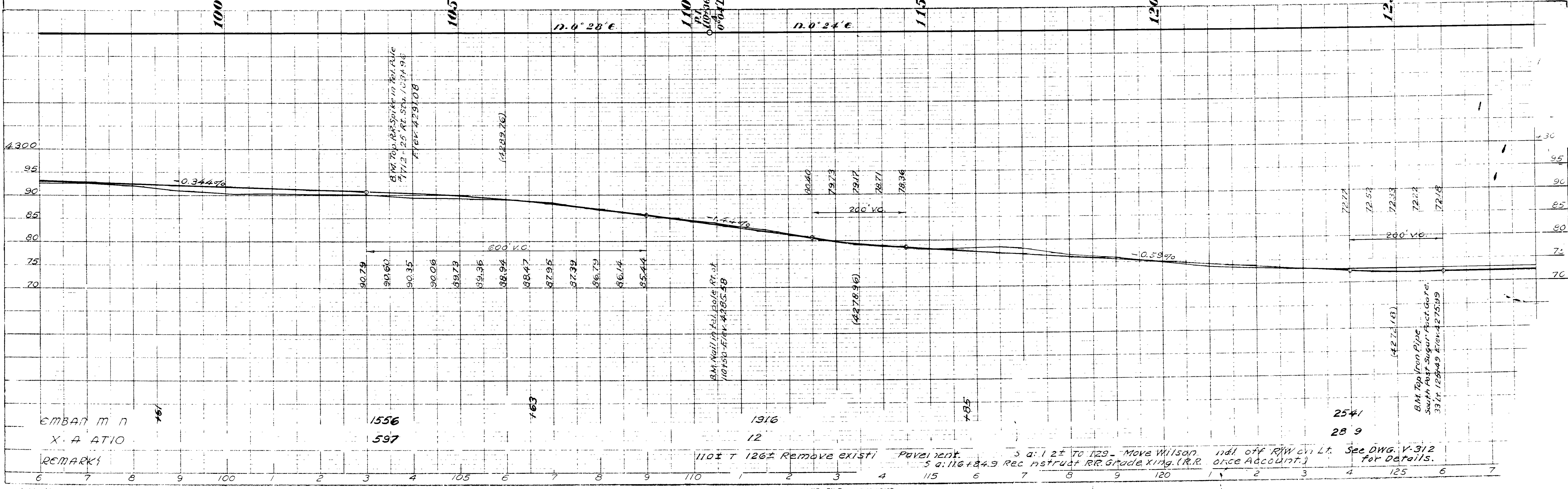
PLAN
 1941
 W.H. WRIGHT
 N.S. WRIGHT
 R.H. LOGIE
 TRACED.

PROFILE
 1942
 J. KAY
 W.H. WRIGHT
 N.S. WRIGHT
 R.H. LOGIE
 TRACED.

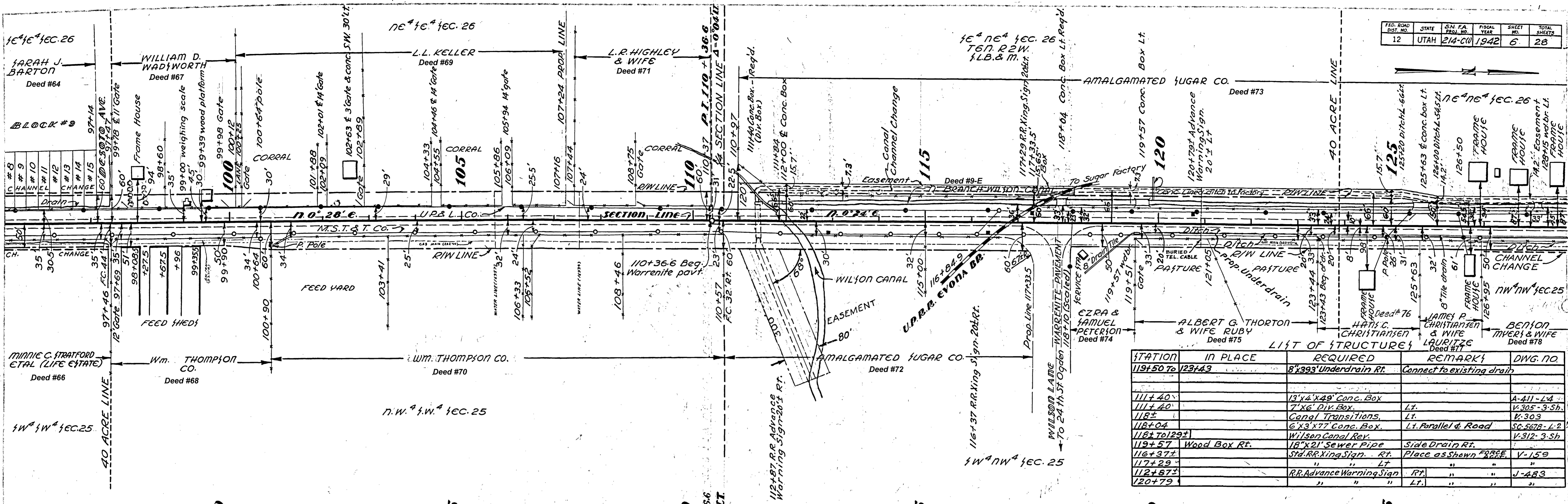


LIST OF STRUCTURES

STATION	IN PLACE	REQUIRED	REMARKS	DWG NO.
119+50 to 123+43		8'x33' Underdrain RT.	Connect to existing drain	
117+40		12'x48' Conc. Box		A-411-44
117+40		7'x6' Ditch Box	LT.	V-105-3-5B
118+5		Conc. Transition	LT.	V-30-3
118+5		6'x3'x7' Conc. Box	Parallel to Road	SC-307-2-P
118+5		Wilson Canal Rev.		V-312-3-311
119+57	Wood Box RT.	18'x21' Sewer Pipe	Side Drain RT.	
116+37		Std. RR Xing Sign	Place as Shown FORCE	V-159
117+29		" "	" "	" "
112+37		RR Advance Warning Sign	RT.	J-483
120+79		" "	LT.	" "

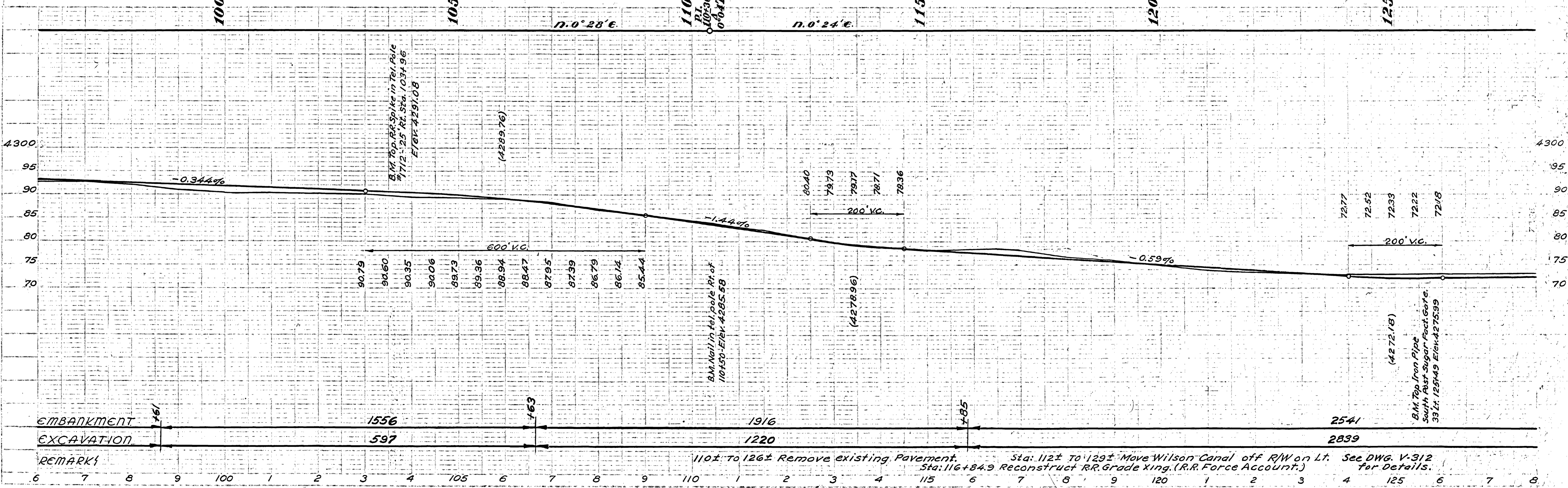


EMBANKMENT
 X-ACTIO
 REMARKS
 110± 7 126± Remove exist. Pavement
 5 a: 1 2± to 129 - Move Wilson ind. off R/W on Lt. See DWG. V-312 for details.
 5 a: 116± 84.9 Rec. instruct R.R. Grade Xing. (R.R. once Account.)



LIST OF STRUCTURES

STATION	IN PLACE	REQUIRED	REMARKS	DWG. NO.
119+50 to 123+43		8'x393' Underdrain Rt.	Connect to existing drain	
111+40		13'x4'x49' Conc. Box		A-41-L4
111+40		7'x6' Div. Box	Lt.	V-305-3-5h
118±		Canal Transitions	Lt.	V-303
118+04		6'x3'x77' Conc. Box	Lt. Parallel to Road	SC-5678-L2
118± to 129±		Wilson Canal Rev.		
119+57	Wood Box Rt.	16'x21' Sewer Pipe	Side Drain Rt.	V-312-3-5h
116+37±		Std. RR. King Sign. Rt.	Place as shown	V-159
117+29		" " Lt.	" " "	"
112+87±		RR. Advance Warning Sign	Rt.	J-483
120+79		" " Lt.	" " "	"

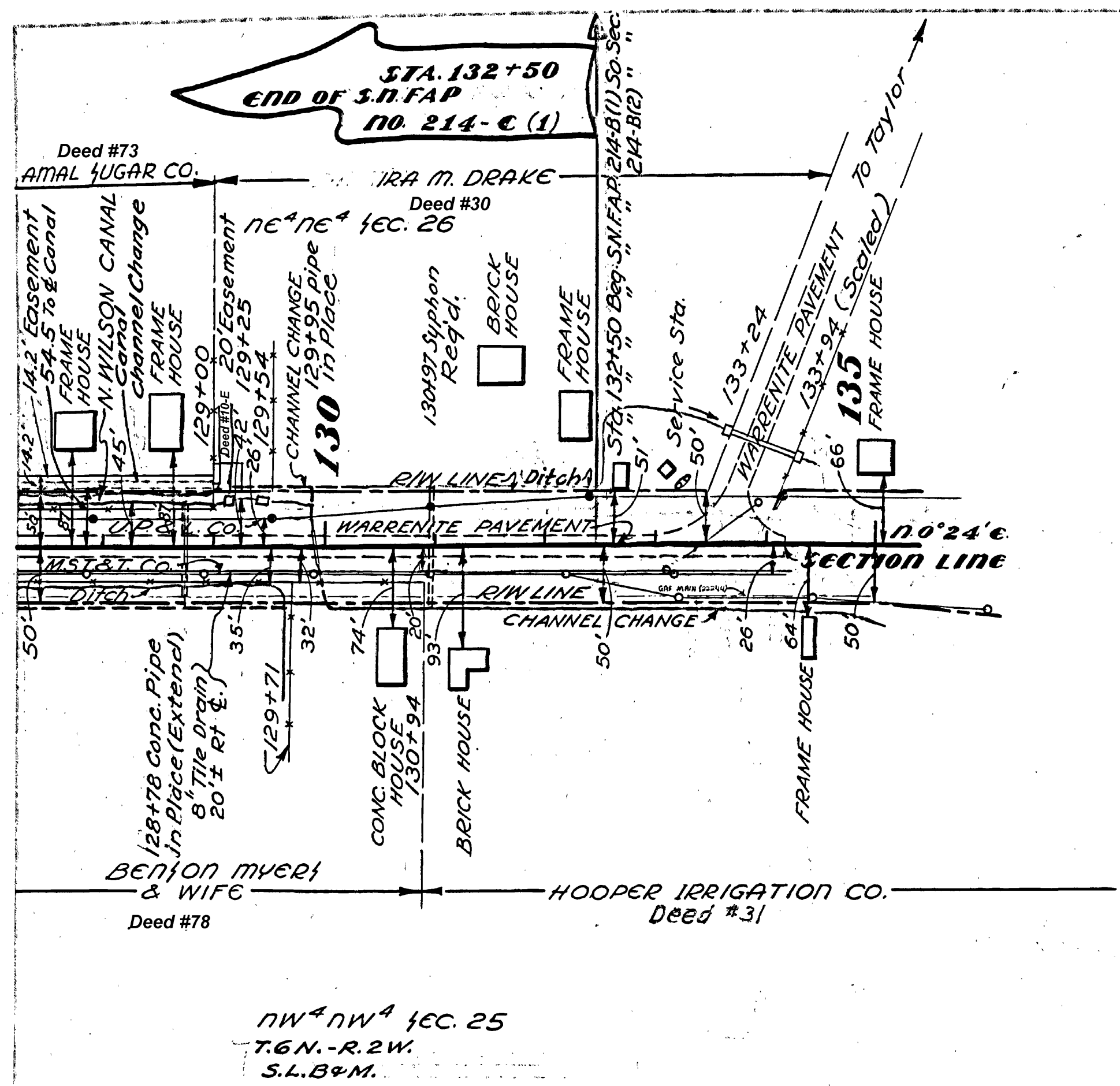


EMBAKMENT 461
 EXCAVATION 597
 REMARKS
 110± to 126± Remove existing Pavement.
 Sta: 116+84.9 Reconstruct RR. Grade Xing. (R.R. Force Account.)
 Sta: 112± to 129± Move Wilson Canal off R/W on Lt. See DWG. V-312 for Details.

V.E. KAY
 J.C. KAY
 H.S. WISCHIT
 R.H. LOGIE
 1941
 2869±
 TRACED

J. KAY
 M.C. KAY
 M.C. KAY
 M.C. KAY
 1942
 2871
 4504

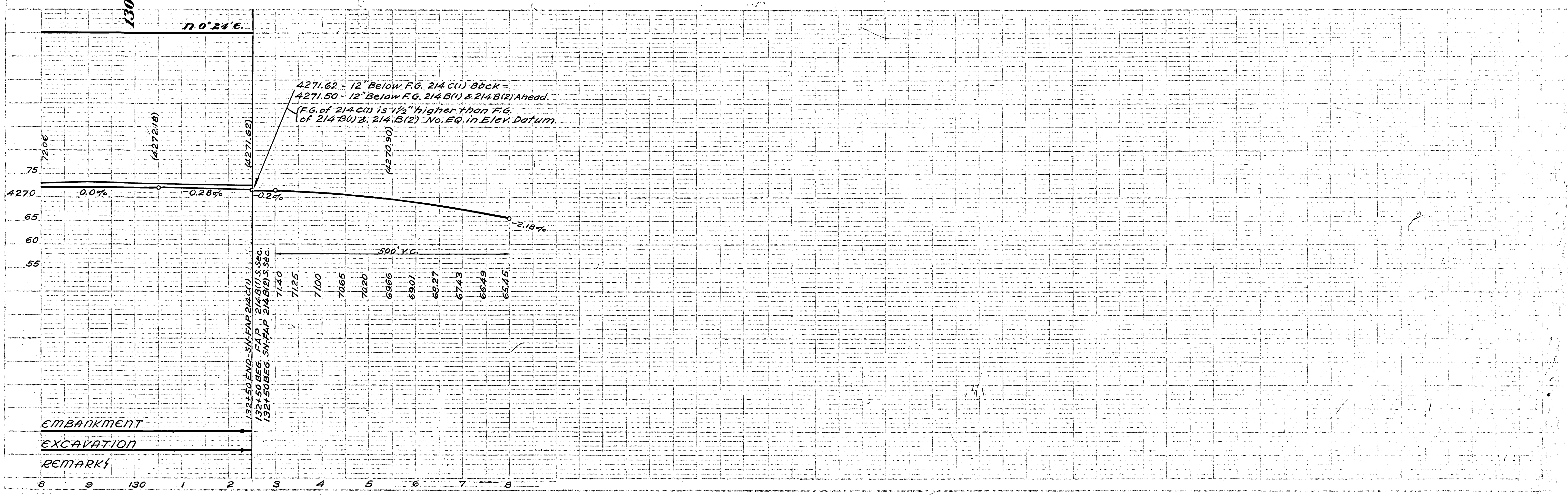
U.S. NAVY
 H.S. WRIGHT
 H.S. WRIGHT
 R.H. LOGIE
 1941
 TRACED
 1959



LIST OF STRUCTURES

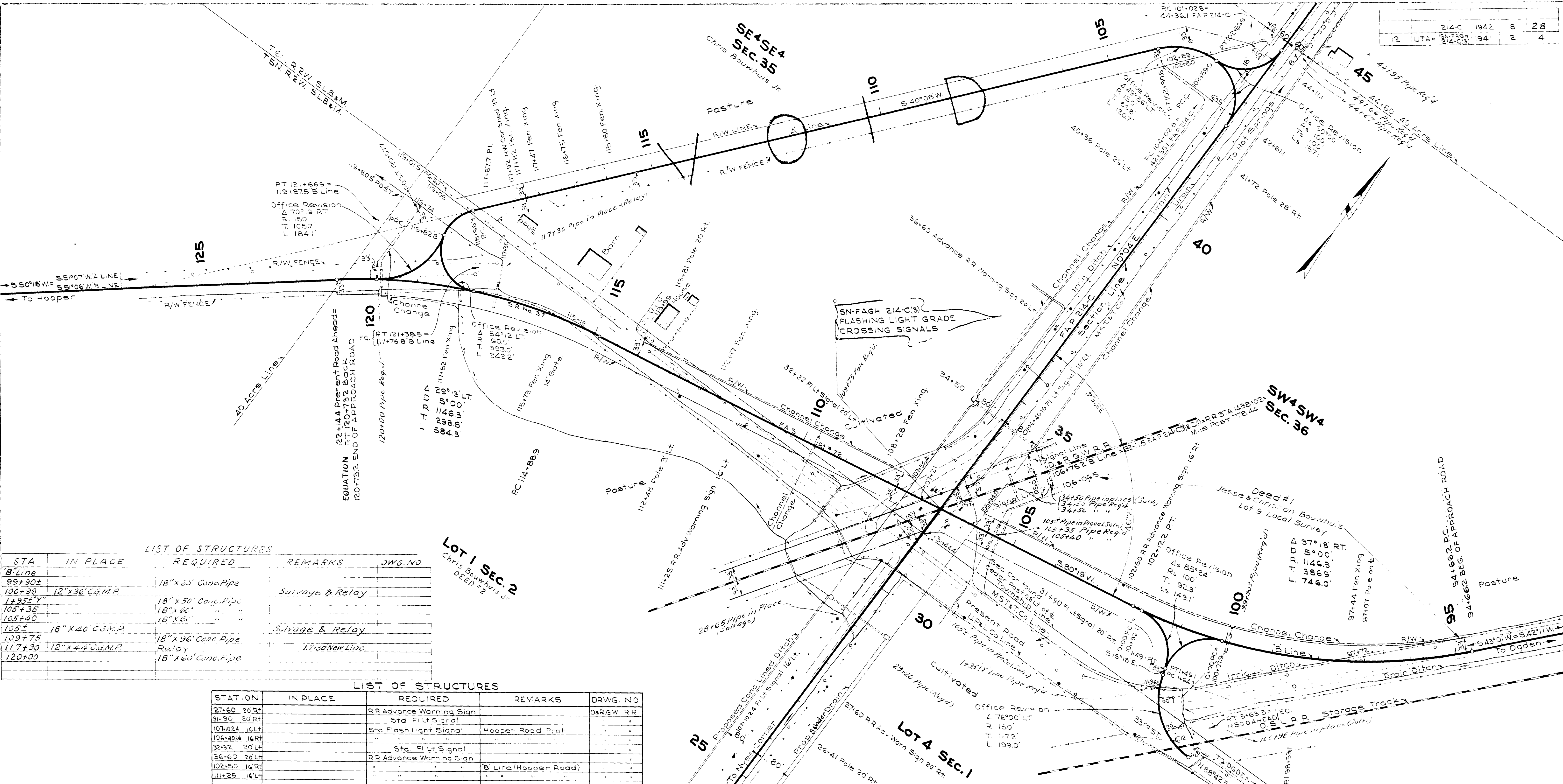
STATION	IN PLACE	REQUIRED	REMARKS	DWG. NO.
128+78	18" x 28" Conc. Pipe	18" x 60" Conc. Pipe	Ext. 30' Lt. & Rt.	
129+95	18" x 28" " "		Salvage & Relay	
130+97		18" x 102" Conc. Pipe Siphon		E-746-L-5
128+78		15" x 12" G.G.M.P.	Use Salvage Pipe	V-312
126+12.8		6' x 3' x 24" Conc. Box		A-411-L6
128+15		6' x 3' x 12" Conc. Box		A-411-L5

1941
 1942
 H.S. WRIGHT
 H.S. WRIGHT
 R.H. LOGIE
 1941
 1959



PLAN
 DATE BOOK NO. 2063
 1939 1941
 C.R. Kimball H.S. Wright F.B. Petersen
 Traced

PROFILE
 DATE BOOK NO. 4127
 1941 1942
 C.R. Kimball H.S. Wright F.B. Petersen

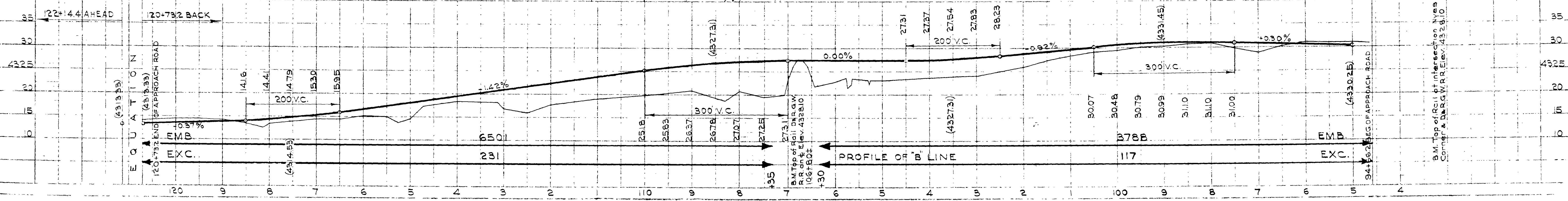


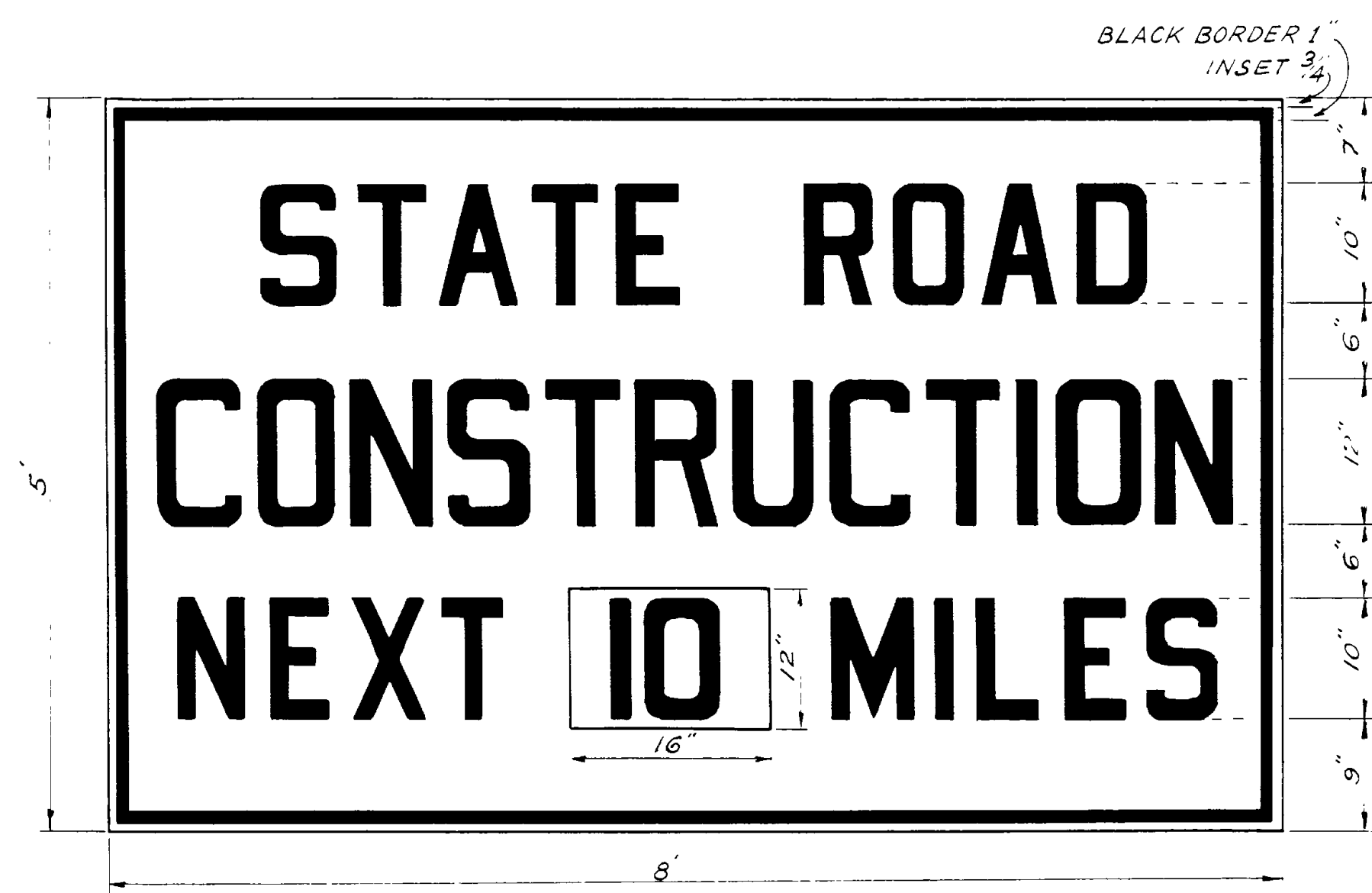
LIST OF STRUCTURES

STA	IN PLACE	REQUIRED	REMARKS	DRWG. NO.
B Line				
99+30±		18" x 60" Conc. Pipe	Salvage & Relay	
100+38	12" x 36" C.G.M.P.			
1195±		18" x 50" Conc. Pipe		
105+35		18" x 60" Conc. Pipe		
105+40		18" x 60" Conc. Pipe		
105±	18" x 40" C.G.M.P.		Salvage & Relay	
109+75		18" x 96" Conc. Pipe		
117+30	12" x 42" C.G.M.P.		Relay	
120+00		18" x 60" Conc. Pipe	12-30 New Line	

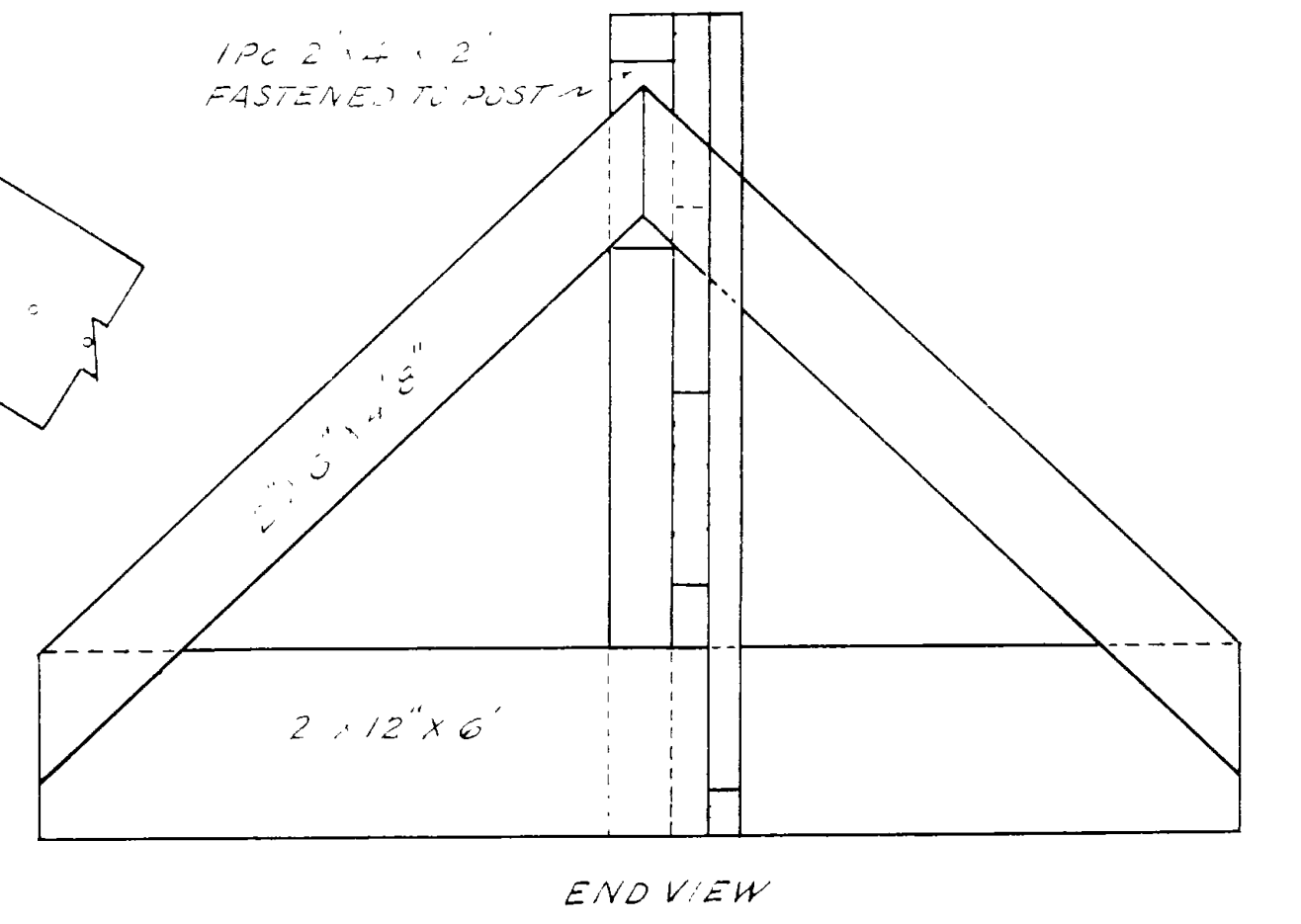
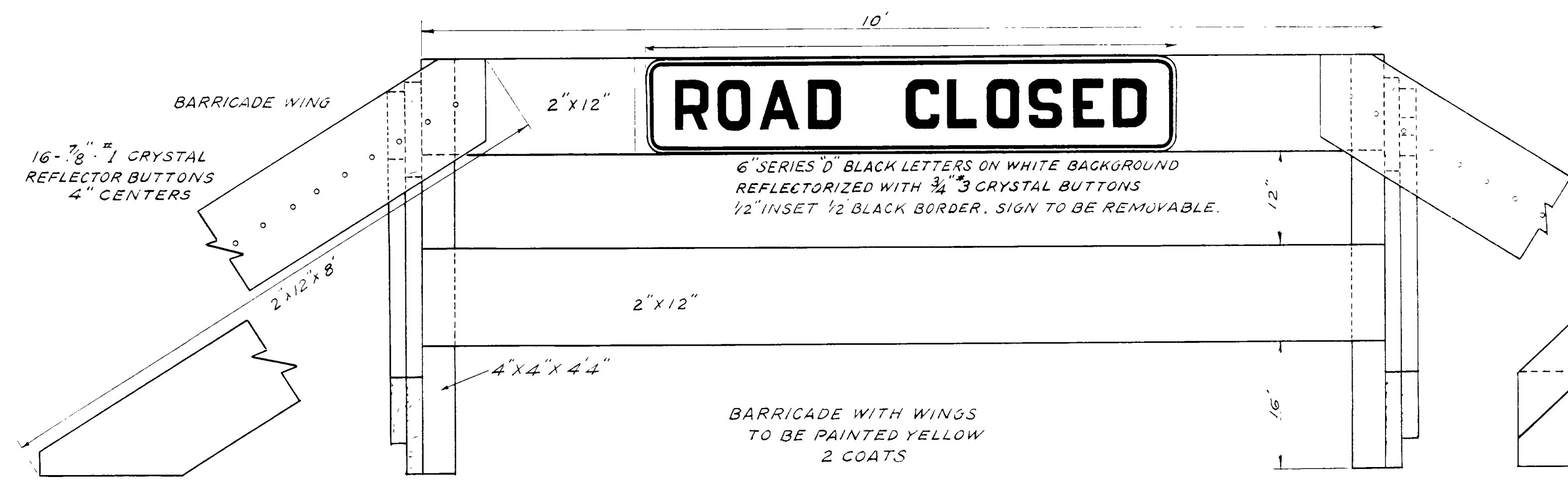
LIST OF STRUCTURES

STATION	IN PLACE	REQUIRED	REMARKS	DRWG. NO.
27+60 20 Rt		RR Advance Warning Sign		D&RGW RR
31+90 20 Rt		Std. Flt Signal		
104+24 16 Lt		Std. Flash Light Signal	Hooper Road Prot.	
106+40 16 Rt				
32+32 20 Lt		Std. Flt Signal		
36+60 20 Lt		RR Advance Warning Sign		
102+50 16 Rt			B Line (Hooper Road)	
111+25 16 Lt				

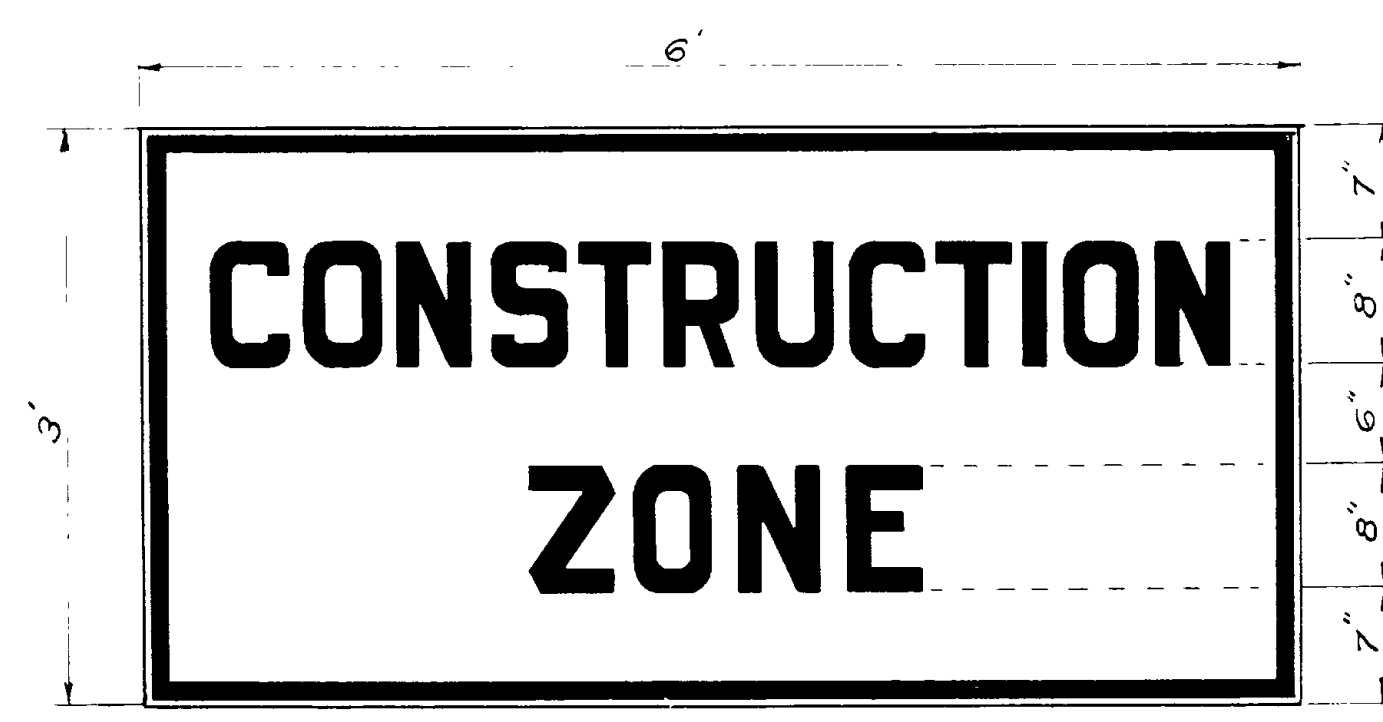




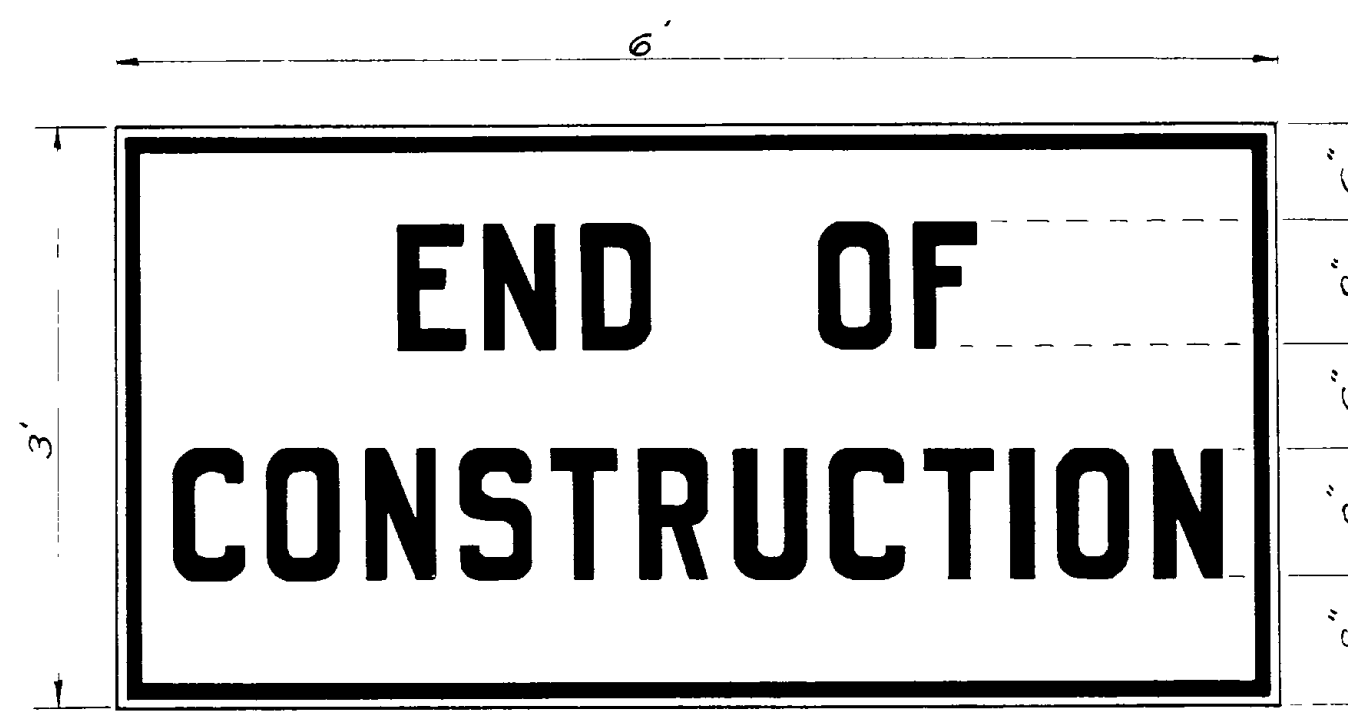
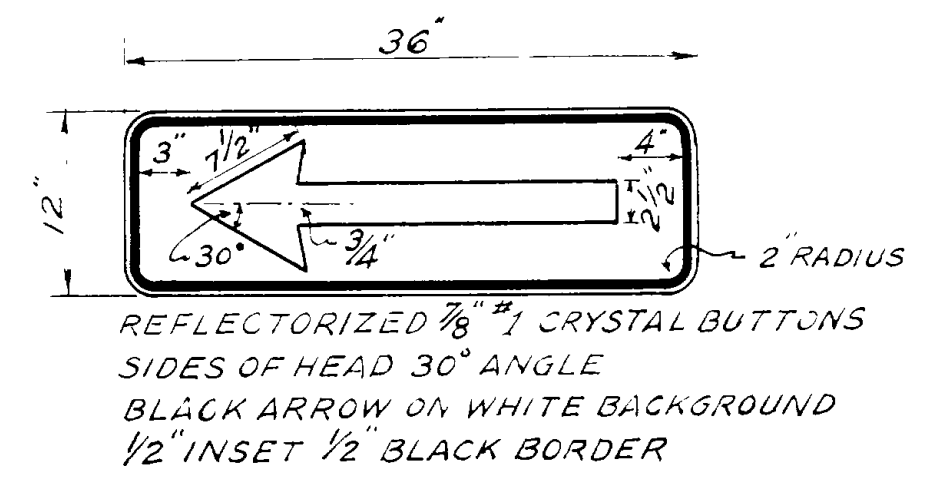
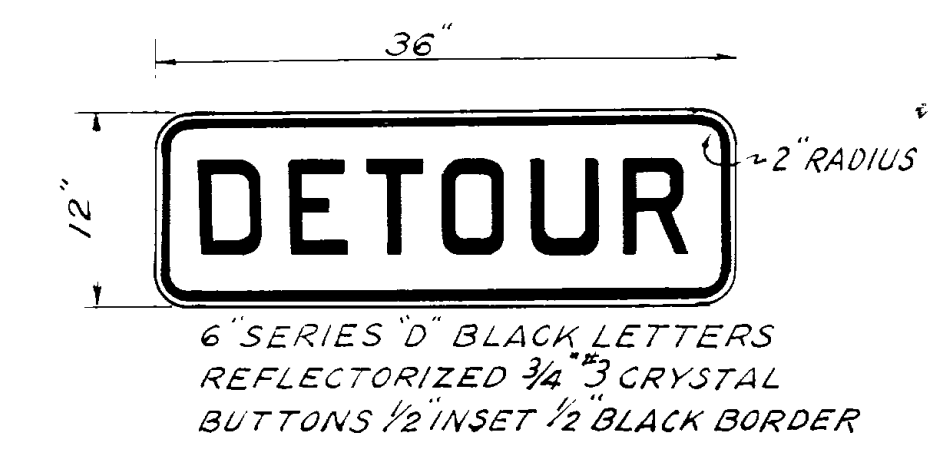
NOTE: MILEAGE INSERT SHALL BE MADE REMOVABLE. SHOW MILEAGE TO NEAREST MILE ONLY. WHITE BACKGROUND WITH BLACK 10 & 12 SERIES C LETTERS



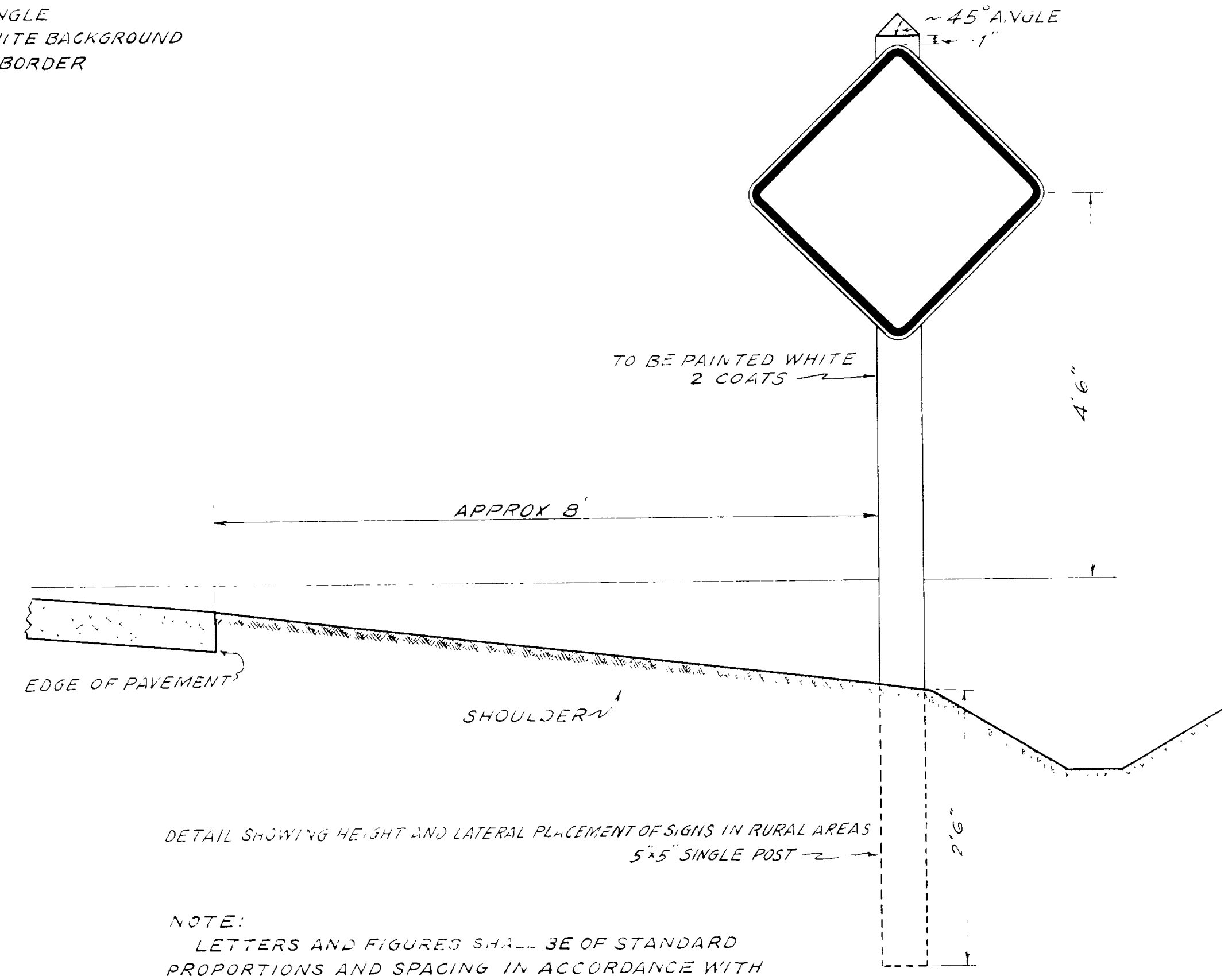
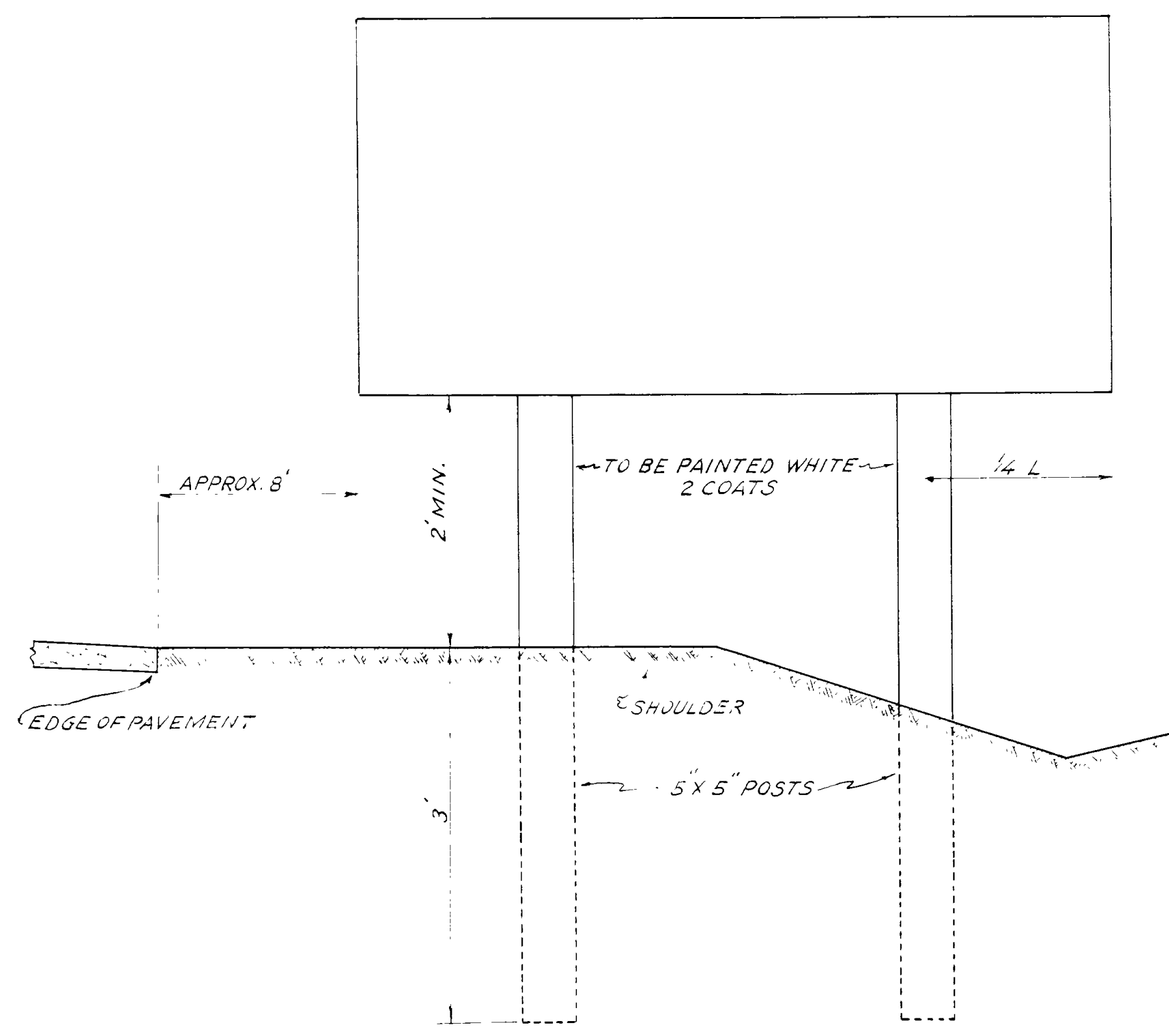
REVISIONS	DATE	BY	REASON



WHITE BACKGROUND WITH BLACK 8 SERIES C LETTERS REFLECTORIZED WITH 7/8" CRYSTAL BUTTONS. 1/2" INSET 1" BLACK BORDER

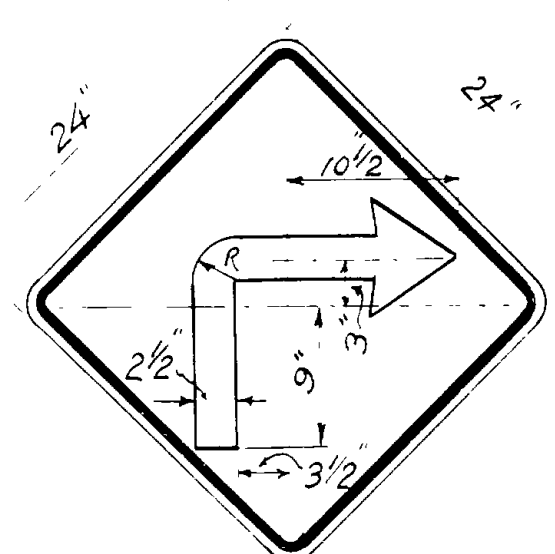


WHITE BACKGROUND WITH BLACK 8 SERIES D LETTERS 3/4" INSET 3/4" BLACK BORDER

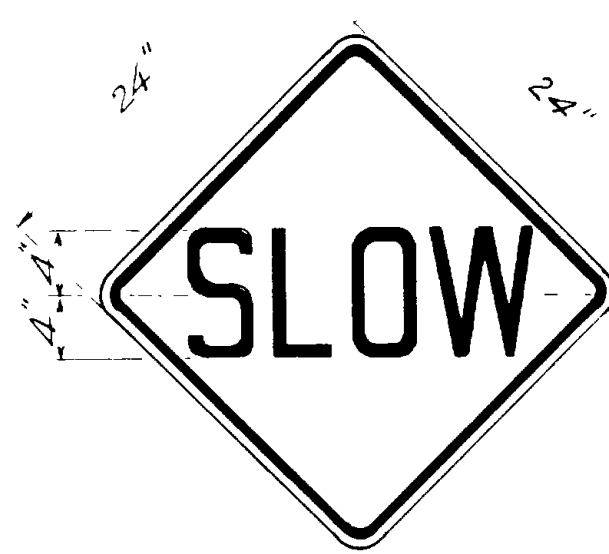


NOTE: LETTERS AND FIGURES SHALL BE OF STANDARD PROPORTIONS AND SPACING IN ACCORDANCE WITH INDICATED ALPHABETS USED BY THE U.S. PUBLIC ROADS ADMINISTRATION.

UTAH STATE ROAD COMMISSION
 W.L. ANDERSON DESIGN ENGINEER
 - TYPE -
 STANDARD ROAD SIGNS
 METHOD OF INSTALLATION
 SCALE 1/4"
 DRAWN BY CSH
 DWG. NO. - B 95-1



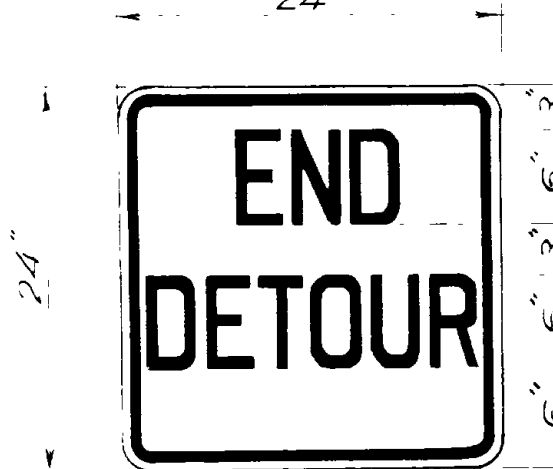
YELLOW BACKGROUND WITH BLACK ARROW REFLECTORIZED WITH 3/4" #3 CRYSTAL BUTTONS 1 3/8" CENTER TO CENTER 1/2" INSET 3/4" BLACK BORDER



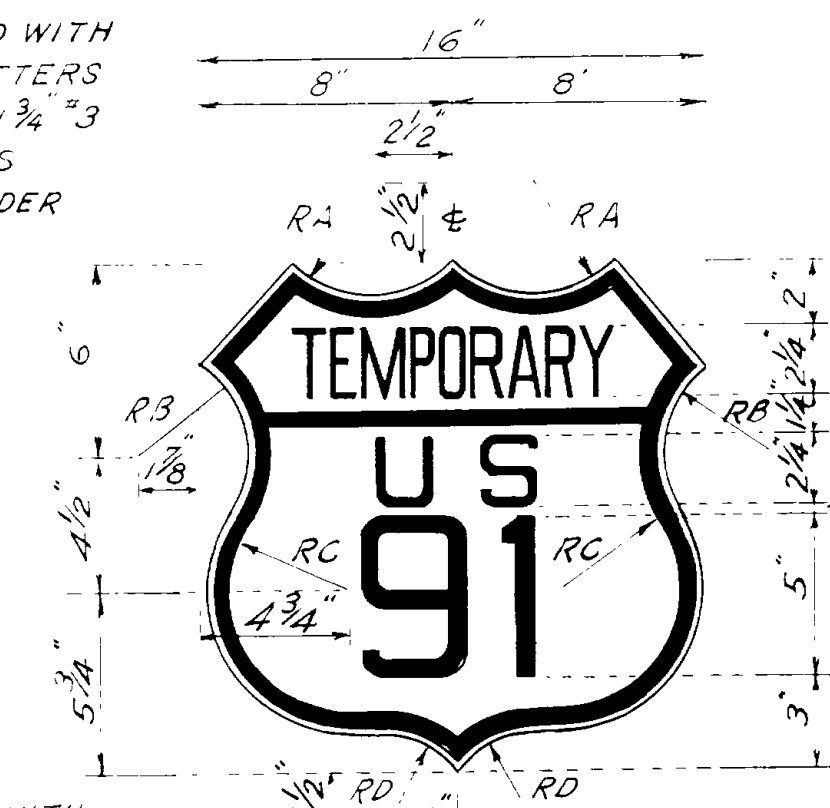
YELLOW BACKGROUND WITH BLACK 8" SERIES 'C' LETTERS REFLECTORIZED WITH 3/4" #3 CRYSTAL BUTTONS 1/2" INSET 3/4" BLACK BORDER



YELLOW BACKGROUND WITH BLACK 6" SERIES 'C' LETTERS REFLECTORIZED WITH 3/4" #3 CRYSTAL BUTTONS 1/2" INSET 3/4" BLACK BORDER

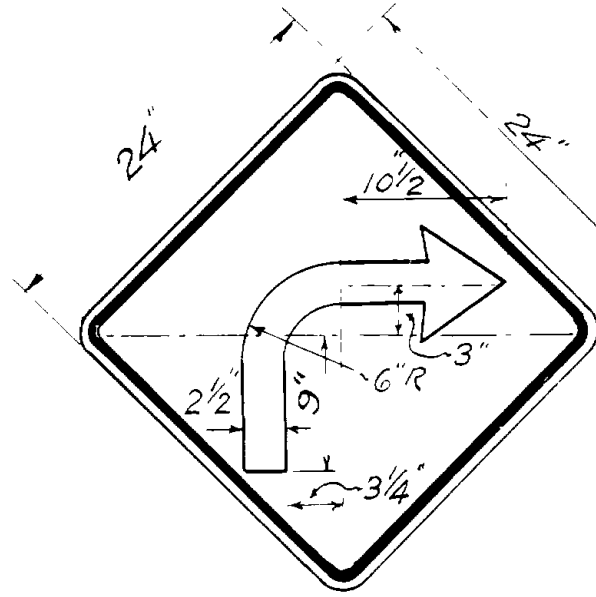


YELLOW BACKGROUND WITH BLACK 6" SERIES 'C' LETTERS REFLECTORIZED WITH 3/4" #3 CRYSTAL BUTTONS 1/2" INSET 3/4" BLACK BORDER



SCALE 2" = 1'
WHITE BACKGROUND WITH BLACK LETTERS AND NUMERALS THE SIZE SHOWN 1/4" INSET 1/2" BLACK BORDER

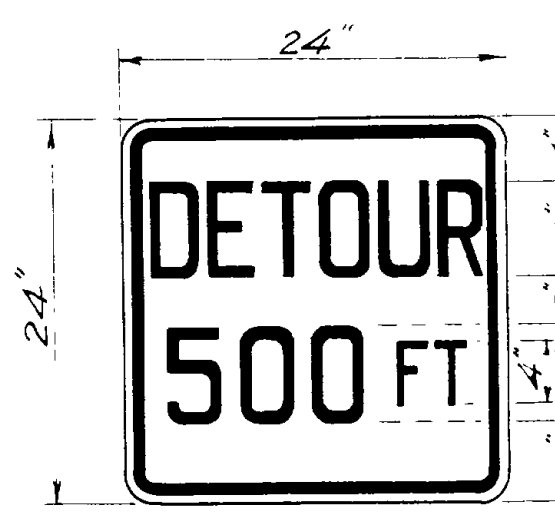
RADIUS CHART	
RA	3/4"
RB	3 3/8"
RC	4 1/2"
RD	12 3/4"



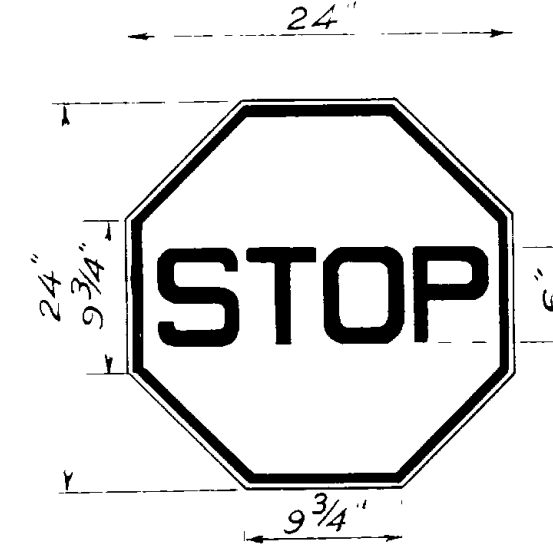
YELLOW BACKGROUND WITH BLACK ARROW REFLECTORIZED WITH 3/4" #3 CRYSTAL BUTTONS 1 3/8" CENTER TO CENTER 1/2" INSET 3/4" BLACK BORDER



YELLOW BACKGROUND WITH BLACK 8" SERIES 'D' LETTERS REFLECTORIZED WITH 3/4" #3 CRYSTAL BUTTONS 1/2" INSET 3/4" BLACK BORDER

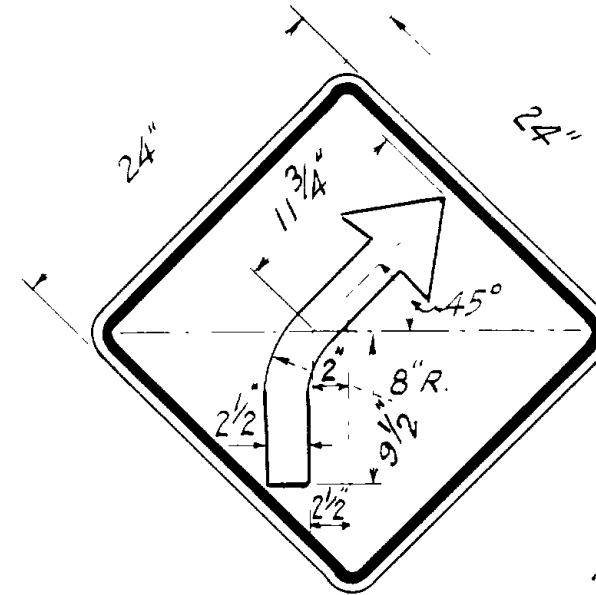


YELLOW BACKGROUND WITH BLACK 6" SERIES 'C' AND 4" SERIES 'C' LETTERS REFLECTORIZED WITH 3/4" #3 CRYSTAL BUTTONS 1/2" INSET 3/4" BLACK BORDER



YELLOW BACKGROUND WITH BLACK 6" SERIES 'C' LETTERS REFLECTORIZED WITH 3/4" #3 CRYSTAL BUTTONS 1/2" INSET 3/4" BLACK BORDER

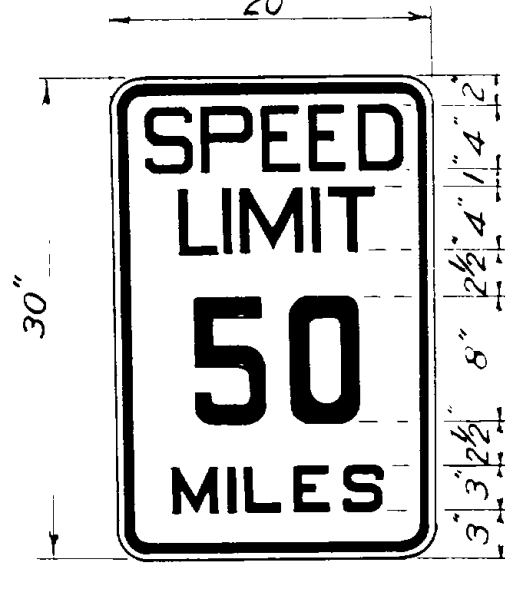
REVISIONS	
DATE	BY



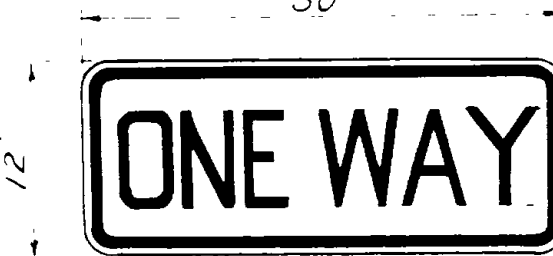
YELLOW BACKGROUND WITH BLACK ARROW REFLECTORIZED WITH 3/4" #3 CRYSTAL BUTTONS 1 3/8" CENTER TO CENTER 1/2" INSET 3/4" BLACK BORDER



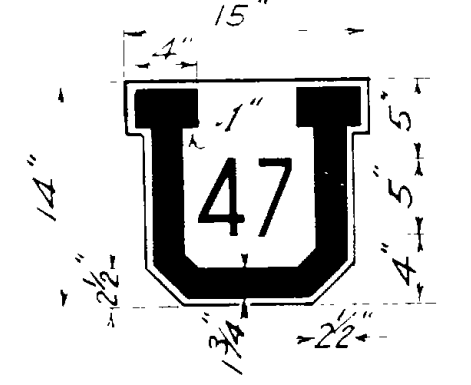
YELLOW BACKGROUND WITH BLACK 6" SERIES 'C' LETTERS REFLECTORIZED WITH 3/4" #3 CRYSTAL BUTTONS 1/2" INSET 3/4" BLACK BORDER



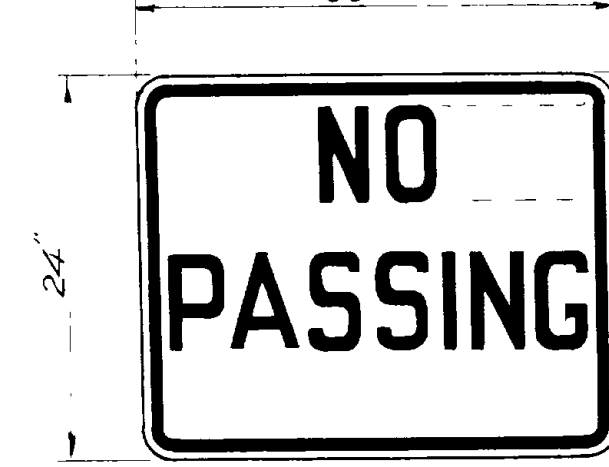
WHITE BACKGROUND WITH BLACK 4" AND 3" SERIES 'C' LETTERS NUMERALS TO BE 8" SERIES 'C' AND REFLECTORIZED WITH 3/4" #3 CRYSTAL BUTTONS 1/2" INSET 1/2" BLACK BORDER



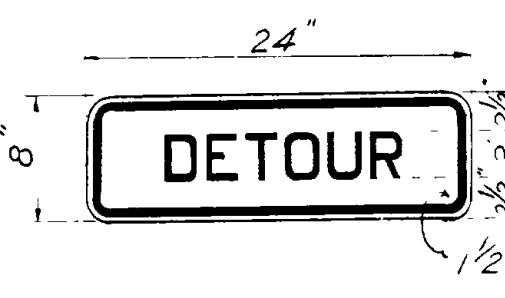
WHITE BACKGROUND WITH BLACK 6" SERIES 'C' LETTERS REFLECTORIZED WITH 3/4" #3 CRYSTAL BUTTONS 1/2" INSET 1/2" BLACK BORDER



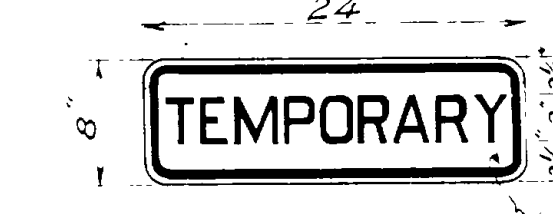
WHITE BACKGROUND WITH BLACK LETTER AND NUMERALS 1/2" INSET



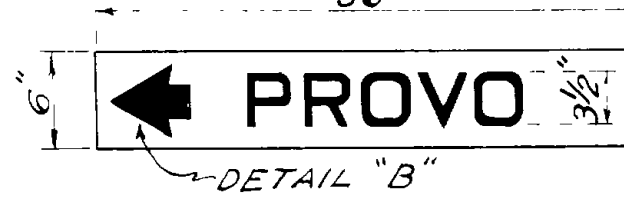
WHITE BACKGROUND WITH BLACK LETTERS 6" SERIES 'C' REFLECTORIZED WITH 3/4" #3 CRYSTAL BUTTONS 1/2" INSET 3/4" BLACK BORDER



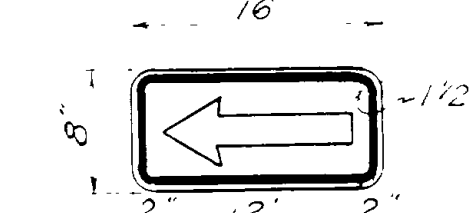
WHITE BACKGROUND WITH BLACK 3" LETTERS 1/2" INSET 1/2" BORDER 1/2" RADIUS



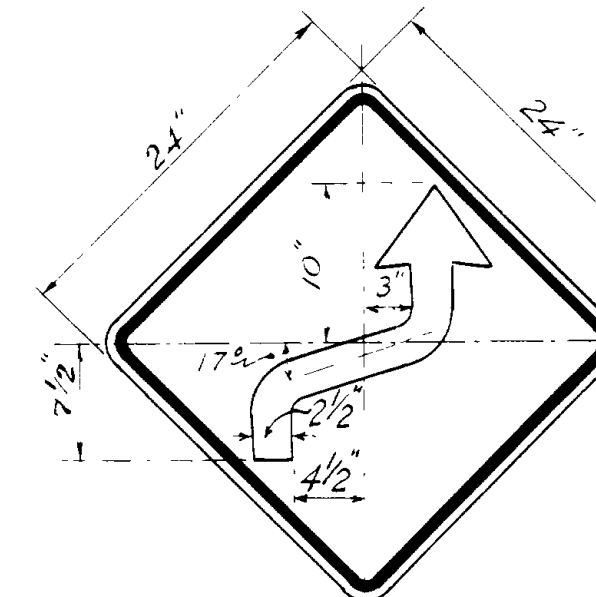
WHITE BACKGROUND WITH BLACK 3" LETTERS 1/2" INSET 1/2" BLACK BORDER 1/2" RADIUS



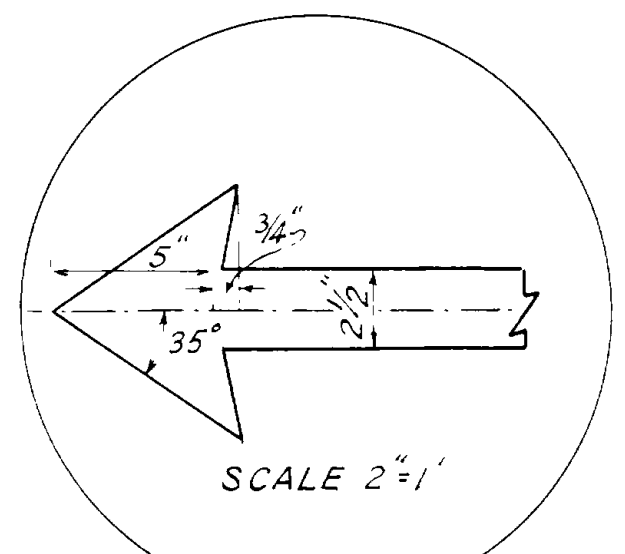
PLAIN WHITE SLAT WITH BLACK 3 1/2" LETTERS



WHITE BACKGROUND WITH BLACK ARROWS DETAIL 'B' DESIGN 1/2" INSET 1/2" BLACK BORDER 1/2" RADIUS

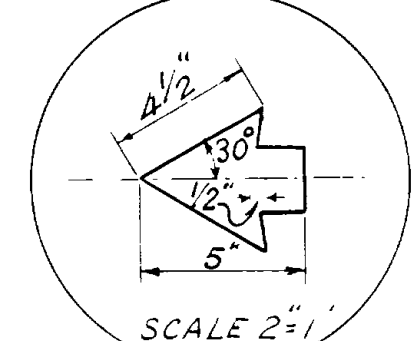


YELLOW BACKGROUND WITH BLACK ARROW REFLECTORIZED WITH 3/4" #3 CRYSTAL BUTTONS 1 3/8" CENTER TO CENTER 1/2" INSET 3/4" BLACK BORDER



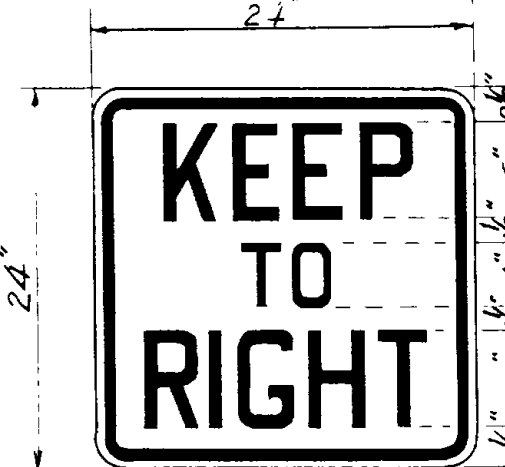
SCALE 2" = 1'

ARROW HEAD DETAIL FOR CURVE SIGNS



SCALE 2" = 1'

DETAIL 'B' FOR DIRECTIONAL ARROWS



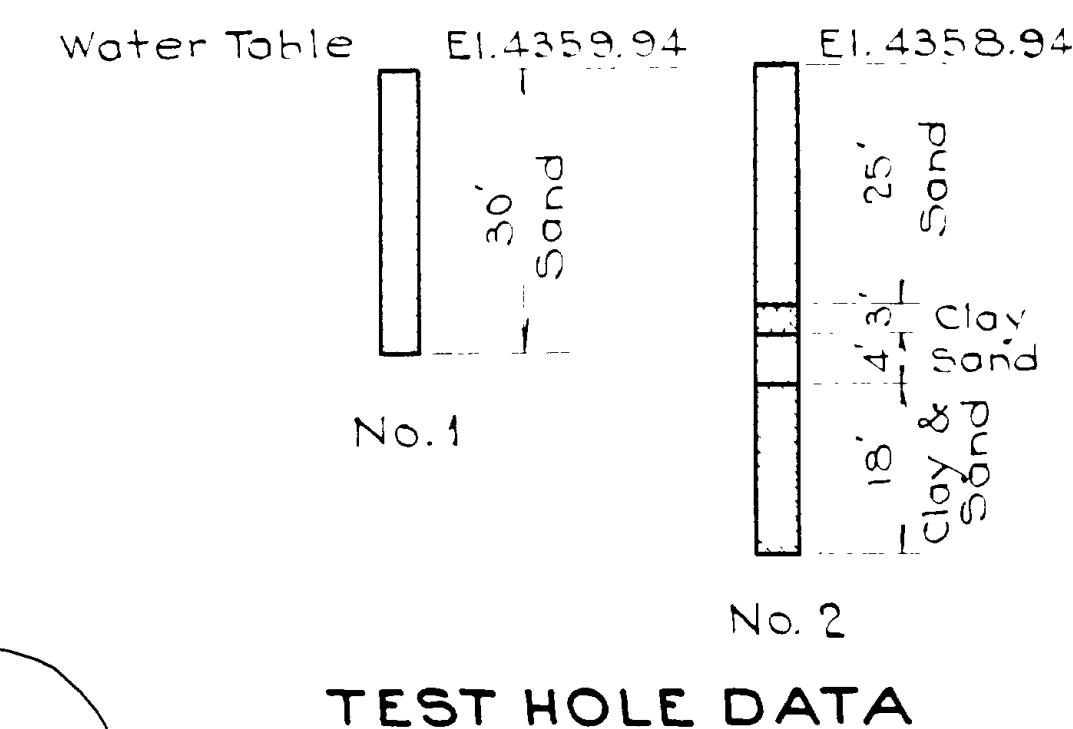
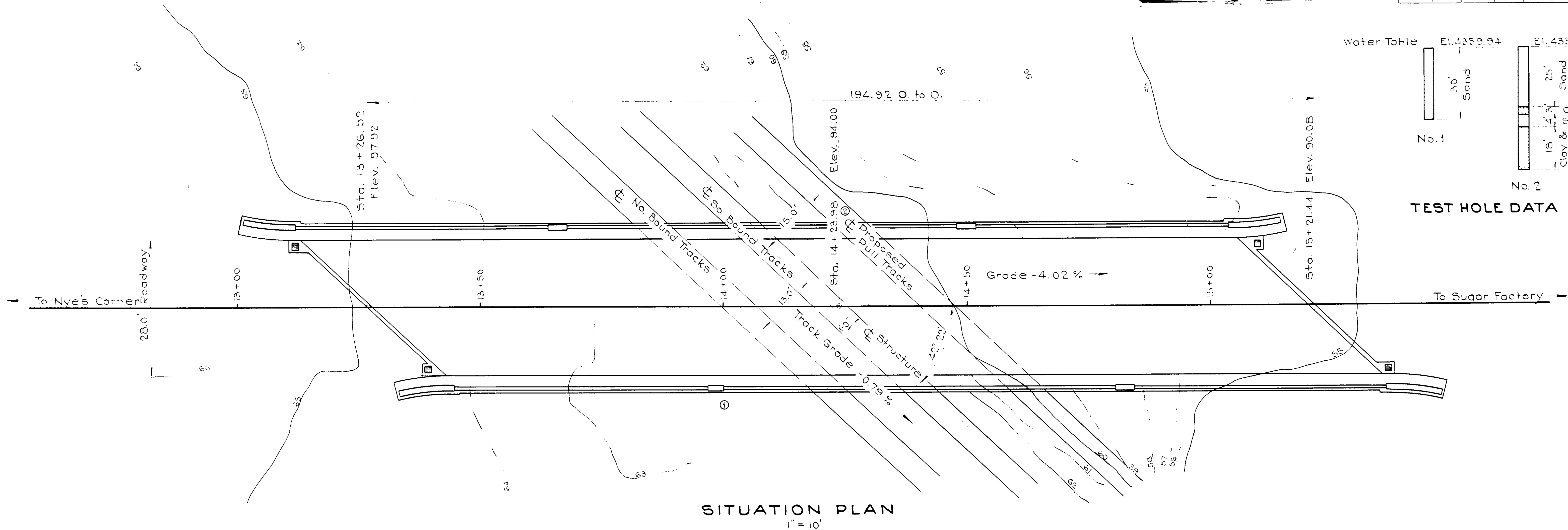
WHITE BACKGROUND WITH BLACK 6" AND 4" SERIES 'C' LETTERS REFLECTORIZED WITH 3/4" #3 CRYSTAL BUTTONS 1/2" INSET 3/4" BLACK BORDER

SCALE 1" = 1'

GENERAL NOTES

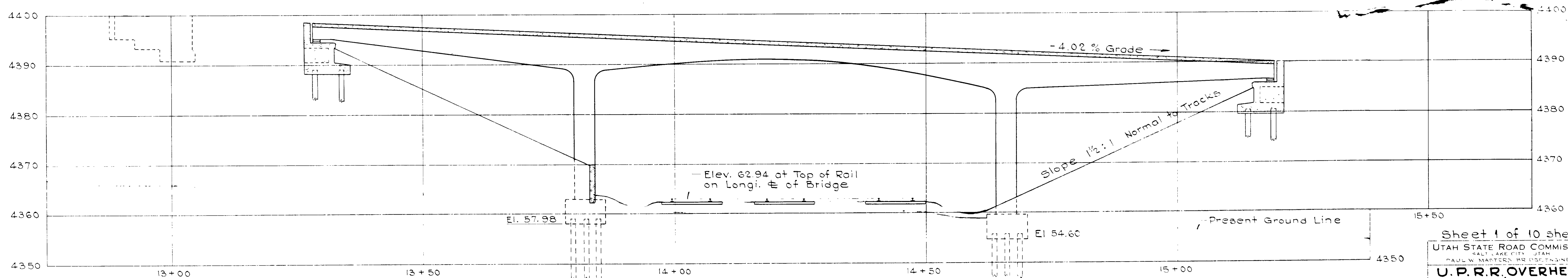
1. WHERE CONDITIONS REQUIRE GREATER VISIBILITY NECESSITATING A LARGER SIGN, THE OUTSIDE DIMENSIONS SHALL BE INCREASED IN MULTIPLES OF 6 INCHES
2. SPECIAL SIGNS SHALL BE USED WHERE NECESSARY FOR SAFETY.

FED. ROAD DIST. NO.	STATE	S.N.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
12	UTAH	214-C8			



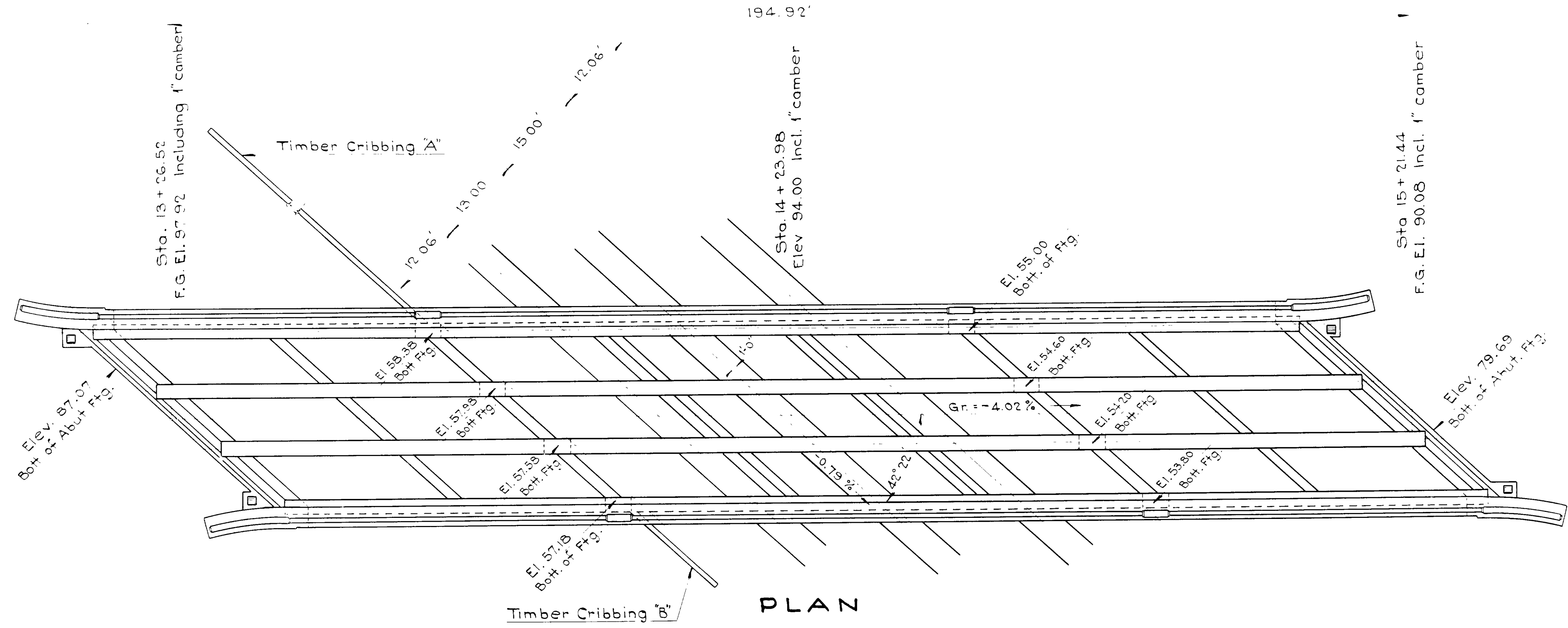
NO.	DATE	REVISIONS

SITUATION PLAN
1" = 10'



PROFILE ALONG E ROAD
Scale: 1" = 10' Horiz. & Vert.

Sheet 1 of 10 sheets
 UTAH STATE ROAD COMMISSION
 SALT LAKE CITY, UTAH
 PAUL W. MARTENS, INC. ENGINEERS
U. P. R. R. OVERHEAD
 194.92' O. to O.
 Sta. 14+23.98 S.N. F.A.G.H. 214-C8
 Nye's Corner - Sugar Factory - Weber Co.
 E.W. As noted
 R.W.I. Paul W. Martens
 29-23-1-4 D-487



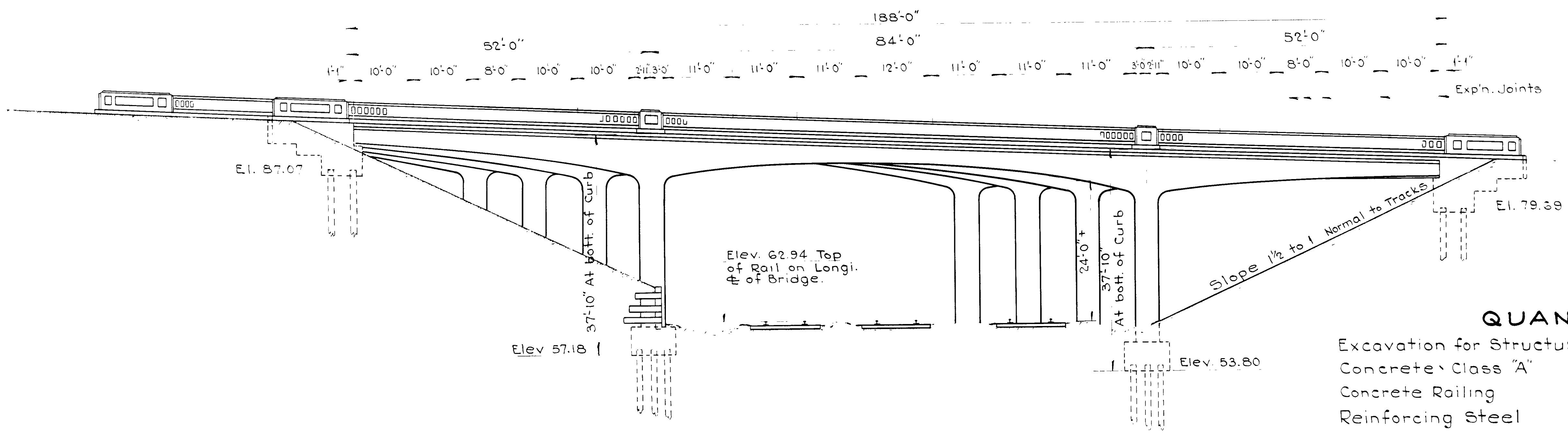
GENERAL NOTES

Materials, construction and workmanship shall be in accordance with the State Standard specifications for Road and Bridge Construction, edition of 1939 and supplements thereto.

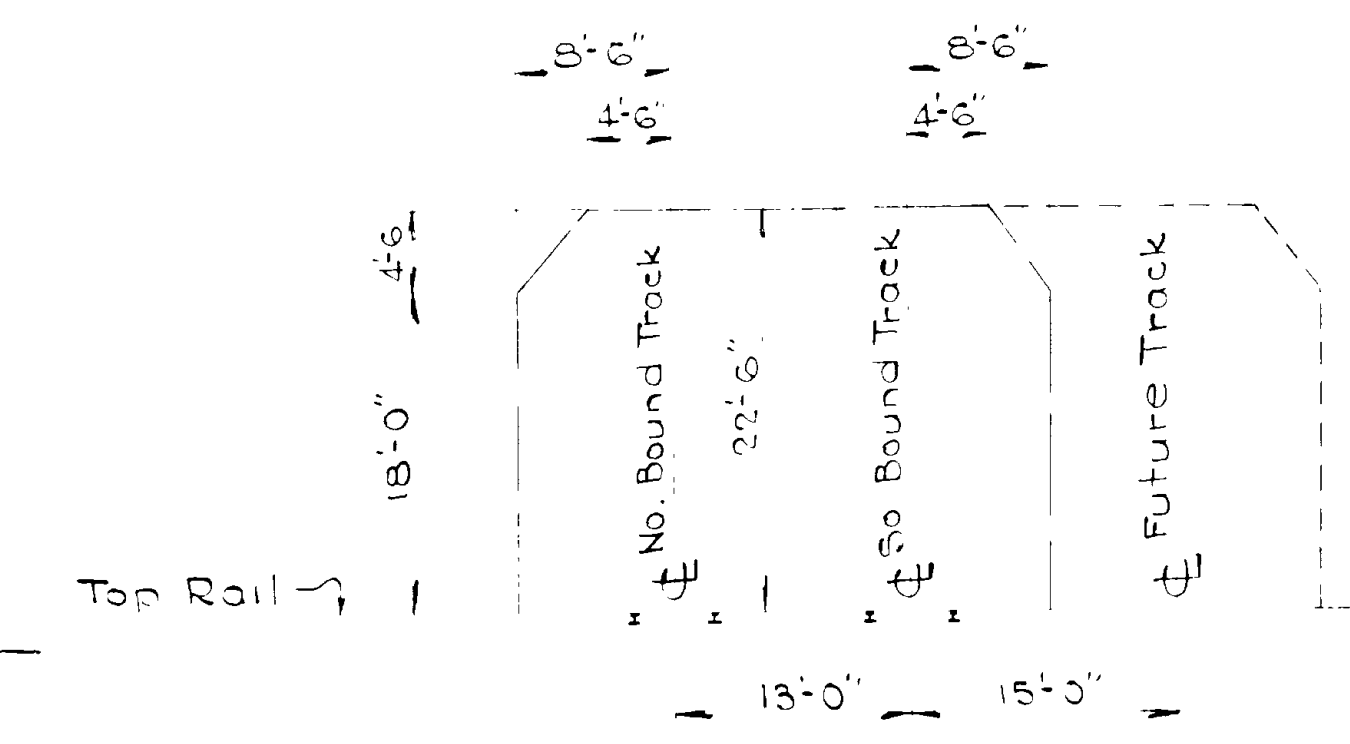
DESIGN DATA

H-15 Loading in accordance with the A.A.S.H.O. specifications of 1941.
 $f_s = 20,000 \#/\text{sq. in.}$ $f_c = 1000 \#/\text{sq. in.}$ $n = 10$

REVISIONS



LONGITUDINAL ELEVATION
 $\frac{3}{32}'' = 1'-0''$



CLEARANCE DIAGRAM FOR FALSEWORK
 $\frac{3}{32}'' = 1'-0''$

QUANTITIES

Excavation for Structures	405 Cu.Yds.
Concrete Class "A"	785 " "
Concrete Railing	427 Lin. Ft
Reinforcing Steel	131,566 Lbs
Structural Steel	4,838 Lbs.
8" Perforated C.G. M. Pipe (Underdrains)	91 Lin. Ft
8" C.G. M. Pipe	220 " "
Gravel Backfill	38 Cu.Yds
Piles - 12" Treated - 32 @ 45'	1,440 Lin. Ft.
Piles - 16" " - 48 @ 25'	1,200 " "
Hardware (Drift Bolts)	517 Lbs.
Timber Cribbing (treated)	6,315 F.B.M.

Sheet 2 of 10 sheets

UTAH STATE ROAD COMMISSION
 SALT LAKE CITY, UTAH
 PAUL W. MASTERS, BRIDGE ENGINEER

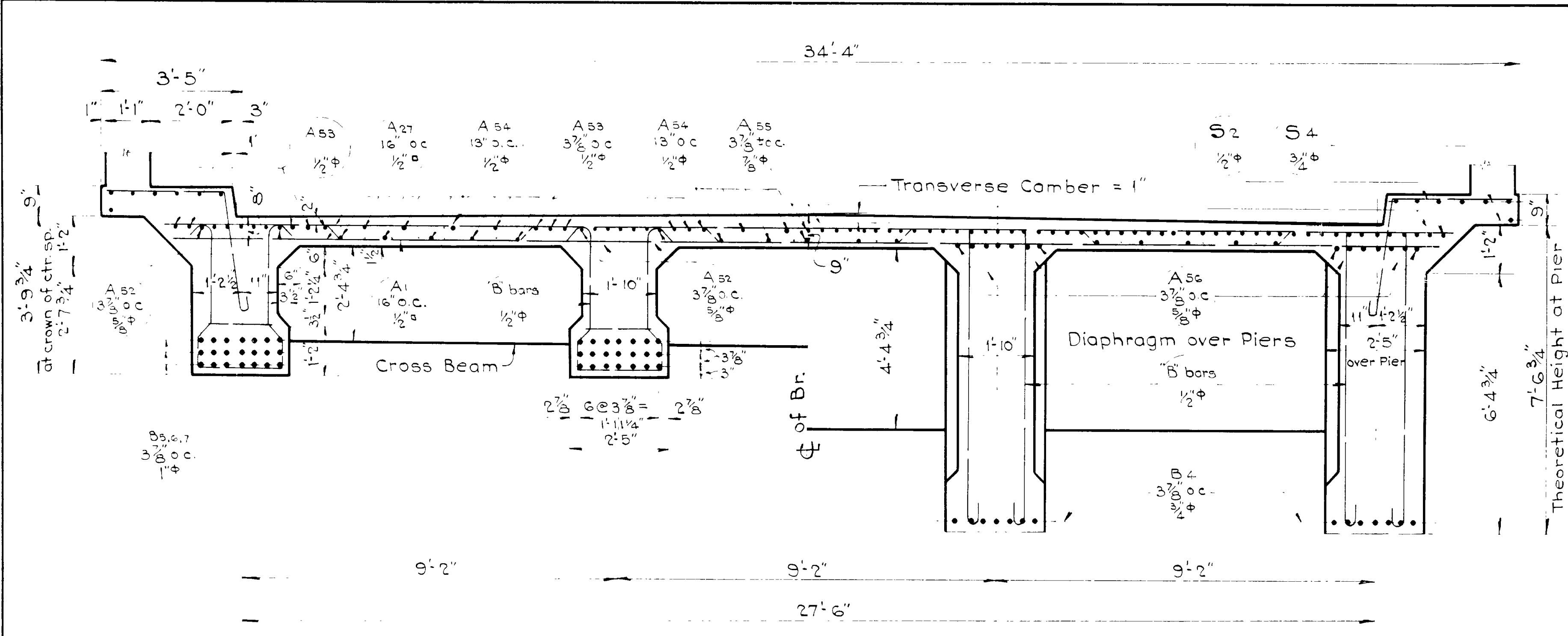
U.P. R.R. OVERHEAD
 194.92 O. to O.
 Sta. 14+23.98 S.N.F.A.G.H. 214-CG
 Nyes Corner - Sugar Factory - Weber Co.

DESIGNED BY: E.W. As noted
 CHECKED BY: E.W. As noted
 DRAWN BY: Paul Masterson

DATE: 3-19-44

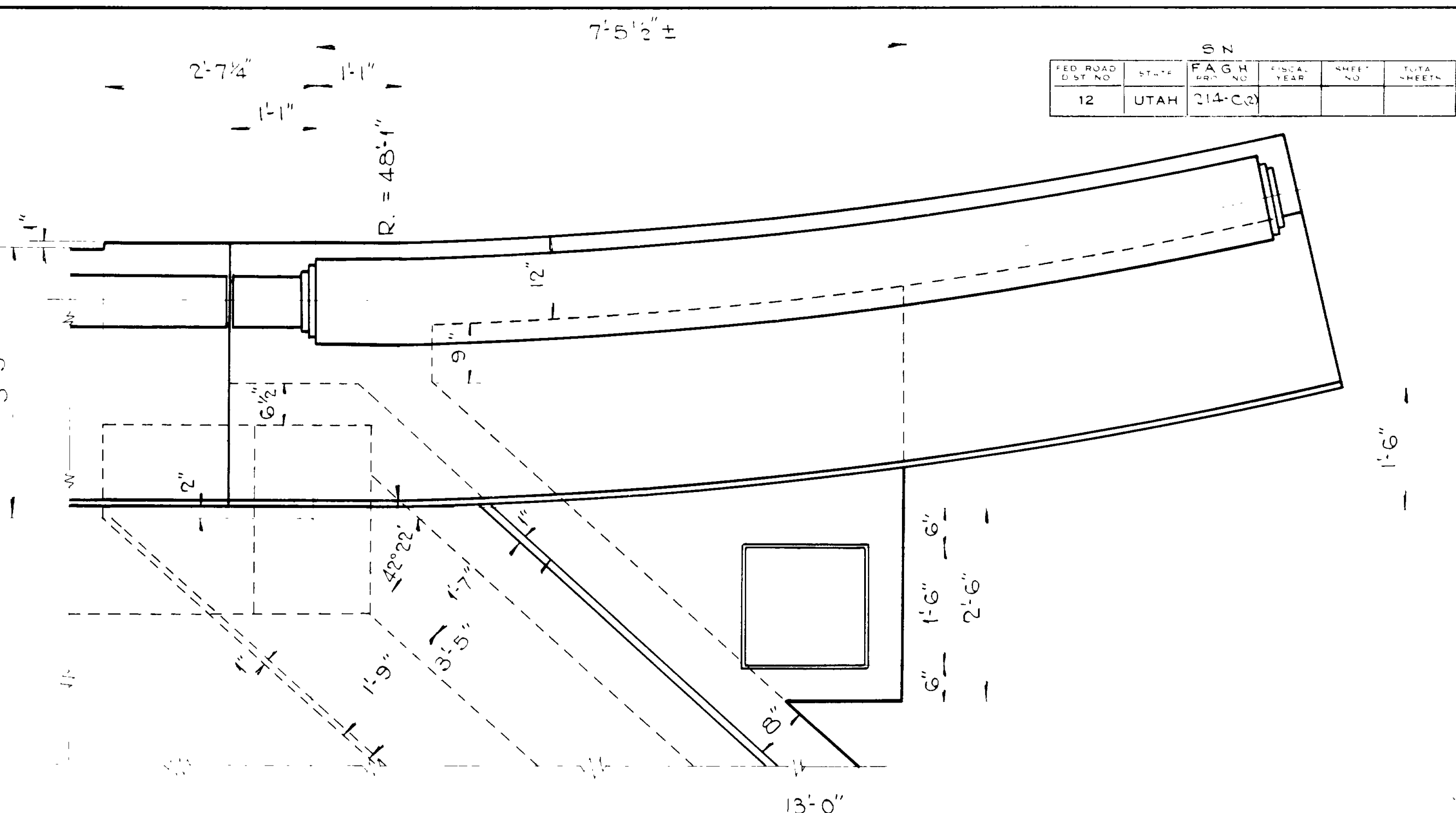
PROJECT NO. 29-23-1-4 Dwg. No. D-487

FED. ROAD DIST. NO.	STATE	F.A.G.H. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
12	UTAH	214-C-03			



SECTION AT CROWN OF CENTER SPAN

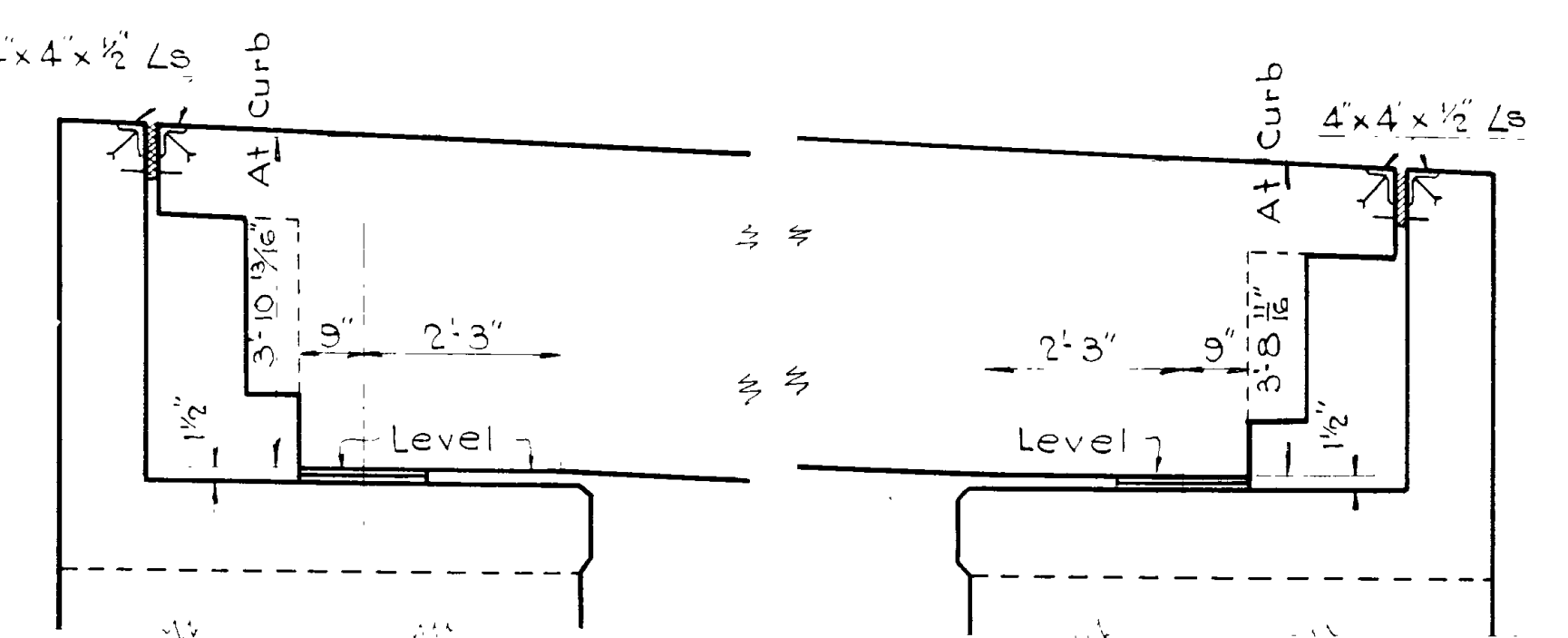
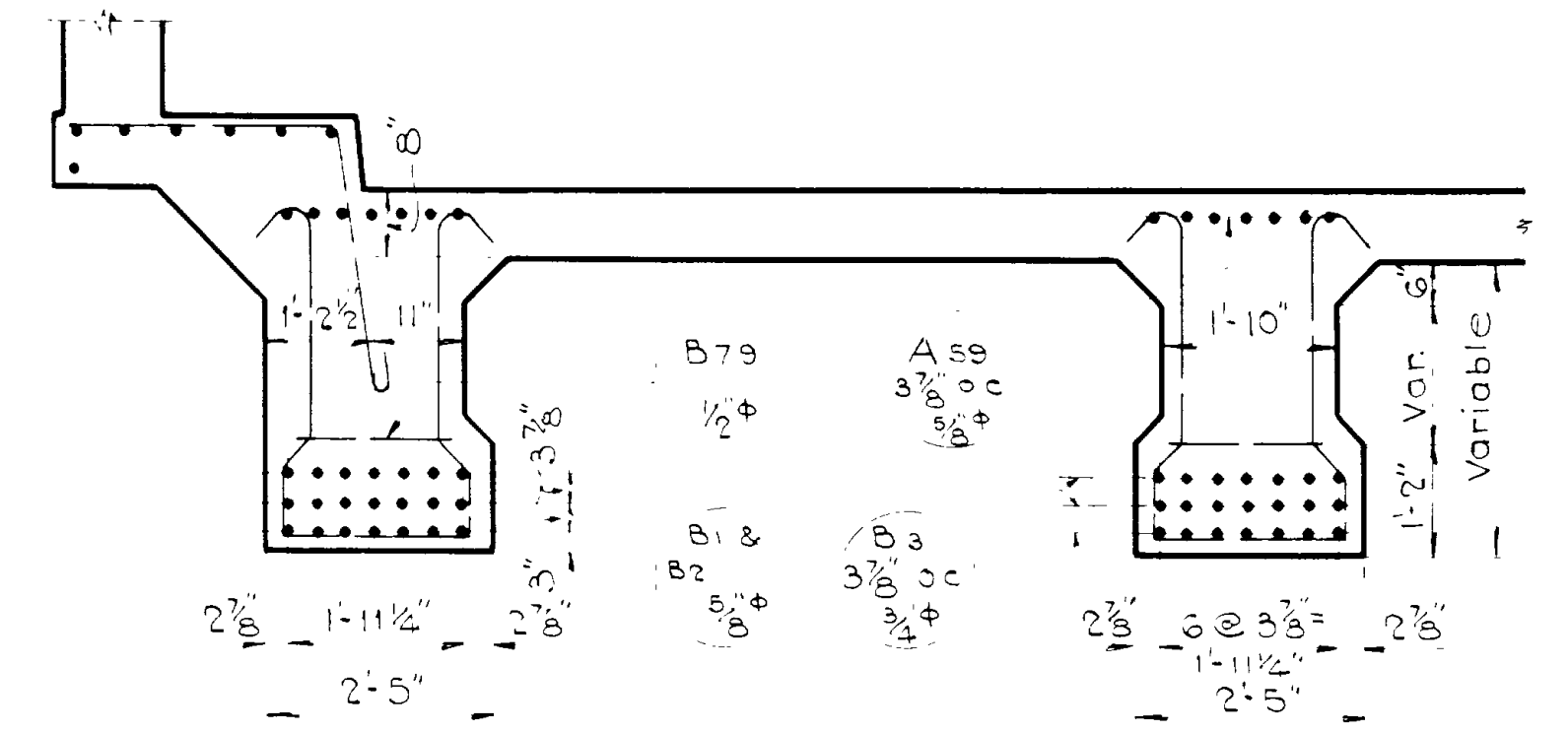
SECTION AT PIERS



1/2" = 1'-0"

1/2" = 1'-0"

REVISIONS	DATE	BY

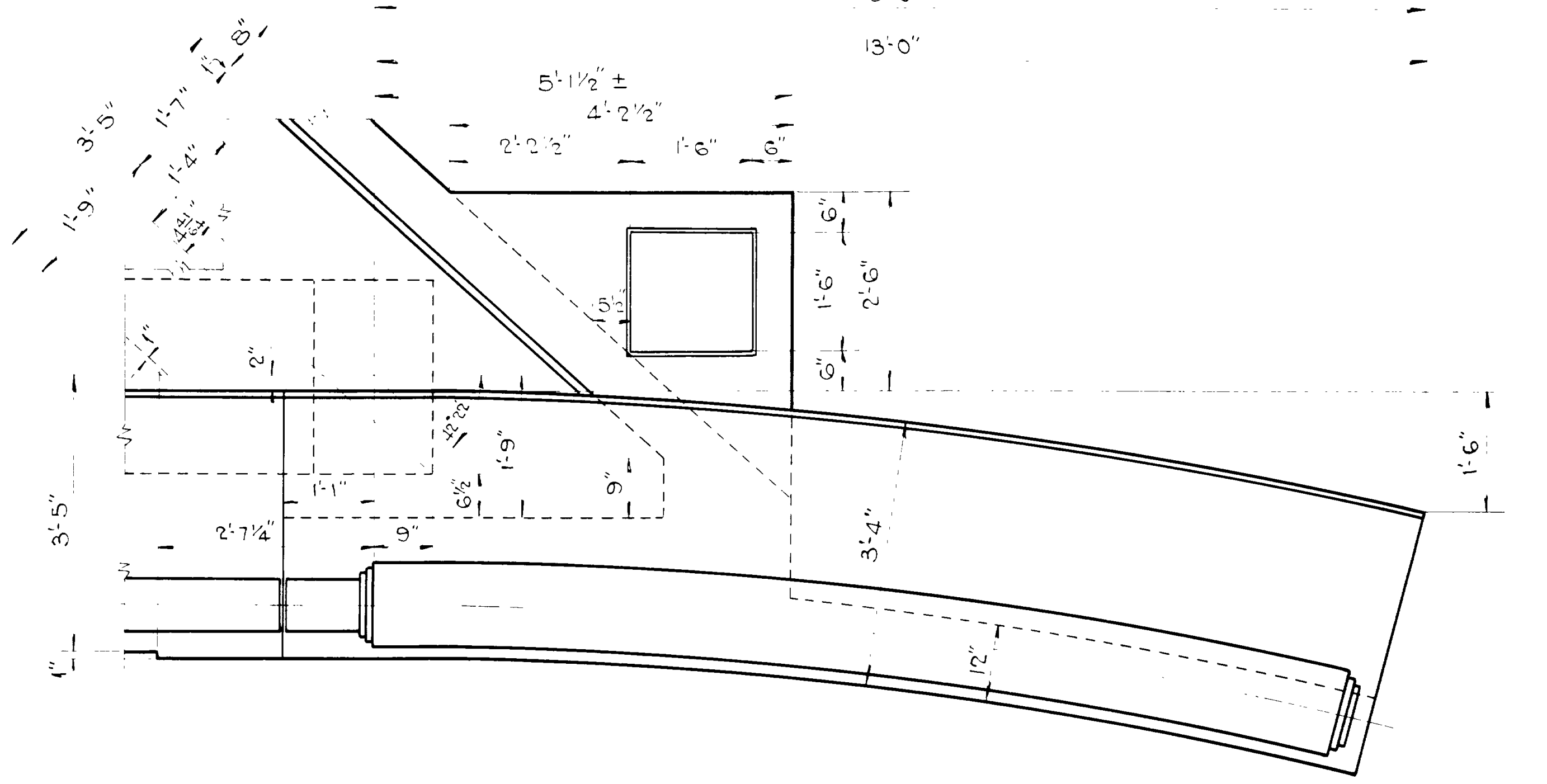


MAX. POSITIVE STEEL IN END SPANS

SECTION OF END BEAMS AT BRIDGE SEATS

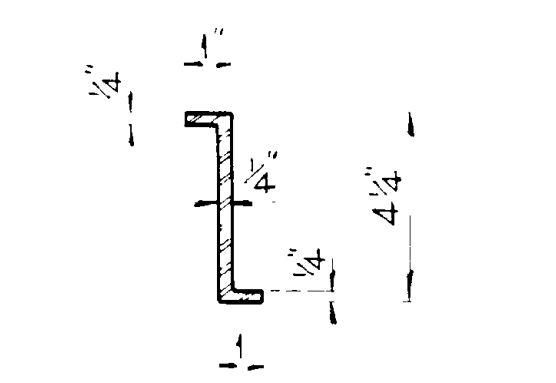
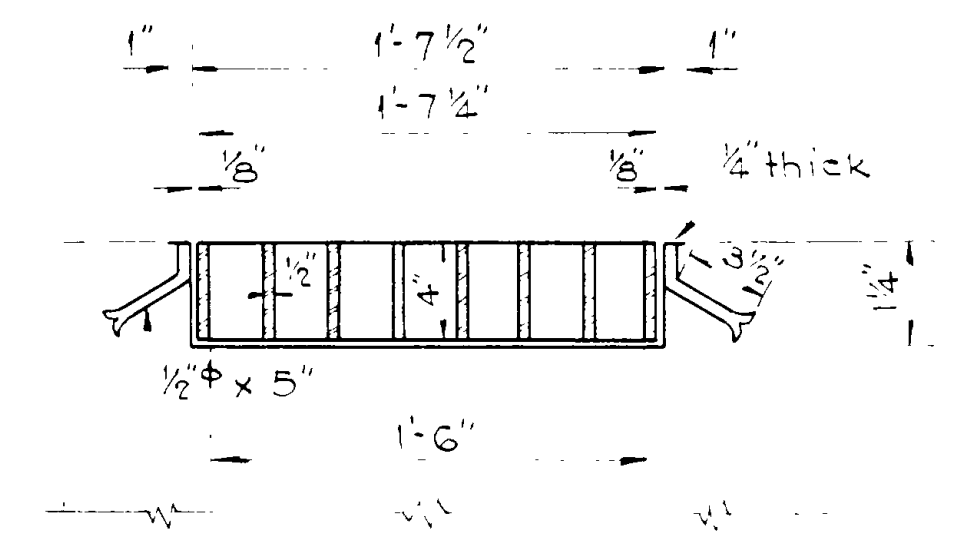
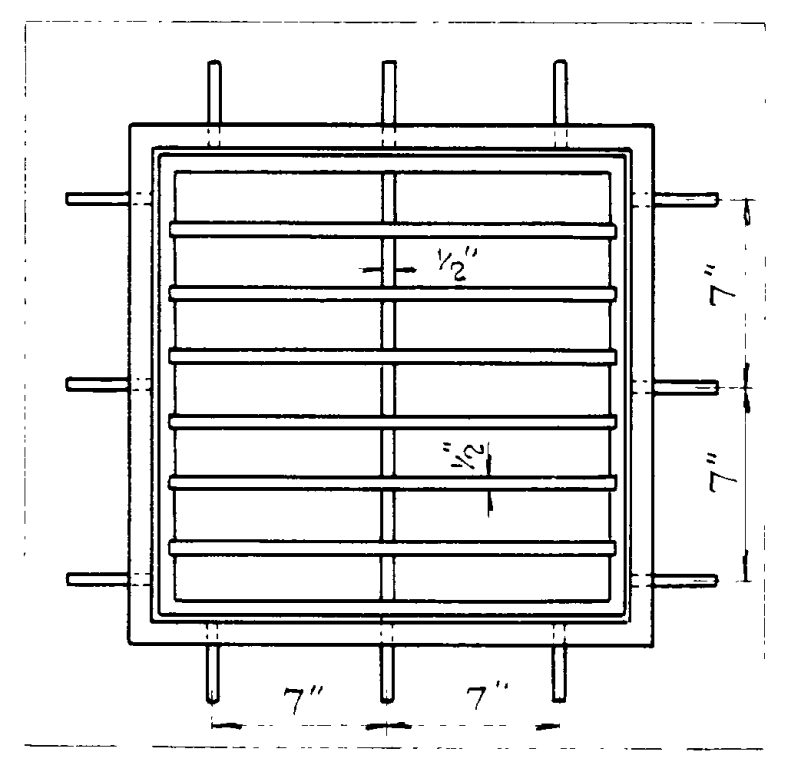
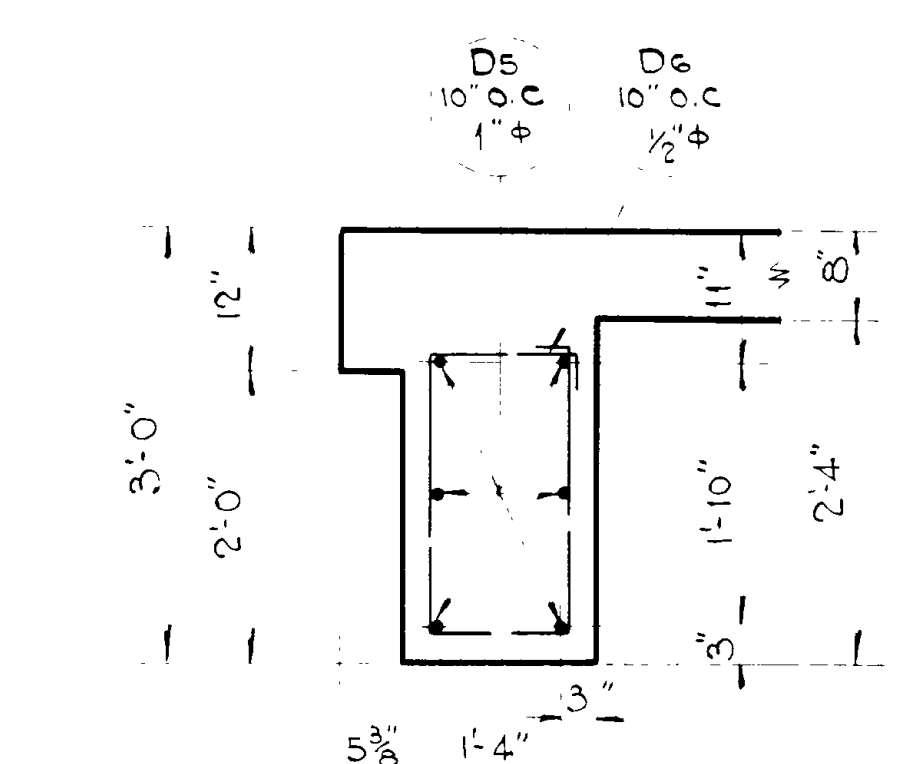
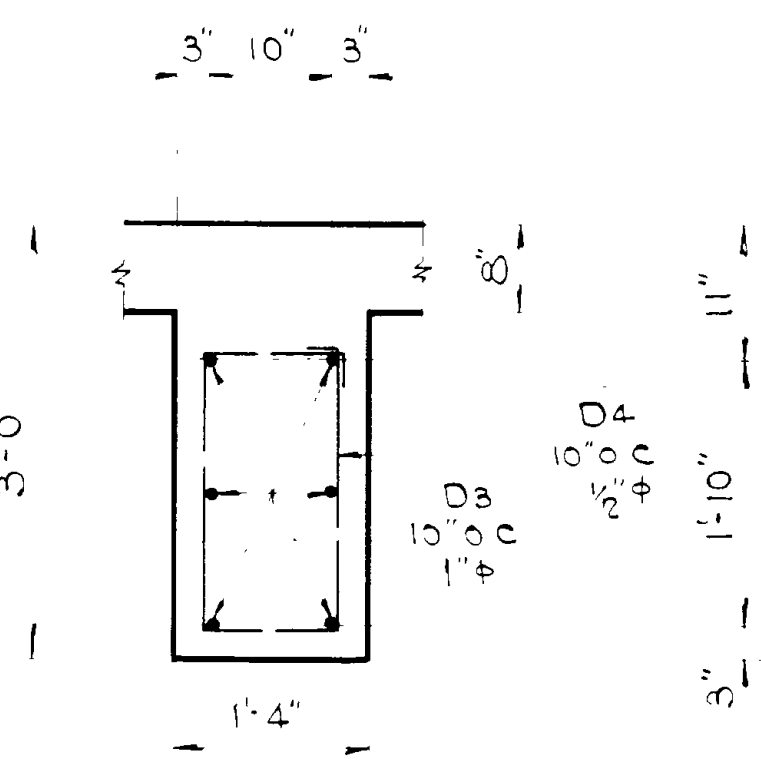
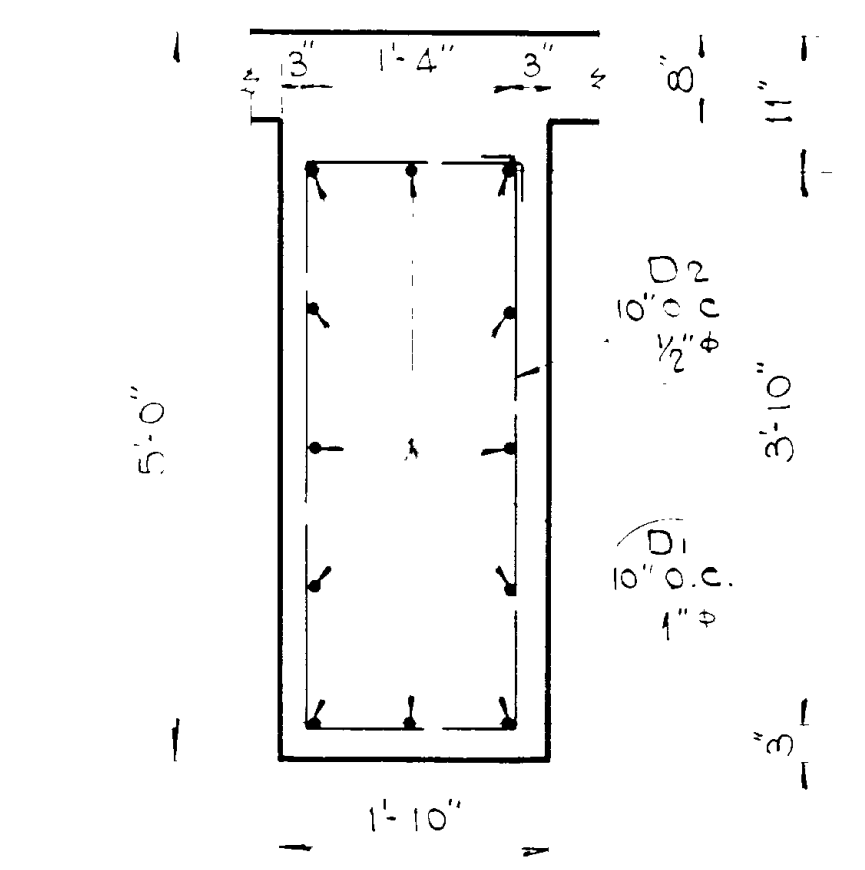
1/2" = 1'-0"

1/2" = 1'-0"



PLAN SHOWING RELATION OF END POSTS TO BRIDGE SEATS

3/4" = 1'-0"



DIAPHRAGM AT PIER

CROSS BEAM

END DIAPHRAGM

GRATING

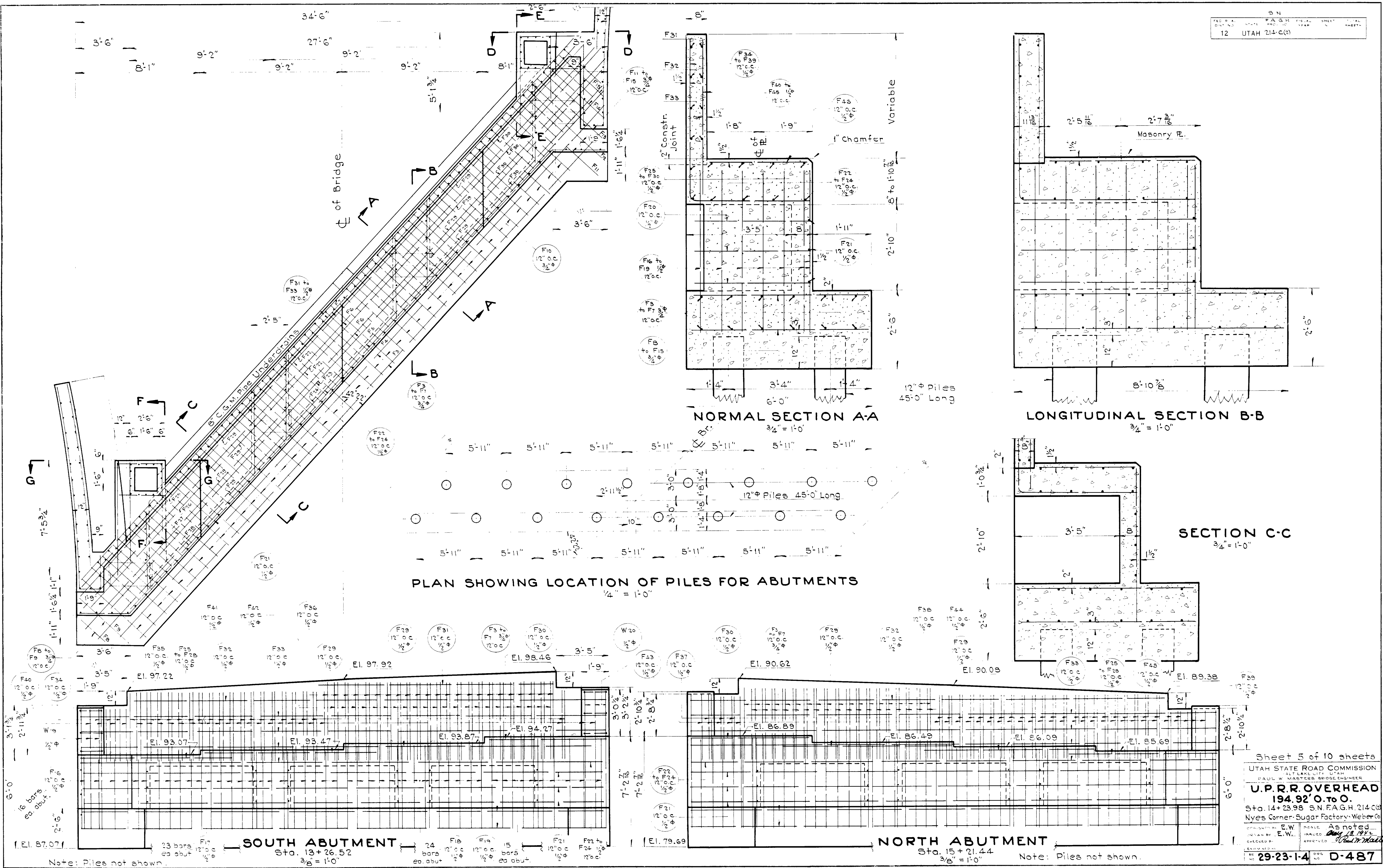
SECTION THRU FRAME OF GRATING

1/2" = 1'-0"
Wt. Each = 113 #
4- Req'd.

3" = 1'-0"
Wt. Each Frame = 36 #
4- Req'd.

Sheet 4 of 10 sheets
UTAH STATE ROAD COMMISSION
SALT LAKE CITY - UTAH
PAUL W. MASTERS, BRIDGE ENGINEER
U.P.R.R. OVERHEAD
194.92' O. to O.
Sta. 14+23.98 S.N.F.A.G.H. 214-C-03
Nyes Corner - Sugar Factory - Weber Co.
DESIGNED BY E.W. AS NOTED
DRAWN BY E.W. Aug 13, 1944
CHECKED BY Paul Masters
BY 29-23-1-4 D-487

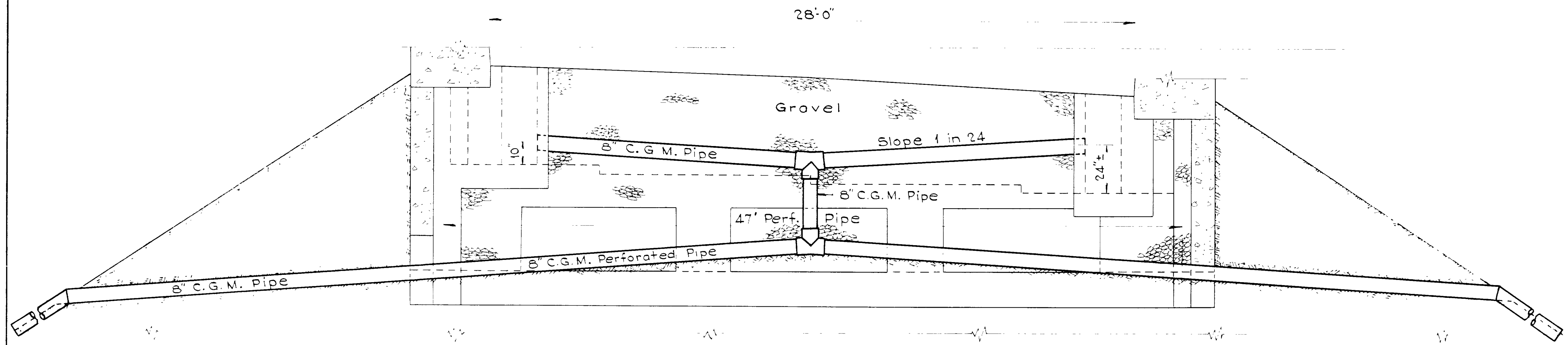
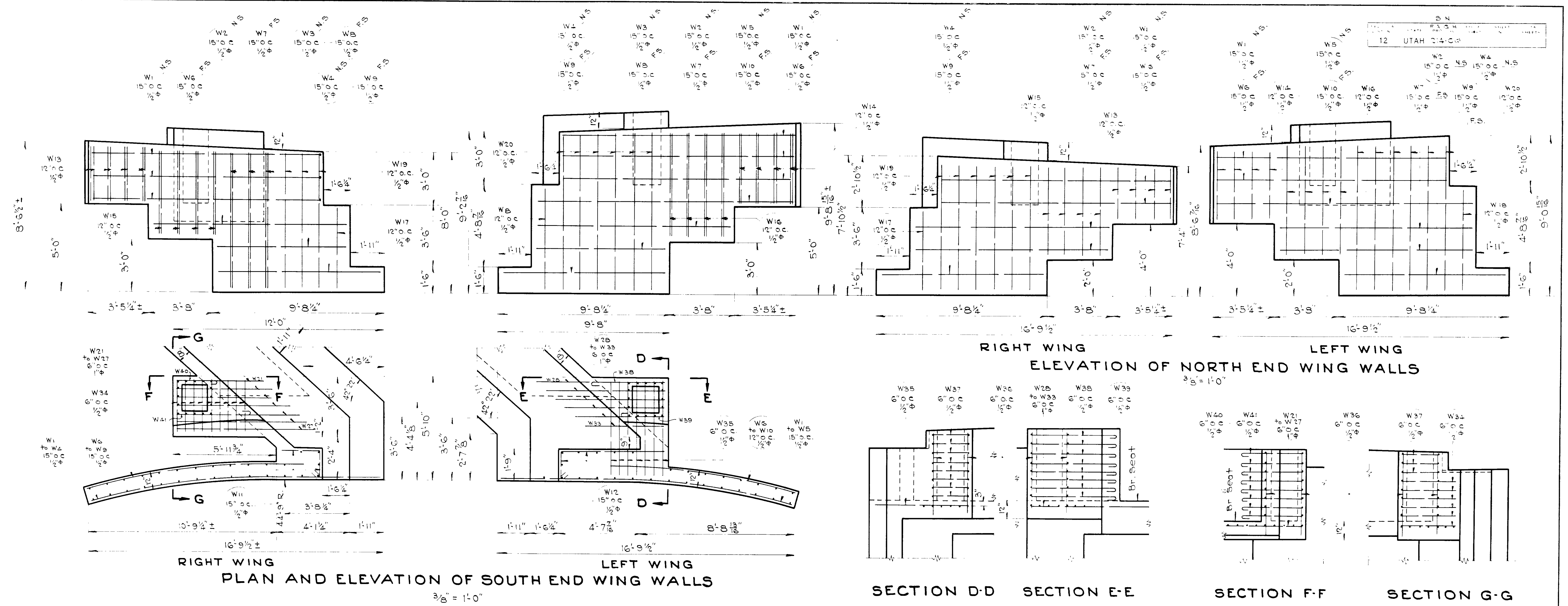
REVISIONS	DATE	BY



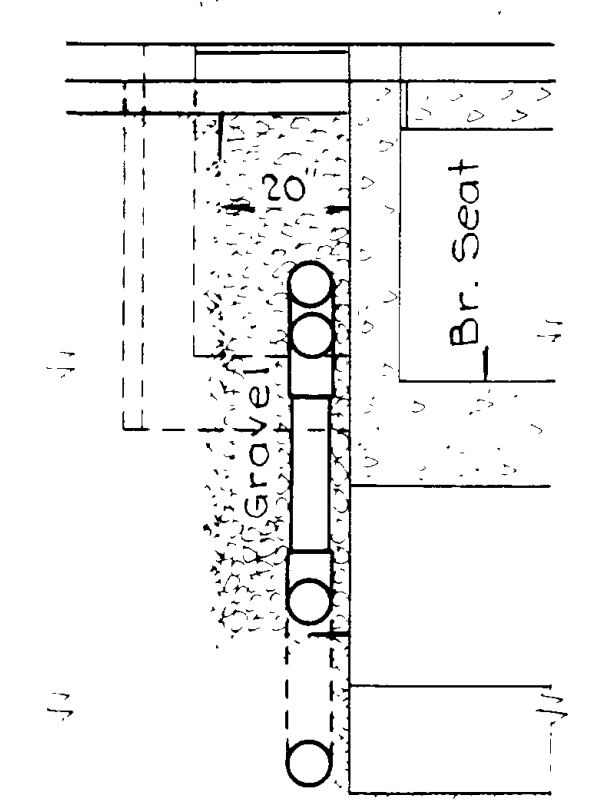
Sheet 5 of 10 sheets
 UTAH STATE ROAD COMMISSION
 ALTAKE CITY, UTAH
 PAUL W. MASTERS, BRIDGE ENGINEER
U.P.R.R. OVERHEAD
 194.92' O. TO O.
 Sta. 14+23.98 S.N. F.A.G.H. 214-C(2)
 Nyes Corner-Sugar Factory-Weber Co.
 DESIGNED BY: E.W. MAILED: *Paul W. Masters*
 CHECKED BY: E.W. APPROVED: *Paul W. Masters*
 LEARNED BY: *Paul W. Masters*
 AS NOTED: *Paul W. Masters*
 29-23-14 DWS D-487

Note: Piles not shown.

NO.	DATE	REVISIONS

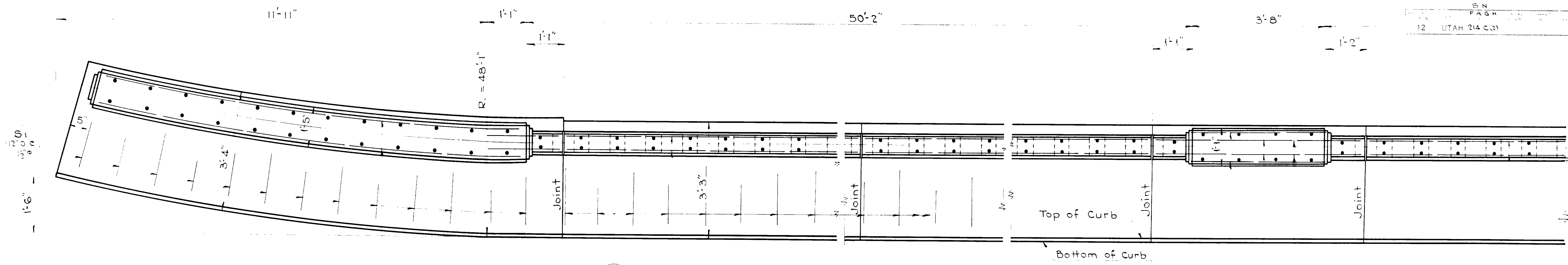


DRAINAGE SYSTEM

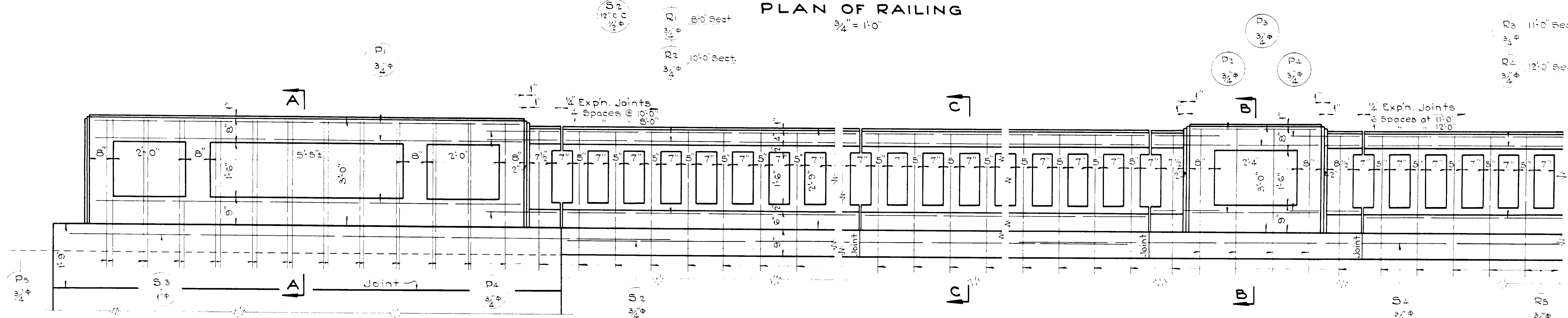


SECTION

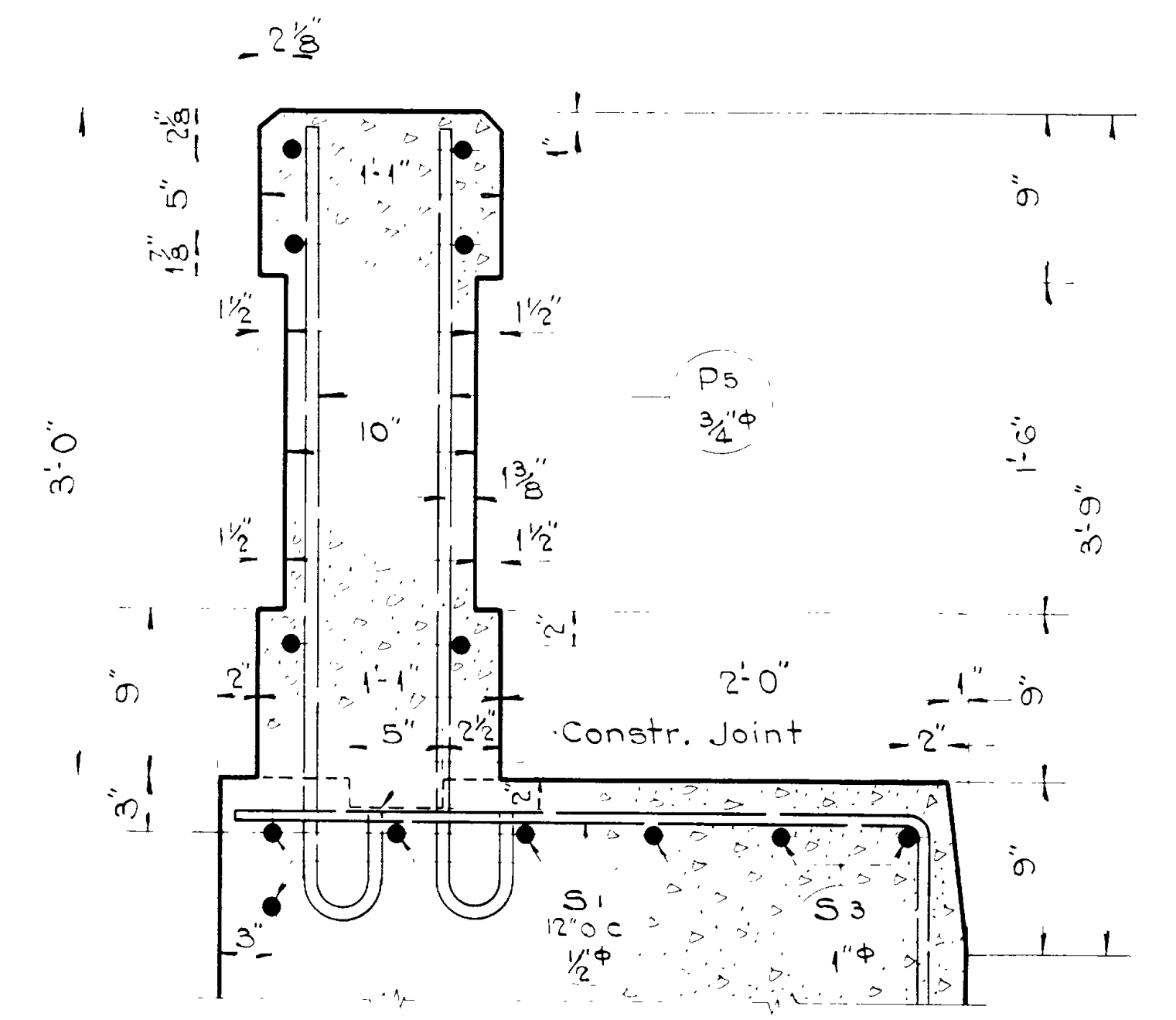
Sheet 6 of 10 sheets
 UTAH STATE ROAD COMMISSION
 SALT LAKE CITY, UTAH
 PAUL W. HARTZEL, CHIEF ENGINEER
U.P.R.R. OVERHEAD
 194.92' O. to O.
 Sta. 14+23.98 S.N. F.A.G.H. 214-C
 Nye's Corner Sugar Factory - Weber Co.
 DESIGNED BY E.W. SCALE As noted
 DRAWN BY E.W. ISSUED Aug 13, 1942
 CHECKED BY APPROVED Paul H. Meeker
 EXAMINED BY
 29-23-14 D-487



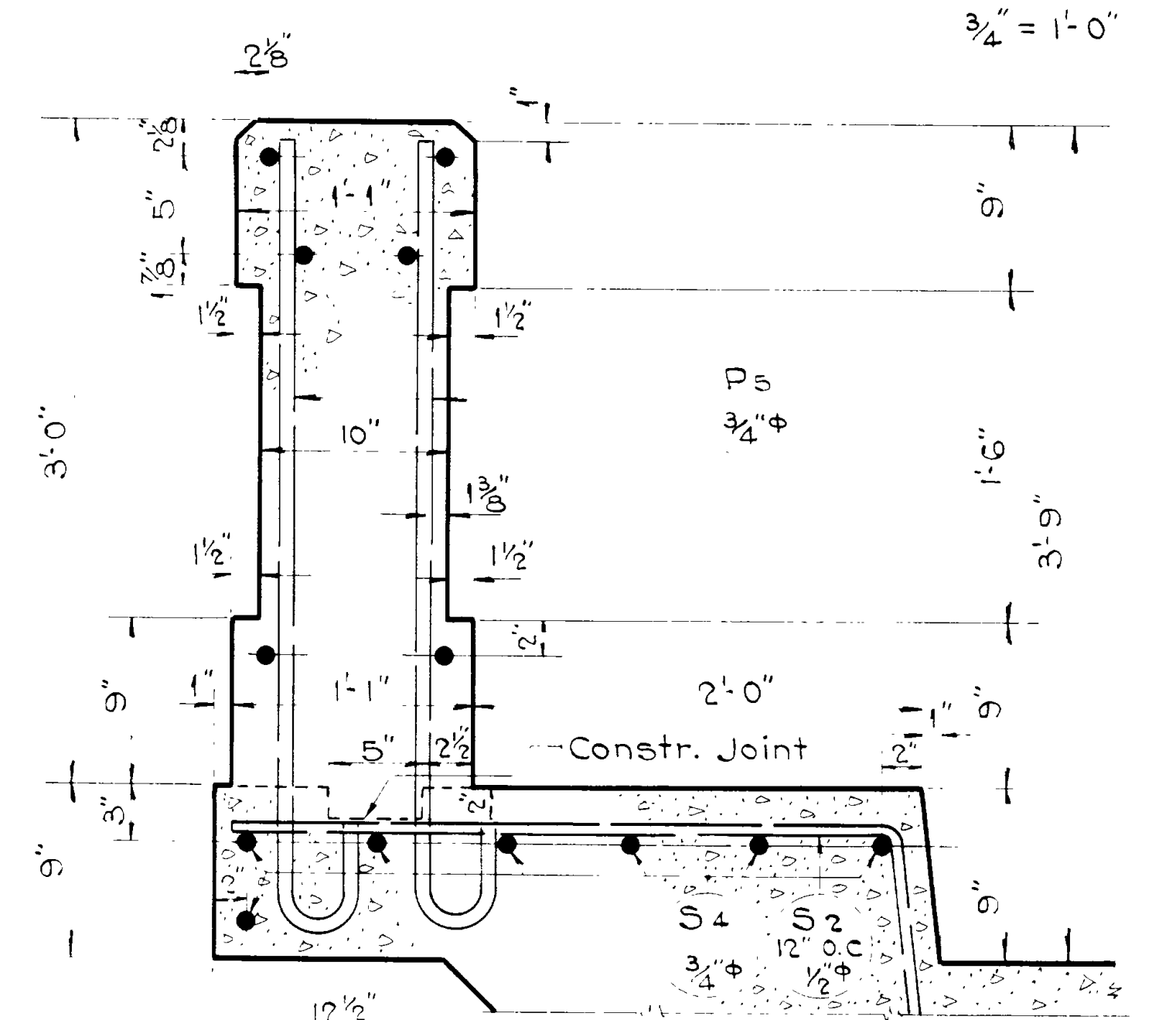
PLAN OF RAILING
 $\frac{3}{4}'' = 1'-0''$



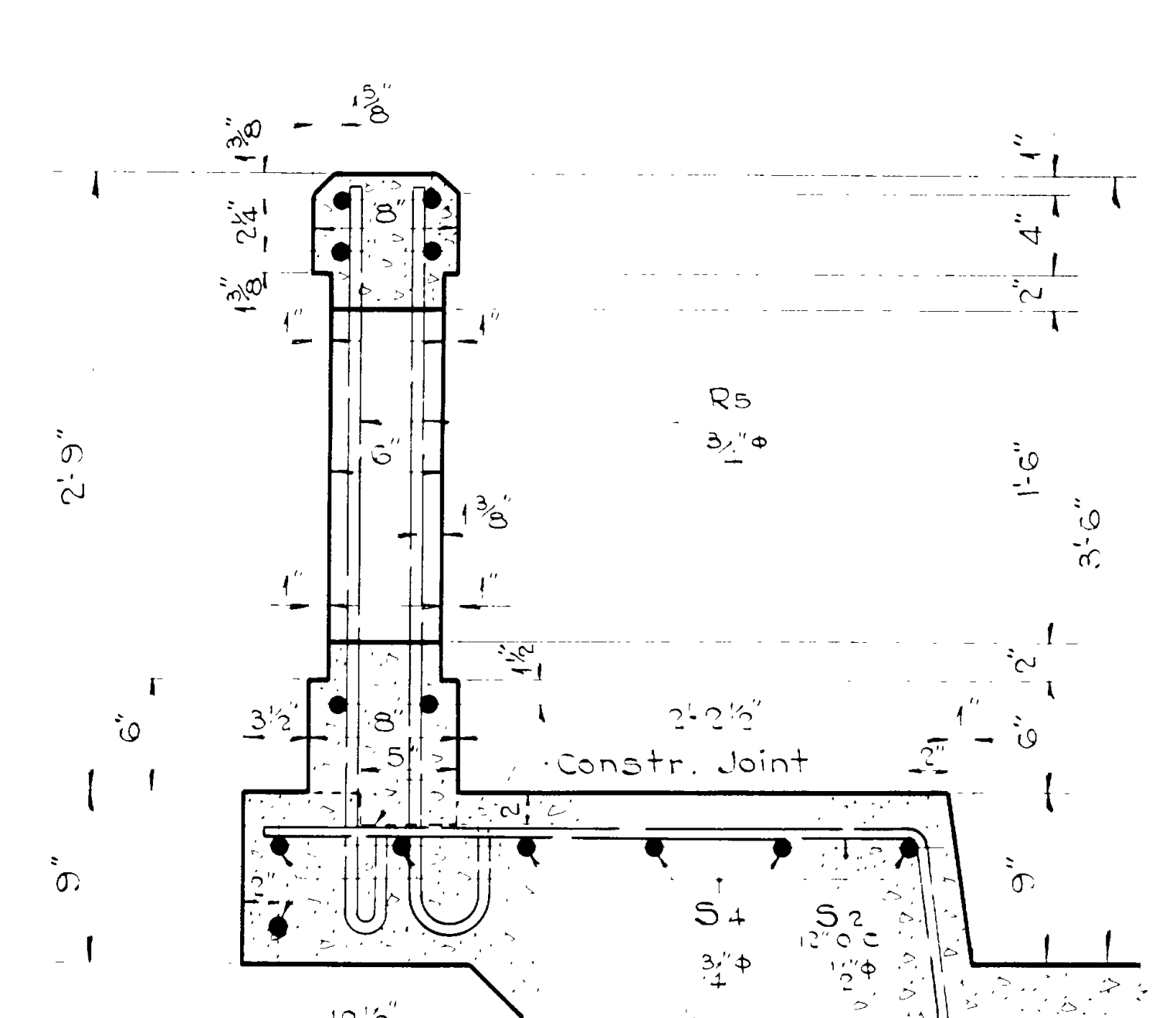
ELEVATION OF RAILING
 $\frac{3}{4}'' = 1'-0''$



SECTION A-A
 $1\frac{1}{2}'' = 1'-0''$



SECTION B-B
 $1\frac{1}{2}'' = 1'-0''$

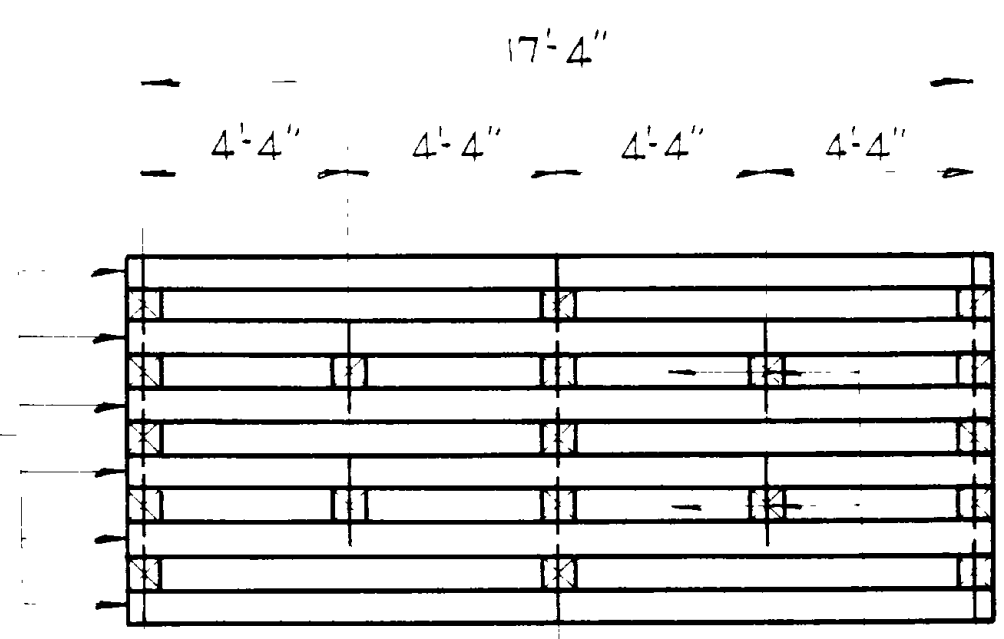


SECTION C-C
 $1\frac{1}{2}'' = 1'-0''$

REVISIONS

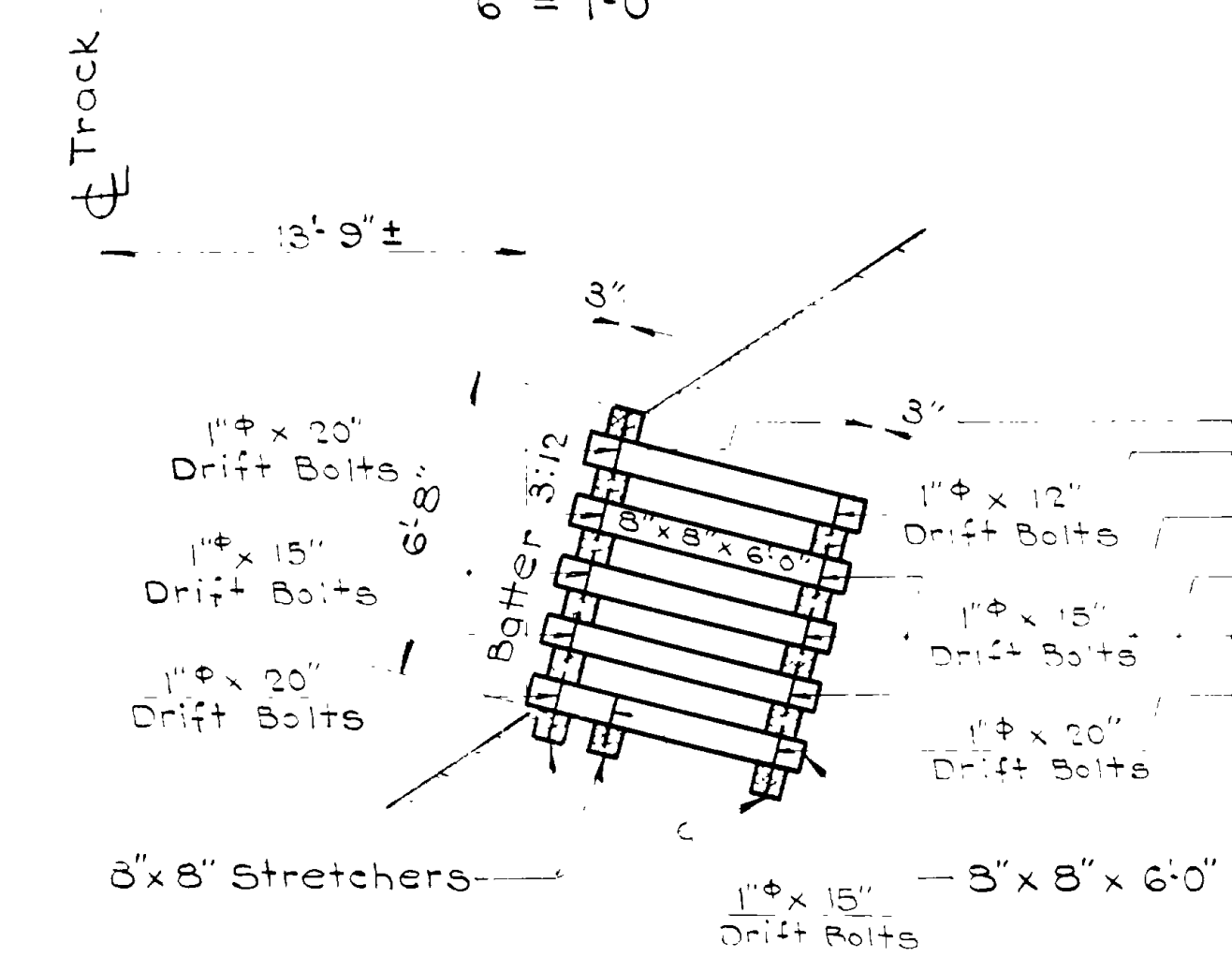
MARK	LOCATION	SIZE	LGTH	NO BARS	TOTAL LENGTH	SKETCH	OTO
W13	W. Walls	3/8"	3'-0"	16	48'-0"		
W14	"	3/8"	4'-0"	16	64'-0"		
W15	"	3/8"	4'-9"	16	76'-0"		
W16	"	3/8"	6'-0"	16	96'-0"		
W17	"	3/8"	11'-0"	9	99'-0"		
W18	"	3/8"	5'-9"	2	11'-6"		
W19	"	3/8"	7'-0"	26	182'-0"		
W20	"	3/8"	8'-0"	24	192'-0"		
W21	Catch Basin	3/8"	5'-0"	2	10'-0"		
W22	"	3/8"	5'-3"	2	11'-0"		
W23	"	3/8"	6'-0"	2	12'-0"		
W24	"	3/8"	6'-3"	2	13'-0"		
W25	"	3/8"	7'-0"	2	14'-0"		
W26	"	3/8"	7'-6"	2	15'-0"		
W27	"	3/8"	8'-0"	2	16'-0"		
W28	Catch Basin	3/8"	7'-3"	2	14'-6"		
W29	"	3/8"	6'-9"	2	13'-6"		
W30	"	3/8"	6'-3"	2	12'-6"		
W31	"	3/8"	5'-9"	2	11'-6"		
W32	"	3/8"	5'-3"	2	10'-6"		
W33	"	3/8"	4'-9"	2	9'-6"		
W34	Catch Basin	3/8"	3'-0"	28	84'-0"		
W35	"	3/8"	5'-6"	14	77'-0"		
W36	Catch Basin	3/8"	4'-6"	64	288'-0"		
W37	"	3/8"	2'-2"	44	95'-4"		
W38	"	3/8"	5'-0"	16	80'-0"	4'-6"	
W39	"	3/8"	3'-0"	16	48'-0"	2'-6"	
W40	"	3/8"	2'-9"	16	44'-0"	2'-3"	
W41	"	3/8"	4'-9"	16	76'-0"	4'-3"	

29,889'-5" of 1/2" @ .668#/ft = 19,966.13 Lbs.
 13,638'-3" of 1/2" @ .850#/ft = 11,592.51 "
 11,512'-8" of 5/8" @ 1.043#/ft = 12,007.71 "
 15,237'-8" of 3/4" @ 1.502#/ft = 22,886.98 "
 7,200'-0" of 3/8" @ 2.044#/ft = 14,716.80 "
 18,875'-0" of 1" @ 2.670#/ft = 50,396.25 "
Total = 131,566.38 Lbs



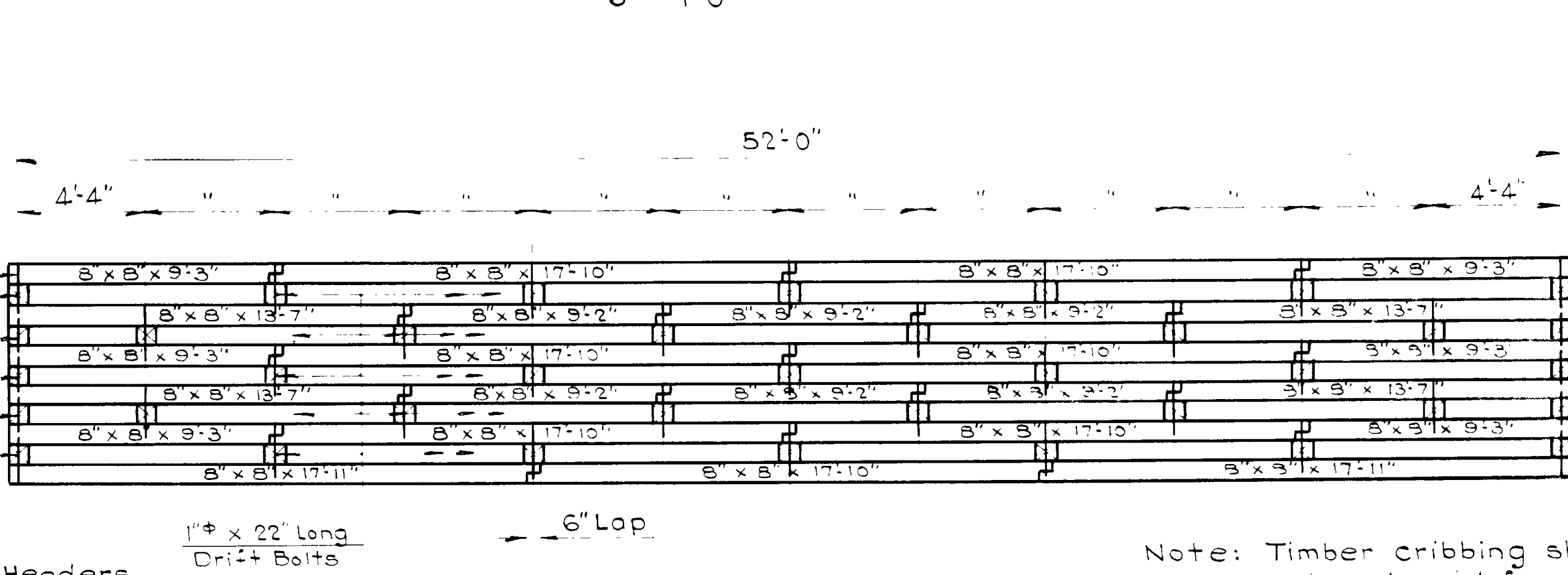
TIMBER CRIBBING "B"
1/2" = 1'-0"

ENLARGED DETAIL - BOTTOM PLATE
6" = 1'-0"

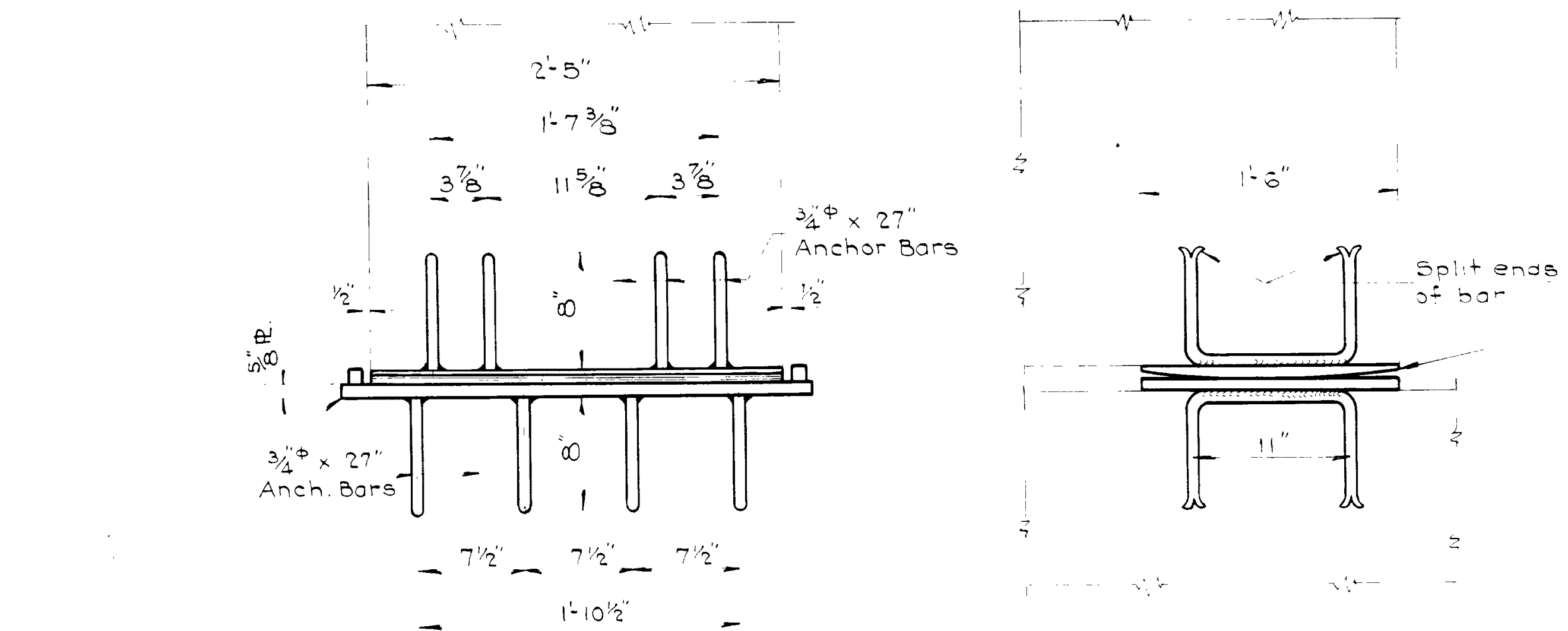


SECTION

ENLARGED DETAIL - TOP PLATE
6" = 1'-0"



TIMBER CRIBBING "A"
1/4" = 1'-0"



ASSEMBLY & DETAILS OF SLIDING PLATES

DETAIL OF EXPANSION JOINT
1/2" = 1'-0"

Bituminous Fibre Expansion Joint Filler for concrete A.A.S.H.O. Spec's. M-59-53
4" x 4" x 1/2" Ls 4'-11"
1/2" x 7" Anchors Space 12" o.c. on both angles

4 Ls Req'd. 4" x 4" x 1/2" - 4'-11" Long
 167'-8" @ 12.5#/ft = 2146 Lbs
 164 Anchors Req'd. 1/2" x 7" Long
 96'-0" @ .668#/ft = 64 Lbs.

SPECIFICATIONS FOR CRIBBING

All lumber to be Coast Region Douglas Fir, Select Structural Grade or California Redwood Select All Heart Structural Grade.
 Treatment: All Douglas Fir to be pressure treated with creosote in accordance with the Specifications. All timber prior to treatment shall be accurately cut to length, and bored for drift bolts.
 All timber shall be full dimensioned.
 All drift bolts and holes for same to be 1" in diameter.
 Fill material against front face of crib shall be rock or coarse material from unclassified excavation to prevent fill from raveling thru openings in wall.

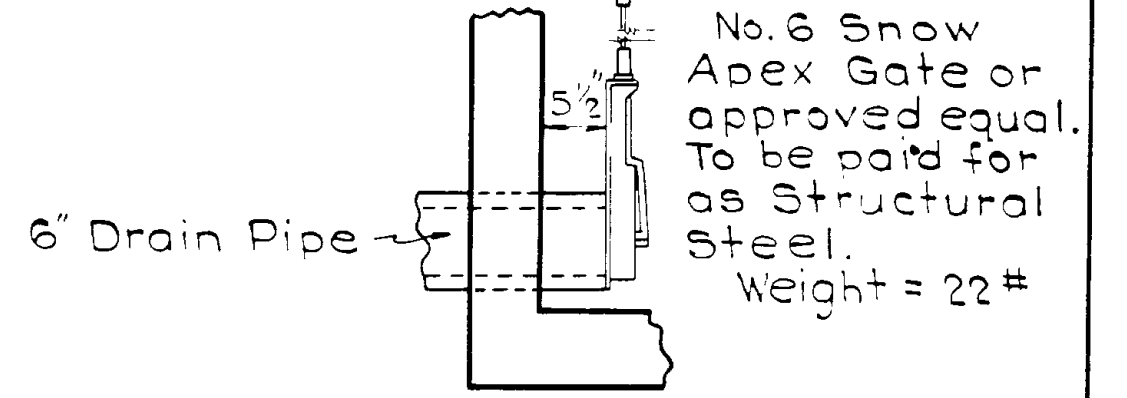
DRIFT BOLT SCHEDULE

LOCATION	No.	SIZE
Short Crib - Front & Back	21	1" x 15"
" " " " " "	9	1" x 20"
" " " " " "	8	1" x 22"
Back Only	3	1" x 12"
Long Crib - Front Only	6	1" x 15"
" " " " " "	1	1" x 20"
" " " " " "	27	1" x 22"
Back Only	2	1" x 12"
" " " " " "	6	1" x 20"
" " " " " "	27	1" x 22"
Bottom Only	7	1" x 15"

193'-8" of 1" @ 2.67#/ft = 517 Lbs

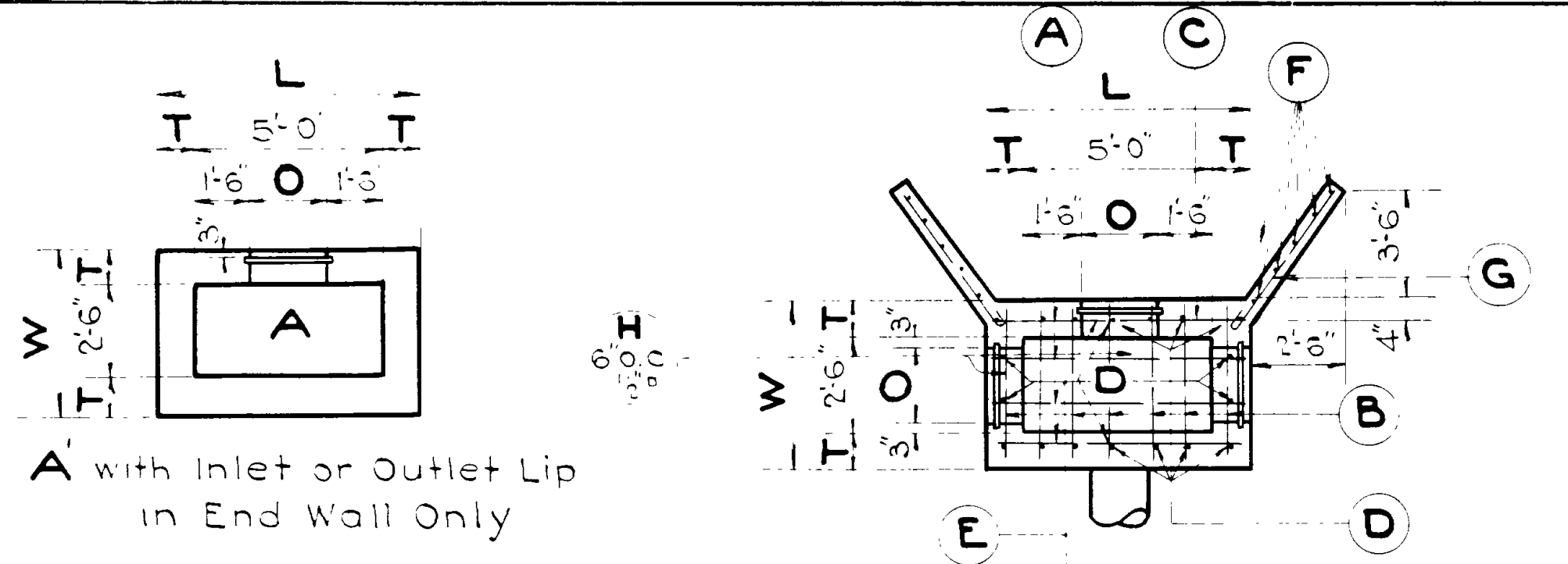
Note: Timber cribbing shall be measured and paid for as per Div. 5, Section B of the State Standard Specifications.

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

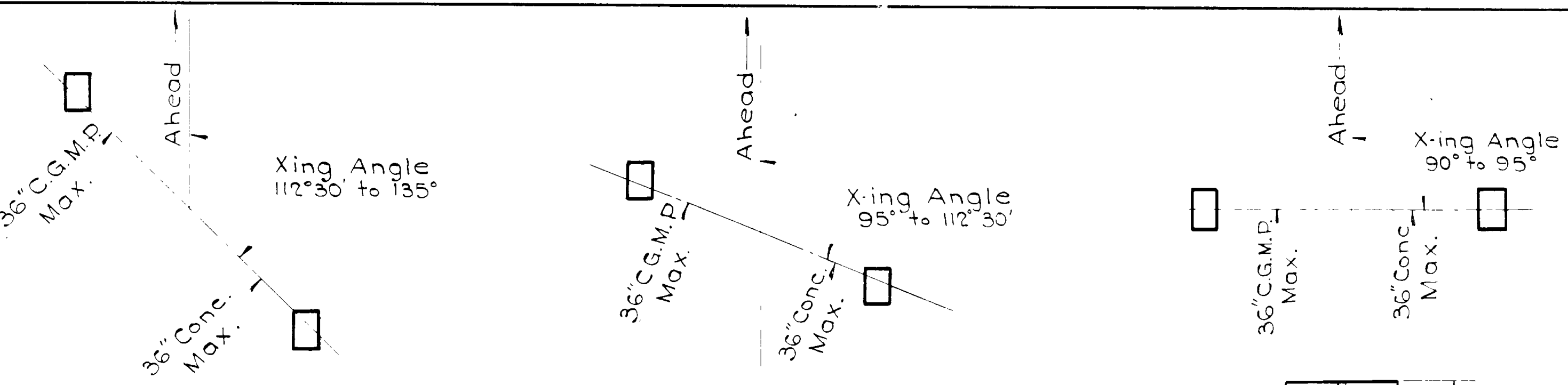


No. 6 Snow Apex Gate or approved equal. To be paid for as Structural Steel. Weight = 22#

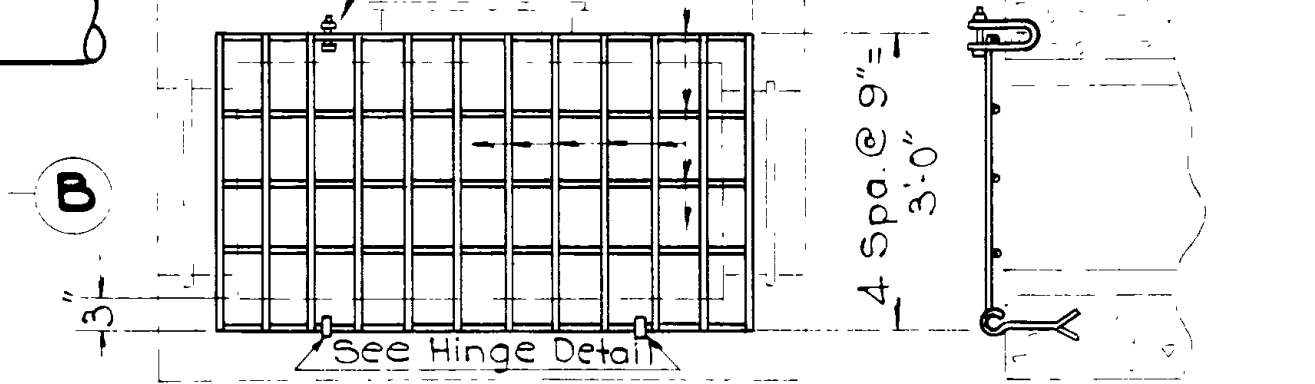
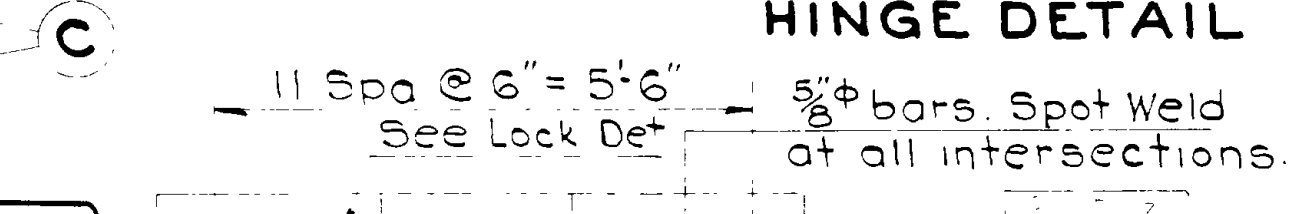
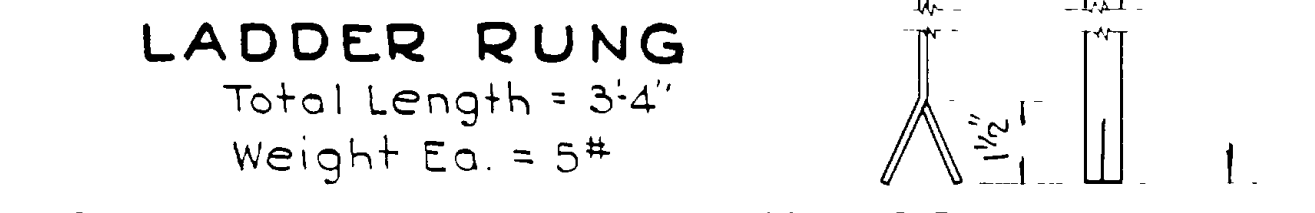
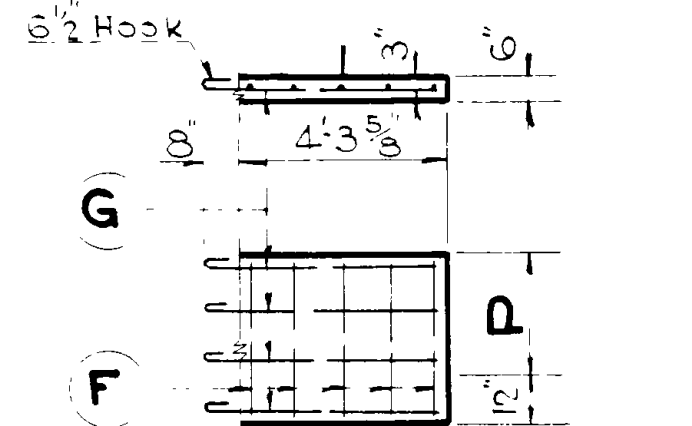
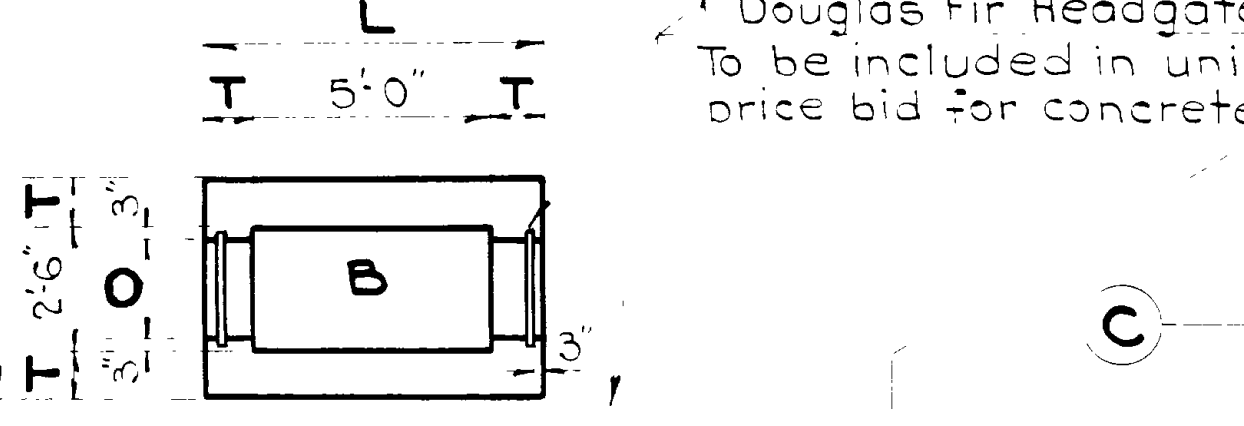
DRAIN GATE



TYPICAL POSITIONS OF INLET & OUTLET WELLS
 No Scale
 X-ing Angle 112°30' to 135°
 X-ing Angle 95° to 112°30'



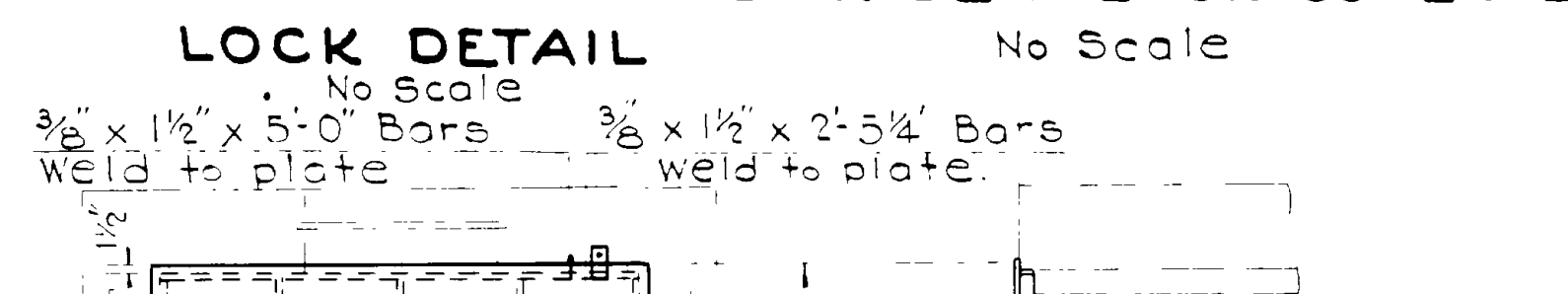
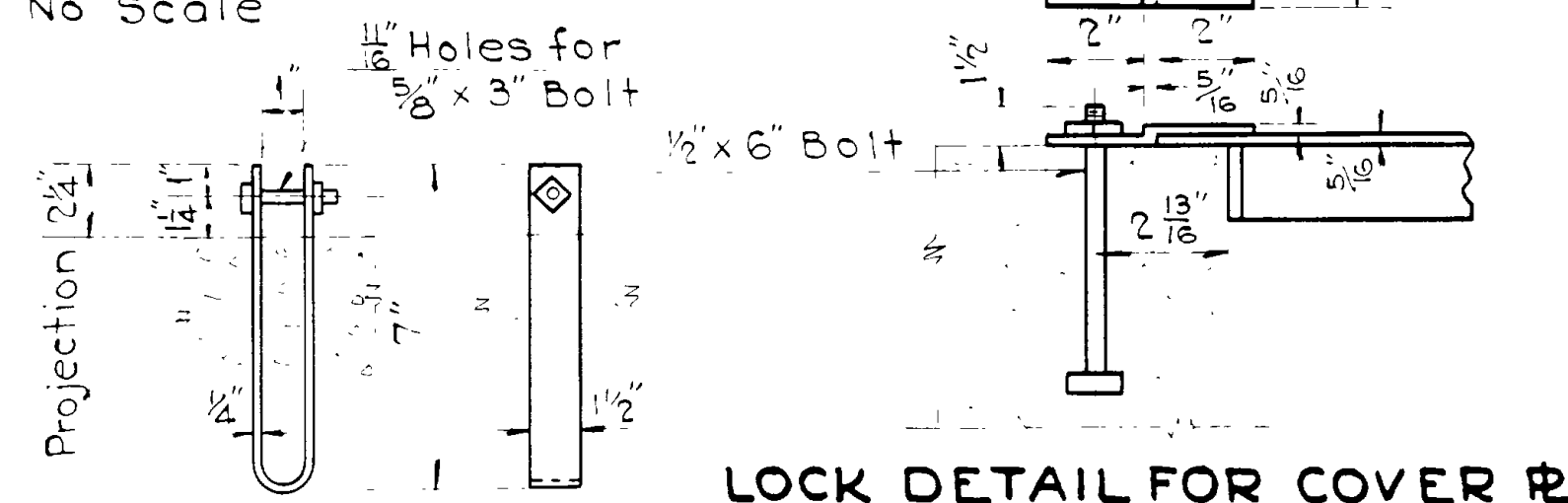
GENERAL NOTES
 Materials, construction and workmanship shall be in accordance with State Standard Specs. for Road and Bridge construction, edition of 1939.
 All exposed edges to be chamfered 1"
 All reinforcing steel to be 1/2" phi except "H" bars, which are to be 3/2" and used in inlets and outlets of wells.
 Excavations for structures shall include excavation for pipe and wells.
 Grating to receive one shop coat of State Std Red Lead and Oil paint and two field coats of State Standard Aluminum or Gray Paint.



LADDER RUNG
 Total Length = 3'-4"
 Weight Ea. = 5#

HINGE DETAIL
 5/8" phi bars. Spot Weld at all intersections.

DETAIL OF INLET & OUTLET GRATING
 1/2" x 1'-0"
 Note: Grating shall come equipped with lock and hinges. To be paid for as structural steel. Total weight = 71 lbs.



LOCK DETAIL FOR COVER
 No Scale

DETAIL OF INLET & OUTLET COVER
 Total Weight = 227# complete

DETAIL CUT OFF WALL
 Note: + before distance denotes F.L. above Finish Grade
 Spacing of all bars 12" O.C. except as noted.

NOTE: Wooden Covers to be included in the unit bid Price of Concrete

LINE No.	INLET Type	OUTLET Type	SIZE PIPE	KIND PIPE	LGTH PIPE	DIRECTION FLOW	XING ANGLE	DISTANCE FROM EG. ROAD TO FL. OF			INLET QUANTITIES															OUTLET QUANTITIES															CUT OFF WALL QUANTITIES						GRAND TOTALS					
								PIPE	INLET LIP	OUTLET LIP	T	W	L	K	M	O	P	T	W	L	J	H	O	P	LGTH	No.	LGTH	No.	LGTH	No.	LGTH	No.	LGTH	No.	LGTH	No.	LGTH	No.	STEEL	CONC.	BAR A	BAR B	BAR C	BAR D	BAR E	BAR F	BAR G	BAR H	CONC.	NO.	NO.	LIN. FT.
1	A	B	18"	CGM	105	Rt. to Lt.	90°	-3.87	-0.67	-1.71	8"	3'-0"	6'-4"	3'-0"	5'-0"	2'-0"	8"	3'-0"	6'-4"	3'-0"	5'-0"	2'-0"	6'-1"	12	3'-7"	1	1'-11"	4	5'-5"	17	3'-5"	2	3'-0"	5	130.3	2.65	2	14	3'-7"	13		4	2					39	358.6	5.20		
2	A	B	18"	CGM	106	Rt. to Lt.	90°	-3.1	-0.1	-0.3	8"	3'-0"	6'-4"	3'-1"	4'-9"	2'-0"	8"	3'-0"	6'-4"	3'-1"	4'-9"	2'-0"	6'-1"	12	3'-7"	1	1'-11"	4	5'-5"	17	3'-5"	2	3'-0"	5	130.3	2.65	2	14	3'-7"	13		4	2					44	378.8	4.60		
3	B	B	18"	CGM	105	Rt. to Lt.	90°	-3.5	-2.21	-2.51	8"	3'-0"	6'-4"	2'-2"	3'-8"	2'-3"	8"	3'-0"	6'-4"	2'-2"	3'-8"	2'-3"	6'-1"	12	3'-7"	1	1'-11"	4	5'-5"	17	3'-5"	2	3'-0"	5	130.3	2.65	2	14	3'-7"	13		4	2					39	292.4	4.00	142	
4	A	C	18"	CGM	112	Rt. to Lt.	90°	-4.0	-2.75	-3.00	8"	3'-10"	6'-4"	2'-8"	4'-8"	1'-8"	8"	3'-10"	6'-4"	2'-9"	4'-8"	1'-8"	6'-1"	12	3'-7"	1	1'-11"	4	5'-5"	17	3'-5"	2	3'-0"	5	130.3	2.65	2	14	3'-7"	13		4	2					21	4.69			
5	A	A	18"	CGM	102	Lt. to Rt.	90°	-4.0	-1.33	-3.08	8"	3'-0"	6'-4"	3'-8"	5'-8"	1'-6"	8"	3'-0"	6'-4"	3'-11"	5'-11"	1'-8"	2'-0"	6'-1"	12	3'-7"	1	1'-11"	4	5'-5"	17	3'-5"	2	3'-0"	5	130.3	2.65	2	14	3'-7"	13		4	2					20	5.1		

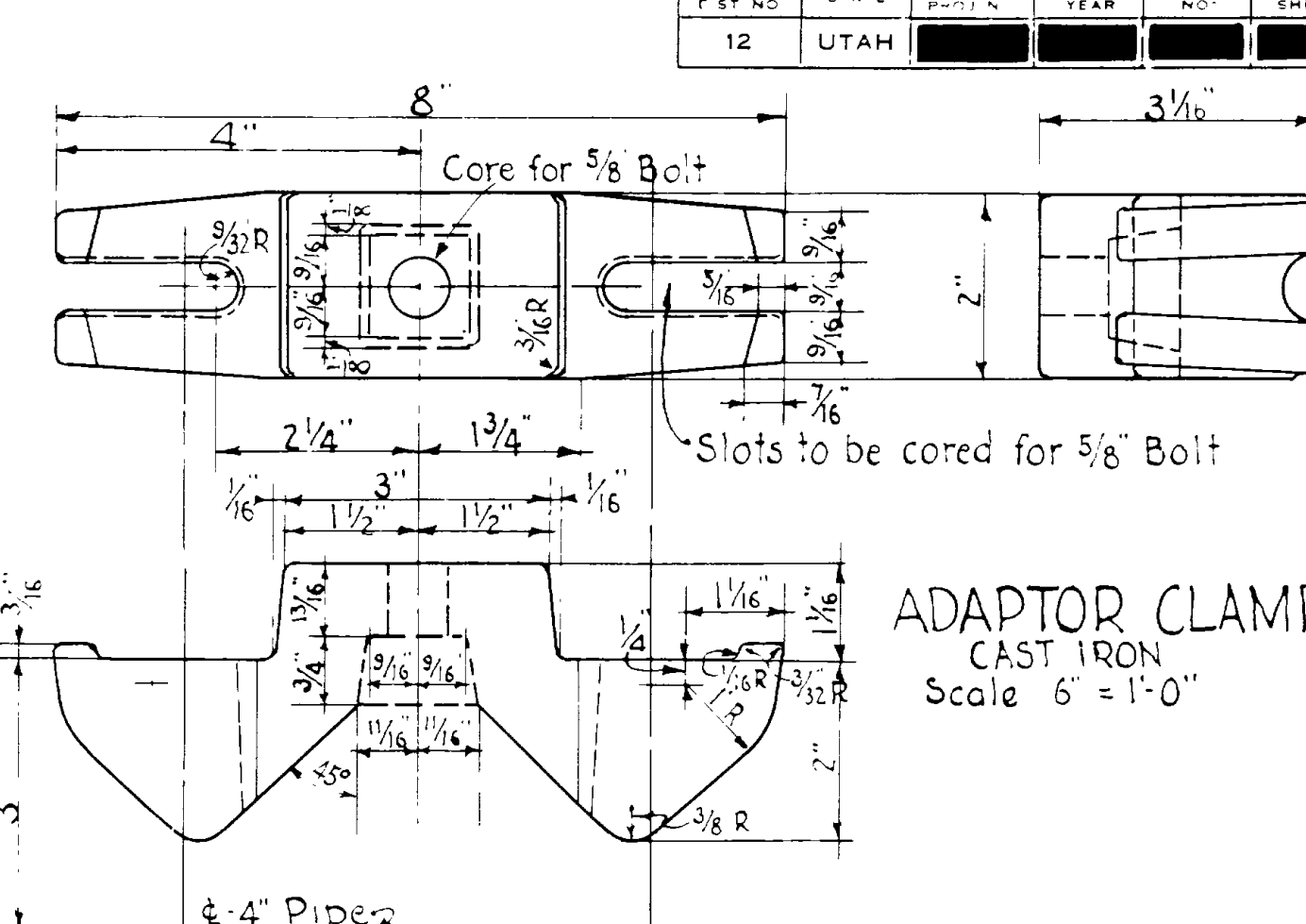
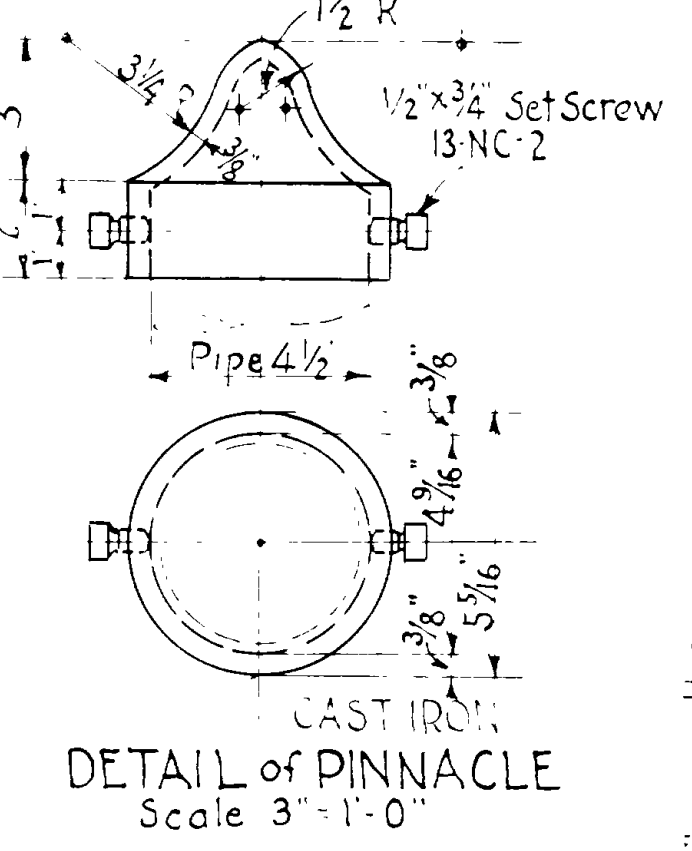
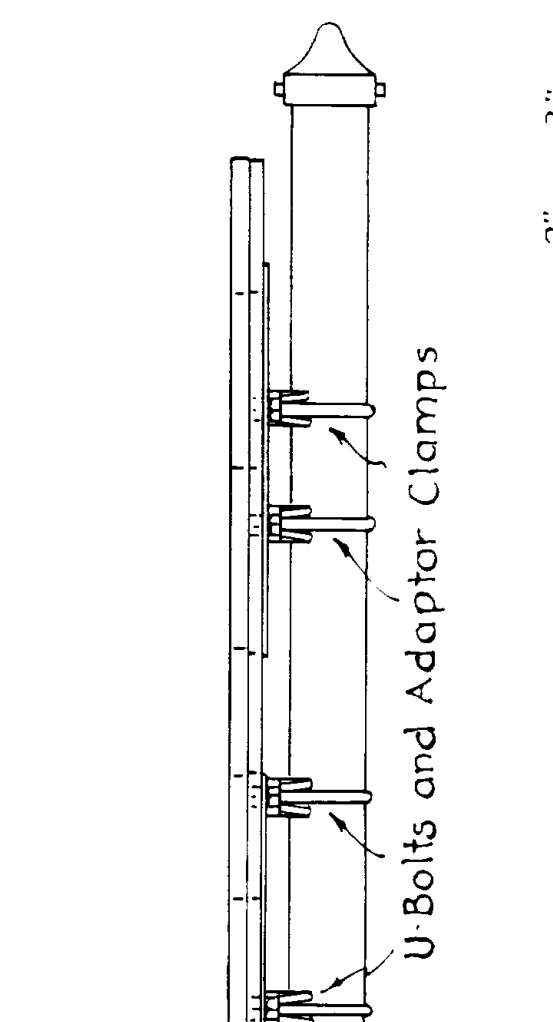
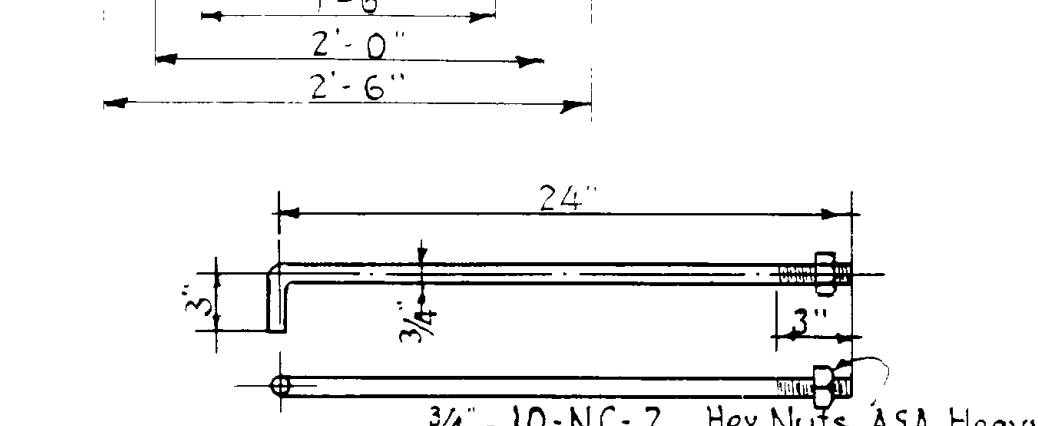
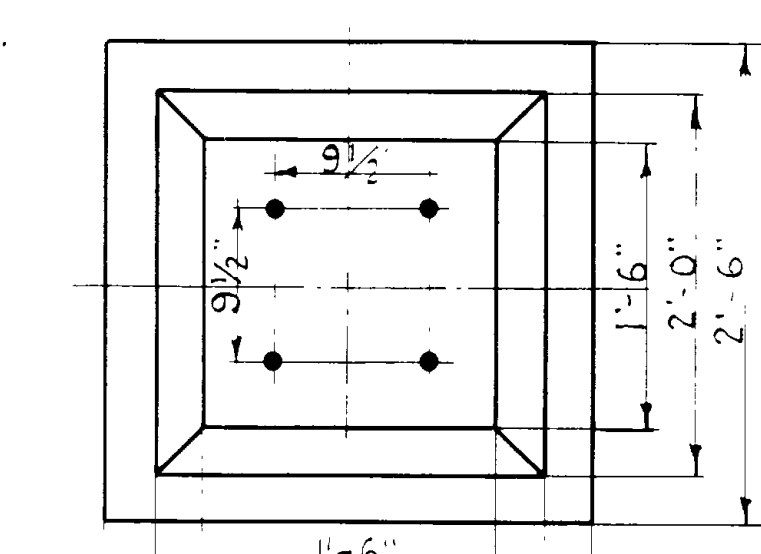
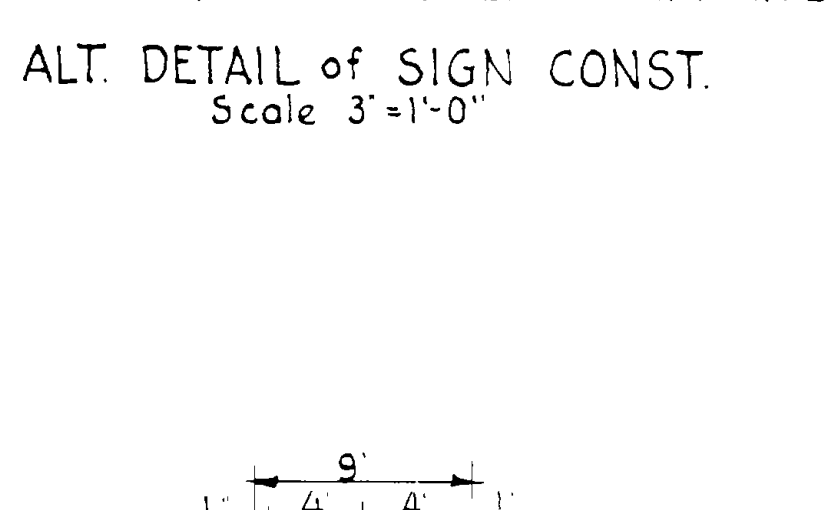
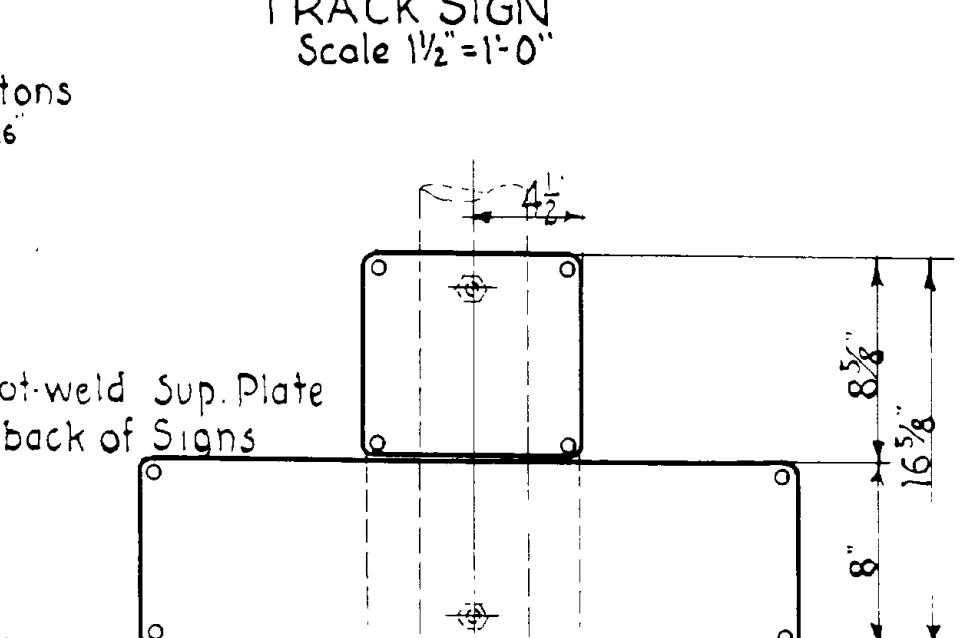
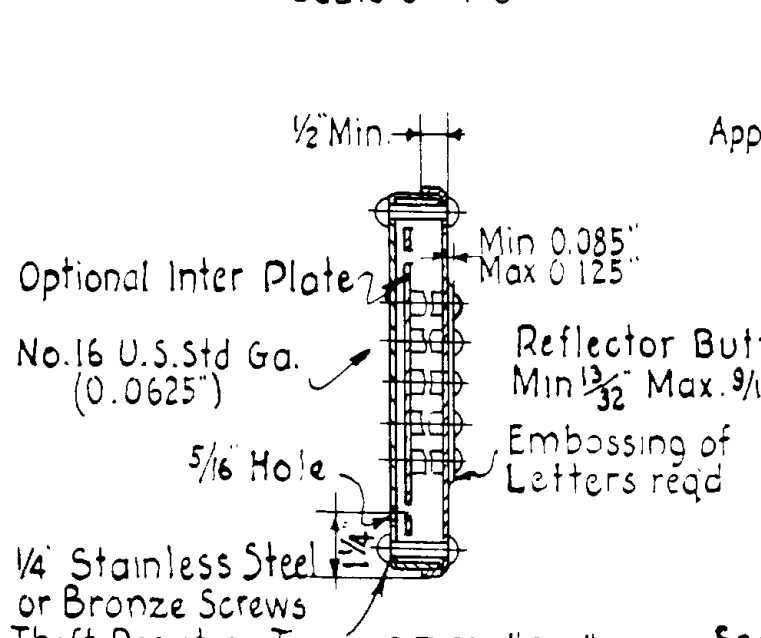
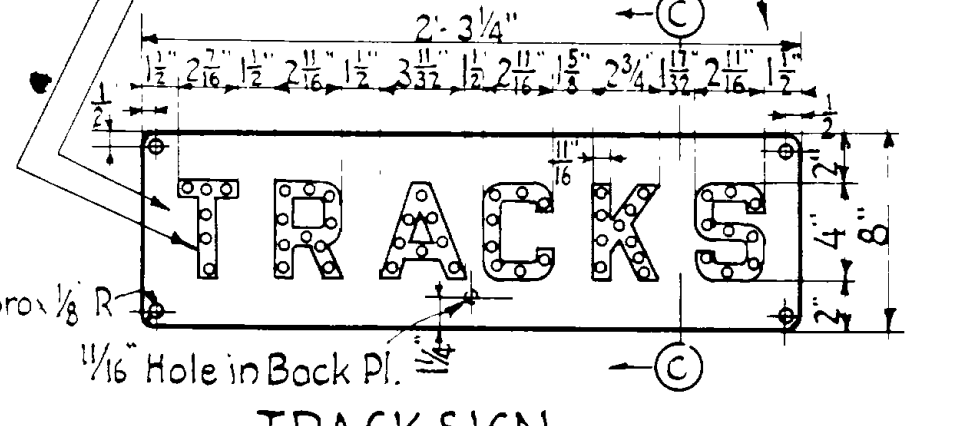
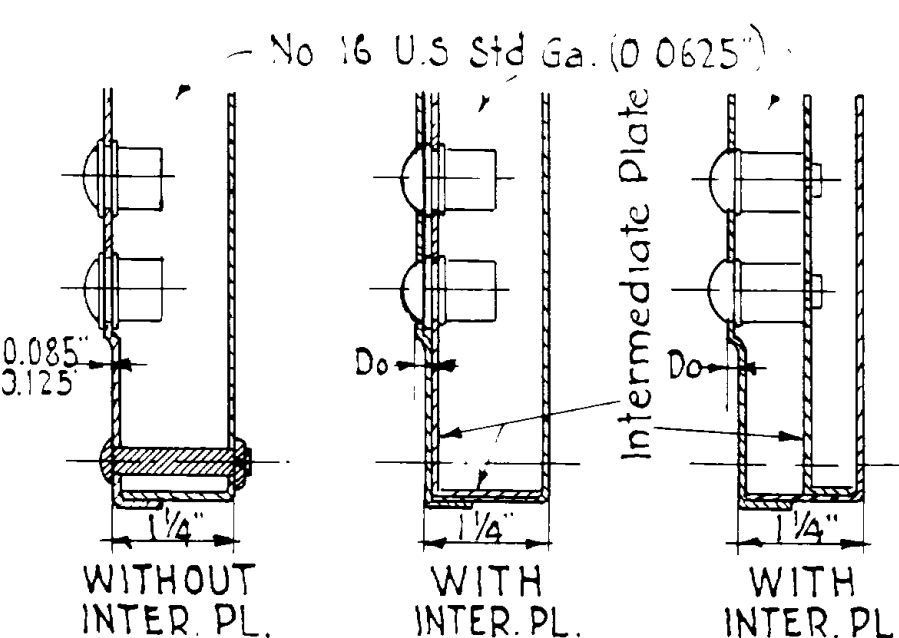
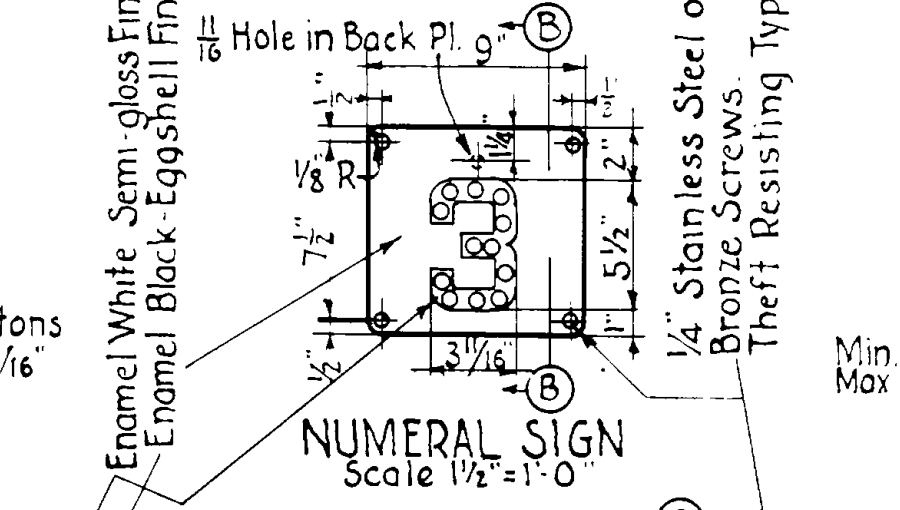
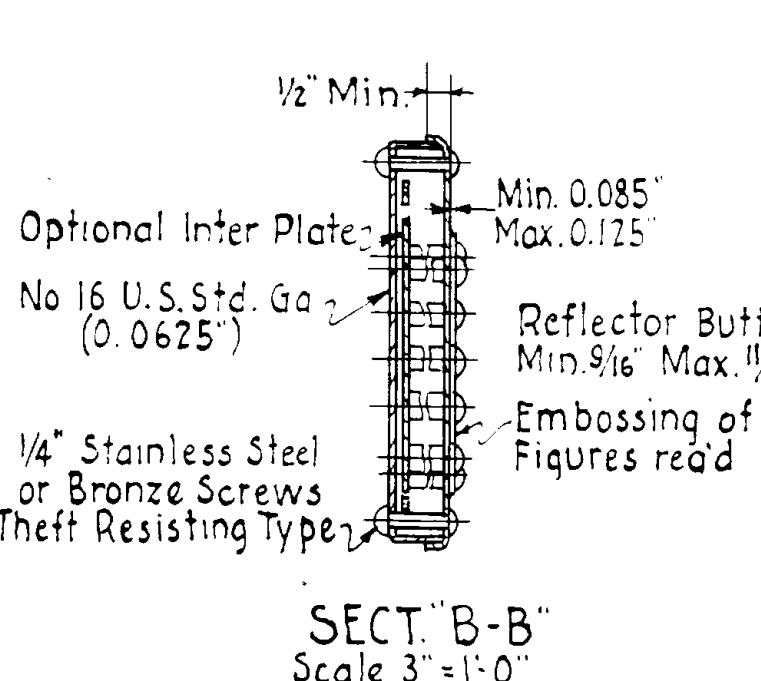
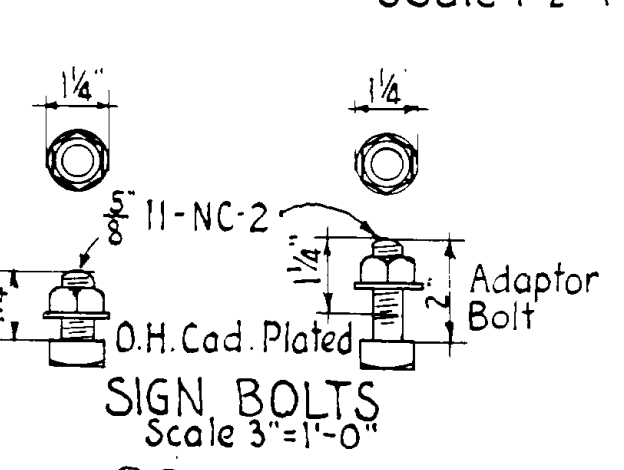
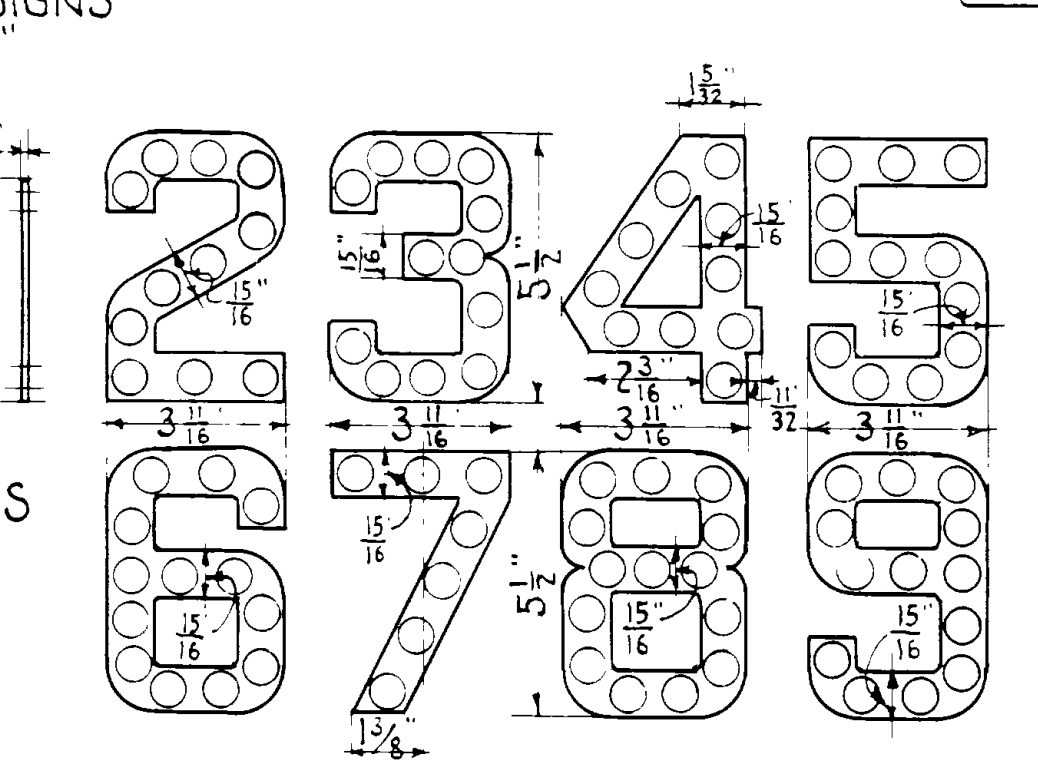
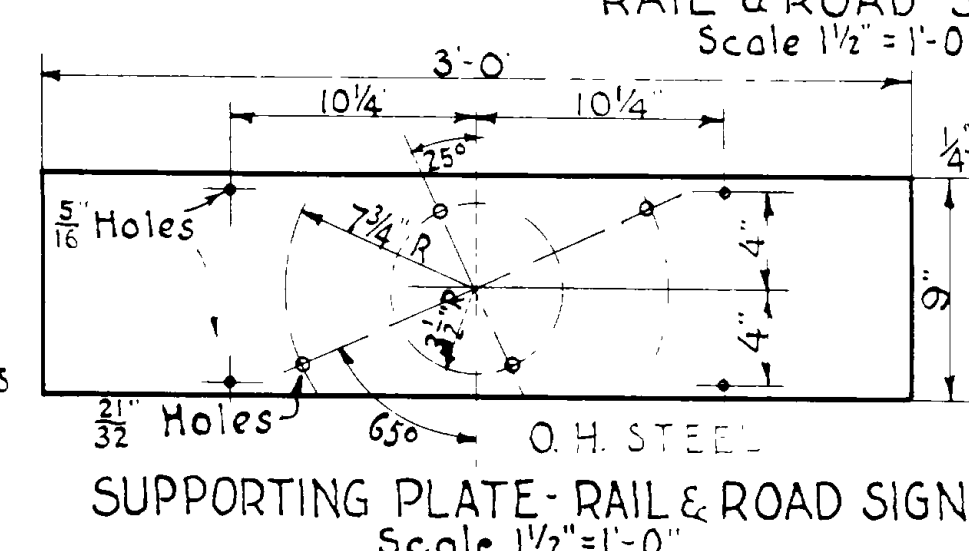
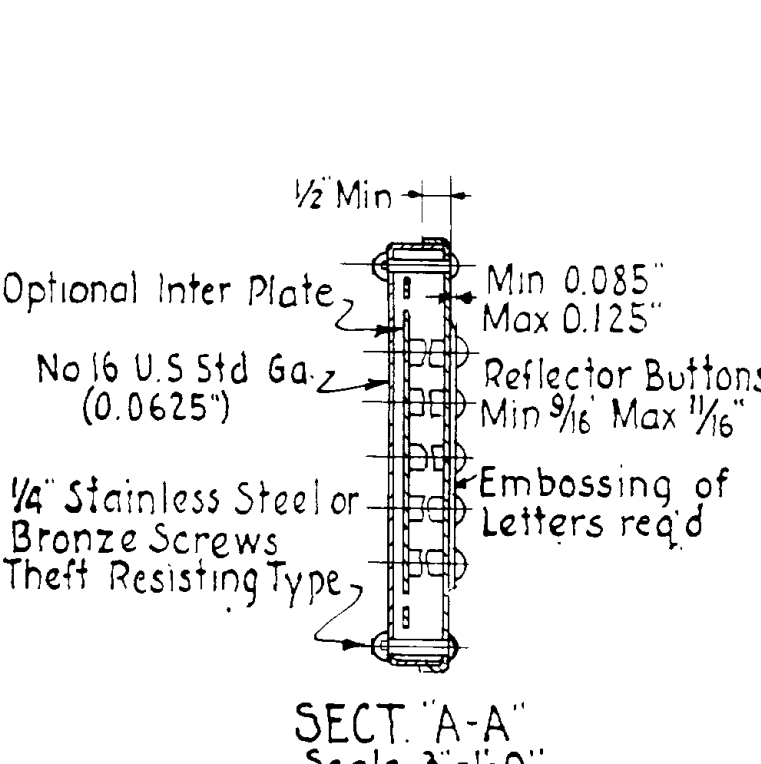
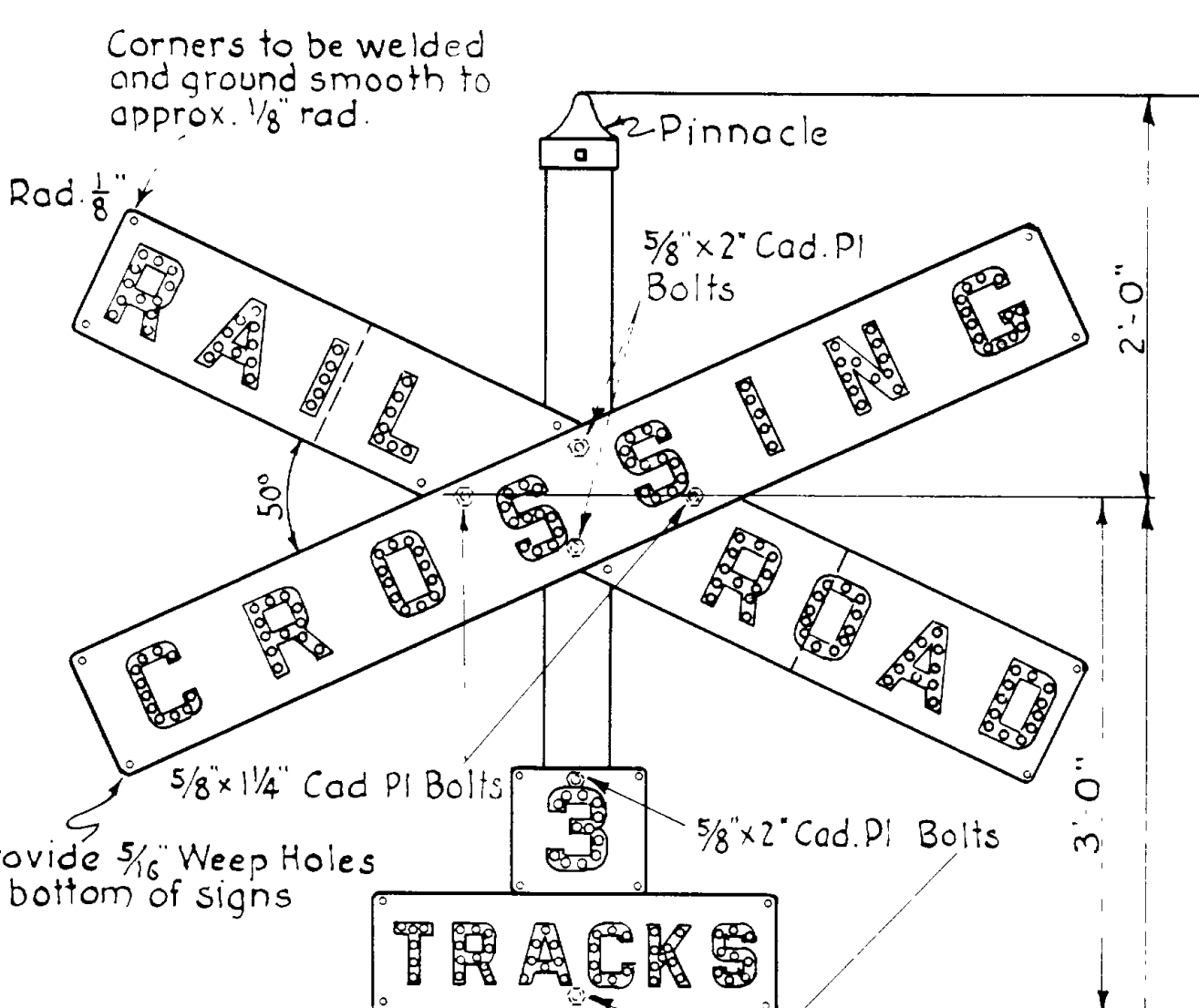
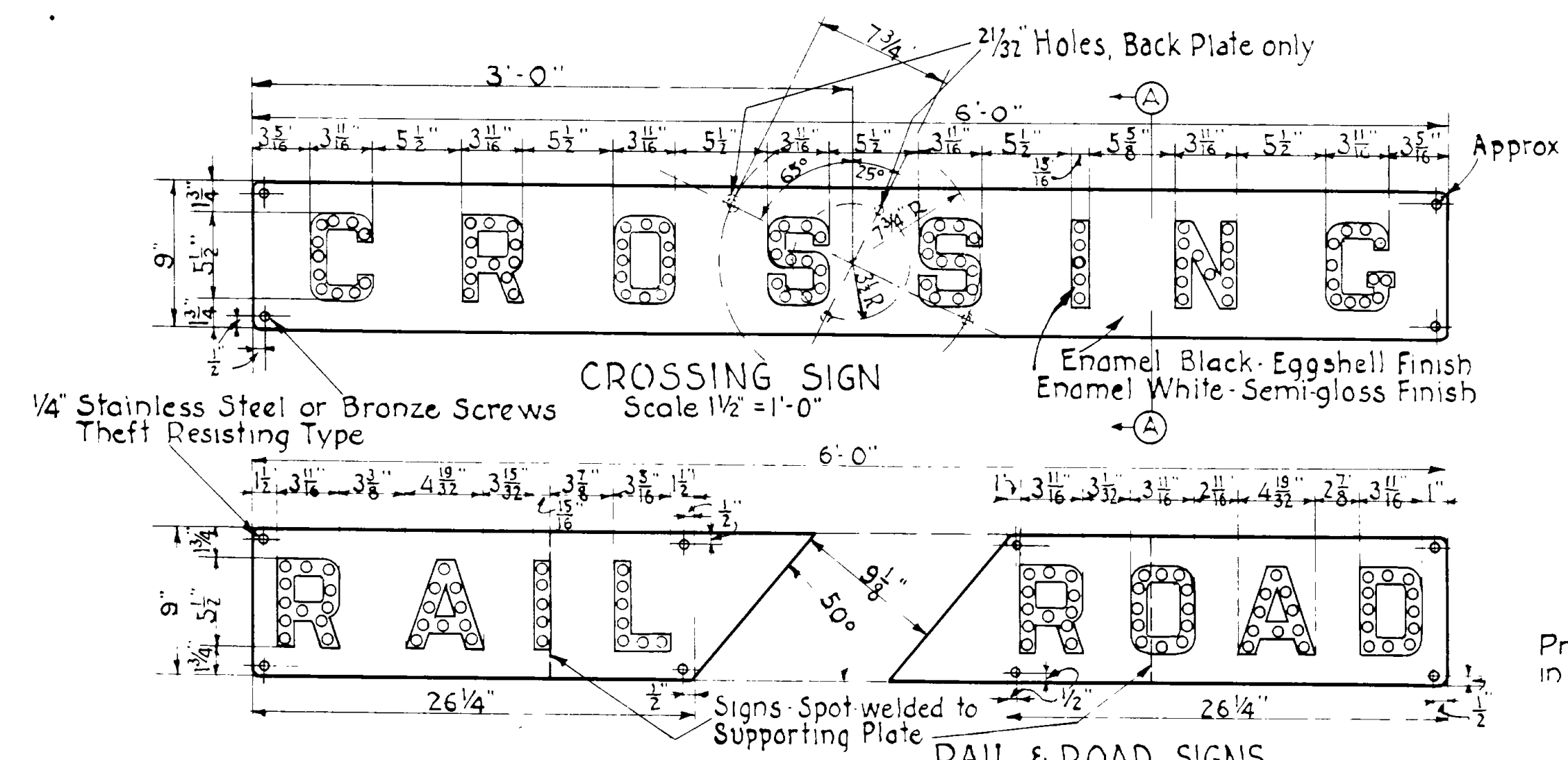
REVISIONS

NO.	DATE	DESCRIPTION

All reinforcing steel eliminated in this project

LINE NO.	P	Sec

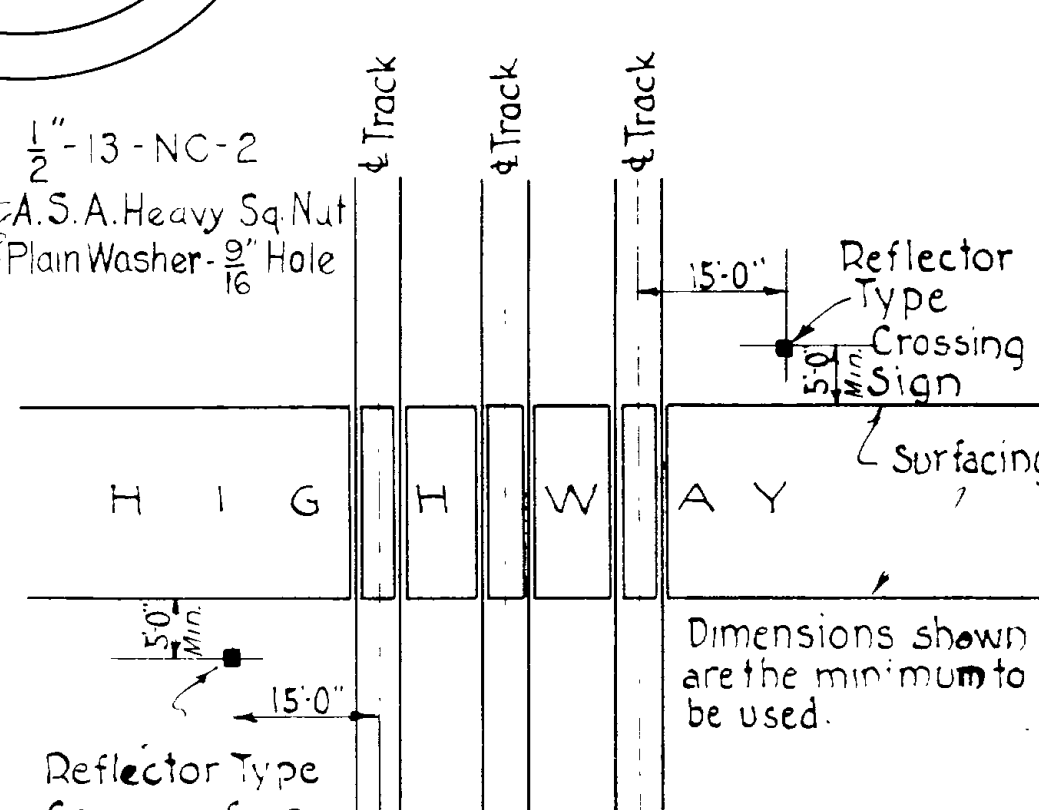
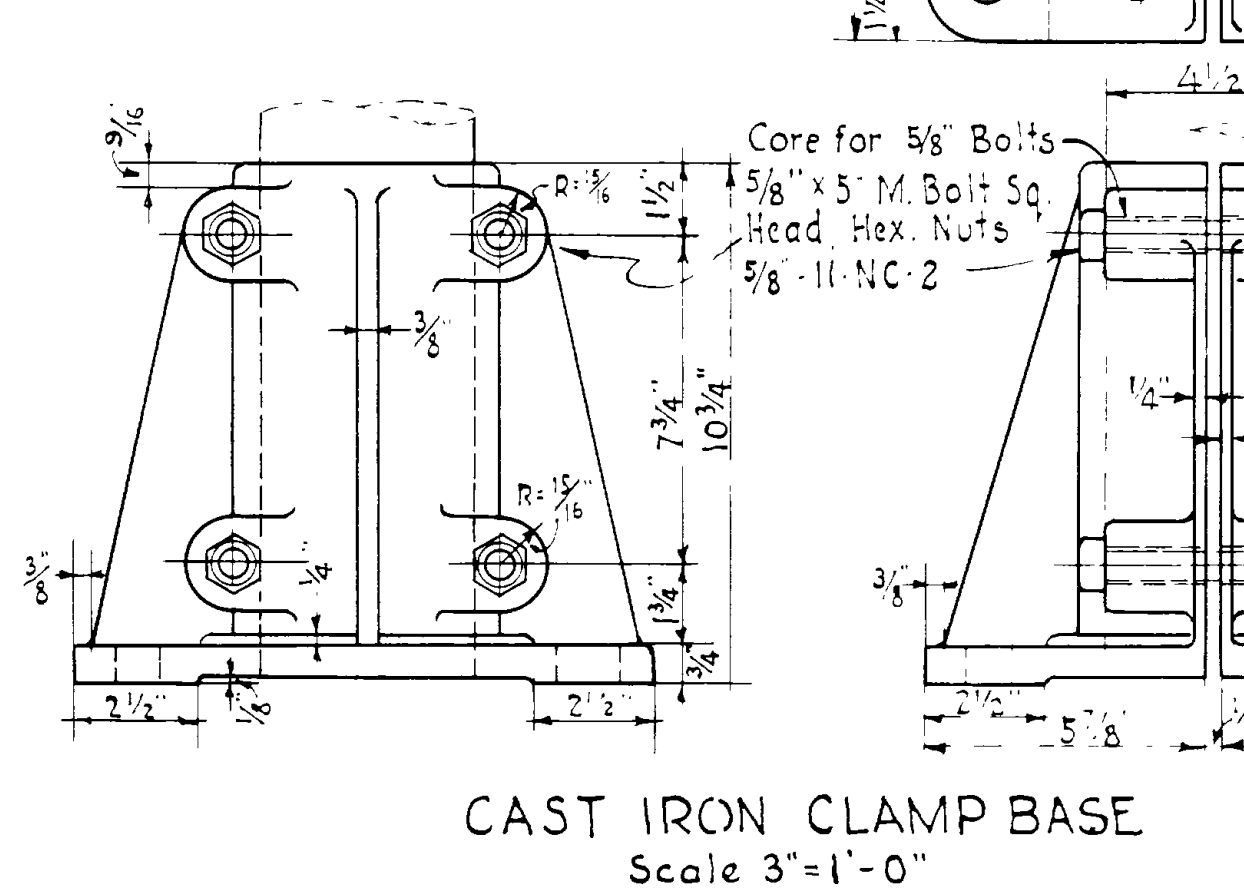
FED. ROAD DIST. NO.	STATE	ROUTE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
12	UTAH				



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. 156 and shall be clear unless otherwise directed.
Mast, Clamps, Pinnacle & Base are to be given one coat of red lead and oil, and two coats of aluminum paint, State Standard.

BOLT FOR FASTENING SIGN WHEN WOOD POST IS USED.
2 Req'd. For Each Sign Assembly
Scale 6" = 1'-0"

CROSSING SIGN ASSEMBLY AND FOUNDATION DETAILS.
Scale 1" = 1'-0"

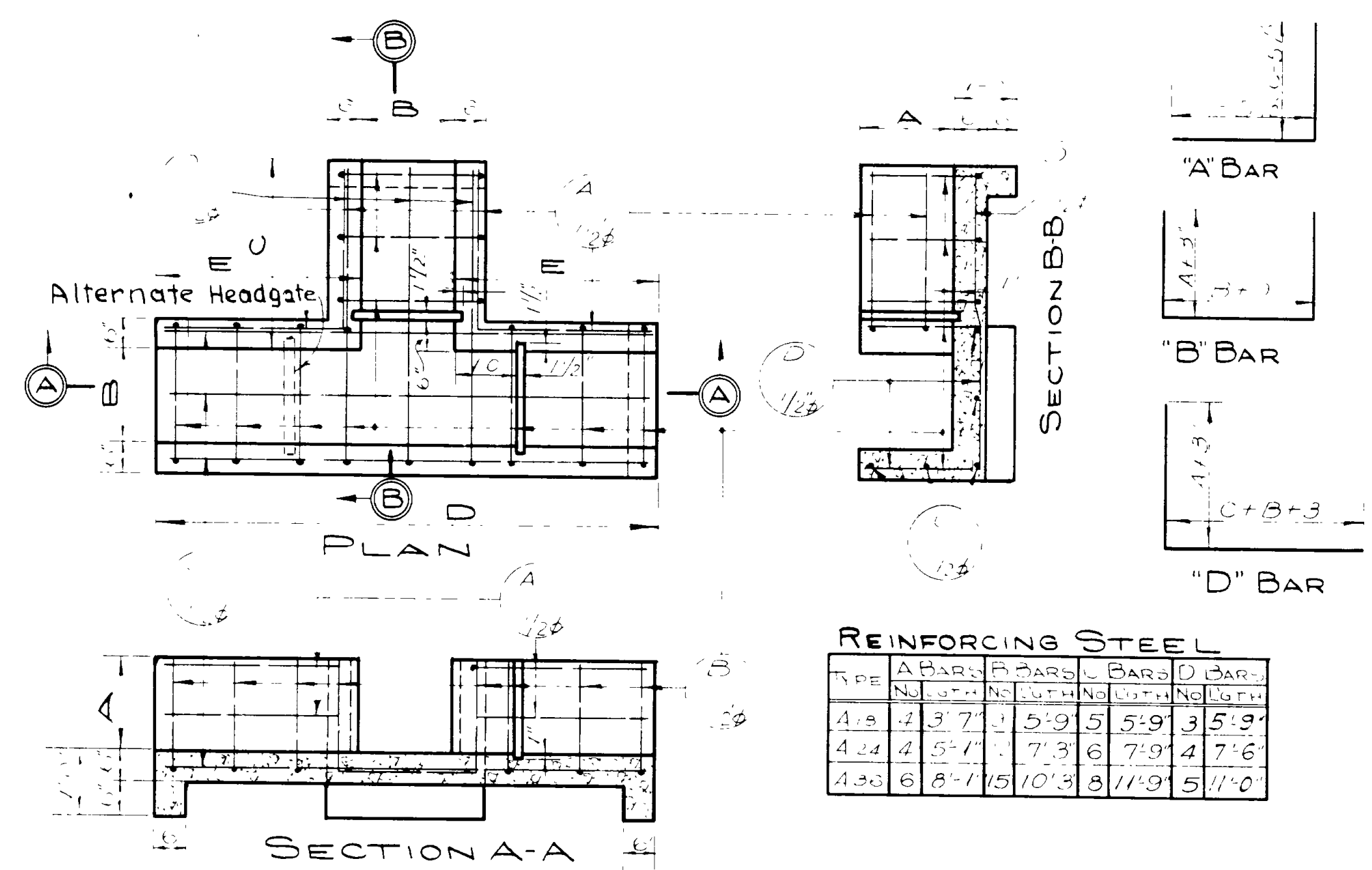


Approved by Public Service Commission of Utah
Commissioner
Commissioner
Commissioner
Secretary

UTAH STATE ROAD COMMISSION
SALT LAKE CITY, UTAH
A.A.R. RAILROAD GRADE, HIGHWAY CROSSING SIGN REFLECTORIZED TYPE

DESIGNED BY: H.G. SCALE: As Noted
CHECKED BY: H.G. DATE: July 27, 1931
DRAWN BY: DATE: APPROX. 1931
BRIDGE NO. DRG NO. V-159

REVISIONS	DATE	BY	REASON



DIMENSIONS

TYPE	A	B	C	D	E
C18	1'-6"	1'-6"	3'-3"	3'-9"	1'-9"
C24	2'-0"	2'-0"	4'-4"	5'-0"	2'-6"
C36	3'-0"	3'-0"	6'-6"	7'-6"	4'-0"

REINFORCING STEEL

TYPE	A BAR	B BAR	C BAR	D BAR	E BAR
A18	4.5	4.5	5.5	5.5	3.5
A24	4.5	4.5	7.5	7.5	4.5
A36	6.5	6.5	10.5	11.5	5.5

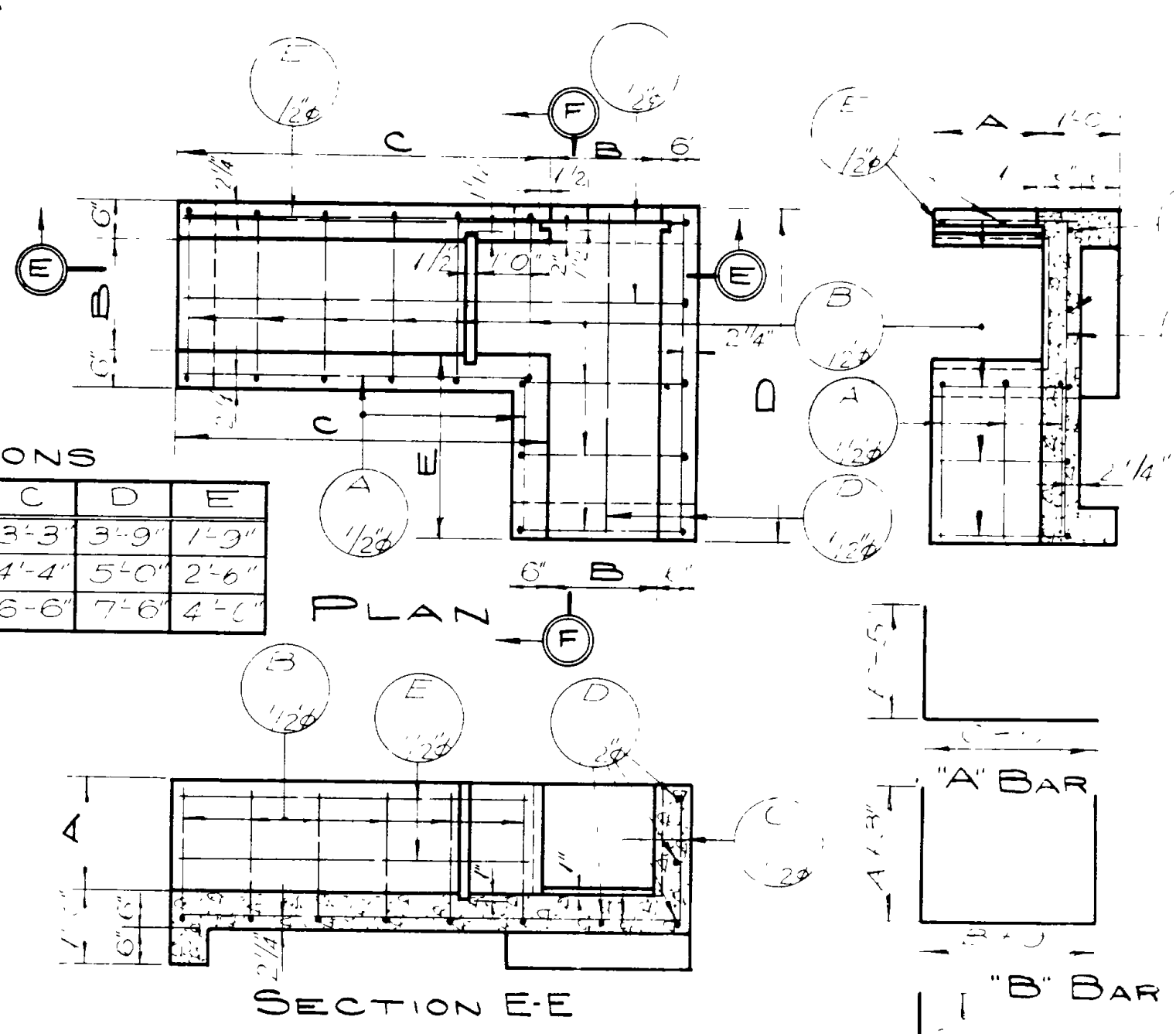
DIMENSIONS

TYPE	A	B	C	D	E
A18	1'-6"	1'-6"	2'-3"	6'-0"	2'-9"
A24	2'-0"	2'-0"	3'-0"	8'-0"	3'-0"
A36	3'-0"	3'-0"	4'-6"	12'-0"	4'-6"

QUANTITIES

TYPE	EXCAV FOR STRUCTURE	CONCRETE CL. A.C.Y.	REINFORCING STEEL LB.
A18	3.95	0.82	75
A24	6.57	1.37	123
A36	14.57	2.91	235

TYPE "A"
2-WAY DIVERSION BOX



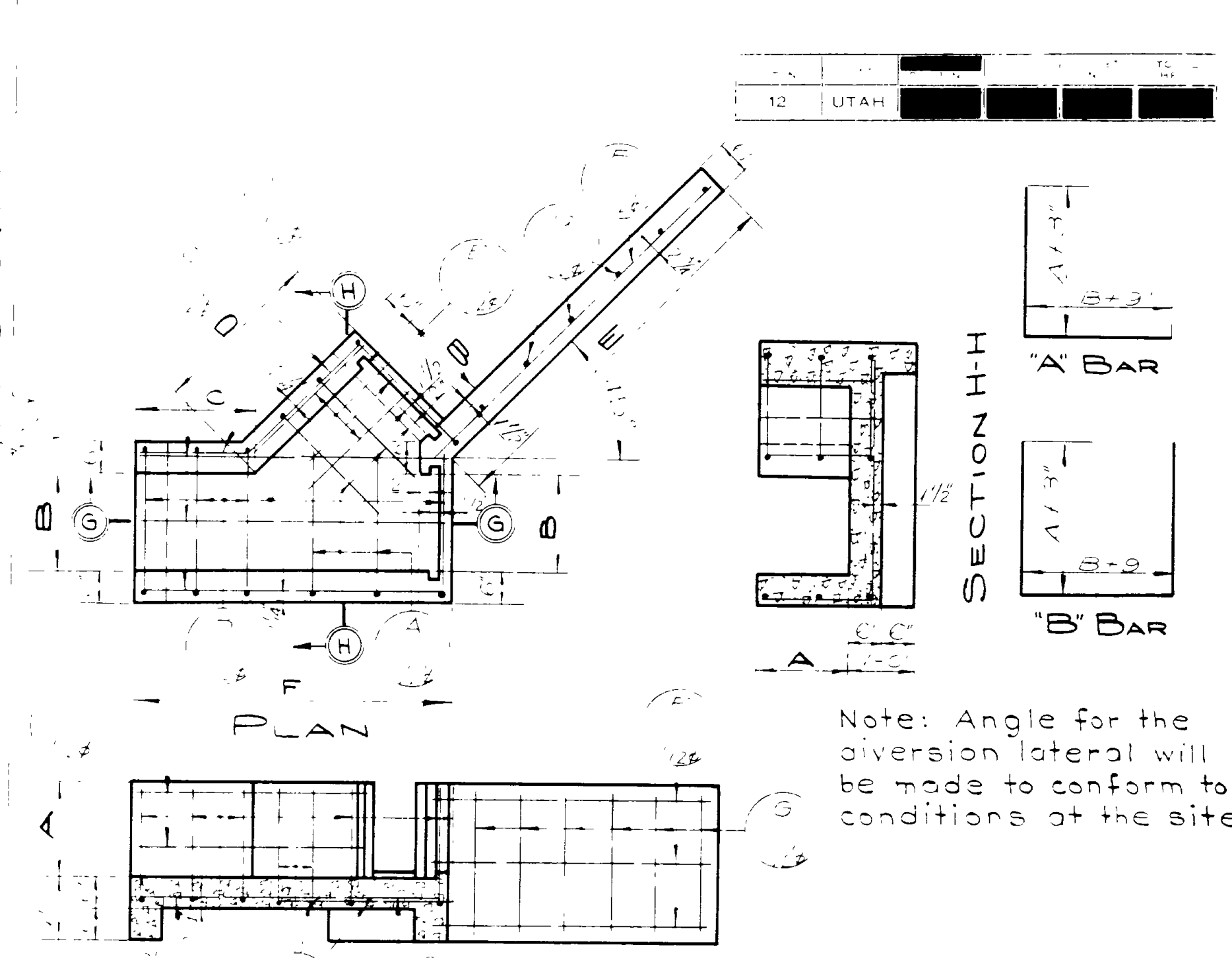
REINFORCING STEEL

TYPE	A BAR	B BAR	C BAR	D BAR	E BAR
C18	5.4	4.2	6.5	9.2	2.7
C24	5.5	4.8	7.3	9.6	3.4
C36	4.9	2.1	10.3	12.8	4.6

QUANTITIES

TYPE	EXCAV FOR STRUCTURE	CONCRETE CL. A.C.Y.	REINFORCING STEEL LB.
C18	3.55	0.69	54
C24	5.65	1.14	73
C36	12.55	2.35	130

TYPE "C"
2-WAY DIVERSION BOX



DIMENSIONS

TYPE	A	B	C	D	E
E18	1'-6"	1'-6"	1'-10"	2'-6"	3'-6"
E24	2'-0"	2'-0"	1'-10"	3'-2"	4'-8"
E36	3'-0"	3'-0"	3'-4"	4'-2"	7'-0"

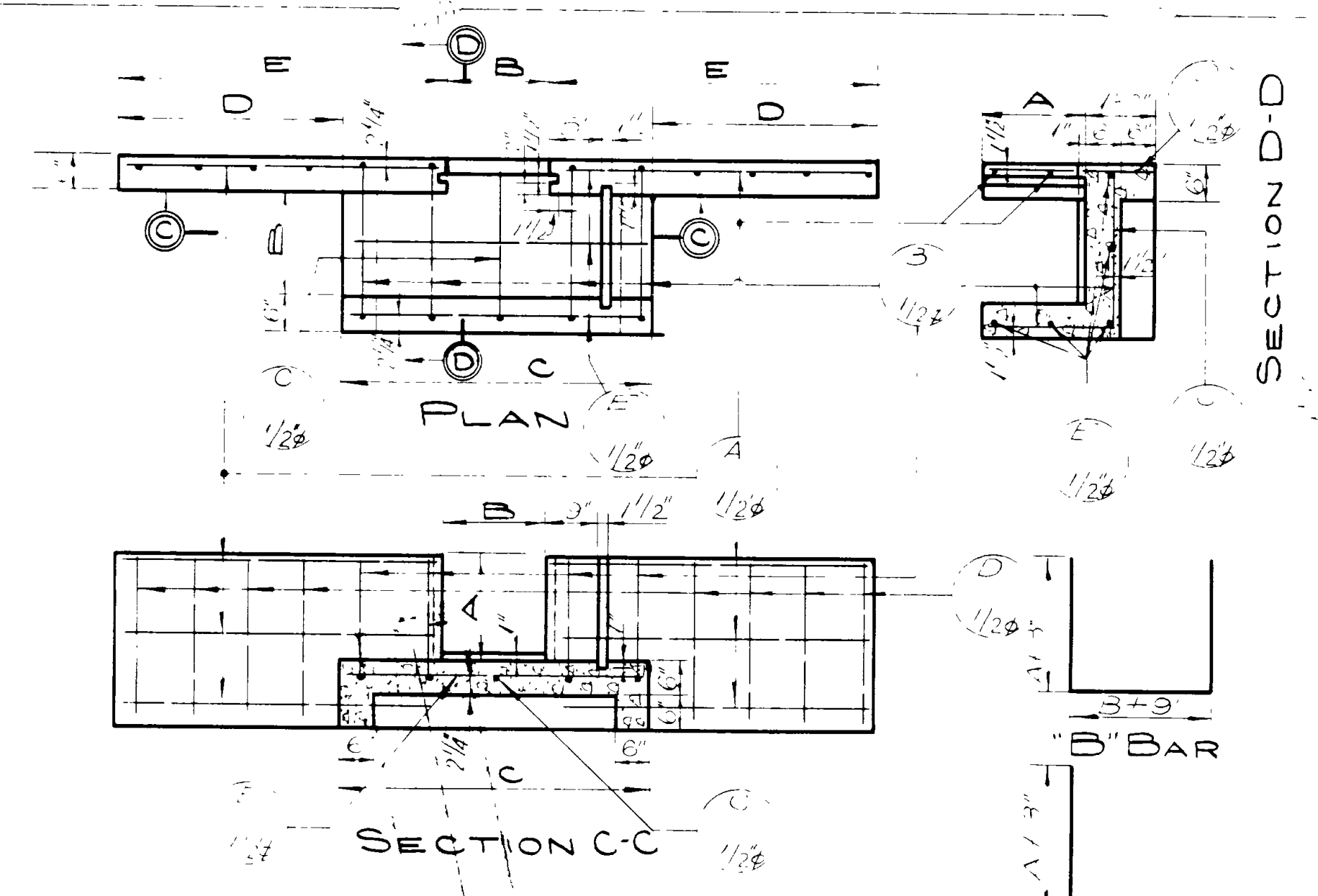
REINFORCING STEEL

TYPE	A BAR	B BAR	C BAR	D BAR	E BAR
E18	5.7	3.1	4.9	5.2	2.3
E24	6.1	3.5	5.5	5.3	2.5
E36	13.8	4.9	7.7	7.3	3.7

QUANTITIES

TYPE	EXCAV FOR STRUCTURE	CONCRETE CL. A.C.Y.	REINFORCING STEEL LB.
E18	5.75	0.78	68
E24	6.15	1.26	117
E36	13.85	2.58	237

TYPE "E"
2-WAY DIVERSION BOX
TYPE "E"
OPPOSITE HAND



DIMENSIONS

TYPE	A	B	C	D	E
B18	1'-6"	1'-6"	3'-0"	2'-6"	3'-3"
B24	2'-0"	2'-0"	4'-0"	3'-0"	4'-0"
B36	3'-0"	3'-0"	6'-0"	5'-0"	6'-0"

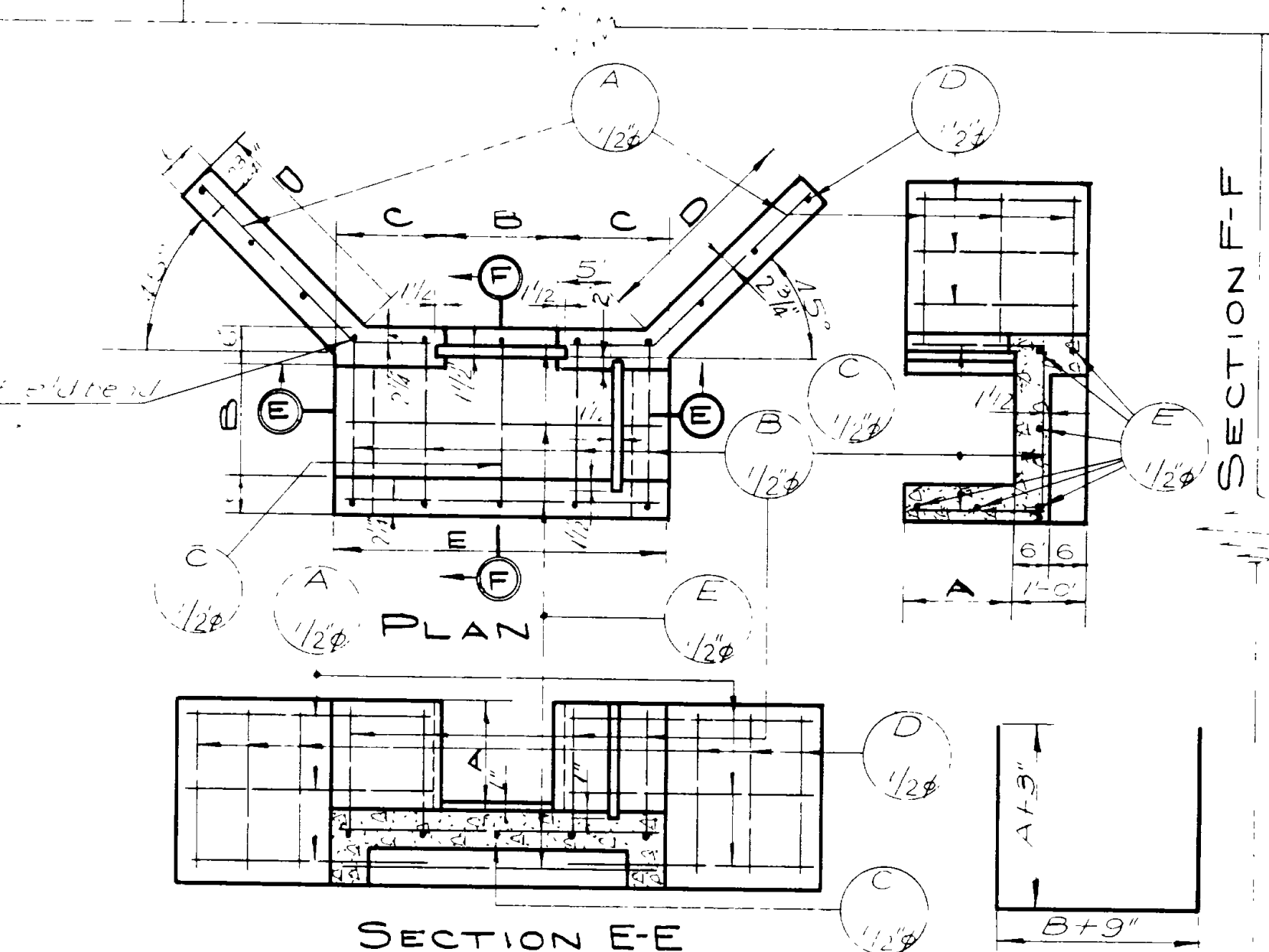
REINFORCING STEEL

TYPE	A BAR	B BAR	C BAR	D BAR	E BAR
B18	4.5	4.5	5.5	5.5	3.5
B24	4.5	4.5	7.5	7.5	4.5
B36	6.5	6.5	10.5	11.5	5.5

QUANTITIES

TYPE	EXCAV FOR STRUCTURE	CONCRETE CL. A.C.Y.	REINFORCING STEEL LB.
B18	3.05	0.56	43
B24	4.37	0.90	65
B36	11.37	1.61	157

TYPE "B"
2-WAY DIVERSION BOX



DIMENSIONS

TYPE	A	B	C	D	E
D18	1'-6"	1'-6"	2'-0"	2'-0"	3'-0"
D24	2'-0"	2'-0"	1'-0"	2'-8"	4'-0"
D36	3'-0"	3'-0"	1'-6"	4'-0"	6'-0"

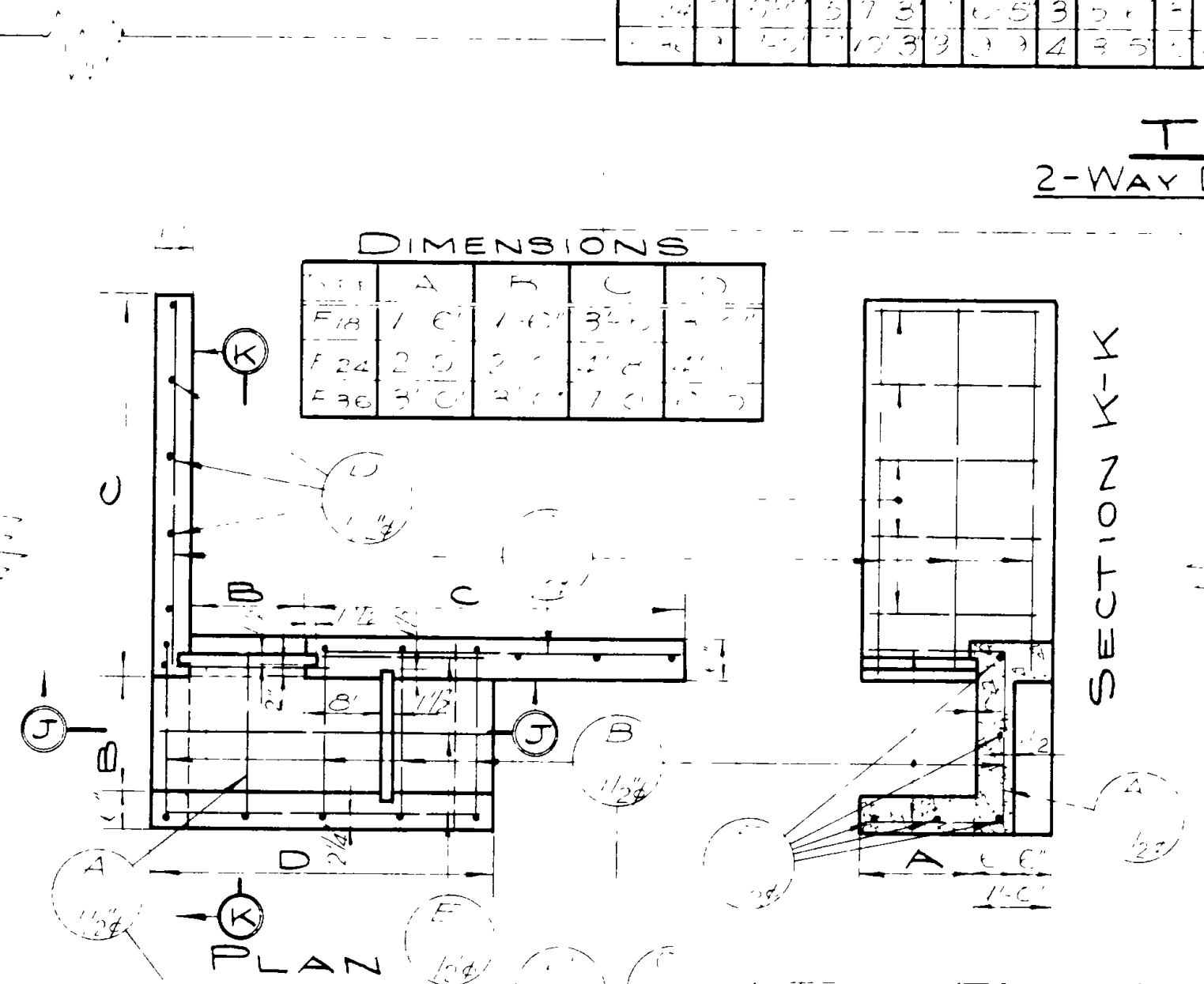
REINFORCING STEEL

TYPE	A BAR	B BAR	C BAR	D BAR	E BAR
D18	6.2	4.5	1.2	4.2	3.9
D24	3.5	2.4	1.5	6.2	5.3
D36	3.5	6.1	3.7	3.3	10.5

QUANTITIES

TYPE	EXCAV FOR STRUCTURE	CONCRETE CL. A.C.Y.	REINFORCING STEEL LB.
D18	3.07	0.49	44
D24	4.37	0.80	71
D36	3.97	1.62	154

TYPE "D"
2-WAY DIVERSION BOX



DIMENSIONS

TYPE	A	B	C	D	E
F18	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"
F24	2'-0"	2'-0"	2'-0"	2'-0"	2'-0"
F36	3'-0"	3'-0"	3'-0"	3'-0"	3'-0"

REINFORCING STEEL

TYPE	A BAR	B BAR	C BAR	D BAR	E BAR
F18	7.4	4.7	5.3	3.5	3.5
F24	2.5	4.7	4.4	3.2	3.9
F36	7.0	10.3	6.6	3.9	5.9

QUANTITIES

TYPE	EXCAV FOR STRUCTURE	CONCRETE CL. A.C.Y.	REINFORCING STEEL LB.
F18	3.77	0.53	73
F24	3.3	1.34	81
F36	11.35	1.88	168

TYPE "F"
2-WAY DIVERSION BOX

PROJECT

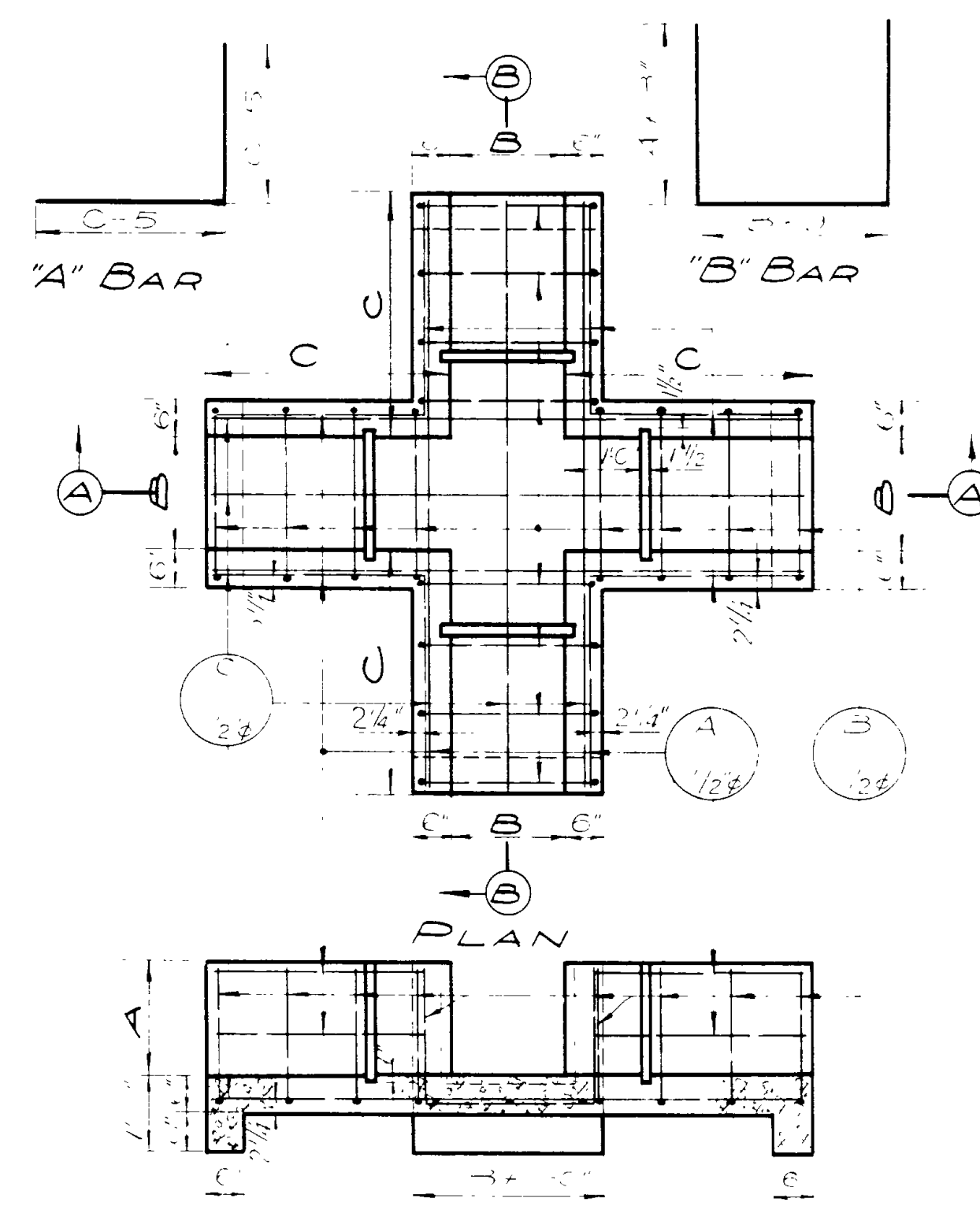
TYPE STATION	TYPE STATION	TYPE STATION
1	1	1
2	2	2
3	3	3
4	4	4
5	5	5

GENERAL NOTES
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.
All reinforcing to be 1/2" deformed bars.
Furnishing of suitable Flash Boards to be included in unit price bid for Concrete.

Note: in order to conserve space, Materials, after September 1, 1940, all reinforcing steel shown for the various lines on this drawing is to be eliminated.

UTAH STATE POLICE COMMISSION
STANDARD
2-WAY DIVERSION BOXES
FOR 1'-6" X 1'-6", 2'-0" X 2'-0",
AND 3'-0" X 3'-0" OPENINGS

August 21, 1939
J. H. Thompson
V-205



SECTION A-A OR B-B

TYPE "A"
3-WAY DIVERSION BOX

DIMENSIONS

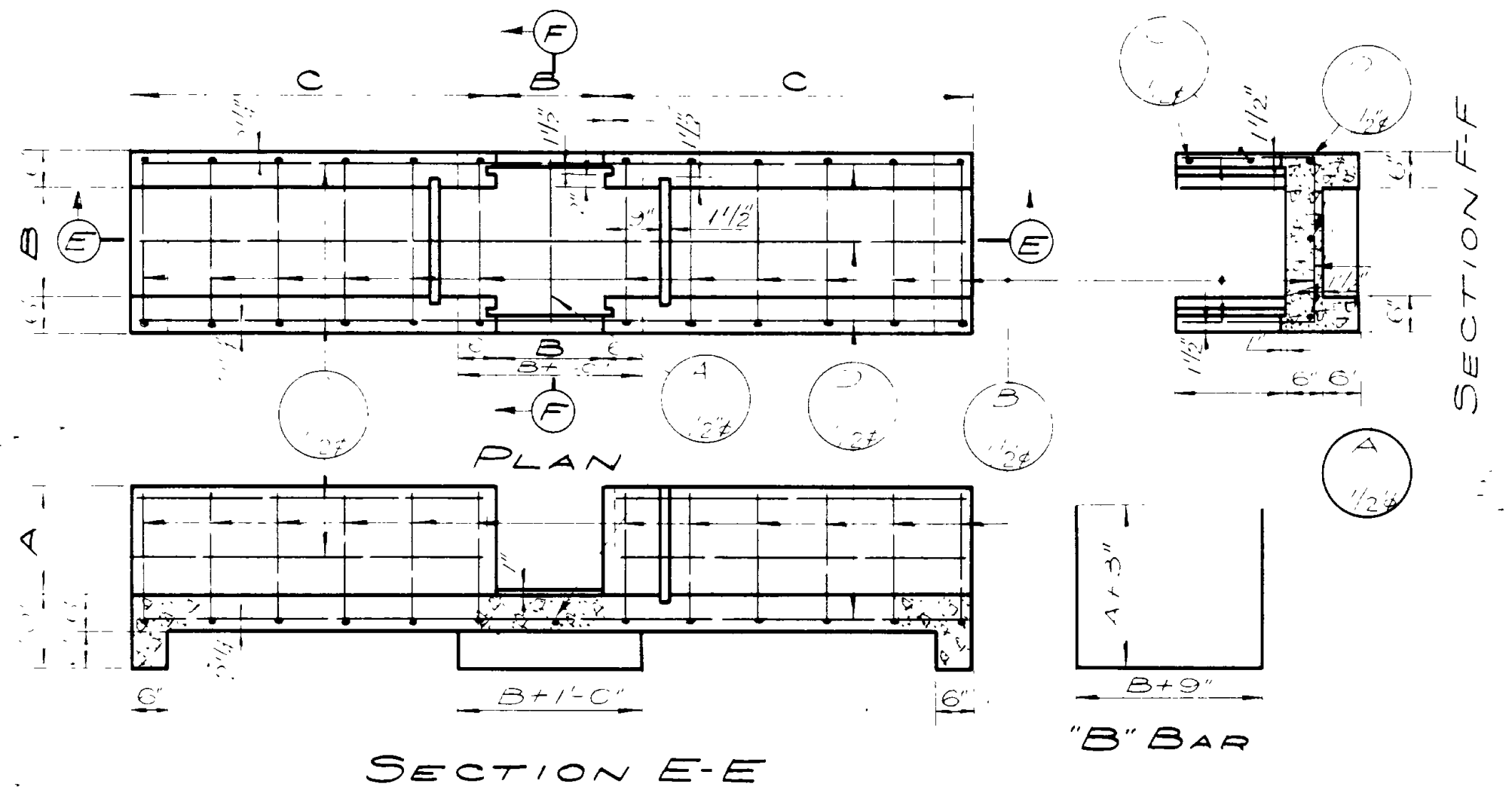
TYPE	1	2	3
C	5'-0"	5'-0"	5'-0"
B	3'-0"	3'-0"	3'-0"
U	1'-0"	1'-0"	1'-0"

REINFORCING STEEL

TYPE	1	2	3
A BAR	10	10	10
B BAR	10	10	10

QUANTITIES

TYPE	1	2	3
Excav for Concrete	5.0	5.0	5.0
Concrete	6.5	6.5	6.5
Reinforcing Steel	12.8	12.8	12.8



SECTION E-E

TYPE "C"
3-WAY DIVERSION BOX

DIMENSIONS

TYPE	1	2	3
C	5'-0"	5'-0"	5'-0"
B	3'-0"	3'-0"	3'-0"
U	1'-0"	1'-0"	1'-0"

REINFORCING STEEL

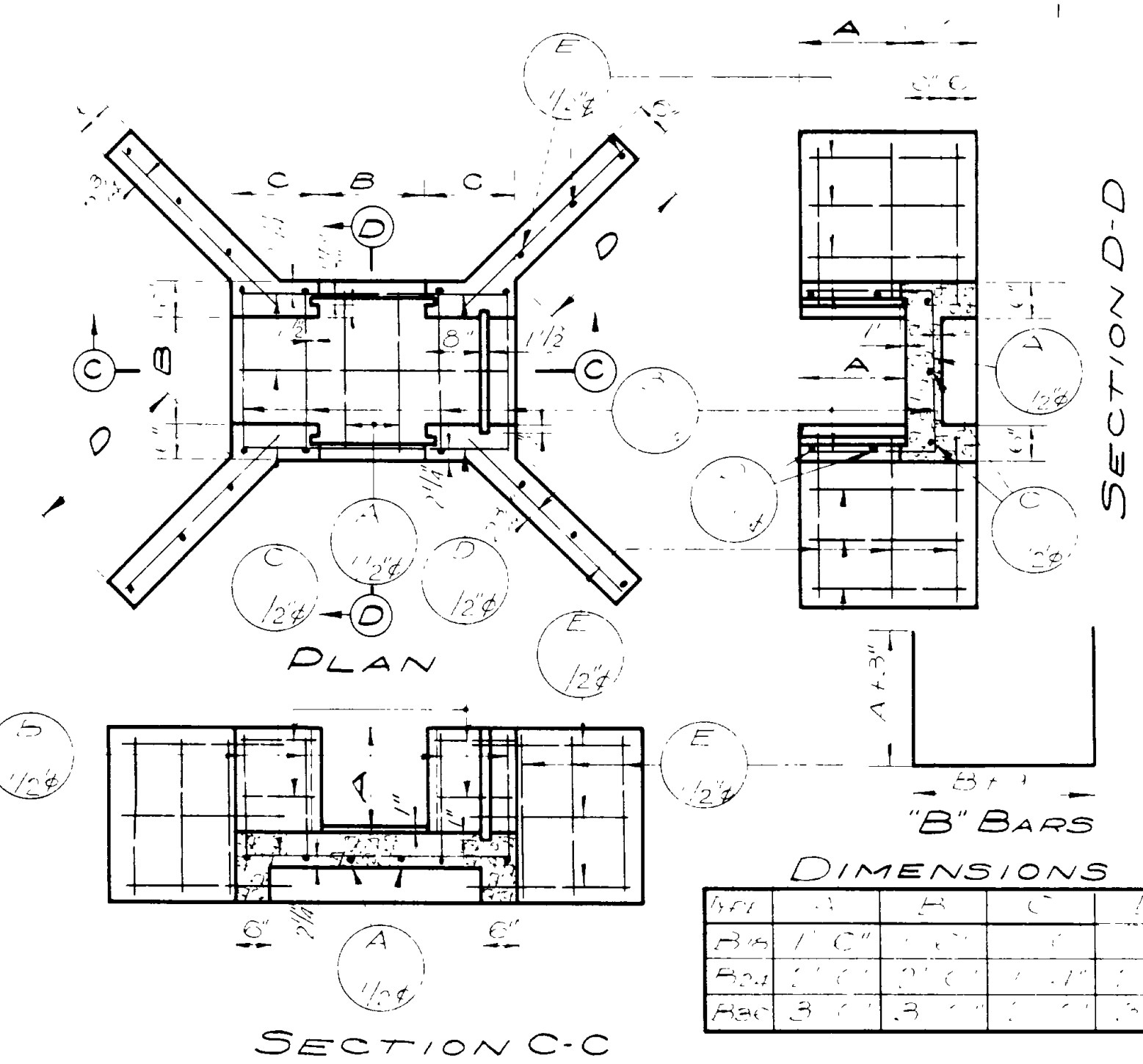
TYPE	A BAR	B BAR	C BAR	D BAR
No.	10	10	10	10
Length	10'-0"	10'-0"	10'-0"	10'-0"

QUANTITIES

TYPE	Excav for Concrete	Concrete	Reinforcing Steel
1	4.25	6.8	11.2
2	6.45	1.35	11.2
3	15.15	2.78	22.2

REVISIONS

NO.	DATE	BY	REVISION
1	12/13/31	M.	



SECTION C-C

TYPE "B"
3-WAY DIVERSION BOX

REINFORCING STEEL

TYPE	1	2	3
A BAR	10	10	10
B BAR	10	10	10

QUANTITIES

TYPE	1	2	3
Excav for Concrete	9.15	9.15	9.15
Concrete	5.05	5.05	5.05
Reinforcing Steel	12.45	12.45	12.45

PROJECT

NO.	DATE	BY	REVISION
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

GENERAL NOTES

1. All concrete to be Class A and 4 to be kept in place until cured and then to be finished with a smooth surface.

2. All reinforcing steel to be Class A and 4 to be kept in place until cured and then to be finished with a smooth surface.

3. All exposed edges to be chamfered 1" unless otherwise noted.

4. All reinforcing bars to be 1/2" and spaced 12" O.C. except as otherwise specified.

5. Furnishing of suitable Flash Boards to be included in unit price bid for Concrete.

Note: In order to Conserve Critical Materials after September 1, 1942, all reinforcing steel shown for the various lines on this drawing is to be eliminated.

UTAH STATE ROAD COMMISSION

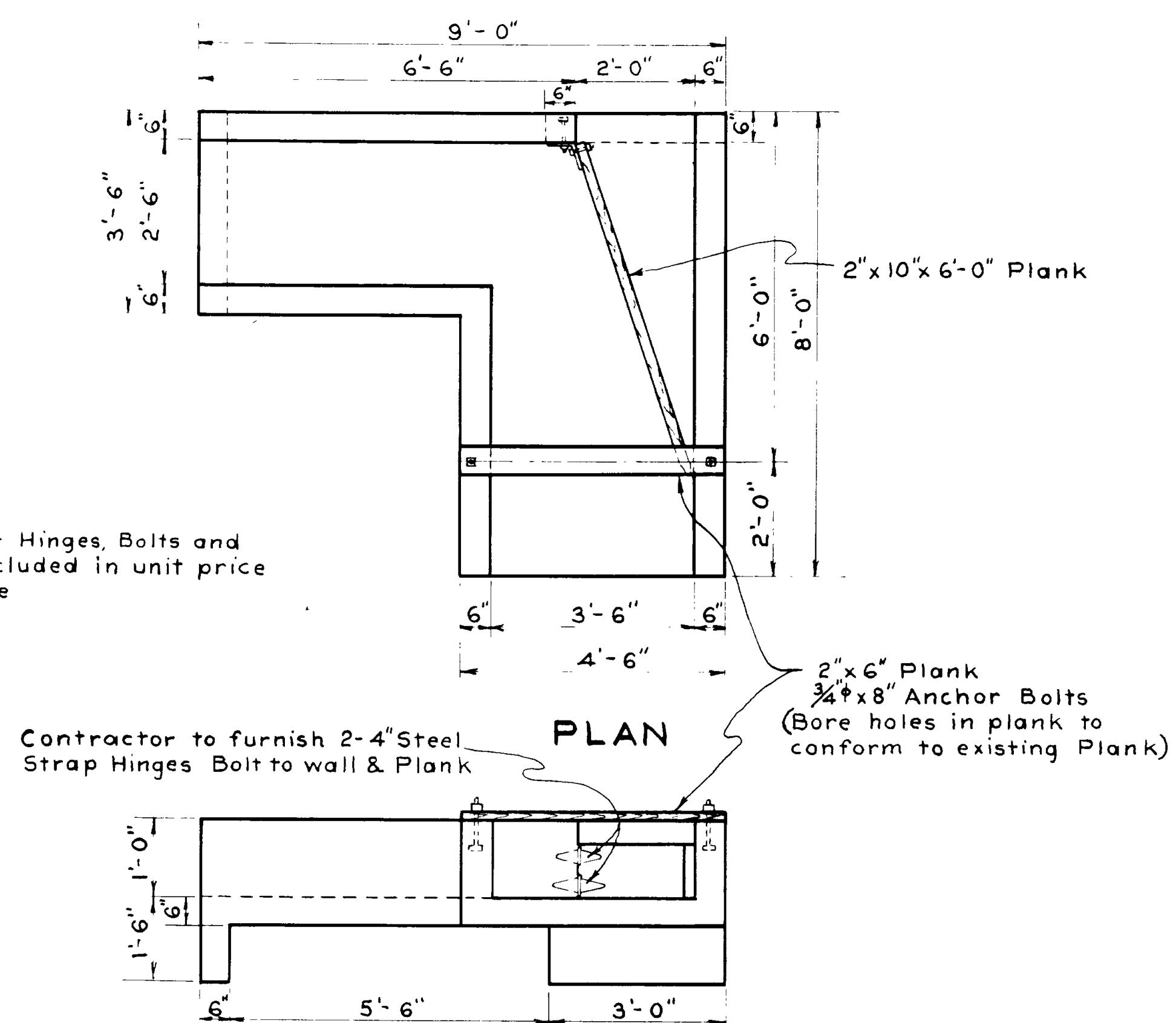
STANDARD

3WAY DIVERSION BOXES
FOR 12" AND 30"

June 22, 1931
M. Hausman

NO. V-206

NOTE: Payment for Hinges, Bolts and planks to be included in unit price bid for concrete



GENERAL NOTES

Materials, construction and workmanship shall be in accordance with State Standard Specifications for Road and Bridge Construction edition of 1939.

ELEVATION

DETAIL DIVERSION BOX RT. STA. 52+30

Scale: 1/2" = 1'-0"

Mark	Location	Size	L'gth	No. Bars	Total Length	Sketch	Qty.
D1	Slab & Sides	1/2"	7'-9"	7	54'-3"		
D2	Sides	1/2"	4'-9"	2	9'-6"		
D3	Sides	1/2"	4'-9"	2	9'-6"		
D4	Slab & Sides	1/2"	7'-9"	6	46'-6"		
D5	Vertical	1/2"	1'-3"	24	30'-0"		
D6	Slab	1/2"	4'-3"	4	17'-0"		
D7	Slab	1/2"	3'-3"	5	16'-3"		
D8	Cutoff Wall	1/2"	2'-6"	8	20'-0"		
D9	Cutoff Wall	1/2"	2'-9"	1	2'-9"		

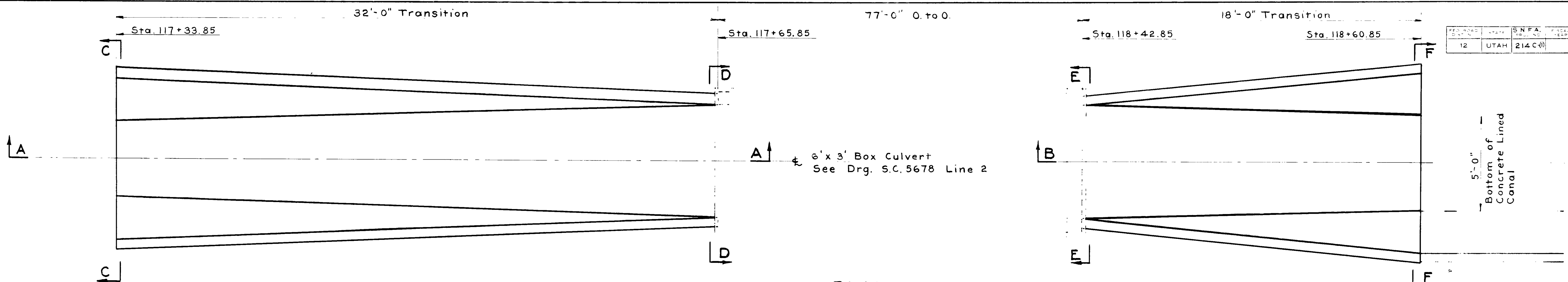
205'-9" of 1/2" Bars @ .668 #/ft = 137.44 #

QUANTITIES

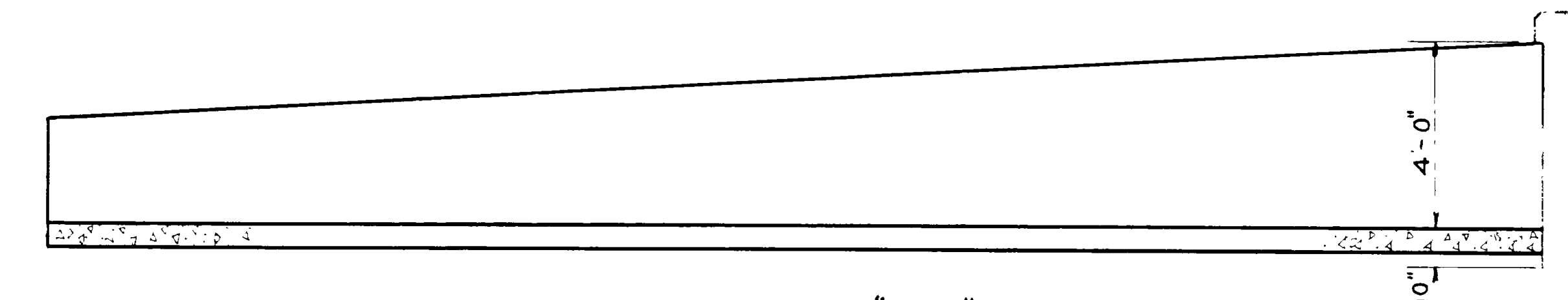
Concrete Cl. "A" 1.5 c.y.

UTAH STATE ROAD COMMISSION	
SALT LAKE CITY, UTAH	
EZRA C. KENDALTON, CHIEF ENGINEER	
DIVERSION BOX	
Sta. 52+30	S.N.F.A.P. 214 C(1)
Nyes Corner - Hot Springs Weber	
DESIGNED BY	R.E.L.
CHECKED BY	R.E.L.
DATE	Aug. 8, 1944
BY	<i>Chas. W. Martin</i>
DRG. NO.	V-302

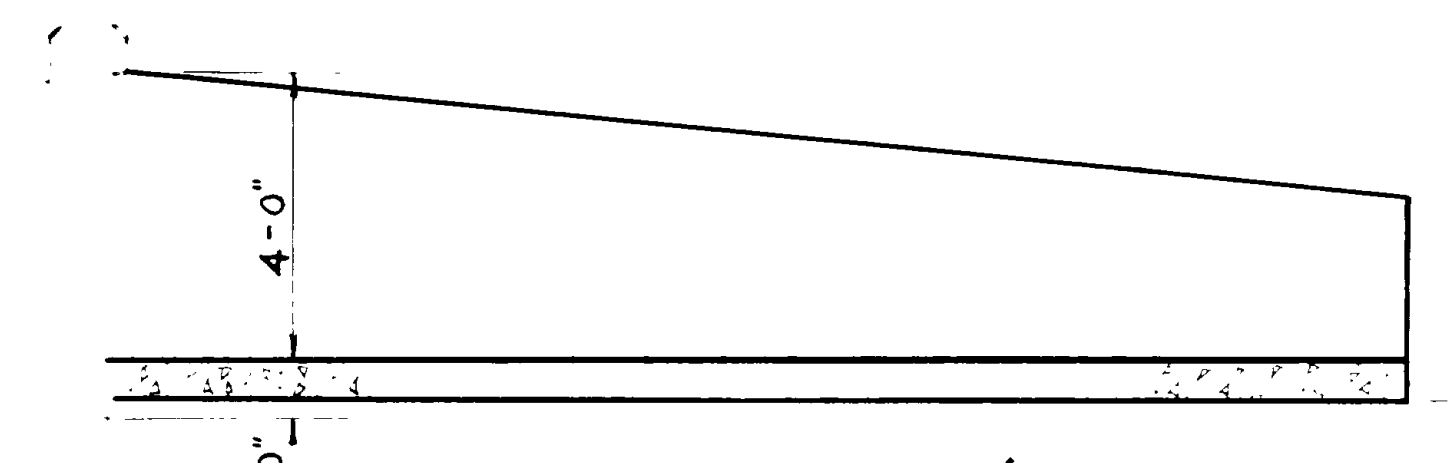
FEED ROAD DIST. NO.	STATE	S.N.F.A. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
12	UTAH	214 C-0			



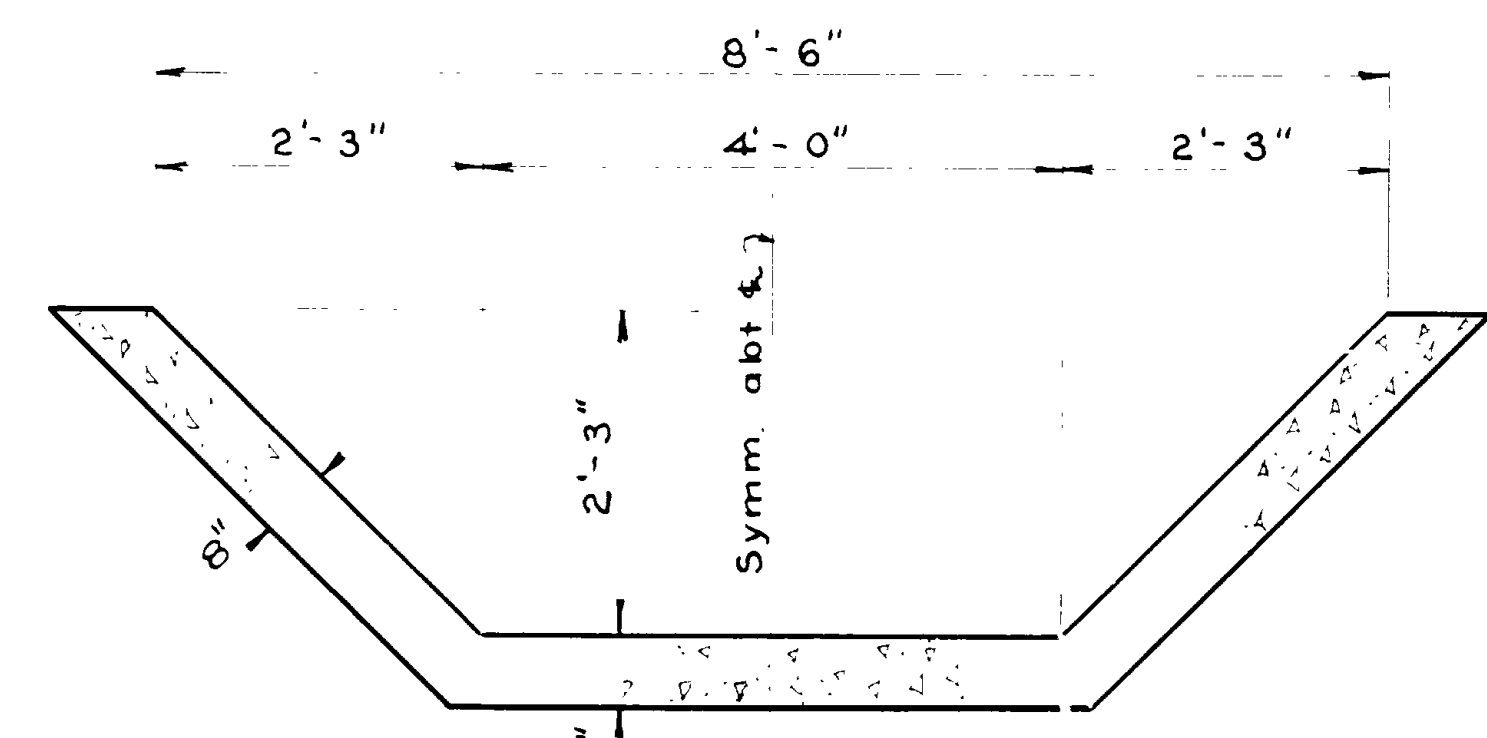
PLAN
3/8" = 1'-0"



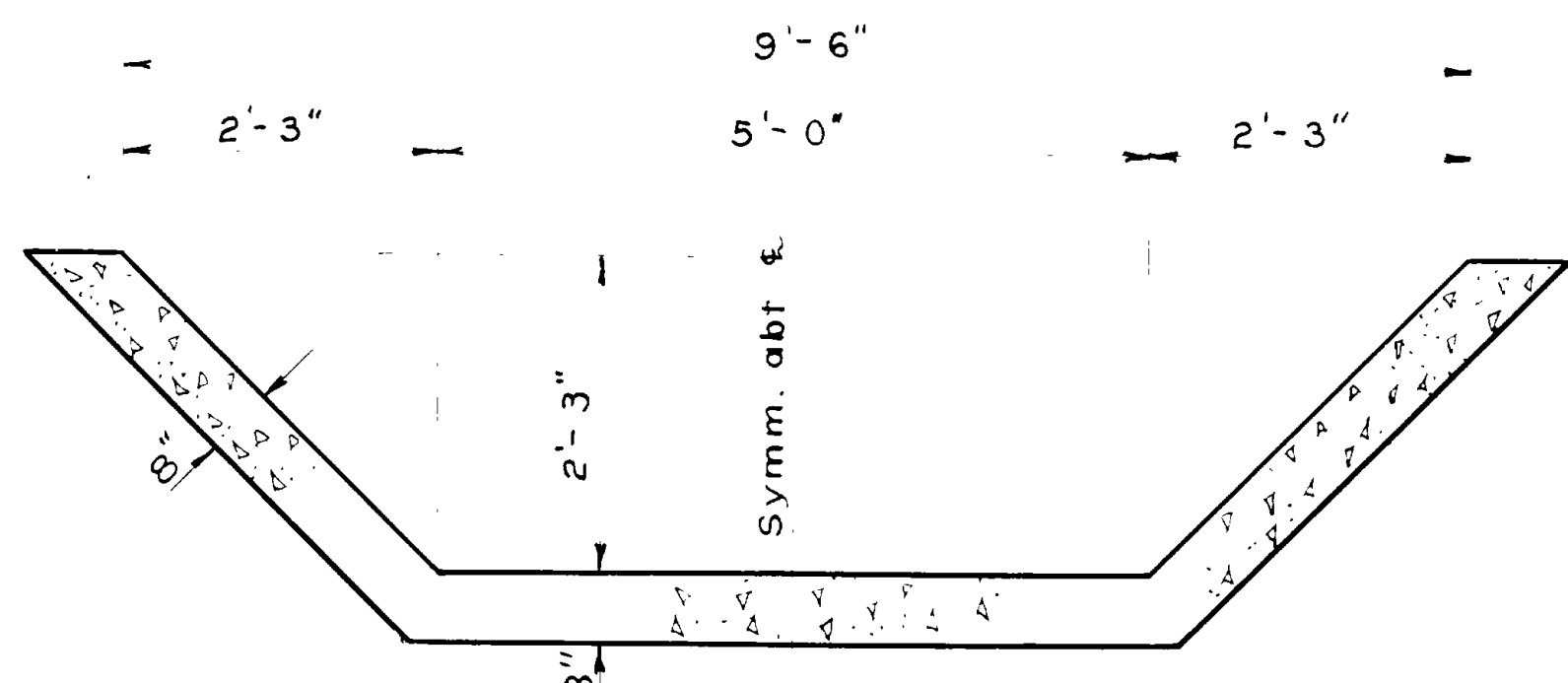
LONGI. SECTION "A-A"
3/8" = 1'-0"



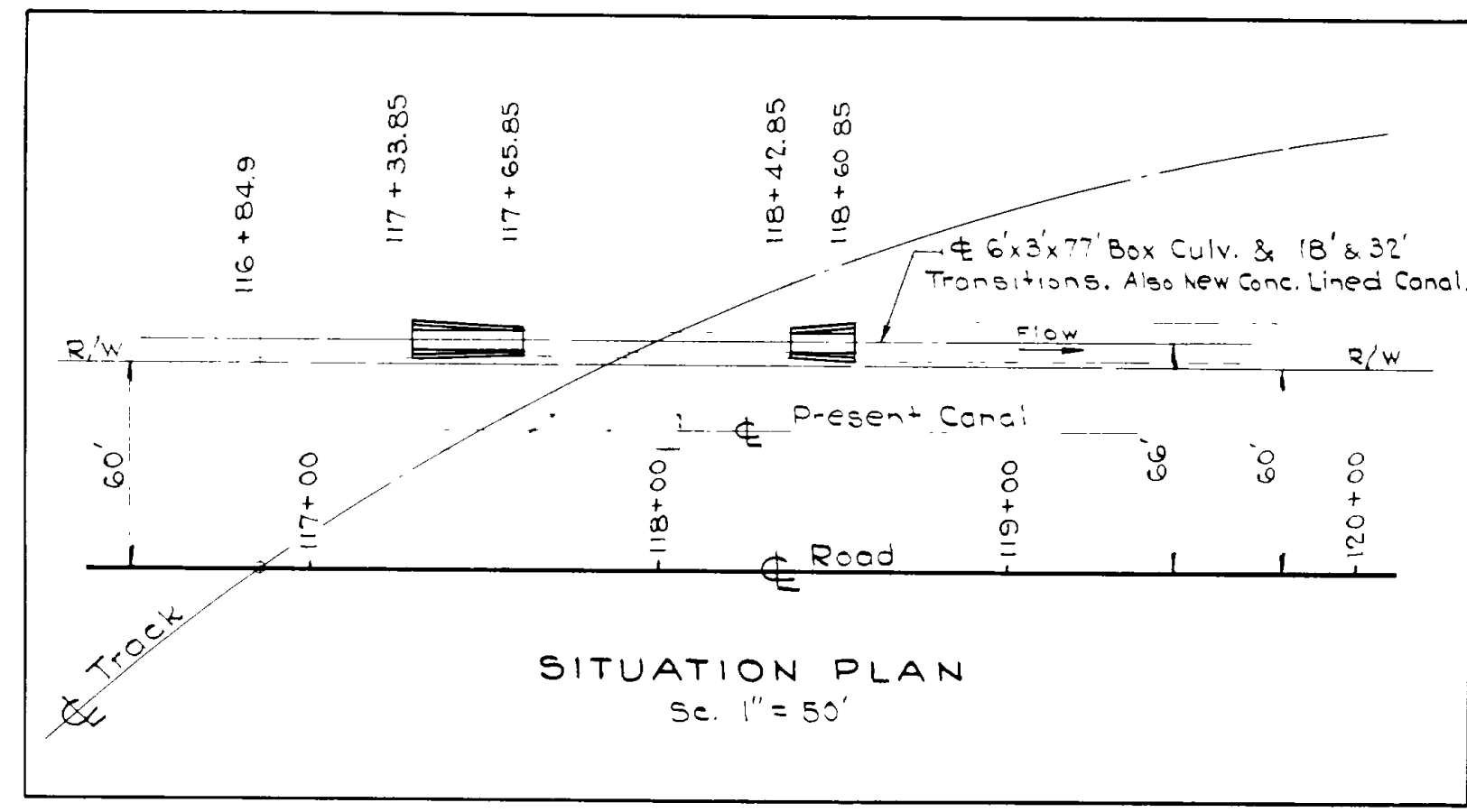
LONGI. SECTION "B-B"
3/8" = 1'-0"



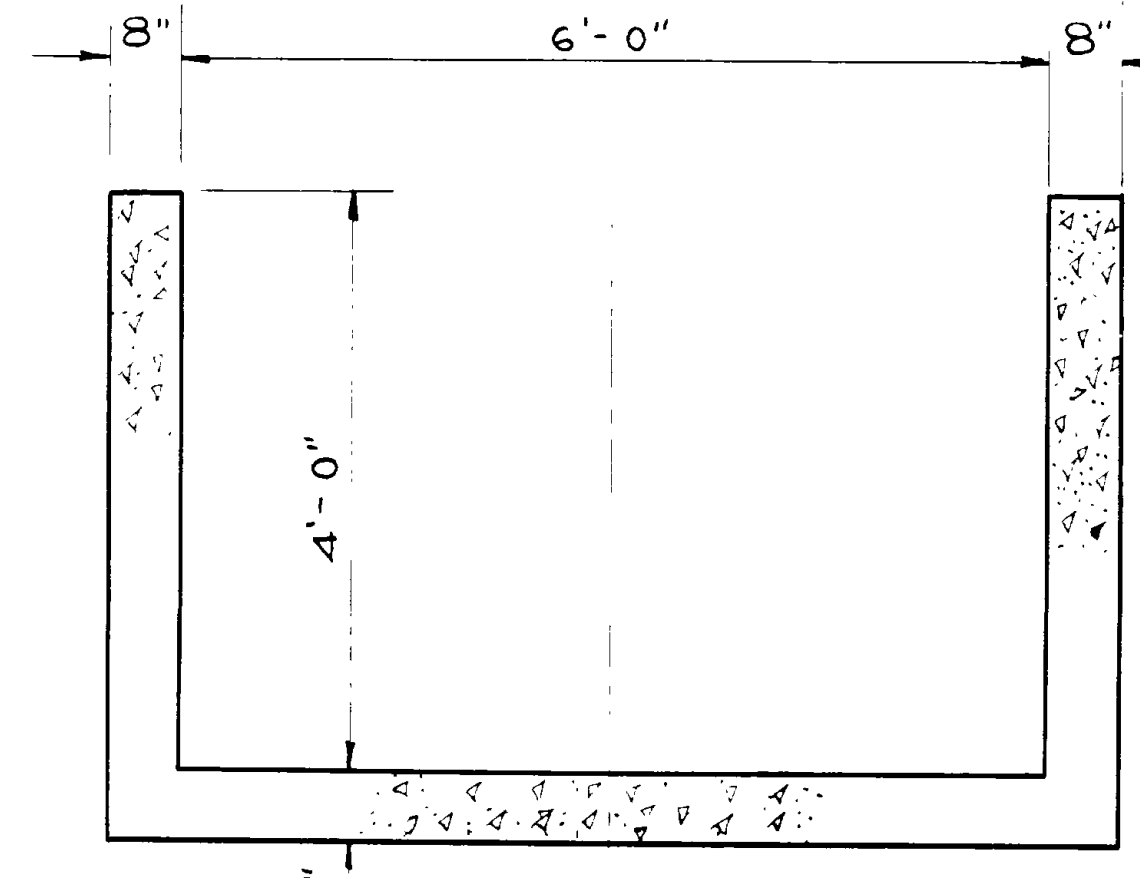
SECTION "C-C"
3/4" = 1'-0"



SECTION "F-F"
3/4" = 1'-0"



SITUATION PLAN
1" = 50'



SECTION "D-D" & "E-E"
3/4" = 1'-0"

MARK	LOCATION	SIZE	LGTH	No BARS	TOTAL LENGTH	SKETCH	0 to 0
A-1	32'-0" Trans.	24"	31'-10"	13	413'-10"		
A-2	18'-0" Trans.	17"	10'	13	231'-10"		
B1-1	32'-0" Trans.	11'-5"	4	45'-8"			Field Bend
B1-2		11'-9"	4	47'-0"			
B1-3		12'-2"	4	48'-8"			
B1-4		12'-6"	4	50'-0"			
B1-5		12'-10"	4	51'-4"			
B1-6		13'-3"	4	53'-0"			
B1-7		13'-7"	4	54'-4"			
B1-8	32'-0" Trans.	13'-11"	4	55'-8"			
B2-1	18'-0" Trans.	13'-11"	3	41'-9"			
B2-2		13'-6"	3	40'-6"			
B2-3		13'-1"	3	39'-3"			
B2-4		12'-9"	3	38'-3"			
B2-5		12'-4"	3	37'-0"			
B2-6	18'-0" Trans.	12'-0"	3	36'-0"			Field Bend

1284'-1" of 1/2" @ .668#/ft = 857.77 Lbs.

GENERAL NOTES

Materials, construction and workmanship shall be in accordance with State Standard Specification for Road and Bridge Construction edition of 1939

QUANTITIES

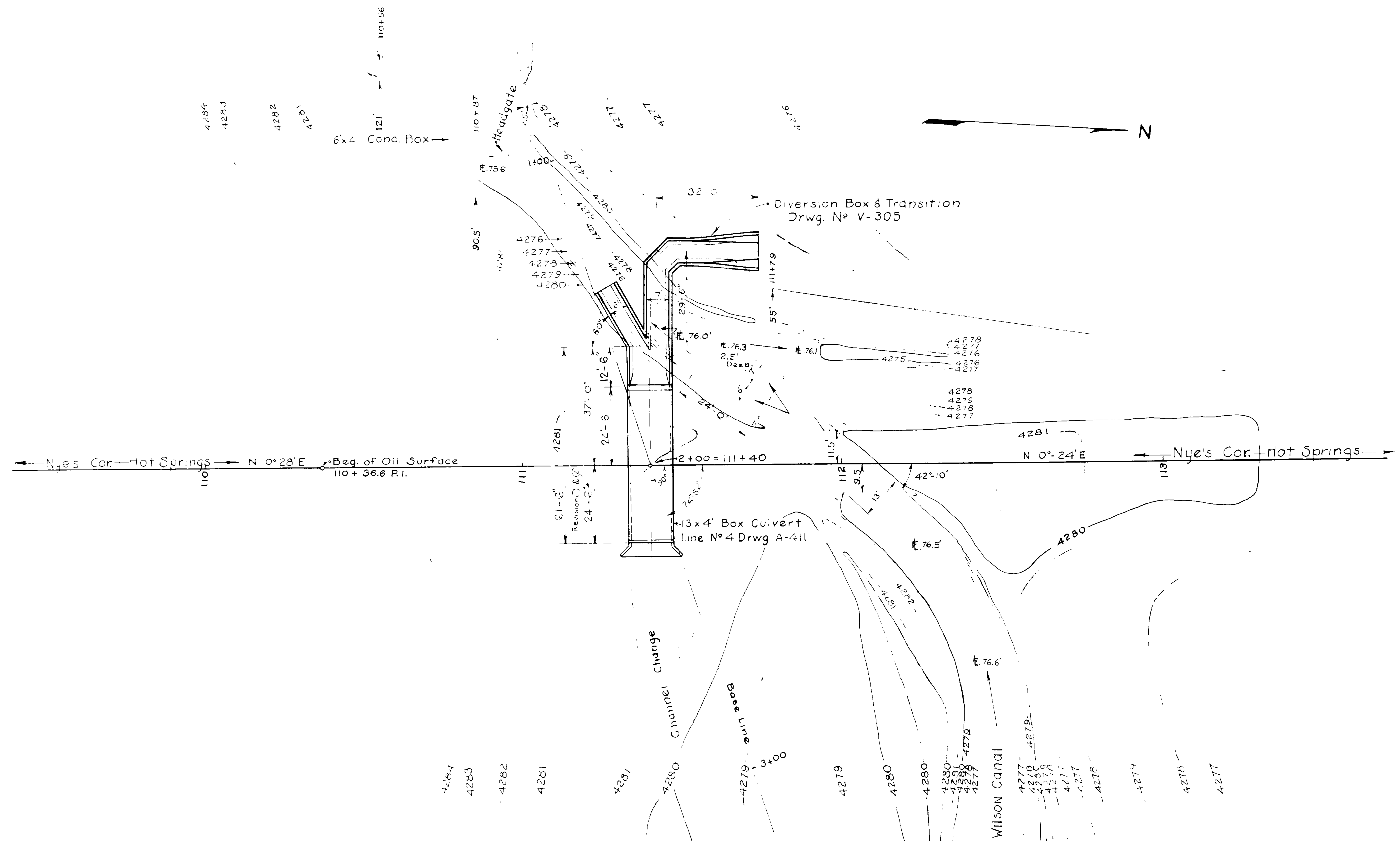
Excav. for Structures 62.0 Cu. Yds.
Concrete Class "B" 16.4 Cu. Yds.

UTAH STATE ROAD COMMISSION
SALT LAKE CITY, UTAH
ERA C. KESALTON, CHIEF ENGINEER

TRANSITIONS FROM BOX
CULV. TO CONC. LINED CANALS
Sta. 117+33.85 & 118+42.85 S.N.F.A.P.214 C-0
Nyes Cor - Hot Spgs. Weber Co.

DESIGNED BY R.E.L. As Noted
CHECKED BY R.W.L. April 3, 1934
DATE

9-V-303



GENERAL NOTES

Materials, Construction, and workmanship shall be in accordance with the State Standard Specifications for Road and Bridge Construction, Edition of 1939.

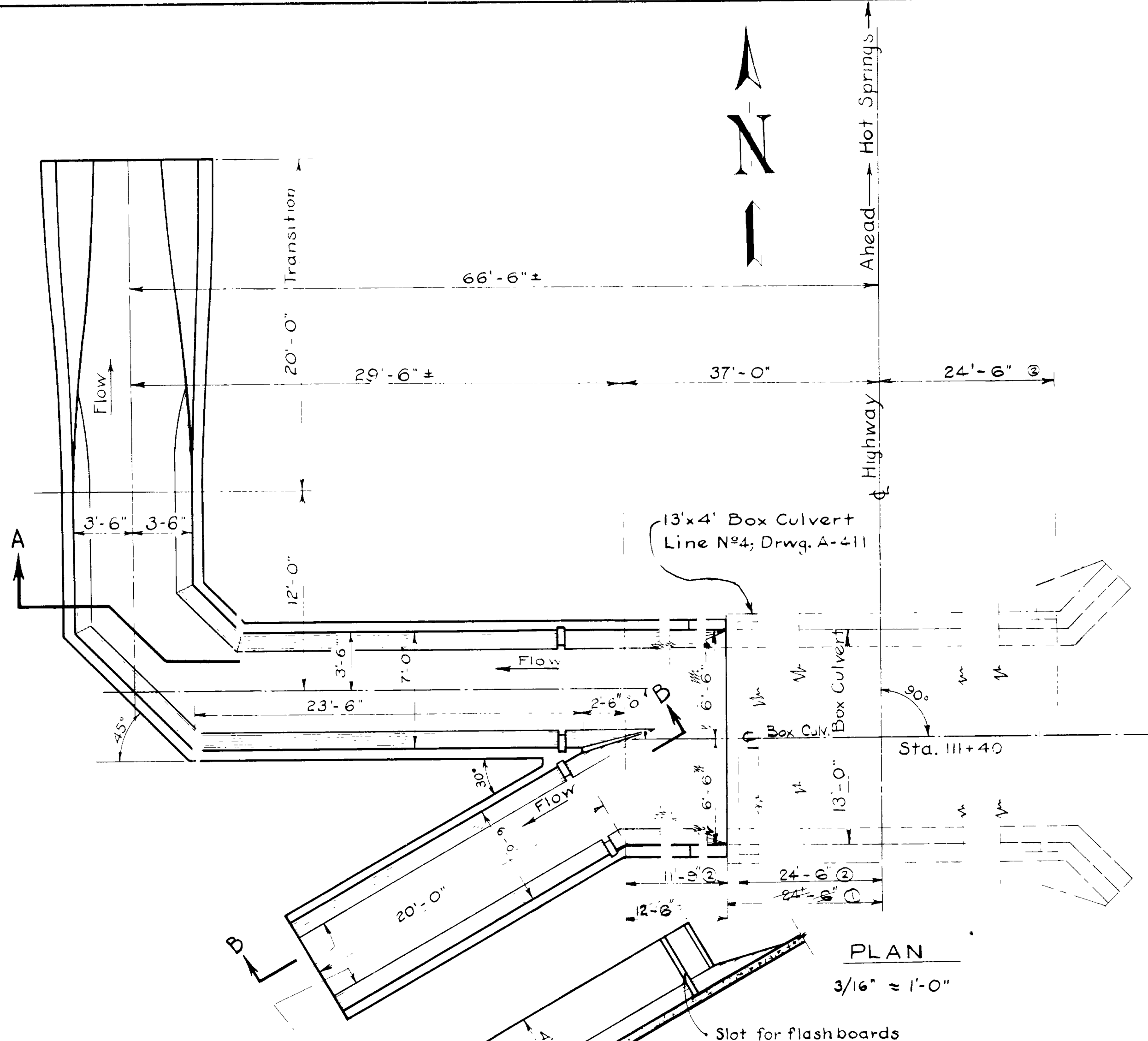
Design Data
 $f_c = 1000 \text{ #/sq.inch}$; $f_s = 20,000 \text{ #/sq.inch}$; $n = 10$

Quantities
 Excavⁿ for Structure: 126 cu.yd.
 Concrete, Class "B": 39.8 cu.yd. } Revision C
 Rev ②

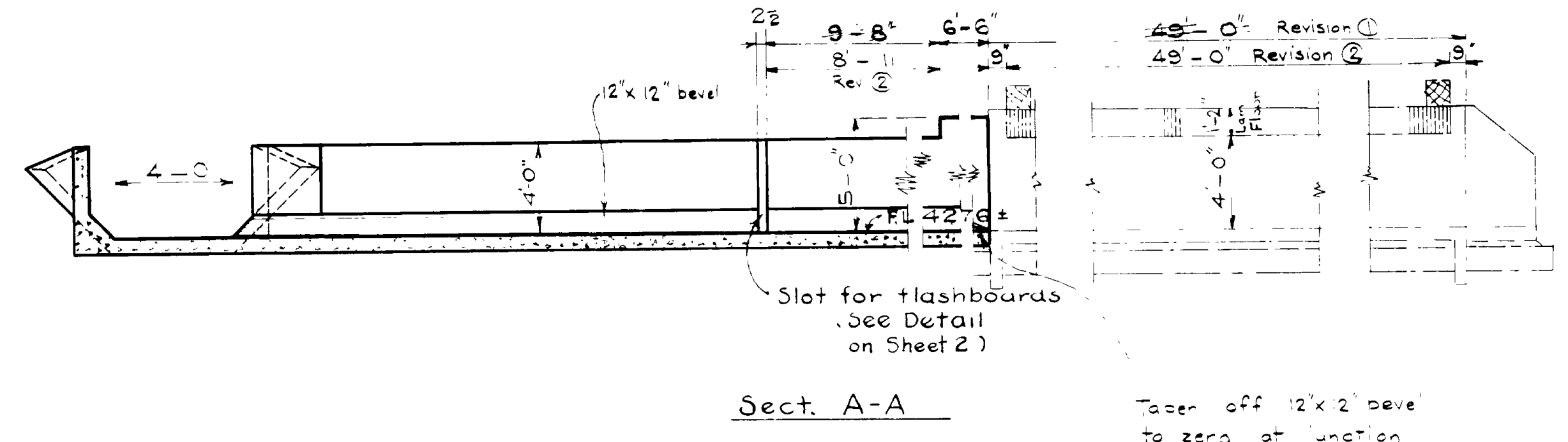
REVISIONS		
1	As shown	
2	As shown	
3	As shown	
4	As shown	
5	As shown	

Sheet 1 of 3 sheets
 UTAH STATE ROAD COMMISSION
WILSON CANAL DIVERSION BOX
 S.N.F.A.P. 214-C(1) St.G. 111+40
 Nye's Corner-Hot Springs, Weber Co.
 J.H.B.
 J.H.B.
 J.H.B.
 Date: 9/19/48
 Paul M. Miller
 V-305

REVISIONS	
1	As Shown
2	As Shown
3	As Shown
4	As Shown
5	As Shown
6	As Shown
7	As Shown
8	As Shown
9	As Shown
10	As Shown
11	As Shown
12	As Shown
13	As Shown
14	As Shown
15	As Shown
16	As Shown
17	As Shown
18	As Shown
19	As Shown
20	As Shown

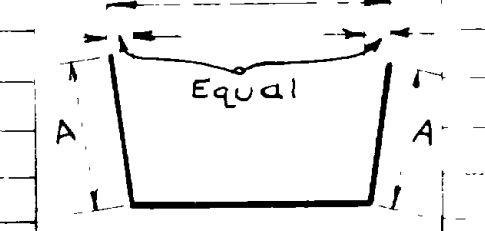


Revision 2
 a. Addition of 2x12 Bevels
 b. Elimination of a
 Reversing Tee
 c. Concrete Slabbed over Cast
 to eliminate of Form & Add to Bevels
 to eliminate of Form & Add to Bevels
 d. Box Culvert Eng. changed
 to 13'-0" x 4'-0" & Line 1
 to A-4 & Line 2



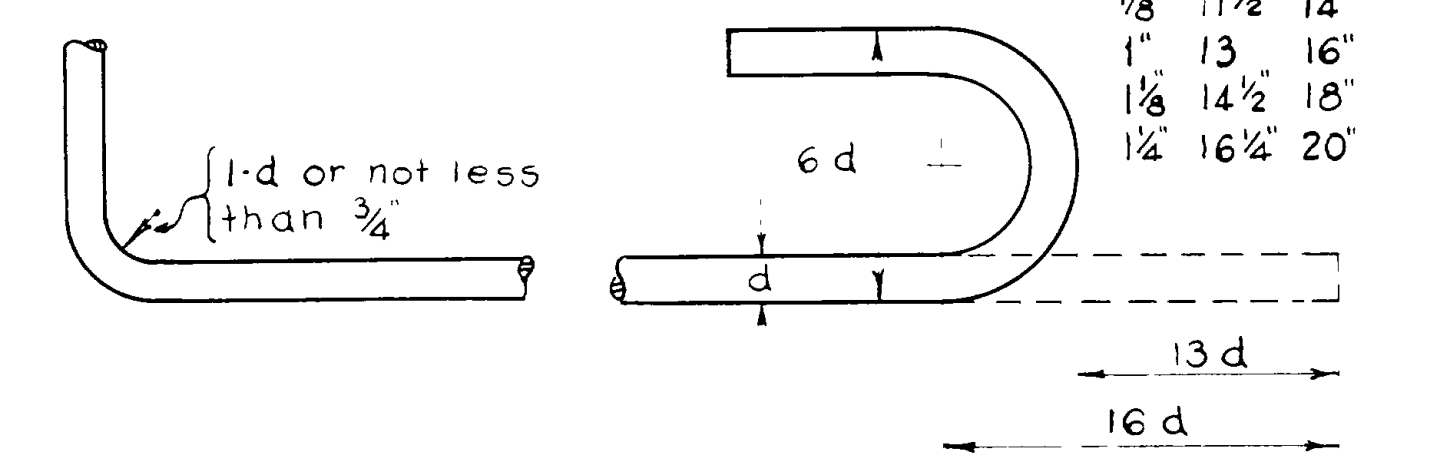
Taper off 12x12 bevel
 to zero at Junction
 with Box Culvert
 (See Sheet 3 for detail)

MARK	LOCATION	SIZE	N ^o	TOTAL	SKETCH	C to C
			LENGTH	LENGTH		
A1	DIVERSION BOX 7'-FLUME	1 1/2"	18-0"	18-0"	A=13'-9"	
A2		1 1/2"	16-3"	16-3"	Ditto but A=12'-0"	
A3		1 1/2"	14-6"	14-6"	Ditto but A=10'-3"	
A4		1 1/2"	16-3"	23 2/3	A=7'-9"	
A5		1 1/2"	22-3"	6	133-6"	Ditto but A=13'-8"
A6		1 1/2"	7-3"	8	53-0"	A=3'-0"
A7		1 1/2"	16-6"	3	49-6"	A=8'-0"
A8		1 1/2"	16-9"	2	33-6"	Ditto but A=8'-3"
A9	DIVERSION BOX 7'-FLUME	1 1/2"	9'-6"	1	9'-6"	A=5'-3"
A10	DIVERSION BOX 7'-FLUME	1 1/2"	40'-0"	5	200'-0"	13'-6" 3'-9" 22'-9" FIELD BEND
A11		1 1/2"	40'-0"	1	40'-0"	12'-6" 4'-6" 23'-0"
A12		1 1/2"	40'-0"	1	40'-0"	11'-2" 5'-4" 23'-6"
A13		1 1/2"	40'-0"	1	40'-0"	9'-10" 6'-2" 24'-0"
A14		1 1/2"	40'-0"	1	40'-0"	8'-8" 7'-0" 24'-4"
A15		1 1/2"	40'-0"	1	40'-0"	7'-6" 7'-9" 24'-9"
A16		1 1/2"	40'-0"	1	40'-0"	6'-2" 8'-7" 25'-3"
A17		1 1/2"	40'-0"	1	40'-0"	4'-11" 9'-5" 25'-8"
A18		1 1/2"	40'-0"	5	200'-0"	6'-4" 10'-2" 23'-6" FIELD BEND
A19		1 1/2"	6'-3"	2	12'-6"	
A20	DIVERSION BOX 7'-FLUME	1 1/2"	3'-9"	1	3'-9"	
A21	Transition	1 1/2"	15'-10"	1	15'-10"	4'-1 1/2" 7'-7" 7'-9" FIELD BEND
A22		1 1/2"	15'-7"	1	15'-7"	4'-0" 7'-7" 7'-10"
A23		1 1/2"	15'-3"	1	15'-3"	3'-11" 7'-5" 7'-0"
A24		1 1/2"	15'-0"	1	15'-0"	3'-9 1/2" 7'-5" 8'-0"
A25		1 1/2"	14'-9"	1	14'-9"	3'-8" 7'-4" 8'-1"
A26		1 1/2"	14'-6"	1	14'-6"	3'-8" 7'-2" 8'-2"
A27		1 1/2"	14'-2"	1	14'-2"	3'-7 1/2" 6'-11" 8'-3"
A28		1 1/2"	13'-0"	1	13'-0"	3'-7" 6'-8" 8'-5"
A29		1 1/2"	13'-6"	1	13'-6"	3'-6 1/2" 6'-5" 8'-6"
A30		1 1/2"	13'-1"	1	13'-1"	3'-6" 6'-1" 8'-7"
A31		1 1/2"	12'-3"	1	12'-3"	3'-6" 5'-9" 8'-9"
A32		1 1/2"	12'-7"	1	12'-7"	3'-6 1/2" 5'-6" 8'-10"
A33		1 1/2"	12'-4"	1	12'-4"	3'-7" 5'-2" 8'-11"
A34		1 1/2"	12'-1"	1	12'-1"	3'-7" 4'-11" 9'-0"
A35		1 1/2"	11'-11"	1	11'-11"	3'-7" 4'-9" 9'-1"
A36		1 1/2"	11'-9"	1	11'-9"	3'-7" 4'-7" 9'-1"
A37		1 1/2"	11'-7"	1	11'-7"	3'-7" 4'-5" 9'-2"
A38		1 1/2"	11'-5"	1	11'-5"	3'-6 1/2" 4'-4" 9'-2"
A39		1 1/2"	11'-3"	1	11'-3"	3'-6" 4'-3" 9'-2"
A40		1 1/2"	14'-0"	4	56'-0"	
A41		1 1/2"	25'-6"	4	102'-0"	
A42		1 1/2"	25'-0"	1	25'-0"	
A43		1 1/2"	23'-6"	1	23'-6"	
A44		1 1/2"	21'-6"	1	21'-6"	
A45		1 1/2"	20'-0"	1	20'-0"	
A46		1 1/2"	18'-6"	1	18'-6"	
A47		1 1/2"	16'-9"	1	16'-9"	
A48	Transition	1 1/2"	15'-0"	1	15'-0"	



MARK	LOCATION	SIZE	N ^o	TOTAL	SKETCH	C to C
			LENGTH	LENGTH		
A49	DIVERSION BOX 7'-FLUME	1 1/2"	9'-3"	1	9'-3"	A=5'-0"
A50		1 1/2"	24'-3"	7	169'-9"	A=3'-9"
A51		1 1/2"	15'-3"	20	306'-0"	Ditto but A=4'-3"
A52		1 1/2"	20'-3"	5	101'-3"	A=2'-2"
A53		1 1/2"	35'-0"	1	35'-0"	A=20'-7", B=13'-2"
A54		1 1/2"	34'-6"	1	34'-6"	Ditto but A=20'-11", B=13'-0"
A55		1 1/2"	34'-0"	1	34'-0"	A=20'-7", B=13'-2"
A56		1 1/2"	33'-8"	1	33'-6"	A=20'-5", B=13'-0"
A57		1 1/2"	33'-0"	1	33'-0"	A=20'-2", B=12'-10"
A58		1 1/2"	32'-4"	1	32'-4"	A=19'-10", B=12'-6"
A59	DIVERSION BOX 7'-FLUME	1 1/2"	32'-0"	5	32'-0"	A=18'-6", B=12'-6"
A60	Divers Box 13'-0" Sect 2'	1 1/2"	14'-6"	12	174'-0"	

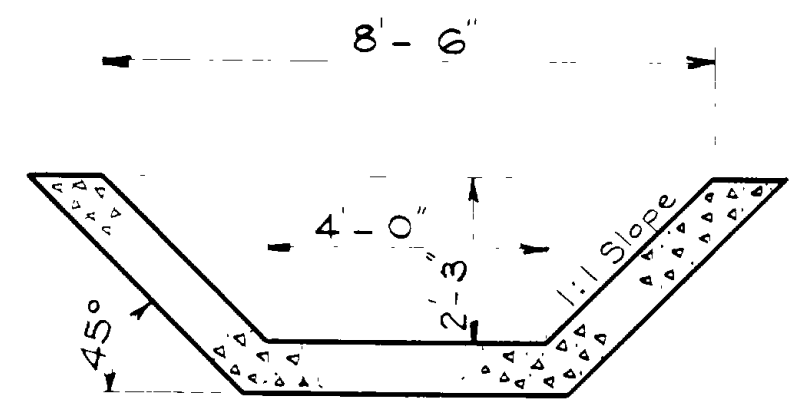
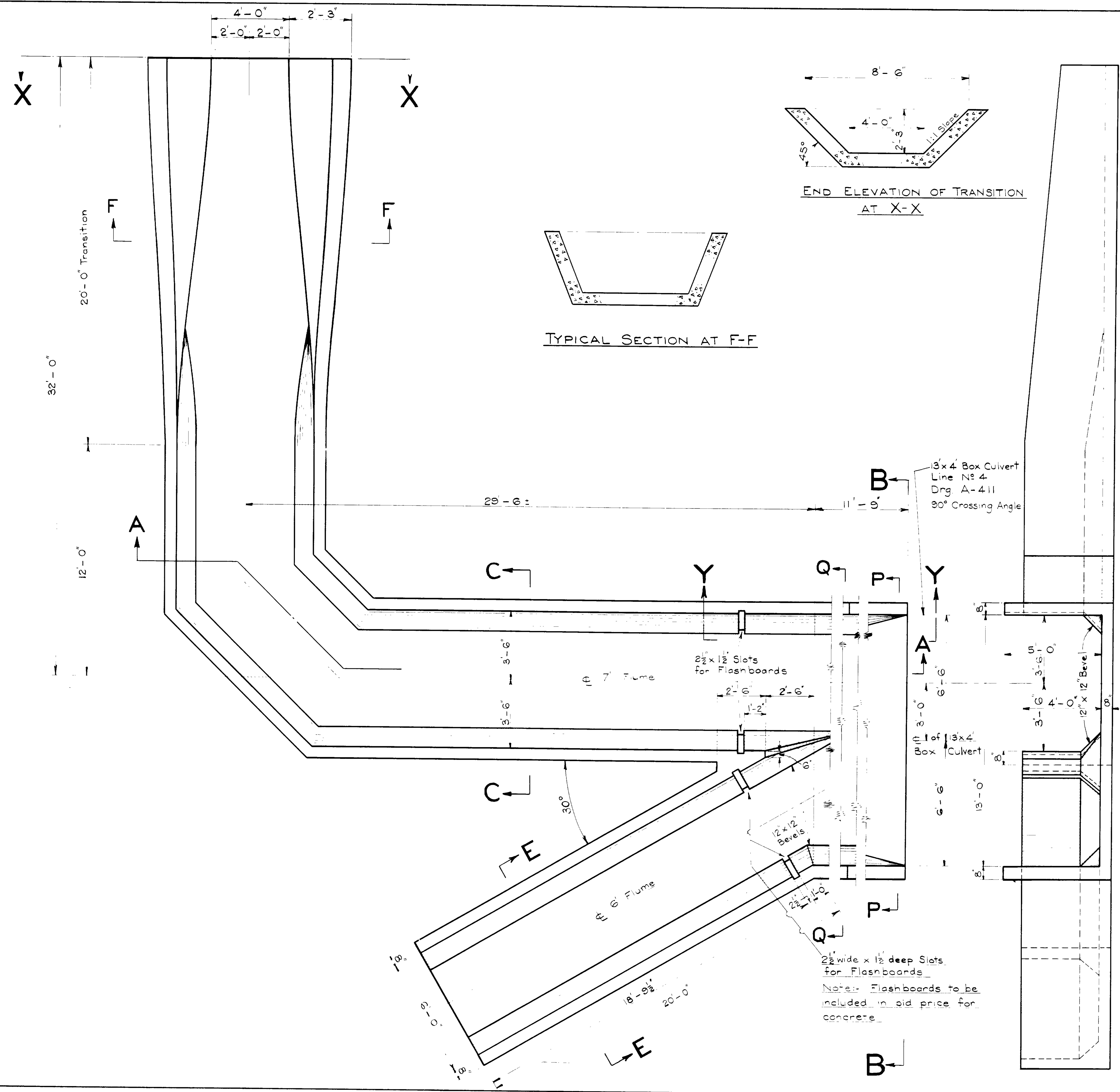
Note - Items marked with + in Schedule changed under Revision 10
 3045'-8" of 1/2" @ .668 / lin.ft. = 2034.23 lbs.



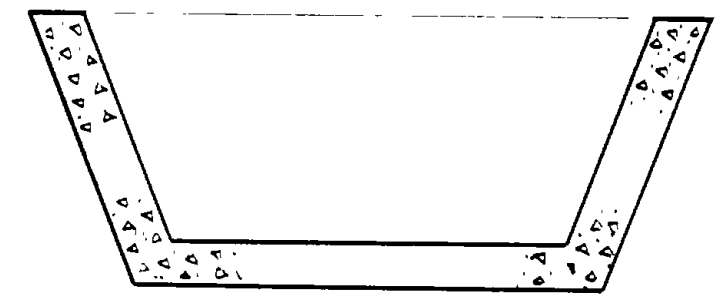
ROD NOTES
 When hooks are called for the lengths given in the Total Length column include allowance for hooks as shown in above detail. Lengths given in sketches are center to center of bend points. Bar diagrams are not drawn to scale and those bars not detailed are either straight or field bent.

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FINAL YEAR	SHEET NO.	TOTAL SHEETS
12	UTAH	SN.F.A.P. 214-C(1)			

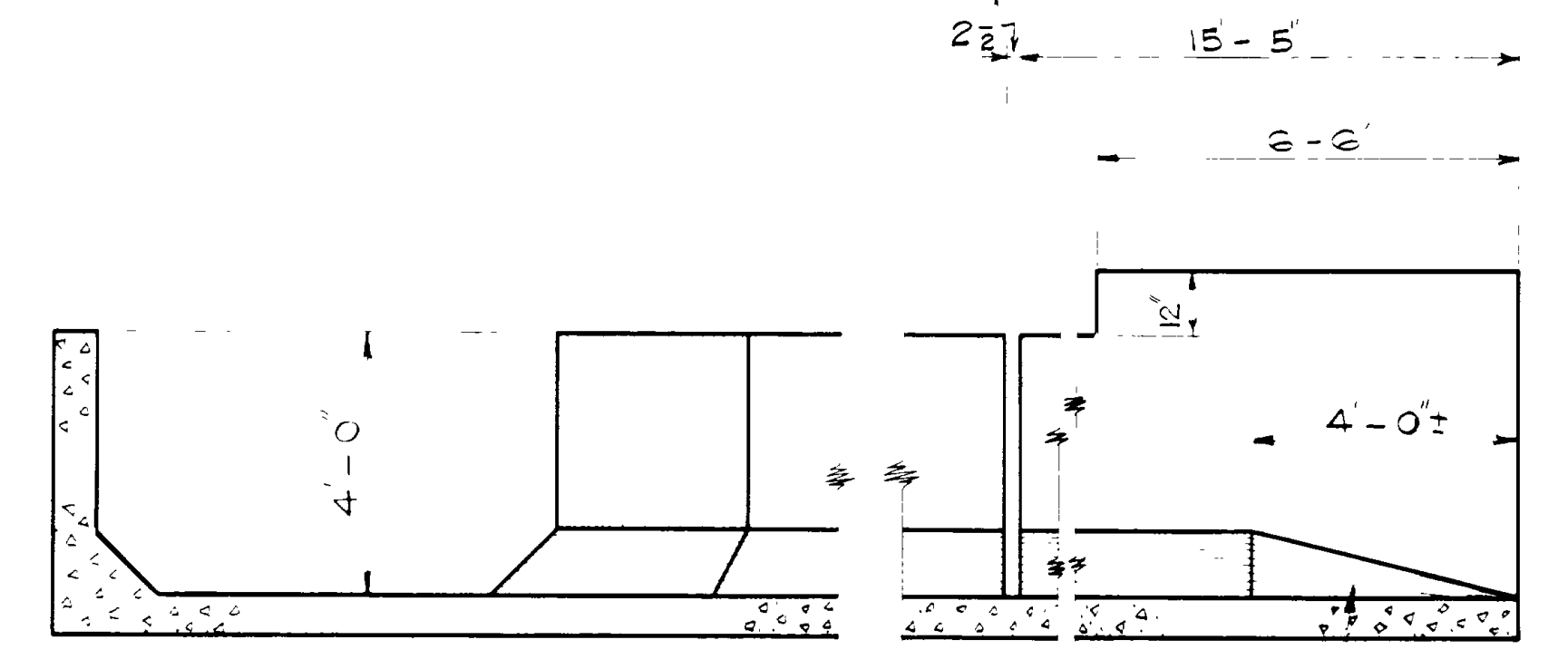
NO.	DATE	BY	REVISIONS



END ELEVATION OF TRANSITION AT X-X

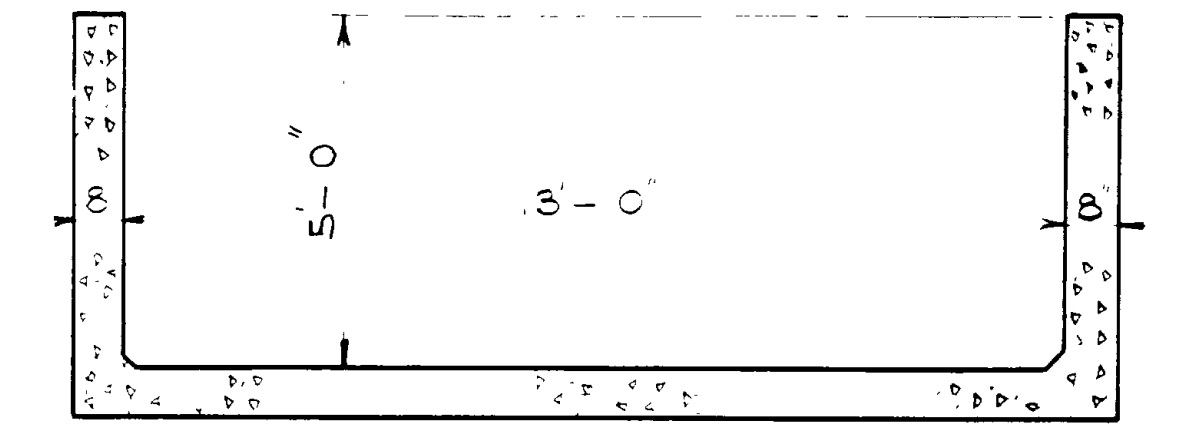


TYPICAL SECTION AT F-F

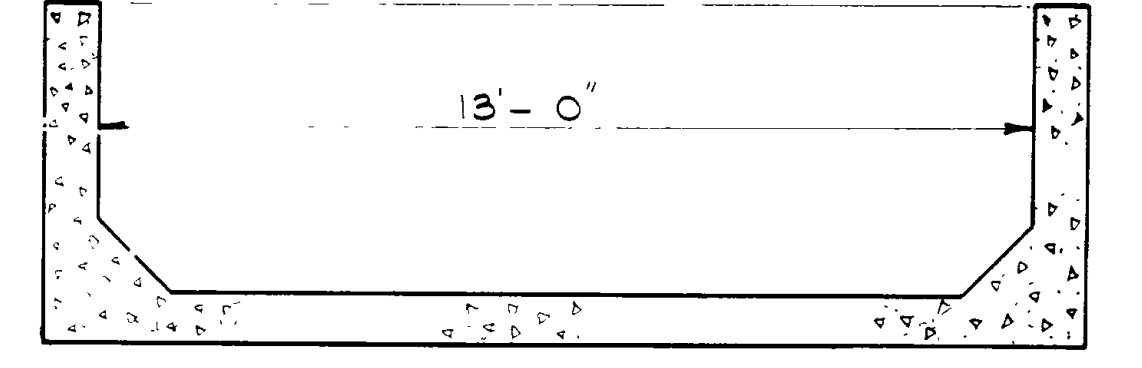


SECTION A-A

Taber off 2 x 2 F. e. to zero as shown

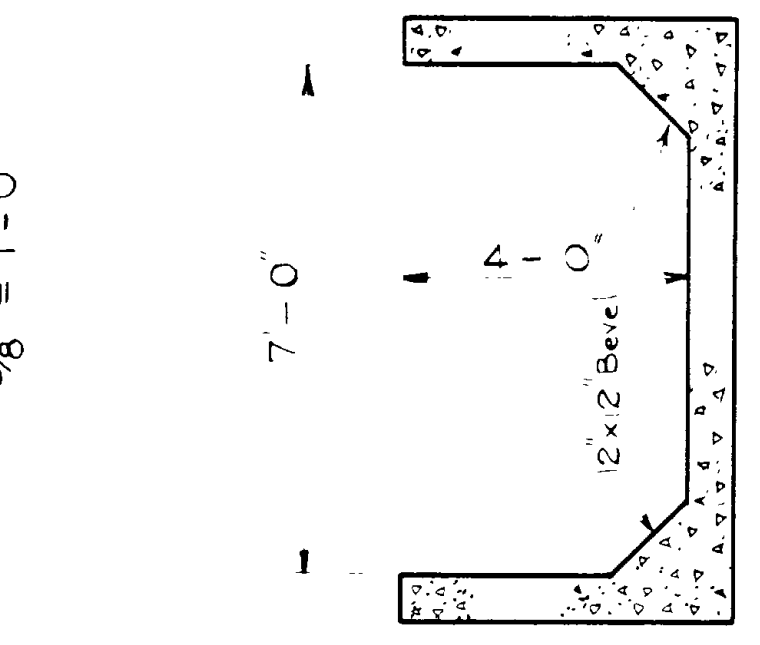


SECTION P-P

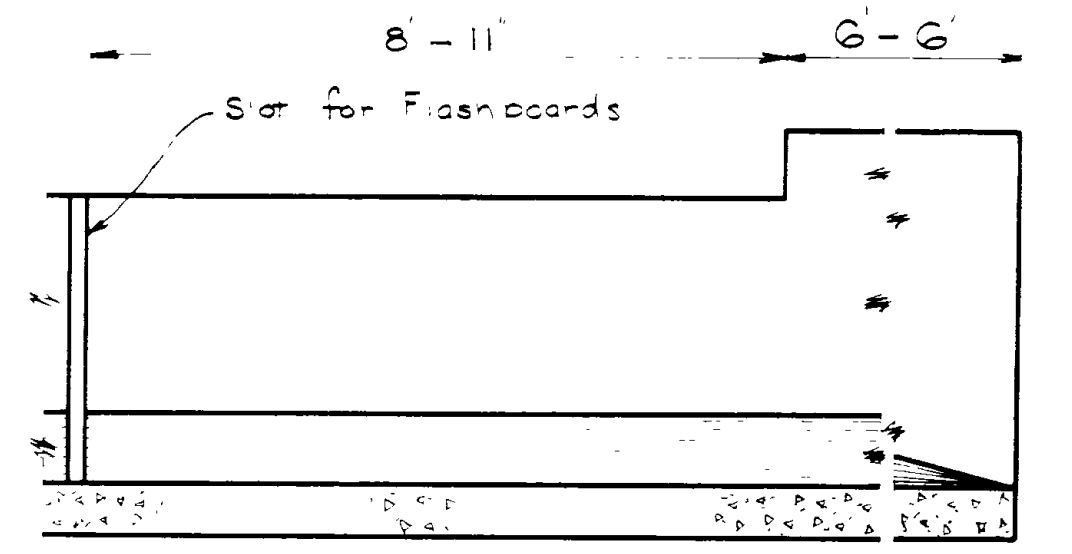


SECTION Q-Q

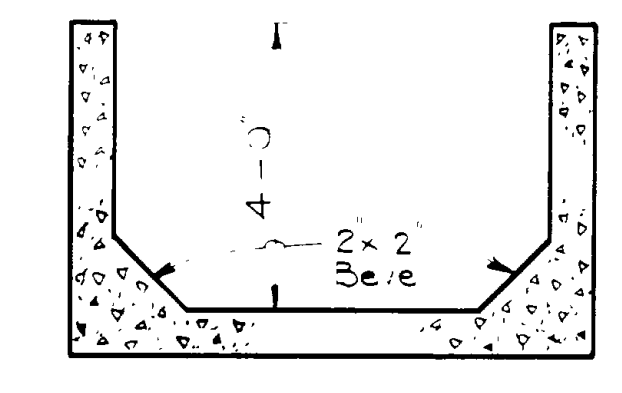
ELEVATION B-B 3/8" = 1'-0"



SECTION C-C



SECTION Y-Y



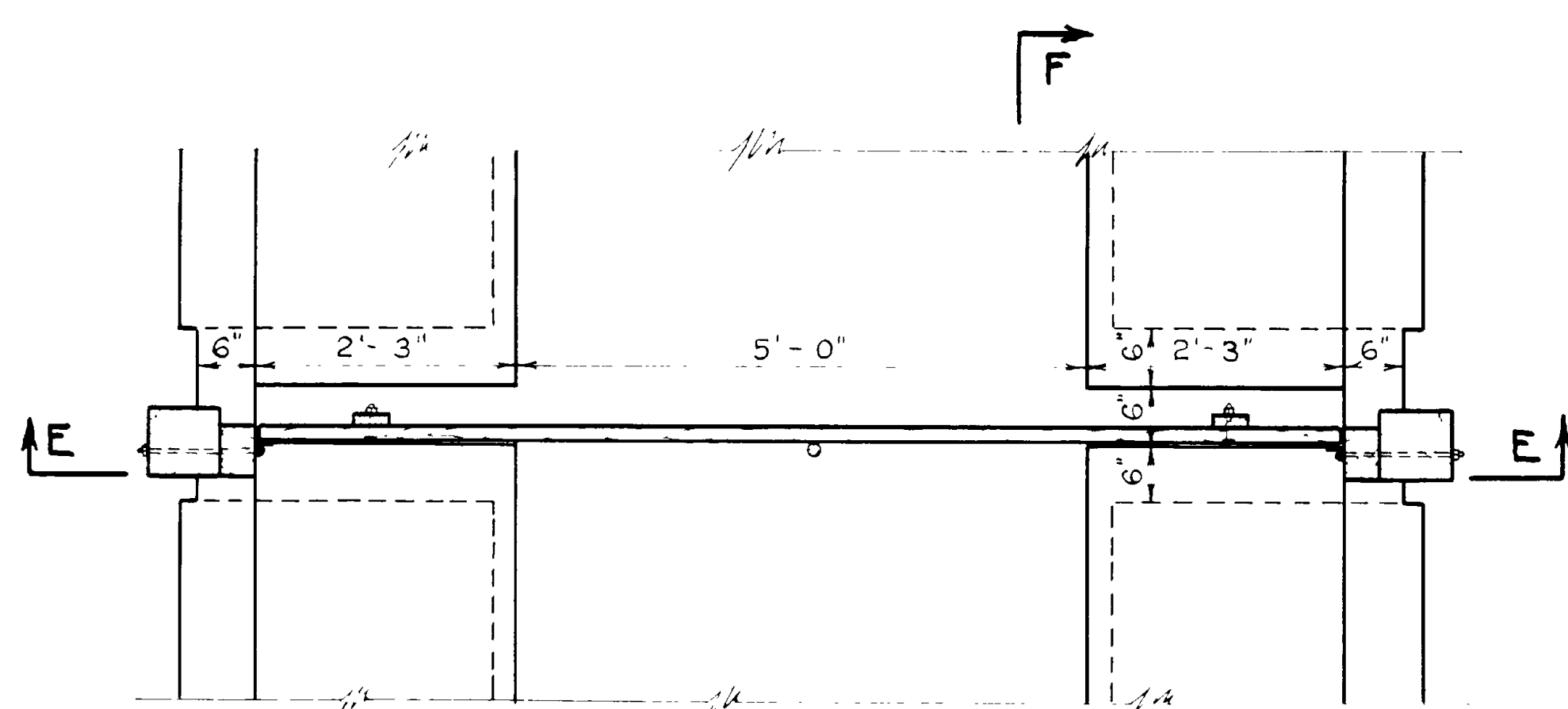
SECTION E-E

Note: This Drg. supersedes drawing of same number dated Dec. 27 1941. (eliminating all reinforcing steel) Sheet 3 of 4 Sheets.

UTAH STATE ROAD COMMISSION SALT LAKE CITY, UTAH BRIDGE DEPARTMENT

WILSON CANAL DIVERSION BOX. SN.F.A.P. 214-C(1) Sta. 111+40 Nye's Corner-Hot Springs Weber Co.

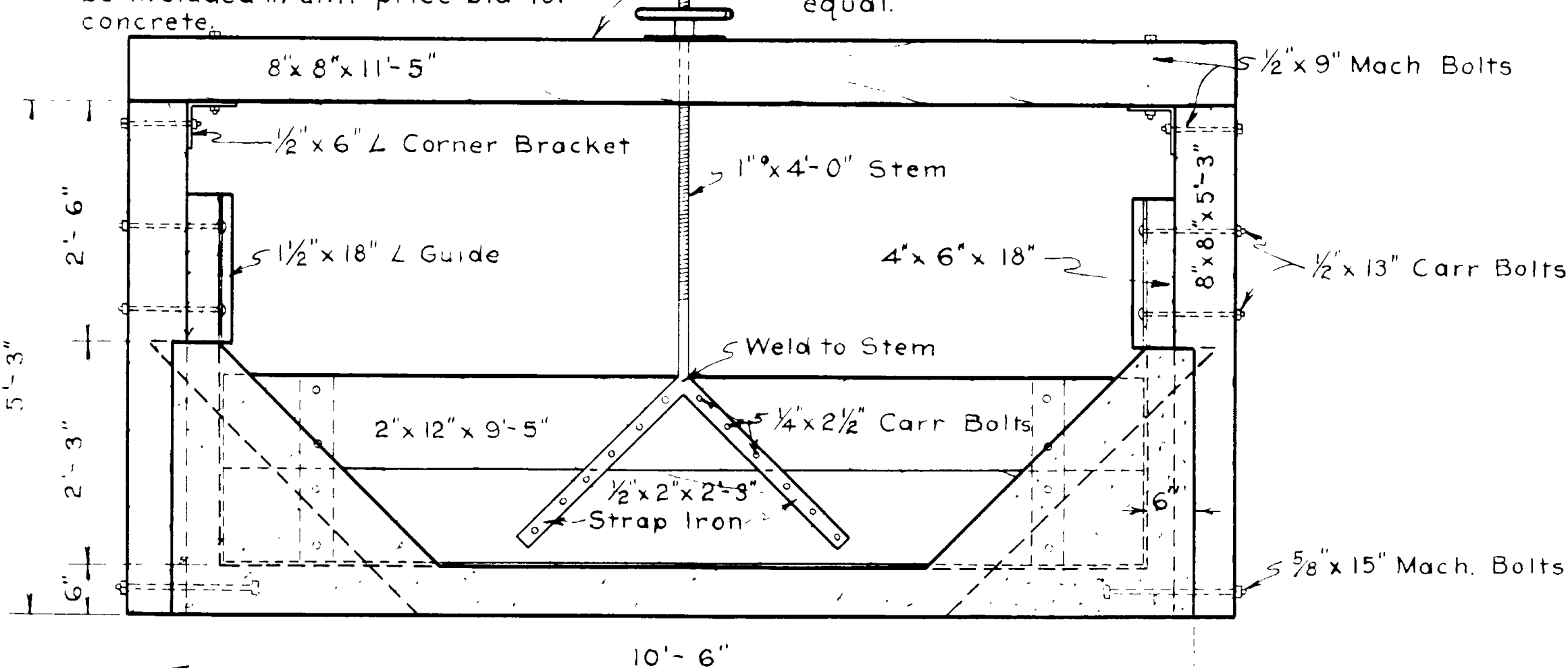
SCALE: 3/8" = 1'-0" DRAWN BY: J.H.B. CHECKED BY: H.B. PROJECT NO.: V-305



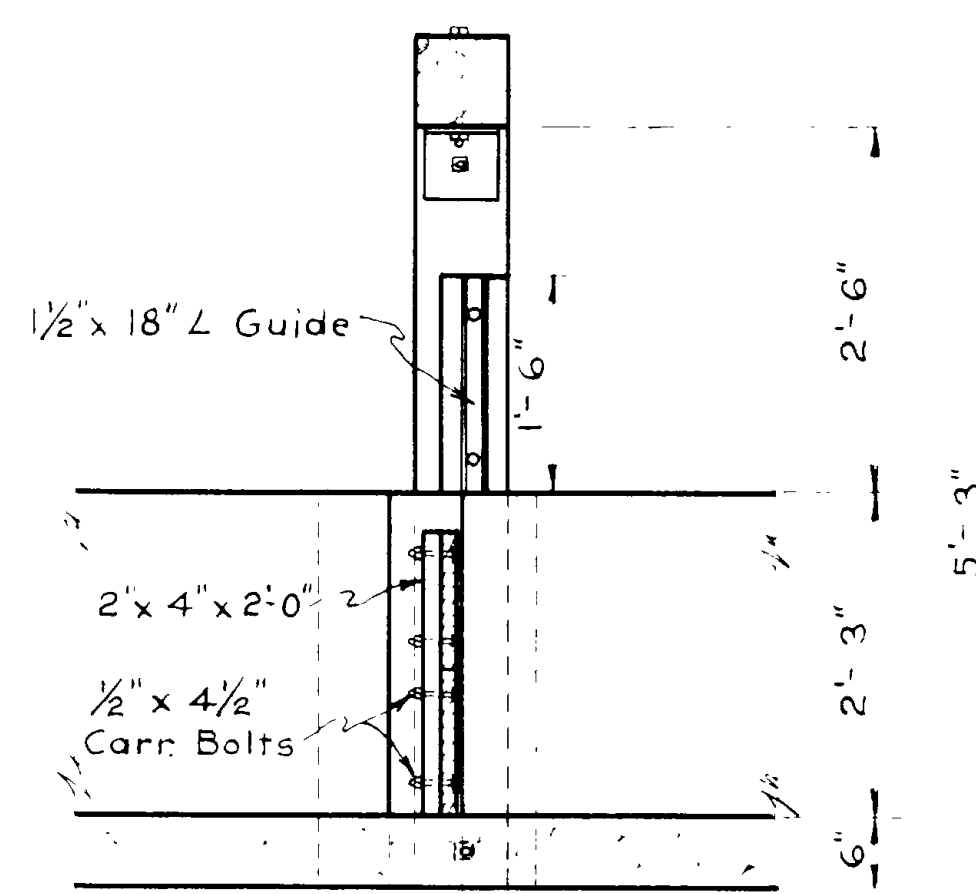
PLAN HEADGATE STA. 119+91±
Scale: 3/4" = 1'-0"

Note: Contractor to furnish Hardware and Douglas Fir Lumber, Payment to be included in unit price bid for concrete.

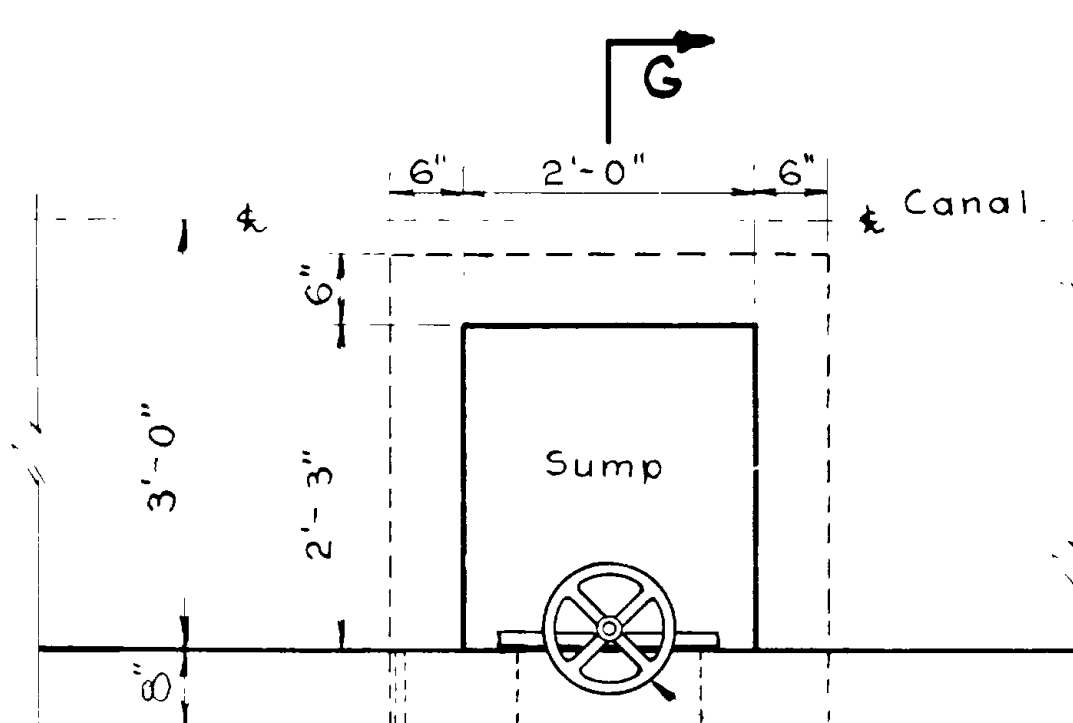
12" Handwheel Model # 162 Stock # 854 Hardesty or equal.



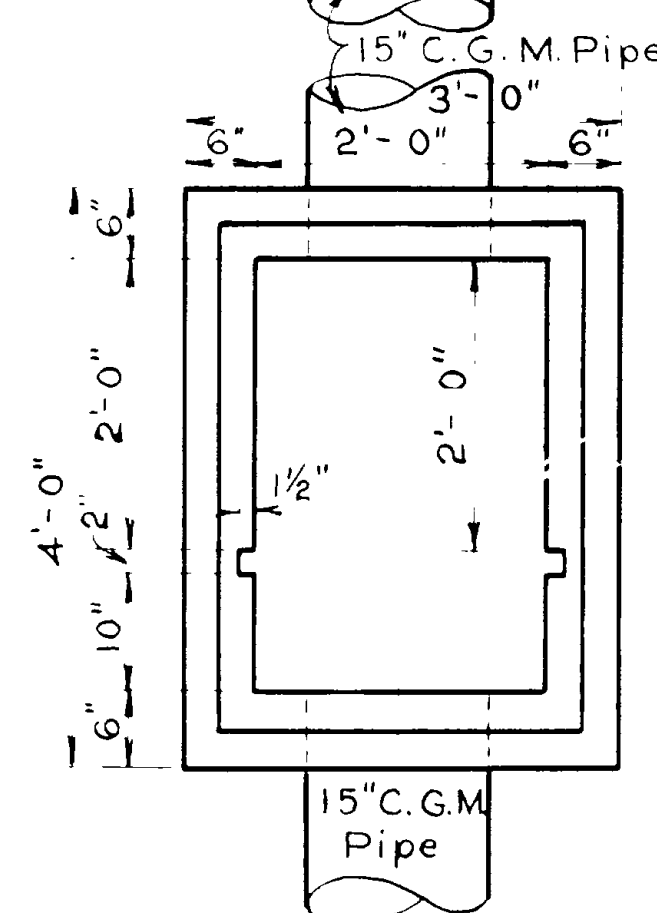
SECTION E-E



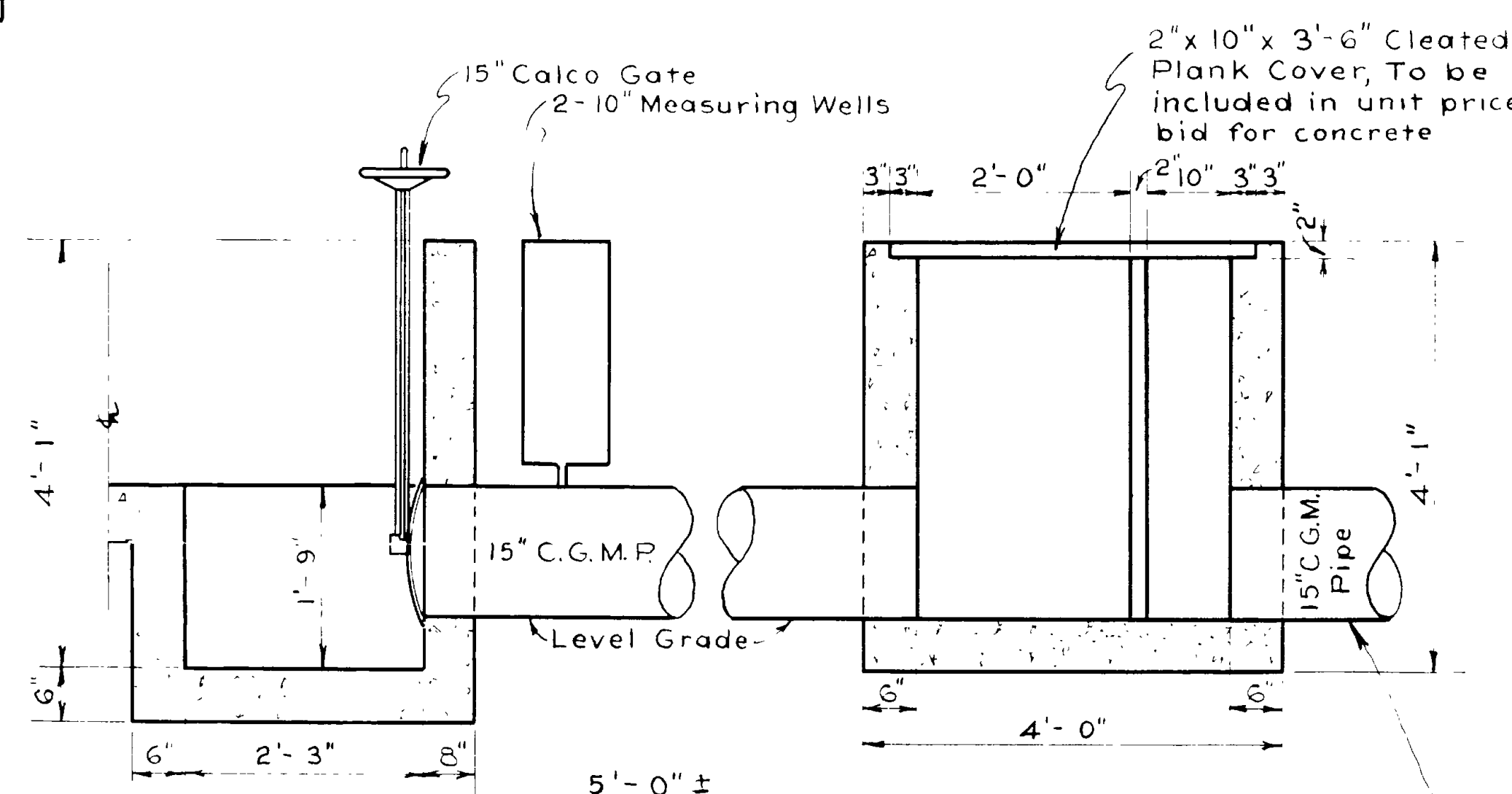
SECTION F-F



15" Calco Gates with Differential Head Gauges to be moved from present ditch to new ditch

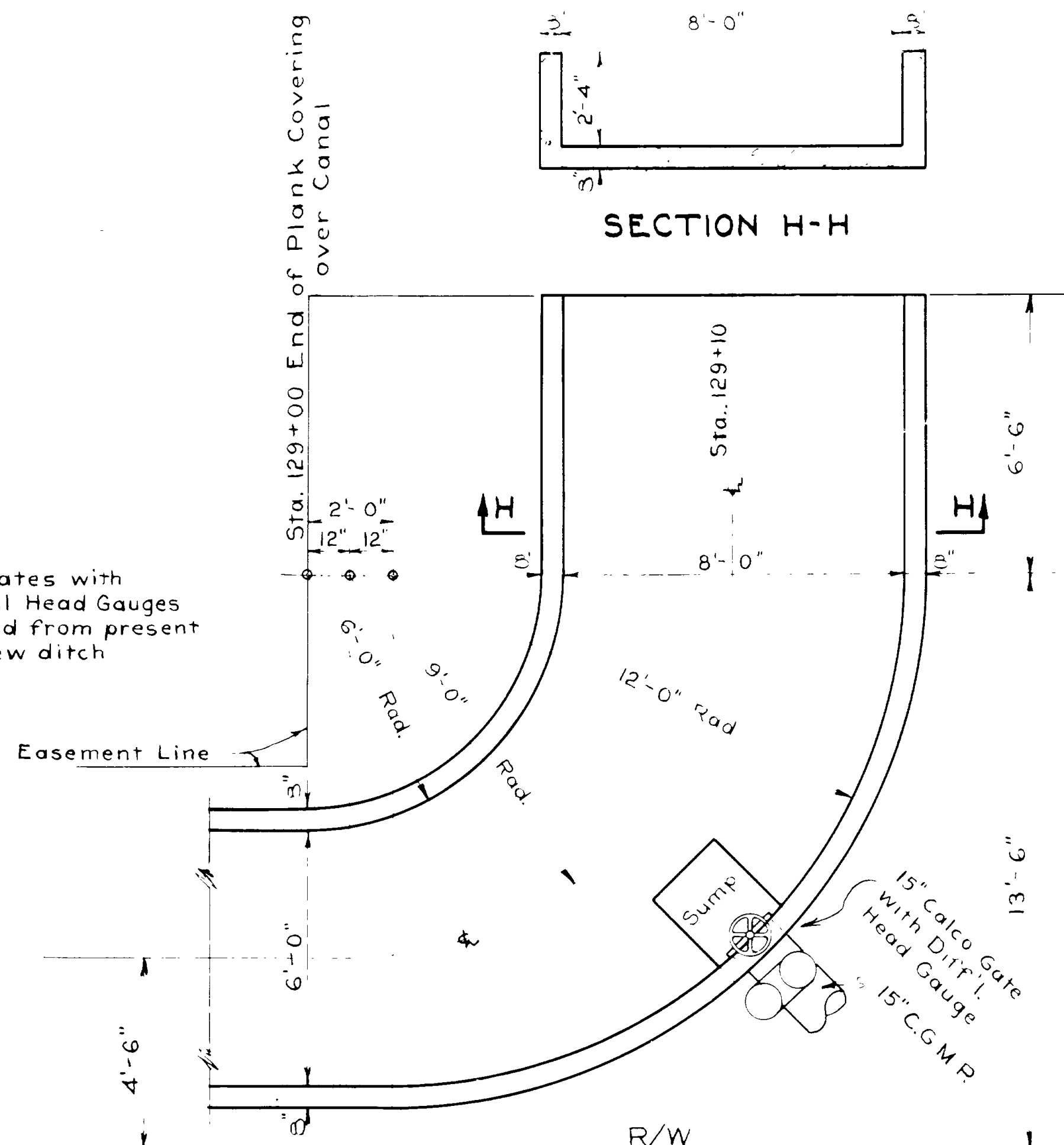


OUTLET PLAN STA. 128+78±
OUTLET AT STA. 129+10± SIMILAR
Scale: 3/4" = 1'-0"

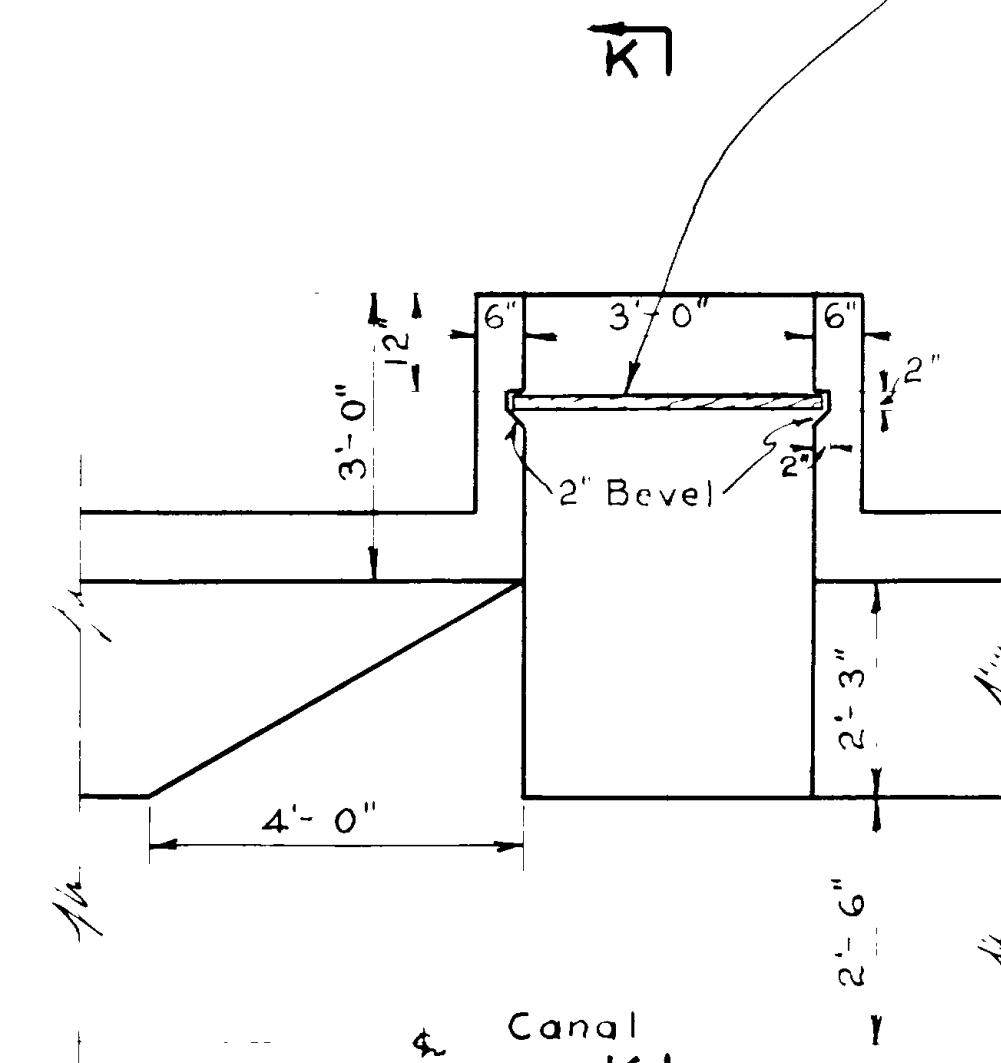


SECTION G-G

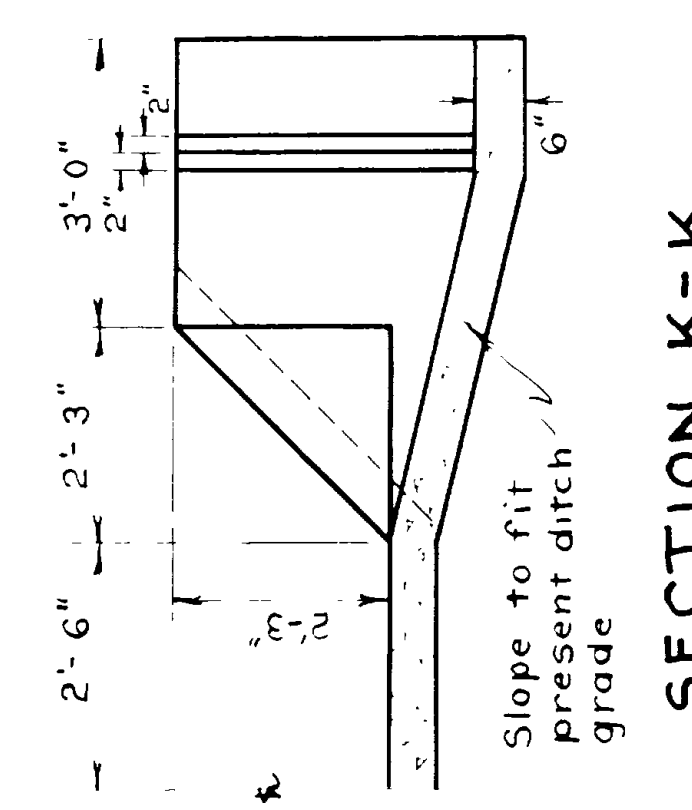
NOTE: Place outlet to meet elevation of flow line of relieving ditch or pipe



PLAN OF CANAL CURVE
STA. 129+00
Scale: 3/8" = 1'-0"



OUTLET PLAN STA. 119+88±
Scale: 1/2" = 1'-0"



SECTION K-K

GENERAL NOTES

For materials, construction and workmanship see State Standard Specifications for Road & Bridge Construction, 1939 Edition.

DESIGN DATA

H-10 Loading in accordance with the A.A.S.H.O. Spec's. of 1941
 $f_c = 1,000 \text{ #/sq. in.}$ $f_s = 20,000 \text{ #/sq. in.}$
 $n = 10$

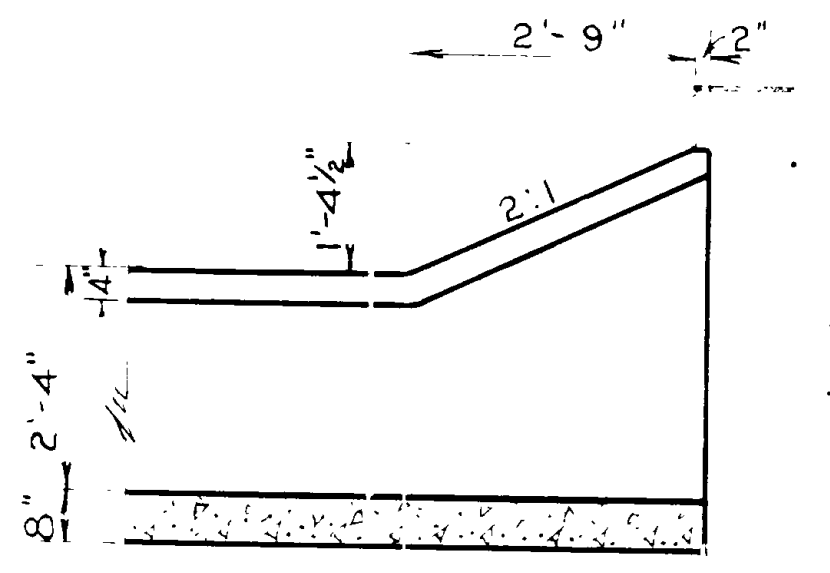
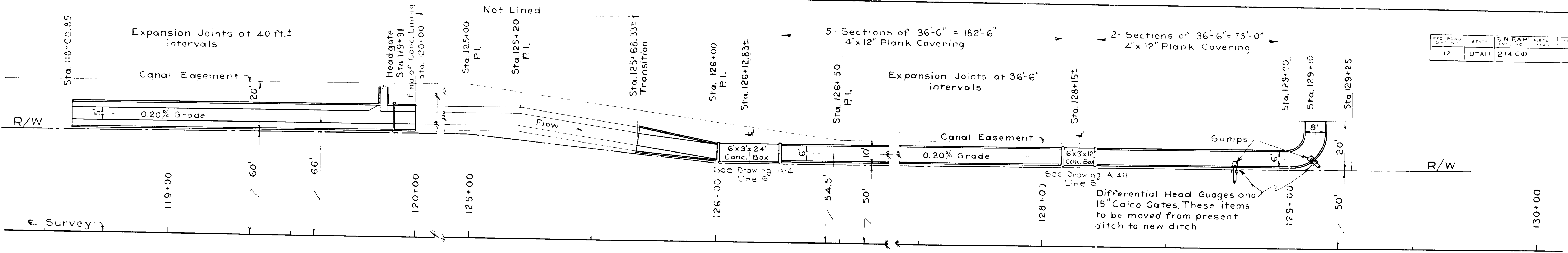
QUANTITIES

Excavation for Structures 256 C.Y.
 Concrete Class "B" 139 C.Y.

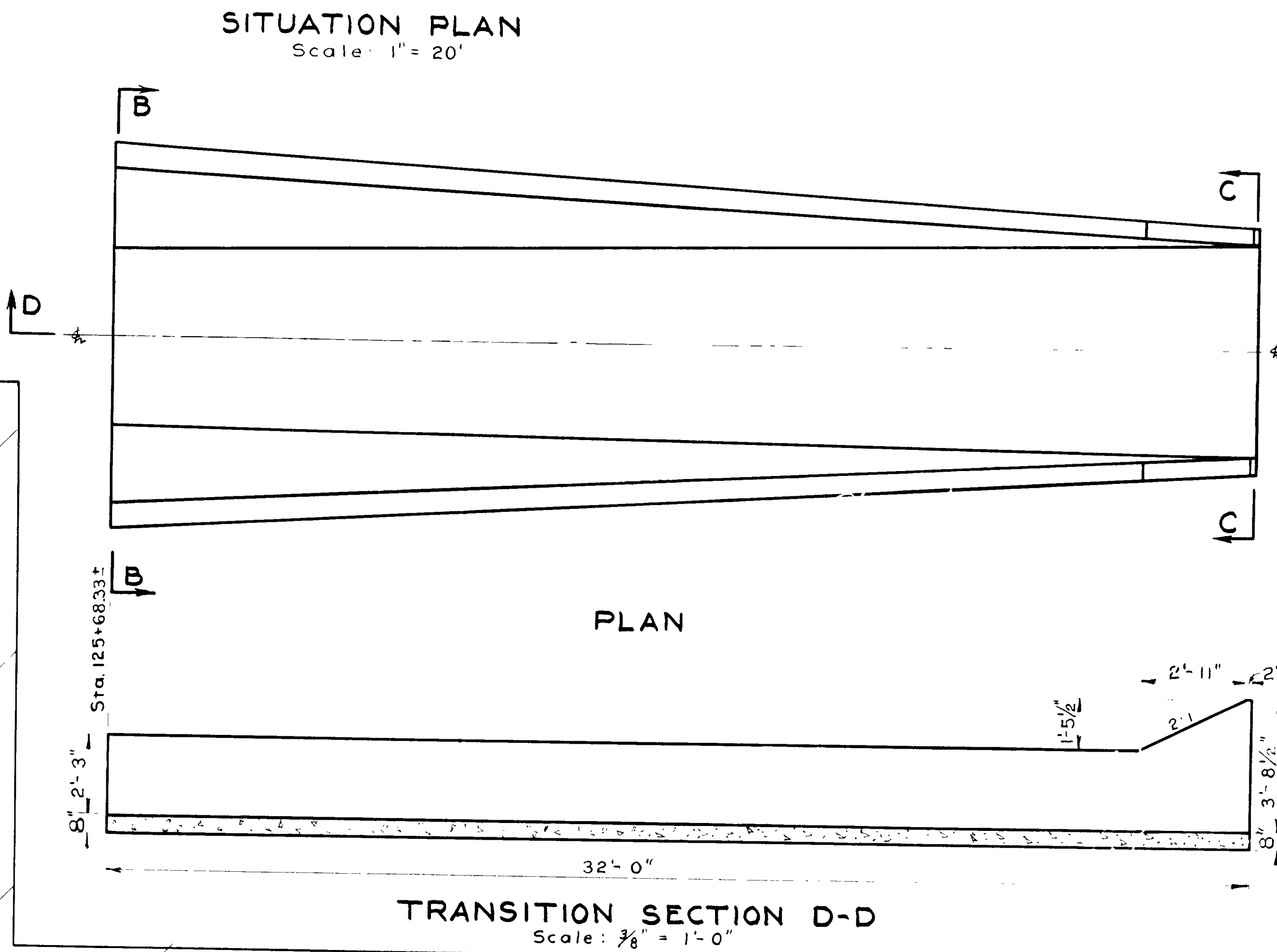
15" C.G.M. Pipe (Use Salvaged pipe) 12 Lin. Ft.
 Lumber (Treated) 4'x12' Plk. 6,643 F.B.M.
 NOTE: ALL Structures to be Class "B"

All Lumber to be full size Select Structural Grade Douglas Fir or Dense Select All Heart Structural Redwood. Fir shall receive 8# pressure Creosote or Salts Treatment.

STATE ROAD DIST. NO.	STATE	S.N.F.A.P. DIST. NO.	SECTION	SHEET NO.	TOTAL SHEETS
12	UTAH	214 C (1)			



TYPICAL SECTION SHOWING BUILT UP CANAL SIDE WALLS JOINING BOX CULVERTS
Scale: 1/2" = 1'-0"

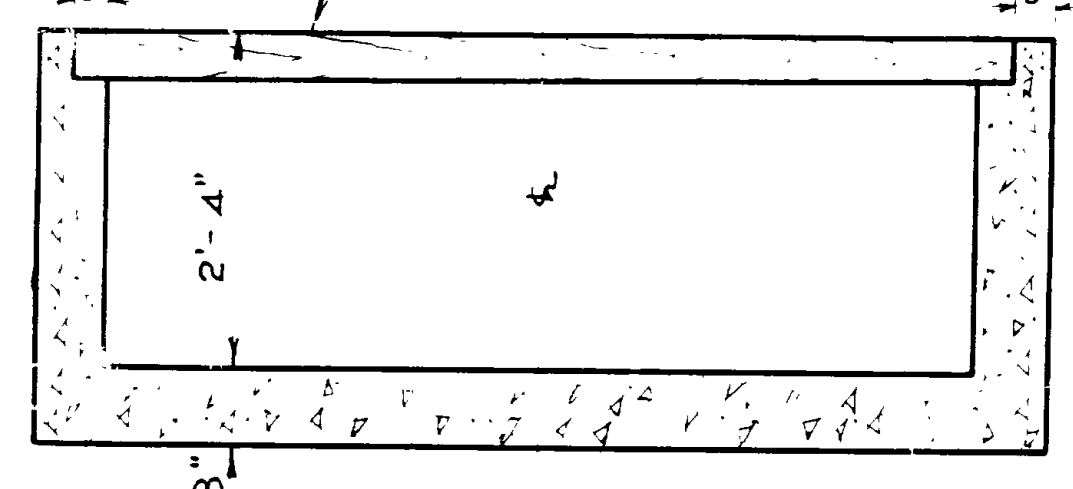


SITUATION PLAN
Scale: 1" = 20'

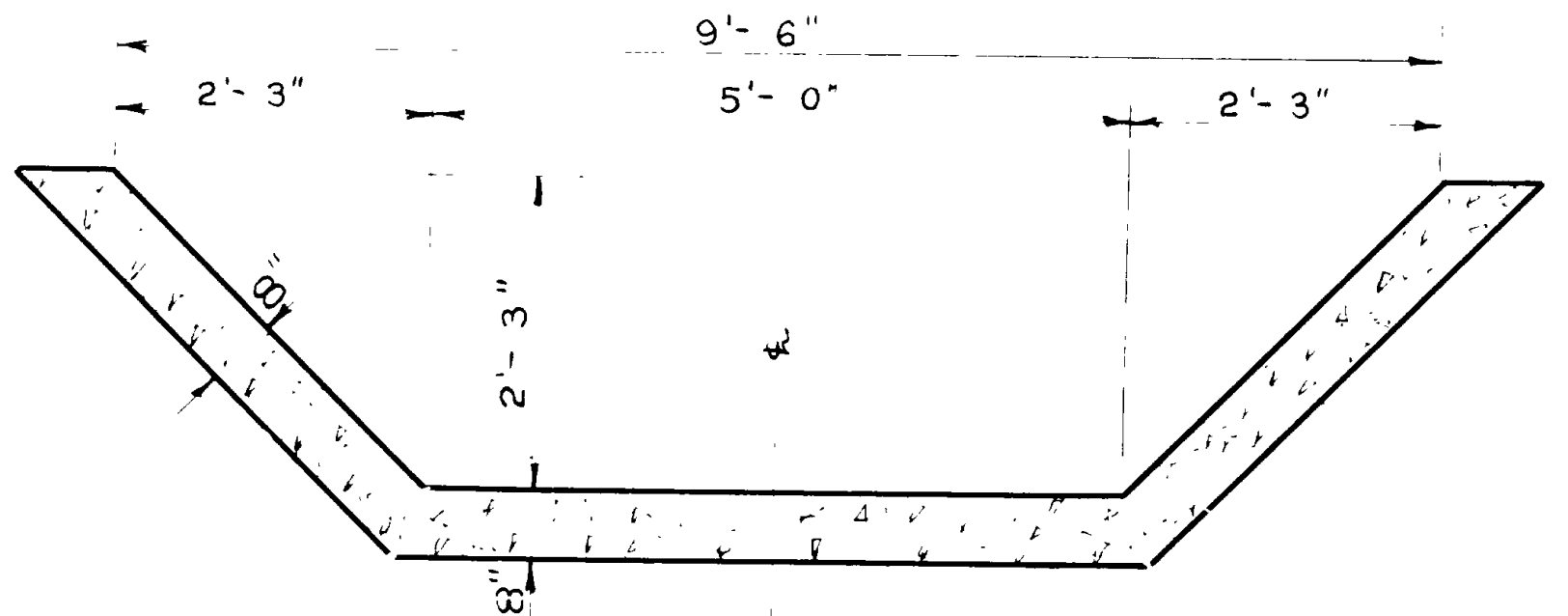
PLAN

TRANSITION SECTION D-D
Scale: 3/8" = 1'-0"

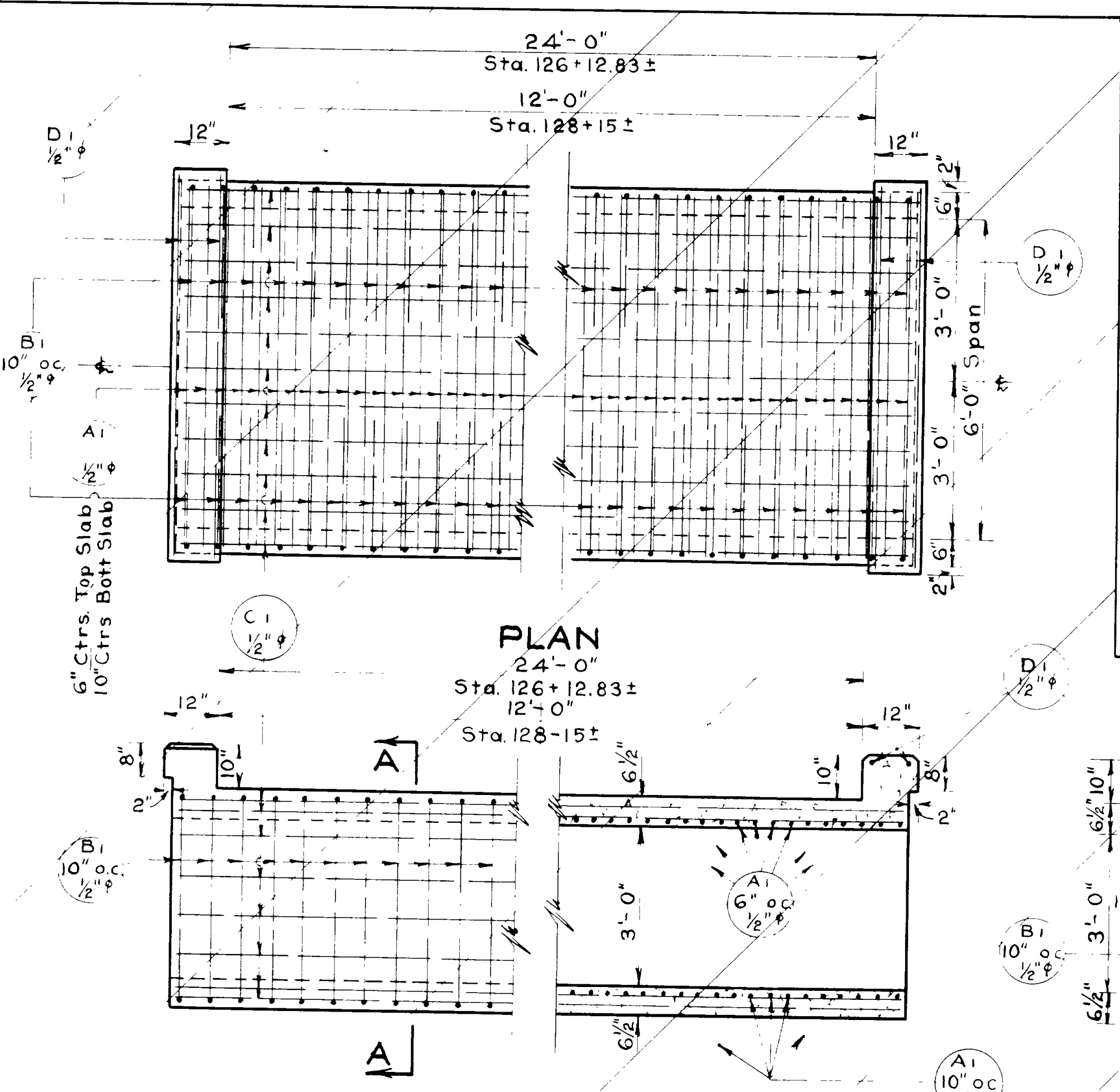
4"x12" Plank Covering
Sta. 126+25 to 129+00
To be measured and paid for in accordance to Div. 5, Sec B of the Std. Specs
6'-0"



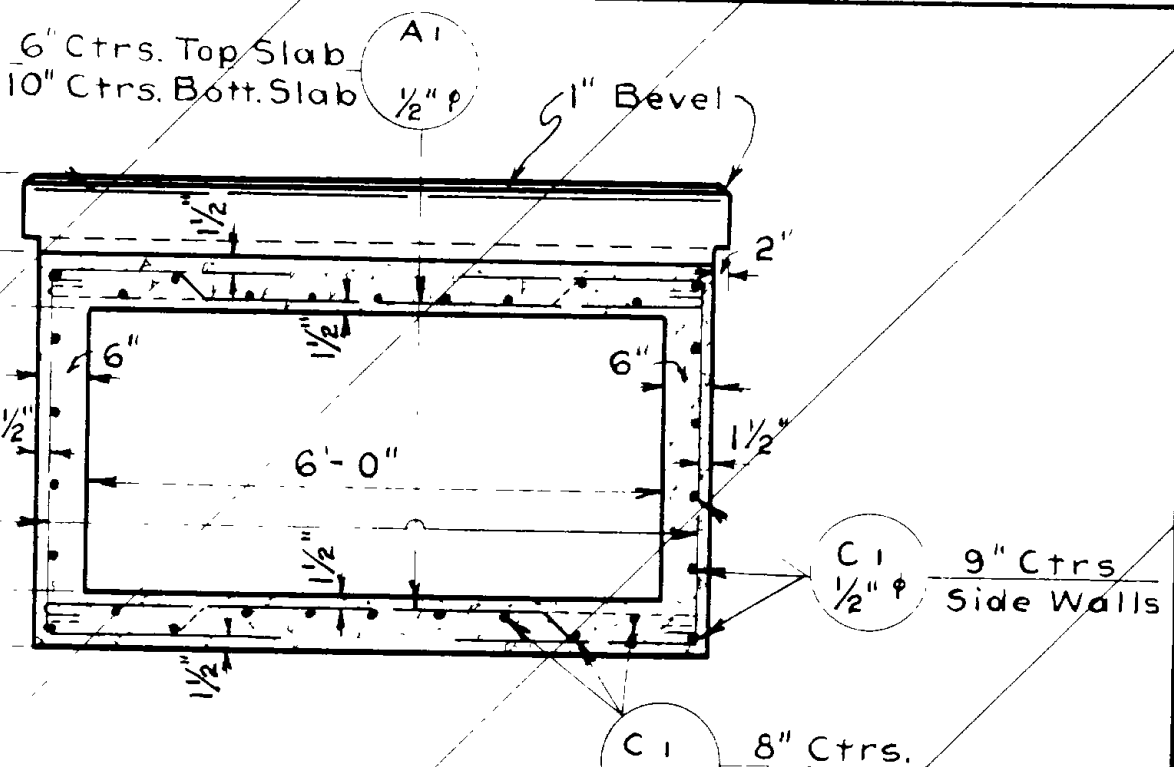
CANAL SECTION
STA. 126+25.67 to 129+00
Scale: 3/4" = 1'-0"



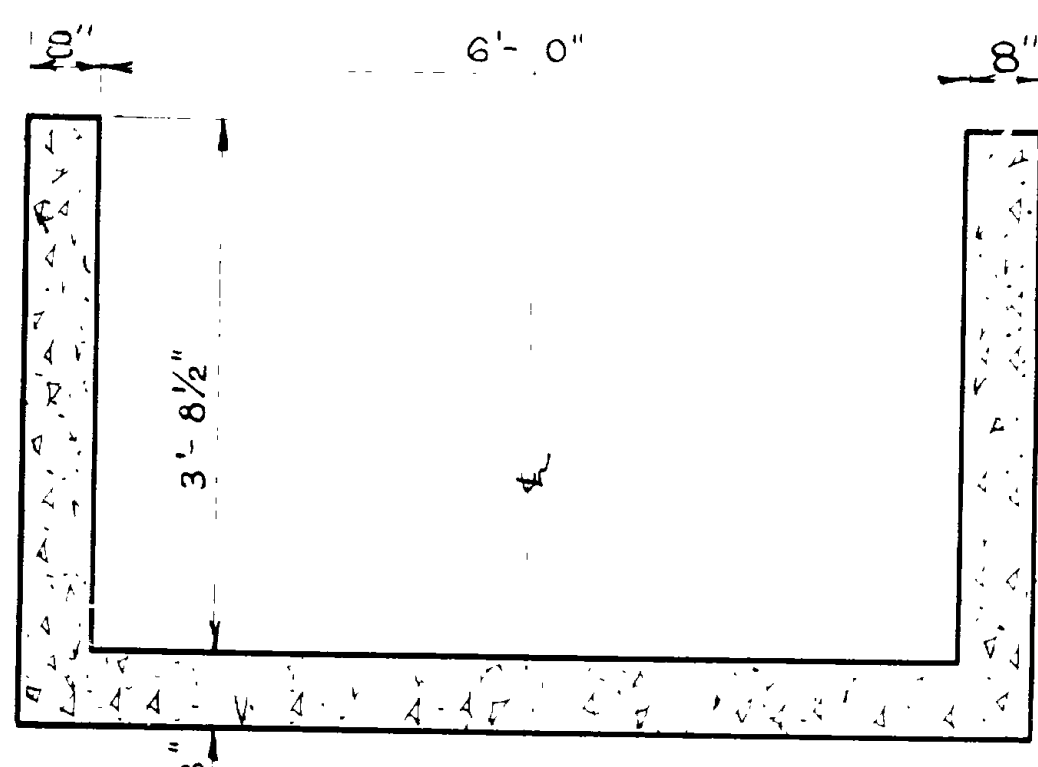
TRANSITION SECTION B-B
ALSO TYPICAL SECTION Between Sta. 118+60.85 & Sta. 120+00
Scale: 3/4" = 1'-0"



ELEVATION & SECTION BOX CULVERT
Scale: 1/2" = 1'-0"



SECTION A-A

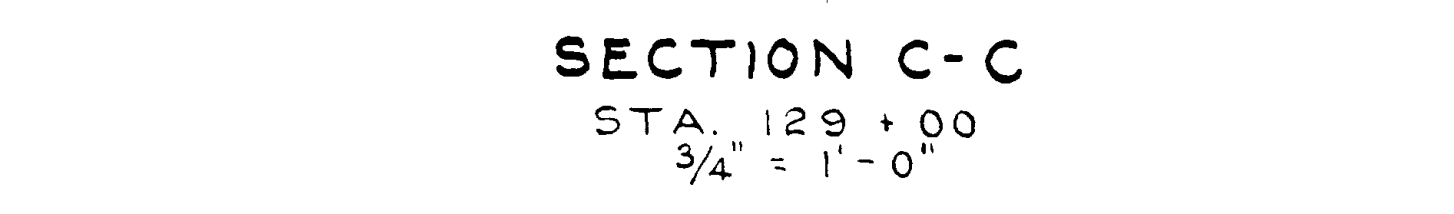
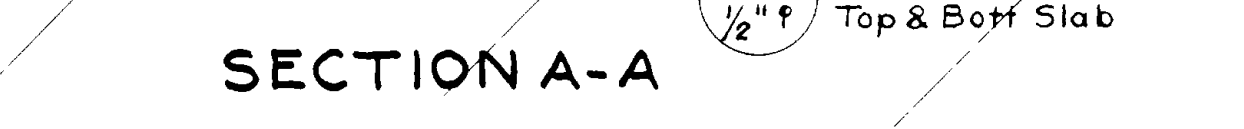
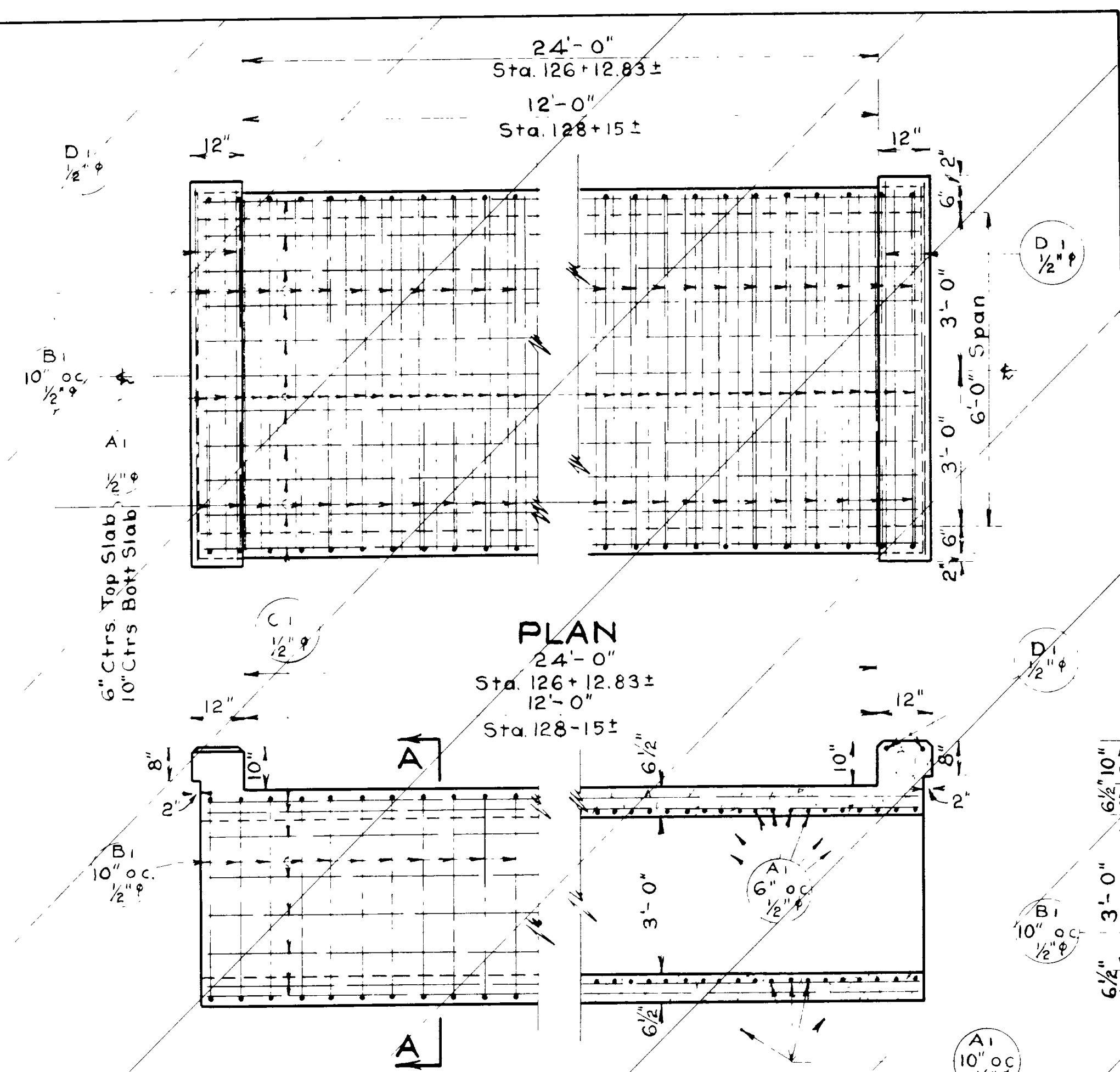
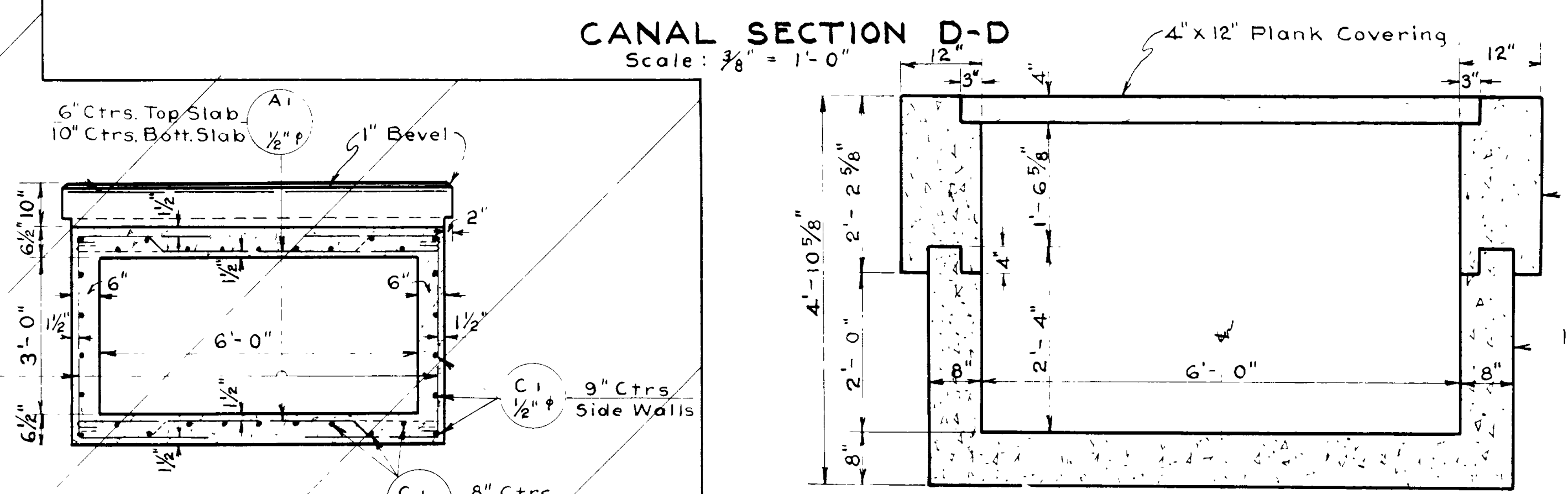
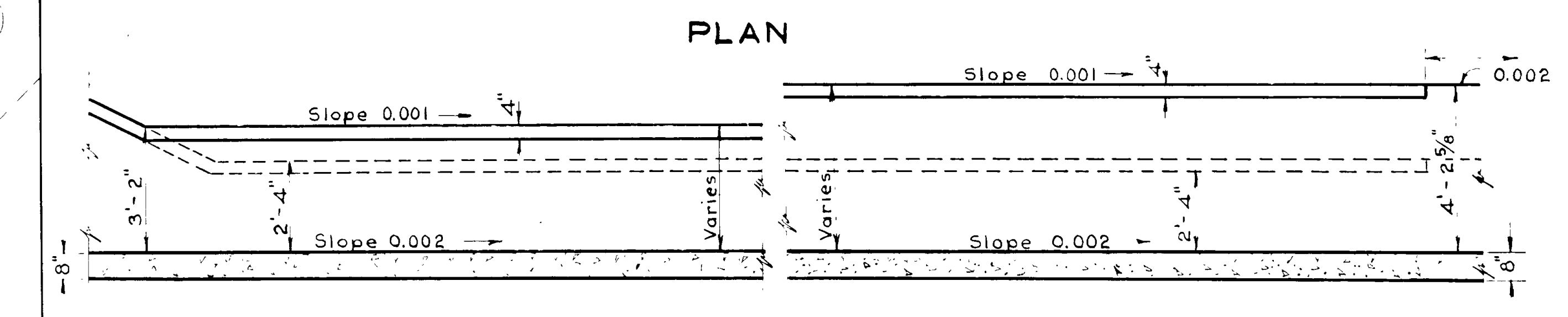
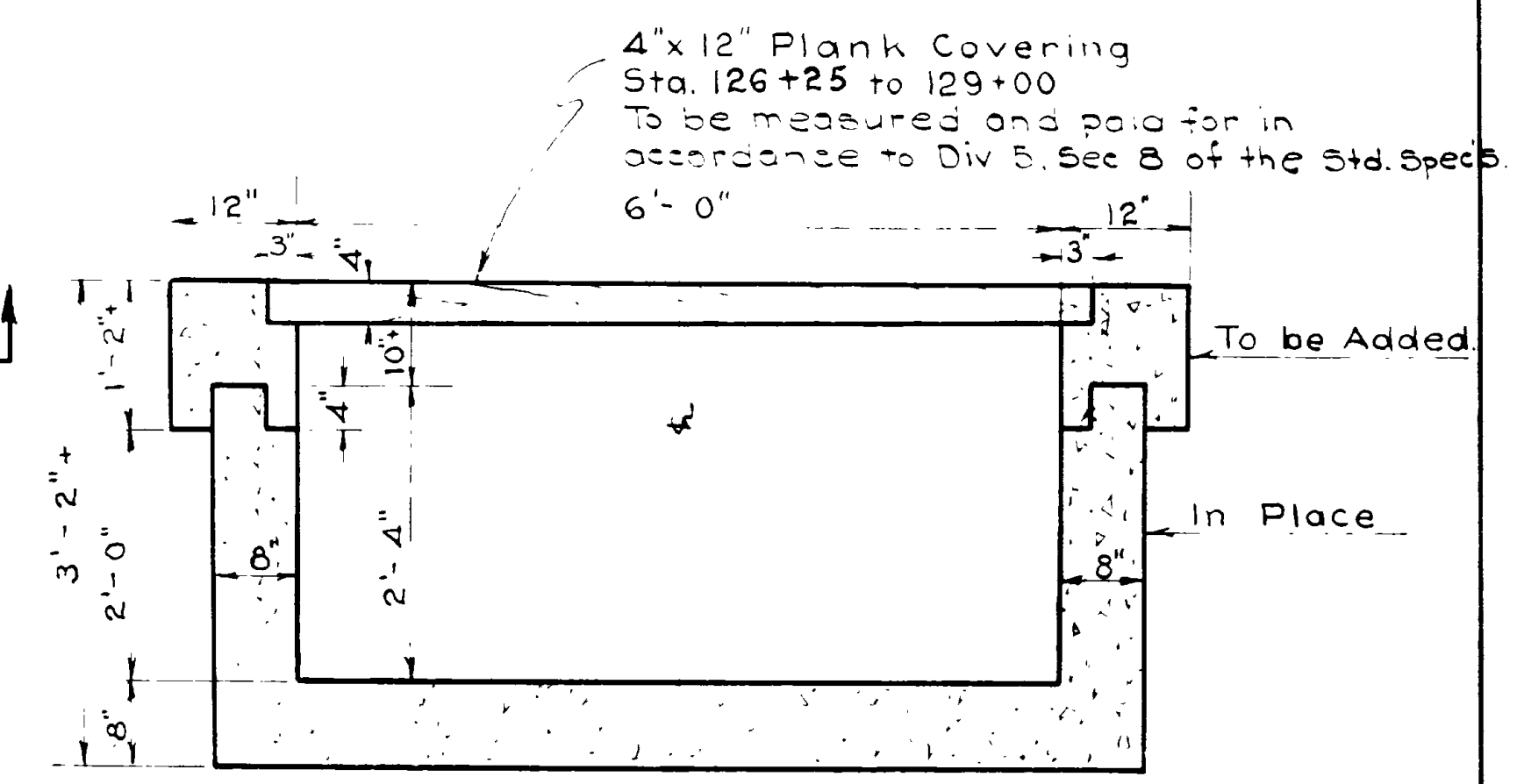
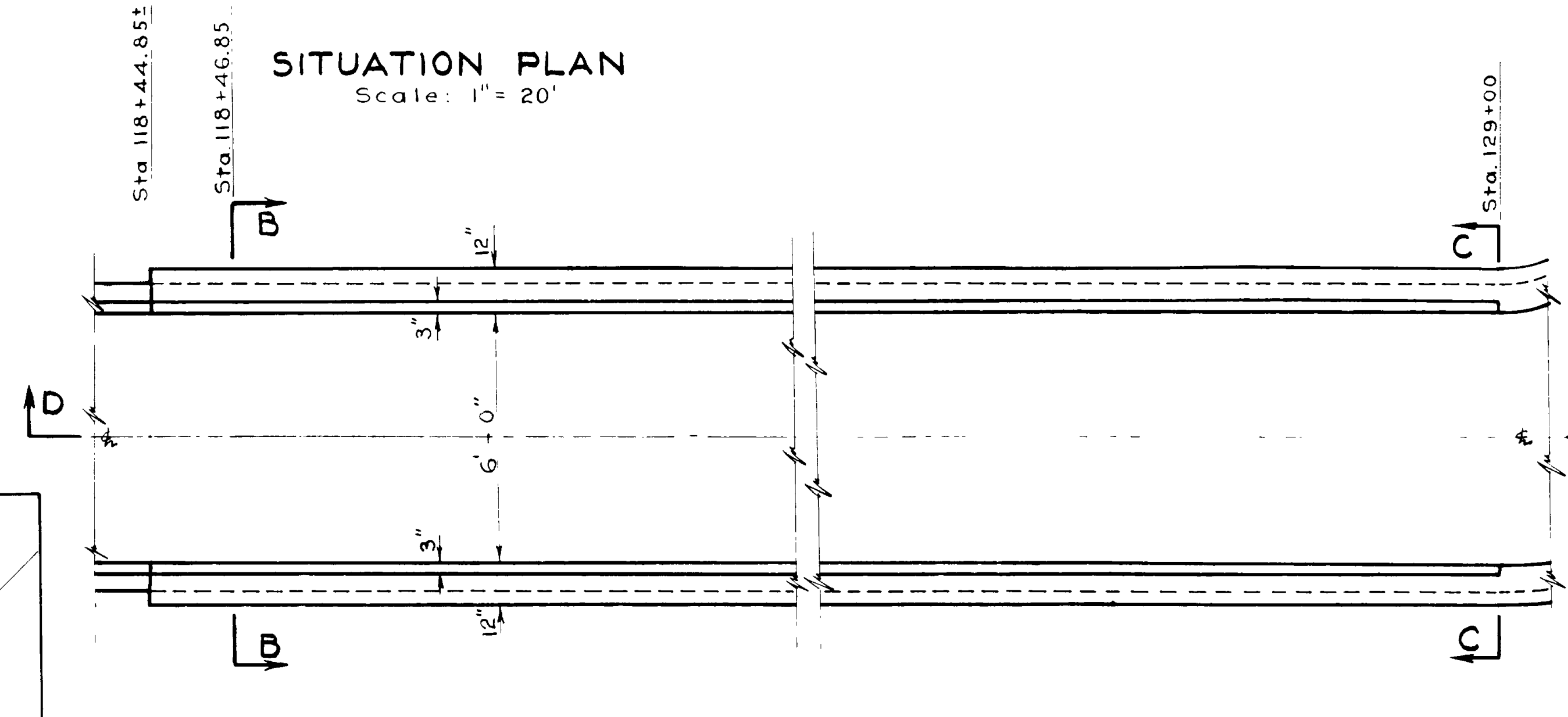
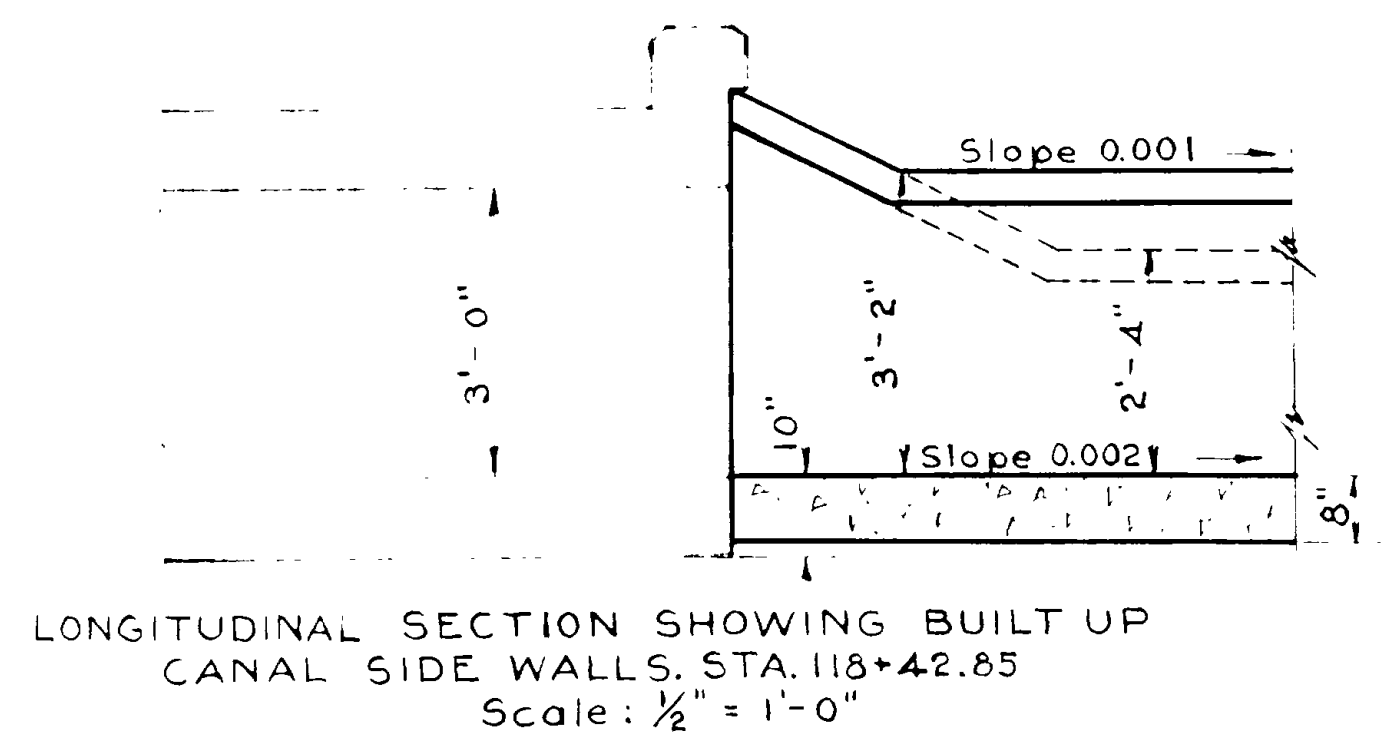
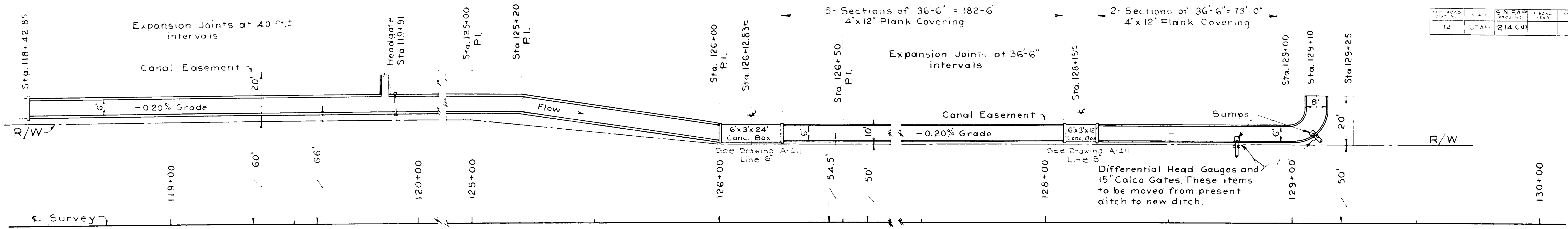


SECTION C-C
ALSO TYPICAL CANAL SECTION ADJOINING BOX CULVERTS
Scale: 3/4" = 1'-0"

REVISIONS	DATE	BY
9-10-42 DMW		

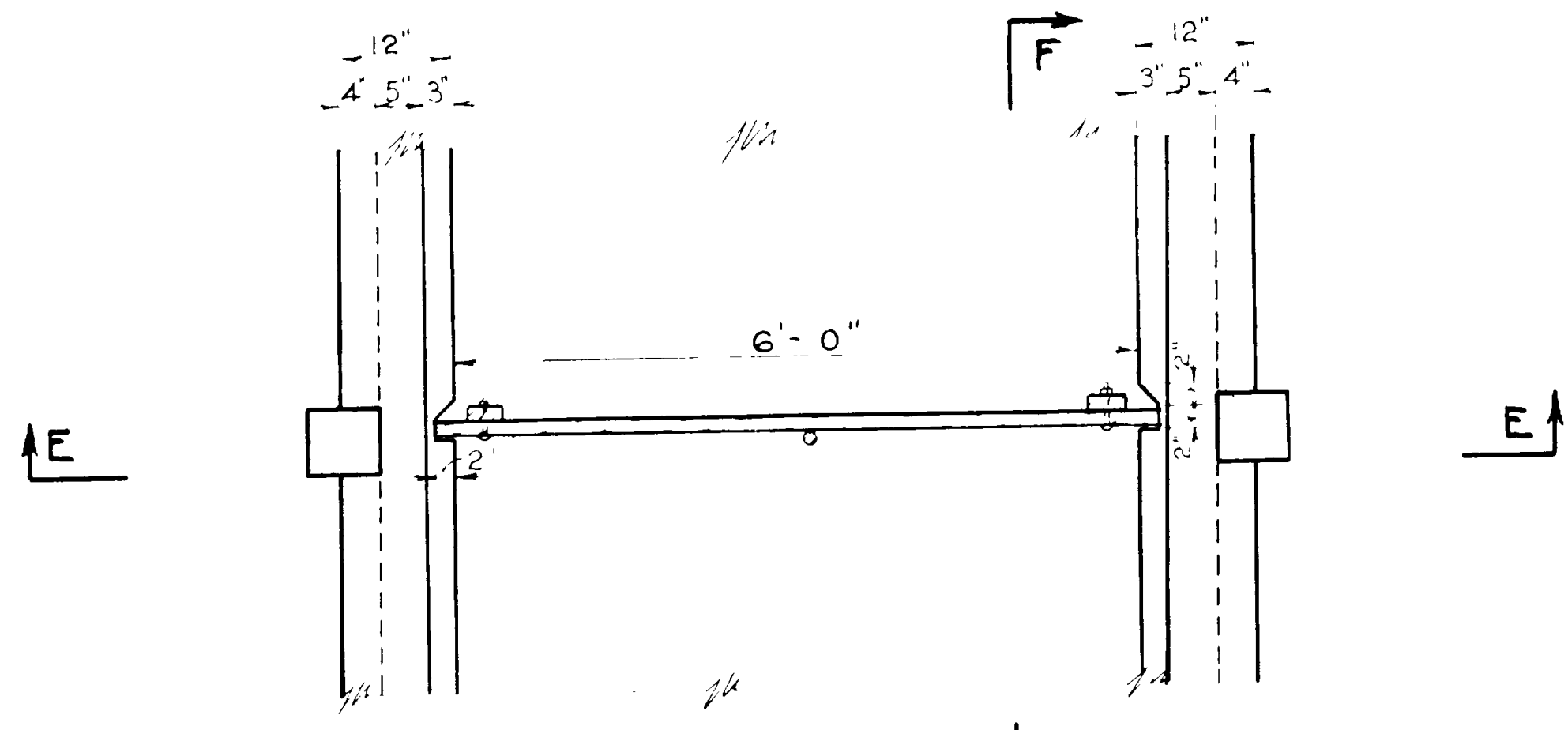
Sheet No 1 of 2 Sheets
UTAH STATE ROAD COMMISSION
SALT LAKE CITY, UTAH
PAUL W. MASTERS, BRIDGE ENGINEER
WILSON CANAL REVISIONS
STA. 118:60.85 to 129+14.5
S.N.F.A.P. 214 C (1)
Nye's Corner- Hot Springs- Weber Co.
DESIGNED BY R.W.M. AS SHOWN
DRAWN BY R.W.M. VALUE 3-1942
CHECKED BY [Signature] APPROVED [Signature]
ENGINEER
No. V-312

NO.	DATE	BY	REVISION
12	1-11-41	W.M.	214 C(1)



Sheet No 1 of 2 Sheets
 UTAH STATE ROAD COMMISSION
 SALT LAKE CITY, UTAH
 PAUL W. MASTERS, BRIDGE ENGINEER
 WILSON CANAL REVISIONS
 STA. 118+60.85 TO 129+14.5
 S.N.F.A.P. 214 C (1)
 Nye's Corner - Hot Springs - Weber Co.
 R.W.M. As Shown
 R.W.M. As Shown
 Paul Masters

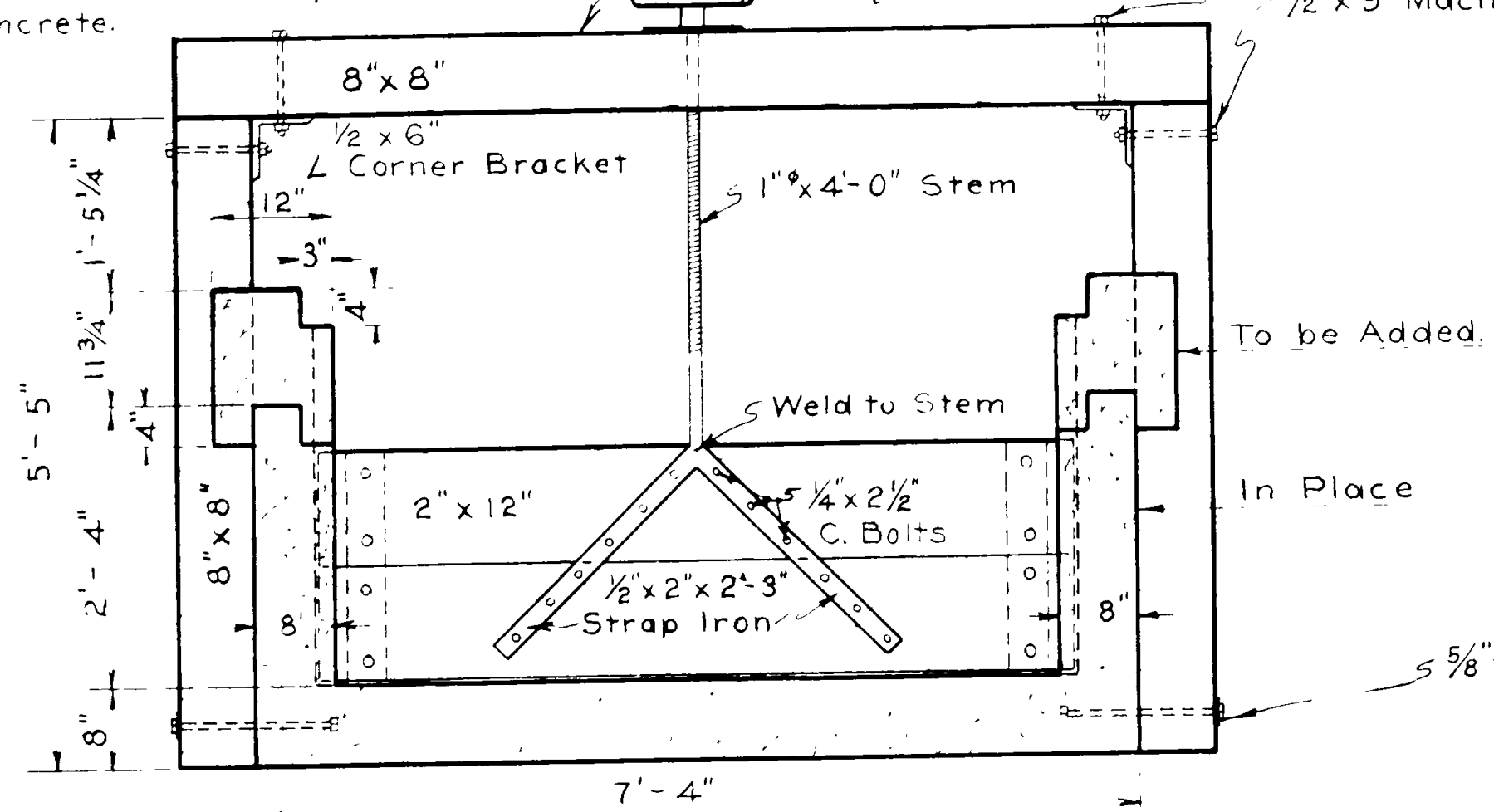
NO.	DATE	BY	SCALE	SHEET NO.	TOTAL SHEETS
12	UTAH	214 C(1)			



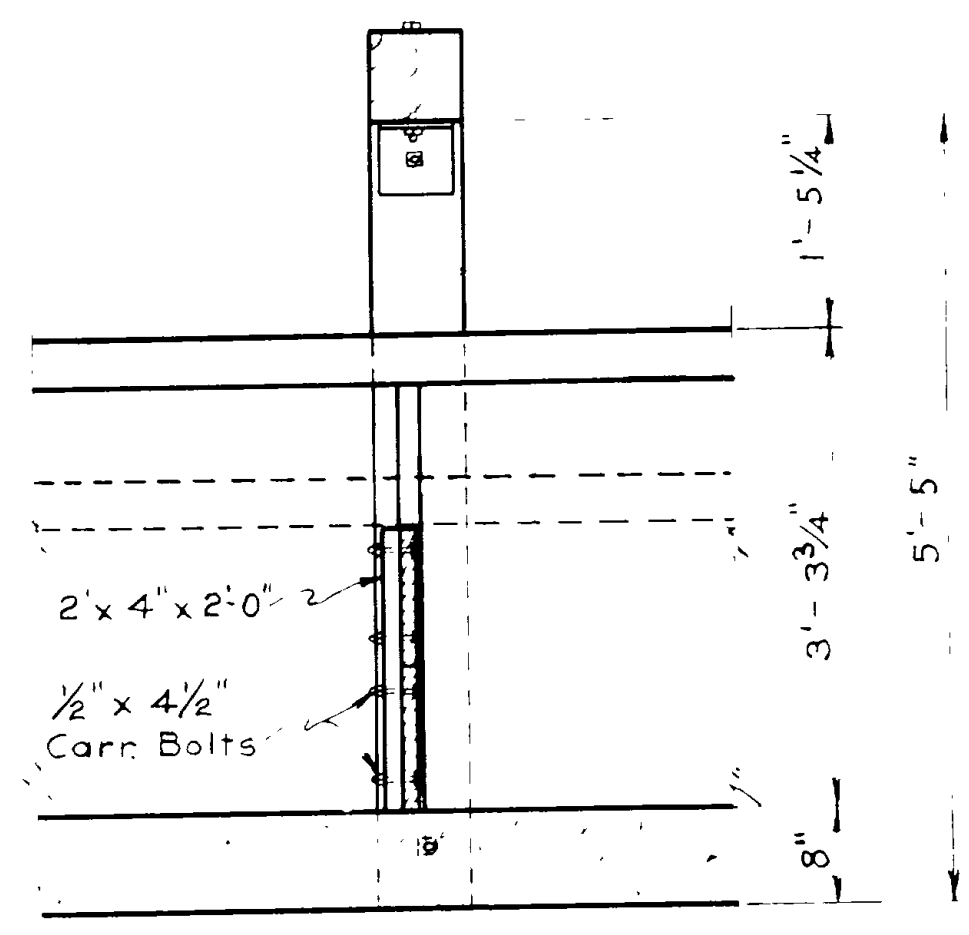
PLAN HEADGATE STA. 119+91±
Scale: 3/4" = 1'-0"

NOTE: Contractor to furnish Hardware and Douglas Fir Lumber, Payment to be included in unit price bid for concrete.

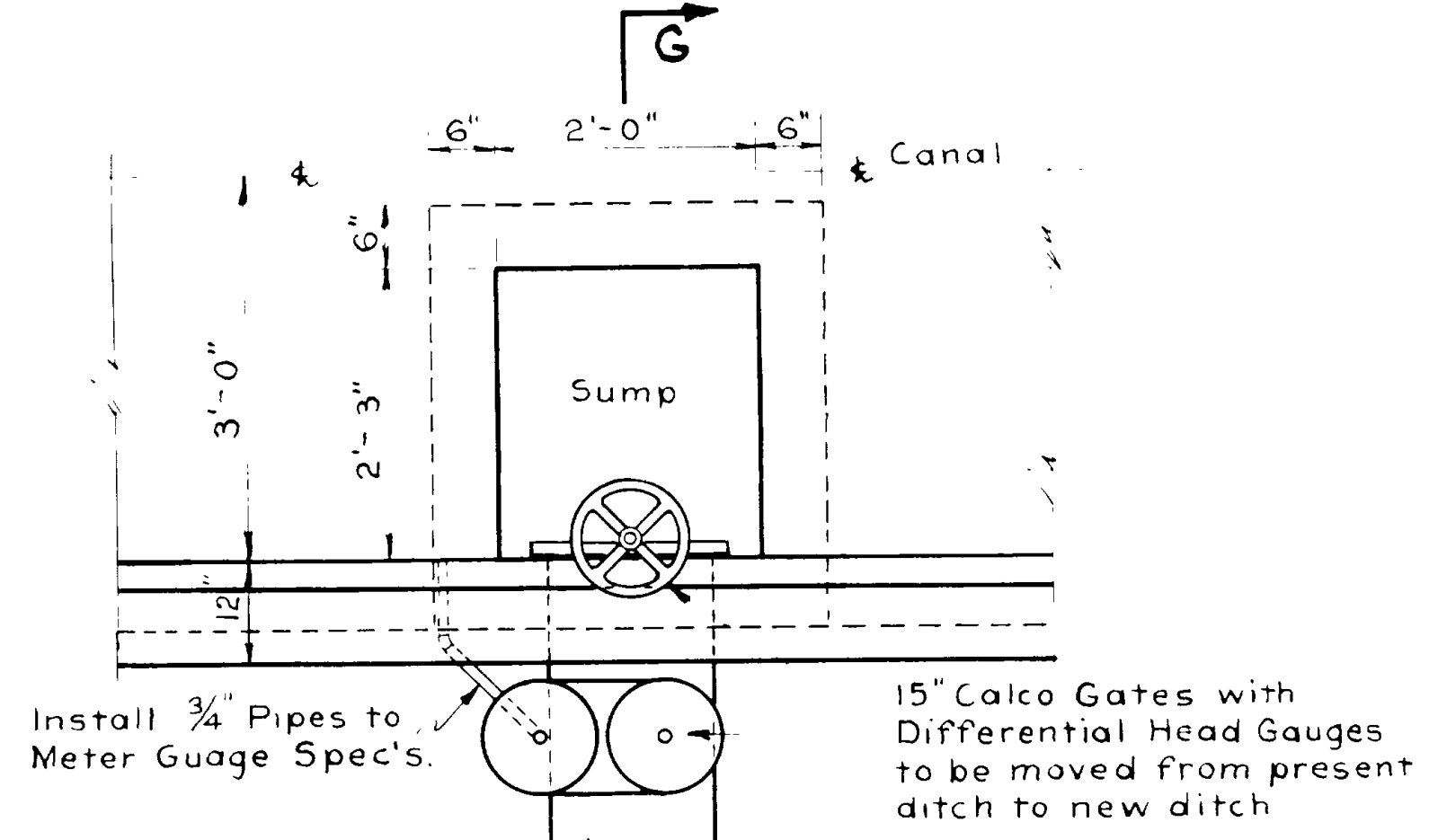
12" Handwheel Model # 162 Stock # 854 Hardesty or equal.



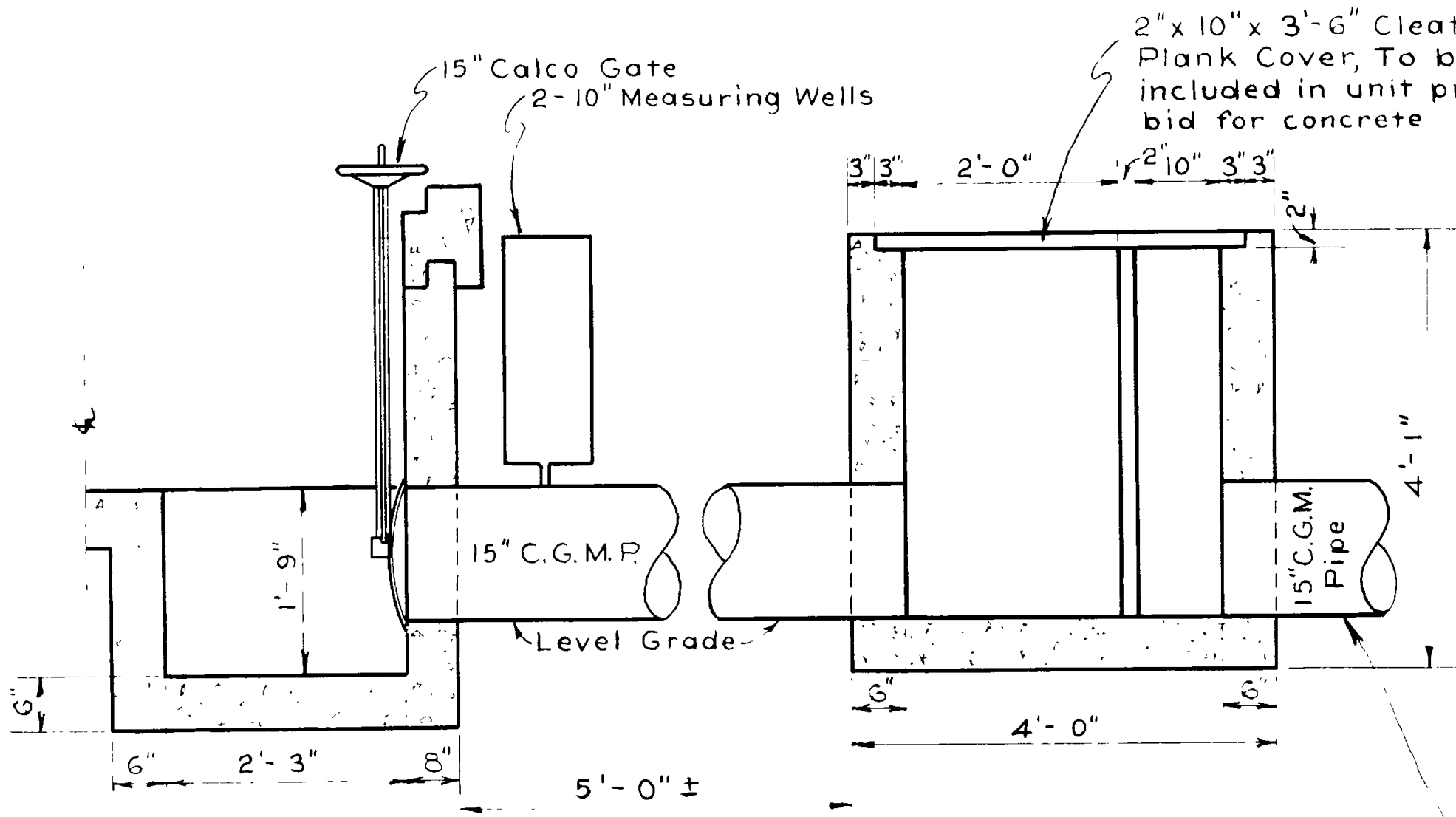
SECTION E-E



SECTION F-F

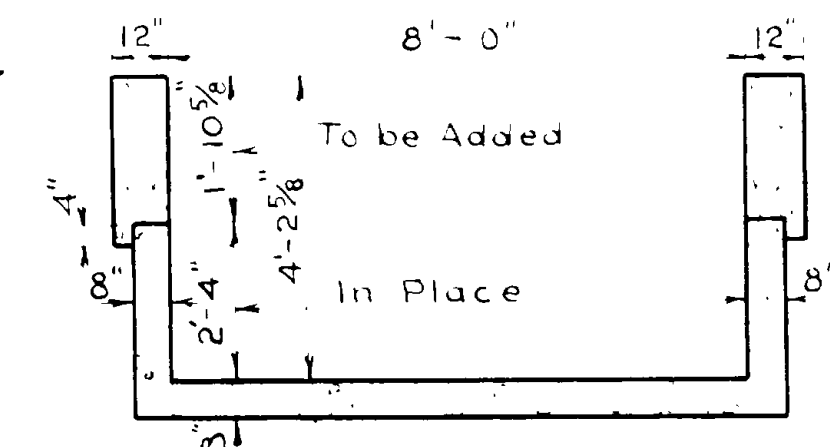


OUTLET PLAN STA. 128+78±
OUTLET AT STA. 129+10± SIMILAR
Scale: 3/4" = 1'-0"

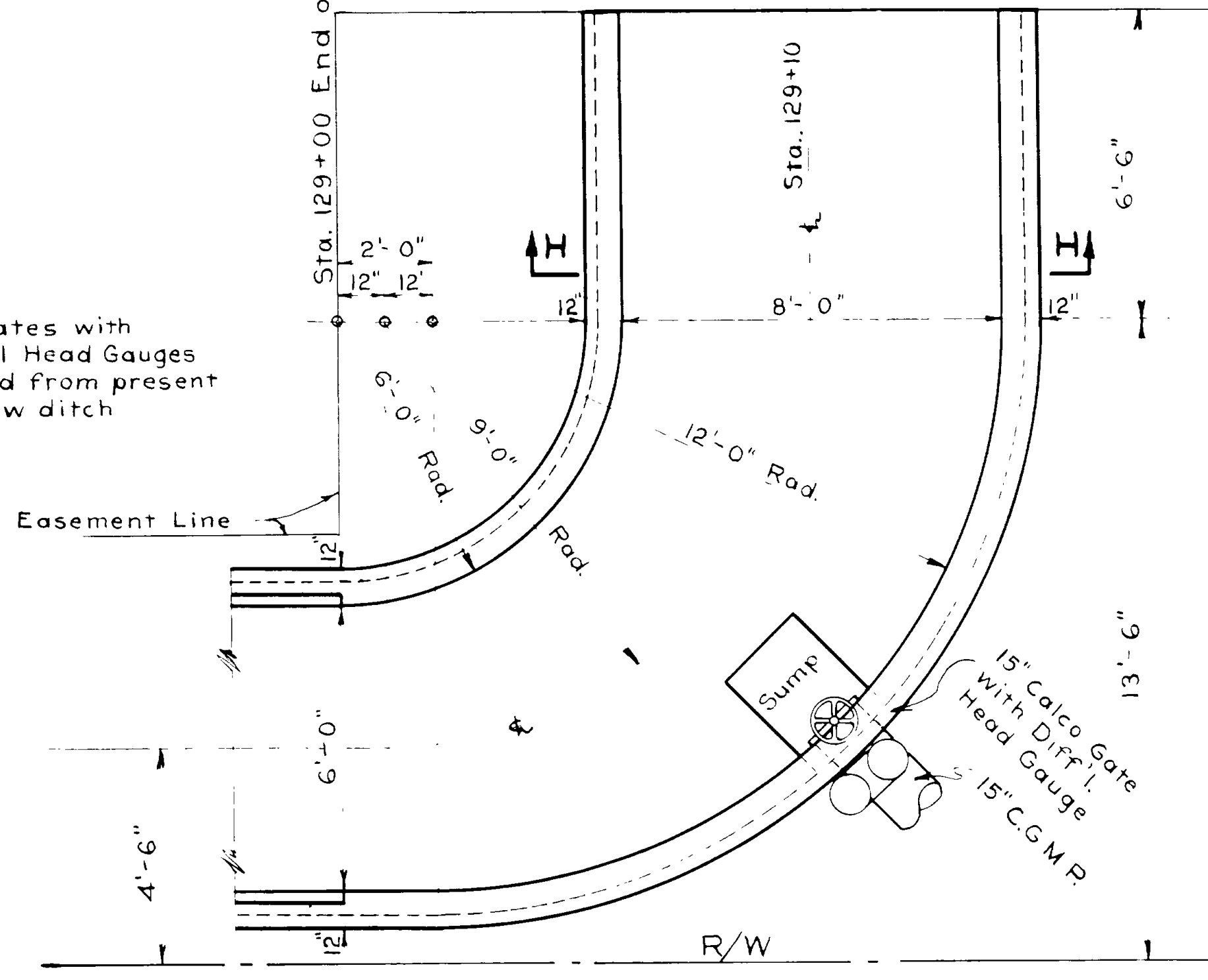


SECTION G-G

NOTE: Place outlet to meet elevation of flow line of relieving ditch or pipe

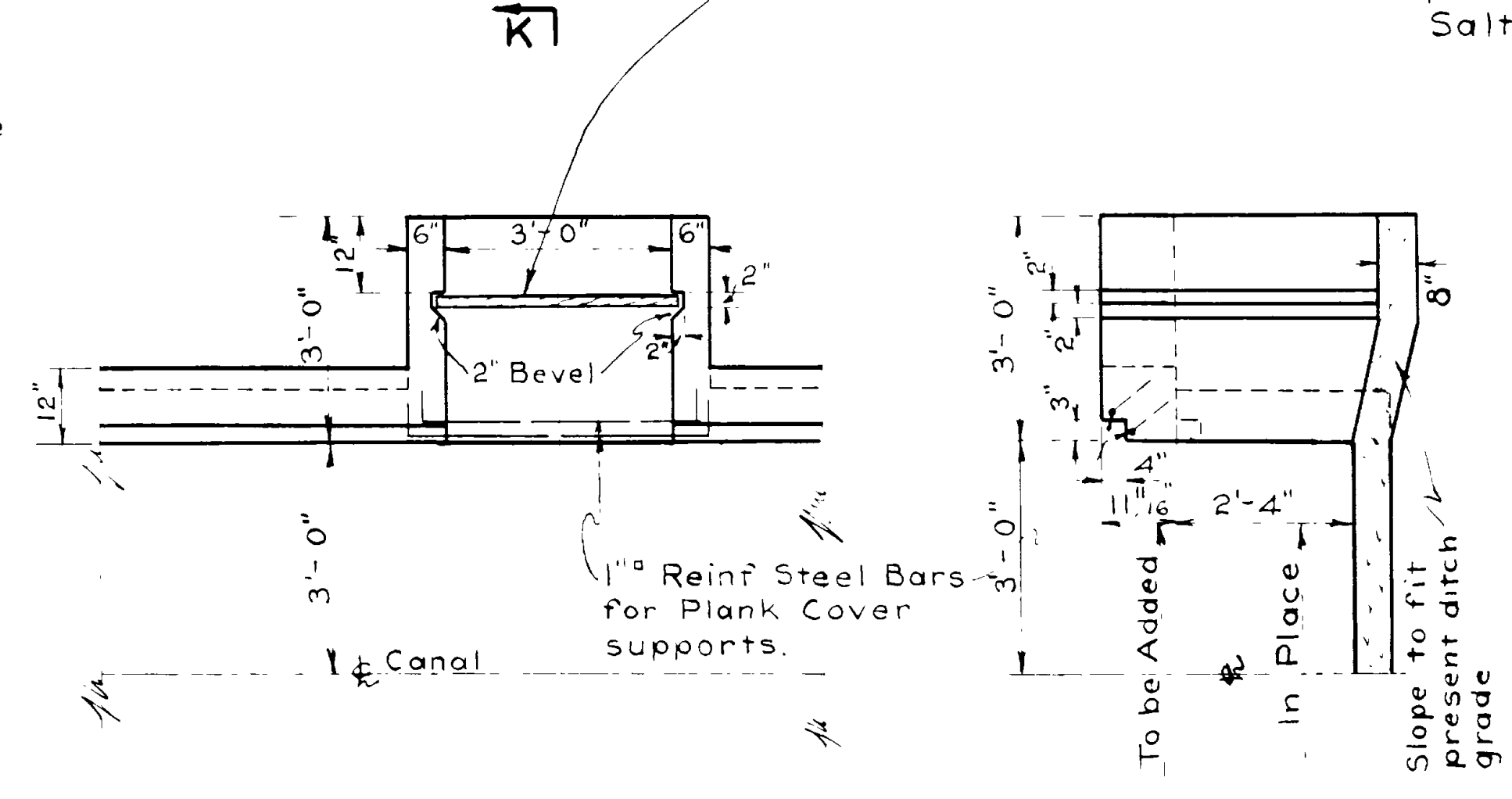


SECTION H-H



PLAN OF CANAL CURVE
STA. 129+00
Scale: 3/8" = 1'-0"

Note: Contractor to furnish 2" Douglas Fir Headgate payment to be included in unit price bid for Concrete



OUTLET PLAN STA. 119+88±
Scale: 1/2" = 1'-0"

SECTION K-K

GENERAL NOTES
For materials, construction and workmanship see State Standard Specifications for Road & Bridge Construction, 1939 Edition.

QUANTITIES

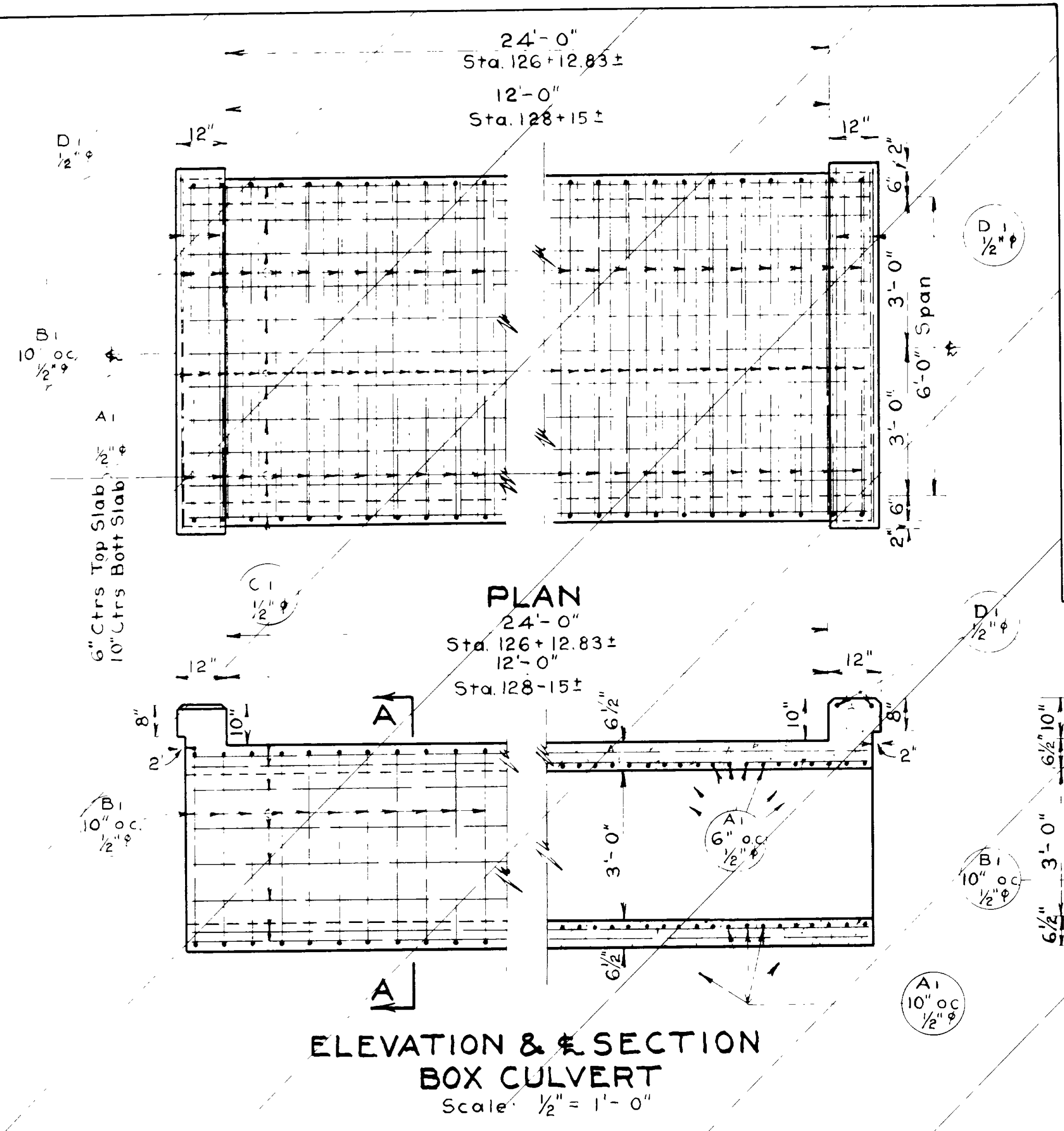
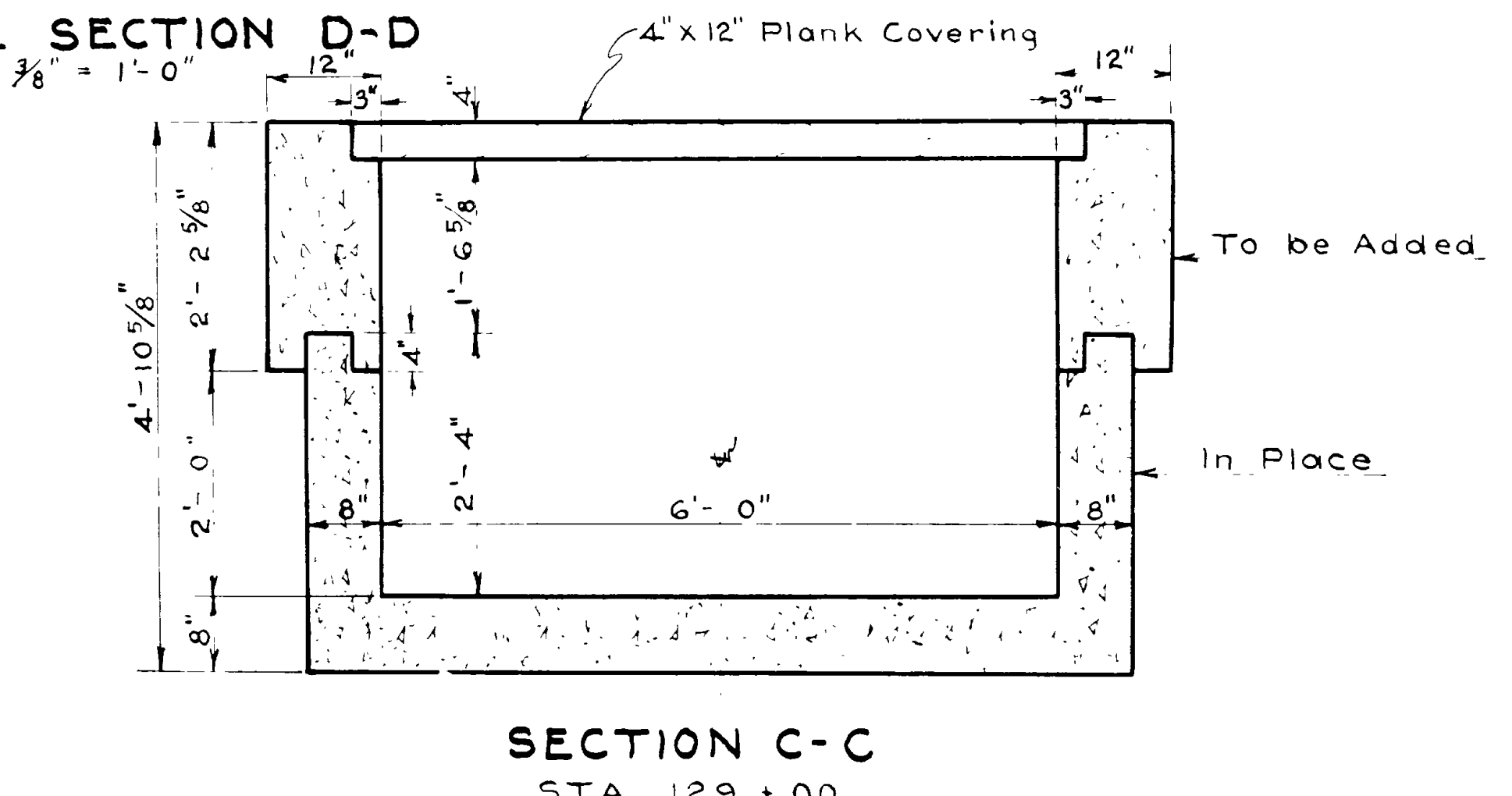
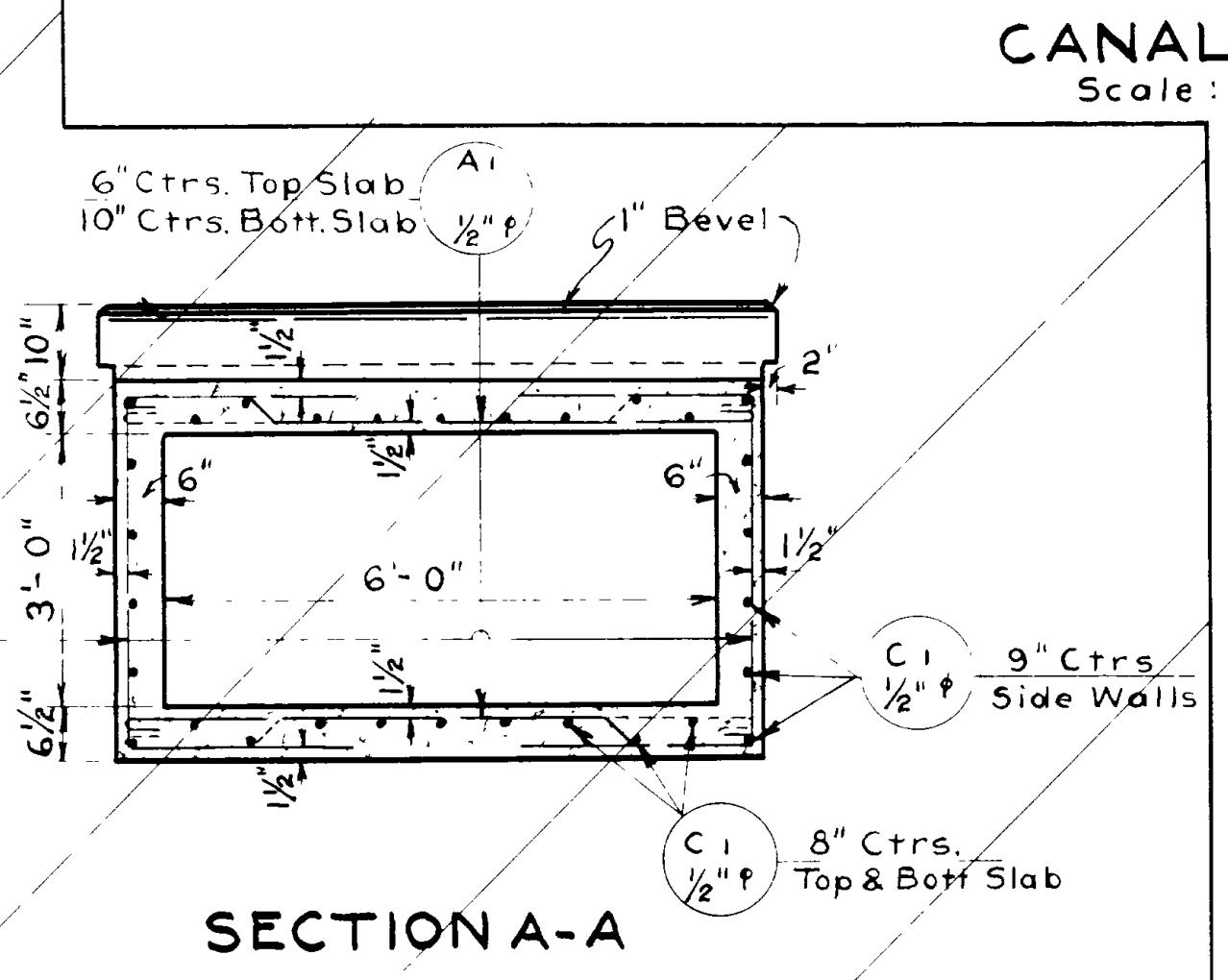
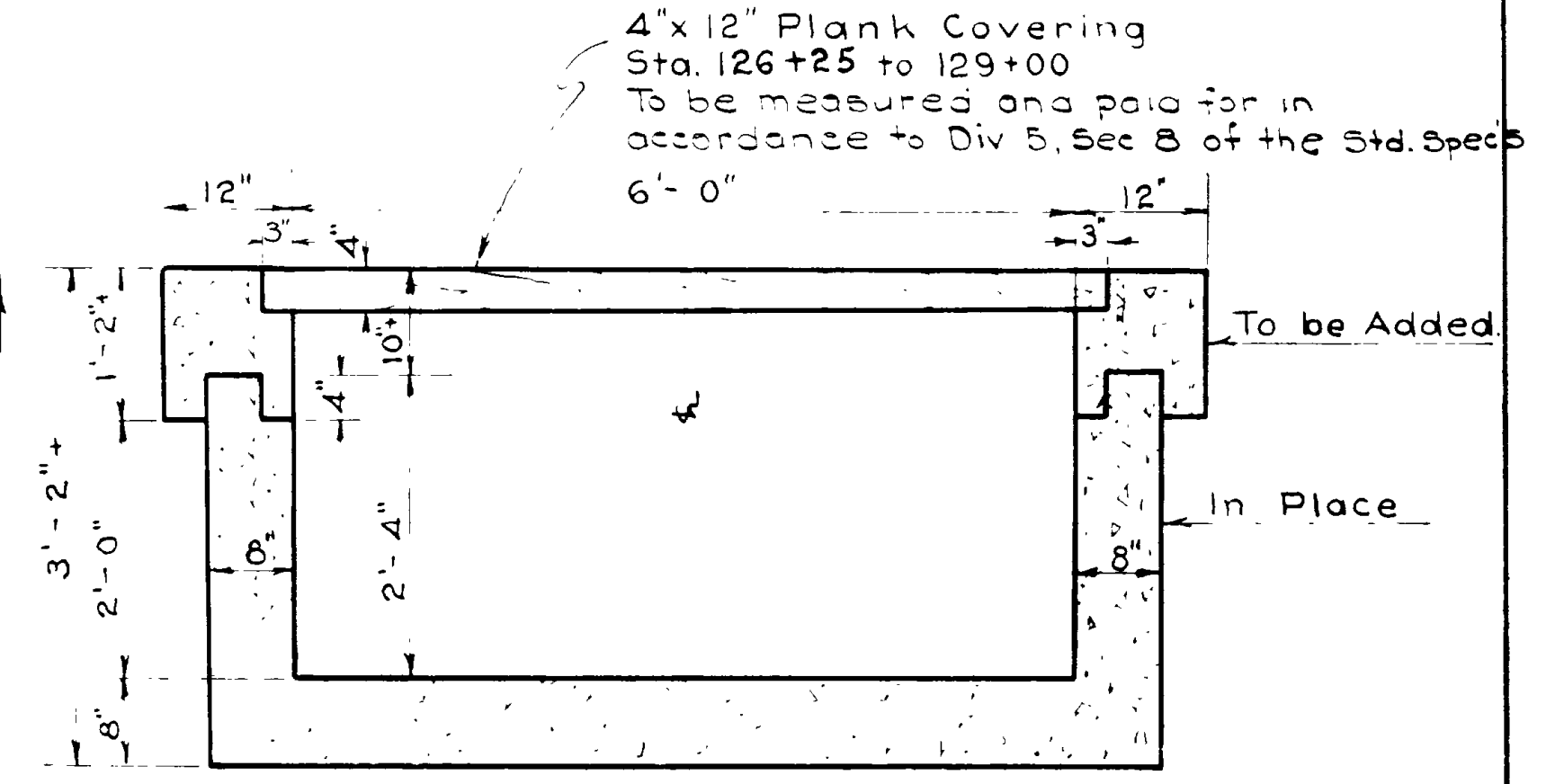
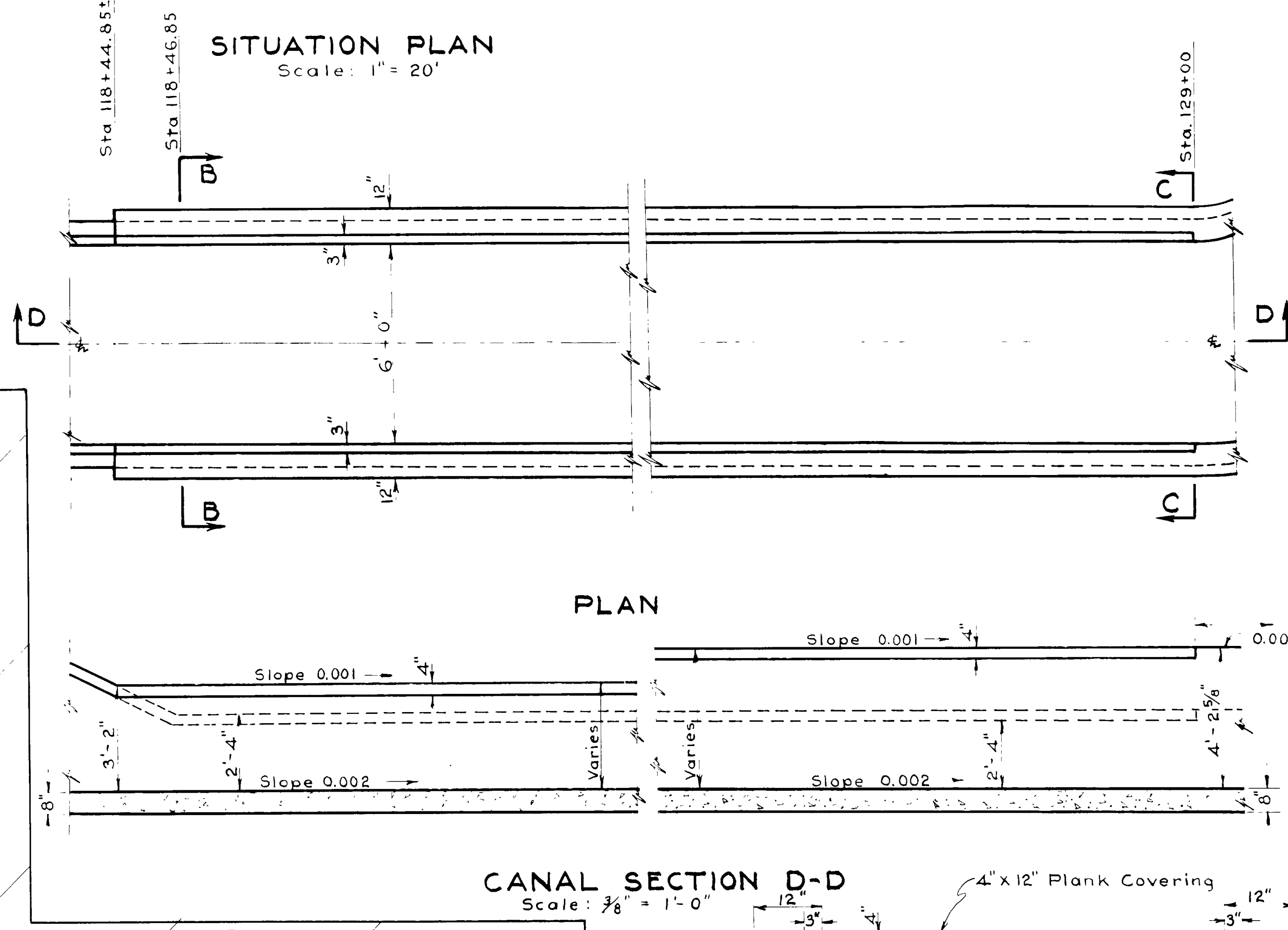
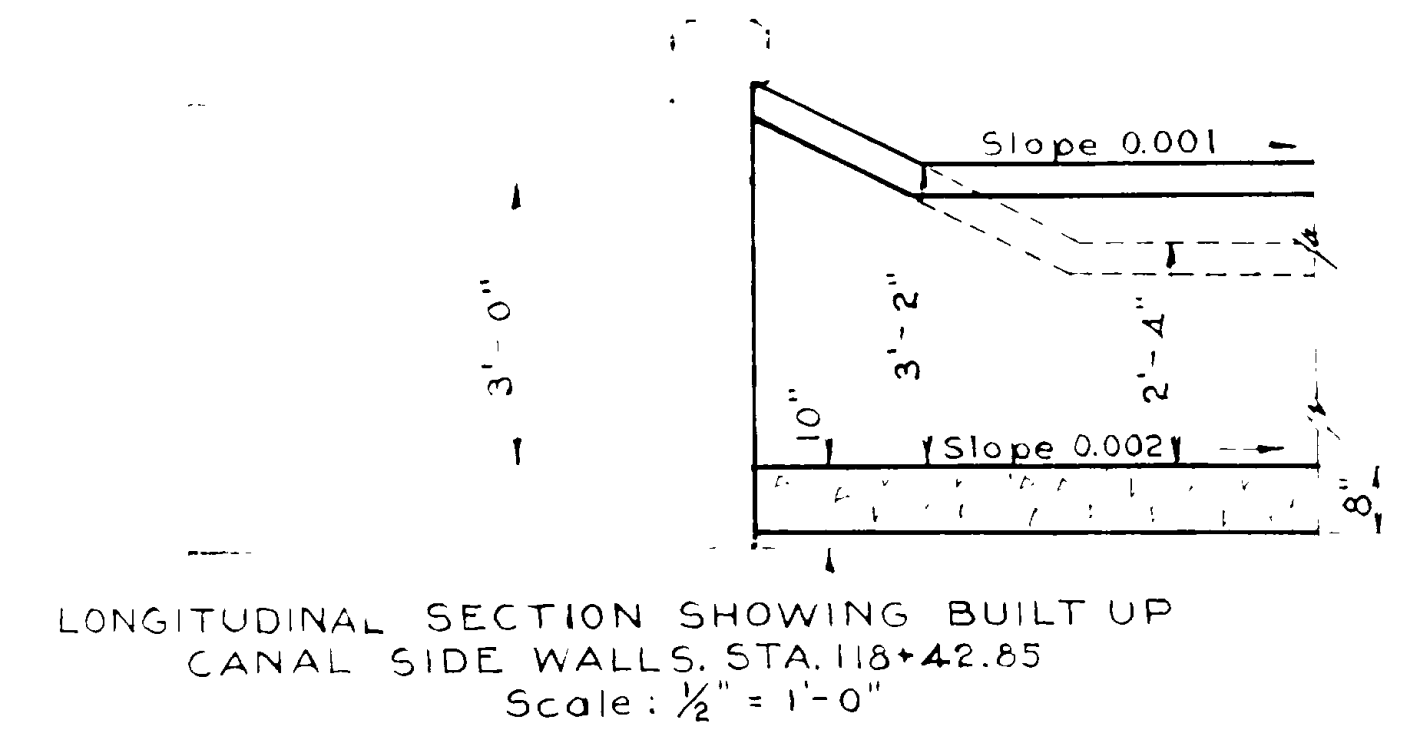
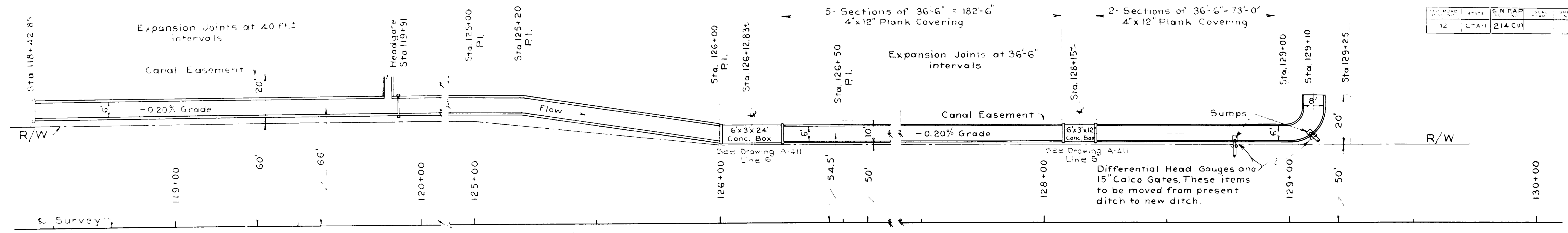
Excavation for Structures	256 C.Y.
Concrete Class "B"	399 C.Y.

15" C. G. M. Pipe (Use Salvaged pipe) 12 Lin. Ft.
Lumber (Treated) 4"x12" Plk. 6,843 F.B.M.
NOTE: ALL Structures to be Class "B"

All Lumber to be full size Select Structural Grade Douglas Fir or Dense Select All Heart Structural Redwood. Fir shall receive 8# pressure Creosote or Salts Treatment.

Sheet No 2 of 2 Sheets
UTAH STATE ROAD COMMISSION
PAUL W. MASTERS, BRIDGE ENGINEER
WILSON CANAL REVISIONS
STA. 118+60.85 TO 129+14.5
SNFAP 214 C (1)
Nye's Corner-Hot Springs Weber Co
R.W.M. As Shown
R.W.M. *Paul Masters*
V-312

PROJECT	STATE	S.N.F.A.P.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
12	UTAH	214 C (1)			



Sheet No. 1 of 2 Sheets
 UTAH STATE ROAD COMMISSION
 PAUL W. MASTERS, BRIDGE ENGINEER
 WILSON CANAL REVISIONS
 STA. 118+60.85 TO 129+14.5
 S.N.F.A.P. 214 C (1)
 Nye's Corner - Hot Springs - Weber Co.
 R.W.M. As Shown
 R.W.M. *Paul W. Masters*
 V-312

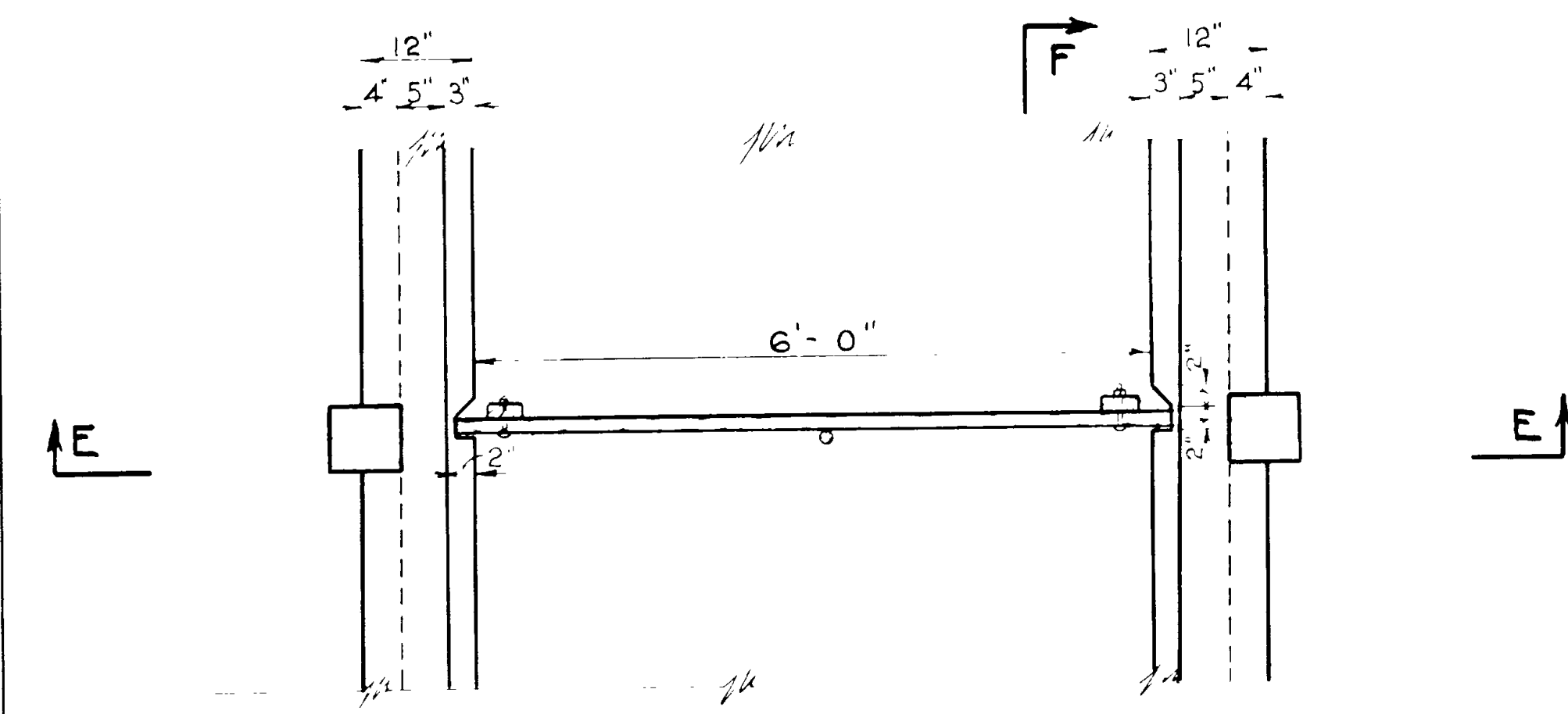
FED. ROAD DIST. NO.	STATE	S.N.F.A. PROJECT NO.	SHEET NO.	TOTAL SHEETS
12	UTAH	214 C(1)		

GENERAL NOTES
 For materials, construction and workmanship see State Standard Specifications for Road & Bridge Construction, 1939 Edition.

QUANTITIES
 Excavation for Structures 256 C.Y.
 Concrete Class "B" 399 C.Y.

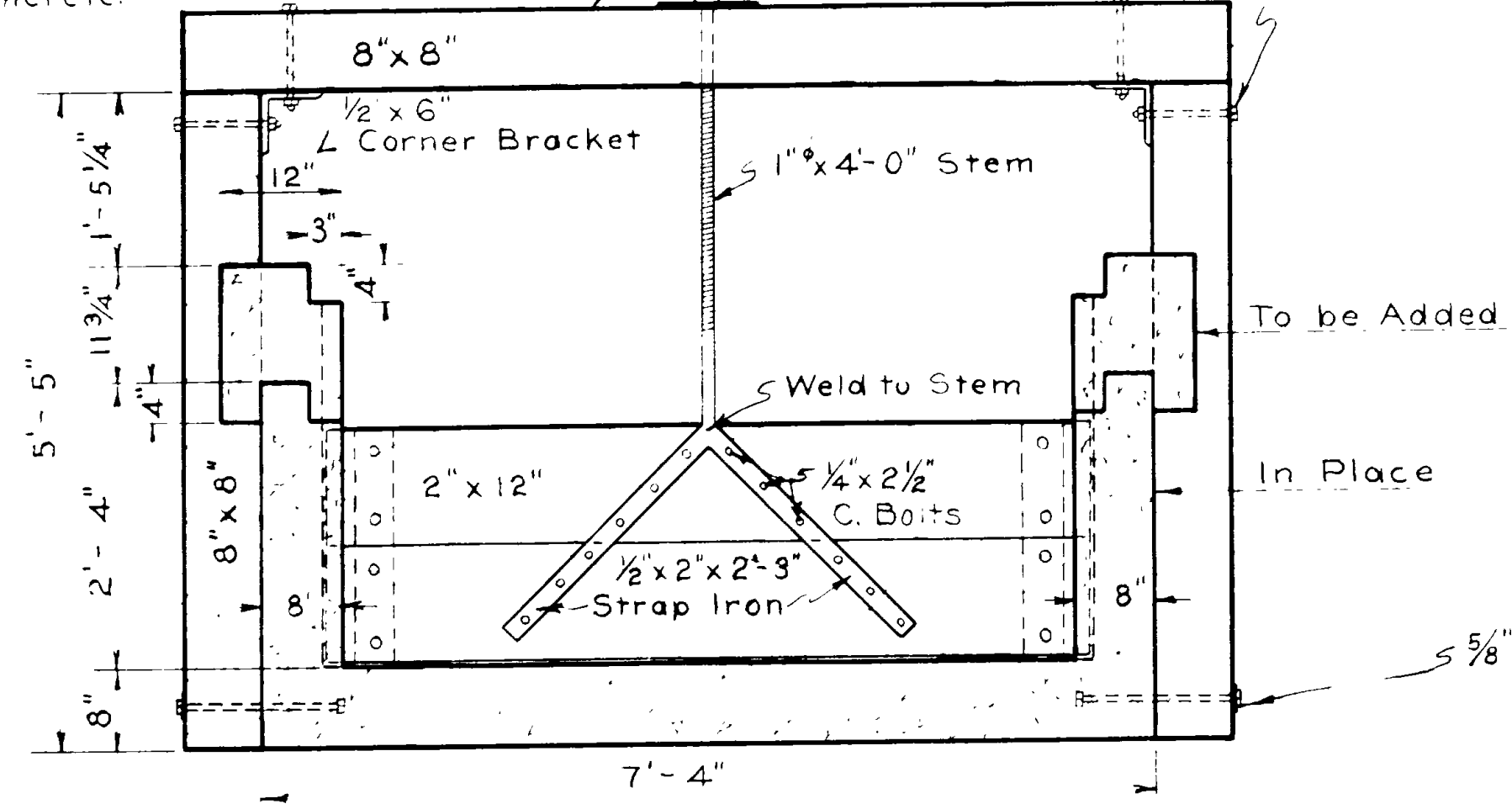
15" C. G. M. Pipe (Use Salvaged pipe) 12 Lin. Ft.
 Lumber (Treated) 4"x12" Plk. 6,343 F.B.M.
NOTE:
 ALL Structures to be Class "B"

All Lumber to be full size Select Structural Grade Douglas Fir or Dense Select All Heart Structural Redwood. Fir shall receive 8* pressure Creosote or Salts Treatment.

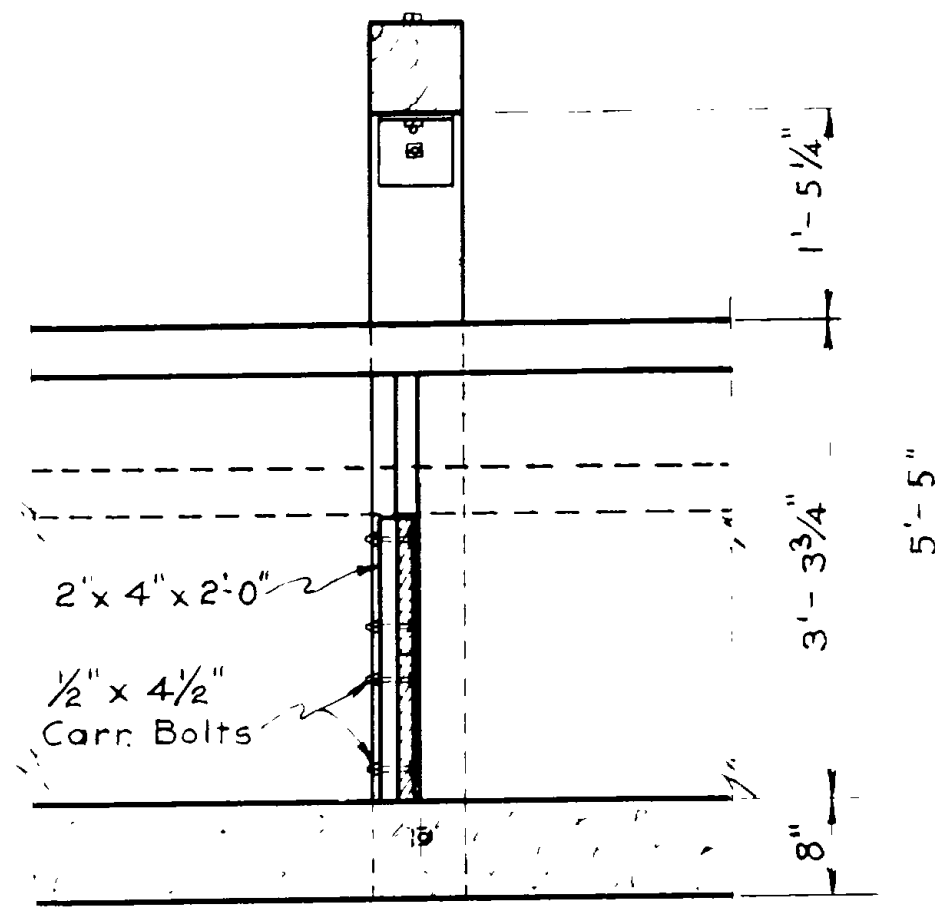


PLAN HEADGATE STA. 119+91±
 Scale: 3/4" = 1'-0"

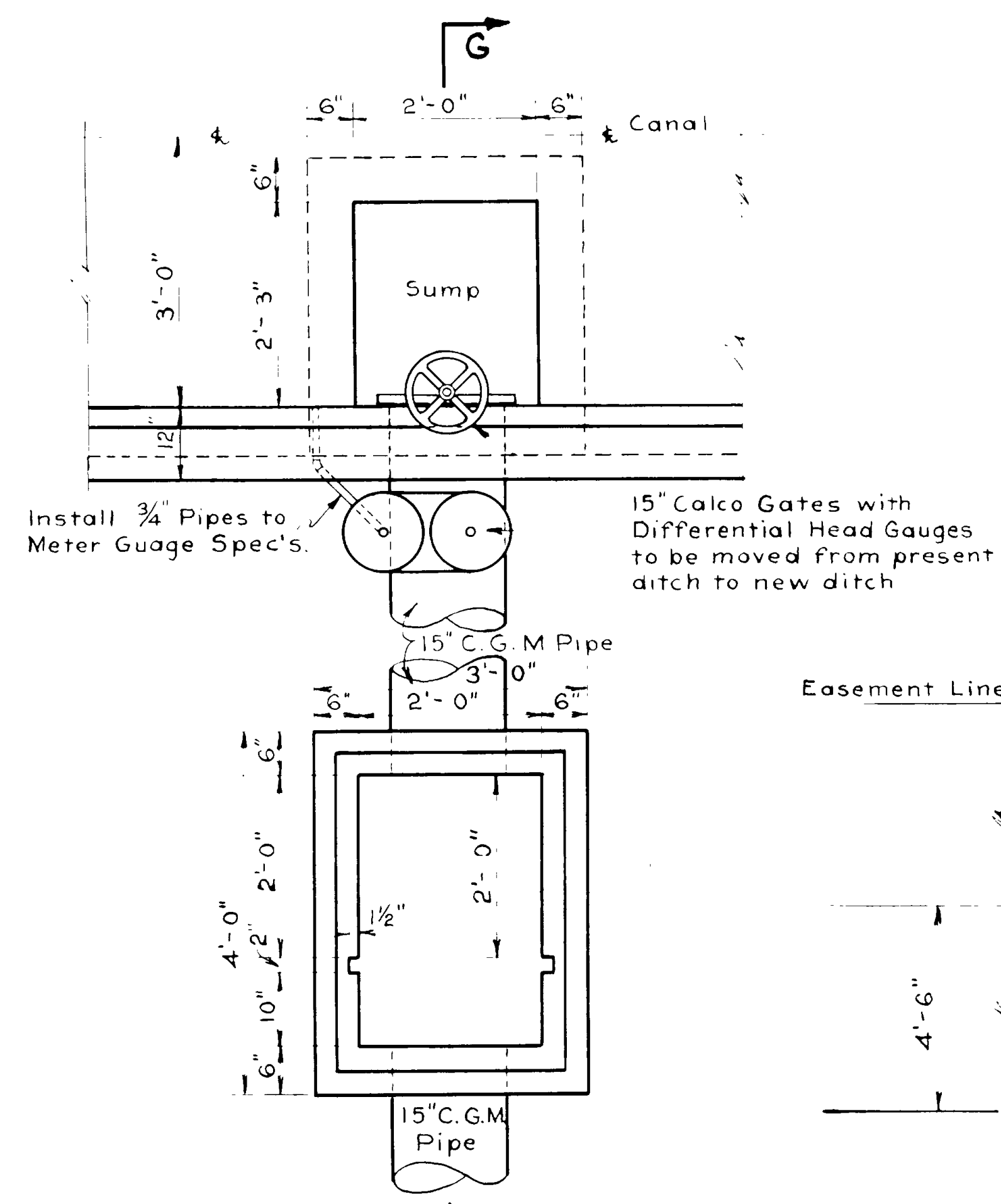
Note: Contractor to furnish Hardware and Douglas Fir Lumber. Payment to be included in unit price bid for concrete.
 12" Handwheel Model # 162 Stock # 854 Hardesty or equal.
 1/2" x 9" Mach. Bolts



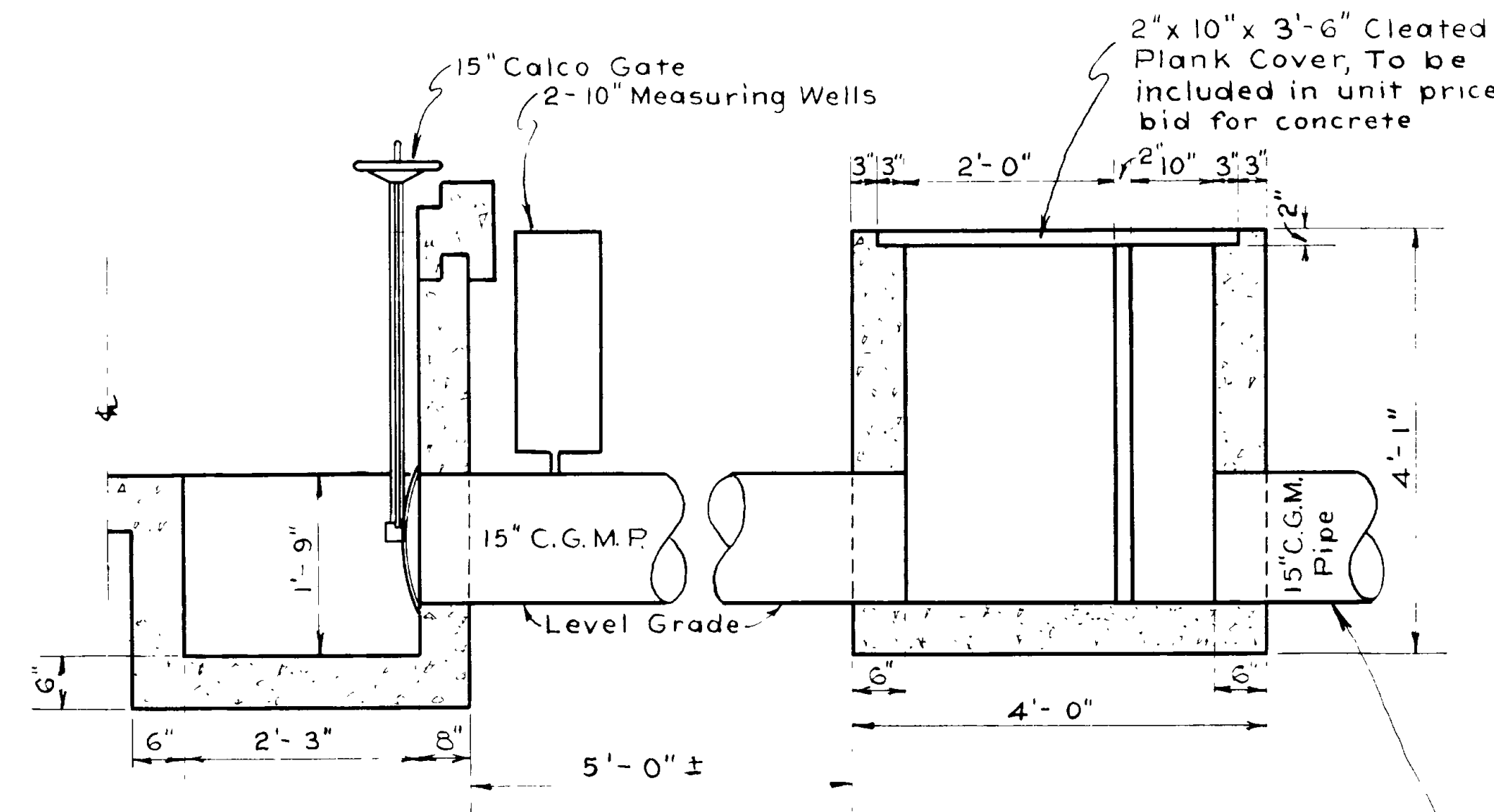
SECTION E-E



SECTION F-F

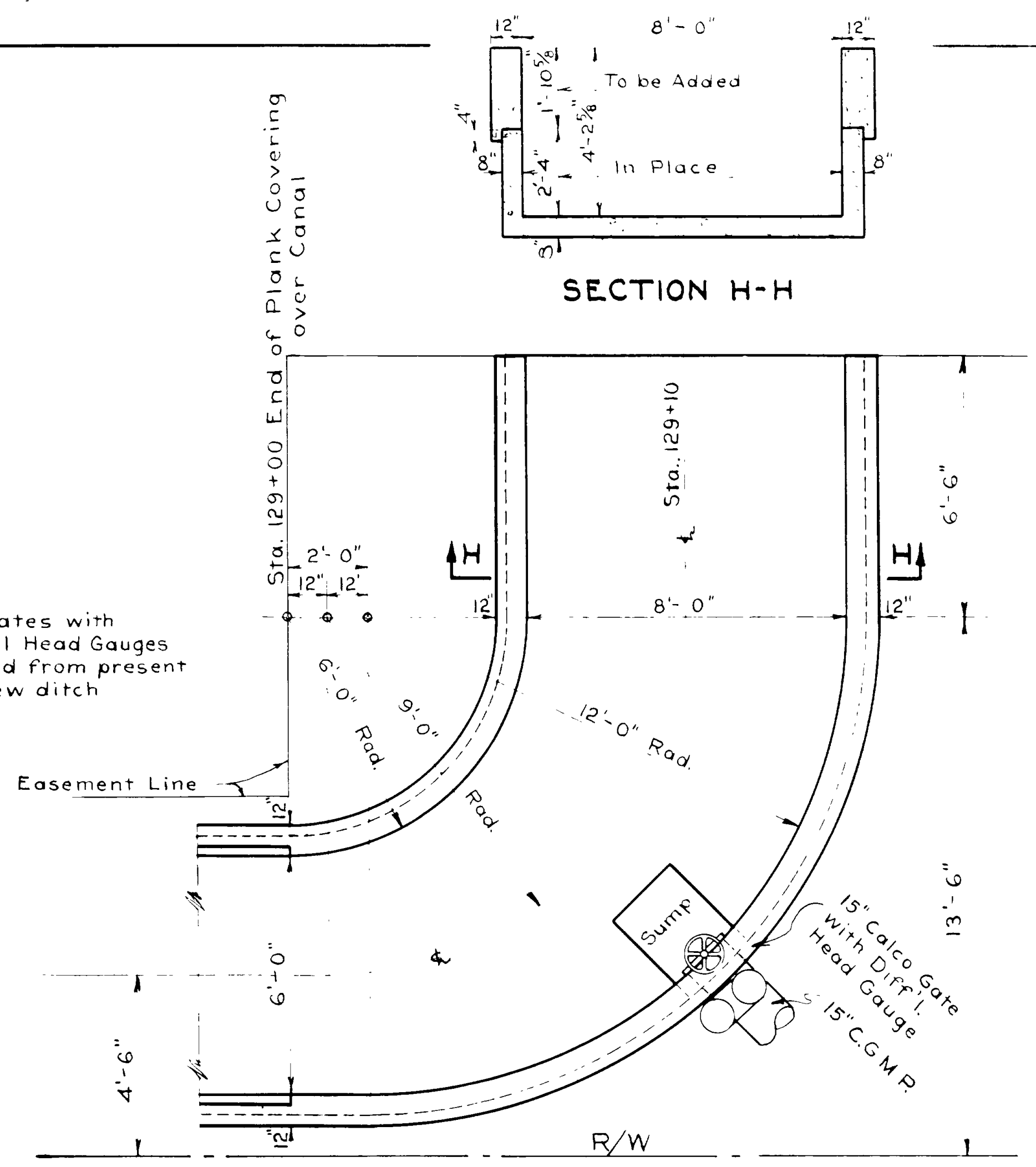


OUTLET PLAN STA. 128+78±
 OUTLET AT STA. 129+10± SIMILAR
 Scale: 3/4" = 1'-0"

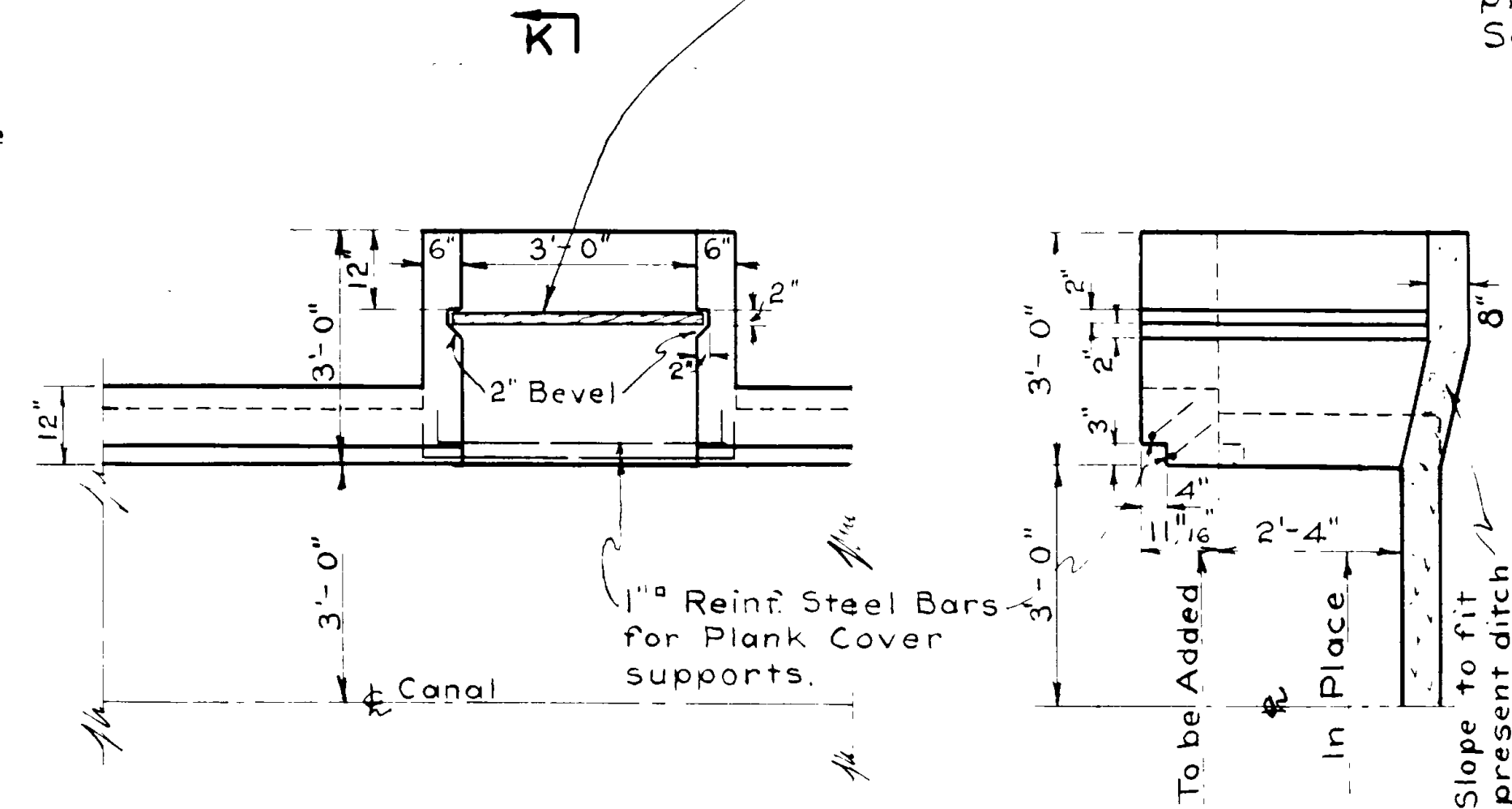


SECTION G-G

NOTE: Place outlet to meet elevation of flow line of receiving ditch or pipe



PLAN OF CANAL CURVE
 STA. 129+00
 Scale: 3/8" = 1'-0"



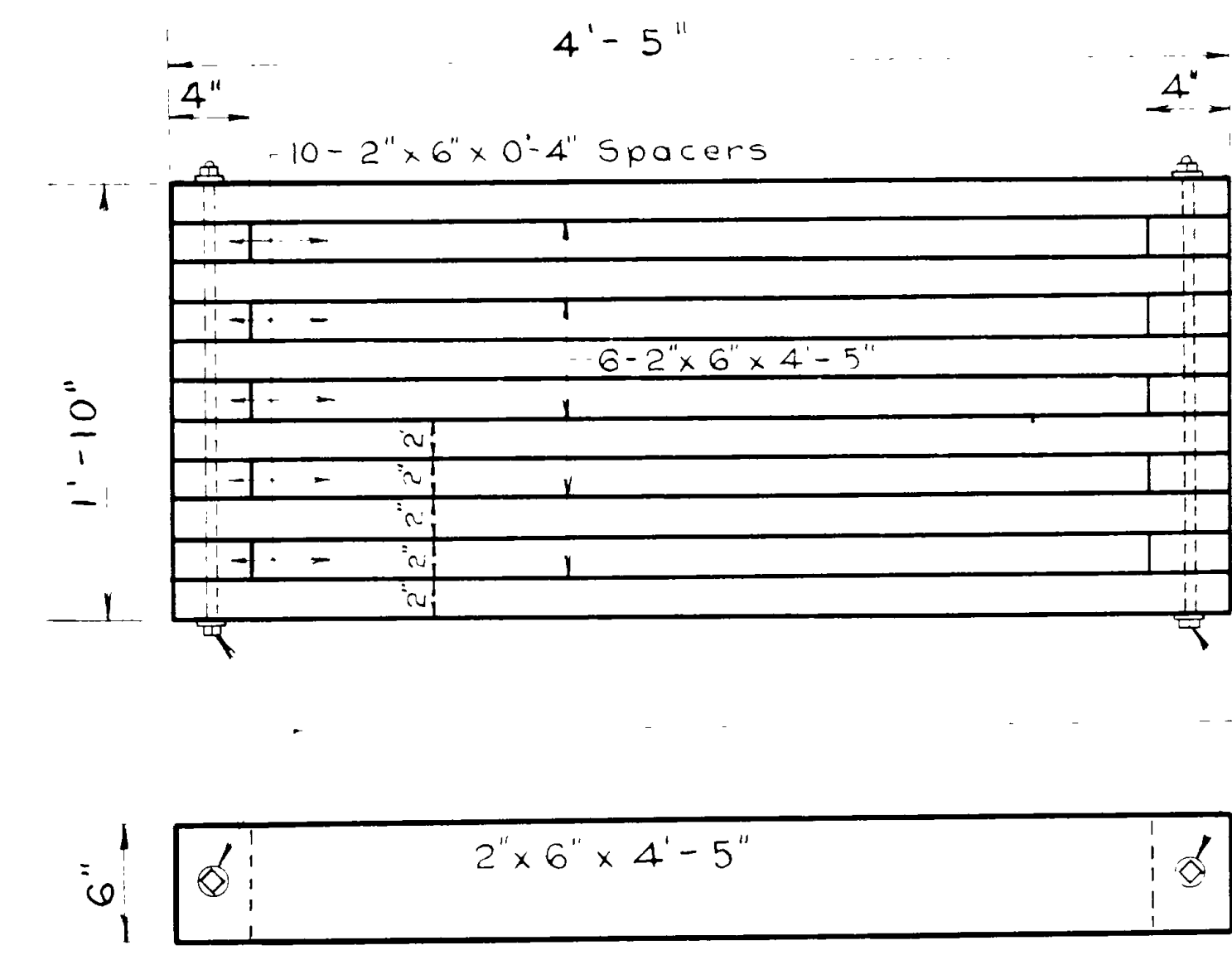
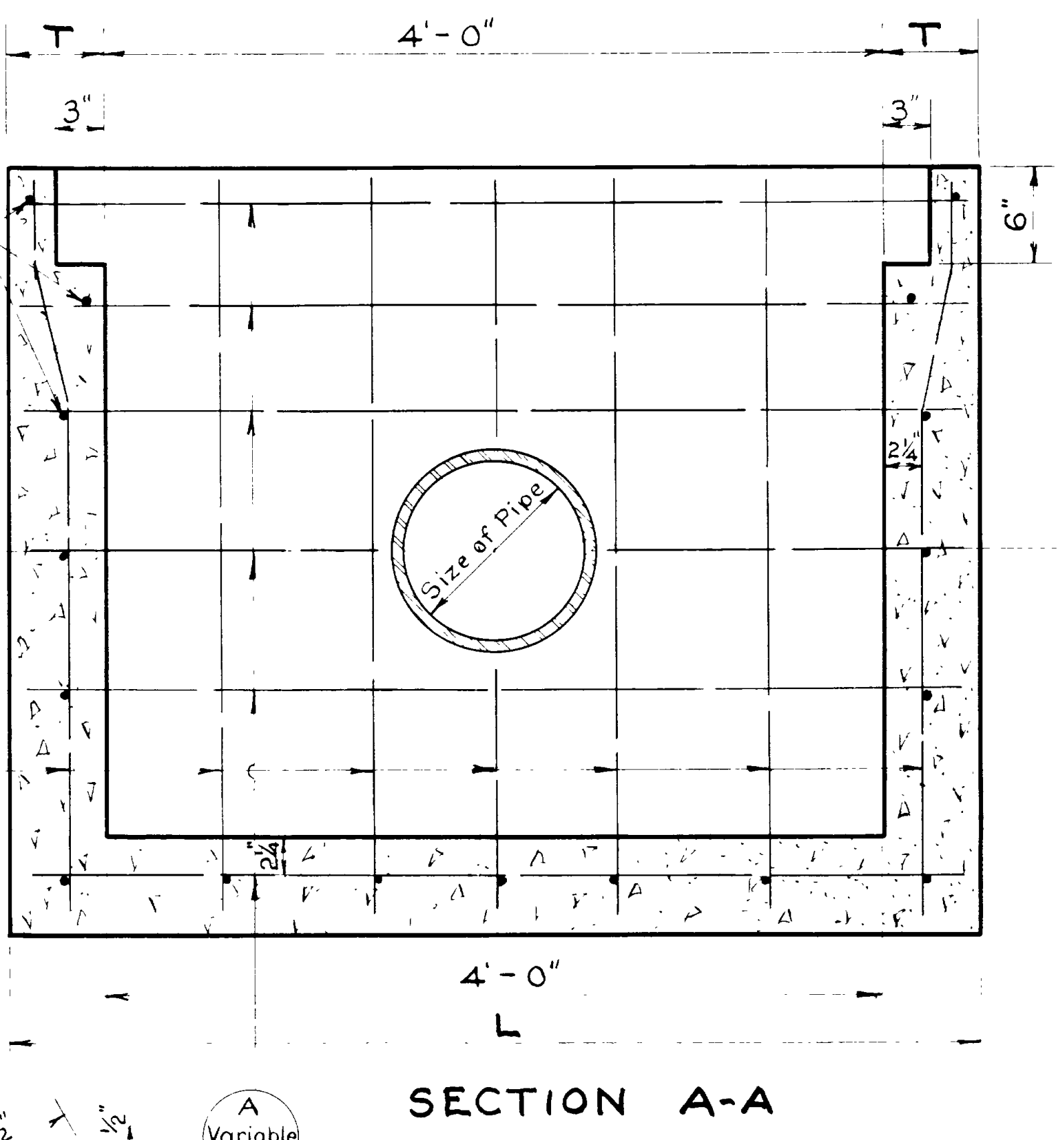
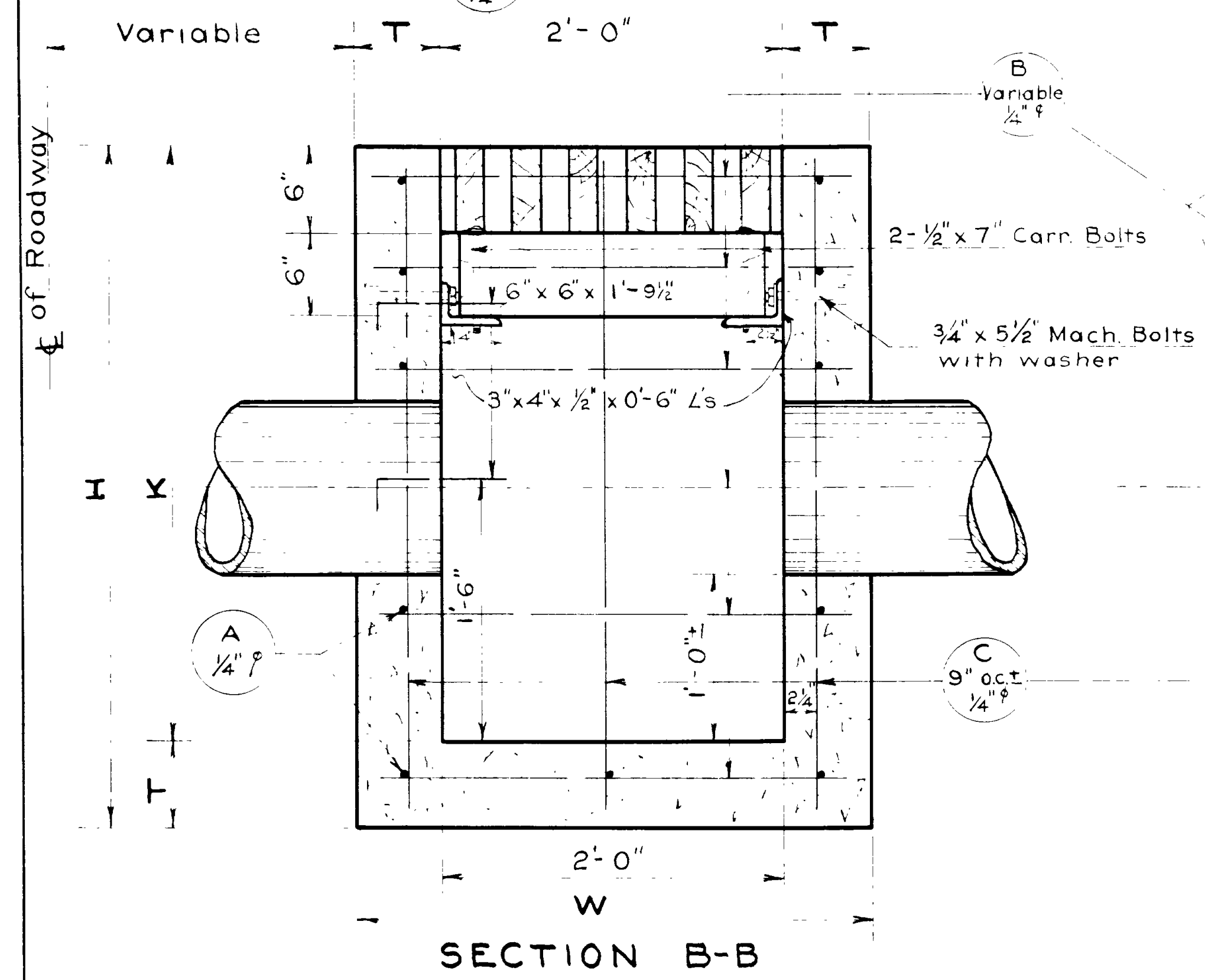
SECTION K-K

OUTLET PLAN STA. 119+88±
 Scale: 1/2" = 1'-0"

Sheet No 2 of 2 Sheets

UTAH STATE ROAD COMMISSION	
SALT LAKE CITY, UTAH	
PAUL W. MASTERS, BRIDGE ENGINEER	
WILSON CANAL REVISIONS	
STA. 118+60.85 TO 129+14.5	
S.N.F.A.P. 214 C (1)	
Nye's Corner-Hot Springs Weber Co	
R.W.M.	As Shown
R.W.M.	<i>[Signature]</i>
DR.	<i>[Signature]</i>
NO.	V-312

When "H" is over 4'-0" Ladder Rungs shall be provided



DETAIL OF WOOD GRATE
Scale: 1/2" = 1'-0"

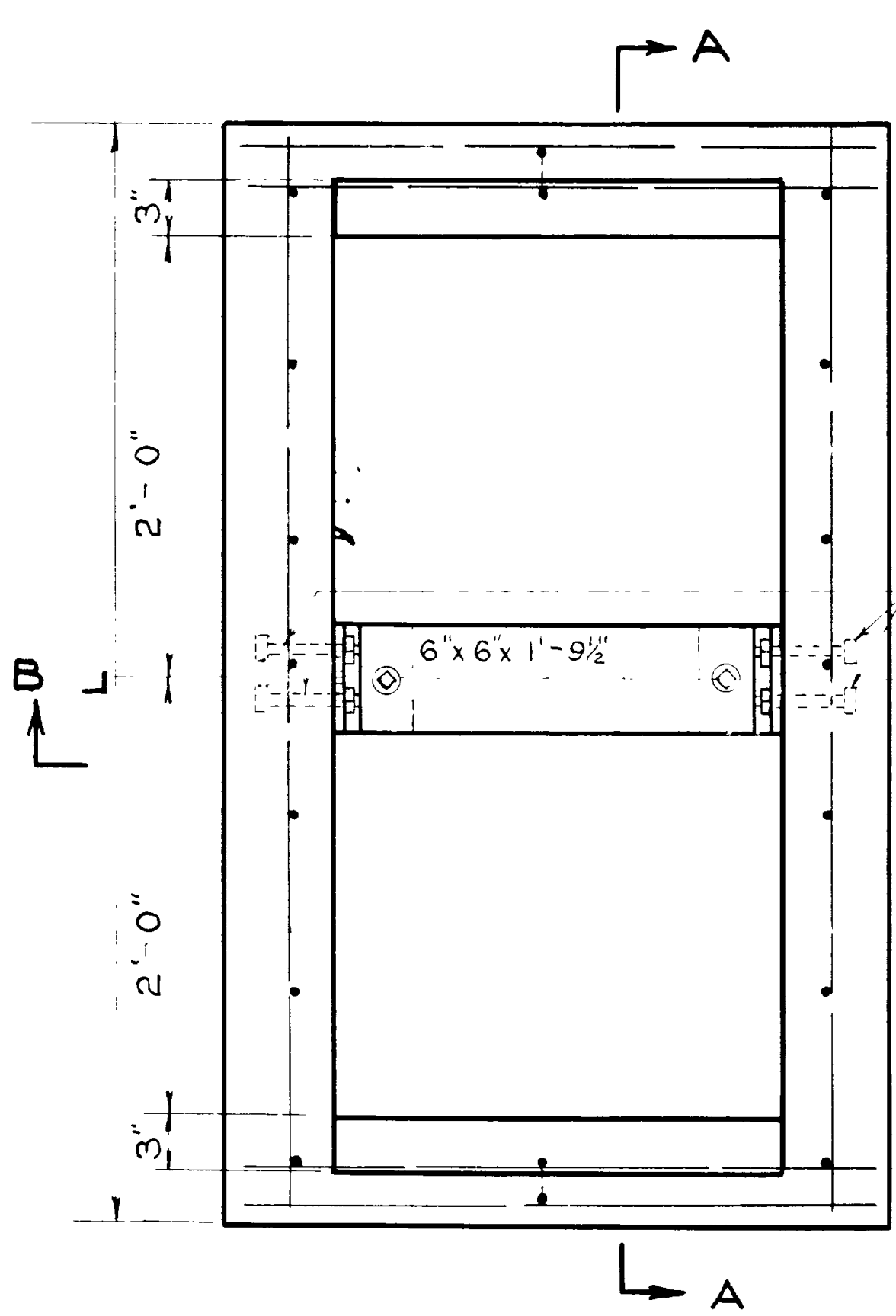
Note: Line 1 to be used for the following locations on AW(PE) FAP 219 A (1) (DAWR 30) 0+40 Rt+Lt, 1+50 Lt, 7+00 Rt+Lt, 13+50 Rt+Lt, 19+00 Rt+Lt, 25+50 Rt+Lt, 31+00 Rt+Lt, 36+00 Rt+Lt, 41+00 Rt+Lt, 46+00 Rt+Lt, 52+00 Rt+Lt, 58+00 Rt+Lt, 64+00 Rt+Lt, and 70+00 Rt+Lt.

NOTE:
All lumber shall be full size California Redwood structural grade. (Dense Select)
Payment for Grating and Supports to be in accordance with Section 8 of Standard Specifications.
Grating Spacers - 36F51

DESIGN DATA
Live Load = H-15 Loading
fc = 1000 psi fs = 20000 psi n=10
fw = 1600 psi

SCHEDULE OF INSTALLATIONS
(See General Notes)

CONST. No.	LINE No.	TYPE	SIZE OF PIPE	KIND OF PIPE	DETAIL					REINF. STEEL								UNITS			QUANT.			PROJECT					
					T	L	W	K	H	BARS "A"		BARS "B"		BARS "C"		BARS "D"		REQ'D	REINF. STEEL	CONC.	EXCAV.	STA.	NAME	Number					
					6"	5'-0"	3'-0"	6'-0"	6'-6"	Lgth.	No.	Spcc.	Lgth.	No.	Spcc.	Lgth.	No.	Spcc.	Rt.	Lt.	STEEL	CU YD	CU YD						
	1	B	8" 10"	Underdrain	6"	5'-0"	3'-0"	6'-0"	6'-6"	4'-9"	19	9"	2'-9"	23	9"	6'-3"	16	3'-4"	4	12"	13	14	62	1.8	9	See Note Above	Hillfield-South Approach	AW(PE) FAP 219-A(1)	
	2	A	12"	CGMP	6"	5'-0"	3'-0"	6'-5"	6'-11"																				
	3	B	18"	Tile	6 1/2"	5'-1"	3'-1"	6'-6"	7'-0"	4'-10"	19	9"	2'-10"	23	9"	6'-9"	16	3'-4"	5	12"	1	2	69	2.08	10	62+02	Nye's Cur - Hot Springs	AW(PE) FAP 214-C(1)	
	4	B	18"	Tile	7"	5'-2"	3'-2"	7'-0"	7'-7"	4'-11"	21	9"	2'-11"	25	9"	7'-4"	16	3'-4"	5	12"	4	74	2.32	11	228+00	Riverside Road - Temple	AW(PE) FAP 229-A(1)		
	5	B	18"	Tile	7 1/2"	5'-3"	3'-3"	7'-6"	8'-1/2"	5'-0"	23	9"	3'-0"	27	9"	7'-10"	16	3'-4"	6	12"	3	84	2.82	12	251+00	" " " "	" " " "		
	6	B	18"	Tile	8"	5'-4"	3'-4"	8'-0"	8'-8"	5'-1"	23	9"	3'-1"	27	9"	8'-5"	16	3'-4"	6	12"	1	86	3.25	13	240+29	" " " "	" " " "		
	7	A	18"	Conc.	6"	5'-0"	3'-0"	4'-0"	4'-6"	4'-9"	13	9"	2'-9"	17	9"	4'-3"	16	3'-4"	3	12"	1	44	1.23	7	237+90	Ogden Arsenal - Riverdale	AW(PE) FAP 222-B(1)		
	8	A	18"	Conc.	6"	5'-0"	3'-0"	4'-0"	4'-9"	4'-9"	11	9"	2'-9"	15	9"	3'-9"	16	3'-4"	3	12"	1	41	1.1	7	4+114	" " " "	" " " "		
	9	A	18"	Culvert	6"	5'-0"	3'-0"	3'-6"	4'-0"	4'-9"	11	9"	2'-9"	15	9"	3'-9"	16	3'-4"	3	12"	1	41	1.1	7	7+32	Redwood Road - 22+35	AW(PE) FAP 229-A(1)		
	10	A	12"	CGMP	6"	5'-0"	3'-0"	3'-6"	4'-9"	4'-9"	11	9"	2'-9"	15	9"	3'-3"	16	3'-4"	2	12"	1	34.2	1.1	5	178+98	N Layton - Clearfield	SN FAP 59(3)		
	11	A	15"	CGMP	6"	5'-0"	3'-0"	3'-3"	3'-9"	4'-9"	11	9"	2'-9"	15	9"	3'-6"	16	3'-4"	2	12"	1	35.0	1.1	5	181+12	" " " "	" " " "		
	12	A	18"	Culvert	6"	5'-0"	3'-0"	4'-0"	4'-6"	4'-9"	13	9"	2'-9"	17	9"	4'-3"	16	3'-4"	3	12"	1	44	1.23	7	395+56	Weber to Davis Co. Line	SN FAP 114-E(1)		
	13	A+B	18"	Conc.	6"	5'-0"	3'-0"	3'-9"	4'-9"	4'-9"	11	9"	2'-9"	15	9"	3'-6"	16	3'-4"	2	12"	1	35.0	1.1	5	C+52	Sunset Ogden Ord.	AW(PE) FAP 224-A(1)		
	14	A+B	15" 18"	Conc.	6"	5'-0"	3'-0"	4'-6"	4'-9"	4'-9"	15	9"	2'-9"	19	9"	4'-9"	16	3'-4"	3	12"	2	2	48.3	1.35	7	10+07	ENTRANCE OGDEN ORD.	AW(PE) FAP 225-A(1)	
	15	B	12"	Conc.	6"	5'-0"	3'-0"	3'-6"	4'-9"	4'-9"	11	9"	2'-9"	15	9"	3'-3"	16	3'-4"	2	12"	2	6	34.2	1.1	5	191+22	Relwood Road	AW(PE) FAP 229-A(1)	
	16	A	18"	Conc.	6"	5'-0"	3'-0"	3'-6"	4'-9"	4'-9"	13	9"	2'-9"	17	9"	3'-9"	16	3'-4"	2	12"	1	29.0	1.1	5	251+85	No. Temple to 35+50	AW(PE) FAP 229-A(1)		
	17	B	18"	Conc. box	6"	5'-0"	3'-0"	4'-6"	4'-9"	4'-9"	14	9"	2'-9"	19	9"	4'-3"	16	3'-4"	2	12"	(Center)	41.2	1.2	6	35+75	Clearfield-Hillfield	AW(PE) FAP 219-B(1)		



PLAN
Scale: 1/2" = 1'-0"

GENERAL NOTES
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.
All reinforcing bars to be 1/4" and spaced 9" o.c. except as otherwise specified.
For Type "A" structures pipe will enter at sides, For Type "B" structures, pipe will enter at ends.
Wall thickness "T" to be 6" minimum.
A unit shall include Catch Basin, Grating, and Bearing angles complete.
Quantities shown are for one catch basin only. When units are indicated Rt. and Lt. for same station, The quantities are to be doubled.
Pipes to be installed according to requirements shown on Roadway Plans.