

STATE OF UTAH STATE ROAD COMMISSION

~~FG-037-1(5)~~
~~DF-037-1(3)~~
 F-037-1(4)

INDEX TO SHEETS F-037-1(4) SEC. CONTR. SEC. 1 & 2

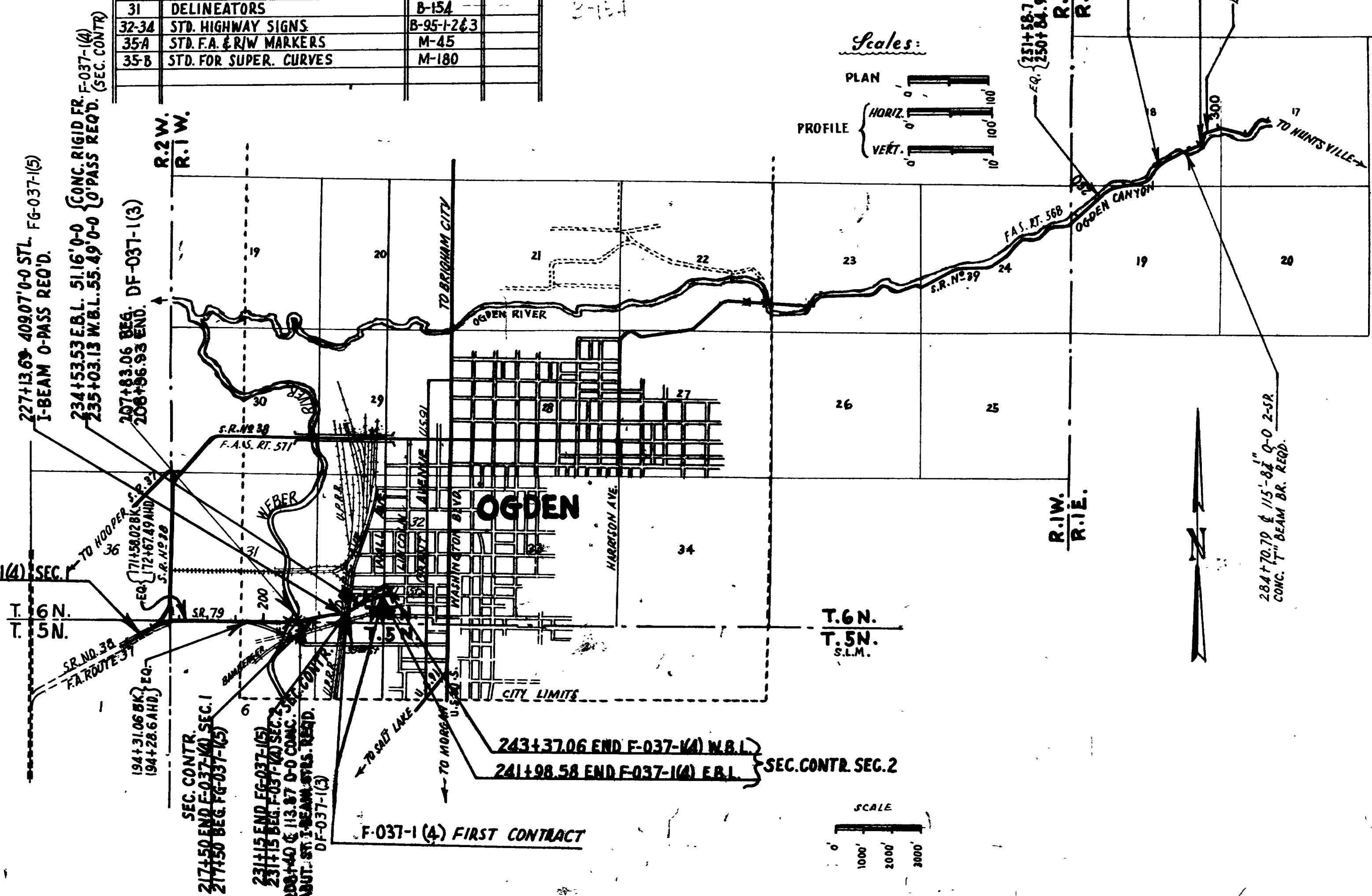
SHT. NO.	DESCRIPTION	DWG. NO.	STA.
1	TITLE SHEET		
2-28	TYPICAL SECTION & MATERIALS SHEET		
3-14	PLAN & PROFILE		
15-28	51.16' E.B.L. 55.49' (W.B.L.) 0-0 CONC. RIGID FR. O.M.S.S. D-65B		
29	STD. HANDRAIL DETAILS	S-R-3-2	
30	CATCH BASIN	V-750	
31	2 WAY DIVERSION BOX	V-376-2	1+60
32	STD. GUARD RAIL & GUIDE POSTS	B-158	
33	MED. ISLAND CURB DETAIL	B-151	
34	STD. END SECTIONS	B-160	
35	STD. R/W FENCE	B-157	
36	CHAIN LINK FENCE	B-155	
37	DELINEATORS	B-154	
38-40	STD. HIGHWAY SIGNS	B-95-1-2&3	
41-A	STD. F.A. & R/W MARKERS	M-45	
41-B	STD. FOR SUPER. CURVES	M-180	

PLANS OF PROPOSED STATE ROAD FEDERAL AID PROJECT WEBER COUNTY

~~5-0568(2) ~ LENGTH 0.303 MILES~~
 DF-037-1(3) LENGTH 0.022 MILE
 F-037-1(4) FIRST CONTRACT
 F-037-1(4) LENGTH 1.373 MILES
 FG-037-1(5) LENGTH 0.259 MILES

INDEX TO SHEETS FG-037-1(5)

SHT. NO.	DESCRIPTION	DWG. NO.	STA.
1	TITLE SHEET		
2-24	TYPICAL SECTION		
3-5	PLAN & PROFILE		
6-22	409.07' 0-0 STL. I BEAM O'PASS	C-314	227+13.69
23	STD. HANDRAIL DETAILS	S-R-3-2	227+13.69
24	2 WAY DIVERSION BOX	V-376-2	
25-26	JUNCTION BOX	V-505-1	224+15.1
27	STD. END SECTIONS	B-160	
28	STD. R/W FEN.	B-157	
29	CHAIN LINK FENCE	B-155	
30	STD. GUARD RAIL & GUIDE POSTS	B-158	
31	DELINEATORS	B-154	
32-34	STD. HIGHWAY SIGNS	B-95-1-2&3	
35A	STD. F.A. & R/W MARKERS	M-45	
35-B	STD. FOR SUPER. CURVES	M-180	



FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UT.	UTAH	S-0568(2)	POSTWAR	1	
UT.	UTAH	DF-037-1(3)	POSTWAR	1	
UT.	UTAH	F-037-1(4)	POSTWAR	1	41
UT.	UTAH	FG-037-1(5)	POSTWAR	1	35

INDEX TO SHEETS S-0568(2)

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

INDEX TO SHEETS DF-037-1(3)

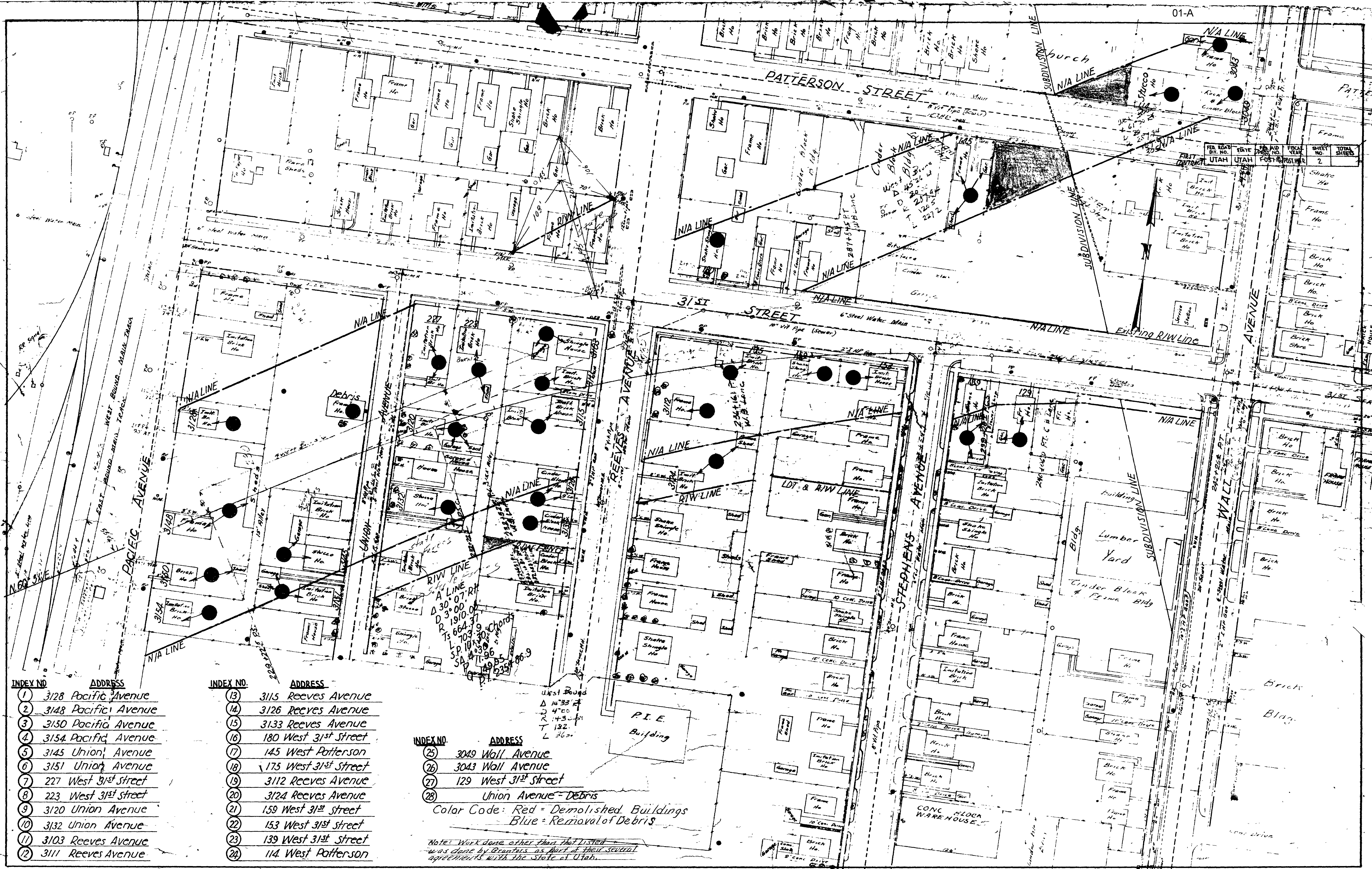
SHEET NO.	DESCRIPTION	DRAWING NO.	STATION
1	TITLE SHEET		
2	PLAN & PROFILE		
3-15	287'-0" CONC. ABUTTS ST. I BEAM STRS.	C-310	208+40
16	STD. HANDRAIL DETAILS	SR-3-2	208+40
17-19	" HIGHWAY SIGNS	B-95-1,2,3	

INDEX TO SHEETS F-037-1(4) FIRST CONTRACT

SHEET NO.	DESCRIPTION	DRAWING NO.	STATION
1	TITLE SHEET		
2	PLAN		

STATE ROAD COMMISSION OF UTAH
RECOMMENDED FOR APPROVAL: MAY 1949
R. J. Ballard
ASSISTANT DIRECTOR OF HIGHWAYS FOR ENGINEERING
APPROVED: *M.B.V.* 1949
Edwin R. Morgan
DIRECTOR OF HIGHWAYS

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
APPROVED: _____
DIVISION ENGINEER DATE



INDEX NO.	ADDRESS
1	3128 Pacific Avenue
2	3148 Pacific Avenue
3	3150 Pacific Avenue
4	3154 Pacific Avenue
5	3145 Union Avenue
6	3151 Union Avenue
7	227 West 31st Street
8	223 West 31st Street
9	3120 Union Avenue
10	3132 Union Avenue
11	3103 Reeves Avenue
12	3111 Reeves Avenue

INDEX NO.	ADDRESS
13	3115 Reeves Avenue
14	3126 Reeves Avenue
15	3133 Reeves Avenue
16	180 West 31st Street
17	145 West Patterson
18	175 West 31st Street
19	3112 Reeves Avenue
20	3124 Reeves Avenue
21	159 West 31st Street
22	153 West 31st Street
23	139 West 31st Street
24	114 West Patterson

INDEX NO.	ADDRESS
25	3049 Wall Avenue
26	3043 Wall Avenue
27	129 West 31st Street
28	Union Avenue - Debris

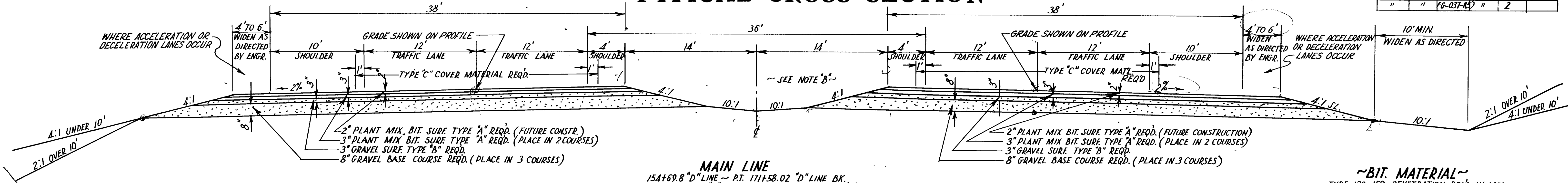
Color Code: Red = Demolished Buildings
 Blue = Removal of Debris

Note: Work done other than that listed was done by Brantley as part of their several agreements with the State of Utah.

FED. ROAD DIV. NO.	STATE	FED. AID FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UTAH	UTAH	POST-POSTWAR	2	

TYPICAL CROSS SECTION

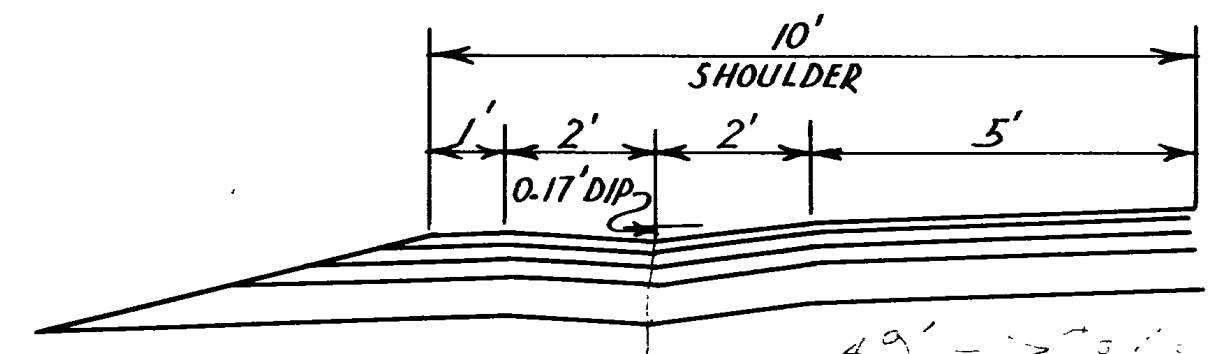
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UTAH	UTAH	F-037-R4	POST WAR	2	
"	"	F6-037-R5	"	2	



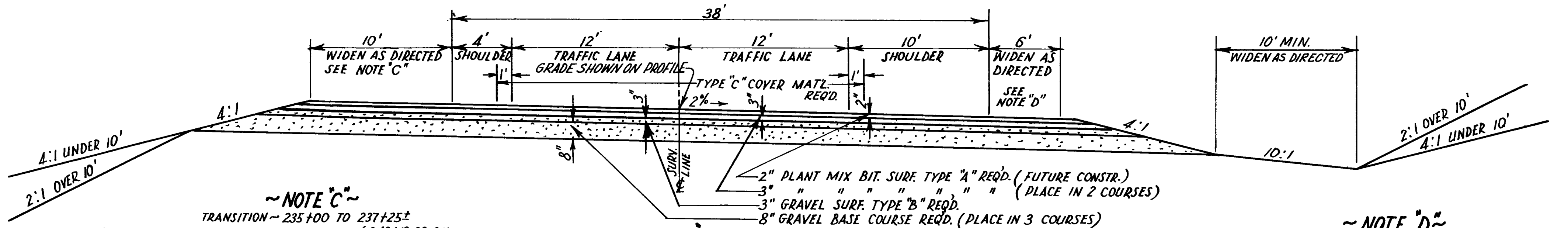
NOTE "B"
 ON 10' WIDENING FOR LT. TURN STORAGE LANES USE 10:1 SLOPE ON LOW SIDE OF DEPRESSED MEDIAN FOR 5' OR AS DIRECTOR BY ENGINEER, AND VERY SLOPE TO MATCH ON HIGH SIDE.

MAIN LINE
 154+69.8 "D" LINE - P.T. 171+58.02 "D" LINE BK.
 172+67.49 AH "A" LINE OFF. REV. - 194+31.06 BK. "A" LINE
 194+28.6 AH "A" LINE - P.C. 231+24.68 E.B.L.

~BIT MATERIAL~
 TYPE 120-150 PENETRATION REQD. IN MIX
 " MC-1 OR MC-2 REQD. FOR PRIME COAT
 " RC-1 " RC-2 " " TACK COAT
 " RC-4 REQD. FOR SEAL COAT
 COVER MATERIAL TYPE "C" REQD.



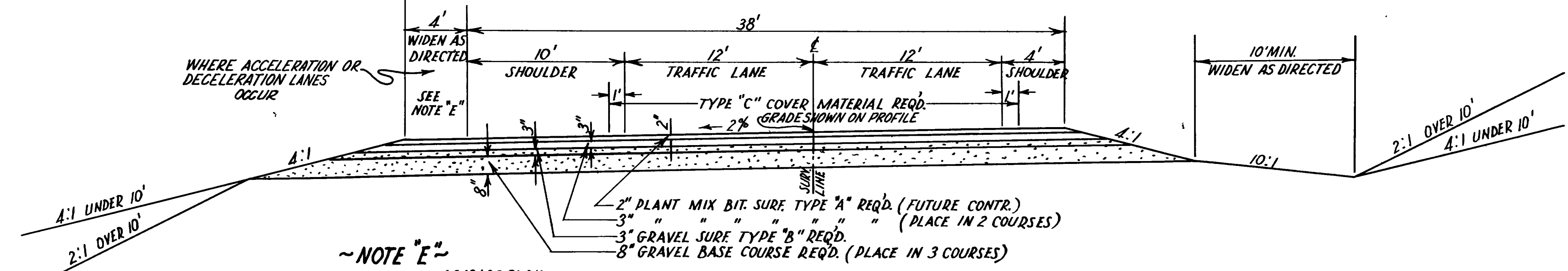
ROLLED GUTTER
 STA. 177± TO STA. 203+50± LT. & RT.
 " 215+50± TO STA. 224+50± LT. & RT.
 " 229+00± " " 238+00± E.B.L. RT.
 " 238+80± E.B.L. TO STA. 242± E.B.L. RT.
 " 229+50± W.B.L. " " 240+30± W.B.L. LT.



~NOTE "C"~
 TRANSITION - 235+00 TO 237+25±
 10' WIDENING - 235± TO EQ. { 242+19.29 BK.
 { 242+26.40 AT. AH. &
 { 242+19.29 BK. } TO 242+34
 { 242+26.40 AH. }

EAST BOUND LANE
 231+24.68 TO 242+34

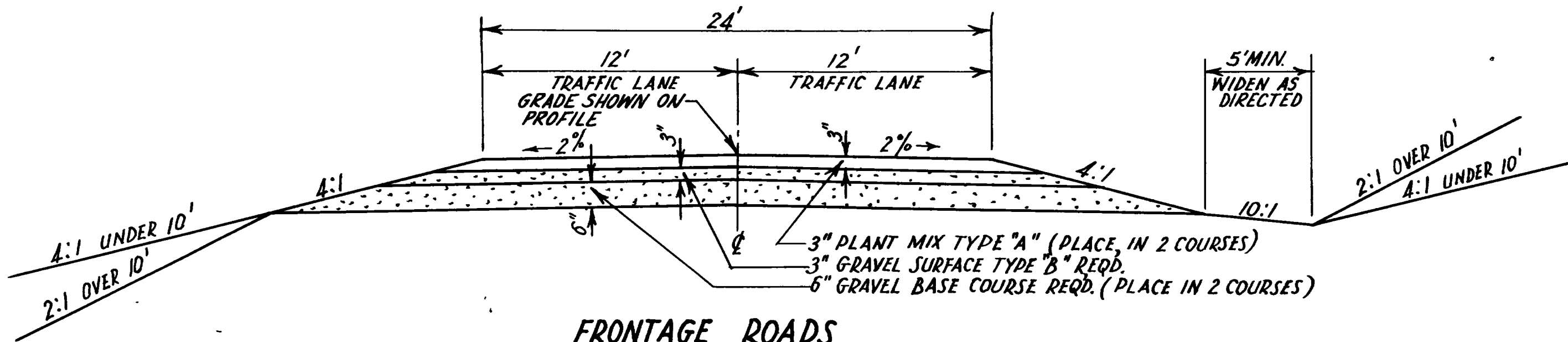
~NOTE "D"~
 6' WIDENING - 238+70± TO EQ. { 242+19.29 BK.
 { 242+26.40 P.T. AH. &
 { 242+19.29 BK. } TO 242+34
 { 242+26.40 AT. AH. }



~NOTE "E"~
 4' WIDENING - 241+86± TO EQ. { 243+30.61 BK.
 { 244+15.81 AH.

WEST BOUND LANE
 231+24.68 - 244+15.81

~GENERAL NOTE~
 COVER MAT'L. TYPE "C" SHALL BE PLACED AS DIRECTED ON THE TYPICAL CROSS SECTIONS. RC-1 OR RC-2 SEAL COAT OIL ONLY, SHALL BE PLACED ON THE SHOULDER AREAS PRECEDING THE PLACING OF THE SEAL OIL AND COVER MAT'L. IN THE CENTER PORTION, OR TRAFFIC LANE AREA, BY AT LEAST 10 DAYS IN ACCORDANCE WITH THE SPECIAL PROVISION HEADED "SEAL COATING."



FRONTAGE ROADS
 NO. 1 & 2 & 3 LINES
 "D" LINE & AIRPORT CONN.
 3300 SO. ST. & GARBAGE DUMP CONN.

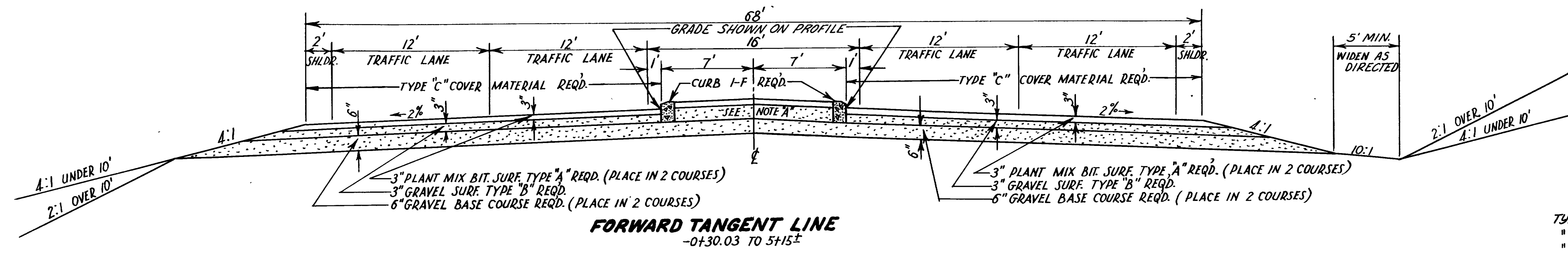
UTAH STATE ROAD COMMISSION
 SALT LAKE CITY - UTAH
PLANT MIX BIT SURFACED ROADWAY

REVISIONS	DATE	BY

TYPICAL CROSS SECTION

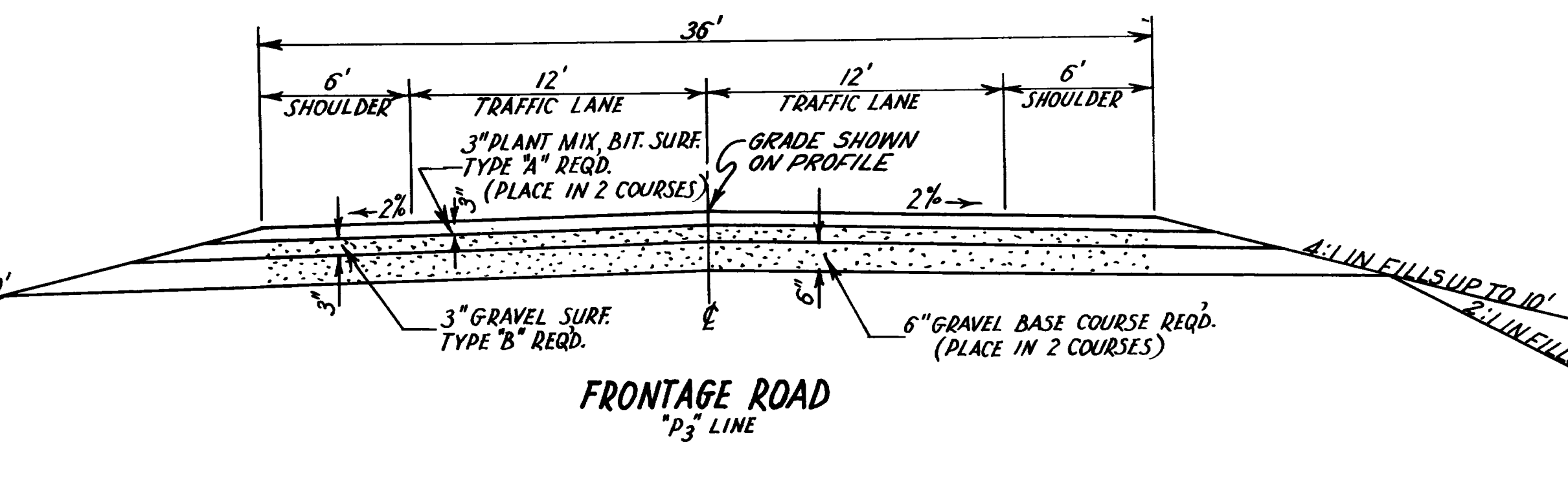
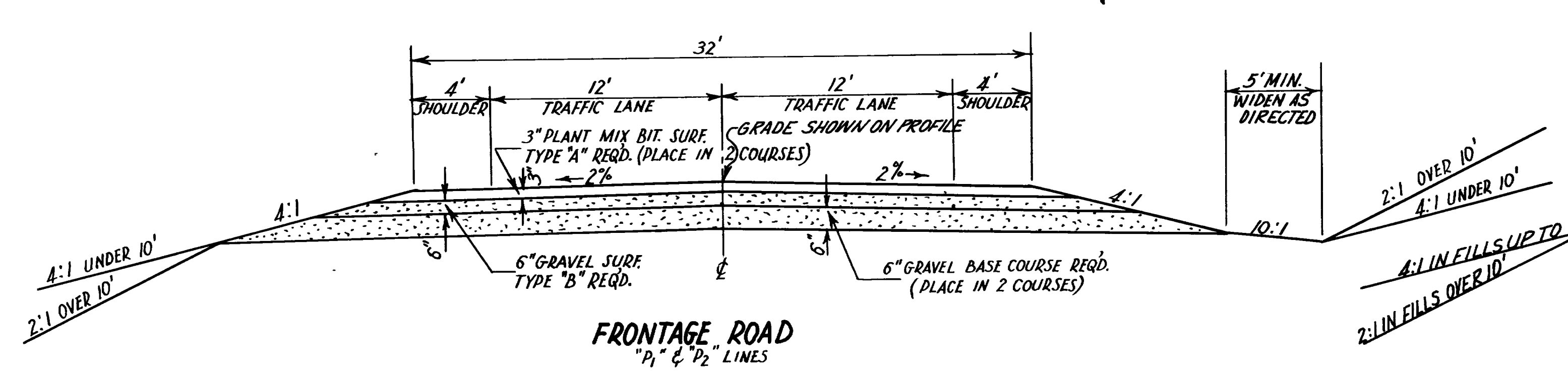
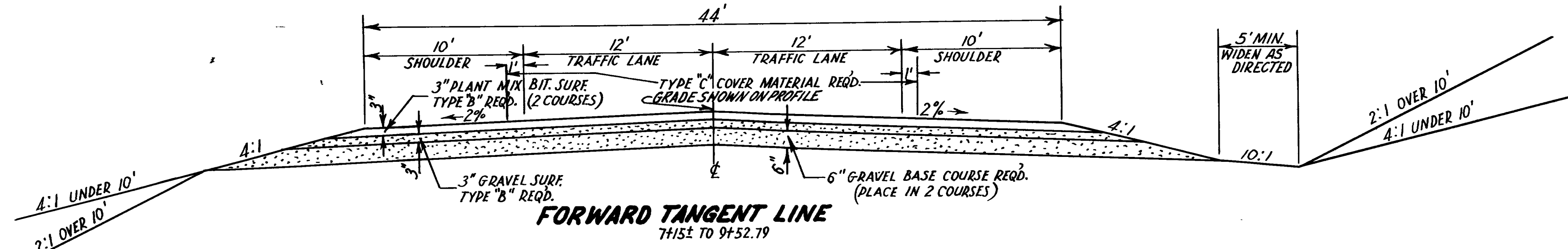
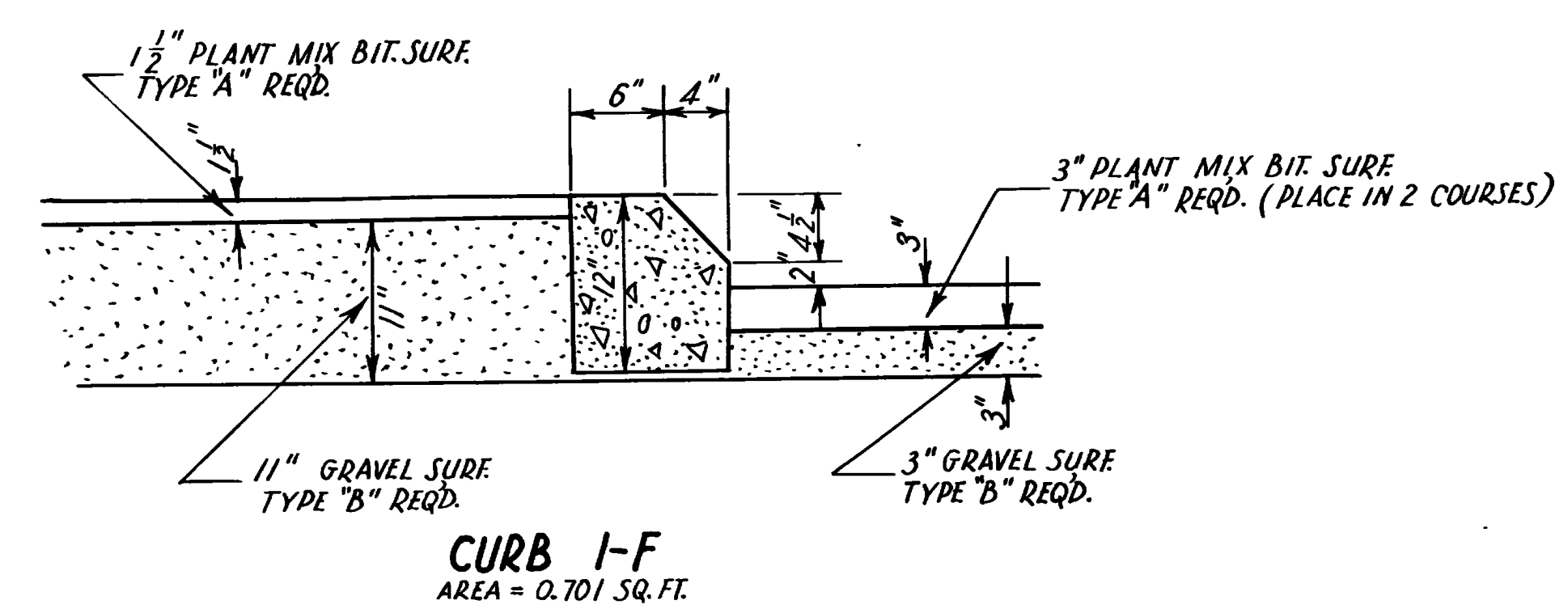
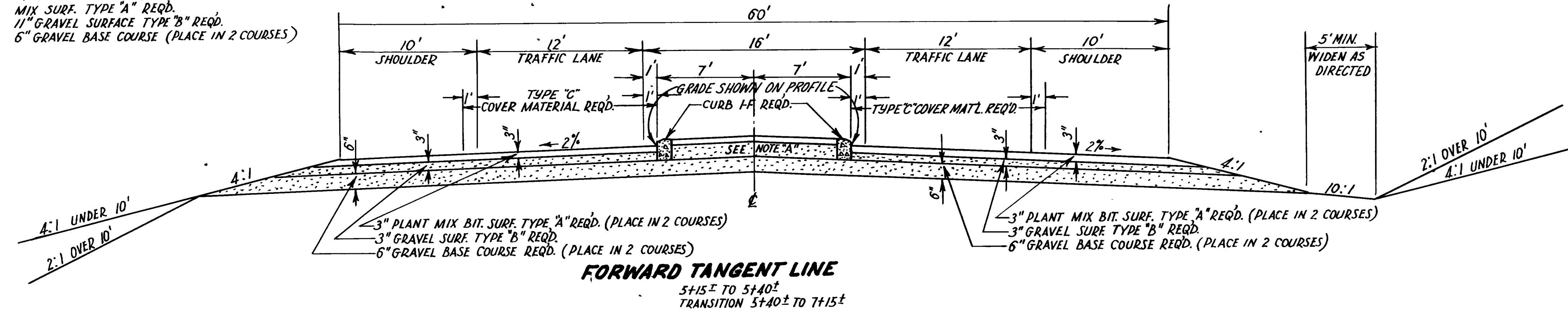
(SEC. CONTR.) SECTIONS 1 & 2

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UTAH	UTAH	F-037-140	POST WAR	2-A	
		FG-037-140		2-A	



NOTE "A"
IN MEDIAN PLACE 1 1/2" PLANT MIX SURF. TYPE "A" REQD.
1" GRAVEL SURFACE TYPE "B" REQD.
6" GRAVEL BASE COURSE (PLACE IN 2 COURSES)

~ BIT. MATERIAL ~
TYPE 120-150 PENETRATION REQD. IN MIX
" MC-1 OR MC-2 REQD. FOR PRIME COAT
" RC-1 OR RC-2 REQD. FOR TACK COAT
" RC-4 REQD. FOR SEAL COAT
COVER MATERIAL TYPE "C" REQD.



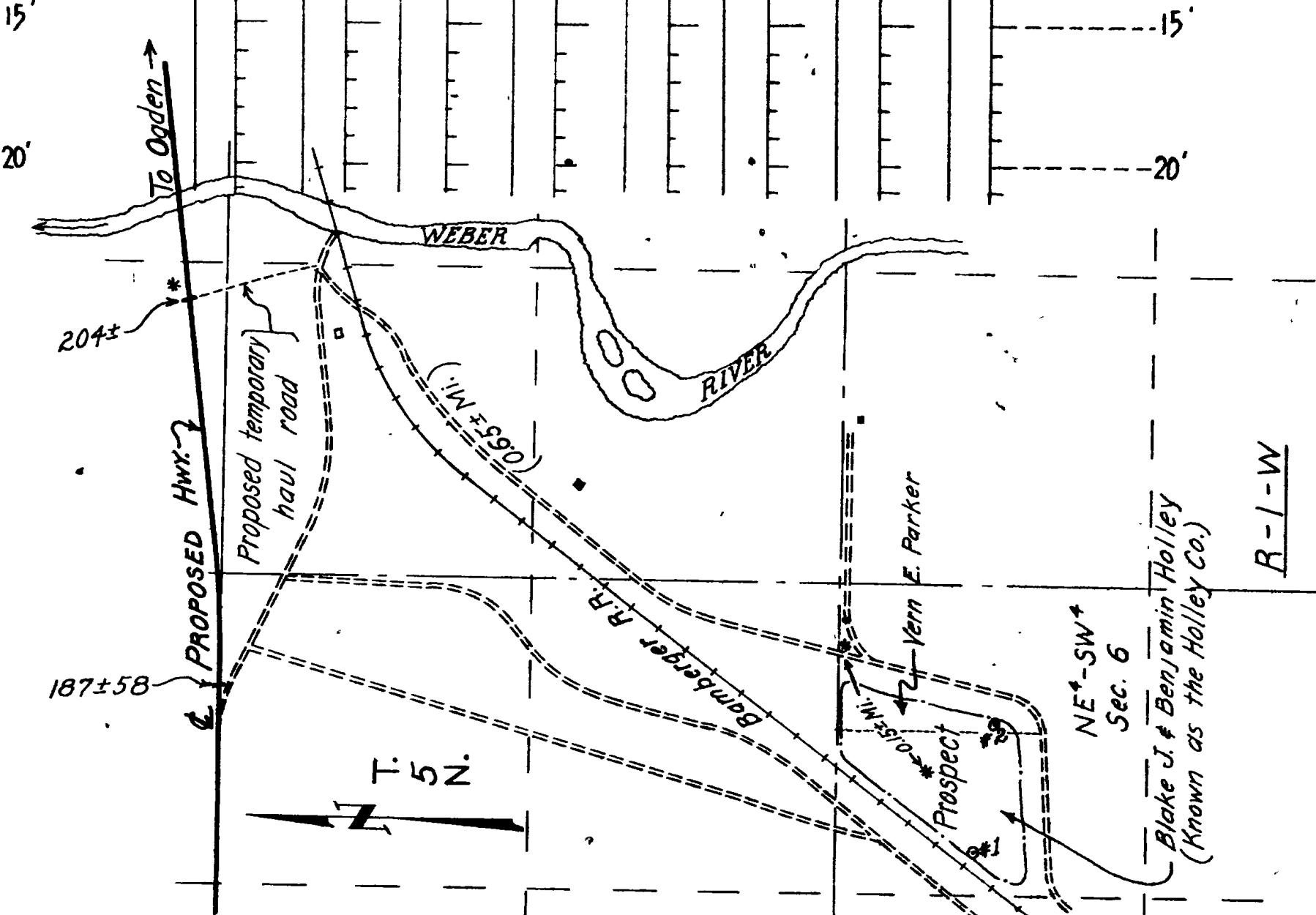
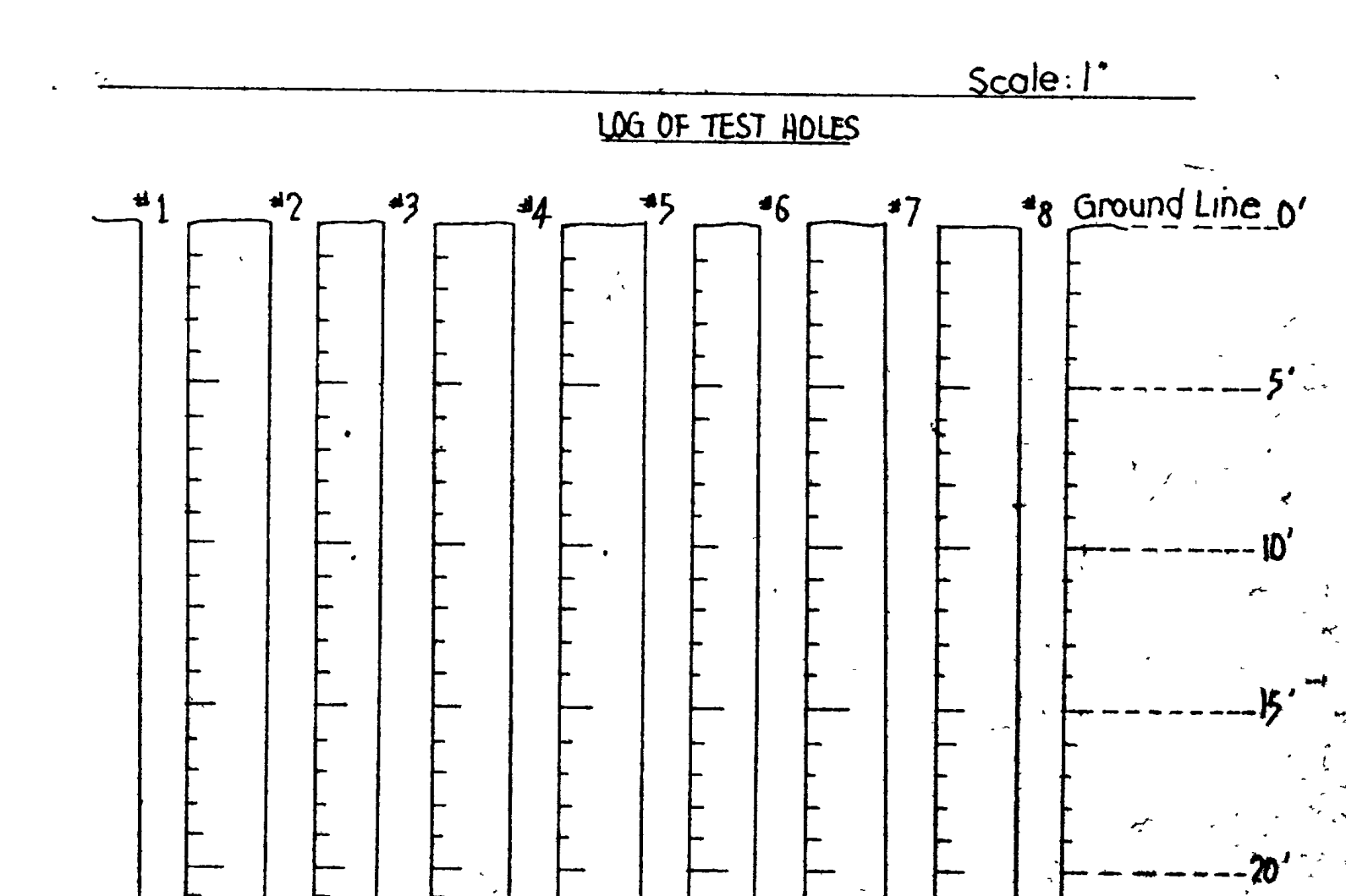
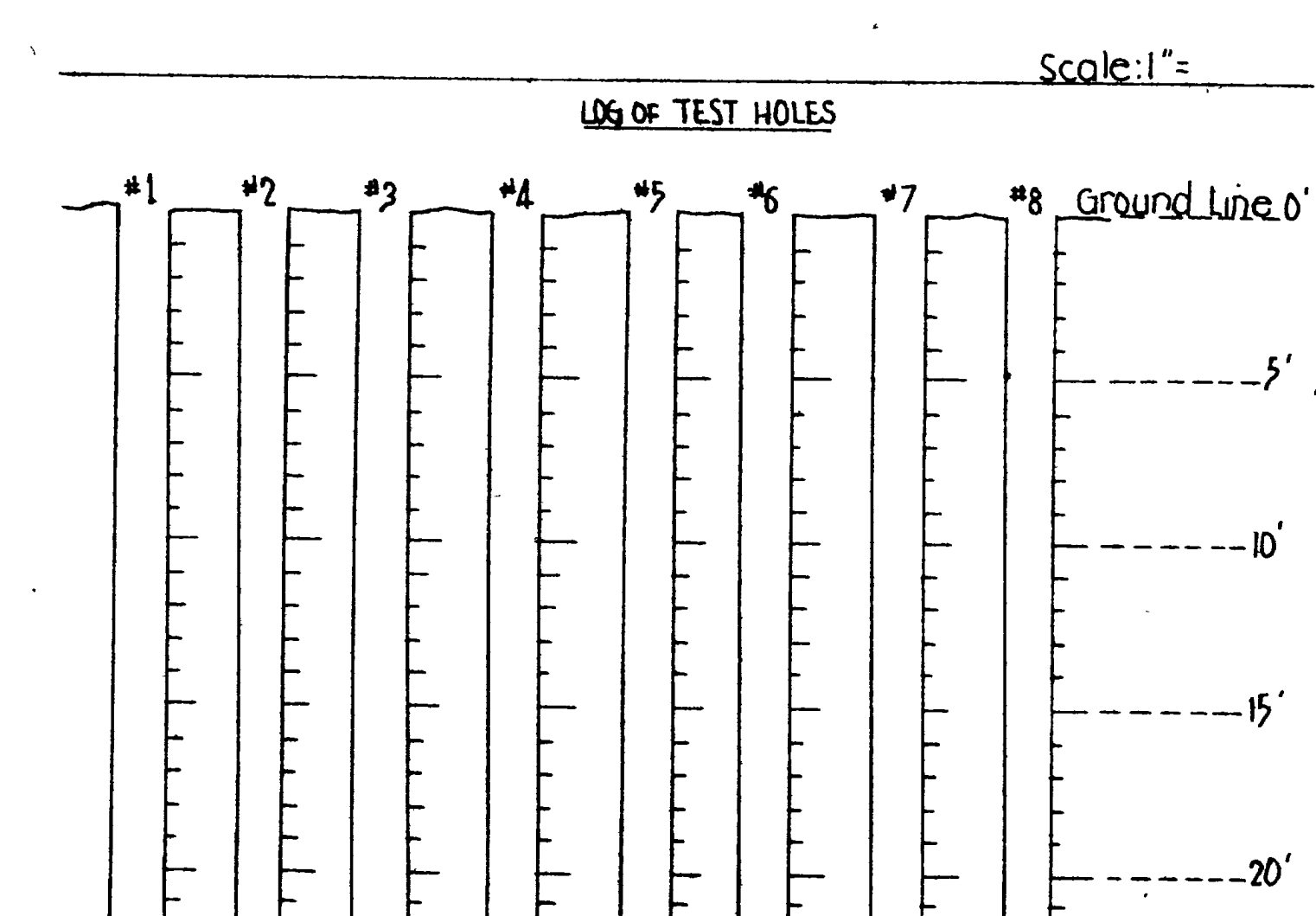
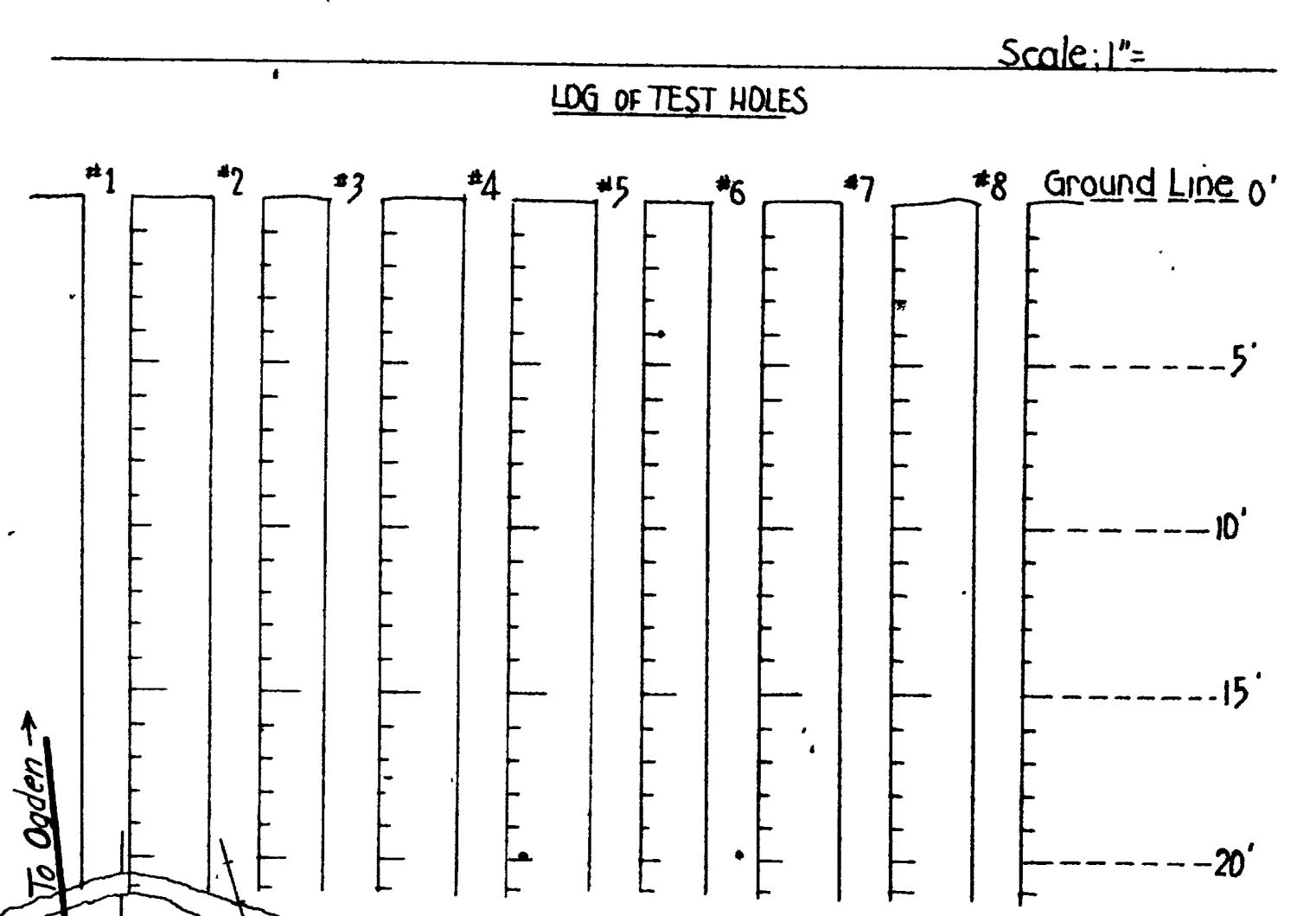
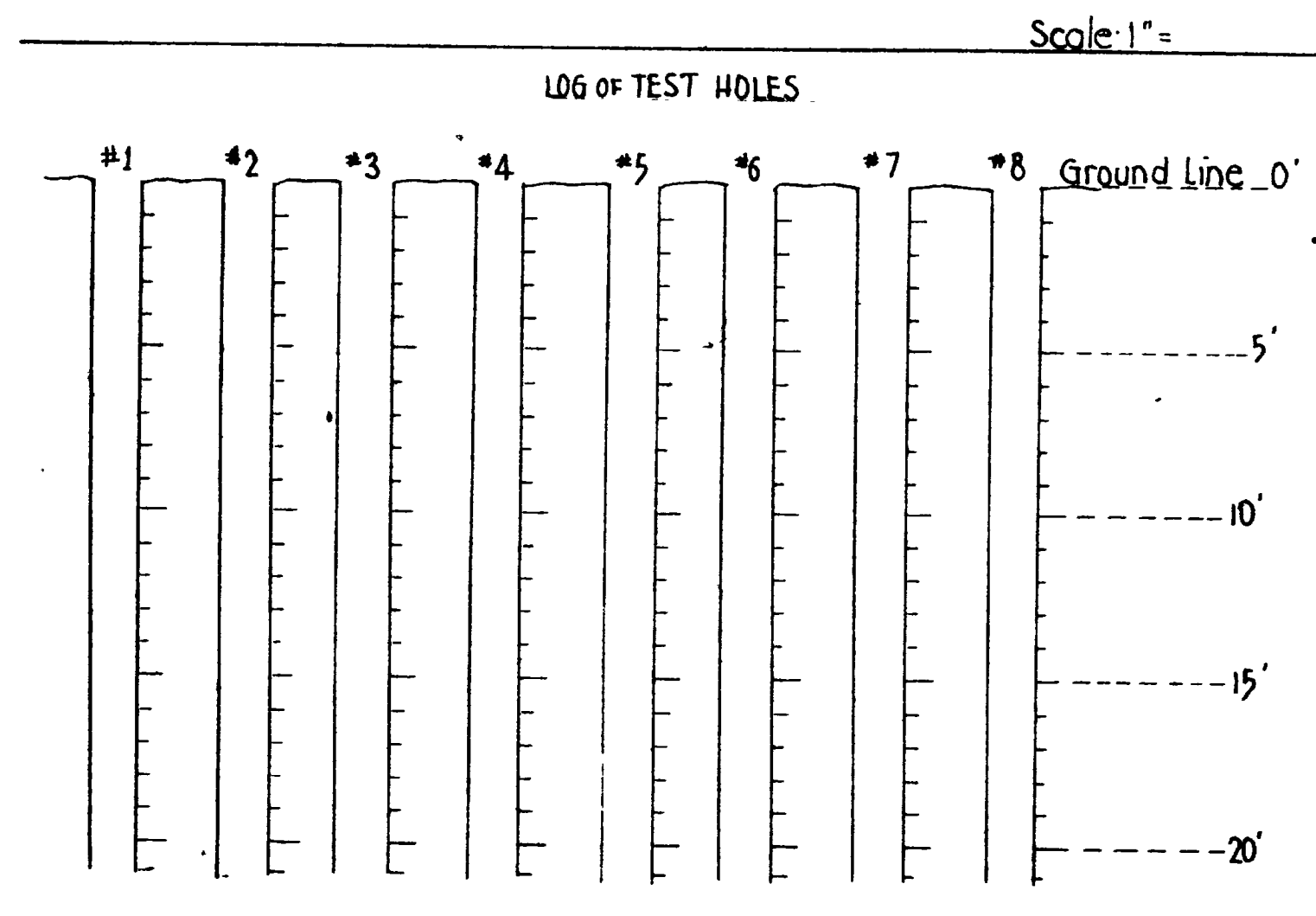
UTAH STATE ROAD COMMISSION
SALT LAKE CITY - UTAH
PLANT MIX BIT SURFACED ROADWAY

REVISIONS	DATE	BY

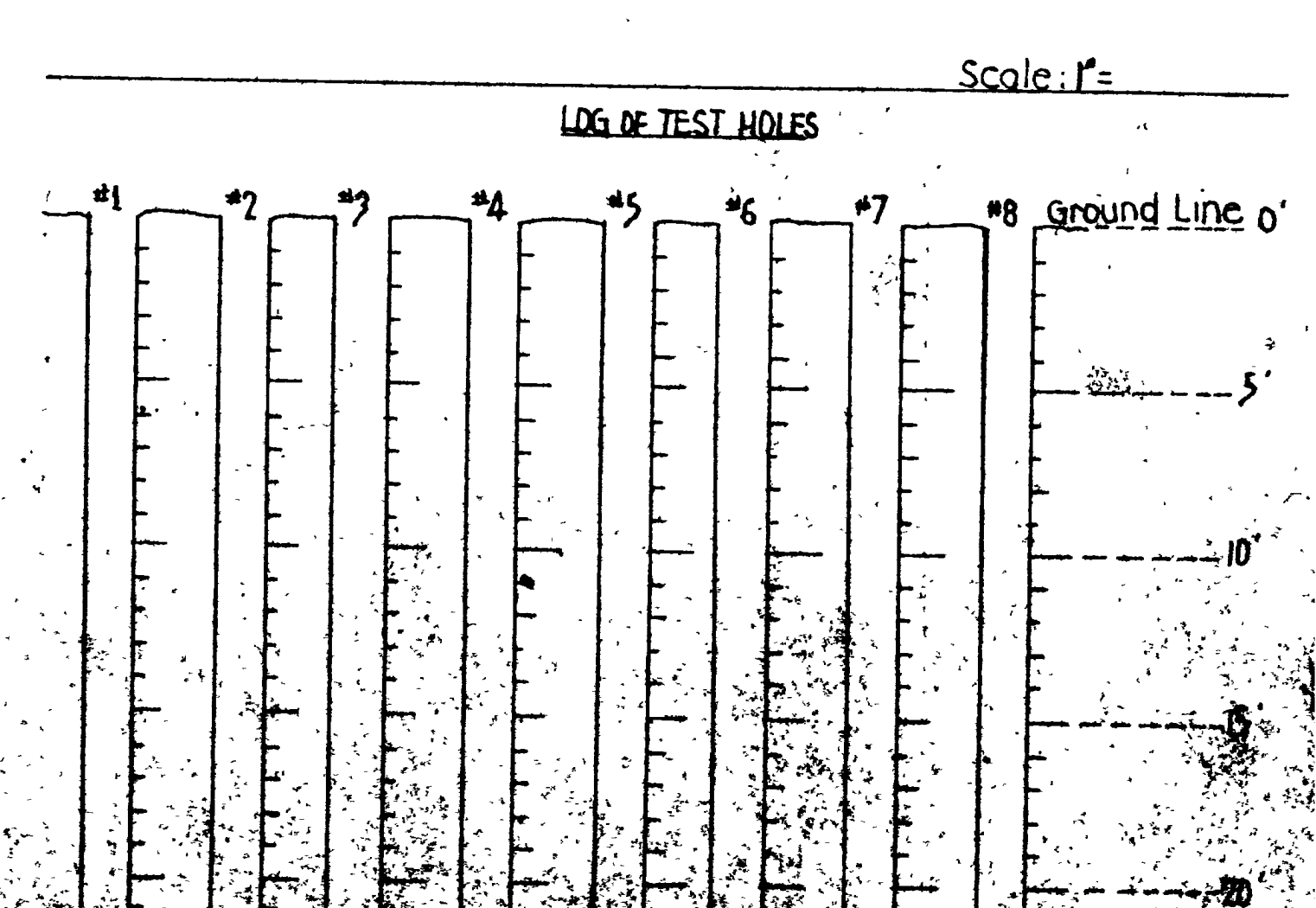
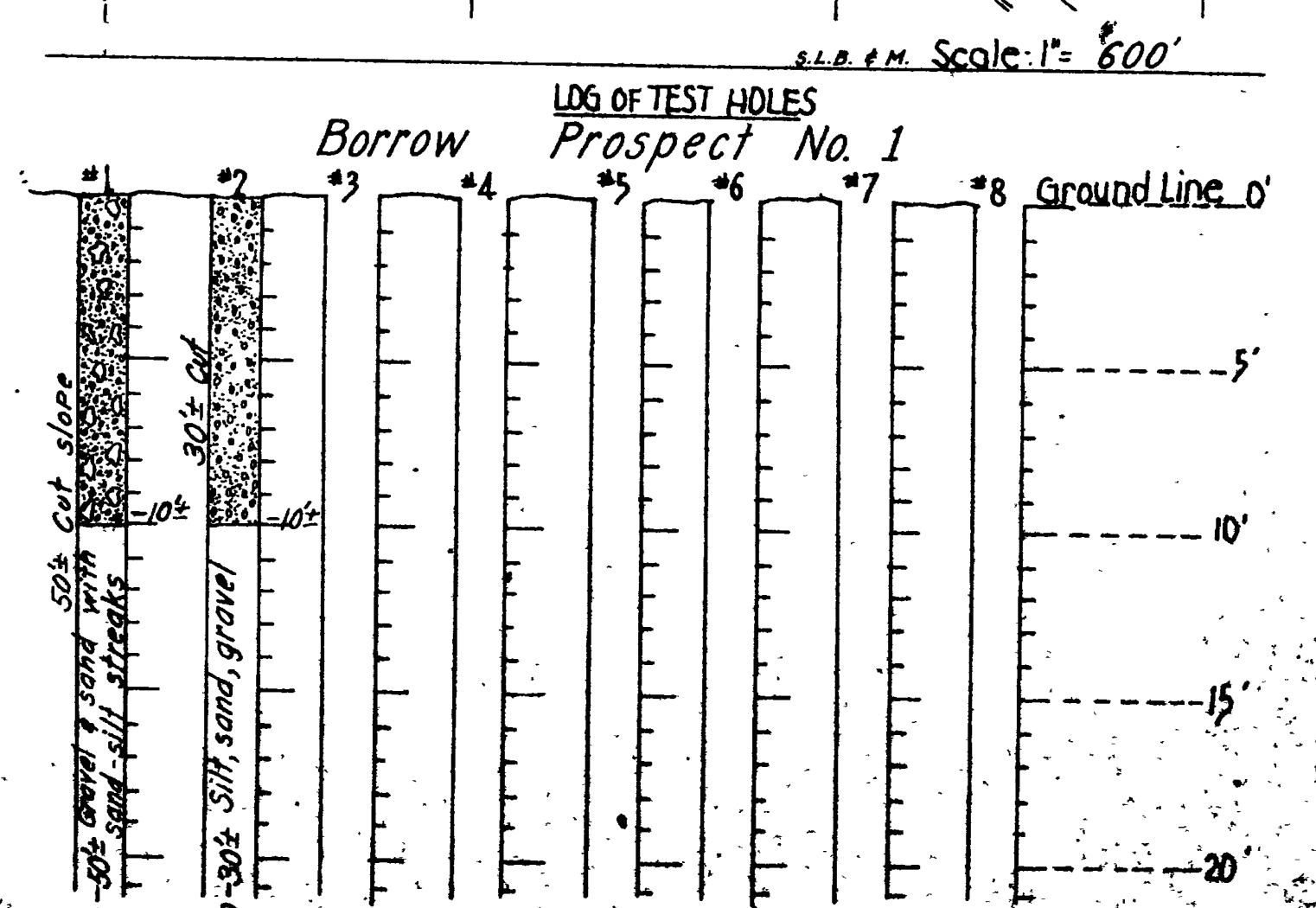
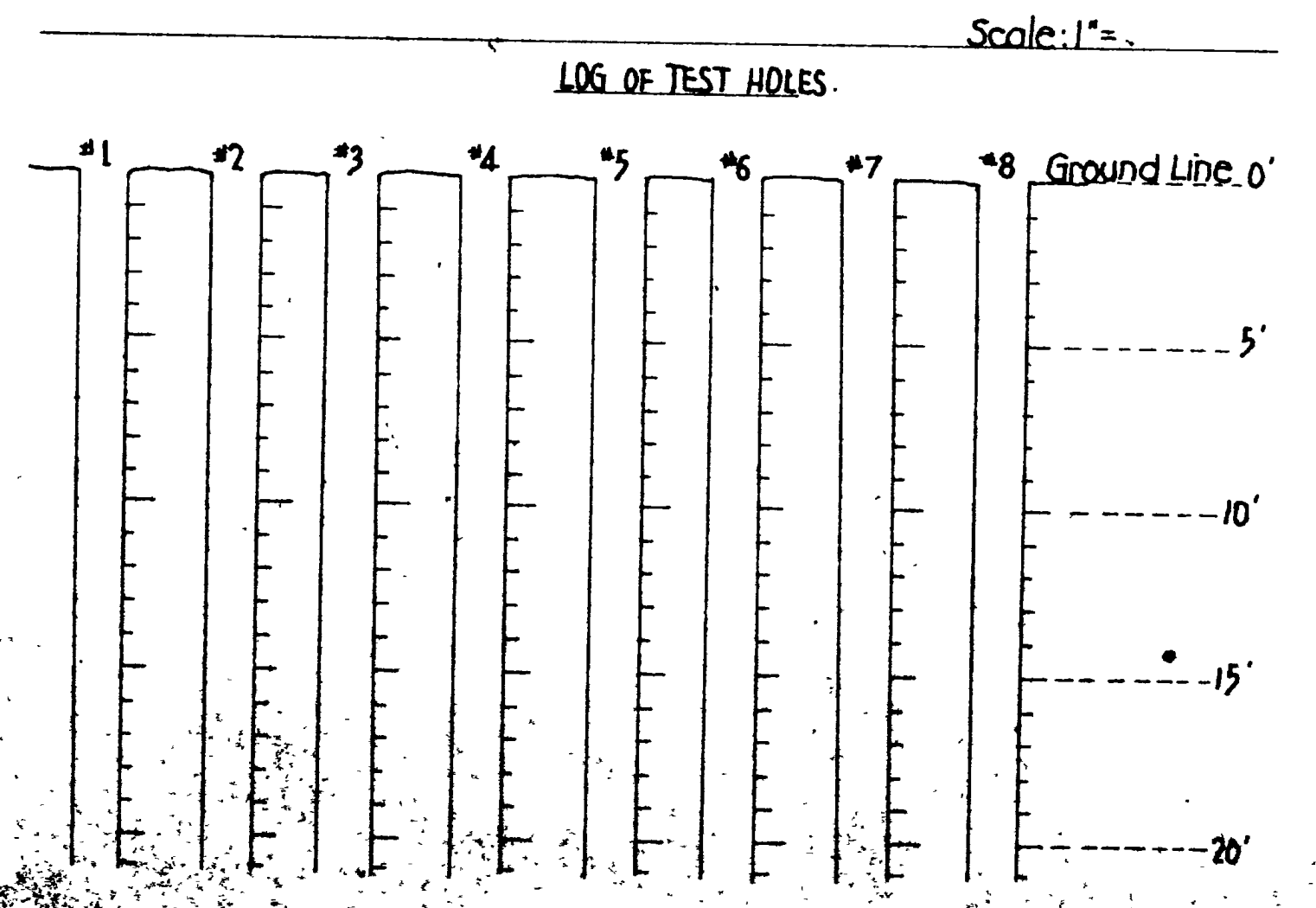
(SEC. CONTR.)

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
UTAH	UTAH	F-037-1(A)	POST WAR	2-5	

REVISIONS
DATE BY



~NOTES~
The information on the above materials prospects shall in no way be construed so as to conflict with Section 1, Article 1-6.2 of Designated Local Materials Sources of the State of Utah Standard Specifications, 1952 Edition and Supplements.
One Prospect Only



LEGEND

Section Line = ————
 1/4 Section Line = - - - - -
 40 Acre Line = - - - - -

CODE:
 Boulders & gravel [Symbol] Sand [Symbol] Clay [Symbol] Silt [Symbol]
 ~~~~~ Water Table \* Bottom of Test Hole

STATE ROAD COMMISSION OF UTAH  
 MATERIALS LABORATORY

PROJECT NO. F-037-1(A)  
 PROJECT NAME From STA 578+00  
 To Junction Main Arroyo  
 MATERIALS PROSPECTS AND  
 TEST HOLES  
 APRIL 2, 1953

REVISIONS  
DATE BY

(Sec. Cont.)  
SECTION 1-~  
F-037-114D POST WAR 3-A

End Forward Tangent  
9+52.79 = P.T. 171+51.75 U-38

U-38 Line  
A = 67° 15' Lt.  
D = 4° 00'  
R = 1432.69'  
T = 952.8'  
L = 1681.25'  
P.I. = 164+22.7

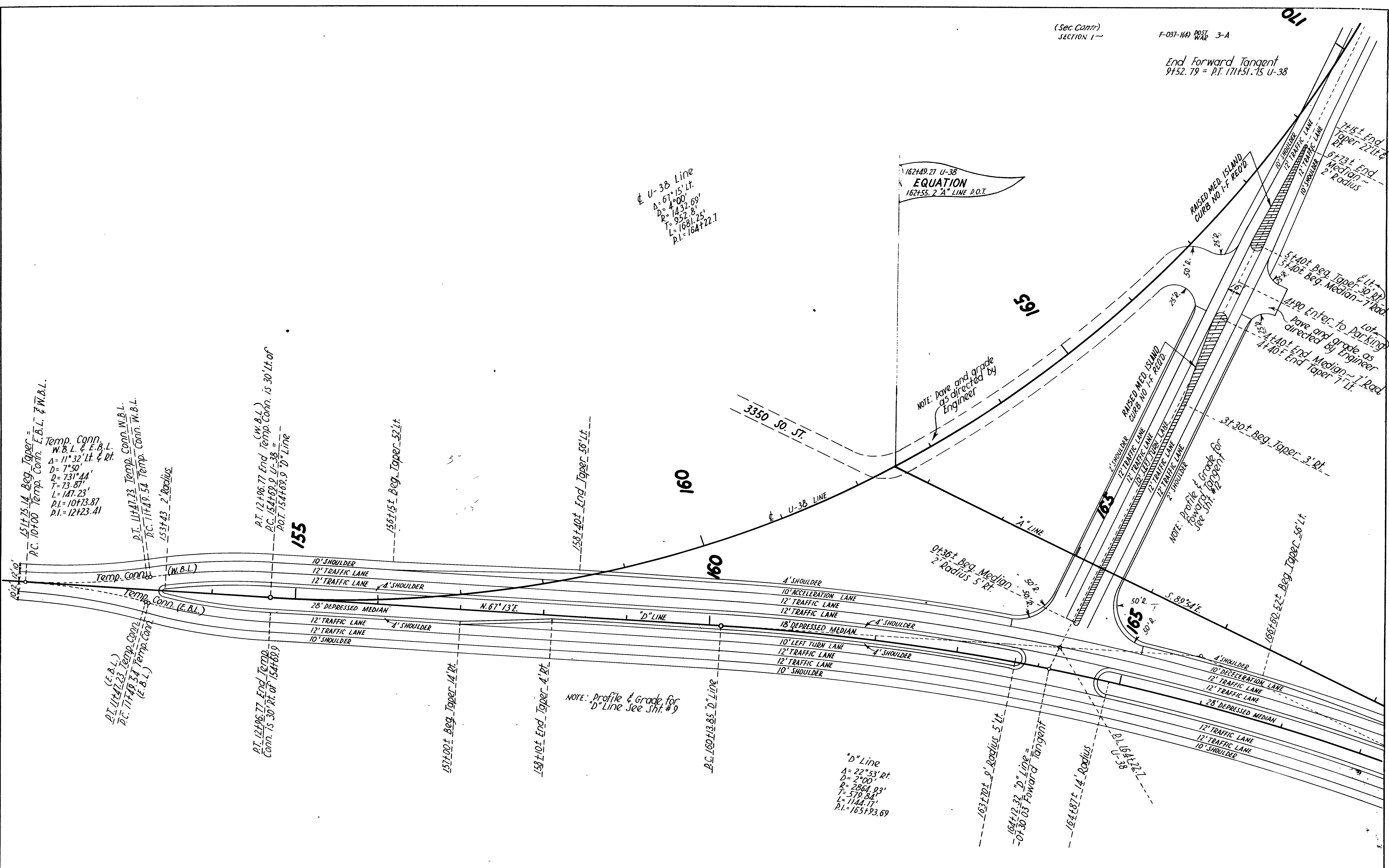
162+49.27 U-38  
EQUATION  
162+55.2 2" LINE P.O.T.

NOTE: Pavement and grade as directed by Engineer

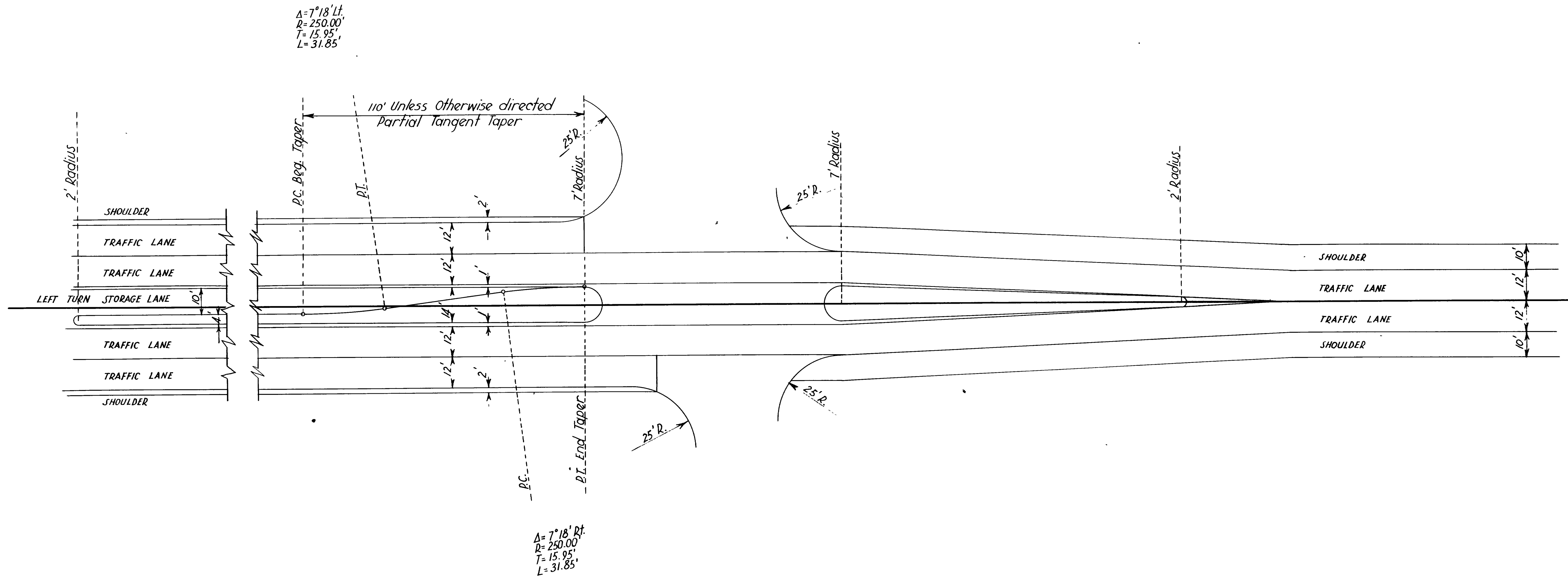
NOTE: Profile forward for #22 permit for

NOTE: Profile & Grade for "D" Line See Sht. #9

"D" Line  
A = 22° 33' Rt.  
D = 2° 00'  
R = 2864.93'  
T = 379.84'  
L = 1144.17'  
P.I. = 165+93.69





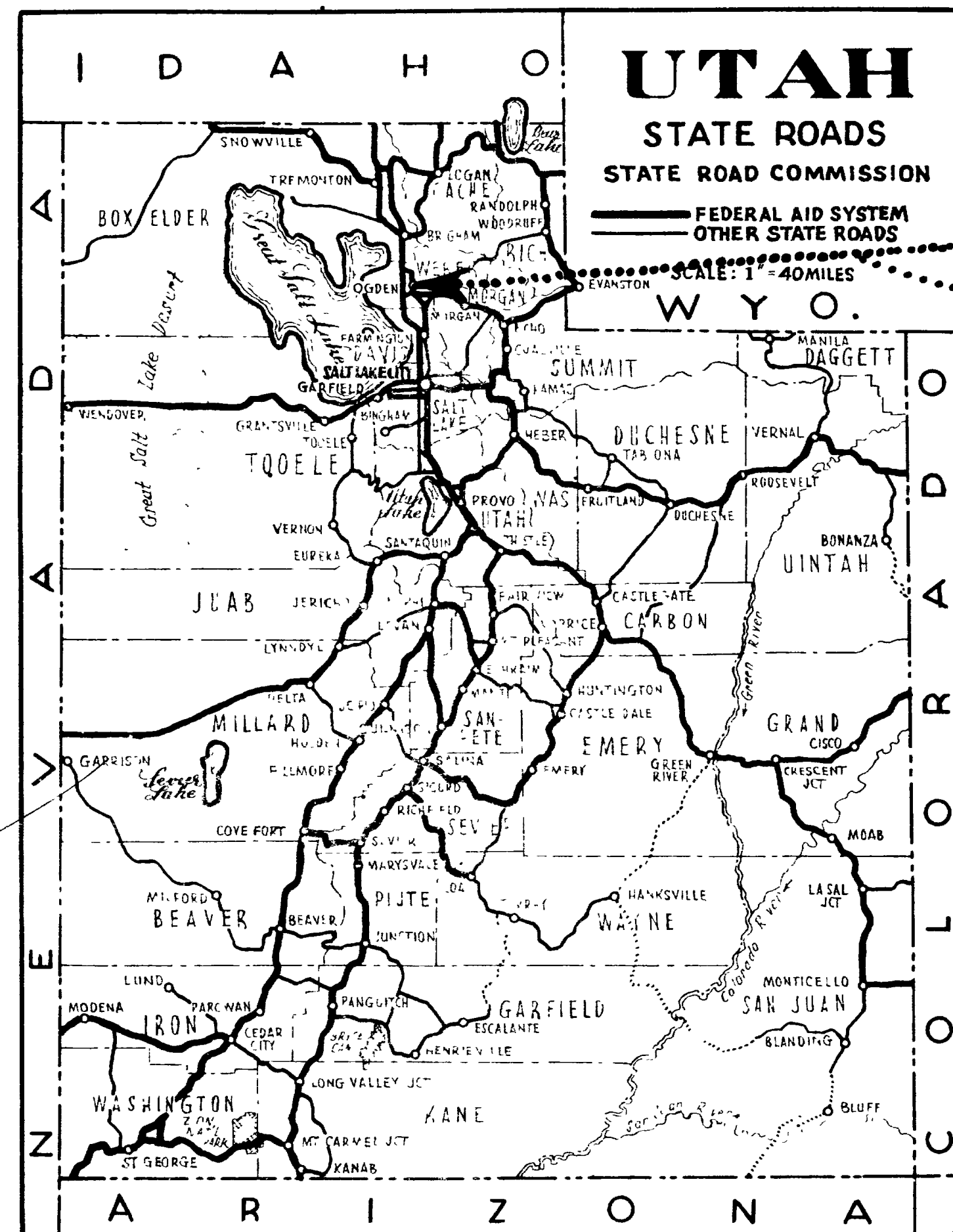


**FORWARD TANGENT**  
 TYPICAL MEDIAN AREA  
 LEFT TURN & STORAGE AREA

REVISIONS  
 DATE BY

|                                                                        |          |
|------------------------------------------------------------------------|----------|
| SHEET . . . OF . . . SHEETS                                            |          |
| UTAH STATE ROAD COMMISSION<br>SALT LAKE CITY UTAH<br>BRIDGE DEPARTMENT |          |
| DESIGNED BY                                                            | SCALE    |
| DRAWN BY                                                               | ISSUED   |
| CHECKED BY                                                             | APPROVED |
| BR NO                                                                  | DRG NO   |

| FED. ROAD DIST. NO.                             | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|-------------------------------------------------|-------|--------------------|-------------|-----------|--------------|
| UT.                                             | UTAH  | S-0568(2)          | POSTWAR     | 1         |              |
| UT.                                             | UTAH  | DF-037-1(3)        | POSTWAR     | 1         |              |
| FIRST CONTRACT: UTAH UTAH F-037-1(4) POST WAR 1 |       |                    |             |           |              |



S-0568(2)  
DF-037-1(3)  
F-037-1(4) FIRST CONTR.

# STATE OF UTAH STATE ROAD COMMISSION

## PLANS OF PROPOSED STATE ROAD FEDERAL AID PROJECT WEBER COUNTY

~~S-0568(2) LENGTH 0.303 MILES~~  
DF-037-1(3) LENGTH 0.022 MILE  
F-037-1(4) FIRST CONTRACT

AS CONSTRUCTED PLANS  
1959 W.W. MARSDEN, RES. ENGR.

INDEX TO SHEETS S-0568(2)

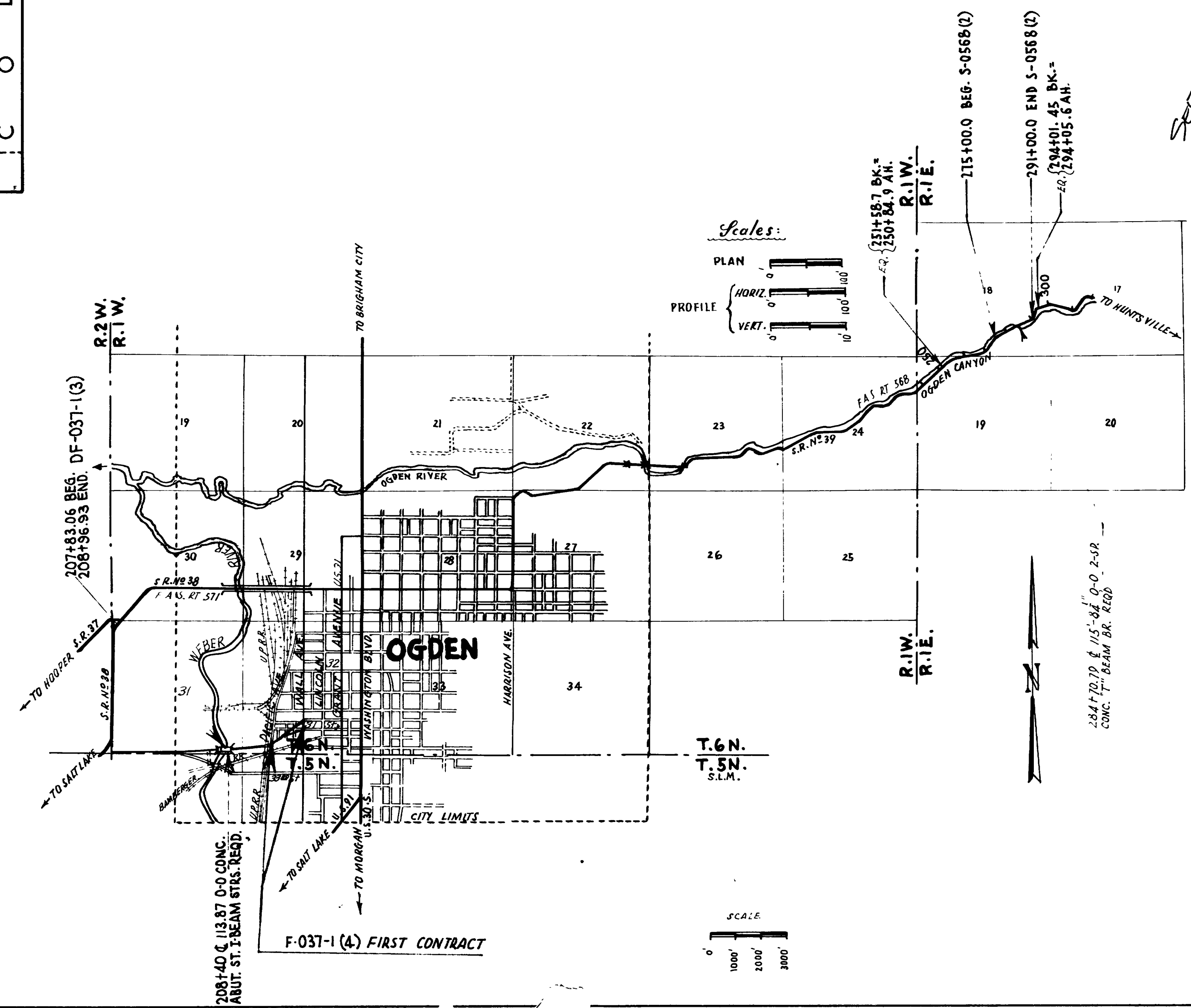
| SHEET | DESCRIPTION                           | DRAWING NO.   | STATION   |
|-------|---------------------------------------|---------------|-----------|
| 1     | TITLE SHEET                           |               |           |
| 2     | TYPICAL SECTION                       |               |           |
| 3     | PLAN & PROFILE                        |               |           |
| 4-26  | 115'-8" 0-0 2-SP CONC. BEAM BR. D-63A |               | 284+70.75 |
| 27    | STD. HAND RAIL DETAILS                | SR-3-2        | 284+70.75 |
| 28-30 | RET. WALLS                            | V-722         |           |
| 31-33 | STD. HIGHWAY SIGNS                    | B-95, 1, 2, 3 |           |
| 34-A  | " F.A. & R.W. MARKERS                 | M-45          |           |
| 34-B  | " FOR SUPEREL. CURVES                 | M-180         |           |

INDEX TO SHEETS DF-037-1(3)

| SHEET NO. | DESCRIPTION                          | DRAWING NO.   | STATION |
|-----------|--------------------------------------|---------------|---------|
| 1         | TITLE SHEET                          |               |         |
| 2         | PLAN & PROFILE                       |               |         |
| 3-15      | 115' 0-0 CONC. ABUT. ST. I BEAM STRS | C-3.0         | 285+40  |
| 16        | STD. HANDRAIL DETAILS                | SR-3-2        | 285+40  |
| 17-19     | HIGHWAY SIGNS                        | B-95, 1, 2, 3 |         |

INDEX TO SHEETS F-037-1(4) FIRST CONTRACT

| SHEET NO. | DESCRIPTION | DRAWING NO. | STATION |
|-----------|-------------|-------------|---------|
| 1         | TITLE SHEET |             |         |
| 2         | PLAN        |             |         |



31<sup>st</sup> St.  
E. APPROX. 100' W  
SEE # 69 18

See # 63 build highway from 7 20

STATE ROAD COMMISSION OF UTAH  
RECOMMENDED FOR APPROVAL: 1959

ASSISTANT DIRECTOR OF HIGHWAYS FOR ENGINEERING  
APPROVED: 1959  
*Edwin R. Morgan*  
DIRECTOR OF HIGHWAYS

DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS

APPROVED: \_\_\_\_\_  
DIVISION ENGINEER DATE \_\_\_\_\_



LIST OF STRUCTURES

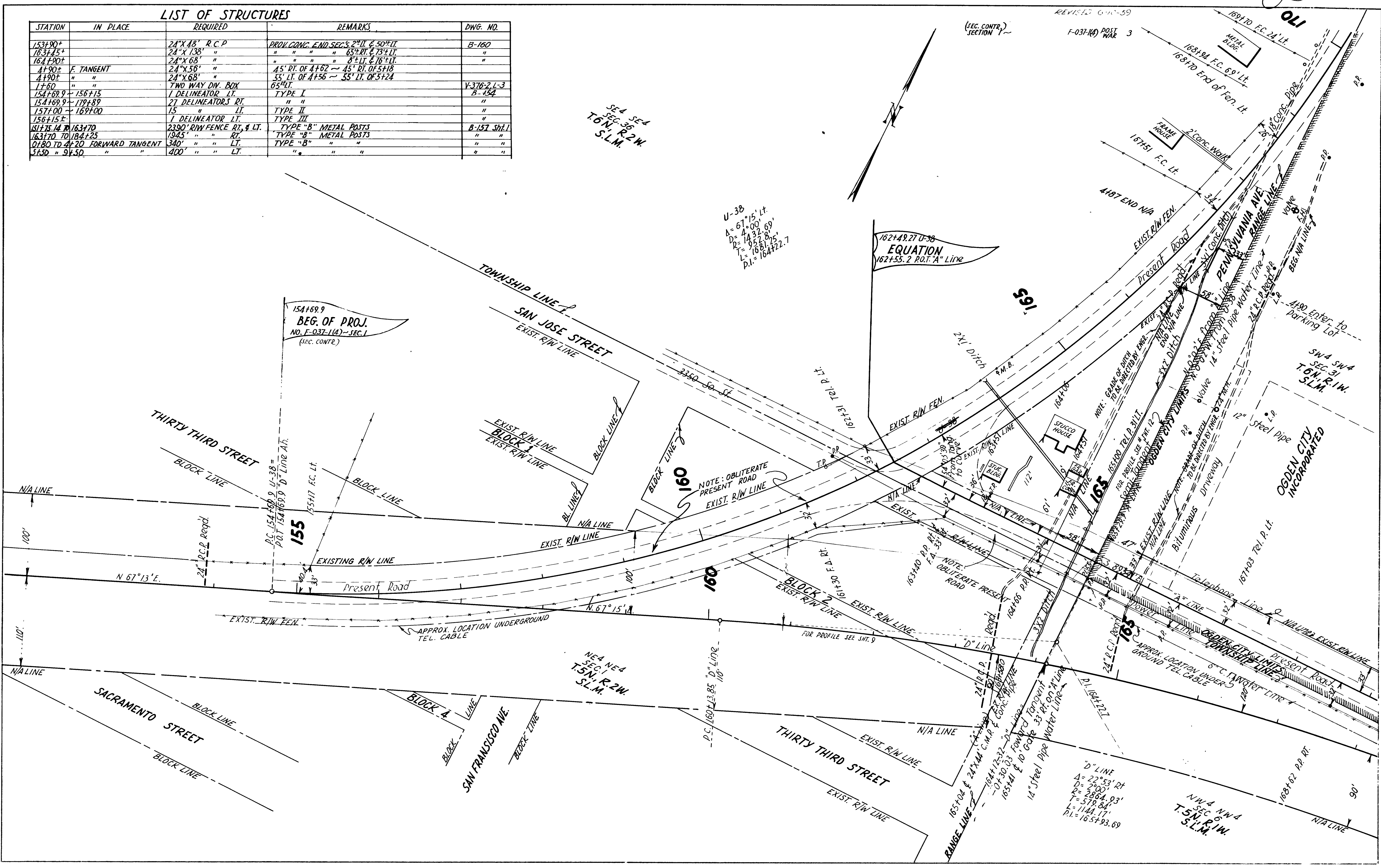
| STATION             | IN PLACE        | REQUIRED                  | REMARKS                                                         | DWG. NO.    |
|---------------------|-----------------|---------------------------|-----------------------------------------------------------------|-------------|
| 153+90+             |                 | 24" X 48" R.C.P.          | PROV. CONC. END SEC'S 2 <sup>ND</sup> II & 50 <sup>TH</sup> LT. | B-160       |
| 163+45+             |                 | 24" X 138" "              | " " " " 65 <sup>TH</sup> RT. & 73 <sup>RD</sup> LT.             | "           |
| 164+90+             |                 | 24" X 68" "               | " " " " 8 <sup>TH</sup> LT. & 16 <sup>TH</sup> LT.              | "           |
| 4+90+               | F. TANGENT      | 24" X 56" "               | 45' RT. OF 4+62 ~ 45' RT. OF 5+18                               | "           |
| 4+90+               | "               | 24" X 68" "               | 55' LT. OF 4+56 ~ 55' LT. OF 5+24                               | "           |
| 1+60                | "               | TWO WAY DIV. BOX          | 65 <sup>TH</sup> LT.                                            | V-376-2 L-3 |
| 154+69.9            | 156+15          | 1 DELINEATOR LT.          | TYPE I                                                          | B-154       |
| 154+69.9            | 179+89          | 27 DELINEATORS RT.        | "                                                               | "           |
| 157+00              | 169+00          | 15 " LT.                  | TYPE II                                                         | "           |
| 156+15.5            |                 | 1 DELINEATOR LT.          | TYPE III                                                        | "           |
| 161+75.14 TO 163+70 |                 | 2390' R/W FENCE RT. & LT. | TYPE "B" METAL POSTS                                            | B-157 SH. I |
| 163+70 TO 184+25    |                 | 1945' " " RT.             | TYPE "B" METAL POSTS                                            | "           |
| 0+80 TO 4+20        | FORWARD TANGENT | 340' " " LT.              | TYPE "B" " "                                                    | "           |
| 5+50                | 9+50            | 400' " " LT.              | " " " "                                                         | "           |

SEA SEA  
SEC. 36  
T. 6 N. R. 2 W.  
S.L.M.

REVISIO 6-10-59  
F-037-1(4) POST WAR 3

(LEG. CONTR.)  
SECTION 1

05  
OLI



U-38  
A = 67° 15' Lt.  
D = 4° 00'  
R = 1432.69'  
L = 958.89'  
P.I. = 164722.7

162+49.27 U-38  
EQUATION  
162+55.2 P.O.T. "A" Line

154+69.9  
BEG. OF PROJ.  
NO. F-037-1(4)-SEC. 1  
(SEC. CONTR.)

NOTE: OBLITERATE  
PRESENT ROAD  
EXIST. R/W LINE

NOTE: OBLITERATE PRESENT  
ROAD

NEA NEA  
SEC. 1  
T. 5 N. R. 2 W.  
S.L.M.

"D" LINE  
Δ = 23° 33' RT  
D = 2600'  
R = 2864.93'  
T = 579.84'  
L = 144.17'  
P.I. = 165493.69

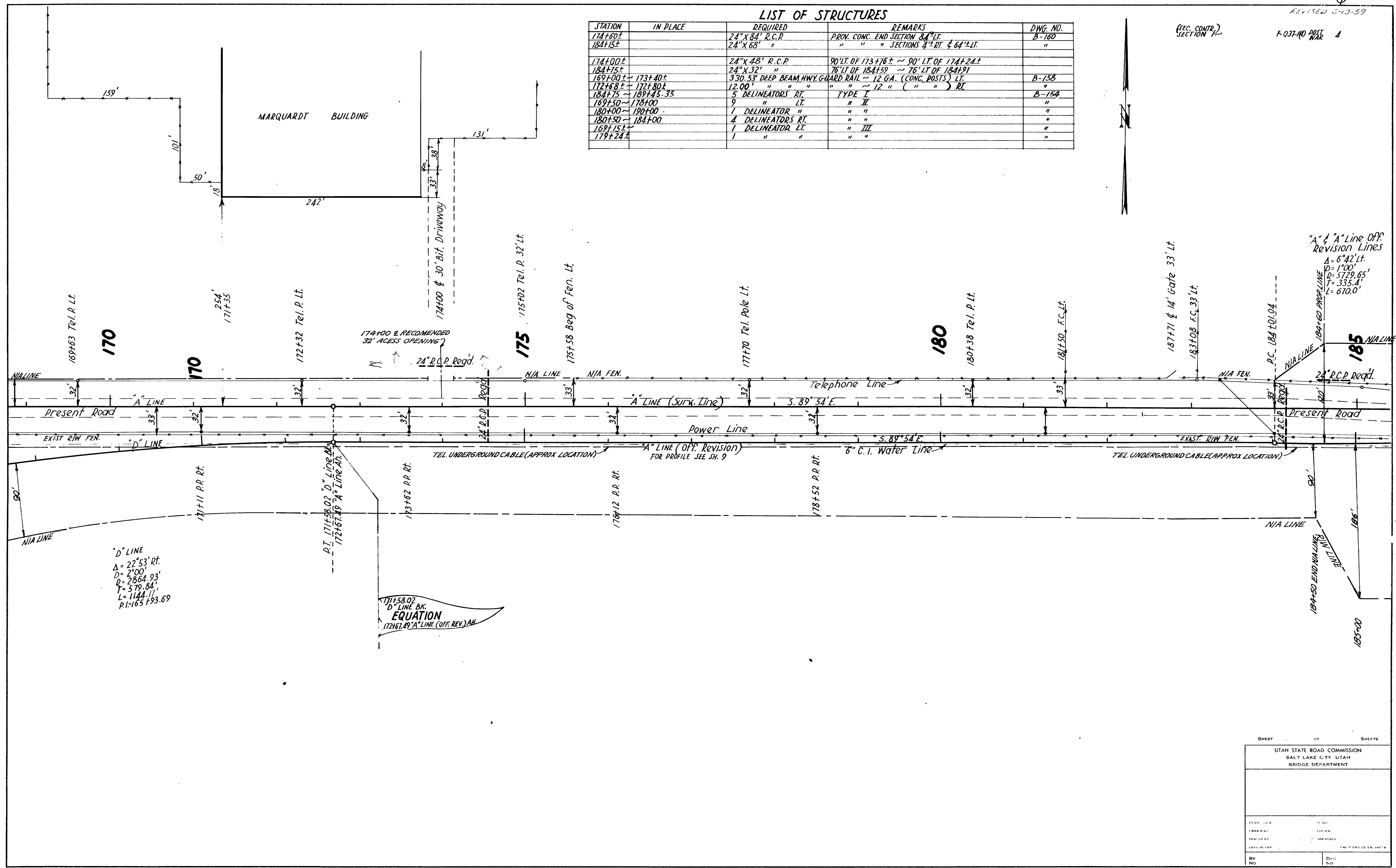
NWA NWA  
SEC. 6  
T. 5 N. R. 1 W.  
S.L.M.

REVISIONS  
DATE BY

(SEC. CONTR.)  
SECTION 2

F-037-MD POST  
PAGE 4

| STATION            | IN PLACE | REQUIRED                           | REMARKS                                 | DWG. NO. |
|--------------------|----------|------------------------------------|-----------------------------------------|----------|
| 174+60±            |          | 24" X 84" R.C.P.                   | PROX. CONC. END SECTION 84" LT.         | B-160    |
| 184+15±            |          | 24" X 68" "                        | " " " SECTIONS 4" RT. & 64" LT.         | "        |
| 174+00±            |          | 24" X 48" R.C.P.                   | 90' LT. OF 173+76± ~ 90' LT. OF 174+24± |          |
| 184+75±            |          | 24" X 32" "                        | 76' LT. OF 184+59 ~ 76' LT. OF 184+91   |          |
| 169+00± ~ 173+40±  |          | 3'30.53' DEEP BEAM HWY. GUARD RAIL | ~ 12 GA. (CONG. POSTS) LT.              | B-158    |
| 172+68± ~ 172+80±  |          | 12.00' " " " "                     | " " " " " " " " RT.                     | "        |
| 184+75 ~ 189+45.35 |          | 5 DELINEATORS RT.                  | " TYPE I                                | B-154    |
| 169+50 ~ 178+00    |          | 9 " " LT.                          | " II                                    | "        |
| 180+00 ~ 190+00    |          | 1 DELINEATOR "                     | " "                                     | "        |
| 180+50 ~ 184+00    |          | 4 DELINEATORS RT.                  | " "                                     | "        |
| 169+15± ~ 179+24±  |          | 1 DELINEATOR LT.                   | " III                                   | "        |
|                    |          | 1 " " "                            | " "                                     | "        |



REVISIONS  
DATE BY

SHEET OF SHEETS

UTAH STATE ROAD COMMISSION  
SALT LAKE C.TY. UTAH  
BRIDGE DEPARTMENT

DESIGNED BY: \_\_\_\_\_

DRAWN BY: \_\_\_\_\_

CHECKED BY: \_\_\_\_\_

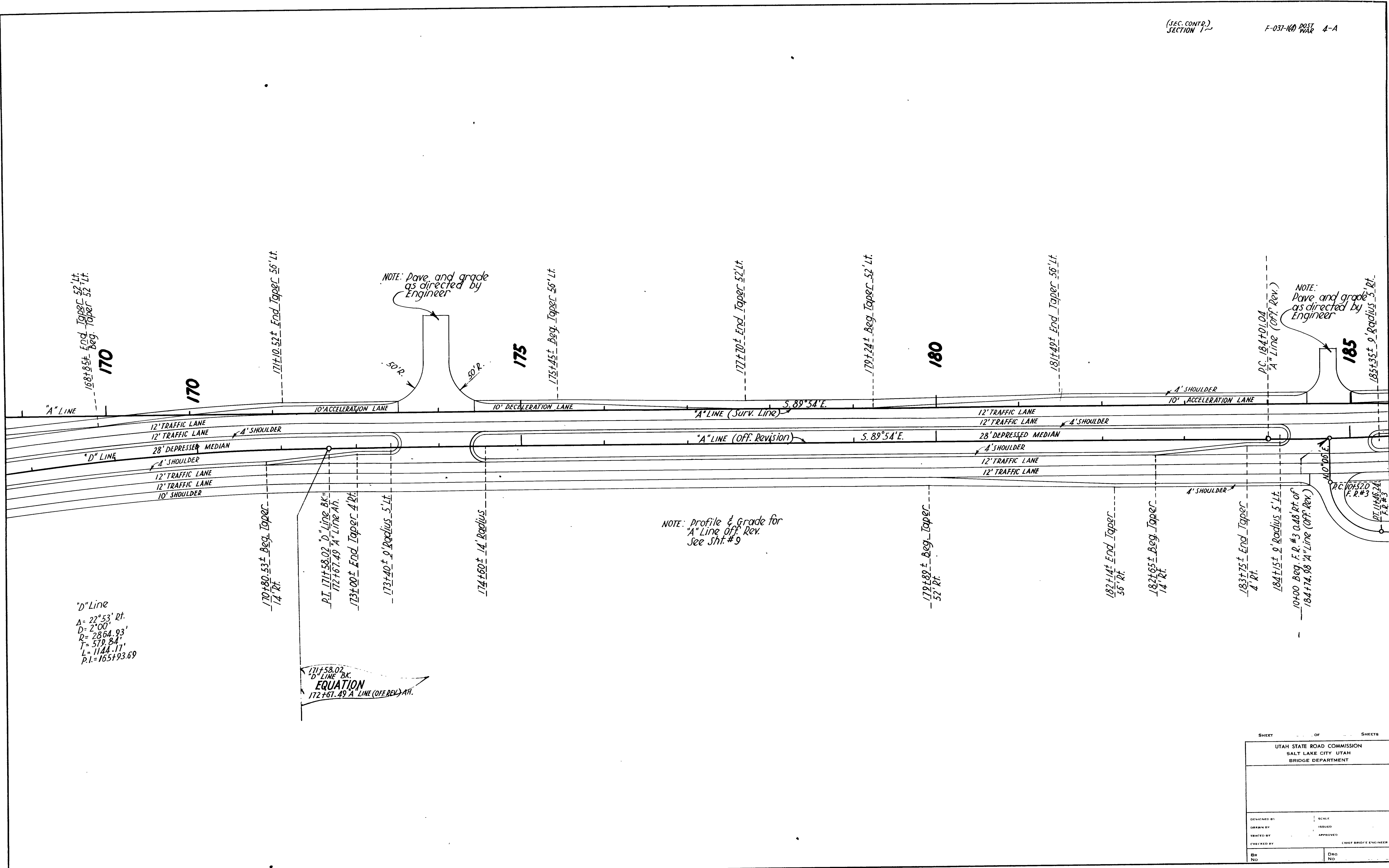
DATE: \_\_\_\_\_

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

DWG. NO. \_\_\_\_\_



REVISIONS  
DATE BY



D' Line  
 $\Delta = 22^{\circ} 53' RT.$   
 $D = 2^{\circ} 00'$   
 $R = 2864.93'$   
 $T = 579.84'$   
 $L = 1144.11'$   
 $P.I. = 165+93.69$

171+58.02  
 D' LINE Bk.  
**EQUATION**  
 172+67.49 A' LINE (OFF. REV.) Off.

|                                                                        |                       |
|------------------------------------------------------------------------|-----------------------|
| SHEET OF SHEETS                                                        |                       |
| UTAH STATE ROAD COMMISSION<br>SALT LAKE CITY UTAH<br>BRIDGE DEPARTMENT |                       |
| DESIGNED BY                                                            | SCALE                 |
| DRAWN BY                                                               | ISSUED                |
| TRACED BY                                                              | APPROVED              |
| CHECKED BY                                                             | CHIEF BRIDGE ENGINEER |
| BR NO                                                                  | DRG NO                |





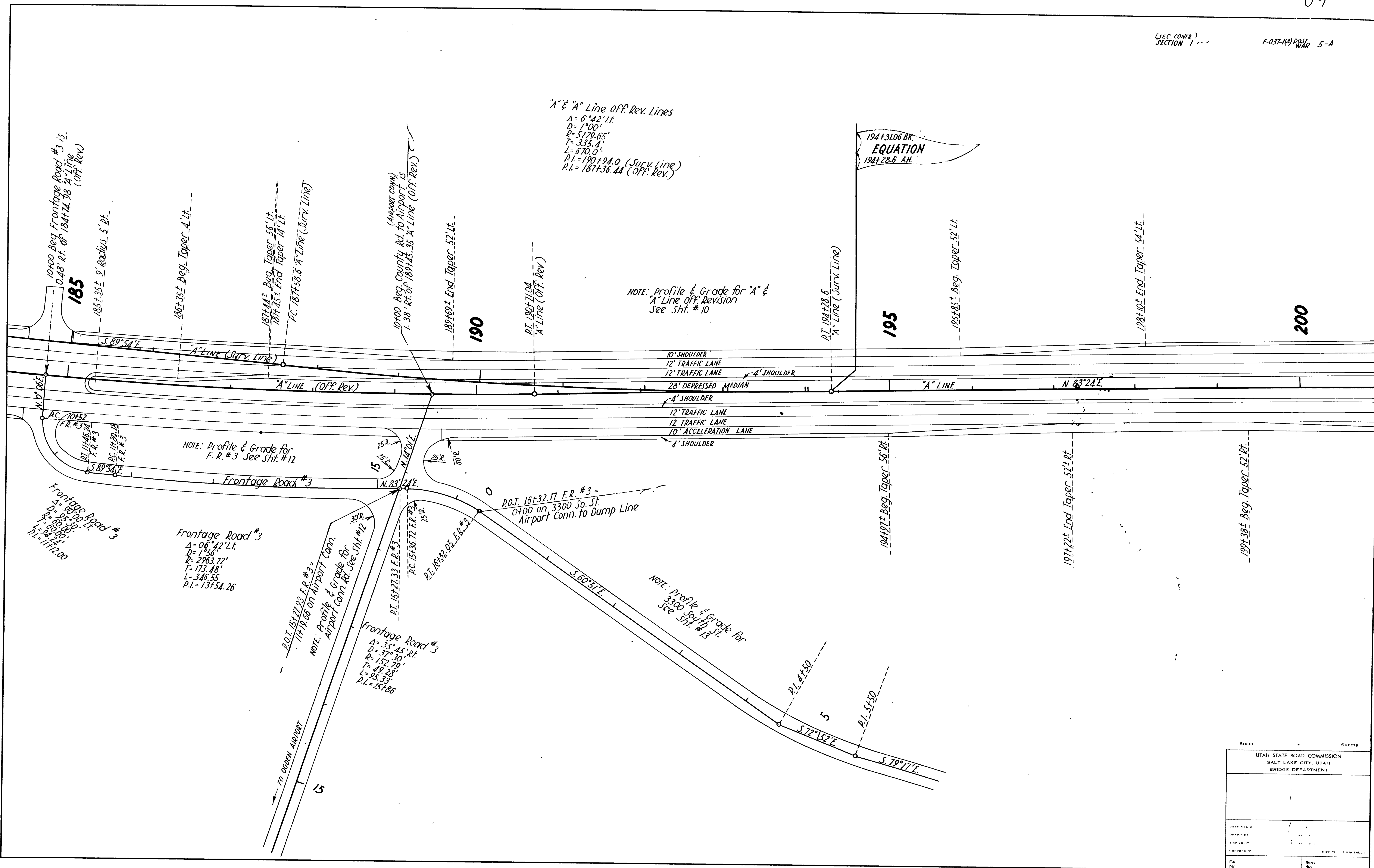
"A" & "A" Line Off. Rev. Lines  
 $\Delta = 6^{\circ}42' Lt.$   
 $D = 1^{\circ}00'$   
 $R = 5729.65'$   
 $T = 335.4'$   
 $L = 670.0'$   
 $P.I. = 190+94.0$  (Surv. Line)  
 $P.L. = 187+36.44$  (Off. Rev.)

NOTE: Profile & Grade for "A" & "A" Line Off. Revision See Sht. # 10

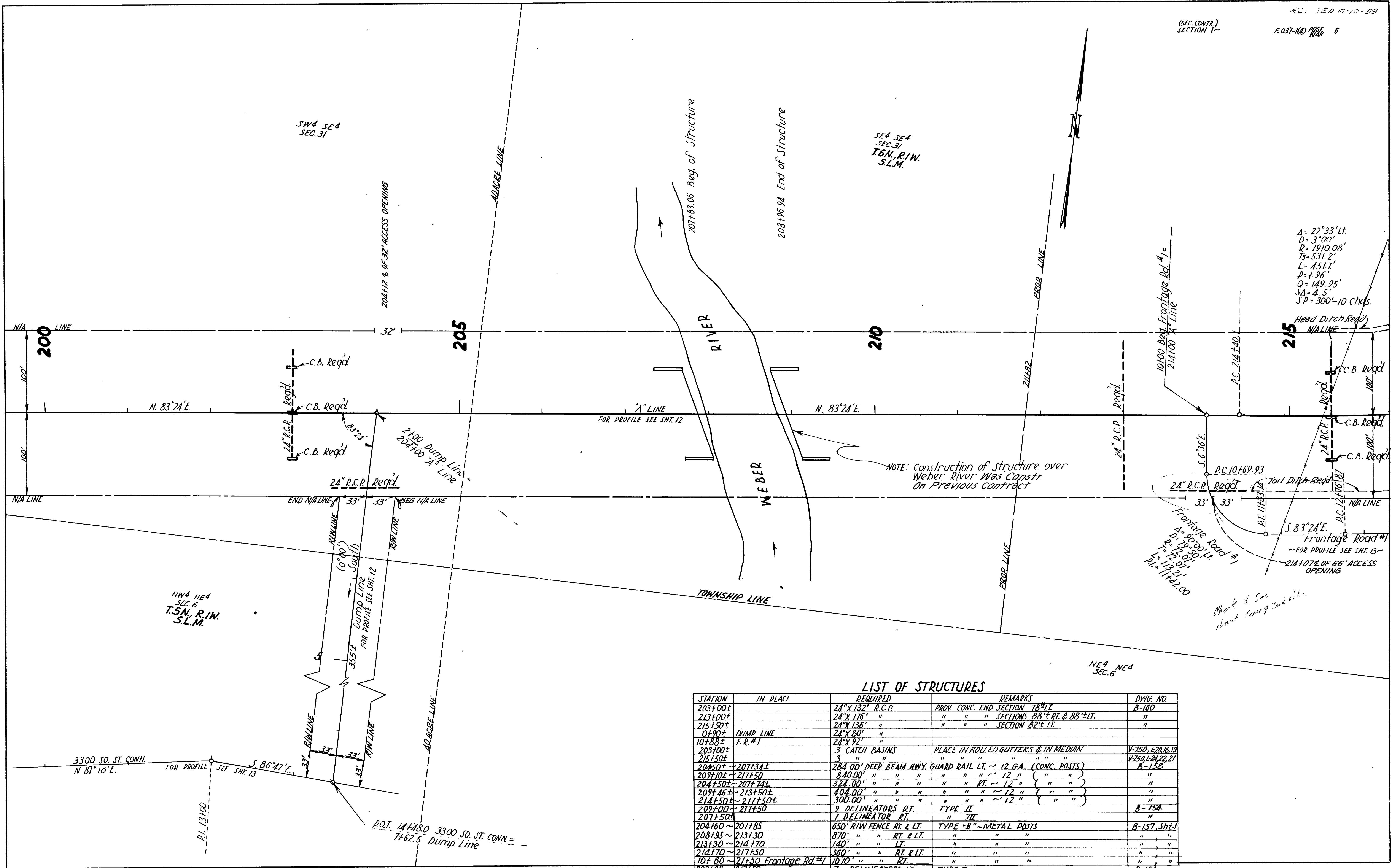
NOTE: Profile & Grade for F.R. #3 See Sht. # 12

NOTE: Profile & Grade for 3300 South St. See Sht. # 13

REVISIONS  
 DATE BY



|                                                                         |     |            |  |
|-------------------------------------------------------------------------|-----|------------|--|
| SHEET                                                                   |     | SHEETS     |  |
| UTAH STATE ROAD COMMISSION<br>SALT LAKE CITY, UTAH<br>BRIDGE DEPARTMENT |     |            |  |
| DESIGNED BY                                                             |     | CHECKED BY |  |
| DRAWN BY                                                                |     | IN CHARGE  |  |
| TRACED BY                                                               |     |            |  |
| BR                                                                      | BRG |            |  |
| NR                                                                      | NC  |            |  |



$A = 22^\circ 33' \text{ Lt.}$   
 $D = 3^\circ 00'$   
 $R = 1910.08'$   
 $T_s = 531.2'$   
 $L = 451.7'$   
 $P = 1.96'$   
 $Q = 149.95'$   
 $SA = 4.5'$   
 $SP = 300' - 10 \text{ chds.}$

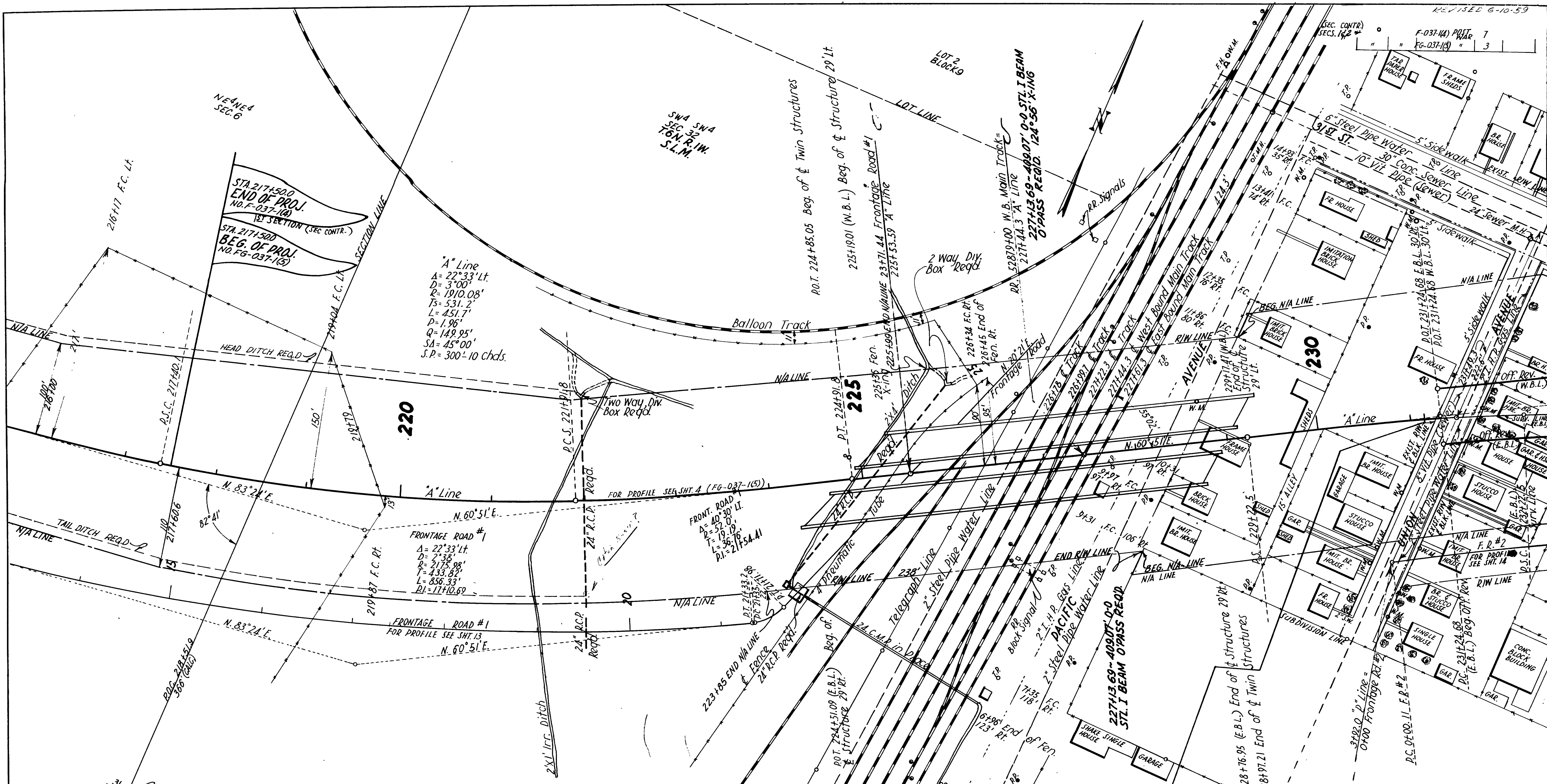
**LIST OF STRUCTURES**

| STATION                       | IN PLACE  | REQUIRED                          | REMARKS                             | DWG. NO.            |
|-------------------------------|-----------|-----------------------------------|-------------------------------------|---------------------|
| 203+00±                       |           | 24" x 132" R.C.P.                 | PROV. CONC. END SECTION 78' LT.     | B-160               |
| 213+00±                       |           | 24" x 176" "                      | " " " SECTIONS 88'± RT. & 88'± LT.  | "                   |
| 215+50±                       |           | 24" x 136" "                      | " " " SECTION 82'± LT.              | "                   |
| 0+90±                         | DUMP LINE | 24" x 80' "                       |                                     |                     |
| 10+88±                        | F.R. #1   | 24" x 92' "                       |                                     |                     |
| 203+00±                       |           | 3 CATCH BASINS                    | PLACE IN ROLLED GUTTERS & IN MEDIAN | V-750, E-2016, 19   |
| 215+50±                       |           | 3 " "                             | " " " " " " " "                     | V-750, L-24, 22, 21 |
| 204+50± ~ 207+34±             |           | 284.00' DEEP BEAM HWY. GUARD RAIL | LT. ~ 12 GA. (CONC. POSTS)          | B-158               |
| 209+10± ~ 217+50              |           | 840.00' " " " "                   | " " " " " " " "                     | "                   |
| 204+50± ~ 207+74±             |           | 324.00' " " " "                   | " " " " " " " "                     | "                   |
| 209+46± ~ 213+50±             |           | 404.00' " " " "                   | " " " " " " " "                     | "                   |
| 214+50± ~ 217+50±             |           | 300.00' " " " "                   | " " " " " " " "                     | "                   |
| 208+00± ~ 217+50              |           | 9 DELINEATORS RT.                 | TYPE II                             | B-154               |
| 207+50±                       |           | 1 DELINEATOR RT.                  | " III                               | "                   |
| 204+60 ~ 207+85               |           | 650' R/W FENCE RT. & LT.          | TYPE "B" - METAL POSTS              | B-157, Sht. 1       |
| 208+95 ~ 213+30               |           | 870' " " RT. & LT.                | " " " "                             | "                   |
| 213+30 ~ 214+70               |           | 140' " " LT.                      | " " " "                             | "                   |
| 214+70 ~ 217+50               |           | 560' " " RT. & LT.                | " " " "                             | "                   |
| 10+80 ~ 21+50 Frontage Rd. #1 |           | 1070' " " RT.                     | " " " "                             | "                   |
| 209+00 ~ 217+50               |           | 7 DELINEATORS LT                  | TYPE I                              | B-154               |

REVISIONS  
 DATE BY DATE BY







REVISIONS  
DATE BY

LIST OF STRUCTURES

| STATION                | IN PLACE | REQUIRED                                             | REMARKS                                                 | DWG. NO.                          |
|------------------------|----------|------------------------------------------------------|---------------------------------------------------------|-----------------------------------|
| 222+00±                |          | 24" X 22" R.C.P.                                     | PROV. CONC. END SECTION 113'± RT.                       | B-160                             |
| 224+92±                |          | 24" X 26" "                                          | 100' RT. OF 224+15± - 135° X-ING A - 90' LT. OF 226+00± |                                   |
| 19+50±                 | F.R. #1  | 24" X 32" "                                          | 16' LT. & 16' RT.                                       |                                   |
| 224+15±                |          | 24" X 25" C.M.P.                                     | EXTEND PIPE UNDER R.R.                                  |                                   |
| 222+00±                |          | 2 WAY DIVERSION BOX                                  | 110'± LT.                                               |                                   |
| 224+15±                |          | JCT. BOX                                             | 100'± RT.                                               | V-376-2                           |
| 226+00±                |          | 2 WAY DIVERSION BOX                                  | 90'± LT.                                                | (2 SHOTS V-505-1, L-41 - V-376-2) |
| 227+13.69              |          | 48007-0-0 STL. I BEAM O/PASS                         | 124°56' X-ING                                           | S.R.3-28-34 (75 SHOTS)            |
| 231+15 ~ 231+24.68     |          | 9.68' DEEP BEAM HWY. G.R. LT. - 12 GA. (CONC. POSTS) | "                                                       | B-158                             |
| 231+15 ~ 231+24.68     |          | 9.68' " " " " " " " "                                | "                                                       | "                                 |
| 231+15 ~ 243+50 W.B.L. |          | 19 DELINEATORS LT.                                   | TYPE I                                                  | B-154                             |
| 231+24 ~ 242+34 E.B.L. |          | 18 " " RT.                                           | "                                                       | "                                 |
| 231+24 ~ 242+34 E.B.L. |          | 18 " " & LT.                                         | "                                                       | "                                 |
| 217+50 ~ 225+50        |          | 13 " " & LT.                                         | "                                                       | "                                 |
| 228+50 ~ 231+15        |          | 7 " " & LT.                                          | "                                                       | "                                 |
| 217+50 ~ 225+50        |          | 7 " " "                                              | "                                                       | "                                 |
| 232+50 ~ 243+50 W.B.L. |          | 17 " " RT.                                           | "                                                       | "                                 |

|                        |                                |                            |             |
|------------------------|--------------------------------|----------------------------|-------------|
| 217+50 ~ 224+90        | 1480' R/W FENCE RT. LT.        | TYDE "B" L METAL POSTS     | B-157, SH.1 |
| 228+50 ~ 231+15        | 265' CHAIN LINK FENCE          | RT. ~ 6' HIGH              | B-155       |
| 229+40 ~ 231+15        | 175' " " "                     | LT. ~ 6' HIGH              | "           |
| 231+15 ~ 233+80 E.B.L. | 265' CHAIN LINK FENCE          | RT. ~ 6' HIGH              | B-155       |
| 231+15 ~ 232+60 W.B.L. | 145' " " "                     | LT. ~ 6' HIGH              | "           |
| 228+69± ~ 231+15       | 246' DEEP BEAM HWY. GUARD RAIL | RT. ~ 12 GA. (CONC. POSTS) | B-158       |
| 221+63±                | 1 DELINEATOR RT.               | TYPE III                   | "           |
| 217+50 ~ 225+33±       | 783' DEEP BEAM HWY. GUARD RAIL | LT. ~ 12 GA. (CONC. POSTS) | B-158       |
| 229+35± ~ 231+15       | 180' " " "                     | " " " " " " " "            | "           |
| 217+50 ~ 224+31±       | 681' " " "                     | " " " " " " " "            | "           |

STA 231+15.0  
END OF PROJ.  
NO. FG-037-1(5)

STA 231+15.0  
BEG. OF PROJ.  
NO. F-037-1(4)  
SECTION 2  
(SEC. CONTR.)

SHEET OF SHEETS

UTAH STATE ROAD COMMISSION  
SALT LAKE CITY, UTAH

DESIGNED BY: [ ]  
CHECKED BY: [ ]  
APPROVED BY: [ ]  
DATE: [ ]

BR. NO. [ ]  
Dwg. No. [ ]



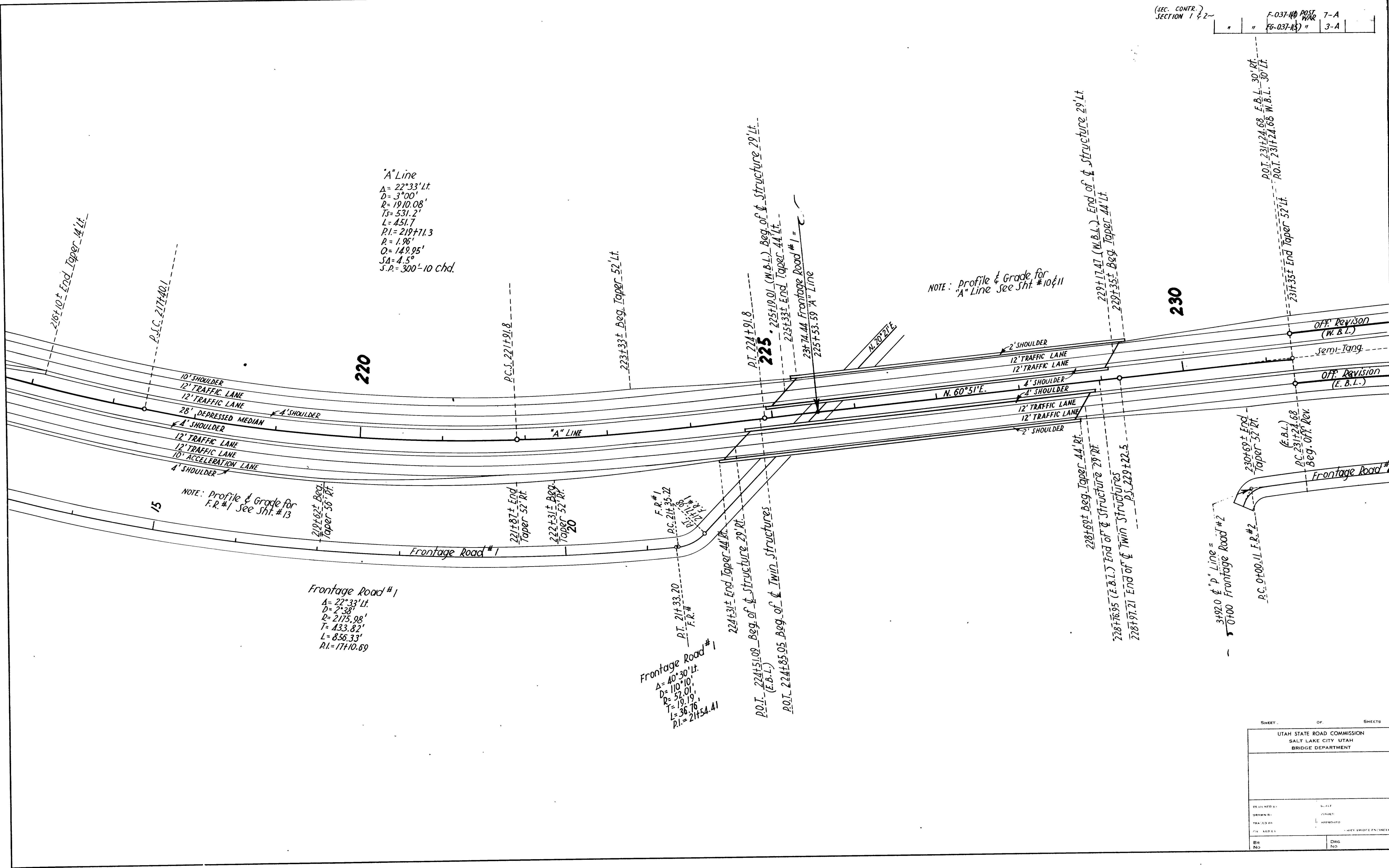
REVISIONS  
DATE BY

**"A" Line**  
 $\Delta = 22^\circ 33' Lt$   
 $D = 3^\circ 00'$   
 $R = 1910.08'$   
 $T = 531.2'$   
 $L = 451.7'$   
 $P.I. = 219+71.3$   
 $R = 1.96'$   
 $O = 149.95'$   
 $SA = 4.5^\circ$   
 $S.P. = 300'-10 chd.$

**Frontage Road #1**  
 $\Delta = 22^\circ 33' Lt$   
 $D = 2^\circ 38'$   
 $R = 2175.98'$   
 $T = 133.82'$   
 $L = 856.33'$   
 $P.I. = 17+10.69$

**Frontage Road #1**  
 $\Delta = 40^\circ 30' Lt$   
 $D = 110^\circ 10'$   
 $R = 52.01'$   
 $T = 19.19'$   
 $L = 36.76'$   
 $P.I. = 21+54.41$

NOTE: profile & grade for "A" Line see Sht. #10 & 11



|                                                                         |                       |
|-------------------------------------------------------------------------|-----------------------|
| SHEET _____ OF _____ SHEETS                                             |                       |
| UTAH STATE ROAD COMMISSION<br>SALT LAKE CITY, UTAH<br>BRIDGE DEPARTMENT |                       |
| DESIGNED BY:                                                            | CHECKED BY:           |
| DRAWN BY:                                                               | ISSUED BY:            |
| TRA. BY:                                                                | APPROVED BY:          |
| CIV. ENGR.:                                                             | UTAH BRIDGE ENGINEER: |
| BR. NO.:                                                                | DRG. NO.:             |

NOTE: PAVE & GRADE "P" LINE AS DIRECTED BY THE ENGINEER.

"P" Line & Off. Revision (W.B.L.)  
 $\Delta = 30^{\circ}07' \text{ Rt.}$   
 $D = 17^{\circ}00'$   
 $R = 338.27'$   
 $T = 91.01'$   
 $L = 177.16'$   
 $P.I. = 242+94.46 \text{ W.B.L.}$   
 $P.I. = 2+70.86 \text{ "P" Line}$

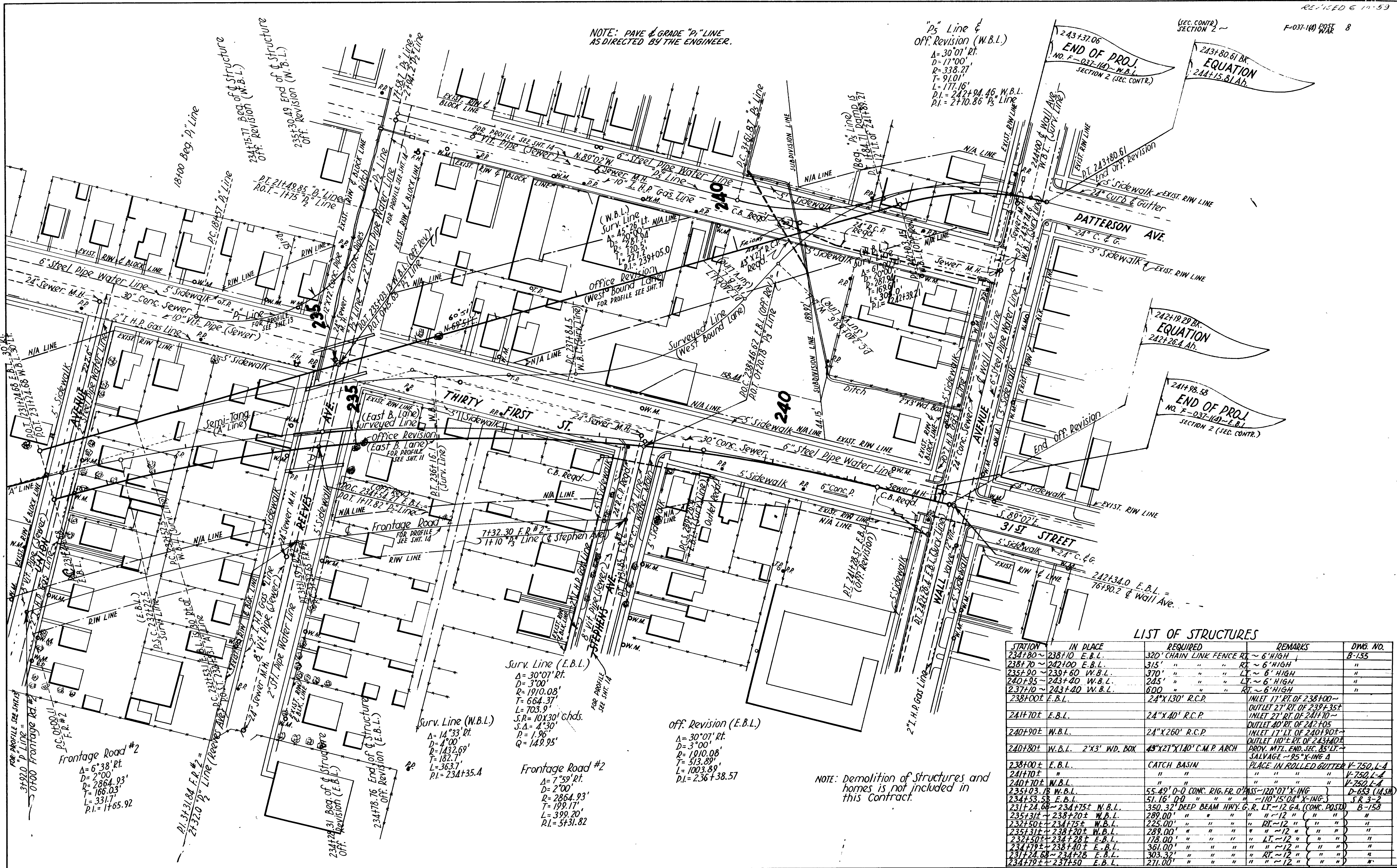
(SEC. CONTR.)  
SECTION 2

243+37.05  
END OF PROJ.  
NO. F-037-140-W.B.L.  
SECTION 2 (SEC. CONTR.)

243+80.61 BK. EQUATION  
244+15.81 AD.

242+19.20 BK. EQUATION  
242+26.4 AD.

241+98.58  
END OF PROJ.  
NO. F-037-140-E.B.L.  
SECTION 2 (SEC. CONTR.)



REVISIONS

| NO. | DATE | BY |
|-----|------|----|
|     |      |    |
|     |      |    |
|     |      |    |

LIST OF STRUCTURES

| STATION             | IN PLACE | REQUIRED                                               | REMARKS                                               | DWG. NO.                                            |
|---------------------|----------|--------------------------------------------------------|-------------------------------------------------------|-----------------------------------------------------|
| 234+80 ~ 238+10     | E.B.L.   | 320' CHAIN LINK FENCE RT ~ 6' HIGH                     |                                                       | B-155                                               |
| 238+70 ~ 242+10     | E.B.L.   | 315' " " " " RT ~ 6' HIGH                              |                                                       | "                                                   |
| 235+90 ~ 239+50     | W.B.L.   | 370' " " " " LT ~ 6' HIGH                              |                                                       | "                                                   |
| 240+95 ~ 243+40     | W.B.L.   | 245' " " " " LT ~ 6' HIGH                              |                                                       | "                                                   |
| 237+10 ~ 243+40     | W.B.L.   | 600' " " " " RT ~ 6' HIGH                              |                                                       | "                                                   |
| 238+00±             | E.B.L.   | 24"X130" R.C.P.                                        | INLET 17' RT. OF 238+00 ~ OUTLET 27' RT. OF 239+35±   |                                                     |
| 241+70±             | E.B.L.   | 24"X40" R.C.P.                                         | INLET 27' RT. OF 241+70 ~ OUTLET 40' RT. OF 242+05    |                                                     |
| 240+90±             | W.B.L.   | 24"X260" R.C.P.                                        | INLET 17' LT. OF 240+90± ~ OUTLET 110± RT. OF 243+00± |                                                     |
| 240+80±             | W.B.L.   | 2'X3' WD. BOX                                          | 45"X27"X140" C.M.P. ARCH                              | PROV. MTL. END. SEC. 85' LT. ~ SALVAGE ~ 85'X-ING A |
| 238+00±             | E.B.L.   | CATCH BASIN                                            | PLACE IN ROLLED GUTTER V-750, L-A                     |                                                     |
| 241+70±             | "        | "                                                      | "                                                     | V-750, L-A                                          |
| 240+70±             | W.B.L.   | "                                                      | "                                                     | V-750, L-A                                          |
| 235+03.78           | W.B.L.   | 55.49' 0-0 CONC. RIG. FR. O'PASS-120'07"X-ING          |                                                       | D-653 (14.5M)                                       |
| 234+53.58           | E.B.L.   | 51.16' 0-0 " " -110'15'04"X-ING                        |                                                       | SR 3-2                                              |
| 231+24.68 ~ 234+75± | W.B.L.   | 350.32' DEEP BEAM HWY. G.R. LT. ~ 12 GA. (CONC. POSTS) |                                                       | B-158                                               |
| 235+31± ~ 238+20±   | W.B.L.   | 289.00' " " " " " " " "                                |                                                       | "                                                   |
| 232+50± ~ 234+75±   | W.B.L.   | 225.00' " " " " " " " "                                |                                                       | "                                                   |
| 235+31± ~ 238+20±   | W.B.L.   | 289.00' " " " " " " " "                                |                                                       | "                                                   |
| 232+50± ~ 234+28±   | E.B.L.   | 178.00' " " " " " " " "                                |                                                       | "                                                   |
| 234+79± ~ 238+40±   | E.B.L.   | 361.00' " " " " " " " "                                |                                                       | "                                                   |
| 231+24.68 ~ 234+26± | E.B.L.   | 303.32' " " " " " " " "                                |                                                       | "                                                   |
| 234+79± ~ 237+50±   | E.B.L.   | 271.00' " " " " " " " "                                |                                                       | "                                                   |

NOTE: Demolition of structures and homes is not included in this Contract.

Surv. Line (E.B.L.)  
 $\Delta = 30^{\circ}07' \text{ Rt.}$   
 $D = 3^{\circ}00'$   
 $R = 1910.08'$   
 $T = 664.37'$   
 $L = 703.9'$   
 $S.P. = 10X30' \text{ chds.}$   
 $S.A. = 4^{\circ}30'$   
 $P = 1.96'$   
 $Q = 149.95'$

Surv. Line (W.B.L.)  
 $\Delta = 14^{\circ}33' \text{ Rt.}$   
 $D = 4^{\circ}00'$   
 $R = 1432.69'$   
 $T = 182.7'$   
 $L = 363.7'$   
 $P.I. = 234+35.4$

Off. Revision (E.B.L.)  
 $\Delta = 30^{\circ}07' \text{ Rt.}$   
 $D = 3^{\circ}00'$   
 $R = 1910.08'$   
 $T = 513.89'$   
 $L = 1003.89'$   
 $P.I. = 236+38.57$

Frontage Road #2  
 $\Delta = 7^{\circ}59' \text{ Rt.}$   
 $D = 2^{\circ}00'$   
 $R = 2864.93'$   
 $T = 199.17'$   
 $L = 399.20'$   
 $P.I. = 5+31.82$

Frontage Road #2  
 $\Delta = 6^{\circ}38' \text{ Rt.}$   
 $D = 2^{\circ}00'$   
 $R = 2864.93'$   
 $T = 166.03'$   
 $L = 331.7'$   
 $P.I. = 1+65.92$







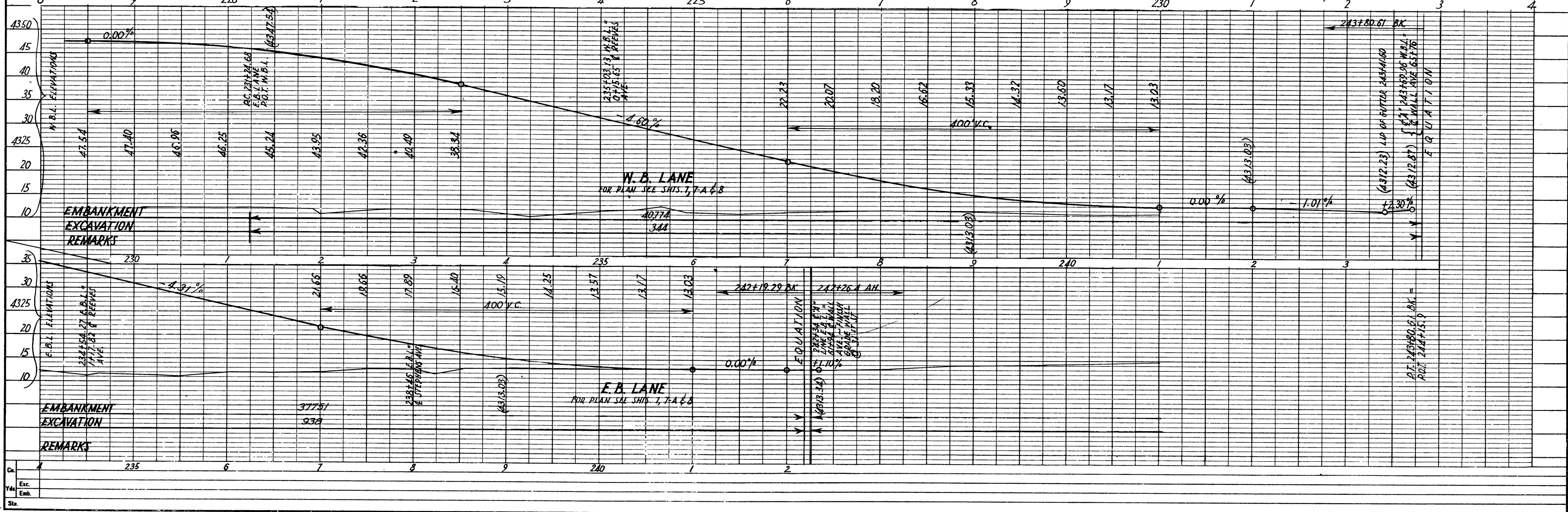
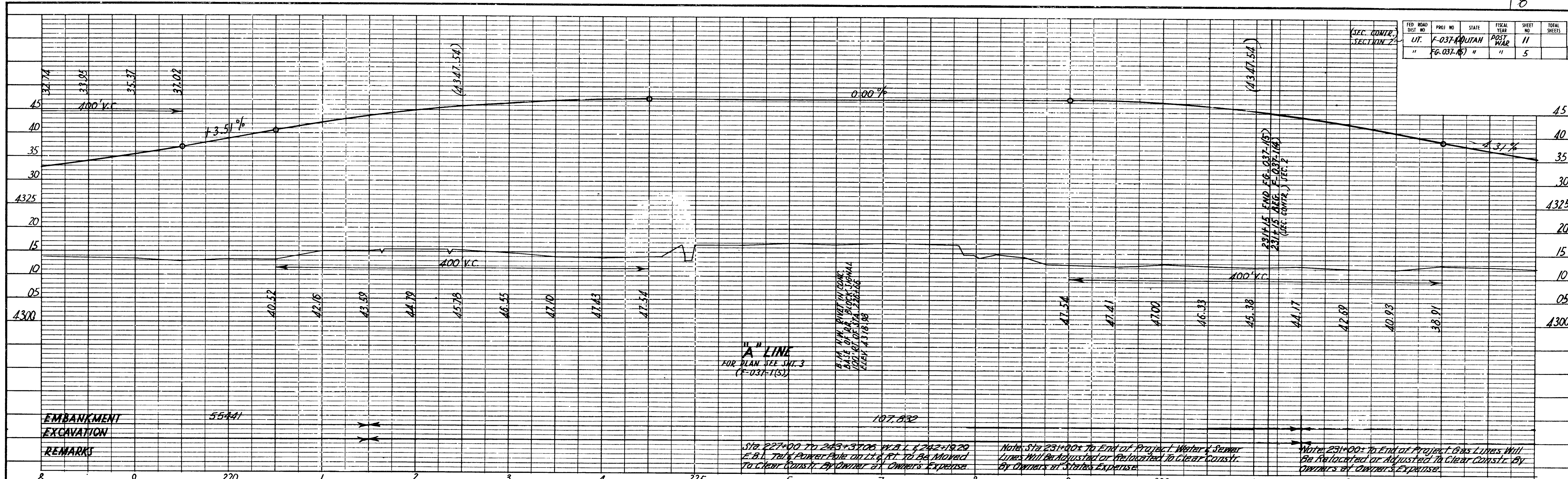








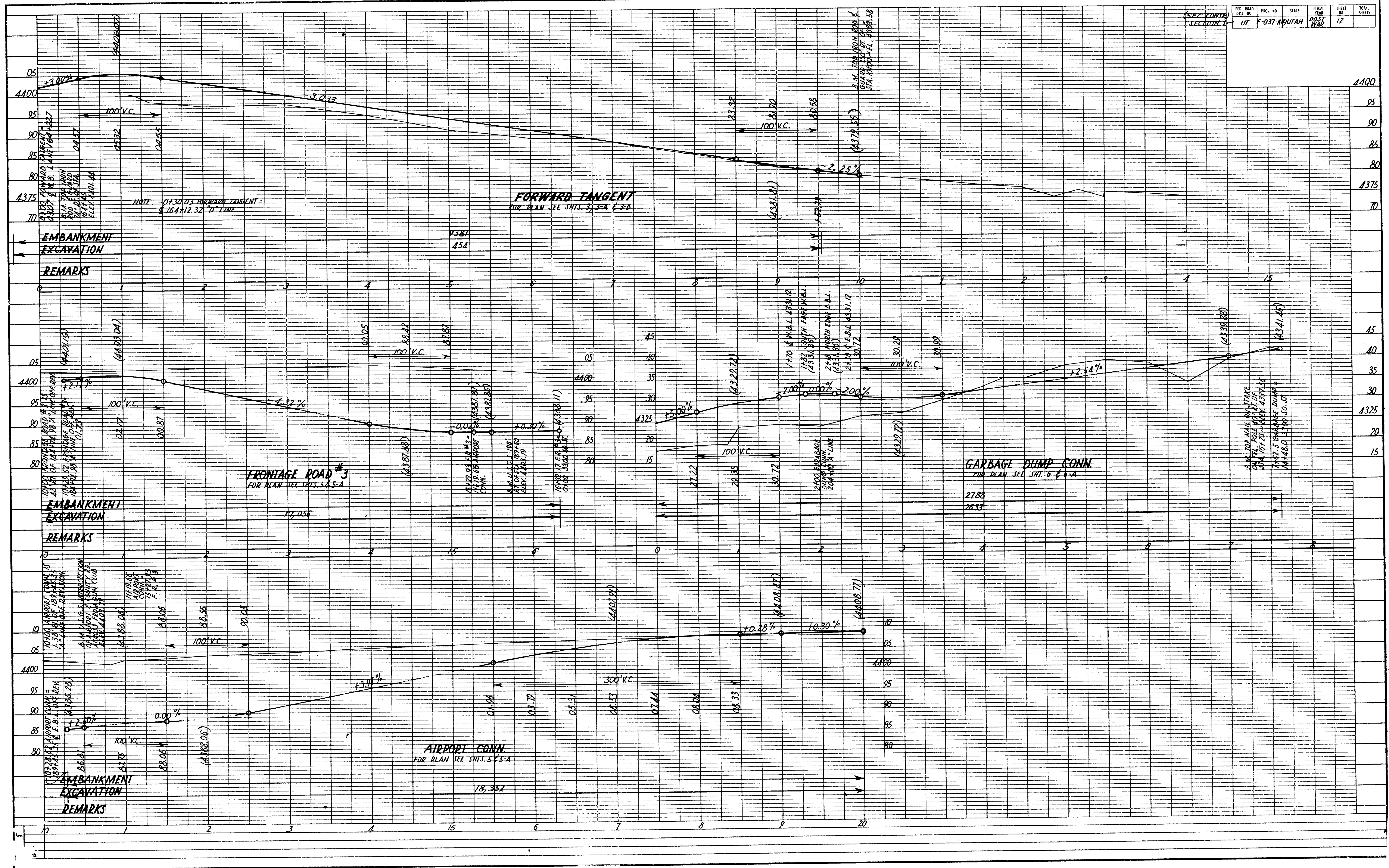
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|-----------------------|---------------------|-----------|----------|-------------|-----------|--------------|
| SEC. CONTR. SECTION 2 | FED. ROAD DIST. NO. | PROJ. NO. | STATE    | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
| UT.                   | F-037               | UTAH      | POST WAR | 11          | 5         |              |
|                       | FG-037-16           |           |          |             |           |              |



|      |     |   |   |   |   |     |   |   |
|------|-----|---|---|---|---|-----|---|---|
| Ca   | 235 | 6 | 7 | 8 | 9 | 240 | 1 | 2 |
| Exc  |     |   |   |   |   |     |   |   |
| Emb  |     |   |   |   |   |     |   |   |
| Sta. |     |   |   |   |   |     |   |   |



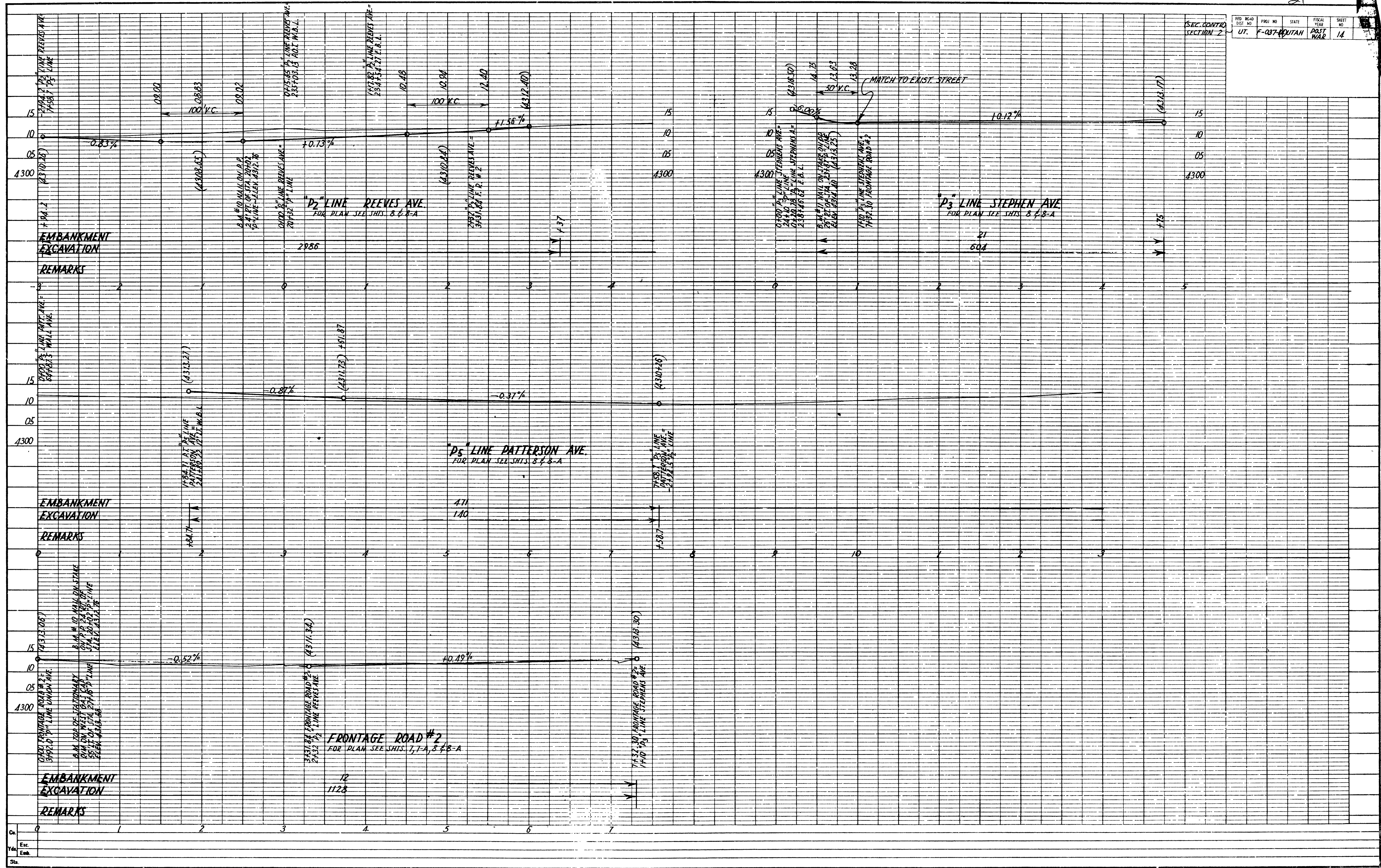
|                        |                     |                |          |             |           |              |
|------------------------|---------------------|----------------|----------|-------------|-----------|--------------|
| (SEC. CONT.) SECTION 1 | FED. ROAD DIST. NO. | PRO. NO.       | STATE    | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|                        | UT                  | F-037-MOUNTAIN | POST WAR |             | 12        |              |









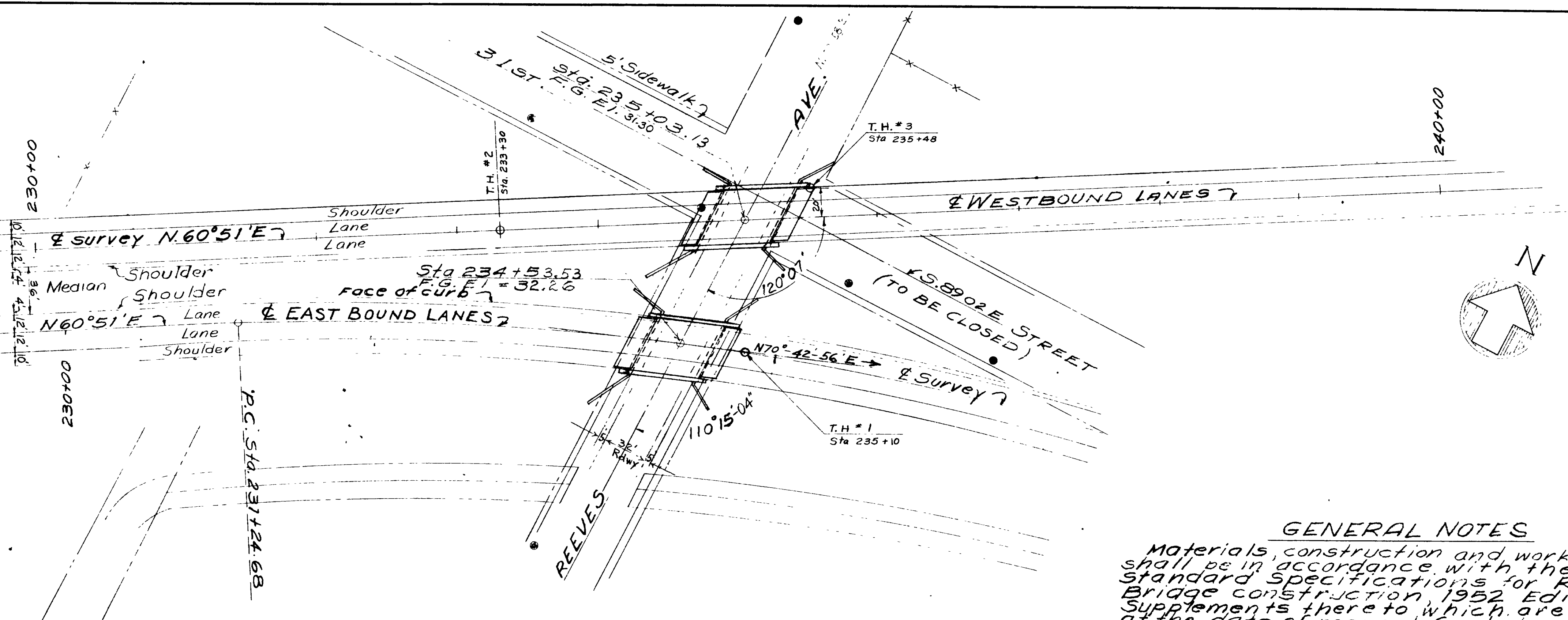
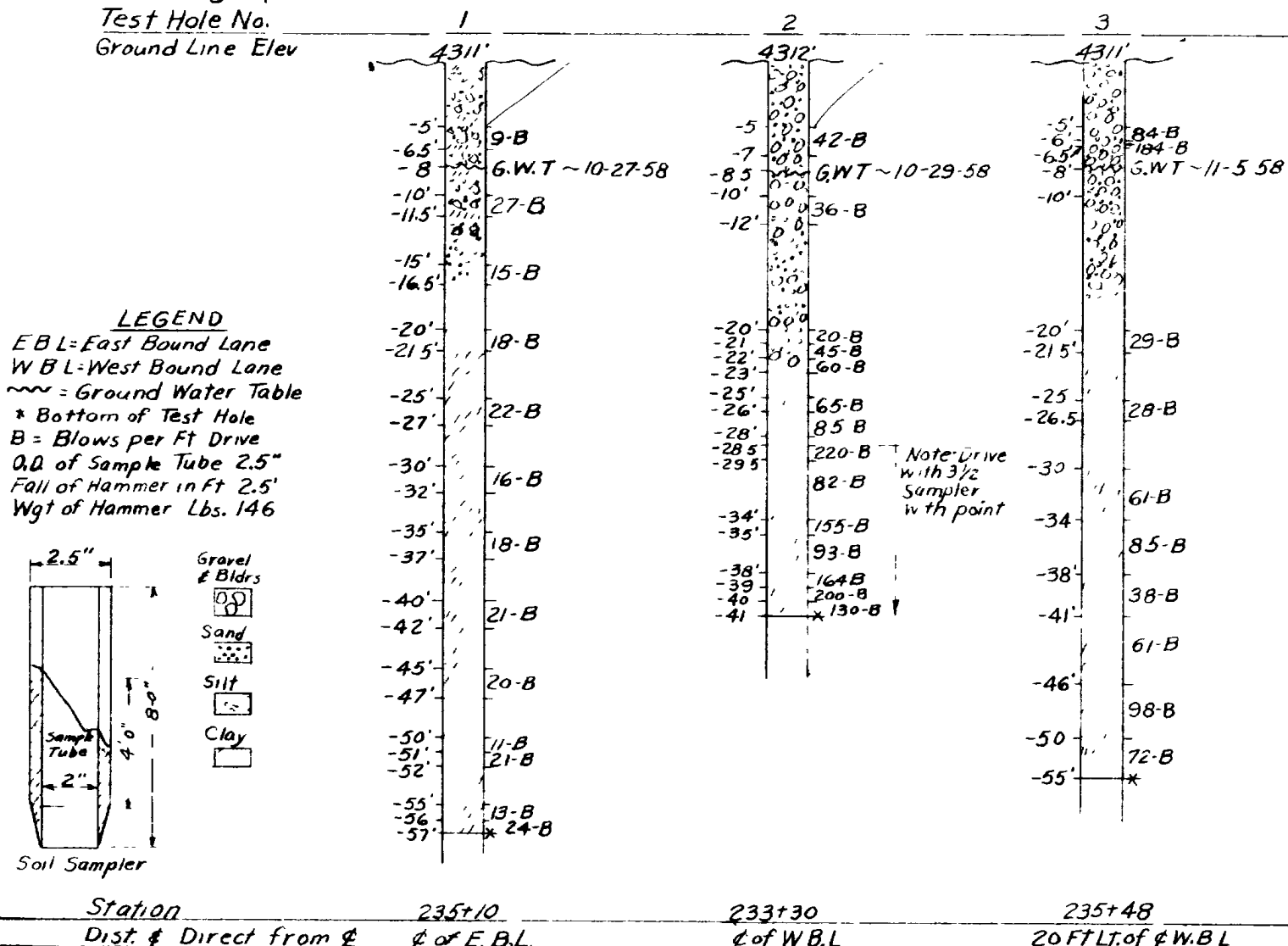


Gr.  
Exc.  
Emb.  
Sta.



**FOUNDATION DATA**

Laboratory No. 58-5-840  
 Soil No. Bridge Soil. This soil is representative of the top 10' to 15' only.  
 Soil Type Gravel, Sand, Silt  
 Soil Classification A-1-a (0)  
 Liquid Limit 19.0  
 Plasticity Index N.P.  
 % Minus #10 Mesh Sieve 21.8  
 % Minus #40 Mesh Sieve 13.4  
 % Minus #200 Mesh Sieve 6.4  
 C.B.R. Supporting Value P.S.I. 900-lbs per 0.1" penetration



**GENERAL NOTES**

Materials, construction and workmanship shall be in accordance with the state standard specifications for Road and Bridge construction 1952 Edition and Supplements thereto which are in effect at the date of request for bids.

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

Type II cement required (Low Alkali)

Piles shall be driven to elevations shown on the plans, or as directed by the Engineer, using a steam or air hammer, or by jetting if necessary. The total energy developed by the hammer shall not be less than 10,000 foot-lbs. per blow.

**CURVE DATA**  
 Δ = 30°07' Rt.  
 D = 3°00'  
 R = 1910.08'  
 L = 1003.88'  
 T = 513.89'

**DESIGN DATA**

H20-S16-44 Loading in accordance with the A.A.S.H.O. Specifications of 1957.  
 f<sub>c</sub> = 1200 p.s.i.; f<sub>s</sub> (Reinf. Steel) = 20,000 p.s.i.; n = 10

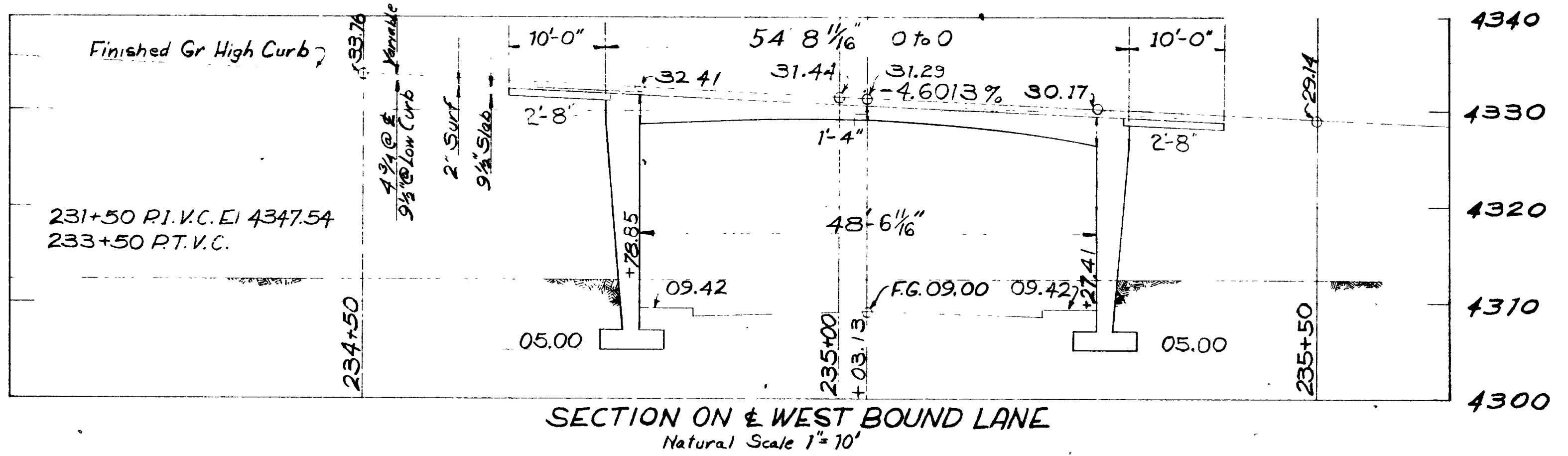
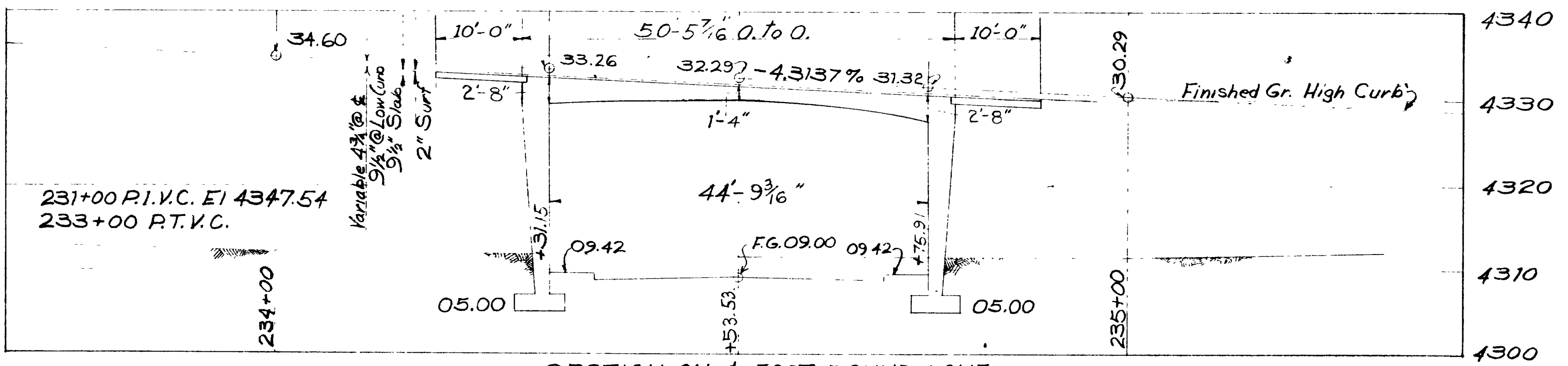
**QUANTITIES - EASTBOUND**

|                                      |                |
|--------------------------------------|----------------|
| Excavation For Structures (Unclass.) | 700 Cu. Yds    |
| Concrete Class "A"                   | 655 Cu. Yds.   |
| Reinforcing Steel                    | 93,083 Lbs.    |
| Steel Handrailing                    | 116 Lin. Ft.   |
| * Piles (other than timber)          | 4,000 Lin. Ft. |

**QUANTITIES - WESTBOUND**

|                                      |                |
|--------------------------------------|----------------|
| Excavation For Structures (Unclass.) | 690 Cu. Yds    |
| Concrete Class "A"                   | 667 Cu. Yds.   |
| Reinforcing Steel                    | 93,634 Lbs.    |
| Steel Handrailing                    | 125 Lin. Ft.   |
| * Piles (other than timber)          | 4,320 Lin. Ft. |
| Furnish A/E Driving Equip.           | 1 each         |

\* For estimating only.



SHEET 1 OF 14 SHEETS

UTAH STATE ROAD COMMISSION  
 SALT LAKE CITY, UTAH  
 BRIDGE DEPARTMENT

**REEVES AVE. OVERPASS**  
 5-172 0 to 0 W.Bd - 50.45 0 to 0 E. Bd.  
 Sta 235+03.13 & Sta 234+53.53

Ogden, Weber Co F-037-1(4) 2nd Cont.  
 Jnct S.R. 36 - Jnct Wall Ave

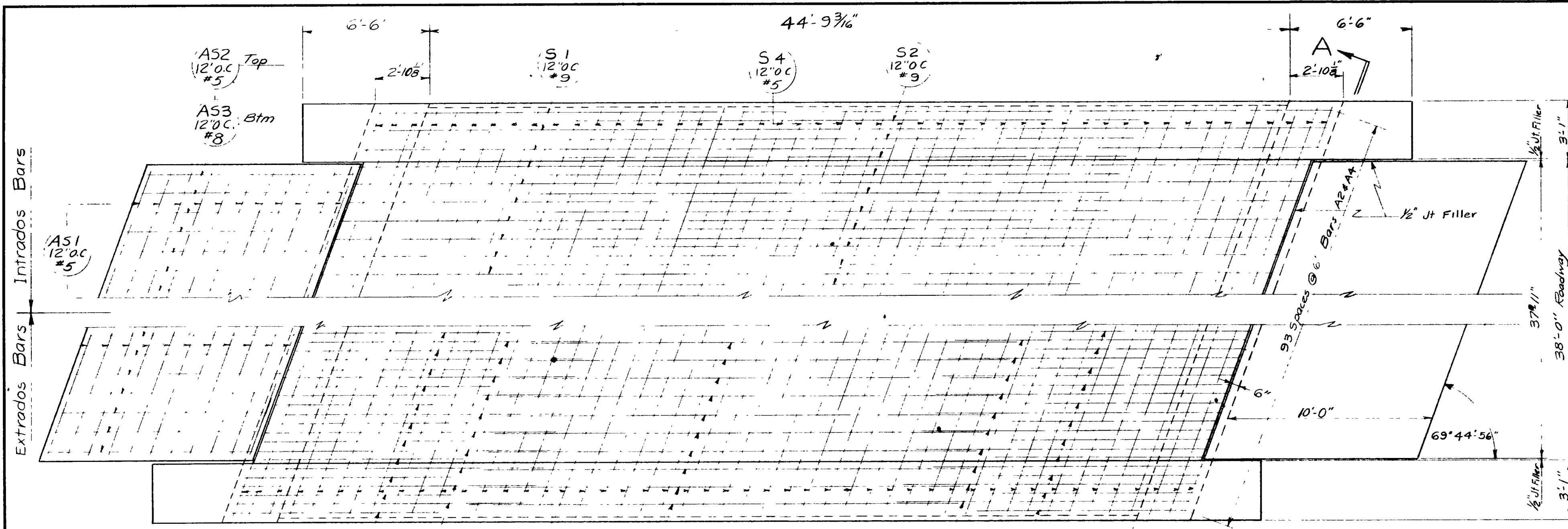
DESIGNED BY F.M.E. SCALE AS SHOWN  
 DRAWN BY T.E.G. ISSUED  
 CHECKED BY J.W.E. APPROVED  
 No. 25-208-1-3 E. L. LINDA DRC No. D-653 W

REVISIONS

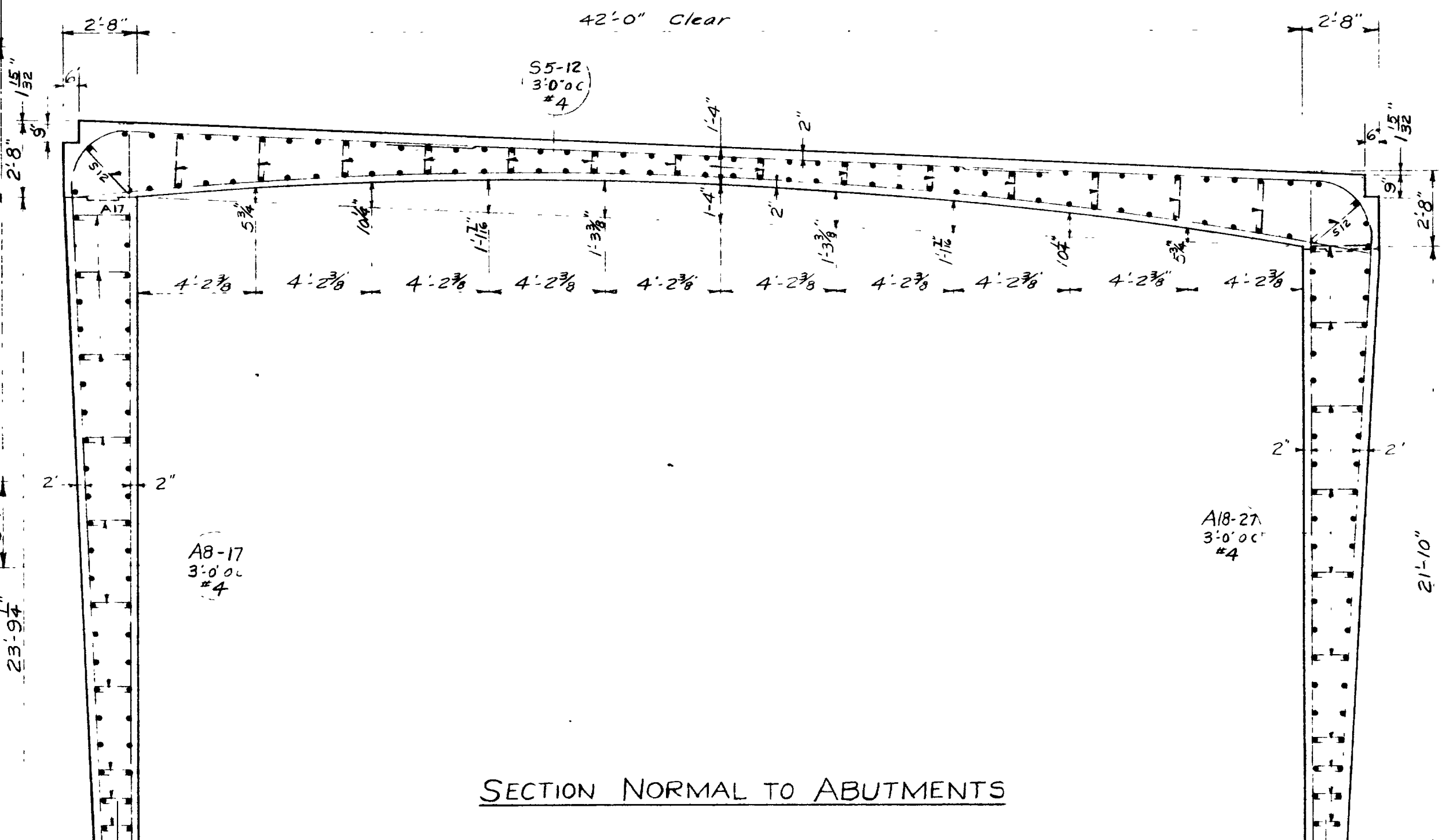
| NO. | DATE | BY     | DESCRIPTION |
|-----|------|--------|-------------|
| 1   | 3-13 | J.W.E. | REVISED     |
| 2   | 3-21 | J.W.E. | REVISED     |



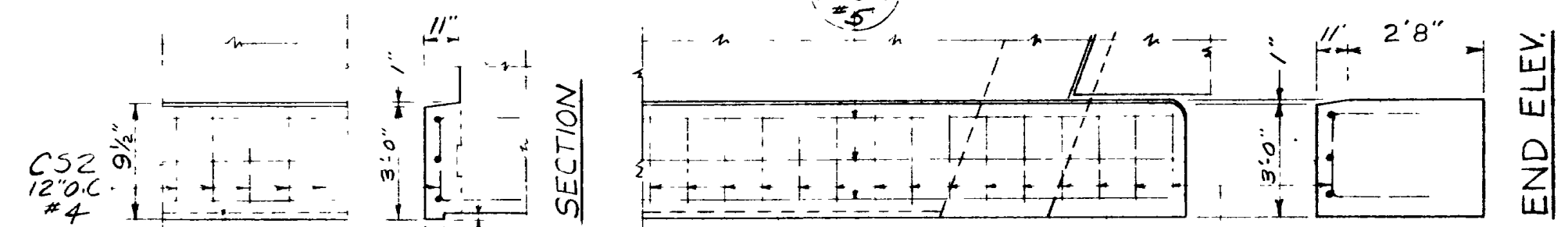




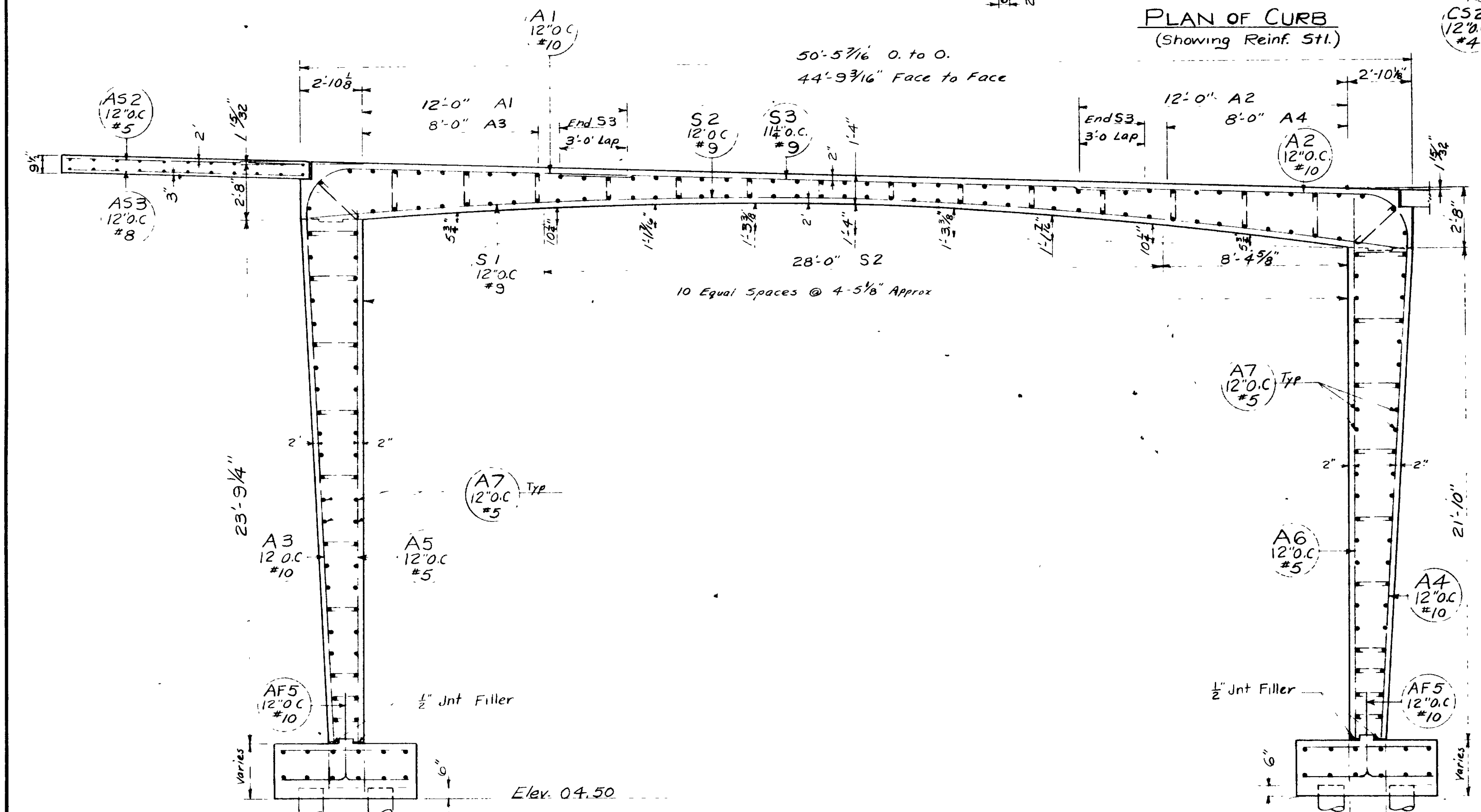
PLAN OF SLAB



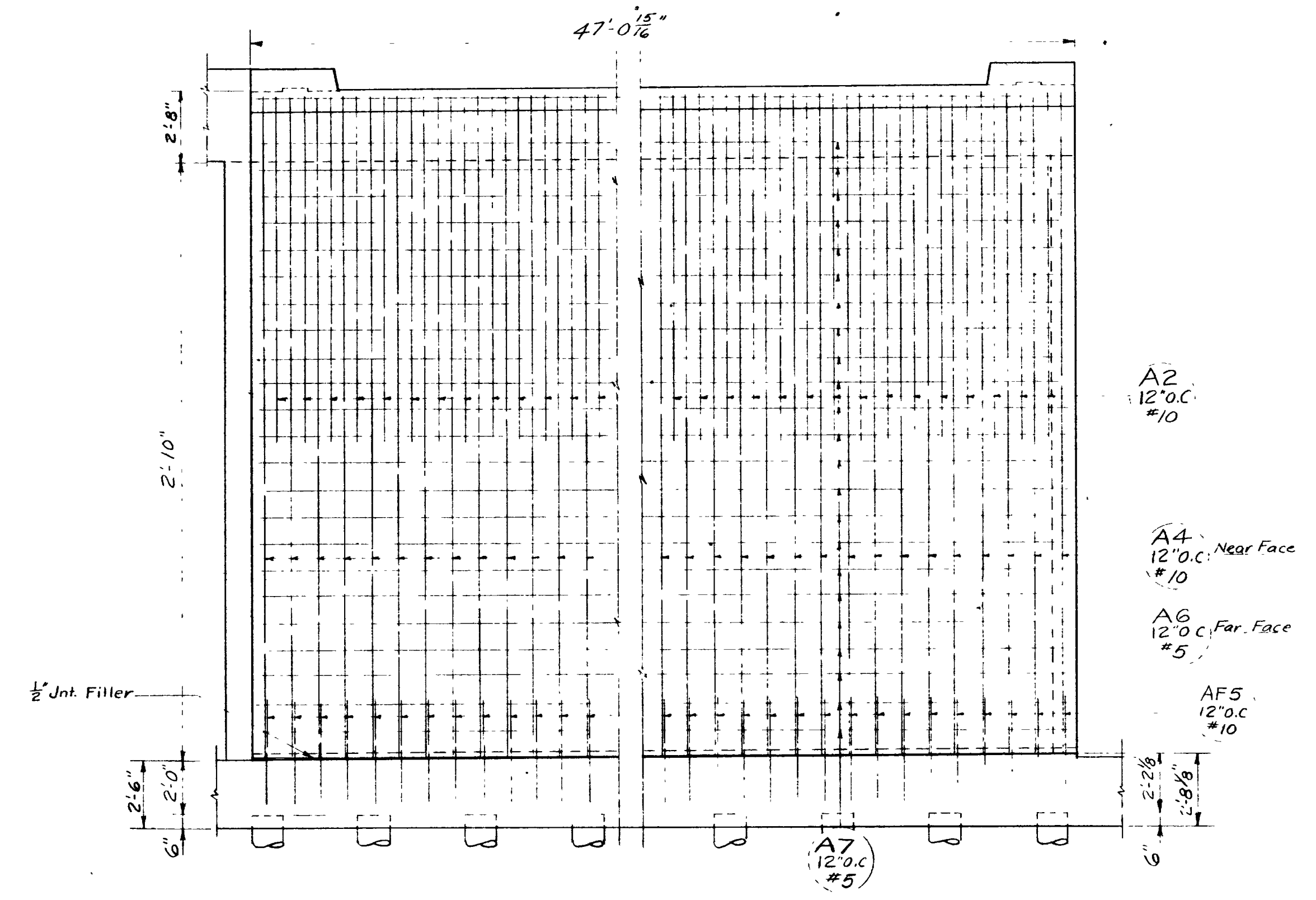
SECTION NORMAL TO ABUTMENTS



PLAN OF CURB (Showing Reinf. Stl.)



SECTION ON ROAD



SECTION A-A

| REVISIONS | DATE | BY |
|-----------|------|----|
|           |      |    |
|           |      |    |

FRAME DETAILS

SHEET 3 OF 14 SHEETS

UTAH STATE ROAD COMMISSION  
SALT LAKE CITY UTAH  
BRIDGE DEPARTMENT

REEVES AVE. O'PASS

E.B.D. 50.45' O. to O. 110'15'04\"/>

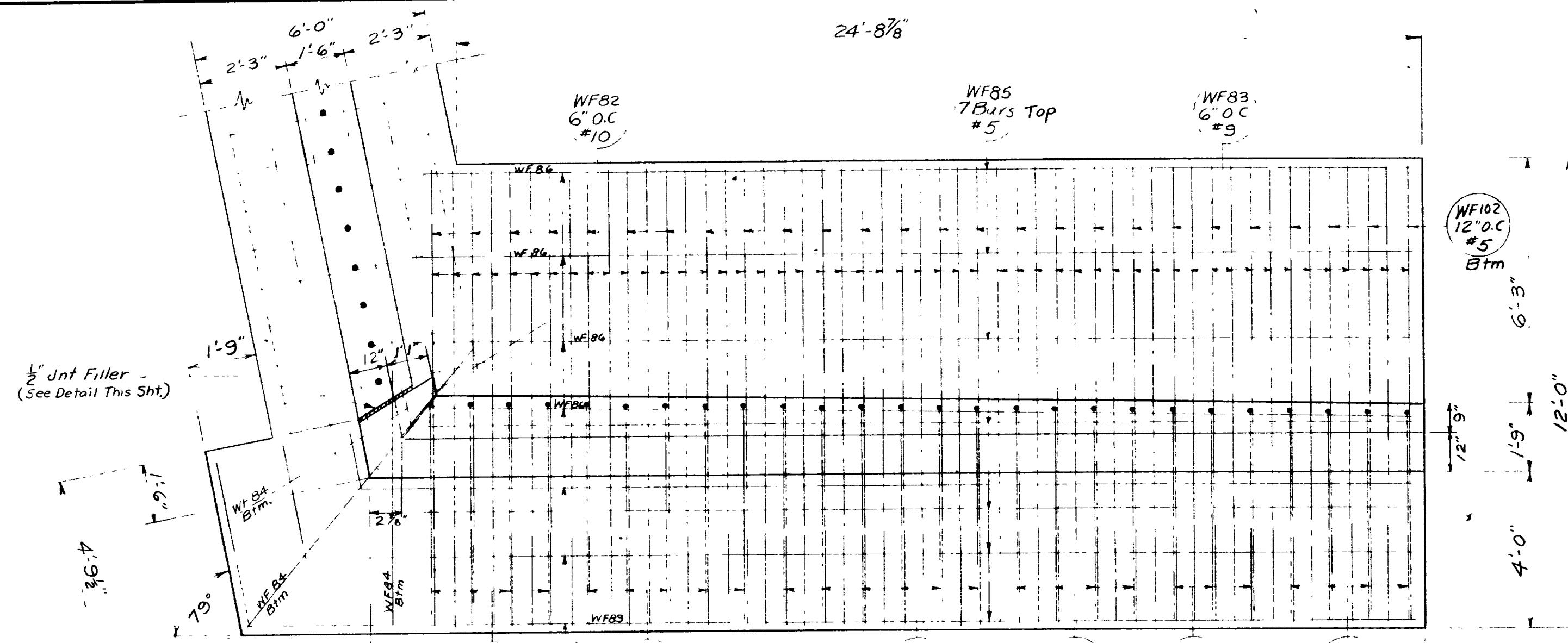
Sta 234+53.53 F-037-1 (A) 23'0\"/>

Junct S.R. 38 - Jnct. Wall Ave.  
Ogden, Weber Co.

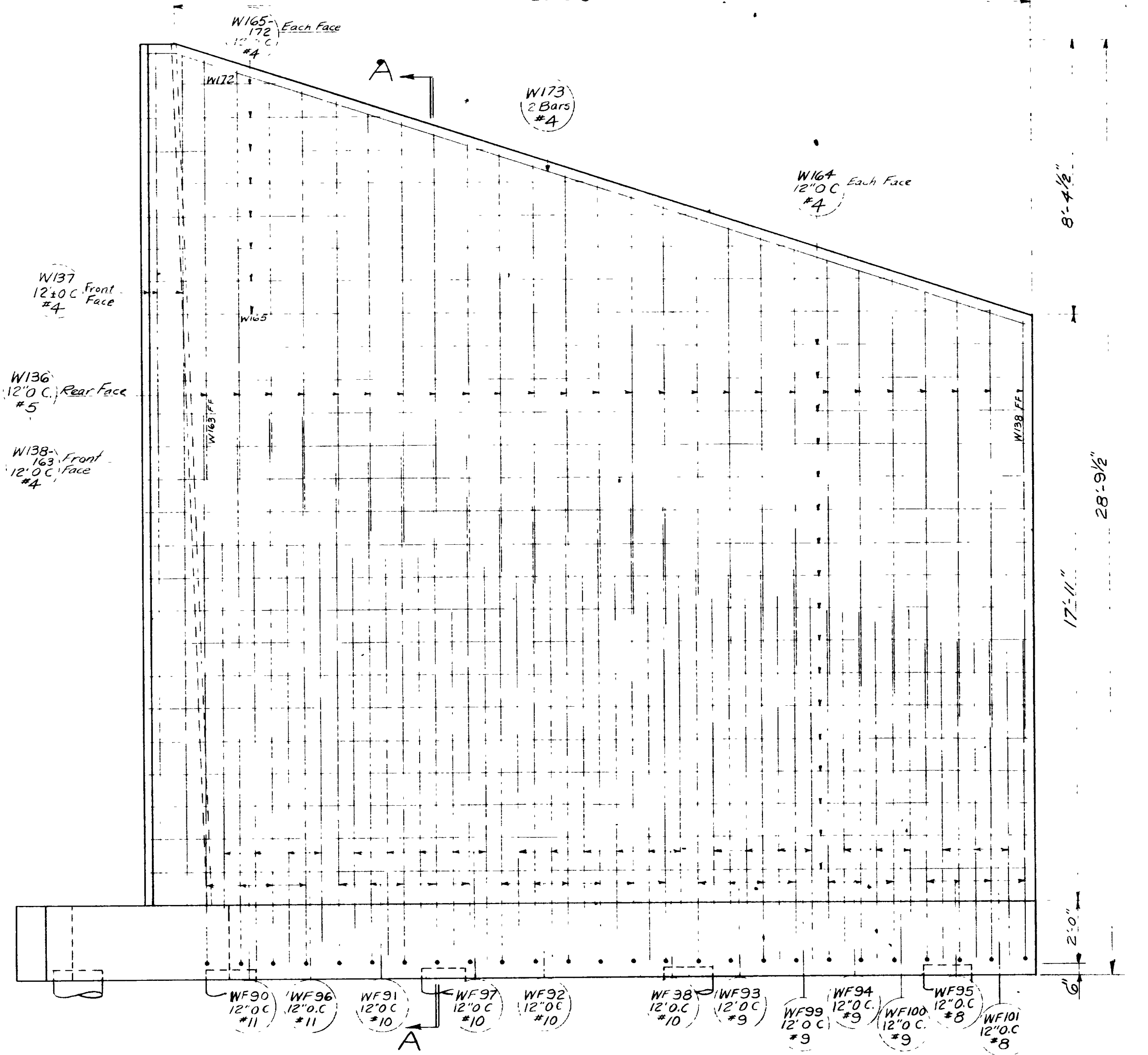
|                       |          |
|-----------------------|----------|
| DESIGNED BY<br>F.M.E. | SCALE    |
| DRAWN BY<br>R.J.B.    | ISSUED   |
| CHECKED BY<br>J.W.E.  | APPROVED |
| CHIEF BRIDGE ENGINEER |          |

BR No 29-208-1-3(F.E.B) DRG No D-653E

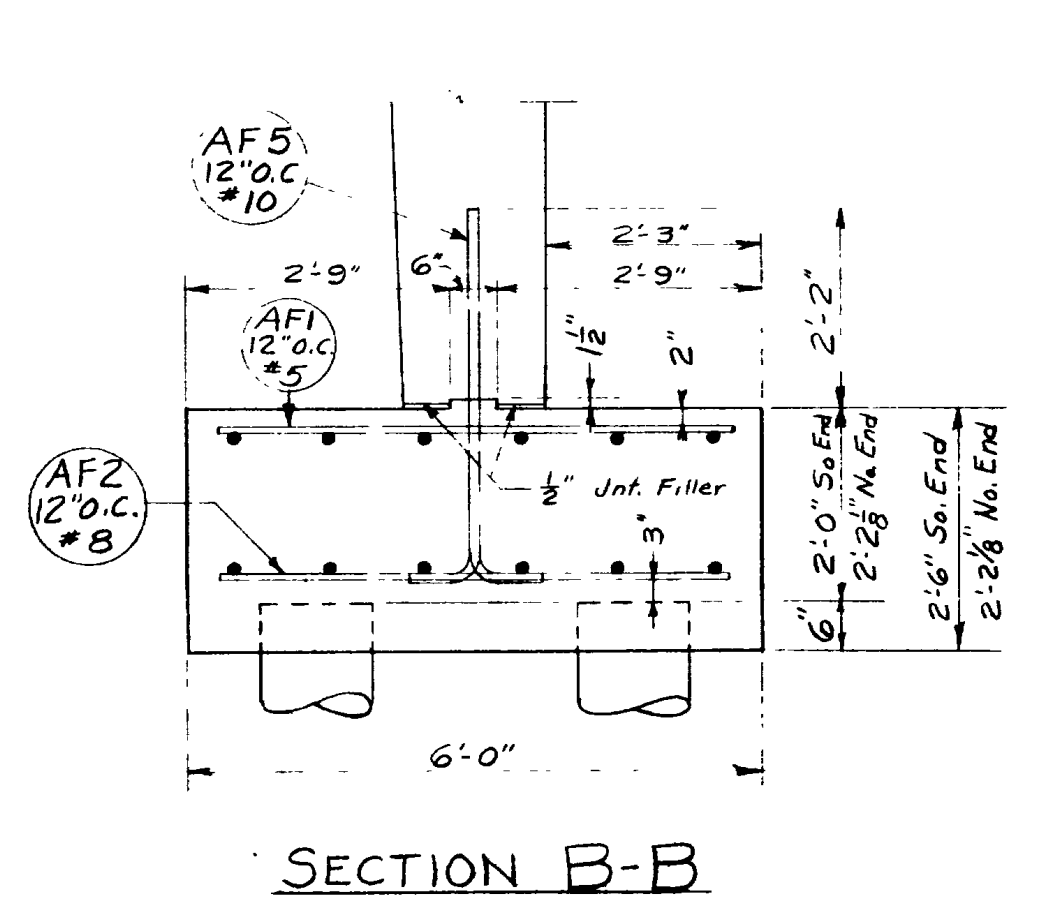




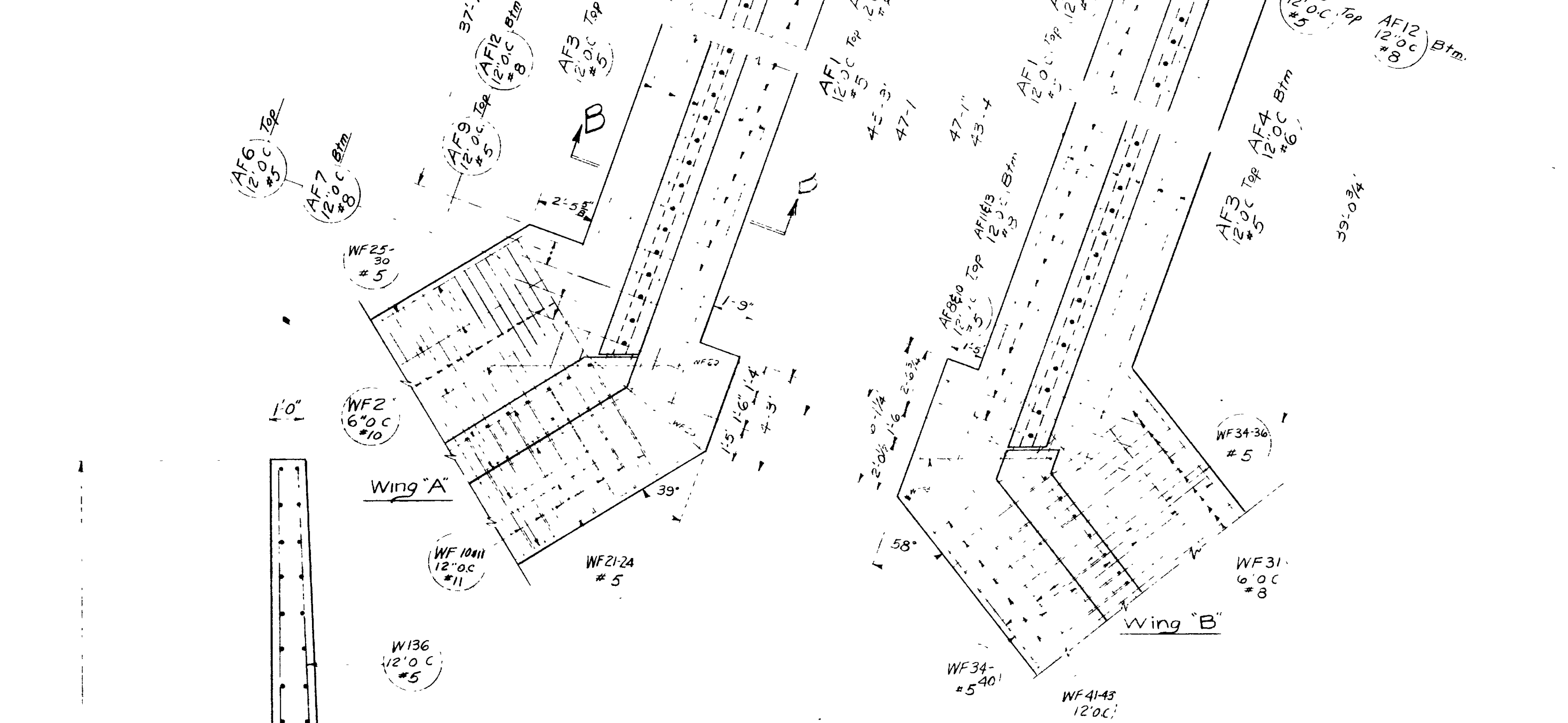
PLAN OF FOOTING - WING "C"



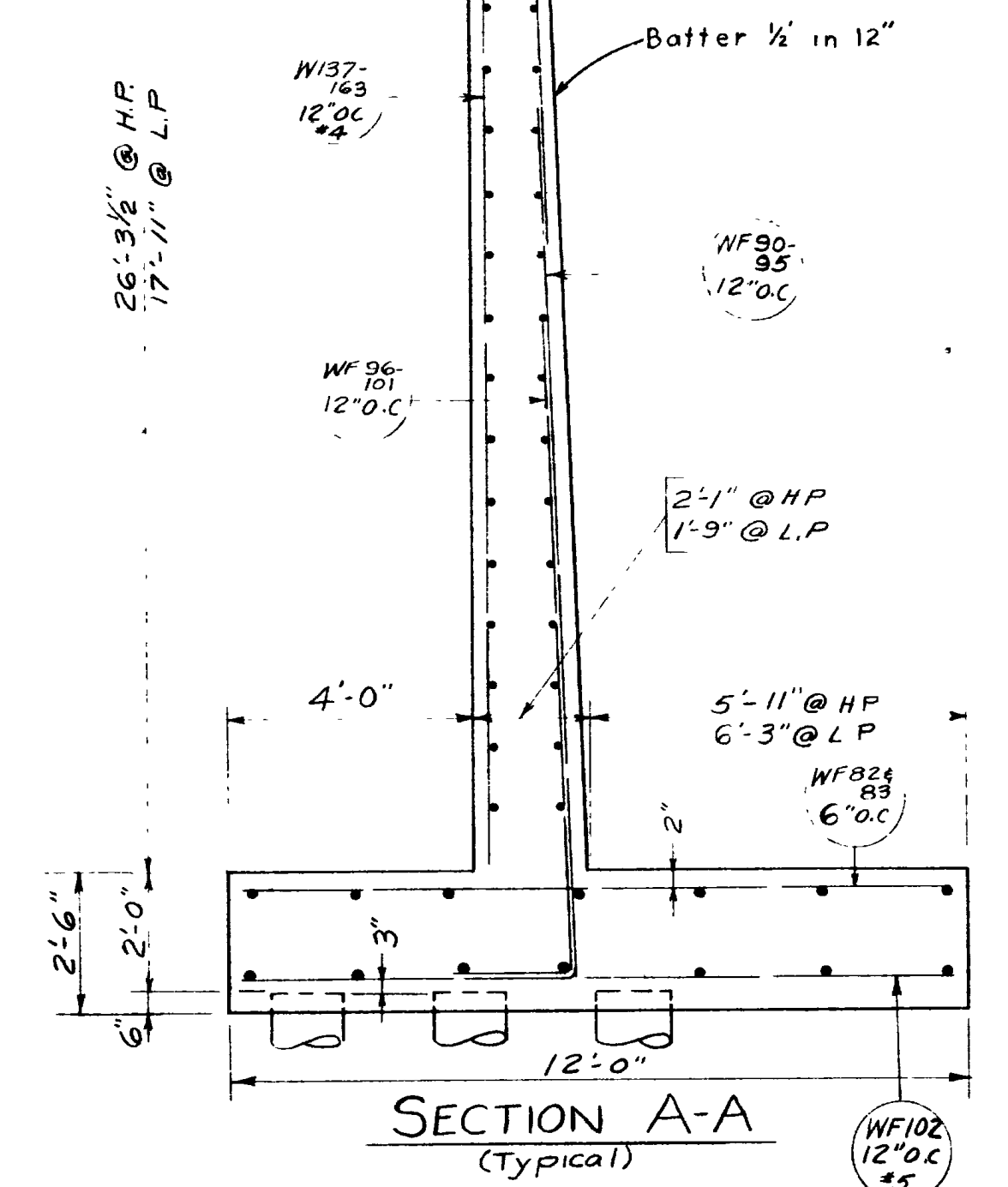
ELEVATION - WING "C"



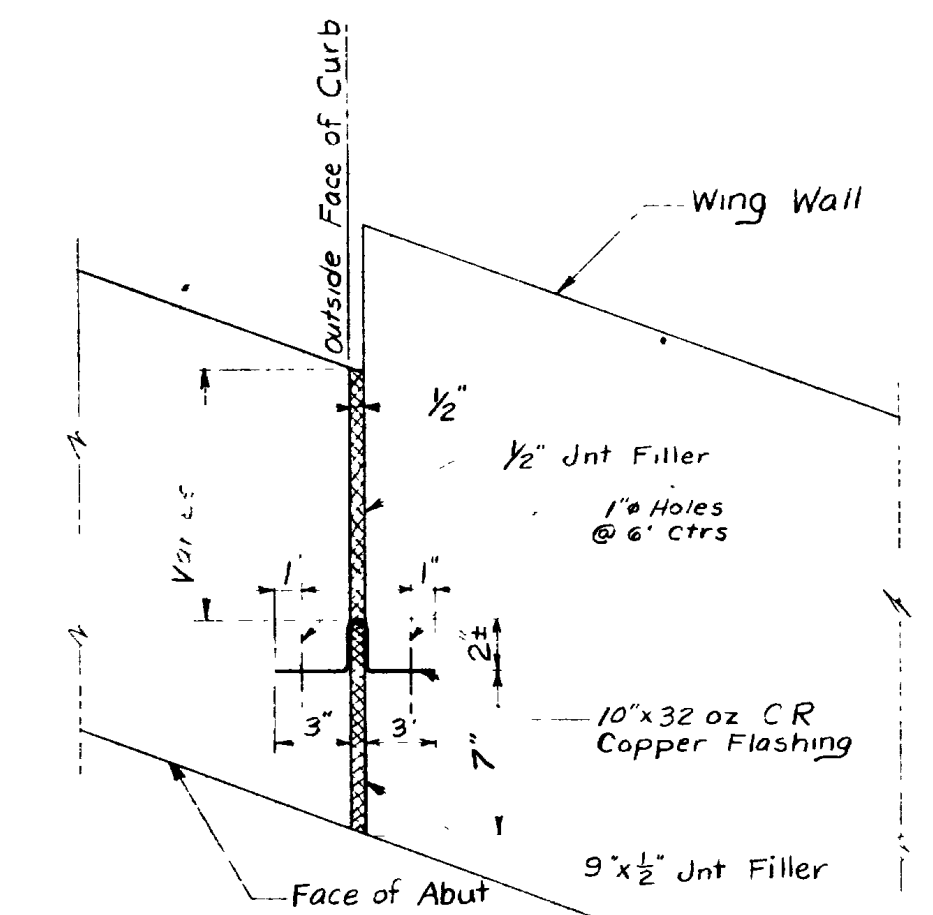
SECTION B-B



PLAN OF ABUTMENT FOOTINGS



SECTION A-A (Typical)



DETAIL OF JOINT - ALL WINGS

**JOINT FILLER MATERIAL**

|                  |                                |
|------------------|--------------------------------|
| Approach Slab    | 2-Pcs 9 1/2" x 1/2" x 5'-3"    |
| "                | 2-Pcs 9 1/2" x 1/2" x 3'-3"    |
| "                | 2-Pcs 9 1/2" x 1/2" x 4'-6"    |
| Messenger Hinges | 4-Pcs 6" x 1/2" x 4'-4"        |
| Wing Wall A      | 1-Pc 9" x 1/2" x 26'-6"        |
| "                | 1-Pc 1'-3" x 1/2" x 26'-6"     |
| Wing Wall B      | 1-Pc 9" x 1/2" x 24'-2"        |
| "                | 1-Pc 1'-3" x 1/2" x 24'-2"     |
| Wing Wall C      | 1-Pc 9" x 1/2" x 26'-3 1/2"    |
| "                | 1-Pc 1'-3" x 1/2" x 26'-3 1/2" |
| Wing Wall D      | 1-Pc 9" x 1/2" x 26'-3 1/4"    |
| "                | 1-Pc 1'-3" x 1/2" x 26'-3 1/4" |

**COPPER FLASHING 32 oz.**

|             |                         |
|-------------|-------------------------|
| Wing Wall A | 1-Pc 10" x 26'-6" Lg    |
| Wing Wall B | 1-Pc 10" x 24'-2" "     |
| Wing Wall C | 1-Pc 10" x 26'-3 1/2" " |
| Wing Wall D | 1-Pc 10" x 26'-3 1/4" " |

**NOTE:**  
Joint Filler shall be A.A.S.H.O.  
Designation M-153-54

**WING WALL "C" & ABUTMENT FOOTINGS**

UTAH STATE ROAD COMMISSION  
SALT LAKE CITY, UTAH  
BRIDGE DEPARTMENT

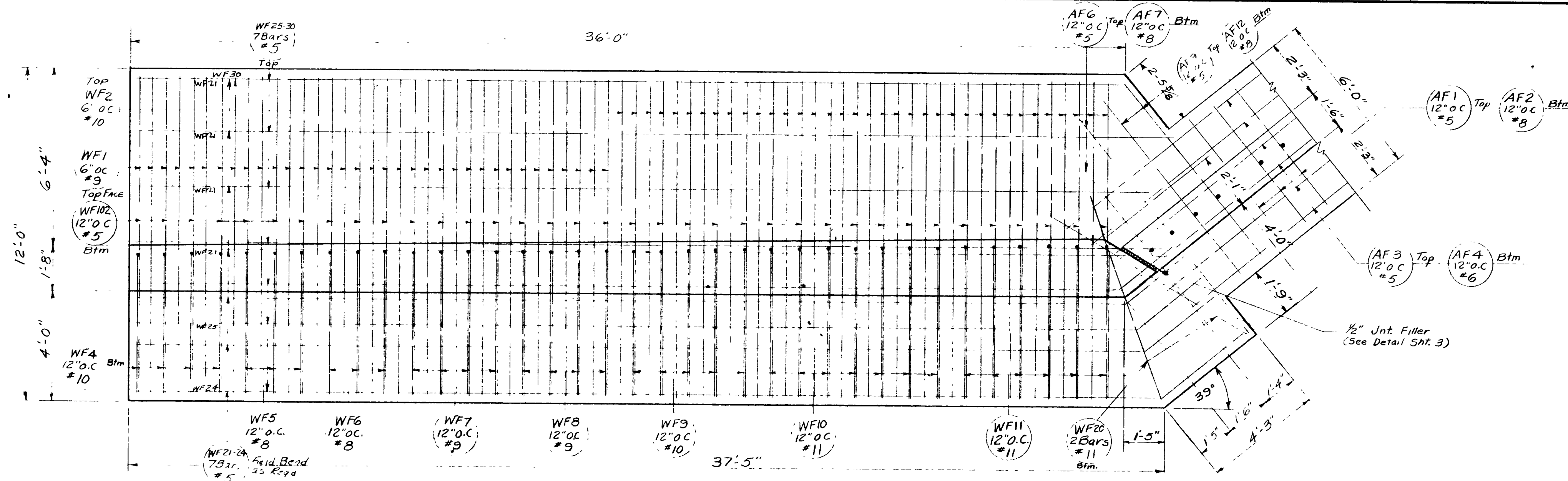
REEVES AVE O'PASS  
Sta 234+53.53 to 110+15.04' X-ING L  
F-037-1(4) 2' x 2' x 2'  
Jct SR 38 - Jct Wall Ave.  
Ogden, Weber Co.

DESIGNED BY: F.M.E. SCALE: AS SHOWN  
DRAWN BY: R.J.B. ISSUED  
CHECKED BY: J.W.E. APPROVED: CHIEF BRIDGE ENGINEER  
BR NO. 23-238-1-3 (E.B.) DRG NO. D-653E

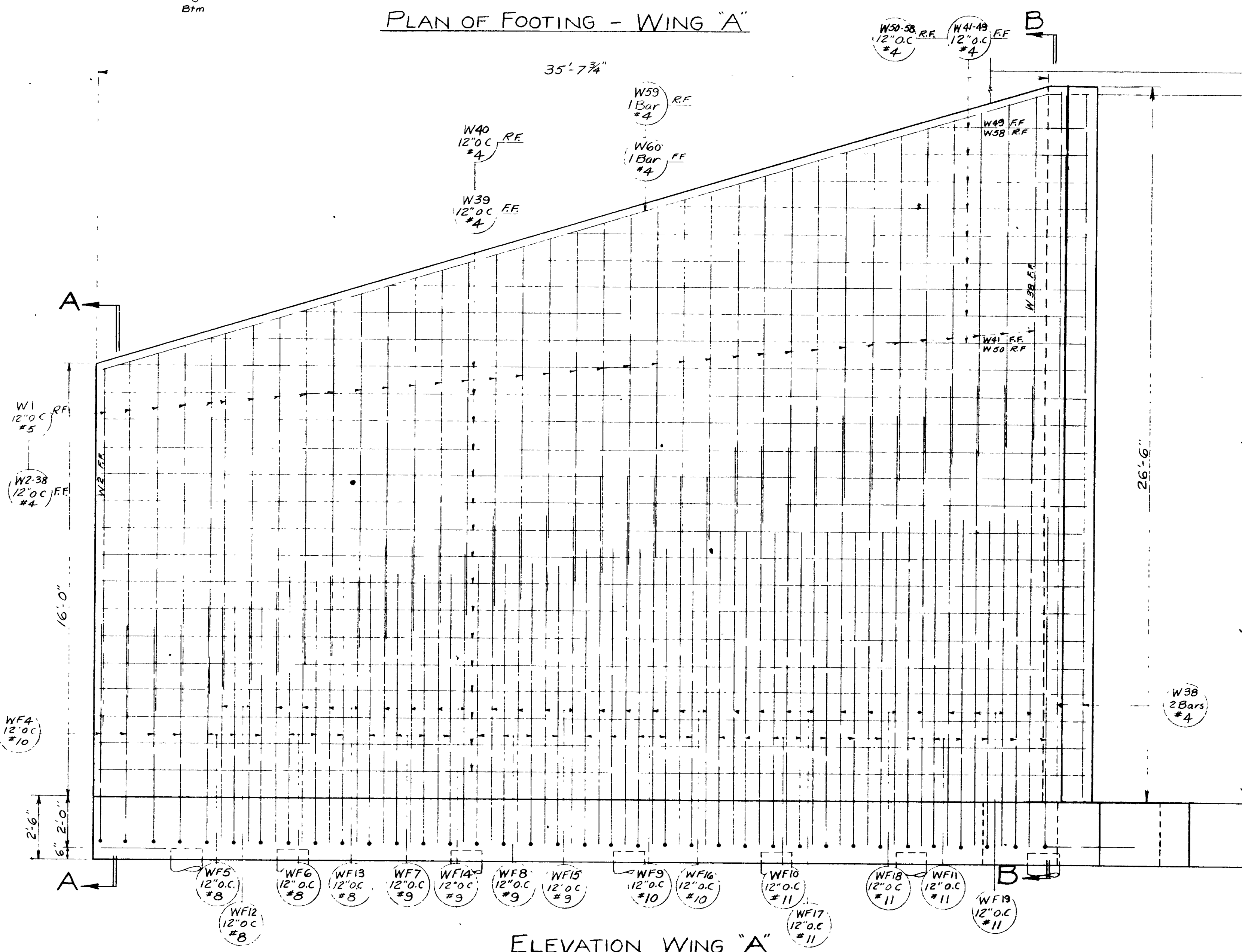
**NOTE:** Payment for furnishing and placing water stops shall be included in contract unit price for Concrete Cls 5 'A'

**REVISIONS**

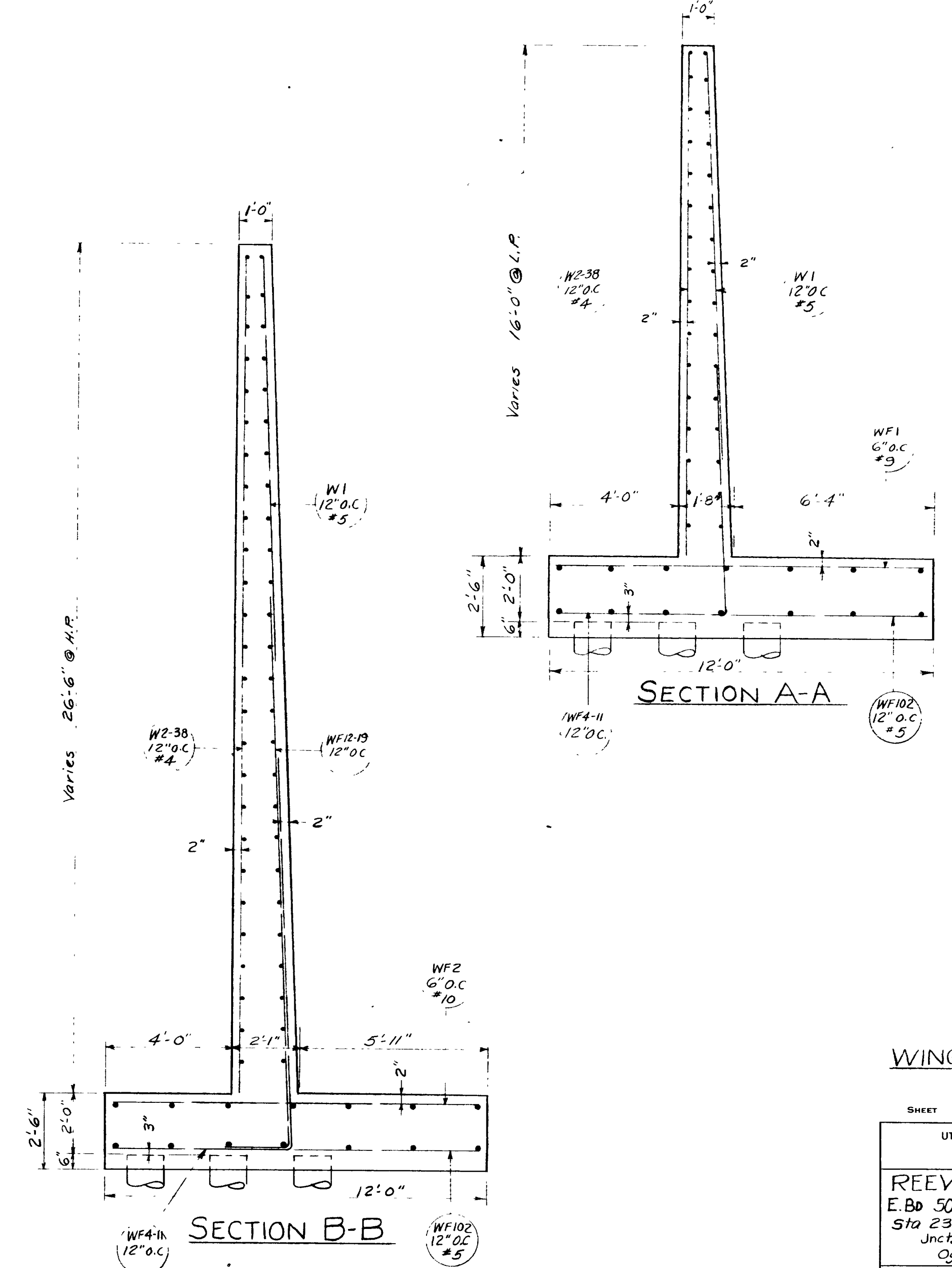
| DATE    | BY     | DATE | BY |
|---------|--------|------|----|
| 3-13    | J.W.E. |      |    |
| 5-23-59 | R.J.B. |      |    |



PLAN OF FOOTING - WING "A"



ELEVATION WING "A"



SECTION A-A

SECTION B-B

WING WALL "A"

SHEET 5 OF 14 SHEETS

UTAH STATE ROAD COMMISSION  
SALT LAKE CITY UTAH  
BRIDGE DEPARTMENT

REEVES AVE. O'PASS  
E. Bd 50+45.0 to C 116+15.04' X-ING L  
Sta 234+53.53 F-037-1(4) 2nd cont.  
Junct. S.R. 38 - Unct Wall Ave  
Ogden, Weber Co

|                       |                       |
|-----------------------|-----------------------|
| DESIGNED BY<br>F.M.E. | SCALE                 |
| DRAWN BY<br>R.J.B.    | ISSUED                |
| TRACED BY             | APPROVED              |
| CHECKED BY<br>J.W.E.  | CHIEF BRIDGE ENGINEER |

BR No 29-208-1-3(E.B.) DRG No. D-653 E

| REVISIONS | DATE | BY |
|-----------|------|----|
|           |      |    |
|           |      |    |
|           |      |    |







| MARK | LOCATION               | SIZE NO. | L'GTH   | NO BARS | TOTAL LENGTH | SKETCH |
|------|------------------------|----------|---------|---------|--------------|--------|
| A1   | ABUT. E. BD. LANE      | 10       | 27'-11" | 46      | 1284'-2"     |        |
| A2   |                        | 10       | 27'-11" | 46      | 1284'-2"     |        |
| A3   |                        | 10       | 35'-5"  | 47      | 1664'-7"     |        |
| A4   |                        | 10       | 33'-6"  | 47      | 1574'-6"     |        |
| A5   |                        | 5        | 26'-0"  | 47      | 1222'-0"     |        |
| A6   |                        | 5        | 23'-0"  | 47      | 1081'-0"     |        |
| A7   | ABUT. E. BD. LANE      | 5        | 46'-8"  | 90      | 4200'-4"     |        |
| AS1  | APPROACH SLAB          | 5        | 40'-0"  | 44      | 1760'-0"     |        |
| AS2  |                        | 5        | 10'-0"  | 76      | 760'-0"      |        |
| AS3  |                        | 8        | 10'-0"  | 76      | 760'-0"      |        |
| CS1  | CURB                   | 5        | 30'-8"  | 12      | 366'-0"      |        |
| CS2  | CURB                   | 4        | 6'-4"   | 116     | 734'-8"      |        |
| AB   | ABUT. E. BD. LANE      | 4        | 2'-4"   | 15      | 35'-0"       |        |
| A9   |                        |          | 2'-4"   |         | 35'-0"       |        |
| A10  |                        |          | 2'-5"   |         | 36'-3"       |        |
| A11  |                        |          | 2'-7"   |         | 38'-9"       |        |
| A12  |                        |          | 2'-8"   |         | 40'-0"       |        |
| A13  |                        |          | 2'-10"  |         | 42'-6"       |        |
| A14  |                        |          | 3'-0"   |         | 45'-0"       |        |
| A15  |                        |          | 3'-2"   |         | 47'-6"       |        |
| A16  |                        |          | 3'-4"   |         | 50'-0"       |        |
| A17  |                        |          | 3'-5"   |         | 51'-3"       |        |
| A18  |                        |          | 2'-4"   |         | 35'-0"       |        |
| A19  |                        |          | 2'-4"   |         | 35'-0"       |        |
| A20  |                        |          | 2'-5"   |         | 36'-3"       |        |
| A21  |                        |          | 2'-6"   |         | 37'-6"       |        |
| A22  |                        |          | 2'-8"   |         | 40'-0"       |        |
| A23  |                        |          | 2'-10"  |         | 42'-6"       |        |
| A24  |                        |          | 3'-0"   |         | 45'-0"       |        |
| A25  |                        |          | 3'-1"   |         | 46'-3"       |        |
| A26  |                        |          | 3'-3"   |         | 48'-9"       |        |
| A27  | ABUT. E. BD. LANE      | 4        | 3'-5"   | 15      | 51'-3"       |        |
| S1   | SLAB E. BD. LANE       | 9        | 50'-0"  | 44      | 2200'-0"     |        |
| S2   |                        | 9        | 28'-0"  | 44      | 1232'-0"     |        |
| S3   |                        | 9        | 26'-9"  | 46      | 1230'-6"     |        |
| S4   |                        | 5        | 46'-8"  | 90      | 4200'-0"     |        |
| S5   |                        | 4        | 2'-1"   | 30      | 62'-6"       |        |
| S6   |                        |          | 2'-2"   |         | 65'-0"       |        |
| S7   |                        |          | 2'-3"   |         | 67'-6"       |        |
| S8   |                        |          | 2'-5"   |         | 72'-6"       |        |
| S9   |                        |          | 2'-7"   |         | 77'-6"       |        |
| S10  |                        |          | 2'-10"  |         | 85'-0"       |        |
| S11  |                        |          | 3'-1"   |         | 92'-6"       |        |
| S12  | SLAB E. BD. LANE       | 4        | 3'-5"   | 30      | 102'-6"      |        |
| AF1  | ABUT. FOOTING          | 5        | 5'-8"   | 85      | 481'-8"      |        |
| AF2  |                        | 8        | 5'-8"   | 85      | 481'-8"      |        |
| AF3  |                        | 5        | 48'-6"  | 12      | 582'-0"      |        |
| AF4  |                        | 6        | 48'-6"  | 12      | 582'-0"      |        |
| AF5  | ABUT. FTG. E. BD. LANE | 10       | 4'-10"  | 94      | 454'-4"      |        |
| AF6  |                        | 5        | 9'-6"   | 2       | 19'-0"       |        |
| AF7  |                        | 8        | 9'-6"   | 2       | 19'-0"       |        |
| AF8  |                        | 5        | 6'-9"   | 2       | 13'-6"       |        |
| AF9  |                        | 5        | 8'-0"   | 5       | 40'-0"       |        |
| AF10 |                        | 5        | 8'-6"   | 2       | 17'-0"       |        |
| AF11 |                        | 8        | 6'-9"   | 2       | 13'-6"       |        |
| AF12 |                        | 8        | 8'-0"   | 5       | 40'-0"       |        |

| MARK | LOCATION               | SIZE NO. | L'GTH   | NO BARS | TOTAL LENGTH | SKETCH |
|------|------------------------|----------|---------|---------|--------------|--------|
| AF13 | ABUT. FTG. E. BD. LANE | 8        | 8'-6"   | 2       | 17'-0"       |        |
| WF1  | WING 'A' FTG           | 9        | 11'-5"  | 35      | 408'-4"      |        |
| WF2  |                        | 10       | 11'-8"  | 36      | 420'-0"      |        |
| WF3  | NOT USED               |          |         |         |              |        |
| WF4  |                        | 10       | 13'-0"  | 4       | 52'-0"       |        |
| WF5  | WING 'A' FTG           | 8        | 13'-9"  | 3       | 41'-3"       | 8'-9"  |
| WF6  |                        | 8        | 15'-0"  | 3       | 45'-0"       | 10'-0" |
| WF7  |                        | 9        | 15'-2"  | 4       | 60'-8"       | 10'-0" |
| WF8  |                        | 9        | 15'-9"  | 4       | 63'-0"       | 10'-6" |
| WF9  |                        | 10       | 16'-3"  | 5       | 81'-3"       | 11'-0" |
| WF10 |                        | 11       | 16'-11" | 7       | 118'-5"      | 11'-8" |
| WF11 |                        | 11       | 17'-7"  | 6       | 105'-6"      | 12'-2" |
| WF12 |                        | 8        | 10'-3"  | 2       | 20'-6"       | 8'-9"  |
| WF13 |                        | 8        | 11'-4"  | 4       | 45'-4"       | 9'-10" |
| WF14 |                        | 9        | 12'-6"  | 4       | 50'-0"       | 11'-0" |
| WF15 |                        | 9        | 13'-9"  | 4       | 55'-0"       | 12'-3" |
| WF16 |                        | 10       | 15'-5"  | 5       | 77'-1"       | 13'-8" |
| WF17 |                        | 11       | 16'-9"  | 4       | 67'-0"       | 14'-9" |
| WF18 |                        | 11       | 18'-0"  | 4       | 72'-0"       | 16'-0" |
| WF19 | WING 'A' FTG           | 11       | 19'-0"  | 4       | 76'-0"       | 17'-0" |
| WF20 | WING 'A' FTG           | 11       | 7'-6"   | 2       | 15'-0"       |        |
| WF21 |                        | 5        | 38'-0"  | 4       | 152'-0"      |        |
| WF22 |                        |          | 39'-0"  | 1       | 39'-0"       |        |
| WF23 |                        |          | 39'-9"  | 1       | 39'-9"       |        |
| WF24 |                        |          | 41'-0"  | 1       | 41'-0"       |        |
| WF25 |                        |          | 39'-9"  | 2       | 79'-6"       |        |
| WF26 |                        |          | 38'-3"  | 1       | 38'-3"       |        |
| WF27 |                        |          | 37'-3"  | 1       | 37'-3"       |        |
| WF28 |                        |          | 36'-6"  | 1       | 36'-6"       |        |
| WF29 |                        |          | 37'-6"  | 1       | 37'-6"       |        |
| WF30 | WING 'A' FTG           | 5        | 35'-8"  | 1       | 35'-6"       |        |
| WF31 | WING WALL 'B'          | 8        | 10'-8"  | 21      | 224'-0"      |        |
| WF32 |                        | 10       | 10'-8"  | 8       | 85'-4"       |        |
| WF33 |                        | 10       | 8'-0"   | 2       | 16'-0"       |        |
| WF34 |                        | 5        | 22'-0"  | 3       | 66'-0"       |        |
| WF35 |                        |          | 24'-6"  | 1       | 24'-6"       |        |
| WF36 |                        |          | 23'-0"  | 3       | 69'-0"       |        |
| WF37 |                        |          | 23'-0"  | 4       | 92'-0"       |        |
| WF38 |                        |          | 24'-0"  | 1       | 24'-0"       |        |
| WF39 |                        |          | 25'-6"  | 1       | 25'-6"       |        |
| WF40 |                        | 5        | 27'-3"  | 1       | 27'-3"       |        |
| WF41 |                        | 10       | 16'-8"  | 3       | 50'-0"       |        |
| WF42 |                        | 9        | 16'-7"  | 3       | 49'-9"       | 11'-6" |
| WF43 |                        | 9        | 15'-9"  | 2       | 31'-6"       | 10'-9" |
| WF44 |                        | 8        | 15'-9"  | 2       | 31'-6"       | 10'-9" |
| WF45 |                        | 8        | 14'-9"  | 2       | 29'-6"       | 9'-10" |
| WF46 |                        | 7        | 13'-5"  | 3       | 40'-3"       | 8'-6"  |
| WF47 |                        | 6        | 12'-1"  | 2       | 24'-2"       | 7'-3"  |
| WF48 |                        | 6        | 10'-7"  | 2       | 21'-2"       | 5'-9"  |
| WF49 |                        | 10       | 20'-11" | 1       | 20'-11"      | 15'-5" |
| WF50 |                        | 10       | 16'-11" | 3       | 50'-9"       | 15'-2" |
| WF51 |                        | 9        | 14'-8"  | 4       | 58'-8"       | 13'-2" |
| WF52 |                        | 8        | 13'-0"  | 2       | 26'-0"       | 11'-6" |
| WF53 |                        | 8        | 11'-4"  | 3       | 34'-0"       | 9'-10" |
| WF54 |                        | 7        | 9'-9"   | 3       | 29'-3"       | 8'-6"  |
| WF55 |                        | 6        | 8'-6"   | 2       | 17'-0"       | 7'-3"  |
| WF56 | WING WALL 'B'          | 6        | 7'-0"   | 2       | 14'-0"       | 5'-9"  |
| WF57 | WING WALL 'D'          | 10       | 10'-8"  | 12      | 128'-0"      |        |
| WF58 |                        | 8        | 10'-8"  | 32      | 341'-4"      |        |
| WF59 |                        | 5        | 25'-0"  | 1       | 25'-0"       |        |
| WF60 |                        | 5        | 26'-8"  | 1       | 26'-8"       |        |
| WF61 | WING WALL 'D'          | 5        | 28'-3"  | 1       | 28'-3"       |        |

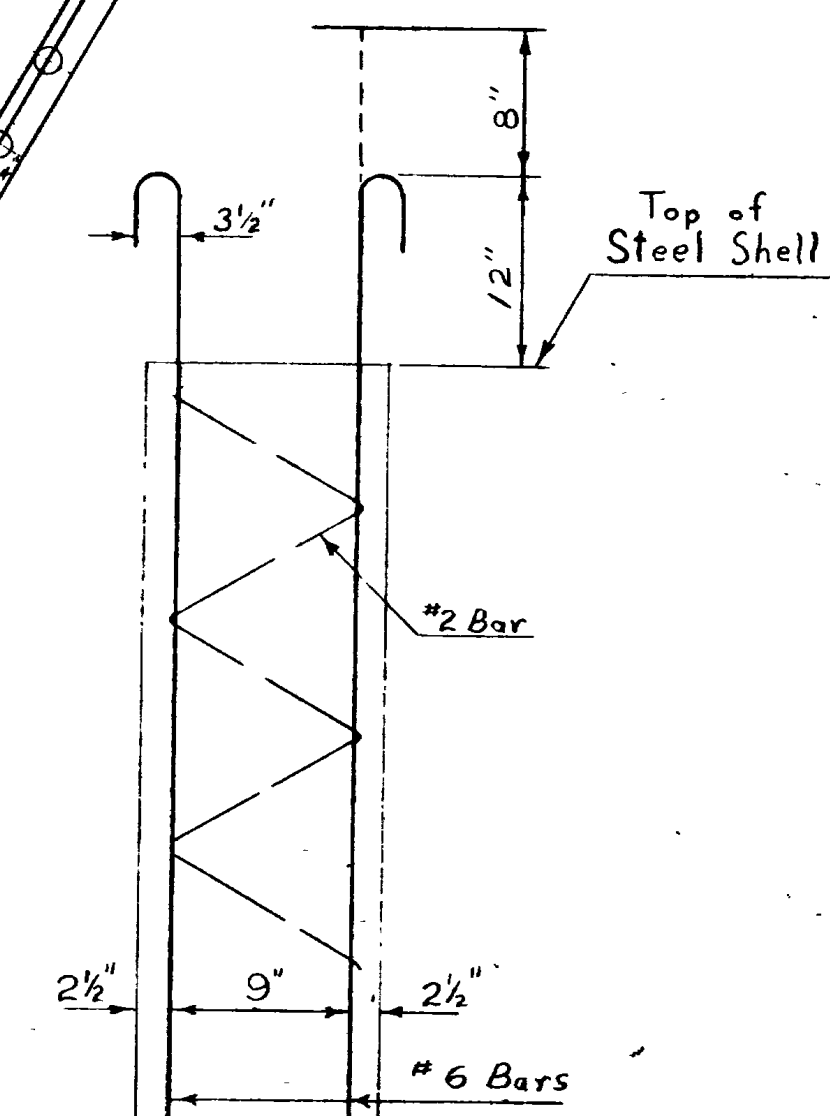
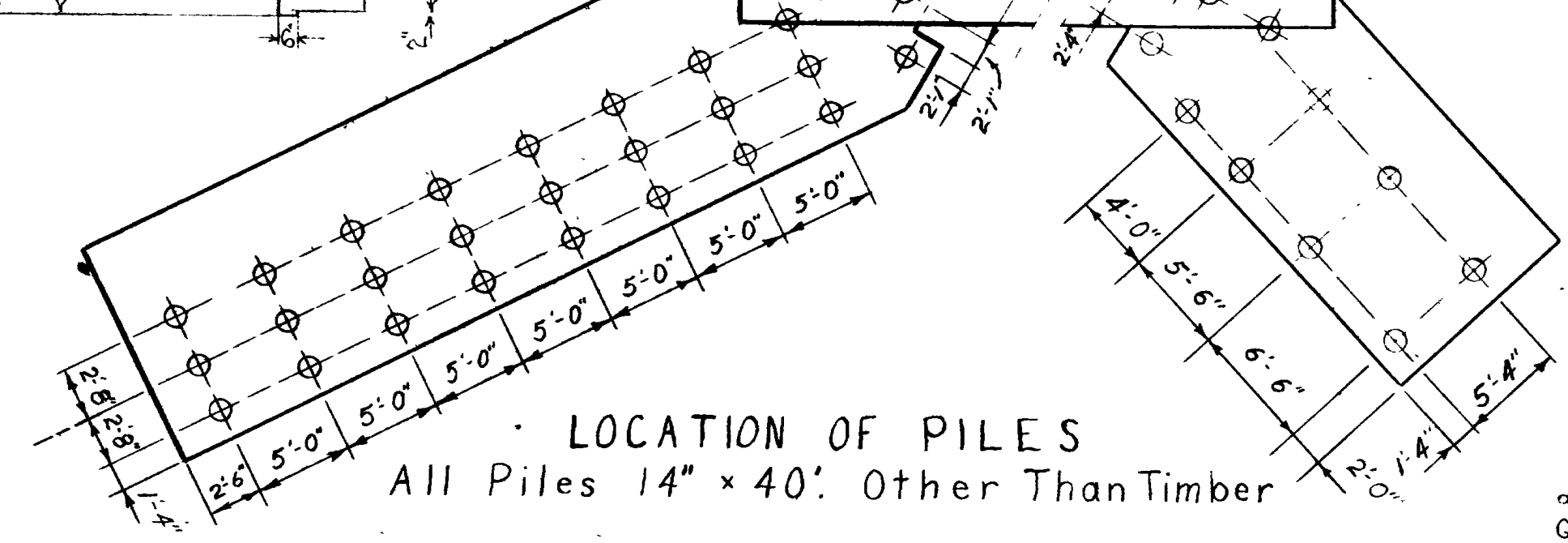
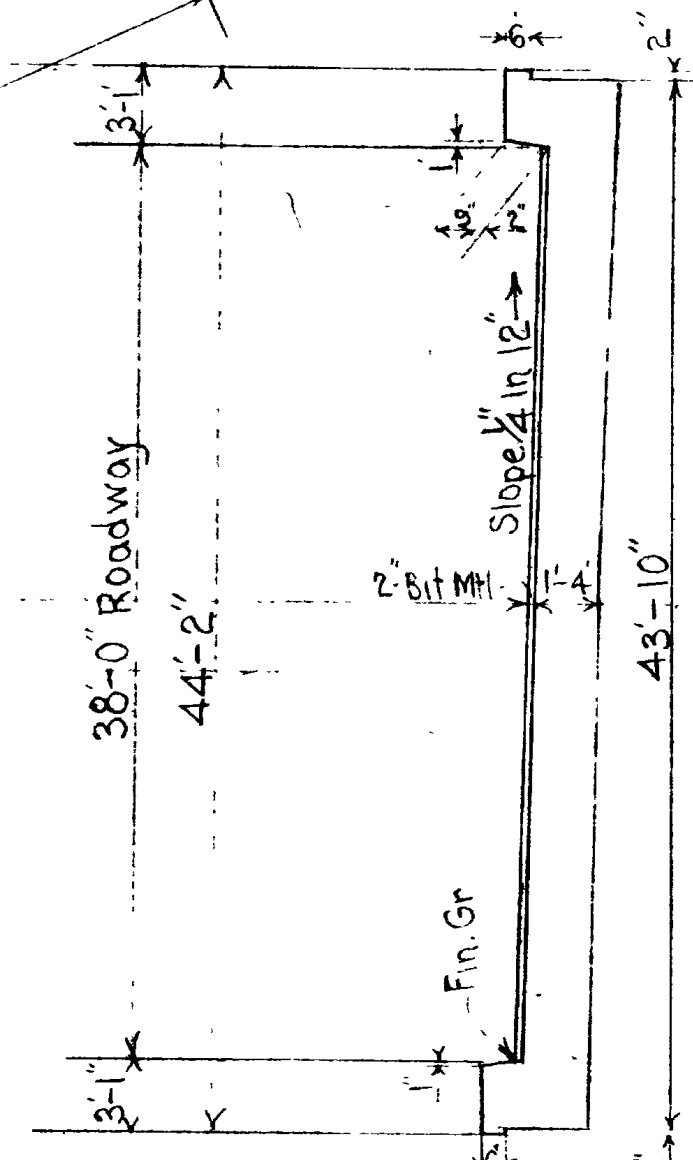
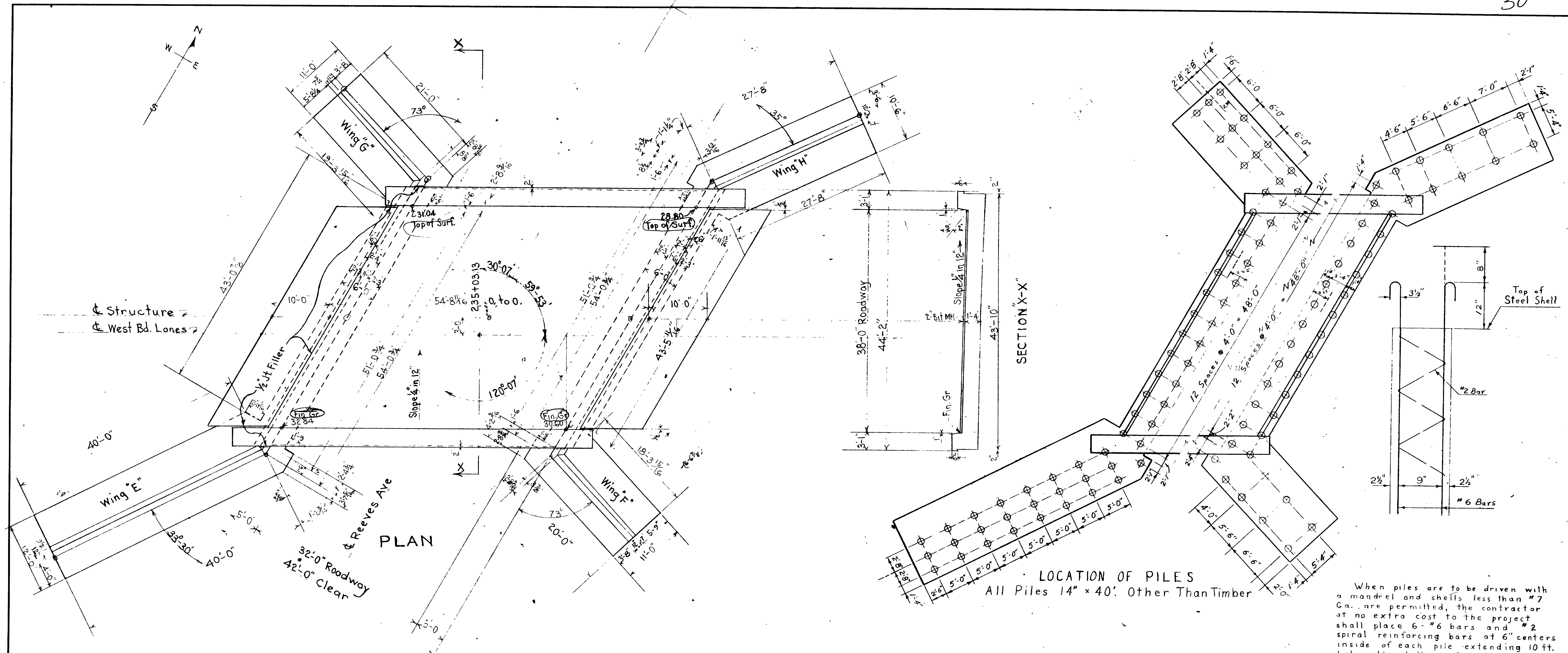
| MARK  | LOCATION             | SIZE NO. | L'GTH   | NO BARS | TOTAL LENGTH | SKETCH |
|-------|----------------------|----------|---------|---------|--------------|--------|
| WF62  | WING WALL 'D'        | 5        | 30'-0"  | 1       | 30'-0"       |        |
| WF63  |                      | 5        | 31'-6"  | 3       | 94'-6"       |        |
| WF64  |                      | 5        | 27'-4"  | 4       | 109'-4"      |        |
| WF65  |                      | 5        | 30'-5"  | 1       | 30'-5"       |        |
| WF66  |                      | 5        | 31'-6"  | 1       | 31'-6"       |        |
| WF67  |                      | 5        | 32'-6"  | 1       | 32'-6"       |        |
| WF68  |                      | 10       | 7'-6"   | 2       | 15'-0"       |        |
| WF69  |                      | 10       | 19'-9"  | 5       | 98'-9"       |        |
| WF70  |                      | 9        | 17'-9"  | 4       | 71'-0"       | 12'-9" |
| WF71  |                      | 9        | 16'-5"  | 3       | 49'-3"       | 11'-5" |
| WF72  |                      | 8        | 15'-3"  | 5       | 76'-3"       | 10'-3" |
| WF73  |                      | 7        | 13'-1"  | 3       | 39'-3"       | 8'-3"  |
| WF74  |                      | 7        | 12'-2"  | 4       | 48'-8"       | 7'-4"  |
| WF75  |                      | 6        | 10'-8"  | 4       | 42'-8"       | 5'-10" |
| WF76  |                      | 10       | 13'-0"  | 5       | 65'-0"       | 11'-3" |
| WF77  |                      | 9        | 12'-3"  | 7       | 85'-9"       | 10'-9" |
| WF78  |                      | 8        | 11'-6"  | 5       | 57'-6"       | 10'-0" |
| WF79  |                      | 7        | 9'-8"   | 2       | 19'-9"       | 8'-5"  |
| WF80  |                      | 7        | 8'-8"   | 5       | 43'-4"       | 7'-5"  |
| WF81  | WING WALL 'D'        | 6        | 7'-0"   | 3       | 21'-0"       | 5'-9"  |
| WF82  | WING WALL 'C'        | 10       | 11'-8"  | 29      | 338'-4"      |        |
| WF83  |                      | 9        | 11'-8"  | 22      | 256'-8"      |        |
| WF84  |                      | 11       | 9'-0"   | 3       | 27'-0"       |        |
| WF85  |                      | 5        | 25'-6"  | 7       | 178'-6"      |        |
| WF86  |                      | 5        | 25'-6"  | 4       | 102'-0"      |        |
| WF87  |                      | 5        | 28'-3"  | 1       | 28'-3"       |        |
| WF88  |                      | 5        | 31'-6"  | 1       | 31'-6"       |        |
| WF89  |                      | 5        | 34'-0"  | 1       | 34'-0"       |        |
| WF90  |                      | 11       | 22'-3"  | 4       | 89'-0"       |        |
| WF91  |                      | 10       | 21'-0"  | 5       | 105'-0"      | 15'-6" |
| WF92  |                      | 10       | 19'-6"  | 6       | 117'-0"      | 14'-0" |
| WF93  |                      | 9        | 17'-4"  | 4       | 69'-4"       | 12'-0" |
| WF94  |                      | 9        | 15'-1"  | 3       | 48'-3"       | 10'-9" |
| WF95  |                      | 8        | 15'-0"  | 4       | 60'-0"       | 9'-9"  |
| WF96  |                      | 11       | 15'-0"  | 4       | 60'-0"       | 13'-0" |
| WF97  |                      | 10       | 14'-3"  | 5       | 71'-3"       | 12'-6" |
| WF98  |                      | 10       | 13'-6"  | 6       | 81'-0"       | 11'-9" |
| WF99  |                      | 9        | 12'-9"  | 4       | 51'-0"       | 11'-3" |
| WF100 |                      | 9        | 12'-0"  | 3       | 36'-0"       | 10'-6" |
| WF101 | WING WALL 'C'        | 8        | 11'-3"  | 3       | 33'-9"       | 9'-9"  |
| WF102 | WING WALLS 'A' & 'C' | 5        | 11'-8"  | 62      | 723'-4"      |        |
| WF103 | WING WALLS 'B' & 'D' | 5        | 10'-8"  | 47      | 501'-4"      |        |
| W1    | WING WALL 'A'        | 5        | 13'-0"  | 36      | 468'-0"      |        |
| W2    |                      | 4        | 15'-10" | 1       | 15'-10"      |        |
| W3    |                      |          | 16'-2"  |         | 16'-2"       |        |
| W4    |                      |          | 16'-5"  |         | 16'-5"       |        |
| W5    |                      |          | 16'-9"  |         | 16'-9"       |        |
| W6    |                      |          | 17'-0"  |         | 17'-0"       |        |
| W7    |                      |          | 17'-4"  |         | 17'-4"       |        |
| W8    |                      |          | 17'-7"  |         | 17'-7"       |        |
| W9    |                      |          | 17'-11" |         | 17'-11"      |        |
| W10   |                      |          | 18'-2"  |         | 18'-2"       |        |
| W11   |                      |          | 18'-6"  |         | 18'-6"       |        |
| W12   |                      |          | 18'-9"  |         | 18'-9"       |        |
| W13   |                      |          | 19'-1"  |         | 19'-1"       |        |
| W14   |                      |          | 19'-4"  |         | 19'-4"       |        |
| W15   |                      |          | 19'-8"  |         | 19'-8"       |        |
| W16   |                      |          | 19'-11" |         | 19'-11"      |        |
| W17   |                      |          | 20'-3"  |         | 20'-3"       |        |
| W18   |                      |          | 20'-6"  |         | 20'-6"       |        |
| W19   |                      |          | 20'-10" |         | 20'-10"      |        |
| W20   |                      |          | 21'-1"  |         | 21'-1"       |        |
| W21   |                      |          | 21'-5"  |         | 21'-5"       |        |
| W22   |                      |          | 21'-8"  |         | 21'-8"       |        |
| W23   |                      |          | 22'-0"  |         | 22'-0"       |        |
| W24   |                      |          | 22'-3"  |         | 22'-3"       |        |
| W25   |                      |          | 22'-7"  |         | 22'-7"       |        |
| W26   |                      |          | 22'-10" |         | 22'-10"      |        |
| W27   |                      |          | 23'-2"  |         | 23'-2"       |        |
| W28   | WING WALL 'A'        | 4        | 23'-5"  | 1       | 23'-5"       |        |

| MARK | LOCATION      | SIZE NO. | L'GTH  | NO BARS | TOTAL LENGTH | SKETCH |
|------|---------------|----------|--------|---------|--------------|--------|
| W29  | WING WALL 'A' | 4        | 23'-9" | 1       | 23'-9"       |        |
| W30  |               |          | 24'-1" |         | 24'-1"       |        |
| W31  |               |          | 24'-4" |         |              |        |



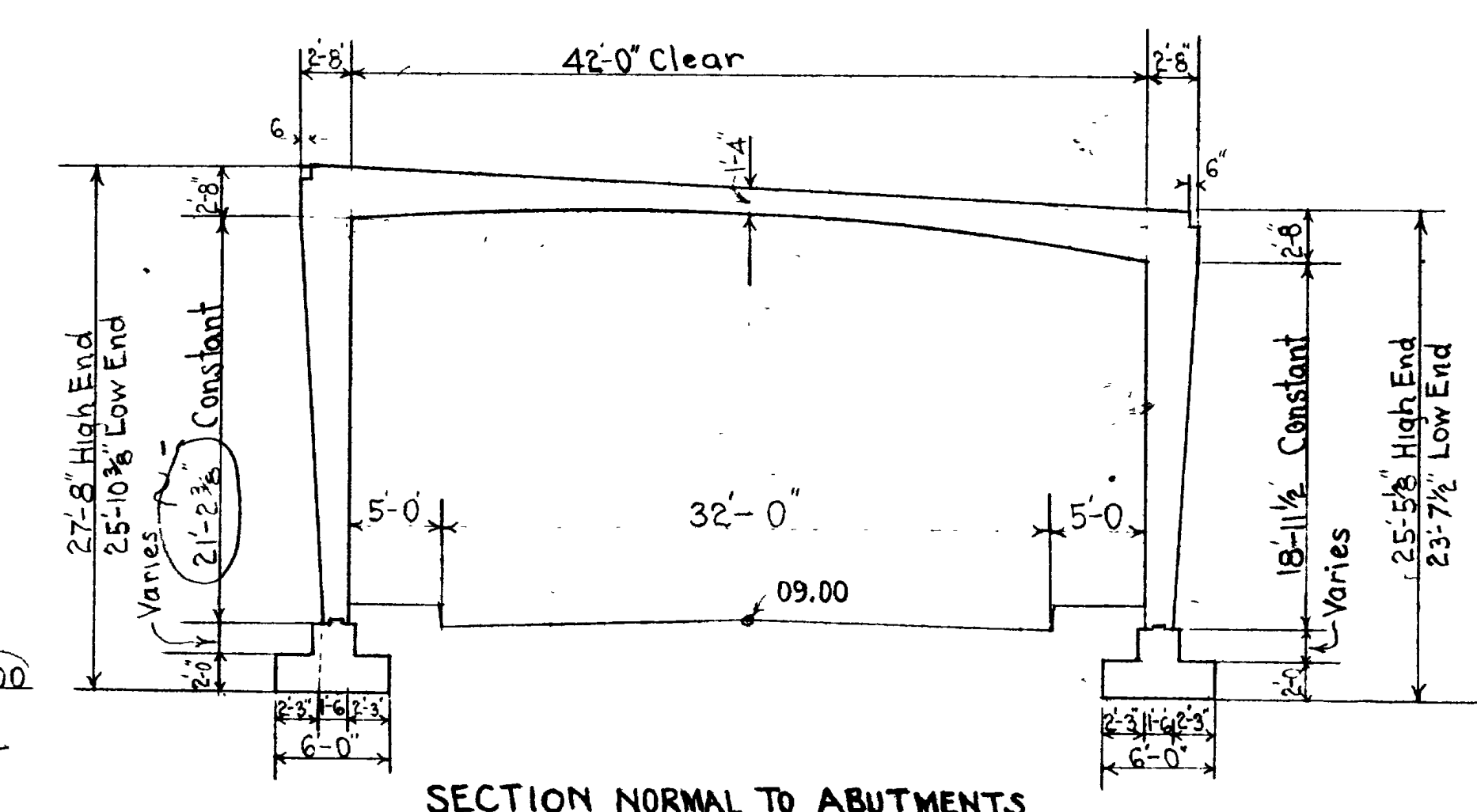
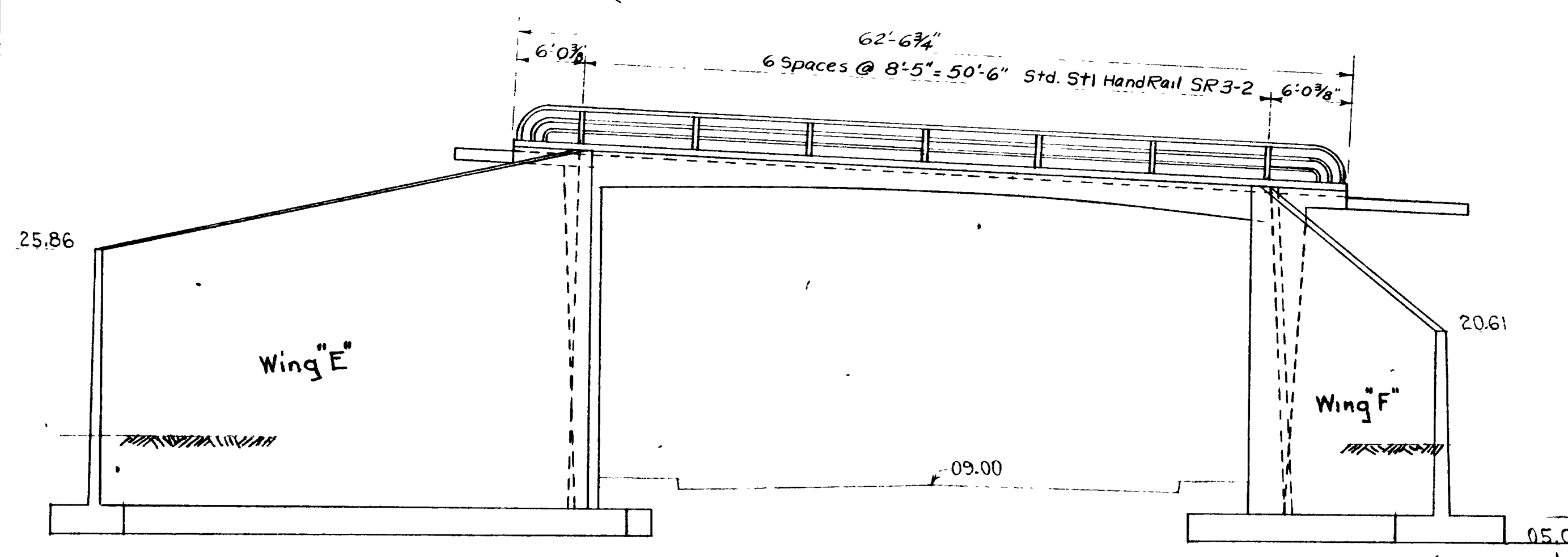


| REVISIONS | DATE    | BY   |
|-----------|---------|------|
| 1         | 3-28-56 | W.E. |



When piles are to be driven with a mandrel and shells less than #7 Ga. are permitted, the contractor at no extra cost to the project shall place 6-#6 bars and #2 spiral reinforcing bars at 6" centers inside of each pile extending 10 ft. below the bottom of footings or encasement.

Payment for furnishing and placing Class "A" Concrete in piles shall be included in Contract unit price for "Piles (other than timber)".



WEST BOUND STRUCTURE

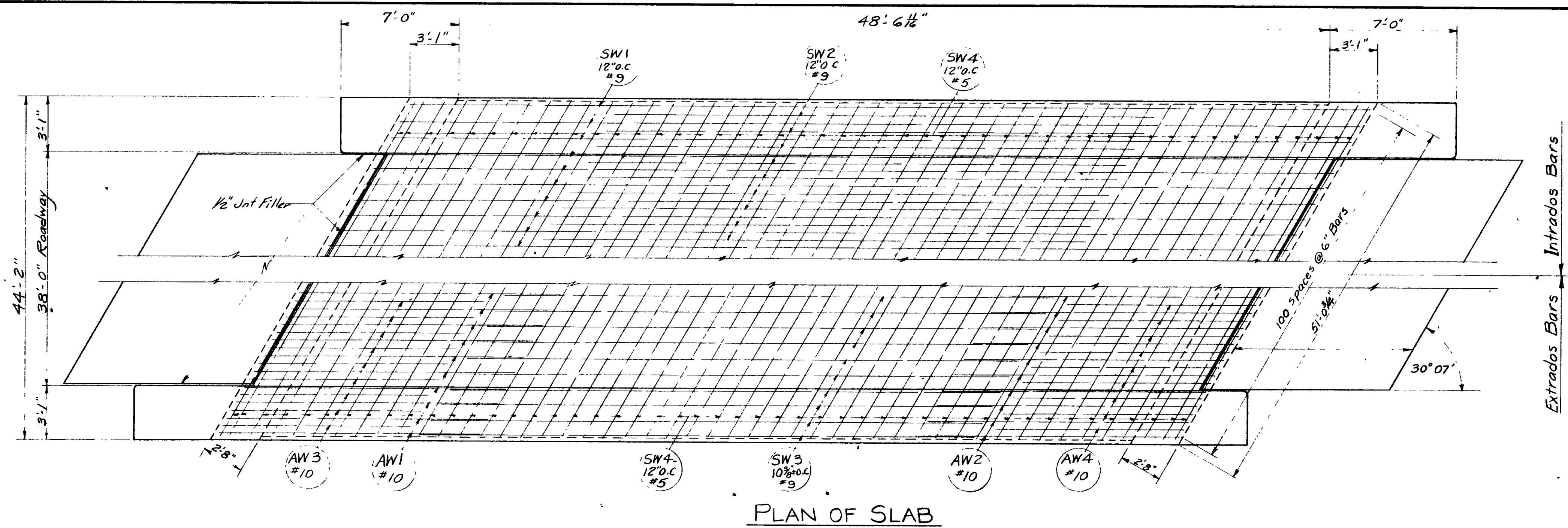
SHEET 9 OF 14 SHEETS

UTAH STATE ROAD COMMISSION  
SALT LAKE CITY, UTAH  
BRIDGE DEPARTMENT

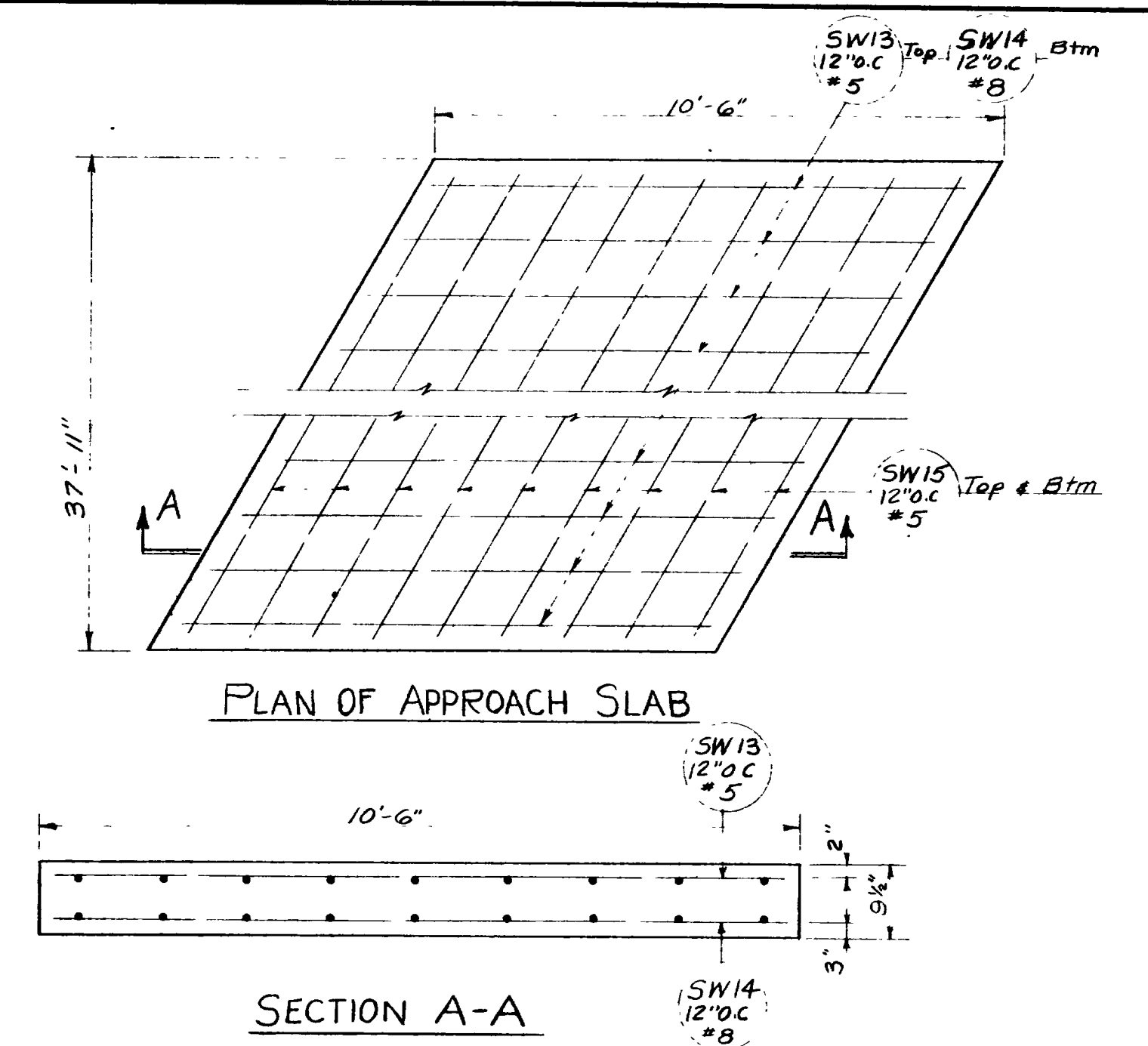
REEVES AVE. OVERPASS  
West Bd. 54.72 to 120+07.16  
Sta. 235+03.13 F. 037-1(4) 2<sup>nd</sup> Cont.  
Jct. S.R. 38-Jct. Wall Ave. Ogden  
WEBER CO.

DESIGNED BY F.M.E. SCALE \_\_\_\_\_  
DRAWN BY F.M.E. ISSUED \_\_\_\_\_  
TRACED BY J.W.E. APPROVED \_\_\_\_\_  
CHECKED BY J.W.E. CHIEF BRIDGE ENGINEER

BR NO 29-208-1-4 (W.B.) DRG NO D-653 W

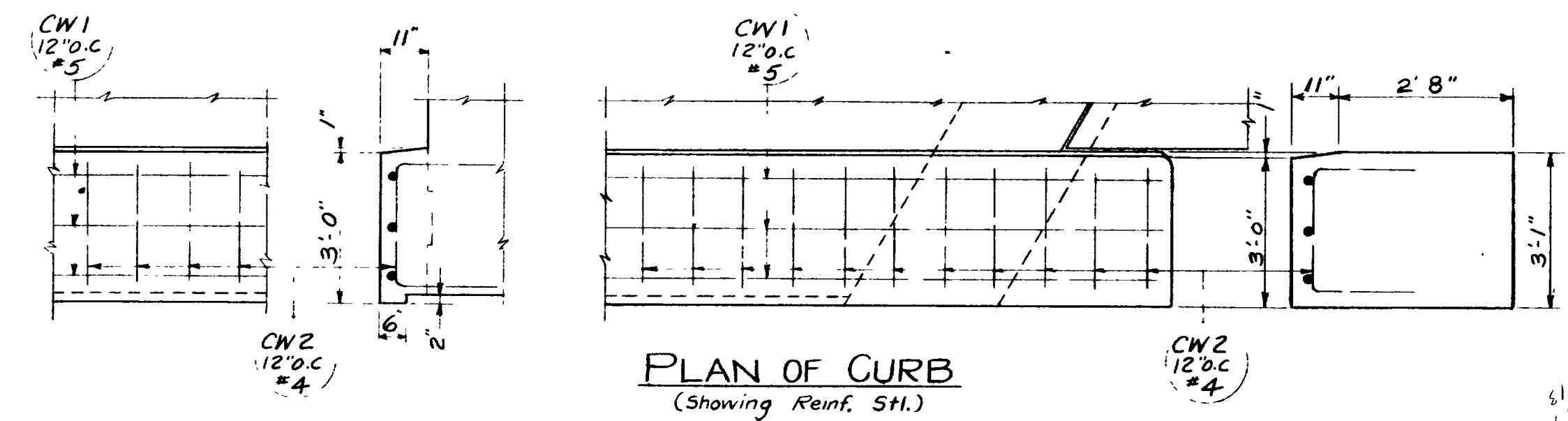


PLAN OF SLAB

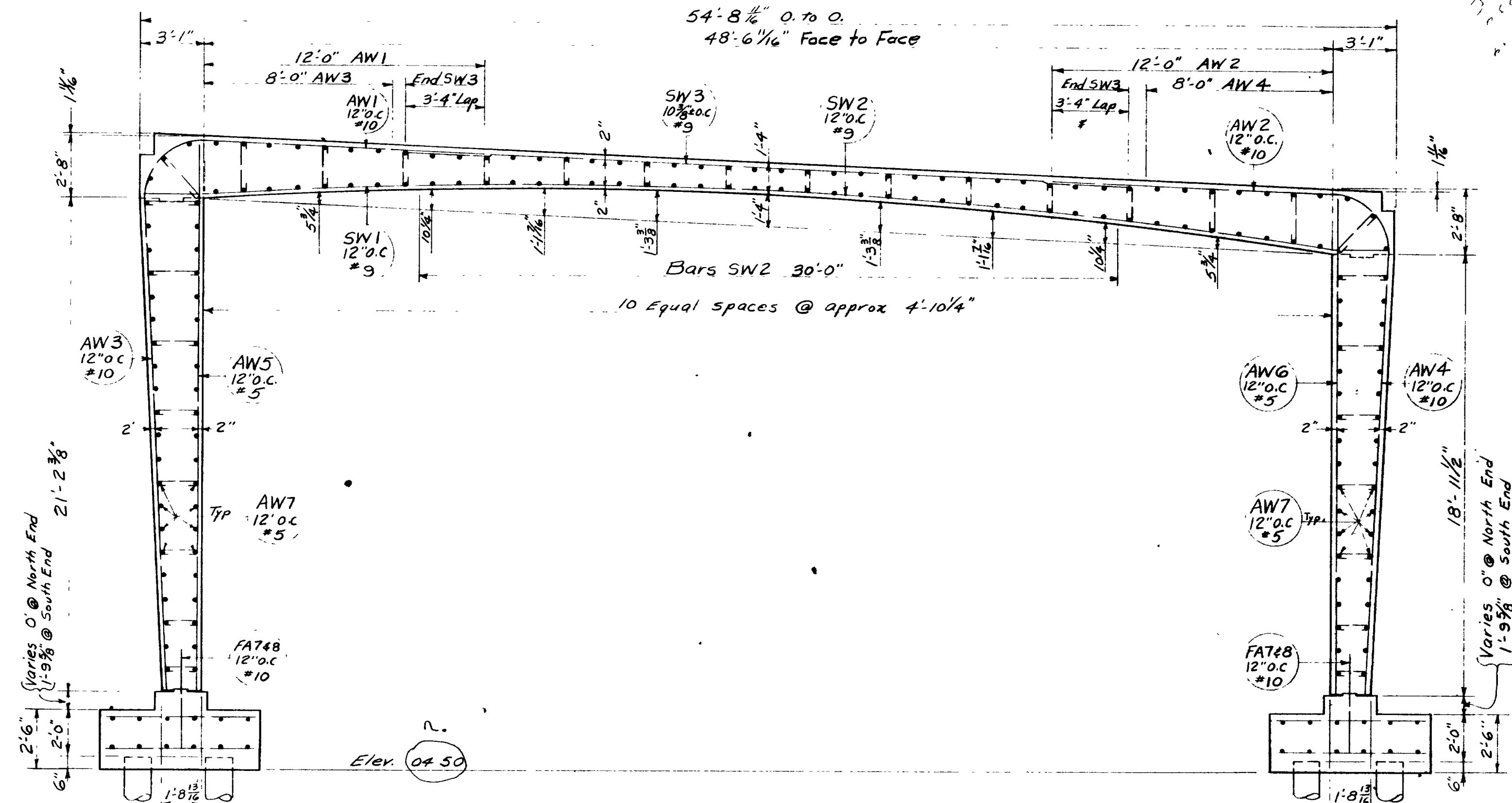


PLAN OF APPROACH SLAB

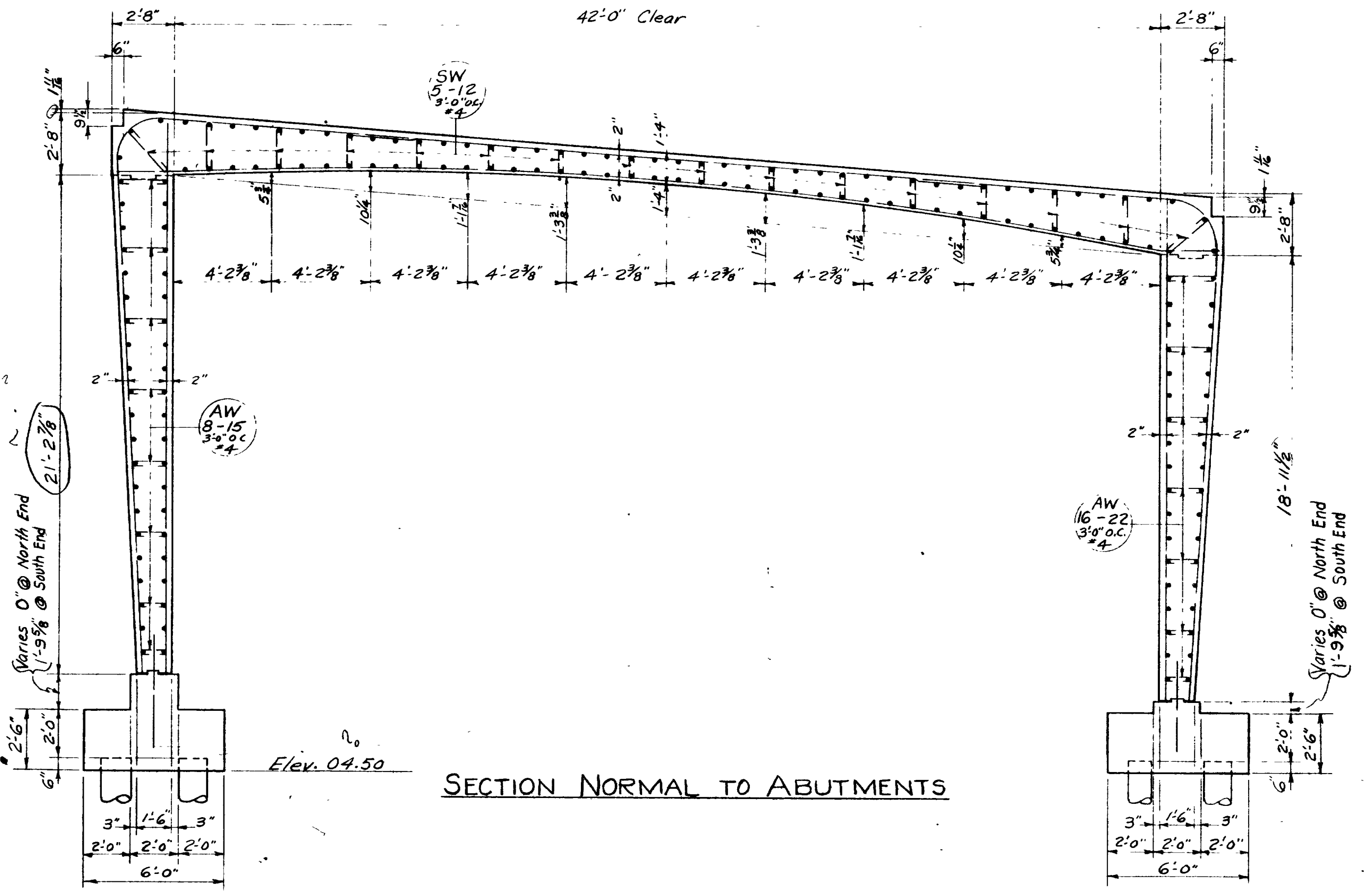
SECTION A-A



PLAN OF CURB  
(Showing Reinf. STL.)



SECTION ON ROAD



SECTION NORMAL TO ABUTMENTS

FRAME DETAILS

SHEET 10 OF 14 SHEETS

UTAH STATE ROAD COMMISSION  
SALT LAKE CITY, UTAH  
BRIDGE DEPARTMENT

REEVES AVE. O'PASS  
W. Bd. 54.72 0. to 120'07X-INGL  
Sta. 235+03.13 F-037-1(4) 2nd Co. Jct.  
Jct. S.R. 38 - Jct. Wall Ave  
Ogden, Weber Co.

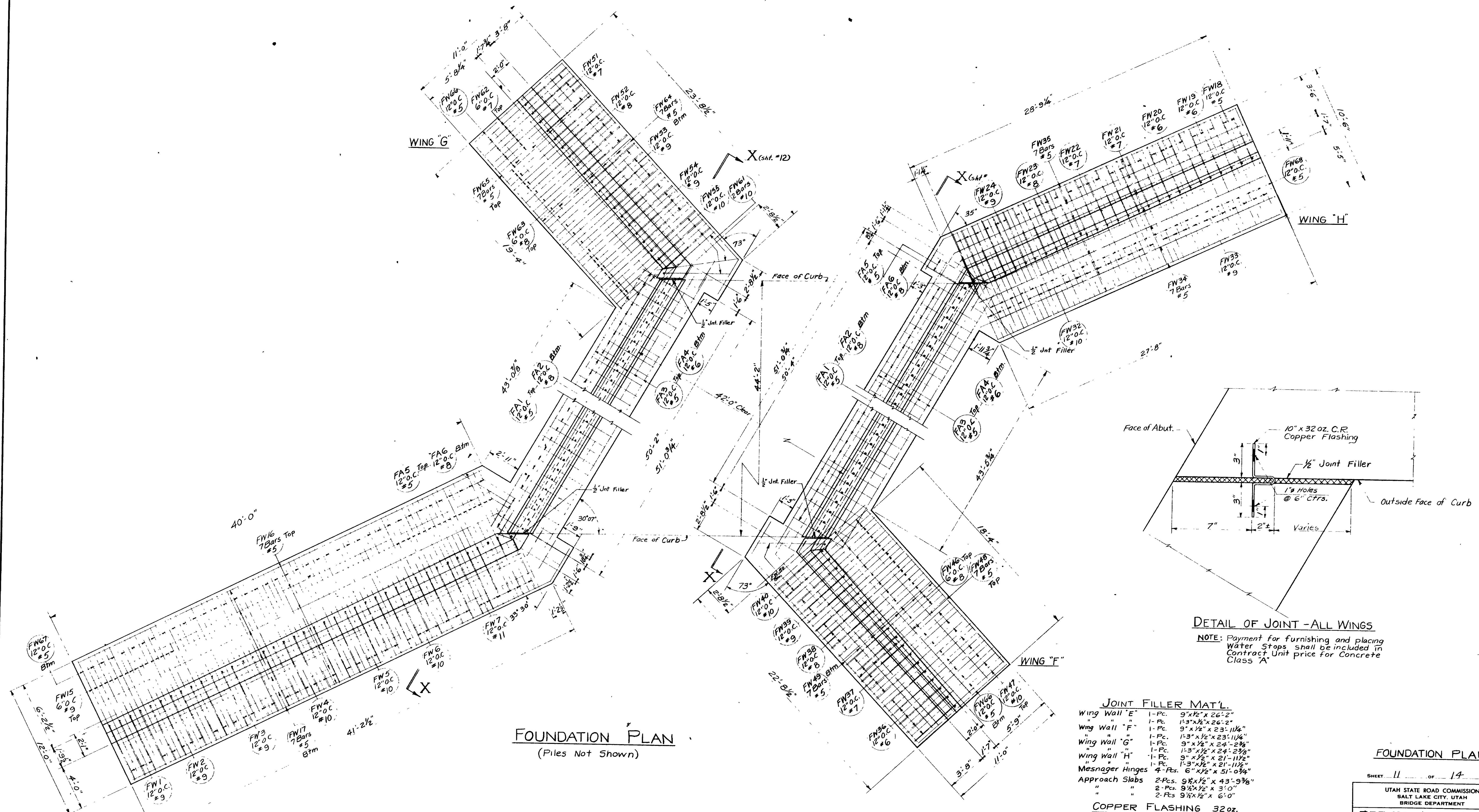
DESIGNED BY F.M.E. SCALE:  
DRAWN BY R.U.B. ISSUED:  
TRACED BY APPROVED:  
CHECKED BY J.W.E. CHIEF BRIDGE ENGINEER

BR No 23-208-1-4WB DRG No D-653W

| NO. | DATE    | BY  | REVISIONS |
|-----|---------|-----|-----------|
| 1   | 1/17/66 | RUB | REVISED   |



| REVISIONS | DATE | BY |
|-----------|------|----|
|           |      |    |
|           |      |    |
|           |      |    |



**FOUNDATION PLAN**  
(Piles Not Shown)

**DETAIL OF JOINT - ALL WINGS**

NOTE: Payment for furnishing and placing Water Stops shall be included in Contract Unit price for Concrete Class 'A'

- JOINT FILLER MAT'L.**
- Wing Wall "E" 1-Pc. 9' x 1/2" x 26'-2"
  - Wing Wall "F" 1-Pc. 13' x 1/2" x 26'-2"
  - Wing Wall "G" 1-Pc. 9' x 1/2" x 23'-11 1/4"
  - Wing Wall "H" 1-Pc. 13' x 1/2" x 23'-11 1/4"
  - Mesnager Hinges 4-Pcs. 6" x 1/2" x 51'-0 3/4"
  - Approach Slabs 2-Pcs. 9 1/2' x 1/2" x 43'-9 3/8"
  - " " 2-Pcs. 9 1/2' x 1/2" x 3'-0"
  - " " 2-Pcs. 9 1/2' x 1/2" x 6'-0"
- COPPER FLASHING 32oz.**
- Wing Wall "E" 1-Pc. 10' x 26'-2"
  - Wing Wall "F" 1-Pc. 10' x 23'-11 1/4"
  - Wing Wall "G" 1-Pc. 10' x 24'-2 3/8"
  - Wing Wall "H" 1-Pc. 10' x 21'-11 1/2"

**FOUNDATION PLAN**

SHEET 11 OF 14 SHEETS

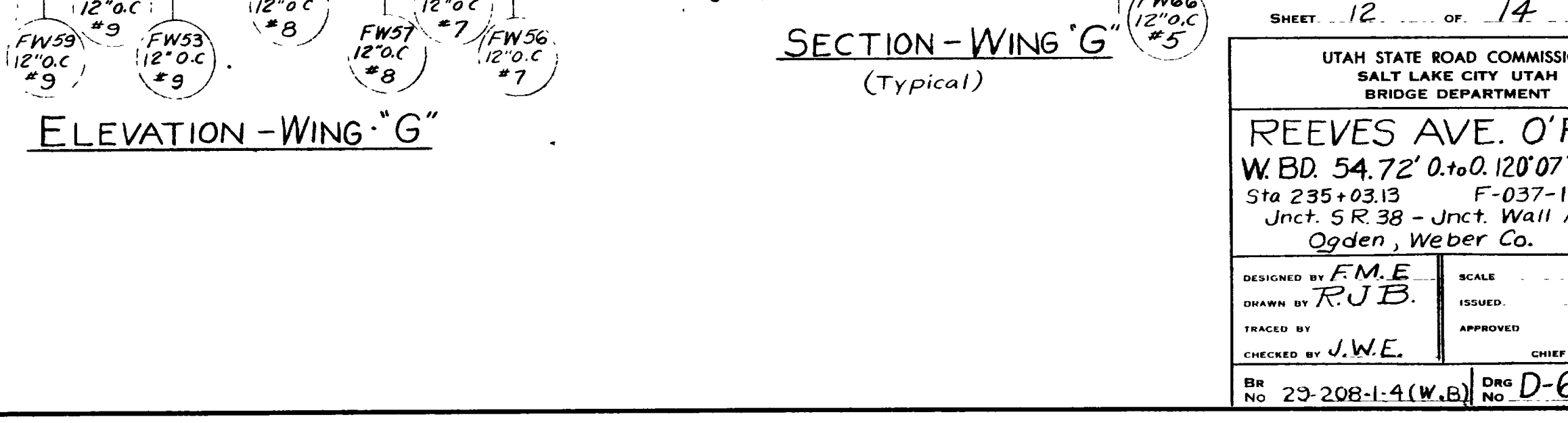
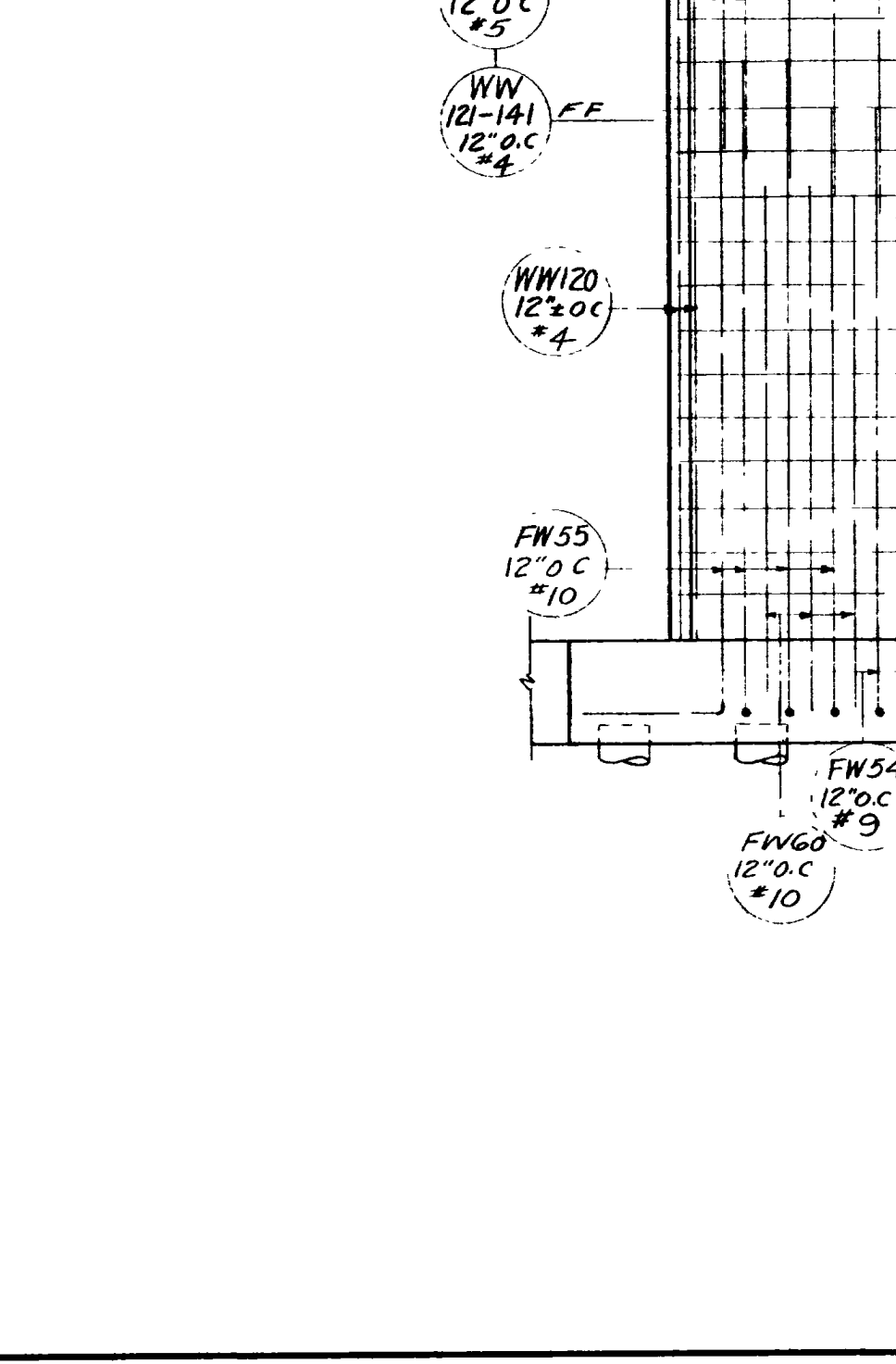
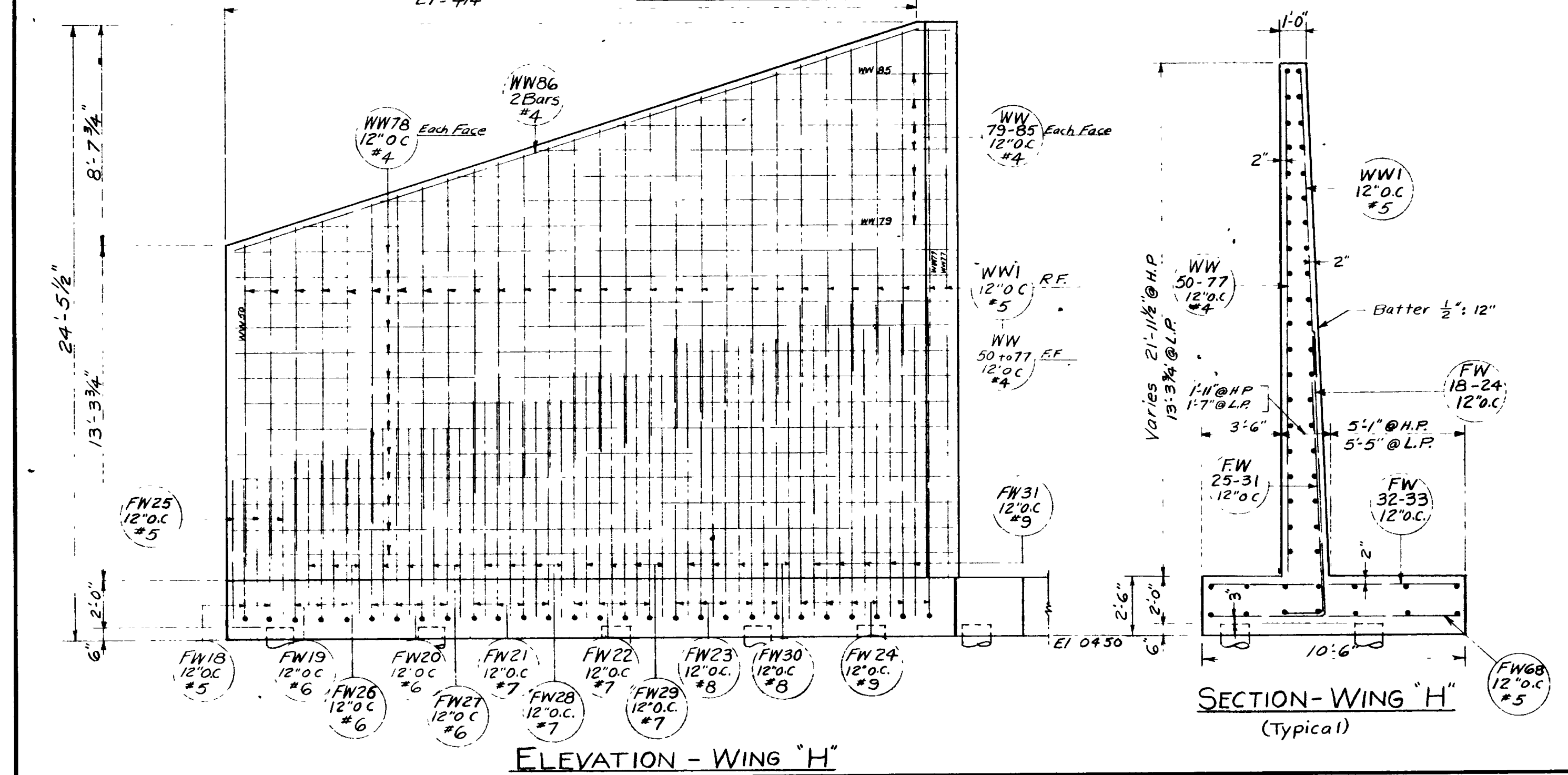
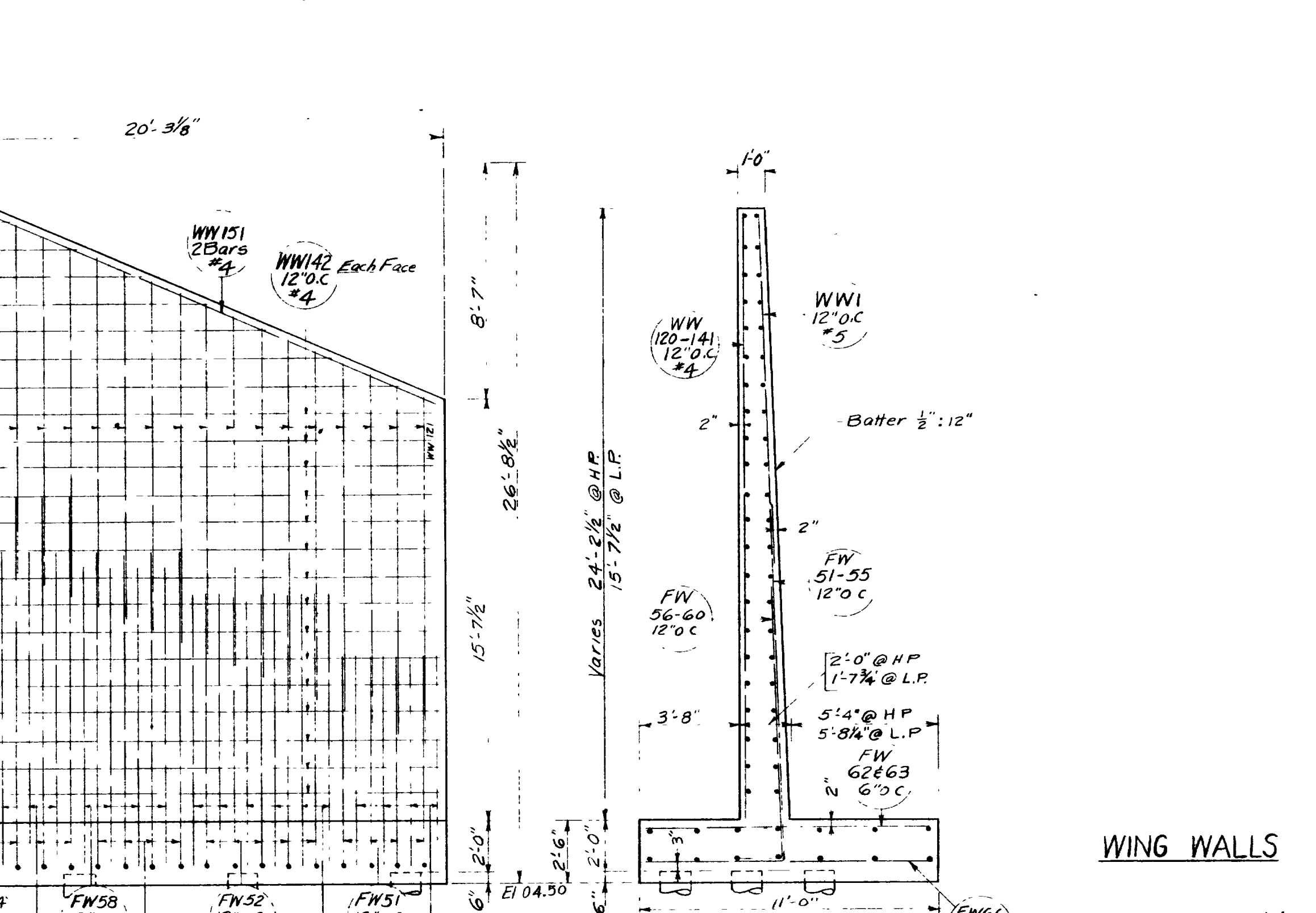
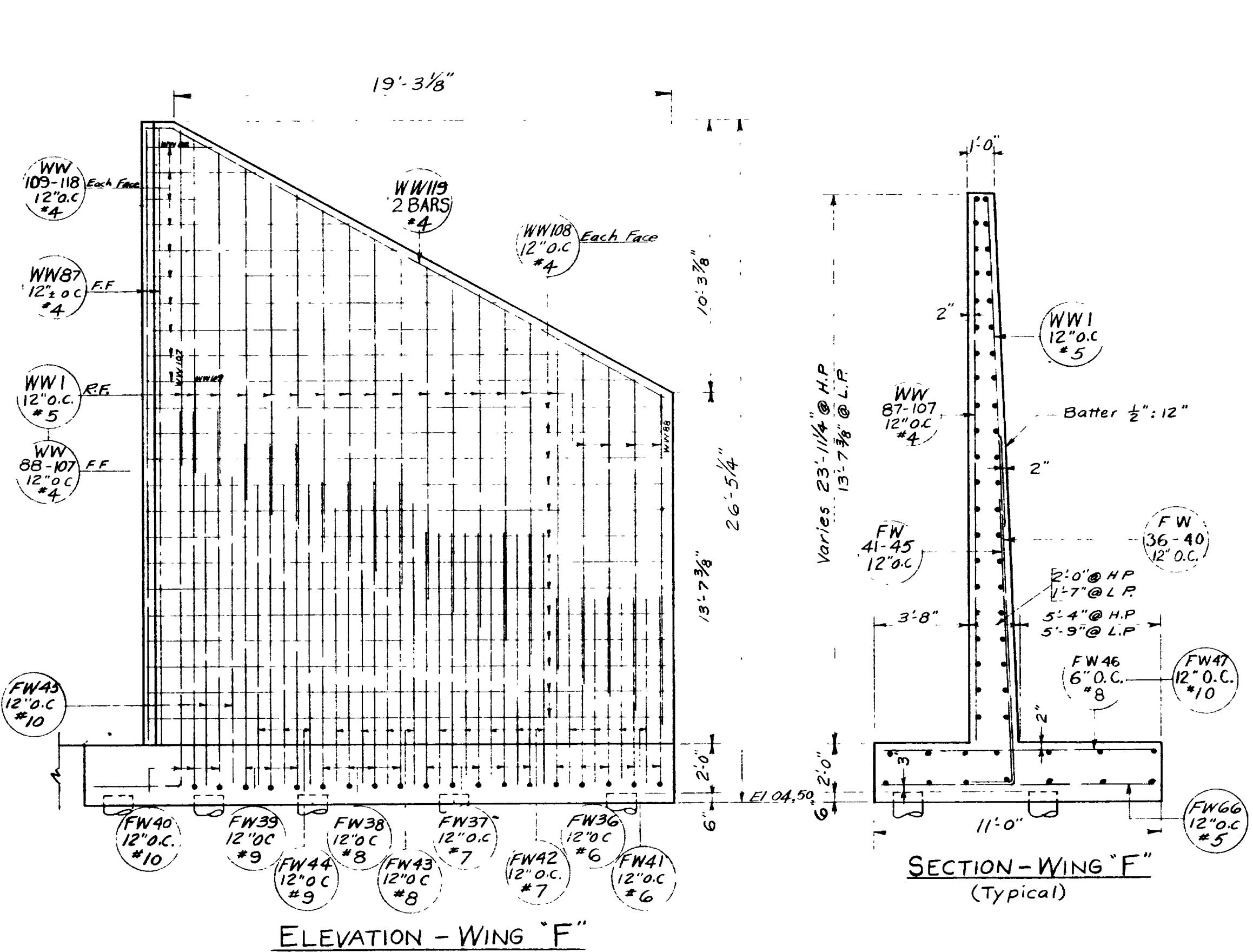
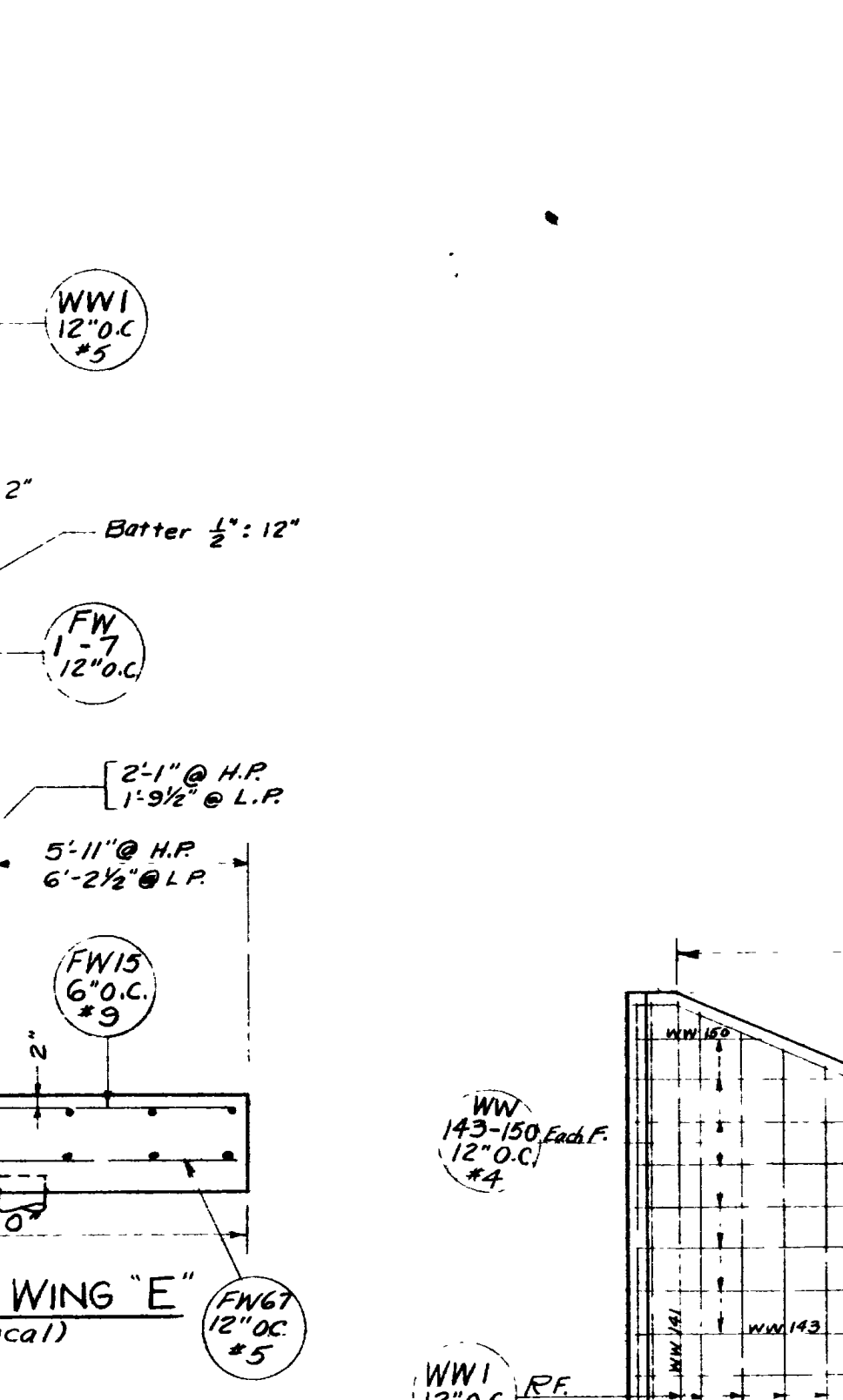
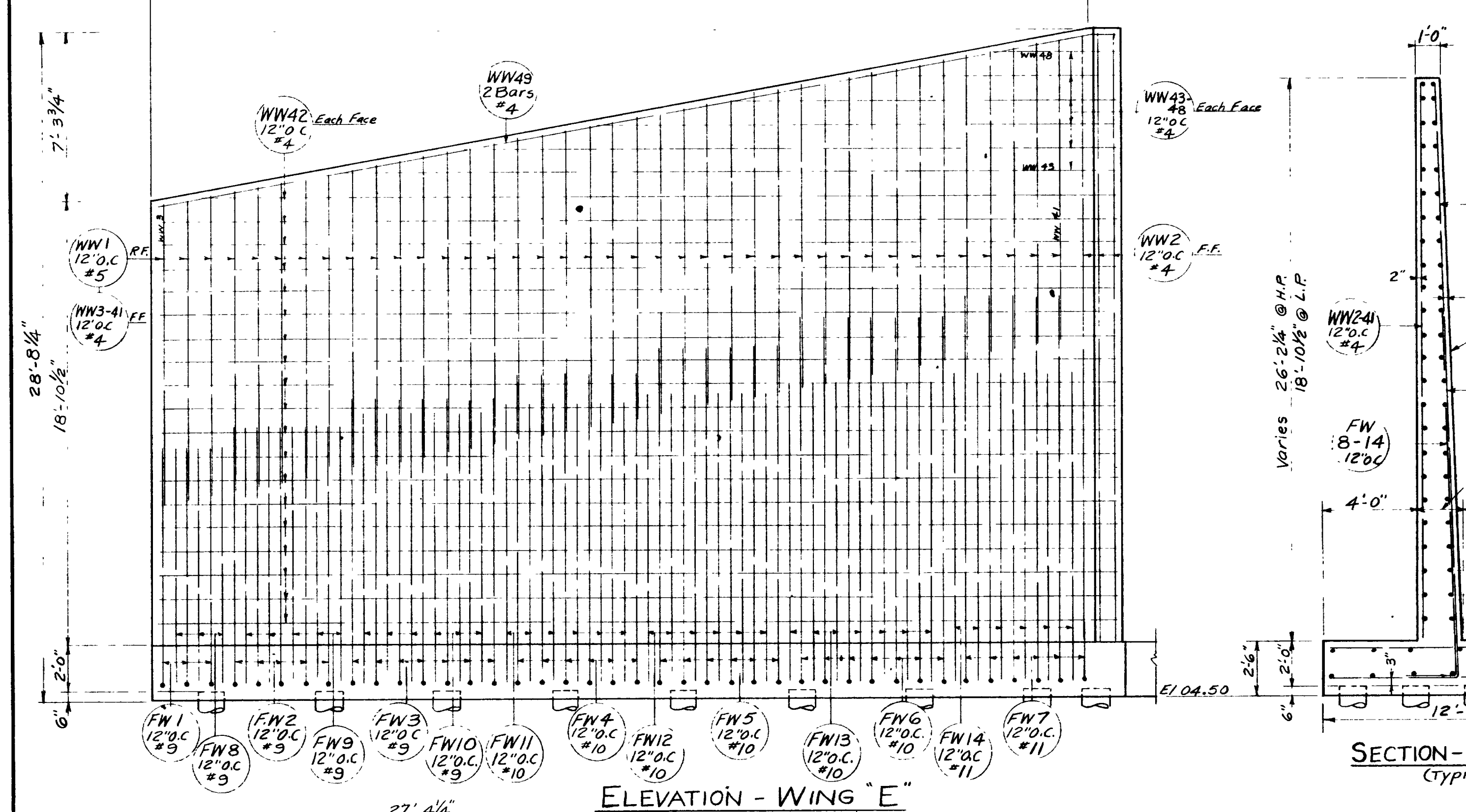
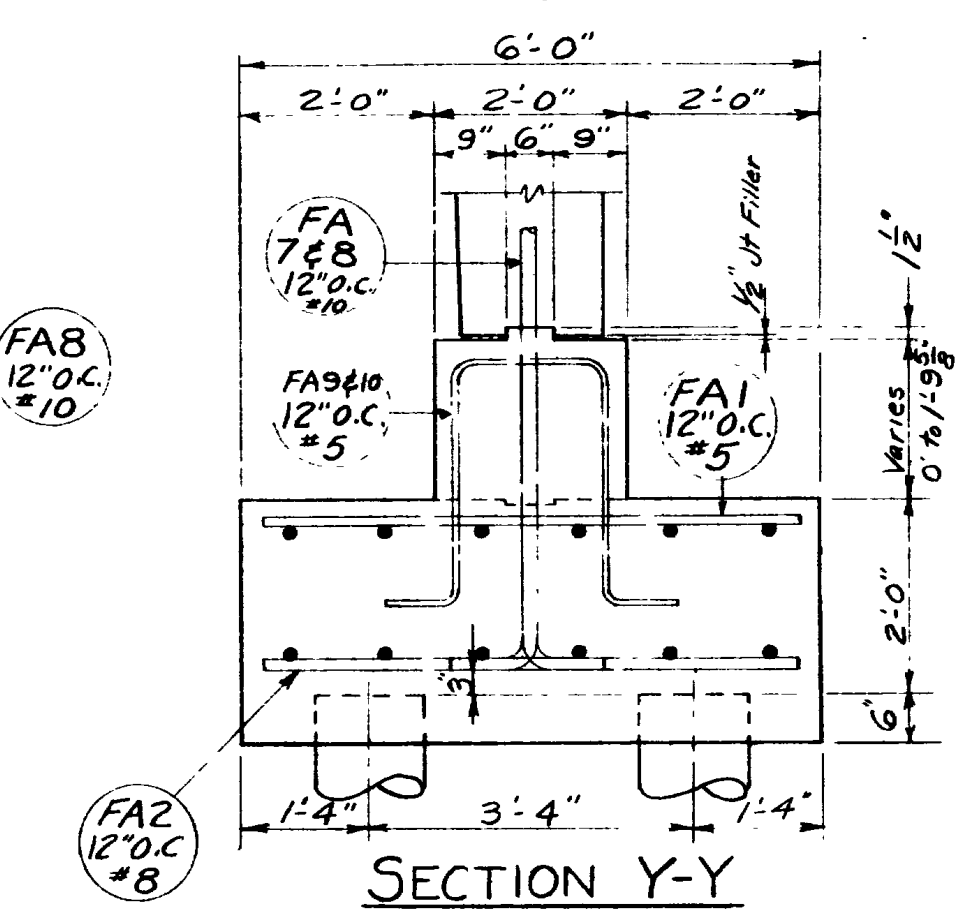
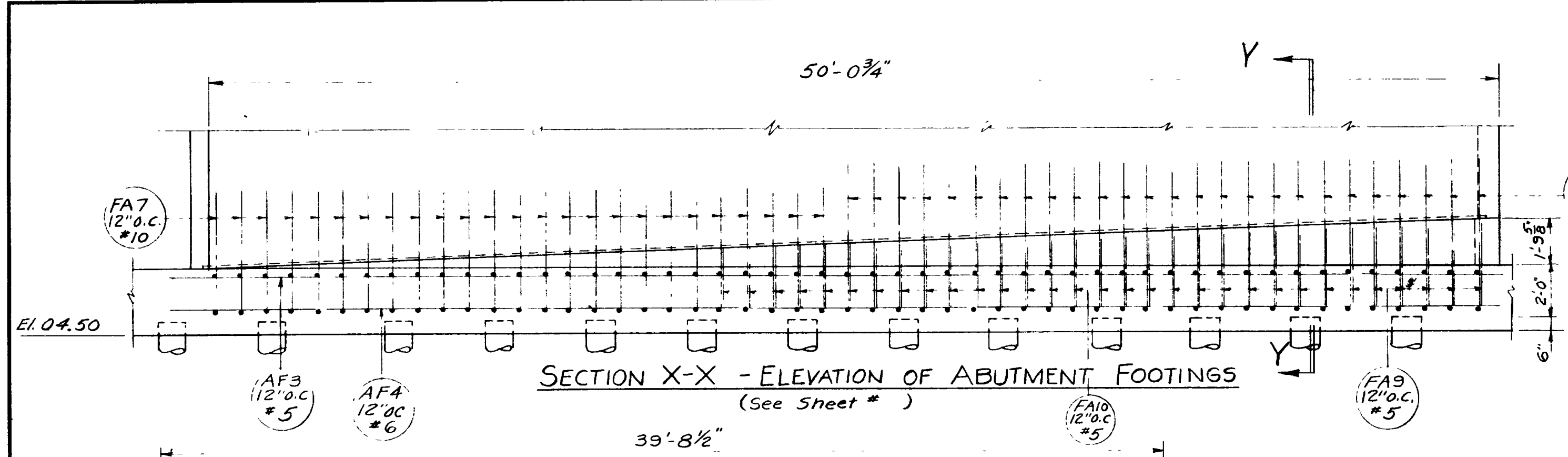
UTAH STATE ROAD COMMISSION  
SALT LAKE CITY, UTAH  
BRIDGE DEPARTMENT

**REEVES AVE. O'PASS**  
W.B.D. 54.72' 0. to 0. 120'07" X 16'6"  
Sta. 235+03.13 F-037-1(4) 2' 2 1/2' + 1/2'  
Junct. S.R. 38 - Junct. Wall Ave.  
Ogden, Weber Co.

DESIGNED BY **F.M.E.** SCALE \_\_\_\_\_  
DRAWN BY **P.J.B.** ISSUED \_\_\_\_\_  
CHECKED BY **J.W.E.** APPROVED \_\_\_\_\_  
CHIEF ENGINEER

BR. NO. 29-208-1-4(W.B.) DRG. NO. **D-653W**

NOTE: Joint Filler shall be A.A.S.H.O Designation M-153-54



| REVISIONS | DATE | BY     |
|-----------|------|--------|
| 1         | 3-73 | W.L.E. |
| 2         | 5-73 | R.J.B. |
| 3         | 8-73 | R.J.B. |

**WING WALLS**

SHEET 12 OF 14 SHEETS

UTAH STATE ROAD COMMISSION  
SALT LAKE CITY UTAH  
BRIDGE DEPARTMENT

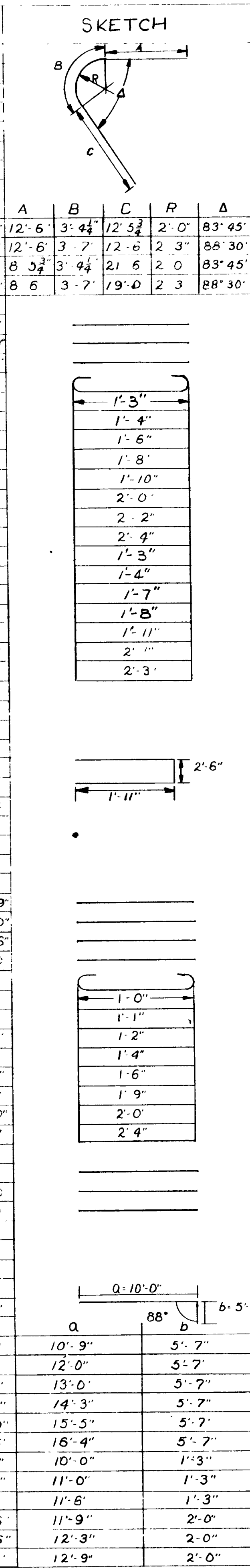
**REEVES AVE. O'PASS**  
W.B.D. 54.72' 0. to 0.120' 07' X WING L  
Sta 235+03.13 F-037-1(4) 2nd Co.  
Junct. 5 R 38 - Junct. Wall Ave.  
Ogden, Weber Co.

DESIGNED BY **F.M.E.**  
DRAWN BY **R.J.B.**  
CHECKED BY **J.W.E.**  
BR No 29-208-1-4 (W.B.) DRG No **D-653W**

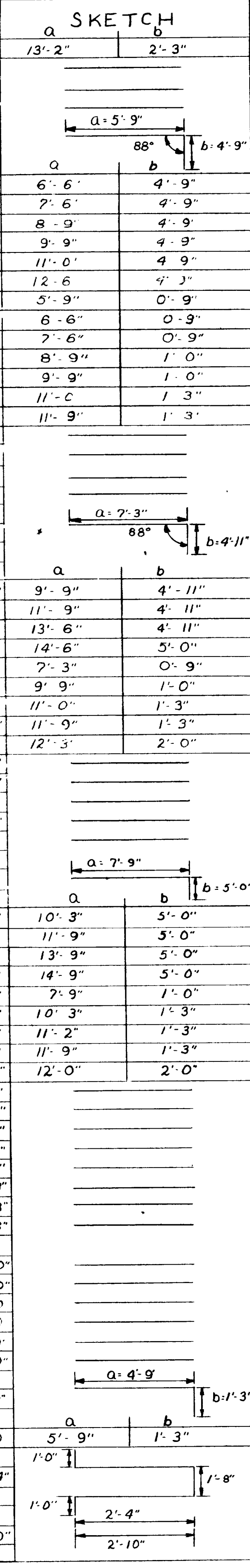
SCALE: \_\_\_\_\_  
ISSUED: \_\_\_\_\_  
APPROVED: \_\_\_\_\_  
CHIEF BRIDGE ENGINEER



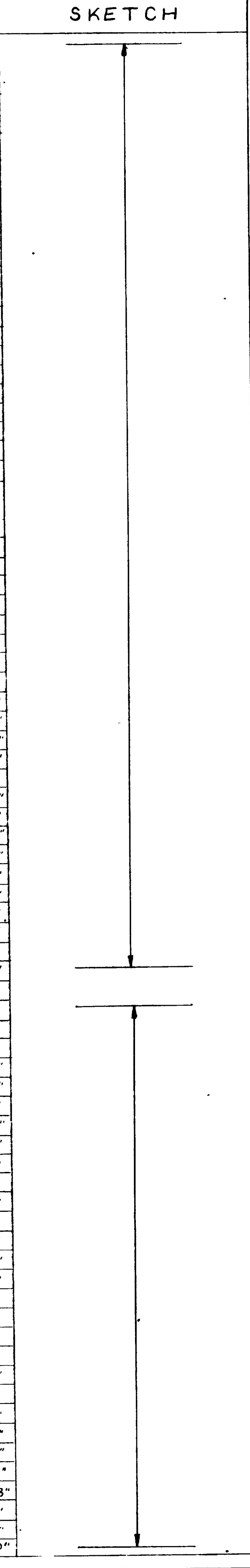
| MARK  | LOCATION      | SIZE NO. | LENGTH  | NO. BARS | TOTAL LENGTH |
|-------|---------------|----------|---------|----------|--------------|
| AW 1  | ABUT. - W. BD | 10       | 28'-4"  | 50       | 1416'-8"     |
| AW 2  |               | 10       | 28'-1"  | 50       | 1429'-2"     |
| AW 3  |               | 10       | 33'-4"  | 51       | 1700'-0"     |
| AW 4  | ABUT. - W. BD | 10       | 31'-1"  | 51       | 1585'-3"     |
| AW 5  | ABUT. - W. BD | 5        | 23'-6"  | 51       | 1198'-6"     |
| AW 6  |               | 5        | 21'-3"  | 51       | 1063'-9"     |
| AW 7  | ABUT. - W. BD | 5        | 30'-6"  | 78       | 3939'-0"     |
| AW 8  | ABUT. - W. BD | 4        | 2'-4"   | 17       | 39'-8"       |
| AW 9  |               |          | 2'-5"   |          | 41'-1"       |
| AW 10 |               |          | 2'-7"   |          | 43'-11"      |
| AW 11 |               |          | 2'-9"   |          | 46'-3"       |
| AW 12 |               |          | 2'-11"  |          | 49'-7"       |
| AW 13 |               |          | 3'-1"   |          | 52'-5"       |
| AW 14 |               |          | 3'-3"   |          | 55'-3"       |
| AW 15 |               |          | 3'-5"   |          | 58'-1"       |
| AW 16 |               |          | 2'-4"   |          | 39'-8"       |
| AW 17 |               |          | 2'-5"   |          | 41'-1"       |
| AW 18 |               |          | 2'-8"   |          | 45'-4"       |
| AW 19 |               |          | 2'-9"   |          | 46'-9"       |
| AW 20 |               |          | 3'-0"   |          | 51'-0"       |
| AW 21 |               |          | 3'-2"   |          | 53'-10"      |
| AW 22 | ABUT. - W. BD | 4        | 3'-4"   | 17       | 56'-8"       |
| CW 1  | CURB          | 5        | 32'-0"  | 12       | 384'-0"      |
| CW 2  | CURB          | 4        | 6'-4"   | 124      | 785'-4"      |
| SW 1  | SLAB W. BD.   | 9        | 54'-3"  | 43       | 2332'-9"     |
| SW 2  |               | 9        | 30'-0"  | 42       | 1260'-0"     |
| SW 3  |               | 9        | 31'-3"  | 50       | 1562'-6"     |
| SW 4  |               | 5        | 50'-6"  | 90       | 4545'-0"     |
| SW 5  |               | 4        | 2'-1"   | 34       | 70'-10"      |
| SW 6  |               |          | 2'-2"   |          | 73'-8"       |
| SW 7  |               |          | 2'-3"   |          | 76'-5"       |
| SW 8  |               |          | 2'-5"   |          | 82'-2"       |
| SW 9  |               |          | 2'-7"   |          | 87'-10"      |
| SW 10 |               |          | 2'-10"  |          | 96'-4"       |
| SW 11 |               |          | 3'-1"   |          | 104'-10"     |
| SW 12 | SLAB W. BD.   | 4        | 3'-5"   | 34       | 116'-2"      |
| SW 13 | APPROACH SLAB | 5        | 10'-0"  | 76       | 760'-0"      |
| SW 14 |               | 8        | 10'-0"  | 76       | 760'-0"      |
| SW 15 | APPROACH SLAB | 5        | 43'-0"  | 36       | 1548'-0"     |
| FW 1  | WING "E" FTG. | 9        | 15'-7"  | 3        | 46'-9"       |
| FW 2  | WING "E" FTG. | 9        | 16'-4"  | 5        | 81'-8"       |
| FW 3  |               | 9        | 17'-7"  | 7        | 123'-1"      |
| FW 4  |               | 10       | 18'-2"  | 6        | 111'-6"      |
| FW 5  |               | 10       | 19'-10" | 6        | 119'-0"      |
| FW 6  |               | 10       | 21'-0"  | 7        | 147'-0"      |
| FW 7  |               | 11       | 21'-11" | 6        | 131'-6"      |
| FW 8  |               | 9        | 11'-3"  | 3        | 33'-9"       |
| FW 9  |               | 9        | 12'-3"  | 3        | 61'-3"       |
| FW 10 |               | 9        | 12'-9"  | 6        | 76'-6"       |
| FW 11 |               | 10       | 13'-9"  | 6        | 82'-6"       |
| FW 12 |               | 10       | 14'-3"  | 6        | 85'-6"       |
| FW 13 | WING "E" FTG. | 10       | 14'-9"  | 7        | 103'-3"      |



| MARK  | LOCATION            | SIZE NO. | LENGTH | NO. BARS | TOTAL LENGTH |
|-------|---------------------|----------|--------|----------|--------------|
| FW 14 | WING "E" FTG.       | 11       | 15'-5" | 6        | 92'-6"       |
| FW 15 |                     | 9        | 11'-8" | 78       | 910'-0"      |
| FW 16 |                     | 5        | 39'-6" | 7        | 276'-6"      |
| FW 17 | WING "E" FTG.       | 5        | 44'-0" | 7        | 308'-0"      |
| FW 18 | WING "H" FTG.       | 5        | 10'-6" | 2        | 21'-0"       |
| FW 19 | WING "H" FTG.       | 6        | 11'-3" | 3        | 33'-9"       |
| FW 20 |                     | 6        | 12'-3" | 4        | 49'-0"       |
| FW 21 |                     | 7        | 13'-6" | 4        | 54'-0"       |
| FW 22 |                     | 7        | 14'-6" | 4        | 58'-0"       |
| FW 23 |                     | 8        | 15'-9" | 5        | 78'-3"       |
| FW 24 |                     | 9        | 17'-3" | 6        | 103'-6"      |
| FW 25 |                     | 5        | 6'-6"  | 3        | 19'-6"       |
| FW 26 |                     | 6        | 7'-3"  | 3        | 21'-9"       |
| FW 27 |                     | 8        | 8'-9"  | 4        | 33'-0"       |
| FW 28 |                     | 7        | 9'-9"  | 4        | 39'-0"       |
| FW 29 |                     | 7        | 10'-3" | 4        | 43'-0"       |
| FW 30 |                     | 8        | 12'-3" | 5        | 61'-3"       |
| FW 31 |                     | 9        | 13'-0" | 5        | 65'-0"       |
| FW 32 |                     | 10       | 10'-2" | 17       | 172'-10"     |
| FW 33 |                     | 9        | 10'-2" | 11       | 111'-10"     |
| FW 34 |                     | 5        | 28'-0" | 7        | 196'-0"      |
| FW 35 | WING "H" FTG.       | 5        | 31'-0" | 7        | 217'-0"      |
| FW 36 | WING "F" FTG.       | 6        | 12'-2" | 5        | 60'-10"      |
| FW 37 | WING "F" FTG.       | 7        | 14'-8" | 5        | 73'-4"       |
| FW 38 |                     | 8        | 16'-8" | 4        | 66'-8"       |
| FW 39 |                     | 9        | 18'-5" | 3        | 55'-3"       |
| FW 40 |                     | 10       | 19'-6" | 3        | 58'-6"       |
| FW 41 |                     | 6        | 8'-0"  | 4        | 32'-0"       |
| FW 42 |                     | 7        | 10'-9" | 5        | 53'-9"       |
| FW 43 |                     | 8        | 12'-3" | 4        | 49'-0"       |
| FW 44 |                     | 9        | 13'-0" | 3        | 39'-0"       |
| FW 45 |                     | 10       | 14'-3" | 2        | 28'-6"       |
| FW 46 |                     | 8        | 10'-8" | 20       | 213'-4"      |
| FW 47 |                     | 10       | 10'-8" | 9        | 96'-0"       |
| FW 48 |                     | 5        | 19'-0" | 7        | 133'-0"      |
| FW 49 |                     | 5        | 25'-0" | 7        | 175'-0"      |
| FW 50 | WING "F" FTG.       | 10       | 6'-9"  | 1        | 6'-9"        |
| FW 51 | WING "G" FTG.       | 7        | 12'-9" | 4        | 51'-0"       |
| FW 52 | WING "G" FTG.       | 8        | 15'-3" | 5        | 76'-3"       |
| FW 53 |                     | 9        | 16'-9" | 4        | 67'-0"       |
| FW 54 |                     | 9        | 18'-9" | 4        | 75'-0"       |
| FW 55 |                     | 10       | 19'-9" | 4        | 79'-0"       |
| FW 56 |                     | 7        | 8'-9"  | 4        | 35'-0"       |
| FW 57 |                     | 8        | 11'-6" | 6        | 69'-0"       |
| FW 58 |                     | 9        | 12'-5" | 4        | 49'-8"       |
| FW 59 |                     | 9        | 13'-0" | 3        | 39'-0"       |
| FW 60 |                     | 10       | 14'-0" | 3        | 42'-0"       |
| FW 61 |                     | 10       | 7'-6"  | 2        | 15'-0"       |
| FW 62 |                     | 7        | 10'-8" | 8        | 85'-4"       |
| FW 63 |                     | 8        | 10'-8" | 32       | 341'-4"      |
| FW 64 |                     | 5        | 20'-0" | 7        | 140'-0"      |
| FW 65 | WING "G" FTG.       | 5        | 26'-6" | 7        | 185'-6"      |
| FW 66 | WING "F" & "G" FTG. | 5        | 10'-8" | 40       | 426'-8"      |
| FW 67 | WING "E" FTG.       | 5        | 11'-8" | 40       | 466'-8"      |
| FW 68 | WING "H" FTG.       | 5        | 10'-2" | 28       | 284'-8"      |
| FA 1  | ABUT. FTG.          | 5        | 5'-6"  | 98       | 539'-0"      |
| FA 2  |                     | 8        | 5'-6"  | 98       | 539'-0"      |
| FA 3  |                     | 5        | 52'-0" | 12       | 624'-0"      |
| FA 4  |                     | 6        | 52'-0" | 12       | 624'-0"      |
| FA 5  |                     | 5        | 7'-6"  | 6        | 45'-0"       |
| FA 6  |                     | 8        | 7'-6"  | 6        | 45'-0"       |
| FA 7  |                     | 10       | 6'-0"  | 50       | 300'-0"      |
| FA 8  |                     | 10       | 7'-0"  | 52       | 364'-0"      |
| FA 9  |                     | 5        | 8'-4"  | 16       | 133'-4"      |
| FA 10 | ABUT. FTG.          | 5        | 9'-4"  | 15       | 140'-0"      |



| MARK  | LOCATION                | SIZE NO. | LENGTH  | NO. BARS | TOTAL LENGTH |
|-------|-------------------------|----------|---------|----------|--------------|
| WW 1  | WING WALLS "E, F, G, H" | 5        | 13'-0"  | 108      | 1404'-0"     |
| WW 2  | WING WALL "E"           | 9        | 25'-9"  | 3        | 77'-3"       |
| WW 3  |                         |          | 18'-6"  | 1        | 18'-6"       |
| WW 4  |                         |          | 18'-8"  | 1        | 18'-8"       |
| WW 5  |                         |          | 18'-10" | 1        | 18'-10"      |
| WW 6  |                         |          | 19'-1"  | 1        | 19'-1"       |
| WW 7  |                         |          | 19'-3"  | 1        | 19'-3"       |
| WW 8  |                         |          | 19'-5"  | 1        | 19'-5"       |
| WW 9  |                         |          | 19'-8"  | 1        | 19'-8"       |
| WW 10 |                         |          | 19'-10" | 1        | 19'-10"      |
| WW 11 |                         |          | 20'-0"  | 1        | 20'-0"       |
| WW 12 |                         |          | 20'-2"  | 1        | 20'-2"       |
| WW 13 |                         |          | 20'-5"  | 1        | 20'-5"       |
| WW 14 |                         |          | 20'-7"  | 1        | 20'-7"       |
| WW 15 |                         |          | 20'-9"  | 1        | 20'-9"       |
| WW 16 |                         |          | 20'-11" | 1        | 20'-11"      |
| WW 17 |                         |          | 21'-1"  | 1        | 21'-1"       |
| WW 18 |                         |          | 21'-4"  | 1        | 21'-4"       |
| WW 19 |                         |          | 21'-6"  | 1        | 21'-6"       |
| WW 20 |                         |          | 21'-8"  | 1        | 21'-8"       |
| WW 21 |                         |          | 21'-10" | 1        | 21'-10"      |
| WW 22 |                         |          | 22'-0"  | 1        | 22'-0"       |
| WW 23 |                         |          | 22'-3"  | 1        | 22'-3"       |
| WW 24 |                         |          | 22'-5"  | 1        | 22'-5"       |
| WW 25 |                         |          | 22'-7"  | 1        | 22'-7"       |
| WW 26 |                         |          | 22'-9"  | 1        | 22'-9"       |
| WW 27 |                         |          | 23'-0"  | 1        | 23'-0"       |
| WW 28 |                         |          | 23'-2"  | 1        | 23'-2"       |
| WW 29 |                         |          | 23'-4"  | 1        | 23'-4"       |
| WW 30 |                         |          | 23'-6"  | 1        | 23'-6"       |
| WW 31 |                         |          | 23'-9"  | 1        | 23'-9"       |
| WW 32 |                         |          | 23'-11" | 1        | 23'-11"      |
| WW 33 |                         |          | 24'-1"  | 1        | 24'-1"       |
| WW 34 |                         |          | 24'-3"  | 1        | 24'-3"       |
| WW 35 |                         |          | 24'-5"  | 1        | 24'-5"       |
| WW 36 |                         |          | 24'-8"  | 1        | 24'-8"       |
| WW 37 |                         |          | 24'-10" | 1        | 24'-10"      |
| WW 38 |                         |          | 25'-0"  | 1        | 25'-0"       |
| WW 39 |                         |          | 25'-2"  | 1        | 25'-2"       |
| WW 40 |                         |          | 25'-5"  | 1        | 25'-5"       |
| WW 41 |                         |          | 25'-7"  | 1        | 25'-7"       |
| WW 42 |                         |          | 40'-6"  | 38       | 1539'-0"     |
| WW 43 |                         |          | 32'-10" | 2        | 65'-8"       |
| WW 44 |                         |          | 27'-5"  | 1        | 54'-10"      |
| WW 45 |                         |          | 22'-0"  | 1        | 44'-0"       |
| WW 46 |                         |          | 16'-7"  | 1        | 33'-2"       |
| WW 47 |                         |          | 11'-2"  | 1        | 22'-4"       |
| WW 48 |                         |          | 5'-9"   | 1        | 11'-6"       |
| WW 49 | WING WALL "E"           | 9        | 41'-6"  | 1        | 83'-0"       |
| WW 50 | WING WALL "H"           | 4        | 13'-0"  | 1        | 13'-0"       |
| WW 51 |                         |          | 13'-4"  | 1        | 13'-4"       |
| WW 52 |                         |          | 13'-7"  | 1        | 13'-7"       |
| WW 53 |                         |          | 13'-11" | 1        | 13'-11"      |
| WW 54 |                         |          | 14'-3"  | 1        | 14'-3"       |
| WW 55 |                         |          | 14'-6"  | 1        | 14'-6"       |
| WW 56 |                         |          | 14'-10" | 1        | 14'-10"      |
| WW 57 |                         |          | 15'-1"  | 1        | 15'-1"       |
| WW 58 |                         |          | 15'-5"  | 1        | 15'-5"       |
| WW 59 |                         |          | 15'-9"  | 1        | 15'-9"       |
| WW 60 |                         |          | 16'-0"  | 1        | 16'-0"       |
| WW 61 |                         |          | 16'-4"  | 1        | 16'-4"       |
| WW 62 |                         |          | 16'-8"  | 1        | 16'-8"       |
| WW 63 |                         |          | 16'-11" | 1        | 16'-11"      |
| WW 64 |                         |          | 17'-3"  | 1        | 17'-3"       |
| WW 65 |                         |          | 17'-7"  | 1        | 17'-7"       |
| WW 66 |                         |          | 17'-11" | 1        | 17'-11"      |
| WW 67 |                         |          | 18'-2"  | 1        | 18'-2"       |
| WW 68 |                         |          | 18'-6"  | 1        | 18'-6"       |
| WW 69 |                         |          | 18'-10" | 1        | 18'-10"      |
| WW 70 |                         |          | 19'-1"  | 1        | 19'-1"       |
| WW 71 |                         |          | 19'-5"  | 1        | 19'-5"       |
| WW 72 |                         |          | 19'-9"  | 1        | 19'-9"       |
| WW 73 |                         |          | 20'-1"  | 1        | 20'-1"       |
| WW 74 |                         |          | 20'-4"  | 1        | 20'-4"       |
| WW 75 |                         |          | 20'-8"  | 1        | 20'-8"       |
| WW 76 |                         |          | 21'-0"  | 1        | 21'-0"       |
| WW 77 |                         |          | 21'-4"  | 2        | 42'-8"       |
| WW 78 | WING WALL "H"           | 4        | 28'-0"  | 26       | 728'-0"      |



| MARK   | LOCATION      | SIZE NO. | LENGTH  | NO. BARS | TOTAL LENGTH |
|--------|---------------|----------|---------|----------|--------------|
| WW 79  | WING WALL "H" | 4        | 25'-6"  | 2        | 51'-0"       |
| WW 80  |               |          | 22'-4"  | 1        | 44'-8"       |
| WW 81  |               |          | 19'-2"  | 1        | 38'-4"       |
| WW 82  |               |          | 16'-0"  | 1        | 32'-0"       |
| WW 83  |               |          | 12'-10" | 1        | 25'-8"       |
| WW 84  |               |          | 9'-8"   | 1        | 19'-4"       |
| WW 85  |               |          | 6'-6"   | 1        | 13'-0"       |
| WW 86  | WING WALL "H" | 4        | 30'-0"  | 2        | 60'-0"       |
| WW 87  | WING WALL "F" | 4        | 23'-8"  | 2        | 47'-0"       |
| WW 88  |               |          | 13'-5"  | 1        | 27'-0"       |
| WW 89  |               |          | 13'-11" | 1        | 27'-2"       |
| WW 90  |               |          | 14'-6"  | 1        | 29'-0"       |
| WW 91  |               |          | 15'-0"  | 1        | 30'-0"       |
| WW 92  |               |          | 15'-7"  | 1        | 31'-4"       |
| WW 93  |               |          | 16'-1"  | 1        | 32'-2"       |
| WW 94  |               |          | 16'-8"  | 1        | 33'-4"       |
| WW 95  |               |          | 17'-2"  | 1        | 34'-4"       |
| WW 96  |               |          | 17'-9"  | 1        | 35'-6"       |
| WW 97  |               |          | 18'-3"  | 1        | 36'-6"       |
| WW 98  |               |          | 18'-10" | 1        | 37'-10"      |
| WW 99  |               |          | 19'-4"  | 1        | 38'-8"       |
| WW 100 |               |          | 19'-11" | 1        | 39'-4"       |
| WW 101 |               |          | 20'-5"  | 1        | 41'-0"       |
| WW 102 |               |          | 21'-0"  | 1        | 42'-0"       |
| WW 103 |               |          | 21'-6"  | 1        | 43'-0"       |
| WW 104 |               |          | 22'-1"  | 1        | 44'-2"       |
| WW 105 |               |          | 22'-7"  | 1        | 45'-4"       |
| WW 106 |               |          | 23'-2"  | 1        | 46'-4"       |
| WW 107 |               |          | 23'-8"  | 1        | 47'-4"       |
| WW 108 |               |          | 20'-6"  | 26       | 533'-0"      |
| WW 109 |               |          | 19'-0"  |          |              |

| MARK  | LOCATION      | SIZE NO. | LENGTH | NO. BARS | TOTAL LENGTH | SKETCH |
|-------|---------------|----------|--------|----------|--------------|--------|
| WW143 | WING WALL "G" | 4        | 19' 9" | 2        | 39' 6"       |        |
| WW144 |               |          | 17' 5" |          | 37' 10"      |        |
| WW145 |               |          | 15' 0" |          | 30' 0"       |        |
| WW146 |               |          | 12' 8" |          | 25' 4"       |        |
| WW147 |               |          | 10' 3" |          | 20' 6"       |        |
| WW148 |               |          | 7' 11" |          | 15' 10"      |        |
| WW149 |               |          | 5' 6"  |          | 11' 0"       |        |
| WW150 |               |          | 3' 2"  |          | 6' 4"        |        |
| WW151 | WING WALL "G" | 4        | 22' 0" | 2        | 44' 0"       |        |

9,061' 2" Lin Ft of # 4 bars @ 0.668 Lbs/H = 6,153  
 19,193' 5" " " # 5 @ 1.073 " = 20,019  
 854' 4" " " # 6 @ 1.502 " = 1,283  
 492' 5" " " # 7 @ 2.044 " = 1,006  
 2,301' 7" " " # 8 @ 2.670 " = 6,145  
 7,094' 11" " " # 9 @ 3.404 " = 24,123  
 7,860' 5" " " # 10 @ 4.352 " = 33,815  
 224' " " # 11 @ 5.313 " = 1,190

TOTAL = 93,034 Lbs.

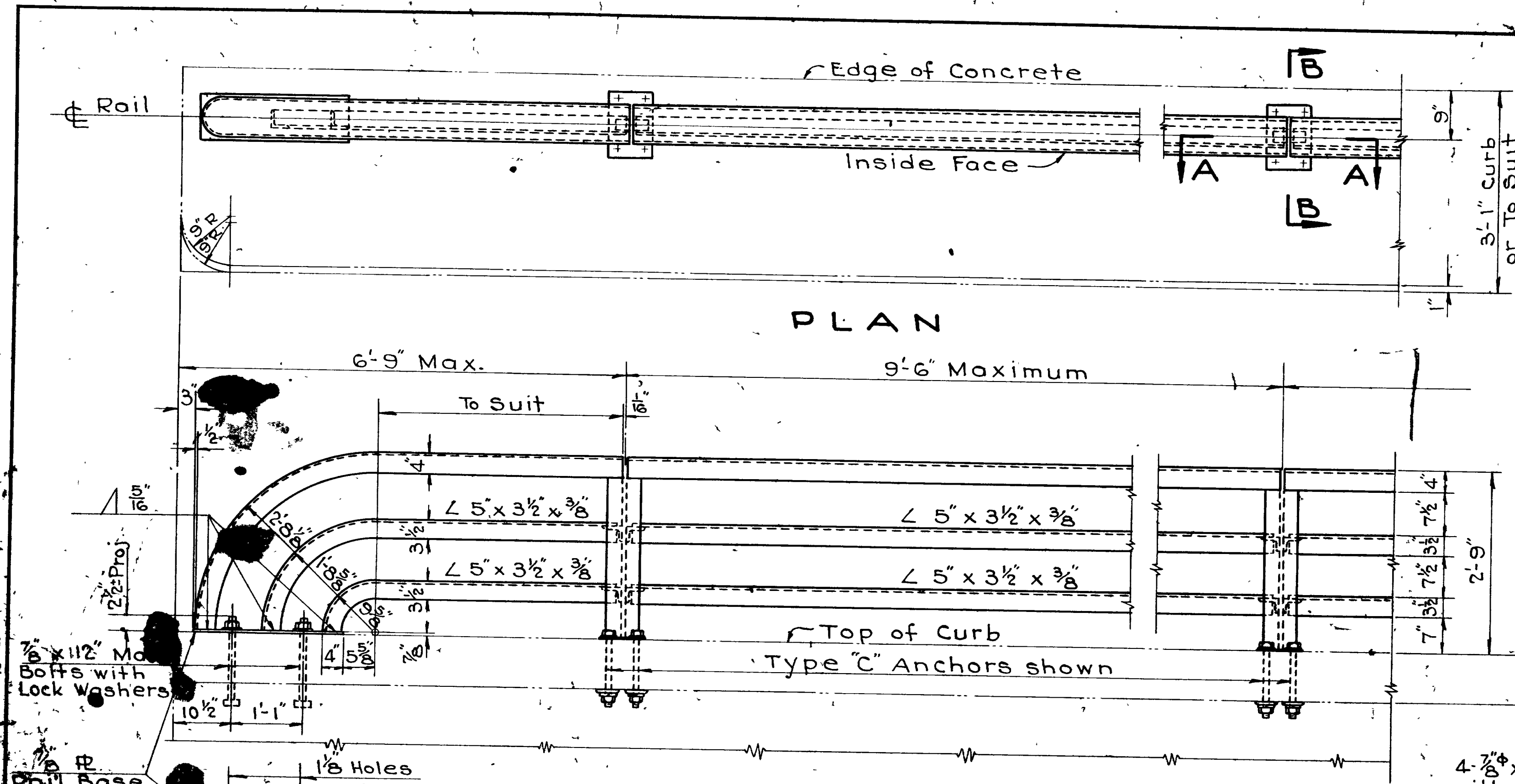
NOTE: All dimensions relating to reinforcing are to outside of bars.

| REVISIONS |        |      |
|-----------|--------|------|
| DATE      | BY     | DATE |
| 3-7-73    | U.W.E. |      |
| 3-28-68   | R.V.A. |      |

SHEET 14 OF 14 SHEETS

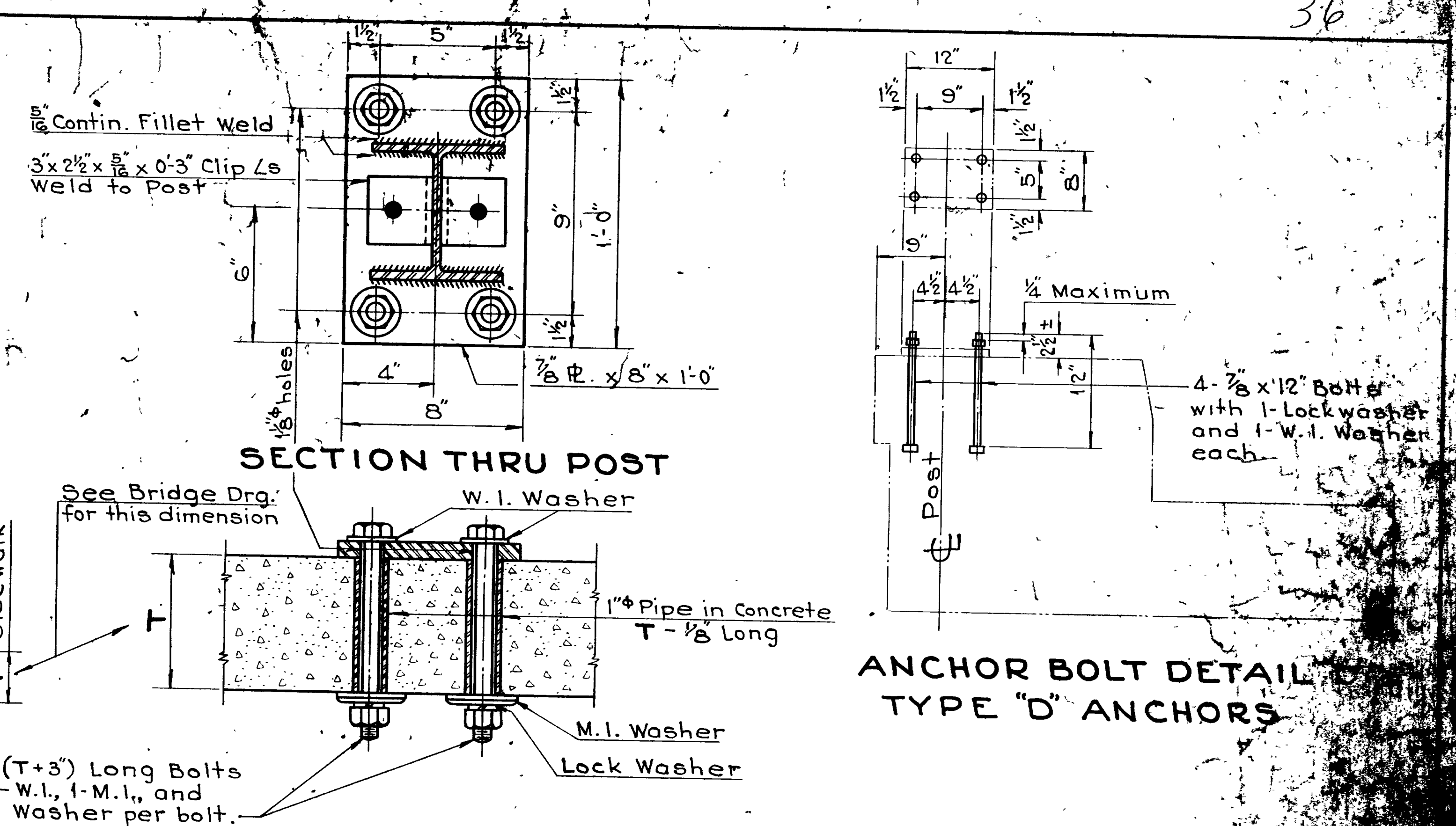
|                                                                         |                      |
|-------------------------------------------------------------------------|----------------------|
| UTAH STATE ROAD COMMISSION<br>SALT LAKE CITY, UTAH<br>BRIDGE DEPARTMENT |                      |
| REEVES AVE O-PASS                                                       |                      |
| West Bd 54.72 0. to 0.120' O'X-ING                                      |                      |
| Sta 235+03.13                                                           | F-037-1(4) 2' Contr. |
| Junct SR 38                                                             | Junct Wall Ave       |
| Ogden, Weber Co                                                         |                      |
| DESIGNED BY F.M.E.                                                      | SCALE                |
| DRAWN BY R.B.U.                                                         | ISSUED               |
| CHECKED BY U.W.E.                                                       | APPROVED             |
| CHIEF BRIDGE ENGINEER                                                   |                      |
| BR NO 29-20B-1-4 (W.B.)                                                 | DRG NO D-653W        |





PLAN

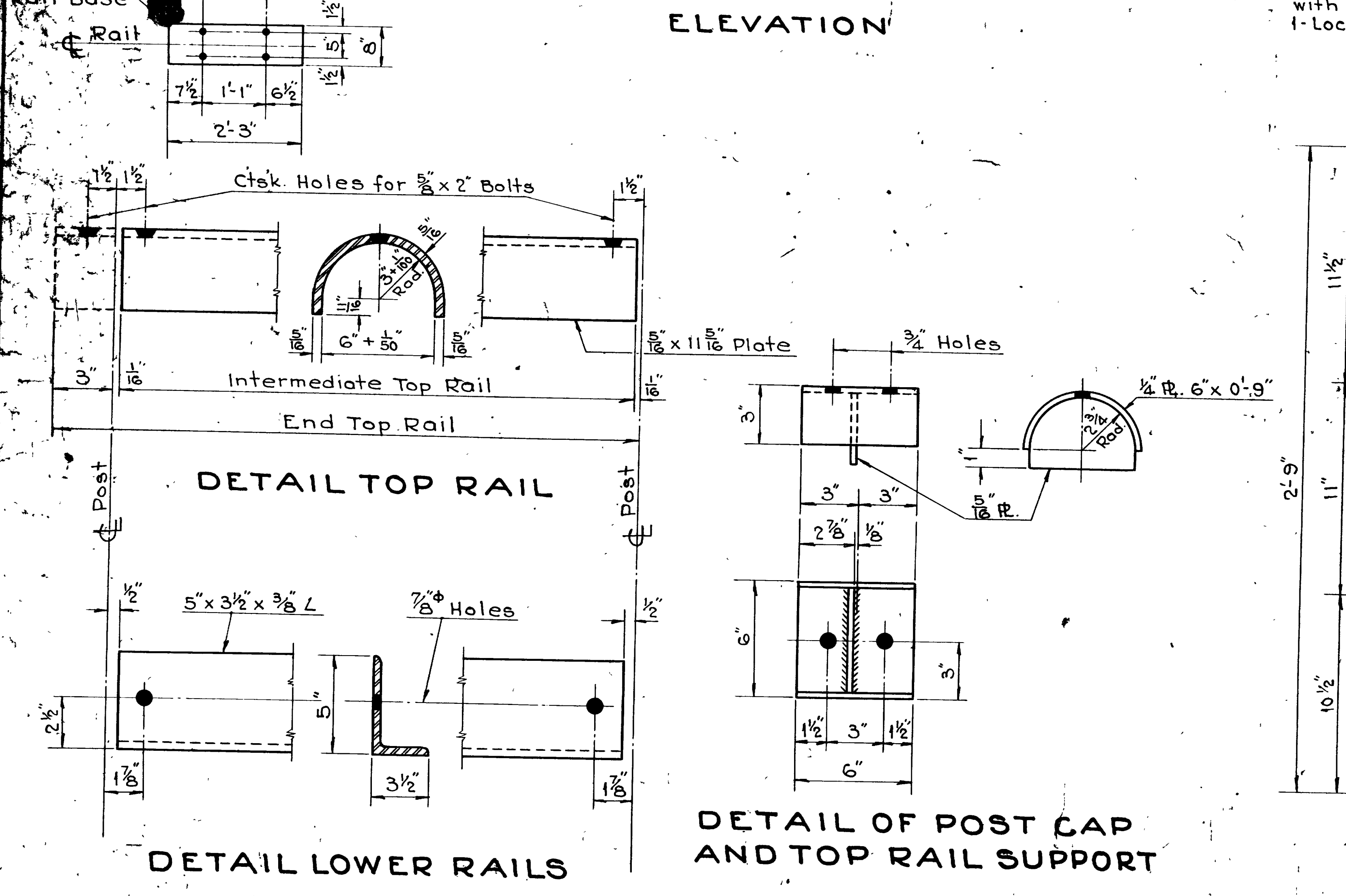
ELEVATION



SECTION THRU POST

ANCHOR BOLT DETAIL TYPE "D" ANCHORS

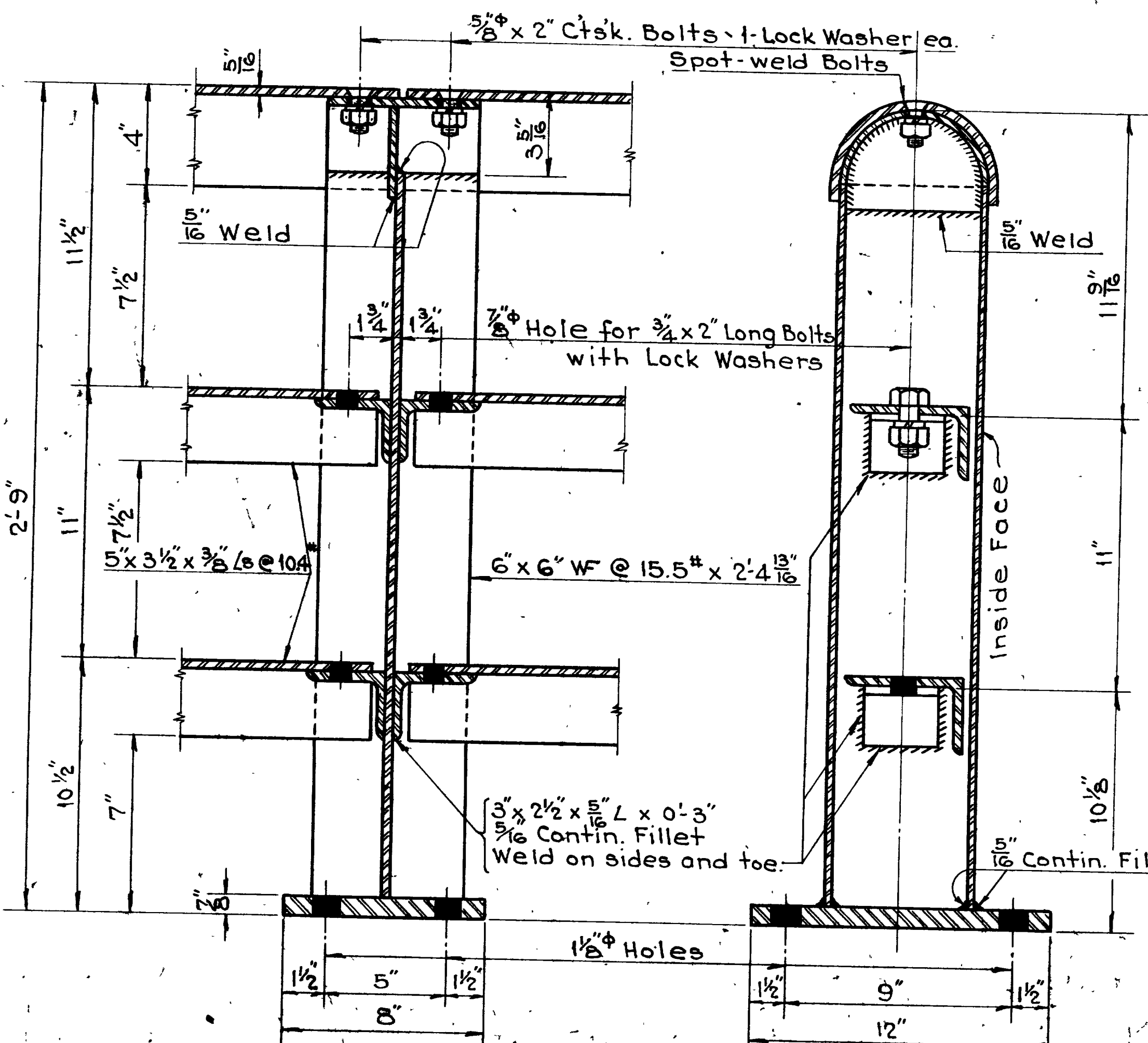
ANCHOR BOLT DETAIL TYPE "C" ANCHORS



DETAIL TOP RAIL

DETAIL LOWER RAILS

DETAIL OF POST CAP AND TOP RAIL SUPPORT



SECTION A-A

SECTION B-B

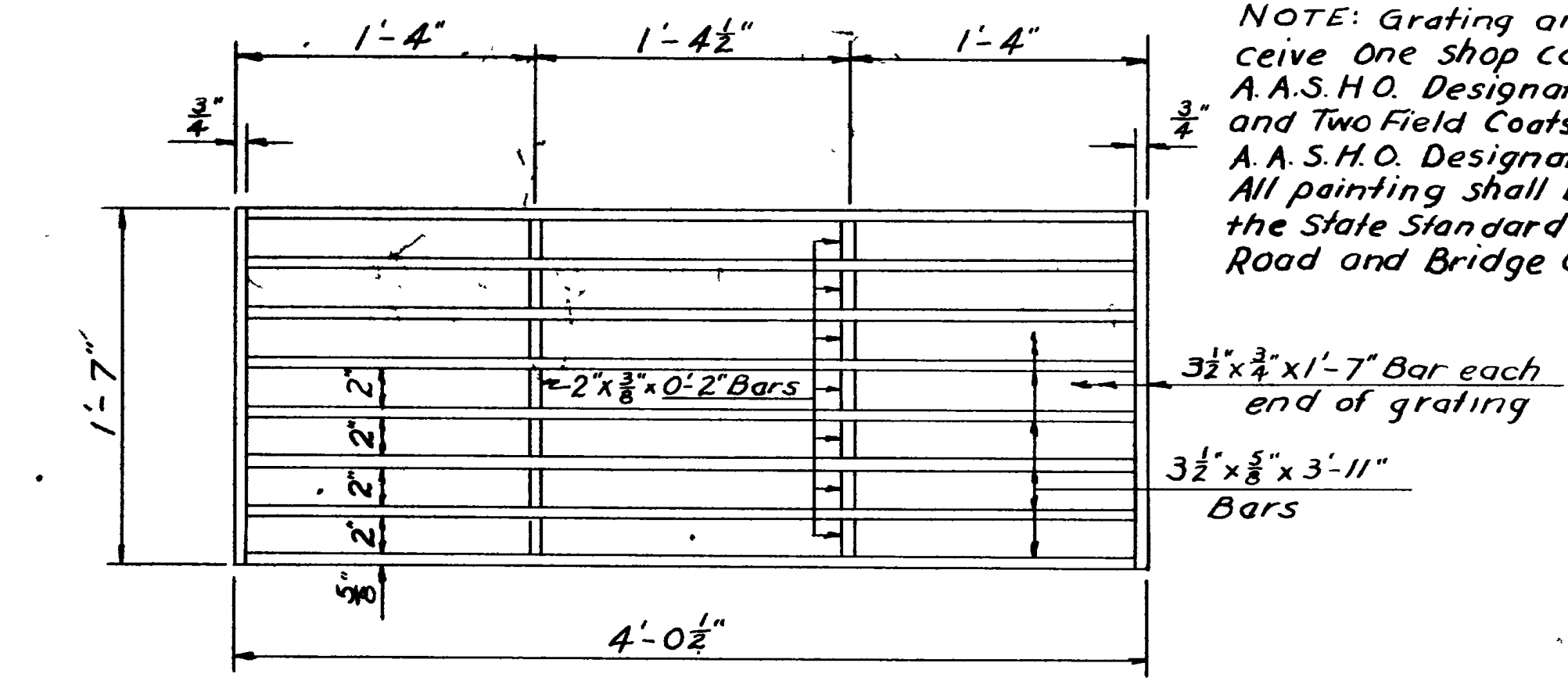
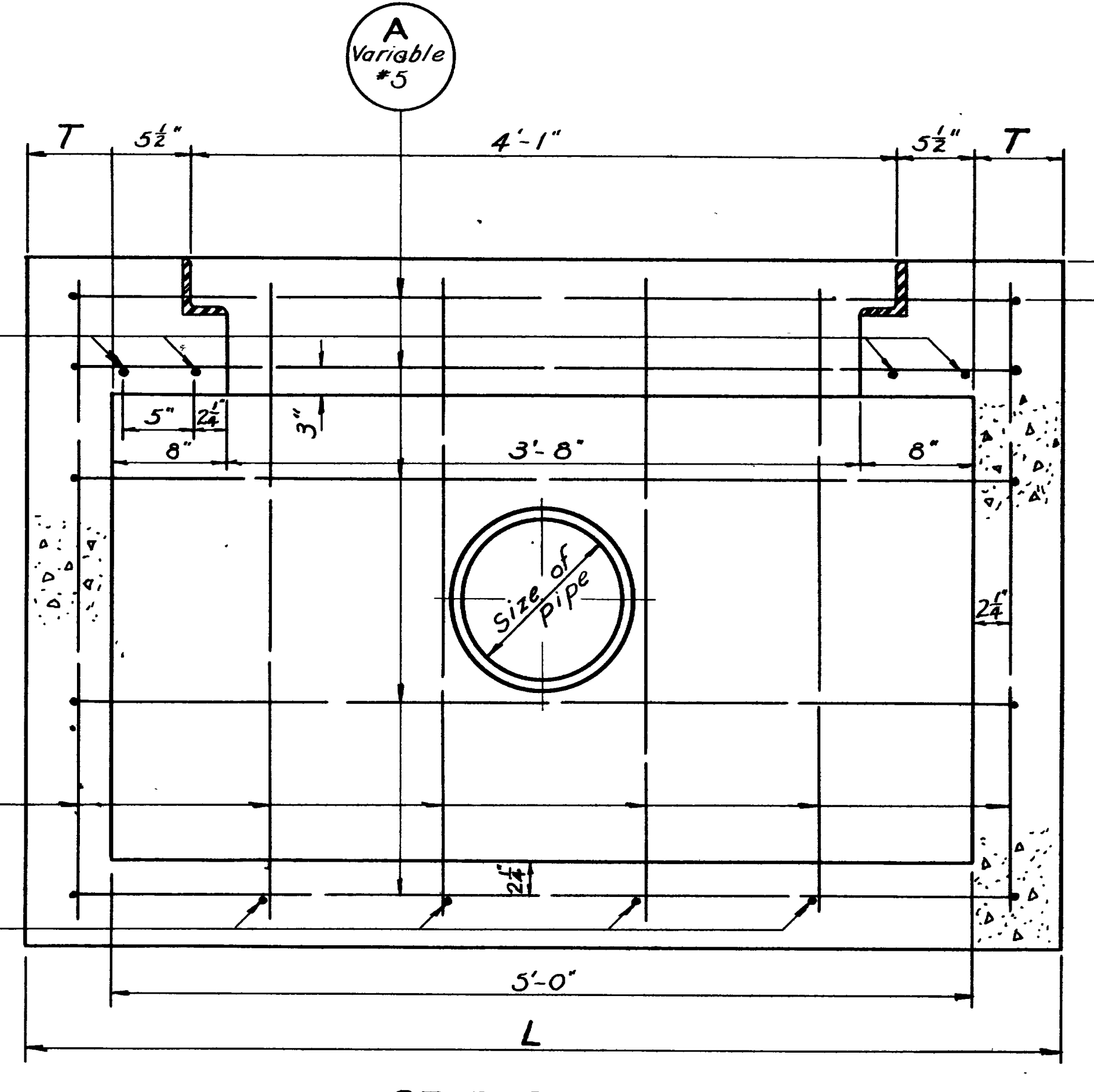
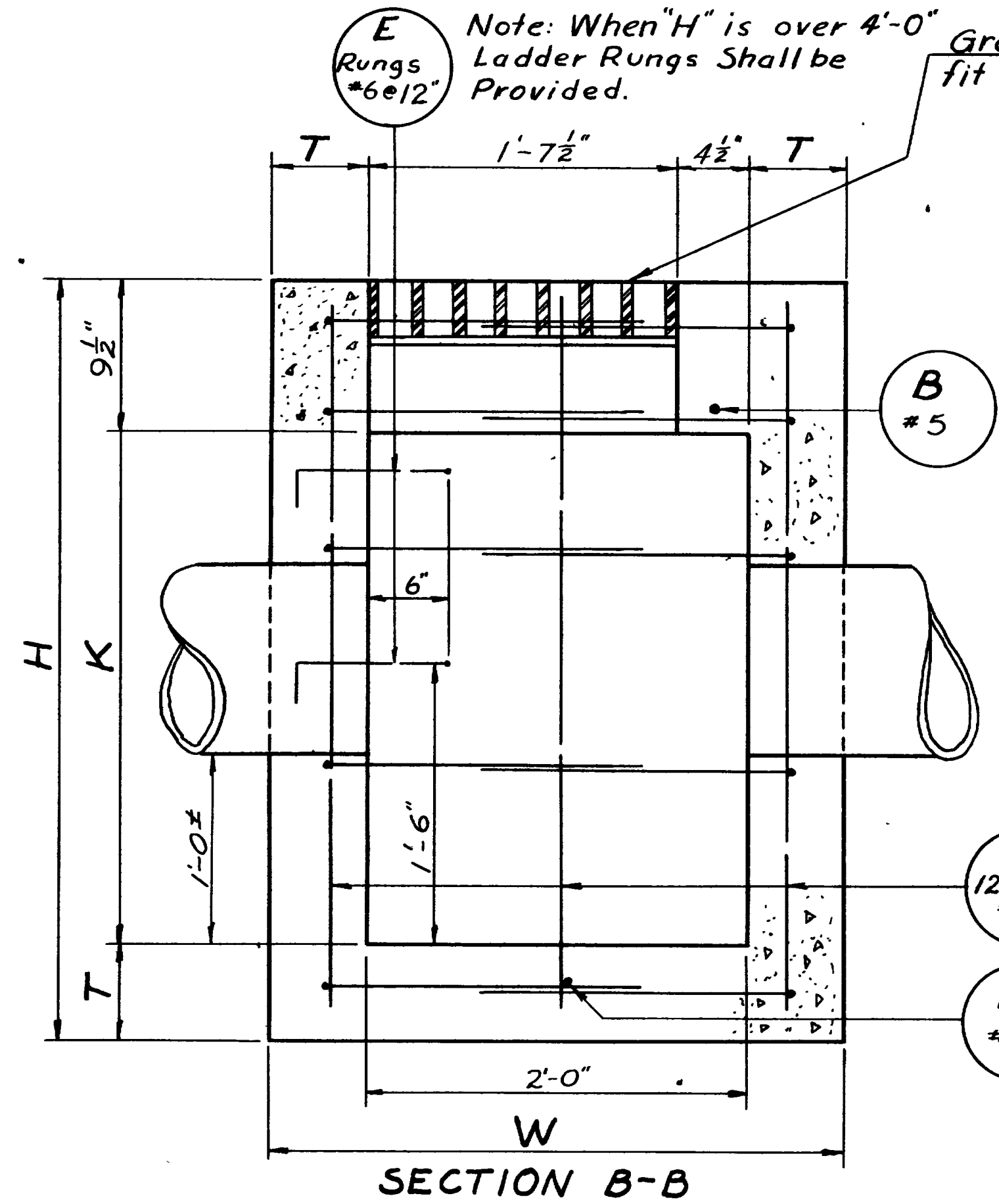
**GENERAL NOTES**

Materials, construction, and workmanship shall be in accordance with the State Standard Specifications for Road and Bridge Construction, and Supplements thereto, in effect at date of request. All structural steel shall be One Shop Coat of Red Paint, Designation M71-42 or M72-51, and Field Coats of Aluminum Paint, Designation M69-52. All painting shall be in accordance with the State of Utah Standard Specifications for Road and Bridge Construction. All bolts shall have hexagonal heads except as otherwise specified. All bolts shall be furnished with hexagon nuts, also washers as called for on details. Design Data shall be in accordance with the A.A.S.H.O. Specifications of 1953.

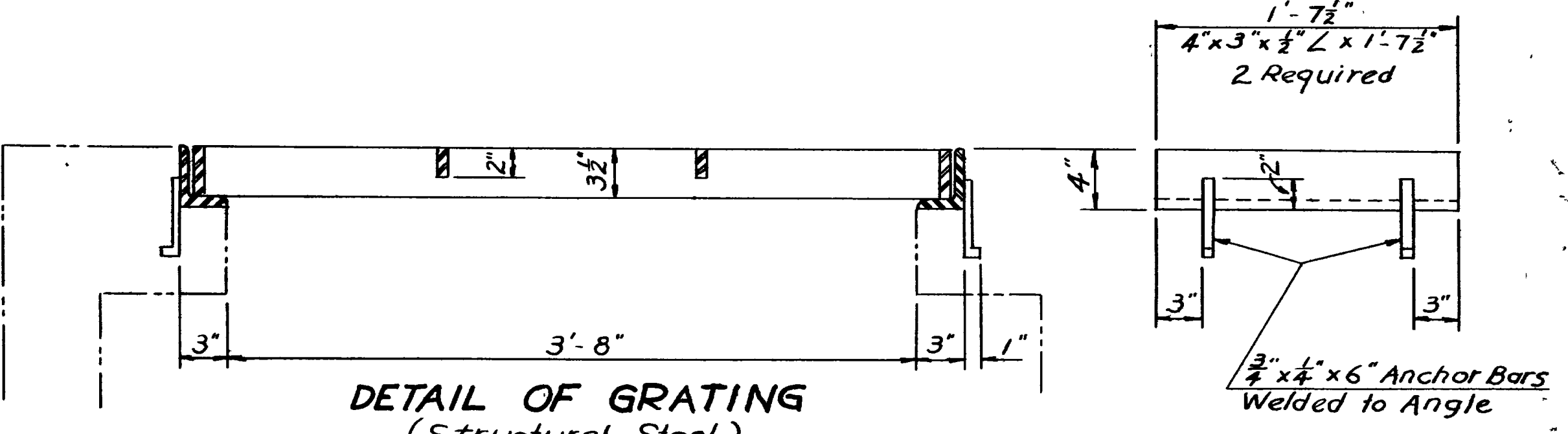
UTAH STATE ROAD COMMISSION  
SALT LAKE CITY, UTAH  
BRIDGE DEPARTMENT

**STANDARD STEEL HANDRAIL**

Checked by: F.M.E. Date: 1/20/54  
Designed by: [Signature] Date: 1/20/54  
Approved by: [Signature] Date: 1/20/54



NOTE: Grating and Angles shall receive one shop coat of Red Paint, A.A.S.H.O. Designation M-71-42 or M-72-51, and Two Field Coats of Aluminum Paint A.A.S.H.O. Designation M-69-52. All painting shall be in accordance with the State Standard Specifications for Road and Bridge Construction.

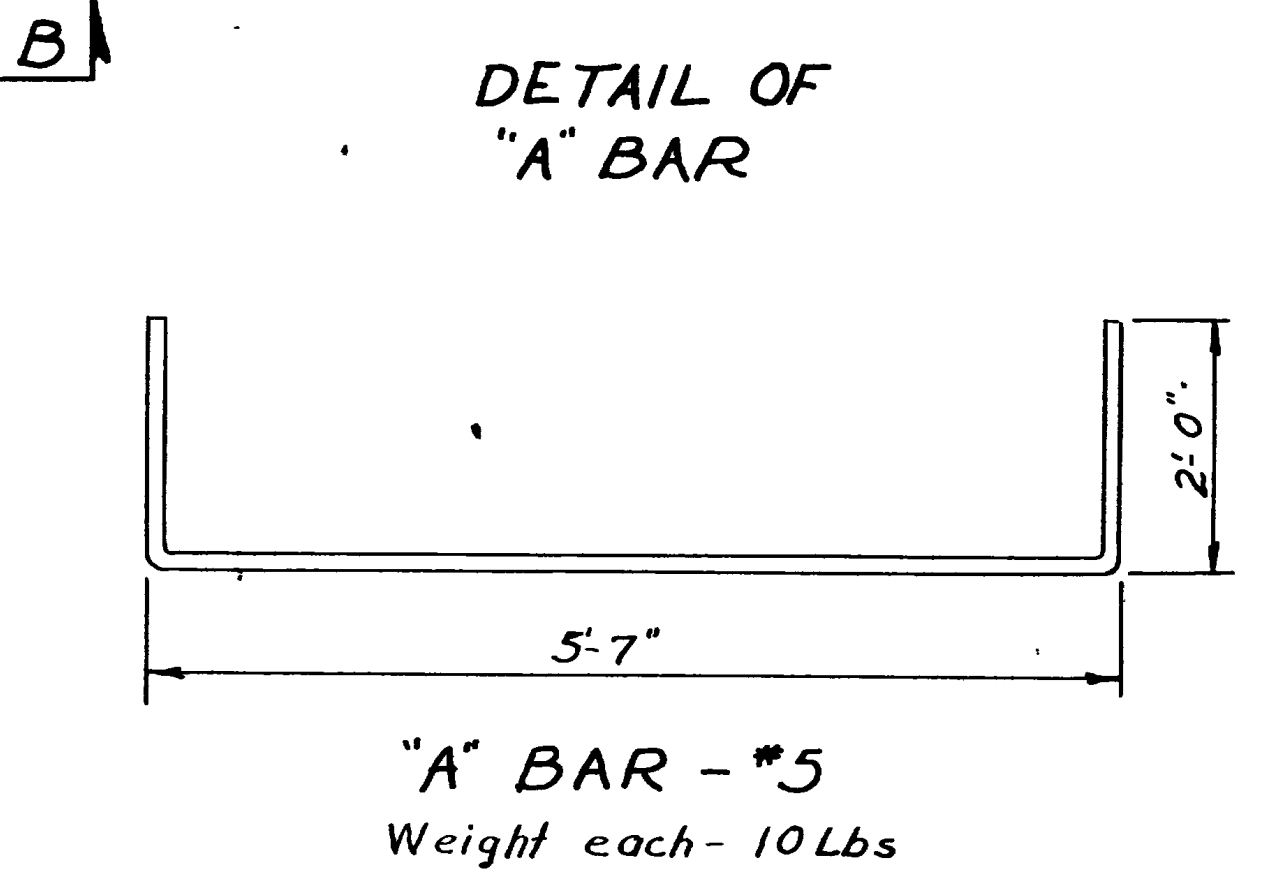
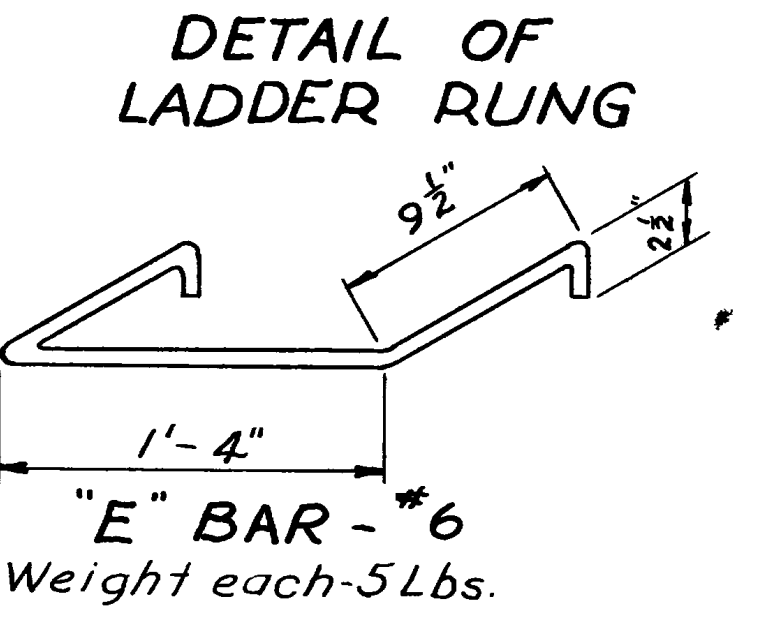
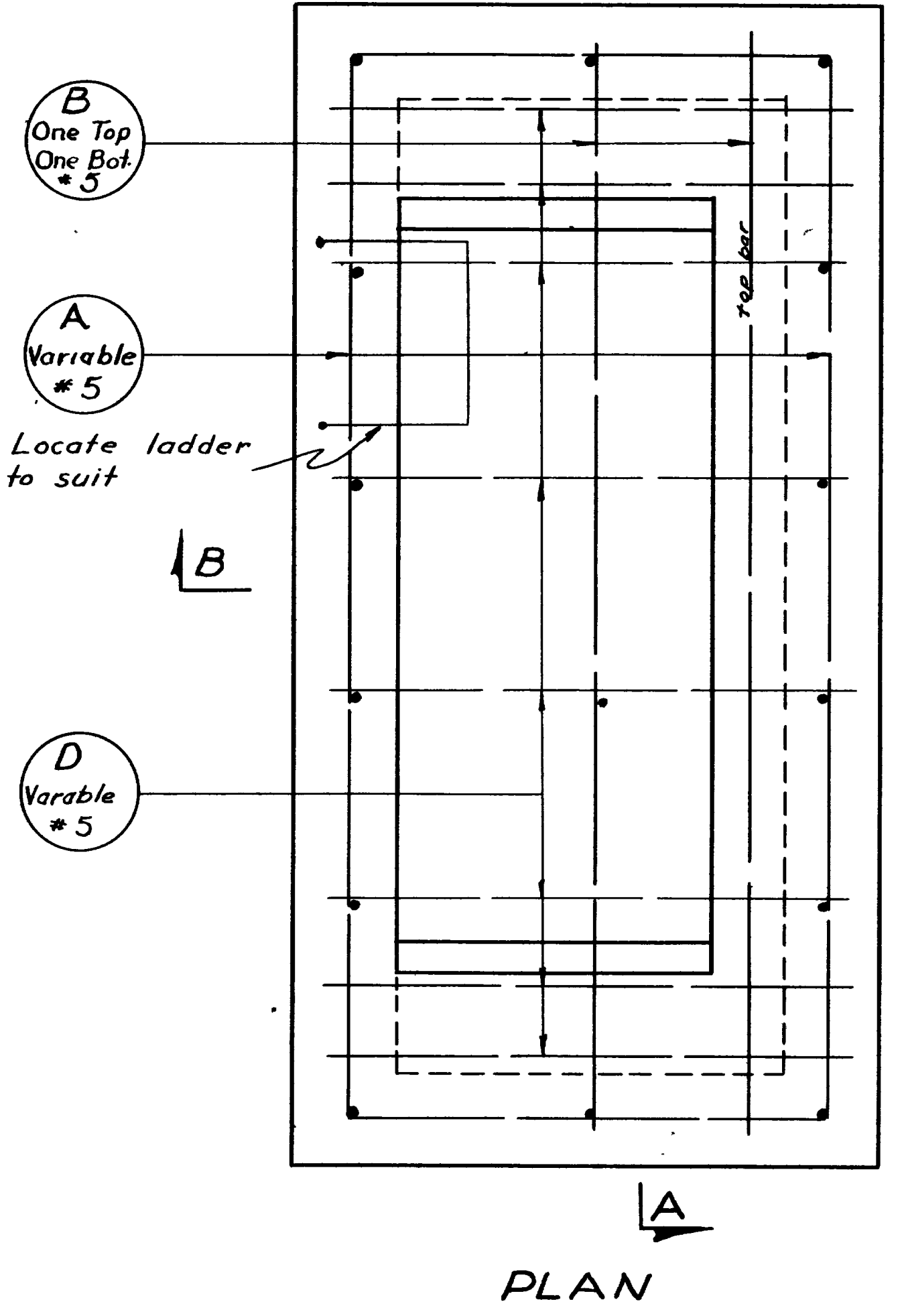


DESIGN DATA  
Live load H15 + Impact in accordance with the A.A.S.H.O. Specifications of 1957  
fc=1200.psi.; fs=20,000; fs=18,000.psi (for Struct.Steel); n=10

GENERAL NOTES  
Materials, construction and workmanship shall be in accordance with the State Standard Specifications for Road and Bridge Construction, 1952 edition, and supplements thereto which are in effect at the date of request for bids.  
All reinforcing steel shall be intermediate grade Standard A-305 reinforcing bars. All dimensions relating to reinforcing steel are to centers of bars. All reinforcing bars shall be #5 spaced at 12" O.C. unless otherwise specified.  
Type II cement required.  
For Type "A" Structures, pipe will enter at sides as shown on drawing. For Type "B" Structures, pipe will enter at ends.

Note: See "List of Structures" for Type of Unit, Size and Kind of Pipe, Stations and Units required.

| REVISIONS | DATE | BY |
|-----------|------|----|
|           |      |    |
|           |      |    |



SCHEDULE OF INSTALLATIONS  
(See General Notes)

| LINE | DIMENSIONS |       |       |            |    | REINFORCING STEEL |             |             |             |             | TOTAL QUANT.      |                    |                |                 |       |     |     |     |      |
|------|------------|-------|-------|------------|----|-------------------|-------------|-------------|-------------|-------------|-------------------|--------------------|----------------|-----------------|-------|-----|-----|-----|------|
|      | H          | L     | W     | K          | T  | A' BARS NO.       | B' BARS NO. | C' BARS NO. | D' BARS NO. | E' BARS NO. | REINF. STEEL LBS. | STRUCT. STEEL LBS. | CONC. CU. YDS. | EXCAV. CU. YDS. |       |     |     |     |      |
| 1    | 3'-6"      | 6'-0" | 3'-0" | 2'-2 1/2"  | 6" | 10                | 9'-7"       | 2           | 5'-8"       | 14          | 3'-2"             | 8                  | 2'-8"          | 0               | 3'-4" | 181 | 310 | 1.3 | 5.2  |
| 2    | 4'-0"      |       |       | 2'-8 1/2"  |    | 10                |             |             |             |             | 3'-8"             |                    |                | 0               |       | 188 |     | 1.5 | 6.0  |
| 3    | 4'-6"      |       |       | 3'-2 1/2"  |    | 12                |             |             |             |             | 4'-2"             |                    |                | 2               |       | 225 |     | 1.6 | 6.7  |
| 4    | 5'-0"      |       |       | 3'-8 1/2"  |    | 12                |             |             |             |             | 4'-8"             |                    |                | 2               |       | 232 |     | 1.8 | 7.5  |
| 5    | 5'-6"      |       |       | 4'-2 1/2"  |    | 14                |             |             |             |             | 5'-2"             |                    |                | 3               |       | 265 |     | 1.9 | 8.2  |
| 6    | 6'-0"      |       |       | 4'-8 1/2"  |    | 14                |             |             |             |             | 5'-8"             |                    |                | 3               |       | 272 |     | 2.1 | 8.9  |
| 7    | 6'-6"      |       |       | 5'-2 1/2"  |    | 16                |             |             |             |             | 6'-2"             |                    |                | 4               |       | 305 |     | 2.2 | 9.7  |
| 8    | 7'-0"      |       |       | 5'-8 1/2"  |    | 16                |             |             |             |             | 6'-8"             |                    |                | 4               |       | 312 |     | 2.4 | 10.4 |
| 9    | 7'-6"      |       |       | 6'-2 1/2"  |    | 18                |             |             |             |             | 7'-2"             |                    |                | 5               |       | 344 |     | 2.5 | 11.2 |
| 10   | 8'-0"      | 6'-0" | 3'-0" | 6'-8 1/2"  | 6" | 18                |             |             |             |             | 7'-8"             |                    |                | 5               |       | 352 |     | 2.7 | 11.9 |
| 11   | 8'-6"      | 6'-4" | 3'-4" | 7'-0 1/2"  | 8" | 20                |             |             |             |             | 8'-2"             |                    |                | 6               |       | 384 |     | 3.9 | 14.1 |
| 12   | 9'-0"      |       |       | 7'-6 1/2"  |    | 20                |             |             |             |             | 8'-8"             |                    |                | 6               |       | 392 |     | 4.1 | 14.9 |
| 13   | 9'-6"      |       |       | 8'-0 1/2"  |    | 22                |             |             |             |             | 9'-2"             |                    |                | 7               |       | 424 |     | 4.3 | 15.7 |
| 14   | 10'-0"     |       |       | 8'-6 1/2"  |    | 22                |             |             |             |             | 9'-8"             |                    |                | 7               |       | 431 |     | 4.5 | 16.6 |
| 15   | 10'-6"     |       |       | 9'-0 1/2"  |    | 24                |             |             |             |             | 10'-2"            |                    |                | 8               |       | 464 |     | 4.7 | 17.4 |
| 16   | 11'-0"     |       |       | 9'-6 1/2"  |    | 24                |             |             |             |             | 10'-8"            |                    |                | 8               |       | 471 |     | 5.0 | 18.2 |
| 17   | 11'-6"     |       |       | 10'-0 1/2" |    | 26                |             |             |             |             | 11'-2"            |                    |                | 9               |       | 503 |     | 5.2 | 19.0 |
| 18   | 12'-0"     |       |       | 10'-6 1/2" |    | 26                |             |             |             |             | 11'-8"            |                    |                | 9               |       | 510 |     | 5.4 | 19.9 |
| 19   | 12'-6"     |       |       | 11'-0 1/2" |    | 28                |             |             |             |             | 12'-2"            |                    |                | 10              |       | 543 |     | 5.6 | 20.7 |
| 20   | 13'-0"     |       |       | 11'-6 1/2" |    | 28                |             |             |             |             | 12'-8"            |                    |                | 10              |       | 550 |     | 5.8 | 21.5 |
| 21   | 13'-6"     |       |       | 12'-0 1/2" |    | 30                |             |             |             |             | 13'-2"            |                    |                | 11              |       | 582 |     | 6.0 | 22.3 |
| 22   | 14'-0"     |       |       | 12'-6 1/2" |    | 30                |             |             |             |             | 13'-8"            |                    |                | 11              |       | 589 |     | 6.2 | 23.1 |
| 23   | 14'-6"     |       |       | 13'-0 1/2" |    | 32                |             |             |             |             | 14'-2"            |                    |                | 12              |       | 622 |     | 6.4 | 24.0 |
| 24   | 15'-0"     | 6'-4" | 3'-4" | 13'-6 1/2" | 8" | 32                | 9'-7"       | 2           | 5'-8"       | 14          | 14'-8"            | 8                  | 2'-8"          | 12              | 3'-4" | 629 | 310 | 6.6 | 24.8 |
| 25   | 16'-0"     | 6'-4" | 3'-4" | 14'-6 1/2" | 8" | 34                | 9'-7"       | 2           | 5'-8"       | 14          | 15'-8"            | 8                  | 2'-8"          | 13              | 3'-4" | 669 | 310 | 7.0 | 26.6 |

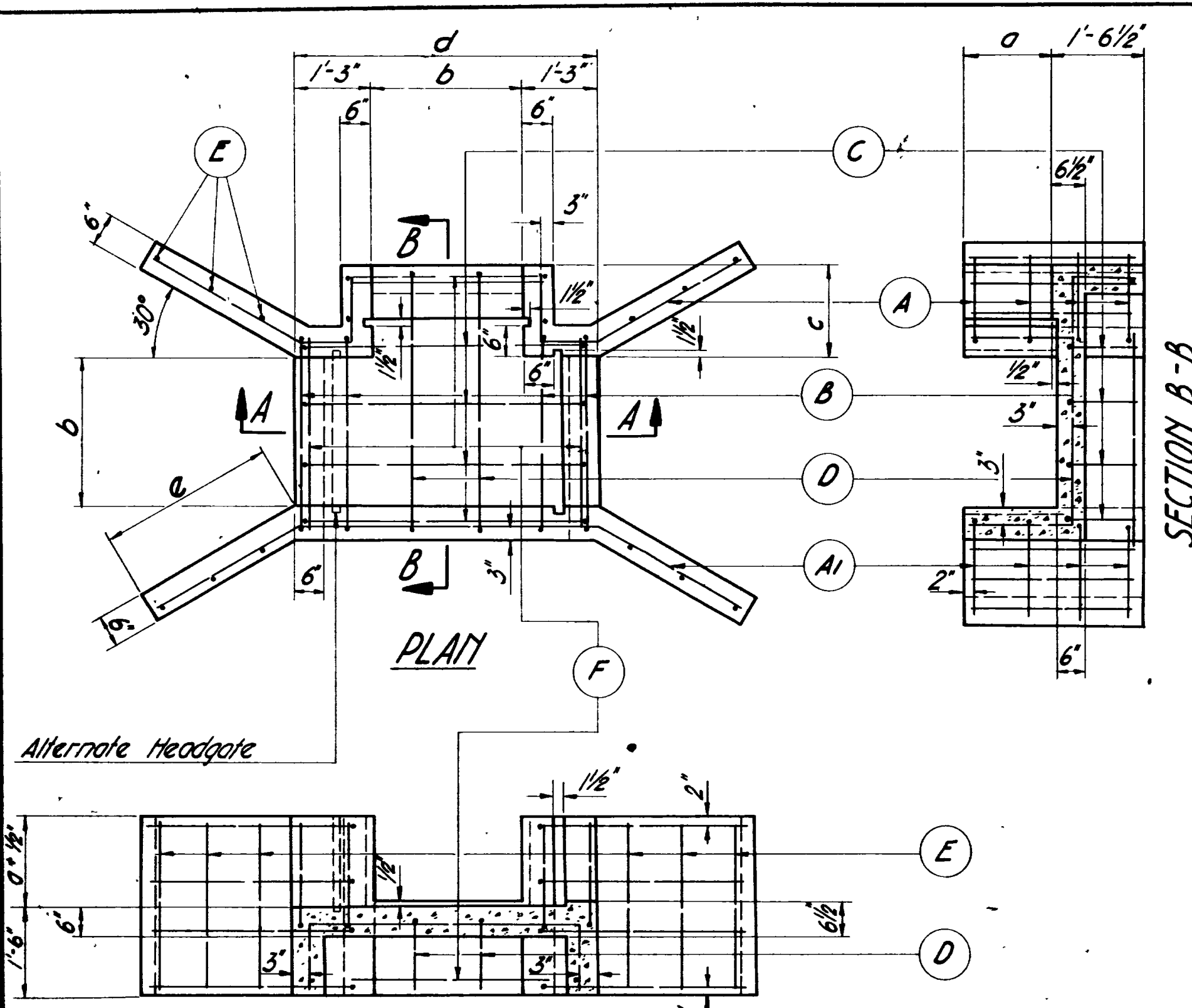
UTAH STATE ROAD COMMISSION  
SALT LAKE CITY, UTAH  
BRIDGE DEPARTMENT

**STANDARD CATCH BASIN**

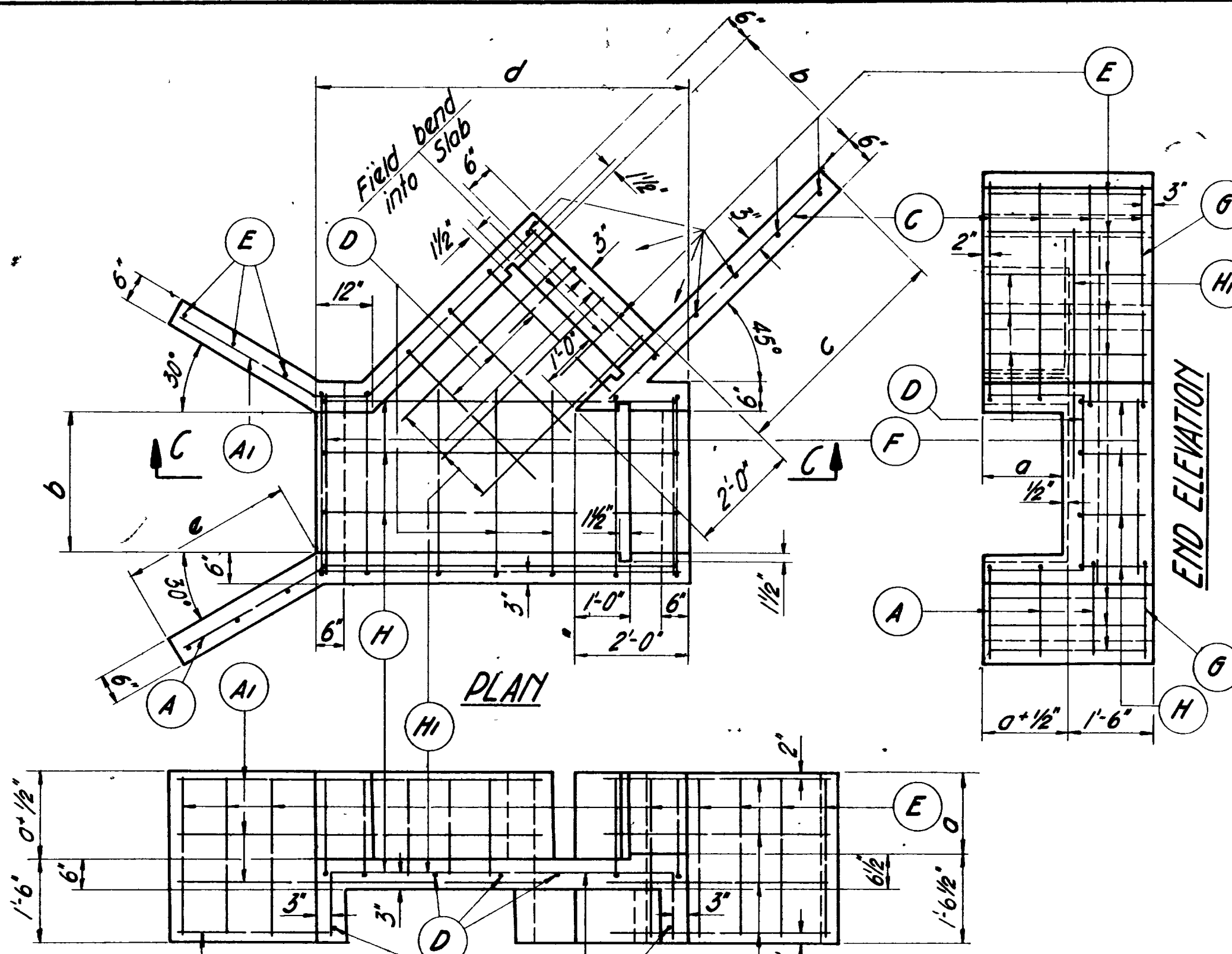
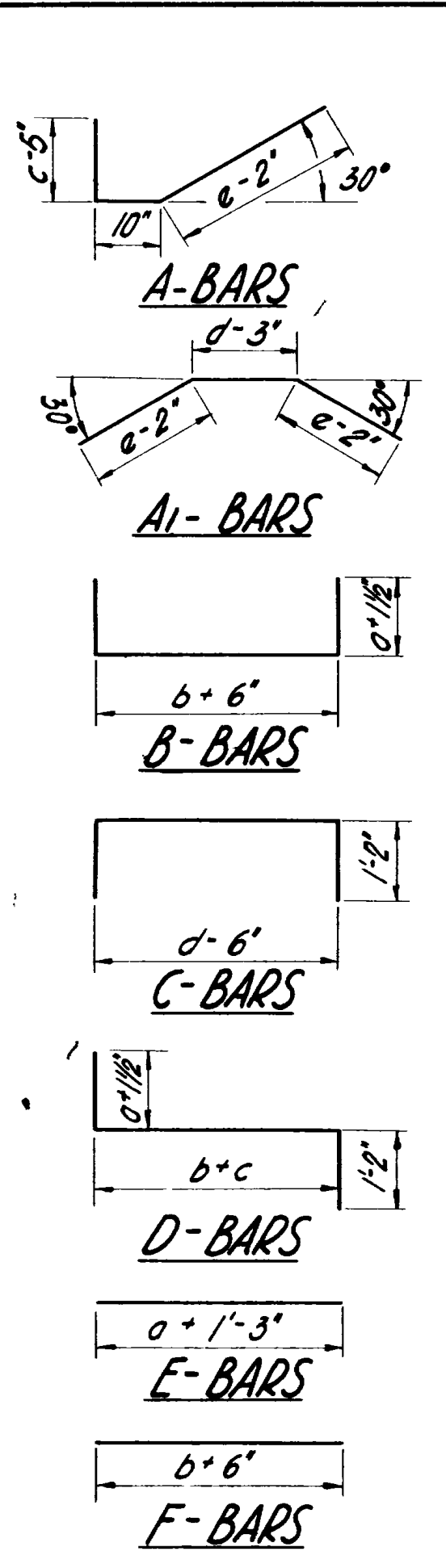
DESIGNED BY: P.W.M. SCALE: None  
DRAWN BY: J.H.B. ISSUED:  
TRACED BY: D.N.T. APPROVED:  
CHECKED BY: C.W.T. CHIEF BRIDGE ENGINEER

DRG. No. V-750

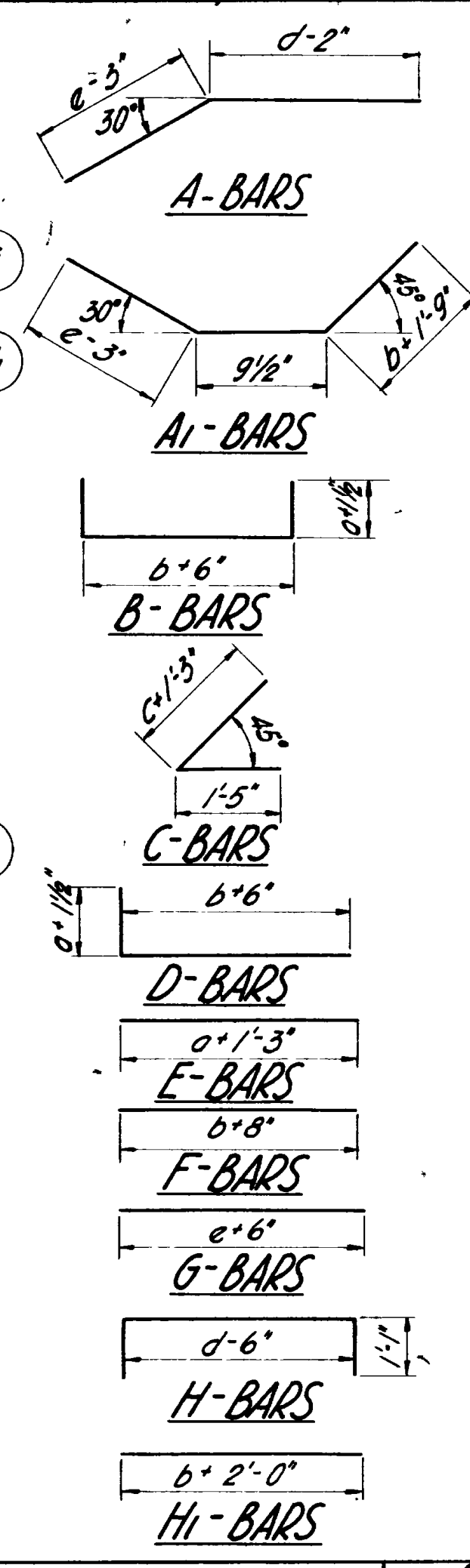




SECTION A-A  
TYPE A'



SECTION C-C  
TYPE E' (TYPE E' OPPOSITE HAND)



GENERAL NOTES

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

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

Type II cement required.

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

Concrete Class 'AA'

DESIGN DATA

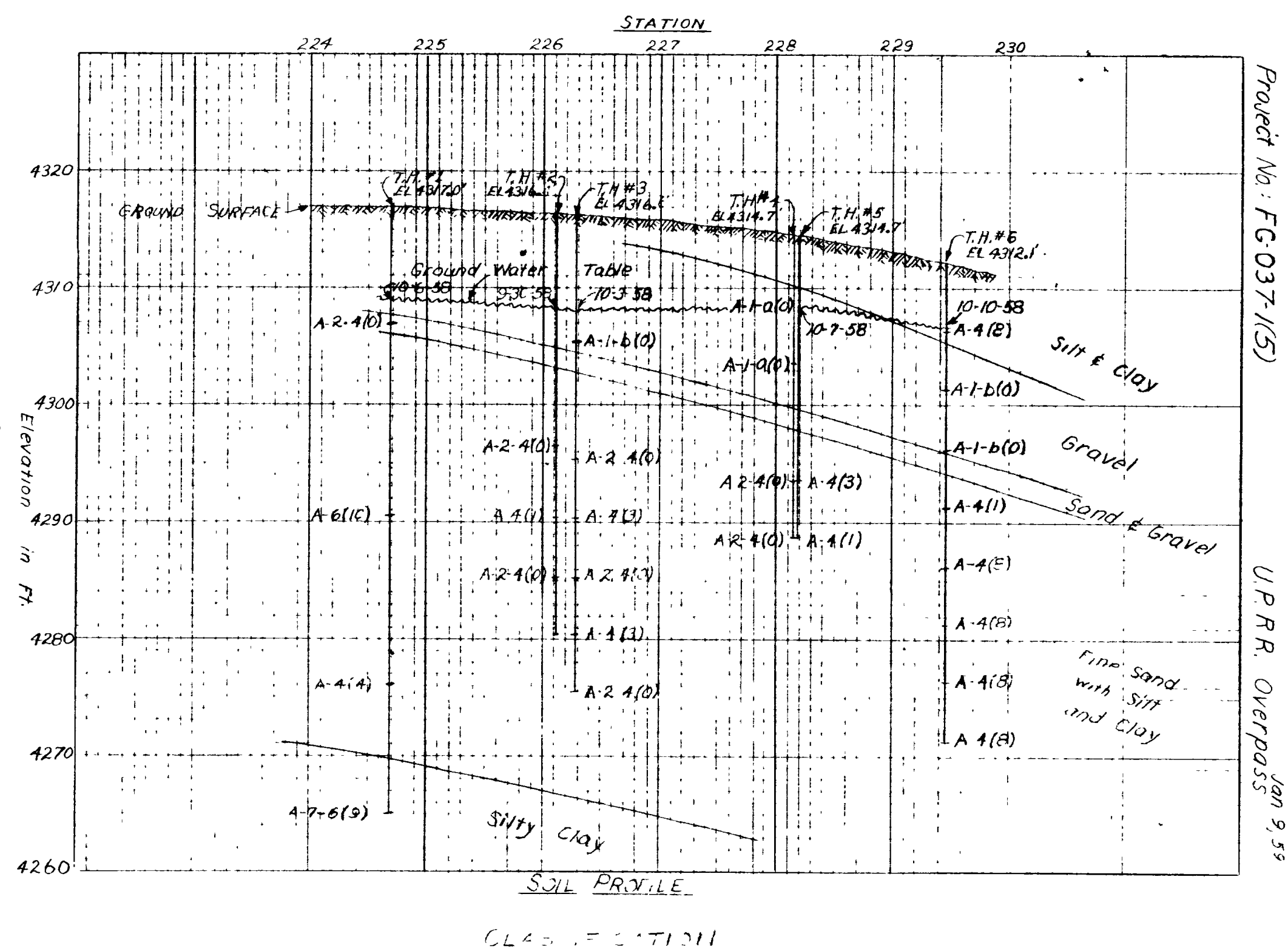
In accordance with the A.A.S.H.O. Specifications of 1957

| LINE NO. | TYPE  | SIZE INCHES | DIMENSIONS |       |       |       |       | REINFORCING STEEL SCHEDULE |         |        |        |        |        |        |                 |                |                   | QUANTITIES |      |   | LINE NO. |       |      |     |    |
|----------|-------|-------------|------------|-------|-------|-------|-------|----------------------------|---------|--------|--------|--------|--------|--------|-----------------|----------------|-------------------|------------|------|---|----------|-------|------|-----|----|
|          |       |             | a          | b     | c     | d     | e     | A-BARS                     | A1-BARS | B-BARS | C-BARS | D-BARS | E-BARS | F-BARS | EYECU. CU. YDS. | CONC. CU. YDS. | REINF. STEEL LBS. |            |      |   |          |       |      |     |    |
| 1        | A1-12 | 24x12       | 1'-0"      | 2'-0" | 1'-6" | 4'-6" | 2'-0" | 6                          | 3-9"    | 3      | 7-11"  | 5      | 4-9"   | 3      | 6-4"            | 2              | 5-9"              | 8          | 2-3" | 3 | 2-6"     | 2.7±  | 1.10 | 84  | 1  |
| 2        | A1-18 | 24x18       | 1'-6"      | 2'-0" | 1'-6" | 4'-6" | 3'-0" | 8                          | 4-9"    | 4      | 9-11"  | 5      | 5-9"   | 3      | 6-4"            | 2              | 6-3"              | 12         | 2-9" | 3 | 2-6"     | 4.6±  | 1.48 | 119 | 2  |
| 3        | A1-24 | 24x24       | 2'-0"      | 2'-0" | 1'-6" | 4'-6" | 4'-0" | 8                          | 4-9"    | 4      | 11-11" | 5      | 6-9"   | 3      | 6-4"            | 2              | 6-9"              | 16         | 3-3" | 3 | 2-6"     | 7.0±  | 1.96 | 146 | 3  |
| 4        | A1-18 | 30x18       | 1'-6"      | 2'-6" | 1'-6" | 5'-0" | 3'-0" | 8                          | 4-9"    | 4      | 10-5"  | 5      | 6-3"   | 4      | 6-10"           | 3              | 6-9"              | 12         | 2-9" | 3 | 3-0"     | 5.0±  | 1.61 | 134 | 4  |
| 5        | A1-24 | 30x24       | 2'-0"      | 2'-6" | 1'-6" | 5'-0" | 4'-0" | 8                          | 4-9"    | 4      | 12-5"  | 5      | 7-3"   | 4      | 6-10"           | 3              | 7-3"              | 16         | 3-3" | 3 | 3-0"     | 7.8±  | 2.10 | 162 | 5  |
| 6        | A1-30 | 30x30       | 2'-6"      | 2'-6" | 1'-6" | 5'-0" | 5'-0" | 10                         | 6-9"    | 5      | 14-5"  | 5      | 8-3"   | 4      | 6-10"           | 3              | 7-9"              | 20         | 3-9" | 3 | 3-0"     | 11.4± | 2.67 | 210 | 6  |
| 7        | A1-18 | 36x18       | 1'-6"      | 3'-0" | 2'-0" | 5'-6" | 3'-0" | 8                          | 5-3"    | 4      | 10-11" | 6      | 6-9"   | 4      | 7-4"            | 3              | 7-9"              | 12         | 2-9" | 3 | 3-6"     | 5.9±  | 1.84 | 148 | 7  |
| 8        | A1-24 | 36x24       | 2'-0"      | 3'-0" | 2'-0" | 5'-6" | 4'-0" | 8                          | 6-3"    | 4      | 12-11" | 6      | 7-9"   | 4      | 7-4"            | 3              | 8-3"              | 16         | 3-3" | 3 | 3-6"     | 8.9±  | 2.35 | 177 | 8  |
| 9        | A1-30 | 36x30       | 2'-6"      | 3'-0" | 2'-0" | 5'-6" | 5'-0" | 10                         | 7-3"    | 5      | 14-11" | 6      | 8-9"   | 4      | 7-4"            | 3              | 8-9"              | 20         | 3-9" | 3 | 3-6"     | 12.8± | 2.94 | 228 | 9  |
| 10       | A1-36 | 36x36       | 3'-0"      | 3'-0" | 2'-0" | 5'-6" | 6'-0" | 10                         | 8-3"    | 5      | 16-11" | 6      | 9-9"   | 4      | 7-4"            | 3              | 9-3"              | 24         | 4-3" | 3 | 3-6"     | 17.7± | 3.57 | 264 | 10 |
| 11       | A1-18 | 48x18       | 1'-6"      | 4'-0" | 2'-6" | 6'-6" | 3'-0" | 8                          | 5-9"    | 4      | 11-11" | 6      | 7-9"   | 5      | 8-4"            | 4              | 9-3"              | 12         | 2-9" | 3 | 4-6"     | 7.5±  | 2.25 | 177 | 11 |
| 12       | A1-24 | 48x24       | 2'-0"      | 4'-0" | 2'-6" | 6'-6" | 4'-0" | 8                          | 6-9"    | 4      | 13-11" | 6      | 8-9"   | 5      | 8-4"            | 4              | 9-9"              | 16         | 3-3" | 3 | 4-6"     | 11.1± | 2.80 | 206 | 12 |
| 13       | A1-30 | 48x30       | 2'-6"      | 4'-0" | 2'-6" | 6'-6" | 5'-0" | 10                         | 7-9"    | 5      | 15-11" | 6      | 9-9"   | 5      | 8-4"            | 4              | 10-9"             | 20         | 3-9" | 3 | 4-6"     | 15.7± | 3.30 | 258 | 13 |
| 14       | A1-36 | 48x36       | 3'-0"      | 4'-0" | 2'-6" | 6'-6" | 6'-0" | 10                         | 8-9"    | 5      | 17-11" | 6      | 10-9"  | 5      | 8-4"            | 4              | 10-9"             | 24         | 4-3" | 3 | 4-6"     | 21.3± | 4.00 | 295 | 14 |
| 15       | A1-42 | 48x42       | 3'-6"      | 4'-0" | 2'-6" | 6'-6" | 7'-0" | 12                         | 9-9"    | 6      | 19-11" | 6      | 11-9"  | 5      | 8-4"            | 4              | 11-3"             | 28         | 4-9" | 3 | 4-6"     | 28.1± | 4.75 | 361 | 15 |

| LINE NO. | TYPE  | SIZE INCHES | DIMENSIONS |       |       |        |       | REINFORCING STEEL SCHEDULE |         |        |        |        |        |        |        |        |         | QUANTITIES      |                |                   | LINE NO. |   |      |       |      |     |    |
|----------|-------|-------------|------------|-------|-------|--------|-------|----------------------------|---------|--------|--------|--------|--------|--------|--------|--------|---------|-----------------|----------------|-------------------|----------|---|------|-------|------|-----|----|
|          |       |             | a          | b     | c     | d      | e     | A-BARS                     | A1-BARS | B-BARS | C-BARS | D-BARS | E-BARS | F-BARS | G-BARS | H-BARS | H1-BARS | EYECU. CU. YDS. | CONC. CU. YDS. | REINF. STEEL LBS. |          |   |      |       |      |     |    |
| 16       | E1-12 | 24x12       | 1'-0"      | 2'-0" | 2'-0" | 5'-10" | 2'-0" | 2                          | 7-5"    | 2      | 6-4"   | 4      | 4-9"   | 3      | 4-8"   | 5      | 3-8"    | 9               | 2-3"           | 3                 | 2-6"     | 2 | 2-6" | 3.2±  | 1.20 | 100 | 16 |
| 17       | E1-18 | 24x18       | 1'-6"      | 2'-0" | 3'-6" | 5'-10" | 3'-0" | 3                          | 8-5"    | 3      | 7-4"   | 4      | 5-9"   | 4      | 6-2"   | 5      | 4-8"    | 13              | 2-9"           | 3                 | 2-6"     | 2 | 2-6" | 4.9±  | 1.60 | 137 | 17 |
| 18       | E1-24 | 24x24       | 2'-0"      | 2'-0" | 3'-0" | 5'-10" | 4'-0" | 3                          | 9-3"    | 3      | 8-4"   | 4      | 6-9"   | 4      | 7-5"   | 5      | 4-8"    | 16              | 3-3"           | 3                 | 2-6"     | 2 | 2-6" | 7.0±  | 2.00 | 161 | 18 |
| 19       | E1-18 | 30x18       | 1'-6"      | 2'-6" | 3'-6" | 6'-6"  | 3'-0" | 3                          | 9-3"    | 3      | 7-4"   | 4      | 6-9"   | 4      | 6-2"   | 6      | 4-8"    | 14              | 2-9"           | 3                 | 3-2"     | 2 | 2-6" | 5.8±  | 1.80 | 151 | 19 |
| 20       | E1-24 | 30x24       | 2'-0"      | 2'-6" | 3'-0" | 6'-6"  | 4'-0" | 3                          | 10-2"   | 3      | 8-4"   | 4      | 7-3"   | 4      | 7-8"   | 6      | 5-8"    | 17              | 3-3"           | 3                 | 3-2"     | 2 | 2-6" | 8.1±  | 2.25 | 176 | 20 |
| 21       | E1-30 | 30x30       | 2'-6"      | 2'-6" | 3'-0" | 6'-6"  | 5'-0" | 4                          | 11-2"   | 3      | 8-4"   | 4      | 8-3"   | 5      | 8-2"   | 6      | 5-8"    | 21              | 3-9"           | 3                 | 3-2"     | 2 | 2-6" | 10.9± | 2.75 | 226 | 21 |
| 22       | E1-18 | 36x18       | 1'-6"      | 3'-0" | 3'-6" | 7-3"   | 3'-0" | 3                          | 10-2"   | 3      | 8-4"   | 4      | 6-9"   | 4      | 6-2"   | 7      | 6-2"    | 14              | 2-9"           | 3                 | 3-2"     | 2 | 2-6" | 6.2±  | 2.00 | 173 | 22 |
| 23       | E1-24 | 36x24       | 2'-0"      | 3'-0" | 3'-0" | 7-3"   | 3'-0" | 3                          | 10-2"   | 3      | 9-4"   | 4      | 6-9"   | 4      | 6-2"   | 7      | 6-2"    | 17              | 3-3"           | 3                 | 3-2"     | 2 | 2-6" | 9.0±  | 2.50 | 198 | 23 |
| 24       | E1-30 | 36x30       | 2'-6"      | 3'-0" | 3'-0" | 7-3"   | 3'-0" | 4                          | 11-0"   | 4      | 10-4"  | 4      | 8-9"   | 5      | 8-2"   | 7      | 6-2"    | 21              | 3-9"           | 3                 | 3-2"     | 2 | 2-6" | 10.2± | 3.00 | 249 | 24 |
| 25       | E1-36 | 36x36       | 3'-0"      | 3'-0" | 3'-0" | 7-3"   | 3'-0" | 4                          | 12-0"   | 4      | 11-4"  | 4      | 9-9"   | 5      | 8-2"   | 7      | 6-2"    | 24              | 4-3"           | 3                 | 3-2"     | 2 | 2-6" | 12.7± | 3.60 | 281 | 25 |
| 26       | E1-18 | 48x18       | 1'-6"      | 4'-0" | 3'-6" | 7-3"   | 3'-0" | 3                          | 11-3"   | 3      | 9-4"   | 4      | 7-9"   | 4      | 6-2"   | 8      | 6-2"    | 15              | 2-9"           | 3                 | 3-2"     | 2 | 2-6" | 8.9±  | 2.65 | 210 | 26 |
| 27       | E1-24 | 48x24       | 2'-0"      | 4'-0" | 3'-6" | 8-8"   | 3'-0" | 3                          | 11-3"   | 3      | 9-4"   | 4      | 7-9"   | 4      | 6-2"   | 8      | 6-2"    | 15              | 2-9"           | 3                 | 3-2"     | 2 | 2-6" | 10.4± | 3.10 | 237 | 27 |
| 28       | E1-30 | 48x30       | 2'-6"      | 4'-0" | 3'-6" | 8-8"   | 4'-0" | 4                          | 12-3"   | 4      | 10-4"  | 4      | 8-9"   | 5      | 8-2"   | 8      | 6-2"    | 18              | 3-3"           | 3                 | 4-8"     | 2 | 2-6" | 12.2± | 3.60 | 290 | 28 |
| 29       | E1-36 | 48x36       | 3'-0"      | 4'-0" | 3'-6" | 8-8"   | 5'-0" | 4                          | 13-3"   | 4      | 11-4"  | 4      | 9-9"   | 5      | 8-2"   | 8      | 6-2"    | 22              | 3-9"           | 3                 | 4-8"     | 2 | 2-6" | 15.9± | 4.20 | 323 | 29 |
| 30       | E1-42 | 48x42       | 3'-6"      | 4'-0" | 3'-6" | 8-8"   | 7'-0" | 5                          | 15-3"   | 5      | 13-4"  | 4      | 11-9"  | 6      | 8-2"   | 8      | 6-2"    | 29              | 4-9"           | 3                 | 4-8"     | 2 | 2-6" | 22.4± | 4.90 | 388 | 30 |

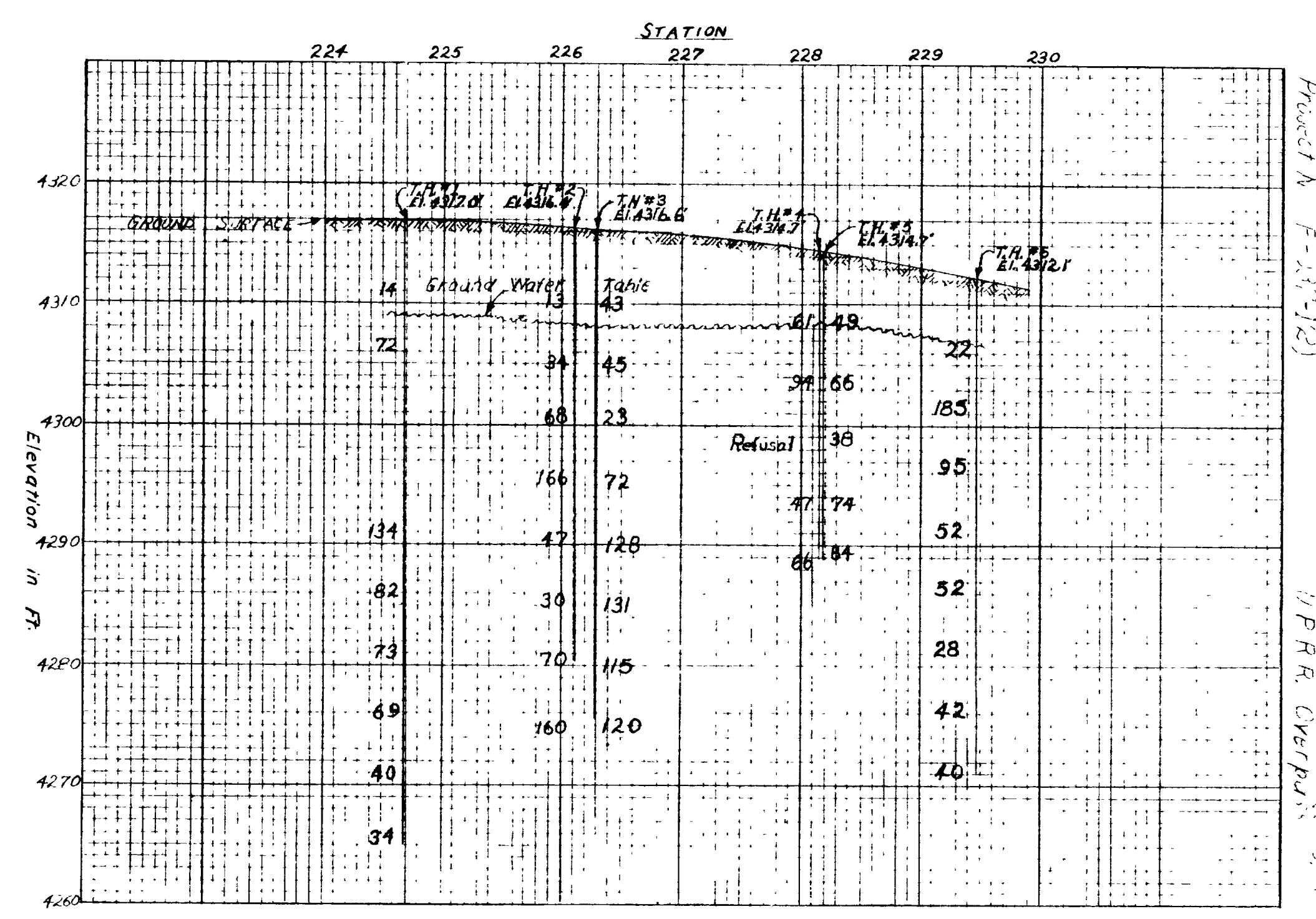
| TYPE  | EYECU. FOR STRUCT. CU. YDS. | CONC. CLASS 'AA' CU. YDS. | REINF. STEEL LBS. | PROJ.     | STATION          | REMARKS            | TYPE  | EYECU. FOR STRUCT. CU. YDS. | CONC. CLASS 'AA' CU. YDS. | REINF. STEEL LBS. | PROJ.      | STATION          | REMARKS | LINE NO. | TYPE  | EYECU. FOR STRUCT. CU. YDS. | CONC. CLASS 'AA' CU. YDS. | REINF. STEEL LBS. | PROJ.  | STATION | REMARKS | LINE NO. | TYPE | EYECU. FOR STRUCT. CU. YDS. | CONC. CLASS 'AA' CU. YDS. | REINF. STEEL LBS. | PROJ. | STATION | REMARKS |      |      |      |      |      |      |      |       |      |     |    |
|-------|-----------------------------|---------------------------|-------------------|-----------|------------------|--------------------|-------|-----------------------------|---------------------------|-------------------|------------|------------------|---------|----------|-------|-----------------------------|---------------------------|-------------------|--------|---------|---------|----------|------|-----------------------------|---------------------------|-------------------|-------|---------|---------|------|------|------|------|------|------|------|-------|------|-----|----|
| A1-24 | 7.0±                        | 1.96                      | 146               | F-097(10) | 56+72 to 75+80   | 177±23             | A1-24 | 7.0±                        | 1.96                      | 146               | DF-027(4)  | 109±32 to 123±41 | 198±21  | 16       | E1-12 | 24x12                       | 1'-0"                     | 2'-0"             | 2'-0"  | 5'-10"  | 2'-0"   | 2        | 7-5" | 2                           | 6-4"                      | 4                 | 4-9"  | 3       | 4-8"    | 5    | 3-8" | 9    | 2-3" | 3    | 2-6" | 3.2± | 1.20  | 100  | 16  |    |
| A1-18 | 4.6                         | 1.48                      | 119               | F-019(10) | 53+70 to 57+72   | 179±21             | A1-18 | 4.6±                        | 1.48                      | 119               | DF-049(10) | 194±18           | 17      | E1-18    | 24x18 | 1'-6"                       | 2'-0"                     | 3'-6"             | 5'-10" | 3'-0"   | 3       | 8-5"     | 3    | 7-4"                        | 4                         | 5-9"              | 4     | 6-2"    | 5       | 4-8" | 13   | 2-9" | 3    | 2-6" | 2    | 2-6" | 4.9±  | 1.60 | 137 | 17 |
| A1-24 | 7.0                         | 1.96                      | 146               | F-019(10) | 239±20 to 256±10 | 307±10             | A1-24 | 7.0±                        | 1.96                      | 146               | DF-053(10) | 376±             | 18      | E1-24    | 24x24 | 2'-0"                       | 2'-0"                     | 3'-0"             | 5'-10" | 4'-0"   | 3       | 9-3"     | 3    | 8-4"                        | 4                         | 6-9"              | 4     | 7-5"    | 5       | 4-8" | 16   | 3-3" | 3    | 2-6" | 2    | 2-6" | 7.0±  | 2.00 | 161 | 18 |
| A1-24 | 7.0                         | 1.96                      | 146               | S.P.1592  | 352+39           | Tropic-Camonsville | A1-24 | 7.0±                        | 1.96                      | 146               | DF-053(10) | 376±             | 19      | E1-18    | 30x18 | 1'-6"                       | 2'-6"                     | 3'-6"             | 6'-6"  | 3'-0"   | 3       | 9-3"     | 3    | 7-4"                        | 4                         | 6-9"              | 4     | 6-2"    | 6       | 4-8" | 14   | 2-9" | 3    | 3-2" | 2    | 2-6" | 5.8±  | 1.80 | 151 | 19 |
| A1-30 | 12.8                        | 2.94                      | 228               | I-017(4)  | 147+80 to 167+80 | 225±160            | A1-30 | 12.8±                       | 2.94                      | 228               | S-058(6)   | 86+12 Lt.        | 20      | E1-24    | 30x24 | 2'-0"                       | 2'-6"                     | 3'-0"             | 6'-6"  | 4'-0"   | 3       | 10-2"    | 3    | 8-4"                        | 4                         | 7-3"              | 4     | 7-8"    | 6       | 5-8" | 17   | 3-3" | 3    | 3-2" | 2    | 2-6" | 8.1±  | 2.25 | 176 | 20 |
| A1-24 | 7.0                         | 1.96                      | 146               | I-017(4)  | 147+80 to 167+80 | 225±160            | A1-24 | 7.0±                        | 1.96                      | 146               | S-058(6)   | 86+12 Lt.        | 21      | E1-30    | 30x30 | 2'-6"                       | 2'-6"                     | 3'-0"             | 6'-6"  | 5'-0"   | 4       | 11-2"    | 3    | 8-4"                        | 4                         | 8-3"              | 5     | 8-2"    | 6       | 5-8" | 21   | 3-9" | 3    | 3-2" | 2    | 2-6" | 10.9± | 2.75 | 226 | 21 |
| E1-24 | 7.0                         | 2.00                      | 166               | I-017(4)  | 163+80 to 178+80 | 246±90             | E1-24 | 7.0±                        | 2.00                      | 166               | F-028(20)  | 40B±             | 22      | E1-18    | 36x18 | 1'-6"                       | 3'-0"                     | 3'-6"             | 7-3"   | 3'-0"   | 3       | 10-2"    | 3    | 8-4"                        | 4                         | 7-3"              | 4     | 7-8"    | 7       | 6-2" | 14   | 2-9" | 3    | 3-2" | 2    | 2-6" | 6.2±  | 2.00 | 173 | 22 |
| E1-18 | 4.9                         | 1.6                       | 137               | I-017(4)  | 167+80 to 182+80 | 251±112            | E1-18 | 4.9±                        | 1.6                       | 137               | F-028(20)  | 44B±20           | 23      | E1-24    | 36x24 | 2'-0"                       | 3'-0"                     | 3'-0"             | 7-3"   | 3'-0"   | 3       | 10-2"    | 3    | 9-4"                        | 4                         | 7-9"              | 4     | 7-8"    | 7       | 6-2" | 17   | 3-3" | 3    | 3-2" | 2    | 2-6" | 9.0±  | 2.50 | 198 | 23 |
| A1-24 | 7.8                         | 2.10                      | 162               | I-017(2)  | 18+30 to 21+30   | 29±                | A1-18 | 4.6±                        | 1.48                      | 119               | S-058(6)   | 155±2+36         | 24      | E1-30    | 36x30 | 2'-6"                       | 3'-0"                     | 3'-0"             | 7-3"   | 3'-0"   | 4       | 11-0"    | 4    | 10-4"                       | 4                         | 8-9"              | 5     | 8-2"    | 7       | 6-2" | 21   | 3-9" | 3    |      |      |      |       |      |     |    |





Project No: FG-037-1(5)  
UPRR Overpass Jan 9, 55

CLASSIFICATION



Project No: FG-037-1(5)  
UPRR Overpass Jan 9, 55

N VALUES. STANDARD PENETRATION TEST

GENERAL NOTES

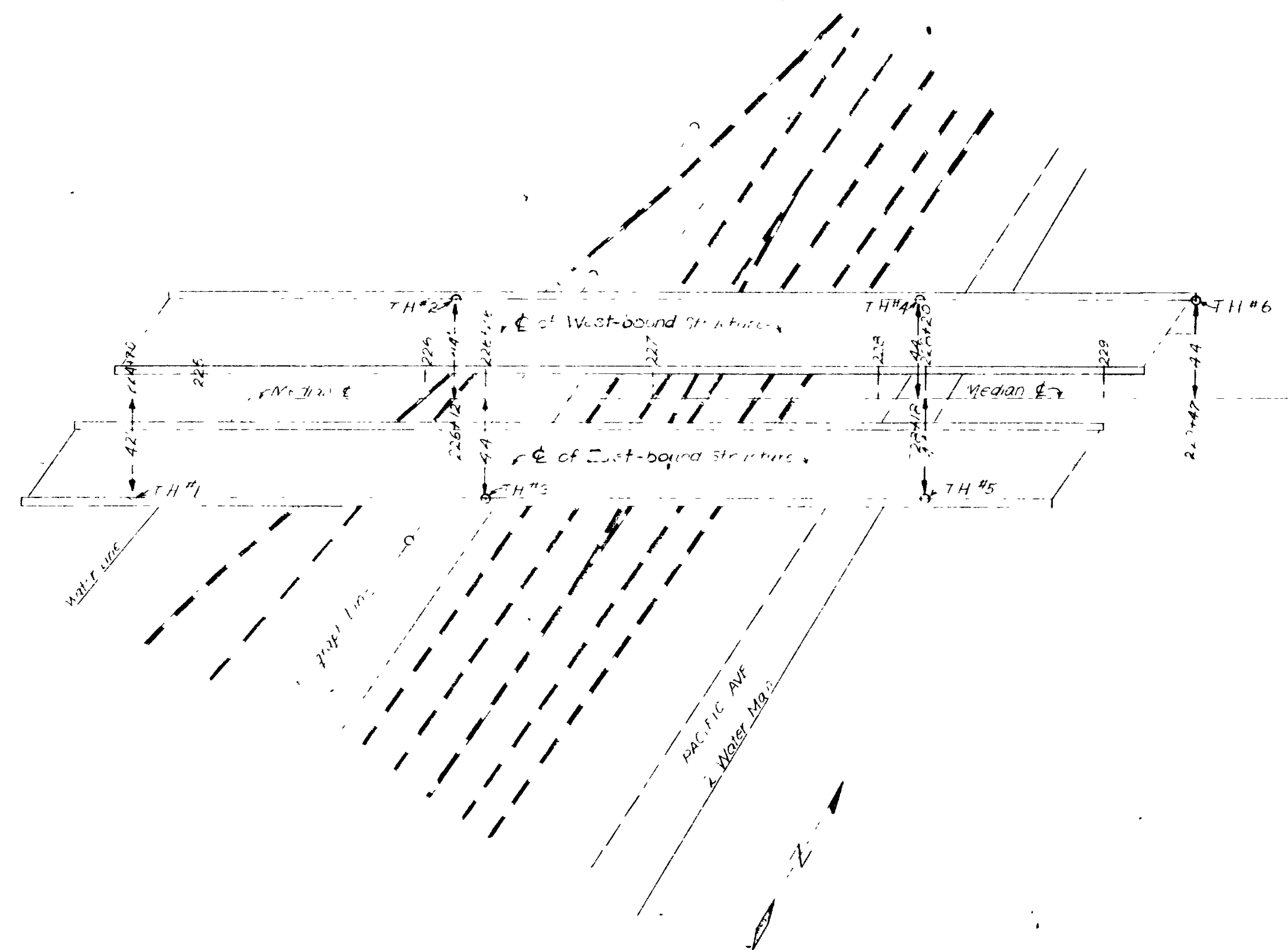
Materials, construction and workmanship shall be in accordance with the State Standard Specifications for Road and Bridge Construction, 1952 edition and Supplements thereto which are in effect at date of request for bids  
 All reinforcing steel shall be intermediate grade Standard A-305 reinforcing bars. All dimensions relating to reinforcing steel are to outside of bars.  
 Type II cement required: Low Alkali.  
 Construction on foundations shall not begin until instructed by the Engineer.

DESIGN DATA

LIVE LOAD: Interstate Alternate Loading  
 H20-S16-44 loading in accordance with the A.A.S.H.O. Specifications of 1957.  
 $f_c = 1200 \text{ p.s.i.}$   $f_s = 20,000 \text{ p.s.i.}$   $n = 10$   
 $f_s$  (Structural Steel) 18,000 p.s.i.

QUANTITIES

|                                      |         |          |
|--------------------------------------|---------|----------|
| Excavation for Structures (Unclass.) | 2300    | Cu. Yds. |
| Concrete Class "A"                   | 1,588   | Cu. Yds. |
| Reinforcing Steel                    | 319,275 | Lbs.     |
| Structural Steel                     | 1,224   | Lbs.     |
| Steel Handrail                       | 1722    | Lin. Ft. |



**JOINT FILLER SCHEDULE FOR MAIN SLABS & APPROACH SLABS**

VARIES  
 1/2" THICK

4 pcs. @ 10'-0" x 9 1/2" x 1/2" = 40'-0" LINEAL FEET OF JT. FILLER  
 2 pcs. @ 46'-2" x 9 1/2" x 1/2" = 92'-4" " "  
 2 pcs. @ 36'-7" x 9 1/2" x 1/2" = 73'-2" " "  
 2 pcs. @ 5'-4" x 9 1/2" x 1/2" = 10'-8" " "  
 2 pcs. @ 8'-3" x 9 1/2" x 1/2" = 16'-6" LINEAL FEET OF JT. FILLER

VARIES  
 1/2" THICK

4 pcs. @ 36'-7" x 6 1/2" x 1/2" = 146'-4" LINEAL FEET OF JT. FILLER  
 8 pcs. @ 3'-1" x 6 1/2" x 1/2" = 24'-8" LINEAL FEET OF JT. FILLER

Payment for furnishing and placing Joint Filler shall be included in the Contract Unit Price for Concrete Class "A".  
 Joint Filler shall be A.A.S.H.O. Designation M-153-54.

REVISIONS

| NO. | DATE   | BY     |
|-----|--------|--------|
| 1   | 3-1-55 | R.B.J. |
| 2   | 4-1-55 | J.H.B. |

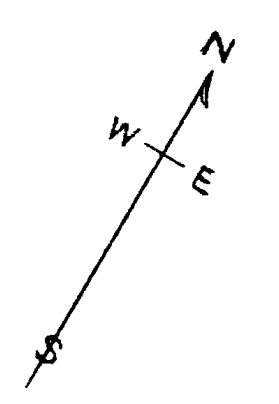
SHEET 1 OF 17 SHEETS

UTAH STATE ROAD COMMISSION  
 SALT LAKE CITY, UTAH  
 BRIDGE DEPARTMENT

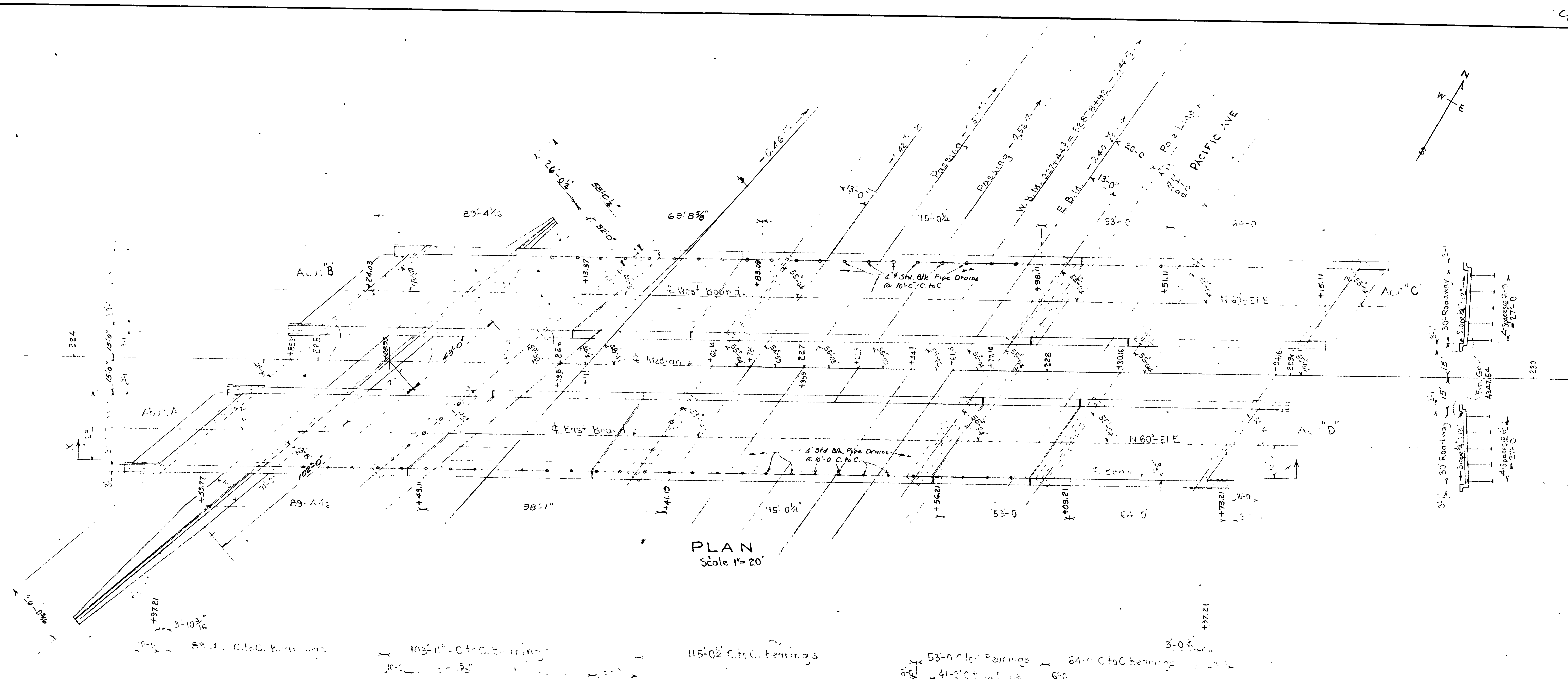
UPRR OVERPASS  
 412.16 O to 0.124' 56" ING L  
 Sta 226+91.53 FG-037-1(5)  
 Junct SR 38E Junct Wall Ave. Ody.

DESIGNED BY: F.M.E. SCALE: No scale  
 DRAWN BY: R.B.J. ISSUED: \_\_\_\_\_  
 CHECKED BY: J.H.B. APPROVED: \_\_\_\_\_  
 BR NO 29-208-1-2 DRC NO C-314

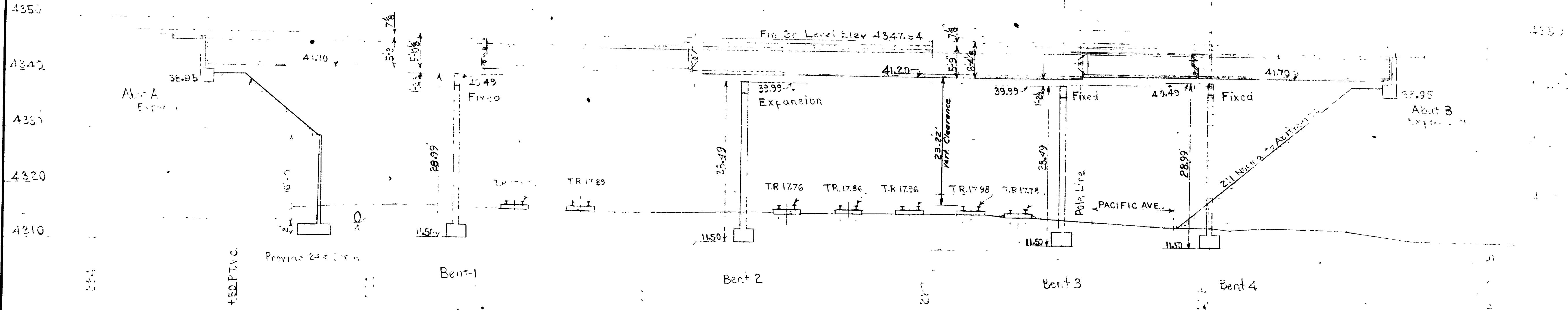




| NO. | DATE    | BY   |
|-----|---------|------|
| 1   | 7-27-12 | FILE |



PLAN  
Scale 1" = 20'



SECTION X-X ON  $\phi$  OUTSIDE BEAM  
Scales Hor 1" = 20'  
Vert 1" = 10'

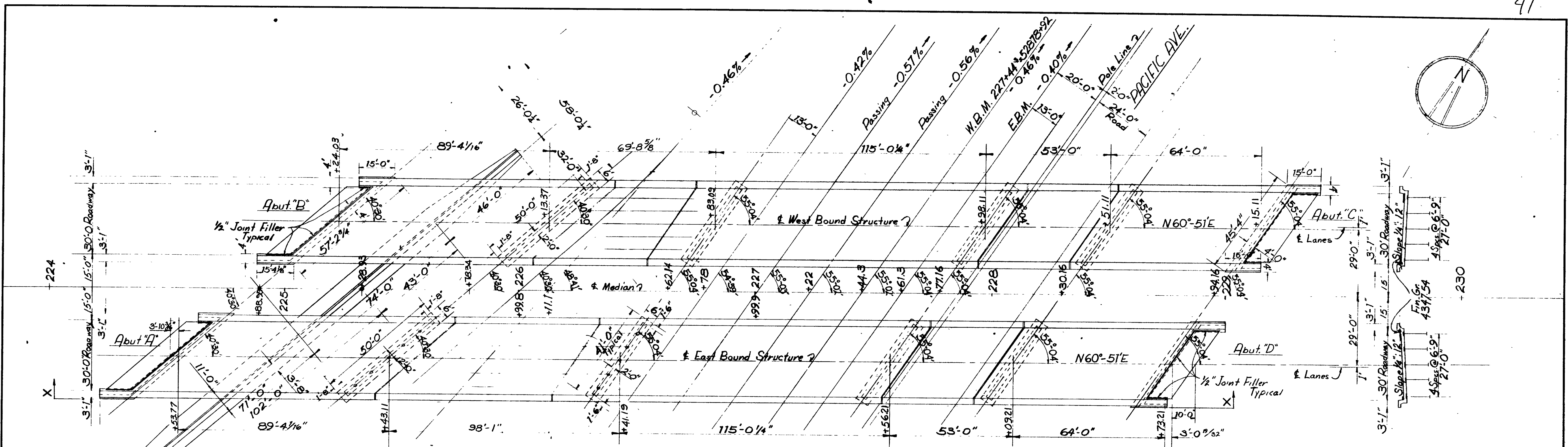
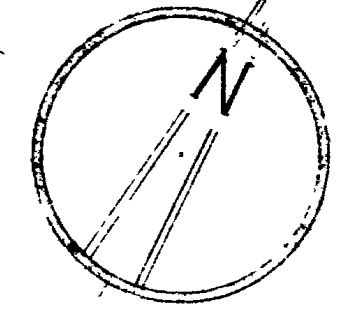
SHEET 2 OF 17 SHEETS

UTAH STATE ROAD COMMISSION  
SALT LAKE CITY, UTAH  
BRIDGE DEPARTMENT

UPRR OVERPASS  
412.16 O.T.O. 124'56" X-ING.  
Sta 226+31.53 FG-037-1(5)  
Jct SR 38E-Jct 44W Ave Ogden, Weber Co

|                   |                       |
|-------------------|-----------------------|
| DESIGNED BY FILE  | SCALE AS SHOWN        |
| DRAWN BY FILE     | ISSUED                |
| TRACED BY         | APPROVED              |
| CHECKED BY J.H.S. | CHIEF BRIDGE ENGINEER |

BR No 29-208-1-2 Dwg No C-314

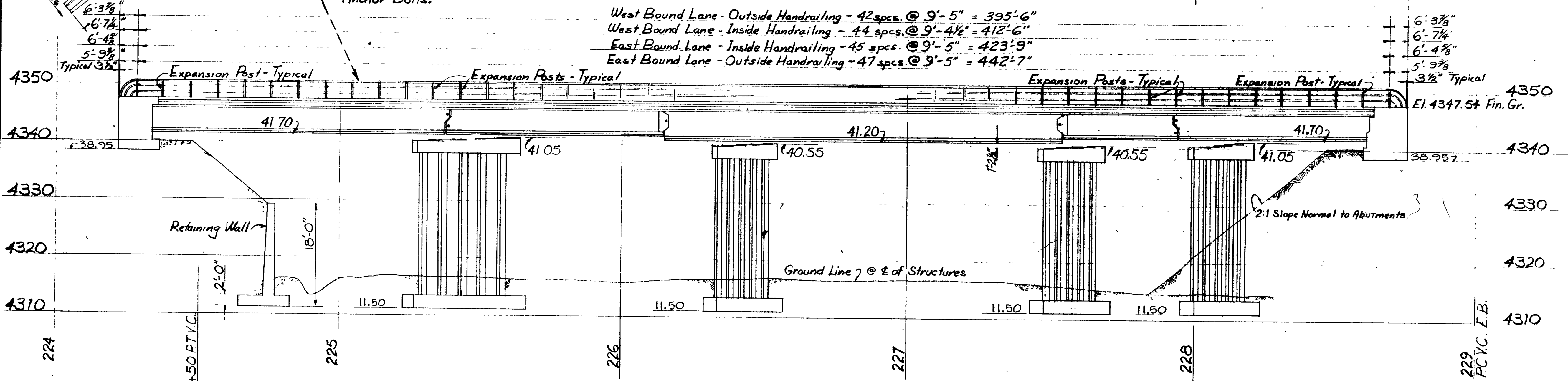


PLAN  
Scale 1"=20'

21737.16  
15.05  
62.14

See Drawing S.R.3-2 for Hand-railing detail. Type 'C' & 'D' Anchor Bolts.

West Bound Lane - Outside Handrailing - 42 spcs. @ 9'-5" = 395'-6"  
 West Bound Lane - Inside Handrailing - 44 spcs. @ 9'-4 1/2" = 412'-6"  
 East Bound Lane - Inside Handrailing - 45 spcs. @ 9'-5" = 423'-9"  
 East Bound Lane - Outside Handrailing - 47 spcs. @ 9'-5" = 442'-7"



VIEW "X-X" OF EAST BOUND STRUCTURE  
Scales: Hor. 1"=20', Vert. 1"=10'

7834  
8822  
49.21 R.I.I

SHEET 3 OF 17 SHEETS

UTAH STATE ROAD COMMISSION  
SALT LAKE CITY, UTAH  
BRIDGE DEPARTMENT

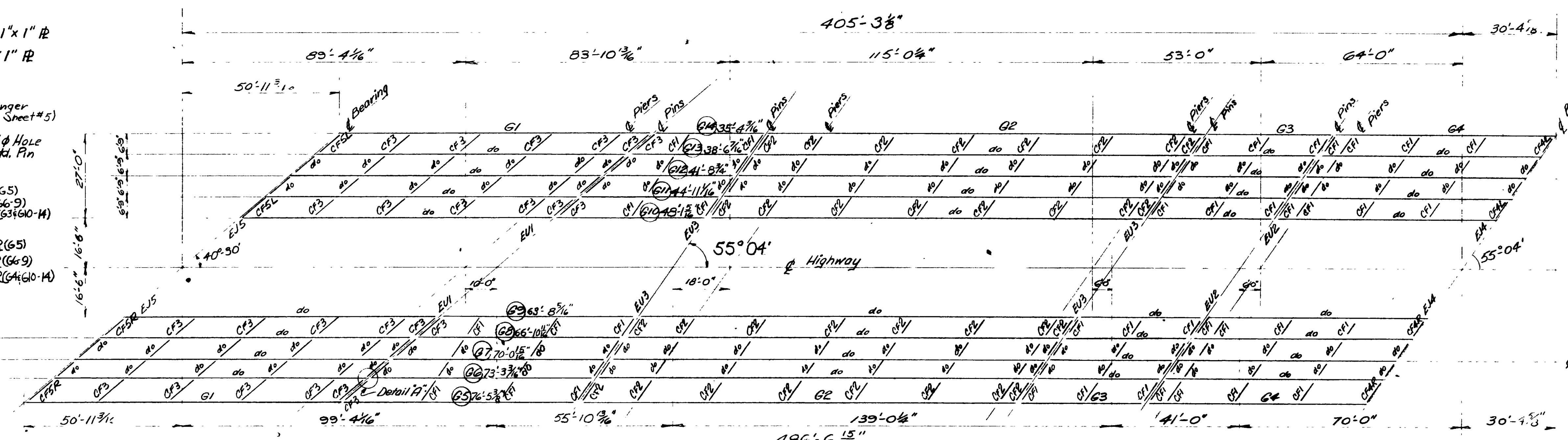
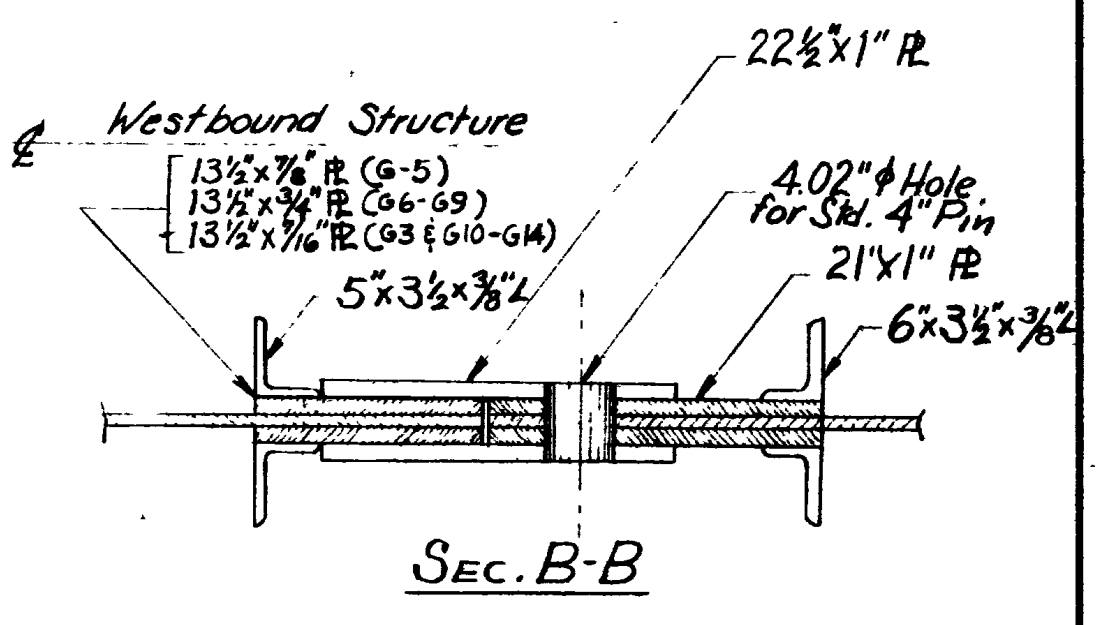
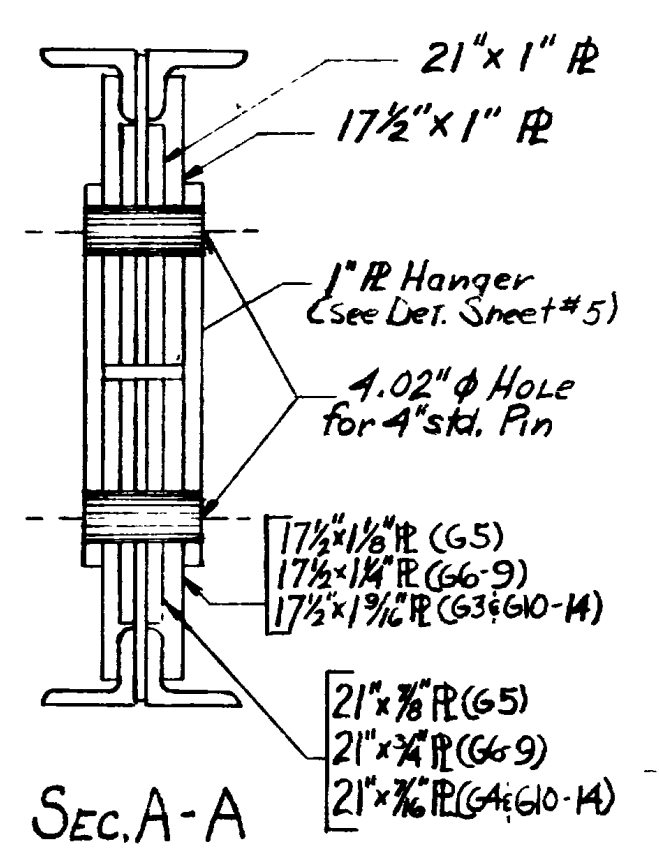
**U.P.R.R. OVERPASS**  
412.160 TO 124°56'X-ING L  
Sta 226+91.43 FG-037-1(5)  
Incl. S.R.38E-Incl. Wall Five Open Weber Co

DESIGNED BY F.M.E. SCALE As shown  
DRAWN BY T.E.G. ISSUED  
TRACED BY APPROVED  
CHECKED BY CHIEF BRIDGE ENGINEER

BR. No. 29-208-1-2 Dwg. No. C-314

|          |    |
|----------|----|
| DATE     | BY |
| 12/27/18 |    |

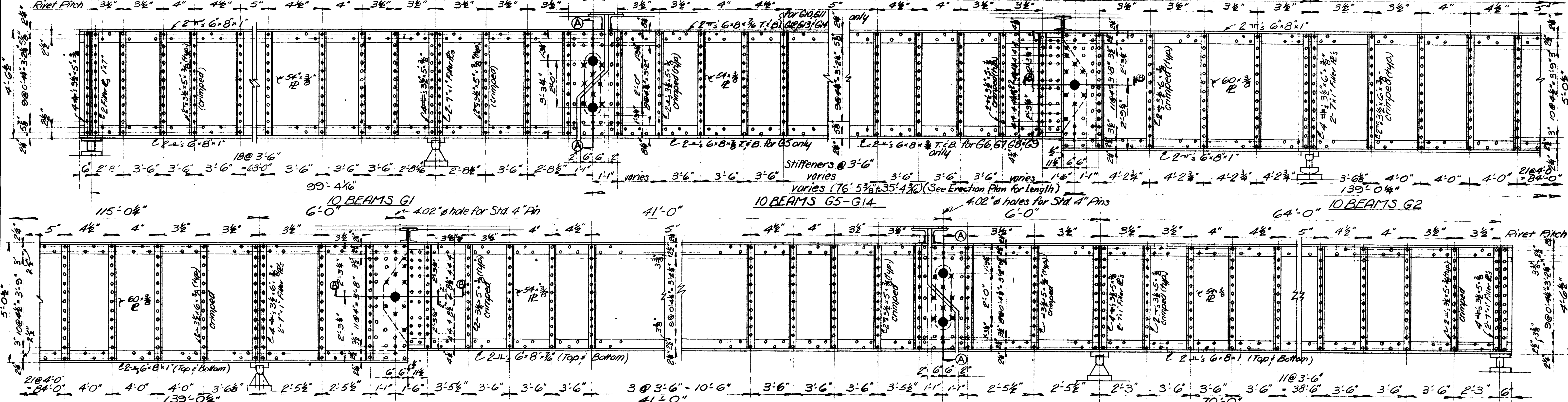




**Toggle Connection Mat'l.**  
2Fs 3 1/2" x 5 1/2"  
2-21" x 1" Filler R's  
2-17 1/2" x 1" Face R's  
2-17 1/2" x 1 1/4" R's (G5)  
2-17 1/2" x 1 1/4" R's (G3 & G10-G14)

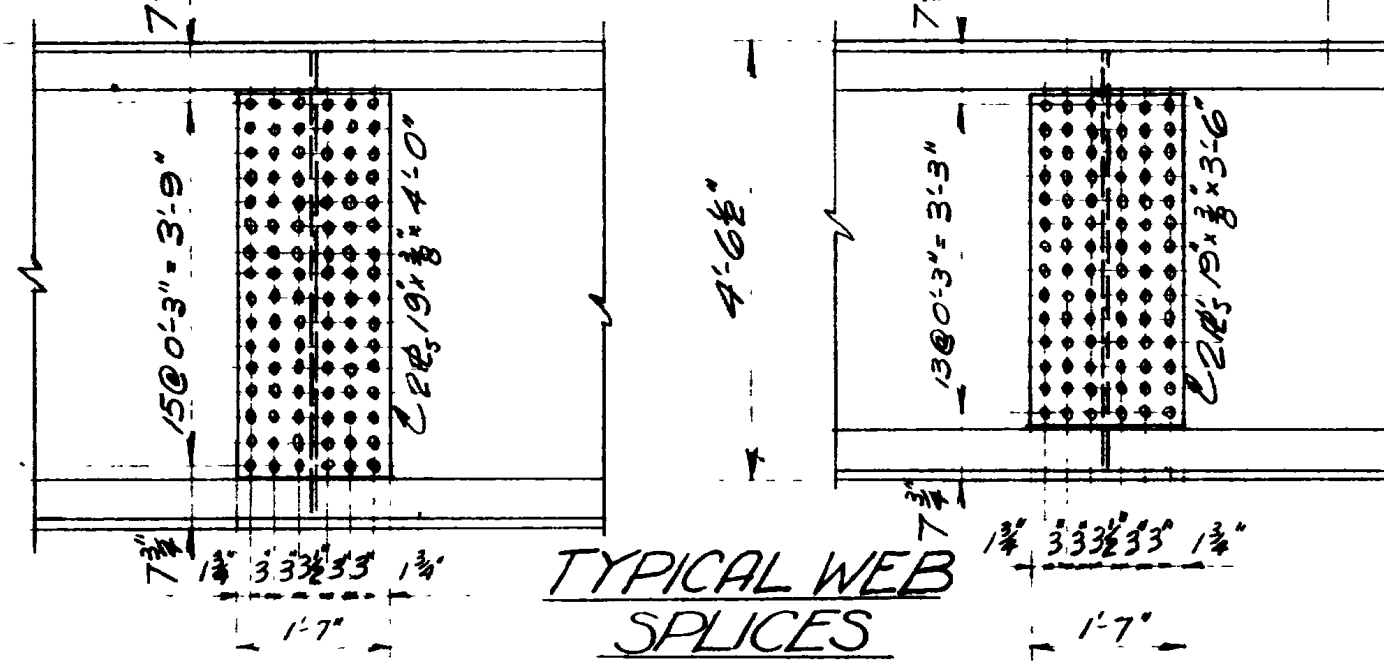
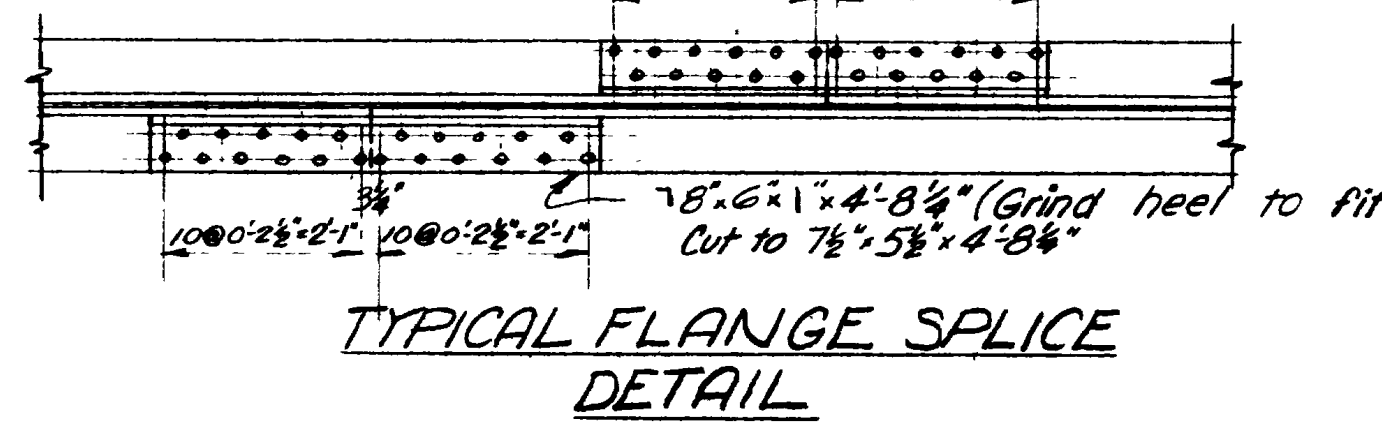
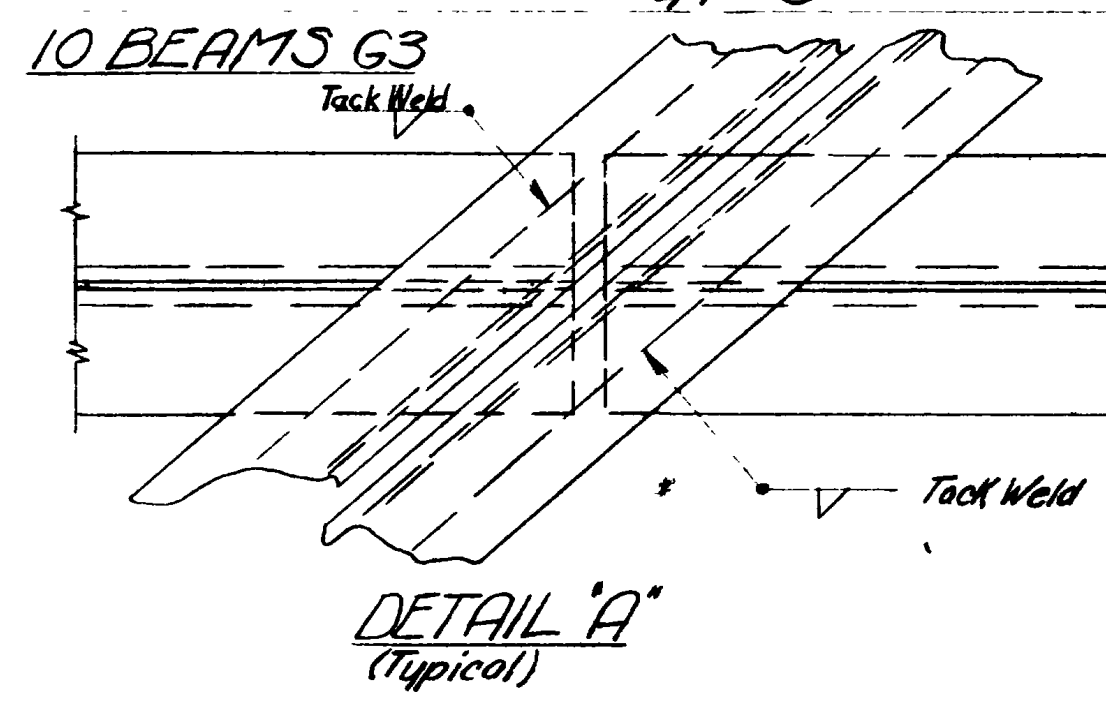
**Pin Connection Mat'l.**  
2Fs 3 1/2" x 5 1/2"  
2-13 1/2" x 5 1/2" for G5 for G10-14 & G3  
2-22 1/2" (G6-9, G10-G14)  
1" R's (14" G3 only)  
2Fs 3 1/2" x 6 3/8"  
2-21" x 1" Filler R's  
2-17 1/2" x 1" Face R's  
4.02"  $\phi$  hole for Std. 4" Pin

**ERECTION DIAGRAM**



| REVISIONS | DATE | BY |
|-----------|------|----|
|           |      |    |
|           |      |    |

**Note:**  
All rivets 3/8"  
Near side hangers and face plates have been removed for clarity.  
Use filler R's and uncrimped angles where crossframes are attached.  
For camber diagram see sheet 5 following



SHEET 4 OF 17 SHEETS

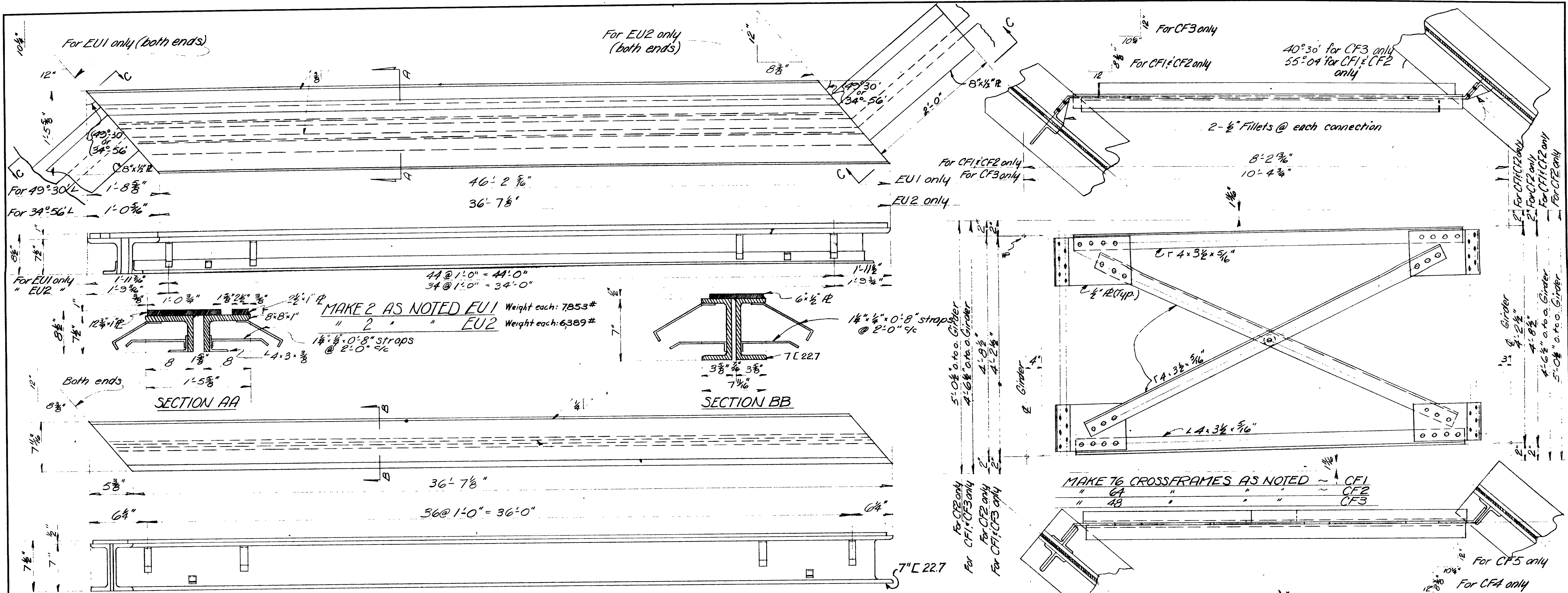
UTAH STATE ROAD COMMISSION  
SALT LAKE CITY, UTAH  
BRIDGE DEPARTMENT

**UPRR. OVERPASS**  
412.16 o. to a 124'-56" xing L  
Sta. 227+13.69 FG 037 (KS) Weber Co  
Inct. SR 38E - Inct. Wall Ave. Ogden

DESIGNED BY FME  
AHN  
DRAWN BY  
TRACED BY  
CHECKED BY R. J. B. & J. H. B.  
SCALE No Scale  
ISSUED  
APPROVED  
CHIEF BRIDGE ENGINEER

BR No 29-208-1-2 DRG No C-314



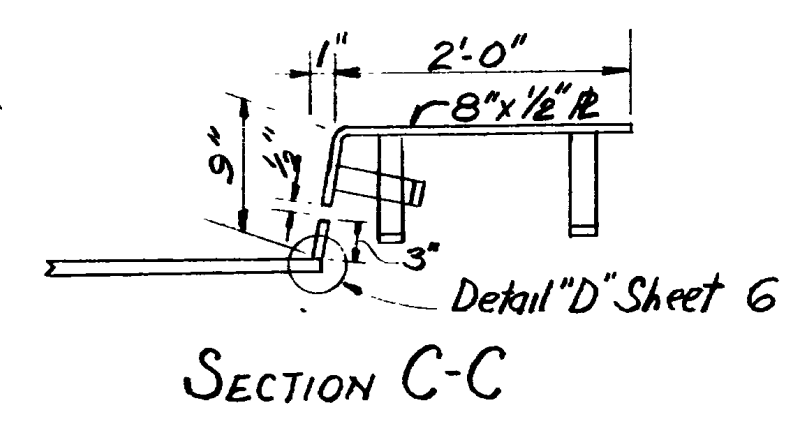


REVISIONS

| NO. | DATE | BY |
|-----|------|----|
|     |      |    |

MAKE 4 THUS EU3 Weight each: 2101#

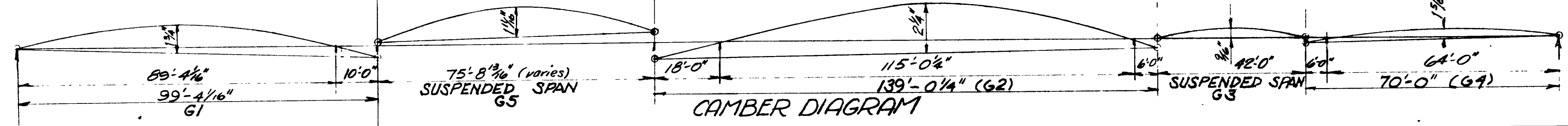
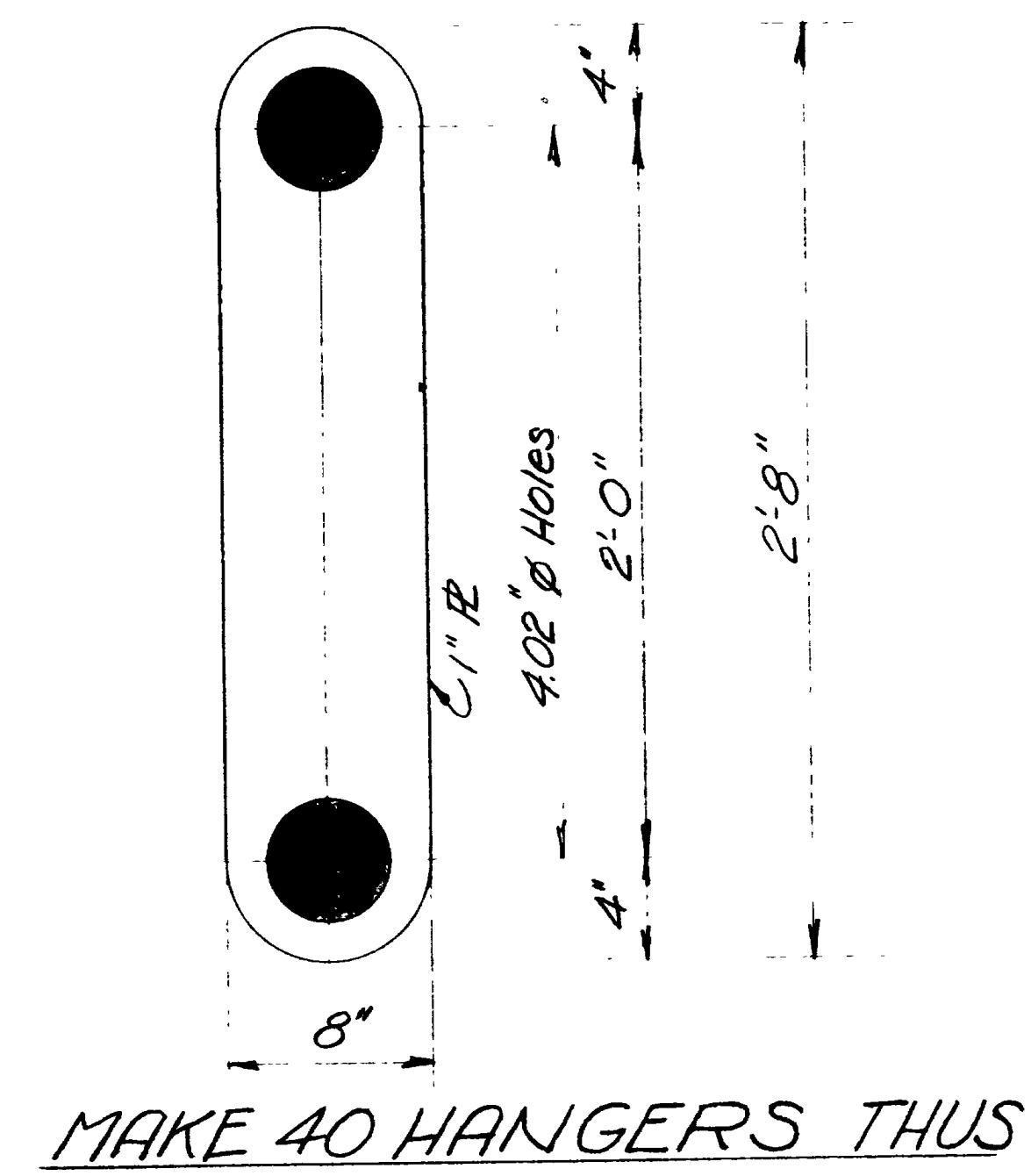
**EXPANSION UNITS**  
(AT GIRDER CONNECTIONS)



**CAMBER NOTES:**  
Differential between calculated and built-in camber can be allowed for in camber strip over steel girders, but no change in thickness of slab to bring concrete to grade will be made.

**CAMBER BEAMS G5-14**

|        |            |
|--------|------------|
| G5     | 1 1/4"     |
| G6     | 1 3/8"     |
| G7     | 1 1/2"     |
| G8     | 1 1/8"     |
| G9     | 1 1/4"     |
| G10    | 1 1/8"     |
| G11-14 | negligible |



MAKE 4 CROSSFRAMES OPPOSITE HAND AS NOTED

CF4 L  
CF4 R  
CF5 L  
CF5 R

SHEET 5 OF 17 SHEETS

UTAH STATE ROAD COMMISSION  
SALT LAKE CITY, UTAH  
BRIDGE DEPARTMENT

**UPRR OVERPASS**  
412' o.t.o. 124'-56" xing L  
Sta. 227+13.69 FG-037(15) Weber Co.  
Jnet SR38E - Jnet Wall Fire Gider

DESIGNED BY FME  
RHN  
DRAWN BY  
TRACED BY  
CHECKED BY JHB & RJB  
BR NO 29-208-1-2 DRG NO C-314

SCALE No scale.  
ISSUED  
APPROVED  
CHIEF BRIDGE ENGINEER



Slotted holes  $\frac{9}{16} \times \frac{1}{4}$  in  $8 \times \frac{3}{4}$  U.M. IR for  $\frac{1}{2}$  bolts @ 3'-0" ctr's. for temperature adjustment. Weld nuts to angle for  $\frac{1}{2}$  bolt. Remove bolt after concrete has taken initial set.

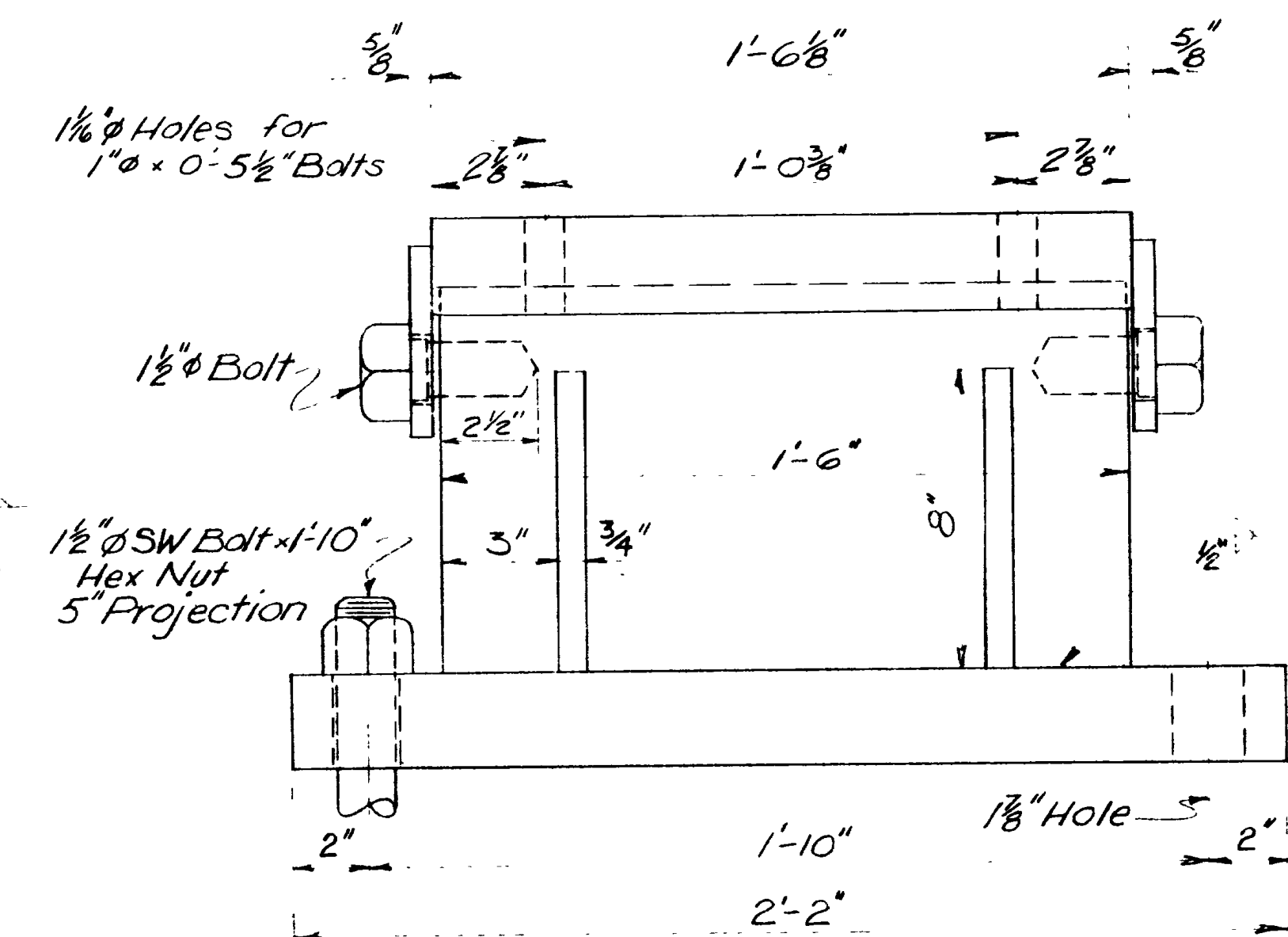
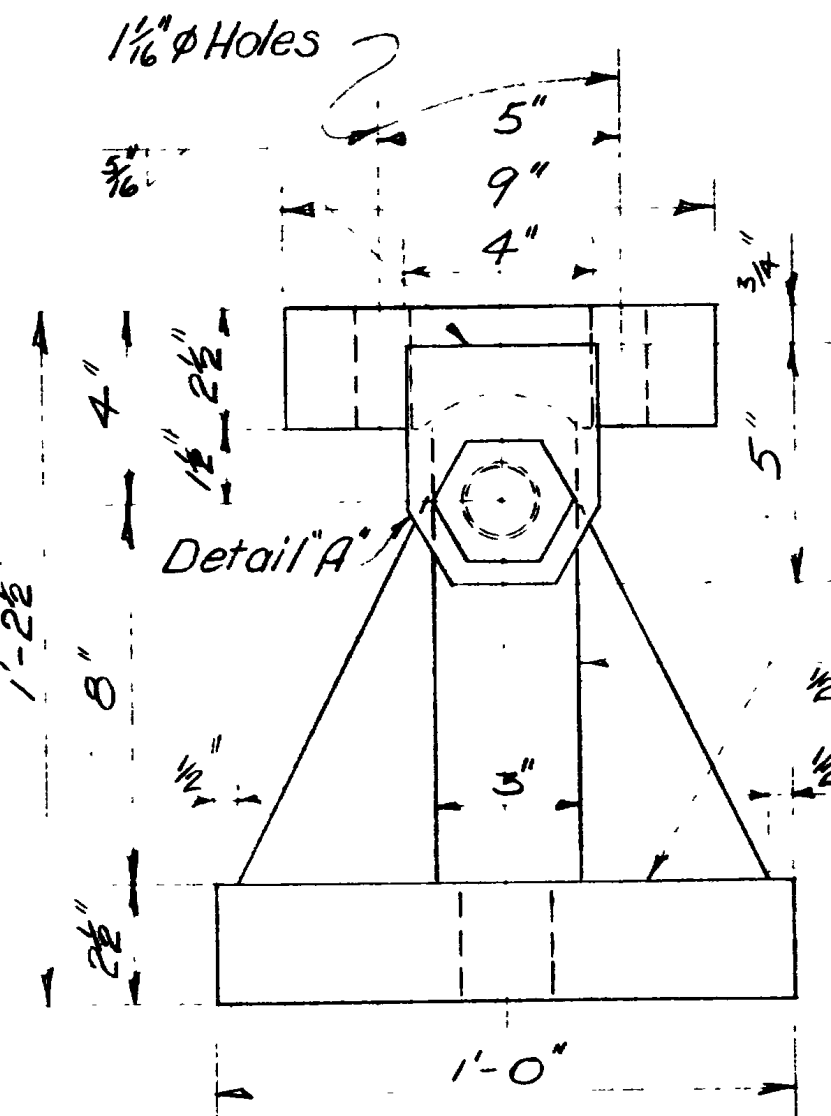
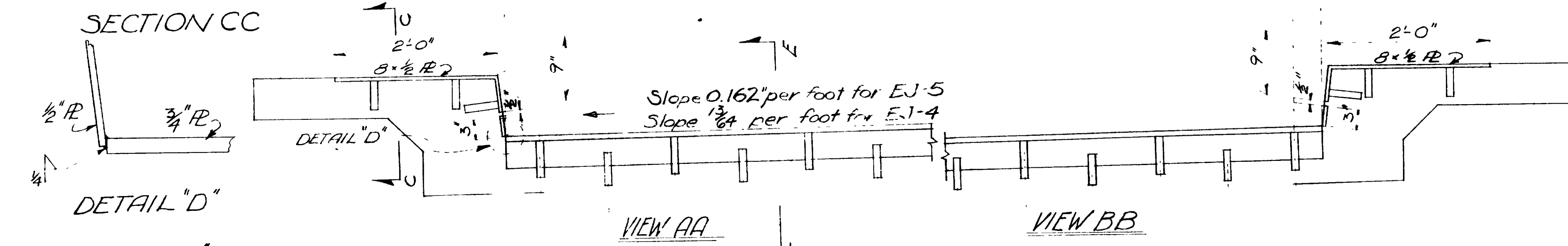
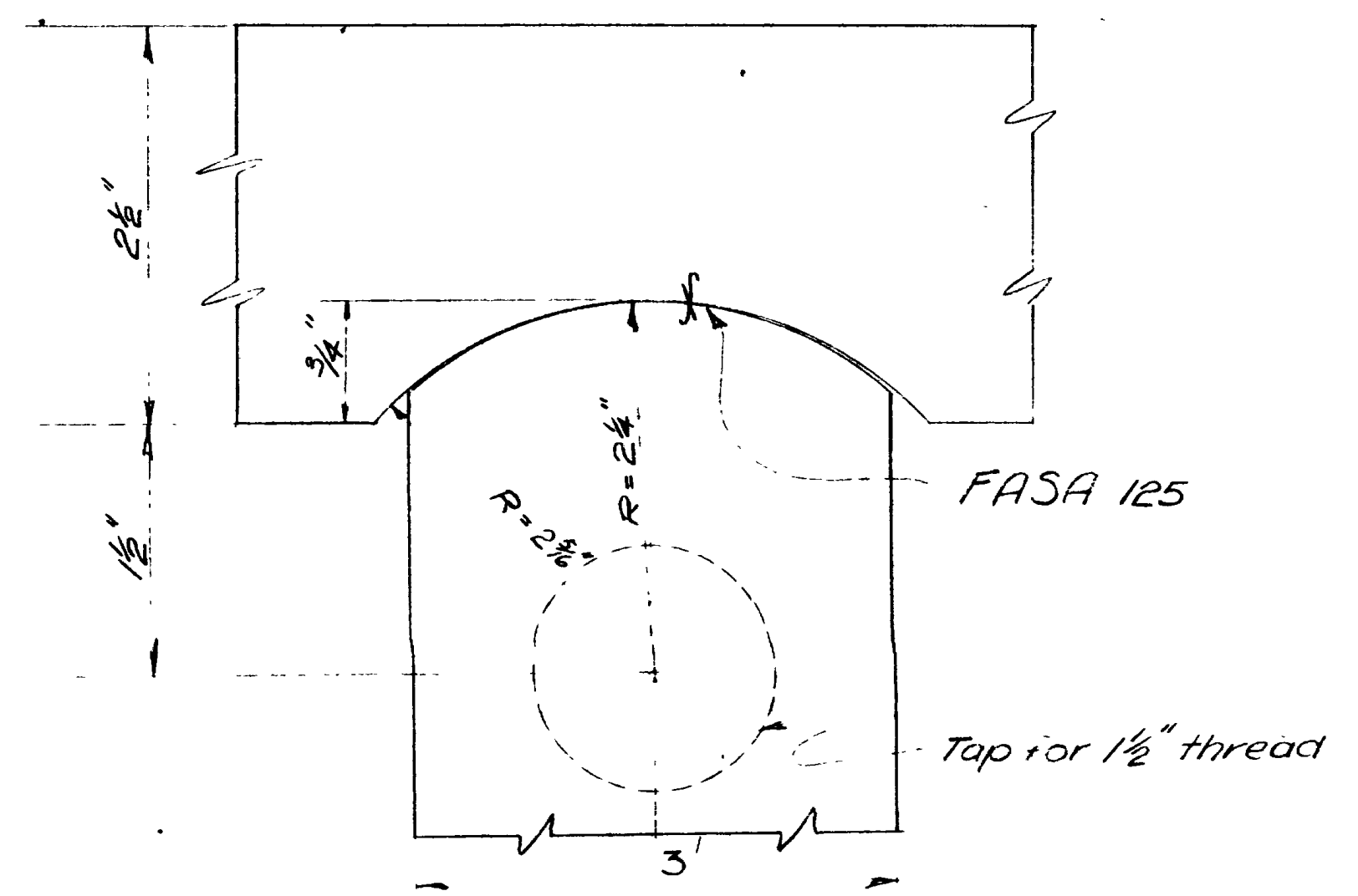
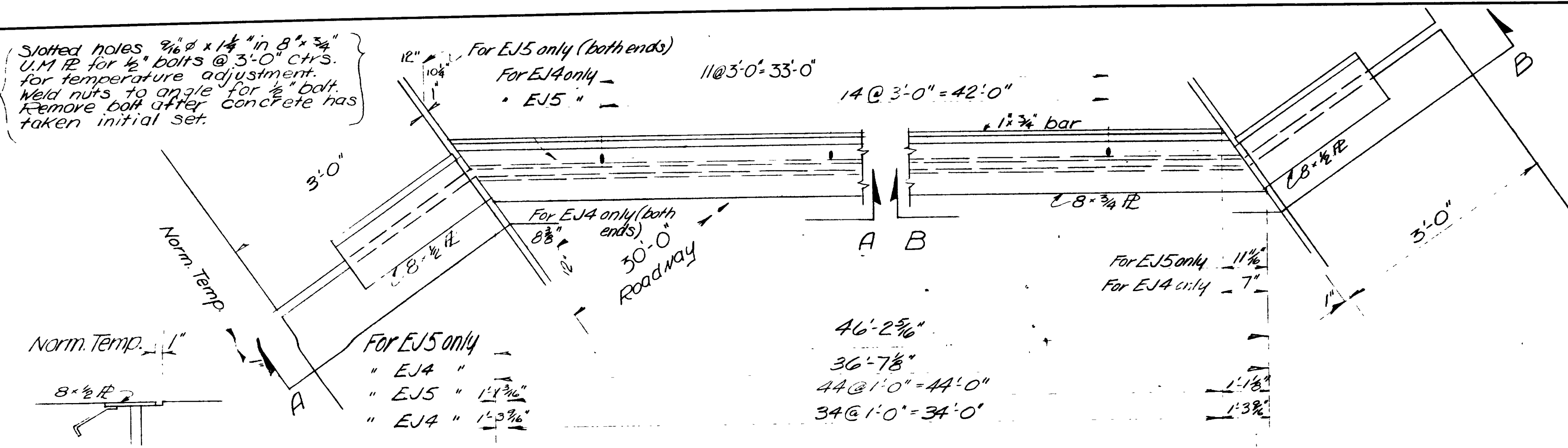
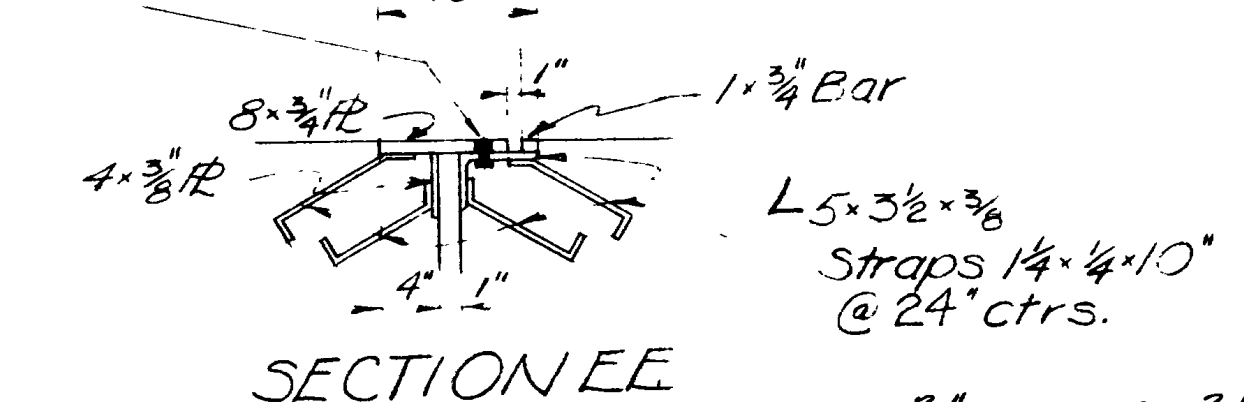
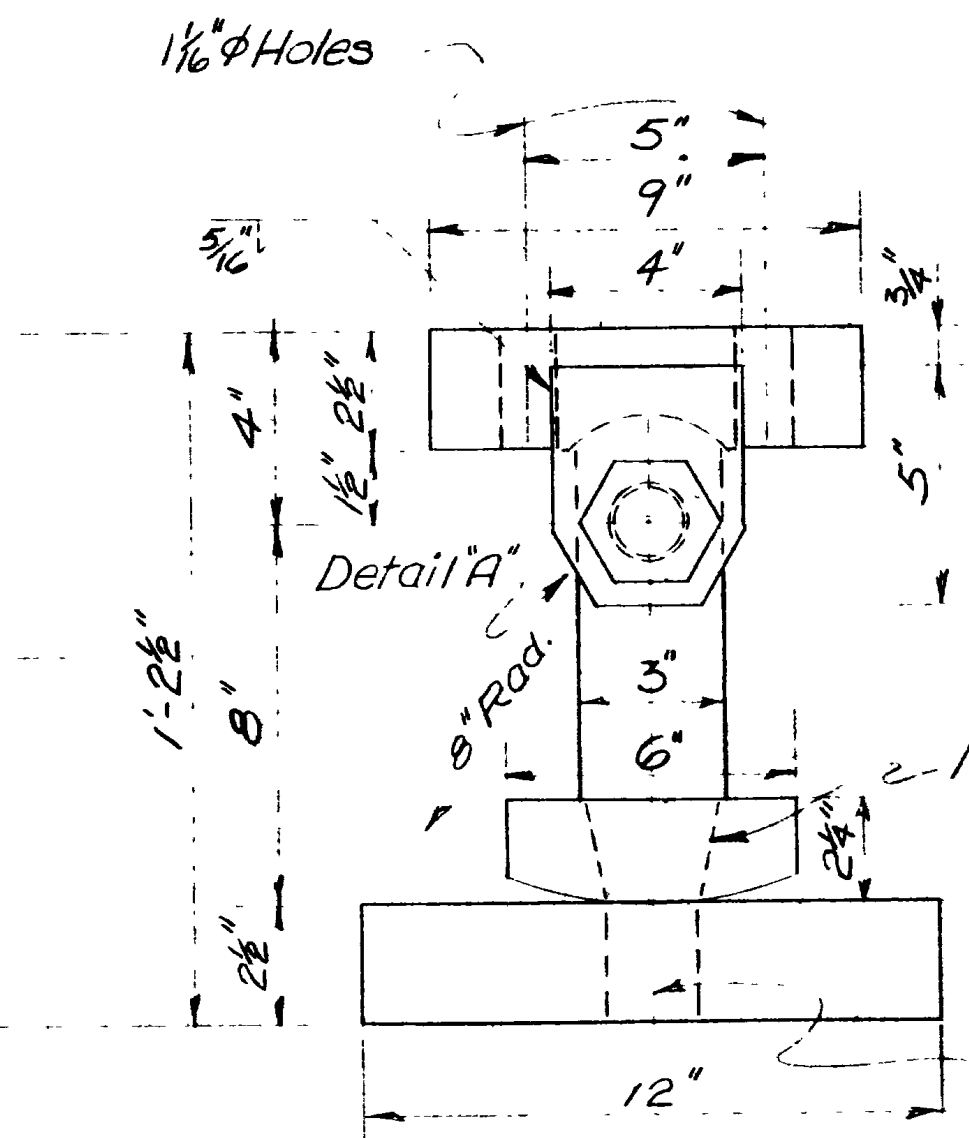
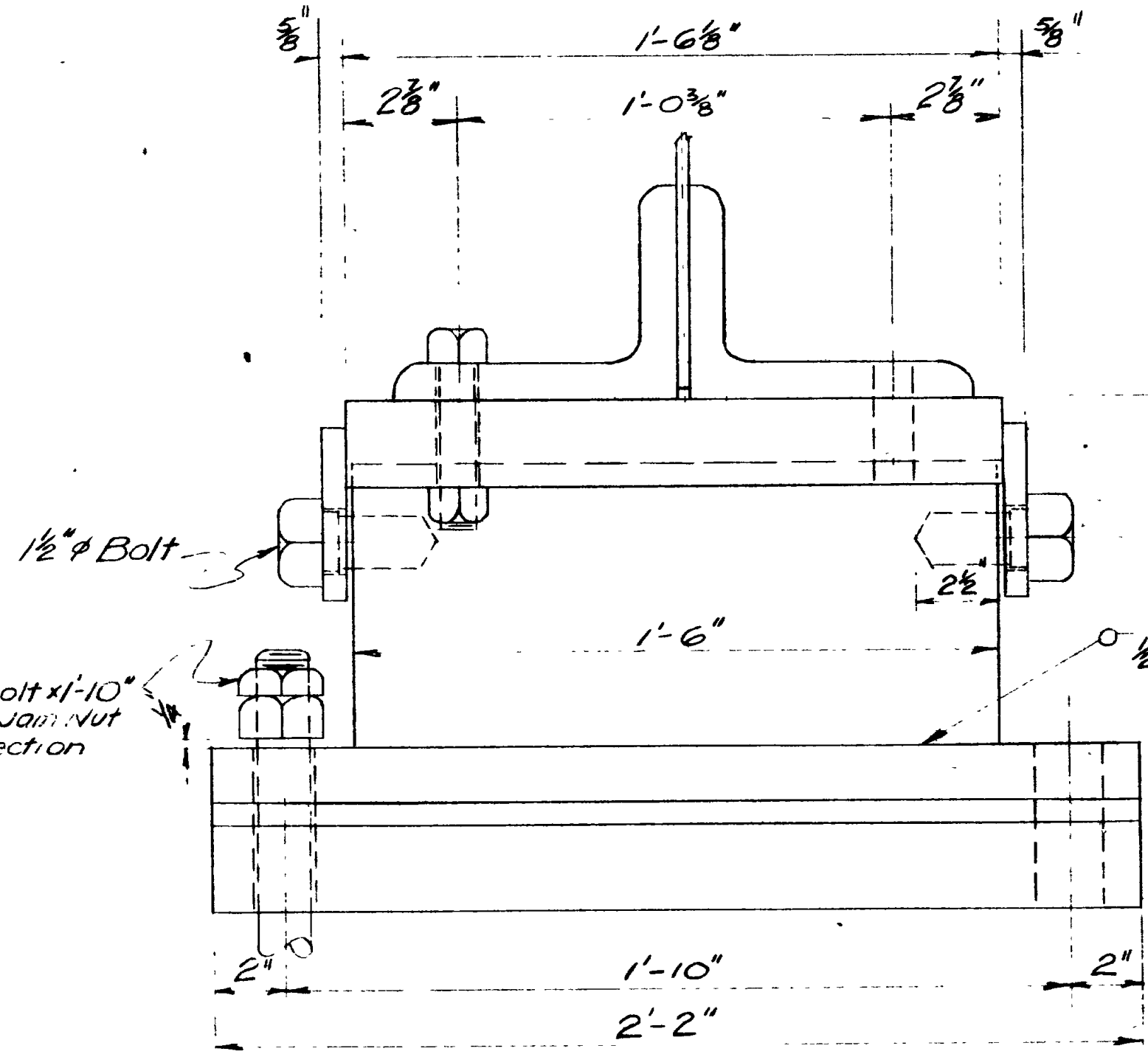
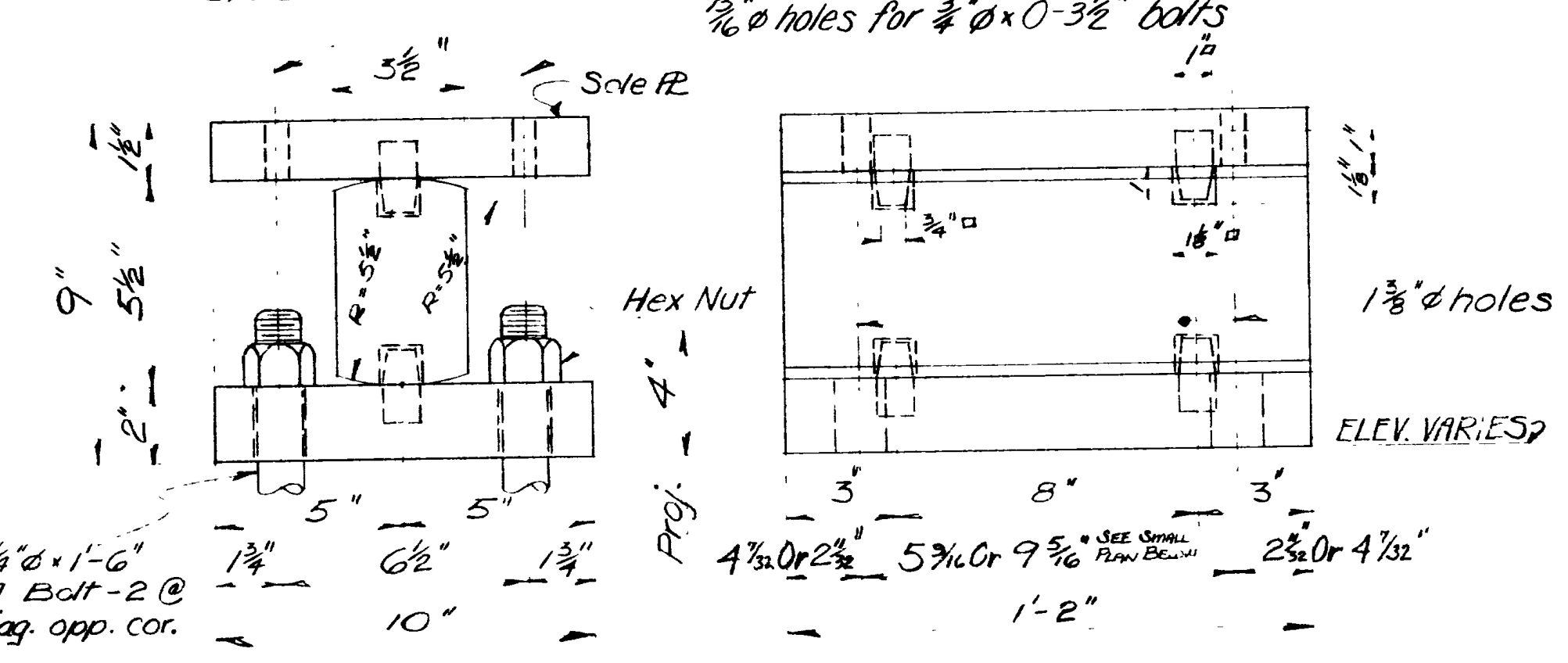


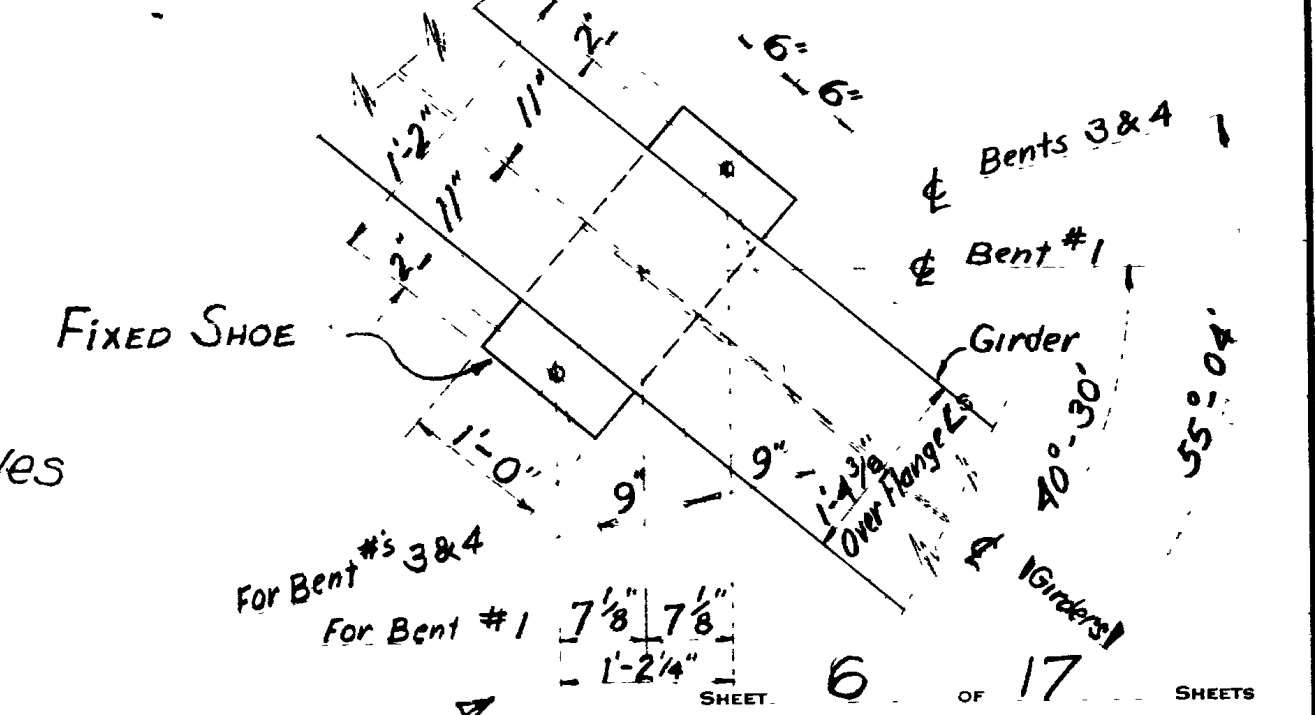
Table with 3 columns: REVISIONS, DATE, BY



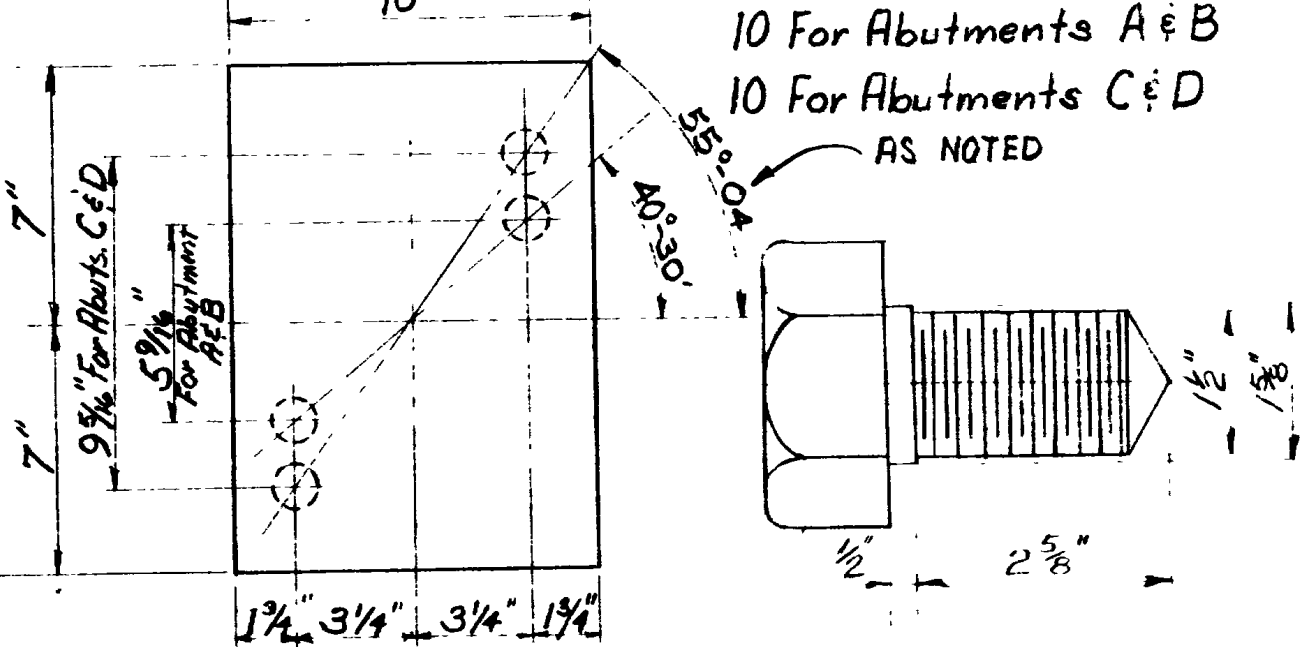
DETAIL OF SLAB EXPANSION UNIT AT ABUTMENTS MAKE 4 As noted above



FIXED SHOE MAKE 30 (Weight per unit 545#) include Anchor Bolts & Nuts



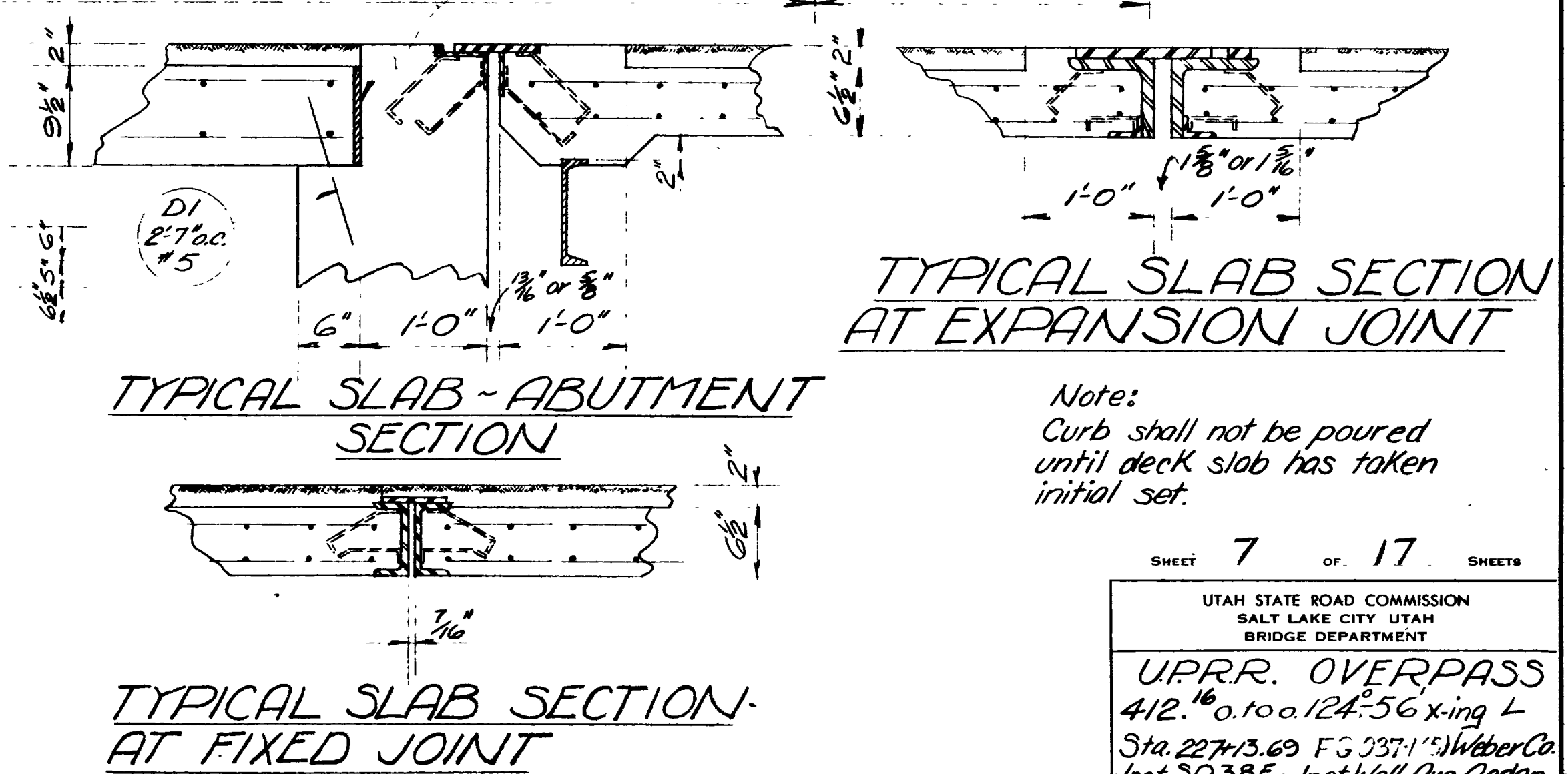
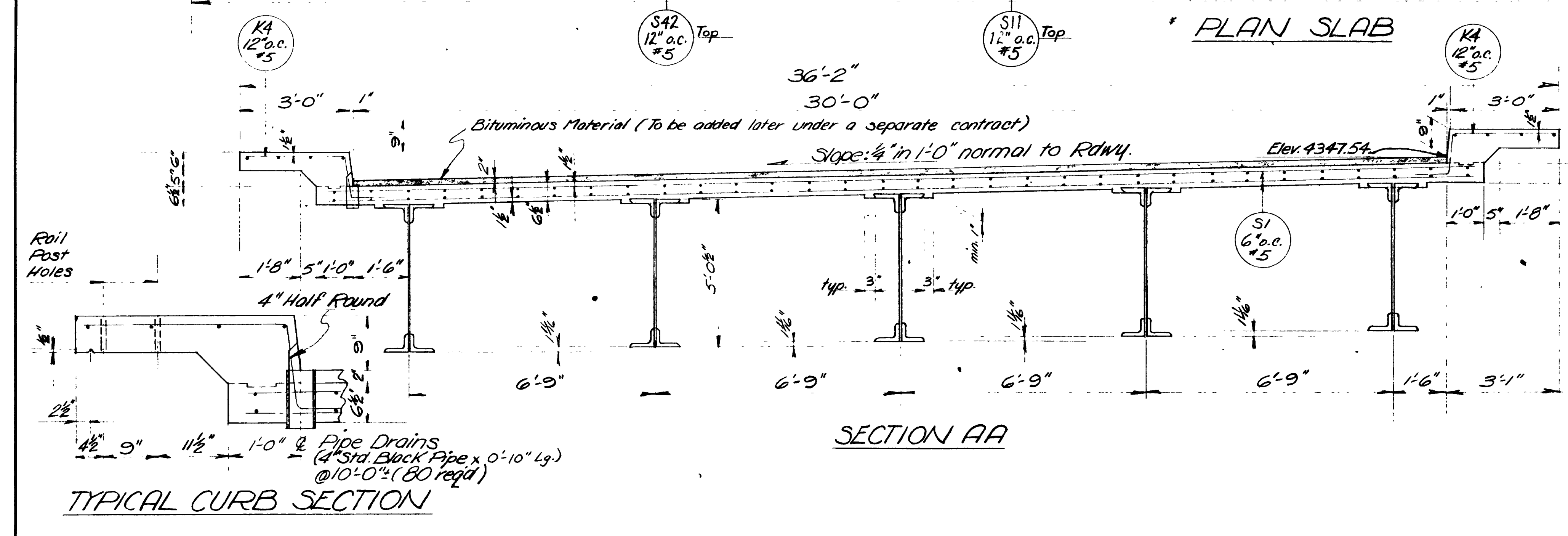
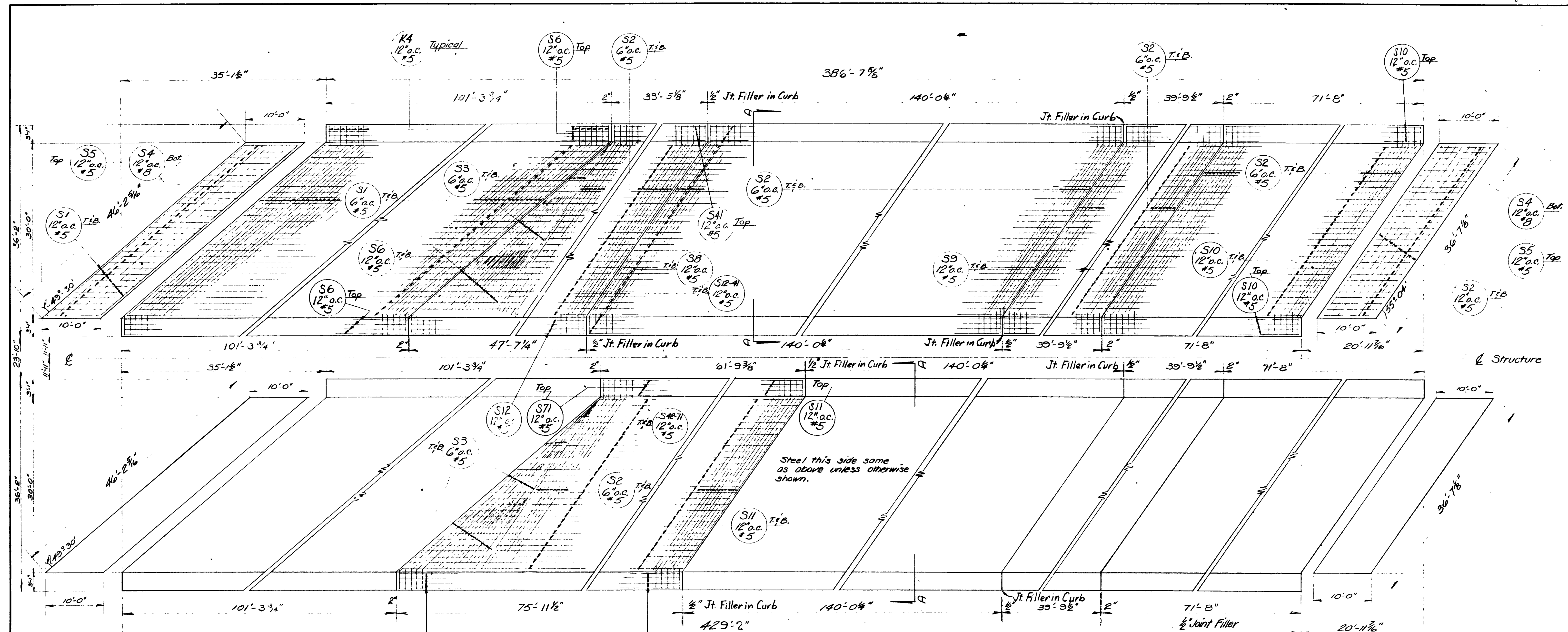
EXPANSION BEARING UNIT AT ABUTMENTS MAKE 20 (Weight per unit 215#)



EXPANSION SHOE MAKE 10 (Weight per unit 603#) include Anchor Bolts & Nuts

UTAH STATE ROAD COMMISSION SALT LAKE CITY, UTAH BRIDGE DEPARTMENT UPRR OVERPASS 412.16 a to a 124.56 Xing L. Sta. 227+13.69 F.G. 037-115 Weber Co. Jct. SR 38E - Jct. Wall Ave Ogden. DESIGNED BY F.M.E. SCALE No Scale. DRAWN BY A.H.N. ISSUED. CHECKED BY J.H.B. APPROVED. BR No 29-208-1-2 DRG. No C-314

| REVISIONS |     |
|-----------|-----|
| DATE      | BY  |
| 4/7/59    | RJB |



Note:  
Curb shall not be poured until deck slab has taken initial set.

SHEET 7 OF 17 SHEETS

UTAH STATE ROAD COMMISSION  
SALT LAKE CITY, UTAH  
BRIDGE DEPARTMENT

**UPRR. OVERPASS**  
412.16' o.t.o.a. 124'-56" x ing L  
Sta. 227+35.69 FG 937-1'5" Weber Co  
Jct. SR 38E - Jct. Wall Ave. Ogden

|             |        |                       |          |
|-------------|--------|-----------------------|----------|
| DESIGNED BY | F.H.E. | SCALE                 | No Scale |
| DRAWN BY    | R.N.N. | ISSUED                |          |
| TRACED BY   | Q      | APPROVED              |          |
| CHECKED BY  | R.J.B. | CHIEF BRIDGE ENGINEER |          |

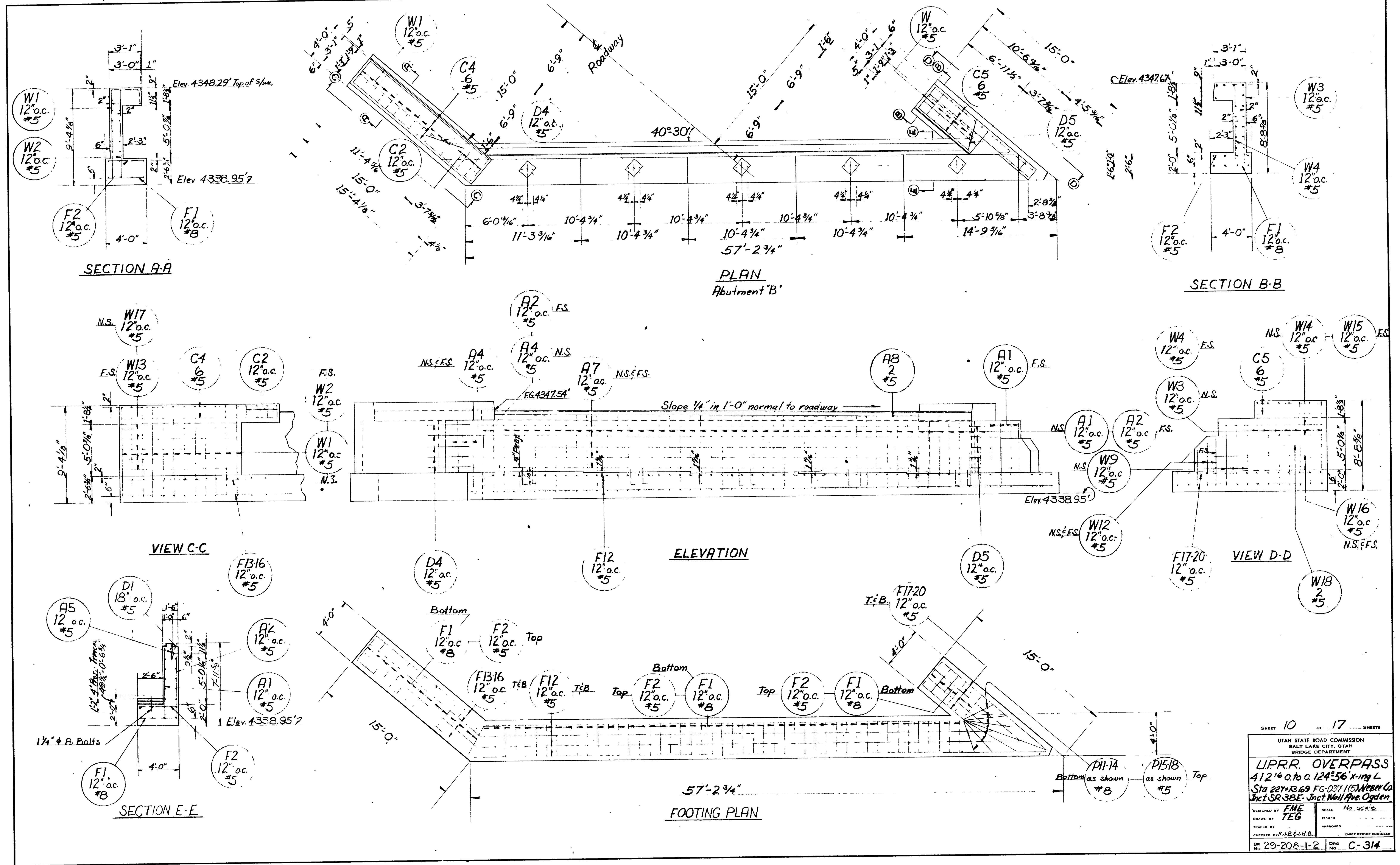
DRG No. C-314











| NO. | DATE | BY | REVISIONS |
|-----|------|----|-----------|
|     |      |    |           |
|     |      |    |           |
|     |      |    |           |

SHEET 10 OF 17 SHEETS

UTAH STATE ROAD COMMISSION  
SALT LAKE CITY, UTAH  
BRIDGE DEPARTMENT

**LIPRR. OVERPASS**  
412'6" o. to a 124'56" x-ing L  
Sta 227+33.69 FG-037.11(S) Weber Co  
Jct SR 38E-Jct Wall Ave Ogden

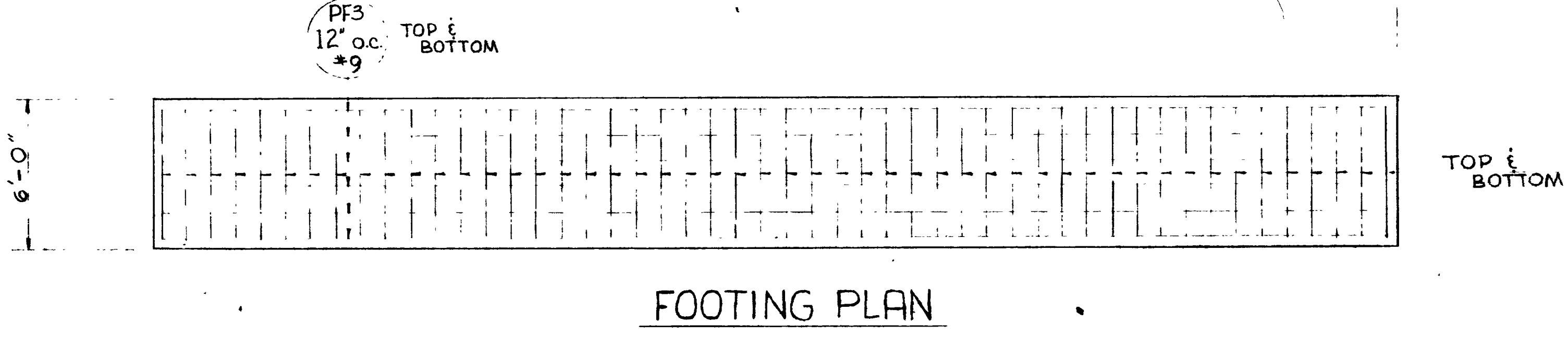
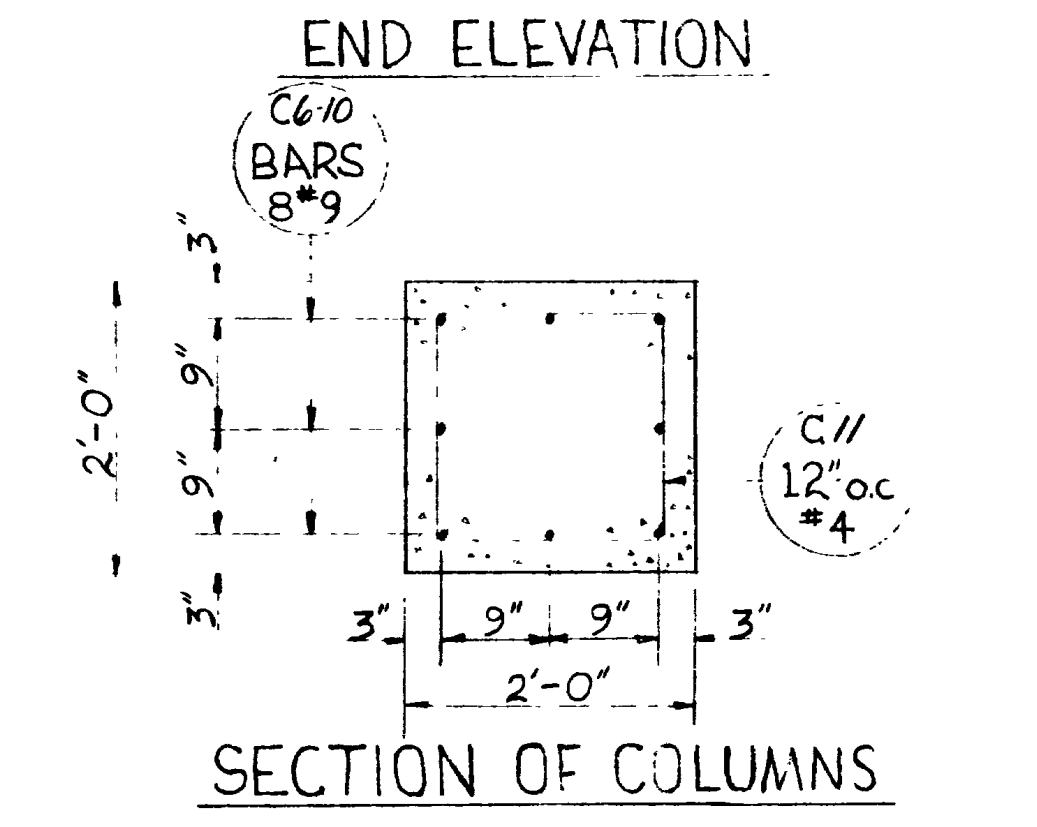
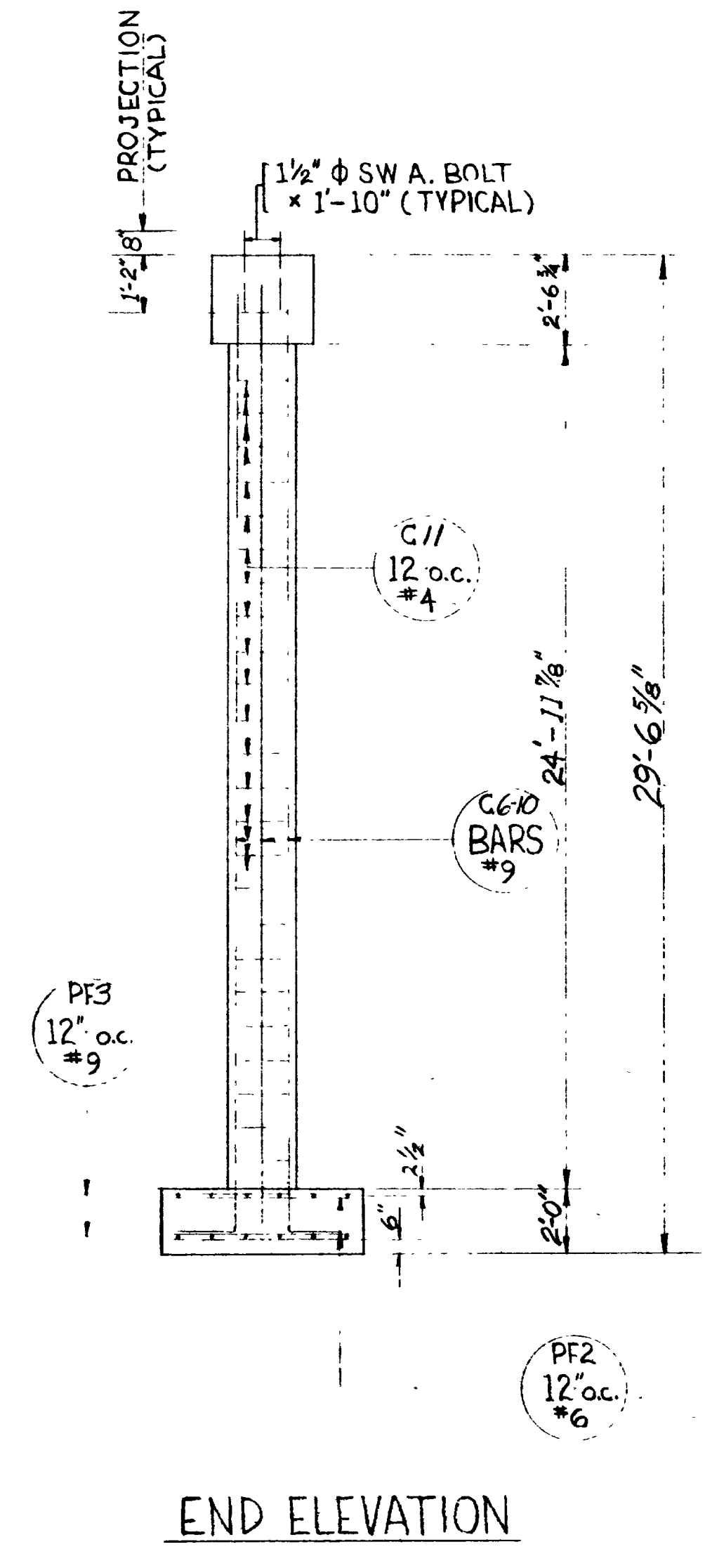
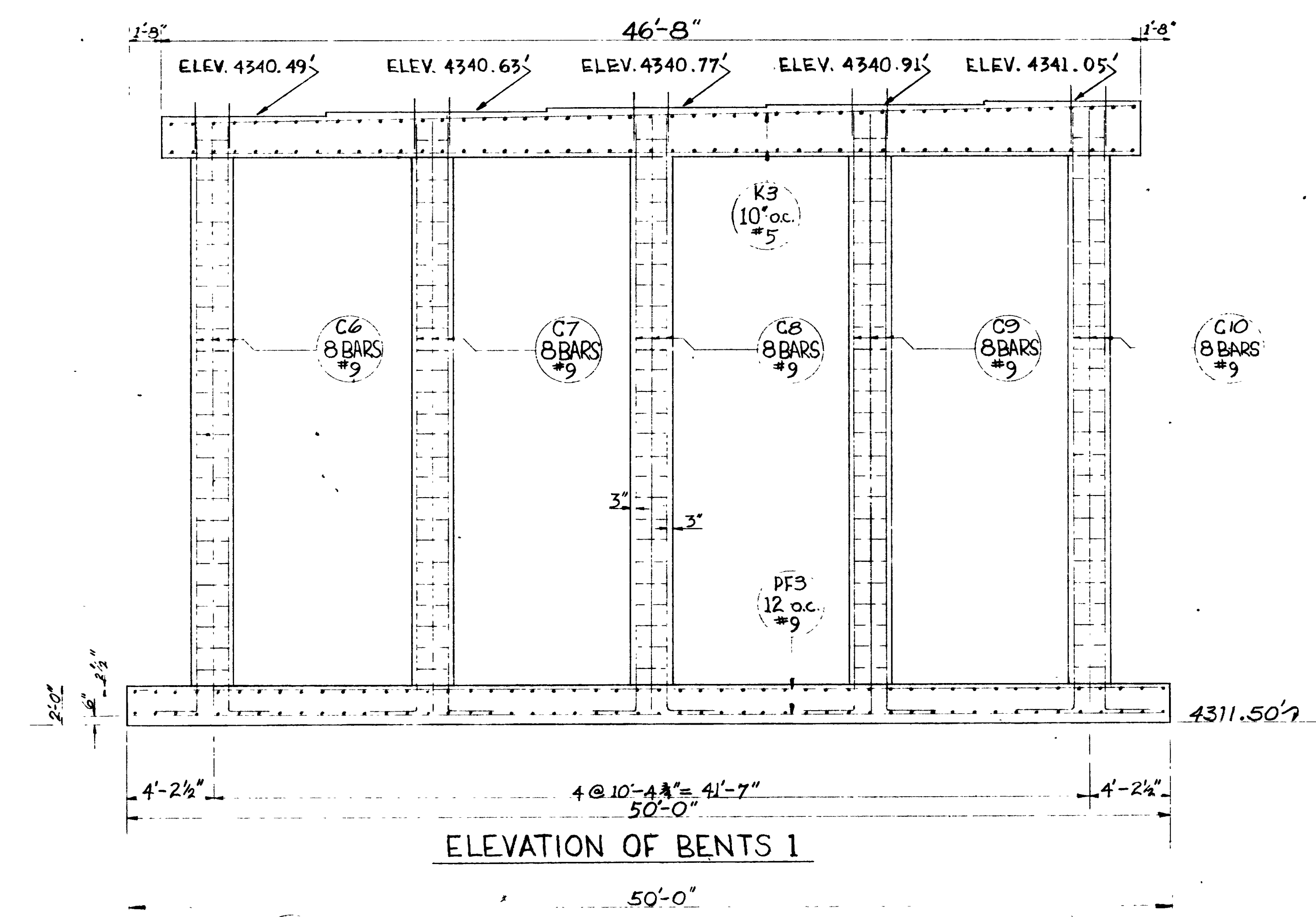
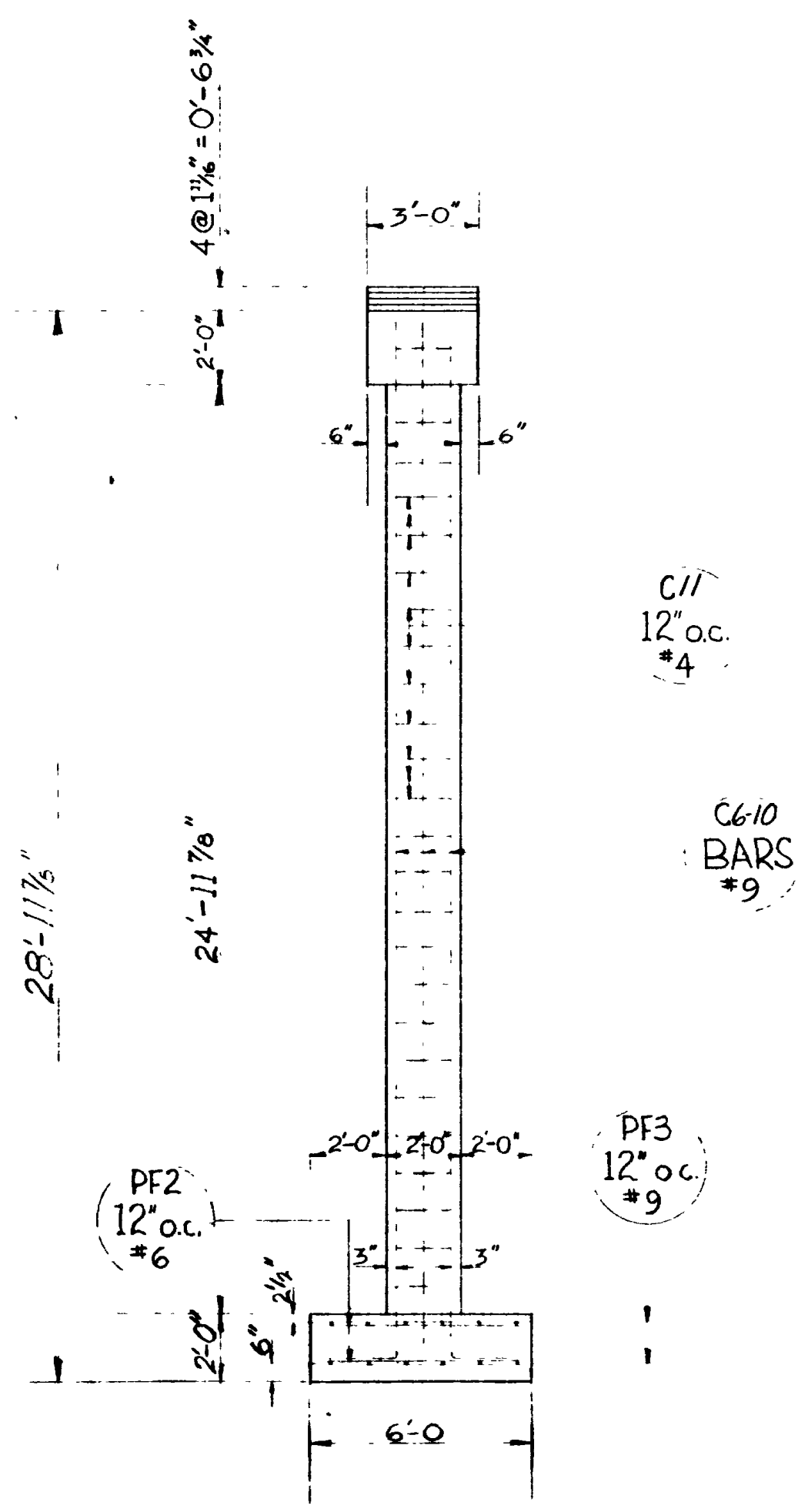
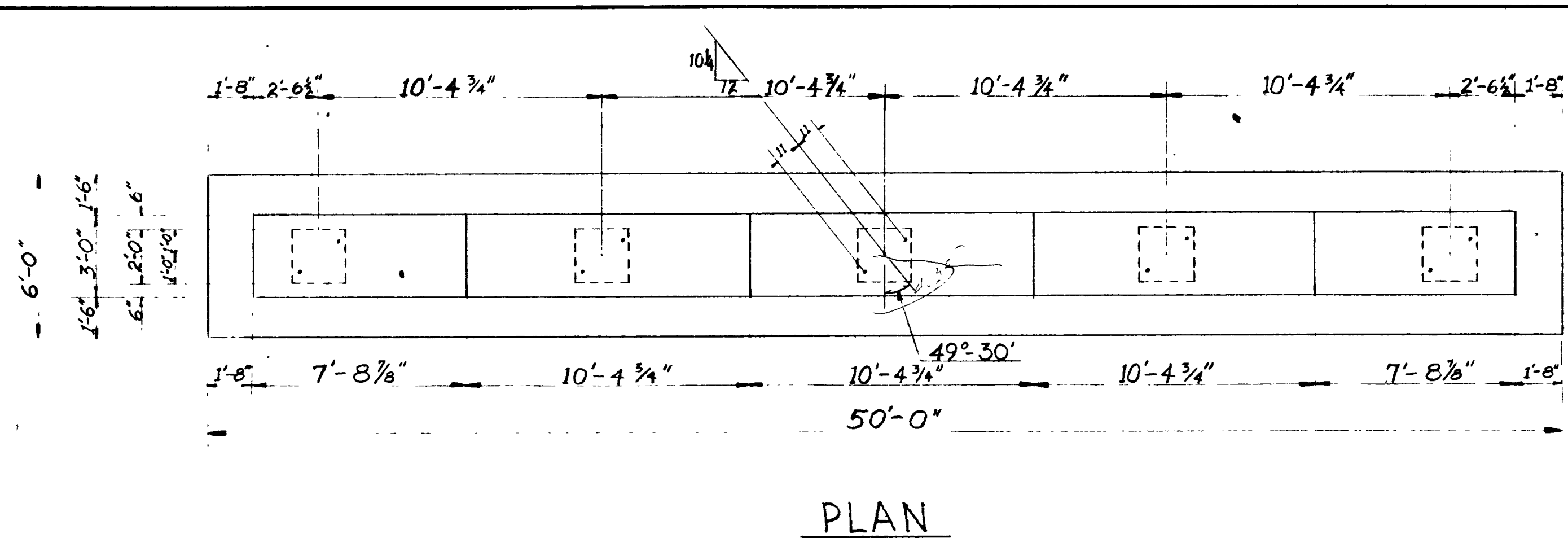
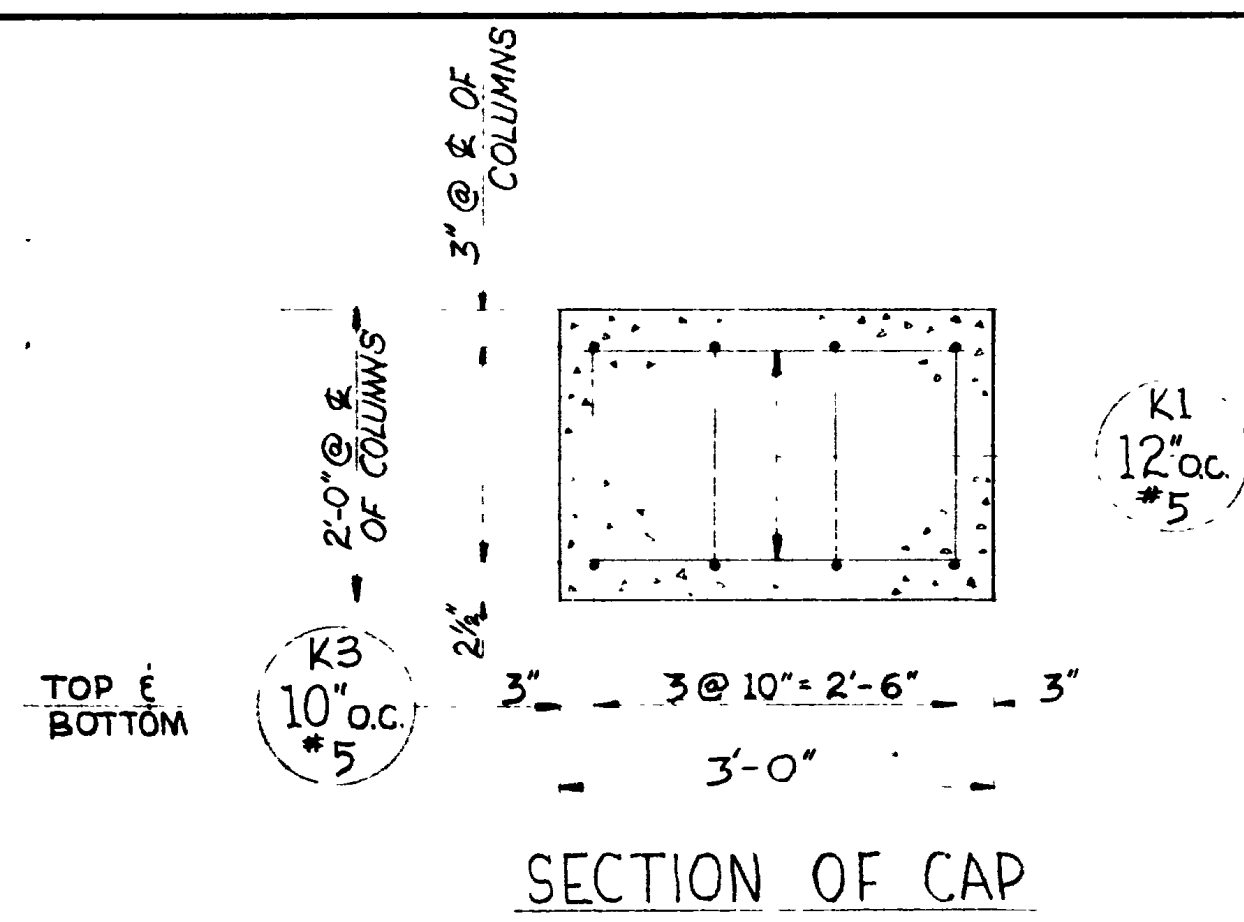
DESIGNED BY FME  
DRAWN BY TEG  
CHECKED BY R.A.B. & J.H.B.

SCALE No scale  
ISSUED  
APPROVED  
CHIEF BRIDGE ENGINEER

BR No 29-208-1-2 DRG No C-314







| REVISIONS | DATE | BY |
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|           |      |    |
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|           |      |    |

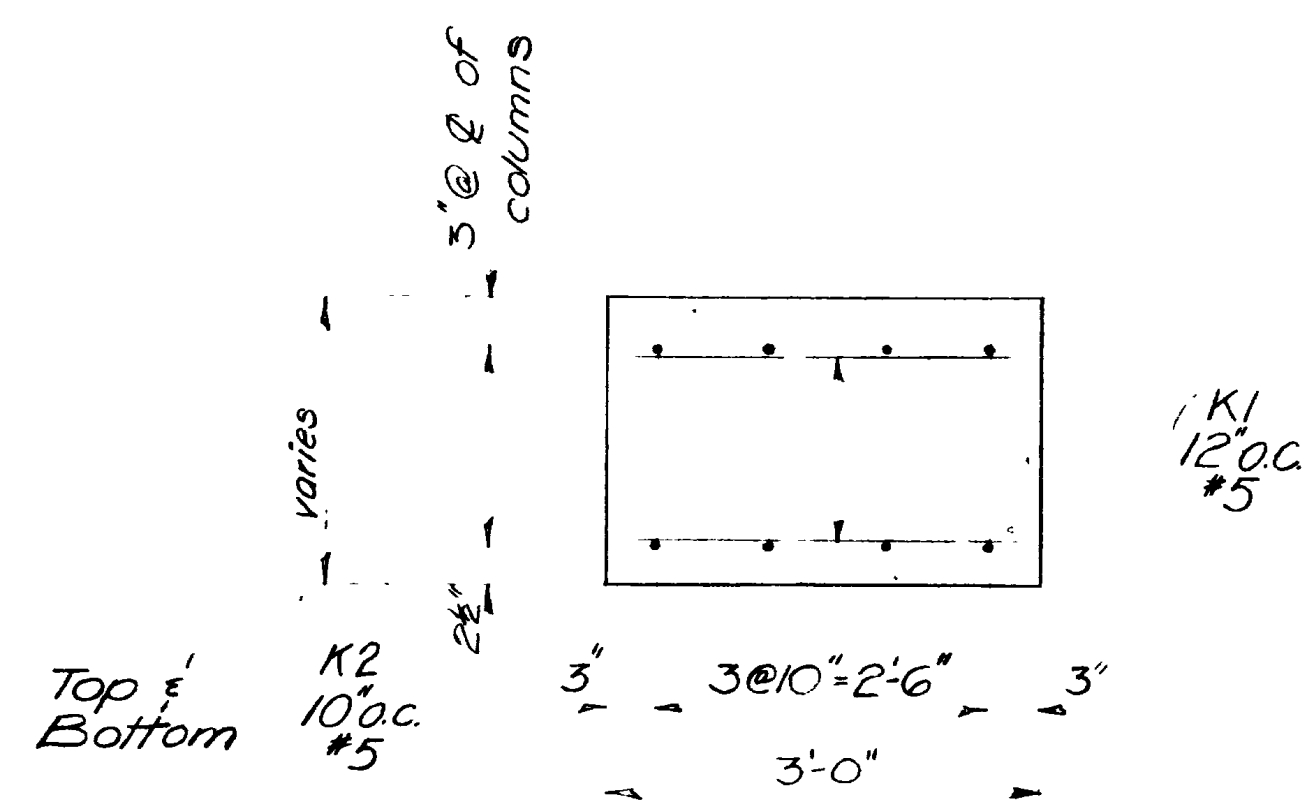
SHEET 12 OF 17 SHEETS

UTAH STATE ROAD COMMISSION  
SALT LAKE CITY, UTAH  
BRIDGE DEPARTMENT

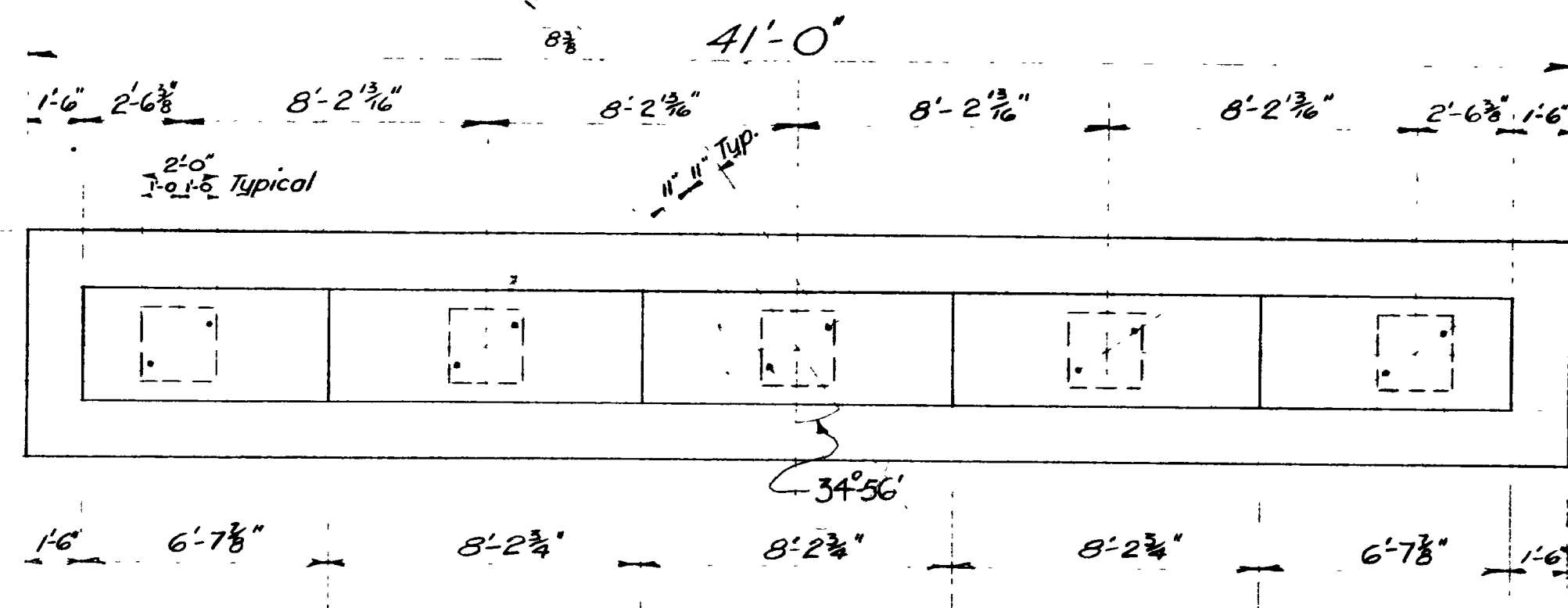
**UPRR OVERPASS**  
412 1/2 O.I.C. 124° 56' X-ING L.  
Sta. 227+13.69 FG 037/1/1 NEBER CO.  
JNCT SR 388- JNCT WALLAVE, OGDEN

|                       |                       |
|-----------------------|-----------------------|
| DESIGNED BY<br>FME    | SCALE<br>No scale     |
| DRAWN BY<br>TEG       | ISSUED                |
| TRACED BY             | APPROVED              |
| CHECKED BY<br>RJB/JHB | CHIEF BRIDGE ENGINEER |

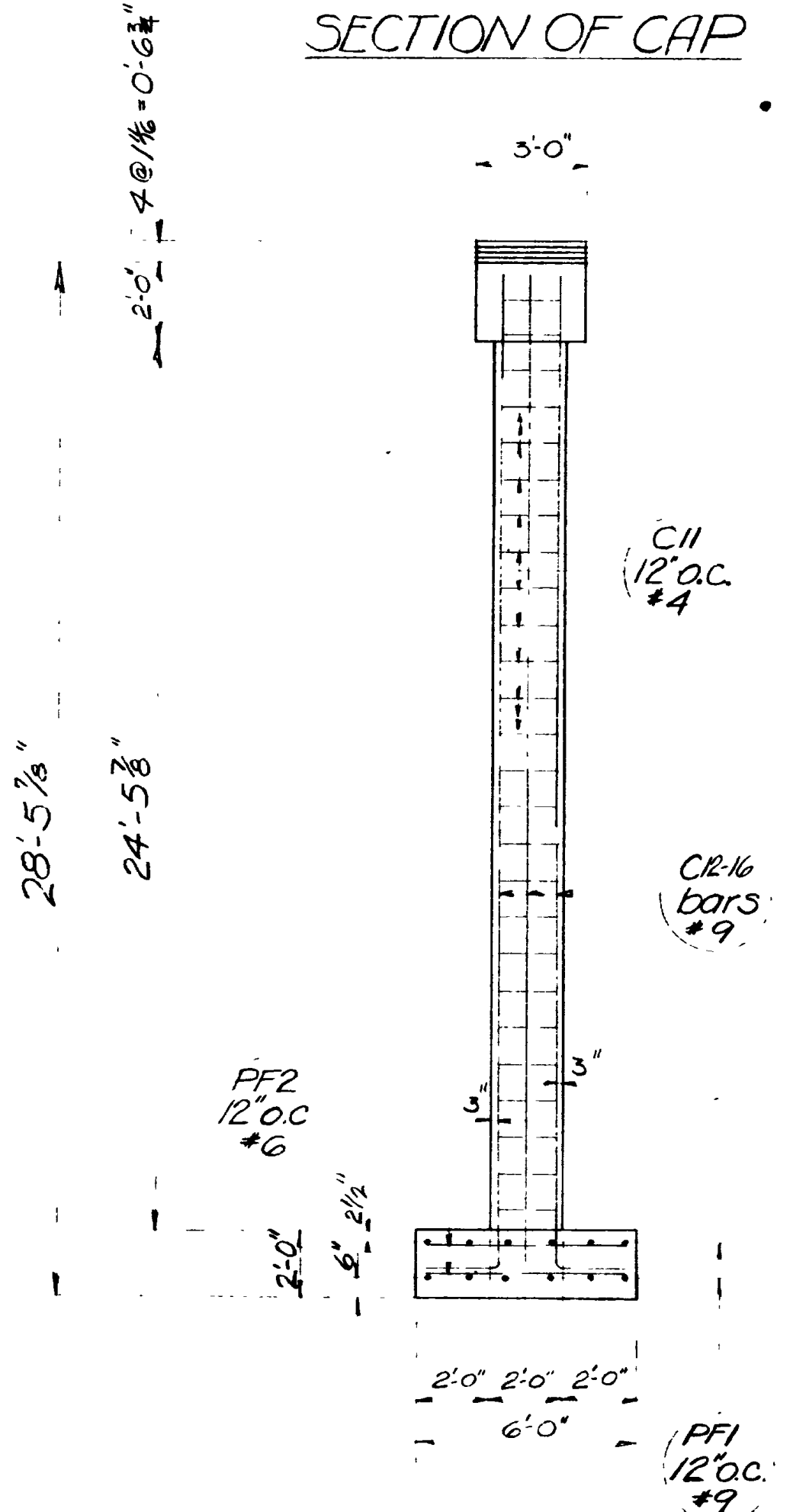
BR NO 29-208-1-2 DRG NO C-314



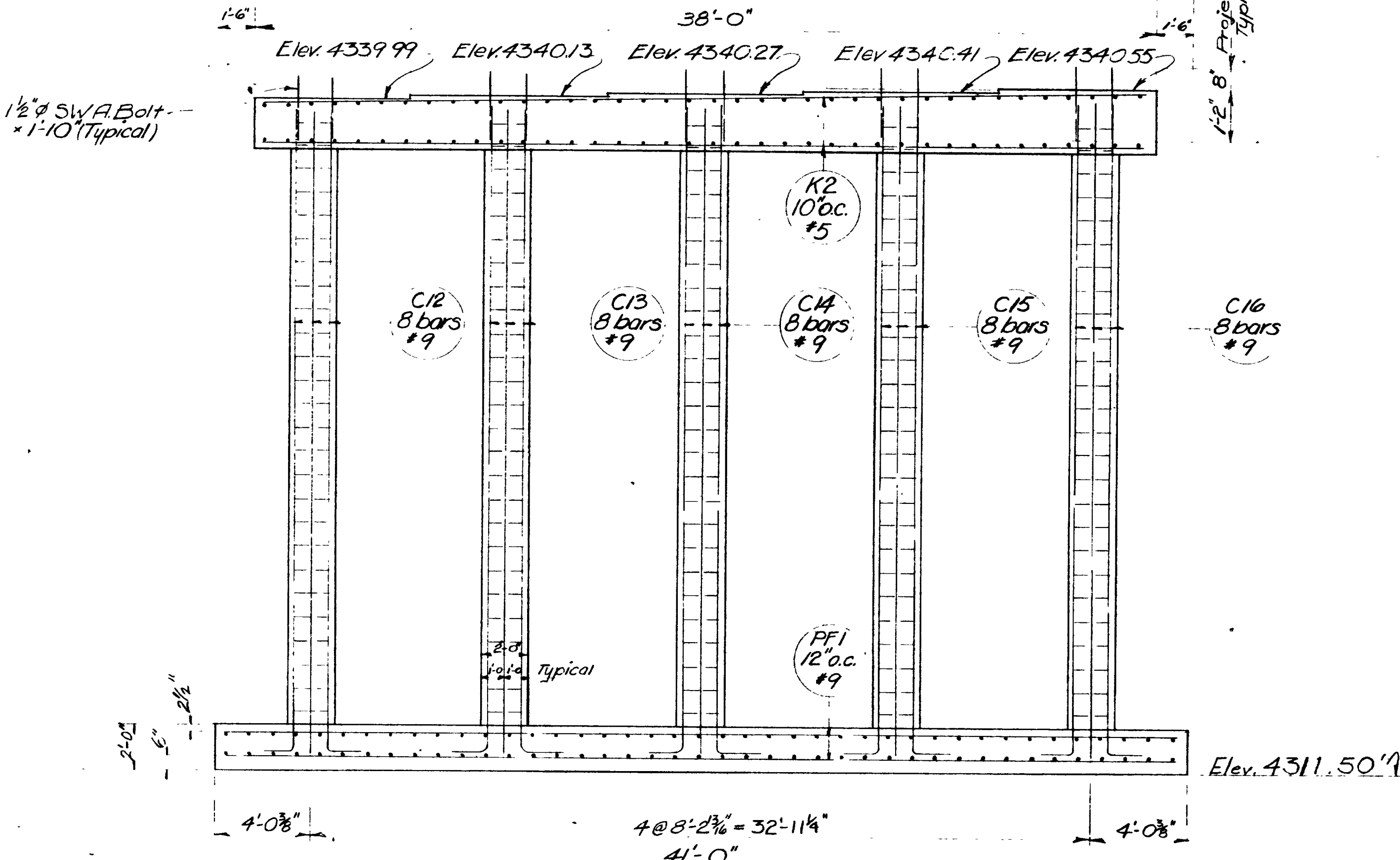
SECTION OF CAP



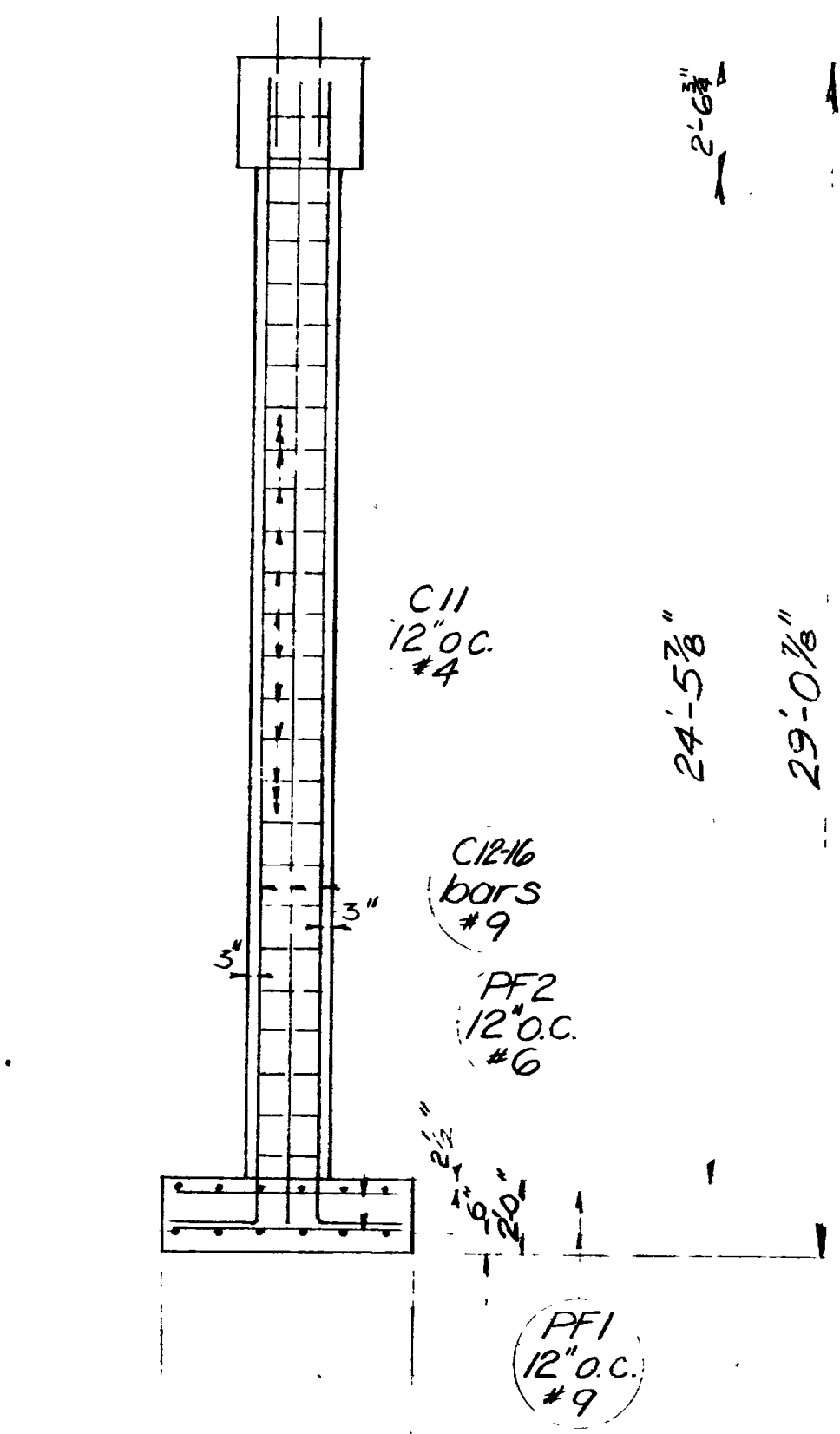
PLAN



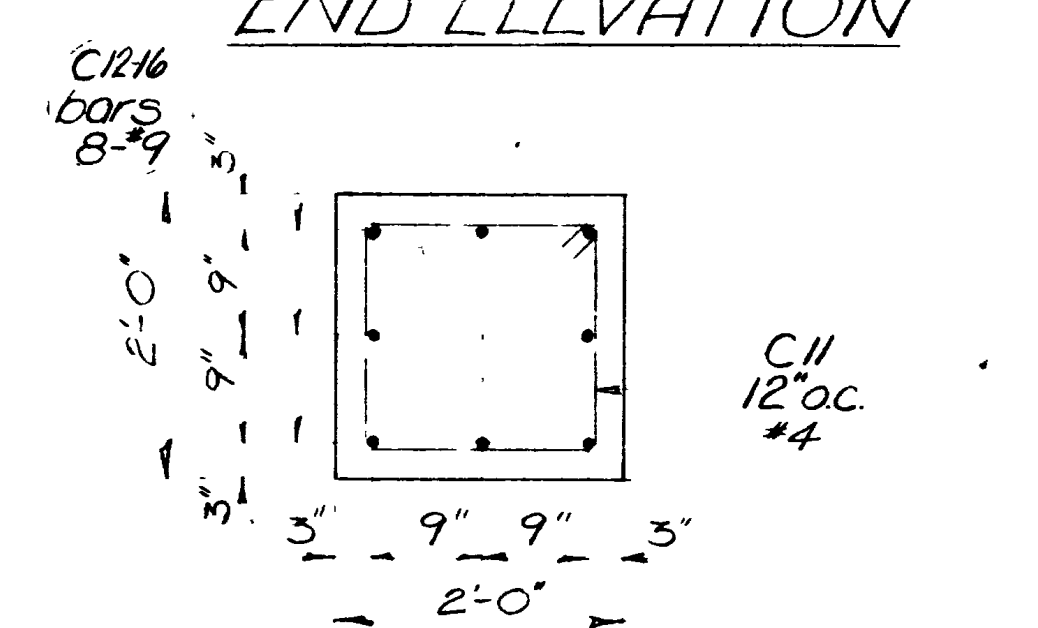
END ELEVATION



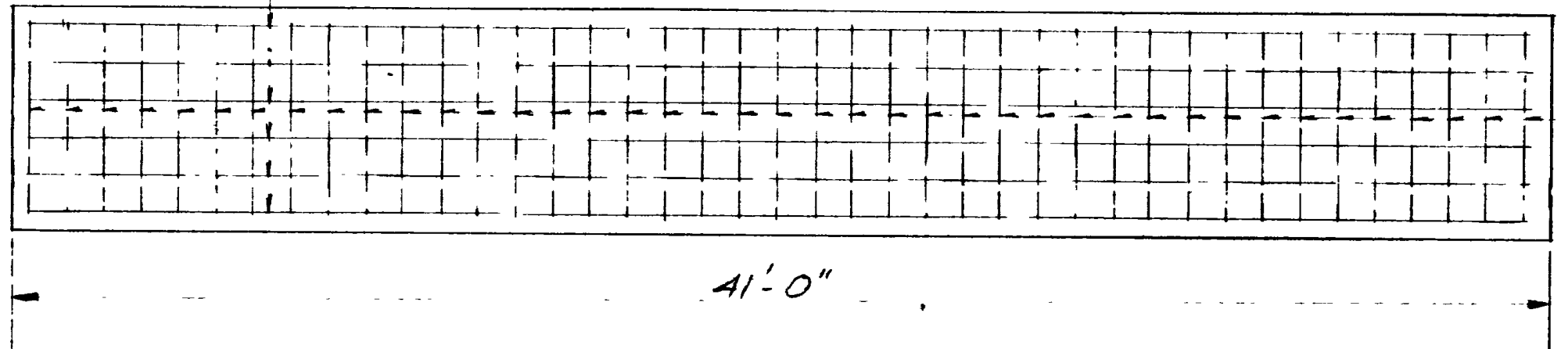
ELEVATION OF BENTS 2 & 3



END ELEVATION



SECTION OF COLUMNS



FOOTING PLAN

| REVISIONS | DATE | BY |
|-----------|------|----|
|           |      |    |
|           |      |    |
|           |      |    |

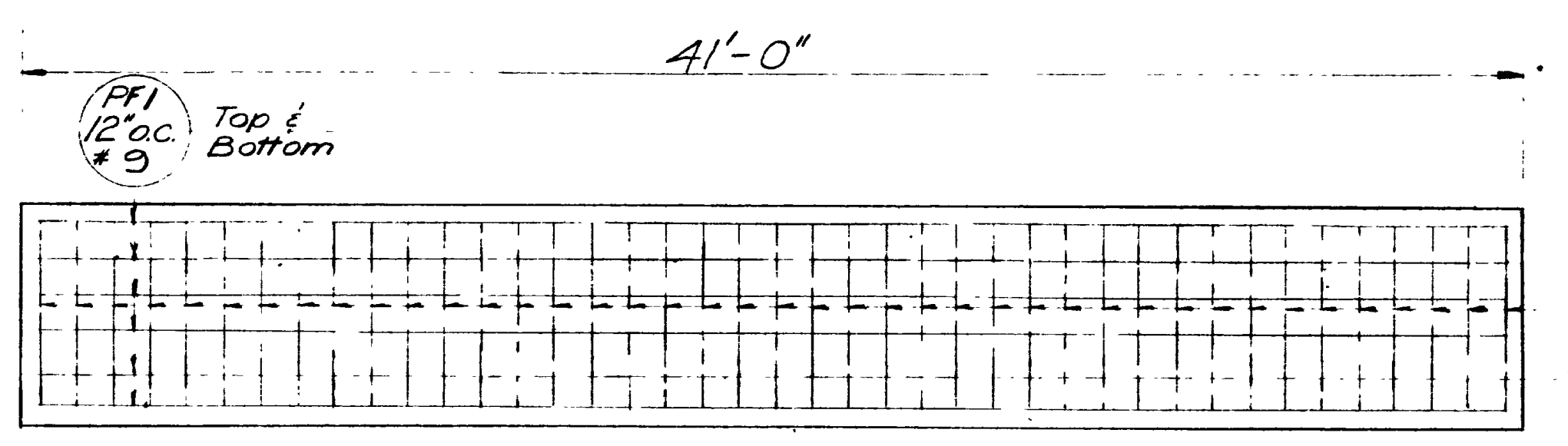
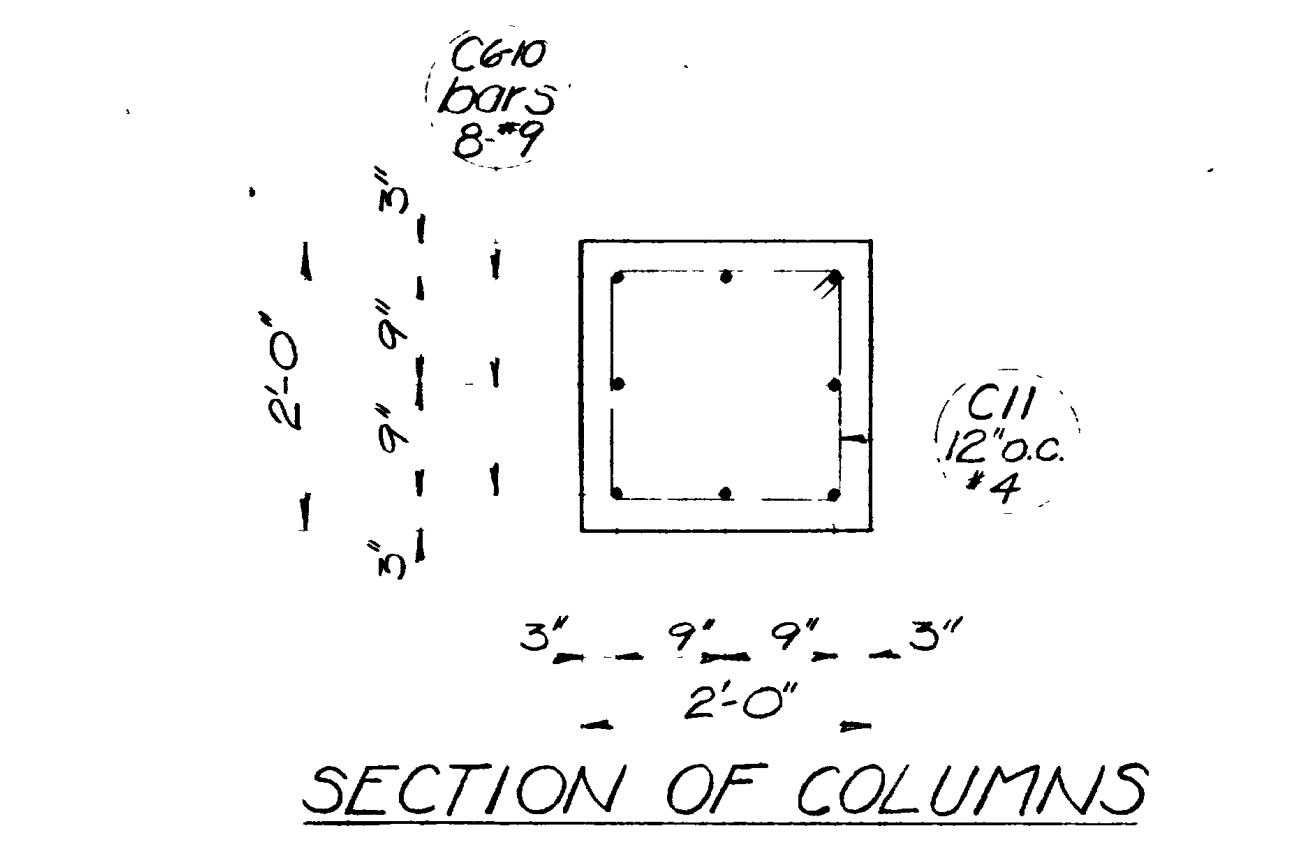
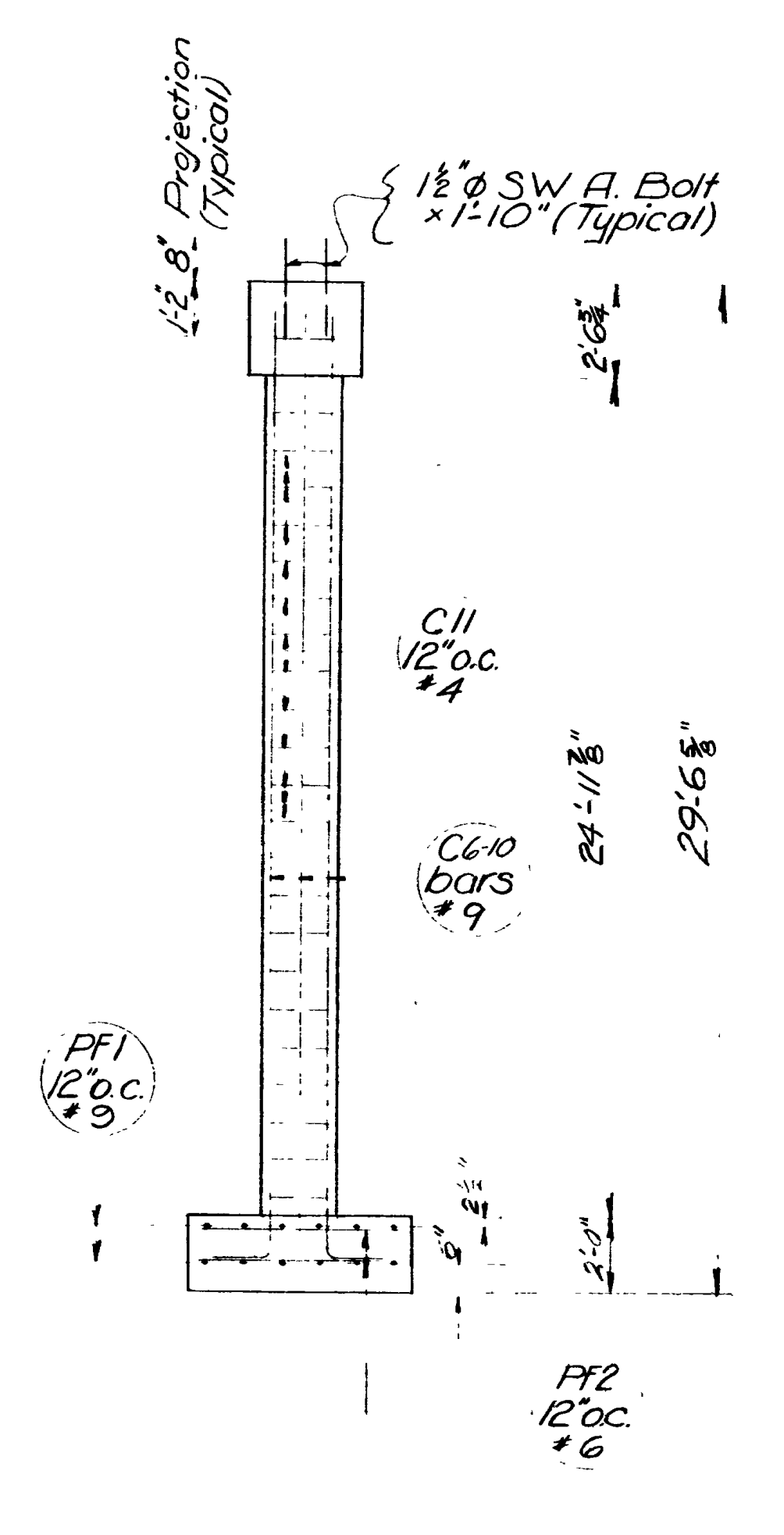
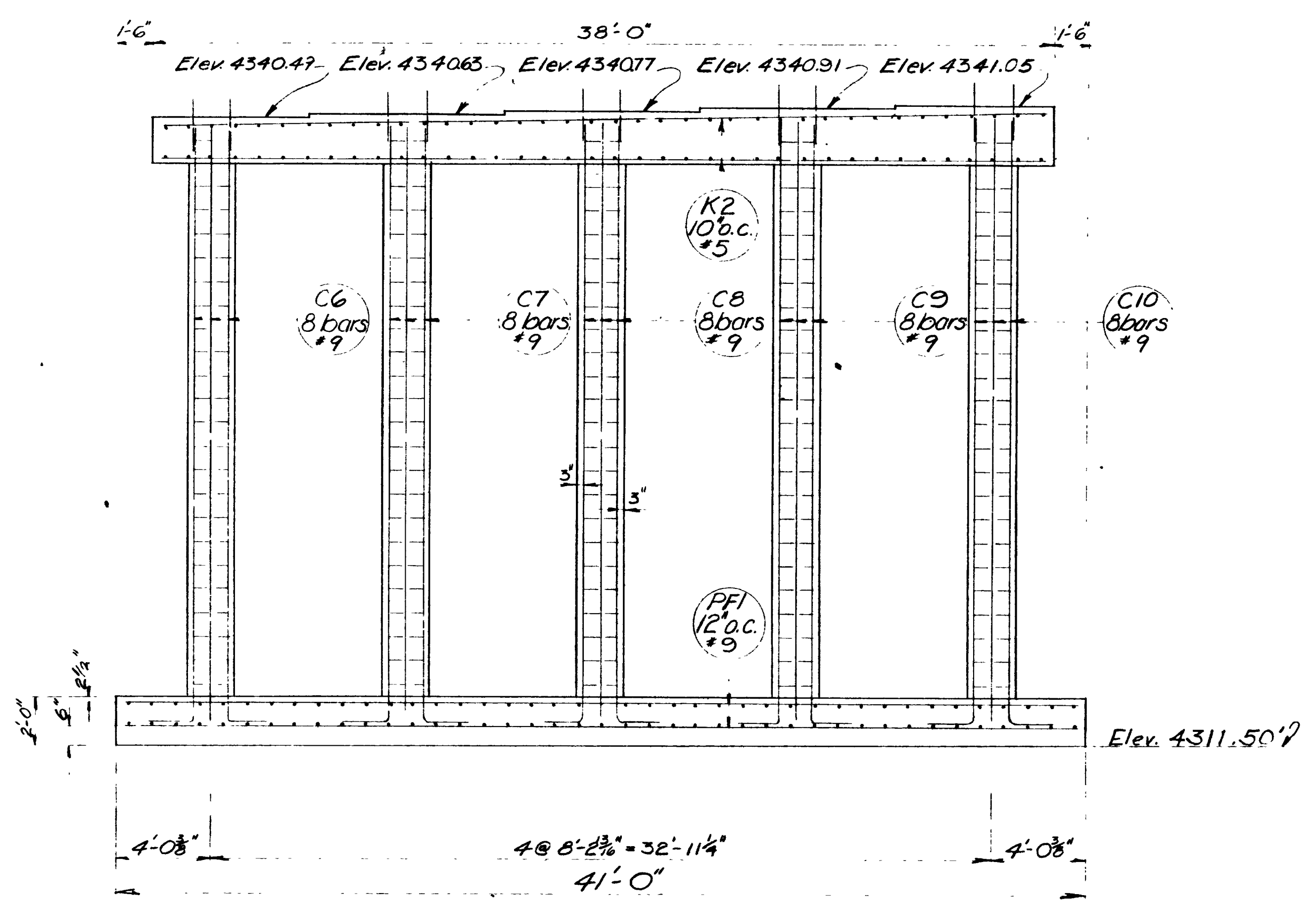
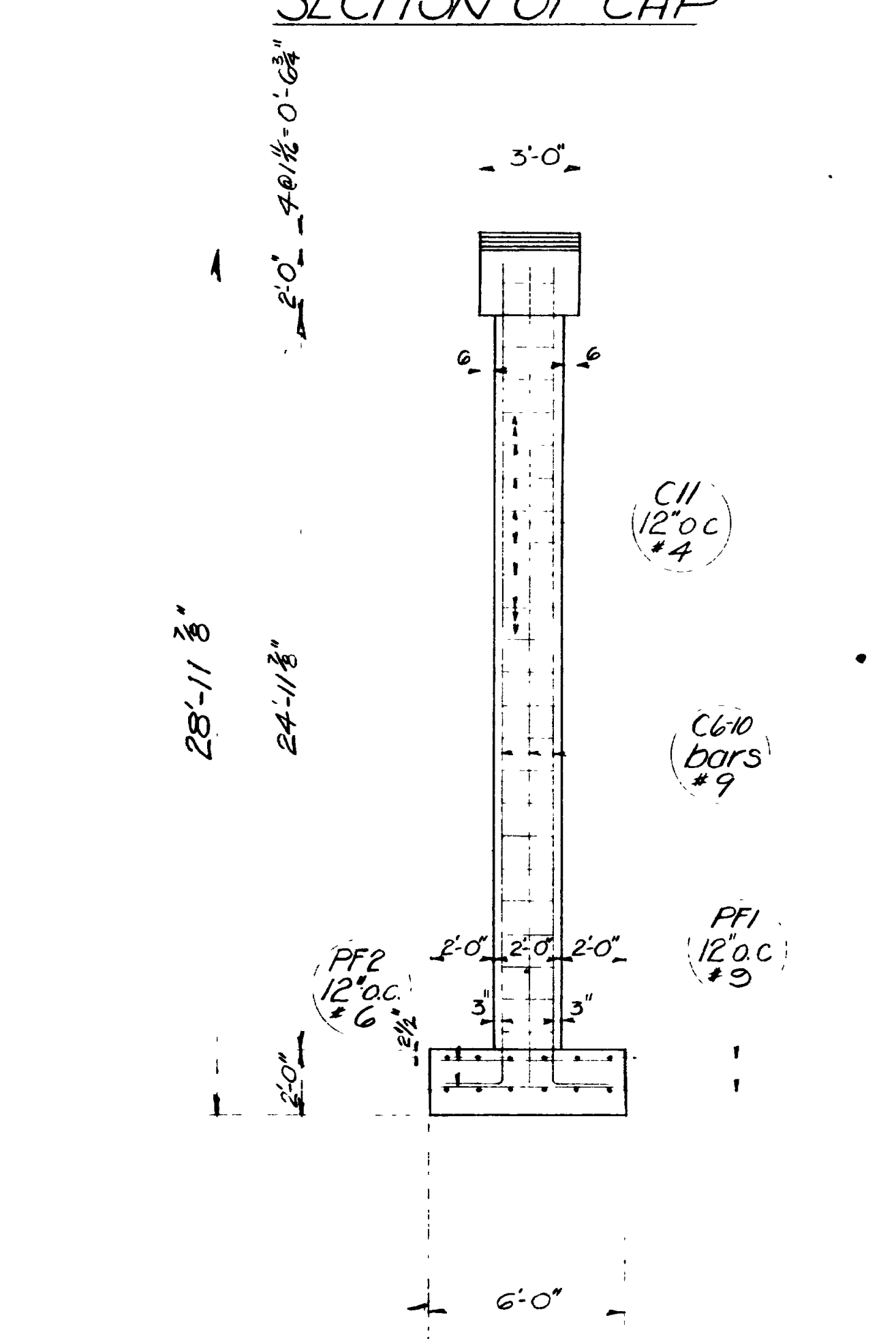
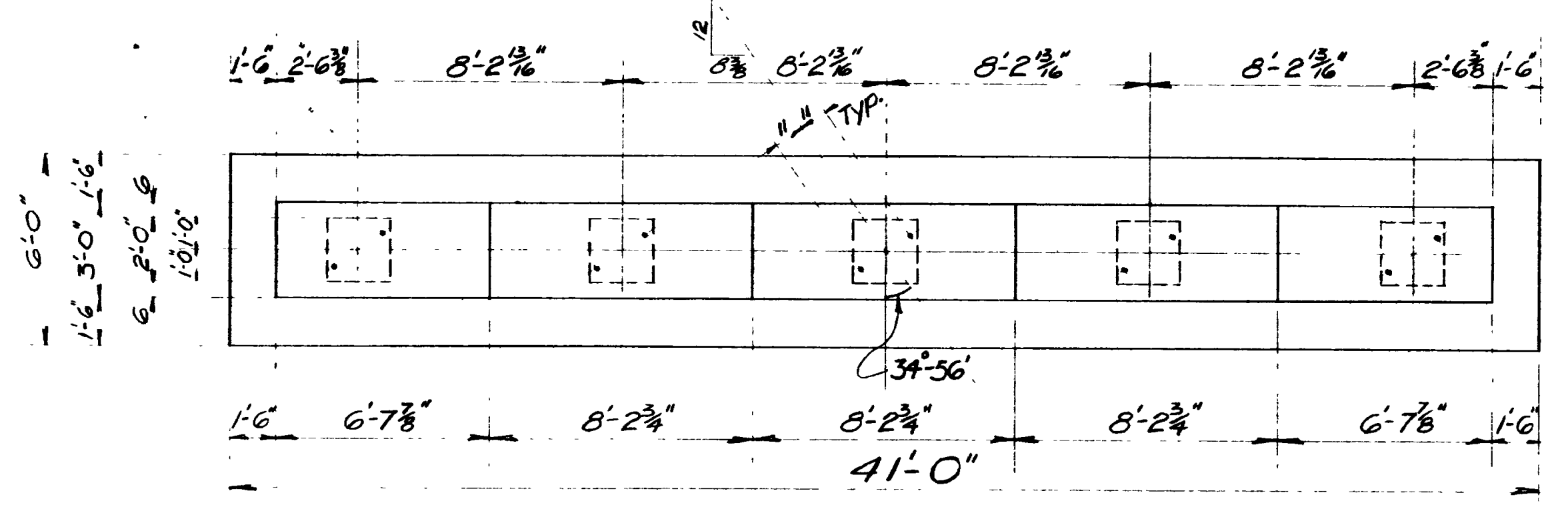
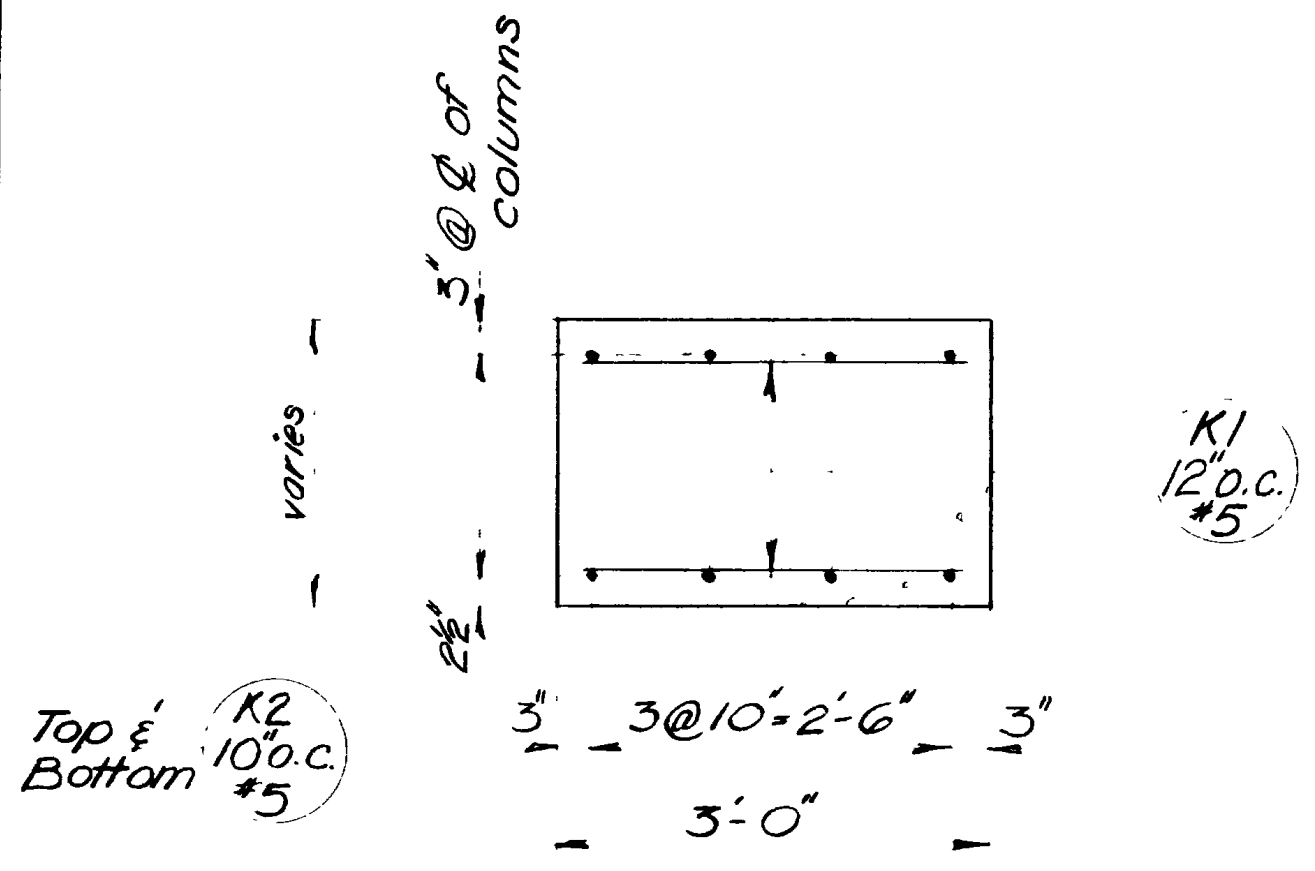
SHEET 13 OF 17 SHEETS

UTAH STATE ROAD COMMISSION  
SALT LAKE CITY, UTAH  
BRIDGE DEPARTMENT

UPRR OVERPASS  
412' 1/8" O.T.O.D. / 24' 56" X-ING. I.  
Sta. 227+13.69 FC-077-1(5) Weber Co.  
Junct. SR 38E - Junct. Wall Ave. Ogden

|                               |                       |
|-------------------------------|-----------------------|
| DESIGNED BY<br>F.M.E.         | SCALE<br>No Scale     |
| DRAWN BY<br>A.H.N.            | ISSUED                |
| TRACED BY<br>G                | APPROVED              |
| CHECKED BY<br>F.J.B. & J.H.E. | CHIEF BRIDGE ENGINEER |
| BR No<br>29-208-1-2           | DRG No<br>C-314       |





REVISIONS

| NO. | DATE | BY |
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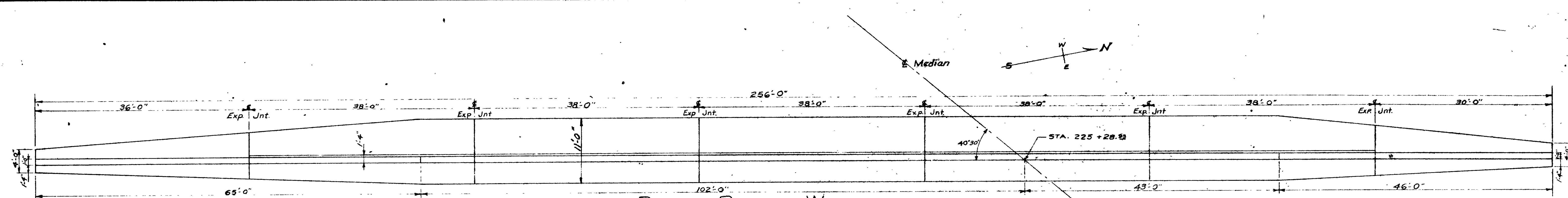
SHEET 14 OF 17 SHEETS

UTAH STATE ROAD COMMISSION  
SALT LAKE CITY, UTAH  
BRIDGE DEPARTMENT

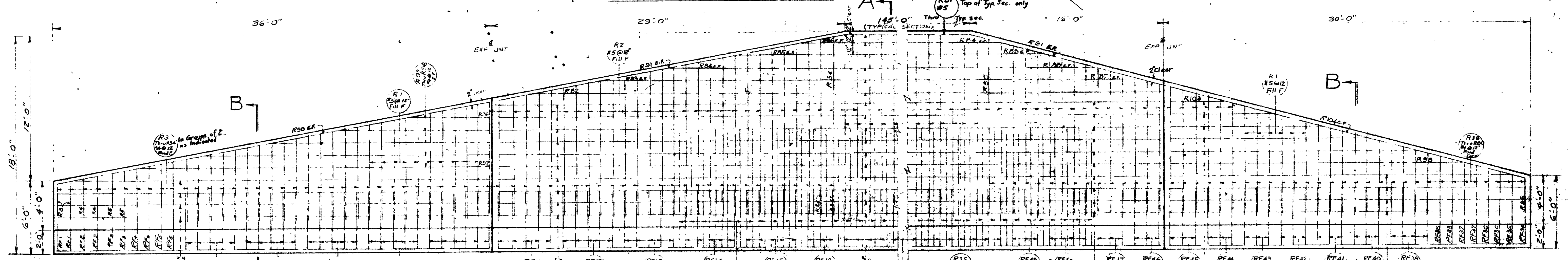
**UPRR OVERPASS**  
412' o. to 124'-56' X-ing L  
Sta. 227+13.69 FG-037-1(5) Weber Co  
Junct SR38E - Junct Wall Ave. Ogden

DESIGNED BY F.M.E. SCALE No scale  
DRAWN BY A.H.N. ISSUED  
TRACED BY APPROVED  
CHECKED BY R.J.B. & J.H.B. CHIEF BRIDGE ENGINEER

BR No 29-208-1-2 DRG No C-314

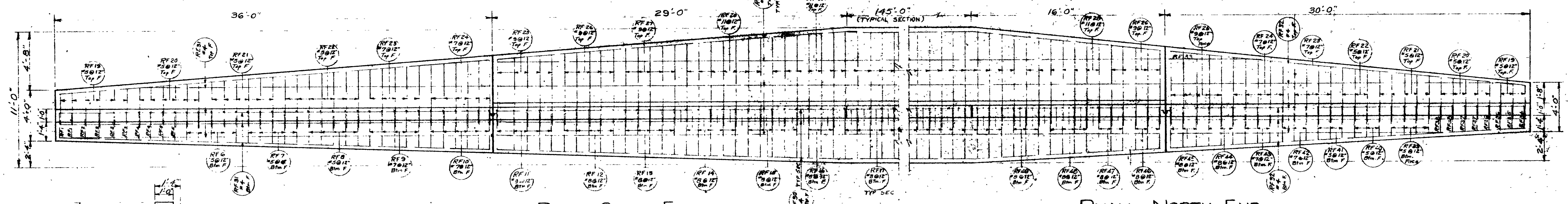


PLAN OF RETAINING WALL



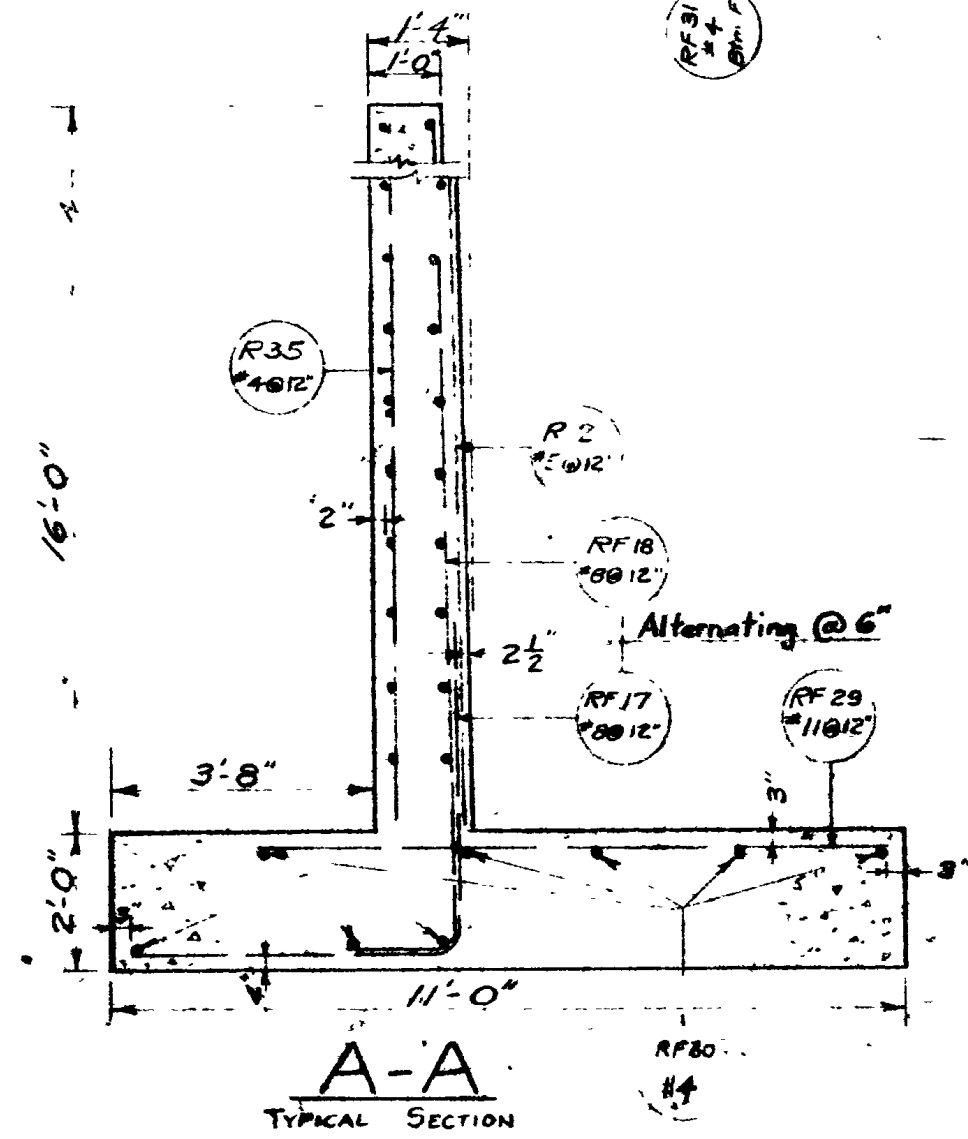
ELEVATION - SOUTH END

ELEVATION - NORTH END

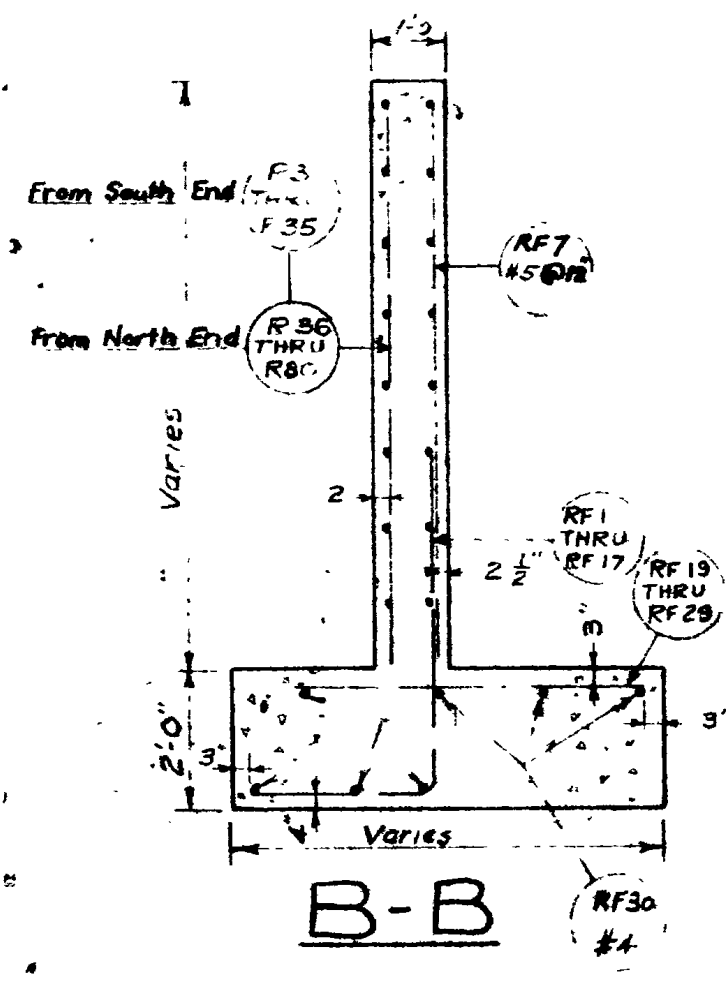


PLAN - SOUTH END

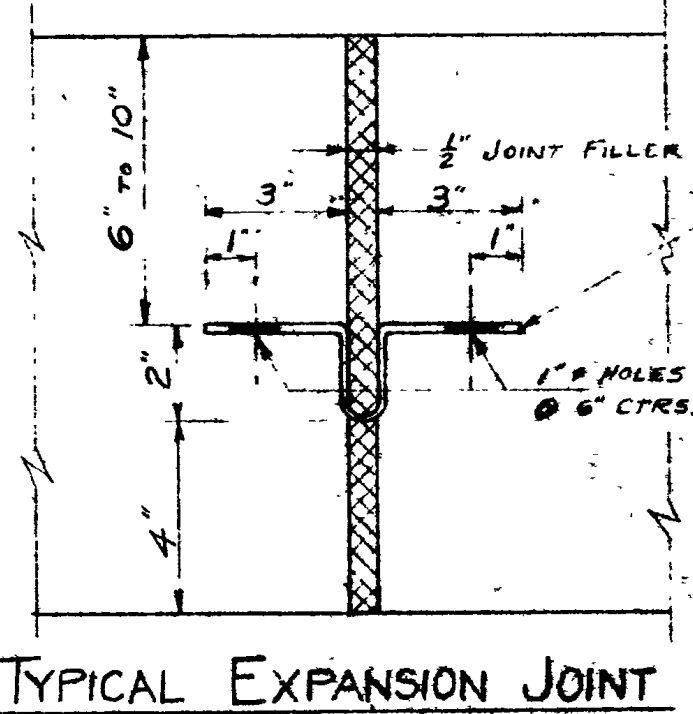
PLAN - NORTH END



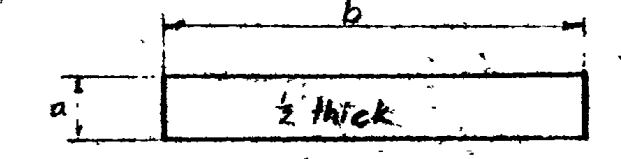
A-A TYPICAL SECTION



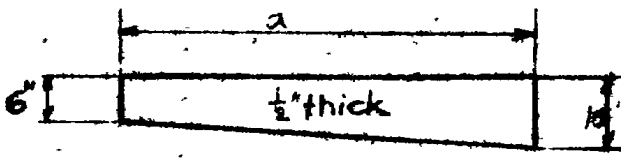
B-B TYPICAL SECTION



TYPICAL EXPANSION JOINT



- 1- pcc thru a = 6', b = 16'-0"
- 1- pcc " a = 6', b = 10'-8"
- 1- pcc " a = 6', b = 11'-10"
- 4- pcc " a = 2'-0", b = 11'-0"
- 1- pcc " a = 2'-0", b = 7'-11"
- 1- pcc thru a = 2'-0", b = 8'-7"



- 4- pcc thru a = 16'-0"
- 1- pcc " a = 11'-10"
- 1- pcc thru a = 10'-8"

JOINT FILLER MATERIAL (FOR RETAINING WALL ONLY)

Notes: Quantities shown on this sheet are included in those shown on sheet #1  
 Excav. for Structures 524 cu yds  
 Total Reinf. Stl. Reqd. = 26,300 lbs.  
 Total Conc. Reqd. = 328 cu yds.

Note: Payment for furnishing and placing Water Stop and Joint Filler shall be included in the Contract Unit Price for Concrete Class "A"  
 Joint Filler shall be A.A. S.H.O. Designation M-153-54

SHEET 15 OF 17 SHEETS

UTAH STATE ROAD COMMISSION  
 SALT LAKE CITY, UTAH  
 BRIDGE DEPARTMENT

**UPRR OVERPASS**  
 412 1/4 O.T.O. 124'56" KINGA  
 Sta 226+91.83 FG-037-1(5)  
 Jct. SR. 30E - Jct. Wall Ave. (Under Pass)

DESIGNED BY: R.M.E. SCALE: No. Scale  
 DRAWN BY: R.M.E.  
 CHECKED BY: J.H.B. APPROVED: [Signature]  
 BR. 29-208-1-2 Dwg. No. C-314



REVISIONS  
DATE BY

| MARK | LOCATION        | SIZE NO. | LENGTH  | NO. BARS | TOTAL LENGTH | SKETCH |
|------|-----------------|----------|---------|----------|--------------|--------|
| A1   | Breastwall      | 5        | 7'-0"   | 186      | 1302'        |        |
| A2   |                 |          | 6'-1"   | 170      | 1033'-7"     |        |
| A3   |                 |          | 43'-8"  | 20       | 873'-4"      |        |
| A4   |                 |          | 7'-9"   | 30       | 232'-6"      |        |
| A5   |                 |          | 1'-9"   | 166      | 290'-6"      |        |
| A6   |                 |          | 40'-0"  | 4        | 160'         |        |
| A7   |                 |          | 55'-3"  | 20       | 1105'        |        |
| A8   | Breastwall      | 5        | 49'-2"  | 4        | 196'-8"      |        |
| C1   | Wing Cap        | 5        | 14'-1"  | 12       | 169'         |        |
| C2   | Wing Cap        | 5        | 5'-4"   | 14       | 74'-8"       |        |
| C3   | Wing Cap        | 5        | 9'-1"   | 12       | 109'         |        |
| C4   |                 | 5        | 15'-0"  | 12       | 180'         |        |
| C5   | Wing Cap        | 5        | 6'-7"   | 12       | 79'          |        |
| C6   | Columns         | 9        | 30'-1"  | 32       | 962'-8"      |        |
| C7   |                 |          | 30'-3"  | 32       | 968'-0"      |        |
| C8   |                 |          | 30'-4"  | 32       | 970'-8"      |        |
| C9   |                 |          | 30'-6"  | 32       | 976'-0"      |        |
| C10  |                 |          | 30'-8"  | 32       | 981'-4"      |        |
| C12  |                 |          | 28'-10" | 32       | 946'-7"      |        |
| C13  |                 |          | 29'-0"  | 32       | 952'-0"      |        |
| C14  |                 |          | 29'-1"  | 32       | 954'-7"      |        |
| C15  |                 |          | 29'-3"  | 32       | 960'-0"      |        |
| C16  | Columns         | 9        | 29'-5"  | 32       | 965'-1"      |        |
| C11  | Columns         | 4        | 7'-2"   | 1000     | 7167'-8"     |        |
| D1   | Top Abutment    | 4        | 1'-2"   | 108      | 126'         |        |
| D2   | Wall Fillet     | 5        | 3'-6"   | 9        | 31'-6"       |        |
| D3   |                 |          | 2'-6"   | 9        | 22'-6"       |        |
| D4   |                 |          | 5'-4"   | 10       | 53'-4"       |        |
| D5   | Wall Fillet     | 5        | 4'-0"   | 10       | 40'-0"       |        |
| F1   | Footings - Bot. | 8        | 3'-6"   | 256      | 896'         |        |
| F2   | Footings - Top  | 5        | 3'-6"   | 256      | 896'         |        |
| F3   | Footings        | 5        | 35'-10" | 16       | 573'-4"      |        |
| F4   | Footings        | 5        |         | 4        | 60'-0"       |        |
| F5   |                 |          | 16'-3"  |          | 65'-0"       |        |
| F6   |                 |          | 17'-4"  |          | 69'-4"       |        |
| F7   |                 |          | 18'-7"  |          | 74'-4"       |        |
| F8   |                 |          | 21'-4"  |          | 85'-4"       |        |
| F9   |                 |          | 17'-5"  |          | 69'-8"       |        |
| F10  |                 |          | 13'-6"  |          | 54'-5"       |        |
| F11  |                 |          | 9'-7"   |          | 38'-4"       |        |
| F13  |                 |          | 15'-3"  |          | 61'-0"       |        |
| F14  |                 |          | 15'-10" |          | 63'-4"       |        |
| F15  |                 |          | 16'-7"  |          | 66'-4"       |        |
| F16  |                 |          | 17'-2"  |          | 68'-8"       |        |
| F17  |                 |          | 23'-10" |          | 95'-4"       |        |
| F18  |                 |          | 28'-5"  |          | 113'-8"      |        |
| F19  |                 |          | 13'-0"  |          | 52'-0"       |        |
| F20  | Footings        | 5        | 7'-6"   | 4        | 30'-0"       |        |
| F12  | Footings T.B.   | 5        | 45'-7"  | 16       | 729'-4"      |        |
| K1   | Column Cap      | 5        | 2'-8"   | 644      | 1713'-6"     |        |
| K2   |                 | 5        | 37'-8"  | 48       | 1808'-2"     |        |
| K3   | Column Cap      | 5        | 46'-4"  | 16       | 741'-3"      |        |

| MARK | LOCATION            | SIZE NO. | LENGTH  | NO. BARS | TOTAL LENGTH | SKETCH |
|------|---------------------|----------|---------|----------|--------------|--------|
| K4   | Curb & Sidewalk     | 5        | 5'-4"   | 1631     | 8693'-3"     |        |
| P1   | Footings            | 8        | 3'-10"  | 4        | 15'-4"       |        |
| P2   |                     |          | 3'-9"   | 4        | 15'          |        |
| P3   |                     |          | 4'-6"   | 4        | 18'          |        |
| P4   |                     |          | 5'-11"  | 4        | 23'-8"       |        |
| P5   |                     | 8        | 7'-8"   | 2        | 15'-4"       |        |
| P6   |                     | 5        | 3'-10"  | 4        | 15'-4"       |        |
| P7   |                     |          | 3'-9"   | 4        | 15'          |        |
| P8   |                     |          | 4'-6"   | 4        | 18'          |        |
| P9   |                     |          | 5'-11"  | 4        | 23'-8"       |        |
| P10  | Footings            | 5        | 7'-8"   | 2        | 15'-4"       |        |
| P11  | Footings Bot.       | 8        | 3'-6"   | 4        | 14'          |        |
| P12  |                     |          | 4'-6"   | 4        | 18'          |        |
| P13  |                     |          | 6'-6"   | 4        | 26'          |        |
| P14  |                     | 8        | 8'-10"  | 2        | 17'-8"       |        |
| P15  |                     | 5        | 3'-6"   | 4        | 14'          |        |
| P16  |                     |          | 4'-6"   | 4        | 18'          |        |
| P17  |                     |          | 6'-6"   | 4        | 26'          |        |
| P18  | Footings Bot.       | 5        | 8'-10"  | 2        | 17'-8"       |        |
| PF1  | Footings            | 9        | 40'-6"  | 72       | 2916'        |        |
| PF2  |                     | 6        | 5'-6"   | 692      | 3808'        |        |
| PF3  | Footings            | 9        | 49'-6"  | 24       | 1188'        |        |
| R1   | Retaining Wall Stem | 5        | 8'-4"   | 16       | 133'-4"      |        |
| R2   |                     | 5        | 10'-0"  | 198      | 1980'        |        |
| R3   |                     | 4        | 3'-9"   | 2        | 7'-6"        |        |
| R4   |                     |          | 4'-2"   |          | 8'-4"        |        |
| R5   |                     |          | 4'-6"   |          | 9'           |        |
| R6   |                     |          | 4'-10"  |          | 9'-8"        |        |
| R7   |                     |          | 5'-3"   |          | 10'-6"       |        |
| R8   |                     |          | 5'-7"   |          | 11'-2"       |        |
| R9   |                     |          | 6'-0"   |          | 12'          |        |
| R10  |                     |          | 6'-4"   |          | 12'-8"       |        |
| R11  |                     |          | 6'-8"   |          | 13'-4"       |        |
| R12  |                     |          | 7'-1"   |          | 14'-2"       |        |
| R13  |                     |          | 7'-5"   |          | 14'-10"      |        |
| R14  |                     |          | 7'-10"  |          | 15'-8"       |        |
| R15  |                     |          | 8'-2"   |          | 16'-4"       |        |
| R16  |                     |          | 8'-6"   |          | 17'          |        |
| R17  |                     |          | 8'-11"  |          | 17'-10"      |        |
| R18  |                     |          | 9'-3"   |          | 18'-6"       |        |
| R19  |                     |          | 9'-8"   |          | 19'-4"       |        |
| R20  |                     |          | 10'-0"  |          | 20'          |        |
| R21  |                     |          | 10'-5"  |          | 20'-10"      |        |
| R22  |                     |          | 10'-9"  |          | 21'-6"       |        |
| R23  |                     |          | 11'-1"  |          | 22'-2"       |        |
| R24  |                     |          | 11'-6"  |          | 23'          |        |
| R25  |                     |          | 11'-10" |          | 23'-8"       |        |
| R26  |                     |          | 12'-3"  |          | 24'-6"       |        |
| R27  |                     |          | 12'-7"  |          | 25'-2"       |        |
| R28  |                     |          | 12'-11" |          | 25'-10"      |        |
| R29  |                     |          | 13'-4"  |          | 26'-8"       |        |
| R30  |                     |          | 13'-8"  |          | 27'-4"       |        |
| R31  |                     |          | 14'-2"  |          | 28'-4"       |        |
| R32  |                     |          | 14'-6"  |          | 29'          |        |
| R33  |                     |          | 14'-11" |          | 29'-10"      |        |
| R34  |                     |          | 15'-4"  | 2        | 30'-8"       |        |
| R35  |                     |          | 15'-9"  | 150      | 2362'-6"     |        |
| R36  |                     |          | 3'-9"   | 1        | 3'-9"        |        |
| R37  |                     |          | 4'-0"   | 1        | 4'           |        |
| R38  |                     |          | 4'-3"   | 1        | 4'-3"        |        |
| R39  |                     |          | 4'-6"   | 1        | 4'-6"        |        |
| R40  |                     |          | 4'-9"   | 1        | 4'-9"        |        |
| R41  |                     |          | 5'-0"   | 1        | 5'           |        |
| R42  |                     |          | 5'-3"   | 1        | 5'-3"        |        |
| R43  |                     |          | 5'-7"   | 1        | 5'-7"        |        |
| R44  |                     |          | 5'-10"  | 1        | 5'-10"       |        |
| R45  |                     |          | 6'-1"   | 1        | 6'-1"        |        |
| R46  | Retaining Wall Stem | 4        | 6'-4"   | 1        | 6'-4"        |        |
| R47  | Retaining Wall Stem | 4        | 6'-7"   | 1        | 6'-7"        |        |
| R48  |                     |          | 6'-10"  | 1        | 6'-10"       |        |
| R49  |                     |          | 7'-1"   | 1        | 7'-1"        |        |
| R50  |                     |          | 7'-4"   | 1        | 7'-4"        |        |
| R51  |                     |          | 7'-8"   | 1        | 7'-8"        |        |
| R52  |                     |          | 7'-11"  | 1        | 7'-11"       |        |
| R53  |                     |          | 8'-2"   | 1        | 8'-2"        |        |
| R54  |                     |          | 8'-5"   | 1        | 8'-5"        |        |
| R55  |                     |          | 8'-8"   | 1        | 8'-8"        |        |
| R56  |                     |          | 8'-11"  | 1        | 8'-11"       |        |
| R57  |                     |          | 9'-2"   | 1        | 9'-2"        |        |
| R58  |                     |          | 9'-5"   | 1        | 9'-5"        |        |
| R59  |                     |          | 9'-9"   | 1        | 9'-9"        |        |
| R60  |                     |          | 10'-0"  | 1        | 10'          |        |
| R61  |                     |          | 10'-3"  | 1        | 10'-3"       |        |
| R62  |                     |          | 10'-6"  | 1        | 10'-6"       |        |
| R63  |                     |          | 10'-9"  | 1        | 10'-9"       |        |
| R64  |                     |          | 11'-0"  | 1        | 11'          |        |
| R65  |                     |          | 11'-3"  | 1        | 11'-3"       |        |
| R66  |                     |          | 11'-6"  | 1        | 11'-6"       |        |
| R67  |                     |          | 11'-10" | 1        | 11'-10"      |        |
| R68  |                     |          | 12'-1"  | 1        | 12'-1"       |        |
| R69  |                     |          | 12'-4"  | 1        | 12'-4"       |        |
| R70  |                     |          | 12'-7"  | 1        | 12'-7"       |        |
| R71  |                     |          | 12'-10" | 1        | 12'-10"      |        |
| R72  |                     |          | 13'-1"  | 1        | 13'-1"       |        |
| R73  |                     |          | 13'-4"  | 1        | 13'-4"       |        |
| R74  |                     |          | 13'-8"  | 1        | 13'-8"       |        |
| R75  |                     |          | 13'-11" | 1        | 13'-11"      |        |
| R76  |                     |          | 14'-2"  | 1        | 14'-2"       |        |
| R77  |                     |          | 14'-5"  | 1        | 14'-5"       |        |
| R78  |                     |          | 14'-8"  | 1        | 14'-8"       |        |
| R79  |                     |          | 15'-0"  | 1        | 15'          |        |
| R80  |                     |          | 15'-3"  | 1        | 15'-3"       |        |
| R81  |                     |          | 37'-6"  | 138      | 5175'        |        |
| R82  |                     |          | 34'-6"  | 2        | 69'          |        |
| R83  |                     |          | 29'-0"  | 4        | 116'         |        |
| R84  |                     |          | 23'-8"  | 4        | 94'-8"       |        |
| R85  |                     |          | 18'-3"  | 2        | 36'-5"       |        |
| R86  |                     |          | 12'-10" | 2        | 25'-8"       |        |
| R87  |                     |          | 36'-0"  | 2        | 72'          |        |
| R88  |                     |          | 32'-0"  | 2        | 64'          |        |
| R89  |                     |          | 35'-6"  | 8        | 284'         |        |
| R90  |                     |          | 36'-0"  | 2        | 72'          |        |
| R91  |                     |          | 38'-0"  | 10       | 380'         |        |
| R92  |                     |          | 30'-0"  | 2        | 60'          |        |
| R93  |                     |          | 24'-8"  | 2        | 49'-4"       |        |
| R94  |                     |          | 19'-3"  | 2        | 38'-6"       |        |
| R95  |                     |          | 12'-10" | 2        | 25'-8"       |        |
| R96  |                     |          | 8'-5"   | 2        | 16'-10"      |        |
| R97  |                     |          | 29'-6"  | 8        | 236'         |        |
| R98  |                     |          | 25'-8"  | 2        | 51'-4"       |        |
| R99  |                     |          | 21'-10" | 2        | 43'-8"       |        |
| R100 |                     |          | 18'-0"  | 2        | 36'          |        |
| R101 |                     |          | 14'-2"  | 2        | 28'-4"       |        |
| R102 |                     |          | 10'-4"  | 2        | 20'-8"       |        |
| R103 |                     |          | 6'-6"   | 2        | 13'          |        |
| R104 | Retaining Wall Stem | 4        | 30'-6"  | 2        | 61'          |        |

| MARK | LOCATION            | SIZE NO. | LENGTH  | NO. BARS | TOTAL LENGTH | SKETCH |
|------|---------------------|----------|---------|----------|--------------|--------|
| R47  | Retaining Wall Stem | 4        | 6'-7"   | 1        | 6'-7"        |        |
| R48  |                     |          | 6'-10"  | 1        | 6'-10"       |        |
| R49  |                     |          | 7'-1"   | 1        | 7'-1"        |        |
| R50  |                     |          | 7'-4"   | 1        | 7'-4"        |        |
| R51  |                     |          | 7'-8"   | 1        | 7'-8"        |        |
| R52  |                     |          | 7'-11"  | 1        | 7'-11"       |        |
| R53  |                     |          | 8'-2"   | 1        | 8'-2"        |        |
| R54  |                     |          | 8'-5"   | 1        | 8'-5"        |        |
| R55  |                     |          | 8'-8"   | 1        | 8'-8"        |        |
| R56  |                     |          | 8'-11"  | 1        | 8'-11"       |        |
| R57  |                     |          | 9'-2"   | 1        | 9'-2"        |        |
| R58  |                     |          | 9'-5"   | 1        | 9'-5"        |        |
| R59  |                     |          | 9'-9"   | 1        | 9'-9"        |        |
| R60  |                     |          | 10'-0"  | 1        | 10'          |        |
| R61  |                     |          | 10'-3"  | 1        | 10'-3"       |        |
| R62  |                     |          | 10'-6"  | 1        | 10'-6"       |        |
| R63  |                     |          | 10'-9"  | 1        | 10'-9"       |        |
| R64  |                     |          | 11'-0"  | 1        | 11'          |        |
| R65  |                     |          | 11'-3"  | 1        | 11'-3"       |        |
| R66  |                     |          | 11'-6"  | 1        | 11'-6"       |        |
| R67  |                     |          | 11'-10" | 1        | 11'-10"      |        |
| R68  |                     |          | 12'-1"  | 1        | 12'-1"       |        |
| R69  |                     |          | 12'-4"  | 1        | 12'-4"       |        |
| R70  |                     |          | 12'-7"  | 1        | 12'-7"       |        |
| R71  |                     |          | 12'-10" | 1        | 12'-10"      |        |
| R72  |                     |          | 13'-1"  | 1        | 13'-1"       |        |
| R73  |                     |          | 13'-4"  | 1        | 13'-4"       |        |
| R74  |                     |          | 13'-8"  | 1        | 13'-8"       |        |
| R75  |                     |          | 13'-11" | 1        | 13'-11"      |        |
| R76  |                     |          | 14'-2"  | 1        | 14'-2"       |        |
| R77  |                     |          | 14'-5"  | 1        | 14'-5"       |        |
| R78  |                     |          | 14'-8"  | 1        | 14'-8"       |        |
| R79  |                     |          | 15'-0"  | 1        | 15'          |        |
| R80  |                     |          | 15'-3"  | 1        | 15'-3"       |        |
| R81  |                     |          | 37'-6"  | 138      | 5175'        |        |
| R82  |                     |          | 34'-6"  | 2        | 69'          |        |
| R83  |                     |          | 29'-0"  | 4        | 116'         |        |
| R84  |                     |          | 23'-8"  | 4        | 94'-8"       |        |
| R85  |                     |          | 18'-3"  | 2        | 36'-5"       |        |
| R86  |                     |          | 12'-10" | 2        | 25'-8"       |        |
| R87  |                     |          | 36'-0"  | 2        | 72'          |        |
| R88  |                     |          | 32'-0"  | 2        | 64'          |        |
| R89  |                     |          | 35'-6"  | 8        | 284'         |        |
| R90  |                     |          | 36'-0"  | 2        | 72'          |        |
| R91  |                     |          | 38'-0"  | 10       | 380'         |        |
| R92  |                     |          | 30'-0"  | 2        | 60'          |        |
| R93  |                     |          | 24'-8"  | 2        | 49'-4"       |        |
| R94  |                     |          | 19'-3"  | 2        | 38'-6"       |        |
| R95  |                     |          | 12'-10" | 2        | 25'-8"       |        |
| R96  |                     |          | 8'-5"   | 2        | 16'-10"      |        |
| R97  |                     |          | 29'-6"  | 8        | 236'         |        |
| R98  |                     |          | 25'-8"  | 2        | 51'-4"       |        |
| R99  |                     |          | 21'-10" | 2        | 43'-8"       |        |
| R100 |                     |          | 18'-0"  | 2        | 36'          |        |
| R101 |                     |          | 14'-2"  | 2        | 28'-4"       |        |
| R102 |                     |          | 10'-4"  | 2        | 20'-8"       |        |
| R103 |                     |          | 6'-6"   | 2        | 13'          |        |
| R104 | Retaining Wall Stem | 4        | 30'-6"  | 2        | 61'          |        |

Cont On Sheet #16

SHEET 16 OF 17 SHEETS

UTAH STATE ROAD COMMISSION  
SALT LAKE CITY UTAH  
BRIDGE DEPARTMENT

**U.P.R.R. OVERPASS**  
412'16" o.t.o. 124'56" x-ing L  
Sta. 227+13.69 FG 037.15) Weber Co  
Incl. SR 38E Inlet Wall Ave. Ogden

DESIGNED BY F.M.E. SCALE No scale  
DRAWN BY T.E.G. ISSUED  
TRIALS BY APPROVED  
CHECKED BY R.H.J. CHIEF BRIDGE ENGINEER

BR 29-208-1-2 DRG NO C-314

| MARK                  | LOCATION               | SIZE NO. | LENGTH  | NO BARS | TOTAL LENGTH | SKETCH |
|-----------------------|------------------------|----------|---------|---------|--------------|--------|
| Cont. from Sheet # 15 |                        |          |         |         |              |        |
| RF1                   | Retaining Wall Ftg.    | 5        | 7'-4"   | 2       | 14'-8"       |        |
| RF2                   |                        |          | 7'-9"   | 2       | 15'-6"       |        |
| RF3                   |                        |          | 8'-3"   | 2       | 16'-6"       |        |
| RF4                   |                        |          | 8'-8"   | 2       | 17'-4"       |        |
| RF5                   |                        |          | 9'-2"   | 2       | 18'-4"       |        |
| RF6                   |                        |          | 9'-7"   | 5       | 47'-11"      |        |
| RF7                   |                        |          | 10'-8"  | 5       | 53'-4"       |        |
| RF8                   |                        | 5        | 11'-10" | 5       | 59'-2"       |        |
| RF9                   |                        | 7        | 7'-3"   | 5       | 36'-3"       |        |
| RF10                  |                        | 7        | 8'-2"   | 6       | 49'          |        |
| RF11                  |                        | 8        | 7'-11"  | 5       | 39'-7"       |        |
| RF12                  |                        |          | 9'-1"   | 5       | 45'-3"       |        |
| RF13                  |                        |          | 10'-4"  | 5       | 51'-8"       |        |
| RF14                  |                        |          | 11'-4"  | 5       | 56'-8"       |        |
| RF15                  |                        |          | 12'-5"  | 5       | 62'-1"       |        |
| RF16                  |                        |          | 13'-2"  | 3       | 39'-6"       |        |
| RF17                  |                        |          | 13'-9"  | 149     | 2,048'-9"    |        |
| RF18                  | Retaining Wall Ftg.    | 8        | 10'-9"  | 170     | 1,827'-6"    |        |
| RF19                  | Retaining Wall Ftg.    | 5        | 3'-6"   | 9       | 31'-6"       |        |
| RF20                  |                        |          | 4'-6"   | 11      | 49'-6"       |        |
| RF21                  |                        |          | 5'-0"   | 11      | 55'          |        |
| RF22                  |                        | 5        | 5'-6"   | 10      | 55'          |        |
| RF23                  |                        | 7        | 6'-6"   | 9       | 58'-6"       |        |
| RF24                  |                        | 7        | 7'-0"   | 11      | 77'          |        |
| RF25                  |                        | 9        | 7'-6"   | 10      | 75'          |        |
| RF26                  |                        |          | 8'-0"   | 10      | 80'          |        |
| RF27                  |                        | 9        | 8'-6"   | 5       | 42'-6"       |        |
| RF28                  |                        | 11       | 9'-6"   | 14      | 133'         |        |
| RF29                  |                        | 11       | 10'-0"  | 156     | 1560'        |        |
| RF30                  |                        | 4        | 37'-6"  | 40      | 1500'        |        |
| RF31                  |                        |          | 35'-6"  | 7       | 248'-6"      |        |
| RF32                  |                        |          | 29'-6"  | 7       | 206'-6"      |        |
| RF33                  | Retaining Wall Ftg.    | 4        | 8'-0"   | 1       | 8'           |        |
| S1                    | Approach & Bridge Slab | 5        | 45'-8"  | 836     | 38180'       |        |
| S2                    | Approach & Bridge Slab | 5        | 36'-2"  | 2408    | 87,097'      |        |
| S3                    | Bridge Slab            | 5        | 16'-4"  | 144     | 2,352'       |        |
| S4                    | (A) Approach Slab      | 8        | 9'-6"   | 120     | 1,140'       |        |
| S5                    | (B) Approach Slab      | 5        | 9'-6"   | 120     | 1,140'       |        |
| S6                    | Bridge Slab            |          | 35'-6"  | 432     | 15,336'      |        |
| S8                    |                        |          | 37'-0"  | 576     | 21,312'      |        |
| S9                    |                        |          | 39'-5"  | 144     | 5,676'       |        |
| S10                   |                        |          | 36'-6"  | 288     | 10,512'      |        |
| S11                   |                        |          | 31'-0"  | 72      | 2,232'       |        |
| S12                   |                        |          | 47'-6"  | 8       | 381'         |        |
| S13                   |                        |          | 47'-1"  | 2       | 94'-2"       |        |
| S14                   |                        |          | 46'-8"  |         | 93'-4"       |        |
| S15                   |                        |          | 46'-3"  |         | 92'-6"       |        |
| S16                   |                        |          | 45'-3"  |         | 91'-6"       |        |
| S17                   |                        |          | 45'-3"  |         | 90'-6"       |        |
| S18                   |                        |          | 44'-9"  |         | 89'-6"       |        |
| S19                   |                        |          | 44'-3"  |         | 88'-6"       |        |
| S20                   |                        |          | 43'-9"  |         | 87'-6"       |        |
| S21                   |                        |          | 43'-3"  |         | 86'-6"       |        |
| S22                   |                        |          | 42'-9"  |         | 85'-6"       |        |
| S23                   |                        |          | 42'-3"  |         | 84'-6"       |        |
| S24                   |                        |          | 41'-9"  |         | 83'-6"       |        |
| S25                   |                        |          | 41'-3"  |         | 82'-6"       |        |
| S26                   |                        |          | 40'-9"  |         | 81'-6"       |        |
| S27                   |                        |          | 40'-3"  |         | 80'-6"       |        |
| S28                   |                        |          | 39'-9"  |         | 79'-6"       |        |
| S29                   |                        |          | 39'-3"  |         | 78'-6"       |        |
| S30                   |                        |          | 38'-9"  |         | 77'-6"       |        |
| S31                   |                        |          | 38'-3"  |         | 76'-6"       |        |
| S32                   |                        |          | 37'-9"  |         | 75'-6"       |        |
| S33                   |                        |          | 37'-3"  |         | 74'-6"       |        |
| S34                   |                        |          | 36'-9"  |         | 73'-6"       |        |
| S35                   |                        |          | 36'-3"  |         | 72'-6"       |        |
| S36                   |                        |          | 35'-9"  |         | 71'-6"       |        |
| S37                   |                        |          | 35'-3"  |         | 70'-6"       |        |
| S38                   | Bridge Slab            | 5        | 34'-9"  | 2       | 69'-6"       |        |

| MARK | LOCATION    | SIZE NO. | LENGTH  | NO BARS | TOTAL LENGTH | SKETCH |
|------|-------------|----------|---------|---------|--------------|--------|
| S39  | Bridge Slab | 5        | 34'-3"  | 2       | 68'-6"       |        |
| S40  |             |          | 33'-9"  | 2       | 67'-6"       |        |
| S41  |             |          | 33'-4"  | 8       | 266'-8"      |        |
| S42  |             |          | 46'-6"  | 8       | 372'         |        |
| S43  |             |          | 46'-0"  | 2       | 92'          |        |
| S44  |             |          | 45'-6"  |         | 91'          |        |
| S45  |             |          | 45'-0"  |         | 90'          |        |
| S46  |             |          | 44'-6"  |         | 89'          |        |
| S47  |             |          | 44'-0"  |         | 88'          |        |
| S48  |             |          | 43'-6"  |         | 87'          |        |
| S49  |             |          | 43'-0"  |         | 86'          |        |
| S50  |             |          | 42'-6"  |         | 85'          |        |
| S51  |             |          | 42'-0"  |         | 84'          |        |
| S52  |             |          | 41'-6"  |         | 83'          |        |
| S53  |             |          | 41'-0"  |         | 82'          |        |
| S54  |             |          | 40'-6"  |         | 81'          |        |
| S55  |             |          | 40'-0"  |         | 80'          |        |
| S56  |             |          | 39'-6"  |         | 79'          |        |
| S57  |             |          | 39'-0"  |         | 78'          |        |
| S58  |             |          | 38'-6"  |         | 77'          |        |
| S59  |             |          | 38'-0"  |         | 76'          |        |
| S60  |             |          | 37'-6"  |         | 75'          |        |
| S61  |             |          | 37'-0"  |         | 74'          |        |
| S62  |             |          | 36'-6"  |         | 73'          |        |
| S63  |             |          | 36'-0"  |         | 72'          |        |
| S64  |             |          | 35'-6"  |         | 71'          |        |
| S65  |             |          | 35'-0"  |         | 70'          |        |
| S66  |             |          | 34'-6"  |         | 69'          |        |
| S67  |             |          | 34'-0"  |         | 68'          |        |
| S68  |             |          | 33'-6"  |         | 67'          |        |
| S69  |             |          | 33'-0"  |         | 66'          |        |
| S70  |             |          | 32'-6"  | 2       | 65'          |        |
| S71  | Bridge Slab | 5        | 32'-4"  | 8       | 258'-8"      |        |
| W1   | Wing Wall   | 5        | 12'-8"  | 41      | 519'-6"      |        |
| W2   | Wing Wall   | 5        | 8'-8"   | 41      | 355'-6"      |        |
| W3   | Wing Wall   | 5        | 12'-0"  | 41      | 492'-0"      |        |
| W4   | Wing Wall   | 5        | 8'-0"   | 41      | 328'-0"      |        |
| W5   | Wing Wall   | 5        | 13'-3"  | 10      | 132'-6"      |        |
| W6   | Wing Wall   | 5        | 11'-3"  | 4       | 45'          |        |
| W7   |             |          | 12'-5"  | 4       | 49'-8"       |        |
| W8   |             |          | 13'-5"  | 4       | 53'-8"       |        |
| W9   |             |          | 6'-4"   | 12      | 76'          |        |
| W10  |             |          | 4'-0"   | 10      | 40'          |        |
| W11  |             |          | 10'-5"  | 14      | 145'-11"     |        |
| W12  | Wing Wall   | 5        | 3'-6"   | 10      | 35'-0"       |        |
| W13  | Wing Wall   | 5        | 13'-0"  | 10      | 130'         |        |
| W14  | Wing Wall   | 5        | 11'-5"  | 5       | 57'-0"       |        |
| W15  | Wing Wall   | 5        | 8'-0"   | 5       | 40'          |        |
| W16  |             |          | 12'-1"  | 8       | 96'-8"       |        |
| W17  |             |          | 11'-0"  | 10      | 110'         |        |
| W18  | Wing Wall   | 5        | 11'-10" | 2       | 23'-8"       |        |
|      |             |          |         |         |              |        |

**Total Amount Of Reinforcing Bars**

|             |                 |                |              |
|-------------|-----------------|----------------|--------------|
| 19,717'-8"  | Of - # 4 Bar @  | .668 lbs/ft =  | 13,171 lbs.  |
| 217,201'-2" | Of - # 5 Bar @  | 1.043 lbs/ft = | 226,541 lbs. |
| 3,806'-0"   | Of - # 6 Bar @  | 1.502 lbs/ft = | 5,717 lbs.   |
| 221'-0"     | Of - # 7 Bar @  | 2.044 lbs/ft = | 452 lbs.     |
| 6,370'-2"   | Of - # 8 Bar @  | 2.670 lbs/ft = | 17,008 lbs.  |
| 13,938'-5"  | Of - # 9 Bar @  | 3.400 lbs/ft = | 47,391 lbs.  |
| 1,693'-0"   | Of - # 11 Bar @ | 5.313 lbs/ft = | 9,025 lbs.   |
| A Total Of  |                 |                | 319,275 lbs. |

Note: Unless otherwise shown, all dimensions are out to out of bar

REVISIONS  
DATE BY

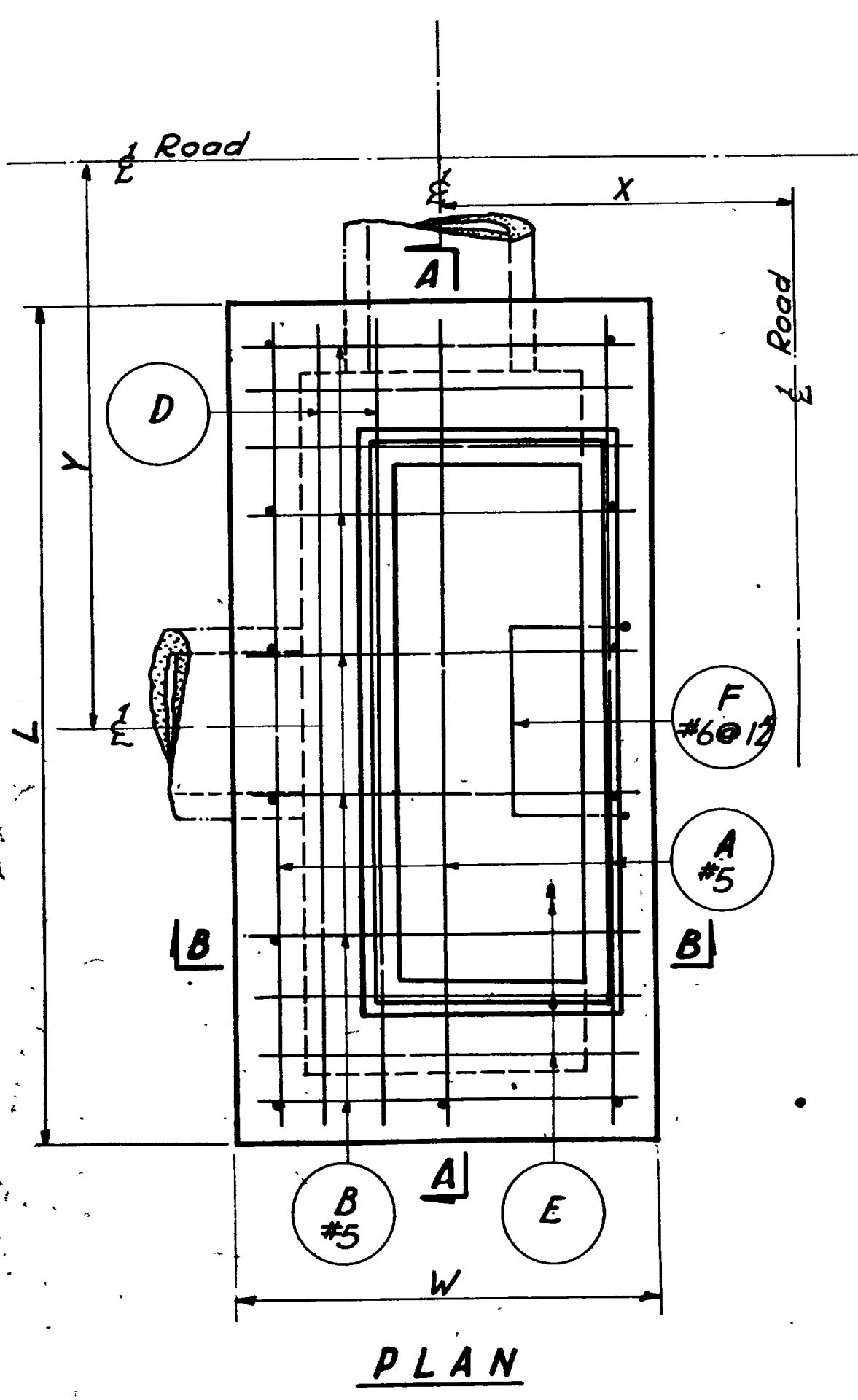
SHEET 17 OF 17 SHEETS

UTAH STATE ROAD COMMISSION  
SALT LAKE CITY UTAH  
BRIDGE DEPARTMENT

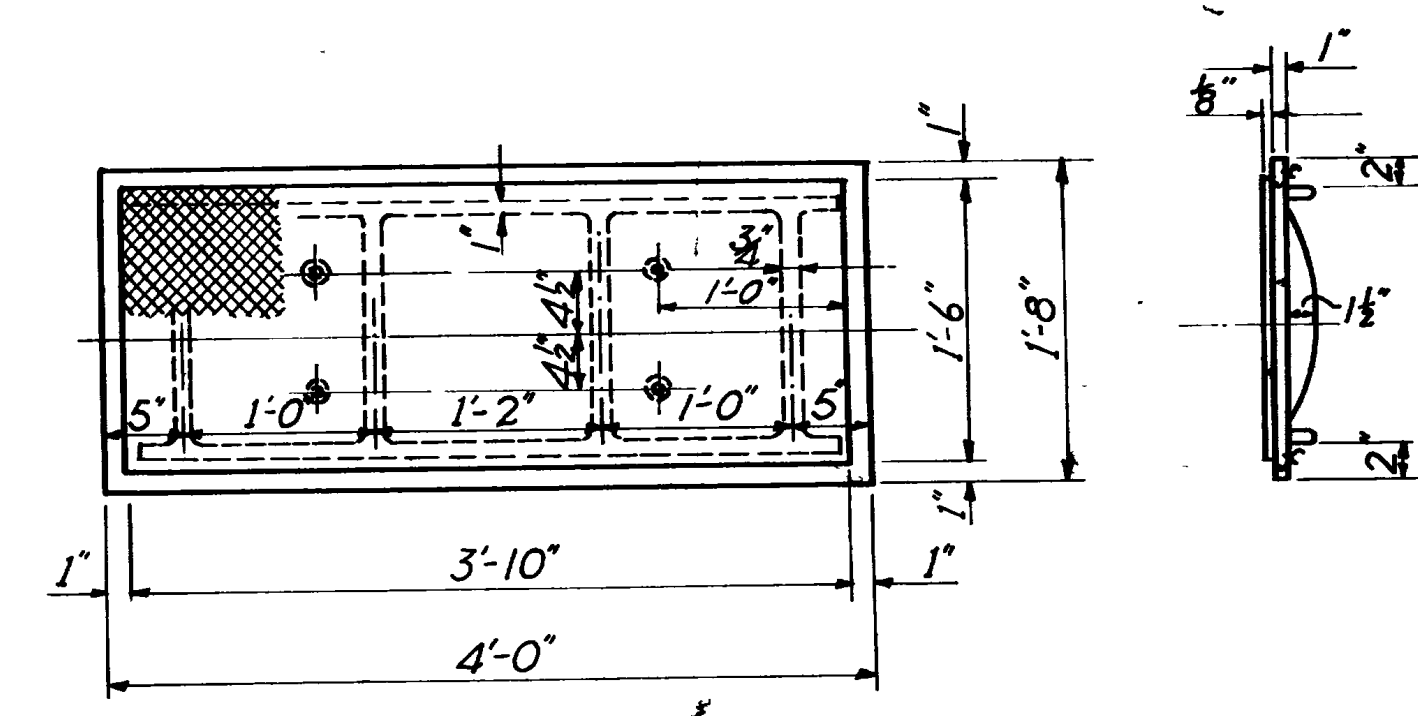
**UPRR OVERPASS**  
412'6" to 0.124°56' x-ing L  
Sta. 227+13.69 to 227+17.11 Weber Co  
Junct SR 38E. Jnct Wall Ave. Ogden

|                           |                   |
|---------------------------|-------------------|
| DESIGNED BY<br>FME<br>TEG | SCALE<br>No scale |
| DRAWN BY<br>TEG           | ISSUED            |
| CHECKED BY<br>R.H.J.      | APPROVED          |
| BR 29-208-1-2             | DWG No C-314      |

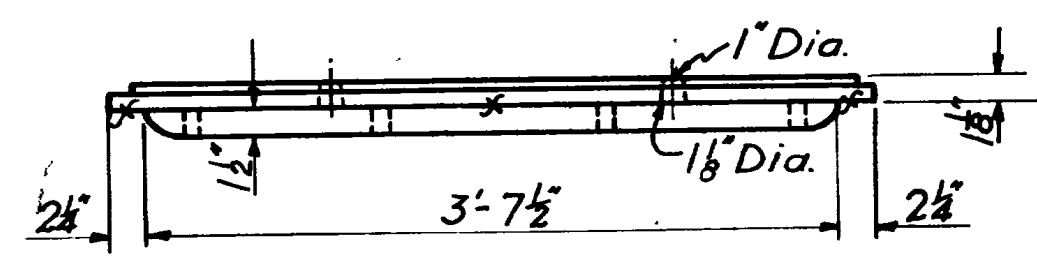




PLAN

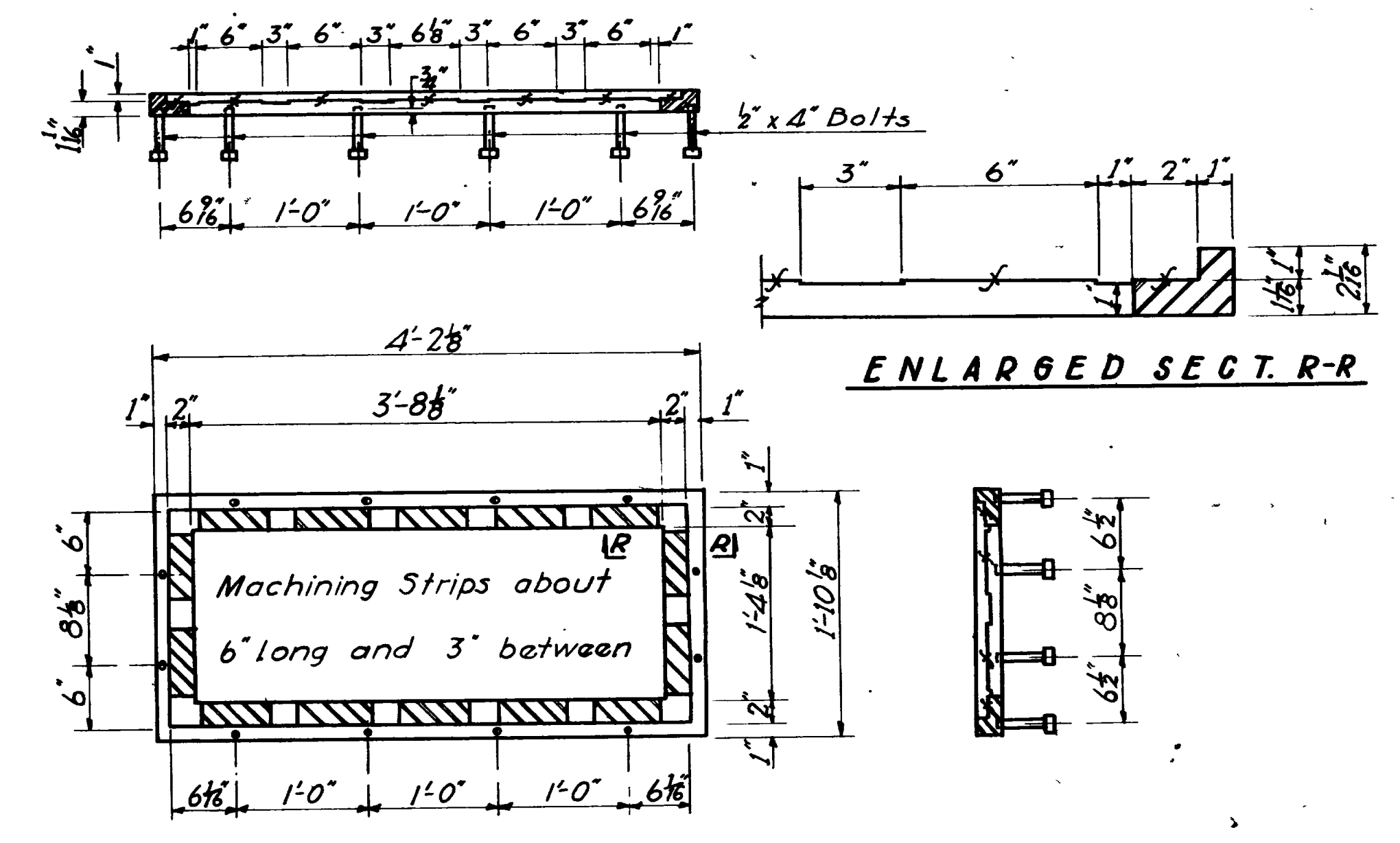


Cast steel Cover Plate to have the words "Cast Steel" in 3/4" letters raised 1/8" cast in the center of the underside of the Plate.



\* CAST STEEL COVER PLATE

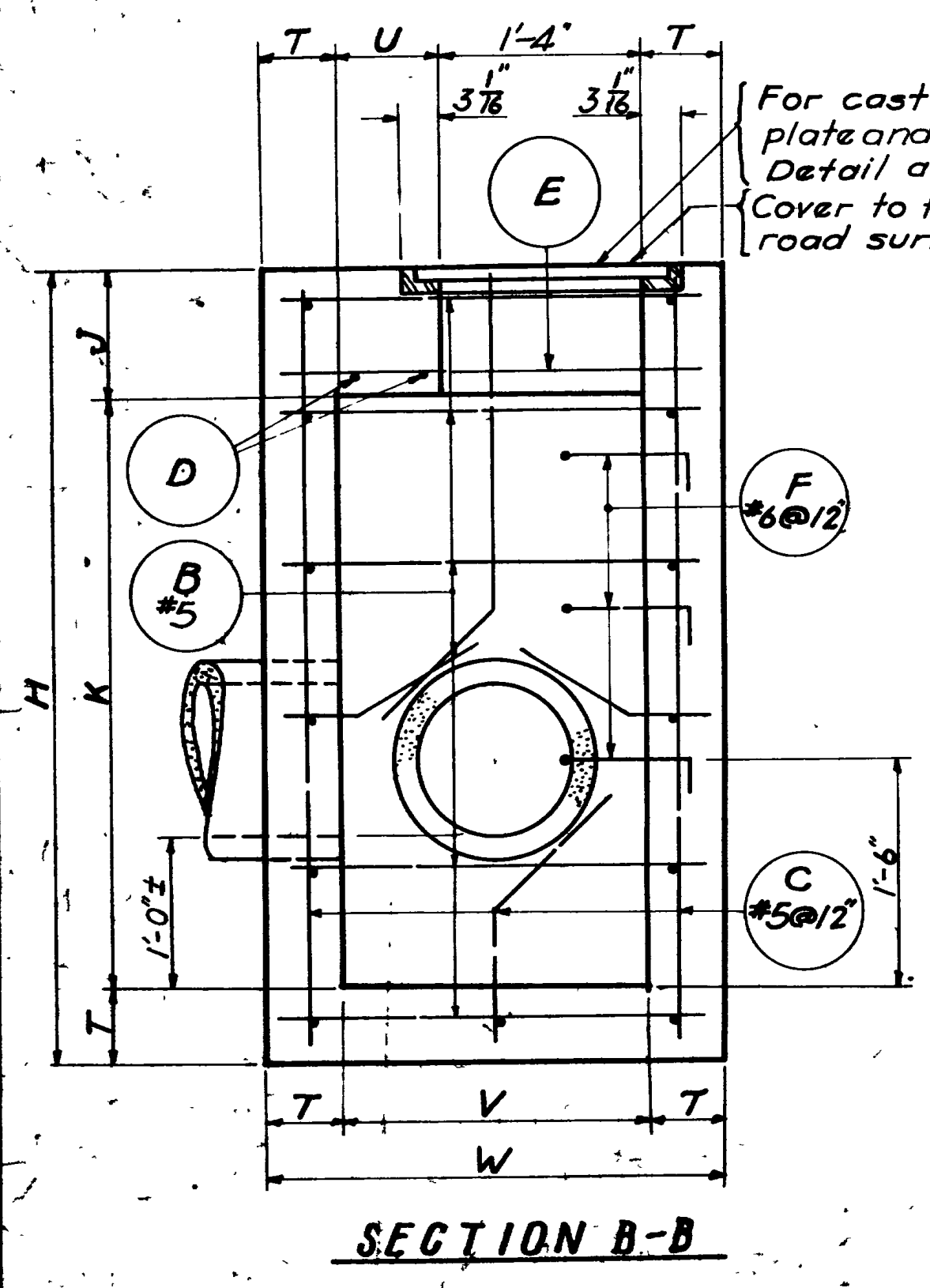
Wt. of 1 = 350 Lbs.



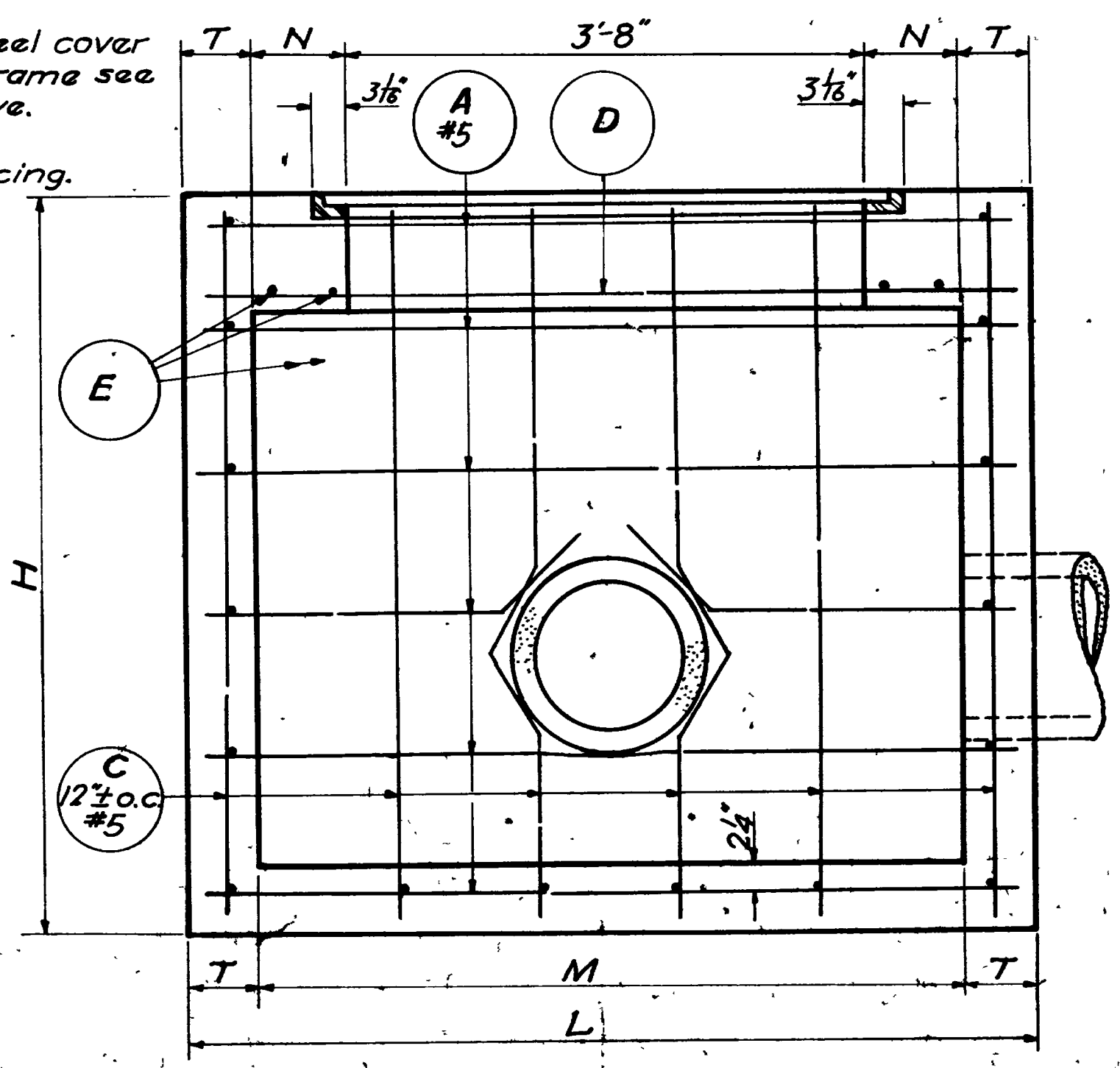
\* CAST IRON OR CAST STEEL FRAME

Wt. of 1 = 155 Lbs.

Wt. of Cover & Frame = 505 Lbs.



SECTION B-B



SECTION A-A

For cast steel cover plate and frame see Detail above. Cover to fit road surfacing.

**GENERAL NOTES**

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

All reinforcing steel shall be Intermediate Grade; Standard A-305 bars.

Type II cement. Concrete Class "AA."

Stationing is given at the center line of the structure.

When an "X" value is shown in the schedule the long sides of the Cleanout Box are parallel to the c'tr. line of the Road, when a "Y" value is given the short sides are parallel to the centerline.

When "Y" equals 2'-1" to 3'-0" inclusive place two "A" bars in the bottom and two "C" bars in each end instead of the one bar shown. When "M" equals 3'-8" to 4'-0" inclusive place three "B" bars in the bottom and three "C" bars in each side.

**NOTE:-** Payment for furnishing and placing Cover Plate and Frame will be paid for as Structural Steel.

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

**DESIGN DATA**

H15-44 loading in accordance with the A.A.S.H.O. Specifications of 1953.

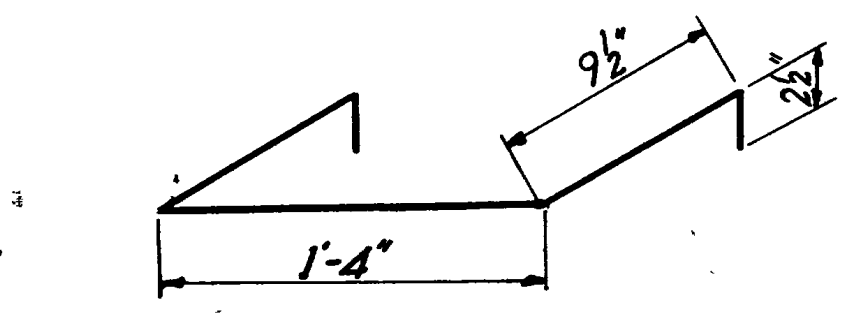
Struct. Steel  $f_s = 18,000$  psi;

Reinf. Steel  $f_s = 20,000$  psi;

$f_c = 1,200$  psi;

$n = 10$ .

\* Ductile Iron will be accepted for either the Cover or Frame fabrication.



LADDER RUN DETAIL BAR "F" #6

Length = 3'-4"  
Weight each = 5 lbs.  
When "H" is over 4'-0" ladder rungs shall be provided.

SHEET 1 OF 2

UTAH STATE ROAD COMMISSION  
SALT LAKE CITY, UTAH  
BRIDGE DEPARTMENT

**STANDARD CLEANOUT JUNCTION BOXES WITH COVER PLATE & FRAME**

DESIGNED BY: W.S.T. SCALE: None

DRAWN BY: W.S.T. CHECKED BY: J.L.H.

INCHES BY: 1/8" 1/4" 3/8" 1/2" 5/8" 3/4" 7/8" 1" 1 1/8" 1 1/4" 1 1/2" 1 3/4" 2" 2 1/4" 2 1/2" 2 3/4" 3" 3 1/4" 3 1/2" 3 3/4" 4" 4 1/4" 4 1/2" 4 3/4" 5" 5 1/4" 5 1/2" 5 3/4" 6" 6 1/4" 6 1/2" 6 3/4" 7" 7 1/4" 7 1/2" 7 3/4" 8" 8 1/4" 8 1/2" 8 3/4" 9" 9 1/4" 9 1/2" 9 3/4" 10"

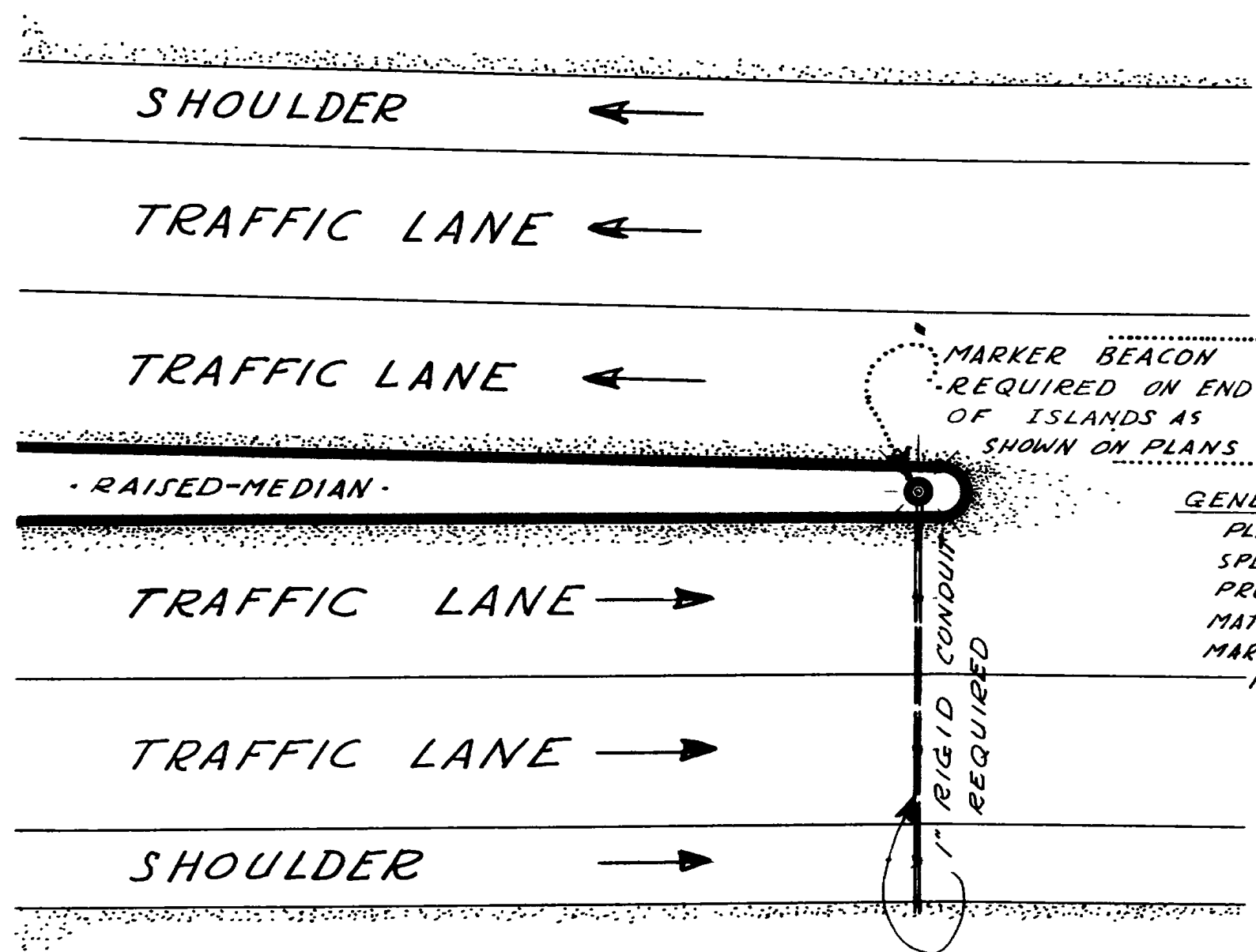
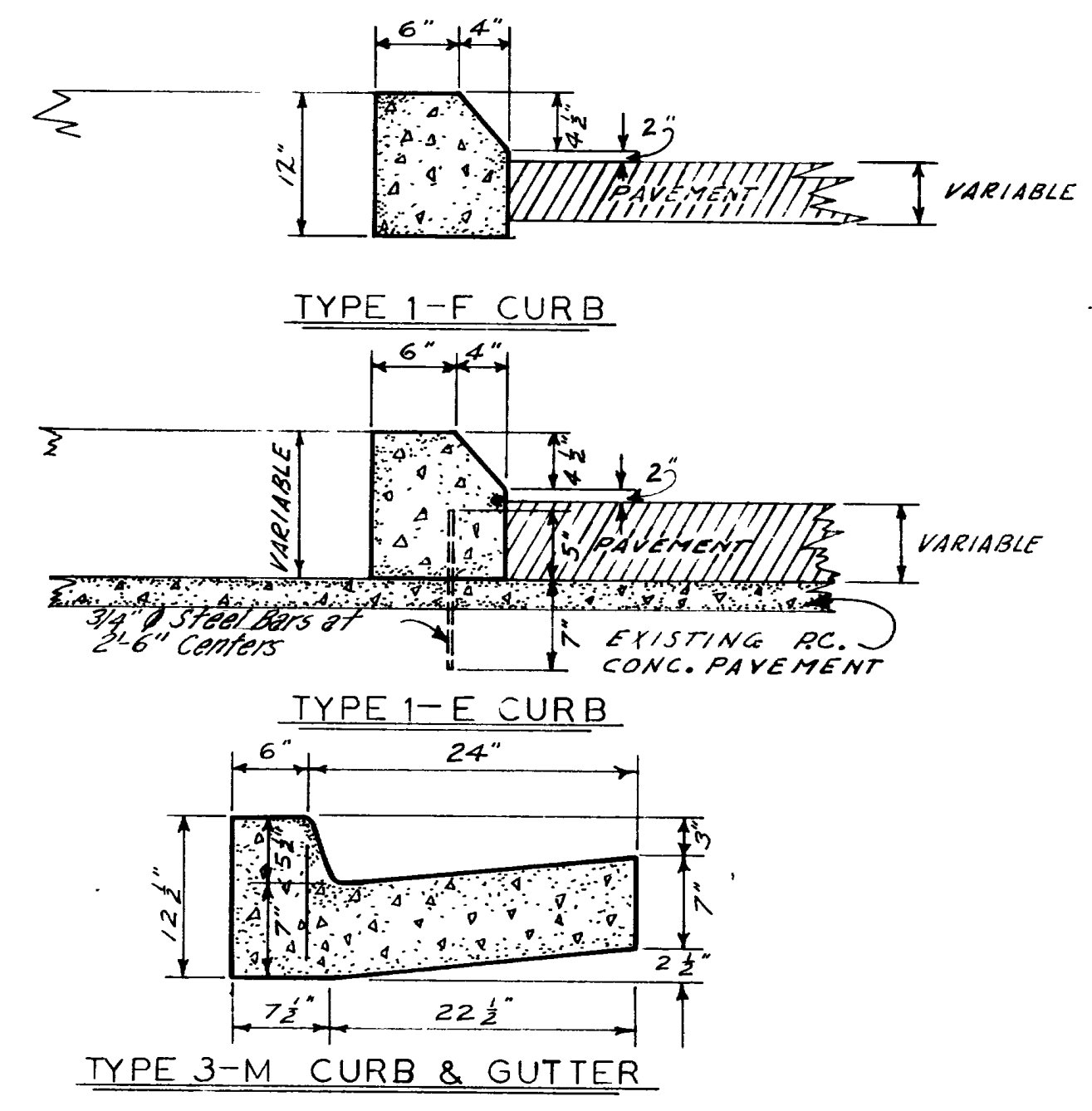
DATE: 11/15/53



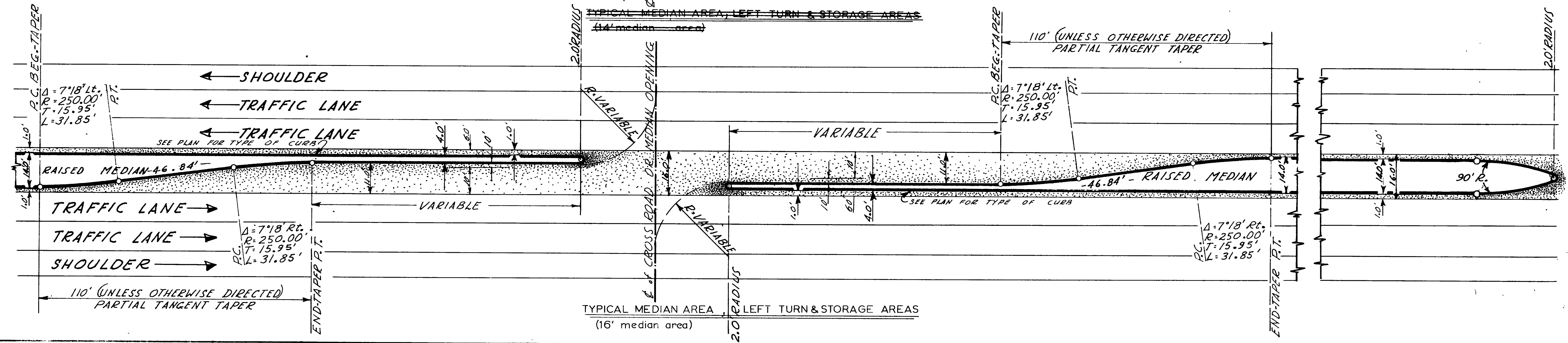
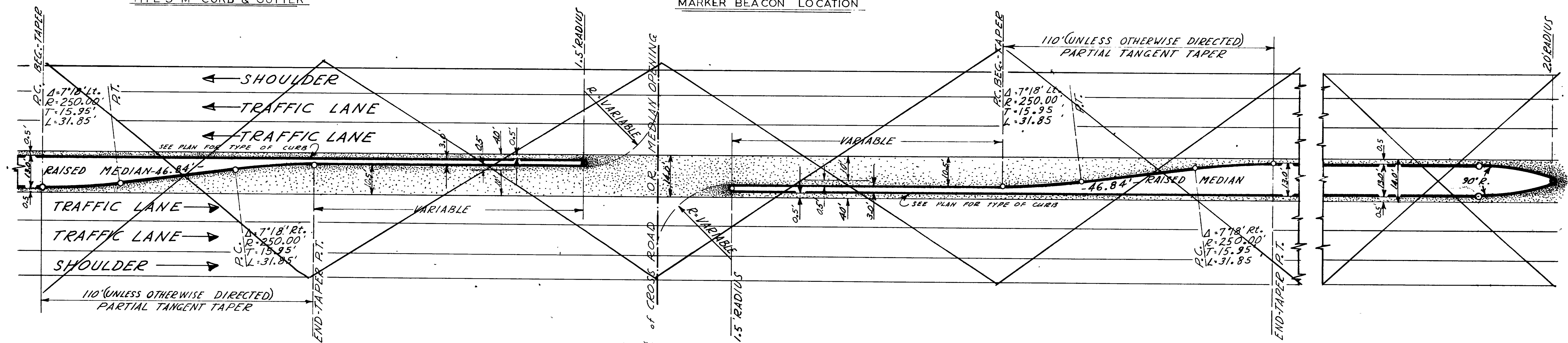
| REVISIONS | LINE NO. | DETAIL |       |       |       |      |            |       |     |       |       | REINFORCING STEEL |     |           |     |           |       |           |   |   |        | QUANTITIES |       |        |       | PROJECT | STATION | REMARKS | LINE NO. |     |   |        |    |                    |                |                  |                  |     |     |            |                     |                                                                                                                                                |                                                |    |
|-----------|----------|--------|-------|-------|-------|------|------------|-------|-----|-------|-------|-------------------|-----|-----------|-----|-----------|-------|-----------|---|---|--------|------------|-------|--------|-------|---------|---------|---------|----------|-----|---|--------|----|--------------------|----------------|------------------|------------------|-----|-----|------------|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|----|
|           |          | H      | T     | L     | W     | J    | K          | M     | N   | U     | V     | SIZE OF PIPE      |     | FLOW LINE |     | TYPE PIPE | ELEV. | LT. COVER | X | Y | "A"    |            | "B"   |        | "C"   |         |         |         |          | "D" |   | "E"    |    | EXCAV. FOR STRUCT. | CONC. cu. yds. | REIN. STEEL LBS. | STRT. STEEL LBS. |     |     |            |                     |                                                                                                                                                |                                                |    |
|           |          | BACK   | AH'D. | LT.   | RT.   | BACK | AH'D.      | LT.   | RT. | LGTH. | NO.   | LGTH.             | NO. | LGTH.     | NO. |           |       |           |   |   | LGTH.  | NO.        | LGTH. | NO.    | LGTH. |         |         |         |          | NO. |   |        |    |                    |                |                  |                  |     |     |            |                     |                                                                                                                                                |                                                |    |
|           | 1        | 5'-0"  | 6"    | 6'-0" | 3'-0" | 9/2" | 3'-8 1/2"  | 5'-0" | 8"  | 8"    | 2'-0" |                   |     |           |     |           |       |           |   |   | 5'-9"  | 13         | 10"   | 2'-9"  | 16    | 10"     | 4'-9"   | 14      | 5'-9"    | 16  | 2 | 2'-9"  | 15 | 4                  | 3              | 7                | C.Y.             | 1.8 | 237 | 505        | F-77(3)             | 8+36.4 & 8+16.0                                                                                                                                | 4-Units 5' Tile & 5' Conc Pipes                | 1  |
|           | 2        | 5'-0"  | 6"    | 6'-0" | 3'-0" | 9/2" | 4'-2 1/2"  | 5'-0" | 8"  | 8"    | 2'-0" |                   |     |           |     |           |       |           |   |   | 5'-9"  | 13         | 12"   | 2'-9"  | 16    | 12"     | 5'-3"   | 14      | 5'-9"    | 16  | 2 | 2'-9"  | 15 | 4                  | 4              | 8                | C.Y.             | 2.0 | 244 | 505        | F-77(3)             | 15+00 Rt. & Lt. (26+09 Rt. & Lt.) (40+31 Rt. & Lt.) (53+75 Rt. & Lt.) (65+50 Rt.) (66+40 Lt.) (67+15 Rt.) (73+20 Rt. & Lt.) (108+50 Rt. & Lt.) | 15-Units 5' to 8' Conc Pipes                   | 2  |
|           | 3        | 5'-0"  | 6"    | 6'-0" | 3'-0" | 9/2" | 3'-8 1/2"  | 5'-0" | 8"  | 8"    | 2'-0" |                   |     |           |     |           |       |           |   |   | 5'-9"  | 13         | 10"   | 2'-9"  | 16    | 10"     | 4'-9"   | 14      | 5'-9"    | 16  | 2 | 2'-9"  | 15 | 4                  | 3              | 7                | C.Y.             | 1.8 | 237 | 505        | S174(4)             | 218+24 Rt. 218+146 Rt.                                                                                                                         |                                                | 3  |
|           | 4        | 5'-0"  | 6"    | 6'-0" | 3'-0" | 9/2" | 3'-8 1/2"  | 5'-0" | 8"  | 8"    | 2'-0" |                   |     |           |     |           |       |           |   |   | 5'-9"  | 13         | 10"   | 2'-9"  | 16    | 10"     | 4'-9"   | 14      | 5'-9"    | 16  | 2 | 2'-9"  | 15 | 4                  | 3              | 7                | C.Y.             | 1.8 | 237 | 505        | U-034-1(1)          | 97+04 Rt.                                                                                                                                      | State St. 350 to 900 South St.                 | 4  |
|           | 5        | 5'-0"  | 6"    | 6'-0" | 3'-0" | 9/2" | 4'-2 1/2"  | 5'-0" | 8"  | 8"    | 2'-0" |                   |     |           |     |           |       |           |   |   | 5'-9"  | 13         | 12"   | 2'-9"  | 16    | 12"     | 5'-3"   | 14      | 5'-9"    | 16  | 2 | 2'-9"  | 15 | 4                  | 4              | 8                | C.Y.             | 2.0 | 244 | 505        | U-034-1(1)          | 96+11 Rt.                                                                                                                                      | do                                             | 5  |
|           | 6        | 6'-0"  | 6"    | 6'-0" | 3'-0" | 9/2" | 4'-8 1/2"  | 5'-0" | 8"  | 8"    | 2'-0" |                   |     |           |     |           |       |           |   |   | 5'-9"  | 13         | 12"   | 2'-9"  | 17    | 12"     | 5'-9"   | 14      | 5'-9"    | 16  | 2 | 2'-9"  | 15 | 4                  | 4              | 9                | C.Y.             | 2.1 | 249 | 505        | U-034-1(1)          | 90+00 Lt. 94+25 Rt.                                                                                                                            | do                                             | 6  |
|           | 7        | 6'-0"  | 6"    | 6'-0" | 3'-0" | 9/2" | 5'-2 1/2"  | 5'-0" | 8"  | 8"    | 2'-0" |                   |     |           |     |           |       |           |   |   | 5'-9"  | 15         | 12"   | 2'-9"  | 17    | 12"     | 6'-3"   | 14      | 5'-9"    | 16  | 2 | 2'-9"  | 15 | 4                  | 4              | 10               | C.Y.             | 2.3 | 279 | 505        | U-034-1(1)          | 91+50 Lt.                                                                                                                                      | do                                             | 7  |
|           | 8        | 7'-6"  | 6"    | 6'-0" | 3'-0" | 9/2" | 6'-2 1/2"  | 5'-0" | 8"  | 8"    | 2'-0" |                   |     |           |     |           |       |           |   |   | 5'-9"  | 17         | 12"   | 2'-9"  | 23    | 12"     | 7'-3"   | 14      | 5'-9"    | 16  | 2 | 2'-9"  | 15 | 4                  | 6              | 11               | C.Y.             | 2.5 | 324 | 505        | U-034-1(1)          | 91+50 Rt.                                                                                                                                      | do                                             | 8  |
|           | 9        | 8'-0"  | 7"    | 6'-2" | 3'-2" | 9/2" | 6'-7 1/2"  | 5'-0" | 8"  | 8"    | 2'-0" |                   |     |           |     |           |       |           |   |   | 5'-11" | 19         | 11"   | 2'-11" | 23    | 11"     | 7'-9"   | 14      | 5'-9"    | 16  | 2 | 2'-11" | 15 | 4                  | 7              | 12.5             | C.Y.             | 3.1 | 365 | 505        | U-034-1(1)          | 90+50 Rt. 92+48 Lt.                                                                                                                            | do                                             | 9  |
|           | 10       | 10'-0" | 8"    | 6'-4" | 3'-4" | 9/2" | 8'-6 1/2"  | 5'-0" | 8"  | 8"    | 2'-0" |                   |     |           |     |           |       |           |   |   | 6'-1"  | 23         | 11"   | 3'-1"  | 27    | 11"     | 9'-9"   | 16      | 6'-1"    | 16  | 2 | 3'-1"  | 15 | 4                  | 10             | 16.5             | C.Y.             | 4.5 | 477 | 505        | U-034-1(1)          | 128+48 Lt. 128+149 Rt.                                                                                                                         | do                                             | 10 |
|           | 11       | 7'-6"  | 6"    | 6'-0" | 3'-0" | 9/2" | 6'-2 1/2"  | 5'-0" | 8"  | 8"    | 2'-0" |                   |     |           |     |           |       |           |   |   | 5'-9"  | 17         | 12"   | 2'-9"  | 23    | 12"     | 7'-3"   | 14      | 5'-9"    | 16  | 2 | 2'-9"  | 15 | 4                  | 6              | 11               | C.Y.             | 2.5 | 324 | 505        | U-0140(1)           | 31+48 Lt. 31+43 Rt.                                                                                                                            | 700 East - So. Temple to 13th So.              | 11 |
|           | 12       | 6'-6"  | 6"    | 6'-0" | 3'-0" | 9/2" | 5'-2 1/2"  | 5'-0" | 8"  | 8"    | 2'-0" |                   |     |           |     |           |       |           |   |   | 5'-9"  | 15         | 12"   | 2'-9"  | 17    | 12"     | 6'-3"   | 14      | 5'-9"    | 16  | 2 | 2'-9"  | 15 | 4                  | 4              | 10               | C.Y.             | 2.3 | 279 | 505        | U-0140(1)           | 63+69 Rt.                                                                                                                                      | do                                             | 12 |
|           | 13       | 6'-0"  | 6"    | 6'-0" | 3'-0" | 9/2" | 4'-8 1/2"  | 5'-0" | 8"  | 8"    | 2'-0" |                   |     |           |     |           |       |           |   |   | 5'-9"  | 15         | 12"   | 2'-9"  | 17    | 12"     | 5'-9"   | 14      | 5'-9"    | 16  | 2 | 2'-9"  | 15 | 4                  | 4              | 9                | C.Y.             | 2.1 | 249 | 505        | U-0140(1)           | 82+58 Lt.                                                                                                                                      | do                                             | 13 |
|           | 14       | 6'-6"  | 6"    | 6'-0" | 3'-0" | 9/2" | 5'-4 1/2"  | 5'-0" | 8"  | 1'-2" | 2'-6" |                   |     |           |     |           |       |           |   |   | 5'-9"  | 16         | 12"   | 2'-9"  | 18    | 12"     | 6'-5"   | 16      | 5'-9"    | 16  | 2 | 3'-3"  | 15 | 4                  | 4              | 11               | C.Y.             | 2.3 | 315 | 505        | U-032-1(1)          | 93+03 Lt.                                                                                                                                      | State Street, 30th South to Murray City Limits | 14 |
|           | 15       | 5'-0"  | 6"    | 4'-8" | 3'-8" | 9/2" | 3'-8 1/2"  | 3'-8" | 0   | 2'-4" | 3'-8" |                   |     |           |     |           |       |           |   |   | 4'-5"  | 15         | 12"   | 2'-5"  | 14    | 12"     | 4'-5"   | 16      | 4'-5"    | 16  | 3 | -      | -  | -                  | -              | 9                | C.Y.             | 1.0 | 244 | 505        | S.P.1577            | 12+50                                                                                                                                          | Monticello Main Street                         | 15 |
|           | 16       | 6'-0"  | 6"    | 4'-8" | 3'-8" | 9/2" | 4'-8 1/2"  | 3'-8" | 0   | 2'-4" | 3'-8" |                   |     |           |     |           |       |           |   |   | 4'-5"  | 18         | 12"   | 4'-11" | 18    | 12"     | 5'-9"   | 18      | 4'-5"    | 16  | 3 | -      | -  | -                  | 3              | 12               | C.Y.             | 2.1 | 332 | 505        | S.P.1577            | 14+18                                                                                                                                          | Monticello Main Street                         | 16 |
|           | 17       | 5'-0"  | 6"    | 6'-0" | 3'-0" | 9/2" | 3'-8 1/2"  | 5'-0" | 8"  | 8"    | 2'-0" |                   |     |           |     |           |       |           |   |   | 5'-9"  | 13         | 10"   | 2'-9"  | 16    | 10"     | 4'-9"   | 14      | 5'-9"    | 16  | 2 | 2'-9"  | 15 | 4                  | 3              | 7                | C.Y.             | 1.8 | 237 | 505        | S.P.1587            | 82+45 Lt. 82+59 Rt.                                                                                                                            | Brigham City - Main Street                     | 17 |
|           | 18       | 5'-0"  | 6"    | 6'-0" | 3'-0" | 9/2" | 3'-8 1/2"  | 5'-0" | 8"  | 8"    | 2'-0" |                   |     |           |     |           |       |           |   |   | 5'-9"  | 13         | 10"   | 2'-9"  | 16    | 10"     | 4'-9"   | 14      | 5'-9"    | 16  | 2 | 2'-9"  | 15 | 4                  | 3              | 7                | C.Y.             | 1.8 | 237 | 505        | F-027-5(1)          | 162+38                                                                                                                                         | Pigeon Hollow Jt. - Mt. Pleasant               | 18 |
|           | 19       | 3'-6"  | 6"    | 4'-8" | 2'-8" | 9"   | 2'-3"      | 3'-8" | -   | 4"    | 1'-8" |                   |     |           |     |           |       |           |   |   | 4'-5"  | 9          | 12"   | 2'-5"  | 11    | 12"     | 5'-3"   | 12      | 4'-5"    | 15  | 1 | -      | -  | -                  | 4              | C.Y.             | 1.0              | 114 | 505 | F-020-1(1) | 1542+30             | Springville - Mapleton                                                                                                                         | 19                                             |    |
|           | 20       | 3'-6"  | 6"    | 4'-8" | 2'-8" | 9"   | 2'-3"      | 3'-8" | -   | 4"    | 1'-8" |                   |     |           |     |           |       |           |   |   | 4'-5"  | 9          | 12"   | 2'-5"  | 11    | 12"     | 5'-3"   | 12      | 4'-5"    | 15  | 1 | -      | -  | -                  | 4              | C.Y.             | 1.0              | 114 | 505 | S.P.1590   | 148+20Rt.           | Harrison Avenue - Ogden                                                                                                                        | 20                                             |    |
|           | 21       | 4'-6"  | 6"    | 4'-8" | 2'-8" | 9"   | 3'-3"      | 3'-8" | -   | 4"    | 1'-8" |                   |     |           |     |           |       |           |   |   | 4'-5"  | 9          | 12"   | 2'-5"  | 14    | 12"     | 4'-5"   | 12      | 4'-5"    | 15  | 1 | -      | -  | -                  | 2              | 5                | C.Y.             | 1.2 | 159 | 505        | S.P.1590            | 113+100Rt.                                                                                                                                     | do                                             | 21 |
|           | 22       | 6'-0"  | 6"    | 4'-8" | 3'-0" | 9/2" | 4'-8 1/2"  | 3'-8" | 8"  | 8"    | 2'-0" |                   |     |           |     |           |       |           |   |   | 4'-5"  | 13         | 12"   | 2'-9"  | 18    | 12"     | 5'-9"   | 14      | 5'-9"    | 16  | 2 | 2'-9"  | 15 | 4                  | 4              | 8                | C.Y.             | 2.1 | 262 | 505        | S.P.1590            | 134+83Rt.                                                                                                                                      | do                                             | 22 |
|           | 23       | 6'-6"  | 6"    | 6'-0" | 3'-0" | 9/2" | 5'-2 1/2"  | 5'-0" | 8"  | 8"    | 2'-0" |                   |     |           |     |           |       |           |   |   | 5'-9"  | 15         | 12"   | 2'-9"  | 18    | 12"     | 6'-3"   | 14      | 5'-9"    | 16  | 2 | 2'-9"  | 15 | 4                  | 4              | 10               | C.Y.             | 2.3 | 282 | 505        | S.P.1590            | 152+30Rt.                                                                                                                                      | do                                             | 23 |
|           | 24       | 11'-0" | 8"    | 6'-4" | 3'-4" | 9/2" | 9'-8 1/2"  | 5'-0" | 8"  | 8"    | 2'-0" |                   |     |           |     |           |       |           |   |   | 6'-1"  | 23         | 12"   | 3'-1"  | 28    | 12"     | 10'-9"  | 24      | 6'-1"    | 16  | 3 | 3'-1"  | 15 | 4                  | 9              | 16               | C.Y.             | 4.2 | 578 | 505        | S.P.1590            | 170+00Lt.                                                                                                                                      | do                                             | 24 |
|           | 25       | 14'-0" | 8"    | 6'-4" | 3'-4" | 9/2" | 12'-8 1/2" | 5'-0" | 8"  | 8"    | 2'-0" |                   |     |           |     |           |       |           |   |   | 6'-1"  | 29         | 12"   | 3'-1"  | 34    | 12"     | 13'-9"  | 30      | 6'-1"    | 16  | 3 | 3'-1"  | 15 | 4                  | 12             | 20               | C.Y.             | 5.2 | 775 | 505        | S.P.1590            | 173+00Lt.                                                                                                                                      | do                                             | 25 |
|           | 26       | 6'-6"  | 6"    | 6'-0" | 3'-0" | 9/2" | 5'-2 1/2"  | 5'-0" | 8"  | 1'-2" | 2'-6" |                   |     |           |     |           |       |           |   |   | 5'-9"  | 16         | 12"   | 2'-9"  | 18    | 12"     | 6'-3"   | 16      | 5'-9"    | 16  | 3 | 3'-3"  | 15 | 4                  | 4              | 11               | C.Y.             | 2.3 | 321 | 505        | U-032-1(1)          | 179+89Rt.                                                                                                                                      | No. Limits Murray So'y towards Midvale         | 26 |
|           | 27       | 5'-0"  | 6"    | 6'-0" | 3'-0" | 9/2" | 3'-8 1/2"  | 5'-0" | 8"  | 1'-2" | 2'-6" |                   |     |           |     |           |       |           |   |   | 5'-9"  | 14         | 10"   | 3'-3"  | 16    | 10"     | 4'-9"   | 16      | 5'-9"    | 16  | 3 | 3'-3"  | 15 | 4                  | 3              | 8                | C.Y.             | 1.8 | 272 | 505        | U-032-1(1)          | 200+58Lt.                                                                                                                                      | do                                             | 27 |
|           | 28       | 5'-0"  | 6"    | 6'-0" | 3'-0" | 9/2" | 3'-8 1/2"  | 5'-0" | 8"  | 1'-2" | 2'-6" |                   |     |           |     |           |       |           |   |   | 5'-9"  | 14         | 10"   | 3'-3"  | 16    | 10"     | 4'-9"   | 16      | 5'-9"    | 16  | 3 | 3'-3"  | 15 | 4                  | 3              | 8                | C.Y.             | 2.0 | 272 | 505        | U-032-1(1)          | 202+66Lt.                                                                                                                                      | do                                             | 28 |
|           | 29       | 5'-0"  | 6"    | 6'-0" | 3'-0" | 9/2" | 3'-8 1/2"  | 5'-0" | 8"  | 1'-2" | 2'-6" |                   |     |           |     |           |       |           |   |   | 5'-9"  | 14         | 10"   | 3'-3"  | 16    | 10"     | 4'-9"   | 16      | 5'-9"    | 16  | 3 | 3'-3"  | 15 | 4                  | 3              | 8                | C.Y.             | 2.0 | 272 | 505        | U-032-1(1)          | 204+74Lt.                                                                                                                                      | do                                             | 29 |
|           | 30       | 5'-0"  | 6"    | 6'-0" | 3'-0" | 9/2" | 3'-8 1/2"  | 5'-0" | 8"  | 1'-2" | 2'-6" |                   |     |           |     |           |       |           |   |   | 5'-9"  | 14         | 10"   | 3'-3"  | 16    | 10"     | 4'-9"   | 16      | 5'-9"    | 16  | 3 | 3'-3"  | 15 | 4                  | 3              | 8                | C.Y.             | 2.0 | 272 | 505        | U-032-1(1)          | 206+87Lt.                                                                                                                                      | do                                             | 30 |
|           | 31       | 5'-0"  | 6"    | 6'-0" | 3'-0" | 9/2" | 3'-8 1/2"  | 5'-0" | 8"  | 1'-2" | 2'-6" |                   |     |           |     |           |       |           |   |   | 5'-9"  | 14         | 10"   | 3'-3"  | 16    | 10"     | 4'-9"   | 16      | 5'-9"    | 16  | 3 | 3'-3"  | 15 | 4                  | 3              | 8                | C.Y.             | 2.0 | 272 | 505        | U-032-1(1)          | 210+92 Lt.                                                                                                                                     | do                                             | 31 |
|           | 32       | 5'-0"  | 6"    | 6'-0" | 3'-0" | 9/2" | 3'-8 1/2"  | 5'-0" | 8"  | 1'-2" | 2'-6" |                   |     |           |     |           |       |           |   |   | 5'-9"  | 14         | 10"   | 3'-3"  | 16    | 10"     | 4'-9"   | 16      | 5'-9"    | 16  | 3 | 3'-3"  | 15 | 4                  | 3              | 8                | C.Y.             | 2.0 | 272 | 505        | I-01-7(2)           | 17+65, 31+50, 23+68, 15+20 Road                                                                                                                | Frontage S.L. Davis Co. Line - No. Bountiful   | 32 |
|           | 33       | 3'-6"  | 6"    | 4'-8" | 2'-8" | 9"   | 2'-3"      | 3'-8" | -   | 4"    | 1'-8" |                   |     |           |     |           |       |           |   |   | 4'-5"  | 9          | 12"   | 2'-5"  | 11    | 12"     | 5'-3"   | 12      | 4'-5"    | 15  | 1 | -      | -  | -                  | 4              | C.Y.             | 1.0              | 114 | 505 | F-021-1(1) | 8+75 Rt. 8+75 Lt.   | 1+11 Rt. (3-Units) U.S. 89 Logan Main St.                                                                                                      | 33                                             |    |
|           | 34       | 5'-6"  | 6"    | 6'-0" | 3'-0" | 9/2" | 4'-2 1/2"  | 5'-0" | 8"  | 8"    | 2'-0" |                   |     |           |     |           |       |           |   |   | 4'-5"  | 9          | 12"   | 2'-5"  | 11    | 12"     | 2'-9"   | 12      | 4'-5"    | 15  | 1 | -      | -  | -                  | 4              | C.Y.             | 1.0              | 108 | 505 | F-021-1(1) | 24+10 Lt. 24+10 Lt. | U.S. 189 (Vicinity of Canyon Road & Univ. St.) From 400 North to 1430 North in Provo                                                           | 34                                             |    |
|           | 35       | 3'-6"  | 6"    | 4'-8" | 2'-8" | 9"   | 2'-3"      | 3'-8" | -   | 4"    | 1'-8" |                   |     |           |     |           |       |           |   |   | 5'-9"  | 13         | 12"   | 2'-9"  | 16    | 12"     | 5'-3"   | 14      | 5'-9"    | 16  | 2 | 2'-9"  | 15 | 4                  | 4              | 8                | C.Y.             | 2.0 | 244 | 505        | S.P.1623            | 13+00                                                                                                                                          | Kaysville - Fruit Heights                      | 35 |
|           | 36       | 6'-6"  | 6"    | 6'-0" | 3'-0" | 9/2" | 5'-2 1/2"  | 5'-0" | 8"  | 8"    | 2'-0" |                   |     |           |     |           |       |           |   |   | 4'-5"  | 9          | 12"   | 2'-5"  | 11    | 12"     | 5'-3"   | 12      | 4'-5"    | 15  | 1 | -      | -  | -                  | 4              | C.Y.             | 1.0              | 114 | 505 | S-0344-1   | 12+40               | Moab - Castleton                                                                                                                               | 36                                             |    |
|           | 37       | 7'-6"  | 6"    | 6'-0" | 3'-0" | 9/2" | 6'-2 1/2"  | 5'-0" | 8"  | 8"    | 2'-0" |                   |     |           |     |           |       |           |   |   | 5'-9"  | 15         | 12"   | 2'-9"  | 17    | 12"     | 6'-3"   | 14      | 5'-9"    | 16  | 2 | 2'-9"  | 15 | 4                  | 4              | 10               | C.Y.</           |     |     |            |                     |                                                                                                                                                |                                                |    |





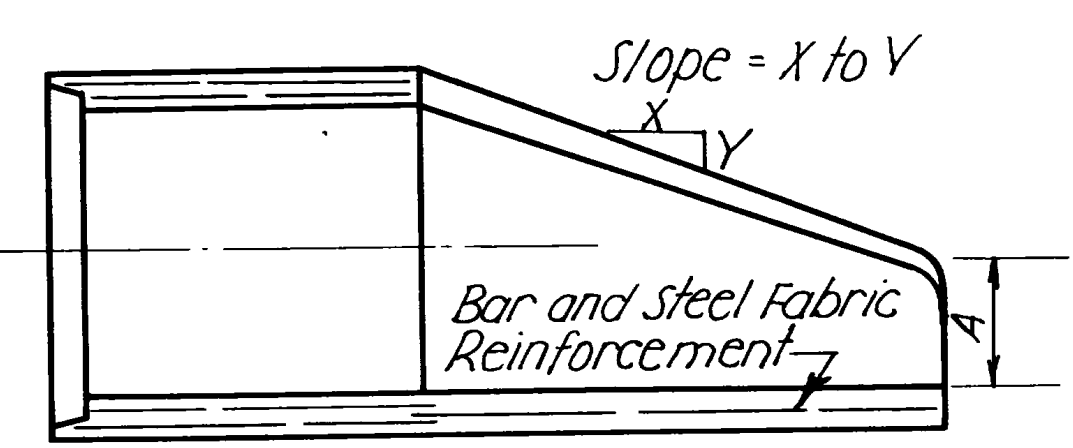


GENERAL NOTE:  
PLACE 1" RIGID CONDUIT AS SPECIFIED IN THE SPECIAL PROVISIONS; ALL WORK AND MATERIAL PERTAINING TO MARKER BEACON IS INCLUDED IN THIS CONTRACT

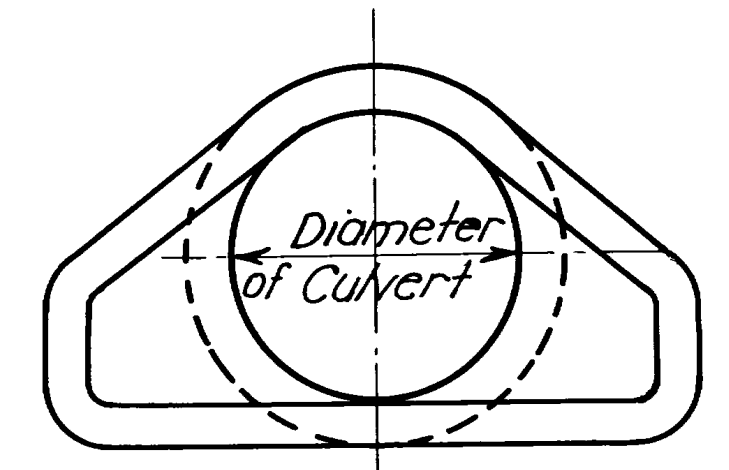


| REVISIONS | DATE | BY |
|-----------|------|----|
|           |      |    |
|           |      |    |
|           |      |    |

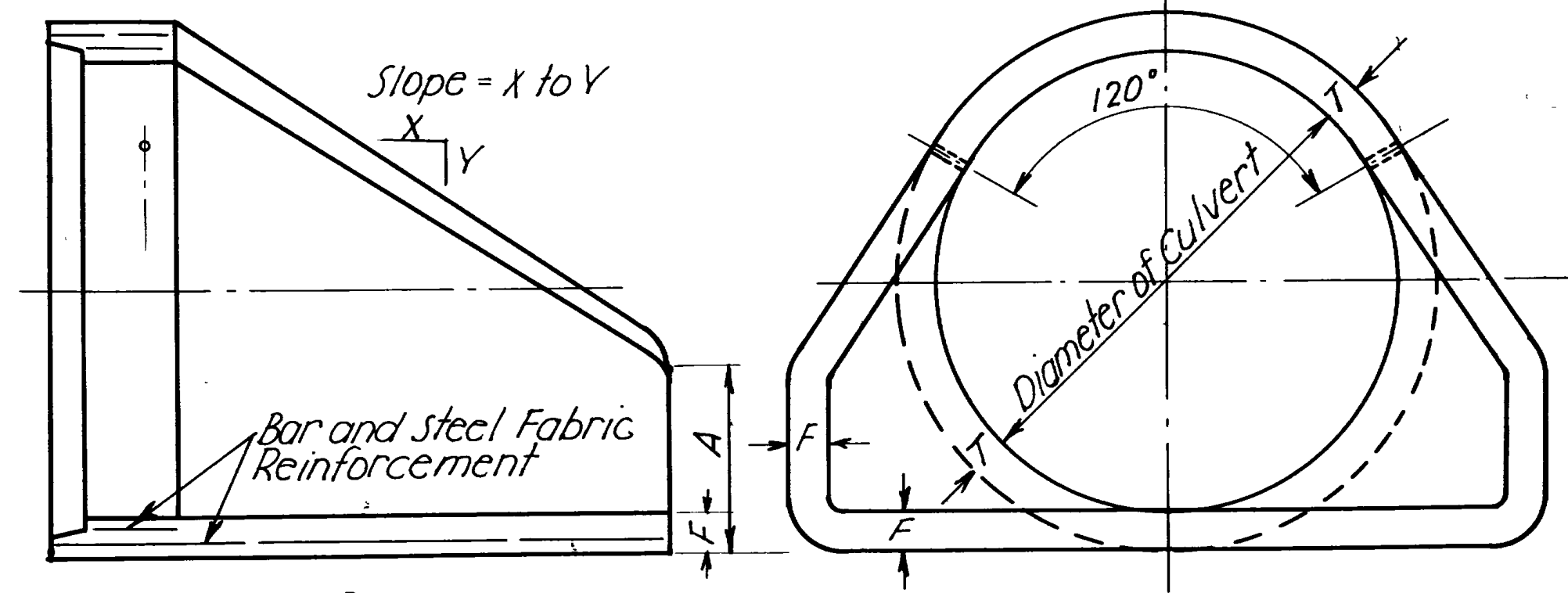




LONGITUDINAL SECTION



END VIEW

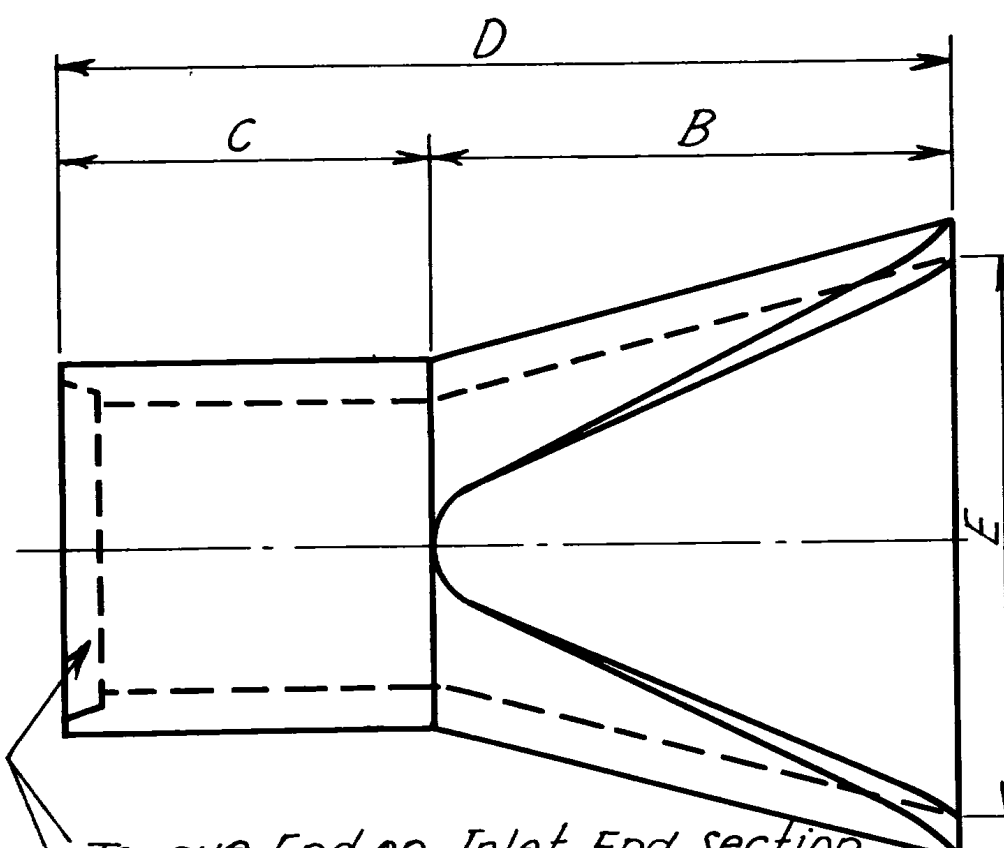


| DIAM. | WEIGHT PER SECTION | SLOPE     | T  | A      | B         | C     | D         | E      | F      |
|-------|--------------------|-----------|----|--------|-----------|-------|-----------|--------|--------|
| 60"   | 8730#              | 2 to 1    | 6" | 2' 11" | 5' 0"     | 3' 3" | 8' 3"     | 8' 0"  | 5"     |
| 72"   | 12520#             | 1.86 to 1 | 7" | 3' 0"  | 6' 6"     | 1' 9" | 8' 3"     | 9' 0"  | 6"     |
| 84"   | 18160#             | 1.5 to 1  | 8" | 3' 0"  | 7' 6 1/2" | 1' 9" | 9' 3 1/2" | 10' 0" | 6 1/2" |

Tie Bolts to be Used on 72" and 84" Flared End Sections 3 Tie Bolts, One at the Top and One on Each Side of the Horizontal, May be Used if Required.

GENERAL NOTES:  
Material, Construction, and Workmanship Shall be in Accordance With The State Standard Specifications for Road and Bridge Construction, 1952 Edition and Supplements Thereto Which are in Effect at the Date of Request for Bids.

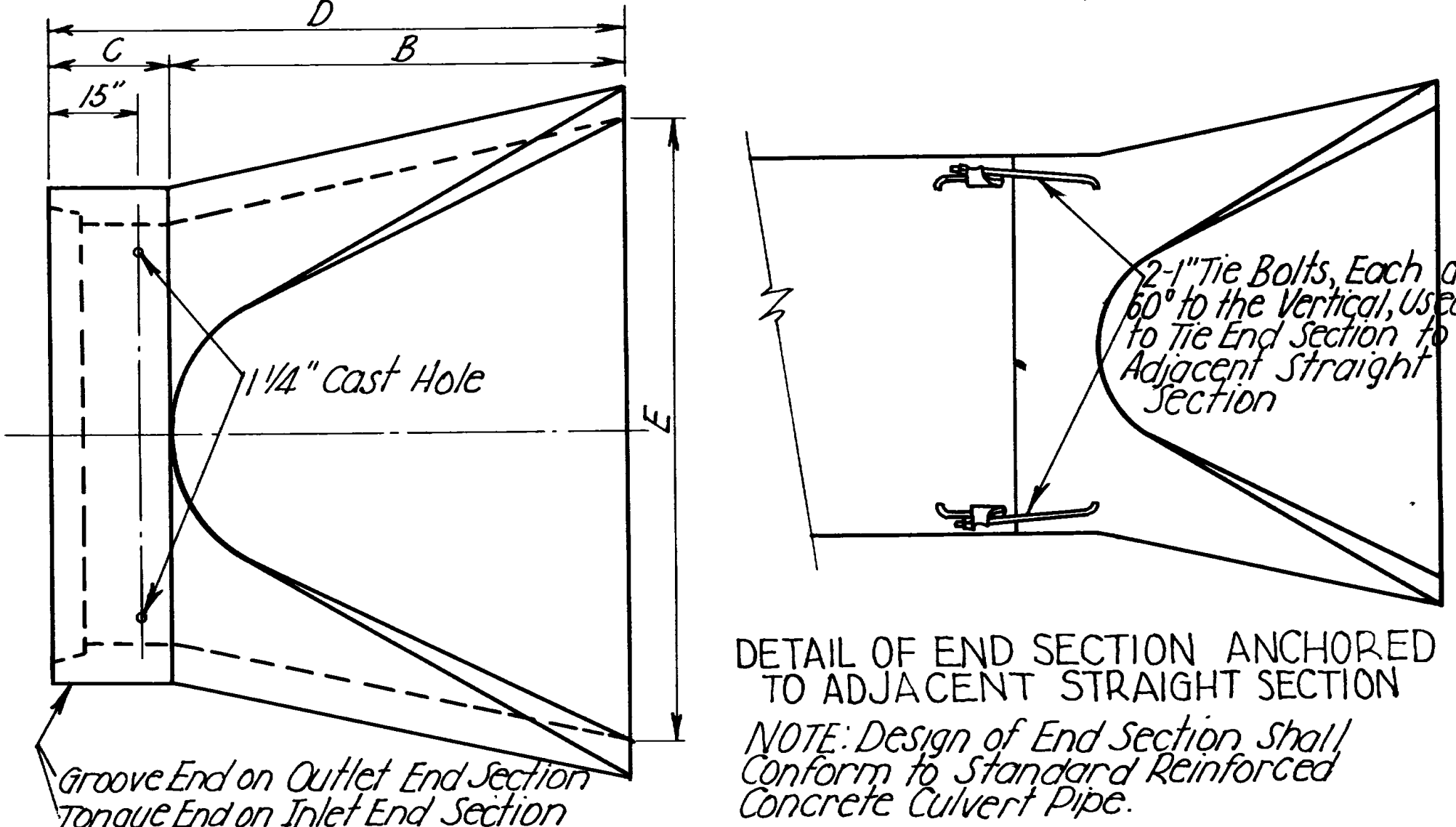
DESIGN DATA:  
In Accordance With the A.A.S.H.O. Specifications of 1953. Ref: The Cretex Companies Inc.



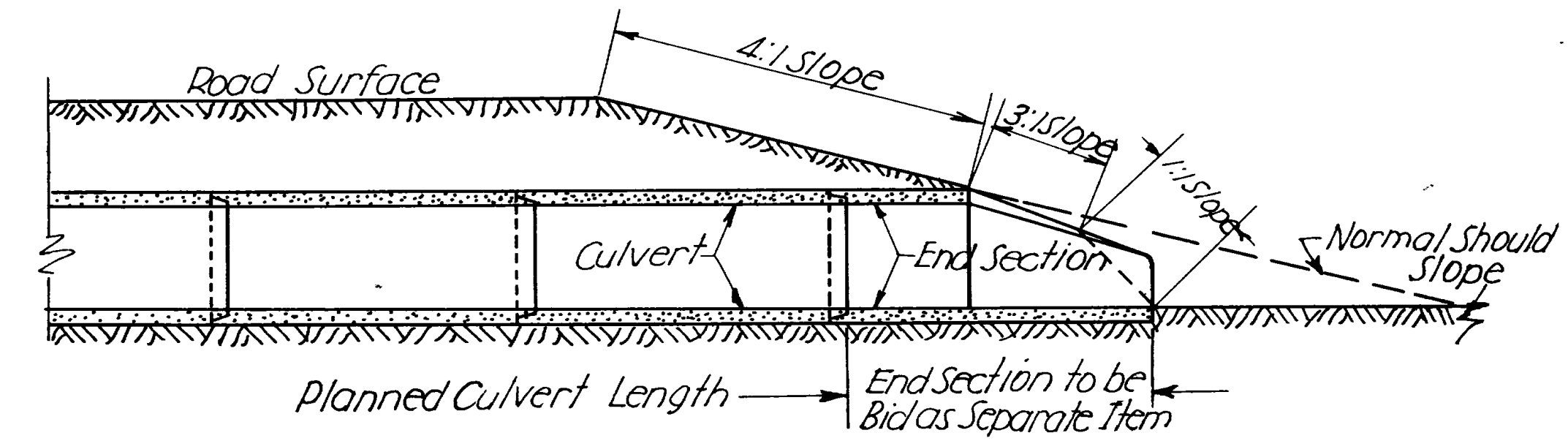
PLAN VIEW

| DIAM. | WT/SEC | SLOPE      | A       | B         | C      | D     | E     |
|-------|--------|------------|---------|-----------|--------|-------|-------|
| 12"   | 530    | 3 to 1     | 4"      | 2' 0"     | 6' 0"  | 8' 0" | 2' 0" |
| 15"   | 740    | 3 to 1     | 6"      | 2' 3"     | 5' 9"  | 8' 0" | 2' 6" |
| 18"   | 990    | 3 to 1     | 9"      | 2' 3"     | 5' 9"  | 8' 0" | 3' 0" |
| 21"   | 1284   | 3 to 1     | 9"      | 3' 0"     | 5' 0"  | 8' 0" | 3' 6" |
| 24"   | 1520   | 3 to 1     | 9 1/2"  | 3' 7 1/2" | 4' 5"  | 8' 0" | 4' 0" |
| 27"   | 1932   | 3 to 1     | 10 1/2" | 4' 1 1/2" | 3' 10" | 8' 0" | 4' 6" |
| 30"   | 2190   | 3 to 1     | 1' 0"   | 4' 6"     | 3' 6"  | 8' 0" | 5' 0" |
| 36"   | 4100   | 3 to 1     | 1' 3"   | 5' 3"     | 2' 8"  | 8' 0" | 6' 0" |
| 42"   | 5380   | 3 to 1     | 1' 9"   | 5' 3"     | 2' 8"  | 8' 0" | 6' 6" |
| 48"   | 6550   | 3 to 1     | 2' 0"   | 6' 0"     | 2' 0"  | 8' 0" | 7' 0" |
| 54"   | 8240   | 2 1/2 to 1 | 2' 3"   | 5' 5"     | 2' 7"  | 8' 0" | 7' 6" |

NOTE: Design of End Section Shall Conform to Standard, Reinforced Concrete Culvert Pipe.



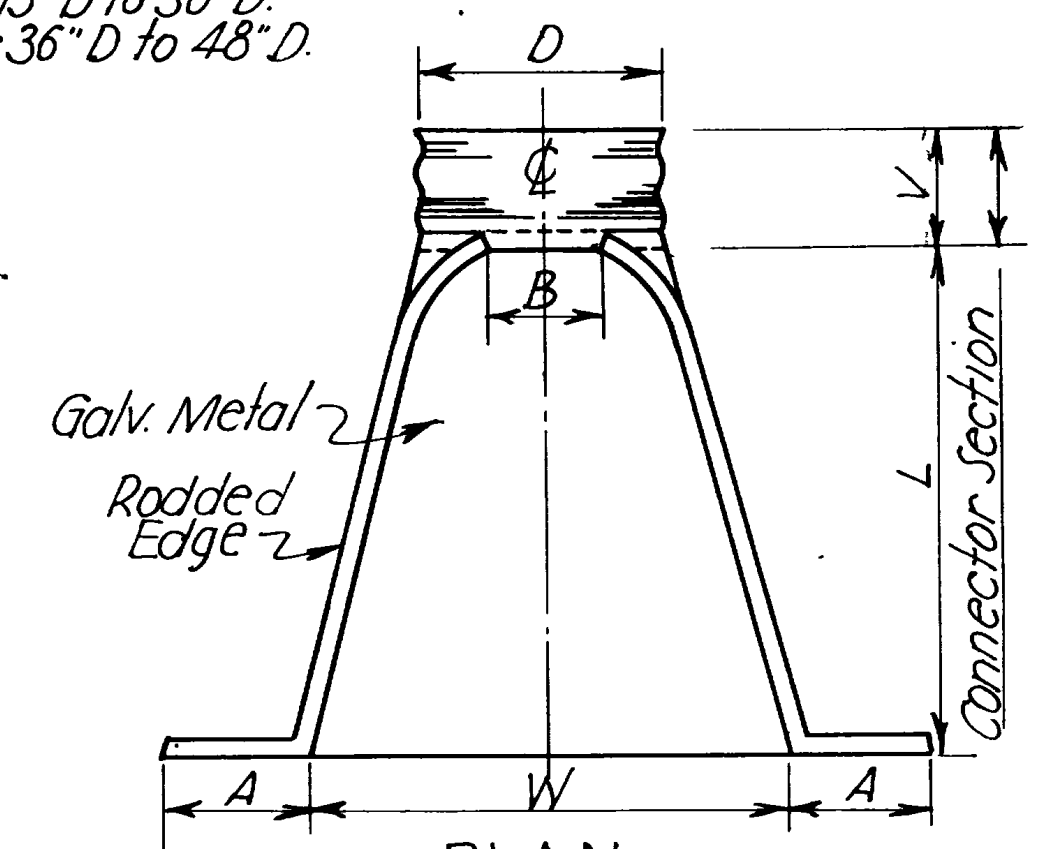
DETAIL OF END SECTION ANCHORED TO ADJACENT STRAIGHT SECTION  
NOTE: Design of End Section Shall Conform to Standard Reinforced Concrete Culvert Pipe.



TYPICAL SLOPE SECTION

STANDARD FLARED END SECTION FOR REINFORCED CONCRETE CULVERT PIPE

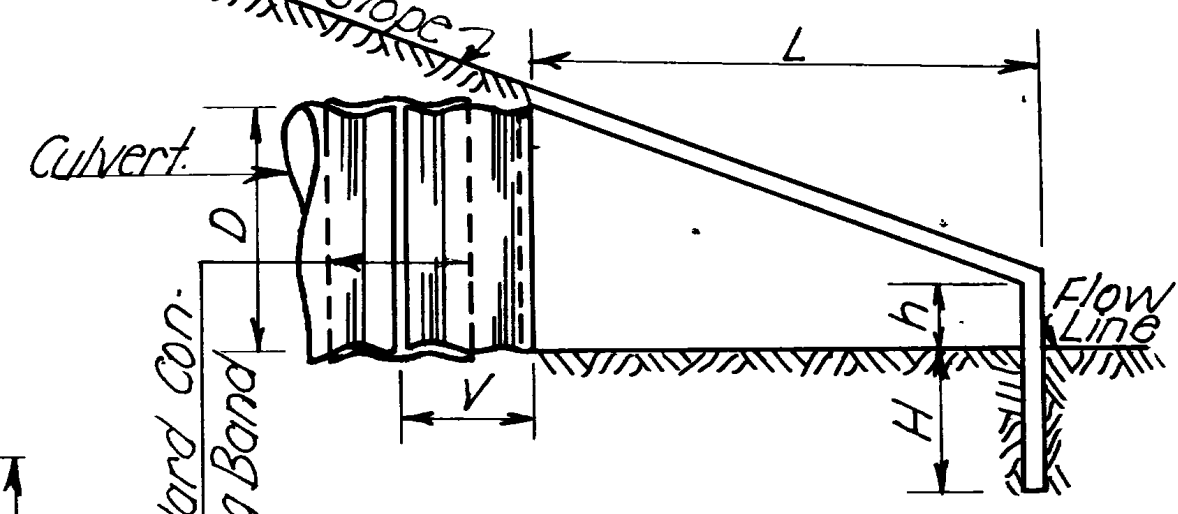
V=7" For 15" D to 30" D.  
V=12" For 36" D to 48" D.



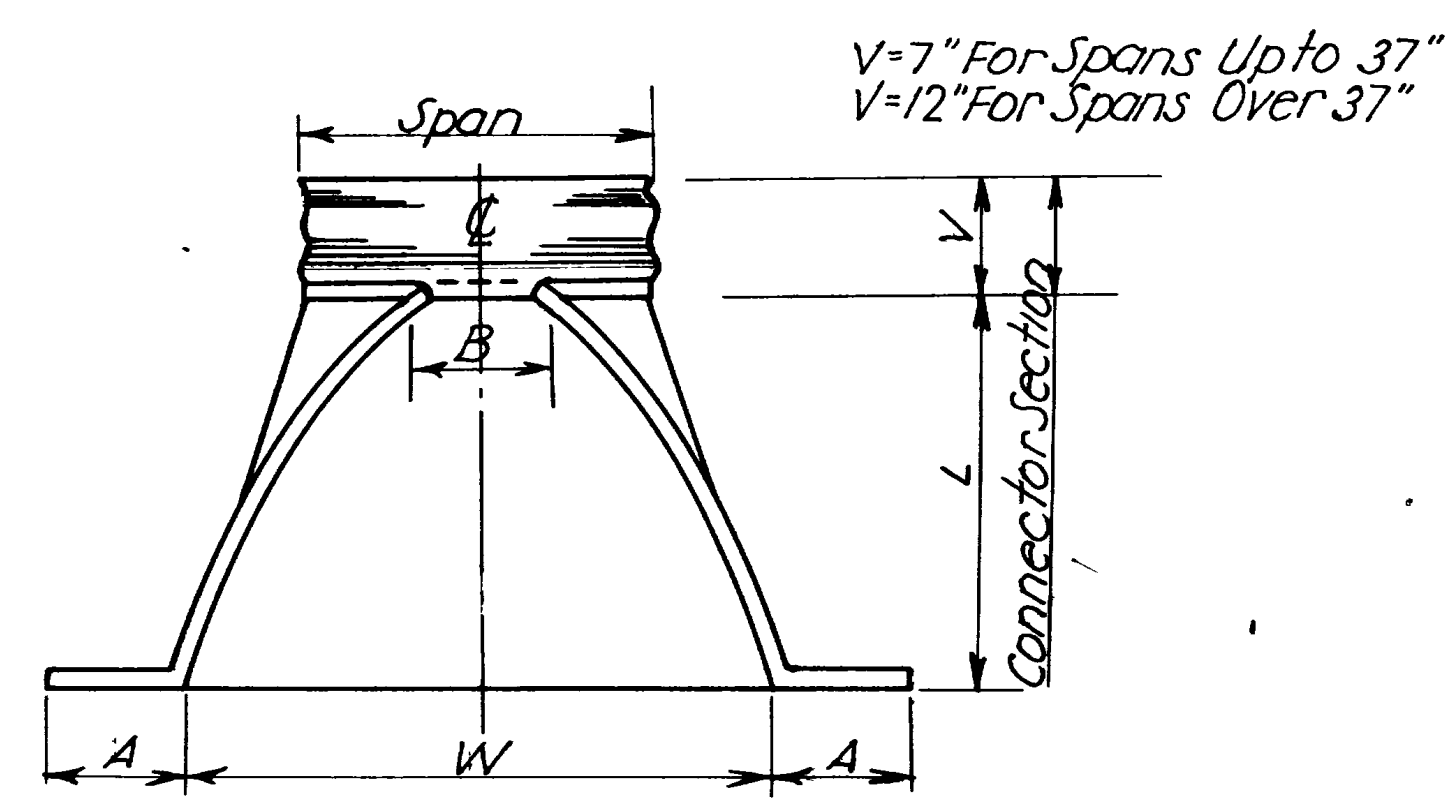
PLAN

| CULV. DIAM. D | GAGE | DIMENSION |        |         |        |            |            | REMARKS    |
|---------------|------|-----------|--------|---------|--------|------------|------------|------------|
|               |      | A MIN.    | B MAX. | 2" TOL. | W TOL. | H 1/2 TOL. | h 1/2 TOL. |            |
| 15"           | 16   | 9"        | 7 1/2" | 30"     | 30"    | 6"         | 5"         | 1 Piece    |
| 18"           | 16   | 9"        | 9"     | 36"     | 36"    | 6"         | 6"         | 1 Piece    |
| 24"           | 14   | 9"        | 12"    | 46"     | 48"    | 6"         | 8"         | 1 Piece    |
| 30"           | 14   | 9"        | 15"    | 60"     | 59"    | 6"         | 10"        | 2 Pieces • |
| 36"           | 12   | 14"       | 18"    | 72"     | 70"    | 6"         | 12"        | 2 Pieces • |
| 42"           | 12   | 14"       | 21"    | 84"     | 82"    | 6"         | 14"        | 3 Pieces • |
| 48"           | 12   | 14"       | 24"    | 96"     | 94"    | 6"         | 16"        | 3 Pieces • |

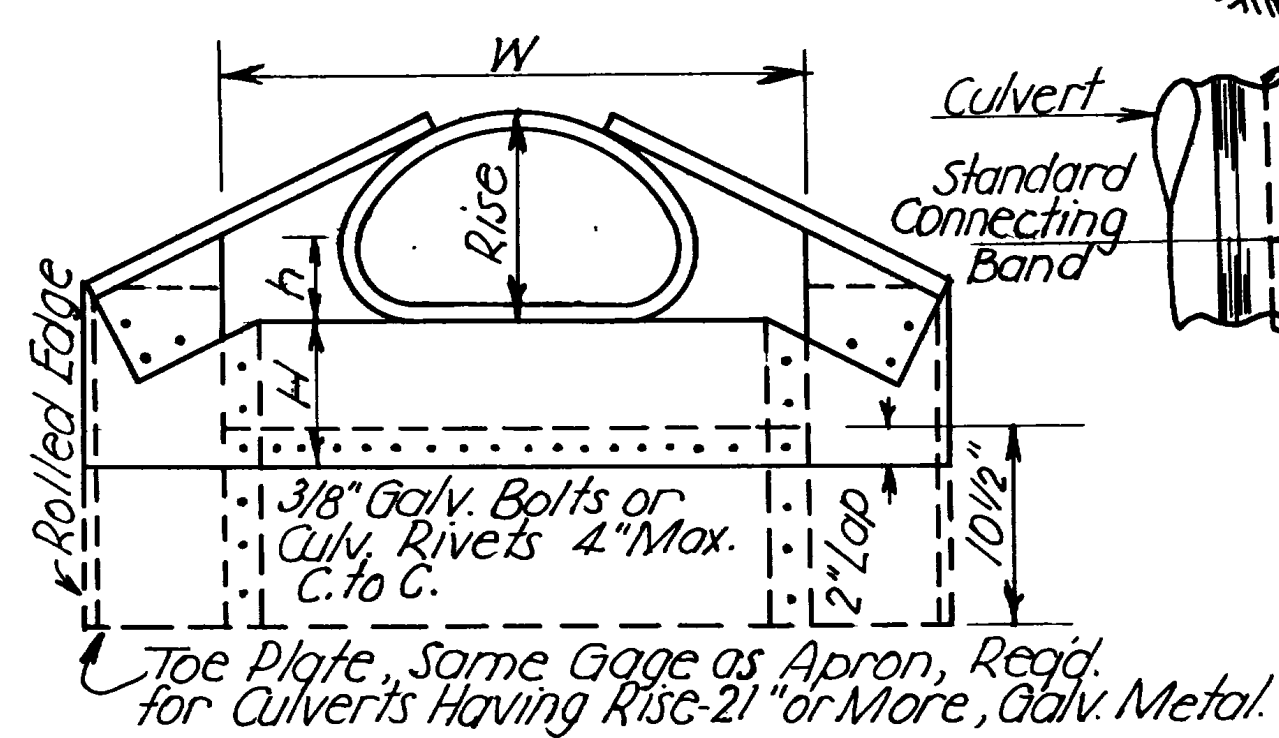
Splices to be the Lap Riveted Type  
• One Splice on C.  
• 2 Splices Approx. 1' 6" Each Side of C.  
• 2 Splices Approx. 2' 0" Each Side of C.  
• Culv. Dia. is Equal to Dimension D of Connector Section



TYPICAL SECTION



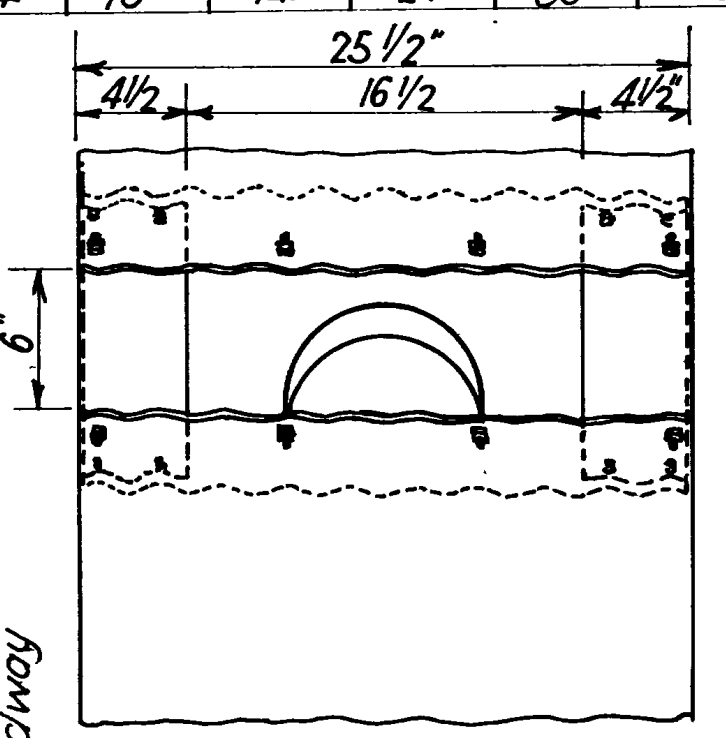
PLAN



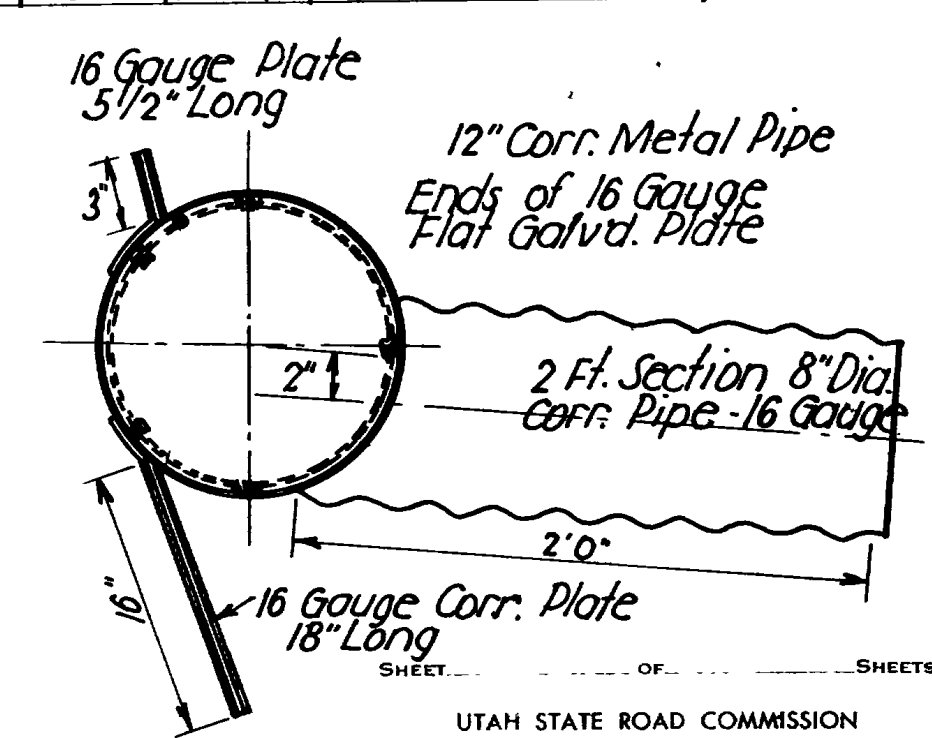
ELEVATION

| NORMAL CULVERT DIAM. | ARCH DIMENSIONS |      | GAGE | DIMENSIONS |         |         |         |           |           | REMARKS               |
|----------------------|-----------------|------|------|------------|---------|---------|---------|-----------|-----------|-----------------------|
|                      | SPAN            | RISE |      | A MIN.     | B MAX.  | 2" TOL. | 2" TOL. | 1/2" TOL. | 1/2" TOL. |                       |
| 15"                  | 18"             | 11"  | 16   | 9"         | 9"      | 22"     | 30"     | 6"        | 3 3/4"    | 1 Piece               |
| 18"                  | 22"             | 13"  | 16   | 9"         | 10"     | 26"     | 36"     | 6"        | 4 1/2"    | 1 Piece               |
| 24"                  | 29"             | 18"  | 14   | 9"         | 13 3/4" | 36"     | 48"     | 6"        | 6"        | 1 Piece               |
| 30"                  | 36"             | 22"  | 14   | 9"         | 16"     | 44"     | 60"     | 6"        | 7 1/4"    | 1 Piece               |
| 36"                  | 43"             | 27"  | 12   | 14"        | 17 1/2" | 54"     | 73"     | 6"        | 9"        | Riveted Splice Upper  |
| 42"                  | 50"             | 31"  | 12   | 14"        | 20"     | 62"     | 86"     | 6"        | 10 1/4"   | 2 Pieces Splice on C. |
| 48"                  | 58"             | 36"  | 12   | 14"        | 22"     | 72"     | 100"    | 6"        | 12"       | 3 Pieces Splice on C. |
| 54"                  | 65"             | 40"  | 12   | 14"        | 23"     | 80"     | 113"    | 6"        | 13 1/4"   | 4 Pieces              |
| 60"                  | 72"             | 44"  | 10   | 14"        | 24"     | 88"     | 128"    | 6"        | 14 3/4"   | 4 Pieces              |

Splices to be the Lap Riveted Type.

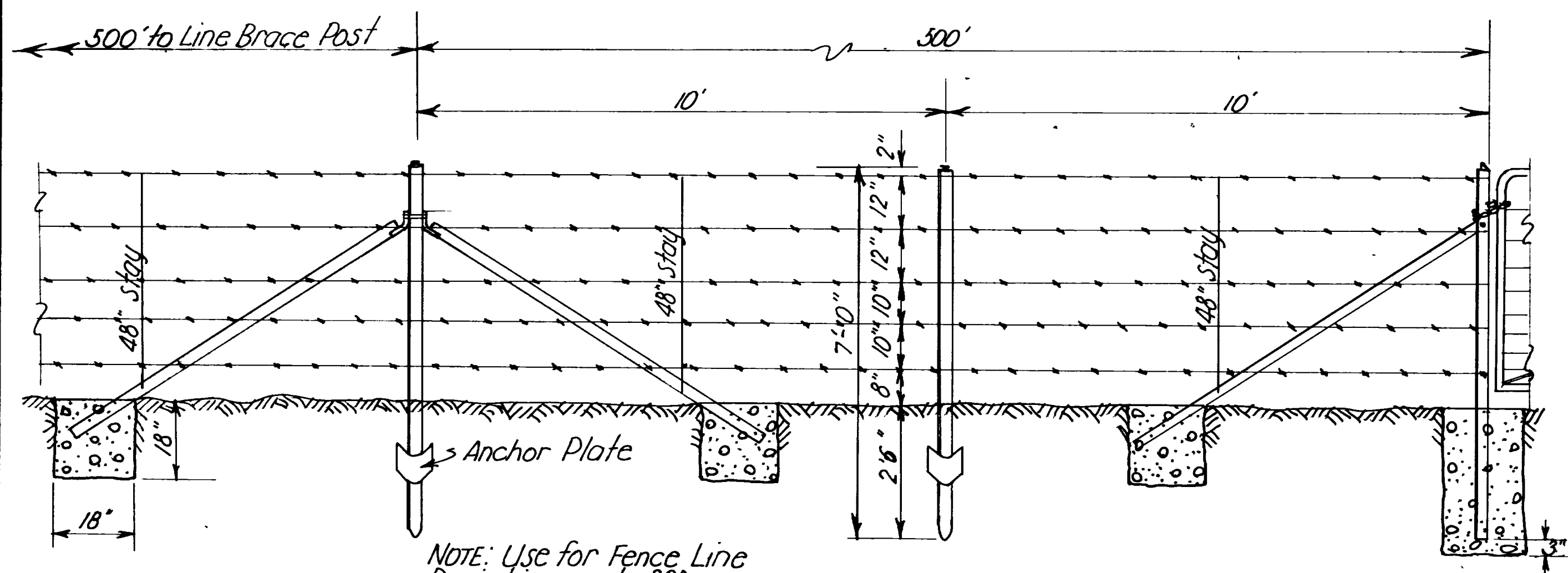


DETAIL OF PROTECTOR



STANDARD METAL END SECTION FOR CORRUGATED METAL PIPE

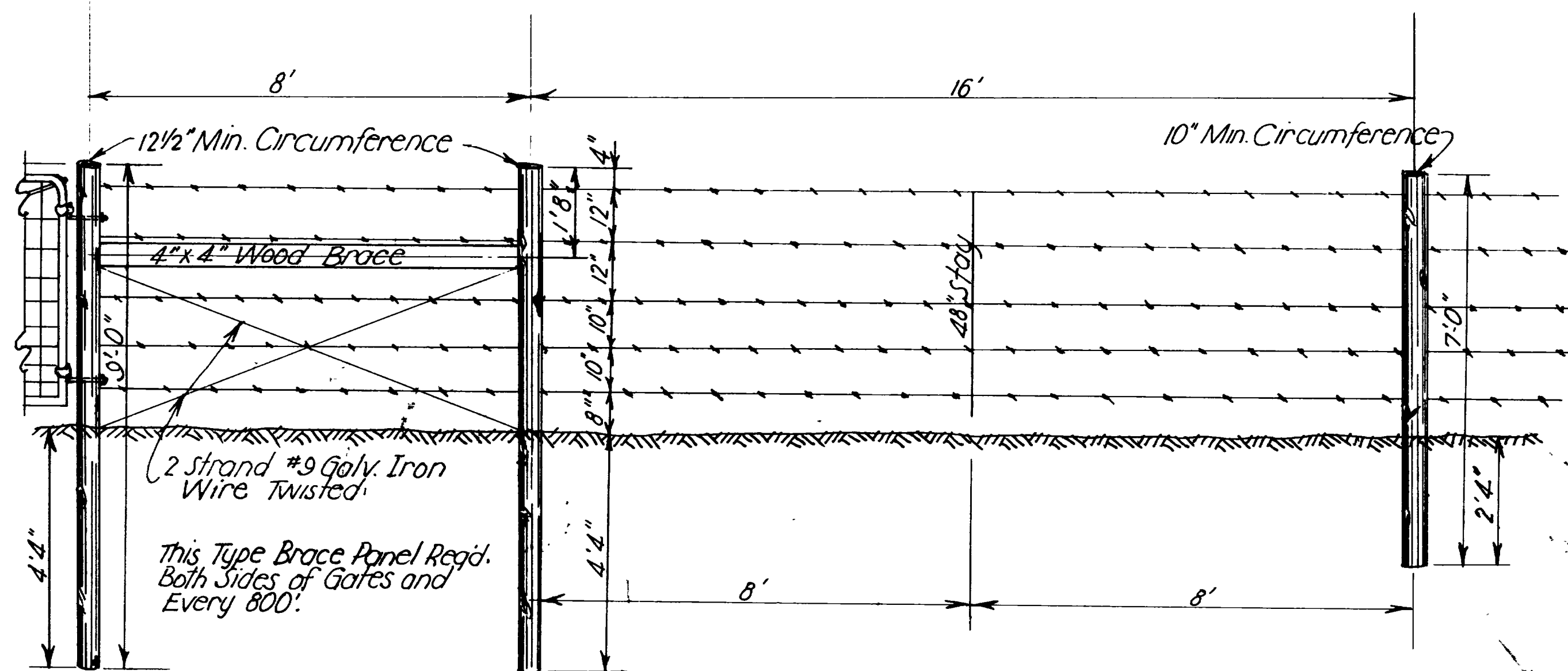
STAND RD FLA END SECTI FOR REINFC. CONC. CULVERT PIPE METAL END SECTIONS FOR C.M. PIPE AND PIPE ARCHES ST NDARD EM. PROTECT APPROVED: FEB. 4, 1959



NOTE: Use for Fence Line Deviations up to 30°

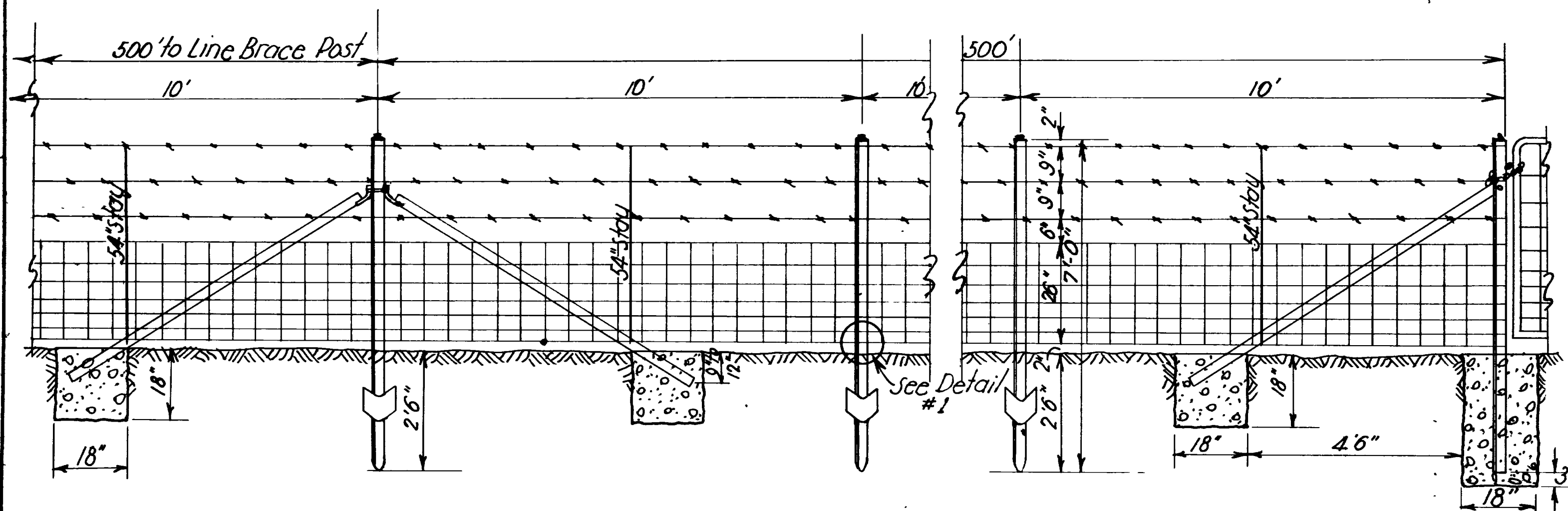
LINE BRACE TEE OR TUBULAR POSTS

~METAL POSTS~

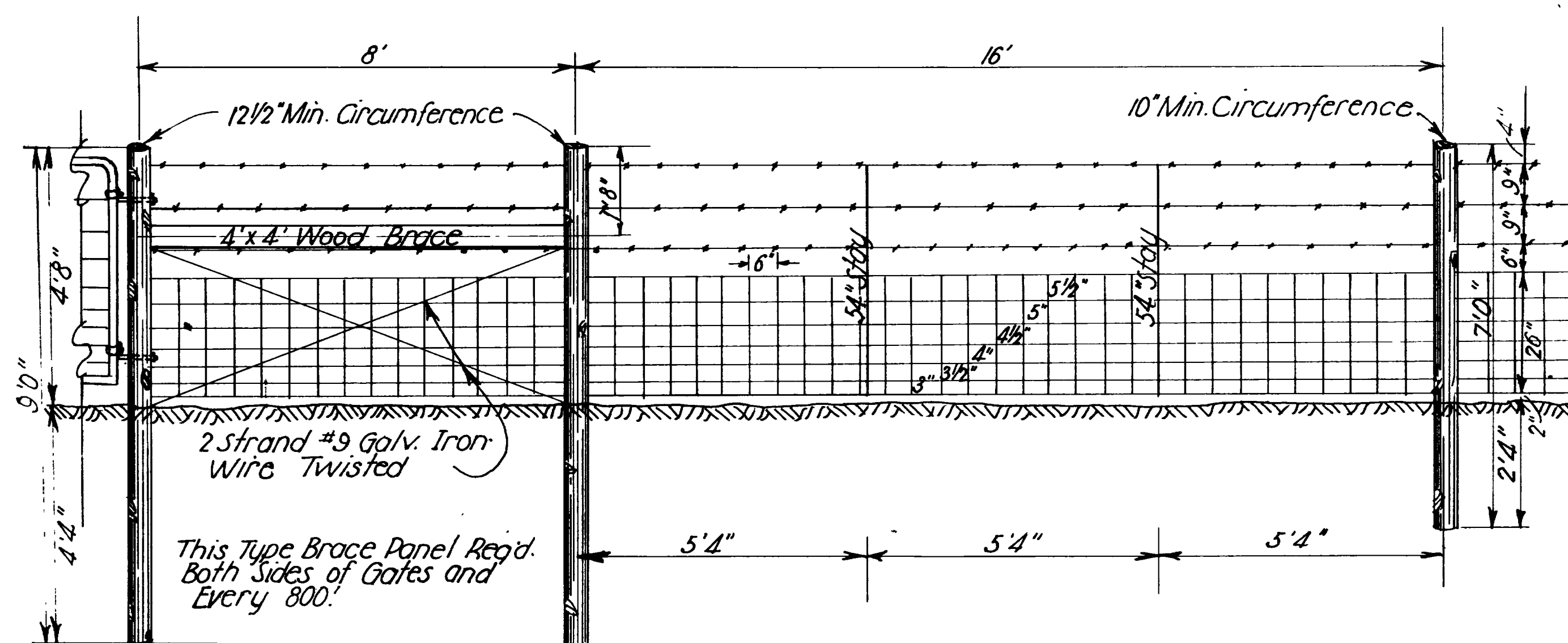


WOOD POSTS

TYPE "A"

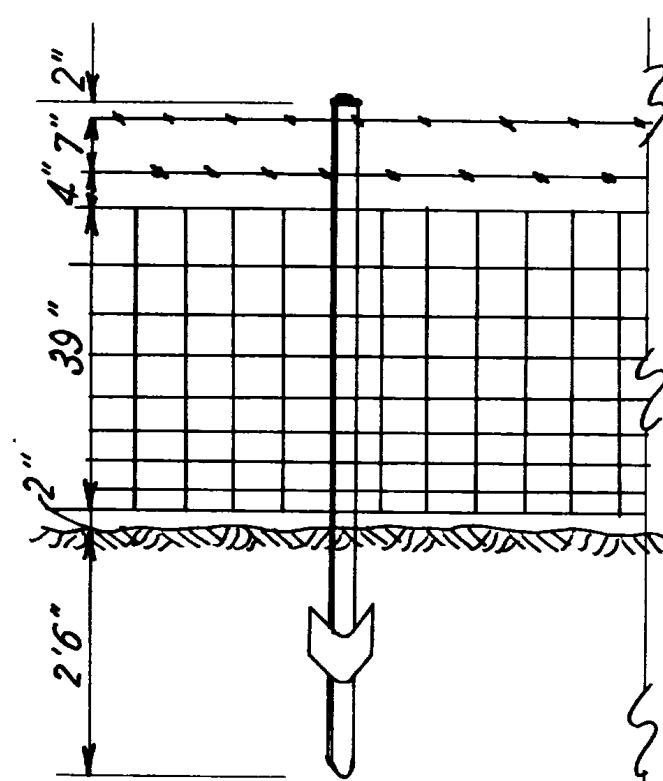


METAL POSTS

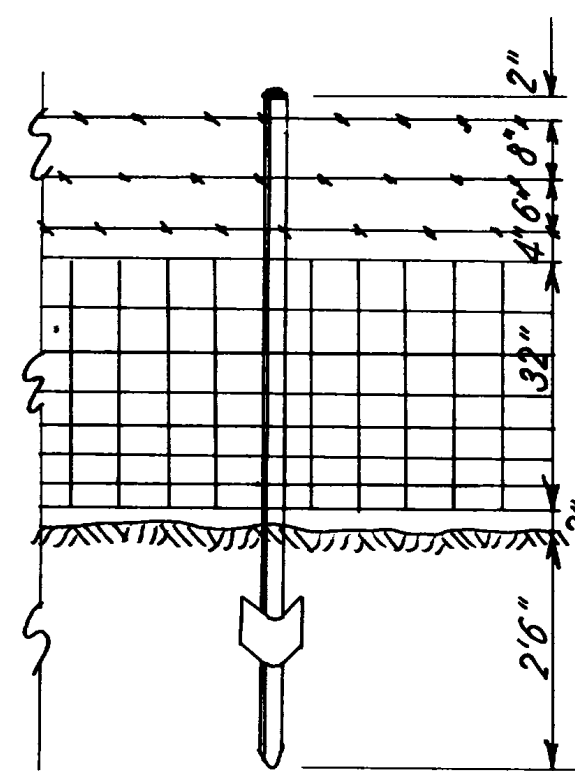


WOOD POSTS

TYPE "B"

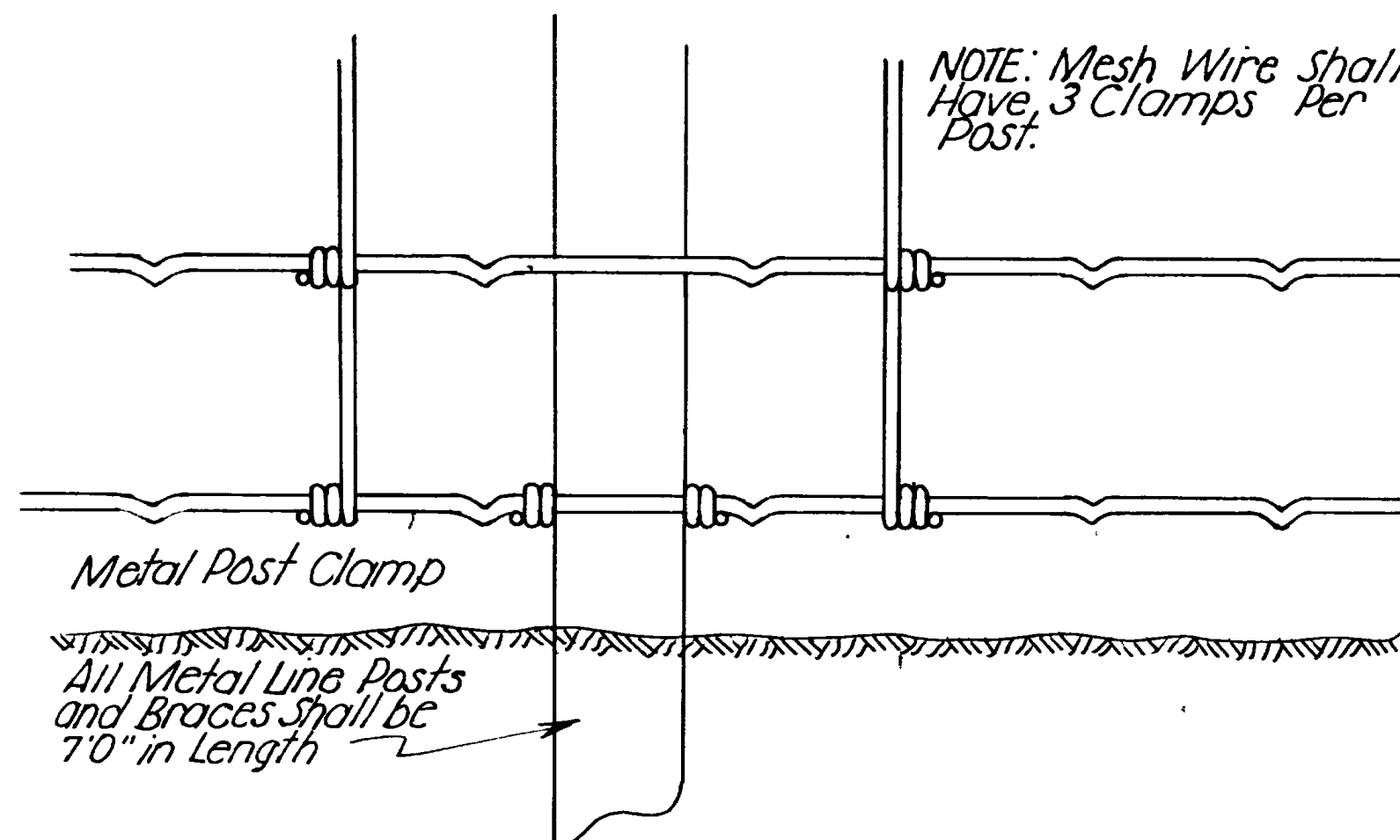


TYPE "D"



TYPE "E"

NOTE: Post Spacing and Type (Wood or Metal) For Fence Type "D" and Type "E" Shall be the Same as for Fence Type "B".

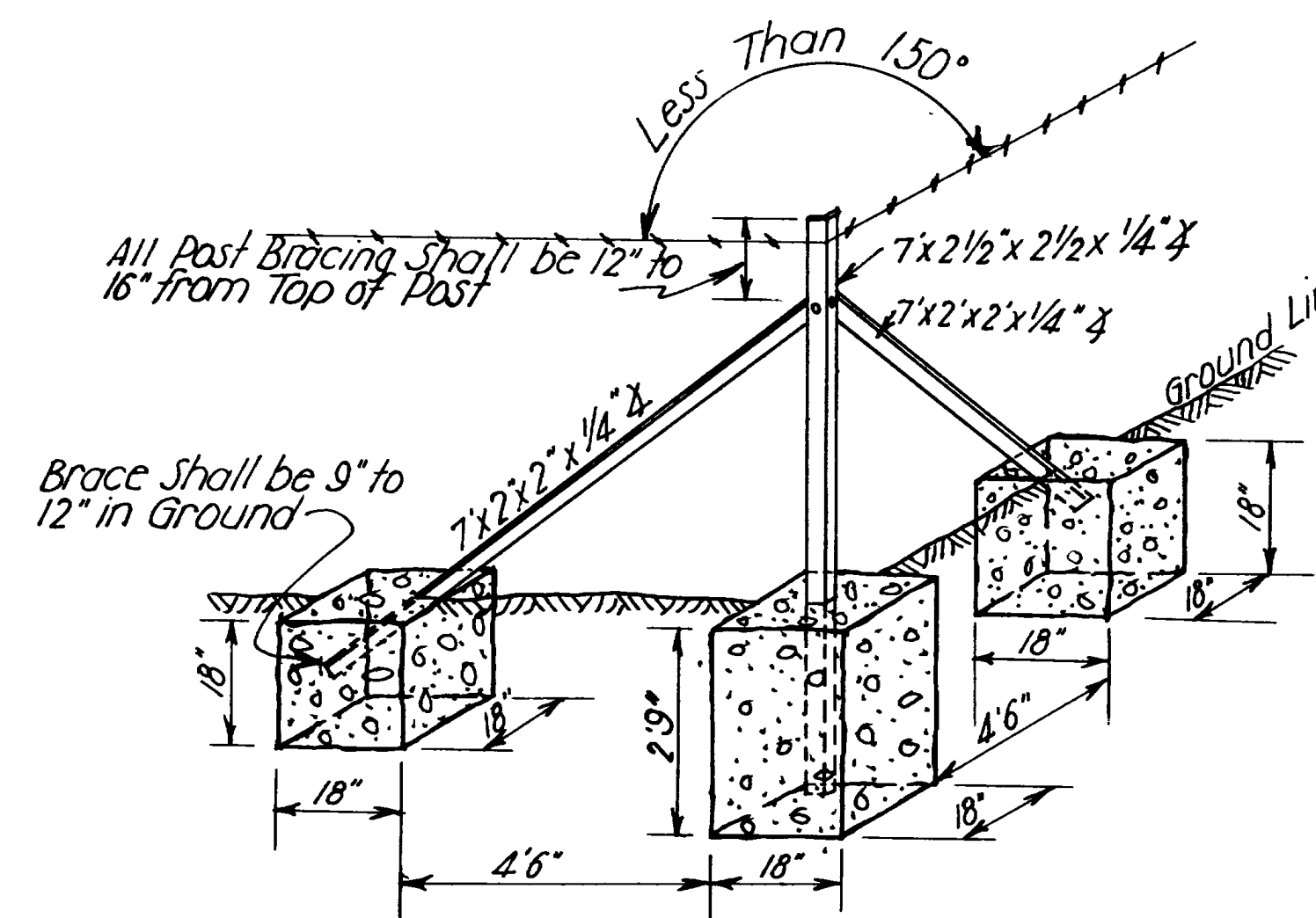


DETAIL #1

NOTE: Mesh Wire shall Have 3 Clamps Per Post.

Metal Post Clamp

All Metal Line Posts and Braces shall be 7'0" in Length



ANGLE CORNER BRACE

SHEET 1 OF 2 SHEETS

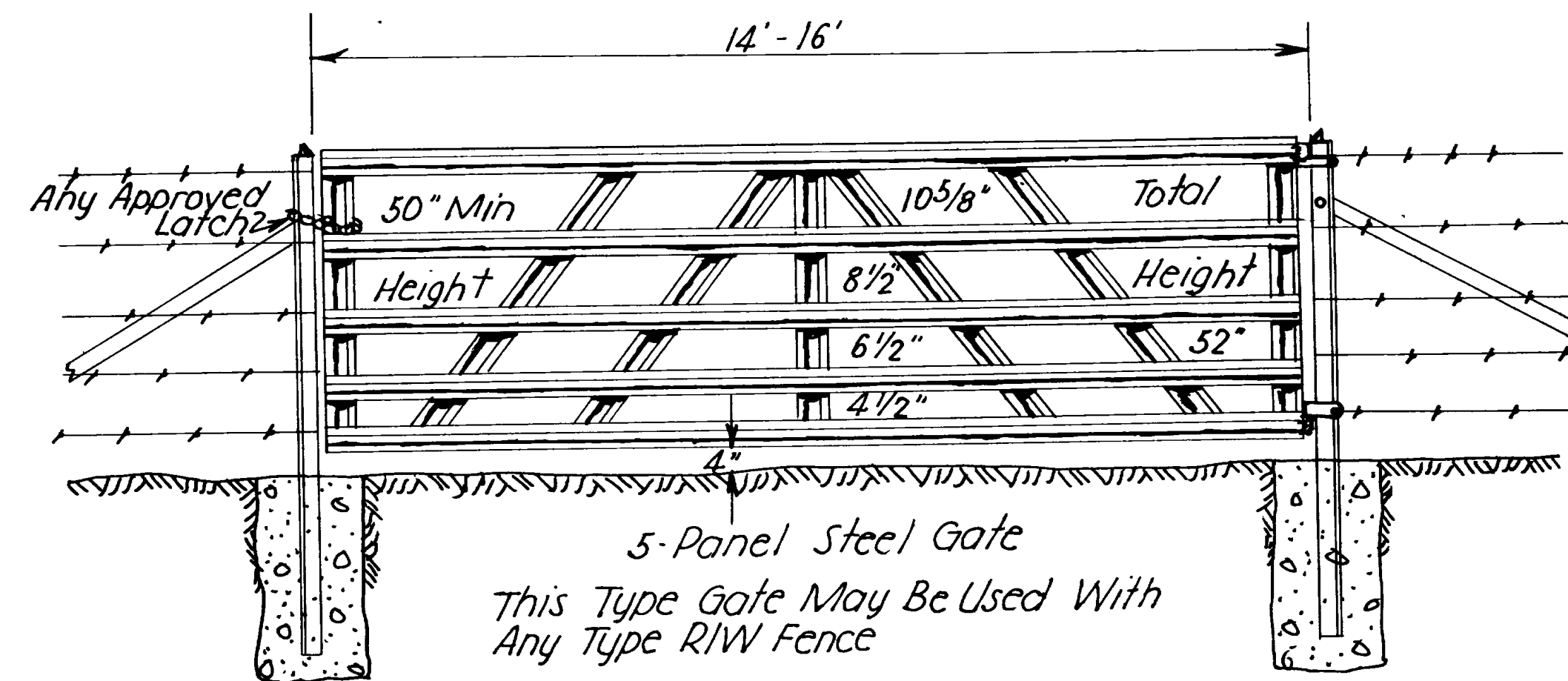
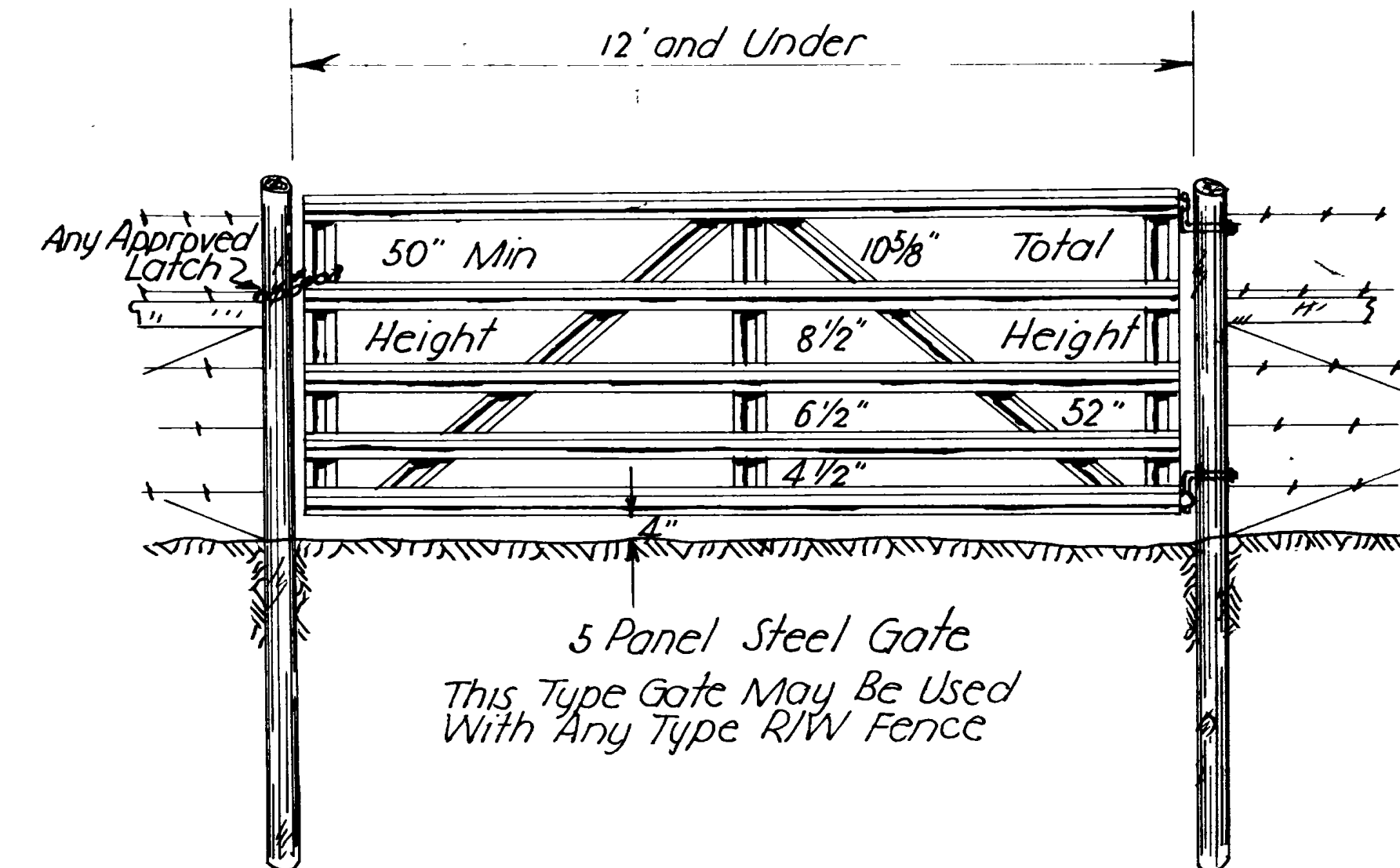
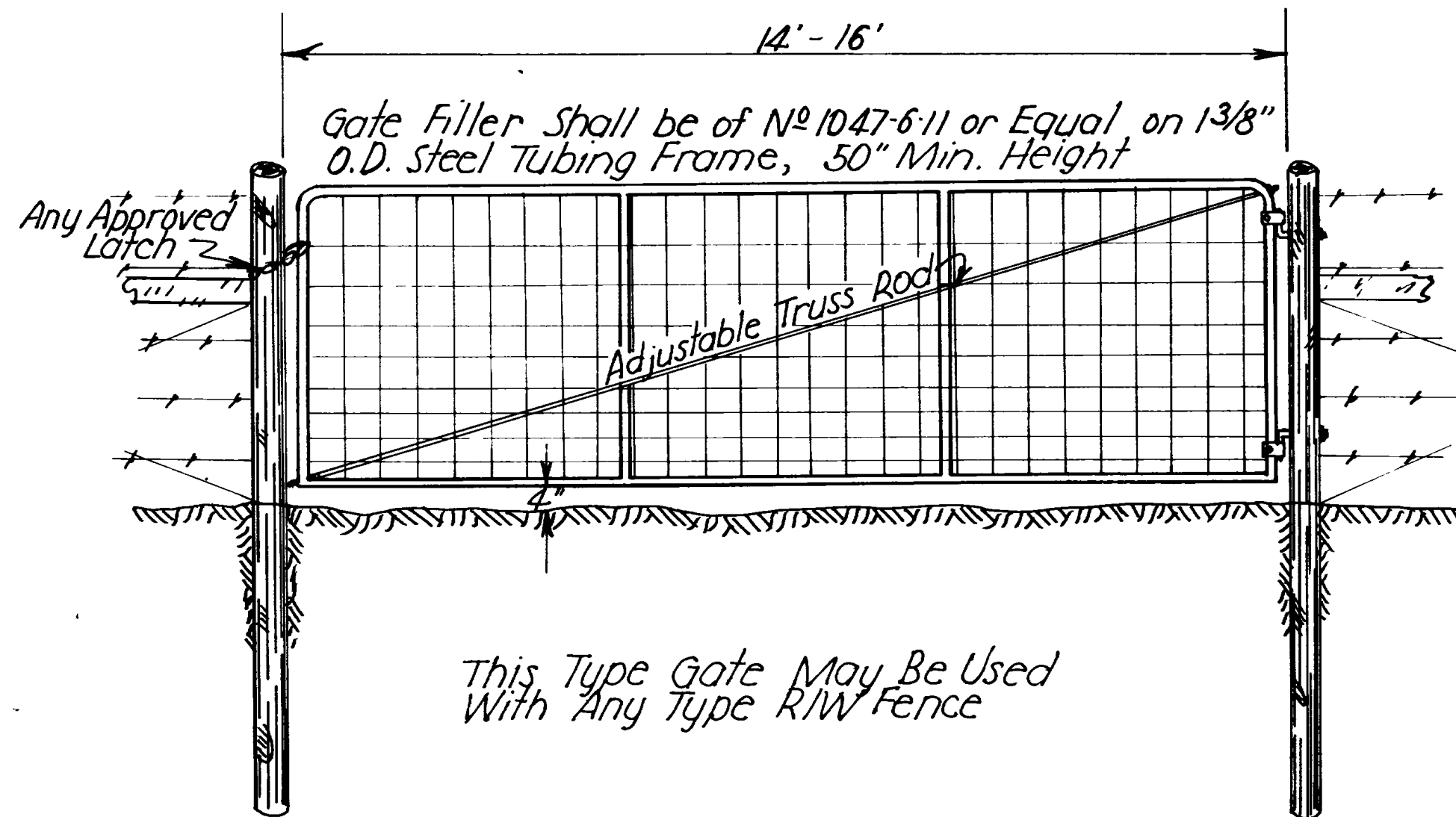
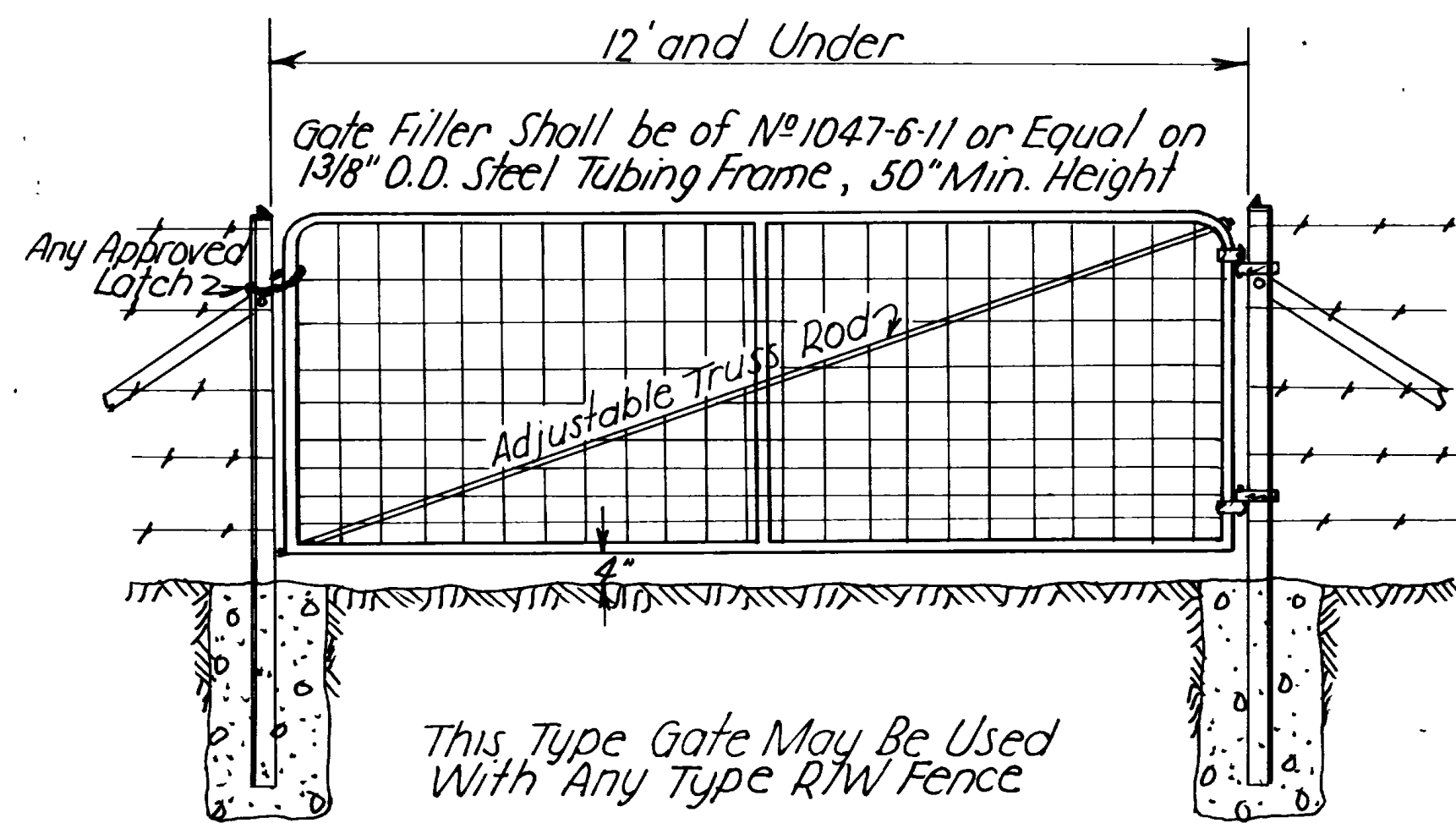
UTAH STATE ROAD COMMISSION  
SALT LAKE CITY, UTAH  
HIGHWAY STANDARD

R/W FENCE  
TYPES A, B, D, & E  
WOOD AND METAL  
POSTS

APPROVED: 1/22/59  
D. Donald Miller  
CHIEF DESIGN ENGINEER

DRAWING No. B-157





| REVISIONS | DATE | BY |
|-----------|------|----|
|           |      |    |
|           |      |    |

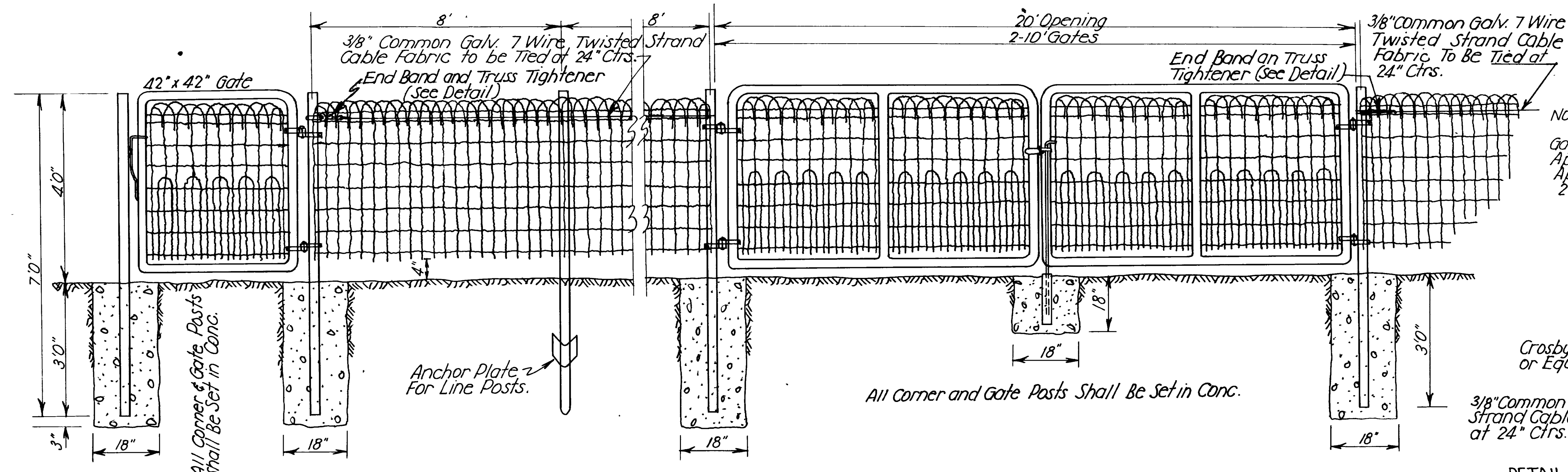
SHEET 2 OF 2 SHEETS

UTAH STATE ROAD COMMISSION  
SALT LAKE CITY, UTAH  
HIGHWAY STANDARD

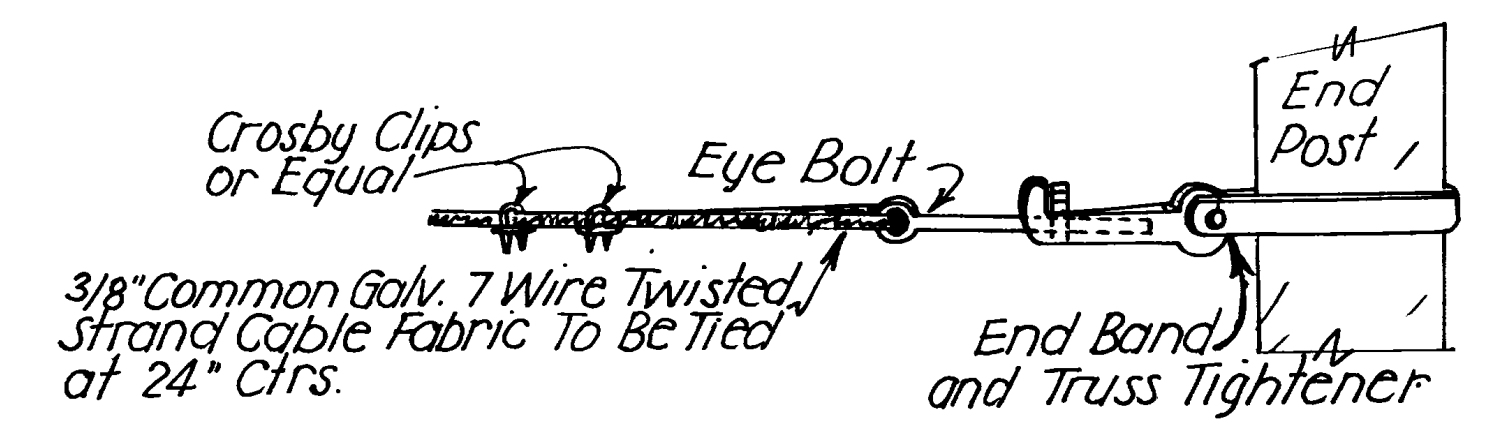
**GATES FOR R/W  
FENCE TYPES A, B, D & E**

APPROVED: Jan 22 1959  
*Donald Miles*  
CHIEF DESIGN ENGINEER

DRAWING No **B-157**



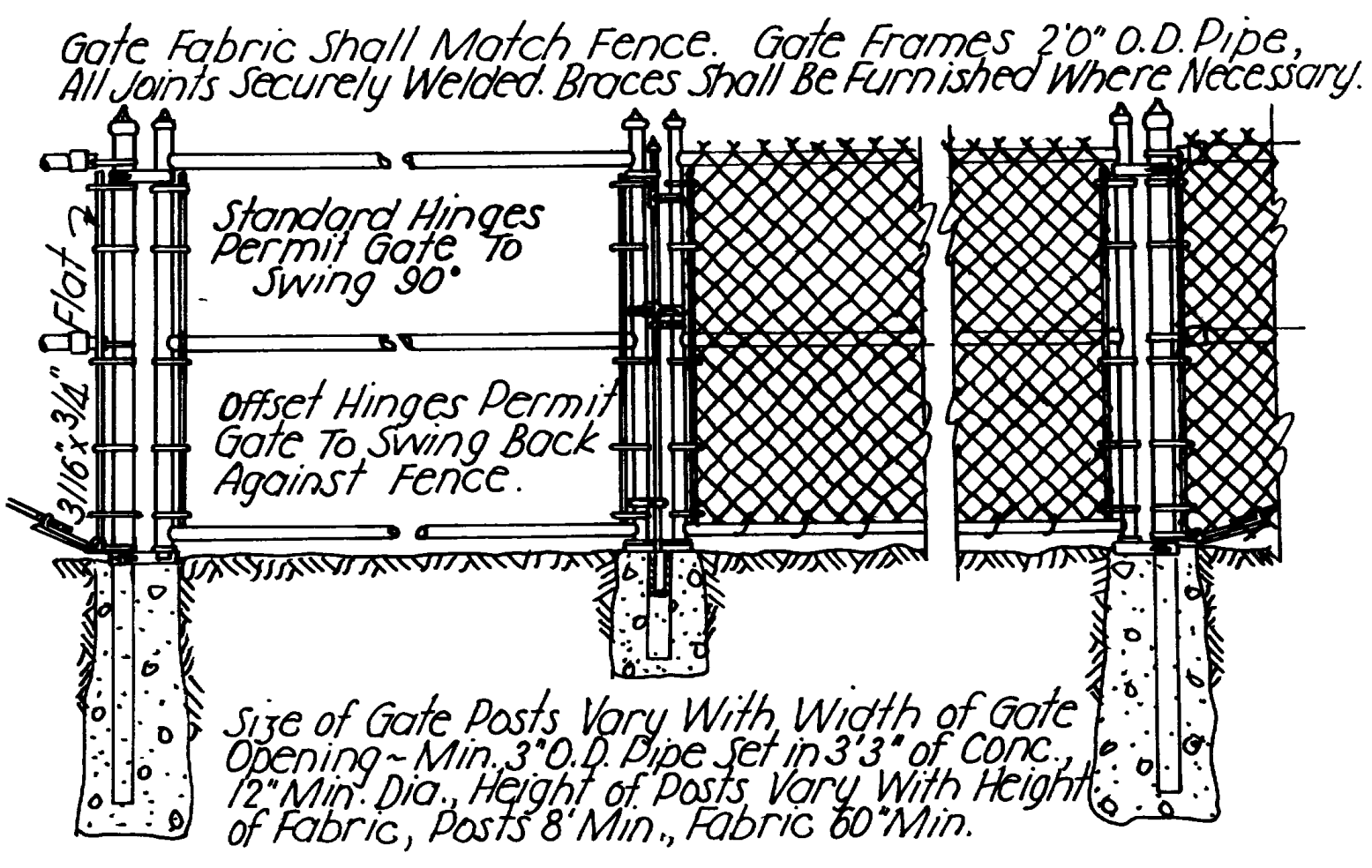
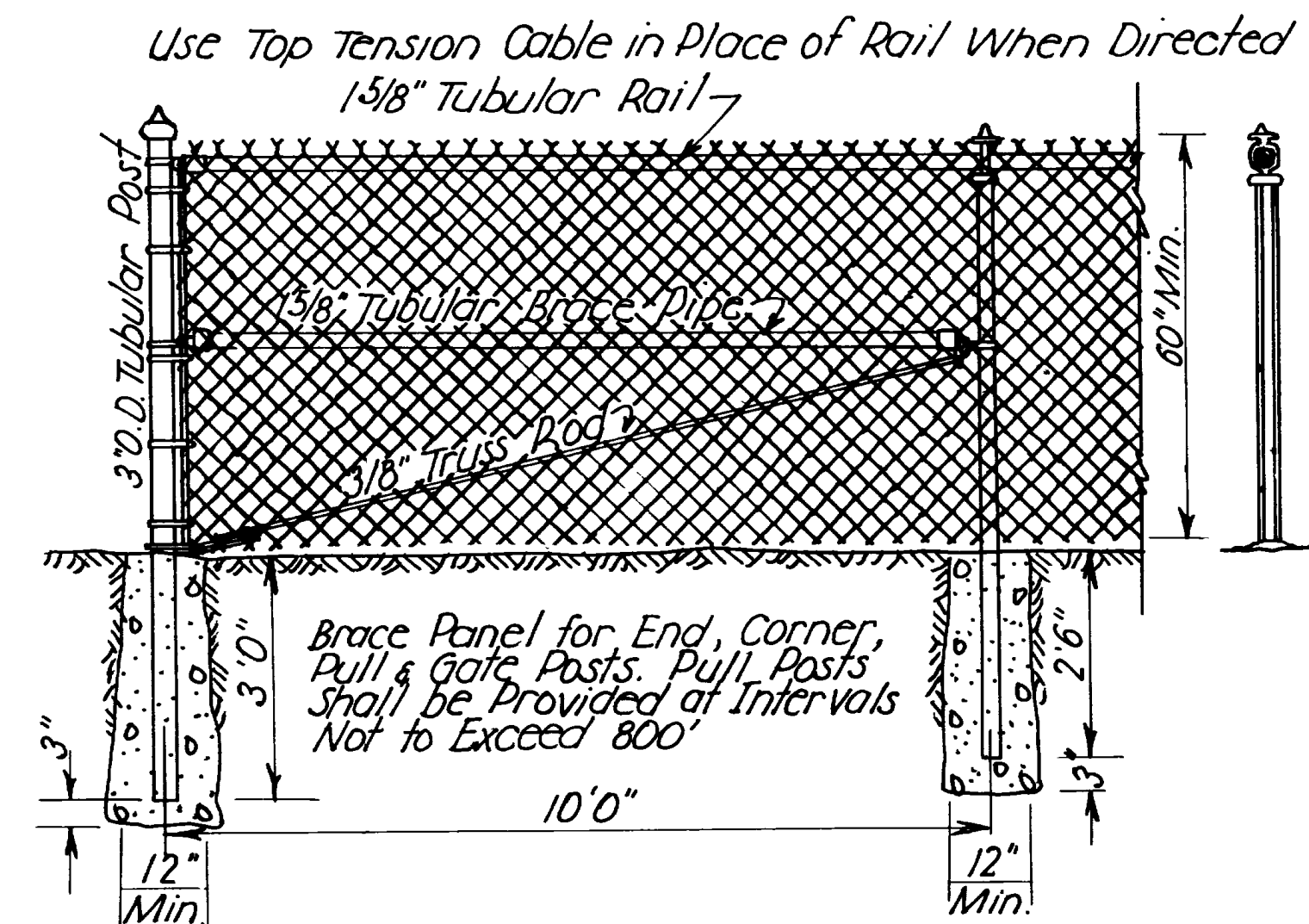
NOTE:  
42" Ornamental Wire: Pickets are #9 1/2 Gage Galv. Crimped Steel Wire Spaced 3" Apart. The Two-ply Cables are Spaced 6" Apart, Except the Two Top Ones Which are 2 3/8" Apart.



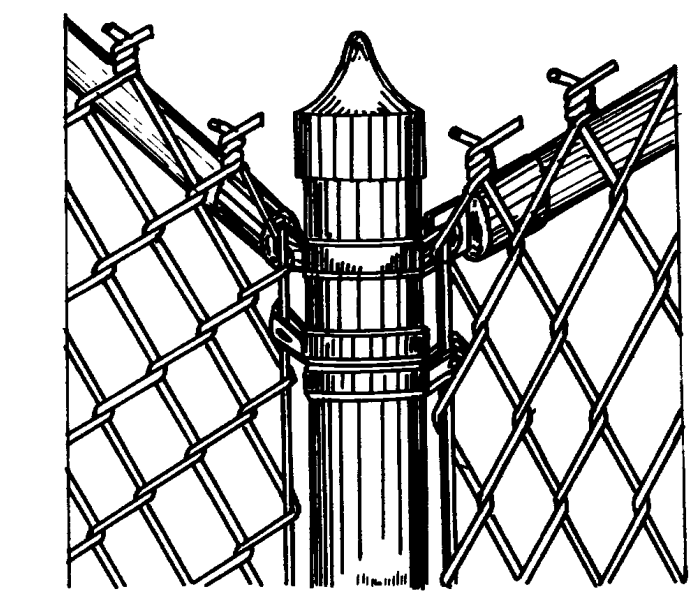
DETAIL OF END BAND AND TRUSS TIGHTENER

ORNAMENTAL WIRE  
TYPE "C"

| REVISIONS | DATE | BY |
|-----------|------|----|
|           |      |    |
|           |      |    |
|           |      |    |



CHAIN LINK FABRIC  
TYPE "F"



DETAIL OF CORNER POST  
Showing Method of Securing Fabric.  
Bevel Edge Non-Climbable Bands  
Used Exclusively.

SHEET OF SHEETS

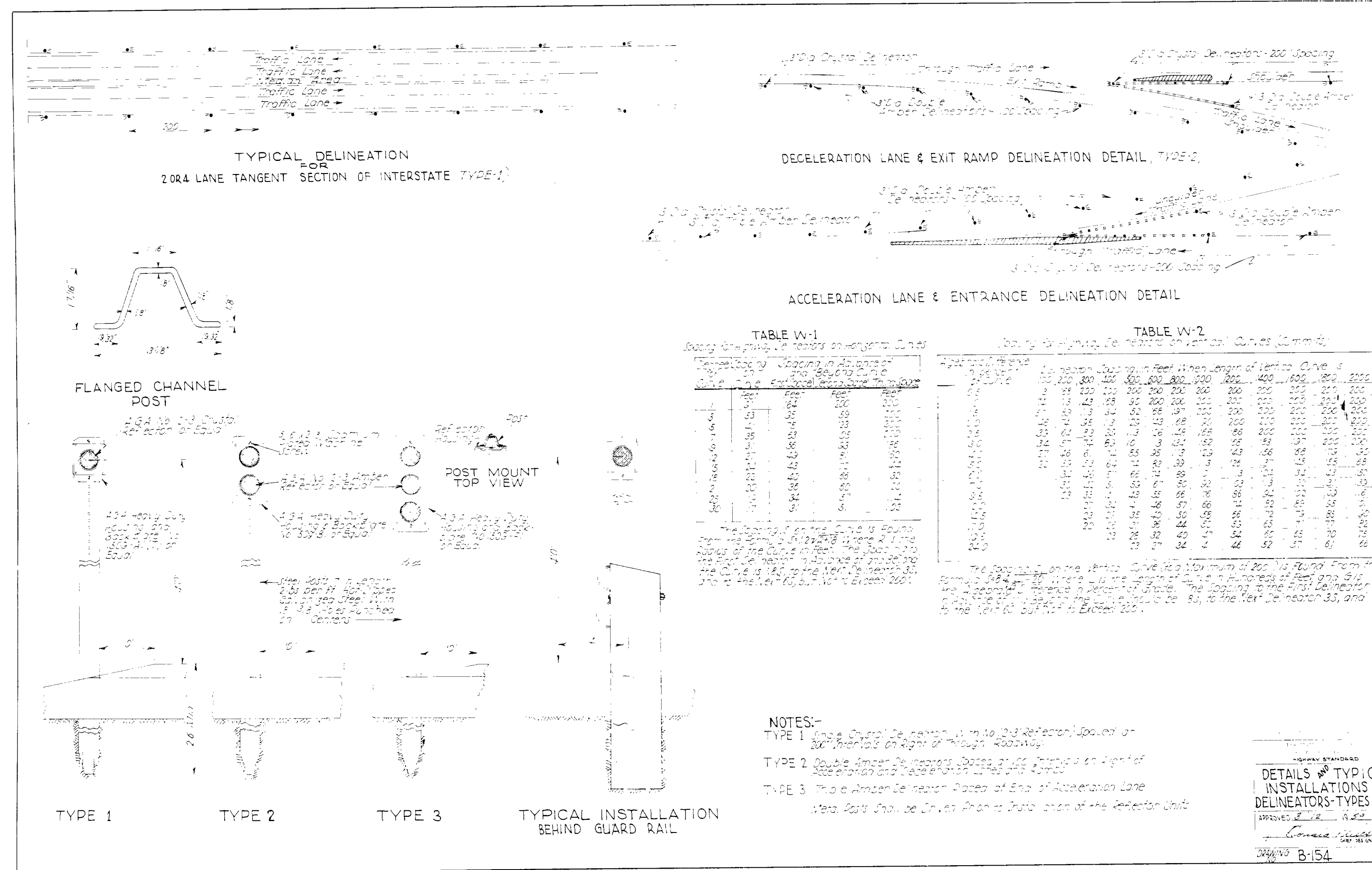
UTAH STATE ROAD COMMISSION  
SALT LAKE CITY, UTAH  
HIGHWAY STANDARD

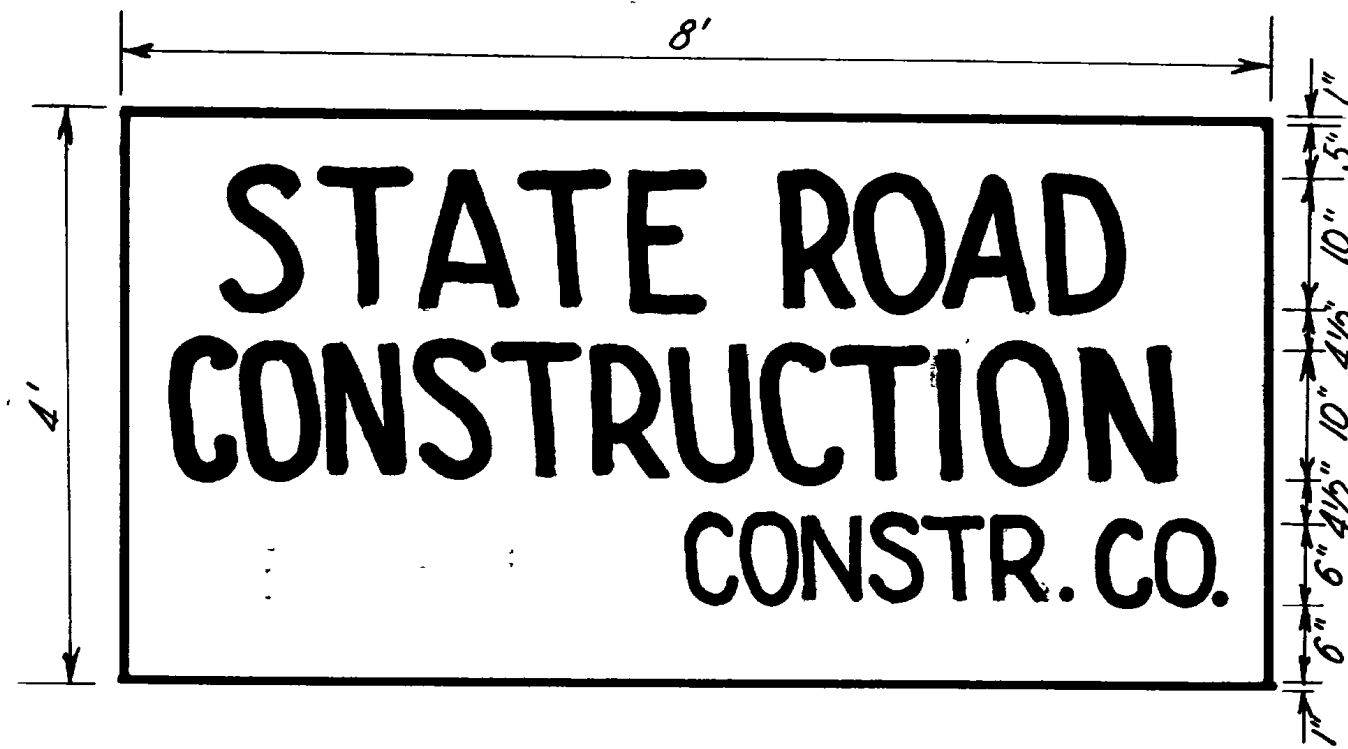
**R/W FENCE AND GATES**  
ORNAMENTAL - TYPE "C"  
AND  
CHAIN LINK - TYPE "F"

APPROVED: 1/27 1959  
*R. Donald Wilson*  
CHIEF DESIGN ENGINEER

DRAWING NO. **B-155**



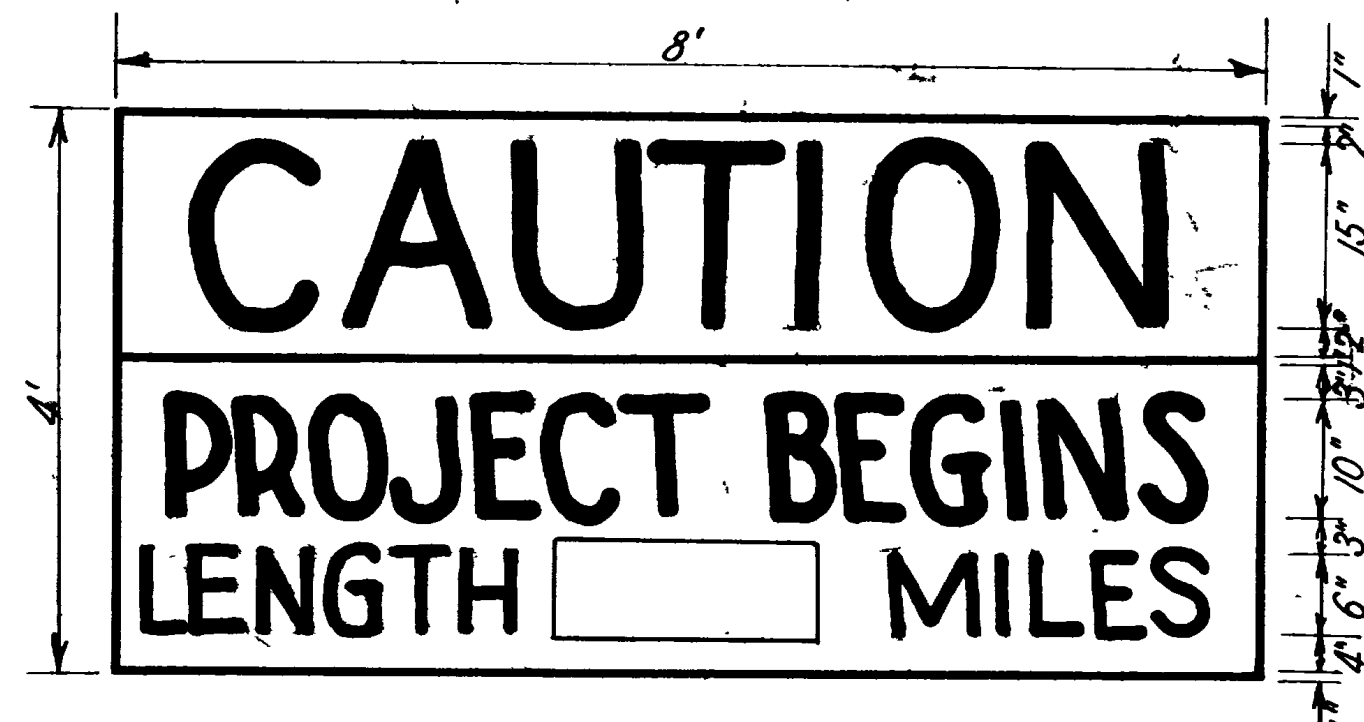




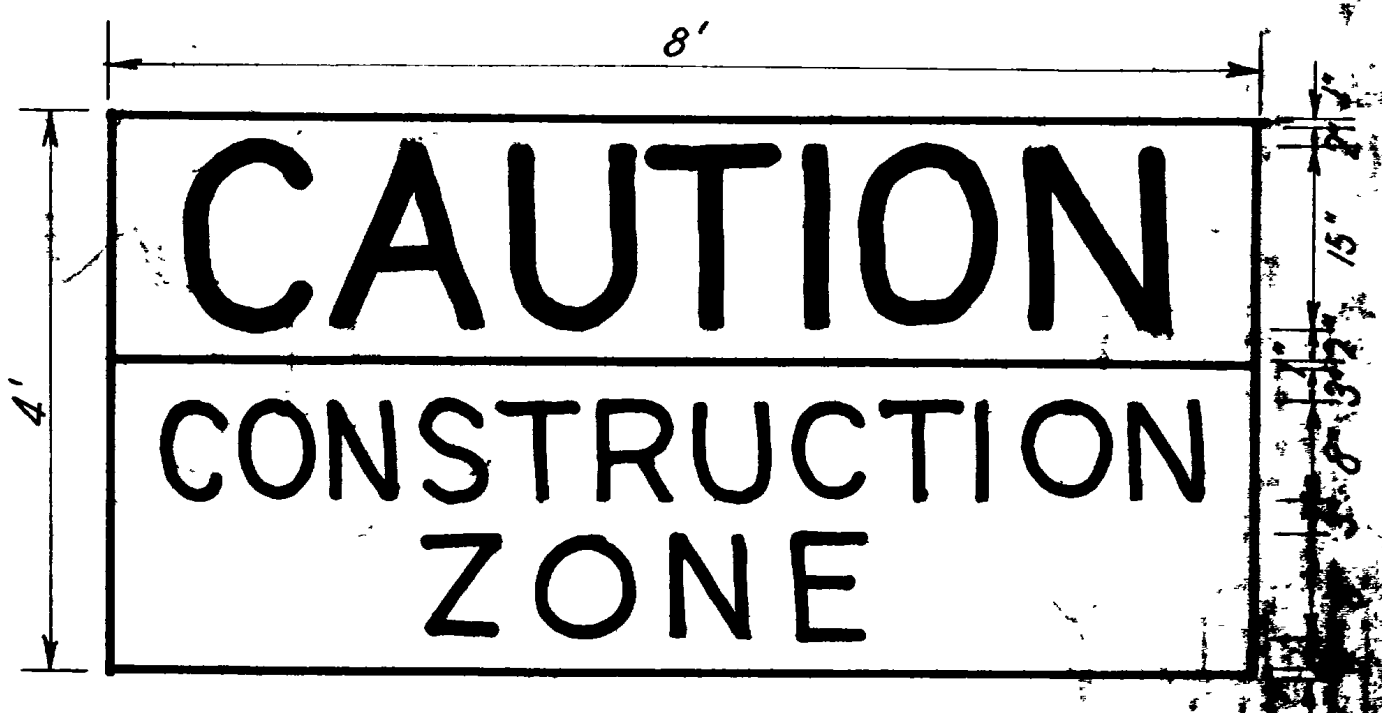
SIGN "A"



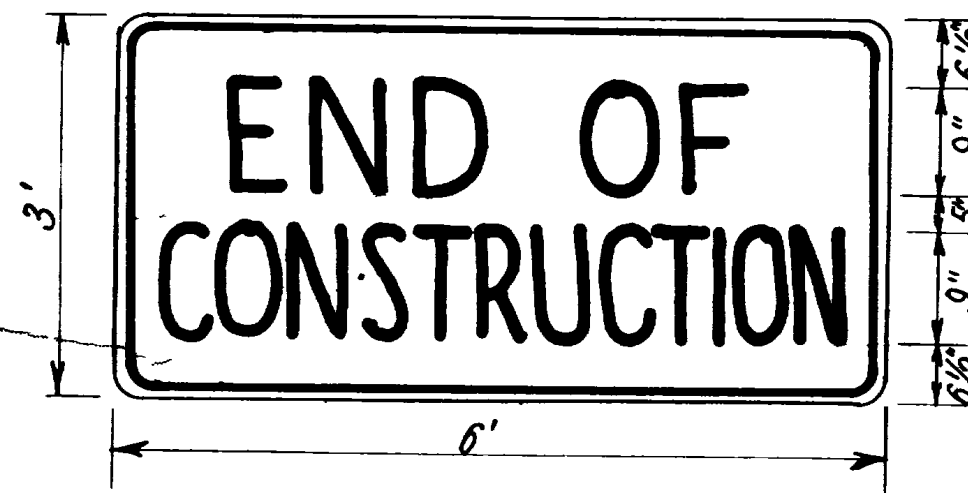
SIGN "B"



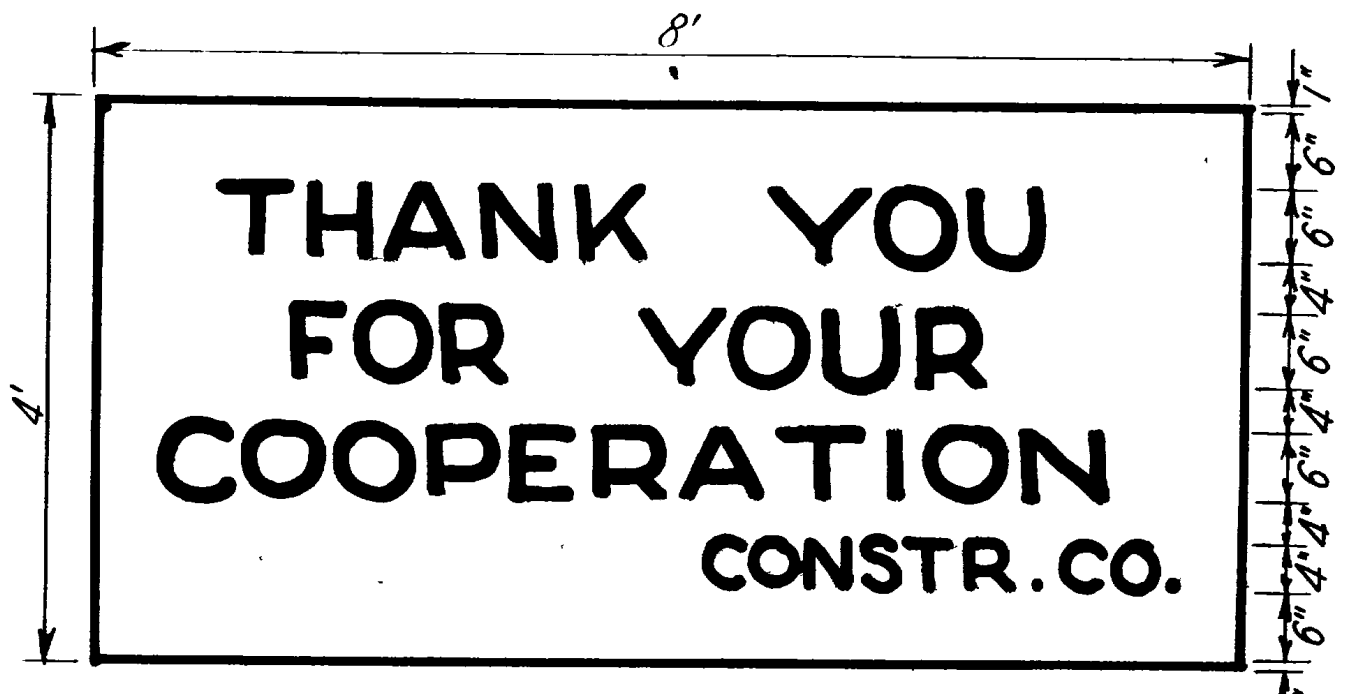
SIGN "C"



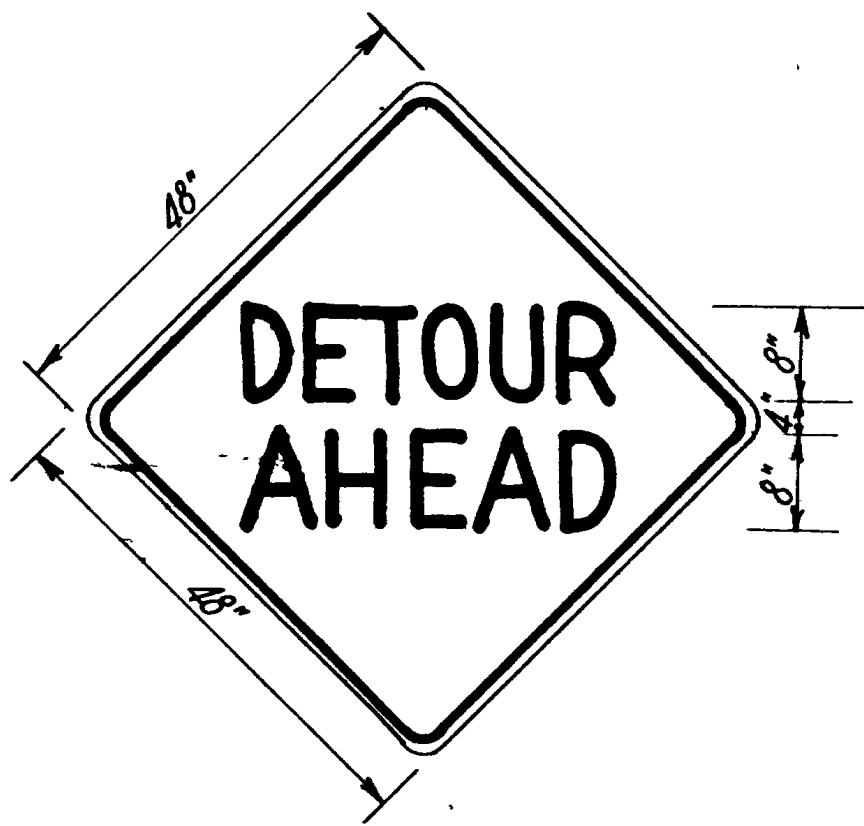
SIGN "D"



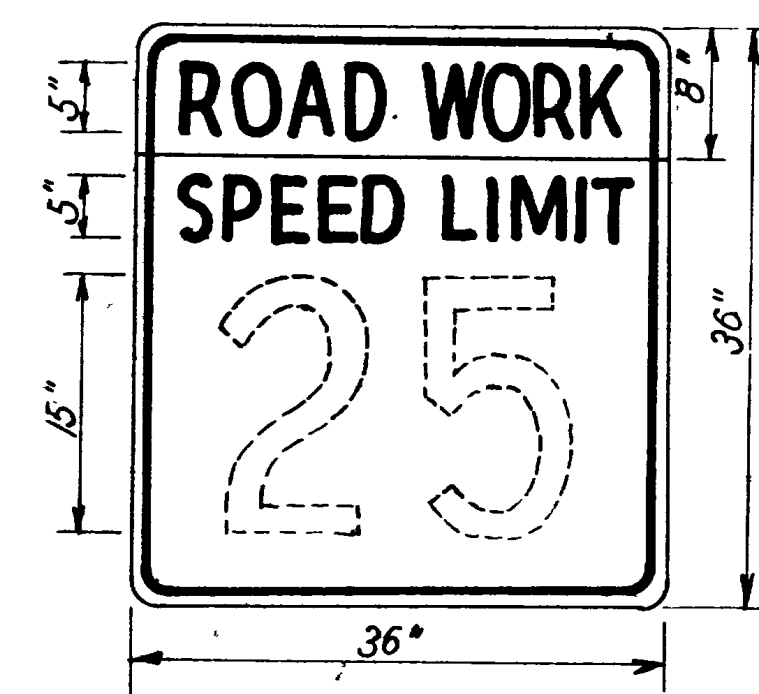
SIGN "E"



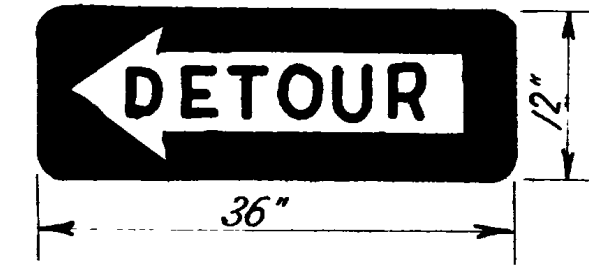
SIGN "F"



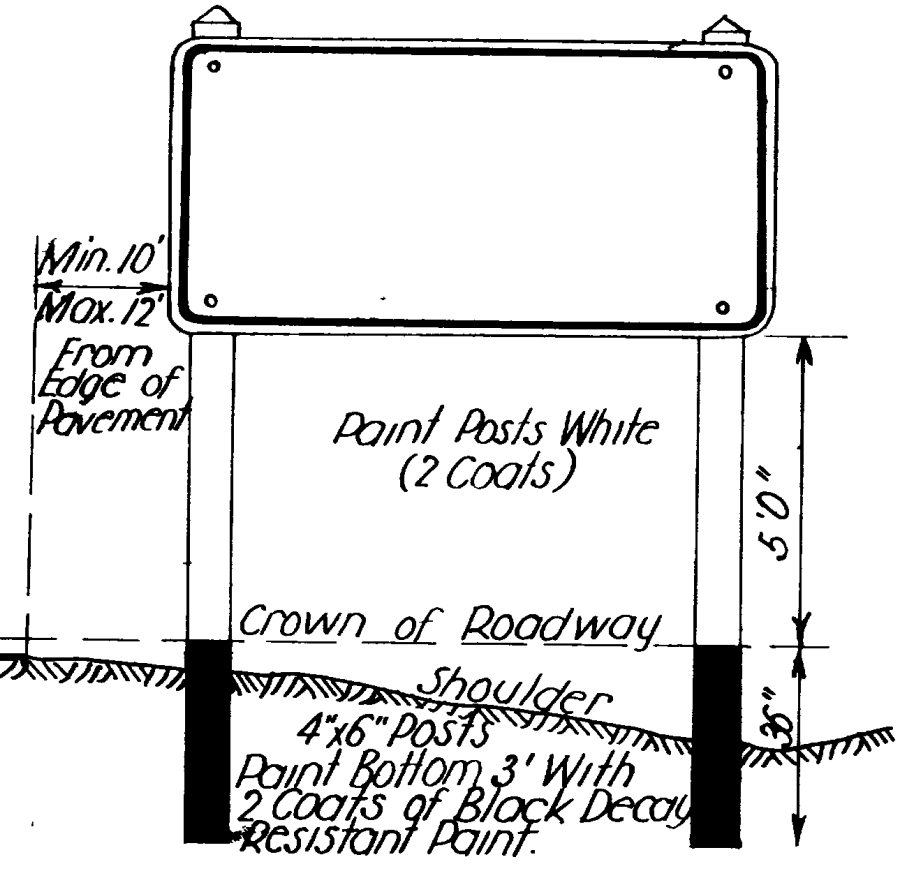
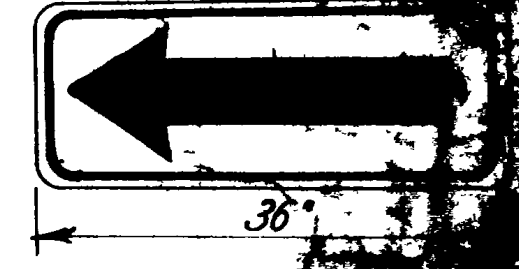
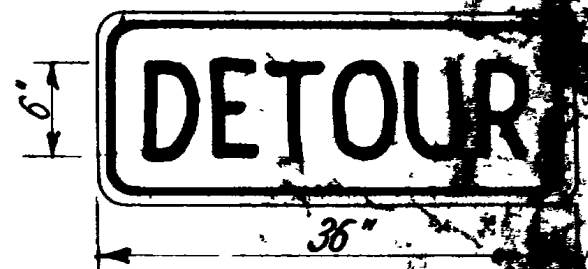
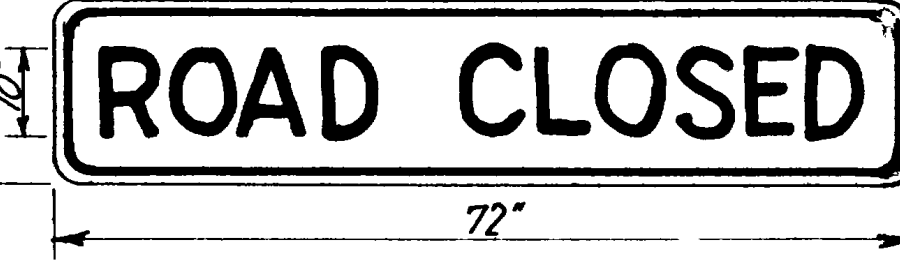
SIGN "G"



SIGN "H"



SIGN "I"



SIGN "A" The Words "State Road Construction" and "Contractors Name" shall be painted black on wide angle flat top white. This sign is the first advance sign giving notice of a construction project and will be installed 500' in advance of the project terminal. It shall be installed on both sides of the traveled way on divided highways & singly on two lane highways.

SIGN "B" The Word "Caution" and the 1" underline shall be painted black on a 21" strip of wide angle flat top yellow. Balance of lettering painted black on a 27" strip of wide angle flat top white. This sign is the second advance sign and shall be installed 1000' in advance of the project terminal. It shall be installed on both sides of the traveled way on divided highways and singly on two lane highways.

SIGN "C" The Word "Caution" and the 1" underline shall be painted black on a 21" strip of wide angle flat top yellow. Balance of lettering painted black on a 27" strip of wide angle flat top white. This sign shall be installed to mark the beginning of the project. To be placed singly at each end of the project.

SIGN "D" The Word "Caution" and the 1" underline shall be painted black on a 21" strip of wide angle flat top yellow. Balance of lettering painted black on a 27" strip of wide angle flat top white. This sign shall be installed 500' in advance of all actual construction & will be relocated if necessary as construction progresses. This sign shall be used frequently within the project.

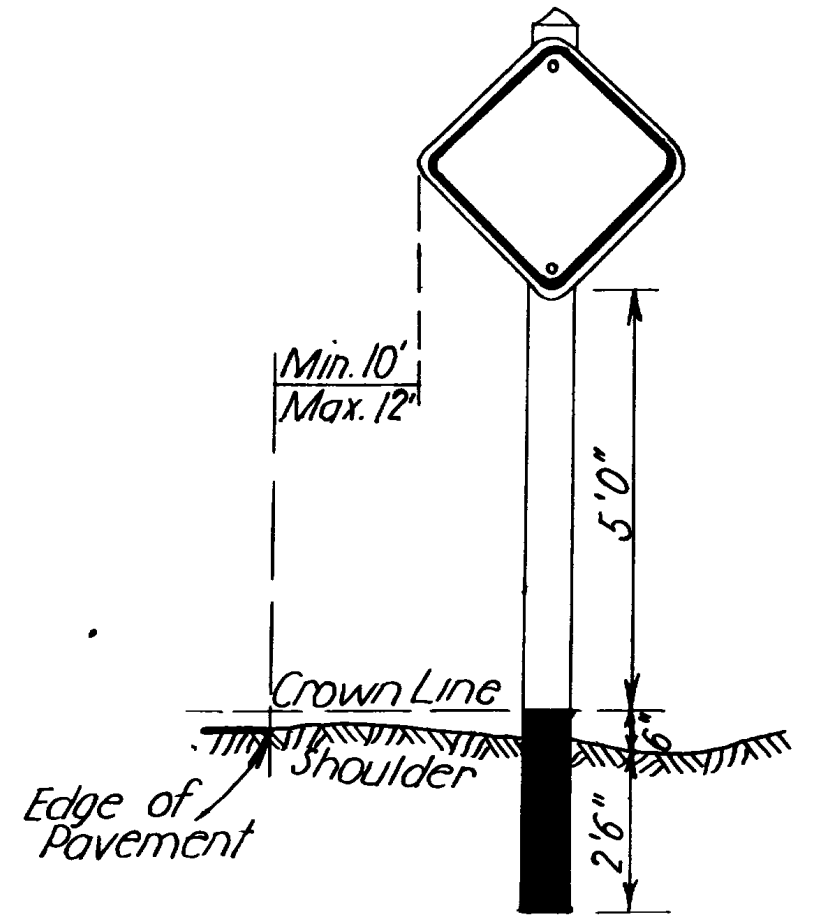
SIGN "E" The wording "End of Construction" shall be painted black on wide angle flat top white. This sign shall be singly installed at each end of the project.

SIGN "F" The wording "Thank You For Your Cooperation" and "Contractors Name" shall be painted black on wide angle flat top white. This sign shall be installed to mark the end of the project. To be placed singly at each end of the project.

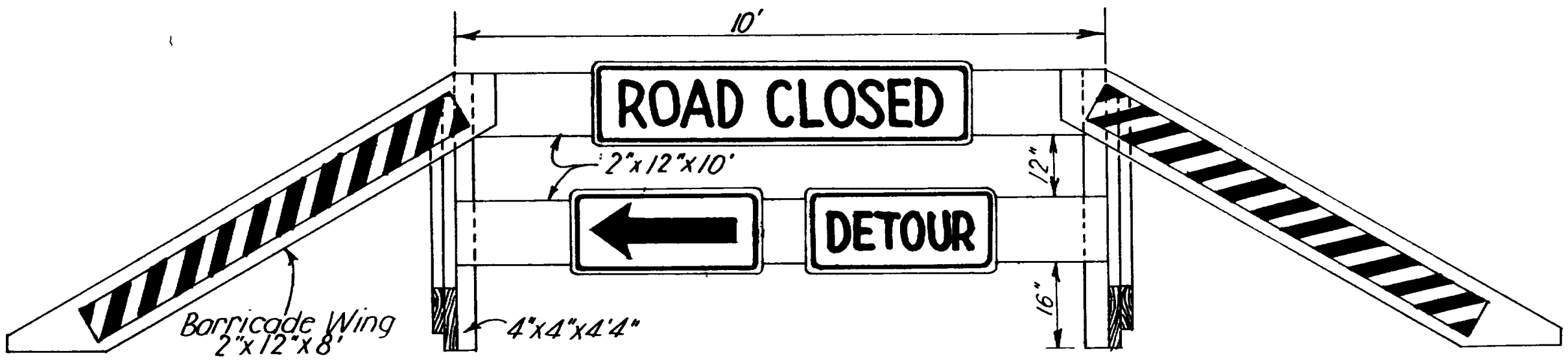
SIGN "G" The wording "Detour Ahead" shall be painted black on wide angle flat top yellow. The minimum dimensions for this sign is 48"x48" and shall be installed on both sides of the traveled way on divided highways and singly on two lane highways.

SIGN "H" The wording "Road Work" shall be painted black on a 5 1/2" strip of wide angle flat top yellow. Balance of lettering painted black on 18 1/2" strip of wide angle flat top white. It shall be installed on both sides of the traveled way on divided highways & singly on two lane highways. The minimum speed limit shall be 25 M.P.H. & maximum 40 M.P.H. and will be determined by the Resident Engineer. This shall be used only in areas where construction hazards exist.

SIGN "I" The wording "Road Closed" shall be painted black on wide angle flat top white. The sign shall be placed on the top board of standard barricade.



SPECIFICATIONS FOR INSTALLATION OF SIGNS



STANDARD BARRICADE



BARRICADE END VIEW

Barricade and wings to be painted yellow (2 coats). Barricade wings shall be reflectorized with 5"x6" area reflectorized with diagonally alternating stripes 3/2" wide of wide angle flat top white on black background. Stripes must always point in the direction of turning movement.

Battery or electrical type flashers may be used on barricades. The illuminating element in a flashing amber beacon shall flash continuously at a rate of 50 to 60 flashes per minute.

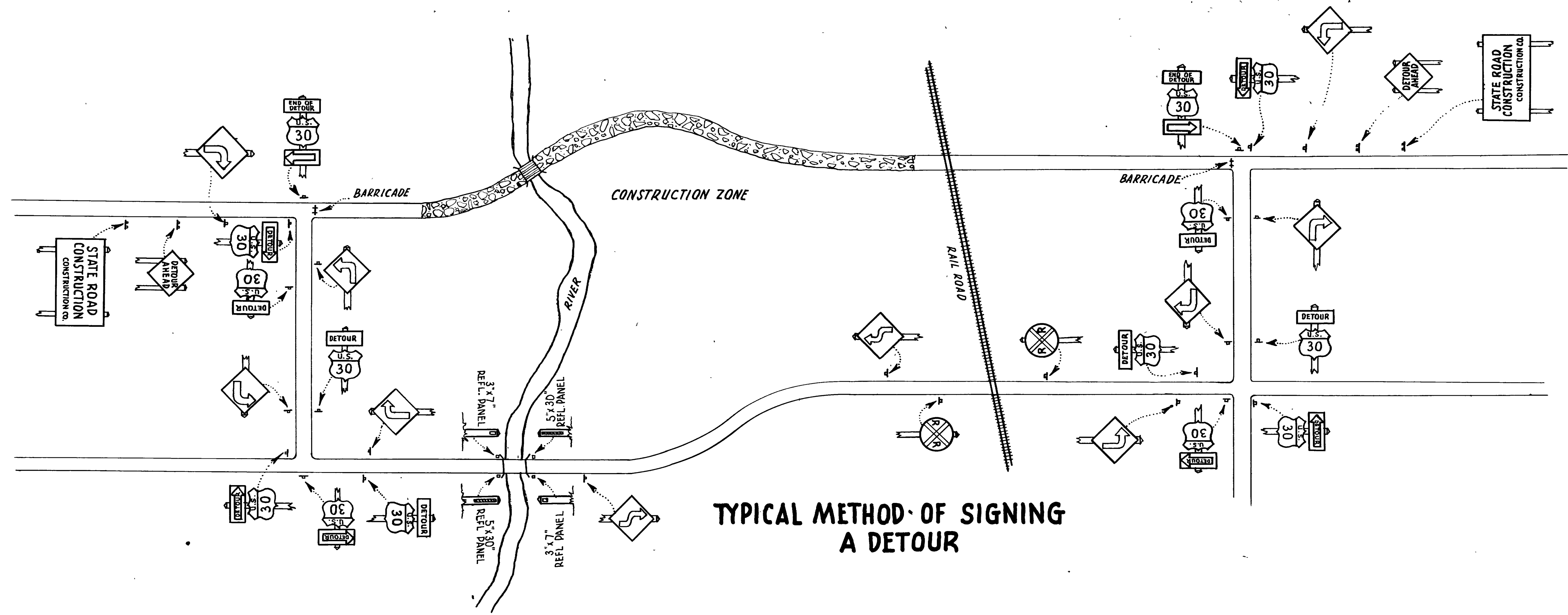
Flares or torches shall be of the oil burning type and shall be placed 3' to 5' ahead of the object to be lighted. Care shall be taken to protect all signs and barricades from smoke and smudge arising from the use thereof.

- OPTION -

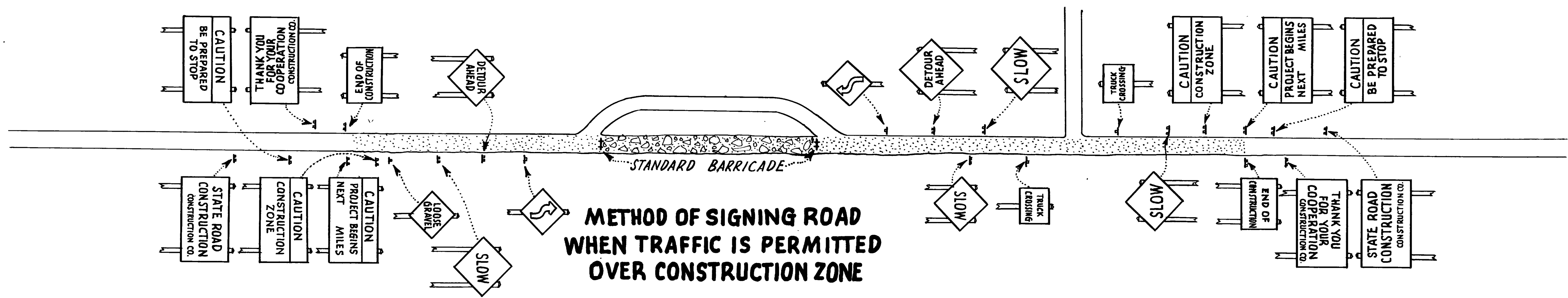
Metal barricades of similar design meeting Dept. approval may be substituted for standard wood barricade.

|                       |      |
|-----------------------|------|
| STATE ROAD DEPARTMENT | TAM  |
| STANDARD METHOD       | 20   |
| REVISED 9/26/51       | 1951 |



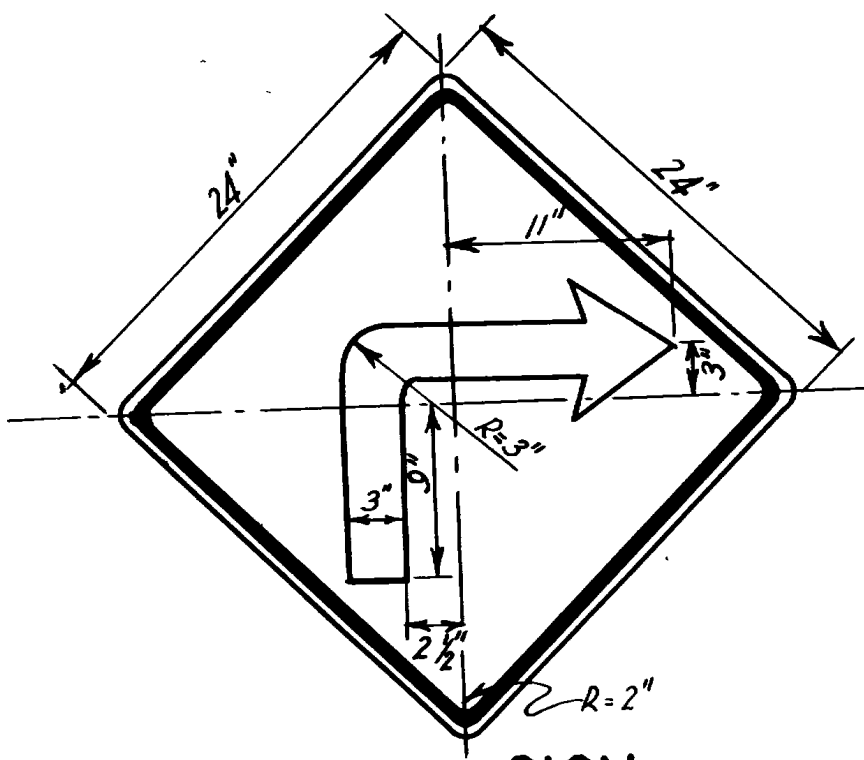


TYPICAL METHOD OF SIGNING A DETOUR

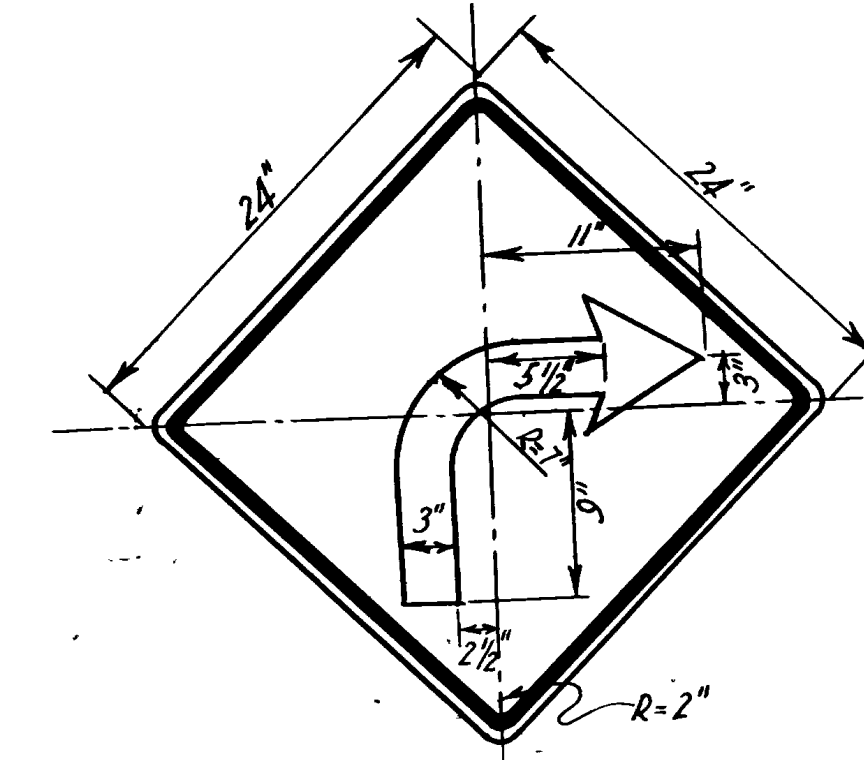
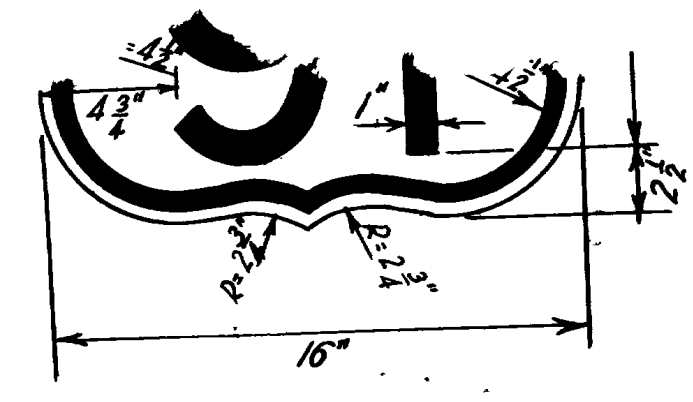
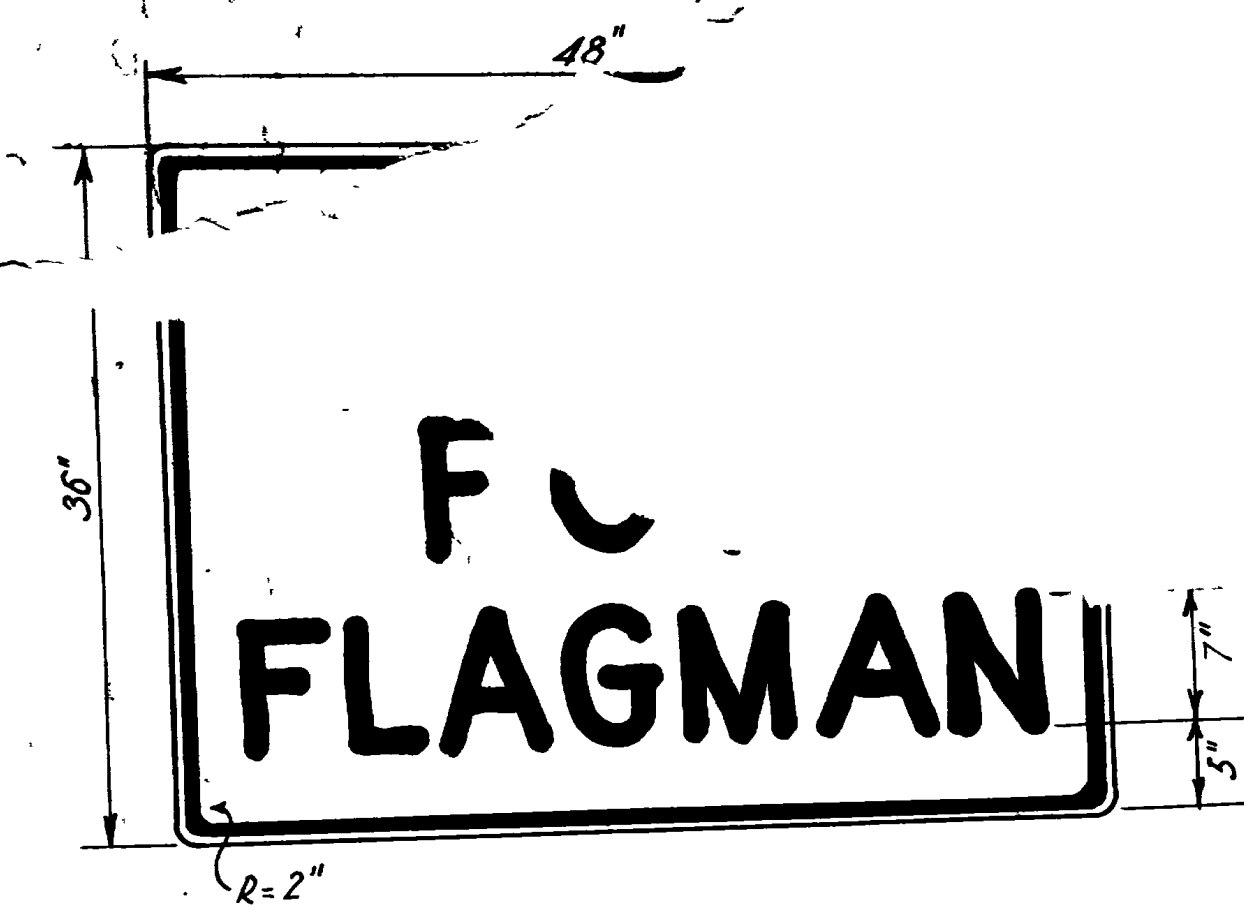
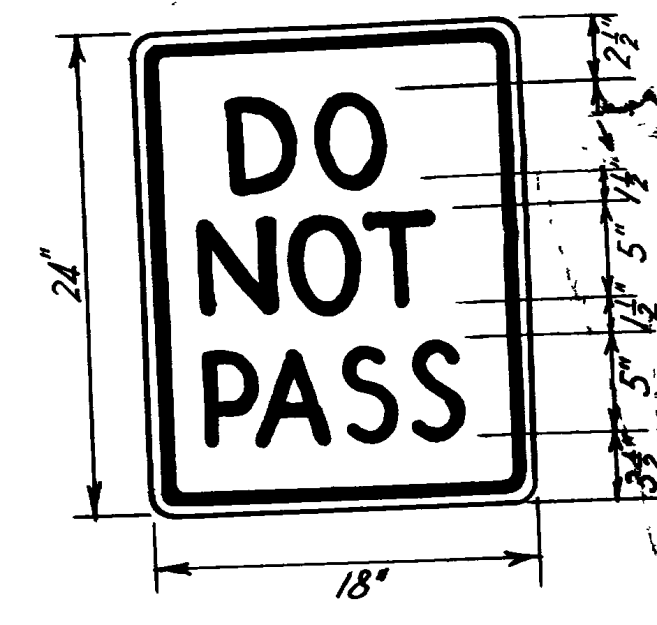
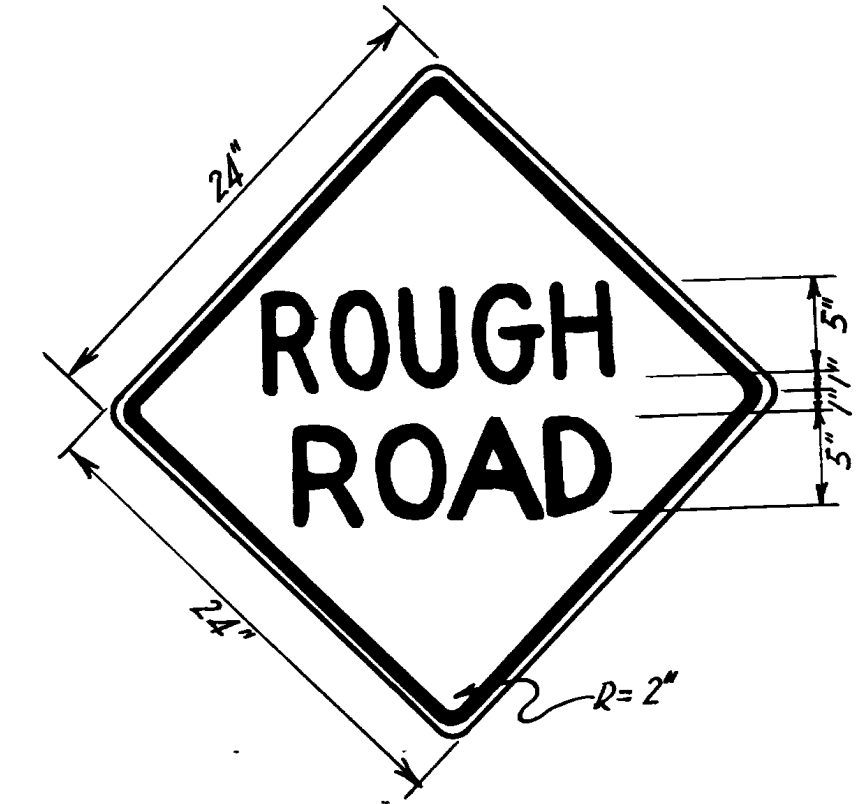


METHOD OF SIGNING ROAD WHEN TRAFFIC IS PERMITTED OVER CONSTRUCTION ZONE

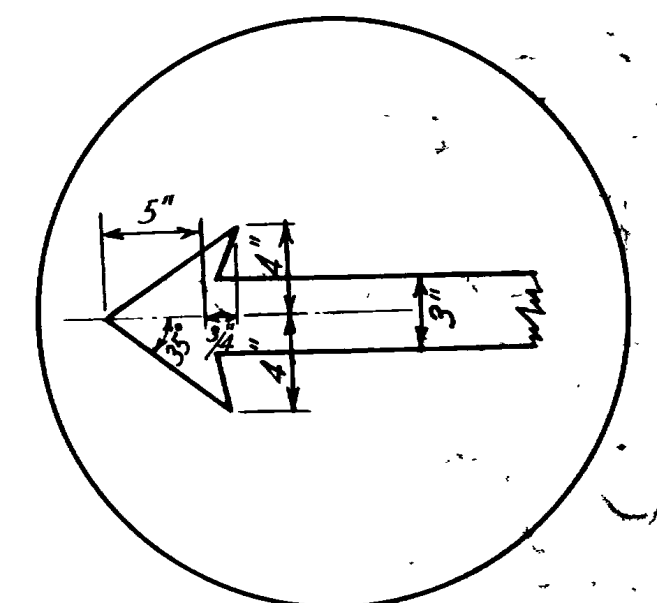
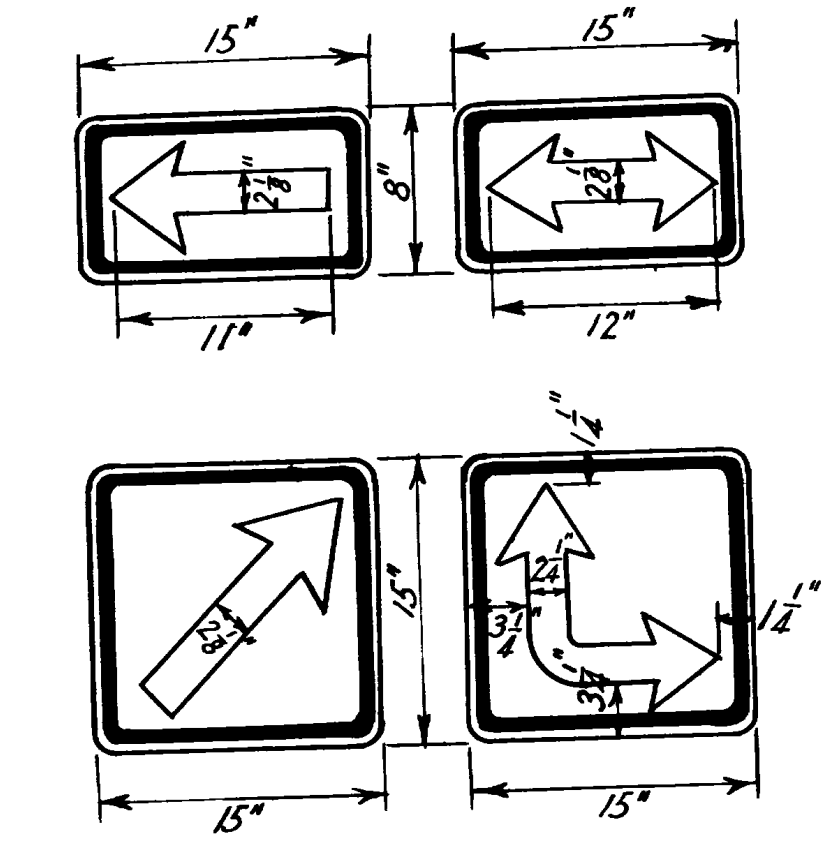
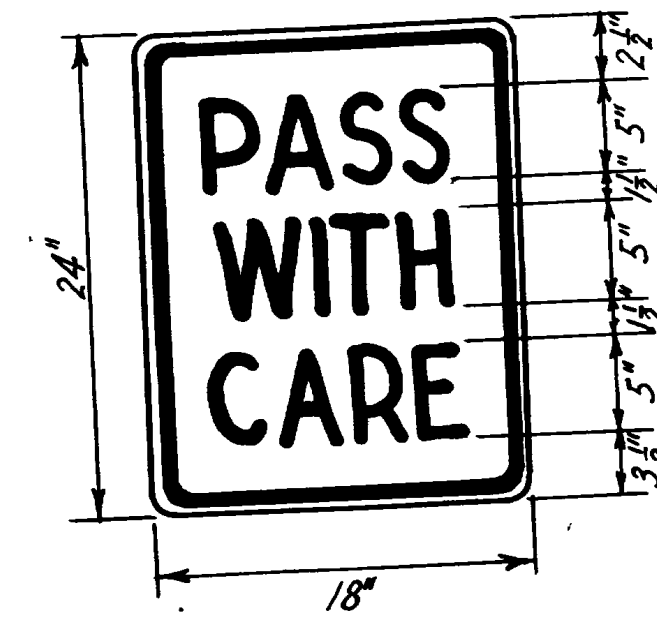
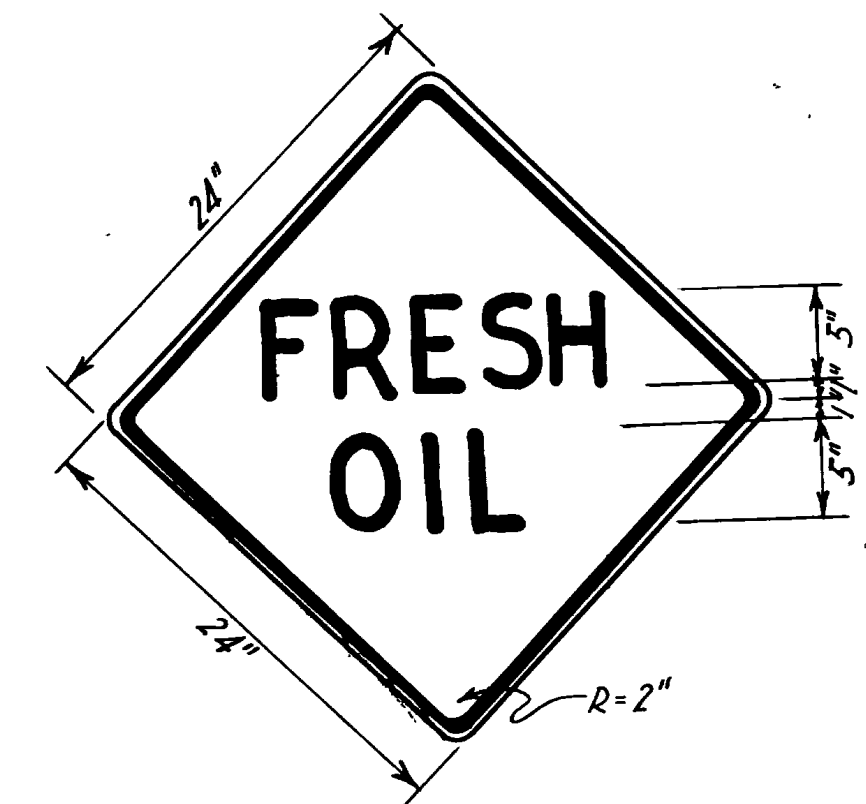
| NO. | DATE | BY | REVISIONS |
|-----|------|----|-----------|
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|     |      |    |           |
|     |      |    |           |



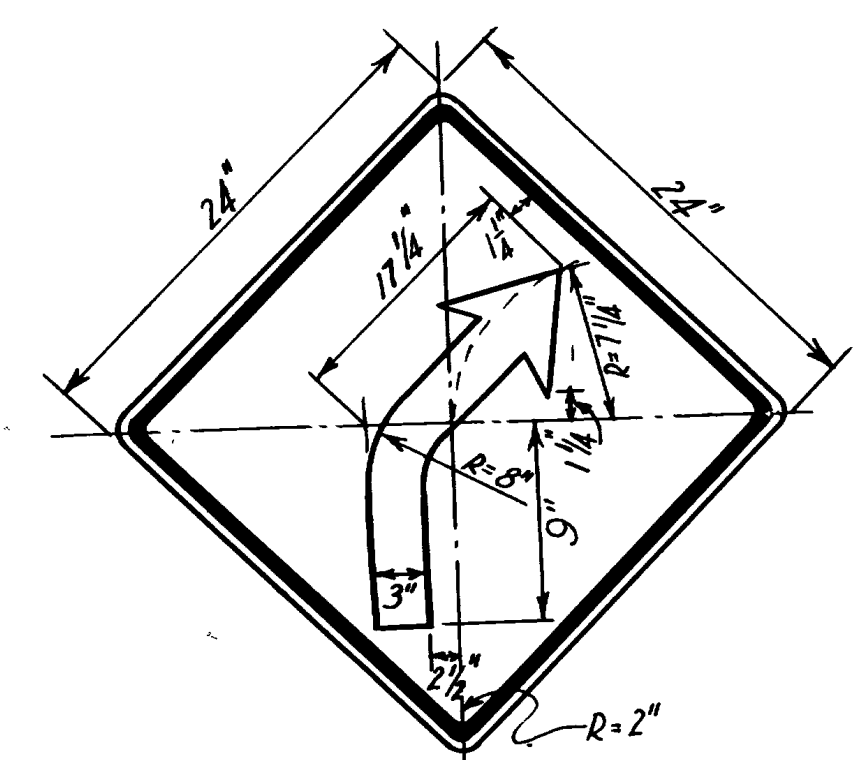
TURN SIGN



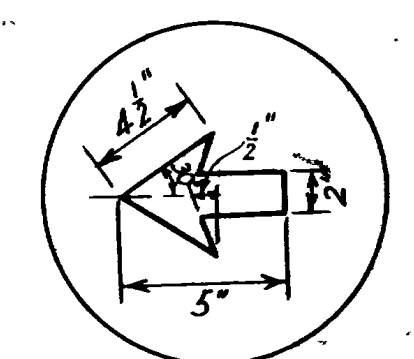
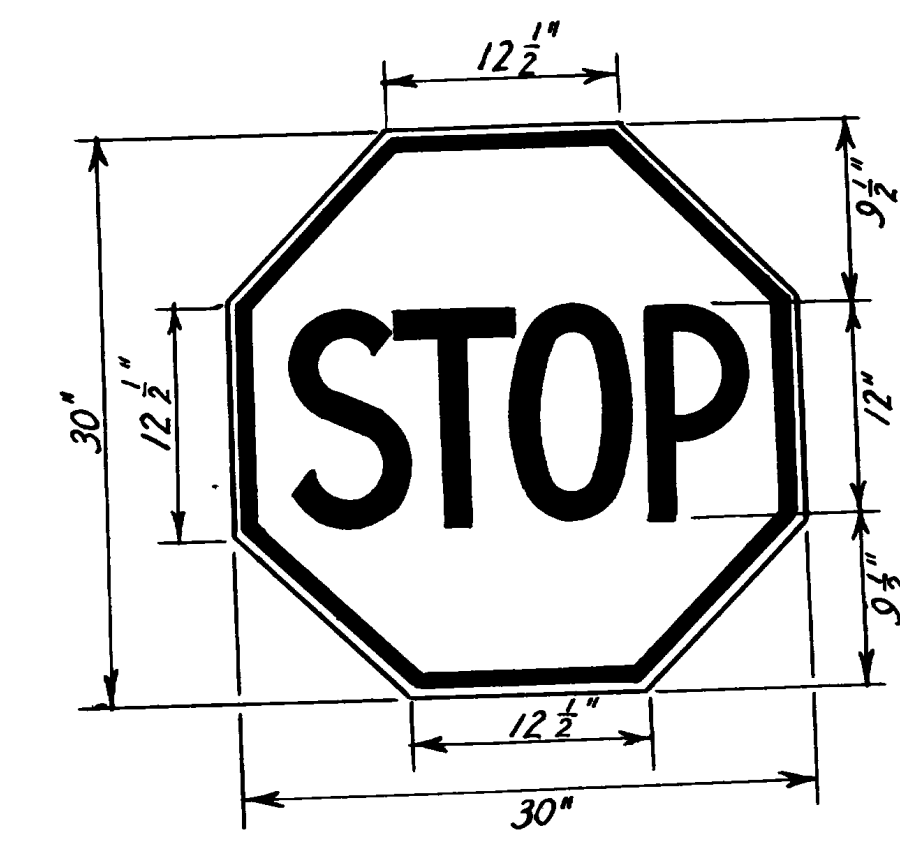
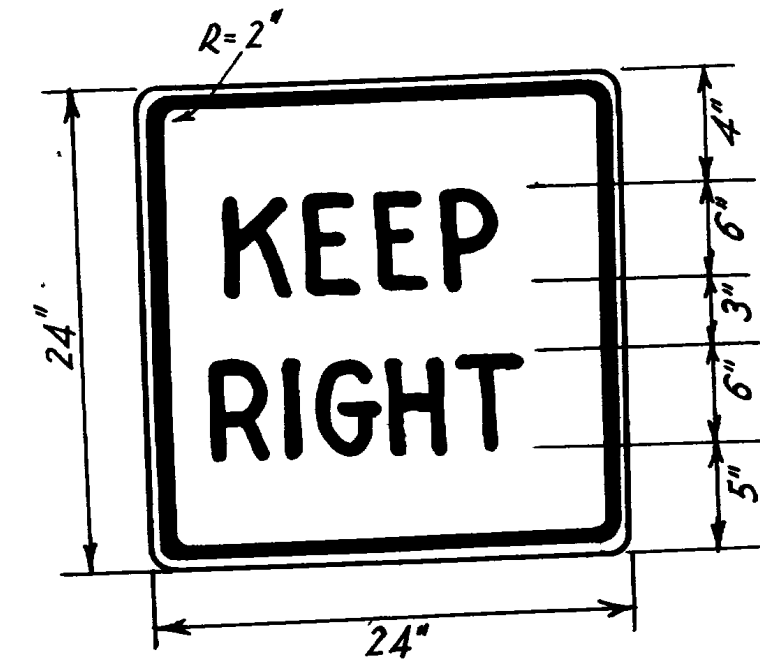
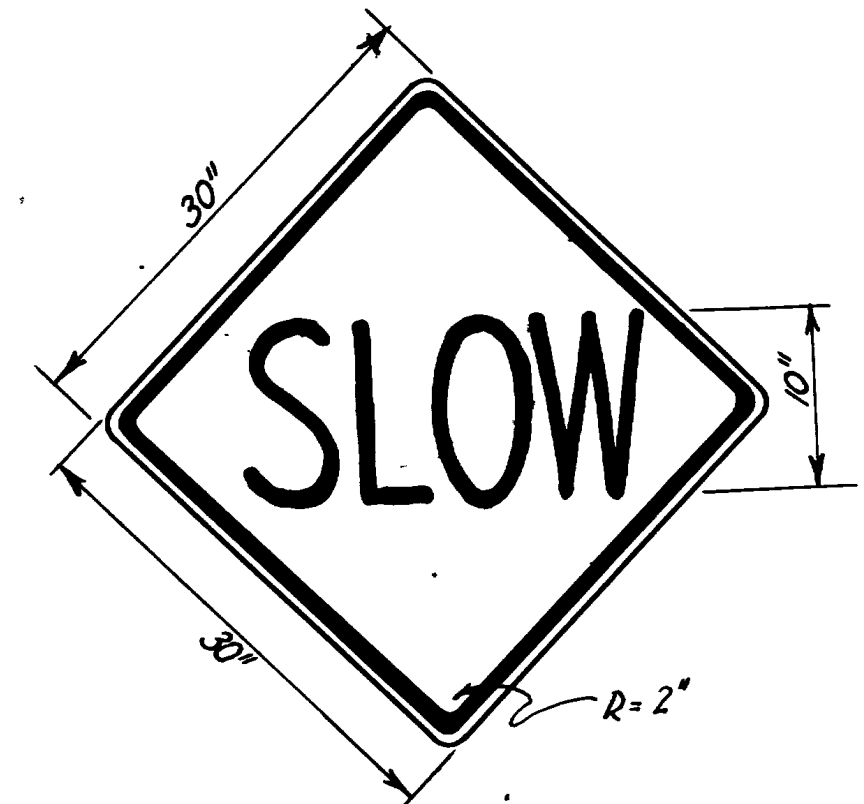
SHARP CURVE



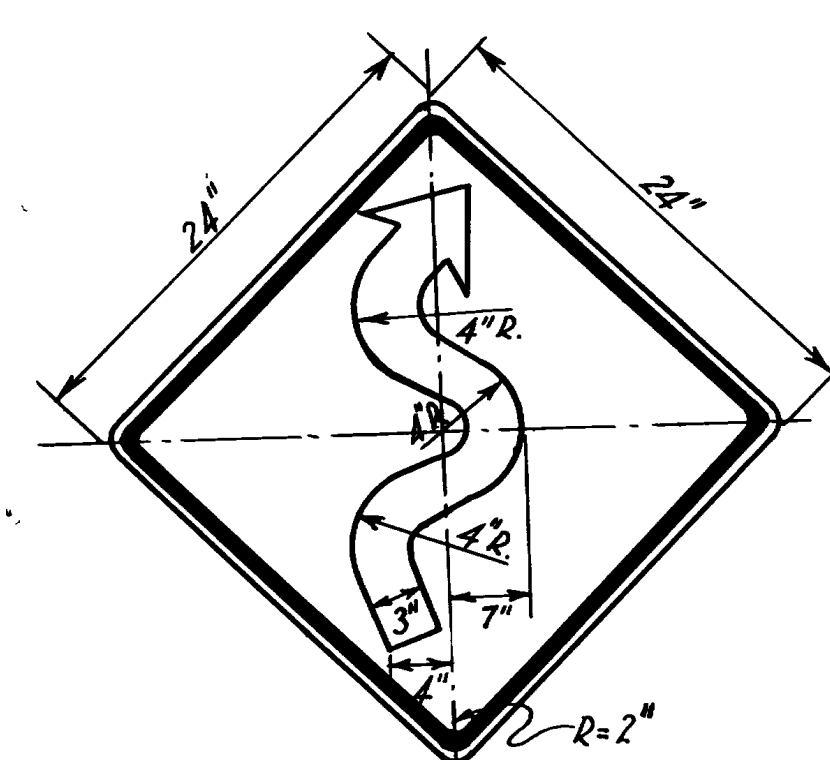
ARROWHEAD DETAIL FOR CURVE SIGNS



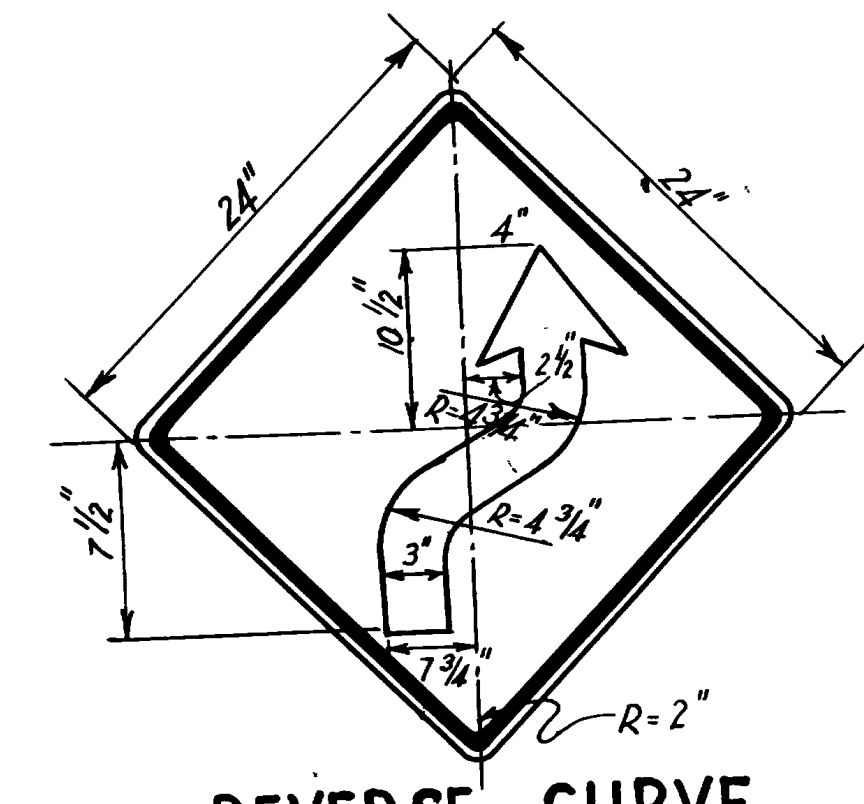
FLAT CURVE



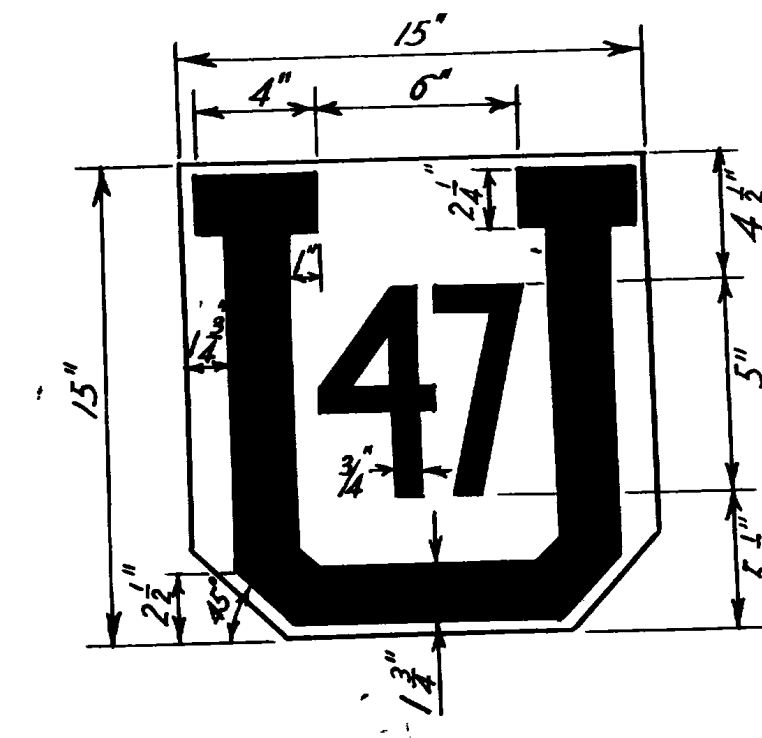
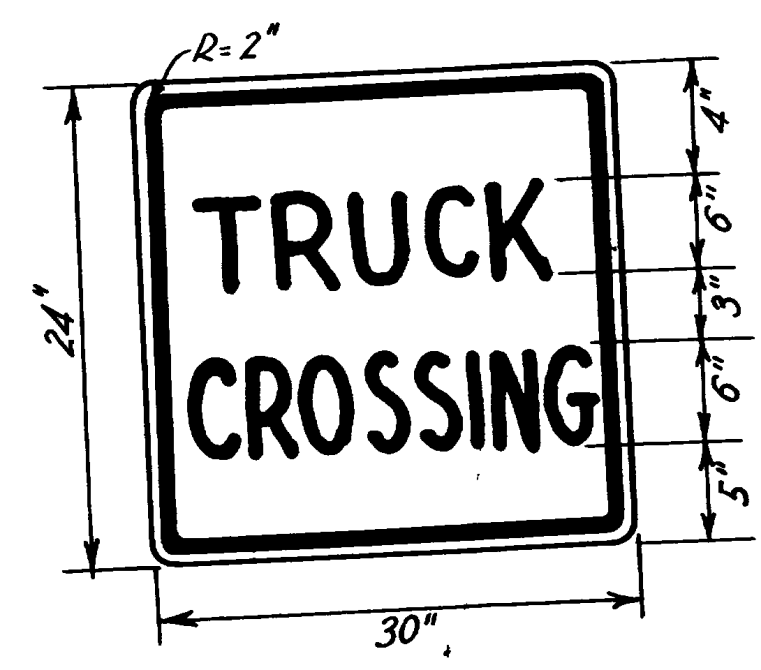
DETAIL "B" FOR DIRECTIONAL ARROWS



WINDING ROAD



REVERSE CURVE



~GENERAL NOTES~

ALL SIGNS SHALL BE AREA REFLECTORIZED WITH WIDE ANGLE REFLECTORIZED MATERIAL, MEETING MINIMUM SPECIFICATIONS FOR AREA REFLECTORIZATION AS CONTAINED IN THE UTAH STATE ROAD COMMISSION'S OFFICE, OR WITH CRYSTAL BUTTONS, AS PER STATE ROAD COMMISSION STANDARDS.

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

ALL SIGNS AND METHODS OF SIGNING SHALL BE IN ACCORDANCE WITH THE UTAH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

STATE ROAD COMMISSION OF UTAH

STANDARD ROAD SIGNS

Dwg. No. B-95-3