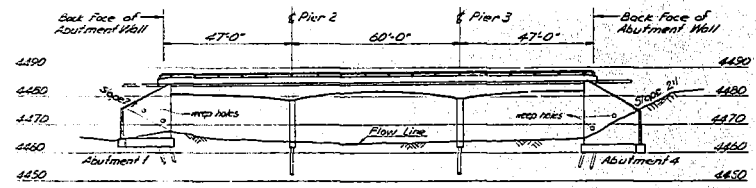
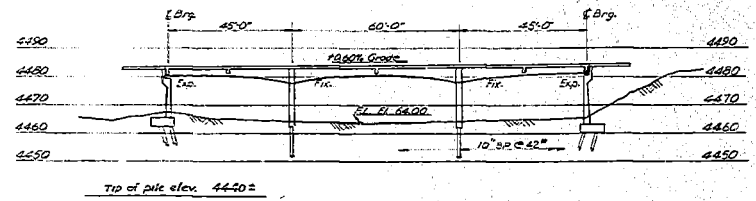


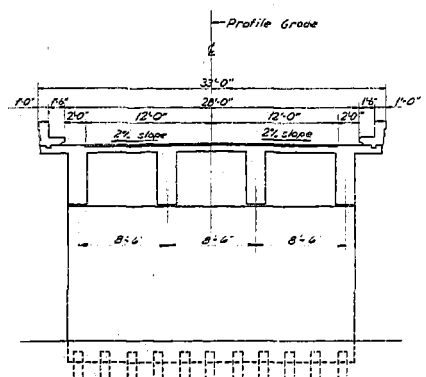
PLAN



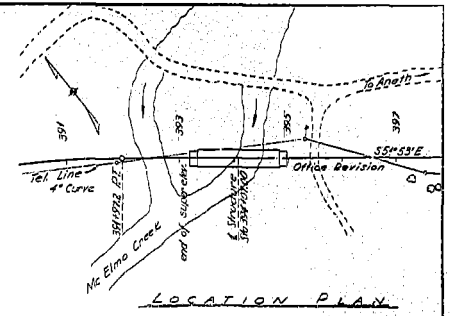
ELEVATION



SECTION THRU



TYPICAL SECTION



LOCATION PLAN

GENERAL NOTES

Materials, construction and workmanship shall be in accordance with State Standard Specifications for Road and Bridge Construction, 1960 Edition and Supplements thereto which are in effect at the date of request for bids.

All reinforcing steel shall be intermediate grade A.A.S.H.A. designation M-31 Deformed per M-137.

Type II cement (low alkali), required. Concrete shall be air entrained.

Exposed corners of open joints and joint filler shall be beveled $\frac{1}{4}$ " or rounded.

HYDRAULIC DATA

Drainage Area 716 Sq. Mi.
 Design Flow (Qd) 10,000 c.f.s.
 Flow Line Elev. 4470.22
 Normal Water Surface Elev. 4470.22
 Backwater Elev. (Max.) 4478.92
 Velocity Thru Bridge 12.8 Ft./sec.

DESIGN DATA

H20-516-44 loading in accordance with the A.A.S.H.O. specifications of 1957 and 1958 and 1959 Revisions.
 FS = 1200 psi;
 FS = 20,000 psi. (reinforcing steel)
 n = 10

QUANTITIES

	Estimated	As Constructed
Iron for Strud (Unicross) Cu. Yd.	515	
Class A Concrete (A.E) Cu. Yd.	706	
Reinforcing Steel Lb.	134,787	
Struct. Steel Lb.	1,357	
Metal Railing (M. Single rail) Lin. Ft.	373	
Pile (other than timber) Lin. Ft.	1962	
Furnishing Pile Driving Equip. 1 Ea.	1	
Mechanical Tamping Hr.	50	

INDEX OF SHEETS

No.	Description
1	Situation Plan
2	Foundation Plan
3	Foundation Data
4	Screeed Elevation Plan
5	Abutment Details
6	Pier & Bearing Details
7	Deck Details
8	Beam Details
9	Parapet Details
10	Reinforcing Steel Schedule

No.	By	Date	REMARKS

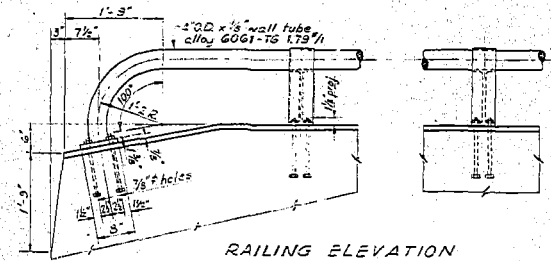
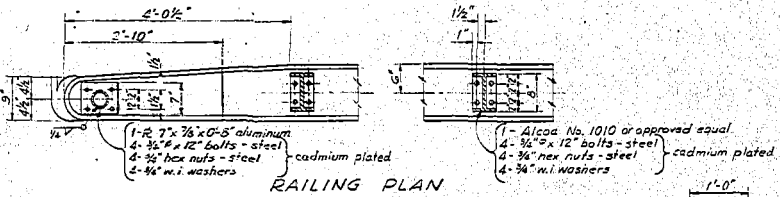
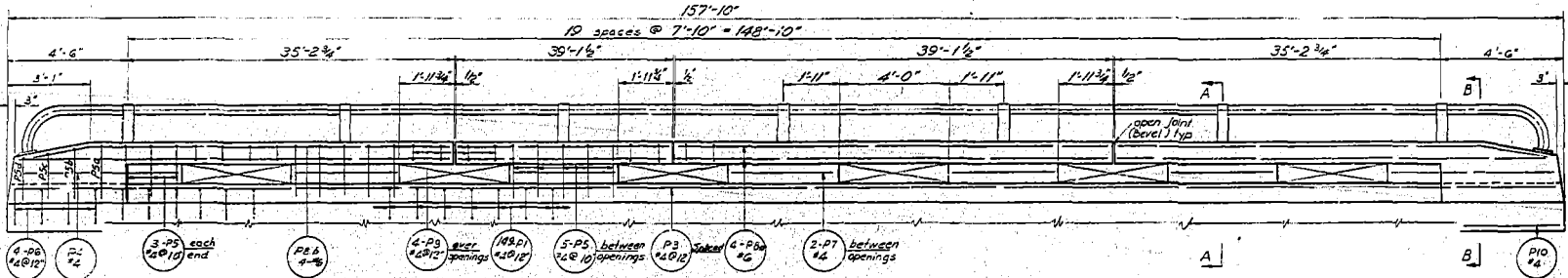
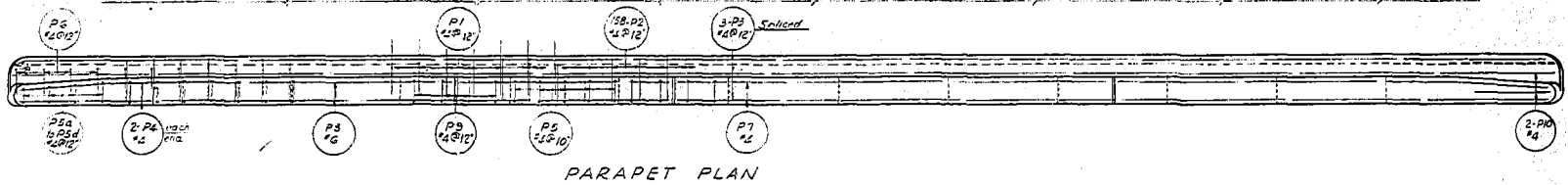
UTAH STATE DEPARTMENT OF HIGHWAYS
 SALT LAKE CITY, UTAH
 STRUCTURES DIVISION
MC ELMO CREEK BRIDGE ROAD AND TRAIL
MC ELMO CREEK BRIDGE
 SITUATION PLAN

DESIGNED BY: M.V.E. DRAWN BY: E.A. CHECKED BY: D.V.R. APPROVED BY: E.L. HILTON

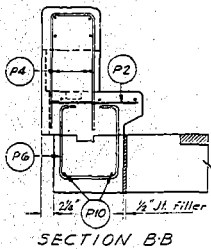
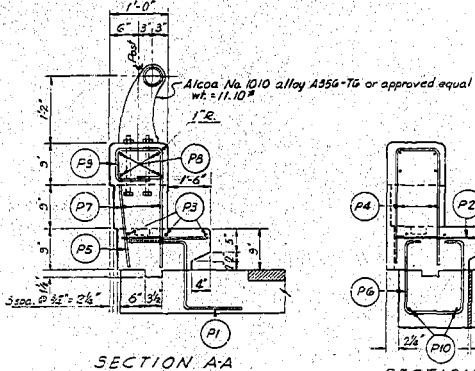
PROJECT NO. 19-771-1-5 SHEET NO. 262-1-0 OF 262-1-0 DATE: 3-2-57

BY: SAN JUAN COUNTY

DATE: 1-1-57



NOTE: The curbs and parapet shall not be poured until at least 7 days after the slab has been poured and until all shoring has been removed. The contact surfaces of concrete and aluminum shall be thoroughly coated with aluminum impregnated caulking compound.



UTAH STATE ROAD COMMISSION				
STRUCTURES DIVISION				
McELMO CREEK BRIDGE, INDIAN AVENUE				
PARAPET DETAILS				
Drawn by	MVC	Scale	10'-262.110	Sheet No.
Checked by	DUR	Project No.	394 #07	Date
Approved by	PJL	Location	SAN JUAN COUNTY	Drawn by
Project No.	19-771-1-5	Scale	10'-11	Sheet No.

LINE	LOCATION	SIZE	LENGTH	#	TOTAL	SKETCH
		IN	FT	BARS	LENGTH	
151	Approach Slab	4	28.9	64	1808.0	
152		4	14.7	32	924.0	
153		7	14.7	76	1026.0	
154		7	28.9	64	1694.0	
155	Approach Slab	4	2.9	38	159.0	
51	Slab	4	32.0	150	1920.0	
52		5	32.0	201	2560.0	
53		8	25.0	180	1800.0	
54		4	25.0	50	1000.0	
55		4	25.0	50	1000.0	
56		4	5.6	66	353.0	
57		5	32.0	4	128.0	
58		4	3.4	78	336.0	
59		4	27.0	3	81.0	
56	Slab	4	25.5	49	1230.0	
61	Girders	11	38.2	40	1320.0	
62			40.0	16	640.0	
63			25.9	1	412.0	
64			10.3	1	260.0	
65			9.0	16	144.0	
66			37.2	24	900.0	
67			18.4	16	550.0	
68			32.9	16	320.0	
69			24.0	24	576.0	
60			25.9	24	640.0	
611			41.6	12	432.0	
612			35.4	8	280.0	
613			39.0	8	240.0	
614			11	25.5	8	180.0
615	Girders	8	35.6	40	1340.0	
61	Girders	4	6.2	77	1140.0	
62		4	6.2	8	32.0	
63		4	6.2	1	35.0	
64		4	6.2	1	35.0	
65		4	4.0	1	35.0	
66		7.0	1	52.0		
67		7.2	1	57.4		
68		7.4	1	58.8		
69		7.2	1	60.0		
610		7.3	1	61.4		
611		8.0	1	64.0		
612		8.0	1	64.0		
613		8.0	1	70.8		
614		9.2	1	75.4		
615		9.6	1	76.0		
616		10.0	1	80.0		
617		10.2	1	80.0		
618		11.0	1	88.0		
619		11.2	1	92.0		
620		11.4	1	92.0		
621		11.0	1	88.0		
622		10.2	1	80.0		
623		10.0	1	80.0		
624		9.2	1	76.0		
625		9.2	1	73.4		
626		8.4	1	70.8		
627	Girders	4	8.2	66	332.0	

LINE	LOCATION	SIZE	LENGTH	#	TOTAL	SKETCH
		IN	FT	BARS	LENGTH	
328	Girders	4	3.2	8	25.6	
329			7.0	1	62.8	
330			7.8	1	61.4	
331			7.6	1	60.0	
332			7.4	1	58.8	
333			7.2	1	57.4	
334			7.0	1	56.0	
335			6.8	1	54.8	
336			6.8	1	53.4	
337			6.4	1	52.0	
338						
339						
340						
341						
342						
343						
344	Girders	4	6.4	4	26.0	
P1	Parapet	4	3.4	298	992.0	
P2			8.0	316	632.0	
P3			33.0	30	990.0	
P4			6.1	8	48.8	
P5			5.0	192	360.0	
P6			4.0	192	384.0	
P7			4.8	1	8.20	
P8			4.3	1	17.0	
P9			3.10	4	15.4	
P6			5.3	16	84.0	
P7			3.6	72	252.0	
P8			3.8	16	62.0	
P8			3.9	16	62.4	
P9			3.4	152	506.8	
P10	Parapet	4	4.2	8	33.4	
D1	Pier	6	17.2	200	3432.0	
D2		4	25.4	48	1224.0	
D3		4	5.4	48	232.0	
D4		6	3.5	180	630.0	
D5		4	25.4	12	302.0	
D6	Pier	4	12.0	38	456.0	
F1	Abut. Footing	5	6.2	376	2316.8	
F2		5	32.8	16	522.8	
F3		5	30.0	32	900.0	
F4		6	6.0	204	1407.6	
F5		5	32.8	12	392.0	
F6	Abut. Footing	5	30.0	76	780.0	

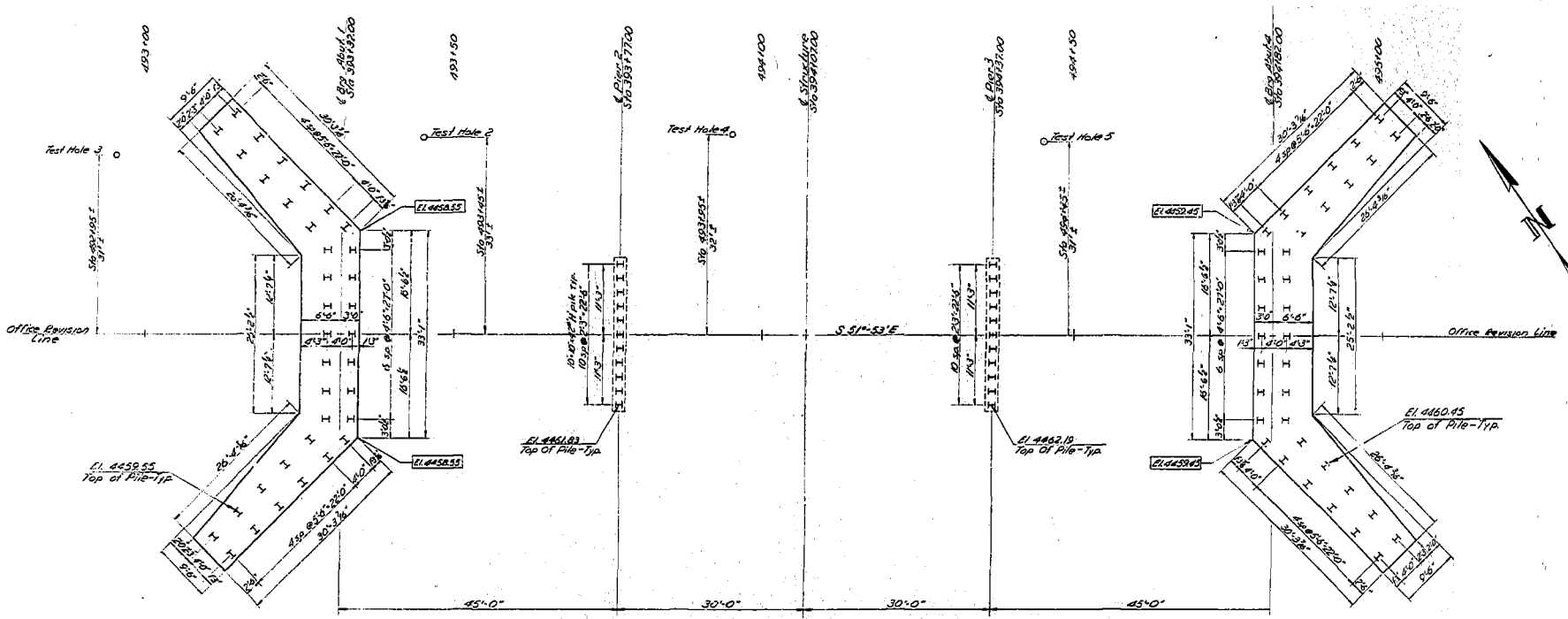
LINE	LOCATION	SIZE	LENGTH	#	TOTAL	SKETCH
		IN	FT	BARS	LENGTH	
F7	Abut. Footing	10	9.5	190	1785.0	
F8		9	8.8	80	693.0	
F9		8	7.11	60	477.0	
F10		5	5.10	68	346.8	
F11		5	4.10	48	232.0	
F12	Abut. Footing	5	2.10	720	3420.0	
E1	Abutment	10	10.0	32	832.0	
E2		5	18.10	12	786.0	
E3		4	30.8	62	1802.4	
E4		5	3.4	82	432.4	
E5		4	3.7	62	301.2	
E6		5	6.9	16	105.0	
E7		4	4.8	8	37.4	
E8	Abutment	4	4.6	40	180.0	
W1	Wing Walls	10	17.0	72	1224.0	
W2		9	16.0	80	1200.0	
W3		8	13.0	60	780.0	
W4		5	21.4	4	85.4	
W5		1	21.7	1	84.4	
W6		1	20.4	1	82.8	
W7		1	20.4	1	81.4	
W8		1	20.0	1	80.0	
W9		1	19.8	1	78.8	
W10		1	19.3	1	77.8	
W11		1	19.1	1	76.4	
W12		1	18.9	1	75.0	
W13		1	18.5	1	73.8	
W14		1	18.2	1	72.8	
W15		1	17.10	1	71.4	
W16		1	17.6	1	70.0	
W17		1	17.3	1	69.0	
W18		1	16.4	1	67.8	
W19		1	16.7	1	66.4	
W20		1	16.3	1	65.0	
W21		1	16.2	1	64.0	
W22		1	15.5	1	62.8	
W23		5	15.4	4	61.4	
W24		4	2.5	4	18.0	
W25		8	8.10	8	70.8	
W26		1	15.4	1	122.8	
W27		1	21.1	8	175.4	
W28	Wing Walls	4	26.4	88	2317.6	

NOTE:
Unless Otherwise Noted All
Dimensions Are From Our To
Our of Bars.

28.4910' of # 4 Bars @ 6.68' = 15,692.0
27.2902' of # 5 Bars @ 1.408' = 38,288.1
27.4014' of # 6 Bars @ 1.508' = 41,318.0
23.1710' of # 7 Bars @ 2.044' = 2,611.9
2,395.0' of # 8 Bars @ 2.670' = 6,988.7
1,093.2' of # 9 Bars @ 3.400' = 4,477.3
3,845.2' of # 10 Bars @ 4.303' = 16,545.8
7,120.0' of # 11 Bars @ 5.313' = 38,147.3

Total = 134,787.1'

UTAH STATE DEPARTMENT OF HIGHWAYS
SALT LAKE CITY, UTAH
STRUCTURES DIVISION
McELMO CREEK BRIDGE NEAR DUEITH
McELMO CREEK BRIDGE
REINFORCING STEEL SCHEDULE
DESIGNED BY: J.M.V. (CHECKED BY: J.M.V.) 13.262-1.0
APPROVED BY: D.V.B. (CHECKED BY: D.V.B.)
DESIGNED BY: D.V.B. (CHECKED BY: D.V.B.)
APPROVED BY: J.S. [unclear] (CHECKED BY: J.S. [unclear])
DATE: 19-27-1-3 D.D.: D-710 11 00 11



FOUNDATION PLAN

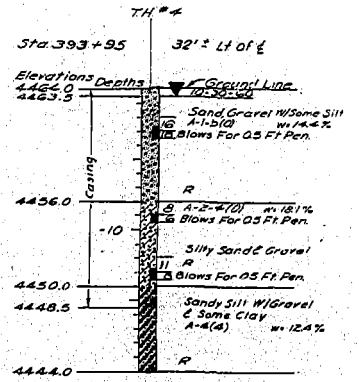
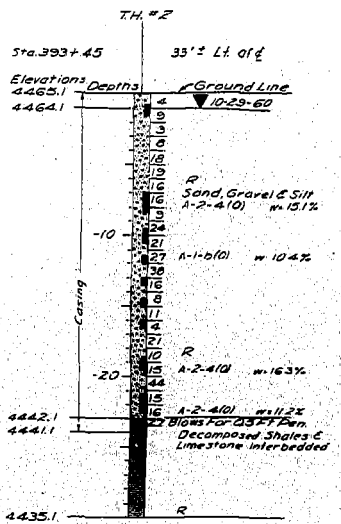
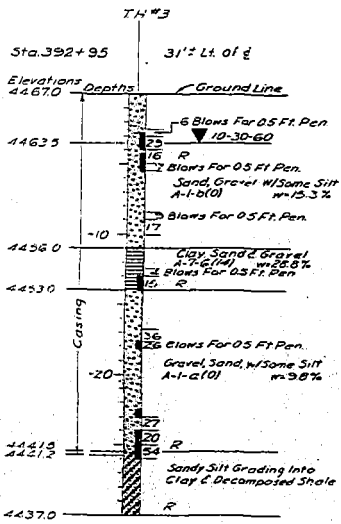
NOTE
 Maximum design pile loading - 37 Tons
 Abutment piling to be battered 1:4
 normal to footing, see sheet number C.
 Elevations of bottom of footings are
 shown enclosed in rectangles, e.g. 4458.55
 Piles enter into shale and can be driven
 to refusal - Use 10 D & 42 "H" bearing piles.
 Tip of pile at approx. Elev 4440.

		COMPUTED PILE LOAD (KIP)						
		ABUTMENT		BENT				
Loading	Rear		Front		Loading	Plumb		
	Plumb	Batter	Batter	Batter		Plumb	Batter	
	V	H	V	H		V	H	
DLFE	-	61	18	62	18	DL only	58	-
Group I	-	67	18	71	18	Group I	71	-

UTAH STATE DEPARTMENT OF HIGHWAYS
 SALT LAKE CITY, UTAH
 STRUCTURES DIVISION

**McELMO CREEK BRIDGE NEAR ANETH
 McELMO CREEK BRIDGE
 FOUNDATION PLAN**

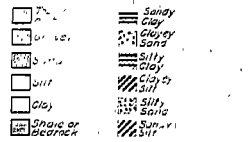
DESIGNED BY: M.W.	DRAWN BY: E.S.W.	PROJECT NUMBER: 10-262-1-D
CHECKED BY: M.W.	REVIEWED BY: P.A.I.	DATE: 5/24/47
APPROVED BY: D.V.R.	DESIGNED BY: P.A.I.	PROJECT NUMBER: 394-07
CONTRACT: Public Works		SECTION: FOOTING
APPROVED: Oct 5, 1947 D.L. S.		DATE: SAN JUAN
NO. 10-771-153	REV. 0-710	2 of 11



KEY TO BORING LOGS

Relative Density (Sand & Silt)
 Very Loose - Less than 2 blows per foot
 Loose - 2 to 10 blows per foot
 Medium - 10 to 30 blows per foot
 Dense - 30 to 50 blows per foot
 Very Dense - More than 50 blows per foot

CONSISTENCY (CLAY)
 Very Soft - Less than 2 blows per foot
 Soft - 2 to 4 blows per foot
 Medium - 4 to 8 blows per foot
 Stiff - 8 to 15 blows per foot
 Very Stiff - 15 to 30 blows per foot
 Hard - More than 30 blows per foot



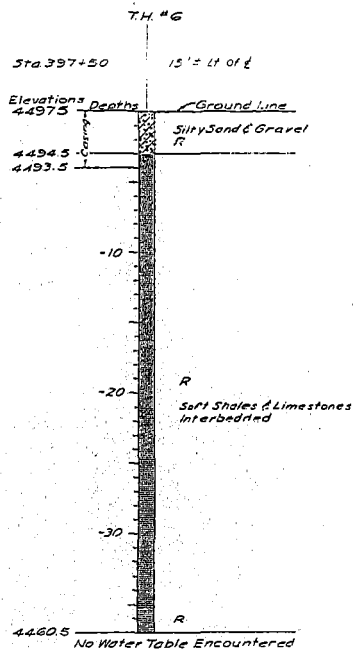
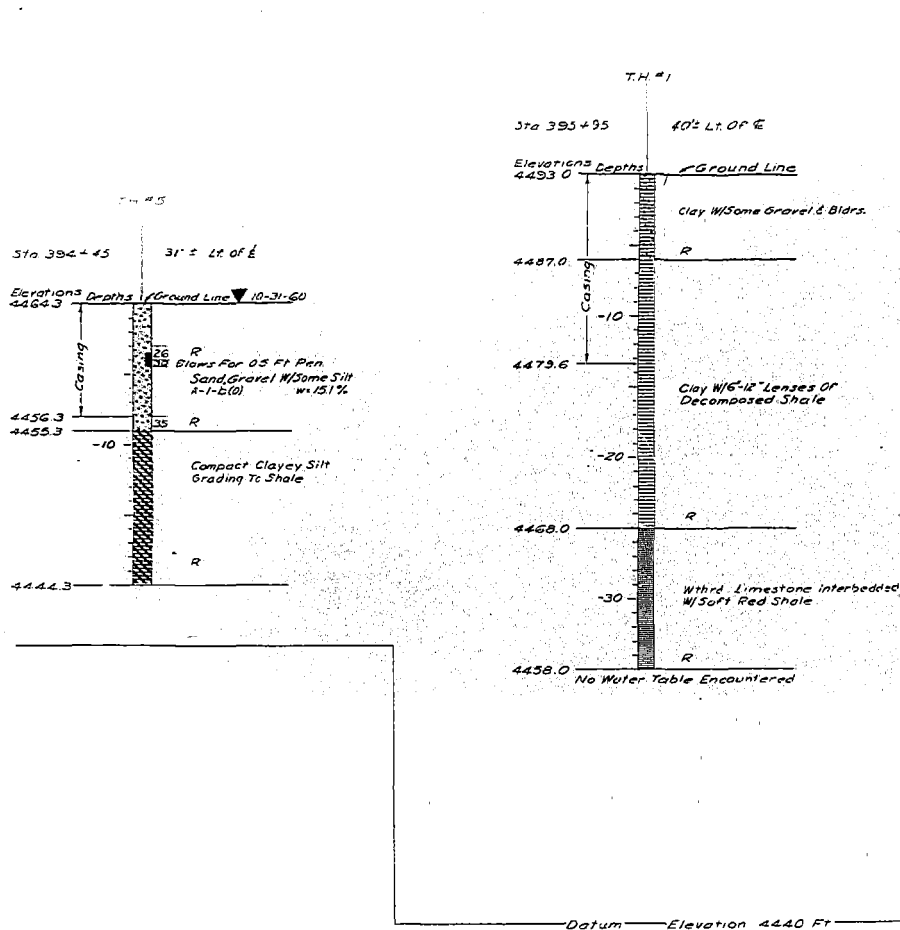
Boring (Foot Hole) Station	No	Elevations	Depths	Ground Elevation	Date	Location of Sample	Sample Not Recovered	Reason not recovered
000	0							
4518	1							
4518	2							
4518	3							
4518	4							
4518	5							
4518	6							
4518	7							
4518	8							
4518	9							
4518	10							
4518	11							
4518	12							
4518	13							
4518	14							
4518	15							
4518	16							
4518	17							
4518	18							
4518	19							
4518	20							
4518	21							
4518	22							
4518	23							
4518	24							
4518	25							
4518	26							
4518	27							
4518	28							
4518	29							
4518	30							

No. of blows or 140 lb hammer falling 30 inches required to drive a 2 1/4 sample 1 FT. unless otherwise noted.

Abbreviations
 LL - Liquid Limit in %
 PI - Plastic Index in %
 w - Natural Moisture Content %
 W.G. - Well Graded
 Pen - Penetration

UTAH STATE ROAD COMMISSION
 STRUCTURES DIVISION
MC ELMO CREEK BRIDGE NEAR ANITA
MC ELMO CREEK BRIDGE
FOUNDATION DATA

DESIGNED BY: MW PREPARED BY: [Signature] 19-262-1.0
 DRAWN BY: A. MUNSON CHECKED BY: 396+07
 APPROVED BY: [Signature] SAN JUAN COUNTY
 APPROVED DATE: 5, 1946 D.L. [Signature]
 SHEET NO. 3 OF 11
 APP. 3



KEY TO BORING LOGS
 RELATIVE DENSITY (SAND & SILT)
 Very Loose - Less than 2 blows per foot
 Loose - 4 to 10 blows per foot
 Medium - 10 to 30 blows per foot
 Dense - 30 to 50 blows per foot
 Very Dense - More than 50 blows per foot

Consistency (CLAY)
 Very Soft - Less than 2 blows per foot
 Soft - 2 to 4 blows per foot
 Medium - 4 to 8 blows per foot
 Firm - 8 to 15 blows per foot
 Stiff - 15 to 30 blows per foot
 Hard - More than 30 blows per foot

Silty Sand
 Silty Clay
 Silty Gravel
 Sand
 Silty Sand
 Silty Clay
 Clay
 Shale or Limestone
 Silty Sand
 Silty Clay
 Silty Gravel
 Sand
 Silty Sand
 Silty Clay
 Clay
 Shale or Limestone
 Silty Sand
 Silty Clay

Boring (Test Hole) No Station 0-00 E or Lt or Rt in FT Offset

Elevations	Depths	Gr El 4562 Ft
Ground Elevation	Depths	Gr El 4562 Ft
4464.3	0	4562
4456.3	8	4554
4455.3	10	4553
4458.0	20	4550
4444.3	30	4536
4458.0	30	4536

Example Typical
 Silty medium plastic
 turn clay, some silt
 at clay, w 9%

Thin Wall Shelby
 Tube undisturbed
 sampler used.

Silty barrel
 undisturbed
 sampler with filter
 rings or California
 type sampler

Proton not
 recovered

Classification
 of each sample
 and results of
 classification tests.

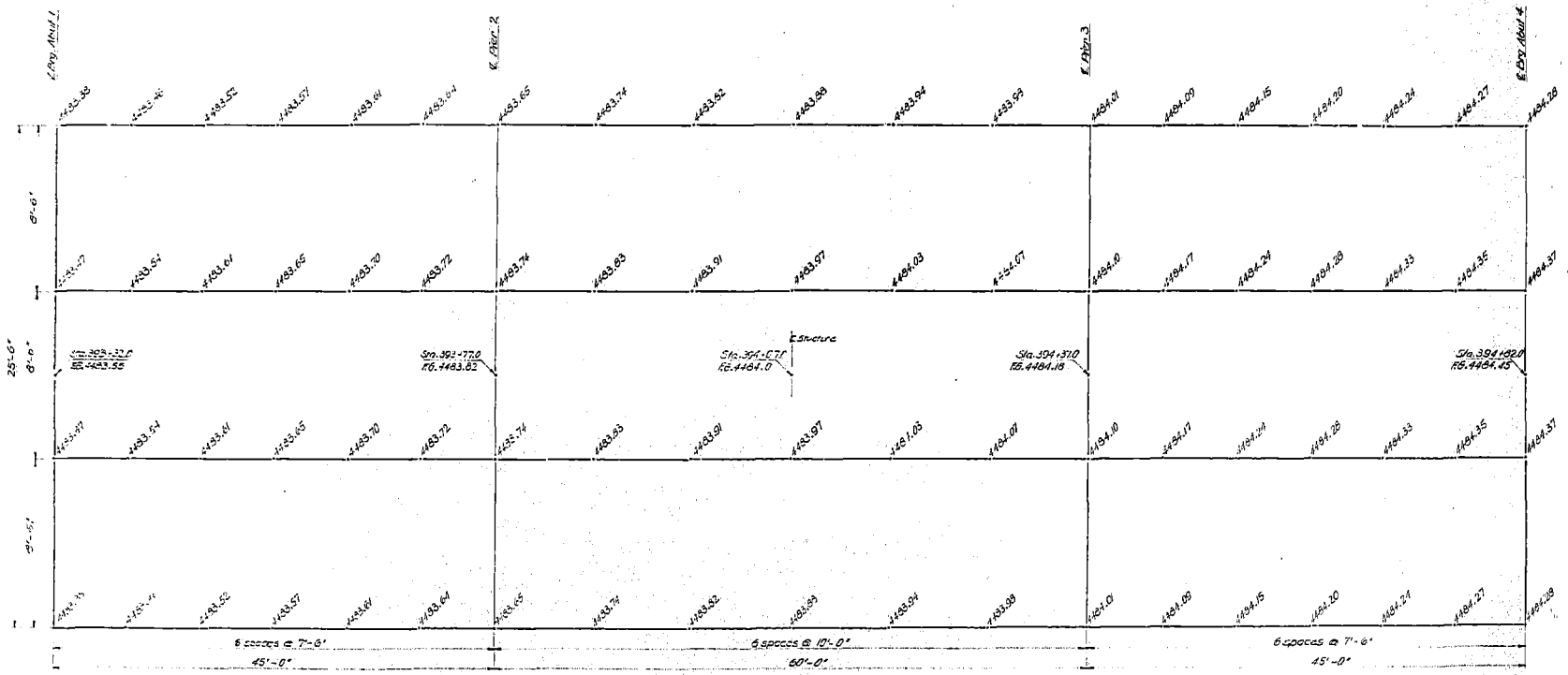
No. of blows of 60 lb hammer falling 30 inches required to drive 1 sq ft sample 1 Ft unless otherwise noted

Abbreviations:
 LL - Liquid Limit in %
 PI - Plastic Index in %
 W - Natural Moisture Content in %
 W_c - Well Graded
 P₂₀ - Penetration

UTAH STATE ROAD COMMISSION
 STRUCTURES DIVISION
MCELMO CREEK BRIDGE NEAR ANETH
MCELMO CREEK BRIDGE
FOUNDATION DATA

DESIGNED BY: MW	DATE: 10/1/62	PROJECT NO: 19-262-1.0
DRAWN BY: A. MUNSON	SCALE: AS SHOWN	SECTION: 394+07
CHECKED BY: R. L. SANGHVI	DATE: OCT 9, 1962	CITY: SAN JUAN
DATE: 19-771-3	REV: D-710	APP: 4-11

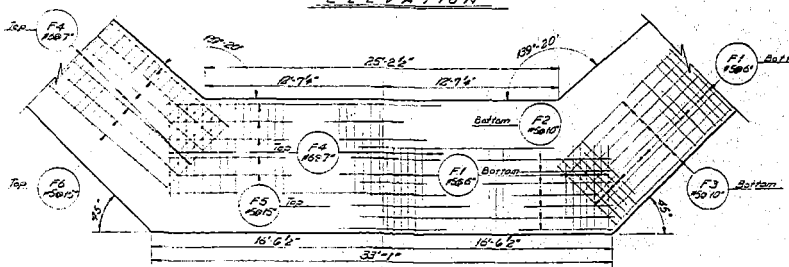
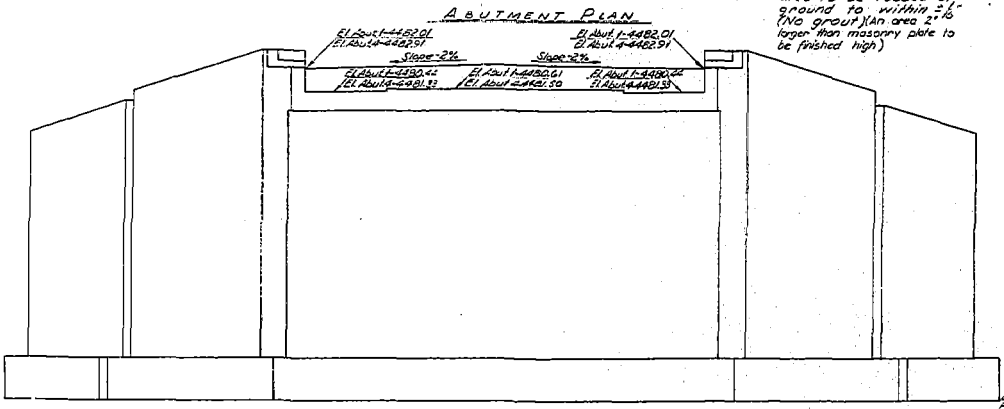
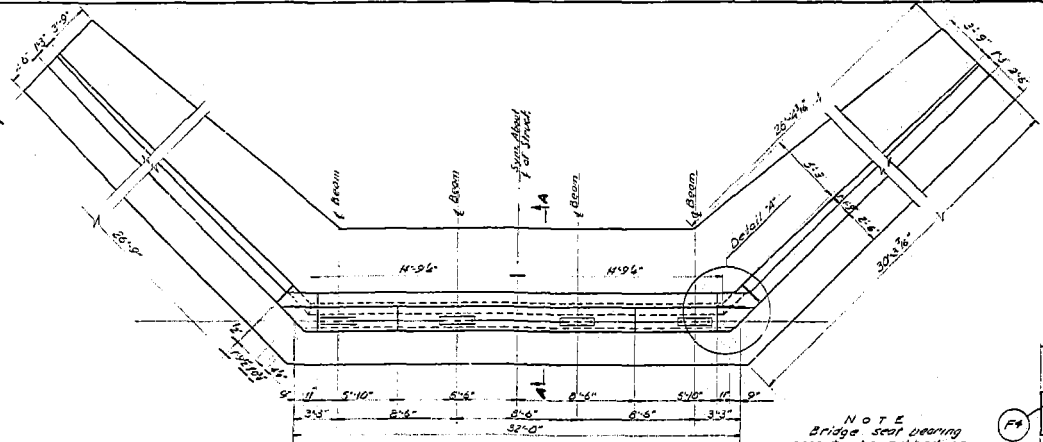
App 3



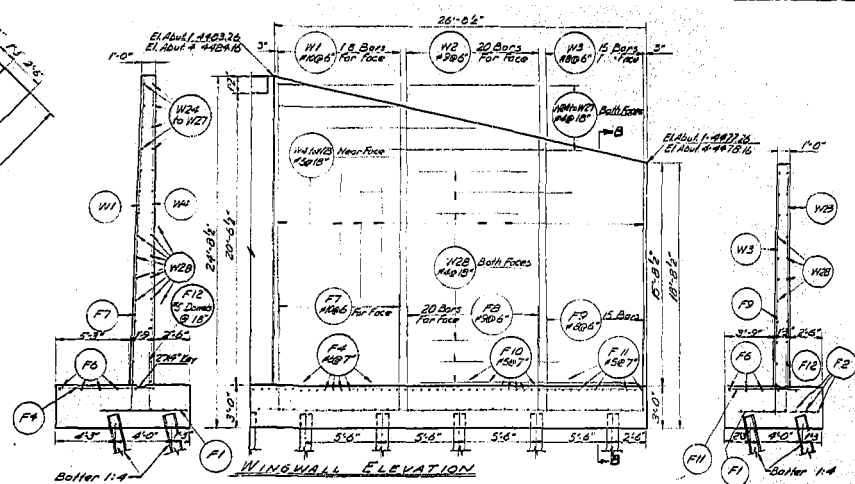
NOTE:
Elevations are RE + 1.25 x
Dead load deflection.

SCREED ELEVATION PLAN

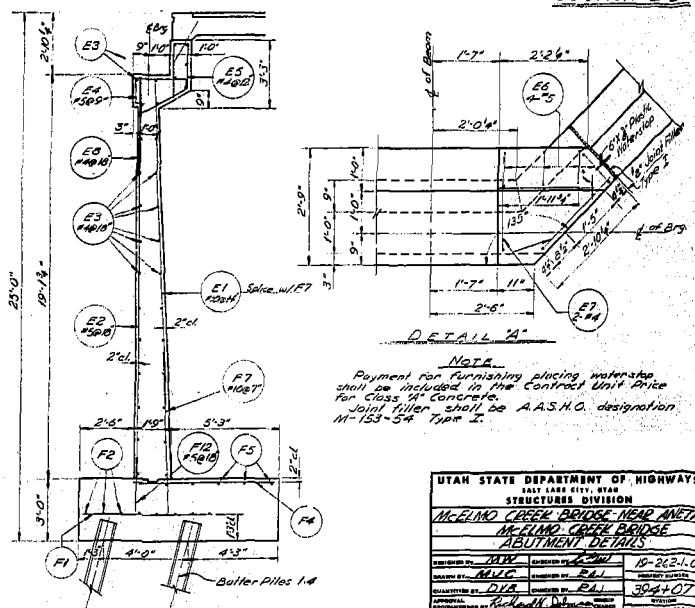
UTAH STATE ROAD COMMISSION SALT LAKE CITY, UTAH			
STRUCTURES DIVISION			
MC FLMO CREEK BRIDGE NEAR ANETH			
MC FLMO CREEK BRIDGE			
SCREED ELEVATION PLAN			
DESIGNED BY: <i>DMH</i>	IN CHARGE BY: <i>DMH</i>	19-262-1.0	
DRAWN BY: <i>ACP</i>	CHECKED BY: <i>RHJ</i>	394+07	
CALCULATED BY: <i>DWH</i>	APPROVED BY: <i>DMH</i>		
DATE: 12-13-67	BY: <i>D.L. Sangster</i>		SAN JUAN
19-771-1-3	D-710	5" = 11'	



NOTE
 Bridge seat bearing area to be rubbed on ground to within 1/8\"/>



SECTION B-B

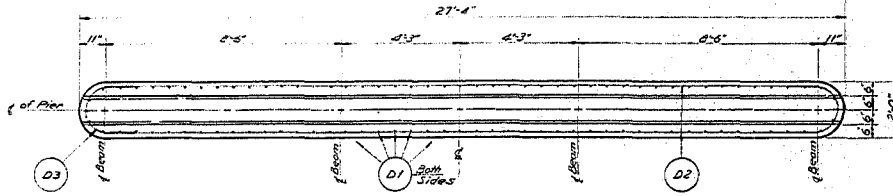


NOTE
 Payment for furnishing placing waterstop shall be included in the Contract Unit Price for Class 14 Concrete.
 Joint filler shall be A.A.S.H.O. designation M-53-54 Type I.

NOTE
 Piling not shown in abutment plan and elevation for clarity. For pile location, see sheet No. 2

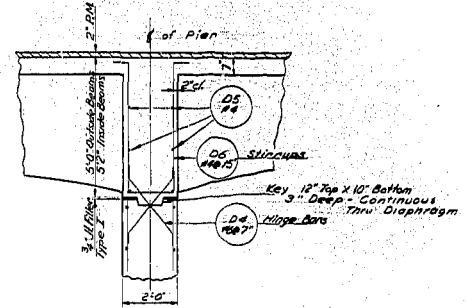
SECTION A-A
 SECTION AT C OF STRUCTURE

UTAH STATE DEPARTMENT OF HIGHWAYS		STRUCTURES DIVISION	
MCLIMO CREEK BRIDGE NEAR ANETH			
MCLIMO CREEK BRIDGE			
ABUTMENT DETAILS			
DESIGNED BY: MW	CHECKED BY: JSM	DATE: 10-26-10	SCALE: AS SHOWN
APPROVED BY: MJC	CHECKED BY: EMI	DATE: 10-27-10	SCALE: AS SHOWN
DESIGNED BY: DPA	CHECKED BY: EMI	DATE: 10-27-10	SCALE: AS SHOWN
APPROVED BY: JSM	CHECKED BY: EMI	DATE: 10-27-10	SCALE: AS SHOWN
APPROVED BY: JSM	CHECKED BY: EMI	DATE: 10-27-10	SCALE: AS SHOWN
PROJECT: SAN JUAN			DATE: 10-27-10
NO. 19-7717-3	REV. D-710	6 OF 11	

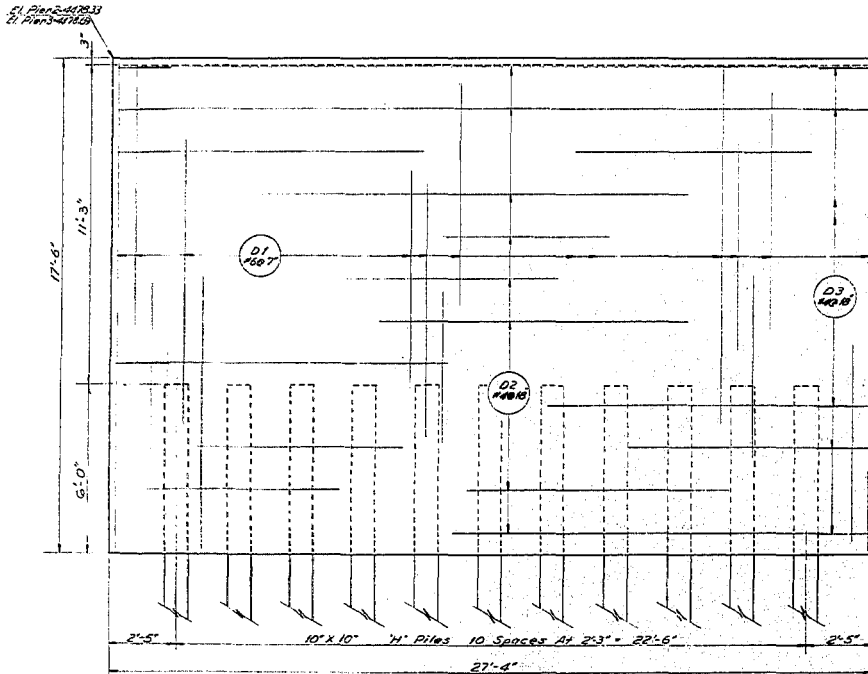


PIER 2 & 3 PLAN

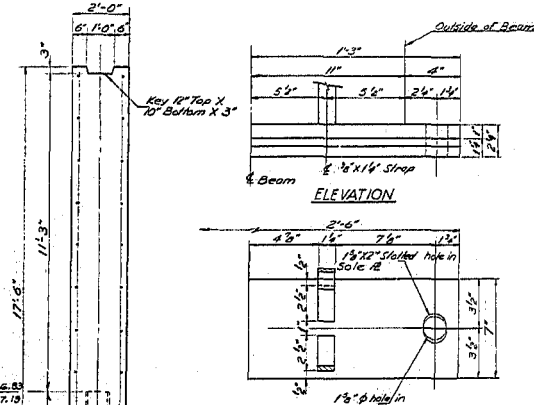
NOTE: The preformed fabric pad shall be composed of multiple layers of 20oz. cotton duck impregnated and bound with high quality natural rubber or of equivalent and equally suitable materials compressed into resilient pads of uniform thickness. The number of plies shall be such as to produce the specific thickness, after compression and vulcanizing. The finished pads shall withstand compression loads perpendicular to the plane of the termination of not less than 10,000 pounds per sq. inch, without detrimental reduction in thickness or extrusion. Payment for furnishing and placing pads shall be included in the contract unit price for structural steel.



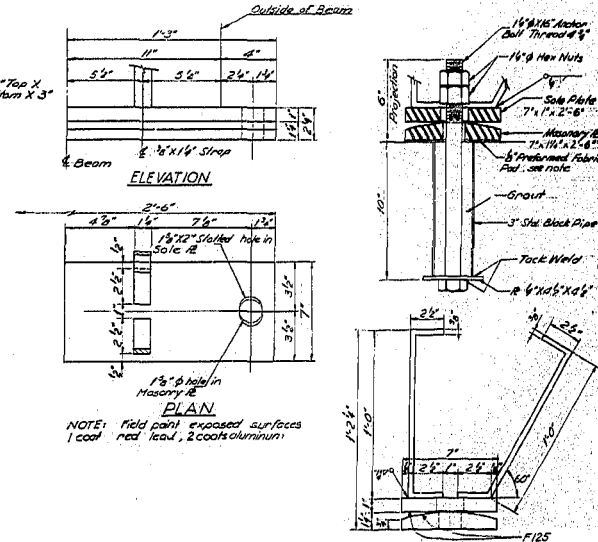
BEARING DETAIL AT PIERS



PIER ELEVATION

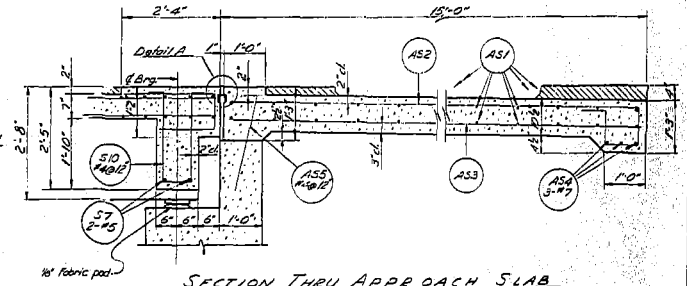
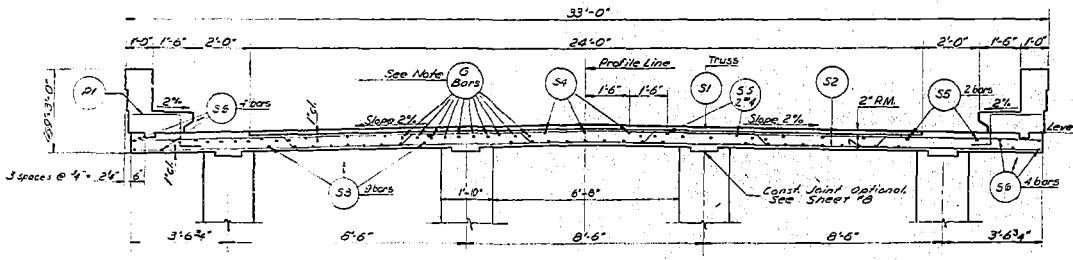
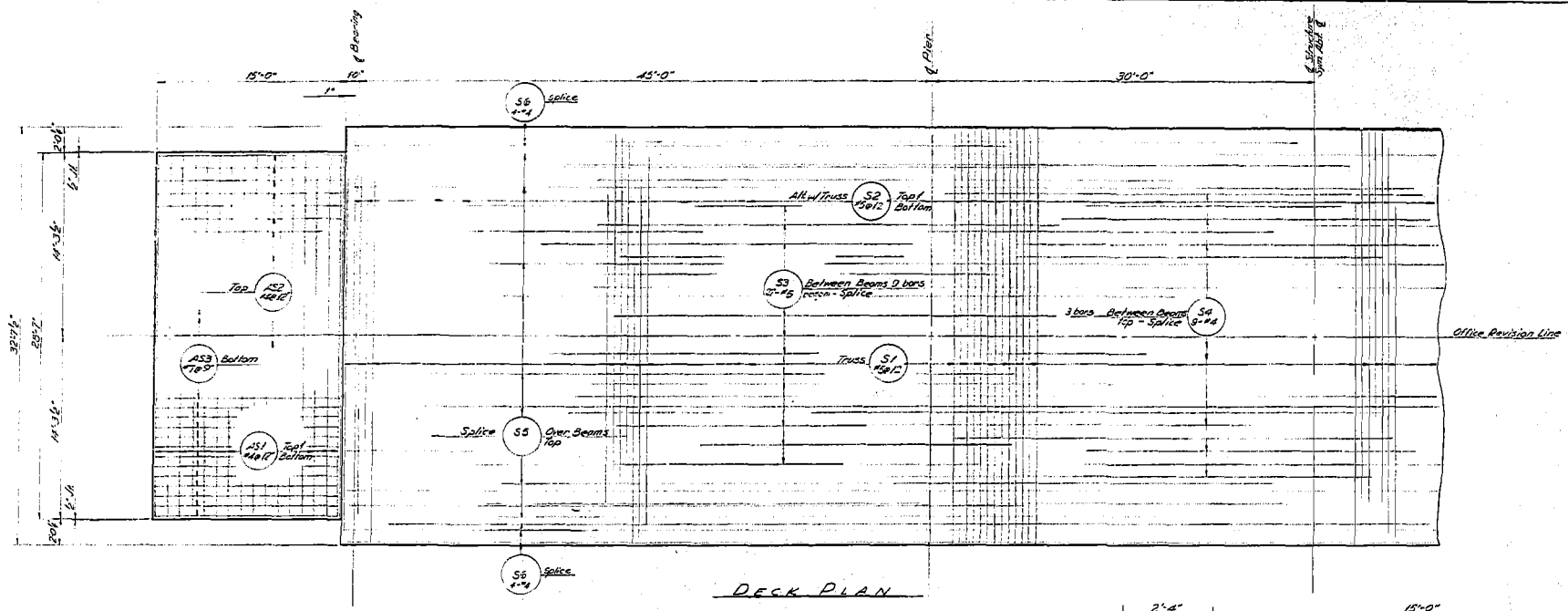


TYPICAL SECTION THRU PIER



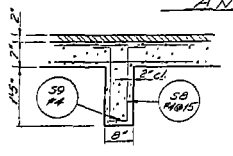
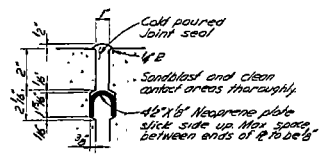
ABUTMENT BEARING DETAILS

UTAH STATE DEPARTMENT OF HIGHWAYS			
SALT LAKE CITY, UTAH			
STRUCTURES DIVISION			
MCGUIRE CREEK BRIDGE NEAR WENETH			
MCGUIRE CREEK BRIDGE			
PIER & BEARING DETAILS			
DESIGNED BY	DATE	PROJECT NUMBER	NO. 342-1-D
DRAWN BY	SCALE	PROJECT LOCATION	
CHECKED BY		PROJECT NAME	594+07
APPROVED BY		PROJECT NO.	
DATE		DESIGNED BY	SAN JUAN
		CHECKED BY	
		APPROVED BY	
		DATE	
NO. 19-77E753	ORD. D-710	7 of 11	



SECTION THRU DECK SLAB

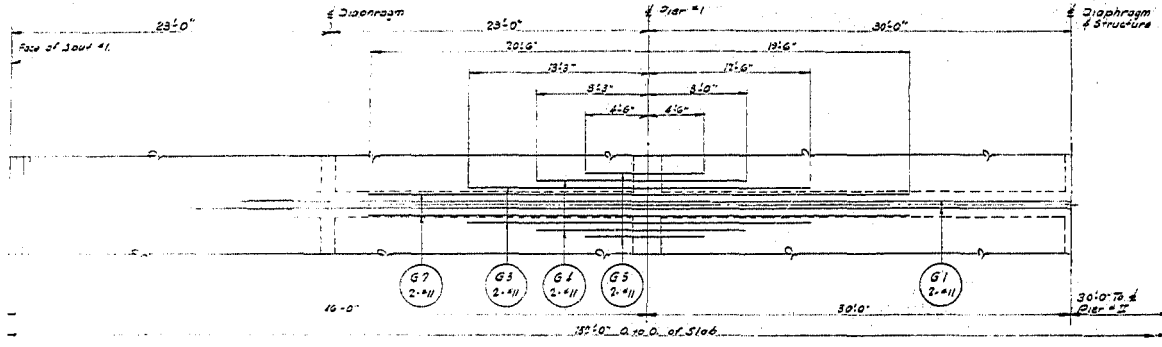
SECTION THRU APPROACH SLAB AND ABUTMENT



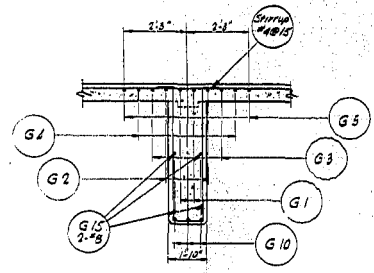
INTERMEDIATE DIAPHRAM

NOTE
For 'G' bar size and location refer to Sneezer No. 9.
'S' bars not shown in deck plan for clarity.

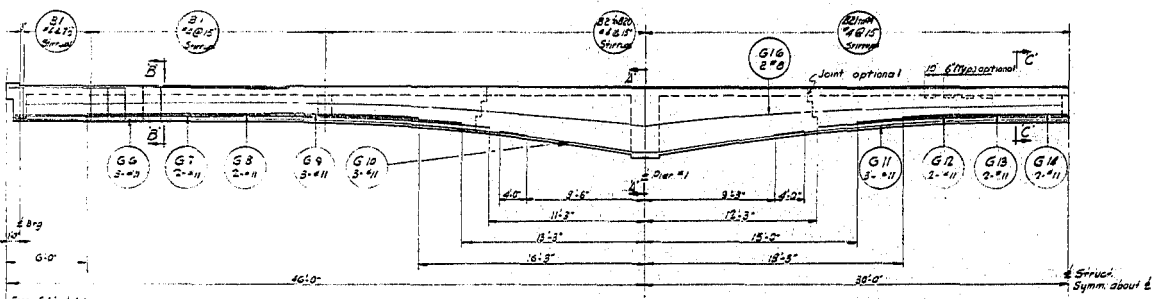
UTAH STATE DEPARTMENT OF HIGHWAYS			
SALT LAKE CITY, UTAH			
STRUCTURES DIVISION			
MCELMO CREEK BRIDGE NEAR MATH			
MCELMO CREEK BRIDGE			
DECK DETAILS			
DRAWN BY: M.W.	CHECKED BY: C. SHUL	PROJECT NO.: 19-262-1.0	SCALE: AS SHOWN
DESIGNED BY: M.W.C.	APPROVED BY: E.M.	DATE: 3/24/07	
CONTRACT NO.: D-19-196	SECTION NO.: 1	CITY: SAN JUAN	COUNTY: SAN JUAN
DATE: 19-271-1.3	DRG. NO.: D-710	8 of 11	



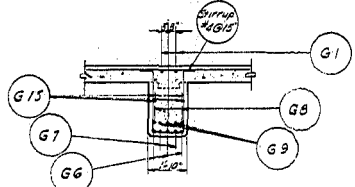
GROSS PLAN



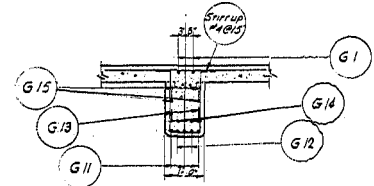
SECTION A-A



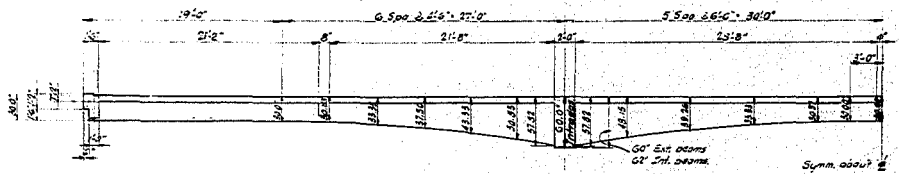
SECTIONAL ELEVATION



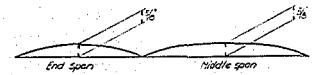
SECTION B-B



SECTION C-C



GIRDER DEPTH AT GROSS PLAN



CAMBER DIAGRAM
Elevations are F.R. 1123' elev. local direction

UTAH STATE DEPARTMENT OF HIGHWAYS			
PAID LABOR CITY, STATE			
STRUCTURES DIVISION			
McELMO CREEK BRIDGE NEAR ANETH			
McELMO CREEK BRIDGE			
BEAM DETAILS			
DESIGNED BY	M.W.	DATE	10-22-10
CHECKED BY	D.E.A.	DATE	10-22-10
APPROVED BY	D.E.A.	DATE	10-22-10
PROJECT NO.	394107	SCALE	AS SHOWN
PROJECT LOCATION	McELMO CREEK BRIDGE NEAR ANETH	DISTRICT	SAN JUAN
PROJECT NO.	19-771-1-3	DATE	10-22-10
PROJECT LOCATION	McELMO CREEK BRIDGE NEAR ANETH	SCALE	AS SHOWN