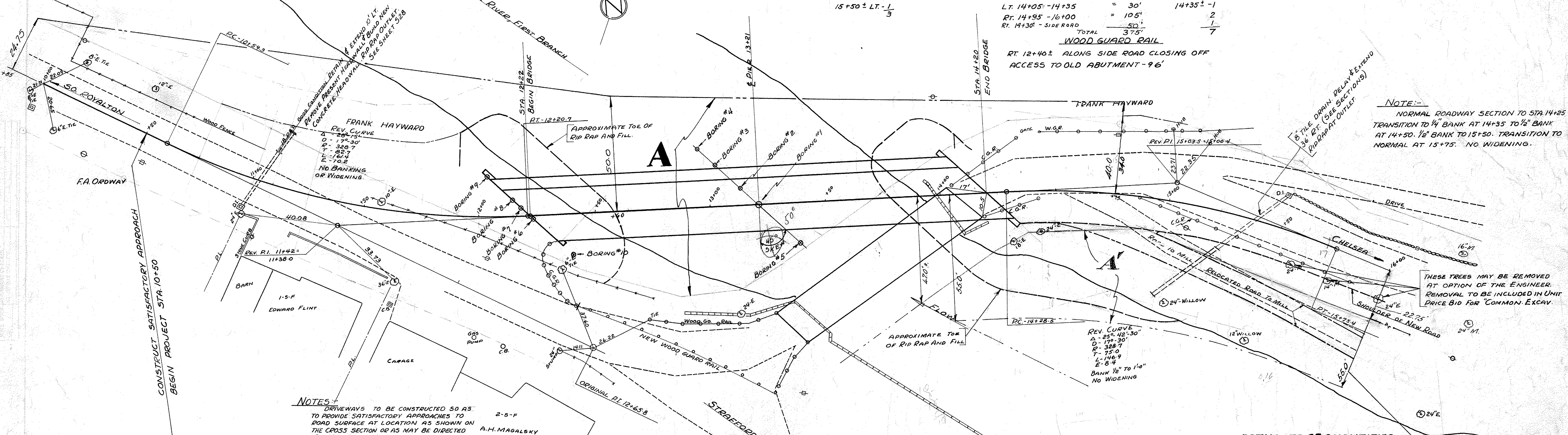


PARCEL	INSTRUMENT	DATE	GRANTOR	GRANTEE	DEOR - D	TUNBRIDGE	REMARKS
A	Q.C.D.	5-12-38	FRANK H. MABEL M. HAYWARD	ST. OF UT.	BOOK 27	PAGE 211	DATE 5-12-38
A'	Q.C.D.	1-25-39	HUGH WILLIAMS		BOOK 27	PAGE 219	DATE 2-9-39

GUIDE POSTS		CABLE GUARD RAIL		ANCHORS	
11+12 ±	LT. -1	LT. 10+50 - 12+05 ±	= 155'	10+50 - 1	
15+00 ±	RT. -1	RT. END OF BRIDGE - SIDEROAD	= 35'	SIDE ROAD - 1	
15+50 ±	LT. -1	LT. 14+05 - 14+35	= 30'	14+35 ± - 1	
		RT. 14+95 - 16+100	= 105'	2	
		RT. 14+30 ± - SIDEROAD	= 50'	1	
		TOTAL	375'	7	



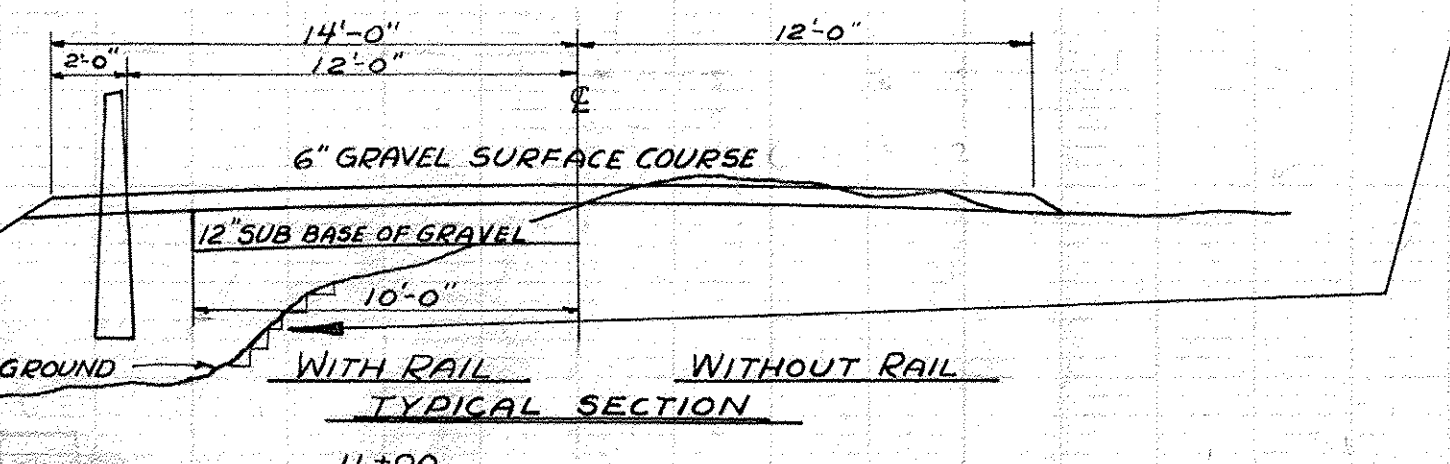
NOTE:-
 NORMAL ROADWAY SECTION TO STA. 14+25
 TRANSITION TO 1/4" BANK AT 14+35 TO 1/2" BANK
 AT 14+50. 1/2" BANK TO 15+50. TRANSITION TO
 NORMAL AT 15+75. NO WIDENING.

THESE TREES MAY BE REMOVED
 AT OPTION OF THE ENGINEER.
 REMOVAL TO BE INCLUDED IN UNIT
 PRICE BID FOR COMMON EXCAV.

NOTES:-
 DRIVEWAYS TO BE CONSTRUCTED SO AS
 TO PROVIDE SATISFACTORY APPROACHES TO
 ROAD SURFACE AT LOCATION AS SHOWN ON
 THE CROSS SECTION OR AS MAY BE DIRECTED
 BY THE ENGINEER.
 A MINIMUM THICKNESS OF 12" SUB-BASE
 OF GRAVEL SHALL BE USED UNDER ROAD SURFACE THRU
 ROCK CUTS. THIS SUB-BASE TO BE EXTENDED 30 FT. BEYOND
 END OF THE ROCK CUT.
 THE ATTENTION OF THE ENGINEER IS CALLED TO SOIL
 REMOVAL.
 WHEN EMBANKMENTS ARE TO BE MADE ON A HILLSIDE, THE
 SLOPE OF THE ORIGINAL GROUND ON WHICH THE EMBANKMENTS
 ARE TO BE MADE, SHALL BE PLOWED DEEPLY OR CUT INTO
 STEPS BEFORE FILLING IS COMMENCED. ITEM 10,
 PARAGRAPH 10.6.

BORING DATA

#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
Gravel	Gravel	Gravel	Gravel	Gravel	Gravel	Gravel	Gravel	Gravel	Gravel
Gravel	Gravel	Gravel	Gravel	Gravel	Gravel	Gravel	Gravel	Gravel	Gravel
Gravel	Gravel	Gravel	Gravel	Gravel	Gravel	Gravel	Gravel	Gravel	Gravel
Gravel	Gravel	Gravel	Gravel	Gravel	Gravel	Gravel	Gravel	Gravel	Gravel



LIST OF SHEETS

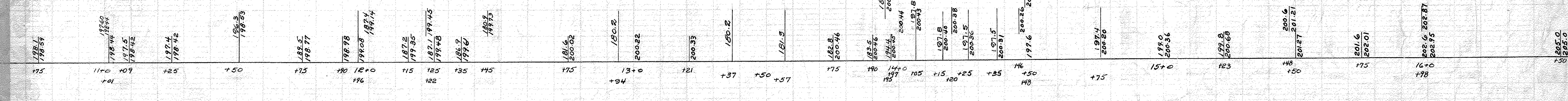
- 1 PLAN AND PROFILE
- 2 DETAILS ABUT #1
- 3 " " ABUT #2
- 4 " " " "
- 5 SUPERSTRUCTURE DETAILS
- 6 RAILING & DRAINAGE DETAILS
- 7 58 II - BARRICADES, LIGHTS, SIGNS
- 8 58 20 - DETAILS A-C-E-H-K-L AND GEN. NOTES
- 9 58 21 - DETAIL 5 113 MODIFIED
- 10 528 - CONCRETE HEADWALL
- 11 530 - CABLE GUARD RAIL & WOOD GUARD RAIL
- 12-17 SECTIONS

ESTIMATE OF QUANTITIES

NO.	ITEM	QUANTITY
10	ROCK EXCAVATION	10 CY
10-11	COMMON EXCAVATION INC. BORROW	2590 CY
12	TRENCH EXCAVATION OF EARTH	14 CY
15	CHANNEL EXCAVATION	261 CY
16	STRUCTURE EXCAVATION	276 CY
18	MAINTENANCE OF TRAFFIC	1 L.S.
19C	SUB-BASE OF GRAVEL	302 CY
22	GRAVEL SURFACE COURSE	232 CY
29	DOUBLE TACK COAT OF REFINED TAR	770 GAL
311	CONCRETE CLASS "A"	311 CY
41C	" " " " C	60 CY
42	REINFORCING STEEL	43720 LBS
43B	STEEL SUPERSTRUCTURE (369646")	1 L.S.
49C	REINFORCED CONCRETE PIPE (18")	10 LF
53-B	VITRIFIED CLAY PIPE (8")	36 LF
54	RELAYING PIPE CULVERTS	40 LF
56	TEMPORARY BRIDGE	1 L.S.
57	REMOVAL OF PRESENT SUPERSTRUCTURE	1 L.S.
68	RIP-RAP FOR BANK PROTECTION (HEAVY TYPE)	400 CY
78	WOOD GUARD RAIL	96 LF
80A	CABLE GUARD RAIL	375 LF
15+23		
150' V.C.		
EL. 199.80		
80B	ANCHORS FOR CABLE GUARD RAIL	6 EA
83	GUIDE POSTS	3 EA
93	BALUSTRADE RAIL	391 LF
94	CONDUIT FOR LIGHTING SYSTEM	1 L.S.

APPROVED: June 6, 1938
 O.A. Harding
 DISTRICT HIGHWAY COMMISSIONER
 CORRECT:
 A.W. Siskop
 BRIDGE ENGINEER
 APPROVED: 1938
 H.E. Langford
 COMMISSIONER OF HIGHWAYS

BRIDGE DATA		
TYPE	PRESENT	PROPOSED
OVERALL SPANS	WOOD COVERED	1 BM CONC. FLOOR
CLEAR SPANS	1 @ 90.5'	2 @ 99'
ROADWAY	1 @ 74'	2 @ 95'
CLEAR HEIGHT	14.2' ±	15'
WATER WAY	1050 ±'	1442'



**MARKET BRIDGE
 TUNBRIDGE
 ST. 199 L**