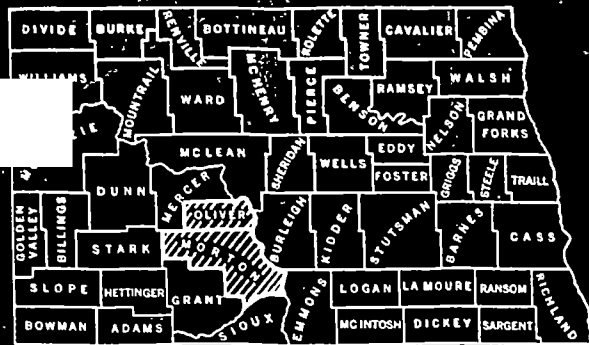




SKETCH-MAP OF NORTH DAKOTA
SHOWING COUNTIES

DESIGN DATA

TRAFFIC AVERAGE DAILY EST. 30TH MAX. HR.

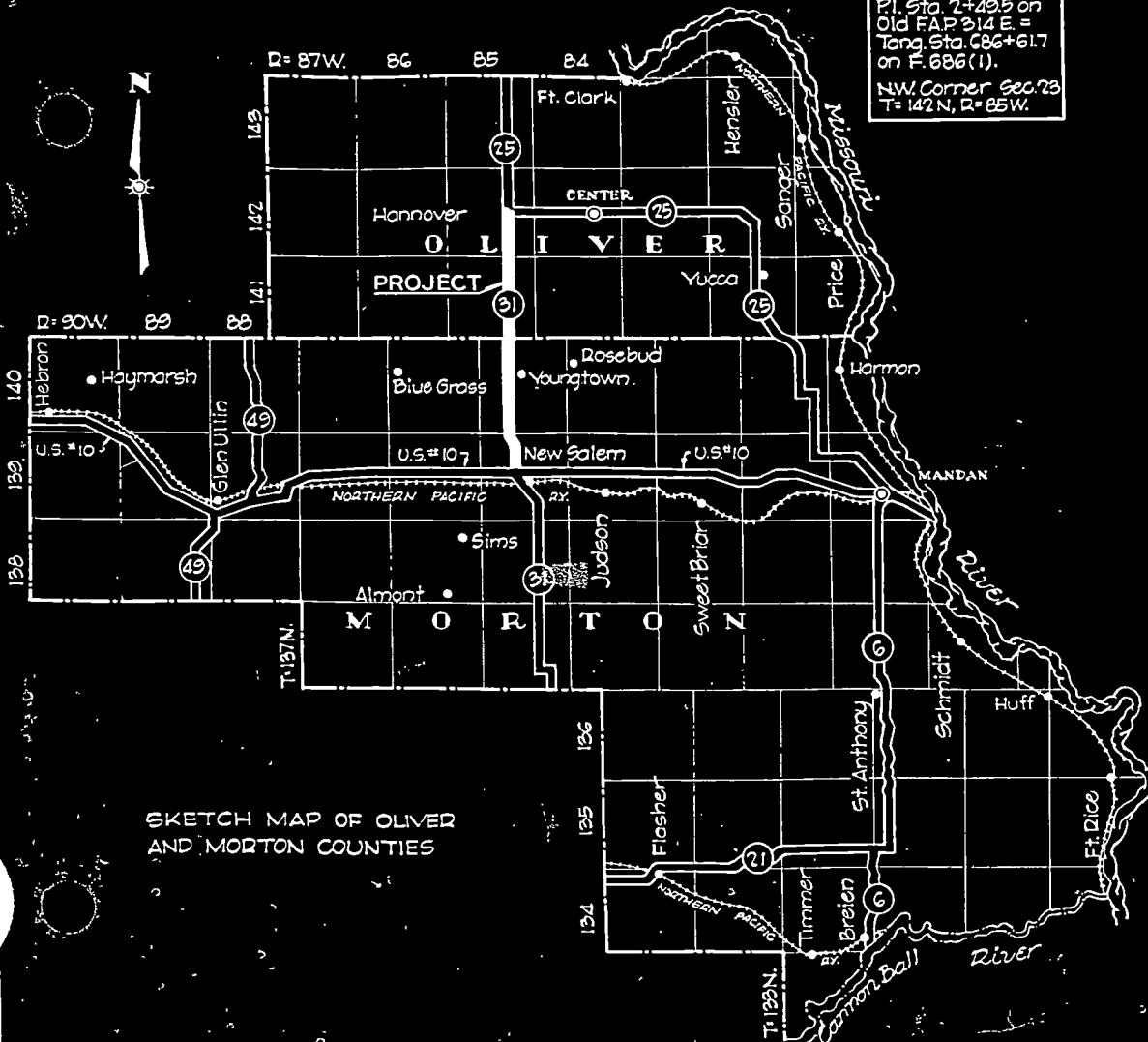
PRESENT TRAFFIC (1951) 191 PASS. 94 TRUCKS 285 TOTAL 34
TRAFFIC FORECAST (1971) 339 PASS. 117 TRUCKS 456 TOTAL 55

DESIGN SPEED 60 MPH

TRAFFIC CLASSIFICATION 'M'

MINIMUM SIGHT DISTANCE (NON PASSING) 475 FEET
MINIMUM SIGHT DISTANCE (SAFE PASSING) 2300 FEET
MINIMUM PASSING SIGHT DISTANCE FOR MARKING 1000 FEET

BRIDGES MINIMUM WIDTH = 22 FEET
DESIGN LOADING = H20 (1949).



SKETCH MAP OF OLIVER
AND MORTON COUNTIES

NORTH DAKOTA STATE HIGHWAY DEPARTMENT PLANS

FOR THE PROPOSED IMPROVEMENT OF A
STATE HIGHWAY
IN OLIVER & MORTON COUNTIES

FEDERAL AID SECONDARY PROJECT S.629(1)

SCALES



INDEX OF DRAWINGS

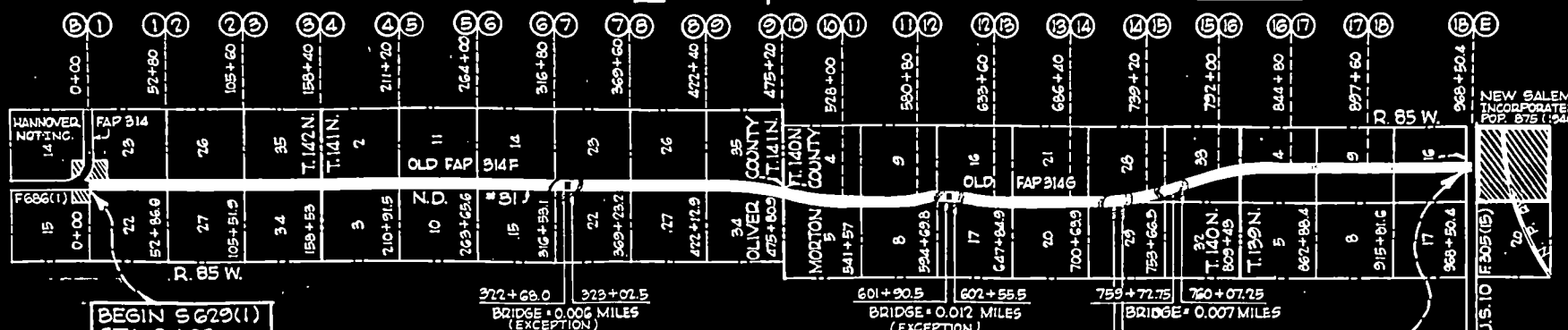
SHEET NO.	TITLE PAGE
1	TYPICAL SECTIONS & SUMMARY OF QUANTITIES
2	CULVERT AND BRIDGE LIST
3	TO 55 INCL. PLAN AND PROFILE DRAWINGS.
4	TO 47 INCL. STRUCTURAL DRAWINGS
5	TO 11 INCL. PROFILE
6	TO 212 INCL. CROSS SECTIONS

GOVERNING SPECIFICATIONS:

Standard Specifications adopted by the North Dakota State Highway Department Nov. 1949, and approved as standard by the Bureau of Public Roads July 2, 1950. Required Special Provisions approved as standard by the Bureau of Public Roads Aug. 5, 1949, and those submitted herewith.

KEY TO CONVENTIONAL SIGNS

STATE & NATIONAL LINES	
COUNTY LINE	
TOWNSHIP & RANGE LINES	
GRADE LINE	
CENTERLINE OF CONSTRUCTION	
OLD RIGHT OF WAY LINE	
NEW RIGHT OF WAY LINE	
ABANDONED RIGHT OF WAY LINE	
PROPERTY LINE	
STONE WALL	
OTHER FENCES	
POLE LINES	
POWER LINES	
BRIDGE	
GROUND ELEVATION	
GRADE	
TRAVELED WAY	
RAILROADS	
HEDGES AND TREES	
TRAILS	
CITY OR VILLAGE CORPORATE LIMITS	
SECTION CORNER	
QUARTER SECTION CORNER	
BUILDINGS	
OLD CULVERTS	
NEW CULVERTS	
DRAINAGE	
BENCH MARKS	
WATERS EDGE	
MARSH	
WIRE ROPE GUARD RAIL	
SNOW FENCE	
RIPRAP	
GUARD POSTS	
COBBLE GUTTERS	
CONCRETE GUTTERS	



BEGIN S629(1)
STA. 0+00 =
Pt. Sta. 7+49.5 on
Old FAP 314 E =
Long Sta. 486+61.7
on F.686(1).
NW Corner Sec. 23
T. 142 N., R. 85 W.

LAYOUT MAP
6000 FEET 0 6000 FEET
SCALE - FEET

F 1 31 ()
MILE 77 31-080.063

END S629(1)
STA. 968+50.4 =
Sta. 494+26.4 on
Old FAP 314 E =
Sta. 497+57.4 on
S.N.F.A.P. 205(15).
A point 40' West
S.E. Corner of the
S.W. 1/4 of Sec. 16,
T. 139 N., R. 85 W.



STRAIGHT LINE DIAGRAM OF
PASSING ZONES, NON-PASSING ZONES &
SAFE PASSING SECTIONS.

LEGEND
Passing Zones (1000' Minimum)
Non-Passing Zones
Safe Passing Sections (2300' Minimum)

April 20, 1951
Revised to conform to P.S. & E.
All sheets affected

APPROVED DATE 4-24-51

CHIEF ENGINEER, ACTING
NORTH DAKOTA STATE
HIGHWAY DEPARTMENT

RECOMMENDED FOR APPROVAL DATE

DISTRICT ENGINEER
BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE

APPROVED DATE

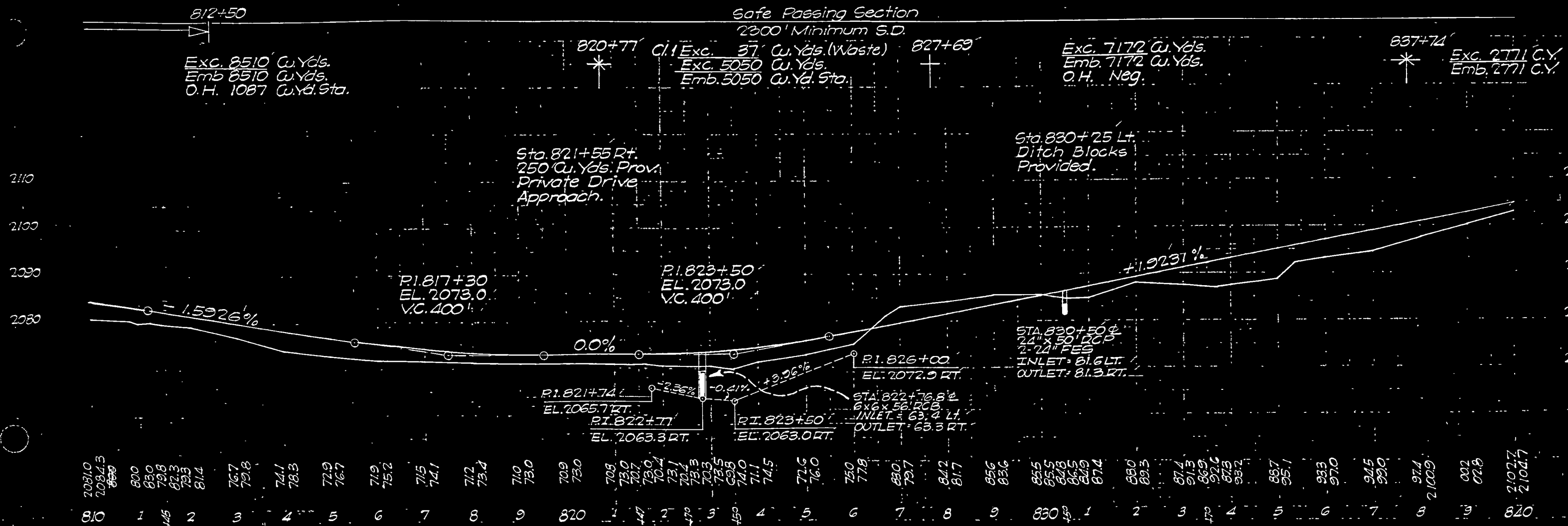
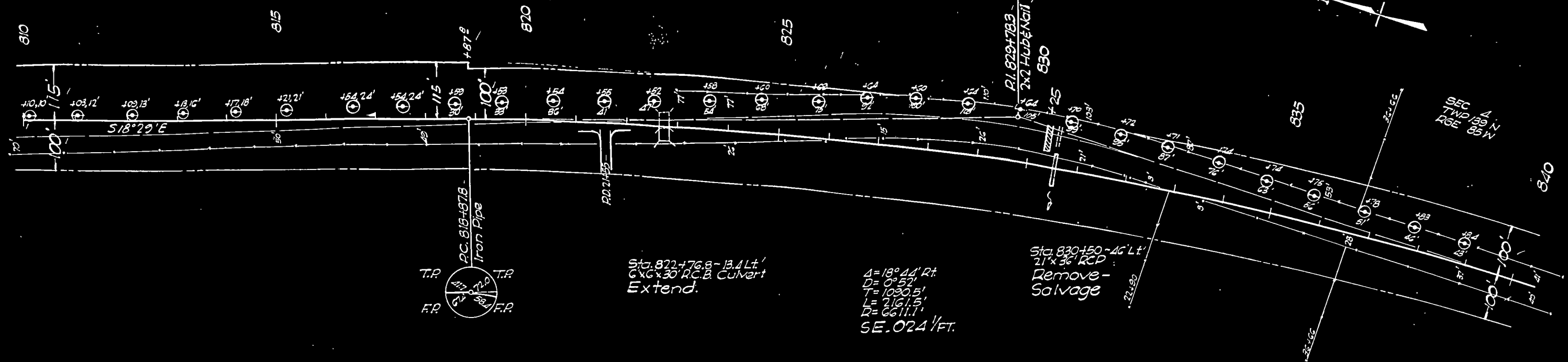
DIVISION ENGINEER
BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE

INSTALL PIPE CULVERTS
STA. 830+50 & 24" x 50' RCP-2-24" FES

EXTEND BOX CULVERT
STA. 822+76.8 & 6x6x30' RCB-Extend 26' Rt.
Class A 1 1/2 Concrete.....21.26 Cu. Yds.
Reinforcing Steel.....2364 Lbs.
Class I Exc.....37 Cu. Yds. - Waste
Displacement.....150 Cu. Yds.

BENCH MARKS			
NO.	DESCRIPTION	LOCATION	ELEV.
76	Box Cul. Hdwl.	822+82 L.F.	2071.07
77	Large Rock	832+50-86 L.F.	2092.47

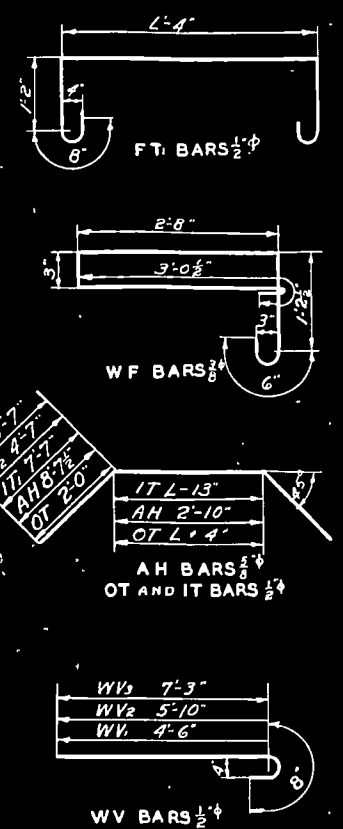
FED. AID DIV. NO.	STATE	FED. AID PROJECT NO.	LOCAL YEAR	SHEET NO.	TOTAL SHEETS
5N	N.D.	629(M)		31	2



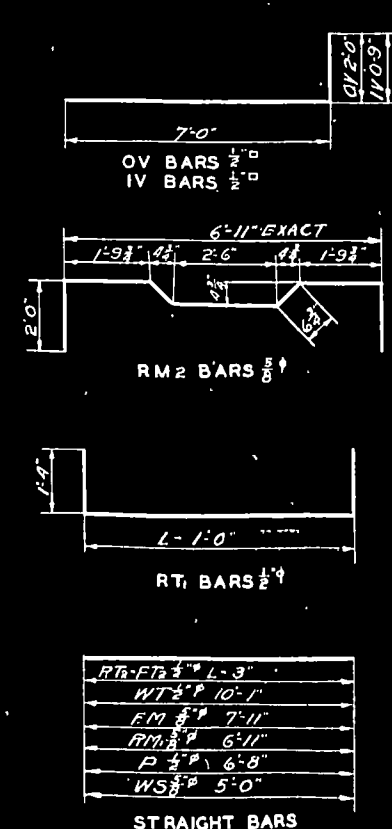
NOTE In the bar list an allowance of 2'-0" has been made for a splice in each bar more than 40'-0" in length.

BAR LIST		28'		29'		30'		31'		32'		33'		34'		44'	
Mark	No.	Length	Mark	No.	Length	Mark	No.	Length	Mark	No.	Length	Mark	No.	Length	Mark	No.	Length
FT	2	31'-4"	FT	2	32'-4"	FT	2	33'-4"	FT	2	34'-4"	FT	2	35'-4"	FT	2	36'-4"
FT	8	27'-9"	FT	8	28'-9"	FT	8	29'-9"	FT	8	30'-9"	FT	8	31'-9"	FT	8	32'-9"
FM	49	7'-11"	FM	51	7'-11"	FM	53	7'-11"	FM	55	7'-11"	FM	57	7'-11"	FM	59	7'-11"
WT	12	10'-1"	WT	12	10'-1"	WT	12	10'-1"	WT	12	10'-1"	WT	12	10'-1"	WT	12	10'-1"
WF	32	7'-8"	WF	32	7'-8"	WF	32	7'-8"	WF	32	7'-8"	WF	32	7'-8"	WF	32	7'-8"
AH	2	20'-1"	AH	2	20'-1"	AH	2	20'-1"	AH	2	20'-1"	AH	2	20'-1"	AH	2	20'-1"
WV	12	5'-2"	WV	12	5'-2"	WV	12	5'-2"	WV	12	5'-2"	WV	12	5'-2"	WV	12	5'-2"
WV	12	6'-6"	WV	12	6'-6"	WV	12	6'-6"	WV	12	6'-6"	WV	12	6'-6"	WV	12	6'-6"
WV	8	7'-11"	WV	8	7'-11"	WV	8	7'-11"	WV	8	7'-11"	WV	8	7'-11"	WV	8	7'-11"
OV	48	9'-0"	OV	50	9'-0"	OV	52	9'-0"	OV	54	9'-0"	OV	56	9'-0"	OV	58	9'-0"
IV	50	7'-9"	IV	52	7'-9"	IV	54	7'-9"	IV	56	7'-9"	IV	58	7'-9"	IV	60	7'-9"
IT	4	44'-4"	IT	4	45'-4"	IT	4	46'-4"	IT	4	47'-4"	IT	4	48'-4"	IT	4	49'-4"
IT	2	36'-1"	IT	2	37'-1"	IT	2	38'-1"	IT	2	39'-1"	IT	2	40'-1"	IT	2	41'-1"
IT	2	30'-1"	IT	2	31'-1"	IT	2	32'-1"	IT	2	33'-1"	IT	2	34'-1"	IT	2	35'-1"
OT	10	33'-4"	OT	10	34'-4"	OT	10	35'-4"	OT	10	36'-4"	OT	10	37'-4"	OT	10	38'-4"
RM	30	6'-11"	RM	31	6'-11"	RM	32	6'-11"	RM	33	6'-11"	RM	34	6'-11"	RM	35	6'-11"
RM	31	11'-3"	RM	32	11'-3"	RM	33	11'-3"	RM	34	11'-3"	RM	35	11'-3"	RM	36	11'-3"
RT	3	36'-8"	RT	3	37'-8"	RT	3	38'-8"	RT	3	39'-8"	RT	3	40'-8"	RT	3	41'-8"
RT	2	34'-9"	RT	2	35'-9"	RT	2	36'-9"	RT	2	37'-9"	RT	2	38'-9"	RT	2	39'-9"
P	2	6'-8"	P	2	6'-8"	P	2	6'-8"	P	2	6'-8"	P	2	6'-8"	P	2	6'-8"
WS	8	5'-0"	WS	8	5'-0"	WS	8	5'-0"	WS	8	5'-0"	WS	8	5'-0"	WS	8	5'-0"
FT	2	38'-4"	FT	2	39'-4"	FT	2	40'-4"	FT	2	41'-4"	FT	2	42'-4"	FT	2	43'-4"
FT	8	34'-9"	FT	8	35'-9"	FT	8	36'-9"	FT	8	37'-9"	FT	8	38'-9"	FT	8	39'-9"
FM	61	7'-11"	FM	63	7'-11"	FM	65	7'-11"	FM	67	7'-11"	FM	69	7'-11"	FM	71	7'-11"
WT	12	10'-1"	WT	12	10'-1"	WT	12	10'-1"	WT	12	10'-1"	WT	12	10'-1"	WT	12	10'-1"
WF	32	7'-8"	WF	32	7'-8"	WF	32	7'-8"	WF	32	7'-8"	WF	32	7'-8"	WF	32	7'-8"
AH	2	20'-1"	AH	2	20'-1"	AH	2	20'-1"	AH	2	20'-1"	AH	2	20'-1"	AH	2	20'-1"
WV	12	5'-2"	WV	12	5'-2"	WV	12	5'-2"	WV	12	5'-2"	WV	12	5'-2"	WV	12	5'-2"
WV	12	6'-6"	WV	12	6'-6"	WV	12	6'-6"	WV	12	6'-6"	WV	12	6'-6"	WV	12	6'-6"
WV	8	7'-11"	WV	8	7'-11"	WV	8	7'-11"	WV	8	7'-11"	WV	8	7'-11"	WV	8	7'-11"
OV	60	9'-0"	OV	62	9'-0"	OV	64	9'-0"	OV	66	9'-0"	OV	68	9'-0"	OV	70	9'-0"
IV	62	7'-9"	IV	64	7'-9"	IV	66	7'-9"	IV	68	7'-9"	IV	70	7'-9"	IV	72	7'-9"
IT	4	51'-1"	IT	4	52'-1"	IT	4	53'-1"	IT	4	54'-1"	IT	4	55'-1"	IT	4	56'-1"
IT	2	45'-1"	IT	2	46'-1"	IT	2	47'-1"	IT	2	48'-1"	IT	2	49'-1"	IT	2	50'-1"
IT	2	37'-1"	IT	2	38'-1"	IT	2	39'-1"	IT	2	40'-1"	IT	2	41'-1"	IT	2	42'-1"
OT	10	39'-4"	OT	10	40'-4"	OT	10	41'-4"	OT	10	42'-4"	OT	10	43'-4"	OT	10	44'-4"
RM	30	6'-11"	RM	31	6'-11"	RM	32	6'-11"	RM	33	6'-11"	RM	34	6'-11"	RM	35	6'-11"
RM	31	11'-3"	RM	32	11'-3"	RM	33	11'-3"	RM	34	11'-3"	RM	35	11'-3"	RM	36	11'-3"
RT	3	36'-8"	RT	3	37'-8"	RT	3	38'-8"	RT	3	39'-8"	RT	3	40'-8"	RT	3	41'-8"
RT	2	34'-9"	RT	2	35'-9"	RT	2	36'-9"	RT	2	37'-9"	RT	2	38'-9"	RT	2	39'-9"
P	2	6'-8"	P	2	6'-8"	P	2	6'-8"	P	2	6'-8"	P	2	6'-8"	P	2	6'-8"
WS	8	5'-0"	WS	8	5'-0"	WS	8	5'-0"	WS	8	5'-0"	WS	8	5'-0"	WS	8	5'-0"
FT	2	47'-4"	FT	2	48'-4"	FT	2	49'-4"	FT	2	50'-4"	FT	2	51'-4"	FT	2	52'-4"
FT	8	43'-9"	FT	8	44'-9"	FT	8	45'-9"	FT	8	46'-9"	FT	8	47'-9"	FT	8	48'-9"
FM	73	7'-11"	FM	75	7'-11"	FM	77	7'-11"	FM	79	7'-11"	FM	81	7'-11"	FM	83	7'-11"
WT	12	10'-1"	WT	12	10'-1"	WT	12	10'-1"	WT	12	10'-1"	WT	12	10'-1"	WT	12	10'-1"
WF	32	7'-8"	WF	32	7'-8"	WF	32	7'-8"	WF	32	7'-8"	WF	32	7'-8"	WF	32	7'-8"
AH	2	20'-1"	AH	2	20'-1"	AH	2	20'-1"	AH	2	20'-1"	AH	2	20'-1"	AH	2	20'-1"
WV	12	5'-2"	WV	12	5'-2"	WV	12	5'-2"	WV	12	5'-2"	WV	12	5'-2"	WV	12	5'-2"
WV	12	6'-6"	WV	12	6'-6"	WV	12	6'-6"	WV	12	6'-6"	WV	12	6'-6"	WV	12	6'-6"
WV	8	7'-11"	WV	8	7'-11"	WV	8	7'-11"	WV	8	7'-11"	WV	8	7'-11"	WV	8	7'-11"
OV	12	9'-0"	OV	14	9'-0"	OV	16	9'-0"	OV	18	9'-0"	OV	20	9'-0"	OV	22	9'-0"
IV	74	7'-9"	IV	76	7'-9"	IV	78	7'-9"	IV	80	7'-9"	IV	82	7'-9"	IV	84	7'-9"
IT	4	58'-1"	IT	4	59'-1"	IT	4	60'-1"	IT	4	61'-1"	IT	4	62'-1"	IT	4	63'-1"
IT	2	52'-1"	IT	2	53'-1"	IT	2	54'-1"	IT	2	55'-1"	IT	2	56'-1"	IT	2	57'-1"
IT	2	46'-1"	IT	2	47'-1"	IT	2	48'-1"	IT	2	49'-1"	IT	2	50'-1"	IT	2	51'-1"
OT	10	48'-4"	OT	10	49'-4"	OT	10	50'-4"	OT	10	51'-4"	OT	10	52'-4"	OT	10	53'-4"
RM	31	11'-3"	RM	32	11'-3"	RM	33	11'-3"	RM	34	11'-3"	RM	35	11'-3"	RM	36	11'-3"
RM	32	11'-3"	RM	33	11'-3"	RM	34	11'-3"	RM	35	11'-3"	RM	36	11'-3"	RM	37	11'-3"
RT	3	45'-8"	RT	3	46'-8"	RT	3	47'-8"	RT	3	48'-8"	RT	3	49'-8"	RT	3	50'-8"
RT	2	43'-9"	RT	2	44'-9"	RT	2	45'-9"	RT	2	46'-9"	RT	2	47'-9"	RT	2	48'-9"
P	2	6'-8"	P	2	6'-8"	P	2	6'-8"	P	2	6'-8"	P	2	6'-8"	P	2	6'-8"
WS	8	5'-0"	WS	8	5'-0"	WS	8	5'-0"	WS	8	5'-0"	WS	8	5'-0"	WS	8	5'-0"

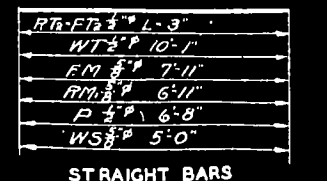
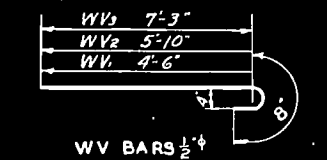
END VIEW



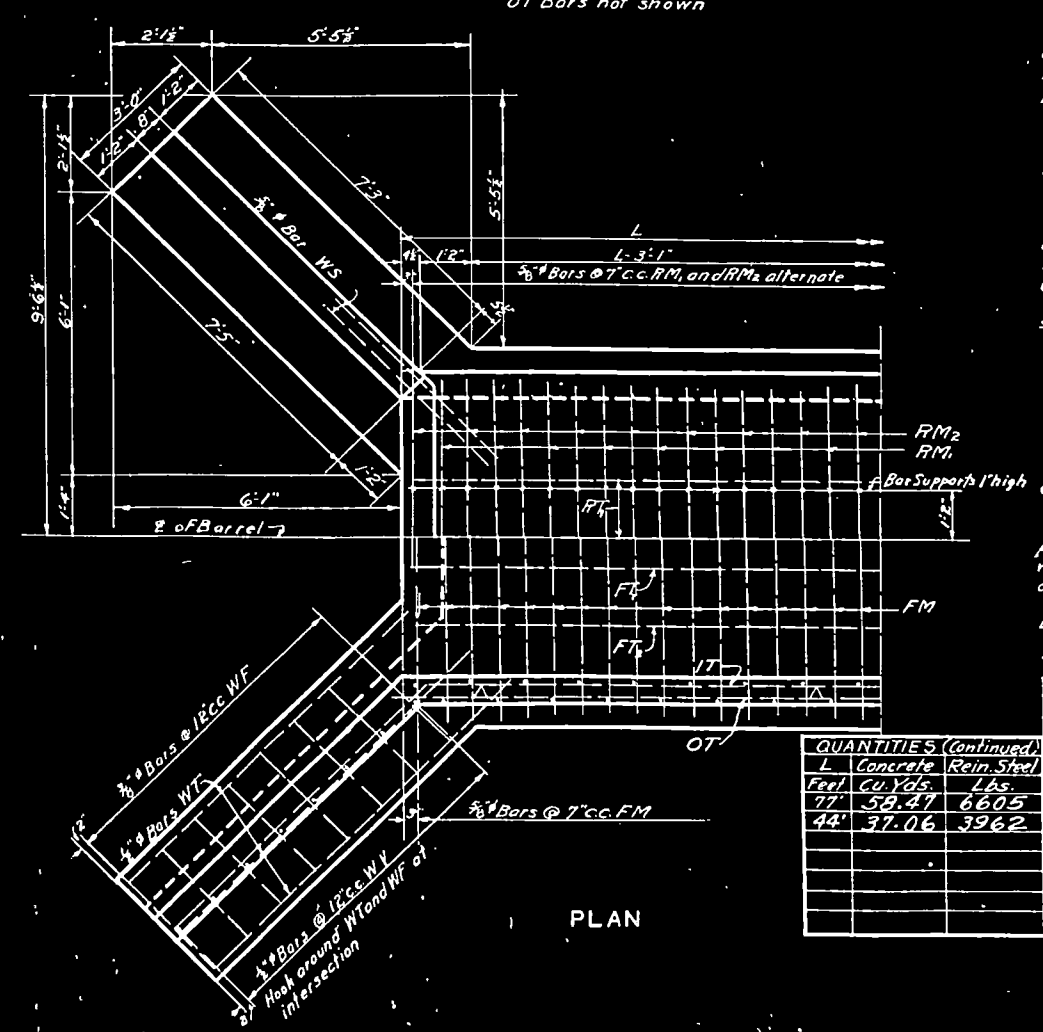
SECTION OF WING



BAR DETAILS

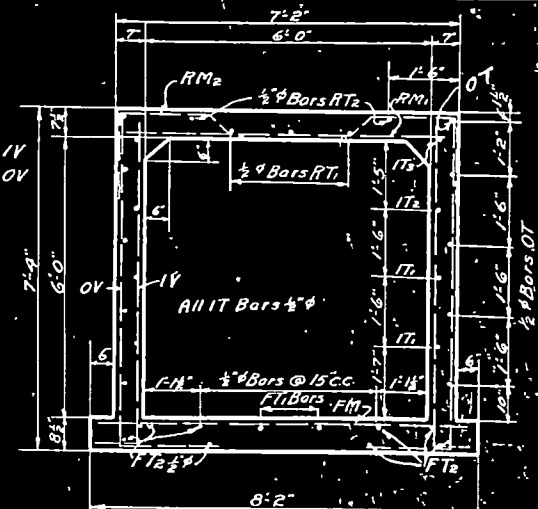


LONGITUDINAL SECTION



PLAN

SECTION OF BARREL

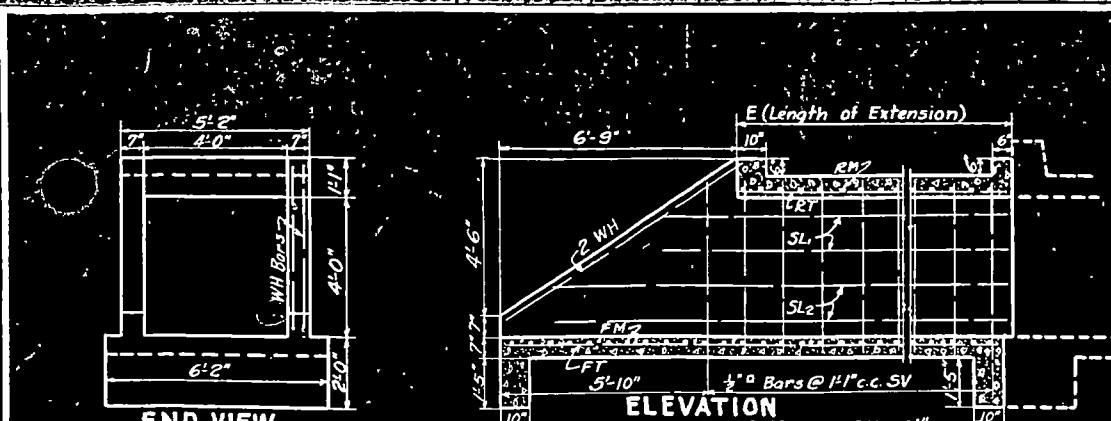


CONSTRUCTION NOTES

REINFORCEMENT:
The transverse and vertical bars shall always be placed nearest the surface. The longitudinal, temperature, or tie bars shall be placed immediately inside of the vertical and transverse bars, and the intersections wired.
The ends of the RM bars do not lap, but alternate with the OV bars. The RM bars match with the IV bars and the RM bars with the OV bars.
When the distance between end bars is not evenly divisible by the bar spacing, the odd distance should be compensated by a few irregular spaces near the center, not at the ends of the culvert.
The distance from the nearest bar to the surface of the concrete shall be as follows:
Bottom of floor slab: 2" clear.
Bottom of wingfooting: 2 1/2" to 3" clear.
Top of floor slab: 1 1/2" clear.
Top of wingfooting: 2 1/2" to 3" clear.
Side walls and wing walls: 1 1/2" clear.
Bottom of roof slab: 1" clear.
Top of roof slab: 1 1/2" clear.

CONCRETE:
All concrete shall be Class "A".
The floor slab and wing footings shall be poured in one continuous run. The sidewalls, wing walls, and roof slab shall be poured in one continuous run.
All exposed edges of concrete shall be beveled with 1" or 3/4" triangular moulding.
Designed for a MAXIMUM FILL of 8 Ft.

QUANTITIES FOR ONE CULVERT				QUANTITIES (Continued)			
Feet	Concrete	Rein. Steel	Lbs.	Feet	Concrete	Rein. Steel	Lbs.
28	26.68	2677	38	33.17	3494		
29	27.33	2763	39	33.82	3522		
30	27.98	2852	40	34.47	3607		
31	28.63	2936	41	35.12	3684		
32	29.28	3028	42	35.77	3791		
33	29.92	3147	43	36.42	3879		
34	30.57	3182	44	37.06	4073		
35	31.22	3218	45	37.71	4156		
36	31.87	3320	46	38.36	4245		
37	32.52	3407	47	39.00	4245		
38	33.17	3494	48	39.65	4245		
39	33.82	3582	49	40.30	4245		
40	34.47	3670	50	40.95	4245		
41	35.12	3758	51	41.60	4245		
42	35.77	3846	52	42.25	4245		
43	36.42	3934	53	42.90	4245		
44	37.06	4022	54	43.55	4245		
45	37.71	4110	55	44.20	4245		
46	38.36	4198	56	44.85	4245		
47	39.00	4286	57	45.50	4245		
48	39.65	4374	58	46.15	4245		
49	40.30	4462	59	46.80	4245		
50	40.95	4550	60	47.45	4245		
51	41.60	4638	61	48.10	4245		
52	42.25	4726	62	48.75	4245		
53	42.90	4814	63	49.40	4245		
54	43.55	4902	64	50.05	4245		
55	44.20	4990	65	50.70	4245		</



END VIEW

BAR LIST

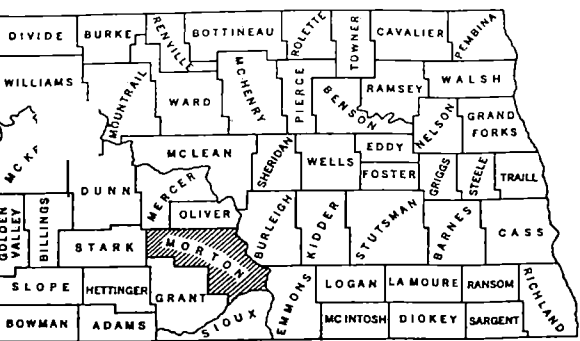
E	3'	4'	5'	6'	7'	E					
Mark	N ^o	Length	N ^o	Length	N ^o	Length	Mark				
FM	18	6'-0"	19	6'-0"	21	6'-0"	23	6'-0"	25	6'-0"	FM
RM	5	5'-0"	7	5'-0"	9	5'-0"	11	5'-0"	13	5'-0"	RM
SV	10	5'-0"	10	5'-0"	12	5'-0"	14	5'-0"	16	5'-0"	SV
RT	4	2'-9"	4	3'-9"	4	4'-9"	4	5'-9"	4	6'-9"	RT
FT	4	9'-3"	4	10'-3"	4	11'-3"	4	12'-3"	4	13'-3"	FT
SL ₁	4	5'-3"	4	6'-3"	4	7'-3"	4	8'-3"	4	9'-3"	SL ₁
SL ₂	4	8'-3"	4	9'-3"	4	10'-3"	4	11'-3"	4	12'-3"	SL ₂
WH	4	8'-0"	4	8'-0"	4	8'-0"	4	8'-0"	4	8'-0"	WH
E	8'	9'	10'	11'	E						
FM	26	6'-0"	28	6'-0"	30	6'-0"	32	6'-0"	FM		
RM	14	5'-0"	16	5'-0"	18	5'-0"	20	5'-0"	RM		
SV	18	5'-0"	20	5'-0"	22	5'-0"	24	5'-0"	SV		
RT	4	7'-9"	4	8'-9"	4	9'-9"	4	10'-9"	RT		
FT	4	14'-3"	4	15'-3"	4	16'-3"	4	17'-3"	FT		
SL ₁	4	10'-3"	4	11'-3"	4	12'-3"	4	13'-3"	SL ₁		
SL ₂	4	13'-3"	4	14'-3"	4	15'-3"	4	16'-3"	SL ₂		
WH	4	8'-0"	4	8'-0"	4	8'-0"	4	8'-0"	WH		
E	11'	12'	13'	14'	15'	16'	17'	E			
FM	36	6'-0"	38	6'-0"	40	6'-0"	42	6'-0"	FM		
RM	24	5'-0"	26	5'-0"	28	5'-0"	30	5'-0"	RM		
SV	28	5'-0"	30	5'-0"	32	5'-0"	34	5'-0"	SV		
RT	4	12'-9"	4	13'-9"	4	14'-9"	4	15'-9"	RT		
FT	4	19'-3"	4	20'-3"	4	21'-3"	4	22'-3"	FT		
SL ₁	4	15'-3"	4	16'-3"	4	17'-3"	4	18'-3"	SL ₁		
SL ₂	4	18'-3"	4	19'-3"	4	20'-3"	4	21'-3"	SL ₂		
WH	4	8'-0"	4	8'-0"	4	8'-0"	4	8'-0"	WH		

PLAN

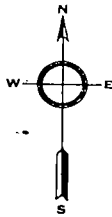
FM	4' x 6'-0"
RM	4' x 5'-0"
SV	4' x 5'-0"
RT	4' x E-3"
FT	4' x E+6'-3"
SL ₁	4' x E+2'-3"
SL ₂	4' x E+5'-3"
WH	4' x 8'-0"

BAR DETAILS

MORTON COUNTY, N.D.



SKETCH-MAP OF NORTH DAKOTA
SHOWING COUNTIES



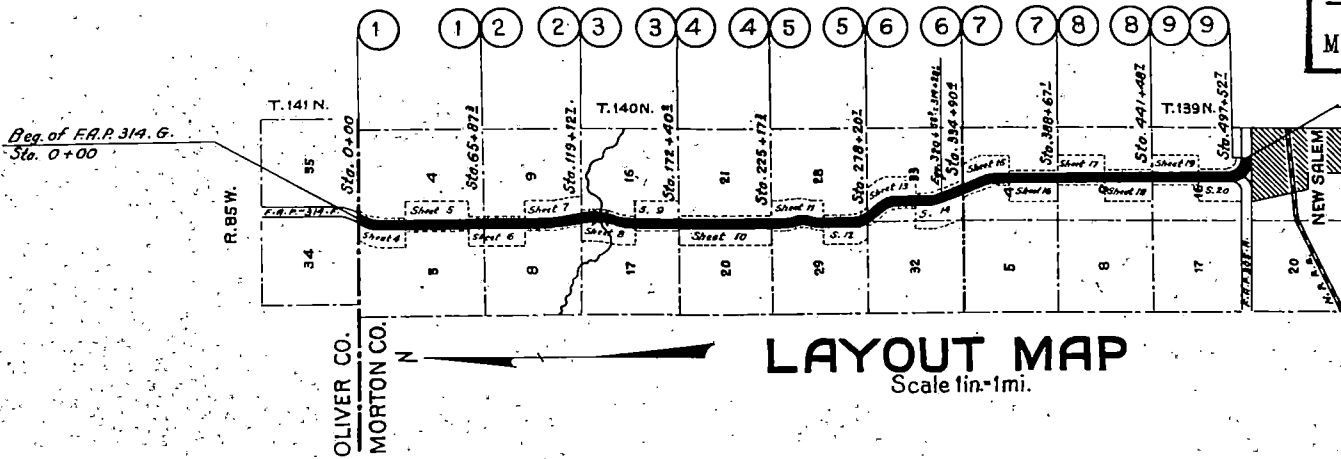
SCALES
LAYOUT SHEET: 1 IN. = 1 MI.
PLAN AND PROFILE DRAWINGS: 1 IN. = 100 FT.
STRUCTURAL DRAWINGS: AS SHOWN
CROSS SECTION SHEETS: 1 IN. = 5 FT.

NORTH DAKOTA
STATE HIGHWAY COMMISSION
PLANS

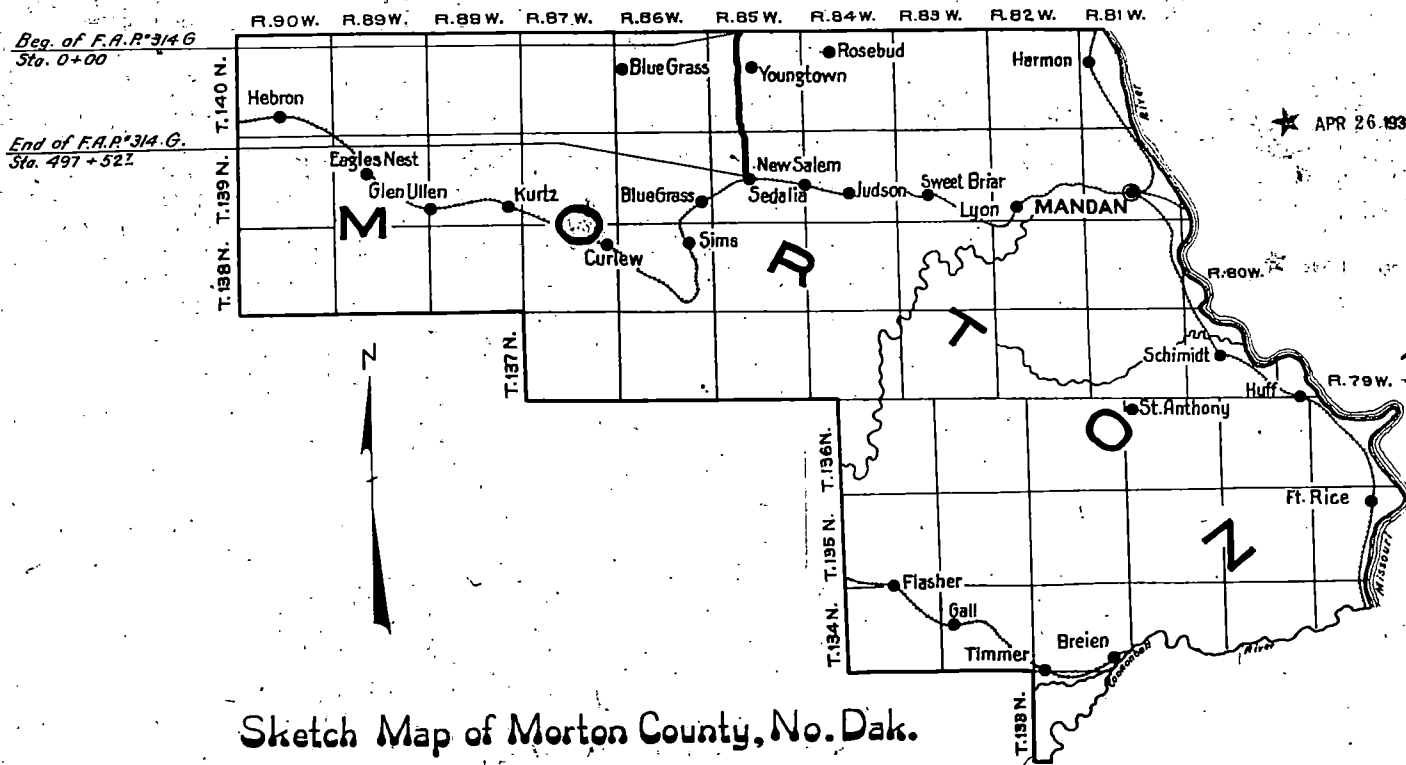
FOR THE PROPOSED IMPROVEMENT OF A
STATE HIGHWAY
IN MORTON COUNTY
FEDERAL AID PROJECT NO. 314.G.

DESCRIPTION: Beg. at Sta. 0+00 a point 364.4 ft. East of the N.W. Cor. of Sec. 4 - T. 140 N. - R. 85 W. - thence Southwesterly to Sta. 14+04.8 - thence South on Sec. line approx. 2 miles to Sta. 109+42.2 thence Southeasterly and Southwesterly to Sta. 143+85.2 thence South on Sec. line to Sta. 233+42.2 - thence in a General Southeasterly direction to Sta. 358+33.2 said point being 40 ft. west of the 1/4 Sec. line - thence South approx. 2.5 miles to Sta. 488+56.2 thence Southeasterly to Sta. 497+52.2 a point 529.5 ft. East of the South 1/4 Sec. Cor. of Sec. 16 - T. 139 N. - R. 85 W., said point equals Sta. 508+56.4 on F.R.P. 305 - R. The end of F.A.P. 314.G.

NOTE: Ample Guard Rail Protection will be Provided for, (without Fed. Aid) Contract will be let later.



LAYOUT MAP
Scale 1 in. = 1 mi.



Sketch Map of Morton County, No. Dak.

INDEX OF DRAWINGS

SHEET NO.	TITLE PAGE
1	TYPICAL SECTIONS & SUMMARY OF QUANTITIES
2	CULVERT & BRIDGE LIST
3	TO 1/2 INCL. PLAN AND PROFILE DRAWINGS
4	TO 3/4 INCL. STRUCTURAL DRAWINGS
5	TO 1/2 INCL. CROSS SECTIONS

SPECIFICATIONS TO GOVERN. AS SUBMITTED FOR APPROVAL MAR. 26, 1932.

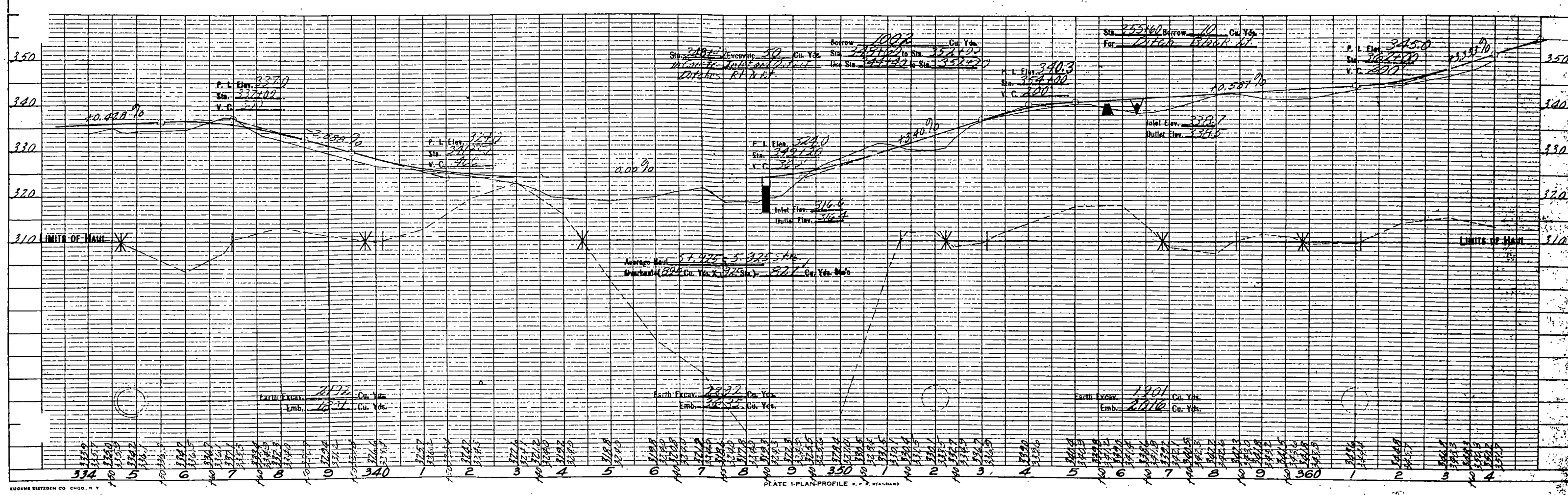
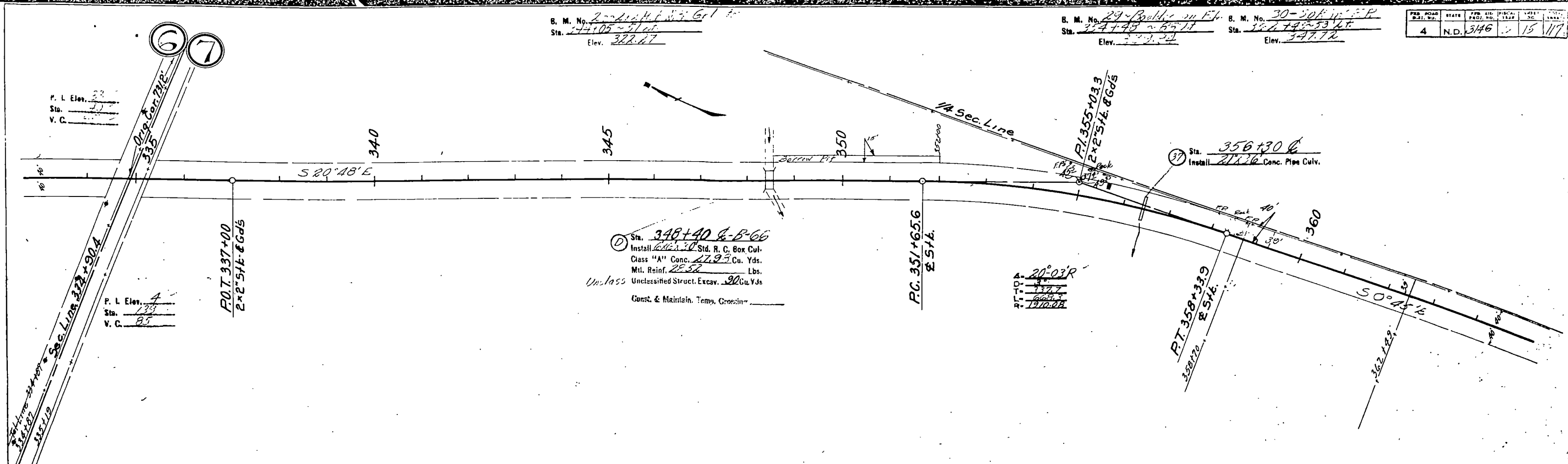
KEY TO CONVENTIONAL SIGNS

STATE & NATIONAL LINES	
COUNTY LINE	
TOWNSHIP & RANGE LINES	
GRADE LINE	
CENTERLINE OF CONSTRUCTION	
OLD RIGHT OF WAY LINE	
NEW RIGHT OF WAY LINE	
ABANDONED RIGHT OF WAY LINE	
PROPERTY LINE	
STONE WALL	
OTHER FENCES	
POLE LINES	
POWER LINES	
BRIDGE	
GROUND ELEVATION	
TRAVELED WAY	
RAILROADS	
HEDGES AND TREES	
TRAILS	
CITY OR VILLAGE CORPORATE LIMITS	
SECTION CORNER	
QUARTER SECTION CORNER	
BUILDINGS	
OLD CULVERTS	
NEW CULVERTS	
DRAINAGE	
BENCH MARKS	
WATERS EDGE	
MARSH	
WIRE ROPE GUARD RAIL	
SNOW FENCE	
RIPRAP	
GUARDS POSTS	
COBBLE GUTTERS	
CONCRETE GUTTERS	

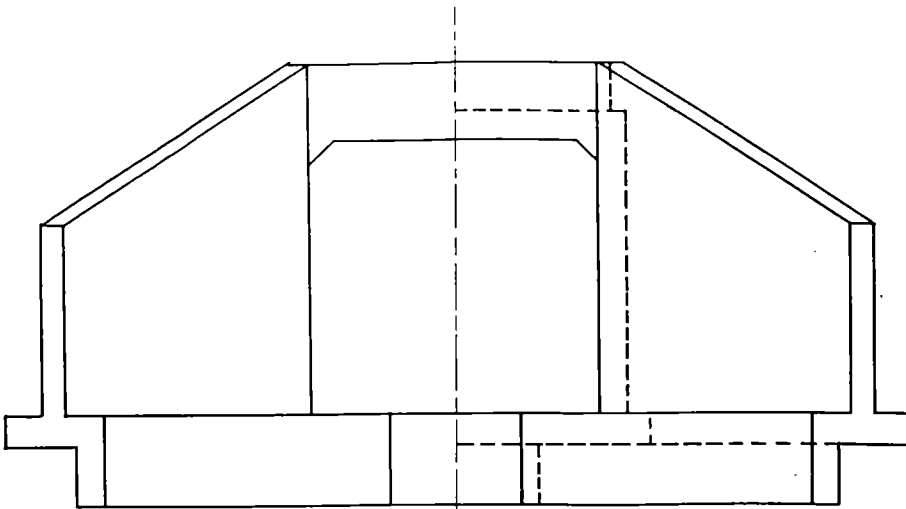
★ APR 26 1932 Note: Revised to conform to B. P. R. Let. of Comments dated 4-22-1932. Sheets affected are as follows: Nos. 1-2-3-5-9-13-14-21

★ APR 26 1932 Note: Revised to conform to P. S. & E. Report dated April 21, 1932. Sheets affected are as follows: None

★ OCT 20 1932 Note: Revised to conform to Change in P. S. & E. Report No. 2 dated Aug 31, 1932. Sheets affected are as follows: Nos. 1-2-3-4-5-6-10-11-12-14-19-20-22-25-26-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100-101-102-103-104-105-106-107-108-109-110-111-112-113-114-115-116-117-118-119-120-121-122-123-124-125-126-127-128-129-130-131-132-133-134-135-136-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200-201-202-203-204-205-206-207-208-209-210-211-212-213-214-215-216-217-218-219-220-221-222-223-224-225-226-227-228-229-230-231-232-233-234-235-236-237-238-239-240-241-242-243-244-245-246-247-248-249-250-251-252-253-254-255-256-257-258-259-260-261-262-263-264-265-266-267-268-269-270-271-272-273-274-275-276-277-278-279-280-281-282-283-284-285-286-287-288-289-290-291-292-293-294-295-296-297-298-299-300-301-302-303-304-305-306-307-308-309-310-311-312-313-314-315-316-317-318-319-320-321-322-323-324-325-326-327-328-329-330-331-332-333-334-335-336-337-338-339-340-341-342-343-344-345-346-347-348-349-350-351-352-353-354-355-356-357-358-359-360-361-362-363-364-365-366-367-368-369-370-371-372-373-374-375-376-377-378-379-380-381-382-383-384-385-386-387-388-389-390-391-392-393-394-395-396-397-398-399-400-401-402-403-404-405-406-407-408-409-410-411-412-413-414-415-416-417-418-419-420-421-422-423-424-425-426-427-428-429-430-431-432-433-434-435-436-437-438-439-440-441-442-443-444-445-446-447-448-449-450-451-452-453-454-455-456-457-458-459-460-461-462-463-464-465-466-467-468-469-470-471-472-473-474-475-476-477-478-479-480-481-482-483-484-485-486-487-488-489-490-491-492-493-494-495-496-497-498-499-500-501-502-503-504-505-506-507-508-509-510-511-512-513-514-515-516-517-518-519-520-521-522-523-524-525-526-527-528-529-530-531-532-533-534-535-536-537-538-539-540-541-542-543-544-545-546-547-548-549-550-551-552-553-554-555-556-557-558-559-560-561-562-563-564-565-566-567-568-569-570-571-572-573-574-575-576-577-578-579-580-581-582-583-584-585-586-587-588-589-590-591-592-593-594-595-596-597-598-599-600-601-602-603-604-605-606-607-608-609-610-611-612-613-614-615-616-617-618-619-620-621-622-623-624-625-626-627-628-629-630-631-632-633-634-635-636-637-638-639-640-641-642-643-644-645-646-647-648-649-650-651-652-653-654-655-656-657-658-659-660-661-662-663-664-665-666-667-668-669-670-671-672-673-674-675-676-677-678-679-680-681-682-683-684-685-686-687-688-689-690-691-692-693-694-695-696-697-698-699-700-701-702-703-704-705-706-707-708-709-710-711-712-713-714-715-716-717-718-719-720-721-722-723-724-725-726-727-728-729-730-731-732-733-734-735-736-737-738-739-740-741-742-743-744-745-746-747-748-749-750-751-752-753-754-755-756-757-758-759-760-761-762-763-764-765-766-767-768-769-770-771-772-773-774-775-776-777-778-779-780-781-782-783-784-785-786-787-788-789-790-791-792-793-794-795-796-797-798-799-800-801-802-803-804-805-806-807-808-809-810-811-812-813-814-815-816-817-818-819-820-821-822-823-824-825-826-827-828-829-830-831-832-833-834-835-836-837-838-839-840-841-842-843-844-845-846-847-848-849-850-851-852-853-854-855-856-857-858-859-860-861-862-863-864-865-866-867-868-869-870-871-872-873-874-875-876-877-878-879-880-881-882-883-884-885-886-887-888-889-890-891-892-893-894-895-896-897-898-899-900-901-902-903-904-905-906-907-908-909-910-911-912-913-914-915-916-917-918-919-920-921-922-923-924-925-926-927-928-929-930-931-932-933-934-935-936-937-938-939-940-941-942-943-944-945-946-947-948-949-950-951-952-953-954-955-956-957-958-959-960-961-962-963-964-965-966-967-968-969-970-971-972-973-974-975-976-977-978-979-980-981-982-983-984-985-986-987-988-989-990-991-992-993-994-995-996-997-998-999-1000-1001-1002-1003-1004-1005-1006-1007-1008-1009-1010-1011-1012-1013-1014-1015-1016-1017-1018-1019-1020-1021-1022-1023-1024-1025-1026-1027-1028-1029-1030-1031-1032-1033-1034-1035-1036-1037-1038-1039-1040-1041-1042-1043-1044-1045-1046-1047-1048-1049-1050-1051-1052-1053-1054-1055-1056-1057-1058-1059-1060-1061-1062-1063-1064-1065-1066-1067-1068-1069-1070-1071-1072-1073-1074-1075-1076-1077-1078-1079-1080-1081-1082-1083-1084-1085-1086-1087-1088-1089-1090-1091-1092-1093-1094-1095-1096-1097-1098-1099-1100-1101-1102-1103-1104-1105-1106-1107-1108-1109-1110-1111-1112-1113-1114-1115-1116-1117-1118-1119-1120-1121-1122-1123-1124-1125-1126-1127-1128-1129-1130-1131-1132-1133-1134-1135-1136-1137-1138-1139-1140-1141-1142-1143-1144-1145-1146-1147-1148-1149-1150-1151-1152-1153-1154-1155-1156-1157-1158-1159-1160-1161-1162-1163-1164-1165-1166-1167-1168-1169-1170-1171-1172-1173-1174-1175-1176-1177-1178-1179-1180-1181-1182-1183-1184-1185-1186-1187-1188-1189-1190-1191-1192-1193-1194-1195-1196-1197-1198-1199-1200-1201-1202-1203-1204-1205-1206-1207-1208-1209-1210-1211-1212-1213-1214-1215-1216-1217-1218-1219-1220-1221-1222-1223-1224-1225-1226-1227-1228-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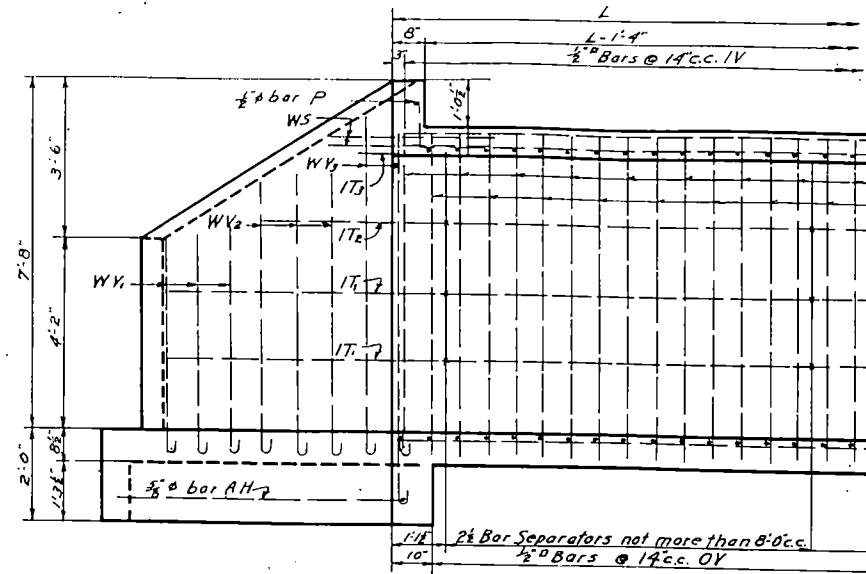
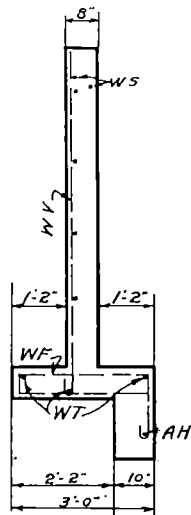


NOTE In the bar list an allowance of 2'-0" has been made for a splice in each bar more than 40'-0" in length.

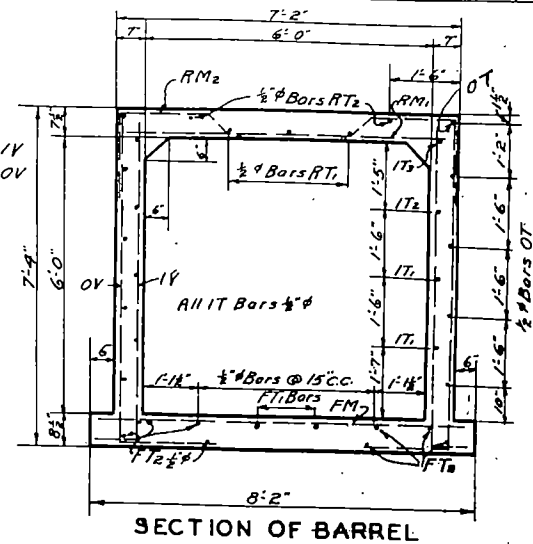


END VIEW

SECTION OF WING



LONGITUDINAL SECTION
OT Bars not shown



SECTION OF BARREL

CONSTRUCTION NOTES

REINFORCEMENT:
The transverse and vertical bars shall always be placed nearest the surface. The longitudinal, temperature, or tie bars shall be placed immediately inside of the vertical and transverse bars, and the intersections wired.
The ends of the RM bars do not lap, but alternate with the OV bars. The RM bars match with the IV bars and the RM bars with the OV bars.
When the distance between end bars is not evenly divisible by the bar spacing, the odd distance should be compensated by a few irregular spaces near the center, not at the ends of the culvert.
The distance from the nearest bar to the surface of the concrete shall be as follows:
Bottom of floor slab: 2" clear.
Bottom of wingfooting: 2 1/2" to 3" clear.
Top of floor slab: 1 1/2" clear.
Top of wingfooting: 2 1/2" to 3" clear.
Side walls and wing walls: 1 1/2" clear.
Bottom of roof slab: 1" clear.
Top of roof slab: 1 1/2" clear.

CONCRETE:
All concrete shall be Class 'A'.
The floor slab and wingfootings shall be poured in one continuous run. The side walls, wing walls, and roof slab shall be poured in one continuous run.
All exposed edges of concrete shall be bevelled with 1" or 3/4" triangular moulding.
Designed for a MAXIMUM FILL of 8 FT.

QUANTITIES FOR ONE CULVERT					
Feet	Concrete	Rein. Steel	Feet	Concrete	Rein. Steel
28	2668	2677	38	3312	3494
29	2733	2763	39	3382	3522
30	2798	2832	40	3447	3607
31	2863	2896	41	3512	3684
32	2928	2958	42	3577	3791
33	2992	3047			
34	3057	3132	46	3736	4073
35	3122	3218	47	3800	4156
36	3187	3320			
37	3252	3407			

BAR LIST																							
Mark	NO.	Length	NO.	Length	NO.	Length	NO.	Length	NO.	Length	NO.	Length	NO.	Length	NO.	Length	NO.	Length	NO.	Length	NO.	Length	Mark
FT	2	31'-4"	2	32'-4"	2	33'-4"	2	34'-4"	2	35'-4"	2	36'-4"	2	37'-4"	2	38'-4"	2	39'-4"	2	40'-4"	2	41'-4"	FT
FT	8	27'-9"	8	28'-9"	8	29'-9"	8	30'-9"	8	31'-9"	8	32'-9"	8	33'-9"	8	34'-9"	8	35'-9"	8	36'-9"	8	37'-9"	FT
FM	49	7'-11"	51	7'-11"	53	7'-11"	55	7'-11"	57	7'-11"	59	7'-11"	61	7'-11"	63	7'-11"	65	7'-11"	67	7'-11"	69	7'-11"	FM
WT	12	10'-1"	12	10'-1"	12	10'-1"	12	10'-1"	12	10'-1"	12	10'-1"	12	10'-1"	12	10'-1"	12	10'-1"	12	10'-1"	12	10'-1"	WT
WF	32	7'-8"	32	7'-8"	32	7'-8"	32	7'-8"	32	7'-8"	32	7'-8"	32	7'-8"	32	7'-8"	32	7'-8"	32	7'-8"	32	7'-8"	WF
AH	2	20'-1"	2	20'-1"	2	20'-1"	2	20'-1"	2	20'-1"	2	20'-1"	2	20'-1"	2	20'-1"	2	20'-1"	2	20'-1"	2	20'-1"	AH
WY	12	5'-2"	12	5'-2"	12	5'-2"	12	5'-2"	12	5'-2"	12	5'-2"	12	5'-2"	12	5'-2"	12	5'-2"	12	5'-2"	12	5'-2"	WY
WV	12	6'-6"	12	6'-6"	12	6'-6"	12	6'-6"	12	6'-6"	12	6'-6"	12	6'-6"	12	6'-6"	12	6'-6"	12	6'-6"	12	6'-6"	WV
WV	8	7'-11"	8	7'-11"	8	7'-11"	8	7'-11"	8	7'-11"	8	7'-11"	8	7'-11"	8	7'-11"	8	7'-11"	8	7'-11"	8	7'-11"	WV
OY	48	9'-0"	50	9'-0"	52	9'-0"	54	9'-0"	56	9'-0"	58	9'-0"	60	9'-0"	62	9'-0"	64	9'-0"	66	9'-0"	68	9'-0"	OY
IV	50	7'-9"	52	7'-9"	54	7'-9"	56	7'-9"	58	7'-9"	60	7'-9"	62	7'-9"	64	7'-9"	66	7'-9"	68	7'-9"	70	7'-9"	IV
IT	4	44'-1"	4	45'-1"	4	46'-1"	4	47'-1"	4	48'-1"	4	49'-1"	4	50'-1"	4	51'-1"	4	52'-1"	4	53'-1"	4	54'-1"	IT
IT	2	36'-1"	2	37'-1"	2	38'-1"	2	39'-1"	2	40'-1"	2	41'-1"	2	42'-1"	2	43'-1"	2	44'-1"	2	45'-1"	2	46'-1"	IT
IT	2	30'-1"	2	31'-1"	2	32'-1"	2	33'-1"	2	34'-1"	2	35'-1"	2	36'-1"	2	37'-1"	2	38'-1"	2	39'-1"	2	40'-1"	IT
OT	10	32'-4"	10	33'-4"	10	34'-4"	10	35'-4"	10	36'-4"	10	37'-4"	10	38'-4"	10	39'-4"	10	40'-4"	10	41'-4"	10	42'-4"	OT
RM	24	6'-11"	25	6'-11"	26	6'-11"	27	6'-11"	28	6'-11"	29	6'-11"	30	6'-11"	31	6'-11"	32	6'-11"	33	6'-11"	34	6'-11"	RM
		11'-3"	26	11'-3"	27	11'-3"	28	11'-3"	28	11'-3"	29	11'-3"	30	11'-3"	31	11'-3"	32	11'-3"	33	11'-3"	34	11'-3"	
		29'-8"	3	30'-8"	3	31'-8"	3	32'-8"	3	33'-8"	3	34'-8"	3	35'-8"	3	36'-8"	3	37'-8"	3	38'-8"	3	39'-8"	
		27'-9"	2	28'-9"	2	29'-9"	2	30'-9"	2	31'-9"	2	32'-9"	2	33'-9"	2	34'-9"	2	35'-9"	2	36'-9"	2	37'-9"	
P	2	6'-8"	2	6'-8"	2	6'-8"	2	6'-8"	2	6'-8"	2	6'-8"	2	6'-8"	2	6'-8"	2	6'-8"	2	6'-8"	2	6'-8"	P
WS	8	5'-0"	8	5'-0"	8	5'-0"	8	5'-0"	8	5'-0"	8	5'-0"	8	5'-0"	8	5'-0"	8	5'-0"	8	5'-0"	8	5'-0"	WS
L	35'		36'		37'		38'		39'		40'		41'		L								L
FT	2	38'-4"	2	39'-4"	2	42'-4"	2	43'-4"	2	44'-4"	2	45'-4"	2	46'-4"	2	47'-4"	2	48'-4"	2	49'-4"	2	50'-4"	FT
FT	8	34'-9"	8	35'-9"	8	36'-9"	8	37'-9"	8	38'-9"	8	39'-9"	8	40'-9"	8	41'-9"	8	42'-9"	8	43'-9"	8	44'-9"	FT
FM	61	7'-11"	63	7'-11"	65	7'-11"	67	7'-11"	69	7'-11"	71	7'-11"	73	7'-11"	75	7'-11"	77	7'-11"	79	7'-11"	81	7'-11"	FM
WT	12	10'-1"	12	10'-1"	12	10'-1"	12	10'-1"	12	10'-1"	12	10'-1"	12	10'-1"	12	10'-1"	12	10'-1"	12	10'-1"	12	10'-1"	WT
WF	32	7'-8"	32	7'-8"	32	7'-8"	32	7'-8"	32	7'-8"	32	7'-8"	32	7'-8"	32	7'-8"	32	7'-8"	32	7'-8"	32	7'-8"	WF
AH	2	20'-1"	2	20'-1"	2	20'-1"	2	20'-1"	2	20'-1"	2	20'-1"	2	20'-1"	2	20'-1"	2	20'-1"	2	20'-1"	2	20'-1"	AH
WY	12	5'-2"	12	5'-2"	12	5'-2"	12	5'-2"	12	5'-2"	12	5'-2"	12	5'-2"	12	5'-2"	12	5'-2"	12	5'-2"	12	5'-2"	WY
WV	12	6'-6"	12	6'-6"	12	6'-6"	12	6'-6"	12	6'-6"	12	6'-6"	12	6'-6"	12	6'-6"	12	6'-6"	12	6'-6"	12	6'-6"	WV
WV	8	7'-11"	8	7'-11"	8	7'-11"	8	7'-11"	8	7'-11"	8	7'-11"	8	7'-11"	8	7'-11"	8	7'-11"	8	7'-11"	8	7'-11"	WV
OY	60	9'-0"	62	9'-0"	64	9'-0"	66	9'-0"	68	9'-0"	70	9'-0"	72	9'-0"	74	9'-0"	76	9'-0"	78	9'-0"	80	9'-0"	OY
IV	62	7'-9"	64	7'-9"	66	7'-9"	68	7'-9"	70	7'-9"	72	7'-9"	74	7'-9"	76	7'-9"	78	7'-9"	80	7'-9"	82	7'-9"	IV
IT	4	54'-1"	4	55'-1"	4	56'-1"	4	57'-1"	4	58'-1"	4	59'-1"	4	60'-1"	4	61'-1"	4	62'-1"	4	63'-1"	4	64'-1"	IT
IT	2	45'-1"	2	46'-1"	2	47'-1"	2	48'-1"	2	49'-1"	2	50'-1"	2	51'-1"	2	52'-1"	2	53'-1"	2	54'-1"	2	55'-1"	IT
IT	2	37'-1"	2	38'-1"	2	39'-1"	2	40'-1"	2	41'-1"	2	42'-1"	2	43'-1"	2	44'-1"	2	45'-1"	2	46'-1"	2	47'-1"	IT
OT	10	39'-4"	10	42'-4"	10	43'-4"	10	44'-4"	10	45'-4"	10	46'-4"	10	47'-4"	10	48'-4"	10	49'-4"	10	50'-4"	10	51'-4"	OT
RM	30	6'-11"	31	6'-11"	32	6'-11"	33	6'-11"	34	6'-11"	35	6'-11"	36	6'-11"	37	6'-11"	38	6'-11"	39	6'-11"	40	6'-11"	RM
RM	31	11'-3"	32	11'-3"	33	11'-3"	34	11'-3"	35	11'-3"	36	11'-3"	37	11'-3"	38	11'-3"	39	11'-3"	40	11'-3"	41	11'-3"	RM
RT	3	36'-8"	3	37'-8"	3	38'-8"	3	39'-8"	3	40'-8"	3	41'-8"	3	42'-8"	3	43'-8"	3	44'-8"	3	45'-8"	3	46'-8"	RT
RT	2	34'-9"	2	35'-9"	2	36'-9"	2	37'-9"	2	38'-9"	2	39'-9"	2	40'-9"	2	41'-9"	2	42'-9"	2	43'-9"	2	44'-9"	RT
P	2	6'-8"	2	6'-8"	2	6'-8"	2	6'-8"	2	6'-8"	2	6'-8"	2	6'-8"	2	6'-8"	2	6'-8"	2	6'-8"	2	6'-8"	P
WS	8	5'-0"	8	5'-0"	8	5'-0"	8	5'-0"	8	5'-0"	8	5'-0"	8	5'-0"	8	5'-0"	8	5'-0"	8	5'-0"	8	5'-0"	WS
L	42'				43'		44'								L							L	
FT	2	47'-4"	2	51'-4"	2	52'-4"									FT							FT	
FT	8	43'-9"	8	47'-9"	8	48'-9"									FT							FT	
FM	73	7'-11"	79	7'-11"	81	7'-11"									FM							FM	
WT	12	10'-1"	12	10'-1"	12	10'-1"									WT							WT	
WF	32	7'-8"	32	7'-8"	32	7'-8"									WF							WF	
AH	2	20'-1"	2	20'-1"	2	20'-1"									AH							AH	
WY	12	5'-2"	12	5'-2"	12	5'-2"									WY							WY	
WV	12	6'-6"	12	6'-6"	12	6'-6"									WV							WV	
WV	8	7'-11"	8	7'-11"	8	7'-11"									WV							WV	
OY	72	9'-0"	78	9'-0"	80	9'-0"									OY							OY	
IV	74	7'-9"	80	7'-9"	82	7'-9"									IV							IV	
IT	4	58'-1"	4	62'-1"	4	63'-1"									IT							IT	
IT	2	52'-1"	2	56'-1"	2	57'-1"									IT							IT	
IT	2	46'-1"	2	50'-1"	2	51'-1"									IT							IT	
OT	10	48'-4"	10	52'-4"	10	53'-4"									OT							OT	
		6'-11"	39	6'-11"	40	6'-11"									RM							RM	
		11'-3"	40	11'-3"	41	11'-3"									RM							RM	
		45'-8"	3	49'-8"	3	50'-8"									RT							RT	
RT	2	43'-9"	2	47'-9"	2	48'-9"									RT							RT	
P	2	6'-8"	2	6'-8"	2	6'-8"									P							P	
WS	8	5'-0"	8	5'-0"	8	5'-0"									WS							WS	