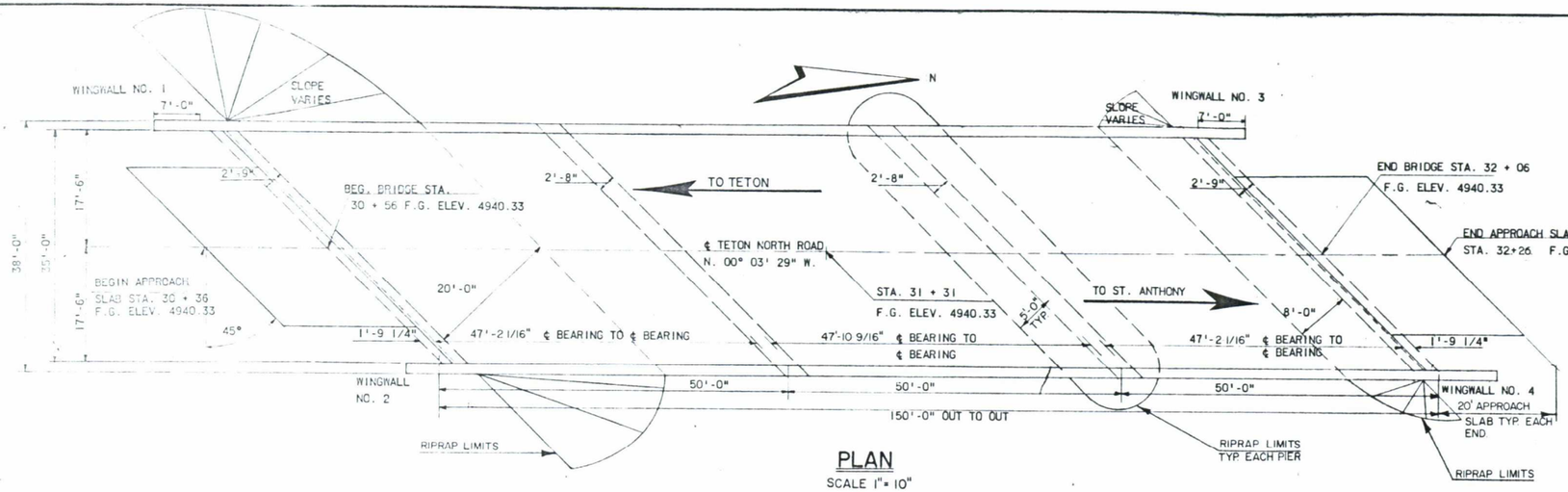
1976 EXISTING BRIDGE PLANS

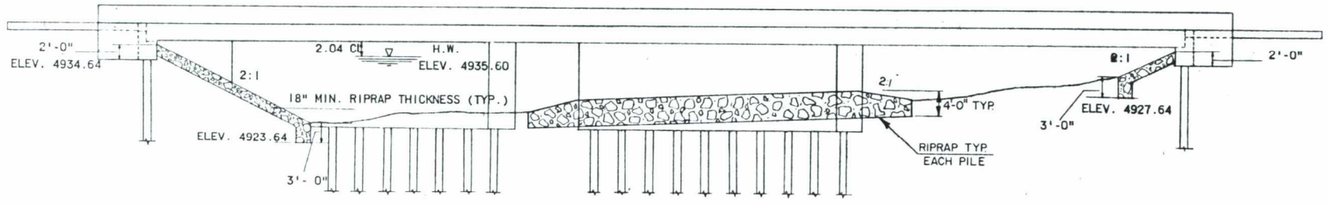
FEDERAL ROAD REGION NO.	STATE	FEDERAL AID PROJECT NO.
10	IDAHO	ER-6774(7)

SEC. A



PLAN

SCALE 1"= 10"



ELEVATION

SCALE 1"= 10"

DRAWING INDEX

SITUATION AND LAYOUT	SHEET 1 OF 14
FOUNDATION INVESTIGATION	" 2 " "
PILE LOCATION PLAN	" 3 " "
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PRESTRESSED VOIDED SLAB	" 5 " "
ABUTMENT DETAILS	" 6 " "
WINGWALL DETAILS	" 7 " "
PIER DETAILS	" 8 " "
STANDARD BRIDGE DRAIN DETAILS	" 9 " "
STANDARD CONCRETE PARAPET - TYPE IV SHEET 1	" 10 " "
STANDARD CONCRETE PARAPET - TYPE IV SHEET 2	" 11 " "
STEEL PILE DETAILS	" 12 " "
APPROACH SLAB	" 13 " "
METAL REINFORCEMENT DETAILS	" 14 " "

HYDRAULIC DATA

Q_{50} = 4980 CFS
V_{50} = 6.4 FPS
A = 1010 SQ. FT.

TRAFFIC DATA

1978 ADT 640
1978 ADT 670
1998 ADT 930
1998 DHV 112
DESIGN SPEED 50 MPH

QUANTITIES

ITEM NO.	ITEM	UNIT	QUANTITY
210-B-1	STRUCTURE EXCAVATION - SCHED. NO. 1	CY	105
210-C	COMPACTING BACKFILL	CY	1150
502-F-1	2'-2" X 3' WIDE PRESTRESSED VOIDED SLAB	LF	293
502-F-2	2'-2" X 4' WIDE PRESTRESSED VOIDED SLAB	LF	1174
502-B-1	CONCRETE CLASS 30 - SCHED. NO. 1	CY	166
502-C-7	CONCRETE CLASS 50 - SCHED. NO. 2	CY	8
502-G	CONCRETE PARAPET - TYPE IV	LF	328
502-H	APPROACH SLAB	SY	113
503-B	METAL REINFORCEMENT - SCHED. NO. 1	LB	16697
505-C	FURNISHING AND DRIVING H-BEAM PILES	LF	978
505-E	FURNISHING AND DRIVING TEST PILES	LF	30
624	RIPRAP	CY	340
5PB-1	DECK SEAL CONCRETE	SY	577

GENERAL NOTES

MATERIALS, CONSTRUCTION AND WORKMANSHIP SHALL CONFORM WITH IDAHO DEPARTMENT OF HIGHWAYS STANDARD SPECIFICATIONS, 1967 EDITION, & 1974 SUPPLEMENTAL SPECIFICATIONS, UNLESS NOTED OTHERWISE.

METAL REINFORCEMENT SHALL CONFORM WITH ASTM SPECIFICATION A615, GRADE 40 OR 60.

METAL REINFORCEMENT SHALL HAVE A 2" COVERING OUTSIDE OF BARS UNLESS NOTED OTHERWISE.

ALL ITEMS SHOWN OR NOTED ON THE PLANS WHICH ARE NOT SPECIFICALLY A BID ITEM ARE CONSIDERED INCIDENTAL ITEMS. THE COST OF FURNISHING AND INSTALLING ALL INCIDENTAL ITEMS WILL NOT BE PAID SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT PRICES BID FOR OTHER ITEMS, UNLESS NOTED OTHERWISE.

CONCRETE IN PRESTRESSED DECK SLABS SHALL CONFORM TO CLASS 50.

CONCRETE CLASS 40A SHALL BE USED IN THE PARAPETS. ALL OTHER CONCRETE SHALL CONFORM TO CLASS 30.

EXPOSED CONCRETE SURFACES SHALL NOT BE PAINTED.

COMPACTED BACKFILL SHALL BE FREE DRAINING.

DESIGN NOTES

STRUCTURE DESIGN IN ACCORDANCE WITH 1973 AASHO SPECIFICATIONS, & 1974-1976 INTERIM SPECIFICATIONS.

LIVE LOAD; HS 20-44. IMPACT IN ACCORDANCE WITH SPECIFICATIONS.

UNIT STRESSES:

CONCRETE:	CLASS 30	f'c = 3,000 PSI IN 28 DAYS
		fc = 1,200 PSI
	CLASS 40A	f'c = 4,000 PSI IN 28 DAYS
		fc = 1,600 PSI
	CLASS 50	f'c = 5,000 PSI IN 28 DAYS
		fc = 2,000 PSI
METAL REINFORCEMENT:		fs =20,000 PSI

DESIGNED FOR 22 PSF F.W.S.

75% OF RIPRAP SHALL BE 10"-18" IN DIAMETER.

PILES SHALL BE DRIVEN TO A MINIMUM BEARING CAPACITY OF 50 TONS.

PRESTRESSED SLAB DESIGNED FULLY CONTINUOUS FOR LIVE LOAD

James Mc Kelly

SCALES SHOWN ARE FOR 22" X 36" PRINTS ONLY

SITUATION AND LAYOUT

150 FOOT PRESTRESSED CONCRETE BRIDGE OVER
SOUTH FORK TETON RIVER — STATION 31+31
NORTH TETON ROAD — FREMONT COUNTY

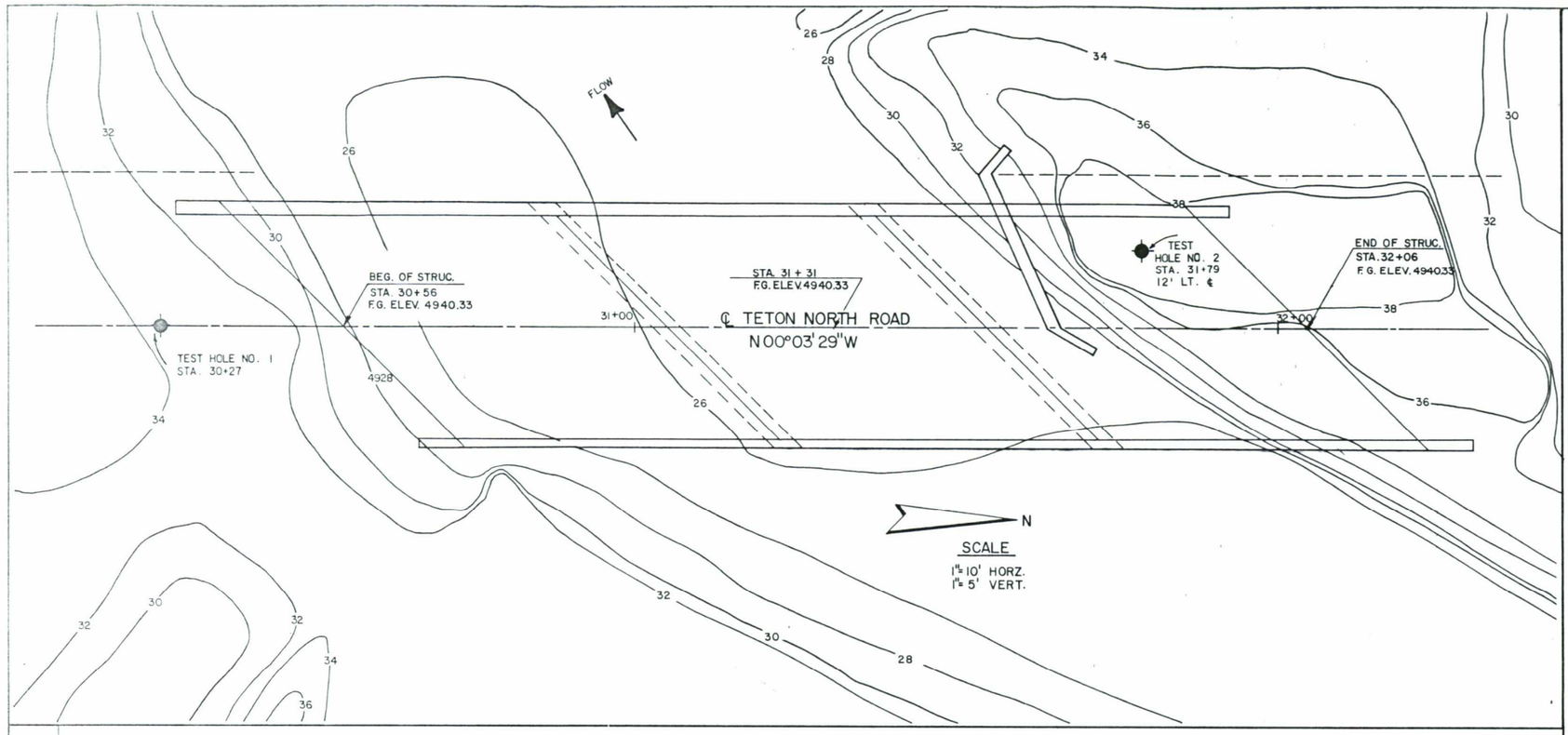
DESIGNED BY: BGH
DESIGN CHECKED BY: JLK
DRAWN BY: MV
DRAWING CHECKED BY: BGH
ENGINEERING FEATURES APPROVED BY: Harry Fiskens
DATE 9/10/76 PRES. OR SENIOR PARTNER

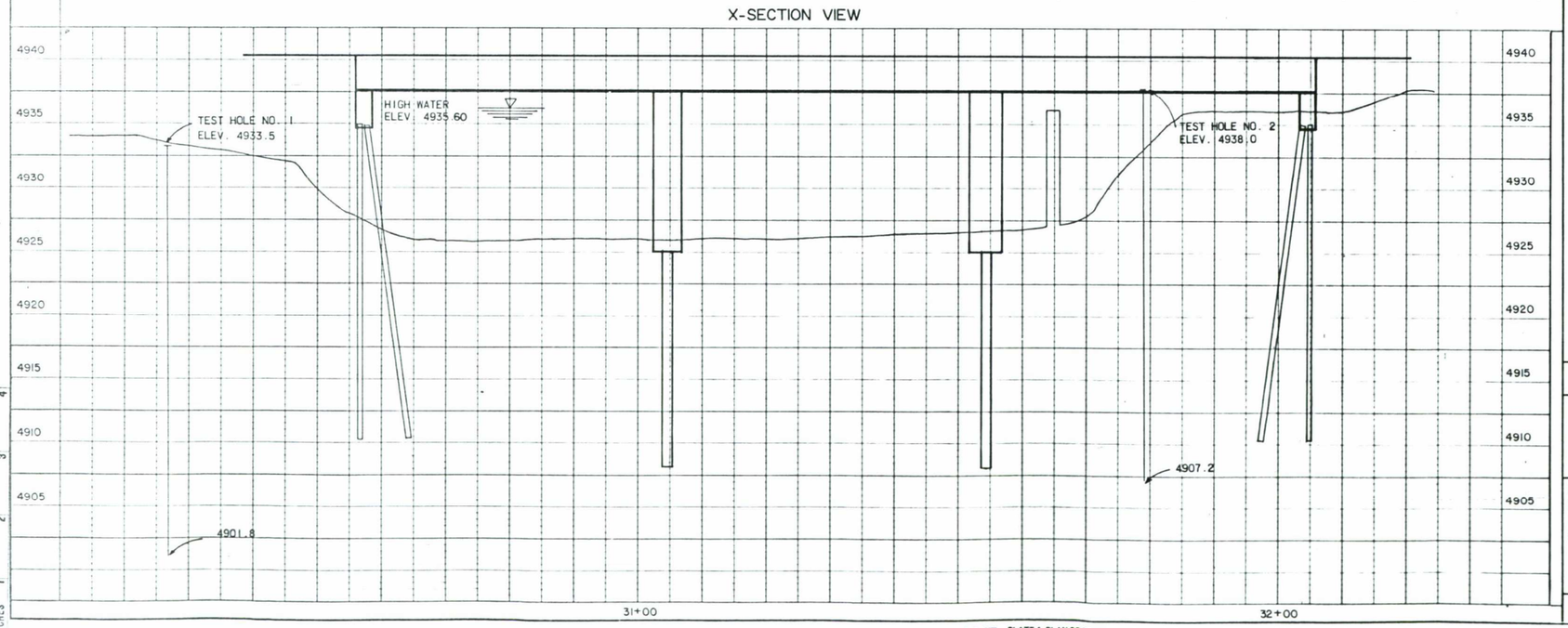
APPROVED AS TO GENERAL USABILITY
CHAIRMAN FREMONT COUNTY COMMISSIONERS
STATE OF IDAHO

FILE NO.	DWG. NO.	SHEET NO.
586	13708	1 OF 14

MICROFILM RECORD
DATE 11-19-82
ROLL NO. 538
AP-CARD or FRAME NO. 41
METRIC 2 3 4 5 6 7 8 9 10
INCHES 1 2 3 4

1976 EXISTING BRIDGE PLANS

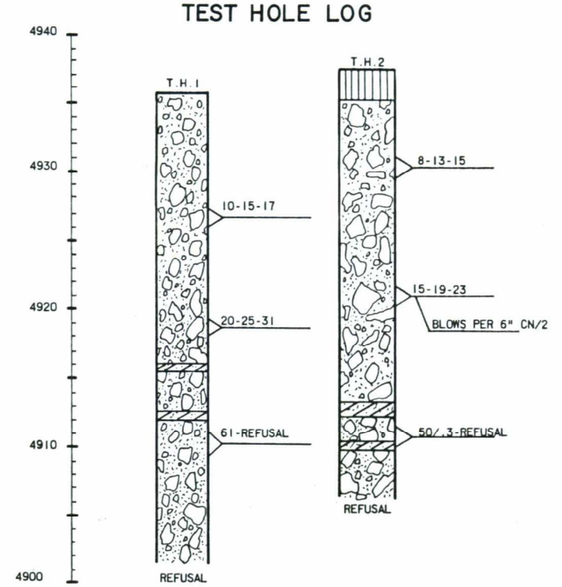




FEDERAL ROAD REGION NO.	STATE	FEDERAL AID PROJECT NO.
10	IDAHO	ER-6774(7)

SEC A

TEST HOLE LOG



LEGEND	CLASSIFICATION	NOMENCLATURE
		ASPHALT, ROAD MIX
	7	SAND AND GRAVEL (CLAY) MAX. PARTICLE SIZE = 3"
	13	SILTY SAND

REGISTERED PROFESSIONAL ENGINEER
James L. Keller
STATE OF IDAHO
JAMES L. KELLER

N = NUMBER OF BLOWS REQUIRED TO DRIVE 2" O.D. SPLIT SPOON SAMPLER = 1 FOOT INTO MATERIAL, USING A 140 lb. HAMMER WITH A 30" DROP.

HOLLOW STEM AUGER TEST HOLE

SCALES SHOWN ARE FOR 36" x 22" PRINTS ONLY

FOUNDATION INVESTIGATION

150 FOOT PRESTRESSED CONCRETE BRIDGE OVER
SOUTH FORK TETON RIVER
STA. 31+31
NORTH TETON ROAD
FREMONT COUNTY

DESIGNED BY	BGH
DESIGN CHECKED BY	JLK
DRAWN BY	GKM
DRAWING CHECKED	BGH
ENGINEERING FEATURES APPROVED BY	Hank Perkins
DATE	9/10/76

PRES. OR SENIOR PARTNER

APPROVED AS TO GENERAL USABILITY

CHAIRMAN FREMONT COUNTY COMMISSIONERS

STATE OF IDAHO

FILE NO.	DWG. NO.	SHEET NO.
586	13708	2 OF 14

K·E PLATE 1, PLAN-PROFILE KEUFFEL & ESSER CO.

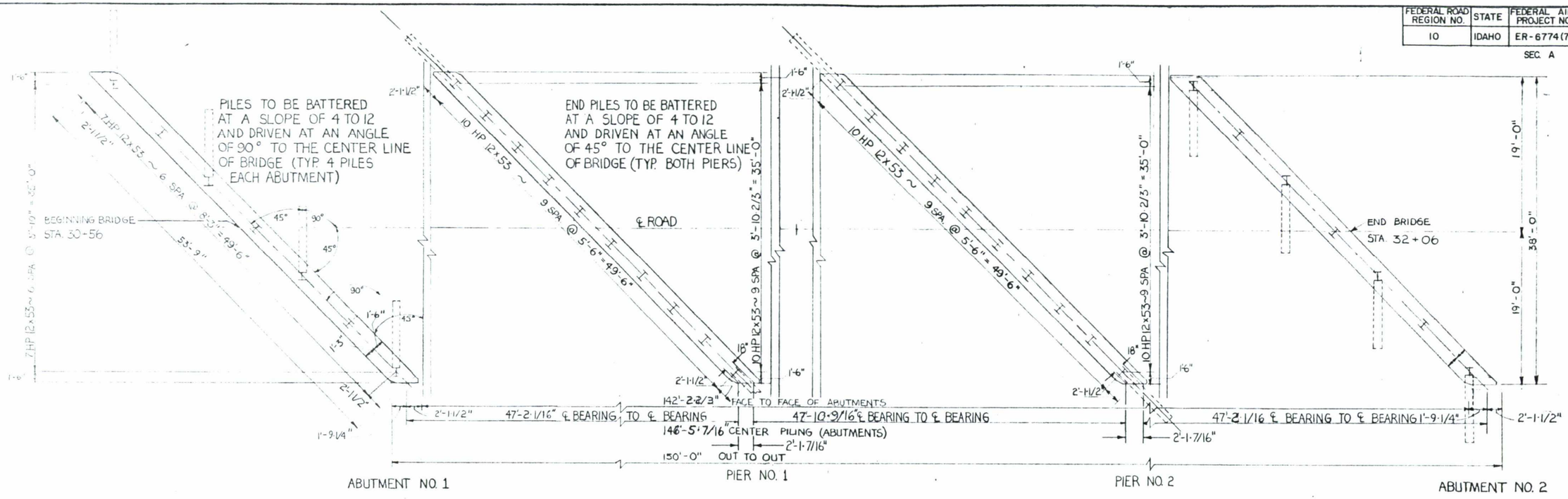
MICROFILM RECORD
DATE 11-19-82
ROLL NO. 33
AP-CARD or FRAME NO. 42

PLAN
PROFILE
NOTE BOOK

1976 EXISTING BRIDGE PLANS

FEDERAL ROAD REGION NO.	STATE	FEDERAL AID PROJECT NO.
10	IDAHO	ER-6774(7)

SEC. A



PILE LAYOUT PLAN

SCALE: 1/6" = 1'-0"

NOTES:
PILING SHALL BE DRIVEN TO A BEARING VALUE OF 50 TONS PER PILE MIN..
PILE PENETRATION SHALL NOT BE LESS THAN 28 FEET.
FOR PILING DETAILS SEE SHEET NO. 12 OF 14.

MICROFILM RECORD

DATE	ROLL NO.	AP-CARD or FRAME NO.
11-19-82	533	43

METRIC 2 3 4 5 6 7 8 9 10
INCHES 1 2 3 4

REGISTERED PROFESSIONAL ENGINEER STATE OF IDAHO JAMES L. KELLER

PILE LOCATION PLAN

150 FOOT PRESTRESSED CONCRETE BRIDGE OVER SOUTH FORK TETON RIVER STA. 31+31

NORTH TETON ROAD FREMONT COUNTY

DESIGNED BY	BGH
DESIGN CHECKED BY	JLK
DRAWN BY	GKO
DRAWING CHECKED	BGH
ENGINEERING FEATURES	
APPROVED BY	PRES. OR SENIOR PARTNER
DATE	9/10/76

APPROVED AS TO GENERAL USABILITY

CHAIRMAN FREMONT COUNTY COMMISSIONERS

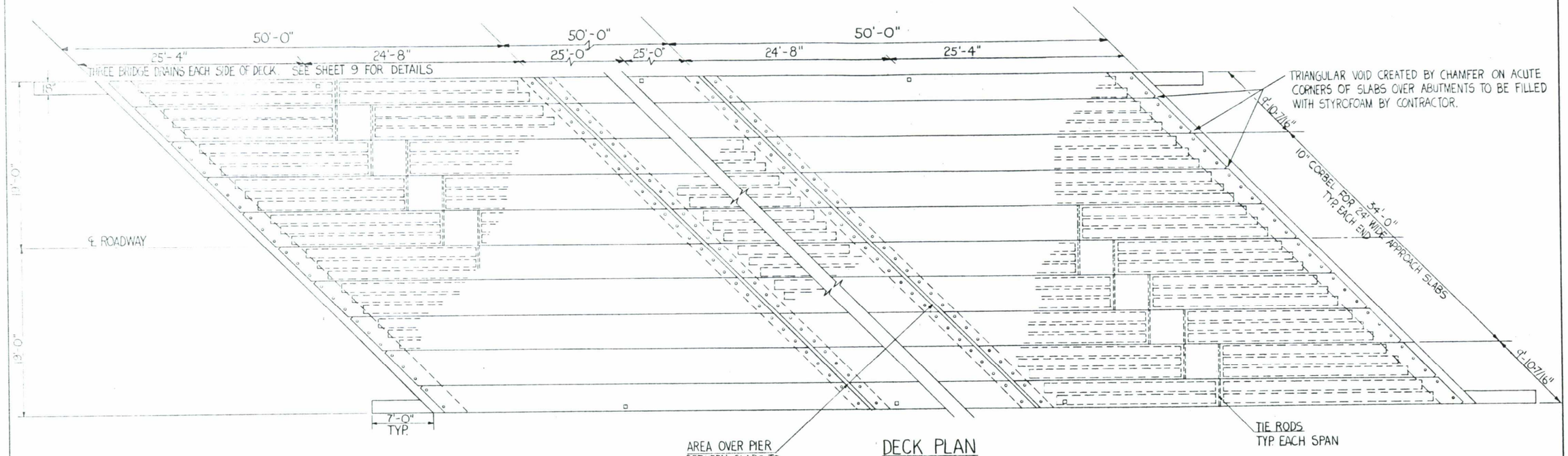
STATE OF IDAHO

FILE NO.	DWG. NO.	SHEET NO.
586	13708	3 of 14

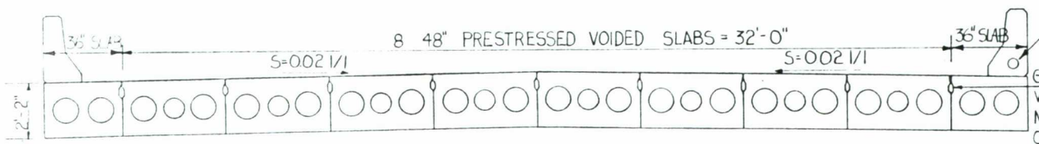
1976 EXISTING BRIDGE PLANS

FEDERAL ROAD REGION NO.	STATE	FEDERAL AID PROJECT NO.
10	IDAHO	ER-6774(7)

SEC. A



DECK PLAN
SCALE: 3/16" = 1'-0"



DECK SECTION
SCALE: 3/8" = 1'-0"

5" PVC CONDUIT TO BE CAST IN EAST PARAPET FOR POWER CABLE. TO BE SUPPLIED AND PAID FOR BY U.P. & L. COMPANY. ARRANGEMENTS TO BE MADE WITH POWER COMPANY BY CONTRACTOR.

GROUT KEYS, DOWEL BARS & TIE RODS W/NON SHRINKING GROUT MASTER BUILDERS "MASTERFLOW 713" OR APPROVED EQUAL.

2" PVC CONDUIT TO BE CAST IN PARAPET DESIGNATED BY M.S.T. & T. COMPANY. TO BE SUPPLIED AND PAID FOR BY M.S.T. & T. ARRANGEMENTS TO BE MADE WITH TELEPHONE COMPANY BY CONTRACTOR.

NOTE:

A DECK SEALER WILL BE PLACED ON THE SLABS

REGISTERED PROFESSIONAL ENGINEER — STATE OF IDAHO — JAMES L. KELLEY — James L. Kelley

SCALES SHOWN ARE FOR 36" x 22" PRINTS ONLY

DECK PLAN

150 FOOT PRESTRESSED CONCRETE BRIDGE OVER
SOUTH FORK TETON RIVER — STATION 31+31
NORTH TETON ROAD — FREMONT COUNTY

DESIGNED BY: BGH	APPROVED AS TO GENERAL USABILITY
DESIGN CHECKED BY: JLK	CHAIRMAN FREMONT COUNTY COMMISSIONERS
DRAWN BY: MFF	
DRAWING CHECKED BY: BGH	STATE OF IDAHO
ENGINEERING FEATURES APPROVED BY: Clifford Perkins, PRES. OR SENIOR PARTNER	
DATE: 9/10/76	

FILE NO.	DWG. NO.	SHEET NO.
586	13708	4 OF 14

MICROFILM RECORD

DATE	ROLL NO.	AP-CARD or FRAME NO.
11-19-82	33	44

1976 EXISTING BRIDGE PLANS

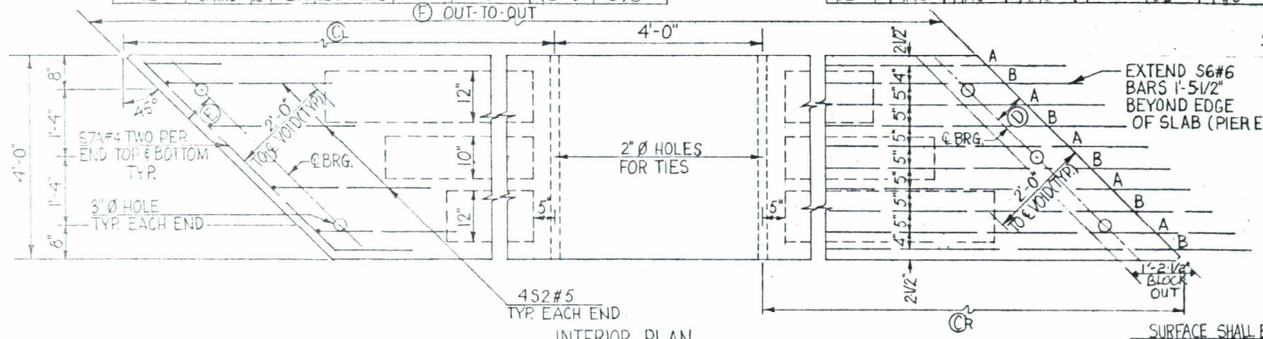
NO. REQ'D	LOCATION	INTERIOR PANEL DIMENSIONS					
		Ⓒ	Ⓒr	Ⓓ	Ⓔ	Ⓕ	Ⓖ
8	CENTER SPAN	24'-9"	24'-9"	7"	7"	49'-6½"	9½"
16	OUTSIDE SPANS	24'-3½"	24'-3½"	7"	5"	48'-7"	3½"

DEFLECTION DATA							VERT. CURVE	CAMBER
ΔP PRESTRESS	ΔG GIRDER	EΔ = ΔP+ΔG	EΔ X 1.5 = ΔI	ΔS SLAB	ΔC CURB+FWS	Δ2 ΔS+ΔC	ΔVC VERT. CURVE	Δ TOTAL = ΔI+Δ2+ΔVC
1/2"	9/16"	1/16"	1/16"	0	1/8"	1/8"	0	3/16"

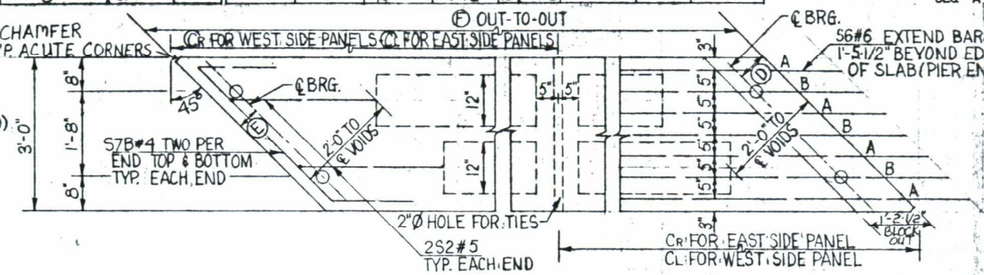
NO. REQ'D	LOCATION	EXTERIOR PANEL DIMENSIONS					
		Ⓕ	Ⓖ	Ⓒl	Ⓒr	Ⓓ	Ⓔ
2	CENTER SPAN	49'-6½"	1'-3½"	24'-9"	27'-3"	7"	7"
4	OUTSIDE SPAN	48'-7"	9½"	24'-3½"	27'-3½"	5"	5"

FEDERAL ROAD REGION NO.	STATE	FEDERAL AID PROJECT NO.
10	IDAHO	ER-6774(7)

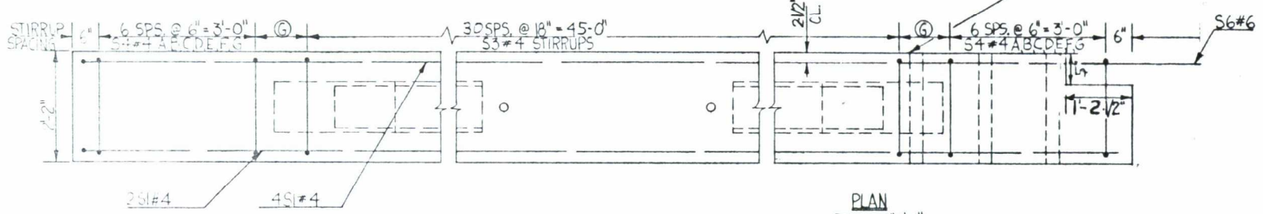
SEC. A



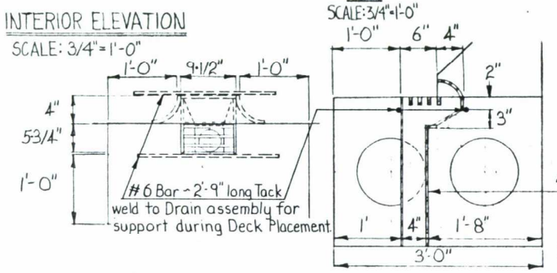
INTERIOR PLAN
SCALE: 3/4"=1'-0"



EXTERIOR PLAN
SCALE: 3/4"=1'-0"



INTERIOR ELEVATION
SCALE: 3/4"=1'-0"



PLAN
SCALE: 3/4"=1'-0"

SEE STANDARD BRIDGE DRAIN SHEET 9 of 14 FOR FURTHER DETAILS

PRESTRESSING STRANDS MUST REMAIN SYMMETRICAL ABOUT Ⓒ OF SLAB.

BRIDGE DRAIN DETAILS
ONE BRIDGE DRAIN CAST @ CENTER OF EACH EXTERIOR SLAB

REINFORCING BAR SCHEDULE

MARK	SIZE	SKETCH	MARK	SIZE	SKETCH
S1	4	48'-4" FOR CENTER SPAN 48'-8" FOR OUTSIDE SPANS	S5	4	1'-9" 12" MIN. 2'-7"
S2	5	2'-4" 1'-6" 2'-4"	S6 A&B	6	S6A = 18'-8" S6B = 13'-9"
S3	4	1'-9" 12" MIN. 2'-5"	S7 A&B	4	1'-6" 45° 5½" FOR S7A 2" FOR S7B 35° 1'-6"
S4 A THRU G	4	X VARIES 1'-9" 5'-1" BAR A B C D E F G X 1'-1½" 7'-1½" 1'-1½" 2'-7½" 2'-1½" 5'-1½"	R2	4	8'-3⅜" 1'-0" 7½" 1'-4" 1'-3"

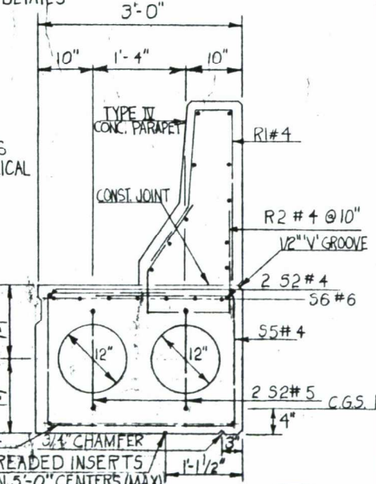
NOTES:
CONCRETE DESIGN STRENGTH @ 28 DAYS ( )-5000 PSI
CONCRETE STRENGTH @ TRANSFER-5000 PSI

	EXTERIOR	INTERIOR
INITIAL PRESTRESS FORCE-	289.2 KIPS	404.6 KIPS
FINAL PRESTRESS FORCE-	220.0 KIPS	308.0 KIPS

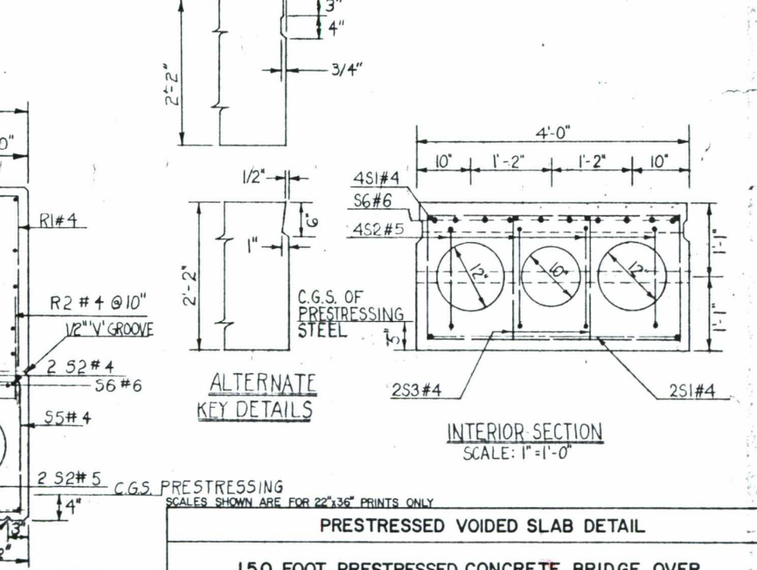
SLABS SHALL BE KEPT UPRIGHT AT ALL TIMES AND SHALL BE LIFTED FROM PICK-UP POINTS ONLY. SLABS SHALL BE SUPPORTED ONLY WITHIN 18" OF ENDS OF SLABS DURING TRANSPORTATION AND STORAGE.

REINFORCMENT IS SYMMETRICAL ABOUT Ⓒ GIRDER UNLESS NOTED OTHERWISE.

TIE RODS SHALL BE EITHER 1-1/4" DIA. ASTM A36 CARBON STEEL BARS OR 3/4" DIA. ASTM A-322 ALLOY STEEL BARS W/MINIMUM ULTIMATE STRENGTH OF 64,000 LBS. TIE RODS SHALL HAVE AN INTIAL MINIMUM TENSION OF 25,000 LBS. (APPROX. 500 FT-LBS TORQUE ON 1-1/4" DIA. RODS) BEFORE GROUTING KEYWAYS. LOWEL BARS AND TIE RODS.



EXTERIOR SECTION
SCALE 1"=1'-0"



ALTERNATE KEY DETAILS

INTERIOR SECTION
SCALE: 1"=1'-0"

FURNISH: 54 @ 5-1/2" SQUARE X 1-1/8" STEEL (A36)
21 TIE RODS 1-1/4" X 7'-1-1/2" W/3" THREAD EACH END.
6 TIE RODS 1-1/4" X 44'-0" W/4" THREAD EACH END.

SCALES SHOWN ARE FOR 22"x36" PRINTS ONLY

PRESTRESSED VOIDED SLAB DETAIL

150 FOOT PRESTRESSED CONCRETE BRIDGE OVER SOUTH FORK TETON RIVER

NORTH TETON ROAD — STATION 31+31 — FREMONT COUNTY

DESIGNED BY:	BGH
DESIGN CHECKED BY:	JLK
DRAWN BY:	RAL
DRAWING CHECKED BY:	BGH
ENGINEERING FEATURES	
APPROVED BY:	PRES. OR SENIOR PARTNER
DATE:	9/10/76

APPROVED AS TO GENERAL USABILITY

CHAIRMAN FREMONT COUNTY COMMISSIONERS

STATE OF IDAHO

FILE NO.	DWG. NO.	SHEET NO.
586	13708	5 OF 14

REGISTERED PROFESSIONAL ENGINEER STATE OF IDAHO JAMES L. KELLER

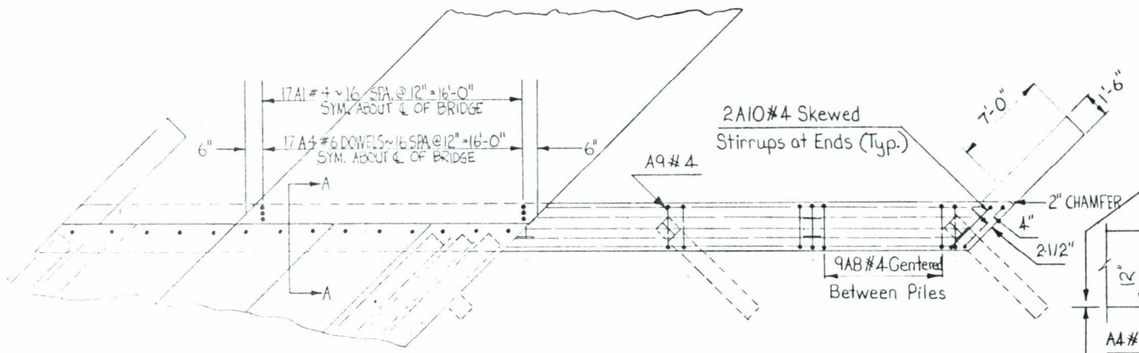
MICROFILM RECORD — DATE 11-19-12 — ROLL NO. 33 — AP-CARD or FRAME NO. 45

METRIC 2 3 4 5 6 7 8 9 10
INCHES 1 2

1976 EXISTING BRIDGE PLANS

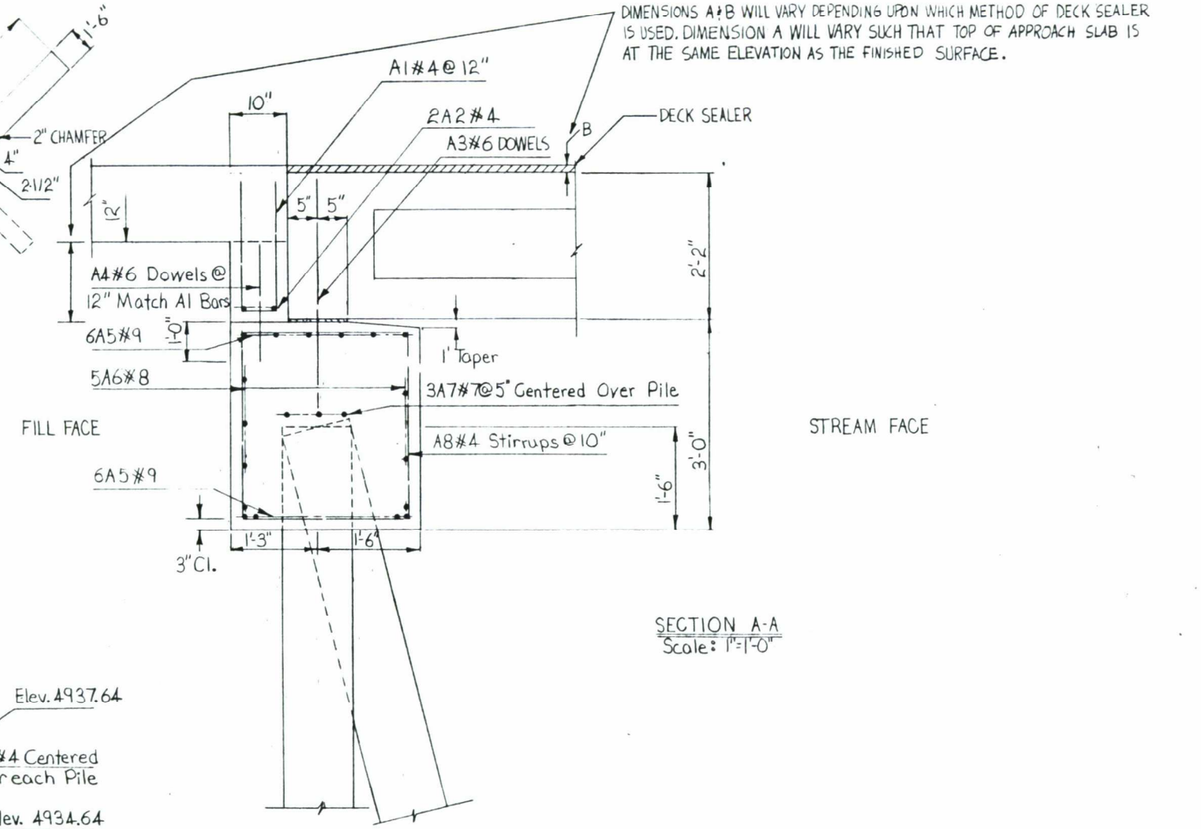
FEDERAL ROAD REGION NO.	STATE	FEDERAL AID PROJECT NO.
10	IDAHO	ER-6774(7)

SEC. A

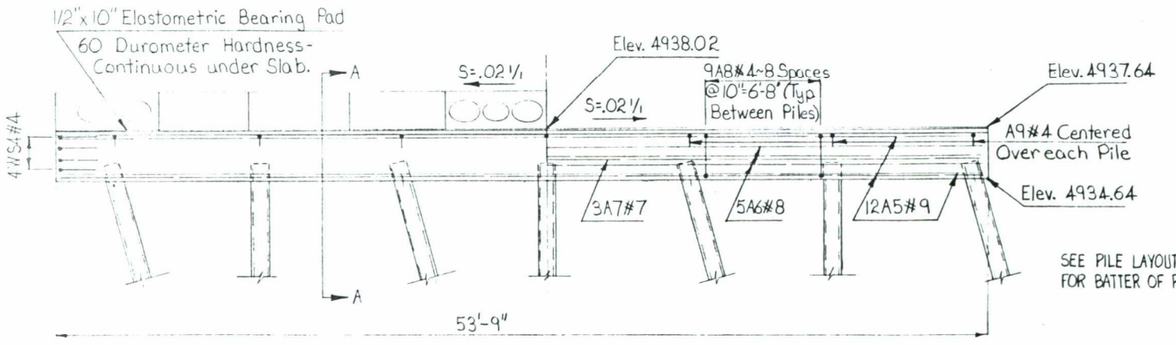


ABUTMENT PLAN
Scale: 1/4"=1'-0"

DIMENSIONS A & B WILL VARY DEPENDING UPON WHICH METHOD OF DECK SEALER IS USED. DIMENSION A WILL VARY SUCH THAT TOP OF APPROACH SLAB IS AT THE SAME ELEVATION AS THE FINISHED SURFACE.



SECTION A-A
Scale: 1"=1'-0"



ABUTMENT ELEVATION
Scale: 1/4"=1'-0"

SEE PILE LAYOUT SHEET FOR BATTER OF PILES.

REGISTERED PROFESSIONAL ENGINEER
James L. Keller
STATE OF IDAHO

ABUTMENT DETAIL

150 FOOT PRESTRESSED CONCRETE BRIDGE OVER
SOUTH FORK TETON RIVER — STATION 31+31
NORTH TETON ROAD — FREMONT COUNTY

DESIGNED BY: BGH
DESIGN CHECKED BY: JLK
DRAWN BY: DRK
DRAWING CHECKED BY: BGH
ENGINEERING FEATURES APPROVED BY: Charles Perkins
DATE: 9/10/76

APPROVED AS TO GENERAL USABILITY

CHAIRMAN FREMONT COUNTY COMMISSIONERS

STATE OF IDAHO

FILE NO.	DWG. NO.	SHEET NO.
586	13708	6 of 14

MICROFILM RECORD

DATE	ROLL NO.	AP-CARD or FRAME NO.
11-19-82	133	46

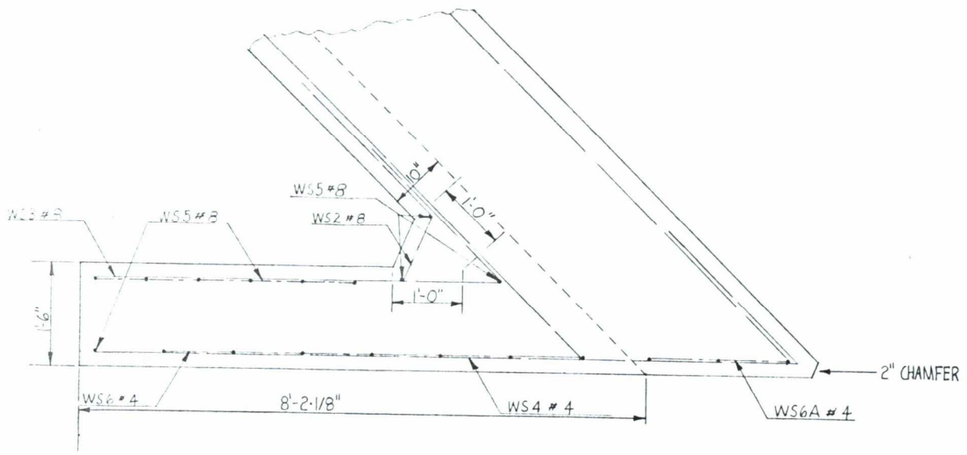
METRIC 2 3 4 5 6 7 8 9 10
INCHES 1 2 3 4

1976 EXISTING BRIDGE PLANS

FEDERAL ROAD REGION NO.	STATE	FEDERAL AID PROJECT NO.
10	IDAHO	ER-6774(7)

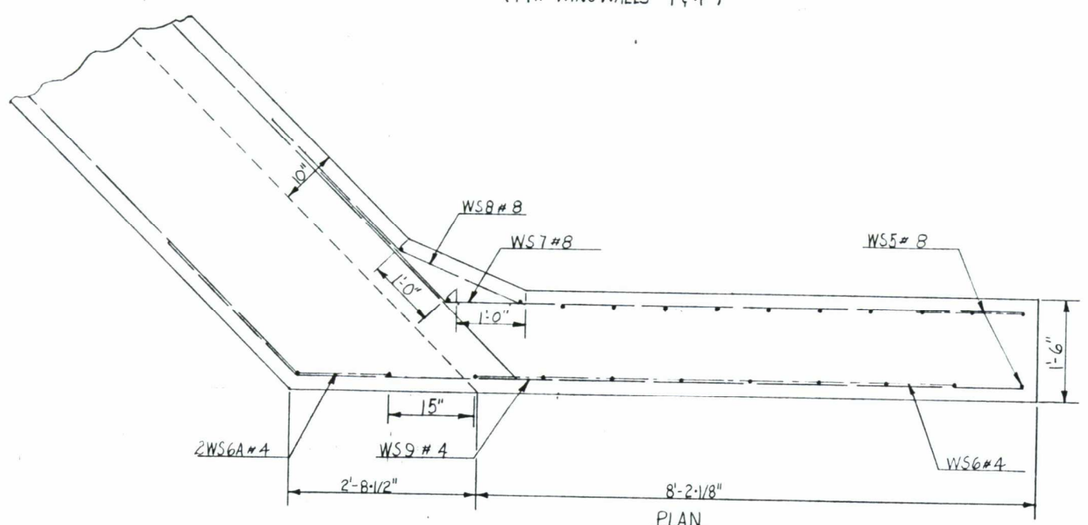
SEC. A

CORNER DETAIL
(TYP. WINGWALLS 2 & 3)

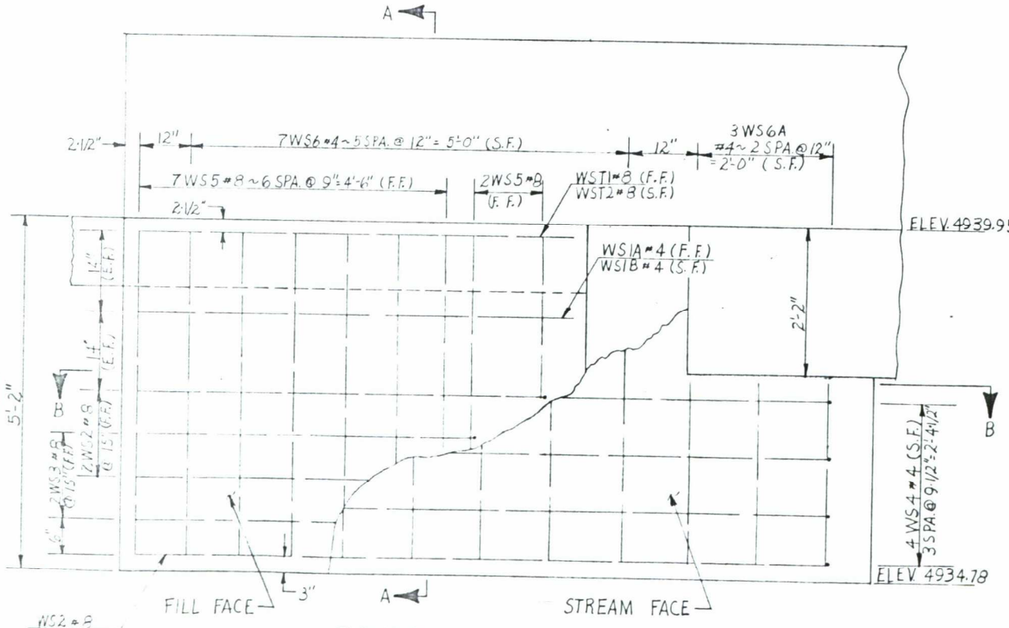


SECTION B-B
Scale: 1"=1'-0"

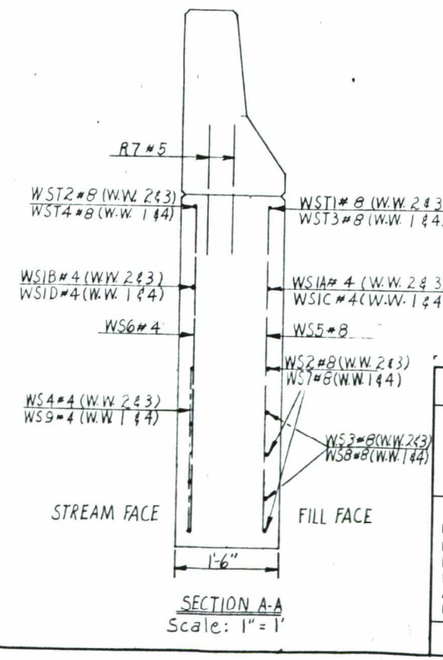
CORNER DETAIL
(TYP. WINGWALLS 1 & 4)



PLAN
Scale: 1"=1'-0"



ELEVATION
Scale: 1"=1'-0"



SECTION A-A
Scale: 1"=1'

REGISTERED PROFESSIONAL ENGINEER
STATE OF IDAHO
JAMES L. KELLEY
James L. Kelley

MICROFILM RECORD
DATE 11-19-82
AP-CARD or FRAME NO. 47
ROLL NO. 533
METRIC 2 3 4 5 6 7 8 9 10
INCHES 1 2 3 4

WINGWALL DETAIL

150 FOOT PRESTRESSED CONCRETE BRIDGE OVER SOUTH FORK TETON RIVER

NORTH TETON ROAD

STATION 31+31

FREMONT COUNTY

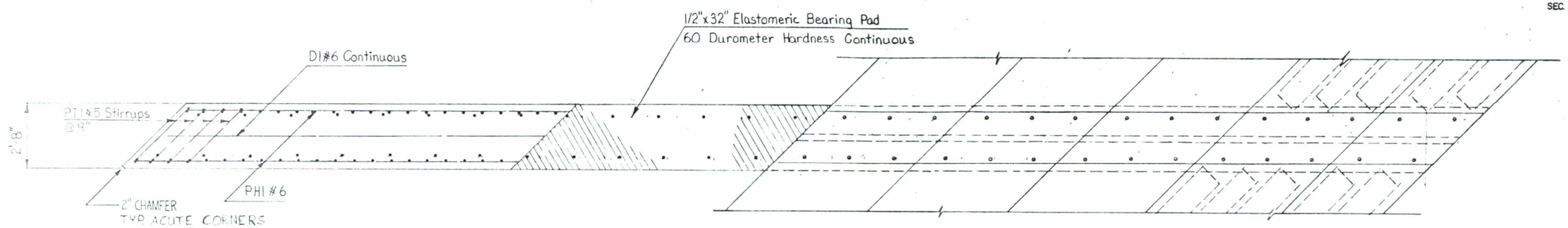
DESIGNED BY: BGH	APPROVED AS TO GENERAL USABILITY
DESIGN CHECKED BY: JLK	
DRAWN BY: MFF	CHAIRMAN, FREMONT COUNTY COMMISSIONERS
DRAWING CHECKED BY: BGH	
ENGINEERING FEATURES APPROVED BY: [signature]	STATE OF IDAHO
DATE: 9/10/76	

FILE NO.	DWG. NO.	SHEET NO.
586	13708	7 OF 14

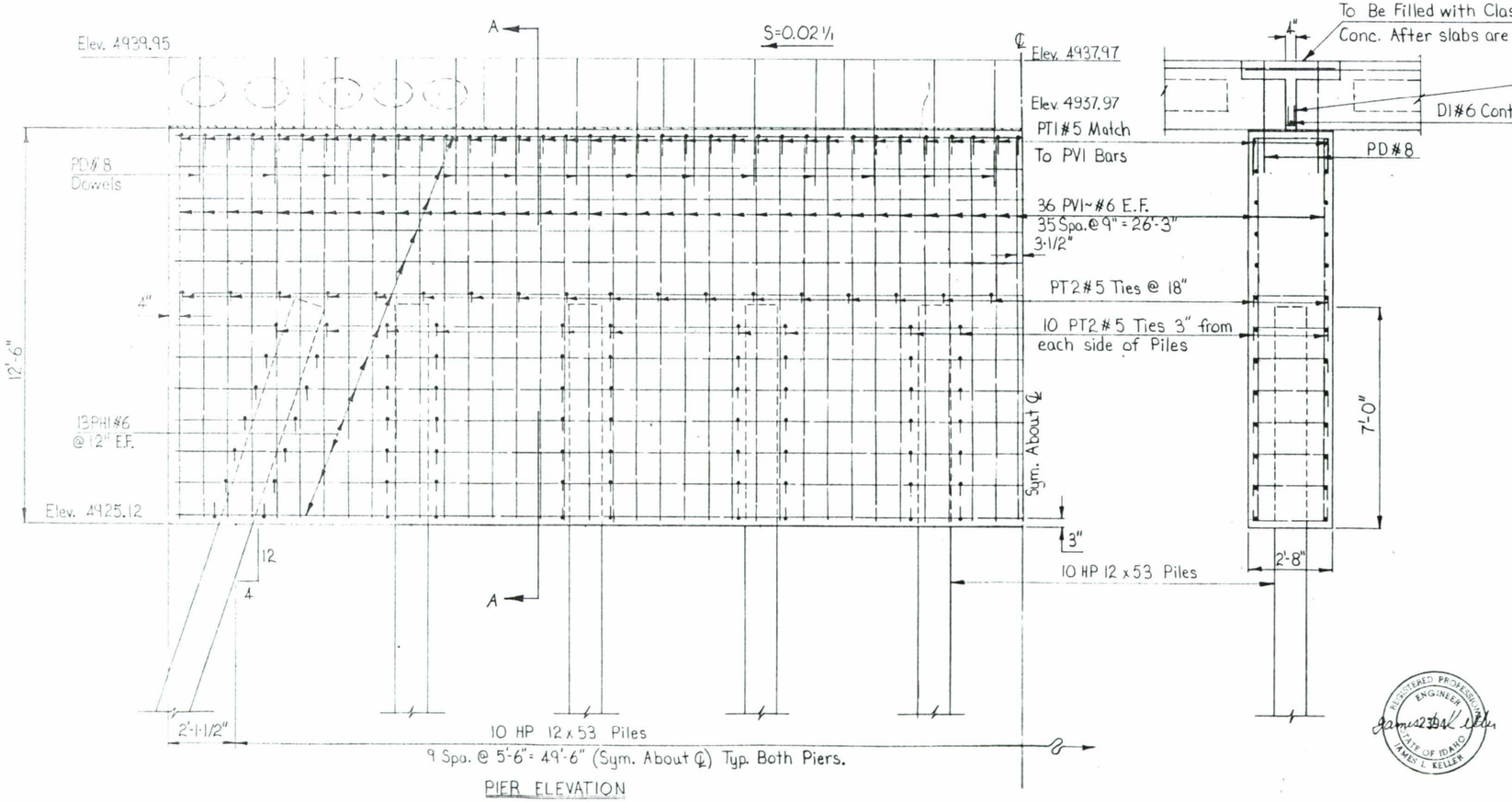
1976 EXISTING BRIDGE PLANS

FEDERAL ROAD REGION NO.	STATE	FEDERAL AID PROJECT NO.
10	IDAHO	ER-6774(7)

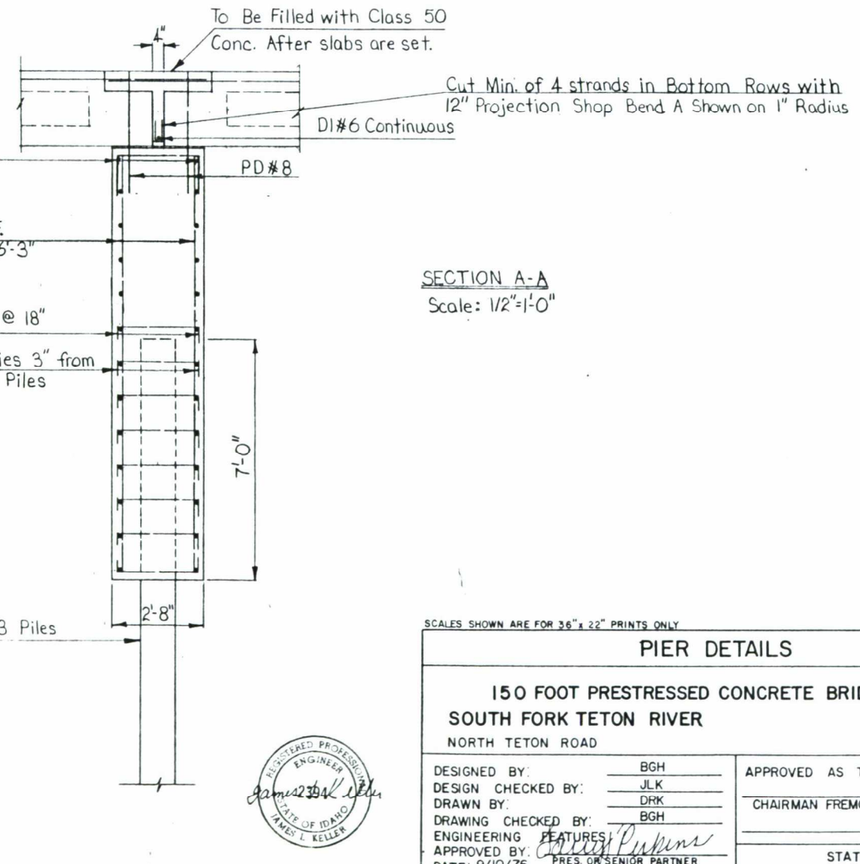
SEC. A



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



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



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

REGISTERED PROFESSIONAL ENGINEER STATE OF IDAHO JAMES L. KELLER

MICROFILM RECORD

DATE	ROLL NO.	AP-CARD or FRAME NO.
11-12 82	35 33	48

METRIC 2 3 4 5 6 7 8 9 10
INCHES 1 2 3 4

SCALES SHOWN ARE FOR 36"x 22" PRINTS ONLY

PIER DETAILS

150 FOOT PRESTRESSED CONCRETE BRIDGE OVER
SOUTH FORK TETON RIVER — STATION 31+31
NORTH TETON ROAD — FREMONT COUNTY

DESIGNED BY:	BGH
DESIGN CHECKED BY:	JLK
DRAWN BY:	DRK
DRAWING CHECKED BY:	BGH
ENGINEERING FEATURES:	
APPROVED BY:	PRES. OR SENIOR PARTNER
DATE:	9/10/76

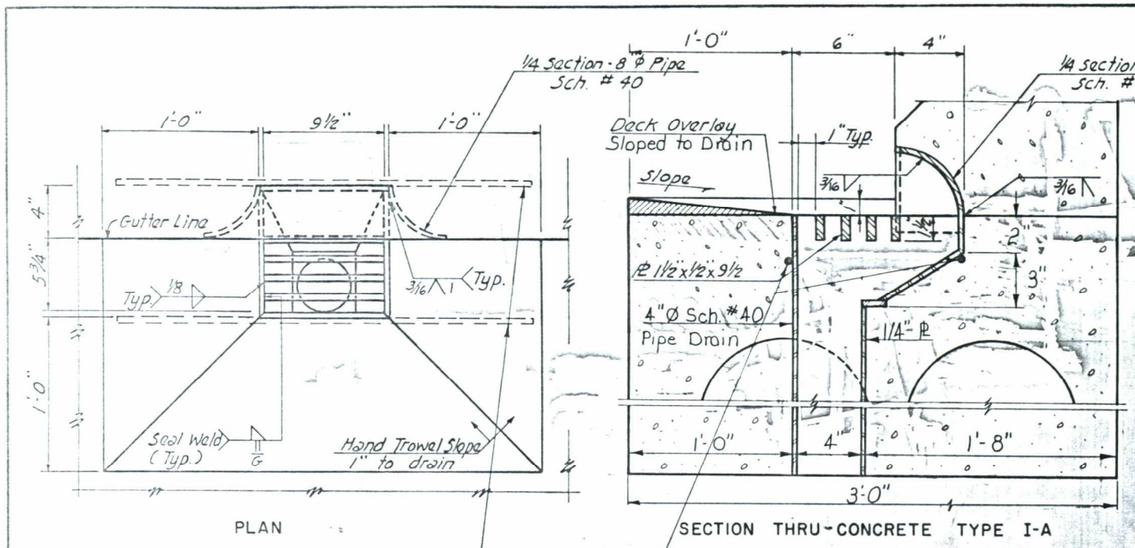
APPROVED AS TO GENERAL USABILITY

CHAIRMAN FREMONT COUNTY COMMISSIONERS

STATE OF IDAHO

FILE NO.	DWG. NO.	SHEET NO.
586	13708	8 OF 14

1976 EXISTING BRIDGE PLANS



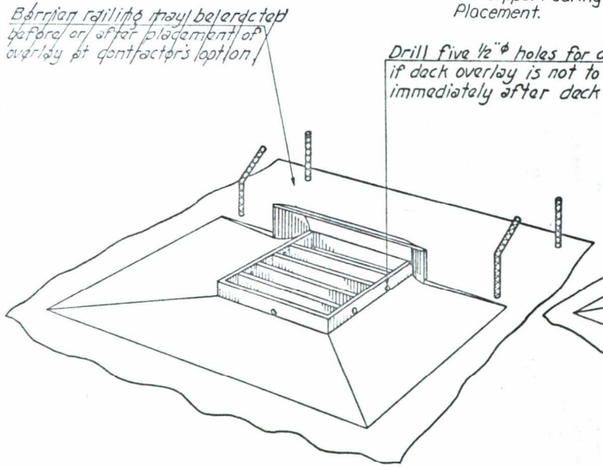
PLAN

SECTION THRU-CONCRETE TYPE I-A

#6 Bar - 2'-9" long Tack weld to Drain assembly for support during Deck Placement.

Barrier railing may be erected before or after placement of overlay at contractors option.

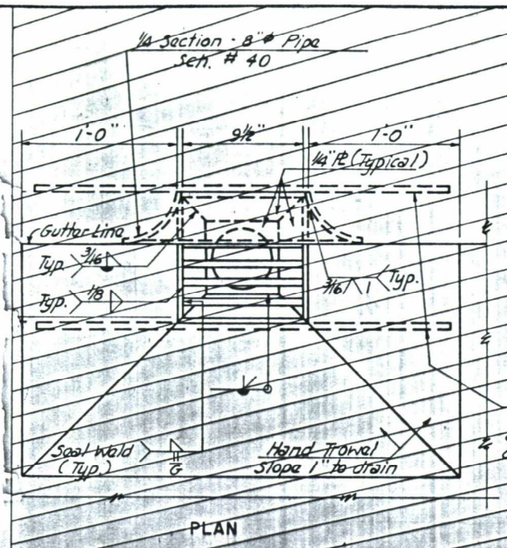
Drill five ½"ø holes for drainage if deck overlay is not to be placed immediately after deck concrete.



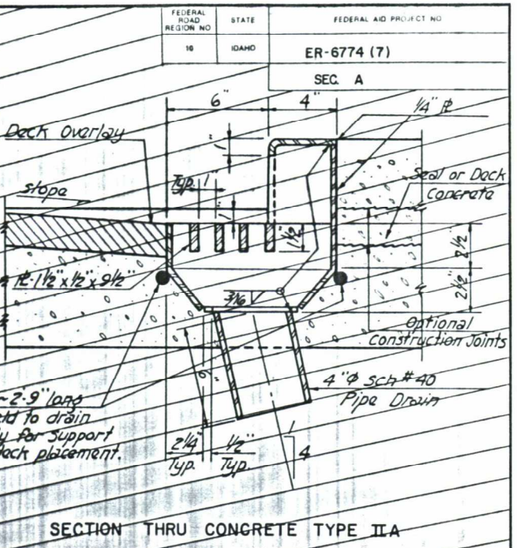
COMPLETED DRAIN TYPE I-A

PERSPECTIVE VIEW BEFORE DECK OVERLAY PLACEMENT

BRIDGE DRAIN TYPE I-A



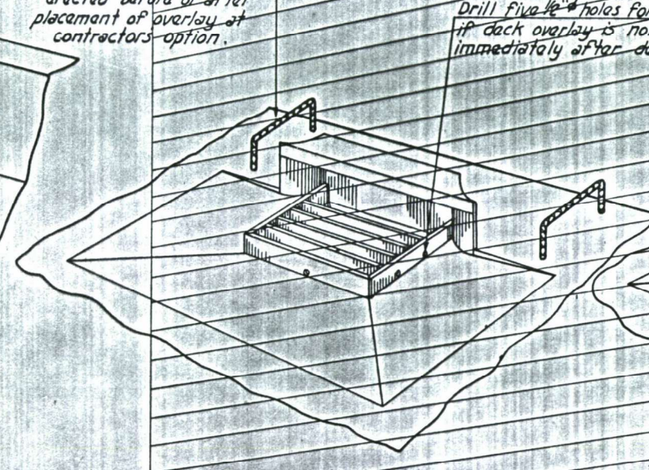
PLAN



SECTION THRU CONCRETE TYPE II-A

#6 Bar - 2'-9" long Tack weld to drain assembly for support during deck placement.

Drill five ½"ø holes for drainage if deck overlay is not to be placed immediately after deck concrete



COMPLETED DRAIN TYPE II-A

PERSPECTIVE VIEW BEFORE DECK OVERLAY PLACEMENT

BRIDGE DRAIN TYPE II-A

NOTES

Field bend or cut off any bars that conflict with drain.
All drain assembly units shall be galvanized after fabrication.
Structural steel shall be A-36.
Standard pipe shall be A.S.T.M. A-53.
The cost of furnishing and installing of the drain assembly unit shall be included in the unit price bid for 502-F-2 Voided Slab.
For drain locations, see Deck Plans.

REGISTERED PROFESSIONAL ENGINEER STATE OF IDAHO JAMES L. KELLER

FEDERAL ROAD REGION NO	STATE	FEDERAL AID PROJECT NO
10	IDAHO	ER-6774 (7)
		SEC. A

STANDARD BRIDGE DRAIN DETAILS WITH DECK OVERLAY

150 FOOT PRESTRESSED CONCRETE BRIDGE OVER SOUTH FORK TETON RIVER STATION 31+31

NORTH TETON ROAD FREMONT COUNTY

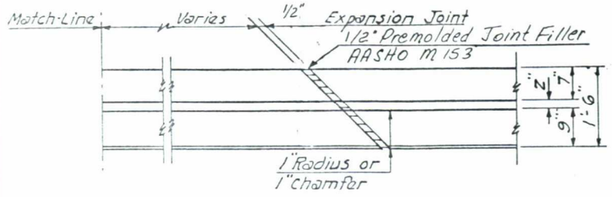
SCALE	STATE OF IDAHO		
SCALES SHOWN ARE FOR 22" x 36" PRINTS ONLY	BOISE IDAHO		
DESIGNED BGH DATE 9/13/76	DESIGN CHECKED JLK DATE 9/13/76	APPROVED PRES. OR SENIOR PARTNER	
DRAWN DRK DATE 9/13/76	DWG CHECKED BGH DATE 9/13/76	9-13-76 DATE	
NO BY DATE REVISIONS	COUNTY FREMONT	FILE NO 586	DWG NO 13708
			SHEET 9 OF 14

Drawing Date: 10-1-75

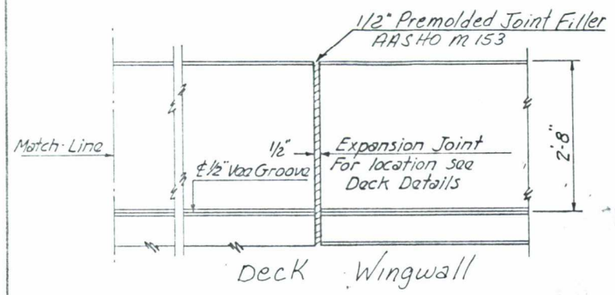
MICROFILM RECORD
DATE 11-19-82 ROLL NO. 533 AP-CARD or FRAME NO. 49
METRIC 2 3 4 5 6 7 8 9 10
INCHES 1 2 3 4

1976 EXISTING BRIDGE PLANS

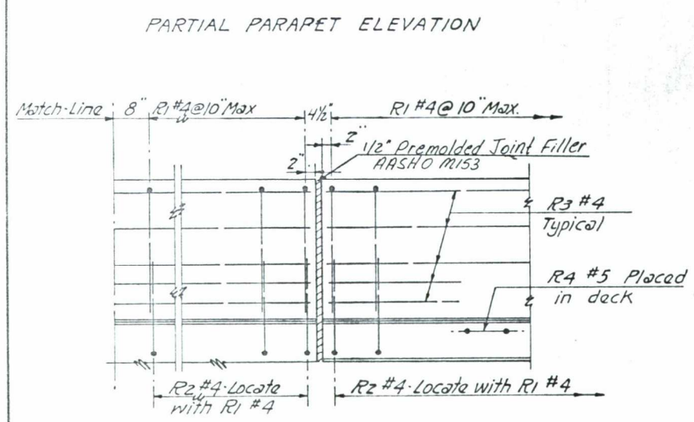
FEDERAL ROAD REGION NO	STATE	FEDERAL AID PROJECT NO
10	IDAHO	ER-6774(7)
		SEC. A



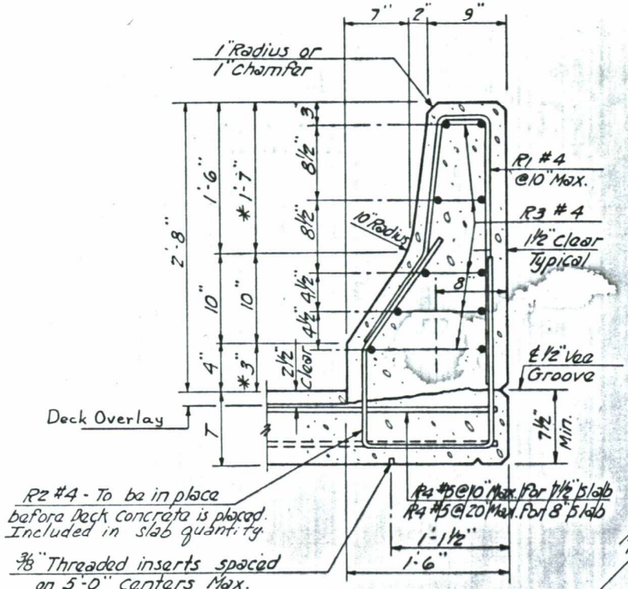
PARTIAL PARAPET PLAN



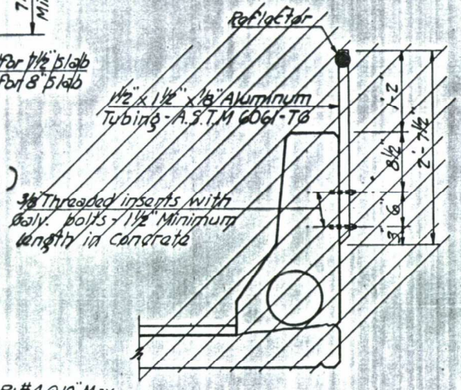
PARTIAL PARAPET ELEVATION



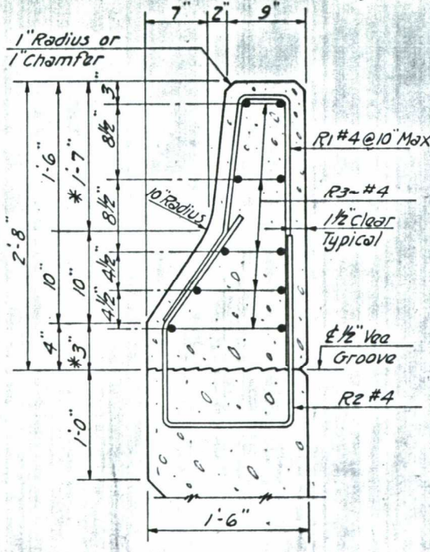
PARAPET REINFORCEMENT



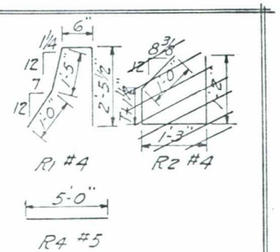
(Section Thru Deck Slab)



DELINEATOR ATTACHMENT



(Section at Abutment & Wing Wall)



PARAPET QUANTITIES
(Section A-A & Section B-B)

Concrete - 2.53 cu. ft./lin. ft.
Reinforcement - 20.7 lbs./lin. ft. (7½" slab)
Reinforcement - 17.6 lbs./lin. ft. (8" slab)
Reinforcement - 14.5 lbs./lin. ft. (8½" slab)

NOTES

See Roadway Plans for the type of and section to be used with concrete parapet.

Concrete parapet shall be concrete class 40-A.

⅜" threaded inserts shall be Kohler, Star-Holzin, Richmond Rocket or approved equal. Install as indicated on detail drawings or as directed by Engineer.

Reinforcement bars R2 #4, R4 #5 and R7 #5 shall be in place before abutment, wing or deck slab concrete is placed.

*Alternate dimensions available for use at contractor's option.

All exposed metal and non-galvanized wire rope shall be thoroughly cleaned and painted with one coat of Formula No. 10-TT-P-38.

Wire rope shall be ½" diameter preformed 6x19 or 6x25 improved plow steel with independent fiber core or ⅝" diameter preformed 6x19 improved plow steel with independent fiber core. A minimum breaking strength of 19,200 lb. shall be required. Painting or galvanizing is required.

REGISTERED PROFESSIONAL ENGINEER
12394
STATE OF IDAHO
JAMES L. KELLER

MICROFILM RECORD
DATE 11-19-82 | ROLL NO. 533 | AP CARD or FRAME NO. 50

TYPE IV STANDARD CONCRETE PARAPET WITH DECK OVERLAY SHEET 1 of 2

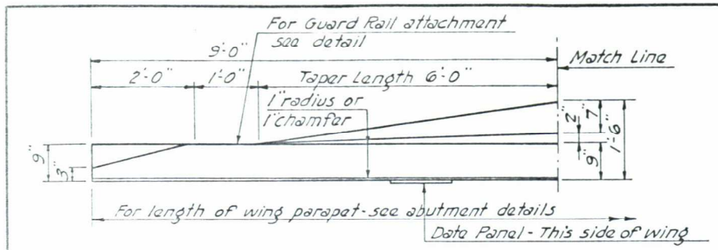
150 FOOT PRESTRESSED CONCRETE BRIDGE OVER
SOUTH FORK TETON RIVER — STATION 31+31
NORTH TETON ROAD — FREMONT COUNTY

SCALE	STATE OF IDAHO				
SCALES SHOWN ARE FOR 22" x 36" PRINTS ONLY	BOISE	IDAHO			
DESIGNED	DATE	DESIGN CHECKED	DATE	APPROVED	
DRAWN REP	DATE 1-19-76	DWG CHECKED BGH	DATE 9-12-76	PRES. OR SENIOR PARTNER	9-12-76 DATE
COUNTY	FILE NO. 586	DWG NO. 13708	SHEET 10 OF 14		

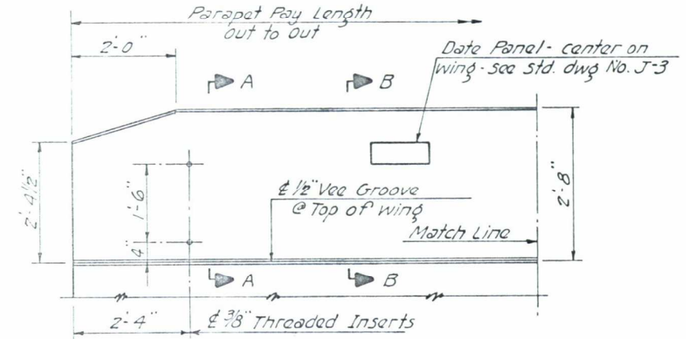
NO | BY | DATE — REVISIONS

Drawing Date: Feb. 76

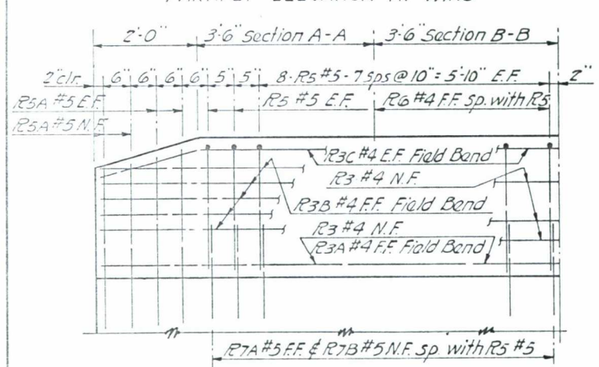
1976 EXISTING BRIDGE PLANS



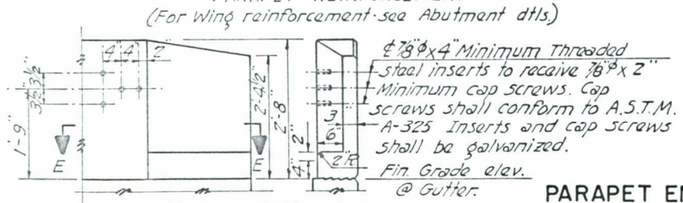
PARAPET PLAN AT WING



PARAPET ELEVATION AT WING



PARAPET REINFORCEMENT
(For Wing reinforcement - see Abutment dtls.)

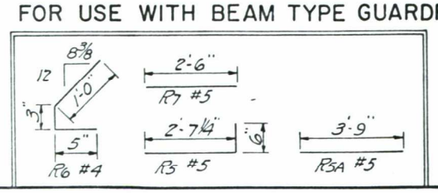


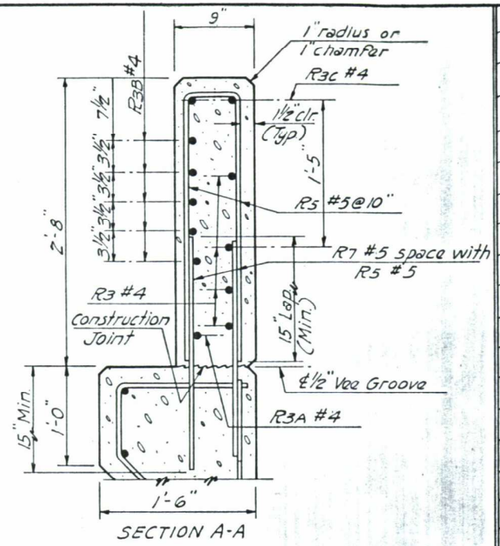
GUARD RAIL ATTACHMENT



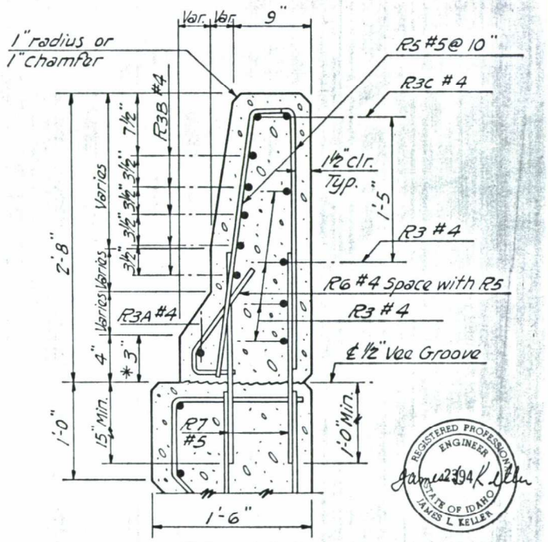
SECTION E-E

PARAPET END SECTION FOR USE WITH BEAM TYPE GUARDRAIL

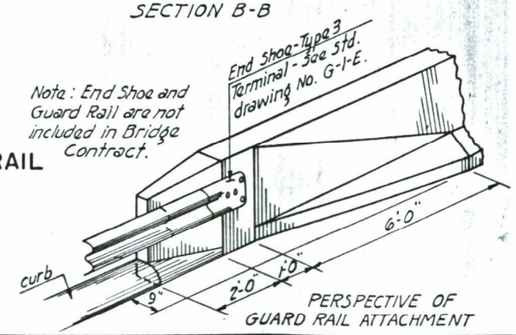




SECTION A-A

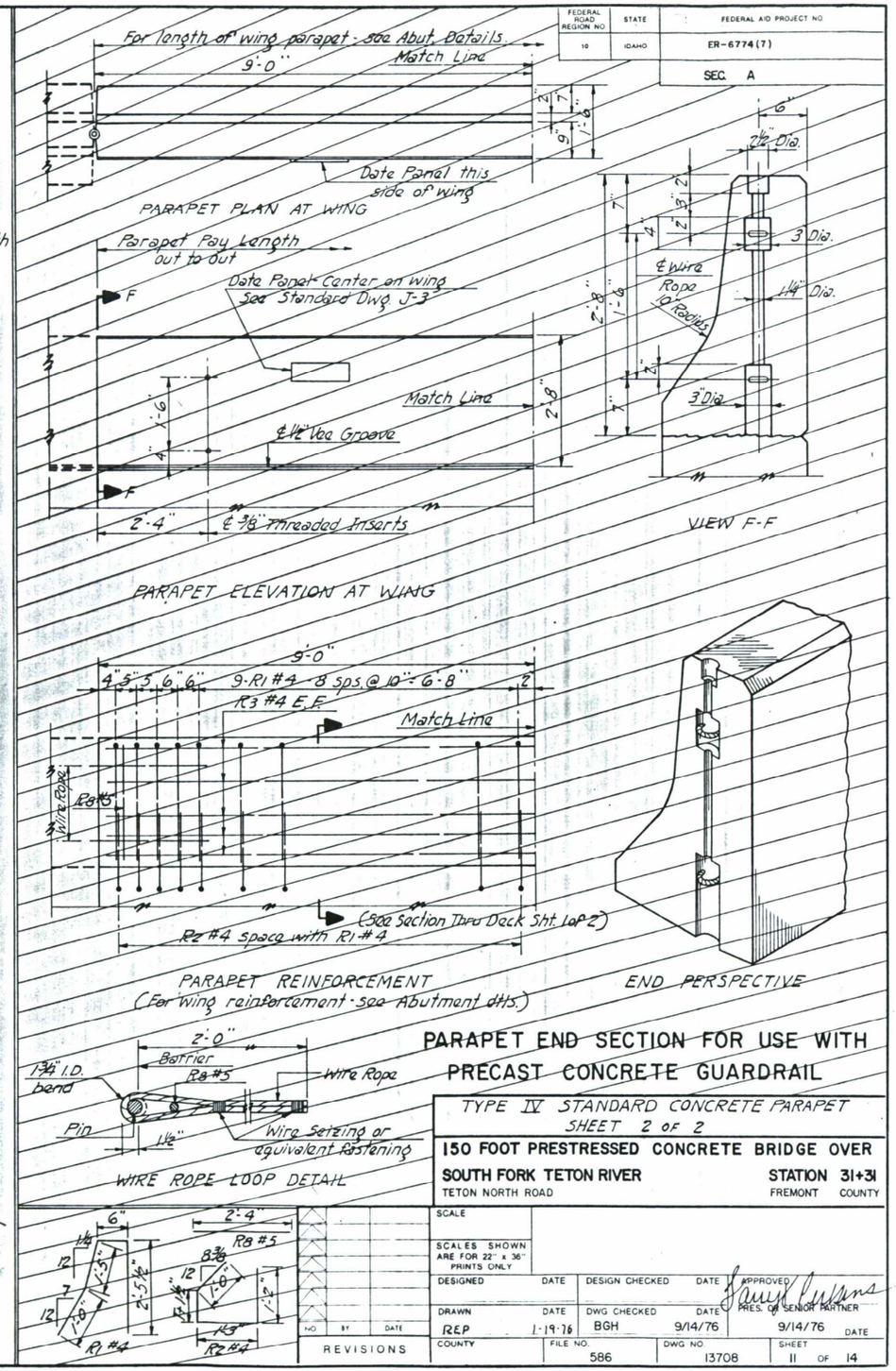


SECTION B-B



Note: End Shoe and Guard Rail are not included in Bridge Contract.

PERSPECTIVE OF GUARD RAIL ATTACHMENT



WIRE ROPE LOOP DETAIL

PARAPET END SECTION FOR USE WITH PRECAST CONCRETE GUARDRAIL

TYPE IV STANDARD CONCRETE PARAPET
SHEET 2 OF 2

150 FOOT PRESTRESSED CONCRETE BRIDGE OVER
SOUTH FORK TETON RIVER — **STATION 31+31**
TETON NORTH ROAD — FREMONT COUNTY

FEDERAL ROAD REGION NO	STATE	FEDERAL AID PROJECT NO
10	IDAHO	ER-6774(7)
		SEC. A

SCALE				
SCALES SHOWN ARE FOR 22" x 36" PRINTS ONLY				
DESIGNED	DATE	DESIGN CHECKED	DATE	APPROVED PRES. OR SENIOR PARTNER
DRAWN REP	DATE 1-19-76	DWG CHECKED BGH	DATE 9/14/76	DATE 9/14/76
COUNTY	FILE NO. 586	DWG NO. 13708	SHEET 11 OF 14	

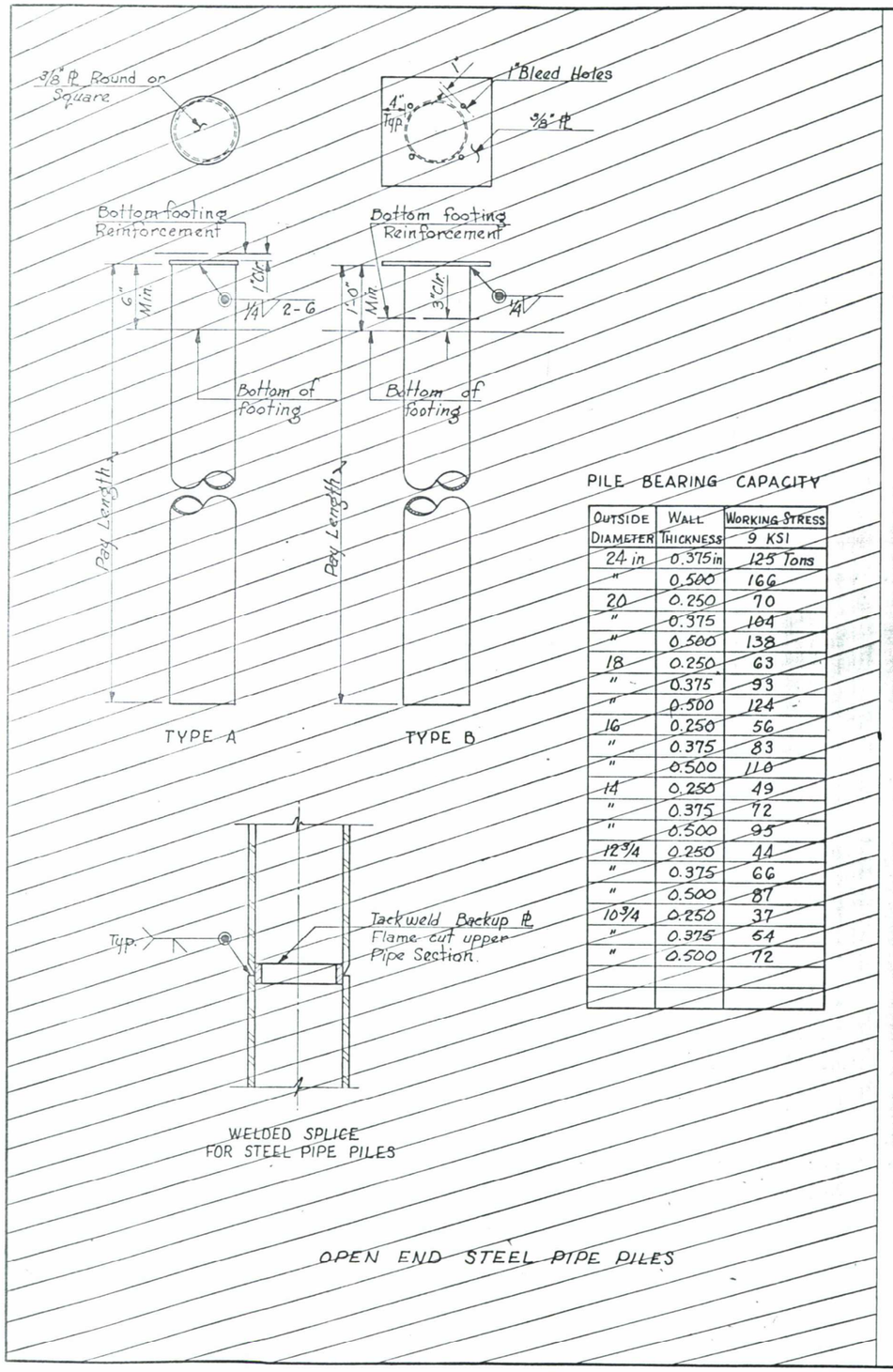
NO	BY	DATE	REVISIONS

Drawing Date: April 76

REGISTERED PROFESSIONAL ENGINEER — STATE OF IDAHO — JAMES L. KELLER

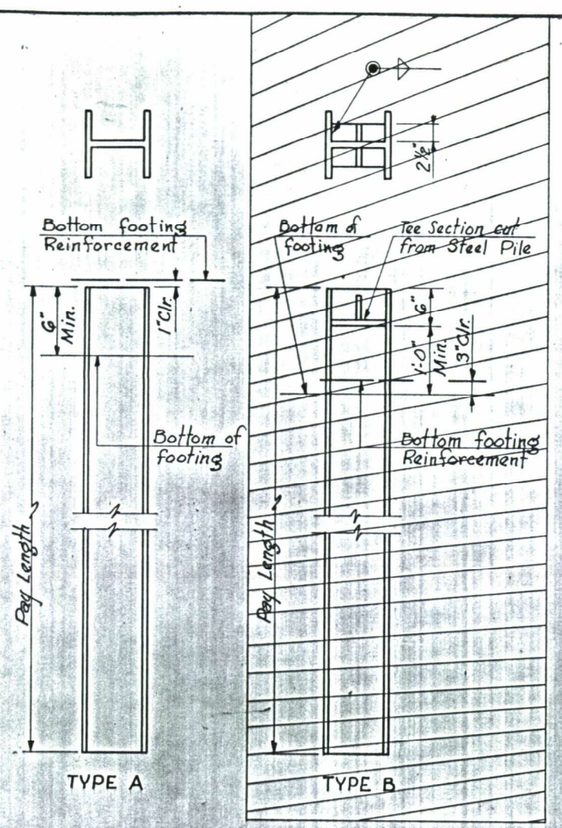
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DATE 11-19-82 — ROLL NO. AP-CARD or FRAME NO. 51
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INCHES 1 2 3 4

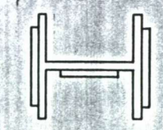
1976 EXISTING BRIDGE PLANS



PILE BEARING CAPACITY

Outside Diameter	Wall Thickness	Working Stress 9 KSI
24 in	0.375 in	125 Tons
"	0.500	166
20	0.250	70
"	0.375	104
"	0.500	138
18	0.250	63
"	0.375	93
"	0.500	124
16	0.250	56
"	0.375	83
"	0.500	110
14	0.250	49
"	0.375	72
"	0.500	95
12 3/4	0.250	44
"	0.375	66
"	0.500	87
10 3/4	0.250	37
"	0.375	54
"	0.500	72

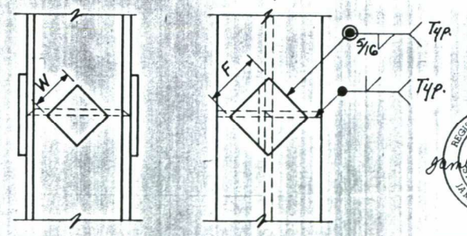




7/16" SQUARE SPLICE PLATES

Pile Section	8"	10"	12"	14"
Flange "F"	5"	6½"	8"	10"
Web "W"	4"	5½"	6½"	8"

SPLICE NOTES:
Flame cut web and flanges of upper section as shown. Butt weld joints and attach plates with fillet welds as shown.



WELDED SPLICE FOR STEEL H PILES

STEEL H PILES

FEDERAL ROAD REGION NO	STATE	FEDERAL AID PROJECT NO
10	IDAHO	ER-6774 (7)
		SEC. A

PILING NOTES

H-Beam piling shall be structural steel and shall conform to ASTM A-36.
Pipe piling shall conform to ASTM A-252 Grade 1.
Plates and bars shall conform to ASTM A-36.
Unless noted otherwise exposed pile bents shall be painted in accordance with specifications.

Where piles form an exposed pile bent or where conditions of exposure warrant, concrete encasement shall be used on steel piles and steel shells or 1/16 inch depth of thickness shall be deducted from all exposed surfaces in computing the area of steel in the piles or shells.
Where H-Pile splices are exposed to view, an alternate splice without splice plates may be required as approved by the Engineer.

PILE BEARING CAPACITY

Steel H Pile Section	Working Stress 9 KSI
HP14x117	155 Tons
102	135
89	118
73	97
HP12x 74	98
53	70
HP10x 57	75
42	56
HP8x 36	48

REGISTERED PROFESSIONAL ENGINEER STATE OF IDAHO JAMES L. KELLER

STEEL PILE DETAILS

150 FOOT PRESTRESSED CONCRETE BRIDGE OVER SOUTH FORK TETON RIVER STATION 31+31
NORTH TETON ROAD FREMONT COUNTY

NO	BY	DATE
REVISIONS		

SCALE No Scale
SCALES SHOWN ARE FOR 22" x 36" PRINTS ONLY

STATE OF IDAHO
BOISE IDAHO

DESIGNED	DATE	DESIGN CHECKED	DATE	APPROVED
				PRES. OR SENIOR PARTNER
DRAWN	DATE	DWG CHECKED	DATE	DATE
		BGH	9-13-76	9-13-76

COUNTY	FILE NO.	DWG NO.	SHEET
586	13708		12 OF 14

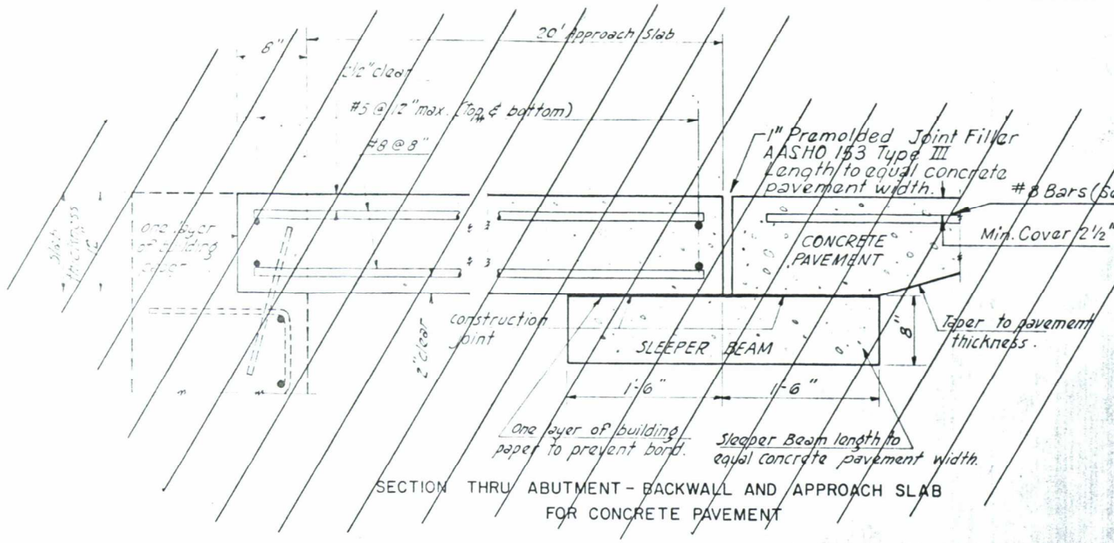
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MICROFILM RECORD
DATE 11-19-82 | ROLL NO. 533 | AP-CARD or FRAME NO. 52
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INCHES 1 2 3 4

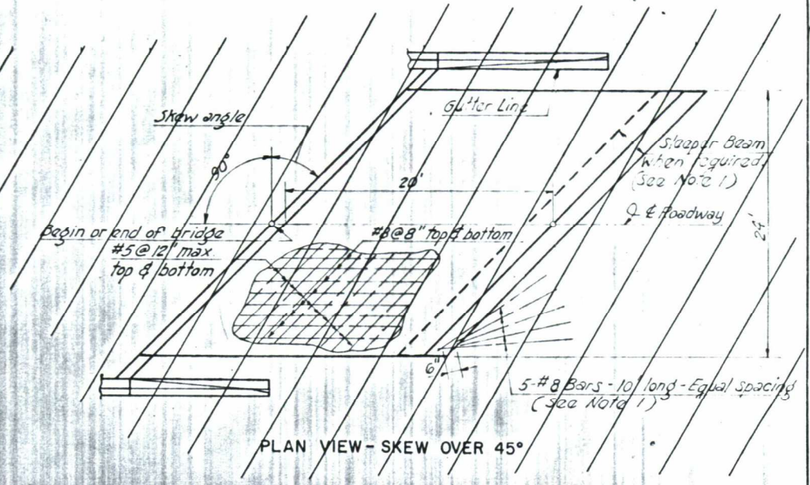
1976 EXISTING BRIDGE PLANS

FEDERAL REGION NO.	STATE	FEDERAL AID PROJECT NO.	STRUCTURE DWG. NO.
10	IDAHO	ER-8274(7) SEC. A	13 of 14

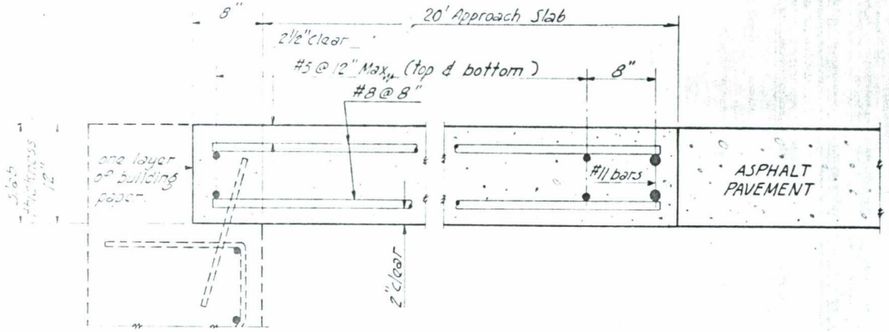
B
I-A



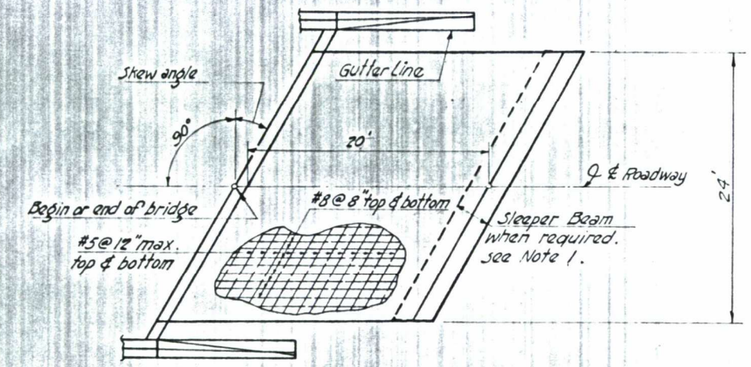
SECTION THRU ABUTMENT - BACKWALL AND APPROACH SLAB
FOR CONCRETE PAVEMENT



PLAN VIEW - SKEW OVER 45°



SECTION THRU ABUTMENT - BACKWALL AND APPROACH SLAB
FOR ASPHALT PAVEMENT



PLAN VIEW - SKEW 0° TO 45°

NOTES

1. If approach slab is adjacent to concrete pavement, a sleeper beam at the end of the slab shall be provided and #8 Bars shall be added as shown.
2. Granular material for a depth of 2'-0" shall be placed under the approach slabs (and sleeper beam if required) and compacted with class "A" compaction.
3. Prior to the construction of any approach slab adjacent to bituminous surfaces the final lift of plantmix pavement on the adjoining roadway shall be complete in place. The asphalt pavement shall be laid to a point 3 to 4 feet past the intended location of the end of the approach slab. It shall then be cut out at the intended end of the approach slab so as to serve as a form for the end of the approach slab.

Rev. 7.12.73 Removed Joint Seal
Rev. 2.14.74 Removed sections A-A, B-B, changed plan views and notes.
Rev. 3.7.74 Added #8 Bars
Rev. 5.2.74 Added note to #8 Bars

MICROFILM RECORD
DATE 11-15-74
ROLL NO. 2.33
AP-CARD or FRAME NO. 5.3

METRIC 2 3 4 5 6 7 8 9 10
INCHES 1 2 3 4

STATE OF IDAHO
DEPARTMENT OF HIGHWAYS

APPROACH SLAB

BOISE, IDAHO DECEMBER, 1972

REVISED
July 12, 1973
Feb. 14, 1974
Mar. 7, 1974
May 21, 1974

APPROVED:

ASST. STATE HIGHWAY ENGINEER

STATE HIGHWAY ENGINEER

DRAWING NO. B-I-A

File 586 Drawing No. 13708 13 of 143

1976 EXISTING BRIDGE PLANS

SUBSTRUCTURE

MARK	LOCATION	SIZE NO.	NO. BARS	L'GTH	TOTAL L'GTH	SKETCH
A1	ABUTMENT	4	68	3'10"	260'-8"	1'-9", 5"
A2	"	4	4	33'-7"	134'-4"	
A3	"	6	56	3' 3"	182'0"	
A4	"	6	68	2' 0"	136	
A5	"	9	24	53' 5"	1282'0"	
A6	"	8	10	53' 5"	534'2"	
A7	"	7	6	53' 5"	320'6"	
A8	"	4	108	10'10"	1170'0"	2'-5", 2'-6", 6", 6"
A9	"	4	14	4' 5"	61'10"	2'-5", 1'-0", 1'-0"
A10	"	4	8	12'10"	102'8"	3'-5", 2'-6", 6", 6"
WST1	WINGWALLS NO.283	8	2	6' 6"	13'0"	
WST2	W.W. NO.283	8	2	7' 7"	15'2"	
WST3	W.W. NO.184	8	2	9' 0"	18'0"	
WST4	W.W. NO.184	8	2	7'11"	15'10"	
WS1A	W.W. NO.283	4	2	6' 6"	13'0"	
WS1B	W.W. NO.283	4	2	7' 7"	15'2"	
WS1C	W.W. NO.184	4	2	9' 0"	18'0"	
WS1D	W.W. NO.184	4	2	7'11"	15'10"	
WS2	W.W. NO.283	8	6	8' 7"	51'6"	45°, 2'-8", 5'-11"
WS3	W.W. NO.283	8	4	7' 1"	28'4"	2'-8", 112.5°, 112.5°, 1'-10", 4'-5"
WS4	W.W. NO.283	4	8	12'9"	102'0"	45°, 2'-8", 10'-1"
WS5	WINGWALLS (ALL)	8	48	4' 8"	224'0"	
WS6	"	4	30	4' 8"	140'0"	
WS6A	"	4	10	2' 6"	25'0"	
WS7	W.W. NO.184	8	6	10'11"	65'6"	135°, 2'-8", 8'-3"
WS8	"	8	4	12' 0"	48'0"	157.5°, 2'-8", 157.5°, 1'-10", 7'-6"
WS9	"	4	8	13' 3"	106'0"	135°, 2'-8", 10'-7"

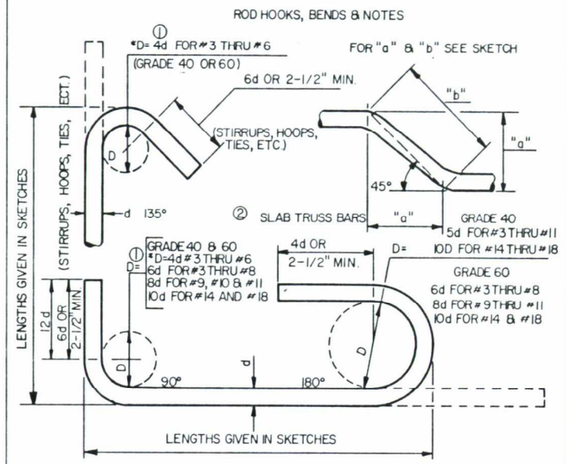
MARK	LOCATION	SIZE NO.	NO. BARS	L'GTH	TOTAL L'GTH	SKETCH
	PIER					
D1		6	2	53'5"	106'10"	
PD		8	112	3'0"	336' 0"	
PH1		6	52	53'5"	2777'8"	
PT1		5	144	5'10"	840' 0"	3'-2", 1'-4", 1'-4"
PT2		5	424	4'2"	70' 8"	3'-2", 6", 6"
PV1		6	288	12'0"	3456'0"	

MARK	LOCATION	SIZE NO.	NO. BARS	L'GTH	TOTAL L'GTH	SKETCH

FEDERAL ROAD REGION NO.	STATE	FEDERAL AID PROJECT NO.
10	IDAHO	ER-6774(7)

SEC. A

ROD HOOKS, BENDS & NOTES



TYPICAL BENDING DETAILS

ROD NOTES

ALL BEND DETAILS TO BE ACCORDING TO THE LATEST ACI STANDARD PRACTICE WHEN HOOKS AND BENDS ARE CALLED FOR THE LENGTHS GIVEN IN THE "TOTAL LENGTH" COLUMN INCLUDE ALLOWANCE FOR HOOKS AND BENDS.

LENGTHS GIVEN IN SKETCHES ARE OUT TO OUT OF BEND POINTS AND TO OUTSIDE OF HOOKS.

BARS MARKED WITH AN ASTERISK(*) TO BE BENT ON A DIA. OF 4d. OTHER BARS TO BE BENT ON DIAMETER INDICATED.

ROD WEIGHTS

SUBSTRUCTURE

SIZE	LINEAR FEET	WEIGHT FOOT	WEIGHT
4	2164'-6"	0.688	1489.18
5	910'- 8"	1.043	949.83
6	6658'-6"	1.502	10001.07
7	320'- 6"	2.044	654.08
8	1349'- 6"	2.670	3603.17
		TOTAL WEIGHT (LBS.)	16697.33

REGISTERED PROFESSIONAL ENGINEER STATE OF IDAHO JAMES L. KELLER
James L. Keller

REINFORCEMENT DETAIL

150 FOOT PRESTRESSED CONCRETE BRIDGE OVER SOUTH FORK TETON RIVER

STATION 31+31

NORTH TETON ROAD

FREMONT COUNTY

DESIGNED BY: BGH
DESIGN CHECKED BY: JLK
DRAWN BY: DRK
DRAWING CHECKED BY: BGH
ENGINEERING FEATURES APPROVED BY: Harry Perkins
DATE: 9-12-76 PRES. OR SENIOR PARTNER

APPROVED AS TO GENERAL USABILITY

CHAIRMAN FREMONT COUNTY COMMISSIONERS

STATE OF IDAHO

FILE NO.	DWG. NO.	SHEET NO.
586	13708	14 OF 14

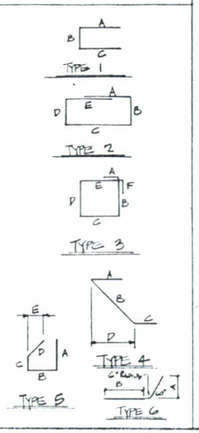
MICROFILM RECORD
DATE 11-19-82
ROLL NO. 533
AP-CARD or FRAME NO. 54
METRIC 2 3 4 5 6 7 8 9 10 4
INCHES 1 2 3

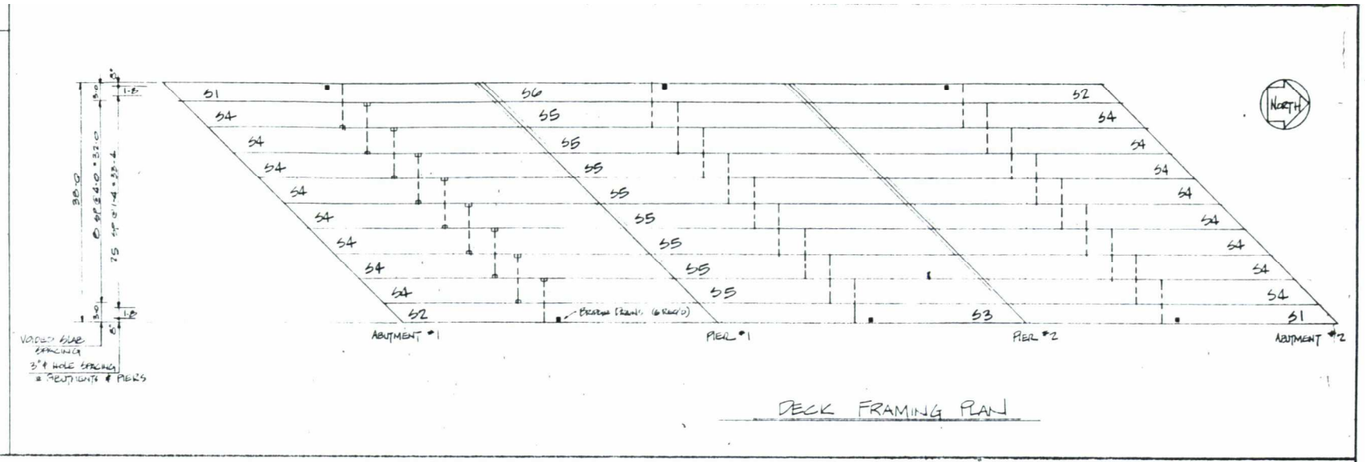
1976 BRIDGE SHOP DRAWINGS

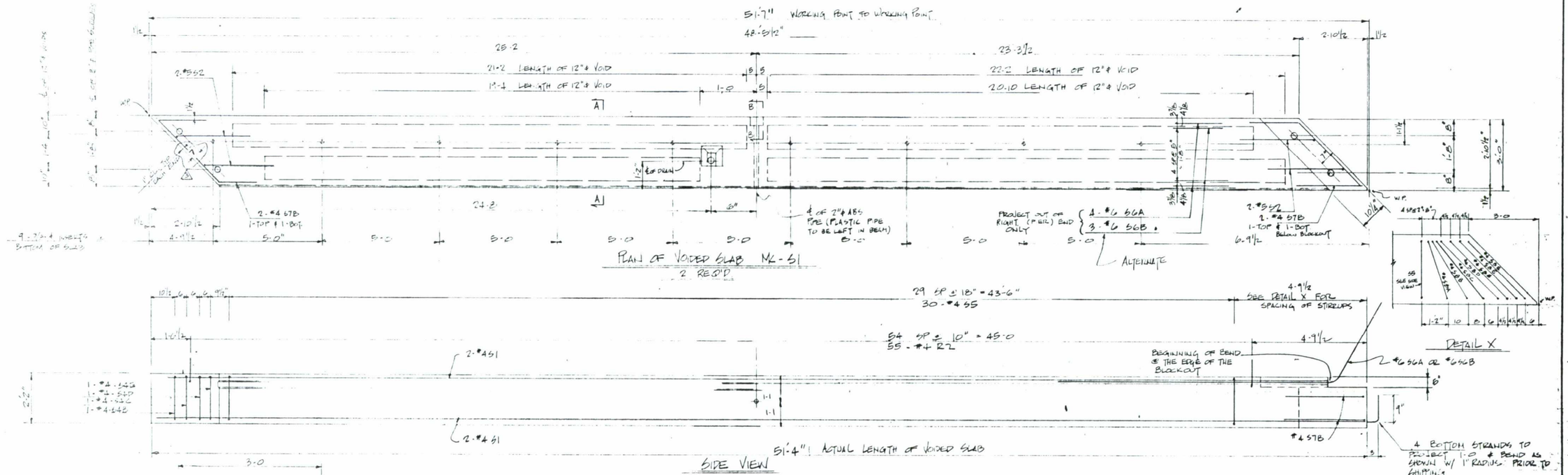
REINFORCING SCHEDULE

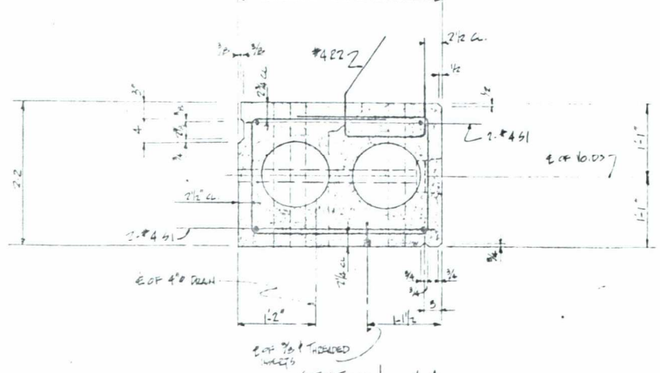
MARK	NO. REQ'D	BEND TYPE	TOTAL LENGTH	A	B	C	D	E	F	G	H
51	376	5R	48-2								
52	376	5R	47-1								
53	38	1	6-6	2-2	1-8	2-4					
54	51	2	9-5	1-9	1-9	2-5	1-9	1-9			
54B	3		5-3	3	1-9	7½	1-9	7½	3		
54C	3		6-3	3	1-9	1-1½	1-9	1-1½	3		
54D	3		7-3	3	1-9	1-7½	1-9	1-7½	3		
54E	3		8-3	3	1-9	2-1½	1-9	2-1½	3		
54F	3		9-3	3	1-9	2-7½	1-9	2-7½	3		
54G	3		10-3	3	1-9	3-1½	1-9	3-1½	3		
55	2		3-9	1-10	1-9	2-7	1-9	1-10	3		
56A	6		12-7	2-11¼	1-0-0						
56B	6		13-9	2-11½	11-1						
57A	2		3-2	1-6	5-2	1-6	2-8				
57B	4		6-9	1-6	3-9	1-6	3-8				
62	5		4-2½	1-4	1-3	7½	1-0	6½			
62A	3		4-2½	3	1-3	2-1	1-0	2-1	3		
62B	3		5-2½	3	1-3	2-7	1-0	2-7	3		
62C	3		6-2½	3	1-3	3-1	1-0	3-1	3		
62D	3		7-2½	3	1-3	3-7	1-0	3-7	3		
62E	3		8-2½	3	1-3	4-1	1-0	4-1	3		
62F	3		9-2½	3	1-3	4-7	1-0	4-7	3		
62G	3		10-2½	3	1-3	5-1	1-0	5-1	3		
62H	3		11-2½	3	1-3	5-7	1-0	5-7	3		
62J	3		12-2½	3	1-3	6-1	1-0	6-1	3		
62K	3		13-2½	3	1-3	6-7	1-0	6-7	3		
62L	3		14-2½	3	1-3	7-1	1-0	7-1	3		
62E	3		15-2½	3	1-3	7-7	1-0	7-7	3		
62N	3		16-2½	3	1-3	8-1	1-0	8-1	3		
62P	3		17-2½	3	1-3	8-7	1-0	8-7	3		
62Q	3		18-2½	3	1-3	9-1	1-0	9-1	3		
62R	3		19-2½	3	1-3	9-7	1-0	9-7	3		
62S	3		20-2½	3	1-3	10-1	1-0	10-1	3		
62T	3		21-2½	3	1-3	10-7	1-0	10-7	3		
62U	3		22-2½	3	1-3	11-1	1-0	11-1	3		
62E	3		23-2½	3	1-3	11-7	1-0	11-7	3		
62W	3		24-2½	3	1-3	12-1	1-0	12-1	3		
62X	3		25-2½	3	1-3	12-7	1-0	12-7	3		
62Y	3		26-2½	3	1-3	13-1	1-0	13-1	3		
62Z	3		27-2½	3	1-3	13-7	1-0	13-7	3		
62AA	3		28-2½	3	1-3	14-1	1-0	14-1	3		
62BB	3		29-2½	3	1-3	14-7	1-0	14-7	3		
62CC	3		30-2½	3	1-3	15-1	1-0	15-1	3		
62DD	3		31-2½	3	1-3	15-7	1-0	15-7	3		
62EE	3		32-2½	3	1-3	16-1	1-0	16-1	3		
62FF	3		33-2½	3	1-3	16-7	1-0	16-7	3		
62GG	3		34-2½	3	1-3	17-1	1-0	17-1	3		
62HH	3		35-2½	3	1-3	17-7	1-0	17-7	3		
62JJ	3		36-2½	3	1-3	18-1	1-0	18-1	3		
62KK	3		37-2½	3	1-3	18-7	1-0	18-7	3		
62LL	3		38-2½	3	1-3	19-1	1-0	19-1	3		
62MM	3		39-2½	3	1-3	19-7	1-0	19-7	3		
62NN	3		40-2½	3	1-3	20-1	1-0	20-1	3		
62PP	3		41-2½	3	1-3	20-7	1-0	20-7	3		
62QQ	3		42-2½	3	1-3	21-1	1-0	21-1	3		
62RR	3		43-2½	3	1-3	21-7	1-0	21-7	3		
62SS	3		44-2½	3	1-3	22-1	1-0	22-1	3		
62TT	3		45-2½	3	1-3	22-7	1-0	22-7	3		
62UU	3		46-2½	3	1-3	23-1	1-0	23-1	3		
62VV	3		47-2½	3	1-3	23-7	1-0	23-7	3		
62WW	3		48-2½	3	1-3	24-1	1-0	24-1	3		
62XX	3		49-2½	3	1-3	24-7	1-0	24-7	3		
62YY	3		50-2½	3	1-3	25-1	1-0	25-1	3		
62ZZ	3		51-2½	3	1-3	25-7	1-0	25-7	3		
62AAA	3		52-2½	3	1-3	26-1	1-0	26-1	3		
62BBB	3		53-2½	3	1-3	26-7	1-0	26-7	3		
62CCC	3		54-2½	3	1-3	27-1	1-0	27-1	3		
62DDD	3		55-2½	3	1-3	27-7	1-0	27-7	3		
62EEE	3		56-2½	3	1-3	28-1	1-0	28-1	3		
62FFF	3		57-2½	3	1-3	28-7	1-0	28-7	3		
62GGG	3		58-2½	3	1-3	29-1	1-0	29-1	3		
62HHH	3		59-2½	3	1-3	29-7	1-0	29-7	3		
62JJJ	3		60-2½	3	1-3	30-1	1-0	30-1	3		
62KKK	3		61-2½	3	1-3	30-7	1-0	30-7	3		
62LLL	3		62-2½	3	1-3	31-1	1-0	31-1	3		
62MMM	3		63-2½	3	1-3	31-7	1-0	31-7	3		
62NNN	3		64-2½	3	1-3	32-1	1-0	32-1	3		
62PPP	3		65-2½	3	1-3	32-7	1-0	32-7	3		
62QQQ	3		66-2½	3	1-3	33-1	1-0	33-1	3		
62RRR	3		67-2½	3	1-3	33-7	1-0	33-7	3		
62SSS	3		68-2½	3	1-3	34-1	1-0	34-1	3		
62TTT	3		69-2½	3	1-3	34-7	1-0	34-7	3		
62UUU	3		70-2½	3	1-3	35-1	1-0	35-1	3		
62VVV	3		71-2½	3	1-3	35-7	1-0	35-7	3		
62WWW	3		72-2½	3	1-3	36-1	1-0	36-1	3		
62XXX	3		73-2½	3	1-3	36-7	1-0	36-7	3		
62YYY	3		74-2½	3	1-3	37-1	1-0	37-1	3		
62ZZZ	3		75-2½	3	1-3	37-7	1-0	37-7	3		
62AAAA	3		76-2½	3	1-3	38-1	1-0	38-1	3		
62BBBB	3		77-2½	3	1-3	38-7	1-0	38-7	3		
62CCCC	3		78-2½	3	1-3	39-1	1-0	39-1	3		
62DDDD	3		79-2½	3	1-3	39-7	1-0	39-7	3		
62EEEE	3		80-2½	3	1-3	40-1	1-0	40-1	3		
62FFFF	3		81-2½	3	1-3	40-7	1-0	40-7	3		
62GGGG	3		82-2½	3	1-3	41-1	1-0	41-1	3		
62HHHH	3		83-2½	3	1-3	41-7	1-0	41-7	3		
62JJJJ	3		84-2½	3	1-3	42-1	1-0	42-1	3		
62KKKK	3		85-2½	3	1-3	42-7	1-0	42-7	3		
62LLLL	3		86-2½	3	1-3	43-1	1-0	43-1	3		
62MMMM	3		87-2½	3	1-3	43-7	1-0	43-7	3		
62NNNN	3		88-2½	3	1-3	44-1	1-0	44-1	3		
62PPPP	3		89-2½	3	1-3	44-7	1-0	44-7	3		
62QQQQ	3		90-2½	3	1-3	45-1	1-0	45-1	3		
62RRRR	3		91-2½	3	1-3	45-7	1-0	45-7	3		
62SSSS	3		92-2½	3	1-3	46-1	1-0	46-1	3		
62TTTT	3		93-2½	3	1-3	46-7	1-0	46-7	3		
62UUUU	3		94-2½	3	1-3	47-1	1-0	47-1	3		
62VVVV	3		95-2½	3	1-3	47-7	1-0	47-7	3		
62WWWW	3		96-2½	3	1-3	48-1	1-0	48-1	3		
62XXXX	3		97-2½	3	1-3	48-7	1-0	48-7	3		
62YYYY	3		98-2½	3	1-3	49-1	1-0	49-1	3		
62ZZZZ	3		99-2½	3	1-3	49-7	1-0	49-7	3		
62AAAAA	3		100-2½	3	1-3	50-1	1-0	50-1	3		

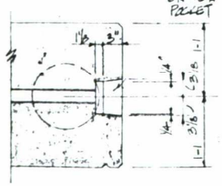
BEND TYPES

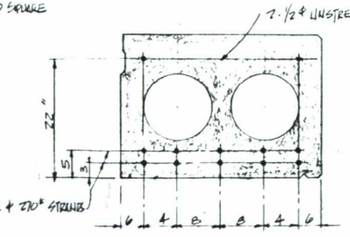












NOTES:

1) WEIGHT OF UNITS: 51 = 37688# 52 = 37688# 53 = 38823# 54 = 51138# 55 = 52058# 56 = 38823#
2) CONCRETE STRENGTH @ TRANSFER = 3000 PSI
3) CONCRETE STRENGTH @ 28 DAYS = 5000 PSI
4) SLABS SHALL BE KEPT UPRIGHT AT ALL TIMES & SHALL BE LIFTED FROM PICK-UP POINTS ONLY. SLABS SHALL BE SUPPORTED WITHIN 18" OF ENDS OF SLABS DURING TRANSPORTATION & STORAGE.
5) REINFORCEMENT IS SYMM. ABOUT ℄ OF GIRDER UNLESS NOTED OTHERWISE.
6) FOR DETAIL OF DRAIN SEE DWG #4

I.T.D. File No. 586 Dwg. No. 13708

PROJECT NO ER 6774 (7)

REVISIONS	DATE	BY
AS CALLED	2-3-77	BG
GEN REV	6-2-7	
GEN REV	12-10	SG

DRAWN BY: BG DATE 10-76
CHECKED BY: SUBMITTED

MONROC — SALT LAKE CITY, UTAH P.O. Box 537 (84110) 801-359-3701; BOISE, IDAHO P.O. Box 5043 (83707) 208-939-6831; IDAHO FALLS, IDAHO P.O. Box 1221 (83401) 208-522-8196

MEDDY HIGHWAY VOIDED SLAB BRIDGE STA 31+31
DECK FRAMING PLAN & DETAIL OF S-1

DRWG NO.
NOS 1624
WO 3911
SHEET 1 OF 4

MICROFILM RECORD
DATE 11/10/77
ROLL NO. AP-CARD or FRAME NO. 55 #2
METRIC 2 3 4 5 6 7 8 9 10
INCHES 1 2 3 4

1976 BRIDGE SHOP DRAWINGS

PLAN OF VOIDED SLAB - MK-S-2
(2 REQ'D)

SIDE VIEW

DETAIL X

PLAN OF VOIDED SLAB - MK-S-3
1 REQ'D

SIDE VIEW

DETAIL Y

SECTION AA

SECTION BB

STRAND PATTERN

NOTES:
1) FOR NOTES & WEIGHTS OF SLABS SEE DWG #1
2) FOR REBARS SEE REINFORCING SCHEDULE

MICROFILM RECORD
DATE 11-77 82
ROLL NO. AP CARD or FRAME NO. 56
METRIC 2 3 4 5 6 7 8 9 10
INCHES 1 2 3 4

I.T.D. File No. 586 Dwg. No. T3708

PROJECT N° ER 6714 (7)

REVISIONS	DATE	BY
A6 CIRCLED	2-3-77	BG
GEN REV	12-29	
GEN REV	12-10	TG

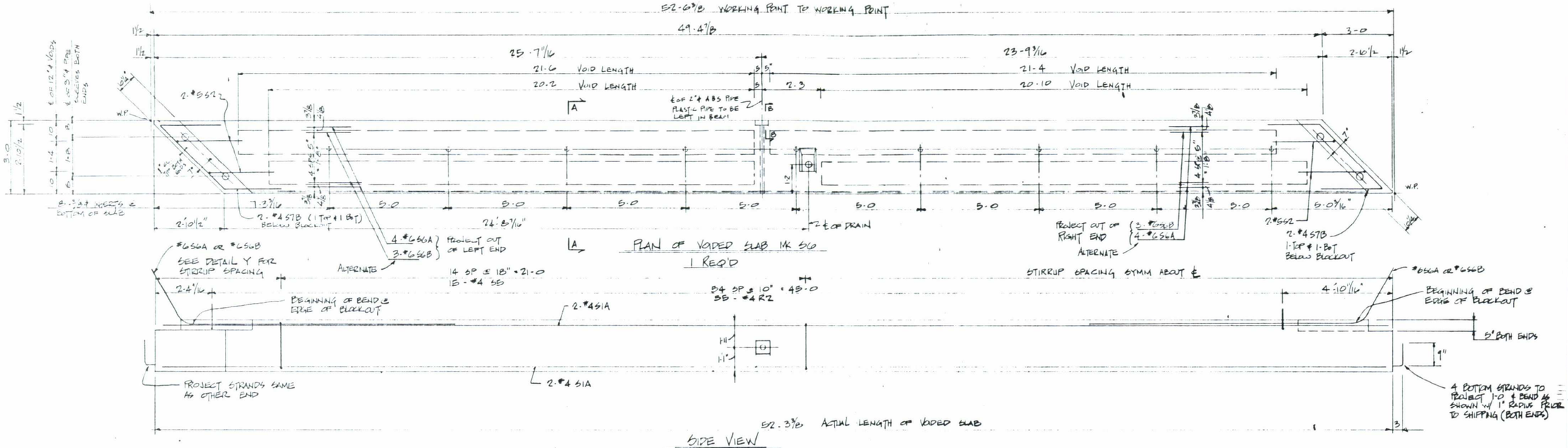
MOODY HIGHWAY VOIDED SLAB BRIDGE
STA 31+31
DETAIL OF VOIDED SLABS S2 & S3

DRWG. NO.
N.O.S. 6714
W.O. 3411
SHEET 2 OF 4

DRAWN BY: BG G DATE 11-76
CHECKED BY: SUBMITTED

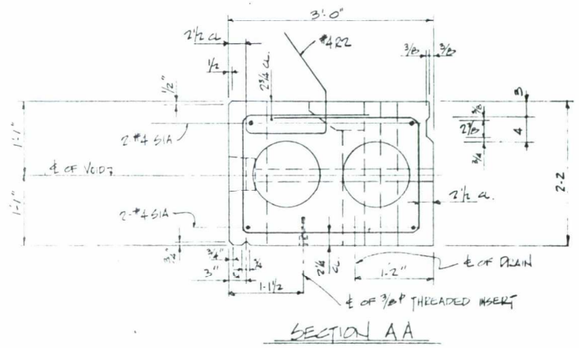
MONROC
SALT LAKE CITY, UTAH P.O. Box 537 (84110) 801-268-3701
BOISE, IDAHO P.O. Box 5043 (83707) 208-939-8831
IDAHO FALLS, IDAHO P.O. Box 1221 (83401) 208-523-9180

1976 BRIDGE SHOP DRAWINGS

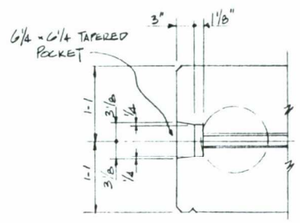


PLAN OF VOIDED SLAB 1K 56
1 REQ'D

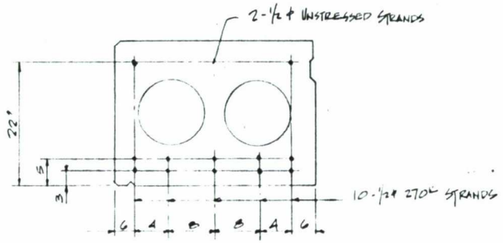
SIDE VIEW



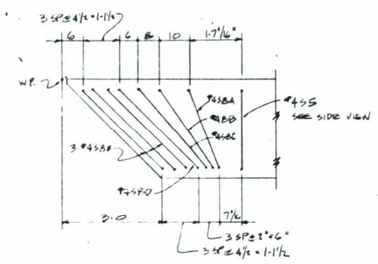
SECTION AA



SECTION BB



STRAND PATTERN



DETAIL Y

NOTES:
1) FOR NOTES & WEIGHTS OF SLABS SEE DWG #1
2) FOR REBAR SEE REINFORCING SCHEDULE DWG #1

MICROFILM RECORD
DATE
ROLL NO. AP-CARD or FRAME NO.
52
33

I.T.D. File No. 586 Dwg. No. 13708

PROJECT Nº ER 6774(7)

REVISIONS DATE BY

MOODY HIGHWAY VOIDED SLAB BRIDGE
STA 31+31
DETAIL OF VOIDED SLAB SG

DRWG. NO.
N.O.S. 1429
W.O. 391

DRAWN BY Bob G DATE 12-76
CHECKED BY SUBMITTED

MONROC
SALT LAKE CITY, UTAH P.O. Box 537 (84110) 801-359-3701
BOISE, (DAHO) P.O. Box 5043 (83707) 208-939-6831
IDAHO FALLS, (DAHO) P.O. Box 1221 (83401) 208-522-9190

SHEET 2A OF 4

1976 BRIDGE SHOP DRAWINGS

52'-7" WORKING POINT TO WORKING POINT
48'-5 1/2

22'-2
18-2 LENGTH OF 12"ϕ VOID
17-0 LENGTH OF 10"ϕ VOID
15-10 LENGTH OF 12"ϕ VOID

22'-3 1/2
22-2 LENGTH OF 12"ϕ VOID
21-0 LENGTH OF 10"ϕ VOID
19-10 LENGTH OF 12"ϕ VOID

4-0

4-#5 S2

2-#4 S7A
1-TOP & 1-BOT

2-#4 S7A
1-TOP & 1-BOT
BELOW BLOCKOUT

5-#6 S6B
5-#6 S6A
PROJECT OUT OF LEFT (PIER) END

ALTERNATE

5-#6 S6B
5-#6 S6A
PROJECT OUT OF RIGHT (PIER) END

ALTERNATE

PLAN OF VOIDED SLAB MK-54
16 REQ'D

28 SP @ 18" = 42-0
2-29 = #4 S3
4-#4 S1

1-#4 - S4D

2-#4 S1

SEE DETAIL 'W' FOR STIRRUP SPACING

#6 S6A OR #6 S6B BEGINNING OF BEND @ EDGE OF BLOCKOUT

4 BOTTOM STRANDS TO PROJECT 1-0 & BEND AS SHOWN W/ 1" RADIUS PRIOR TO SHIPPING (THIS END ONLY)

SIDE VIEW

57-4 ACTUAL LENGTH OF VOIDED SLAB

53-6 3/8" WORKING POINT TO WORKING POINT

22-7 7/16
13-8 LENGTH OF 12"ϕ VOID
17-6 LENGTH OF 10"ϕ VOID
16-4 LENGTH OF 12"ϕ VOID

22-7 13/16"
22-8 LENGTH OF 12"ϕ VOID
21-6 LENGTH OF 10"ϕ VOID
20-4 LENGTH OF 12"ϕ VOID

4-#5 S2

2-#4 S7A
1-TOP & 1-BOT
BELOW BLOCKOUT

5-#6 S6A
5-#6 S6B
PROJECT OUT OF LEFT END

ALTERNATE

5-#6 S6B
5-#6 S6A
PROJECT OUT OF RIGHT END

ALTERNATE

2-#4 S7A
1-TOP & 1-BOT
BELOW BLOCKOUT

PLAN OF VOIDED SLAB MK 5-5
8 REQ'D

14 SP @ 18" = 21-0
15 x 2 = 30 - #4 S3

4-#4 S1A

2-#4 S1

#6 S6A & #6 S6B BEGINNING OF BEND & EDGE OF BLOCKOUT

SEE DETAIL 'Z' FOR STIRRUP SPACING

STIRRUP SPACING SYMM ABOUT ℄

SEE DETAIL 'Z' FOR STIRRUP SPACING

#6 S6A OR #6 S6B BEGINNING OF BEND & EDGE OF BLOCKOUT

4 BOTTOM STRANDS TO PROJECT 1-0 & BEND AS SHOWN W/ 1" RADIUS PRIOR TO SHIPPING (BOTH ENDS)

PROJECTION OF STRANDS SEE NOTE ON OTHER SIDE

SIDE VIEW

53'-3 3/8" ACTUAL LENGTH OF VOIDED SLAB

4-0

FOR KEY DTL SEE OTHER SIDE

#4 S4

#4 S1

#4 S3

SECTION AA

10 1/4" WIDE BLOCKOUT

SECTION BB

2-1/2 ϕ 270K UNSTRESSED STRANDS

14-1/2 ϕ 270 STRANDS

STRAND PATTERN

3 SP @ 4 1/2 = 1-1 1/2

#4 S3 SEE SIDE VIEW

DETAIL 'Z'

#4 S3 SEE SIDE VIEW

DETAIL 'W'

NOTE: I.T.D. FILE No. 586 Dwg. No. 13708

1) FOR NOTES & WEIGHTS OF VOIDED SLABS SEE DWG #1
2) FOR REBAR MARKS SEE REINF. SCHEDULE DWG #1

MICROFILM RECORD
DATE
ROLL NO. AP-CARD or FRAME NO.

REVISIONS	DATE	BY
GEN REV	12-79	
GEN REV	2-80	BG

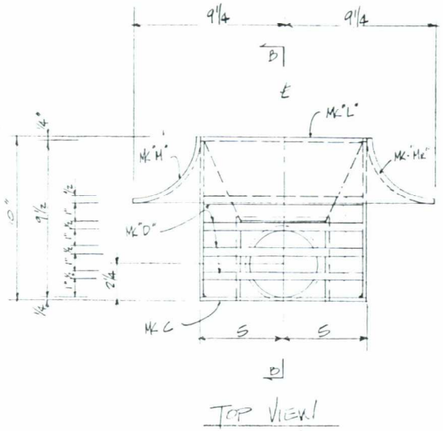
DRAWN BY: BG DATE 11-76
CHECKED BY: SUBMITTED

PROJECT N° ER-6774(7)
MOODY HIGHWAY VOIDED SLAB BRIDGE
STA 31+31
DETAILS OF VOIDED SLABS 54 & 55

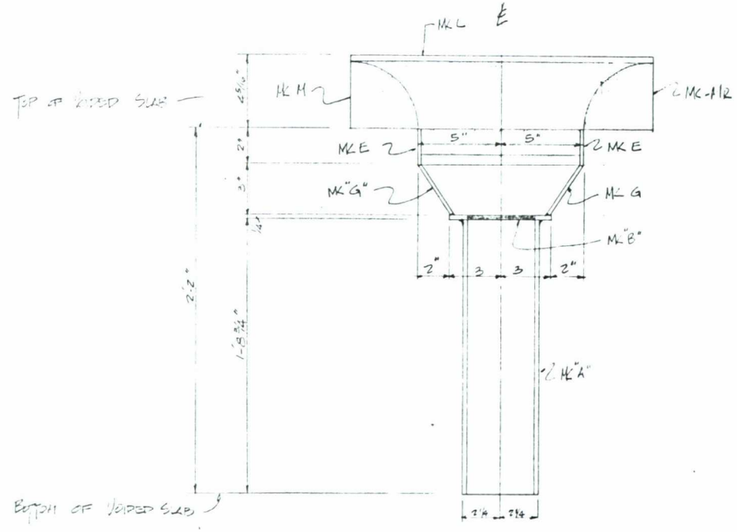
DRWG. NO. 4
NOS 1429
W.O. 5319
SHEET 3 OF 4

MONROC
SALT LAKE CITY, UTAH P.O. Box 537 (84110) 801-359-3701
BOISE, IDAHO P.O. Box 5043 (83707) 208-939-9831
IDAHO FALLS, IDAHO P.O. Box 1221 (83401) 208-523-9180

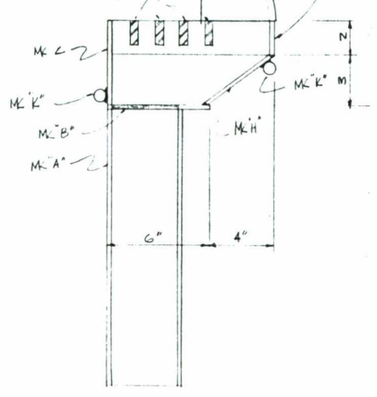
1976 BRIDGE SHOP DRAWINGS



TOP VIEW



SECTION A-A



SECTION B-B

NOTE: DRILL TO BE HOT DIPPED GALV. AFTER FABRICATION.

MATERIAL SCHEDULE

MARK	NO REQ'D	DESCRIPTION OR DETAIL
A	1	4" ϕ STD PIPE x 1'-8 3/4"
B	1	6 x ¼ x 0'-6" PL w/ 4" ϕ HOLE
C	1	5 x ¼ x 0'-10" PL
D	4	1½ x ½" x 0'-9½" PL
E	2	2 x ¼ x 0'-9½ PL
F	1	2 x ¼ x 0'-10" PL
G	2	3⅝ x ¼ x 0'-9½" PL
H	1	5 x ¼ x 0'-10" PL
K	2	℄ c = 2'-9"
L	1	QUARTER SECTION OF 8" ϕ PIPE x 1'-6½ LONG
M	1	QUARTER SECTION OF 8" ϕ PIPE x 4" LONG
MK (4" LONG)	1	

END VIEW

VIEW XX

I.T.D. File No. 586 Dwg No. 13708

MICROFILM RECORD

DATE	ROLL NO.	AP-CARD or FRAME NO.
11-19-82	35 33	5 9

REVISIONS	DATE	BY

DRAWN BY B-4 DATE 11-76
CHECKED BY SUBMITTED

MONROC
SALT LAKE CITY, UTAH P.O. Box 537 (84110) 801-359-3701
BOISE, IDAHO P.O. Box 5043 (83707) 208-939-8831
IDAHO FALLS, IDAHO P.O. Box 1221 (83401) 208-522-9180

Moody Highway Voided Slab Bridge
SFN 3131
Detail of Cast in Drain - 6 Req'd

DRWG NO
NOS 1429
W.O. 3911
SHEET 4 OF 4

1976 ROADWAY PLANS

FEDERAL ROAD REGION NO.	STATE	FEDERAL AID PROJECT NO.	TOTAL SHEETS	SHEET NO.
10	IDAHO	ER-6774(7) Sec."A"	11	1

INDEX OF SHEETS		
SHEET NO.	DESCRIPTION	STA TO STA
1	TITLE SHEET	
2	TYPICAL SECTION	
3-5	SUMMARIES	
6	PROJECT CLEARANCE SUM.	
7-10	PLAN-PROFILE	0+00- 97+00
11	MATERIAL SOURCE PLAT	

STANDARD DRAWINGS

COUNTY SECONDARY GRADING	A-4-B
SUPERELEVATION	A-5
WATER TIGHT CONNECTING BANDS FOR SIPHON TYP. C.M.P.	D-4
CONCRETE HEADWALL FOR PIPE CULVERTS	D-7
CONCRETE HEADWALL FOR PIPE CULVERTS	D-8
CONDUIT INSTALLATION	D-12
~~BEAM TYPE GUARD RAIL~~	~~G-1-A~~
~~GUARD RAIL END TREATMENT~~	~~G-1-C~~
LOCATION OF GUARD RAIL POSTS	G-1-E
~~GUARD RAIL TERMINAL TYPE 5~~	~~G-1-F~~
CONSTRUCTION SIGNING TWO LANE, TWO WAY HIGHWAYS	I-1-A
MARKER POSTS AND WITNESS POSTS	I-2
DATE PANEL	J-3

STRUCTURE DRAWINGS

18' REINFORCED CONCRETE CULVERT OVER THE MILL RACE CANAL STA. 14+92	13713	SH 1-3
150' PRESTRESSED CONCRETE BRIDGE OVER THE SOUTH FORK TETON RIVER STA. 31+31	13708	SH 1-14
87' PRESTRESSED CONCRETE BRIDGE OVER THE NORTH FORK TETON RIVER STA. 43+72.5	13710	SH 1-13
18' REINFORCED CONCRETE CULVERT OVER THE SOUTH BRANCH WILFORD CANAL STA. 95+92	13711	SH 1-3
16' REINFORCED CONCRETE CULVERT OVER THE NORTH BRANCH WILFORD CANAL STA. 111+73.5	13712	SH 1-3

PLANIMETRIC CONVENTIONAL SIGNS

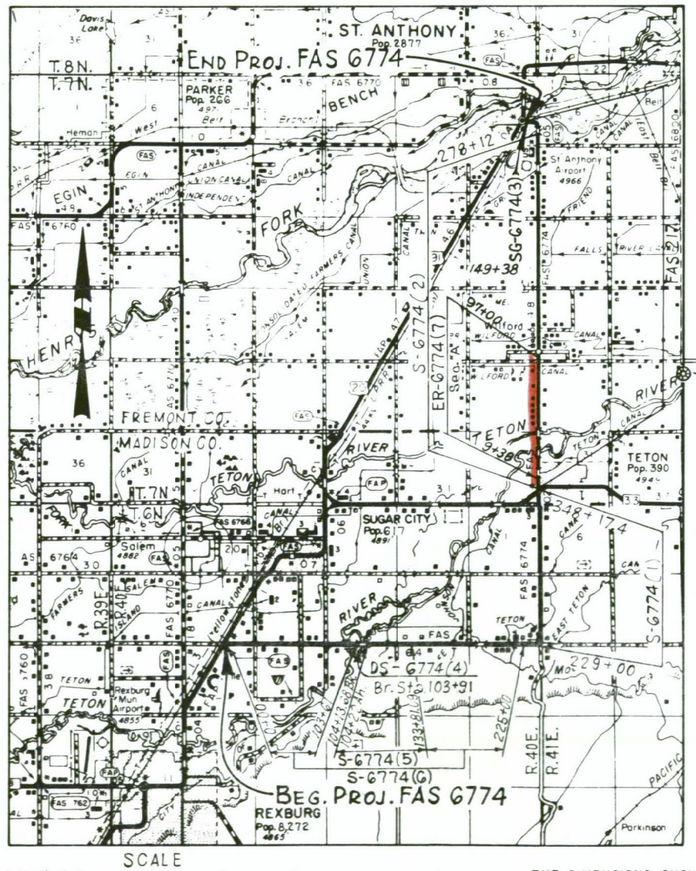
STATE LINE
COUNTY LINE
TOWNSHIP LINE
SECTION LINE
FENCE LINE, EXISTING
FENCE LINE, TO CONSTRUCT
UNFENCED PUBLIC OR PRIVATE PROPERTY
RIGHT OF WAY LINE
PARTIAL CONTROL OF ACCESS LINE
FULL CONTROL OF ACCESS LINE
EXISTING ROAD
BASE OR SURVEY LINE
RAILROADS
BRIDGE
CULVERT (EXIST. & TO CONST.)
SIPHON (EXIST. & TO CONST.)
POWER POLE (EXIST. & PROPOSED)
TEL. & TEL. POLE (EXIST. & PROP.)
IRRIGATION DITCH
LIMIT OF SLOPE LINE — CUT / FILL
BUILDING SETBACK CLAUSE
SIGN SETBACK CLAUSE

Populations: 1970 U.S. Census

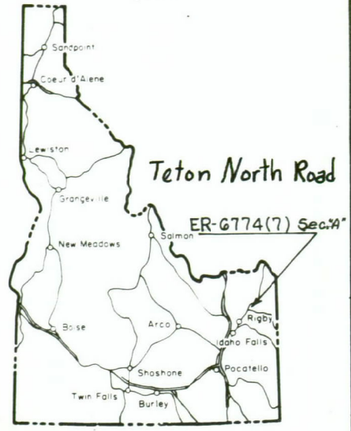
STATE OF IDAHO
DEPARTMENT OF HIGHWAYS

PLAN AND PROFILE OF PROPOSED
MOODY ROAD & EXTENSION
FEDERAL AID PROJECT NO. ER-6774(7) SEC."A"
FREMONT & MADISON COUNTIES

BOISE, Sept. 1976



SCALE
1 3/4 1/2 1/4 0 1 2 3
MILES



DESIGN DESIGNATION

ADT 1978	670
ADT 1998	930
DHV 1998	112 (12%)
D	60/40 %
C	14%
V	50 MPH

STATE OF IDAHO
Donald J. Coy 9/30/76
STATE HIGHWAY ADMINISTRATOR DATE

APPROVED:
FEDERAL HIGHWAY ADMINISTRATION
IDAHO DIVISION ADMINISTRATOR
BY [signature] DATE OCT 6 1976

THE DIMENSIONS SHOWN ON THE PLANS SHALL BE ATTAINED WITHIN THE LIMITS OF PRECISION THAT GOOD CONSTRUCTION PRACTICES WILL PERMIT.

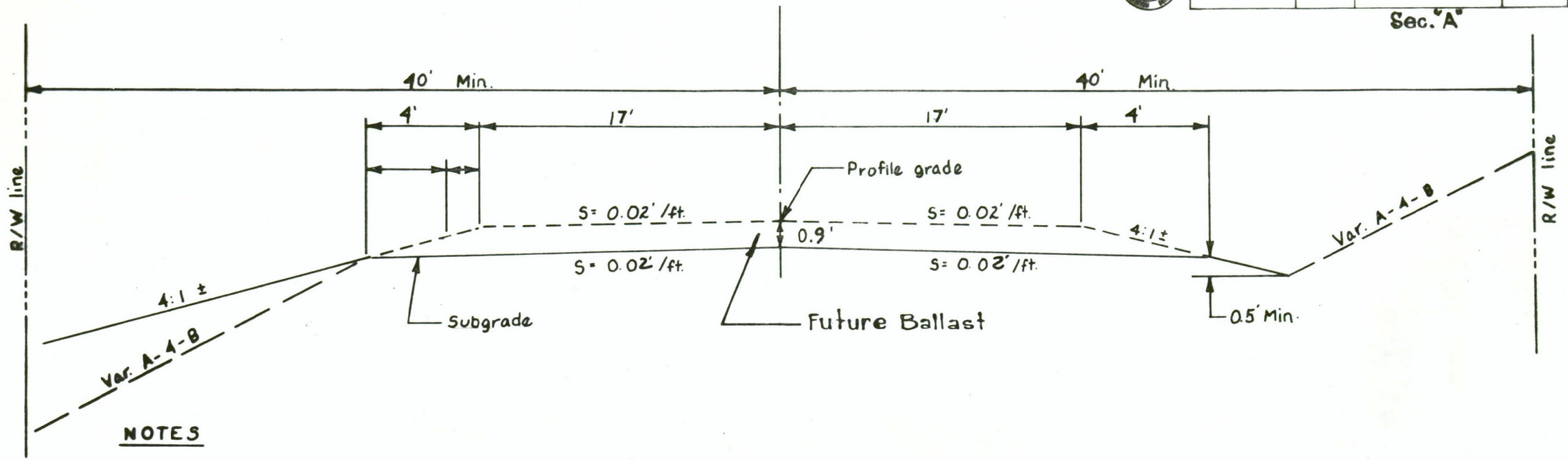
1976 ROADWAY PLANS

DH 1766 3-75

TYPICAL SECTIONS

FEDERAL ROAD REGION NO.	STATE	FEDERAL AID PROJECT NO	TOTAL SHEETS	SHEET NO.
10	IDAHO	ER 6774 (7)	11	2

Sec. "A"



NOTES

Superelevation of curves, slope rounding and warping required as shown on drawings A-4-B and A-5

Class A embankment compaction specified

High Intensity Orange Reflectorized Construction Signing Required

Quantities heron have been rounded for bidding purposes as shown on the Bid Schedule.

REGISTERED PROFESSIONAL ENGINEER
STATE OF IDAHO
JAMES L. KELLER
9/4/76

Unless otherwise especially provided, all work on this project shall be governed by the IDAHO STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, Edition of 1967 and The 1974 Supplemental Specifications.

1976 ROADWAY PLANS

DH 1764 5-72

ROADWAY SUMMARY

FEDERAL ROAD REGION NO.	STATE	FEDERAL AID PROJECT NO.	TOTAL SHEETS	SHEET NO.
10	IDAHO	ER-6774(7) SEC. A	11	3

ITEM NO.	ITEM	UNIT	7	8	9	10	Total
	SHEET NUMBER						
	STATION – STATION		9+38 25+00	25+00 50+00	50+00 75+00	75+00 97+00	1.659 Miles
			1562.00	2500.00	2500.00	2200.00	8762.00
209-C-2	REMOVAL OF TIMBER CULVERT	EA	1			2	3
205-A	EXCAVATION	C.Y.	407		1503	2068	3978
205-D	BORROW	C.Y.	6071	20705	1820		28596
205-H	WATER FOR DUST ABATEMENT	MG					400
206-A	HAUL	Y.U.	11090	34084	2835		47989
210-B-2	STRUCTURE EXCAVATION SCH. NO 2	C.Y	167			163	1553
210-C	COMPACTING BACKFILL	C.Y.	109			130	1317
502-A-3	CONCRETE CLASS 30	C.Y	95			153	248
503-A	METAL REINFORCEMENT	LB	16023			22106	38,129
602-A-1	12" PIPE CULVERT	L.F.					172
602-A-2	18" PIPE CULVERT	L.F.					422
602-A-3	30" PIPE CULVERT	L.F.					160
602-A-4	36" PIPE CULVERT	L.F.					320
609-A	CONCRETE CLASS 30	C.Y.					14.0
609-B	METAL REINFORCEMENT	LB.					232
618-B	R/W MARKERS	EA.	4	5	2	1	12
631-	MOBILIZATION	L.S.					0.36
653-A	RENT CONSTRUCTION SIGNS	S.F.					200
653-B	RENT CONST. BARRICADE, TYPE 1	EA.					6

PROFESSIONAL ENGINEER
D. W. MILLER
3020
10-79
State of Idaho
D. W. Miller

LENGTH SUMMARY

ROADWAY		8525.0 L.F.	1.615 MILES
CONC. BR.	STA. 31+31	150.0 L.F.	0.028 MILES
CONC. BR.	STA. 431+72.5	87.0 L.F.	0.016 MILES
TOTAL		8762.0 L.F.	1.659 MILES

1976 ROADWAY PLANS

DH 2178 2-72

BRIDGE SUMMARY

FEDERAL ROAD REGION NO.	STATE	FEDERAL AID PROJECT NO.	TOTAL SHEETS	SHEET NO.
10	IDAHO	ER-6774(7)	11	4

ITEM NO.	ITEM	UNIT	150'CONC BRIDGE 31+31	87'CONC BRIDGE 43+72.5	TOTALS
203-B	REMOVAL OF BRIDGE	EA		1	1
210-B-1	STRUCTURE EXCAVATION SCHED. NO. 1	CY	105	300	405
210-C	COMPACTING BACKFILL	CY	1,150	185	1335
		CY			
502-F-1	2'-2"x3' WIDE P.S. SLAB	LF	293		293
502-F-2	2'-2"x4' WIDE P.S. SLAB	LF	1,174		1,174
502-B-1	CONCRETE CLASS 30 SCHED. NO. 1	CY	166	76	242
502-C-4	CONCRETE CLASS 40A SCHED. NO. 2	CY		111	111
502-C-7	CONCRETE CLASS 50 SCHED. NO. 2	CY	8		8
502-F	PRESTRESSED STRINGERS 54" BEAM	LF		342	342
502-G	CONCRETE PARAPET TYPE IV	LF	328	234	562
502-H	APPROACH SLAB	S.Y.	113	110	223
503-B	METAL REINFORCEMENT SCHED. NO. 1	LB	16,697	16,454	33,151
503-C	METAL REINFORCEMENT SCHED. NO. 2	LB		22,715	22,715
505-C	FURNISHING AND DRIVING H-BEAM PILES	LF	978	560	1,538
505-E	FURNISHING AND DRIVING TEST PILES	LF	30	30	60
624	RIPRAP	CY	340	110	450
631	MOBILIZATION	LS	0.43	0.21	0.64
SPB-1	DECK SEAL CONCRETE	SY	577	335	912

1976 ROADWAY PLANS

DH 1754 3-74

PIPE CULVERT SUMMARY

FEDERAL ROAD REGION NO.	STATE	FEDERAL AID PROJECT NO.	TOTAL SHEETS	SHEET NO.
10	IDAHO	ER-6774(7)	11	5

STATION	PIPE CULVERT Linear Feet — PIPE SIZE 12"	18"	30"	36"	METAL PIPE — STEEL ½" CORR. THICKNESS	STEEL 1" CORR. THICKNESS	STEEL 2" CORR. GAGE	ALUM. ¼" to ½" CORR. THICKNESS	ALUM. 2½" CORR. THICKNESS	BITUMINOUS COATED	SIPHON TYPE PIPE	CONCRETE PIPE Reinforced Class	Non-Reinforced	Rubber Gasket Joints	Type Bedding	ASBES. CEM. PIPE Class	Type Bedding	FILL HEIGHT Ft.	STR. EXC. C.Y.	COMP. BKFILL C.Y.	APRONS Ea.	Sec. A HEADWALLS Dwg. No.	Conc. C.Y.	Met. Reinf. Lbs.	Timber MFBM	Grates Ea.	INLETS Type IV Ea.	REMARKS
12+16 Lt.	28'				0.064			0.060				II			I	1500	I	3	21	20								(S.-Dr.)
13+44 Rt.	36				0.064			0.060				II			I	1500	I	2	20	19								(S.-Dr.)
13+63 Lt.	36				0.064			0.060				II			I	1500	I	2	20	19								(S.-Dr.)
17+44 Rt.	36				0.064			0.060				II			I	1500	I	2	20	19								(S.-Dr.)
19+00		78			0.064			0.060				III			I	2400	I	3	72	67								(X-Dr.)
23+85	36				0.064			0.060				II			I	1500	I	2	20	19								(S.-Dr.)
35+64				80	0.064			0.075			X	III		X	II			7	207	186								(Irr.)
39+80		80			0.064			0.060			X	III		X	I	2400	I	6	122	117		D-8	1.6	34				(Irr.)
56+85				160	0.064			0.075			X	IV		X	II			2	207	165		D-7	6.0	86				(Irr.)
63+51		80			0.064			0.075			X	III		X	I	2400	I	5	106	101								(Irr.)
69+77		80			0.064			0.060			X	IV		X	I	2400	I	2	47	42		D-8	1.6	34				(Irr.)
77+14				80	0.064			0.075			X	V		X	II			1.5	93	72								(Irr.)
94+18			160		0.064			0.060			X	IV		X	II	3300	II	2	173	144		D-7	4.8	78				(Irr.)
96+84		104			0.064			0.060			X	III		X	I	2400	I	3	95	88								(Irr.)
TOTALS	172	422	160	320															1223	1078			14.0	232				

14.0 232

CHECKED BY

PROFESSIONAL ENGINEER — 10-74 — STATE OF IDAHO

1976 ROADWAY PLANS

DH-1753 4-76

FEDERAL ROAD REGION NO.	STATE	FEDERAL AID PROJECT NO.	TOTAL SHEETS	SHEET NO.
10	IDAHO	ER-6774 (7)	11	6

Sec. "A"

PROJECT CLEARANCE SUMMARY

CLEARANCES	CLEARED UNDER PROJ. NO.	DATE
STATE CLEARING HOUSE A-95 REVIEW State Application Identifier No. 00666944	ER-6774(7)	
ENVIRONMENTAL COMMITMENTS VERIFIED	ER-6774(7) Sec. A	9-22-76
ENVIRONMENTAL IMPACT STATEMENT	N.A.	
ENVIRONMENTAL NEGATIVE DECLARATION	N.A.	
DEPARTMENT OF TRANSPORTATION 4 (F)	N.A.	
LOCATION HEARING (Date held or scheduled for opportunity)	N.A.	
LOCATION APPROVAL	N.A.	
DESIGN HEARING (Date held or scheduled for opportunity)	N.A.	
COMB. LOC. & DES. HEARING (Date held or scheduled for opportunity)	N.A.	
DESIGN or COMB. LOC. & DES. APPROVAL	Various (1)	6-11-76
ARCHAEOLOGICAL: R/W	Various (2)	6-29-76
: SOURCE (S)	N.A.	
AIRPORT	N.A.	
FISH & GAME	Various (3)	7-13-76
R/W CERTIFICATE	ER-6774(7) Sec. "A"	9-22-76
WATER RESOURCES PERMIT NO.		
S. Fk. Teton River 22-S-19	ER-6774 (7)	9-21-76
N. Fk. Teton River 22-S-20	ER-6774 (7)	9-21-76
AGREEMENTS:		
CITY	N.A.	
ROAD CLOSURE & MAINTENANCE	N.A.	
IRRIGATION DISTRICT(S) Fremont-Madison Irrig District		
APPROVAL OF PLANS	ER-6774(7)	9-9-76
CROSSING AGREEMENTS	N.A.	
UTILITIES		
CO. Utah Power & Light Co. (Letter)	ER-6774 (7)	9-21-76
CO. Mountain Bell (Letter)	ER-6774 (7)	9-21-76
OTHER		

REGISTERED PROFESSIONAL ENGINEER 3020 9-10-76 STATE OF IDAHO W. Miller

ACCESS CONTROL

MINUTE ENTRIES FROM THE TRANSPORTATION BOARD. N.A. (DATE) MEETING OF THE IDAHO

"Access Control was approved by the Board as follows:

Project No.	Location	Type of Control

(1) FHWA Letter 6-11-76, Subj.: Teton Dam Disaster Non-Major Action / Project Approval.

(2) Idaho State Archaeologist Letter 6-29-76 All projects.

(3) Idaho Dept. Fish and Game Letter 7-13-76 All projects.

1976 ROADWAY PLANS

FEDERAL ROAD REGION NO.	STATE	FEDERAL AID PROJECT NO.	TOTAL SHEETS	SHEET NO.
10	IDAHO	ER-6774(7)	11	7

Sec. "A"

T. 7 N., R. 40 E., B.M.

SE¼ NE¼ Sec. 36

NE¼ SE¼ Sec. 36

BEGIN. PROJ.- ER-6774(7) (Sec. "A") Sta. 9+38

George A. Briggs

12+18-Const Appr. Lt. W=20' 12"x28' (S. Dr.)

13+63-Const Appr. Lt. W=20' 12"x36' (S. Dr.)

15+30-Const Appr. Lt. W=20'

19+00 18"x78' (X-Dr.)

Rex E. Cutler

Mill Race Canal

Casper Gunter

N. 0°59'54" W.

N. 0°09'17" E.

3 Tele Boxes- Retain & Protect

13+44-Const. Appr Rt. W=20' 12"x36' (S. Dr.)

15' Cv. Rt. Δ - 1°09'11" T - 230.62' L - 461.22' R - 22,918.31' S - N.C.

14+92-Const. 18' Conc. Culvert 44°-0" C.C.

P.C. 12+13.01

P.T. 16+74.23

17+44-Const Appr. Rt. W=20' 12"x36' (S. Dr.)

Fremont County

George A. Briggs

Remove 7 & Install 7 P. Poles by U.P. & L. Co. at Co. Expense

23+85-Const. Appr. Rt. W=20' 12"x36' (S. Dr.)

23+91-18"x30' CMP Remove

Tele. Box, Mountain Bell Telephone Co. Remove & Install by Co. at Co. Expense

T. 7 N., R. 41 E., B.M.

Lot 3 Sec. 31

Lot 2 Sec. 31

BM # 2 4944.33

Nail in Stop Sign 35' Rt. Sta. 10+30

12+18-Const Appr. Lt. W=20' (Quant. Incl. in Mass.) 12" Pipe Culv. 28' Reqd Lt. (S. Dr.)

13+44-Const Appr. Rt. W=20' (Quant. Incl. in Mass.) 12" Pipe Culv. 36' Reqd Rt. (S. Dr.)

13+63-Const Appr. Lt. W=20' (Quant. Incl. in Mass.) 12" Pipe Culv. 36' Reqd Lt. (S. Dr.)

14+92-Const. 18' Conc. Culv. 44'-0" C.C. See Str. Dwg. No. 13713 Rem. of Timber Culv. - 1 Ea. Str. Exc. - 167 C.Y. Comp. Bkfill - 109 C.Y. Conc. Cl. 30 - 95 C.Y. Mat. Reinf. - 16023 lbs.

15+30-Const. Appr. Lt. W=20' (Quant. Incl. in Mass.)

17+44-Const Appr. Rt. W=20' (Quant. Incl. in Mass.) 12" Pipe Culv. 36' Reqd Rt. (S. Dr.)

19+00 18" Pipe Culv. 78' Reqd (X-Dr.)

BM # 3 4935.60

Nail in Pole 34' Rt. Sta. 20+87

23+85-Const. Appr. Rt. W=20' (Quant. Incl. in Mass.) 12" Pipe Culv. 36' Reqd Rt. (S. Dr.)

Finished Grade at ℄

-1.53 %

0.00%

+0.70 %

400' V.C.

400' V.C.

43.22 (9+38)

39.21

36.92

36.15

36.15

36.50

37.55

4938.15

4936.15

4940

4930

4920

BEGIN. PROJ.- ER-6774(7) (Sec. "A") Sta. 9+38

6071 C.Y. Borrow from Source Fr- 79 11090 Y.U.

Emb. 5519 C.Y.

Exc. 407 C.Y. F.H.

Emb. 354 C.Y.

Exc.	407
Emb.	5873
Bor.	6071
Haul	11090

Rdwy 1562.00'

0 5 10 15 20 25

1976 ROADWAY PLANS

FEDERAL ROAD REGION NO.	STATE	FEDERAL AID PROJECT NO.	TOTAL SHEETS	SHEET NO.
10	IDAHO	ER-6774(7)	11	8

Sec. "A"

SE4 NE4 Sec 36 — T.7N., R.40E., B.M. — NE4 NE4 Sec. 36 — SE4 SE4 Sec. 25

Rex E. Cutler — Madison County — Norval W. Birch — Boyd Hollist

25+50 - Const Appr Lt W=20'

Δ = 26+82.20
Δ = 0°12'46" Lt.

SOUTH FORK

TETON RIVER

Sec. Cor. 2.5' East
Sta. 43+45

36 25
31 30

45+92 - Const Appr Lt W=20'

NORTH FORK TETON RIVER

N.0°09'17"E — N.0°03'29"W — N.0°19'45"E

Tele. Box

Tele Boxes Ret.& Prot.

10° Cv. Rt.
Δ - 0°23'14"
T - 116.17
L - 232.33'
R - 34,377.47
S - N.C.

P.T. 46+95.24

33+84 - Const Appr Rt & Lt W=20'

35+64 - 36"x68' CMP Remove
36"x80' (1rr.)

39+80 - 18"x44' CMP Remove
18"x80' (1rr.)

41+35 - Const. Appr Rt W=20'

43+72.5 - Const. 87' Conc. Br.
34'-8" C.C.

P.C. 44+62.91

Retain 6 & Protect 6 P. Poles

George A. Briggs — Dallas Leavitt — Norval W. Birch

Lot 2 Sec. 32 — Lot 1 Sec. 31 — Lot 4 Sec. 30

T.7N., R.41E., B.M.

31+31 - Const. 150' Conc. Br. 35' C.C.
See Str. Dwg. No. 13709

BM • 4
4935.93
Nail in Tel. Pole

BM TH-152
4935.60
1.5/8" Steel Pipe 63' Lt.
Sta. 44+33

25+50 - Const. Appr Lt W=20'
(Quant. Incl. in Mass.)

33+84 - Const. Appr Rt & Lt W=20'
(Quant. Incl. in Mass.)

35+64 - 36" Pipe Culv. 80' Reqd (1rr.)

39+80 - 18" Pipe Culv. 80' Reqd (1rr.)
2 - Conc. Headwalls Reqd Lt & Rt.
See Std. Dwg D-8

41+35 Const. Appr. Rt. W=20'
(Quant. Incl. in Mass.)

43+72.5 - Const. 87' Conc. Br. 34'-8" C.C.
See Str. Dwg. No. 13710

45+92 - Const. Appr. Lt W=20'
(Quant. Incl. in Mass.)

Finished Grade at ℄	37.55		4940.35																					
	+0.70%		200' V.C.		0.00%		200' V.C.		+0.51%		200' V.C.		0.00%		200' V.C.		-1.00%		100' V.C.					
	39.65		40.18	40.35		40.35		40.48	40.86		42.39	42.77	42.90		42.90	42.65	41.90		39.90		38.50		37.90	
4940	4930	4920																						

20705 C.Y. Borrow from Source Fr-79 — 34064 Y.U.

Emb. 18823 C.Y.

Emb	18823
Bor	20705
Haul	34064

Br. 237.00' Rdwy 2263.00'

1976 ROADWAY PLANS

FEDERAL ROAD REGION NO.	STATE	FEDERAL AID PROJECT NO.	TOTAL SHEETS	SHEET NO.
10	IDAHO	ER-6774 (7)	11	9

Sec. "A"

T.7N., R.40E., B.M.

SE¼ SE¼ Sec. 25 | NE¼ SE¼ Sec. 25 | SE¼ NE¼ Sec. 25

Paul Birch | J.L. Leiding | Dennis A. Stocks | Cal Olsen | Calvin H. Wickham | Lloyd L. & Fred W. Griffel

50+90 - Const. Appr. Lt. W=20'

52+50 - Const. Appr. Lt. W=20'
2-24"x14' CMPs Retain & Prot.

55+00 - Const. Appr. Rt. & Lt. W=20'

55+47 - Const. Appr. Lt. W=20'

Retain & Prot. CMP

Junior L. Leiding

56+55 - Const. Appr. Lt. W=20'

HF

60+17 - Const. Appr. Lt. W=20'

61+66 - Const. Appr. Lt. W=20'

63+51 - 18"x52' CMP Remove
18"x80' (Irr.)

68+83 - Const. Appr. Rt. & Lt. W=20'

69+77 - 18"x38' CMP Remove
18"x80' (Irr.)

73+12 - Const. Appr. Lt. W=20'

2 - Headgates - Retain & Protect

40' 40' | 50 | 55 | 60 | 65 | 70 | 75 | 40' 40'

N. 0° 19' 45" E.

20'

3 Tele. Boxes Retain & Protect

Tele. Boxes

56+85 - 2 - 36"x36' CMPs Remove
2 - 36"x80' (Irr.)

67+00 - Const Appr. Rt. W=20'

Tele. Box Retain & Protect

25 | 30

74+00 - Const. Appr. Rt. W=20'

Tele. Box Retain & Protect

Norval W. Birch | Gary F. Birch | Elmer Klein

Retain & Protect 8 P. Poles

Lot 4 Sec. 30 | Lot 3 Sec. 30 | Lot 2 Sec. 30

T.7N., R.41E., B.M.

BM #5
4939.51

1/2" Steel Rod 42' Rt.
Sta. 53+93

BM #8
4939.16

1/2" Steel Rod 42' Rt.
Sta. 65+42

50+90 - Const. Appr. Lt. W=20' (Quant. Incl. in Mass.)

52+50 - Const. Appr. Lt. W=20' (Quant. Incl. in Mass.)

55+00 - Const. Appr. Rt. & Lt. W=20' (Quant. Incl. in Mass.)

55+47 - Const. Appr. Lt. W=20' (Quant. Incl. in Mass.)

56+55 - Const. Appr. Lt. W=20' (Quant. Incl. in Mass.)

58+85 - 2 - 36"x80' Pipe Culv. 80' Ea. Reqd. (Irr.)
2 - 36" Conc. Headwalls Reqd. Lt. & Rt.
See Std. Drawing D-7

60+17 - Const. Appr. Lt. W=20' (Quant. Incl. in Mass.)

61+66 - Const. Appr. Lt. W=20' (Quant. Incl. in Mass.)

63+51 - 18" Pipe Culv. 80' Reqd. (Irr.)

67+00 - Const. Appr. Rt. W=20' (Quant. Incl. in Mass.)

68+83 - Const. Appr. Rt. & Lt. W=20' (Quant. Incl. in Mass.)

69+77 - 18" Pipe Culv. 80' Reqd. (Irr.)
2 - Conc. Hdwalls Reqd. Lt. & Rt. See Std. Drawing D-8

73+12 - Const. Appr. Lt. W=20' (Quant. Incl. in Mass.)

74+00 - Const. Appr. Rt. W=20' (Quant. Incl. in Mass.)

39.90 | 38.50 | 38.28 | 38.85 | 38.97 | 38.93 | 38.38 | 0 | 0

400' V.C. | +0.19% | -0.11% | +0.04% | 200' V.C.

Finished Grade at ℄

4940 | 4930 | 4920

493.790

1820 C.Y. Borrow from Source Fr-79 2719 Y.U.

Emb. 1655 C.Y.

From Sta. 82+75 116 Y.U.

Emb. 870 C.Y.

Exc. 139 C.Y. F.H. | Emb. 120 C.Y.

Exc. 189 C.Y. F.H. | Emb. 164 C.Y.

Exc. 330 C.Y. F.H. | Emb. 287 C.Y.

Exc. 845 C.Y. F.H. | Emb. 734 C.Y.

50 | 55 | 60 | 65 | 70 | 75

Exc.	1503
Emb.	1830
Bor.	1820
Haul	2835
Rdwy	2500.00

1976 ROADWAY PLANS

FEDERAL ROAD REGION NO.	STATE	FEDERAL AID PROJECT NO.	TOTAL SHEETS	SHEET NO.
10	IDAHO	ER-6774(7)	11	10

T. 7 N., R. 40 E., B.M.

SE¼ NE¼ Sec. 25 — NE¼ NE¼ 25 — SE¼ SE¼ Sec. 24 — Sec. "A"

Lloyd L. & Fred W. Griffel — Lloyd L. & Fred W. Griffel — Louise Hobbs % Clarence Lois % Daris Kerbs — Errol C. Johnson — Errol C. Johnson

76+13 - Const Appr Lt Rt W=20'

24"x16' Conc Pipe Lt Rail & Post

83+12 - Const. Appr. Lt. W=20'

94+18 - 2-30"x36' CMPs Remove 2-30"x80' (Irr.)

94+30 - Const Appr Lt W=20'

96+42 Const. Appr Rt. & Lt. W=30'

Δ=96+40.10 Δ-0°11'08" Lt

96+84 - 18"x54' CMP - Remove 18'x104' (Irr.)

97+80 - Const. Appr. Lt. W=20'

END PROJ. ER-6774 (7) (Sec. "A") Sta. 97+00

END CONST. STA. 111+73.5

Retain & Protect P. Pole

Wier Ret. & Prot.

N. 0°19'45" E.

75 — 80 — 85 — 90 — 95 — 100 — 111

40' — 40'

Tele Box

Sec. Corner 8.7' East Sta. 96+37.4

25 24 30 19

77+14 - 36"x80' (Irr.) 36"x38' CMP Remove

77+30 - Const. Appr. Rt. W=20'

82+80 - Const. Appr. Rt. W=20'

87+95 - Const. Appr. Rt. W=20'

95+92 Const. 18' Conc. Culvert 44'-0" C.C. So. Branch Wilford Canal

County Road

97+30 - Const. Appr. Rt. W=20'

111+73.5 Const. 16' Conc. Culv. 44'-0" C.C. No. Branch Wilford Canal

Elmer Klein — Alfred Klein — Retain 9 & Protect 9 P. Poles — George J. Kerbs % Daris Kerbs — Edna Dayton

Lot 2 Sec 30 — Lot 1 Sec 30 — Lot 4 Sec. 19

T. 7 N., R. 41 E., B.M.

B.M. #9 4939.69 — B.M. #10 4939.98

76+25 - Const Appr Lt Rt W=20' (Quant. Incl. in Mass.)

77+14 - 36" Pipe Culv. 80' Reqd (Irr.)

77+30 - Const Appr Rt W=20' (Quant. Incl. in Mass.)

82+80 - Const Appr Rt W=20' (Quant. Incl. in Mass.)

83+12 - Const Appr Lt W=20' (Quant. Incl. in Mass.)

87+95 - Const Appr Rt W=20' (Quant. Incl. in Mass.)

Nail in Power Pole 43' Lt. Sta. 90+13

94+18 - 2-30" Pipe Culv. 80' Each Reqd'd 2-30' Conc. Hdwalls Reqd Lt. & Rt. See Str. Dwg. D-7

94+30 - Const Appr Lt W=20' (Quant. Incl. in Mass.)

95+92 Const. 18' Conc. Culvert 44'-0" C.C. See Str. Dwg. No. 13711

Rem. of Timber Culv - 1 Ea. Str. Exc. - 91 C.Y. Comp. Bkfill - 94 C.Y. Conc. Cl. 30 - 82 C.Y. Met. Reinf. - 12311 lbs.

96+42 - Const. Appr. Rt. & Lt. W=30' (Quant. Incl. in Mass.)

96+84 - 18" Pipe Culv. 104' Reqd (Irr.)

97+30 - Const. Appr. Rt W=20' (Quant. Incl. in Mass.)

97+80 - Const. Appr Lt W=20' (Quant. Incl. in Mass.)

Nail in Power Pole 38' Rt. Sta. 99+22

111+73.5 Const. 16' Conc. Culv. 44'-0" C.C. See Str. Dwg. No. 13712

Rem. of timber Culv - 1 Ea. Str. Exc. - 72 C.Y. Comp. Bkfill - 36 C.Y. Conc. Cl. 30 - 71 C.Y. Met. Reinf. - 9795 lbs.

Finished Grade at ℄ — +0.04% — 200' V.C. — +0.86% — 200' V.C. — -0.50% — 200' V.C. — +0.20% — Exist ℄ — +0.67%

4940 — 4930

39.50 — 39.75 — 40.40 — 41.12 — 40.80 — 40.82

4939.54 — 41.26 — 41.78 — 41.62 — 4940.62

END CONST. STA. 111+73.5

END PROJ. ER-6774 (7) SEC. "A" Sta. 97+00

To Sta. 61+12.5 — Exc. 1000 C.Y.

Exc. 197 C.Y. F.H. / Emb. 171 C.Y. — Exc. 197 C.Y. F.H. / Emb. 171 C.Y. — Exc. 674 C.Y. F.H. / Emb. 586 C.Y.

Exc.	2068
Emb.	928

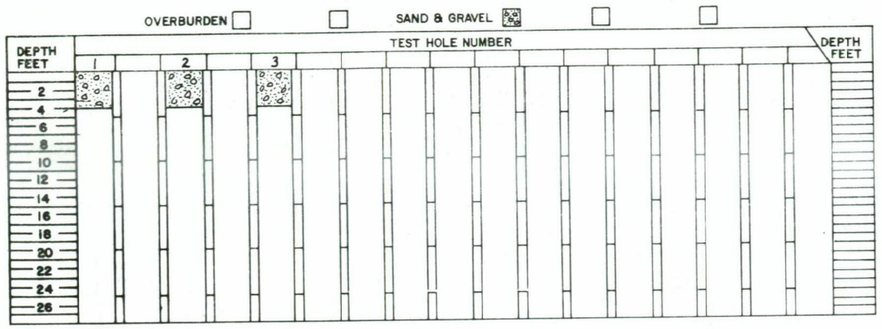
75 — 80 — 85 — 90 — 95 — 100

Rdwy 2500.00'

1976 ROADWAY PLANS

FEDERAL ROAD REGION NO.	STATE	FEDERAL AID PROJECT NO.	TOTAL SHEETS	SHEET NO.
10	IDAHO	ER-6774(7)	11	11

Sec."A"



PERCENT PASSING / TEST HOLE	LABORATORY ANALYSIS									
3-INCH SQUARE										
2-INCH										
1-1/2-INCH										
1-INCH										
3/4-INCH										
5/8-INCH										
1/2-INCH										
3/8-INCH										
NO. 4 SIEVE										
NO. 8 SIEVE										
NO. 10 SIEVE										
NO. 16 SIEVE										
NO. 30 SIEVE										
NO. 40 SIEVE										
NO. 50 SIEVE										
NO. 100 SIEVE										
NO. 200 SIEVE										
LIQUID LIMIT										
PLASTIC INDEX										
SAND EQUIVALENT										
L.A.WEAR										
DEPTH IN FEET										
APPROX. MAX. SIZE										
SP.GR.(AVE. OF TESTS)										
ABSORPTION										
LAB NUMBER										

GENERAL NOTES

INFORMATION PRESENTED WAS OBTAINED FOR USE IN DESIGN ONLY. DEPTH AND TYPES OF MATERIAL SHOWN ARE REPRESENTATIVE ONLY OF TEST HOLE ARE REPRESENTATIVE ONLY OF TEST HOLE LOCATIONS AND OF SAMPLES TESTED. VARIATIONS ARE TO BE EXPECTED FROM INDIVIDUAL TEST HOLE DATA. SEE SECTION 106 - CONTROL OF MATERIALS AND THE SPECIAL PROVISIONS FOR GENERAL REQUIREMENTS APPLICABLE TO THIS SOURCE.

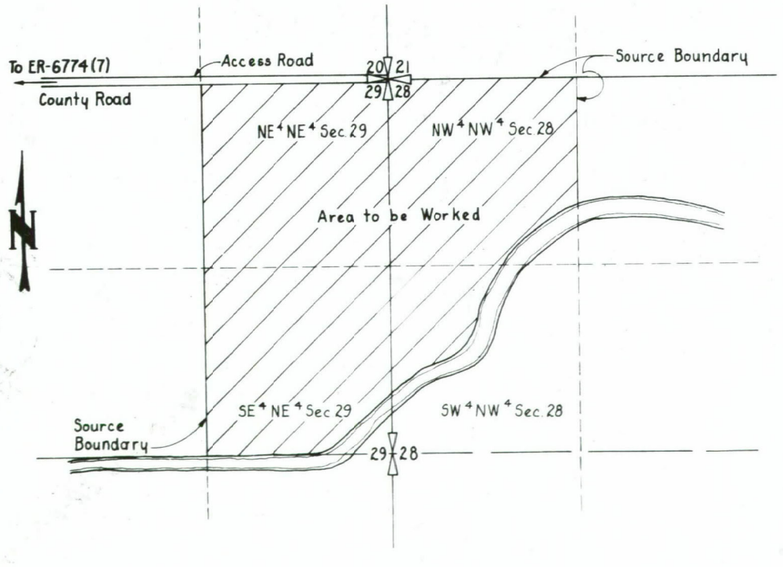
MATERIAL MAY BE OBTAINED FROM THIS SOURCE TO PRODUCE BORROW

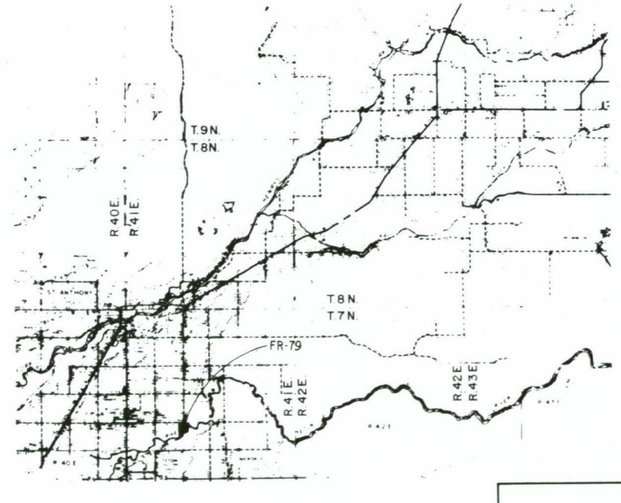
OPERATION OF THE SOURCE

AREA TO BE WORKED IS SHOWN ON THE PIT SKETCH. SAND AND GRAVEL SHALL BE REMOVED TO NATURAL GROUND LEVEL

WHILE REMOVING SAND AND GRAVEL, AS MUCH CARE AS POSSIBLE WILL BE TAKEN TO AVOID MIXING THE SAND AND GRAVEL WITH THE NATURAL SOIL MATERIALS.

T.7N. R.41E. B.M.





SOURCE NO. FR-79

ACREAGE 80.0

OWNERSHIP

Date Purchased _____ from _____

Deed Recorded _____ Instrument No. _____

in Book _____ of Deeds on page _____

_____ County Records

Lessor VIRGIL WILLYERD Dated _____

Lease Permit No. _____

Expires _____

Reclamation Approval _____

Archaeological Clearance _____