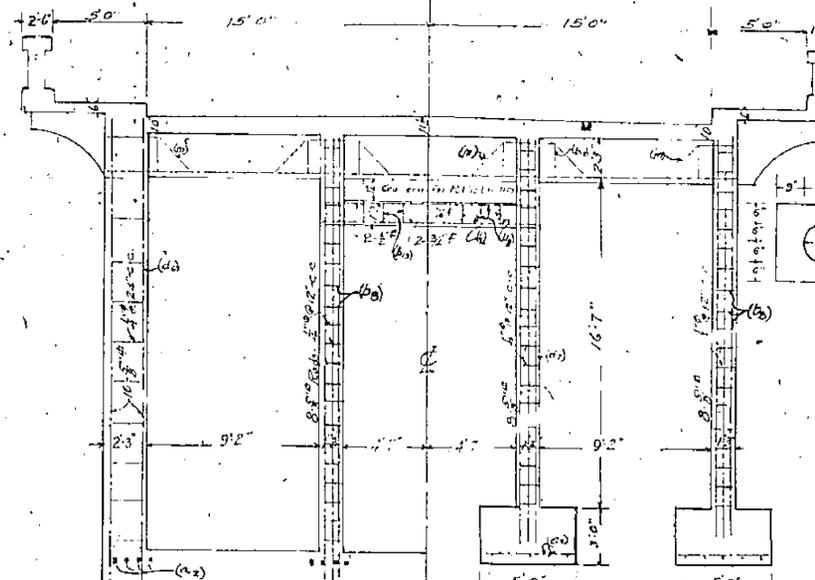
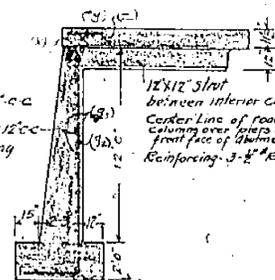


WEST ELEVATION NORTH APPROACH
Scale $\frac{1}{4}'' = 1'-0''$



HALF SECTION Y-Y

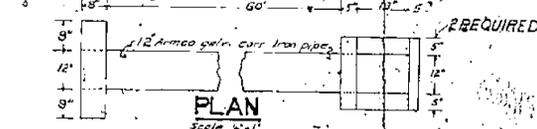
This section typical for opposite end of bridge
HALF SECTION X-X



SECTION Z-Z
Scale $\frac{1}{4}'' = 1'-0''$

STORM AND ROAD DRAINS

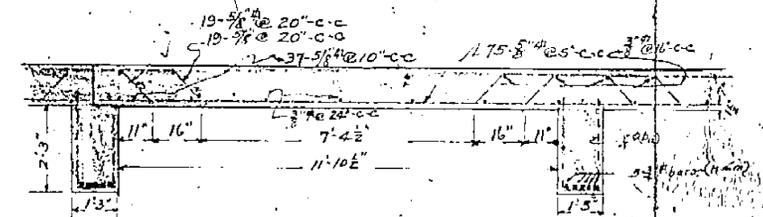
SIDE AND END ELEVATION
Scale $\frac{1}{2}'' = 1'-0''$



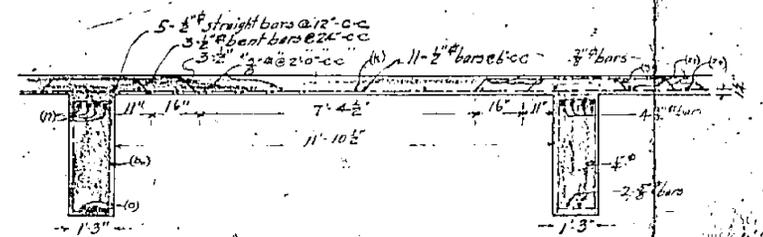
PLAN
Scale $\frac{1}{2}'' = 1'-0''$

SHOWING ROAD DRAIN THRU SLAB
Scale $\frac{1}{2}'' = 1'-0''$

Notes: As shown as shown. 24" galvanized pipe 30' long. 38 REQUIRED

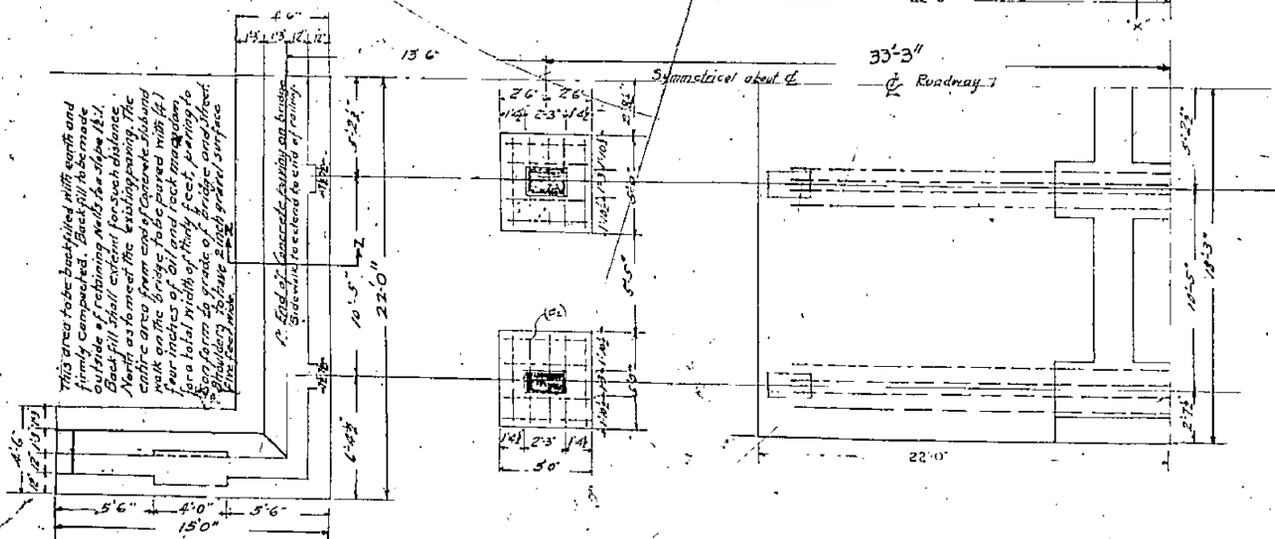


TYPICAL SECTION FLOOR SLAB.
Scale $\frac{1}{2}'' = 1'-0''$



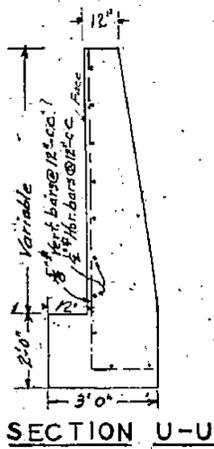
TYPICAL SECTION SIDEWALK
Scale $\frac{1}{2}'' = 1'-0''$

30' Clear Roadway
4" oil macadam
Shoulders to be surfaced with small grad (about 1/2" in thickness) for a length of 10' (10' each side).
12" Arched galv. corr. iron 60' long
Two Required, Florida Concrete Road
nails and concrete spreading apron
at outlet.
2" water proof minimum base
12" Bitumastic macadam wear surface.

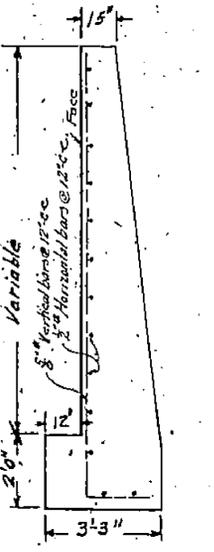


HALF FOUNDATION PLAN
Scale $\frac{1}{4}'' = 1'-0''$

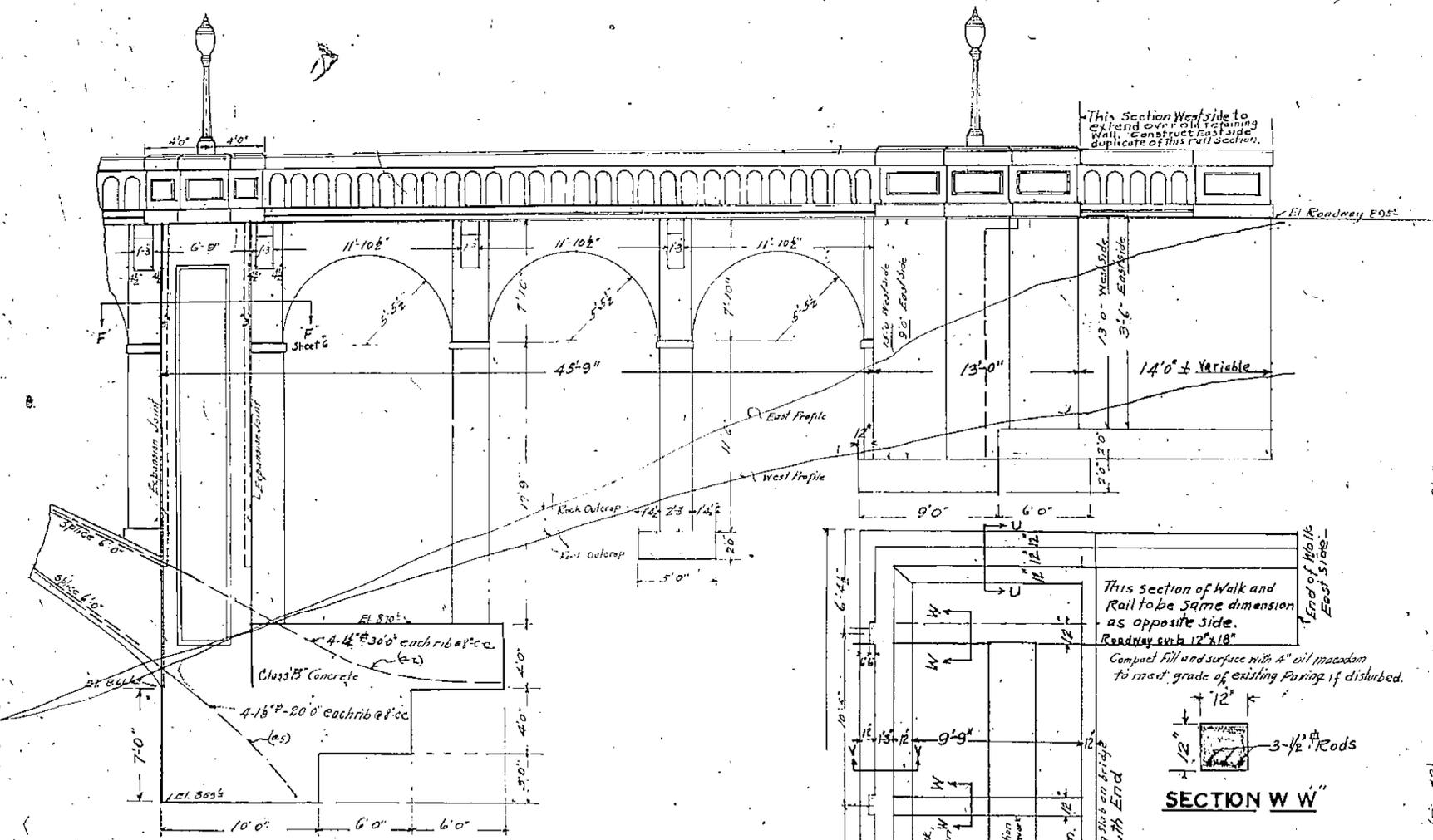
Approved Sept 6, 1927
Robert T. Johnson
Consulting Engineer



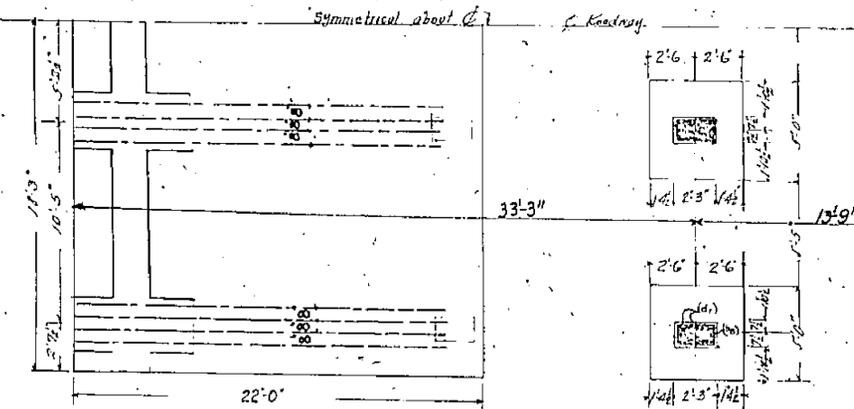
SECTION U-U



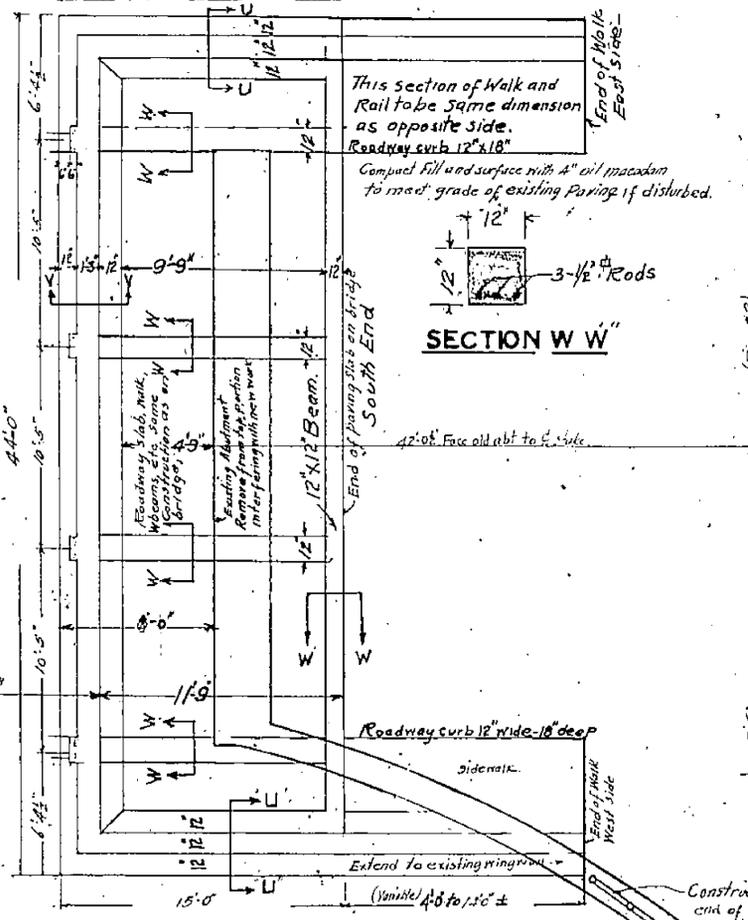
SECTION V-V



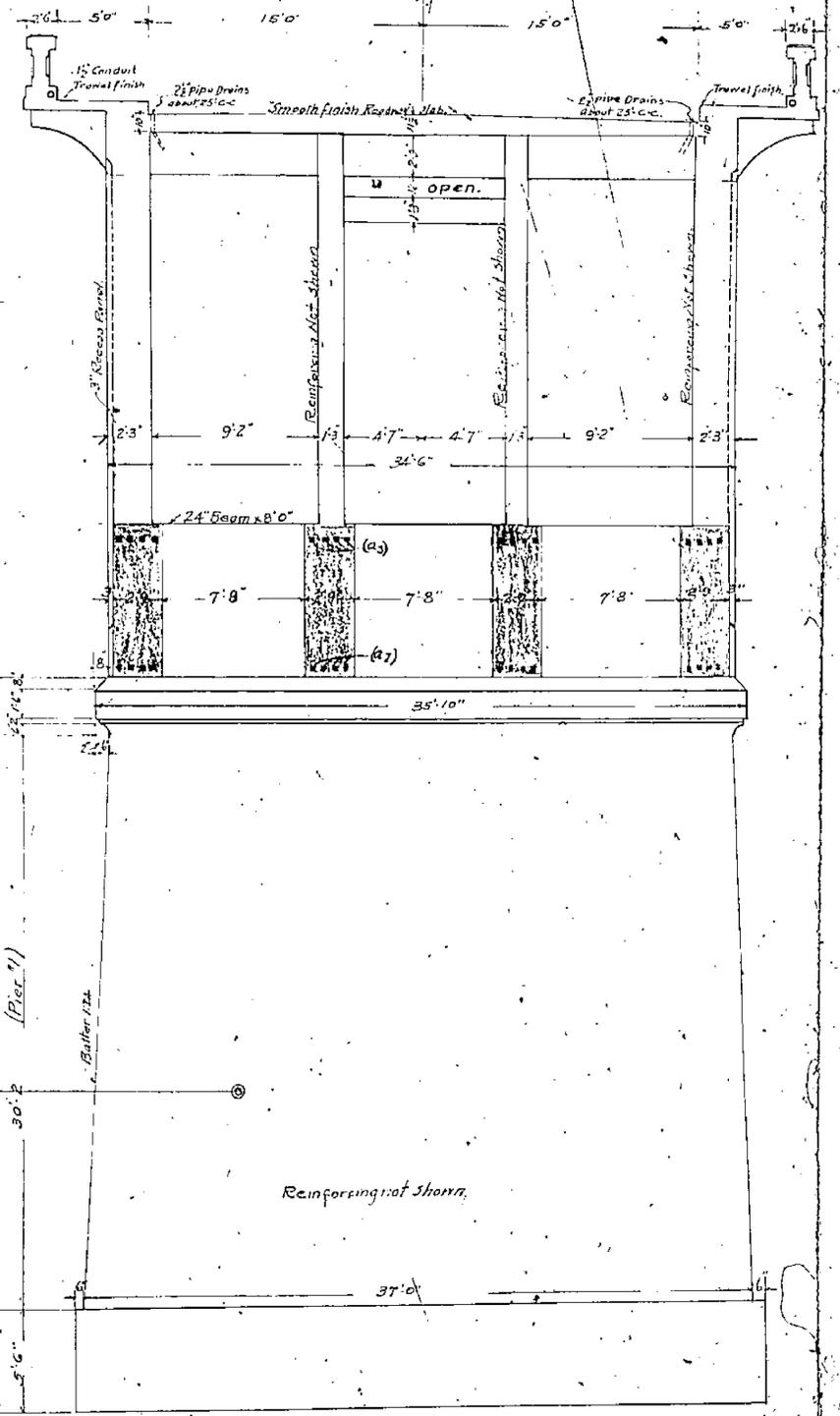
WEST ELEVATION SOUTH APPROACH
Scale 1/4" = 1'-0"



PART PLAN
Scale 1/4" = 1'-0"



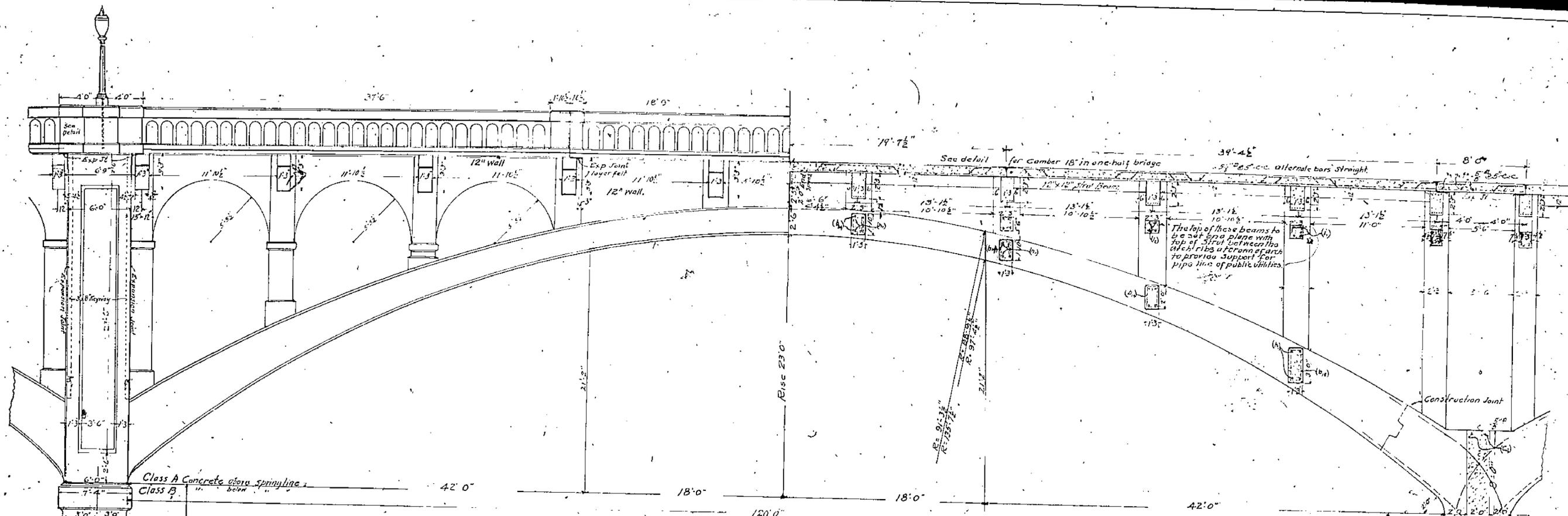
SECTION W-W



PIER ELEVATION
Scale 1/4" = 1'-0"

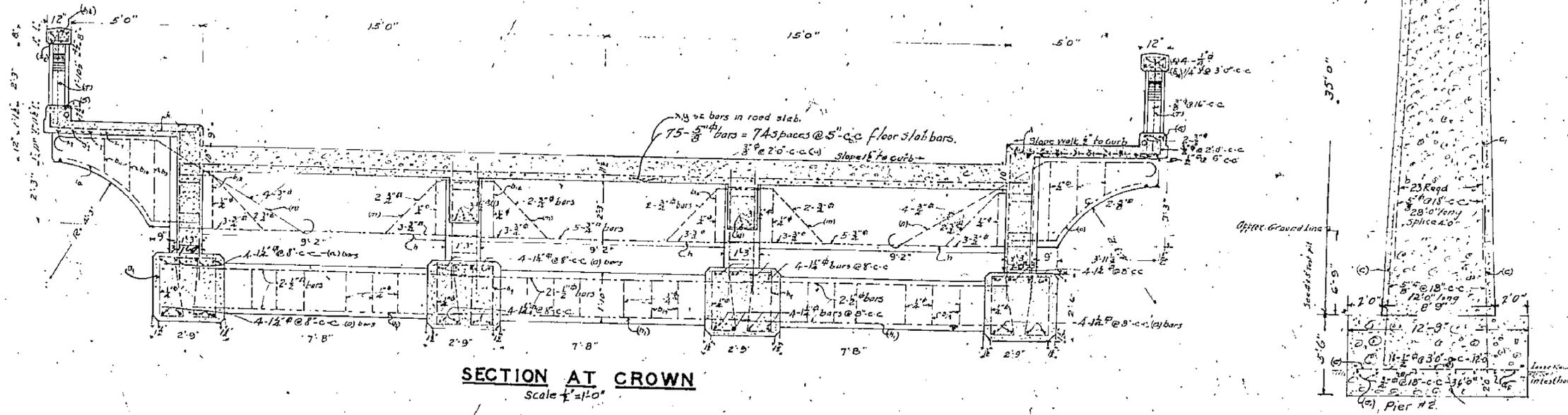
Construct galv. 2" pipe handrail from end of concrete railing to end of the existing retaining wall - approximately 4'-0" above top of wall, and 12" between rails. Set posts 12" into wall and grout into line and position.

Approved Sept. 6, 1927
H. H. ...
Consulting Engineer



ELEVATION HALF SPAN

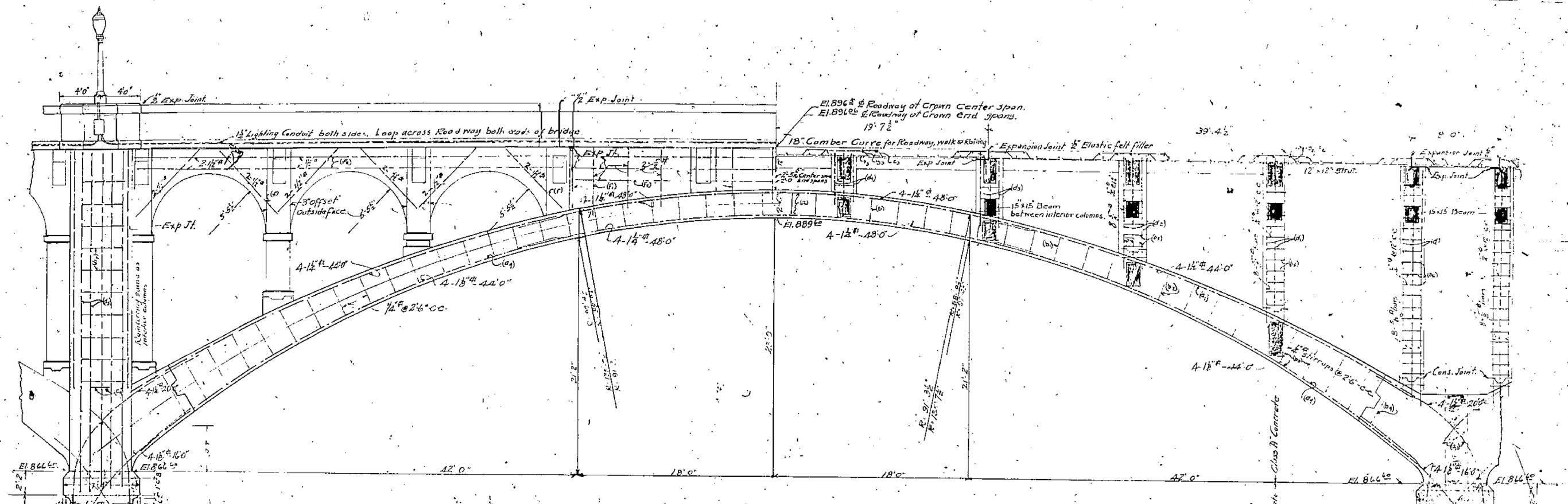
ELEVATION INTERIOR RIB
Scale $\frac{1}{4}''=1'-0''$



SECTION AT CROWN
Scale $\frac{1}{4}''=1'-0''$

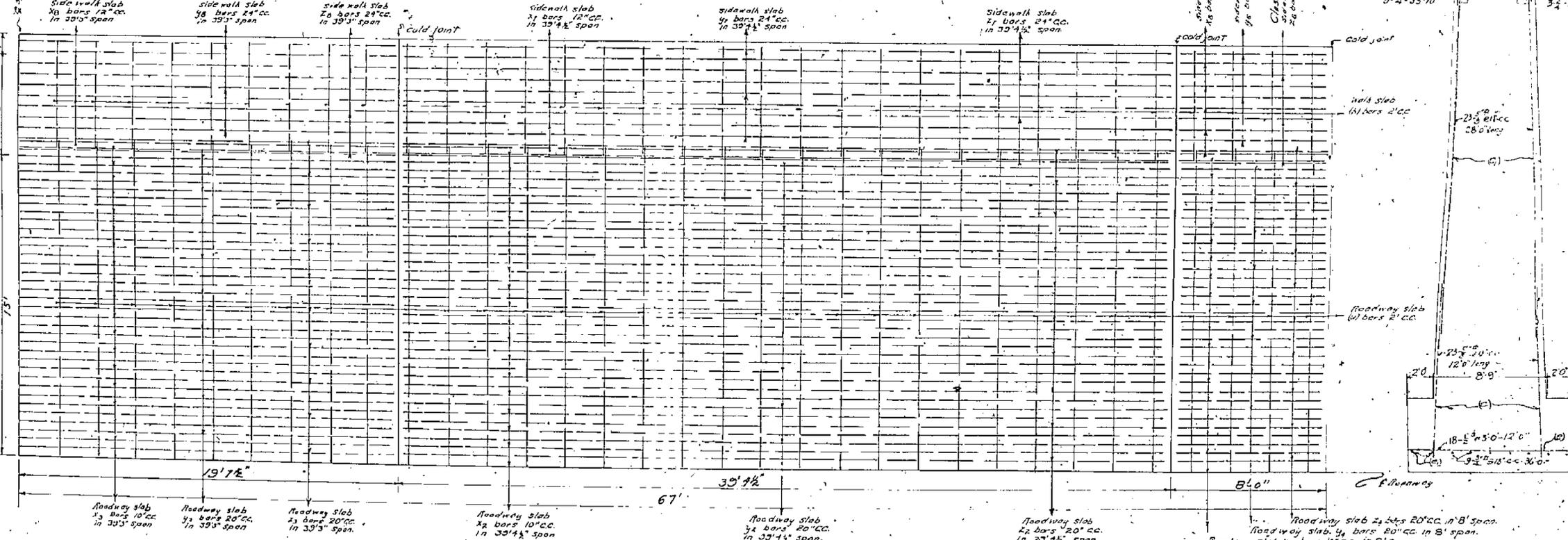
All reinforcing steel to be tested by an approved Laboratory at the Contractor's expense and copies of all test sheets furnished the Engineer before the steel is used in the work. All Portland Cement to be tested by an approved Laboratory at the Contractor's expense and copies of all test sheets furnished the Engineer before the cement is used in the work.

Approved Sept 6 1927
Robert V. Leason
Consulting Engineer.



SECTION OUTSIDE RIB

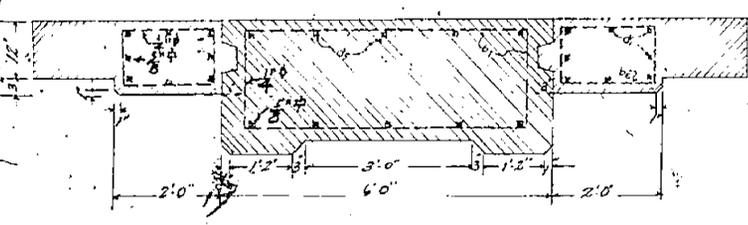
SECTION INTERIOR RIB



HALF SECTION ROADWAY AND WALK SHOWING STEEL PLACEMENT

Scale 1/2" = 1'-0"

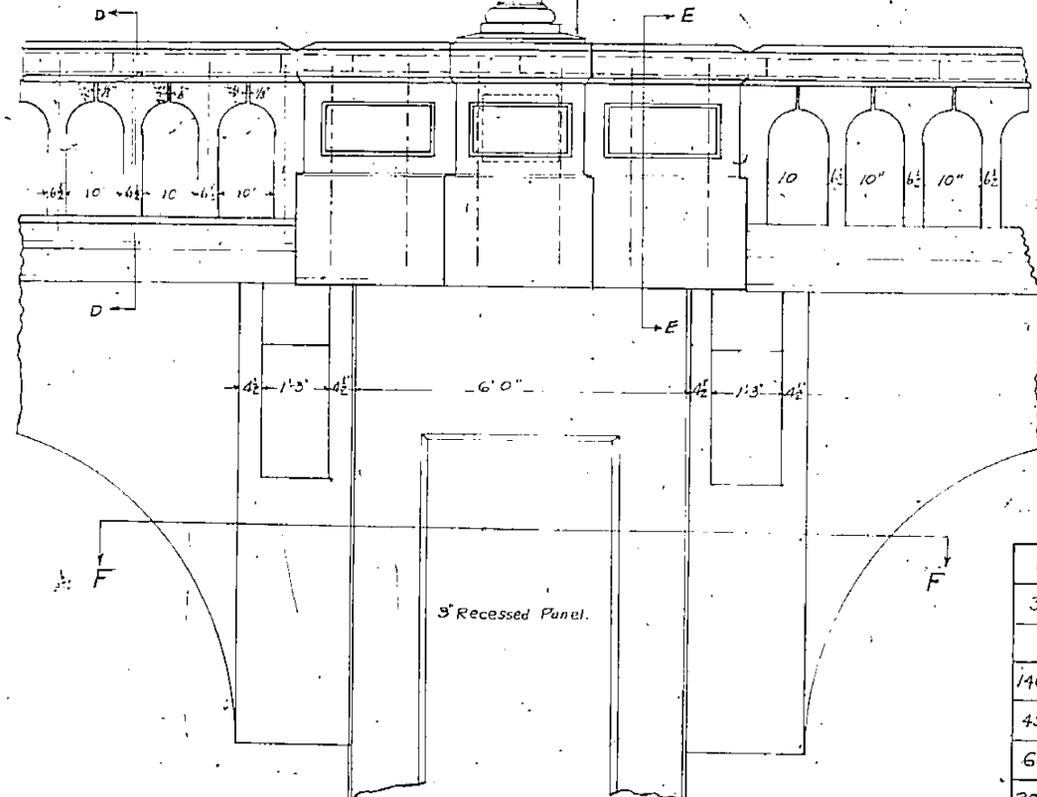
Approved Sept 6 1921
 H. H. P. K. K. K.
 Consulting Engineer.



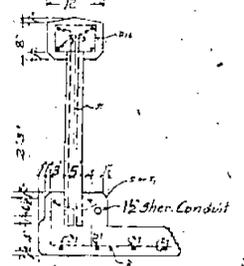
SECTION F-F
Scale 3/4" = 1'-0"

Westinghouse Paragon Jr Top (or equal)
with casing, refractor, holder and compensator
for 6.6 Ampere Series lamp, 2500 lumens.

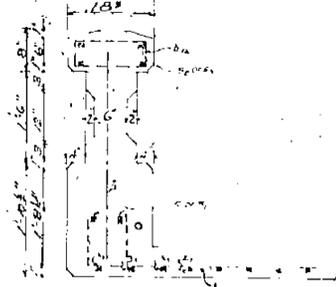
Marquette Post Type A-400
5'7"



ELEVATION LIGHTING STANDARD AND PIER POST.
Scale 3/4" = 1'-0"

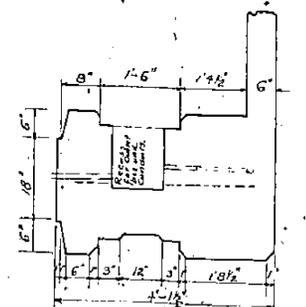


SECTION D-D

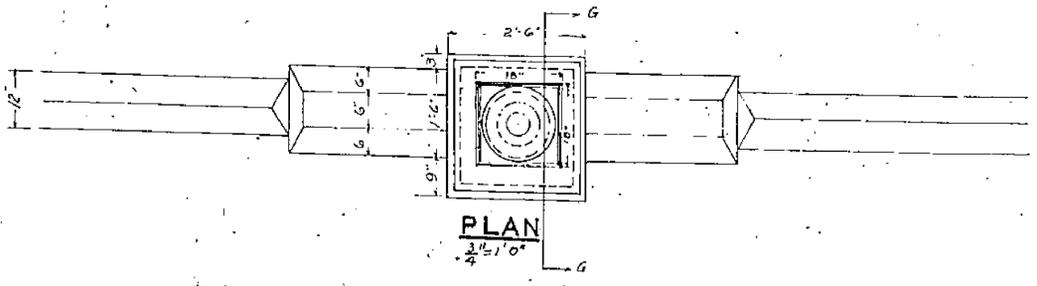


SECTION E-E

TABLE OF QUANTITIES	
38	ROADWAY DRAINS 2" ARMO
2	STORM DRAINS - 12" PIPE - 16.70
1400	SQ. FT. MACADAM SURFACING
450	SQ. FT. GRAVEL SHOULDERS
600	CU. YDS. EARTH BACK FILL APPROACH
2021	" " CLASS "A" CONCRETE
1421	" " " "B" "
88	" " RAIL ABOVE CURB CLASS R.
116.5	TONS REINFORCING STEEL



SECTION G-G



PLAN
Scale 3/4" = 1'-0"

STEEL LIST

NAME	NUMBER	SIZE	LENGTH	LOCATION	DETAILS OR REMARKS
a	36	1 1/2"	48'0"	CROWN OF ARCH RING	BENT TO CONFORM TO THE ARCH
a1	36	"	44'0"	HAUNCHES	"
a2	32	"	33'0"	AT SPRING LINE INTO ABUTMENT'S END	"
a3	64	"	28'0"	PIERS	"
a4	36	1 1/2"	44'0"	HAUNCHES OF ARCH RING	"
a5	76	"	20'0"	AT SPRING LINE INTO ABUTMENT'S END	"
a6	16	"	18'0"	PIERS	"
a7	64	"	16'0"	PIERS	"
b	72	4"	21'0"	HOOPS FOR ARCH RING	"
b1	48	"	19'0"	"	"
b2	48	"	17'0"	"	"
b3	36	"	15'0"	"	"
c	32	5/8"	12'0"	VERTICAL BARS FROM FOOTINGS-PIERS	STRAIGHT BARS SPICE 4"
c1	46	"	28'0"	IN PIERS	"
c2	46	"	26'0"	"	"
c3	36	3/4"	33'0"	HORIZONTAL BARS TOP-PIERS	TOP BAR 3" BELOW SPRING LINE
c4	36	3/4"	12'0"	SHORT BARS IN PIER FOOTINGS	AT 3' C.C.
c5	18	3/4"	36'0"	LONG	AT 18' C.C.
c6	72	3/4"	8'0"	DIAGONAL SPANDRAL BARS OVER ARCH	"
c7	108	"	8'0"	VERTICAL	EXTEND INTO ARCH RING
c8	36	"	37'0"	HORIZONTAL	"
c9	48	"	40'0"	"	"
d	102	5/8"	22'0"	VERTICAL COLUMN STEEL	COLUMNS IN SPANS ONLY
d1	102	"	16'0"	"	"
d2	102	"	10'0"	"	"
d3	102	"	7'0"	"	"
d4	102	"	3'0"	"	"
e	1080	1/2"	7'0"	HOOPS FOR ABOVE COLUMNS	"
e1	432	"	8'6"	"	"
e2	4	1/2"	37'0"	LONG HORIZONTAL BARS & WEEPERS	STRAIGHT 2" OVER EACH PIER
e3	80	"	36'0"	POSTS OVER ABUTMENTS AND PIERS	VERTICAL BARS IN 6" POSTS
f	80	1/2"	14'0"	HOOPS FOR ABOVE POSTS	"
f1	128	5/8"	28'0"	VERTICAL BARS IN COLUMNS	AT NORTH AND SOUTH APPROACH
f2	64	"	21'0"	"	"
g	40	1/2"	7'0"	HOOPS FOR ABOVE COLUMNS	"
g1	24	"	4'6"	COLUMN FOOTINGS	BARS IN FOOTINGS AT NORTH END ONLY
g2	24	"	4'0"	END SPANDRAL	SEPARATE HORIZONTAL BARS IN END SPANDRAL
g3	136	1/2"	13'0"	WINGS OR RETAINING WALLS	VERTICAL BARS
g4	76	1/2"	22'0"	"	HORIZONTAL
g5	18	1/2"	19'0"	"	"
h	324	1/2"	11'0"	TRANSVERSE BEAMS BETWEEN COLUMNS	TRANSVERSE BEAM BARS
h1	216	"	12'6"	"	"
i	288	"	12'0"	HOOKED BARS INTO BRACKETS	"
j	144	5/8"	6'0"	SCAT BARS FROM SPAND. OVER BRACKET	"
k	72	1/2"	8'0"	STIRRUPS IN BRACKETS	"
k1	72	"	6'0"	"	"
k2	72	"	4'6"	"	"
k3	216	"	8'0"	TRANSVERSE BEAMS	"
k4	216	"	8'0"	"	"
k5	216	"	8'0"	"	"
l	60	1/2"	11'0"	HORIZONTAL IN THE CENTER STRUT	THESE BEAMS ARE PARALLEL TO E OF BRIDGE
l1	60	"	11'0"	TRANSVERSE BEAMS	STRAIGHT TO CARRY PUBLIC UTILITIES
l2	60	"	11'0"	"	"
l3	60	"	11'0"	"	"
l4	360	1/2"	5'0"	HOOPS IN ABOVE BEAMS	"
l5	336	"	11'0"	STRAUT BEAMS BETWEEN ARCH RINGS	STRAIGHT HORIZONTAL
l6	324	1/2"	6'6"	HOOPS IN ABOVE STRUT BEAMS	"
l7	108	"	8'6"	"	"
l8	37	1/2"	38'7 1/2"	STRAIGHT BARS IN N. SPAN SLAB	STRAIGHT BARS IN ROAD SLAB
l9	19	"	41'0"	BENT	"
l10	19	"	41'0"	"	"
l11	37	"	13'3 1/2"	STRAIGHT	"
l12	19	"	13'8 1/2"	BENT	"
l13	19	"	13'8 1/2"	"	"
l14	258	"	39'3 1/2"	STRAIGHT	STRAIGHT BARS IN ROAD SLAB
l15	133	"	40'1 1/2"	BENT	"
l16	133	"	40'1 1/2"	"	"
l17	711	"	39'3 1/2"	STRAIGHT	STRAIGHT BARS IN ROAD SLAB
l18	57	"	40'6"	BENT	"
l19	57	"	40'6"	"	"
l20	148	"	7'10"	STRAIGHT	STRAIGHT BARS IN ROAD SLAB
l21	76	"	8'4"	BENT	"
l22	76	"	8'4"	"	"
l23	3	1/2"	31'8"	STRAIGHT BARS IN N. SPAN SLAB	STRAIGHT BARS IN WALK SLAB
l24	3	"	32'8"	BENT	"
l25	3	"	32'8"	"	"
l26	20	"	7'10"	STRAIGHT	STRAIGHT BARS IN WALK SLAB
l27	12	"	8'1 1/2"	BENT	"
l28	12	"	8'1 1/2"	"	"
l29	35	"	39'5 1/2"	STRAIGHT	STRAIGHT BARS IN WALK SLAB
l30	21	"	40'0"	BENT	"
l31	21	"	40'0"	"	"
l32	15	"	39'1 1/2"	STRAIGHT	STRAIGHT BARS IN WALK SLAB
l33	8	"	39'10 1/2"	BENT	"
l34	9	"	39'10 1/2"	"	"
l35	5	"	27'3 1/2"	STRAIGHT	STRAIGHT BARS IN WALK SLAB
l36	3	"	27'7 1/2"	BENT	"
l37	3	"	27'7 1/2"	"	"
l38	309	3/8"	7'0"	BENT BARS FROM WALK INTO RAIL	"
l39	96	"	39'0"	STRAIGHT BARS AT BASE OF RAIL	"
l40	8	"	7'10"	"	"
l41	102	"	20'0"	"	"
l42	32	"	7'10"	"	"
l43	340	1/2"	4'6"	STIRRUPS FOR TOP OF RAIL	BENT 5" DIA. STIRRUPS
l44	720	3/8"	3'6"	VERTICAL BARS IN RAIL	STRAIGHT BARS IN RAIL
l45	140	"	3'0"	TRANSVERSE BARS IN ROAD SLAB	"

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