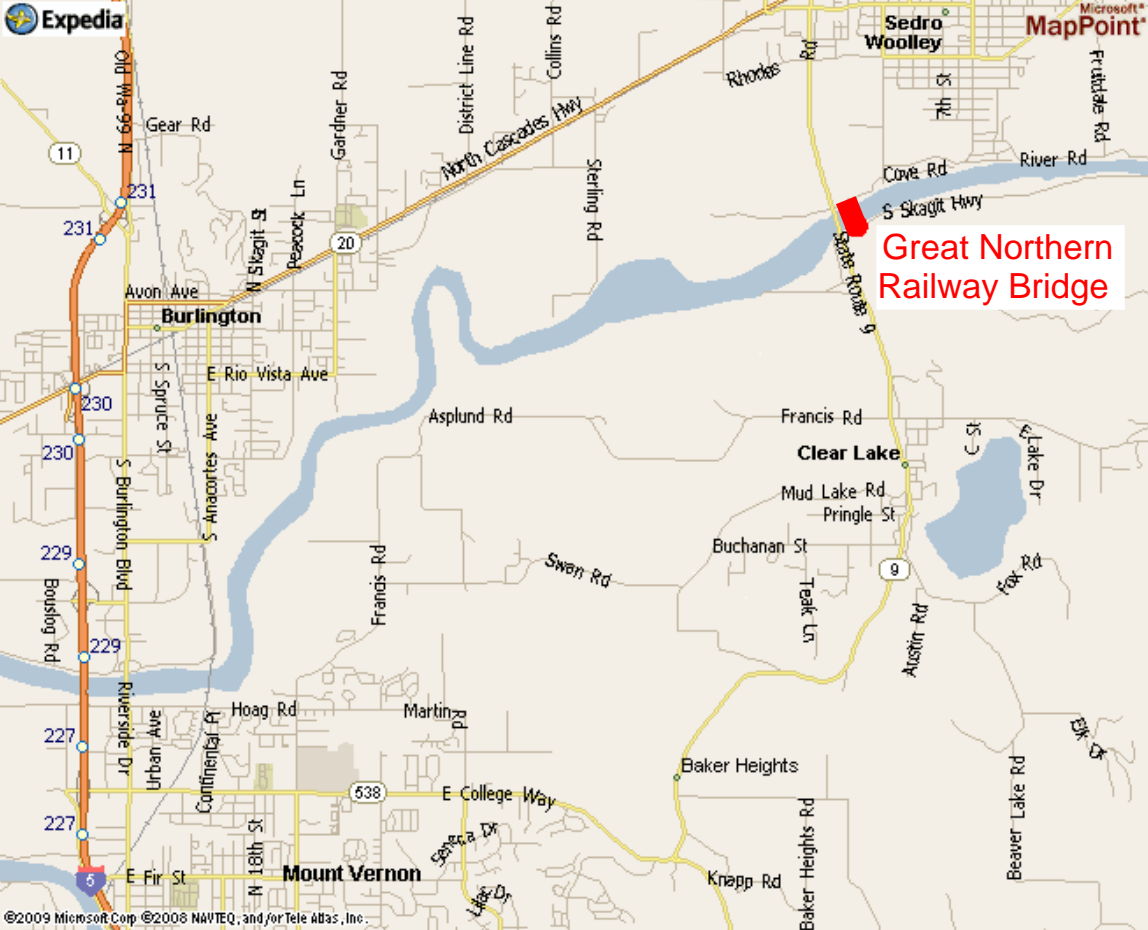
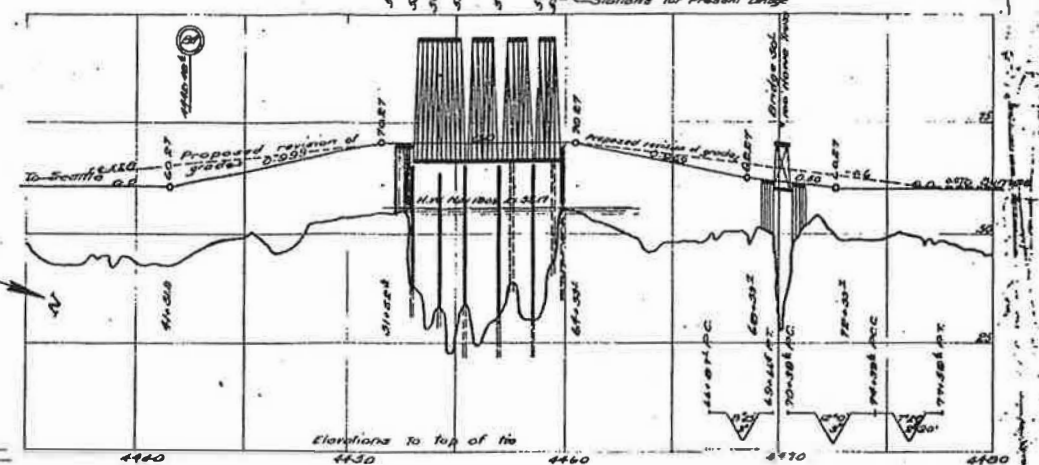
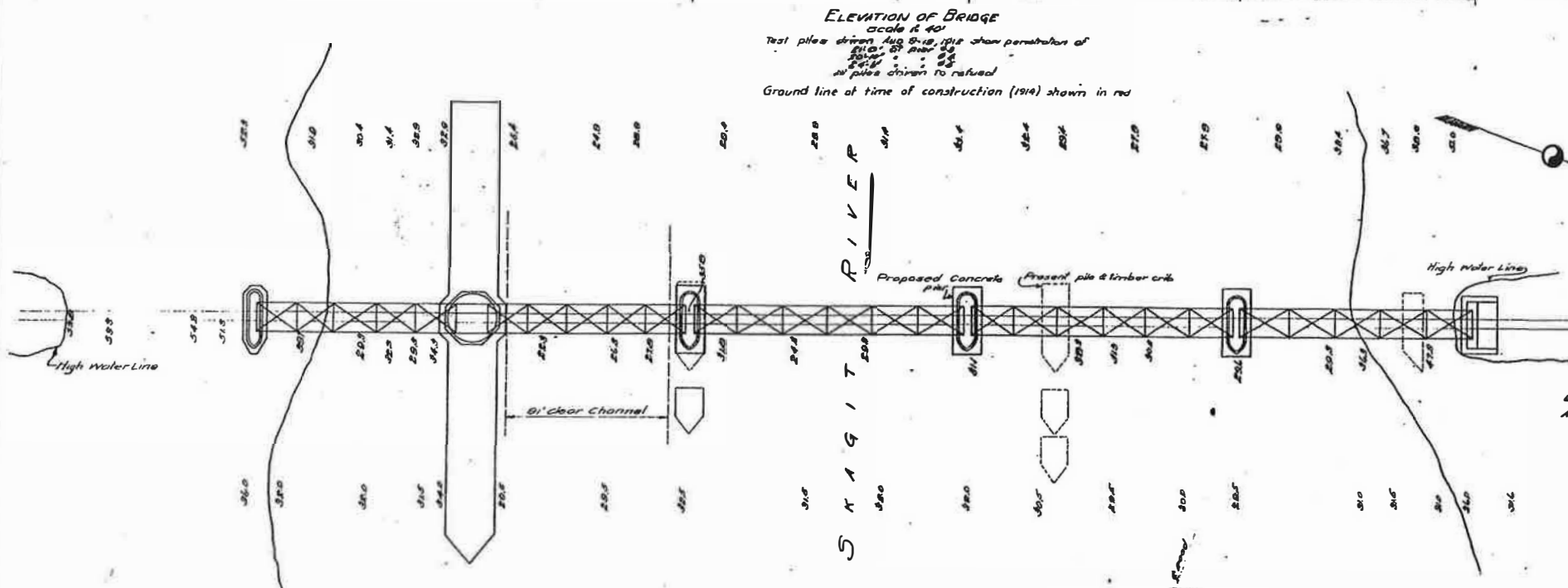
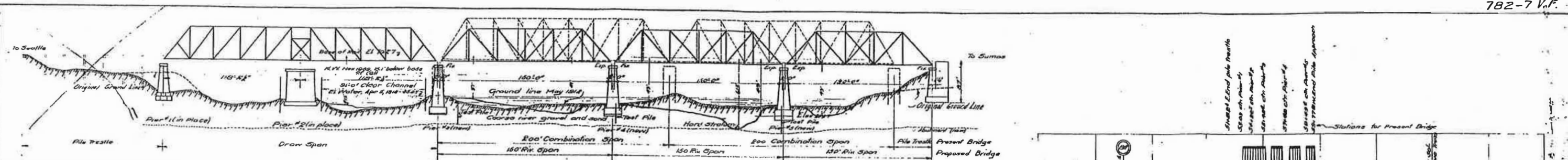


Bridge Site
Great Northern Railway Bridge
Removal of Large Woody Debris
#WA402254



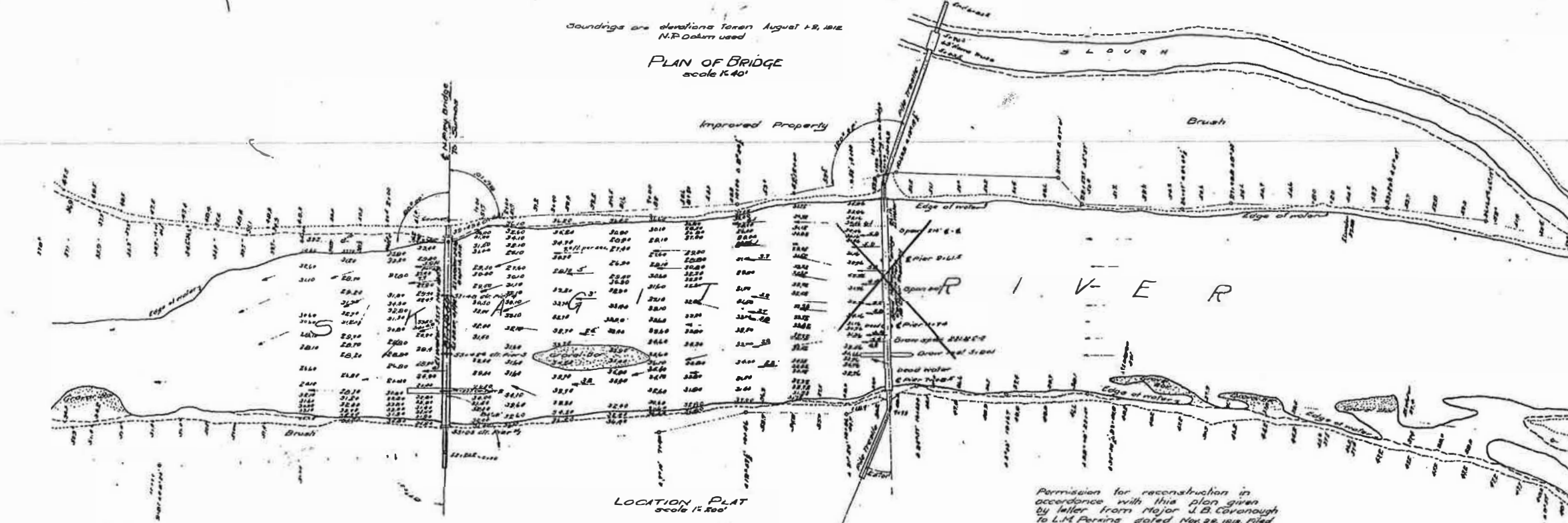


Drainage Area 1630 Square miles
 Area of waterway required formula $(C \cdot S)^{1/2} \cdot 1.4500'$
 present bridge below $15000'$ (approx)

GENERAL NOTES

Existing steel draw span and concrete piers No. 1, 2 & 3 to remain as at present.
 Existing 200' combination spans and pile and crib piers No. 3, 4 & 5 to be removed and replaced with three 150' steel spans supported on new concrete piers No. 3, 4 & 5 and north abutment.
Legend-
 Structure to remain as it now exists shown in full lines
 to be removed shown in dotted lines thus \cdots
 to be built new shown in full red lines thus $\color{red}{\cdots}$
Falsework- Falsework bents to be placed under north arm of draw span to permit reconstruction of pier.
 Falsework to be placed under the two 200' combination spans to permit removal of same and the erection of the three 150' new steel spans.
 Pile and timber falsework bents to be spaced approximately 15' centers and braced transversely & longitudinally.
 Riprap- Sufficient riprap to protect new piers 3, 4 & 5 to be placed at the option of the Ry. Co.

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Permission for reconstruction in accordance with this plan given by letter from Major J. B. Conroy to L.M. Perkins dated Nov. 28, 1912, filed with asst. sec. N.P.Ry. Co.

N.P.R.Y.
 SEATTLE DIV. SECOND DIST.
GENERAL PLAN
 SHOWING PROPOSED CHANGES
 BRIDGE NO. 200 SKAGIT RIVER
 SCALE AS SHOWN
 OFFICE OF BRIDGE ENGINEER 31 PAUL, MINN. OCT. 1912

BRIDGE ENGINEER
 CHIEF ENGINEER

403-85