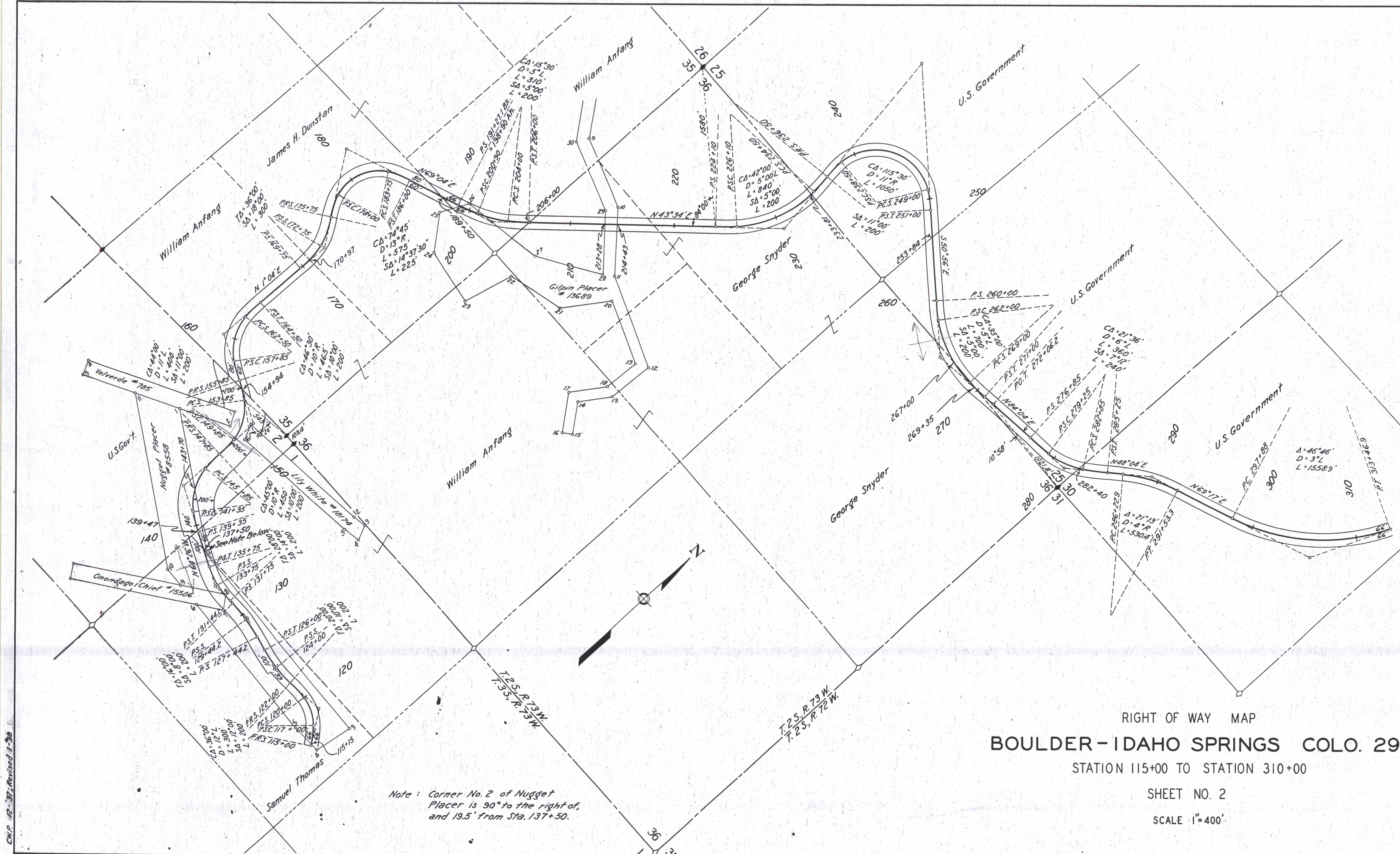




CW.P. 112-37, Revised 1-38



Note: Corner No. 2 of Nugget Placer is 90° to the right of, and 19.5' from Sta. 137+50.

RIGHT OF WAY MAP
BOULDER-IDAHO SPRINGS COLO. 29
STATION 115+00 TO STATION 310+00
SHEET NO. 2
SCALE 1"=400'

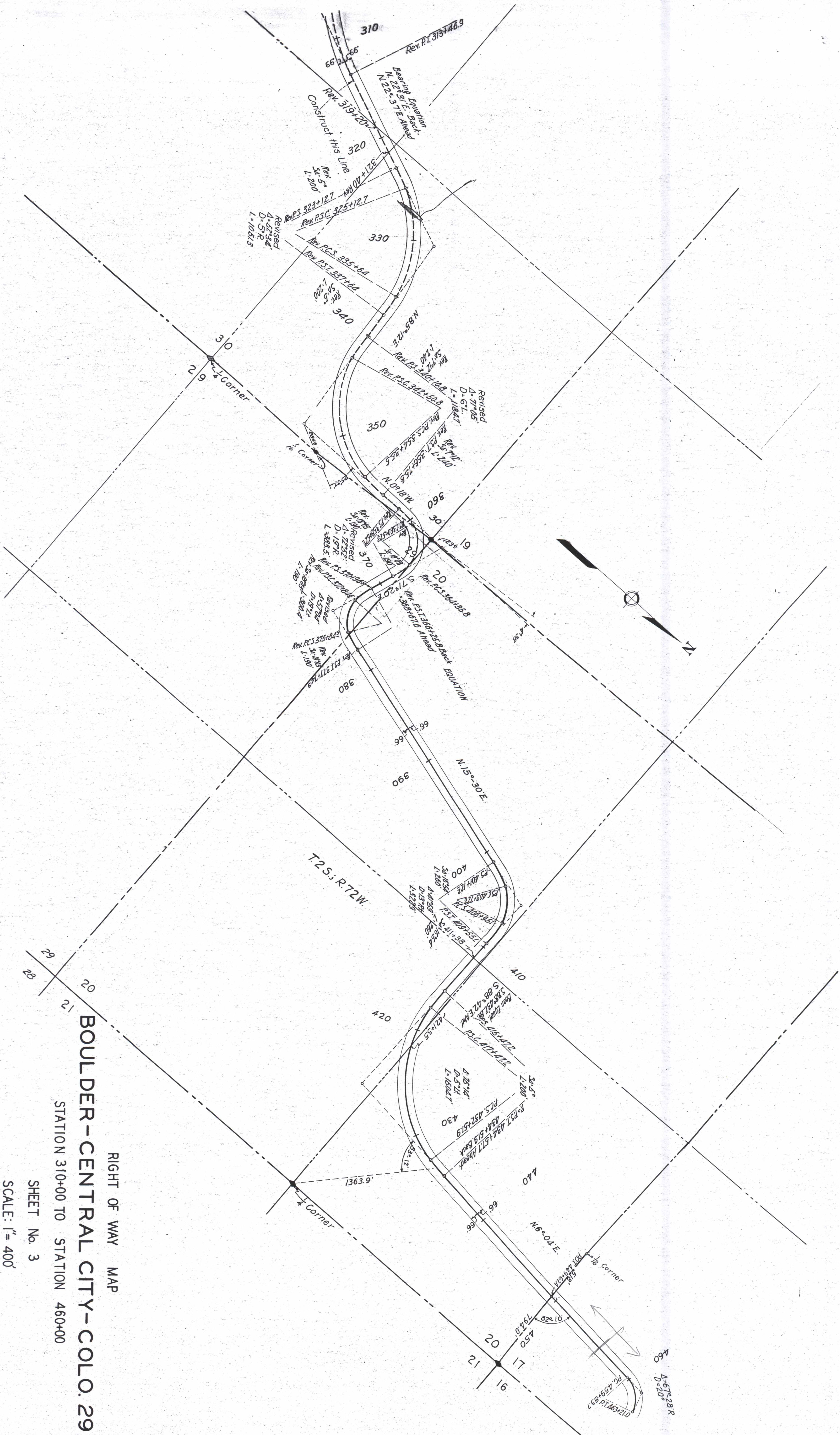
RIGHT OF WAY MAP

BOULDER-CENTRAL CITY-COLO. 29

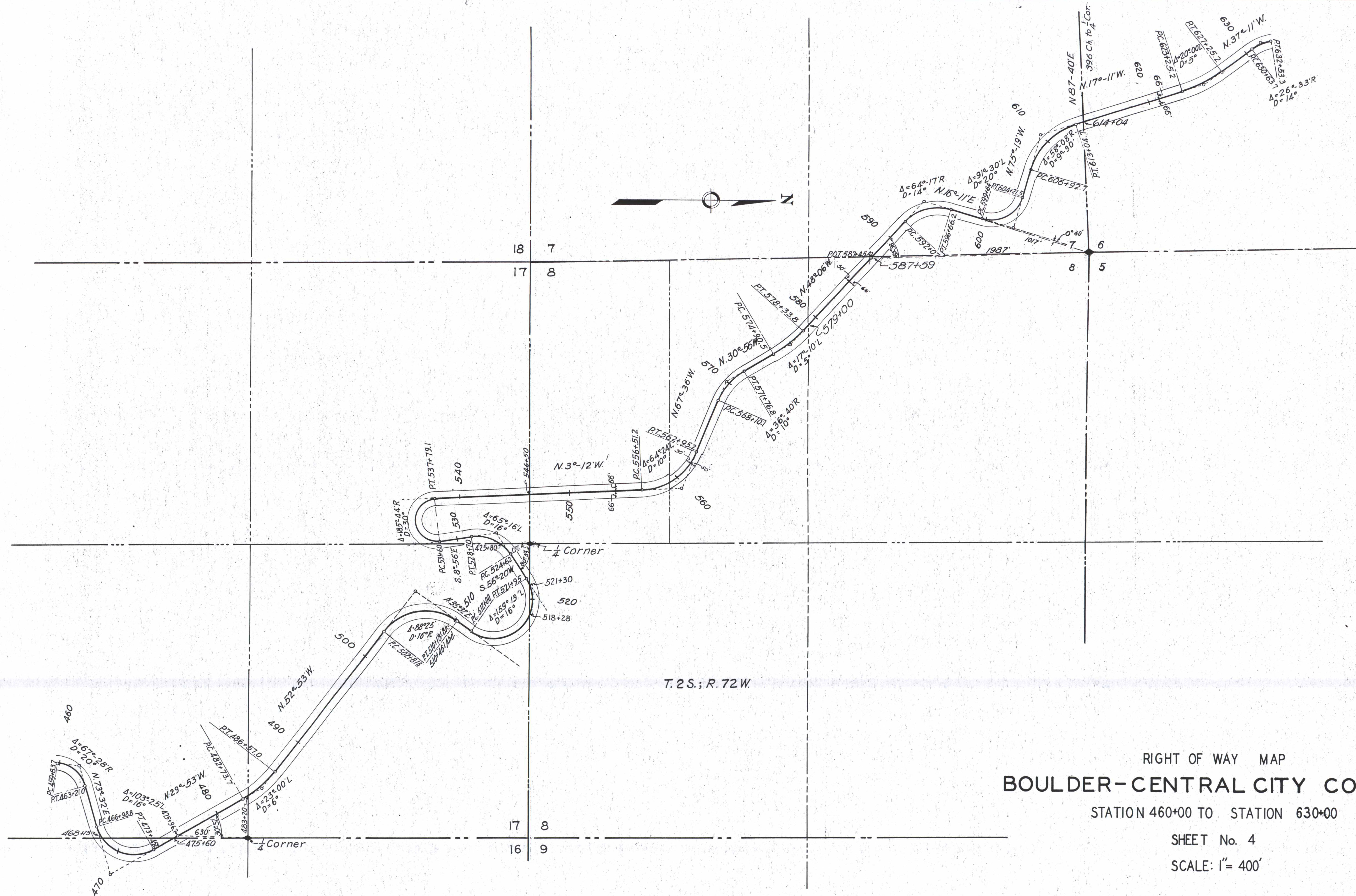
STATION 310+00 TO STATION 460+00

SHEET No. 3

SCALE: 1" = 400'



Drawn and Traced J.A.L. 6-30-33



RIGHT OF WAY MAP
BOULDER-CENTRAL CITY COLO. 29

STATION 460+00 TO STATION 630+00

SHEET No. 4

SCALE: 1" = 400'

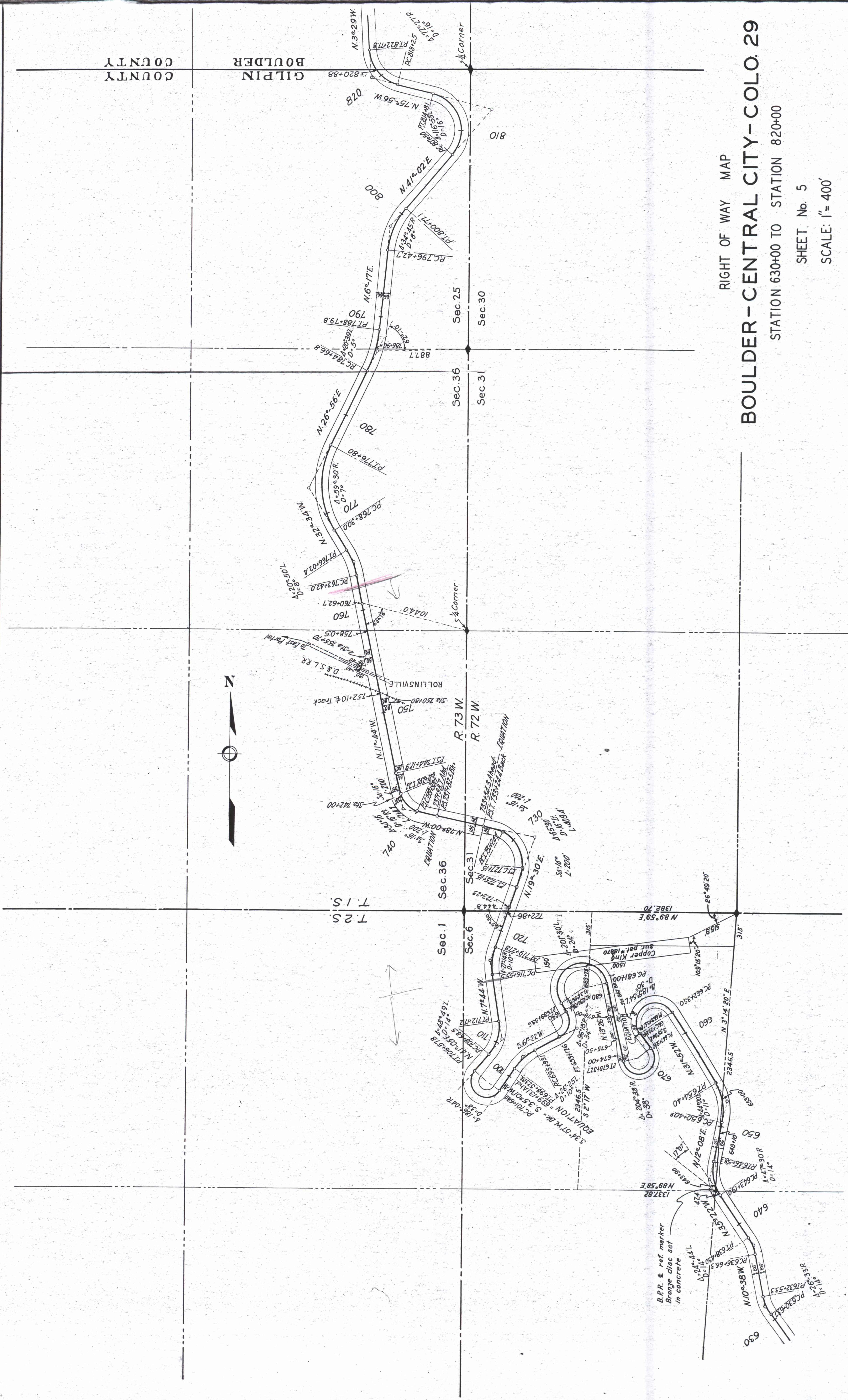
RIGHT OF WAY MAP

BOULDER-CENTRAL CITY-COLO. 29

STATION 630+00 TO STATION 820+00

SHEET No. 5

SCALE: 1"= 400'



COUNTY

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GILPIN

Corner

810

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Sec. 30

Sec. 36

Sec. 31



T. 1 S.

T. 2 S.

Sec. 1

Sec. 6

Sec. 31

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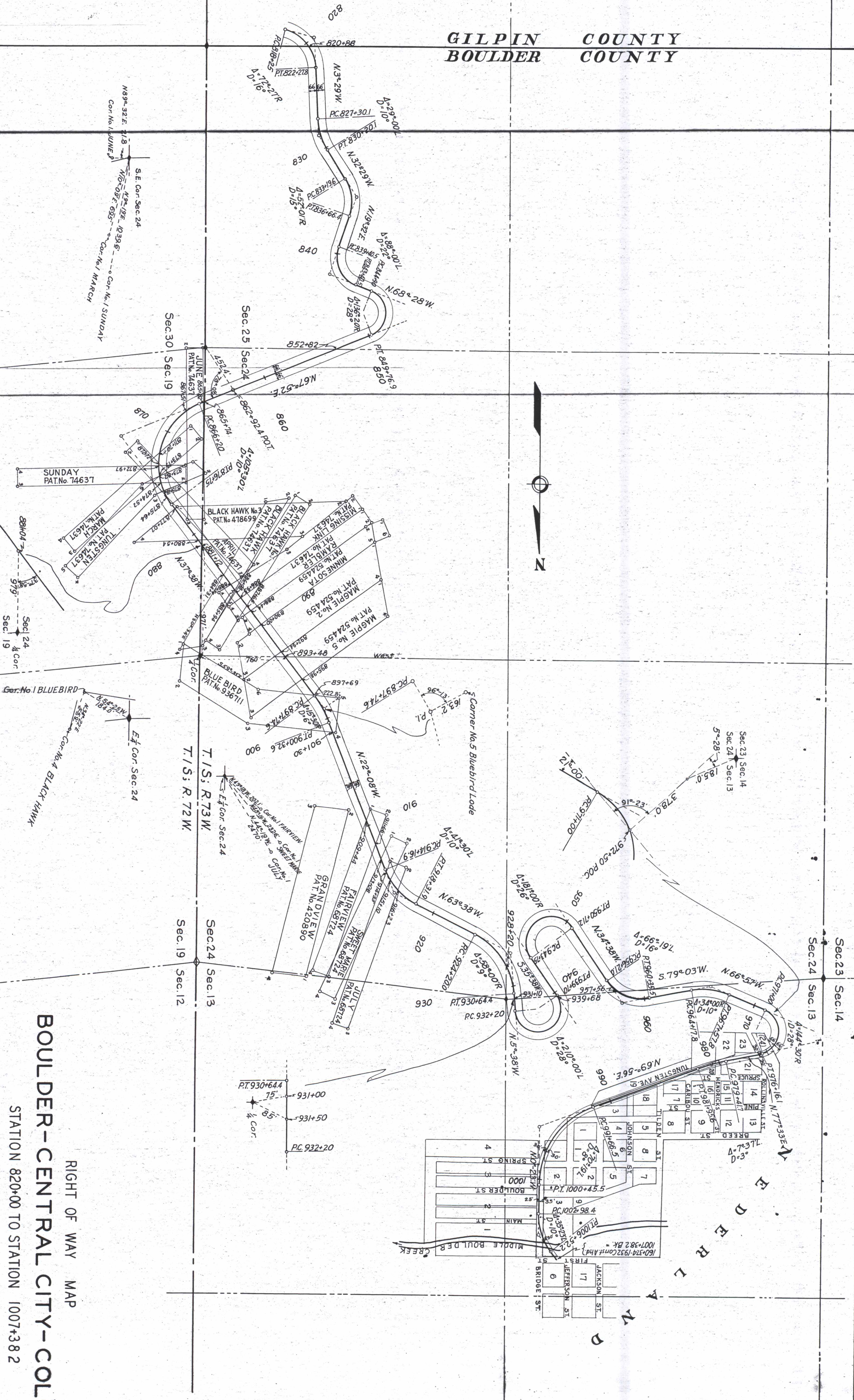
Sec. 31

Sec. 36

Sec. 25

Sec. 30

GILPIN COUNTY
BOULDER COUNTY



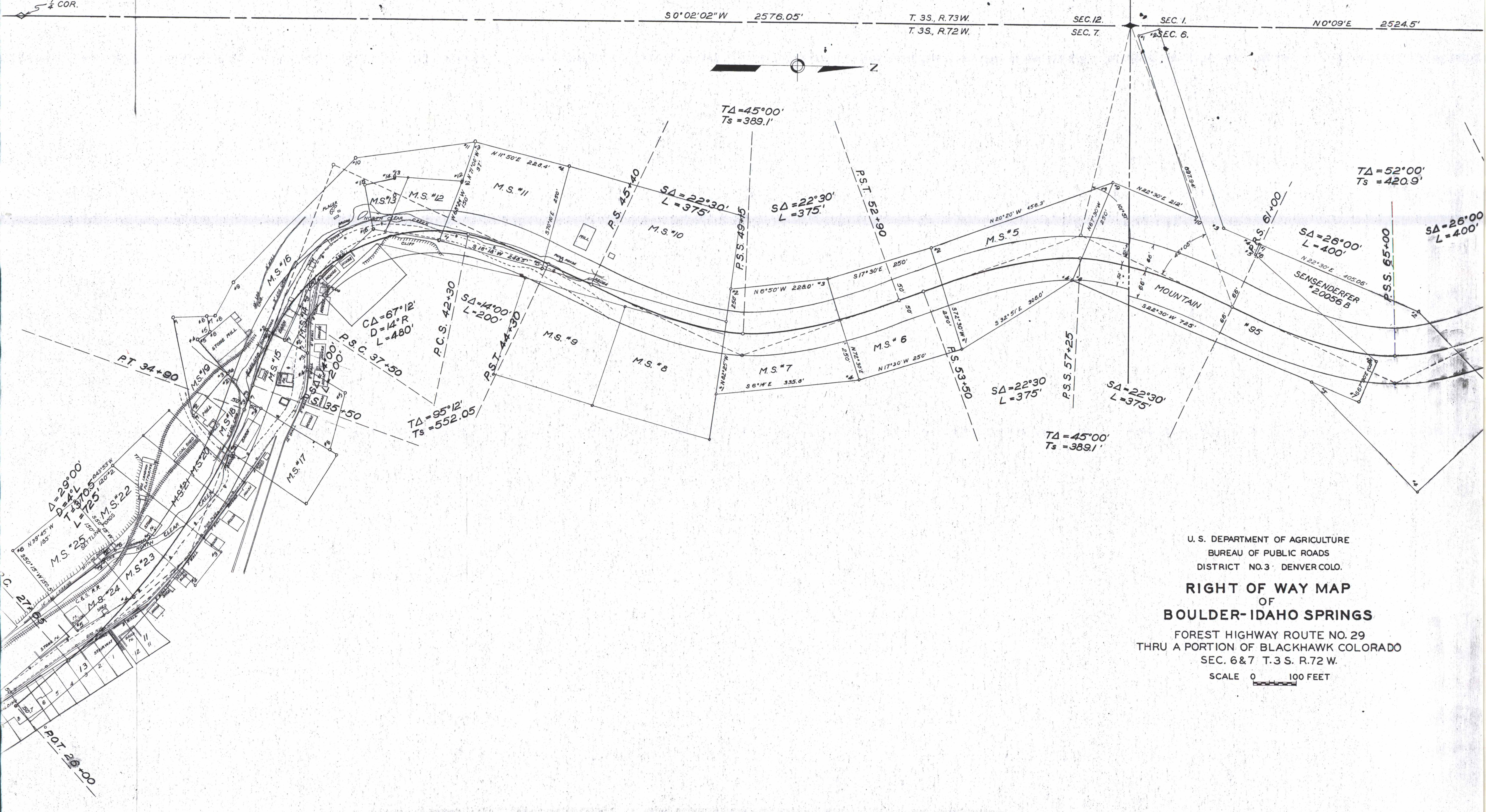
BOULDER-CENTRAL CITY-COLO. 29

STATION 820+00 TO STATION 1007+38.2

RIGHT OF WAY MAP

SHEET No. 6

SCALE: 1" = 400'

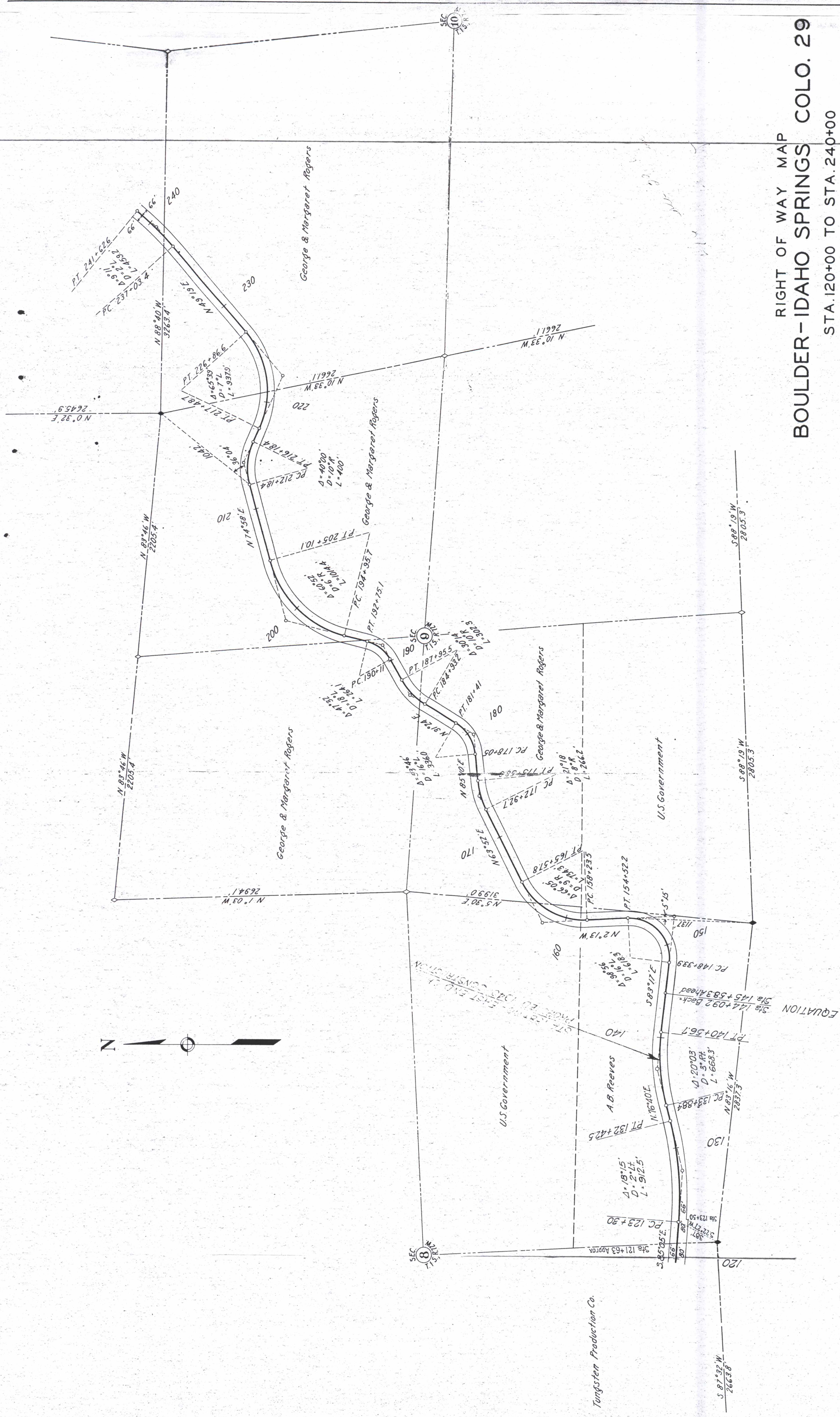


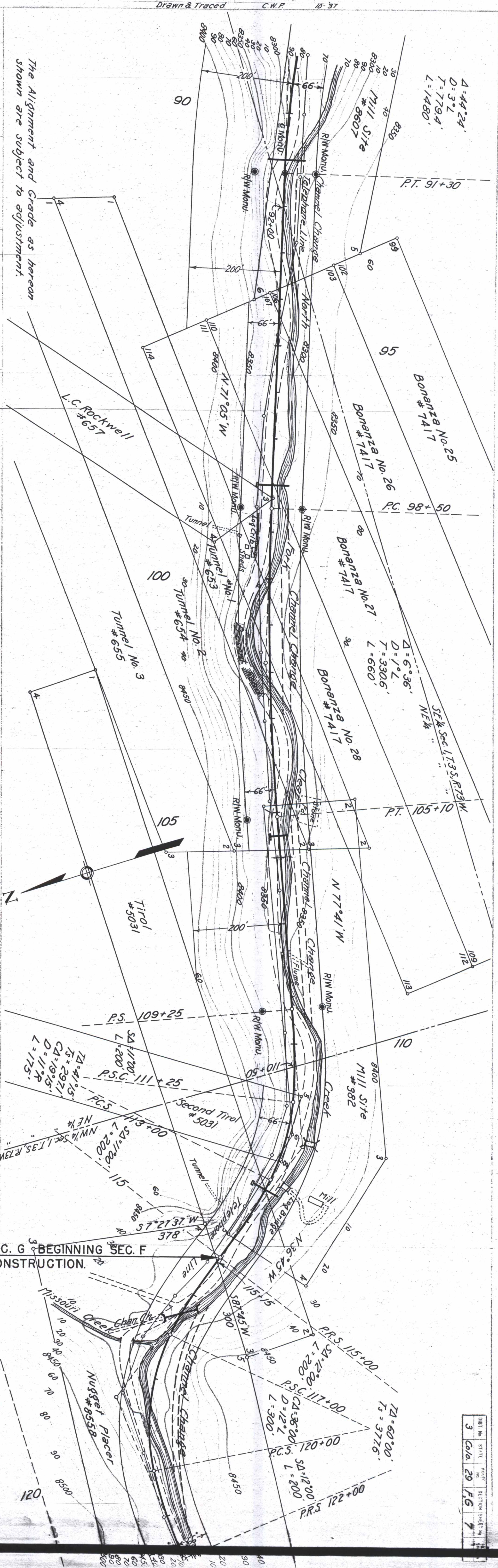
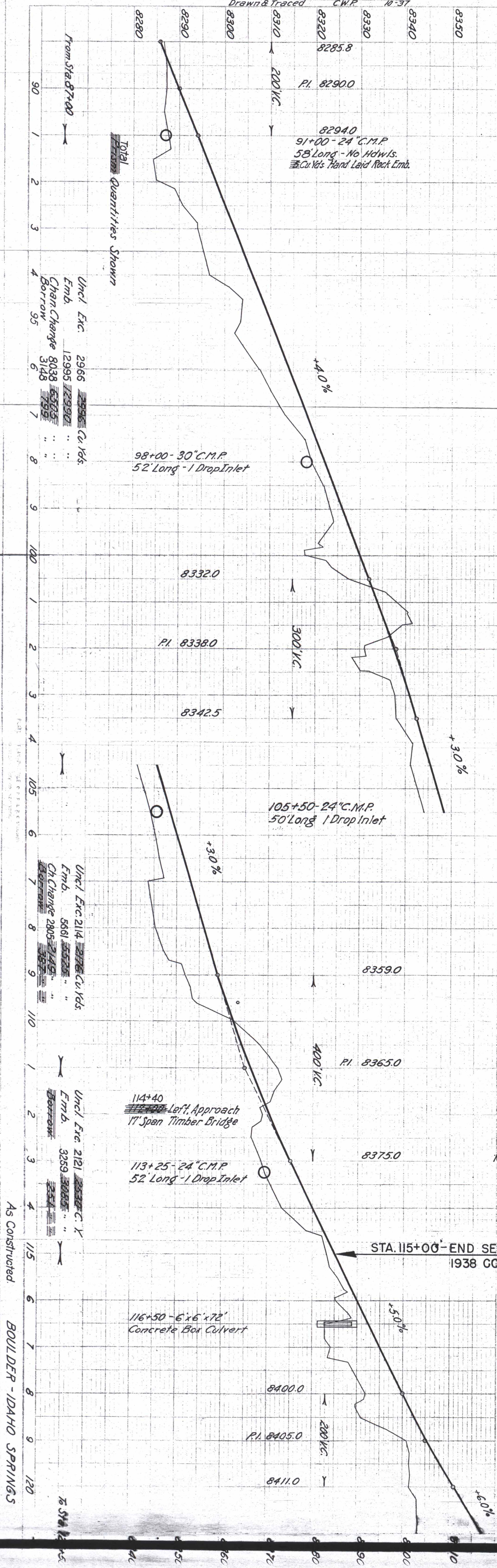
U. S. DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 3 DENVER COLO.

RIGHT OF WAY MAP
OF
BOULDER-IDAHO SPRINGS
FOREST HIGHWAY ROUTE NO. 29
THRU A PORTION OF BLACKHAWK COLORADO
SEC. 6 & 7 T. 3 S. R. 72 W.

SCALE 0 100 FEET

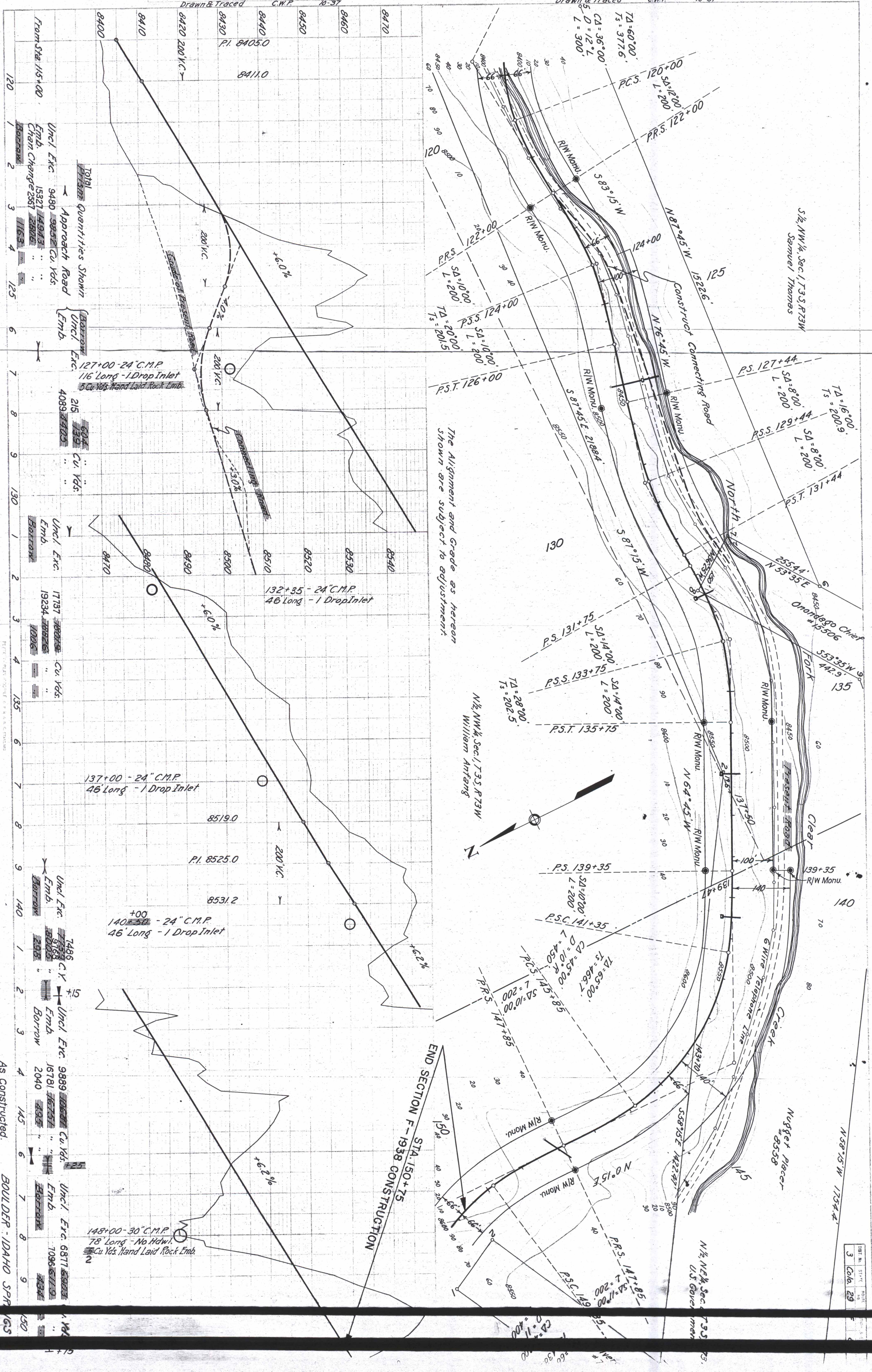
RIGHT OF WAY MAP BOULDER - IDAHO SPRINGS COLO. 29 STA. 120+00 TO STA. 240+00 SHEET NO. 2 SCALE 1"=400'

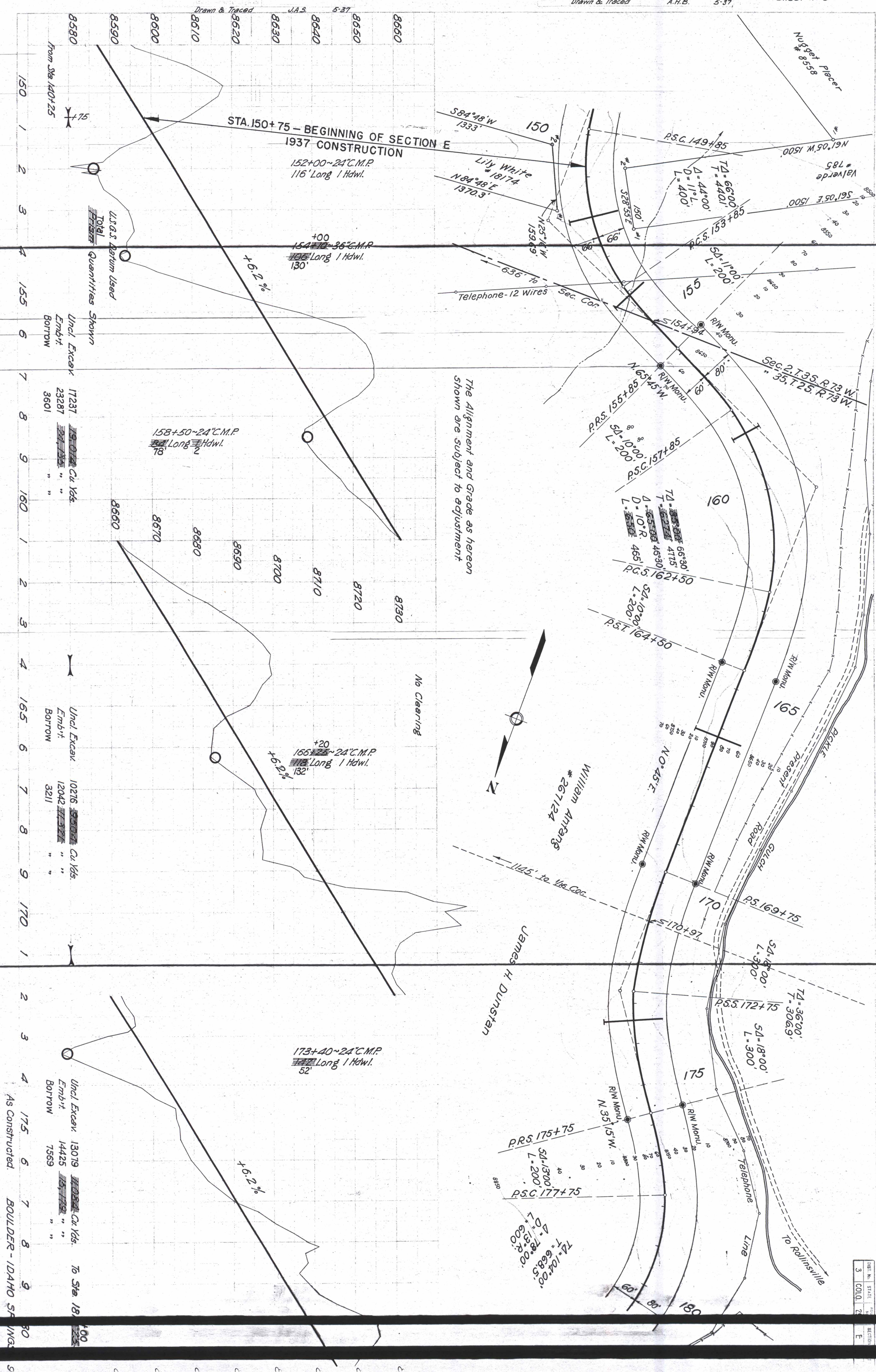




The Alignment and Grade as hereon shown are subject to adjustment.

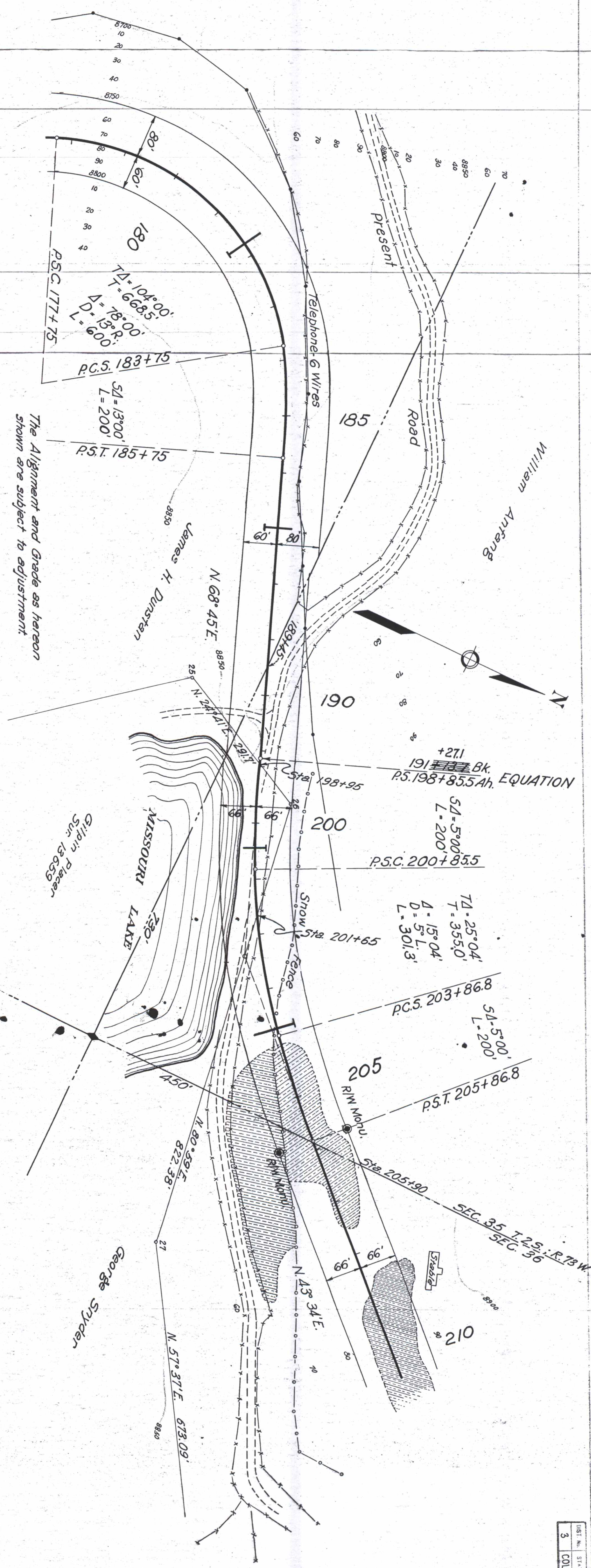
As Constructed BOULDER - IDAHO SPRINGS





PLAN	1937	R.T.T.	1937
NOTE BOOK	W.H.C.	W.H.C.	"
Drawn & Traced	A.H.B.	A.H.B.	5:37

PROFILE	1937	R.T.T.	1937
NOTE BOOK	W.H.C.	W.H.C.	"
Drawn & Traced	A.H.B.	A.H.B.	5:37

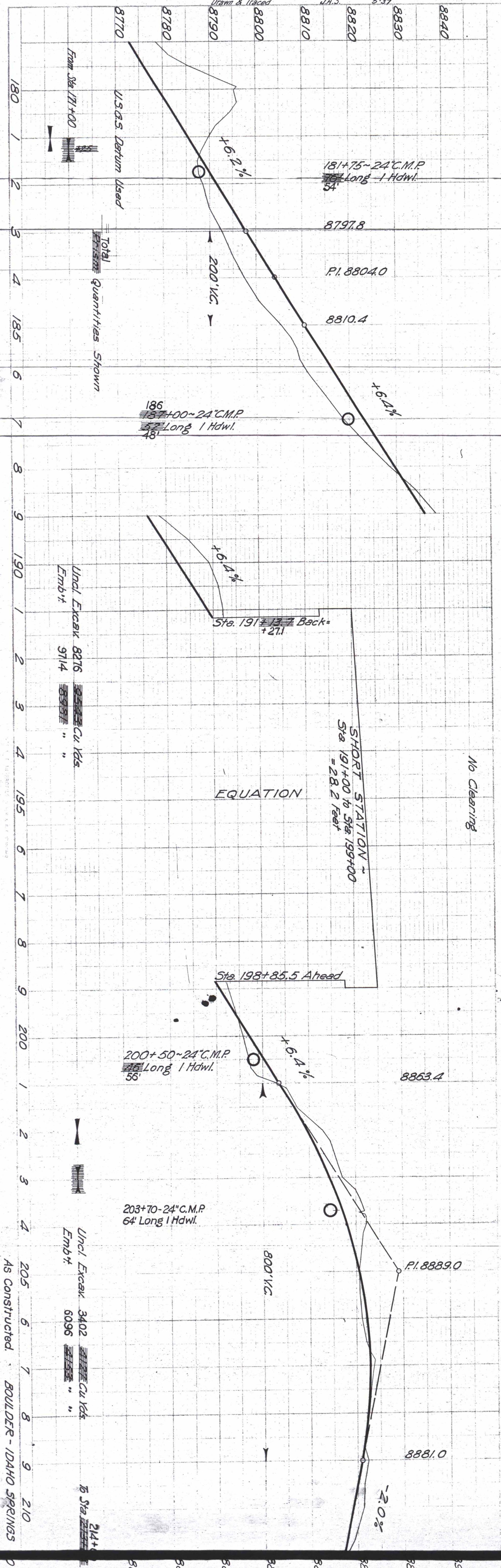


The Alignment and Grade as hereon shown are subject to adjustment.

No Clearing

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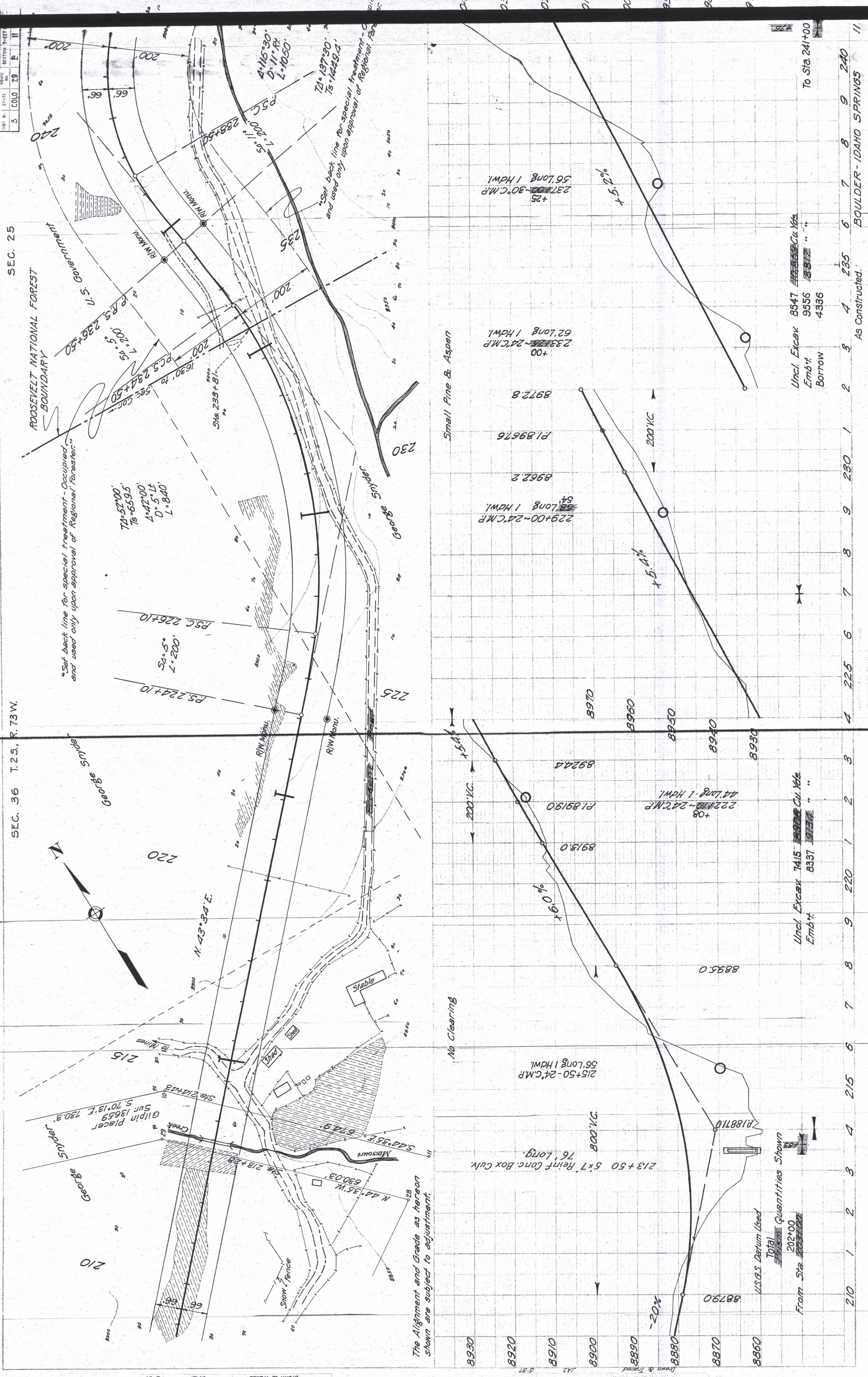
U.S.G.S. Datum Used
Total Quantities Shown

Uncd. Excav. 8216
Emb'd. 9714

Uncd. Excav. 3402
Emb'd. 6096

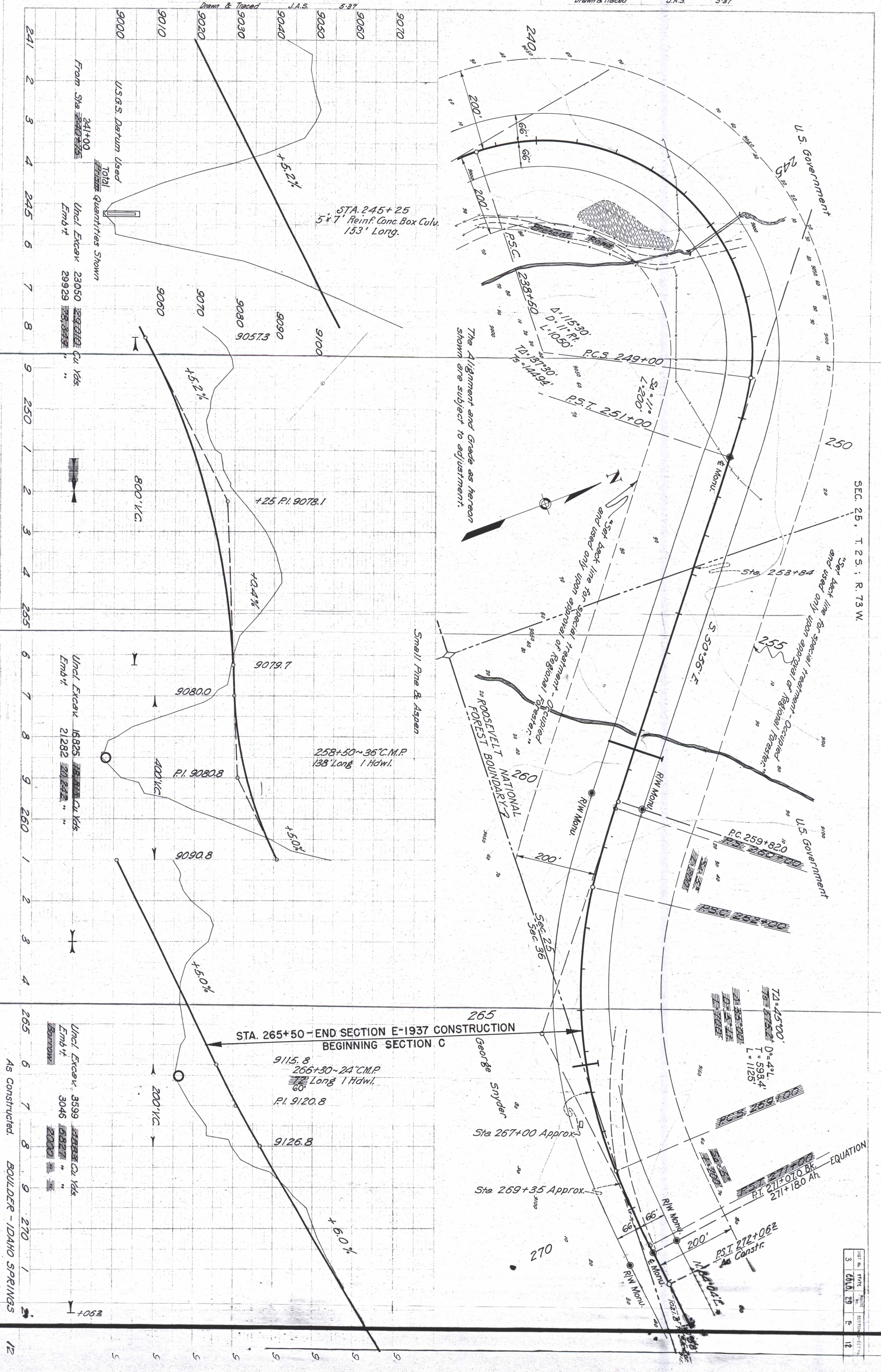
As Constructed. BOULDER - IDAHO SPRINGS

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PLAN	DESIGNED	R.T.T.	1937
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Drawn & Traced	J.A.S.	J.A.S.	5-37

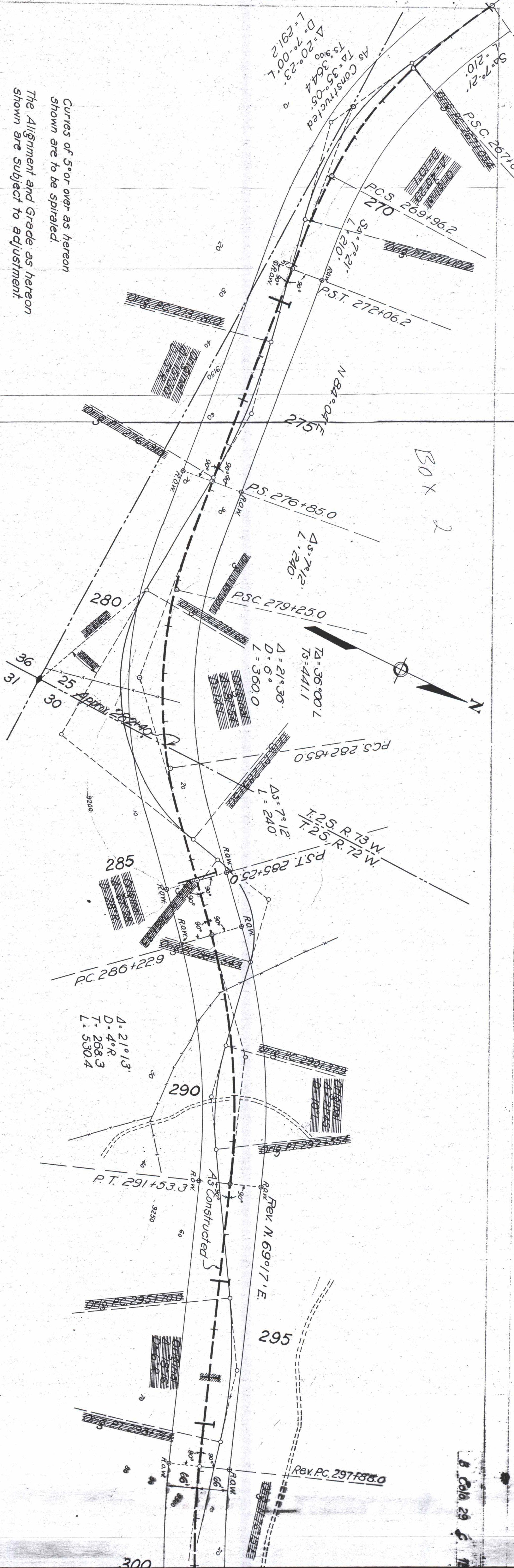
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BY	W.H.C.	W.H.C.	"
Drawn & Traced	J.A.S.	J.A.S.	5-37



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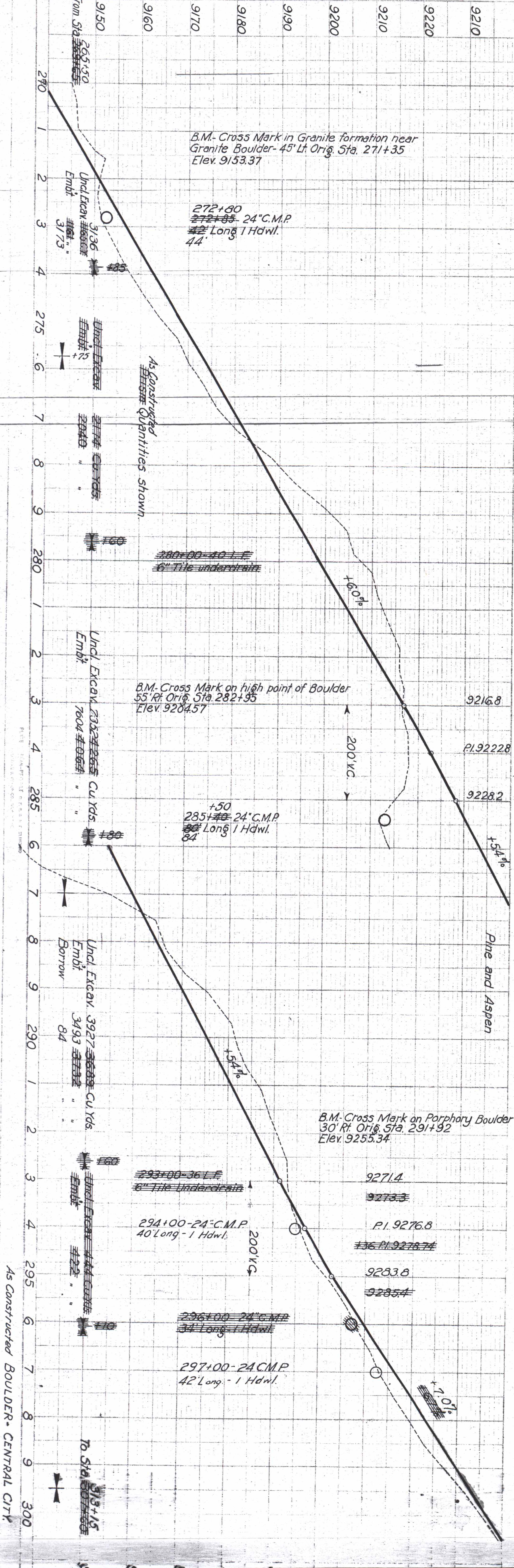
PLAN	SURVEYED	M.B.K.	1932
	PLOTTED	J.E.M.	
	REVISIONS CHECKED	W.H.C.	1935
	DESIGNED		
Drawn & Traced	A.H.B.		2-35

Boulder - Central City, Colo. 2.
Sta. 270+00 to Sta. 300+00
Sheet No. 13



Curves of 5° or over as hereon
shown are to be spiraled.
The Alignment and Grade as hereon
shown are subject to adjustment.

PLAN	SURVEYED	M.B.K.	1932
	PLOTTED	P.A.B.	1935
	REVISIONS CHECKED		
	DESIGNED		
Drawn & Traced	A.H.B.		2-35

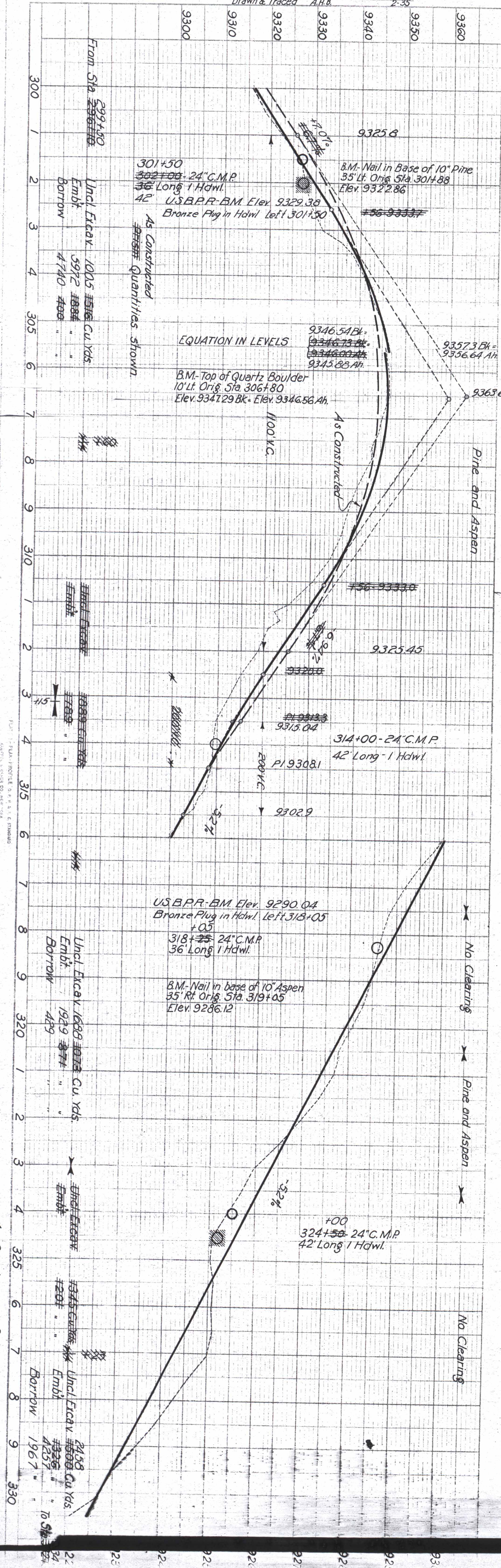


As Constructed BOULDER - CENTRAL CITY

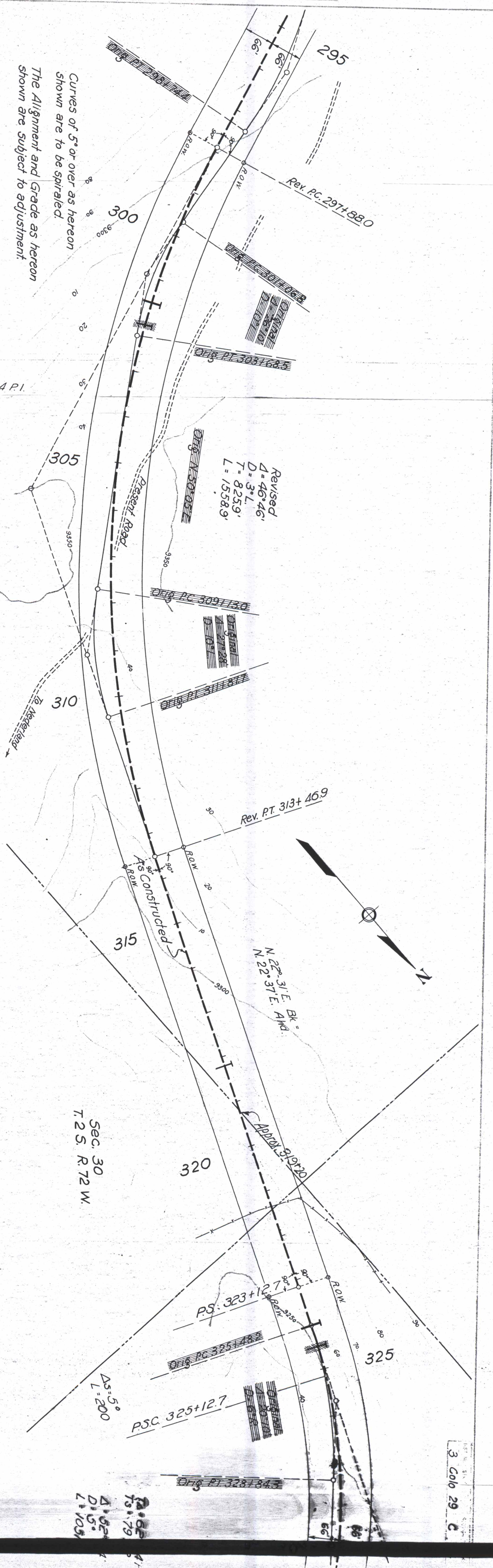
PROFILE	DESIGNED	MBK	1932
	PLOTTED	PAB	1935
NOTE BOOK	CHECKED	W.H.C.	"
BY	STRUCTURE NOTED	PAB	"
Drawn & Traced	A.H.B.	2-35	

PLAN	DESIGNED	MBK	1932
	PLOTTED	PAB	1935
NOTE BOOK	CHECKED	W.H.C.	"
BY	STRUCTURE NOTED	PAB	"
Drawn & Traced	A.H.B.	2-35	

Boulder - Central City, Colo. 29
Sta. 300+00 to Sta. 330+00
Sheet No. 14

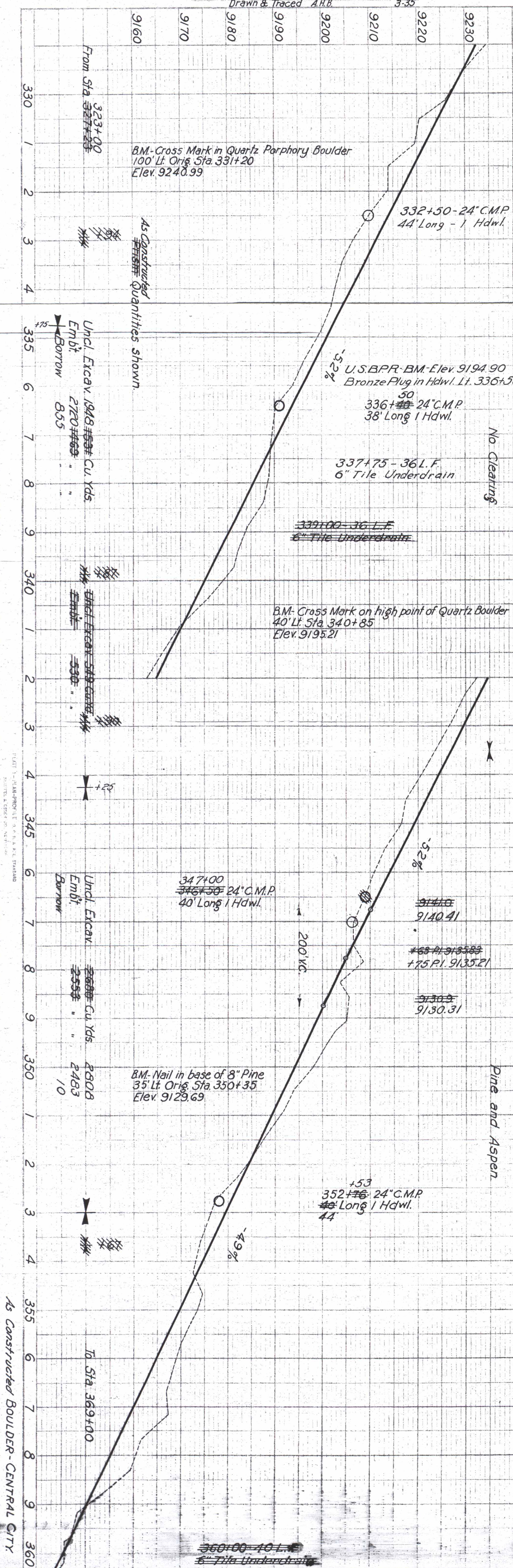
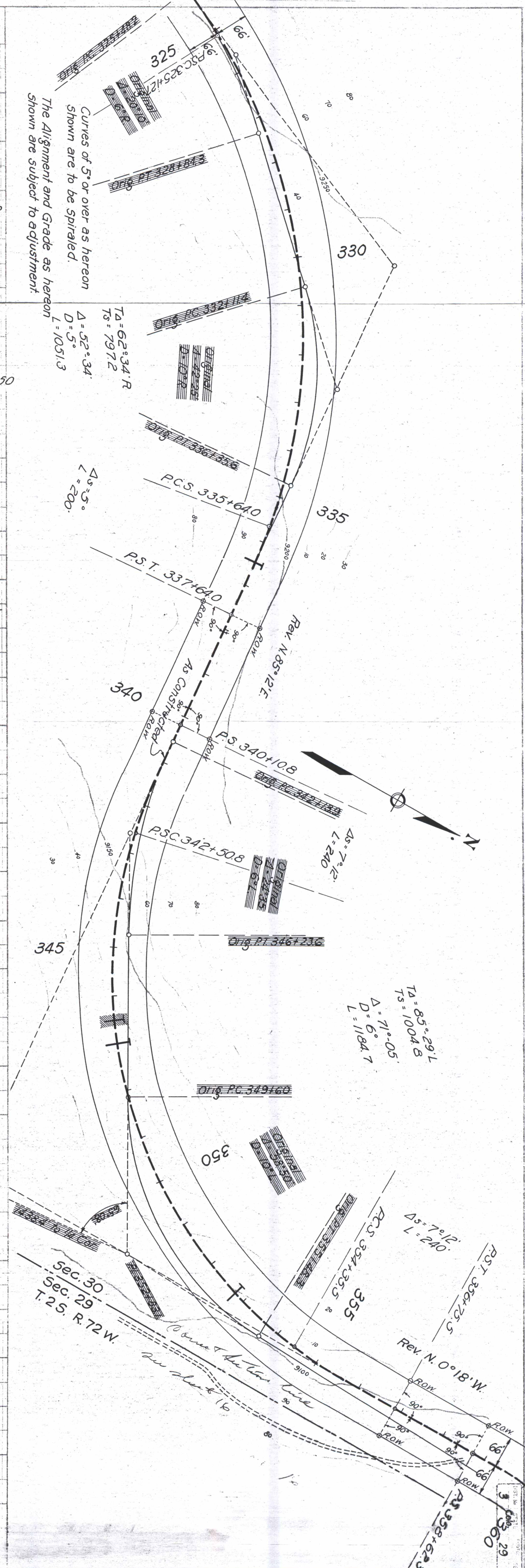


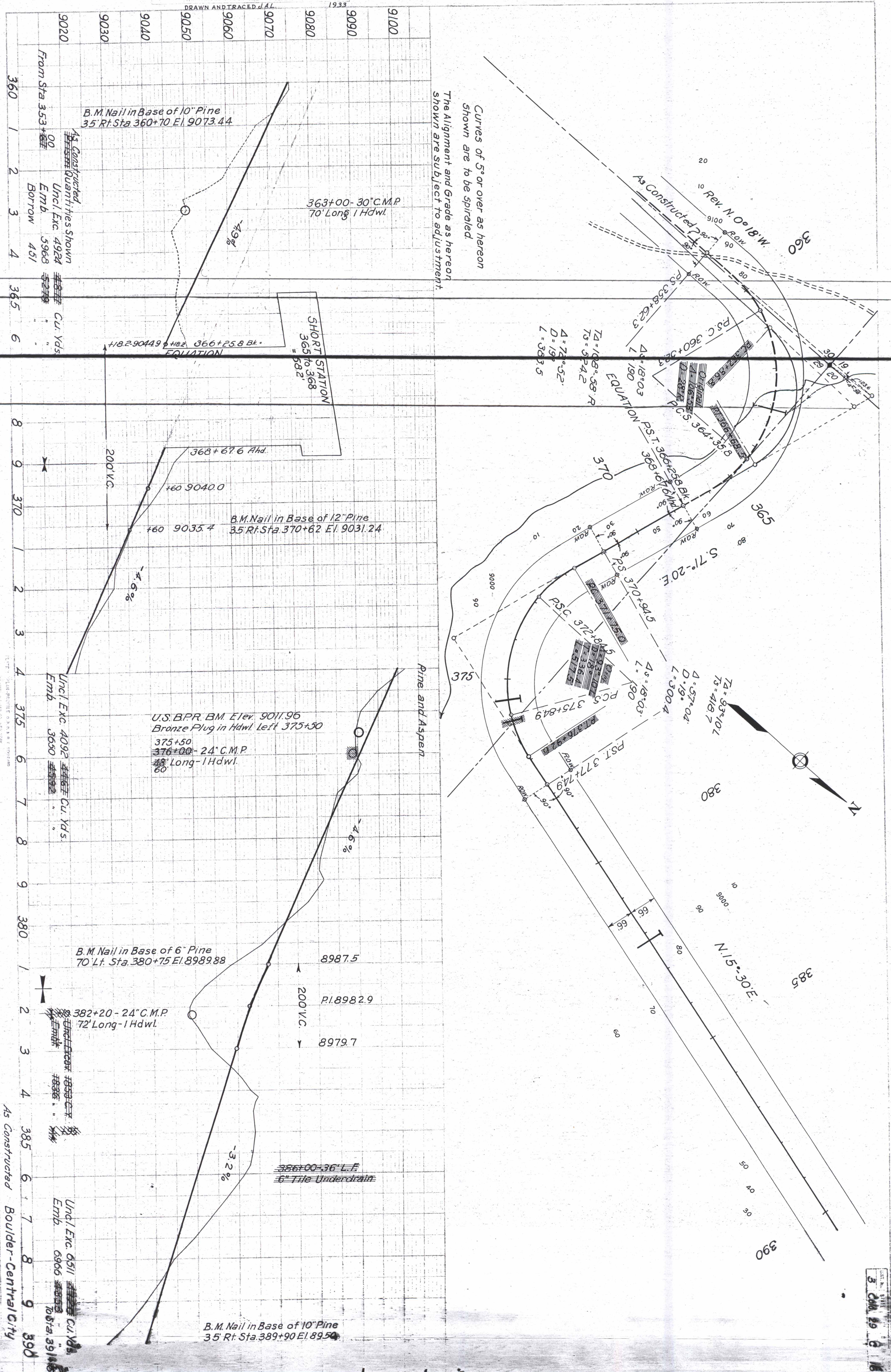
Curves of 5° or over as hereon
shown are to be spiraled.
The Alignment and Grade as hereon
shown are subject to adjustment.

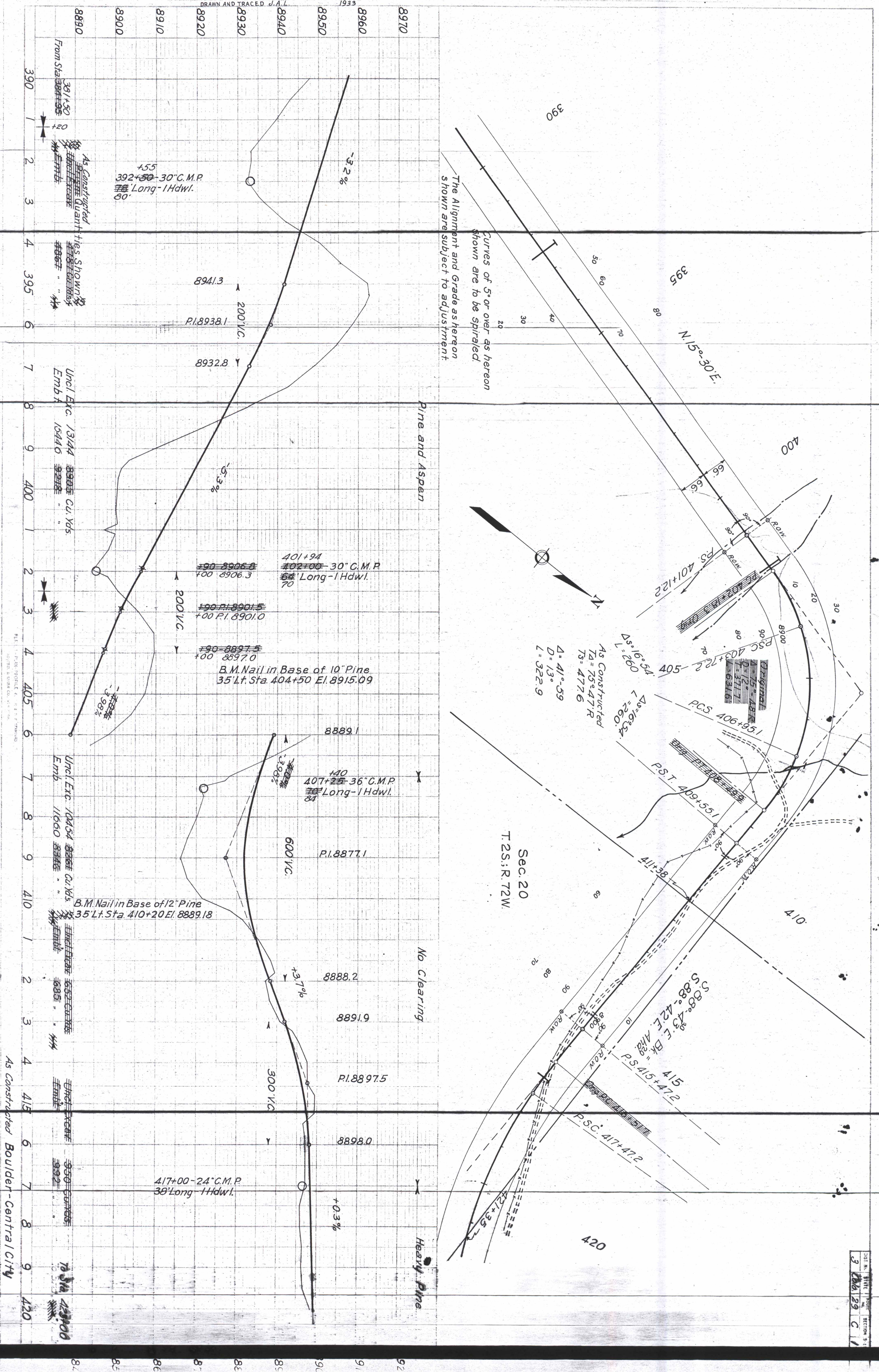


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PRINTED
NOTE BOOK
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1935
M.B.K.
P.A.B.
W.H.C.
Drawn & Traced A.H.B.
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PROFILE
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PRINTED
NOTE BOOK
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P.A.B.
W.H.C.
Drawn & Traced A.H.B.
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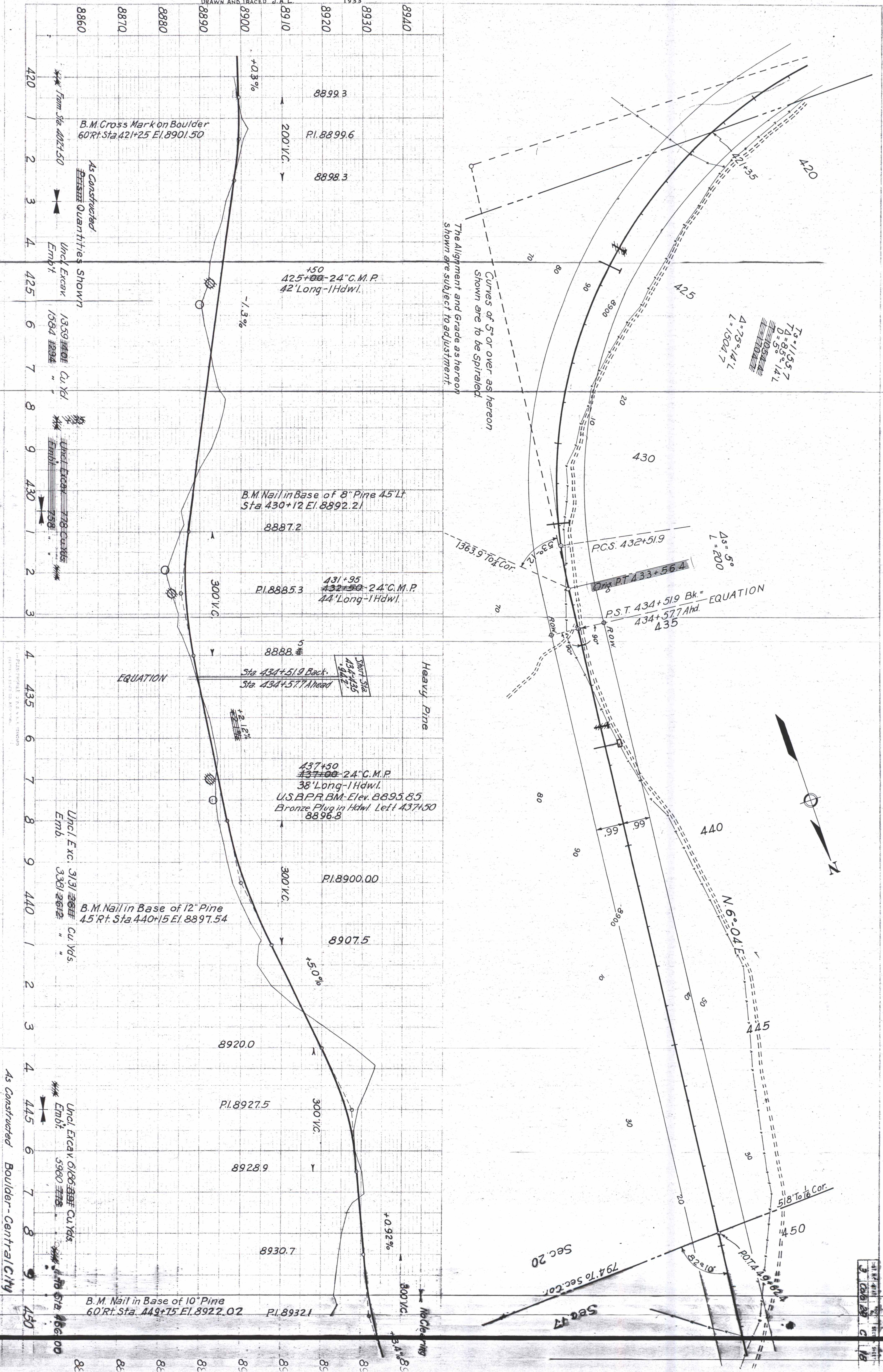


PROFILE
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DATE 10/1/32
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DRAWN AND TRACED J.A.L. 1933

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J.A.W.
J.E.M.
J.A.W.

PLAN
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NOTED BY
NO. 1000
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DATE 10/1/32
DRAWN AND TRACED J.A.L. 1933

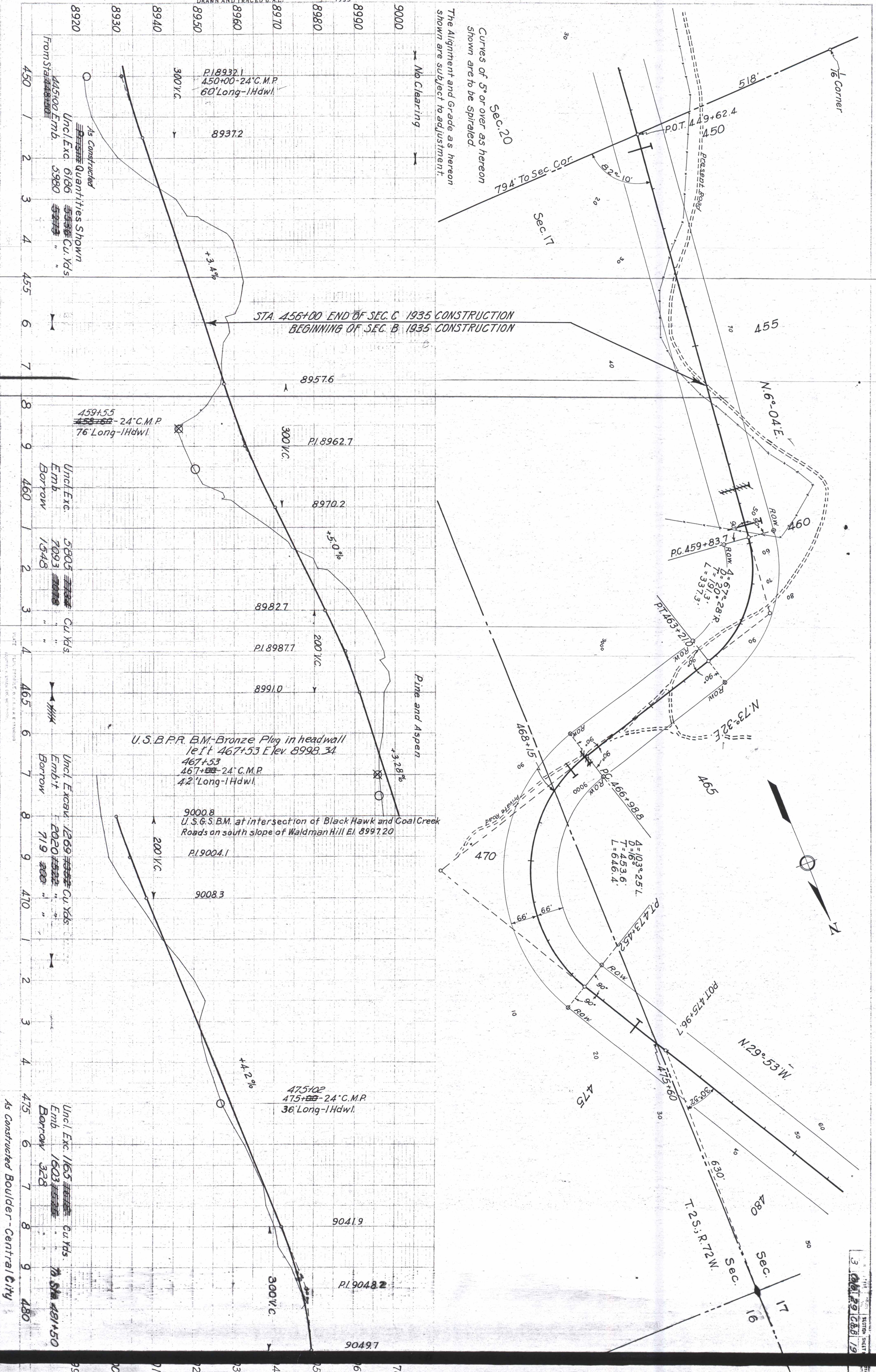
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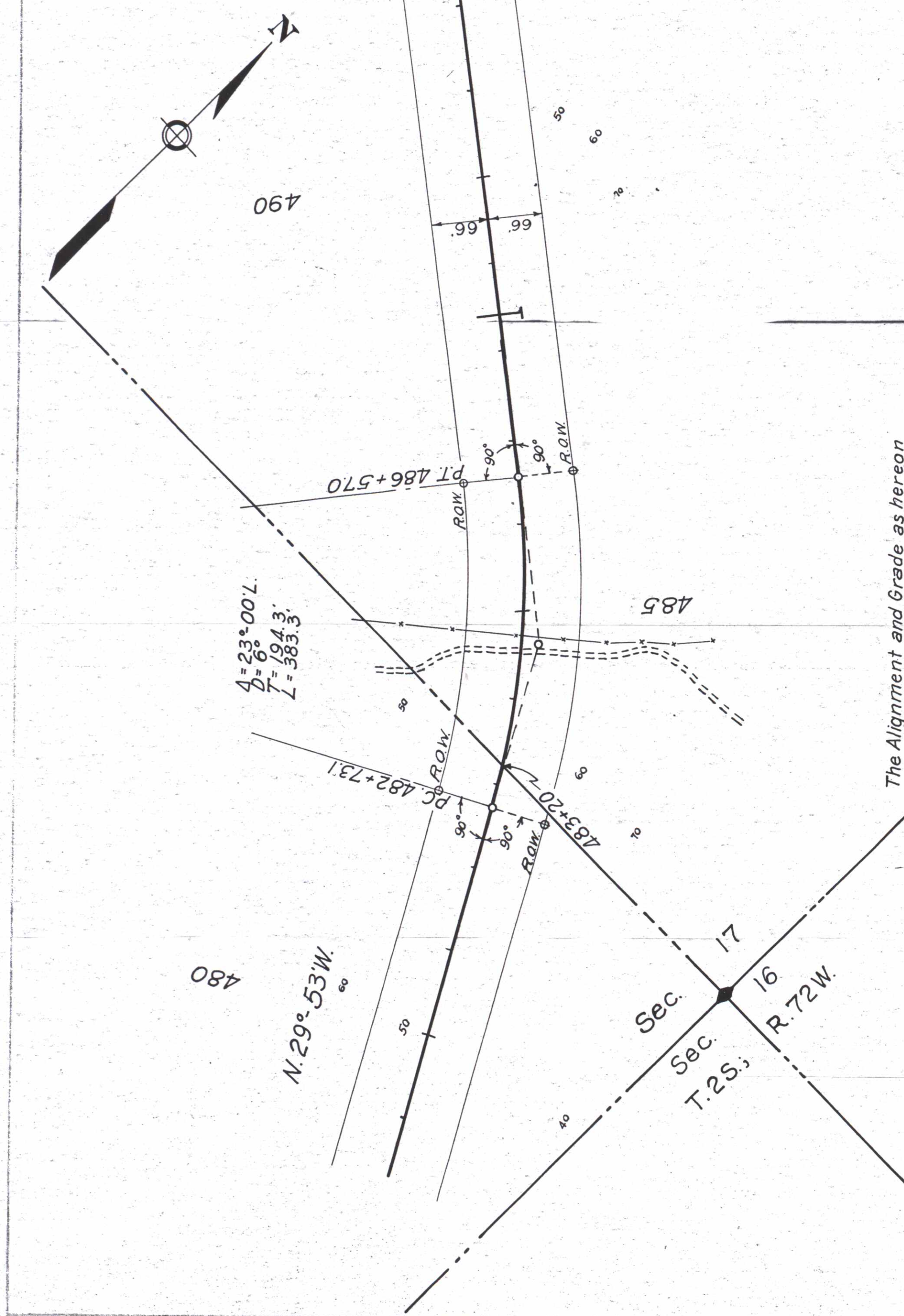
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DESIGNED BY M.B.K.
CHECKED BY J.A.W.
DATE OF DESIGN 1932
DATE OF CONSTRUCTION 1933
DRAWN AND TRACED J.A.L.
1933

PLAN
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CHECKED BY J.E.M.
DATE OF DESIGN 1932
DATE OF CONSTRUCTION 1933
DRAWN AND TRACED J.A.L.
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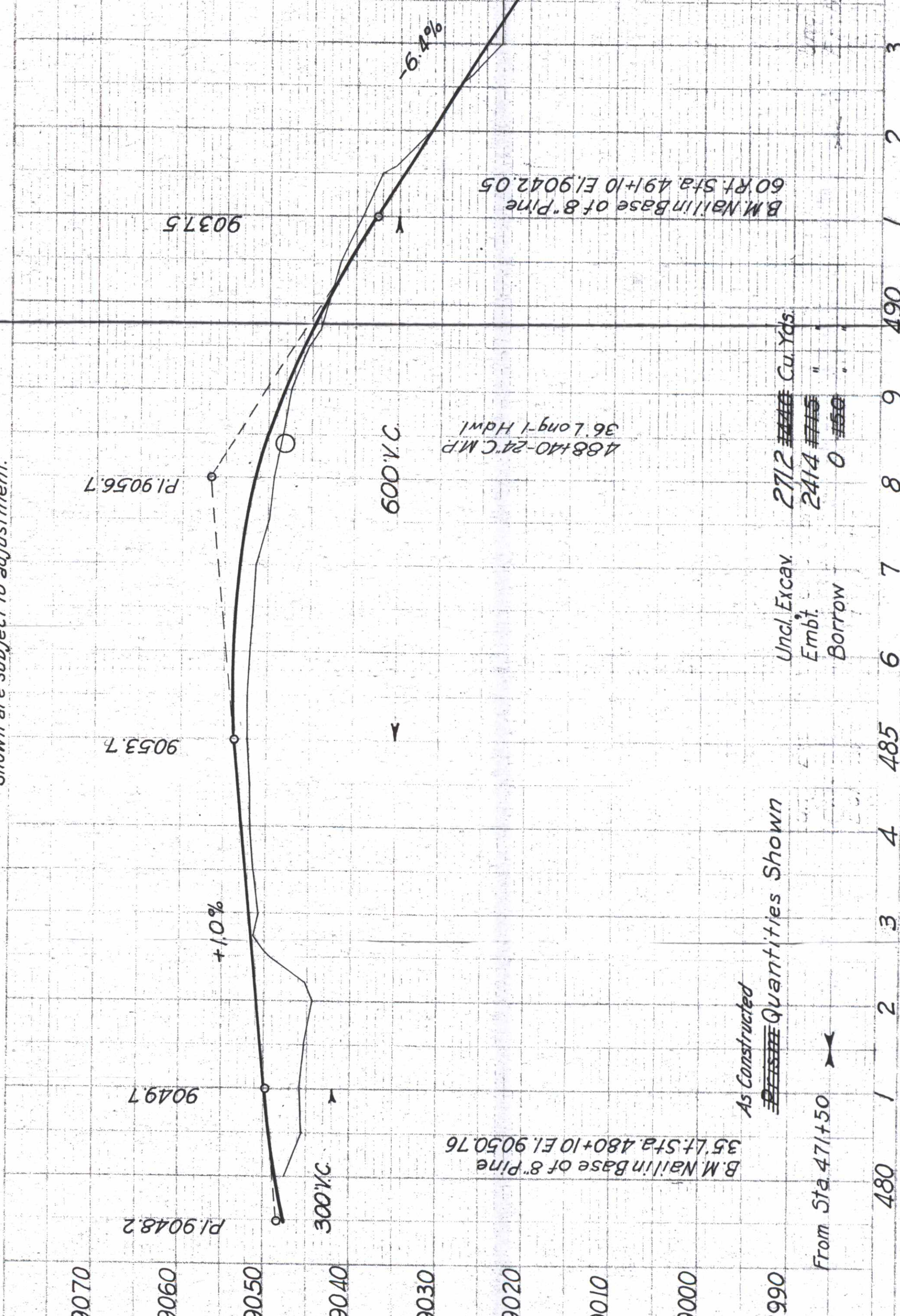
Curves of 5° or over as hereon
shown are to be spiraled.
The alignment and grade as hereon
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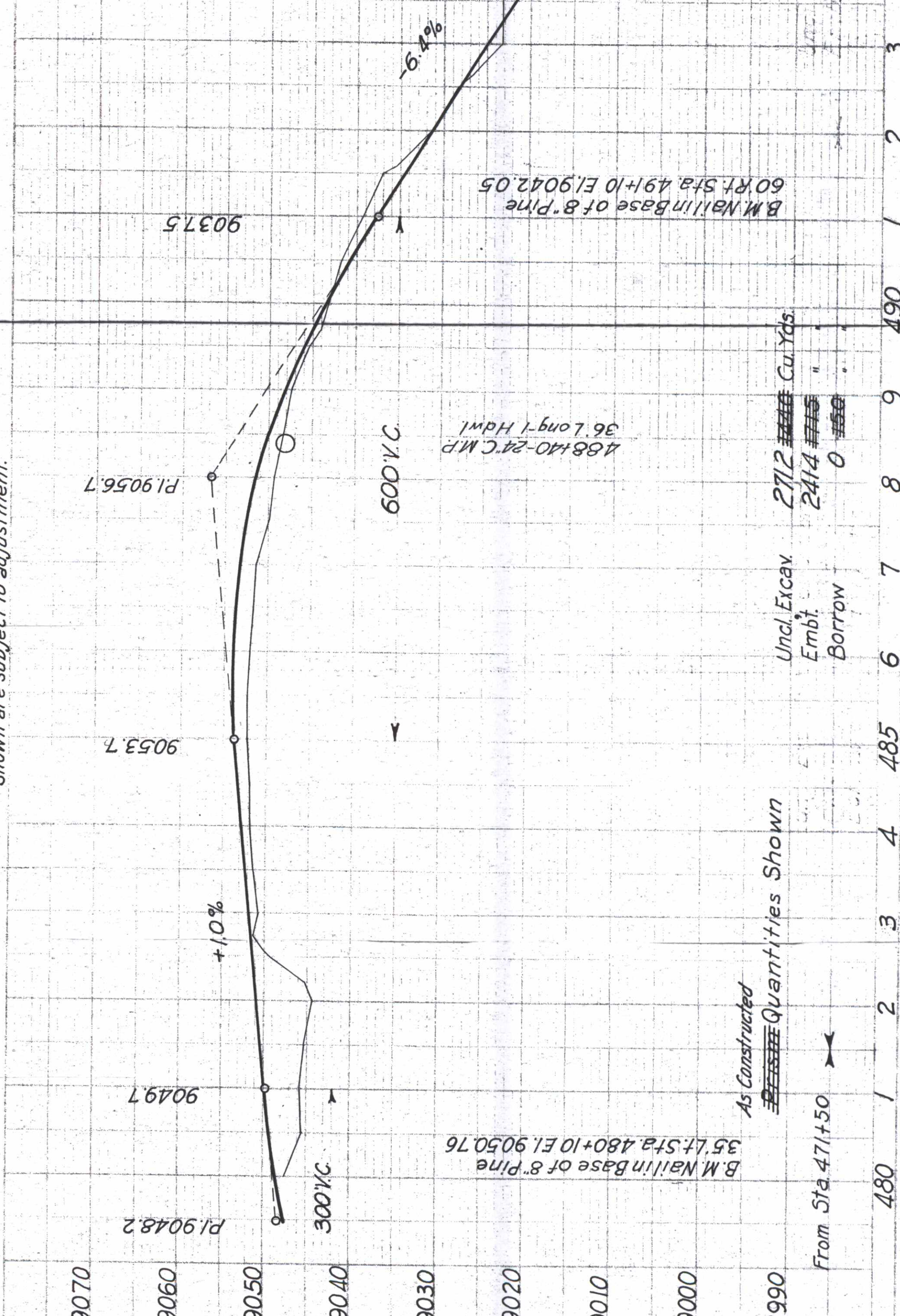
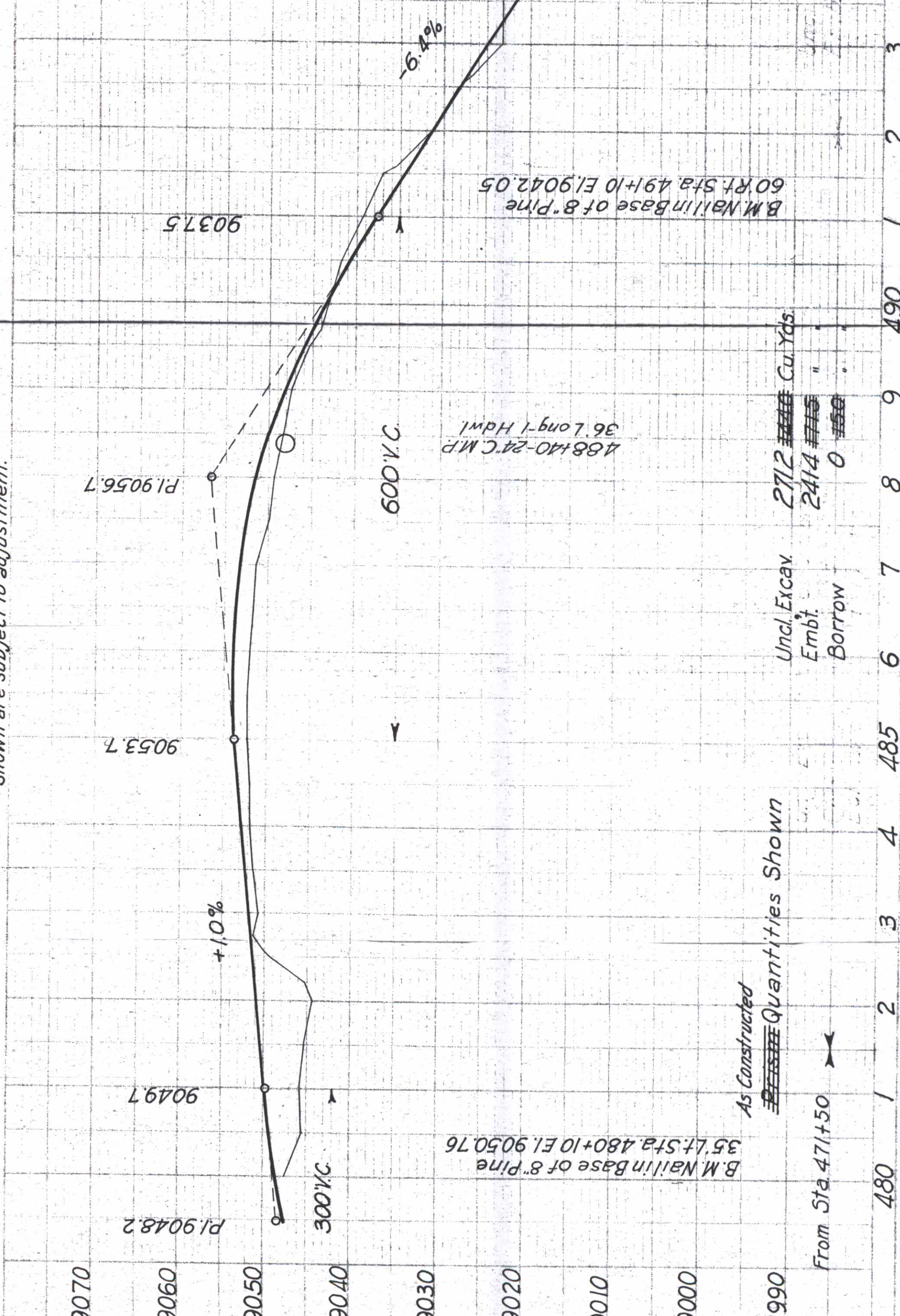
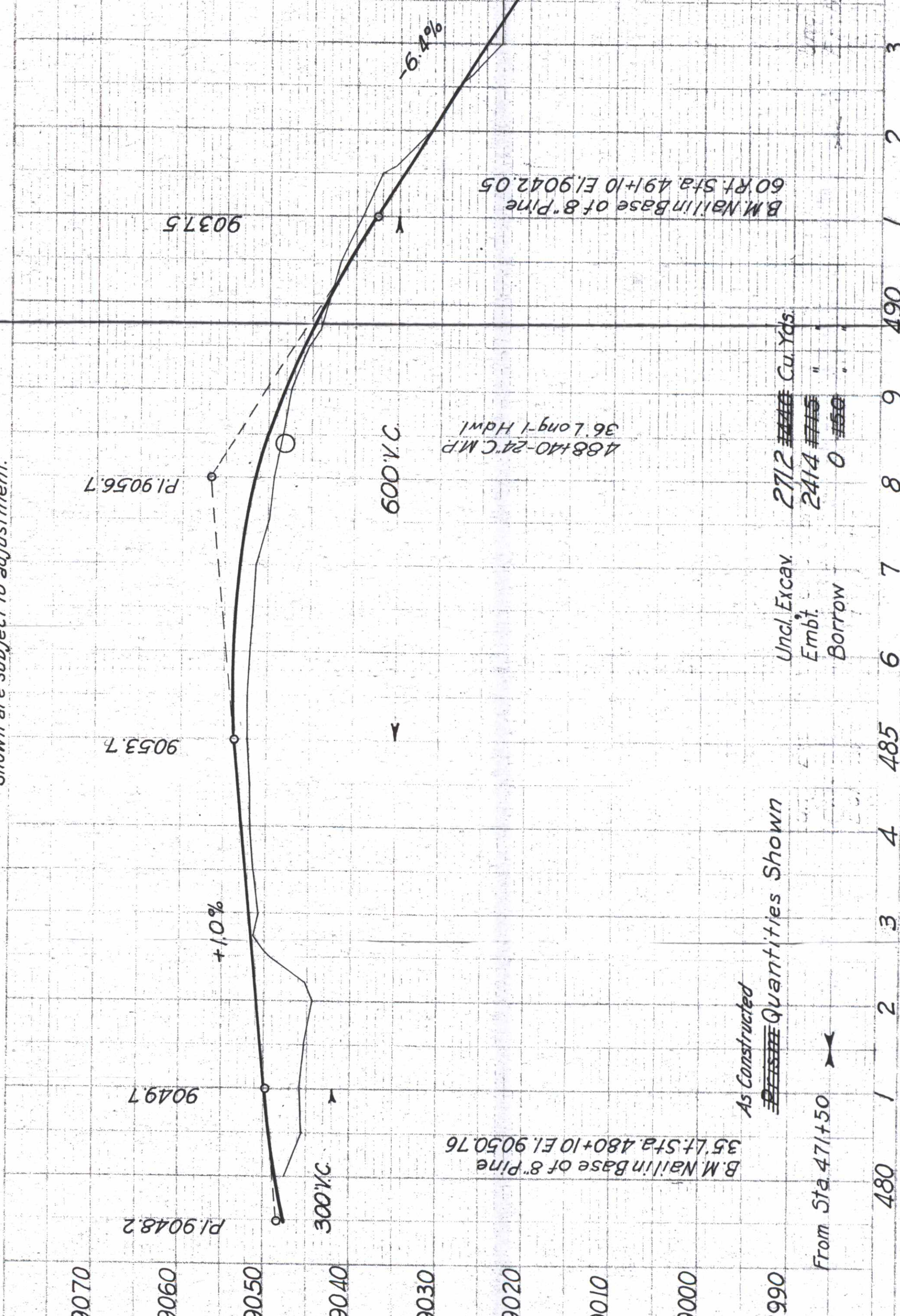
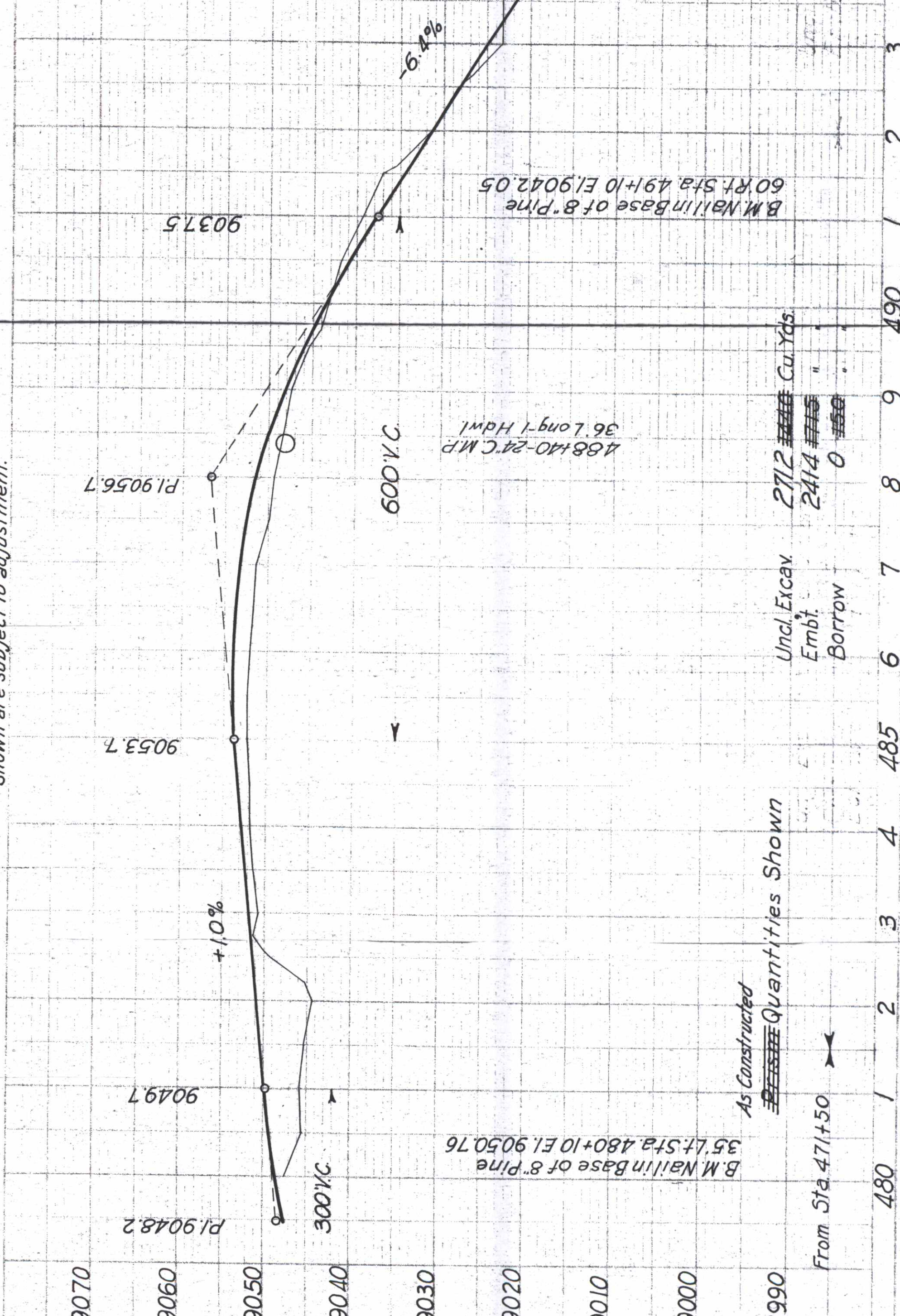
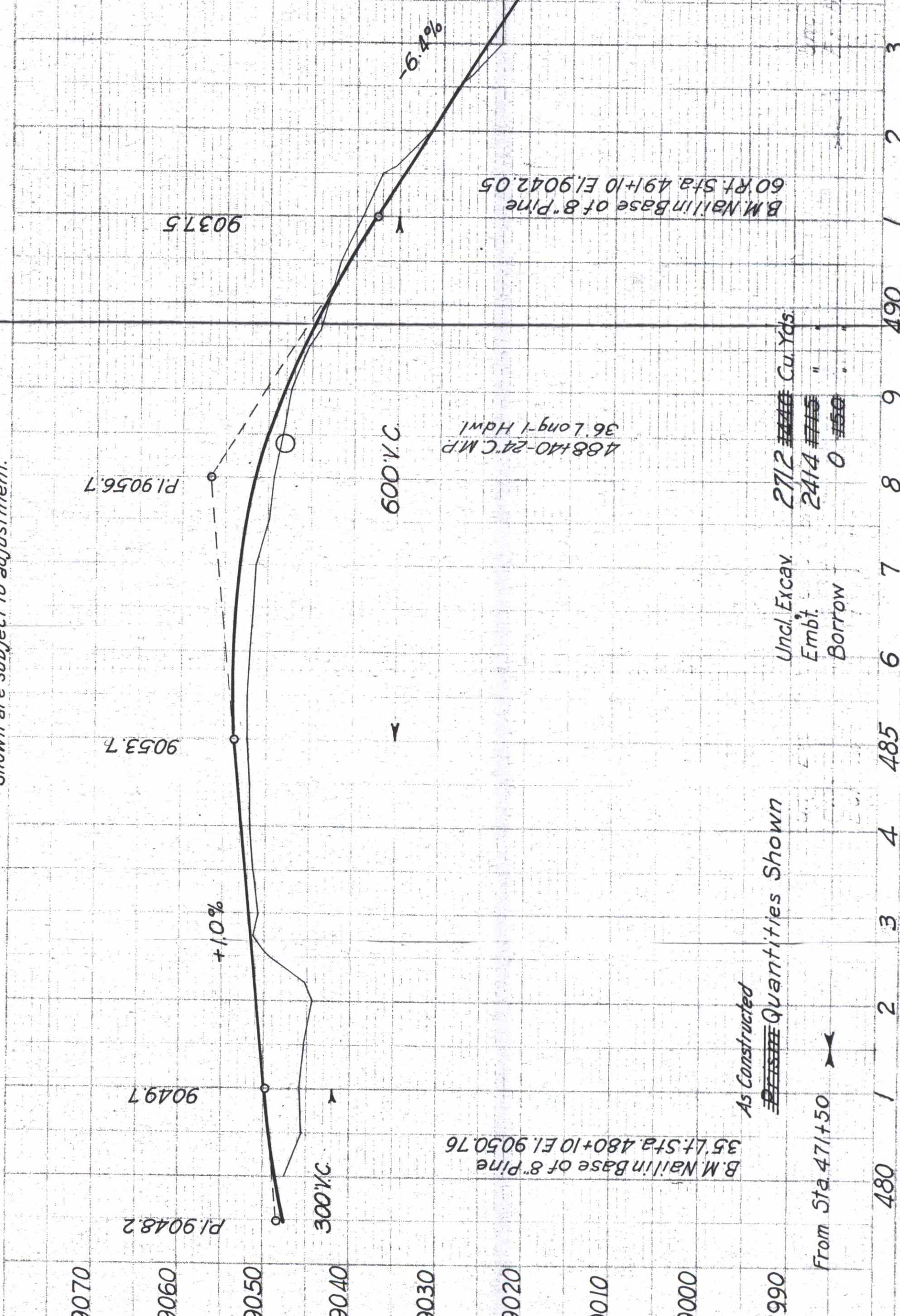
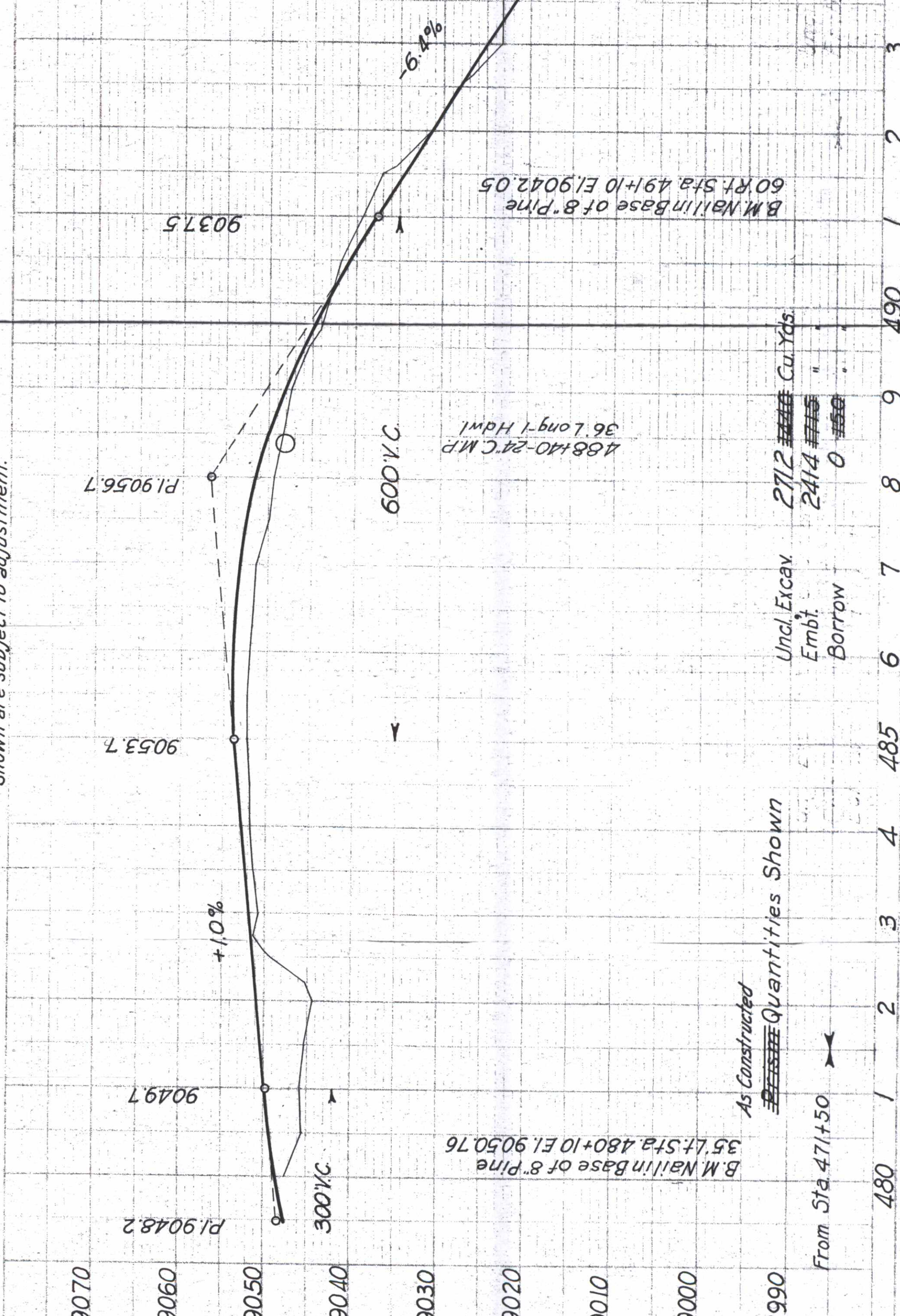
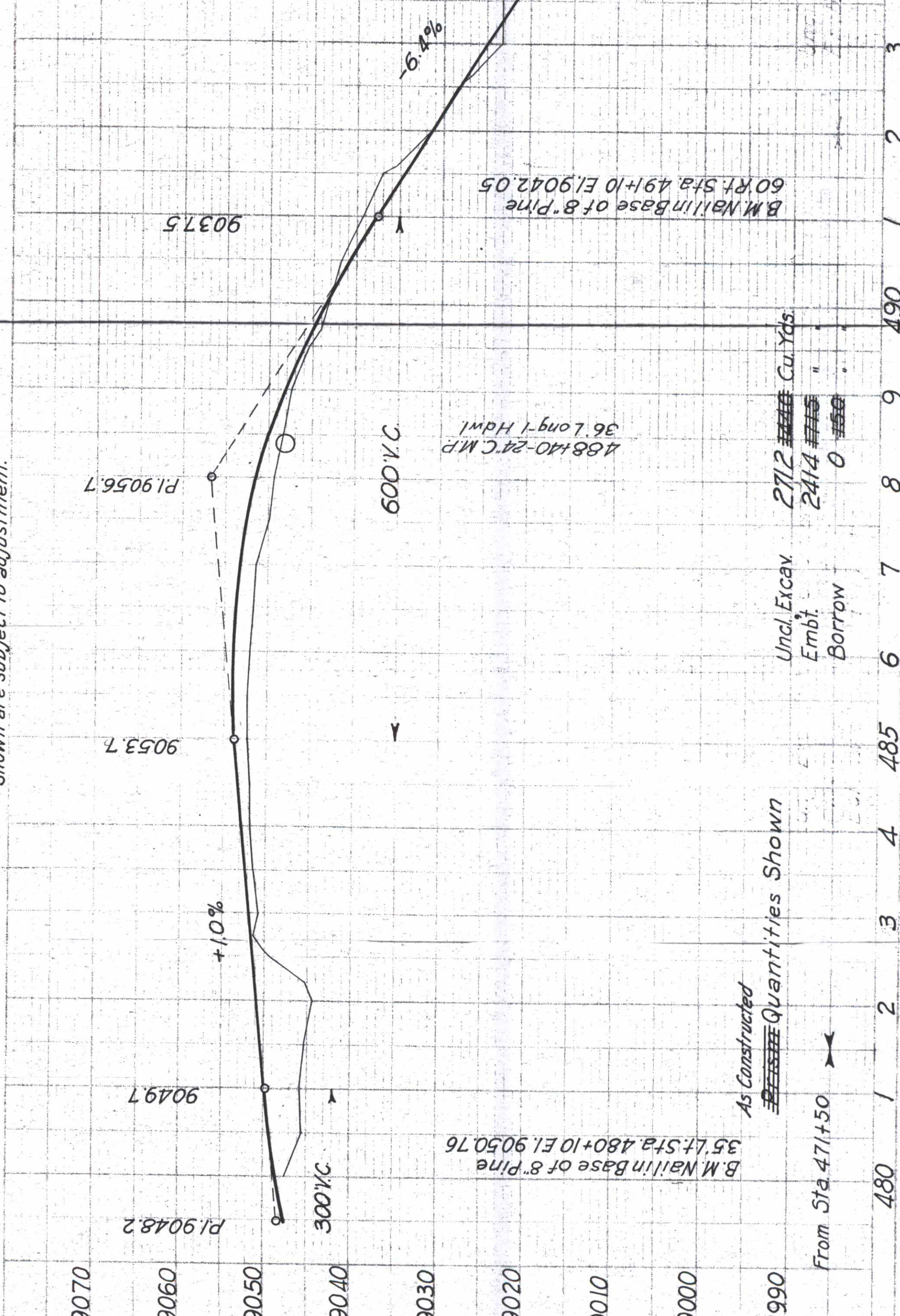
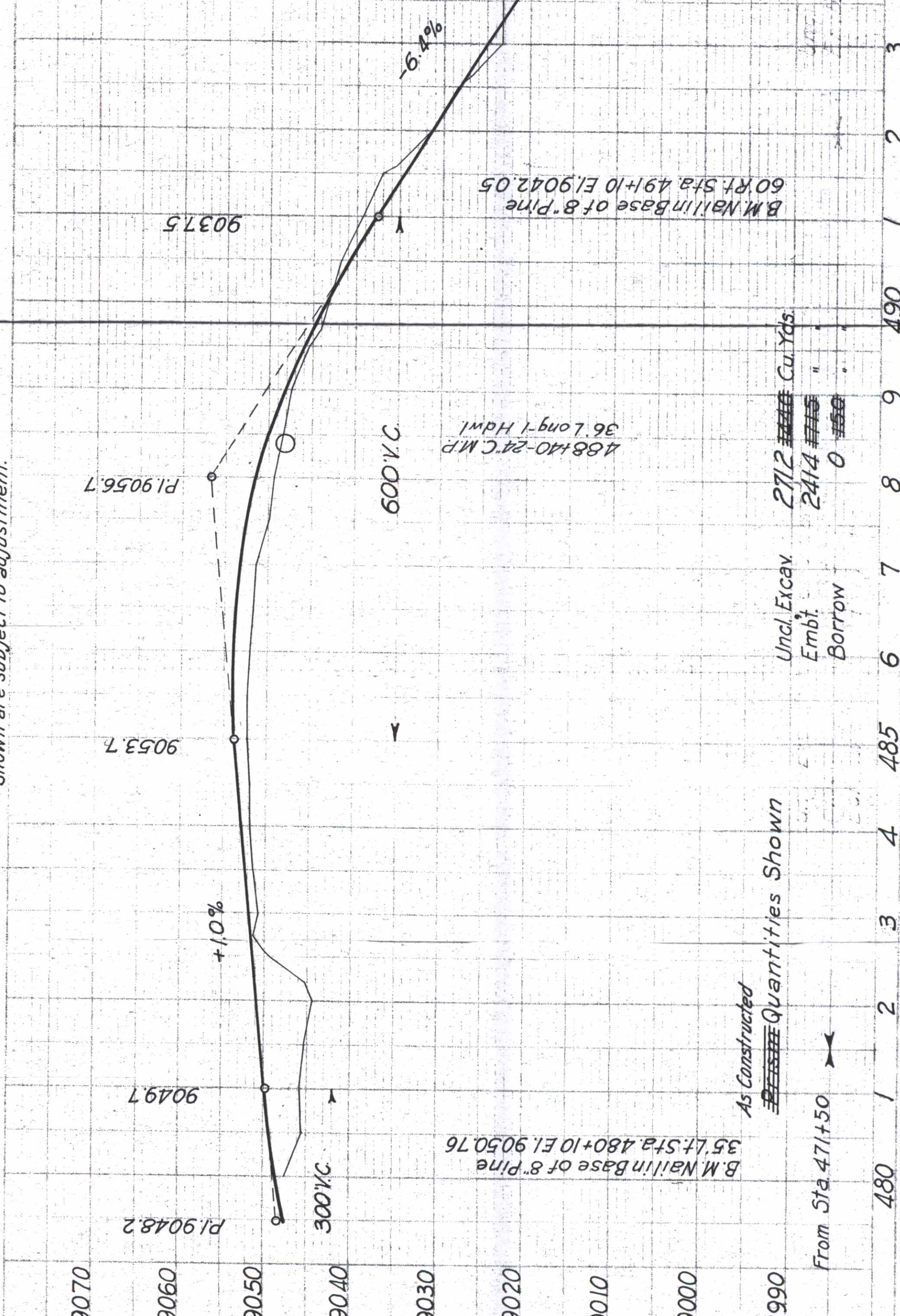
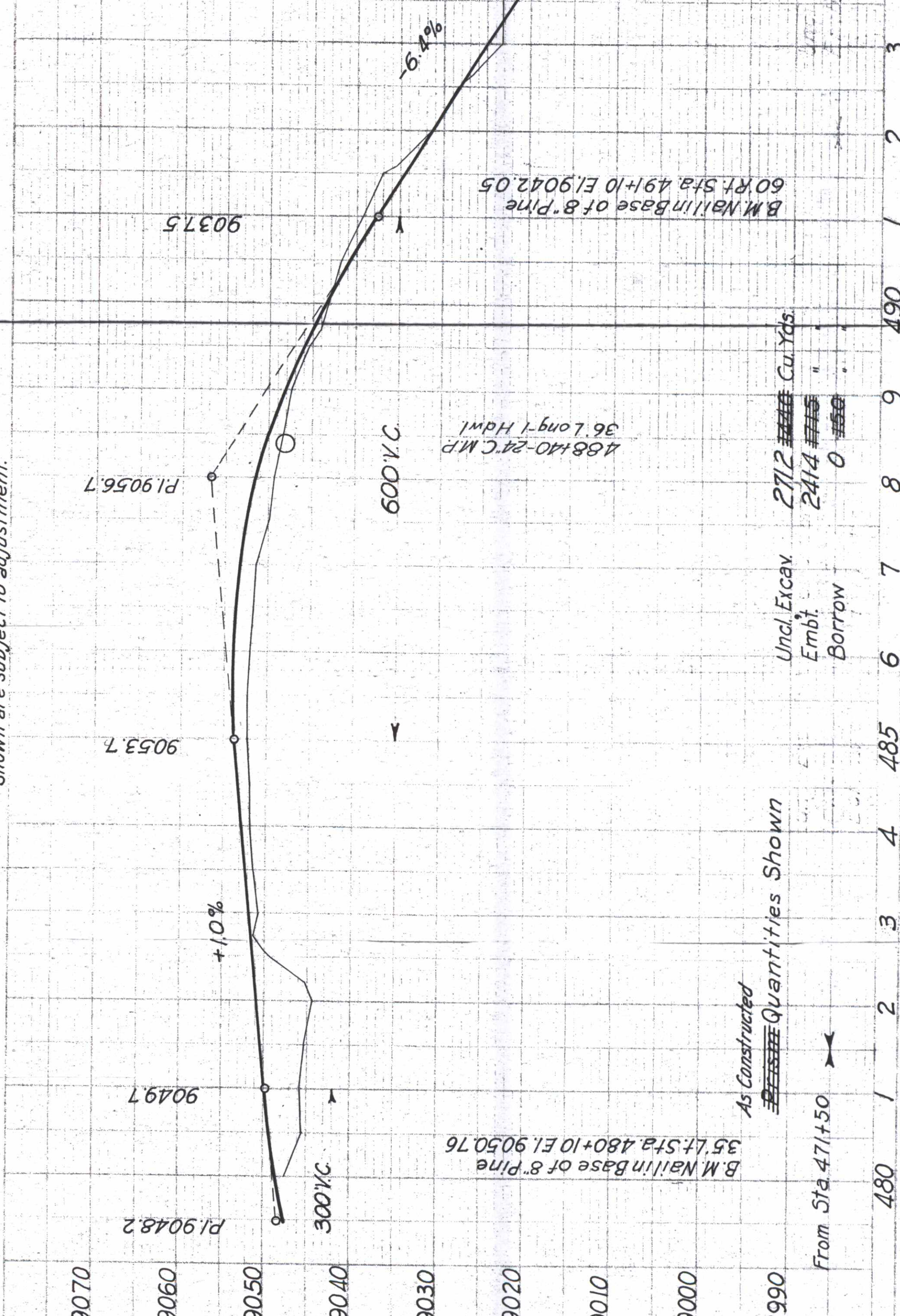
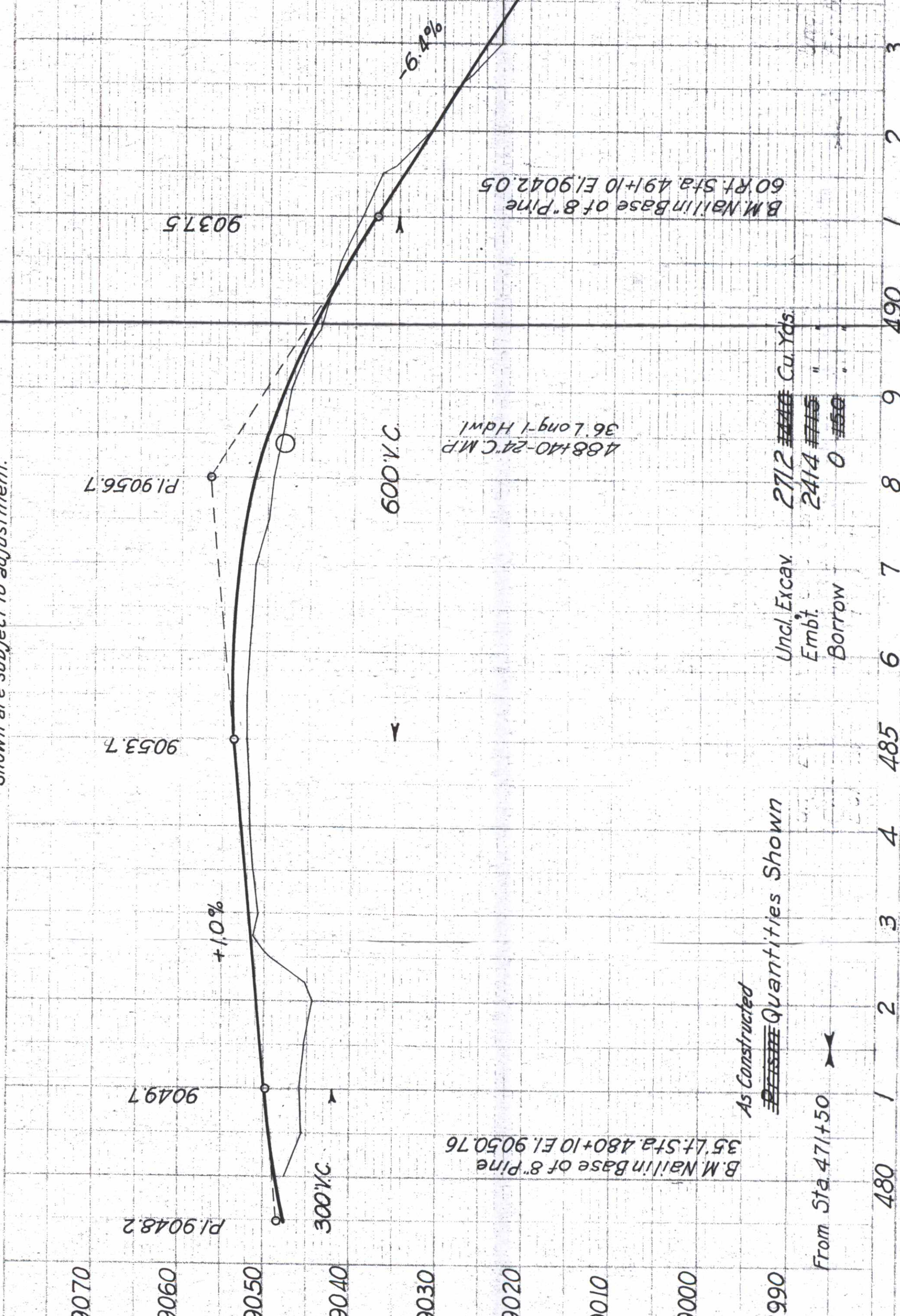
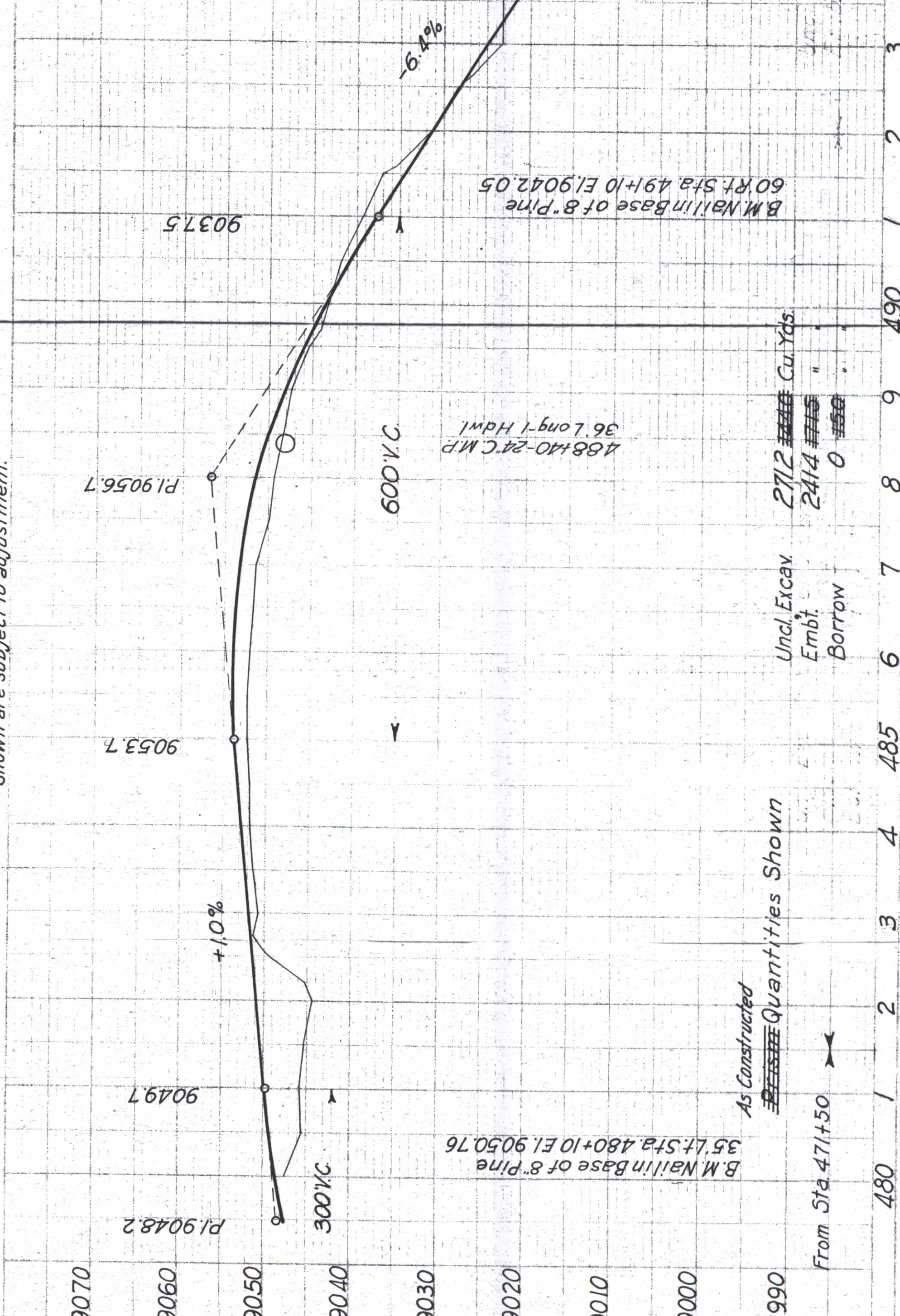
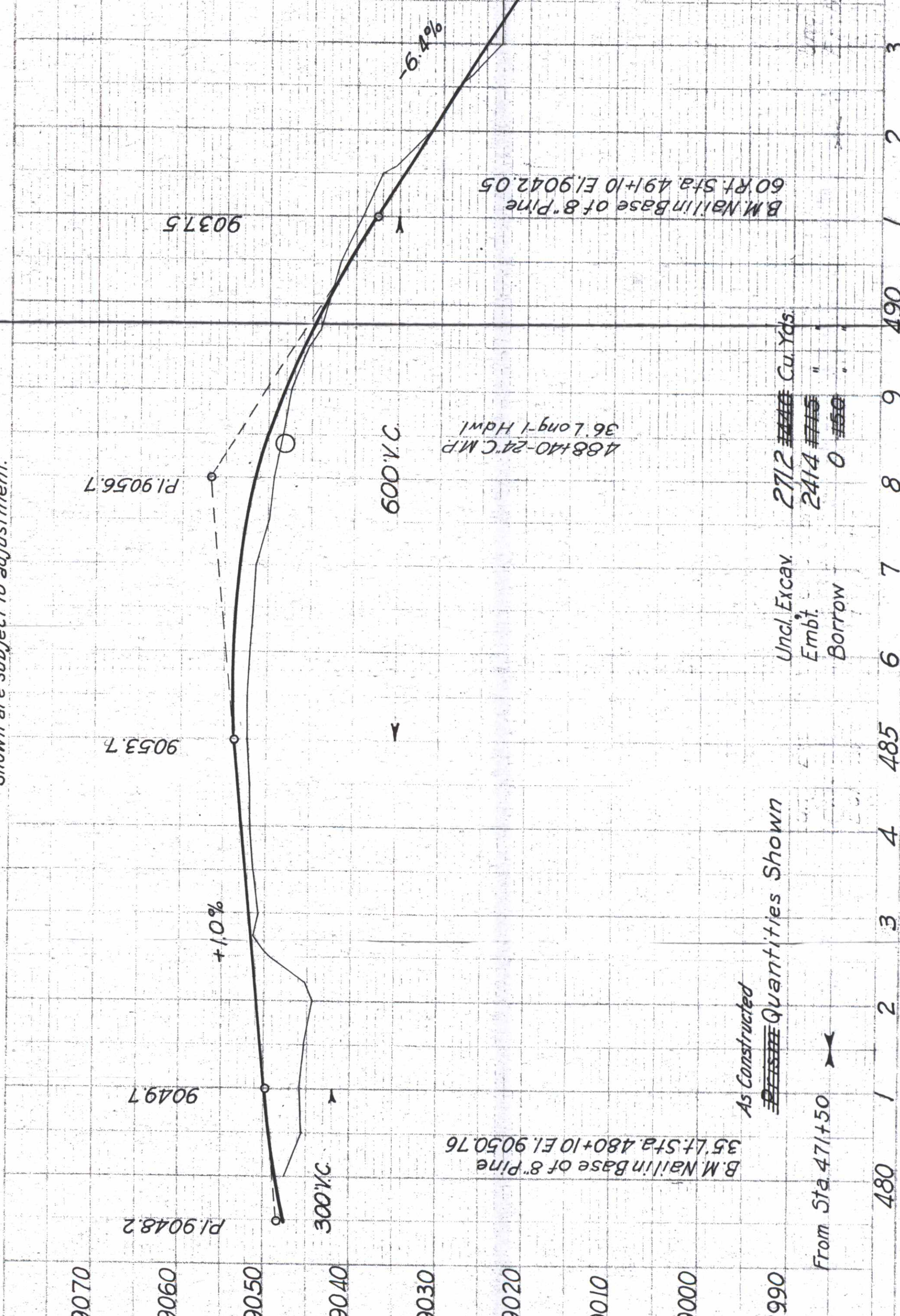
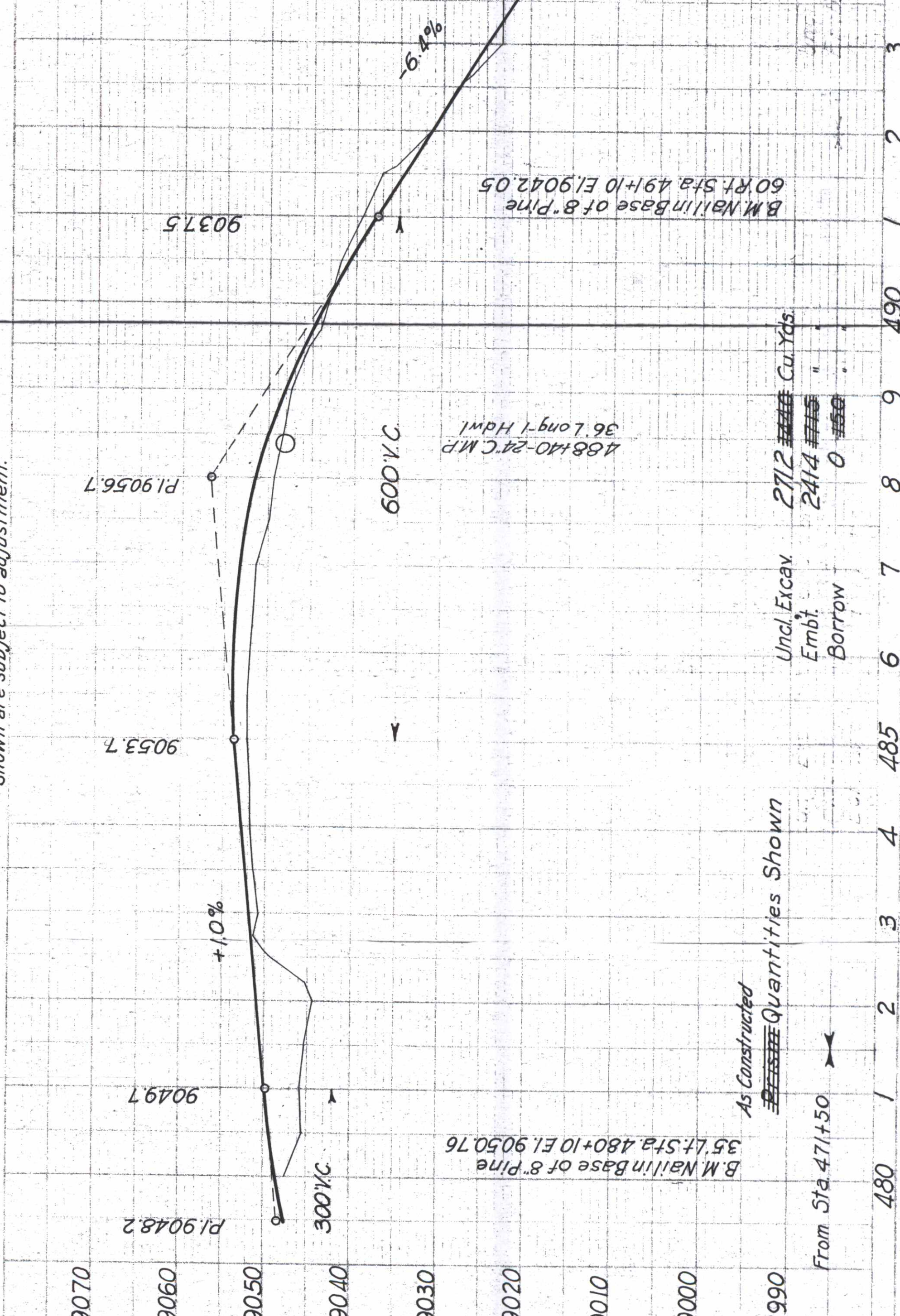
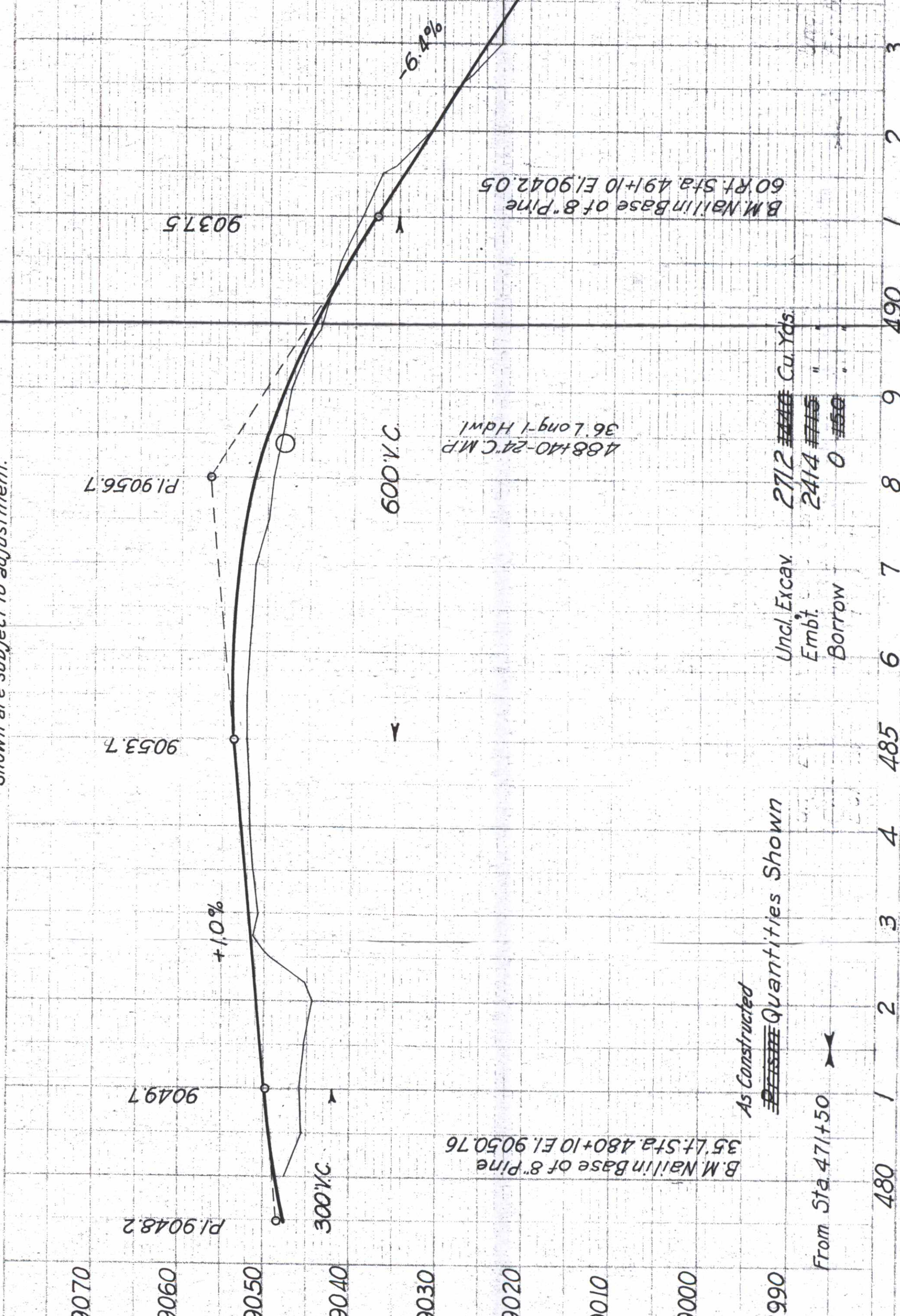
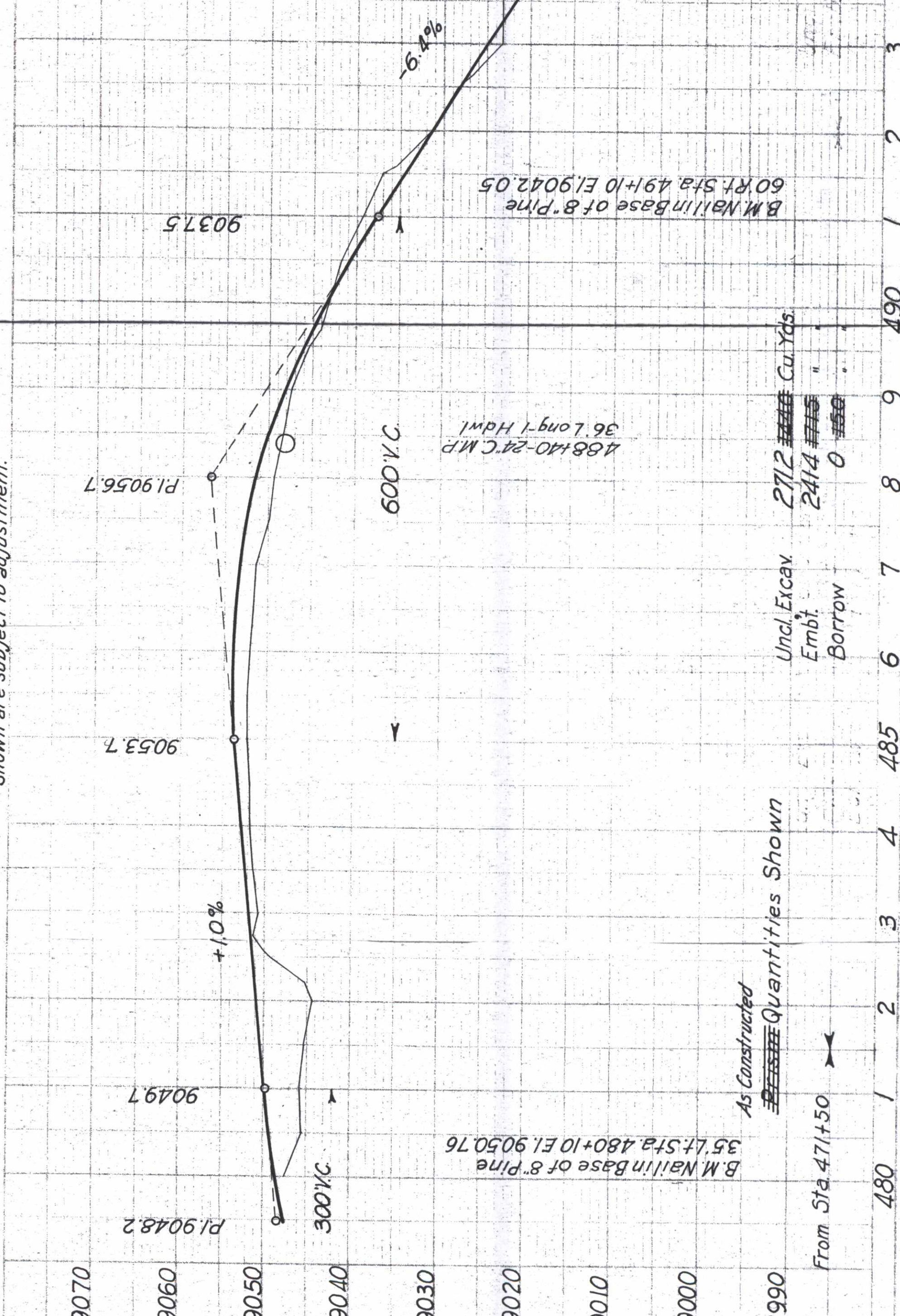
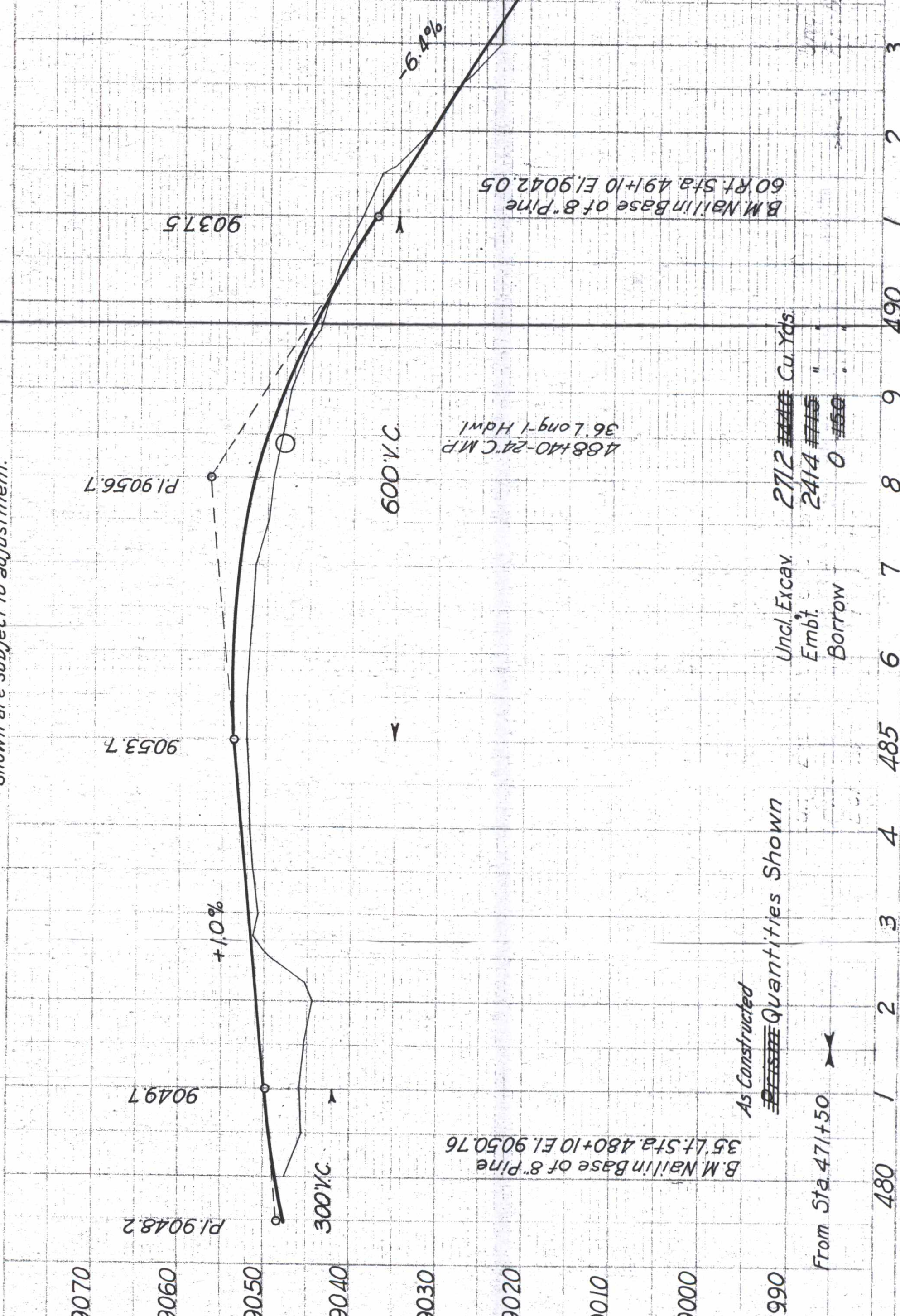
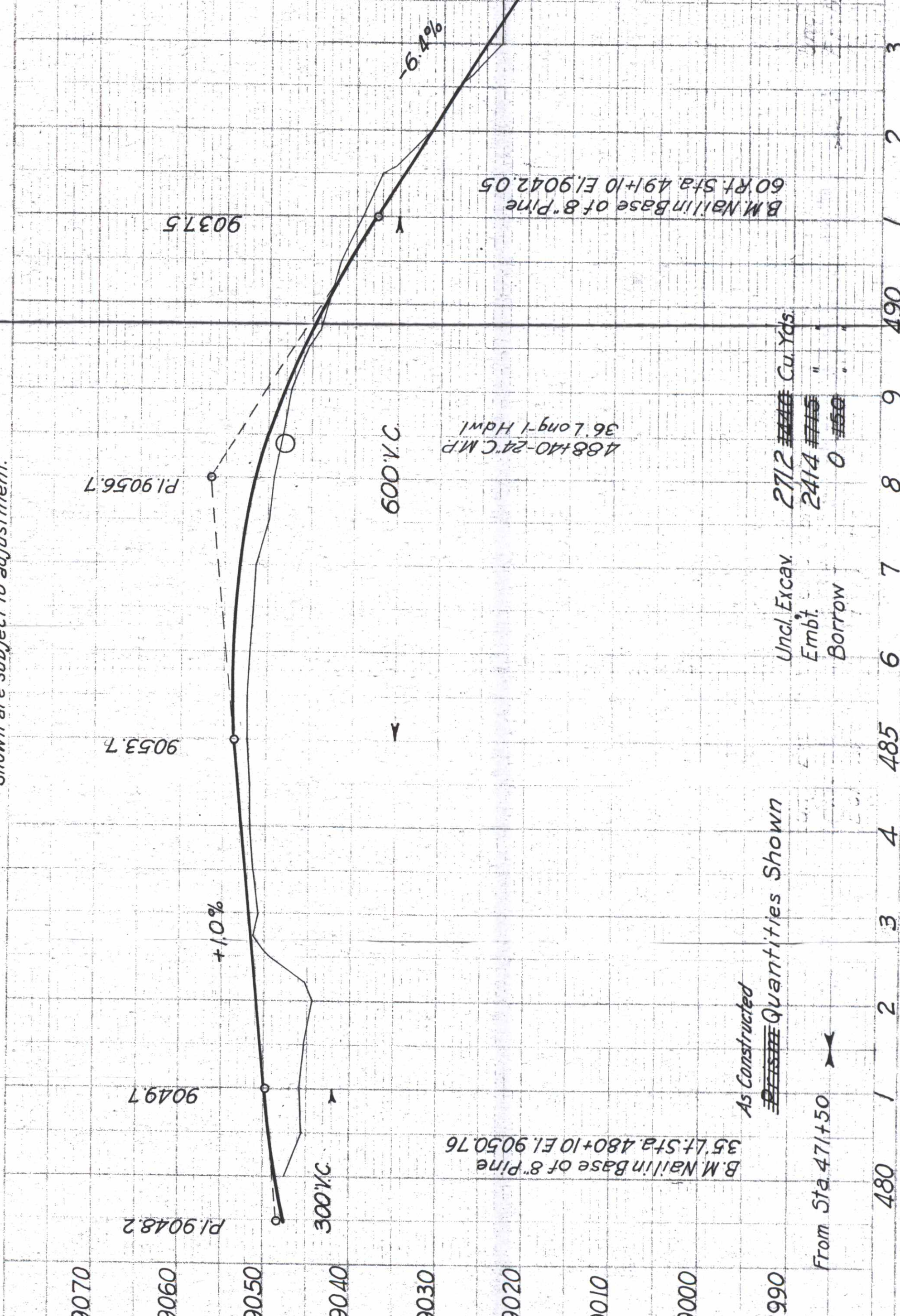
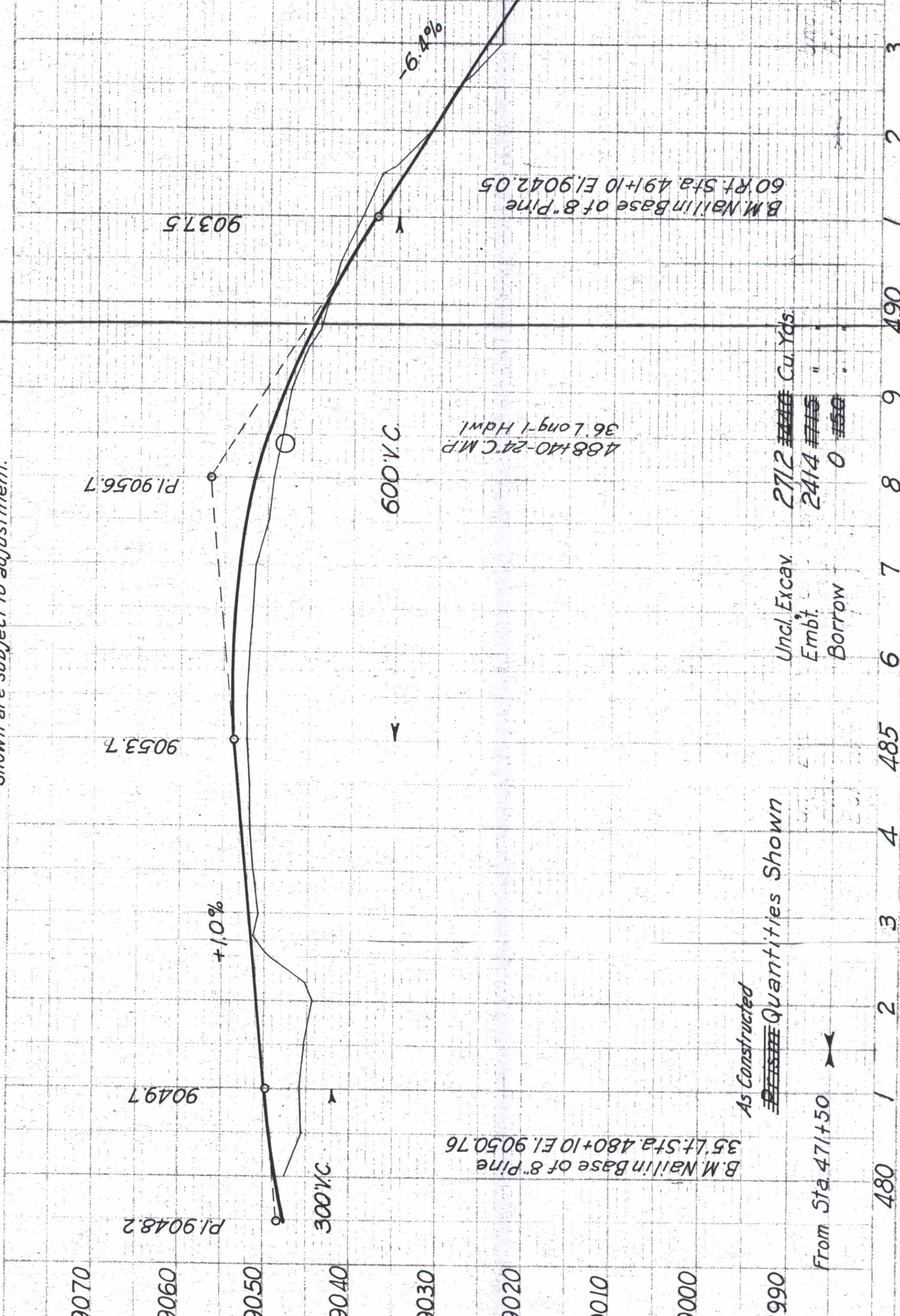
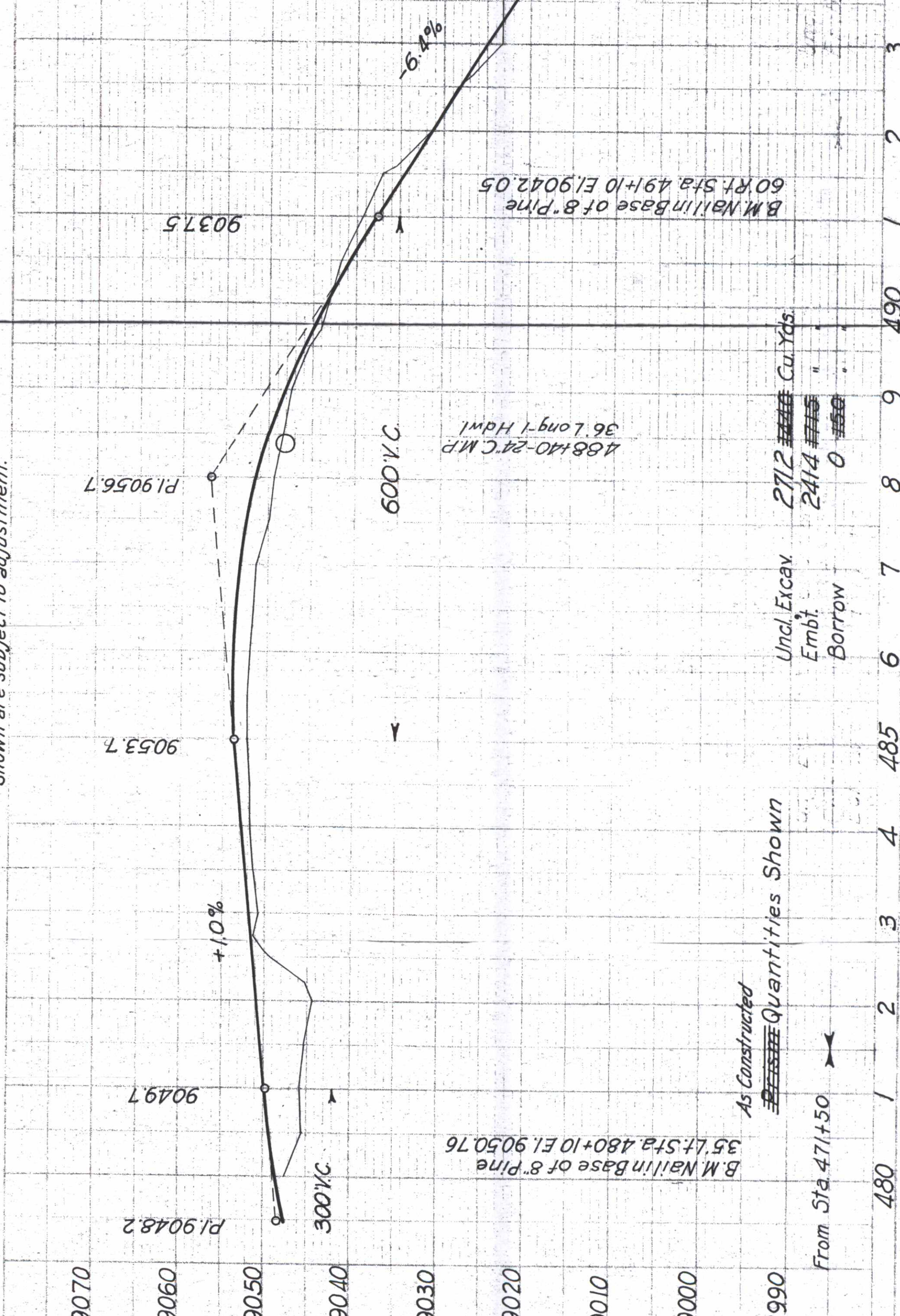
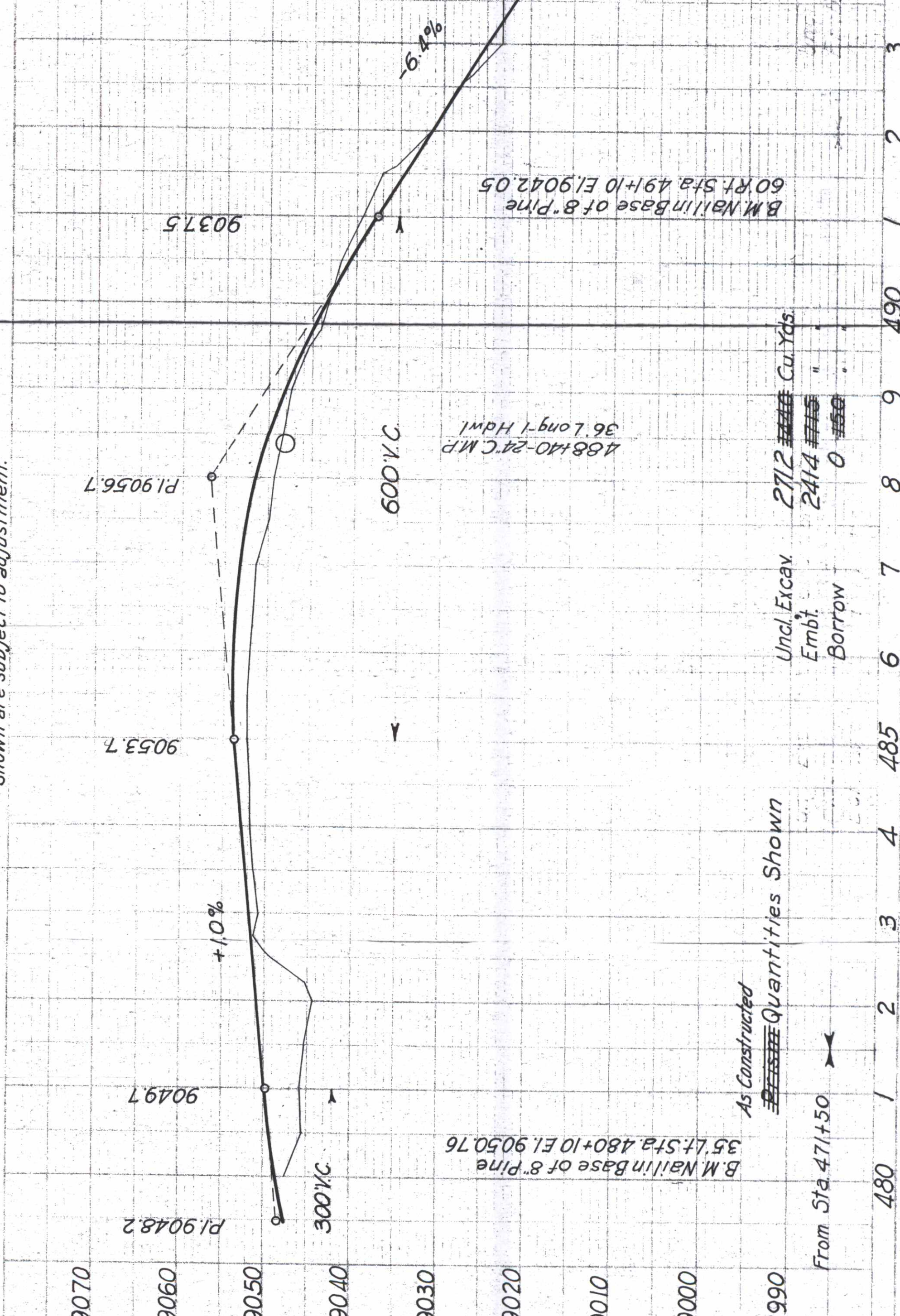
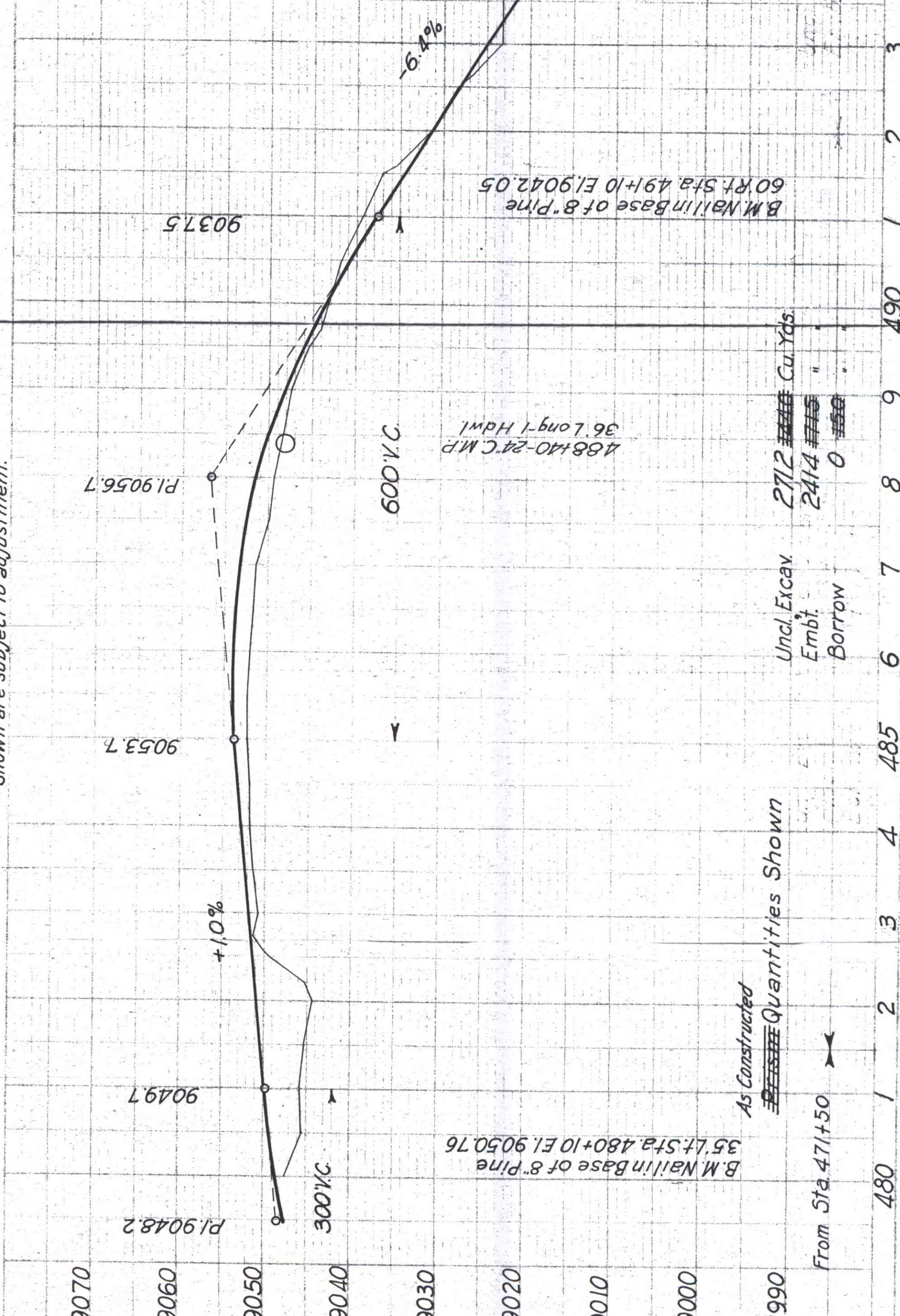
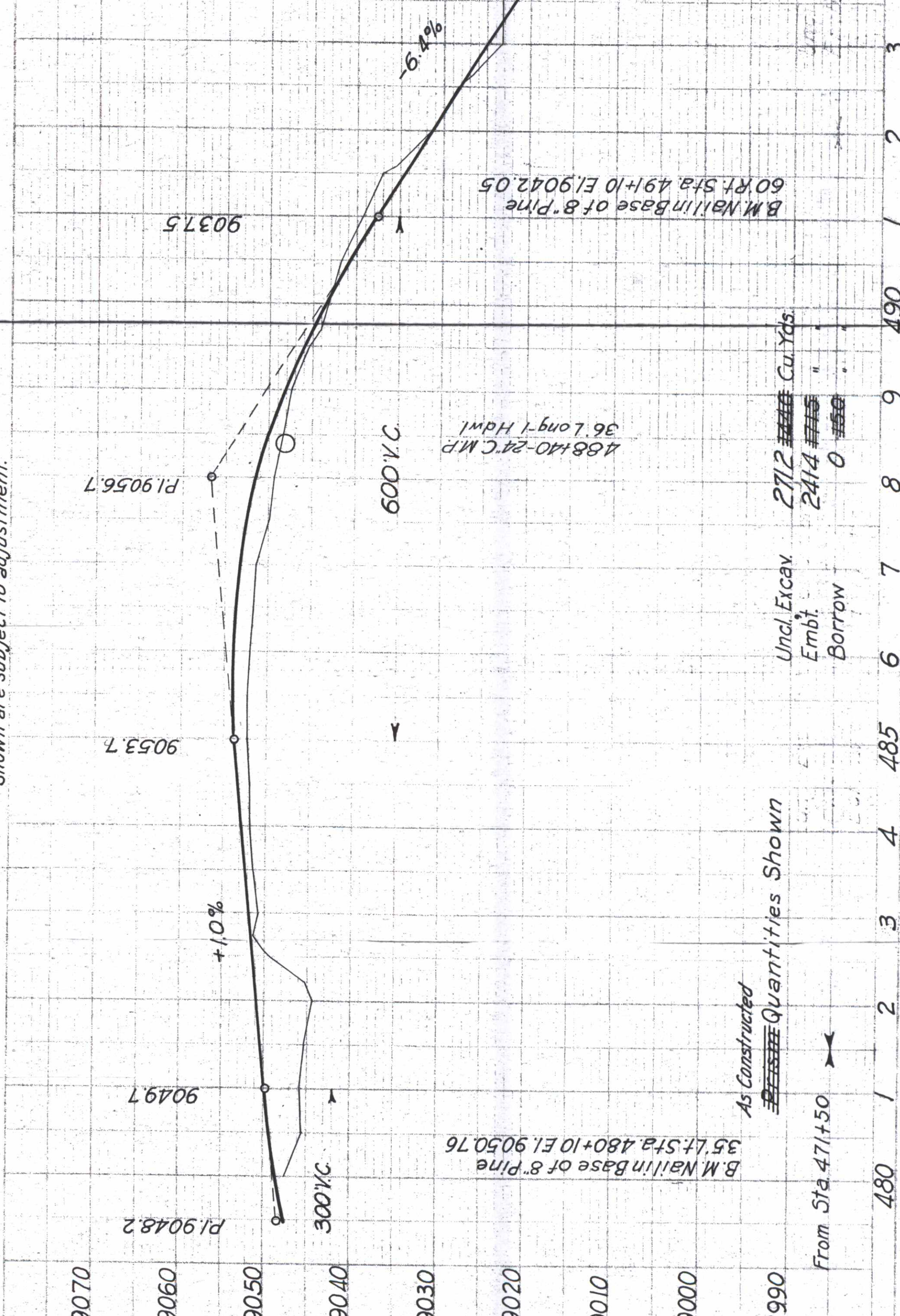
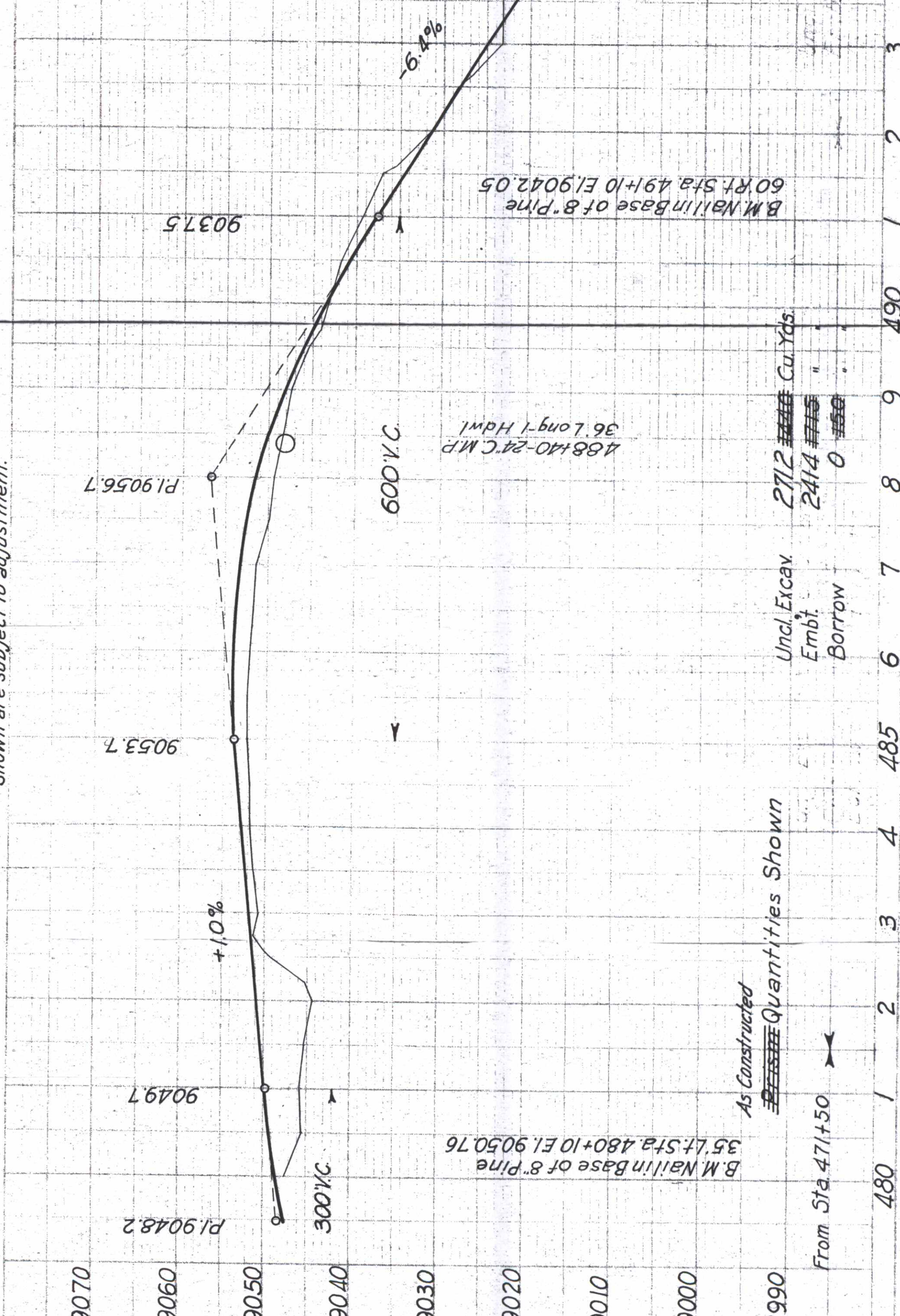
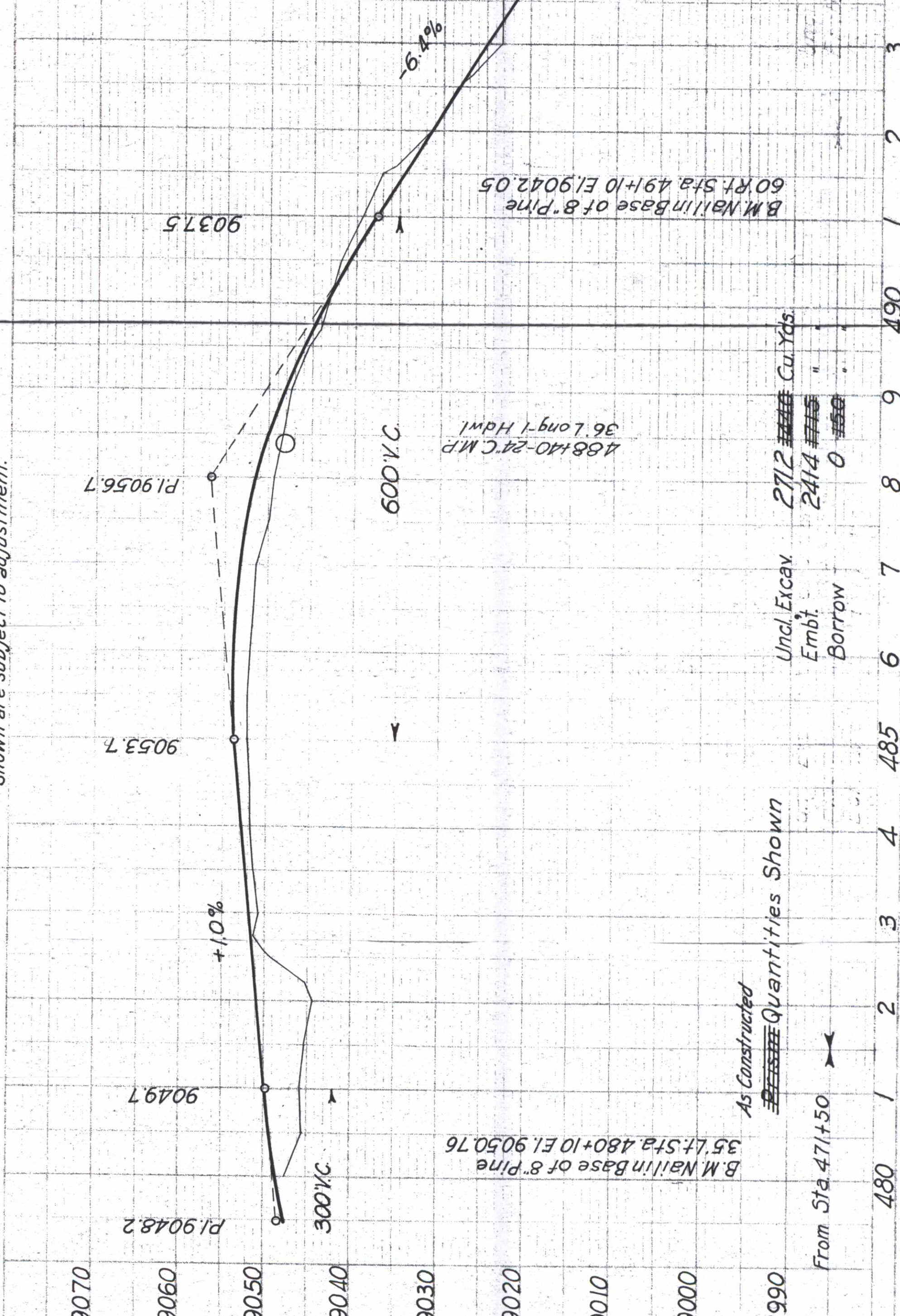
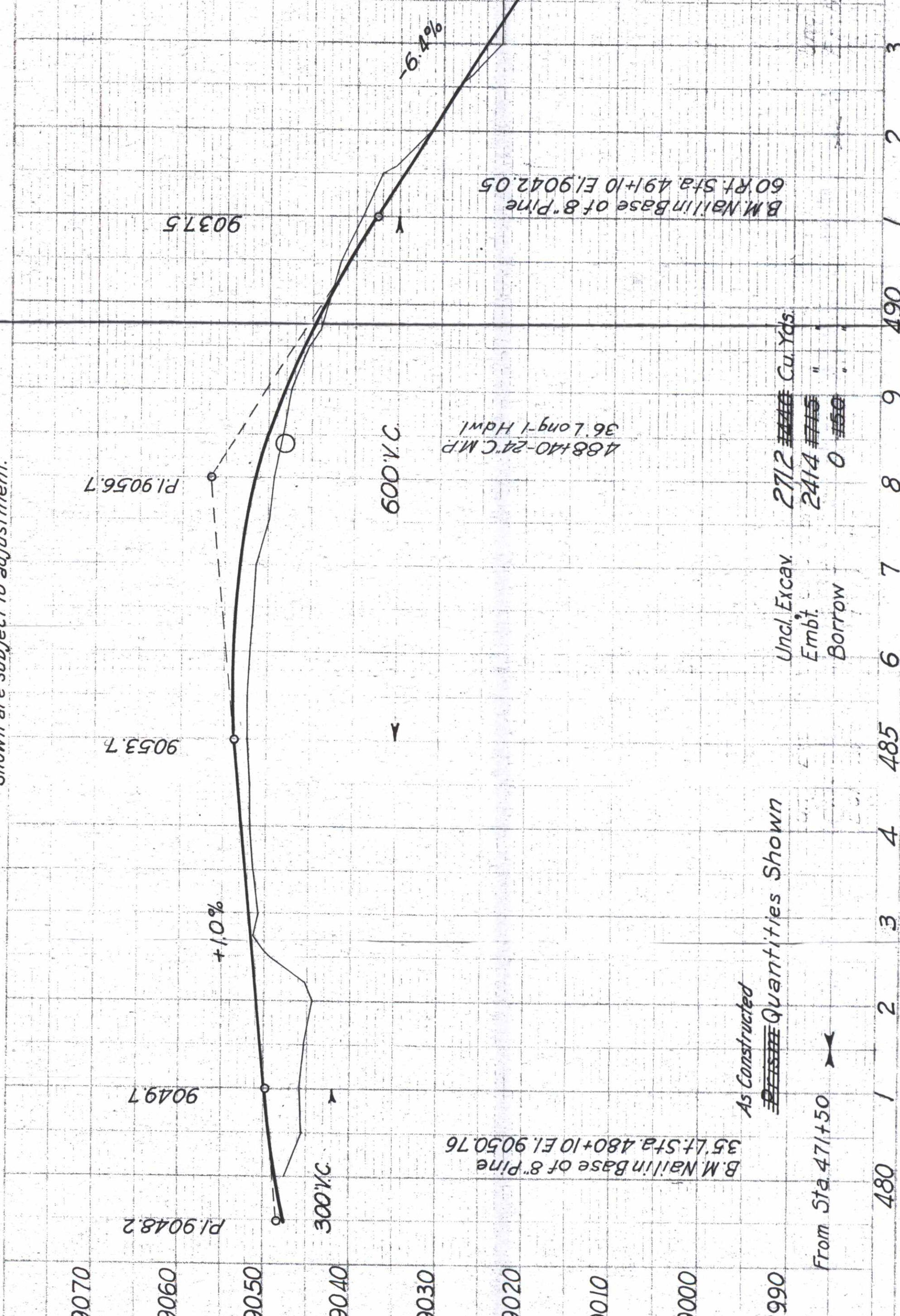
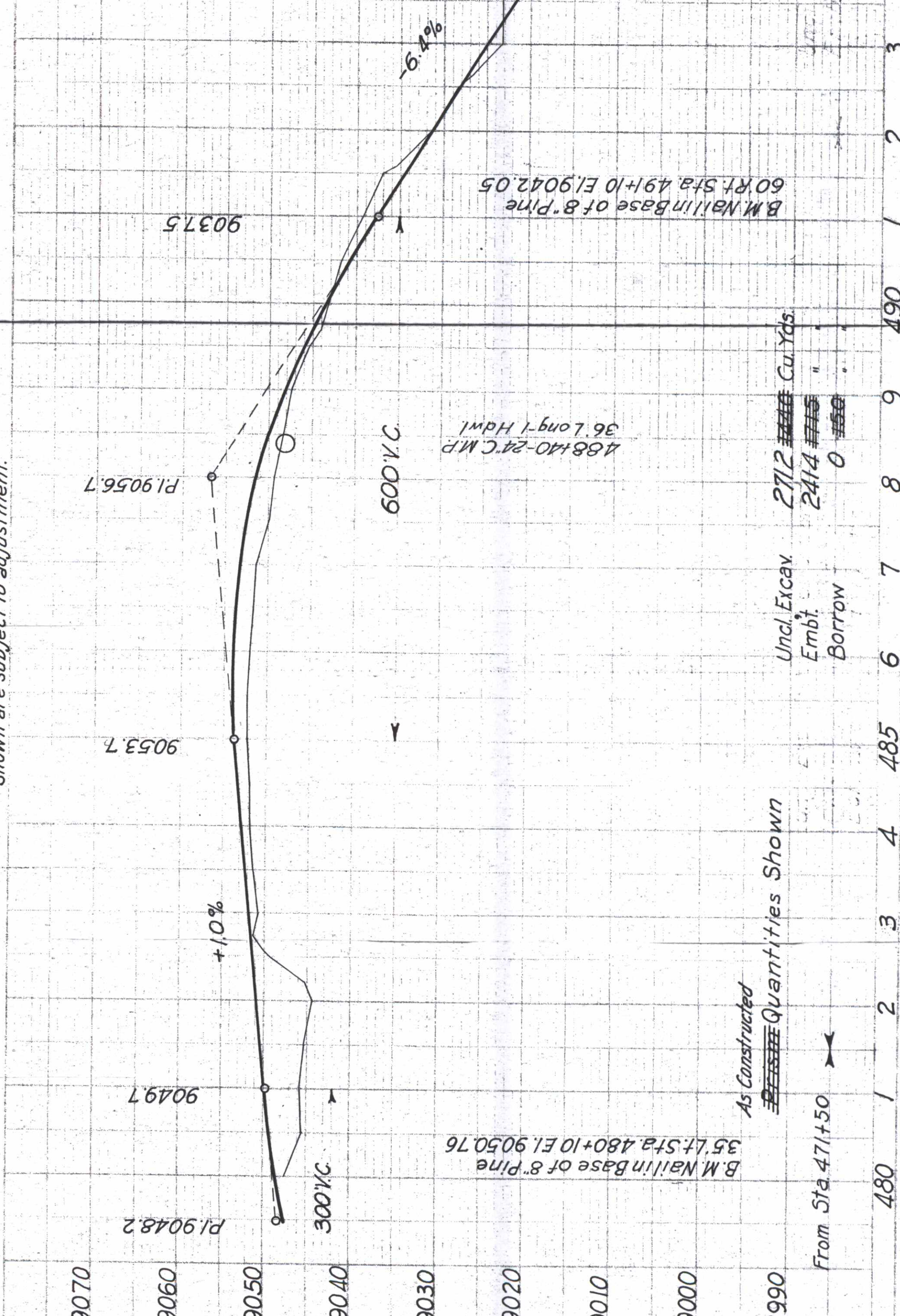
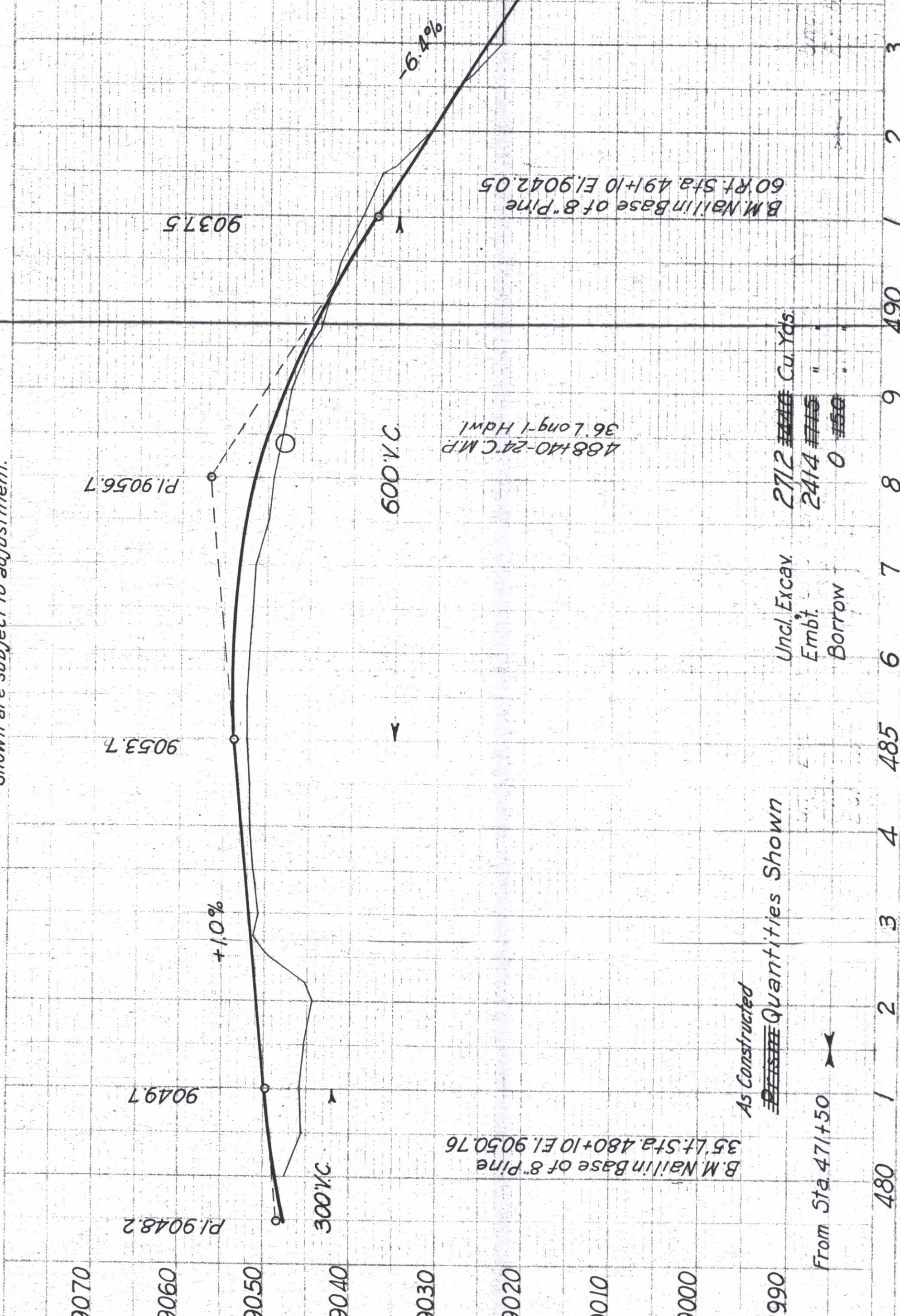
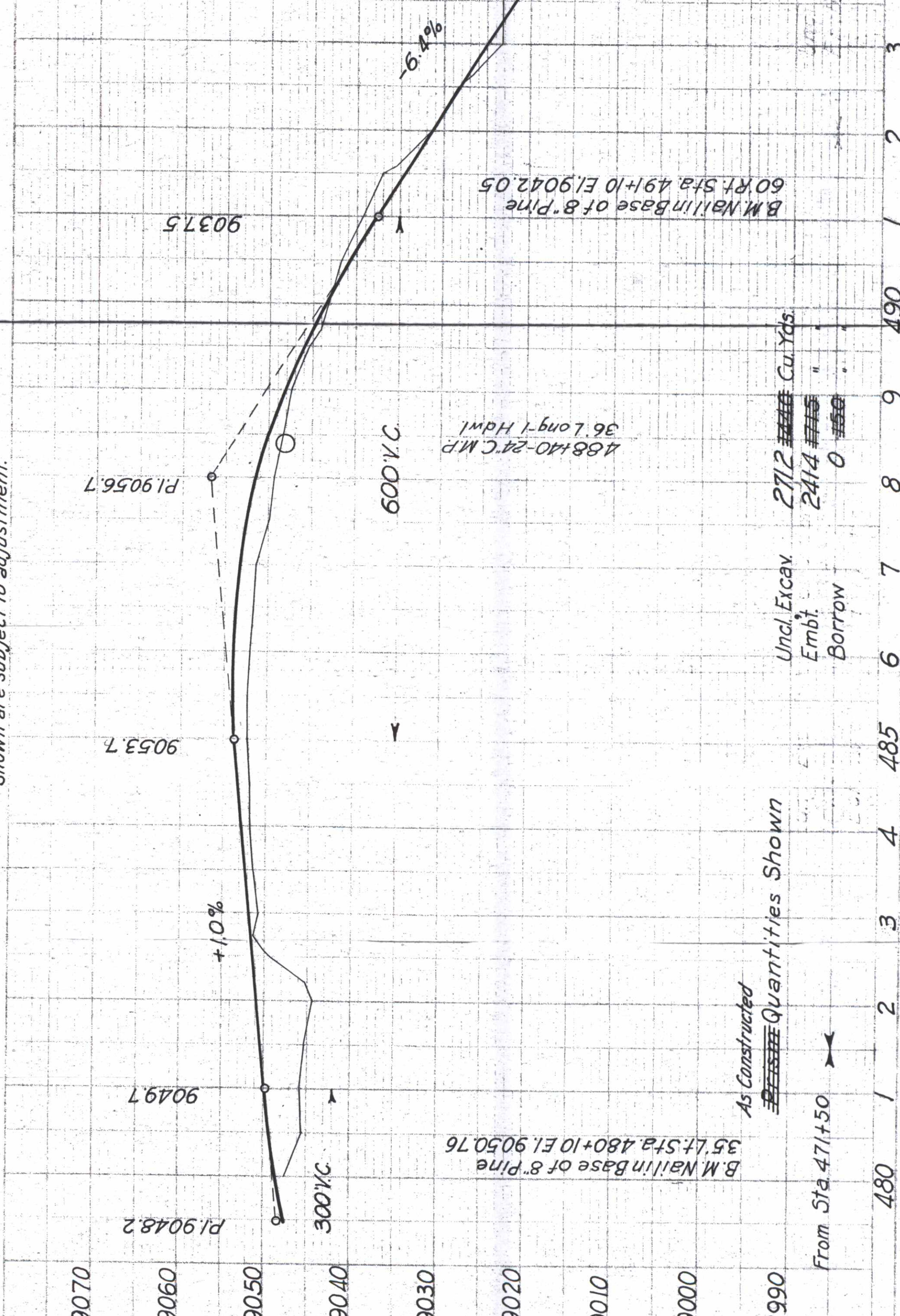
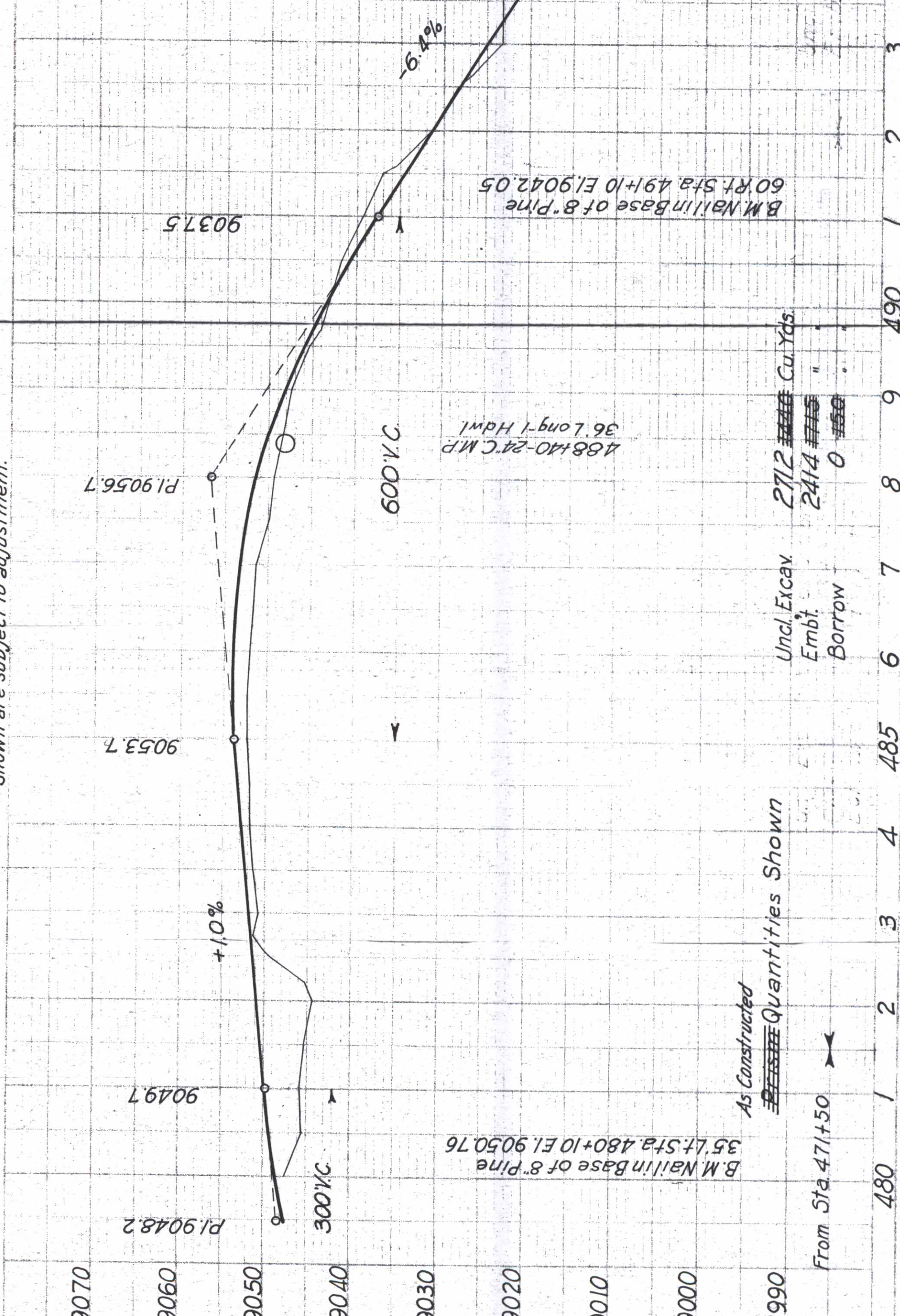
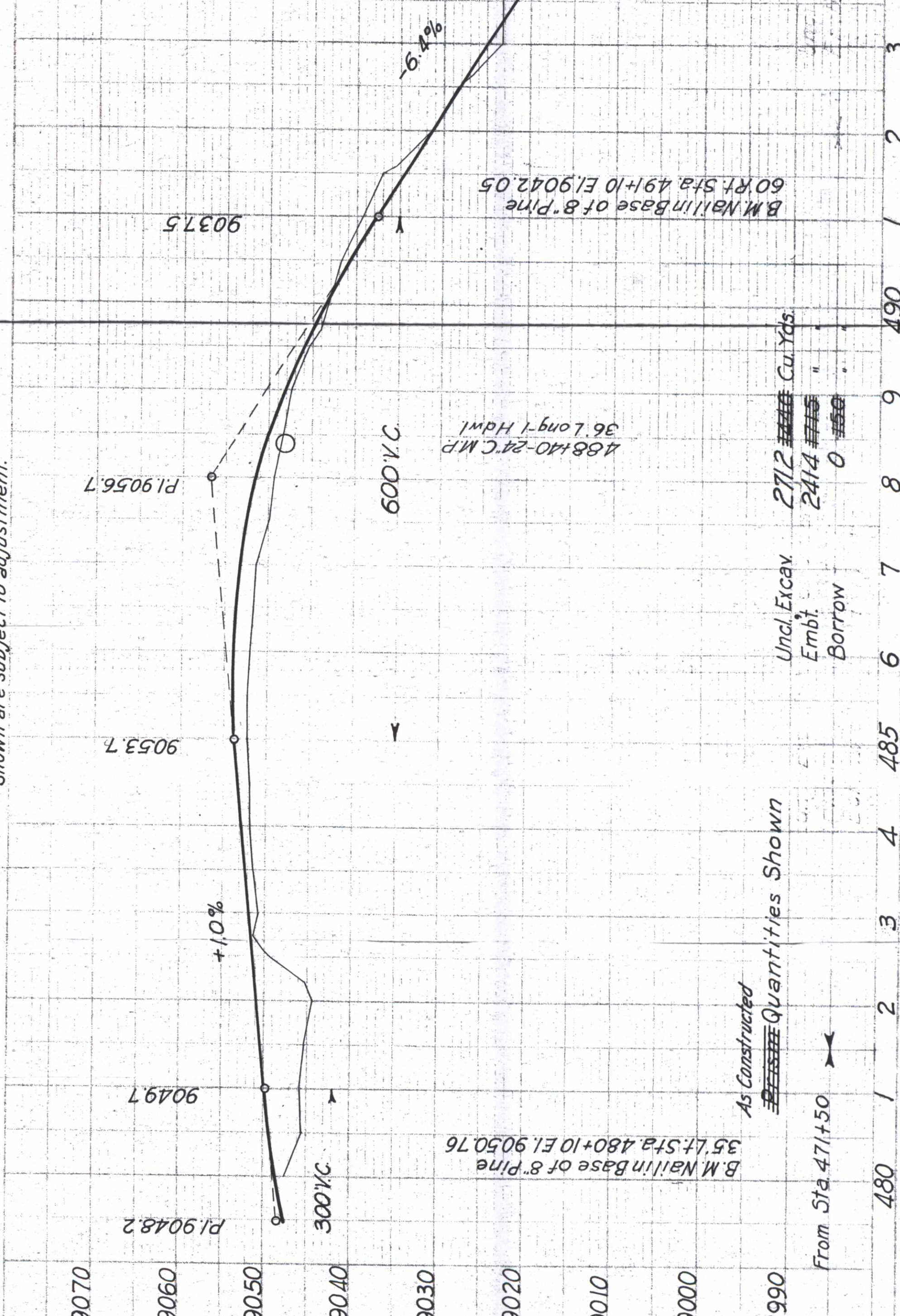
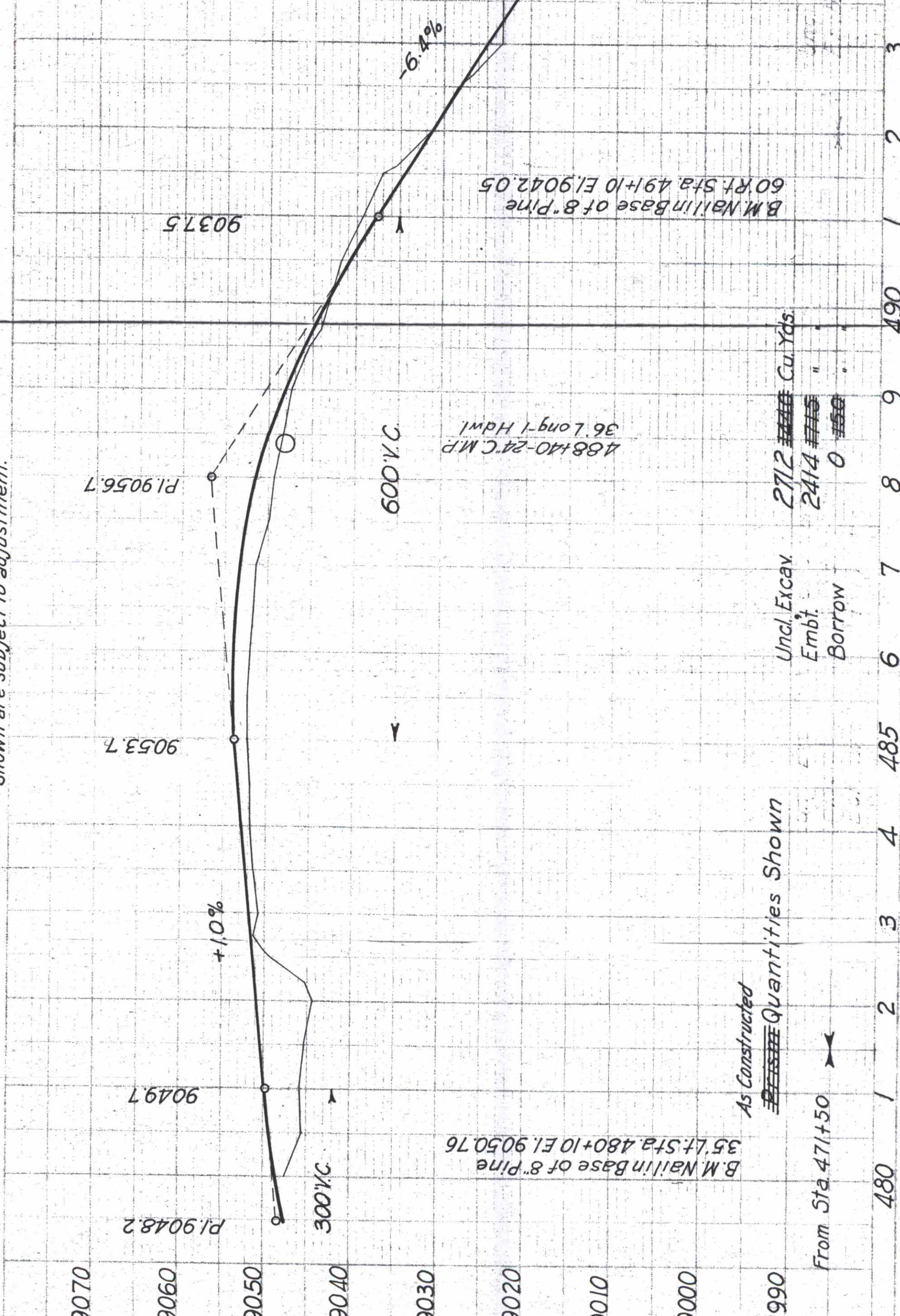
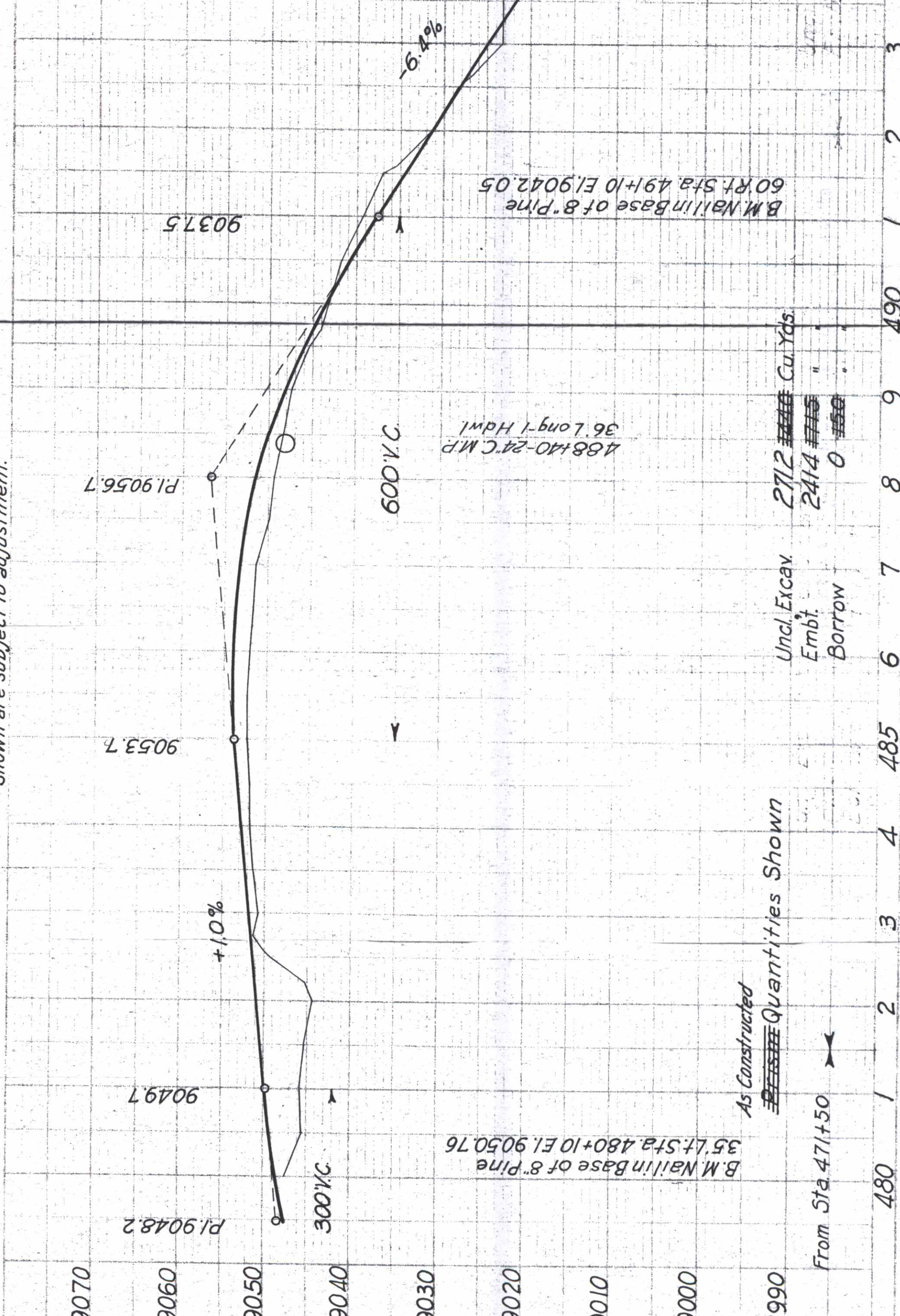
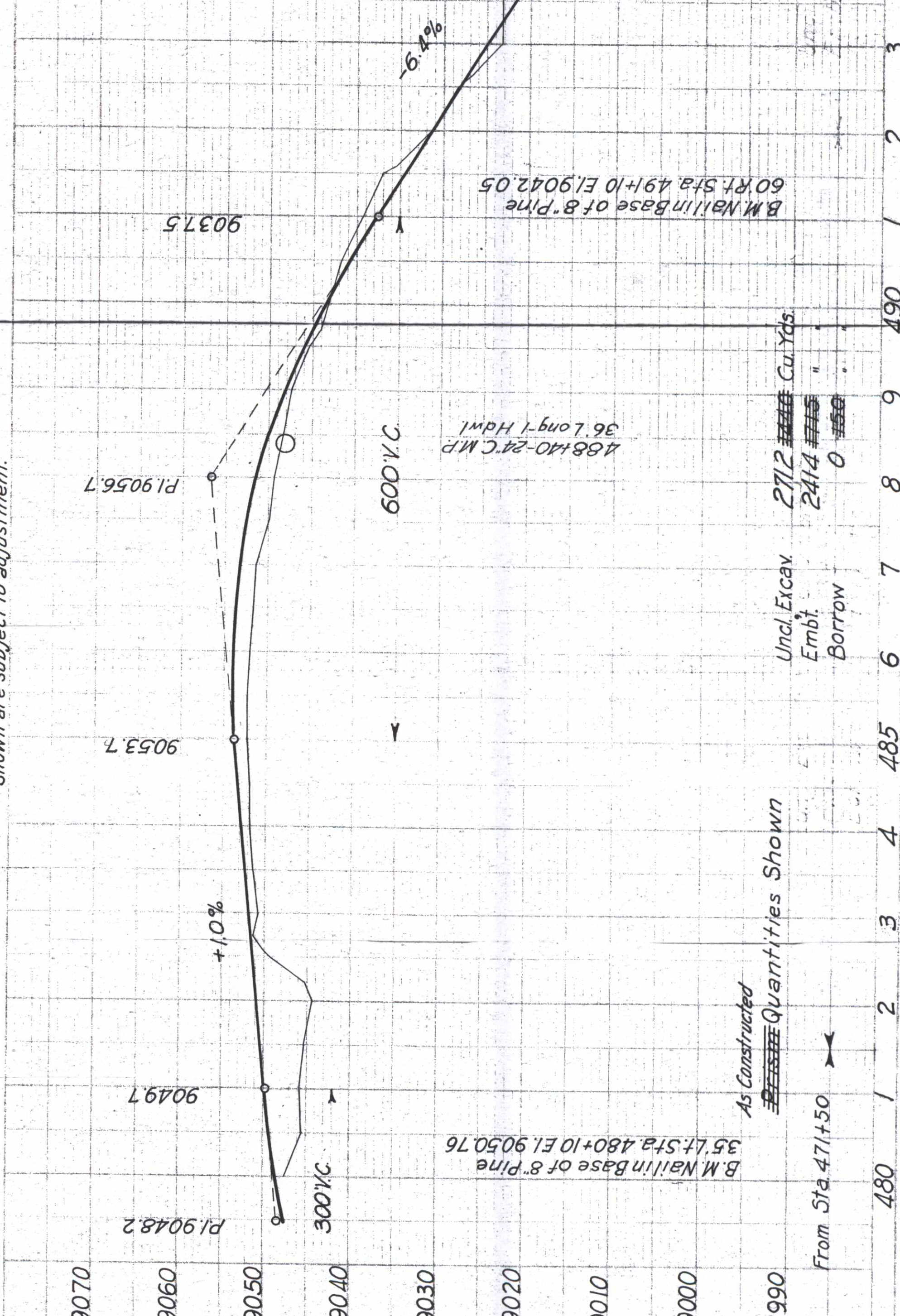
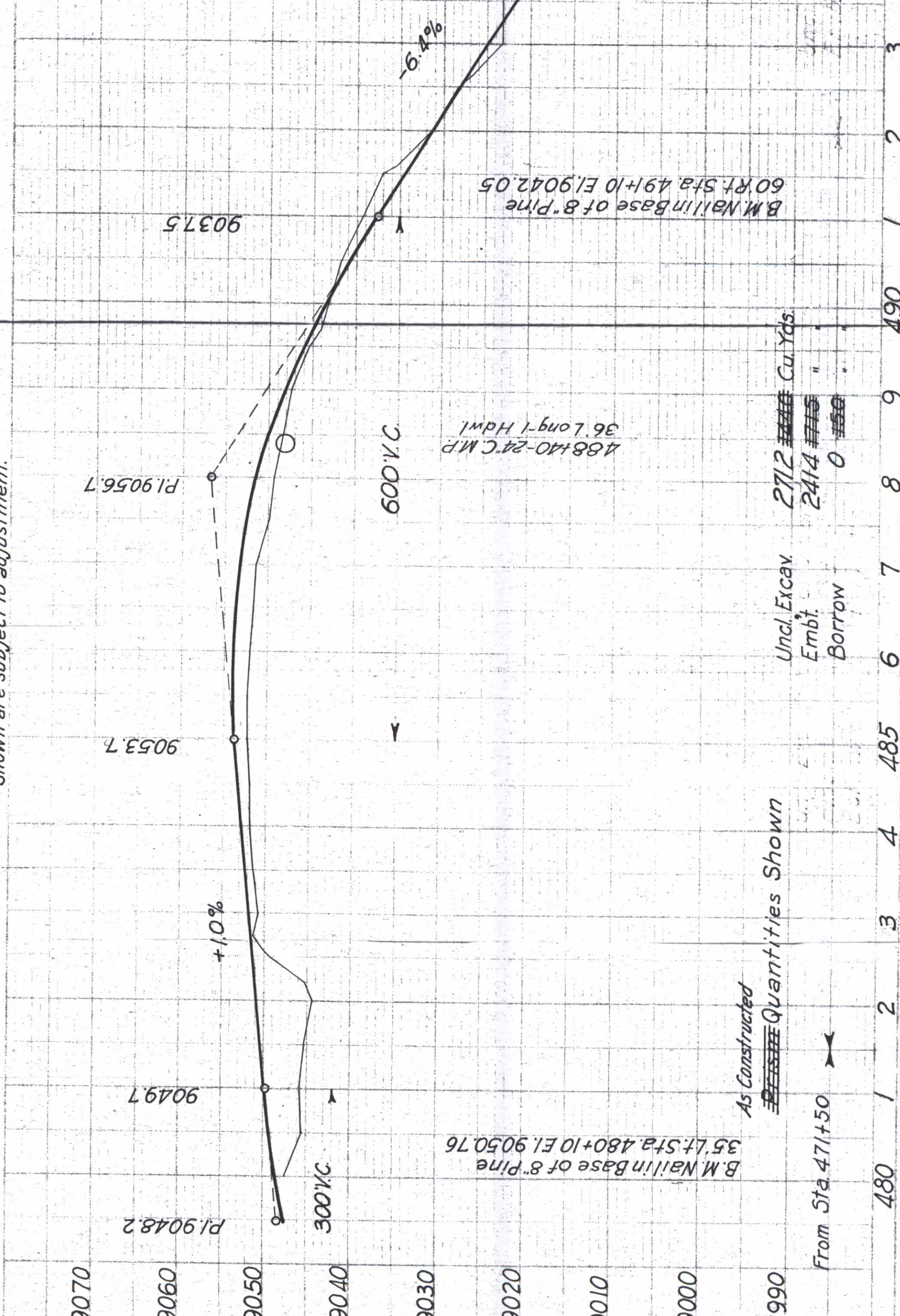
PLAN
M.B.K.
W.E.W.
1932
DRAWN AND TRACED J.A.L.
1933



The Alignment and Grade as hereon
shown are subject to adjustment



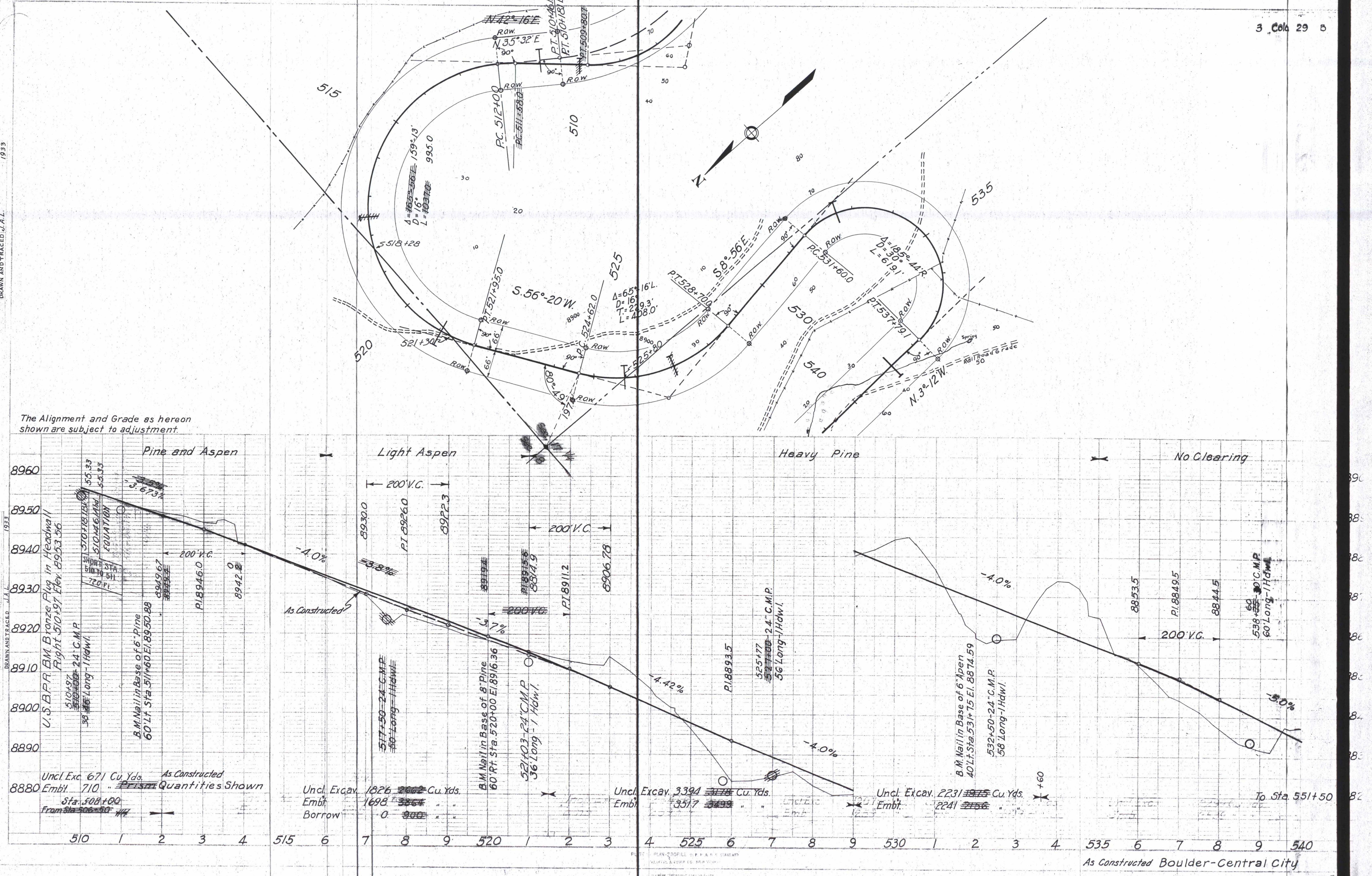
Pine and Aspen



DATE 1932
BY M.B.K.
CHECKED J.A.W.
DESIGNED J.A.W.
DRAWN AND TRACED J.A.L.
1933

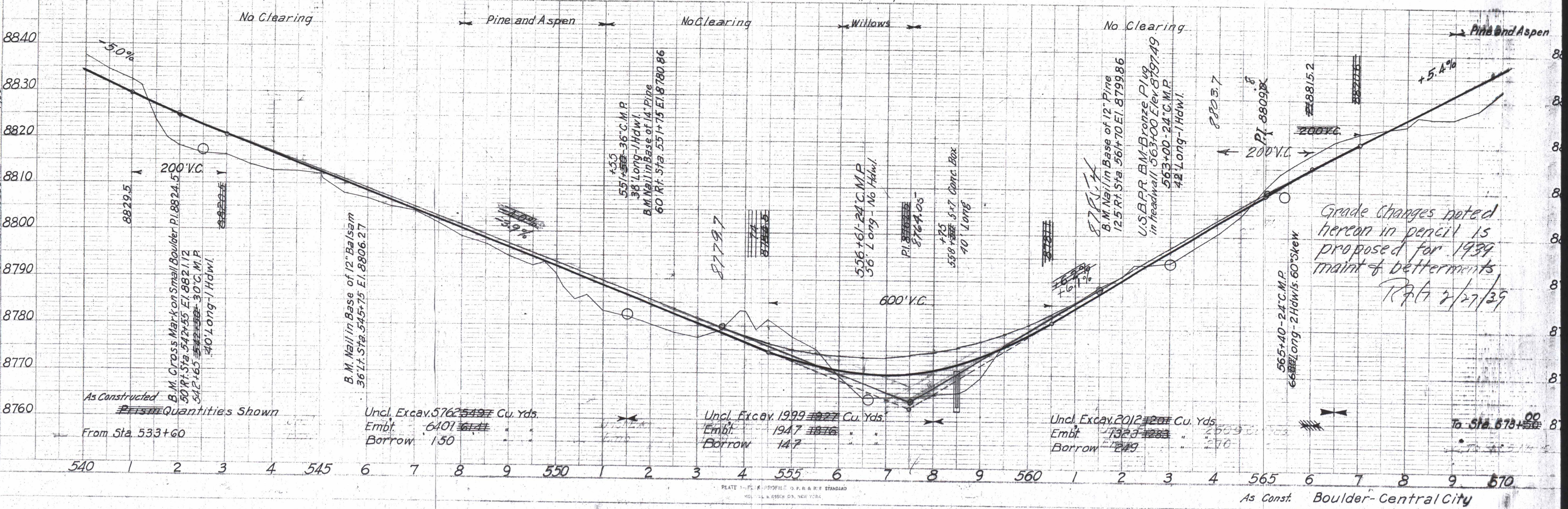
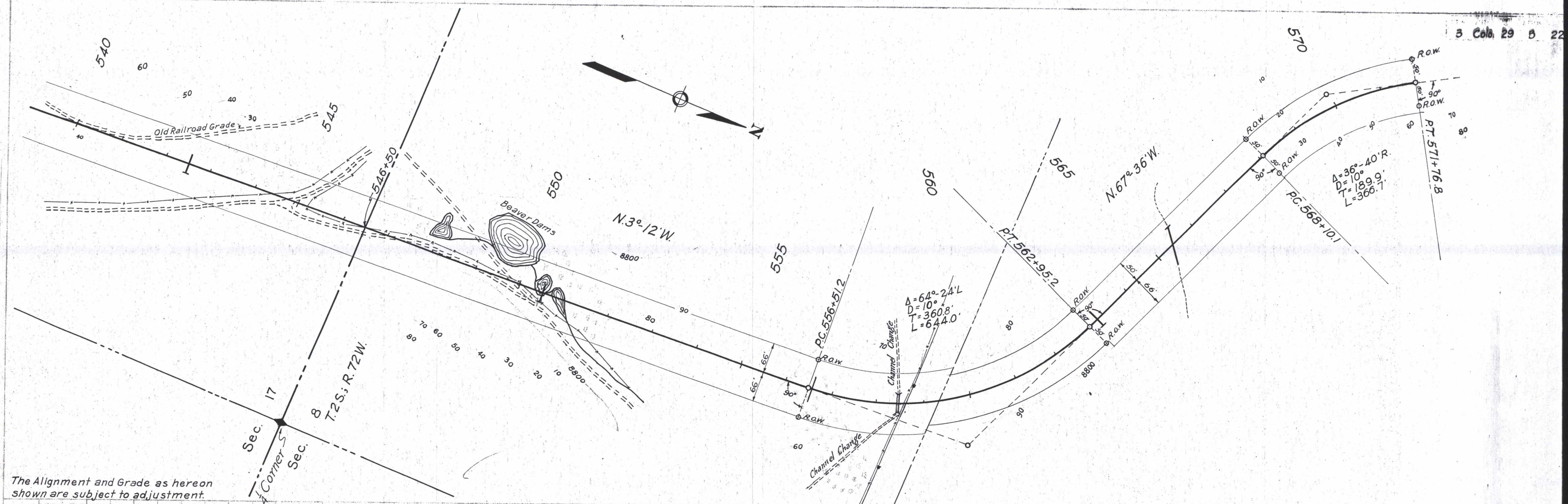
DATE 1932
BY M.B.K.
CHECKED J.A.W.
DESIGNED J.A.W.
DRAWN AND TRACED J.A.L.
1933

The Alignment and Grade as hereon shown are subject to adjustment.



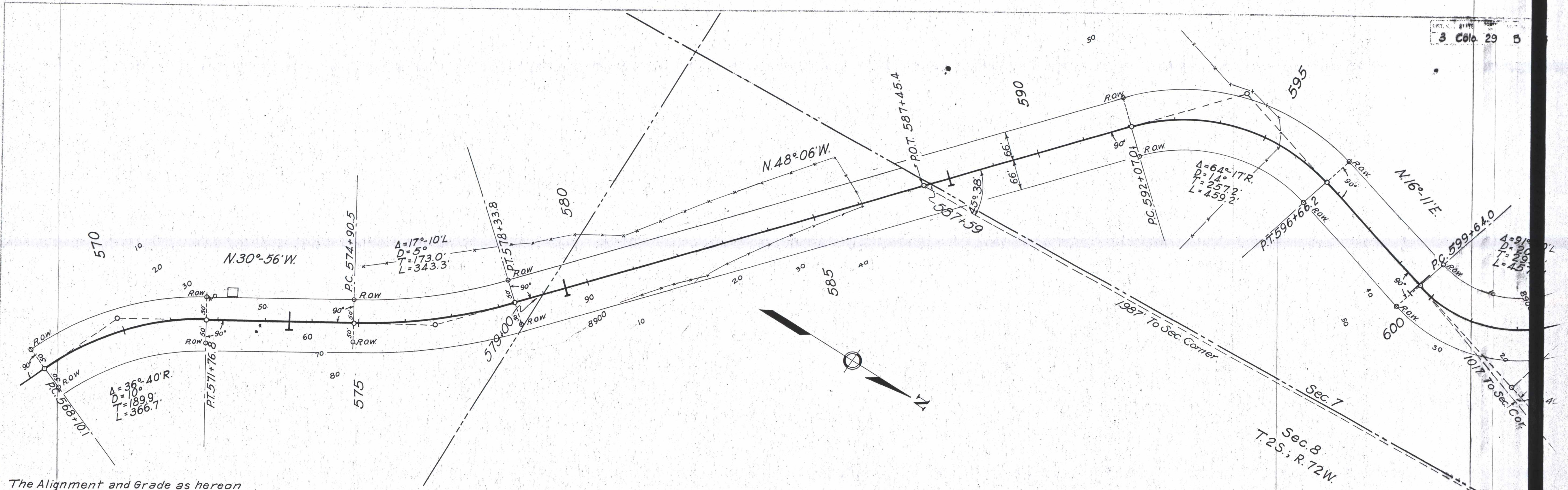
As Constructed Boulder-Central City

PLAN
DATE 1932
BY M.B.K.
CHECKED J.A.W.
NOTE BOOK NUMBER, CHECKED J.A.W.
Drawn & Traced J.A.L.
1933



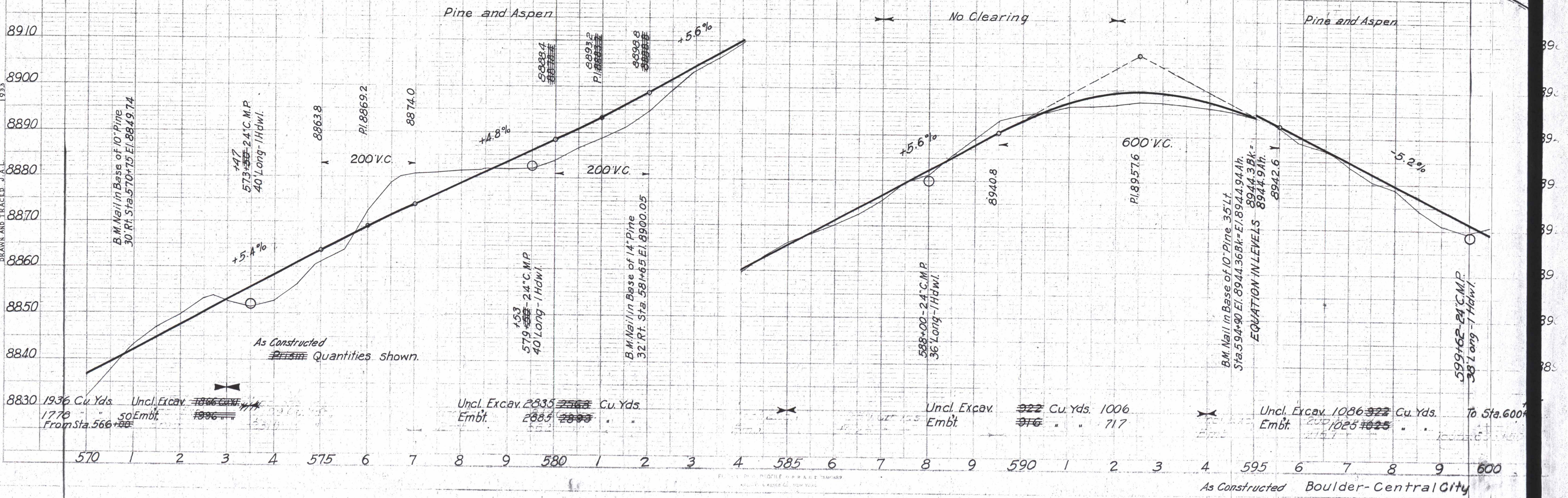
PROFILE
DATE 1932
BY M.B.K.
CHECKED J.A.W.
NOTE BOOK NUMBER, CHECKED J.A.W.
Drawn and Traced J.A.L.
1933

PLAN
DATE 1932
M.B.K.
J.A.W.
J.E.M.
J.A.L.
DRAWN AND TRACED
1933



The Alignment and Grade as hereon shown are subject to adjustment.

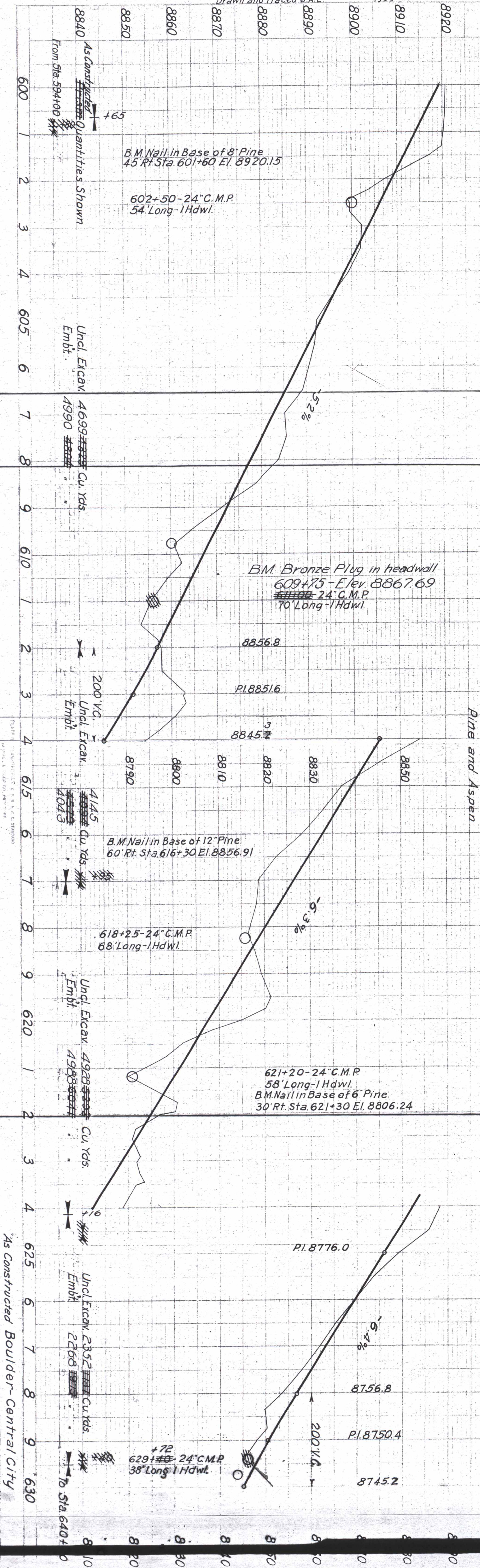
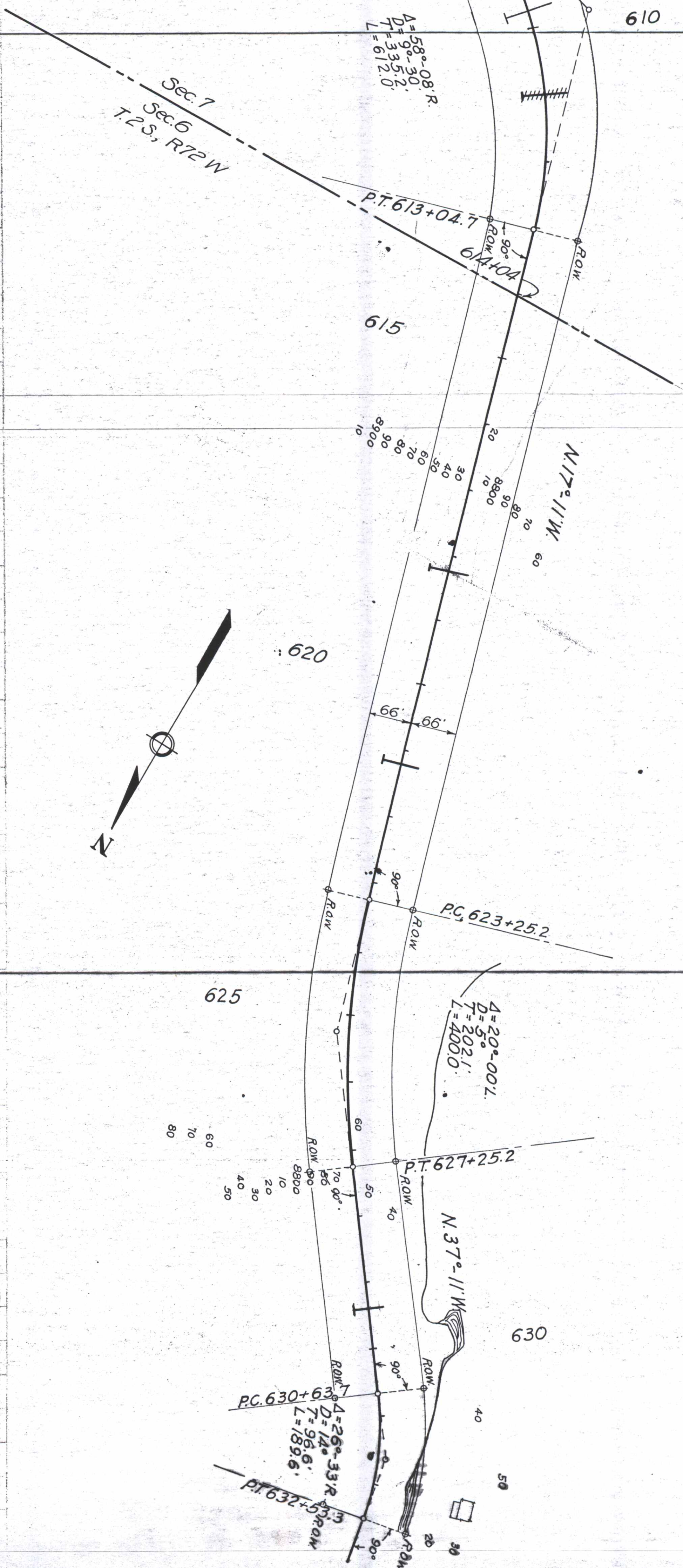
PROFILE
DATE 1932
M.B.K.
J.A.W.
J.E.M.
J.A.L.
DRAWN AND TRACED
1933



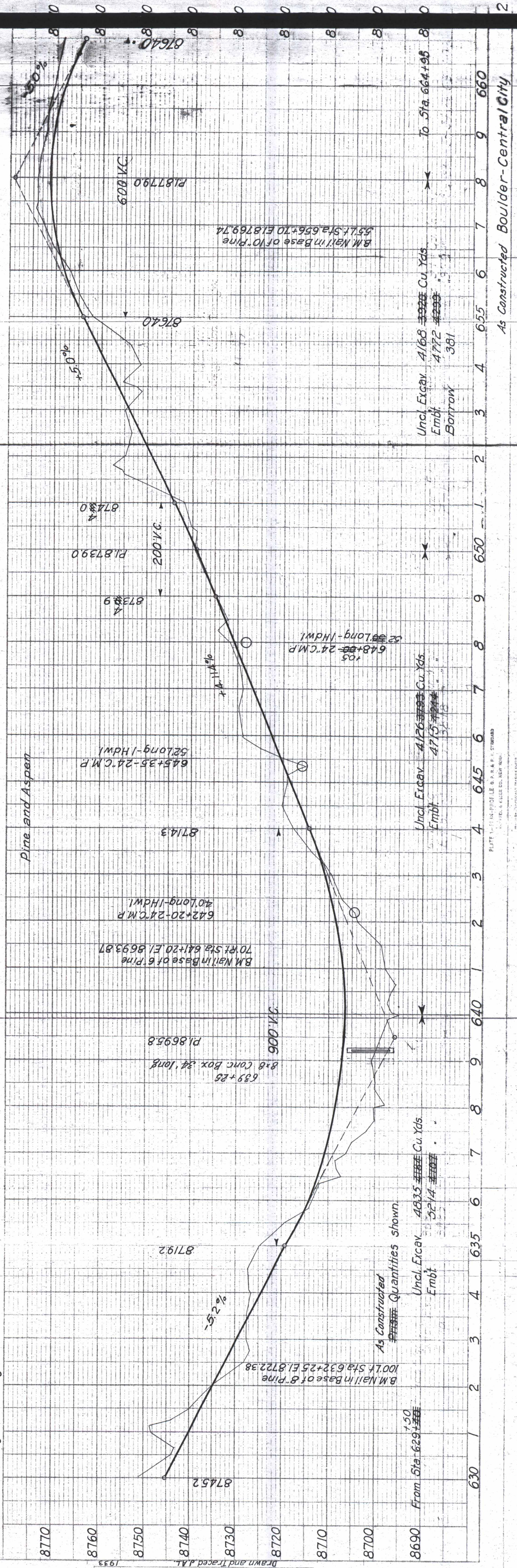
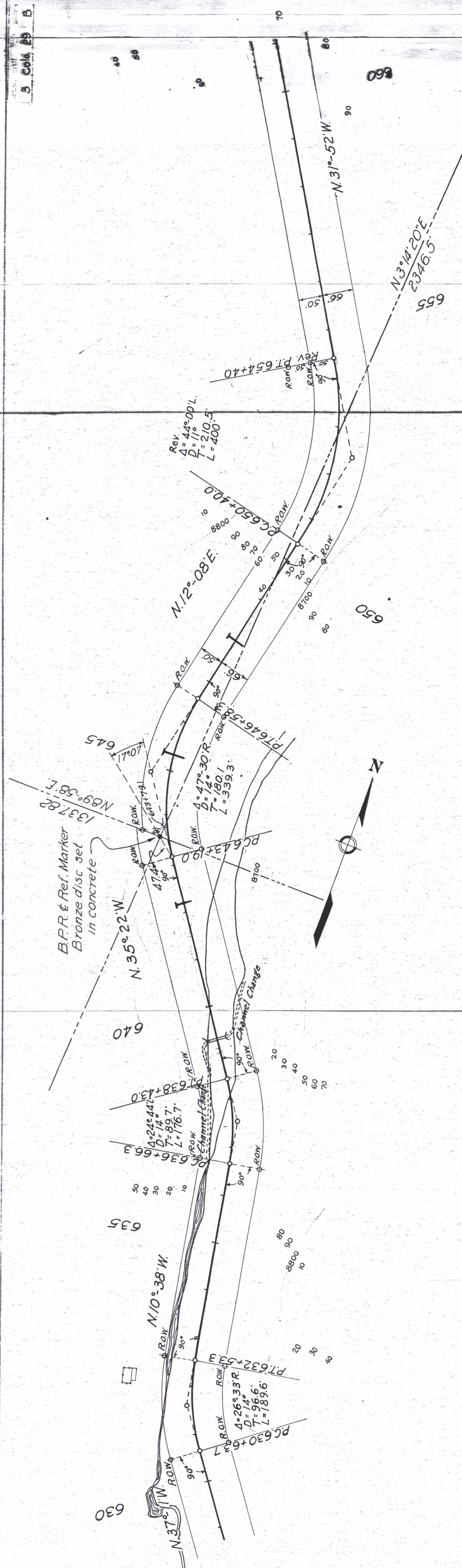
PLAN	SURVEYED	M.B.K.	DATE
PLOTTED	J.A.W.	1932	
REVIEWED	J.E.M.		
EST. BY	J.A.W.		
Drawn & Traced	J.A.L.	1933	

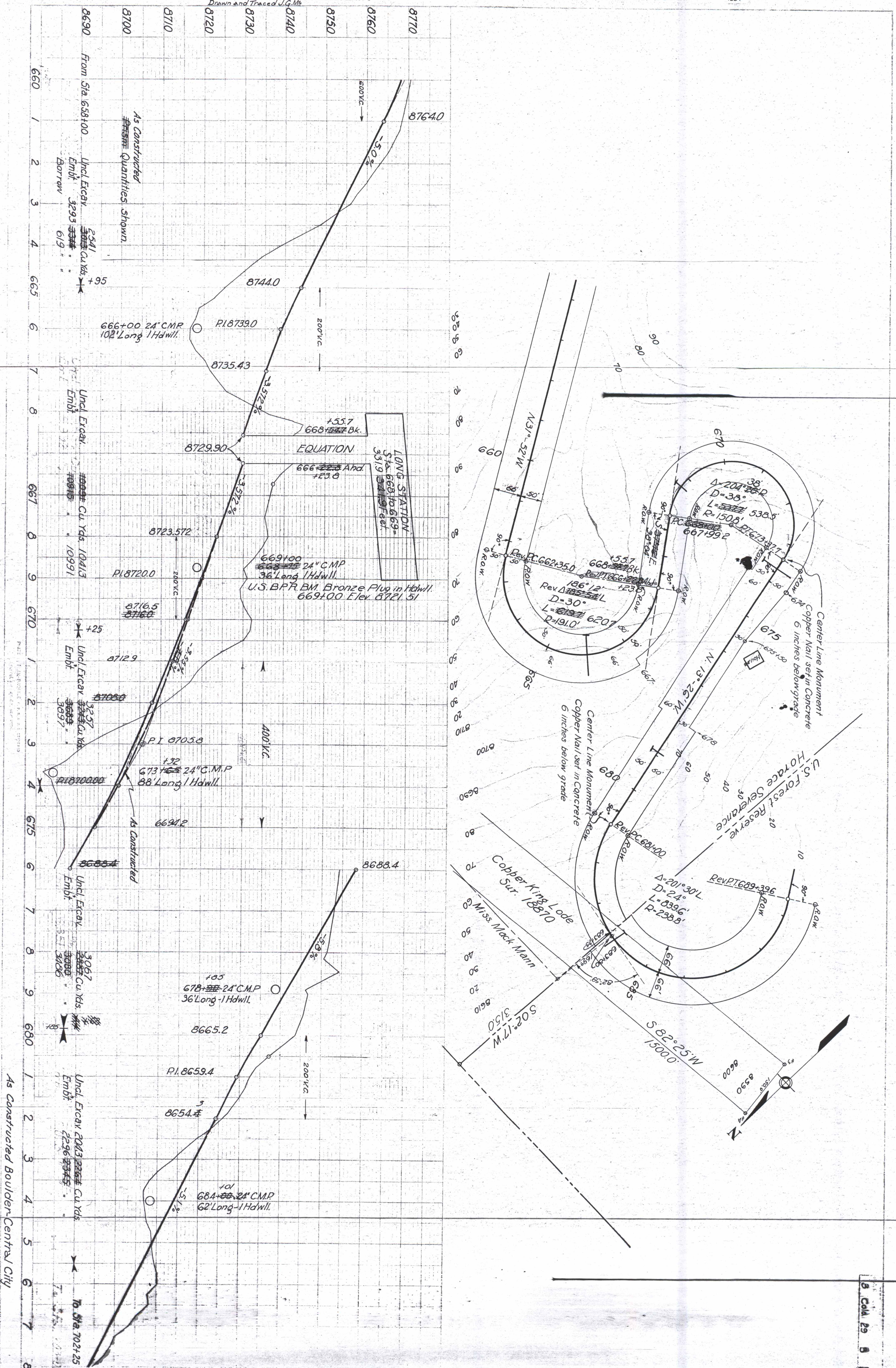
PROFILE	SURVEYED	M.B.K.	DATE
PLOTTED	J.A.W.	1932	
REVIEWED	J.E.M.		
EST. BY	J.A.W.		
Drawn and Traced	J.A.L.	1933	

The Alignment and Grade as hereon shown are subject to adjustment



The Alignment and Grade as hereon shown are subject to adjustment.





PLAN
DATE
M.B.K.
J.E.W.
J.G.M.F.
1932
1934
Drawn & Traced

PROFILE
DATE
M.B.K.
J.A.W.
J.E.W.
J.A.W.
1932
1935
Drawn and Traced J.A.L.

The Alignment and Grade as hereon
shown are subject to adjustment.

"Set back line for special treatment-Occupied
and used only upon approval of Regional Forester"

EQUATION

"Set back line for special treatment-Occupied
and used only upon approval of Regional Forester"

1936 CONSTRUCTION
STA. 716+55.5 END OF SEC. D -
1935 CONSTRUCTION

No Clearing

Pine and Aspen

As Constructed
Quantities shown

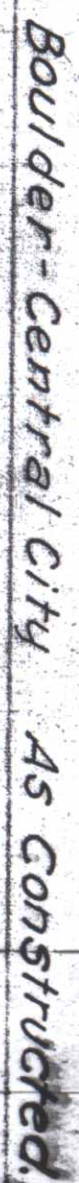
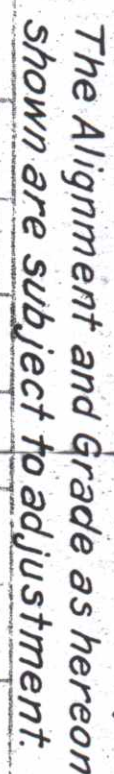
From Sta. 685+50

Uncl. Excav. 7028
Embl. 7345
Borrow 406

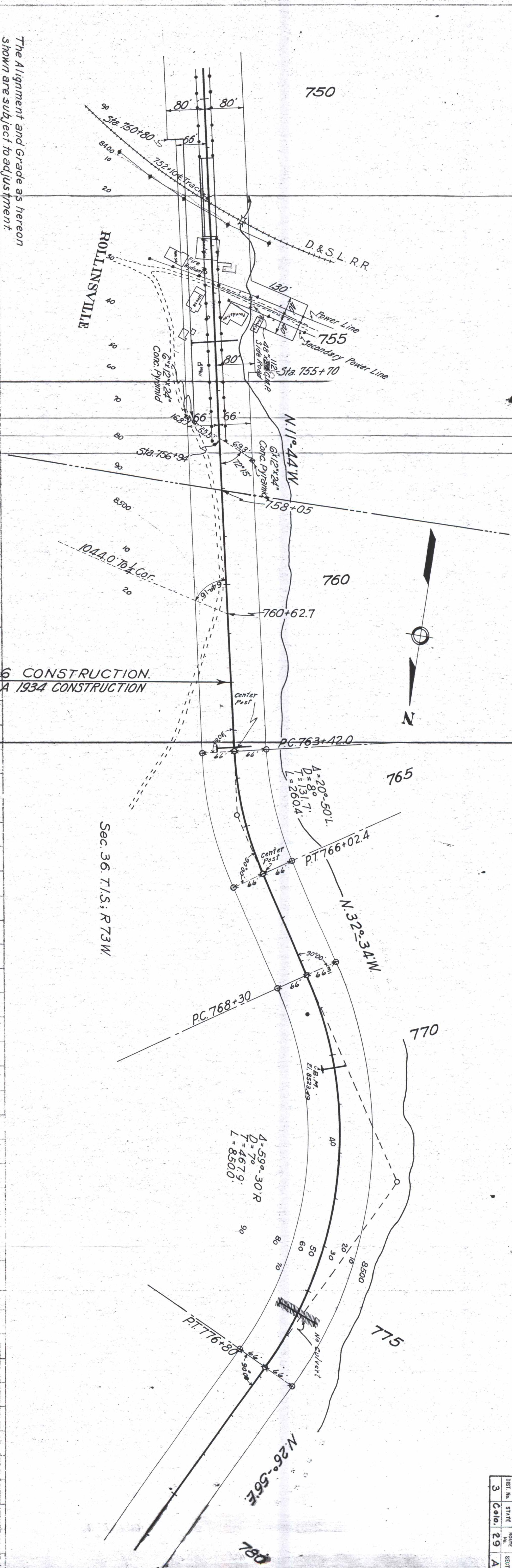
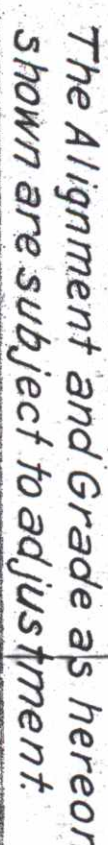
Uncl. Excav. 4323
Embl. 3952

Uncl. Excav. 8441
Embl. 8964
Borrow 930

As Constructed Boulder - Central City

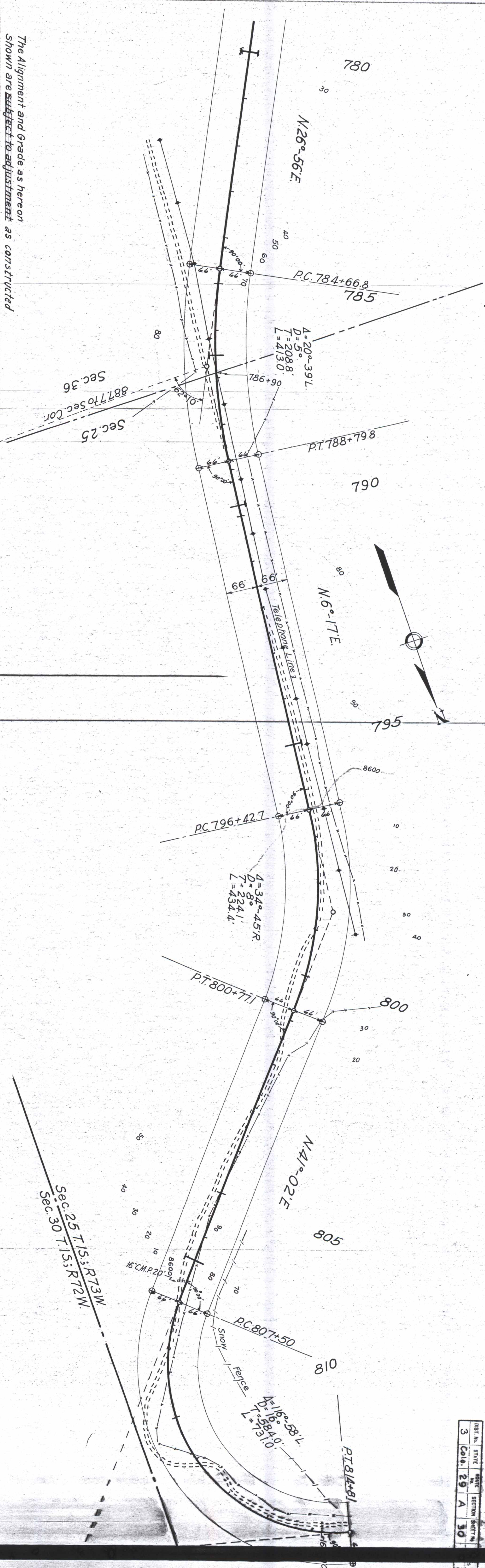


PLAN	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED	M.B. Kinnikin	1932
	ALIGNMENT CHECKED	J.E. Murphy	"
NO. 1	RT. OF WAY CHECKED	W.E. Woodward	"
	<i>Drawn & Traced</i>	J.A. Lunsford	1933

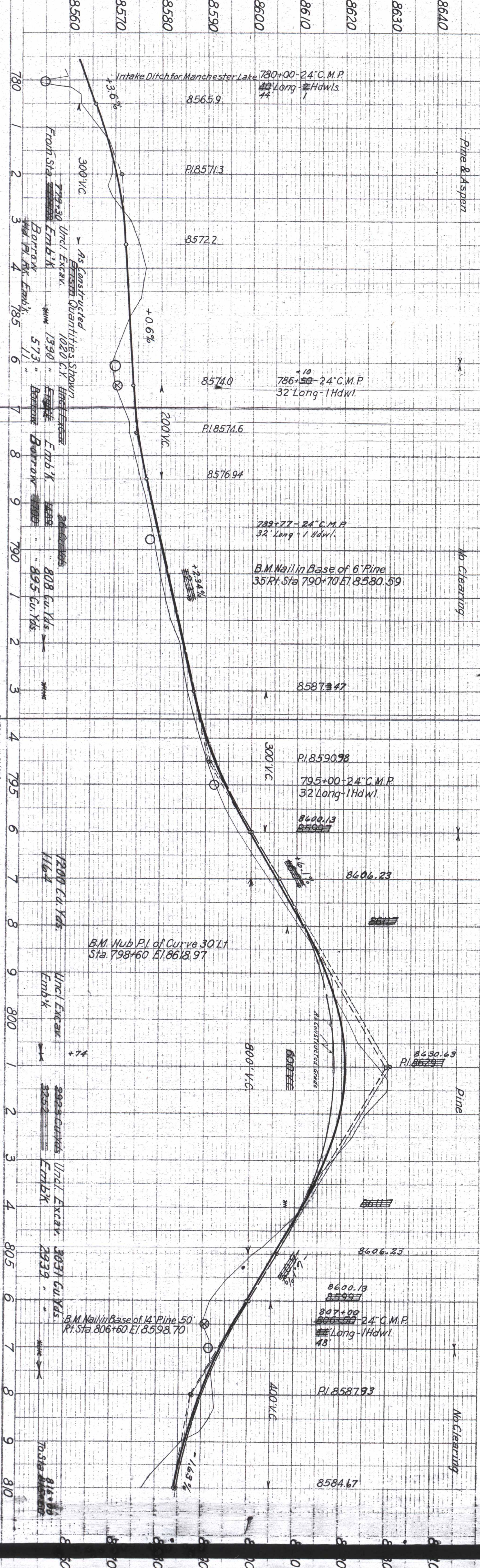


PLAN	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED	M.B.K.	1932
	ALIGNMENT CHECKED	J.E.M.	"
	RT. OF WAY CHECKED	W.E.W.	"
	Drawn & Traced	J.A.L.	1933

PROFILE	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED	M.B.K.	1932
	GRADES CHECKED	J.E.M.	"
	STRUCTURE NOTED	J.A.W.	"
	Drawn & Traced	J.A.L.	1933



The Alignment and Grade as hereon
shown are ~~subject to adjustment~~ as constructed

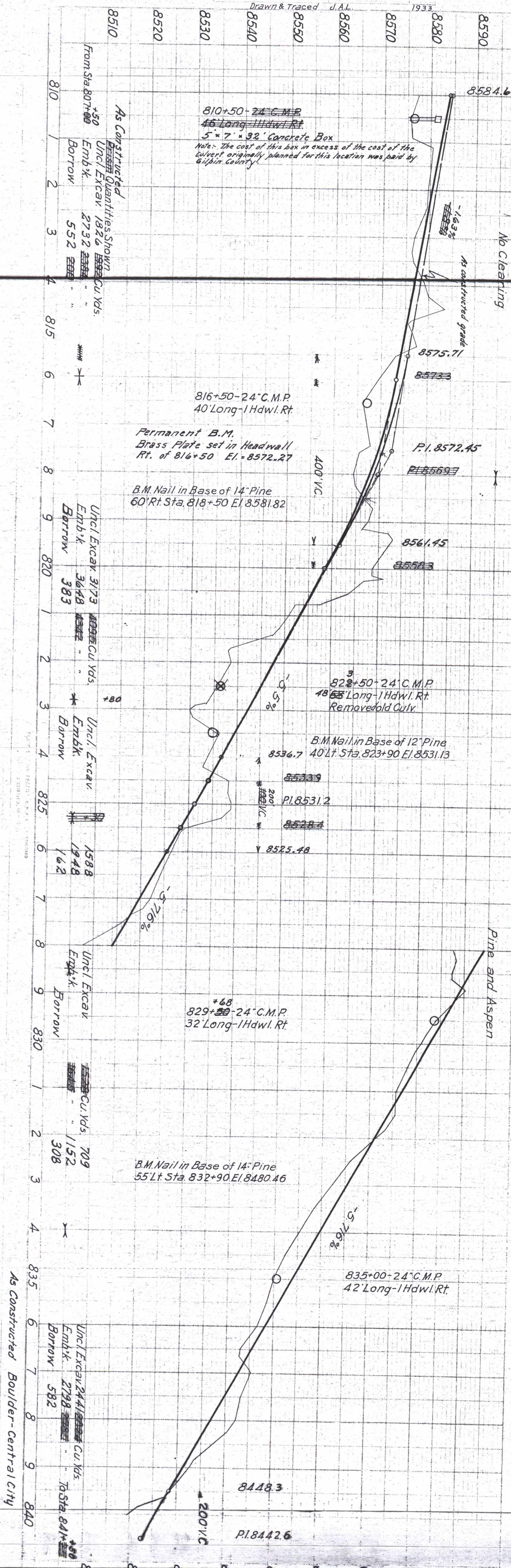
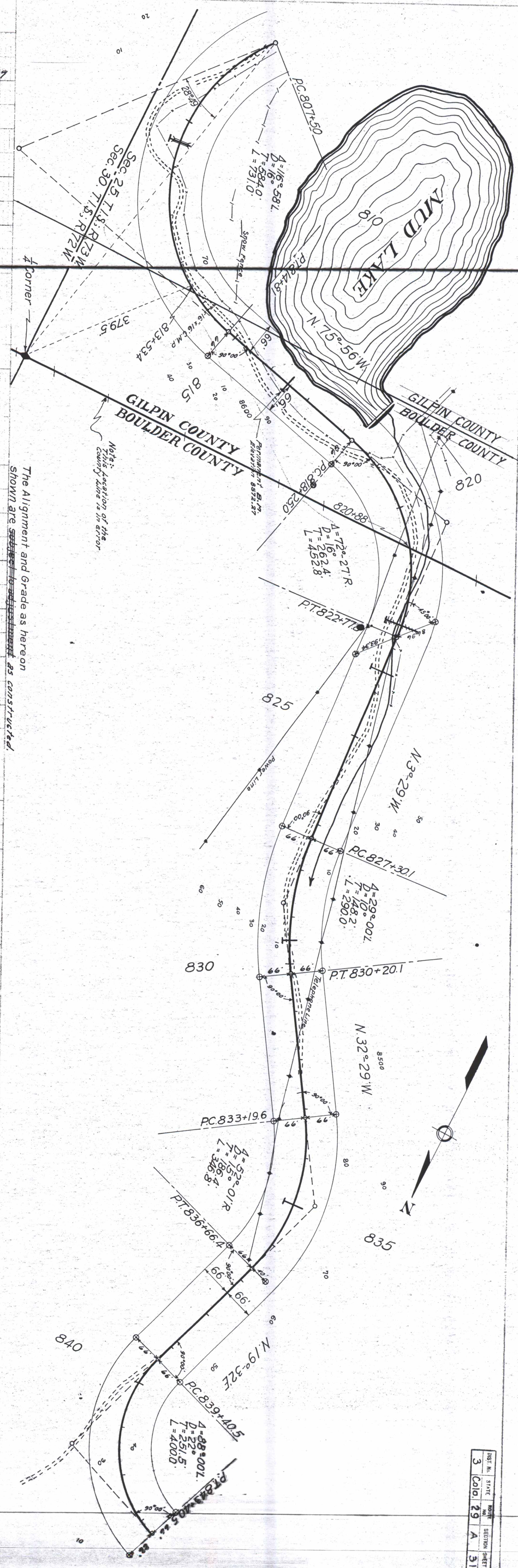


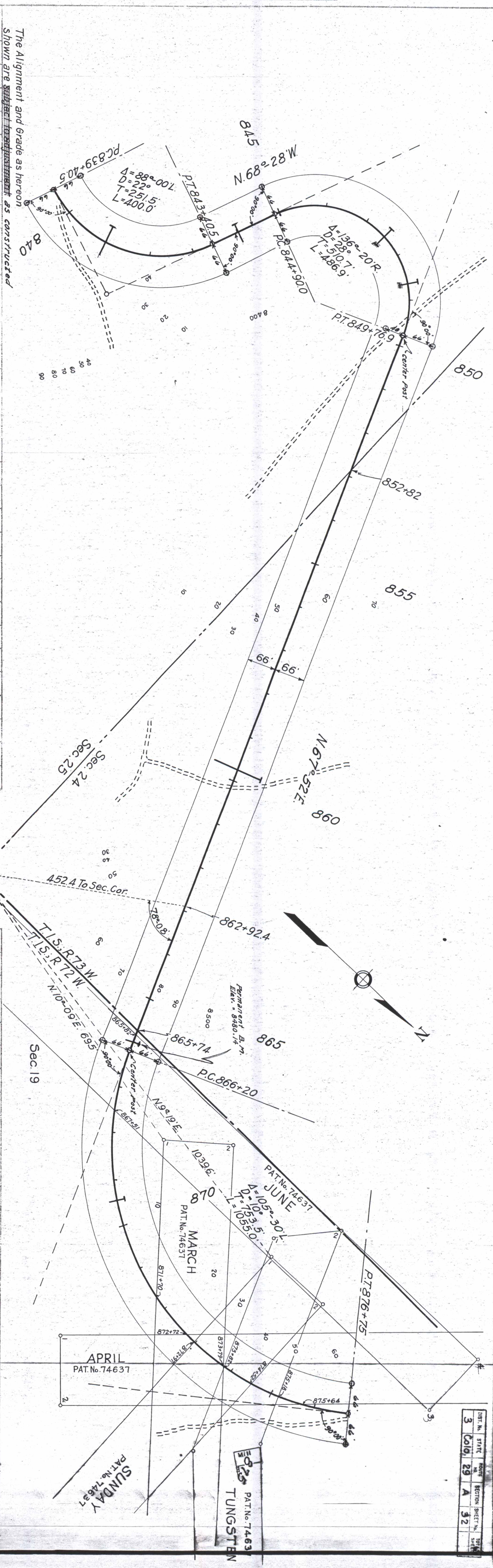
As Constructed Boulder-Central City

DIST. No.	STATE	ROUTE	SECTION	SHEET No.
3	Colo.	29	A	30

PLAN
DESIGNED BY M.B.K.
CHECKED BY J.E.M.
DATE OF CHECK 1932
DRAWN & TRACED BY J.A.L.
DATE OF DRAW 1933

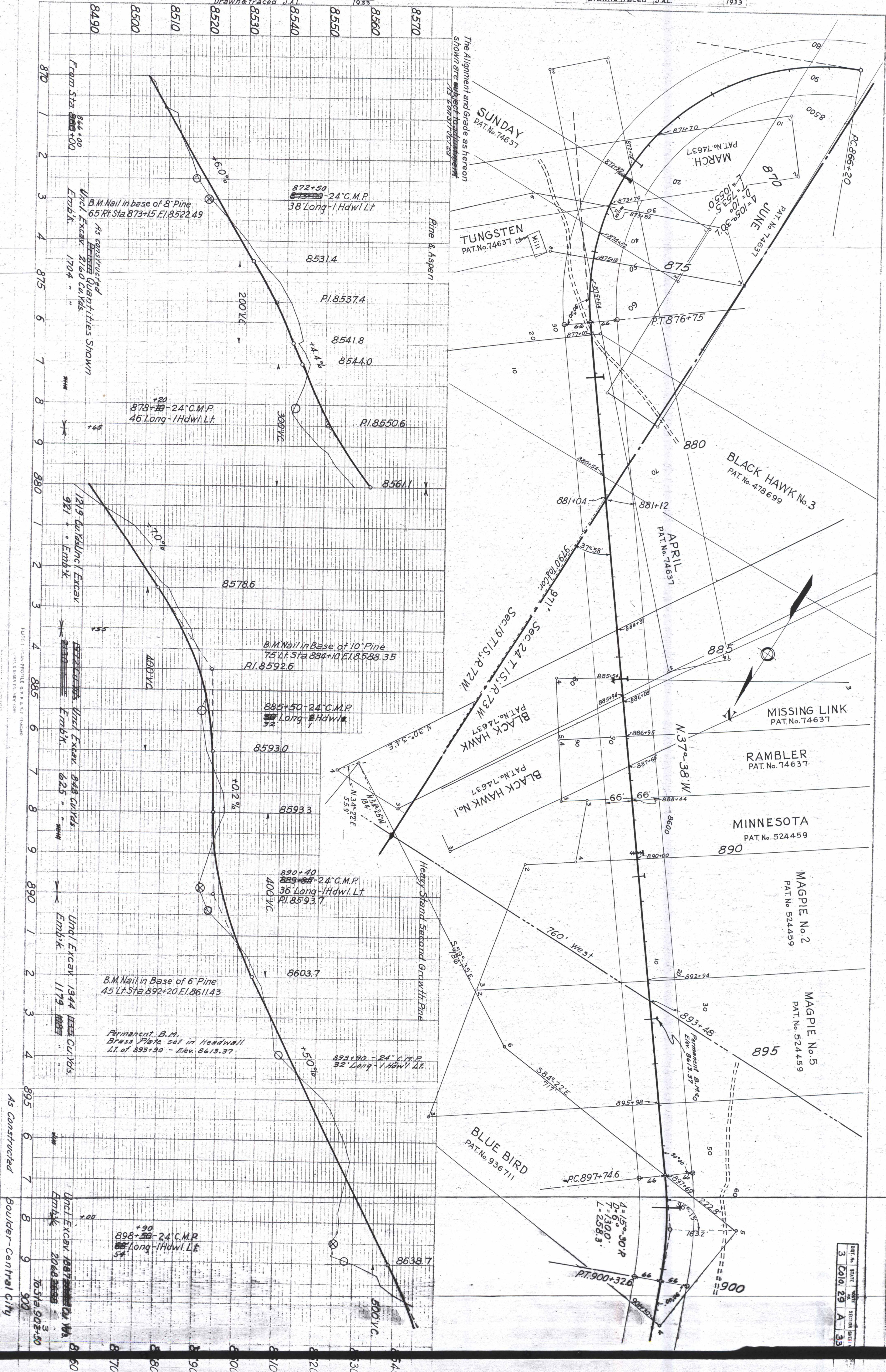
PROJ. ICE
DESIGNED BY M.B.K.
CHECKED BY J.E.M.
DATE OF CHECK 1932
DRAWN & TRACED BY J.A.L.
DATE OF DRAW 1933





PROFILE	SURVEYED	BY	DATE
	PLOTTED	M.B.K.	1932
NOTE BOOK	GRADES CHECKED	J.A.W.	
NO.	S.M. NOTED	J.E.M.	
	STRUCTURE NOTATION CHKD.	J.A.W.	
	Drawn & Traced	J.A.L.	1933

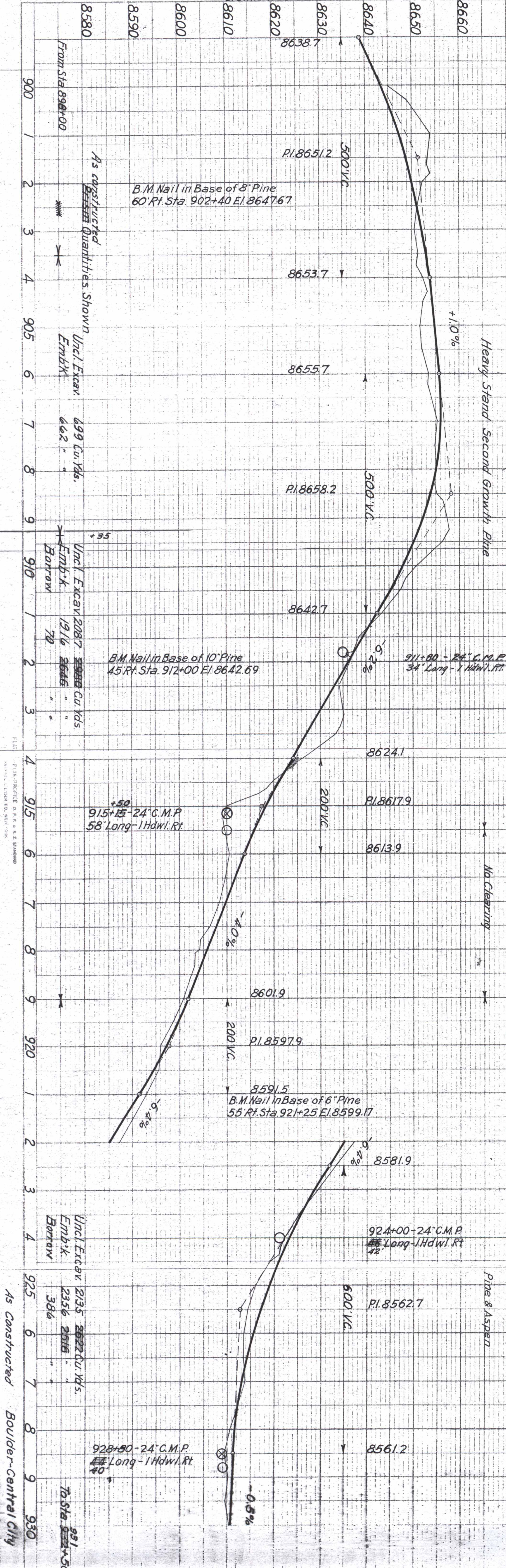
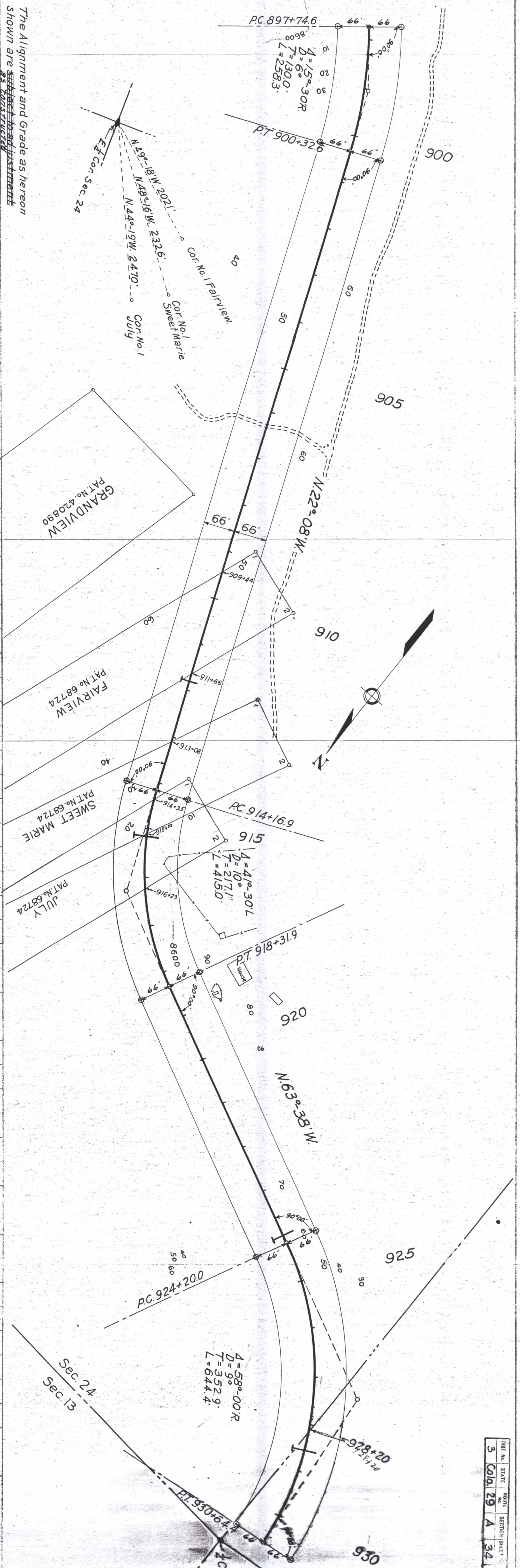
PLAN	SURVEYED	BY	DATE
	PLOTTED	M.B.K.	1932
NOTE BOOK	ALIGNMENT CHECKED	J.E.M.	
NO.	P.C. OF WAY CHECKED	W.E.W.	
	Drawn & Traced	J.A.L.	1933



PLAN	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED	M.B.K.	1932
RT. OF WAY CHECKED	ALIGNED	J.E.M.	"
Drawn & Traced	J.A.L.	"	1933

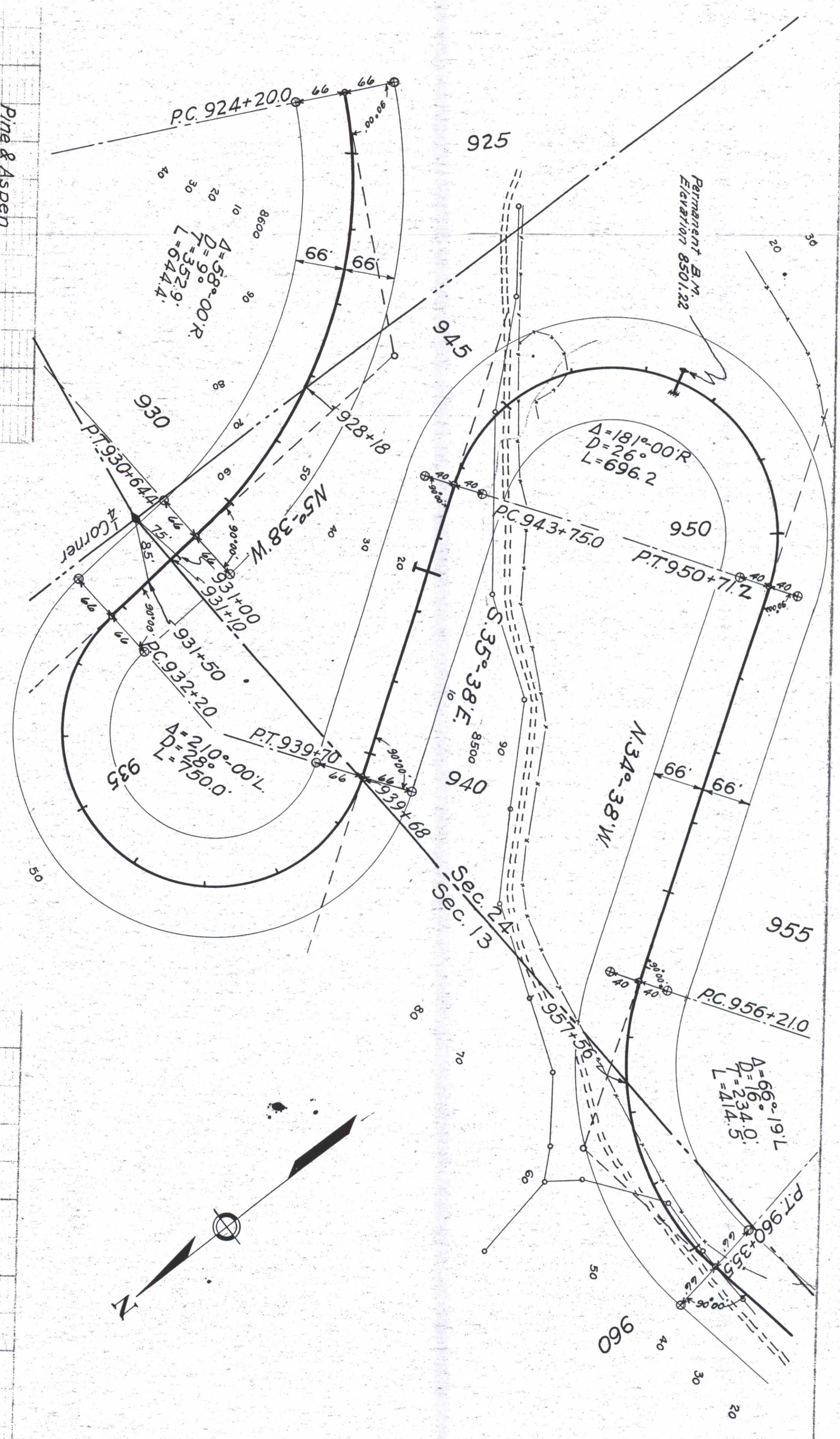
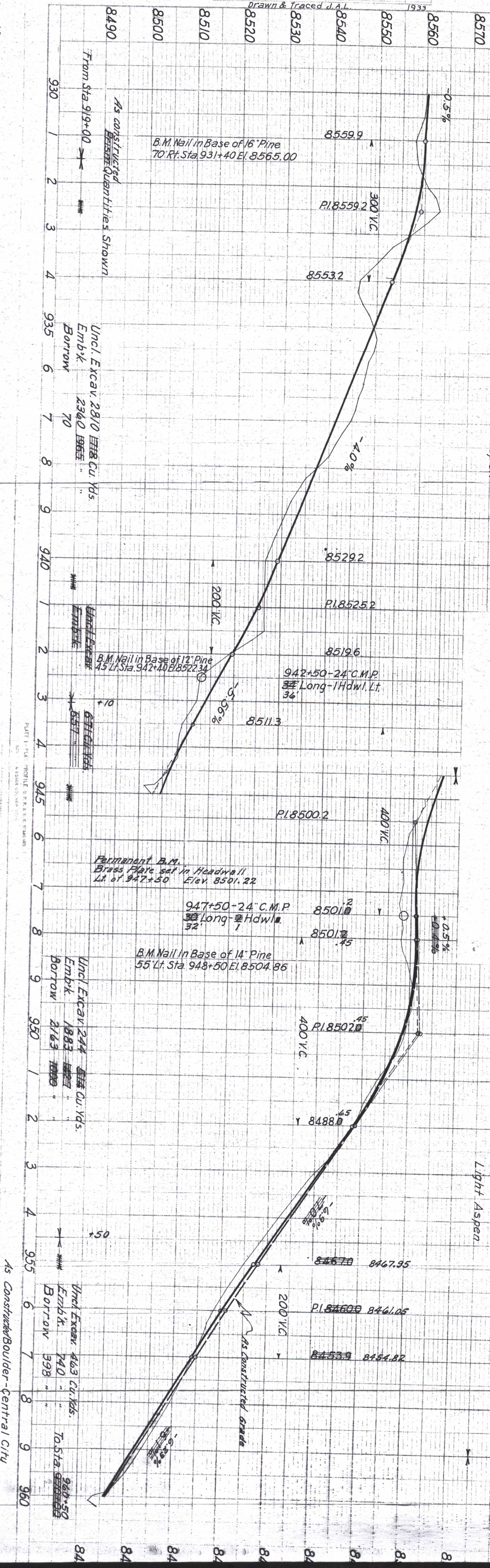
PROFILE	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED	M.B.K.	1932
RT. OF WAY CHECKED	ALIGNED	J.E.M.	"
Drawn & Traced	J.A.L.	"	1933

The Alignment and Grade as hereon
shown are ~~subject to change~~
~~as constructed~~



PROFILE
SURVEYED BY M.B.K. 1932
NOTES ROOM J.A.W.
GRADES CHECKED J.E.W.
NO. J.A.W.
STRUCTURE NOTED ROUGH
Drawn & Traced J.A.L. 1933

PLAN
SURVEYED BY M.B.K. 1932
NOTES ROOM J.A.W.
GRADES CHECKED J.E.W.
NO. J.A.W.
STRUCTURE NOTED ROUGH
Drawn & Traced J.A.L. 1933

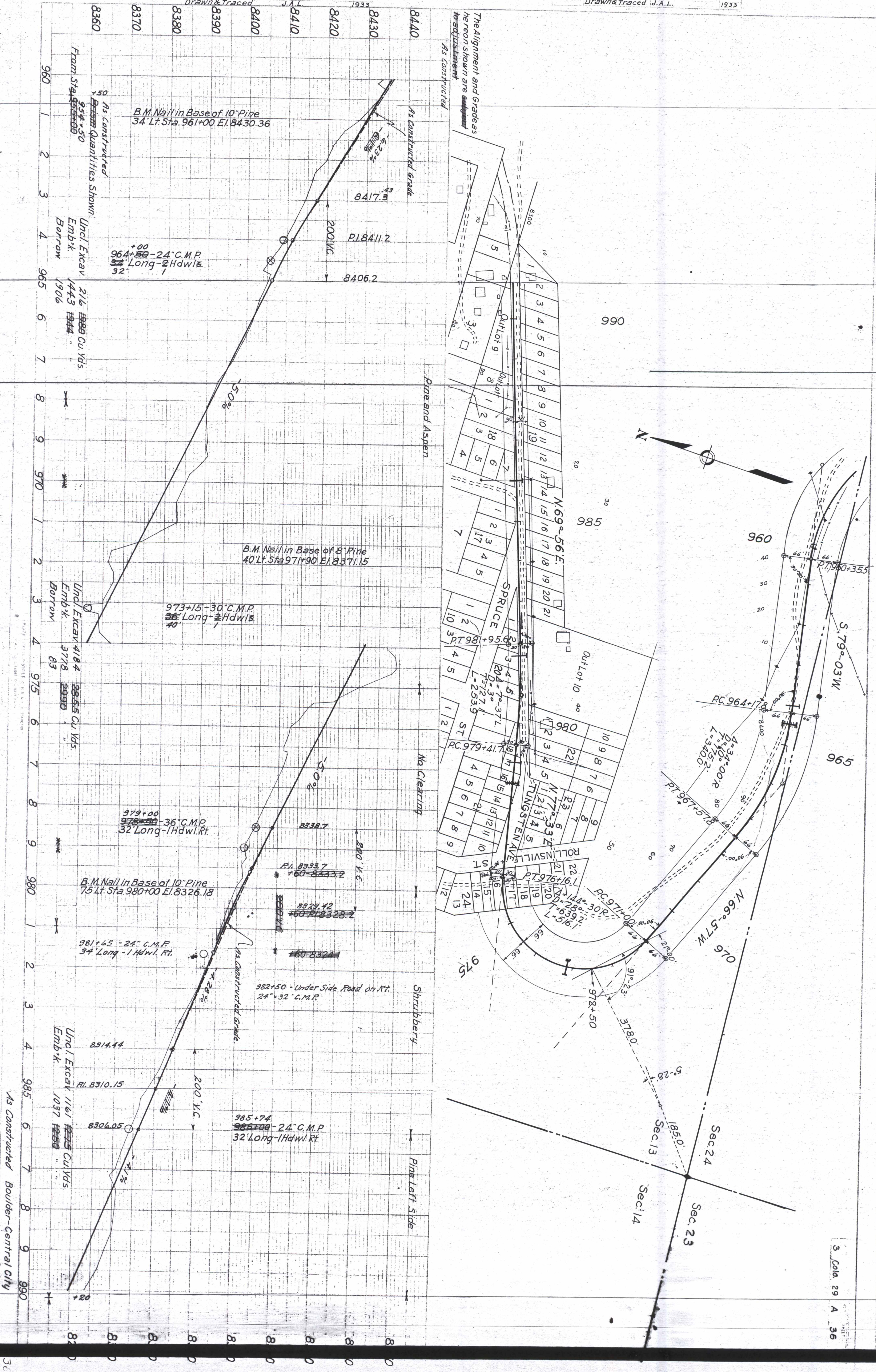


PLAN	DESIGNED BY	DATE
NOTED BY	1932	
NO.	1933	

Drawn & Traced	J.A.L.
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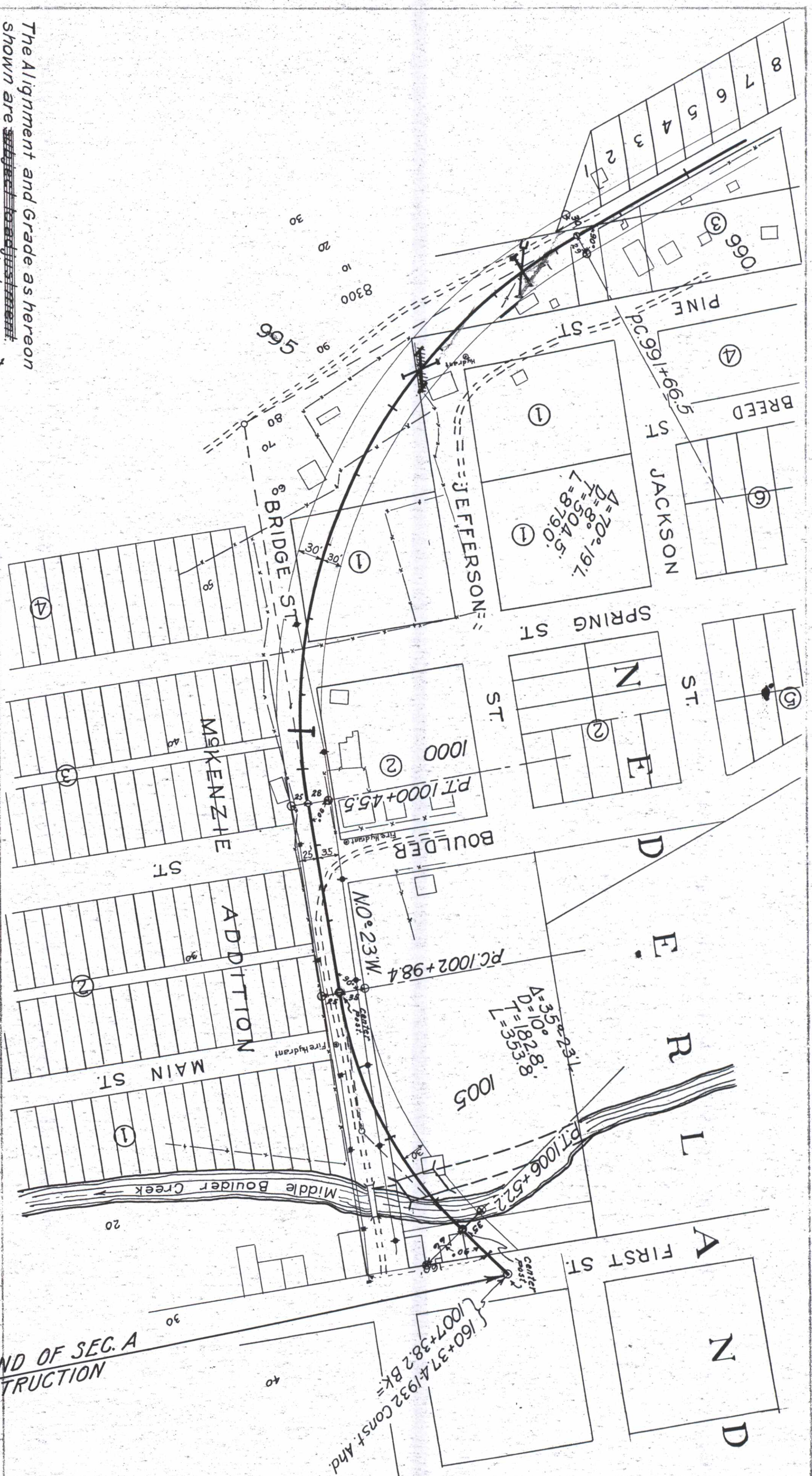
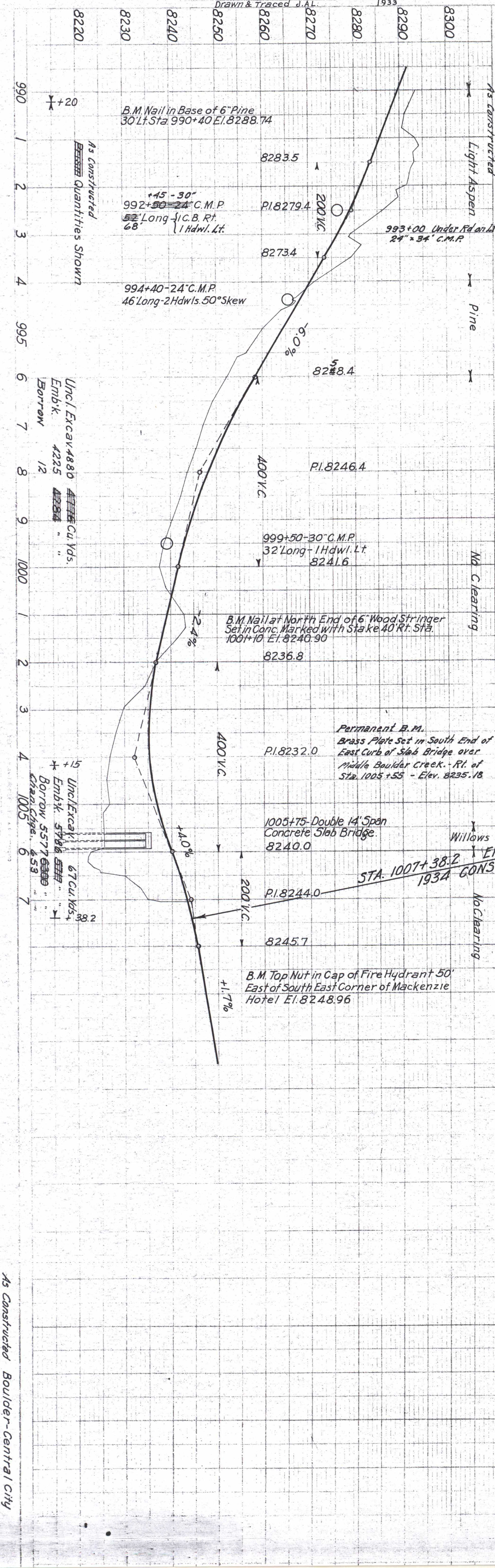
PROFILE	DESIGNED BY	DATE
NOTED BY	1932	
NO.	1933	

Drawn & Traced	J.A.L.
----------------	--------



PLAN	DESIGNED	M.B.K.	1932
	PLANNED	J.E.M.	
NOTE: BRIDGE	ALIGNMENT CHECKED	W.E.W.	
NO	BY US WAY CHECKED		
	Drawn & Traced	J.A.L.	1933

PROFILE	DESIGNED	M.B.K.	1932
	PLANNED	J.E.M.	
	ALIGNMENT CHECKED	W.E.W.	
	BY US WAY CHECKED		
	Drawn & Traced	J.A.L.	1933



As Constructed Boulder-Central City

[illegible]

CULVERT AT STATION →	558+50						CULVERT AT ← STATION
CLEAR SPAN = S	5						CLEAR SPAN = S
CLEAR HEIGHT = H	7						CLEAR HEIGHT = H
SHOULDER WIDTH	29						SHOULDER WIDTH
FLOW LINE ELEVATION	8761.0						FLOW LINE ELEVATION
HEIGHT OF FILL	1.0 Min.						HEIGHT OF FILL
LENGTH = L	40'						LENGTH = L
T1	9"						T1
T2	9"						T2
T3	9"						T3
T4	8"						T4
V	8'-0						V
W	10'-4 $\frac{3}{4}$						W
X	6"						X
Y	9'-6 $\frac{7}{16}$ "						Y
Z	18'-8 $\frac{1}{2}$ "						Z
t	1 $\frac{1}{2}$ "						t
y	2"						y

[illegible]

* Does not include channel change

[illegible]
$$\begin{aligned} V &= H + T_1 + 3^{\circ} \\ W &= 1.732 (V - 2 \cdot 0^{\circ}) \\ Y &= 1.5 V + \frac{1}{2} T_3 - 2 \cdot 10 \frac{1}{16}^{\circ} \\ Z &= S + 2 T_2 + 1.1547 Y + 1 \cdot 2^{\circ} \end{aligned}$$

GENERAL NOTES

Specifications: U.S. Bureau of Public Roads, Form T.R.50, Revised 1932.
Concrete: All to be Class A. Curbs to be poured monolithically with slab. All exposed edges and corners to be chamfered $\frac{3}{4}$ ". All exposed surfaces to be given a 'Rubbed Finish'.
Reinforcing Steel: To be deformed bars. No square twisted bars allowed. Shop details to be submitted and approved prior to fabrication. All dimensions are to center line of bar.
Foundations: To be inspected and approved by the Engineer before footings are poured.
Revisions: Any revisions found necessary in the field must first be approved by the Bridge Engineer.

CONCRETE BOX CULVERTS

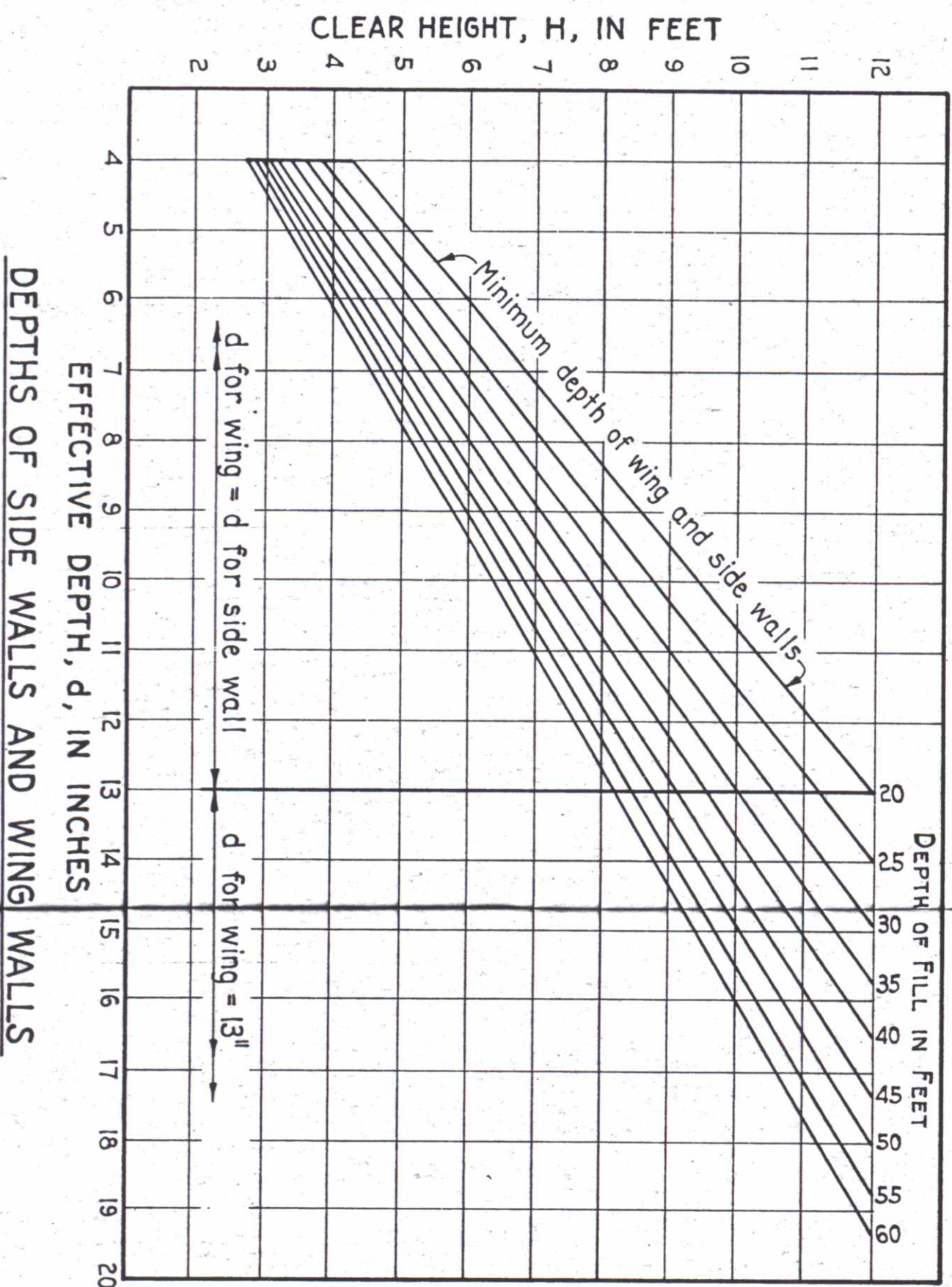
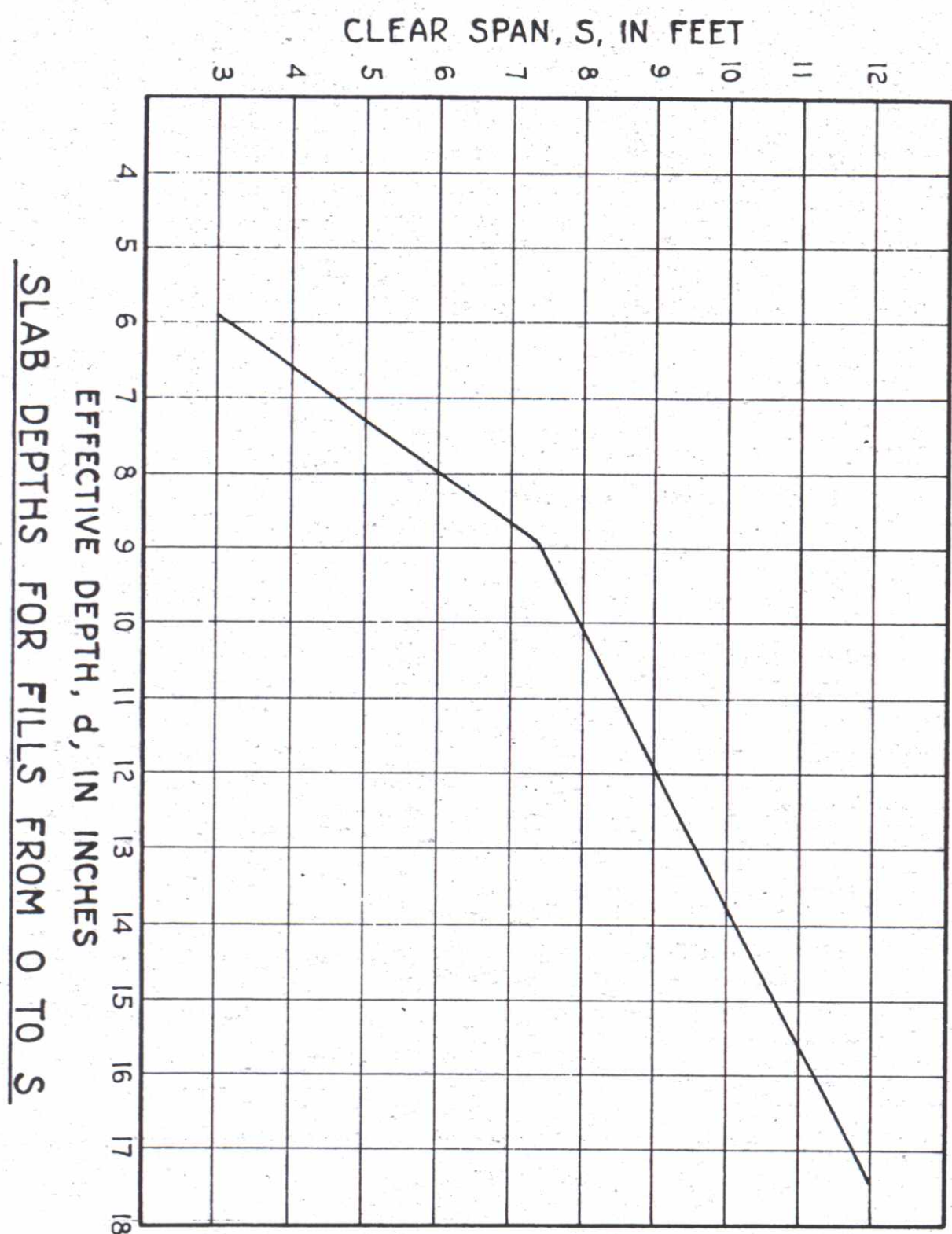
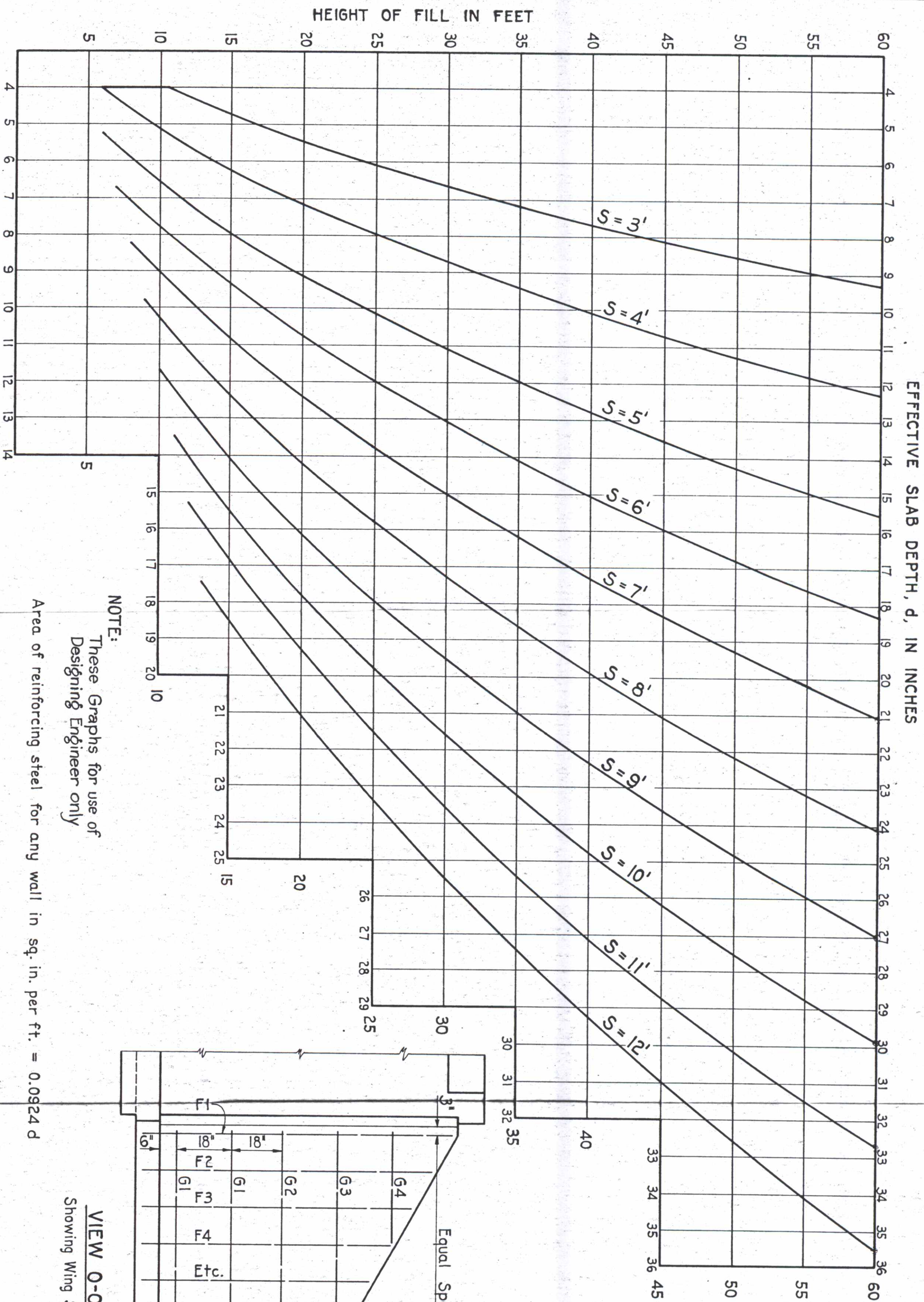
COMPUTED BY: J. W. C. DATE: 6-30-34
CHECKED BY: L. F. C. DATE: 8-13-34

APPROVED: *A. J. Ireland* DATE: *August 13, 1934*
Senior Highway Bridge Engineer

DATE: August 13/1934

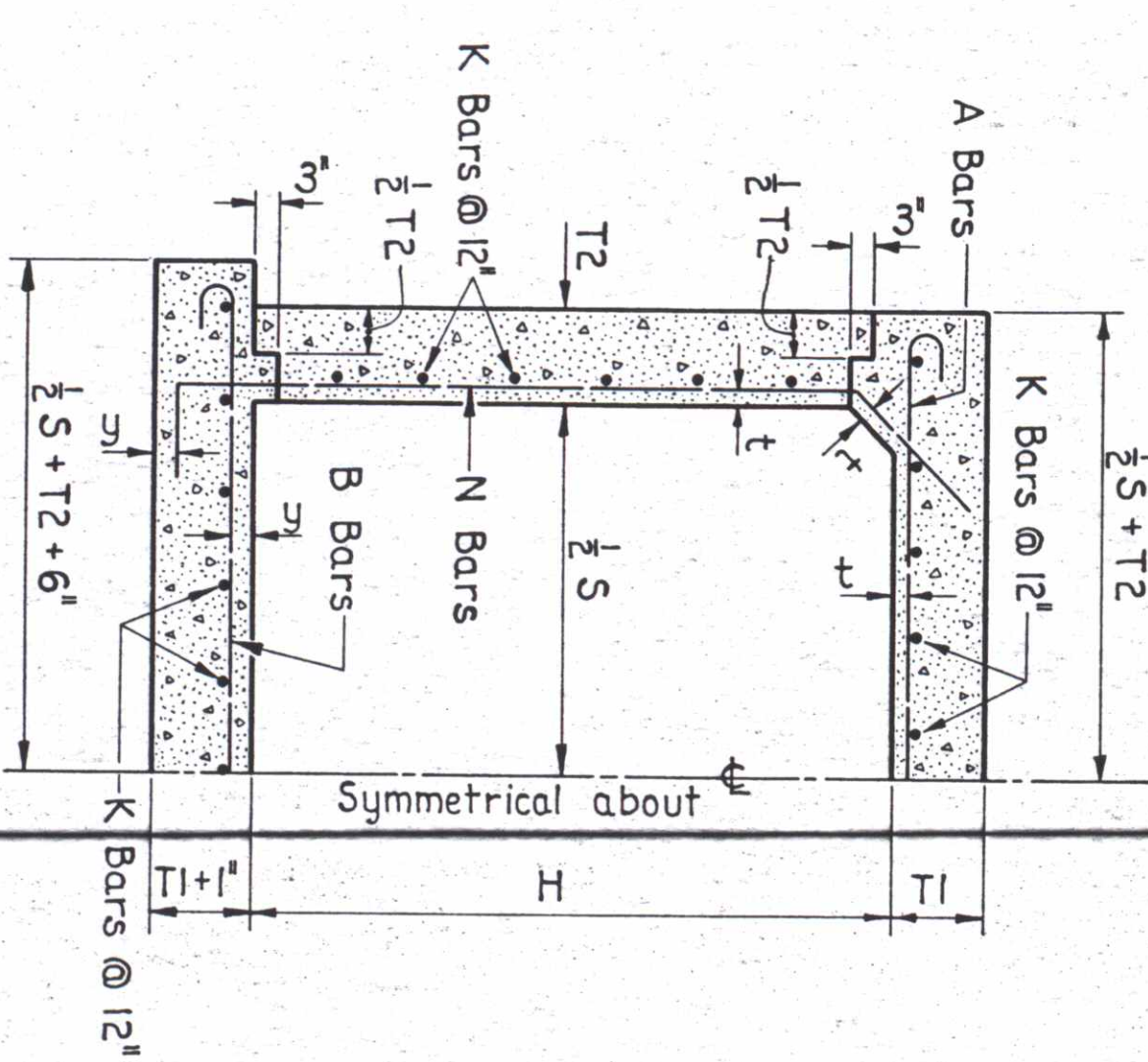
STATE: Colorado

Sheet 1 of 2



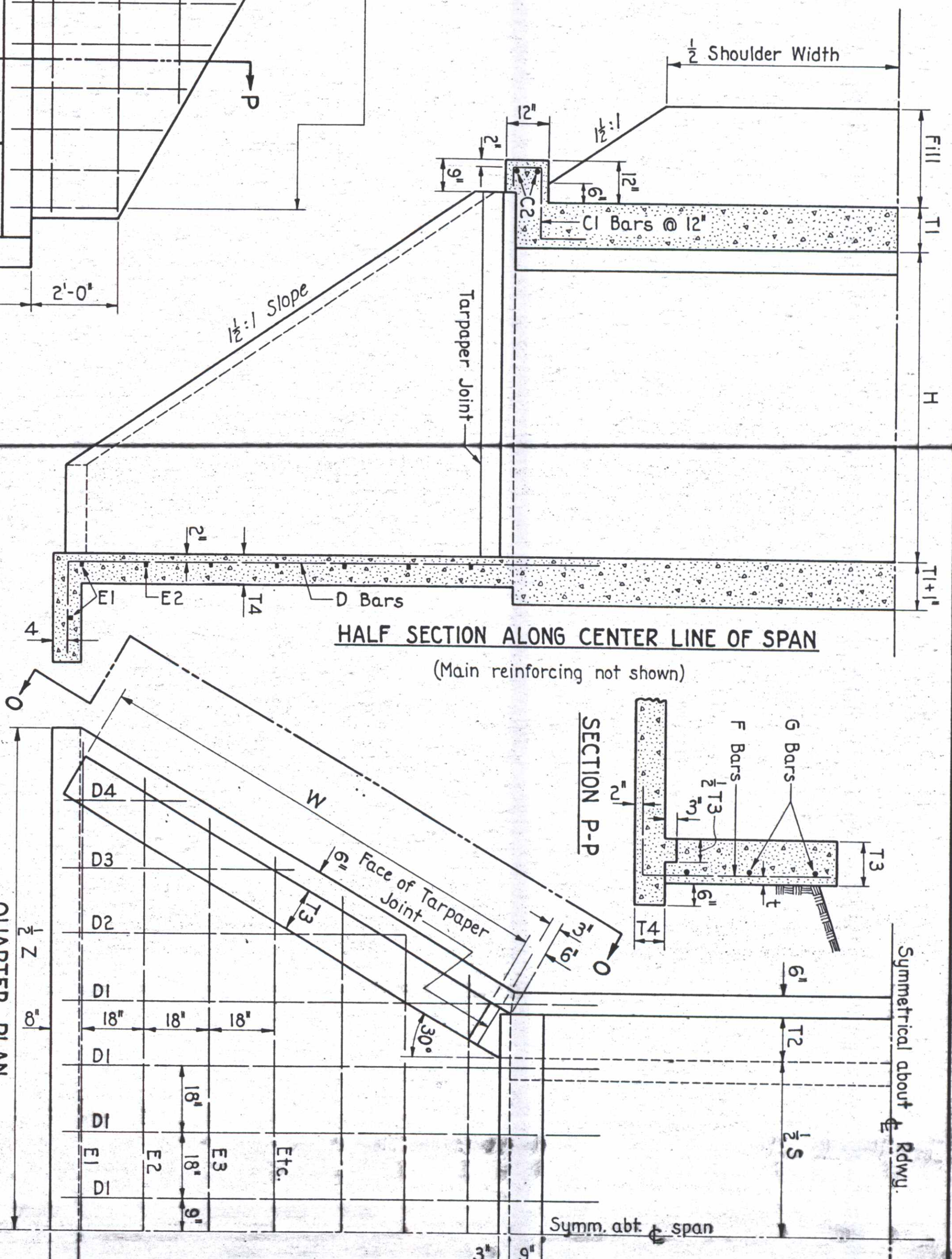
T1 = $d + t$ (d for slab)
T2 = $d + t$ (d for side wall)
T3 = $d + t$ (d for wing wall)

HALF CROSS SECTION

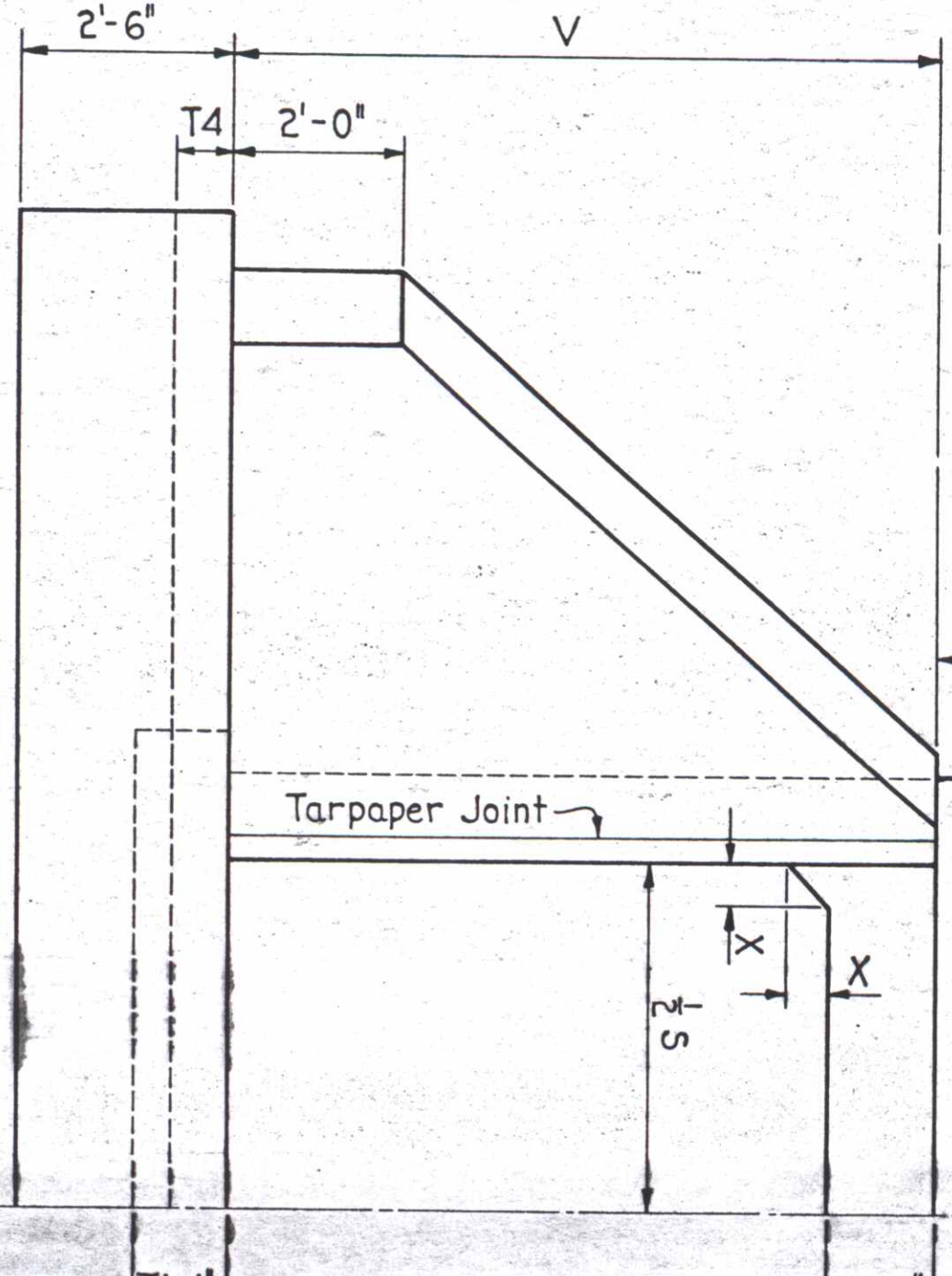


HALF SECTION ALONG CENTER LINE OF SPAN

(Main reinforcing not shown)



HALF END VIEW

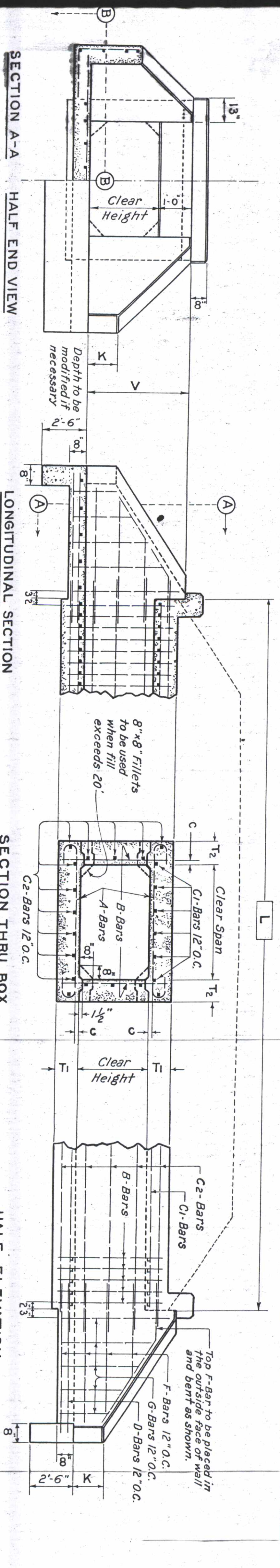


CONCRETE BOX CULVERTS

BUREAU OF PUBLIC ROADS - DIST. NO. 3 - DENVER, COLO.
PROJECT: Boulder-Idaho Springs, Colo. 29-B
STATE: Colorado

APPROVED: J. W. Courter
Senior Highway Bridge Engineer

DATE: August 13, 1934



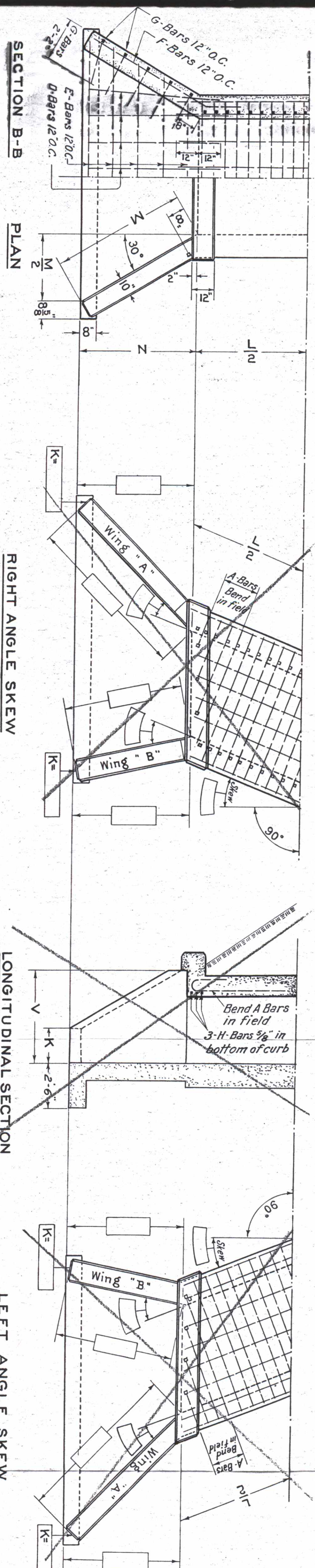
PROJECT Boulder-Central City Colo. "N.R." 29-A					
Clear Span	Clear Height	Depth of Fill	Length	Station	Concrete C.V.Y.S.
5'	7'	1'±	32'	810+50	35.7
					4000

* 8 x 8 fillets to be used when fill exceeds 20 ft.

Structure Plans
Recommended for Approval
A. F. O'Connell
Sr. Highway Engineer
Date Sept. 30, 1930

GENERAL NOTES

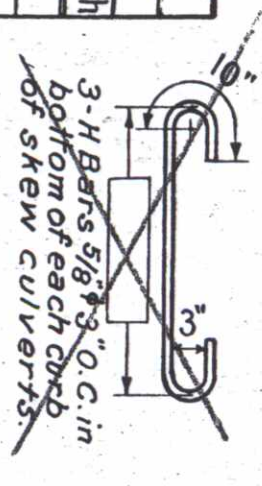
SPECIFICATIONS: Bureau of Public Roads Form F-50, Rev. 1932
CONCRETE: To be Class A.
Maximum size of aggregate to be 1 1/2 inches.
All exposed edges to be chamfered 3/4 inches.
REINFORCING STEEL: To be deformed bars right wire together at alternate intersections with No. 14 wire. When spaced, bars shall be lapped 50 diameters. All bars to be tagged with the station number and designation.
FIELD MODIFICATIONS: The length height and angle of the wings is based on average conditions and should be modified when necessary.



QUANTITIES IN TWO CURBS AND FOUR WINGS

DIMENSIONS AND ESTIMATED QUANTITIES BASED ON CULVERT L=40 FEET									
DEPTH OF FILL = 1-10 FT.					DEPTH OF FILL = 11-20 FT.				
CONCRETE					CONCRETE				
Span	Clear Height	Clear Span	Clear Height	Clear Span	Span	Clear Height	Clear Span	Clear Height	Clear Span
1	1	1	1	1	1	1	1	1	1
2	2	2	2	2	2	2	2	2	2
3	3	3	3	3	3	3	3	3	3
4	4	4	4	4	4	4	4	4	4
5	5	5	5	5	5	5	5	5	5
6	6	6	6	6	6	6	6	6	6
7	7	7	7	7	7	7	7	7	7
8	8	8	8	8	8	8	8	8	8
9	9	9	9	9	9	9	9	9	9
10	10	10	10	10	10	10	10	10	10
11	11	11	11	11	11	11	11	11	11
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14	14	14	14	14	14	14	14	14	14
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16	16	16	16	16	16	16	16	16	16
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19	19	19	19	19	19	19	19	19	19
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21	21	21	21	21	21	21	21	21	21
22	22	22	22	22	22	22	22	22	22
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73	73	73	73	73	73	73	73	73	73
74	74	74	74	74	74	74	74	74	74
75	75	75	75	75	75	75	75	75	75
76	76	76	76	76	76	76	76	76	76
77	77	77	77	77	77	77	77	77	77
78	78	78	78	78	78	78	78	78	78
79	79	79	79	79	79	79	79	79	79
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86	86	86	86	86	86	86	86	86	86
87	87	87	87	87	87	87	87	87	87
88	88	88	88	88	88	88	88	88	88
89	89	89	89	89	89	89	89	89	89
90	90	90	90	90	90	90	90	90	90
91	91	91	91	91	91	91	91	91	91
92	92	92	92	92	92	92	92	92	92
93	93	93	93	93	93	93	93	93	93
94	94	94	94	94	94	94	94	94	94
95	95	95	95	95	95	95	95	95	95
96	96	96	96	96	96	96	96	96	96
97	97	97	97	97	97	97	97	97	97
98	98	98	98	98	98	98	98	98	98
99	99	99	99	99	99	99	99	99	99
100	100	100	100	100	100	100	100	100	100

STEEL FOR TWO HEADWALLS FOR SKEWED CULVERT



3-A Bars 5/8" x 8" O.C. in apron at each end of skew culverts.

U.S. DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 3
DENVER, COLO.

STANDARD CONCRETE BOX CULVERTS

SPANS FROM 3-5 FEET

Boulder-Idaho Springs Colo
Concrete Box Culvert
Sheet D3-SP-756

SECTION ALONG CENTER LINE

NOTE: Length of box based on shoulder width of 37'; 20' inside of curve, 17' outside of curve; 2:1 fill slopes.

Diagram showing a cross-section of a bridge structure. The structure is a trapezoidal box with a top width of 37' and a bottom width of 20'. The height is 17'. The left side is labeled "N.E.I. 8393.5" and the right side is labeled "E.I. 8384.85-9". The bottom slope is labeled "5.7% Slope". The structure is supported by two abutments. The left abutment is labeled "N.E.I. 8380.75" and the right abutment is labeled "N.E.I. 8382.8".

PLAN

Diagram showing a plan view of the bridge structure. The structure is a rectangular box with a length of 78'-0" and a width of 23'-0". The structure is supported by four abutments labeled "Wing A", "Wing B", "Wing C", and "Wing D". The structure is divided into three sections: a central section of 13'-0" and two side sections of 13'-0" each. The central section is labeled "Construction joints entirely around barrel. No steel thru joints. 3 Heaps". The side sections are labeled "5' to 11'6" x 50'". The structure is supported by a "4 Box" and a "Flow" arrow indicates the direction of water flow.

Architectural drawing showing the plan view of Wing Wall B and a corner detail.

Wing Wall B Dimensions:

- Top width: 10'-0"
- Bottom width: 18'-0"
- Height: 15'-0"
- Left side slope: 3'-0" vertical offset at base
- Right side slope: 2'-6" vertical offset at base
- Reinforcement: F-22 to F-15 (horizontal bars), A-3 to A-7 (vertical bars)

Corner Detail Dimensions:

- Top width: 12'-0"
- Bottom width: 2'-0"
- Height: 1.3 bars
- Reinforcement: 1.3 bars

Technical drawing of a concrete slab and wall section. The drawing includes a plan view of a rectangular slab with dimensions 18'-0" by 13'-6". The slab has a thickness of 8 D 3. The reinforcement consists of F-14 bars spaced at 12 inches (F-14 @ 12") and F-1 bars spaced at 14 inches (F-14 to F-1 Bars). The slab is supported by a wall. The wall has a thickness of 10 inches and is reinforced with F-1 bars. The wall is shown in a cross-section view, with dimensions 10'-0" and 10'-0". The wall is labeled "END VIEW".

END VIEW
(Typical for All Wings)

APPROVED R. F. Copeland DATE Dec. 2, 1931
Senior Highway Bridge Engineer

DATE: Dec 2 1937

U.S. DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO 3 DENVER, COLO.

Specifications:- U.S. Bureau of Public Roads, Form F.R. 504

Reinforcing Steel:- To be deformed bars. No square twisted bars allowed. Shop details to be submitted and approved prior to fabrication. All dimensions are to center line of bar.

Foundations:- To be inspected and approved by the Engineer before footings are poured.

Revisions:- Any revisions found necessary in the field must receive prior approval of the Bridge Engineer.

6'x6'x72' CONCRETE BOX CULVERT
MISSOURI CREEK ~ STA. 116+50
BOULDER - IDAHO SPRINGS HY.
COLORADO FOREST PROJ. 29-F

D3-SP-256

BAR LIST						
Bar Types	Type	Location	Bar	N ^o	Size	Length
①			A1	120		8'-2"
②		Top Slab	A2			8'-5"
			A3			8'-7"
			A4		5/8"	8'-9"
			A5			9'-1"
			A6			9'-5"
			A7			9'-11"
			A8			10'-6"
③			B1	120		9'-2"
			B2			9'-5"
			B3			9'-7"
④		Bottom Slab	B4		5/8"	9'-9"
			B5			10'-1"
			B6			10'-5"
			B7			10'-11"
			B8			11'-6"
⑤		Curbs	C1	24	1/2"	3'-4"
			C2	4	5/8"	11'-3"
			D1	32		5'-1"
			D2	18		4'-10"
⑥		Wing Footings	D3	20	1/2"	4'-7"
			E1	6		17'-9"
			E2	6		9'-9"
			F1			13'-7"
			F2			13'-4"
			F3			12'-1"
			F4			9'-10"
			F5			13'-2"
⑦		Wing Walls	F6		5/8"	11'-5"
			F7			8'-3"
			F8			13'-4"
			F9			12'-8"
			F10			11'-8"
			G1	9		17'-9"
			G2	1		13'-6"
			G3	1		6'-6"
			G4	9	1/2"	9'-9"
			G5	1		8'-9"
			G6	1		5'-9"
			G7	1		2'-9"
⑧		Side Walls	H1	126	1/2"	8'-6"
			H2	32	3/8"	5'-0"
⑨		Wing Walls	H3	10	3/4"	9'-0"
			K1	27		25'-9"
			K2	17		19'-9"
			K3	17	1/2"	26'-3"
			K4			24'-9"
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			L255			24'-9"

QUANTITIES

Concrete, Class A.....81.7 Cu. Yds.

Reinforcing Steel.....7570 Pounds

Excavation.....100± W. Y.

U.S. DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO 3 DENVER, COLO.

GENERAL NOTES

Specifications:- U.S. Bureau of Public Roads, Form F.R. 504

Reinforcing Steel:- To be deformed bars. No square twisted bars allowed. Shop details to be submitted and approved prior to fabrication. All dimensions are to center line of bar.

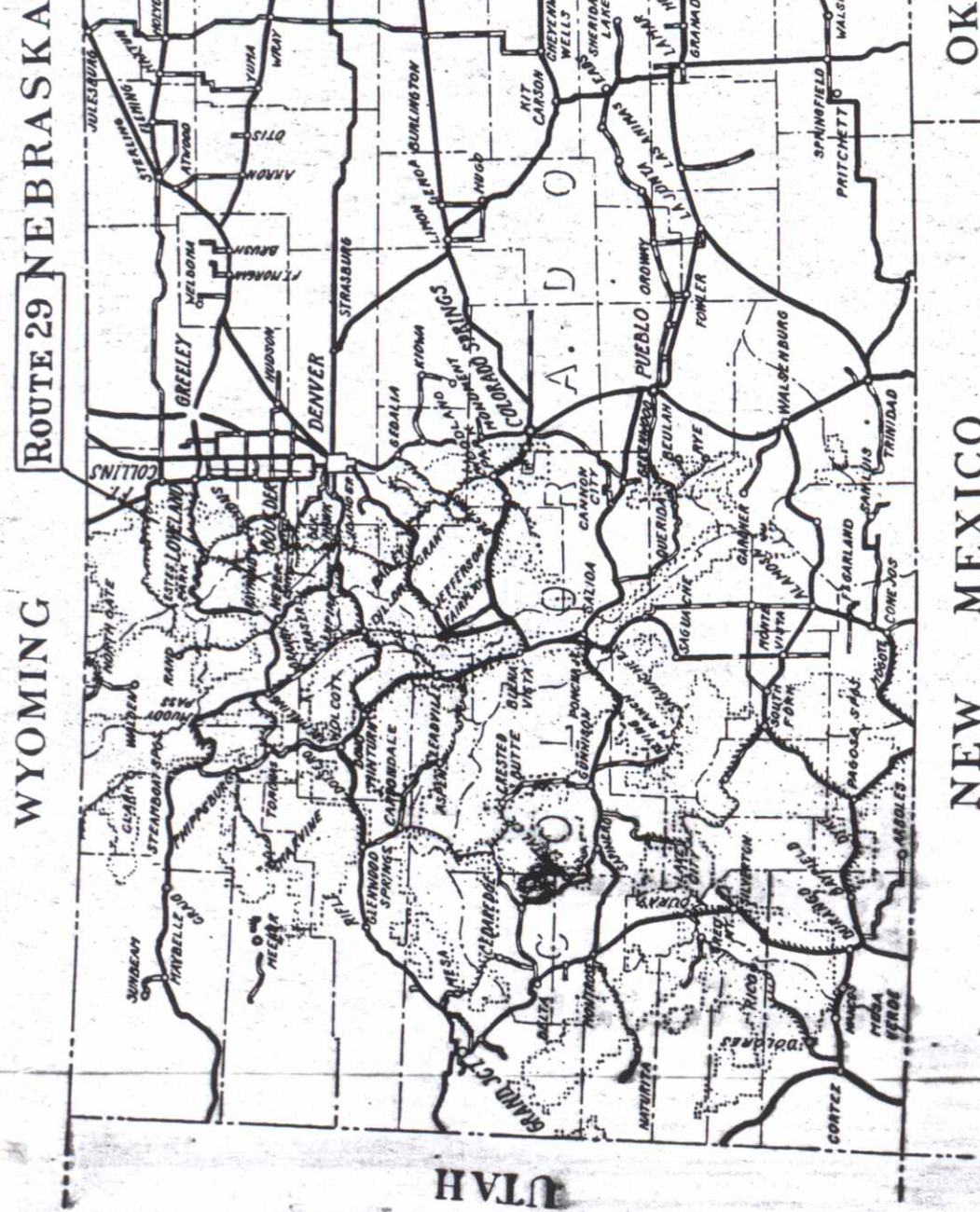
Foundations:- To be inspected and approved by the Engineer before footings are poured.

Revisions:- Any revisions found necessary in the field must receive prior approval of the Bridge Engineer.

6'x6'x72' CONCRETE BOX CULVERT
MISSOURI CREEK ~ STA. 116+50
BOULDER - IDAHO SPRINGS HY.
COLORADO FOREST PROJ. 29-F

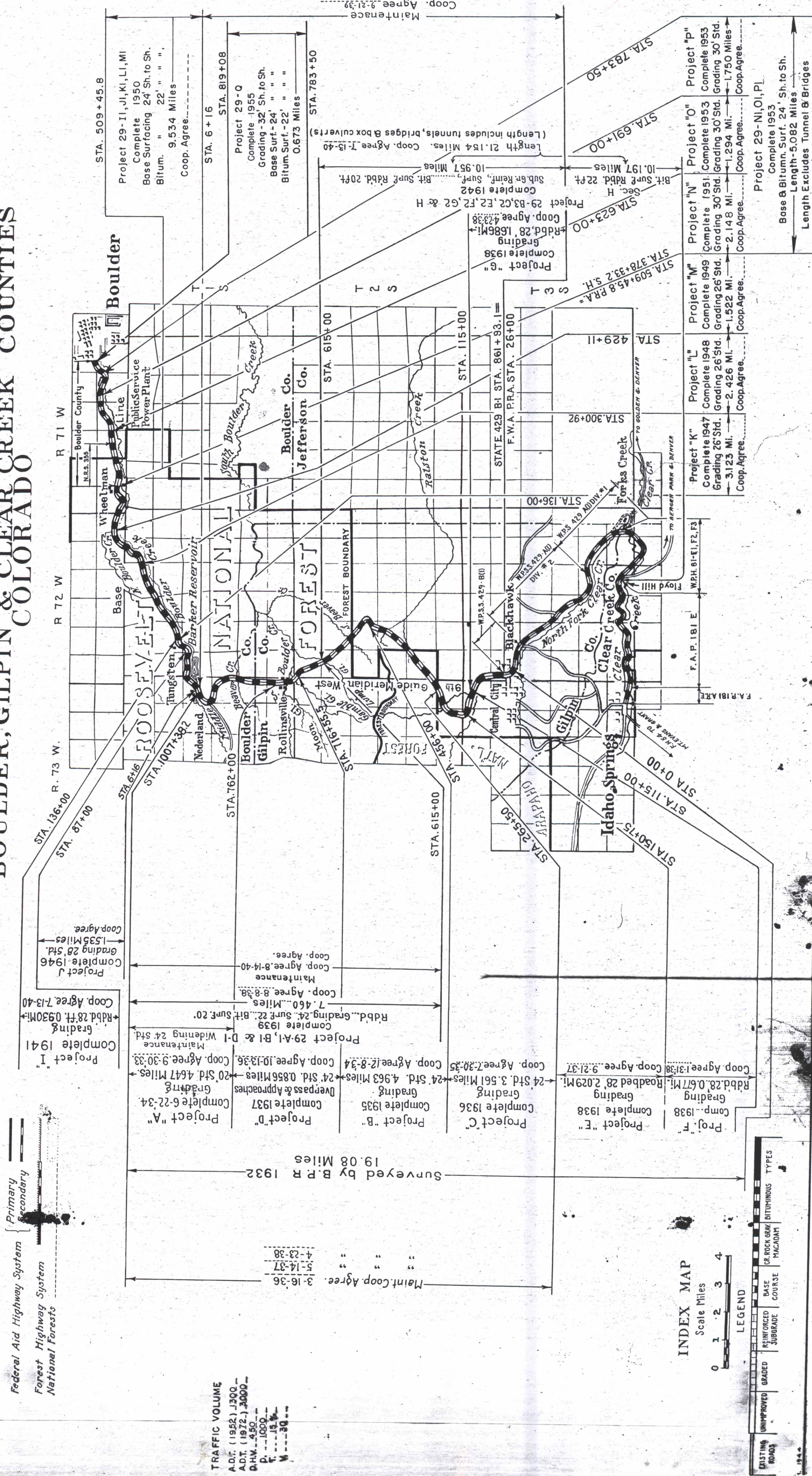
D3-SP-256

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS



PLANS FOR PROPOSED
PROJECT 29
ROUTE 29 BOULDER-IDAHO SPRINGS
BOULDER VIA NEDERLAND & BLACKHAWK TO IDAHO SPRINGS
CLASS 1
4.8 MILES
COLORADO FOREST HIGHWAY SYSTEM

ROOSEVELT & ARAPAHO NATIONAL FORESTS
BOULDER, GILPIN & CLEAR CREEK COUNTIES
COLORADO



TRAFFIC VOLUME
A.D.T. (1952) 1,300-
A.D.T. (1972) 3,000-
D.V. 550-
D. 1,000-
M. 15-30

INDEX MAP
Scale Miles
0 1 2 3 4

LEGEND
UNIMPROVED GRADED SUBGRADE COURSE BASE OR ROCK GRAV BITUMINOUS TYPES

INDEX TO SHEETS				
SHEET NO.	DESCRIPTION	STATION-START	STATION-END	
1	Title Sheet			
2	Typical Sections			
30-31	Summary			
32	Plan & Profile			
33	Plan & Profile			
34	Plan & Profile			
35	Plan & Profile			
36	Plan & Profile			
37	Plan & Profile			
38	Plan & Profile			
39	Plan & Profile			
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100	Plan & Profile			

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION NO. 9 DENVER, COLORADO

APPROVED

DIVISION ENGINEER
BY DESIGN ENGINEER

APPROVED

DISTRICT ENGINEER

APPROVED

REGIONAL FORESTER

APPROVED

CHIEF ENGINEER
COLORADO DEPARTMENT OF HIGHWAYS

The Alignment and Grade as hereon shown are subject to adjustment.

~~Particular~~ Quantities Shown

As Constructed

BOULDER - IDAHO SPRINGS

856+25 Colo. Highway Location
PC 20+63 Bureau of Public Roads

BLACKHAWK

$$\begin{aligned} \Delta &= 8^{\circ} 30' \\ D &= 2^{\circ} 13' \\ T &= 213' \\ L &= 425' \end{aligned}$$

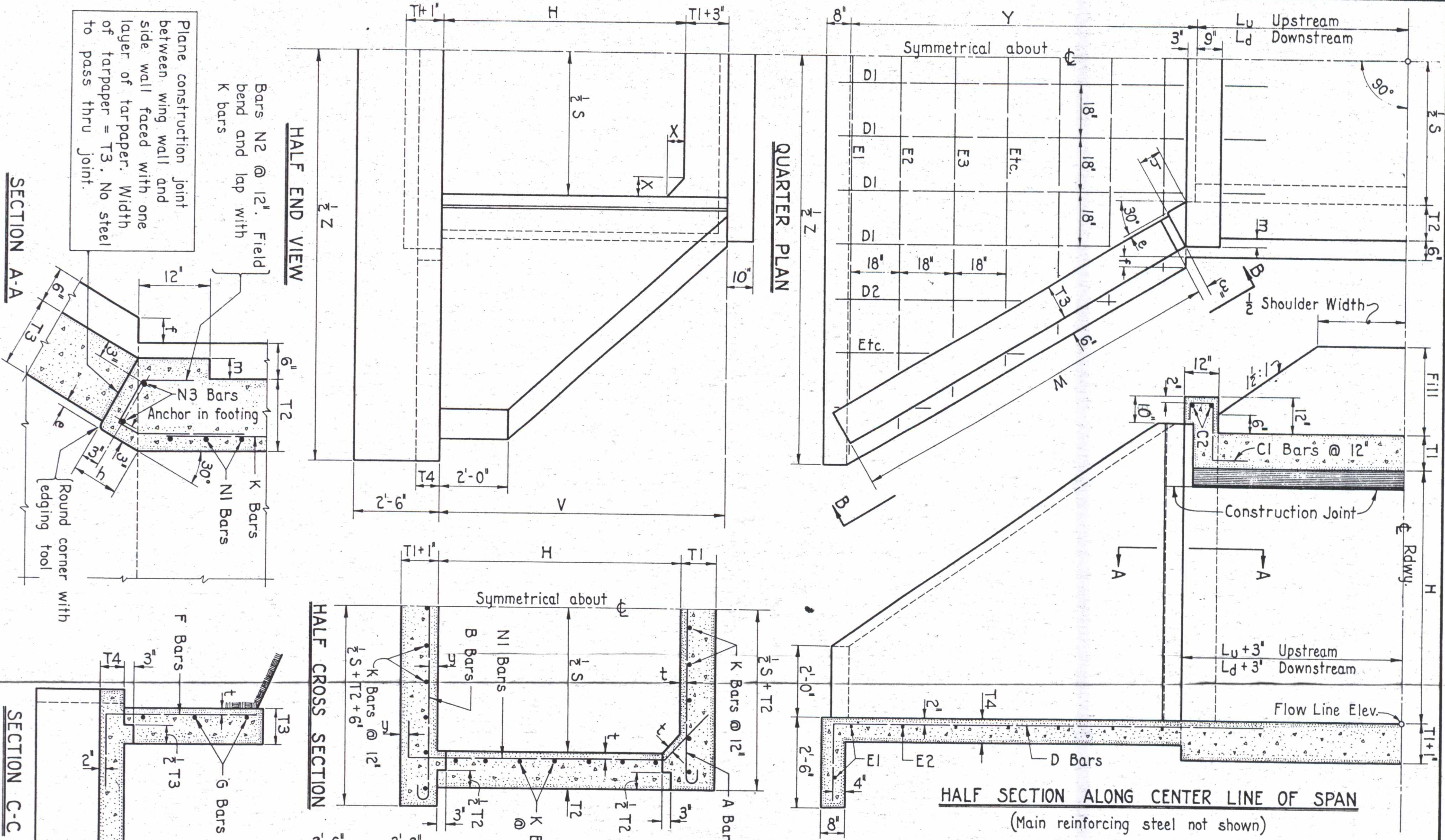
Central City
 $\Delta = 81^\circ 4'$
 $D = 38^\circ$
 $L = 215'$

2.29.00
D: 4.1
T = 370.5
L = 725

DIST. No.	STATE	MOBILE No.	SECTION	SERIAL
3	Calif.	20	4	17

DESIGNED BY: J. W. Courter Sept. 1934
DRAWN BY: J. W. Courter Sept. 1934
TRACED BY: J. W. Courter Oct. 1934
CHECKED BY:

Boulder-Idaho Springs, Col. 29-E
Concrete Box Culvert
Sheet No. D3-5td-139



Type	Location	Bar	No.	Size	Spec.	Length	a	b	c	Bar	No.	Size	Spec.	Length	a	b	c
②	Top Slab	A	203	1/2"	4 1/2"	7'-1"	8"	3"	5'-9"	A							
⑤	Bottom Slab	B	203	1/2"	4 1/2"	8'-1"	8"	3"	6'-9"	B							
①	Curbs	C1	1/4	1/2"	12"	3'-6"	1'-5"			C1	4	1/2"	12"				
③	Aprons	D1	10	1/2"	7"	6'-4"	1'-7"			D1	4	1/2"	7"				
③	Wing Walls	E1	4	1/2"	18"	10'-0"	8'-3"			E1	4	1/2"	18"				
①	Side Walls	F1	7	1/2"	10'-3"	7'-0"	8'-3"			F1	7	1/2"	10'-3"				
①	Barrel	G1	8	1/2"	10'-3"	7'-0"	8'-3"			G1	8	1/2"	10'-3"				

BAR LIST

DIMENSIONS

STATION	213+50
CLEAR SPAN	5'-0"
CLEAR RISE	7'-0"
SHOULDER WIDTH	32'-0"
FLOW LINE ELEVATION	572
FLOW LINE GRADIENT	7%
HEIGHT OF FILL	14'-0"
Lu	34'-0"
Ld	42'-0"
T1	0'-10"
T2	0'-8"
T3	0'-8"
T4	0'-8"
V	8'-0"
W	10'-4 3/4"
X	6"
Y	9'-4 1/2"
Z	18'-5"
e	1"
f	3 1/4"
h	5 1/4"
m	2 3/8"
t	2"
y	4"

Computed By: P.A.B. Date: 5-37
Checked By: H.R.D. Date: 6-2-37

APPROVED: J. W. Courter
Senior Highway Bridge Engineer

DATE: Oct. 19, 1934

GENERAL NOTES

Specifications: U. S. Bureau of Public Roads, Form R.R. 50, Revised 1934. Concrete: All to be Class 'A'. Curbs to be poured monolithically with slab. All exposed edges and corners to be finished with a 'Rubbed Finish'. Reinforcing Steel: All to be deformed bars. No square twisted bars allowed. Shop details to be submitted and approved prior to fabrication. All dimensions are to center line of bar. Foundations: To be inspected and approved by the Engineer before footings are poured. Revisions: Any revisions found necessary in the field must first be approved by the Bridge Engineer.

QUANTITIES

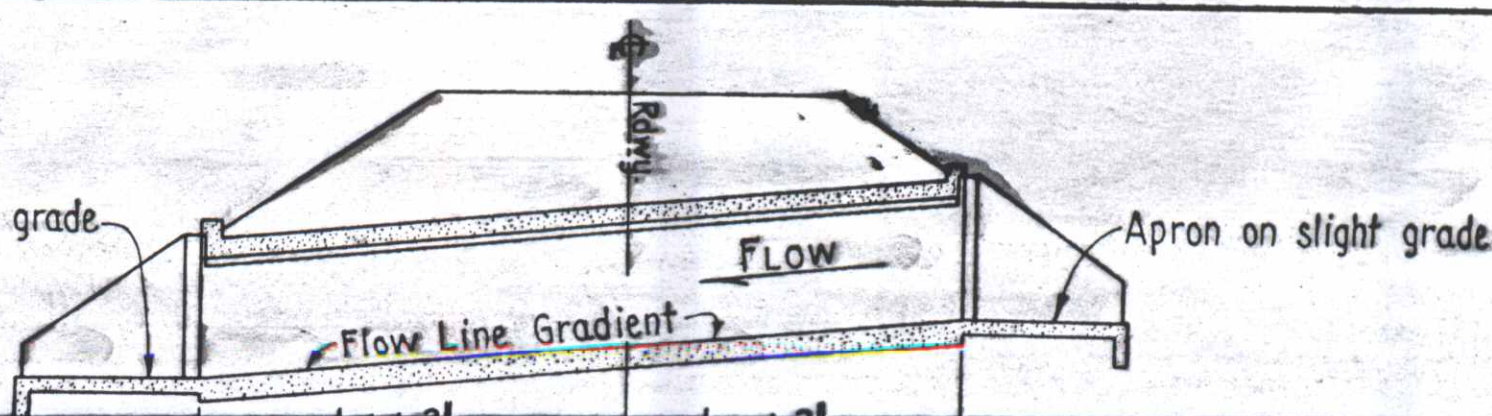
STATION	CULVERT SIZE	CL. A CONC. CU. YDS.	REINF. STEEL LBS.	EXCAVATION CU. YDS.
213+50	5x7x76	75.5	8320	50±

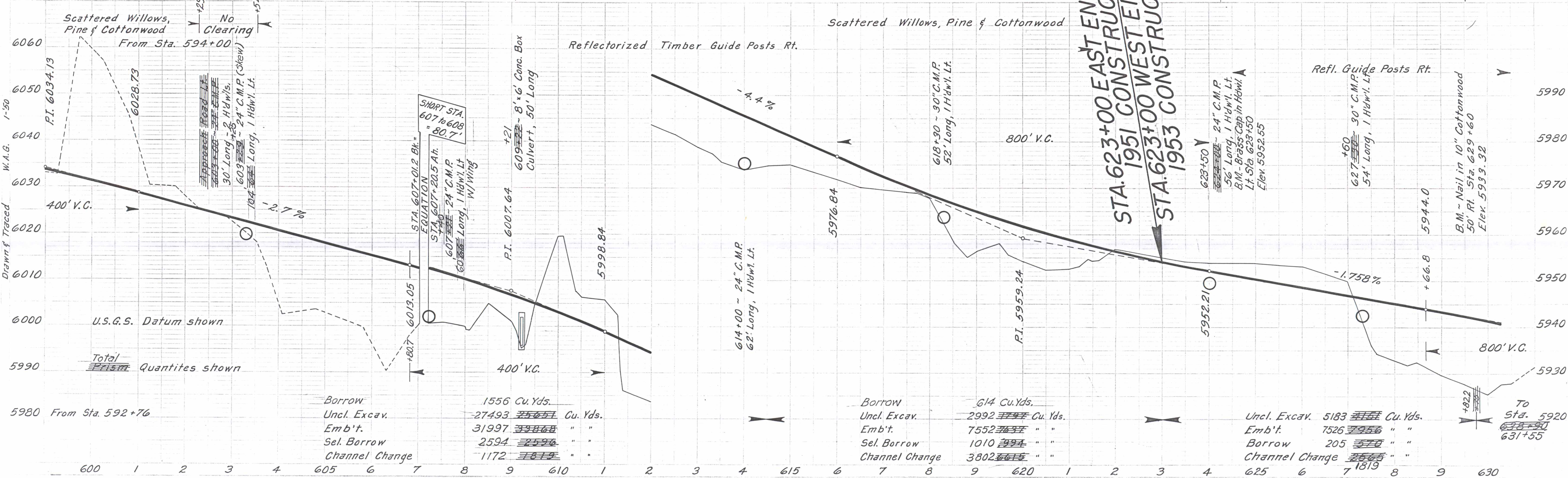
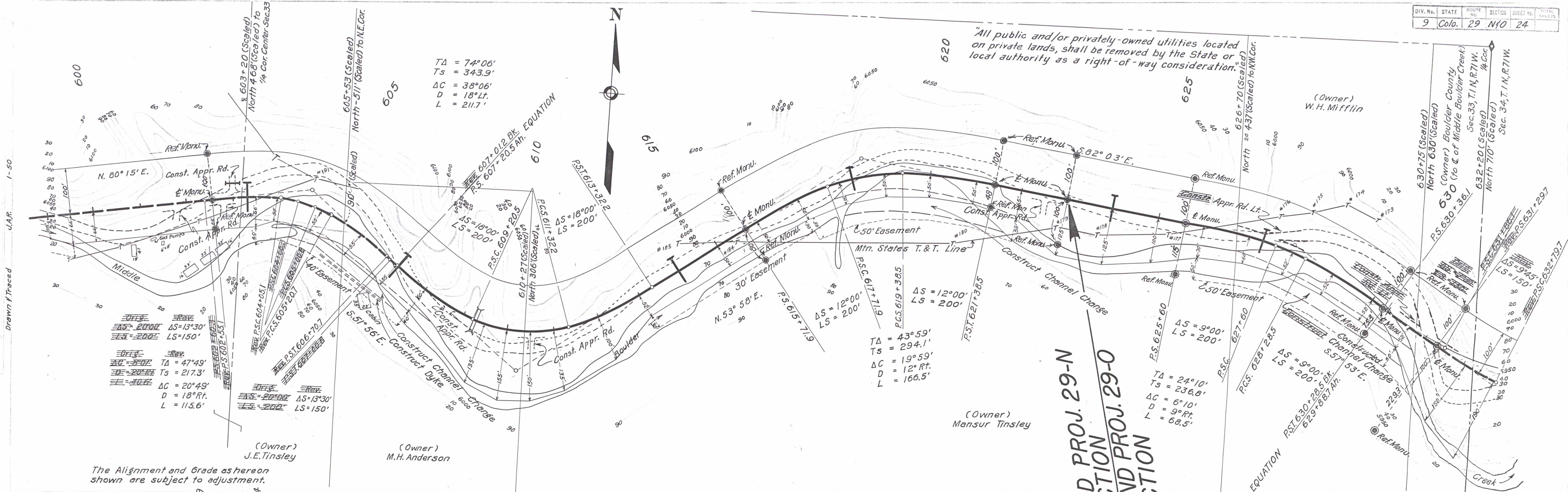
CONCRETE BOX CULVERTS

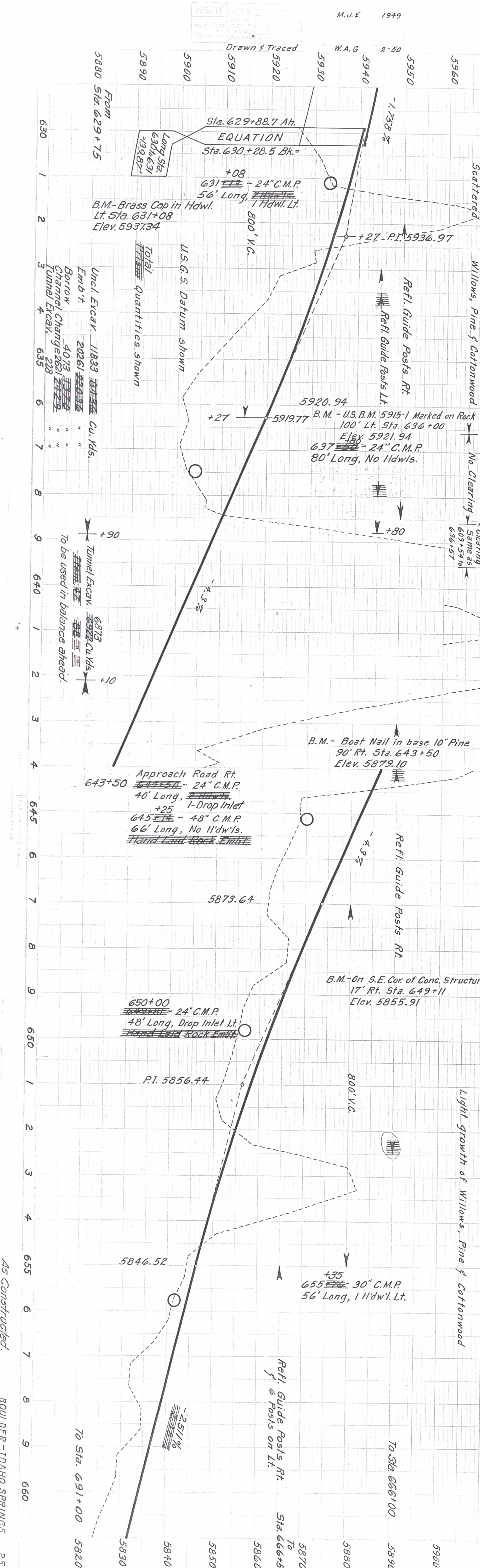
AT STATIONS: 213+50

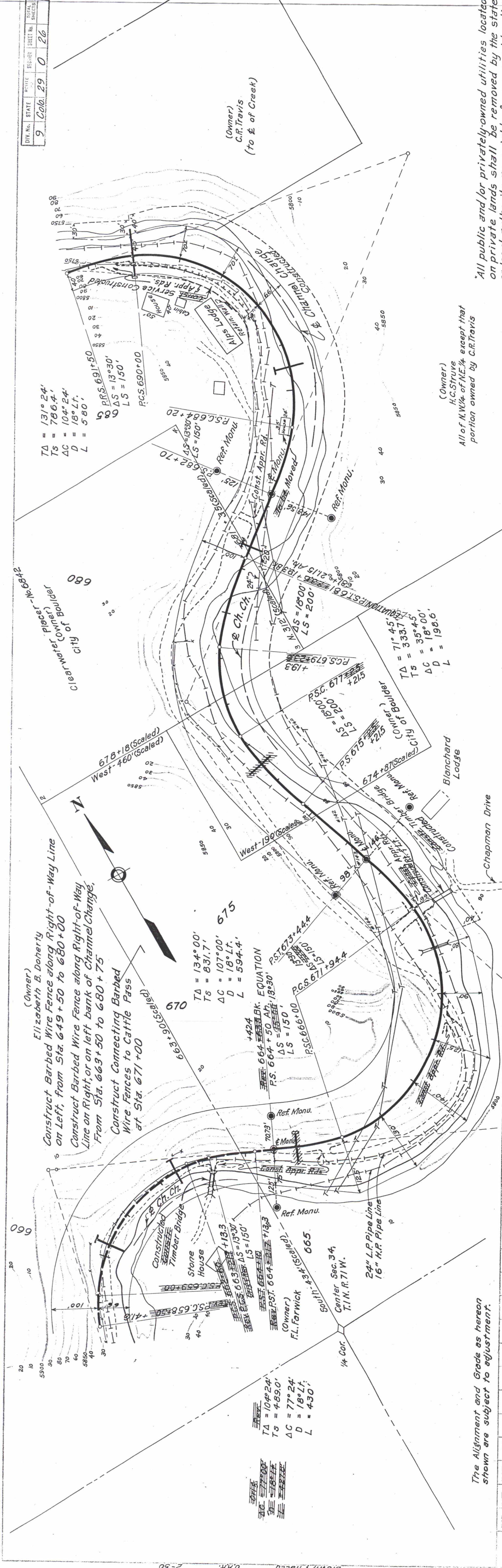
PROJECT: BOULDER-IDAH0 SPRINGS, 29-E
STATE: COLORADO

U. S. DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 3
DENVER, COLORADO









The Alignment and Grade as hereon shown are subject to adjustment.

All public and for privately-owned utilities located on private lands shall be removed by the state or local authority as a right-of-way consideration.

