

DEPARTMENT OF HIGHWAYS STATE OF COLORADO

AS CONSTRUCTED
 REVISED

FEDERAL ROAD DISTRICT NO.	DIVISION	PROJECT NO.	SHEET NO.
9	COLORADO	ER 26(1) FIRST CONTRACT	1

PLAN AND PROFILE OF PROPOSED FEDERAL AID PROJECT NO. ER 26(1) FIRST CONTRACT STATE HIGHWAY NO. 8 ARAPAHOE COUNTY

CONTRACTOR: RAMSOUR BROS. INC.
 RESIDENT ENGR: J. E. NIMON
 COMPLETION DATE: OCTOBER 29, 1966

INDEX OF SHEETS

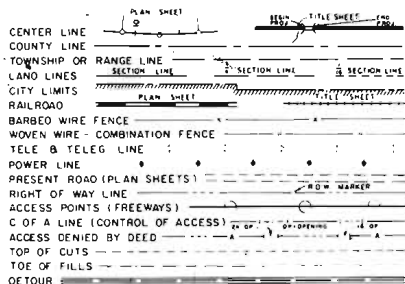
SHEET NO.

- 1 SKETCH MAP, TITLE PAGE AND TABULATION OF LENGTH
- 2 GENERAL NOTES AND TYPICAL SECTIONS
- 3X FINAL SUMMARY OF QUANTITIES
- 4X STRUCTURE QUANTITIES AND TABULATION OF QUANTITIES
- 5-11 DETAILS OF BRIDGE, STA 1724+ to STA 1724+ (STR NO. F-20-B)
- 12-13 ALIGNMENT PLAN AND PROFILE
- 14-22 CROSS SECTIONS.

"M" STANDARDS

- | | | |
|----------|---|----------|
| M-1-D | Superelevation and Widening of Curves - Crowned Highways | 2-3-64 |
| M-2-A | Approach Roads, Flaring, Cut Slope Treatment, Bridge and Crest Widening | 2-3-64 |
| M-5-A | Letters and Figures for Structure Numbers | 11-17-64 |
| M-6-B | Construction Traffic Signs | 8-24-64 |
| M-6-BA | Traffic Signaling for Highway Construction (3 Sheets) | 2-1-65 |
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| M-16-A | Backfill Around Structures | 1-31-64 |
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| M-142-AA | Timber Barricades | 2-1-65 |
| M-192-AA | Delimiters | 10-19-65 |

CONVENTIONAL SIGNS

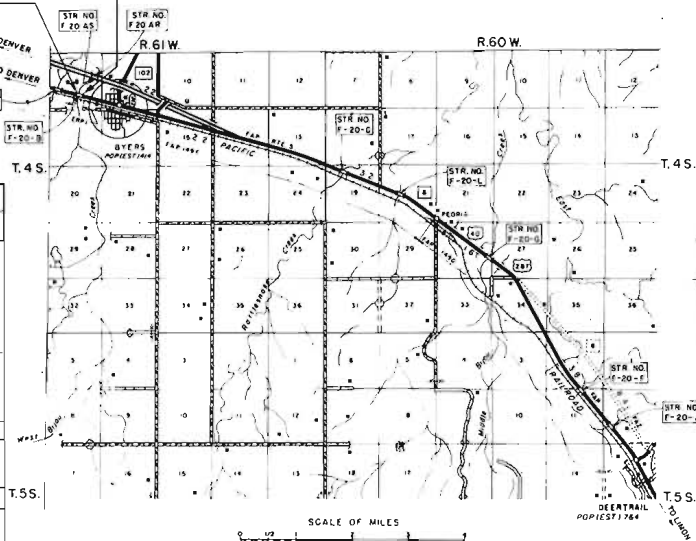


BEGIN CONSTRUCTION
 STA. 1721+43.9 BEGIN ER 26(1) First Contract
 STA. 1721+43.9 on FAP 149 F
 STA. 1721+43.9 on ERP I

END CONSTRUCTION
 STA. 1724+68.0 END ER 26(1) First Contract
 STA. 1724+68.0 on FAP 149 F
 STA. 1724+68.0 on ERP I

TABULATION OF LENGTH

STATION	MAJOR STRUCTURE	
	LN. FT.	LOADING
BEGIN CONSTRUCTION 1721+43.9 BEGIN ER 26(1) First Contract 1721+43.9 on FAP 149 F 1721+43.9 on ERP I		
STRUCTURE NO. F-20-B	324.1	HS 20-44
1724+68.0 END ER 26(1) First Contract 1724+68.0 on FAP 149 F 1724+68.0 on ERP I END CONSTRUCTION		
TOTAL	324.1	
SUMMARY		
BRIDGE	324.1	0.061
Total Net and Gross Length	324.1	0.061



SEE SPECIAL PROVISIONS FOR
 NOTICE TO BIDDERS

DEPARTMENT OF HIGHWAYS
 STATE OF COLORADO

APPROVED: *[Signature]* 11-26-65
 CHIEF ENGINEER DATE

DEPARTMENT OF COMMERCE
 BUREAU OF PUBLIC ROADS

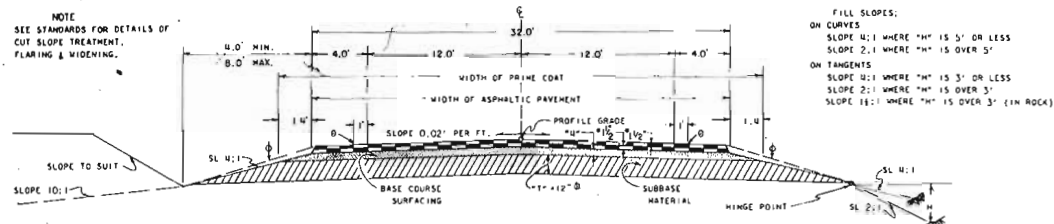
APPROVED: _____ DATE _____
 DIVISION ENGINEER

AS CONSTRUCTED REVISED

FED. ROAD REG. NO.	DIVISION	PROJECT NO.	SHEET NO.	TOTAL SHEET
9	COLORADO	ER 26(1) Int Comp.	2	

TYPICAL SECTION OF IMPROVEMENT

NOTE
SEE STANDARDS FOR DETAILS OF
CUT SLOPE TREATMENT,
FLARING & WIDENING.



* APPROXIMATE THICKNESS (COMPACTED)
O LOCATION OF SOLID WHITE PAINTED STRIPE

EXCAVATION BELOW 4:1 SLOPE
AND/OR 10:1 SLOPE WILL NOT BE PERMITTED.

THE DEPTH AND WIDTH OF SIDE DITCH
SHALL BE VARIED WHERE NECESSARY IN ORDER
TO PROVIDE PROPER DRAINAGE AND/OR ENTRANCE
TO DRAINAGE STRUCTURES.

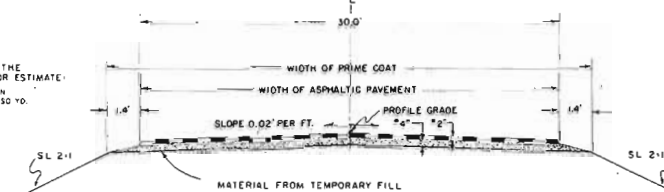
CONTRACTOR WILL BE REQUIRED TO BLADE
ADDITIONAL SURFACING MATERIAL TO
THIS LINE AFTER COMPLETION OF PAVING
OPERATIONS. MATERIAL TO BE PAID FOR
AS PROVIDED IN ITEM 26.

SURFACING AND SUBBASE ON THIS PROJECT ARE UNDESIGNATED THE
FOLLOWING RATES PER 100 LINEAR FEET OF ROADWAY WERE USED FOR ESTIMATE:
ASPHALTIC PAVEMENT TOP LAYER 28 TONS BASED ON 103' 1/4" SQ. YD.
ASPHALTIC PAVEMENT BOTTOM LAYER 28 TONS
BASE COURSE SURFACING 74 TONS

SUBBASE TO BE PLACED AT THE RATE
OF 250 TONS PER STATION

FILL SLOPES:
ON CURVES
SLOPE 4:1 WHERE "H" IS 5' OR LESS
SLOPE 2:1 WHERE "H" IS OVER 5'
ON TANGENTS
SLOPE 4:1 WHERE "H" IS 3' OR LESS
SLOPE 2:1 WHERE "H" IS OVER 3'
SLOPE 16:1 WHERE "H" IS OVER 3' (IN ROCK)

TYPICAL SECTION OF DETOUR



SURFACING SHALL BE PLACED IN ONE COURSE AT
THE FOLLOWING RATE PER 100 LINEAR FEET OF DETOUR:
DETOUR RATES

ASPHALTIC PAVEMENT 55 TONS

GENERAL NOTES

THIS PROJECT IS TO BE CONSTRUCTED IN CONFORMITY WITH THE
STANDARD SPECIFICATIONS OF THE COLORADO DEPARTMENT OF HIGHWAYS
ADOPTED JANUARY 1, 1958.

ALL QUANTITIES ON PRELIMINARY PLANS ARE TO BE CONSIDERED
APPROXIMATE ONLY.

ALL POLES AND SIGNS ENCROACHING ON CONSTRUCTION ARE TO BE
MOVED BY THE OWNERS

MODIFIED COMPACTION IS TO BE USED ON THIS PROJECT.

THICKNESS OF SUBBASE, SURFACING AND ASPHALTIC PAVEMENT AS SHOWN
ON PLANS IS APPROXIMATE ONLY.

DURING CONSTRUCTION OF THIS PROJECT, TRAFFIC WILL USE THE PRESENT
TRAVELED ROADWAY EXCEPT WHERE DETOURS ARE SHOWN ON PLANS.

IF EXCAVATION OPERATIONS DEVELOP MATERIALS WHICH WILL STAND ON
SLOPES STEEPER THAN SLOPE STAKE LINES, THE DEPARTMENT RESERVES
THE RIGHT TO CHANGE CUT SLOPES DURING THE PROGRESS OF SUCH EXCAVATIONS.

FOR PRELIMINARY PLAN QUANTITIES OF ASPHALTIC ROAD MATERIALS,
THE FOLLOWING RATES OF APPLICATION WERE USED:

PRIME COAT MC AT 0.40 GAL. PER SQ. YD.
TACK COAT AT 0.05 GAL. PER SQ. YD.

RATE OF APPLICATION AND GRADE OF ASPHALTIC MATERIAL SHALL BE
AS DETERMINED BY THE ENGINEER AT THE TIME OF APPLICATION.

APPLICATION METHODS FOR LIQUID ASPHALTIC ROAD MATERIAL, WHICH
RESULT IN THE DISCOLORATION OF CONCRETE PAVEMENT, CURBS OR GUTTERS
WILL NOT BE PERMITTED.

SUMMARY OF EARTHWORK QUANTITIES

EXCAVATION

* Estimated for Detour (From Temporary Fill) 5,000 Cu.Yds.
* Estimated for Detour (From Channel) 6,000 Cu.Yds.
From List of Structures (Excavation) 12,000 Cu.Yds.
* From List of Structures (Embankment) 500 Cu.Yds.

TOTAL 23,500 Cu.Yds.

COMPACTION

* AS Excavation VOID - SEE SH. *
Estimated for Base of Cuts and Fills 11,500 Cu.Yds.
500 Cu.Yds.

TOTAL 12,000 Cu.Yds.

* All materials are to be obtained from and disposed of within
Free Haul Distance as directed by the Engineer.

AS CONSTRUCTED
REVISED DATE DEC 27, 1966

FILE NO.	DIVISION	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	COLD	ER 26(1)	5	

DESIGN DATA

SPECIFICATIONS: A.A.S.H.O. 1961 with amendments to date.
LOADING: HS 20-44.
CONCRETE: Beams, $f'_c = 5000$ psi.
All other concrete, $f'_c = 3000$ psi, N.Y.D.
REINFORCING STEEL: $f_y = 20,000$ psi.
STRUCTURAL STEEL: A 36, $f_y = 18,000$ psi.
A 7, $f_y = 18,000$ psi.
MAX. BASIC LOAD PER STEEL RAIL: 12 BP 53, 70T.

Top 1/2 of slab not considered in structural action but as wearing course only. 9th additional wearing course provided for.

GENERAL NOTES

All work shall be done according to the Standard Specifications of the Colorado Department of Highways applicable to the project.

All concrete shall be Class A, except as noted. All reinforcing steel shall be A.S.T.M. A 15 intermediate grade and shall be deformed bars. Each bar shall be tagged with the bar designation and the station number of the project. All dimensions on bar details are out to out. All hooks and bends shall conform to A.C.I. Standard 315-57.

If by permission of the Engineer primary bars are spliced, they shall lap a minimum of 28 diameters for bars near tops of beams having more than 12 inches of concrete under the bars, and 17 diameters for bars near bottom of members. Secondary bars, when spliced, shall lap 17 dia.

Dimensions for reinforcing steel not shown as clear shall be to the centerline of the bar. Soundings and depth of footings are in accordance with the best available data, and when different conditions are encountered the Bridge Engineer will inspect and determine if redesign is necessary.

When excavating for footings the final foot in depth shall be done by hand labor methods. For details of structural excavation and structure backfill see Standard No. 16-4.

All concrete surfaces marked with the symbol "J" as shown on Sheet No. 11 shall receive Class "J" surface finish. Chamfer all exposed corners 1/2".

Class AX Concrete was used in Bridge Deck. See Special provisions, dated Dec. 13, 1965, Page 51.

INDEX OF BRIDGE DRAWINGS

Drawing No. 1	General Plan & Elevation
2	Abutment
3	0.5PS
4	Striders
5	Deck
6	Railing Details

PLANS PREPARED BY
KELLER AND LIPP
ENGINEERS
BONAVILLE, ARIZONA

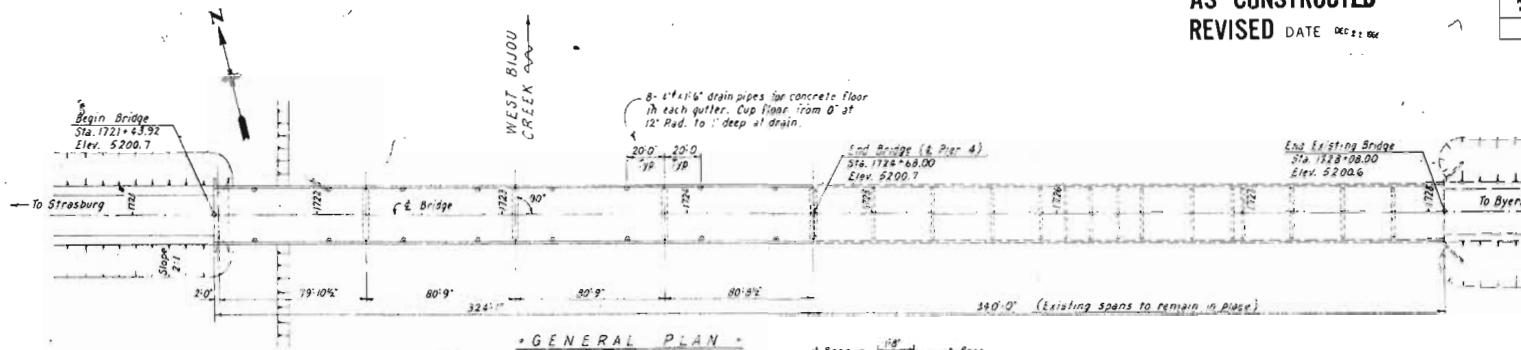
Leo M. Keller

DEPARTMENT OF HIGHWAYS
STATE OF COLORADO
WEST BIJOU CREEK BRIDGE
GENERAL PLAN
AND ELEVATION

As per West Bijou Creek
Sta. 1721+68.00 to 1724+68.00
Main: ER 26(1) Sub: 5
Designed by: [Signature]
Checked by: [Signature]
Date: [Signature]

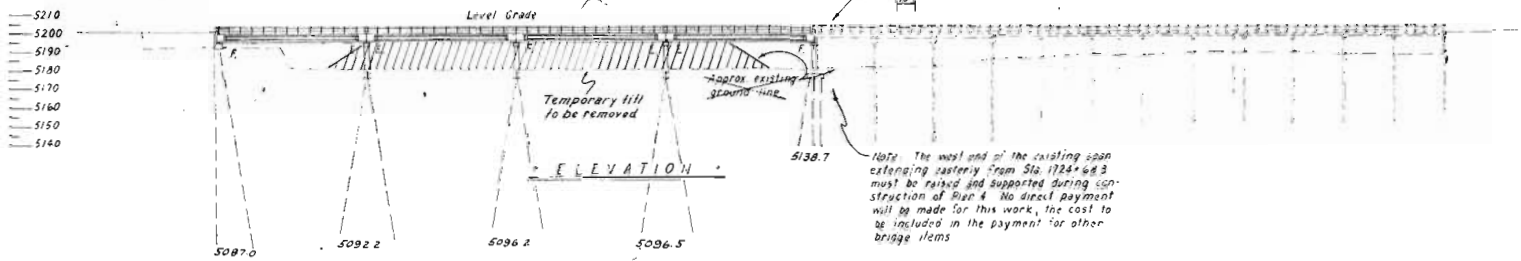
Scale: 1" = 30'-0" (Orig.)

STRUCTURE NO. F-20-B



Removal of Existing Structure:

The existing bridge from the west end through the pile bent at Sta. 1724+68.3 shall be removed in accordance with the Special provisions. The earth fill under the existing bridge shall be completely removed.



Note: Borings taken at this bridge site in 1932 indicated line to coarse sand with some gravel to Elev. 5140. A test pile was driven in 1962 at the pile of the West Bijou Creek bridge on 1-70 and satisfactory load capacity was obtained at a penetration of approximately 35 feet. Pile lengths shown on these plans were determined from these data.

SUMMARY OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
1	Remove Portions of Old Structure	L.S.	Lump Sum
14	Classified Structural Excavation - 2' Deep	Cu Yd	40
16	Structure Backfill (Class 7)	Cu Yd	95
26	Class A Concrete	Cu Yd	560.9
27	Prestressed Concrete Pier (Type 1)	Each	16
28	Reinforcing Steel	LB	76,261
29	Structural Steel	LB	1,500
30	Structural Steel - Girders (Handrail Posts)	LB	912
40	Treated Timber Piling	Lin Ft.	1338
61	Steel Piling (12 BP 53)	Lin Ft.	663
75	Metall. Plate Guard Rail (Down Type)	Lin Ft.	66
79	Compression Joint Washer (Type B)	Each	66
80	Shelf Coping (12 BP 53)	Each	16
89	Drain Pipe (4" x 16" Concrete Floor)	Each	16
93	Concrete and Excavation	Cu Yd	5,100

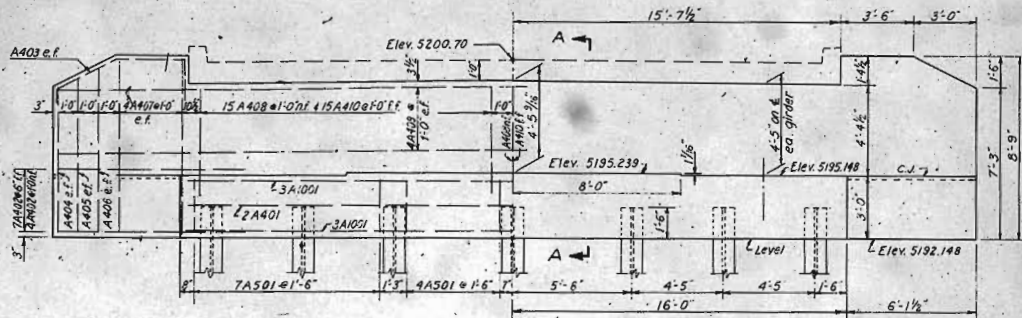
See detail items to be included in Item 40.
1" Expansion Joint Material - Type III (AAS-H 115354) 47 sq ft.
Elastomeric Sealing Ruds, 3/4" x 1-0" (60-Hard) 32 reqd.

* Total Estimated Weight 2310 lbs.
* Total Estimated Weight 8440 lbs.
* Does not include temporary earth fill within the limits of the structure.

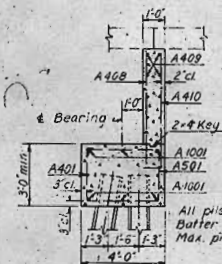
Hand-drawn cross-section diagram of a bridge deck. The diagram shows a horizontal section with various components and dimensions. Key labels include:

- 7'-1'-2'-0" Elastomeric Bearing Pad**: A large rectangular area on the left side of the deck.
- 1'-0"-1'-6" Anchor Bolts 2 1/2" Projection**: A label pointing to a bolt assembly on the right side of the deck.
- 2" Bearings**: A label pointing to a small rectangular component on the right side of the deck.
- Dimensions**:
 - 4'-0"**: A horizontal dimension below the deck.
 - 8'-0"**: A horizontal dimension below the deck.
 - 22'-1 1/2"**: A total horizontal dimension below the deck.
 - 6'-1 1/2"**: A horizontal dimension below the deck.
 - 3'-0"**: A vertical dimension on the right side of the deck.
 - 1'-0"**: A horizontal dimension on the right side of the deck.

• PLAN •



• ELEVATION •



• SECTION A-A •

BAR LIST (For 1 Abutment)		
MARK	SHAPE	LENGTH
A4001		31'-6"
A501		12'-0" 22
A401		31'-6"
A402		3'-0" 22
A403		5'-0"
A404		7'-0"
A405		7'-6"
A406		6'-0"
A407		6'-6"
A408		5'-0"
A409		22'-6"
A410		6'-3"

BAR DETAILS

BAR SUMMARY

189 Lin ft. #10 @ 4.303 ¹⁴ / _{in.}	813	lb
264 Lin ft. #5 @ 1.043 ¹⁴ / _{in.}	275	lb
1246 Lin ft. #4 @ 0.668 ¹⁴ / _{in.}	<u>832</u>	lb
Total	1920	lb

QUANTITIES (for P-Abutment)		
ITEM	UNIT	QUANTITY
Structure backfill (Class X)	Cu Yd.	35
Class "A" concrete	Cu Yd.	28.8
Reinforcing steel	L.B.	1920
Steel piling I28P53	Lin ft.	378
Structural Steel	L.B.	0

* Total Estimated Weight: 290 lbs. (Beam anchoring device and anchor bolts)

PLANS PREPARED BY
KELLER AND UPP
CONSULTING ENGINEERS
• DENVER, COLORADO

DEPARTMENT OF HIGHWAYS
STATE OF COLORADO
WEST BIJOU CREEK BRIDGE
ABUTMENT

Address West Basin Corridor
No. 1772-4832 to 1772-4833
 Name BRACs Date 2 Year 2000
 Designed by _____ Approved by _____
 Made by _____ Bridge Engineer _____
 Checked by _____ Date _____

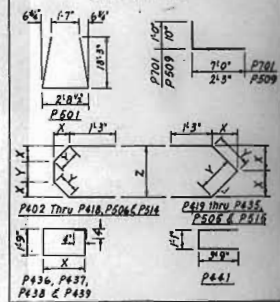
Scale: $\frac{3}{8}'' = 1'-0''$ (Orig)

STRUCTURE NO. F-20-B

AS CONSTRUCTED
NO REVISIONS DEC. 22, 1966

MARK	SHAPE	X	Y	Z	LENGTH	REMARKS
P401					24'-0"	
P402					24'-0"	
P403					24'-0"	
P404					24'-0"	
P405					24'-0"	
P406					24'-0"	
P407					24'-0"	
P408					24'-0"	
P409					24'-0"	
P410					24'-0"	
P411					24'-0"	
P412					24'-0"	
P413					24'-0"	
P414					24'-0"	
P415					24'-0"	
P401					24'-0"	
P402					24'-0"	
P403					24'-0"	
P404					24'-0"	
P405					24'-0"	
P406					24'-0"	
P407					24'-0"	
P408					24'-0"	
P409					24'-0"	
P410					24'-0"	
P411					24'-0"	
P412					24'-0"	
P413					24'-0"	
P414					24'-0"	
P415					24'-0"	

BAR DETAILS



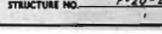
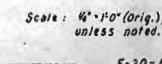
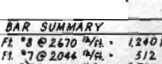
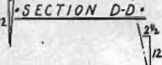
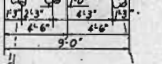
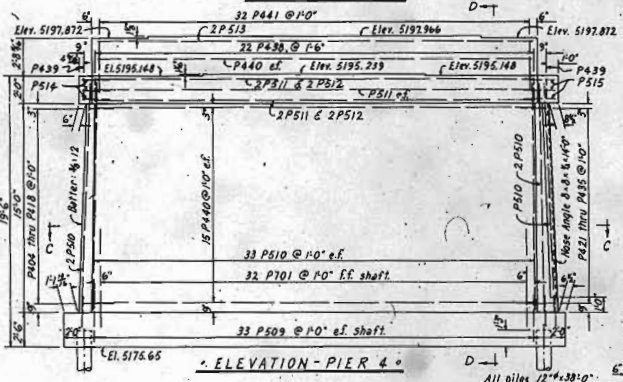
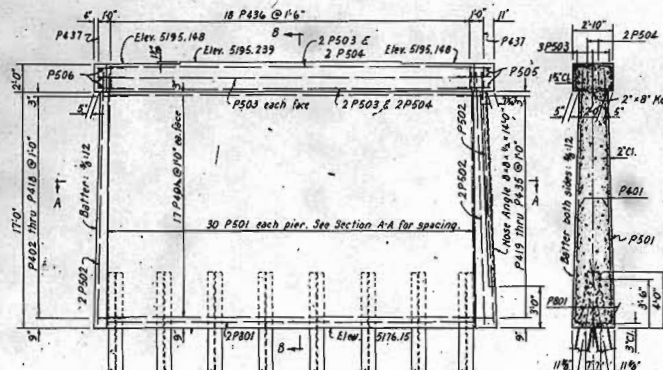
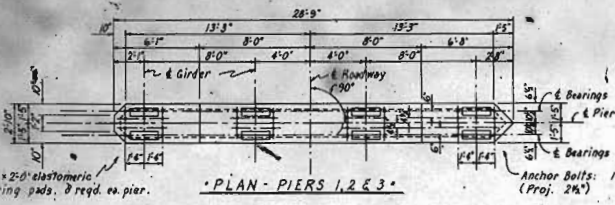
PLANS PREPARED BY
KELLER AND UPP
CONSULTING ENGINEERS
DENVER, COLORADO

DEPARTMENT OF HIGHWAYS
STATE OF COLORADO
WEST BIJOU CREEK BRIDGE

PIERS

Across West Bijou Creek
Sta. 12+25.00 to 12+65.00
Near A.B.C. Sec. 4, T. 4 S., R. 10 W.
Designed by
Checked by
Approved by
Bridge Engineer
Date 12/22/66

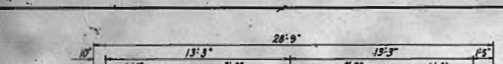
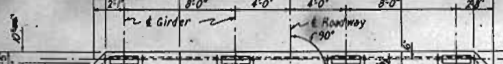
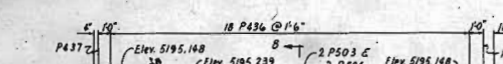
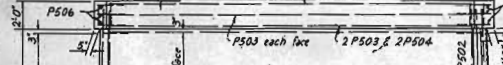
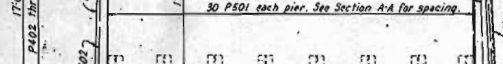
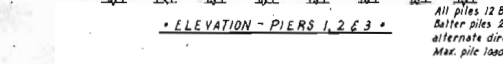
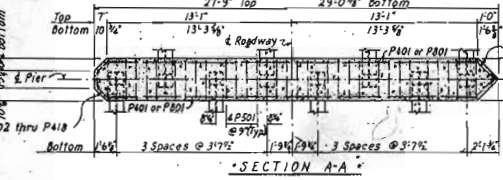
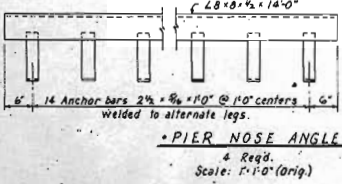
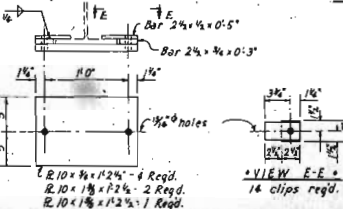
STRUCTURE NO. F-20-B



ITEM	UNIT	QUANTITY
Uncl. Structure Encas. Bridges	Cu.Yd.	140
Structure Backfill (Class A)	Cu.Yd.	60
Class A Concrete	Cu.Yd.	236.8
Reinforcing Steel	Lb.	12,658
Structural Steel	Lb.	960
Steel Piling (12" x 53)	Lin.Ft.	912
Treated Timber Piling (12" x 8)	Lin.Ft.	912

* Total estimated weight: 4040 lbs.
(Nose angle, bearing plates, clips, beam anchoring device & anchor bolts)

BEARING PLATES ON PIER & PARAPET



[illegible]

Diagram illustrating the elevation view of a girder, showing reinforcement details and dimensions.

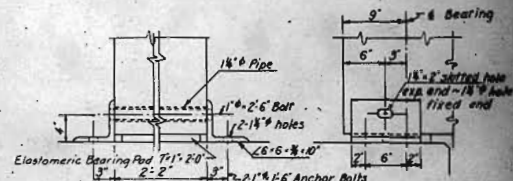
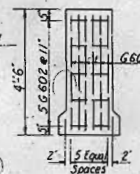
Dimensions and Reinforcement:

- Top Reinforcement: 3G 404 @ 1'-6"
- Web Reinforcement: 2G 801
- Bottom Reinforcement: 47 G 402 @ 1'-6" t.f. and 47 G 403 @ 1'-6"
- Bottom Reinforcement: 53 G 401 @ 1'-6" b.f.
- Top Reinforcement: 3G 404 @ 1'-6"

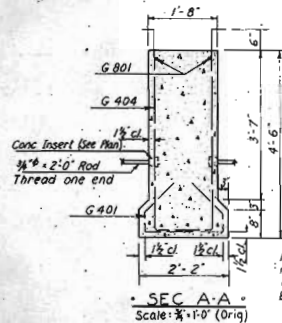
Key Features:

- Centroid of conc.
- C.G. of prestressing
- Sym. about c girder

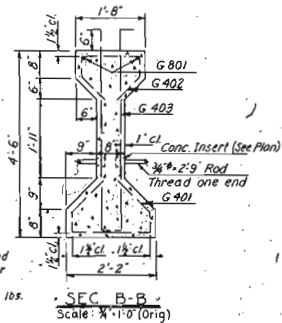
Labels: A, B, GIRDER ELEV., A, B



• ANCHORING DEVICE •
2 Req'd. - Each girder
Scale: 1 1/2" = 1'-0" (Orig)



Note: $\frac{3}{4}$ " threaded rods to be paid for under Item 48:
Estimated Wt.: 350 lbs.



BAR LIST FOR ONE GIRDER (16 Req'd.)					
MARK	SHAPE	LENGTH	NO REQ'D	A	B
G401		4'-9"	53	5'-11"	5'-0"
G402		3'-9"	47	1'-5"	9"
G403		10'-8"	47	6'-5"	
G404		11'-7"	6		
G601		5'-6"	12	4'-2"	
G602		2'-8"	10	1'-4"	
G801		4'-0"	4		

All dimensions are out to out.

QUANTITIES FOR ONE GIRDER * (16 Reg'd.)	
Class "AZ" Concrete	172 cu yd
Ordinary Reinforcing Steel	1245 lbs

* Not included in summary of quantities.

MINIMUM FINAL TENSION, T_f		
e	PRETENSIONED	POST-TENSIONED
19"	702*	771*
20"	681*	748*
21"	661*	726*

Concrete for the precast girders shall have a cylinder strength of 5000 psi at 28 days. At time of prestressing, the concrete shall have a minimum cylinder strength of 4000 psi. High tensile wire or strands for prestressing steel shall have a minimum ultimate strength of 274,600 psi and an elongation at rupture of not less than 3% in 70 inches. After girders are removed from the forms, they must be maintained in an upright position at all times and must be picked up with lifting devices.

End blocks will not be required for pretensioned girders.

PLANS PREPARED BY
KELLER AND UPT
CONSULTING ENGINEERS
DENVER, COLORADO

DEPARTMENT OF HIGHWAYS
STATE OF COLORADO
WEST BEND CREEK BRIDGE

GIRDERS

Across West River Street

NAME: ALICE DOB: 12-1-78

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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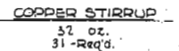
Made by Bridgeway

Scale: $\frac{1}{2}$ " = 1'-0" (Orig) Unless otherwise noted

STRUCTURE NO. F-20-1



• PLAN - SPAN 1 •
• SPAN 4 OPP. HAND (As Noted)



PLAN - SPAN 2
SPAN 3 ORD. LAGO

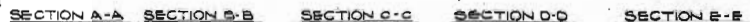


Diagram of a bearing with 5 spaces. The bearing is shown as a horizontal bar with 5 spaces between 6 pins. The spaces are labeled "5 Spaces @ 7.9" ± 39.6"". The pins are labeled "6 Pins @ 1.5" ± 0.015"". The bearing is labeled "Bearing" and "5mm. ab".

• TYPICAL SECTION •
Scale: 1/4" = 1'-0" (Orig.)

DEPARTMENT OF HIGHWAYS
STATE OF COLORADO
WEST BIJOU CREEK BRIDGE
DECK

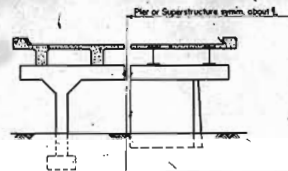
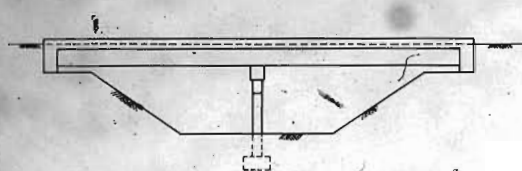
Agency: West Bijou Creek
Date: 10/10/68
Name: Deck Item: Deck
Designed by: Approved by:
Made by: Bridge Engineer
Checked by:

DEC 2 1966

REVISIONS

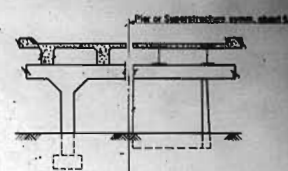
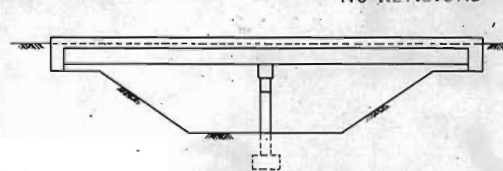
AS CONSTRUCTED
 NO REVISIONS
 DEC 22 1966

FED. ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	EP 26 (1) 1st Contract	11	



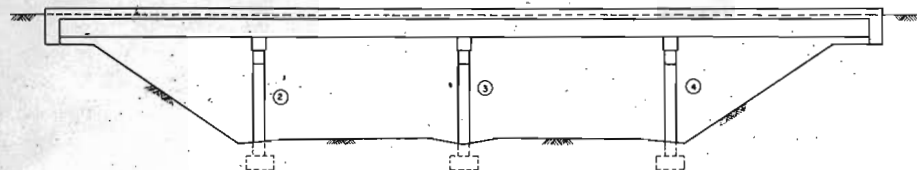
PIER AND SUPERSTRUCTURE

RURAL STREAM CROSSING

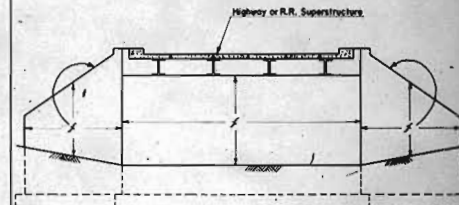


PIER AND SUPERSTRUCTURE

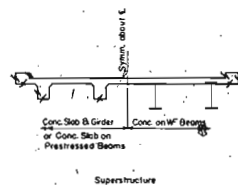
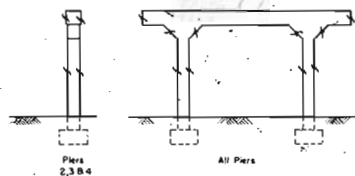
STREAM CROSSING IN NEAR URBAN AREA



STUB ABUTMENTS
 (Underpass Only)



CANTILEVER ABUTMENTS
 (Underpass Only)



In case of round columns the whole column shall receive Class "C" finish on all Piers.

UNDERPASS

COLORADO
 DEPARTMENT OF HIGHWAYS
 DETAILS SHOWING PORTIONS OF
 STRUCTURE TO RECEIVE CLASS
 "C" SURFACE FINISH.

Across West Bluff Creek
 No. 112-112-112-112-112
 Near BYCA Sec. 5 T. 46 S. R. 10 W.

Designed by J.D.M.
 Made by H.A.A.-J.B.
 Checked by

Approved by
 Bridge Engineer
 Date: 19

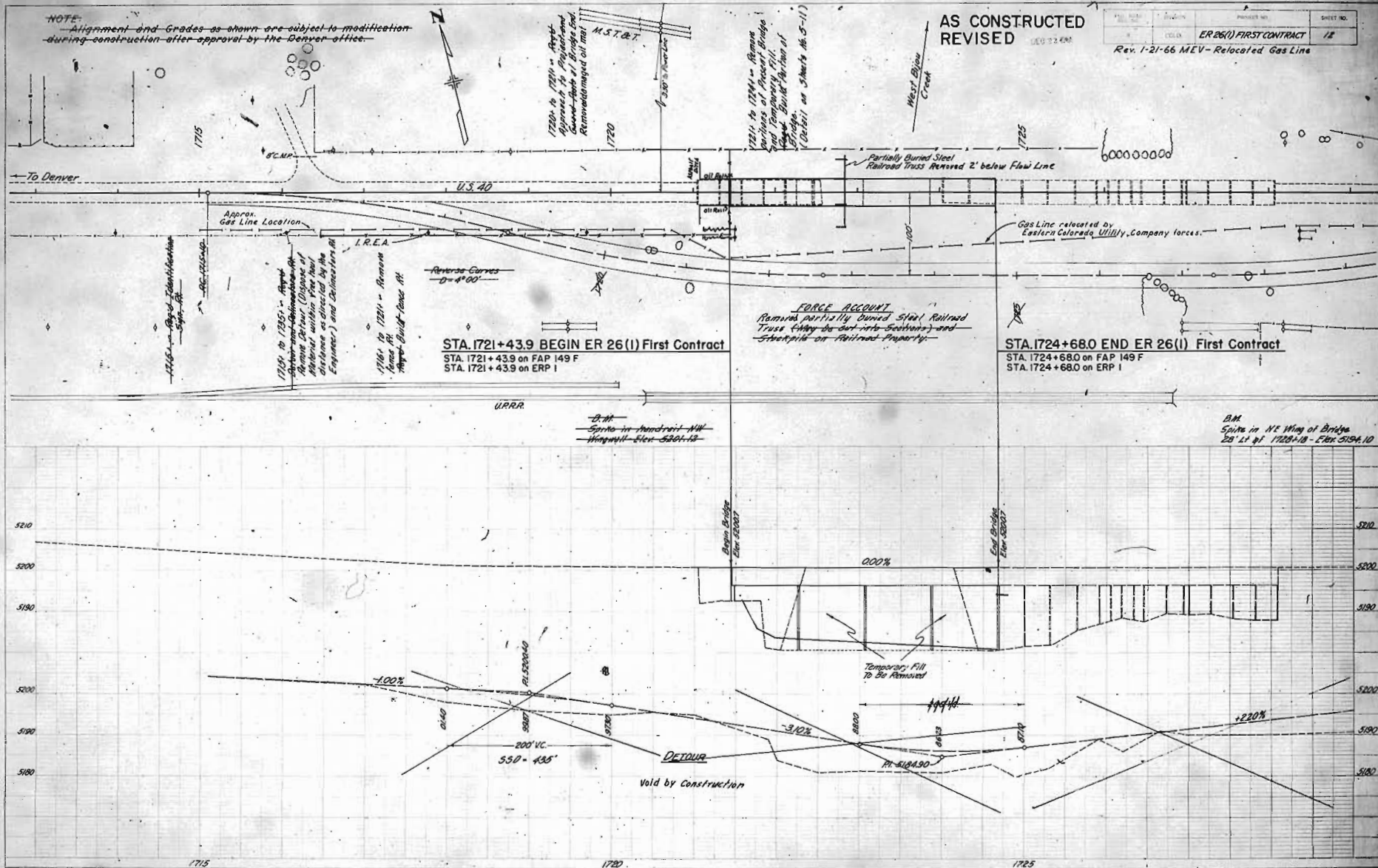
STRUCTURE NO. F-20-B

NOTE: Alignment and Grades as shown are subject to modification during construction after approval by the Denver office.

AS CONSTRUCTED
REVISED

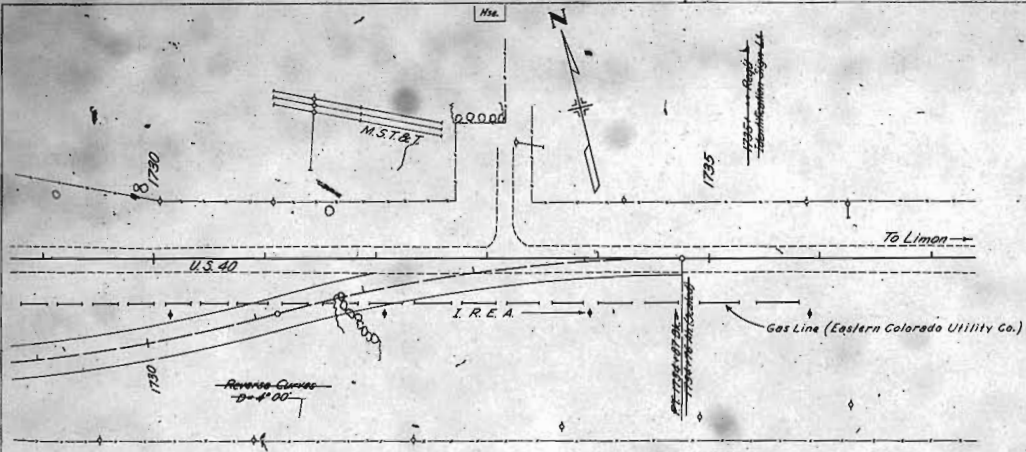
PROJECT NO.	SHEET NO.
ER 26(1) FIRST CONTRACT	12

Rev. 1-21-66 MEV - Relocated Gas Line



AS CONSTRUCTED
REVISED

FILE NO.	PROJECT NO.	SHEET NO.
1730	ER 26(1) FIRST CONTRACT	18
REV. 1-21-66 MEV - Relocated Gas Line		

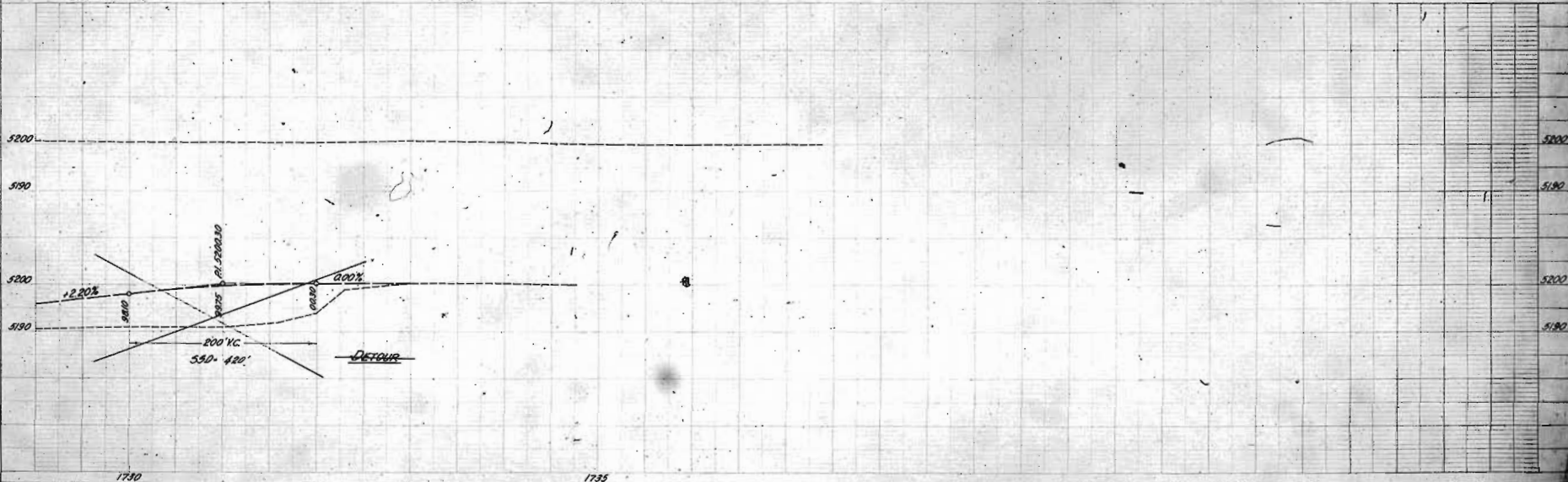


TP
Top of Hill & 1730+00
Elev. 5200.47

URRR

TP
Top of Hill & 1734+00
Elev. 5200.32

TP
Top of Hill & 1735+00
Elev. 5200.32



PROFILE
1730