

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

AS CONSTRUCTED
COLORADO FOREST HIGHWAY PROJECT 27-B1,C2
NEDERLAND - RAYMOND
LENGTH 6.865 MILES
CLASS 2
ROOSEVELT NATIONAL FOREST
BOULDER COUNTY

REGION 9 STATE CO
PROJECT 27-B1,C2 Nederland - Raymond
SHEET 1 OF 1

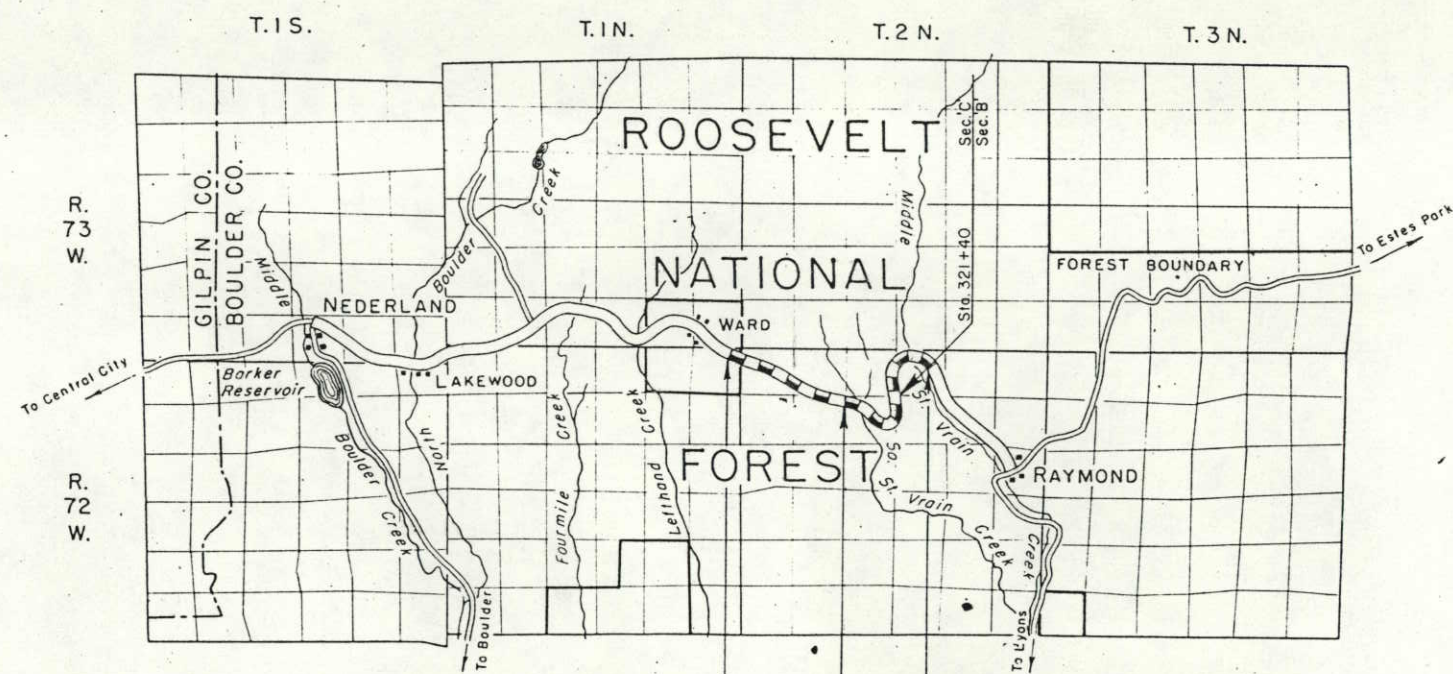
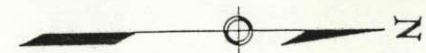
| INDEX TO SHEETS | |
|-----------------|---------------------------------------|
| SHEET NO. | DESCRIPTION |
| 1 | Title Sheet |
| 2 | Typical Sections |
| 3 (2 Sh.) | Summary |
| 11 - 17 | Plan & Profile |
| R9-Std. 117A | Conc. End Sec. Hdws. & Inlets |
| R9-Std. 129 | Std. Miscellaneous Structures |
| R9-Std. 129A | " |
| R9-Std. 131 | Std. Maintenance Posts |
| R9-Std. 135A | Std. Wire Fence |
| R9-Std. 143 | Typical Construction Signs |
| R9-Std. 162A | Refl. Timber Guide Posts |
| R9-Std. 166 | Requirements for placing C.M.P. Culv. |
| R9-Std. 168 | Straight Type Conc. Hdws. |
| R9-Std. 163F | 13' x 5' x 69'-0" Conc. Box Culv. |
| RG-1456(4 Sh.) | Middle St. Vrain Creek Bridge |
| 2 - 36 | Cross Sections |

Plans Prepared by: B.P.R.
Date: November 18, 1958

Description of Project
Improvement: Grading (3.469 Miles) and
Bit. Stab. Base Surf. (6.865 Miles)
Roadbed Width: 32' Base: 26'
Code Type: 2013

Bridges: (1)
Code Type: X023

TRAFFIC VOLUME
A. D.T. (1957) 150
A. D.T. (1977) 1000
D. H.V. 15%
D. 65%
T. 20%
V. 35%



Begin Project 27-B1,C2
Sta. 22+00

Sta. 237+00

Sta. 420+00

End Project 27-B1,C2

Completed 1960

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

APPROVED: _____ DATE _____
REGIONAL ENGINEER

LEGEND

| | | | | | | | |
|---------------|------------|--------|---------------------|-------------|-------------------|-----------------------|----------|
| EXISTING ROAD | UNIMPROVED | GRADED | REINFORCED SUBGRADE | BASE COURSE | SURFACE TREATMENT | ROAD PLANT MIX BITUM. | CONCRETE |
|---------------|------------|--------|---------------------|-------------|-------------------|-----------------------|----------|

For Rounding Dimensions "B" and "F", See Table.

| SLOPE ROUNDING FACTORS | | ALTERNATE ROUNDING DIMENSIONS | |
|-----------------------------------|------------------|-------------------------------|--------------------------|
| NATURAL GROUND SLOPE | CUT SLOPE HEIGHT | SEMI-TANGENTS "B" | FRONT OF SLOPE STAKE "F" |
| VARIABLE | 0'-5' | 3:1 | 5' |
| VARIABLE | 5'-10' | 2:1 | 5' |
| RELATIVELY FLAT (6:1 AND FLATTER) | 10'-15' | 1 1/2:1 | 5' |
| MODERATELY STEEP (6:1 TO 3:1) | 15'-30' | 1 1/4:1 | 5' |
| STEEPER (STEEPER THAN 3:1) | OVER 30' | 1:1 | 5' |

NOTE: In areas where existing conditions permit, use more liberal rounding with unequal semi-tangents. (Approximating a parabolic curve.)

ROUNDING, WARPING, AND FINISHING SLOPES, AS PROVIDED IN ART. 102-3.8, F.P.-57 SPECIFICATIONS.

SLOPE ROUNDING TO BE CONSIDERED AS A SUBSIDIARY PART OF THE WORK REQUIRED IN DRESSING THE CUT SLOPES AND NO ALLOWANCE WILL BE MADE FOR MATERIALS MOVED.

CUT SLOPE ROUNDING

Where Borrow is specified in the contract and satisfactory material is found in the excavation, the right is reserved to increase the amount of Unclassified Excavation on the Borrow Excavation. When additional material is needed for completing embankments in or for selected cushion or topping, it may be secured by uniformly in or on hillside cuts or flattening cut slopes where satisfactory material is available at the ends of all cuts shall be flattened and flared to improve appearance.

Farrow ditches shall be constructed on approximate one percent grades parallel to ground contour and when possible shall be so constructed that the direction of flow be away from the roadway.

Topsill shall be conserved and either placed in stockpiles or spread over embankment slopes as directed and in accordance with the specifications.

Roadway ditches at the ends of cuts shall be constructed so as to carry away from the adjacent embankment slopes.

Embankment slopes shall be uniformly warped between one side of slope or another. The transition shall cover a distance of not less than fifty feet.

Subgrade grade to be on the surface of stabilized graded road and located from center line on tangents and insides of curves.

Bureau of Public Roads book of "Transition Curves for Highways," shall be determine super-elevation and transition lengths (Table I), and widening of curves (Table II).

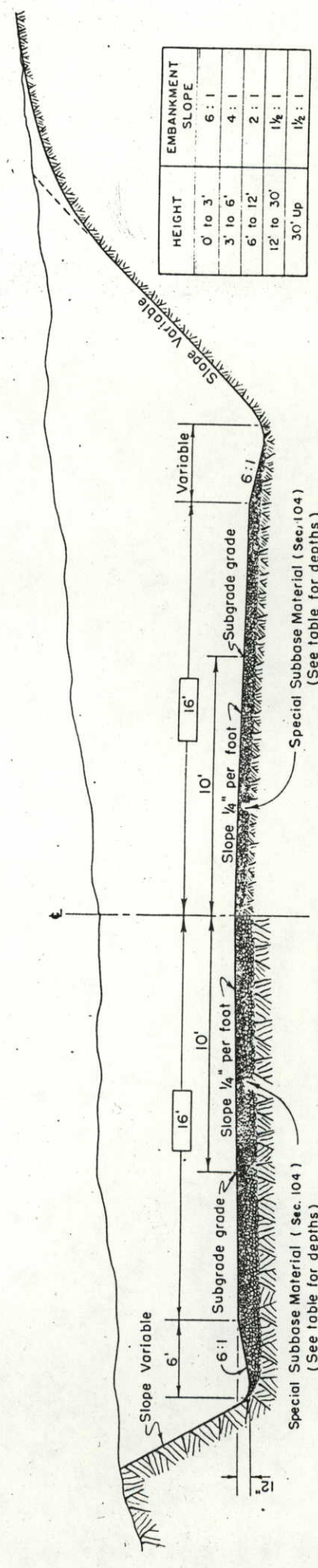
SOILS DATA

The materials soils data shown on these plans are based on tests of samples obtained from the locations and depths shown, and are only for informational purposes and do not reflect classification of the excavation. No responsibility is assumed by the Bureau of Public Roads for the extent of materials represented by these tests. Any assumption by the contractor must satisfy himself as to the nature of materials to be encountered by inspection of the project on the ground. If materials not conforming to the data these plans are encountered during construction, the grading plan will be modified necessary to insure proper design.

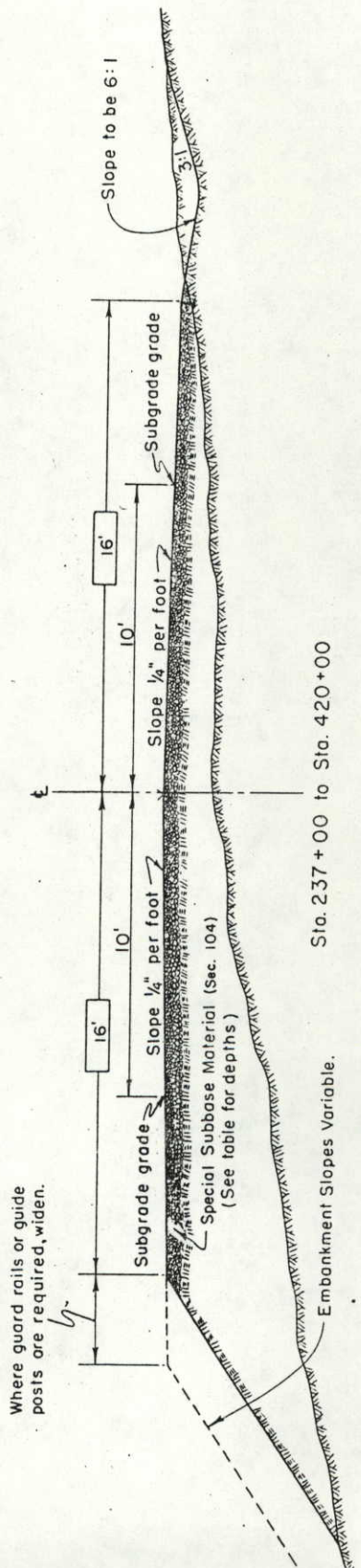
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION NO. 9 DENVER, COLO.

TYPICAL CROSS SECTION NATIONAL FOREST & PARK HIGHWAY

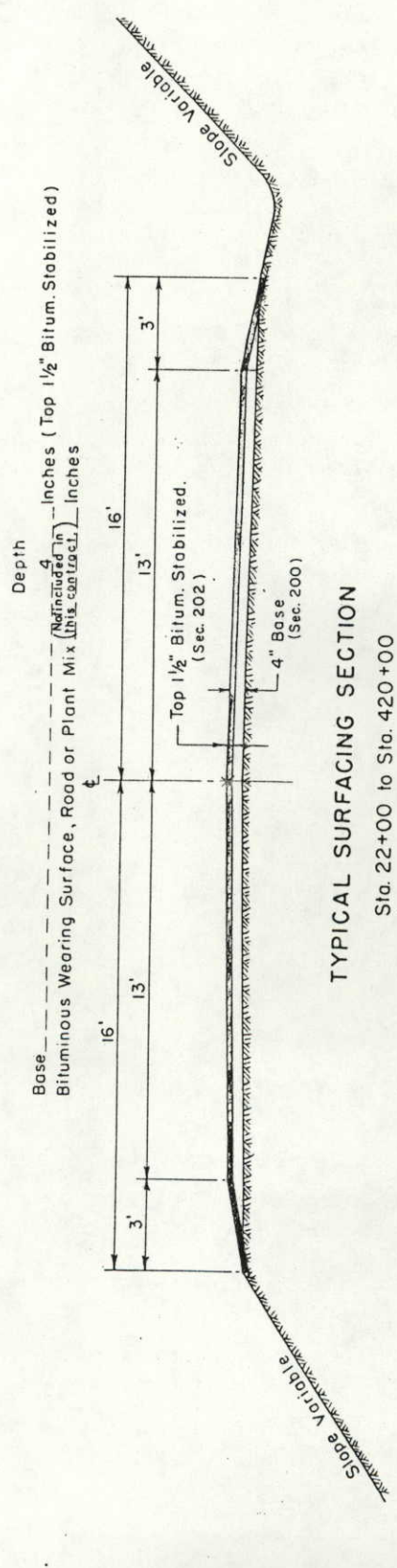
REGION NO. 9 - STANDARD ROADBED - BITUMINOUS WEARING SURFACE
PROJECT - 27-B1-C2, Nederland-Raymond
COUNTY - Boulder
STATE - Colorado



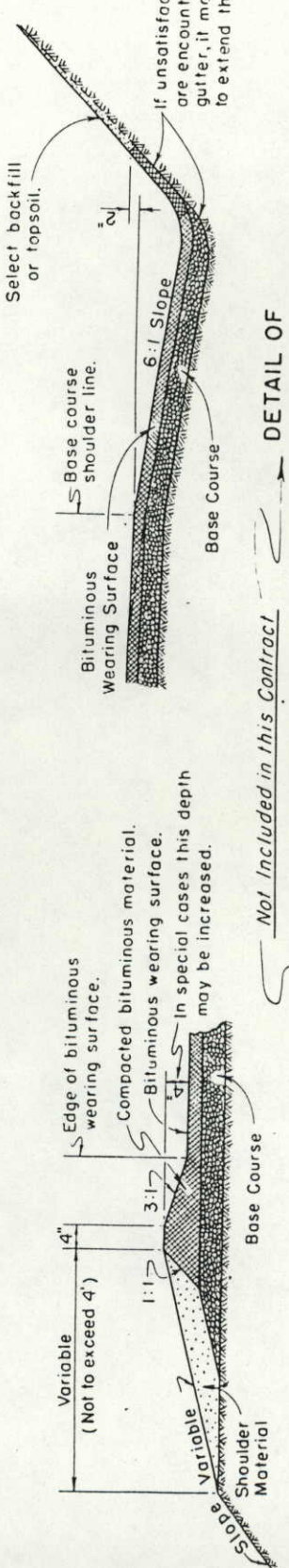
TYPICAL HALF CUT SECTION IN ROCK
Sta. 237+00 to Sta. 420+00



TYPICAL HALF EMBANKMENT SECTION
Shallow Embankment Section
Sta. 237+00 to Sta. 420+00



TYPICAL SURFACING SECTION
Sta. 22+00 to Sta. 420+00



DETAIL OF RAISED BITUMINOUS SHOULDER ON WIDENED SECTIONS

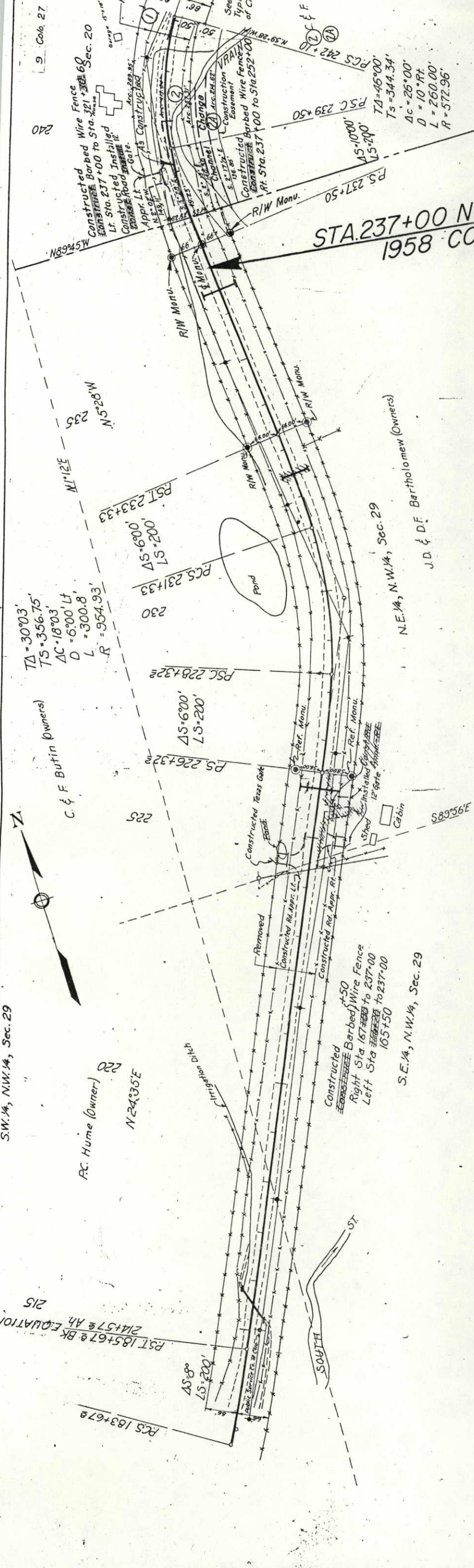
DETAIL OF BITUMINOUS GUTTER

SPECIAL SUBBASE MATERIAL

| STATION TO STATION | DEPTH |
|--------------------|--------|
| 237+00 | 420+00 |
| | 6" |

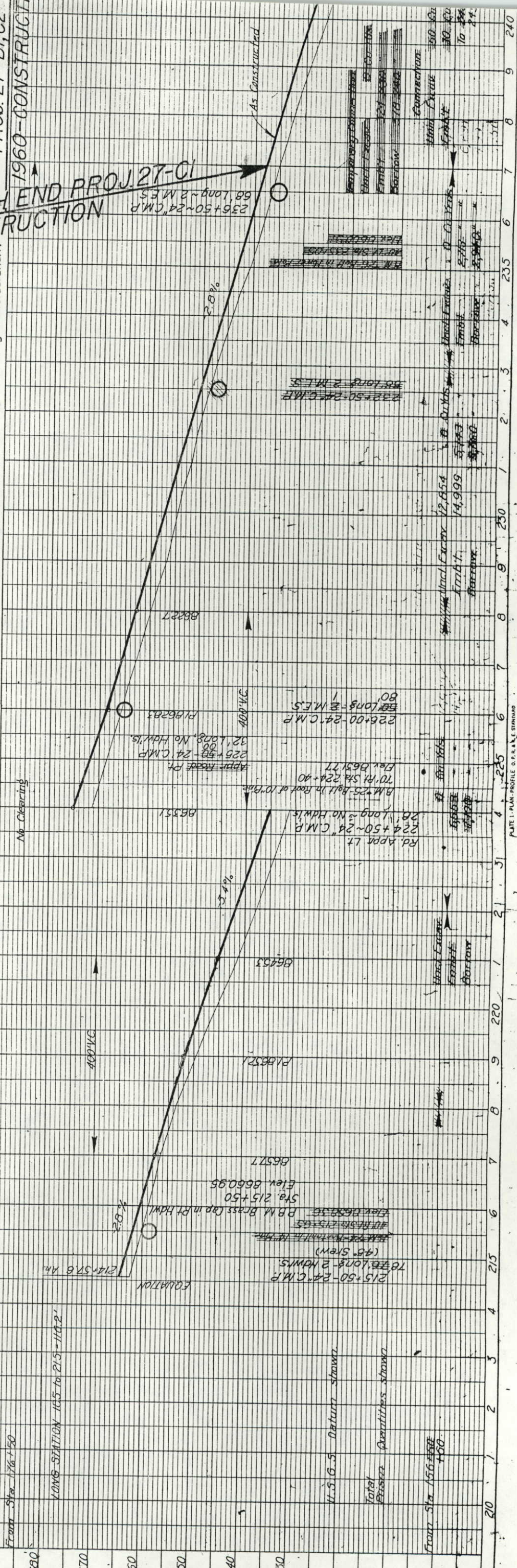
Any materials encountered in the Roadway and Borrow Excavation Section 102, which are in the opinion of the engineer, equal in quality to the above Item 104(2) shall be used in place thereof and Item 104(2) reduced accordingly.

APPROVED: *Leo D. ...* Federal Highway Projects Engineer
Date: *2-26-58*



STA. 237+00 NORTH END PROJ. 27-C1
 1958 CONSTRUCTION

STA. 237+00 SOUTH
 PROJ. 27-B1,C2
 1960 CONSTRUCTION



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

9 Feb. 27 81
 TD=108
 Ts=125
 Δc=94
 D=70
 L=155
 R=81

③ J. S. & M. Roberts
 (Owners)

N.W. 1/4, S.E. 1/4, Sec. 20
 T. 2N., R. 72W.

N.E. 1/4, S.W. 1/4, Sec. 20
 T. 2N., R. 72W.

① Donald McKenna (Owner)

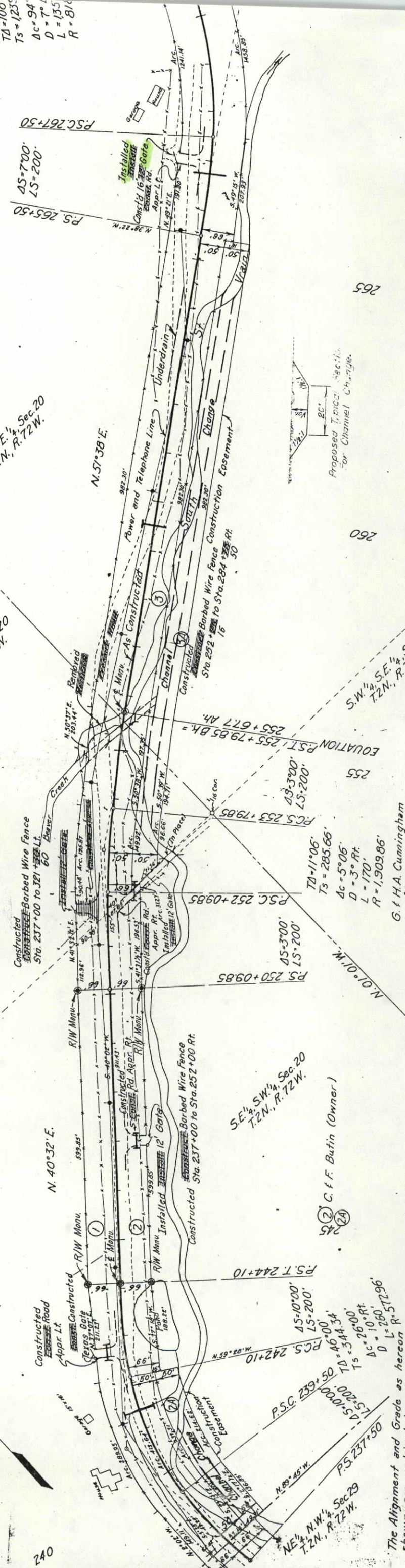
N. 40° 32' E.

S.E. 1/4, S.W. 1/4, Sec. 20
 T. 2N., R. 72W.

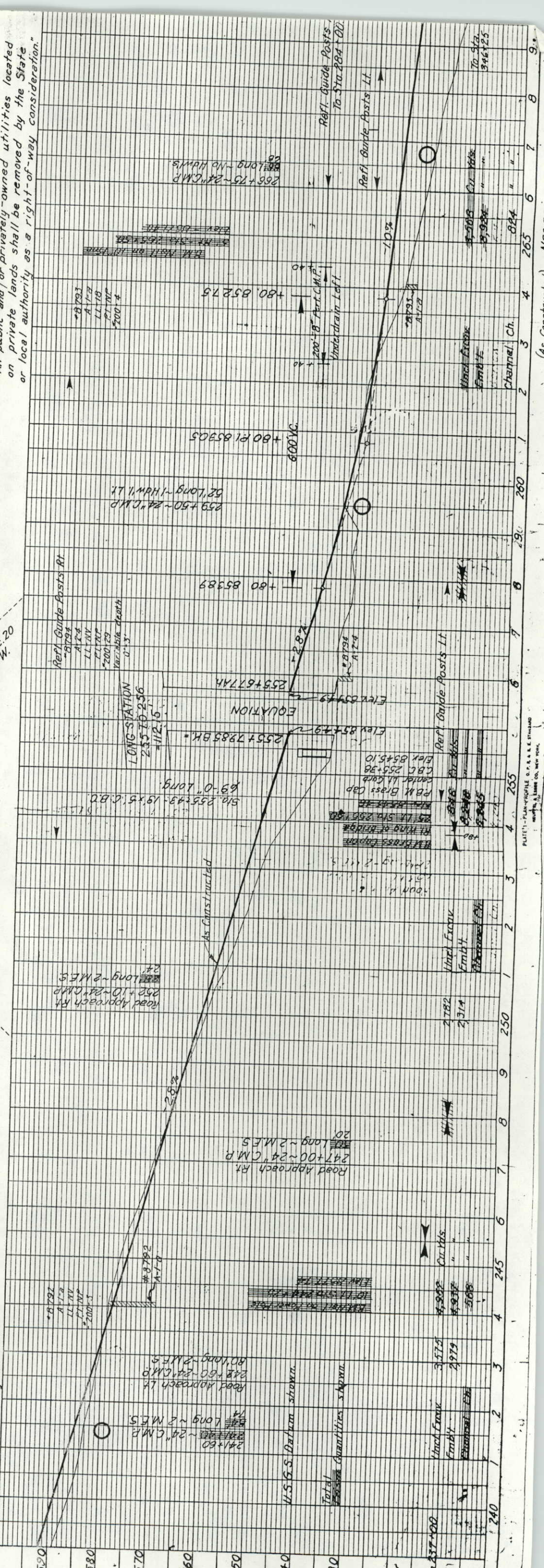
② C. F. Butin (Owner)

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

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



| | | | |
|-----|---------|------|----------|
| NO. | DATE | BY | REVISION |
| 1 | 1/27/81 | W.M. | AS NOTED |
| 2 | 1/27/81 | W.M. | AS NOTED |



| | | | |
|-----|---------|------|----------|
| NO. | DATE | BY | REVISION |
| 1 | 1/27/81 | W.M. | AS NOTED |
| 2 | 1/27/81 | W.M. | AS NOTED |

U.S.S. Datum shown.

Total Quantities shown.

From 237+00

241+60
 247+00
 252+10
 255+43.19
 259+50
 265+00

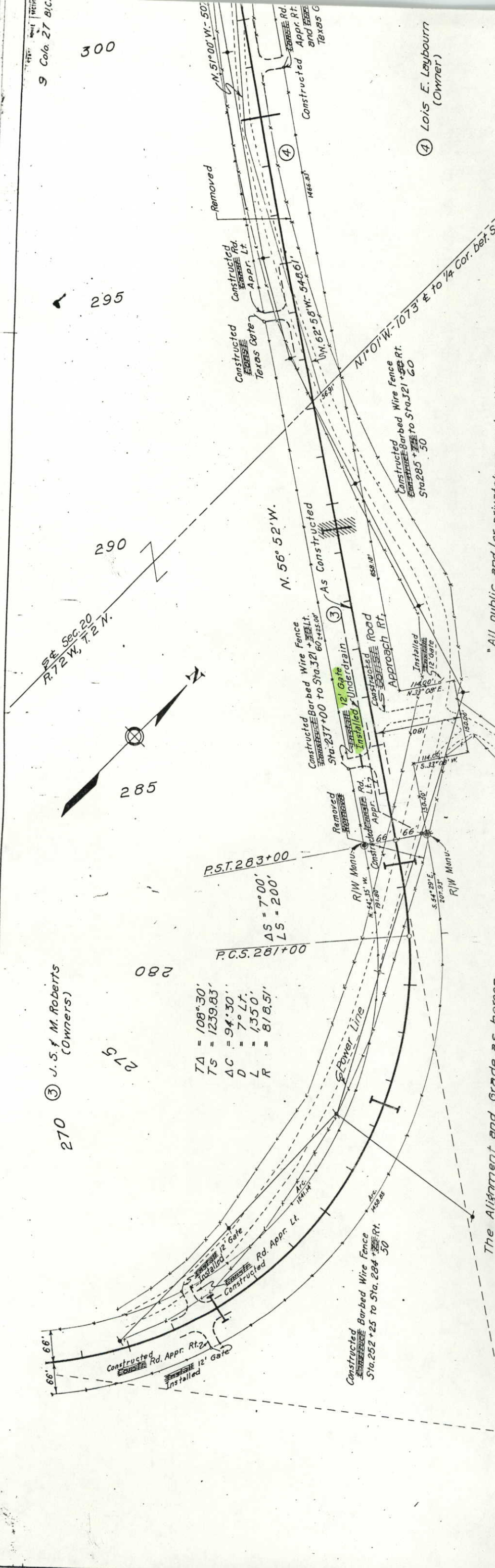
241+60
 247+00
 252+10
 255+43.19
 259+50
 265+00

241+60
 247+00
 252+10
 255+43.19
 259+50
 265+00

PLATE 1 - PLAN PROFILE E.P.S. & E.E. STRUONG
 DRAWN BY E.F.G. 6/58

270 ③ J. S. & M. Roberts (Owners)

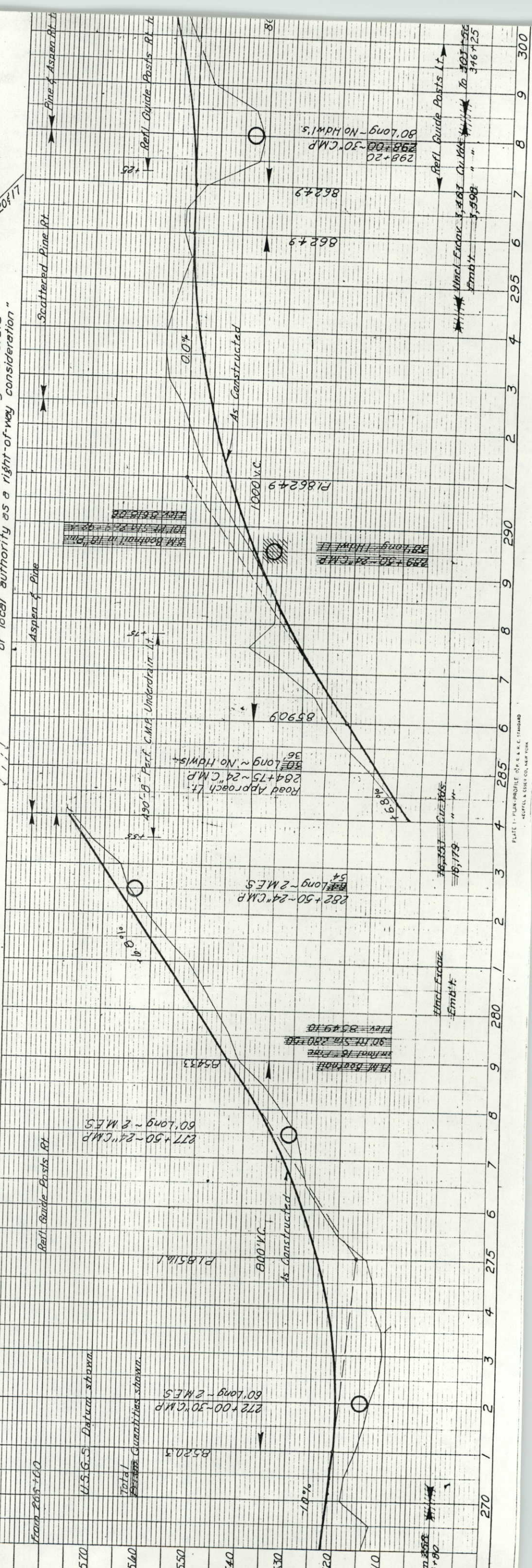
④ Lois E. Laybourn (Owner)



$TA = 108^{\circ}30'$
 $TS = 1239.83'$
 $\Delta C = 94^{\circ}30'$
 $D = 7^{\circ}L.F.$
 $L = 1350'$
 $R = 818.51'$
 $AS = 7^{\circ}00'$
 $LS = 200'$

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| | | | |
|-----|------|----|----------|
| NO. | DATE | BY | REVISION |
| | | | |
| | | | |
| | | | |

| | | | |
|-----|------|----|----------|
| NO. | DATE | BY | REVISION |
| | | | |
| | | | |
| | | | |

R. 72 W., T. 2 N.

300 J. S. & M. Roberts (Owners)

305

310

315

320

325

330

9 Colo 27 Blk

PT. 328 + 85

SEC. 'C'

SEC. 'B'

SEC. 'A'

STA. 321+40

N. 86° 08' W. (Calc.)

N. 88° 58'

660.00'

680.00'

Constructed Rd.

Appr. Lt.

5

Peaceful Valley Recreation Center (Owner)

Telephone Line

As Constructed

Appr. Rt.

Installed

12' Galv.

20

19

18

17

16

15

14

13

12

11

10

9

8

7

6

5

4

3

2

1

0

-1

-2

-3

-4

-5

Δ = 32° 06'

D = 130' Lt

T = 1098.9'

L = 2140'

Power Line

R/W Manu.

PC 307+25

North

66° 53'

116' COV.

N. 8° 48' W. (Calc.)

4 Lois E. Laybourn (Owner)

Constructed Barbed Wire Fence

Sta. 237+00 to 321

Sta. 205 to 321

150

+60

300 J. S. & M. Roberts (Owners)

305

310

315

320

325

330

9 Colo 27 Blk

PT. 328 + 85

SEC. 'C'

SEC. 'B'

SEC. 'A'

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315

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9 Colo 27 Blk

PT. 328 + 85

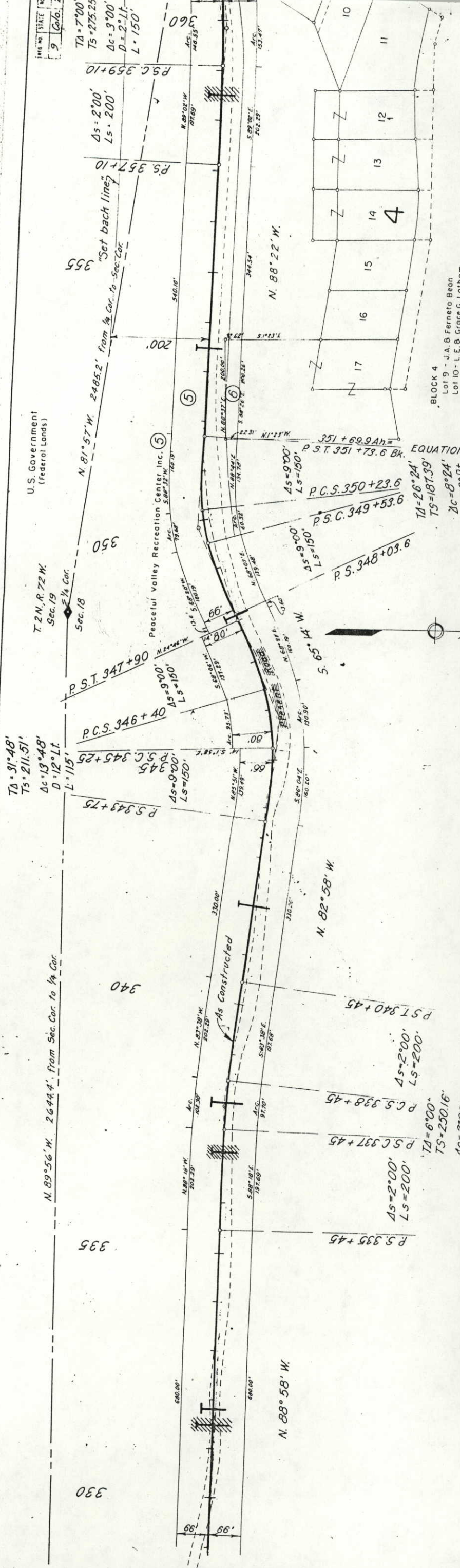
SEC. 'C'

SEC. 'B'

SEC. 'A'

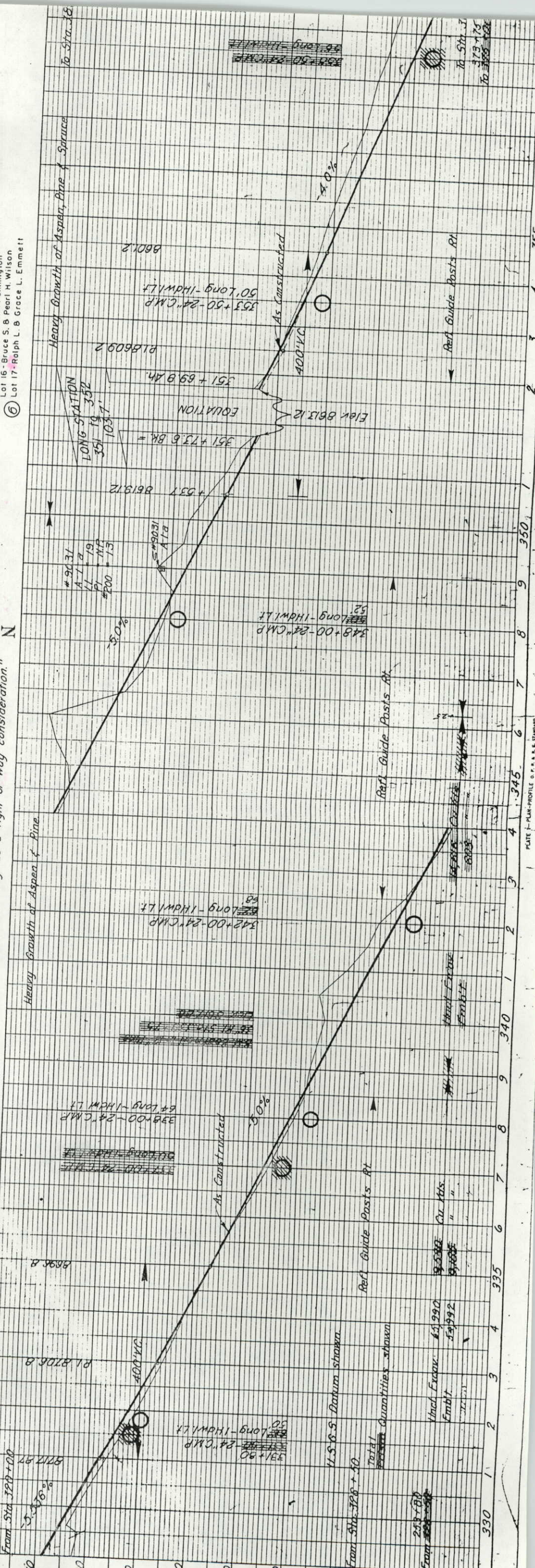
STA. 321+40

N. 86° 08' W. (Calc.)



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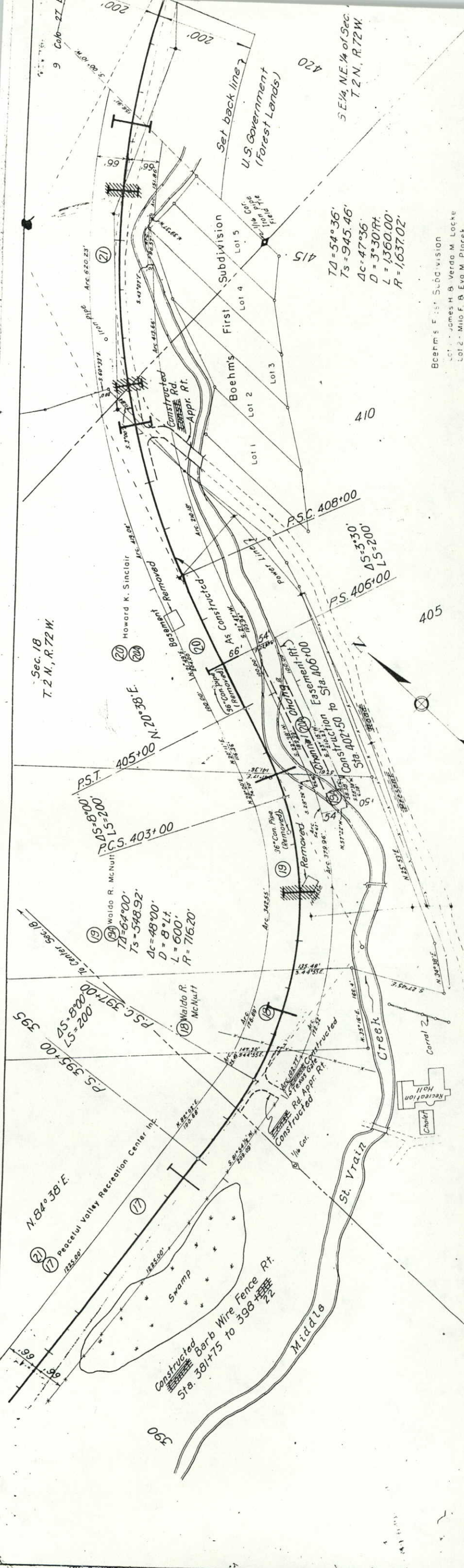
The Alignment and Grade as hereon shown are subject to adjustment.



| | |
|--------------------|--------|
| DATE | 11-37 |
| BY | A.E.S. |
| NOTED | |
| ALIGNED CHECKED | |
| NOTE BOOK | |
| RT. OF WAY CHECKED | |
| NO. | |

| | |
|--------------------|------|
| DATE | 6-58 |
| BY | |
| NOTED | |
| ALIGNED CHECKED | |
| NOTE BOOK | |
| RT. OF WAY CHECKED | |
| NO. | |

| | | | | | |
|----------------------|--------|-----|-----|-----|-----|
| Station | 330 | 335 | 340 | 345 | 350 |
| U.S.C.S. Datum shown | | | | | |
| Total | | | | | |
| Quantities shown | | | | | |
| Yield Excav. | 61,990 | | | | |
| Embl. | 12,992 | | | | |
| From Sta. 328+50 | | | | | |



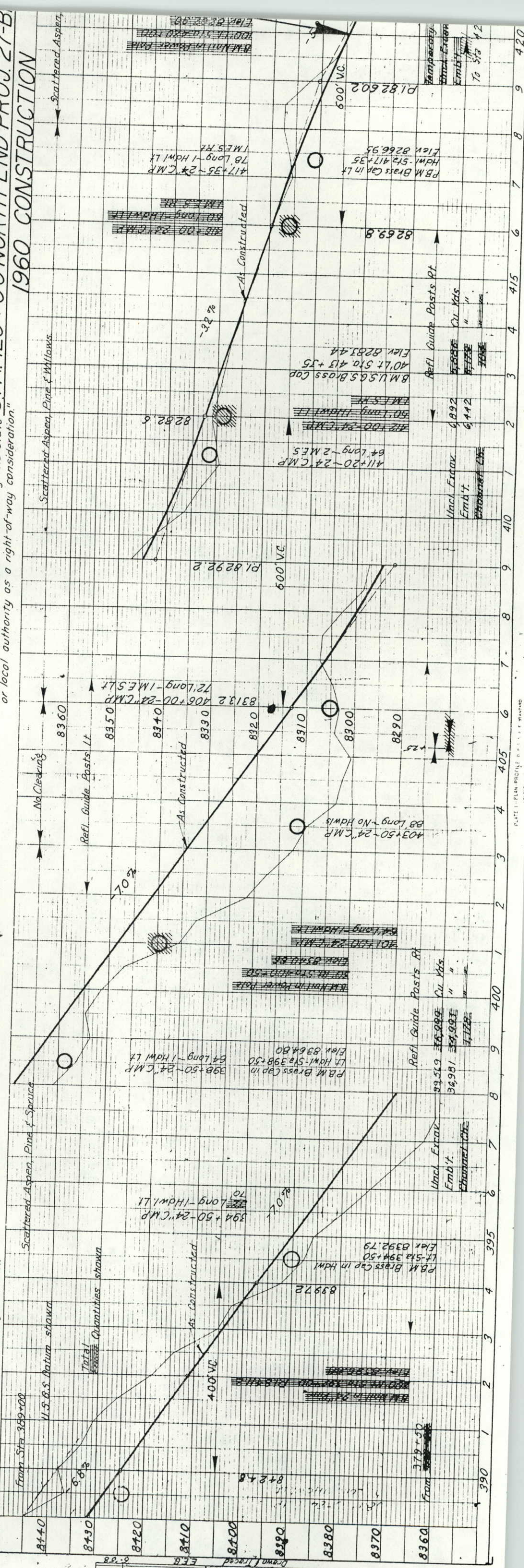
Boehm's First Subdivision
 Lot 1 - James H. B. Verda M. Locke
 Lot 2 - Milo F. B. Eva M. Placek
 Lot 3 - Howard T. Lomereux
 Lot 4 - Kenneth G. B. Alexandric F. Esterbrook
 Lot 5 - Bert E. B. Maurine Berglund

$TA = 54^{\circ}36'$
 $Ts = 945.46'$
 $\Delta c = 47^{\circ}36'$
 $D = 3^{\circ}30' RT$
 $L = 1360.00'$
 $R = 1637.02'$

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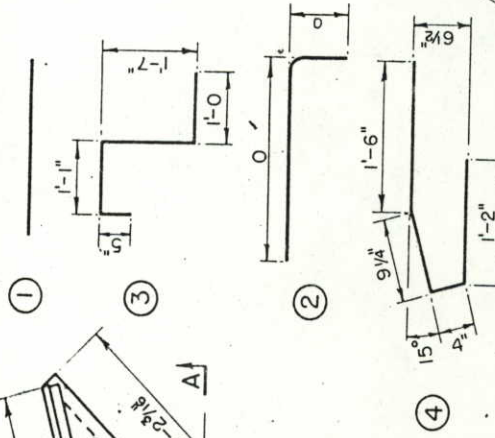
1960 CONSTRUCTION
 STA. 420+00 NORTH END PROJ. 27-B



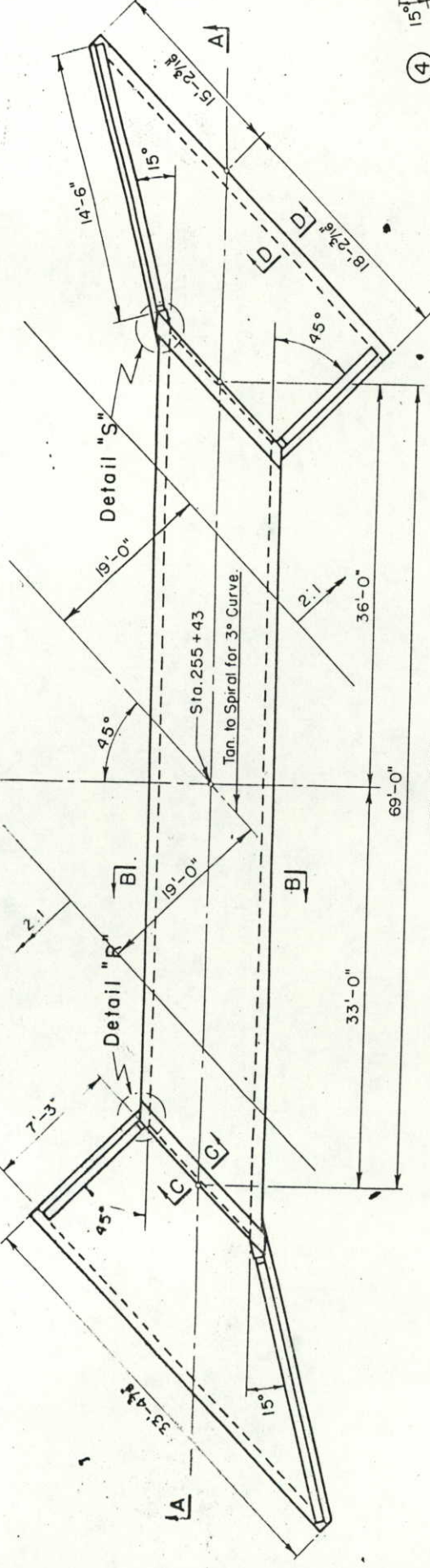
PLAN
 DATE: 1/27/57
 BY: A.C.S.
 CHECKED: [Signature]
 NO. 1
 DRAWN & TRACED: [Signature]
 W.A.B. 11-57 (Revised P.L.H. 7-58)

PROFILE
 DATE: 6-58
 BY: E.C.B.
 CHECKED: [Signature]
 NO. 1
 DRAWN & TRACED: [Signature]

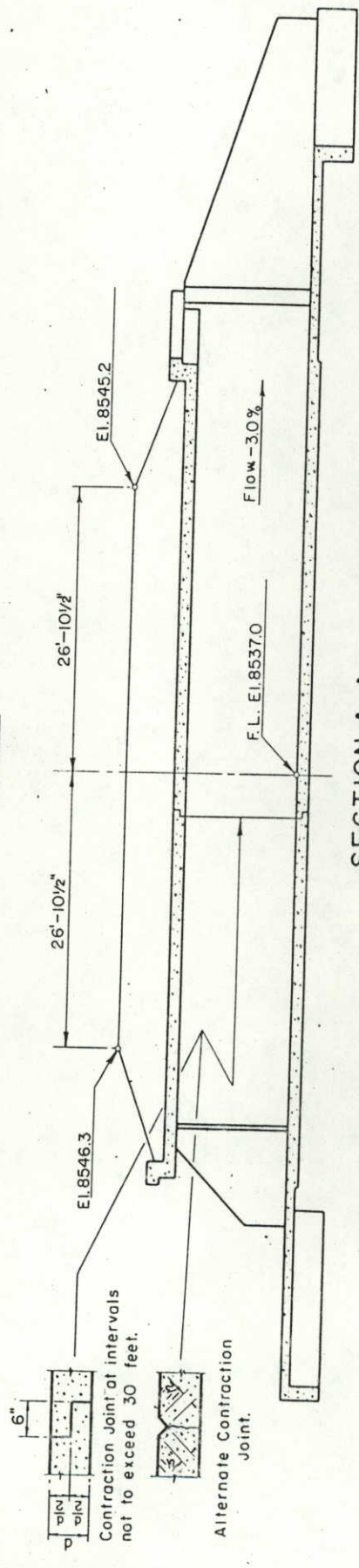
BAR DIAGRAMS



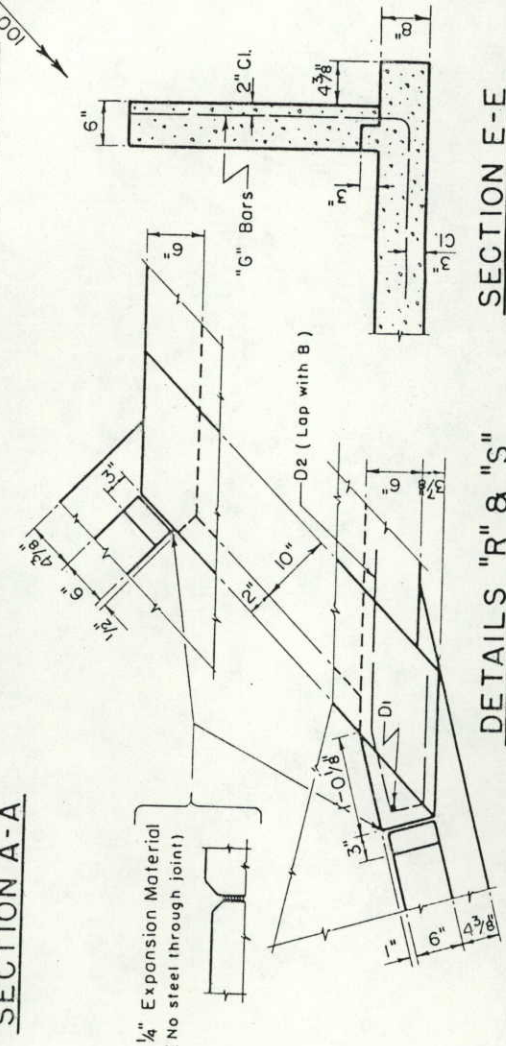
NOTE: All dimensions are "Out to Out."



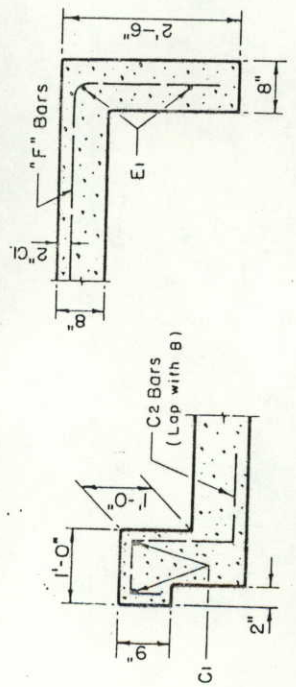
PLAN



SECTION A-A

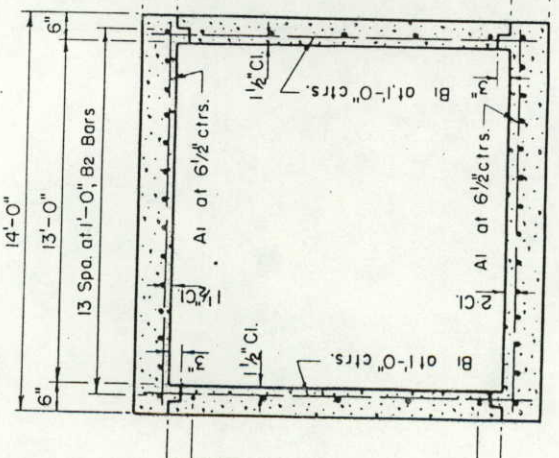


DETAILS "R" & "S"

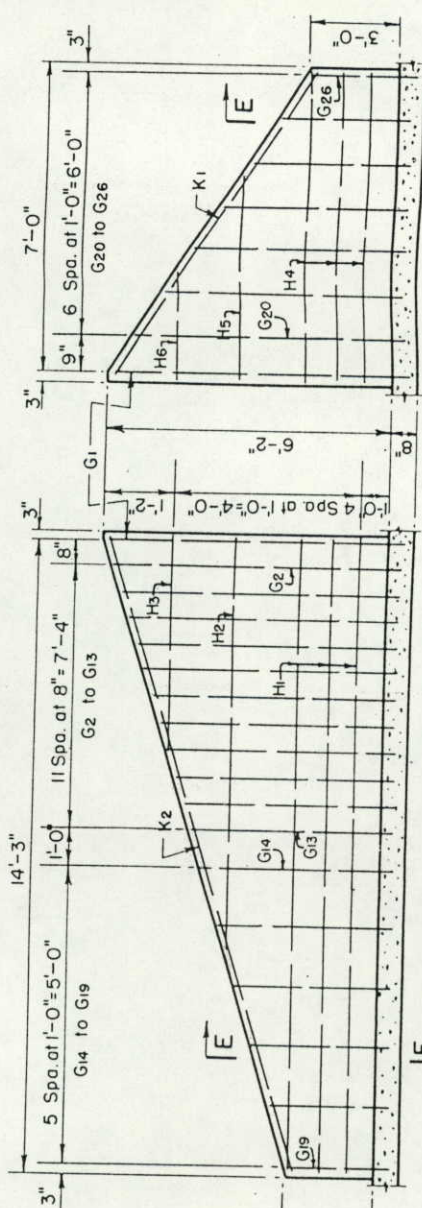


SECTION C-C

SECTION D-D



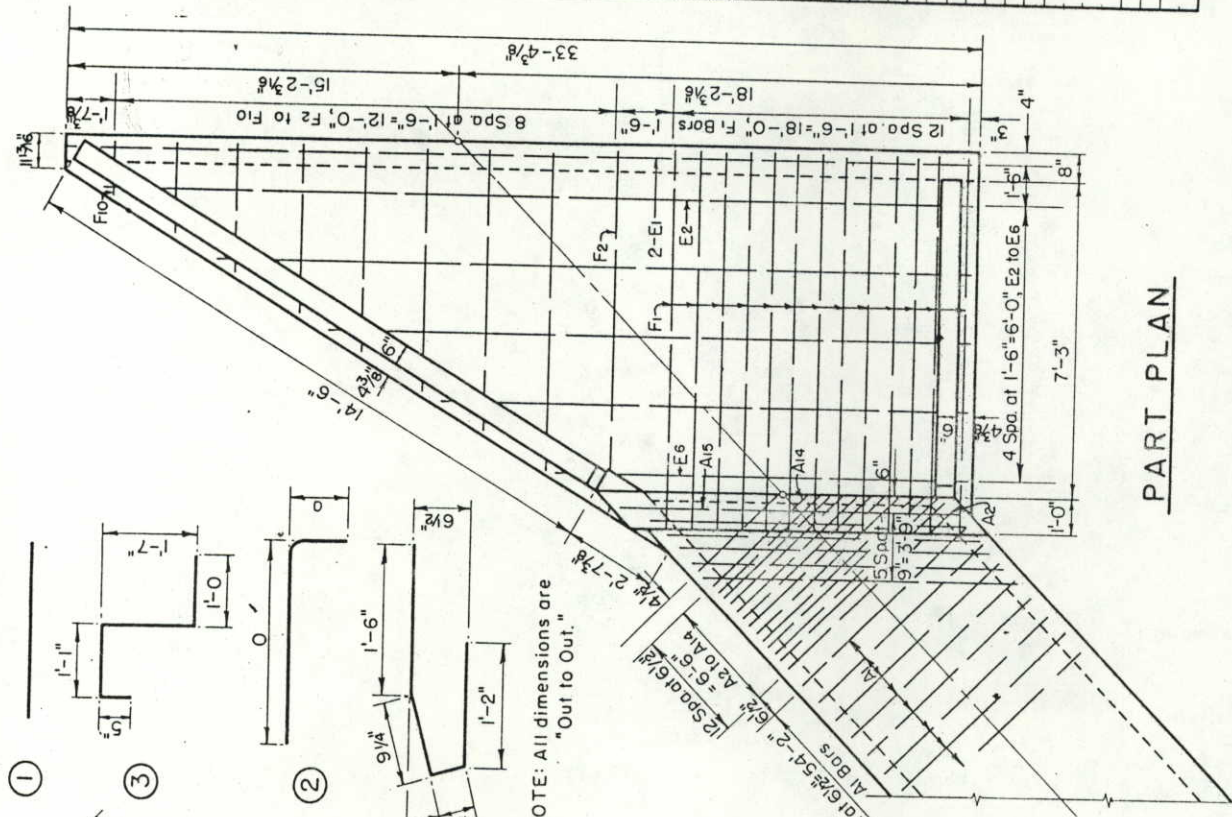
SECTION B-B



SECTION E-E

WING WALL DETAILS

PART PLAN



| Bar | Type | Location | No. | Size | Length | |
|-----|------|------------|-----------------------|------|--------|--------|
| A1 | 1 | Barrel | 202 | #7 | 13'-8" | |
| A2 | 1 | | 4 | #7 | 13'-3" | |
| A10 | 1 | | 4 | #7 | 10'-0" | |
| A14 | 1 | | 24 | #4 | 6'-9" | |
| A15 | 1 | | 24 | #4 | 19'-3" | |
| B1 | 1 | Barrel | 138 | #4 | 6'-6" | |
| B2 | 1 | | 76 | #4 | 34'-9" | |
| C1 | 1 | Curbs | 4 | #4 | 19'-8" | |
| C2 | 1 | | 4 | #4 | 4'-1" | |
| D1 | 1 | | Wing Wall Connections | 28 | #4 | 6'-0" |
| D2 | 1 | | | 20 | #4 | 3'-9" |
| E1 | 1 | | | 4 | #4 | 33'-0" |
| E2 | 1 | | | 2 | #4 | 31'-3" |
| F1 | 2 | Aprons | 26 | #4 | 11'-0" | |
| F2 | 2 | | 2 | #4 | 10'-2" | |
| F10 | 2 | | 10 | #4 | 3'-4" | |
| G1 | 2 | | Wing Walls | 4 | #4 | 8'-11" |
| G2 | 2 | | | 2 | #4 | 8'-9" |
| G10 | 2 | 2 | | #4 | 7'-11" | |
| G11 | 2 | 2 | | #4 | 6'-11" | |
| G12 | 2 | 2 | | #4 | 5'-10" | |
| G26 | 2 | 2 | | #4 | 5'-10" | |
| H1 | 1 | Wing Walls | 6 | #4 | 14'-2" | |
| H2 | 1 | | 2 | #4 | 9'-3" | |
| H3 | 1 | | 2 | #4 | 4'-6" | |
| H4 | 1 | | 6 | #4 | 6'-11" | |
| H5 | 1 | | 2 | #4 | 4'-7" | |
| H6 | 1 | | 2 | #4 | 2'-4" | |
| K1 | 1 | Wing Walls | 2 | #4 | 7'-6" | |
| K2 | 1 | | 2 | #4 | 14'-5" | |

| ESTIMATED QUANTITIES | |
|-----------------------|---------|
| Class "A" Concrete | 101.0 C |
| Reinforcing Steel | 10,500 |
| Structural Excavation | 70 C |

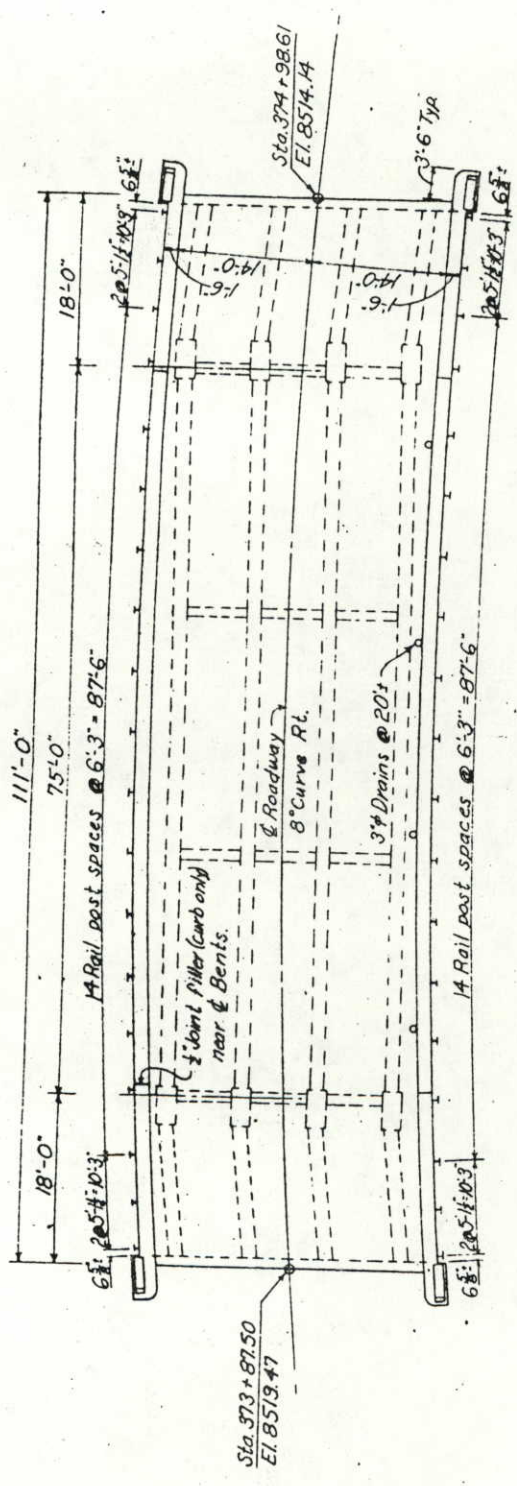
Below flow line only.
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION NO. 9 DENVER, COLO.

13' X 5' X 69'-0"
CONCRETE BOX CULVERT
STATION: 255 + 43
PROJECT: NEDERLAND - RAYMOND
STATE: COLORADO

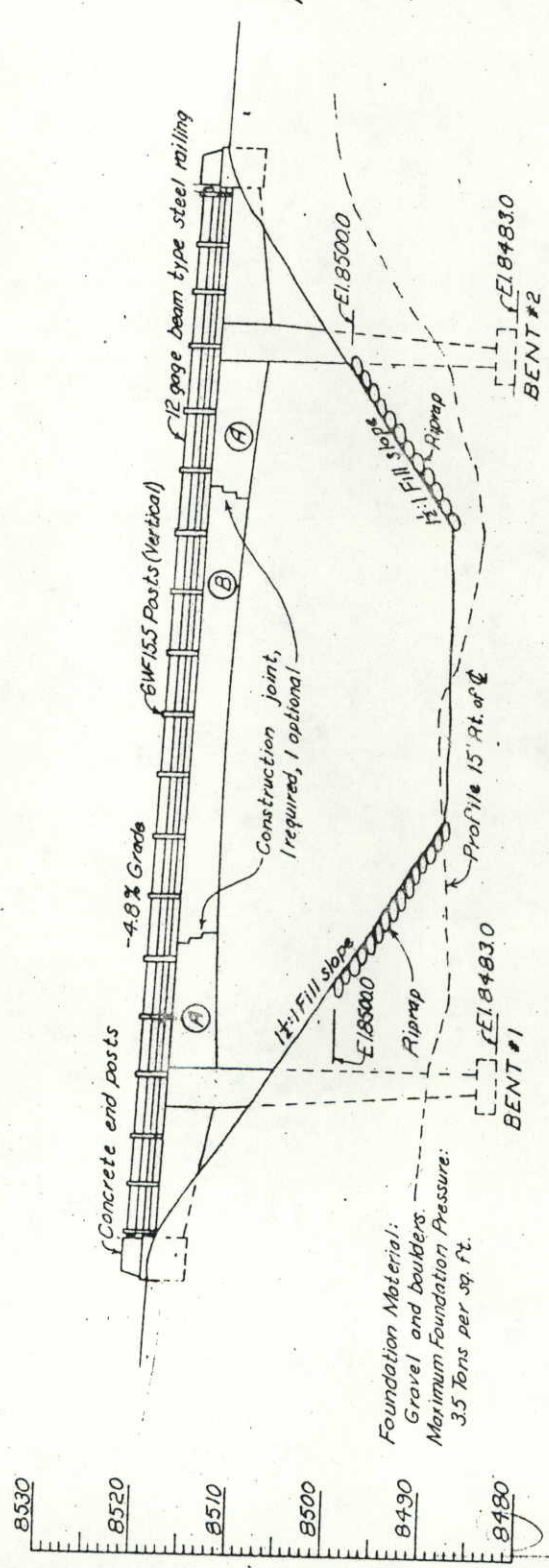
GENERAL NOTES

Specifications: Bureau of Public Roads, Form F.P. 57
Loading: A. S. H. O. H20-S16-44.
Design Stresses: $f_c = 1200$ p.s.i., $f_s = 20,000$ p.s.i., $n = 10$.
Concrete: All concrete to be Class "A", made with Type II (Low Alkali) Portland Cement, with an air-entraining admixture. Curbs to be poured monolithically with top slab. All exposed edges to be chamfered $3/4$ ". All exposed surfaces to be given a "Rubbed Finish".
Reinforcing Steel: All bars shall be of intermediate grade steel and shall conform to A. S. T. M. Specifications A15-54 T (Deformed).
Revisions: Any revisions found necessary in the field must be approved by the Bridge Engineer.

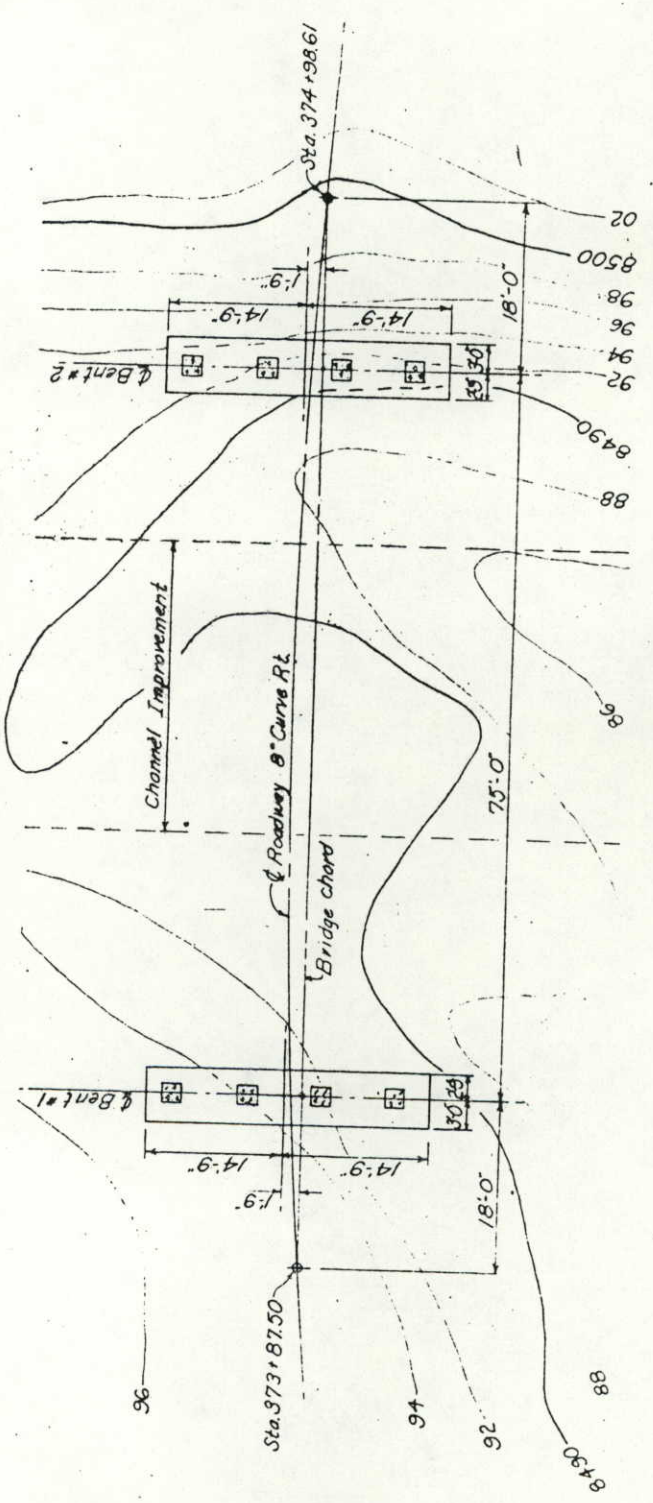
APPROVED: *W. D. ...* Regional Bridge Engineer Date: Nov. 21, 1938



PLAN



ELEVATION



FOUNDATION PLAN

GENERAL NOTES

SPECIFICATIONS: Construction, Bureau of Public Roads FP-57, Design, A.A.S.H.O. Standard Specifications for Highway Bridges 1957.
DEAD LOAD: Concrete 150 Lbs. per cu.ft. Paving allowance 25 Lbs. per sq.ft. of roadway surface.
LIVE LOAD: H20-516-44 Loading. Impact $I = \frac{50}{L+125}$ (L = Span length). Maximum $I = 30\%$.
UNIT STRESSES: $f_c = 1200$ p.s.i.; $f_s = 20,000$ p.s.i.; $n = 10$.
CONCRETE: All concrete shall be Class A. Maximum size of coarse aggregate shall be 1/2" air entraining admixture. All concrete shall be vibrated. All exposed corners shall be chamfered 1/4" unless otherwise noted.
FINISHING CONCRETE: Roadway slab and curbs shall be finished according to specifications. The following surfaces shall be given a Rubbed Finish: Outside faces of curbs and roadway slab; outside faces of exterior girders and all faces of concrete in: posts, A, exposed surfaces shall be given an Ordinary Finish.
REINFORCEMENT STEEL: All bars shall be deformed intermediate grade steel conforming to A.S.T.M. Specification A15-54T. Except as shown all dimensions refer to centers of bars.
STEEL BRIDGE RAILING: All items of rail construction are included in the contract item for Steel Bridge Railing and include the beam type steel railing, steel posts and rail, post securing bolts, nuts, washers and shims. All items of rail construction shall be as per the pay length for the steel bridge railing shall be measured between concrete end posts.

POURING SCHEDULE

1. Footings ----- 25 ± cu. yds.
 2. Columns to constr. joints. 47 ± cu. yds.
 3. Girder and beam stems
Pours (A) ----- 43 ± cu. yds. each
Pours (B) ----- 37 ± cu. yds.
 4. Slab ----- 66 ± cu. yds.
 5. Curbs ----- 9 ± cu. yds.
 6. End posts ----- 1 ± cu. yds.
- A minimum of 72 hours delay required between girder stem pours (A) and (B).

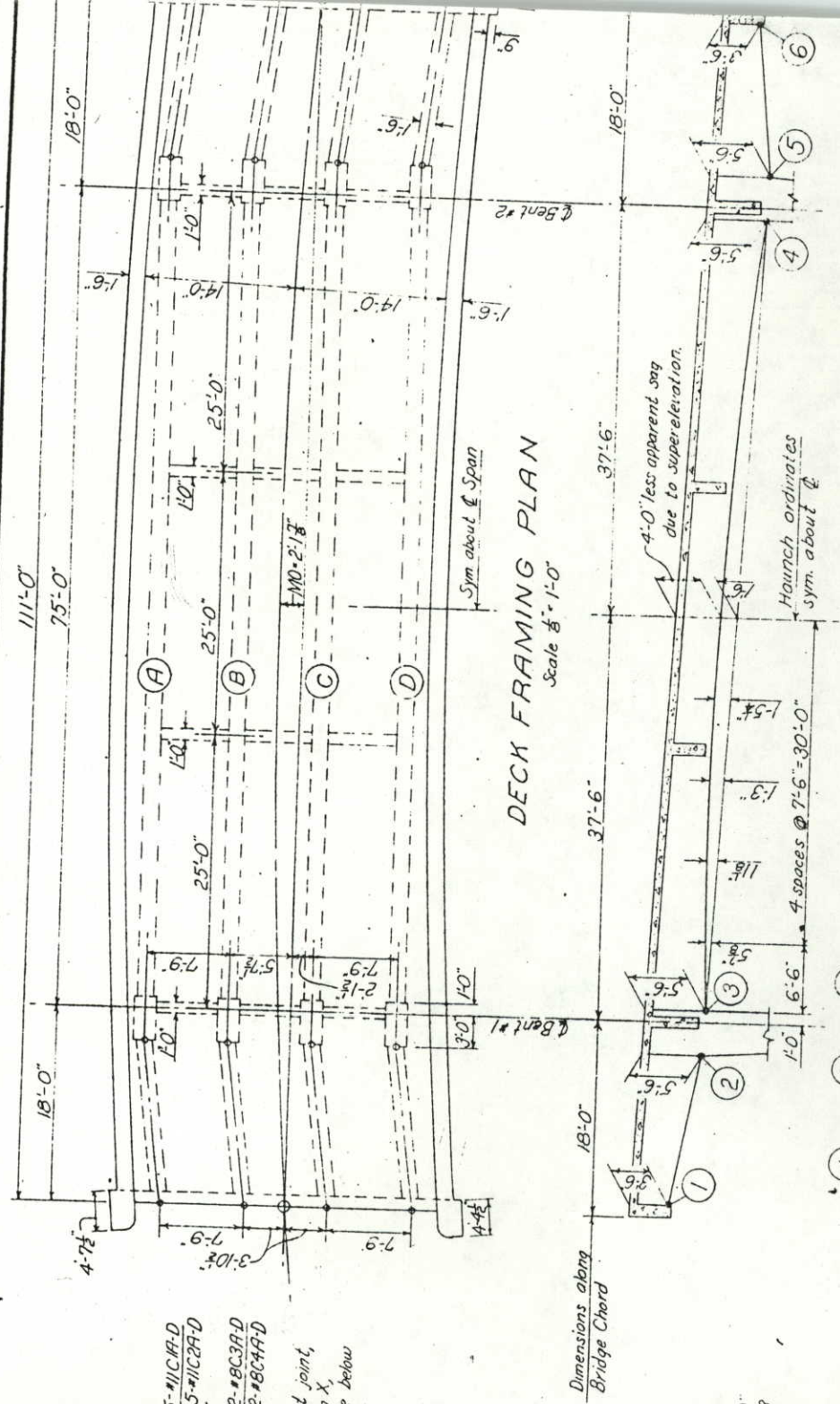
ESTIMATE

Structure Excavation..... 200 Cu. yds.
 Class A Concrete..... 271 Cu. yds.
 * Reinforcement Steel..... 72,400 Lbs.
 Steel Bridge Railing..... 218 Lin. ft.

* Includes weight of guard angles and drains.

DESIGNED BY: A.T.T. Oct. 1958
 DRAWN BY: A.T.T. Oct. 1958
 CHECKED BY: R.C.L. Oct. 1958

APPROVED: *[Signature]*
 CHIEF, WESTERN BRIDGE DESIGN

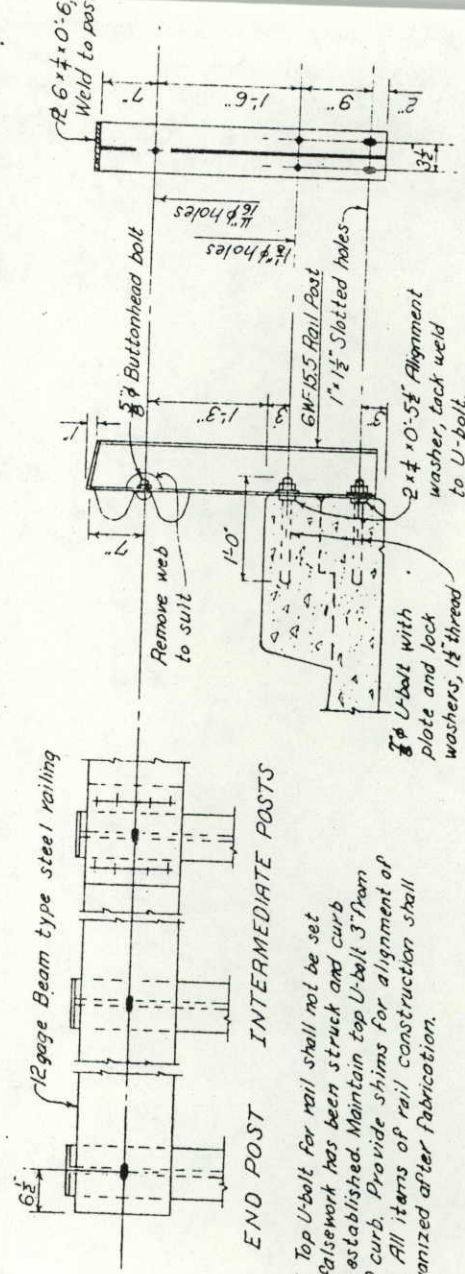


DECK FRAMING PLAN
Scale 1/4"=1'-0"

Note: Girder depths shown are at center of girder.

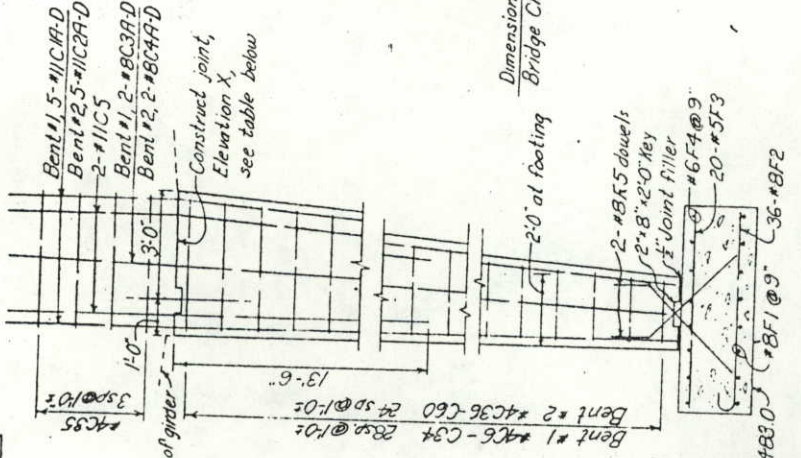
| Girder | 1 | 2 | 3 | 4 | 5 | 6 |
|----------|--------|--------|--------|--------|--------|--------|
| Girder A | 851681 | 851420 | 851399 | 851036 | 851038 | 851067 |
| Girder B | 851622 | 851361 | 851340 | 850991 | 850974 | 851102 |
| Girder C | 851563 | 851301 | 851279 | 850927 | 850909 | 851036 |
| Girder D | 851504 | 851242 | 851219 | 850863 | 850845 | 850871 |

GIRDER DIMENSIONS AND SOFFIT ELEVATIONS
Scale 1/4"=1'-0"



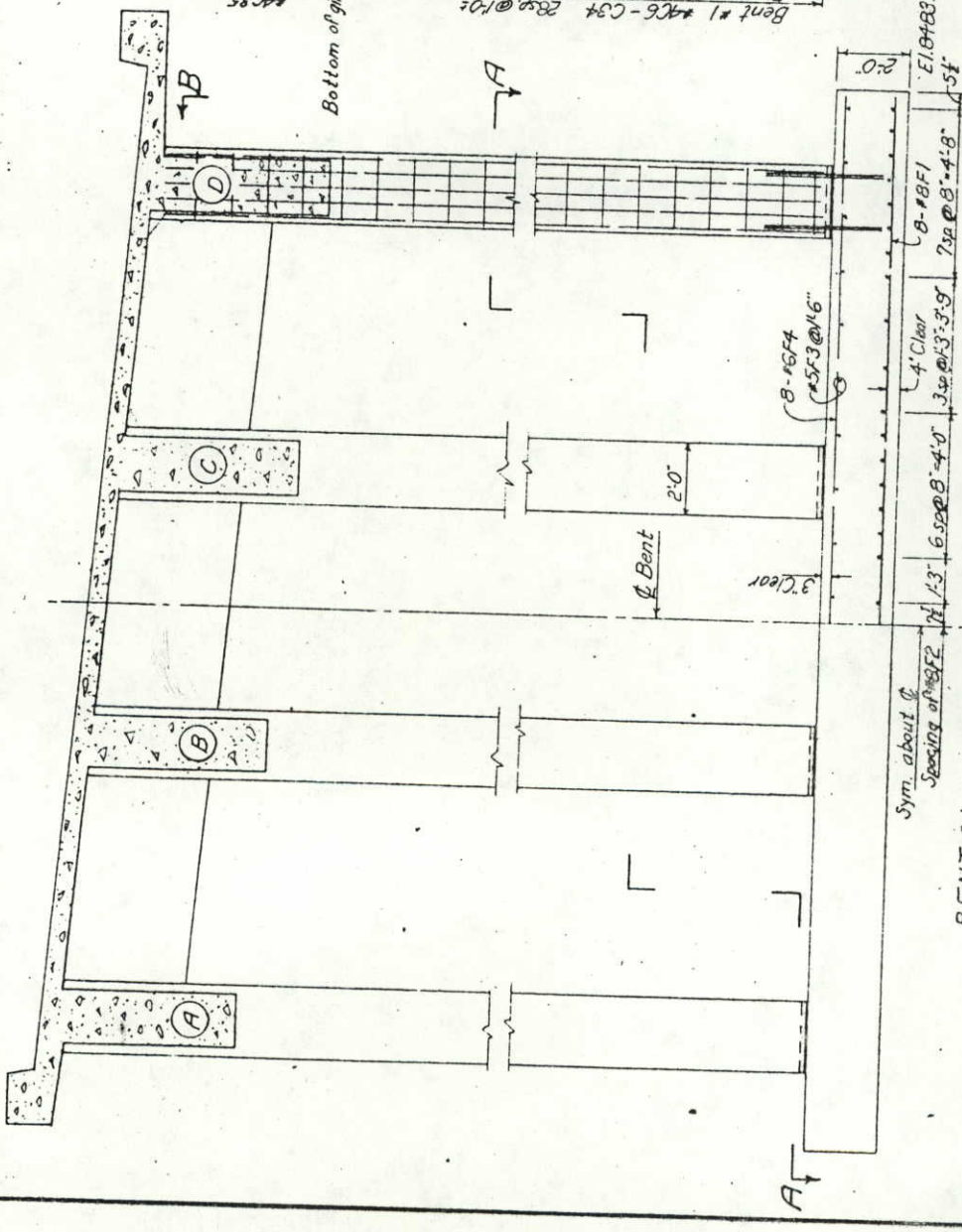
RAILING DETAILS
Scale 1/4"=1'-0"

NOTE: Top U-bolt for rail shall not be set until falsework has been struck and curb grade established. Maintain top U-bolt 3/4" from top of curb. Provide shims for alignment of posts. All items of rail construction shall be galvanized after fabrication.



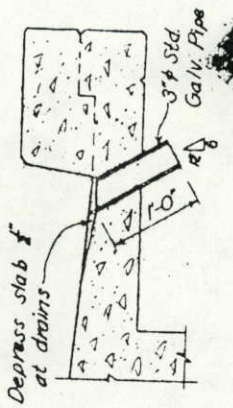
SECTION B-B
ELEVATION X

| Girder | Bent #1 | Bent #2 |
|--------|---------|---------|
| A | 851399 | 851038 |
| B | 851340 | 850974 |
| C | 851279 | 850909 |
| D | 851219 | 850845 |

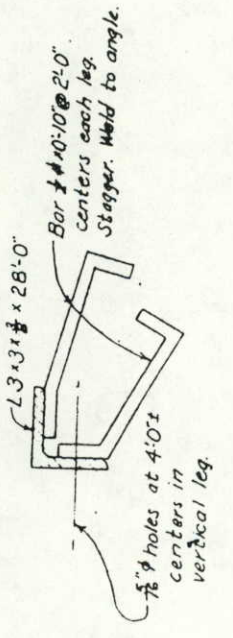


SECTION A-A
ELEVATION

BENT DETAILS
Scale 1/4"=1'-0"

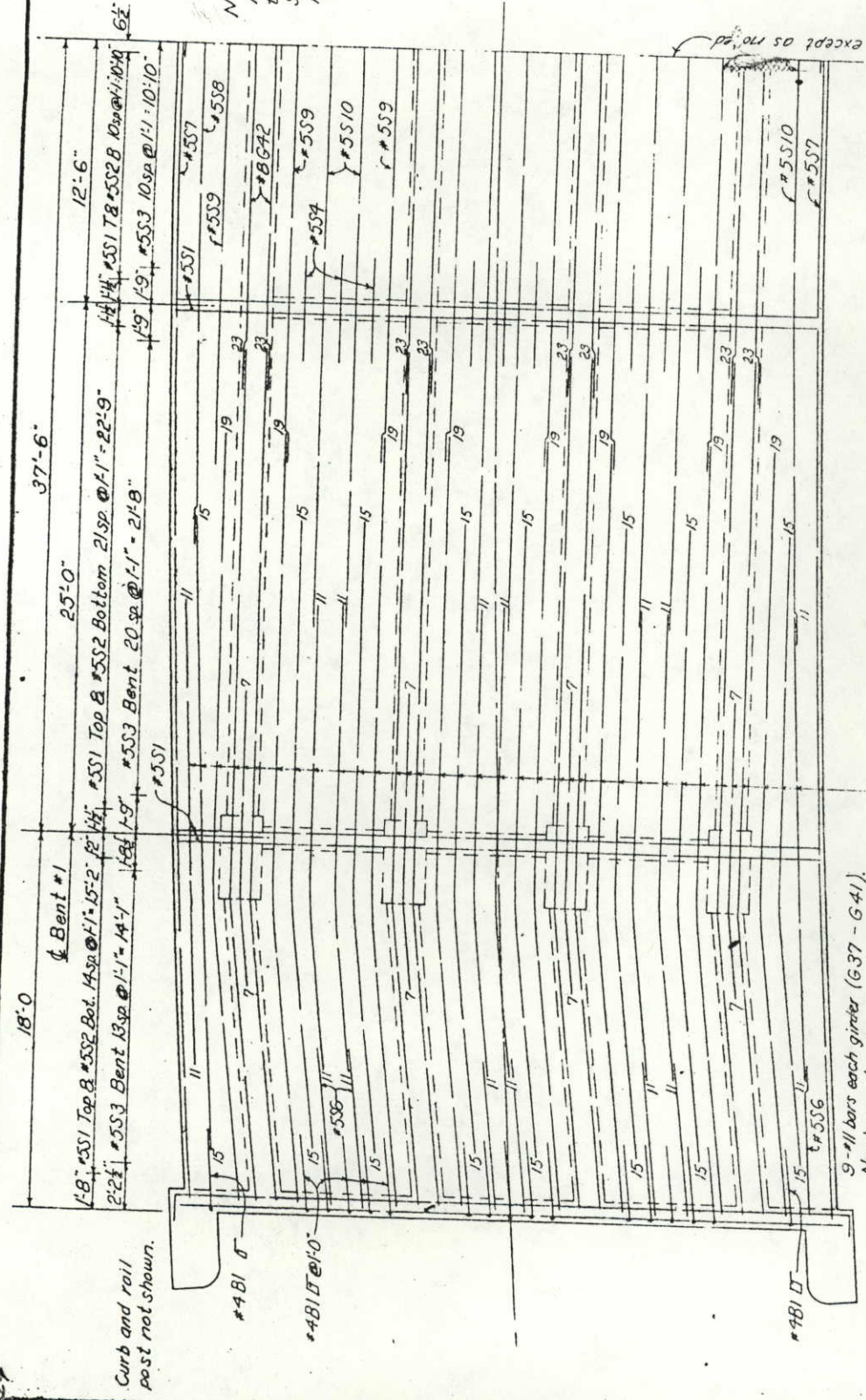


ROADWAY DRAINAGE
Scale 1/4"=1'-0"
4 Required

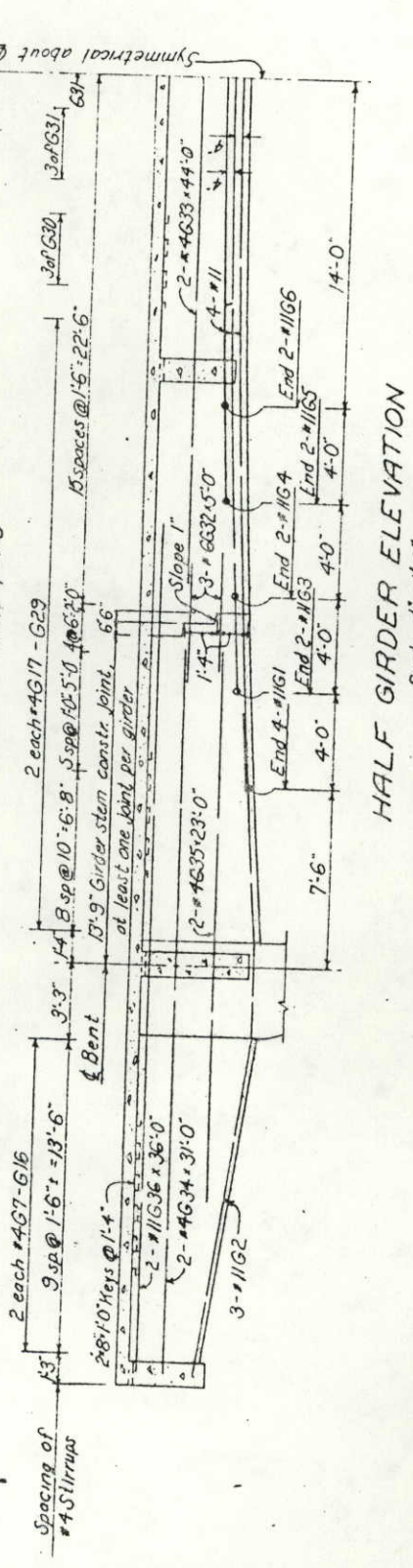


GUARD ANGLE DETAIL
Scale 3/4"=1'-0"
2 Required

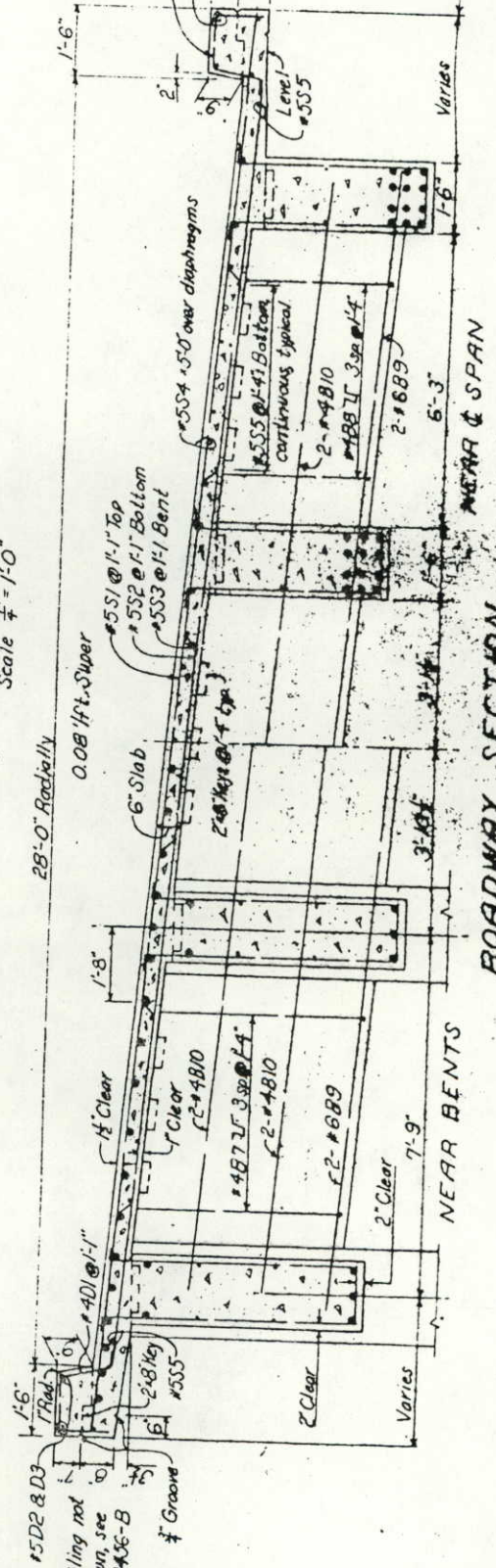
DESIGNED BY A.T.T. Oct. 1958
DRAWN BY A.T.T. Oct. 1958
CHECKED BY H.E.T. Oct. 1958



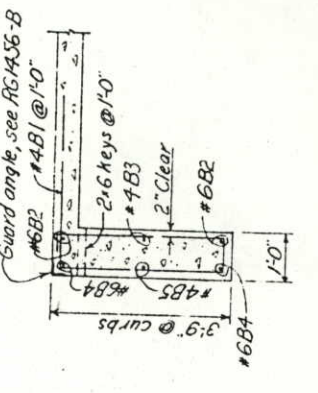
HALF DECK PLAN
Scale 1/4" = 1'-0"



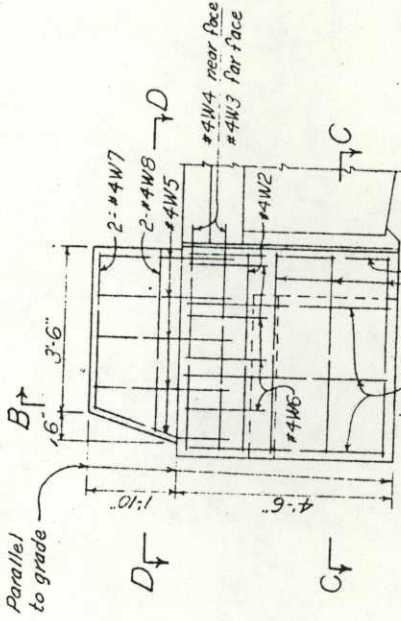
HALF GIRDER ELEVATION
Scale 1/4" = 1'-0"



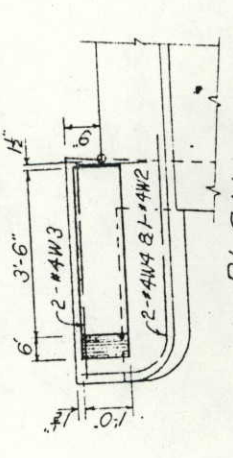
ROADWAY SECTION
Scale 1/4" = 1'-0"



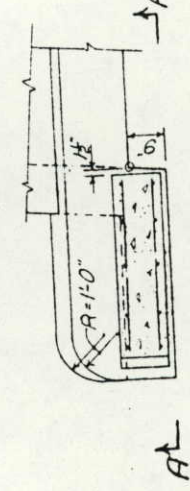
END BEAM SECTION
Scale 1/4" = 1'-0"



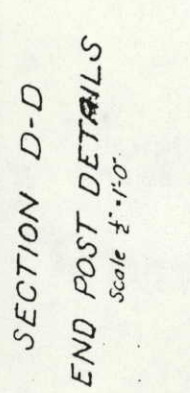
ELEVATION A-A
Scale 1/4" = 1'-0"



SECTION B-B
Scale 1/4" = 1'-0"



SECTION C-C
Scale 1/4" = 1'-0"



SECTION D-D
Scale 1/4" = 1'-0"

NOTE: Lap all bars 24 diameters.
All reinforcement shown is in
top of slab unless otherwise noted.
See Roadway Section for bottom
reinforcement.

Note: Curbs are not to be poured
until girder and slab forms have
been struck. Maintain 9' height
of curb at bents.

