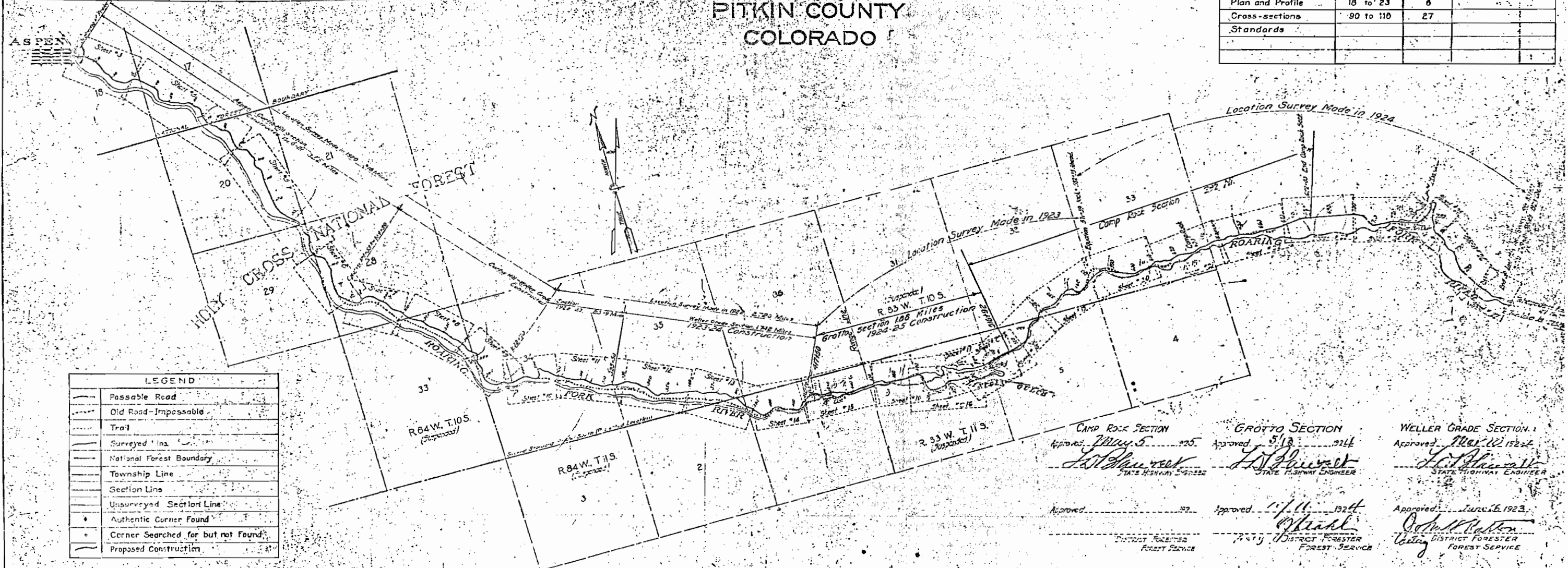


U.S. DEPARTMENT OF AGRICULTURE
 BUREAU OF PUBLIC ROADS
LOCATION
PLAN & PROFILE
 OF THE
INDEPENDENCE PASS ROAD
 HOLY CROSS NATIONAL FOREST
 PITKIN COUNTY
 COLORADO

| DIST. NO. | STATE | PLAT. NO. | FILE NO. | SHEET NO. | TOTAL SHEETS |
|-----------|-------|-----------|----------|-----------|--------------|
| 3 | Colo. | | | 1 | 1 |

| INDEX | | | GROTTO SECTION | |
|-----------------------|---------------|--------|----------------|--------|
| WELLER GRADE SECTION | SHEET NUMBERS | SHEETS | SHEET NUMBERS | SHEETS |
| Title Page | 1 | 1 | 1 | 1 |
| Typical Road Sections | 2 | 1 | 2 | 1 |
| Plan and Profile | 11 to 14 | 4 | 15 to 18 | 4 |
| Cross-sections | 40 to 63 | 13 | 64 to 90 | 27 |
| Standards | | | 21 to 23 | 3 |

| CAMP ROCK SECTION | | |
|-----------------------|---------------|--------|
| | SHEET NUMBERS | SHEETS |
| Title Page | 1 | 1 |
| Typical Road Sections | 2 | 1 |
| Plan and Profile | 18 to 23 | 6 |
| Cross-sections | 90 to 110 | 27 |
| Standards | | |



| LEGEND | |
|--------|-----------------------------------|
| | Passable Road |
| | Old Road—Impossible |
| | Trail |
| | Surveyed Line |
| | National Forest Boundary |
| | Township Line |
| | Section Line |
| | Unsurveyed Section Line |
| | Authentic Corner Found |
| | Corner Searched for but not Found |
| | Proposed Construction |

Scale: 1" = 2000'

Datum secured from U.S.G.S. P.B.M. marked 7909 at Pitkin County Court House, Aspen, Colorado.

| | | |
|------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|
| Approved: <i>May 5 1924</i> <i>L.H. Shreve</i> STATE HIGHWAY ENGINEER | Approved: <i>5/13 1924</i> <i>L.H. Shreve</i> STATE HIGHWAY ENGINEER | Approved: <i>May 12 1924</i> <i>L.H. Shreve</i> STATE HIGHWAY ENGINEER |
| Approved: <i>1/11 1924</i> <i>W.H. ...</i> DISTRICT FORESTER FOREST SERVICE | Approved: <i>1/11 1924</i> <i>W.H. ...</i> DISTRICT FORESTER FOREST SERVICE | Approved: <i>June 6 1923</i> <i>W.H. ...</i> DISTRICT FORESTER FOREST SERVICE |
| Approved: <i>APRIL 20 1924</i> <i>J.H. Johnson</i> DISTRICT ENGINEER BUREAU OF PUBLIC ROADS | Approved: <i>5/13 1924</i> <i>J.H. Johnson</i> DISTRICT ENGINEER BUREAU OF PUBLIC ROADS | Approved: <i>5/16 1923</i> <i>J.H. Johnson</i> DISTRICT ENGINEER BUREAU OF PUBLIC ROADS |

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

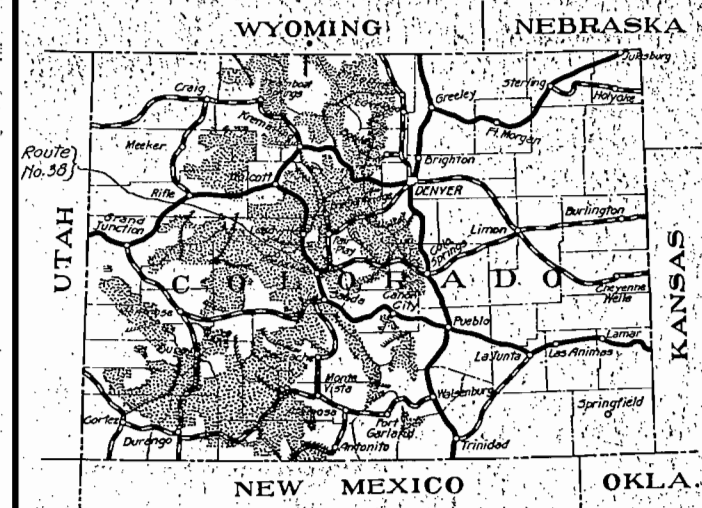
| DIST. NO. | STATE | PUBL. NO. | SECTION | SHEET NO. |
|-----------|-------|-----------|---------|-----------|
| 134 | Colo. | | | |

| INDEX TO SHEETS | | |
|-----------------|------------------|--------------------|
| SHEET | DESCRIPTION | STATION TO STATION |
| 1 | Title sheet | |
| 2 | Typical Sections | |
| 3 | | |
| 4 | | |
| 5 | | |
| 6 | | |
| 7 | | |
| 8 | | |
| 9 | | |
| 10 | | |
| 11 | | |
| 12 | | |
| 13 | | |
| 14 | | |
| 15 | | |
| 16 | | |
| 17 | | |
| 18 | | |
| 19 | | |
| 20 | | |

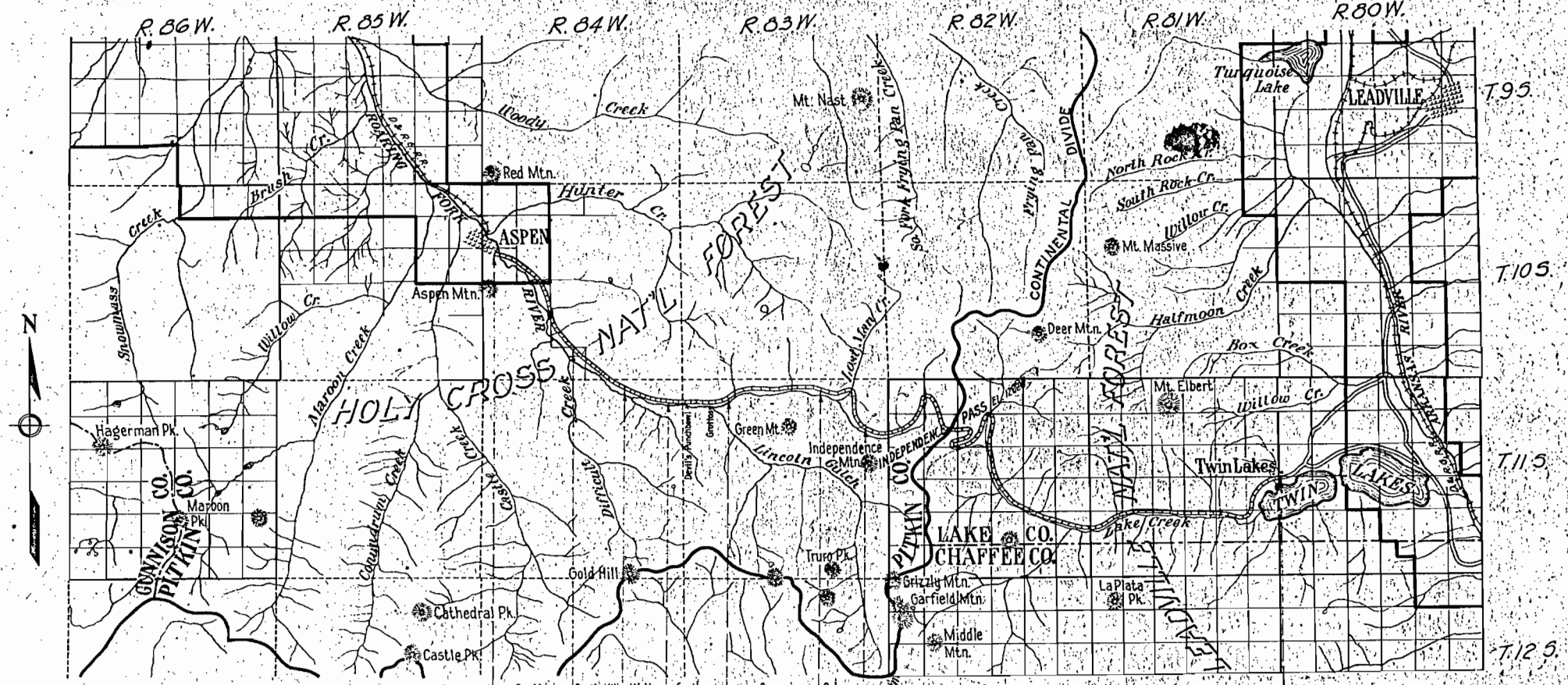
PLANS FOR PROPOSED
SECTIONS E & F
INDEPENDENCE PASS HIGHWAY

ROUTE NO 38 ASPEN TO TWIN LAKES
44 MILES CLASS 2

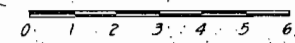
COLORADO FOREST HIGHWAY SYSTEM
HOLY CROSS & LEADVILLE NATL FORESTS
PITKIN & LAKE COUNTIES
COLORADO



Federal Aid Highway System
Primary ———
Secondary ———
Forest Highway System ———
National Forests ———



INDEX MAP
Scale Miles



Approximate Route Surveyed Route Existing Roads Grading Gavel, Broken Pavement

| Section | Miles | Constructed |
|----------------------------------|-----------|--------------------------------|
| Curtis Hill Section | 3.52 Mi. | 10/28/1926 Constructed 1920-21 |
| Curtis Hill-Weller Grade Section | 2.599 Mi. | 10/28/1926 Constructed 1922-23 |
| Weller Grade Section | 1.744 Mi. | 10/28/1926 Constructed 1923-24 |
| Grottoes Section | 1.88 Mi. | 10/28/1926 Constructed 1924-25 |
| Camp Rock Section | 2.92 Mi. | 10/28/1926 Comp. 1926 |
| Coleman Grade Section | 2.26 Mi. | 12/28/1926 Comp. 1927 |

Constructed by State, 1916-23

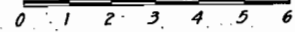
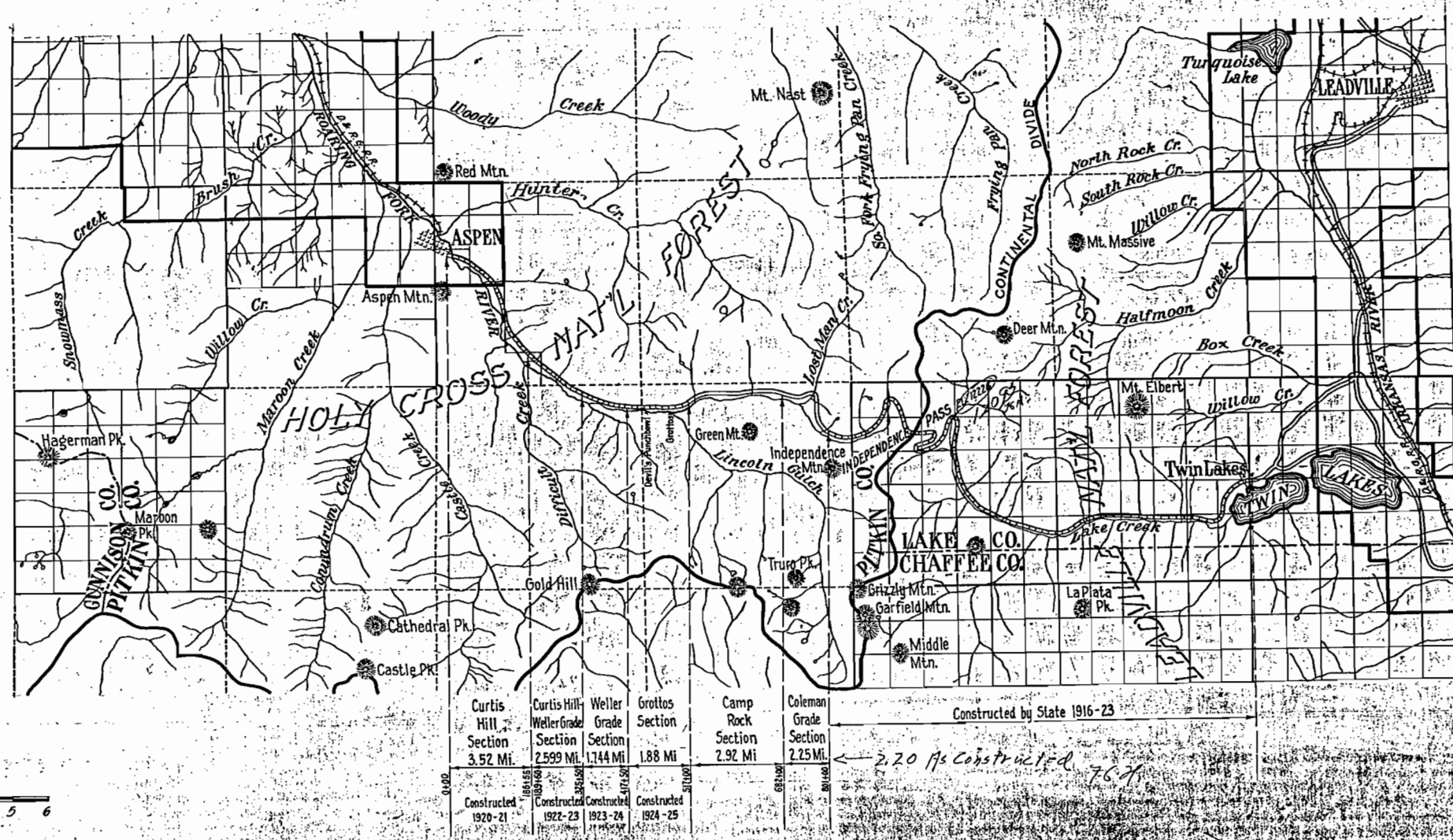
APPROVED: _____ Date _____ 192[]
DISTRICT ENGINEER,
U. S. BUREAU OF PUBLIC ROADS

APPROVED: _____ Date _____ 192[]
DISTRICT FORESTER,
U. S. FOREST SERVICE

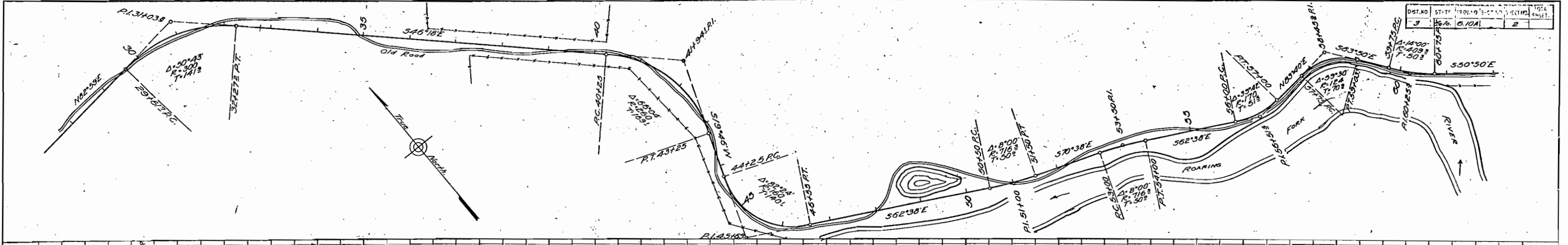
APPROVED: _____ Date _____ 192[]
STATE HIGHWAY ENGINEER,
STATE OF COLORADO

INDEPENDENCE PASS HIGHWAY
ROUTE NO. 38 ASPEN TO TWIN LAKES

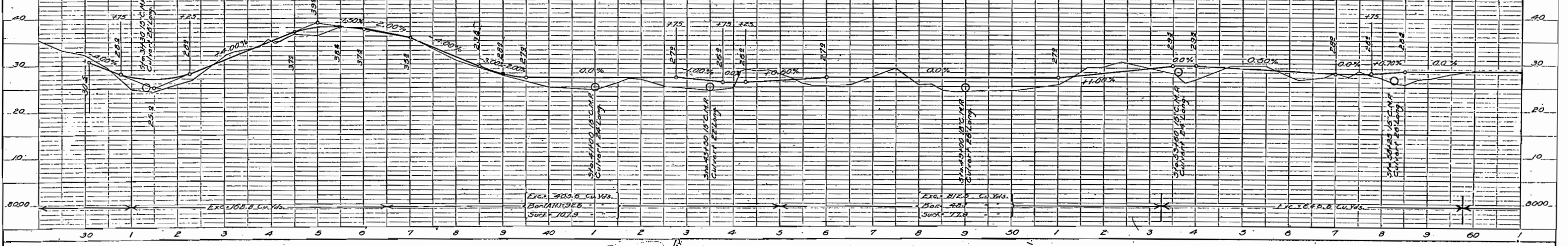
HOLY CROSS & LEADVILLE NAT'L FORESTS
PITKIN & LAKE COUNTIES



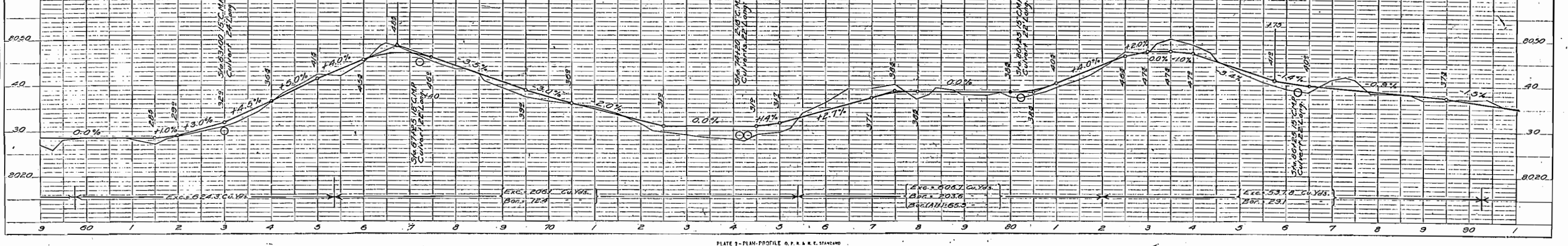
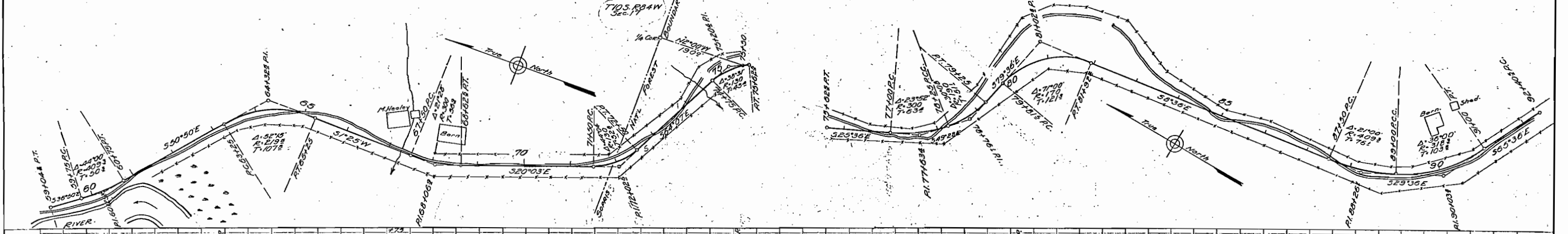
| DIST. NO. | STATE | PROJECT | SHEET NO. | TOTAL SHEETS |
|-----------|-------|---------|-----------|--------------|
| 3 | N.Y. | 6.10A | 2 | 2 |



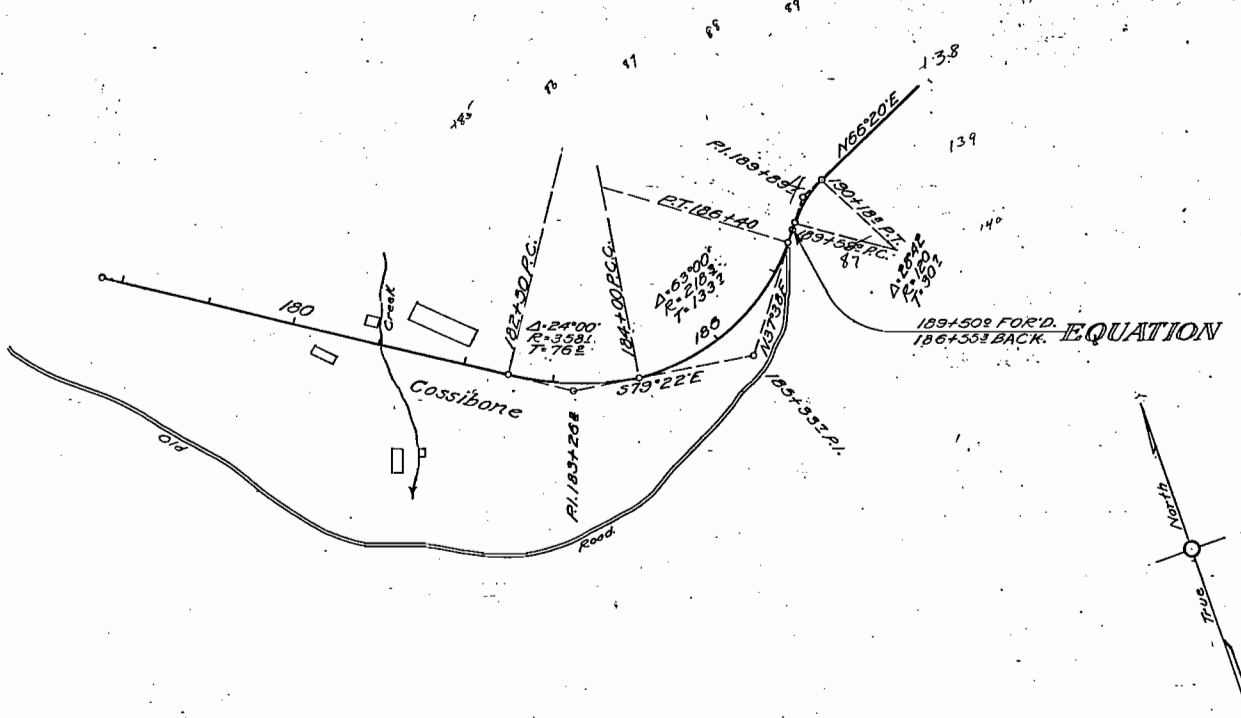
| | | |
|-----------|------------------------|----|
| PLAN | DATE | BY |
| REVISED | | |
| NOTE BOOK | ALPHABETICALLY CHECKED | |
| NO. | BY | |



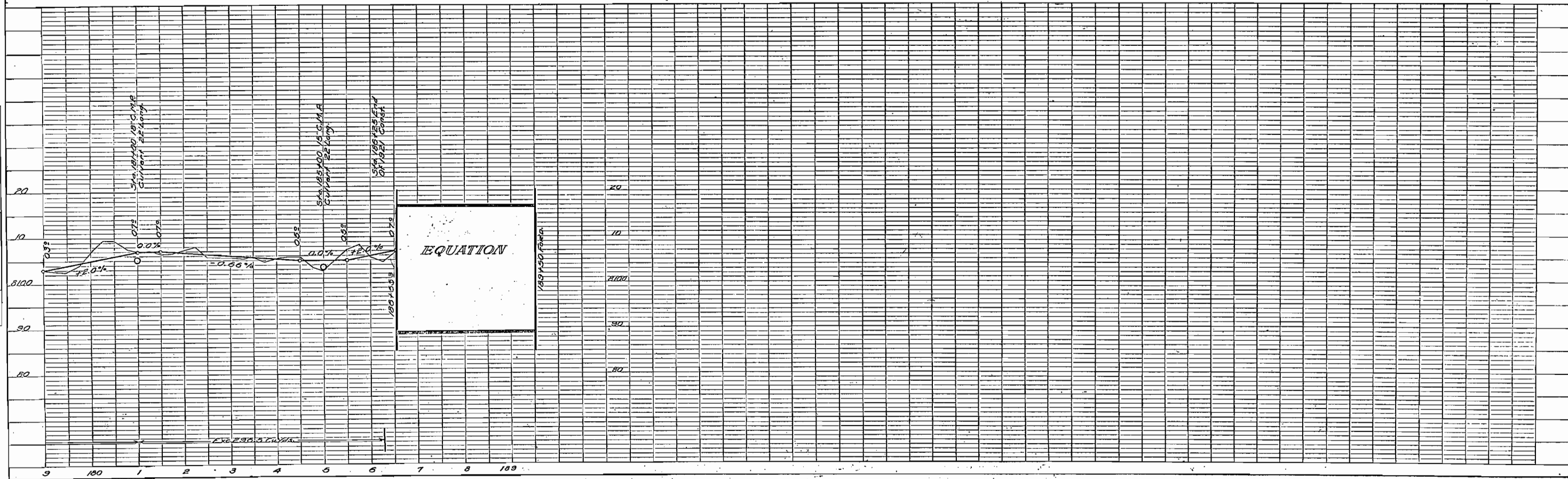
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|-----------|------------------------|----|
| PROFILE | DATE | BY |
| REVISED | | |
| NOTE BOOK | ALPHABETICALLY CHECKED | |
| NO. | BY | |

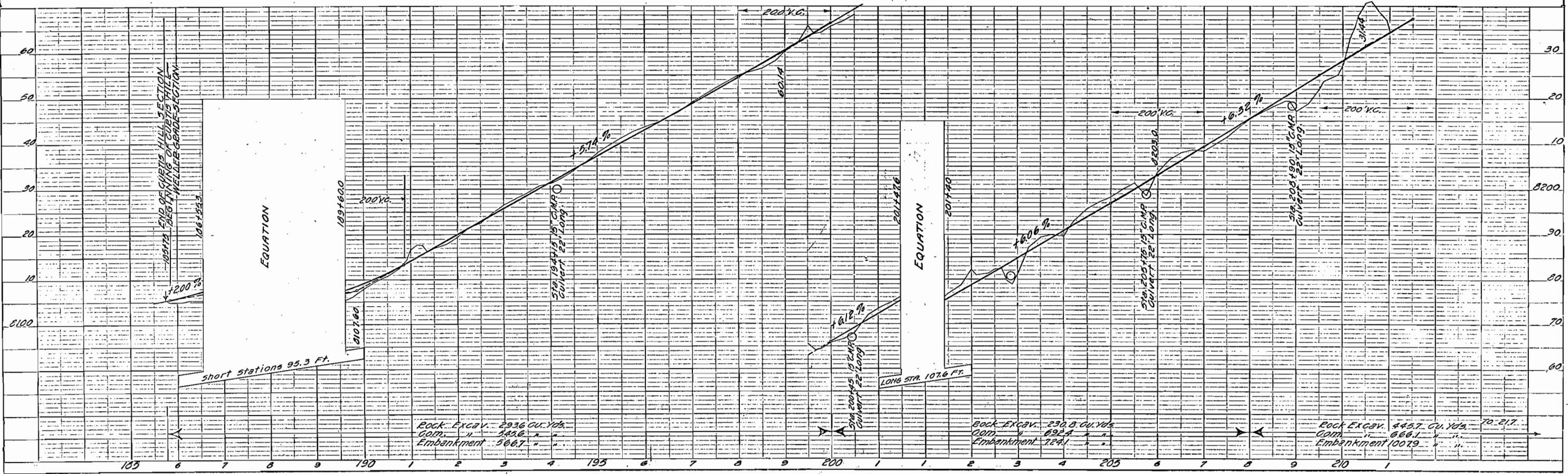
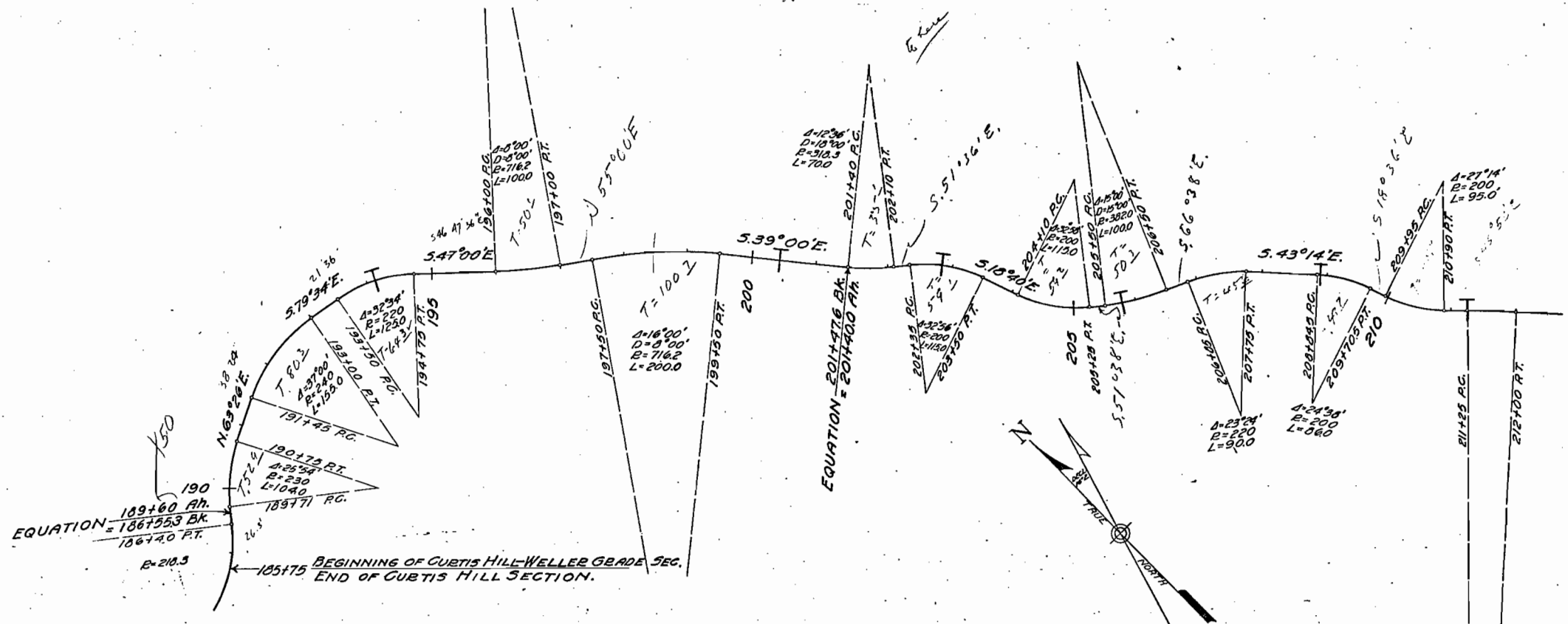


| | | |
|------------------------------|-----------|------|
| PLAN | APPROVED | DATE |
| | NO. 10111 | |
| NOTE BOOK ALIGNMENT CHECKED. | BY | |
| | NO. | |



| | | |
|---------------------------|-----------|------|
| PROFILE | APPROVED | DATE |
| | NO. 10111 | |
| NOTE BOOK GRADES CHECKED. | BY | |
| | NO. | |

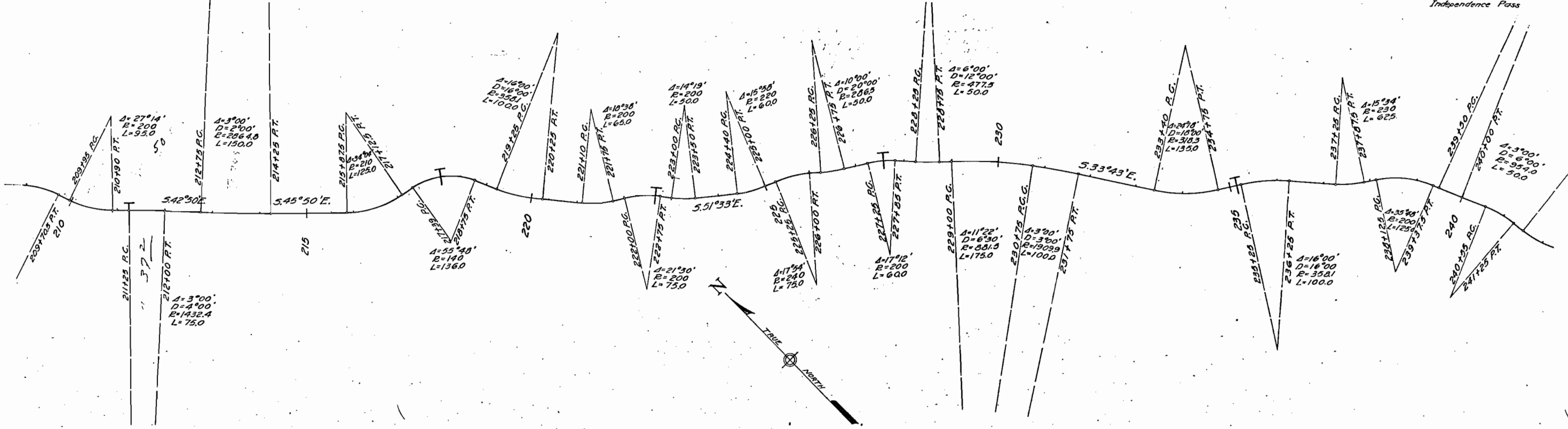




PLAN
SURVEYED
PLOTTED
CHECKED
DATE

PROFILE
SURVEYED
PLOTTED
CHECKED
DATE

PLAN
 DATE
 DRAWN BY
 CHECKED BY
 NOTE BOOK
 ALIGNMENT CHECKED
 REF. OF WAY CHECKED
 NO.



PROFILE
 DATE
 DRAWN BY
 CHECKED BY
 NOTE BOOK
 ALIGNMENT CHECKED
 REF. OF WAY CHECKED
 NO.

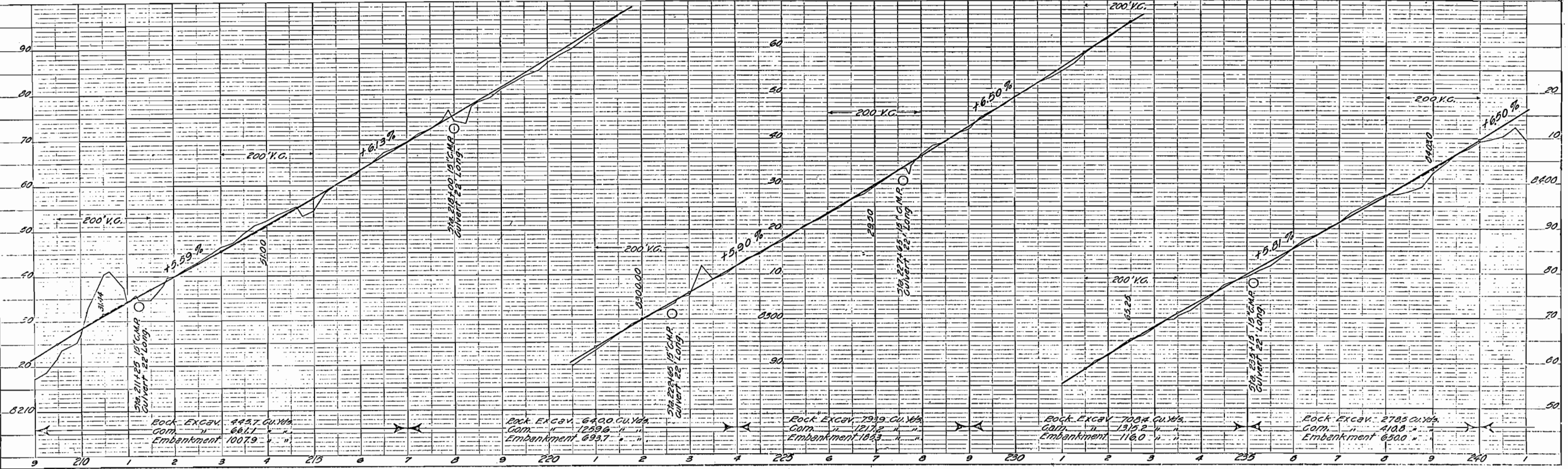
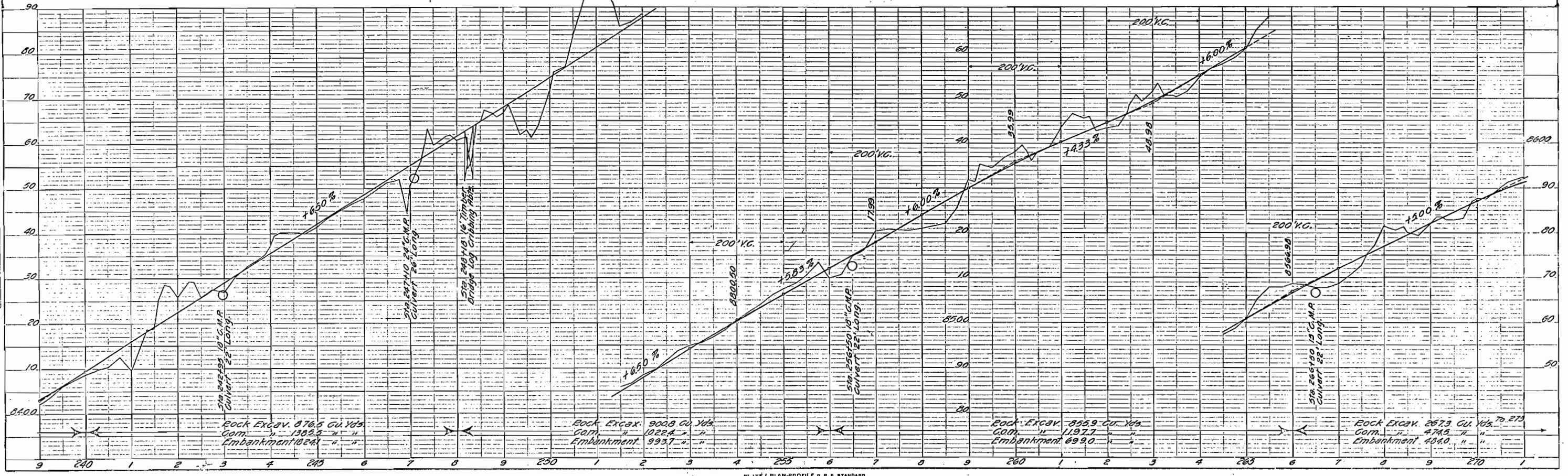
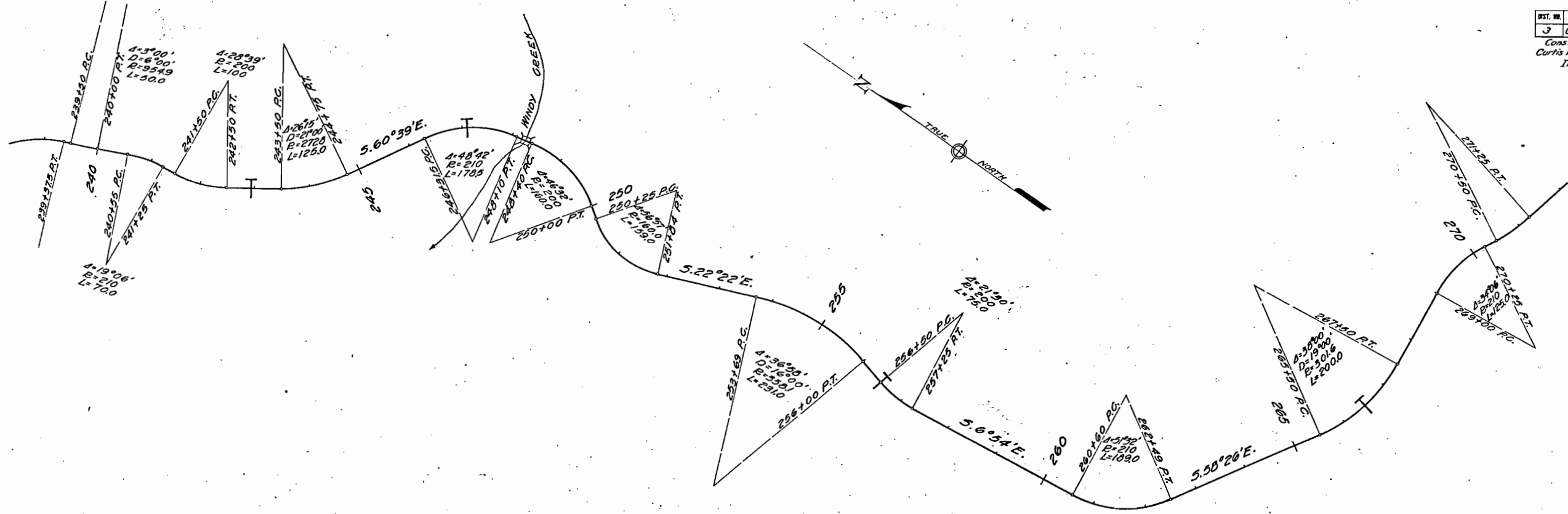


PLATE I PLAN-PROFILE R.P.R. STANDARD

| DIST. NO. | STATE | PROJ. NO. | SECT. NO. | SHEET NO. | TOTAL SHEETS |
|-----------|--------|-----------|-----------|-----------|--------------|
| 3 | Calif. | 1011 | 2 | 9 | |

Construction Plan & Profile
Curtis Hill-Weller Grade Section
Independence Pass.

| PLAN | DATE | BY |
|---------------------|------|----|
| CURVED | | |
| NOTED | | |
| ALIGNED | | |
| CHECKED | | |
| NO. OF P.W. CHECKED | | |
| NO. | | |



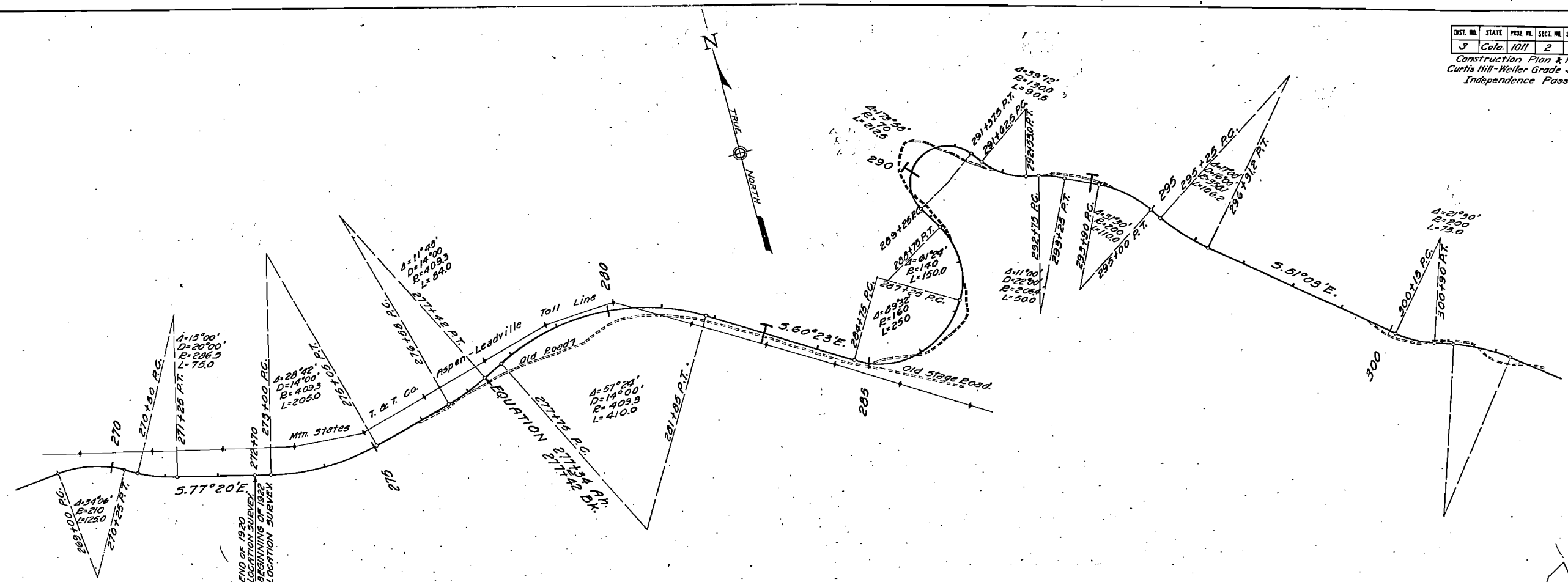
| PROFILE | DATE | BY |
|---------------------|------|----|
| PROF'D | | |
| NOTED | | |
| CHECKED | | |
| NO. OF P.W. CHECKED | | |
| NO. | | |

PLATE I PLAN-PROFILE D. P. R. STANDARD

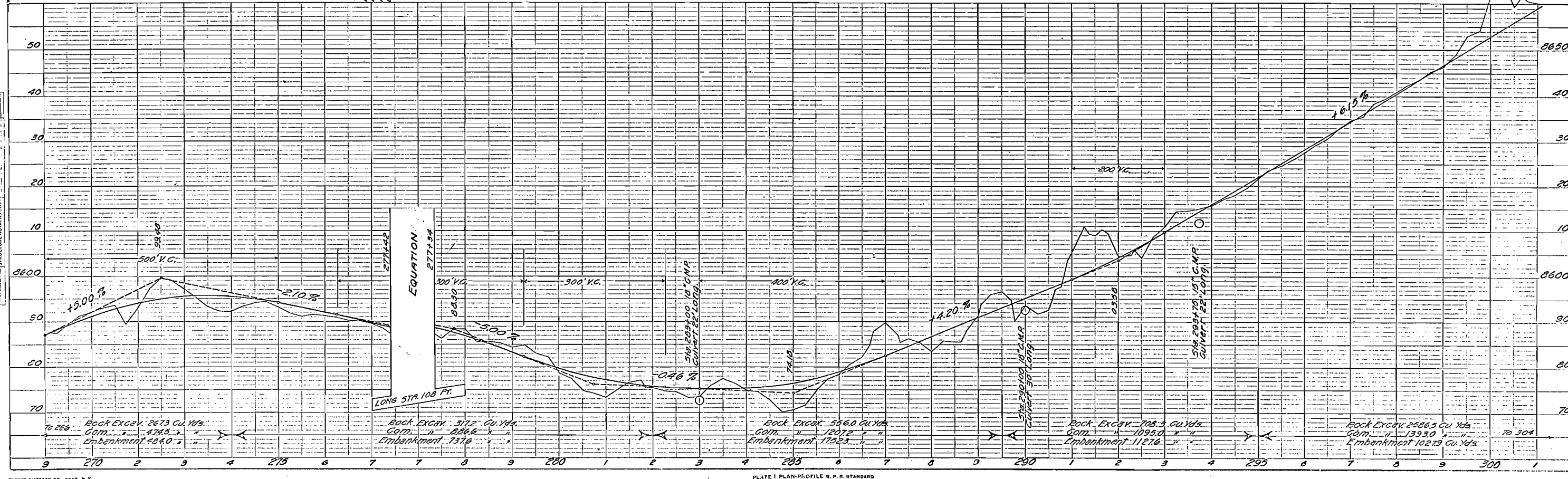
| DIST. NO. | STATE | PROJ. NO. | SECT. NO. | SHEET NO. | TOTAL SHEETS |
|-----------|-------|-----------|-----------|-----------|--------------|
| 3 | Colo. | 1011 | 2 | 10 | |

Construction Plan & Profile
Curtis Hill-Weller Grade Section
Independence Pass.

| PLAN | DATE | BY |
|--------------------|------|----|
| DESIGNED | | |
| PLOTTED | | |
| CHECKED | | |
| NOTE BOOK | | |
| NO. OF WAY CHECKED | | |
| NO. | | |



| PROFILE | DATE | BY |
|--------------------|------|----|
| DESIGNED | | |
| PLOTTED | | |
| CHECKED | | |
| NOTE BOOK | | |
| NO. OF WAY CHECKED | | |
| NO. | | |



| | |
|---------------|------|
| PLAN | DATE |
| DESIGNED BY | |
| PLOTTED BY | |
| NOTE BOOK NO. | |
| DATE CHECKED | |
| BY | |

| | |
|---------------|------|
| PROFILE | DATE |
| DESIGNED BY | |
| PLOTTED BY | |
| NOTE BOOK NO. | |
| DATE CHECKED | |
| BY | |

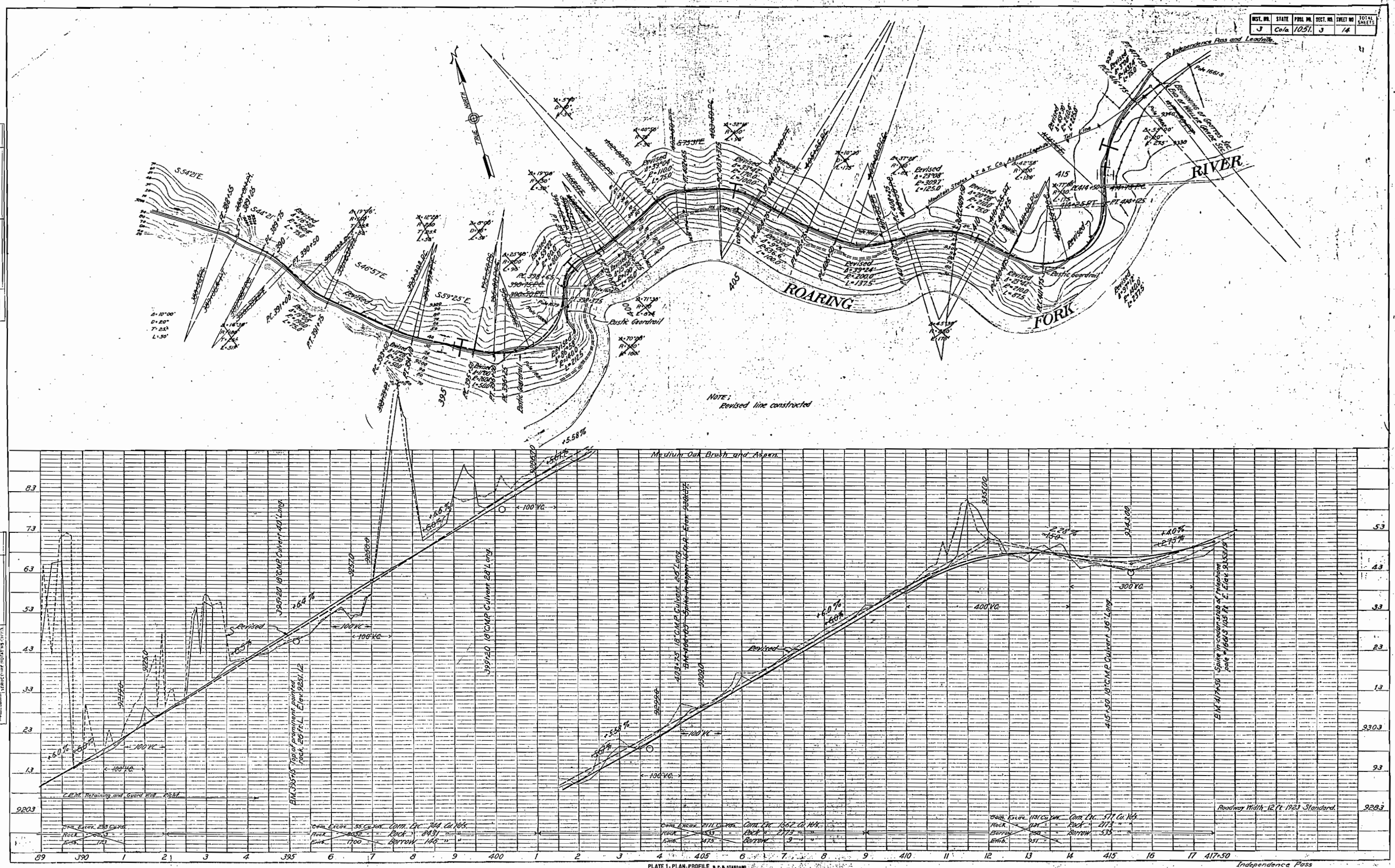
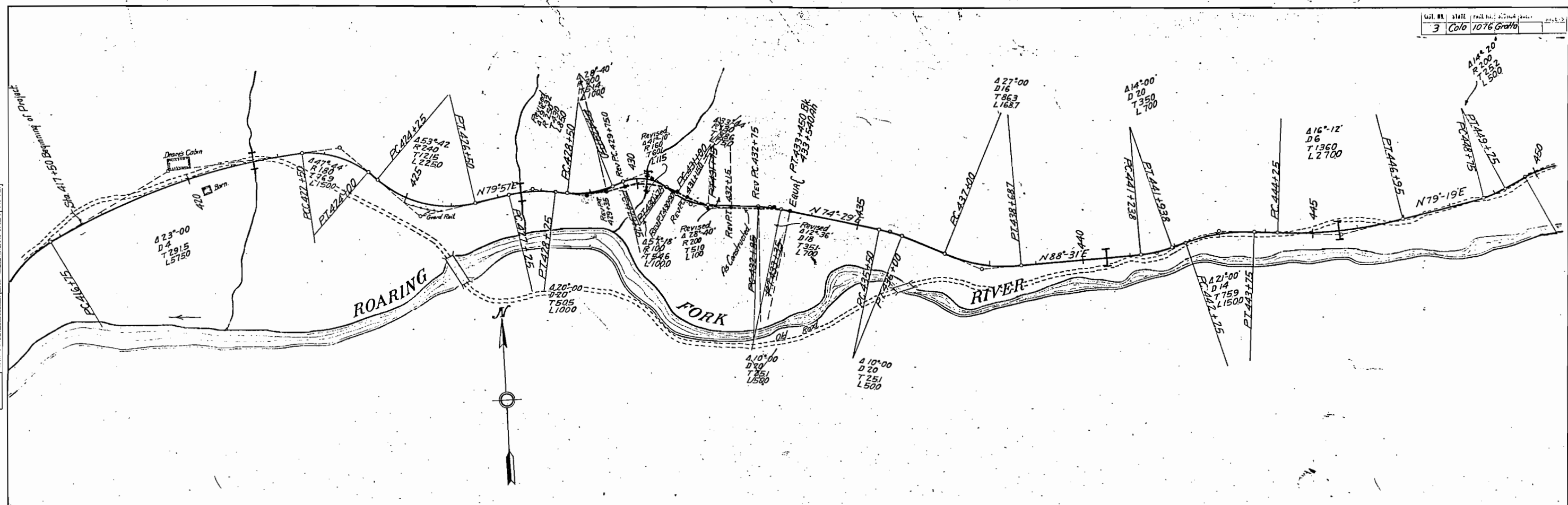


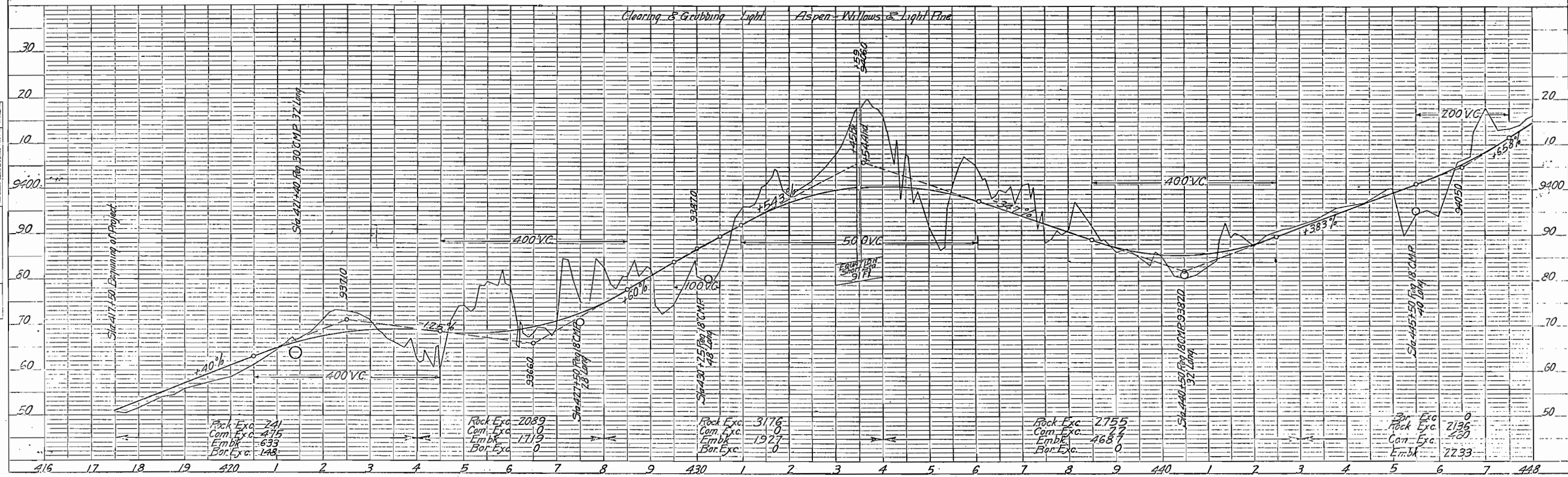
PLATE 1 - PLAN-PROFILE N. P. S. STANDARD
 RUPPEL & BROWN CO., NEW YORK

Independence Pass
 Weller Grade Section
 As Constructed, Plan & Profile

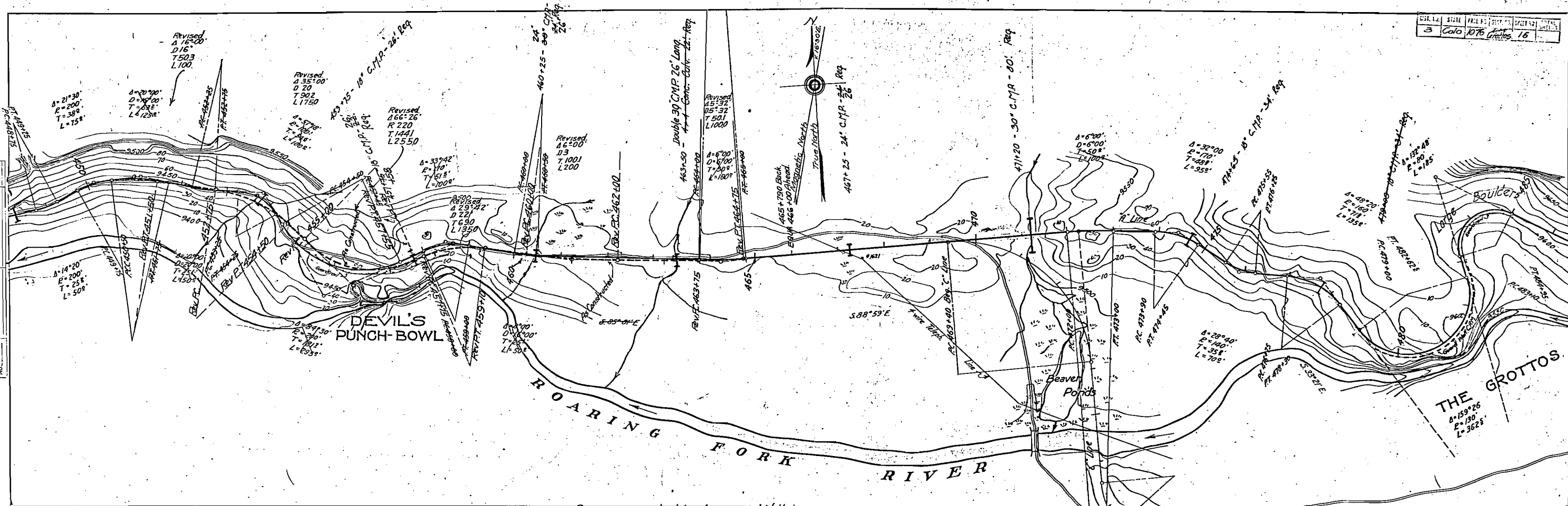
DATE: _____
 BY: _____
 CHECKED: _____
 PLAN NO. _____
 QUANTITY: _____
 NOTE: BOOK ALIGNMENT CHECKED.
 FT. OF WAY CHECKED.



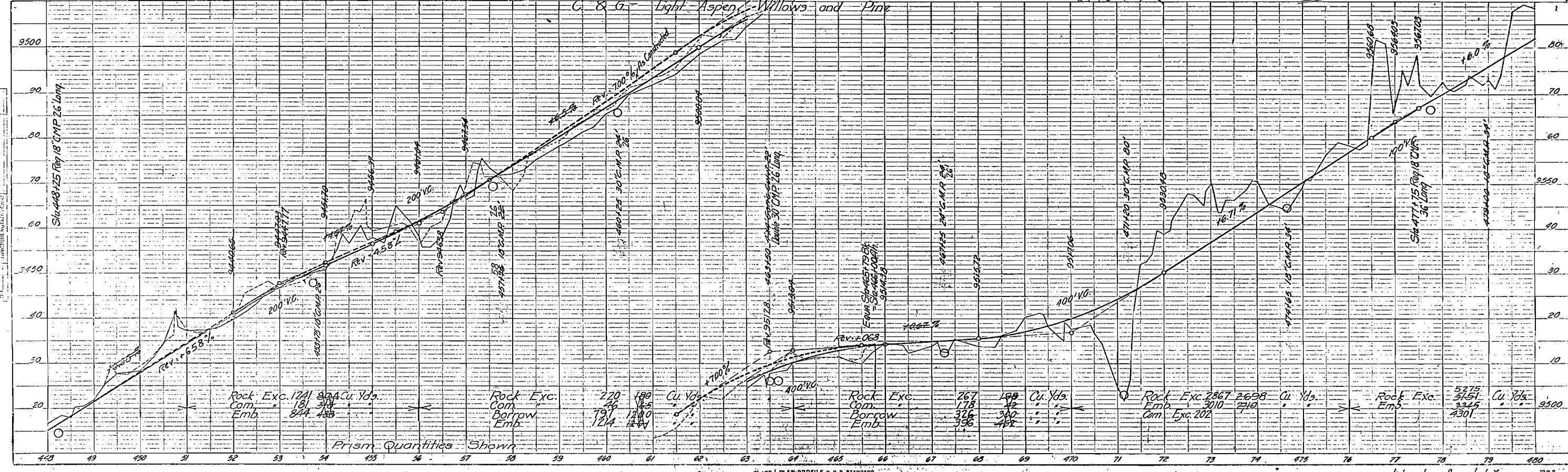
DATE: _____
 BY: _____
 CHECKED: _____
 PROFILE NO. _____
 QUANTITY: _____
 NOTE: BOOK GRADES CHECKED.
 H. M. RATED
 (TIME IN MINUTES CHECKED)



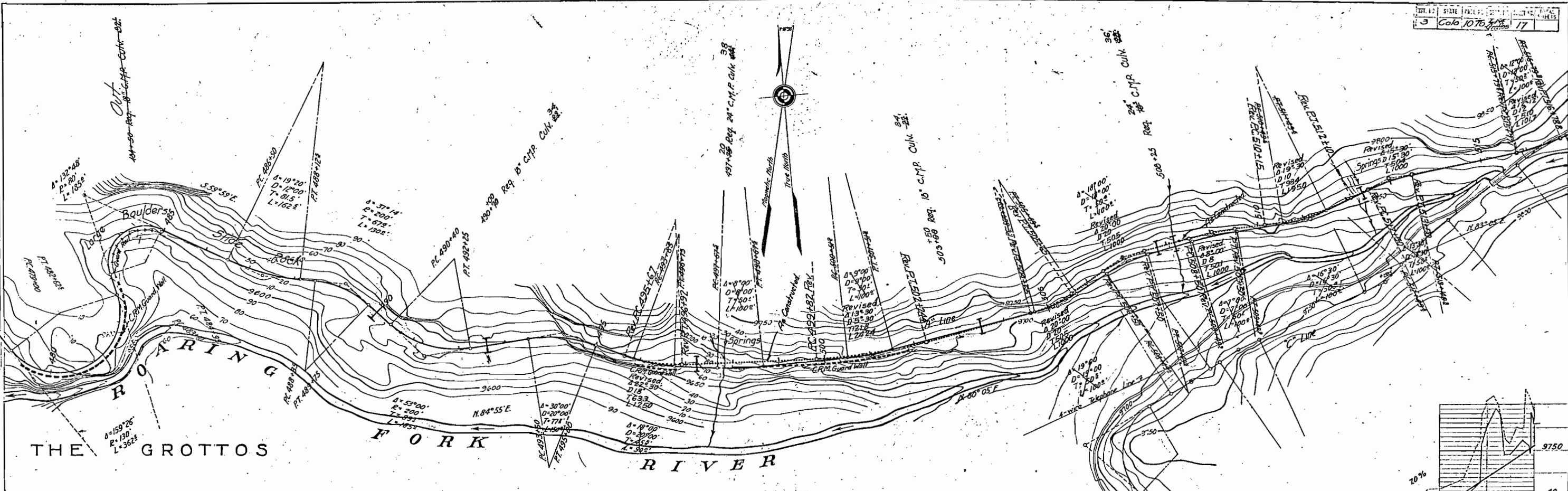
PLAN
 COUNTY: ...
 NOTE BOOK: ...
 NO.:



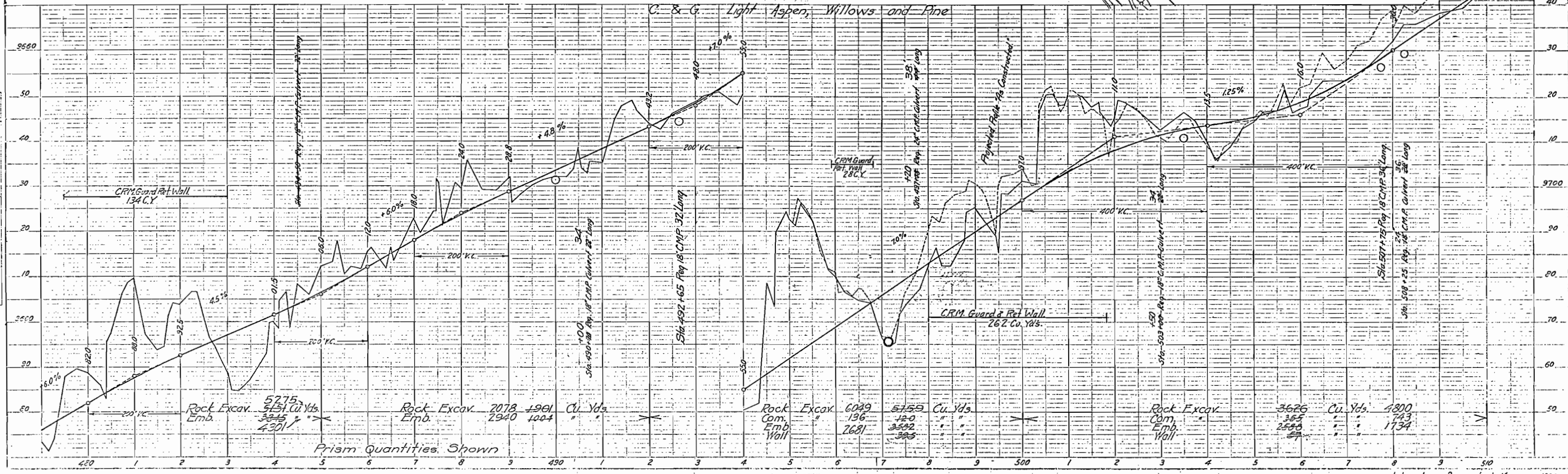
PLAN
 COUNTY: ...
 NOTE BOOK: ...
 NO.:



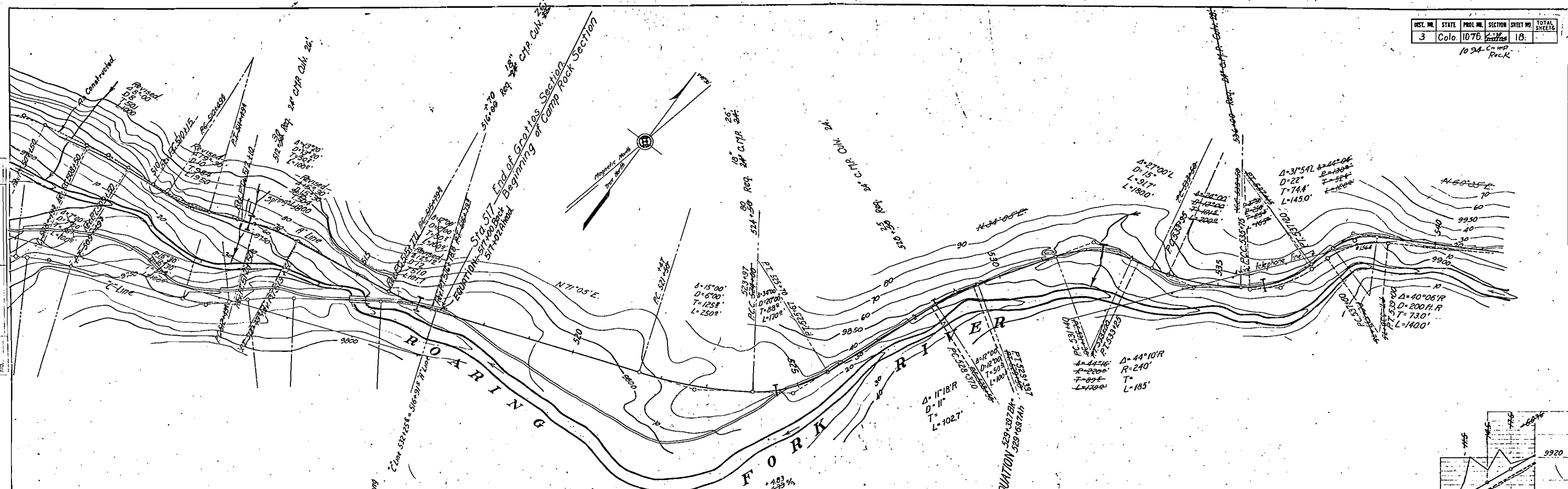
PLAN
 DATE 9-23
 BY [Signature]
 CHECKED [Signature]
 TITLE BOOK [Signature]
 NO. [Signature]



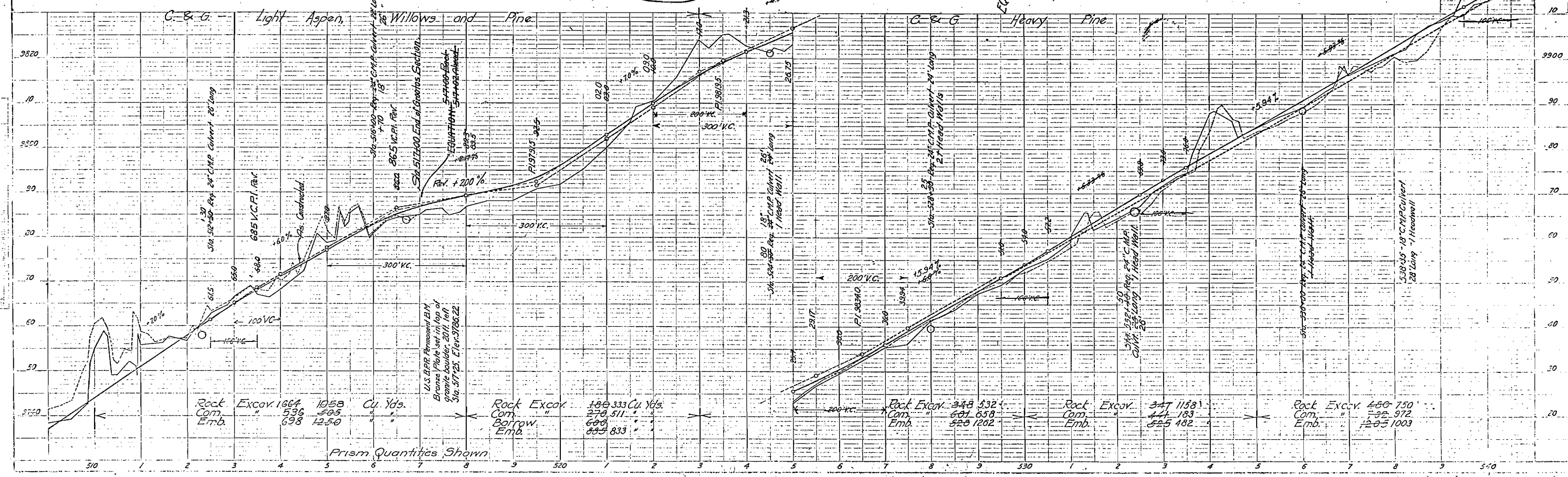
PROFILE
 DATE 9-23
 BY [Signature]
 CHECKED [Signature]
 TITLE BOOK [Signature]
 NO. [Signature]



PLAN
 10-25
 1:750
 1922 BOOK
 H.C. OF WAY DIVISION



PROFILE
 10-25
 1:750
 1922 BOOK
 H.C. OF WAY DIVISION



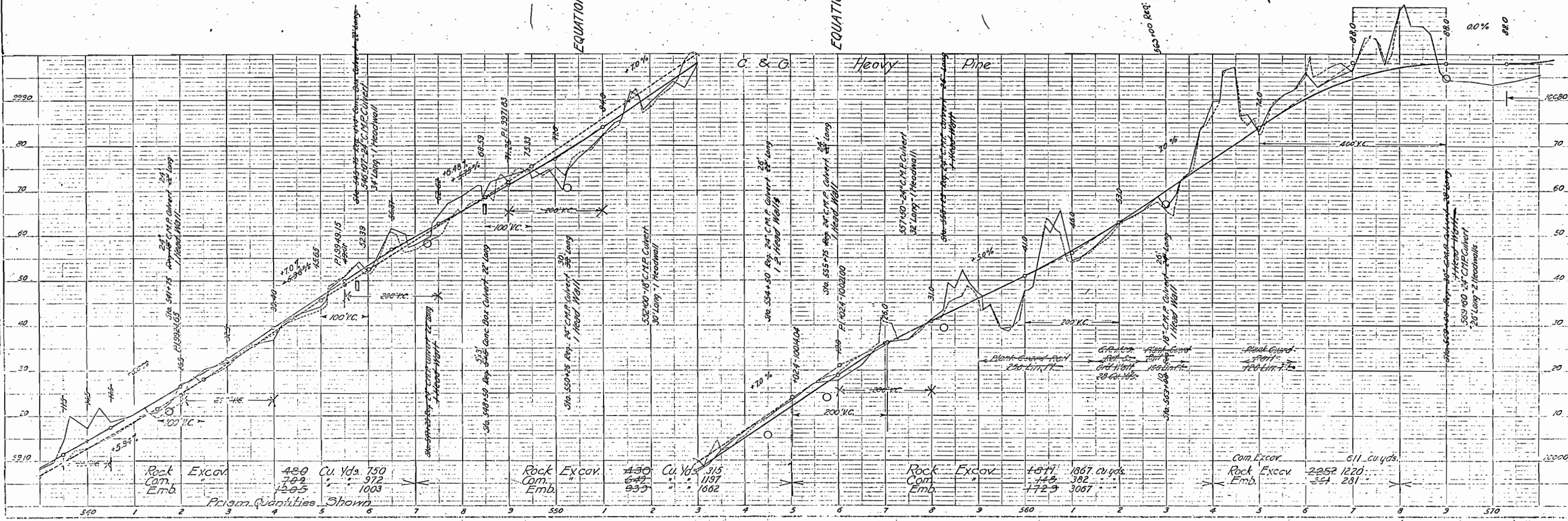
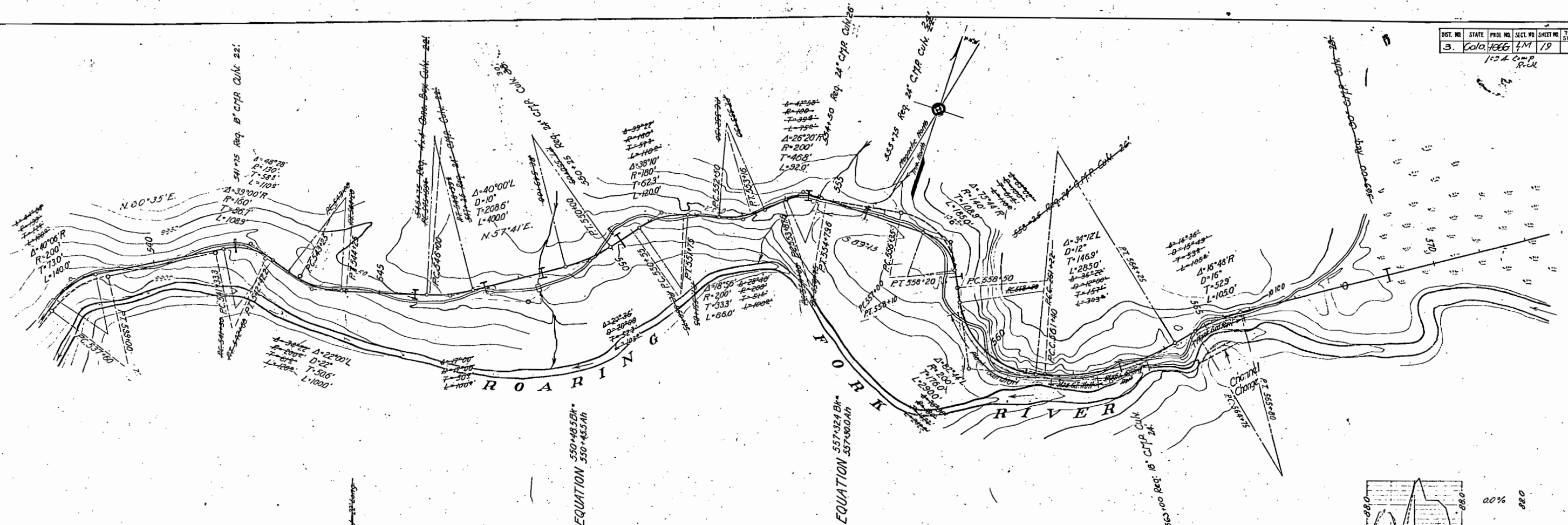
| Station | Excavation | Emb. | Rock Excav. | Com. | Emb. | Cu. Yds. |
|---------|------------|------|-------------|------|------|----------|
| 1664 | 536 | 698 | 180 | 270 | 600 | 180 |
| 1058 | 505 | 1250 | 333 | 511 | 600 | 333 |
| 532 | 505 | 698 | 180 | 270 | 600 | 180 |
| 1058 | 505 | 1250 | 333 | 511 | 600 | 333 |
| 532 | 505 | 698 | 180 | 270 | 600 | 180 |
| 1058 | 505 | 1250 | 333 | 511 | 600 | 333 |
| 532 | 505 | 698 | 180 | 270 | 600 | 180 |
| 1058 | 505 | 1250 | 333 | 511 | 600 | 333 |
| 532 | 505 | 698 | 180 | 270 | 600 | 180 |
| 1058 | 505 | 1250 | 333 | 511 | 600 | 333 |

PLATE I PLAN-PROFILE U. S. STANDARD

Independence Pass Sec. E
 As Constructed

PLAN
SCALE
DATE
BY
CHECKED
APPROVED

PROFILE
SCALE
DATE
BY
CHECKED
APPROVED



Prison Quantities Shown

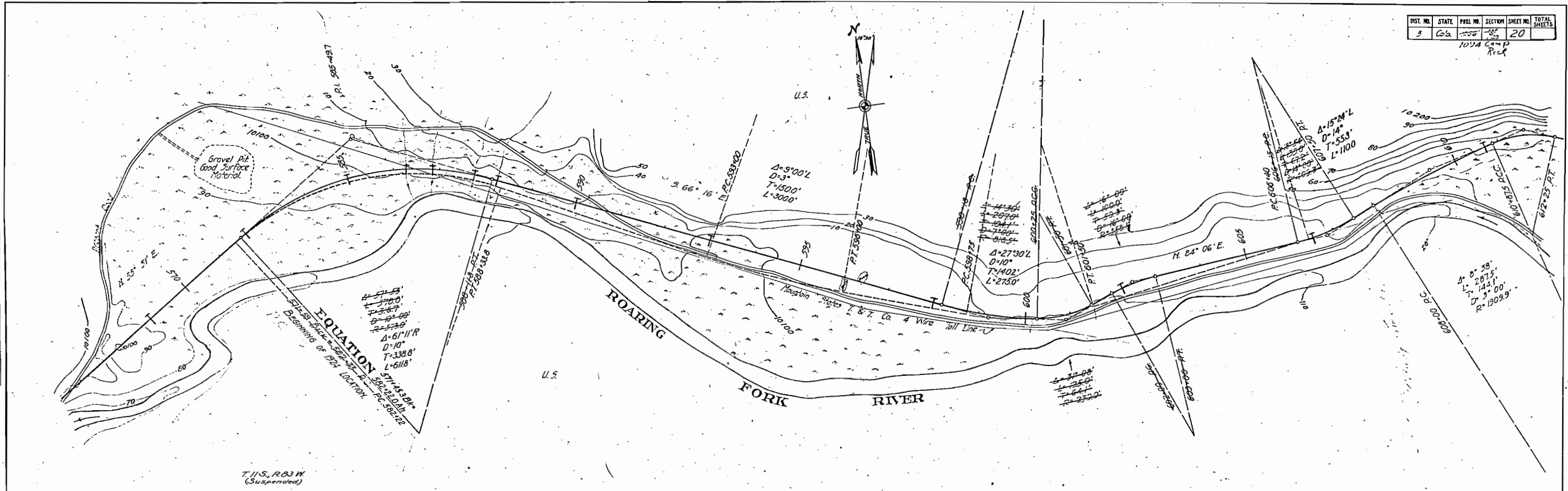
| | | | |
|----------------|--------|----------|------|
| Rock Com. Emb. | Excav. | Cu. Yds. | 150 |
| | | | 972 |
| | | | 1003 |

| | | | |
|----------------|--------|----------|------|
| Rock Com. Emb. | Excav. | Cu. Yds. | 430 |
| | | | 1197 |
| | | | 1662 |

| | | | |
|----------------|--------|----------|------|
| Rock Com. Emb. | Excav. | Cu. Yds. | 487 |
| | | | 1867 |
| | | | 3087 |

| | |
|-------------|--------------|
| Com. Excav. | 611 Cu. yds. |
| Rock Excav. | 2252 |
| Emb. | 1220 |
| | 551 |
| | 281 |

PLAN
 1/4" = 100'
 1/4" = 100'
 1/4" = 100'
 1/4" = 100'



T. H. S. R. 83 W
 (Suspended)

PROFILE
 1/4" = 100'
 1/4" = 100'

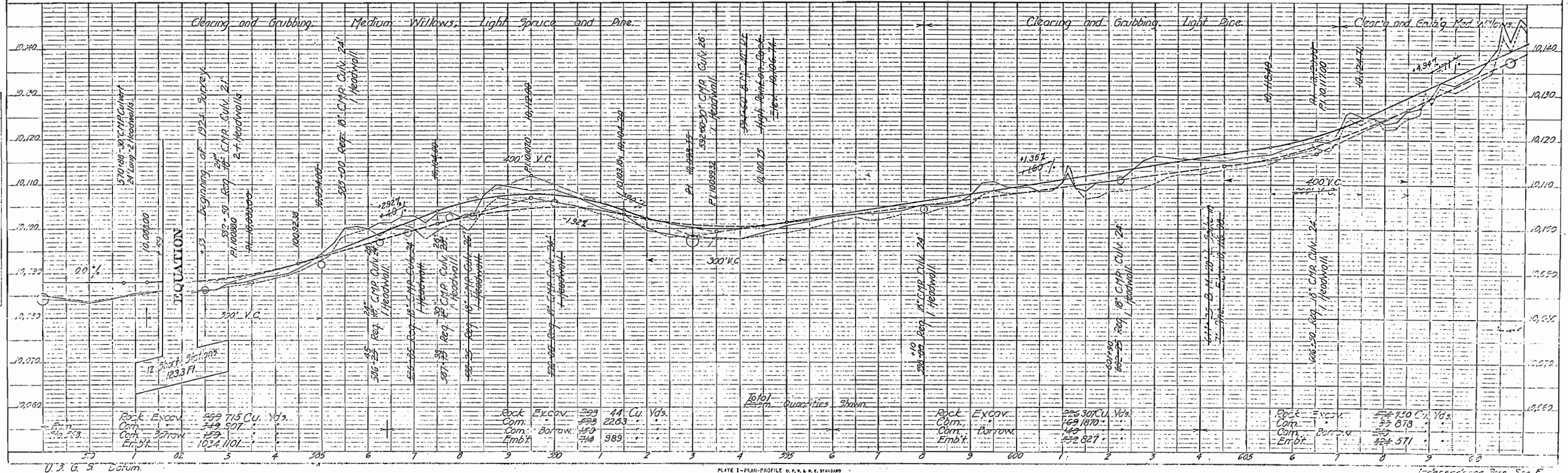
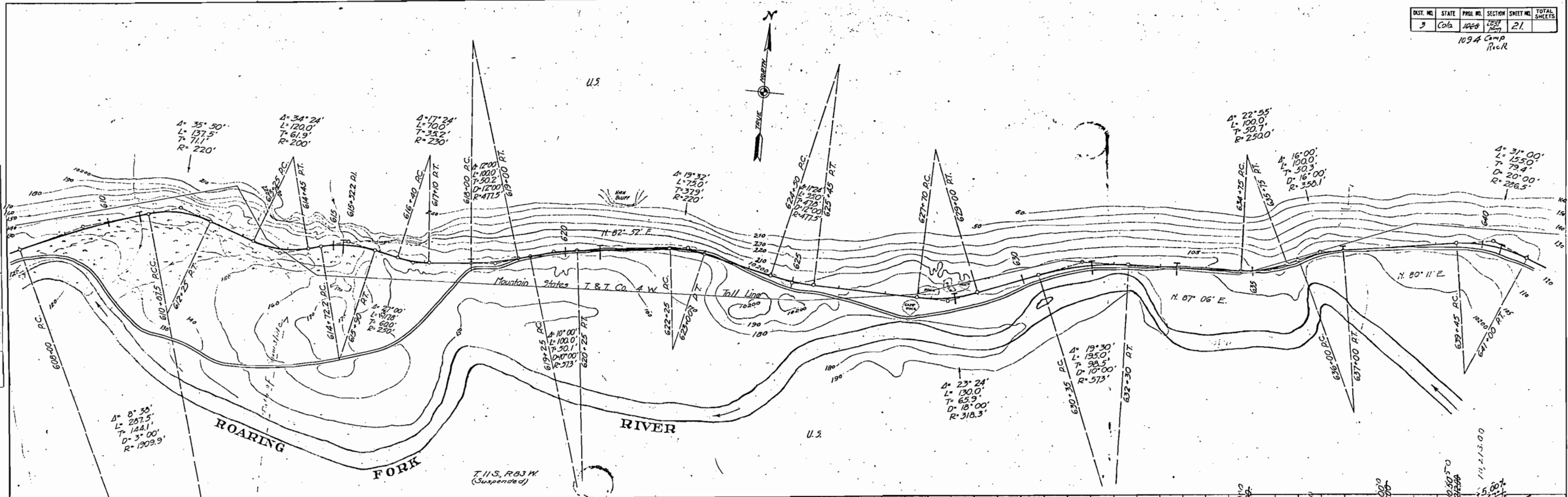


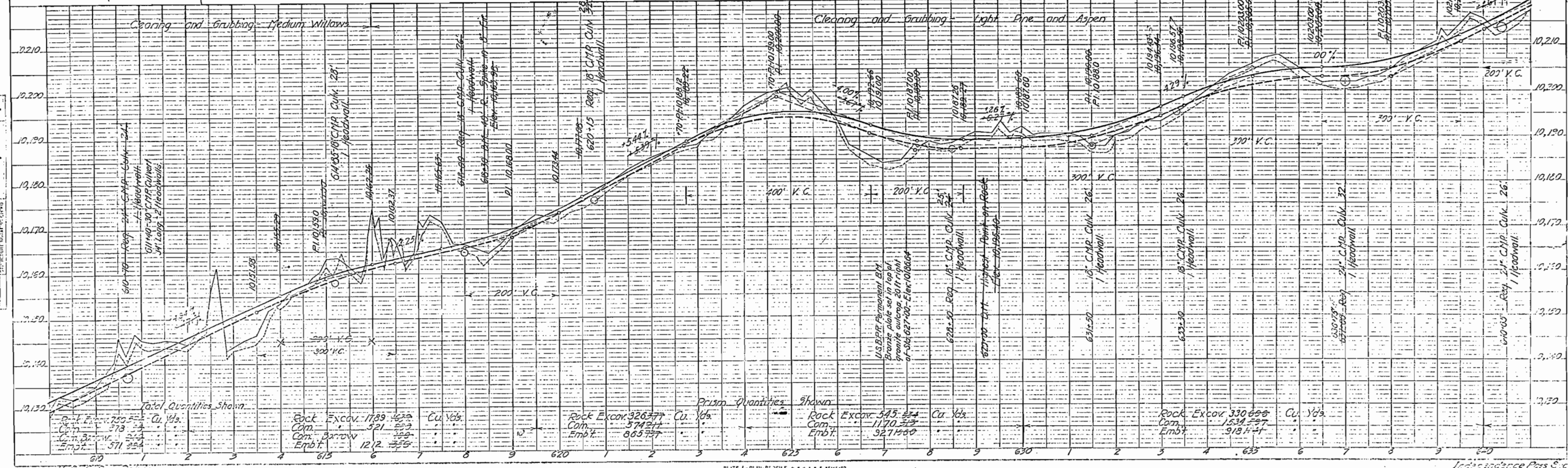
PLATE 1 - PLAN-PROFILE O. P. R. & R. E. STANBRO
 PRINTED & BOUND BY THE ENGINEERING SOCIETY OF NEW YORK

Independence Pass Sec. E
 As Constructed

PLAN
 DRAWN BY
 CHECKED BY
 DATE
 NO.



PROFILE
 DRAWN BY
 CHECKED BY
 DATE
 NO.



Total Quantities Shown

| | | |
|-------------|-----|----------|
| Rock Excav. | 755 | Cu. Yds. |
| Con. | 573 | |
| Emb. | 571 | |

| | | |
|-------------|------|----------|
| Rock Excav. | 1789 | Cu. Yds. |
| Con. | 521 | |
| Emb. | 1212 | |

Prism Quantities Shown

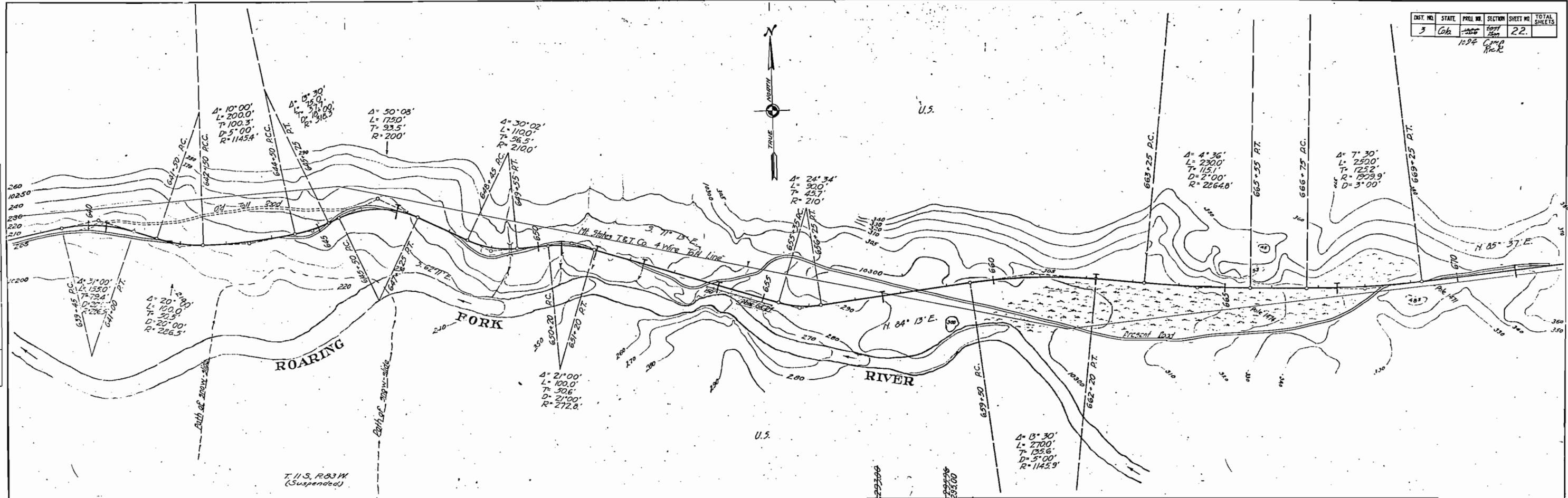
| | | |
|-------------|-----|----------|
| Rock Excav. | 326 | Cu. Yds. |
| Con. | 574 | |
| Emb. | 865 | |

| | | |
|-------------|------|----------|
| Rock Excav. | 545 | Cu. Yds. |
| Con. | 1170 | |
| Emb. | 927 | |

| | | |
|-------------|------|----------|
| Rock Excav. | 330 | Cu. Yds. |
| Con. | 1534 | |
| Emb. | 913 | |

| DIST. NO. | STATE | PROJ. NO. | SECTION | SHEET NO. | TOTAL SHEETS |
|-----------|-------|-----------|---------|-----------|--------------|
| 3 | Colo. | 1000 | 1001 | 22 | |

| DATE | BY | REVISION |
|---------|-----|----------|
| 1/15/11 | JPL | 1 |
| 1/15/11 | JPL | 2 |



| DATE | BY | REVISION |
|---------|-----|----------|
| 1/15/11 | JPL | 1 |
| 1/15/11 | JPL | 2 |

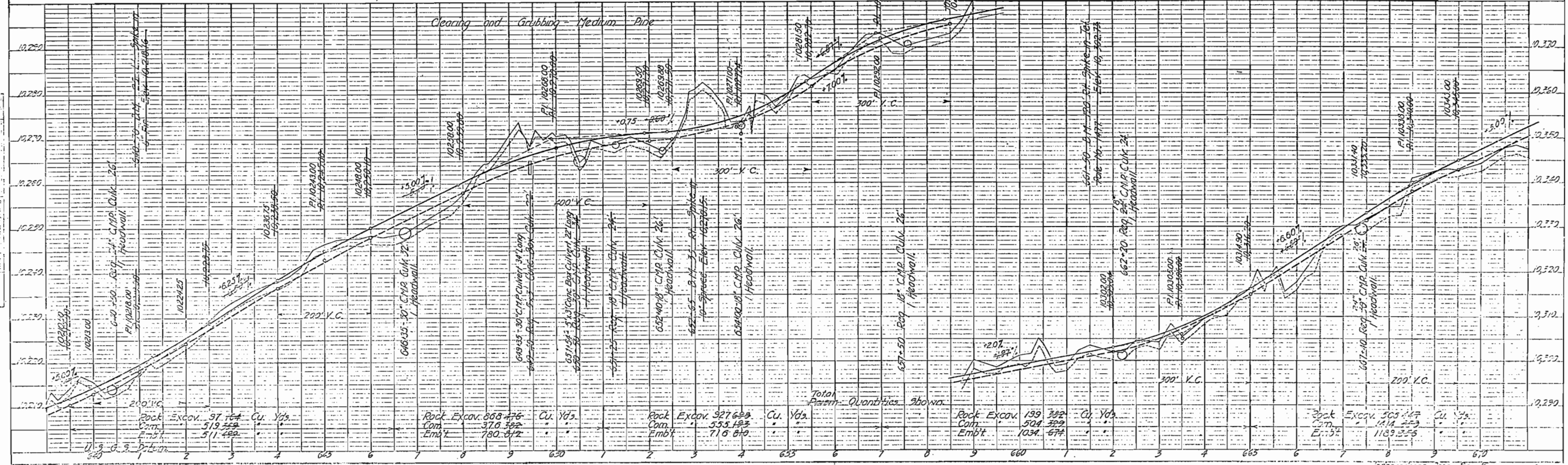
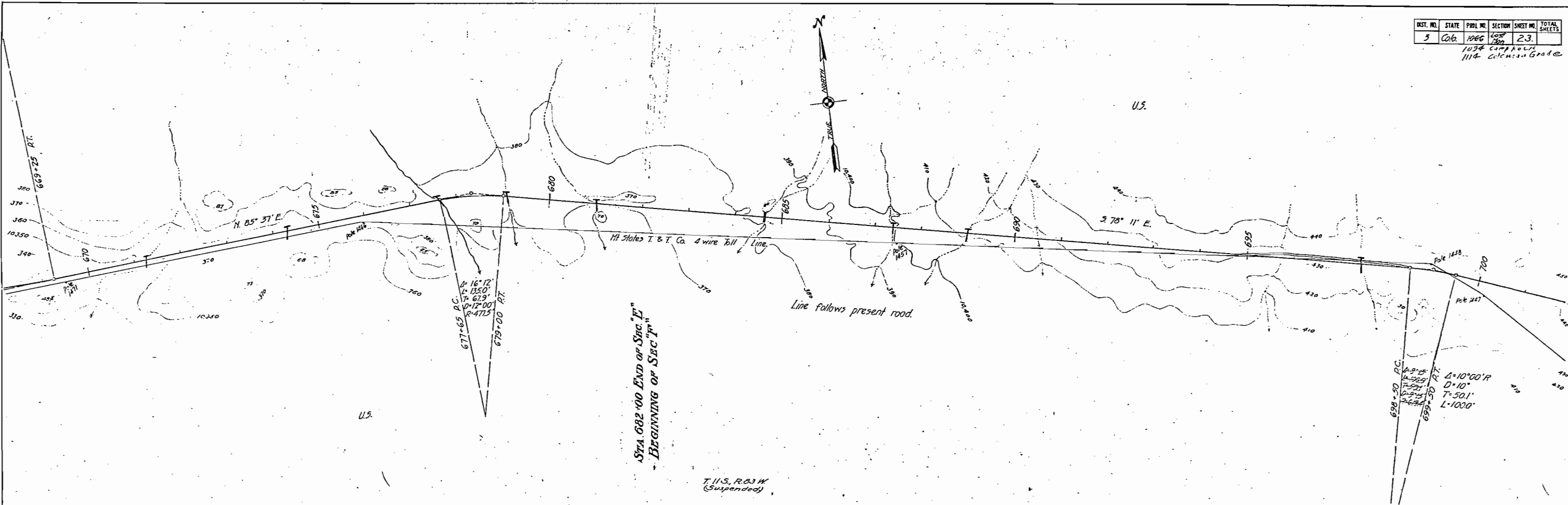


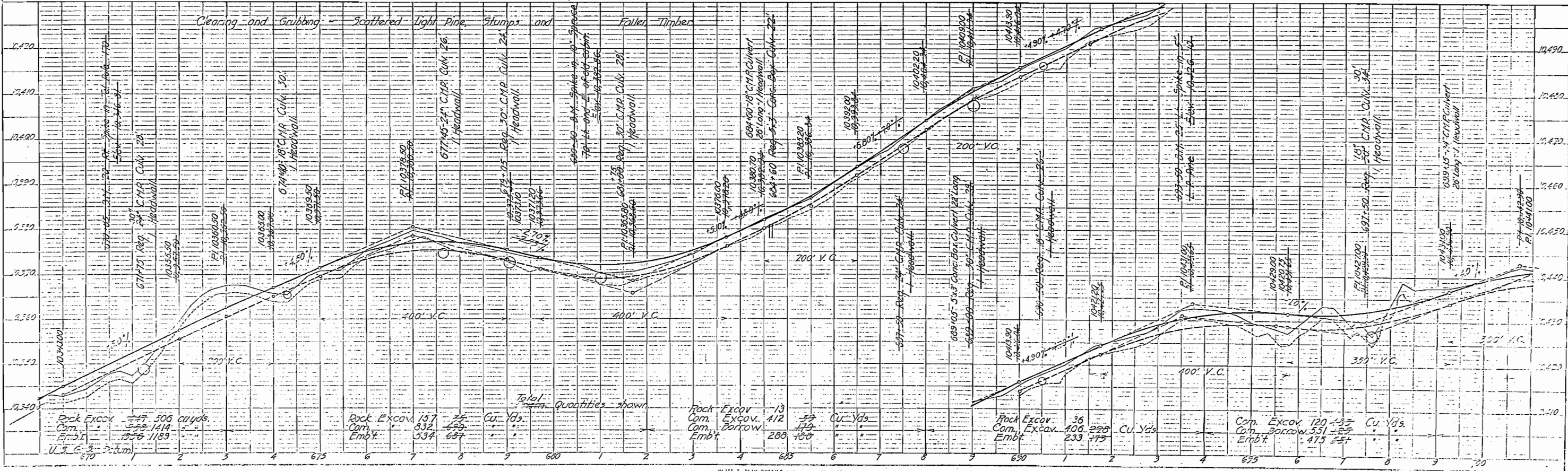
PLATE II - PLAN-PROFILE OF RIVER CONSTRUCTION
 ENGINEERED BY H. H. K. STUBBS
 H. H. K. STUBBS CO., NEW YORK

As Constructed

PLAN
SURVEYED BY
PLUTTO
HOTL BOOK NO.
DATE
1924
1925



PROFILE
DATE
1924
1925



| | | | |
|-------------|------|------|----------|
| Rock Excav. | 247 | 506 | Cu. Yds. |
| Com. Excav. | 559 | 1414 | |
| Emb't. | 1556 | 1189 | |

| | | | |
|-------------|-----|-----|----------|
| Rock Excav. | 157 | 35 | Cu. Yds. |
| Com. Excav. | 832 | 659 | |
| Emb't. | 534 | 657 | |

| | | | |
|-------------|-----|-----|----------|
| Rock Excav. | 13 | 35 | Cu. Yds. |
| Com. Excav. | 412 | 175 | |
| Com. Borrow | 288 | 150 | |
| Emb't. | | | |

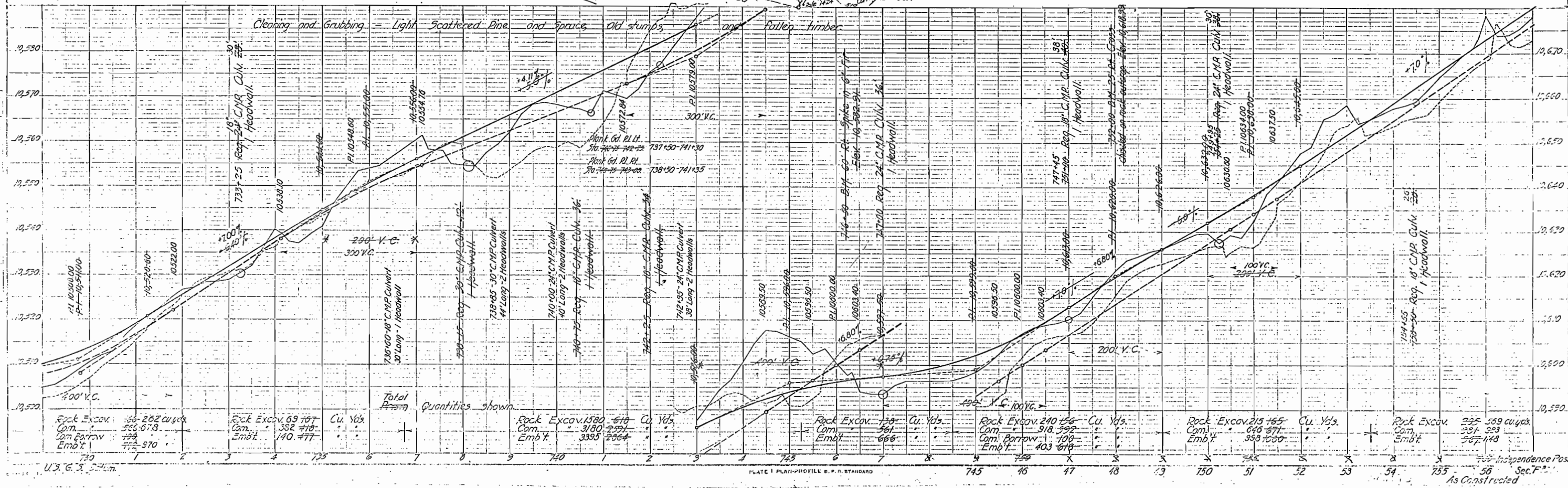
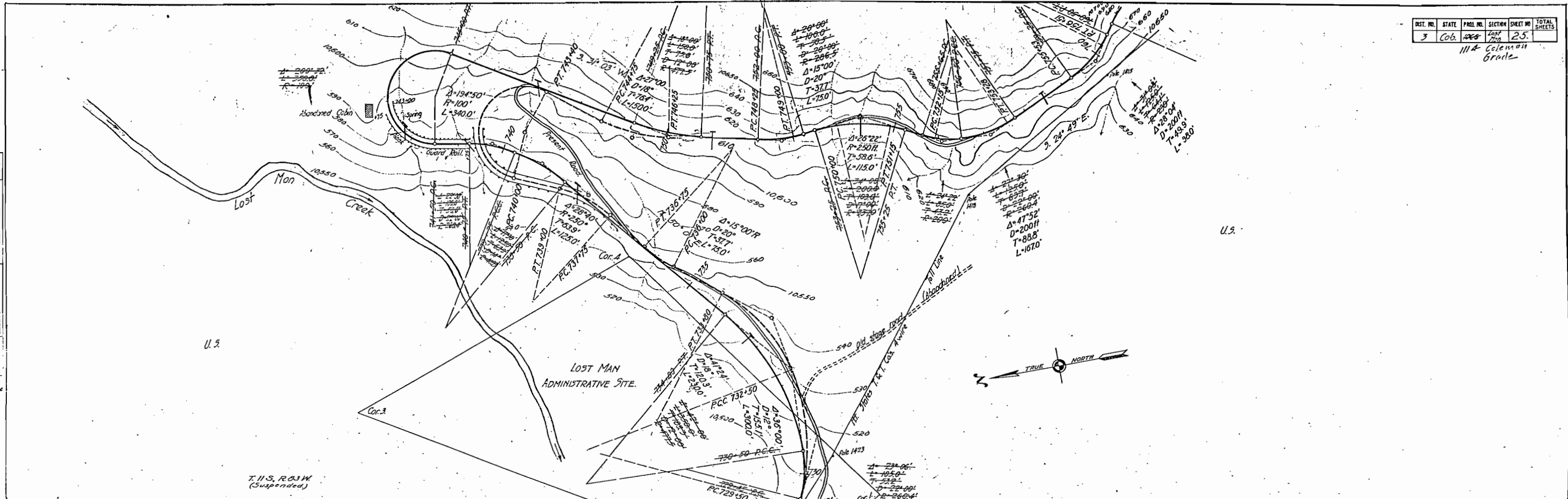
| | | | |
|-------------|-----|-----|----------|
| Rock Excav. | 36 | | Cu. Yds. |
| Com. Excav. | 406 | 228 | |
| Emb't. | 233 | 175 | |

| | | | |
|-------------|-----|-----|----------|
| Com. Excav. | 120 | 33 | Cu. Yds. |
| Com. Borrow | 551 | 357 | |
| Emb't. | 475 | 557 | |

PLATE 1-PLAN-PROFILE OF P. & M. E. ST. ROAD
CONSTRUCTION OF THE ROAD

As Constructed

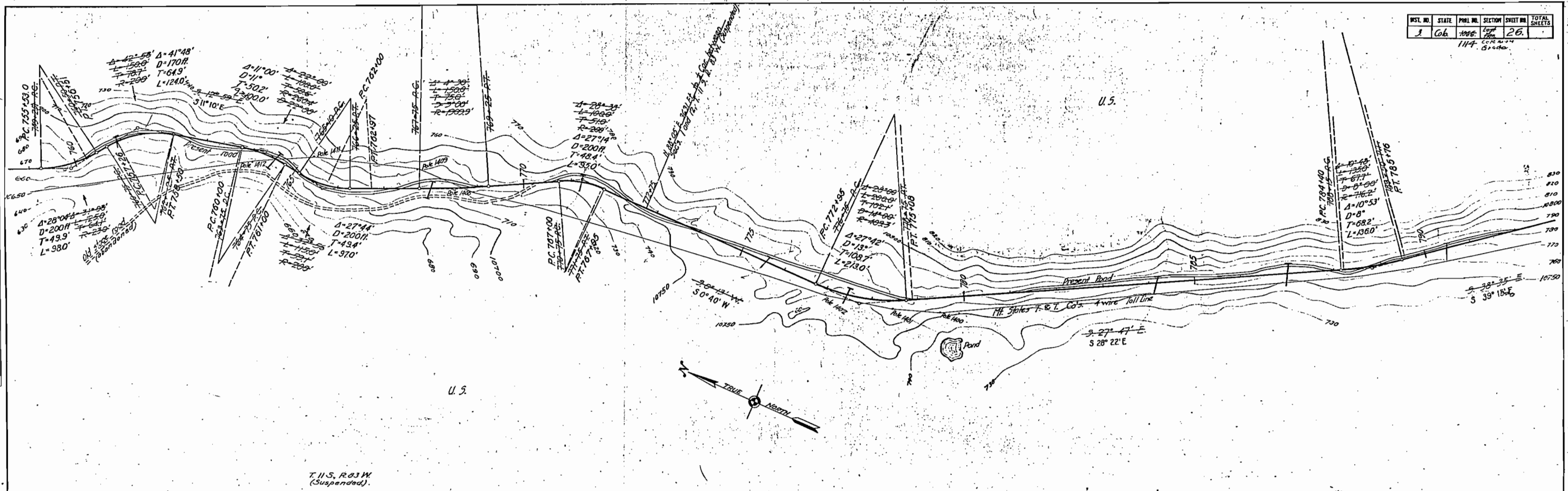
PLAN
 1924
 F.C.H.
 1925
 111A Coleman Grade



| Station | Rock Excav. (Cu. Yds.) | Com. Emb't | Cu. Yds. |
|---------|------------------------|------------|-----------|
| 730-735 | 58-262 | 323-678 | 123-870 |
| 735-740 | 69-707 | 332-718 | 140-477 |
| 740-745 | 1580-610 | 3180-2391 | 3395-2064 |
| 745-750 | 130-761 | 666 | |
| 750-755 | 240-456 | 918-592 | 109-709 |
| 755-760 | 215-465 | 646-871 | 358-1500 |
| 760-765 | 225-589 | 337-893 | 567-1148 |

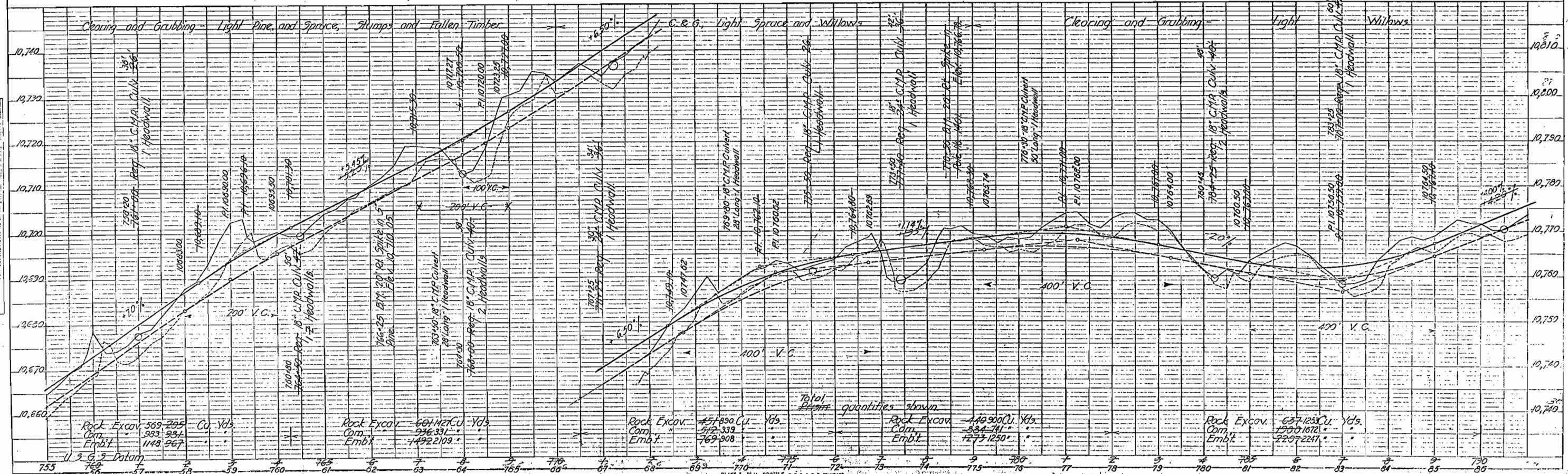
U.S.G.S. 25m. Independence Pass 58 Sec. F. As Constructed

P. 2/21
 PRINTED
 NOTE BOOK
 RICHARD CHICKED
 BY: J. W. CHICKED
 NO. 1006



T. H. S. R. 31 W
(Suspended).

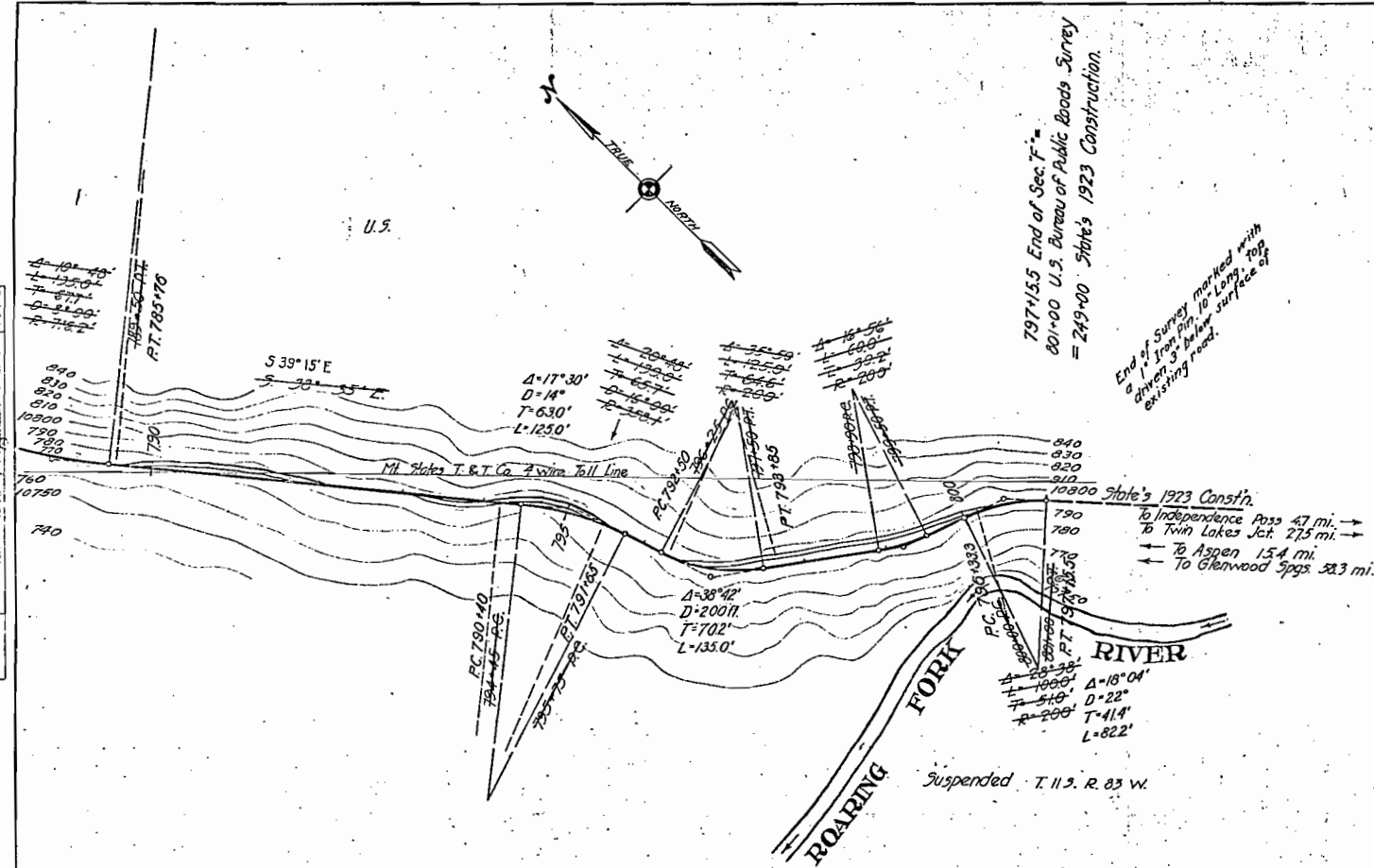
PROFILE
 1924
 PL. 11
 P. 2/21
 PRINTED
 NOTE BOOK
 RICHARD CHICKED
 BY: J. W. CHICKED
 NO. 1006



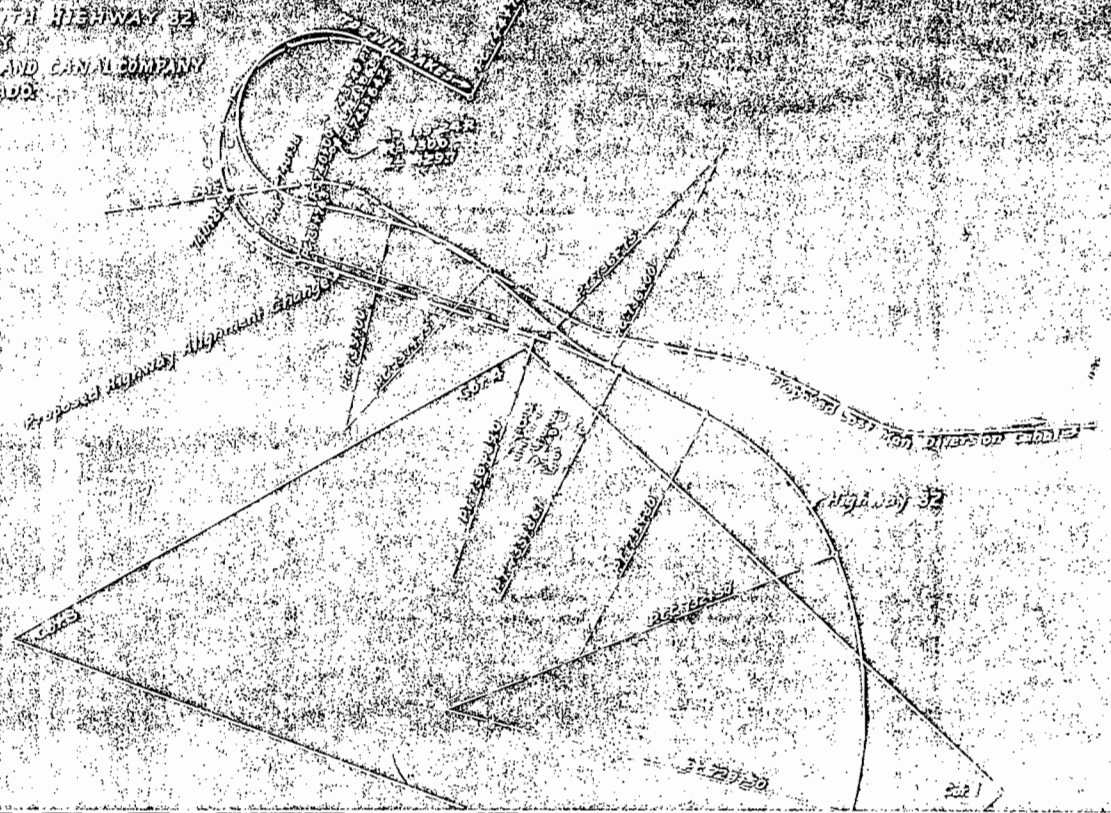
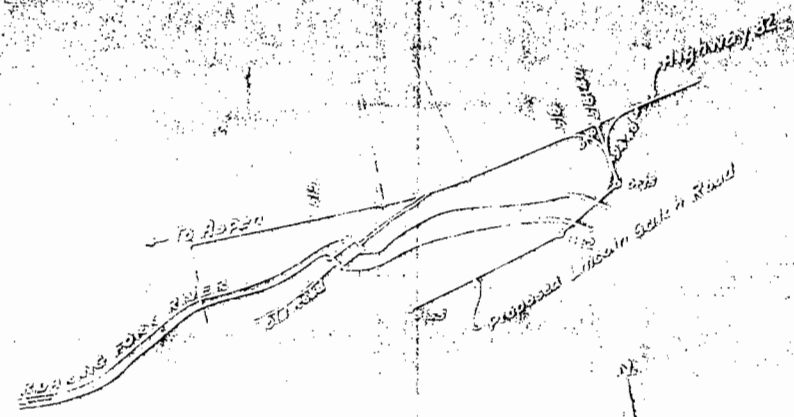
| DIST. NO. | STATE | PROJ. NO. | SECTION | SHEET NO. | TOTAL SHEETS |
|-----------|-------|-----------|------------|-----------|--------------|
| 3 | Col. | 1068 | Law Run | 27 | |

1114 Clearing
Grade

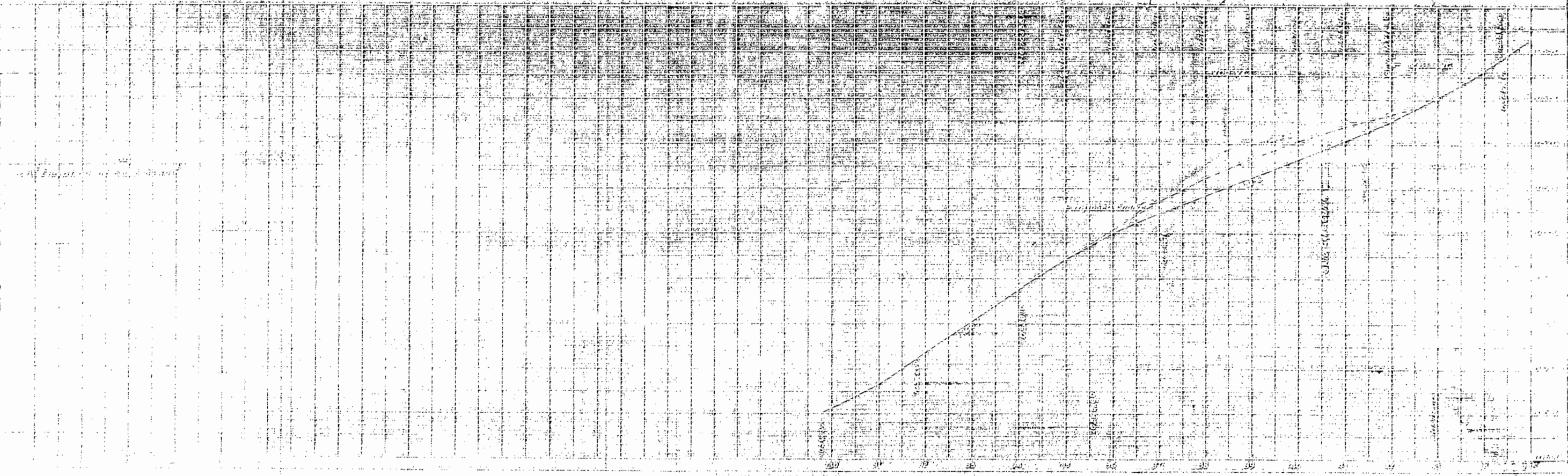
| PLUM | 1924 | 1925 |
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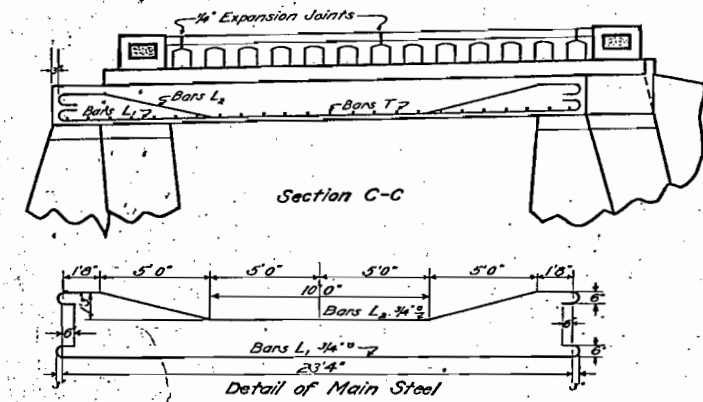
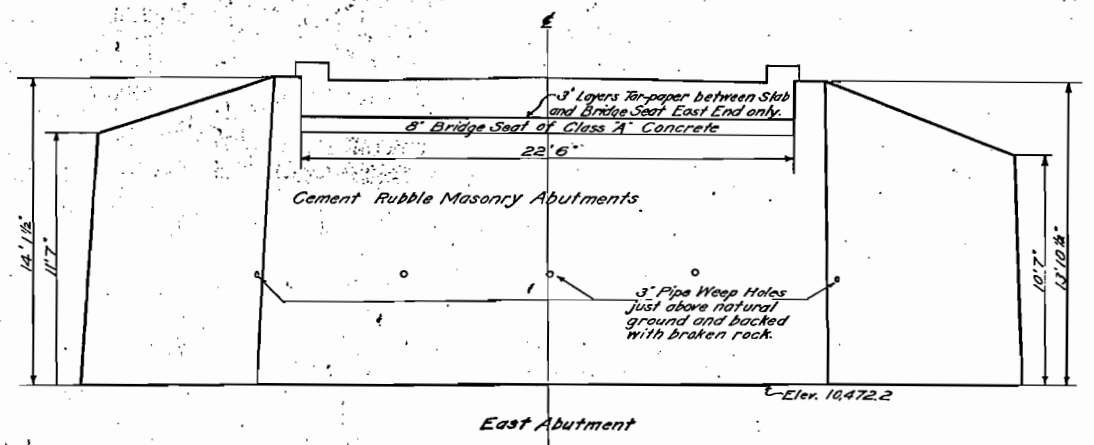
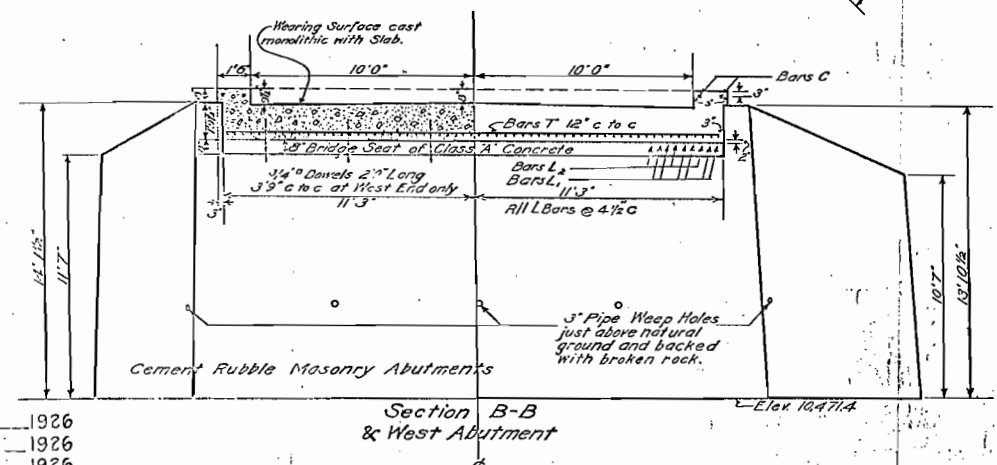
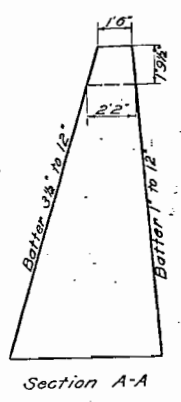
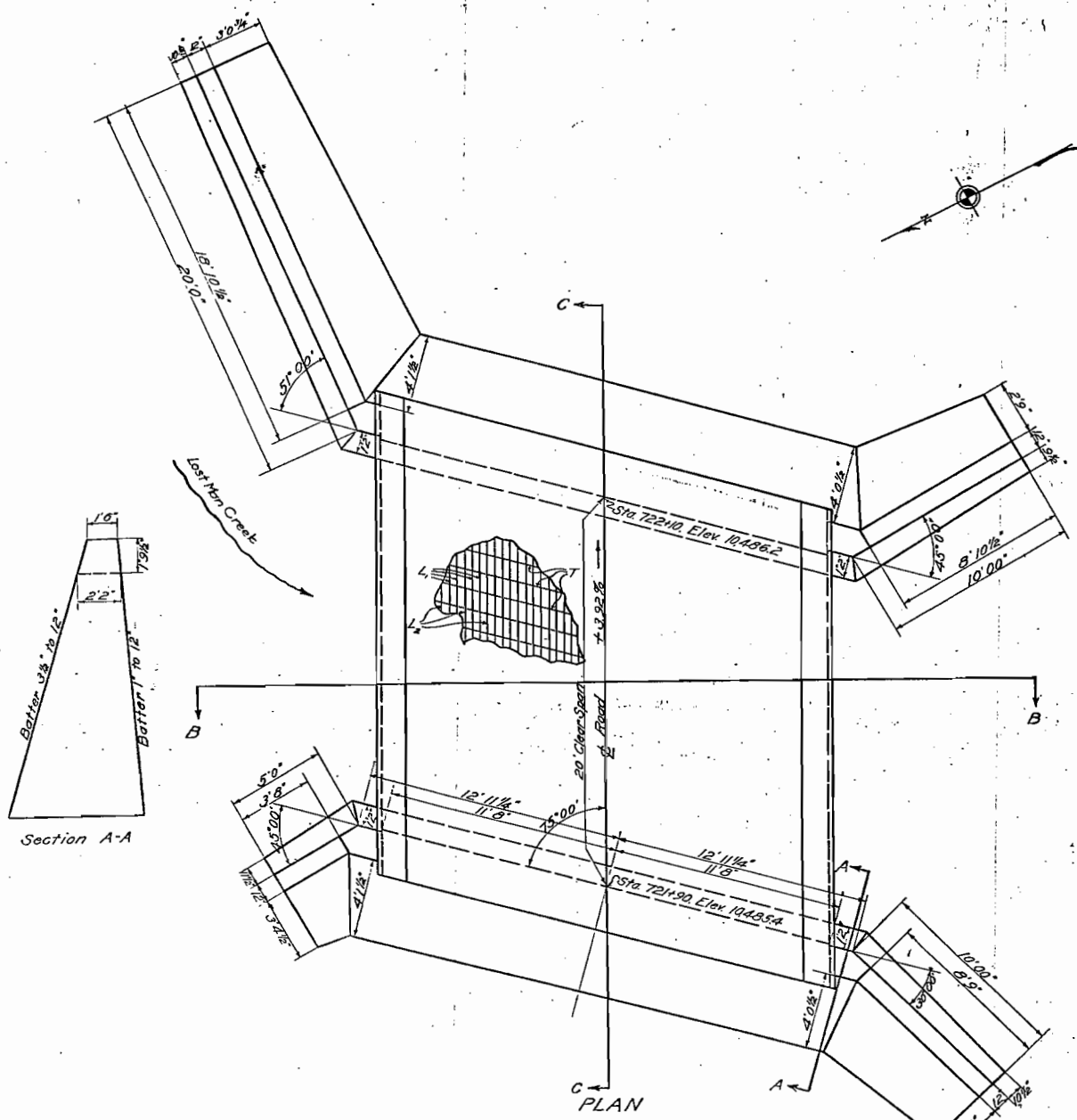


PROPOSED CHANGE OF ALIGNMENT
AND
CONNECTION OF ROAD WITH HIGHWAY 32
SUBMITTED BY
THE TWIN LAKES RESERVOIR AND CANAL COMPANY
DENVER, COLORADO



Scale
1" = 100'
1" = 200'
1" = 400'



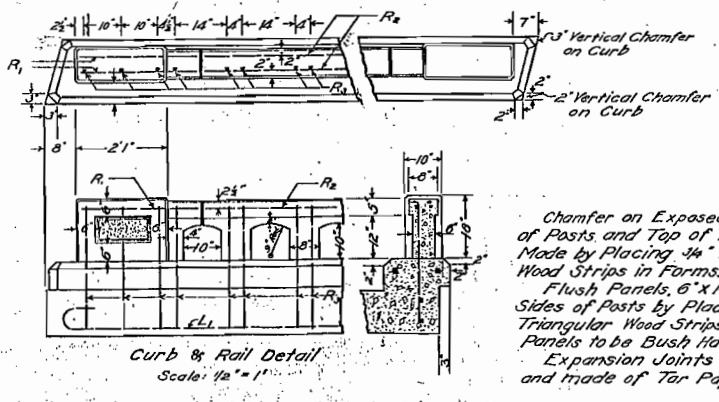


| Mark | Size | Length | No. Req. | Remarks | Lbs. |
|----------------|------|---------|----------|------------|------|
| L ₁ | 3/4" | 25'-11" | 40 | See Sketch | 1983 |
| L ₂ | 3/4" | 26'-3" | 20 | | 1004 |
| T | 1/2" | 22'-10" | 4 | Straight | 45.9 |
| C | 3/4" | 23'-10" | 24 | | 182 |
| R ₁ | 1/2" | 2'-7" | 8 | | 17 |
| R ₂ | 1/2" | 9'-3" | 8 | | 63 |
| R ₃ | 1/2" | 3'-4" | 64 | | 182 |
| Dowels | 3/4" | 2'-0" | 6 | | 23 |

| | CEMENT RUBBLE MASONRY | CLASS 'D' CONCRETE | REINF. STEEL |
|----------------------|-----------------------|--------------------|--------------|
| West Abutment | 72.1 Cu. Yds. | | |
| East Abutment | 92.4 Cu. Yds. | | |
| Slab | | 37.0 Cu. Yds. | 3661 Lbs. |
| Rail | | 1.3 Cu. Yds. | 225 Lbs. |
| Totals | 164.5 Cu. Yds. | 38.3 Cu. Yds. | 3886 Lbs. |
| Structure Excavation | 120 Cu. Yds. | | |

GENERAL NOTES

SPECIFICATIONS: U.S. Bureau of Public Roads.
LIVE LOAD: Two 15-ton Trucks, A.A.S.H.O. Standards.
CEMENT RUBBLE MASONRY: Mortar Mix to be 1 to 3. Coping stones to be at least 8 inches thick, 1 1/2 to 4 feet long, and full width of wall. Bridge seat to be Class 'A' Concrete, 1-2-4 Mix. Length and angle of Wing-walls may be varied to suit field conditions. Foundations must be inspected by the Engineer before placing any Masonry. If necessary the depth may be varied to secure suitable foundations.
CONCRETE: Class 'D', 1-2-3 Mix. Forms shall be built true to line and dimensions, braced in a substantial and unyielding manner, and must be inspected by the Engineer before any concrete is placed. No forms shall be removed without the consent of the Engineer. Slab and Curb must be poured monolithically. Slab to be cambered 1 inch at center of span. All exposed edges to be chamfered 3/4-inch unless otherwise designated. Wearing surface to be poured monolithically with slab and to be struck off with template immediately after pouring so as to provide the proper crown.
REINFORCING STEEL: To be deformed bars. Square twisted bars not permitted. All dimensions relating to reinforcement are to centers of bars. No splices in reinforcement permitted.

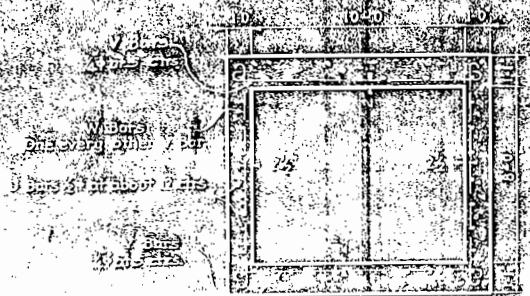


Chamfer on Exposed Edges of Posts and Top of Rail to be Made by Placing 1/4" Triangular Wood Strips in Forms.
 Flush Panels, 6" x 13", on both Sides of Posts by Placing 3/4" Triangular Wood Strips in Forms. Panels to be Bush Hammered. Expansion Joints to be 1/4" and made of Tar Paper.

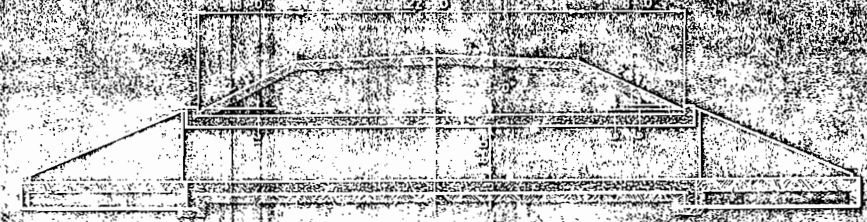
U. S. DEPARTMENT OF AGRICULTURE
 BUREAU OF PUBLIC ROADS
 DISTRICT NO. 3 DENVER, COLORADO.
CONCRETE SLAB BRIDGE
 CEMENT RUBBLE MASONRY ABUT'S. & WINGS
 20 FT. ROADWAY 20 FT. CLEAR SPAN
LOST MAN CREEK
 INDEPENDENCE PASS HIGHWAY
 Scale 1/4"=1'

Designed by E.C. White 1926
 Drawn by R.H. Taylor 1926
 Traced by R.H.N. & F.C.H. 1926
 Checked by A.E.G. 1926

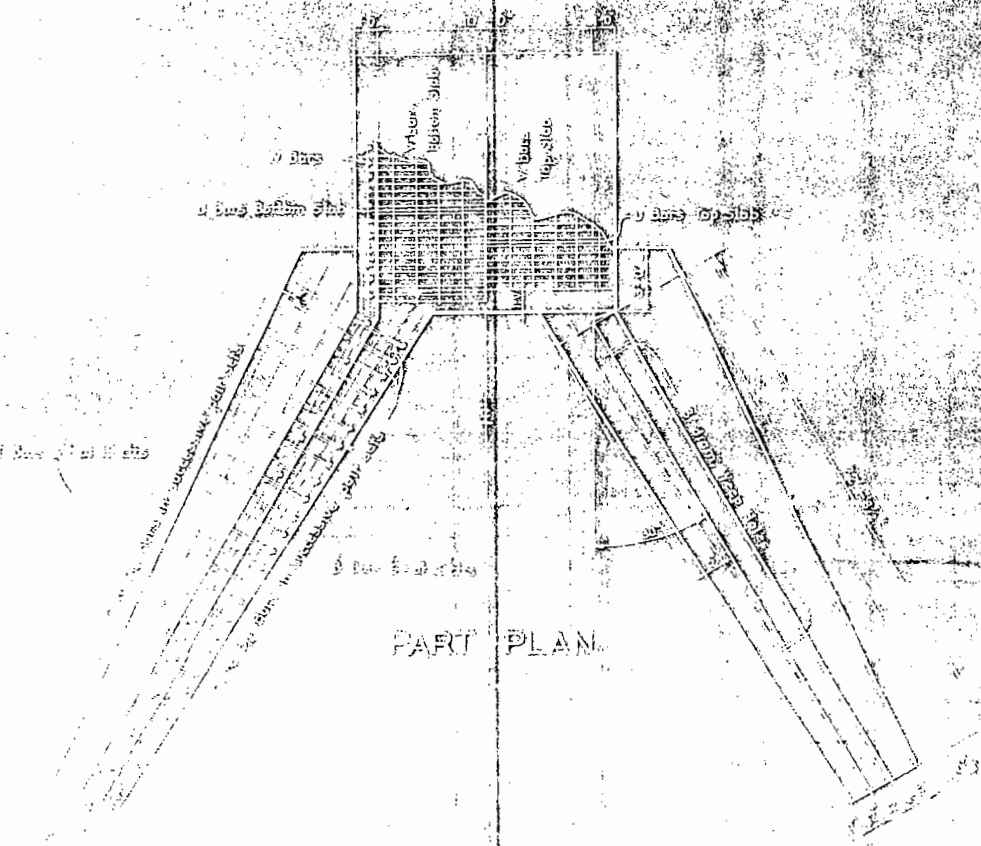
CORRECT 1926 APPROVED 1926
 H.W. Copeland HIGHWAY BRG. ENGINEER. DISTRICT ENGINEER.



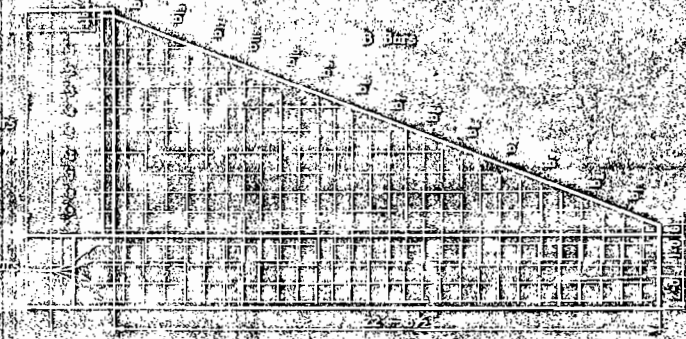
TYPICAL SECTION THRU BOX



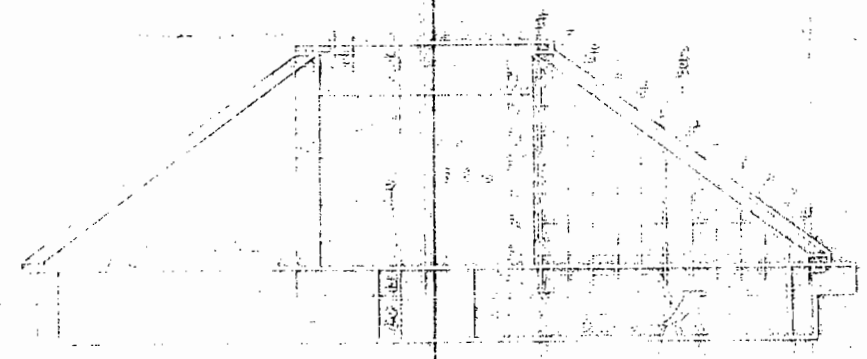
TYPICAL SECTION THRU ROADWAY



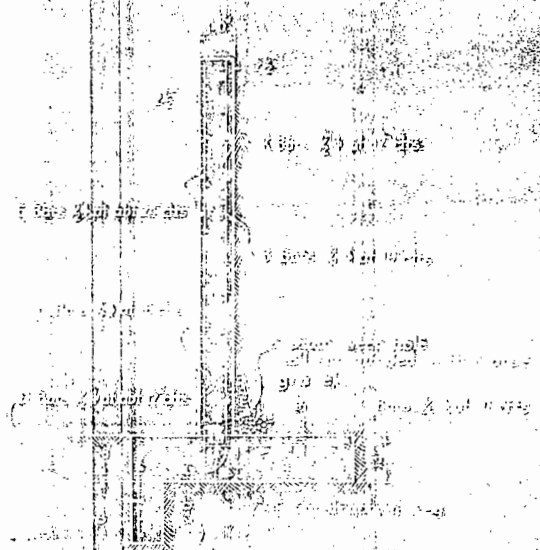
PART PLAN



SIDE ELEVATION OF WING WALL



END VIEW



TYPICAL SECTION THRU WING WALL

BAR LIST AND BENDING DIAGRAMS

| BAR NO. | SIZE | NUMBER | DIMENSION | DIMENSION | TOTAL | BENDING DIAGRAM |
|---------|------|--------|-----------|-----------|--------|-----------------|
| | | | W x H | W x H | LENGTH | |
| 1 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 2 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 3 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 4 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 5 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 6 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 7 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 8 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 9 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 10 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 11 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 12 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 13 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 14 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 15 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 16 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 17 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 18 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 19 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 20 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 21 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 22 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 23 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 24 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 25 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 26 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 27 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 28 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 29 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 30 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 31 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 32 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 33 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 34 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 35 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 36 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 37 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 38 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 39 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 40 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 41 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 42 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 43 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 44 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 45 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 46 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 47 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 48 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 49 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 50 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 51 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 52 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 53 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 54 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 55 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 56 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 57 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 58 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 59 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 60 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 61 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 62 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 63 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 64 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 65 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 66 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 67 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 68 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 69 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 70 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 71 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 72 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 73 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 74 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 75 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 76 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 77 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 78 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 79 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 80 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 81 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 82 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 83 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 84 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 85 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 86 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
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| 99 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |
| 100 | 1/2" | 1 | 10'-0" | 10'-0" | 10'-0" | [Diagram] |

TABLE OF QUANTITIES

| QUANTITIES FOR | | QUANTITIES FOR | |
|----------------|-------|----------------|-------|
| FOUR | | TWO HEADWALLS | |
| CONCRETE | STEEL | CONCRETE | STEEL |
| CU YDS | LBS | CU YDS | LBS |
| 5623 | 133 | 133 | 133 |

INDEPENDENT PASS (RESURFACING) DIVISION
 EAST MAN DIVERSION CANAL
 STRUCTURE STA. 71+00