

FED. ROAD DIST. NO.	STATE	USWPH PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	WPH 81-F(2)	1	

COLORADO STATE HIGHWAY DEPARTMENT

INDEX OF SHEETS

- 1 SKETCH MAP AND TITLE SHEET
- 2 TYPICAL CROSS SECTION OF IMPROVEMENT
- 3 SUMMARY OF APPROXIMATE QUANTITIES
- 4 DETAILS OF BRIDGE STA. 369+
- 5 DETAILS OF BRIDGE STA. 427+
- 6 DETAILS OF BRIDGE STA. 474+
- 7 STANDARD NAME PLATE
- 8 STANDARD STRUCTURE NUMBER LETTERING
- 9 TYPICAL SIDE APPROACH ROADS-ROADWAY CONSTRUCTION TRAFFIC SIGNS
- 10 PLAN AND PROFILE

M 6 D
M 10 A
M 2 B

PLAN AND PROFILE OF PROPOSED U.S. WORKS PROGRAM HIGHWAY PROJECT NO. W.P.H. 81-F (2) STATE HIGHWAY NO. 20 CLEAR CREEK COUNTY

CONVENTIONAL SIGNS

CENTER LINE OF SURVEY 424
RIGHT OF WAY LINE
SECTION LINE
ONE-QUARTER SECTION LINE
POLE LINE
RAILROAD
.....

NOTE

It is recommended that bidders on this project go over the plan details with one of the following field representatives of this department
D.W. ORMSBEE CONSTRUCTION ENGINEER DENVER, COLO.
E.E. MONTGOMERY DIVISION
F.W. MILLER RESIDENT
W.A. GRAY
IDAHO SPRINGS, COLO.

SCALES ON ORIGINAL TRACINGS
ON PLAN 1 IN. = 100 FT.
ON PROFILE 1 IN. = 100 FT. HORIZONTAL
1 IN. = 10 FT. VERTICAL
GRADE LINE ON PROFILE IS SHOWN AS GRADE OF FINISHED ROAD
GROSS LENGTH OF PROJECT 7,254.3 FT. ± 1.375 MI.
NET LENGTH OF PROJECT 359.8 FT. ± 0.068 MI.

U.S. WORKS PROGRAM HIGHWAY PROJECT NO. W.P.H. 81-F(2) consists of the construction of 3 bridges and 1.0 mile of road with total length of 0.999 miles located between Floyd Hill station and Forks Creek in Clear Creek Canyon on S. H. 20 in Clear Creek County. The extension of bidders is directed to the Special Provisions covering "Subcontracting or Assigning the Contract" and to the use of "Domestic Materials".

BIDS WILL BE OPENED AND READ OCTOBER 14, 1939.

FOODSTUFFS WILL BE ACCEPTED ONLY FROM QUALIFIED BIDDERS REGISTERED ON OR BEFORE OCTOBER 8, 1939.

The minimum wage paid to all skilled labor employed on this contract shall be not less than one dollar and ten cents (\$1.10) per hour.

The minimum wage paid to all unskilled labor employed on this contract shall be not less than seventy cents (.70) per hour.

The minimum wage paid to all unskilled labor employed on this contract shall be not less than fifty cents (.50) per hour.

The Contractor will be required to maintain camp for housing and boarding all of the labor employed on the work. Certified check required in amount of multiple of \$1000 to be deposited in his of local bank.

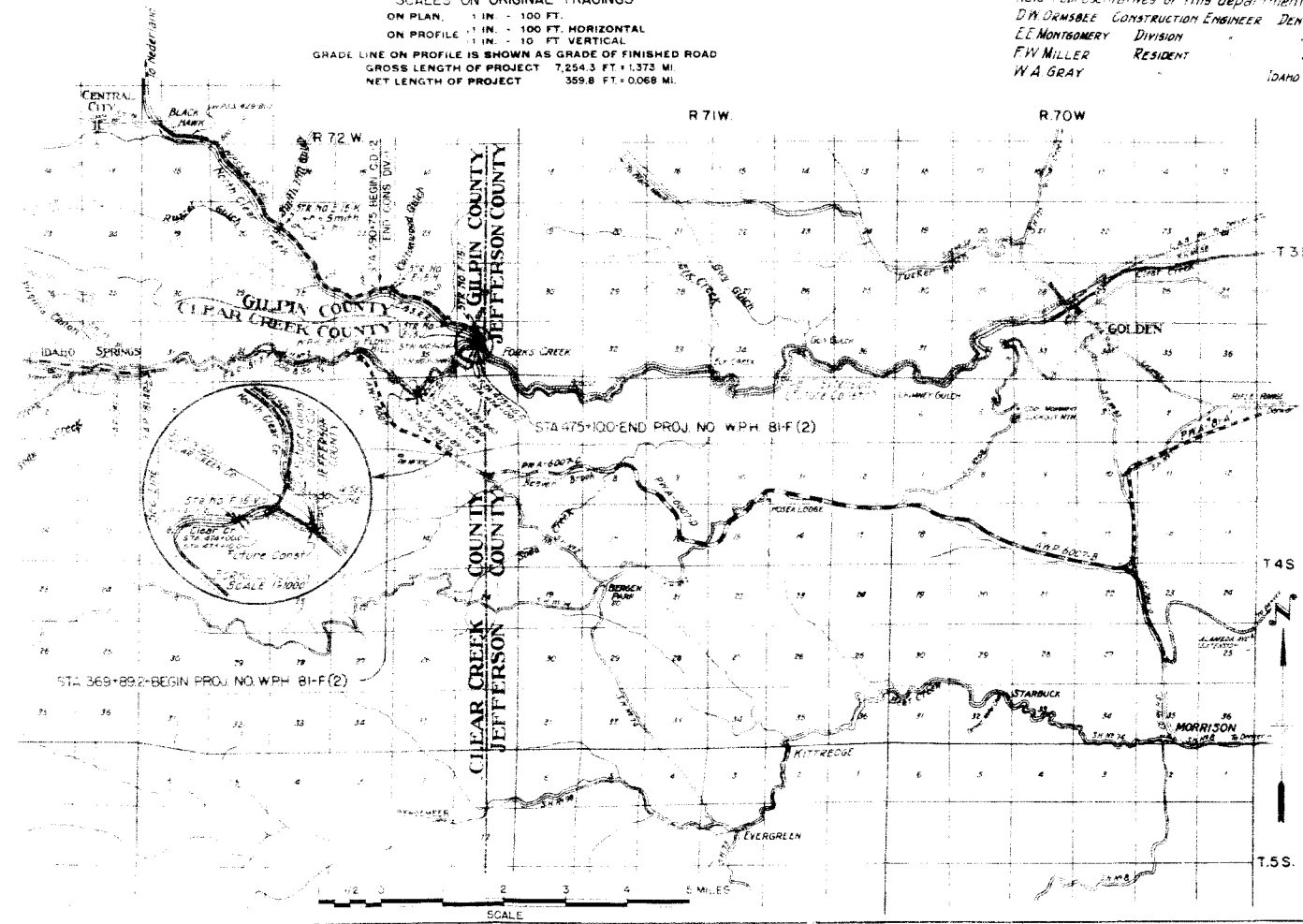
Completion required within two hundred and sixty (260) calendar days from date of advertisement for bids.

Item 1. General E. R. Bridge Sta. 414+.

Item 2. General Excav. 2000 Cu. Yds. Boulder Excav. 100 Cu. Yds. Dry Rock Excav. (Str.) 400 Cu. Yds. Dry Com. Excav. (Str.) 1,000 Cu. Yds. Wet Rock Excav. (Str.) 1,000 Cu. Yds. Wet Com. Excav. (Str.) 2,000 Cu. Yds. Overhaul 20,000 Sin. Yds. Clear. Bridge Timber 1.5 M ft. p. m. C. 1.5 m. m. 2,500 Cu. Yds. Ft. 1.5 m. m. (Concrete and Land) 20 Cu. Yds. Rein. 10000 Lbs. Bronze Nails 10000 Lbs. Sheet Copper 250 Lbs. Drain Pipe (Conc. Fir.) 10" x 10" Drain Pipe (Conc. Fir.) 18" x 18" 8'.

Date of first publication September 30, 1939.

Date of last publication October 8, 1939.

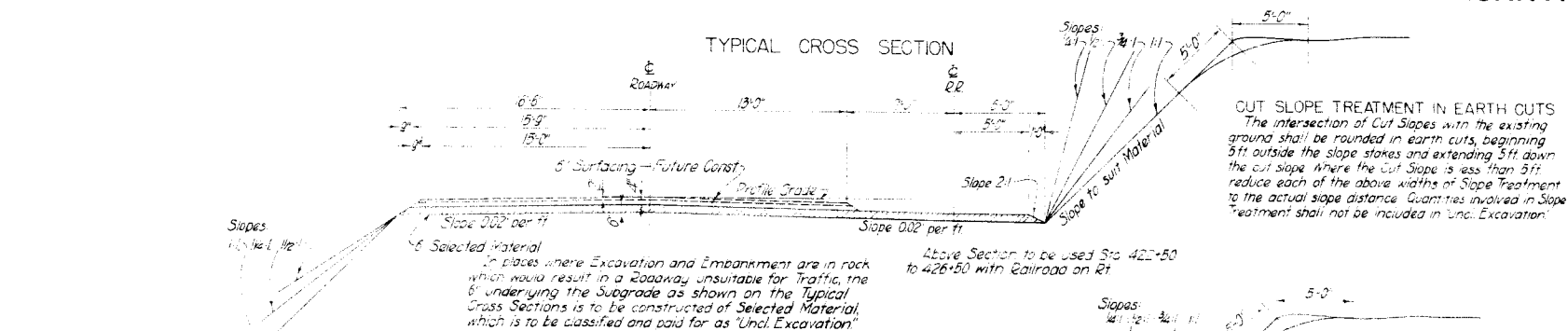


RECOMMENDED FOR APPROVAL
APPROVED
Chas. O'Hair
STATE HIGHWAY ENGINEER
RECOMMENDED FOR APPROVAL
APPROVED
CHIEF ENGINE BUREAU OF HIGHWAYS
APPROVED
DIRECTOR BUREAU OF HIGHWAYS

TYPICAL CROSS SECTION OF IMPROVEMENT AND SUMMARY OF QUANTITIES

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	WPH 81-F UNIT NO. 2 C.D. WPH 81-F (2)	2	2

Rev. Typ. Sec. Sta. 422+ to 426+ 11-18-37 W.H.M.
Rev. 9-1-35 Typ. Sec. W.P.H. (10)



GRAVEL OR CRUSHED ROCK SURFACING
TO BE PLACED UNDER FUTURE CONTRACT

6' Crushed Rock or Gravel to be placed in two courses, bottom course 4" and upper course 2". The thickness of the Gravel or Crushed Rock Surfacing is to be placed at the rate of 24 cu yds per 100 lin ft of Roadway for the 4 bottom course and 12 cu yds per 100 lin ft of Roadway for the 2 upper course.

TYPICAL CROSS SECTION

RR

6' Surfacing - Future Const.

Profile Grade

Slopes 4:1, 2:1, 1:1, 5:0

5' Selected Material

Slope 0.02 per ft

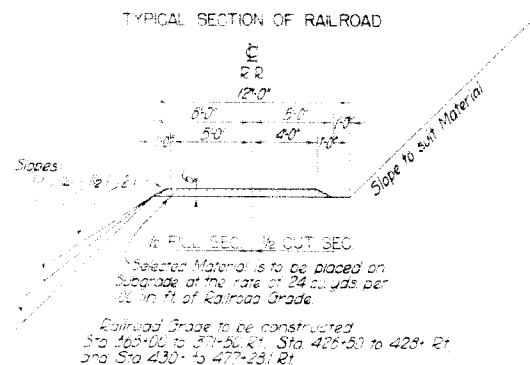
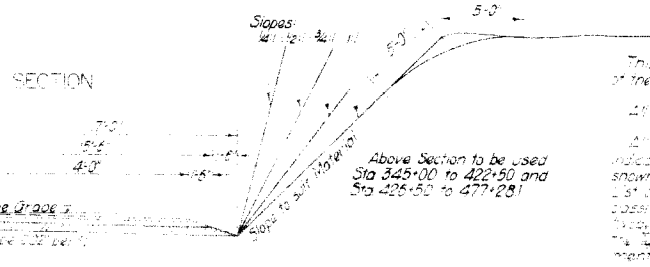
Slope 2:1

Slope to sub. Material

5'-0"

Selected Material is to be placed on Subgrade at the rate of 24 cu yds per 100 lin ft of Railroad Grade.

Railroad Grade to be constructed on shoulder of Rt Sta 345+50 to 355+50 Rt, Sta 372+50 to 392+50 Lt, and Sta 422+00 to 430+50 Lt



GENERAL NOTES

This Project is to be constructed in accordance with the Standard Specifications of the Colorado State Highway Department adopted June 1, 1937.

All Quantities on Preliminary Plans are to be considered approximate only.

All Draining Structures required to construct this Project are to be obtained as indicated on the plans. Quantities involved beyond the limits of the ditch as shown on the Typical Cross Section either noted on Profile as "Borrow" or on List of Structures as "Embankment" are to be classified and paid for as "Unclassified Excavation". These quantities are to be staked as part of the Original Intersection at locations indicated on the Plans. Slope stakes beyond the limits of the Typical Cross Section are subject to change by the Engineer to fit Embankment requirements actually encountered on Construction.

All Curves are to be super-elevated and widened as provided for by the Standard Super-elevation Sheet included with Plans.

All poles encroaching on Construction are to be moved by Owners.

All Corrugated Metal Grass Coverts are to be provided with one headwall on the right and unless otherwise noted on the Plans.

Clearing and Grubbing shall be of variable widths and shall be held to the minimum required for the construction of the roadway, railroad line change, channel changes, borrow pits, and to accommodate visibility. Grubbing the clearing shall not extend more than 5 ft beyond the toe of fill or the tops of cut slopes.

Large rock excavated by the Contractor and falling outside the slope stakes in the stream channel shall not be included in Boulder Excavation, but shall be removed by the Contractor at his expense.

The Toe of Fill between stations listed below shall be constructed of large rocks and boulders. These rocks shall be placed from bottom of fill to a minimum height of 12 ft above stream bed. Actual Overhaul will be allowed and paid on this material, but the cost of placing rock shall be included in the contract unit bid price per cubic yard on Unclassified Excavation.

On Roadway Embankment: Stations 355+50 to 357+75, Stations 357+75 to 359+40, Stations 417+00 to 422+50, and Stations 435+80 to 440+00.
On Railroad Embankment: Stations 385+00 to 390+40, and Stations 391+50 to 392+40.

Overhaul on this Project will be paid for as measured along the center line of the Project. Temporary Bridges necessary for access to pits are to be supplied at the Contractor's expense.

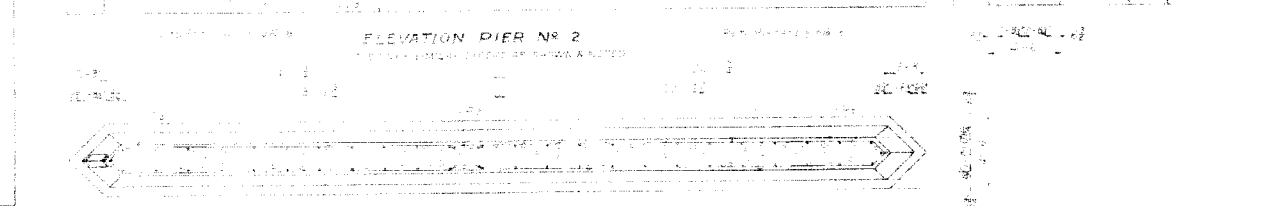
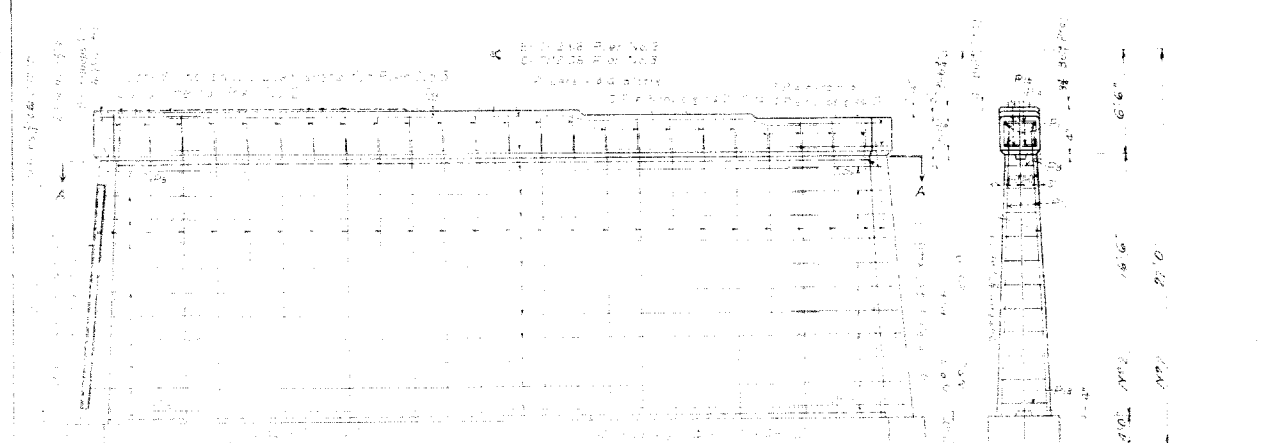
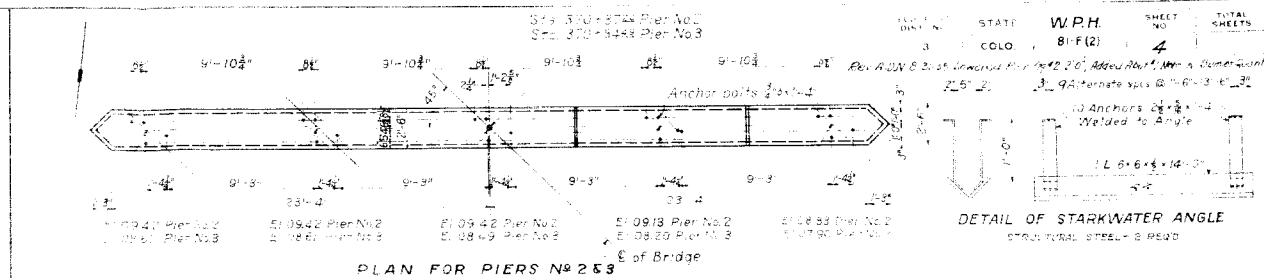
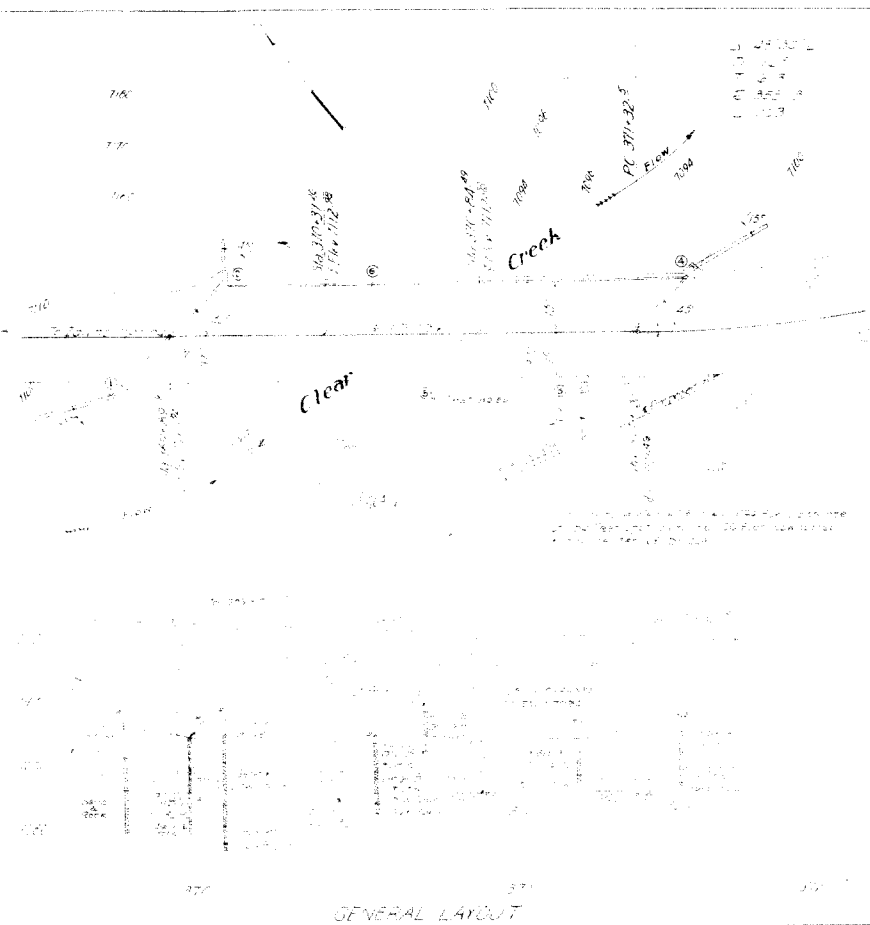
Construction Division No. 1 - Consists of the construction of Roadway, minor Structures, Tunnels, and other incidental work outlined on the Plans.
(1) P.W. 81-F (2) - Consists of the construction of 3 Bridges and other incidental work.

Surfacing operations over the Project the installation of Guard Fences and other incidental work will be done under future contract.

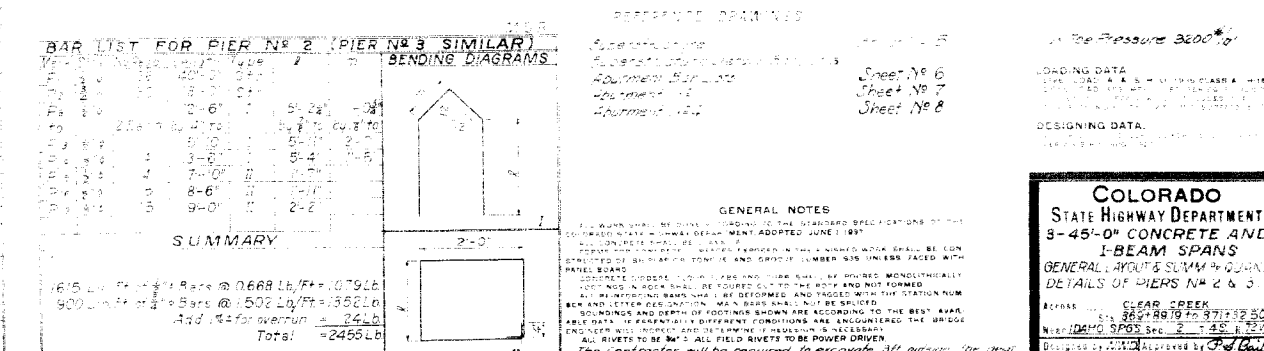
Revised 9-13-38 h t m For WPH 81-F(2)

SUMMARY OF QUANTITIES

* Estimated Overhaul on Selected Material and Backfill for Bridge Approaches



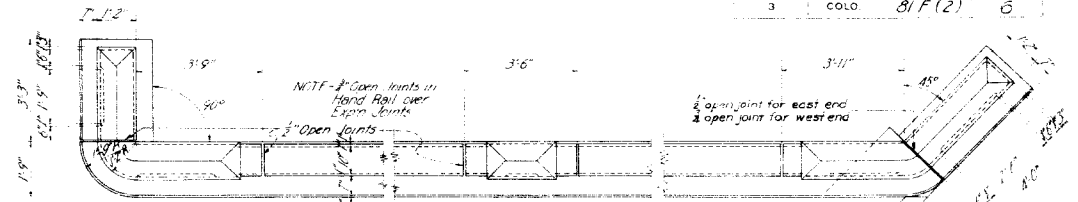
SUMMARY OF QUANTITIES FOR ENTIRE STRUCTURE				
ITEM	DESCRIPTION	UNIT	QUANTITY	TOTAL
1	Concrete	Cu Yd	180	500
2	Reinforcing Steel	Lb	1,150	115
3	Wet Common Gravel	Cu Yd	4.45	60
4	Unsettled Gravel	Cu Yd	226	616
5	Gravel	Cu Yd	18	25
6	Gravel	Cu Yd	226	616
7	Gravel	Cu Yd	18	25
8	Gravel	Cu Yd	226	616
9	Gravel	Cu Yd	18	25
10	Gravel	Cu Yd	226	616
11	Gravel	Cu Yd	18	25
12	Gravel	Cu Yd	226	616
13	Gravel	Cu Yd	18	25
14	Gravel	Cu Yd	226	616
15	Gravel	Cu Yd	18	25
16	Gravel	Cu Yd	226	616
17	Gravel	Cu Yd	18	25
18	Gravel	Cu Yd	226	616
19	Gravel	Cu Yd	18	25
20	Gravel	Cu Yd	226	616
21	Gravel	Cu Yd	18	25
22	Gravel	Cu Yd	226	616
23	Gravel	Cu Yd	18	25
24	Gravel	Cu Yd	226	616
25	Gravel	Cu Yd	18	25
26	Gravel	Cu Yd	226	616
27	Gravel	Cu Yd	18	25
28	Gravel	Cu Yd	226	616
29	Gravel	Cu Yd	18	25
30	Gravel	Cu Yd	226	616
31	Gravel	Cu Yd	18	25
32	Gravel	Cu Yd	226	616
33	Gravel	Cu Yd	18	25
34	Gravel	Cu Yd	226	616
35	Gravel	Cu Yd	18	25
36	Gravel	Cu Yd	226	616
37	Gravel	Cu Yd	18	25
38	Gravel	Cu Yd	226	616
39	Gravel	Cu Yd	18	25
40	Gravel	Cu Yd	226	616
41	Gravel	Cu Yd	18	25
42	Gravel	Cu Yd	226	616
43	Gravel	Cu Yd	18	25
44	Gravel	Cu Yd	226	616
45	Gravel	Cu Yd	18	25
46	Gravel	Cu Yd	226	616
47	Gravel	Cu Yd	18	25
48	Gravel	Cu Yd	226	616
49	Gravel	Cu Yd	18	25
50	Gravel	Cu Yd	226	616
51	Gravel	Cu Yd	18	25
52	Gravel	Cu Yd	226	616
53	Gravel	Cu Yd	18	25
54	Gravel	Cu Yd	226	616
55	Gravel	Cu Yd	18	25
56	Gravel	Cu Yd	226	616
57	Gravel	Cu Yd	18	25
58	Gravel	Cu Yd	226	616
59	Gravel	Cu Yd	18	25
60	Gravel	Cu Yd	226	616
61	Gravel	Cu Yd	18	25
62	Gravel	Cu Yd	226	616
63	Gravel	Cu Yd	18	25
64	Gravel	Cu Yd	226	616
65	Gravel	Cu Yd	18	25
66	Gravel	Cu Yd	226	616
67	Gravel	Cu Yd	18	25
68	Gravel	Cu Yd	226	616
69	Gravel	Cu Yd	18	25
70	Gravel	Cu Yd	226	616
71	Gravel	Cu Yd	18	25
72	Gravel	Cu Yd	226	616
73	Gravel	Cu Yd	18	25
74	Gravel	Cu Yd	226	616
75	Gravel	Cu Yd	18	25
76	Gravel	Cu Yd	226	616
77	Gravel	Cu Yd	18	25
78	Gravel	Cu Yd	226	616
79	Gravel	Cu Yd	18	25
80	Gravel	Cu Yd	226	616
81	Gravel	Cu Yd	18	25
82	Gravel	Cu Yd	226	616
83	Gravel	Cu Yd	18	25
84	Gravel	Cu Yd	226	616
85	Gravel	Cu Yd	18	25
86	Gravel	Cu Yd	226	616
87	Gravel	Cu Yd	18	25
88	Gravel	Cu Yd	226	616
89	Gravel	Cu Yd	18	25
90	Gravel	Cu Yd	226	616
91	Gravel	Cu Yd	18	25
92	Gravel	Cu Yd	226	616
93	Gravel	Cu Yd	18	25
94	Gravel	Cu Yd	226	616
95	Gravel	Cu Yd	18	25
96	Gravel	Cu Yd	226	616
97	Gravel	Cu Yd	18	25
98	Gravel	Cu Yd	226	616
99	Gravel	Cu Yd	18	25
100	Gravel	Cu Yd	226	616



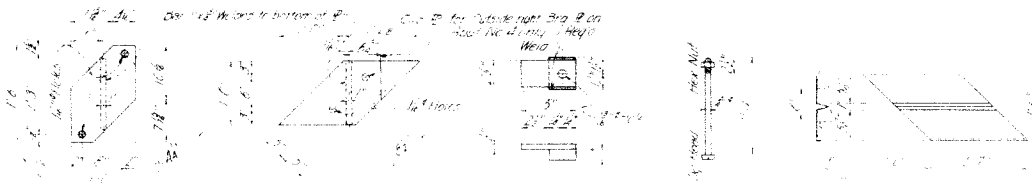
* TO BE INCLUDED IN PRICE BID FOR CONCRETE
 * This includes 40 Cu Yds wet common to allow for additional 3 ft beyond neat lines of Abutment
 * See also Chapter 8 detailing fabrication of reinforcing steel for Abutment #1

COLORADO
 STATE HIGHWAY DEPARTMENT
 3-45-0" CONCRETE AND
 I-BEAM SPANS
 GENERAL LAYOUT & SUMMARY
 DETAILS OF PIERS No 2 & 3

DESIGNED BY: M.S.R. Bridge Engineer
 CHECKED BY: S.M. 12, 1938



Architectural drawings of the interior of the 1916 building. The top row shows three elevation drawings: "NORTH OR SOUTH END POST" with dimensions 24'-0" x 10'-0", 20'-0" x 10'-0", and 20'-0" x 10'-0"; "TYPICAL INTERIOR" with dimensions 24'-0" x 10'-0" and 20'-0" x 10'-0"; and "EAST OR WEST END POST" with dimensions 24'-0" x 10'-0" and 20'-0" x 10'-0". The bottom row shows three corresponding perspective drawings of the interior space, featuring a series of arches and columns. The drawings are labeled with "1916" and "1917".



BENDING DIAGRAMS

BAR LIST FOR ABUTMENT NO 4

[illegible]

B4R LIST FOR SUPERSTATURE

BAR LIST FOR ARBITMENT NO 1.

The image shows a very faded and blurry document page. It appears to be a form or a report with various sections and text. The text is mostly illegible due to the low quality of the scan. There are some faint words and phrases visible, such as "EXPIN CLOPH" and "EXPIN CLOPH" in the upper left section. The rest of the page contains scattered characters and fragments of text that cannot be accurately transcribed.

GRUETING BEARINGS

SUMMARY

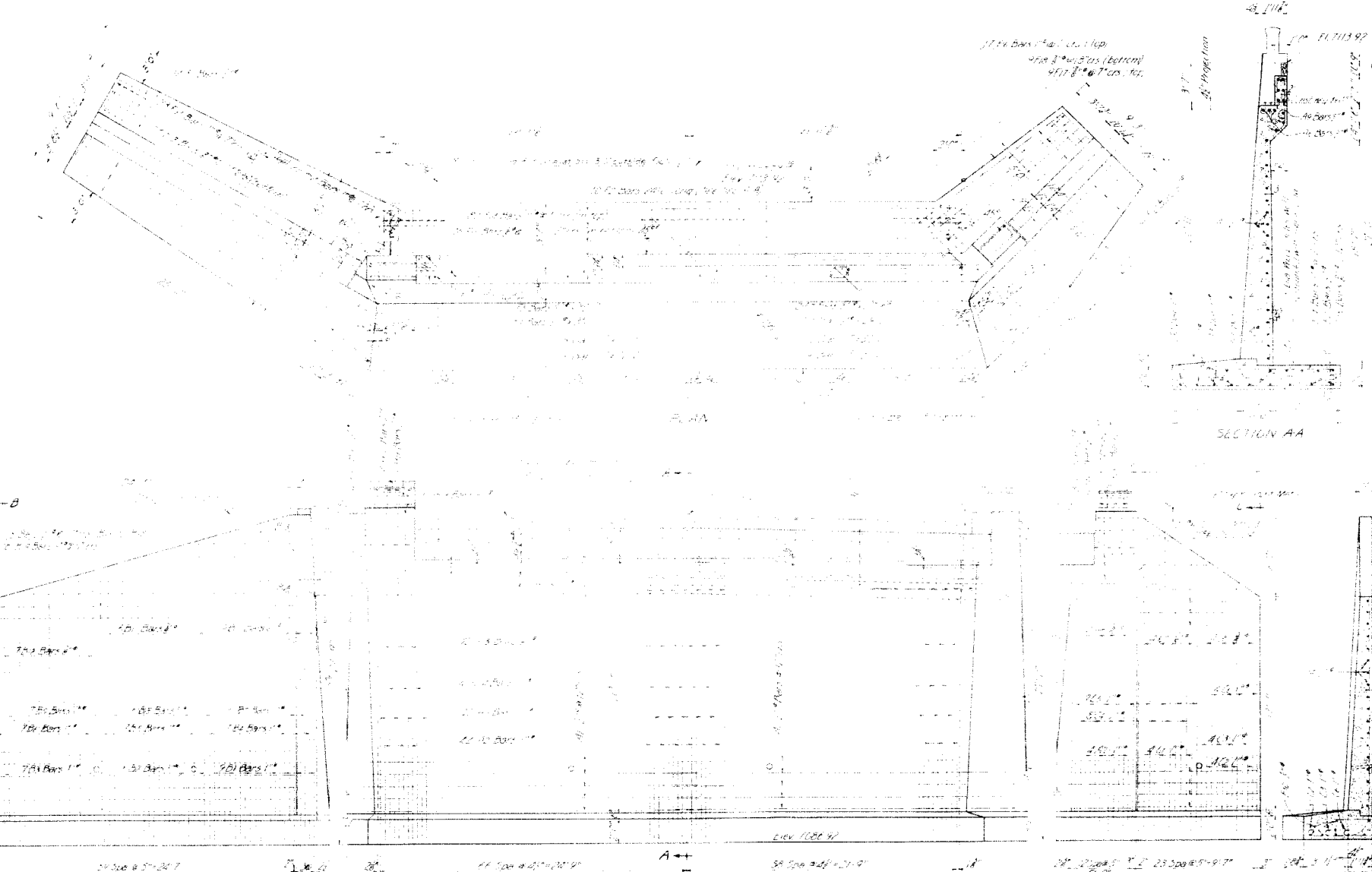
1992-1993

[illegible][illegible][illegible]

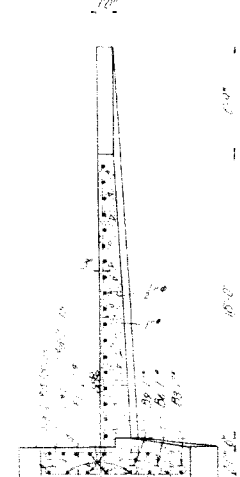
2-2-2777 DEATH

Superstructure	5
Piers, Pier Bar List General Layout & Summary of Quant	4
Abutment No 1	7
Abutment No 4	8

COLORADO
STATE HIGHWAY DEPARTMENT
3-45-0 CONCRETE AND
1 BEAM SPANS
SUPERSTRUCTURE DETAILS
#BAR LIST, ABOUT BAR LISTS
Access **CLEAR CREEK**
Sta. 369+28.19 to 371+34.30
Near **14TH AVENUE** Sec. 2 T.4S. R.22W.
Designed by **AND** Approved by **Paul Bentley**
Made by **AJC** Bridge Engineer
Checked by _____ Date **Sept. 18, 1938**



SECTION A-A



SECTION B-B

NOTES:
Abutment Handrail Posts Detailed on Sheet No. 6

REFERENCE DRAWINGS

Sheet No.	Description
5	Superstructure Details Bar
6	Abutment Bar
4	Piers Pier Bar and General Layout
8	Summary of Quantities

Max. live pressure 3000 lbs.
LOADING DATA:
DEAD LOAD 15000 LBS. PER LINEAR FOOT
WIND LOAD 1500 LBS. PER LINEAR FOOT
ICE LOAD 1500 LBS. PER LINEAR FOOT
DESIGNING DATA:
DESIGNED BY A.C.C.
CHECKED BY A.C.C.

COLORADO
STATE HIGHWAY DEPARTMENT

**3.45' OF CONCRETE AND
1 BEAM SPANS**

DETAIL OF ABUTMENT NO. 1

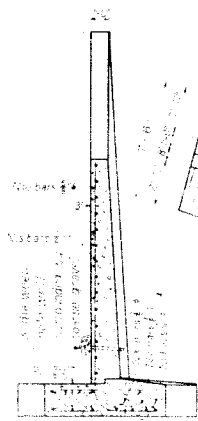
NOTES: CLEAR CREEK
Sta. 350+00.0 to 371+50.00
WHEELS SPAN NO. 2 1-45 x 72 in.
Designed by A.C.C. Approved by C. C. Bailey
Made by A.C.C. Bridge Engineer
Checked by A.C.C. Date Sept 18, 1938

ELEVATION OF RIGHT WING

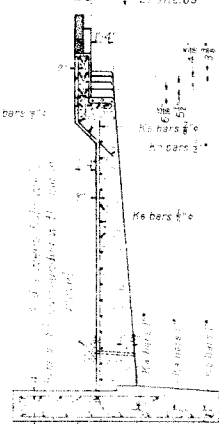
ELEVATION OF ABUTMENT NO. 1

ELEVATION OF LEFT WING

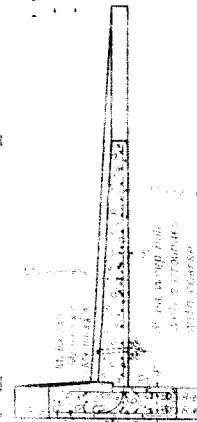
SECTION C-C



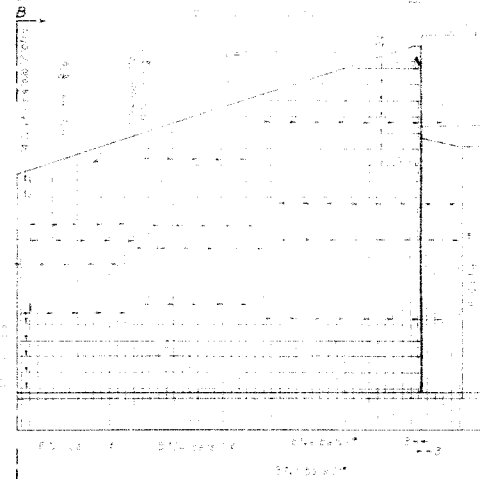
SECTION B-E



SECTION A-A

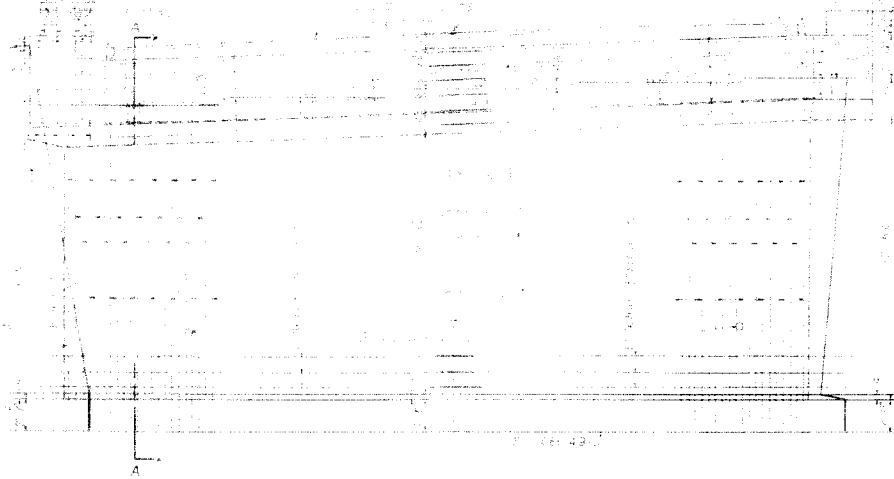


SECTION C-C

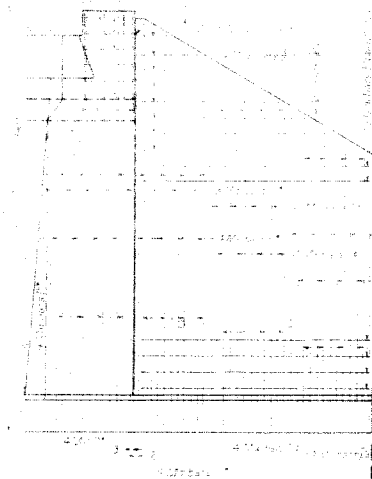


ELEVATION OF LEFT WING

Maximum Top Pressure = 3700 lbs. per sq. ft.



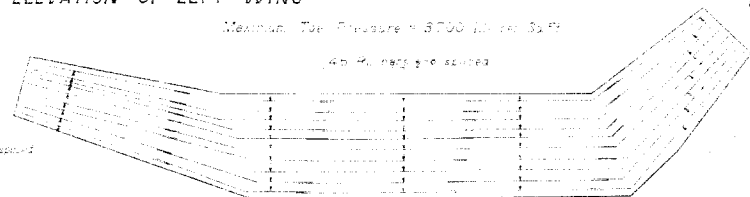
ELEVATION ABUTMENT NO. 4



ELEVATION OF RIGHT WING

REFERENCE DRAWINGS

- Sheet No. 5 Details of Superstructure
- Sheet No. 6 Details of Superstructure Bar List & Abutment Bar Lists
- Sheet No. 4 General Layout Summary of Quantities Details of Piers 2 & 3 & Bar List for Piers
- Sheet No. 7 Details of Abutment No. 1

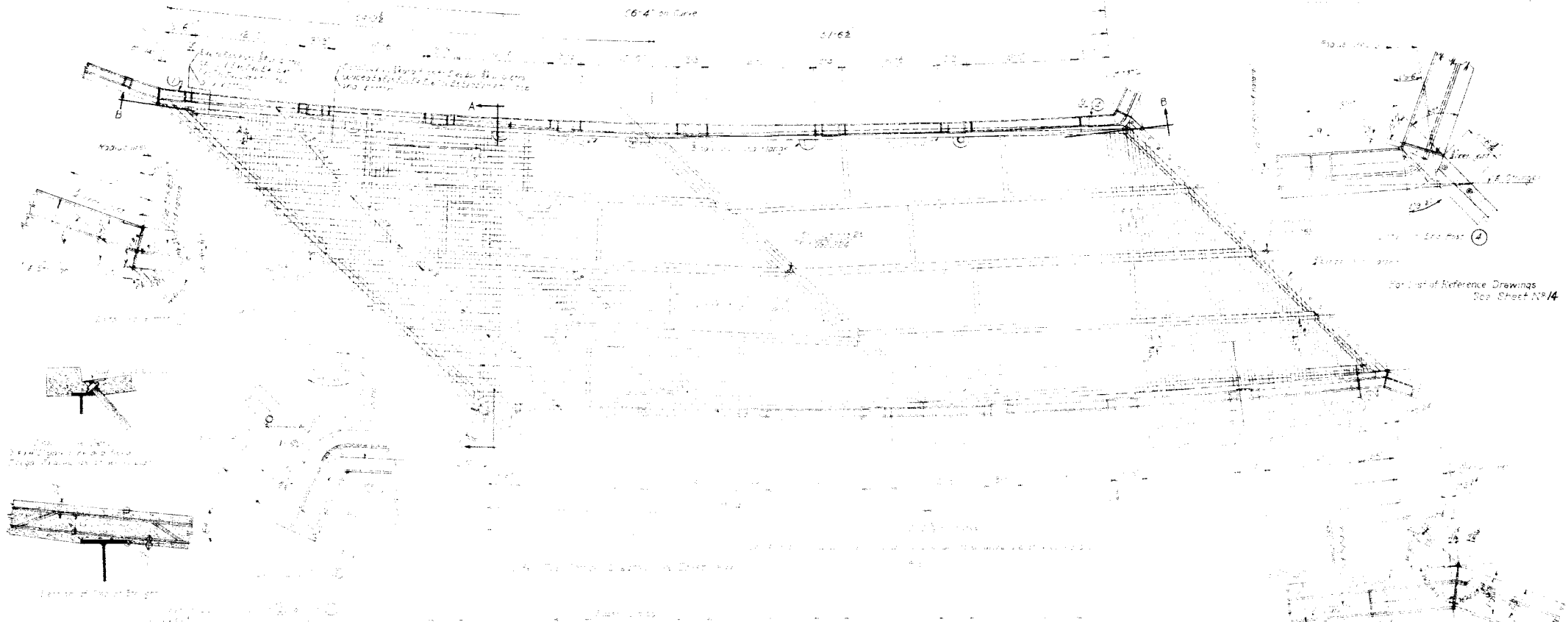


COLORADO
 STATE HIGHWAY DEPARTMENT
 3'-45'-0" CONCRETE & I-BEAM SPANS
 DETAILS OF ABUTMENT NO. 4
 Across CLEAR CREEK
 Sta. 369+86.8 to 371+52.4
 Near DART SPRINGS 21.45 S.W.
 Designed by W.R.D. Approved by G. G. Kelly
 Made by M.S.R. Bridge Engineer
 Checked by P.R.N. Date Sept 18, 1938

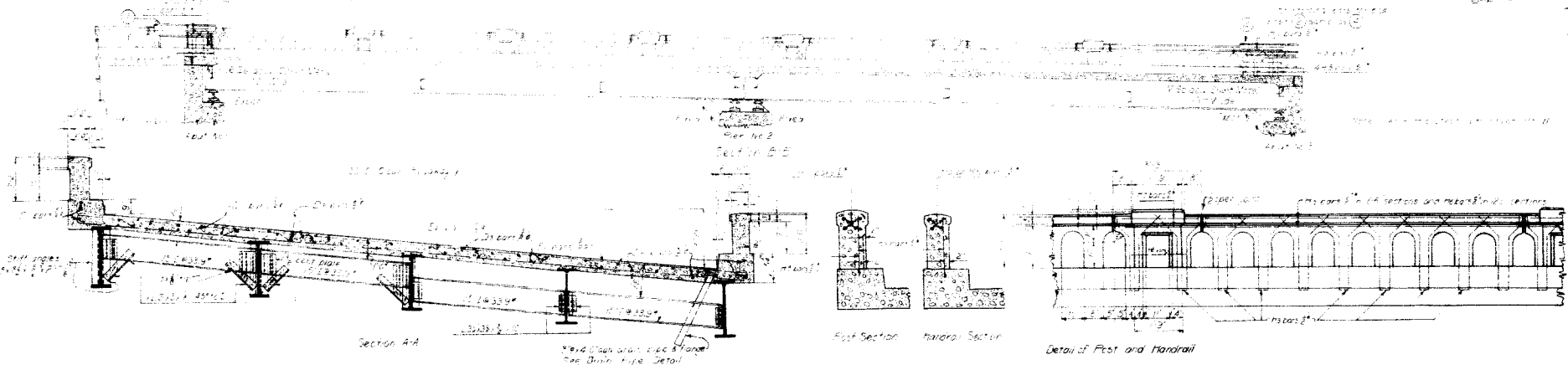
Profile and cross section at 5' center measured along E. of centerline

Profile and cross section at 5' center measured along E. of outside of roadway

FILE NO.	STATE	W.P.H.	SHEET NO.	TOTAL SHEETS
3	COLO.	81-F(2)	10	



For list of Reference Drawings See Sheet No. 14



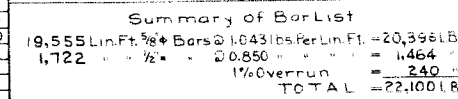
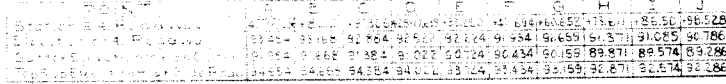
LOADING DATA
 LIVE LOAD 4 & S 4-4000 LBS. A. M. S.
 DEAD LOAD AND WEIGHTS PER FOOT
 OF BRIDGE, SLAB AND CURBS, 100 LBS. PER
 LINEAL FOOT, WITH 10% INCREASE FOR
 IMPROVED SURFACING.

DESIGNING DATA
 CARBON CONTENT OF CONCRETE, 12%
 PER A.M.S. 1928

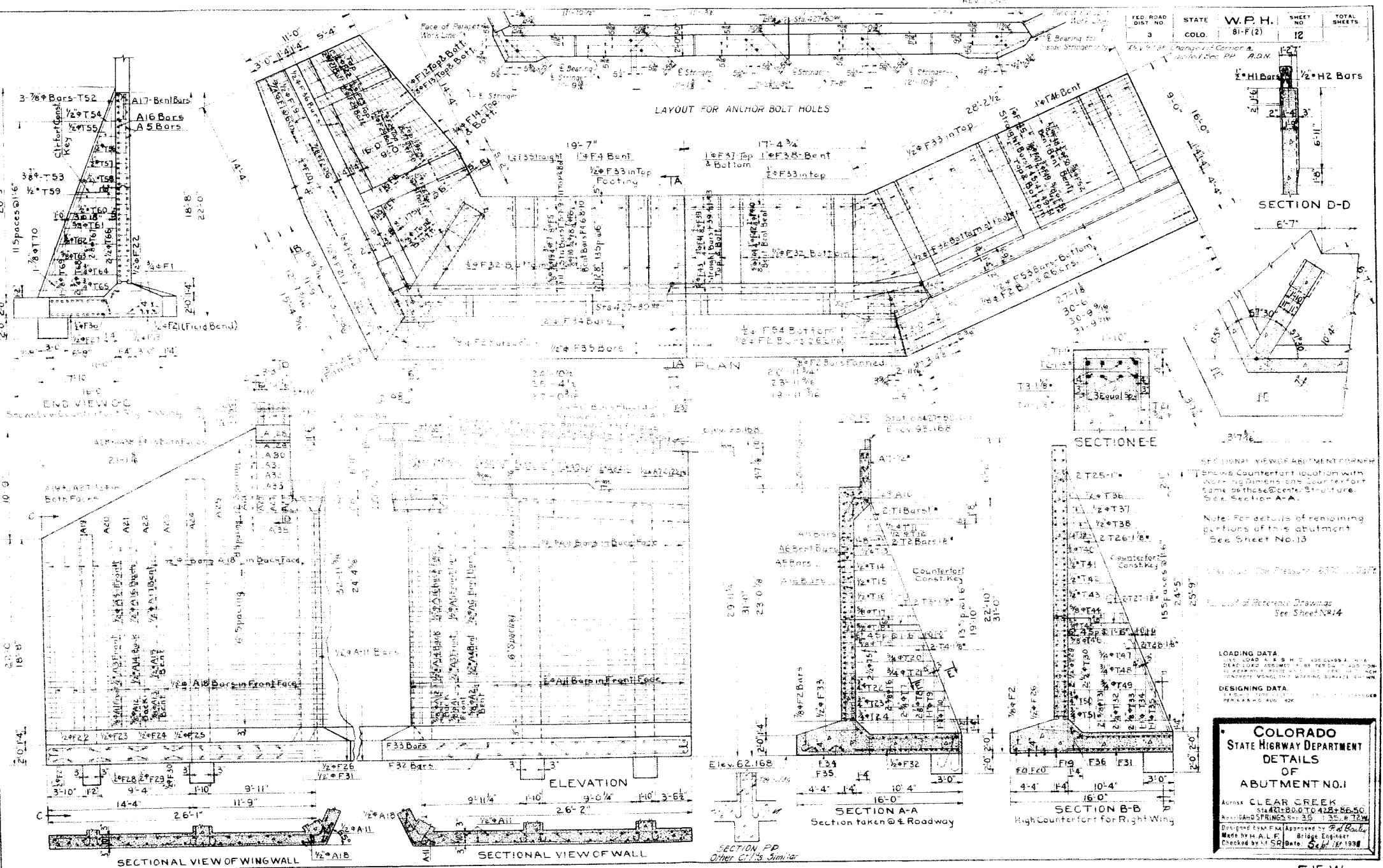
COLORADO
STATE HIGHWAY DEPARTMENT

Superstructure
 2100' Span Concrete Beam
 30' Clear Width

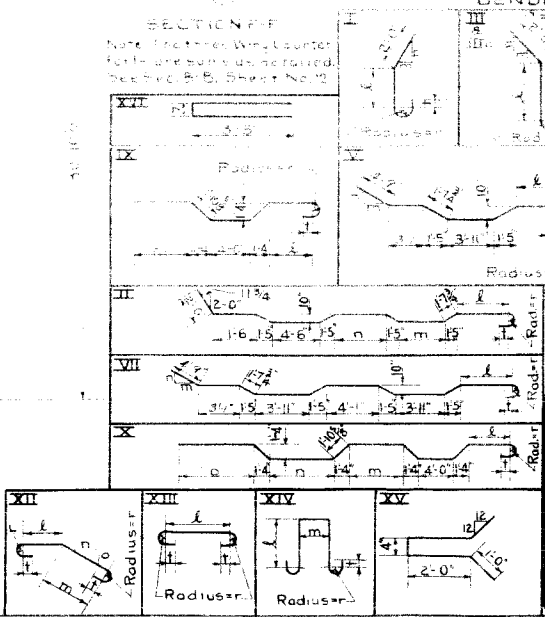
Address: Color. Creek
 Sta. 477+00 to 482+00
 Near Road, Colo. Sta. 35, U.S. H. 22
 Designed by AEFM, Approved by G. D. Bailey
 Made by L. E. Bridge Engineer
 Checked by MSR, Date Sept. 11, 1938



COLORADO
STATE HIGHWAY DEPARTMENT
LAYOUT WORK LINES & STEEL
& BARLIST FOR SUPERSTRUCTURE
2-50' SPANS-30'-0" ROADWAY
CONCRETE I-BEAM BRIDGE
Across CLEAR CREEK
Sta. 427+80.00 to 428+86.50
Neg. CDARO SP-1885 See 35 1 25 8 72M
Designed by M.F.M. Approved by *G. H. Bailey*
Made by H.A.L.F. Bridge Engineer
Checked by M.S.P. Date: *Sept 18, 1938*



FED ROAD DIST NO		STATE		W. P. H.		SHEET NO.		TOTAL SHEETS		
3		COLO		81-F(2)		13				
MARK	SIZE	NO	LENGTH	TYPE	l	m	n	o	r	t
T51	1/2"	1	8'-8"	XIV	3'-4"	0'-8"			2	1
T52	1/2"	1	9'-10"	XIV	3'-11"	0'-8"			2	1
T53	1/2"	1	11'-0"	XIV	4'-6"	0'-8"			2	1
T60	1/2"	1	12'-1"	XIV	5-0 1/2"	0'-8"			2	1
T61	5/8"	1	13'-6"	XIV	5'-7"	0'-8"			2 1/2	1
T62	5/8"	1	14'-7"	XIV	6-1 1/2"	0'-8"			2 1/2	2
T63	5/8"	1	15'-9"	XIV	6-8 1/2"	0'-8"			2 1/2	2
T64	3/4"	1	17'-2"	XIV	7'-3"	0'-8"			3	2 1/2
T65	3/4"	1	18'-3"	XIV	7-9 1/2"	0'-8"			3	2 1/2
T66	1/2"	2	21'-7"	XIII	20'-3"				2	2
T67	5/8"	2	17'-11"	XIII	16'-3"				2 1/2	2
T68	3/4"	2	14'-2"	XIII	12'-2"				3	2 1/2
T69	7/8"	1	9'-8"	XIV	8'-5"	0'-6"			3 1/2	3
T70	7/8"	1	15'-6"	XIV	6'-4"	0'-6"			3 1/2	3
H1	1/2"	9	7'-1"	XVI						
H2	1/2"	18	2'-9"							
H3	1/2"	15	6'-3"							
H4	1/2"	4	19'-3"							
X1	1/2"	4	5'-3"	---	Field	Bend				
X2	1/2"	4	3'-0"	---						
X3	1/2"	4	2'-0"	---						
X4	1/4"	1	2'-0"	---						
2 1/2" 10' 20' 30' 40' 50' 60' 70' 80' 90' 100' 110' 120' 130' 140' 150' 160' 170' 180' 190' 200' 210' 220' 230' 240' 250' 260' 270' 280' 290' 300' 310' 320' 330' 340' 350' 360' 370' 380' 390' 400' 410' 420' 430' 440' 450' 460' 470' 480' 490' 500' 510' 520' 530' 540' 550' 560' 570' 580' 590' 600' 610' 620' 630' 640' 650' 660' 670' 680' 690' 700' 710' 720' 730' 740' 750' 760' 770' 780' 790' 800' 810' 820' 830' 840' 850' 860' 870' 880' 890' 900' 910' 920' 930' 940' 950' 960' 970' 980' 990' 1000' 1010' 1020' 1030' 1040' 1050' 1060' 1070' 1080' 1090' 1100' 1110' 1120' 1130' 1140' 1150' 1160' 1170' 1180' 1190' 1200' 1210' 1220' 1230' 1240' 1250' 1260' 1270' 1280' 1290' 1300' 1310' 1320' 1330' 1340' 1350' 1360' 1370' 1380' 1390' 1400' 1410' 1420' 1430' 1440' 1450' 1460' 1470' 1480' 1490' 1500' 1510' 1520' 1530' 1540' 1550' 1560' 1570' 1580' 1590' 1600' 1610' 1620' 1630' 1640' 1650' 1660' 1670' 1680' 1690' 1700' 1710' 1720' 1730' 1740' 1750' 1760' 1770' 1780' 1790' 1800' 1810' 1820' 1830' 1840' 1850' 1860' 1870' 1880' 1890' 1900' 1910' 1920' 1930' 1940' 1950' 1960' 1970' 1980' 1990' 2000' 2010' 2020' 2030' 2040' 2050' 2060' 2070' 2080' 2090' 2100' 2110' 2120' 2130' 2140' 2150' 2160' 2170' 2180' 2190' 2200' 2210' 2220' 2230' 2240' 2250' 2260' 2270' 2280' 2290' 2300' 2310' 2320' 2330' 2340' 2350' 2360' 2370' 2380' 2390' 2400' 2410' 2420' 2430' 2440' 2450' 2460' 2470' 2480' 2490' 2500' 2510' 2520' 2530' 2540' 2550' 2560' 2570' 2580' 2590' 2600' 2610' 2620' 2630' 2640' 2650' 2660' 2670' 2680' 2690' 2700' 2710' 2720' 2730' 2740' 2750' 2760' 2770' 2780' 2790' 2800' 2810' 2820' 2830' 2840' 2850' 2860' 2870' 2880' 2890' 2900' 2910' 2920' 2930' 2940' 2950' 2960' 2970' 2980' 2990' 3000' 3010' 3020' 3030' 3040' 3050' 3060' 3070' 3080' 3090' 3100' 3110' 3120' 3130' 3140' 3150' 3160' 3170' 3180' 3190' 3200' 3210' 3220' 3230' 3240' 3250' 3260' 3270' 3280' 3290' 3300' 3310' 3320' 3330' 3340' 3350' 3360' 3370' 3380' 3390' 3400' 3410' 3420'										

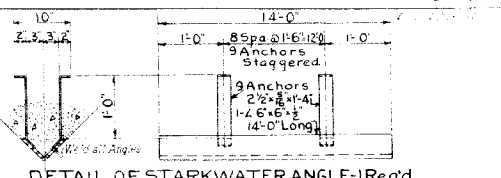
[illegible]

LOADING DATA
LINE LOAD A B S H O 1 2 3 4 5 6 7 8 9 10
DETAILED LOAD ASSIGNMENT 1.00 PER SQ. YD. APPROXIMATE
N. INTERSTATE DISTANCE WHICH INCLUDES THE 1/2 MILE
N. OF INTERSTATE DISTANCE 1.00 PER SQ. YD. APPROXIMATE
DESIGNING DATA
F. A. B. O. 1 2 3 4 5 6 7 8 9 10
PER A B S H O 1 2 3 4 5 6 7 8 9 10

COLORADO
STATE HIGHWAY DEPARTMENT
DETAILS
OF
ABUTMENT NO. 1

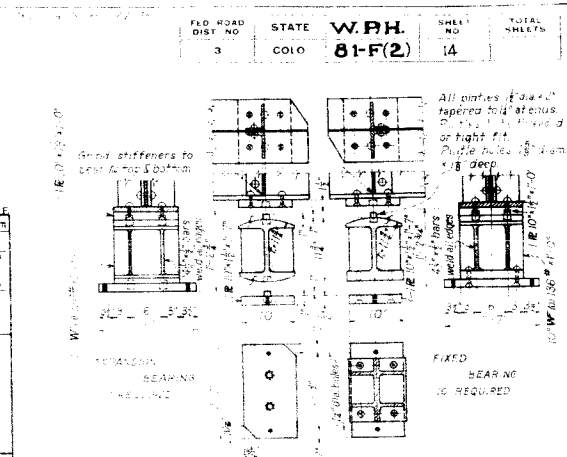
Across **CLEAR CREEK**
Sta. **27800.00 478.00 45.50**
Near **DAVIS SPRINGS** Sec. **35 T. 35 N. R. 34 W.**

Designed by **M. E. M.** Approved by **C. J. B. B.**
Made by **H. A. S.** Bridge Engineer
Checked by **V. O. R.** Date **Sept. 12, 1938**

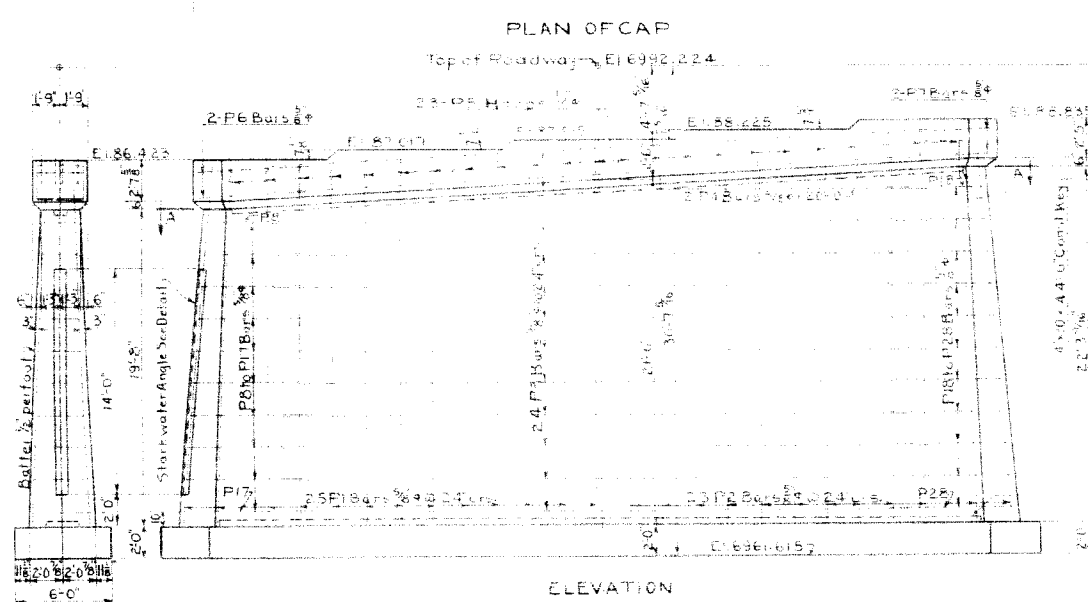


DETAIL OF STARKWATER ANGLE-1Req'd.

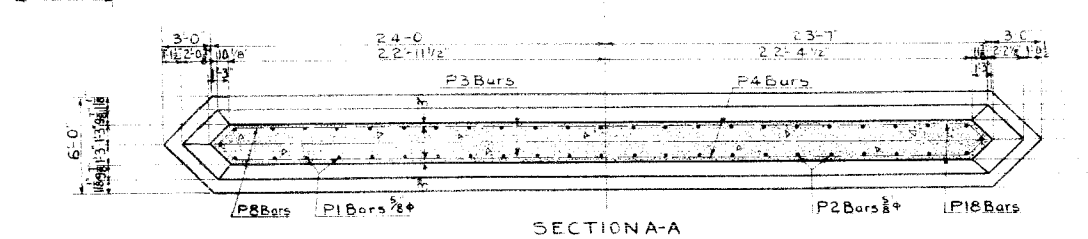
BAR LIST FOR PIER NO.2					Bending Diagram	
MARK	SL	INFL	LENGTH	TYPE	l	m
P1	5/8"	25	22.3			
P2	5/8"	23	23.9			
P3	5/8"	24	40.0			
P4	5/8"	2	20.0			
PE	1 1/2"	24	0.0	XXX		
PE	1 1/2"	2	3.9	XXX	4'-11"	12'-0.2
PE	1 1/2"	2	14.5	XXX	5'-2"	12'-0.7
PE			13.110		5'-11"	14'-2
TO			17.8		6'-4"	17'-2
P17	5/8"	1EA	8.5	XXX	8'-11"	5'-11.2
P18			11.7		5'-0.0	5'-1/2
P19			1.7		5'-10"	162'-8
P22	5/8"	1EA	8.5	XXX	8'-11"	5'-11.2



S. DETAIL OF ROCKER BEARINGS
 10-10-1961 P. S. Royster, Ricks



DETAIL OF END CHAIRPAGM CONNECTIONS



LIST OF REFERENCE DRAWINGS			
Sheet No.	1	General Layout of Township & Quarter	See List for General NRE
Sheet No.	2	Details of Substructure	
Sheet No.	3	Layout of Water Works & Sewer	See List for Substructure
Sheet No.	4	Details of Apartment No. 1	
Sheet No.	5	Details of Apartment No. 2	See List for Apartment No. 1
Sheet No.	6	Details of Pier No. 2	
Sheet No.	7	Details of Apartment No. 3	
Sheet No.	8	Details of Name Plate	

LOADING DATA.
 LEE LOAD A 4.5 M. O. J. 207 MARKS. MMS.
 DENSIDAD 950000. EF. 20000. 1.100
 4.5 WEARING SURFACE 4.5 M. O. J. 207 MARKS. MMS.
 DENSIDAD 950000. EF. 20000. 1.100

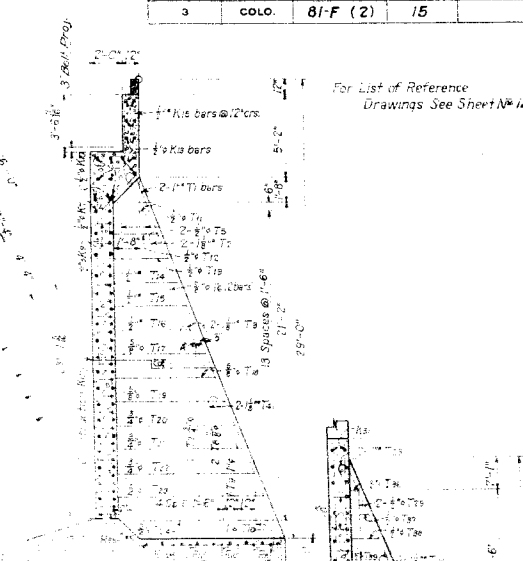
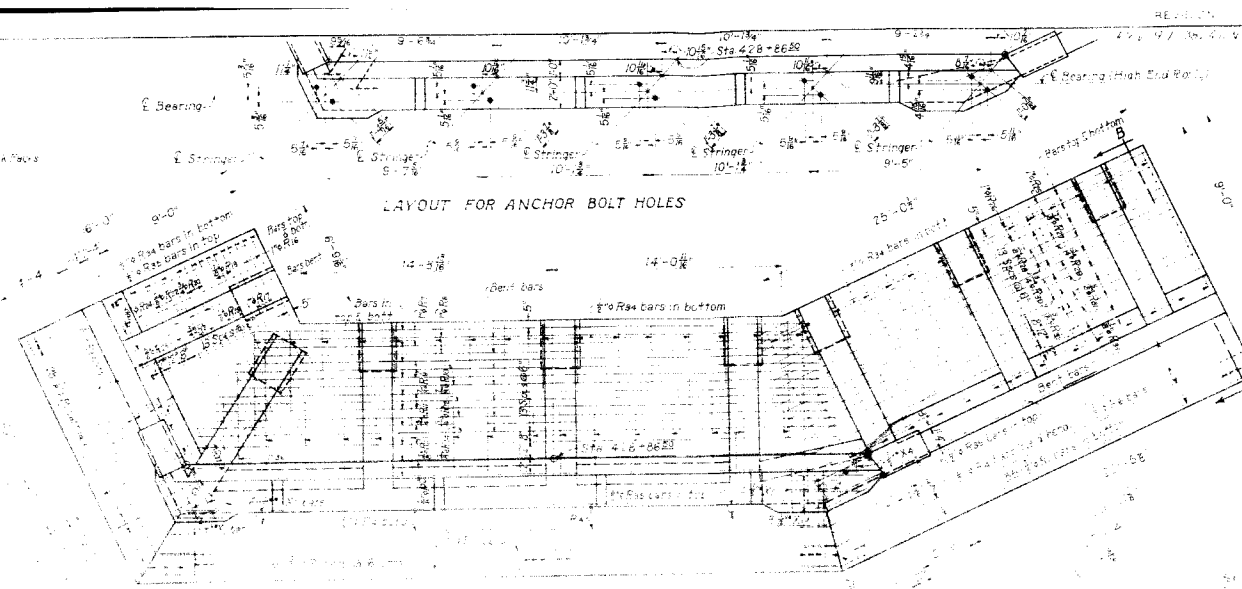
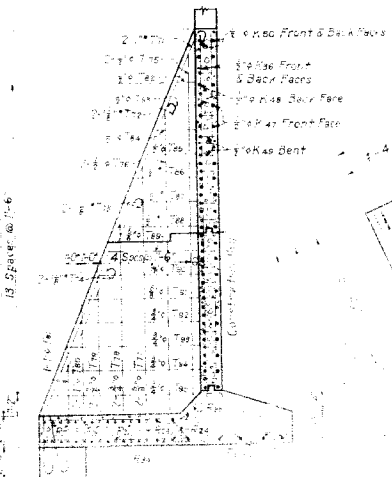
DESIGNING DATA.
 AAS 4.5 150 207 MARKS. MMS.
 AAS 4.5 150 207 MARKS. MMS.

COLORADO
STATE HIGHWAY DEPARTMENT
DETAILS OF PIERN.O.2
FOR
2-50 SPANS-30'-0" ROADWAY
CONCRETE I-BEAM BRIDGE
CLEAR CREEK
Approx. Sta. 27.00 to 28.00
Span 25' 0" 25' 0" 25' 0" 25' 0"
Main CONC. SPAN 25' 0" 25' 0" 25' 0" 25' 0"
Sole. by MSR. Approved by *G. D. Bailey*
Made by H.A.L.F. Bridge Engineer
Checked by MSR. Date *Sept. 19, 1980*

Maximum Soil Pressure = 4600 Lb. per Sq Ft.

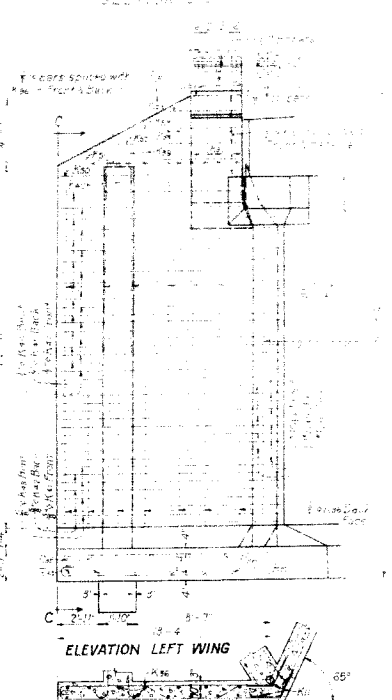
FED ROAD DIST NO	STATE	W.P.H.	SHEET NO.	TOTAL SHEETS
3	COLO.	81-F (2)	15	

For List of Reference
Drawings See Sheet N° 14

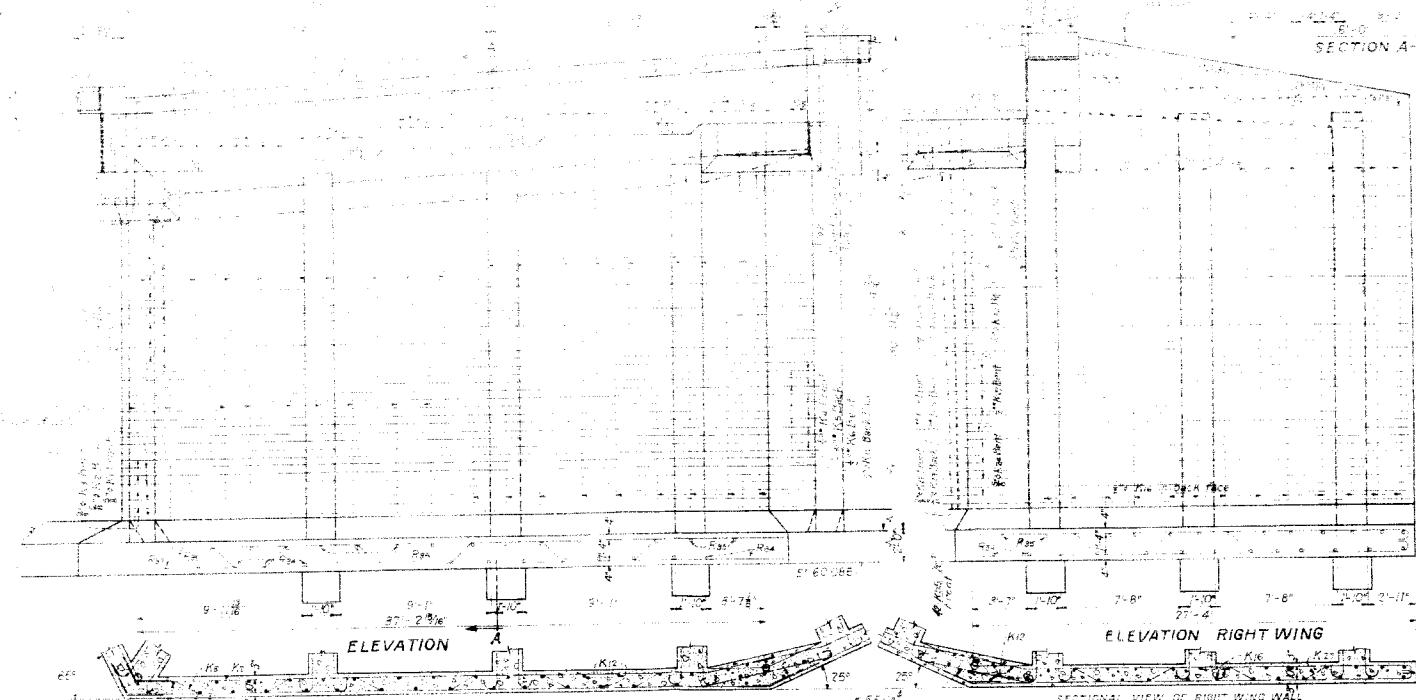


LAYOUT FOR ANCHOR BOLT HOLES

1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035 2036 2037 2038 2039 2040 2041 2042 2043 2044 2045 2046 2047 2048 2049 2050 2051 2052 2053 2054 2055 2056 2057 2058 2059 2060 2061 2062 2063 2064 2065 2066 2067 2068 2069 2070 2071 2072 2073 2074 2075 2076 2077 2078 2079 2080 2081 2082 2083 2084 2085 2086 2087 2088 2089 2090 2091 2092 2093 2094 2095 2096 2097 2098 2099 2100 2101 2102 2103 2104 2105 2106 2107 2108 2109 2110 2111 2112 2113 2114 2115 2116 2117 2118 2119 2120 2121 2122 2123 2124 2125 2126 2127 2128 2129 2130 2131 2132 2133 2134 2135 2136 2137 2138 2139 2140 2141 2142 2143 2144 2145 2146 2147 2148 2149 2150 2151 2152 2153 2154 2155 2156 2157 2158 2159 2160 2161 2162 2163 2164 2165 2166 2167 2168 2169 2170 2171 2172 2173 2174 2175 2176 2177 2178 2179 2180 2181 2182 2183 2184 2185 2186 2187 2188 2189 2190 2191 2192 2193 2194 2195 2196 2197 2198 2199 2200 2201 2202 2203 2204 2205 2206 2207 2208 2209 2210 2211 2212 2213 2214 2215 2216 2217 2218 2219 2220 2221 2222 2223 2224 2225 2226 2227 2228 2229 2230 2231 2232 2233 2234 2235 2236 2237 2238 2239 2240 2241 2242 2243 2244 2245 2246 2247 2248 2249 2250 2251 2252 2253 2254 2255 2256 2257 2258 2259 2260 2261 2262 2263 2264 2265 2266 2267 2268 2269 2270 2271 2272 2273 2274 2275 2276 2277 2278 2279 2280 2281 2282 2283 2284 2285 2286 2287 2288 2289 2290 2291 2292 2293 2294 2295 2296 2297 2298 2299 2300 2301 2302 2303 2304 2305 2306 2307 2308 2309 2310 2311 2312 2313 2314 2315 2316 2317 2318 2319 2320 2321 2322 2323 2324 2325 2326 2327 2328 2329 2330 2331 2332 2333 2334 2335 2336 2337 2338 2339 2340 2341 2342 2343 2344 2345 2346 2347 2348 2349 2350 2351 2352 2353 2354 2355 2356 2357 2358 2359 2360 2361 2362 2363 2364 2365 2366 2367 2368 2369 2370 2371 2372 2373 2374 2375 2376 2377 2378 2379 2380 2381 2382 2383 2384 2385 2386 2387 2388 2389 2390 2391 2392 2393 2394 2395 2396 2397 2398 2399 2400 2401 2402 2403 2404 2405 2406 2407 2408 2409 2410 2411 2412 2413 2414 2415 2416 2417 2418 2419 2420 2421 2422 2423 2424 2425 2426 2427 2428 2429 2430 2431 2432 2433 2434 2435 2436 2437 2438 2439 2440 2441 2442 2443 2444 2445 2446 2447 2448 2449 2450 2451 2452 2453 2454 2455 2456 2457 2458 2459 2460 2461 2462 2463 2464 2465 2466 2467 2468 2469 2470 2471 2472 2473 2474 2475 2476 2477 2478 2479 2480 2481 2482 2483 2484 2485 2486 2487 2488 2489 2490 2491 2492 2493 2494 2495 2496 2497 2498 2499 2500 2501 2502 2503 2504 2505 2506 2507 2508 2509 2510 2511 2512 2513 2514 2515 2516 2517 2518 2519 2520 2521 2522 2523 2524 2525 2526 2527 2528 2529 2530 2531 2532 2533 2534 2535 2536 2537 2538 2539 2540 2541 2542 2543 2544 2545 2546 2547 2548 2549 2550 2551 2552 2553 2554 2555 2556 2557 2558 2559 2560 2561 2562 2563 2564 2565 2566 2567 2568 2569 2570 2571 2572 2573 2574 2575 2576 2577 2578 2579 2580 2581 2582 2583 2584 2585 2586 2587 2588 2589 2590 2591 2592 2593 2594 2595 2596 2597 2598 2599 2600 2601 2602 2603 2604 2605 2606 2607 2608 2609 2610 2611 2612 2613 2614 2615 2616 2617 2618 2619 2620 2621 2622 2623 2624 2625 2626 2627 2628 2629 2630 2631 2632 2633 2634 2635 2636 2637 2638 2639 2640 2641 2642 2643 2644 2645 2646 2647 2648 2649 2650 2651 2652 2653 2654 2655 2656 2657 2658 2659 2660 2661 2662 2663 2664 2665 2666 2667 2668 2669 2670 2671 2672 2673 2674 2675 2676 2677 2678 2679 2680 2681 2682 2683 2684 2685 2686 2687 2688 2689 2690 2691 2692 2693 2694 2695 2696 2697 2698 2699 2700 2701 2702 2703 2704 2705 2706 2707 2708 2709 2710 2711 2712 2713 2714 2715 2716 2717 2718 2719 2720 2721 2722 2723 2724 2725 2726 2727 2728 2729 2730 2731 2732 2733 2734 2735 2736 2737 2738 2739 2740 2741 2742 2743 2744 2745 2746 2747 2748 2749 2750 2751 2752 2753 2754 2755 2756 2757 2758 2759 2760 2761 2762 2763 2764 2765 2766 2767 2768 2769 2770 2771 2772 2773 2774 2775 2776 2777 2778 2779 2780 2781 2782 2783 2784 2785 2786 2787 2788 2789 2790 2791 2792 2793 2794 2795 2796 2797 2798 2799 2800 2801 2802 2803 2804 2805 2806 2807 2808 2809 2



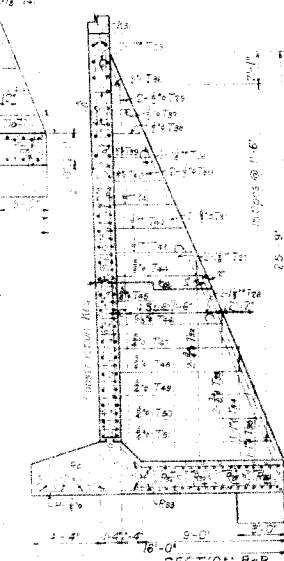
ELEVATION LEFT WING



ELEVATION

ELEVATION RIGHT WING

SECTION A-A



SECTION B-B

LOADING DATA.
 THE LOAD IS A 5 X 8 X 8 IN. CUBIC CLASER WITH
 DEAD LOAD ASSUMES 10 LBS PER SQ. IN. AND NOMI-
 NAL STRENGTH SURFACE AREA OF 64 SQ. IN. WHICH
 CONCRETE MONITORING AND RECORDING SYSTEM

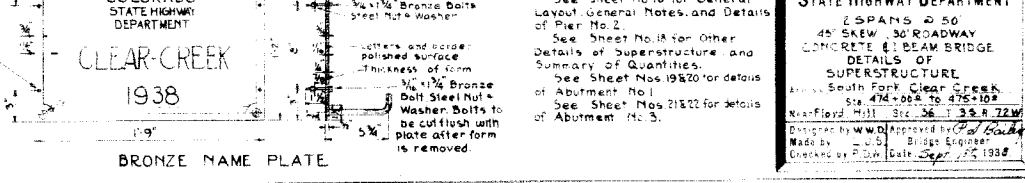
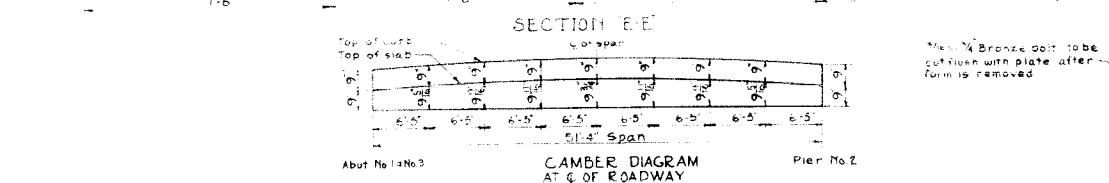
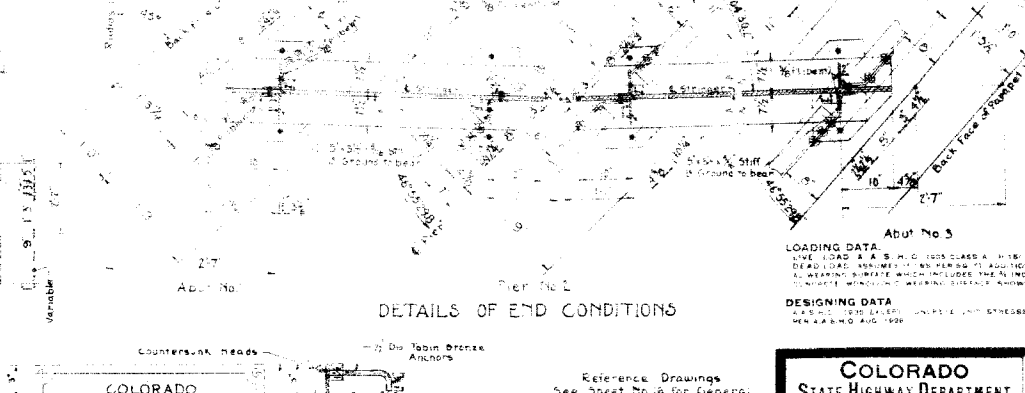
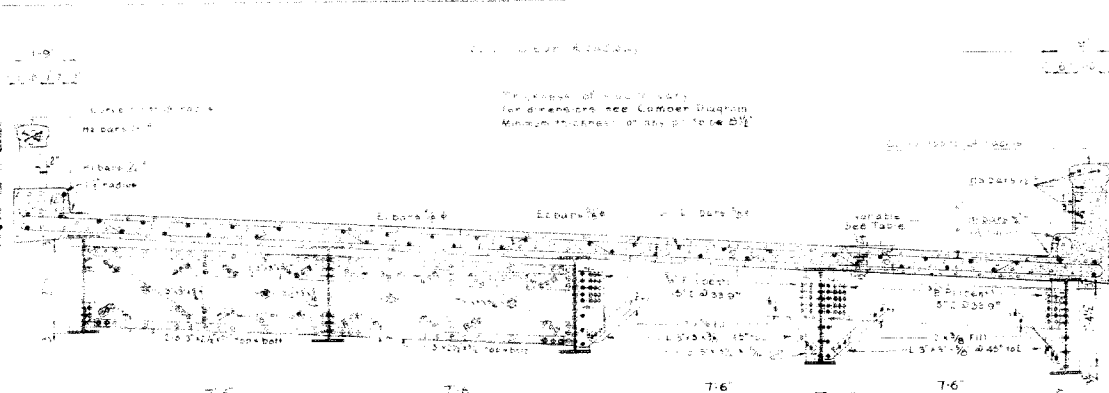
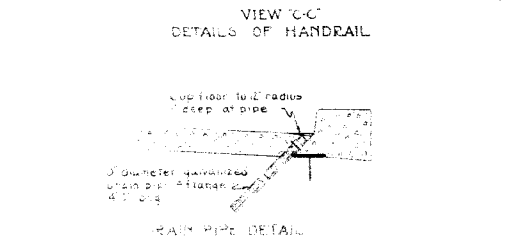
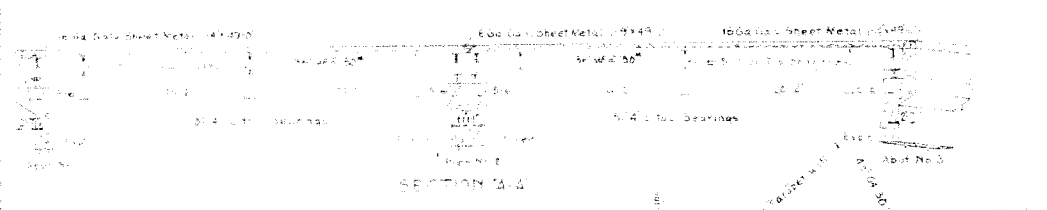
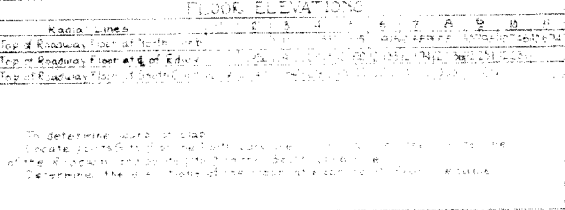
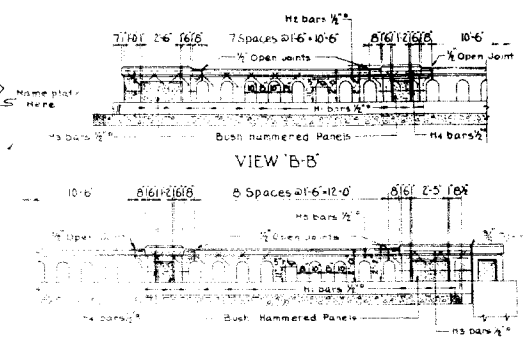
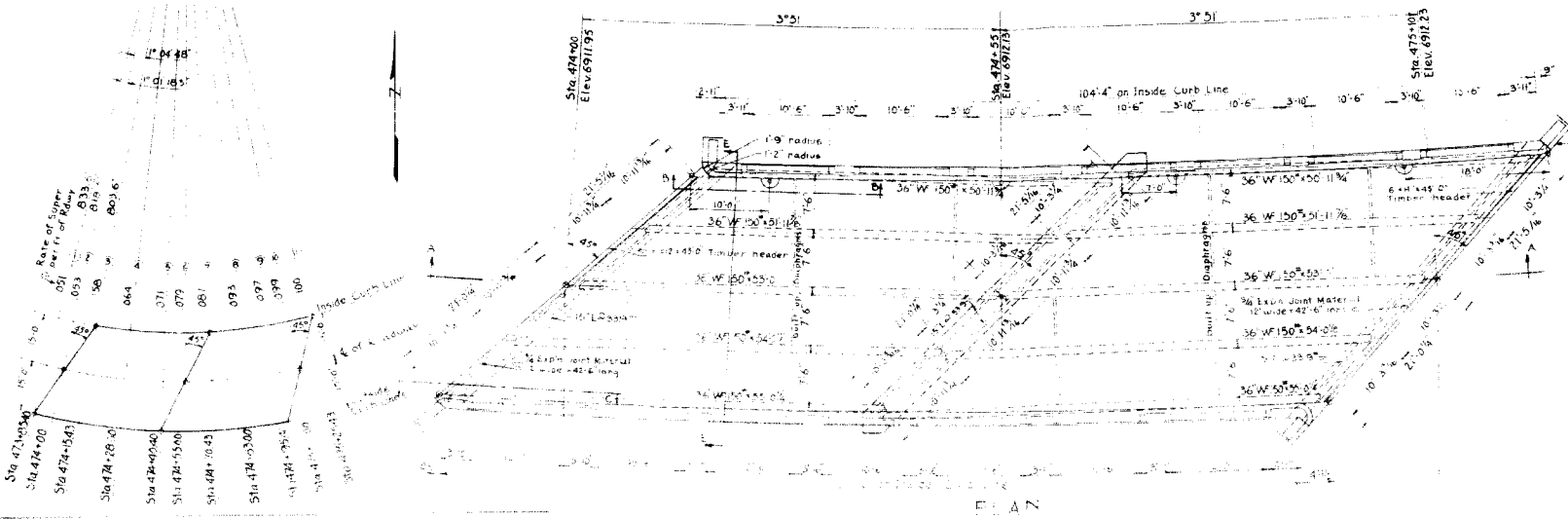
DESIGNING DATA.
 FACTORIAL DESIGN OF 10 LBS PER SQ. IN. CUBIC CLASER
 PER AASHTO AUG. 1928

Maximum Toe Pressure = 6300 psi

COLORADO
STATE HIGHWAY DEPARTMENT
TWO 50'-0" CONCRETE &
I-BEAM SPANS
DETAILS OF ABUTMENT NO. 3

CLEAR CREEK	
Address ...	Sta. 427+80 to 428+86.5
Near - 15th Spring Sec 35 T2S R2E	
Designed by MFM	Approved by S. D. Bales
Made by MSR	Bridge Engineer
Checked by MFM	Date Sept 1st 1938.

STRUCTURE NO. **F-15-W**



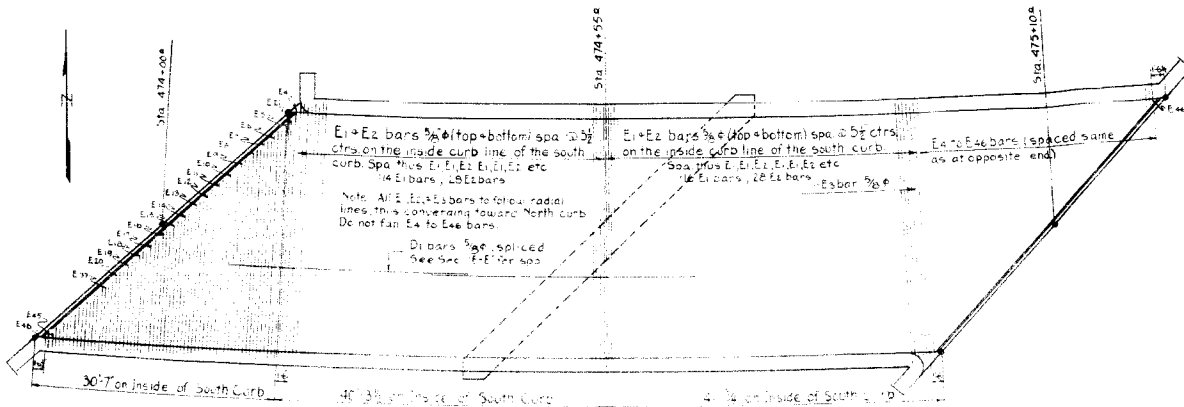
LOADING DATA
 LIVE LOAD A.A.S.H.O. 1938 CLASS A, 11-18
 DEAD LOAD, 100 LB. PER SQ. YD. INCLUDING
 ALL WEARING SURFACES WHICH INCLUDES THE 4 INCH
 WEARING SURFACES AND WEARING SURFACES
 DESIGNING DATA
 100 LB. PER SQ. YD. INCLUDING 100 LB. PER SQ. YD.
 100 LB. PER SQ. YD. INCLUDING 100 LB. PER SQ. YD.

COLORADO
STATE HIGHWAY DEPARTMENT

SPANS 0-50
 45' SKW. 30' ROADWAY
 CONCRETE & BEAM BRIDGE
 DETAILS OF
 SUPERSTRUCTURE

Abutment No. 1
 Sta. 47+00 to 47+100
 Near Floyd Hill, Sec. 36, T. 33 S., R. 72 W.

Designed by W.W. [Signature]
 Made by [Signature]
 Checked by [Signature] Date Sept. 1938



DETAIL OF SLAB REINFORCING

BAR LIST FOR SUPERSTRUCTURE									
Bar No.	Size	Length	Qty.	Weight	Remarks	Bar No.	Size	Length	Qty.
E1	3/4"	34.9	32	19.5		E11	3/4"	34.9	32
E2	3/4"	34.9	32	19.5		E12	3/4"	34.9	32
E3	3/4"	34.9	32	19.5		E13	3/4"	34.9	32
E4	3/4"	34.9	32	19.5		E14	3/4"	34.9	32
E5	3/4"	34.9	32	19.5		E15	3/4"	34.9	32
E6	3/4"	34.9	32	19.5		E16	3/4"	34.9	32
E7	3/4"	34.9	32	19.5		E17	3/4"	34.9	32
E8	3/4"	34.9	32	19.5		E18	3/4"	34.9	32
E9	3/4"	34.9	32	19.5		E19	3/4"	34.9	32
E10	3/4"	34.9	32	19.5		E20	3/4"	34.9	32
E11	3/4"	34.9	32	19.5		E21	3/4"	34.9	32
E12	3/4"	34.9	32	19.5		E22	3/4"	34.9	32
E13	3/4"	34.9	32	19.5		E23	3/4"	34.9	32
E14	3/4"	34.9	32	19.5		E24	3/4"	34.9	32
E15	3/4"	34.9	32	19.5		E25	3/4"	34.9	32
E16	3/4"	34.9	32	19.5		E26	3/4"	34.9	32
E17	3/4"	34.9	32	19.5		E27	3/4"	34.9	32
E18	3/4"	34.9	32	19.5		E28	3/4"	34.9	32
E19	3/4"	34.9	32	19.5		E29	3/4"	34.9	32
E20	3/4"	34.9	32	19.5		E30	3/4"	34.9	32
E21	3/4"	34.9	32	19.5		E31	3/4"	34.9	32
E22	3/4"	34.9	32	19.5		E32	3/4"	34.9	32
E23	3/4"	34.9	32	19.5		E33	3/4"	34.9	32
E24	3/4"	34.9	32	19.5		E34	3/4"	34.9	32
E25	3/4"	34.9	32	19.5		E35	3/4"	34.9	32
E26	3/4"	34.9	32	19.5		E36	3/4"	34.9	32
E27	3/4"	34.9	32	19.5		E37	3/4"	34.9	32
E28	3/4"	34.9	32	19.5		E38	3/4"	34.9	32
E29	3/4"	34.9	32	19.5		E39	3/4"	34.9	32
E30	3/4"	34.9	32	19.5		E40	3/4"	34.9	32
E31	3/4"	34.9	32	19.5		E41	3/4"	34.9	32
E32	3/4"	34.9	32	19.5		E42	3/4"	34.9	32
E33	3/4"	34.9	32	19.5		E43	3/4"	34.9	32
E34	3/4"	34.9	32	19.5		E44	3/4"	34.9	32
E35	3/4"	34.9	32	19.5		E45	3/4"	34.9	32
E36	3/4"	34.9	32	19.5		E46	3/4"	34.9	32
E37	3/4"	34.9	32	19.5		E47	3/4"	34.9	32
E38	3/4"	34.9	32	19.5		E48	3/4"	34.9	32
E39	3/4"	34.9	32	19.5		E49	3/4"	34.9	32
E40	3/4"	34.9	32	19.5		E50	3/4"	34.9	32
E41	3/4"	34.9	32	19.5		E51	3/4"	34.9	32
E42	3/4"	34.9	32	19.5		E52	3/4"	34.9	32
E43	3/4"	34.9	32	19.5		E53	3/4"	34.9	32
E44	3/4"	34.9	32	19.5		E54	3/4"	34.9	32
E45	3/4"	34.9	32	19.5		E55	3/4"	34.9	32
E46	3/4"	34.9	32	19.5		E56	3/4"	34.9	32
E47	3/4"	34.9	32	19.5		E57	3/4"	34.9	32
E48	3/4"	34.9	32	19.5		E58	3/4"	34.9	32
E49	3/4"	34.9	32	19.5		E59	3/4"	34.9	32
E50	3/4"	34.9	32	19.5		E60	3/4"	34.9	32
E51	3/4"	34.9	32	19.5		E61	3/4"	34.9	32
E52	3/4"	34.9	32	19.5		E62	3/4"	34.9	32
E53	3/4"	34.9	32	19.5		E63	3/4"	34.9	32
E54	3/4"	34.9	32	19.5		E64	3/4"	34.9	32
E55	3/4"	34.9	32	19.5		E65	3/4"	34.9	32
E56	3/4"	34.9	32	19.5		E66	3/4"	34.9	32
E57	3/4"	34.9	32	19.5		E67	3/4"	34.9	32
E58	3/4"	34.9	32	19.5		E68	3/4"	34.9	32
E59	3/4"	34.9	32	19.5		E69	3/4"	34.9	32
E60	3/4"	34.9	32	19.5		E70	3/4"	34.9	32
E61	3/4"	34.9	32	19.5		E71	3/4"	34.9	32
E62	3/4"	34.9	32	19.5		E72	3/4"	34.9	32
E63	3/4"	34.9	32	19.5		E73	3/4"	34.9	32
E64	3/4"	34.9	32	19.5		E74	3/4"	34.9	32
E65	3/4"	34.9	32	19.5		E75	3/4"	34.9	32
E66	3/4"	34.9	32	19.5		E76	3/4"	34.9	32
E67	3/4"	34.9	32	19.5		E77	3/4"	34.9	32
E68	3/4"	34.9	32	19.5		E78	3/4"	34.9	32
E69	3/4"	34.9	32	19.5		E79	3/4"	34.9	32
E70	3/4"	34.9	32	19.5		E80	3/4"	34.9	32
E71	3/4"	34.9	32	19.5		E81	3/4"	34.9	32
E72	3/4"	34.9	32	19.5		E82	3/4"	34.9	32
E73	3/4"	34.9	32	19.5		E83	3/4"	34.9	32
E74	3/4"	34.9	32	19.5		E84	3/4"	34.9	32
E75	3/4"	34.9	32	19.5		E85	3/4"	34.9	32
E76	3/4"	34.9	32	19.5		E86	3/4"	34.9	32
E77	3/4"	34.9	32	19.5		E87	3/4"	34.9	32
E78	3/4"	34.9	32	19.5		E88	3/4"	34.9	32
E79	3/4"	34.9	32	19.5		E89	3/4"	34.9	32
E80	3/4"	34.9	32	19.5		E90	3/4"	34.9	32
E81	3/4"	34.9	32	19.5		E91	3/4"	34.9	32
E82	3/4"	34.9	32	19.5		E92	3/4"	34.9	32
E83	3/4"	34.9	32	19.5		E93	3/4"	34.9	32
E84	3/4"	34.9	32	19.5		E94	3/4"	34.9	32
E85	3/4"	34.9	32	19.5		E95	3/4"	34.9	32
E86	3/4"	34.9	32	19.5		E96	3/4"	34.9	32
E87	3/4"	34.9	32	19.5		E97	3/4"	34.9	32
E88	3/4"	34.9	32	19.5		E98	3/4"	34.9	32
E89	3/4"	34.9	32	19.5		E99	3/4"	34.9	32
E90	3/4"	34.9	32	19.5		E100	3/4"	34.9	32
E91	3/4"	34.9	32	19.5					
E92	3/4"	34.9	32	19.5					
E93	3/4"	34.9	32	19.5					
E94	3/4"	34.9	32	19.5					
E95	3/4"	34.9	32	19.5					
E96	3/4"	34.9	32	19.5					
E97	3/4"	34.9	32	19.5					
E98	3/4"	34.9	32	19.5					
E99	3/4"	34.9	32	19.5					
E100	3/4"	34.9	32	19.5					

REMARKS: 2" DIA. BAR

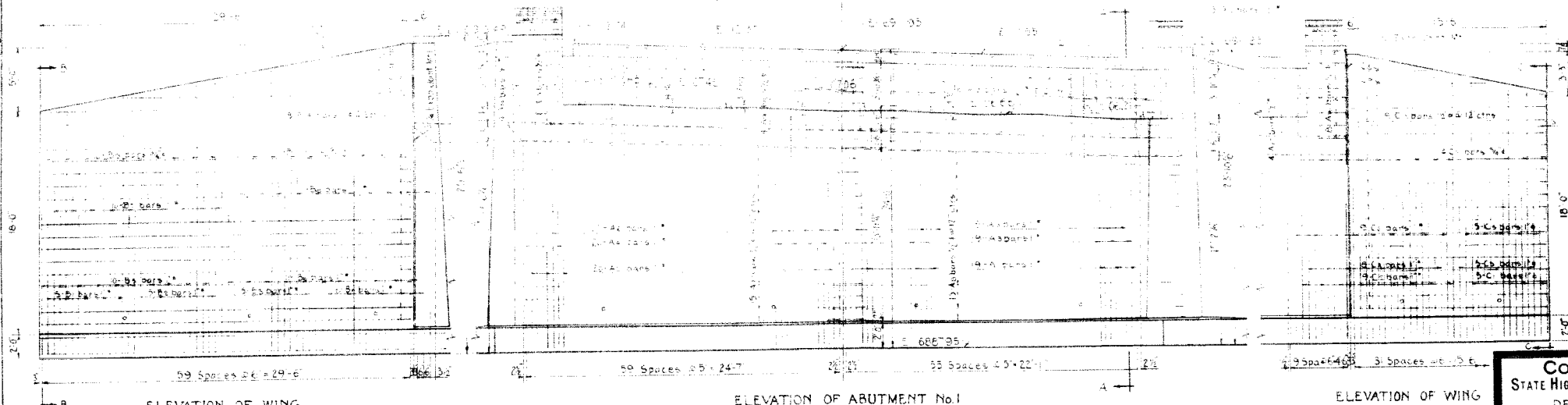
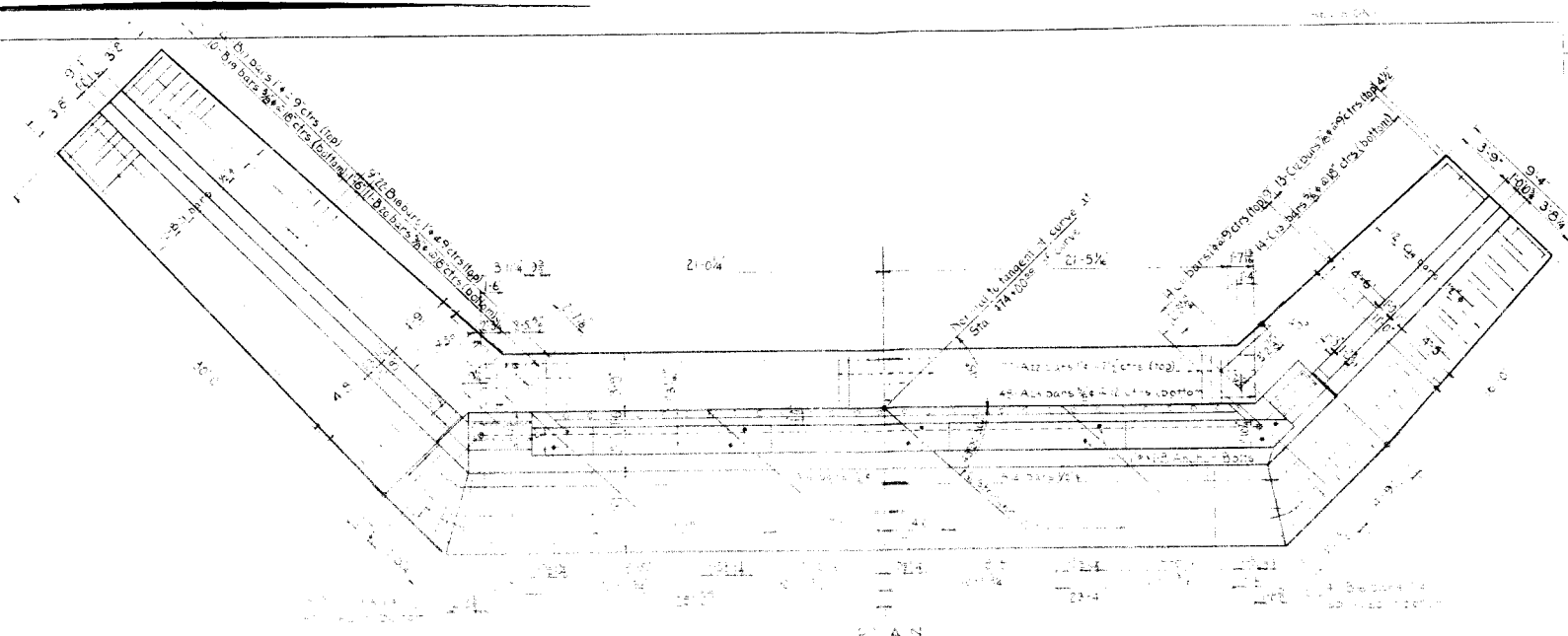
ALL LAPS 400mm

7777 8050

1500mm

Total 15,500 Lbs

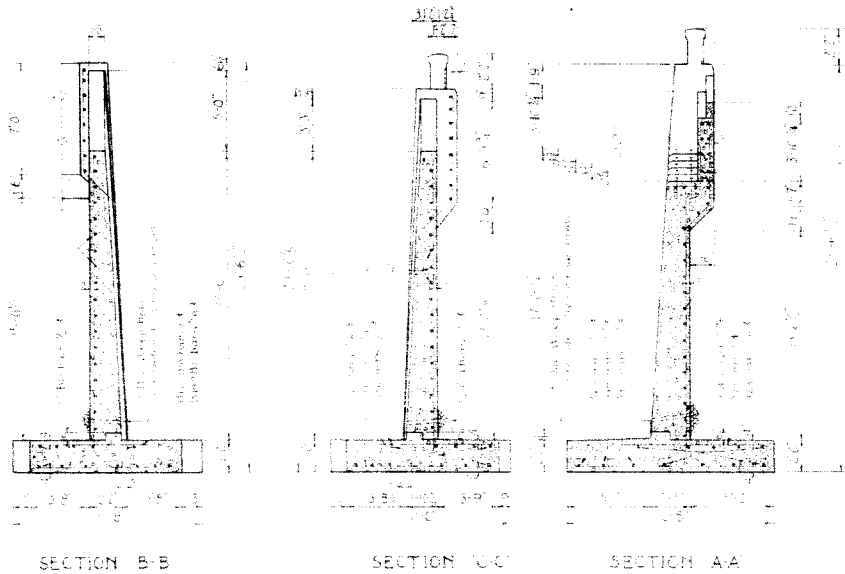
FED. ROAD DIST. NO.	STATE	WPH	SHEET NO.	TOTAL SHEETS
3	COLO.	81-R(2)	19	



COLORADO
STATE HIGHWAY DEPARTMENT
DETAILS OF
ABUTMENT No. 1

Project: South Fork Clear Creek
Sheet: 474-008
See: 36 T 35 R 12W
Designed by: WWD
Made by: LJS
Checked by: A.C.C.
Date: Sept. 12, 1936

Reference Drawings:
See Sheet No. 9 for General Layout.
See Sheet No. 11 for Details of Superstructure.
See Sheet No. 18 for Other Details of Superstructure and Summary of Quantities.
See Sheet No. 20 for Other Details of Abutment No. 1.
See Sheet Nos. 21 & 22 for details of Abutment No. 3.



SECTION A-A'

BAR LIST FOR ABUTMENT No 1

1005

Mark	Size	No	Length	Type	k	m	r	s
B 1	1"	5	12-2"	①	5-4"	3-5"	4"	3 1/2"
B 2	1"	5	12-6"	①	5-4"	3-9"	4"	3 1/2"
B 3	1"	5	14-0"	①	6-6"	4-1"	4"	3 1/2"
B 4	1"	5	14-4"	①	6-0"	4-5"	4"	3 1/2"
B 5	1"	10	16-0"	①	10-0"	2-7"	4"	3 1/2"
B 6	1"	11	17-1"	①	11-2"	3-0"	4"	3 1/2"
B 7	1"	10	15-9"	①	11-10"	6"	4"	3 1/2"
B 8	1"	11	17-1"	①	13-2"	5"	4"	3 1/2"
B 9	3/4"	10	15-9"	①	11-10"	6"	4"	3 1/2"
B 10	3/4"	11	17-1"	①	13-2"	5"	4"	3 1/2"
B 11	3/4"	11	17-1"	①	13-2"	5"	4"	3 1/2"
B 12	3/4"	11	17-1"	①	13-2"	5"	4"	3 1/2"
B 13	3/4"	11	17-1"	①	13-2"	5"	4"	3 1/2"
B 14	3/4"	18	19-8"	①	19-8"	0"	4"	3 1/2"
B 15	3/4"	7	9-10"	①	8-6"	0"	4"	3 1/2"
B 16	3/4"	20	9-0"	①	7-8"	0"	4"	3 1/2"
B 17	3/4"	2	9-6"	①	8-2"	0"	4"	3 1/2"
B 18	3/4"	10	7-0"	①	6-6"	0"	4"	3 1/2"
B 19	3/4"	11	7-0"	①	6-8"	0"	4"	3 1/2"
B 20	3/4"	12	31-3"	①				
B 21	3/4"	2	1-7"	①	1-7"	0"	4"	3 1/2"
B 22	3/4"	2	2-7"	①	2-7"	0"	4"	3 1/2"
B 23	3/4"	8	3-6"	①	3-6"	0"	4"	3 1/2"
B 24	3/4"	8	3-6"	①	3-6"	0"	4"	3 1/2"
B 25	3/4"	2	3-6"	①	3-6"	0"	4"	3 1/2"
B 26	3/4"	2	3-6"	①	3-6"	0"	4"	3 1/2"
B 27	3/4"	1	2-0"	①	2-0"	0"	4"	3 1/2"
B 28	3/4"	1	1-0"	①	1-0"	0"	4"	3 1/2"
B 29	3/4"	6	1-8"	①	1-8"	0"	4"	3 1/2"
B 30	3/4"	2	0-4"	①	0-4"	0"	4"	3 1/2"
B 31	3/4"	2	0-4"	①	0-4"	0"	4"	3 1/2"
B 32	3/4"	3	5-6"	①	5-6"	0"	4"	3 1/2"
B 33	3/4"	2	2-0"	①	2-0"	0"	4"	3 1/2"
B 34	3/4"	9	1-6"	①	1-6"	0"	4"	3 1/2"
B 35	3/4"	8	1-6"	①	1-6"	0"	4"	3 1/2"
B 36	3/4"	10	1-6"	①	1-6"	0"	4"	3 1/2"
B 37	3/4"	5	1-6"	①	1-6"	0"	4"	3 1/2"
B 38	3/4"	4	1-6"	①	1-6"	0"	4"	3 1/2"
B 39	3/4"	16	4-3"	①	4-3"	0"	4"	3 1/2"
B 40	3/4"	4	3-3"	①	3-3"	0"	4"	3 1/2"
B 41	3/4"	4	3-3"	①	3-3"	0"	4"	3 1/2"
B 42	3/4"	4	3-3"	①	3-3"	0"	4"	3 1/2"
B 43	3/4"	4	3-3"	①	3-3"	0"	4"	3 1/2"
B 44	3/4"	4	3-3"	①	3-3"	0"	4"	3 1/2"
B 45	3/4"	4	3-3"	①	3-3"	0"	4"	3 1/2"
B 46	3/4"	4	3-3"	①	3-3"	0"	4"	3 1/2"
B 47	3/4"	4	3-3"	①	3-3"	0"	4"	3 1/2"
B 48	3/4"	4	3-3"	①	3-3"	0"	4"	3 1/2"
B 49	3/4"	2	31-6"	① Field Bend				
B 50	3/4"	2	32-8"	①				
B 51	3/4"	2	25-0"	①				
B 52	3/4"	77	10-0"	①	8-0"	4"	3 1/2"	
B 53	3/4"	40	8-0"	①	7-2"	2 1/2"	2"	

Bending Diagram

Summary of Bar List

3426	Lin ft	1 1/4	bars	@	3.42	Lbs per Lin ft.	=	11,648	Lbs.
502				@	2.670		=	4,171	Lbs.
111		7/8"		@	2.044		=	227	Lbs.
442		3/4"		@	1.502		=	664	Lbs.
642		5/8"		@	1.043		=	670	Lbs.
890		1/2"		@	0.850		=	757	Lbs.
3723		1/2"		@	0.668		=	2,487	Lbs.
								206	Lbs.
								20,830	Lbs.

*For Overrun

Total

Reference Drawings

See Sheet No 14 for General Layout,
General Notes, and Details of Plate
See Sheet No 15 for Details of
Superstructure.
See Sheet No 8 for Other Details
of Superstructure and Summary
of Quantities.
See Sheet No 19 for Other Details
of Abutment No 1.
See Sheet Nos 21 & 22 for Details
of Abutment No 3.

```
LOADING DATA.
LIVE LOAD & AS H C FOR CLASS A HIGH
DEAD LOAD ASSUMES 12 LB PER SQ FT FOR
5 WIDE IN SURFACE WITH 12 IN DEPTH OF
CONCRETE SLAB. PERMIT 1000 LB PER SQ FT
DESIGNING DATA.
LIVE LOAD PER EFF. LBS PER SQ FT 120
PER AASHTO AASHTO 120
```

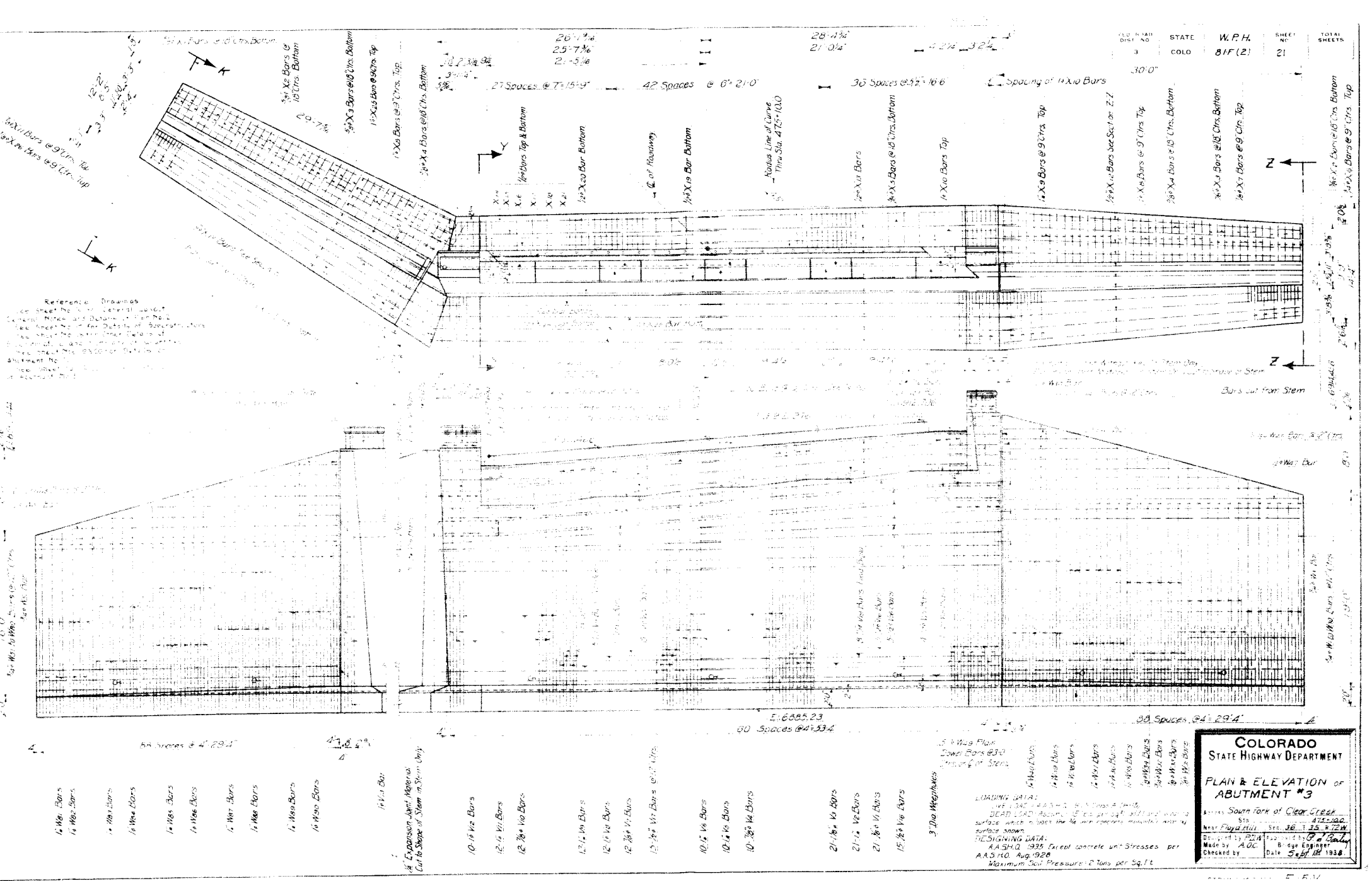
COLORADO
STATE HIGHWAY DEPARTMENT

DETAILS OF
ABUTMENT No 1

Across South Fork Clear Creek
Sta 474+00.8

Near Floyd full Sec. 36 T. 35 R. 73

Designed by W. D. L. Approved by W. D. L.
Made by L. J. S. Bridge Engineer
Checked by A. C. C. Date: Dec. 8, 1938



COLORADO
STATE HIGHWAY DEPARTMENT

PLAN & ELEVATION OF
ABUTMENT #3

South Fork of Clear Creek
Sta. 475+00
Near Flagstaff, Sec. 36, T. 35, R. 12E
Designed by R. A. S. H. G. 1935
Made by A. G. C. 1935
Checked by Date 5-6-1935

BAR LIST FOR ABUTMENT No. 3

MARK	SIZE	N° REGO	LENGTH	TYPE	1	m	2	3	MARK	SIZE	N° REGO	LENGTH	TYPE	1	m	2	3	4	BENDING DIAGRAMS	
V2	7/8"	21	20'-0"	1	20'-9"	2'-0"	3'-0"	3'	W2	7/8"	21	20'-4"	1	10'-3"						I
V2	1"	31	23'-0"	1	16'-7"	3'-0"	4'-0"	3'-0"	W2	1"	31	23'-0"	1	10'-3"						I
V3	1 1/8"	21	19'-4"	1	9'-8"	6'-0"	4'-0"	3'-0"	W2	1 1/8"	21	19'-4"	1	10'-3"						I
V4	3/4"	10	25'-4"	1	5'-1"	2'-0"	3'-0"	5'	W2	3/4"	10	25'-4"	1	10'-3"						I
V4	1"	10	23'-4"	1	15'-5"	4'-0"	4'-0"	5'	W2	1"	10	23'-4"	1	10'-3"						I
V6	1 1/8"	10	17'-7"	1	8'-2"	6'-0"	4'-0"	5'-0"	W2	1 1/8"	10	17'-7"	1	10'-3"						I
V7	7/8"	12	24'-4"	1	19'-1"	2'-0"	3'-0"	5'-0"	W2	7/8"	12	24'-4"	1	10'-3"						I
V4	1"	12	20'-11"	1	14'-6"	3'-0"	4'-0"	5'-0"	W2	1"	12	20'-11"	1	10'-3"						I
V6	1 1/8"	12	18'-6"	1	9'-3"	5'-10"	4'-0"	5'-0"	W2	1 1/8"	12	18'-6"	1	10'-3"						I
V2	7/8"	12	25'-4"	1	5'-6"	2'-0"	3'-0"	5'-0"	W2	7/8"	12	25'-4"	1	10'-3"						I
V2	1"	12	20'-3"	1	13'-4"	3'-0"	4'-0"	5'-0"	W2	1"	12	20'-3"	1	10'-3"						I
V2	1 1/8"	10	16'-7"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	10	16'-7"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17	15'-6"	1	10'-3"						I
V4	1 1/8"	17	15'-6"	1	7'-6"	5'-0"	4'-0"	5'-0"	W2	1 1/8"	17									

BAR SUMMARY

2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000	3001	3002	3003	3004	3005	3006	3007	3008	3009	3010	3011	3012	3013	3014	3015	3016	3017	3018	3019	3020	3021	3022	3023	3024	3025	3026	3027	3028	3029	3030	3031	3032	3033	3034	3035	3036	3037	3038	3039	3040	3041	3042	3043	3044	3045	3046	3047	3048	3049	3050	3051	3052	3053	3054	3055	3056	3057	3058	3059	3060	3061	3062	3063	3064	3065	3066	3067	3068	3069	3070	3071	3072	3073	3074	3075	3076	3077	3078	3079	3080	3081	3082	3083	3084	3085	3086	3087	3088	3089	3090	3091	3092	3093	3094	3095	3096	3097	3098	3099	3100	3101	3102	3103	3104	3105	3106	3107	3108	3109	3110	3111	3112	3113	3114	3115	3116	3117	3118	3119	3120	3121	3122	3123	3124	3125	3126	3127	3128	3129	3130	3131	3132	3133	3134	3135	3136	3137	3138	3139	3140	3141	3142	3143	3144	3145	3146	3147	3148	3149	3150	3151	3152	3153	3154	3155	3156	3157	3158	3159	3160	3161	3162	3163	3164	3165	3166	3167	3168	3169	3170	3171	3172	3173	3174	3175	3176	3177	3178	3179	3180	3181	3182	3183	3184	3185	3186	3187	3188	3189	3190	3191	3192	3193	3194	3195	3196	3197	3198	3199	3200	3201	3202	3203	3204	3205	3206	3207	3208	3209	3210	3211	3212	3213	3214	3215	3216	3217	3218	3219	3220	3221	3222	3223	3224	3225	3226	3227	3228	3229	3230	3231	3232	3233	3234	3235	3236	3237	3238	3239	3240	3241	3242	3243	3244	3245	3246	3247	3248	3249	3250	3251	3252	3253	3254	3255	3256	3257	3258	3259	3260	3261	3262	3263	3264	3265	3266	3267	3268	3269	3270	3271	3272	3273	3274	3275	3276	3277	3278	3279	3280	3281	3282	3283	3284	3285	3286	3287	3288	3289	3290	3291	3292	3293	3294	3295	3296	3297	3298	3299	3300	3301	3302	3303	3304	3305	3306	3307	3308	3309	3310	3311	3312	3313	3314	3315	3316	3317	3318	3319	3320	3321	3322	3323	3324	3325	3326	3327	3328	3329	3330	3331	3332	3333	3334	3335	3336	3337	3338	3339	3340	3341	3342	3343	3344	3345	3346	3347	3348	3349	3350	3351	3352	3353	3354	3355	3356	3357	3358	3359	3360	3361	3362	3363	3364	3365	3366	3367	3368	3369	3370	3371	3372	3373	3374	3375	3376	3377	3378	337
------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	-----

LOADING DATA.

LIVE LOAD A & S H O 100 YEARS & H R
DEAD LOAD EXISTING + REPAIRS + FLOOR FINISHES
+ WEAR SURFACES + CURBS + PARAPETS + ...
+ GRAVEL MATS + TIE BEAMS AND STIFFERS + ...

DESIGNING DATA.

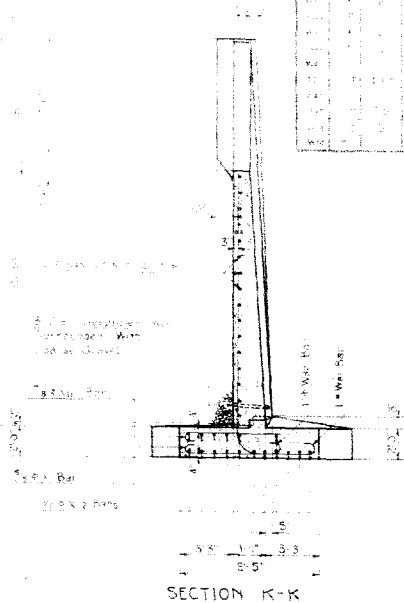
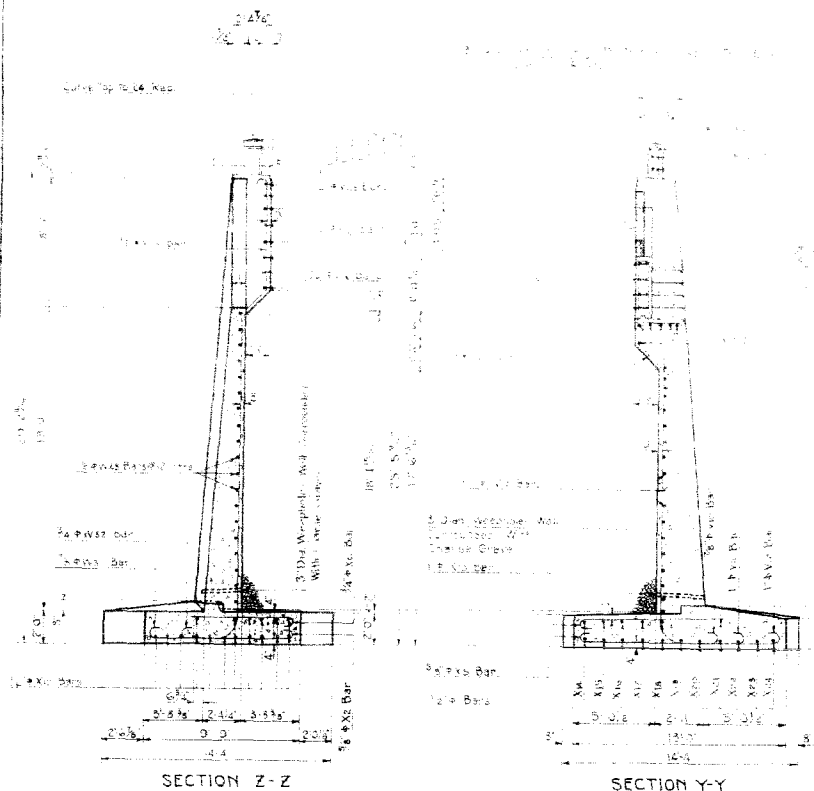
REFERENCE DRAWINGS

See Sheet No. 16 for General Layout, General Notes, and Details of Pier No. 2.
See Sheet No. 17 for Details of Superstructure.
See Sheet No. 18 for Other Details of Superstructure and Summary of Quantities.
See Sheet No. 19 for Details of Abutment No. 1.
See Sheet No. 21 for Other Details of Abutment No. 3.

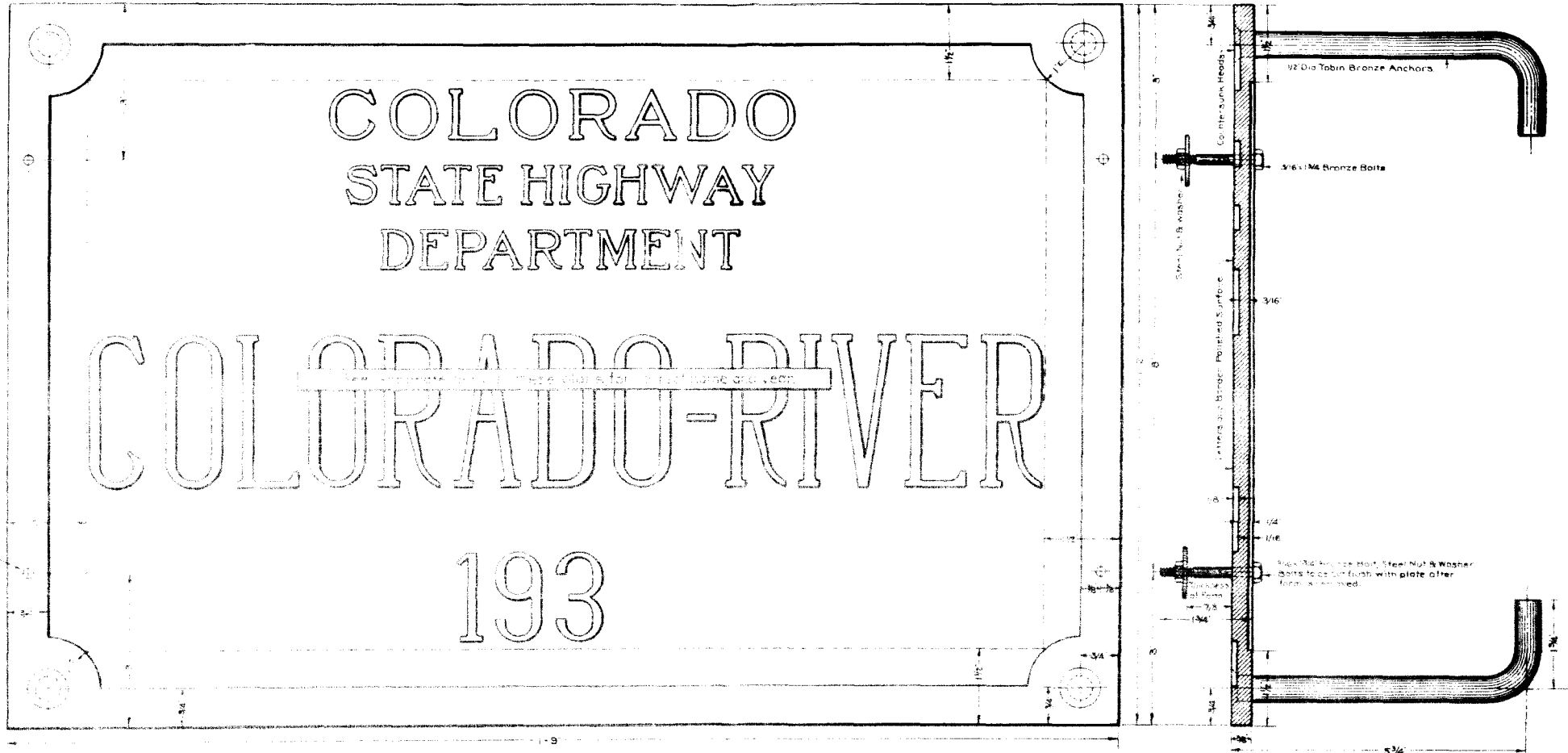
COLORADO
STATE HIGHWAY DEPARTMENT

SECTIONS-ABUT. No.3
BAR LIST FOR ABUT. No.3

Sta 475+10.00	
Near ELOYD HILL Sec 36 T 35 S R 27 W	
Designed by EDW	Approved by <i>P. S. Bailey</i>
Made by ATK	Bridge Engineer
Checked by ALF	Date: <i>Sept 1st 1938</i>



STANDARD M-6-D



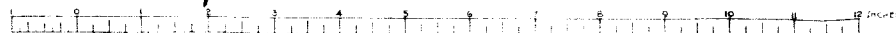
BRONZE NAME PLATE.
ITEM NO 806

SECTION.

GENERAL NOTES

All work shall be done according to the standard specifications of the Colorado State Highway Department. Adopted June 1, 1937.

COLORADO STATE HIGHWAY DEPARTMENT TYPICAL STANDARD NAME PLATE			
Across	Sta.	Sec.	T. & R.
Designed by AGK	Approved by	<i>[Signature]</i> Bridge Engineer	
Made by AGK	Checked by	Date May 24, 1937	

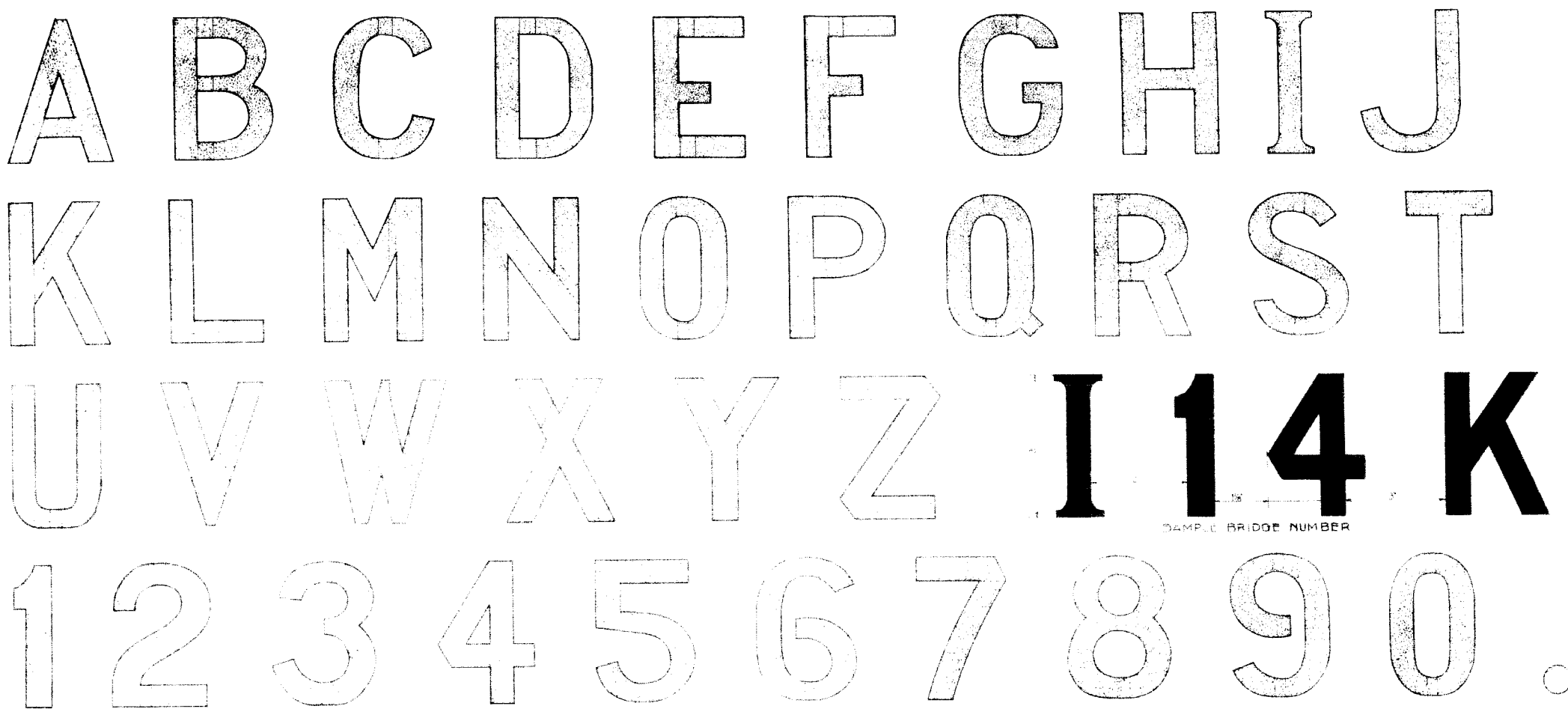


SCALE OF LETTERING

STANDARD M-10-A

FED. ROAD DIST. NO.	STATE	W.B.H. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	816 (2)	27	

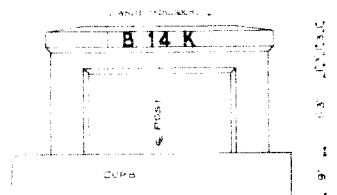
Revised 3-11-1916 A.G.A. changed to 1935 Specifications
Revised 1-1-37 A.G.A. changed to 1937 Specifications



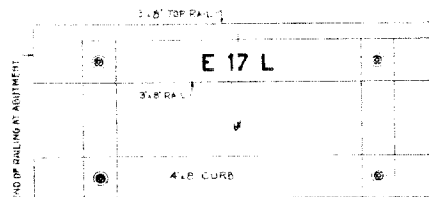
EXAMPLE BRIDGE NUMBER

GENERAL NOTES

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS OF THE U.S. DEPARTMENT OF HIGHWAYS, 1937 EDITION.
2. THE STRUCTURE NUMBER SHALL BE STENCILED ON THE RIGHT HAND SIDE OF EACH BRIDGE END AS SHOWN ON THE STANDARD AND AS SPECIFIED.
3. THE CORRECT NUMBER FOR EACH BRIDGE IS SHOWN IN THE LOWER RIGHT HAND CORNER OF THE SHEET SUGGESTED FOR THAT PARTICULAR BRIDGE.
4. THE SIZE, SHAPE AND SPACING OF THE LETTERS AND FIGURES SHALL BE IDENTICAL WITH THE FULL SIZE SHOWN ON THIS SHEET. ADDITIONAL COPIES OF THIS FULL SIZE SHEET CAN BE OBTAINED FROM THE DEPARTMENT WITHOUT CHARGE.
5. BEFORE STENCILING THE NUMBER ON THE BRIDGE THE SURFACE MUST BE THOROUGHLY CLEANED A PROPER WHITE BACKGROUND SHALL BE PAINTED ON CONCRETE SURFACES OR TIMBER HANDRAILS THE WHITE PAINT USED ON THE BRIDGE WILL BE SATISFACTORY ON CONCRETE HANDRAILS. THE DRY CONCRETE SURFACE SHALL BE PROPERLY SIZED BEFORE PLACING THE WHITE RECTANGULAR UNLESS AN APPROVED WHITE CONCRETE PAINT IS USED.
6. TWO COATS OF ACCEPTABLE WHITE PAINT SHALL BE APPLIED TO THE CONCRETE IN A NEAT RECTANGULAR SHAPE AND EXTEND THREE INCHES BEYOND THE SPACES OF THE STRUCTURE NUMBER.
7. AFTER THIS WHITE BACKGROUND HAS DRIED SUFFICIENTLY THE CORRECT STRUCTURE NUMBER SHALL BE CAREFULLY STENCILED ON WITH TWO COATS OF STANDARD G. SECOND FIELD GRAY PAINT AS SPECIFIED UNDER ITEM 4010. BRIDGES OF SPECIAL OR UNUSUAL LETTERS AND FIGURES SHALL BE CAREFULLY FILLED IN BY HAND TO MAKE SOLID FIGURES SUFFICIENT TIME BETWEEN SUCCESSIVE COATS SHALL BE ALLOWED TO PERMIT THE PRECEDING COAT TO DRY.
8. THIS WORK WILL NOT BE PAID FOR AS A SEPARATE ITEM. COMPENSATION SHALL BE INCLUDED IN THE ORIGINAL CONTRACT ITEMS.



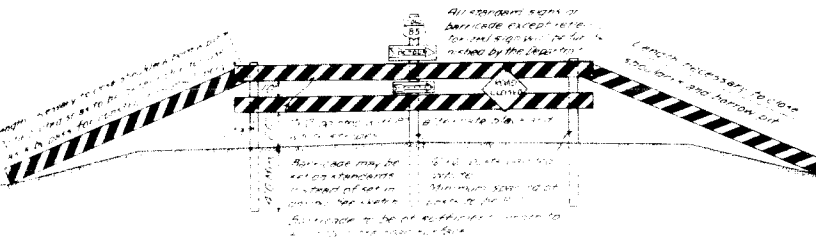
TYPICAL CONCRETE ENDPOST.



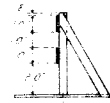
TYPICAL TIMBER WING.

COLORADO			
STATE HIGHWAY DEPARTMENT			
STANDARD STRUCTURE			
NUMBER LETTERING.			
Across			
Year	Sta.	Sec.	T. R.
Designed by J.M.D.	Approved by P.D. Bailey		
Made by J.M.D.	Bridge Engineer		
Check Design	Date Feb 6, 1935		
Check Detail			

DETAILS OF PERMANENT BARRICADE



END VIEW OF PORTABLE BARRICADE



Both ends 4" x 6" painted white
Base and sides to be 2" x 6"
painted white and nailed with
1/2" nails. Base to be weighted
or braced for stability.

CONSTRUCTION OF GRADE FLARE AT ROAD BED

The contractor shall be responsible for the construction of the grade flare at the road bed. The flare shall be constructed to a minimum width of 10 feet on each side of the road bed. The flare shall be constructed to a minimum height of 4 inches. The flare shall be constructed to a minimum slope of 1:1.

DETAILS OF PORTABLE BARRICADE



Barricade to be painted
as construction equipment
require.

ROAD UNDER CONSTRUCTION SIGN

SLOW
ROAD UNDER
CONSTRUCTION
CONTINUE AT NAME

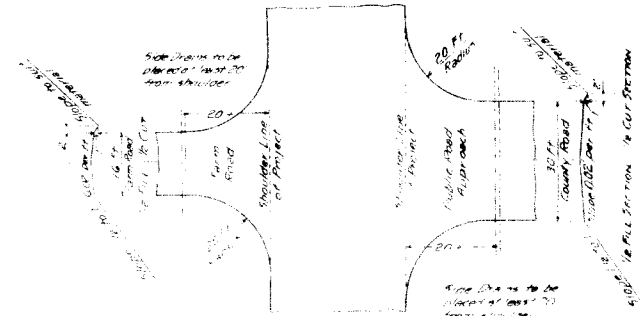
The contractor shall be responsible for the construction of the road under construction sign. The sign shall be constructed to a minimum width of 30 inches and a minimum height of 40 inches. The sign shall be constructed to a minimum slope of 1:1.

STANDARD M-2-B

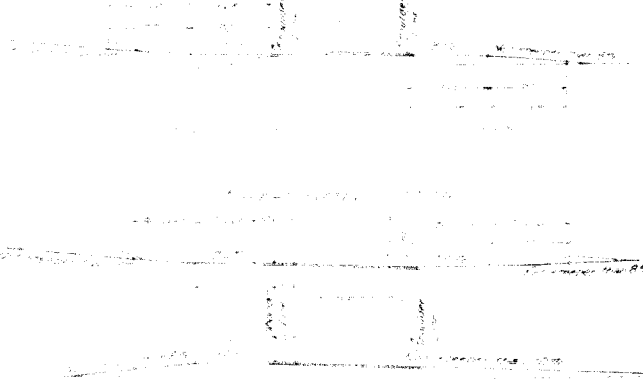
FED ROAD DIST NO	STATE	W.B. NO	SHEET NO	TOTAL SHEETS
3	COLORADO	8112	25	

Revised 1937 and changed to 1937 specifications

TYPICAL PLAN FOR SIDE APPROACH ROADS



STANDARD CURVED SECTION



GENERAL NOTES FOR HIGHWAY CONSTRUCTION TRAFFIC SIGNS

1. All signs shall be in accordance with the Standard Specifications of the Colorado State Highway Department, adopted June 1, 1937.
2. All signs shall be constructed to a minimum width of 30 inches and a minimum height of 40 inches.
3. All signs shall be constructed to a minimum slope of 1:1.
4. All signs shall be painted with reflective paint.
5. All signs shall be weighted or braced for stability.
6. All signs shall be placed in the center of the road.
7. All signs shall be placed in the center of the road.
8. All signs shall be placed in the center of the road.
9. All signs shall be placed in the center of the road.
10. All signs shall be placed in the center of the road.

COLORADO
STATE HIGHWAY DEPARTMENT
TYPICAL
SIDE APPROACH ROADS
ROADWAY CONSTRUCTION
TRAFFIC SIGNS

Designed by	Checked by	Approved by
W.B. No. 8112	W.B. No. 8112	W.B. No. 8112
Sheet No. 25	Sheet No. 25	Sheet No. 25
Date: Aug 20, 1937		

NOTE: All poles encroaching on construction are to be moved by owners. Alignment and grades as shown hereon are subject to modification during construction after approval from Denver Office. Guard fence to be placed under Construction Division No 3 is tabulated on sheet No 5.

Sta 345+73
Repl. 36'-02" CMP cross culvert (2 headwalls) & 100 cu yds. und. excav. for inlet ditch. Also repl. 36'-20" CMP cross culvert under RR, Rt. & 10 cu yds. und. excav. for inlet ditch.

Sta 349+50 to 355+50 Repl. Move RR track Tel. & telegraph line. Work to be done by railroad forces.

Sta 351+00 to 357+00
Repl. 1000 cu yds. und. excav. for channel improvement, RR.

Sta 360+00
Repl. 36'-02" CMP cross culvert & 100 cu yds. und. excav. for inlet ditch.

Sta 371+00
Repl. 42'-32" CMP cross culvert under Railroad, Rt.

Sta 371+00 to 372+50
Repl. 500 cu yds. excav. for channel change, Rt.

Sta 371+80 to 373+70
Repl. 1500 cu yds. und. excav. for channel improvement, Lt.

N.W. 1/4 SEC. 2
T.4 S. R. 72 W.

PROJECT NO.	SHEET NO.	TOTAL SHEETS
WPH 81-F (2)	29	29
WPH 81-F (2)	29	29

Sta 372+50 to 392+50
Repl. Rebuild and raise RR track and grade. (Quantities included in this Section Quantities)

Sta 372+08
Repl. Construct Grade Crossing (Force Act. Work to be done by RR forces)

WPH 81-F (2)

Repl. 3 span @ 45 concrete and 1000 cu yds. und. excav. for channel improvement. 1500 cu yds. of und. excav. for selected material. Also repl. to remove present bridge and 500 cu yds. of und. excav. for removing abutments. (Quantities included in this Section Quantities)

STA 345+00 END-USWPH PROJ. NO. WPH 81-F UNIT #1
BEGIN-USWPH PROJ. NO. WPH 81-F UNIT #2

N.E. 1/4 SEC. 3
T.4 S. R. 72 W.

EXC. FOR (D.C.)
EX. IN DUG
EMBANK.
Sta. 345+00
Sta. 345+00

345 350 355 360 365 370 375

PROJECT ROAD DIST. NO.	STATE	U.S. WPH PROJ. NO.	SHEET	NO.	TOTAL SHEETS
3	COLO.	WPH 81-F UNIT NO 2 CD		31	
		WPH 81-F(2)		31	

Revised 9-13-80 by J.M.M. for WPH 81-F(2)

Sta 429+94 to 433+574 -
Regrd - 360' Lin Ft Tunnel
(Details on Sheet #8)

Sta 431+ - Reg'd - Remove Railroad
Bridge Rt. (Force Account - Work To
Be Done By Railroad Co. Forces)
(Location Shown on Sheet #33)

Sta 430+ - To 477+281 - Reg'd -
Move, raise, & relay Railroad track Rt -
Also Reg'd - Move & rebuild Tel & Relay Line
(Force Account - Work To Be Done R.R. Co. Forces)

Sta 430+ - To 475+17 - Reg'd -
Build New Railroad Grade, Rt.
(Details & Quantities shown on Sheets #33, 34, & #39 to 47)

Sta 436+ - Reg'd - C.M.P. Cross Culvert
under Railroad Rt. (Location & Quantities
involved shown on Sheet #33)

Sta 474+ - Reg'd -
(Force Account - Work To Be Done By Railroad Co. Forces)

Sta 474+10 to 475+50 - Reg'd 1000 cu yds
uncl. excav. for Channel Improvement, Lt.

Sta 475+17 to 477+281 - Reg'd - Build New
Railroad Grade, Rt. (Quantities included in cross sections)

CONSTRUCTION DIVISION #2
Sta 474+10 to 475+12 - Bridge

W.P.H. 81-F (2)

Sta 474+00 to 475+100 - Reg'd 2 span @ 50' Concrete
and I-Beam Bridge (Skew 45°)

(DETAILS ON SHEET NOS 16 to 22)
and 1000 cu yds. of Uncl. Excav. for channel
improvement, material to be placed as directed
by the Engineer. Also reg'd. 1000 cu yds. of
Uncl. Excav. for Backfill and 200 cu yds. of Uncl. Excav.
for Selected Material, 30 cu yds.
for Boulder Excav. and remove
Railroad Bridge Abutments.

Sta 477+281 - Reg'd - Raise & Rebuild
R.R. Grade on Wye Connection, Rt.
(Location & Quantities, involved
shown on Sheet #34)

Sta 477+281 - Reg'd - Move, Raise &
Rebuild part of Wye Track & Raise
Bridge Rt. (Location, shown on Sheet #34)
(Force Account - Work By R.R. Co. Forces)

