

COLORADO

STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED

FEDERAL AID PROJECT NOS. ~~228 (2)~~ & 288-A (3)

STATE HIGHWAY NO. 2

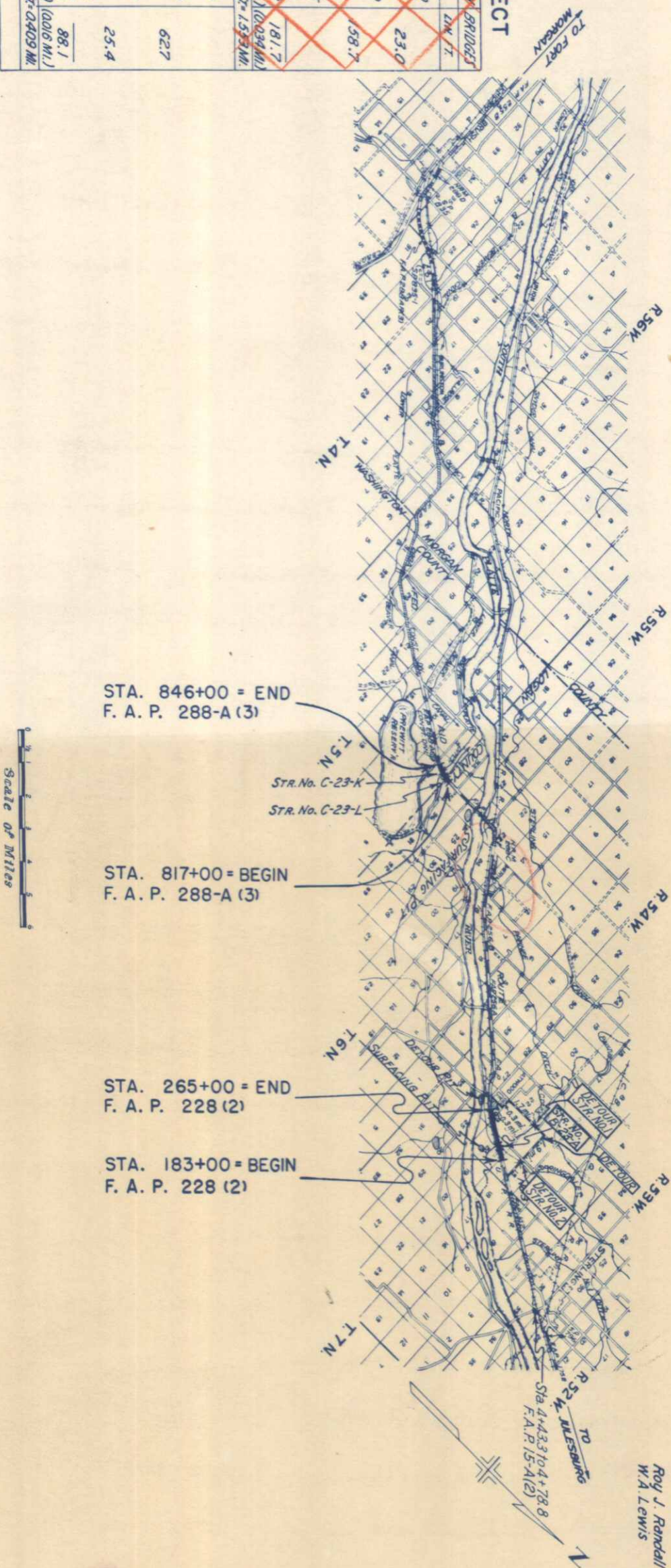
LOGAN & WASHINGTON COUNTIES

INDEX OF SHEETS

SHEET NO.	F.A.P.	288-A(3)	DESCRIPTION
1	228(2)	288-A(3)	SKETCH MAP AND TITLE PAGE
2			TYPICAL CROSS SECTIONS AND SURFACING PLAN
3			SUMMARY OF QUANTITIES AND LISTS OF FENCING, R.O.W., MARKERS, AND GUARD POSTS
4			LIST OF STRUCTURES
5			DETAILS OF DOUBLE 10x3" C.B.C., STA. 188+
6			BRIDGE, STA. 203+
7-8			DETOUR BRIDGES NO. 1 & 2
9-11			BRIDGE, STA. 825+
12			DETOUR BRIDGE, STA. 826
13-14			FOR WIDENING 16x4-6" C.B.C., STA. 834+
15			STANDARD HEADWALLS FOR C.M.P. CULVERTS
16			TIMBER GUARD POSTS
17			WIRE FENCES WITH METAL POSTS
18			STRUCTURE NUMBER LETTERING
19			YEAR NUMBER MARKING
20			METHODS FOR SUPERELEVATION AND WIDENING OF CURVES
21			TYPICAL SIDE APPROACH ROADS / ROADWAY CONSTRUCTION TRAFFIC SIGNS
22			STANDARD MARKER POST
23-25			PLAN AND PROFILE
27-41			CROSS SECTIONS
50			SUMMARY OF EARTHWORK AND OVERHAUL QUANTITIES

LENGTH OF PROJECT

STATIONS	ROADWAY	BRIDGES
	LN. FT.	LN. FT.
183+00 - BEGIN F.A.P. 228(2)	535.0	23.0
188+30 Bridge End		
Double 10x3" C.B.C.		
188+58 Bridge End	1,462.0	
203+80 Bridge End		158.7
Bridge (Str. B-23-A)		
204+78.7 Bridge End		
261+74.2 Bk. Equation	5,695.5	
261+73.9 A.H.	376.1	
TOTALS	8,018.6	181.7
TOTAL F.A.P. 228(2)	17,519 MI. (2,034 MI.)	820.3 FT. (153.3 MI.)
817+00 - BEGIN F.A.P. 288-A(3)	125.0	
818+25 Bk. Equation		
825+62 R.H.	20.0	
825+82 Bridge End		62.7
Bridge (Str. C-23-L)		
826+44.7 Bridge End		
834+87.3 Bridge End	842.6	
C.B.C. (Str. C-23-K)		25.4
835+12.7 Bridge End	1,087.3	
846+00 - END F.A.P. 288-A(3)	2,074.9	88.1
TOTALS	12,933 MI. (1,616 MI.)	216.3 FT. (40.9 MI.)
TOTAL F.A.P. 288-A(3)	21,630 FT. (4.09 MI.)	



STA. 846+00 = END
F. A. P. 288-A (3)

STA. 817+00 = BEGIN
F. A. P. 288-A (3)

STA. 265+00 = END
F. A. P. 228 (2)

STA. 183+00 = BEGIN
F. A. P. 228 (2)



SCALES ON ORIGINAL TRACINGS

ON PLAN, 1 IN. = 100 FT.

ON PROFILE, 1 IN. = 100 FT. HORIZONTAL
1 IN. = 10 FT. VERTICAL

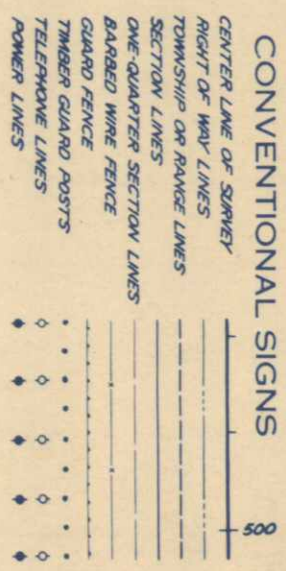
GRADE LINE ON PROFILE IS SHOWN AS GRADE OF FINISHED ROAD

GROSS LENGTH OF PROJECT 2,163.0 FT. = 0.409 MI.

NET LENGTH OF PROJECT 2,163.0 FT. = 0.409 MI.

AS CONSTRUCTED PLANS
RETURN TO DIST. 4 DESIGN

Div. Off. COPY



NOTE:
It is recommended that bidders on this Project go over the plan details with one of the following field representatives of this department.

Roy J. Randall, Division Engineer, Greeley, Colo.
W.A. Lewis, Resident Engineer, Brush, Colo.

RECOMMENDED FOR APPROVAL

APPROVED: *[Signature]* DATE: 9/14/41

RECOMMENDED FOR APPROVAL

APPROVED: *[Signature]* DATE: _____

RECOMMENDED FOR APPROVAL

APPROVED: _____ DATE: _____

RECOMMENDED FOR APPROVAL

APPROVED: _____ DATE: _____

RECOMMENDED FOR APPROVAL

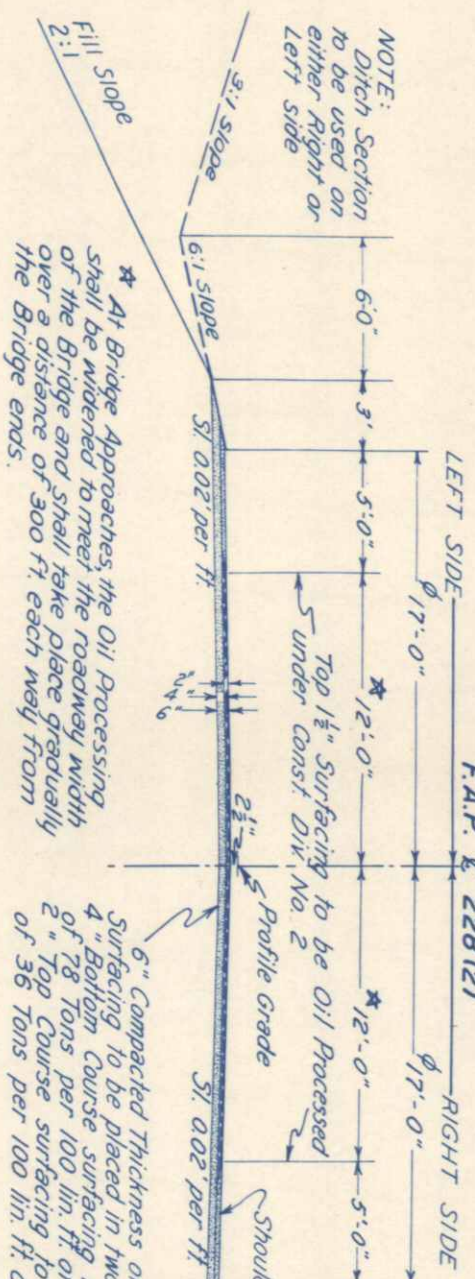
APPROVED: _____ DATE: _____

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
3	COLO.	228(2) & 288-A(3)	1

TYPICAL CROSS SECTION OF IMPROVEMENT AND SUMMARY OF QUANTITIES

TYPICAL SECTION

F.A.P. 228(2)

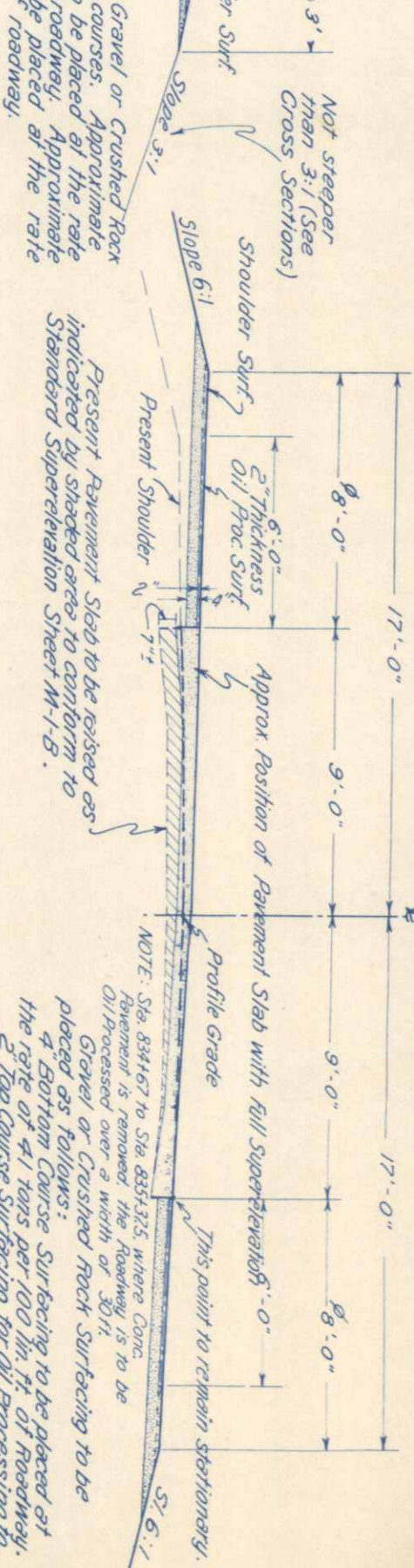


GENERAL NOTES

This Project is to be constructed in conformity with the Standard Specifications of the Colorado State Highway Department adopted June 1, 1940. All quantities on preliminary plans are to be considered as approximate only. All roadway excavation required to construct this Project is to be obtained as indicated on the plans. Quantities involved, either noted on the Profile as "Bottom" or on the 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 Excavation at locations indicated on the plans. Slope stakes beyond the limits of the Typical Section, as shown, are subject to change by the Engineer to fit conditions actually met in construction. All poles encroaching on construction are to be moved by the owners. All Corrugated Metal Culvert Pipes shall be laid without headwalls unless otherwise noted on the plans. The ends of the Corrugated Metal Culvert Pipes shall be covered with approximately 6 inches of embankment material in such a manner that a minimum of metal shall be exposed in the completed work. This shall be accomplished by warping embankment slopes around and adjacent to the culvert. All side approach roads to the Project shall be gravel surfaced with a 4 inch thickness of Gravel or Crushed Rock Surfacing extending approximately 30 ft. from the edge of the Highway. Estimated tonnage of surfacing material required in this operation is shown in the List of Structures. Except as otherwise noted on the plans, payment for Overhaul will be based on measurement along the centerline of the Project. Right of Way fences for this Project shall be constructed entirely within the Highway Right of Way as shown on the plans. All curves are to be super-elevated and widened as provided for by the Standard Super-elevation sheet included with the plans.

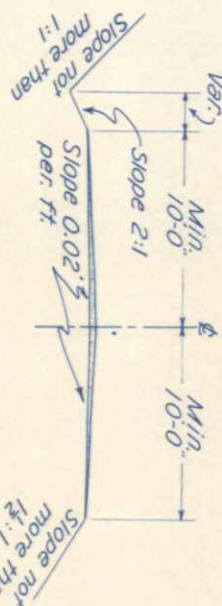
TYPICAL SECTION

F.A.P. 288-A(3)



TYPICAL SECTION OF DETOUR

F.A.P. 228(2)



SURFACING PLAN

It is estimated that material for Gravel Surfacing for the Project is available in the vicinity of the pits indicated in the following tabulation. Estimated quantities involved in this operation are shown below. No alteration of the Surfacing Plan as here outlined will be allowed without written permission from the Department.

MATERIAL TO BE PLACED	SOURCE	TONS AVAIL.	TONS USED		OVERHAUL TON MILES
			ROADWAY MAJOR STR.	MAJOR STR.	
183+00 to 188+35	Pit 11 mi. S.E. of Sta. 200+00 W 1/4, S.E. 1/4, Sec. 24, T. 7N., R. 53W.	193	417	18	227
188+35 to 188+58		411	891	9	271
188+58 to 200+00		115	250		48
200+00 to 203+20		268	4697		5224
204+78 to 205+00		5	10		3
BRIDGE WIDENING ROAD APPROACHES			145		80
TOTALS F.A.P. 228(2)		2892	6410	9	5853
817+00 to 818+25.84	Pit 7900 ft. N.E. of Sta. 817+00 S.E. 1/4, Sec. 26, T. 6N., R. 54W.	21	52		37
825+62.44 to 825+82		1	4		3
826+44.7 to 826+64.7		4	4		3
826+64.7 to 834+67		137	329		287
834+67 to 834+87.3		7	16		16
834+87.3 to 835+42.7					
835+42.7 to 835+37.5		8	20	9	20
835+37.5 to 846+00		181	436		497
BRIDGE WIDENING ROAD APPROACHES		2	4		4
			105		64
TOTALS F.A.P. 288-A(3)		358	970	9	931

* Top Course to be stockpiled.
 * Top Course Surfacing to be placed on Road Approaches and not stockpiled.
 * 30 ft. Roadway

FED. ROAD DIST. NO.	STATE	COMB. F.A. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	228(2)	2	

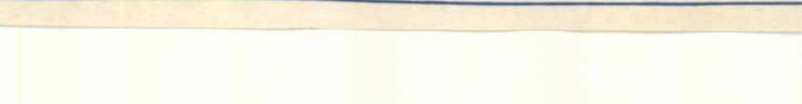
Rev. 9-29-41 - J.M.S. Added Note for Typical Section F.A.P. 288-A(3)
 Rev. 10-8-41 - R.S.M. - Surfacing Plan

SUMMARY OF APPROXIMATE QUANTITIES

ITEM NO.	ITEM	UNIT	F.A.P. 228(2)		F.A.P. 288-A(3)		COMB. TOTAL
			ROADWAY	BRIDGE	ROADWAY	BRIDGE	
11a	Removal of Present Bridge Sta 825+00	Lump Sum					
11b	Removal of 2 Structures (F.A.P. 288-A(3))	"					
11c	Removal of 6 Structures (F.A.P. 228(2))	"					
11d	Removal of Old Structure, Lt. Sta 834+00	"					
11e	Preparation and Removal of Parts of Present Bridge, Sta. 834+	Lump Sum					
11g	Removing Concrete Pavement	Sq. Yd.					
11h	Removal of Present Bridge, Sta. 203+	Lump Sum					
11i	Removal of Present C.B.C., Sta. 188+	"					
11k	Remove Old Pav & Relay as Slope Park	Sq. Yd.	16,320		16,320		16,320
26d	Stockpiled Surfacing (Top Course)	Ton	2,910	10	2,920		2,930
12b	Removing and Rebuilding Fence	Lin Ft.	7300		7300		7300
12c	Line Posts (Metal)	Each	115		115		115
13c	Unclassified Excavation	Cu Yd.	106,000		106,100		106,100
13d	Dry Common Excavation (Structural)	"	400		400		400
14b	Wet Common Excavation (Structural)	"	60	80	255		300
14d	Mechanical Tamping	"	20	90	150		170
14e	Rolling Fills	"	10	66	111		121
15a	Furnishing Roller	R Unit	4		705		709
15c	Wetting Fills	M Gal.	856		856		856
18a	Station Yard Overhaul	Sta. Yd.	4,052,000		4,052,000		4,052,000
18b	Yard Mile Overhaul	Yd. Mi.	41,700		41,700		41,700
24b	Sand Cushion	Cu Yd.					
26a	Gravel or Crushed Rock Surfacing	Ton	6,460		6,460		6,460
26c	Overhaul of Surfacing	Ton Mi.	12,290		12,300		12,300
42a	Untreated Bridge Timber	M Ft. bm	5.2	29	8.1		13.3
42b	Treated Bridge Timber	"	79.5		79.5		79.5
43	Asphalt Plank Wearing Surface	Sq. Ft.	4,725		4,725		4,725
46a	Class "A" Concrete	Cu Yd.			133		133
46b	Class "B" Concrete	"					
46c	Class "A" Concrete (Handrails)	"					
47	Reinforcing Steel	Lb.		16,200	16,200		32,400
48	Structural Steel	"					
53b	18" Corrugated Metal Culvert Pipe	Lin Ft.	60		60		60
53d	30" Corrugated Metal Culvert Pipe	"	16.4		16.4		16.4
53e	36" Corrugated Metal Culvert Pipe	"	76		76		76
60a	Treated Timber Piling	"	4640		4640		4640
60b	Untreated Timber Piling	"					
62a	Precast Concrete Piling	"					
64	Dry Rubble Slope & Ditch Paving (1'-6" Th)	Sq. Yd		162	162		162
67a	Riprap	Cu Yd					
76g	Barbed Wire Gates	Each					
81a	Project Markers	"	2		2		2
81b	Right of Way Markers	"	10		10		10
89a	Drain Pipe (Concrete Floor 4"x5'-0")	"					
89b	Drain Pipe (Timber Floor 3"x2'-4")	"					
92	Timber Guard Posts	"					
11m	Removing Signs (F.A.P. 228(2))	Lump Sum	71	14	71		85
11n	Removing & Resetting Mail Boxes (228(2))	"					
11o	Prep. & Rem. Portions of Detour Bridge No. 1	"					
11p	Rem. & Alter Portions of Detour Bridge No. 2	"					
11q	Removal of Detour Bridge, Sta. 826+	"					
12a	Removing Fence	Lin Ft.					
26ax	Gravel or Crushed Rock Surfacing (Detour)	Tons	8000		8000		8000
42x	Placing Salvaged Timber	M Ft. Dim	4500		4500		4500
116	Blading and Grading Detour Super-elevation of Present Conc. Pavement Sta. 829+ to 844+ (see Acl. - Work by State Forces)	Mi.	6.3		6.3		6.3
118	Super-elevation of Present Conc. Pavement Sta. 829+ to 844+ (see Acl. - Work by State Forces)	Mi.	4.2		4.2		4.2
15x	Wetting Surfacing	M Gal.	37		38		75
30a	Asphaltic Road Material MC-4	Gal.	5580		5600		11180
30b	Asphaltic Road Material MC-0	Gal.	7675		7700		15375
30c	Asphaltic Road Material SC-3	Gal.	24,630		24,700		49,330
31c	Road Milk Oil Processing	Sq. Yds Per Hr.	22,100		22,100		22,100
31d	Rolling Surfacing	Per Hr.	49		50		99
32b	Furnishing Rubber Tired Roller	Lump Sum	279		280		559
118	Stone Screenings	Ton	1,552		1,53		3,082
	Blading, Grading & Compaction Surfacing	Miles	1.52		1.53		3.05

STATION TO STATION	SIDE	NO.	SPACING
188 + 46.5	Lt. & Rt.	2	Minor Structure
192 + 56	Rt.	20	50' chrs
202 + 06	Lt. & Rt.	10	Major Structure
204 + 56	Lt. & Rt.	10	Major Structure
205 + 43	"	"	"
249 + 00	Lt.	29	50' chrs
TOTAL F.A.P. 228(2)		71	
817 + 81	Lt. & Rt.	2	Major Structure
826 + 48	"	"	"
827 + 09	Lt.	15	50' chrs
834 + 59	Rt.	4	"
833 + 00	Rt.	4	"
835 + 00	Rt.	1	"
835 + 09	Lt.	1	"
835 + 50	Lt.	1	"
835 + 09	Rt.	1	"
835 + 50	Rt.	18	"
835 + 59	Lt.	18	"
844 + 09	Lt.	18	"
TOTAL F.A.P. 288-A(3)		77	
COMBINED TOTAL		148	

STATION TO STATION	SIDE	NO.	SPACING
816 + 00	Rt. & Lt.	2	
817 + 00	"	2	
833 + 70	Rt.	1	
836 + 30	Lt.	1	
836 + 60	Rt.	1	
846 + 00	Rt. & Lt.	2	
847 + 00	"	2	
TOTAL F.A.P. 288-A(3)		11	
COMBINED TOTAL		21	



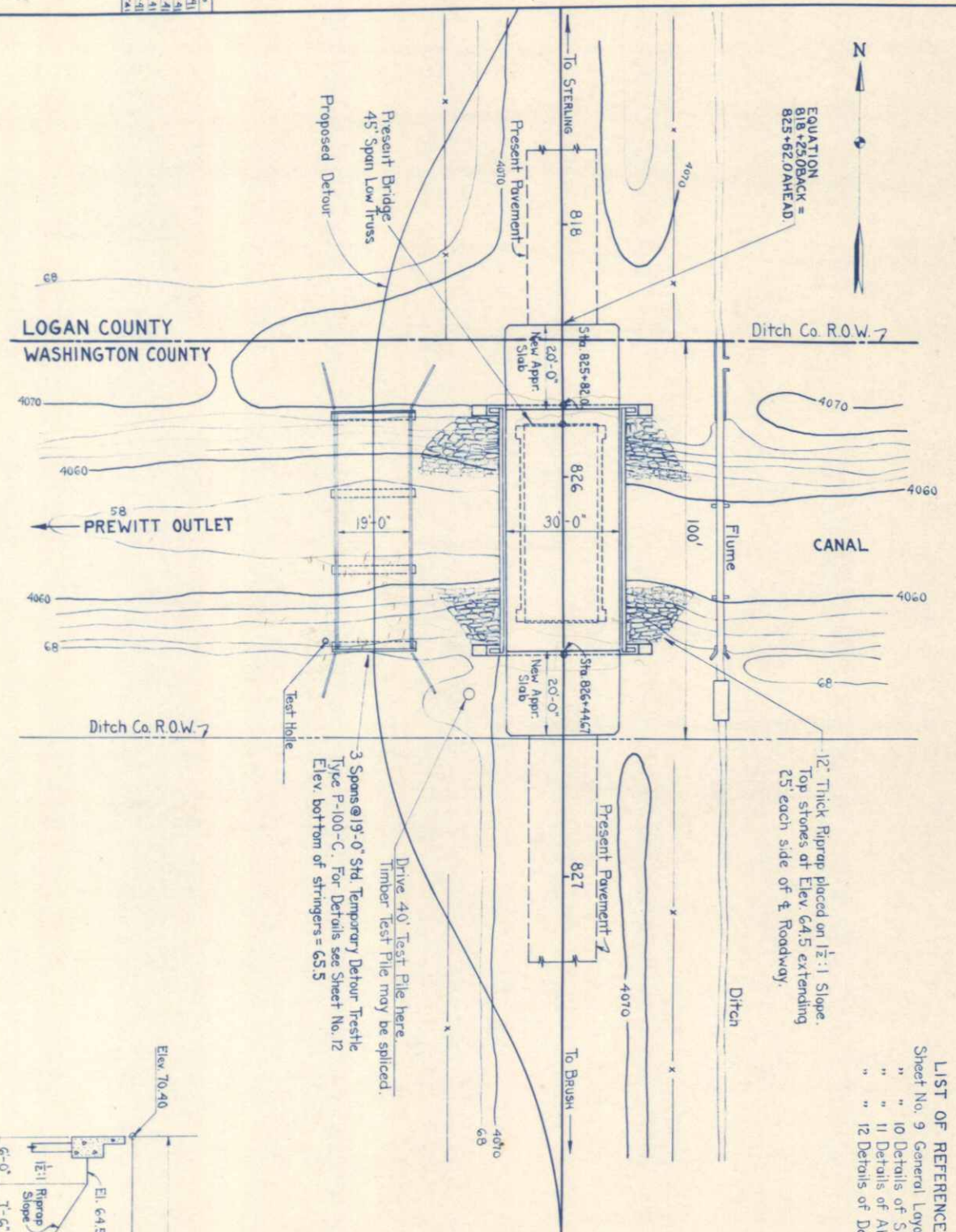
Fencing Requirements: F.A.P. 228(2) & 288-A(3)
 R.O.W. Markers: F.A.P. 228(2) & 288-A(3)
 Timber Guard Posts: F.A.P. 228(2) & 288-A(3)
 Detail of Slope Paving to be Constructed from Removed Pavement: STAS. 183+ TO 265+ (Right Side)
 Const. Div. No. 1 & 2

LIST OF STRUCTURES

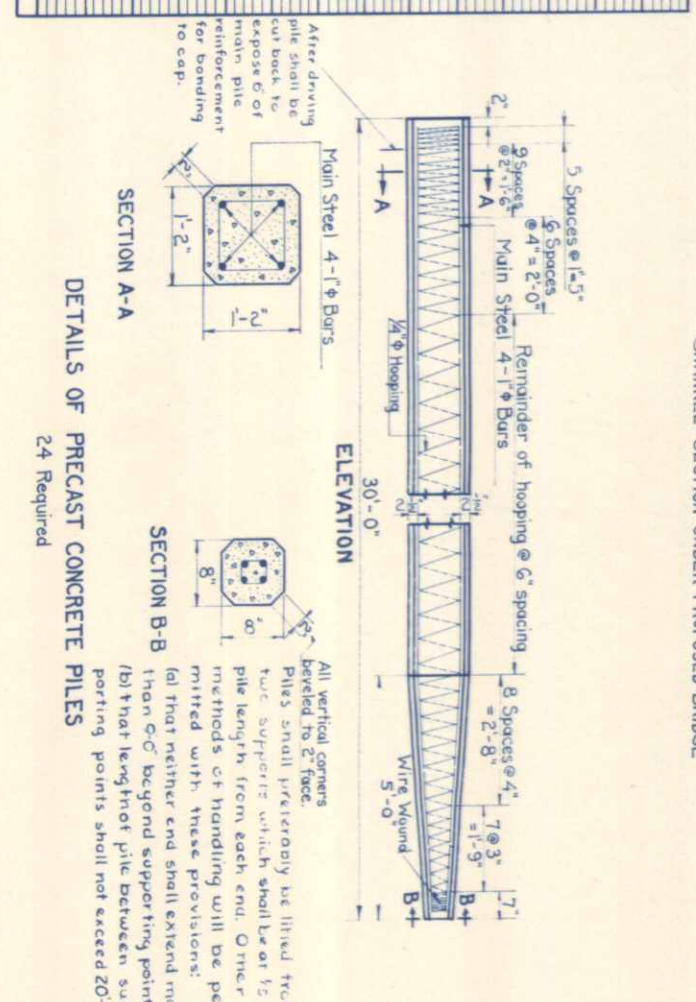
LOCATION	DESCRIPTION	REMOVE STRUCT. NO.	EXCAVATION		STRUCTURAL EXCAVATION		GRAVEL SURF. TON	SAND CUSHION CU. YD.	CONCRETE		REINF. STEEL LBS.	CORRUGATED METAL CULVERT PIPE			TREATED TIMBER PILING LIN. FT.	MISCELLANEOUS	
			CU. YD.	UNCL. EMBANK.	CU. YD.	φ			CLASS "A"	CLASS "B"		15"	18"	24"			30"
183 + 00 - 203+70 188+35 - 188+58	Project Marker Rem. Conc. Pav't & Relay as Slope Paving, Rt. Remove 2' x 1.5' x 40' C.B.C. Req'd Special Dble 10' x 3' x 45' C.B.C., Inlet		(SEE SUMMARY FOR QUANTITIES)													1- Project Marker 4140 Sq. Yds. Conc. Pav't to be Rem. & Relaid as Slope Paving.	
193 + 82 200 + 25	Remove 18" x 20" C.M.P. Side Drain, Rt. Req'd Road Approach on Rt. Remove 18" x 30" C.M.P. Side Drain on Lt. Req'd C.M.P. Side Drain & Road Appr., Lt.	1 1	20 210				15 25										
203+20 - 204+78.7 204+10 - 265+00 206+00 221 + 51	Remove Present Bridge Req'd Timber Bridge & Channel Improvements Rem. Conc. Pav't & Relay as Slope Paving, Rt. Req'd Road Approach on Rt. Rein. 2' x 1.5' x 40' C.B.C. Req'd C.M.P. Cross Culv. & Ditches Req'd Road Approach on Rt. Rein. 2' x 1.5' x 42' C.B.C. Req'd C.M.P. Cross Culvert & Inlet		(SEE SUMMARY FOR QUANTITIES)													{ 12,180 Sq. Yds. Conc. Pav't to be Rem. & Relaid as Slope Paving.	
241 + 72 247 + 00	Rem. C.M.P. Side Drain on Rt. Req'd C.M.P. Side Drain & Road Appr., Rt. Rein. 18" x 20" C.M.P. Side Drain on Lt. Req'd C.M.P. Side Drain & Road Appr., Lt.	1 1	350 200				25 15					36 36				1- Project Marker	
250+00 - 255+00 260 + 50 265 + 00	Req'd Drain Ditch on Rt. (W=2') Req'd C.M.P. Side Drain & Road Appr., Rt. Project Marker		350				15					24	36				
TOTAL F.A.P. 228 (2)		6	380	1390	80		145					60	164	76			
817 + 00 817+00 - 818+15 818 + 16 825+62 - 825+82	Project Marker Irrigation Ditch Change on Rt. Road Approach on Lt. Rem. Present Concrete Pavement Req'd 30' x 20' Conc. Approach Slab		40	50			15									1- Project Marker Rem. 50 Sq. Yds. Conc. Pav't.	
818 + 20 825+82 - 826+44.7	Req'd Road Approach on Rt. Rem. Present Bridge & Detour Trestle Req'd Temp. Det. Trestle & 60' Span Conc. I-Beam Bridge			30			15										
826+44.7 - 826+64.7	Rem. Present Concrete Pavement Req'd 30' x 20' Conc. Approach Slab Req'd Road Approach on Lt. Req'd Road Approach on Rt. Irrigation Ditch Change on Rt. Remove Headwall		60	10 10			15 15									Rem. 58 Sq. Yds. Conc. Pav't.	
826 + 57 826 + 67 830+00 - 833+55 833 + 40	Req'd Extend 36" C.M.P. 34' Rt. (HAWK INHIBIT) Req'd Road Approach on Lt. Rem. Present Conc. Pavement Rem. old Structure on Lt. Prep. & Rein. Portions of Present Struct. Extend Structure Lt. & Rt. Rem. Present Concrete Pavement Req'd 15' x 20' C.M.P. on Lt. Req'd 18' x 28' C.M.P. Side Drain & Road Appr., Lt.	1	5	20	10		15							34'		Rem. 41 Sq. Yds. Conc. Pav't.	
833 + 88 834+67 - 834+82.3 834+82.3 - 835+12.7	Rem. old Structure on Lt. Prep. & Rein. Portions of Present Struct. Extend Structure Lt. & Rt. Rem. Present Concrete Pavement Req'd 15' x 20' C.M.P. on Lt. Req'd 18' x 28' C.M.P. Side Drain & Road Appr., Lt.															Rem. 50 Sq. Yds. Conc. Pav't.	
835 + 12.7 - 835+37.5 835 + 85	Req'd 18" x 28" C.M.P. Side Drain & Road Appr., Rt. Irrigation Ditch Change on Rt. Project Marker		190	50	5		15									1- Project Marker	
836 + 20 837.30 - 846+90 846 + 00	Req'd 18" x 28" C.M.P. Side Drain & Road Appr., Rt. Irrigation Ditch Change on Rt. Project Marker		190	50	5		15									1- Project Marker	
TOTAL 288-A(3)		2	295	195	20		105					8	460	30	5360	56	35

∅ Structural Excavation is estimated to be 100% Common of which is estimated to be 75% Dry and 25% Wet.

- LIST OF REFERENCE DRAWINGS**
- Sheet No. 9 General Layout & Summary of Quantities
 - " " " 10 Details of Superstructure.
 - " " " 11 Details of Abut No. 1 & No. 2.
 - " " " 12 Details of Detour Bridge.



4080	NEW APPROACH SLAB	20'-0"	NEW APPROACH SLAB	20'-0"	NEW APPROACH SLAB	20'-0"
4070	PRESENT FOREWENT SLAB	20'-0"	PRESENT FOREWENT SLAB	20'-0"	PRESENT FOREWENT SLAB	20'-0"
4060	EQUILATION	61A & 25.0 (BACK)	61B & 25.0 (AHEAD)	61C & 25.0 (AHEAD)	61D & 25.0 (AHEAD)	61E & 25.0 (AHEAD)
4050	SOLID PRECAST CONC. PILES	12'-0"	SOLID PRECAST CONC. PILES	12'-0"	SOLID PRECAST CONC. PILES	12'-0"
4040	TEST HOLE	12'-0"	TEST HOLE	12'-0"	TEST HOLE	12'-0"
4030	CONCRETE SAND & GRAVEL	12'-0"	CONCRETE SAND & GRAVEL	12'-0"	CONCRETE SAND & GRAVEL	12'-0"
4020	TO E. 2017 & (BOLT OF HOLE)	12'-0"	TO E. 2017 & (BOLT OF HOLE)	12'-0"	TO E. 2017 & (BOLT OF HOLE)	12'-0"



DETAILS OF PRECAST CONCRETE PILES
24 Required

SECTION A-A
Main Steel 4-1" Bars
5 Spacing @ 1'-3"
6 Spacing @ 4" = 2'-0"
Remainder of hooping @ 6" spacing
Main Steel 4-1" Bars
1/2" Hooping
30'-0" ELEVATION
Wire Wound
5'-0"

SECTION B-B
All vertical corners beveled to 2" face.
Piles shall preferably be lifted from true supports which shall be 1/2 pile length from each end. Other methods of handling will be permitted with these provisions:
(a) that neither end shall extend more than 6" beyond supporting point.
(b) that length of pile between supporting points shall not exceed 20'-0"

GENERAL NOTES

ALL WORK SHALL BE DONE ACCORDING TO THE STANDARD SPECIFICATIONS OF THE COLORADO STATE HIGHWAY DEPARTMENT ADOPTED JAN. 1, 1940.

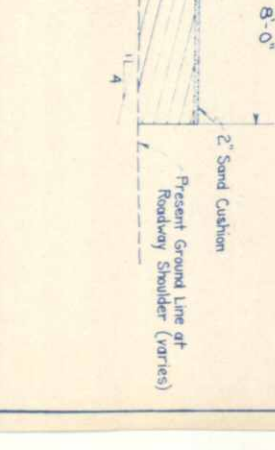
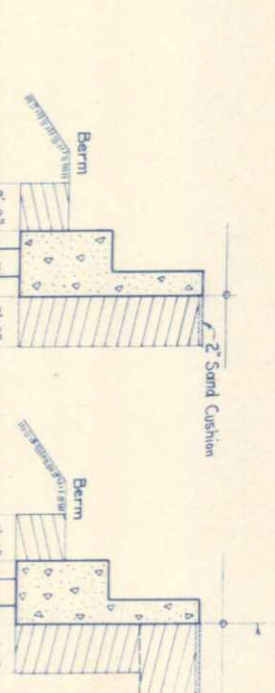
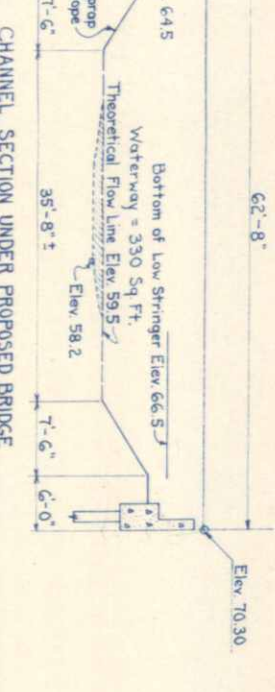
ALL CONCRETE SHALL BE CLASS "A" CONCRETE COMPOSED IN THE FINISHED WORK SHALL BE CONSTRUCTED OF SHIP LAP OR TONGUE AND GROOVE LUMBER 2" X 4" UNLESS NOTED OTHERWISE.

CONCRETE JOISTS, ROOM SLABS AND CURBS SHALL BE FORMED MONOLITHICALLY.

ALL REINFORCING BARS SHALL BE DEFORMED AND FACED WITH THE STATION NUMBER AND LETTER DESIGNATION. MAIN BARS SHALL NOT BE SPLICED.

ALL FOUNDATIONS AND BENCHES OF FOOTINGS SHOWN ARE ACCORDING TO THE BEST AVAILABLE RECORDS AND FIELD SURVEY. REVISIONS ARE NECESSARY.

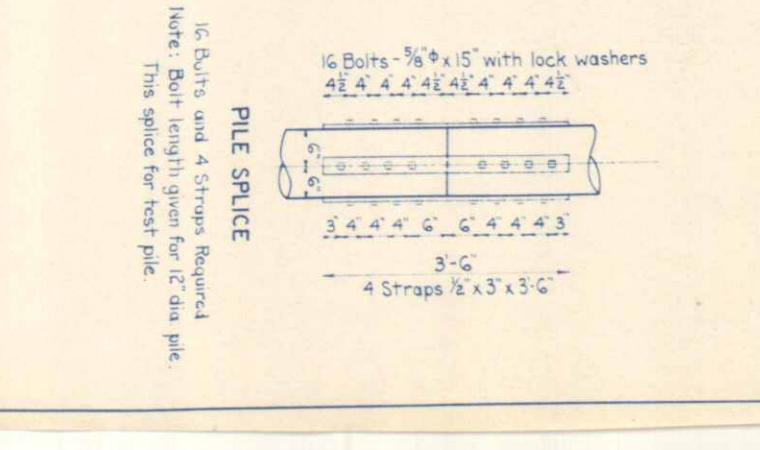
ALL RIVETS TO BE 3/4" DIA. ALL RIVETS TO BE POWER DRIVEN.



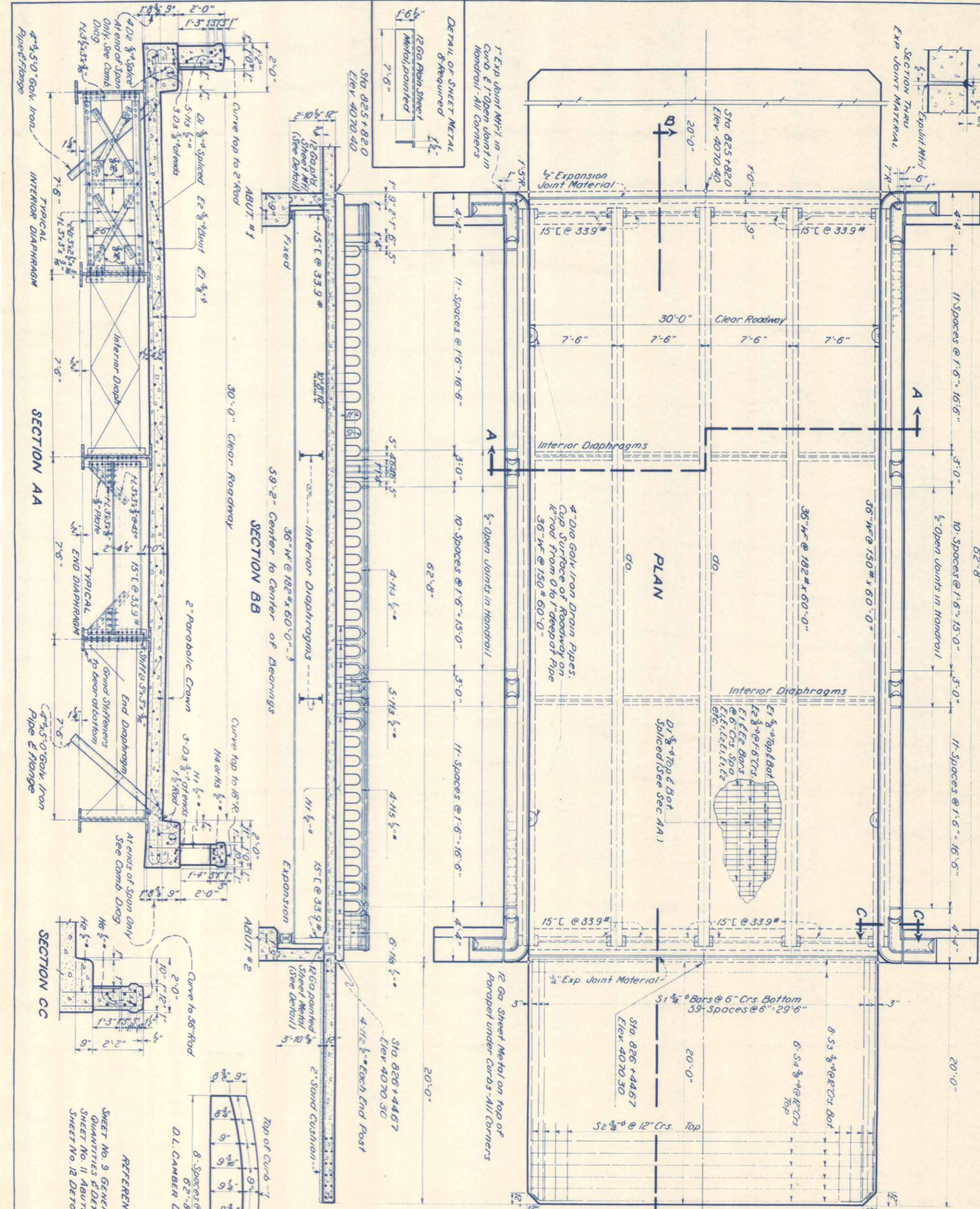
SUMMARY OF QUANTITIES

ITEM No.	DESCRIPTION	UNIT	SUPER APPR. SLABS		TOTAL
			STRUCT. NORTH	SOUTH	
11a	Removal of Present Bridge	L.S.			●
14b	Dry Common Excavation (Struct)	Cu Yd.	5	5	65
14d	Viet "	"	2.5	3.0	53
14e	Mechanical Tamping	Hrs.	12	15	27
37c	Sand Cushion	Cu Yd.	4	4	8
46a	Class "A" Concrete (Handrails)	Cu Yd.	6.6	2.3	27.8
46f	" " " " "	"	5.8	0.41	30.2
47	Reinforcing Steel (incl 1 1/2" w/r)	Lb.	11550	2680	1880
48	Structural Steel (" 1 1/2" "	Lb.	59500	52	52
60b	Untreated Timber Piling (Test Pile)	Lin Ft.	—	—	40
62a	Precast Concrete Piling	Lin Ft.	—	—	210
67a	Riprap	Cu Yd.	—	—	40
89a	Drain Pipe - Conc. Floor-4"x5'-0" Each	Each	4	—	4
*	1/2 Ga. Sheet Metal (Painted)	Lb.	112	—	112
*	3/4" Expansion Joint Material	Sq Ft.	30	—	30
*	" " "	"	30	—	30
*	" " "	"	12	—	12

φ Test Pile to be Southern Yellow Pine or West Coast Douglas Fir - untreated and may be spliced.
* To be included in Bid Price of Class "A" Concrete.



Fill with Asphalt



PLAN

SECTION AA

SECTION BB

SECTION CC

BAR LIST

SUPERSTRUCTURE			TOTAL		
MARK SIZE	NO.	LENGTH	TYPE	NO.	TOTAL
E1	164	34.9	I	33-1"	2-1/2"
E2	41	34.6	II	2-1/2"	2
D1	108	21.8	SIR	2-1/2"	2
D2	24	22.0	"	"	"
D3	12	6.0	"	"	"
H1	76	6.6	III	"	"
H2	12	6.0	IV	"	"
H3	20	2.6	SIR	"	"
H4	8	14.0	"	"	"
H5	16	16.0	"	"	"
H6	24	3.0	"	"	"
SUMMARY					
10054' of 3/4" @ 10.43 #/l.			10486 #		
1116' of 1/2" @ 6.0550 #/l.			948		
+ 1% for Overrun			116		
TOTAL			11550 #		
APPROACH SLAB (ONE)					
S1	60	27.5	I	9.5"	2-1/2"
S2	30	6.6	"	"	"
S3	8	29.6	"	"	"
S4	6	29.6	"	"	"
SUMMARY					
1480' of 3/4" @ 15.02 #/l.			2223 #		
415' of 1/2" @ 10.43 #/l.			431		
+ 1% for Overrun			26		
TOTAL			2680 #		

REFERENCE DRAWINGS

SHEET NO. 9 GENERAL LAYOUT SUMMARY OF QUANTITIES & DETAIL OF PRECAST CONC. PILES

SHEET NO. 11 ABUTMENT DETAILS, NOS. 1 & 2

SHEET NO. 12 DETOUR BRIDGE

STRUCTURE NO. C-23-1

COLORADO STATE HIGHWAY DEPARTMENT

DETAILS OF SUPERSTRUCTURE

PREWITT OUTLET CANAL

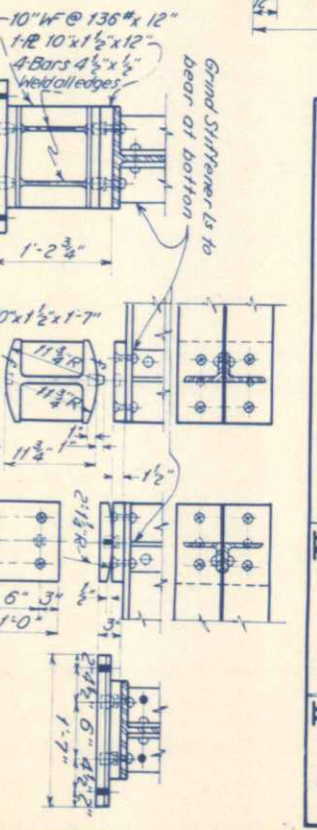
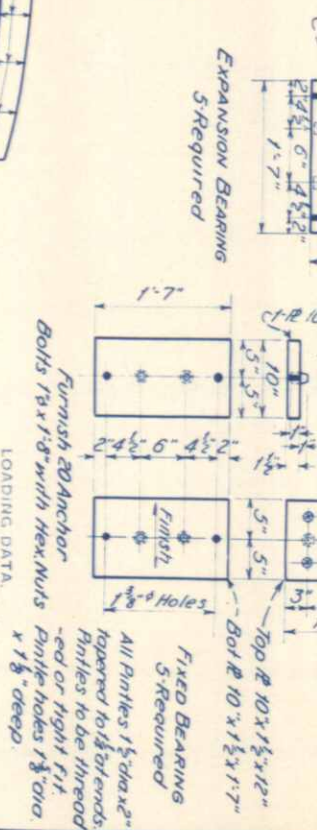
Sta. 825+18.0 TO 825+46.7

NEAR DELTA

DESIGNED BY W.G.S. Approved by G.H.C.

Made by J.W.T. Bridge Engineer

Checked by H.C.C. Date: July 29, 1941



LOADING DATA. E. H. O. 1935-GAS 1.4 MIN. DEAD LOAD DESIGNER'S LOADS BASED ON P.A. 1938. WINDING SURFACES WHICH INCLUDE THE HIGH CONCRETE WINDING; WINDING SURFACE SHOWN.

DESIGNING DATA. A.A.M. NO. 100 EXCEPT CONCRETE UNIT STRESSES

$f_c = 18,000$

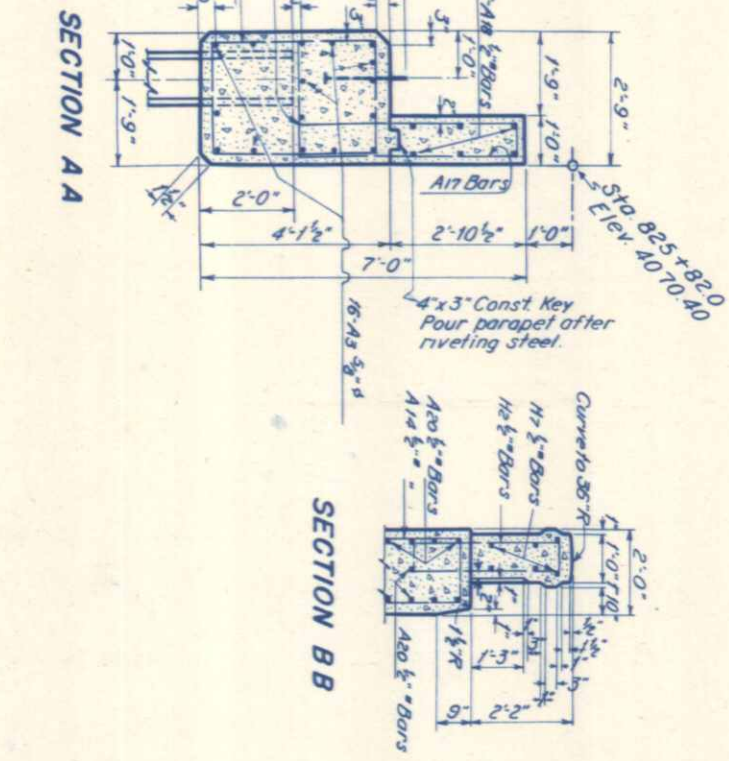
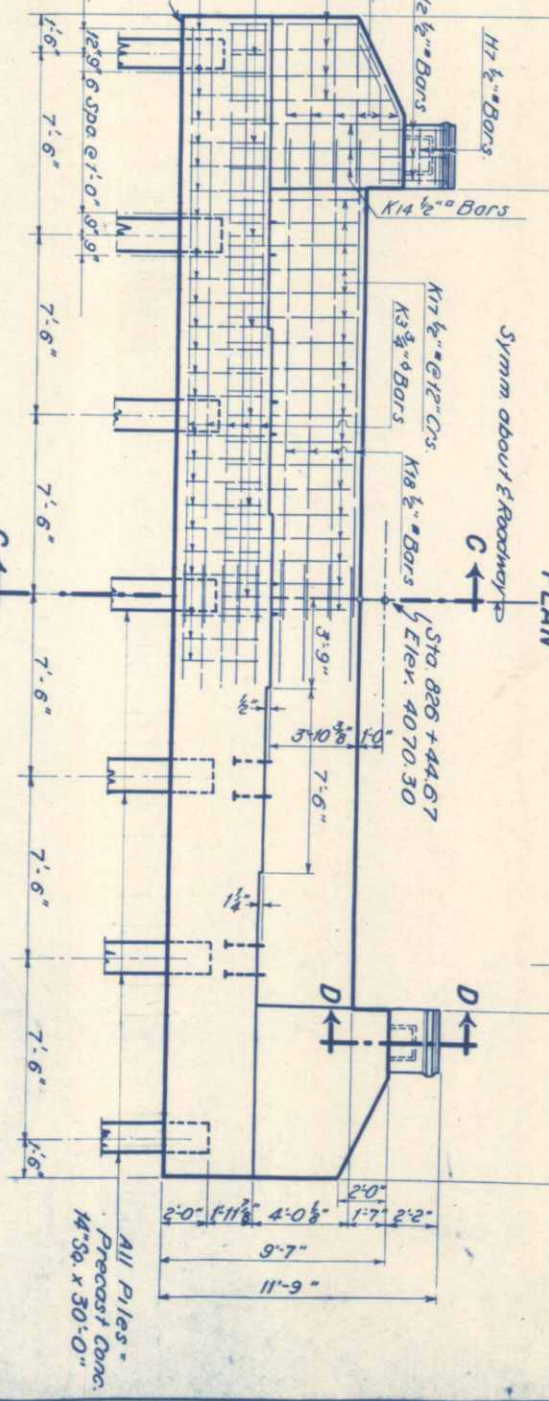
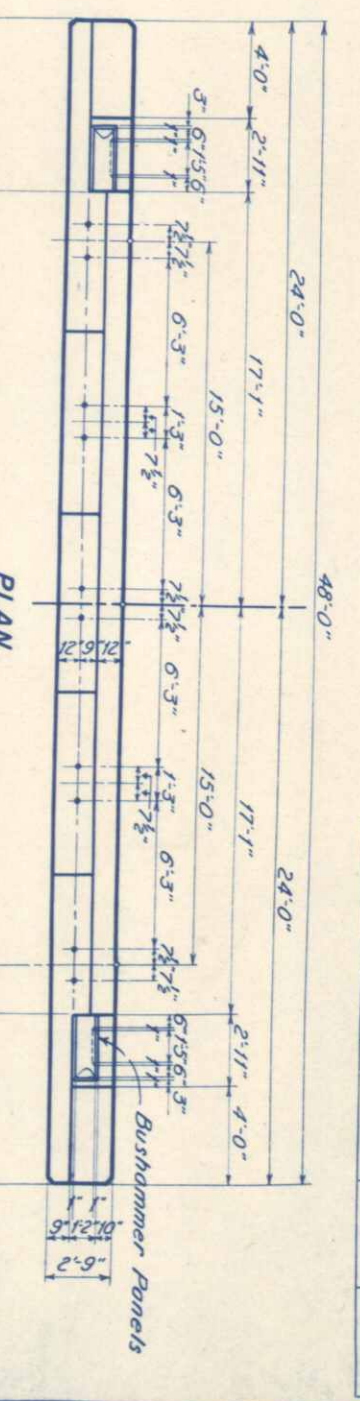
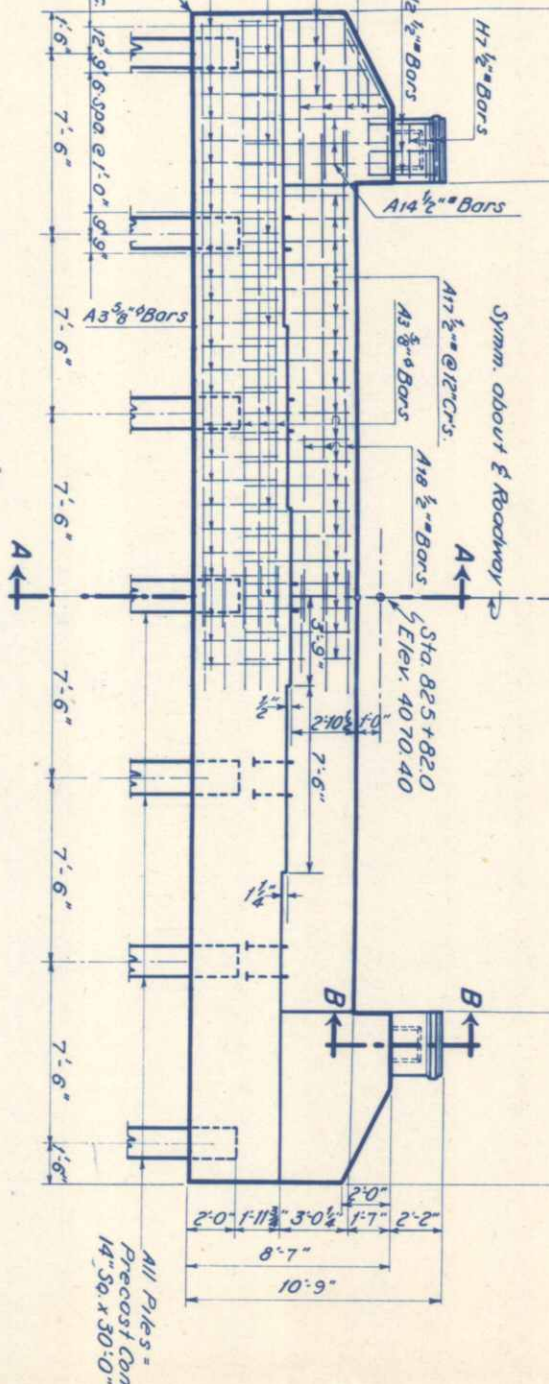
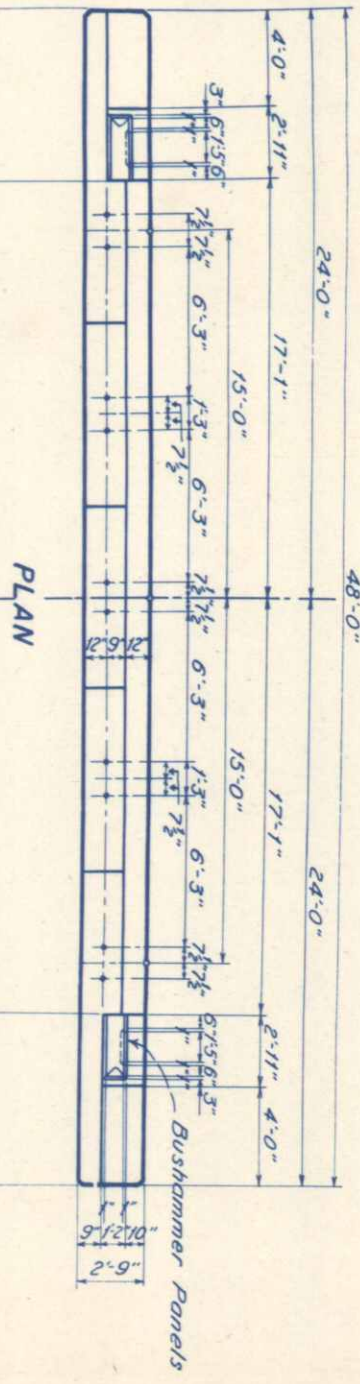
$f_s = 750$

$n = 12$

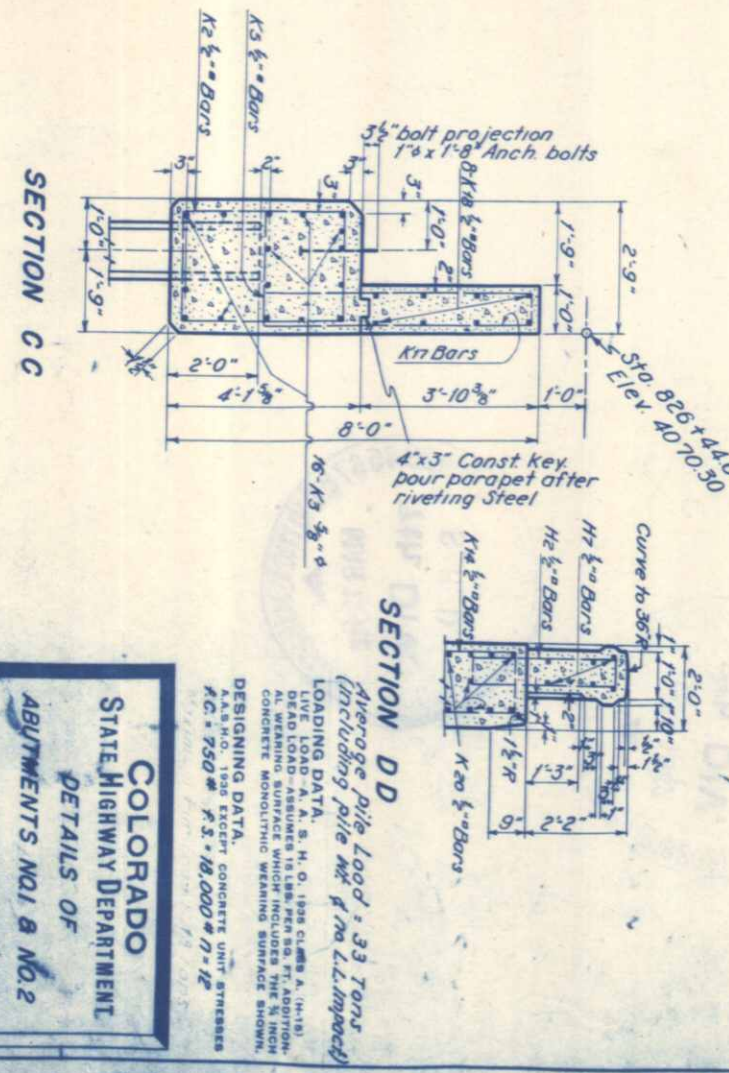
REVISIONS

Pile loads increased from 18 tons to 33 tons. (See App 29-4)
 Rev. 3-7-42 Changed height of wings. H.C.C.

FED. ROAD DIST. NO.	STATE	F.A.P.	SHEET NO.	TOTAL SHEETS
3	COLO.	288-A(3)	11	



BAR LIST ABUT. NO. 1				BAR LIST ABUT. NO. 2			
MARK	SIZE	NO.	LENGTH TYPE	MARK	SIZE	NO.	LENGTH TYPE
A2	5/8"	39	13'-11" V	K2	5/8"	39	13'-11" V
A3	5/8"	16	25'-1" STR.	K3	5/8"	16	25'-1" STR.
A4	5/8"	16	5'-2" "	K4	5/8"	16	6'-2" "
A5	"	13	10'-3" V	K5	"	13	10'-3" V
A14	"	6	17'-0" V	K14	"	6	19'-0" V
A17	"	34	11'-2" V	K17	"	34	13'-2" V
A18	"	12	20'-4" STR.	K18	"	16	20'-4" STR.
A20	"	22	6'-6" "	K20	"	26	6'-6" "
H2	5/8"	6	8'-0" IV	H2	5/8"	6	8'-0" IV
H7	"	12	2'-3" STR.	H7	"	12	2'-3" STR.
SUMMARY				SUMMARY			
401' of 5/8" @ 10.43% = 418 #				401' of 5/8" @ 10.43% = 418 #			
1702' of 5/8" @ 0.850% = 1447 #				1905' of 5/8" @ 0.850% = 1619 #			
+ 1% Bar Overrun = 15 #				+ 1% Bar Overrun = 23 #			
TOTAL = 1880 #				TOTAL = 2060 #			



REFERENCE DRAWINGS

Sheet No. 9 General Layout, Summary of Quantities & Details Precast Conc. Piles.

Sheet No. 10 Superstructure Details

COLORADO
 STATE HIGHWAY DEPARTMENT
 DETAILS OF
 ABUTMENTS NO. 1 & NO. 2

APPROVED: PREWITT, DISTRICT CHIEF
 HERR, SUPERVISOR TO DISTRICT CHIEF
 DESIGNED BY: KIMMICK, APPROVED BY: GIBBS
 MADE BY: CUMT, BRIDGE ENGINEER
 CHECKED BY: HCC, DATE: July 2nd, 1941.

DESIGNING DATA:
 ALL WIRING SURFACE WIRING PER SD. RT. ADDITION.
 CONCRETE MONOLITHIC BEARING SURFACE SHOWN.
 A.A.S. 1001-1002
 P.C. = 750 # P.S. = 18,000 # 7-12

STRUCTURE NO. C-23-L

FEED ROAD DIST. NO.	STATE	F.A.P.	SHEET NO.	TOTAL SHEETS
3	COLO.	288-A (3)	12	

P-100-C

ONE SPAN OF SUPERSTRUCTURE

DESCRIPTION	SIZE	TYPE D-6	TYPE D-12	PER D-TYPE D-12	PER D-TYPE D-12
		NO. BO.	NO. BO.	NO. BO.	NO. BO.
TOT 80 FT. UNTRATED STRUCTURAL TIMBER	1747	1174	10	134	1387
UNTRATED NATIVE TIMBER					1387
HANDRAIL POSTS	30	30	30	30	30
POST BLOCKING	3	3	3	3	3
WHEELGUARD BLOCKING	120	120	120	120	120
FLOOR PLANKS	110	110	110	110	110
BRIDGING	21	21	21	21	21
TOT 80 FT. UNTRATED NATIVE TIMBER	1398	1782	1408		1787
UNTRATED STRUCTURAL TIMBER					220
UNTRATED NATIVE TIMBER					220

RAILS TO POSTS: 2-40 d nails per rail per post.
 UNTRATED NATIVE TIMBER: 2-60 d nails per block.
 WHEELGUARD BLOCKS TO FLOOR PLANKS: 2-60 d nails per wheelguard per block. Toe nail.
 FLOOR PLANKS TO STRINGERS: 2-60 d nails per plank per stringer.
 STRINGERS TO CAPS: 2-60 d nails per stringer per cap.
 BULKHEAD PLANKS TO STRINGERS OR PILES: 2-60 d nails per plank per stringer or pile.
 SWAYBRACES TO CAPS OR PILES: 2-60 d nails per brace per cap or pile.
 SWAYBRACES TO STRINGERS: 4-20 d nails per piece of bracing.

FOR ONE SPAN OF SUPERSTRUCTURE BOLTS AND WASHERS

DESCRIPTION	SIZE	WEIGHT EACH	NO.	LBS.	NO.	LBS.
BOLTS Post to Wheelguard	5/8"x1/4"	1.41	2	2.82	2	2.82
BOLTS Post to Stringer	5/8"x1/2"	1.57	4	6.28	2	3.14
BOLTS Post to Stringer	5/8"x1/2"	1.57	4	6.28	2	3.14
C.I.O.G. WASHERS	5/8"x1/2"	0.75	12	9.0	12	9.0
DRIFT BOLTS - Cap to Piles	1/2"x1/8"	1.00	3	3.0	2	2.0
TOTAL WEIGHT				21.185		22.185

FOR ONE ABUTMENT

DESCRIPTION	SIZE	WEIGHT EACH	NO.	LBS.	NO.	LBS.
BOLTS Post to Wheelguard	5/8"x1/4"	1.41	2	2.82	2	2.82
BOLTS Post to Stringer	5/8"x1/2"	1.57	4	6.28	2	3.14
BOLTS Post to Stringer	5/8"x1/2"	1.57	4	6.28	2	3.14
C.I.O.G. WASHERS	5/8"x1/2"	0.75	12	9.0	12	9.0
DRIFT BOLTS - Cap to Piles	1/2"x1/8"	1.00	3	3.0	2	2.0
TOTAL WEIGHT				21.185		22.185

FOR ONE BENT

DESCRIPTION	SIZE	WEIGHT EACH	NO.	LBS.	NO.	LBS.
BOLTS Post to Wheelguard	5/8"x1/4"	1.41	2	2.82	2	2.82
BOLTS Post to Stringer	5/8"x1/2"	1.57	4	6.28	2	3.14
BOLTS Post to Stringer	5/8"x1/2"	1.57	4	6.28	2	3.14
C.I.O.G. WASHERS	5/8"x1/2"	0.75	12	9.0	12	9.0
DRIFT BOLTS - Cap to Piles	1/2"x1/8"	1.00	3	3.0	2	2.0
TOTAL WEIGHT				21.185		22.185

NAILS

LOCATION	ITEM	TYPE	NO.	LBS.	NO.	LBS.
ONE SPAN OF SUPERSTRUCTURE	2nd Common	D-6	2	3.14	2	3.14
	3rd Common	D-6	3	4.71	2	4.71
	4th Common	D-6	4	6.28	2	6.28
	5th Common	D-6	5	7.85	2	7.85
	6th Common	D-6	6	9.42	2	9.42
	7th Common	D-6	7	10.99	2	10.99
	8th Common	D-6	8	12.56	2	12.56
	9th Common	D-6	9	14.13	2	14.13
	10th Common	D-6	10	15.70	2	15.70
	11th Common	D-6	11	17.27	2	17.27
ONE ABUTMENT	2nd Common	D-6	2	3.14	2	3.14
	3rd Common	D-6	3	4.71	2	4.71
	4th Common	D-6	4	6.28	2	6.28
	5th Common	D-6	5	7.85	2	7.85
	6th Common	D-6	6	9.42	2	9.42
	7th Common	D-6	7	10.99	2	10.99
	8th Common	D-6	8	12.56	2	12.56
	9th Common	D-6	9	14.13	2	14.13
	10th Common	D-6	10	15.70	2	15.70
	11th Common	D-6	11	17.27	2	17.27
ONE BENT	2nd Common	D-6	2	3.14	2	3.14
	3rd Common	D-6	3	4.71	2	4.71
	4th Common	D-6	4	6.28	2	6.28
	5th Common	D-6	5	7.85	2	7.85
	6th Common	D-6	6	9.42	2	9.42
	7th Common	D-6	7	10.99	2	10.99
	8th Common	D-6	8	12.56	2	12.56
	9th Common	D-6	9	14.13	2	14.13
	10th Common	D-6	10	15.70	2	15.70
	11th Common	D-6	11	17.27	2	17.27

SUMMARY OF HARDWARE BOLTS AND WASHERS

ITEM	NO.	LBS.
3 SPANS AT 18 LBS PER SPAN	54	972
2 ABUTMENTS AT 22 LBS PER ABUTMENT	44	968
2 BENTS AT 22 LBS PER BENT	44	968
TOTAL WEIGHT	142	2908

SUMMARY OF QUANTITIES

LOCATION	UNIT	20d COMMON	40d COMMON	60d COMMON
3 SPANS	LBS	4	46	138
2 ABUTMENTS	LBS	1	10	20
2 BENTS	LBS	1	8	124
TOTAL WEIGHT	LBS	12	7	

ITEM No. 42a - UNTRATED NATIVE TIMBER

ITEM	NO.	LBS.
3 SPANS AT 1787 LBS EACH	5361	9501
2 ABUTMENTS AT 409 LBS EACH	818	1636
2 BENTS AT 122 LBS EACH	244	488
TOTAL	6423	11625

ITEM No. 60b - UNTRATED TIMBER PILING

ITEM	NO.	LBS.
2 ABUTMENTS AT 80 LBS EACH	160	320
2 BENTS AT 120 LBS EACH	240	480
TOTAL	400	800

ITEM No. 60c - METAL PILE SHOES

ITEM	NO.	LBS. EACH	SHOES
AT			

UNTRATED STRUCTURAL TIMBER

DESCRIPTION	SIZE	NO.	LBS.
CAP	10"x12"x20'-0"	1	220
TOT 80 FT. UNTRATED STRUCTURAL TIMBER		180	220
UNTRATED NATIVE TIMBER			220

UNTRATED NATIVE TIMBER

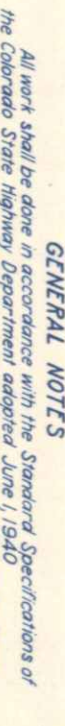
DESCRIPTION	SIZE	NO.	LBS.
HANDRAIL POSTS	6"x6"x10'-0"	30	360
WHEELGUARD BLOCKING	4"x6"x10'-0"	120	1440
SWAYBRACES	3"x8"x22'-0"	24	288
TOT 80 FT. UNTRATED NATIVE TIMBER		106	1288

UNTRATED PILING

DESCRIPTION	SIZE	NO.	LBS.
UNTRATED PILING	3"x8"x19'-0"	4	48
TOTAL		110	1336

LOADING DATA

LOADING DATA	REQUIRED
DL-TIMBER @ 3 1/2" PER 80 FT	3 SPANS @ 19'-0"
LL-TYPE D-6: 12000 LBS	19'-0" FT CLEAR ROADWAY
LL-TYPE D-12: 24000 LBS	TYPE D-12 LOADING
NO IMPACT	



GENERAL NOTES

All work shall be done in accordance with the Standard Specifications of the Colorado State Highway Department adopted June 1, 1940.

Caps and Stringers shall be West Coast Douglas Fir or Dense Southern Yellow Pine.

Handrails, handrail posts, post blocking, wheelguards, wheelguard blocking, floor planks, bulkhead planks, bridging and swaybraces may be good grade native lumber.

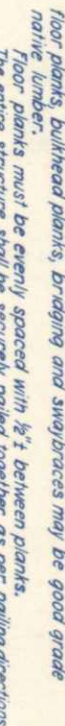
Floor planks must be evenly spaced with 1/2" between planks.

The entire structure shall be securely nailed together as per nailing directions.

Piling shall be West Coast Douglas Fir, Dense Southern Yellow Pine, Oak, Southern Cypress or Rocky Mountain Douglas Fir.

When detour structure is removed all nails and hardware shall be salvaged and placed in separate containers.

All piling for detour bridges must be pulked and not cut or broken off.



This notice, made on 1' boards, is to be posted conspicuously on bridge or right hand side of each end.

STRUCTURE NO. C-23-1

FOR USE DURING CONSTRUCTION OF BRIDGE

STATE HIGHWAY DEPARTMENT

STANDARD TEMPORARY DETOUR TRESTLE

Designed by PDM Approved by Bridge Engineer

Made by M.T. Bridge Engineer

Checked by R.S.S. Date: June 19, 1939.

STANDARD P-100-C

INITIAL DATE

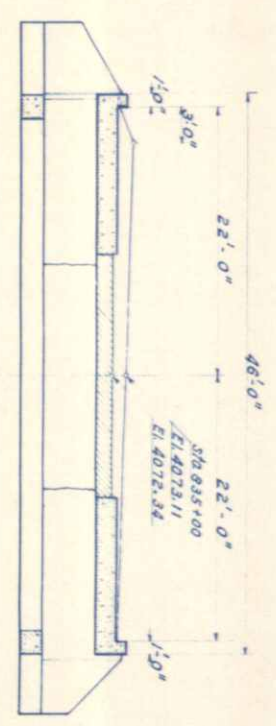
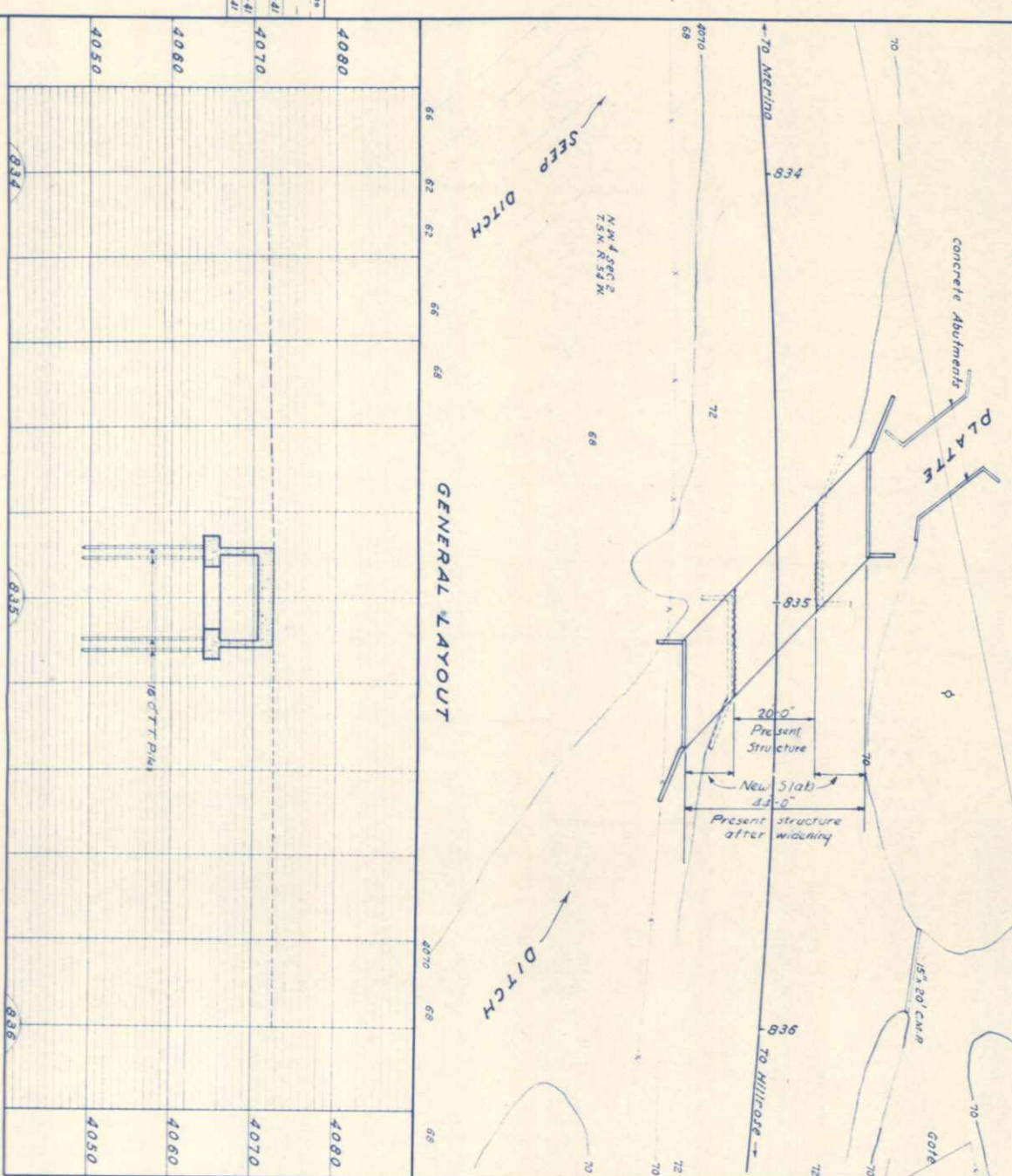
ORIGINAL BY	H.C.C.	7-18-41
CHECKED BY	W.G.S.	7-15-41
DESIGNED BY	H.C.C.	7-16-41
CHECKED BY	C.L.T.	7-17-41

DETAILS OF PILE SHOE

American Pile Co's "American All Steel" Pile Shoe, No. 2 or equal, WT. 13 1/2 LBS.



15" Iron Pipe
Vendgate
SOUTH
N 4 SEC 2
T 5 N R 53 W
N
S 0° 38' E

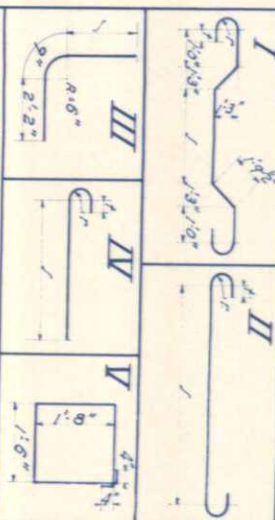


TYPICAL SECTION
SHOWING RELATION OF BOX TO ROADWAY

REFERENCE DRAWINGS
SHEET No. 14 CULVERT WIDENING DETAILS

MARK	SIZE	No. Req'd	Length	Type	J	T	A
A1	1/8"	26	27'-11"	I	10'-8"	4"	3 1/2"
A2	1/4"	26	26'-10"	II	24'-2"	4"	3 1/2"
A3	3/8"	76	18'-0"	Stn			
A4	3/8"	8	15'-0"	Stn			
B1	1/2"	200	7'-4"	III	4'-5"		
B7	1/2"	10	10'-8"	III	10'-6-9"		
B18	1/2"	10	12'-6"	Stn	10'-1 1/2"		
B19	1/2"	2	7'-0"	Stn			
B20	1/2"	2	2'-9"	"			
B22	1/2"	200	7'-0"	III	4'-1"		
B29	1/2"	8	5'-6"	Stn	10'-4 1/2"		
B31	1/2"	2	4'-3"	Stn			
B32	1/2"	2	2'-3"	"			
D1	3/8"	15	1'-6"	Stn			
F1	1/2"	84	6'-0"	II	4'-8"	2"	2"
F2	1/2"	50	4'-8"	III	4'-0"	2"	2"
F3	1/2"	12	13'-0"	Stn			
F4	1/2"	4	17'-0"	"			
F5	1/2"	4	10'-0"	"	Field bend		
F6	1/2"	2	7'-0"	"			
F7	1/2"	2	4'-6"	"			
F8	1/2"	12	6'-0"	"			
F9	1/2"	6	15'-0"	"	Field bend		
F10	1/2"	2	12'-0"	"			
F11	1/2"	4	10'-0"	"			
F12	1/2"	200	5'-0"	"	4'-4"		
F16	1/2"	200	10'-2-2"	II	10'-1-6"	2"	2"
F17	1/2"	200	10'-2-2"	III	10'-0-9"		
F21	1/2"	200	10'-2-2"	IV	4'-0"		
F27	1/2"	2	10'-3"	IV	10'-1-6"	2"	2"
F28	1/2"	2	2'-8"	IV	10'-1-3"		
V1	1/2"	16	28'-0"	Stn	2'-0"	2"	2"
L1	1/2"	10	7'-0"	Y	Field bend		
M1	1/2"	16	15'-0"	Stn			
M2	1/2"	62	6'-10"	II	5'-6"	2"	2"
M3	1/2"	2	6'-2"	II	6'-10"	2"	2"

BENDING DIAGRAMS

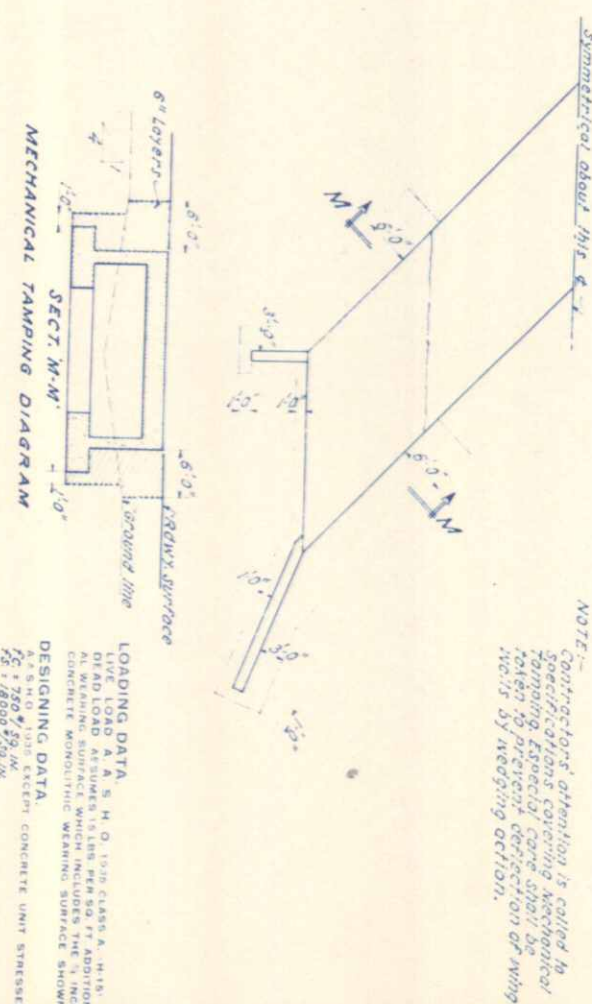


BAR SUMMARY

1423 Lin R 1/8 @ 2.670' Lin R = 3601 lbs
448 " " 3/8 @ 2.044' " = 916 "
1512 " " 1/2 @ 1.043' " = 1577 "
2767 " " 1/2 @ 0.668' " = 1348 "
Plus 1/2" Overrun = 9142 "
78 "
TOTAL = 8220 lbs

Item	DESCRIPTION	UNIT TOTALS
11	Removal of old structure left of Sta. 835 +	Lump
11	Prep. & removal of parts of present bridge Sta. 835 +	Lump
14b	Dry common Excavation (Stn)	Cu yd. 52
14d	Wet common Excavation (Stn)	Cu yd. 63
14e	Mechanical Tamping	Hours 20
40a	Class 'A' concrete	Cu yd. 101
47	Reinforcing steel (incl. 1:4 for overrun)	Lbs. 9220
60a	Treated Timber piling	Lin. Ft. 480
	3/4" x 1/8" Anchor bolts with 3-unit cinch An. per bolt or equal	Ea. 56

* Include the cost of this item in the Bid price for Class 'A' concrete.



GENERAL NOTES

ALL WORK SHALL BE DONE ACCORDING TO THE STANDARD SPECIFICATIONS OF THE COLORADO HIGHWAY DEPARTMENT ADOPTED JUNE 1, 1940.
ALL CONCRETE SURFACES EXPOSED IN THE FINISHED WORK SHALL BE CONSTRUCTED OF SHIRAZ OR TONGUE AND GROOVE LUMBER 2" UNLESS NOTED WITHIN THE DRAWINGS.
CONCRETE GIRDER, TIE-BARS AND CURBS SHALL BE POURED MONOLITHICALLY.
ALL REINFORCING BARS SHALL BE DEFORMED AND TIED TO THE STATION NUMBERED BARS AND BOUNDATION. MAIN BARS SHALL NOT BE SPICED.
SOUNDINGS AND DIMENSIONS SHALL BE TAKEN ACCORDING TO THE BEST AVAILABLE DATA. IF ESSENTIALLY DIFFERENT CONDITIONS OCCUR THE BRIDGE ENGINEER WILL INSPECT AND DETERMINE IF REDVISION IS NECESSARY.
ALL REINFORCING STEEL SHALL BE INTERMEDIATE GRADE.

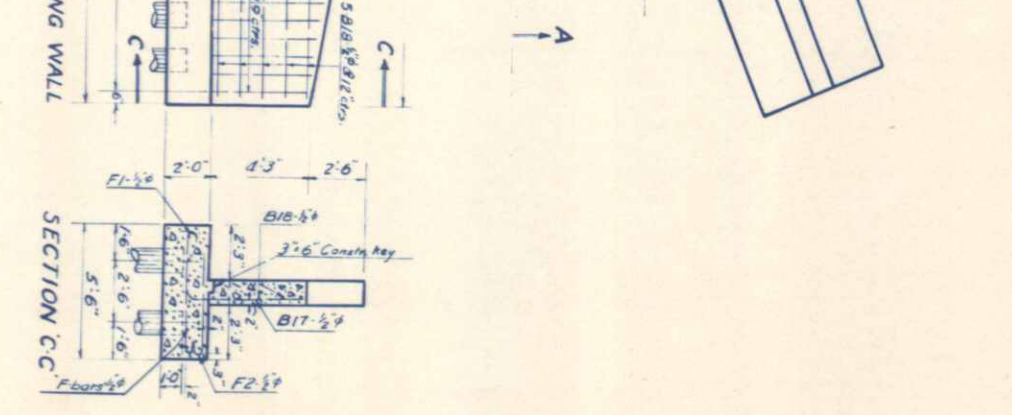
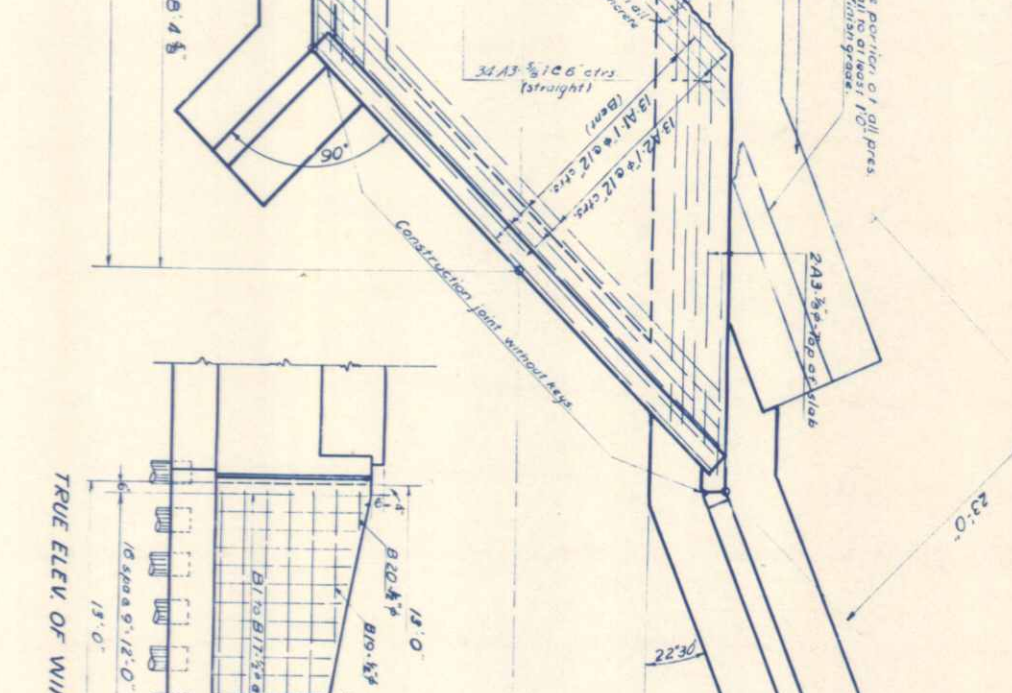
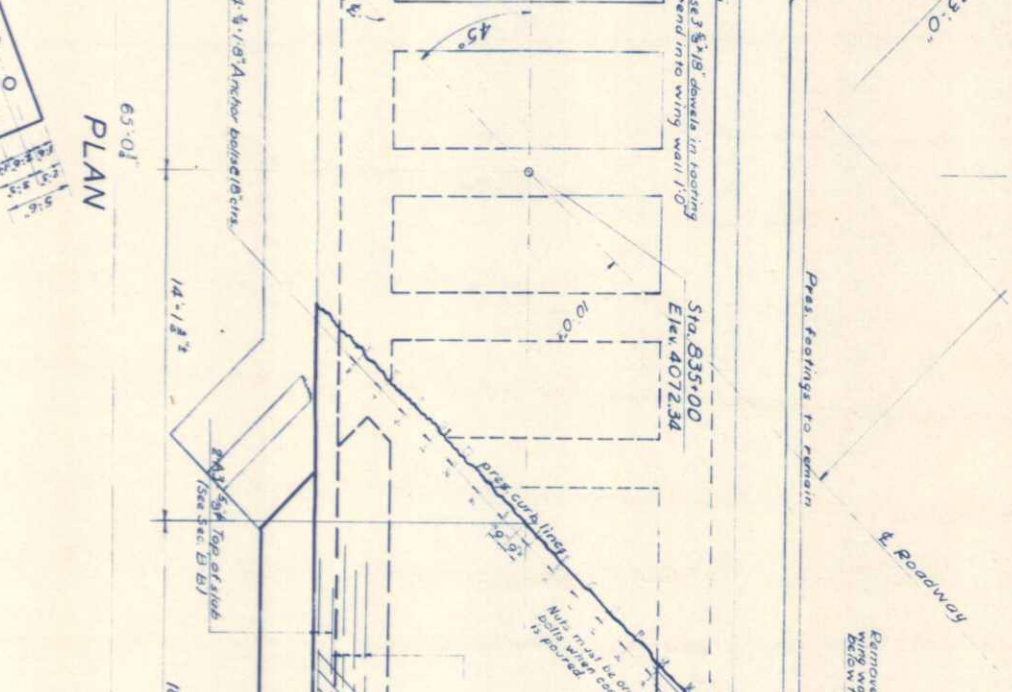
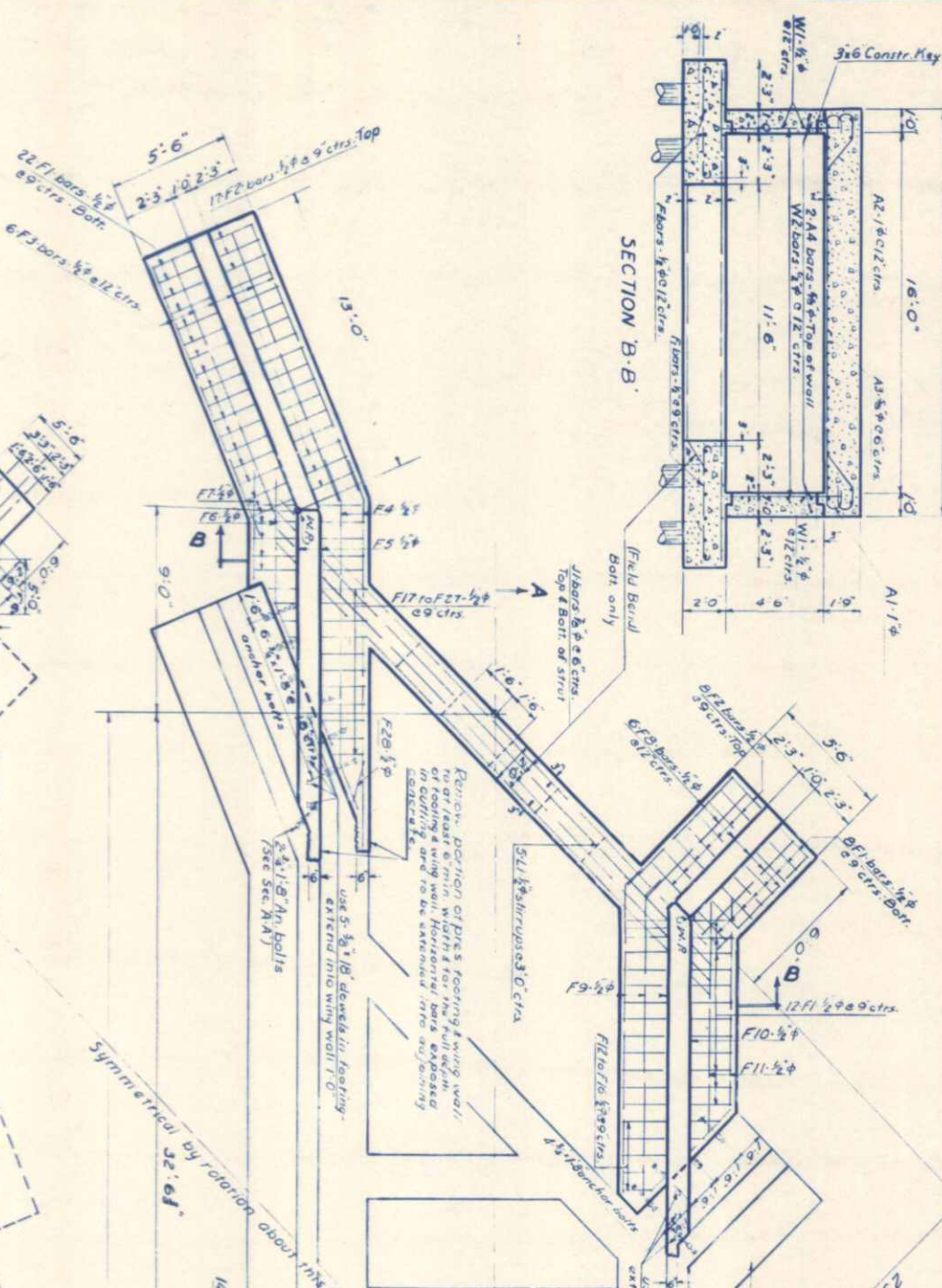
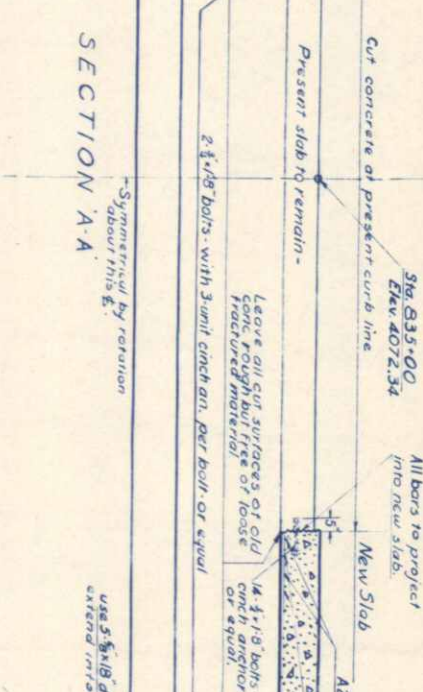
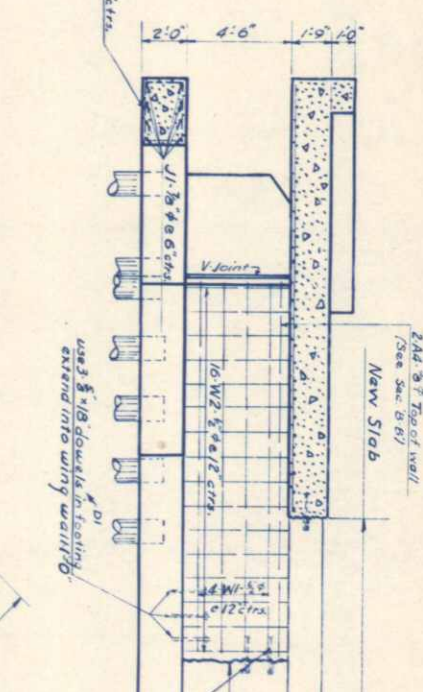
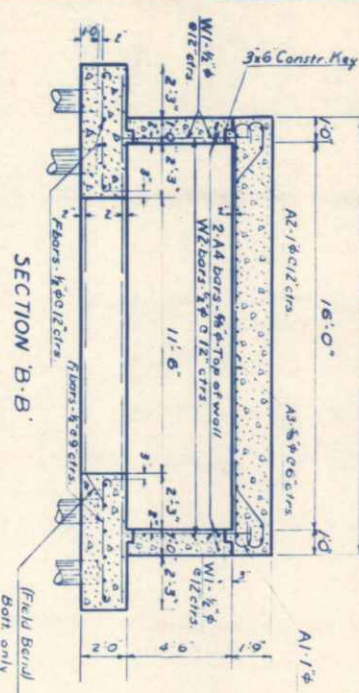
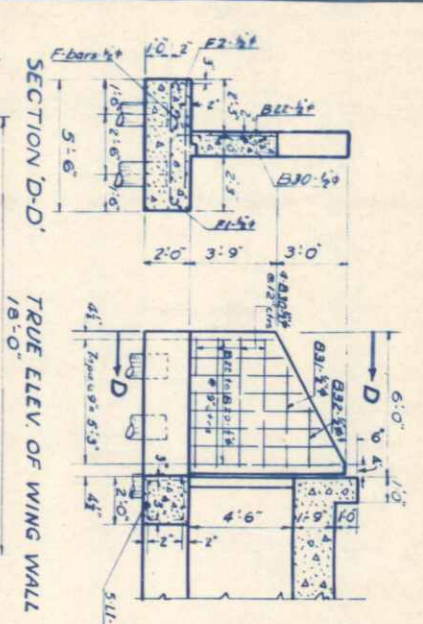
NOTE: Contractor's attention is called to specifications covering mechanical tamping, especially care shall be taken to prevent deflection of wing walls by reeding deflection.

COLORADO STATE HIGHWAY DEPARTMENT
CONC. BOX CULVERT WIDENING.
BAR LIST
GENERAL LAYOUT
Address: South Platte River
Sta. 835+00

Designed by: C.L.Z.
Made by: G. J. Bach
Checked by: T.W.E.
Date: July 30, 1941.

Approved by: [Signature]
Bridge Engineer

FEED ROAD DIST. NO.	STATE	F.A.P.	SHEET NO.
3	COLO.	288-A(3)	13
			TOTAL SHEETS



FED. ROAD DIST. NO.	STATE	FAP	SHEET NO.	TOTAL SHEETS
3	COLO.	288-A(3)	14	

REVISIONS

PLAN OF PILE ARRANGEMENT

REFERENCE DRAWINGS
 SHEET No. 13 BAR LIST, SUMMARY OF QUANTITIES.
 & GENERAL LAYOUT

WEST END ELEVATION

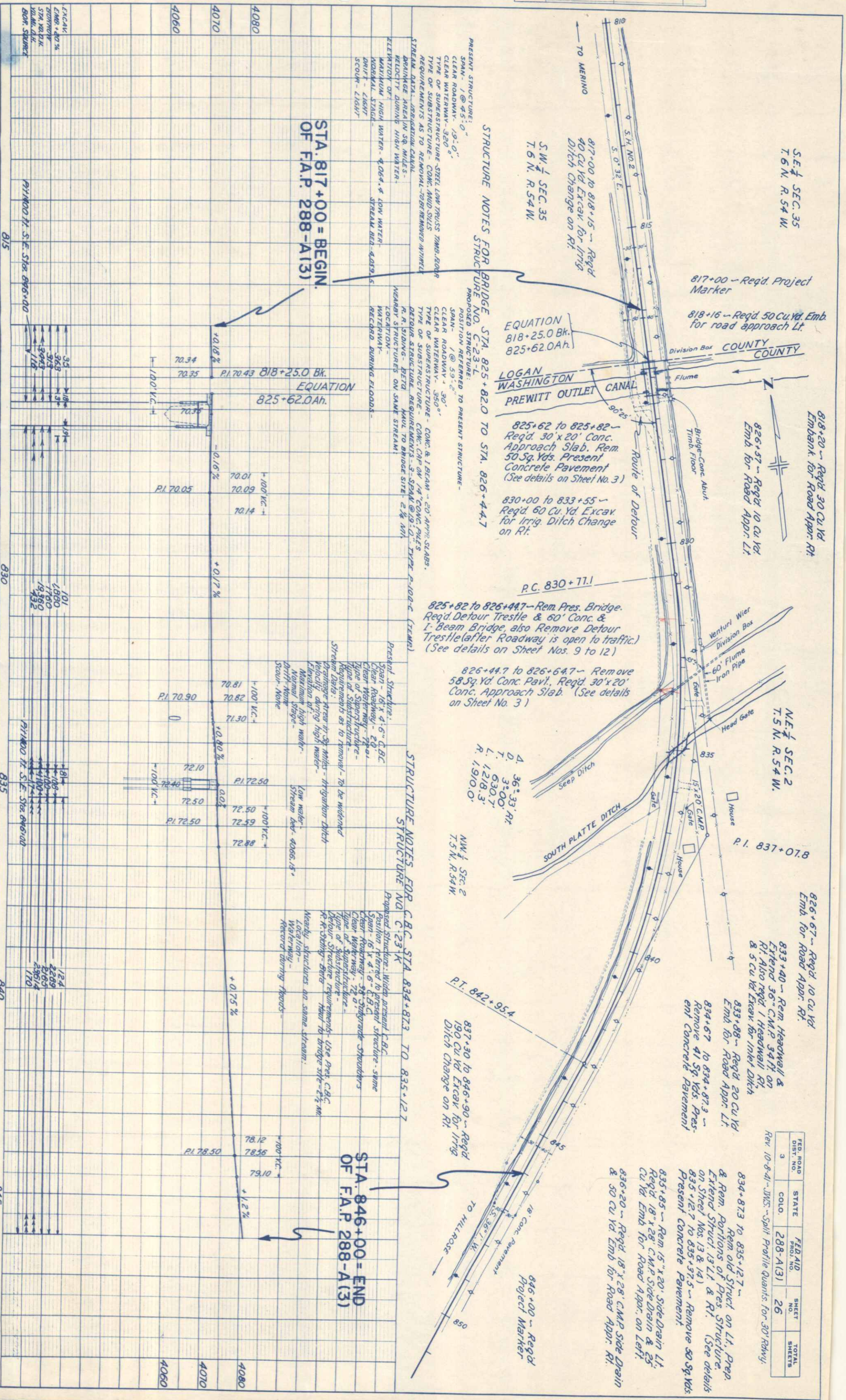
STRUCTURE NO. C-23-K

COLORADO STATE HIGHWAY DEPARTMENT
CULVERT WIDENING DETAILS
 Across: South Platte Ditch
 Near: Beldo Sta. 835+00
 Sec. 2 T. 5N. R. 55W.
 Designed by TTE. Approved by G.H. HANBY
 Made by Bridge Engineer
 Checked by CLT. Date: July 20, 1941.

LOADING DATA.
 LIVE LOAD A. A. S. H. O. 1935 CLASS A, 14K16.
 DEAD LOAD ASSUMES 15 LBS PER SQ. FT. ADDITION.
 CONCRETE BRIDGE SURFACE FINISHING SURFACE SHOWN.
 DESIGNING DATA.
 AASHTO 1935 EXCEPT CONCRETE UNIT STRESSES
 1,800 P.S.I.
 1,112

PROFILE	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
	GRADES CHECKED		
	R. M.J. NOTED		
	STRUCTURE NOTAT'NS CHKD.		

PLAN	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
	ALIC. CHECKED		
	RT. CHECKED		



STA. 817+00 = BEGIN.
OF F.A.P. 288-A(3)

STA. 846+00 = END
OF F.A.P. 288-A(3)

STRUCTURE NOTES FOR
BRIDGE NO. C-23-L
STA. 825+82.0 TO STA. 826+44.7

STRUCTURE NOTES FOR
BRIDGE NO. C-23-K
STA. 834+87.3 TO STA. 835+12.7

STRUCTURE NOTES FOR
BRIDGE NO. C-23-L
STA. 846+00 = END
OF F.A.P. 288-A(3)

S.E. 1/4 SEC. 35
T. 6 N. R. 54 W.

N.E. 1/4 SEC. 2
T. 5 N. R. 54 W.

826+67 ~ Req'd. 10 Cu Yd
Emb. for Road Appr. Rt.

833+40 ~ Rem. Headwall &
Extend 36' C.M.P. 34 ft. on
Rt. Also req'd. 1 Headwall Rt.
& 5 Cu Yd. Excav. for Inlet Ditch

834+67 ~ Req'd. 20 Cu Yd
Emb. for Road Appr. Lt.

834+67 to 834+87.3 ~
Remove 41 Sq. Yds. Pres-
ent Concrete Pavement

835+85 ~ Rem. 15' x 20' Side Drain Lt.
Req'd. 18' x 28' C.M.P. Side Drain & 25
Cu Yd. Emb. for Road Appr. on Left.

836+20 ~ Req'd. 18' x 28' C.M.P. Side Drain
& 50 Cu Yd. Emb. for Road Appr. Rt.

834+87.3 to 835+12.7 ~
Rem. old Struct. on Lt., Prep.
& Rem. Portions of Pres. Structure.
Extend Struct. 13 Lt. & Rt. (See details
on Sheet Nos. 13 & 14)

835+12.7 to 835+37.5 ~ Remove 50 Sq. Yds
Present Concrete Pavement

825+82 to 826+44.7 ~ Rem. Pres. Bridge.
Req'd. Detour Trestle & 60' Conc. &
I-Beam Bridge, also Remove Detour
Trestle (after Roadway is open to traffic.)
(See details on Sheet Nos. 9 to 12)

826+44.7 to 826+64.7 ~ Remove
58 Sq. Yd. Conc. Pavl., Req'd. 30' x 20'
Conc. Approach Slab. (See details
on Sheet No. 3)

4. 36' x 33' Rt.
D. 3' x 0.0'
T. 630.7'
L. 1218.3'
R. 1910.0'

N.W. 1/4 Sec. 2
T. 5 N. R. 54 W.

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	288-A(3)	26	

Rev 10-8-41 - JMS - Split Profile Quants. for 30' Rdwy.