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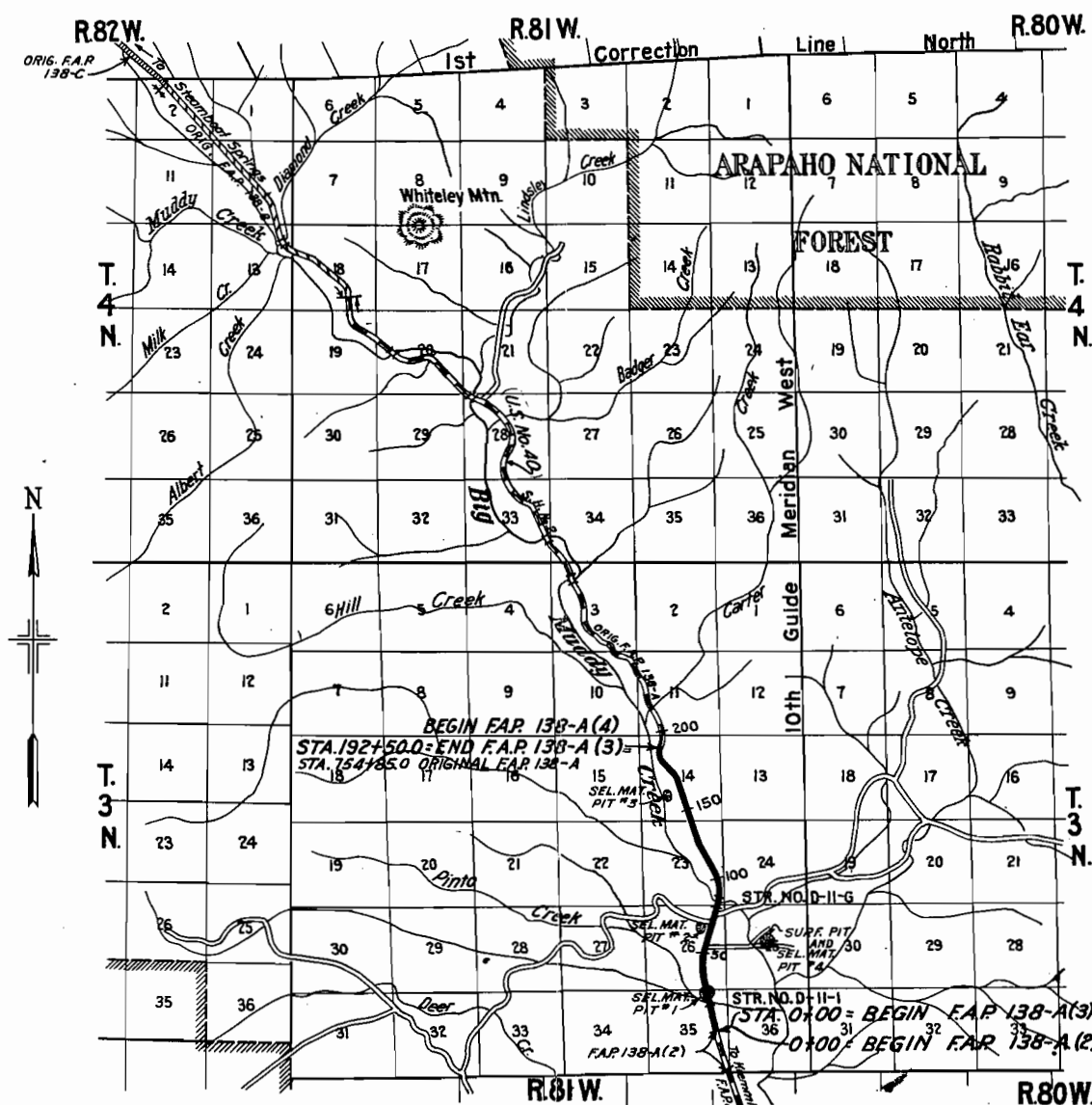
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REV. NEW REV. SHEET

COLORADO STATE HIGHWAY DEPARTMENT PLAN AND PROFILE OF PROPOSED FEDERAL AID PROJECT NO. 138-A(3) STATE HIGHWAY NO. 2 GRAND COUNTY

SCALES OF 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 } 18,962.1 FT. = 3.591 MI.
NET LENGTH OF PROJECT }



FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	138-A(3)	1	

Rev. G.L. 4-5-40 for U.S. Highway No. E New Sheet No. 15

N. of Kremmling

CONVENTIONAL SIGNS

CENTER LINE OF SURVEY
RIGHT OF WAY LINES
ONE QUARTER SECTION LINE
SECTION LINE
TOWNSHIP LINE
BARBED WIRE FENCE

NOTE:

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

H.L. Jenness, Division Engineer, located at Glenwood Springs.
Robt Greisiger, Resident Engineer, located at Kremmling.
J.A. Burton, Resident Engineer, located at Kremmling.

RECOMMENDED FOR APPROVAL

[Signature]
ASSISTANT ENGINEER
DATE 3-20-40

APPROVED

[Signature]
STATE HIGHWAY ENGINEER
DATE

RECOMMENDED FOR APPROVAL

DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

RECOMMENDED FOR APPROVAL

CHIEF, WESTERN REGION
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

APPROVED

COMMISSIONER
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

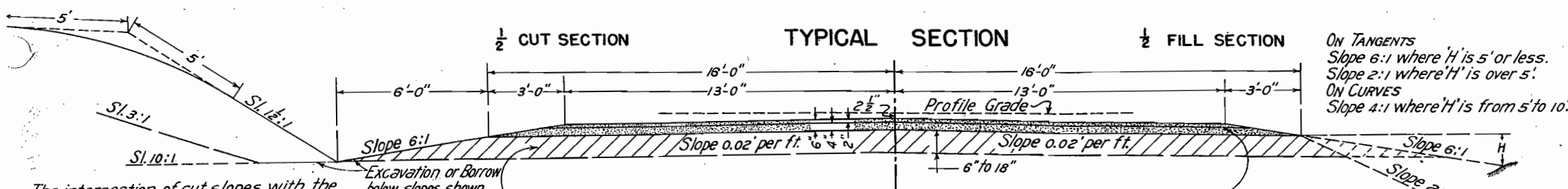
Scale 1 in = 1 Mile

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	138-A (3)	2	

Rev. 3-26-40 G.L. Summary of Quantities.
Rev. G.L. 4-5-40 Summary of Quantities.

Rev. 4-18-40 Fence

TYPICAL CROSS SECTION OF IMPROVEMENT AND SUMMARY OF QUANTITIES



The intersection of cut slopes with the existing ground line shall be rounded in earth cuts, beginning 5 feet back of the slope stake and extending 5 feet down the cut slope. Where the cut slope length is less than 5 feet, reduce both of the above lengths of slope treatment to the actual slope distance. Excavation quantities involved in rounded slope shall be included in "Unclassified Excavation."

Throughout the entire project the road bed immediately under the surfacing courses is to be composed of Selected Material of the approximate compacted thickness indicated in the tabulation below. Selected Material is also to be placed on the ground as a base course as indicated below. This material is to be classified and paid for as "Unclassified Excavation."

The thickness of Gravel or Crushed Rock Surfacing is to be considered approximate only. Surfacing is to be placed in two courses at the rates indicated below:
4" bottom course surfacing - 61 tons per 100' of roadway.
2" upper course surfacing - 28 tons per 100' of roadway.

GENERAL NOTES

This Project is to be constructed in conformity 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 roadway excavation required to construct the project is to be obtained as indicated on the plans. Quantities involved beyond the limits of ditch as shown on the Typical Section, either noted on profile as "Borrow" or on List of Structures as "Excavation" and "Embankment" are to be classified and paid for as "Unclassified Excavation."

Roadway embankments at Bridge approaches shall be so constructed at the finish point of the gravel shoulder is 3' outside the curb line of the bridge. Where widening of the section is necessary to obtain this result, it shall take place uniformly over a distance of 300'. This is done to accommodate guard posts at bridge approaches.

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 embankment requirements actually encountered in construction.

Except as noted on the plans, overhaul will be paid for as measured along center line of project.

All side approach roads to the project shall be gravel surfaced with a 4" thickness of Gravel or Crushed Rock Surfacing extending approximately 30 feet from edge of highway. Estimated tonnage of surfacing material required in this operation is shown in "List of Structures."

All curves are to be superelevated and widened as provided by the Standard Superelevation sheet.

Headwalls shall not be required on corrugated metal pipe cross culverts unless otherwise noted. The ends of corrugated metal culvert pipes which are not provided with headwalls, shall be covered with approximately six (6) inches of material in such 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 wire fences, including line posts, shall be placed approximately six (6) inches inside the boundary line of the Highway Right of Way as shown on plans.

During construction of this project, traffic will use the present traveled roadway. At all places on the project, where the new construction encroaches on the present traveled roadway, traffic shall be adequately provided for at the contractor's expense. Also, the contractor shall, at his own expense, construct and maintain in safe condition all temporary approaches to and crossings of intersecting roads.

SELECTED MATERIAL

STATIONS		APPROXIMATE THICKNESS		REQ'D. CU. YD.	PIT DETAILS	OVERHAUL		PIT NO.
		TOP	BASE			STA. YD.	YD. MI.	
0+00	7+75	12"		1,260	Pit No. 1	13,860	1820	4
7+75	13+75	18"		1,620	On R.O.W. sta. 18+50 to 20+50	17,800	2,130	4
13+00	15+75		12"	885	1235 cu. yds. of top mat'l.	150	0	1
13+75	15+75	12"		360	Mat'l. Granular- Soil Mortar	3,960	450	4
16+65	17+75	12"		230	0-2' Friable A-2&2-6' A-4.	2,530	280	4
16+65	18+00		12"	350	Pit No. 2	0	0	1
17+75	26+68	18"		2,545	500' left sta. 72+00	28,010	2,790	4
25+80	42+75		12"	5,500	11,200 cu. yds. available	60,480	4,730	4
26+68	42+75	12"		2,840	for Selected Material.	31,260	2,440	4
42+75	47+25	18"		1,220	Mat'l. Granular- Soil Mortar A-4.	13,450	810	4
47+25	58+25	12"		1,905	Pit No. 3	20,950	1,120	4
58+25	60+75	18"		670	500' left sta. 164+00	7,360	450	4
60+75	68+75	12"		1,420	7,000 cu. yds. available	15,620	1,100	4
68+75	72+00	18"		815	Mat'l. Granular- Soil Mortar	8,960	720	4
72+00	78+75	18"		1,905	A-4.	6,520	0	2
78+75	80+60	12"		400	Pit No. 4	3,090	0	2
79+50	80+60		12"	225	4400' right sta. 52+00	1,850	0	2
81+50	90+00		12"	3,140	Ample quantity. Mat'l.	34,100	160	2
81+50	111+25	12"		4,320	Granular- Soil Mortar Friable	47,310	910	2
111+25	125+50	6"		1,190	A-2.	13,080	730	2
125+50	156+75	6"		2,605		28,660	5650	4
156+75	157+25	18"		125		1,360	310	4
157+25	165+25	18"		2,280		6,880	0	3
165+25	192+50	12"		4,700		43,700	500	3
TOTALS				42,510		410,940	27,100	

SUMMARY OF APPROXIMATE QUANTITIES

ITEM	DESCRIPTION	UNIT	ROADWAY	BRIDGE STA. 15+ - 16+	BRIDGE STA. 80+ - 81+	TOTALS
10 a	Clearing and Grubbing Entire Project	Lump Sum	•	•	•	•
11 a	Removal of Disused Bridge Sta. 17+	Lump Sum	•	•	•	•
11 b	Removal of Disused Bridge Sta. 81+	Lump Sum	•	•	•	•
11 c	Removal of Disused Bridge Sta. 30+	Lump Sum	•	•	•	•
11 d	Removal of 23 Structures	Lump Sum	•	•	•	•
11 e	Removal of Concrete Headwalls	Each	11			11
11 f	Removing & Resetting Div. Box & Meas. Box Sta. 14+	Lump Sum	•	•	•	•
11 g	Removing & Resetting Mail Boxes	Lump Sum	•	•	•	•
11 h	Removing & Resetting Cattle Guards	Each	1			1
12 a	Removing Fence	Lin. Ft.	8,600			8,600
12 b	Removing and Rebuilding Fence	Lin. Ft.	25,200			25,200
13 c	Unclassified Excavation	Cu. Yd.	136,000	1000	500	137,500
14 a	Dry Rock Excavation (Structural)	Cu. Yd.	100		10	110
14 b	Dry Common Excavation (Structural)	Cu. Yd.	400	170	670	1240
14 c	Wet Rock Excavation (Structural)	Cu. Yd.	30		180	210
14 d	Wet Common Excavation (Structural)	Cu. Yd.	100		320	420
15 x	Wetting Fills	M Gal.	4200			4200
15 y	Rolling Fills	Unit Hour	850			850
15 z	Furnishing Roller	Unit	3			3
18 a	Station Yard Overhaul	Sta. Yd.	776,000			776,000
18 b	Yard Mile Overhaul	Yd. Mi.	40,000			40,000
26 a	Gravel or Crushed Rock Surfacing	Ton	17,200			17,200
26 b	Overhaul of Surfacing	Ton Mi.	15,200			15,200
42 a	Untreated Bridge Timber	Mft. bm.		0.5	0.4	0.9
46 a	Class "A" Concrete	Cu. Yd.	53	154	328	535
46 b	Class "A" Concrete (Handrails)	Cu. Yd.		10	10	20
47	Reinforcing Steel	Lb.	4700	22,400	41,300	68,400
48	Structural Steel	Lb.		45,300	44,100	89,400
48 px	Steel Piling @ 42 lbs. per lin. ft.	Lin. Ft.		384		384
48 py	Steel Piling @ 53 lbs. per lin. ft.	Lin. Ft.		512		512
53 cx	24" Asphalt Coated Corr. Metal Culvert Pipe	Lin. Ft.	1,298			1,298
53 dx	30" Asphalt Coated Corr. Metal Culvert Pipe	Lin. Ft.	228			228
53 ex	36" Asphalt Coated Corr. Metal Culvert Pipe	Lin. Ft.	48			48
53 fx	42" Asphalt Coated Corr. Metal Culvert Pipe	Lin. Ft.	204			204
53 ix	60" Asphalt Coated Corr. Metal Culvert Pipe	Lin. Ft.	96			96
59	Relaying Pipe	Lin. Ft.	32			32
63 a	Riprap	Cu. Yd.		460		460
74	Wire Cable Guard Fence	Lin. Ft.	392			392
74 x	Timber Guard Posts	Each	162			162
76 ax	Treated Wooden Line Posts	Each	615			615
76 ay	Barbed Wire Fence (Tr. Wooden Posts)	Lin. Ft.	7,800			7,800
76 qy	Barbed Wire Gates	Each	3			3
80 c	Sheet Copper (38 oz.)	Lb.		285	215	500
81 a	Project Markers	Each	1			1
81 b	Right of Way Markers	Each	31			31
89 a	Drain Pipe (Concrete Floor) (3" x 2'-6")	Each		6		6
89 c	Drain Pipe (Concrete Floor) (3" x 3'-0")	Each			6	6
	FORCE ACCOUNT ITEMS RECEIVING FED. AID Obliterating Old Road	Lump Sum	•			•
	FORCE ACCOUNT ITEMS NOT RECEIVING FED. AID Moving Private Telephone Poles Sta. 52+ & 80+ (Work by State Forces.)	Lump Sum	•			•

LIST OF STRUCTURES

STATIONS	DESCRIPTION	REMOVE STRUCT. EACH	EXCAVATION CU. YDS.		EXCAV. STRUCT. CU. YDS.		CONCRETE CU. YDS.	REINF. STEEL LBS.	ASPHALT COATED CORR. METAL CULV. PIPE LIN. FT.				RELAY C.M.P. REMOVE	ROAD APPROCH SURF. TONS	MISCELLANEOUS		
			UNCL.	EMB.	★	CL."A"			24"	30"	36"	42"				60"	
0+00	Project Marker														1-Project Marker		
0+00 - 3+00	Intercepting Ditches	Lt.	50														
0+00 - 3+60	Intercepting Ditches	Rt.	50														
5+56	Rem. Hdwl. Ext. 36" C.M.P. 22' Lt. & Rt. inlet	Rt.	10			15											
8+00 - 12+50	Intercepting Ditches	Rt.	80														
8+50 - 13+00	Intercepting Ditches	Lt.	100														
14+48	C.M.P. cross culv. (sk. sk.) Ditch Ch. Lt.	Lt.	20														
14+75	Rem. & reset Div. Box Lt. & Meas. Box	Rt.	20														
15+75 - 16+65	Remove C.M.P.	Lt.	1														
	Conc. & I-Beam Br. (60' sk.) (Deton. sh. 5-7)	Lt.															
	Chan. Improv. & Dikes (Rem. Disused Br. Lt.)	Lt.															
17+40 - 26+00	Intercepting Ditches	Rt.	130														
21+75	C.M.P. cross culv. (sk. sk.) inlet & outlet	Lt.	40														
22+50 - 24+50	Intercepting Ditches	Lt.	20			20											
28+85 - 34+05	Channel Change	Lt.	230														
29+00	6' x 14' C.B.C. span Mo. B. inlet & outlet	Lt.	25														
30+75	Remove Disused Bridge	Rt.	10														
37+00	C.M.P. cross culvert & inlet	Rt.	1														
38+60	Remove C.M.P.	Lt.	1														
41+45	Remove C.M.P.	Lt.	1														
43+00 - 46+75	Intercepting Ditches	Rt.	80														
47+25	Road Approach (50' sk.)	Rt. & Lt.		500													
51+10	Remove C.M.P.	Lt.	1														
52+00	C.M.P. cross culv. inlet & outlet	Lt.	30														
	C.M.P. cross culv. inlet & outlet	Lt.	20														
57+75	C.M.P. cross culv. inlet & outlet	Lt.	40														
64+25	Remove C.M.P.	Lt.	1														
66+00	Road Approach	Rt. & Lt.		45													
68+50	C.M.P. cross culv. inlet & Rem. C.M.P. Rt.	Rt.	10														
69+50 - 76+00	Intercepting Ditches	Lt.	100														
72+85	C.M.P. cross culv. inlet & outlet	Lt.	20														
76+65	C.M.P. cross culv. inlet & outlet	Rt.	25														
78+95	Remove C.M.P.	Lt.	1														
79+62	Road Approach Rt. & Lt. Rem. C.M.P. Rt.	Rt.	1	35													
	Double C.M.P. cross culv. (64' sk.) inlet & outlet. Remove C.M.P. Ps.	Rt.	40														
80+60 - 81+50	Conc. & I-Beam Br. (Details on sh. 8-10)	Lt.	2														
81+50 - 89+50	Chan. Improv. Rem. Disused Br. Rt.	Rt.															
	Remove sod		18.50														
83+50	C.M.P. cross culv. inlet & outlet.	Rt.	35														
90+50	Remove C.M.P.	Rt. & Lt.	1														
91+50	Road Approach	Rt. & Lt.		50													
	C.M.P. cross culv. inlet & outlet	Rt.	35														
93+20	Relay C.M.P. on Lt. from sta. 72+85	Lt.	10														
93+40	Ditch Change	Lt.	1														
93+40	Remove C.M.P.	Lt.	1														
93+78	Double C.M.P. cross culv. (53' sk.) inlet & outlet	Lt.	75														
124+30	Road Approach	Lt.		40													
137+08	Rem. Hdwl. & 6' from Rt. end of C.M.P. in place. Ext. C.M.P. 24' Rt. & 26' Lt. inlet	Lt.	10														
143+13	Rem. Hdwl. & Ext. 24" C.M.P. 26' Lt. & 14' Rt. inlet.	Lt.	10														
148+72	Rem. Hdwl. & Ext. 24" C.M.P. 34' Lt. & 20' Rt. inlet	Lt.	10														
153+66	Rem. Hdwl. & Ext. 24" C.M.P. 24' Lt. & 14' Rt. inlet & outlet	Lt.	30														
158+14	Remove C.M.P.	Lt.	1														
160+00 - 164+00	Intercepting Ditches	Rt.	50														
166+10	Remove C.M.P.	Rt.	1														
168+50	C.M.P. cross culv. inlet. Rem. C.M.P. Rt.	Rt.	10														
173+00	C.M.P. cross culv. inlet & outlet	Lt.	40														
	Remove C.M.P.	Lt.	1														
177+20	C.M.P. cross culv. inlet. Rem. C.M.P. Lt.	Lt.	15														
178+50 - 186+00	Intercepting Ditches	Rt.	90														
178+60	Road Approach	Lt.	240														
183+80	Rem. Hdwl. & Ext. 30" C.M.P. 18' Lt. & 30' Rt. inlet & outlet.	Lt.	45														
187+60	C.M.P. cross culv. inlet. Rem. C.M.P.	Lt.	20														
190+20	C.M.P. cross culv. inlet. Rem. C.M.P.	Lt.	10														
191+00	Road Approach	Lt.	10														
46 +	Remove & Reset Timber Cattle Guard Lt.																
FORCE ACCOUNT ITEMS NO. FED. AID															Remove and Reset Timber Cattle Guard Lt.		
Moving Private Telephone Poles Sta. 52+1 & Sta. 80+																	
		23	3475	920		615	52.5		4650	1298	228	48	204	96	32	11	275

★ Structural Excavation is estimated to be 80% common and 20% rock, each of which is estimated to be 80% dry and 20% wet.

FED. ROAD DIST. NO.	STATE	F. A. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	138-A (3)	4	

Rev. G.L. 4-5-40-Fencing Requirements.

REMOVE & RESET MAIL BOXES

STATION	NUMBER	
	RIGHT	LEFT
79+12	1	
184+00		2
TOTALS	1	2

R.O.W. MARKERS

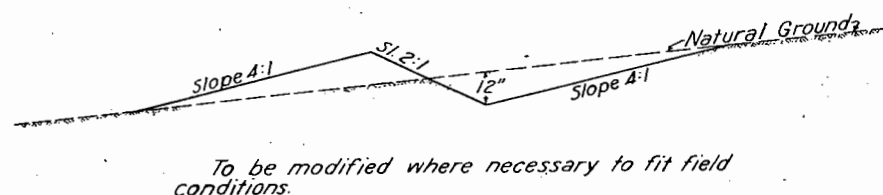
STATION	NUMBER	
	RIGHT	LEFT
0+00	1	1
25+27	1	1
28+00	1	1
39+00		1
41+00	1	
44+18		1
49+00	1	
51+90		1
52+37	1	1
80+26	1	1
110+00	1	1
111+18	1	
112+25		1
140+36	1	1
154+64		1
155+30		1
156+50	1	
159+60	1	
169+56	1	1
183+00	1	
189+15	1	
192+50	1	1
TOTALS	16	15

FENCING REQUIREMENTS

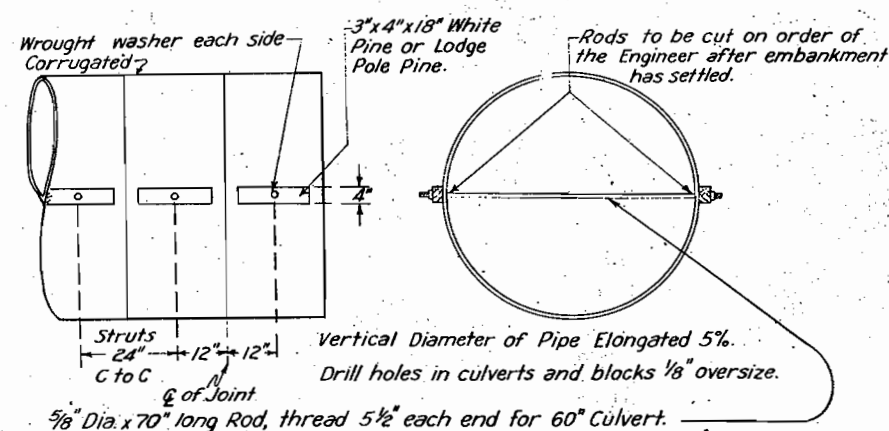
STA. — STA.	SIDE	REMOVE FENCE LIN. FT.	REM-REB. FENCE LIN. FT.	GATES EACH	NEW POSTS EACH	BUILD B.W. FEN. LIN. FT.
0+00			400		25	
0+00 15+65	R	25	1,600		35	
0+00 15+82	L	150	1,645		25	
16+57 28+90	R		1,315	▲ 1	45	
16+73 28+90	L		1,275	▲ 1	45	
29+10 80+50	L		5,305	▲ 3	100	
29+10 80+50	R	100	5,120	▲ 4	135	
81+60 116+75	R	145	3,295	▲ 3	70	
81+60 116+95	L	125	3,225	▲ 3	80	
116+95 182+50	L	6,605				6550
124+30	L			1		
168+95 182+50	R	1,030				1,425
178+65	L			1		
191+00	L			1		
182+50 192+50	L		1,015		30	
182+50 192+50	R	30	970		25	
16+ -18+ (Guard Fence)	L	140				
29+ -31+ (Guard Fence)	R	175				
TOTALS		8,525	25,165	3	615	7,975

▲ Gates to be removed and reset. Cost to be included in Unit Price for Item No. 12a "Removing and Rebuilding Fence."

TYPICAL SECTION OF INTERCEPTING DITCH



DETAILS OF SHOP STRUTTING FOR C.M.P. CULVERT AT STATION 52+00 141+70



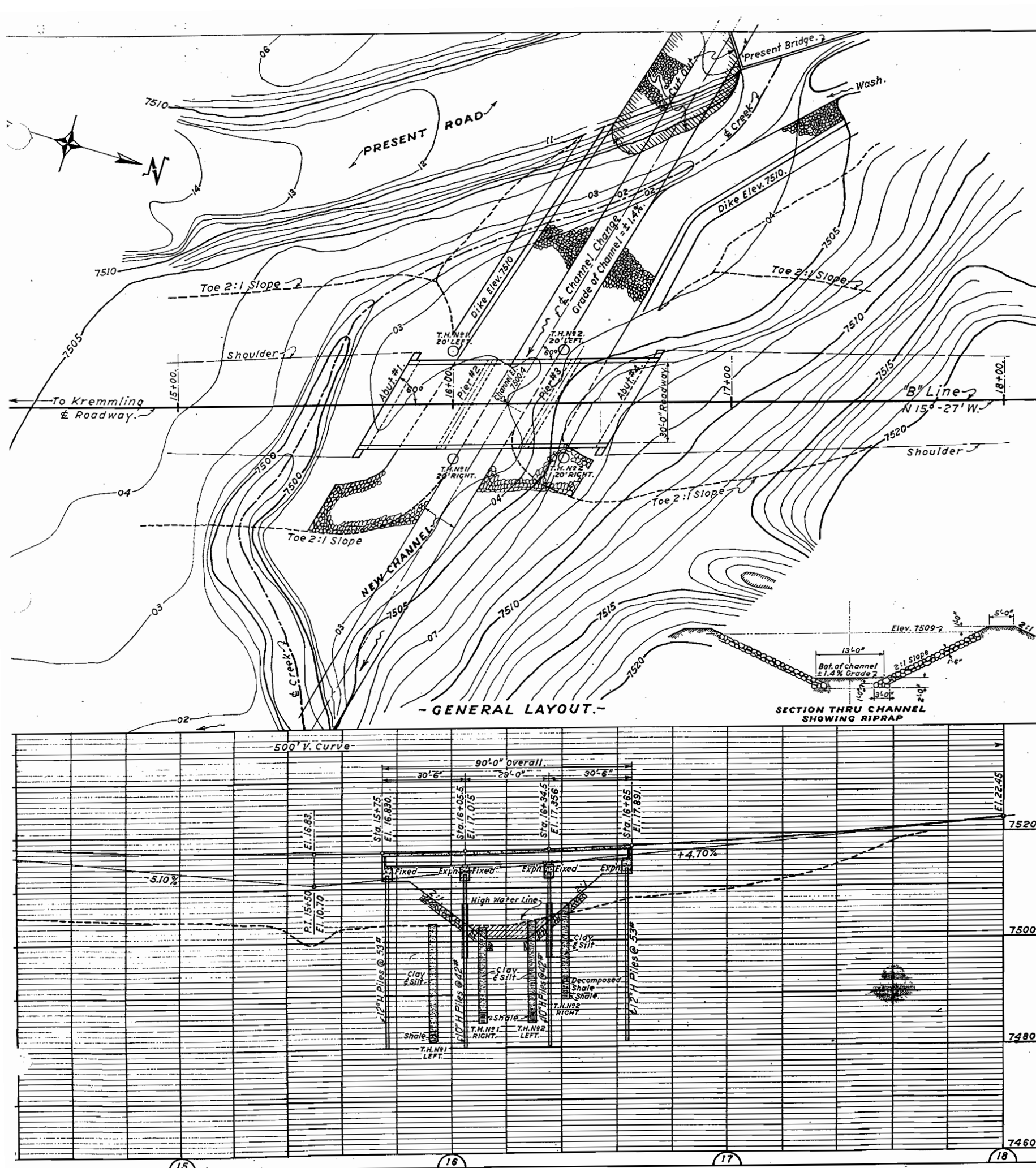
SURFACING PLAN

PLACE REQUIRED STATION — STATION	QUANTITY REQUIRED TONS	OVERHAUL TON MILES	SOURCE OF MATERIAL
0+00 15+75	1,440	915	Pit located 0.8 mile right of sta. 52+00 Ample material.
16+65 41+50	2,250	530	
41+50 62+50	2,030	0	
62+50 80+60	1,710	295	
81+50 192+50	9,770	13,460	
TOTALS	17,200	15,200	

Surfacing material for road approaches included in above tabulation.

TIMBER GUARD POSTS & GUARD FENCE

STA. — STA.	SIDE	GUARD FENCE LIN. FT.	GUARD POSTS NO.	SPACING
3+75 7+25	L-R		16	50'
13+52 15+63	R		8	50' & Br.
14+20 15+81	L		7	50' & Br.
16+59 17+20	R		5	50' & Br.
16+77 17+38	L		5	50' & Br.
28+92 29+08	R		1	Struct.
35+00 42+50	L		16	50'
47+50 53+50	L		13	50'
50+75 53+75	R		7	50'
79+96 80+57	L-R		10	50' & Br.
81+53 82+14	L		5	50' & Br.
81+53 96+02	R		27	50' & Br.
165+75 169+75	L-R		18	50'
178+00 179+50	L		4	50'
180+00 183+92	L	392		
184+42 188+92	L		10	50'
188+50 192+50	R		9	50'
TOTALS		392	162	



Revised 2-28-40 - A.O.C. - Changed Length of Riprap and Summary of Quantities.
" 3-26-40 - T.G. - Changed Item Nos. for Steel Piling and reinf. steel piers.

BAR LIST FOR ABUTMENT NO. 1 (ABUT. NO. 4 SAME)									
Mark	Size	No. Req.	Length	Type	l	m	r	t	
P 1	5/8"	24	25'-2"	VII	24'-4"		2'-2"	2"	
P 2	1/2"	8	7'-3"	VI	2'-3 1/2"	1'-0"			
P 3	1/2"	35	9'-1"	VI	2'-3 1/2"	1'-11"			
P 4	1/2"	39	7'-8"	IV	3'-6"	0'-8"			
P 5	1/2"	4	20'-6"	Straight					
P 6	1/2"	7	6'-1"	I	4'-9"		2"	2"	
P 7	1/2"	3	2'-9"	Straight					
P 8	1/2"	3	4'-0"	Straight					
H 1	1/2"	6	7'-7"	IV	3'-6"	7"			
H 2	1/2"	6	6'-4"	V	2'-8"	3'-2"			

BAR SUMMARY (ONE ABUTMENT.)
604 - Lin. Ft. of 5/8" Bars @ 1.043 Lbs. Per Ft. = 630 Lbs.
904 - " " " 1/2" " @ 0.850 " " " = 768 " "
Plus 1% ± For Overrun = 12 " "
TOTAL = 1410 LBS.

BAR LIST FOR PIER NO. 2 (PIER NO. 3 SAME)									
Mark	Size	No. Req.	Length	Type	l	m	r	t	
P 9	5/8"	24	21'-3"	VII	20'-5"		2'-2"	2"	
P 10	1/2"	6	7'-10"	VI	2'-7"	1'-0"			
P 11	1/2"	27	9'-8"	VI	2'-7"	1'-11"			

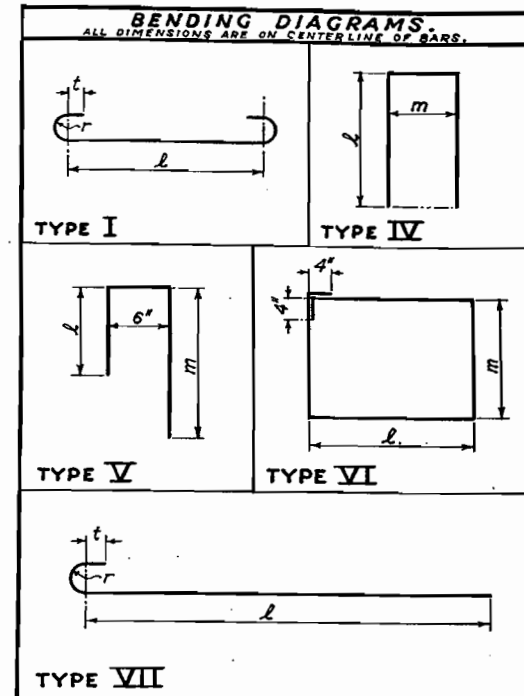
BAR SUMMARY (ONE PIER)
510 - Lin. Ft. of 5/8" Bars @ 1.043 Lbs. Per Ft. = 532 Lbs.
308 - " " " 1/2" " @ 0.850 " " " = 262 " "
Plus 1% ± For Overrun = 5 " "
TOTAL = 800 LBS.

SUMMARY OF QUANTITIES.							
Item	Description	Unit	Supers	Abut. 1	Pier 2	Pier 3	Abut. 4 Total
11a	Removal of Present Structure.	Lump Sum					•
42a	Untreated Bridge Timber.	M. Ft. b.m.		0.216			0.432
46a	Class "A" Concrete.	Cu. Yd.	90	17	15	15	154
46r	Class "A" Concrete - Handrail.	Cu. Yd.	9.0	0.5			10.0
47	Reinforcing Steel (Includes 1% Overrun)	Lb.	17820	1410	850	850	22340
48	Structural Steel (" " 1 1/2% ")	Lb.	44150	290	260	260	45250
48PX	Steel Piling @ 42 lbs. per lin. ft.	Lin. Ft.		256	192	192	384
48PY	Steel Piling @ 33 lbs. " " " "	Lin. Ft.					312
63a	Riprap - 18" Thick.	Cu. Yd.					480
80c	38 oz. Sheet Copper.	Lb.	285				285
89a	Drain Pipe - 3" x 2'-6" Long (With Flange).	Each	6				6
13c	Unclassified Excavation	Cu. Yd.			12	13	1000
14b	Dry Comm. Exch'n (Structural)	Cu. Yd.					170
1	Nº 16 Ga. Galv. Sheet Metal.	Lb.	315				315
2	3/4" Expansion Joint Material.	Sq. Ft.	120				120
3	1/2" " " " " "	Sq. Ft.	20				20

- To be included in the unit bid price of Class "A" Concrete.
- ♦ Estimated weight (43500#) includes 1/2% overrun.
- * Includes 6 Cu. Yds. Concrete used around piles in piers.
- † Includes 145 Cu. Yds. for Riprap.
- ♦ Includes 50 lbs. Wire Mesh Reinforcing in concrete around piles - See Sht. 1

GENERAL NOTES
ALL WORK SHALL BE DONE ACCORDING TO THE STANDARD SPECIFICATIONS OF THE COLORADO STATE HIGHWAY DEPARTMENT.
ALL CONCRETE SHALL BE CLASS "A."
FORMS FOR CONCRETE SURFACES EXPOSED IN THE FINISHED WORK SHALL BE CONSTRUCTED OF SHIPLAP OR TONGUE AND GROOVE LUMBER S3S UNLESS FACED WITH PANEL BOARD.
CONCRETE GIRDERS, FLOOR SLABS AND CURB SHALL BE POURED MONOLITHICALLY. FOOTINGS IN ROCK SHALL BE POURED OUT TO THE ROCK AND NOT FORMED.
ALL REINFORCING BARS SHALL BE DEFORMED AND TAGGED WITH THE STATION NUMBER AND LETTER DESIGNATION. MAIN BARS SHALL NOT BE SPLICED.
SOUNDINGS AND DEPTH OF FOOTINGS SHOWN ARE ACCORDING TO THE BEST AVAILABLE DATA. IF ESSENTIALLY DIFFERENT CONDITIONS ARE ENCOUNTERED THE BRIDGE ENGINEER WILL INSPECT AND DETERMINE IF REDESIGN IS NECESSARY.
ALL RIVETS TO BE 3/4" DIA. ALL RIVETS TO BE POWER DRIVEN.
PAINT-SHOP COAT RED LEAD. FIELD PAINT TWO COATS ALUMINUM.
SHOP PAINT FOR PILING MAY BE APPLIED IN THE FIELD.

FED. ROAD DIST. NO.	STATE	F.A.P.	SHEET NO.	TOTAL SHEETS
3	COLO.	138-A-3.	5	



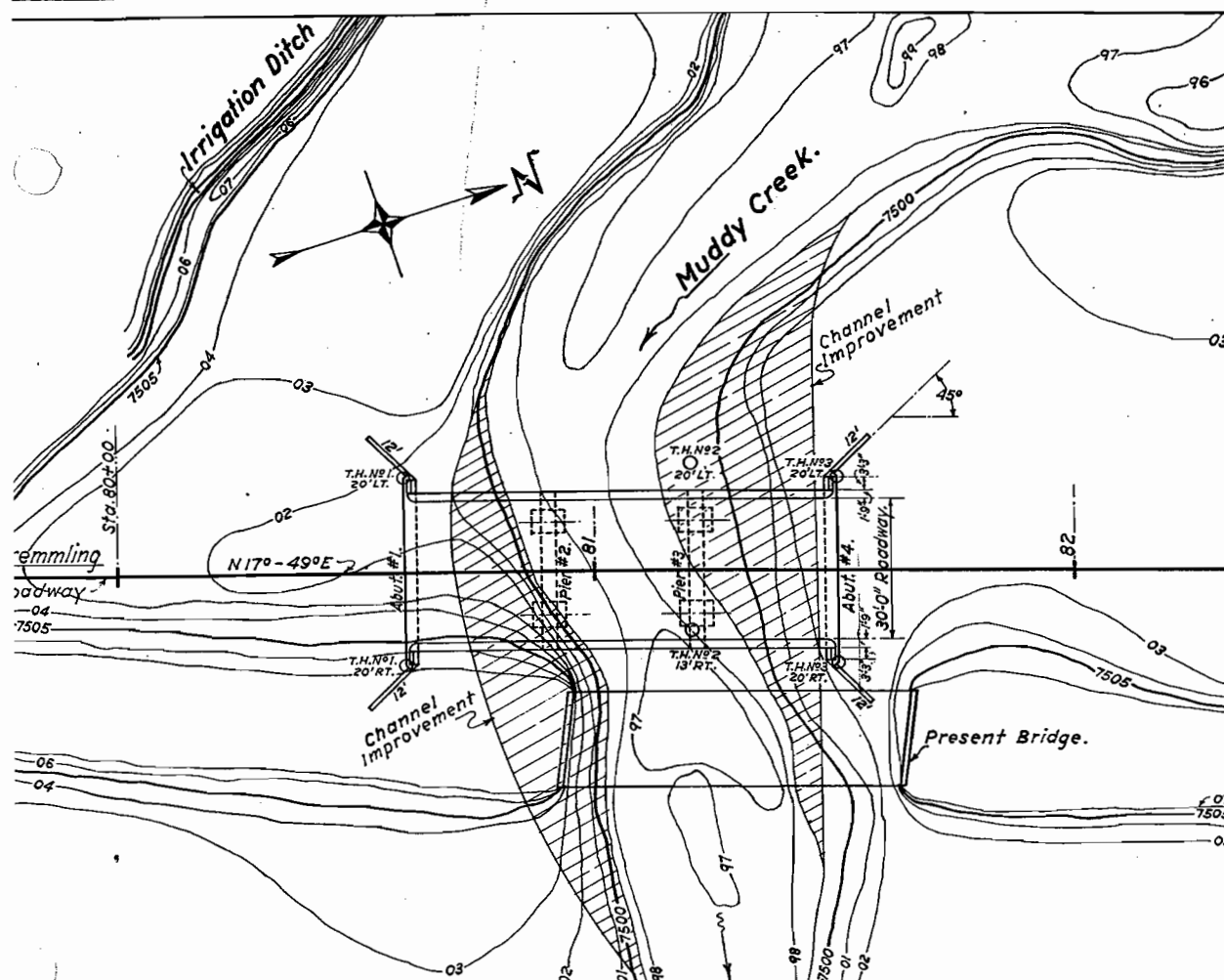
Reference Drawings:-
Sheet No. 7 Details of Abutments and Piers.
Sheet No. 6 Details of Superstructure.

LOADING DATA.
LIVE LOAD A. A. S. H. O. 1935 CLASS A. (H-15)
DEAD LOAD ASSUMES 15 LBS. PER SQ. FT. ADDITIONAL WEARING SURFACE WHICH INCLUDES THE 3/4 INCH CONCRETE MONOLITHIC WEARING SURFACE SHOWN.

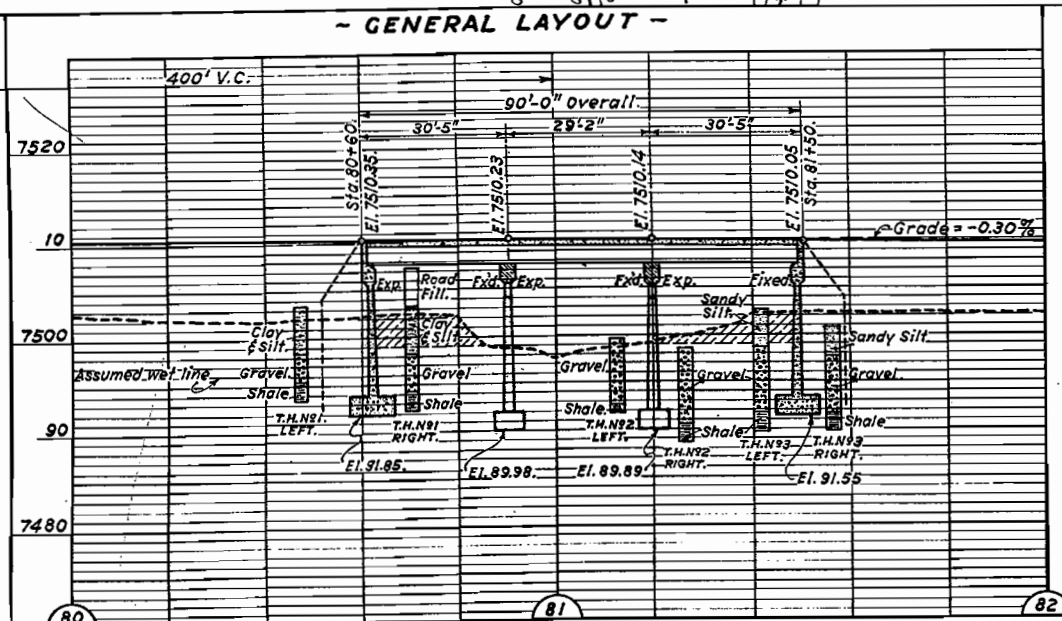
DESIGNING DATA.
A.A.S.H.O. 1935 EXCEPT CONCRETE UNIT STRESSES PER A.A.S.H.O. AUG. 1928

COLORADO STATE HIGHWAY DEPARTMENT
3-30" CONCRETE & I-BEAM SPANS.
GENERAL LAYOUT, SUMMARY OF QUANTITIES & BAR LISTS FOR ABUTMENTS & PIERS.
Across PINTO CREEK.
Sta. 15+75 to 16+65.
Near KREMMLING Sec. 35 T. 3N. R. 81W.
Designed by W.M. Approved by J.A.V. Bridge Engineer
Checked by H.C.C. Date: Jan. 26th, 1940.

STRUCTURE NO. D-11-1.



- GENERAL LAYOUT -



SUMMARY OF QUANTITIES.									
Item	Description.	Unit	Supers.	Abut. 1	Pier 2	Pier 3	Abut. 4	Total.	
11b	Removal of Present Structure.	Lump Sum						•	
14a	Dry Rock Excavation. (Structural)	Cu. Yd.		5			5	10	
14b	Dry Common Excavation. (")	Cu. Yd.		310	20	20	320	670	
14c	Wet Rock Excavation. (")	Cu. Yd.		135	15	10	20	180	
14d	Wet Common Excavation. (")	Cu. Yd.		55	20	20	225	320	
42a	Untreated Bridge Timber	M. Ft. bm.		0.180			0.180	0.360	
46a	Class "A" Concrete	Cu. Yd.	86	99	22	22	99	328	
46r	Class "A" Concrete - Handrail.	Cu. Yd.	8.5	0.5			0.5	9.5	
47	Reinforcing Steel (Includes 1% Overrun)	Lb.	18030	8130	3500	3500	8130	41290	
48	Structural Steel (Includes 1% ")	Lb.	43950	25	50	50	25	44100	
80c	38 oz. Sheet Copper.	Lb.	215					215	
89c	Drain Pipe, 3" x 3'-0" Long (With Flange)	Each	6					6	
13c	Unclassified Excavation	Cu. Yd.						500	
⊕	1/2" Expansion Joint Material.	Sq. Ft.	15					15	
⊕	3/4" Expansion Joint Material.	Sq. Ft.	105					105	
⊕	1/4" Expansion Joint Material.	Sq. Ft.		45			45	90	
⊕	Nº 16 Ga. Galv. Sheet Metal.	Lb.	220					220	

⊕ To be included in the unit bid price of Class "A" Concrete.

Reference Drawings :-
 Sheet Nº 9, Details of Superstructure.
 Sheet Nº 10, Details of Abutments #1 & #4.
 Sheet Nº 11, Details of Piers #2 and #3.

LOADING DATA.
 LIVE LOAD A. A. S. H. O. 1935 CLASS A. H-15.
 DEAD LOAD ASSUMES 15 LBS. PER SQ. FT. ADDITIONAL WEARING SURFACE WHICH INCLUDES THE 3/4 INCH CONCRETE MONOLITHIC WEARING SURFACE SHOWN.

DESIGNING DATA.
 A.A.S.H.O. 1935 EXCEPT CONCRETE UNIT STRESSES PER A.A.S.H.O. AUG. 1928

GENERAL NOTES
 ALL WORK SHALL BE DONE ACCORDING TO THE STANDARD SPECIFICATIONS OF THE COLORADO STATE HIGHWAY DEPARTMENT.
 ALL CONCRETE SHALL BE CLASS "A."
 FORMS FOR CONCRETE SURFACES EXPOSED IN THE FINISHED WORK SHALL BE CONSTRUCTED OF SHIPLAP OR TONGUE AND GROOVE LUMBER S3S UNLESS FACED WITH PANEL BOARD.
 CONCRETE GIRDERS, FLOOR SLABS AND CURB SHALL BE POURED MONOLITHICALLY. FOOTINGS IN ROCK SHALL BE POURED OUT TO THE ROCK AND NOT FORMED.
 ALL REINFORCING BARS SHALL BE DEFORMED AND TAGGED WITH THE STATION NUMBER AND LETTER DESIGNATION. MAIN BARS SHALL NOT BE SPLICED.
 SOUNDINGS AND DEPTH OF FOOTINGS SHOWN ARE ACCORDING TO THE BEST AVAILABLE DATA. IF ESSENTIALLY DIFFERENT CONDITIONS ARE ENCOUNTERED THE BRIDGE ENGINEER WILL INSPECT AND DETERMINE IF REDESIGN IS NECESSARY.
 ALL RIVETS TO BE 3/4" DIA. ALL RIVETS TO BE POWER DRIVEN.
 PAINT-SHOP COAT RED LEAD. FIELD PAINT TWO COATS ALUMINUM.

STRUCTURE NO. D-11-G.

COLORADO
STATE HIGHWAY DEPARTMENT
3-28' 0" CONCRETE I-BEAM SPANS
30 FT. CLEAR ROADWAY.
GENERAL LAYOUT & SUMMARY OF QUANTITIES.
 Across **Muddy Creek.**
 Sta. **80+60 to 81+50.**
 Near **KREMMLING** Sec. 23 T. 3 N. R. 81 W.
 Designed by **W.M.** Approved by **P.D. Bailey**
 Made by **J.A.V.** Bridge Engineer
 Checked by **J.A.V.** Date: **Jan. 20, 1940**

MARK	SIZE	No.	LENGTH	TYPE	
E1	5/8"	72	33' 8"	I	
E2	5/8"	284	34' 2"	II	
D1	5/8"	84	29' 6"	Straight	
D2	5/8"	42	28' 9"	"	
H2	1/2"	28	7' 1"	IV	
H3	1/2"	24	5' 10"	Straight	
H4	1/2"	32	10' 2"	"	
H5	1/2"	102	6' 6"	III	
H6	1/2"	48	1' 6"	Straight	
H7	1/2"	8	11' 8"	"	
H8	1/2"	8	13' 2"	"	

The image shows three hand-drawn technical drawings of roof cross-sections, labeled TYPE I, TYPE II, and TYPE III.

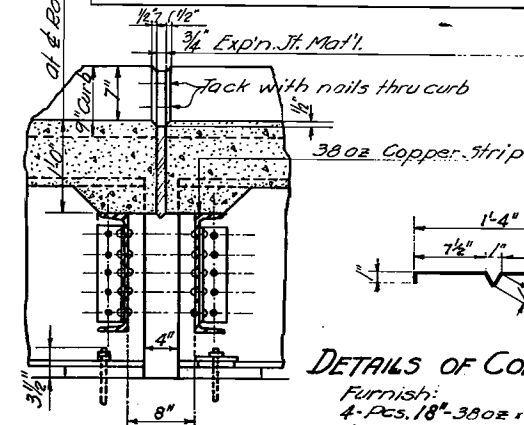
TYPE I: A symmetrical roof cross-section. The total width is 14'0". The left side has a 9" vertical rise and a 4'0" horizontal run. The right side has a 9" vertical rise and a 4'0" horizontal run. The peak is 2'0" high. The roof is symmetrical about the center. The roof pitch is 10°. The roof is labeled "Symmetrical about $\frac{1}{2}$ " and "2'0" Radius".

TYPE II: A simple roof cross-section. The total width is 32'6". The roof is 2' high. The roof is labeled "2'0" Radius".

TYPE III: A roof cross-section with a 10° pitch. The total width is 2'1". The roof is 4' high. The roof is labeled "10°".

BAR SUMMARY

15813 Lin. Ft. $\frac{5}{8}$ " Bars @ 1.043 lb. per ft. = 16493 lbs.
1596 " " $\frac{1}{2}$ " " @ 0.850 " = 1356 "
+ 1% = 181 "
Total 18030 lbs.



DETAILS OF COPPER STRIP

Furnish:
4-Pcs. 18"-38oz x 7'-5" Over Pier N^o 2
4- " " " " " " " 3

SECTION D-D

Showing Expansion Joint
over Piers

LOADING DATA.
LIVE LOAD A. A. S. H. O. 1935 CLASS A. (H-15)
DEAD LOAD: ASSUMES 15 LBS. PER SQ. FT. ADDITIONAL WEARING SURFACE WHICH INCLUDES THE 3/4 INCH CONCRETE MONOLITHIC WEARING SURFACE SHOWN.

DESIGNING DATA.
A.A.S.H.O. 1935 EXCEPT CONCRETE UNIT STRESSES
PER A.A.S.H.O. AUG. 1928.

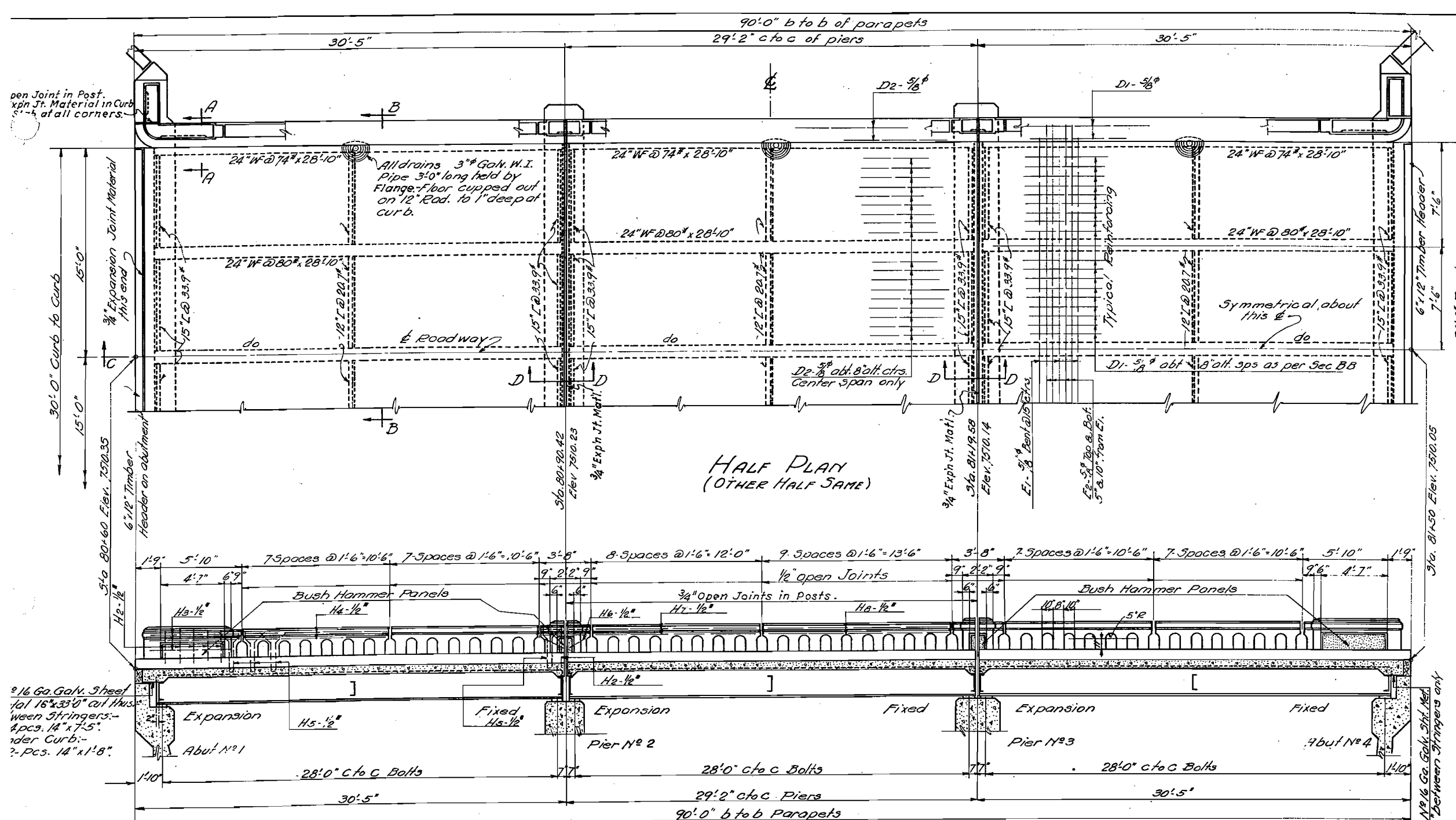
All Rivets $3/4"$ ϕ
Holes $13/16"$ ϕ except noted

REFERENCE DRAWINGS

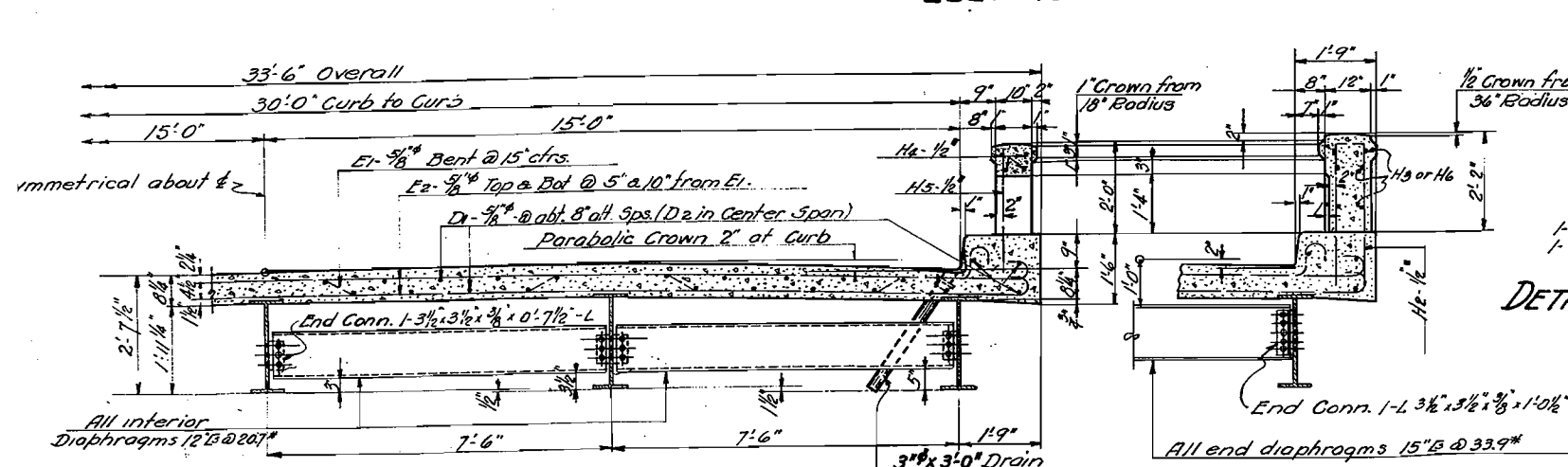
Sheet N° 8, General Layout &
Summary of Quantities
Sheet N° 10, Details of Abuts. N° 1 & 4
Sheet N° 11, Details of Piers N° 2 & 3

COLORADO
STATE HIGHWAY DEPARTMENT
3-28'0" CONCRETE I-BEAM SPANS

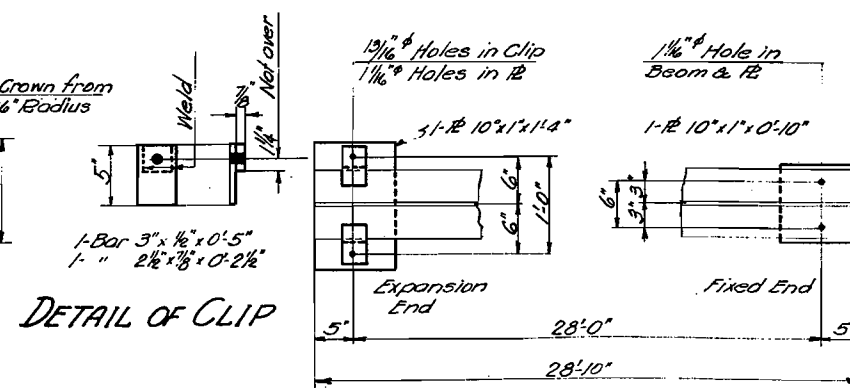
30 FT. CLEAR ROADWAY
DETAILS OF
SUPERSTRUCTURE
Across Muddy Creek
Sta. 80+60 to 84+50
Near Kremmling Sec. 23 T. 3N. R. 2W
Designed by W.M. Approved by P.D. Bailey
Made by A.O.N. Bridge Engineer
Checked by _____ Date: Jan. 20th 1940.

STRICTLY CONFIDENTIAL NO *DM-6*

ELEVATION C-C AT E OF ROADWAY



HALF SECTION B-B



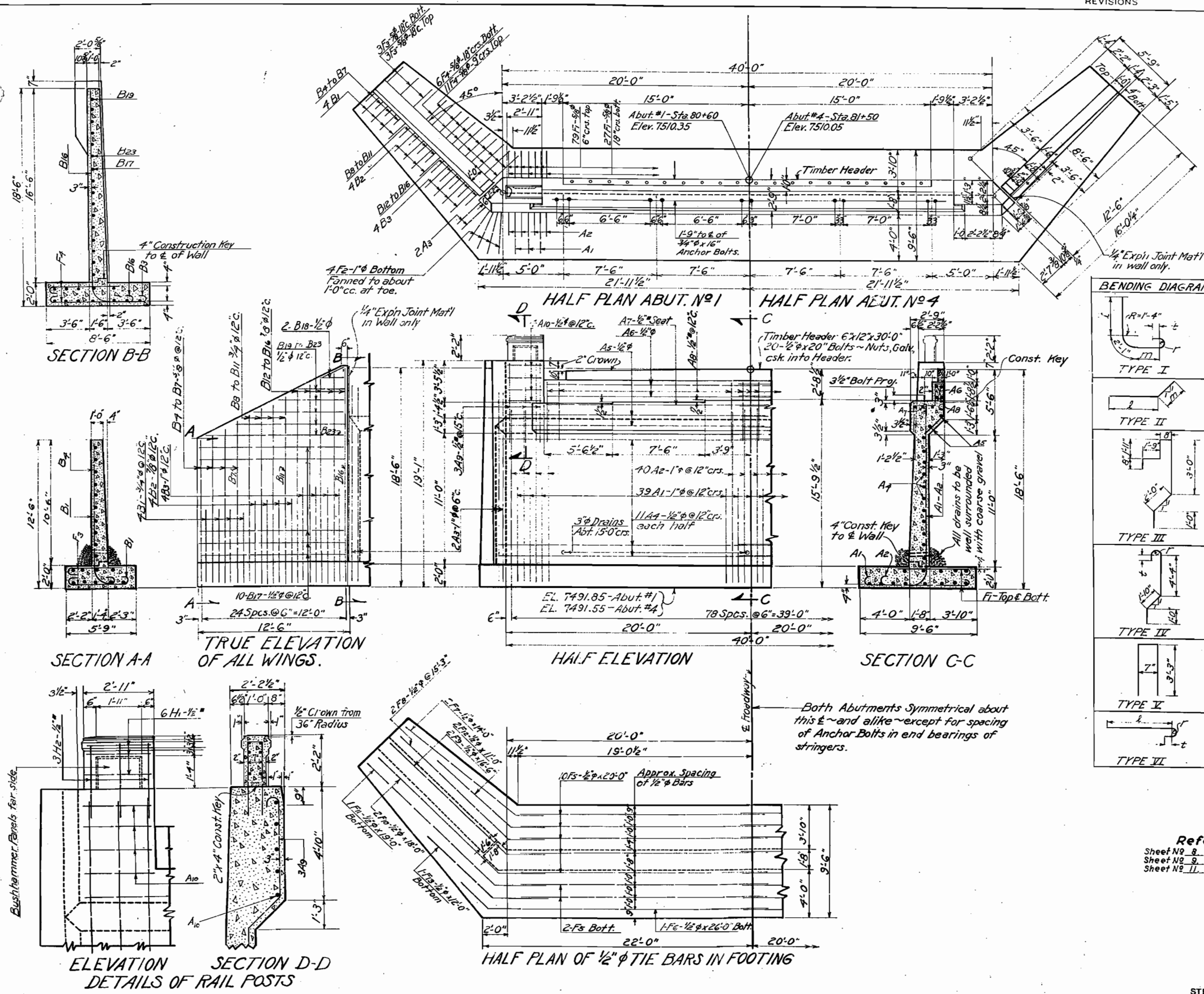
DETAIL OF CLIP

DETAILS OF END BEARINGS

Furnish
15-Exp'n. R's - 15-Fixed R's
30-Beam Clips
60-3/4"x1'-4" Anchor Bolts.

SECTION A-A
Note: Rail Posts at E of Piers have same section except bars.

FED. ROAD DIST. NO.	STATE	F.A.P.	SHEET NO.	TOTAL SHEETS
3	COLO.	138-A3	10	

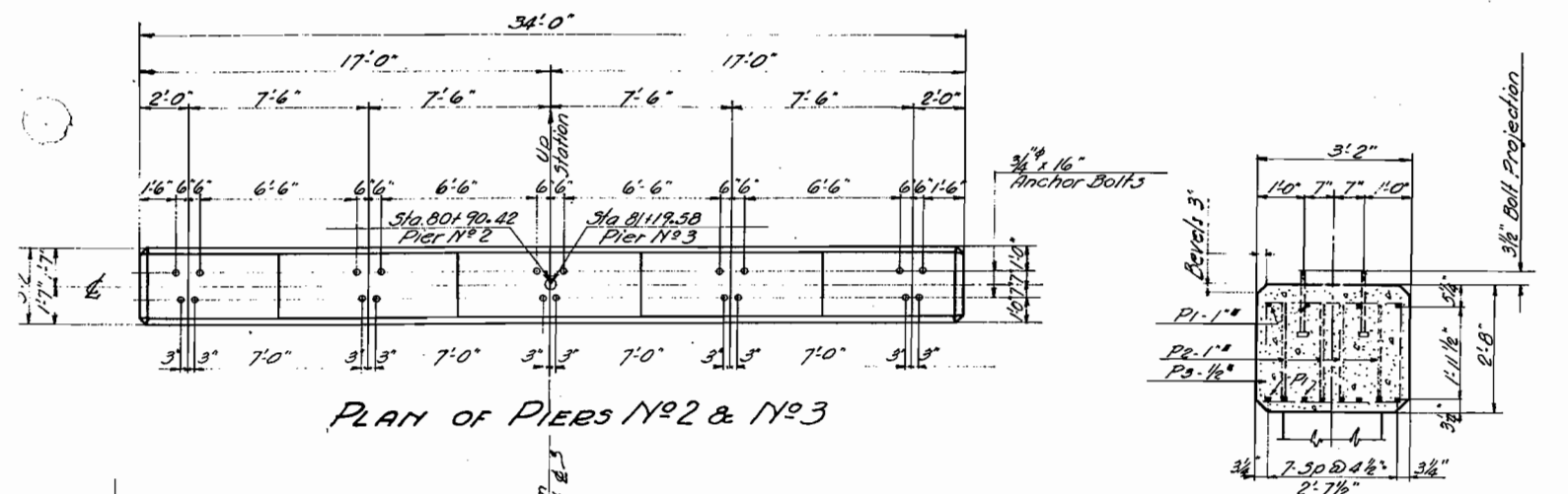


BAR LIST FOR ONE ABUTMENT										A.O.C.
MARK	SIZE	Nº REQD	LENGTH	l	m	r	t	TYPE		
A1	1"φ	39	13'-8"	6'-10"	3'-5"	4"	3½"	I		
A2	1"φ	40	19'-1"	13'-8"	2'-0"	4"	3½"	I		
A3	1"φ	4	20'-9"	14'-7"	2'-9"	4"	3½"	I		
A4	½"φ	22	21'-11"	21'-2"	0'-9"			II		
A5	½"φ	4	20'-10"	Straight						
A6	½"φ	8	17'-6"	"						
A7	½"φ	6	18'-6"	"						
A8	½"φ	34	11'-0"					III		
A9	½"φ	6	7'-10"			2"	2"	IV		
A10	½"φ	8	2'-7"	Straight						
B1	¾"φ	8	9'-8"	5'-0"	1'-7"	3"	2½"	I		
B2	¾"φ	8	10'-11"	5'-8"	2'-0"	3½"	3"	I		
B3	1"φ	8	12'-5"	6'-7"	2'-5"	4"	3½"	I		
B4			14'-6"	10'-8"						
F0	5/8"φ	2 Ea.	by 6'-7" to	by 6'-7" to	0'-11"	2½"	2"	I		
B7			16'-0"	12'-2"						
B8			17'-0"	12'-8"						
F0	¾"φ	2 Ea.	by 6'-7" to	by 6'-7" to	1'-3"	3"	2½"	I		
B11			18'-6"	14'-2"						
B12			19'-6"	14'-8"						
F0	7/8"φ	2 Ea.	by 6'-7" to	by 6'-7" to	1'-7"	3½"	3"	I		
B16	½"φ	20	12'-6"	16'-8"						
B17	½"φ	20	12'-2"	Straight						
B18	½"φ	4	2'-0"	"						
B19			3'-3"							
F0	½"φ	2 Ea.	by 2'-0" to	Straight						
B23			11'-3"							
F1	5/8"φ	106	6'-10"	6'-0"		2½"	2"	I		
F2	1"φ	8	8'-10"	7'-6"		4"	3½"	VI		
F3	5/8"φ	12	5'-5"	4'-7"		2½"	2"	VI		
F4	5/8"φ	34	6'-5"	5'-7"		2½"	2"	VI		
F5	½"φ	24	20'-0"	Straight						
F6	½"φ	2	26'-0"	22'-8"	3'-4"			II		
F7	½"φ	4	14'-0"	11'-6"	2'-6"			II		
F8	½"φ	4	15'-3"	12'-3"	3'-0"			II		
F9	½"φ	4	16'-6"	13'-3"	3'-3"			II		
F10	½"φ	4	18'-0"	14'-0"	4'-0"			II		
F11	½"φ	2	19'-0"	14'-9"	4'-3"			II		
F12	½"φ	4	11'-0"	8'-3"	2'-9"			II		
F13	½"φ	2	12'-0"	7'-6"	4'-6"			II		
H1	½"φ	12	2'-7"	Straight						
H2	½"φ	6	7'-1"					V		
BAR SUMMARY- ONE ABUTMENT										A.O.C.
1550 Lin. Ft. 1"φ @ 2.67#/Lin. Ft. = 4138 LBS.										
292 " " ¾"φ @ 2.044#/ " " = 597 "										
219 " " ¾"φ @ 1.502#/ " " = 329 "										
1129 " " 5/8"φ @ 1.043#/ " " = 1176 "										
605 " " ½"φ @ 0.850#/ " " = 514 "										
1943 " " ½"φ @ 0.668#/ " " = 1298 "										
8052 "										
+ 1% ± Overrun = 78 "										
TOTAL = 8130 LBS.										

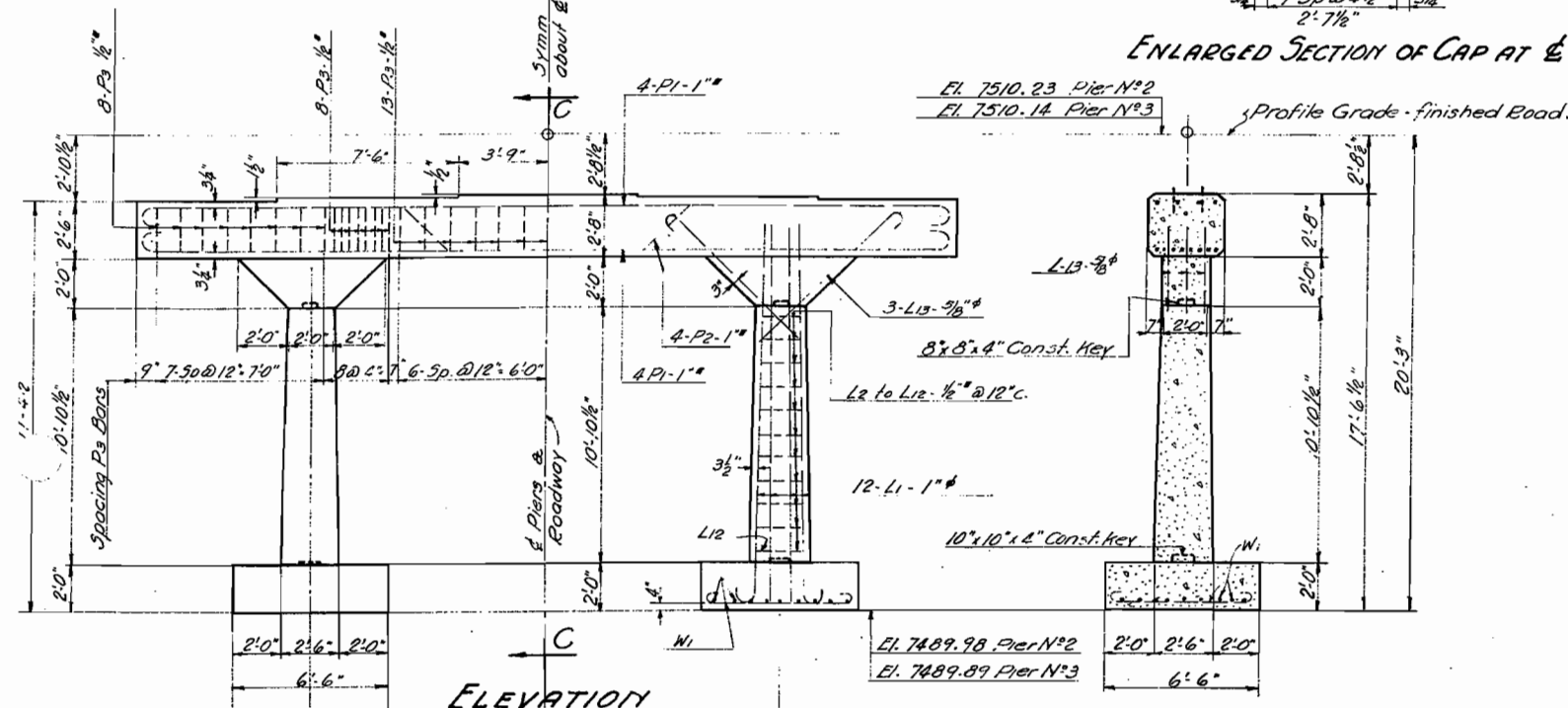
Reference Drawings:-
Sheet No. 8, Gen'l Layout & Summary of Quantities.
Sheet No. 9, Details of Superstructure.
Sheet No. 11, Details of Piers No. 2 & No. 3.

COLORADO
STATE HIGHWAY DEPARTMENT
328 FT. CONC. I-BEAM SPANS
DETAILS OF
ABUTMENTS No. 1 & 4
Across **MUDDY CREEK**
Sta. 80+60 & 81+50
Near **KREMPLING** Sec. 23 T. 3N. R. 81W.
Designed by **W.M.** Approved by **G. J. Bailey**
Made by **H.C.C.** Bridge Engineer
Checked by **A.O.C.** Date: **Jan. 20, 1940.**

FED. ROAD DIST. NO.	STATE	F.A.P.	SHEET NO.	TOTAL SHEETS
3	COLO.	138 A(3)	11	

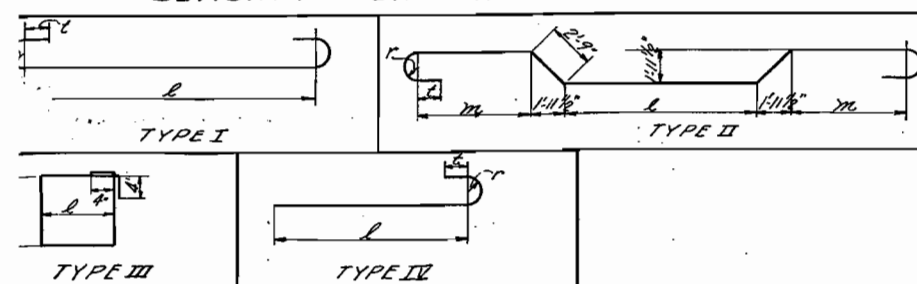


ENLARGED SECTION OF CAP AT E



PLAN OF FOOTINGS

BENDING DIAGRAMS



BAR LIST FOR PIER No. 2 ONLY (PIER No. 3 SAME)

Bar	Size	No.	Length	l	m	r	t	Type
P1	1"	8	35'-6"	32'-10"	-	4"	3 1/2"	I
P2	1"	4	37'-1"	7'-3"	10'-10"	4"	3 1/2"	II
P3	1/2"	45	10'-4"	2'-9"	2'-1"			III
L1	1"	24	17'-0"	15'-8"		4"	3 1/2"	IV
L2			7'-0"	1'-7"	1'-7"			
L3	1/2"	2 Ea.	by 2' to 7'-10"	by 1/2' to 1'-9 1/2"	by 1/2' to 1'-9 1/2"			III
L4	1/2"	2 Ea.	by 2' to 8'-2"	by 1/2' to 1'-10 1/2"	by 1/2' to 1'-10 1/2"			III
L5	1/2"	2 Ea.	by 2' to 8'-10"	by 1/2' to 2'-0 1/2"	by 1/2' to 2'-0 1/2"			III
L6	1/2"	12	8'-4"	7'-6"		2 1/2"	2"	IV
W1	3/8"	36	7'-1"	5'-5"		2 1/2"	2"	I

BAR SUMMARY FOR PIER No. 2 ONLY (PIER No. 3 Same)

432 lin. ft. of 1" Bars @ 3.400 lbs per ft.	1469 lb
408 " " " 1/2" " " @ 2.670 " " "	1089 "
355 " " " 3/8" " " @ 1.043 " " "	370 "
639 " " " 1/2" " " @ 0.850 " " "	543 "
	29 "
	± 10 % ±
TOTAL	3500 lb

REFERENCE DRAWINGS
Sheet No. 8 - General Layout & Summary of Quantities
Sheet No. 9 - Details of Super-structure
Sheet No. 10 - Details of Abuts. No. 1 & 4

LOADING DATA.
LIVE LOAD A. A. S. H. O. 1935 CLASS A. (H-15)
DEAD LOAD ASSUMES 15 LBS. PER SQ. FT. ADDITIONAL WEARING SURFACE WHICH INCLUDES THE 1/4 INCH CONCRETE MONOLITHIC WEARING SURFACE SHOWN.

DESIGNING DATA.
A.A.S.H.O. 1935 EXCEPT CONCRETE UNIT STRESSES PER A.A.S.H.O. AUG. 1928.
2 Ton per Sq. Ft. on shale

COLORADO
STATE HIGHWAY DEPARTMENT
3-28'-0" CONC. I-BEAM SPANS
30 FT. CLEAR ROADWAY
DETAILS OF PIER No. 2 & No. 3
Across Muddy Creek
Sta. 80+60 to 81+50
Near Kremmling Sec. 23 T. 3 N. R. 81 W.
Designed by W. M. Bailey Approved by C. J. Bailey
Made by A. D. M. Bridge Engineer
Checked by Date: Jan. 20, 1940.

NOTES:
Alignment and grade shown on these plans are subject to change during construction, after approval by the Denver Office of the Department.
All poles encroaching on construction are to be moved by owners or State forces.
R.O.W. markers are tabulated on sh. 4.
Fencing is " " " 4.
Timber Gd. Posts are " " " 4.
W.C. Guard Fence " " " 4.

N.E. 4 SEC. 35., T. 3 N., R. 81 W. 6 TH. P.M.

STA. 15+75 to 16+65 Req'd.
Concrete & I-Beam Bridge, 3 spans @ 30 ft.
(Skew 60°) (Details on sheets No. 5 to 7)
Req'd. 1000 cu. yds. uncl. excavation for channel improvement & dikes as shown on sheet "5".
Req'd. 460 cu. yds. Riprap (18" thick.) & remove disused Bridge left. (Quantities in Summary.)

FED. ROAD DIST. NO.	STATE	F.A.P. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	138-A(3)	20	

Rev. 4-5-40 for Grades, G.L.

STA. 14+75-
Remove 18"x60' C.M.P. culv. from present road on left after use in detour.

Sta. 8+50-13+00
Req'd 100 cu. yds. Uncl. Excav. for intercepting ditches left.

Sta. 0+00-
Req'd. Project Marker

Sta. 22+50 to 24+50-Req'd.
20 cu. yds. Uncl. Excav. for intercepting ditch left.

Sta. 8+00 to 12+50
Req'd 80 cu. yds. Uncl. Excav. for intercepting ditches Rt.

Sta. 0+00 to 3+60 Req'd.
50 cu. yds. Uncl. Excav. for intercepting ditches R.

Sta. 5+56-
Remove H'd wall. Extend 36"x82' C.M.P. Gross culv. 22' L. & 26' R. 10 cu. yds. Uncl. Excav. for inlet.

Sta. 14+48-
Req'd 24' x 122' C.M.P. Cross culv. on 5' skew and 20 cu. yds. Uncl. Excav. for ditch ch. Lt. Remove and reset division box, L. and measuring box, R.

Sta. 21+75-
Req'd 24' x 70' C.M.P. Gross culv. on 60° skew and 40 cu. yds. Uncl. Excav. for inlet & outlet ditches.

Sta. 29+00-
Req'd 6' x 7' x 40' C.B.C. Std. M-101B, and 25 cu. yds. Uncl. Excav. for inlet and outlet ditches.

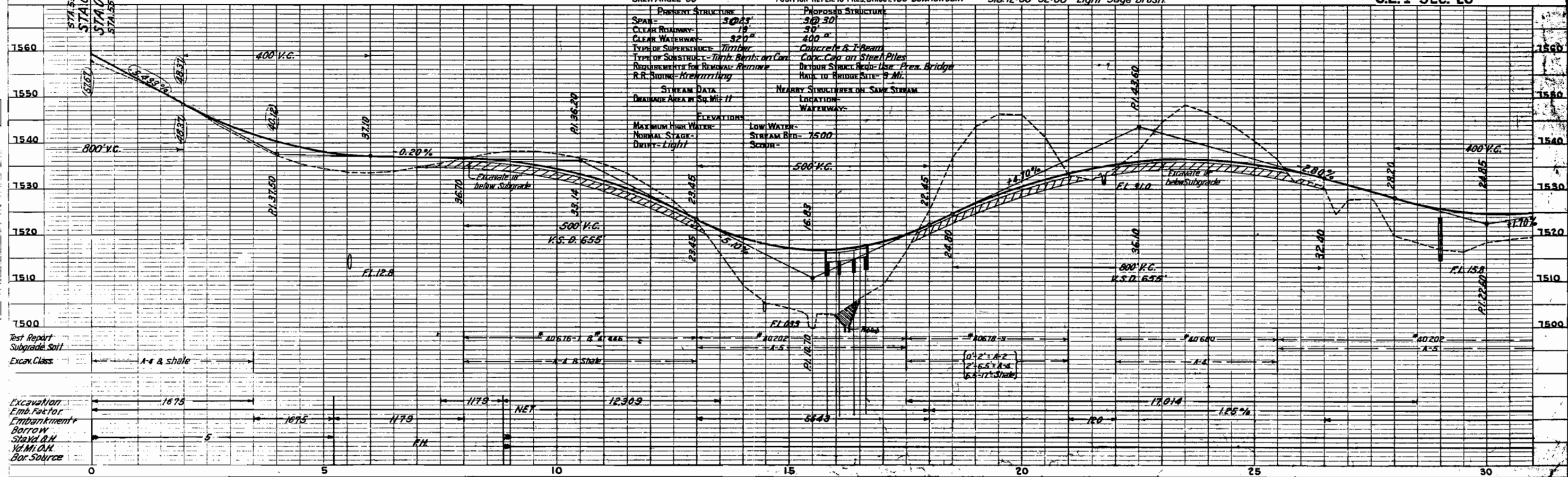
BRIDGE DATA

STRUCTURE No. D-11-1
STREAM- Pinto Creek
SKEW ANGLE- 60°
STATION- 15+75 to 16+65
COUNTY- Grand
POSITION REFER TO PRE. STRUCT. 150' Downstream

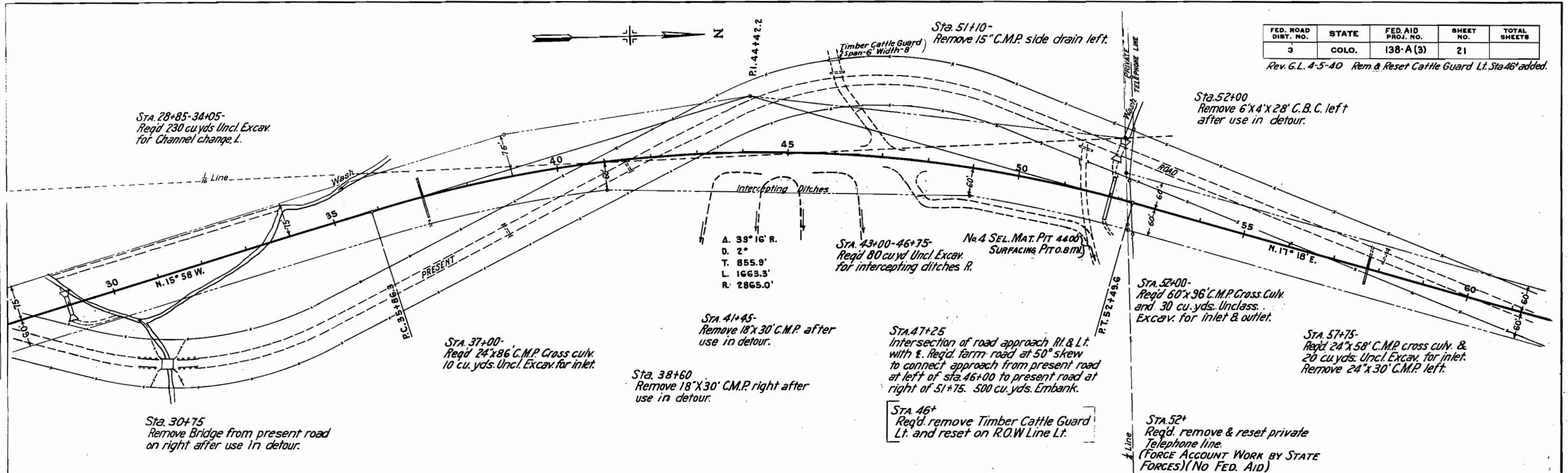
CLEARING AND GRUBBING:
Sta. 12+00-32+00- Light Sage Brush.

S.E. 4 SEC. 26

PRESENT STRUCTURE	PROPOSED STRUCTURE
SPAN- 50.25'	50.30'
CLEAR ROADWAY- 18'	30'
CLEAR WATERWAY- 32.0'	400'
TYPE OF SUPERSTRUCTURE- Timber	Concrete & I-Beams
TYPE OF SUBSTRUCTURE- Timber Bents on Caissons	Conc. Caps on Steel Piles
REQUIREMENTS FOR REMOVAL- Reinforce	Detour Structure- Use Pres. Bridge
R.R. Siding- Intersecting	HAUL TO BRIDGE SITE- 9 Mi.
STREAM DATA	NEARBY STRUCTURES ON SAME STREAM
DRAINAGE AREA IN SQ. MI.- 11	LOCATION- WATERWAY-
ELEVATIONS	
MAXIMUM HIGH WATER- 1540	LOW WATER- 1500
NORMAL STAGE- 1530	SCOUR- 500' V.C.
DRY- Light	



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FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	138-A (3)	21	

Rev. G.L. 4-5-40 Rem & Reset Cattle Guard Lt. Sta. 46' added.

SE. 4 SEC. 26

CLEARING AND GRUBBING:
Sta. 32+00-61+00 Light Sage Brush.

NE. 4 SEC. 26

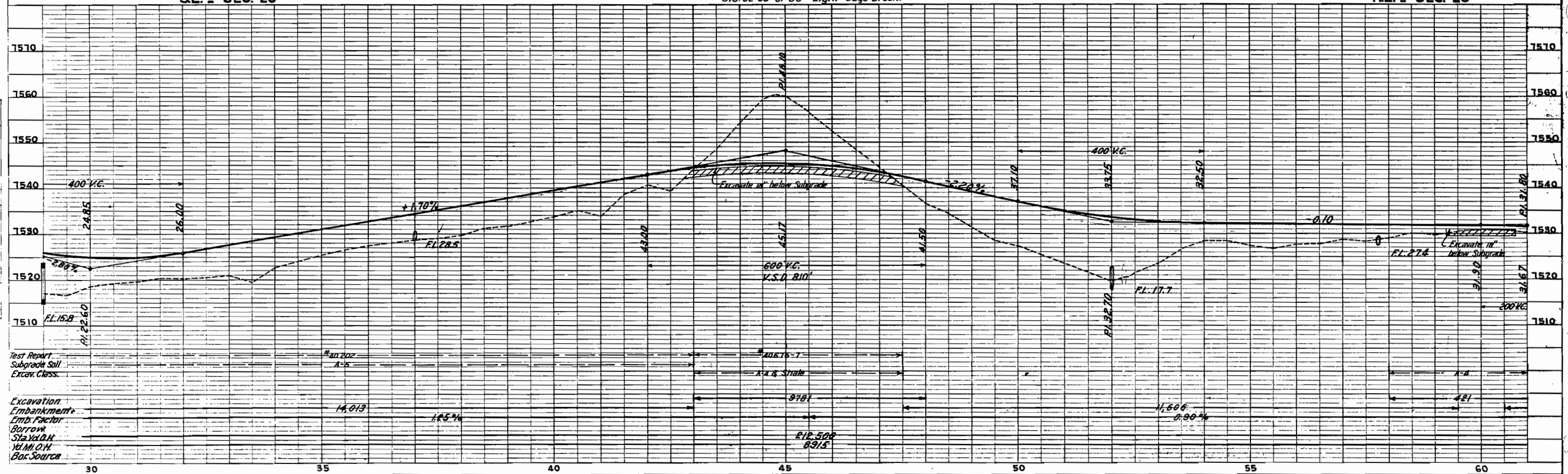
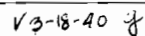


PLATE 1 - PLAN PROFILE OF ROAD STANDARD
TEMPER & CO. INC. NEW YORK

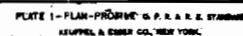
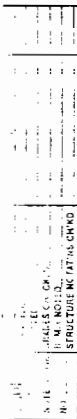
✓ 3-18-40 g

Rev. G.L. 4-5-40 Note deleted.



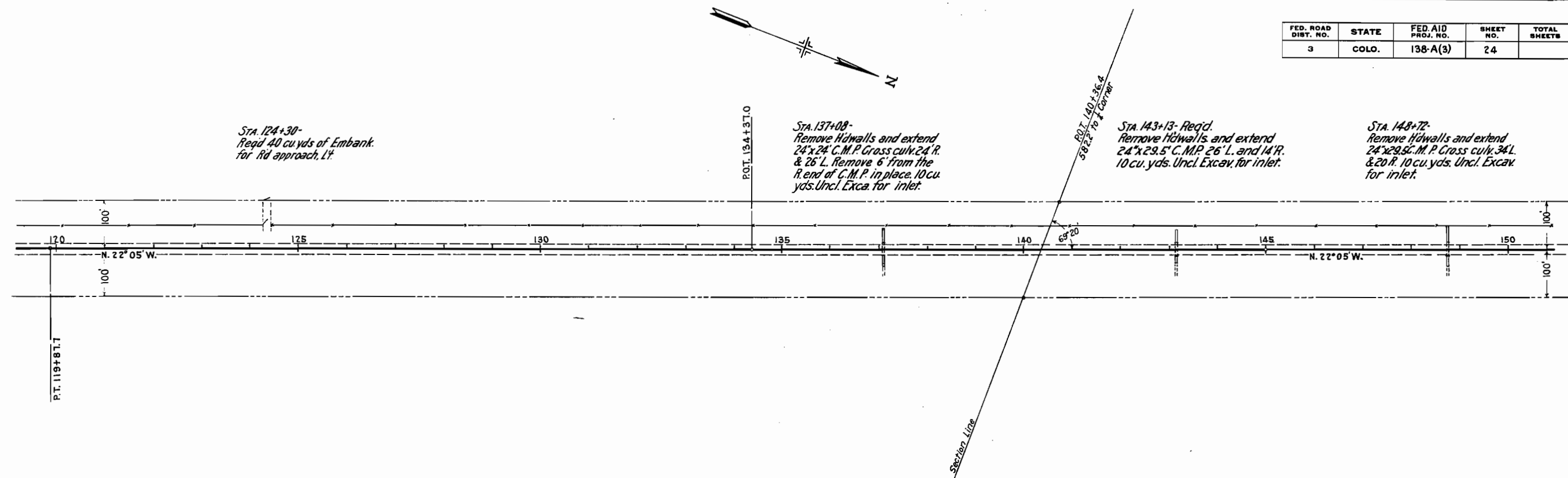
NO. 10
BUREAU OF THE ARMY
WASHINGTON, D.C.
RECEIVED
JAN 19 1968

ALIGNED COPY
AT. OF WAY CHECKED



✓ 3-18-40 Weg

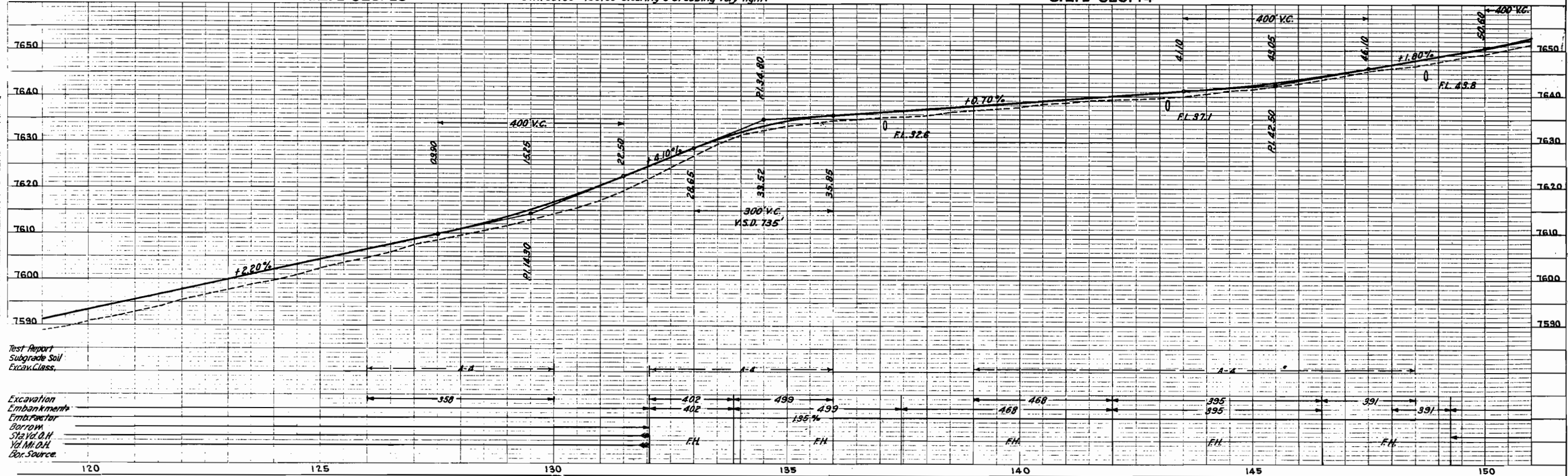
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	138-A(3)	24	



N.E. 4 SEC. 23

CLEARING AND GRUBBING
STA. 98+00 - 150+00 Clearing & Grubbing very light.

S.E. 4 SEC. 14



Test Report
Subgrade Soil
Excav. Class.

Excavation
Embankment
Embr. Factor
Borrow
Sta. Vol. Q.H.
Vol. M. Q.H.
Dir. Source.

✓ 3-18-40 g

FED. ROAD DIST. NO.	STATE	F.A.P. PROJ. NO.	SHEET NO.	TOTAL SHEET
3	COLO.	138-A (3)	25	

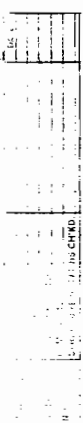
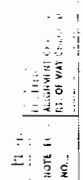


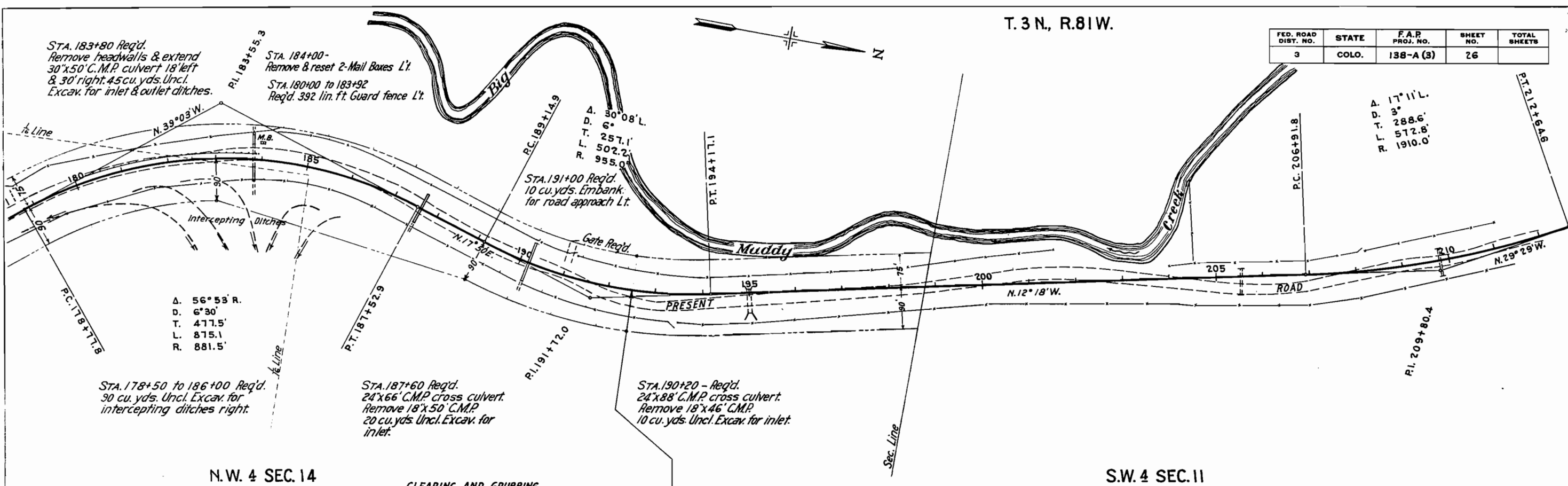
PLATE 1-PLAN-PROFILE C. P. 2 & R. 2 STANDARD
KUFFEL & ESSEN CO., NEW YORK.

✓ 3-18-40 g

T.3 N, R.81 W.

FED. ROAD DIST. NO.	STATE	F.A.R. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	138-A (3)	26	

A. 17°11' L.
D. 3°
T. 288.6'
L. 512.8'
R. 1910.0'



N.W. 4 SEC. 14

S.W. 4 SEC. 11

CLEARING AND GRUBBING
Sta. 180+00 - 192+50 Clearing & Grubbing very light.

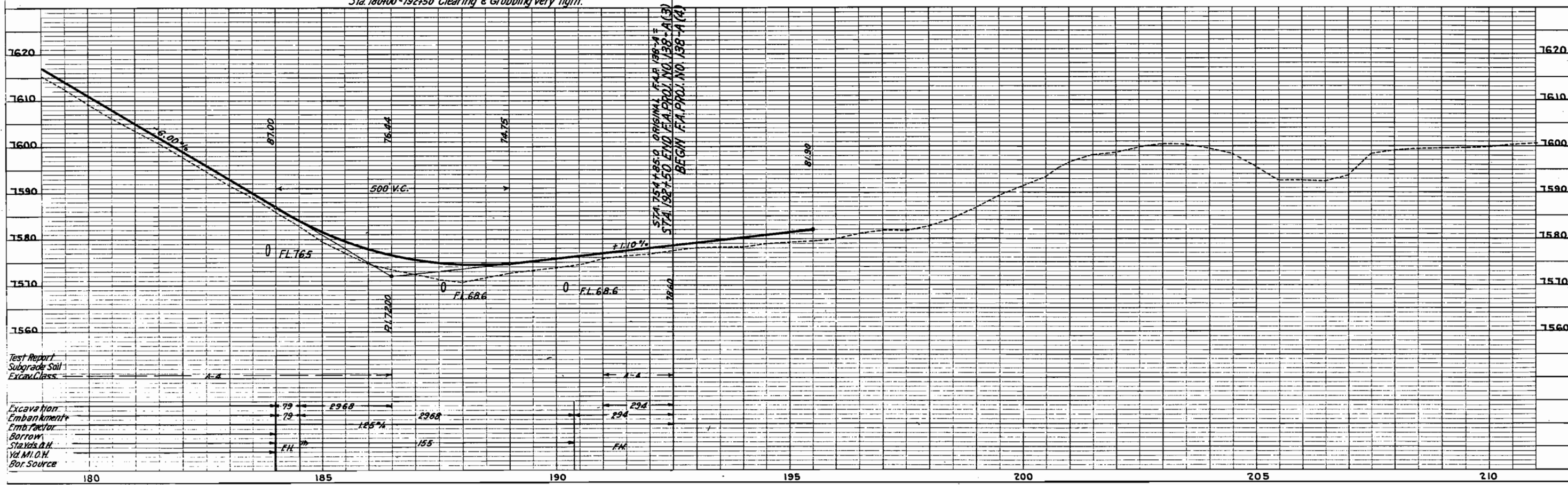
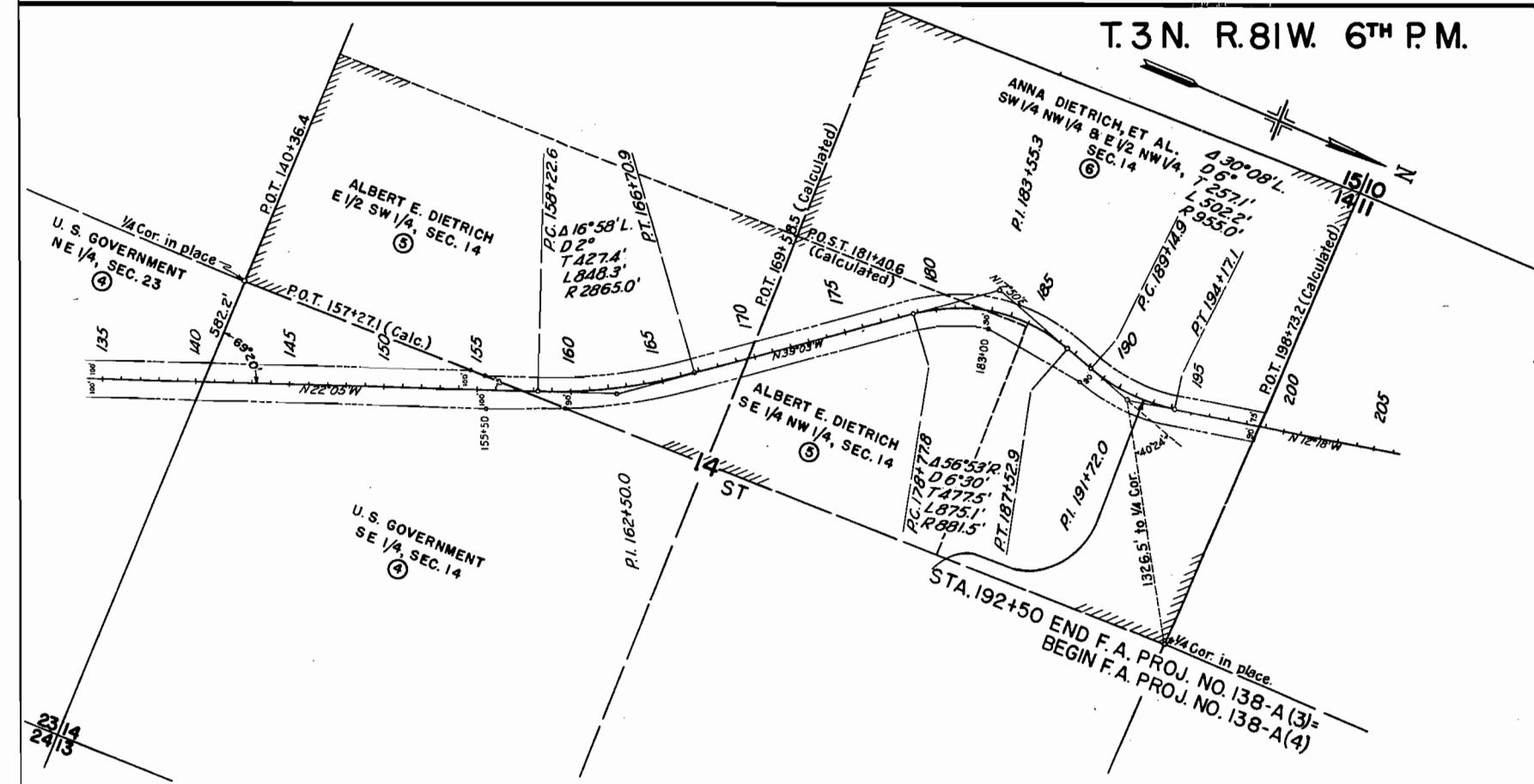
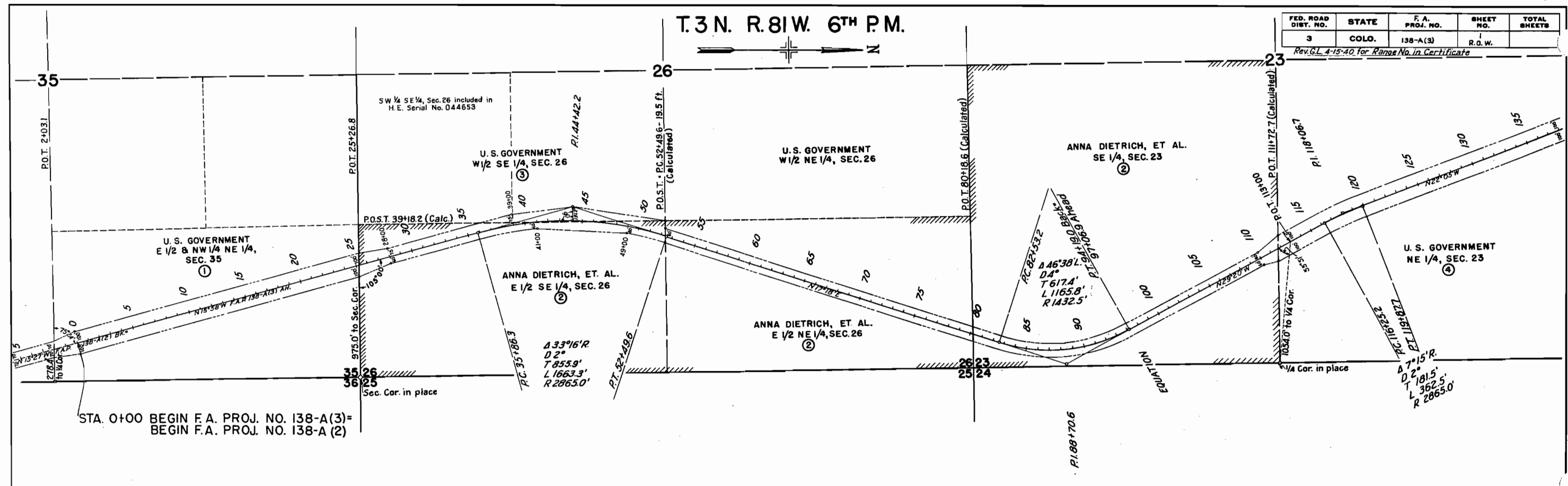


PLATE 1- PLAN-PROFILE O.P.R. & R.E. STANDARD
KEUFFEL & ESSER CO. NEW YORK.

✓ 3-18-40 9



RIGHT OF WAY REQUIRED THROUGH U.S. GOV'T.
LAND IN SEC. 35, 26, 23, & 14, T.3N., R.81W. 6TH P.M.

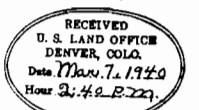
CERTIFICATE

I, JESSIE M. GARDNER, REGISTER OF THE U. S. LAND OFFICE AT DENVER, COLORADO, HEREBY CERTIFY THAT THE LANDS SHOWN CROSS-HATCHED HEREON AND TRAVERSED BY THE KREMMLING-MUDDY PASS ROAD, F.A.P. 138-A(3), ARE THE ONLY PATENTED OR APPROPRIATED LANDS ON THIS ROUTE, WITHIN LIMITS OF F.A.P. 138-A(3), AND THAT ALL LANDS SHOWN ON THIS MAP NOT CROSS-HATCHED AND TRAVERSED BY F.A.P. 138-A(3) ARE UNAPPROPRIATED AND UNRESERVED PUBLIC LANDS, EXCEPT THAT THE SW 1/4 SE 1/4, SEC. 26 IS INCLUDED IN H.E. SERIAL NO. 044653 FILED FEB. 15, 1932.

ALSO THAT T.3N., R.81W. WAS ELIMINATED FROM GRAZING DISTRICT NO. 2 ON MAR. 2, 1938.

Jessie M. Gardner March 7 - 1940
REGISTER U. S. LAND OFFICE
DENVER, COLORADO

051514



COLORADO STATE HIGHWAY DEPARTMENT
RIGHT OF WAY MAP
FOR
FEDERAL AID PROJECT F.A.P. 138-A (3)
GRAND COUNTY
SCALE 1" = 400'

Original R.O.W. Map to be retained by Dept. W&A

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9011



February 16, 1995

Bureau of Land Management
Kremmling Resource Area
116 Park Avenue
P.O. Box 68
Kremmling, CO 80459

COC 52864

Attn.: Linda M. Gross
Area Manager

Dear Ms. Gross:

We are requesting a correction to an existing BLM Grant (051514; dated March 7, 1940), which was obtained for Project FAP 138-A(3). This grant covers government land in Section 35, T. 3 N., R. 81 W., 6th P.M., in Grand County, through which S.H. 40 (U.S. 40) traverses.

We would like to correct the survey to begin at Station -2+03.1 which point lies on the quarter section line of Section 35. This request is based upon discussions between Ms. Madeline Dzielak of your office, and Mr. Robert L. Brown of our office.

If you have any questions or concerns, please feel free to call myself on (303) 757-9331, or Mr. Brown on (303) 757-9855.

Very truly yours,

Edward M. Tormohlen
Staff Right of Way Manager

cc: Chuck Dunn, Region 3 ROW
ROW Files

ad Larry