

PLAN AND PROFILE OF PROPOSED
SN-FAR
U.S.P.W. PROJECT NO. N.R.H. 150-D(2)

CONVENTIONAL SIGNS

FED. ROAD DIST. TOL.	STATE	U.S. F.W. ROAD TOL.	SHOOTS NO.	TOTAL SHOTS
2	COLOR.	FLORIDA	1	

Rev. 1-21-35 Ad.
2-18-35 Ad. Const. Div. #2

ORIGINAL PROJECT

- 1 Title Sheet.
2 Summary and Cross Section Sheet.
3 Details of Timber Trestle, Sta 1627+
4-5 Concrete I Beam Bridge, Sta 1687+
6 Special Concrete Box Culverts,
 M 90 D
7 Standard Marker Posts, M 24 F
8 Guard Fence, M 20 F
9 Concrete Headwalls, M 105 D
 Concrete Abutments, M 104 B*
- 12-31 Plan and Profile Sheets.*
- 32-39 Cross Section Sheets.*

CONST DIVE

1. TITLE SHEET
2a. TYPICAL SECTION & SUMMARY
2a-6a. PLAN & PROFILE

SCALES

ON PLAN, 1 IN. = 100 FT.

(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: FLHP-56,454.77 FT. 10,692 M. | N.R.H. - 39,863.4 FT. 7,550 M.
NET LENGTH OF PROJECT: N° 1 - 41,963.4 FT. 7,947 M. | 150-D-14,491.3 FT. 2,744 M.

NET LENGTH OF PROJECT: No 1 - 41,963.4 Ft = 7.947 Mi. 150-D-14,491.3 Ft = 2.744 Mi.

Center Line
Pole Lines
Section Lines
Quarter Section Lines
Right of Way Lines

39,000 Tons Gravel Surt.
66,000 Tons Select

NOTE

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, Glenwood Spgs.
A. K. Langridge..... Resident Engineer, Elk Springs

RECOMMENDED FOR APPROVAL *11/19/83*

J. H. Mahoney
ASSISTANT ENGINEER

APPROVED
Charles H. ...

STATE HIGHWAY ENGINEER

RECOMMENDED FOR APPROVAL

DISC. ENCL. BUREAU PUBLIC NOTICE

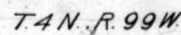
RECOMMENDED FOR APPROVAL

CHIEF (NO. BUREAU POLICE) HONOR
APPROVED

2025 RELEASE UNDER E.O. 14176

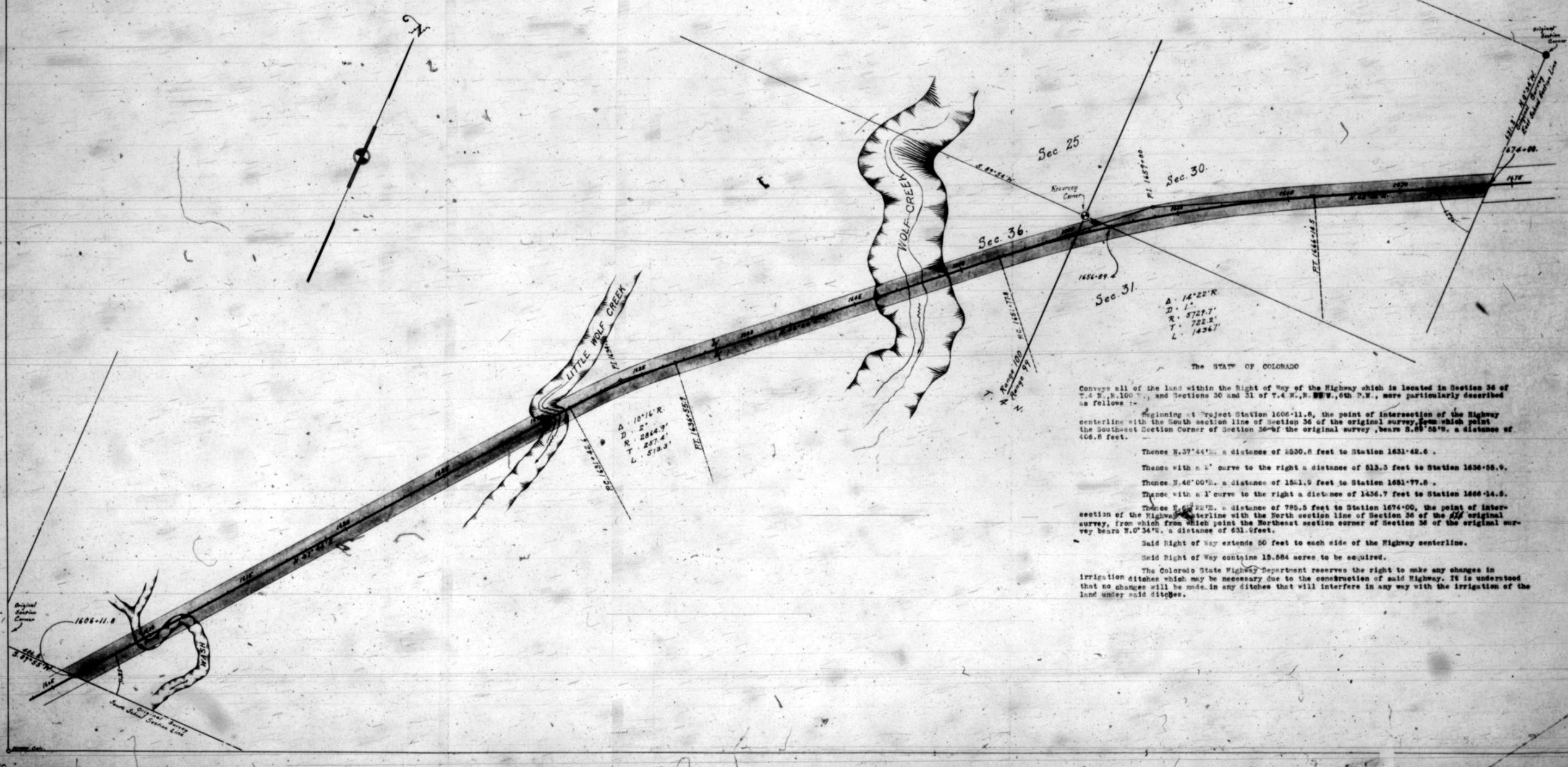
A.J. Strong

.....Scale 1 Inch= 100 Feet...



The Colorado State Highway Department reserves the right to make any changes in irrigation ditches which may be necessary (due to the construction of said Highway). It is understood that no changes will be made in any ditches that will interfere in any way with the irrigation of the land.

FEDERAL AID PROJECT NO. 158-L
~~ELITE~~
 Colorado State Highway Department
 Right of Way Map No. 2
 Scale 1" = 200'



The STATE OF COLORADO

Conveys all of the land within the Right of Way of the Highway which is located in Section 36 of T.4 N., R.100 W., and Sections 30 and 31 of T.4 N., R.99 W., 6th P.W., more particularly described as follows:

Beginning at Project Station 1606+11.8, the point of intersection of the Highway centerline with the South section line of Section 36 of the original survey, from which point the Southwest Section Corner of Section 36 of the original survey bears S.89°55'W., a distance of 406.6 feet.

Thence N.37°44'E., a distance of 1830.8 feet to Station 1631+42.6.

Thence with a 1' curve to the right a distance of 813.3 feet to Station 1636+58.9.

Thence N.48°00'E., a distance of 1841.9 feet to Station 1651+77.6.

Thence with a 1' curve to the right a distance of 1436.7 feet to Station 1666+14.6.

Thence N.68°22'E., a distance of 785.3 feet to Station 1674+00, the point of intersection of the Highway centerline with the North section line of Section 36 of the original survey, from which point the Northeast section corner of Section 36 of the original survey bears N.0°34'W., a distance of 631.6 feet.

Said Right of Way extends 50 feet to each side of the Highway centerline.

Said Right of Way contains 15.884 acres to be acquired.

The Colorado State Highway Department reserves the right to make any changes in irrigation ditches which may be necessary due to the construction of said Highway. It is understood that no changes will be made in any ditches that will interfere in any way with the irrigation of the land under said ditches.

TYPICAL CROSS SECTION OF IMPROVEMENT AND SUMMARY OF QUANTITIES

YEAR - 10 - 100	STATE	FED. AID - 100	SHEET NO.	TOTAL SHEETS
3	ILLINOIS	PLANT 2 FACILITY 2	2	

Rev. Dec 8, 1931 - 5BL
 April 6, 1932 - 2BL
 May 10, 1932 - 10A -
 May 27, 1932 - 10A -
 June 10, 1932 - 10A -
 July 1, 1932 - 201

Rev as const April 17, 1933
 (Const Div #2) May 11, 1934 - 5BL
 Jan 10, 1935 - 5BL



RIGHT OF WAY MARKERS

Station	Number Required	
	FL H P	F&M ISO D
1994 + 80	2	
1409 + 05	2	

1409+03	2
1422+30	2
1437+22	2
1451+25	2

1464 + 05	2
1469 + 30	2
1492 + 75	2

1520 + 04	2
1527 + 65	2
1530 + 17	2

1555+17	2
1572+712	2
1587+204	2

1587 FLO	2	
1606 + 118	2	
1616 + 95		2
1620 + 00		2

	1620 + 00	2
	1655 + 40	2
	1656 + 89	2

	1674+00	4	
	1684+17	4	
	1698+70	2	

1698 + 70	2
1727 + 27	2
1733 + 02	2

1763+72	2
1769+70	2
1804+633	2

1804 + 632	2
1818 + 54	2
1839 + 22	2
1842 + 10	1

1842 + 10	4	2
1851 + 95		2
1879 + 289		2

1077+201		2
1089+162		2
1091+04	4	
1016+12	2	

	1916 + 13	2
	1927 + 10	2
	1930 + 846	2

1950 + 045	C
1957 + 128	E
1959 + 00	E

DIVISION NO 2.

NSI	TOTAL QUANT			
150	191,150	Totals	68	14
120	3,980			

00	263,000	
00	166,000	
00	8,500	

10	8,500
100	550
100	10,000

CONSTRUCTION QUANTITIES (OR NG PROJECT)

Federal Aid Project 150-D		Federal Land Highway Project	
way	Bridge - Sta.	Bridge - Sta.	Bridge - Sta.

1629485-1630494	1647408-1648418	Roadway
2a)		

80.6	21357	1881.9	(Term 10b) 186235.2 359.6
21.1			

1109	1956	359.6
	224.1	2090.1
		53.6

363,861
488

162	142 47529	272434
-----	--------------	--------

47.539	2.834	
2.700		
	237.5	99.8

251	237.5	337.6
98	36,200	121.2
	29,852	106.126

6		99,952	
14			154
20			1,630

1.5287	1.3013	388
		574

1,327	1,301.3
43	32
	4,224
200	200

14	200	200	1060 8 68
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		301	60
--	--	-----	----

		321	
		33.3	

1620

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[Faint handwriting on lined paper]

FL HPMN		
1774-00	1775-45	1824.0
1396-35	1399-25	146
1413-30	1422-30	14.2
1423-50	1430-00	49.3
1437-00	1445-00	13.3
1522-50	1528-20	62.2
1564-75	1568-75	6.7
1567-20	1570-40	6.3
1674-00	1675-50	3.0
1674-00	1677-40	30.8
1698-25	1704-25	70.5
1710-90	1724-60	113.4
1725-50	1732-00	60.6
1732-00	1734-00	46.7
1734-00	1736-00	246.5
1734-00	1736-00	1.7
1745-45	1751-00	250.2
1760-25		25.4
1766-70	1772-70	411.0
1770-00		23.1
1775-30	1782-47	131.1
1825-90	1833-25	63.4
1828-65		5.6
1949-75		13.3
CARRIED FORWARD		4203.1

EMBANKMENT	
FAP 150-0	
1628*30	32.0
1632*00	22.8
1633*35	22.8
1650*30	8.2
1652*30	16.3
1661*90	32.1
Sub-Total Carried Forward 134.2	
FLHR No 1	
1489*88	47.6
1693*60	19.5
1743*00	15.1
1823*80	58.7
1948*00	273.0
Sub-Total Carried Forward 414.9	

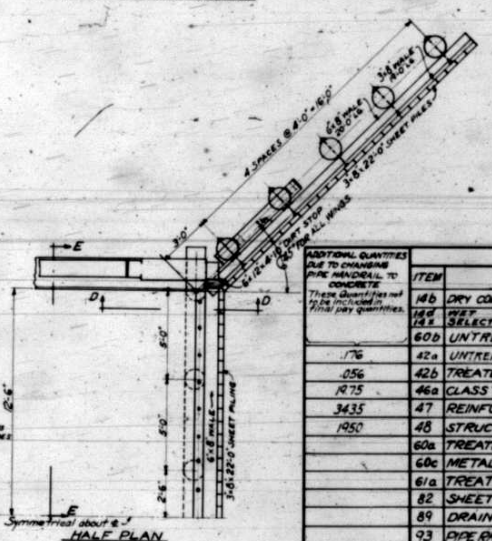
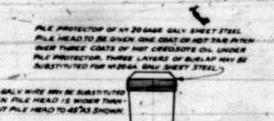
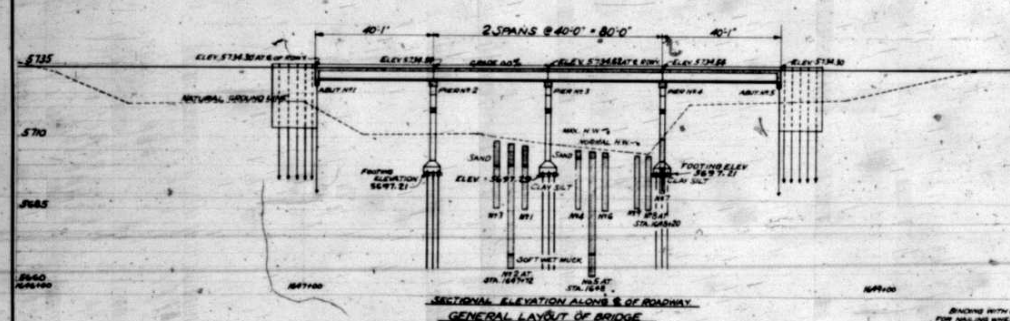
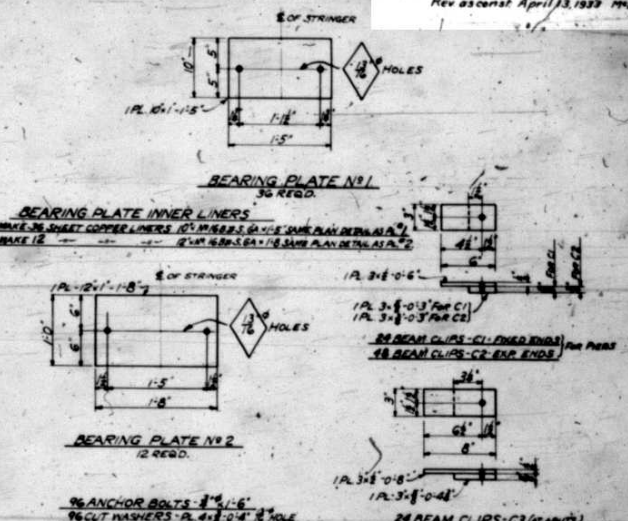
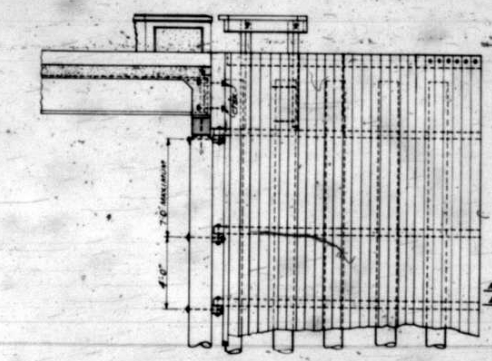
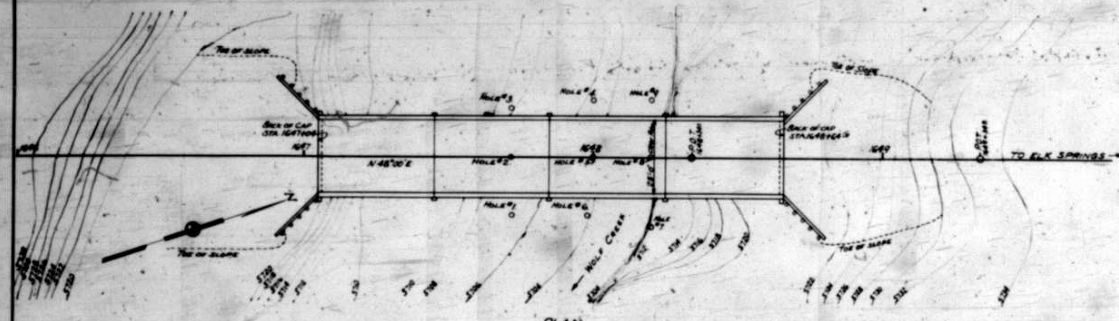
	Total Quantities
2400334	
3977	
33669	
2777	
5200868	
408	
76336	
142	
50,373	
2,700	
1,657.2	
1463	
20074	
99388	
170	
1,994	
536	
614	
2830	
73	
4,258	
1,460	
0	
82	
301	
0	
301	
333	
1620	

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- Paid for as roadway excavation

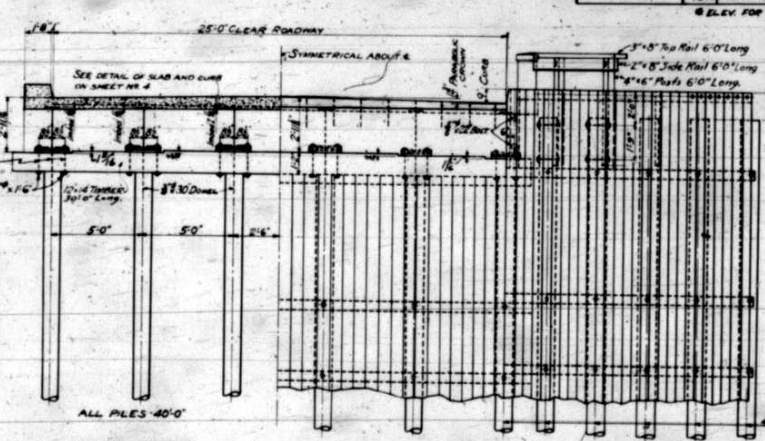
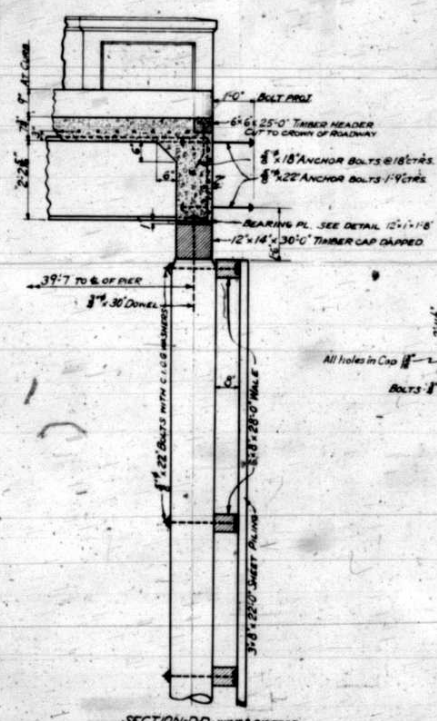
DESIGN NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
150-0	COLORADO	150-0	4	4

Revised Nov. 30, 1931 by R.G.K.
Revised Jan. 20, 1932 by R.G.K.
Revised May 7, 1932 by R.G.K.
Revised April 13, 1933 by R.G.K.



SUMMARY OF QUANTITIES FOR ENTIRE BRIDGE					
ITEM	DESCRIPTION	UNIT	2 SPANS OF SUPERSTRUCT.	3 PIERS	TOTAL
145	DRY COMMON STRUCTURAL EXCAVATION	CUYD	153.2	36.4	189.6
146	SELECTED GRAVEL FOOTING CUSHION	CUYD	33.3	22.7	56.0
600	UNTREATED TIMBER PILING (14 PILES @ 30'0" PIERS ONLY)	LN/FT	1620		1620
42A	UNTREATED BRIDGE TIMBER	MB/FT			
42B	TREATED BRIDGE TIMBER	MB/FT			
46A	CLASS 'A' CONCRETE	CUYD	116.5	115.5	232.0
47	REINFORCING STEEL OVERLAY INCLUDED	LBS.	22025	14175	36200
48	STRUCTURAL STEEL	LBS.	36496	2379	38875
60B	TREATED TIMBER PILING (14 PILES @ 30'0" PIERS ONLY)	LN/FT			1301.3
60C	METAL PILE SHOES (ABUTMENTS ONLY)	EACH			32
61A	TREATED SHEET PILING	LN/FT			422.6
82	SHEET COPPER	LBS.	195	99	294
89	DRAIN PIPE - 3" DIA X 4'0" LONG	PCS	4		4
93	PIPE RAIL - 3" DIA EXTRA STRONG PIPE RAIL FITTINGS	LN/FT			
93X	REINFORCED CONCRETE HANDRAIL	LN/FT	321		321

UNIT BILL OF MATERIAL.					
ONE ABUTMENT					
TREATED TIMBER					
TIMBER HEADER	1 PC.	6" x 6" x 28'-0"	=	75 80 FT.	
CAP	1 PC.	12" x 18" x 30'-0"	=	420 80 FT.	
RAILS	1 PCS.	6" x 8" x 28'-0"	=	316 80 FT.	
DRY STONE	1 PCS.	6" x 8" x 4'-0"	=	75 80 FT.	
TOTAL TREATED TIMBER				866 80 FT.	
METAL PILE SHOES	5 SHOES @ 35 LBS EACH =			175 80 FT.	
PILE SHOE TREATED	5 PCS @ 40'0" =			200 LN/FT.	
SHEET PILING TREATED	38 PCS @ 22'-0" =			836 LN/FT.	
CONCRETE CLASS 'A'				3.0 CU YDS.	
ONE WING					
ITEMS			LENGTH OF MINIMUM 20'-0"		
TREATED TIMBER					
RAILS TYP	1 PC.	3" x 6" x 14'-0"	=	36 80 FT.	
RAILS	3 PCS.	6" x 8" x 20'-0"	=	240 80 FT.	
TOTAL TREATED TIMBER				276 80 FT.	
RAILS TREATED	1 PCS. @ 40'-0" =			200 LN/FT.	
SHEET PILING TREATED	29 PCS @ 22'-0" =			638 LN/FT.	
METAL PILE SHOES	5 SHOES @ 35 LBS EACH =			175 80 FT.	
UNTREATED TIMBER					
TOP RAILS	2 PCS.	2" x 18" x 14'-0" (LONG)	=	42 80 FT.	
TOP RAILS	2 PCS.	2" x 18" x 14'-0" (LONG)	=	42 80 FT.	
TOTAL UNTREATED TIMBER				84 80 FT.	
BOLTS & WASHERS FOR 4 WINGS & 2 ABUTMENTS					
LOCATION	NO.	SIZE	LENGTH	WT. EACH	TOTAL WT.
RAILS TO PILES	24	1/2"	18"	1.83	43.9 LBS.
RAILS TO PILES	16	3/4"	22"	2.18	34.9 LBS.
RAILS TO SHEET PILING	116	1/2"	22"	1.02	118.3 LBS.
CAPS TO PILES	12	3/4"	30"	3.75	45.0 LBS.
RAILS TO RAILS	12	1/2"	18"	1.83	21.9 LBS.
STANDARD C.I.O.G.	472	1/2"	18"	0.75	354.0 LBS.
TOTAL =					789.0 LBS.



GENERAL NOTES

ALL WORK SHALL BE DONE ACCORDING TO THE STANDARD SPECIFICATIONS OF THE COLORADO STATE HIGHWAY DEPARTMENT ADOPTED JAN. 1, 1933.

ALL TIMBER AND PILING TO BE TREATED OR UNTREATED AS SHOWN BY BILLS OF MATERIAL.

ALL TIMBER SHALL BE SOUTHERN YELLOW PINE OR WEST COAST DOUGLAS FIR.

ALL PILES SHALL BE CAREFULLY SELECTED AND A RING OR CAP USED IN DRIVING.

ALL CAPS SHALL BE SHIPPED AND DRILLED AS PER DETAIL.

ALL CUT SURFACES OR BORED HOLES IN CROSBOTED TIMBER PILES SHALL BE THOROUGHLY SATURATED WITH HOT CREOSOTE OIL.

ALL LAYERS OF TIMBER BETWEEN TIMBER AND CONCRETE SHALL BE LINED WITH HOT CREOSOTE OIL.

STANDARD C.I.O.G. WASHERS SHALL BE USED UNDER EACH BOLT HEAD AND NUT.

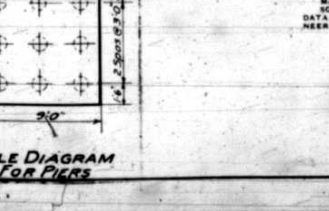
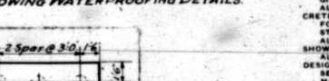
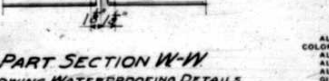
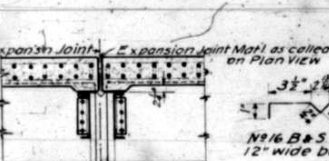
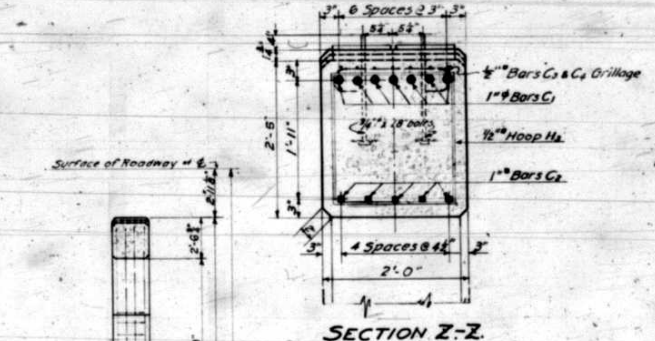
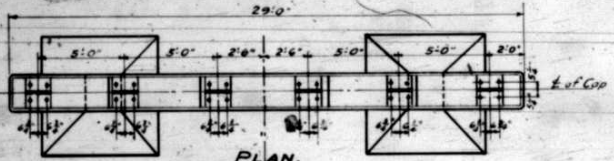
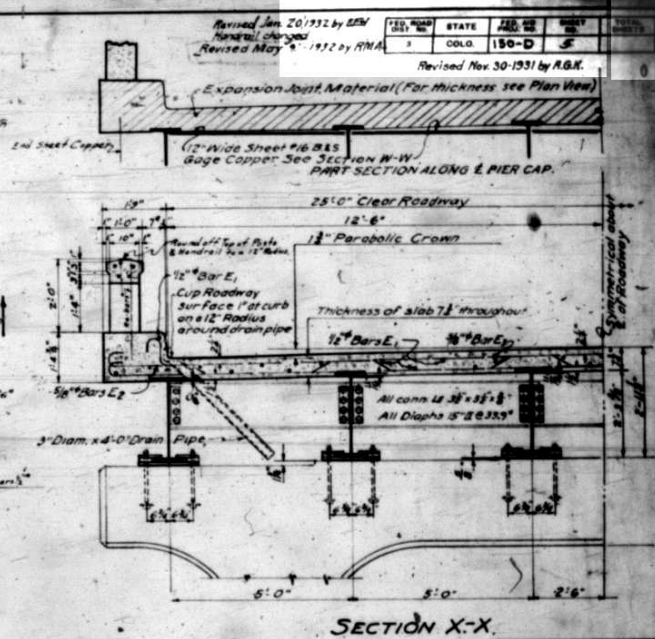
ALL TREATED TIMBER PILES SHALL BE TESTED FOR RESISTANCE TO BURNING BY THE LONG LEAF YELLOW PINE TEST.

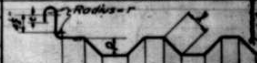
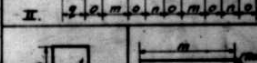
ALL UNTREATED TIMBER PILES SHALL BE TESTED FOR RESISTANCE TO BURNING BY THE LONG LEAF YELLOW PINE TEST.

LONG LEAF YELLOW PINE, OR RED SPRUCE, MINIMUM DIAMETER OF TIP TO BE 6 INCHES.

COLORADO
STATE HIGHWAY DEPARTMENT
GENERAL LAYOUT AND SUMMARY OF QUANTITIES FOR BRIDGE AND DETAIL OF ABUTMENTS AND PILES
ACROSS WOLF CREEK
Sta. 1647+08 TO 1648+66
West Abutment Sec. 36 T. 4N. R. 100W
Designed by R.M.A. Approved by R.G.K.
Made by W.A.M. Bridge Engineer
Checked by W.A.M. Date: Nov. 16, 1931

STRUCTURE NO. C-2-A



WHEELS				DIMENSIONS										BAR BENDING DIAGRAMS	
Mark	Size	Length	Rex NB	L	m	n	o	p	q	r	t	All dimensions in L of 100.			
E ₁	1/2"	38'-8"	120									I. Radius = r			
E ₂	5/8"	29'-5"	110	XIV			27'-3"				28'	2"			
E ₃	3/4"	29'-4"	120	X	0'-0"		27'-1"	1'-4"	0'-6"	0'-4"	0'-0"	28'		2"	
F ₁	3/4"	7'-26"	160	XIV			5'-5"					28'	2"		
V ₁	1"	29'-10"	72	XIV			10'-6"					28'	2"		
V ₂	1/2"	20'-6"	30	XIV			19'-2"					28'	2"		
R ₄	3/4"	6'-2"	216	XV	0'-0"		2'-1"	0'-6"		0'-7 1/2"					
H ₁	3/4"	5'-5"	69	X						6'-2"	1'-7 1/2"				
H ₂	3/4"	7'-2"	222	X						1'-12"	1'-7 1/2"		6"		
H ₃	1/2"	8'-3"	84	X						1'-7 1/2"	5'-0"		2"		
C ₄	1/2"	2'-8"	126	XIV			1'-4"					28'	2"		
C ₅	1/2"	4'-4"	72	XIV			3'-0"					28'	2"		
C ₁	1"	30'-6"	21	XIV			27'-0"					28'	2"		
C ₂	1"	28'-6"	15												
R ₂	3/4"	31'-6"	69												
R ₃	3/4"	19'-8"	48												

ADDITIONAL QUANTITIES DUE TO MANUAL CHANGE
26.83 LIN FT OF 3/8" @ .85 LBS PER LIN FT. 2281 LBS
10.15 LIN FT OF 3/4" @ .85 LBS PER LIN FT. 1121 LBS
PLUS 1% FOR OVER RUN = 37.85
TOTAL = 3459 LBS

1965	Lin Ft	3/8" bars	@	0.875	Lbs per Ft	=	1721	Lbs
5375	Lin Ft	1/2" "	@	0.668	"	=	3588	"
1242	Lin Ft	3/4" "	@	0.85	"	=	1057	"
14061	Lin Ft	1"	@	1.043	"	=	14678	"
3412	Lin Ft	1 1/2"	@	1.267	"	=	4324	"
428	Lin Ft	1 3/4"	@	1.50	"	=	642	"
						1% for over run	=	34.59
TOTAL =								

REFERENCE DRAWINGS.
Summary of quantities for entire bridge,
Details of Timber Abutments, Details of
Bearing Plates and Beam Clips. SHEET 4.

LOADING DATA
LL - AASHO CLASS "A" AUG 1986 M-15.
DL ASSUMES 15 Lbs. per Sq. Ft. wearing
surface. This includes $\frac{1}{4}$ " monolithic
concrete wearing surface.

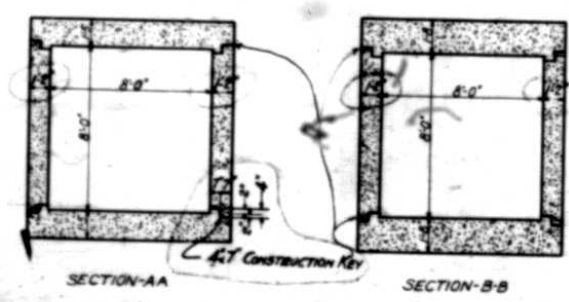
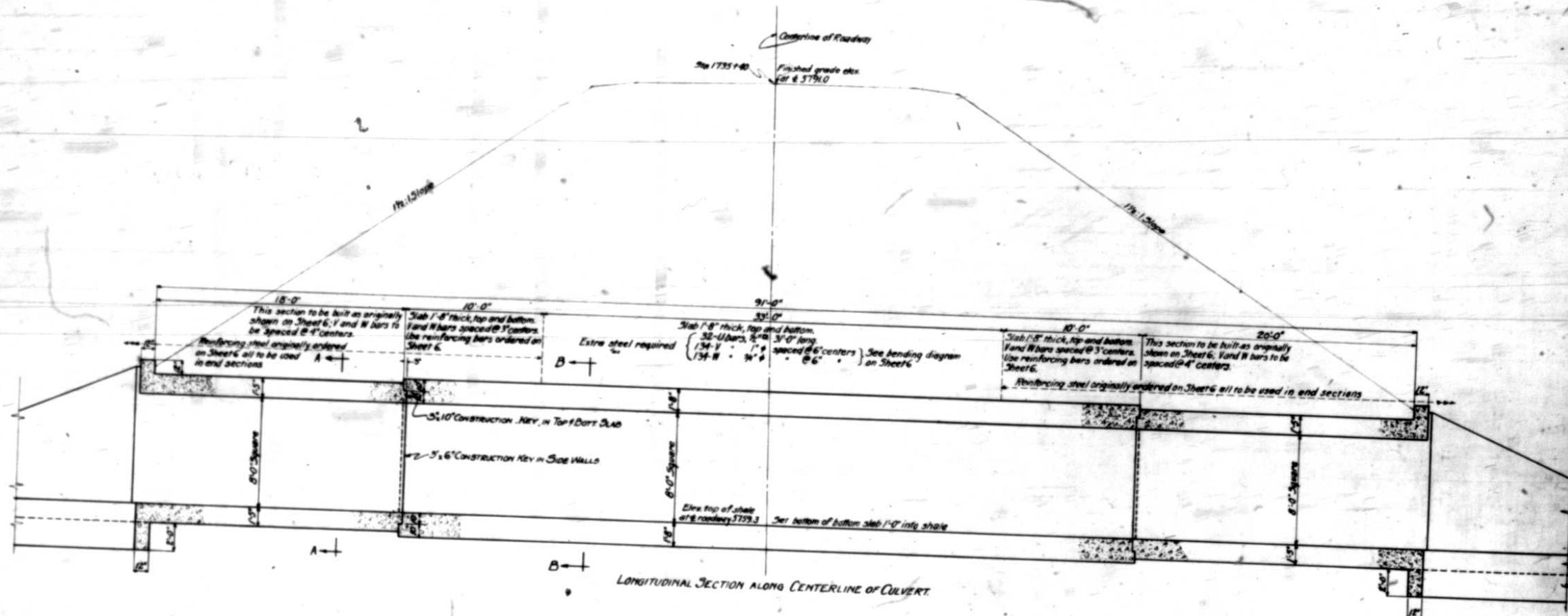
GENERAL NOTES

- ALL WORK SHALL BE DONE ACCORDING TO THE STANDARD SPECIFICATIONS OF THE COLORADO STATE HIGHWAY DEPARTMENT, 1990.
- ALL CONCRETE SHALL BE CLASS "A".
- ALL EXPOSED SURFACES SHALL BE FINISHED WITH A 1/2" RUBBER FINE OF FIRM MARSH.
- ALL EXPOSED CORNERS, EXCEPT GUN HANDRAILS, SHALL BE BEVELED TO A 2" FACE.
- ALL EXPOSED SURFACES SHALL BE FINISHED WITH A 1/2" RUBBER FINE OF FIRM MARSH.
- ALL CONSTRUCTION JOINTS SHALL BE THOROUGHLY CLEANED BEFORE FRESH CONCRETE IS PLACED.
- FOOTINGS IN ROCK SHALL BE POLLED OUT TO THE ROCK AND NOT FORMED.
- ALL REINFORCING BARS SHALL BE 1/2" CONCRETE WIRE SURFACE.
- ALL REINFORCING BARS SHALL BE ROUND OR SQUARE, PLAIN OR DEFORMED AS SHOWN.
- ALL REINFORCING BARS SHALL BE TAGGED WITH THE STATION NUMBER AND LETTER DESIGNATION.
- REINFORCING BARS WHEN SPICED SHALL BE GIVEN A LAP OF 50 DIAMETERS.
- MAIN BARS SHALL NOT BE SPICED.
- ALL REINFORCING BARS SHALL BE SHOWN AS REQUIRED TO THE BEST AVAILABLE DATA, IF ESSENTIALLY DIFFERENT CONDITIONS ARE ENCOUNTERED, THE BRIDGE ENGINEER WILL BE NOTIFIED.

COLORADO
STATE HIGHWAY DEPARTMENT
DETAILS SUPERSTRUCTURE
AND PIERS NOS. 2, 3 & 4
CONCRETE T-BEAM BRIDGE
Access: WOLF CREEK
Sta. 1647+00 TO 1648+66.6
Neat A-133-A-DWA S-061357-N-R-100-W

Designed by RMA Approved by *C. L. Baskin*
Bridge by RMA Bridge Engineer
Checked by KEMM Date: *Nov. 16, 1981*

STRUCTURE NO. C-2-A



SUMMARY OF QUANTITIES FOR ENTIRE BOX CULVERT.

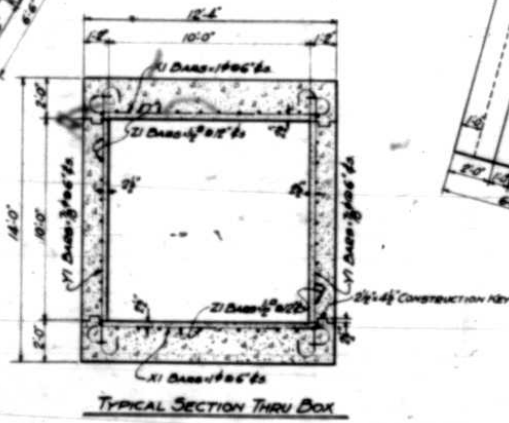
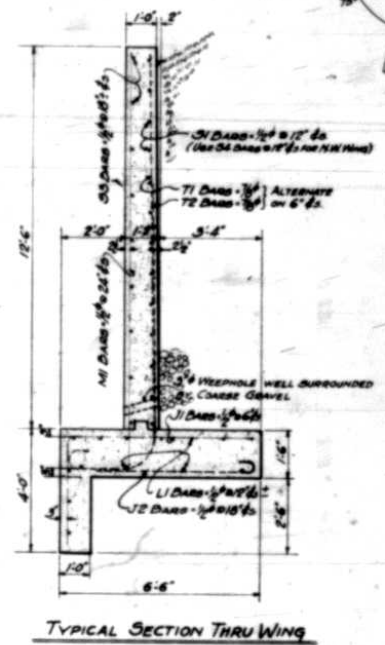
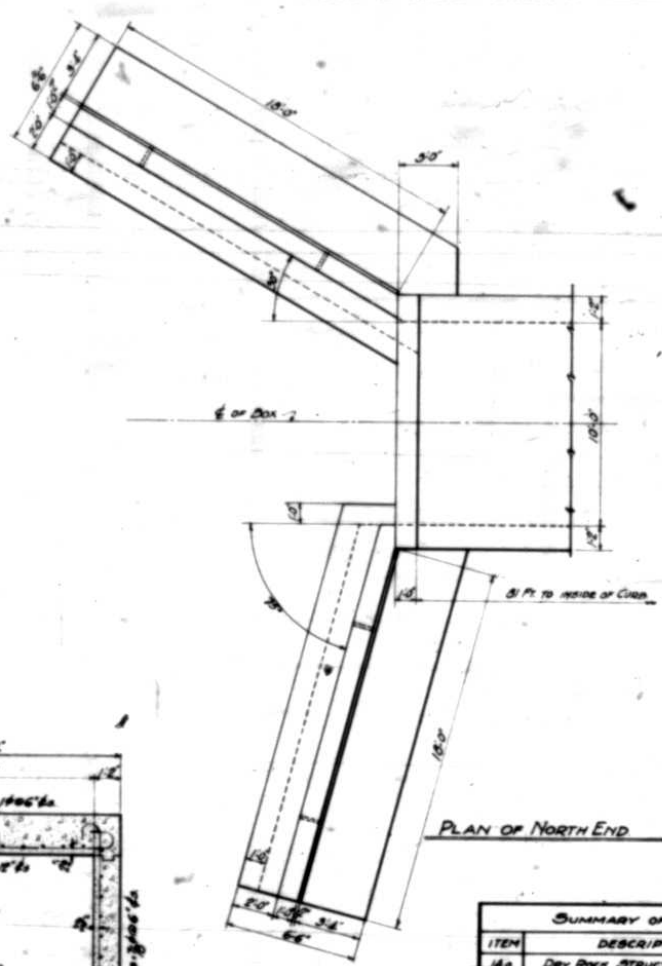
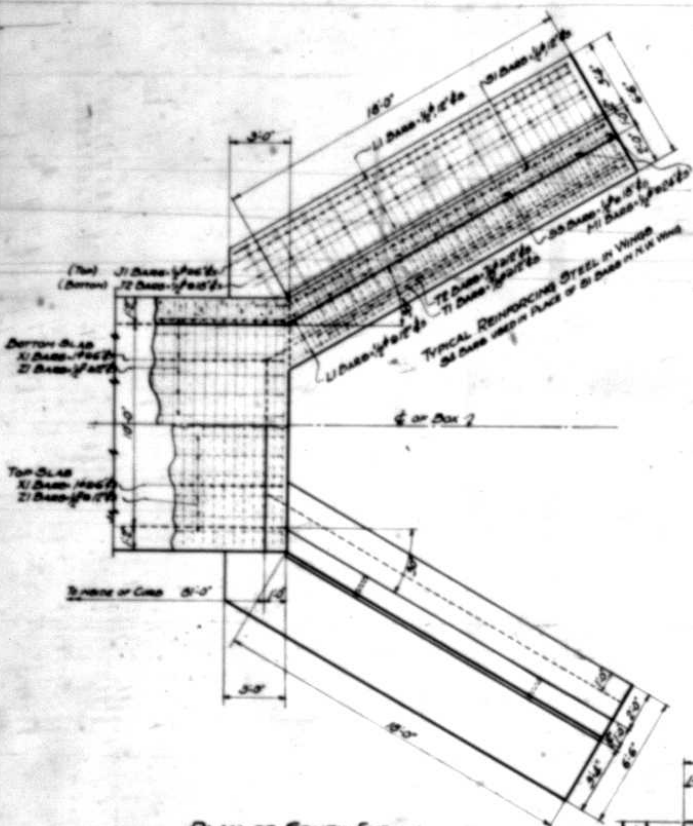
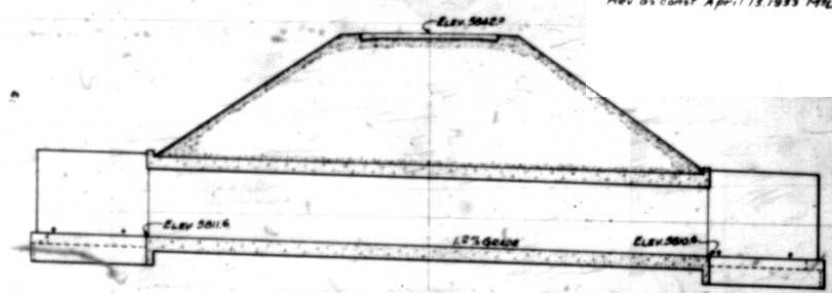
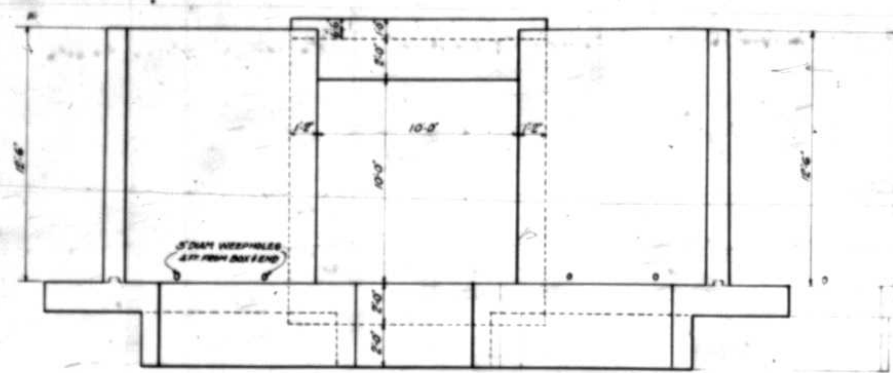
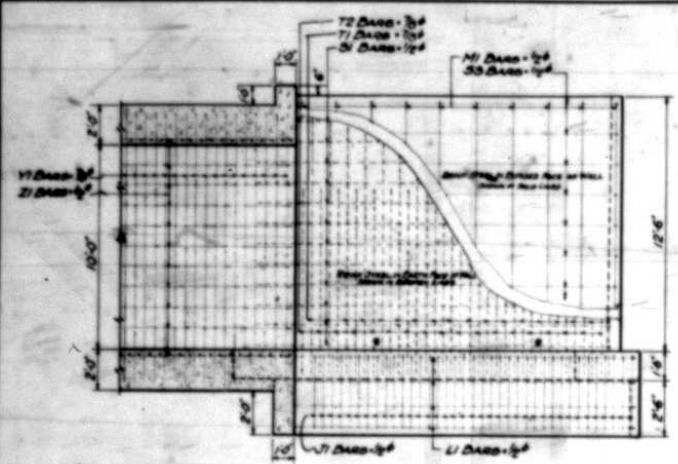
Item No.	Description	Unit	FOR ORIGINAL DESIGN (SEE SHEET 6)	FOR REVISION (SEE SHEET 6)	ADDITIONAL QUANTITIES (SEE SHEET 6)	TOTAL
46a	Class I Concrete	cu yd	52	107	64	223
47	Reinforcing Steel (Includes 1% overrun)	Lb	3640	11970	7340	22950
14b	Dry Common (Structural)	cu yd				138.29
14d	Wet Common (Structural)	cu yd				33.63

GENERAL NOTES

ALL WORK SHALL BE DONE ACCORDING TO THE STANDARD SPECIFICATIONS OF THE COLORADO STATE HIGHWAY DEPARTMENT, ADOPTED JAN. 1, 1930.
 ALL EXPOSED SURFACES SHALL BE RUBBED FREE OF FORM MARKS.
 ALL EXPOSED CORNERS, EXCEPT ON HANDRAILS, SHALL BE BEVELED TO A 2" FACE.
 GIRDERS, FLOOR SLAB AND CURBS SHALL BE POURED MONOLITHICALLY.
 ALL CONSTRUCTION JOINTS SHALL BE THOROUGHLY CLEANED BEFORE FRESH CONCRETE IS POURED.
 FOOTINGS IN ROCK SHALL BE POURED OUT TO THE ROCK AND NOT FORMED.
 STRUCTURE IS DESIGNED FOR A 1/2" CONCRETE WEARING SURFACE.
 ALL REINFORCING BARS SHALL BE ROUNDED OR SQUARE, PLAIN OR DEFORMED AS SHOWN AND NOTED.
 ALL REINFORCING BARS SHALL BE TAGGED WITH THE STATION NUMBER AND LETTER DESIGNATION.
 SECONDARY BARS WHEN SPLICED SHALL BE GIVEN A LAP OF 30 DIAMETERS.
 MAIN BARS SHALL NOT BE SPLICED.
 SOUNDINGS AND DEPTH OF FOOTINGS SHALL BE ACCORDING TO THE BEST AVAILABLE DATA. IF ESSENTIALLY DIFFERENT CONDITIONS ARE ENCOUNTERED, THE BRIDGE ENGINEER WILL INSPECT AND DETERMINE IF REDESIGN IS NECESSARY.

Note: This revision made to set culvert into shale because original plan for this culvert would have resulted in an unstable foundation.

COLORADO
STATE HIGHWAY DEPARTMENT
 REVISED 8/14/32
CONCRETE BOX CULVERT
 Across Marsh
 Sta. 1735+40
 Near Sec. 29 T. 4N. R. 99W
 Designed by A.P.H. Approved by C. J. B. Bridge Engineer
 Made by W.H.S. Checked by Date: 7-15-1932



MARK	SIZE	NO	LENGTH	BENDING	WEIGHT
L1	1/2"	56	10'-6"		12.115
M1	1/2"	40	13'-6"		14.439
S3	1/2"	36	10'-0"		9.097
Z1	1/2"	126	20'-11"		33.310
J2	1/2"	32	5'-7"	4-11"	8.2
X1	1/2"	332	13'-6"	11'-0"	4.5
Y1	1/2"	332	15'-0"	12'-6"	5.3
S1	1/2"	38	13'-10"	17'-0"	
S4	1/2"	13	20'-0"	16'-0"	
J1	1/2"	148	5'-6"	5'-11"	5.6
T1	1/2"	72	16'-6"	12'-6"	3.7
T2	1/2"	72	12'-5"	8'-5"	3.7
SUMMARY OF BAR LIST:					
4538 FT 1/2" BAR @ 2.670 LBS PER LINEAL FT = 12,115 LBS					
7074 FT 3/4" BAR @ 2.044 LBS PER LINEAL FT = 14,439					
3644 FT 1/2" BAR @ 0.550 LBS PER LINEAL FT = 2,007					
4533 FT 1/2" BAR @ 0.660 LBS PER LINEAL FT = 3,000					
1/2" OVERSUN = 329					
TOTAL = 33,310 LBS					

ITEM	DESCRIPTION	UNIT	TOTAL
100	DRY ROCK STRUCTURAL EXCAVATION	Cu Yd	359.53
101	DRY COMMON	Cu Yd	238.83
102	WET ROCK	Cu Yd	-
103	WET COMMON	Cu Yd	-
400	CLASS "A" CONCRETE	Cu Yd	280
47	REINFORCING STEEL (OVERSUN INCL)	LBS	33,310

GENERAL NOTES

ALL WORK SHALL BE DONE ACCORDING TO THE STANDARD SPECIFICATIONS OF THE COLORADO STATE HIGHWAY DEPARTMENT, JANUARY, 1930.

ALL CONCRETE SHALL BE CLASS "A".

ALL WALLS SHALL HAVE FORMS ON BOTH SIDES.

POUR WITH FOOTINGS MONOLITHICALLY WITH FLOORS OF BOX.

POUR WINGS MONOLITHICALLY WITH SIDES OF BOX.

ALL CONSTRUCTION JOINTS SHALL BE THOROUGHLY CLEANED BEFORE FRESH CONCRETE IS POURED.

MINIMUM DISTANCE OF CENTERLINE OF BAR TO EDGE OF CONCRETE TO BE SIX INCHES.

ALL REINFORCING BARS SHALL BE ROUND OR SQUARE, PLAIN OR DEFORMED AS SHOWN AND NOTED.

ALL REINFORCING BARS SHALL BE TAGGED WITH THE STATION NUMBER AND LETTER DESIGNATION.

SECONDARY BARS WHEN SPICED SHALL BE GIVEN A LAP OF 30 DIAMETERS.

MAIN BARS SHALL NOT BE SPICED.

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.

SUPPORTING SOILS FOR CULVERT MUST BE COMPOSED OF FIRM AND UNIFORM MATERIAL THROUGHOUT.

THE USE OF ADDITIONAL CONSTRUCTION JOINTS IS UNDESIRABLE. SHOULD FIELD CONDITIONS REQUIRE CONSTRUCTION JOINTS MAY BE MADE ON A VERTICAL PLANE PARALLEL TO CENTERLINE OF ROADWAY AND SHALL BE MADE WITH A 3"x4" KEY.

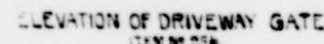
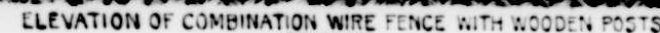
ALL BACKFILLING TO AND OVER CULVERTS SHALL BE LAYED IN LAYERS NOT EXCEEDING 6" IN DEPTH AND EACH LAYER SHALL BE ROLLED OR HAND TAMPED WHEN NECESSARY TO A ROLLER. ALSO MOISTENED WHEN NECESSARY.

COLORADO
STATE HIGHWAY DEPARTMENT
10'x10' CONCRETE BOX CULVERT

Across WASH
Sta 1036+22
Near Elk Springs Sec. 16 T. 4N R. 99W

Designed by *[Signature]*
Made by *[Signature]* Bridge Engineer
Checked by *[Signature]* Date: Nov. 16, 1931

FED. ROAD DIST. NO.	STATE	FED. RD. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.			



1. All Work shall be done in accordance with the Standard Specifications of The Colorado State Highway Department, Adopted January 1, 1930.

2. Barbed Wire shall be of Standard Weight, not lighter than No. 12 Gauge, Galvanized and with Two Point Barbs spaced not more than Sixteen inches apart.

3. The Mesh must be Galvanized and not lighter than shown and noted on this plan.

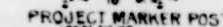
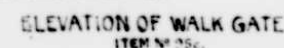
4. All Mesh used in Driveway Gates shall be painted with the aster-puff Paint to be used on the gate frames.

5. Staples shall be at least 1 1/2 inch long, made of No. 2 Gauge Wire. One (2) Staples required per post for barbed wire fence and 16 Staples per post for Combination Barbed Wire Fence.

6. All Wooden Posts shall be made from seasoned, straight sound Lodge Pole Pine, Northern Yellow Pine or [redacted]

7. All Wooden Posts shall be entirely peeled and shaved, thoroughly seasoned and dry before treatment.

8. All Wooden Posts shall be pressure treated with Creosote Oil for the full length of posts as provided in the specifications.



RIGHT OF WAY MARKER POST

NOTES FOR RIGHT OF WAY MARKER POSTS.
All Letters shall be 1½" Plain and Depressed ¼" inch.
Post shall be set with Lettering Facing the Road at Points Indicated on the Plans.

All Work shall be done in accordance with the Standard Specifications of the Colorado State Highway Department Adopted January 1-1930
Punch shall be made of Class "D" Concrete (Slump 3 to 6) except use White Portland Cement
Reinforcing Bars shall be round or square, plain or deformed as shown and noted.
All Exposed Surfaces shall be rubbed free of form marks.

**COLORADO
STATE HIGHWAY DEPARTMENT
STANDARD
WIRE FENCES
AND
MARKER POSTS**

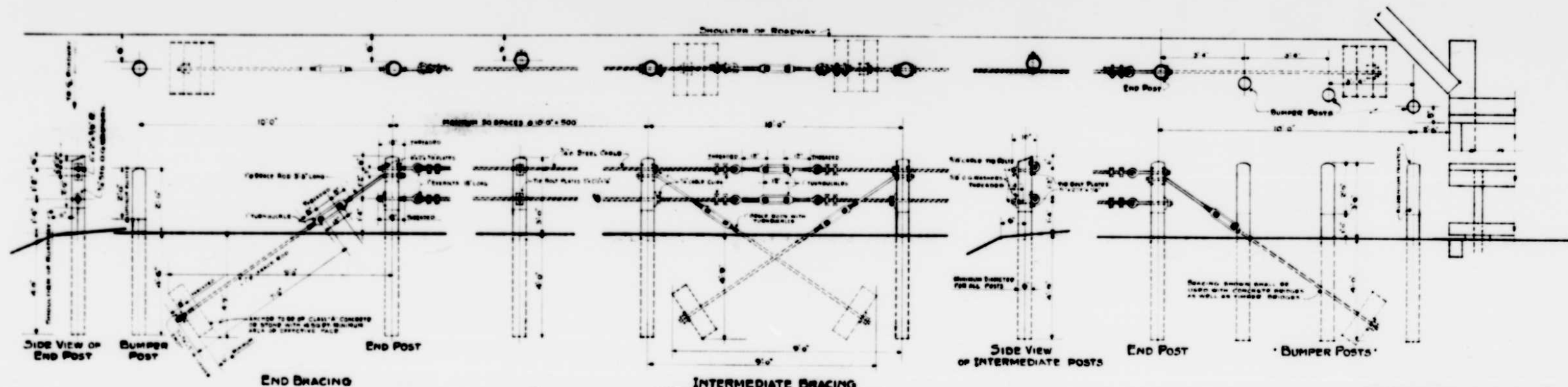
Designed by AGK	Approved by <i>P. J. Butler</i>
Made by AGH	Bridge Engineer
Checked by GHD	Date <i>Nov. 15, 1931.</i>

STRUCTURE NO.

STANDARD M-20-F.

FED. ROAD DIST. NO.	STATE	FED. ROAD DIST. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.			

STANDARD WIRE CABLE GUARD FENCE WITH TIMBER POSTS. ITEM No 72



GENERAL NOTES:

ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS OF THE COLORADO STATE HIGHWAY DEPARTMENT ADOPTED JANUARY 1, 1930.
THE LENGTH OF GUARD FENCE TO BE PAID FOR AND DESIGNATED ON SHEET M-20 SHALL BE MEASURED FROM END POST TO END POST.
THE PRICE PER LINEAR FOOT SHALL BE AS SPECIFIED IN ITEM 72 OF THE STANDARD SPECIFICATIONS AND SHALL INCLUDE THE NECESSARY BUMPER POSTS AND BRACING COMPLETE.
WHEN CONTINUOUS FENCE IS MORE THAN 500 FT. IN LENGTH, IT SHALL HAVE INTERMEDIATE APICES AND ANCHORS.
ALL POSTS SHALL BE MADE FROM SEASONED, STRAIGHT, SOUND LOGS, DOLE PINE, SOUTHERN YELLOW PINE OR
NO SECTION OF POSTS SHALL BE LESS THAN 6 IN. DIAMETER.
ALL POSTS SHALL BE ENTIRELY PERPED AND SHAVED, THOROLY SEASONED AND DRY TOPS REVELED AND ALL HOLES DRILLED BEFORE TREATMENT IS APPLIED.
ALL POSTS SHALL BE PRESERVED TREATED WITH CREOSOTE FOR THE FULL LENGTH OF POSTS AS PROVIDED FOR IN THE SPECIFICATIONS. THE TOP TWO (2) FEET OF EACH POST SHALL BE GIVEN TWO (2) COATS OF APPROVED ALUMINUM PAINT.
ALL POSTS SHALL BE SET AND TAMPED IN PLUMB AND PERPENDICULAR TO THE LINE AND GRADE, DIRECTED BY THE ENGINEER.
ALL FITTINGS SHALL BE HOT DIPPED GALV. IRON. WITH RISSER AS NOTED AND LOCATED AS SHOWN.
EYE BOLTS SHALL BE WELDED OF DRUP FORGED STANDARD. EYE BOLTS SHALL BE USED UNDER ALL NUTS AND CABLE CLIPS IN CONTACT WITH WOOD POSTS.

DETAIL OF THE BOLT PLATE.

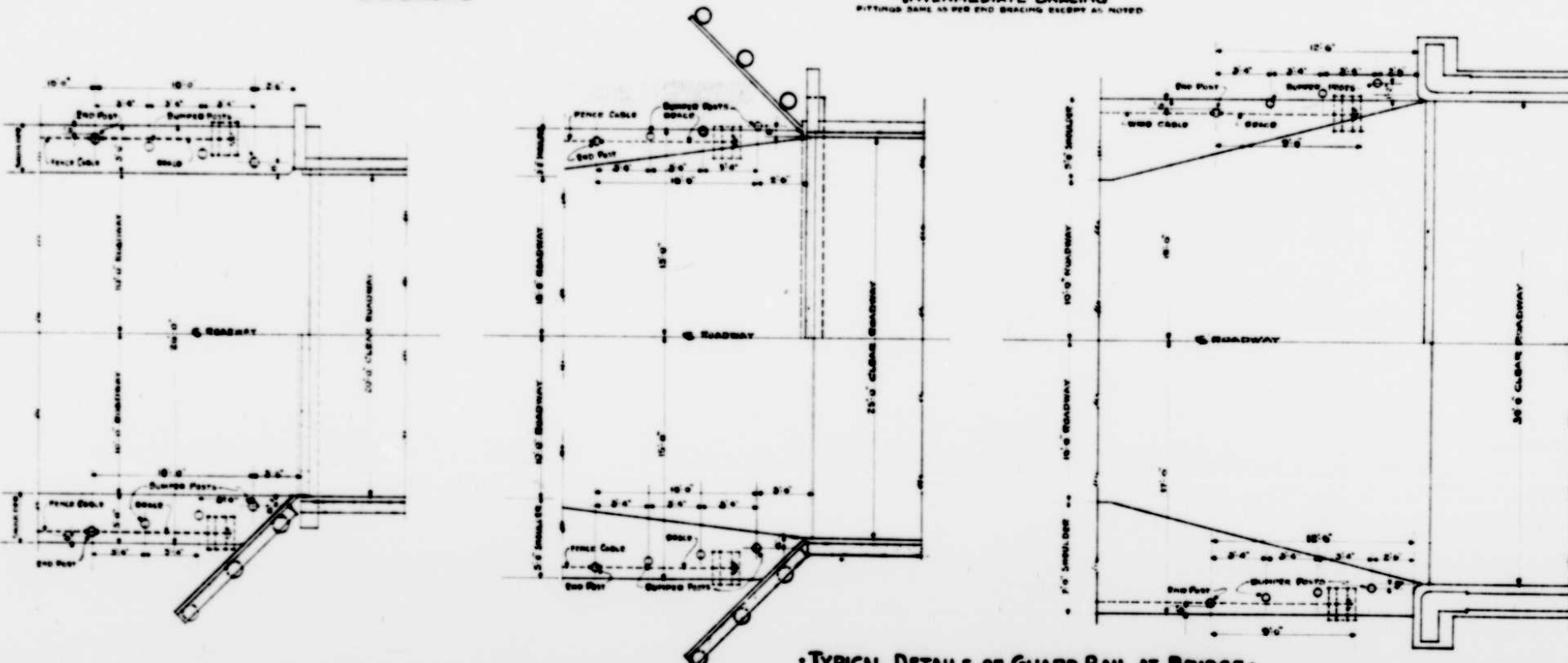


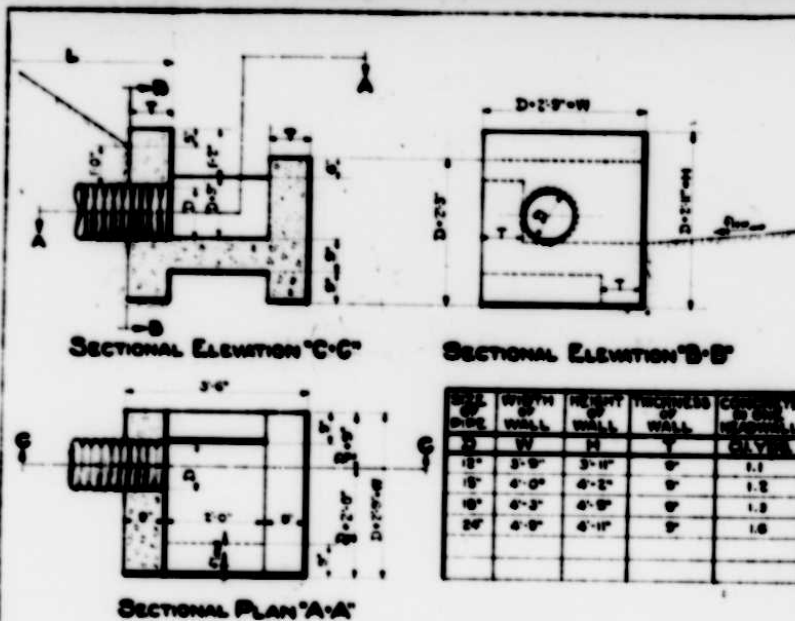
COLORADO
STATE HIGHWAY DEPARTMENT
STANDARD
WIRE CABLE GUARD FENCE

Designed by UND
Made by UND
Checked by UND

Approved by *J. B. Bailey*
Bridge Engineer
Date *May 28, 1931.*

TYPICAL DETAILS OF GUARD RAIL AT BRIDGE





INTERSECTING HEADWALLS

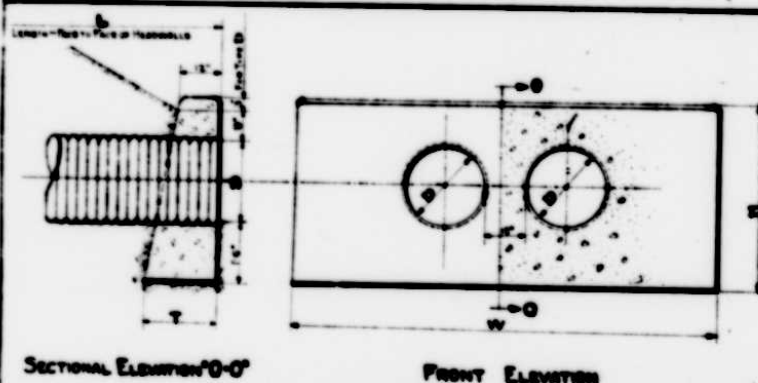


TABLE OF DIMENSIONS & QUANTITIES FOR DOUBLE CORRUGATED METAL PIPE CULVERTS WITH HEADWALLS

TYPE	D	W	H	T	UNIT	CONCRETE CLASS	STEEL	CONCRETE	STEEL
Type "D"	18"	3'-0"	3'-11"	9"	1.1	1.1	1.1	1.1	1.1
	18"	4'-0"	4'-5"	9"	1.2	1.2	1.2	1.2	1.2
	24"	4'-3"	4'-11"	9"	1.3	1.3	1.3	1.3	1.3
	24"	4'-6"	5'-0"	9"	1.4	1.4	1.4	1.4	1.4
Type "E"	18"	3'-0"	3'-11"	9"	1.1	1.1	1.1	1.1	1.1
	18"	4'-0"	4'-5"	9"	1.2	1.2	1.2	1.2	1.2
	24"	4'-3"	4'-11"	9"	1.3	1.3	1.3	1.3	1.3
	24"	4'-6"	5'-0"	9"	1.4	1.4	1.4	1.4	1.4

STD. HEADWALLS FOR DOUBLE CORRUGATED METAL PIPE CULVERTS

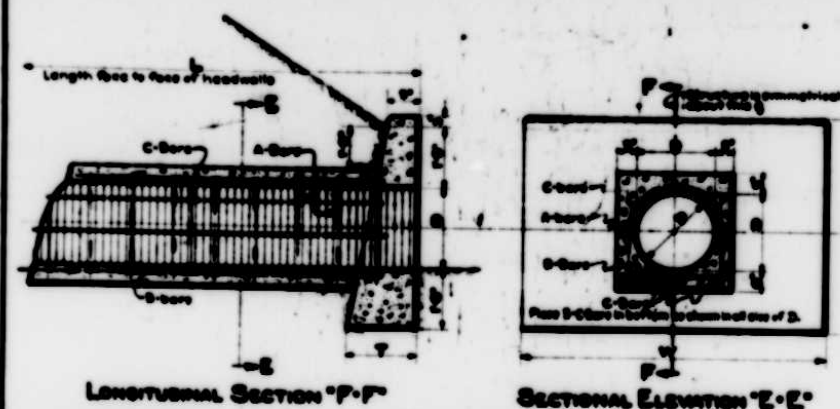


TABLE OF DIMENSIONS & QUANTITIES FOR INCASED PIPE CULVERT

TYPE	D	W	H	T	UNIT	CONCRETE CLASS	STEEL	CONCRETE	STEEL
Type "F"	18"	3'-0"	3'-11"	9"	1.1	1.1	1.1	1.1	1.1
	18"	4'-0"	4'-5"	9"	1.2	1.2	1.2	1.2	1.2
	24"	4'-3"	4'-11"	9"	1.3	1.3	1.3	1.3	1.3
	24"	4'-6"	5'-0"	9"	1.4	1.4	1.4	1.4	1.4
Type "G"	18"	3'-0"	3'-11"	9"	1.1	1.1	1.1	1.1	1.1
	18"	4'-0"	4'-5"	9"	1.2	1.2	1.2	1.2	1.2
	24"	4'-3"	4'-11"	9"	1.3	1.3	1.3	1.3	1.3
	24"	4'-6"	5'-0"	9"	1.4	1.4	1.4	1.4	1.4

Concrete quantities shown above include two headwalls.
When L is 40 ft or more add 10% for top in C-bore.
When L is 40 ft or more add 10% for top in C-bore.

SPECIAL NOTES
All reinforcing bars shall be 1/2" minimum diameter center line of bar to surface of concrete shall be 2".
Pipe shall be properly cleaned before casting with concrete.

INCASED PIPE CULVERTS

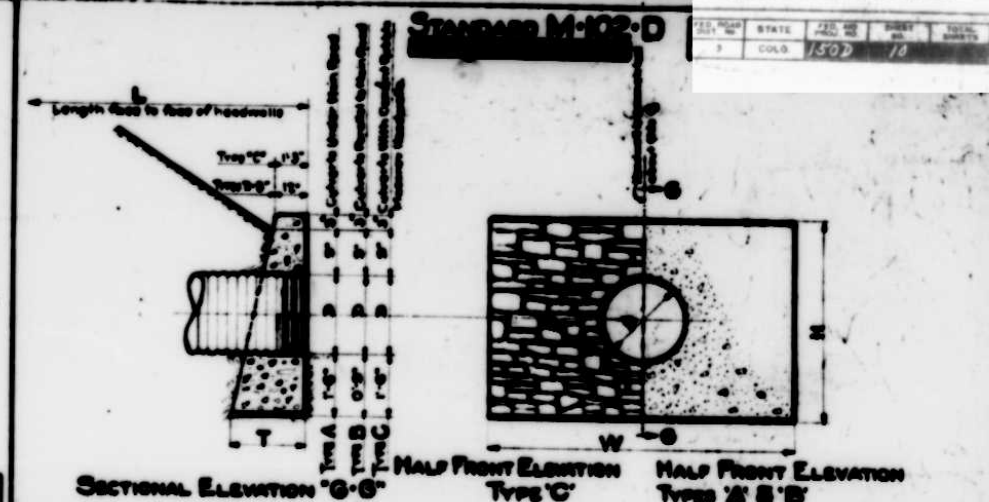


TABLE OF DIMENSIONS & QUANTITIES FOR CORRUGATED METAL PIPE CULVERTS WITH HEADWALLS

TYPE	D	W	H	T	UNIT	CONCRETE CLASS	STEEL	CONCRETE	STEEL
Type "J"	18"	3'-0"	3'-11"	9"	1.1	1.1	1.1	1.1	1.1
	18"	4'-0"	4'-5"	9"	1.2	1.2	1.2	1.2	1.2
	24"	4'-3"	4'-11"	9"	1.3	1.3	1.3	1.3	1.3
	24"	4'-6"	5'-0"	9"	1.4	1.4	1.4	1.4	1.4
Type "K"	18"	3'-0"	3'-11"	9"	1.1	1.1	1.1	1.1	1.1
	18"	4'-0"	4'-5"	9"	1.2	1.2	1.2	1.2	1.2
	24"	4'-3"	4'-11"	9"	1.3	1.3	1.3	1.3	1.3
	24"	4'-6"	5'-0"	9"	1.4	1.4	1.4	1.4	1.4

STD. HEADWALLS FOR CORRUGATED METAL PIPE CULVERTS

GENERAL NOTES - APPLY TO ALL STRUCTURES SHOWN ON THIS SHEET.

1. ALL STRUCTURES SHALL BE CONSTRUCTED ACCORDING TO THE STANDARD SPECIFICATIONS FOR THE CONSTRUCTION OF PUBLIC WORKS, LATEST EDITION, AS ADOPTED BY THE BOARD OF SUPERVISORS OF THE STATE OF COLORADO.

2. EXCEPT TYPES A & B, WHICH SHALL BE CLASSIFIED AS TYPE "C", ALL STRUCTURES SHALL BE CLASSIFIED AS TYPE "C".

3. ALL STRUCTURES SHALL BE CONSTRUCTED WITH A MINIMUM OF 10% FREEBOARD ABOVE THE DESIGN FLOOD ELEVATION.

4. ALL STRUCTURES SHALL BE CONSTRUCTED WITH A MINIMUM OF 10% FREEBOARD ABOVE THE DESIGN FLOOD ELEVATION.

5. ALL STRUCTURES SHALL BE CONSTRUCTED WITH A MINIMUM OF 10% FREEBOARD ABOVE THE DESIGN FLOOD ELEVATION.

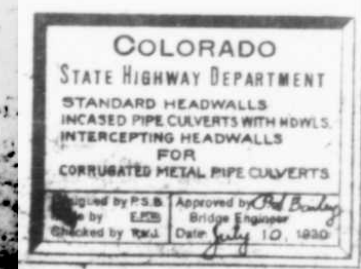
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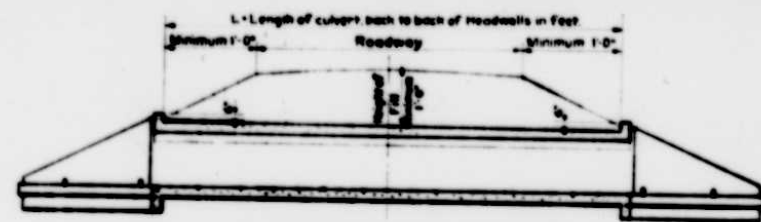
7. ALL STRUCTURES SHALL BE CONSTRUCTED WITH A MINIMUM OF 10% FREEBOARD ABOVE THE DESIGN FLOOD ELEVATION.

8. ALL STRUCTURES SHALL BE CONSTRUCTED WITH A MINIMUM OF 10% FREEBOARD ABOVE THE DESIGN FLOOD ELEVATION.

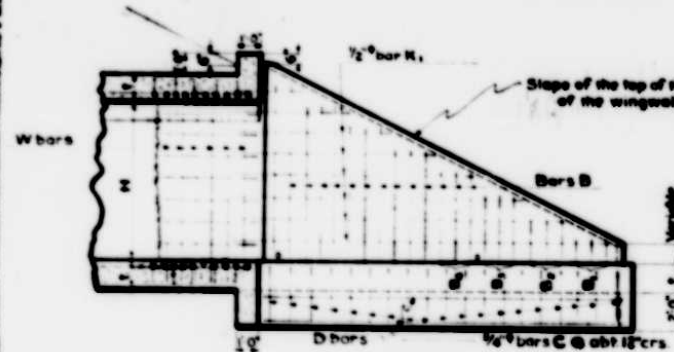
9. ALL STRUCTURES SHALL BE CONSTRUCTED WITH A MINIMUM OF 10% FREEBOARD ABOVE THE DESIGN FLOOD ELEVATION.

10. ALL STRUCTURES SHALL BE CONSTRUCTED WITH A MINIMUM OF 10% FREEBOARD ABOVE THE DESIGN FLOOD ELEVATION.

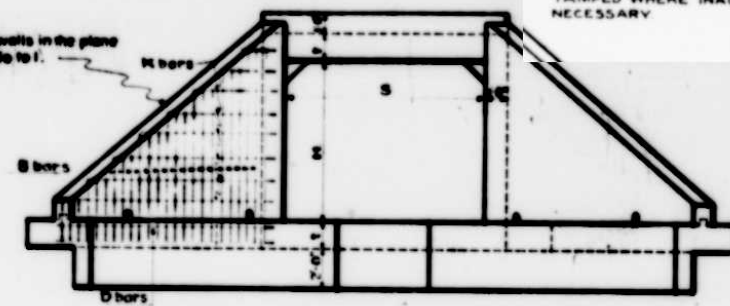




TYPICAL SECTION SHOWING DETAILS OF LOCATION OF CULVERT WITH RESPECT TO ROADWAY



LONGITUDINAL SECTION ON CENTERLINE.



END VIEW.

GENERAL NOTES

ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS OF THE COLORADO STATE HIGHWAY DEPARTMENT, ADOPTED JAN 1ST 1930.

ALL CONCRETE SHALL BE CLASS 'A'.

ALL WALLS SHALL HAVE FORMS ON BOTH SIDES.

ALL CONSTRUCTION JOINTS SHALL BE THOROUGHLY CLEANED BEFORE FRESH CONCRETE IS POURED.

ALL BARS SHALL BE ROUND OR SQUARE, PLAIN OR DEFORMED, AS SHOWN.

MINIMUM DISTANCE CENTERLINE OF BAR TO EDGE OF CONCRETE TO BE 2 1/2" LONG BARS WHEN SPLICED SHALL BE LAPPED 2 FEET.

FOR CULVERTS REQUIRED AND GOVERNING DIMENSIONS SEE SHEET 2.

ALL REINFORCING BARS SHALL BE TAGGED WITH THE STATION NUMBER AND LETTER DESIGNATION.

THIS DESIGN NOT TO BE USED WHEN HEIGHT OF FILL OVER BOX EXCEEDS THAT TABULATED AS ALLOWABLE.

POUR WING FOOTINGS MONOLITHICALLY WITH FLOOR OF BOX.

POUR WINGS MONOLITHICALLY WITH SIDES OF BOX.

THE USE OF ADDITIONAL CONSTRUCTION JOINTS UNDESIRABLE. SHOULD FIELD CONDITIONS REQUIRE, CONSTRUCTION JOINTS MAY BE MADE ON A VERTICAL PLANE PARALLEL TO CENTERLINE OF ROADWAY AND SHALL BE A 3"x4" KEY.

SUPPORTING SOILS FOR ALL CULVERTS MUST BE COMPOSED OF FIRM AND UNIFORM MATERIAL THROUGHOUT.

ALL BACKFILLING TO AND OVER CULVERTS SHALL BE LAID IN LAYERS NOT EXCEEDING SIX INCHES IN DEPTH AND EACH LAYER SHALL BE ROLLED OR HAND-TAMPED WHERE INACCESSIBLE TO ROLLER ALSO MOISTENED WHEN NECESSARY.

STANDARD M-104-B

BAR LIST

USE BARS FOR	MARK	SIZE	NUMBER	DIMENSION	TOTAL LENGTH
All boxes but 5' x 7'	V	1/2"	24(L+2)	5' x 14'	5' x 14'
5' x 7' box only	V	1/2"	spacing	5' x 14'	5' x 14'
All sizes	W	1/2"	of V bars	H x 12'	H x 12'
	U	1/2"	A	L x 12'	L x 12'
	K1	1/2"	4	3' x 6'	3' x 6'
	K2	1/2"	4	6' x 6'	6' x 6'
	K3	1/2"	4	9' x 6'	9' x 6'
	K4	1/2"	4	12' x 6'	12' x 6'
H = 5' or more	K5	1/2"	4	15' x 6'	15' x 6'
H = 6'	K6	1/2"	4	18' x 6'	18' x 6'
H = 7'	K7	1/2"	4	21' x 6'	21' x 6'
H = 8'	K8	1/2"	4	24' x 6'	24' x 6'
H = 10'	K9	1/2"	4	27' x 6'	27' x 6'
H = 10'	K10	1/2"	4	30' x 6'	30' x 6'
All sizes	Q1	1/2"	4		
	Q2	1/2"	4		
H = 5' or more	Q3	1/2"	4		
	Q4	1/2"	4		
H = 10'	Q5	1/2"	4		
	Q6	1/2"	4		
All sizes	B1	1/2"	12	1' x 0'	1' x 0'
	B2	1/2"	12	2' x 0'	2' x 0'
	B3	1/2"	12	3' x 0'	3' x 0'
	B4	1/2"	12	4' x 0'	4' x 0'
H = 5' or more	B5	1/2"	12	5' x 0'	5' x 0'
H = 6'	B6	1/2"	12	6' x 0'	6' x 0'
H = 7'	B7	1/2"	12	7' x 0'	7' x 0'
H = 8'	B8	1/2"	12	8' x 0'	8' x 0'
H = 10'	B9	1/2"	12	9' x 0'	9' x 0'
H = 10'	B10	1/2"	12	10' x 0'	10' x 0'
All sizes	C1	1/2"	24	2' x 4'	2' x 4'
	C2	1/2"	24	2' x 10'	2' x 10'
H = 5' or more	C3	1/2"	12	3' x 1'	3' x 1'
H = 6'	C4	1/2"	12	3' x 4'	3' x 4'
H = 7'	C5	1/2"	12	3' x 7'	3' x 7'
H = 8'	C6	1/2"	12	3' x 10'	3' x 10'
H = 10'	C7	1/2"	24	4' x 4'	4' x 4'
All sizes	D	1/2"	36	M x 2' x 0'	M x 2' x 0'
	E1	1/2"	4	2' x 0'	2' x 0'
	E2	1/2"	4	2' x 10'	2' x 10'
	E3	1/2"	4	3' x 0'	3' x 0'
	E4	1/2"	4	4' x 0'	4' x 0'
	E5	1/2"	4	5' x 0'	5' x 0'
H = 5' or more	E6	1/2"	4	6' x 0'	6' x 0'
H = 6'	E7	1/2"	4	7' x 0'	7' x 0'
H = 7'	E8	1/2"	4	8' x 0'	8' x 0'
H = 8'	E9	1/2"	4	9' x 0'	9' x 0'
H = 10'	E10	1/2"	4	10' x 0'	10' x 0'
H = 10'	E11	1/2"	4	11' x 0'	11' x 0'
H = 10'	E12	1/2"	4	12' x 0'	12' x 0'

BENDING DIAGRAM



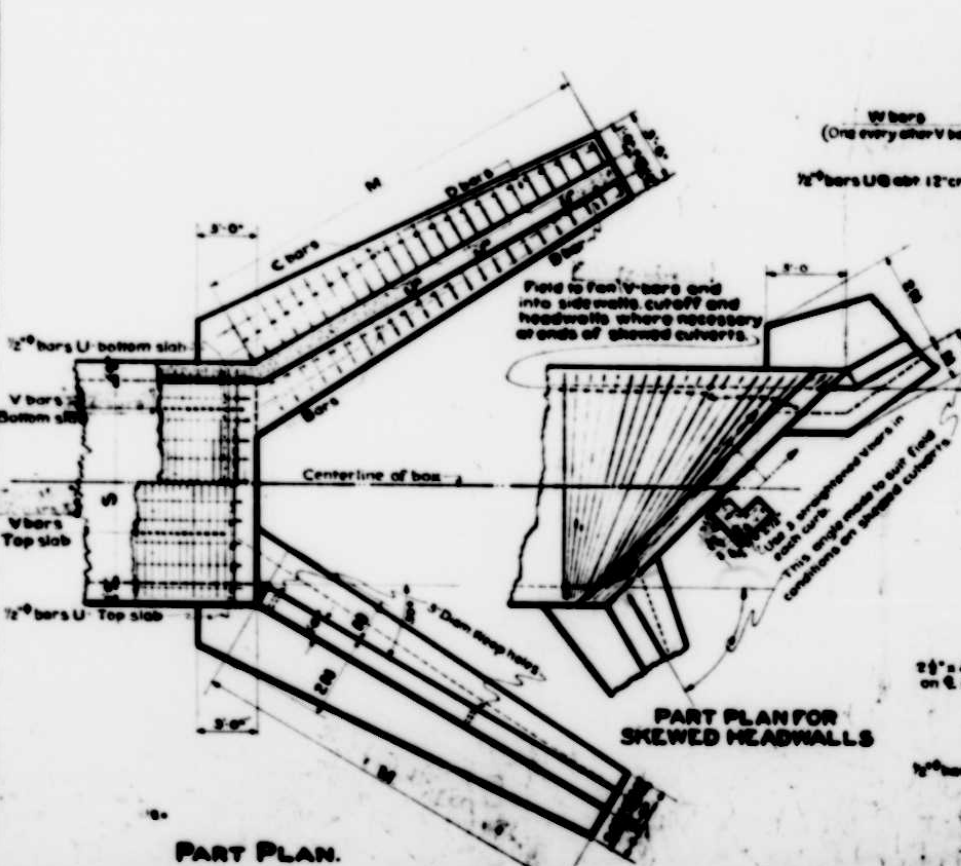
SEE TABLE OF DIMENSIONS & QUANTITIES

TABLE OF DIMENSIONS & QUANTITIES

STEEL QUANTITIES GIVEN BELOW INCLUDE ALLOWANCE FOR OVERLAP OF STEEL.

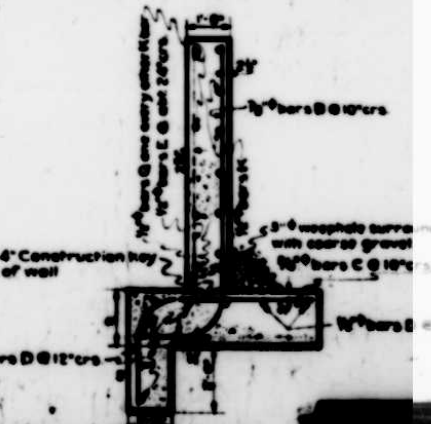
Total quantities for one box equals quantities for two headwalls plus L quantities for 1 ft of box.

HEIGHT OF FILL ALLOWED	TYPE	SPAN S	HEIGHT H	THICKNESS OF SLAB		NUMBER OF BARS	LENGTH OF BARS	DIMENSION	QUANTITIES FOR ONE HEADWALL		QUANTITIES FOR TWO HEADWALLS	
				OF SLAB	OF BARS				CONCRETE	STEEL	CONCRETE	STEEL
11'-6"	8-I	5'-0"	7'-0"	10'-4"	1/2"	24	10'-11"	1'-11"	0.955	79	30.7	2930
			4'-0"	11'-2"	5/8"	24	10'-11"	1'-6"	1.006	100	18.5	1640
			5'-0"	11'-2"	5/8"	24	10'-11"	1'-8"	1.080	103	23.6	2060
			6'-0"	11'-2"	5/8"	24	10'-11"	1'-9"	1.154	106	28.4	2530
			8'-0"	11'-2"	5/8"	32	19'-6"	2'-0"	1.303	116	40.0	3670
			4'-0"	12'-2"	5/8"	24	10'-5"	1'-7"	1.068	109	19.8	1650
			5'-0"	12'-2"	5/8"	24	12'-10"	1'-8"	1.142	112	24.9	2100
			6'-0"	12'-2"	5/8"	28	15'-0"	1'-9"	1.216	115	29.6	2520
			8'-0"	12'-2"	5/8"	32	19'-10"	2'-0"	1.364	126	42.1	3680
			4'-0"	13'-2"	4/2"	24	10'-7"	1'-7"	1.150	120	20.9	1655
			5'-0"	13'-2"	4/2"	26	13'-2"	1'-8"	1.204	122	26.1	2135
			6'-0"	13'-2"	4/2"	28	15'-3"	1'-10"	1.276	126	31.5	2600
			8'-0"	13'-2"	4/2"	32	19'-11"	2'-1"	1.426	137	44.2	3705
			4'-0"	13'	5/8"	26	10'-6"	1'-7"	1.259	126	21.1	1630
			6'-0"	13'	5/8"	32	15'-2"	1'-8"	1.407	131	30.8	2590
			8'-0"	13'	5/8"	36	19'-10"	2'-0"	1.556	136	43.6	3715
			10'-0"	13'	5/8"	40	24'-5"	2'-3"	1.704	156	57.8	5046
			4'-0"	14'	4/2"	28	10'-8"	1'-7"	1.333	136	22.2	1680
			6'-0"	14'	4/2"	32	15'-4"	1'-10"	1.481	144	33.1	2550
			8'-0"	14'	4/2"	36	20'-0"	2'-1"	1.630	151	46.0	3650
			10'-0"	14'	4/2"	40	24'-6"	2'-4"	1.778	170	61.1	5070
			4'-0"	15'-2"	4/2"	28	11'-1"	1'-7"	1.444	153	24.0	1740
			6'-0"	15'-2"	4/2"	32	15'-8"	1'-10"	1.593	160	35.4	2670
			8'-0"	15'-2"	4/2"	36	20'-3"	2'-1"	1.741	166	48.2	3790
			10'-0"	15'-2"	4/2"	40	24'-11"	2'-4"	1.889	180	64.6	5060
			4'-0"	17'	3/2"	28	11'-4"	1'-7"	1.556	172	25.7	1770
			6'-0"	17'	3/2"	32	16'-0"	1'-10"	1.704	179	37.8	2715
			8'-0"	17'	3/2"	36	20'-6"	2'-1"	1.852	187	52.1	3840
			10'-0"	17'	3/2"	40	25'-5"	2'-4"	2.000	211	68.4	5080



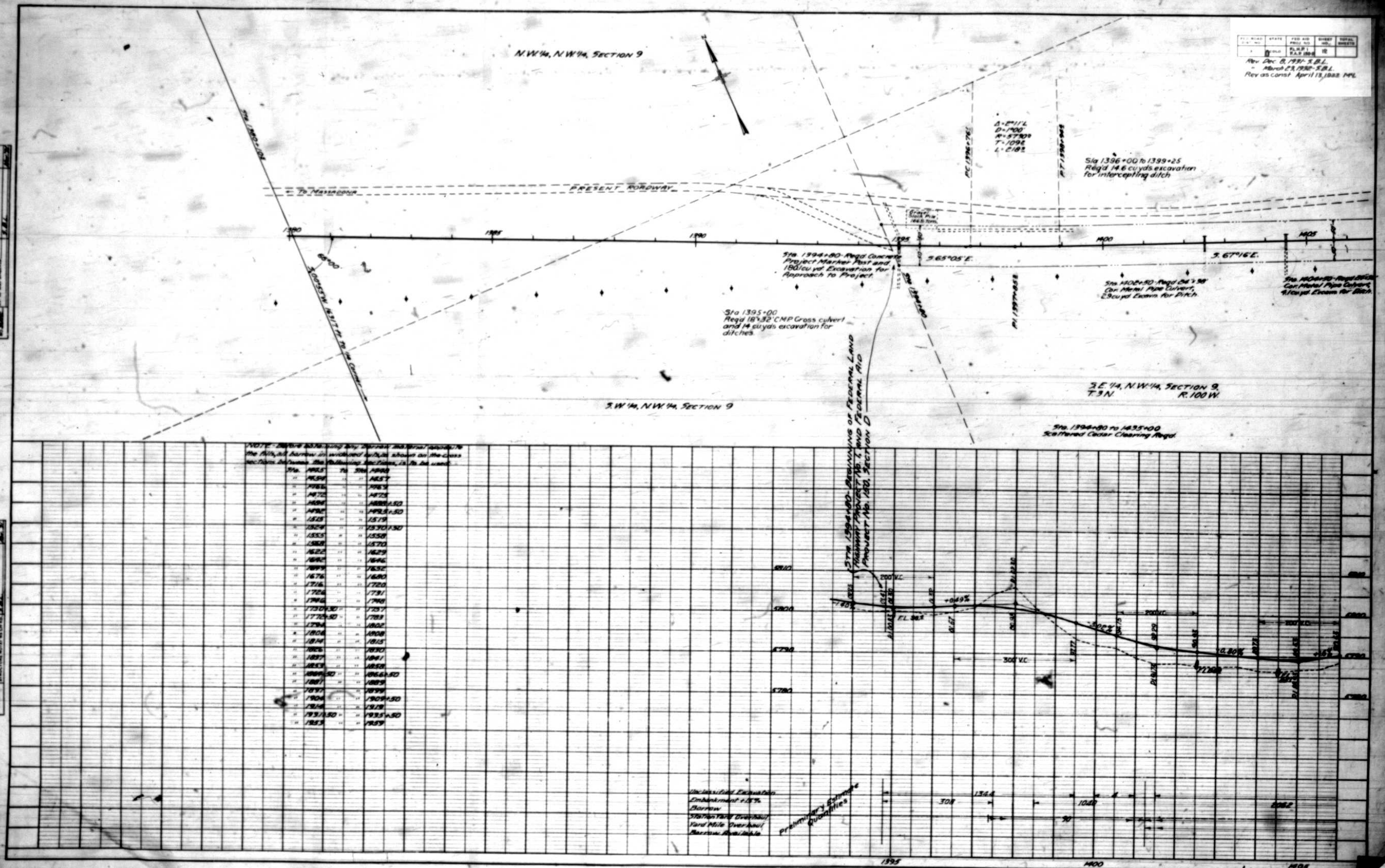
PART PLAN.

TYPICAL SECTION THRU BOX spacing of V bars see Table of Dimensions and Quantities



PLAN	SERIES	DATE	TIME
WIRE ROOM	PARTS		
NO. 8096	ALUMINUM CHIEFS		
	ET OF WAT DICKERS		

PROFILE	SWITCHED	DATE
	PLATTED	
NOTE ROOM	GASOLIN CHECKED	
W/ CMC	B. M.3 NOTED	
	STRUCTURE NOT AT WS CORN	11-1-73



PROFILE	TURBIDITY	DATE
WATER BOD	PLOTTED	
GRAB SAMPLE	ANALYZED	
BY	BY	
9/2/73	9/2/73	9/2/73

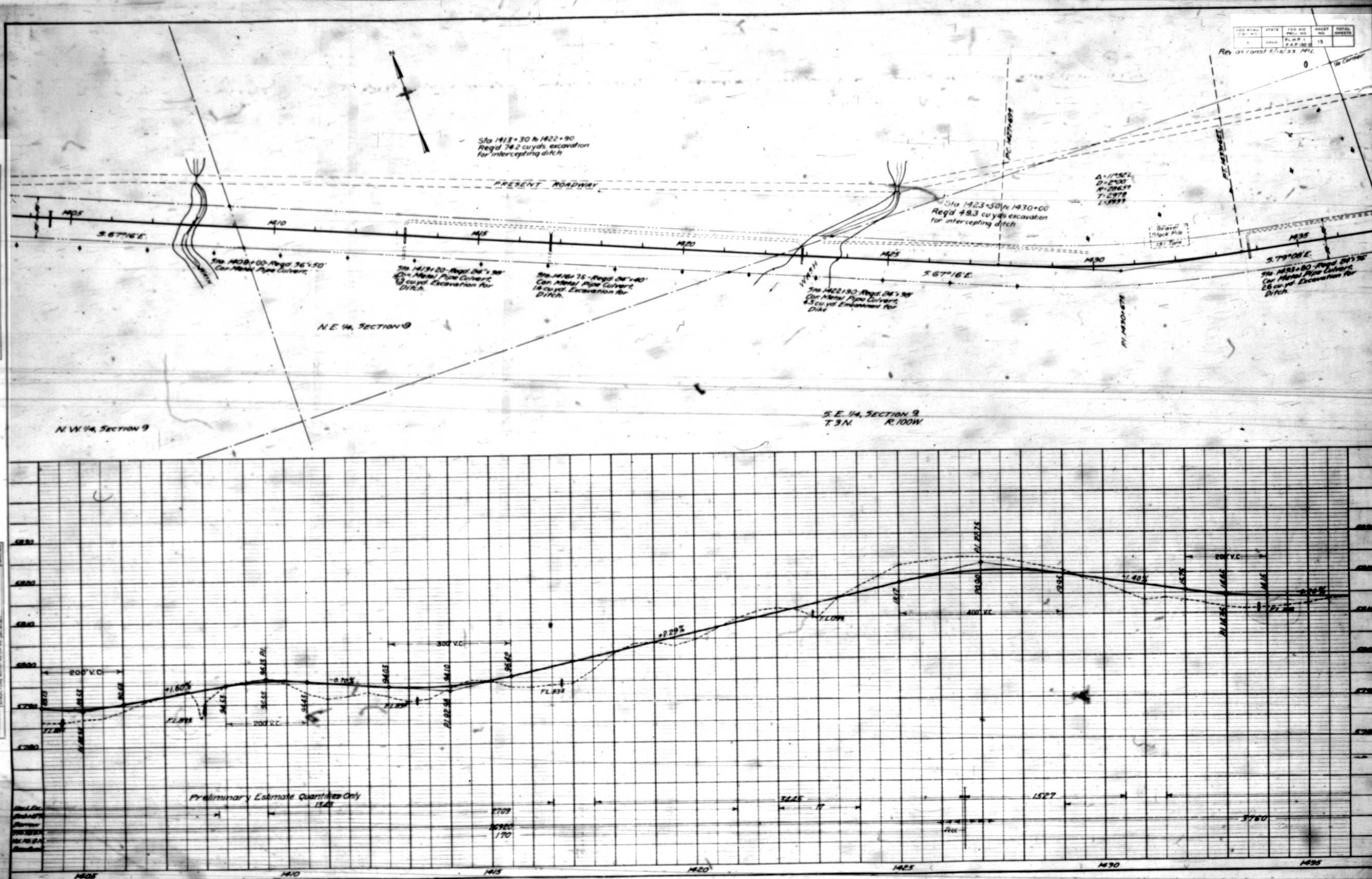
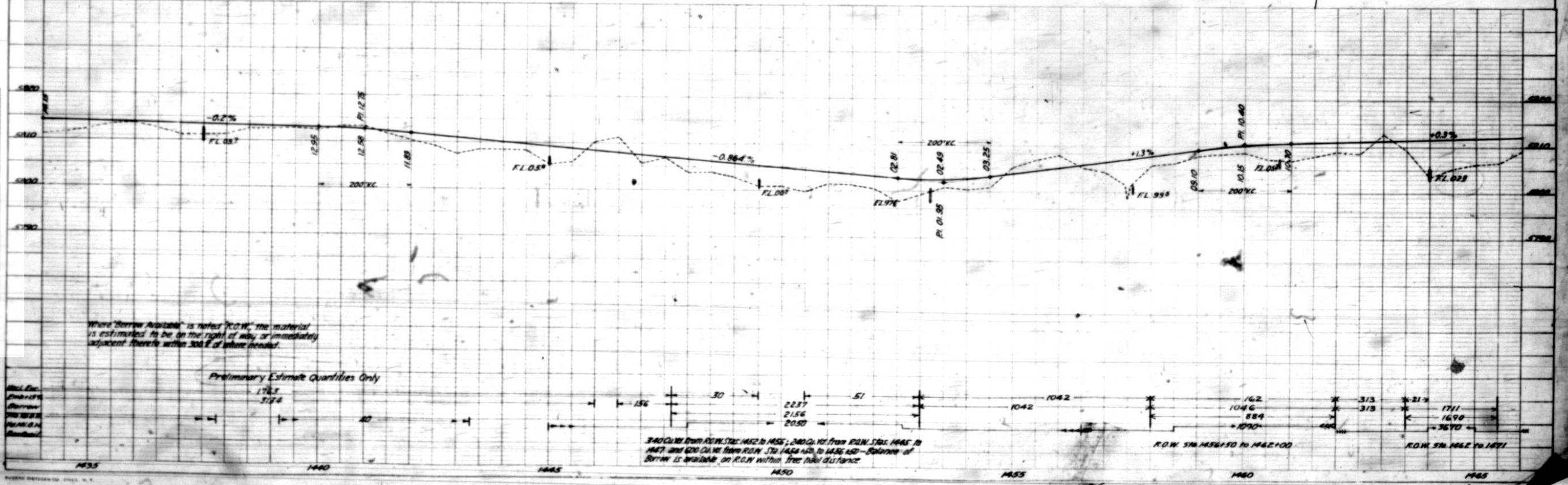


PLATE 1: PLANE PROFILES OF A, B, C, D, E, F AND G

PLAN	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
ALUMINUM ENCASED			
WT. OF EYE GLASSES			

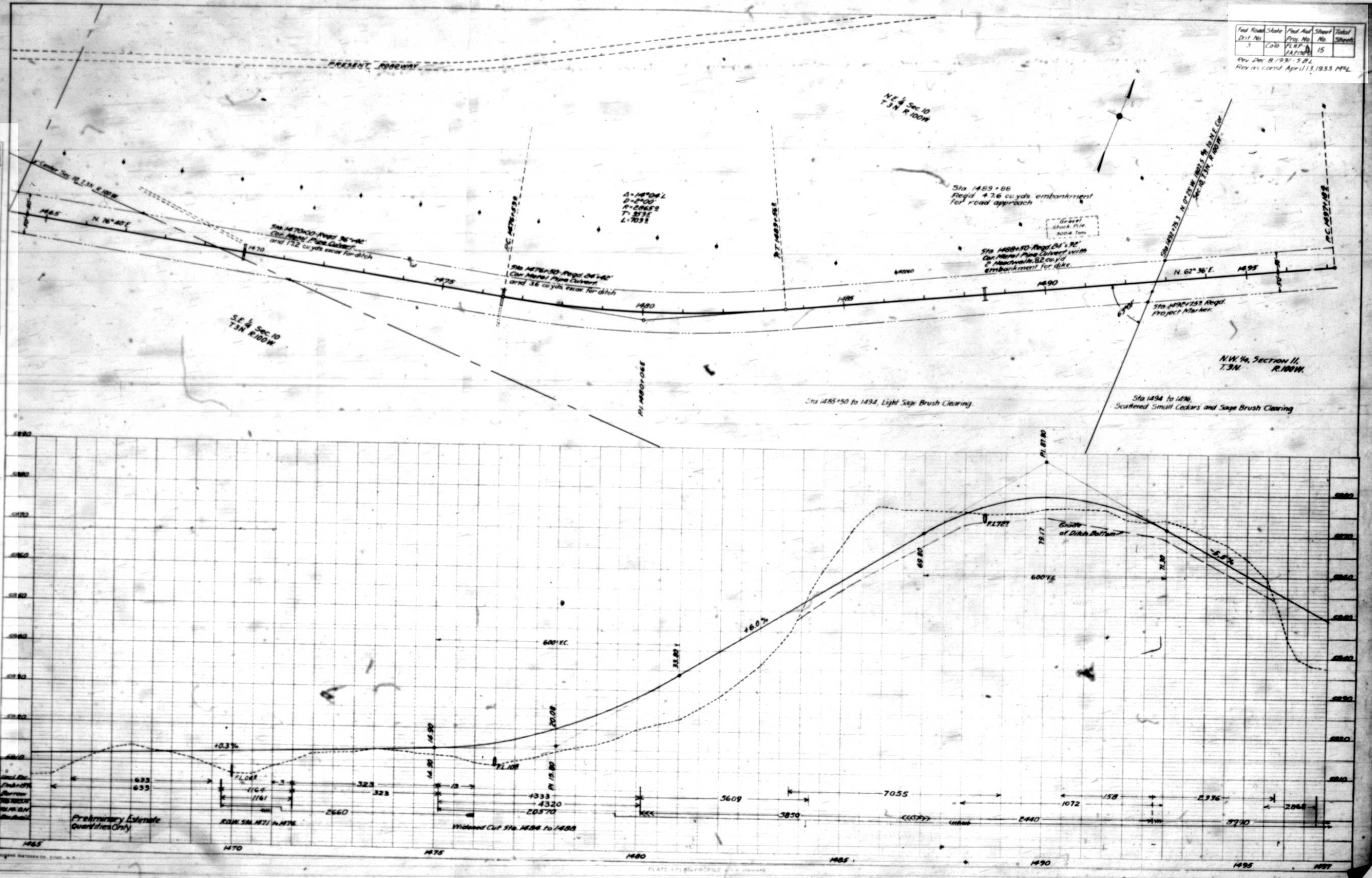


Proj. No.	Sheet No.	Sheet Total
3	15	15

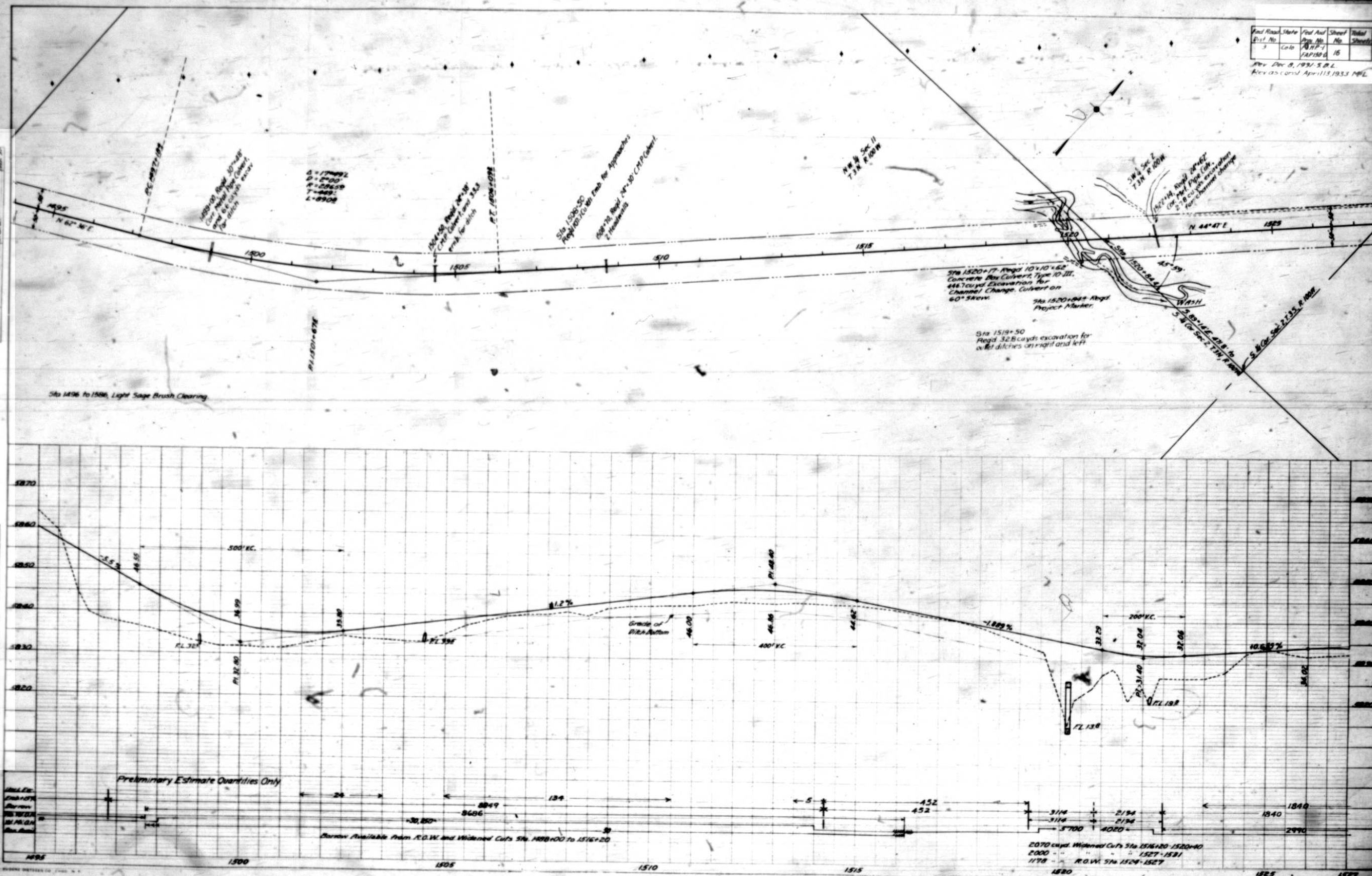
Proj. No. 3
 Sheet No. 15
 Sheet Total 15
 Rev. Dec. 8/93, S.B.L.
 Rev. as cond. April 13, 1933 M.L.

PLAN	DATE	BY
DESIGNED		
NOTED		
APPROVED		
REVISIONS		

PROFILE	DATE	BY
DESIGNED		
NOTED		
APPROVED		
REVISIONS		

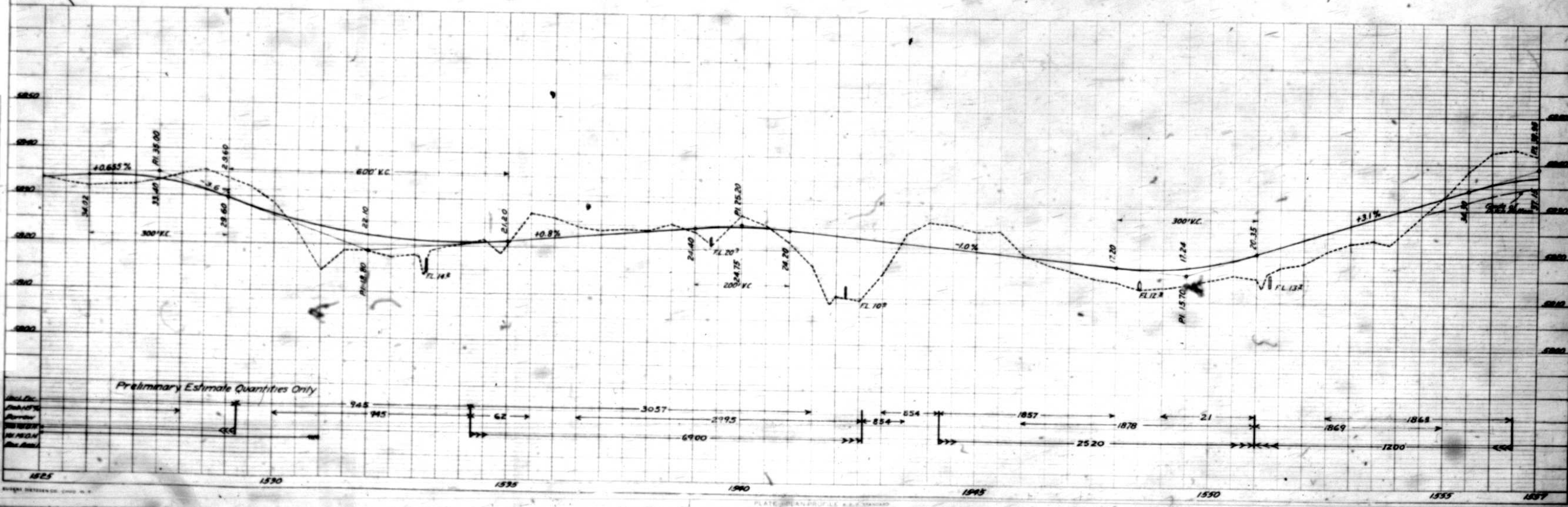
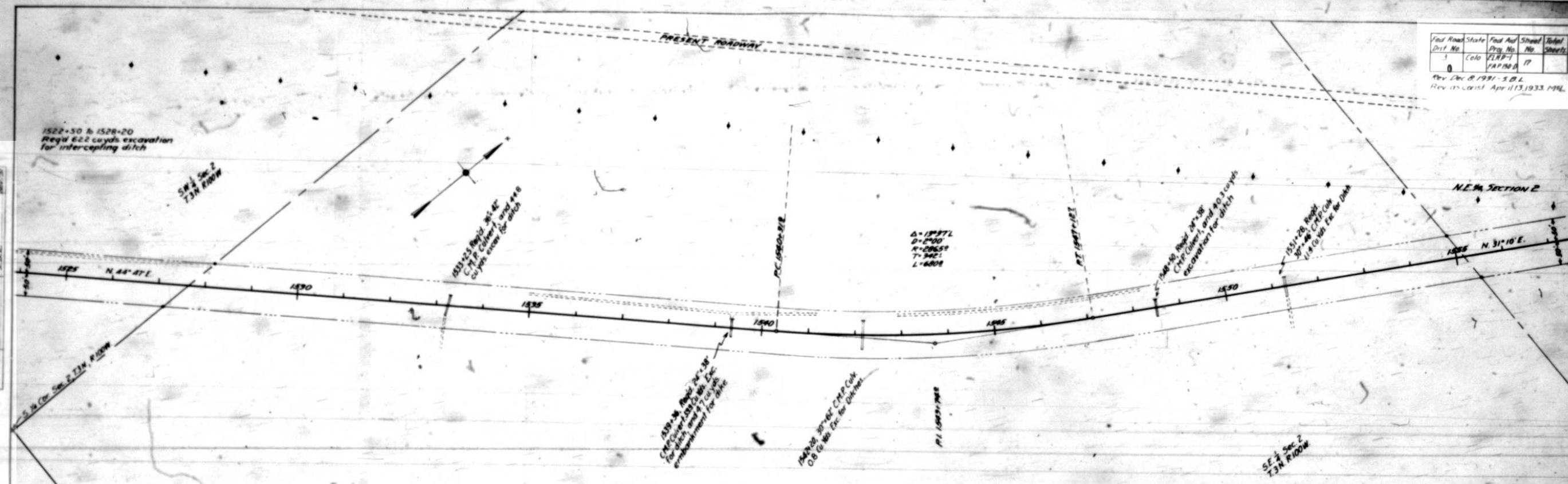


Find Road Dist No	State	Feed Aid Prog No	Sheet No	Notes Sheet
3	Calo	AMP-1 FAP1506	16	



Feed Road Dist No	State	Feed Aid Prog No	Stream No	Total Score
3	Colo	ELND-1 FAP150B	17	

Rev Dec 8, 1981 - S.B.L.
Rev as exist April 13, 1933, M.B.

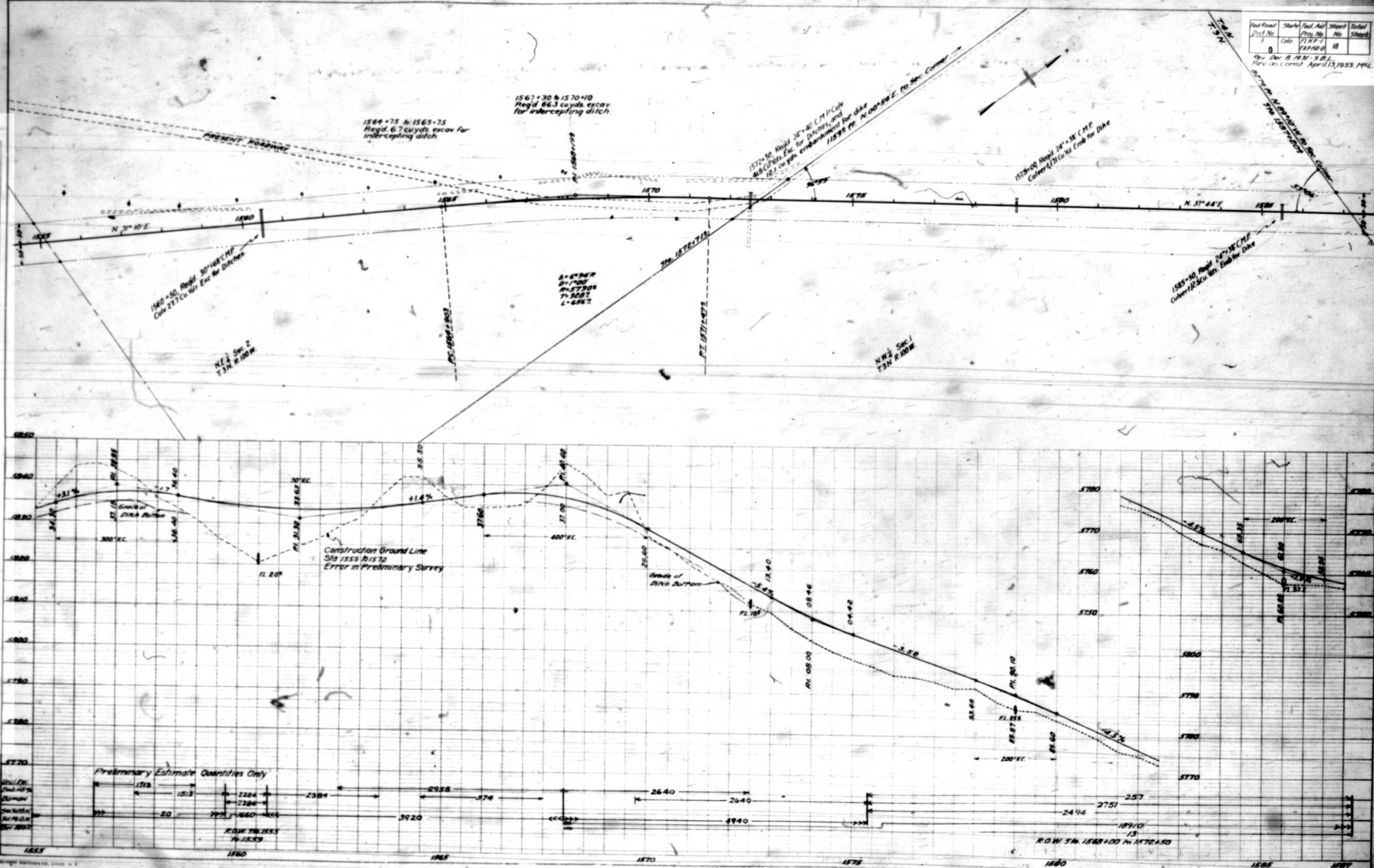


Field No.	Sheet No.	Proj. No.	Sheet No.	Scale
3	0	100	10	1" = 100'

Rev. Dec. 8, 1931 - S.B.L.
Rev. as const. April 13, 1933, M.M.L.

PLAN	DATE
DESIGNED BY	
PLANNED BY	
NOTED BY	
IN CHARGE	

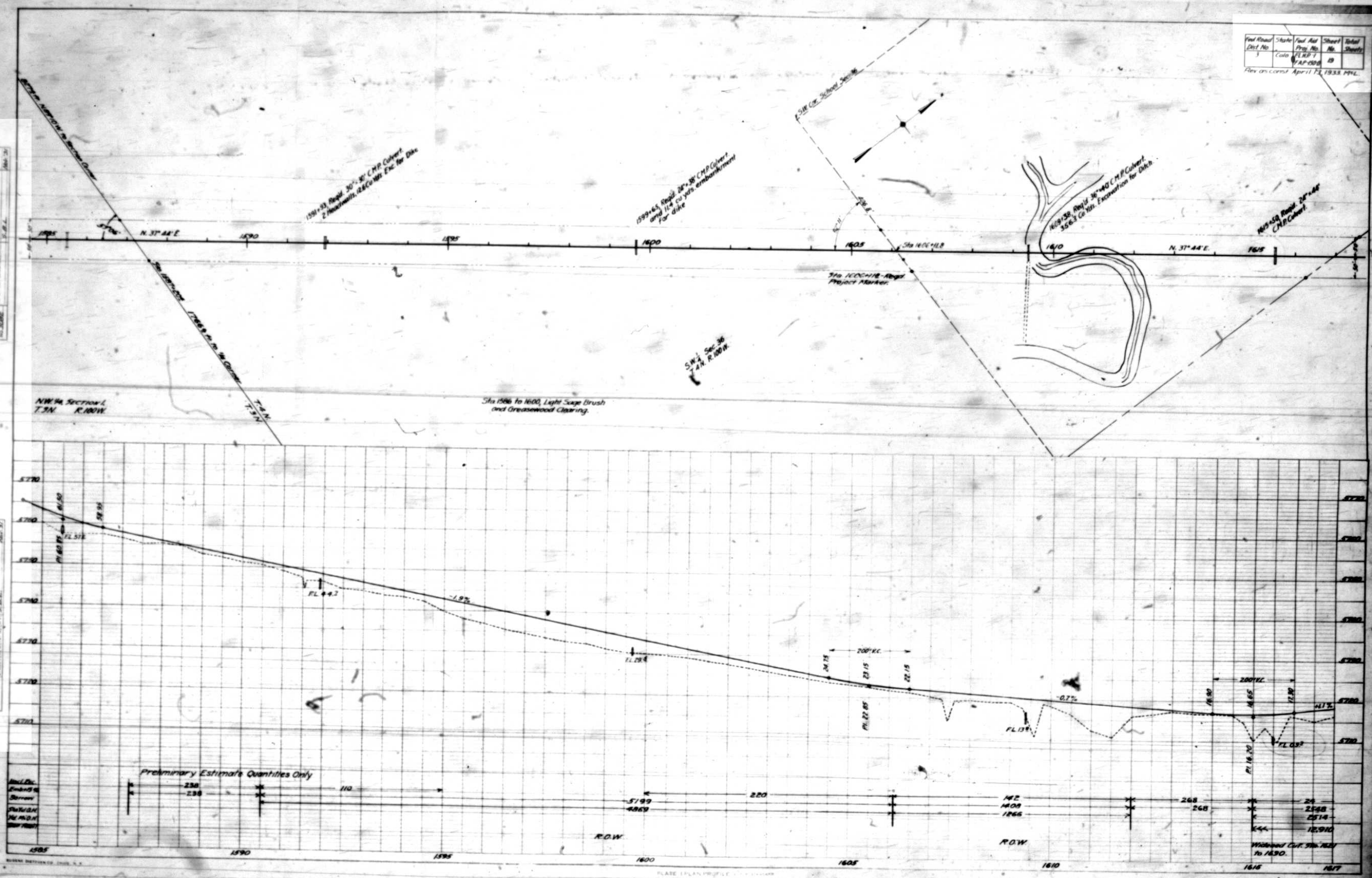
PROFILE	DATE
DESIGNED BY	
PLANNED BY	
NOTED BY	
IN CHARGE	



Field Book	State	Field No.	Sheet No.	Total Sheets
ENT No. 3	Calif.	PLP-1	13	
Rev. as const. April 12, 1933. MVL.				

PLAN	DATE
Surveyed	1932
Plotted	1932
Checked	1932
Approved	1932
By	

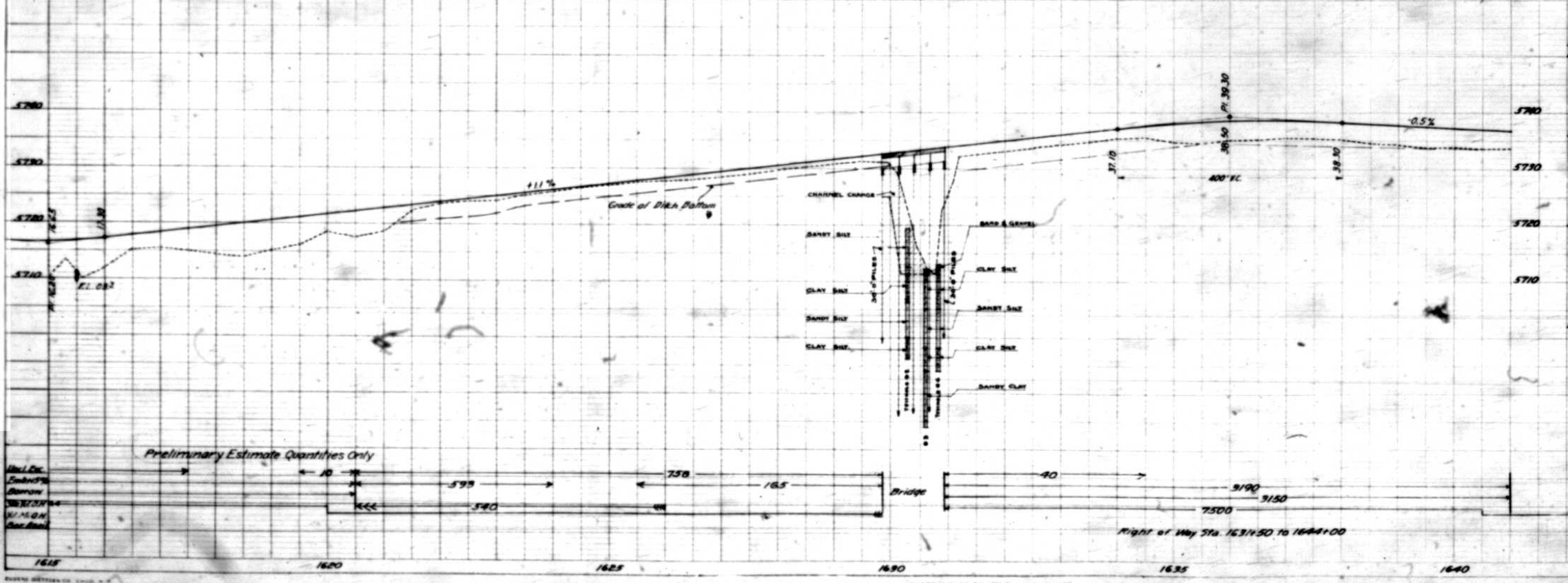
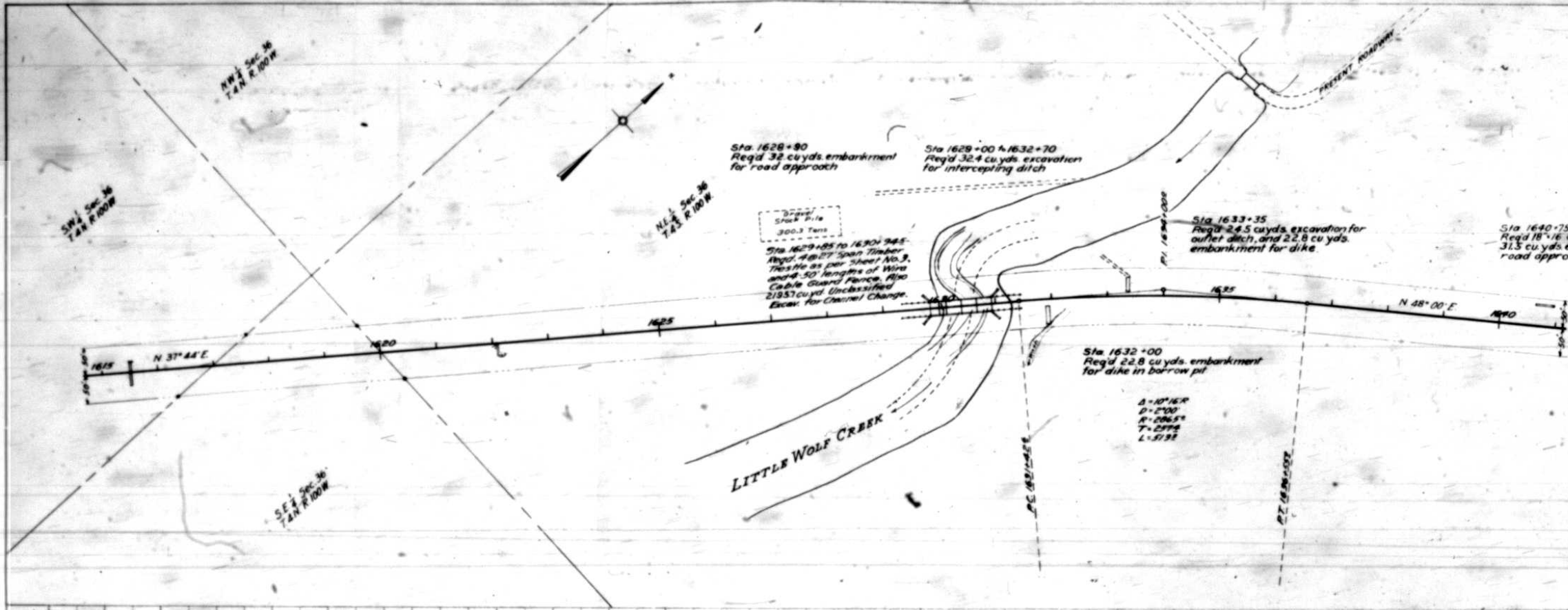
PROFILE	DATE
Surveyed	1932
Plotted	1932
Checked	1932
Approved	1932
By	



Proj. No.	State	Proj. No.	Sheet No.	Total Sheets
3	0	FLA-1	20	
Revised Dec. 8, 1931 S.B.L.				
Revised April 15, 1933 M.L.				

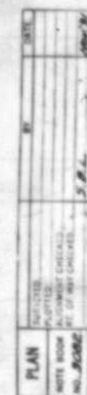
PLAN	DATE	BY	CHKD.
DESIGNED			
PLANNED			
NOTED			
BY			
NO.			

PROFILE	DATE	BY	CHKD.
DESIGNED			
PLANNED			
NOTED			
BY			
NO.			

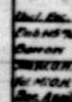


STRUCTURE NOTES
STA. 1629+00 TO 1630+94.5 - No. C-R-B
PRESENT STRUCTURE
 Span - 46' 0" @ 32' 0"
 Clear Highway - 15' 0"
 Clear Waterway - 17' 0"
 Type of Superstructure - Timber
 Type of Substructure - 2x10' Abutments
 Requirements as to Removal - Left in Place
STREAM DATA
 Drainage Area in Square Miles - 5.2
 Velocity during High Water -
 Elevation of:
 Maximum High Water - 5717 Low Water - 5711
 Normal Stage - 5711
 Stream Bed - 5711
Drift -
 Scour -
PROPOSED STRUCTURE
 Position referred to Present Structure - 25' 0" from
 Span - 46' 0" @ 32' 0"
 Clear Highway - 23' 0"
 Clear Waterway - 17' 0" @ 32' 0"
 Type of Superstructure - 2x10' Abutments, 2x10' Piers
 Type of Substructure - 2x10' Abutments
 Delivery Structure Requirements - None
 R.R. Safety - Clear Road to Bridge 5711 - 5711
NEARBY STRUCTURES ON SAME STREAM
 Location -
 Waterway -
 Record during Floods -

Rev Dec. 8, 1931
Rev as const April 13, 1933 MFL



PROFILE	DATE	SITE
PLANTED		
GROWS EXCEPTS		
IN W. NORTH		
IN PLOT AND NOT AT SITE	J. B. A.	Area 70



EUGENE SPECTOR, CO. CHIEF, N. Y.

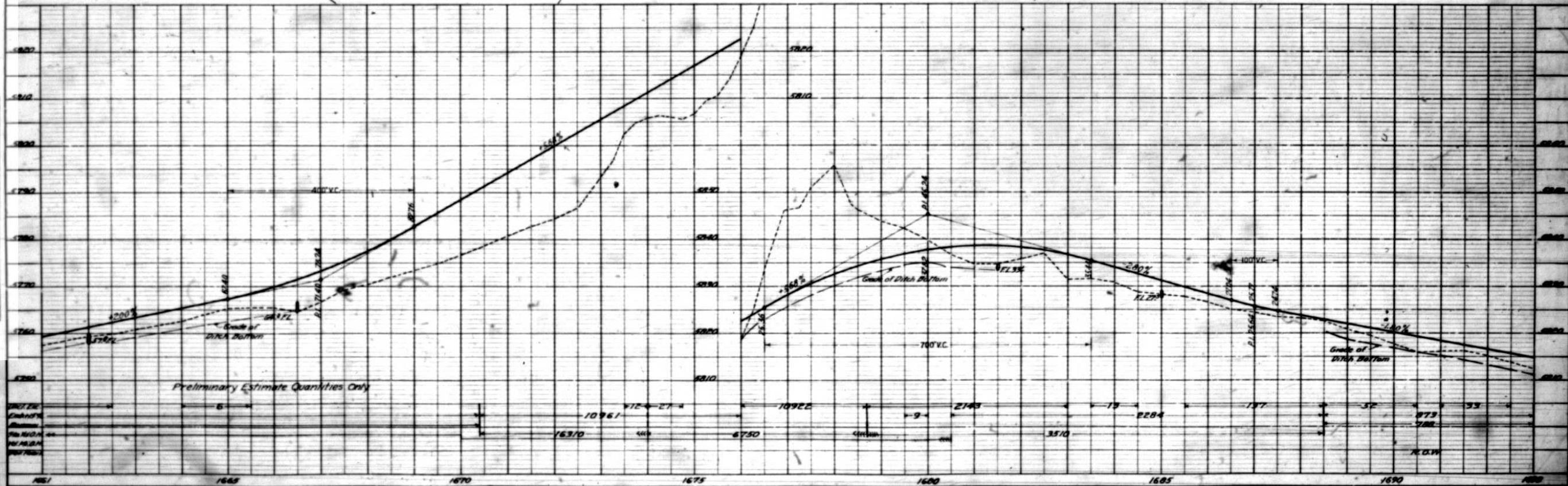
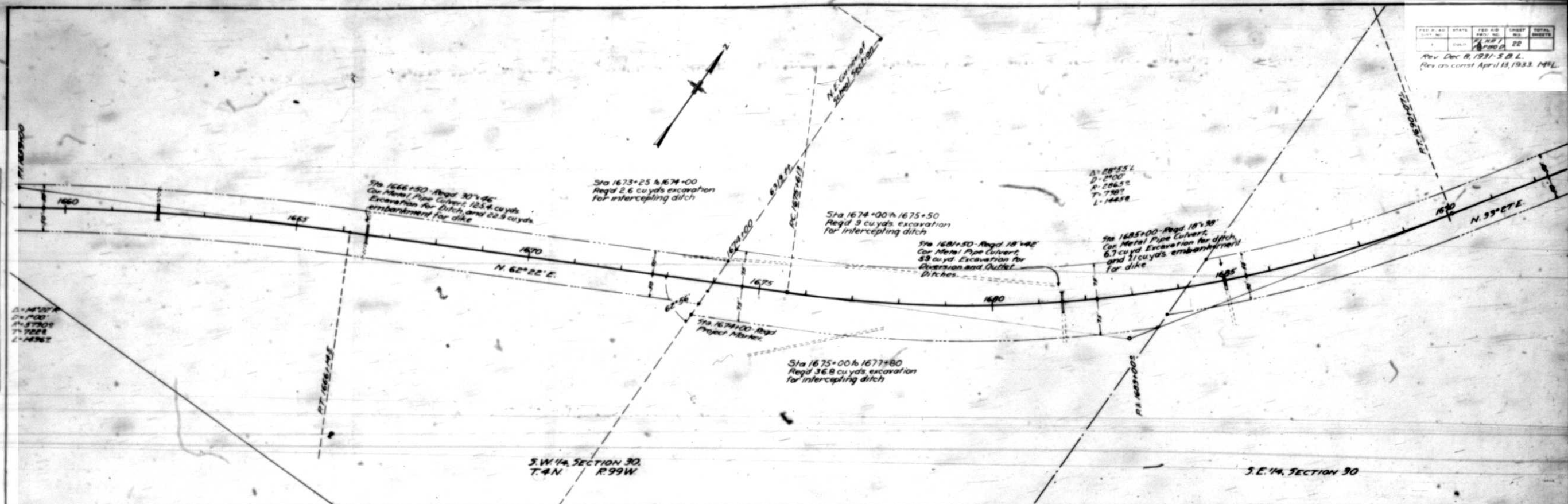
PLATE 1. PLASMA PROFILE OF A STANDARD

REV.	DATE	BY	CHKD.	REMARKS
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				

Rev. Dec. 8, 1931 - S.B.L.
Rev. as const. April 18, 1933. MFL

PLAN	DATE	BY	CHKD.	REMARKS
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				

PROFILE	DATE	BY	CHKD.	REMARKS
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				



Preliminary Estimate Quantities Only

Rev Dec. 8, 1991- S.B.L.
Rev as const April 13, 1993. MFL

PROFILE	1. NAME 2. ADDRESS 3. CITY 4. STATE 5. ZIP 6. PHONE 7. FAX 8. E-MAIL 9. WEBSITE 10. COMMENTS	11. DATE 12. BY 13. SIGNATURE 14. TITLE
---------	---	--

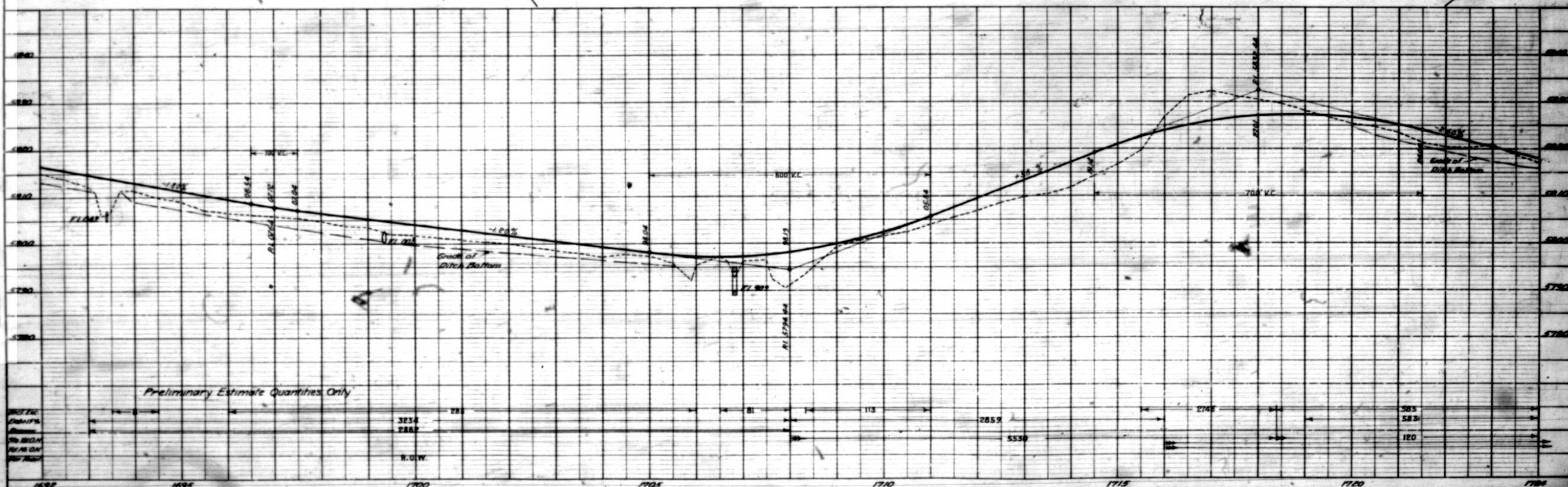
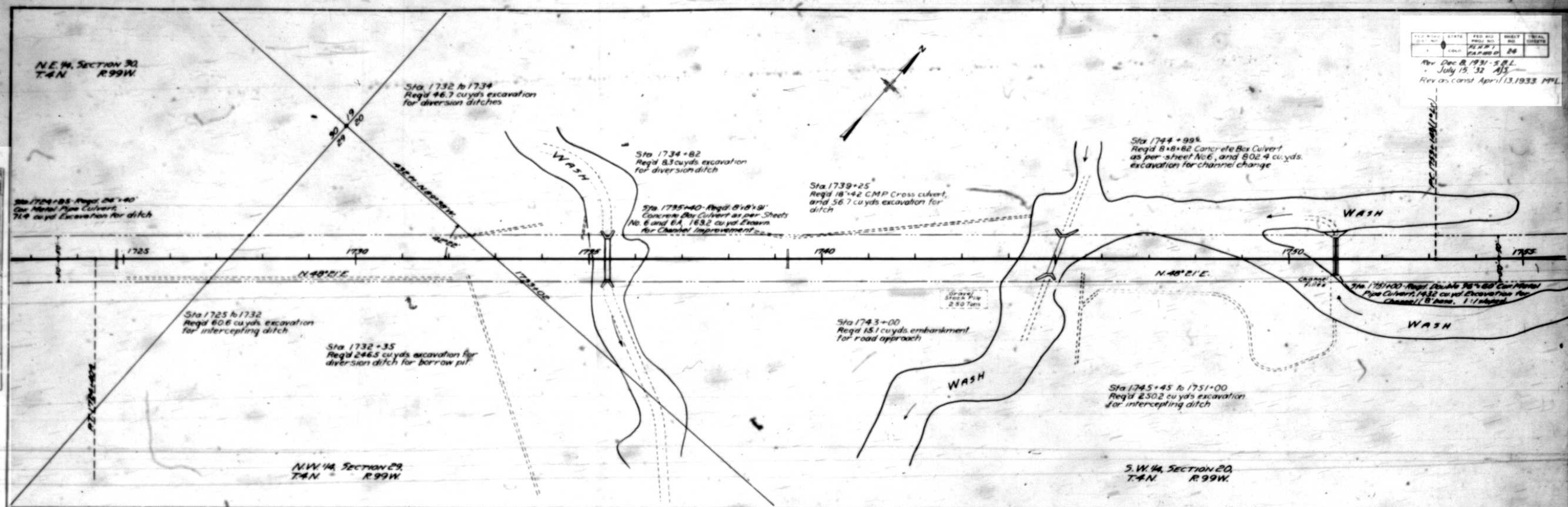
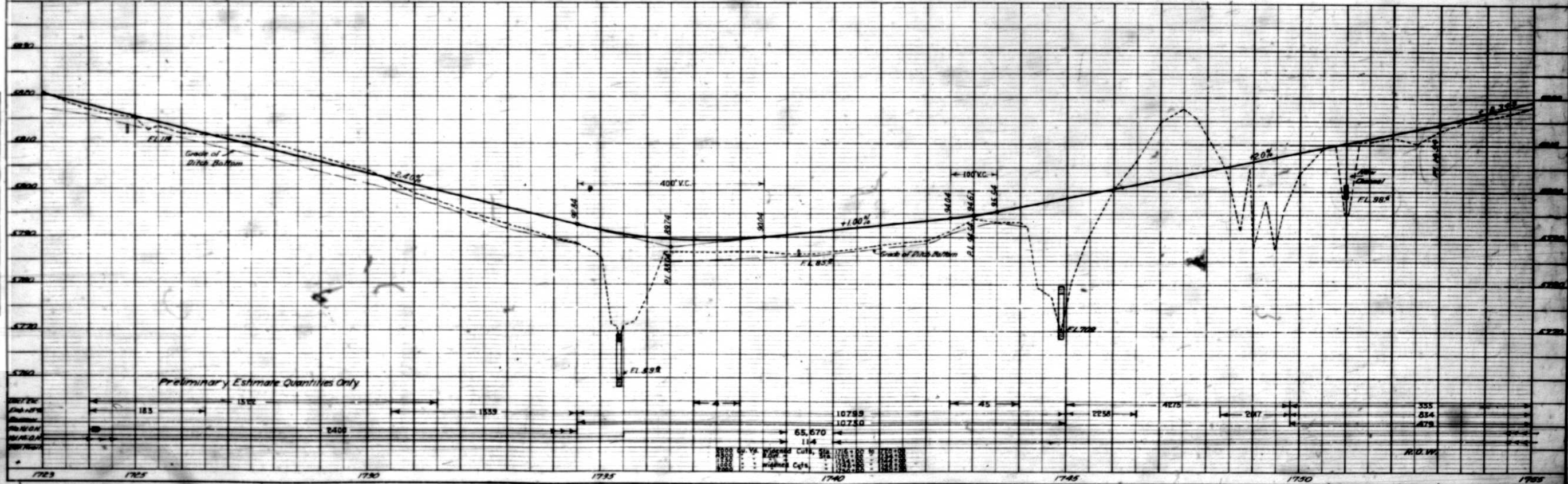


PLATE 1—PLAN PROFILE OF R.R. & T.E. STANDARDS
STUFFEL & EYER CO. NEW YORK

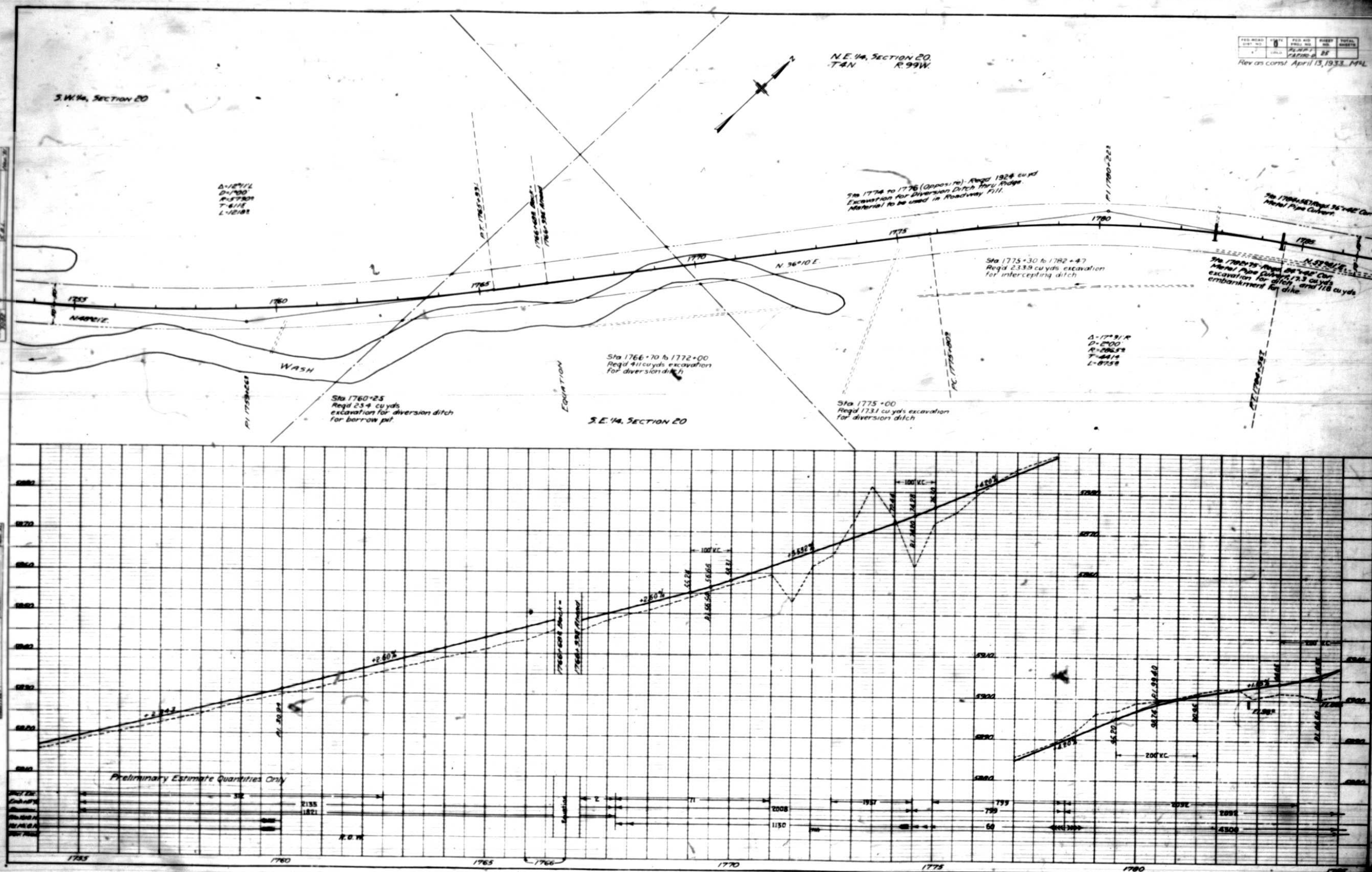
PLAN
 SHEET 26
 OF 26
 DATE
 1932



PROFILE
 SHEET 26
 OF 26
 DATE
 1932

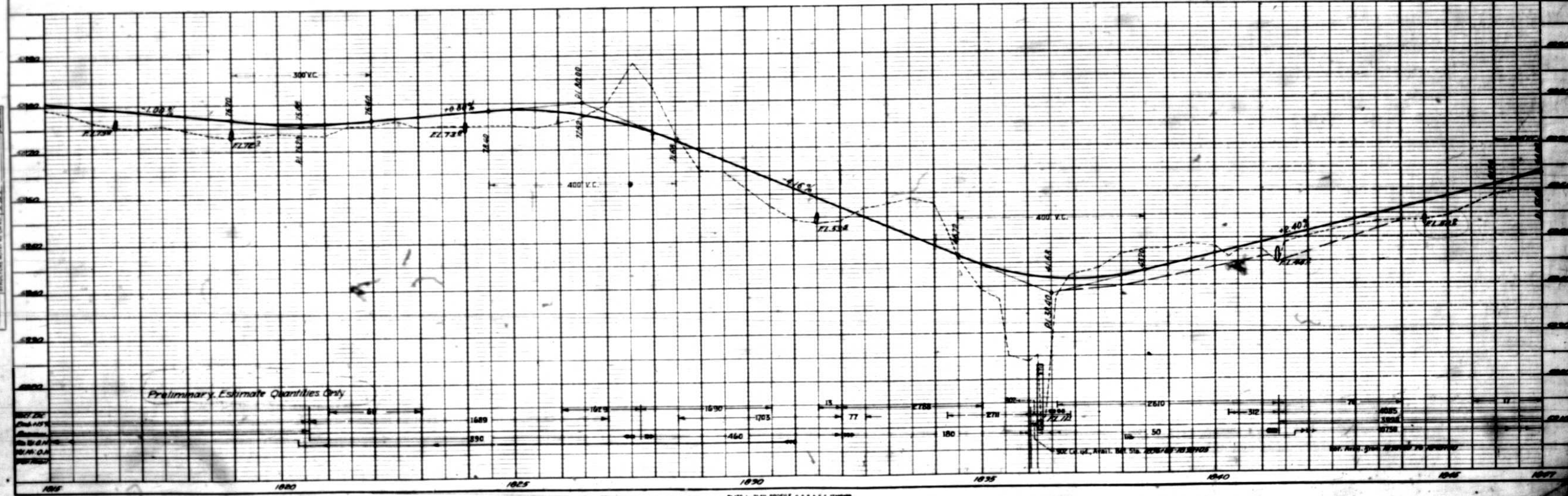
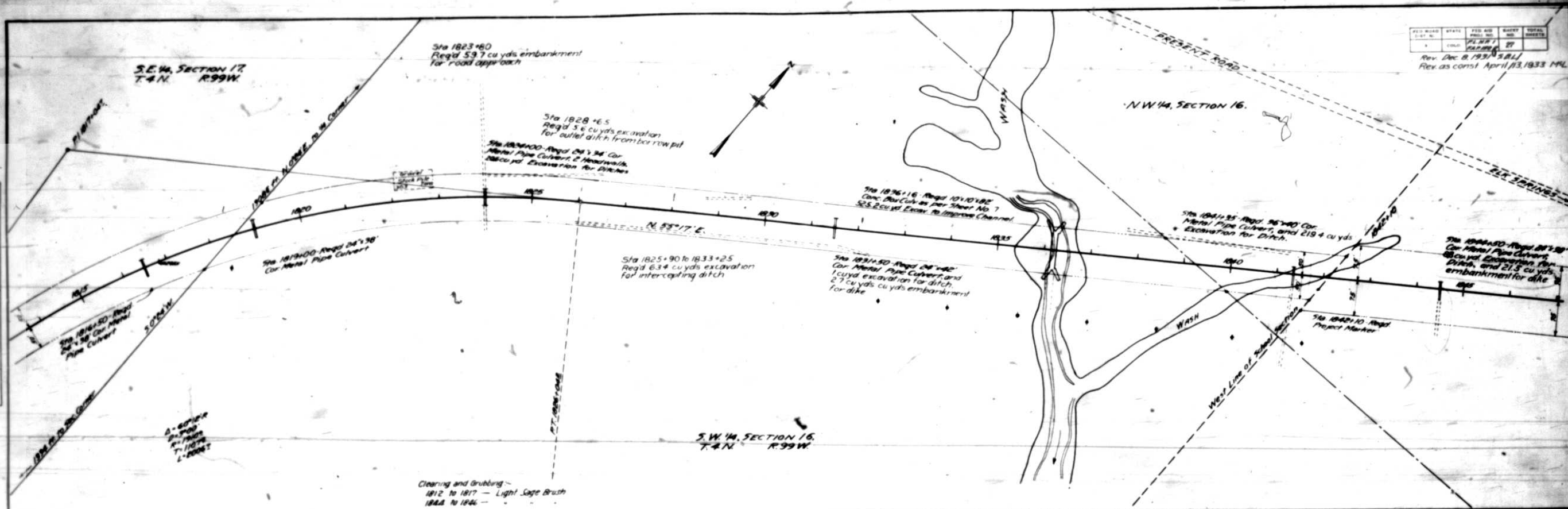


PLAN	DATE	BY	CHKD	APP'D
SCHEMATIC	10/1/88	J. J. J.		
ADJUSTMENT ORDER				
BY OF MR. GARDNER				



PLAN	DATE	BY	CHECKED	APPROVED
PLAN	1933	J. H. B.	J. H. B.	J. H. B.
DATE	1933	J. H. B.	J. H. B.	J. H. B.
BY	1933	J. H. B.	J. H. B.	J. H. B.
CHECKED	1933	J. H. B.	J. H. B.	J. H. B.
APPROVED	1933	J. H. B.	J. H. B.	J. H. B.

PROFILE	DATE	BY	CHECKED	APPROVED
PROFILE	1933	J. H. B.	J. H. B.	J. H. B.
DATE	1933	J. H. B.	J. H. B.	J. H. B.
BY	1933	J. H. B.	J. H. B.	J. H. B.
CHECKED	1933	J. H. B.	J. H. B.	J. H. B.
APPROVED	1933	J. H. B.	J. H. B.	J. H. B.



Rev. Dec. 8, 1931. S.B.L.
Rev. as const. April 13, 1933. M.L.

PROFILE	BY	DATE
SUBJECT:		
PLOTTED:		
WORKS BOOK		
64 SHEETS		
STATION: 1000		
PROJECT: 1000		
DATE: 10-1-77		

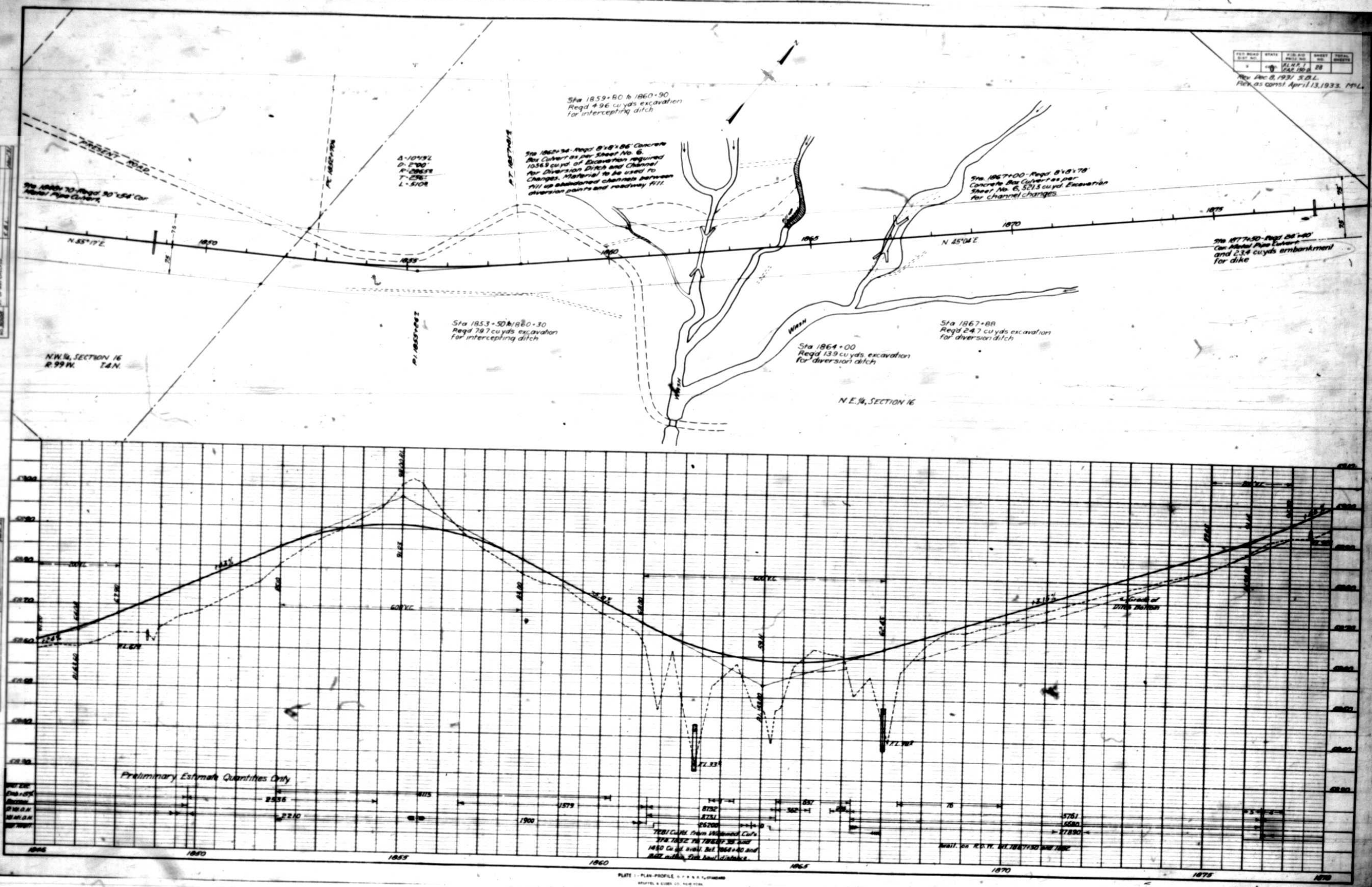
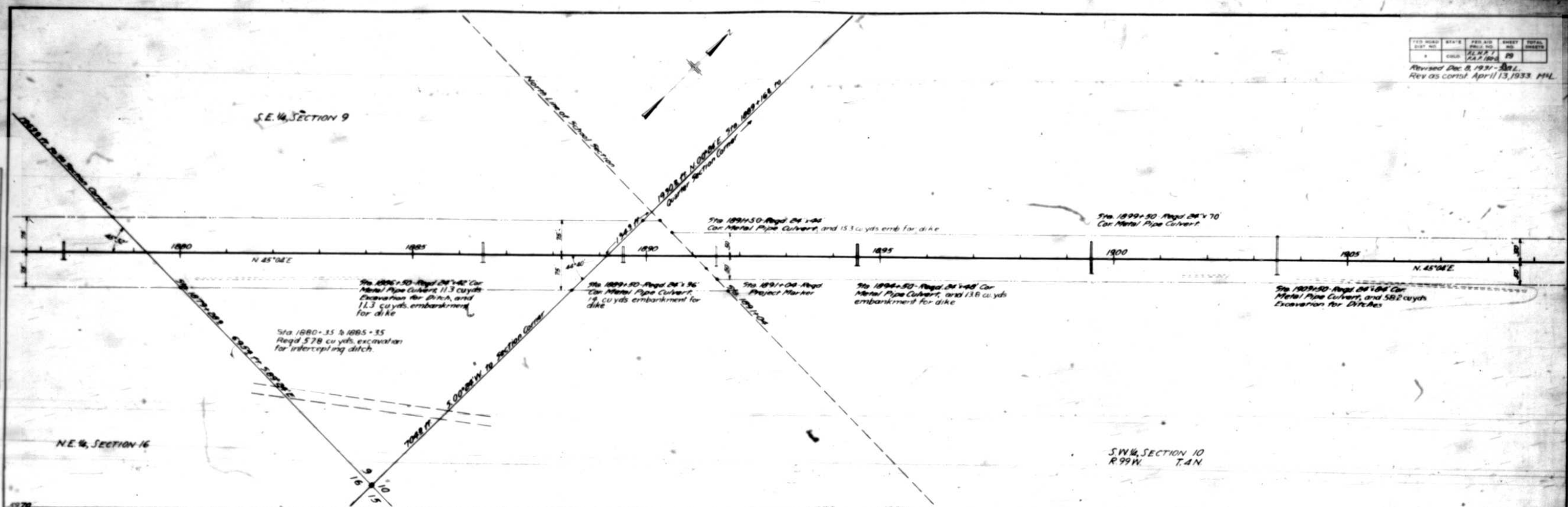
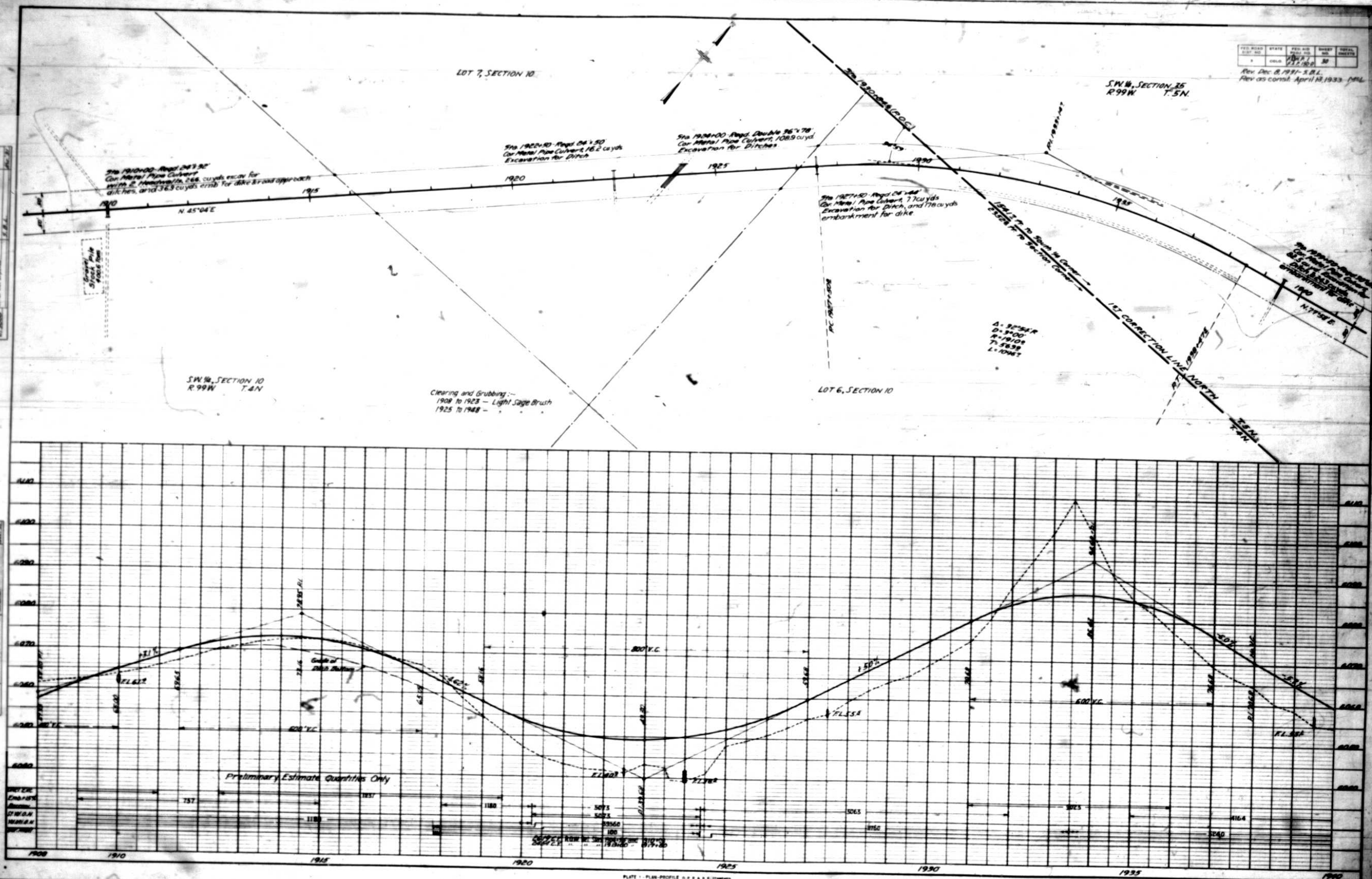


PLATE 1 - PLAN PROFILE OF P R & R STANDARD
BRUFFEL & ELSEN CO. NEW YORK

PLAN
DESIGNED BY
CHECKED BY
DATE
SCALE
1" = 400'



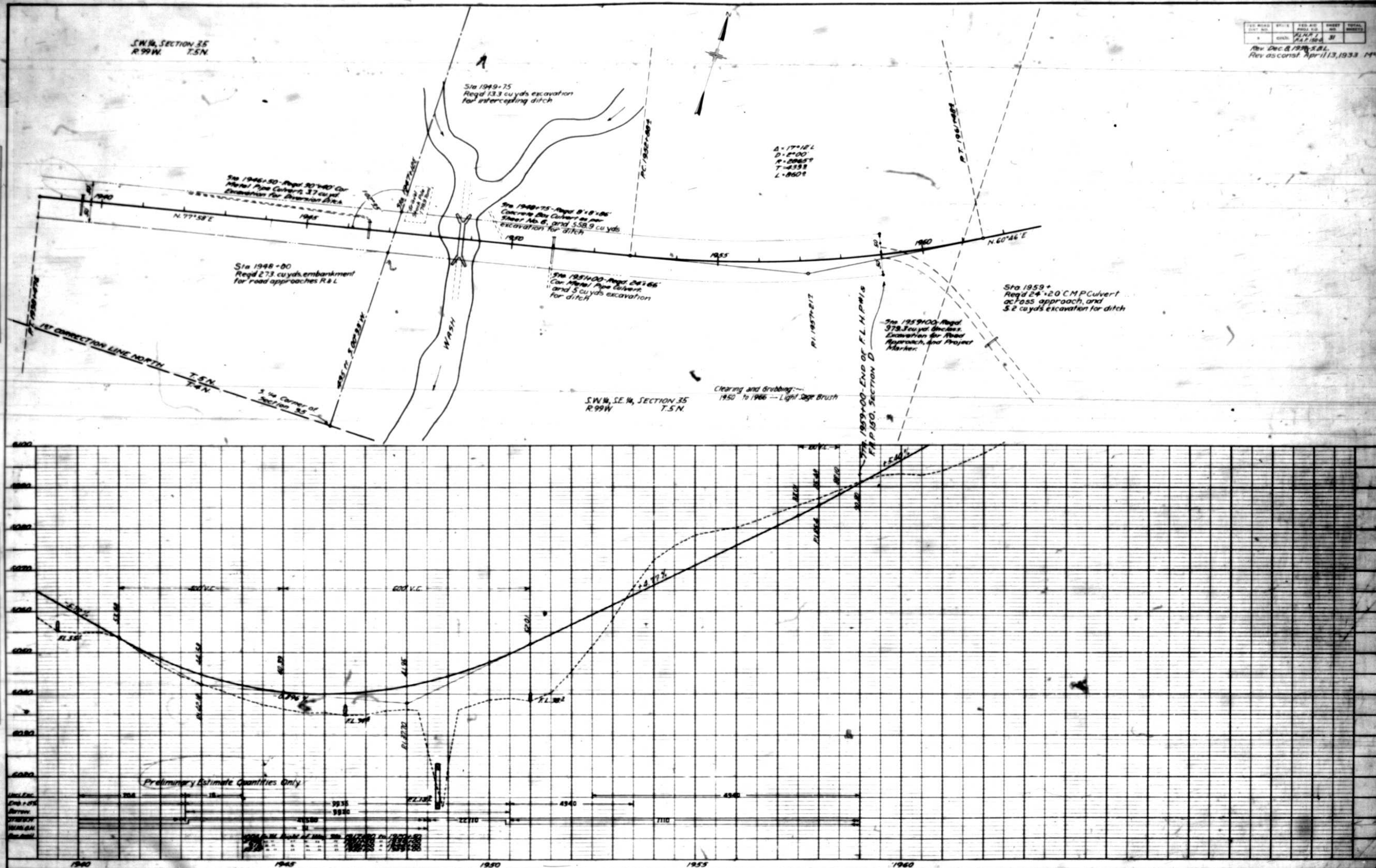


S.W. 1/4, SECTION 35
R. 99 W. T. 5 N.

Rev. Dec. 8, 1933, R.L.
Rev. as const. April 13, 1933, 1944.

PLAN	DATE	BY	CHECKED
DESIGNED			
PLANNED			
NOTED			
REVISIONS			
NO. 20058			

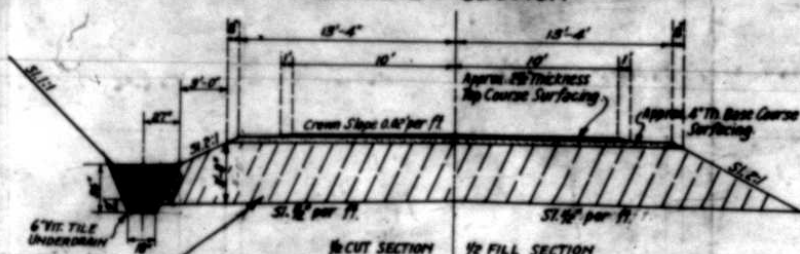
PROFILE	DATE	BY	CHECKED
DESIGNED			
PLANNED			
NOTED			
REVISIONS			
NO. 20058			



GENERAL NOTES

All work shall be done in conformity with Standard Specifications of the Colorado State Highway Dept. adopted on Jan. 1, 1930. Except as limited by the Special Provisions, power equipment may be used on this project.

TYPICAL SECTION



PLAN & PROFILE
SHOWING
SWELL & ROADBED
ON
F.A.P. - 150-D

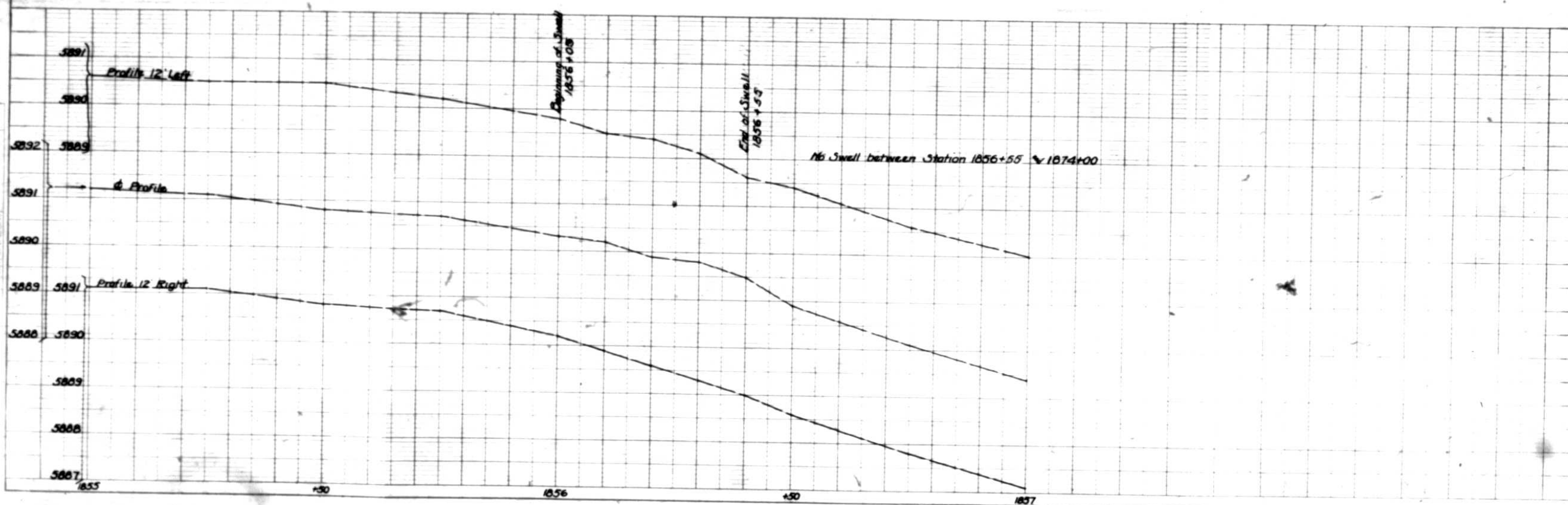
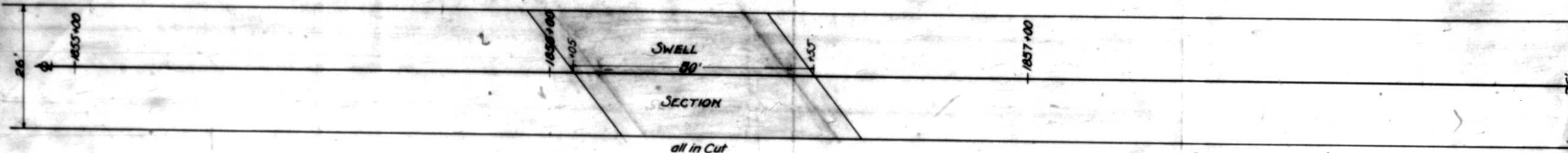
Note: - Approximately 4' below the present surface of this road is to be excavated and 3'-6" backfilled with selected material.

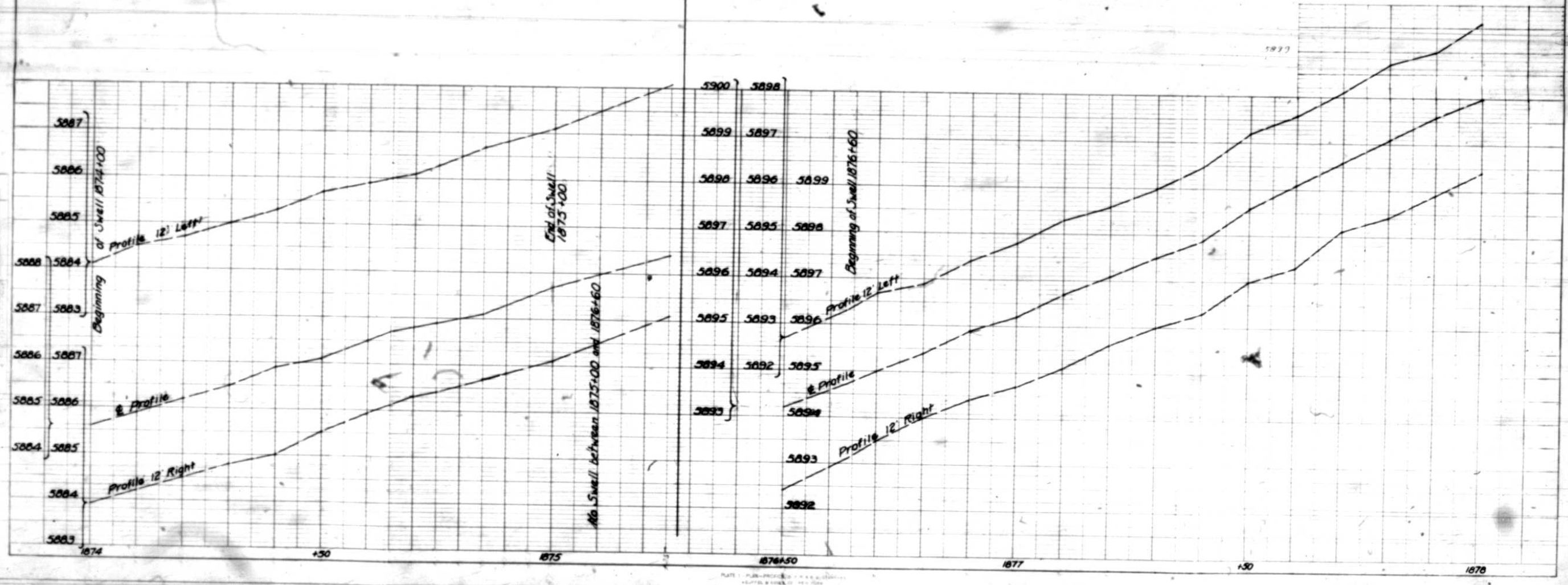
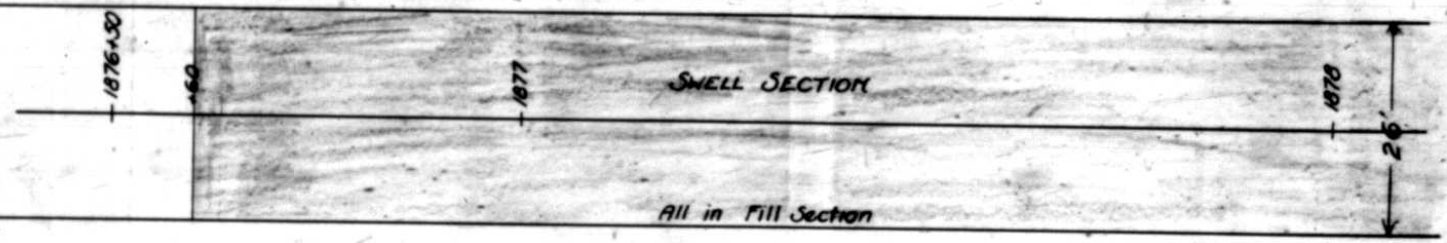
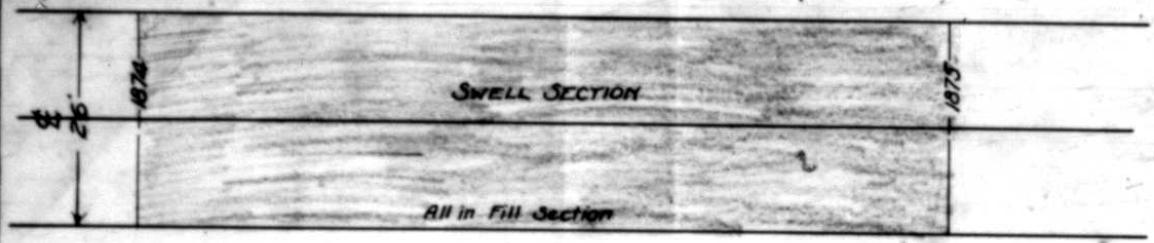
The thickness of surfacing is to be considered approximately only. Surfacing material is to be placed at the rate of 55 tons per 100 ft. for the base course and at the rate of 30 tons per 100 ft. for the top course.

SUMMARY OF APPROXIMATE QUANTITIES

No.	ITEM	UNIT	QUANTITIES		
			FROM 1855+00 TO 1856+00	FROM 1856+00 TO 1857+00	TOTALS
13x	Unclassified Excavation	Cu. Yd.	4200	600	4800
13y	Selected Material	Cu. Yd.	4500	700	5200
30x	Gravel or Crushed Rock Surfacing	Tons	670	100	770
63x	6" Vitrified Tile Underdrain	Lin. ft.	270		270

PER ROAD DIST. NO.	STATE	U.S. HWY.	PROJECT NO.	SHEET NO.	TOTAL SHEETS
150-D				24	57

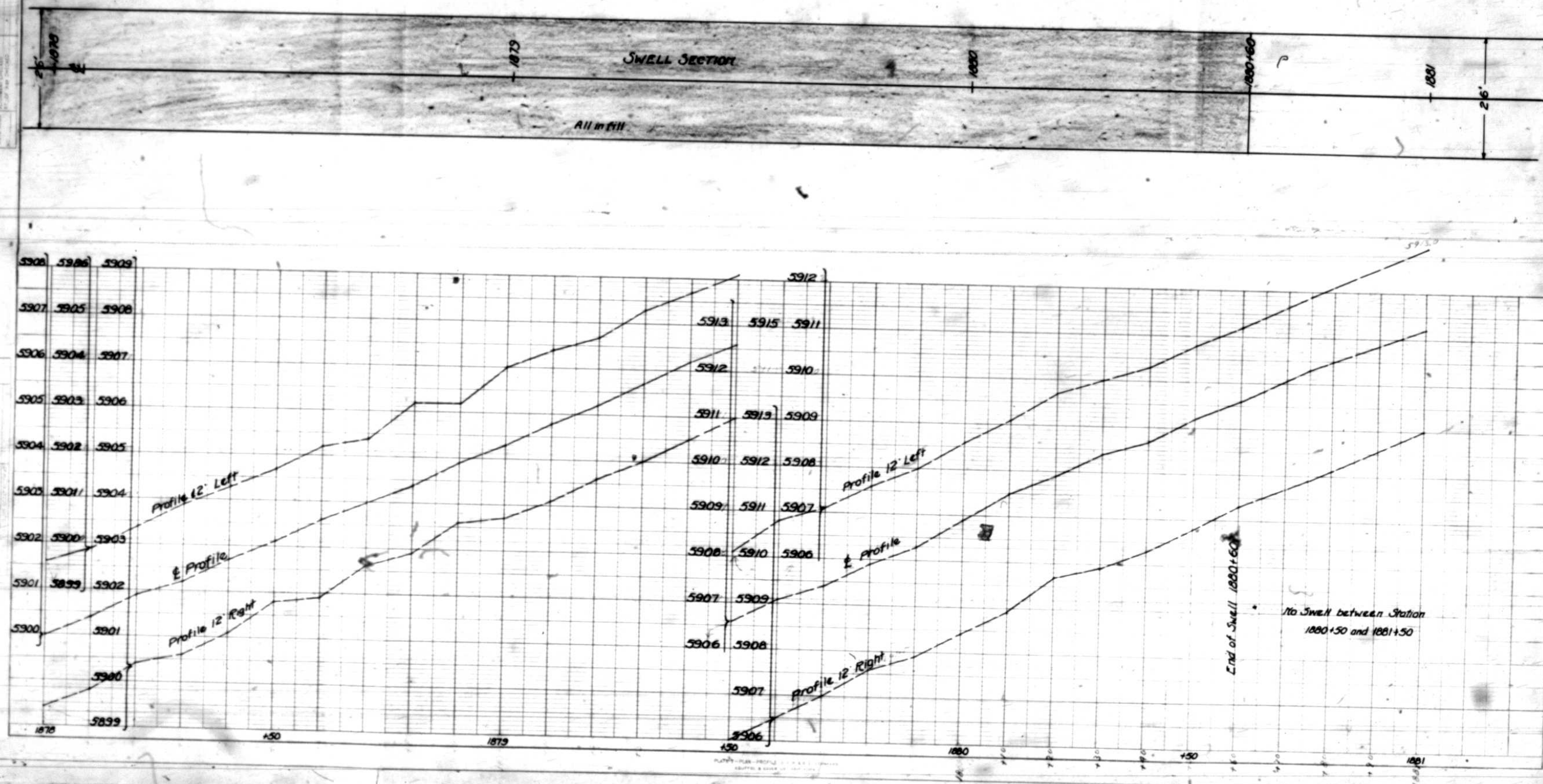






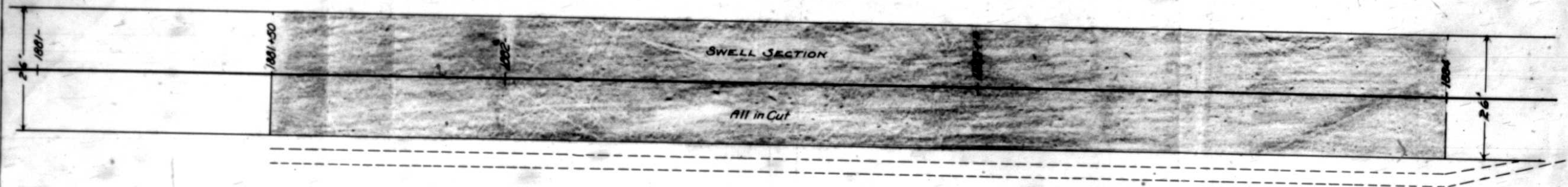
USPV			
DATE	BY	CHKD	APPD
10/10/50	W. J. S.	W. J. S.	W. J. S.
Sheet 48			

PLAN	PROFILE
10/10/50	W. J. S.
10/10/50	W. J. S.
10/10/50	W. J. S.

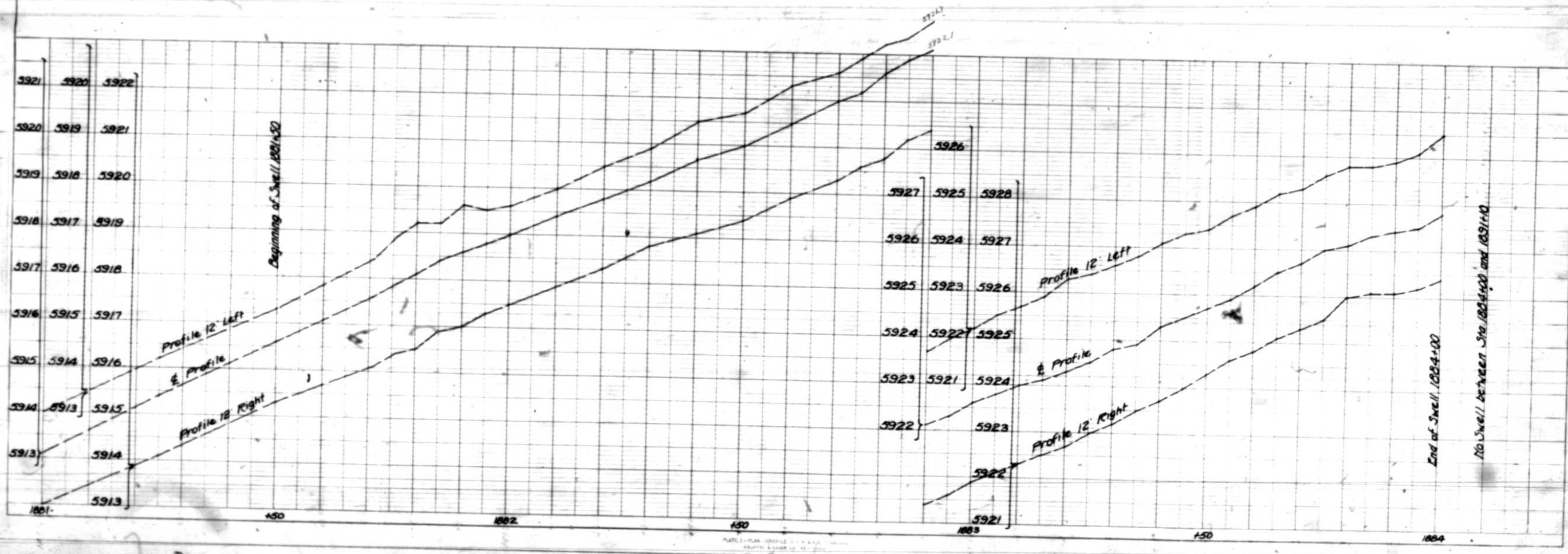




PROJECT	DATE	SHEET	TOTAL SHEETS
NEW YORK STATE DEPT. OF TRANSPORTATION	1922	58	



1881+50 to 1884+20, Rqd 270 Lin. Ft.
6" Vitrified Tile Underdrain

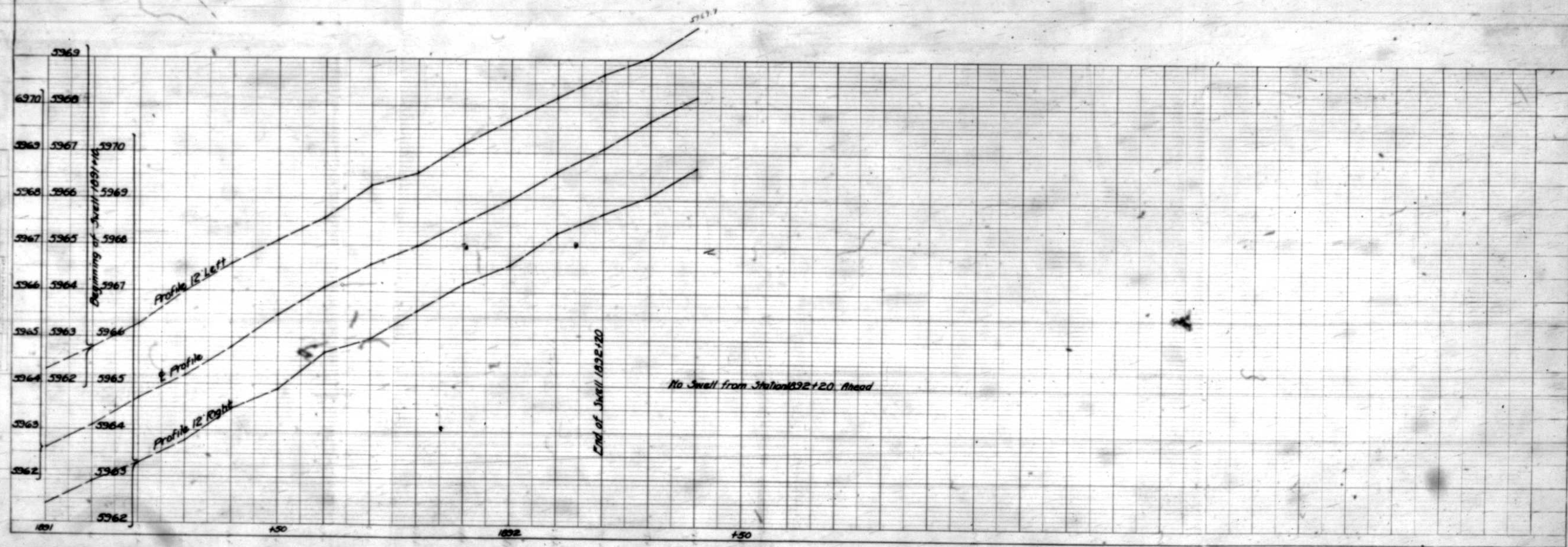




PLAN
SECTION
NOTE: SEE PLAN FOR LOCATION OF SWELL SECTION



PROFILE
SECTION
NOTE: SEE PLAN FOR LOCATION OF SWELL SECTION



No Swell from Station 1002+20. Ahead

End of Swell 1002+20

DATA REQUIRED TO ACCOMPANY SITUATION PLAN.

- I. GENERAL REMARKS.
Fill out all blanks with care, giving information on all points listed, and supplementary remarks on features not listed. High water and foundation conditions are especially important and should be thoroughly investigated.
- II. PROFILE.
Plot profile of centerline of roadway. Use natural scale, preferably 1"=10'.
At proper locations show section of test pits, noting material encountered, if available at time of survey.
Show present, and if possible, proposed finished grade noting elevations and gradients.
- III. MAP.
Show present and proposed alignment of bridge and all approaches, as far as affected. Extend cross sections at least 50 ft. each side of C. L., giving location and elevation of points so that at least 3-foot contours may be accurately plotted. Show edge of water, bluffs, shoals, other obstructions, and direction of current at high water and at low water. Plot location of test pits, position and pointing of corners for each photo, all buildings, fences, and other features affected. Establish bench marks and give location of same. Reference C. L. and show North point. Give a C. L. profile of stream-bed for 500 feet up-stream and 500 feet down-stream from center line of survey. Plot proposed structure in soft pencil only. Do not ink.
- IV. REPORT OF EXAMINATION OF BRIDGE-SITE.
Div. 8 County Adams Route 22 Sec. 1520120
Date of survey August 1, 1931 To be built by 100% Federal Aid
1. Bridge Site. Sta. 1520120
Location 100 ft. N. of Ft. Springs
Sec. 11 Twp. 34 Range 100 Local name _____
Over Wash. River _____
Distance from nearest shipping point Grav. 70.61 miles
2. Source of materials

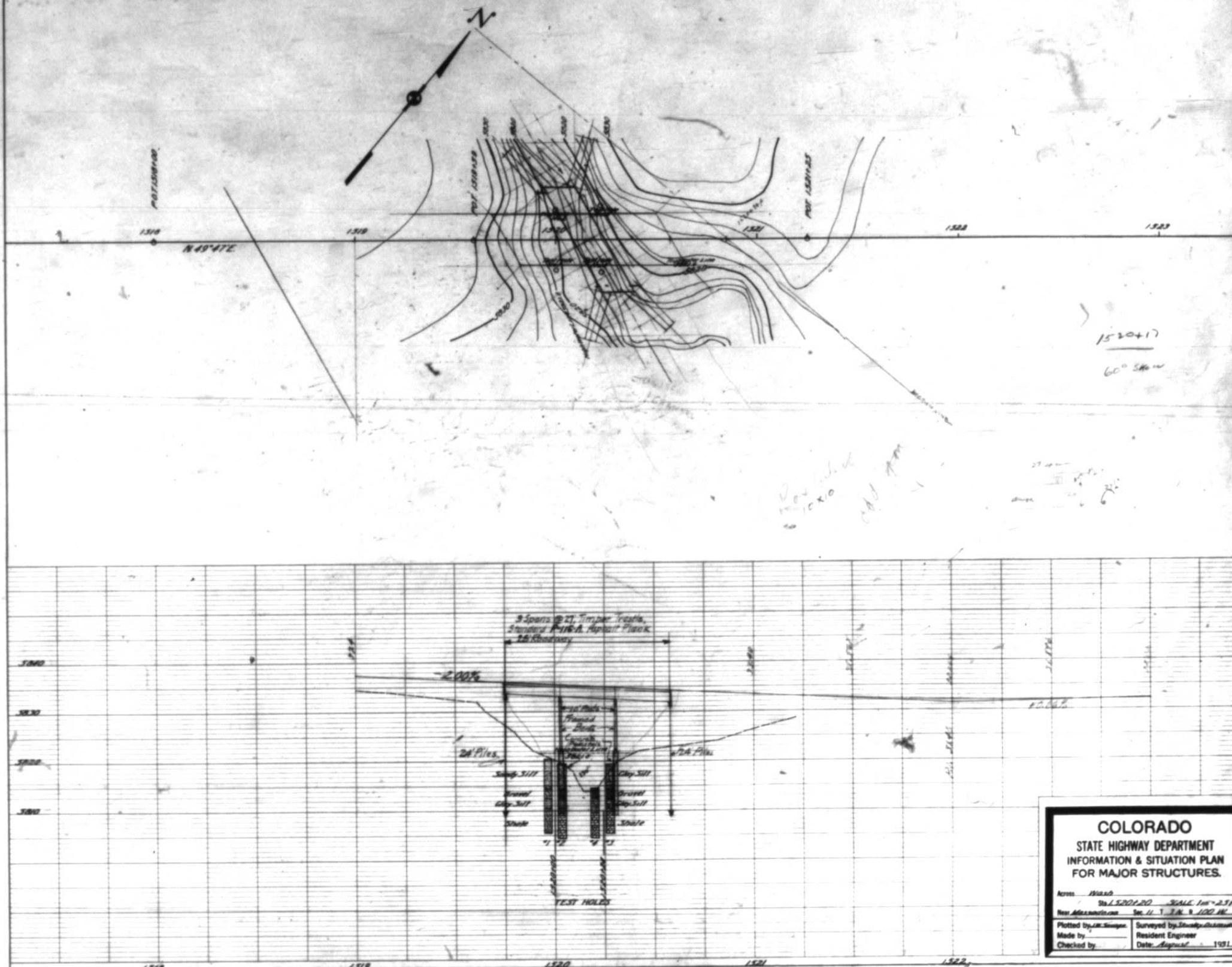
Material	Length of haul to site	miles
Sand	" "	" "
Gravel	" "	" "
Stone	" "	" "
Falswork Timber	" "	" "
Piling	" "	" "
3. Cost Data.
Cost of following materials at site

Material	Per Bbl.
Portland Cement	" "
Sand, coarse and clean	" Cu. Yd.
Gravel	" "
Stone	" "
Falswork Timber	" Ft. B. M.
Piling	" Lin. Ft.

Cost per ton-mile for hauling _____
4. Waterway.
Drainage area in Sq. Miles (approximate) 12
Character of watershed _____
Elevation of highest water _____ Date _____
Source of information on water elevation _____
Elevation of ordinary high water _____
Elevation of low water _____
Elevation of permanent ground-water _____
Is stream ever dry? _____ During what months? _____
Will all flood water pass through recommended structure? _____
Can channel be cleaned to afford more waterway? _____
Is stream cutting or silting up? _____ Depth of scour? _____
Is stream stable in its banks? _____
Does stream carry light, medium, or heavy silt? _____
What clearance above high water should be allowed? _____
Is channel change necessary? _____
If channel change is necessary, illustrate location on sketch map.
5. Foundation Data.
Character of material _____
Distance from stream-bed to solid foundation _____
Recommended depth of footings _____
Should piles be used? _____ What length? _____
6. Old Bridge.
If there is no bridge at the present location include here data on nearest bridge over same stream. If possible show location of such bridge or bridges on the map.
Type _____ Number and length of spans _____
Area of waterway provided under old structure _____ Sq. Ft.
Has this area proved sufficient at flood times? _____
Is it too large? _____
Give foundation data on bridges in vicinity. When possible, get pile driving data, logs of borings, etc., for adjoining structures, and where considered advantageous procure plans.
Elevation of under-clearance _____
Disposition of existing structure _____
Remarks _____
7. Recommendations for New Structure.
Type _____ Number and length of spans _____
What is the least clear span permissible? _____
Width of roadway _____ Are sidewalks desired? _____
Angle of skew recommended _____
Will approaches be desired, or will same be filled? _____
Approximate cost per Cu. Yd. of approach-filling at bridge site? _____
Is it necessary to maintain traffic alongside old structure? _____
If so, how shall it be done? _____

NOTE.—When bridge is recommended to be left in place, complete structural details shall be procured from the bridge itself or from existing plans of the structure. When possible these plans shall be forwarded with the plans of the project.

Submitted by _____
Engineer.



DATA REQUIRED TO ACCOMPANY SITUATION PLAN.

I. GENERAL REMARKS.

Fill out all blanks with care, giving information on all points listed, and supplementary remarks on features not listed. High water and foundation conditions are especially important and should be thoroughly investigated.

II. PROFILE.

Plot profile of centerline of roadway. Use natural scale, preferably 1"=10'.

At proper locations show section of test pits, noting material encountered, if available at time of survey.

Show present, and if possible, proposed finished grade noting elevations and gradients.

III. MAP.

Show present and proposed alignment of bridge and all approaches, as far as effected. Extend cross sections at least 50-ft. each side of C.L., giving location and elevation of points so that at least 3-foot contours may be accurately plotted. Show edge of water, islands, shoals, other obstructions, and direction of current at high water and at low water. Plot location of test pits, position and pointing of cameras for each photo, all buildings, fences, and other features selected. Establish bench marks and give location of same. Reference C.L. and show North point. Give a C.L. profile of stream-bed for 200 feet up-stream and 200 feet down-stream from center line of survey. Plot proposed structure in soft pencil only. Do not ink.

IV. REPORT OF EXAMINATION OF BRIDGE-SITE.

Div. 6 County Moffat Route 24 Sec. 1836-30

Date of survey November 1930 To be built by 100% Federal Aid

1. Bridge Site.

Location 4.62 miles West of Elk Springs

Sec. 16 Twp. 4 N Range 77 W Local name

Over Wash. Creek

Distance from nearest shipping point Craig 64.62 miles

2. Source of materials

Material	Length of haul to site	miles
Sand	" " " "	"
Gravel	" " " "	"
Stone	" " " "	"
Falswork Timber	" " " "	"
Piling	" " " "	"

3. Cost Data.

Cost of following materials at site	Per Bbl.
Portland Cement	" Cu. Yd.
Sand, coarse and clean	" " "
Gravel	" " "
Stone	" " "
Falswork Timber	" Ft. B. M.
Piling	" Lin. Ft.

4. Waterway.

Drainage area in Sq. Miles (approximate)	
Character of watershed	
Elevation of Highest water	Date
Source of information on water elevation	
Elevation of ordinary high water	
Elevation of low water	
Elevation of permanent ground-water	
Is stream ever dry?	During what months?
Will all flood water pass through recommended structure?	
Can channel be cleaned to afford more waterway?	
Is stream cutting or silting up?	
Is stream-etable in its banks?	Depth of scour?
Does stream carry light, medium, or heavy silt?	
What clearance above high water should be allowed?	
Is channel change necessary?	
If channel change is necessary, illustrate location on sketch map.	

5. Foundation Data.

Character of material	
Distance from stream-bed to solid foundation	
Recommended depth of footings	
Should piles be used?	What length?

6. Old Bridge.

If there is no bridge at the present location include here data on nearest bridge over same stream. If possible show location of such bridge or bridges on the map.

Type	Number and length of spans	Sq. Ft.
Area of waterway provided under old structure		
Has this area proved sufficient at flood times?		
Is it too large?		

Give foundation data on bridges in vicinity. When possible, get pile driving data, logs of borings, etc., for adjoining structures, and where considered advantageous procure plans.

Elevation of under-clearance	
Disposition of existing structure	
Remarks	

7. Recommendations for New Structure.

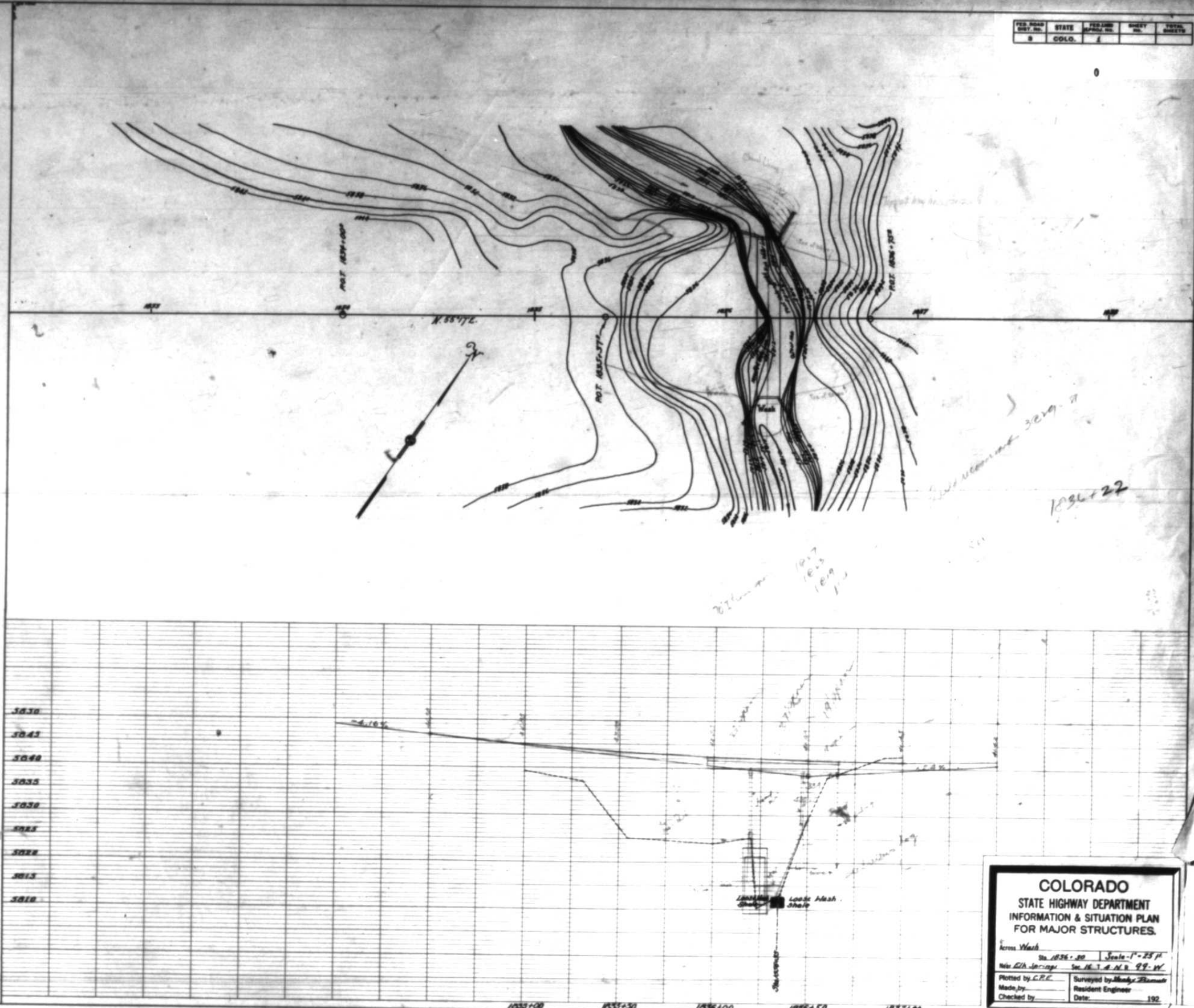
Type	Number and length of spans
What is the least clear span permissible?	
Width of roadway	Are sidewalks desired?
Angle of Skew recommended	
Will approaches be desired, or will same be filled?	
Approximate cost per Cu. Yd. of approach-filling at bridge site?	
Is it necessary to maintain traffic alongside old structure?	

If so, how shall it be done?

Submitted by

Engineer.

NOTE. When bridge is recommended to be left in place, complete structural details shall be procured from the bridge itself or from existing plans of the structure. When possible these plans shall be forwarded with the plans of the project.



COLORADO

STATE HIGHWAY DEPARTMENT

INFORMATION & SITUATION PLAN

FOR MAJOR STRUCTURES.

Across Wash.

Sta. 1836-30 Scale 1"=25'

Wash. Elk Springs Sec. 16 T. 4 N R. 77 W

Plotted by C.R.C. Surveyed by W.D. Bennett

Made by Resident Engineer

Checked by Date 1930

SHEET DATA		FIELD		BY DATE	
NOTE BOOK		Form			
		Speedlogs		<i>Wally Brumby</i>	<i>Dec 1950</i>
No.	Page	Plotted		<i>Chas. P. Clark</i>	<i>April 1951</i>
No.	Page	Layed			
		Dr P & Approval			
		Drain Booths			

22. Stream present proposed alignment bridge and all appurtenances, as far as affected.
Extend Cross sections at least 50-ft. each side of C.L., giving location and elevation of points
so that at least 3-foot contours may be accurately plotted. Show edge of water, islands,
shoals, other obstructions, and direction of current at high water and at low water. Plot
location of test pits, section and plotting of canners for each photo, all buildings, fences,
and other features noticed. Establish bench marks and give location of same. Reference
C.L. and show North point. Give a C.L.-profile of stream-bed for 50 feet up-stream and
down-stream from center line of survey. Plot proposed structure in soft pencil.
Do not ink.

Date of survey November 1930. To be built by 100% Federal Aid.

1. Source of materials

3. Cost Data.

Portland Cement	Per Bbl.
Sand, coarse and clean	" Cu. Yd.
Gravel	" " "
Stone	" " "
Falsework Timber	" Ft. B. M.
Piling	" Lin. Ft.

Cost per ton-mile for hauling

2nd (pt)

Drainage area in Sq. Miles (Approximate) _____

Character of watershed _____

Elevation of Highest water _____ Date _____

Source of information on water elevation _____

Elevation of ordinary high water _____

Elevation of low water _____

Elevation of permanent ground-water _____

Is stream ever dry? _____ During what months? _____

Will all flood water pass through recommended structure? _____

Can channel be cleaned to afford more waterway? _____

Is stream cutting or silting up? _____

Is stream stable in its banks? _____ Depth of scour? _____

Does stream carry light, medium, or heavy silt? _____

What clearance above high water should be allowed? _____

Is channel change necessary? _____

If channel change is necessary, illustrate location on sketch map. _____

Character of material _____
Distance from stream-bed to solid foundation _____
Recommended depth of footings _____
Should piles be used? _____ What length? _____

If there is no bridge at the present location include here data on nearest bridge over same stream. If possible show location of such bridge or bridges on the map.

Type _____ Number and length of spans _____
Area of waterway provided under old structure _____ Sq. Ft.
Has this area proved sufficient at flood times? _____
Is it too large? _____

Give foundation data on bridges in vicinity. When possible, get pile driving data, logs of borings, etc., for adjoining structures, and where considered advantageous procure plans.

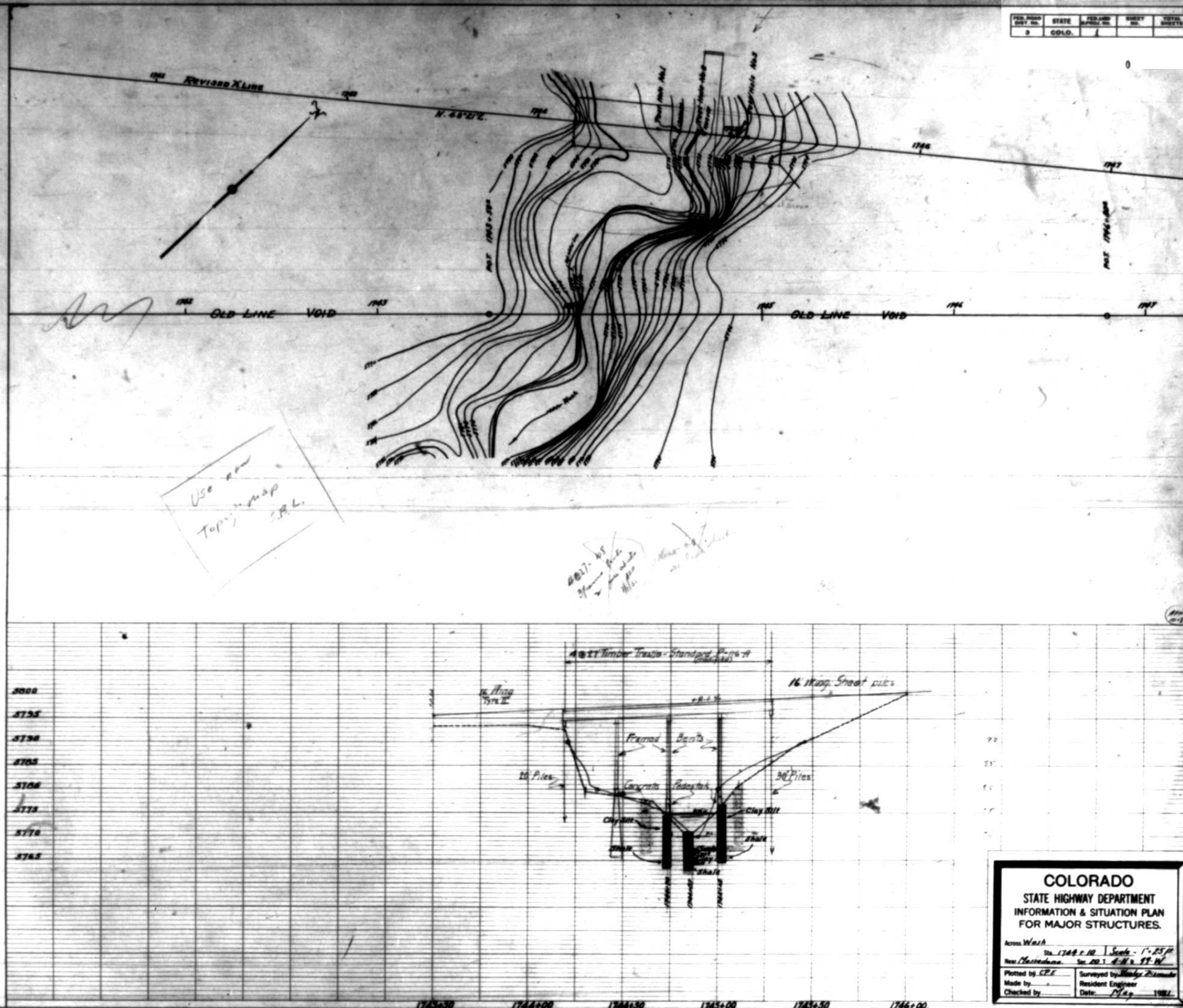
Elevation of under-clearance _____
Disposition of existing structure _____
Remarks _____

7. Recommendations for New Structure.

Type	Number and length of spans
What is the least clear span permissible?	
Width of roadway	Are sidewalks desired.
Angle of Skew recommended	
Will approaches be desired, or will same be filled?	
Approximate cost per Cu. Yd. of approach-filling at bridge site?	
Is it necessary to maintain traffic alongside old structure?	
If so, how shall it be done?	

Submitted by Business

NOTE.—When bridge is recommended to be left in place, complete structural details shall be procured from the bridge itself or from existing plans of the structure. When possible these plans shall be forwarded with the plans of the project.



COLORADO
STATE HIGHWAY DEPARTMENT
INFORMATION & SITUATION PLAN
FOR MAJOR STRUCTURES.

Across W. 1/4
Sta. 1744 + 10 | Scale - 1" = 25'
Near Marietta Sec. 20 T. 4 N R. 9 E
Plotted by CPE Surveyed by Walter P. ...
Made by ... Resident Engineer
Checked by ... Date May 1981

STRUCTURE NO.

DATA REQUIRED TO ACCOMPANY SITUATION PLAN.

I. GENERAL REMARKS.

Fill out all blanks with care, giving information on all points listed, and supplementary remarks on features not listed. High water and foundation conditions are especially important and should be thoroughly investigated.

II. PROFILE.

Plot profile of centerline of roadway. Use natural scale, preferably 1"=10'. At proper locations show section of test pits, noting material encountered, if available at time of survey.

Show present, and if possible, proposed finished grade noting elevations and gradients.

III. MAP.

Show present and proposed alignment of bridge and all approaches, as far as affected. Extend cross sections at least 50-ft. each side of C.L., giving location and elevation of points as shown at least 5-foot contours may be accurately plotted. Show edges of water, islands, shoals, other obstructions, and direction of current at high water and at low water. Plot location of test pits, position and pointing of camera for each photo, all buildings, fences, and other features affected. Establish bench marks and give location of same. Reference C.L. and show North point. Give a C.L. profile of stream-bed for 500 feet up-stream and 500 feet down-stream from center line of survey. Plot proposed structure in soft pencil only. Do not ink.

IV. REPORT OF EXAMINATION OF BRIDGE-SITE.

Date May 1931 County Waffat Route 22 Sta. 1735+42
To be built by 100% Fed Aid.

1. Bridge Site.

Location 6.526 miles West of Elk Springs
Sec. 22 Twp. 2-N Range 49-W Local name Over Wash
Distance from nearest shipping point 6.6526 miles - Craig River Creek

2. Source of materials

Material	Length of haul to site	miles
Sand	" " " "	" "
Gravel	" " " "	" "
Stone	" " " "	" "
Framework Timber	" " " "	" "
Piling	" " " "	" "

3. Cost Data.

Material	Per Bbl.
Portland Cement	" "
Sand, coarse and clean	" Cu. Yd.
Gravel	" " "
Stone	" " "
Framework Timber	" Ft. B. M.
Piling	" Lin. Ft.

Cost per ton-mile for hauling

Waterway 2+

4. Waterway.

Drainage area in Sq. Miles (approximate) 2+

Character of watershed

Elevation of Highest water Date

Source of information on water elevation

Elevation of ordinary high water

Elevation of low water

Elevation of permanent ground-water

Is stream ever dry? During what months?

Will all flood water pass through recommended structure?

Can channel be cleaned to afford more waterway?

Is stream cutting or silting up? Depth of scour?

Is stream stable in its banks?

Does stream carry light, medium, or heavy silt?

What clearance above high water should be allowed?

Is channel change necessary?

If channel change is necessary, illustrate location on sketch map.

5. Foundation Data.

Character of material

Distance from stream-bed to solid foundation

Recommended depth of footings

Should piles be used? What length?

6. Old Bridge.

If there is no bridge at the present location include here data on nearest bridge over same stream. If possible show location of such bridge or bridges on the map.

Type Number and length of spans Sq. Ft.

Area of waterway provided under old structure

Has this area proved sufficient at flood times?

Is it too large?

Give foundation data on bridges in vicinity. When possible, get pile driving data, logs of borings, etc., for adjoining structures, and where considered advantageous procure plans.

Elevation of under-clearance

Disposition of existing structure

Remarks

7. Recommendations for New Structure.

Type Number and length of spans

What is the least clear span permissible?

Width of roadway Are sidewalks desired

Angle of Skew recommended

Will approaches be desired, or will same be filled?

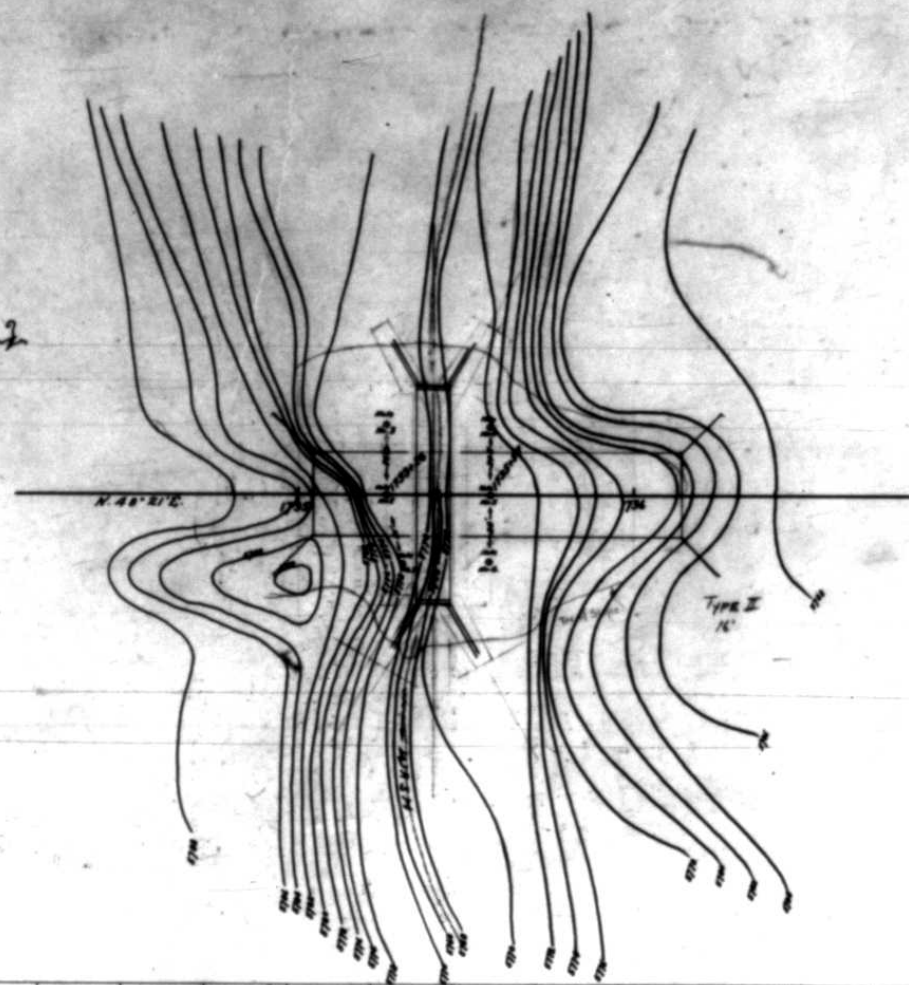
Approximate cost per Cu. Yd. of approach-filling at bridge site?

Is it necessary to maintain traffic alongside old structure?

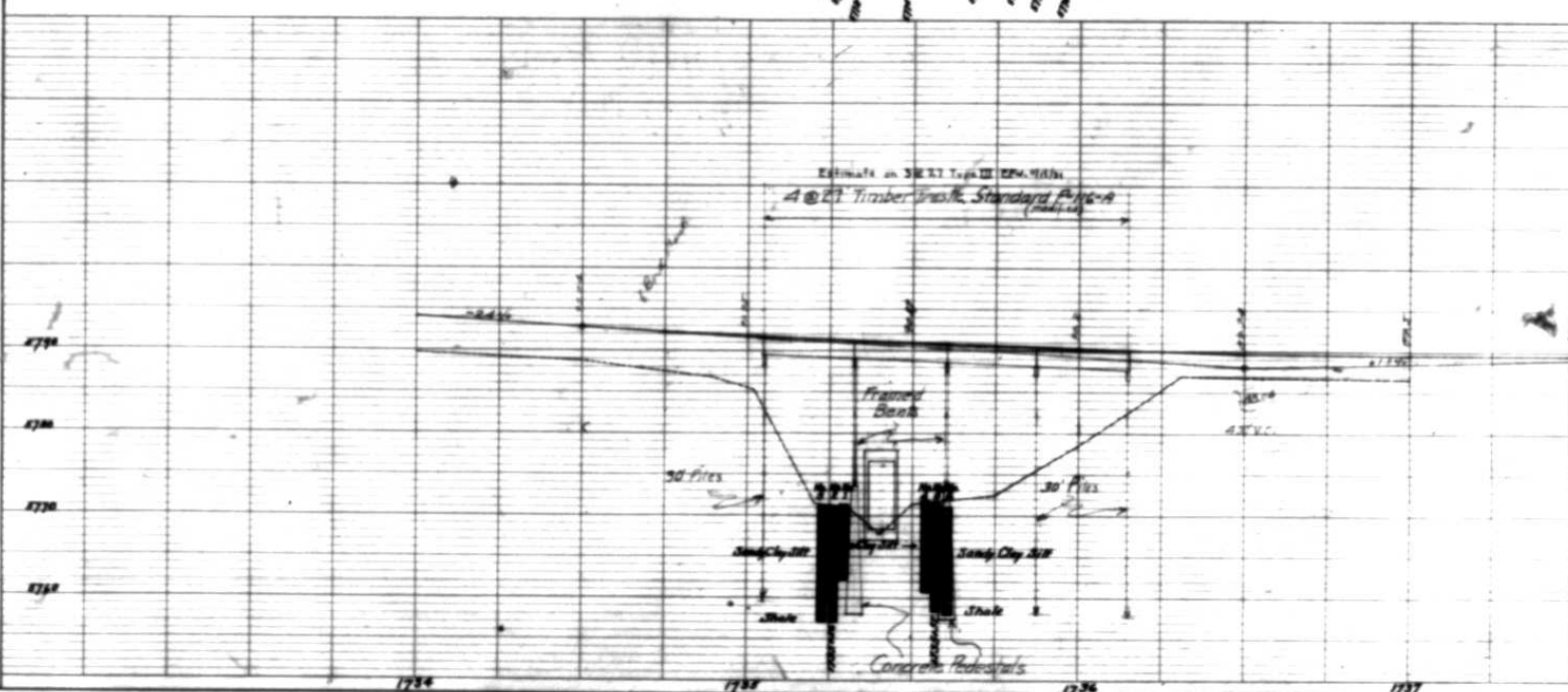
If so, how shall it be done?

Submitted by Engineer.

NOTE. When bridge is recommended to be left in place, complete structural details shall be procured from the bridge itself or from existing plans of the structure. When possible these plans shall be forwarded with the plans of the project.



1735 + 40
8' x 8' x 64' C.B.C.
SP. Exc. 170



COLORADO			
STATE HIGHWAY DEPARTMENT			
INFORMATION & SITUATION PLAN			
FOR MAJOR STRUCTURES.			
Across <u>Wash</u>	Sta. <u>1735+42</u>	1"=25'	
Near <u>Elk Springs</u>	Sec. <u>22</u>	Twp. <u>2-N</u>	Range <u>49-W</u>
Plotted by <u> </u>	Surveyed by <u> </u>	Resident Engineer	
Made by <u> </u>	Date: <u>May 1931</u>	Checked by <u> </u>	

DATA REQUIRED TO ACCOMPANY SITUATION PLAN.

I. GENERAL REMARKS.

Fill out all blanks with care, giving information on all points listed, and supplementary remarks on features not listed. High water and foundation conditions are especially important and should be thoroughly investigated.

II. PROFILE.

Plot profile of centerline of roadway. Use natural scale, preferably 1"=10'.

At proper locations show section of test pits, noting material encountered, if available at time of survey.

Show present, and if possible, proposed finished grade noting elevations and gradients.

III. MAP.

Show present and proposed alignment of bridge and all approaches, as far as affected. Extend cross sections at least 80-ft. each side of C.L., giving location and elevation of points so that at least 2-foot contours may be accurately plotted. Show edge of water, islands, shoals, other obstructions, and direction of current at high water and at low water. Plot location of test pits, position and pointing of corners for each photo, all buildings, fences, and other features selected. Establish bench marks and give location of same. Reference C.L. and show North point. Give a C.L. profile of stream-bed for 200 feet up-stream and 200 feet down-stream from center line of survey. Plot proposed structure in soft pencil only. Do not ink.

IV. REPORT OF EXAMINATION OF BRIDGE-SITE.

Div. 6 County Chaffee Route 66 Sta. 1861+75

Date of survey November, 1939 To be built by U.S. Federal Aid

1. Bridge Site 1861+75 and 1867+00

Location 4.134 miles and 4.234 miles West of Elk Springs, respectively

Sec. 16 Twp. 4 N Range 11 W Local name

Over Washes Creek

Distance from nearest shipping point Craig 66.134 miles and 66.234 miles, respectively

2. Source of materials

Sand Length of haul to site miles

Gravel " " " "

Stone " " " "

Falswork Timber " " " "

Filling " " " "

3. Cost Data.

Cost of following materials at site

Portland Cement Per Bbl.

Sand, coarse and clean " Cu. Yd.

Gravel " " "

Stone " " "

Falswork Timber " Ft. B. M.

Filling " Lin. Ft.

Cost per ton-mile for hauling

4. Waterway.

Drainage area in Sq. Miles (approximate)

Character of watershed

Elevation of Highest water Date

Source of information on water elevation

Elevation of ordinary high water

Elevation of low water

Elevation of permanent ground-water

Is stream ever dry? During what months?

Will all flood water pass through recommended structure?

Can channel be cleaned to afford more waterway?

Is stream cutting or silting up? Depth of scour?

Is stream-stable in its banks?

Does stream carry light, medium, or heavy silt?

What clearance above high water should be allowed?

Is channel change necessary?

If channel change is necessary, illustrate location on sketch map.

5. Foundation Data.

Character of material

Distance from stream-bed to solid foundation

Recommended depth of footings

Should piles be used? What length?

6. Old Bridge.

If there is no bridge at the present location include here data on nearest bridge over same stream. If possible show location of such bridge or bridges on the map.

Type Number and length of spans

Area of waterway provided under old structure Sq. Ft.

Has this area proved sufficient at flood times?

Is it too large?

Give foundation data on bridges in vicinity. When possible, get pile driving data, logs of borings, etc., for adjoining structures, and where considered advantageous procure plans.

Elevation of under-clearance

Disposition of existing structure

Remarks

7. Recommendations for New Structure.

Type Number and length of spans

What is the least clear span permissible?

Width of roadway Are sidewalks desired

Angle of Skew recommended

Will approaches be desired, or will same be filled?

Approximate cost per Cu. Yd. of approach-filling at bridge site?

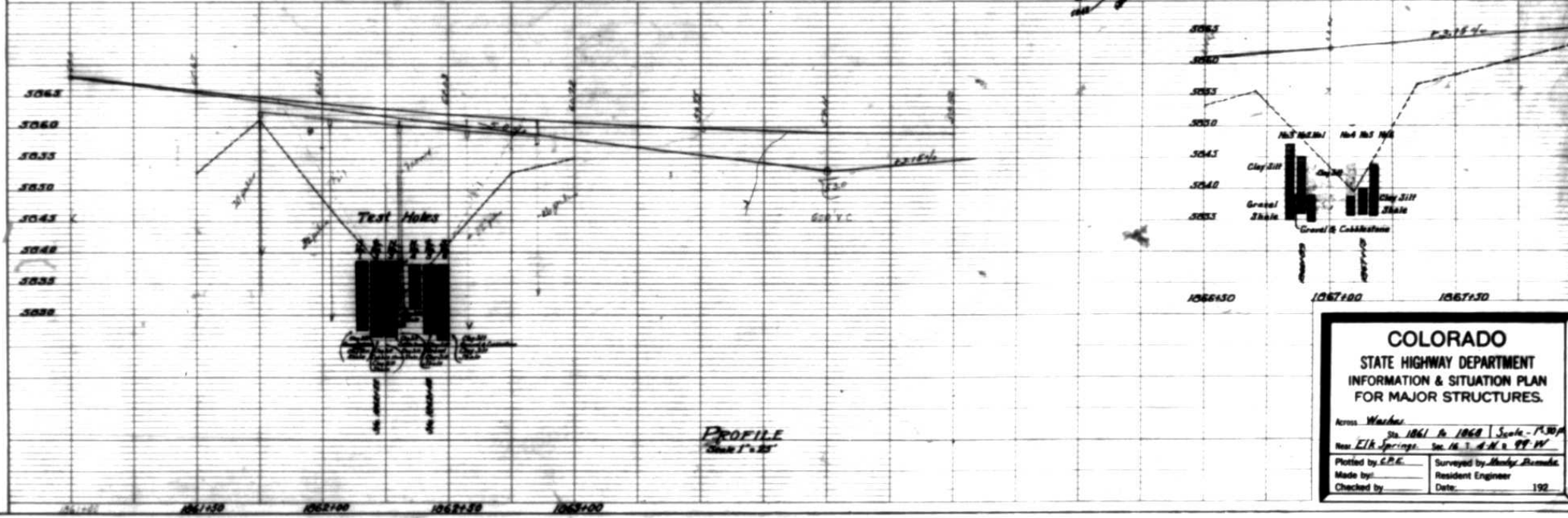
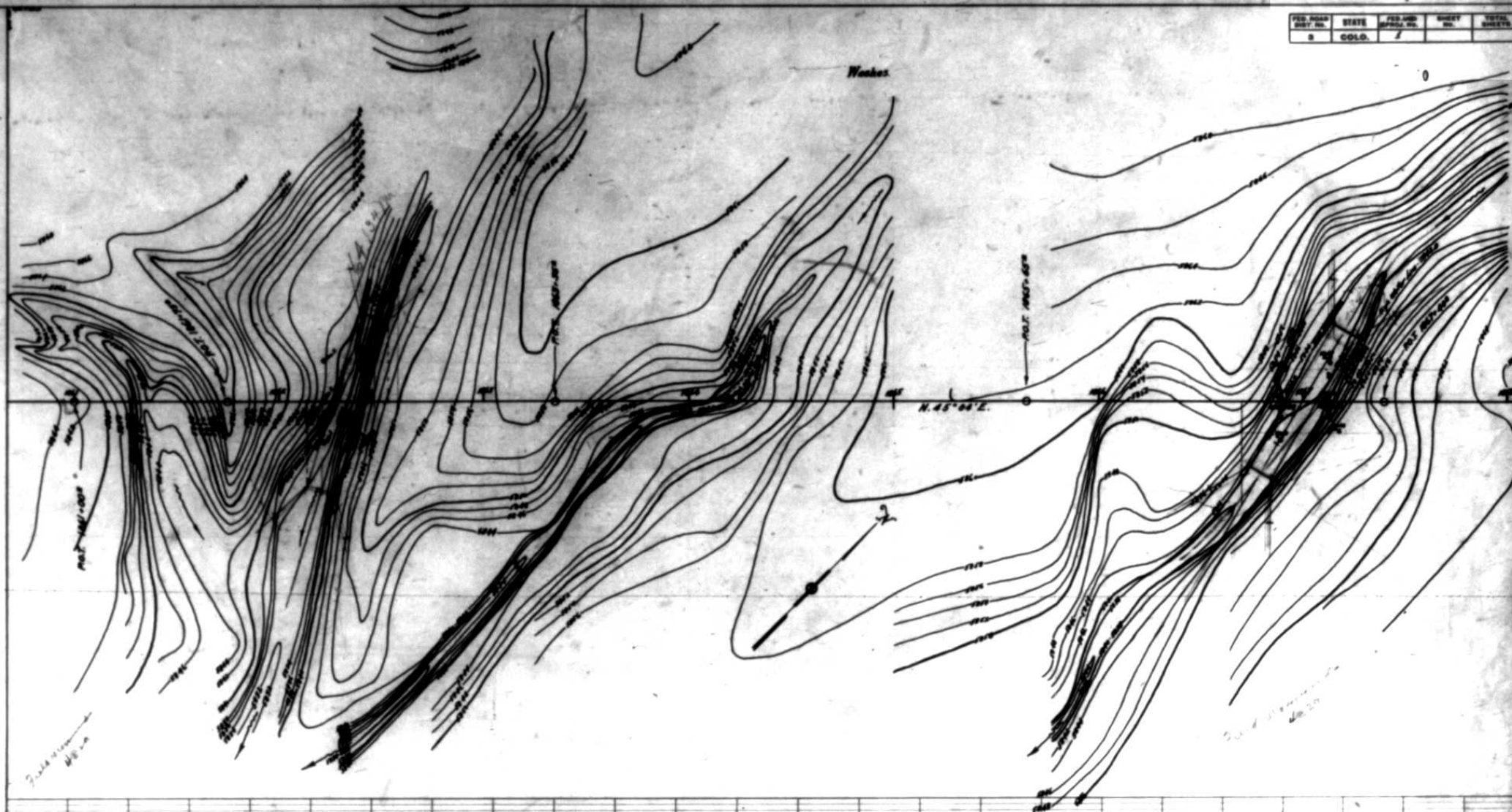
Is it necessary to maintain traffic alongside old structure?

If so, how shall it be done?

Submitted by

Engineer.

NOTE. When bridge is recommended to be left in place, complete structural details shall be procured from the bridge itself or from existing plans of the structure. When possible these plans shall be forwarded with the plans of the project.



FED. ROAD DIST. NO.	STATE	FED. ROAD DIST. NO.	SHEET NO.	TOTAL SHEETS
6	COLORADO	1	1	1

COLORADO
STATE HIGHWAY DEPARTMENT
INFORMATION & SITUATION PLAN
FOR MAJOR STRUCTURES.

Across Washes
Sta. 1861 to 1868 Scale 1"=25'
Near Elk Springs Sec. 16 T. 4 N R. 11 W

Plotted by C.P.E. Surveyed by Shady Brooks
Made by Resident Engineer
Checked by _____ Date 1939

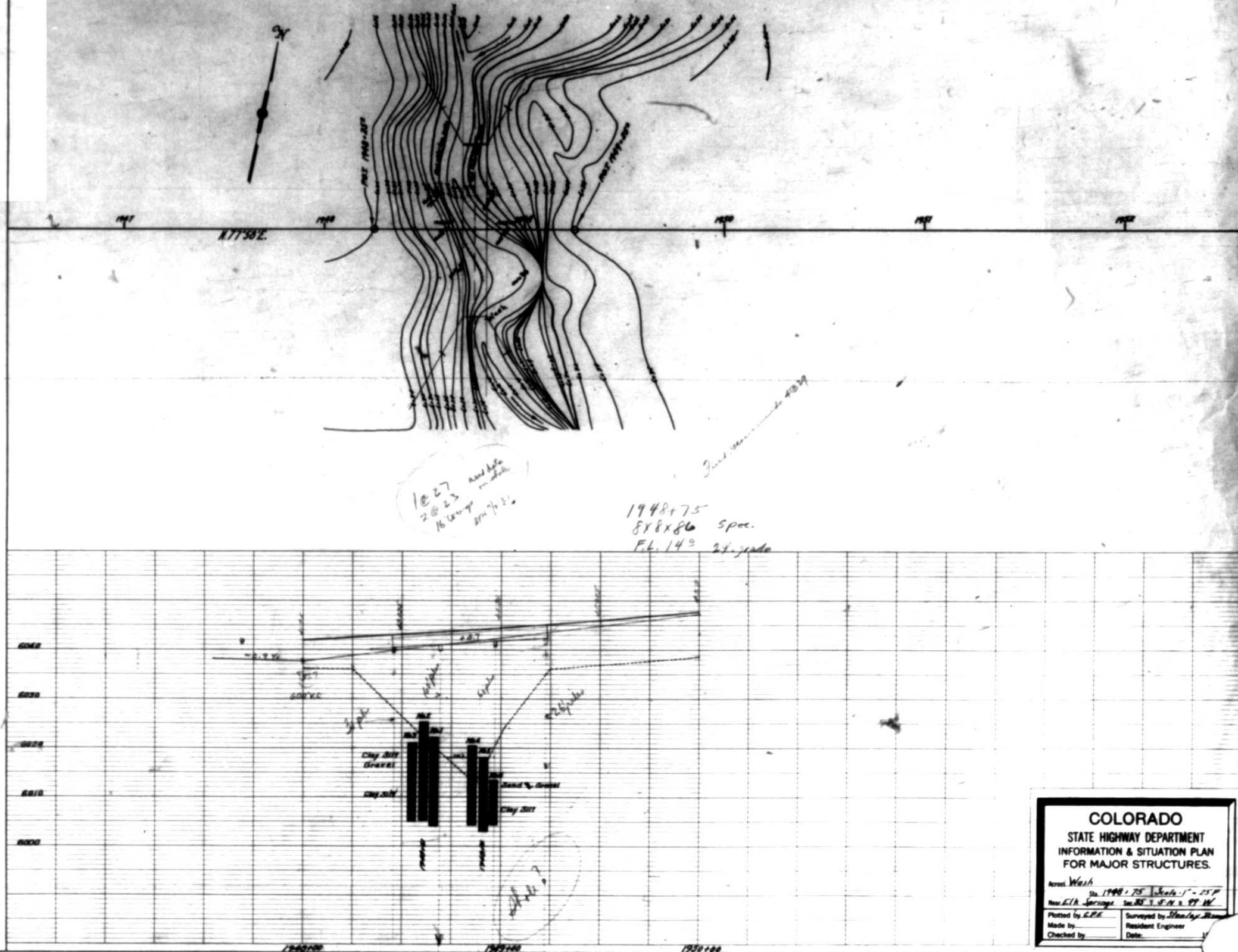
STRUCTURE NO.

DATA REQUIRED TO ACCOMPANY SITUATION PLAN.

- I. GENERAL REMARKS.
Fill out all blanks with care, giving information on all points listed, and supplementary remarks on features not listed. High water and foundation conditions are especially important and should be thoroughly investigated.
- II. PROFILE.
Plot profile of centerline of roadway. Use natural scale, preferably 1"=10'.
At proper locations show section of test pits, noting material encountered, if available at time of survey.
Show present, and if possible, proposed finished grade noting elevations and gradients.
- III. MAP.
Show present and proposed alignment of bridge and all approaches, as far as affected. Extend cross sections at least 50 ft. each side of C.L., giving location and elevation of points so that at least 5-foot contours may be accurately plotted. Show edge of water, islands, shoals, other obstructions, and direction of current at high water and at low water. Plot location of test pits, position and pointing of corners for each photo, all buildings, fences, and other features affected. Establish bench marks and give location of same. Reference C.L. and show North point. Give a C.L. profile of stream-bed for 500 feet up-stream and 500 feet down-stream from center line of survey. Plot proposed structure in soft pencil only. Do not ink.
- IV. REPORT OF EXAMINATION OF BRIDGE-SITE.
Div. 6 County Hall Route 24 Sta. 1948+75
Date of survey December, 1928 To be built by 100% Federal Aid
1. Bridge Site 2.5 miles west of Elk Springs - Sta. 1948+75
Location
Sec. 35 Twp. 5-N Range 57-W Local name
Over Wash Creek
Distance from nearest shipping point Grain 6.25 miles
2. Source of materials
Sand _____ Length of haul to site _____ miles
Gravel _____ " " " " " "
Stone _____ " " " " " "
Falswork Timber _____ " " " " " "
Filling _____ " " " " " "
3. Cost Data.
Cost of following materials at site
Portland Cement _____ Per Bbl.
Sand, coarse and clean _____ " Cu. Yd.
Gravel _____ " " "
Stone _____ " " "
Falswork Timber _____ " Ft. B. M.
Filling _____ " Lin. Ft.
Cost per ton-mile for hauling _____
4. Waterway.
Drainage area in Sq. Miles (approximate) _____
Character of watershed _____
Elevation of highest water _____ Date _____
Source of information on water elevation _____
Elevation of ordinary high water _____
Elevation of low water _____
Elevation of permanent ground-water _____
Is stream ever dry? _____ During what months? _____
Will all flood water pass through recommended structure? _____
Can channel be cleaned to afford more waterway? _____
Is stream cutting or silting up? _____
Is stream stable in its banks? _____ Depth of scour? _____
Does stream carry light, medium, or heavy silt? _____
What clearance above high water should be allowed? _____
Is channel change necessary? _____
If channel change is necessary, illustrate location on sketch map.
5. Foundation Data.
Character of material _____
Distance from stream-bed to solid foundation _____
Recommended depth of footings _____
Should piles be used? _____ What length? _____
6. Old Bridge.
If there is no bridge at the present location include here data on nearest bridge over same stream. If possible show location of such bridge or bridges on the map.
Type _____ Number and length of spans _____
Area of waterway provided under old structure _____ Sq. Ft.
Has this area proved sufficient at flood times? _____
Is it too large? _____
Give foundation data on bridges in vicinity. When possible, get pile driving data, logs of borings, etc., for adjoining structures, and where considered advantageous procure plans.
Elevation of under-clearance _____
Disposition of existing structure _____
Remarks _____
7. Recommendations for New Structure.
Type _____ Number and length of spans _____
What is the least clear span permissible? _____
Width of roadway _____ Are sidewalks desired? _____
Angle of skew recommended _____
Will approaches be desired, or will same be filled? _____
Approximate cost per Cu. Yd. of approach-filling at bridge site? _____
Is it necessary to maintain traffic alongside old structure? _____
If so, how shall it be done? _____

Submitted by _____
Engineer.

NOTE.—When bridge is recommended to be left in place, complete structural details shall be procured from the bridge itself or from existing plans of the structure. When possible these plans shall be forwarded with the plans of the project.



COLORADO
STATE HIGHWAY DEPARTMENT
INFORMATION & SITUATION PLAN
FOR MAJOR STRUCTURES.
Across Wash
Sta. 1948+75 Scale 1"=25'
Near Elk Springs Sec. 35 Twp. 5-N R. 57-W
Plotted by G.P.E. Surveyed by Stanley
Made by _____ Resident Engineer
Checked by _____ Date _____

DATA REQUIRED TO ACCOMPANY SITUATION PLAN.

- I. GENERAL REMARKS.
Fill out all blanks with care, giving information on all points listed, and supplementary remarks on features not listed. High water and foundation conditions are especially important and should be thoroughly investigated.
- II. PROFILE.
Plot profile of centerline of roadway. Use natural scale, preferably 1"=10'.
At proper locations show section of test pits, noting material encountered, if available at time of survey.
Show present, and if possible, proposed finished grade noting elevations and gradients.
- III. MAP.
Show present and proposed alignment of bridge and all approaches, as far as affected. Extend cross sections at least 60-ft. each side of C.L., giving location and elevation of points so that at least 2-foot contours may be accurately plotted. Show edge of water, islands, shoals, other obstructions, and direction of current at high water and at low water. Plot location of test pits, position and pointing of camera for each photo, all buildings, fences, and other features affected. Establish bench marks and give location of same. Reference C.L. and show North point. Give a C.L. profile of stream-bed for 500 feet up-stream and 500 feet down-stream from center line of survey. Plot proposed structure in soft pencil only. Do not ink.
- IV. REPORT OF EXAMINATION OF BRIDGE-SITE.
Div. 6 County Waffac Route 1448-18 Sta. 1448-18
Date of survey January 1936 To be built by 100% Federal Aid
1. Bridge Site Station 1448-18
Location 1.173 miles West of Elk Springs
Sec. 36 Twp. 4 N. Range 100 W. Local name Wolf Creek
Over Wolf Creek River
Distance from nearest shipping point Craig 48.173 miles
2. Sources of materials

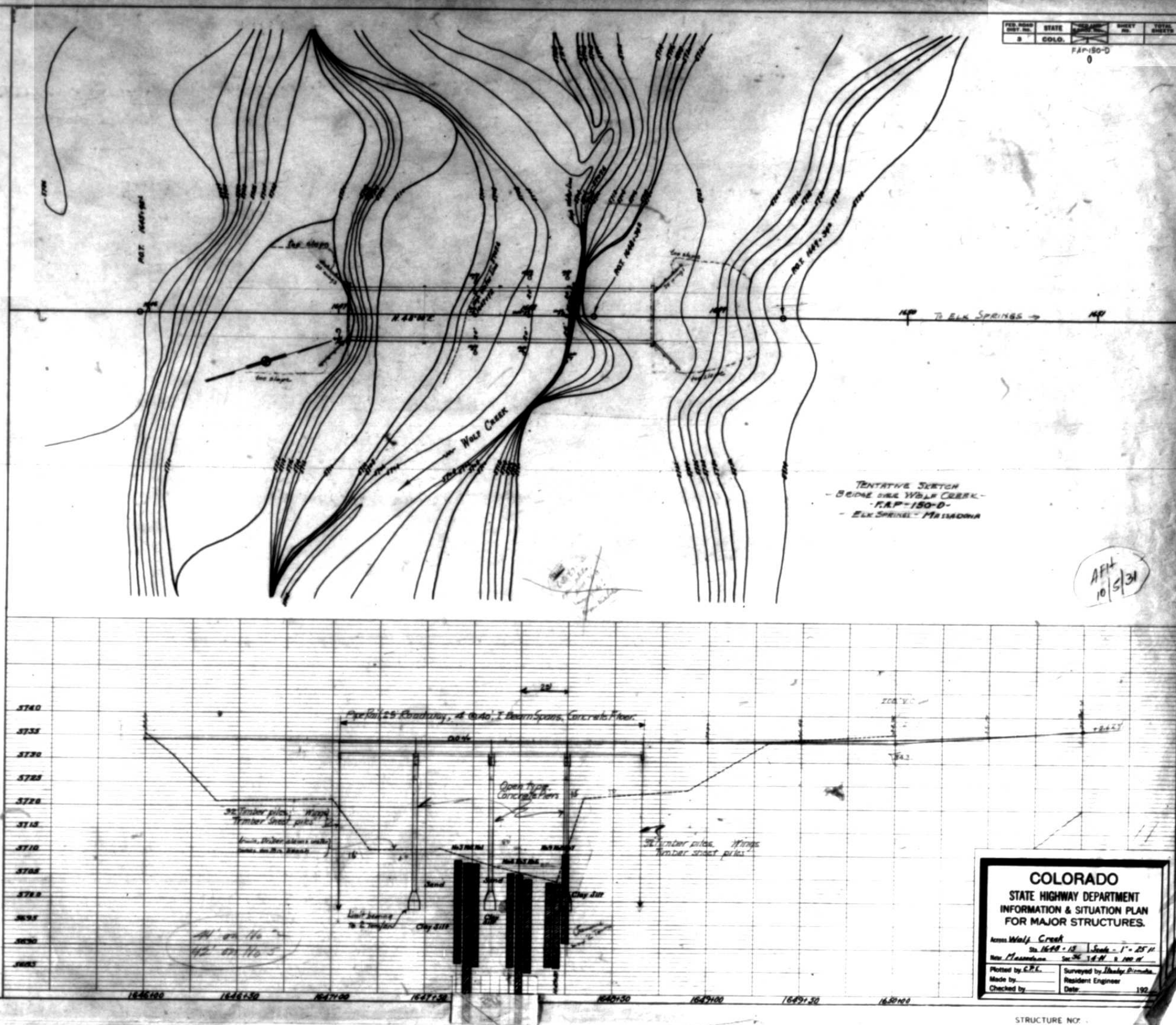
Material	Length of haul to site	miles
Sand	" " " "	"
Gravel	" " " "	"
Stone	" " " "	"
Framework Timber	" " " "	"
Piling	" " " "	"

3. Cost Data.
Cost of following materials at site

Material	Per Bbl.
Portland Cement	" Cu. Yd.
Sand, coarse and clean	" " "
Gravel	" " "
Stone	" " "
Framework Timber	" Ft. B. M.
Piling	" Lin. Ft.

Cost per ton-mile for hauling
4. Waterway.
Drainage area in Sq. Miles (approximate) 100 (AFH)
Character of watershed
Elevation of Highest water Date
Source of information on water elevation
Elevation of ordinary high water
Elevation of low water
Elevation of permanent ground-water
Is stream ever dry? During what months?
Will all flood water pass through recommended structure?
Can channel be cleaned to afford more waterway?
Is stream cutting or silting up?
Is stream stable in its banks? Depth of scour?
Does stream carry light, medium, or heavy silt?
What clearance above high water should be allowed?
Is channel change necessary?
If channel change is necessary, illustrate location on sketch map.
5. Foundation Data.
Character of material
Distance from stream-bed to solid foundation
Recommended depth of footings
Should piles be used? What length?
6. Old Bridge.
If there is no bridge at the present location include here data on nearest bridge over same stream. If possible show location of such bridge or bridges on the map.
Type Number and length of spans
Area of waterway provided under old structure Sq. Ft.
Has this area proved sufficient at flood times?
Is it too large?
Give foundation data on bridges in vicinity. When possible, get pile driving data, logs of borings, etc., for adjoining structures, and where considered advantageous procure plans.
Elevation of under-clearance
Disposition of existing structure
Remarks
7. Recommendations for New Structure.
Type Number and length of spans
What is the least clear span permissible?
Width of roadway Are sidewalks desired
Angle of Skew recommended
Will approaches be desired, or will same be filled?
Approximate cost per Cu. Yd. of approach-filling at bridge site?
Is it necessary to maintain traffic alongside old structure?
If so, how shall it be done?

NOTE.—When bridge is recommended to be left in place, complete structural details shall be procured from the bridge itself or from existing plans of the structure. When possible these plans shall be forwarded with the plans of the project.





DATA REQUIRED TO ACCOMPANY SITUATION PLAN.

I. GENERAL REMARKS.

Fill out all blanks with care, giving information on all points listed, and supplementary remarks on features not listed. High water and foundation conditions are especially important and should be thoroughly investigated.

II. PROFILE.

Plot profile of centerline of roadway. Use natural scale, preferably 1"=10'. At proper locations show section of test pits, noting material encountered, if available at time of survey.

Show present, and if possible, proposed finished grade noting elevations and gradients.

III. MAP.

Show present and proposed alignment of bridge and all approaches, as far as effected. Extend cross sections at least 50 ft. each side of C. L., giving location and elevation of points so that at least 2-foot contours may be accurately plotted. Show edge of water, islands, shoals, other obstructions, and direction of current at high water and at low water. Plot location of test pits, position and pointing of camera for each photo, all buildings, fences, and other features affected. Establish bench marks and give location of same. Reference C. L. and show North point. Give a C. L. profile of stream-bed for 500 feet up-stream and 500 feet down-stream from center line of survey. Plot proposed structure in soft pencil only. Do not ink.

IV. REPORT OF EXAMINATION OF BRIDGE-SITE.

Div. 6 County Monte Route 63 Sta. 1630+50

Date of survey November 1930 To be built by 100% Federal Aid

1. Bridge Site Station 1630+50

Location 0.51 miles West of Elk Springs

Sec. 36 Twp. 4 N. Range 100 W. Local name Little Wolf Creek

Over River Creek

Distance from nearest shipping point Craig 6.51 miles

2. Source of materials

Sand Length of haul to site miles

Gravel " " " "

Stone " " " "

Falswork Timber " " " "

Piling " " " "

3. Cost Data

Cost of following materials at site

Portland Cement Per Bbl.

Sand, coarse and clean " Cu. Yd.

Gravel " " "

Stone " " "

Falswork Timber " Ft. B. M.

Piling " Lin. Ft.

Cost per ton-mile for hauling

4. Waterway

Drainage area in Sq. Miles (approximate) 5.2

Character of watershed

Elevation of highest water Date

Source of information on water elevation

Elevation of ordinary high water

Elevation of low water

Elevation of permanent ground-water

Is stream ever dry? During what months?

Will all flood water pass through recommended structure?

Can channel be cleaned to afford more waterway?

Is stream cutting or silting up?

Is stream stable in its banks? Depth of scour?

Does stream carry light, medium, or heavy silt?

What clearance above high water should be allowed?

Is channel change necessary?

If channel change is necessary, illustrate location on sketch map.

5. Foundation Data

Character of material

Distance from stream-bed to solid foundation

Recommended depth of footings

Should piles be used? What length?

6. Old Bridge

If there is no bridge at the present location include here data on nearest bridge over same stream. If possible show location of such bridge or bridges on the map.

Type Number and length of spans

Area of waterway provided under old structure Sq. Ft.

Has this area proved sufficient at flood times?

Is it too large?

Give foundation data on bridges in vicinity. When possible, get pile driving data, logs of borings, etc., for adjoining structures, and where considered advantageous procure plans.

Elevation of under-clearance

Disposition of existing structure

Remarks

7. Recommendations for New Structure

Type Number and length of spans

What is the least clear span permissible?

Width of roadway Are sidewalks desired

Angle of Skew recommended

Will approaches be desired, or will same be filled?

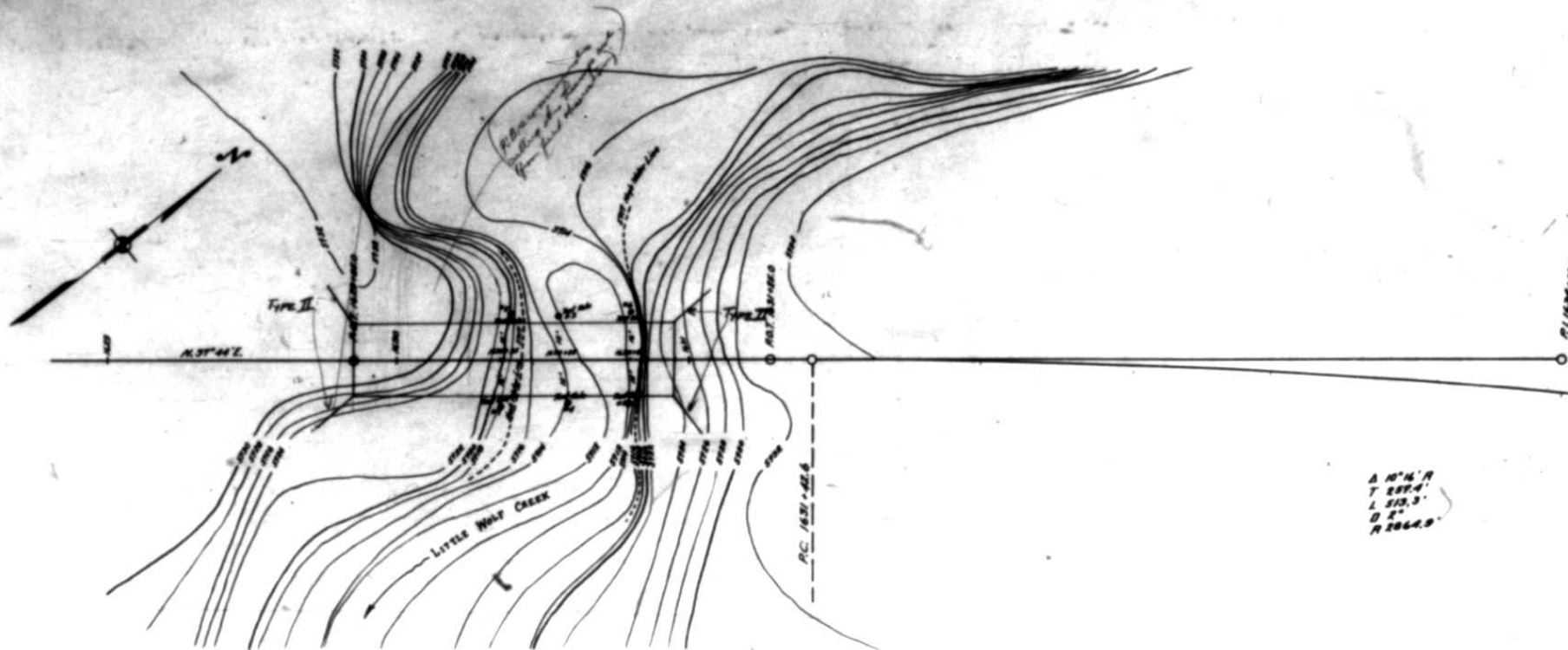
Approximate cost per Cu. Yd. of approach-filling at bridge site?

Is it necessary to maintain traffic alongside old structure?

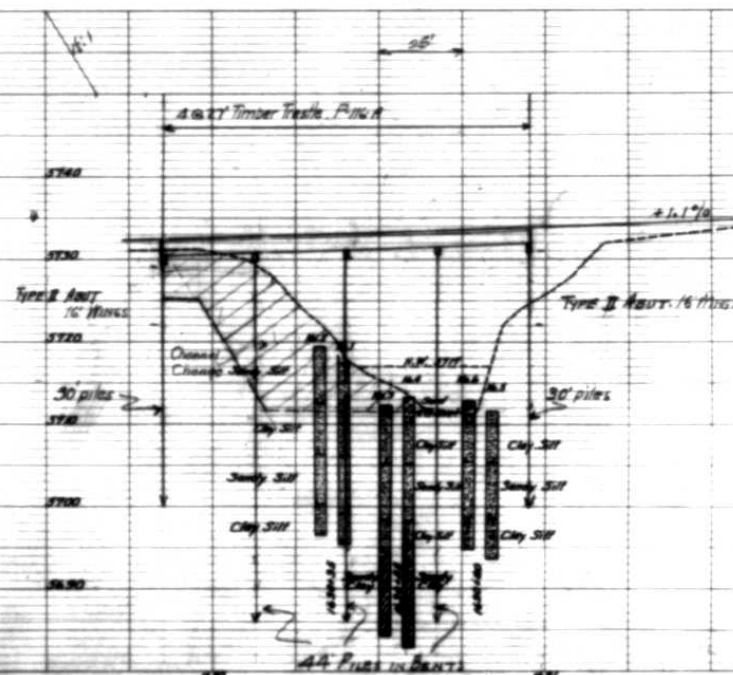
If so, how shall it be done?

Submitted by Engineer

NOTE. When bridge is recommended to be left in place, complete structural details shall be procured from the bridge itself or from existing plans of the structure. When possible these plans shall be forwarded with the plans of the project.



A 10' 16' 18'
T 282.4'
L 513.3'
D 2'
R 2864.9'



COLORADO STATE HIGHWAY DEPARTMENT INFORMATION & SITUATION PLAN FOR MAJOR STRUCTURES.

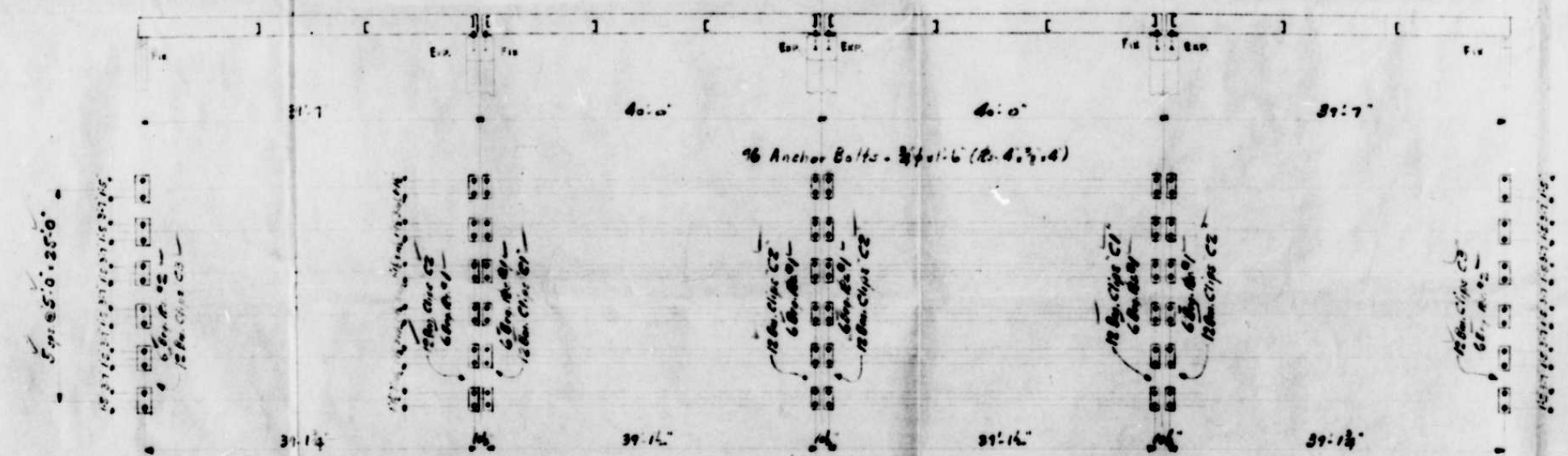
Across Little Wolf Creek
Sta. 1630+50 Scale 1"=25'
Near Monte Sec. 36 Twp. 4 N. Range 100 W.

Plotted by A.C.F. Surveyed by Shady Blum
Made by Resident Engineer
Checked by Date 192

STRUCTURE NO.

56	✓					55	✓					55	✓					56	✓
D1	53	D1	✓	D1	D1	D1	51	✓	D1	D1	D1	D1	51	✓	D1	D1	D1	53	D1
D1	54	D1	✓	D1	D1	D1	52	✓	D1	D1	D1	D1	52	✓	D1	D1	D1	54	D1
D1	54	D1	✓	D1	D1	D1	52	✓	D1	D1	D1	D1	52	✓	D1	D1	D1	54	D1
D1	53	D1	✓	D1	D1	D1	51	✓	D1	D1	D1	D1	51	✓	D1	D1	D1	53	D1
D1	56	D1	✓	D1	D1	D1	55	✓	D1	D1	D1	D1	55	✓	D1	D1	D1	56	D1

FLOOR PLAN



ANCHOR BOLT PLAN

For Elevations etc. see Colo. Hwy. Div. Dwg. - See 405 San. P. A. 150 D

Recommending Staff
Plan 4 A.D. 1900
2/4/32
etc.

Institution by G.H.H.

ERECTION & ANCHOR BOLT PLAN
 BEAM BRIDGE - 4-40' x 25' SPAN - F.A. 150-D
 COL. HWY. DPT. - A. S. HORNER - CRAIG, ILL.
 MINNEAPOLIS STEEL & MACHINERY DIV.
 MINNEAPOLIS-MOLINE POWER
 IMPLEMENT CO.
 MINNEAPOLIS, MINN.

APPROVED _____ ENGINEER
 MADE BY *S. J. J.* DATE 1-26-32
 CHECKED BY *Don* DATE 1-28-32
 ORDER NO. 847092 SHEET NO. 4.
 SANFORD

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	COLO.	100-1000	1	1

Rev. Dec. 8, 1931 - 35 L.

Apr. 6, 1932 - 2 L.

May 8, 1932 - 2 L.

May 27, 1931 - 2 L.

June 9, 1932 - 2 L.

June 27, 1932 - 2 L.



RIGHT OF WAY MARKERS

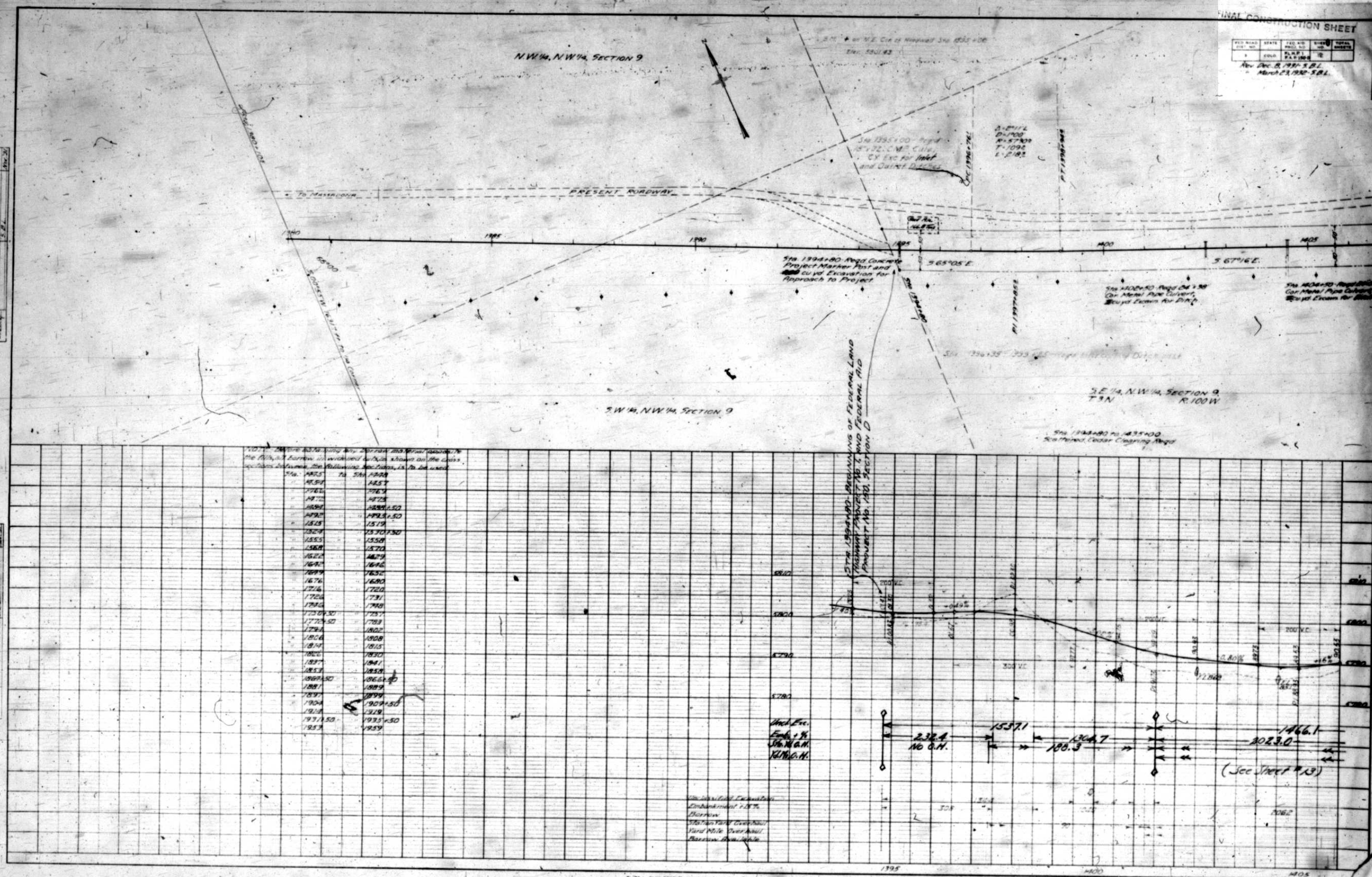
Totals	68	14
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NO	ITEM	UNIT	FAP 190-D	FLHP NSI	TOTAL QUANT
99	Road Mix Oil Processed Surfacing	Sq Yds	13,000	97,950	131,150
100	Grading and Grading Pavers		42,000	124,000	166,000
MATERIALS TO BE FURNISHED AND WORK TO BE DONE BY STATE FORCE					
31x	65% - 75% Asphaltic Road Oil	Gal	58,000	172,000	230,000

No.	Item	Unit	Federal Aid Project - 150-D			Federal Land Highway Project			Total Quantities	Amount Available
			Roadway	Bridge - 5th 1620ARS-1620VRS	Bridge - 5th 1620TH-1620VRS	RA-B 150-D 1620G	Roadway - 1620H-1620V 1620G			
10a	Clearings Grubbing the Entire Project	Lump Sum	(Item 10a)							
10b	Unclassified Excavation	Cu Yd	67,500	1,500		68,000	187,000 G	254,000	254,000	254,000
10c	Dry Rock Excavation (Structural)		250			250	8,500 G	8,750	300	300
10d	Common		650	35		785	1,900 G	2,685	165	165
10e	Well Rock				100	100	250 G	350	100	100
10f	Common		100			100	650 G	750	100	100
10g	Station Road Overhaul	Sta Yd	206,000			206,000	446,000	652,000	652,000	652,000
10h	Road Mile Overhaul	Yd. Mi.	1,100			1,100	500	600	1,100	1,100
10i	Gravel or Crushed Rock Surfacing	Tons	9,110			9,110	26,900	36,010	36,010	36,010
10j	Untreated Bridge Timber	M-F B.M.		1.5						
10k	Treated			47.9						
10l	Repaired Flank Wearing Surface	Sq. Ft.		6,700						
10m	Class V Concrete	Cu Yd	378			378	592	970	970	970
10n	"		29			29	592	621	621	621
10o	Reinforcing Steel	Lbs.	18,000			18,000	118	18,118	18,118	18,118
10p	Structural				36,200	36,200	106,800	143,000	143,000	143,000
10q	Corrugated Metal Culvert Pipe	Lbs. Ft.	100			100	101,700	101,800	101,800	101,800
10r	"		336			336	1,598	1,934	1,934	1,934
10s	"		360			360	400	760	760	760
10t	"		34			34	614	648	648	648
10u	Treated Timber Piling			1,500				1,500	1,500	1,500
10v	Metal Pile Shoes	Each		43				43	43	43
10w	Treated Sheet Piling	Lbs. Ft.			4,200			4,200	4,200	4,200
10x	Wire Cable Guard Fence		1,060	200		1,260		1,460	1,460	1,460
10y	Aluminum Markers	Each								
10z	Right of Way Markers	Each								
10aa	Sheet Copper	Lbs.								
10ab	Drain Pipe	Each			341		341	341	341	341
10ac	Drain Pipe and Flange	Lbs. Ft.			4		4	4	4	4
10ad	Reinforcing Jct. 33x	Lbs. Ft.			8		8	8	8	8
10ae	Selected Gravel Footing Cushion	Cu Yd			30		30	30	30	30
10af	Untreated Timber Piling	Lbs. Ft.			1620		1620	1620	1620	1620
10ag	Repaired Gravel Paving	Sq. Yd.			321		321	321	321	321

Station	Description	Excavation		Structural Excavation		Concrete		Reinforcing Steel	Corrugated Metal Culvert Pipe				Miscellaneous
		Cu Yds	Emb	Cu Yds	Emb	Cu Yds	Emb		12	14	16	18	
1304+80	Proj. Marker, Road Approach	200											1 Project Marker
1305+50	Cross Culvert, Ditch	5		10		1.7							
1306+50	" " " "	5		10		1.7							
1307+51	" " " "	10		10		3.0							
1308+00	" " " "	5		5		1.7							
1309+50	" " " "	5		5		1.7							
1310+00	" " " "	10		10		1.7							
1311+00	" " " "	10		10		1.7							
1312+00	" " " "	5		5		3.0							
1313+00	" " " "	5		5		1.7							
1314+00	" " " "	10		10		1.7							
1315+00	" " " "	5		5		1.7							
1316+00	" " " "	10		10		1.7							
1317+00	" " " "	5		5		3.0							
1318+00	" " " "	5		5		1.7							
1319+00	" " " "	10		10		1.7							
1320+00	" " " "	5		5		3.0							
1321+00	" " " "	5		5		1.7							
1322+00	" " " "	10		10		1.7							
1323+00	" " " "	5		5		1.7							
1324+00	" " " "	10		10		1.7							
1325+00	" " " "	5		5		3.0							
1326+00	" " " "	5		5		1.7							
1327+00	" " " "	10		10		1.7							
1328+00	" " " "	5		5		3.0							
1329+00	" " " "	5		5		1.7							
1330+00	" " " "	10		10		1.7							
1331+00	" " " "	5		5		3.0							
1332+00	" " " "	5		5		1.7							
1333+00	" " " "	10		10		1.7							
1334+00	" " " "	5		5		3.0							
1335+00	" " " "	5		5		1.7							
1336+00	" " " "	10		10		1.7							
1337+00	" " " "	5		5		3.0							
1338+00	" " " "	5		5		1.7							
1339+00	" " " "	10		10		1.7							
1340+00	" " " "	5		5		3.0							
1341+00	" " " "	5		5		1.7							
1342+00	" " " "	10		10		1.7							
1343+00	" " " "	5		5		3.0							
1344+00													

PROFILE	SURROUND PLOTTER	BY	DATE
NITE BOOK ONCE CHECKED B H NOTED NO. 202			APR 27
STRUCTURE NO. 86 NS CRAB			

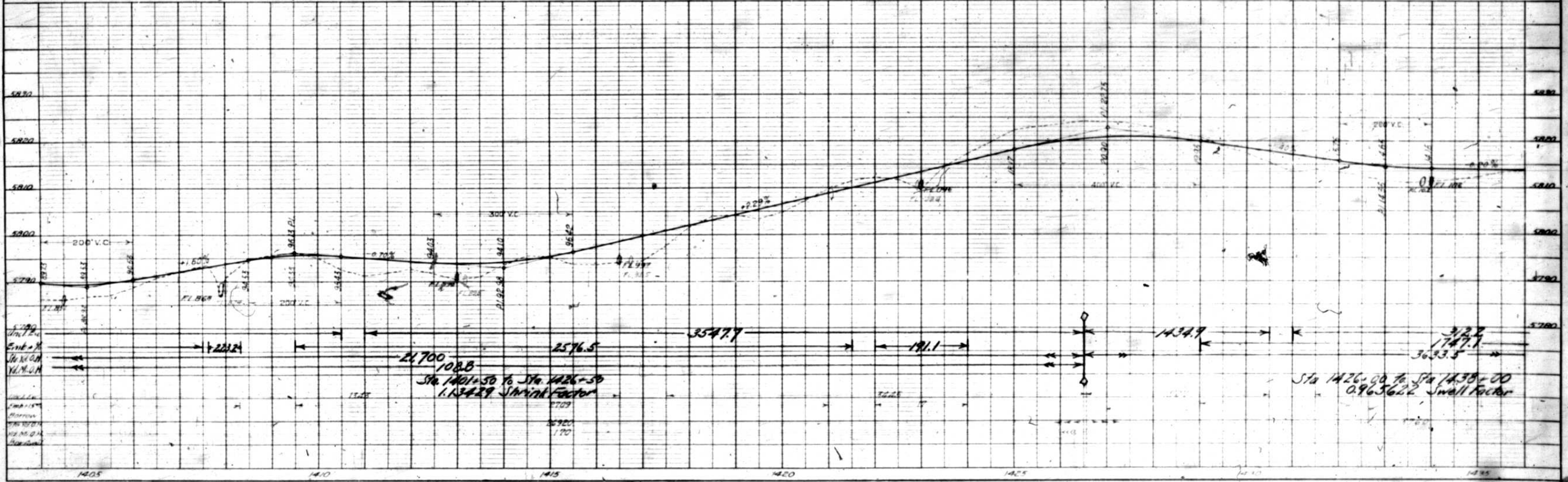
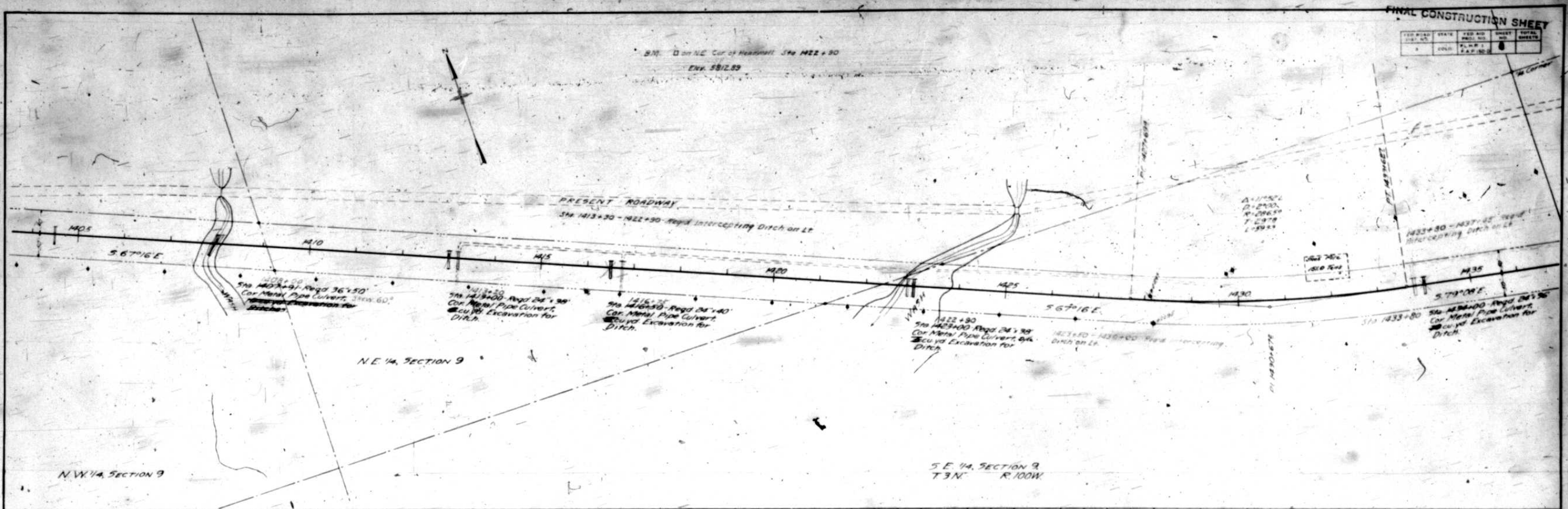


FINAL CONSTRUCTION SHEET

FILE NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
100	IND.	100	10	10

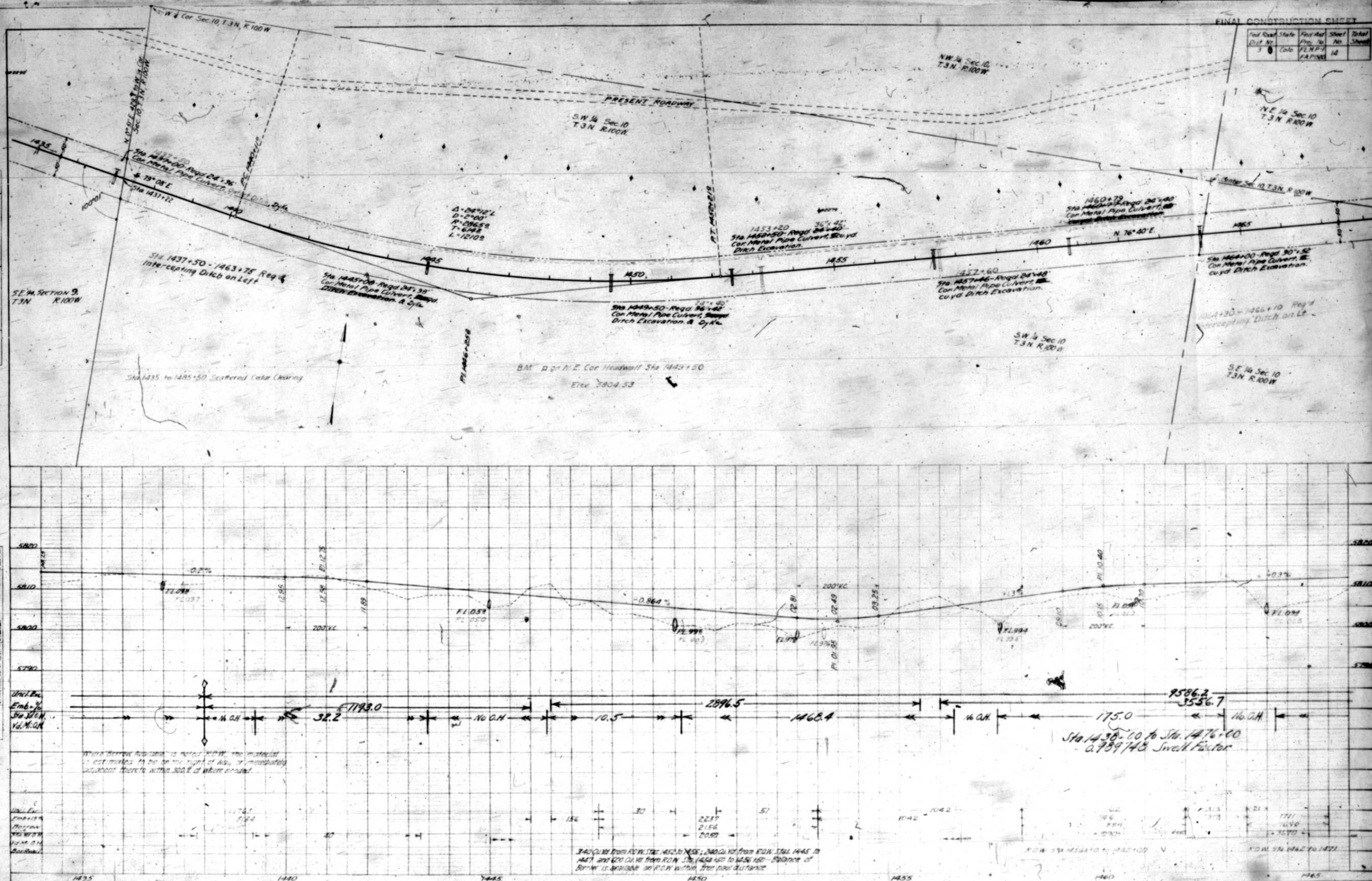
PLAN	DATE	BY	CHKD.
100	10/1/50	100	100

PROFILE	DATE	BY	CHKD.
100	10/1/50	100	100



PLAN	SUBMITTED	BY	DATE
NOTE BOOK NO. 3002	ALIGNED CHECKED BY OF WAY CHECKED		Mar. 29

DATE	BY	DATE
10/10/10	10/10/10	10/10/10



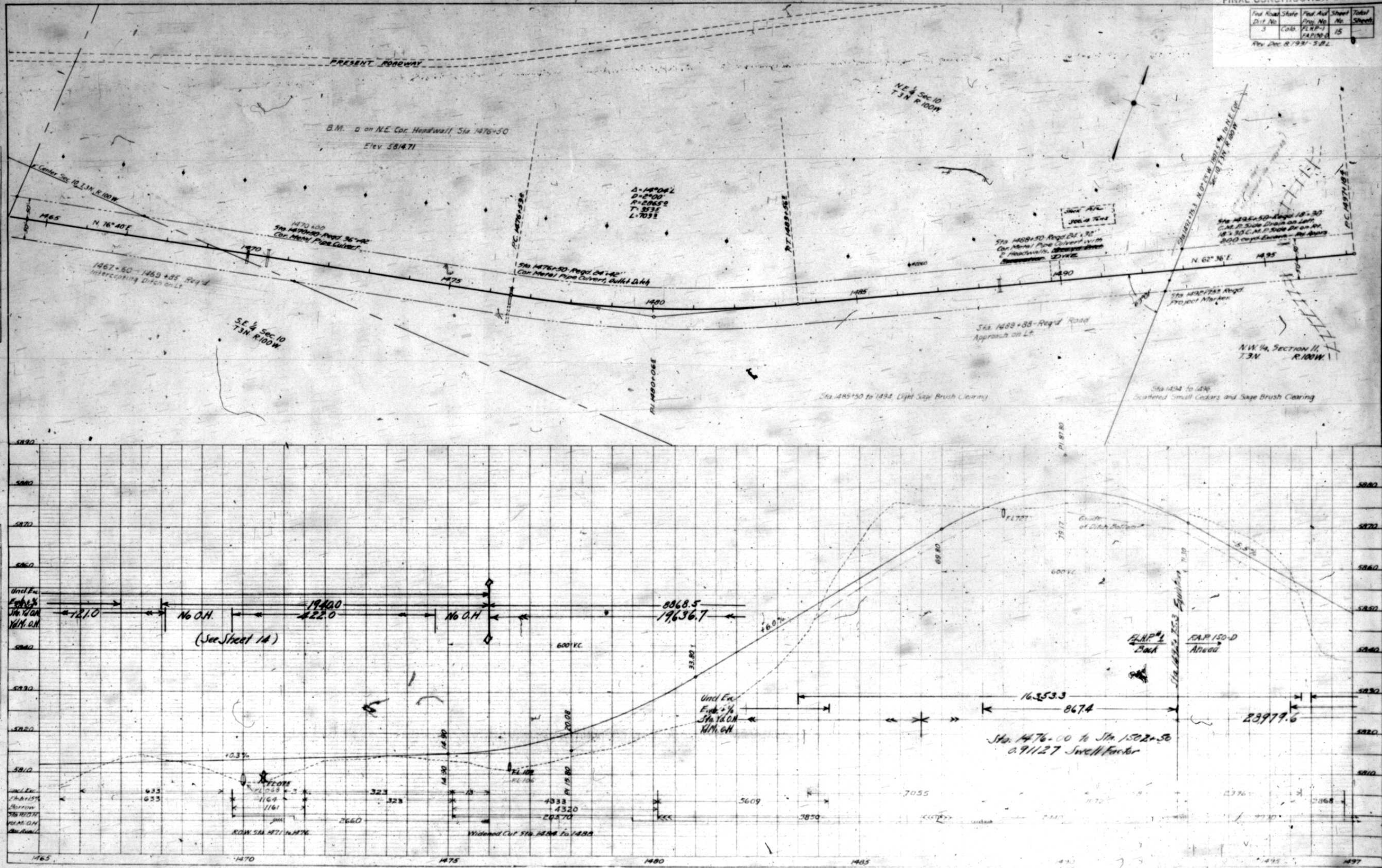
FINAL CONSTRUCTION SHEET

Dist. No.	Sheet No.	Sheet No.	Sheet No.
3	COB.	14750	15

Rev. Dec. 8/19/11-3.82

PLAN	DATE
REVISIONS	
NOTES	
NO. 5.892	

PROFILE	DATE
REVISIONS	
NOTES	
NO. 5.892	

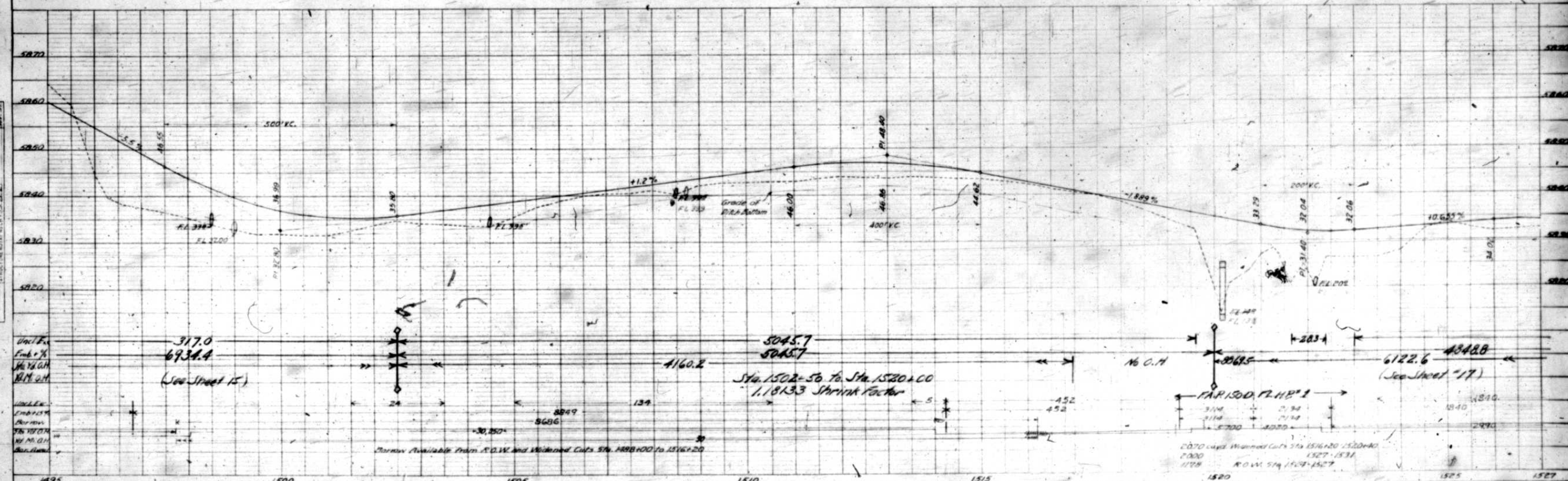
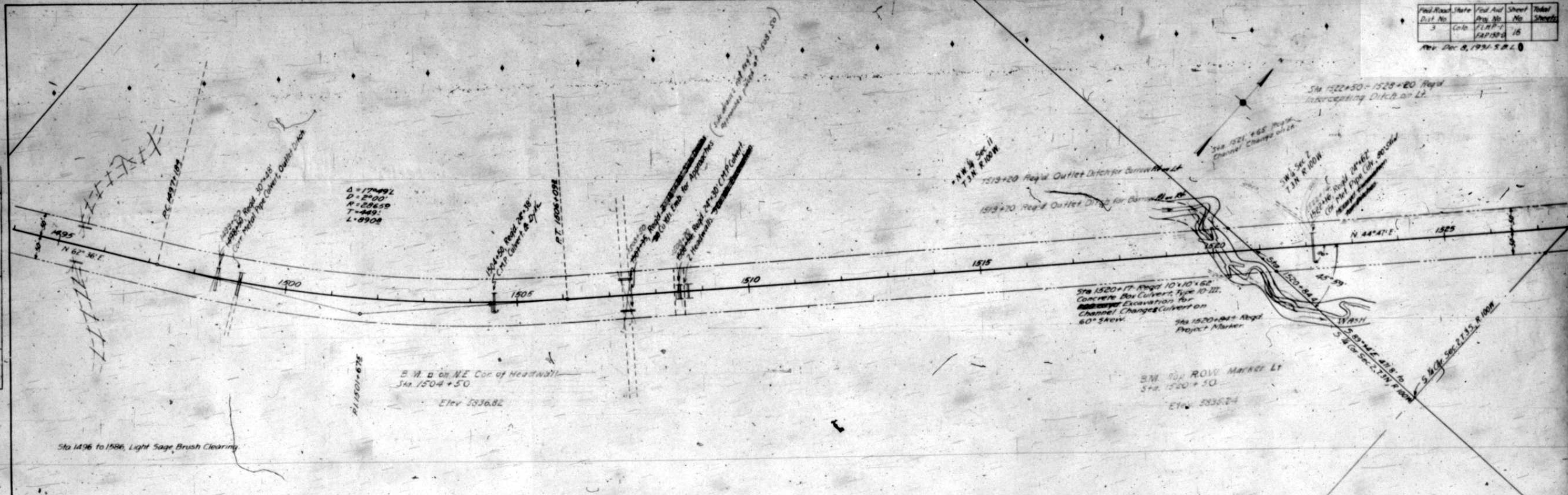


Proj. No.	Sheet No.	Sheet Title	Scale
100	15	1500'	1" = 100'

Rev. Dec. 8, 1931 S.B.L.

PLAN	DATE
DESIGNED	1931
PLOTTED	1931
CHECKED	1931
BY	1931

PROFILE	DATE
DESIGNED	1931
PLOTTED	1931
CHECKED	1931
BY	1931

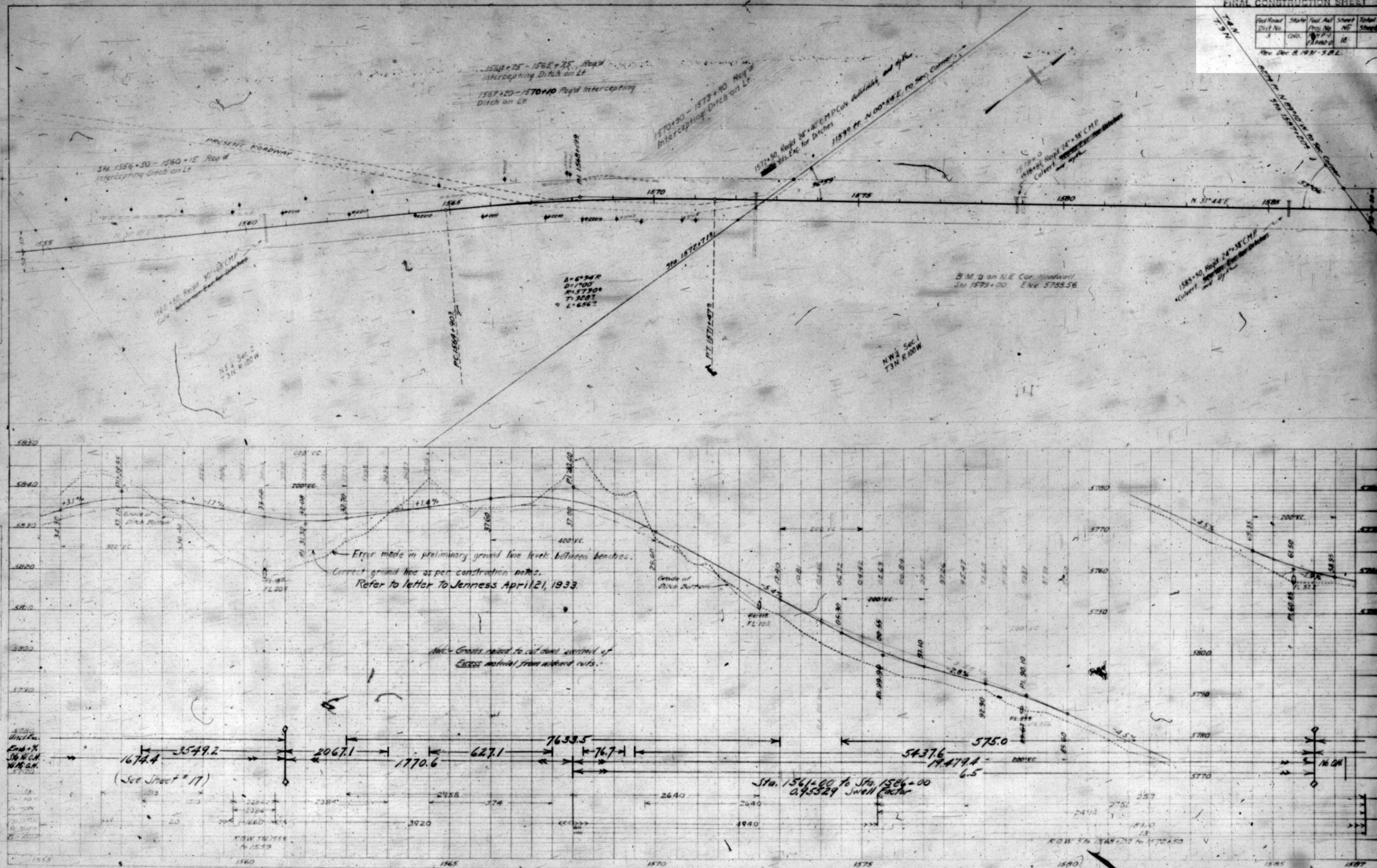


Rev. Dec. 8, 1981 - S.B. 4



DATE: 11/11/2011 11:11 AM

PROFILE	LEAD —	BT	(DATE)
WRITE BOOK	PLOTED —		
	CASE NO.		
	M. NO.		

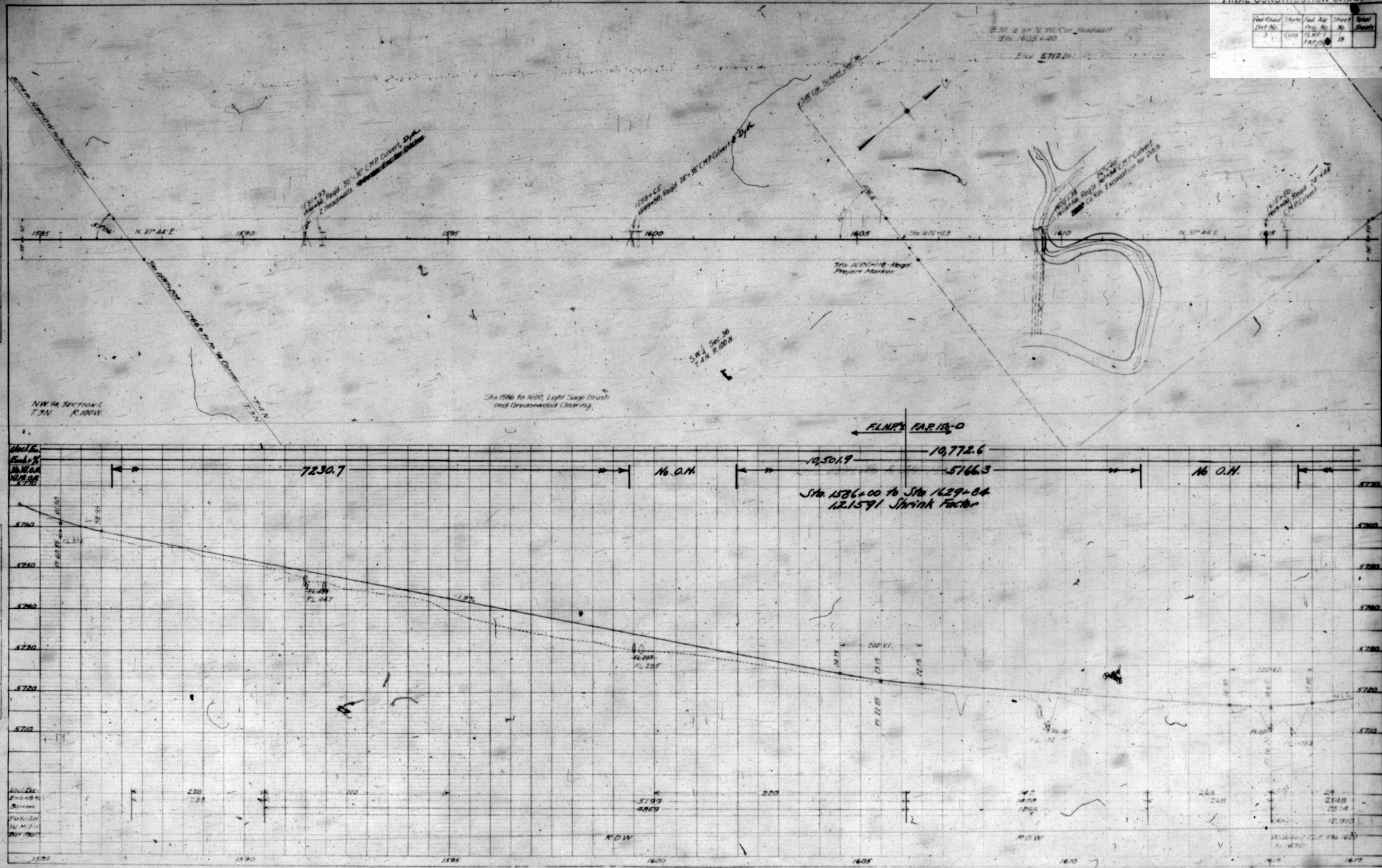


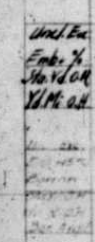
FINAL CONSTRUCTION SHEET

Sheet No.	Sheet	Sheet	Sheet	Sheet
1	2	3	4	5
1	2	3	4	5

PLAN	DATE	BY	CHKD
NOTED	10/20/00	W. J. L.	W. J. L.
NOTED	10/20/00	W. J. L.	W. J. L.
NOTED	10/20/00	W. J. L.	W. J. L.

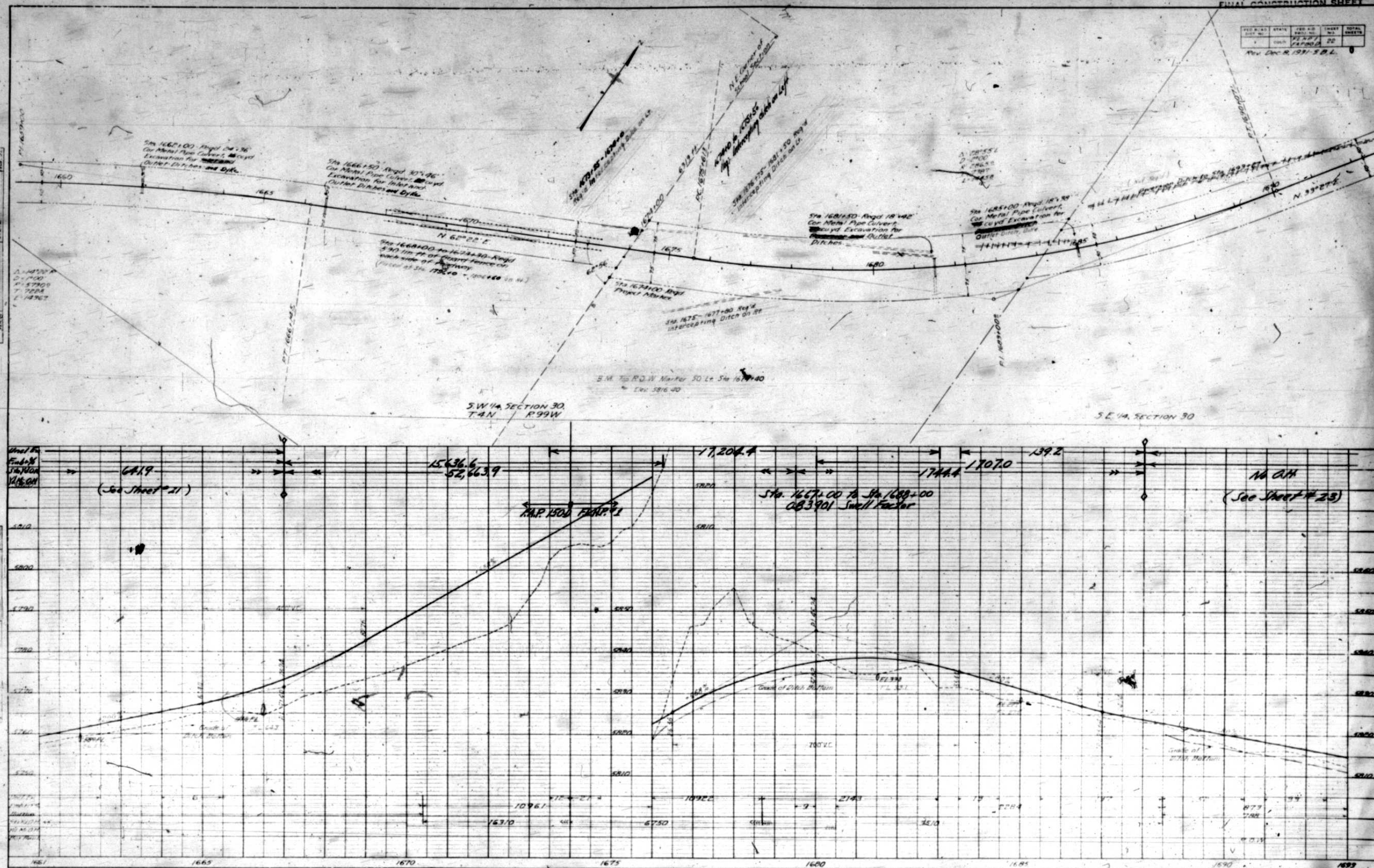
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NOTED	10/20/00	W. J. L.	W. J. L.
NOTED	10/20/00	W. J. L.	W. J. L.
NOTED	10/20/00	W. J. L.	W. J. L.

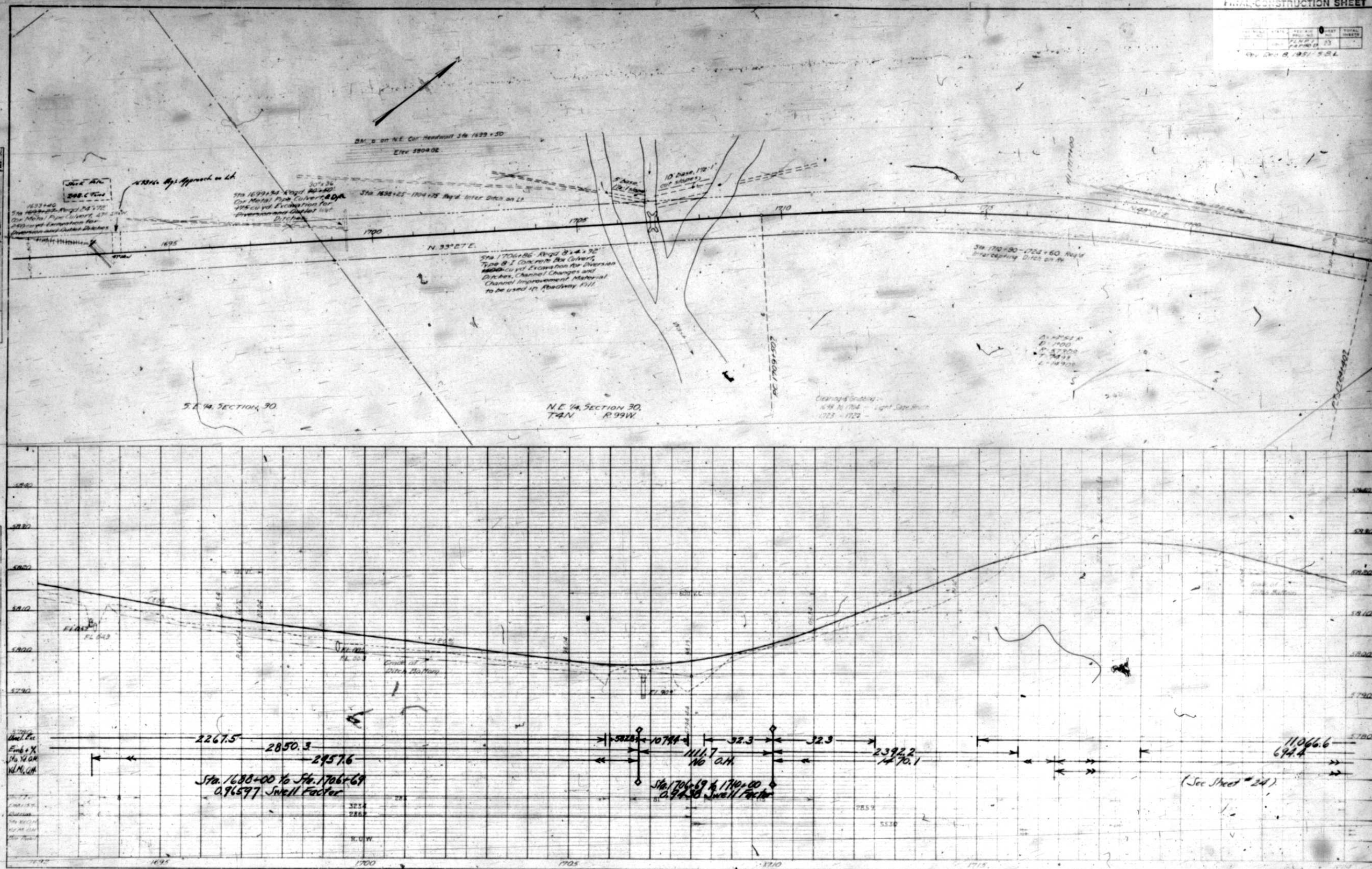




Sta. 1648-65 to 1667+00
087597 Small Factor

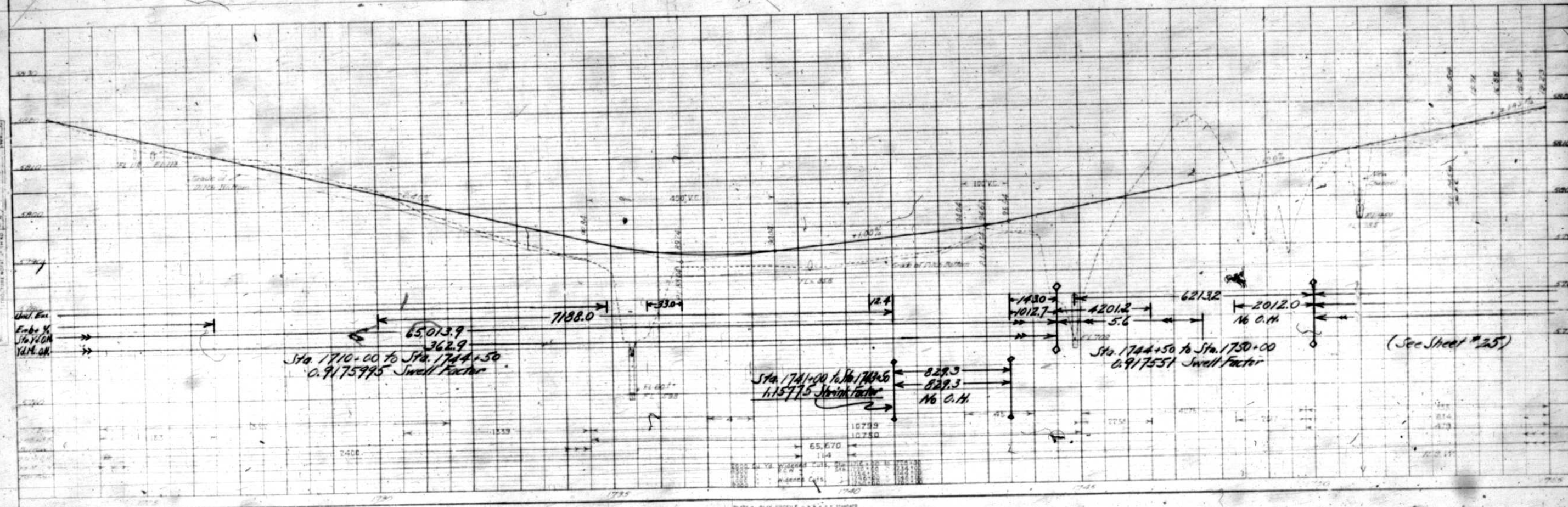
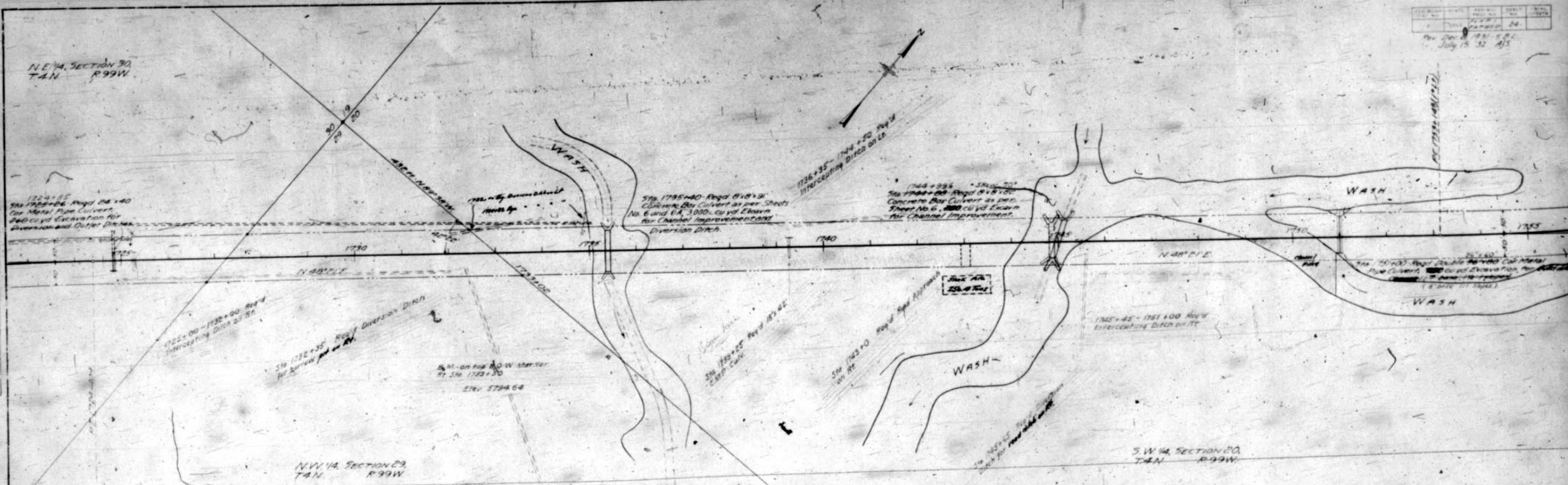
3500 cu yd Widened Cuts Sta 1676 to 1680 +50
+276 R.O.W. Sta 1652 to 1667





PLAN	SPRING PORTLAND MOVEMENT CONTROL RT. OF WET CEMENT	BY	DATE
NOTE: BOX NO. 10000			5. 28. 20

PROFILE	1. DRYED 2. FLOTTED 3. SOFTENED 4. MOUNTED	BY	DATE
---------	---	----	------



NO.	DATE	BY	CHKD.	REVISION
1				

NO.	DATE	BY	CHKD.	REVISION
1				

NO.	DATE	BY	CHKD.	REVISION
1				

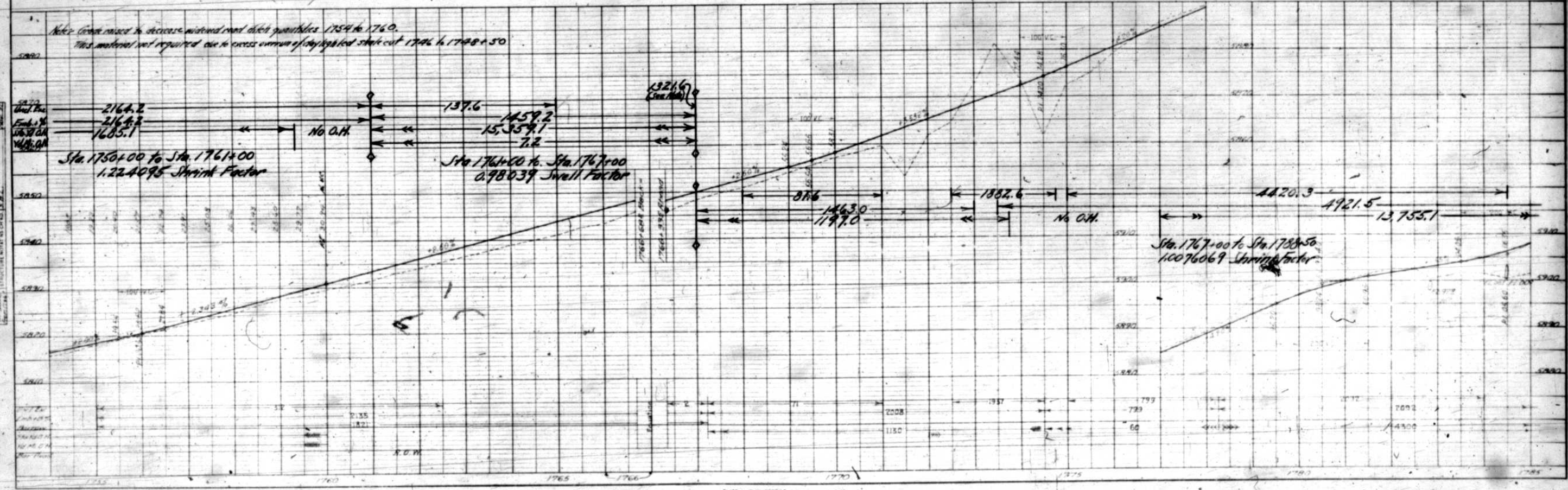
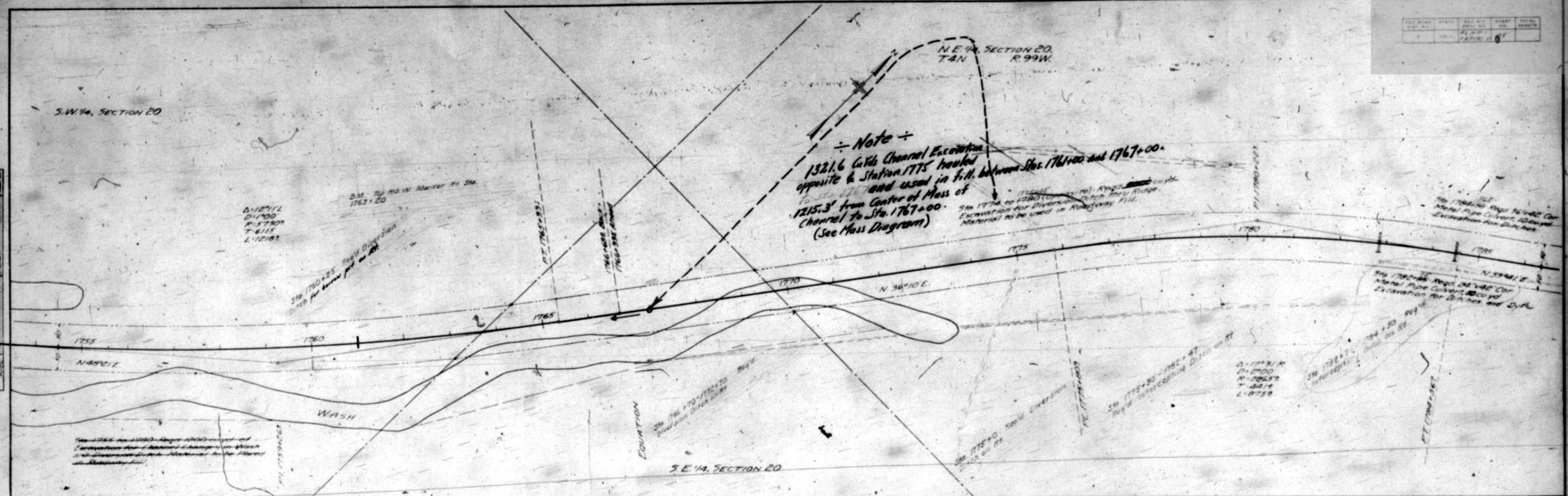


PLATE 1 - PLAN-PROFILE

NO.	DATE	BY	REVISION
1	10-1-50	J. H. L.	Original
2	10-1-50	J. H. L.	Revised

S.E. 1/4, SECTION 17,
T.4N. R.99W

B.M. 12 on N.W. Cor. Highway Left Side
1824.00 Elev. 3275.83

N.W. 1/4, SECTION 16.

+ Note +
Sta. 1036.16 - 525.2 cu. yd. Excavation
not required in fill. Hauled 540' -
from Center of Mass of Excavation To
Center of Mass of Waste.
1260.5 Sta. Yds. Overhaul.
(See Book "B", FLHP, Page 32)

S.W. 1/4, SECTION 16,
T.4N. R.99W

FLHP-1 RAP 150-0

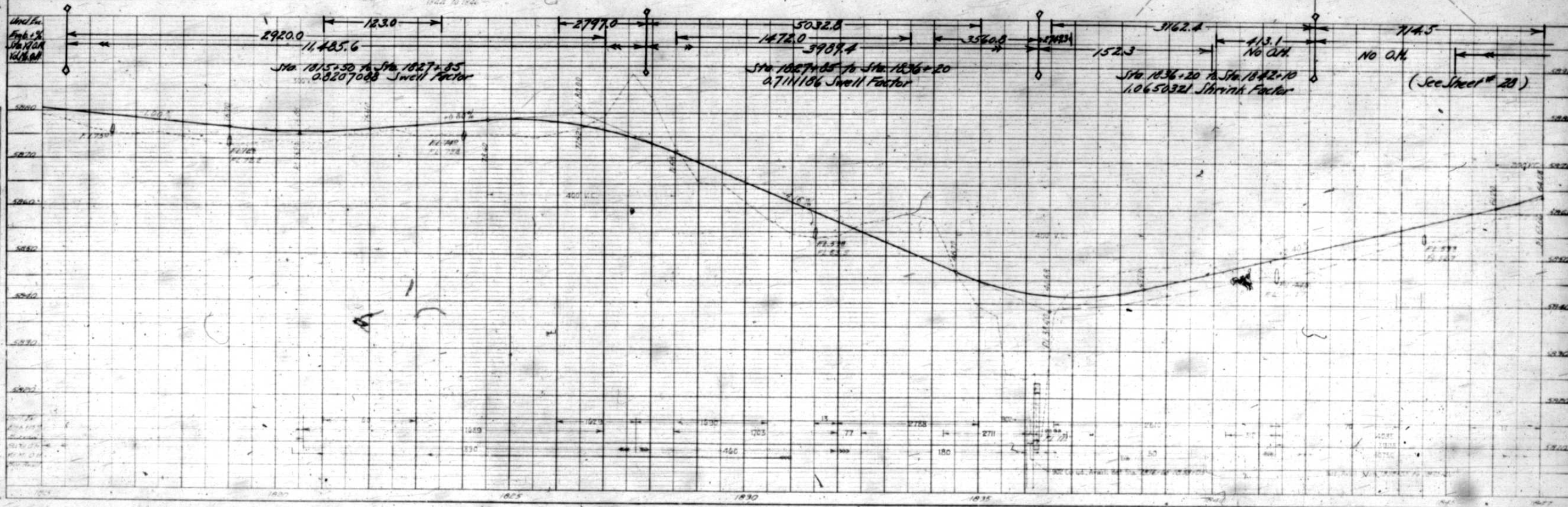


PLATE 1 - PLAN PROFILE OF ROAD STANDARD

Exp 5845.03

754 SKEW
Sta 1062+34 - Road 8' x 8' x 86" Concrete
Box Culvert as per Sheet No. 6.
~~2000~~ cu yd. of Excavation required
for Diversion Ditch and Channel
Changes. Material to be used to
fill up abandoned channels between
diversion points and roadway fill.

60° skew
Sta 186+00 Right Bx 8x78
Concrete Box Culvert as per
Sheet No. 15 ~~with 12' length~~
~~channel~~ Channel/Chopped

208 1977-80 - Dept. of Health
and Mental Hygiene
and State.

Sta 1867 + 88 Req'd Diversion Ditch for borrow pit
on RR

5th 853-50 - 1860-50 Prov
infantry Division

Handwritten: 63700-00000 by [illegible]

Sta 55+10 - 100% Overrun
due to barrier on R.R.

NE 9, SECTION 16

PLAN	REVISED	BY	DATE
NOTE BOOK	ALUMINUM CHECKED		
NO JOURNAL	BY OF WASH DC		5-22-64

DATE	17 APR 74
BY	7
APPROVED PRINTED	
STATUS	CHANGED
BY	W. WATSON
DATE	13 MAR 1974
FILE NO.	74-1000
PROFILE	

1848+70
Sta 1848+50 - Road 30' x 54' Cor
Metal Pipe Culvert, 200-cu yds
Excavation for Diversion and
Outlet Ditch

11.55° 17' E

Sta. 1842+10 to 1867+11
0.92203 Swell Factor

Sta. 1867+11 to Sta. 1894+00
1.0565789 Shrink Factor

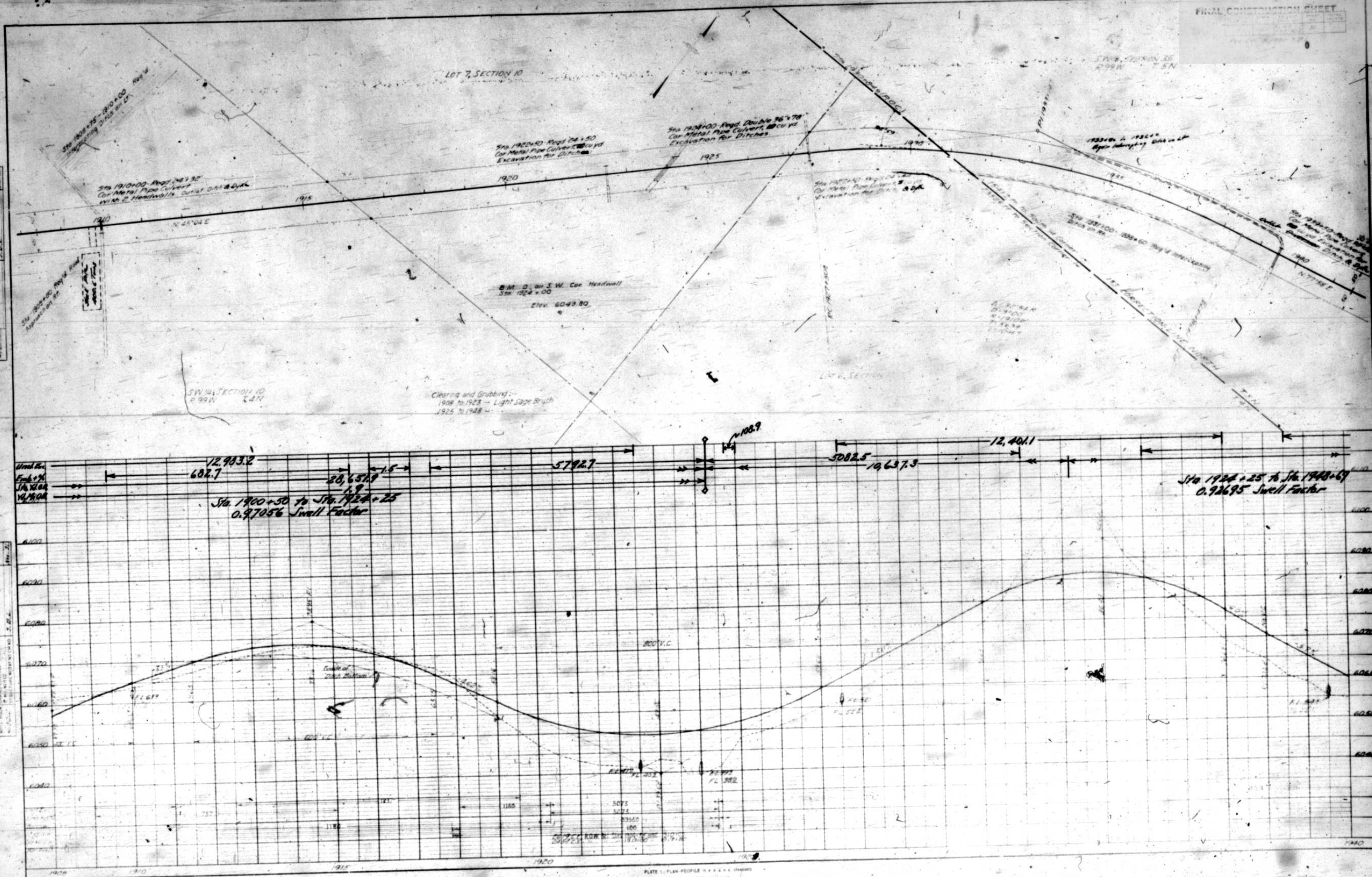
1521.6
1521.6
145.0 »
Sta 1869+00 to Sta 1874+50
1.0942826 Shrink Factor

7281 Cu 10. from W. 10000 Cu 10.
274.7852 75.78601 35 and
1450 Cu 10. 1000. 301. 2864+40 and

PLATE 1 - PLATE PROFILE 12 x 12 x 1/2 STANDARD

PLAN	SUBJECT	BY	DATE
ROOF ROOM	PORTALS		
ADJACENT CHURCH			
BY OF WAS CHECKED			

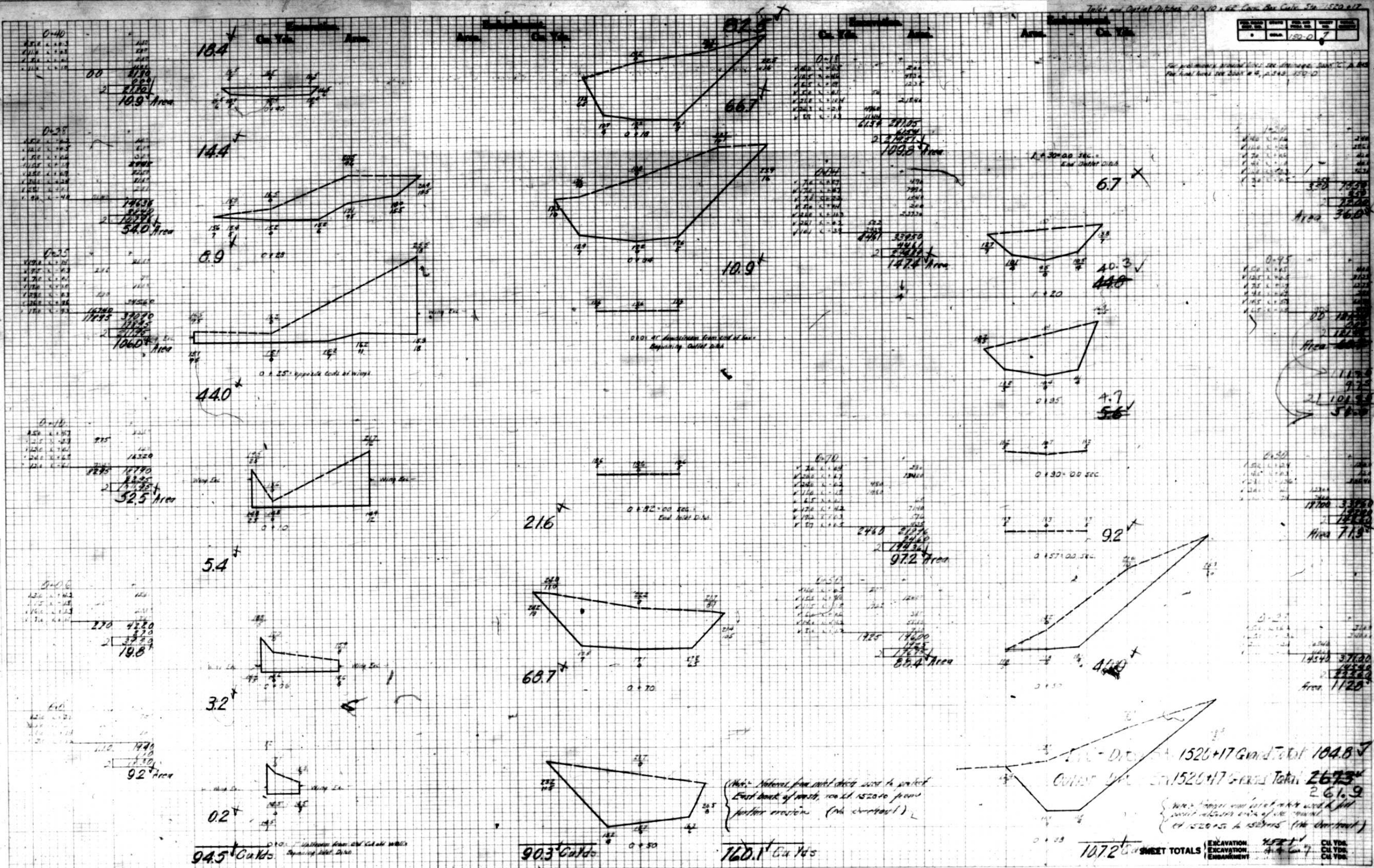
PROFILE	SWITCHED	NO	CALL
NOT BOOK	NOT SWITCHED		



$\Delta = 17^{\circ}12'$
 $D = 2^{\circ}00'$
 $R = 2865'$
 $T = 439'$
 $L = 860'$



PROFILE	DATE	BY	DATE
SCHEDULE PLOTTED GRADES CHECKED IN M.I. NOTED IN P.M.			

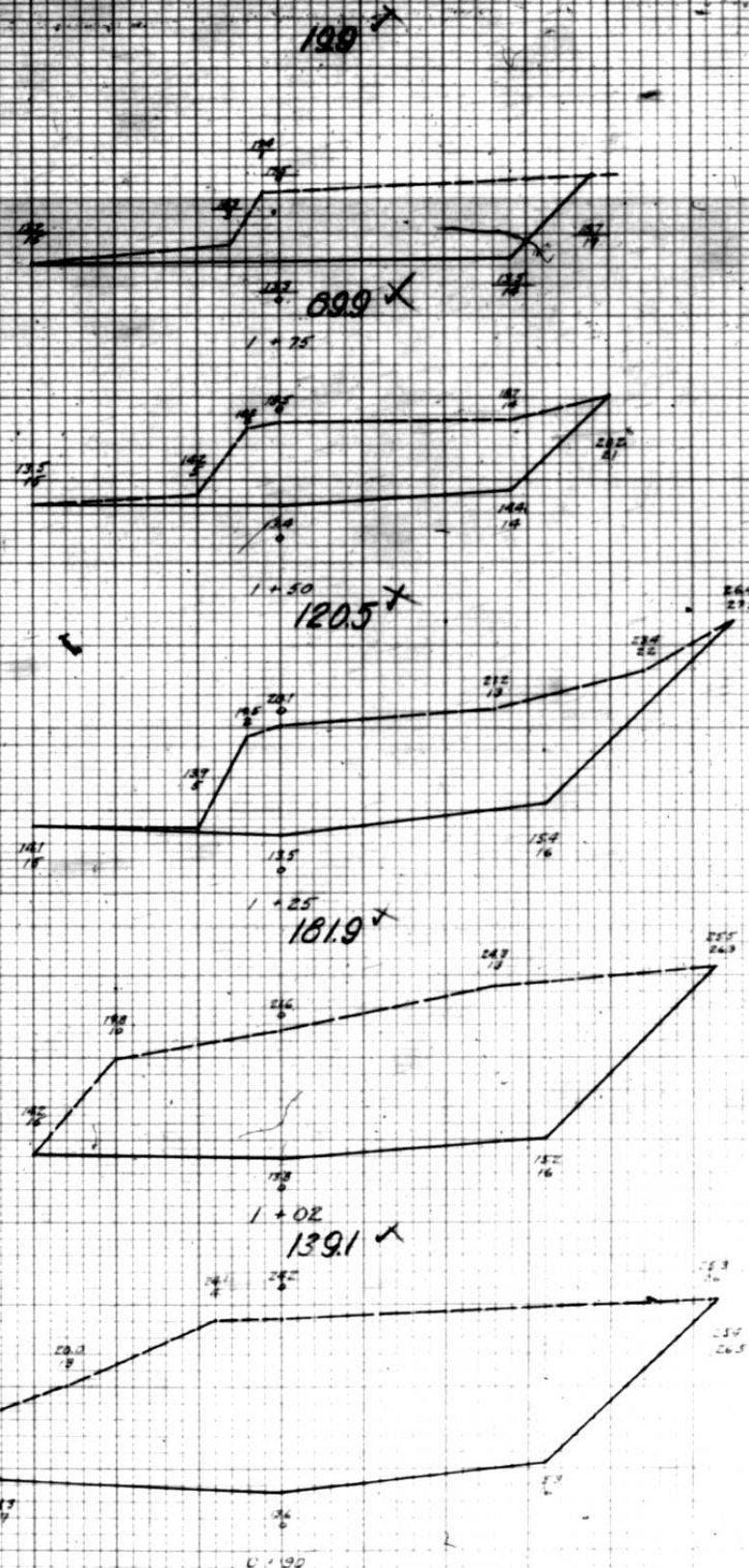
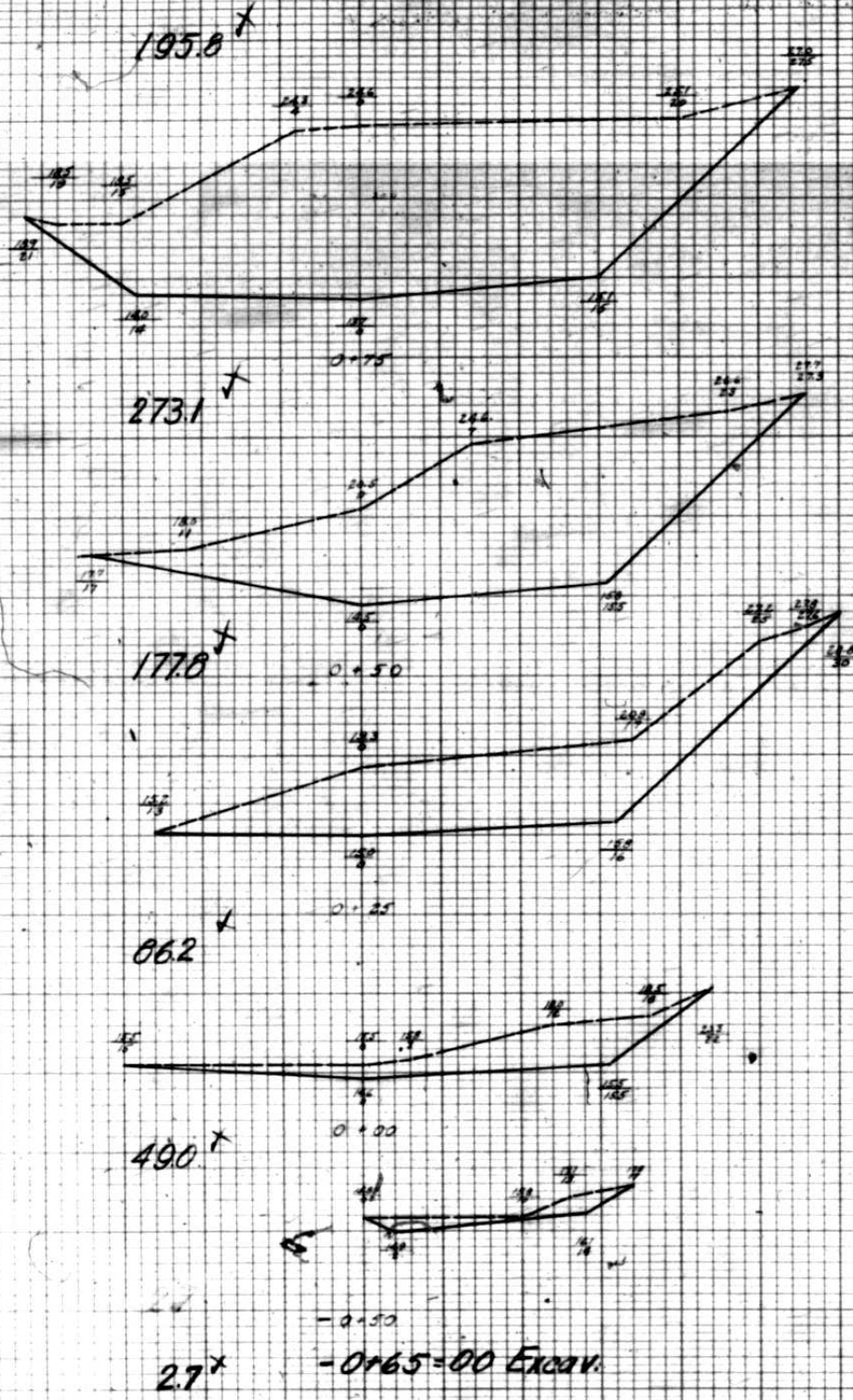


Station	Excavation	Embankment	Notes
1630+00	1.00	0.00	
1630+10	1.00	0.00	
1630+20	1.00	0.00	
1630+30	1.00	0.00	



DATE: _____
BY: _____
CHECKED: _____
FINAL SURVEY PLANS
NOTE BOOK NO. _____
SHEET NO. _____

1630+00	1.00	0.00	
1630+10	1.00	0.00	
1630+20	1.00	0.00	
1630+30	1.00	0.00	
1630+40	1.00	0.00	
1630+50	1.00	0.00	
1630+60	1.00	0.00	
1630+70	1.00	0.00	
1630+80	1.00	0.00	
1630+90	1.00	0.00	
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1630+110	1.00	0.00	
1630+120	1.00	0.00	
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1630+160	1.00	0.00	
1630+170	1.00	0.00	
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1630+190	1.00	0.00	
1630+200	1.00	0.00	
1630+210	1.00	0.00	
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1630+270	1.00	0.00	
1630+280	1.00	0.00	
1630+290	1.00	0.00	
1630+300	1.00	0.00	
1630+310	1.00	0.00	
1630+320	1.00	0.00	
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1630+390	1.00	0.00	
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1630+470	1.00	0.00	
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1630+630	1.00	0.00	
1630+640	1.00	0.00	
1630+650	1.00	0.00	
1630+660	1.00	0.00	
1630+670	1.00	0.00	
1630+680	1.00	0.00	
1630+690	1.00	0.00	
1630+700	1.00	0.00	
1630+710	1.00	0.00	
1630+720	1.00	0.00	
1630+730	1.00	0.00	
1630+740	1.00	0.00	
1630+750	1.00	0.00	
1630+760	1.00	0.00	
1630+770	1.00	0.00	
1630+780	1.00	0.00	
1630+790	1.00	0.00	
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1630+810	1.00	0.00	
1630+820	1.00	0.00	
1630+830	1.00	0.00	
1630+840	1.00	0.00	
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1630+860	1.00	0.00	
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1630+980	1.00	0.00	
1630+990	1.00	0.00	
1630+1000	1.00	0.00	



1630+110	1.00	0.00	
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1630+220	1.00	0.00	
1630+230	1.00	0.00	
1630+240	1.00	0.00	
1630+250	1.00	0.00	
1630+260	1.00	0.00	
1630+270	1.00	0.00	
1630+280	1.00	0.00	
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1630+300	1.00	0.00	
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1630+330	1.00	0.00	
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1630+430	1.00	0.00	
1630+440	1.00	0.00	
1630+450	1.00	0.00	
1630+460	1.00	0.00	
1630+470	1.00	0.00	
1630+480	1.00	0.00	
1630+490	1.00	0.00	
1630+500	1.00	0.00	
1630+510	1.00	0.00	
1630+520	1.00	0.00	
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1630+540	1.00	0.00	
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1630+570	1.00	0.00	
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1630+650	1.00	0.00	
1630+660	1.00	0.00	
1630+670	1.00	0.00	
1630+680	1.00	0.00	
1630+690	1.00	0.00	
1630+700	1.00	0.00	
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1630+750	1.00	0.00	
1630+760	1.00	0.00	
1630+770	1.00	0.00	
1630+780	1.00	0.00	
1630+790	1.00	0.00	
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1630+820	1.00	0.00	
1630+830	1.00	0.00	
1630+840	1.00	0.00	
1630+850	1.00	0.00	
1630+860	1.00	0.00	
1630+870	1.00	0.00	
1630+880	1.00	0.00	
1630+890	1.00	0.00	
1630+900	1.00	0.00	
1630+910	1.00	0.00	
1630+920	1.00	0.00	
1630+930	1.00	0.00	
1630+940	1.00	0.00	
1630+950	1.00	0.00	
1630+960	1.00	0.00	
1630+970	1.00	0.00	
1630+980	1.00	0.00	
1630+990	1.00	0.00	
1630+1000	1.00	0.00	

704.6 Cu Yds

551.3 Cu Yds

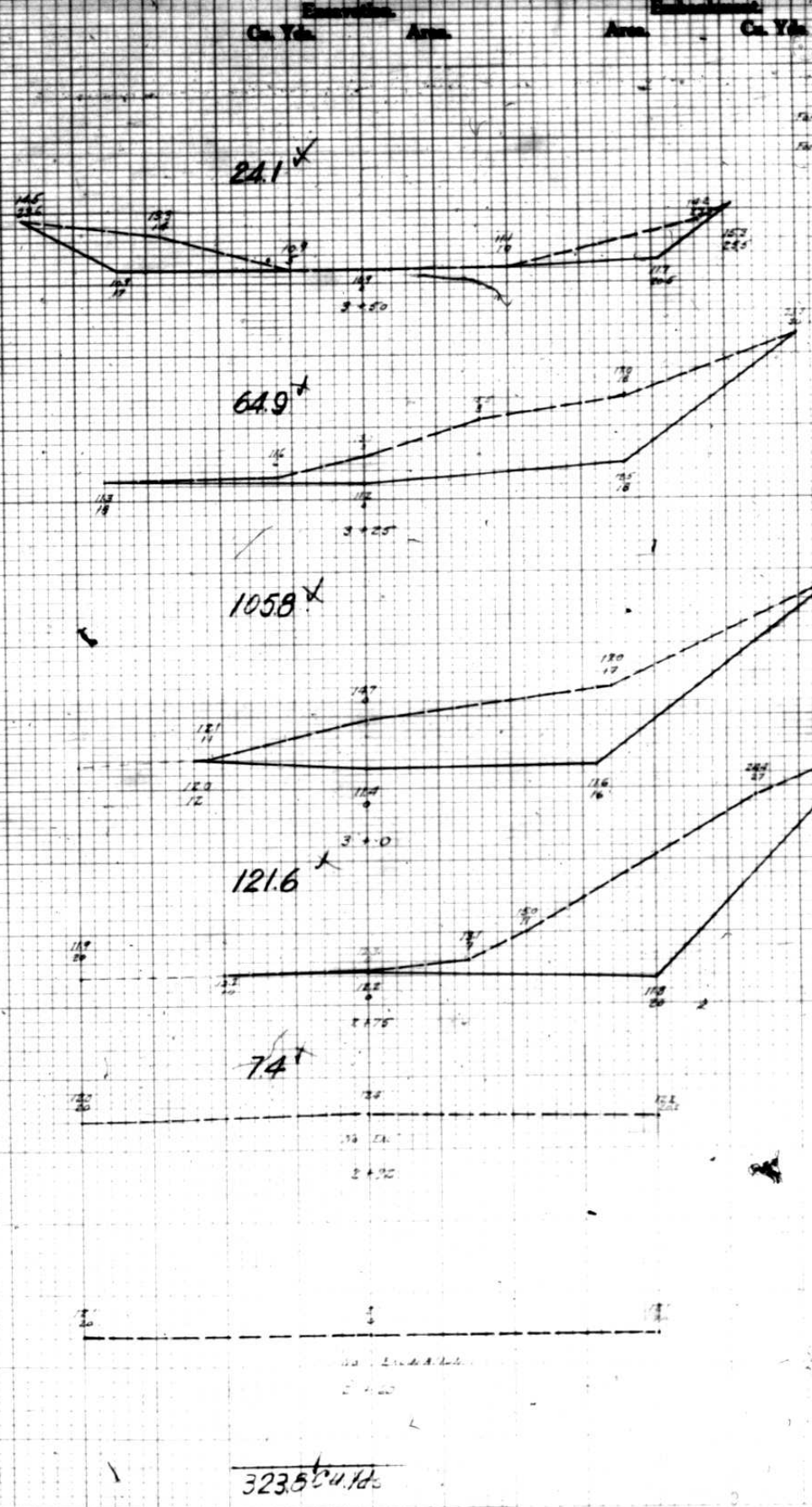
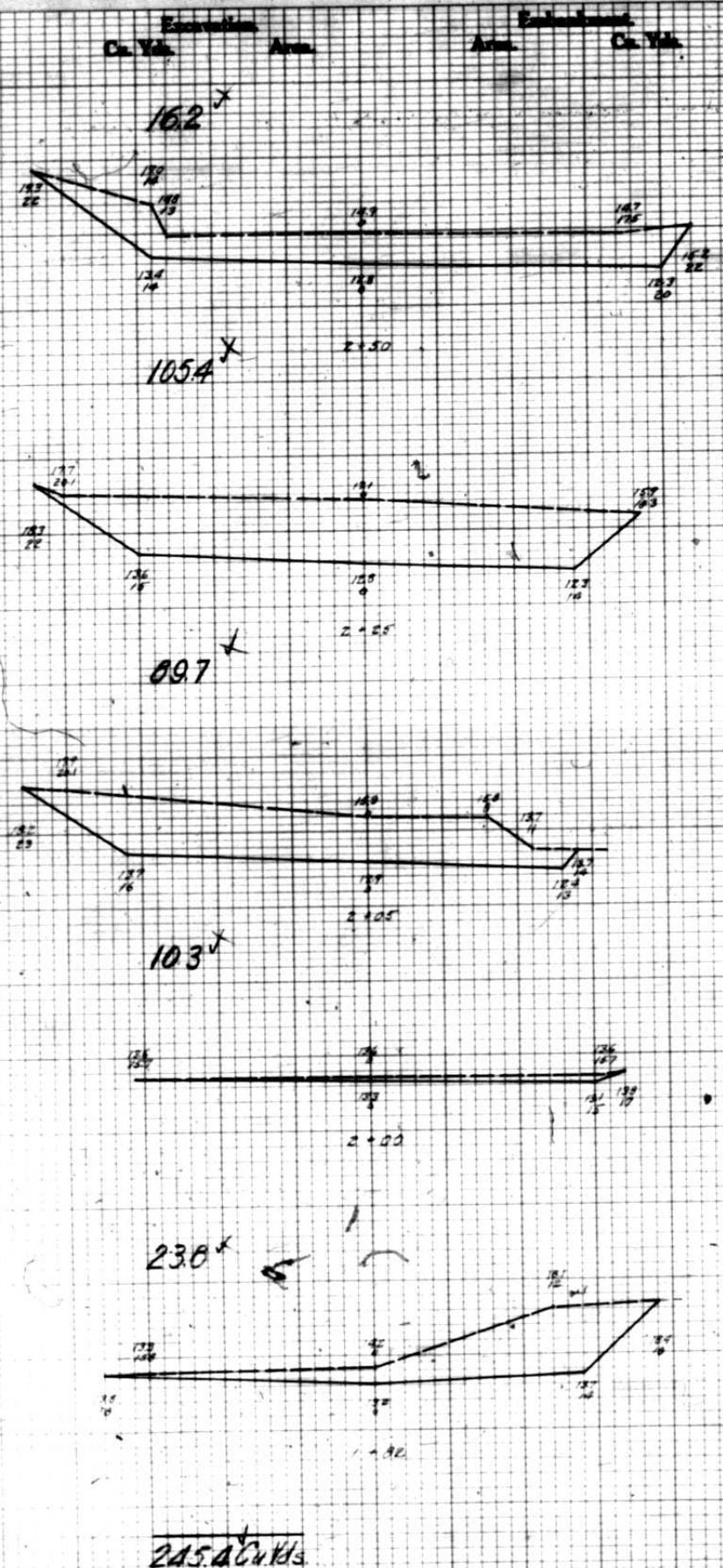
SHEET TOTALS
EXCAVATION
EMBRANKMENT
1935.9 Cu Yds

FOR ROAD	STATE	FOR RAIL	SHOULDER	TOTAL
1	1	1	1	4



FINAL
SURVEY
PLACES
NOTED
NO. 1

DATE
1952

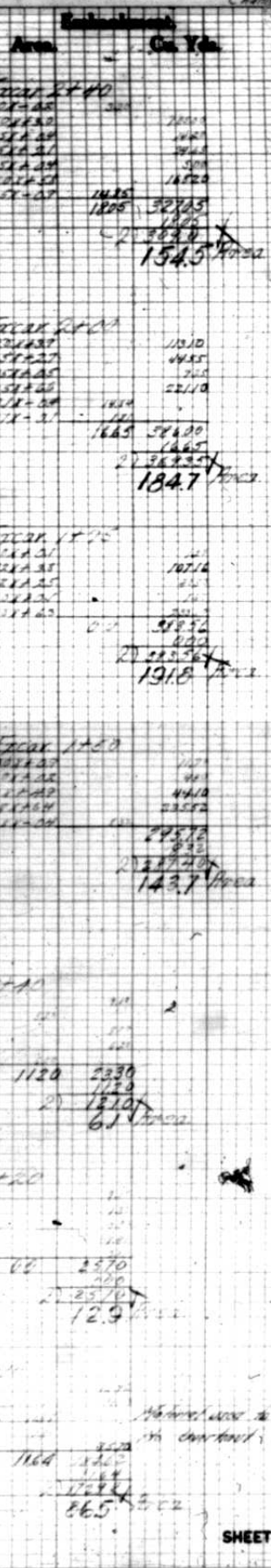
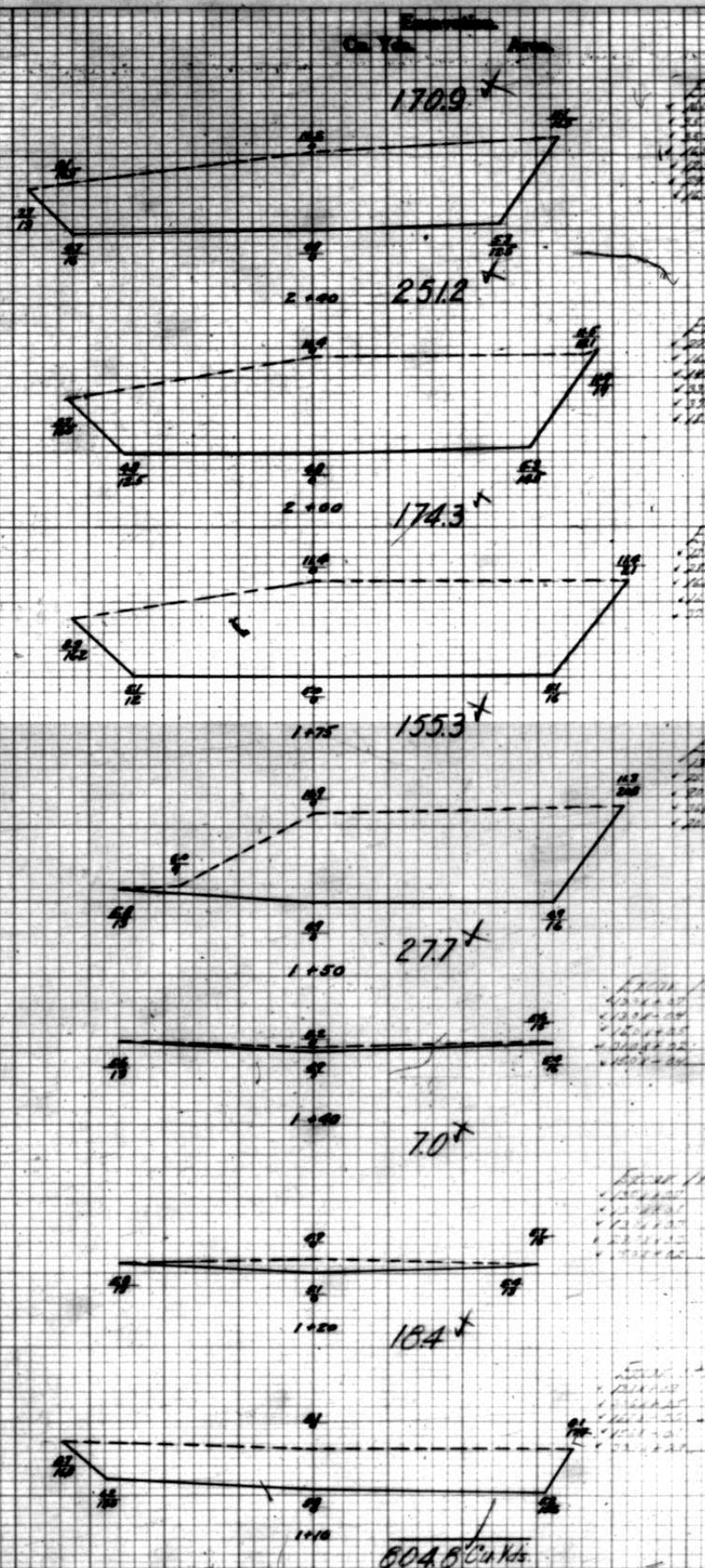


For Excavation, see the structure sheet C-1 and D-1

For Embankment, see the structure sheet C-1 and D-1

162 ^x	162	162	162	162
1054 ^x	1054	1054	1054	1054
897 ^x	897	897	897	897
103 ^x	103	103	103	103
230 ^x	230	230	230	230
241 ^x	241	241	241	241
649 ^x	649	649	649	649
1058 ^x	1058	1058	1058	1058
1216 ^x	1216	1216	1216	1216
74 ^x	74	74	74	74

The preliminary ground water discharge (GWT) is 28.476.
The final GWT is 28.476. The GWT is 28.476.



SHEET TOTALS	EXCAVATION	1303.5	CU. YDS.
	EXCAVATION		CU. YDS.
	EMBANKMENT		CU. YDS.

Channel Improvement - Wolf Creek Bridge Sta. 1647+00

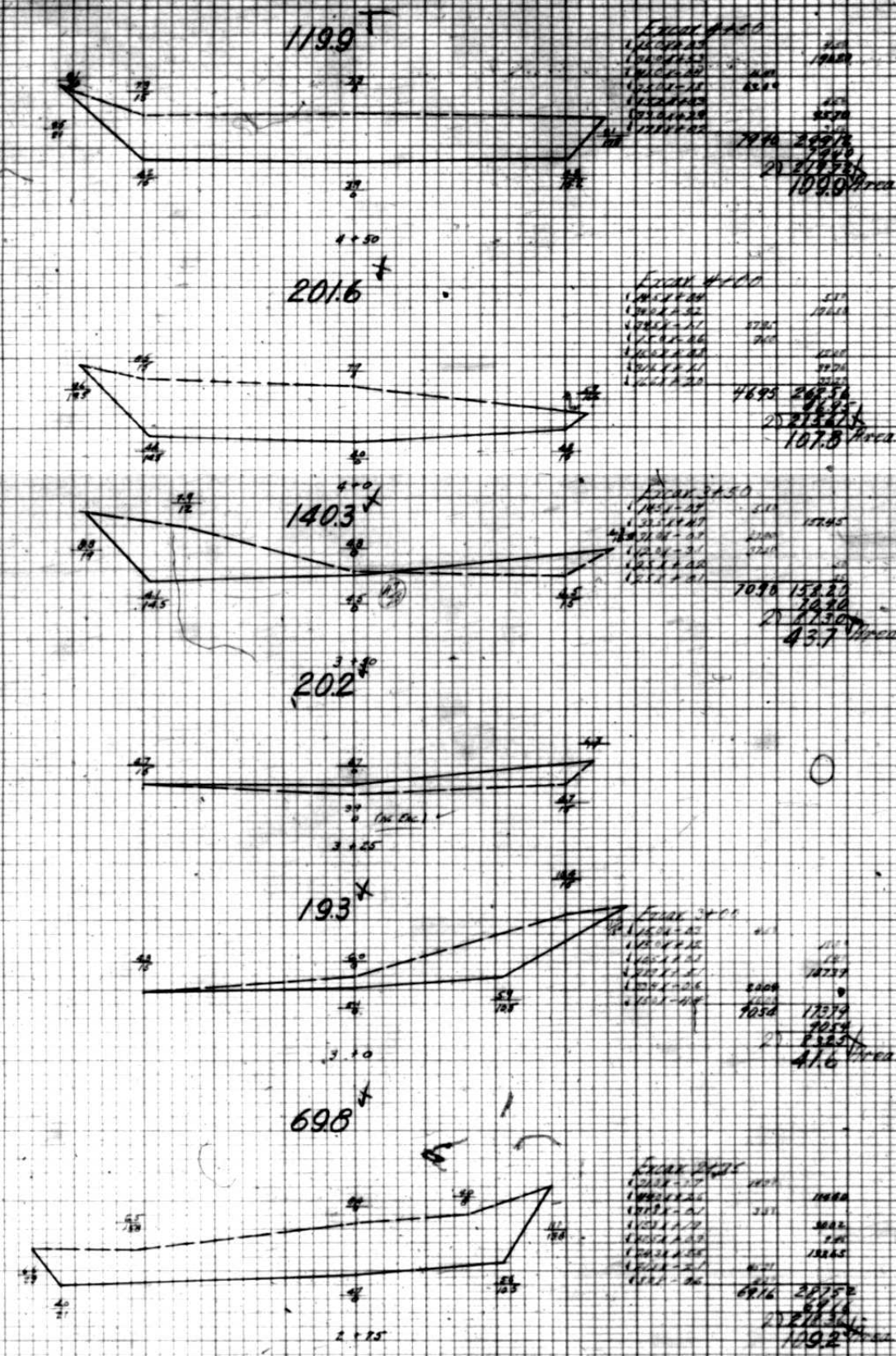
Station	Area	Volume
1647+00	150.0	16

For preliminary ground lines see Appendix B, Sheet 1
For final ground line see Appendix B, Sheet 1



ORIGINAL SURVEY	PLOTTED	AREA CHECKED
DATE		
BY		
NO.		

ORIGINAL SURVEY	PLOTTED	AREA CHECKED
DATE		
BY		
NO.		



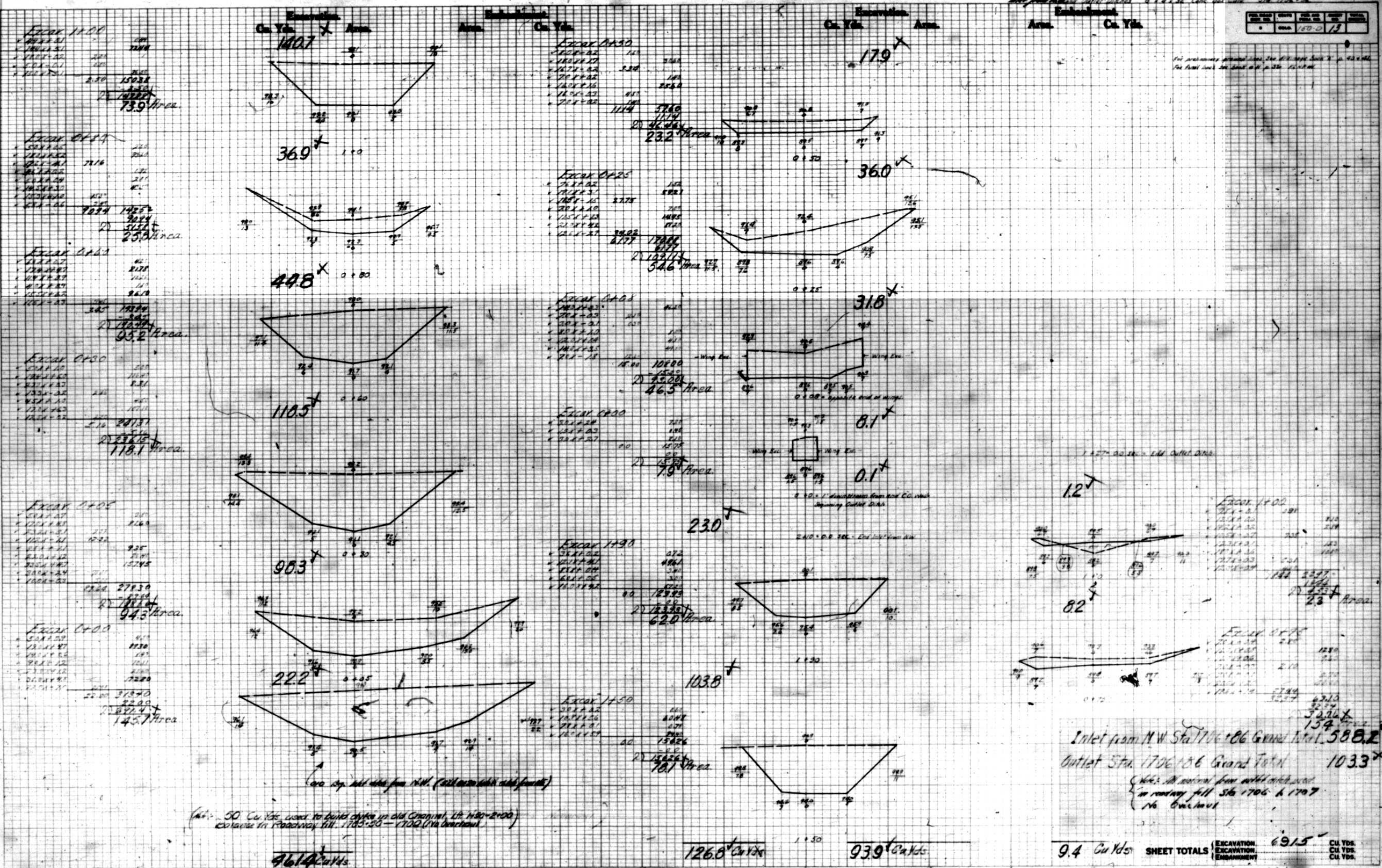
Station	Area	Volume
1647+00	150.0	16

Material used in improvement work shown
No Overhaul

Channel Improvement - Wolf Creek Bridge
Sta. 1647+00 to 1648+00 - Grand Total 1561.9

SHEET TOTALS	EXCAVATION	EMBANKMENT	Cu Yds.	Cu Yds.	Cu Yds.
	571.1				

73' Cuts



Inlet Ditch from N.E. to S.W. Corn Run Cul. Sta 1706+00

NO.	DATE	BY	CHECKED	APPROVED
1				
2				
3				
4				

For preliminary ground lines see Sheet No. 1705+00
For final lines see Sheet No. 1706+00



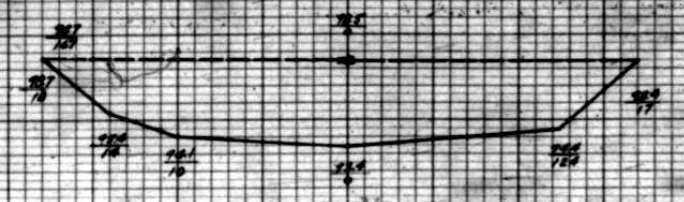
DATE: _____
NO. _____
FINAL SURVEY PLOTTED
NOTE BOOK _____
CHECKED _____

DATE: _____
NO. _____
ORIGINAL SURVEY PLOTTED
NOTE BOOK _____
CHECKED _____

1706

1706	1.1.07	704
1707	1.1.07	704
1708	1.1.07	704
1709	1.1.07	704
1710	1.1.07	704
1711	1.1.07	704
1712	1.1.07	704
1713	1.1.07	704
1714	1.1.07	704
1715	1.1.07	704
1716	1.1.07	704
1717	1.1.07	704
1718	1.1.07	704
1719	1.1.07	704
1720	1.1.07	704

257.0*
136.1 Area



0+55

0+55	1.1.07	704
0+56	1.1.07	704
0+57	1.1.07	704
0+58	1.1.07	704
0+59	1.1.07	704
0+60	1.1.07	704
0+61	1.1.07	704
0+62	1.1.07	704
0+63	1.1.07	704
0+64	1.1.07	704
0+65	1.1.07	704
0+66	1.1.07	704
0+67	1.1.07	704
0+68	1.1.07	704
0+69	1.1.07	704
0+70	1.1.07	704

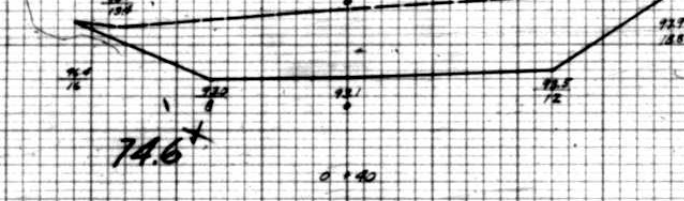
235.0*
145.9 Area



0+40

0+40	1.1.07	704
0+41	1.1.07	704
0+42	1.1.07	704
0+43	1.1.07	704
0+44	1.1.07	704
0+45	1.1.07	704
0+46	1.1.07	704
0+47	1.1.07	704
0+48	1.1.07	704
0+49	1.1.07	704
0+50	1.1.07	704
0+51	1.1.07	704
0+52	1.1.07	704
0+53	1.1.07	704
0+54	1.1.07	704
0+55	1.1.07	704

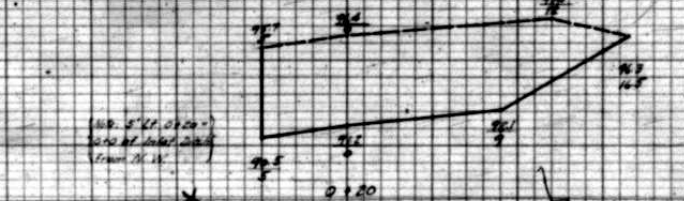
70.6*
108.2 Area



0+30

0+30	1.1.07	704
0+31	1.1.07	704
0+32	1.1.07	704
0+33	1.1.07	704
0+34	1.1.07	704
0+35	1.1.07	704
0+36	1.1.07	704
0+37	1.1.07	704
0+38	1.1.07	704
0+39	1.1.07	704
0+40	1.1.07	704
0+41	1.1.07	704
0+42	1.1.07	704
0+43	1.1.07	704
0+44	1.1.07	704
0+45	1.1.07	704

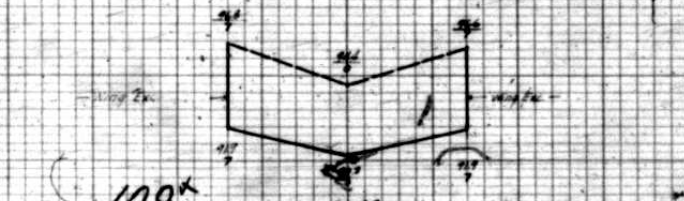
74.6*
93.3 Area



0+20

0+20	1.1.07	704
0+21	1.1.07	704
0+22	1.1.07	704
0+23	1.1.07	704
0+24	1.1.07	704
0+25	1.1.07	704
0+26	1.1.07	704
0+27	1.1.07	704
0+28	1.1.07	704
0+29	1.1.07	704
0+30	1.1.07	704
0+31	1.1.07	704
0+32	1.1.07	704
0+33	1.1.07	704
0+34	1.1.07	704
0+35	1.1.07	704

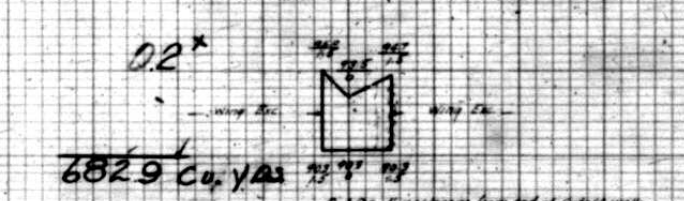
34.6*
62.3 Area



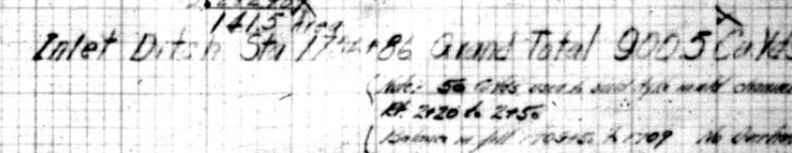
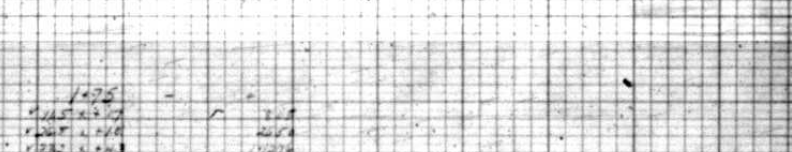
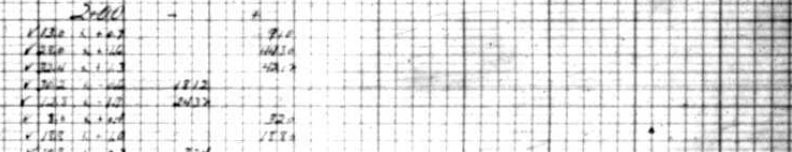
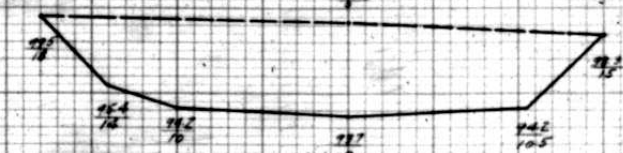
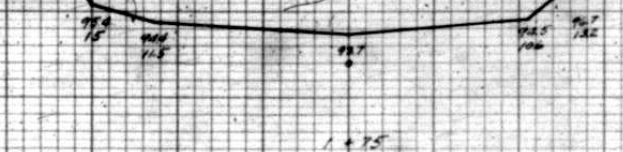
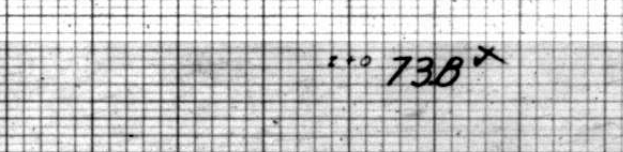
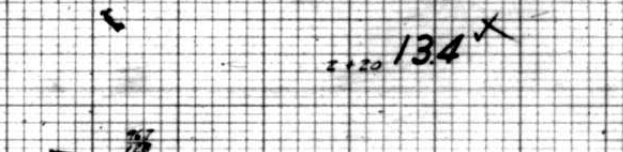
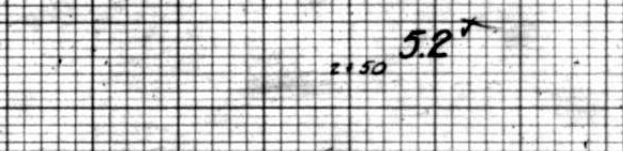
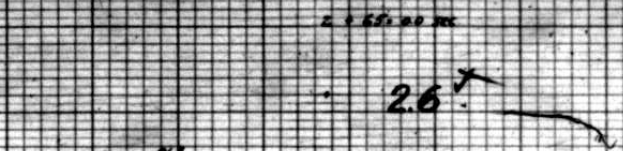
0+10

0+10	1.1.07	704
0+11	1.1.07	704
0+12	1.1.07	704
0+13	1.1.07	704
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0+15	1.1.07	704
0+16	1.1.07	704
0+17	1.1.07	704
0+18	1.1.07	704
0+19	1.1.07	704
0+20	1.1.07	704
0+21	1.1.07	704
0+22	1.1.07	704
0+23	1.1.07	704
0+24	1.1.07	704
0+25	1.1.07	704

10.9*
11.6 Area



682.9 Cu. Yds
0.2*

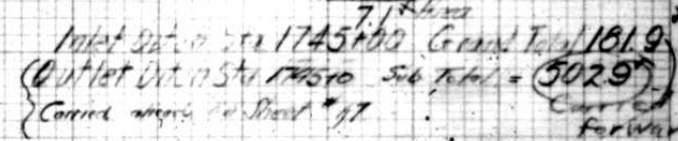


Inlet Ditch Sta 1706+00 Grand Total 900.5 Cu. Yds

Note: 50 Cu. Yds over a small area made channel
at Sta 1720 to 1755
Remains in full 1705+00 to 1709 in channel

SHEET TOTALS

EXCAVATION	900.5	Cu. Yds.
EMBANKMENT		Cu. Yds.

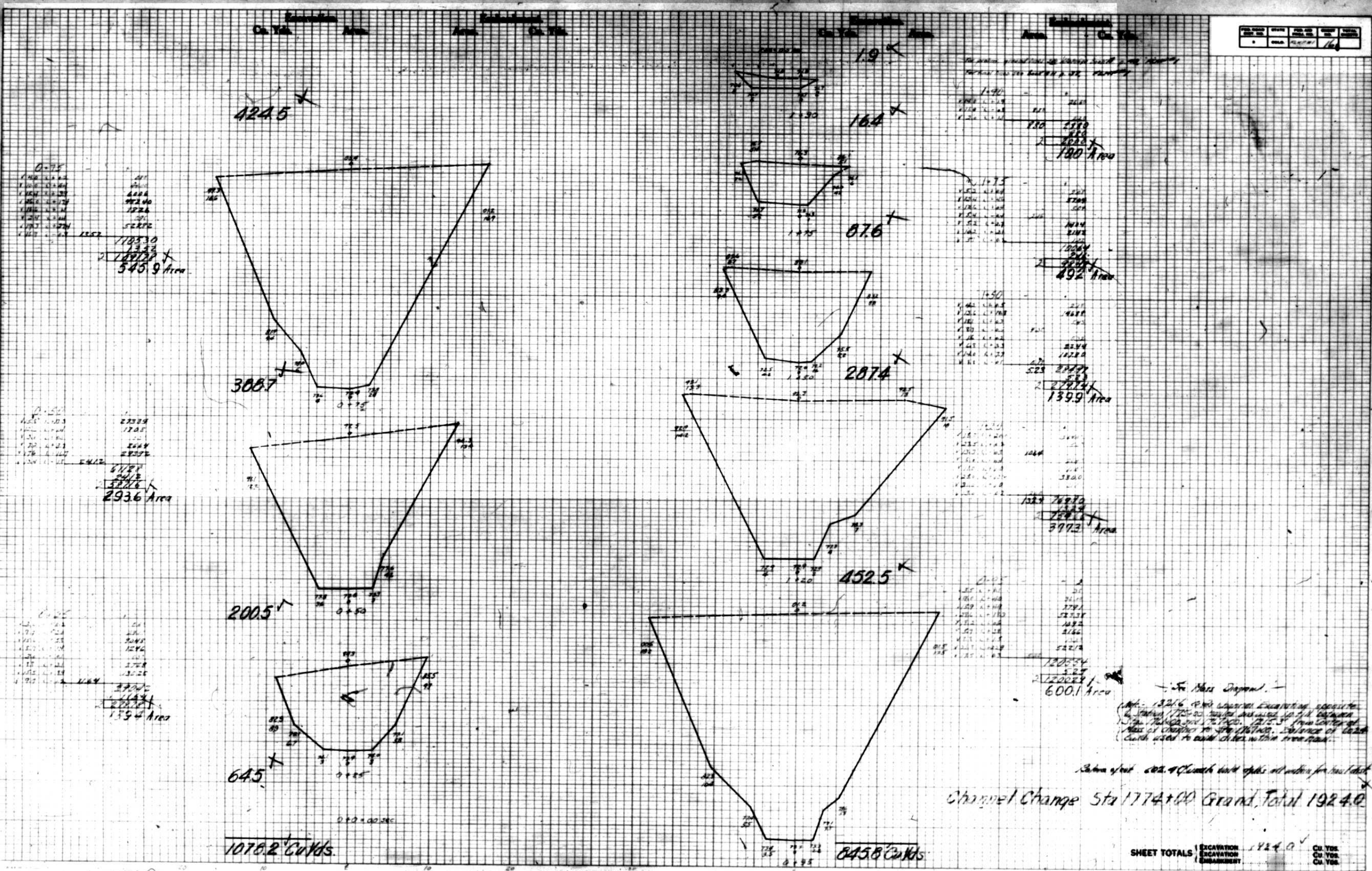


SHEET TOTALS	EXCAVATION	181.92	Cu. Yds.
	EXCAVATION		Cu. Yds.
	EMBANKMENT		Cu. Yds.



FINAL
SURVEY
PLATTED
NOTE BOOK
NO.

ORIGINAL
SURVEY
PLATTED
NOTE BOOK
NO.



NO.	DATE	BY	CHECKED
1	1974	W. J. H.	W. J. H.

For channel change from existing to proposed
The area of the channel change is 1924.0 square feet.

STATION	AREA
1774+00	192.4
1775+00	192.4

STATION	AREA
1776+00	192.4
1777+00	192.4

STATION	AREA
1778+00	192.4
1779+00	192.4

STATION	AREA
1780+00	192.4
1781+00	192.4

STATION	AREA
1782+00	192.4
1783+00	192.4

STATION	AREA
1784+00	192.4
1785+00	192.4

STATION	AREA
1786+00	192.4
1787+00	192.4

STATION	AREA
1788+00	192.4
1789+00	192.4

STATION	AREA
1790+00	192.4
1791+00	192.4

STATION	AREA
1792+00	192.4
1793+00	192.4

STATION	AREA
1794+00	192.4
1795+00	192.4

STATION	AREA
1796+00	192.4
1797+00	192.4

STATION	AREA
1798+00	192.4
1799+00	192.4

STATION	AREA
1800+00	192.4
1801+00	192.4

STATION	AREA
1802+00	192.4
1803+00	192.4

STATION	AREA
1804+00	192.4
1805+00	192.4

STATION	AREA
1806+00	192.4
1807+00	192.4

STATION	AREA
1808+00	192.4
1809+00	192.4

STATION	AREA
1810+00	192.4
1811+00	192.4

STATION	AREA
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1813+00	192.4

STATION	AREA
1814+00	192.4
1815+00	192.4

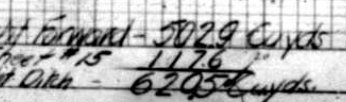
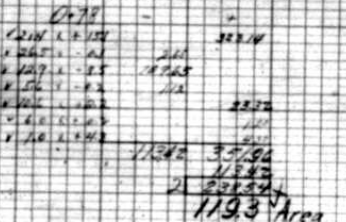
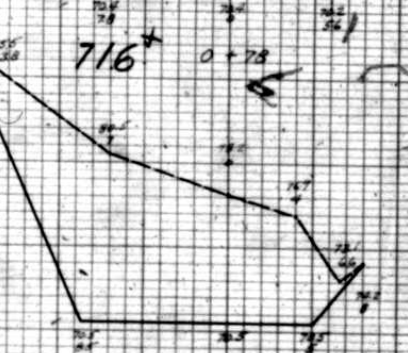
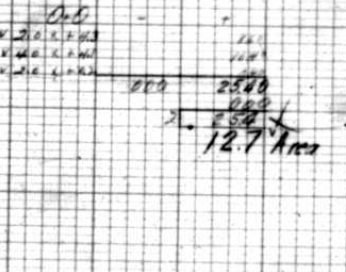
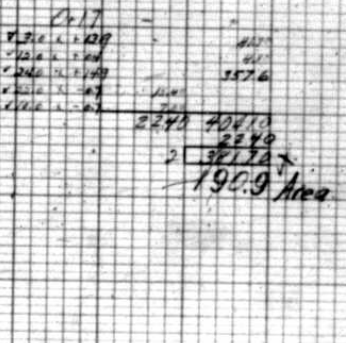
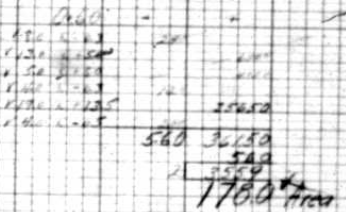
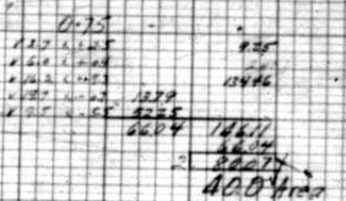
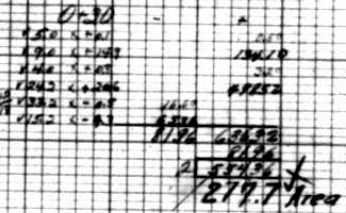
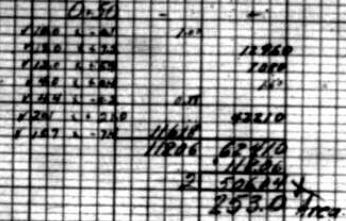
For Mass Diagram:
Note: 132.6 cubic yards excavation opposite
to station 1775+00. This area is not shown
on the plan. The area of the channel change
is 1924.0 square feet. The area of the
channel change is 1924.0 square feet.

Station of cut 1774+00. The area of the cut is 192.4 square feet.

Channel Change Sta 1774+00 Grand Total 1924.0

SHEET TOTALS	EXCAVATION	EMBANKMENT	CUT YDS	FILL YDS
1924.0	192.4	192.4	192.4	192.4

SHEET TOTALS	EXCAVATION	1145.7	CU. YDS.
	EXCAVATION		CU. YDS.
	EMBANKMENT		CU. YDS.

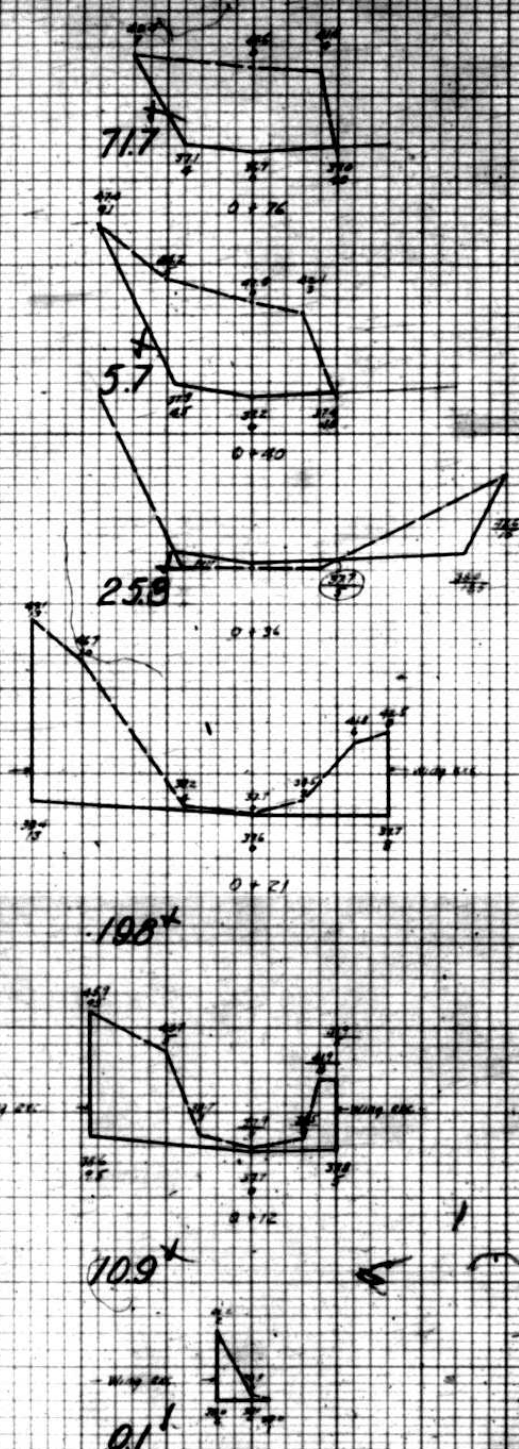


Brought Forward - 5029 Cuycks
from Spec - 15 1176
Total for Outlet Area - 6205 Cuycks

Outlet Ditch Sta 745+100 Graded Total 620.5
Outlet Ditch Sta 1536+0 Graded Total 525.2

Brought Forward - 5029 Cyns
from Sheet #15 1176
Grand Total for Outlet Oaks - 6205 Cyns

1. 1944-1945 1945
 2. 1946-1947 1946
 3. 1948-1949 1948
 4. 1950-1951 1950
 5. 1952-1953 1952
 6. 1954-1955 1954
 7. 1956-1957 1956
 8. 1958-1959 1958
 9. 1960-1961 1960
 10. 1962-1963 1962
 11. 1964-1965 1964
 12. 1966-1967 1966
 13. 1968-1969 1968
 14. 1970-1971 1970
 15. 1972-1973 1972
 16. 1974-1975 1974
 17. 1976-1977 1976
 18. 1978-1979 1978
 19. 1980-1981 1980
 20. 1982-1983 1982
 21. 1984-1985 1984
 22. 1986-1987 1986
 23. 1988-1989 1988
 24. 1990-1991 1990
 25. 1992-1993 1992
 26. 1994-1995 1994
 27. 1996-1997 1996
 28. 1998-1999 1998
 29. 2000-2001 2000
 30. 2002-2003 2002
 31. 2004-2005 2004
 32. 2006-2007 2006
 33. 2008-2009 2008
 34. 2010-2011 2010
 35. 2012-2013 2012
 36. 2014-2015 2014
 37. 2016-2017 2016
 38. 2018-2019 2018
 39. 2020-2021 2020
 40. 2022-2023 2022
 41. 2024-2025 2024
 42. 2026-2027 2026
 43. 2028-2029 2028
 44. 2030-2031 2030
 45. 2032-2033 2032
 46. 2034-2035 2034
 47. 2036-2037 2036
 48. 2038-2039 2038
 49. 2040-2041 2040
 50. 2042-2043 2042
 51. 2044-2045 2044
 52. 2046-2047 2046
 53. 2048-2049 2048
 54. 2050-2051 2050
 55. 2052-2053 2052
 56. 2054-2055 2054
 57. 2056-2057 2056
 58. 2058-2059 2058
 59. 2060-2061 2060
 60. 2062-2063 2062
 61. 2064-2065 2064
 62. 2066-2067 2066
 63. 2068-2069 2068
 64. 2070-2071 2070
 65. 2072-2073 2072
 66. 2074-2075 2074
 67. 2076-2077 2076
 68. 2078-2079 2078
 69. 2080-2081 2080
 70. 2082-2083 2082
 71. 2084-2085 2084
 72. 2086-2087 2086
 73. 2088-2089 2088
 74. 2090-2091 2090
 75. 2092-2093 2092
 76. 2094-2095 2094
 77. 2096-2097 2096
 78. 2098-2099 2098
 79. 2100-2101 2100
 80. 2102-2103 2102
 81. 2104-2105 2104
 82. 2106-2107 2106
 83. 2108-2109 2108
 84. 2110-2111 2110
 85. 2112-2113 2112
 86. 2114-2115 2114
 87. 2116-2117 2116
 88. 2118-2119 2118
 89. 2120-2121 2120
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 91. 2124-2125 2124
 92. 2126-2127 2126
 93. 2128-2129 2128
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 104. 2150-2151 2150
 105. 2152-2153 2152
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 108. 2158-2159 2158
 109. 2160-2161 2160
 110. 2162-2163 2162
 111. 2164-2165 2164
 112. 2166-2167 2166
 113. 2168-2169 2168
 114. 2170-2171 2170
 115. 2172-2173 2172
 116. 2174-2175 2174
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 124. 2190-2191</

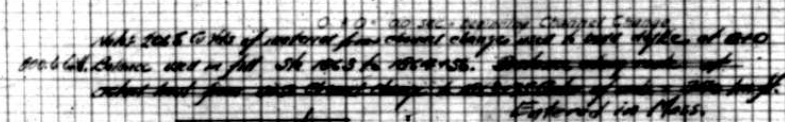


150.7 Cu.Yds.

Outlet Ditch Sta 1867+00 Ground Total 15.1

SHEET TOTALS	EXCAVATION	1511	CU. YDS.
	EXCAVATION		CU. YDS.
	EMBANKMENT		CU. YDS.

ORIGINAL SURVEY	IN	DATE
PRINTED		
EDITED		
TEMPERATURE		
NOTES		
NO. CHECKED		



Channel Changes Sta 1862+34 Grand Total 1056
Inlet Ditch Sta 1867+00 Grand Total 3704

1st. - Signal for wire with a feeling
 1st 5th 3rd 4th 1st 2nd 3rd
 Distance using radio for radio over radio
 (using a radio for radio over radio)
 - 330 at Entering in Mass.

236.75

SHEET TOTALS	EXCAVATION	1427.3	CU. YDS.
	EXCAVATION		CU. YDS.
	EMBANKMENT		CU. YDS.

Inlet and Outlet Ditches Come Box Carr Sta. 1948+75

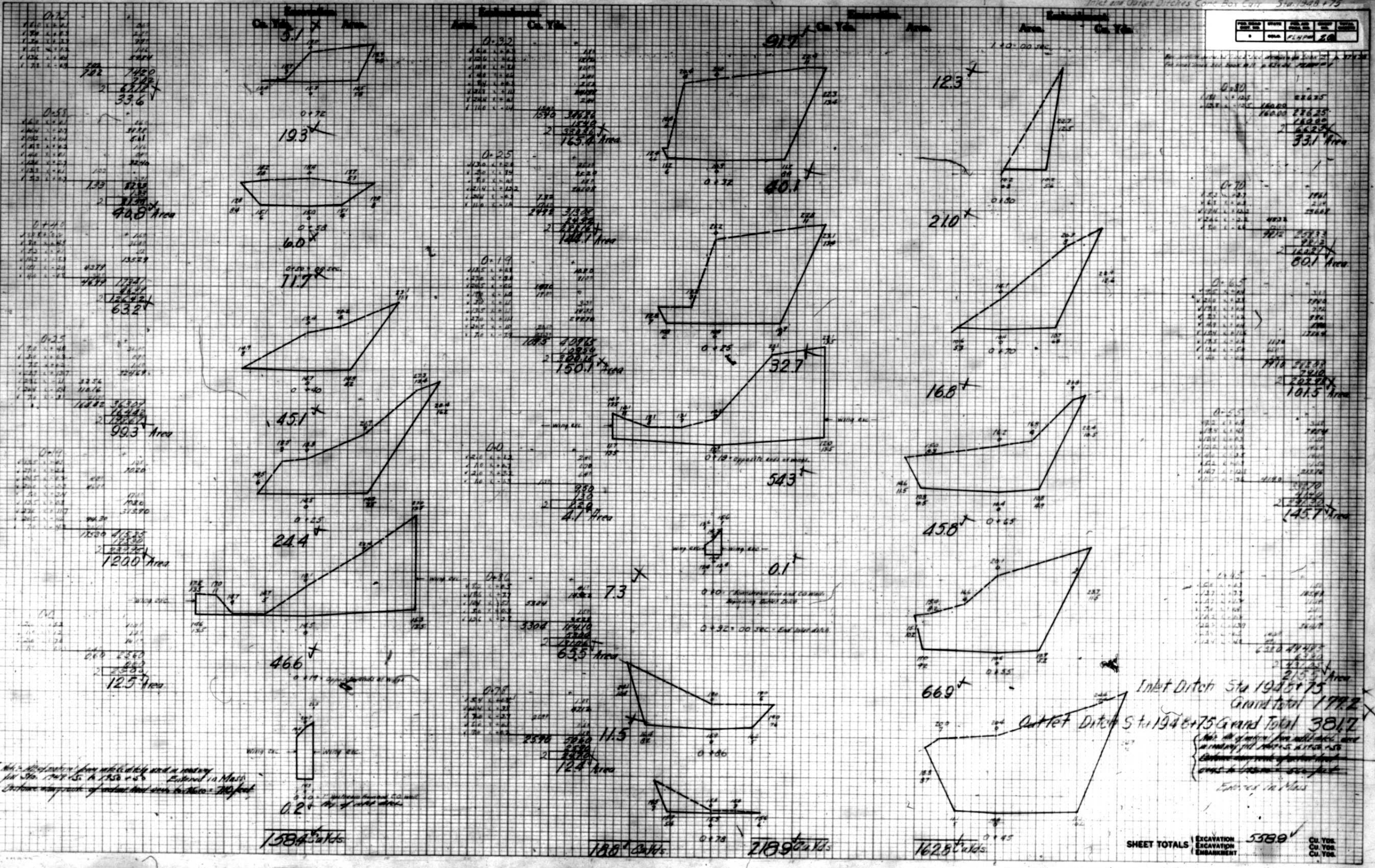
Excavation	Embankment	Area	Station
1	2	3	4

For details of construction see Notes on Sheet 1948+75



FINAL
SURVEY
PLOT
NOTE BOOK
DATE

ORIGINAL
SURVEY
PLOT
NOTE BOOK
DATE



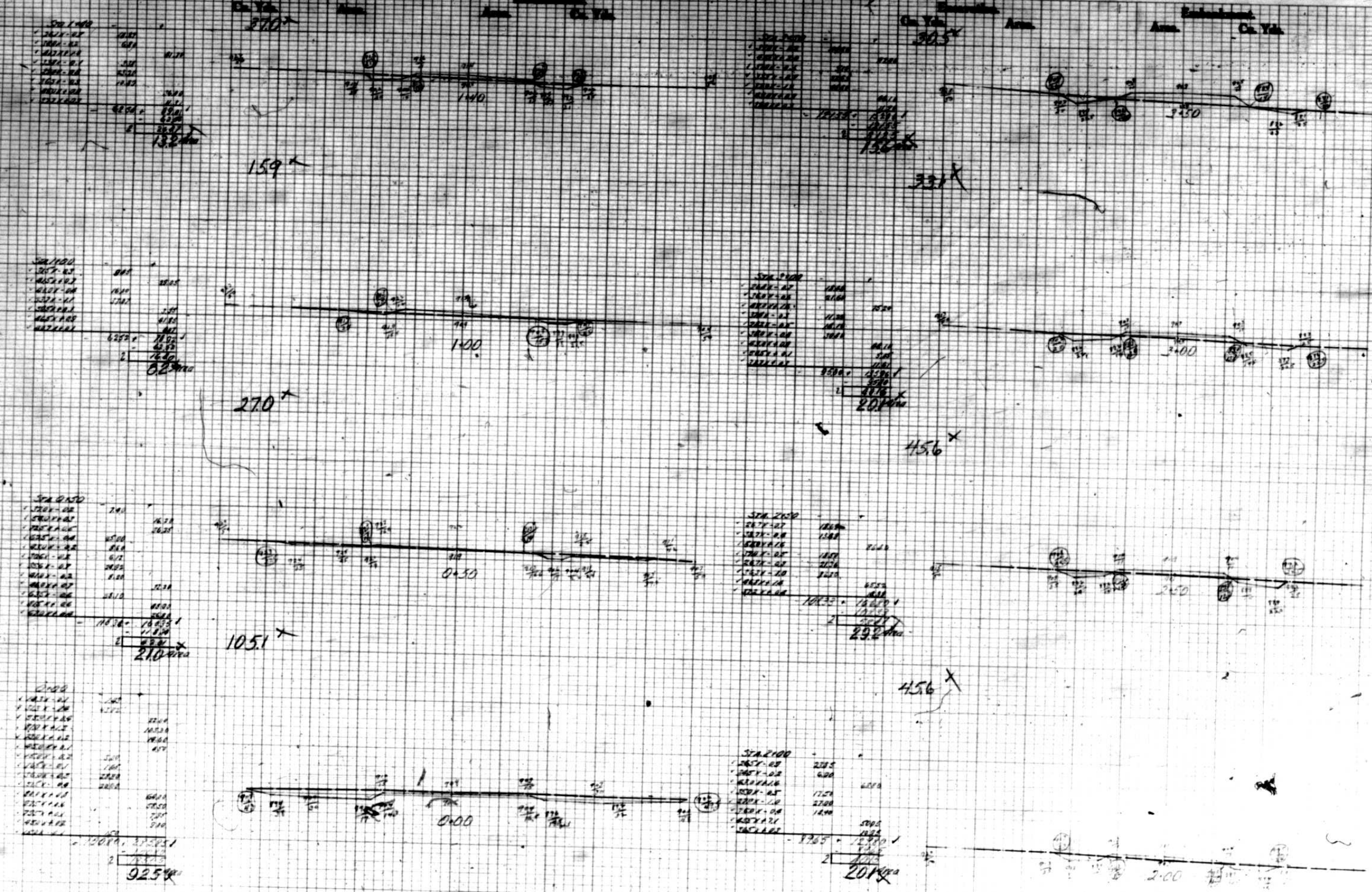
SHEET TOTALS
EXCAVATION
EMBANKMENT
558.9
CU. YDS.
CU. YDS.
CU. YDS.

PER. ROAD DIST. NO.	STATE	PER. AIR POST. NO.	SHEET NO.	TOTAL SHEETS
1	COLO.	1000	1	1



FINAL SURVEY
NOTES BOOK
NO.

ORIGINAL SURVEY
NOTES BOOK
NO.

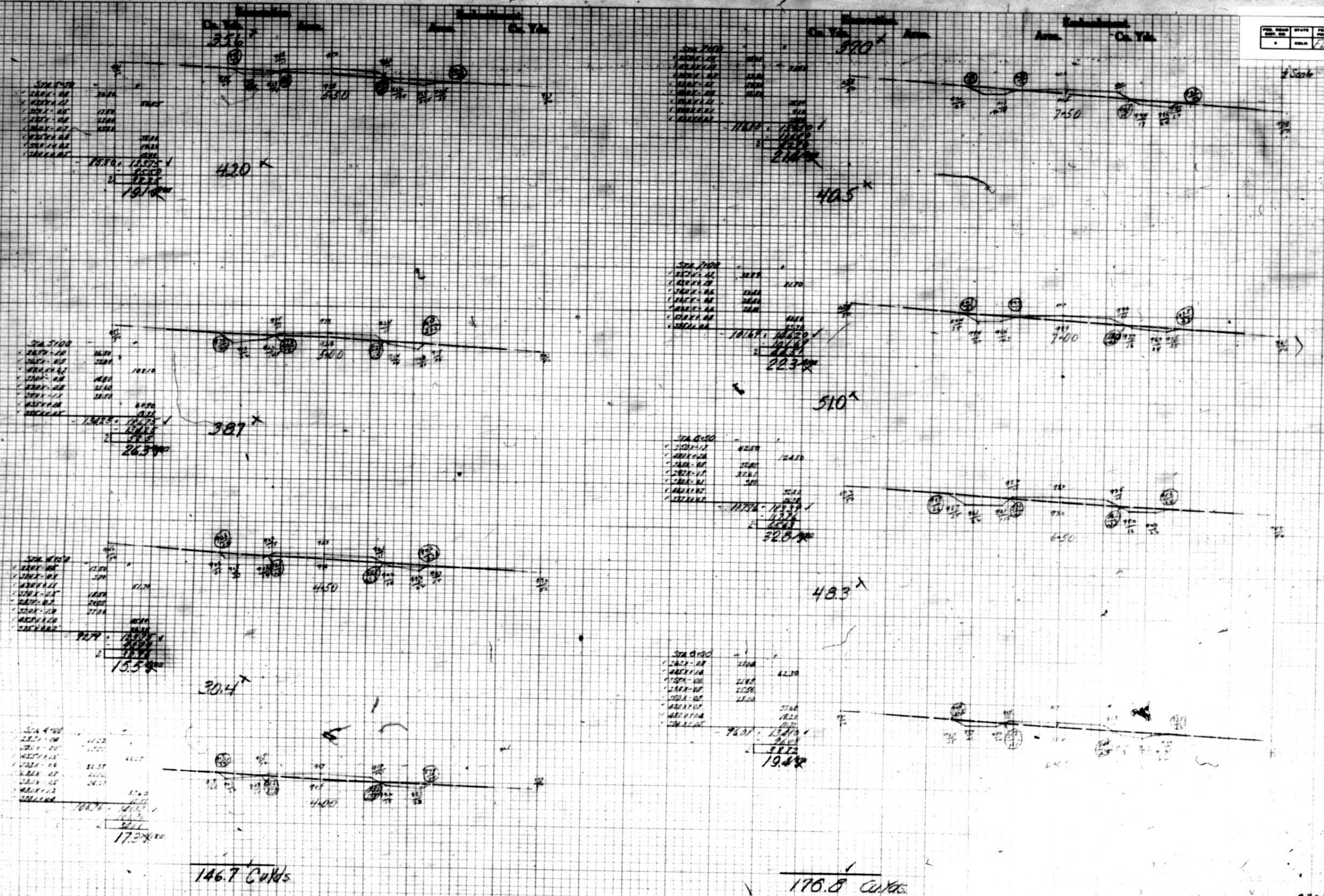


SHEET TOTALS	EXCAVATION	EMBANKMENT	Cu. Yds.

FILE NO.	STATE	FED. AID	POST. NO.	SHEET NO.	TOTAL SHEETS
1	OKLA.	714522		1	1



FINAL
SURVEY
NOTES
DATE: 10-1-58
BY: J. H. HARRIS
CHECKED: J. H. HARRIS



SHEET TOTALS: EXCAVATION 146.7 CUYDs, EMBANKMENT 176.8 CUYDs

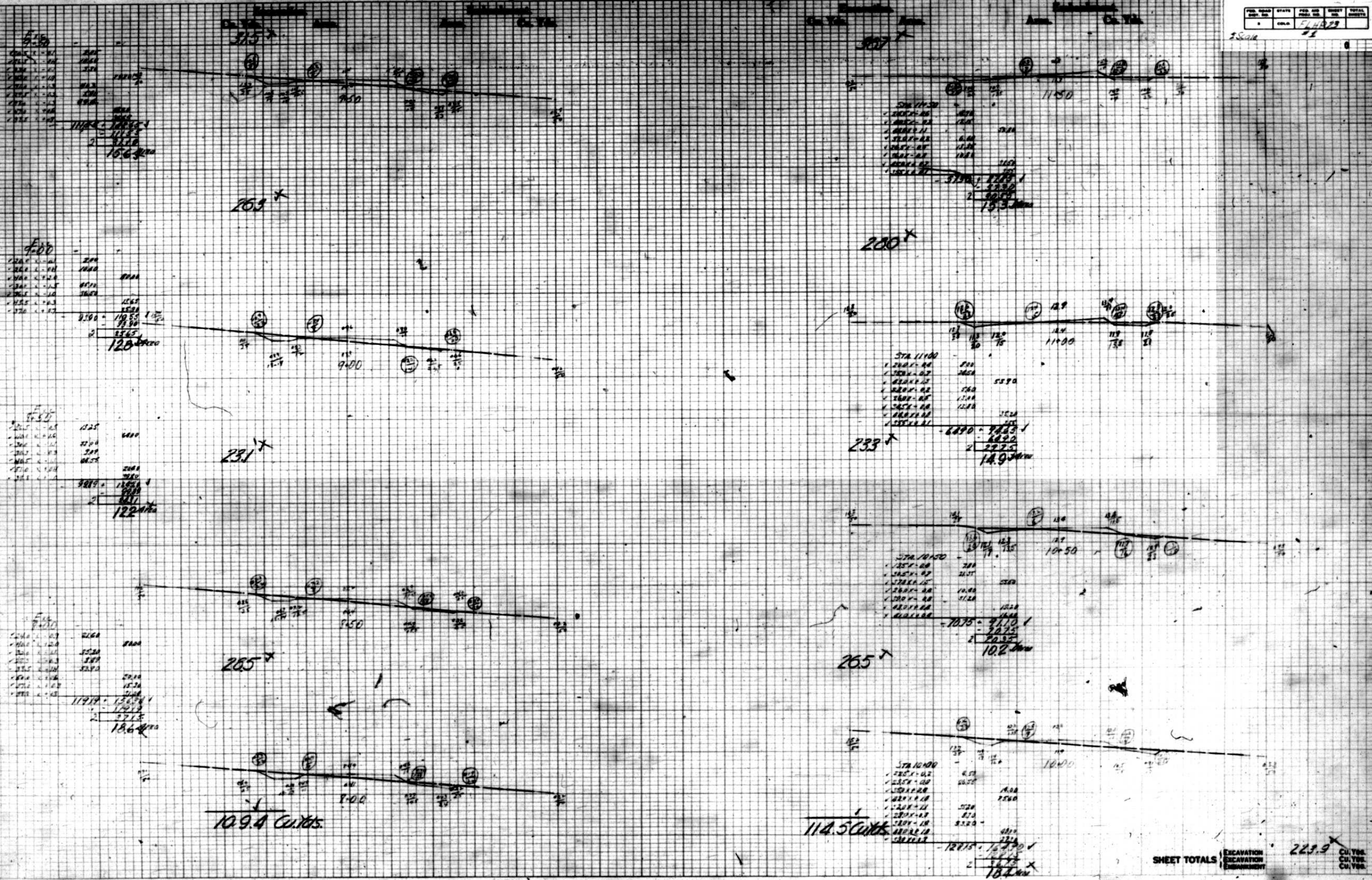
FILE NO.	STATE	FED. AID	SHEET NO.	TOTAL SHEETS
1	COLO.	514023	1	1

Scale



FINAL SURVEY
NOTES ABOVE
NO. 1000

Original
Survey
Notes
NO. 1000



SHEET TOTALS
EXCAVATION
EMBANKMENT

223.9
CU. YDS.
CU. YDS.

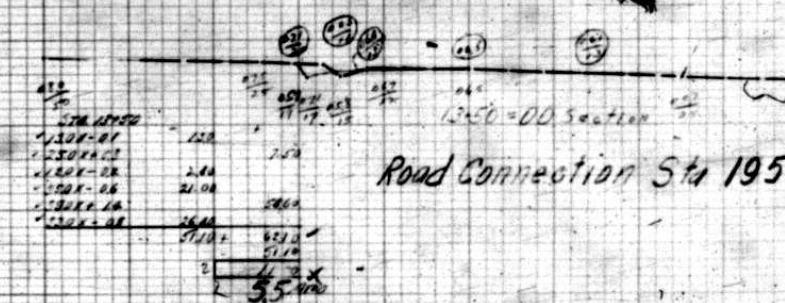
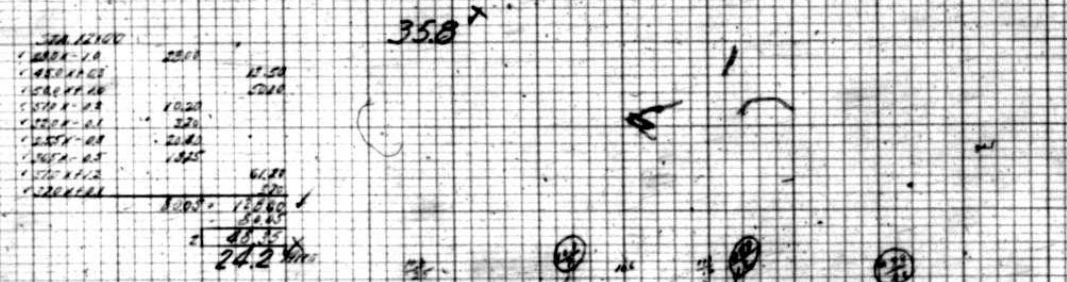
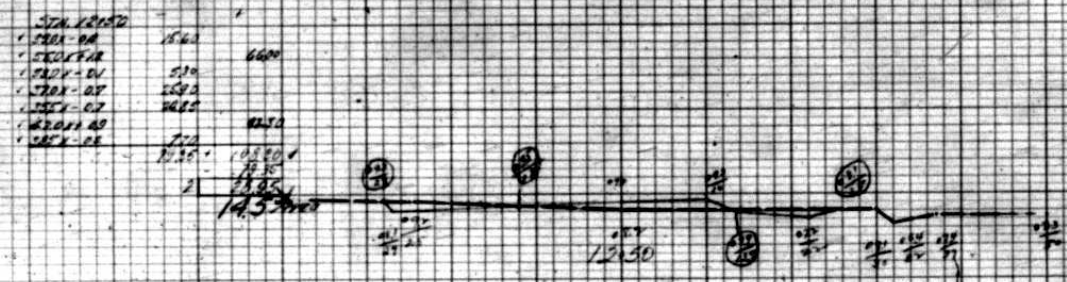
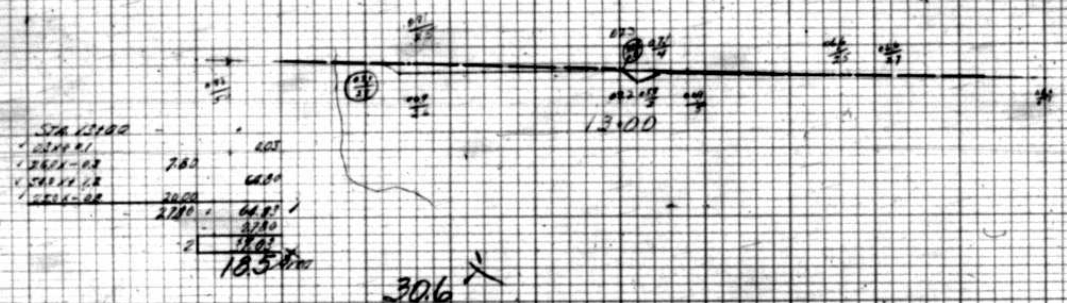
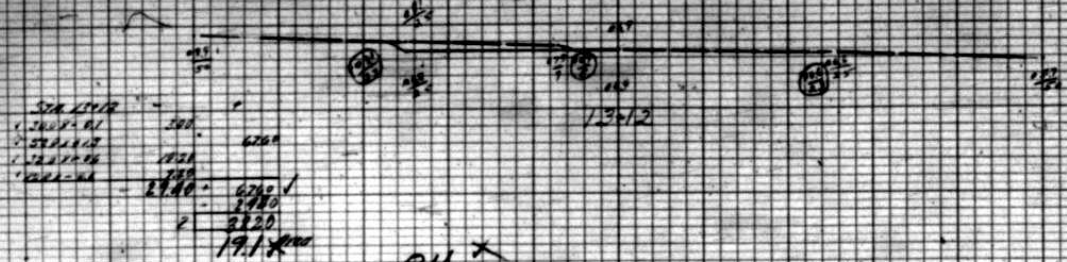
FILE NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
100	COLO.	100	100	100

Scale



FINAL SURVEY PLAT
NOTE BOOK
DATE CHECKED

ORIGINAL SURVEY PLAT
NOTE BOOK
DATE CHECKED



Road Connection Sta 1959+00 Grand Total 979.3

921' C.U.Y.S.

SHEET TOTALS
EXCAVATION
EMBANKMENT
921' C.U.Y.S.

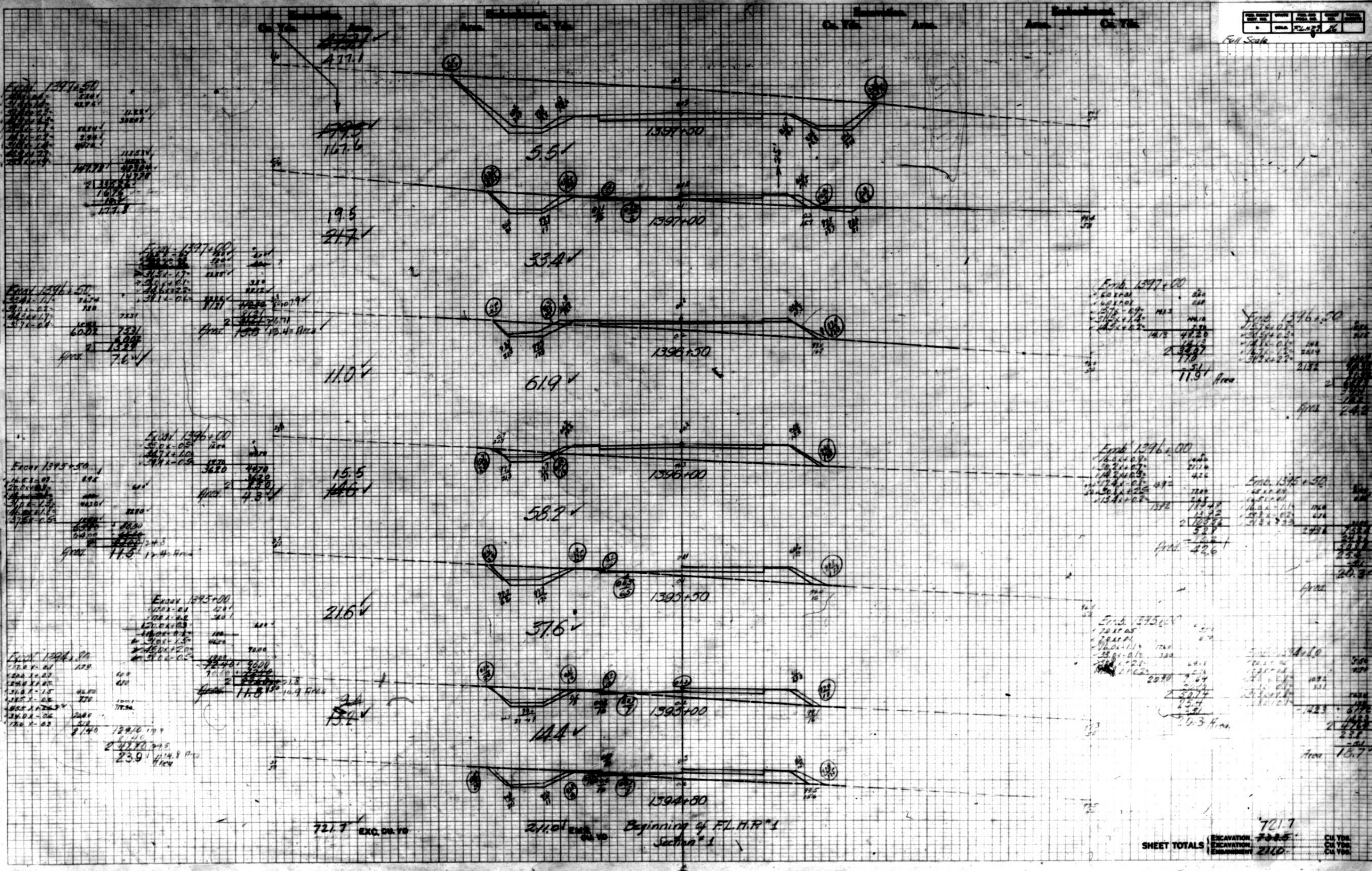
PLAN	SECTION	AS BUILT	DATE
1	1	1	1

Full Scale



DATE:
 BY:
 CHECKED:
 FINAL SURVEY:
 NOTE BOOK:
 NO.:

DATE:
 BY:
 CHECKED:
 ORIGINAL SURVEY:
 NOTE BOOK:
 NO.:



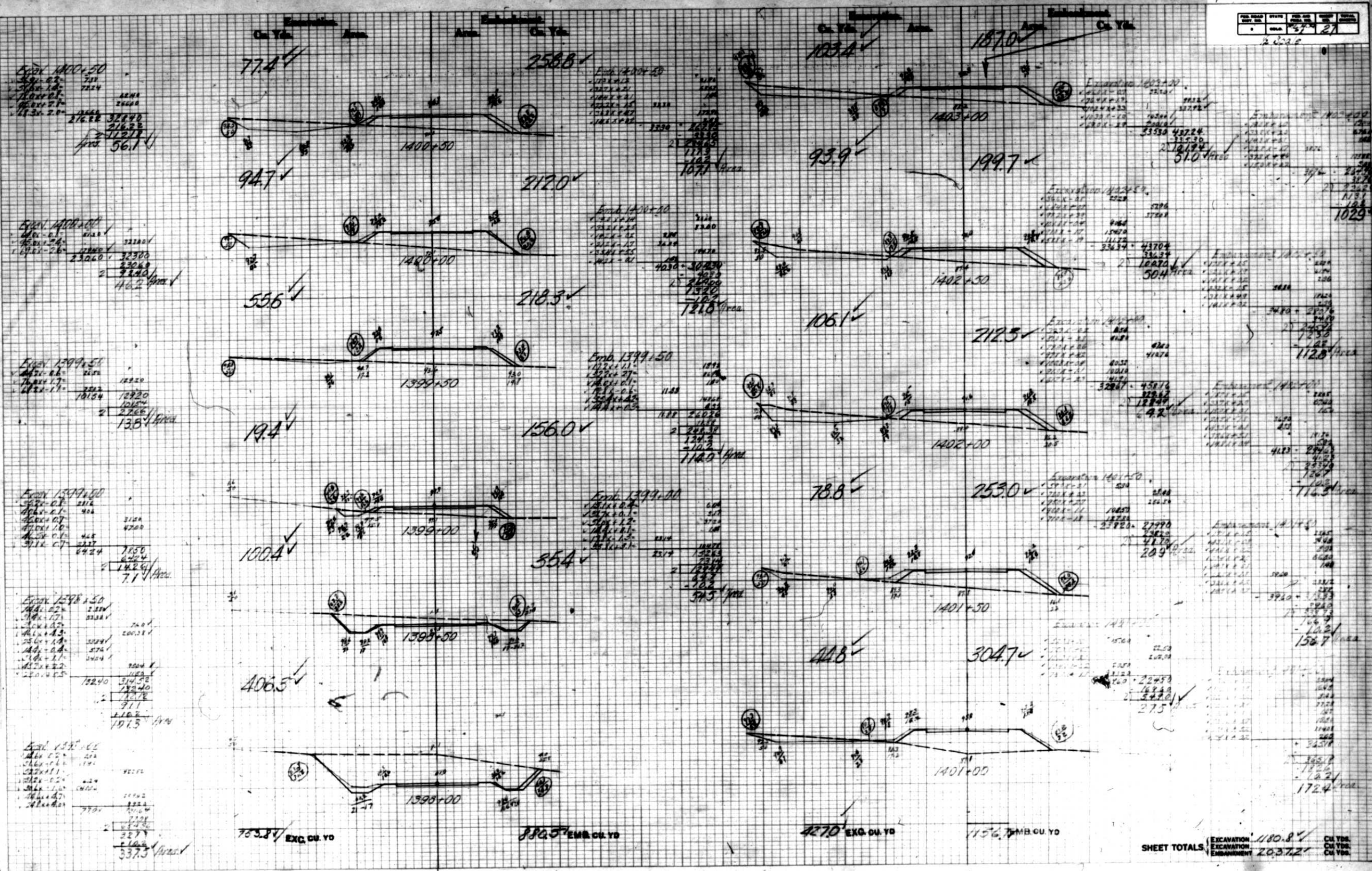
SHEET TOTALS	EXCAVATION	EMBANKMENT	721.7	21.0	21.0
--------------	------------	------------	-------	------	------

POST	STATION	DATE	BY	CHKD
1	100	10/27	21	



FINAL
SURVEY
PLOTTER
NOTE BOOK
NO.

ORIGINAL
SURVEY
PLOTTER
NOTE BOOK
NO.

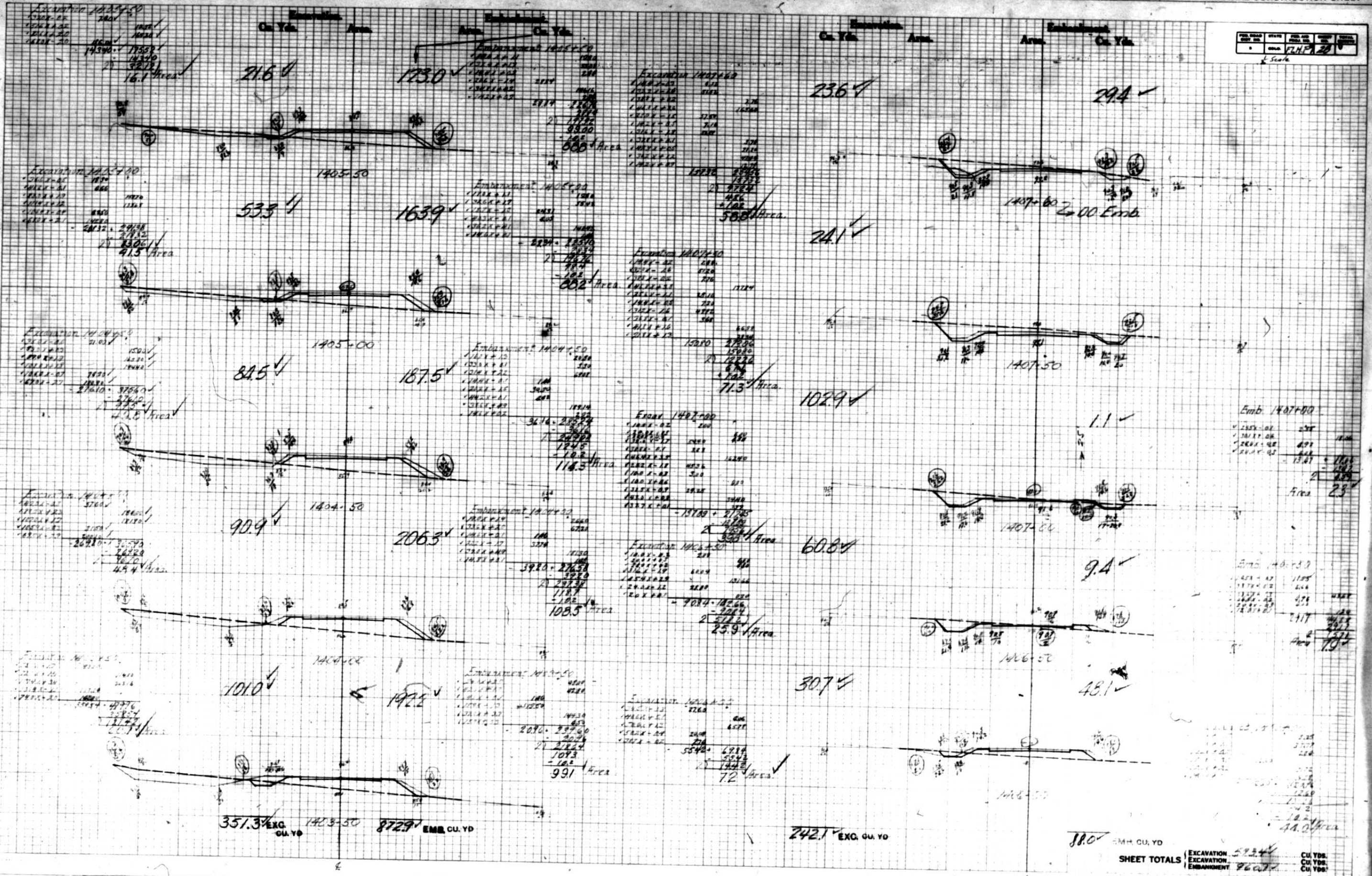


SHEET TOTALS	
EXCAVATION	1180.8'
EMBANKMENT	203.72'



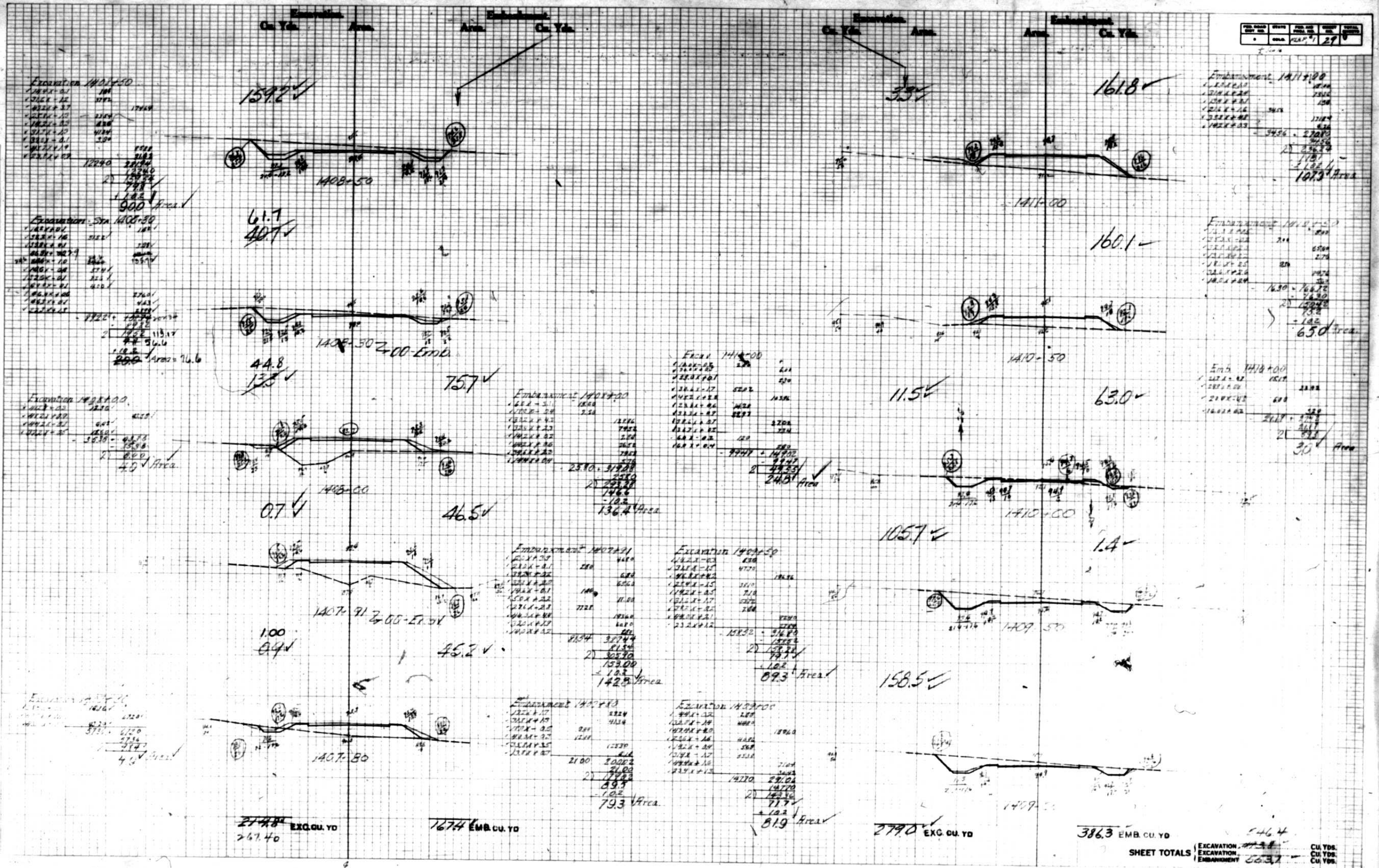
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SURVEY
PLOTTED
TEMPERATURE
NOTE BOOK
NO.

ORIGINAL
SURVEY
PLOTTED
TEMPERATURE
NOTE BOOK
NO.

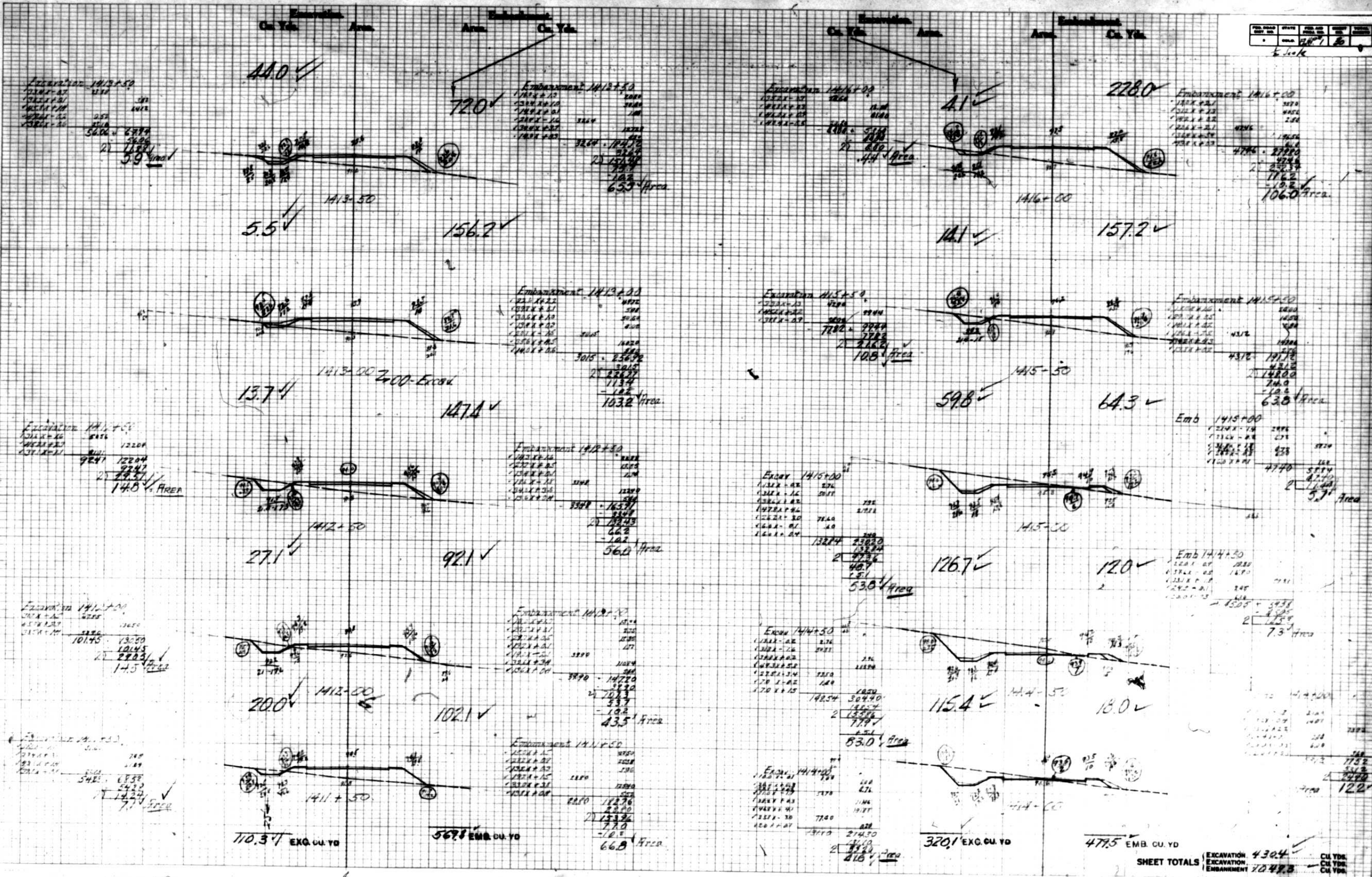
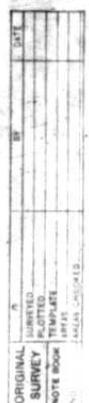


Excavation	Embankment	Cu. Yds.	Area
1403+50	1403+50	173.0	16.1 Area
1404+50	1404+50	21.6	16.1 Area
1405+00	1405+00	163.9	16.1 Area
1406+50	1406+50	236.7	16.1 Area
1407+00	1407+00	29.4	16.1 Area
1407+50	1407+50	24.1	16.1 Area
1408+00	1408+00	84.5	16.1 Area
1408+50	1408+50	187.5	16.1 Area
1409+00	1409+00	102.9	16.1 Area
1409+50	1409+50	90.9	16.1 Area
1410+00	1410+00	206.3	16.1 Area
1410+50	1410+50	60.8	16.1 Area
1411+00	1411+00	9.4	16.1 Area
1411+50	1411+50	101.0	16.1 Area
1412+00	1412+00	192.2	16.1 Area
1412+50	1412+50	30.7	16.1 Area
1413+00	1413+00	48.1	16.1 Area
1413+50	1413+50	351.3	16.1 Area
1414+00	1414+00	872.9	16.1 Area
1414+50	1414+50	242.1	16.1 Area
1415+00	1415+00	88.0	16.1 Area

SHEET TOTALS
EXCAVATION
EMBANKMENT
CU. YDS.
CU. YDS.
CU. YDS.



SHEET TOTALS	EXCAVATION	CU. YDS.
	EXCAVATION	CU. YDS.
	EMBANKMENT	CU. YDS.

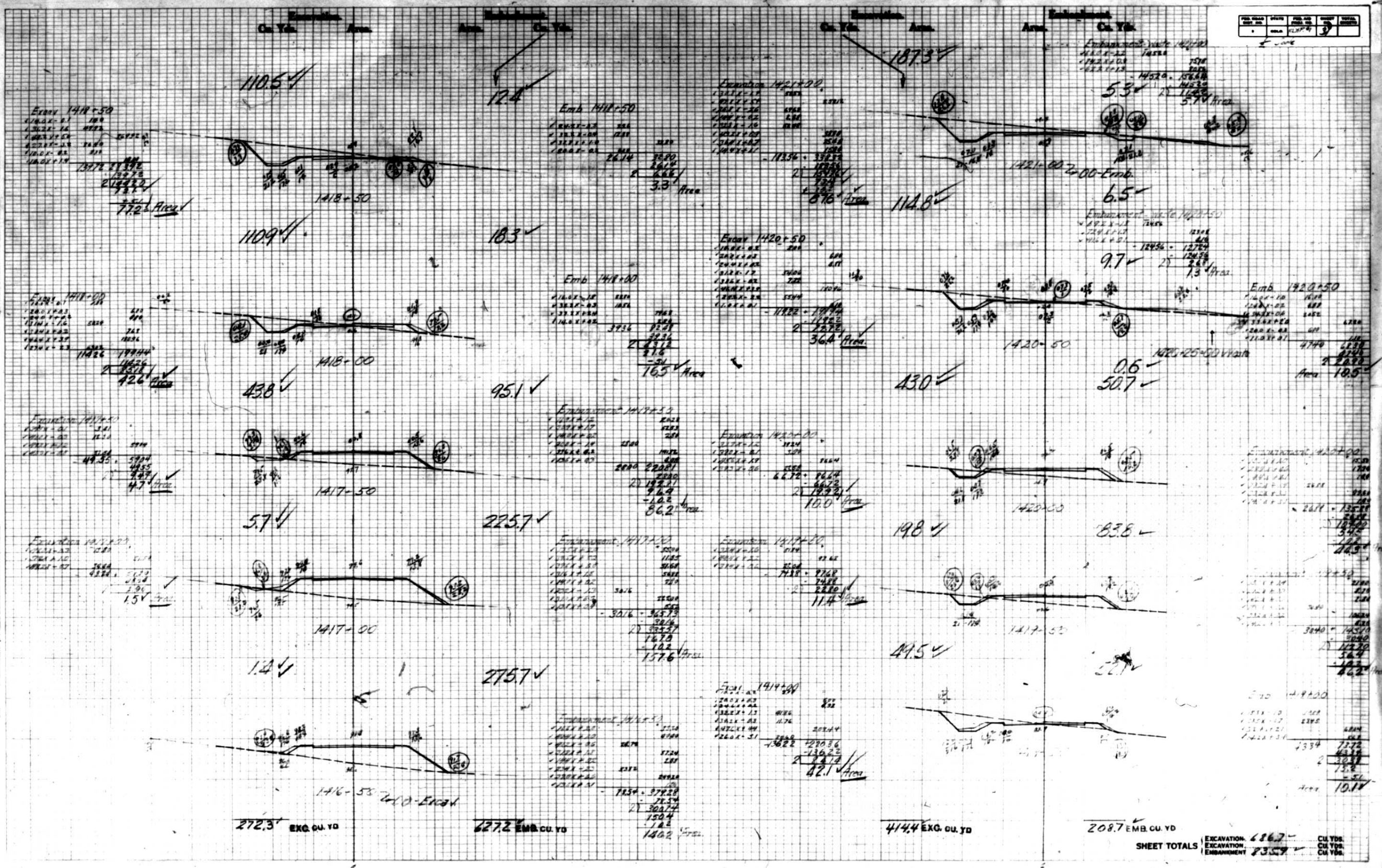


SHEET TOTALS	EXCAVATION	430.4	CUM YD
	EXCAVATION		CUM YD
	EMBANKMENT	1048.3	CUM YD



DATE: _____
BY: _____
CHECKED: _____
REVISIONS: _____
NOTES: _____

DATE: _____
BY: _____
CHECKED: _____
REVISIONS: _____
NOTES: _____



NO.	DATE	BY	CHECKED	REVISIONS
1				
2				
3				

SHEET TOTALS
EXCAVATION 686.7' EXG. CU. YD
EMBANKMENT 208.7' EMB. CU. YD

NO.	DATE	BY	CHECKED	REMARKS
1	10/1/50	J. H. B.	J. H. B.	Final Construction Sheet



FINAL
SURVEY
PLAT
NOTE
BOOK
AREAS
CHECKED

ORIGINAL
SURVEY
PLAT
NOTE
BOOK
AREAS
CHECKED

Excavation 1423+50

1423+50	200	6.00
1423+51	200	6.00
1423+52	200	6.00
1423+53	200	6.00
1423+54	200	6.00
1423+55	200	6.00
1423+56	200	6.00
1423+57	200	6.00
1423+58	200	6.00
1423+59	200	6.00
1423+60	200	6.00
1423+61	200	6.00
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1423+64	200	6.00
1423+65	200	6.00
1423+66	200	6.00
1423+67	200	6.00
1423+68	200	6.00
1423+69	200	6.00
1423+70	200	6.00
1423+71	200	6.00
1423+72	200	6.00
1423+73	200	6.00
1423+74	200	6.00
1423+75	200	6.00
1423+76	200	6.00
1423+77	200	6.00
1423+78	200	6.00
1423+79	200	6.00
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1423+94	200	6.00
1423+95	200	6.00
1423+96	200	6.00
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1423+99	200	6.00
1423+100	200	6.00

Excavation 1422+50

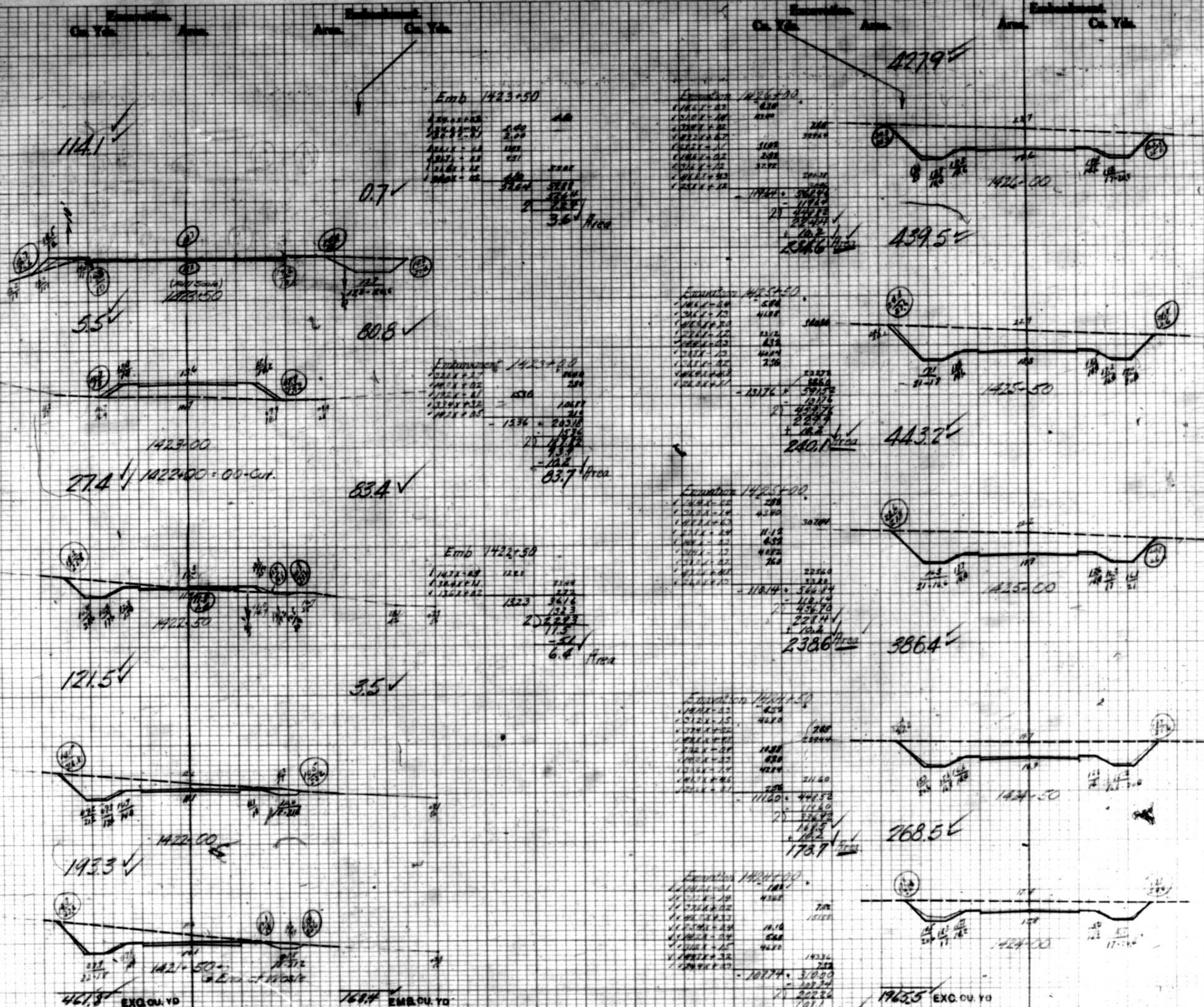
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1422+66	200	6.00
1422+67	200	6.00
1422+68	200	6.00
1422+69	200	6.00
1422+70	200	6.00
1422+71	200	6.00
1422+72	200	6.00
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1422+97	200	6.00
1422+98	200	6.00
1422+99	200	6.00
1422+100	200	6.00

Excavation 1421+50

1421+50	200	6.00
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1421+97	200	6.00
1421+98	200	6.00
1421+99	200	6.00
1421+100	200	6.00

Excavation 1420+50

1420+50	200	6.00
1420+51	200	6.00
1420+52	200	6.00
1420+53	200	6.00
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1420+55	200	6.00
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1420+92	200	6.00
1420+93	200	6.00
1420+94	200	6.00
1420+95	200	6.00
1420+96	200	6.00
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1420+100	200	6.00



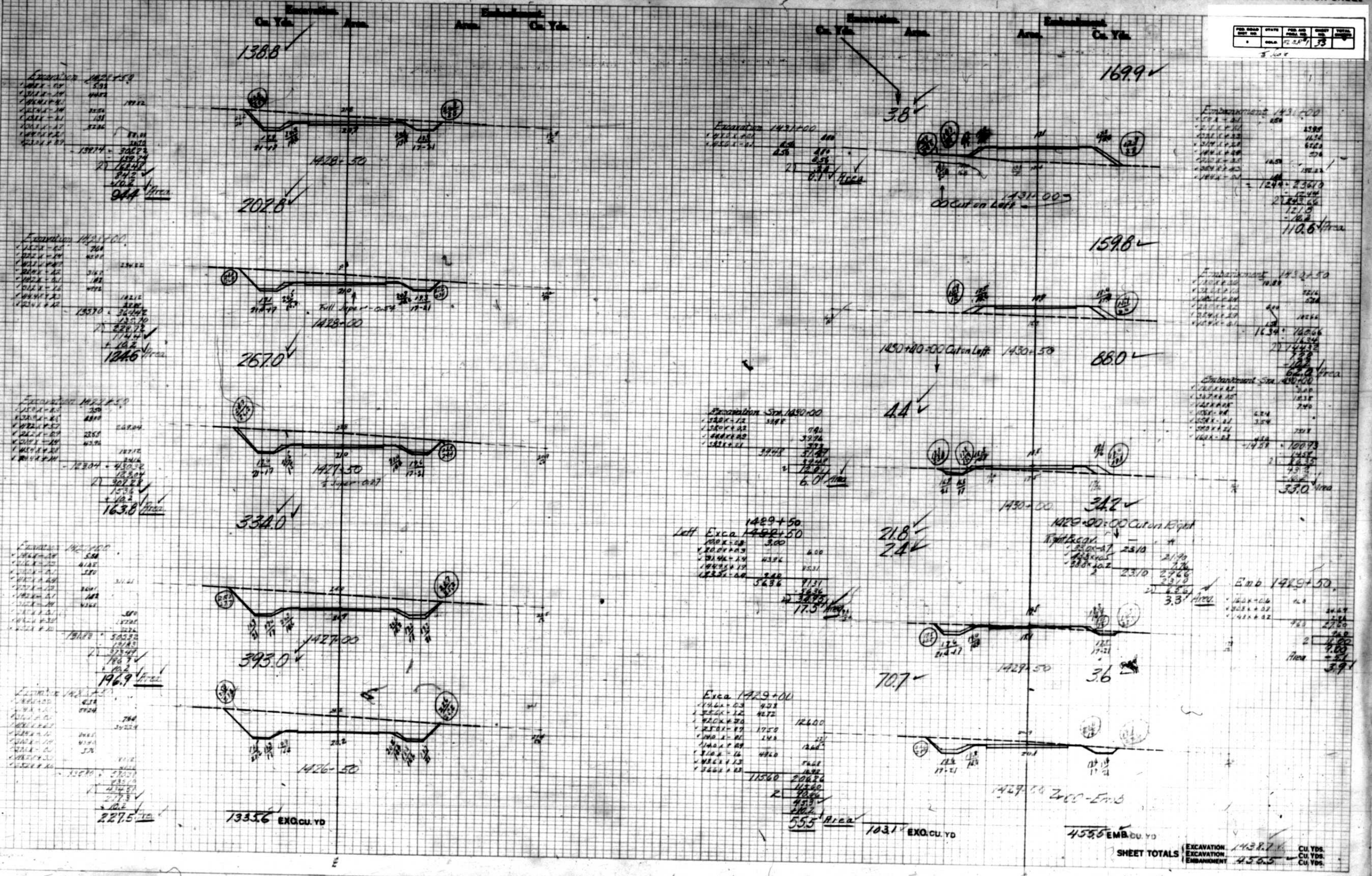
SHEET TOTALS

EXCAVATION	2427.3	CU YDS.
EMBANKMENT	168.4	CU YDS.



FINAL
SURVEY
NOTES
NO. 1
AREA CHECKED

ORIGINAL
SURVEY
NOTES
NO. 1
AREA CHECKED



NO.	DATE	BY	CHECKED	TOTAL
1	10/10/10	123456789	10/10/10	10/10/10

Excavation Sta. 1431+00

1431+00	103.1
1431+10	103.1
1431+20	103.1
1431+30	103.1
1431+40	103.1
1431+50	103.1
1431+60	103.1
1431+70	103.1
1431+80	103.1
1431+90	103.1
1431+00	103.1

Excavation Sta. 1434+50

1434+50	103.1
1434+60	103.1
1434+70	103.1
1434+80	103.1
1434+90	103.1
1434+00	103.1
1434+10	103.1
1434+20	103.1
1434+30	103.1
1434+40	103.1
1434+50	103.1

Excavation Sta. 1438+50

1438+50	103.1
1438+60	103.1
1438+70	103.1
1438+80	103.1
1438+90	103.1
1438+00	103.1
1438+10	103.1
1438+20	103.1
1438+30	103.1
1438+40	103.1
1438+50	103.1

Excavation Sta. 1431+00

1431+00	103.1
1431+10	103.1
1431+20	103.1
1431+30	103.1
1431+40	103.1
1431+50	103.1
1431+60	103.1
1431+70	103.1
1431+80	103.1
1431+90	103.1
1431+00	103.1

Excavation Sta. 1434+50

1434+50	103.1
1434+60	103.1
1434+70	103.1
1434+80	103.1
1434+90	103.1
1434+00	103.1
1434+10	103.1
1434+20	103.1
1434+30	103.1
1434+40	103.1
1434+50	103.1

Excavation Sta. 1438+50

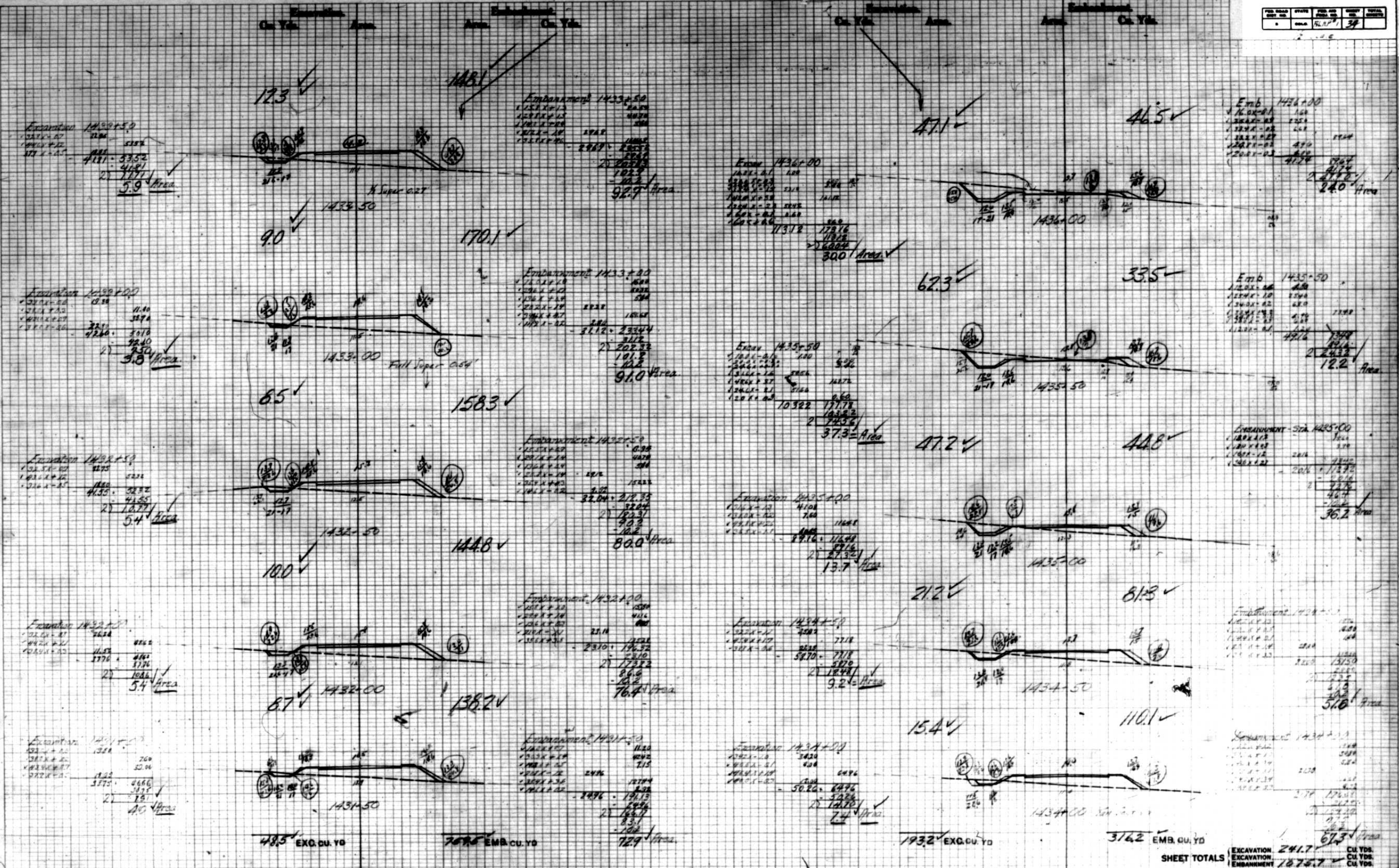
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1438+80	103.1
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1438+10	103.1
1438+20	103.1
1438+30	103.1
1438+40	103.1
1438+50	103.1

ITEM	QTY	UNIT	PRICE	TOTAL
1	1.00	CU YD	1.00	1.00
2	1.00	CU YD	1.00	1.00
3	1.00	CU YD	1.00	1.00
4	1.00	CU YD	1.00	1.00
5	1.00	CU YD	1.00	1.00
6	1.00	CU YD	1.00	1.00
7	1.00	CU YD	1.00	1.00
8	1.00	CU YD	1.00	1.00
9	1.00	CU YD	1.00	1.00
10	1.00	CU YD	1.00	1.00
11	1.00	CU YD	1.00	1.00
12	1.00	CU YD	1.00	1.00
13	1.00	CU YD	1.00	1.00
14	1.00	CU YD	1.00	1.00
15	1.00	CU YD	1.00	1.00
16	1.00	CU YD	1.00	1.00
17	1.00	CU YD	1.00	1.00
18	1.00	CU YD	1.00	1.00
19	1.00	CU YD	1.00	1.00
20	1.00	CU YD	1.00	1.00
21	1.00	CU YD	1.00	1.00
22	1.00	CU YD	1.00	1.00
23	1.00	CU YD	1.00	1.00
24	1.00	CU YD	1.00	1.00
25	1.00	CU YD	1.00	1.00
26	1.00	CU YD	1.00	1.00
27	1.00	CU YD	1.00	1.00
28	1.00	CU YD	1.00	1.00
29	1.00	CU YD	1.00	1.00
30	1.00	CU YD	1.00	1.00
31	1.00	CU YD	1.00	1.00
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40	1.00	CU YD	1.00	1.00
41	1.00	CU YD	1.00	1.00
42	1.00	CU YD	1.00	1.00
43	1.00	CU YD	1.00	1.00
44	1.00	CU YD	1.00	1.00
45	1.00	CU YD	1.00	1.00
46	1.00	CU YD	1.00	1.00
47	1.00	CU YD	1.00	1.00
48	1.00	CU YD	1.00	1.00
49	1.00	CU YD	1.00	1.00
50	1.00	CU YD	1.00	1.00
51	1.00	CU YD	1.00	1.00
52	1.00	CU YD	1.00	1.00
53	1.00	CU YD	1.00	1.00
54	1.00	CU YD	1.00	1.00
55	1.00	CU YD	1.00	1.00
56	1.00	CU YD	1.00	1.00
57	1.00	CU YD	1.00	1.00
58	1.00	CU YD	1.00	1.00
59	1.00	CU YD	1.00	1.00
60	1.00	CU YD	1.00	1.00
61	1.00	CU YD	1.00	1.00
62	1.00	CU YD	1.00	1.00
63	1.00	CU YD	1.00	1.00
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73	1.00	CU YD	1.00	1.00
74	1.00	CU YD	1.00	1.00
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82	1.00	CU YD	1.00	1.00
83	1.00	CU YD	1.00	1.00
84	1.00	CU YD	1.00	1.00
85	1.00	CU YD	1.00	1.00
86	1.00	CU YD	1.00	1.00
87	1.00	CU YD	1.00	1.00
88	1.00	CU YD	1.00	1.00
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92	1.00	CU YD	1.00	1.00
93	1.00	CU YD	1.00	1.00
94	1.00	CU YD	1.00	1.00
95	1.00	CU YD	1.00	1.00
96	1.00	CU YD	1.00	1.00
97	1.00	CU YD	1.00	1.00
98	1.00	CU YD	1.00	1.00
99	1.00	CU YD	1.00	1.00
100	1.00	CU YD	1.00	1.00



FINAL SURVEY
SURVEY
PLATTED
NOTE BOOK
DATE CHECKED

ORIGINAL
SURVEY
PLATTED
NOTE BOOK
DATE CHECKED



SHEET TOTALS	EXCAVATION	EMBANKMENT	CU YDS	CU YDS
	241.7	1875.7		

COLORADO STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED U.S.P.W. PROJECT NO. N.R.H. 150-D AND FEDERAL LAND HIGHWAY PROJECT NO. 1 STATE HIGHWAY NO. 2 MOFFAT COUNTY

ORIGINAL PROJECT

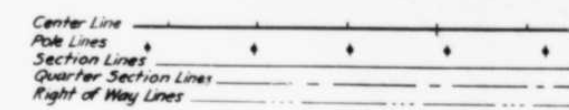
INDEX OF SHEETS

1. Title Sheet
2. Summary and Cross Section Sheet
3. Details of Timber Trestle, Sta. 1629+
- 4.5. Concrete T. Beam Bridge, Sta. 1647+
6. Special Concrete Box Culverts
7. 10'x10' " " Culverts Sta. 1894+
8. Standard Marker Posts, M 104 F
9. Guard Fence, M 102 F
10. Culvert Headwalls, M 102 D
11. Concrete Box Culverts, M 104 B
- 12-31. Plan and Profile Sheets.
- 32-49. Cross Section Sheets.

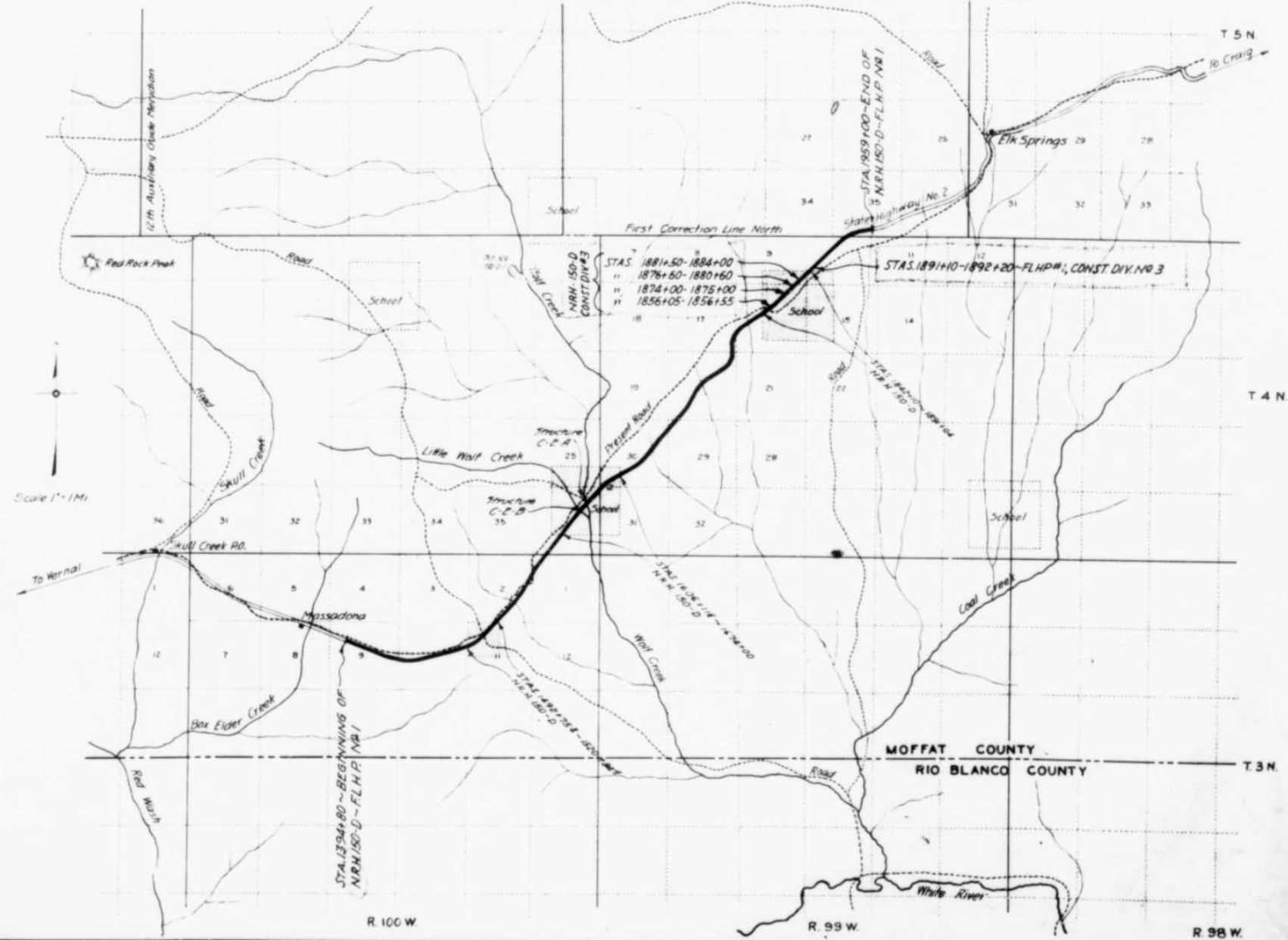
CONST. DIV. #3

1. TITLE SHEET
- 2a. TYPICAL SECTION & SUMMARY
- 2a-6a. PLAN & PROFILE

CONVENTIONAL SIGNS



SCALES
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: FLHP-56,454.7 FT. = 10.692 MI. N.R.H. -39,863.4 FT. = 7.550 MI.
NET LENGTH OF PROJECT: N.R.H. -41,963.4 FT. = 7.947 MI. 150-D -14,491.3 FT. = 2.744 MI.



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, Glenwood Spgs.
A. K. Langridge.....Resident Engineer, Elk Springs

RECOMMENDED FOR APPROVAL 11/17/35
[Signature]
ASSISTANT ENGINEER
APPROVED
[Signature]
STATE HIGHWAY ENGINEER
RECOMMENDED FOR APPROVAL
[Signature]
RECOMMENDED FOR APPROVAL
[Signature]
APPROVES
[Signature]

TYPICAL CROSS SECTION OF IMPROVEMENT AND SUMMARY OF QUANTITIES



RIGHT OF WAY MARKERS

SUMMARY OF APPROXIMATE QUANTITIES ~ CONSTRUCT. DI.

SUMMARY OF CONSTRUCTION QUANTITIES (ORIG. PROJECT)

EXCAVATION

Special Ditches	
FAP No 150-D	Cu yds
1313-30	32.8
1629-00-1632-70	32.4
1633-35	24.5
1646-50	20.0
1649-00	25.7
1652-30	42.7
1673-25-1674-00	2.6
1673-25-1674-00	2.3

1853+30-1860+30	79.7
1859+80-1860+30	49.6
1864+00	13.9
1867+88	24.7
1880+35-1885+25	57.8
Sub-Total	
Carried Forward	406.4

FLHP No.1	
1774+00-1775+45	1924 0
1396+35-1399+25	14.6
1413+30-1422+90	74.2
1423+50-1430+00	49.3
1437+50-1463+75	2384
1522+50-1528+20	62.2
1564+75-1565+75	6.7
1567+20-1570+10	66.8

1674*00-1675*00	66.3
1674*00-1675*50	9.0
1675*00-1677*80	36.8
1698*25-1704*75	70.3
1710*90-1724*60	113.4
1725*00-1732*00	60.6
1732*00-1734*00	46.7
1732*35 R	246.5
1734*82 L	8.3
1745*45-1751*00	250.2

1760+25	25.4
1766+70-1772+70	411.0
1775+00	173.1
1775+30-1782+47	233.9
1825+90-1833+25	63.4
1828+65	5.6
1949+75	13.3
Sub Total	
Carried Forward	4203.2

EMBANKMENT	
FAP 150-D	
1628-90	32.0
1632-00	22.8
1633-35	22.8
1650-30	8.2
1652-30	16.3
1661-90	32.1
Subtotal Carried Forward	134.2

F.I.H.P. No 1	
1489.88	47.6
1693.60	19.5
1743.00	15.1
1823.80	59.7
1948.00	273.0
Sub-Total Carried over 414.9	

	Total Quantities
	240983.4
	380.7
	3366.9
	277.7

\$20866.8
 458.
 \$5,391.6
 1.42
 50,373
 2,700
 1,807.2
 146.3

200.00
39.852
170
1,994
336
814
2,830
75
4,298
1,460

8
82
341
4
8
321
333
1620

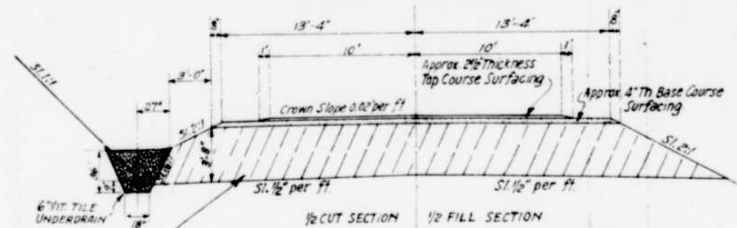
Station	Description	Excavation		Structural Excavation				Concrete		Reinforcing Steel	Corrugated Metal Culvert Pipe			Miscellaneous	
		Cu Yd		Dry		Wet		Cu Yd			Lbs.	48"	36"		24"
		Uncl.	Emp.	Rock	Com.	Rock	Com.	CL 1"	CL 2"						
1304+80	Proj. Marker, Road Approach	186.1													
1302+50	Cross Culvert, Ditch	4.1				7.99		1.7			30				
1304+50	" " " "	2.9				8.67		1.7			30				
1306+100	" " " "					12.66		2.0			30				
1318+20	" " " " Ditch	1.9				5.40		1.7			30		50		
1316+75	" " " " " "	1.4				3.46		1.7			30		40		
1322+50	" " " " " " , Dike		4.5			6.53		1.7			30		30		
1313+50	" " " " " " , Dike	26.0				8.07		1.7			30		30		
1337+50	" " " " " " , Dike	3.0	4.3			12.08		1.7			30		30		
1345+00	" " " " " " , Dike		4.9			5.91		1.7			30		30		
1349+50	" " " " " " , Ditch, Dike	2.1	10.7			6.35		1.7			30		30		
1353+20	" " " " " " " "					21.48		3.2			40		42		
1357+60	" " " " " " " "	2.9				20.12		3.2			40		40		
1360+70	" " " " " " " "					6.50		1.7			30		30		
1364+00	" " " " " " , Ditch	16.5				13.63		2.3			52		42		
1370+00	" " " " " " " "	5.6				3.04		1.7			42		42		
1376+50	" " " " " " , 2 Hdwl's, Dike		8.2			17.39		3.3			32				
1382+75	Project Marker														
1385+00	Cross Culvert, Ditch	14.0				12.32		1.1		32					
1393+00	" " " " " " , Ditch	6.6				9.3		2.3			30		40		
1394+50	" " " " " " , 2 Hdwl's Approaches		33.3			3.51		1.7			30		30		
1398+70	Cross Culvert, 2 Hdwl's		107.7			6.62		3.3			30		30		
1402+17	10'x10'6" Type 10-III Conc. Box Culvert, Channel Change	446.7		21.06	28.53		181.8		16.716						
1520+045	Project Marker														
1522+14	Cross Culvert, Channel change	27.8				5.54		1.7			62		42		
1523+25	" " " " " " , Ditch	44.6				30.21		3.0			30		42		
1529+36	" " " " " " , Ditch, Dike		4.7			9.80		1.7			30		62		
1532+20	" " " " " " " "	8				7.56		2.3			30		62		
1540+30	" " " " " " " "	40.3				3.04		1.7			30		46		
1551+20	" " " " " " , Ditch	11.4				24.32		2.3			30		68		
1560+40	" " " " " " " "	27.7				11.88		2.3			30		30		
1572+30	" " " " " " , Dike	41.6	12.1		</										

• Paid for as roadway excavation

GENERAL NOTES

All work shall be done in conformity with Standard Specifications of the Colorado State Highway Dept. adopted on Jan. 1, 1930. Except as limited by the Special Provisions, power equipment may be used on this project.

TYPICAL SECTION



PLAN & PROFILE SHOWING SWELL & ROADBED on F.A.P. - 150-D

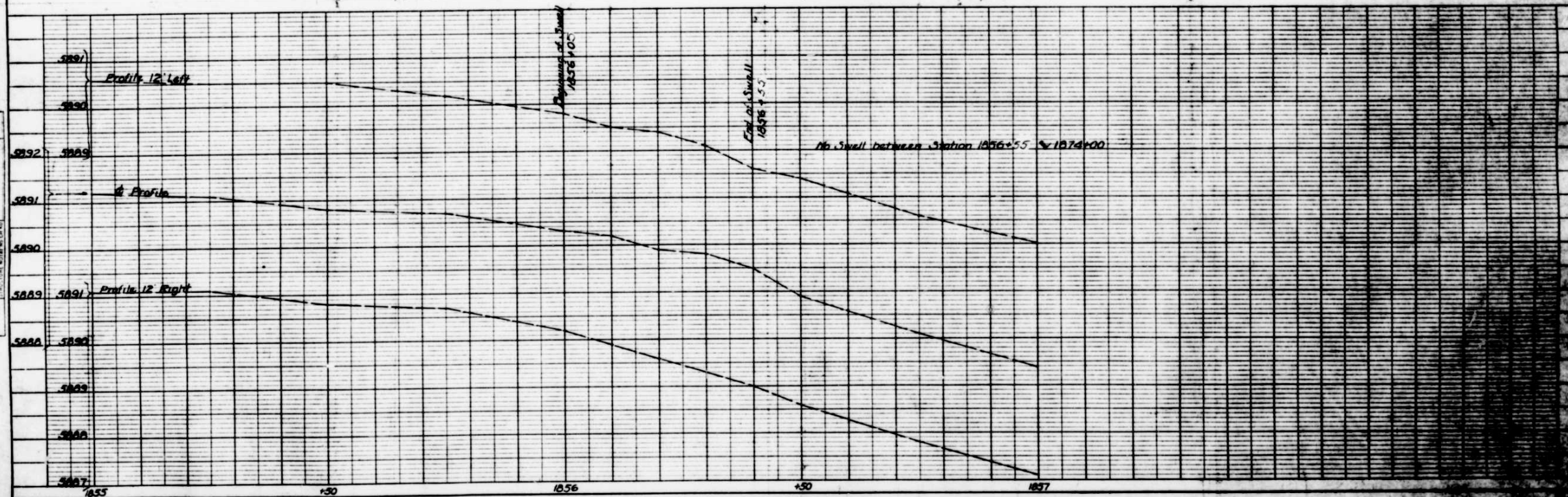
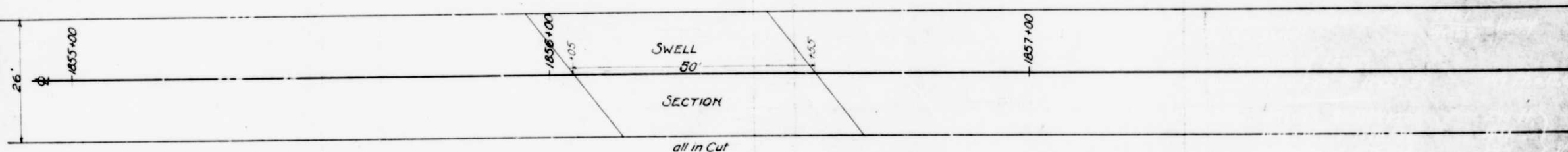
SUMMARY OF APPROXIMATE QUANTITIES

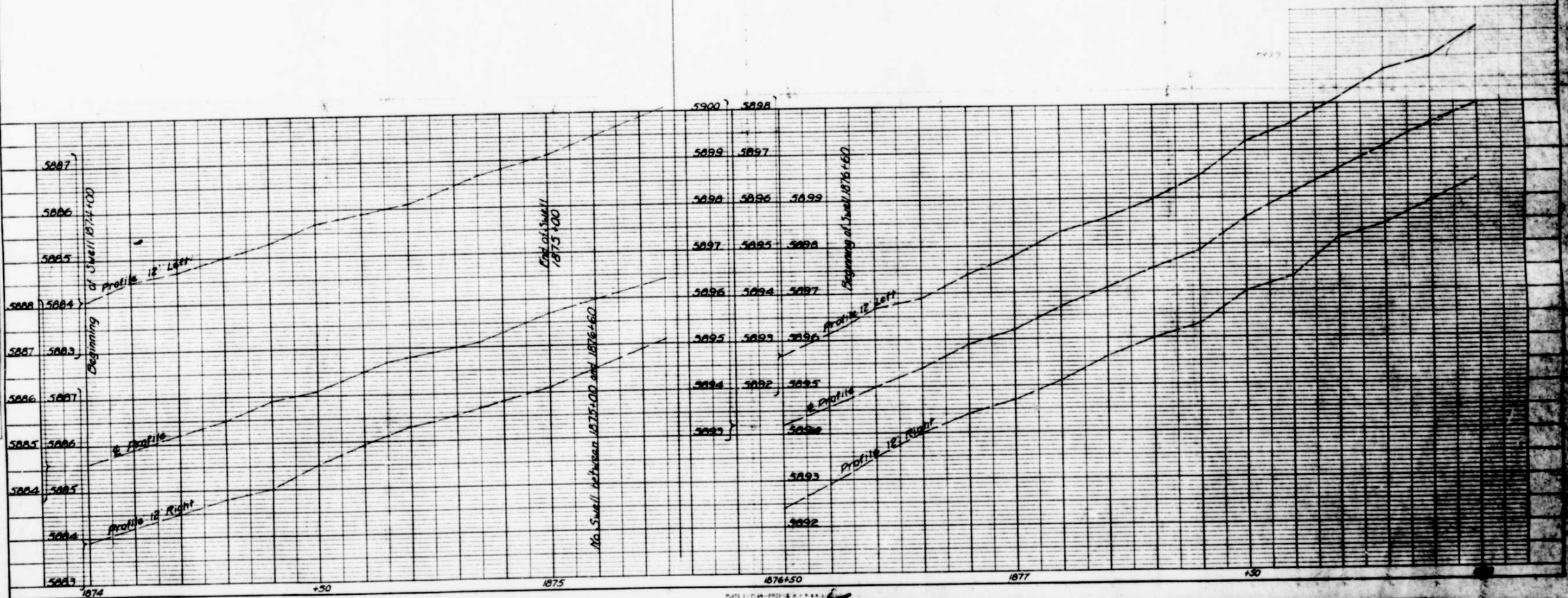
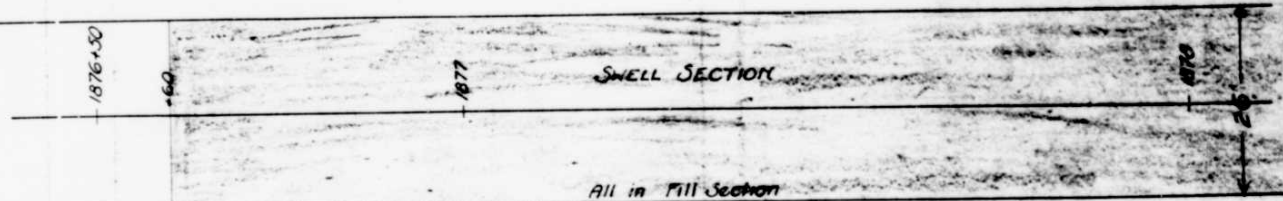
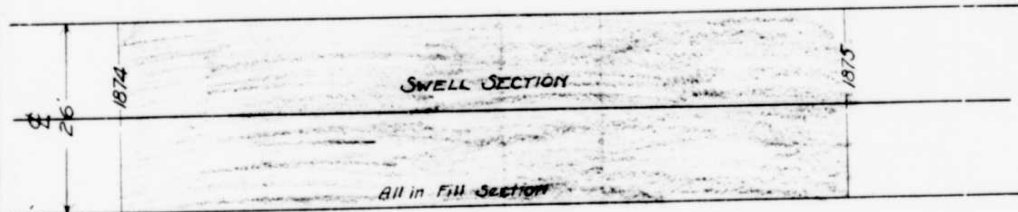
No.	ITEM	UNIT	QUANTITIES		
			HRH 150-D	PLAN 150-D	TOTAL
13x	Unclassified Excavation	Cu Yd	4200	600	4800
13y	Selected Material	Cu Yd	4500	700	5200
30x	Gravel or Crushed Rock Surfacing	Tons	670	100	770
69x	6" Vitrified Tile Underdrain	Lin. ft.	270		270

PER. NO.	DATE	REVISION	NO.	DATE	REVISION	NO.	DATE	REVISION
1	1930	150-D	2					

Note: Approximately 4' below the present surface of the road is to be excavated and 3'-8" backfilled with selected material.

The thickness of surfacing is to be considered approximate only. Surfacing material is to be placed at the rate of 55 tons per 100 ft. for the base course and at the rate of 30 tons per 100 ft. for the top course.





PLAN	TO	DATE
NOTE BOOK		
NO.		
RECEIVED		
PLUTED		
RECEIVED		
BY		

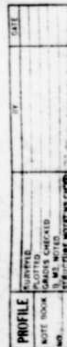
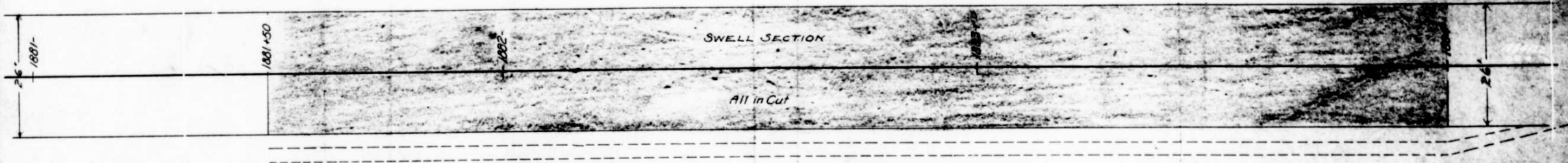


PLATE 1 - PLAN - PROFILE OF R.R. & C. STANDARDS
KEMPTEL & EGGLE CO. NEW YORK

PAGE NO.	SHEET NO.	DATE	BY	CHECKED	APPROVED
1	1	1981	...	...	...

PLAN
NOT TO SCALE
DATE: 1981
BY: ...
CHECKED: ...
APPROVED: ...



1881+50 to 1884+20 Regd 270 Lin Ft.
6" Vitrified Tile Underdrain

PROFILE
NOT TO SCALE
DATE: 1981
BY: ...
CHECKED: ...
APPROVED: ...

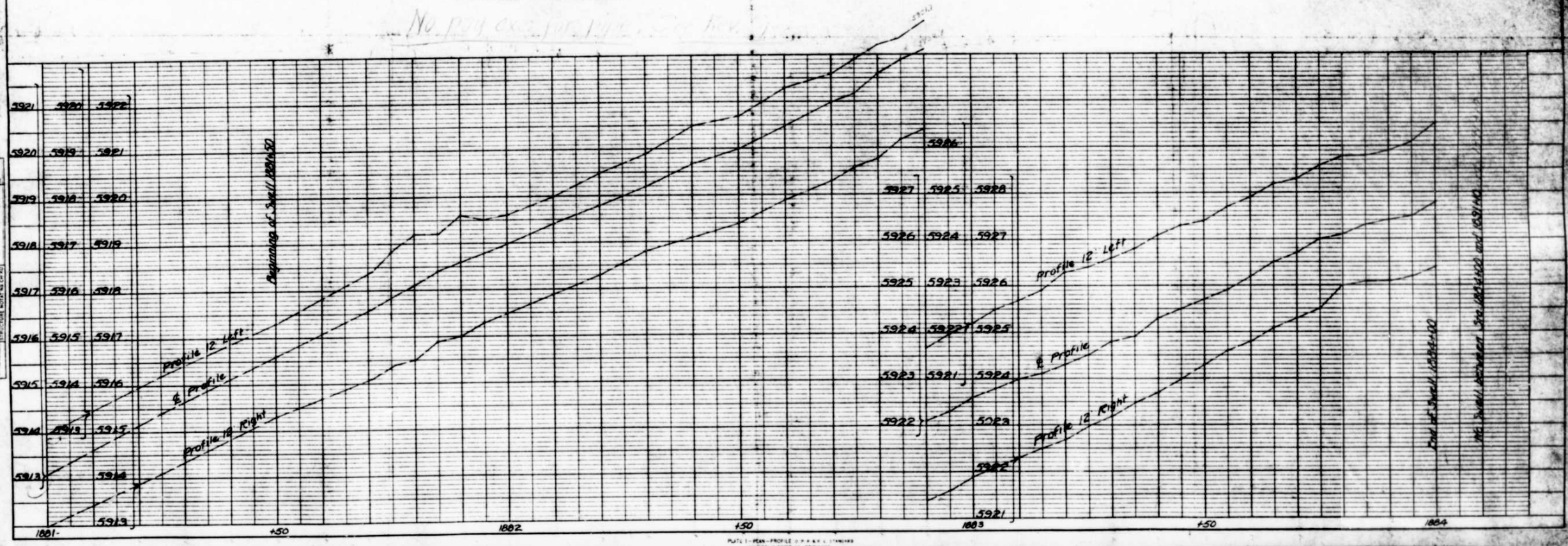
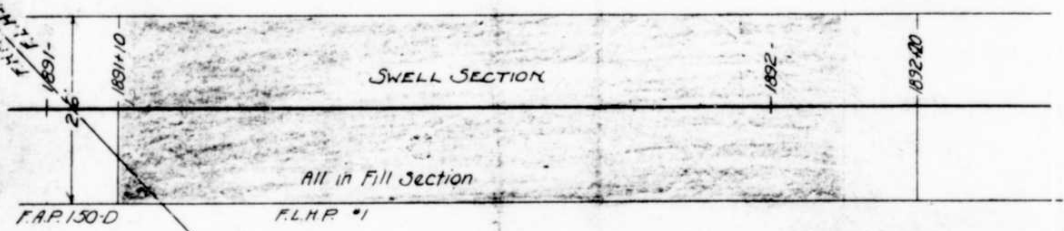
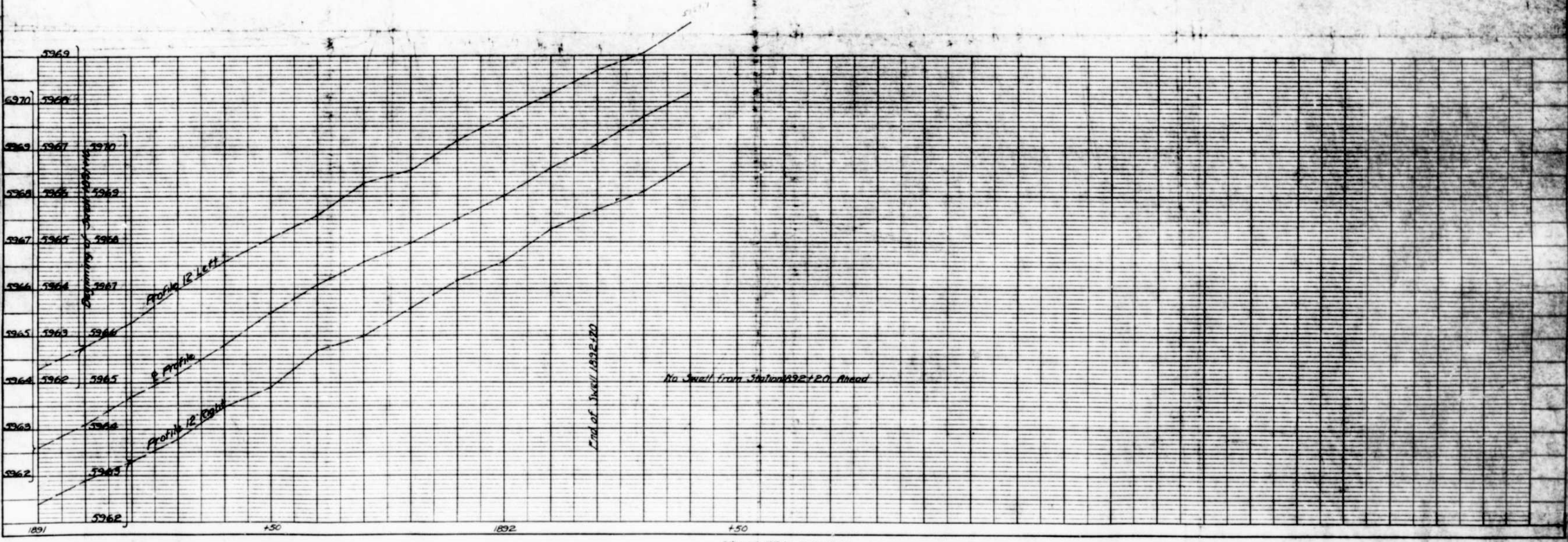


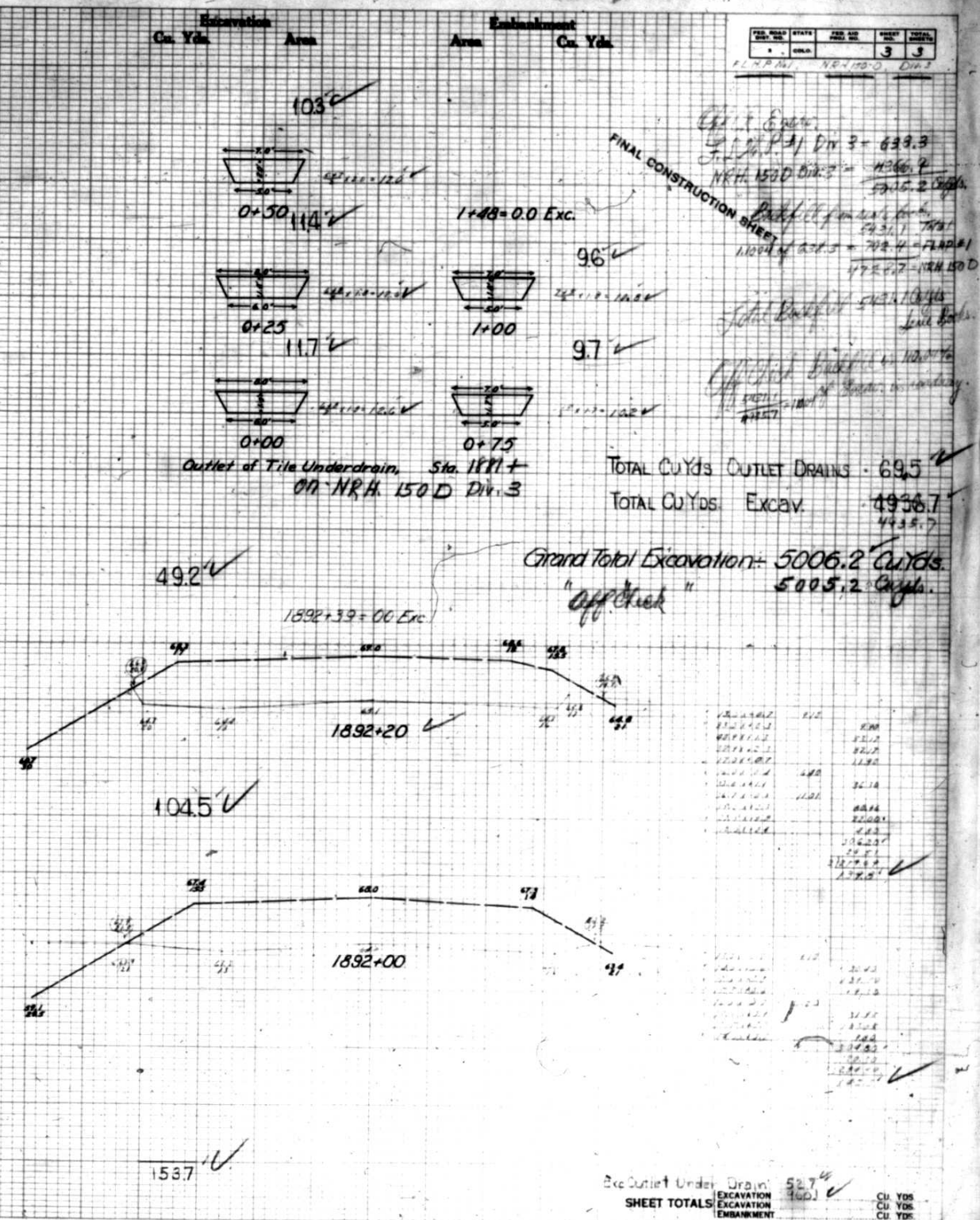
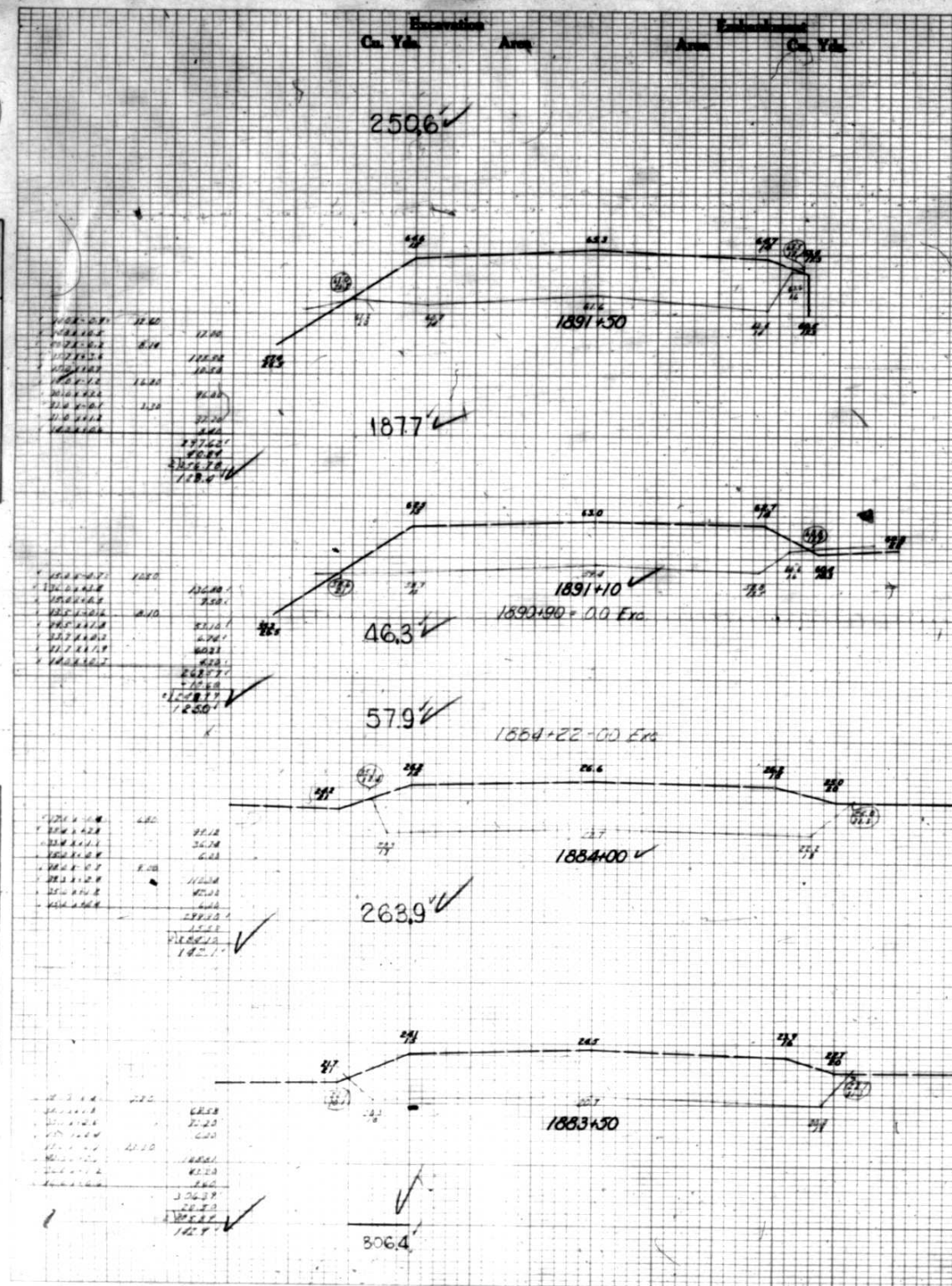
PLATE 1 - PLAN - PROFILE OF ROAD & UNDERDRAIN
1881+00 TO 1884+20

PLAN
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 CHECKED: [blank]
 DATE: [blank]
 BY: [blank]



PROFILE
 DRAWN: [blank]
 CHECKED: [blank]
 DATE: [blank]
 BY: [blank]





INDEX OF SHEETS

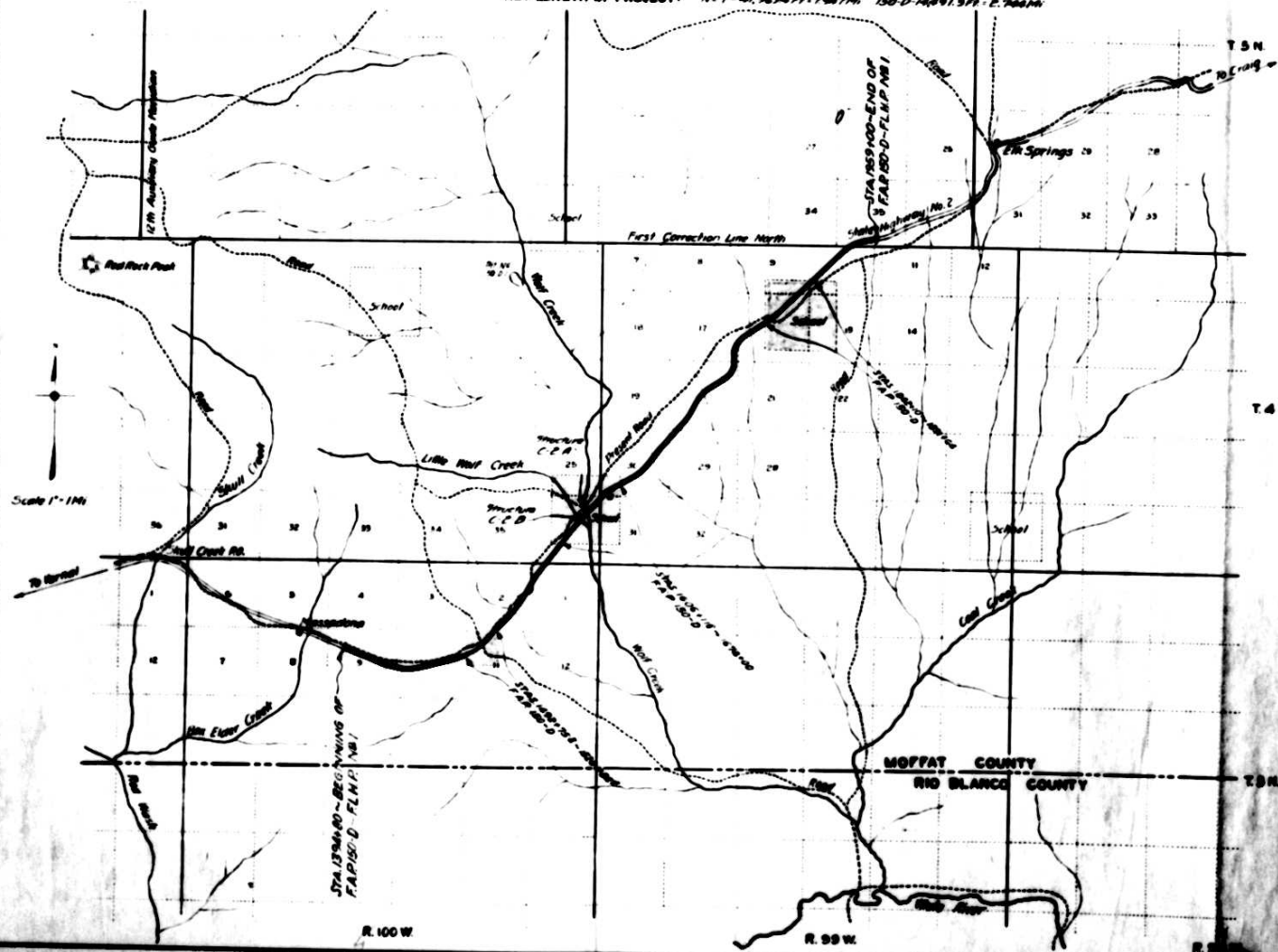
- 1 Title Sheet
- 2 Summary and Cross Section Sheet
- 3 Detail of Bridge at Sta 10+00
- 4-5 Detail of Concrete Box Culverts
- 6-7 Detail of Concrete Box Culverts
- 8 Standard Marker Posts
- 9 Plans and Profile Sheet
- 10-11 Plans and Profile Sheet
- 12-13 Cross Section Sheets

COLORADO STATE HIGHWAY DEPARTMENT PLAN AND PROFILE OF PROPOSED FEDERAL AID PROJECT NO. 150-D AND FEDERAL LAND HIGHWAY PROJECT NO. 1 STATE HIGHWAY NO. 2 MOFFAT COUNTY

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: 4.9534 MI. (10.00 MI. PAR. 35.00 MI. 7.550 MI.)
NET LENGTH OF PROJECT: 4.9534 MI. (10.00 MI. 150-D 4.9534 MI. 7.550 MI.)

CONVENTIONAL SIGNS

Center Line
Pole Line
Section Line
Quarter Section Line
Right of Way Line



RECOMMENDED FOR APPROVAL
ASSISTANT ENGINEER
APPROVED
STATE HIGHWAY ENGINEER
RECOMMENDED FOR APPROVAL
DIST. ENG. BUREAU PUBLIC ROADS
RECOMMENDED FOR APPROVAL
CHIEF ENG. BUREAU PUBLIC ROADS
APPROVED
DIRECTOR BUREAU PUBLIC ROADS

INDEX OF SHEETS

1	Time Sheet	
2	Summary and Cross Section Sheet	
2-3	Details of Timber Truss, Span 162'4"	
4	" " Concrete & Beam Bridge, Span 168'4"	
5	" " Special Concrete Box Culverts	
6	" " " " " "	Culvert No. 18161
8	Standard Marker Posts	M 24 B
9	" " Guard Fence	M 25 B
10	" " " " " "	M 102 B
11	" " Concrete Box Culverts	M 104 B
12-31	Plan and Profile Sheets.	
32-49	Cross Section Sheets.	

1. TITLE SHEET
2a. TYPICAL SECTION & SUMMARY
2a-6a. PLAN & PROFILE

SCALES

ON PLAN, 1 IN. = 100 FT.

ON PROFILE 1 1/2 IN. = 100 FT. HORIZONTAL
 1 1/2 IN. = 10 FT. VERTICAL

GRADE LINE ON PROFILE IS SHOWN AS GRADE OF FINISHED ROAD

GROSS LENGTH OF PROJECT: 141.14 + 56.4587 FF = 197.5987 M. N.R.M. = 39,063.4 FT. = 7,550.0 M.

NET LENGTH OF PROJECT: 141.1 - 41.9634 FT. = 99.1366 M. 150 D = 144.913 FT. = 27.900 M.

Center-Line
Pole Lines
Section Lines
Quarter Section Lines
Right of Way Lines

NOTE

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, Glenwood Spgs.
A. K. Langridge.....	Resident Engineer, Elk Springs

RECOMMENDED FOR APPROVAL

APPROVED *Chas O'Ware*
ASSISTANT ENGINEER
STATE HIGHWAY ENGINEER

RECOMMENDED FOR APPROVAL
W. J. O'Ware
DIST. ENGR. BUREAU PUBLIC ROADS

RECOMMENDED FOR APPROVAL

APPROVED
CHIEF ENGR. BUREAU PUBLIC ROADS

DIRECTOR BUREAU OF HIGHWAYS

A.J. Strong

COLORADO
STATE HIGHWAY DEPARTMENT
PLAN AND PROFILE OF PROPOSED
U.S.P.W. PROJECT NO. N.R.H. 150-D
AND
FEDERAL LAND HIGHWAY PROJECT NO. 1
STATE HIGHWAY NO. 2
MOFFAT COUNTY

	INDEX OF SHEETS
1	Title Sheet.
2	Summary and Cross Section Sheet.
3	Details of Timber Trussing. See 16-29A.
A-5	- Concrete Tension Bridge. See 16-47.
B	- Special Concrete Box Culverts.
C	- "O.V.O."
D	- Standard Marker Posts. Colvert. See 18-6C.
E	- Guard Fence. M 2d F.
F	- Cover Materials. M 10S-D.
G	- Concrete Box Culverts. M 10M-B.
H-11	Plan and Profile Sheets.
I-2-a	Cross Section Sheets.

1. TITLE SHEET
2a. TYPICAL SECTION & SUMMARY
2a-6a. PLAN & PROFILE

SCALES

ON PLAN, 1 IN. = 100 FT.

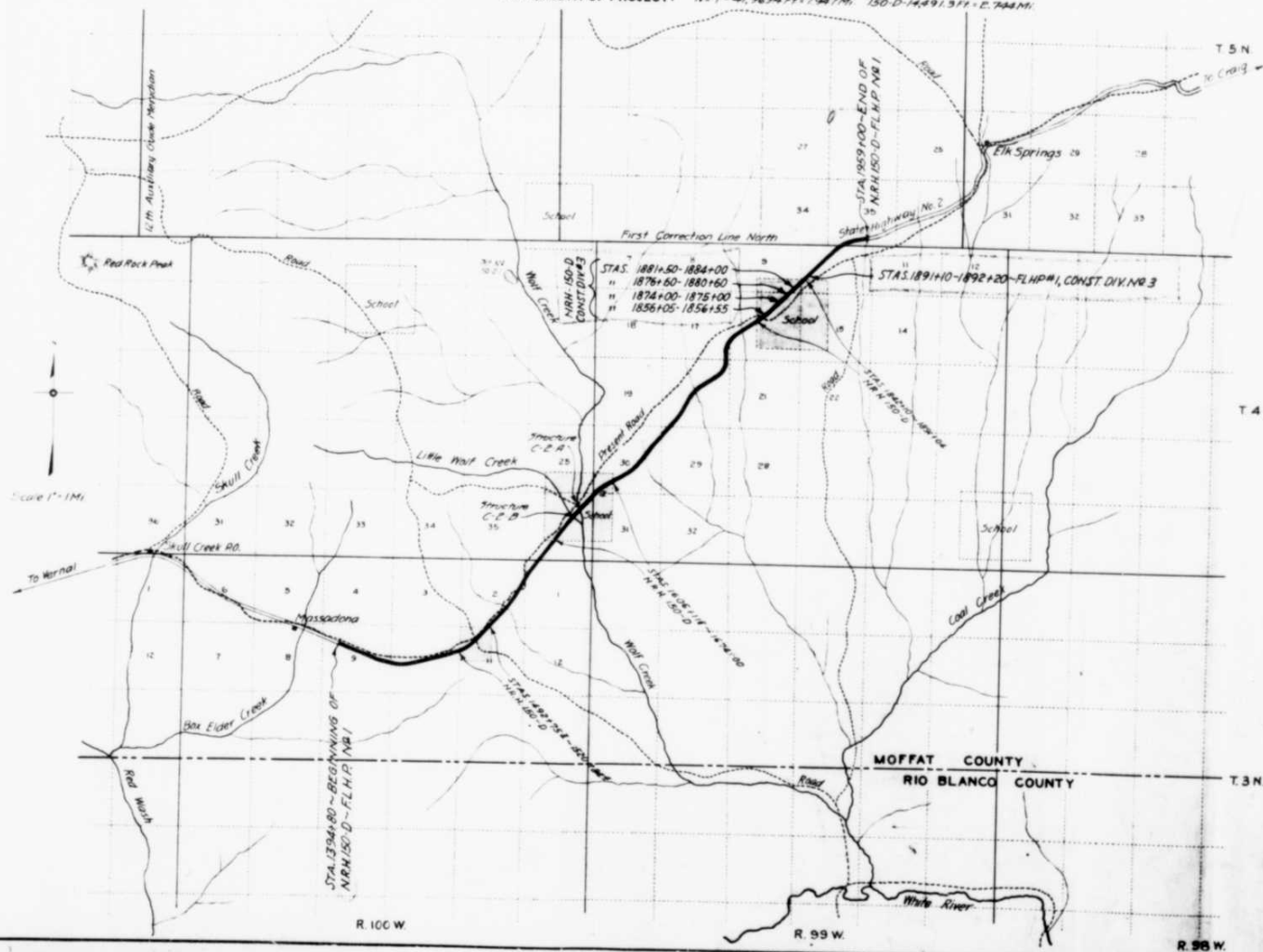
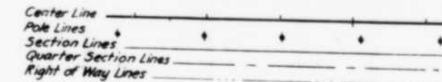
ON PROFILE 1 IN. = 100 FT. HORIZONTAL
1 IN. = 10 FT. VERTICAL

GRADE LINE ON PROFILE IS SHOWN AS GRADE OF FINISHED ROAD

GROSS LENGTH OF PROJECT: 151.41, 96.34 FT. + 10.69 FT. = 162.10, 96.34 FT. + 7.55 FT. = 204.04 FT.

NET LENGTH OF PROJECT: 162.10, 96.34 FT. + 7.55 FT. = 169.65, 96.34 FT. + 7.55 FT. = 177.20 FT.

CONVENTIONAL SIGNS



A.J. Strong

R. 100 W.

R. 99 W.

R. 98 W

RECOMMENDED FOR APPROVAL *[Signature]*

ASSISTANT ENGINEER

APPROVED _____

Chas. D. V. 2

STATE HIGHWAY ENGINEER

RECOMMENDED FOR APPROVAL

24

DIST. ENG. BUREAU: PUBLIC ROADS

RECOMMENDED FOR APPROVAL

100

CHIEF ENG. BUREAU PUBLIC ROADS

APPROVED

00471-73

INDEX OF SHEETS

- 1 Title Sheet
- 2 Summary and Cross Section Sheets
- 3 Details of Timber Trestles, etc.
- 4-5 General and Particulars of Bridge
- 6 Details of Concrete Box Culverts
- 7 Details of Box Culverts
- 8 Standard Marker Posts
- 9 Guard Rails
- 10 Concrete Reinforced
- 11 Concrete Box Culverts
- 12-31 Plan and Profile Sheets
- 32-49 Cross Section Sheets

COLORADO STATE HIGHWAY DEPARTMENT PLAN AND PROFILE OF PROPOSED FEDERAL AID PROJECT NO. 150-D AND FEDERAL LAND HIGHWAY PROJECT NO. 1 STATE HIGHWAY NO. 2 MOFFAT COUNTY

SCALES

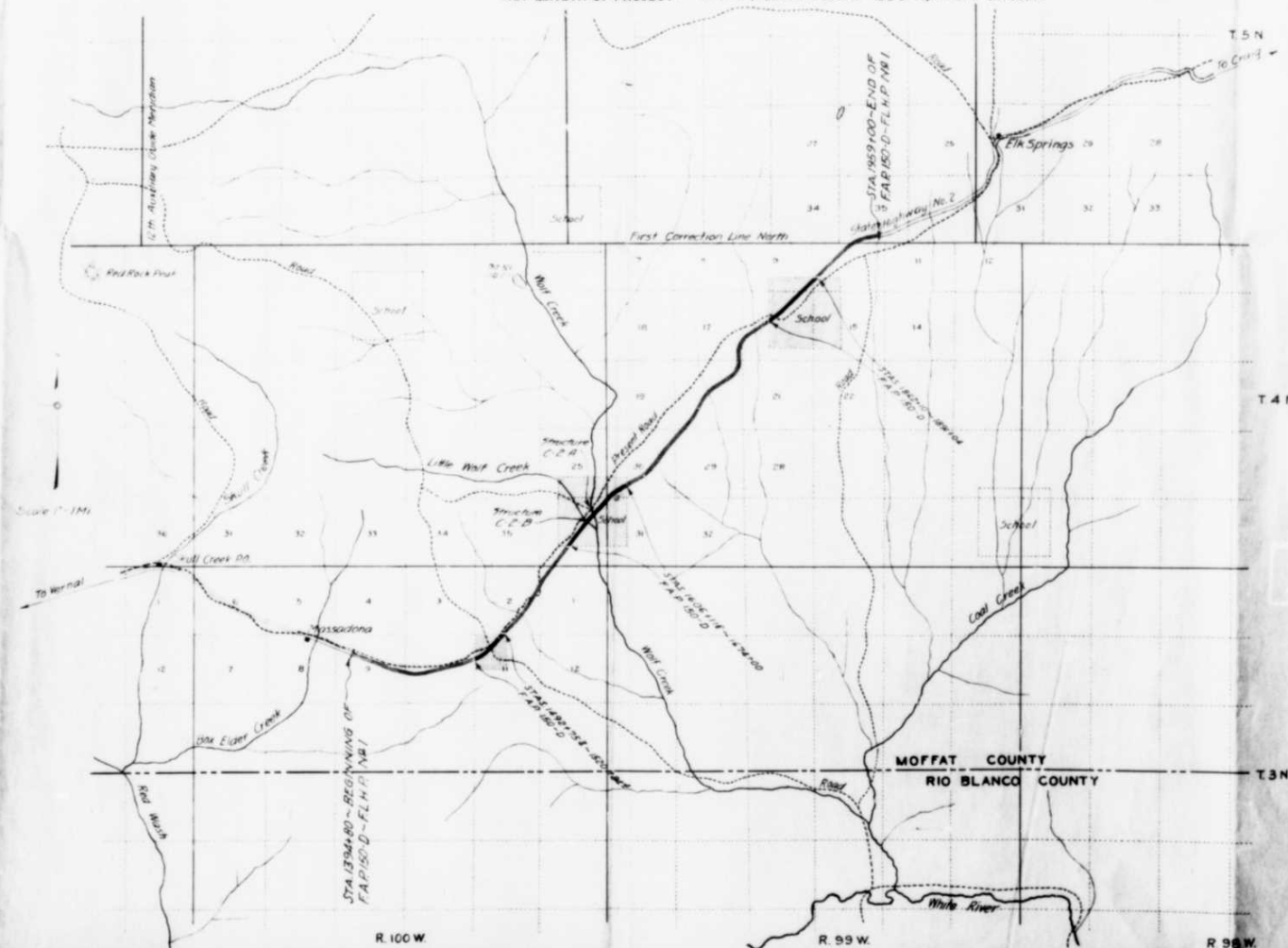
ON PLAN, 1 IN. = 100 FT.
ON PROFILE 1 IN. = 100 FT. HORIZONTAL
1 IN. = 10 FT. VERTICAL

GRADE LINE ON PROFILE IS SHOWN AS GRADE OF FINISHED ROAD

GROSS LENGTH OF PROJECT: 11.15045877 = 1068' M. P.A. = 39,8634 FT. = 7.550 M.
NET LENGTH OF PROJECT: 11.1 = 41,9634 FT. = 7.947 M. 150-D = 14,4913 FT. = 2.746 M.

CONVENTIONAL SIGNS

Center Line
Pole Lines
Section Lines
Quarter Section Lines
Right of Way Lines



RECOMMENDED FOR APPROVAL
ASSISTANT ENGINEER
APPROVED
STATE HIGHWAY ENGINEER
RECOMMENDED FOR APPROVAL
DIST. ENR. BUREAU PUBLIC ROADS
RECOMMENDED FOR APPROVAL
DIST. ENR. BUREAU PUBLIC ROADS
APPROVED
DIRECTOR BUREAU PUBLIC ROADS

MAP SHOWING REARRANGEMENT OF 1931, 1933, 1934, 1935 AND 1936 FEDERAL LANDS HIGHWAY FUNDS.
AS OF MARCH 17, 1936.

MAP OF THE STATE HIGHWAYS OF COLORADO

