

Notes:-

Alignment and grade shown on these plans are subject to adjustment during construction, after approval by the Denver Office of the Department.

All poles encroaching on construction are to be moved by the owners.

All suitable material excavated from culverts and ditches and not used for ditch embankment is to be used in the roadway embankment.

R.O.M. Markers are tabulated on Sheet No. 4.

Signs to be removed are tabulated on Sheet No. 3.

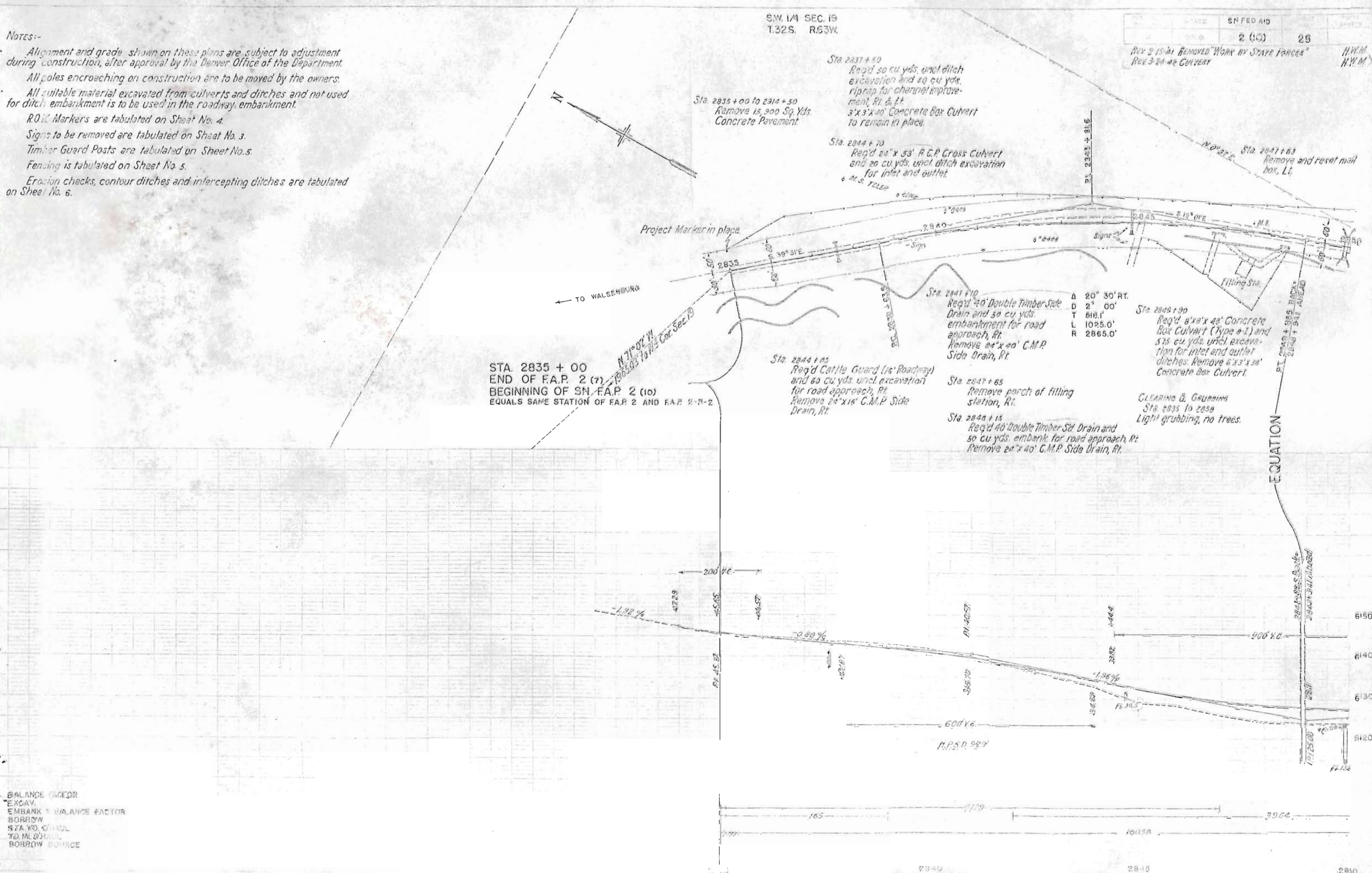
Timber Guard Posts are tabulated on Sheet No. 5.

Fencing is tabulated on Sheet No. 5.

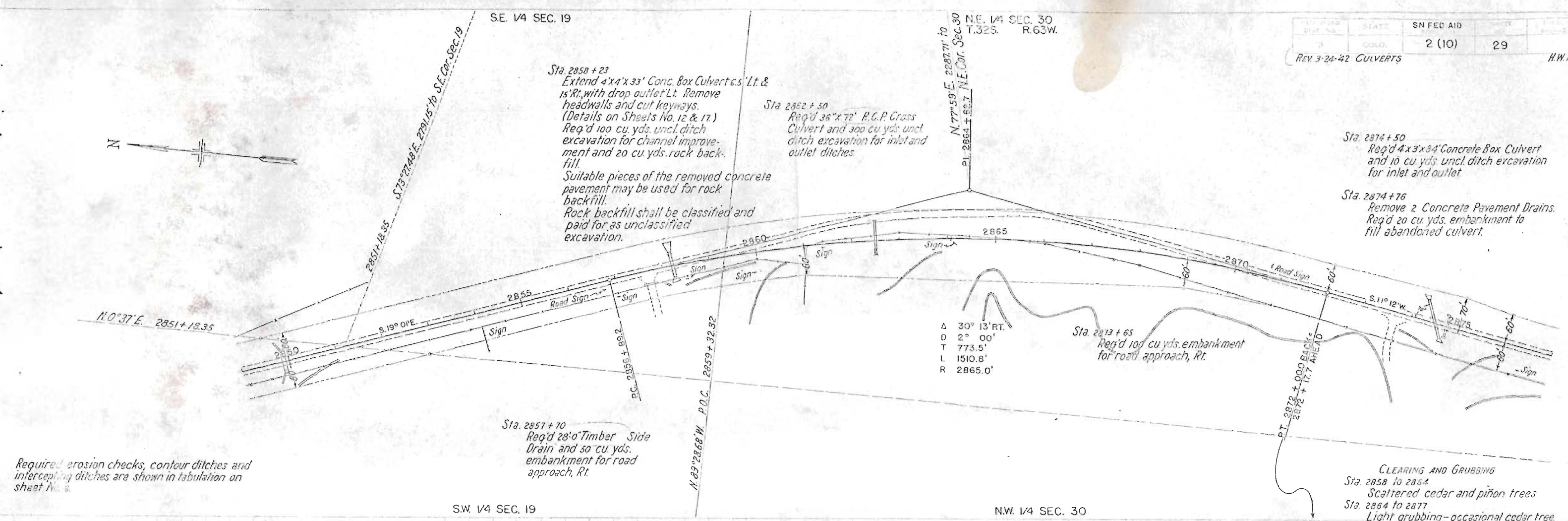
Erosion checks, contour ditches and intercepting ditches are tabulated on Sheet No. 6.

S.W. 1/4 SEC. 19
T.32S. R.63W.

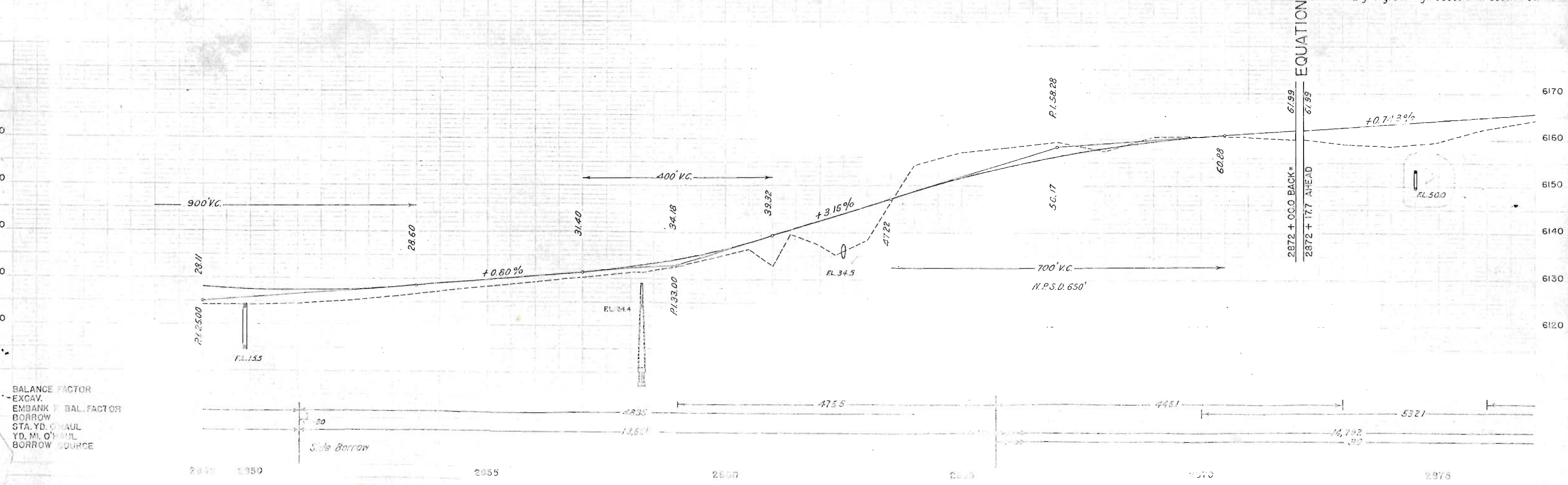
DATE	SH. FED. AID	2 (10)	28	TOTAL SHEETS
REV 3-15-41	REMOVED WORK BY STATE FORCES			H.W.M.
REV 3-24-45	CULVERT			H.W.M.



BALANCE FACTOR
EXCAV.
EMBANK. BALANCE FACTOR
BORROW
STA. TO. HAUL
TO. MCH. Haul
BORROW SOURCE

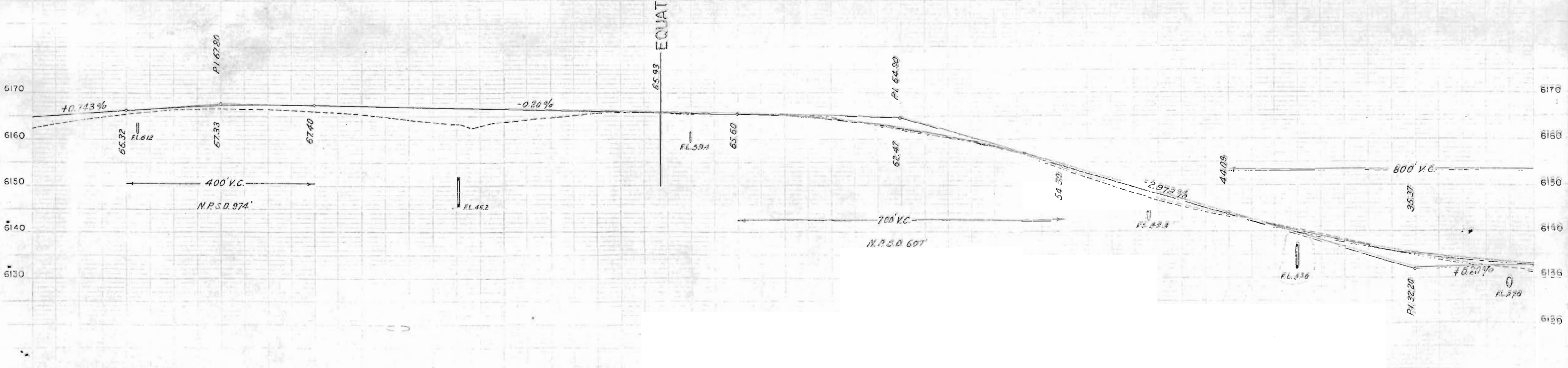


Required erosion checks, contour ditches and intercepting ditches are shown in tabulation on sheet IV. 8.



FED AID REVENUE	STATE	SN FED AID	TOTAL 2011-12
3	GOLD	2 (10)	30

REV 3-24-12 CULVERTS R.W.



BALANCE FACTOR		500		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413		3413	
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S.E. 1/4 SEC. 30

N.W. 1/4 SEC. 31
T. 32 S. R. 63 W.

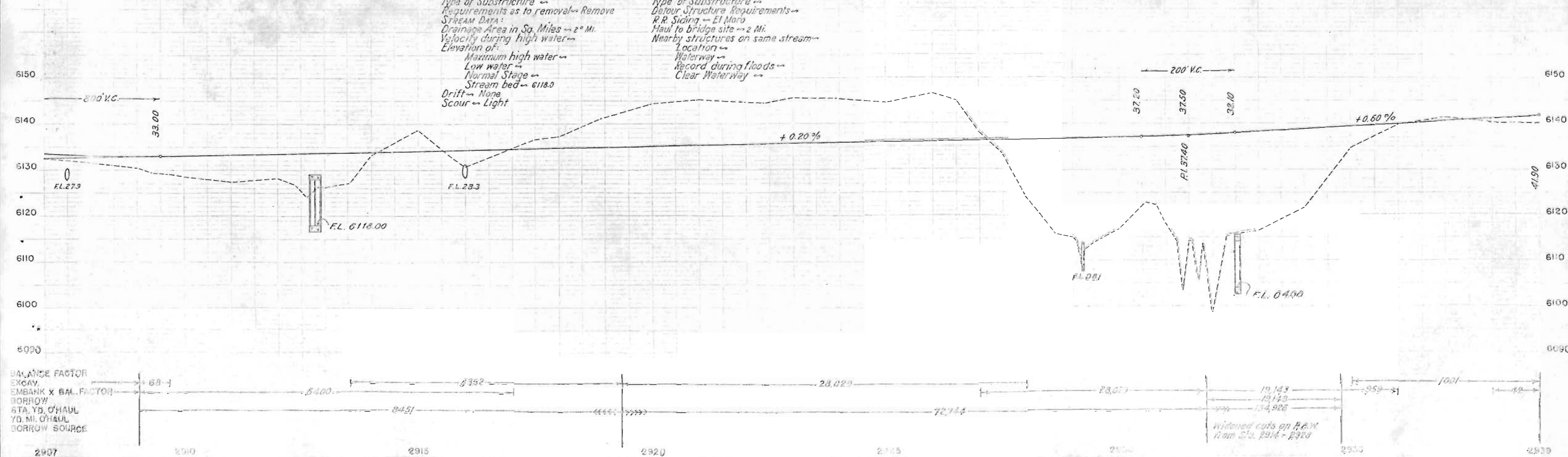
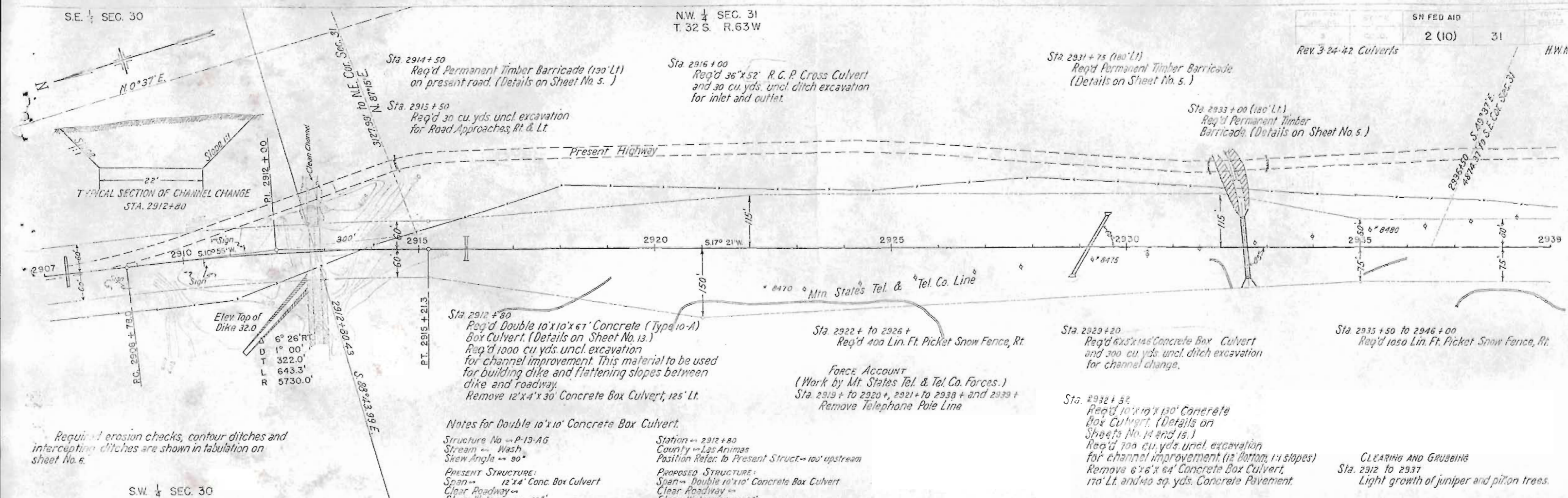
SH FED AID

2 (10)

31

Rev. 3-24-42 Culverts

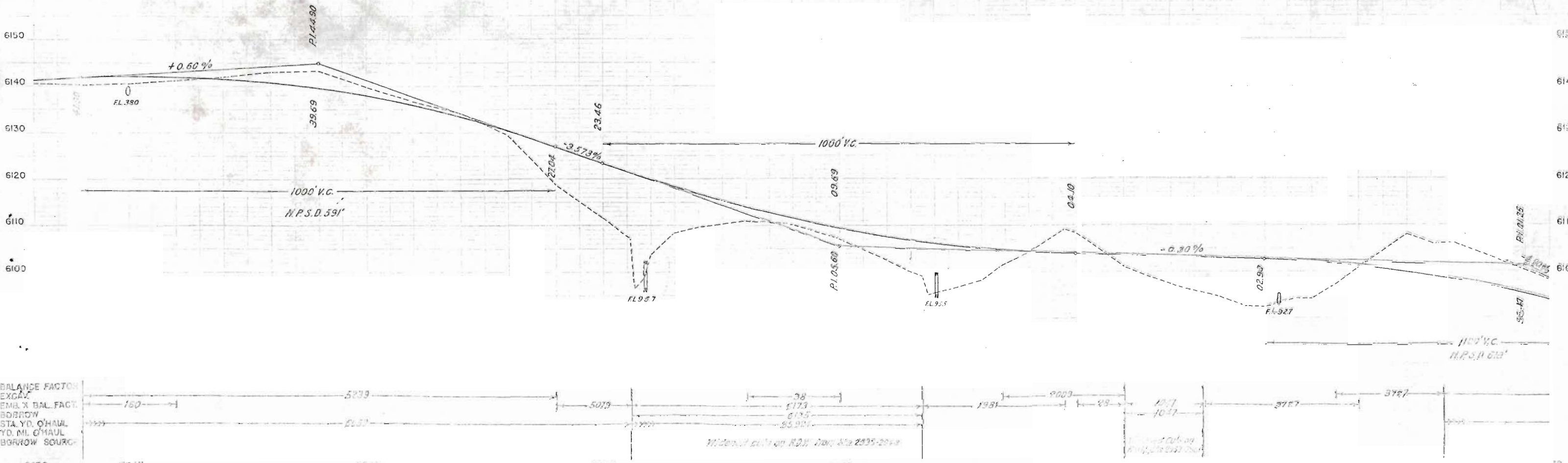
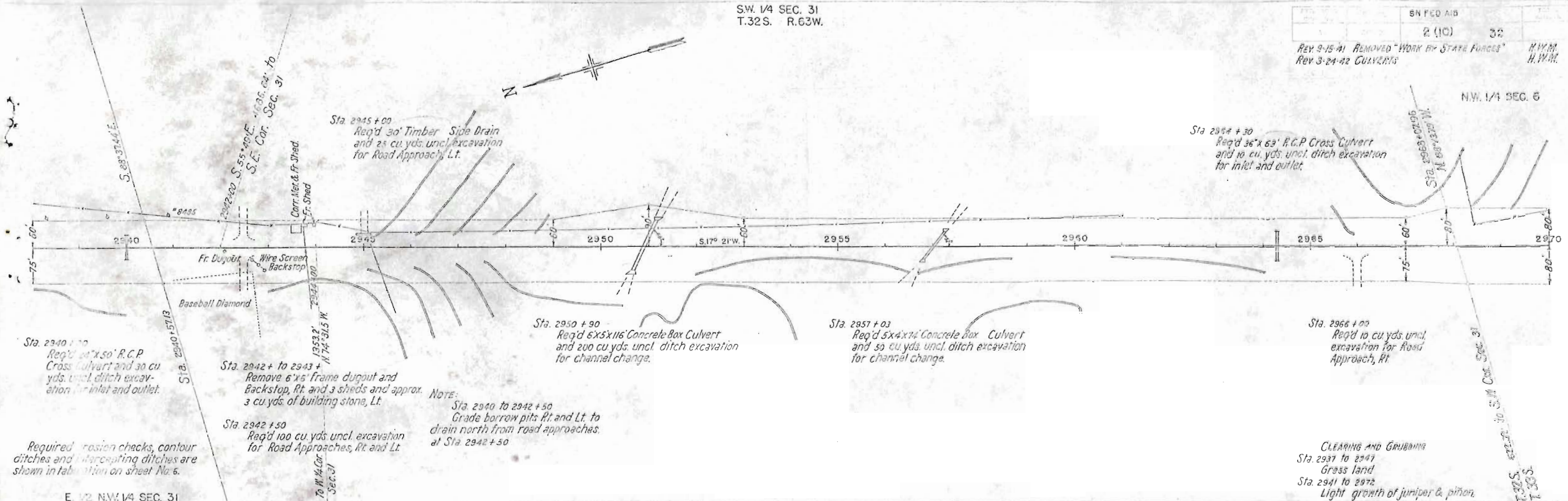
H.W.M.



SW 1/4 SEC. 31
T.32S. R.63W.

SN FED AID
2 (10) 32
REV. 9-15-41 REMOVED "WORK BY STATE FORCES"
REV. 3-24-42 CULVERTS
H.W.M.
H.W.M.

N.W. 1/4 SEC. 6



N.W. 1/4 SEC. 6
T. 33 S. R. 63 W.

SN FEB AID
2 (10) 33

REV 3-24-82 CULVERTS

N.W.M.

Sta. 2972 + 00

Reg'd 30' Timber Side Drain and
25 cu. yds. uncl. excavation for
Road Approach, Rt.
Reg'd 30' Timber Side Drain and
25 cu. yds. uncl. excavation for
Road Approach, Lt.

Sta. 2981 + 19

Reg'd 24" x 64' R.C.P. Cross Culvert
and 20 cu. yds. uncl. ditch excavation
for inlet and outlet.

Sta. 2990 + 00

Reg'd 8' x 8' x 30' Concrete Box Culvert
(Type 81) and 20 cu. yds. uncl. ditch
excavation for inlet and outlet.

Sta. 2974 + 52

Reg'd 24" x 54' R.C.P. Cross Culvert
and 30 cu. yds. uncl. ditch excavation
for inlet and outlet.
Reg'd 50 cu. yds. embankment for
dike, Rt.

Sta. 2980 + 40 to 2983 + 80

Reg'd 800 cu. yds. uncl. excavation
and 12 cu. yds. riprap for channel
change, Rt. Bottom 12' wide, cut
slopes 2:1.

Sta. 2989 + 63.76

Sta. 2985 + 60 to 2990 + 00

Reg'd 3000 cu. yds. uncl. excavation
and 150 cu. yds. riprap for channel
change, Rt. Bottom 20' wide, cut
slopes 2:1.

Sta. 2994 + 72

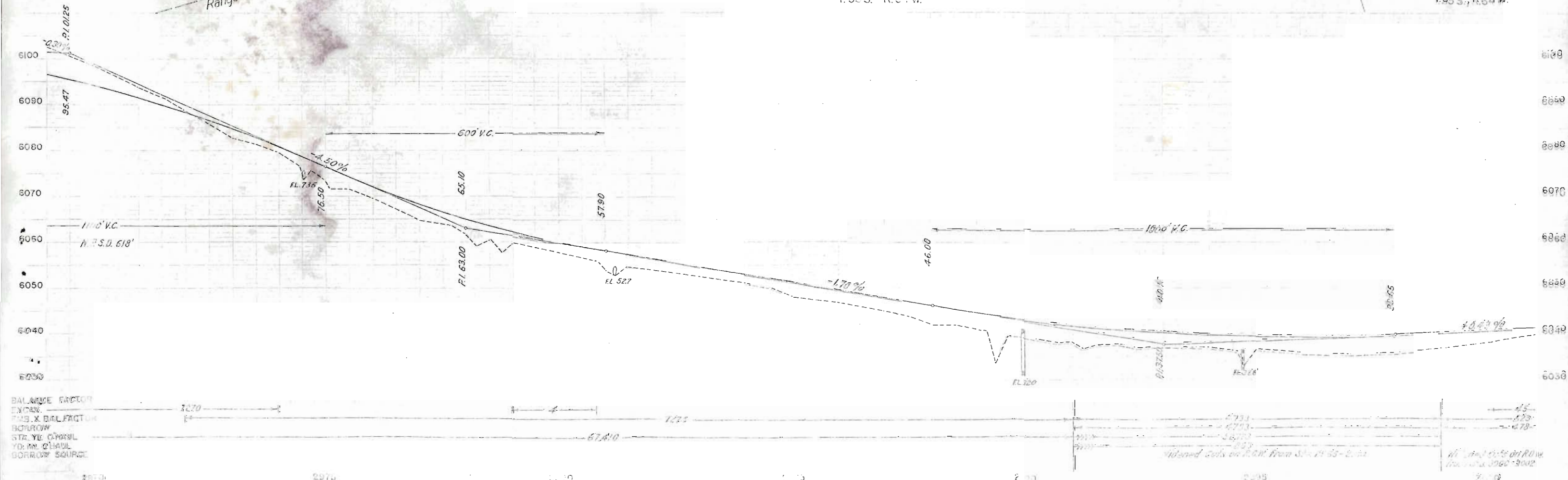
Reg'd 8' x 8' x 56' Concrete Box
Cross Culvert and 15 cu. yds.
uncl. ditch excavation for
inlet and outlet.

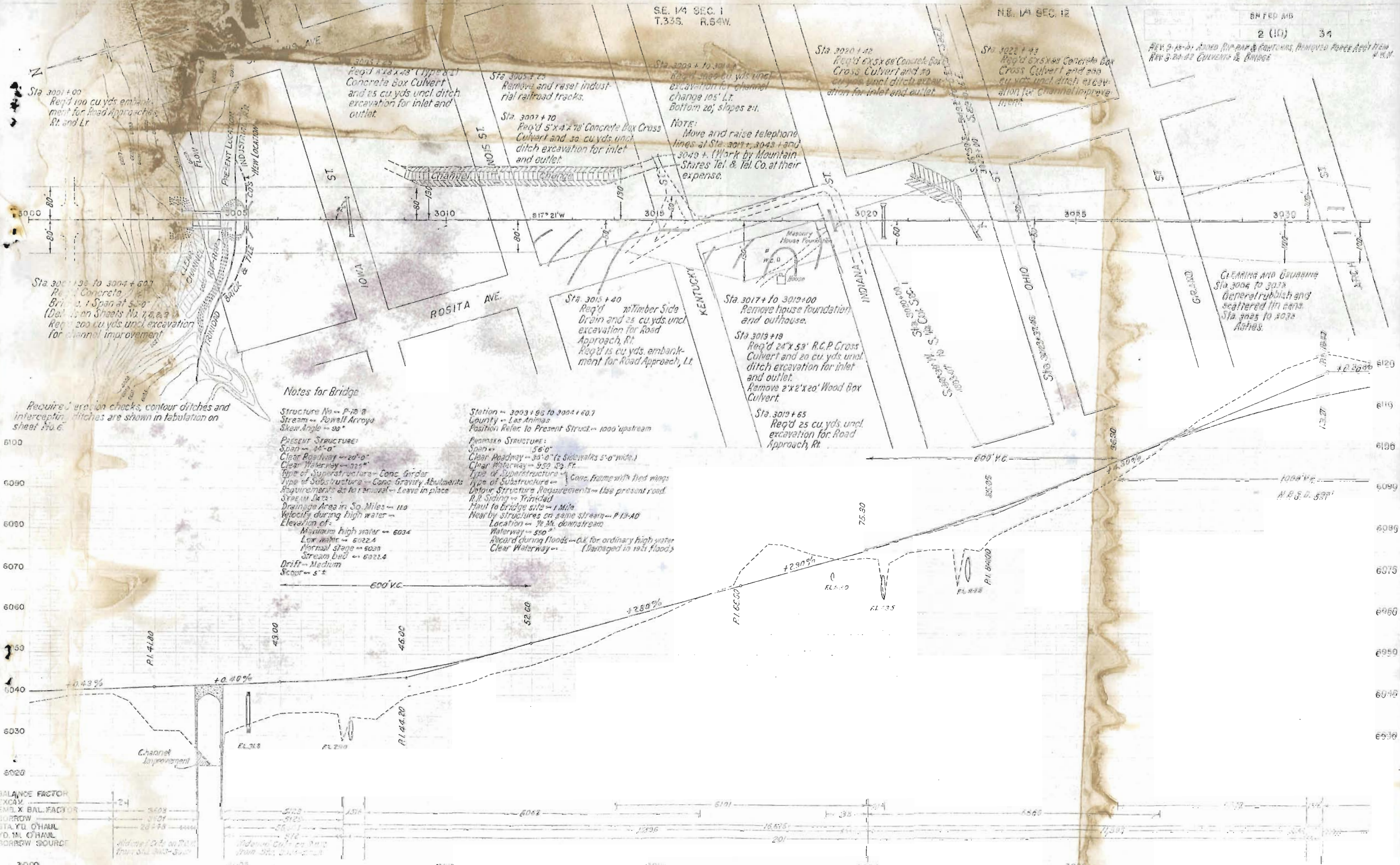
Required erosion checks, contour ditches and
intercepting ditches are shown in tabulation on
sheet No. 6.

Range 63W.
Range 64W.

N.E. 1/4 SEC. 1
T. 33 S. R. 64 W.

S.E. 1/4 SEC. 1
T. 33 S. R. 64 W.





Sta. 3001+00
Req'd 100 cu yds embankment for Road Approaches Rt and Lt

3003+25
Req'd 8'x8'x48' (Type 8-1) Concrete Box Culvert and 25 cu yds uncl ditch excavation for inlet and outlet.

Sta. 3005+25
Remove and reset industrial railroad tracks.

Sta. 3007+70
Req'd 5'x4'x78' Concrete Box Cross Culvert and 30 cu yds uncl ditch excavation for inlet and outlet.

Sta. 3009+10
Req'd 3000 cu yds uncl excavation for channel change 105' Lt. Bottom 20' slopes 2:1.

NOTE:
Move and raise telephone lines at Sta. 3011+3043 and 3049+ (Work by Mountain States Tel. & Tel. Co. at their expense.)

Sta. 3020+40
Req'd 6x5x66 Concrete Box Cross Culvert and 20 cu yds uncl ditch excavation for inlet and outlet.

Sta. 3022+43
Req'd 6x5x66 Concrete Box Cross Culvert and 200 cu yds uncl ditch excavation for channel improvement.

REV. 9-15-41 ADDED RIP-RAP & CONTOURS, REMOVED FORCE REST FROM REV. 3-24-42 CULVERTS & BRIDGE

Sta. 3001+96 to 3004+60.7
Req'd Concrete Bridge 1 Span at 56'-0" (Details on Sheets No. 7, 8, & 9)
Req'd 200 cu yds uncl excavation for channel improvement

Required erection checks, contour ditches and intercepting ditches are shown in tabulation on sheet No. 6.

Notes for Bridge

Structure No. - P-18-B
Stream - Powell Arroyo
Skew Angle - 90°
Present Structure:
Span - 56'-0"
Clear Roadway - 20'-0"
Clear Waterway - 325'
Type of Superstructure - Conc. girder
Type of Substructure - Conc. Gravity Abutments
Requirements as to removal - Leave in place
STREAM DATA:
Drainage Area in Sq. Miles - 110
Velocity during high water -
Elevation of:
Maximum high water - 6034
Low water - 6022.4
Normal stage - 6026
Stream bed - 6021.4
Drift - Medium
Scour - 5'-2"

Station - 3003+96 to 3004+60.7
County - Las Animas
Position Refer. to Present Struct. - 1000' upstream
Proposed Structure:
Span - 56'-0"
Clear Roadway - 30'-0" (2 Sidewalks 5'-0" wide.)
Clear Waterway - 950' 13" ft.
Type of Superstructure - Conc. frame with tied wings
Type of Substructure - Conc. frame with tied wings
Detour Structure Requirements - Use present road.
R.R. Siding - Trinidad
Haul to Bridge site - 1 Mile
Nearby structures on same stream - P-13-AD
Location - 1/2 Mi. downstream
Waterway - 550'
Record during floods - OK for ordinary high water
Clear Waterway - (Damaged in 1921 flood)

CLEARING AND GRUBBING
Sta. 3006 to 3012
General rubbish and scattered tin cans.
Sta. 3025 to 3032
Ashes.

BALANCE FACTOR

EXCAV.	24
EMB. X BAL. FACTOR	3408
BORROW	3121
STA. YD. O'HAIL	20-75
YD. IN O'HAIL	
BORROW SOURCE	

Additional Cuts on P.O.C. from Sta. 3003-3004

Additional Cuts on P.O.C. from Sta. 3004-3005

NE. 1/4 SEC. 12
T. 33 S. R. 64 W.

SN FED AID
2 (10) 35

(Rev. Force Account Note
Rev. 3-24-43 CULVERTS)

H.W.M.
H.W.M.

