

TYPICAL ROW MARKER



Right of way marker on old US 85-87
north of Aguilar Proj. FAP 2-R-?

Herewith is the information on right of way markers that we discussed yesterday:

Project FAP 2-R-9; 11 markers:

2 @ 0 + 00
2 @ 25 + 54
2 @ 50 + 36
2 @ 53 + 60
1 @ 55 + 50
2 @ 60 + 00

Project FAP 2-R-10; 24 markers:

STATION		NO. REQ'D.
623 + 50	Rt. & Lt.	4
632 + 00	Lt.	1
636 + 00	Lt.	2
637 + 00	Lt.	2
650 + 00	Rt. & Lt.	4
678 + 00	Rt. & Lt.	2
689 + 11.6	Rt. & Lt.	2
710 + 00	2 Rt. & 1 Lt.	3
648 + 05.2	Rt. & Lt.	2
731 + 00	Rt. & Lt.	2

Project FAP 2-R-11; 49 markers:

STATION	NO. REQ'D.
394 + 50	2
399 + 50	2
402 + 50	2
420 + 93	2
425 + 00	3
435 + 00	2
436 + 10	2
448 + 50	3
452 + 50	3
455 + 50	3
457 + 10	4
480 + 30	1
507 + 40	2
521 + 90	2
525 + 20	3
528 + 50	3
537 + 25	2
548 + 50	2
550 + 00	2
557 + 00	2
558 + 40	2

Project FAP 2-R-12; 25 markers:

STATION	SIDE	NO. REQ'D.
1758 + 42	R	1
1759 + 05	L	1
1789 + 47	R	1
1789 + 97	L	1
1816 + 53	R	1
1816 + 95	L	1
1842 + 58	R	1
1843 + 03	L	1
1871 + 36	R	1
1883 + 00	L	1
1898 + 55	R	2
1898 + 76	L	1
1911 + 00	R	2
1925 + 80	R	1
1925 + 95	L	1
1953 + 00	R	1
1953 + 07	L	!
1979 + 74	R	2
1979 + 96	L	1
1996 + 79	R	1
1996 + 79	L	1

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1898 + 55	R	2
1898 + 76	L	1
1911 + 00	R	2
1925 + 80	R	1
1925 + 95	L	1
1953 + 00	R	1
1953 + 07	L	!
1979 + 74	R	2
1979 + 96	L	1
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548 + 50	2
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548 + 50	2
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558 + 40	2

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1925 + 95	L	1
1953 + 00	R	1
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1979 + 74	R	2
1979 + 96	L	1
1996 + 79	R	1
1996 + 79	L	1

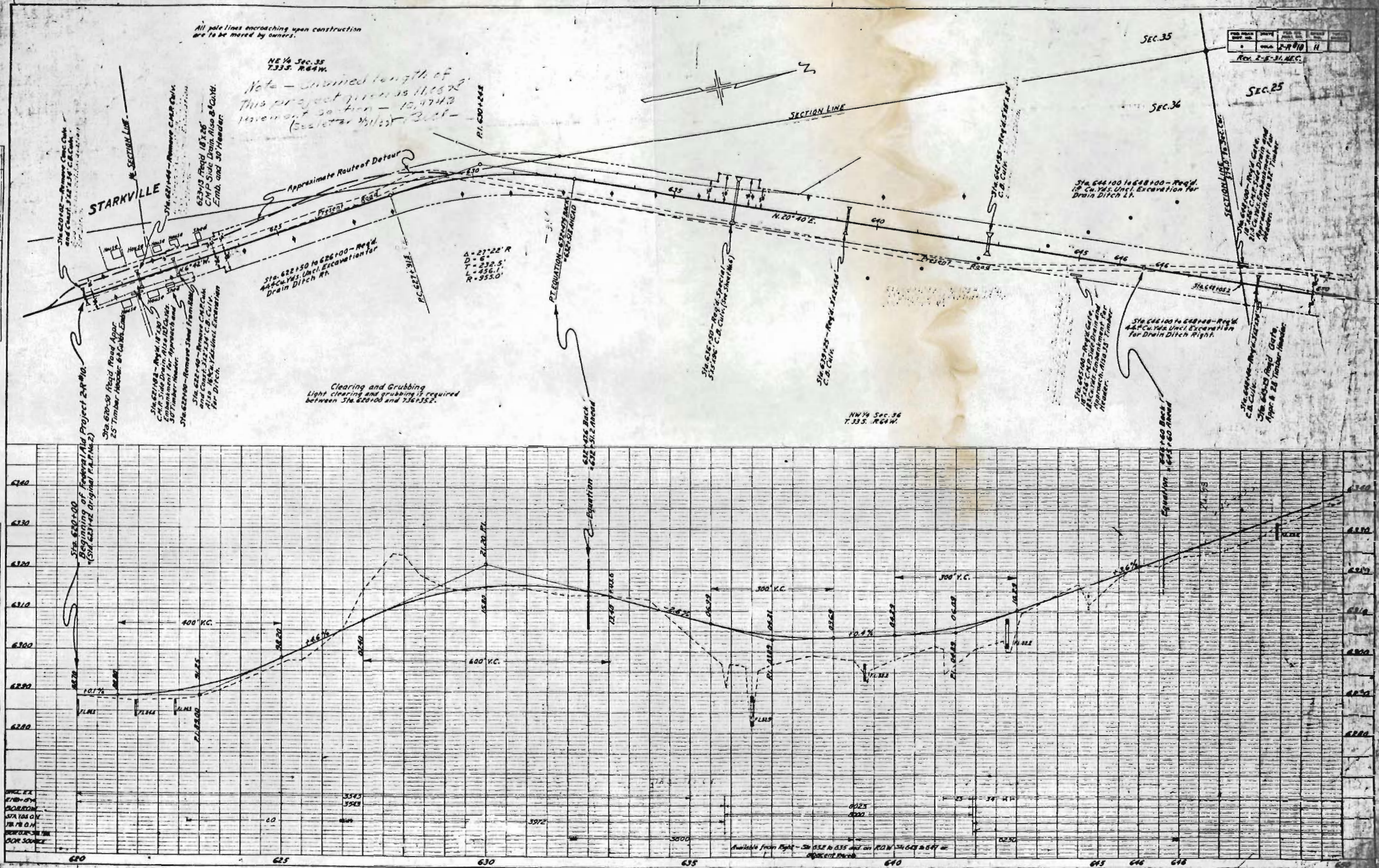
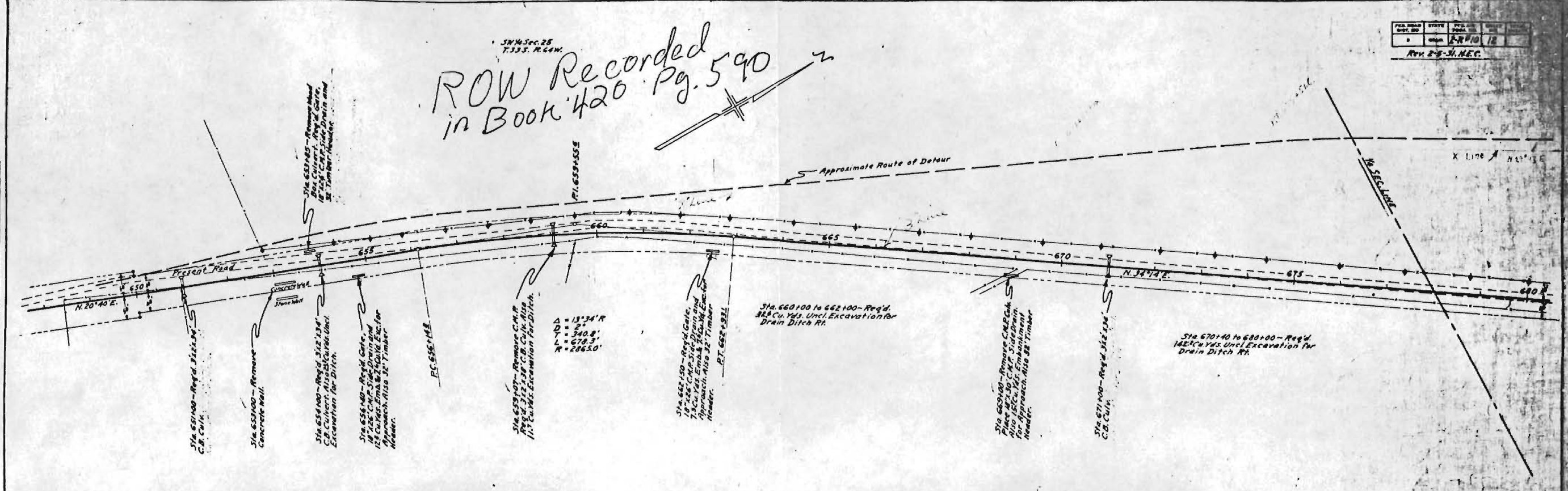


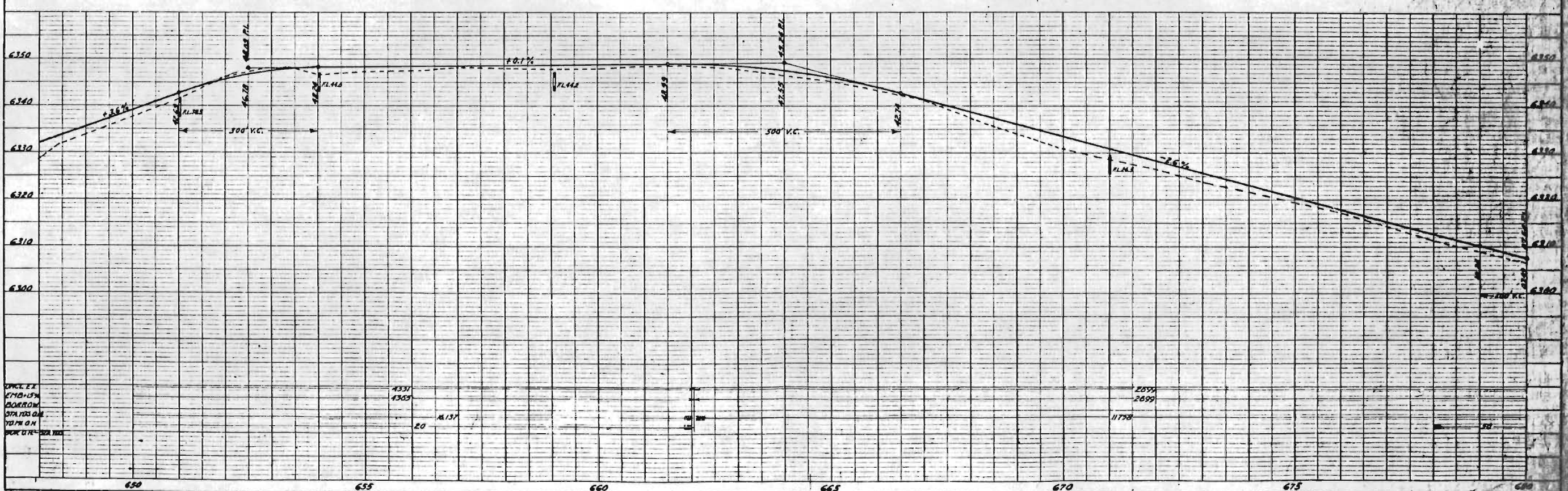
PLATE I - PLANT PROFILE OF R & R STATION
REPT. # 6800 CO. NEW YORK

ROW Recorded
in Book 420 Pg. 590

PLAN	DATE
100	10

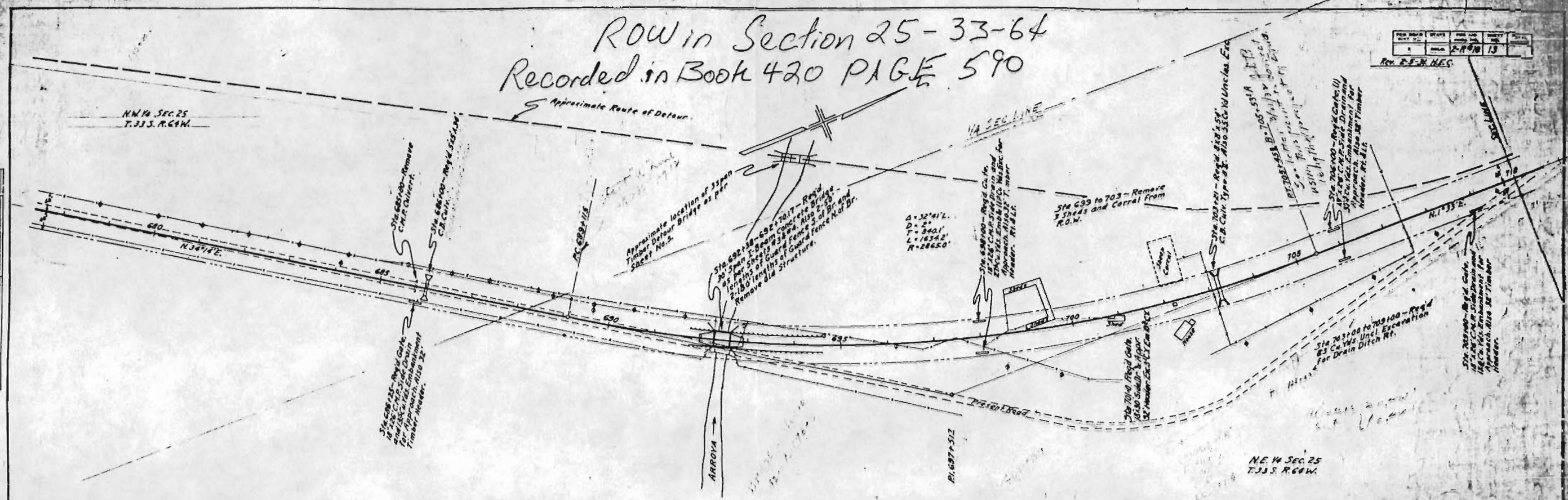


PROFILE	DATE
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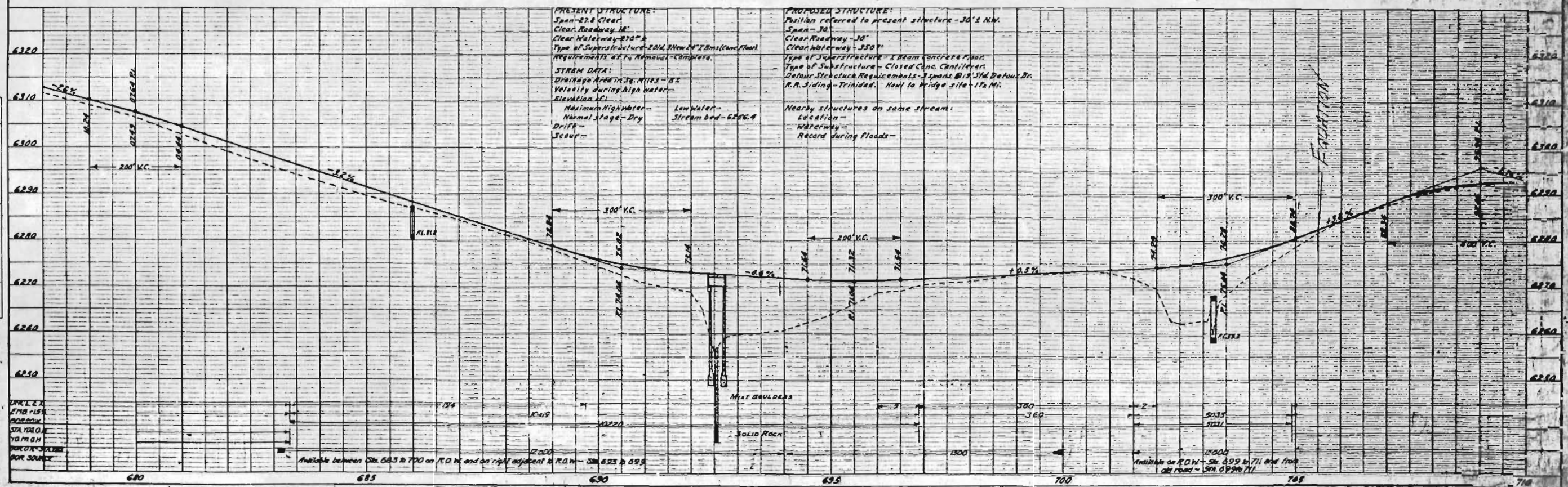


ROW in Section 25-33-64 Recorded in Book 420 PAGE 590

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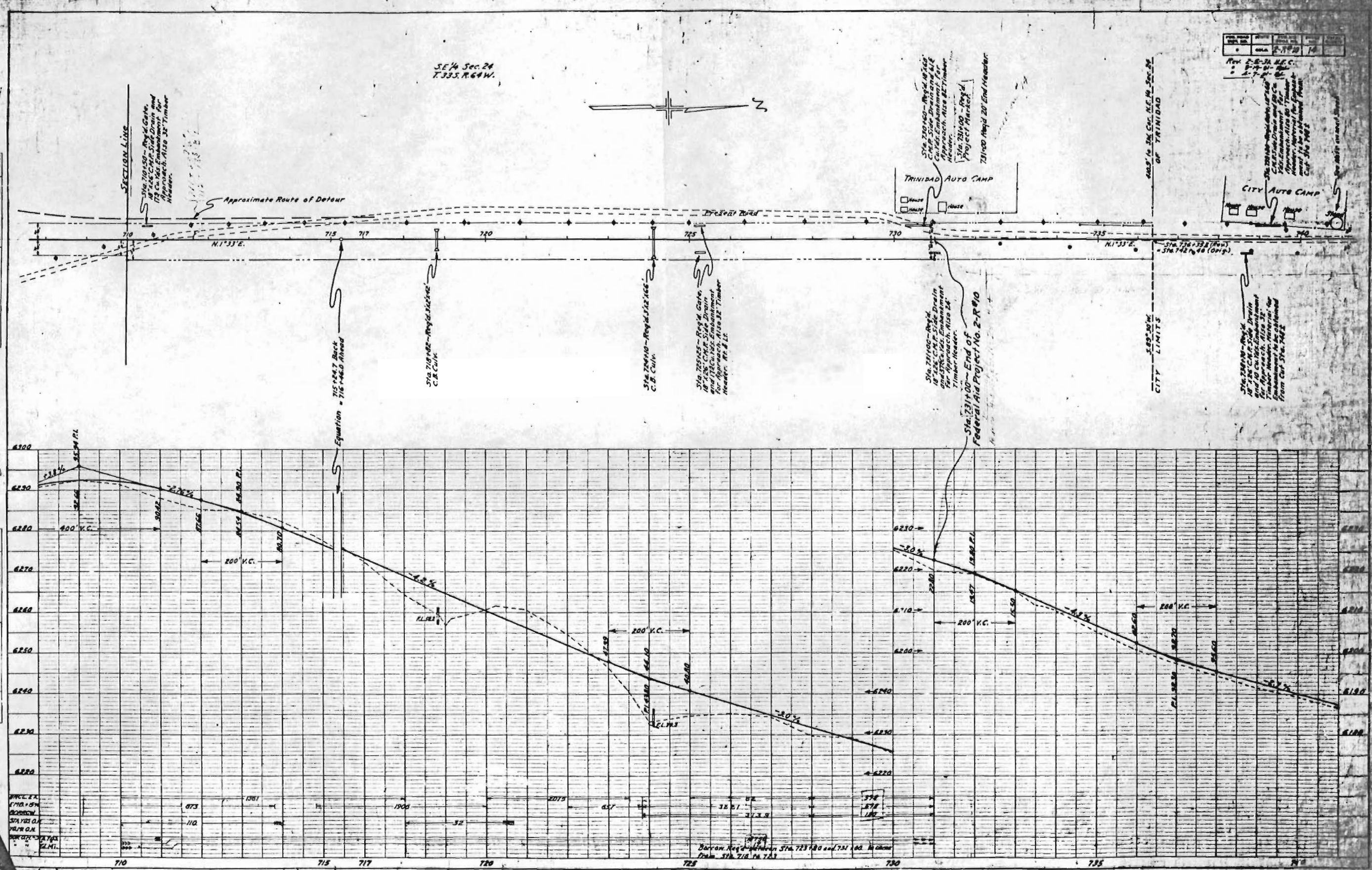


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100	NOTED



PLAN	DATE	BY	CHK
REVISION			
NOTE BOOK			
ST. OF WAY CHECKED			
NO.			

PROFILE	DATE	BY	CHK
REVISION			
NOTE BOOK			
ST. OF WAY CHECKED			
NO.			



DATE	BY	CHK
7-17-20		

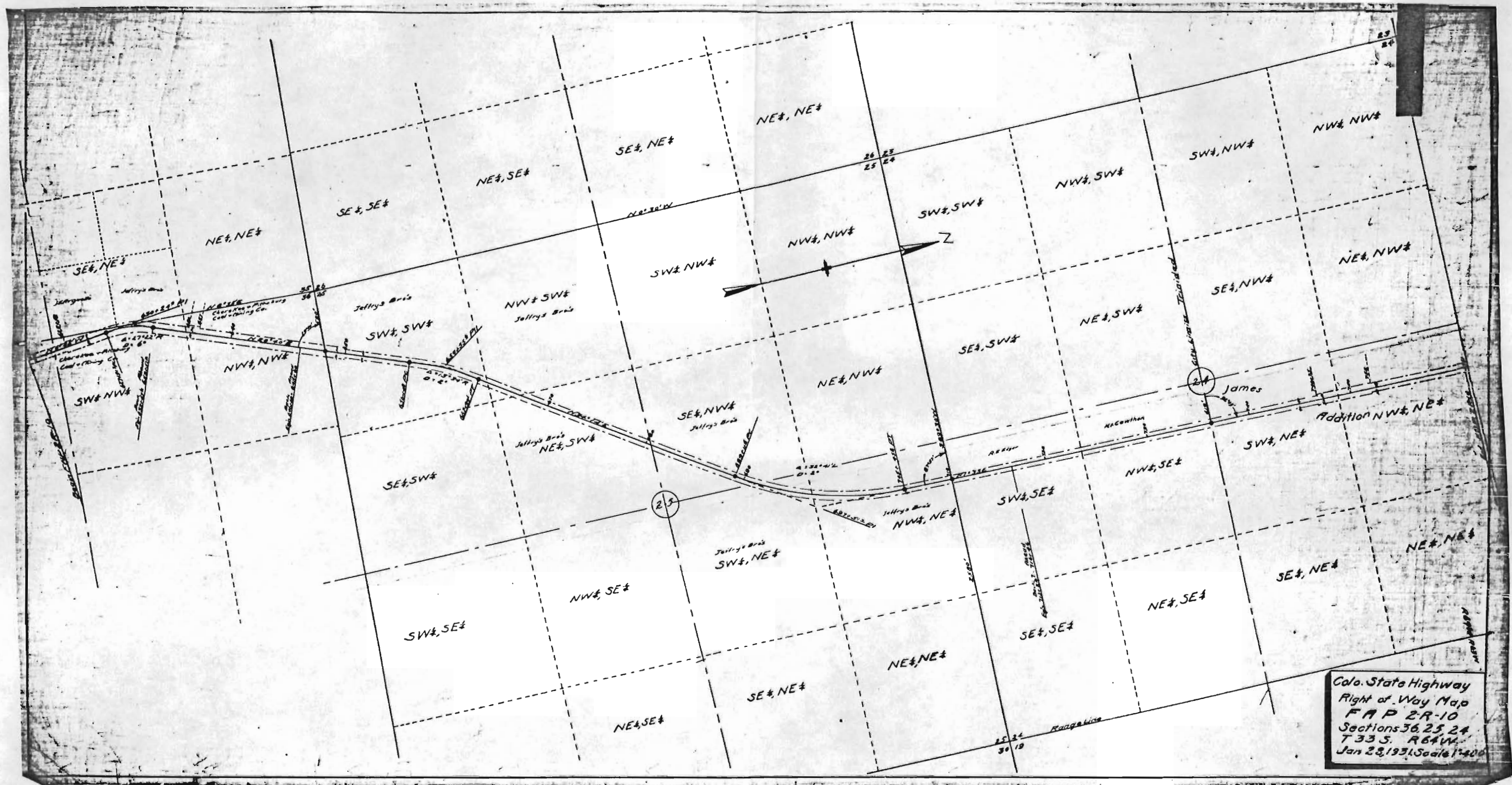
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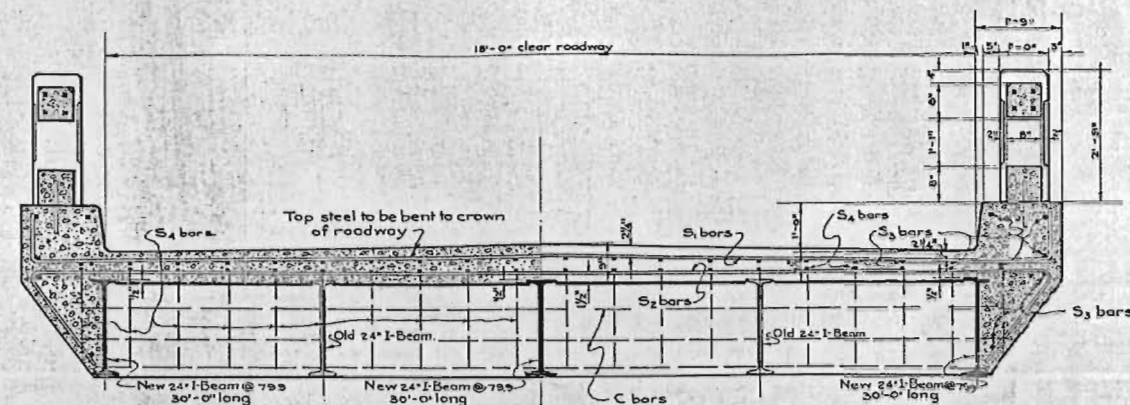
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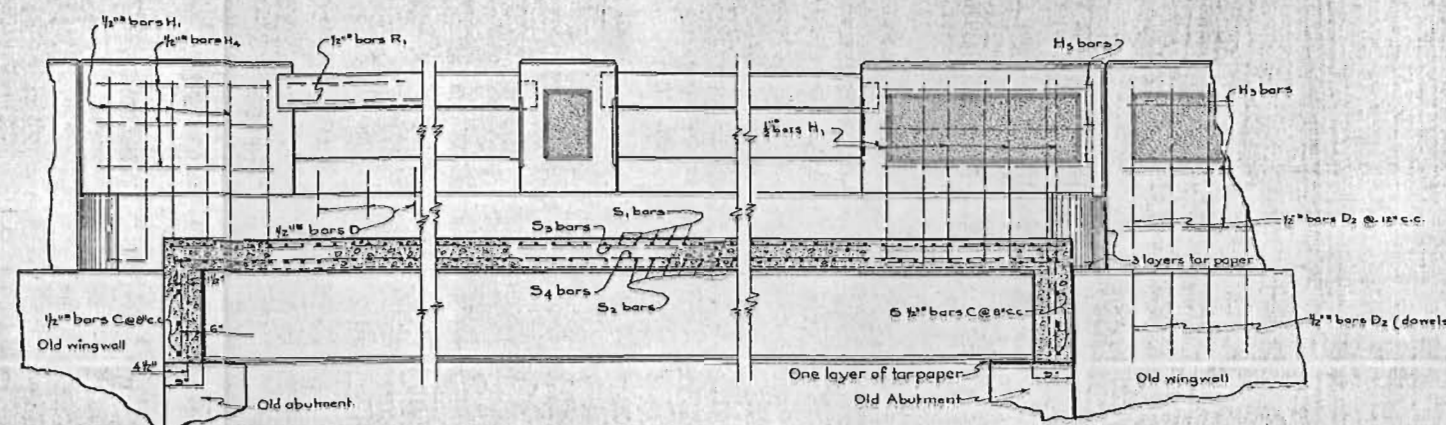
DATE	BY	PROFILE
		SURVEYED
		PLOTTED
		GRADER CALCUL.
		8 11 10 11 10

PLATE 1- PLAN-PROFILE OF P. B. & R. L. WARDEN
CONTRACT & LAND CO. NEW YORK

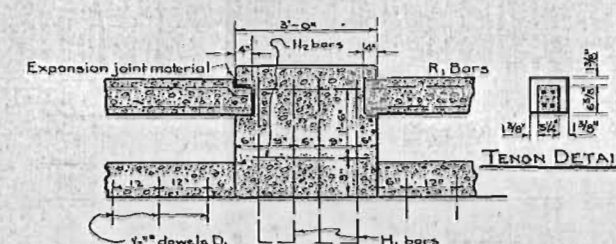




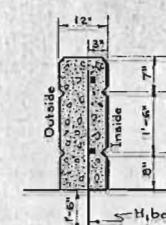
SECTION BB



SECTION A-A

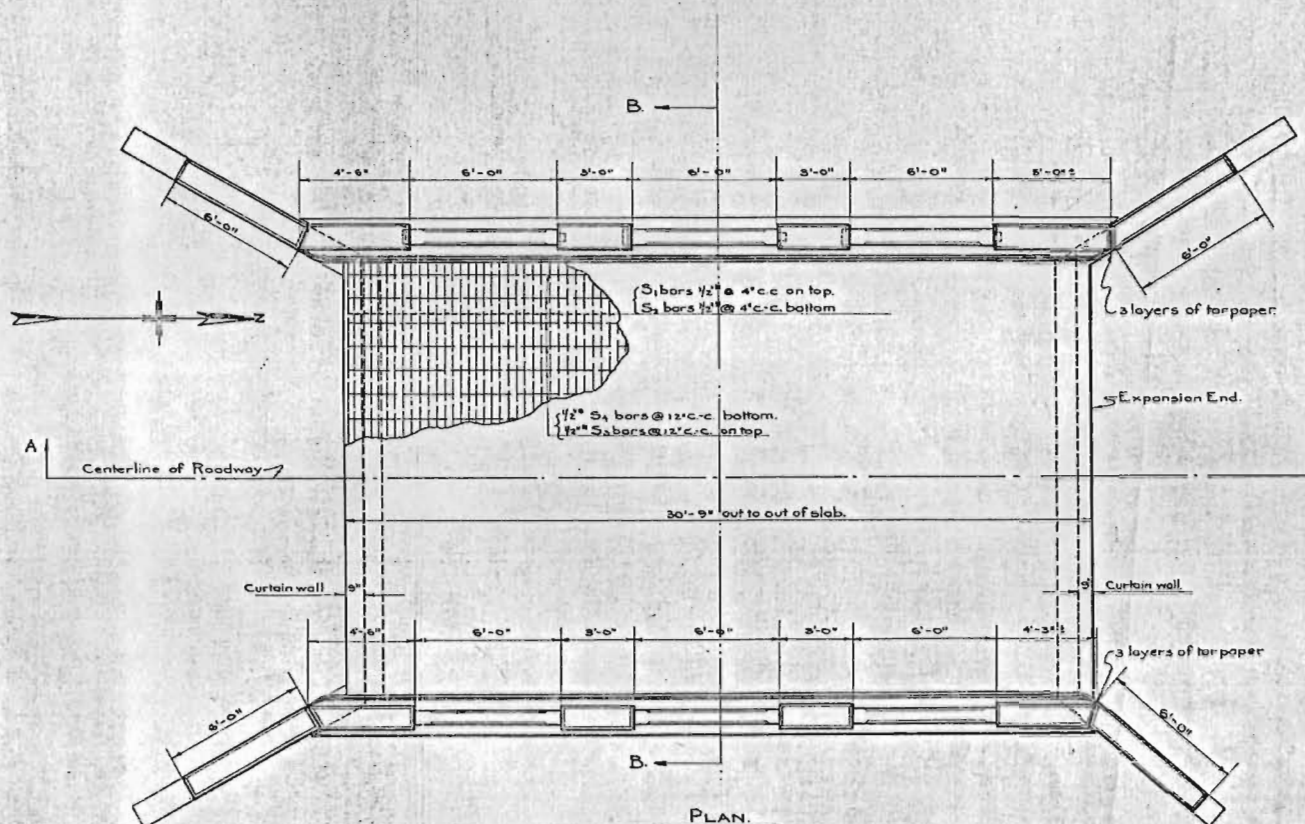


DETAIL FOR INTERMEDIATE HANDRAIL POST



HANDRAIL NOTES.

Top rail to be precast and put in place before pouring posts. One end to be cast solidly into post. Other end shall have a tenon 4" long inset 1 1/2" on three sides, but bottom flush with surface of rail. This end to be entirely covered with expansion joint material before post is cast around it. Rail to be cast free of twist. Bevels in top rails, also vertical corners and panels of posts to be made by inserting a 3/4" wooden strip. Panels in handrail posts shall be bush hammered.



PLAN

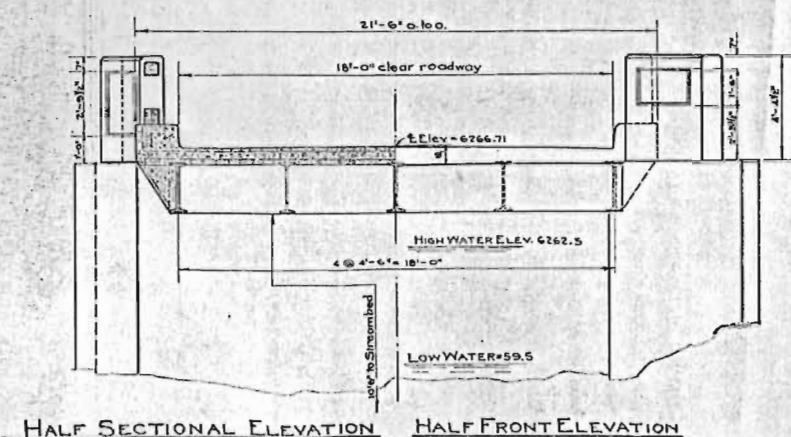
BAR LIST.				Bending Diagram.	
Mark	Number	Length	All bars 1/2". All dimensions are to the centerline of bar.		
S ₄	20	24'-3"			
S ₁	93	23'-0"			
S ₂	93	25'-0"			
S ₃	30	20'-6"			
H ₁	22	3'-0"			
H ₂	6	2'-0"			
H ₃	6	3'-0"			
H ₄	2	4'-0"			
H ₅	2	4'-0"			
D ₁	36	1'-0"			
D ₂	24	6'-0"			
R ₁	24	6'-0"			
C	6	19'-0"			
H ₅	12	3'-0"			
TOTAL.					
6670 lin. ft. of reinforcing steel 1/2" @ 0.85 lbs. per ft. = 5600 lbs. (including 3% for overrun).					

GENERAL NOTES.

All work shall be done in accordance with the Standard Specifications of the Colorado State Highway Department.
All concrete shall be class "A" (1:2:4 mixture).
All exposed surfaces shall be rubbed free of form marks.
All walls to have forms on both sides.
All reinforcing bars shall be plain square.
For Location and Datum see sheet No. 121 of F.A.P. 2.
Slab is designed and detailed for a 3/4" concrete wearing surface.
Present abutments to be cut out where necessary to allow room for new Superstructure.

SUMMARY OF QUANTITIES

Reinforcing steel, including 3% for overrun	6600 lbs.
Concrete, class "A" (1:2:4 mixture)	36 cu yds.
Structural Steel	7200 lbs.



HALF SECTIONAL ELEVATION HALF FRONT ELEVATION

Loading: AASHO I-15

COLORADO
STATE HIGHWAY DEPARTMENT

30' I-BEAM SPAN.

ACROSS FISHERS PEAK ARROYO
Sta. 697+25

NEAR TRINIDAD, SEC. 25 T. 33 S. R. 64 W.

Designed by PSB
Made by RMA
Checked by PSB

Approved by J. L. R. Jr.
Bridge Engineer
Date 1.1.1924