

COLORADO

STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED FEDERAL AID SECONDARY PROJECT NO. F.A.S. 379-D (1) STATE HIGHWAY NO. 92 MONTROSE COUNTY

INDEX OF SHEETS

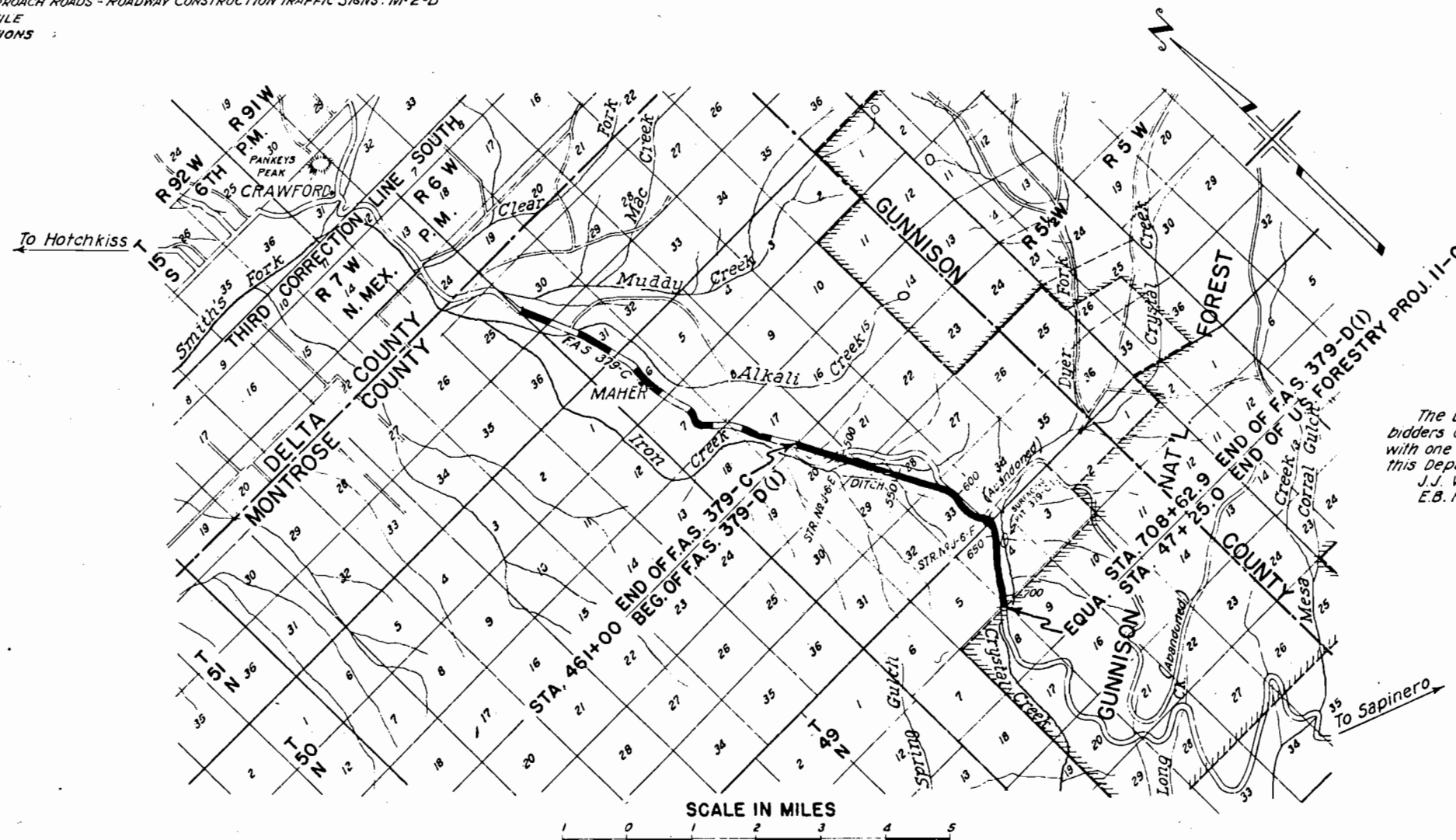
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CONVENTIONAL SIGNS

CENTERLINE OF PROJECT
RIGHT OF WAY LINES
TOWNSHIP AND RANGE LINES
SECTION LINES
ONE QUARTER SECTION LINES
TELEPHONE LINES
BARBED WIRE FENCE
COMBINATION WIRE FENCE
SNOW FENCE
PRESENT ROAD

SCALES ON ORIGINAL TRACINGS

ON PLAN, 1 IN. = 100 FT.
ON PROFILE, 1 IN. = 100 FT. HORIZONTAL
1 IN. = 10 FT. VERTICAL
GRADE LINE ON PROFILE IS SHOWN AS GRADE OF FINISHED ROAD
GROSS LENGTH OF PROJECT } 24,751.6 FT. = 4.687 MI.
NET LENGTH OF PROJECT }



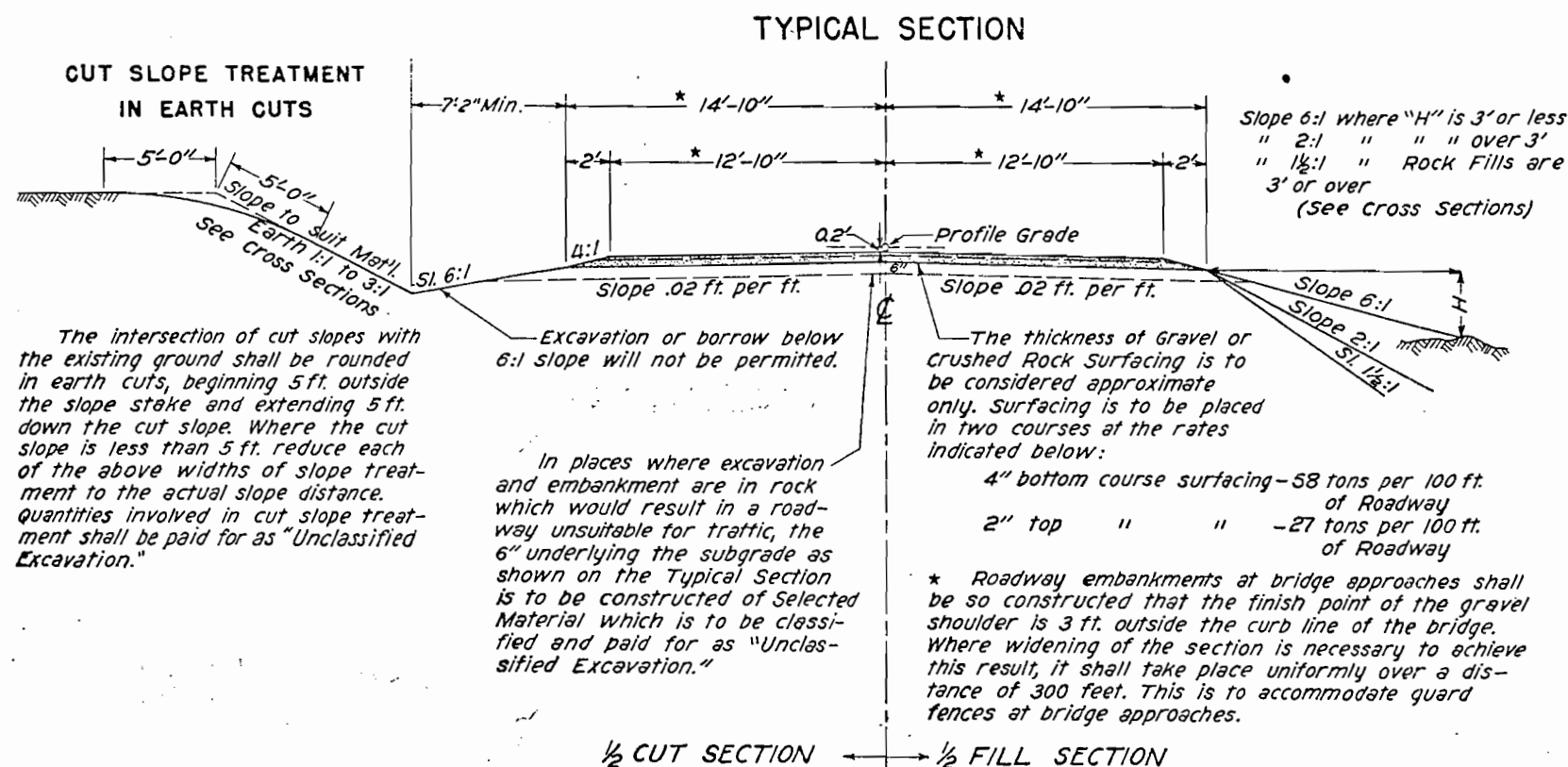
The Department recommends that prospective bidders on this project go over the plan details with one of the following Representatives of this Department:
J.J. Vandemoer Div. Engineer Grand Junction, Colo.
E.B. Faber Res. " Hotchkiss, Colo.

RECOMMENDED FOR APPROVAL
APPROVED
RECOMMENDED FOR APPROVAL
DIST. ENG. BUREAU PUBLIC ROADS
RECOMMENDED FOR APPROVAL
CHIEF ENG. BUREAU PUBLIC ROADS
APPROVED
DIRECTOR BUREAU PUBLIC ROADS

FED. ROAD DIST. NO.	STATE	F.A.S. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	379-D (1)	2	

Revised April 26, 1939 by H.R.H.
Revised as Constructed: 6-28-40. W.H.C.

TYPICAL CROSS SECTION OF IMPROVEMENT AND SUMMARY OF QUANTITIES



SUMMARY OF QUANTITIES		QUANTITIES				
NO.	ITEM	UNIT	ROADWAY	BRIDGE STA. 495+	BRIDGE STA. 632+	NON-FED. AID PROJECT TOTALS
10a	Clearing and Grubbing Entire Project	Lump Sum	•			•
11b	Removal of 5 Structures	•	•			•
11c	Removal of Timber Cattle Pass, Sta. 655+	•	•			•
12a	Removing Fence	Lin. Ft.	2,360			2,360
12b	Removing and Rebuilding Fence	"	15,387			15,387
13c	Unclassified Excavation	Cu. Yd.	140,030	1685	4,060	145,775
14a	Dry Rock Excavation (Structural)	"	357			357
14b	Dry Common Excavation (Structural)	"	13265	2741	8435	24441
14c	Wet Rock Excavation (Structural)	"	105.3			105.3
14d	Wet Common Excavation (Structural)	"	310.3	4818		792.1
18a	Station Yard Overhaul	Sta. Yd.	431,089			431,089
18b	Yard Mile Overhaul	Yd. Mi.	6649			6649
26a	Gravel or Crushed Rock Surfacing	Ton	21512			21512
26c	Overhaul of Surfacing	Ton Mi.	19663			19663
42a	Untreated Bridge Timber	Mft. bm		0.432	0.420	0.852
44b	Miscellaneous Treated Timber	Mft. bm	2031			2,031
46a	Class "A" Concrete	Cu. Yd.	341.8	334.22	211	887.02
46b	Class "B" Concrete	"	24.4			24.4
46c	Class "A" Concrete (Handrails)	"		5	5	10
47	Reinforcing Steel	Lb.	28773	31,540	21,080	81,393
48	Structural Steel	Lb.		24,715	22,155	46,870
53b	18" Corrugated Metal Culvert Pipe	Lin. Ft.	1,074			1,074
53c	24" "	"	1,384			1,384
53e	36" "	"	88			88
53g	48" "	"	104			104
53k	84" "	"	248			248
55b	18" Corrugated Metal Siphon Pipe	Lin. Ft.	257			257
63a	Riprap	Cu. Yd.	30		5469	5769
64	Grouted Rubble Slope and Ditch Paving (127h)	Sq. Yd.	24			24
74	Wire Cable Guard Fence	Lin. Ft.	1,096			1,096
74x	Timber Guard Posts	Each	221			221
76bx	Untreated Wood Line Posts	"	645			645
76g	Barbed Wire Gates	"	1			1
77	Picket Snow Fence	Lin. Ft.	2,652			2,652
80c	Sheet Copper	Lb.		28	24	52
81a	Project Markers	Each	1			1
81b	Right of Way Markers	"	58			58
82	Cattle Guards (16' Roadway)	"	1			1
85b	18" Trash Guards	"	6			6
89a	Drain Pipe (Concrete Floor) 3" dia. x 3'-6"	"		4	2	6
110b	4" Cast Iron Valve and Valve Box	Each	3			3
110x	4" Metal Drain Pipe	Lin. Ft.	175			175
FORCE ACCOUNT ITEMS						
	Obliterating Old Road	Lump Sum	•			•

SURFACING PLAN

It is estimated that Gravel or Crushed Rock Surfacing for this project is available from the vicinity of Pits shown in the following table. The Surfacing Pits designated in the table below are to be used by the Contractor unless otherwise noted in writing by the Department.

Estimated Quantities are as follows:

MATERIAL PLACED	SOURCE	QUANTITY		OVERHAUL TON MILES
		AVAILABLE TONS	USED TONS	
461+00-468+96.9	Pit No. 379-D 1. Located on Crystal Creek in SW 1/4 NE 1/4 Sec. 4, T49N R6W, 1980 feet from Sta. 643+10	Ample	680	1885
468+758-495+80			2306	5632
496+25-611+22.4			9825	10676
611+224-622+90.5			996	Free
623+021-631+98.9			765	Free
632+406-640+193			644	Free
640+353-643+50			269	Free
643+50-675+50			2729	Free
675+50-698+68.6			1977	434
698+736-708+62.9			844	450
APPROACH ROADS				
461+ to 611+			318	572
611+ to 675+			107	Free
675+ to 708+			52	14
PROJECT TOTALS			21512	19663

LIST OF STRUCTURES

LOCATION	DESCRIPTION	REM. STRUCT.	EXCAVATION		STRUCTURAL EXCAVATION		APPR. ROAD SURF.	CONCRETE REINF.		CORRUGATED METAL CULVERT			18" CM SIPHON PIPE	MISCELLANEOUS
			UNCL.	EMB.	D.R.	D.C.	W.R.	Q.Y.	Q.Y.	18" 24" 36" 48" 60"	18" 24" 36" 48" 60"	18" 24" 36" 48" 60"		
461+00	Road Approach Rt.		3			17.9				64				
461+65	C.M.P. Cross Culvert (No Hdwl) & Ditches		71											
461+80 ~ 472+50	Intercepting Ditch on Left		37											
461+75 ~ 468+35	Irrigation Head Ditch on Right													
473+90	Road Approach Lt.													
461+00	C.M.P. Spillway on Right					6.3				28				
463+95	C.M.P. Spillway on Right					4.7				28				
470+63	C.M.P. Spillway on Right					300								
470+76	10'-8" x 30" C.C. Culv. Type 10-III (Sk. 60%) & Channels					2.5								
470+00	Road Approach & C.M.P. Side Drain Lt.													
474+00 ~ 479+35	Waste Ditch Left		19											
470+60 ~ 478+30	Intercepting Ditch on Right		69											
472+10	Road Approach Rt. C.M.P. side drain Rt.					3.4				28				
478+75	18" x 36" CM Siphon (Sk. 10%) & 95' & Ditches		1			68.2				255				
479+50	Road Approach and side drain on Left		857			4.2				30				
479+75	" " " Rt.		234			1.1								
478+85 ~ 481+30	Picket Snow Fence on Right													
480+50 ~ 482+77	Picket Snow Fence on Left													
479+40 ~ 482+22	Intercepting Ditch Rt.		10											
482+20	10' x 77" CM Siphon H. 85' & 88' end Ditches		13			55.1								
486+60 ~ 494+35	Irrigation Head Ditch on Right		32											
484+00	C.M.P. Cross Culvert (No Hdwl) & Ditches		2			24.6								
482+10 ~ 490+40	Intercepting Ditches on Left		44			1.9								
492+35	Road Approaches Lt. & Rt. C.M.P. side drain Rt.		2			5.4								
490+50	C.M.P. Cross Culvert (No Hdwl)					3.6								
494+35	18' x 70" CM Siphon H. 33' & 33' and Ditches		1											
494+35	Ditch Change on Left		14											
496+20	C.M.P. Spillway on Right		13											
480+00 ~ 482+25	Intercepting Ditch Lt.		62											
495+68 ~ 503+90	Intercepting Ditch on Right													
495+68 ~ 496+25	Bridge and Channel Improvement													
496+65	C.M.P. Spillway on Left		255			8.8								
500+95 ~ 511+90	Irrigation Head Ditch on Left					6.5								
500+95 ~ 511+90	Road Appro. Lt. & Rt. 1-C.M.P. side drain Lt. & Rt.													
500+95 ~ 511+90	16' Timber Ditch Checks on Lt. & Rt.													
509+00	C.M.P. Cross Culv. (No Hdwl) & Inlet		1562			18.4								
509+00 ~ 513+15	Ditch Change on Right													
512+50	Road Approach		154			22.4								
512+00	C.M.P. Cross Culv. (No Hdwl) & Ditches													
514+00	Road Approach and side drain on Right													
514+00 ~ 519+85	C.M.P. Cross Culvert and Headwall		10			32.9								
519+55 ~ 528+00	Intercepting Ditch on Right					9.9								
519+00 ~ 528+45	C.M.P. Cross Culv. (Sk. 65' Rt. No Hdwl)													
518+20 ~ 528+80	Picket Snow Fence on Left		39											
520+55	Picket Snow Fence on Right		35											
520+25	Intercepting Ditch Rt.													
530+00	Road Approach and C.M.P. side drain Lt.					4.1								
532+45	C.M.P. Cross Culv. (Sk. 80' Rt. No Hdwl)					19.4								
535+77 ~ 543+91	C.M.P. Cross Culvert (No Hdwl)					1.7								
537+50	Intercepting Ditch on Right		31			10.8								
	C.M.P. Cross Culv. Intercept. Hdwl, Inlet & Sl. Rev.		5											
	Reservoir Improvement on Lt.		489			2.4								
542+00 ~ 550+85	C.M.P. Cross Culvert (Sk. 60' Rt.)		66			2.6								
546+50	Irr. Ditch & 4-Timber Ditch Checks on Lt.		13											
556+50	Road Appr. Lt. 2-C.M.P. side drains Lt.													
558+25 ~ 582+24	C.M.P. Cross Culvert (No Hdwl) & Ditches					9								
558+60	Intercepting Ditch on Right		186											
	Road Approach Rt. 2-C.M.P. side drains on Rt.					4								
562+50	C.M.P. Cross Culv. (Sk. 70' Rt. No Hdwl) Ditches		3			11.7								
562+00	Road Approach on Left													
567+80	Road Approach on Lt.					6.5								
566+00	C.M.P. Cross Culvert (No Hdwl)													
	C.M.P. Cross Culvert (No Hdwl) & outlet		65			20.3								
577+00	C.M.P. Cross Culvert (No Hdwl)					5.1								
582+50	C.M.P. Cross Culvert (No Hdwl)													
588+90 ~ 626+80	Intercepting Ditch on Right		141											
583+50 ~ 586+70	Picket Snow Fence on Right													
588+60	C.M.P. Cross Culv. (Sk. 60' Rt. No Hdwl) Ditches		77			16.3								
593+00	C.M.P. Cross Culvert (No Hdwl) & Ditches		44			29.5								
597+50	C.M.P. Cross Culvert (No Hdwl) & Inlet		4			21.6								
605+35	C.M.P. Cross Culvert (No Hdwl) & Ditches		29			33.8								
609+85	C.M.P. Cross Culvert (No Hdwl) & Ditches		154			30.1								
614+85	C.M.P. Cross Culvert (No Hdwl) & Ditches		115			41.8								
621+35	Road Approach on Left					4.3								
619+10	C.M.P. Cross Culvert and Inlet, Dike & Hdwl													
	C.M.P. Cross Culvert (No Hdwl) Inlet Dike					0.8								
627+00	C.M.P. Cross Culvert and Hdwl					69.2								
631+98 ~ 632+40	Bridge and Channel Change													
	Road Approach and C.M.P. side drain Rt.													
642+30	Road Approach on Lt. Cattle Guard on Lt.													
645+60	Intercepting Ditches on Rt.		21											
649+50 ~ 655+35	C.M.P. Cross Culvert-Intercept. Hdwl, Outlet													
649+50	C.M.P. Cross Culvert & Hdwl		1			29.4								
655+25	Remove Timber Cattle Pass on Rt.													
655+10	6' x 7' x 40' Concrete Box Culvert					6.3								
655+75 ~ 667+40	Intercepting Ditch on Rt.		132			85.7								
662+00	Road Approach on Left													
664+90	C.M.P. Cross Culv.-Int. Hdwl-Rem. Wood Box					92								
674+90	C.M.P. Cross Culv.-Int. Hdwl-Rem. Wood Box					64.9								
683+50	C.M.P. Cross Culv.-Int. Hdwl-Rem. Wood Box					42.9								
667+55 ~ 683+85	Intercepting Ditch Rt.		134											
690+06	Road Approach on Left													
695+00	C.M.P. Cross Culv.-Int. Hdwl-Rem. Wood Box					35.7								
703+50	C.M.P. Cross Culvert and Inlet Ditch		27			6.1								
704+00	Remove 2' x 29" W.B.C. on Rt.													
708+00	C.M.P. Cross Culvert-Int. Hdwl					45.4								
709+29	Project Marker and Approach to Proj.													
685+00	Remove W.B. Culvert		1											
693+95 ~ 708+03	Intercepting Ditch Rt.		127											
	PROJECT TOTALS	5	5404			357/9283				310.9	477	341.8	24.4	28773
										1074	1384	88	104	248
														257

* Included for Payment in Profile Quantities.

FED. ROAD DIST. NO.	STATE	F.A.S. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	379-D (1)	4	

Revised as Constructed: 6-28-40. W.H.C.

R.O.W. MARKERS

STATION	SIDE	No.	ELEVATION	
			Left	Right
461+61	Lt.	1	7064.06	
464+00	Rt.	1		7056.32
464+94.9	Lt.	1	7052.43	
470+00	Lt.	1	7055.61	
471+00	Lt. & Rt.	2	7052.46	7055.16
472+00	Rt.	1		Inaccessible
473+00	Lt.	1	7054.97	
474+00	Lt.	1	7060.78	
490+55	Lt. & Rt.	2	7120.16	7118.07
517+00	Lt. & Rt.	2	7188.29	7186.68
519+00	Lt. & Rt.	2	7222.75	7208.43
521+30	Lt.	1	7229.64	
521+95	Rt.	1		7240.36
529+00	Lt. & Rt.	2	7218.89	7249.54
531+00	Lt. & Rt.	2	7221.86	7227.33
550+54	Lt. & Rt.	2	7307.53	7308.22
576+06.1	Lt.	1	7378.75	7387.84
577+94.7	Rt.	1		7395.00
580+70	Rt.	1	7396.95	
581+20	Lt.	1	7399.20	
582+20	Lt.	1		7418.74
582+70	Rt.	1		7435.23
588+50	Rt.	1		7430.78
590+00	Lt. & Rt.	2	7430.78	7426.12
591+00	Lt.	1	7436.32	
609+12-L, +44-R	Lt. & Rt.	2	7514.55	7516.65
624+00	Lt. & Rt.	2	7586.91	7593.87
625+00	Lt. & Rt.	2	7569.19	7597.26
630+00	Lt.	1	7625.72	
631+00	Lt.	1	7630.49	
637+65	Lt. & Rt.	2	7634.53	7640.13
653+00	Lt.	1	7621.41	
654+00	Lt.	1	7617.26	
657+34	Rt.	1		7620.01
670+48	Lt.	1	7551.00	
671+87.8	Rt.	1		7609.19
689+00	Lt.	1	Inaccessible	
690+00	Lt.	1	7529.22	
698+71	Rt.	1		7542.54
700+66.5	Lt.	1	7508.89	
705+00.9	Lt.	1	7491.77	
706+51.6	Rt.	1		7534.01
661+20	Lt.	1	7592.27	
658+63	Lt.	1	7567.67	
708+64.8	Rt. & Lt.	2	7486.90	7534.37
PROJECT TOTAL		58		

FENCING REQUIREMENTS

STATION	SIDE	FED. AID PARTIC.		NON-FED. AID
		REMOVE FENCE	REM. AND REB. FENCE	REM. AND REB. FENCE
		LIN. FT.	LIN. FT.	LIN. FT.
461+35	X	150		
478+65	X	150		
479+55	X	140		
484+00	X	135		
515+80	X	120		
518+80	X	320		
520+55	X	345		
532+50	Lt.	75		
533+70	X	110		
548+00	X	220		
550+75	X	80		
556+10	X	130		
577+00	X	220		
623+65	X	165		
642+30	Rt.	(1-Barbed Wire Gate)		
632+12-656+00	Rt.		2390	
632+95-645+00	Lt.		1238	
646+00-656+00	Lt.		1188	
656+20-708+62.9	Lt.		5330	
656+20-708+62.9	Rt.		5241	
PROJECT TOTALS		2360	15,387	

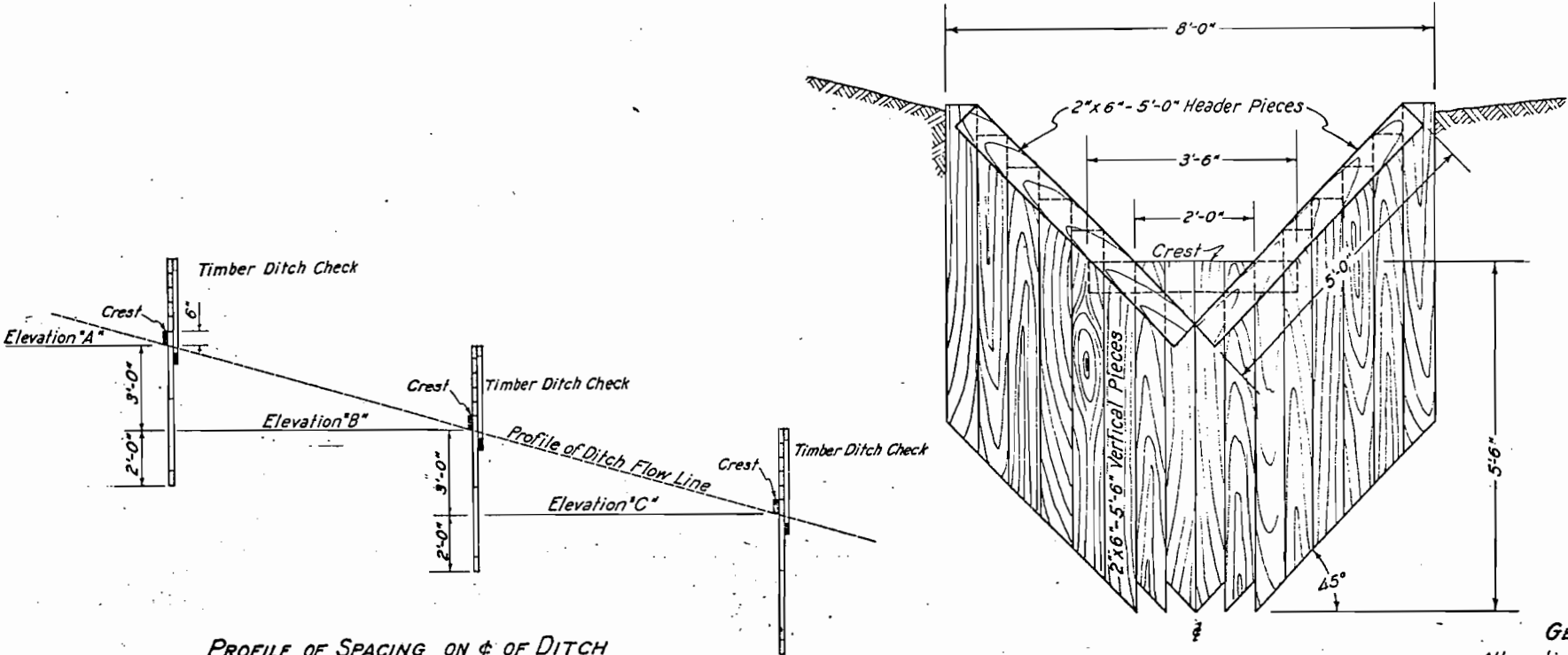
ITEM NO. ITEM FED. AID NON-FED. AID
76bx Untreated Wood Line Posts 645

TIMBER GUARD POSTS

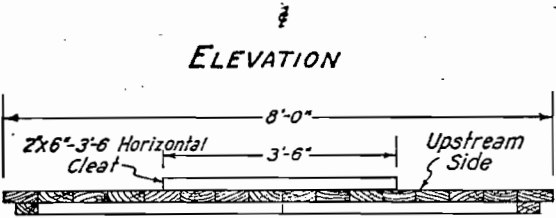
STATION	SIDE	SPACING	No.
469+25-471+25	R	50'	5
470+75-472+75	L	50'	5
494+66	R		1
495+16-495+77	L & R	Bridge	10
496+28-496+89	L & R	Bridge	10
512+90-517+40	L	50'	10
513+90-517+90	R	50'	9
529+90-533+40	R	50'	8
529+90-532+96	L	50'	7
536+75-543+75	L	50'	15
542+75-544+25	R	50'	4
587+80-589+30	L	50'	4
588+75-589+25	R	50'	2
624+35-630+85	L	50'	14
625+85-630+85	R	50'	11
631+35-631+96	L & R	Bridge	10
632+00	L & R	Bridge	10
654+40-656+90	L	50'	6
654+90-655+90	R	50'	3
659+70-661+70	L	50'	5
664+33-690+33	L	50'	52
691+50-695+00	L	50'	8
700+74-706+24	L	50'	12
PROJECT TOTAL			221

WIRE CABLE GUARD FENCE

STATION	SIDE	LIN. FT.
645+08-650+92	L	584
695+50-698+79	L	328
706+74-708+58	L	184
PROJECT TOTAL		1096



PROFILE OF SPACING ON ϕ OF DITCH
 FOR TIMBER DITCH CHECKS
 STA. 499+ TO STA. 507+
 AND STA. 545+ TO STA. 549+



GENERAL NOTES
 All vertical boards are to be driven in place. In case Soil conditions are such that Contractor is not able to drive the Ditch Checks he will be allowed to place them. All Timber is to be classed as Miscellaneous Treated Timber.

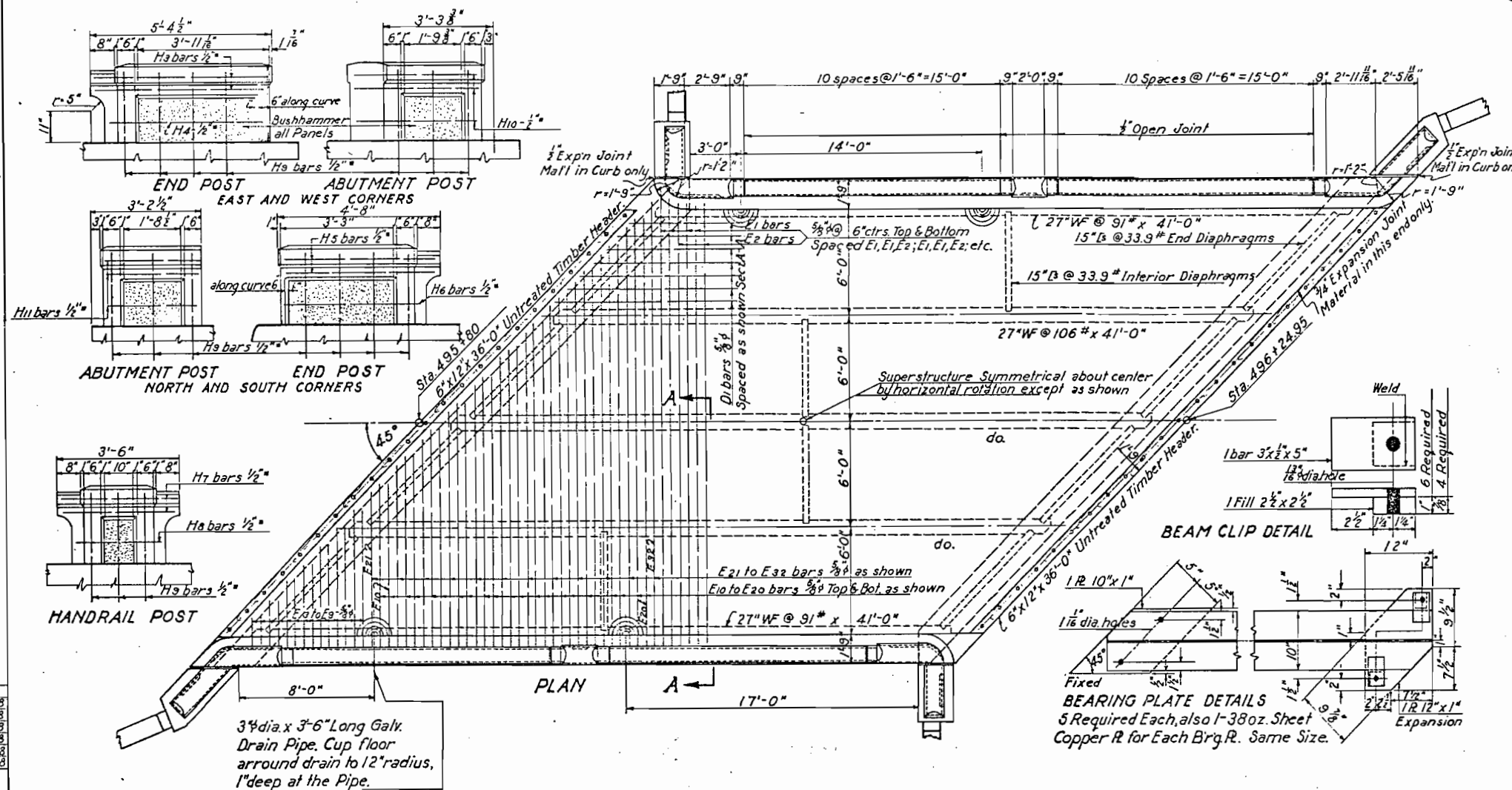
MATERIAL - 1 TIMBER DITCH CHECK			
16	Vertical Pieces	2x6-5'-6"	88' bm
1	Hor. Cleat	2x6-3'-6"	3.5' bm
2	Header Pieces	2x6-5'-0"	10' bm
TOTAL			101.5 bm
* Nails		20d	

* Hardware to be included in Bid Price for Miscellaneous Treated Timber.

DETAILS OF TIMBER DITCH CHECKS

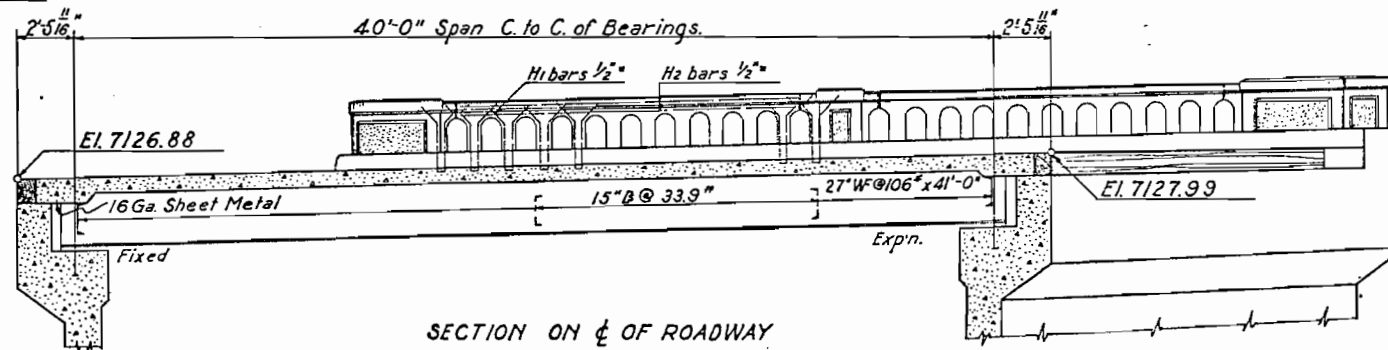
1-6-38 Revised Summary of Quantities F.E.R.
 FNT-8-25-39 Revised Abut. No. 1 & Quantities as per W-4222
 Rev. 3-7-40. R.A.D. & A.D.N.
 Quantities as constructed

FED. ROAD DIST. NO.	STATE	F.A.S.	SHEET NO.	TOTAL SHEETS
3	COLO.	379-D(1)	6	

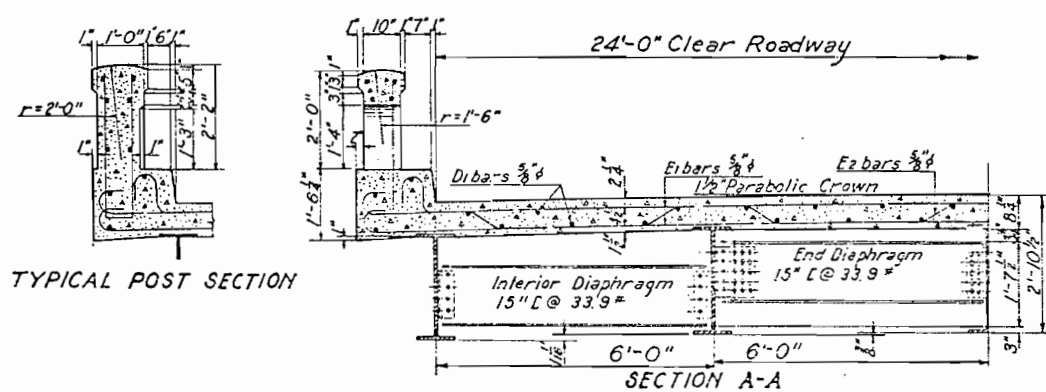


BEAM CLIP DETAIL

BEARING PLATE DETAILS
 5 Required Each, also 1-38oz. Sheet Copper R for Each Brg. R. Same Size.



SECTION ON C OF ROADWAY



TYPICAL POST SECTION

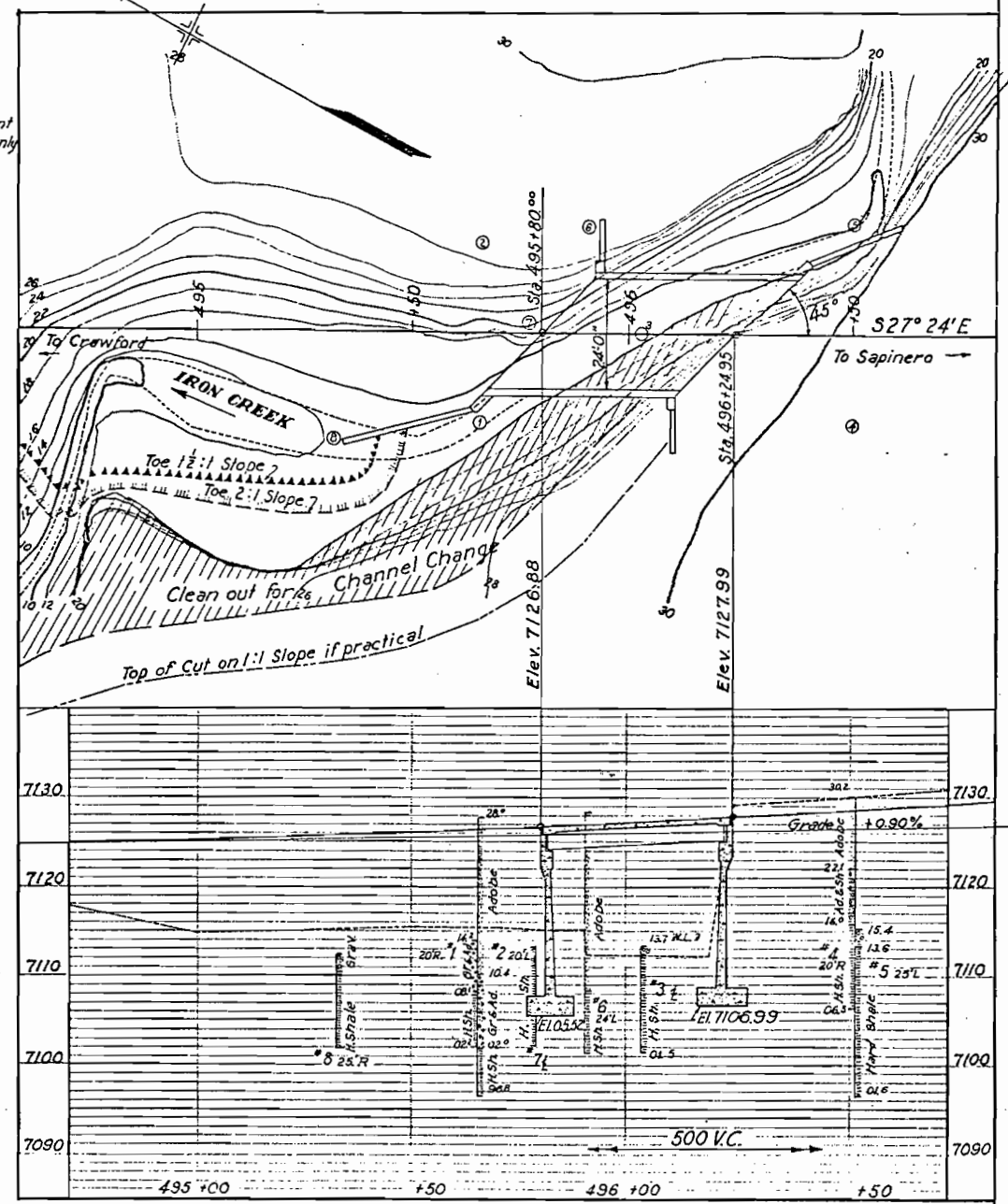
SUMMARY OF QUANTITIES

Item	Description	Unit	Superstr.	Abut. 1	Abut. 2	Total
14a	Dry Rock Exc. (str.)	Cu.Yd.				0
14b	Dry Common Exc. (str.)	Cu.Yd.		75.6	198.5	274.1
14c	Wet Rock Exc. (str.)	Cu.Yd.			105.3	105.3
14d	Wet Common Exc. (str.)	Cu.Yd.		330.9	159.9	490.8
42a	Untreated Bridge Timber	Mt.Bm.		0.216	0.216	0.432
46a	Class "A" Concrete	Cu.Yd.	37	159.22	138	334.22
46r	Class "A" Concrete (Handrail)	Cu.Yd.	4	0.5	0.5	5.0
47	Reinforcing Steel (incl. 11% over)	Lb.	6840	12630	12070	31540
48	Structural Steel (incl. 11% over)	Lb.	24665	25	25	24715
80c	Sheet Copper	Lb.	28			28
89a	Drain Pipe GALV. 3 1/4" x 3'-6" COM. R.	Ea.	4			4
13	Unassisted Excess for Channel Improv.	Cu.Yd.				16.65
*	16 Ga. Galv. Sheet Metal	Lb.	300			300
*	1/4" Expn. Joint Material	Sq.Ft.		55	55	110
*	1/2" " " "	Sq.Ft.	15			15
*	3/4" " " "	Sq.Ft.	34			34

* These items to be included in bid price of Class "A" Concrete.

REFERENCE DRAWINGS
 Sheet #7 Details of Abutment No. 1.
 Sheet #8 Details of Abutment No. 2.
 Sheet #9 Bar Lists for Entire Structure.

GENERAL NOTES
 ALL WORK SHALL BE DONE ACCORDING TO THE STANDARD SPECIFICATIONS OF THE COLORADO STATE HIGHWAY DEPARTMENT.
 ALL CONCRETE SHALL BE CLASS "A".
 FORMS FOR CONCRETE SURFACES EXPOSED IN THE FINISHED WORK SHALL BE CONSTRUCTED OF SHIP LAP OR TONGUE AND GROOVE LUMBER 5/8" UNLESS FACED WITH PANEL BOARD.
 CONCRETE GIRDERS, FLOOR SLABS AND CURBS SHALL BE POURED MONOLITHICALLY. FOOTINGS IN ROCK SHALL BE POURED OUT TO THE ROCK AND NOT FORMED.
 ALL REINFORCING BARS SHALL BE DEFORMED AND TAGGED WITH THE STATION NUMBER AND LETTER DESIGNATION. MAIN BARS SHALL NOT BE SPLICED.
 SOUNDINGS AND DEPTHS OF FOOTINGS SHALL BE ACCORDING TO THE BEST AVAILABLE DATA. IF ESSENTIALLY DIFFERENT CONDITIONS ARE ENCOUNTERED THE BRIDGE ENGINEER WILL INSPECT AND DETERMINE IF ADJUSTMENT IS NECESSARY.
 ALL RIVETS TO BE 1/2" DIA. ALL RIVETS TO BE POWER DRIVEN.



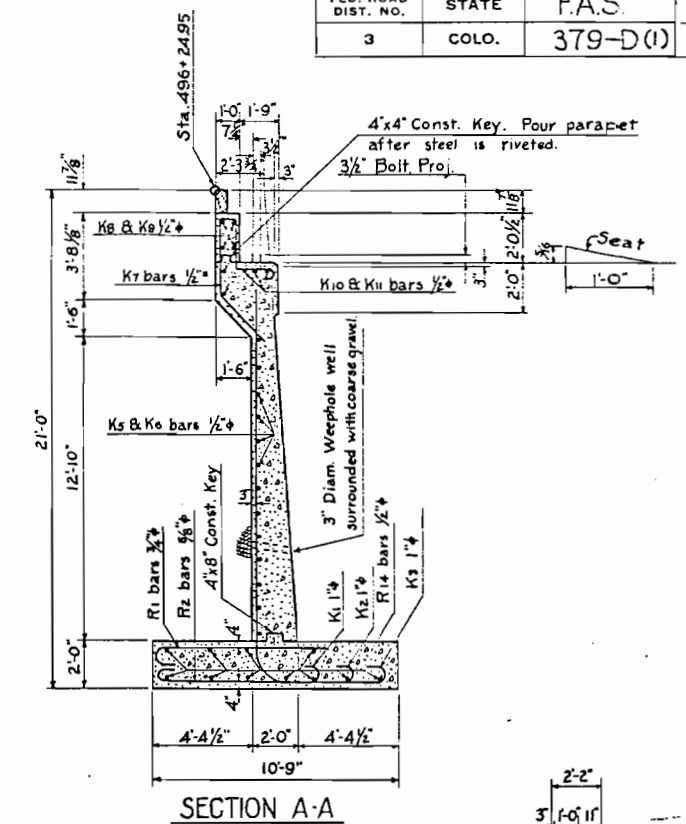
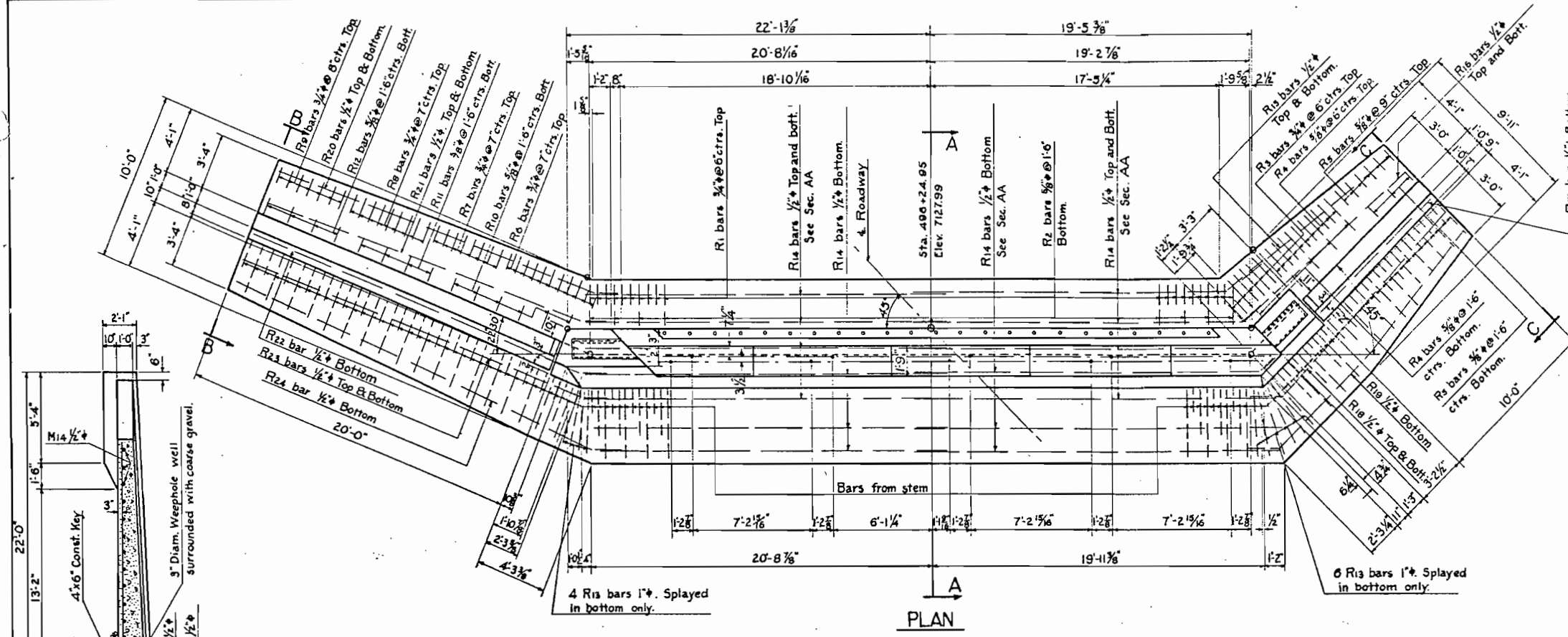
GENERAL LAYOUT

LOADING DATA.
 LIVE LOAD-A. A. S. H. O. 1935 CLASS A. (W-16)
 DEAD LOAD-ASSUMES 15 LBS. PER SQ. FT. ADDITIONAL WEARING SURFACE WHICH INCLUDES THE 1/4" INCH CONCRETE MONOLITHIC WEARING SURFACE SHOWN.

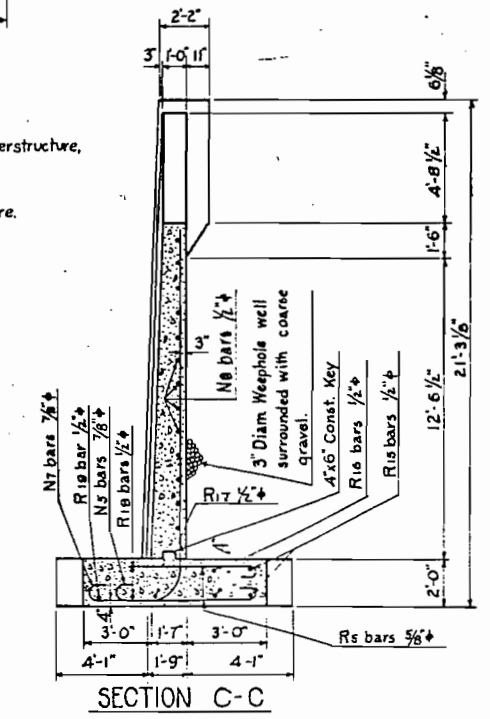
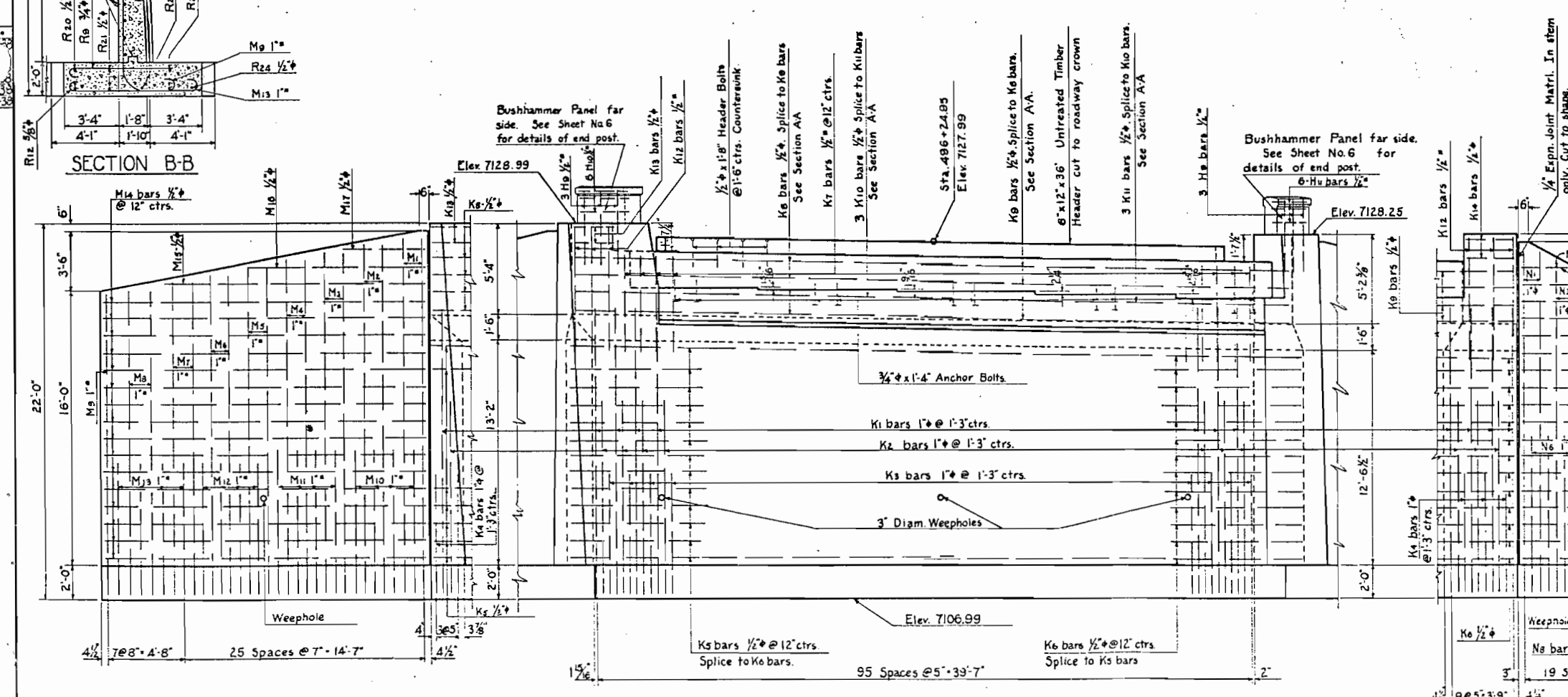
DESIGNING DATA.
 A.A.S.H.O. 1935 EXCEPT CONCRETE UNIT STRESSES PER A.A.S.H.O. AUG. 1928.

COLORADO
STATE HIGHWAY DEPARTMENT
1-40'-0" CONC. & 1-BEAM SPAN
SUPERSTRUCTURE DETAILS
GENERAL LAYOUT
SUMMARY OF QUANTITIES
IRON CREEK
 Address: Sta. 495+80 to Sta. 496+24.95
 Near Crawford, Sec. 29, T. 32N, R. 6W, S. 4E
 Designed by H.M.P. Approved by R.D. Brady
 Made by D.M.C.D. Bridge Engineer
 Checked by E.D.W. Date: Dec. 15, 1938

FED. ROAD DIST. NO.	STATE	F.A.S.	SHEET NO.	TOTAL SHEETS
3	COLO.	379-D(1)	8	



REFERENCE DRAWINGS
 Sheet No. 6 General Layout, Details of Superstructure, & Summary of Quantities
 Sheet No. 7 Details of Abutment No. 1.
 Sheet No. 9 Bar Lists for Entire Structure.



LOADING DATA.
 LIVE LOAD - A. A. S. H. O. 1935 CLASS A - H-15
 DEAD LOAD - ASSUMES 15 LBS. PER SQ. FT. ADDITIONAL WEARING SURFACE WHICH INCLUDES THE 1/2" INCH CONCRETE MCADOLITHIC WEARING SURFACE SHOWN.

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

COLORADO
 STATE HIGHWAY DEPARTMENT
 I-40-C CONCRETE AND
 I-BEAM SPAN
 DETAILS OF ABUT. No. 2

Address: I-40 CREEK
 Sta. 495+60 to 496+24.95
 Near Crawford, Sec. 20, T. 50N, R. 6W

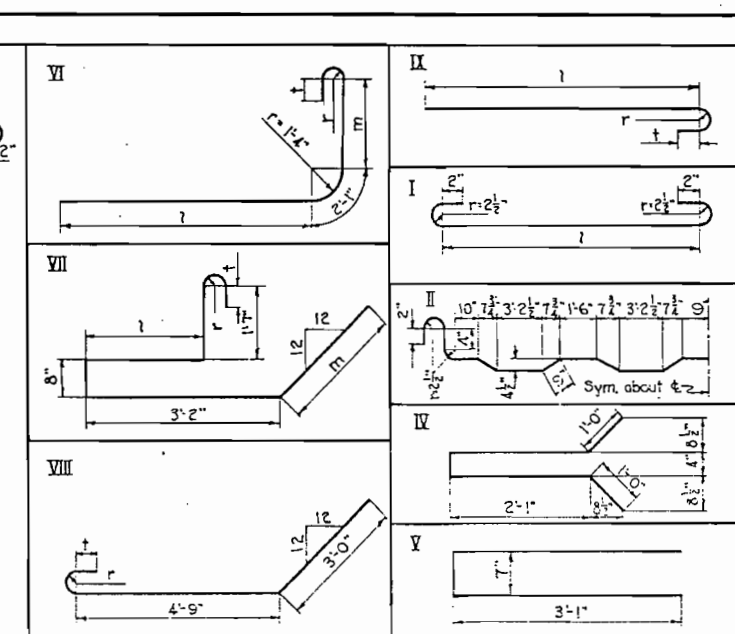
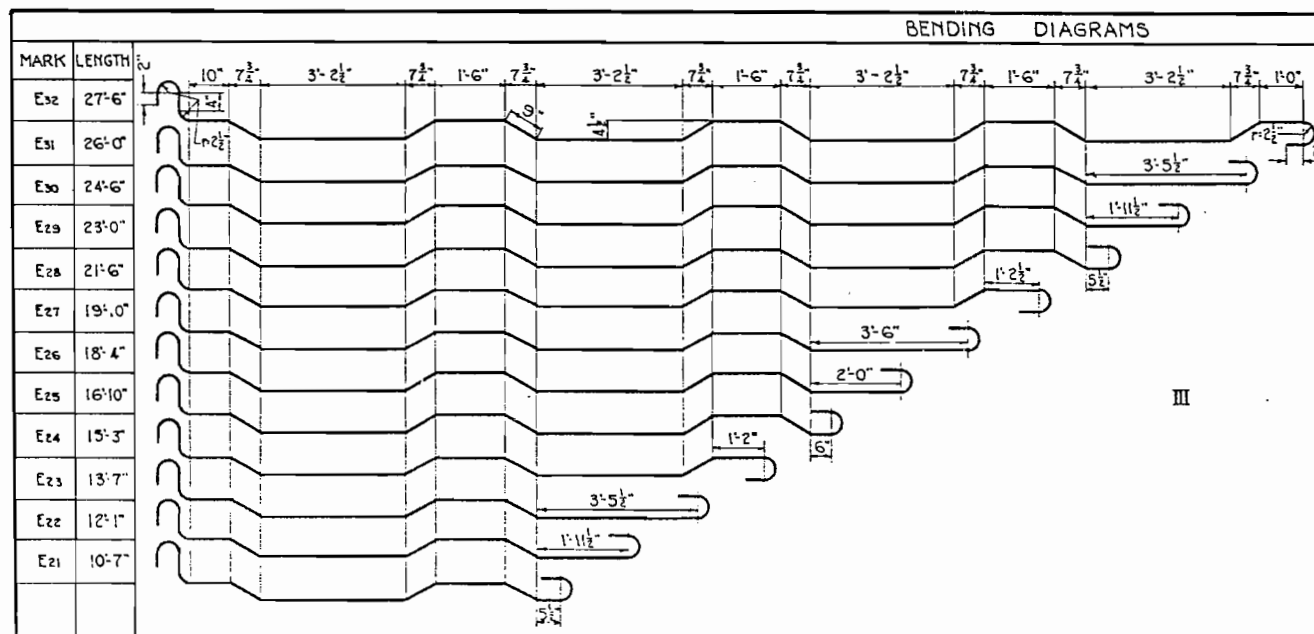
Designed by: P.A.S.
 Made by: Bridge Engineer
 Checked by: Date: 7-20-1938

Maximum Toe Pressure = 3200 lb per sq ft.

BAR LIST FOR SUPERSTRUCTURE									
MARK	SIZE	NO REQD	LENGTH	TYPE	l	m	r	t	
E1	3/8"	48	28'-3"	I	26'-7"				
E2	3/8"	11	28'-0"	II					
E3			3'-10"		2'-2"				
to	3/8"	8 each	by 10' to	I	by 10' to				
E4			9'-10"		8'-2"				
E10			11'-4"		9'-8"				
to	3/8"	8 each	by 10' to	I	by 10' to				
E20			26'-4"		24'-8"				
E21									
to	3/8"	2 each	See Diagram	III					
E32									
D1	3/8"	72	22'-10"	Str.					
H1	1/2"	48	6'-6"	IV					
H2	1/2"	16	14'-8"	Str.					
H3	1/2"	8	4'-11"	Str.					
H4	1/2"	4	4'-5"	Str.					
H5	1/2"	8	4'-3"	Str.					
H6	1/2"	4	3'-10"	Str.					
H7	1/2"	8	3'-2"	Str.					
H8	1/2"	4	2'-4"	Str.					
H9	1/2"	22	6'-9"	V					
BAR SUMMARY									
5806 Lin. Ft. 3/8" Bars @ 1.043 Lbs. per ft. = 6056 Lbs.									
837 " " 1/2" " " @ 0.850 " " " = 711 "									
Plus 1% for Overrun = 73 "									
Total = 6840 Lbs.									

BAR LIST FOR ABUTMENT NO. 1									
MARK	SIZE	NO REQD	LENGTH	TYPE	l	m	r	t	
A1	1"	37	19'-9"	VI	15'-4"	1'-0"	4"	3 1/2"	
A2	1"	36	16'-1"	VI	10'-0"	2'-8"	4"	3 1/2"	
A3	1"	32	13'-6"	VI	6'-0"	4'-1"	4"	3 1/2"	
A4	1"	5	13'-1"	VI	6'-0"	3'-8"	4"	3 1/2"	
A5	1/2"	13	23'-4"	Str.	Field Bend				
A6	1/2"	13	24'-6"	Str.	Field Bend				
A7	1/2"	39	11'-2"	VII	2'-1"	3'-0"	2"	2"	
A8	1/2"	6	23'-0"	Str.					
A9	1/2"	6	23'-6"	Str.	Field Bend				
A10	1/2"	3	20'-6"	Str.					
A11	1/2"	3	22'-0"	Str.					
A12	1/2"	6	8'-5"	VIII			2"	2"	
A13	1/2"	2	2'-6"	Str.					
A14	1/2"	2	3'-0"	Str.					
B1	1"	2	23'-8"	VI	18'-7"	1'-8"	4"	3 1/2"	
B2	1"	2	23'-2"	VI	18'-1"	1'-8"	4"	3 1/2"	
B3	1"	2	22'-9"	VI	17'-8"	1'-8"	4"	3 1/2"	
B4	1"	2	22'-3"	VI	17'-2"	1'-8"	4"	3 1/2"	
B5	1"	2	21'-9"	VI	16'-8"	1'-8"	4"	3 1/2"	
B6	1"	2	21'-4"	VI	16'-3"	1'-8"	4"	3 1/2"	
B7	1"	2	20'-10"	VI	15'-9"	1'-8"	4"	3 1/2"	
B8	1"	2	20'-5"	VI	15'-4"	1'-8"	4"	3 1/2"	
B9	1"	8	13'-7"	VI	7'-0"	3'-2"	4"	3 1/2"	
B10	1"	7	13'-2"	VI	7'-0"	2'-9"	4"	3 1/2"	
B11	3/8"	2	19'-5"	VI	14'-10"	1'-4"	3 1/2"	3"	
B12	3/8"	2	18'-11"	VI	14'-4"	1'-4"	3 1/2"	3"	
B13	3/8"	2	18'-5"	VI	13'-10"	1'-4"	3 1/2"	3"	
B14	3/8"	2	18'-0"	VI	13'-5"	1'-4"	3 1/2"	3"	
B15	3/8"	2	17'-4"	VI	12'-11"	1'-4"	3"	2 1/2"	
B16	3/8"	2	16'-11"	VI	12'-6"	1'-4"	3"	2 1/2"	
B17	3/8"	2	16'-5"	VI	12'-0"	1'-4"	3"	2 1/2"	
B18	3/8"	8	11'-11"	VI	6'-6"	2'-2"	3 1/2"	3"	
B19	3/8"	7	9'-11"	VI	5'-0"	1'-10"	3"	2 1/2"	
B20	1/2"	12	29'-6"	Str.					
B21	1/2"		25'-4"						
to	1/2"	leach	by 4' to	Str.					
B22			4'-6"						
C1	1"	2	24'-1"	VI	19'-2"	1'-6"	4"	3 1/2"	
C2	1"	2	23'-0"	VI	18'-1"	1'-6"	4"	3 1/2"	
C3	1"	2	22'-0"	VI	17'-1"	1'-6"	4"	3 1/2"	
C4	1"	5	13'-10"	VI	7'-4"	3'-1"	4"	3 1/2"	
C5	3/8"	2	20'-3"	VI	16'-0"	1'-0"	3 1/2"	3"	
C6	3/8"	2	19'-3"	VI	15'-0"	1'-0"	3 1/2"	3"	
BAR SUMMARY									
2689 Lin. Ft. 1" @ 2.670 Lbs. per Lin. Ft. = 7180 Lbs.									
385 " " 3/8" @ 2.044 " " " = 787 "									
1179 " " 1/2" @ 1.502 " " " = 1771 "									
633 " " 3/4" @ 1.043 " " " = 660 "									
563 " " 1/2" @ 0.850 " " " = 479 "									
2532 " " 1/2" @ 0.668 " " " = 1691 "									
Plus 1% for Overrun = 132 "									
Total = 12700 Lbs.									

BAR LIST FOR ABUTMENT NO. 2									
MARK	SIZE	NO REQD	LENGTH	TYPE	l	m	r	t	
K1	1"	37	19'-9"	VI	15'-4"	1'-0"	4"	3 1/2"	
K2	1"	36	16'-0"	VI	9'-11"	2'-8"	4"	3 1/2"	
K3	1"	32	13'-6"	VI	6'-0"	4'-1"	4"	3 1/2"	
K4	1"	5	13'-0"	VI	6'-0"	3'-7"	4"	3 1/2"	
K5	1/2"	13	23'-9"	Str.	Field Bend				
K6	1/2"	13	24'-5"	Str.	Field Bend				
K7	1/2"	39	10'-10"	VI	2'-3"	2'-6"	2"	2"	
K8	1/2"	6	23'-0"	Str.					
K9	1/2"	6	23'-6"	Str.	Field Bend				
K10	1/2"	3	20'-6"	Str.					
K11	1/2"	3	22'-0"	Str.					
K12	1/2"	6	8'-5"	VIII					
K13	1/2"	2	2'-3"	Str.					
K14	1/2"	2	2'-9"	Str.					
M1	1"	2	24'-5"	VI	19'-4"	1'-8"	4"	3 1/2"	
M2	1"	2	23'-0"	VI	18'-11"	1'-8"	4"	3 1/2"	
M3	1"	2	23'-7"	VI	18'-6"	1'-8"	4"	3 1/2"	
M4	1"	2	23'-1"	VI	18'-1"	1'-7"	4"	3 1/2"	
M5	1"	2	22'-8"	VI	17'-8"	1'-7"	4"	3 1/2"	
M6	1"	2	22'-1"	VI	17'-3"	1'-5"	4"	3 1/2"	
M7	1"	2	21'-7"	VI	16'-9"	1'-5"	4"	3 1/2"	
M8	1"	2	21'-0"	VI	16'-3"	1'-4"	4"	3 1/2"	
M9	1"	1	20'-9"	VI	16'-0"	1'-4"	4"	3 1/2"	
M10	1"	4	14'-0"	VI	7'-2"	3'-5"	4"	3 1/2"	
M11	1"	4	13'-9"	VI	7'-2"	3'-2"	4"	3 1/2"	
M12	1"	4	13'-0"	VI	6'-8"	2'-11"	4"	3 1/2"	
M13	1"	4	12'-10"	VI	6'-3"	2'-9"	4"	3 1/2"	
M14	1/2"	16	19'-6"	Str.					
M15	1/2"	1	15'-9"	Str.					
M16	1/2"	1	10'-3"	Str.					
M17	1/2"	1	4'-9"	Str.					
N1	1"	2	23'-4"	VI	18'-5"	1'-6"	4"	3 1/2"	
N2	1"	2	22'-4"	VI	17'-5"	1'-6"	4"	3 1/2"	
N3	1"	2	21'-4"	VI	16'-5"	1'-6"	4"	3 1/2"	
N4	3/8"	2	19'-9"	VI	15'-4"	1'-2"	3 1/2"	3"	
N5	3/8"	2	18'-9"	VI	14'-4"	1'-2"	3 1/2"	3"	
N6	1"	5	14'-2"	VI	7'-9"	3'-0"	4"	3 1/2"	
N7	3/8"	5	11'-0"	VI	5'-5"	2'-4"	3 1/2"	3"	
N8	1/2"	14	9'-6"	Str.					
N9	1/2"		8'-6"						
to	1/2"	leach	by 11' to	Str.					
N12			2'-9"						
BAR SUMMARY									
600 Lin. Ft. 1" Bars @ 3.400 Lbs. per Ft. = 2040 Lbs.									
2102 " " 1" @ 2.670 " " " = 5612 "									
132 " " 3/8" @ 2.044 " " " = 270 "									
947 " " 1/2" @ 1.502 " " " = 1422 "									
468 " " 3/4" @ 1.043 " " " = 488 "									
549 " " 1/2" @ 0.850 " " " = 467 "									
2326 " " 1/2" @ 0.668 " " " = 1554 "									
Plus 1% for Overrun = 117 "									
Total = 12070 Lbs.									



REFERENCE DRAWINGS

Sheet No. 6 General Layout, Details of Superstructure, and Summary of Quantities.

Sheet No. 7 Details of Abutment No. 1.

Sheet No. 8 Details of Abutment No. 2.

LOADING DATA.

LIVE LOAD - A. A. S. H. O. 1935 CLASS A, (H-15)

DEAD LOAD - ASSUMES 15 LBS. PER SQ. FT. ADDITIONAL WEARING SURFACE WHICH INCLUDES THE 1/2" CONCRETE MONOLITHIC WEARING SURFACE SHOWN.

DESIGNING DATA.

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

COLORADO

STATE HIGHWAY DEPARTMENT

140'-0" CONCRETE & I BEAM SPAN

BAR LISTS FOR ABUT. NO. 1, ABUT. NO. 2, & SUPERSTRUCTURE

Across IRON CREEK

Sta. 495+30.0 TO 496+24.95

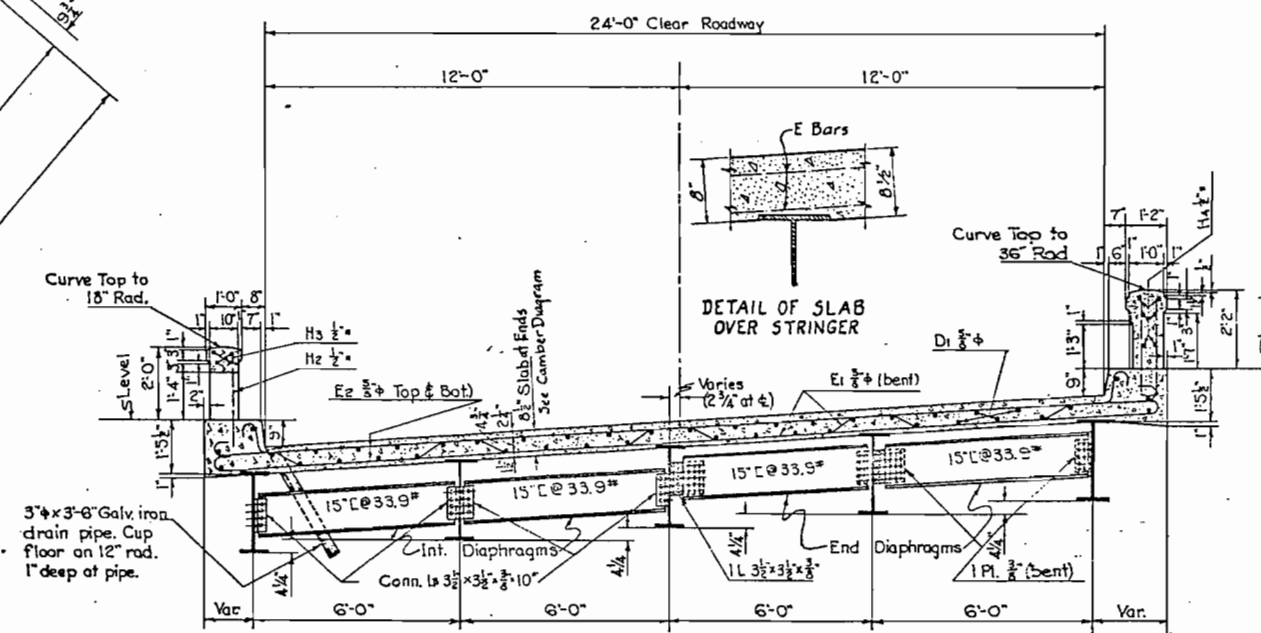
Near CRAVEY Sec. 20, T. 50 S., R. 6 W.

Designed by *ATK* Approved by *G. J. Bailey*

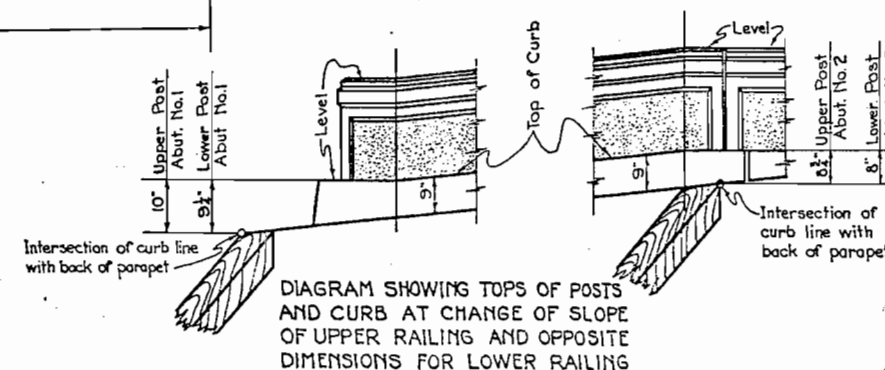
Checked by *J. M. J.* Bridge Engineer

Date: *Dec 15, 1933.*

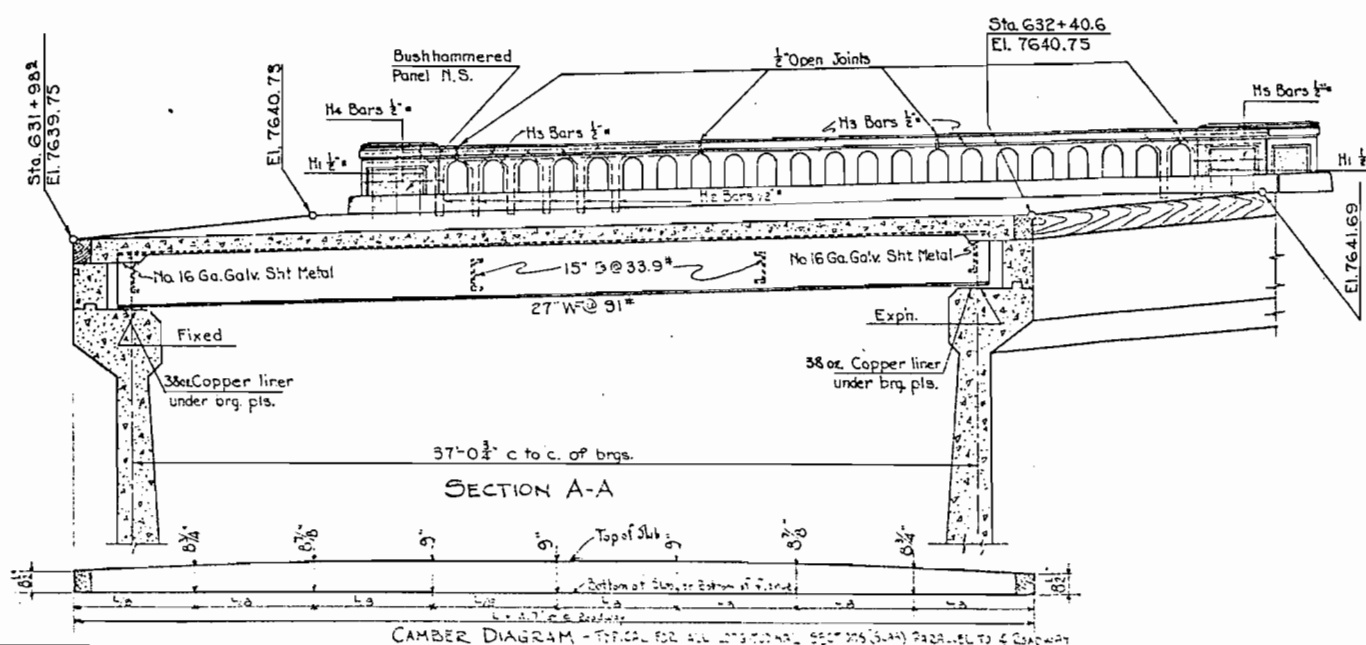
Sheet No. 13 General Layout, Summary of Quantities,
and Bar Lists for Entire Structure.
Sheet No. 11 Details of Abutment No.1.
Sheet No. 12 Details of Abutment No.2.



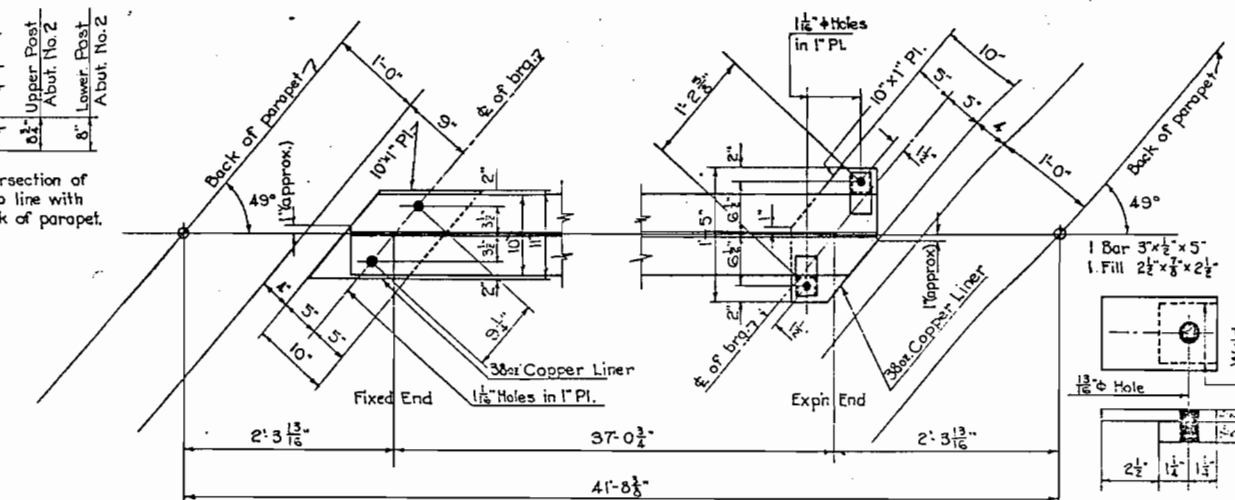
PLAN OF SUPERSTRUCTURE



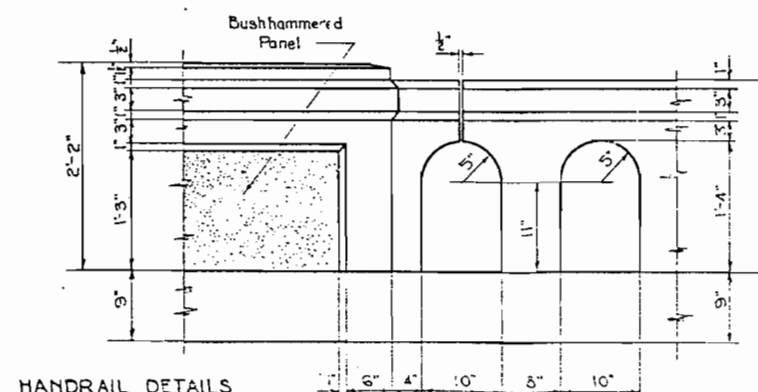
DETAIL OF END DIAPHRAGM



SECTION A-A



BEARING PLATE DETAILS



HANDRAIL DETAILS

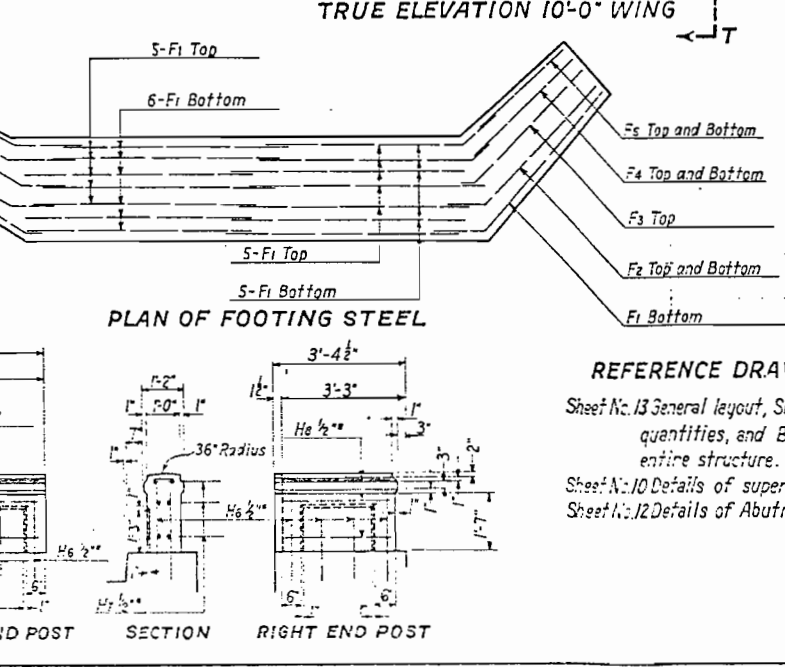
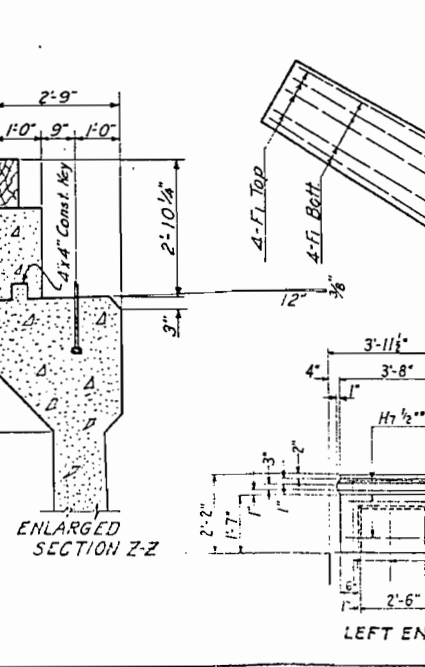
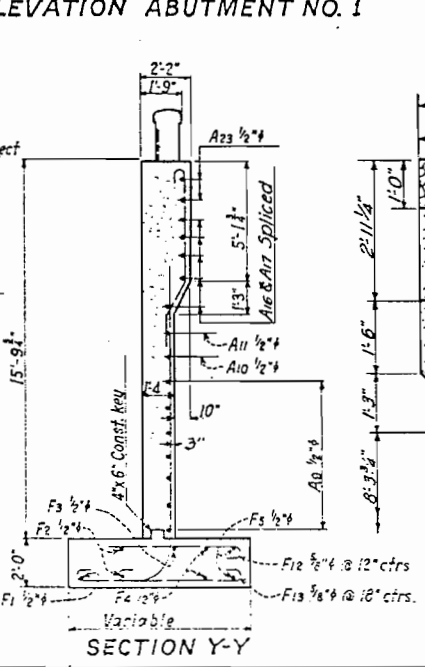
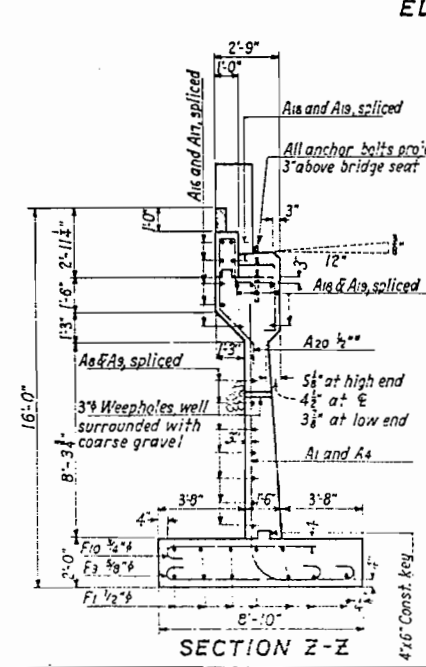
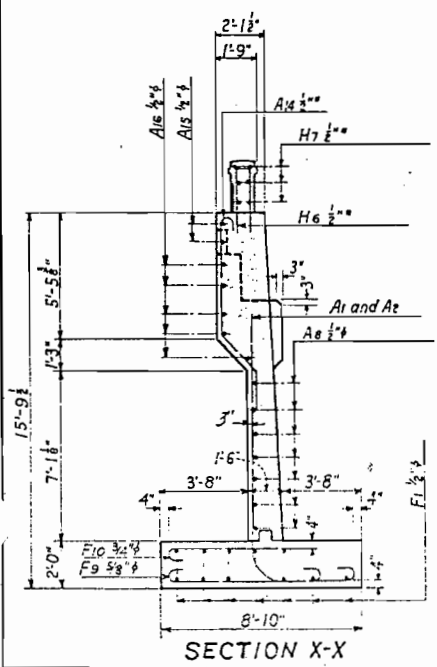
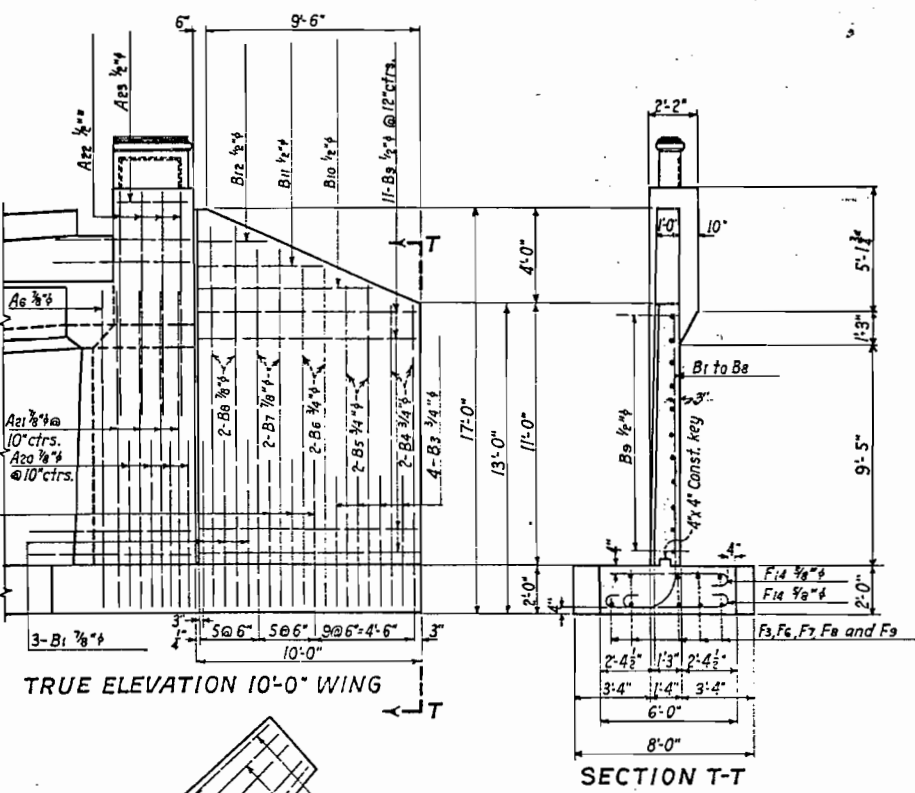
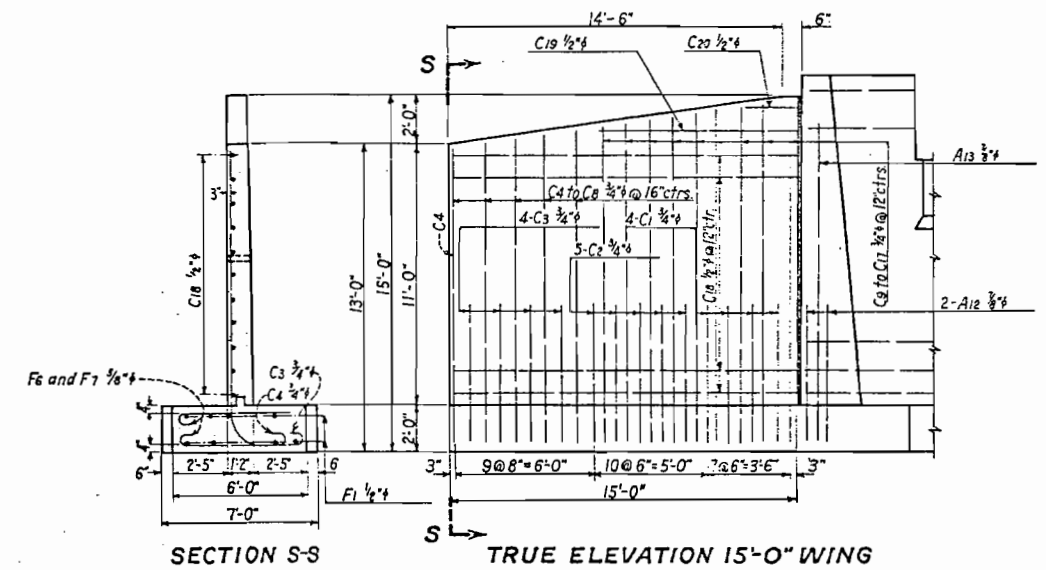
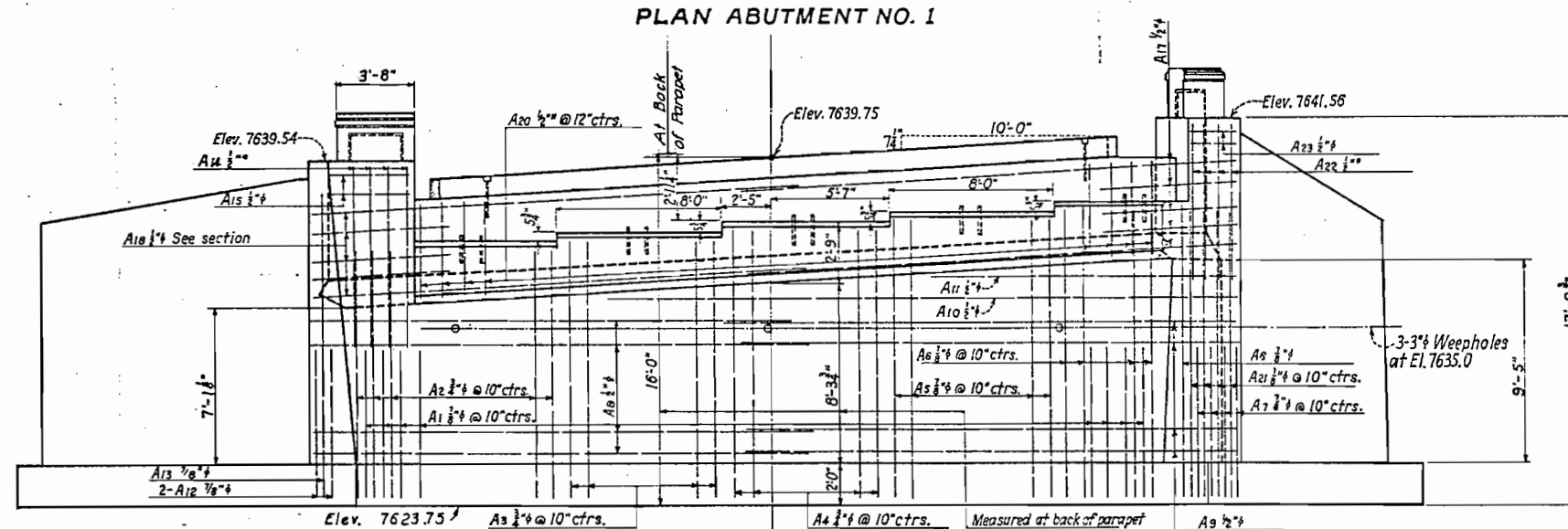
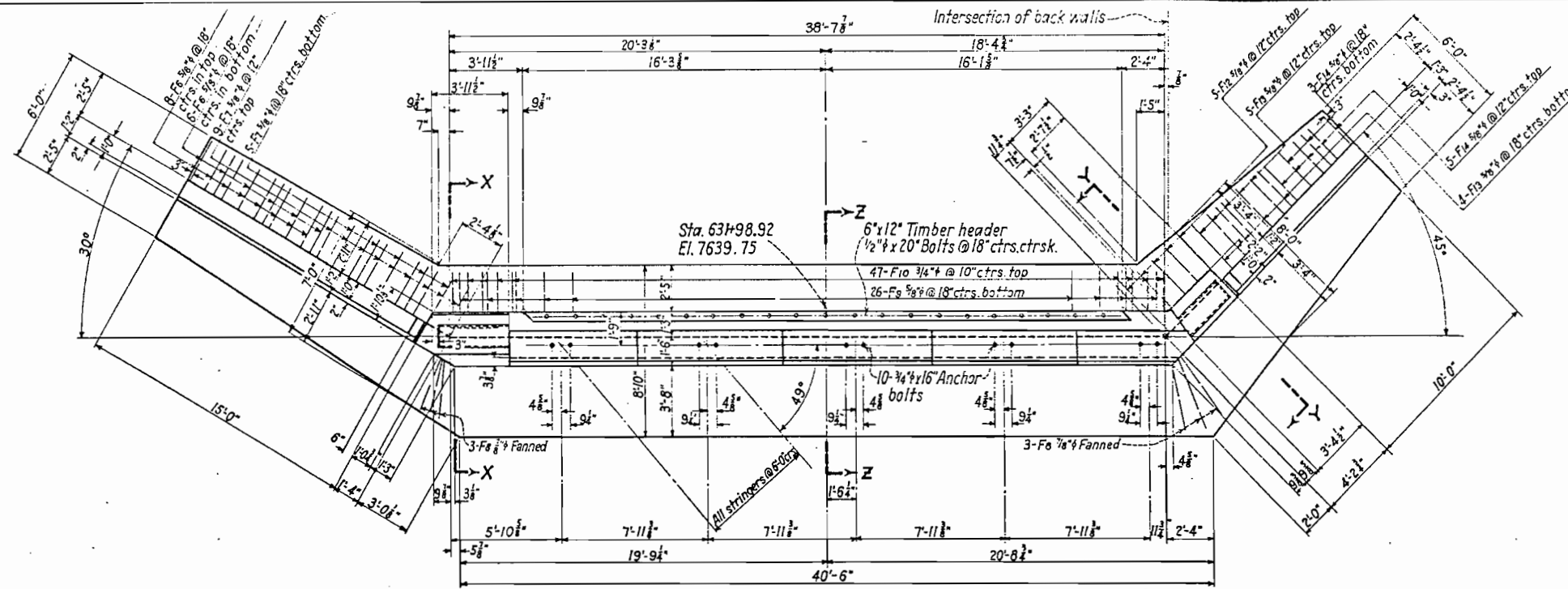
LOADING DATA. LIVE LOAD-A. A. S. H. O. 1935 CLASS A, W-15' DEAD LOAD-AAS. MES 15 LBS. PER SQ. FT. ADDITIONAL WEARING SURFACE WHICH INCLUDES THE 1/4 INCH CONCRETE MONOLITHIC WEARING SURFACE SHOWN.

DESIGNING DATA. A.A.S.H.O. 1935 EXCEPT CONCRETE UNIT STRESSES PER A.A.S.H.O. 4-C, 1929.

COLORADO
STATE HIGHWAY DEPARTMENT
1-3701 SPAN - CONC. I BEAM BRIDGE
DETAILS OF SUPERSTRUCTURE

Across	HIG-LINE CANAL
Sta	82+00.52-2532+406
Neat	321.00 Sec. 33 T.50N R.9W
Designed by	Approved by <i>P. C. Carter</i>
Made by	Bridge Engineer
Checked by	Date <i>Dec 15 1955</i>

FED. ROAD DIST. NO.	STATE	F.A.S.	SHEET NO.	TOTAL SHEETS
3	COLO.	379-D (1)	11	



REFERENCE DRAWINGS
 Sheet No. 13 General layout, Summary of quantities, and Bar list for entire structure.
 Sheet No. 10 Details of superstructure.
 Sheet No. 12 Details of Abutment No. 2.

LOADING DATA.
 LIVE LOAD - A. A. S. H. O. 1935 CLASS A, (H-15)
 DEAD LOAD - ASSUMES 15 LBS. PER SQ. FT. ADDITIONAL WEARING SURFACE WHICH INCLUDES THE 1/2 INCH CONCRETE MONOLITHIC WEARING SURFACE SHOWN.

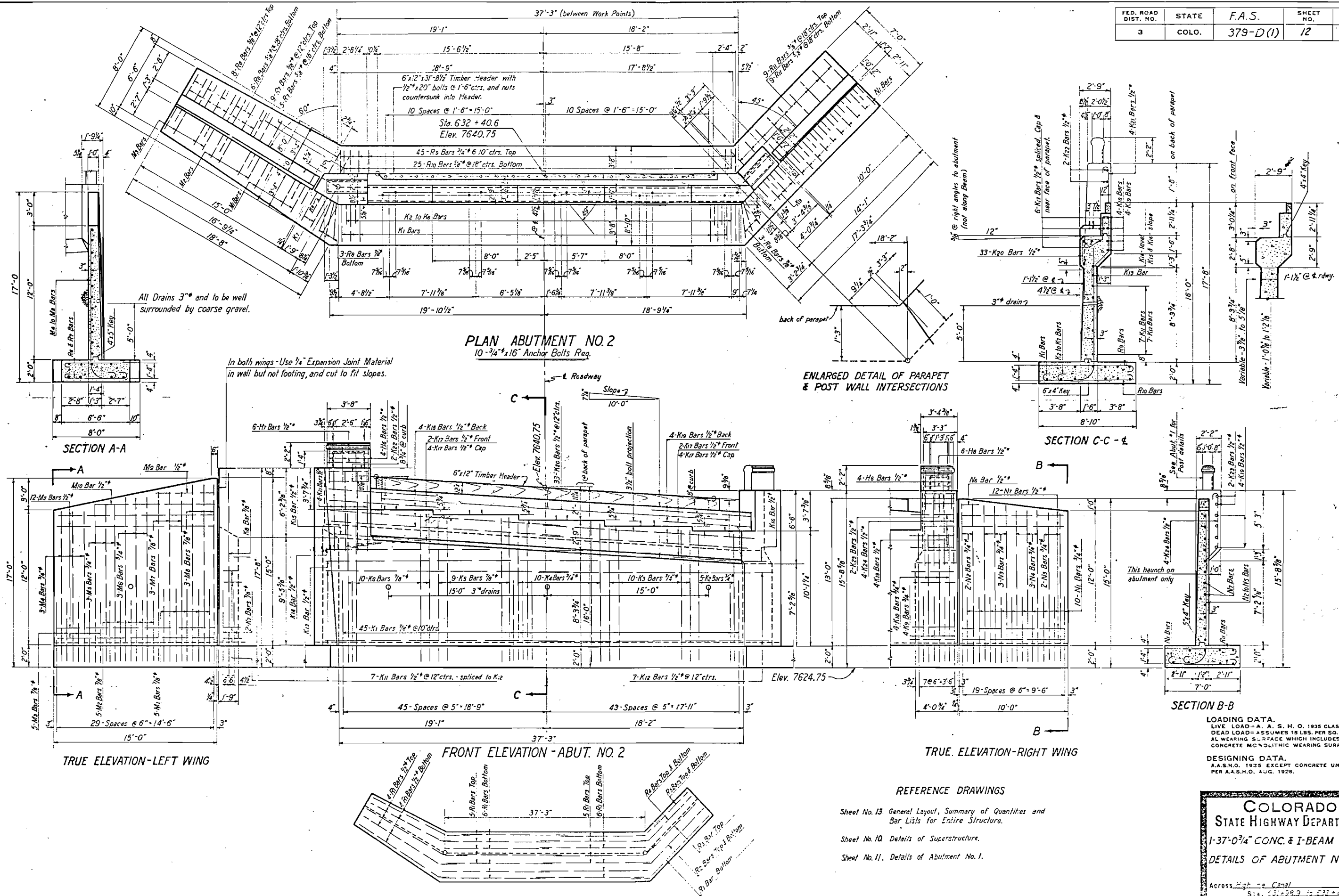
DESIGNING DATA.
 A.A.S.H.O. 1935 EXCEPT CONCRETE UNIT STRESSES PER A.A.S.H.O. AUG. 1928.

COLORADO STATE HIGHWAY DEPARTMENT
 1-37-04 CONC. & I-BEAM SPAN
 DETAILS OF ABUT. NO. 1

Across Highway Canal
 Sta. 631+98.92 to 632+40.6
 Near Conifer, Colo. S. 33, T. 57 N. R. 5 E.

Designed by C. C. M. Approved by P. J. Bailey
 Made by J. J. M. Bridge Engineer
 Checked by J. J. M. Date: Dec. 15, 1935

FED. ROAD DIST. NO.	STATE	F.A.S.	SHEET NO.	TOTAL SHEETS
3	COLO.	379-D(1)	12	



TRUE ELEVATION-LEFT WING

FRONT ELEVATION - ABUT. NO. 2

TRUE ELEVATION-RIGHT WING

DIAGRAM OF 1/2" LONGITUDINAL BARS IN FOOTINGS

- REFERENCE DRAWINGS
- Sheet No. 13. General Layout, Summary of Quantities and Bar Lists for Entire Structure.
 - Sheet No. 10. Details of Superstructure.
 - Sheet No. 11. Details of Abutment No. 1.

LOADING DATA.
LIVE LOAD-A. A. S. H. O. 1935 CLASS A, W-16.
DEAD LOAD-ASSUMES 15 LBS. PER SQ. FT. ADDITIONAL WEARING SURFACE WHICH INCLUDES THE 1 INCH CONCRETE MONOLITHIC WEARING SURFACE SHOWN.

DESIGNING DATA.
A.A.S.H.O. 1935 EXCEPT CONCRETE UNIT STRESSES PER A.A.S.H.O. AUG. 1929.

COLORADO

STATE HIGHWAY DEPARTMENT

1-37'-0 3/4" CONC. & I-BEAM SPAN

DETAILS OF ABUTMENT NO. 2

Across High - to Canal

Sta. 229.7 to 232+40.6

Near Cont. to Sec. 22 T. 50 N. R. 5 E.

Designed by J. M. [Signature]

Made by [Signature]

Checked by [Signature]

Approved by [Signature]

Date: Dec. 15, 1935

BAR LIST FOR ABUTMENT #1. Table with columns: Mark, Size, No. Rebar, Length, Type, l, m, r, t. Rows include C1 to C20 and F1 to F14.

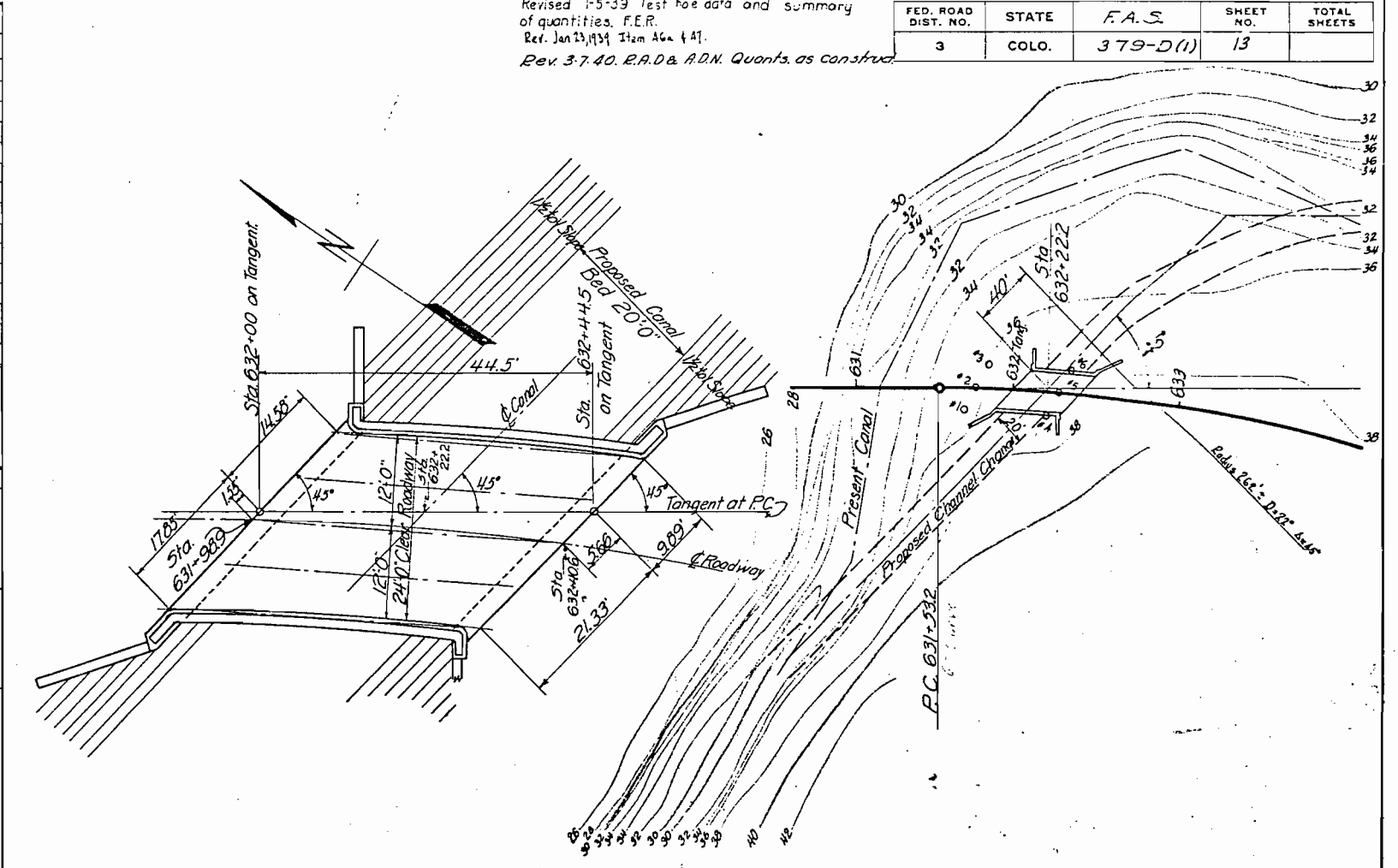
BAR LIST FOR ABUTMENT #2. Table with columns: Mark, Size, No. Rebar, Length, Type, l, m, r, t. Rows include K1 to K24 and M1 to M11.

BAR LIST FOR SUPERSTRUCTURE. Table with columns: Mark, Size, No. Rebar, Length, Type, l, m, r, t. Rows include E1 to E3, D1, H1 to H5, and M1 to M11.

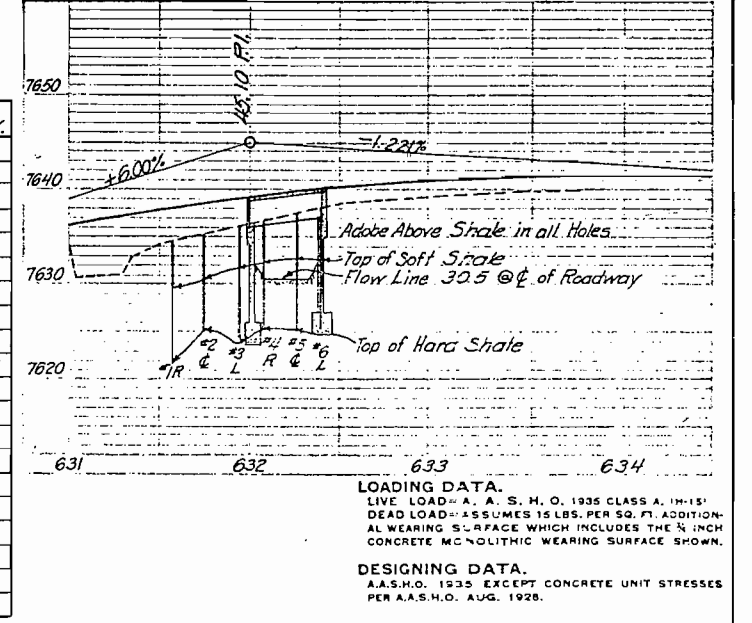
SUMMARY OF BARS FOR ABUT #1. Table with columns: Lin. Ft. of 3/8" Bars, 2.044 lbs. per ft. = 2437 lbs. Rows include 1277, 482, 1846, 600.

SUMMARY OF BARS FOR ABUT. #2. Table with columns: Lin. Ft. of 3/8" Bars, 2.044 lbs. per ft. = 2463 lbs. Rows include 1215, 455, 1851, 563.

SUMMARY OF BARS FOR SUPERSTRUCTURE. Table with columns: Lin. Ft. of 3/8" Bars, 2.044 lbs. per ft. = 7186 lbs. Rows include 697, 592, 82.



SUMMARY OF QUANTITIES. Table with columns: Item, Description, Unit, Channel Imp., Superstr., Abut #1, Abut #2, Total. Rows include 14a, 14b, 14c, 14d, 42a, 46a, 46b, 47, 48, 80c, 89a, 13c, 63a, 63b, 63c, 63d.



REFERENCE DRAWINGS, GENERAL NOTES, COLORADO STATE HIGHWAY DEPARTMENT, 1-37-0% CONC. & I-BEAM SPAN BAR LISTS FOR SUPERSTR., ABUT. #1, & ABUT. #2. SUMMARY OF QUANTITIES GENERAL LAYOUT.

NOTE:

All poles encroaching on Right of Way are to be removed by owners. Fencing, Right of Way Markers, Guard Fence, and Guard Post requirements are tabulated on Sheet No. 4. Grades and Alignment as shown hereon are subject to modification during Construction only after approval by the Denver Office.

461+00
Road Approach, Rt.

NE 1/4 Sec. 20
T50N R6W

461+80 to 472+50
71 Cu. Yds. Excav. for Inter-
cepting Ditch on Lt.

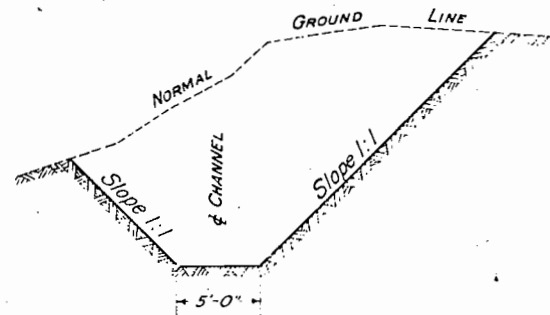
468+195-
18"x28" C.M.P.
for Spillway in Irrigation
Ditch on Rt.

470+63-
18"x28" C.M.P.
for Spillway on Lt.

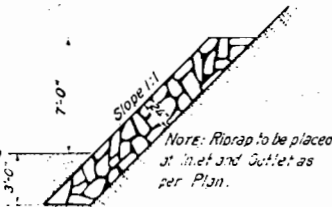
470+00 Road Approach &
for Road Side Drain, Lt.

FED. ROAD DIST. NO.	STATE	F.A.S. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	379-D(1)	26	

Revised April 26, 1939, E.L.K.
Revised as Constructed 6-24-40, A.J.T.



TYPICAL SECTION OF
CHANNEL CHANGE
Lt. & Rt. Sta. 468+75 to 472+80



TYPICAL SECTION OF
RIPRAP
Lt. & Rt. Sta. 470+76

F.A.S. 379-C
S 31° 24' E

STA. 461+00-END OF F.A.S. 379-C
BEG. OF PROJECT F.A.S. 379-D (1)

NW 1/4 Sec. 20
T50N R6W

Δ 4° 00' R
D 1° 00'
T 200'
L 400'
R 5730'

461+75 to 468+35
37 Cu. Yds. Excav. for Irrigation
Wd. Ditch on Rt.

EQUATION
PT. 468+969 "F" Line Bk.
P.O.T. 468+758 "C" Line Ah.
470+76-
Box Culvert, Tube 10-12 (Sk. 60' L.)

CLEARING & GRUBBING:
476+30 to 478+75 - Oak Brush.

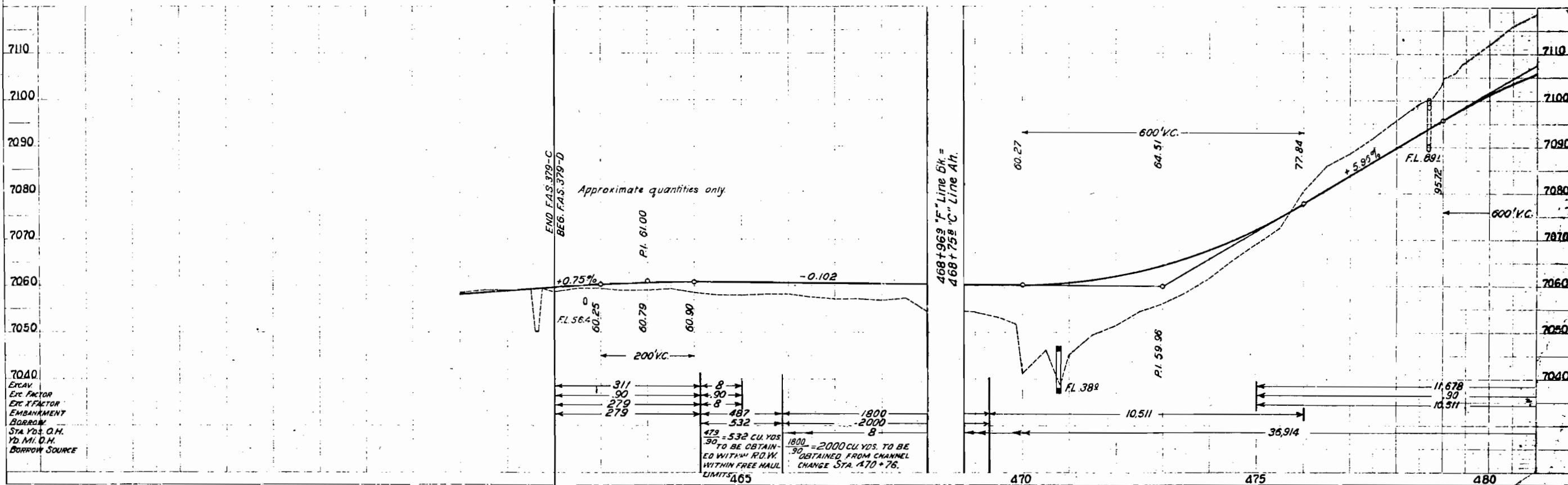
473+90 Road Approach, Lt.
474+00-479+35- 19 Cu. Yds. for
Waste Ditch, Lt.

478+75 18"x30" C.M.P. Side Drain, Rt.
and 273 Cu. Yds. Exc. for Road Appc.

478+75- 18"x28" C.M.
Siphon (Skew 51° Lt.) (H_L=99'
H_H=95') and Cu. Yds. Excav.
for Inlet & Outlet.
Also Req'd. 60 Lin. Ft. of 4"
Met. Drain Pipe 1-4" Cast
Iron Valve and Valve Box and
2-18" Trash Guards.

479+25- Req'd. 150 Cu. Yds. Excav.
for Road Approach Lt.
Also Req'd. 18"x30" C.M.P. Side Drain
on Lt.

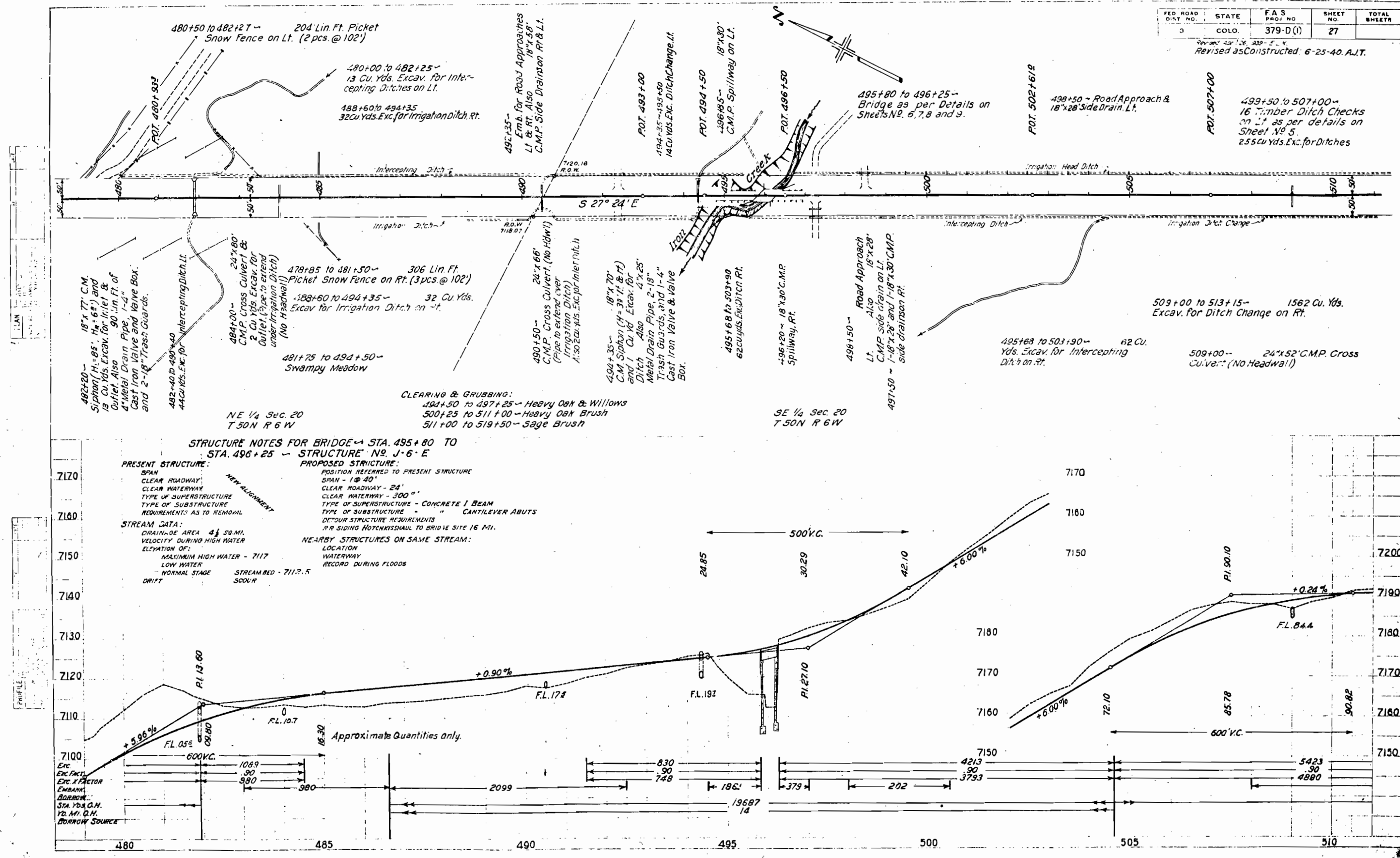
478+85-481+50
306' Picket Snow Fence, Rt.



7040
Excav.
Exc. Factor
Exc. Factor
Embankment
Borrow
Sta. Yds. O.H.
Yd. Mi. O.H.
Borrow Source

FED. ROAD DIST. NO.	STATE	F.A.S. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	379-D(1)	27	

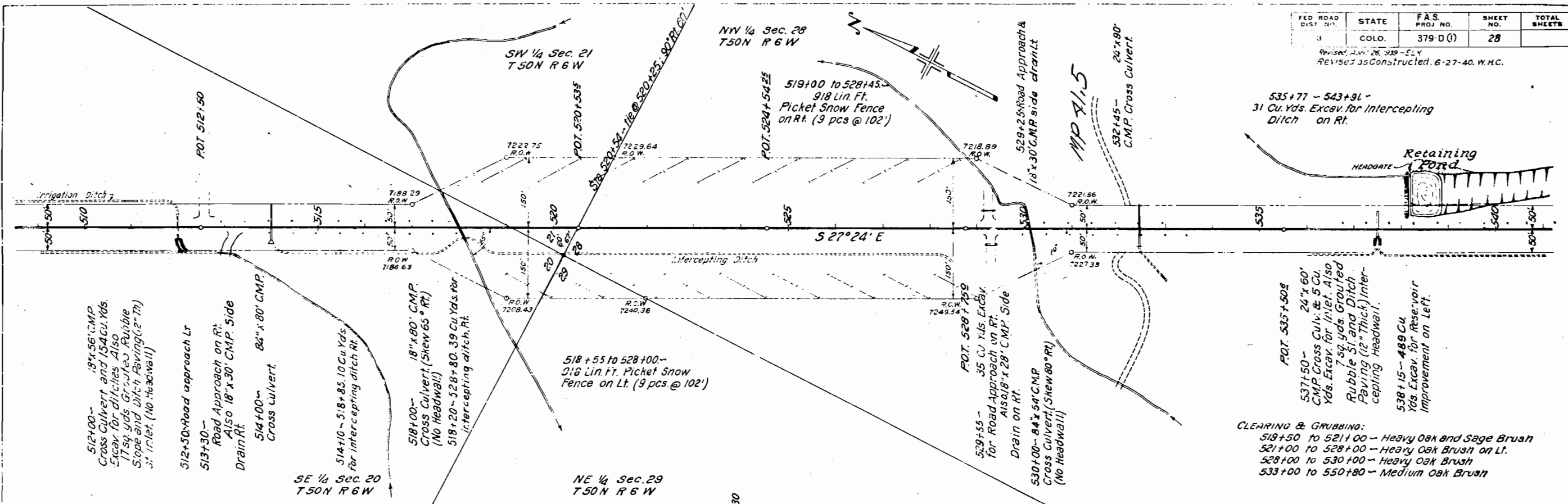
Revised as Constructed: 6-25-40. A.J.T.



FED. ROAD DIST. NO.	STATE	F.A.S. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	379-D (1)	28	

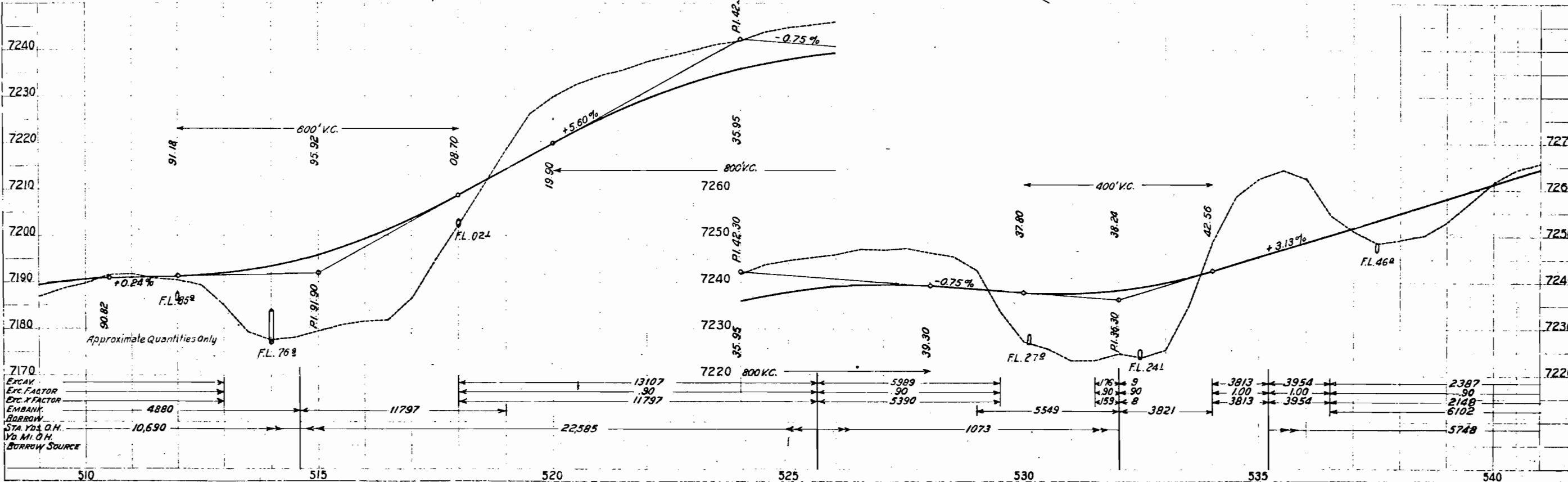
Revised April 26, 1938 - S.L.V.
Revised 3.35 Constructed 6-27-40. W.H.C.

PLAN
NOT TO SCALE

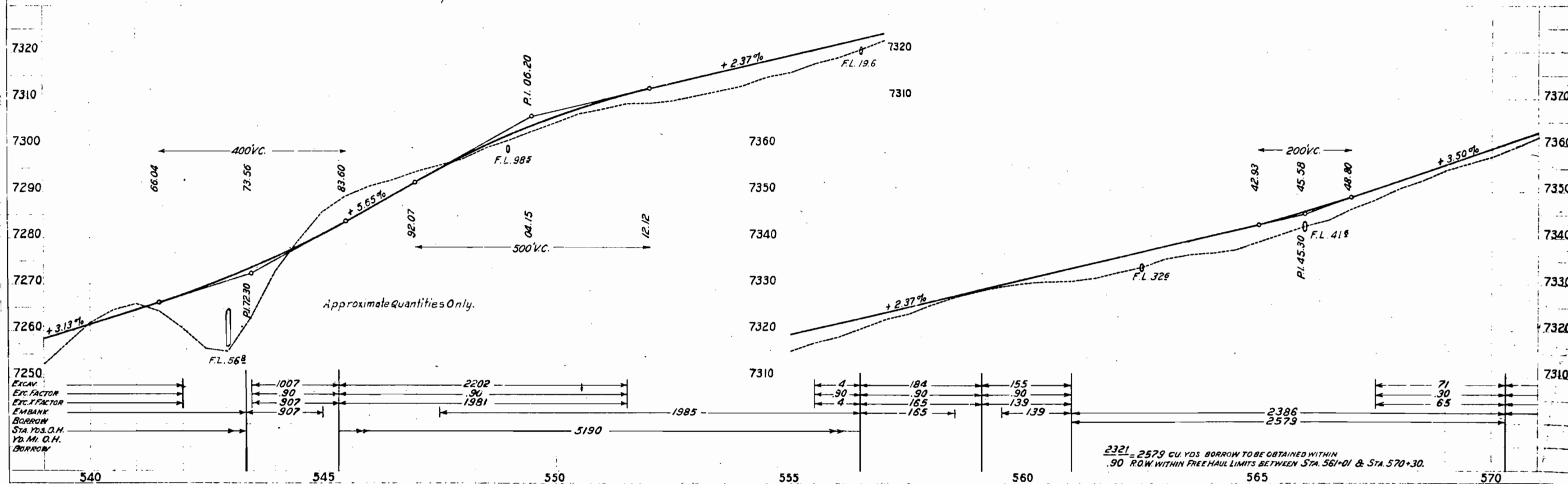
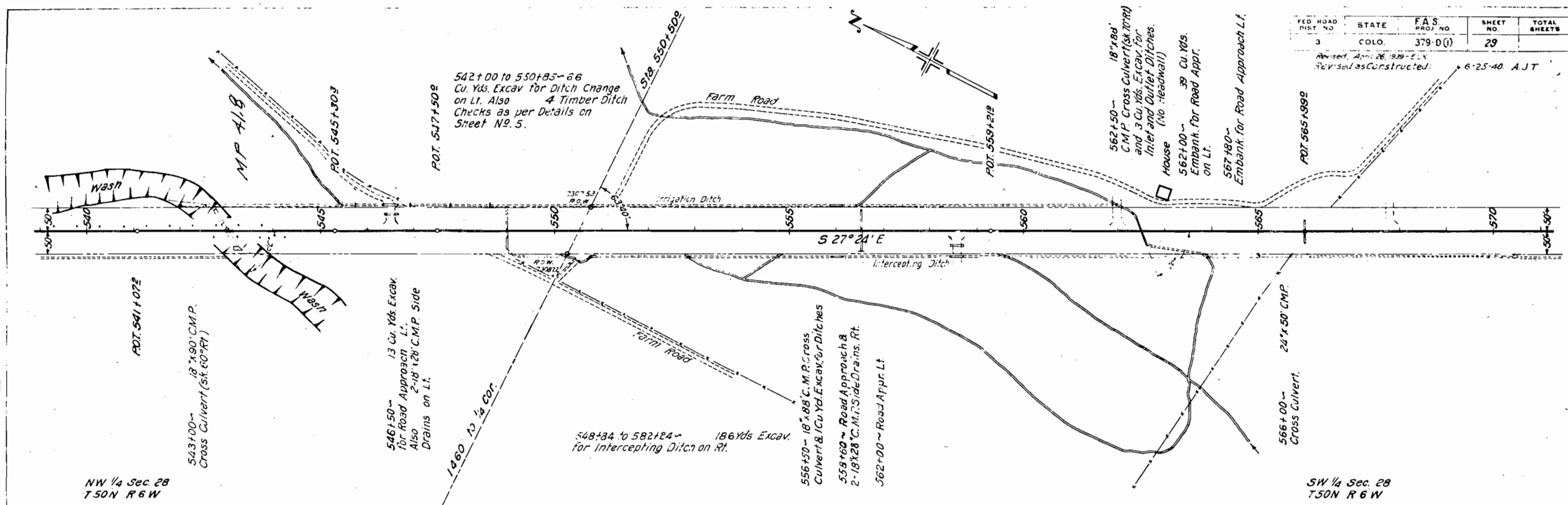


CLEARING & GRUBBING:
 518+50 to 521+00 - Heavy Oak and Sage Brush
 521+00 to 528+00 - Heavy Oak Brush on Lt.
 528+00 to 530+00 - Heavy Oak Brush
 533+00 to 550+80 - Medium Oak Brush

PROFILE
NOT TO SCALE

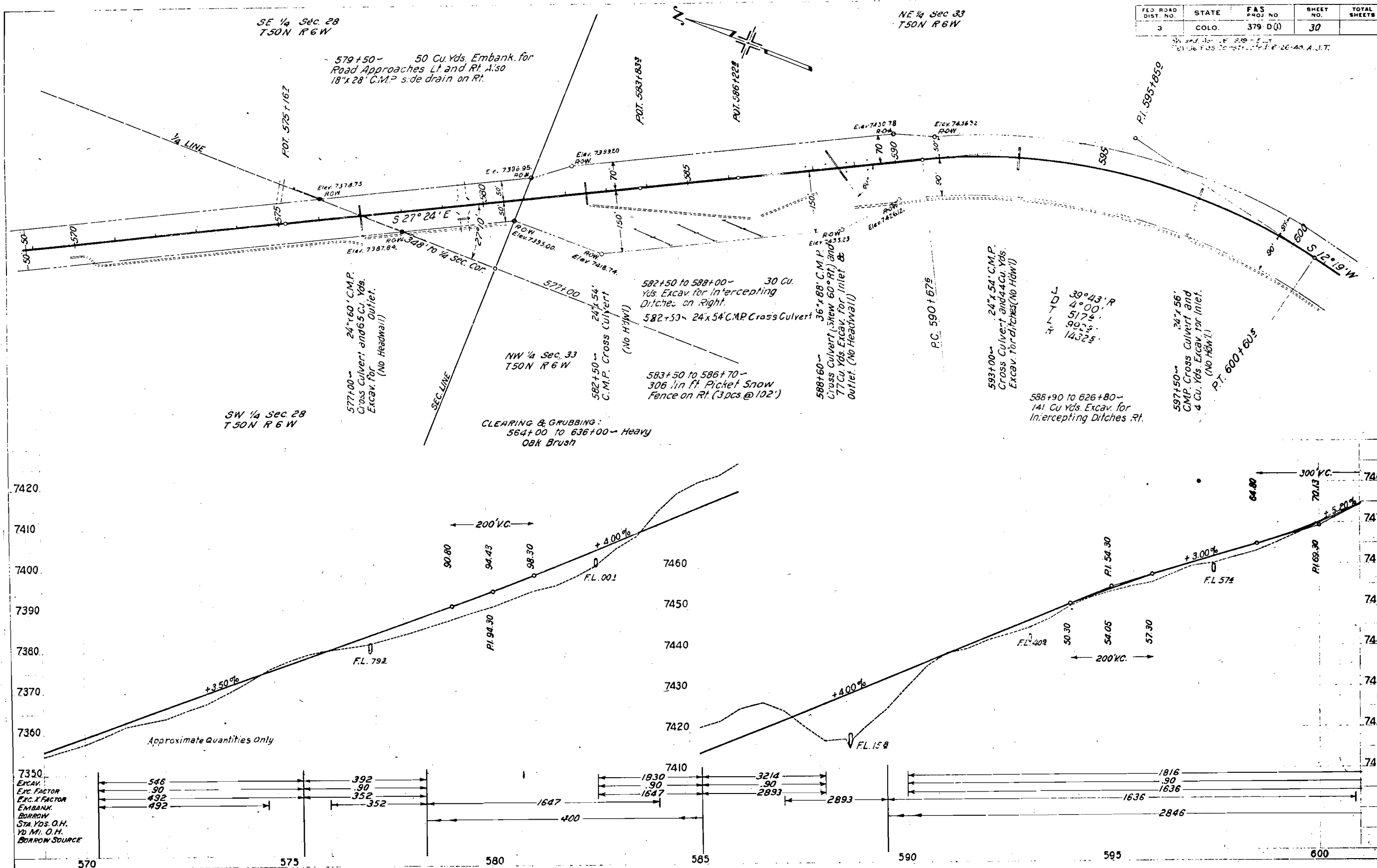


Revised, April 26, 1939 - E.L.V.
Revised as Constructed: 6-25-40. A.J.T.

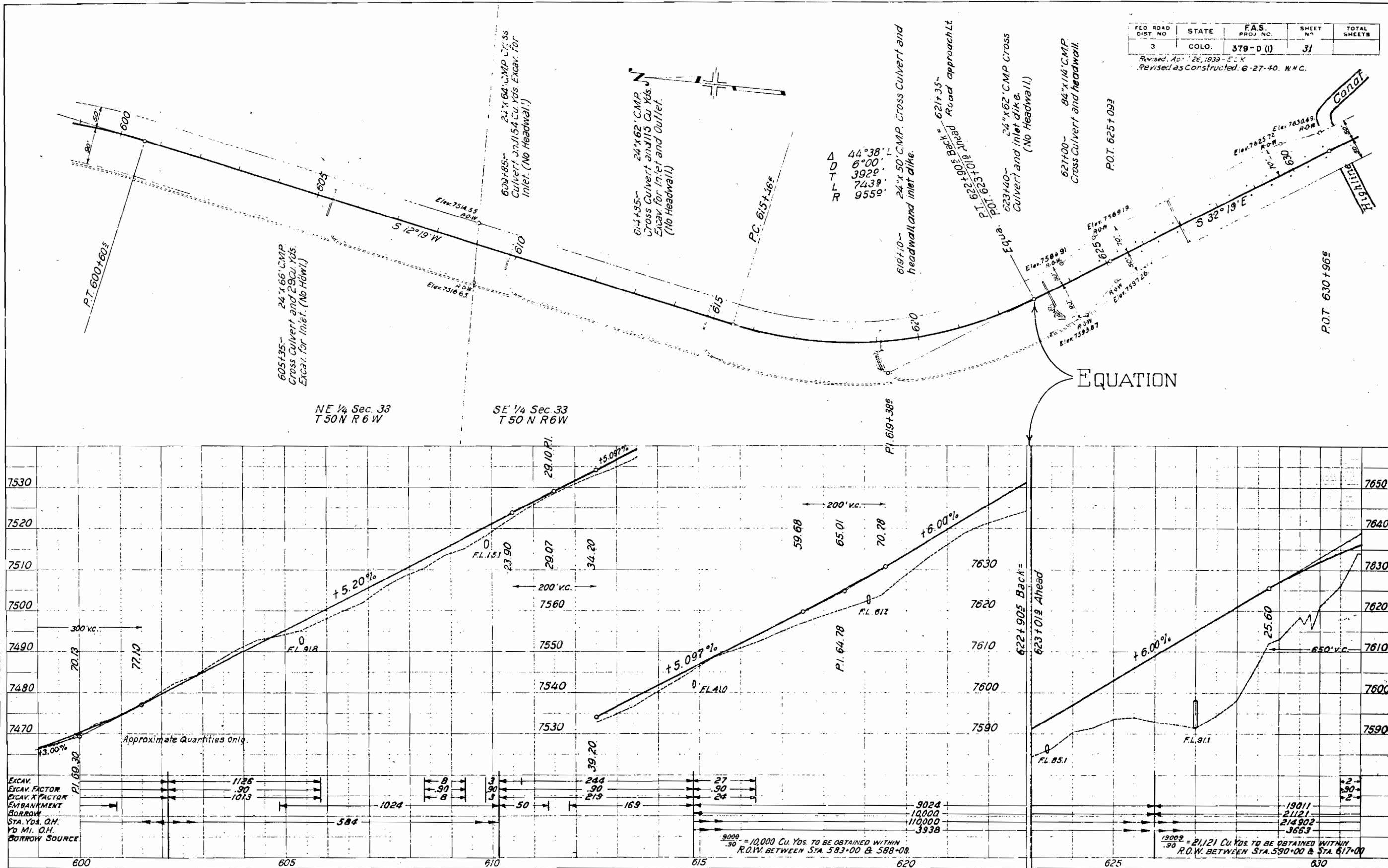
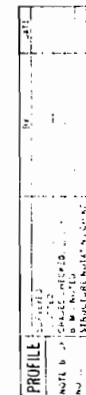


FED ROAD DIST. NO.	STATE	FAS PROJ NO	SHEET NO.	TOTAL SHEETS
3	COLO.	379-D(1)	30	

221 1/2 S. 1st St. - 2nd fl.
221 1/2 S. 1st St. - 2nd fl. A. J. T.



Revised, Apr. 26, 1939 - E.L.K.
Revised as Constructed, 6-27-40. W.H.C.



SE 1/4 Sec. 33
T50N R6W

NE 1/4 Sec. 4
T49N R6W

FED. ROAD DIST. NO.	STATE	F.A.S. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	379-D(1)	32	

Revised April 26, 1939 - E.L.K.
Revised as Constructed: 8-2-40 - A.J.T.

656+10 - 6'x7'x40' Conc
Box Culvert

655+75 - 667+40 - 132 Cu. Yds.
Excav. for Int. Ditch on Rt.

655+25 - 667+40 - 48'x104'
C.M.P. Cross Culvert Headwall.

649+50 - 24'x48' C.M.P. Cross
Culvert (Intercepting Headwall)
and 1 Cu. Yd. Excav. for Outlet Ditch.

649+50 to 655+35 -
Excav. for Intercepting Ditches on Rt.

655+60 - Remove 10'x8'
Cattle Pass on Rt.

NW 1/4 Sec. 4
T49N R6W

631+98.9 to 632+40.9 -
as per details on Sheets No. 10, 11, 12, & 13.
Also
Channel Change.

TYPICAL HALF-SECTION
CHANNEL CHANGE AND RIPRAP
Sta. 632+

CLEARING & GRUBBING:
636+00 to 708+63 - Medium Sage Brush

STRUCTURE NOTES FOR BRIDGE STA. 631+98.9 TO STA. 632+40.9 - STRUCTURE NO. J-6-F.

PRESENT STRUCTURE:

SPAN - 1 - 23'
CLEAR ROADWAY
CLEAR WATERWAY
TYPE OF SUPERSTRUCTURE - TIMBER
TYPE OF SUBSTRUCTURE - LOG CRIB ABUTS.
REQUIREMENTS AS TO REMOVAL - REMAIN

PROPOSED STRUCTURE:

POSITION REFERRED TO PRESENT STRUCTURE 250' DOWN STREAM
SPAN 139.37'
CLEAR ROADWAY - 23'
CLEAR WATERWAY - 145.0'
TYPE OF SUPERSTRUCTURE - CONCRETE & I BEAM
TYPE OF SUBSTRUCTURE - CANTILEVER ABUTS.
DETOUR STRUCTURE REQUIREMENTS
RR. SIDING - MCKINISS - HAUL TO BRIDGE SITE 23 MI.

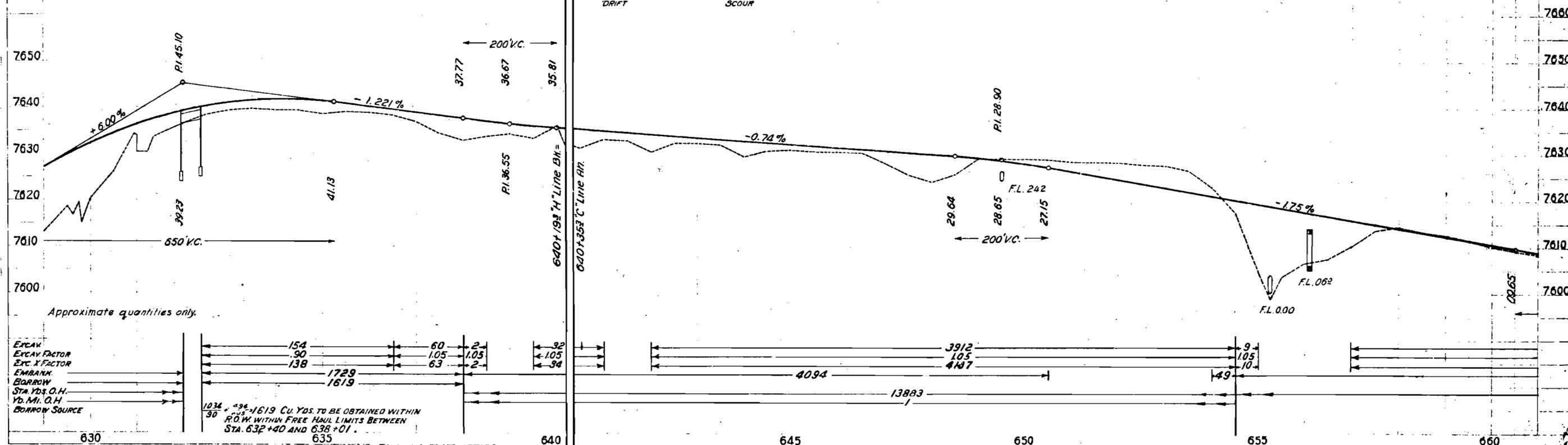
STREAM DATA:

DRAINAGE AREA
VELOCITY DURING HIGH WATER
ELEVATION OF:
MAXIMUM HIGH WATER 7632.5
LOW WATER
NORMAL STAGE
DRIFT

NEARBY STRUCTURES ON SAME STREAM:

LOCATION
WATERWAY
RECORD DURING FLOODS
SCOUR

EQUATION



NW 1/4 Sec. 4
T 49 N R 6 W

SW 1/4 Sec. 4
T 49 N R 6 W

Δ 10°49' L
D 1°00'
T 5425'
L 10812'
R 57329'

674+90~ 24"x94' C.M.P.
Cross Culvert (Intercepting H'dwl)
Rem. 2'x1'x32' Wood Box Culvert.

674+90 to 693+95. 106 Cu. Yds. Uncl.
Exc. for intercepting ditch, Rt.

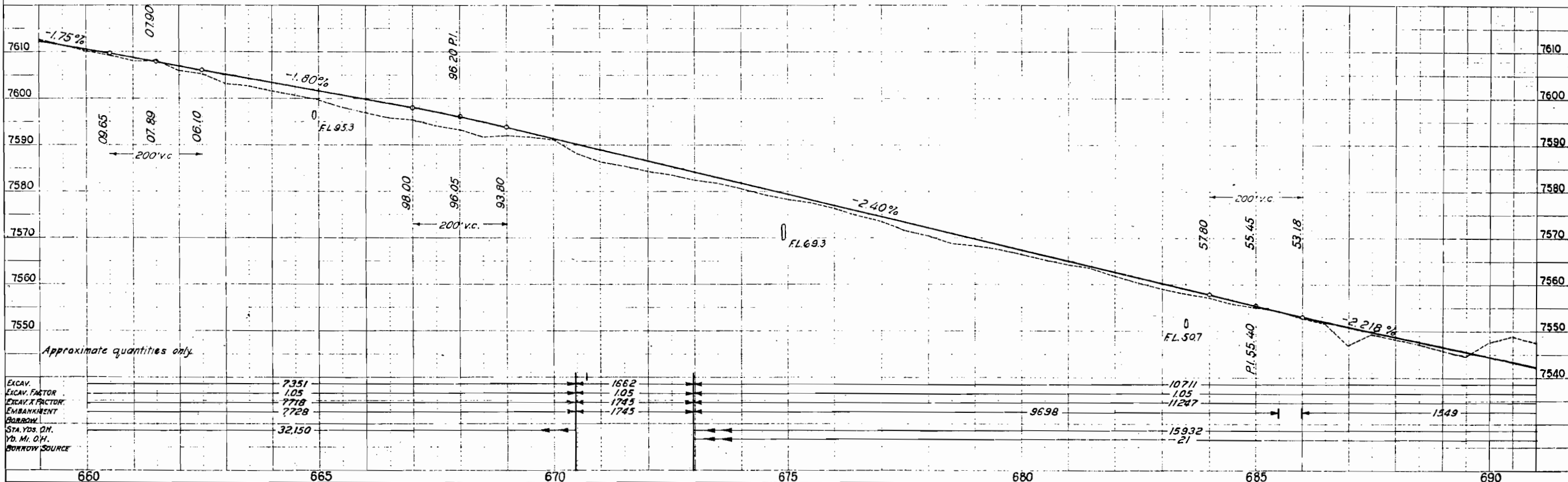
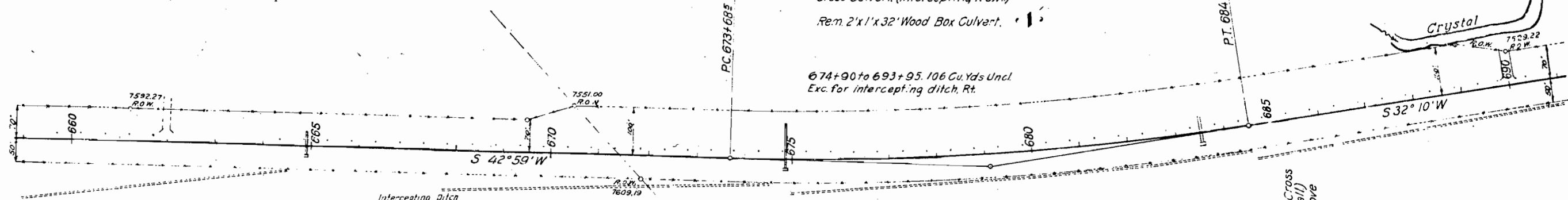
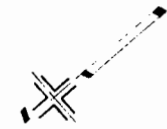
664+90~ 24"x50' C.M.P. Cross
Culvert (Intercepting Headwall) and
Remove
2'x1'x30' Wood Box Culvert.

667+55 to 674+90. 28 Cu. Yds. Uncl. Exc.
for intercepting ditch, Rt.

FED. ROAD DIST. NO.	STATE	F.A.S. PROJ. NO.	SHEET NO.	TOTAL SHEETS
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3 COLO. 379-0 (I) 33

Revised April 26, 1939 - E.L.K.
Revised as Constructed: 6-27-40. W.H.C.



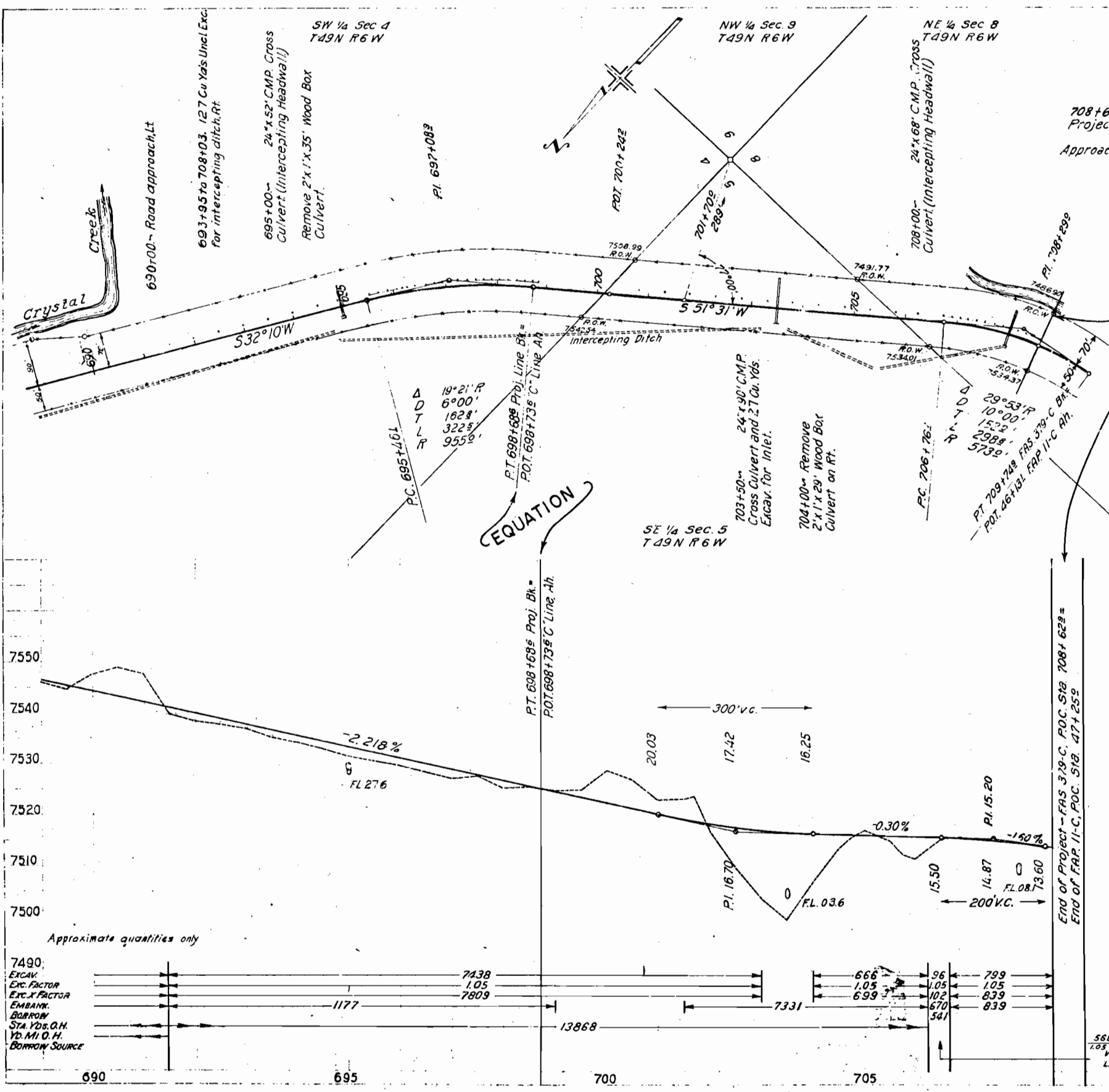
PLAN
DATE
BY
CHECKED
NOTE: SEE PLAN FOR ALTERNATE

PROFILE
DATE
BY
CHECKED
NOTE: SEE PLAN FOR ALTERNATE

Approximate quantities only.

FED. ROAD DIST. NO.	STATE	F.A.S. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	379-D (I)	34	

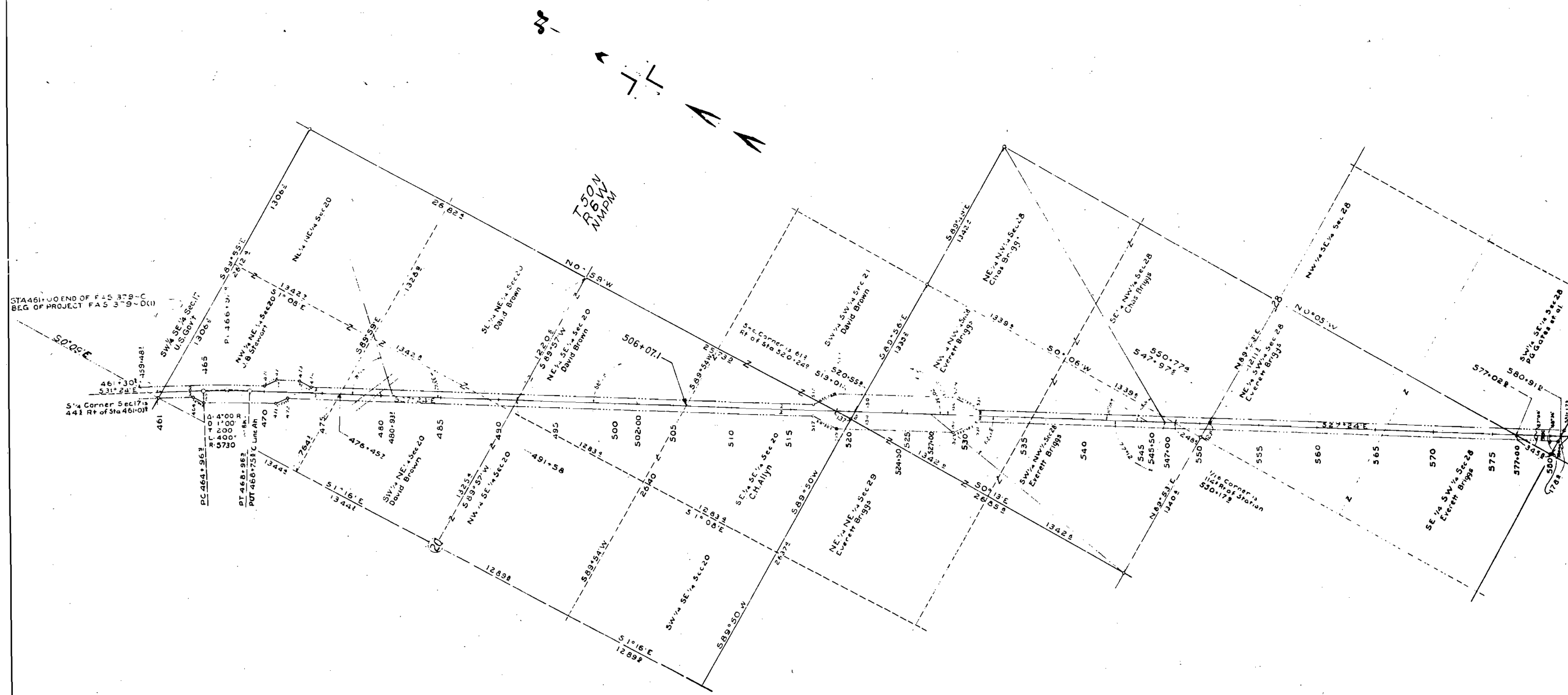
Revised April 26, 1938 E.L.N.
 Revised 35 Constructed: 6-27-40, W.N.C.



END OF PROJECT-F.A.S. 379-D(I), P.O.C. STA. 708+62.9
 =END OF U.S. FOREST PROJ. II-C, P.O.C. STA. 47+25.0

541 = 541 CU YDS. TO BE OBTAINED
 WITHIN R.O.W. WITHIN FREE HAUL
 LIMITS BETWEEN STA. 705+00 & STA. 708+62.9

STA 461+00 END OF FAS 379-C
BEG OF PROJECT FAS 379-D(1)



COLORADO
STATE HIGHWAY DEPT.
RIGHT-OF-WAY MAP
PROJ. FAS. 379-D(1)
STATE HIGHWAY NO. 82
SHEET NO. 1 OF 2
SCALE 1"=400'

