

FEDERAL ROAD DISTRICT NO.	9
DIVISION	COLORADO
PROJECT NO.	F 004-1(40)
SHEET NO.	1

FINAL CONSTRUCTION  
Revised Dec. 15, 1966

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ROW acquired under projects F-FG 004-1(6) and F 44(8)  
**AS CONSTRUCTED**  
REVISED DATE 12-15-1966

DEPARTMENT OF HIGHWAYS  
STATE OF COLORADO

PLAN AND PROFILE AS CONSTRUCTED  
FEDERAL AID PROJECT NO. F 004-1(40)  
STATE HIGHWAY NO. 14  
LARIMER COUNTY

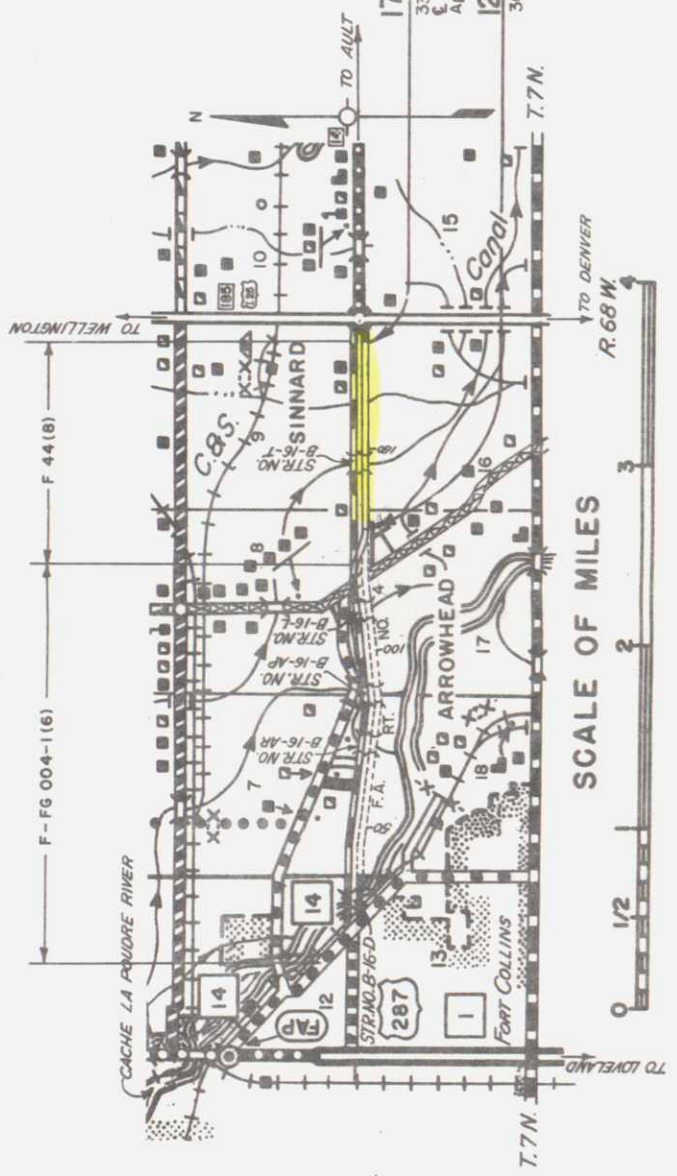
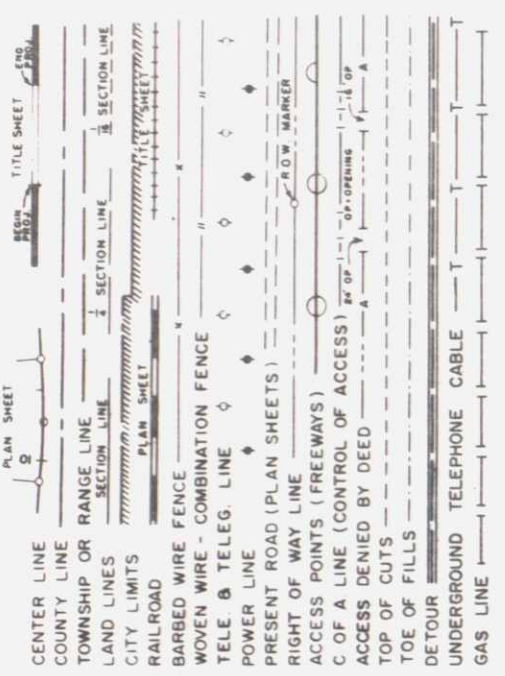
CONTRACTOR - **GOODELL BROS.**  
ENGINEER - **W.G. LAUER**  
DATE STARTED - **JUNE 7, 1966**  
DATE COMPLETED - **OCTOBER 12, 1966**

SCALES OF ORIGINAL DRAWINGS  
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

TABULATION OF LENGTH AND DESIGN DATA

STATION	LENGTH OF ROADWAY ALONG & OF MEDIAN		MAJOR STRUCTURES	LIN. FT. LOADING	MILES
	LIN. FT.	LIN. FT.			
128+46.1 Begin F 004-1(40) = 30' Rt. of 128+46.1 on F 004-1(7)	1714.15			* 23.9 HS 20-44	
145 +60.25 Begin C.B.C.					
145 + 84.15 End C.B.C.	3315.85				
179+00.0 End F 004-1(40) = 33' Rt. of 179+00.0 on F 004-1(7) = & of Median 22+34.6 on Interchange Approach to Ft. Collins [ 1 25-3 (38) 267 ]					
TOTALS	5,030.0	23.9			
<b>SUMMARY</b>					
Roadway MAJOR STRUCTURES	5,030.0	0.963			
NET & GROSS LENGTH	23.9	0.004			
	5,053.9	0.957			
<b>DESIGN DATA</b>					
MAXIMUM DEGREE OF CURVE		TANGENT			
MAXIMUM GRADE		0.82 %			
MINIMUM N.P.S.D. HORIZONTAL		> 1,300'			
MINIMUM N.P.S.D. VERTICAL		813'			
MAXIMUM DESIGN SPEED		70 M.P.H.			

\* Structure is in place on West Bound Lanes



SCALE OF MILES  
0 1/2 1 2 3



Approved: *L. S. Stone* Date: Feb. 9  
*A. Chornack*  
District Construction Engineer  
District No. 4

SEE SPECIAL PROVISIONS FOR NOTICE TO BIDDERS

DEPARTMENT OF HIGHWAYS  
STATE OF COLORADO

APPROVED: *John E. Blum* DATE 5-4-66  
CHIEF ENGINEER

DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS

APPROVED: \_\_\_\_\_ DATE \_\_\_\_\_  
DIVISION ENGINEER



Item 203 5-12-66 J.R.W.

FEDERAL ROAD REGION NO.	DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLORADO	F004-1(A0)	3	23

**AS CONSTRUCTED**  
 REVISED DATE DEC. 15, 1966  
**FIN. I. CONSTRUCTION**  
 Revised Dec. 15, 1966

**GENERAL NOTES**

All work was constructed in accordance with the Standard Specifications applicable to the Project.  
 All quantities on preliminary plans were considered approximate only.  
 All poles and signs encroaching on construction were moved by the owners.  
 All side approach roads to the project, as designated, were primed and bituminous surfaced 2" thick to the right of way line.  
 All guard posts interfering with construction were removed by State Maintenance Forces.  
 For preliminary plan quantities of asphaltic road materials the following rate of application were used  
 PRIME COAT @ 0.27 Gal. per Sq. Yd.  
 Thickness of aggregate and bituminous pavement as shown is approximate only. This material was placed on the basis of tonnage shown on plans.  
 When ordered by the Engineer, a tack coat applied between pavement courses to improve bond. Tack coat was placed at the approximate rate of 0.07 to 0.10 gallon per square yard if required and paid for as Item 411 - Asphalt Cement (85-100 Penetration)  
 Timber Guard Posts were required at the ends of frontage roads which terminate into the field to the south. These locations are Sta. 145+ and 148+. See Sheet No. 14 and 15 for location. Posts were spaced @ 5 ft. centers and required a total of 30 posts.  
 The entire embankment below subgrade, plus one foot was constructed with Moisture and Density control. All cuts were treated in a like manner to a depth of one foot. Any excavation involved in this operation was not paid for separately.  
 This project was seeded and fertilized in areas designated by the Engineer. For seeding the following was used:  
 \*Grass Seed (Fairway Strain) ----- 10 Lbs. per Acre. and Commercial Fertilizer  
 Seeding was accomplished by hydraulic-type seeder on 2:1 slopes or steeper or in inaccessible places. Drilling was required on all slopes flatter than 2:1  
 Topsoil was placed 4" thick on all new embankments and cut slopes and in the median.  
 \*90% Purity & 85% Germination

**CURB AND GUTTER**

Station to Station	Lin. Ft.
139+20 - 142+48	732
143+52 - 152+28	1,772
153+32 - 156+60	666
175+ - 178+	645
<b>TOTAL</b>	<b>3815</b>

**FINAL SUMMARY OF EARTHWORK QUANTITIES**

UNCLASSIFIED EXCAVATION (Haul)		FILL CROSS SECTIONS	
List of Structures Excavation for Top Soil	1,733 CU YDS.	413 CU YDS.	3,157 CU YDS.
<b>TOTAL FOR PAY QUANTITY</b>	<b>5,303 CU YDS.</b>		
<b>BORROW (HAUL)</b>			
Schneider Pit	6,538 CU YDS.		
Sterling Pit	1,757 CU YDS.		
<b>TOTAL FOR PAY QUANTITY</b>	<b>6,734 CU YDS.</b>		
<b>EMBANKMENT (Modified)</b>			
From Cross Sections From Base of Cuts and Fills	45,204 CU YDS.	20,348 CU YDS.	83 - CU YDS.
List of Structures North Frontage Road Median Fill	1,439 CU YDS.	959 CU YDS.	
<b>TOTAL FOR PAY QUANTITY</b>	<b>68,033 CU YDS.</b>		

**DELINEATORS**

Station	Type II	Type III
139+65 to 142+15 (Median) Rt.	6	
142+40 (Median) Rt.		1
143+60 (Median) Lt.	6	
143+85 to 146+35 (Median) Lt.		
139+47 to 142+22 Lt. & Rt.	6	
143+78 to 146+53 Lt. & Rt.	6	
149+45 to 151+95 (Median) Rt.		1
152+20 (Median) Rt.		
153+40 (Median) Lt.		
153+65 to 156+15 (Median) Lt.	6	
149+27 to 152+02 Lt. & Rt.	6	
153+58 to 156+33 Lt. & Rt.		
<b>TOTALS</b>	<b>54</b>	<b>5</b>

Note: See Sheets No. 14 & 15 for Details of Delineator Locations.

SUMMARY OF APPROXIMATE QUANTITIES

CR-D Item 203 5-12-66 J.R.W.

REGION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	COLORADO	FOO4-1(40)	4	

CONTRACT ITEM NO.	ITEM	UNIT	ROADWAY	BRIDGE	PROJECT TOTALS
202	Removal of Structures	Each	3'	1'	3
202	Removal of Portions of Present Structure	Each	7'		7
202	Plug Culverts	Each			1
203	Unclassified Excavation (Haul)	Cu. Yd	5930'	70'	6000'
203	Borrow (Haul)	Cu. Yd.	75,000		75,000
203	Embankments (Modified) <b>CR-D</b>	Cu. Yd.	75,000		75,000
206	Structure Excavation (Haul)	Cu. Yd.	410	130'	540
206	Structure Backfill (Class 3)(Haul)	Cu. Yd.	320	230	550
207	Topsoil (Haul)	Cu. Yd.	2900		2,900
208	Seeding	Acre	9		9
209	Wetting	M. Gal.	3900		3,900
210	Reset End Sections	Each	3		3
210	Relay Pipe (24")	Lin. Ft.	70		70
304	Aggregate Base Course (Class 1)(Haul)	10n	41,500'		41,500
304	Aggregate Base Course (Class 6)(Haul)	10n	13,800'		13,800
403	Hot Bituminous Pavement (Grading E)(Haul & Asphalt)	10n	19,600'		19,600
411	Asphalt Cement (85-100 Penetration)	Ton	10		10
411	Emulsified Asphalt (SS-1)	Gal.	14,600		14,600
411	Liquid Asphaltic Material (MC-70)	Gal.	23,600		23,600
601	Concrete (Class 4")	Cu. Yd.		236'	236
602	Reinforcing Steel	Lb.		24,400	24,400
603	24" Corrugated Steel Pipe	Lin. Ft.	208		208
603	48" Corrugated Steel Pipe	Lin. Ft.	128		128
603	24" Steel End Section	Each	1		1
604	Inlets (Type 13)(5 Ft.)	Each	2		2
604	Inlets (Special)(10 Ft.)	Each	2		2
609	Curb and Gutter Type 2 (Section I-B)	Lin. Ft.	3,780		3,780
612	Delimiters (Type II)	Each	54		54
612	Delimiters (Type III)	Each	5		5
612	Timber Guard Posts	Each	30'		30
617	18" Culvert Pipe	Lin. Ft.	328		328
617	24" Culvert Pipe	Lin. Ft.	124		124
617	48" Culvert Pipe	Lin. Ft.	132		132
620	Field Laboratories	Each	1		1
620	Sanitary Facilities	Each	1		1
FORCE ACCOUNT Furnish and Install Identification Signs (State Forces)			2		2
STATE FORCES * Signing and Striping Entire Project			L.S.		

\* Non Federal-Aid

A.G.

# LIST OF STRUCTURES

REG. ROAD DIVISION NO.	DISTRICT	PROJECT NO.	SHEET NO.	TOTAL SHEETS
8.	09.0.	F004-1 (40)	5	

LOCATION	DESCRIPTION	REMOVE STRUCTURE NO. KIND	UNCLASSIFIED EXCAVATION		STRUCTURE EXCAVATION CUBIC YARDS	STRUCTURE BACKFILL CUBIC YARDS	MICH. TAMMING HOURS	AGGREGATE BASE COURSE CLASS 6 TONS	HOT BIT. PAVEMENT GR. E. TON	CONCRETE		REINFORCING STEEL LBS.	Ø CULVERT PIPE		"H" OVER PIPE FT.	END SECTIONS FOR CULVERT PIPE NO.	MISCELLANEOUS	
			CUBIC YARDS	LINEAR FEET						18" 24"	48"		18" 24"	48"				
118+ to 128+ 118+ 121+82 122+65			*															1- Identification Sign (State Forces)
124+ to 127			20															
126+24 128+20 133+64 133+ to 138+			5	45														
133+80 134± 138+70 139±		1	10															1- Plug Culvert Inlet (Type 13)(H-30)
139+67 142+22 143+00 128+ to 145+			15		8	12												1- Plug Culvert
145+71 145+72 148+70 151+51			10															1- Plug Culvert 1- Plug Culvert
151+95 152+80 153+ to 157+ 155+84 157+25			90	*														1- Plug Culvert 1- Plug Culvert
157+ 158+91 159+93 160+04 162+83		1	10															1- Reset End Section Inlet (Special)(H-60) Inlet (Special)(H-10.0) 1- Reset End Section
164± 164+90 165+05 165±			10	20	14	3												1- Reset End Section Inlet (Type 13)(H-40)
165+45			10		20	11												
174+30 176± 176+20		1	10		41	34												1- Reset End Section Inlet (Type 13)(H-40)
177+ 177+25 160+ to 178+ 174+30 to 178+00 148+ to 178+ 178+ 178+ 178+ 179+			10	140	5	11												1- Identification Sign (State Forces) 70 Lin. Ft. Relaying Pipe (Contractor)
PROJECT TOTALS			3	180	1030	1030	405	316	255	75				328	124	132	1	

Ø Included in Surfacing Plan  
 \* Included in Earthwork Quantities

⊙ Item 617 unless otherwise noted by ⊙  
 ⊙ C.S.P. and/or Steel End Sections

It is estimated that material for Surfacing and Subbase for the Project is available in the vicinity of the pits indicated in the following tabulations. Estimated quantities involved in these operations are shown below.

Alteration of the Subbase and Surfacing plan will be allowed only on written permission from the Department.

SURFACING PLAN

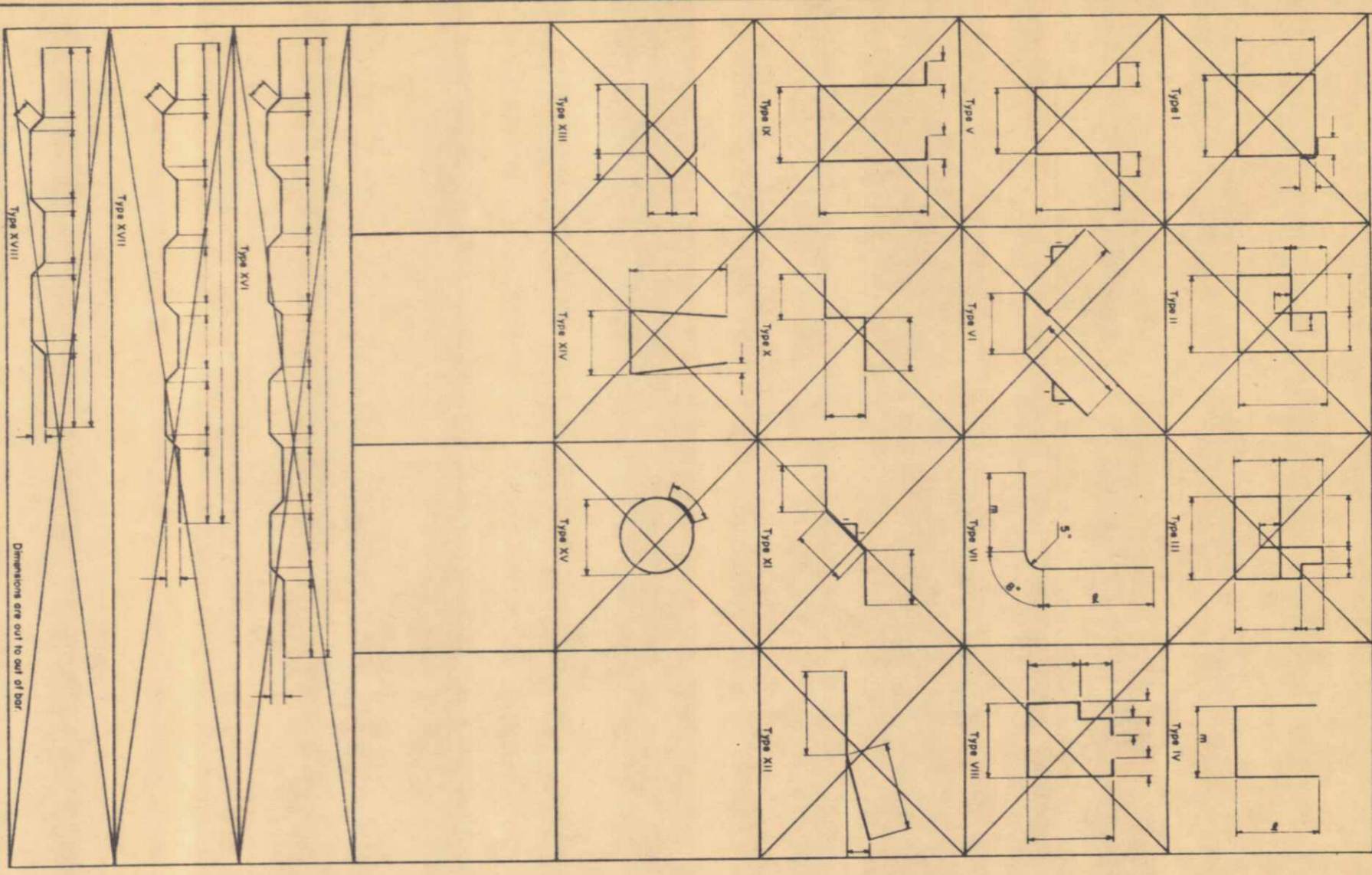
SUBBASE PLAN

MATERIAL TO BE PLACED	SOURCE	TONS USED						SOURCE A	TONS USED		
		AGGREGATE BASE COURSE			HOT BITUMINOUS PAVEMENT				AGGREGATE BASE COURSE		
		EASTBOUND 4" BASE COURSE CLASS 6	WESTBOUND 4" BASE COURSE CLASS 6	FRONT. ROAD 4" BASE COURSE CLASS 6	EASTBOUND BOTTOM LAYER GRADING E	EASTBOUND TOP LAYER GRADING E	FRONT. ROAD 2" GRADING E		EASTBOUND 15" SUBBASE CLASS 1	WESTBOUND 15" SUBBASE CLASS 1	FRONT. ROAD 10" SUBBASE CLASS 1
Transition 118+ to 128+ Roadway Trans. 1 Lane to 2 Lane Frontage Road Mainline 128+ to 143+00		430 21		640	226 12	102 23		1,661 67		1,867	
Roadway Accel. and Decel. Lanes Frontage Road Connection to Fr. Rd. 143+00		1,273 27	484 27	961	674 15	370 23	590 13	4,538 87	2,191 87	2,800	
Median Crossing and Turn Slots 143+00 Mainline 143+ to 152+ Roadway Accel. and Decel. Lanes Frontage Road Connection to Fr. Rd. 152+80		182	234 54	357	100	75	311 26	594	1,308 174	1,108	
Median Crossing and Turn Slots 152+80 Mainline 153+ to 162+ Roadway Accel. and Decel. Lanes Frontage Road	UNDESIGNATED	182	242 27	595	100	75	321 15	594	1,139 87	1,893	
Mainline 163+ to 173+ Roadway Frontage Road		861	264	650	396	214	347	2,682	1,237	2,014	
Mainline 174+ to 179+ Roadway Accel. and Decel. Lanes Frontage Road		495 14	104 14	335	193 8	108 12	148 6	1,290 50	447 50	1,060	
Estimated For: Approaches 179+ Irregularities From Str. Quantities		44	2350	83	23	10	800	160 1,925	746	224 1,097	
SUB-TOTAL		6,087	4,026	3,641	2,974	1,742	2,765	21,175	8,208	12,063	
TOTAL			13,754				10,518		41,446		

▲ Mainline Based on Design Curve "D", Frontage Rd. Design Curve "B"



BENDING DIAGRAMS



BAR LIST

MARK	SIZE	NO. REQD.	LENGTH	UNIT	DIMENSIONS	
					A	M
401	1" φ	7	9' - 1"	VII	7' - 0"	1' - 5"
402	1" φ	3	18' - 4"	STR	6' - 8"	1' - 4"
403	1" φ	6	8' - 6"	VII	2' - 8"	0' - 9"
404	1" φ	6	4' - 1"		6' - 0"	1' - 2"
405	1" φ	6	7' - 10"		2' - 2"	0' - 8"
406	1" φ	6	3' - 6"		5' - 6"	1' - 1"
407	1" φ	6	7' - 3"		1' - 8"	0' - 7"
408	1" φ	6	2' - 11"	VII	1' - 8"	0' - 7"
409	1" φ	9	2' - 6"	STR		
410	1" φ	8	2' - 4"			
411	1" φ	8	2' - 2"			
412	1" φ	29	2' - 6"			
413	1" φ	3	9' - 11"			
414	1" φ	9	8' - 9"			
415	1" φ	1	7' - 0"			
416	1" φ	1	2' - 10"			
417	1" φ	9	15' - 8"			
418	1" φ	1	12' - 0"			
419	1" φ	1	4' - 0"			
420	1" φ	127	6' - 3"			
421	1" φ	4	16' - 9"			
422	1" φ	88	40' - 0"			
423	1" φ	30	15' - 9"			
425	1" φ	6	23' - 4"	STR		
426	1" φ	16	4' - 8"	IV	2' - 0"	0' - 7"
427	1" φ	16	4' - 11"	IV	1' - 11"	1' - 1"
428	1" φ	6	23' - 11"	STR		
430	1" φ	16	6' - 11"	IV	3' - 13"	0' - 8"
432	1" φ	16	5' - 8"	IV	2' - 7"	0' - 6"
501	1" φ	7	4' - 10"	VII	3' - 4"	0' - 0"
801	1" φ	339	19' - 6"	STR		
802	1" φ	2 EA.	18' - 3"			
812	1" φ	2 EA.	9' - 6"	TO STR.		
813	1" φ	2	10'			
813	1" φ	1 EA.	3' - 8"			
834	1" φ	1 EA.	18' - 6"	BY 6" TO STR.		
839	1" φ	1 EA.	2' - 8"			
880	1" φ	1 EA.	18' - 7"	BY 7 1/2" TO STR.		
872	1" φ	4	23' - 11"	STR		
873	1" φ	2	23' - 4"	STR		
901	1" φ	2	23' - 4"	STR		
902	1" φ	6	23' - 11"	STR		

SUMMARY

5422 LIN FT 1" φ @ 0.668 1/2 FT = 3622  
 34 LIN FT 1" φ @ 1.043 1/2 FT = 35  
 7504 LIN FT 1" φ @ 2.670 1/2 FT = 20036  
 190 LIN FT 1" φ @ 3.400 1/2 FT = 646  
 TOTAL = 24339 LB

STRUCTURE NO. B-18-T

**COLORADO**  
 DEPARTMENT OF HIGHWAYS  
 BENDING DIAGRAMS & BAR LIST

Across LAKE CANAL  
 STA. 145+73.2  
 Near FT. COLLINS, Sec. 18, T. 1 N. R. 66 E.

Designed by J.B.  
 Made by J.B.  
 Checked by J.B.  
 Date: 11/10/46

Approved by T.J.H. R. BARR  
 Bridge Engineer  
 11/10/46

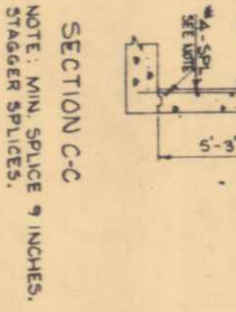
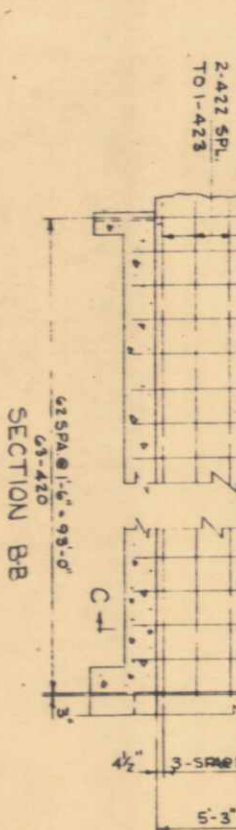
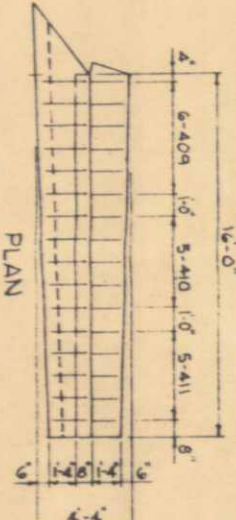
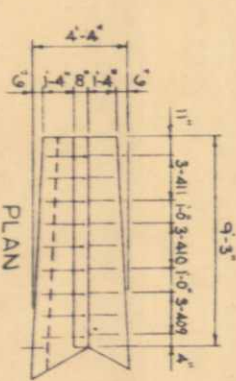
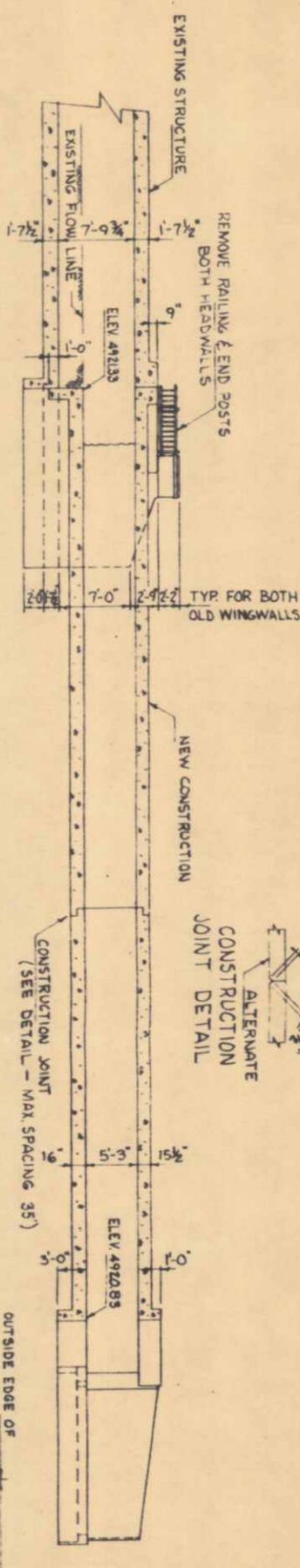
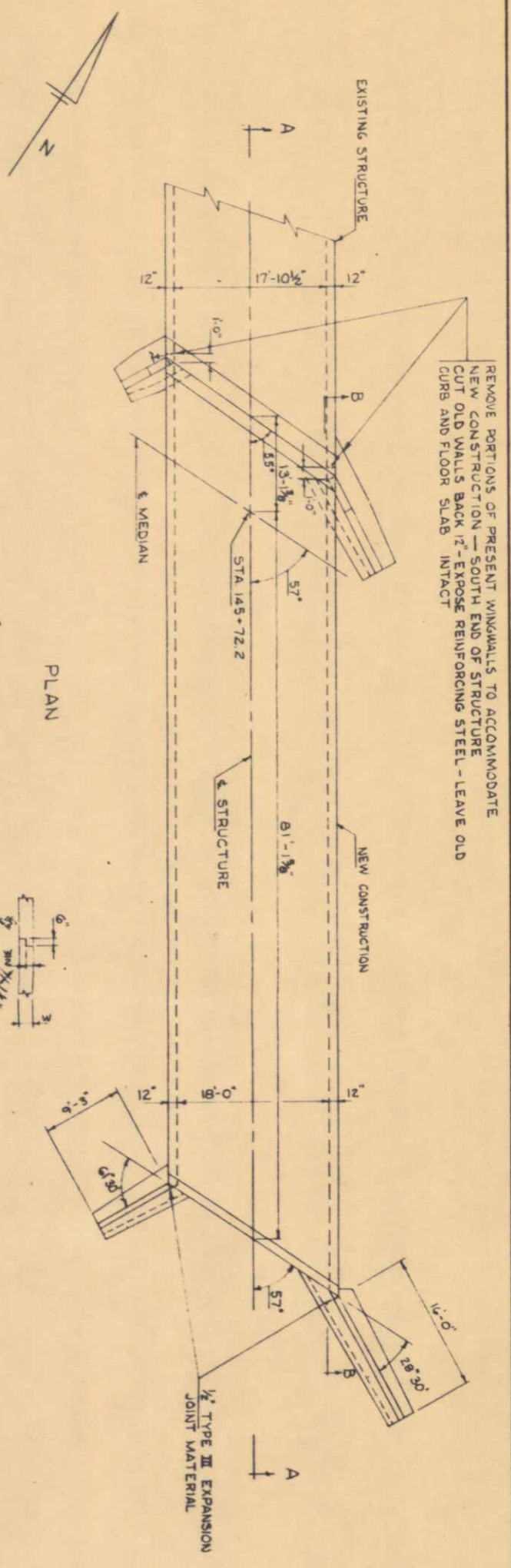
110. ROAD	DIVISION	PROJECT NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	F004-1(40)	8	

AS CONSTRUCTED  
 NO REVISIONS DEC 15 1966

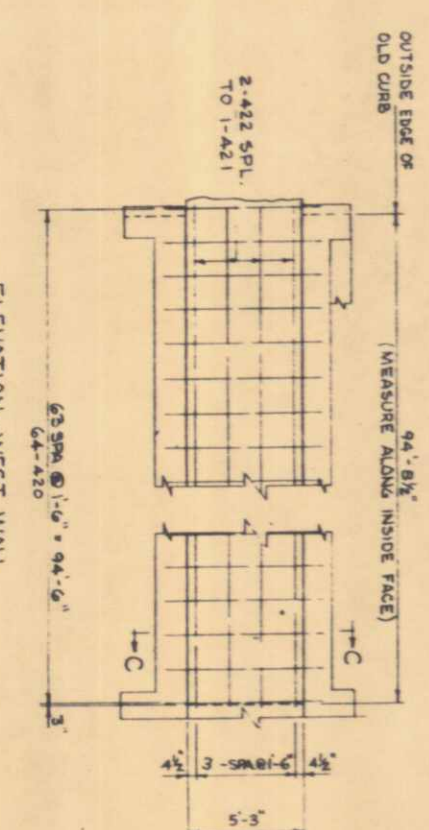
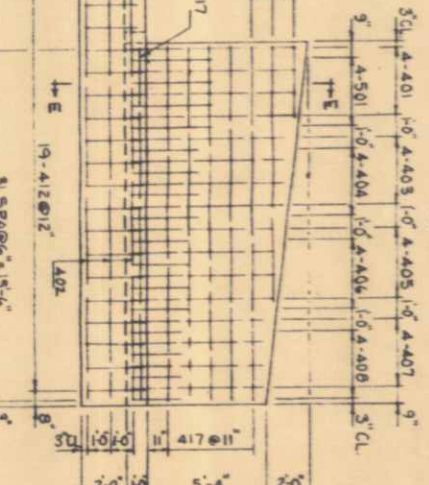
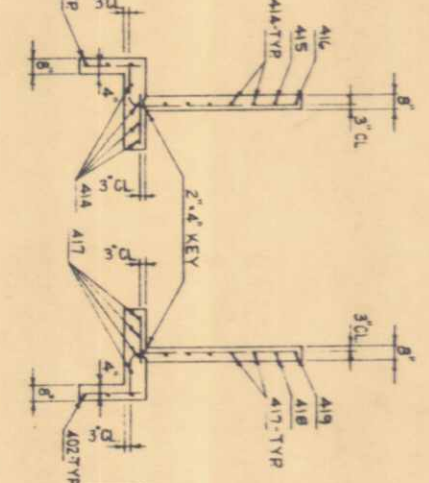
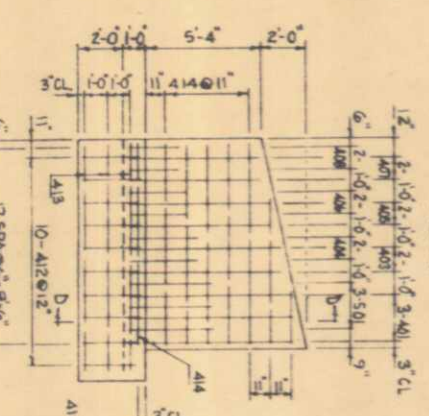
REVISIONS

NO.	DATE	DIVISION	PROJECT NO.	SHEET NO.	TOTAL SHEETS
9		COLO.	FOO4-1(40)	9	

AS CONSTRUCTED  
 AND REVISIONS DEC 15 1966



NOTE: MIN. SPICE 9 INCHES.  
 STAGGER SPLICES.



STRUCTURE NO. B-16-T

DEPARTMENT OF HIGHWAYS  
 STATE OF COLORADO  
 GENERAL PLAN  
 & DETAILS

Address: LAKE CANAL  
 Near Ft. Collins, Sec. 16, T. 31N., R. 60W.  
 Designed by E.W.M. Approved by J. J. M. Blinn  
 Made by E.W.M. Bridge Eng. 1966  
 Checked by J. J. M. Dec 15 1966

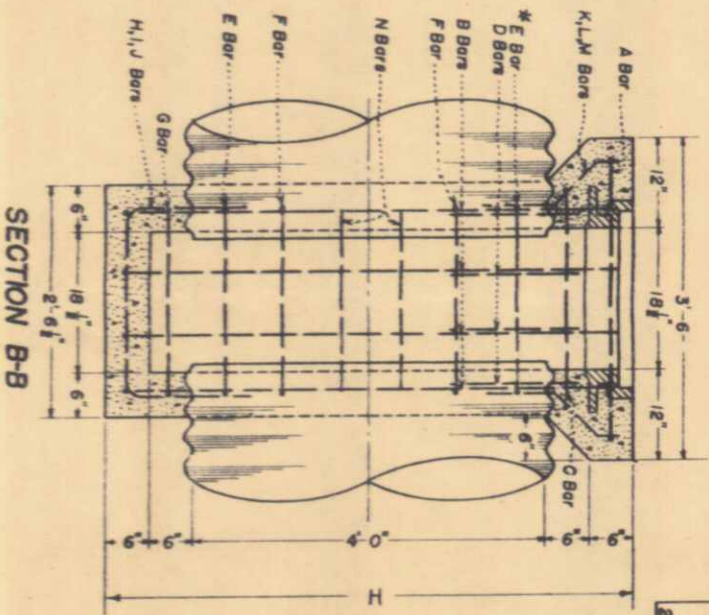
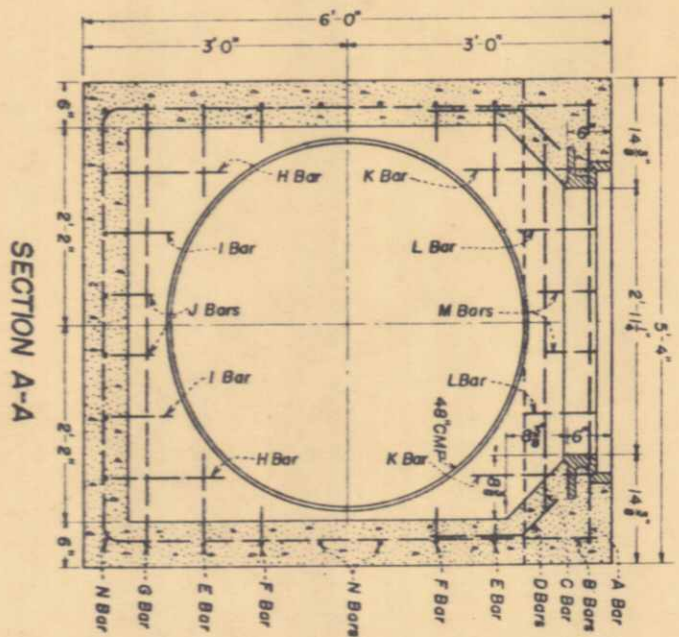
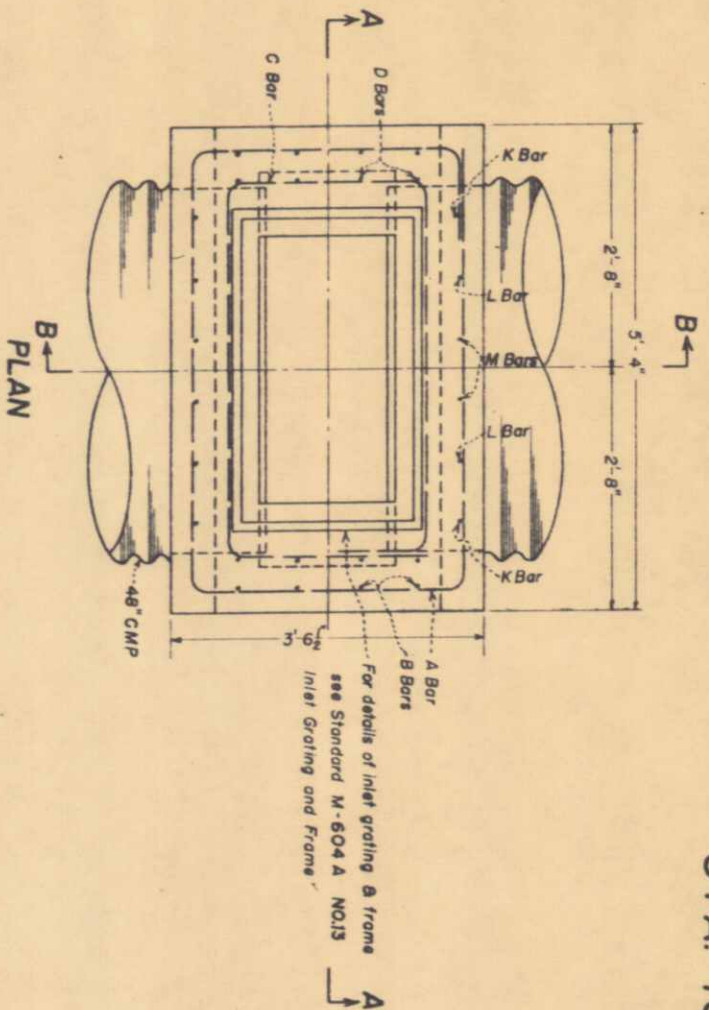


# DETAILS OF CONCRETE INLETS

STA. 160 +

FED. ROAD DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
RESUM. NO. 9	F 004-1(40)	//	

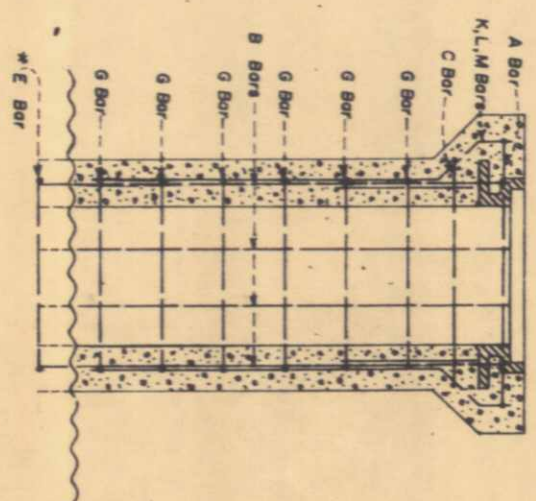
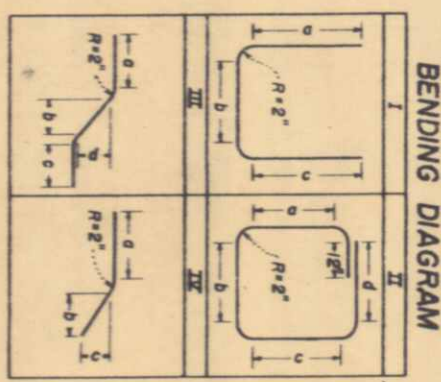
AS CONSTRUCTED  
FIELD REVISIONS DEC 15 1966



## BAR LIST

All dimensions are to  $\frac{1}{2}$  of bars

MARK	TYPE	DIMENSIONS				Length of one bar	No. Req'd	Total Length of bars	Spacing	Total H=10'
		a	b	c	d					
A	II	2'-6"	4'-6"	2'-6"	4'-6"	16'-4"	1	16'-4"	See Detail	
B	I	4'-6"	4'-6"	5'-5"	5'-5"	15'-10"	4	63'-4"	See Detail	
C	II	5'-5"	4'-6"	2'-0"	3'-10"	13'-8"	1	13'-8"	See Detail	
D	IX	2'-0"	3'-10"	2'-0"	3'-10"	20'	8	16'-0"	See Detail	
E	IX	13"	4'	4'	-	20'	8	16'-0"	See Detail	
F	I	11"	11"	11"	-	4'-0"	4	16'-0"	See Detail	
G	I	3'	20'	3'	-	2'-8"	4	10'-8"	See Detail	
H	II	20'	4'-6"	20'	4'-6"	14'-4"	1	14'-4"	See Detail	
I	II	15"	20'	15"	-	9'-4"	2	18'-8"	See Detail	
J	II	7'	20'	7'	-	6'-8"	2	13'-6"	See Detail	
K	II	5'	20'	5'	-	6'-0"	2	12'-0"	See Detail	
L	III	2'	5'	2'	5'	7'-0"	4	28'-0"	See Detail	
M	III	2'	5'	2'	5'	4'-8"	4	19'-2"	See Detail	
N	III	2'	5'	2'	5'	3'-8"	4	15'-0"	See Detail	
O	IV	2'	5'	2'	5'	2'-2"	6	12'-0"	See Detail	
P	IV	9'-5"	4'-6"	9'-5"	4'-6"	23'-10"	4	94'-4"	See Detail	
Q	IV	20'	4'-6"	20'	4'-6"	14'-4"	7	100'-4"	See Detail	
R	IV	20'	4'-6"	20'	4'-6"	14'-4"	7	100'-4"	See Detail	
S	IV	2'	5'	2'	5'	5'-9"	4	23'-0"	See Detail	
T	IV	2'	5'	2'	5'	5'-2"	4	20'-8"	See Detail	
U	IV	2'	5'	2'	5'	5'-0"	4	20'-0"	See Detail	
V	IV	2'	5'	2'	5'	5'-0"	4	20'-0"	See Detail	
W	IV	2'	5'	2'	5'	5'-0"	4	20'-0"	See Detail	
X	IV	2'	5'	2'	5'	5'-0"	4	20'-0"	See Detail	
Y	IV	2'	5'	2'	5'	5'-0"	4	20'-0"	See Detail	
Z	IV	2'	5'	2'	5'	5'-0"	4	20'-0"	See Detail	
All bars are $\frac{1}{2}$ " $\phi$ 0.668 lbs. per lin. ft.						Total H=6'	198'-0"	Total H=10'	364'-4"	
198' ft. x 0.668 lbs. per lin. ft. = 133 lbs.										
+ 1% for over run										
Total Reinf. Steel = 134 lbs.										
2.4 cu. yds. class "A" concrete										
All bars are $\frac{1}{2}$ " $\phi$ 0.668 lbs. per lin. ft.										
364' ft. x 0.668 lbs. per lin. ft. = 243 lbs.										
+ 1% for over run										
Total Reinf. Steel = 245 lbs										
1.4 cu. yds. class "A" concrete										



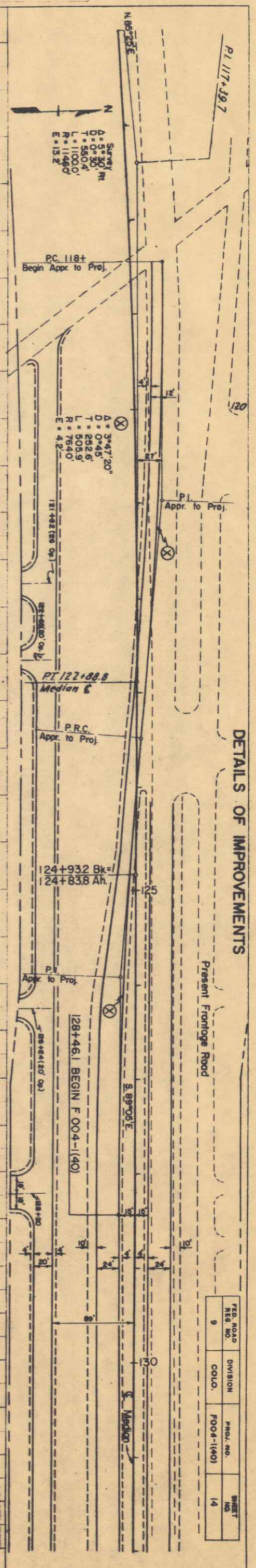
\*Refer to Inlet (H=6'-0") on this sheet for placement of this bar and all other bars below. With the exception of the height (H=10'-0") all other dimensions are the same as Inlet (H=6'-0").





PROFILE	DATE	BY
NOTE BOOK	GRADINGS CHECKED	BY
NO.	DATE	BY

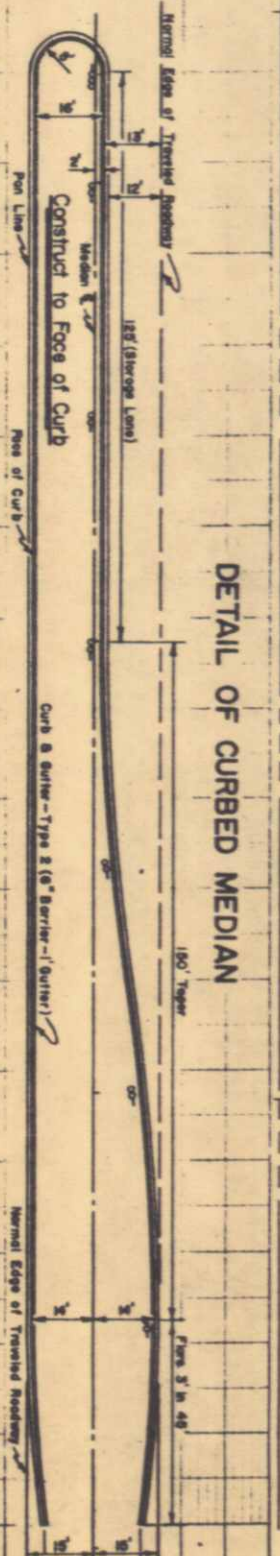
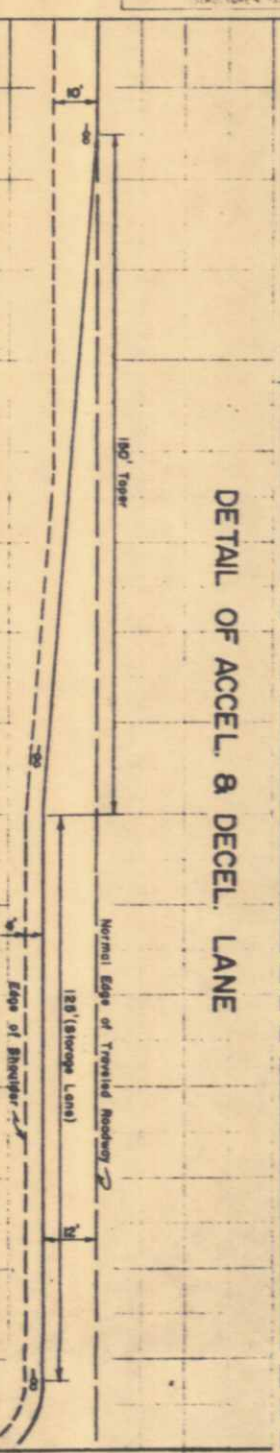
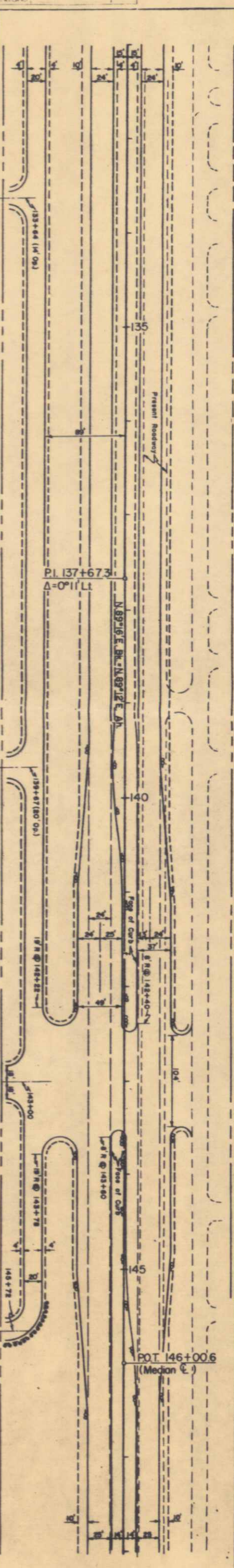
PLAN	DATE	BY
NOTE BOOK	ALIGNED	BY
NO.	DATE	BY



DETAILS OF IMPROVEMENTS

FED. ROAD RES. NO.	DIVISION	PROJ. NO.	SHEET NO.
9	COLO.	FOO4-(140)	14

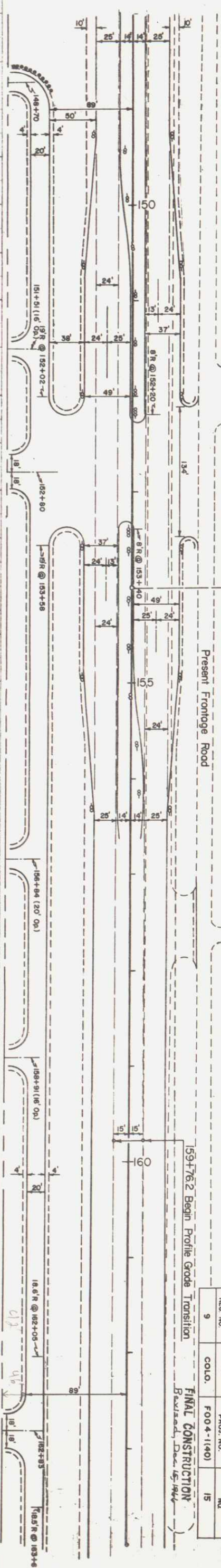
AS CONSTRUCTED  
NO REVISIONS SET 1 4 1938



PLAN	DRAWN
NOTT BOOK	PLOTTED
NO.	ALIGNMENT CHECKED
	BY: C. W. S. / C. H. K.

11/85

P.O.T. 153+99.7 (Median C) DETAILS OF IMPROVEMENTS Present Frontage Road



**AS CONSTRUCTED**  
 REVISED DATE DEC 15 1955

FED. ROAD RES. NO.	DIVISION	PROJ. NO.	SHEET NO.
9	COLO.	F004-1140	15

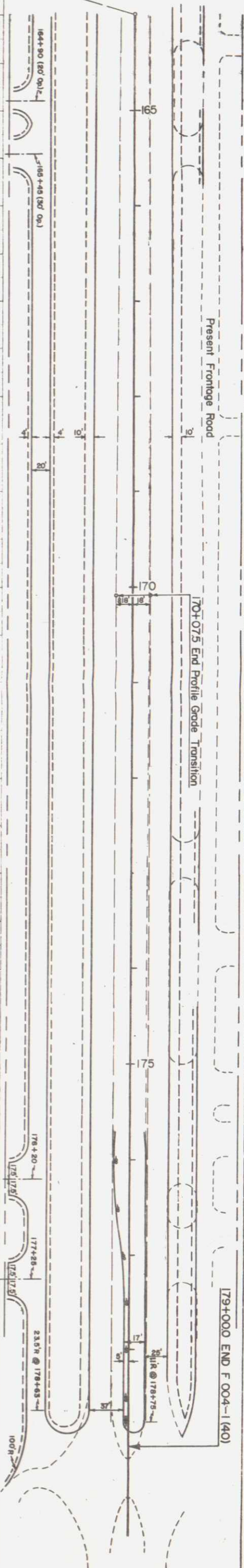
159+76.2 Begin Profile Grade Transition  
 Revised, Dec. 15, 1944

Edge of Oil Shoulder

109' 1/3

135' 2/3

P.O.T. 164+00.0 (Median C)



179+00.0 END F 004-1140