

Bill Laver

FEDERAL ROAD DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	125-3(36)267	1	1

R.O.W. Utilities obligated under I 25-3(31)258
Rev. 11-27-64 Romily Pits - G.S.

DEPARTMENT OF HIGHWAYS STATE OF COLORADO

INDEX OF SHEETS
SEE SHEET NO. 2

PLAN AND PROFILE OF PROPOSED

FEDERAL AID PROJECT NO. I 25-3(36)267

STATE HIGHWAY NO. 185

LARIMER COUNTY

CONVENTIONAL SIGNS

- CENTER LINE
- RIGHT OF WAY LINE
- COUNTY LINE
- TOWNSHIP OR RANGE LINE
- LAND LINES
- RAILROAD
- BARBED WIRE FENCE
- COMBINATION WIRE FENCE
- SNOW FENCE
- TELEPHONE & TELEGRAPH LINES
- POWER LINE
- DETOUR
- PRESENT ROAD (Plan Sheets)
- PROPOSED FRONTAGE ROADS
- CONTROL OF ACCESS
- ACCESS DENIED BY DEED
- ACCESS POINTS (FRONTAGES)

SCALES OF ORIGINAL DRAWINGS

ON PLAN, 1 IN. = 100 FT.
ON PROFILE, 1 IN. = 100 FT. HORIZONTAL
GRADE LINE ON PROFILE IS SHOWN AS GRADE OF FINISHED ROAD.
GROSS LENGTH OF PROJECT = 27,451.6 FT. = 5.199 MI.
NET LENGTH OF PROJECT = 27,419.9 FT. = 5.193 MI.

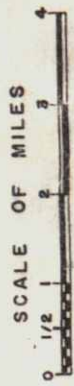
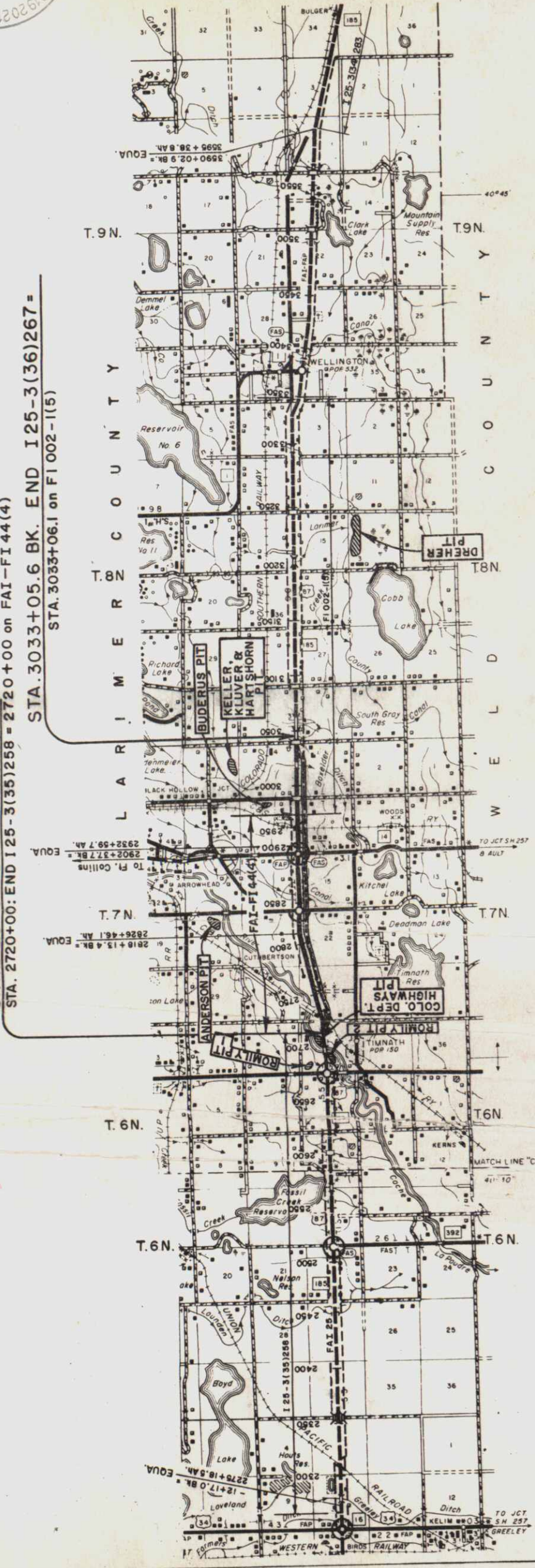
AS CORRECTED PLUS
RETURN TO DIST. 4 DESIGN

STA. 2720+00: BEG I 25-3(36)267 =
STA. 2720+00: END I 25-3(35)258 = 2720+00 on FAI-FI 44(4)
STA. 3033+05.6 BK. END I 25-3(36)267 =
STA. 3033+06.1 on FI 002-1(5)



40 Proj. Sheets 409 & 779
Contractor - Christensen Const.
Completion Date - April 9, 1966
Res. Engr. - W. G. Laver

Revised Set



APPROVED: *[Signature]* DATE: 11-20-64
CHIEF ENGINEER

DEPARTMENT OF HIGHWAYS
STATE OF COLORADO

APPROVED: _____ DATE: _____
DIVISION ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

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3
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SEC.
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2
1

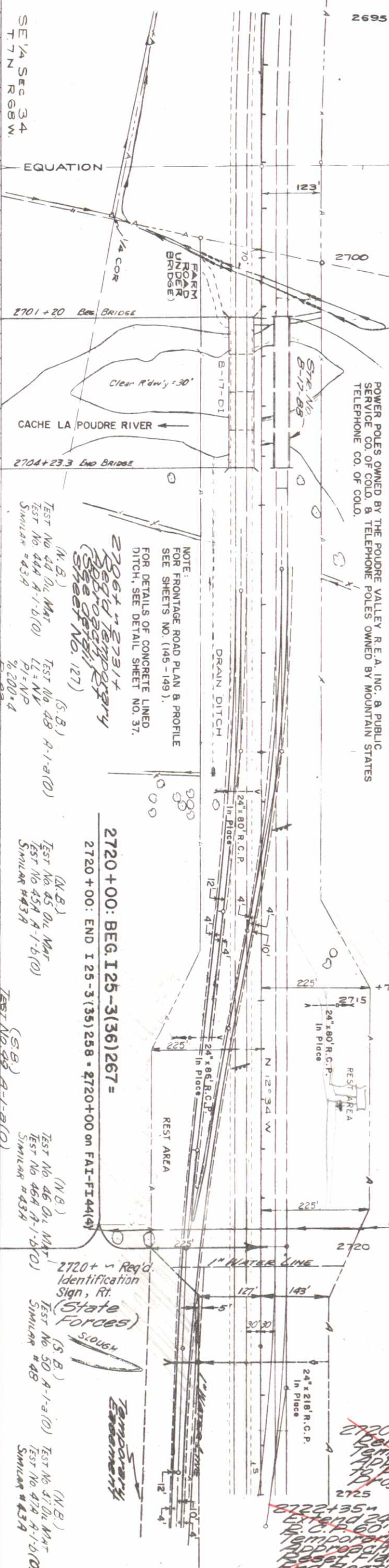
EQUATION
P.T. $2698 + 09.4Bk$
 $= 2698 + 17.24h$

NOTE: ALIGNMENT AND GRADES SHOWN ARE SUBJECT TO MODIFICATION DURING CONSTRUCTION AND AFTER APPROVAL BY THE DENVER OFFICE.

POWER POLES OWNED BY THE Poudre VALLEY R.E.A. INC. & PUBLIC SERVICE CO. OF COLO. & TELEPHONE POLES OWNED BY MOUNTAIN STATES TELEPHONE CO. OF COLO.

NW 1/4 SEC. 34
T. 7 N R. 68 W.

FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO.
9	COLORADO	1 25-3(36)267	128



4300 W
Sec 14
T. 7 N

TEST NO. 44 DIL MAT
TEST NO. 44A A-1-b(0)
SIMILAR #43A
TEST NO. 48 A-1-a(0)
LL = NV
PI = NP
% 200 = 4

TEST NO. 45 OIL MAT
TEST NO. 45A A-1-b(0),
SIMILAR #43A

TEST NO. 46 OIL MAX
TEST NO 46A 7-1-B
SIMILAR #43A

TEST No. 50 A-1-3
SIMILAR #48

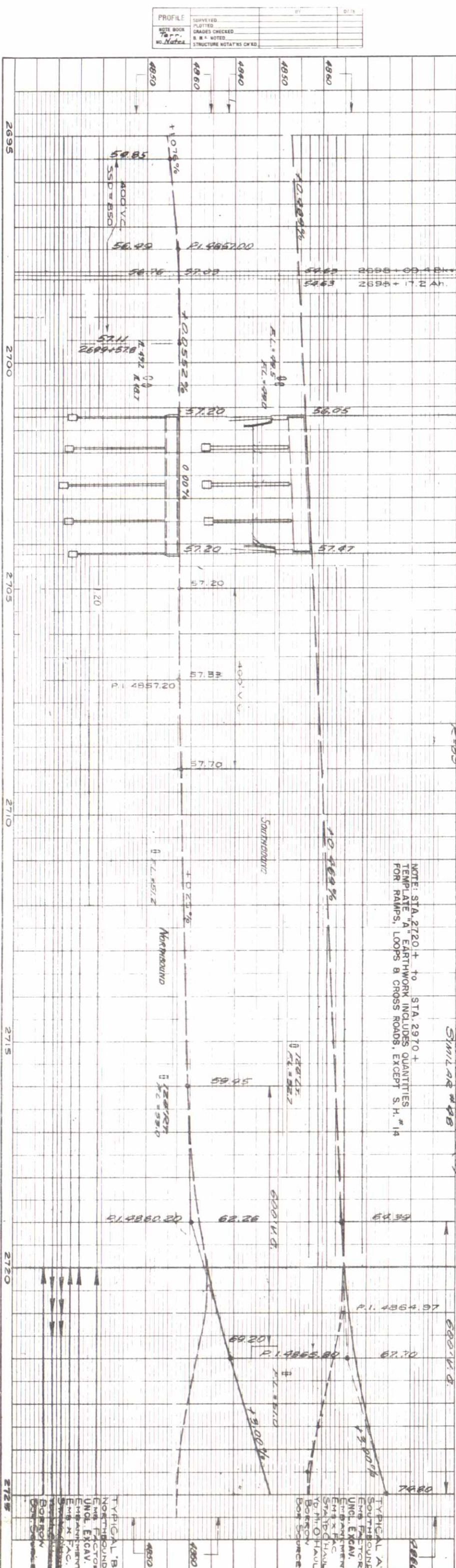
TEST NO. 479A A-1-b(1)
TEST NO. 479A
SIMILAR #43A

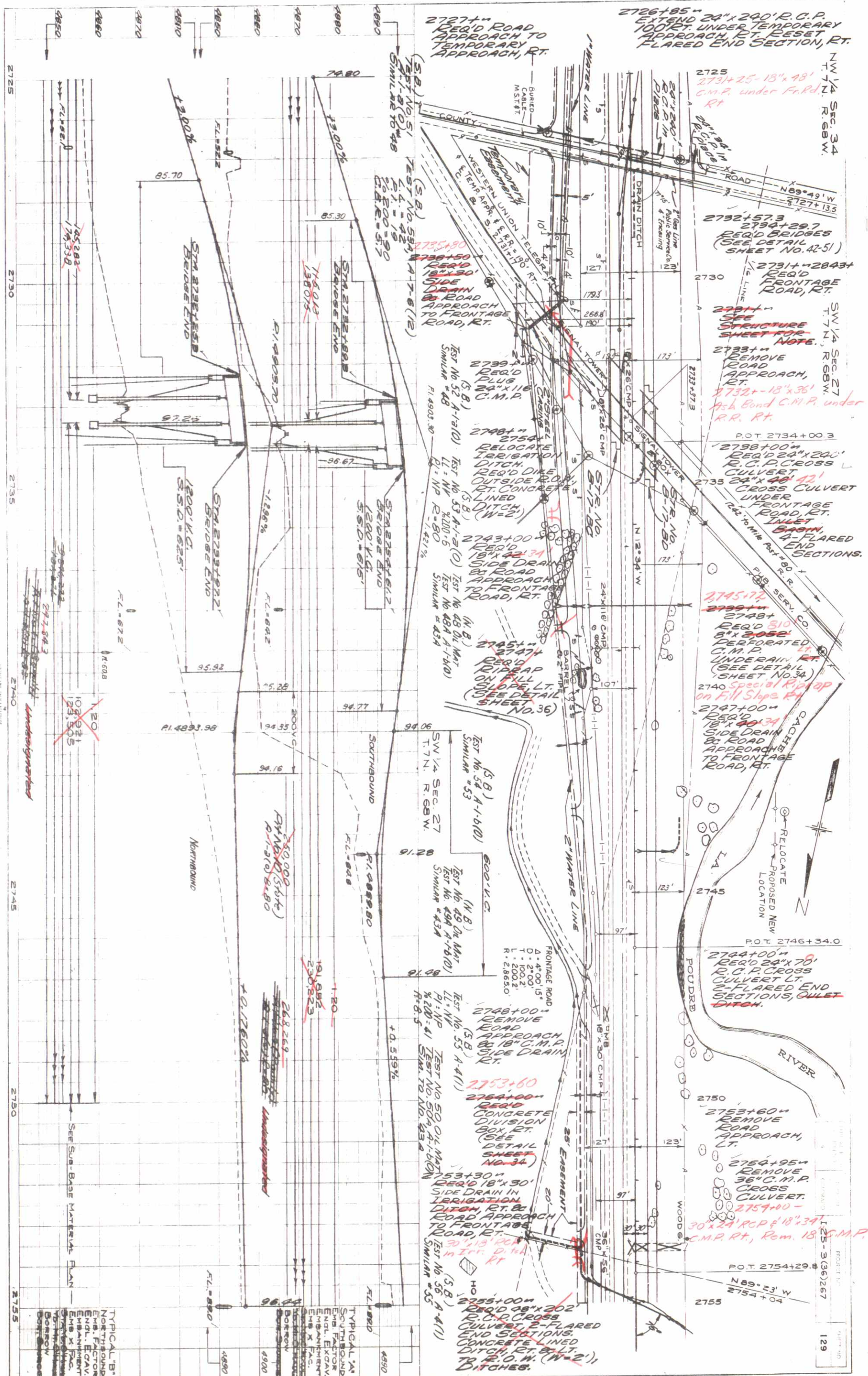
NOTE: STA. 2720 + TO STA. 2970 +
TEMPLATE "A" EARTHWORK INCLUDES QUANTITIES
FOR RAMPS, LOOPS & CROSS ROADS, EXCEPT S. H. 11

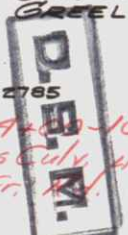
TEST NO. 99, A-1-2(2)
SIMILAR # 98

500.00

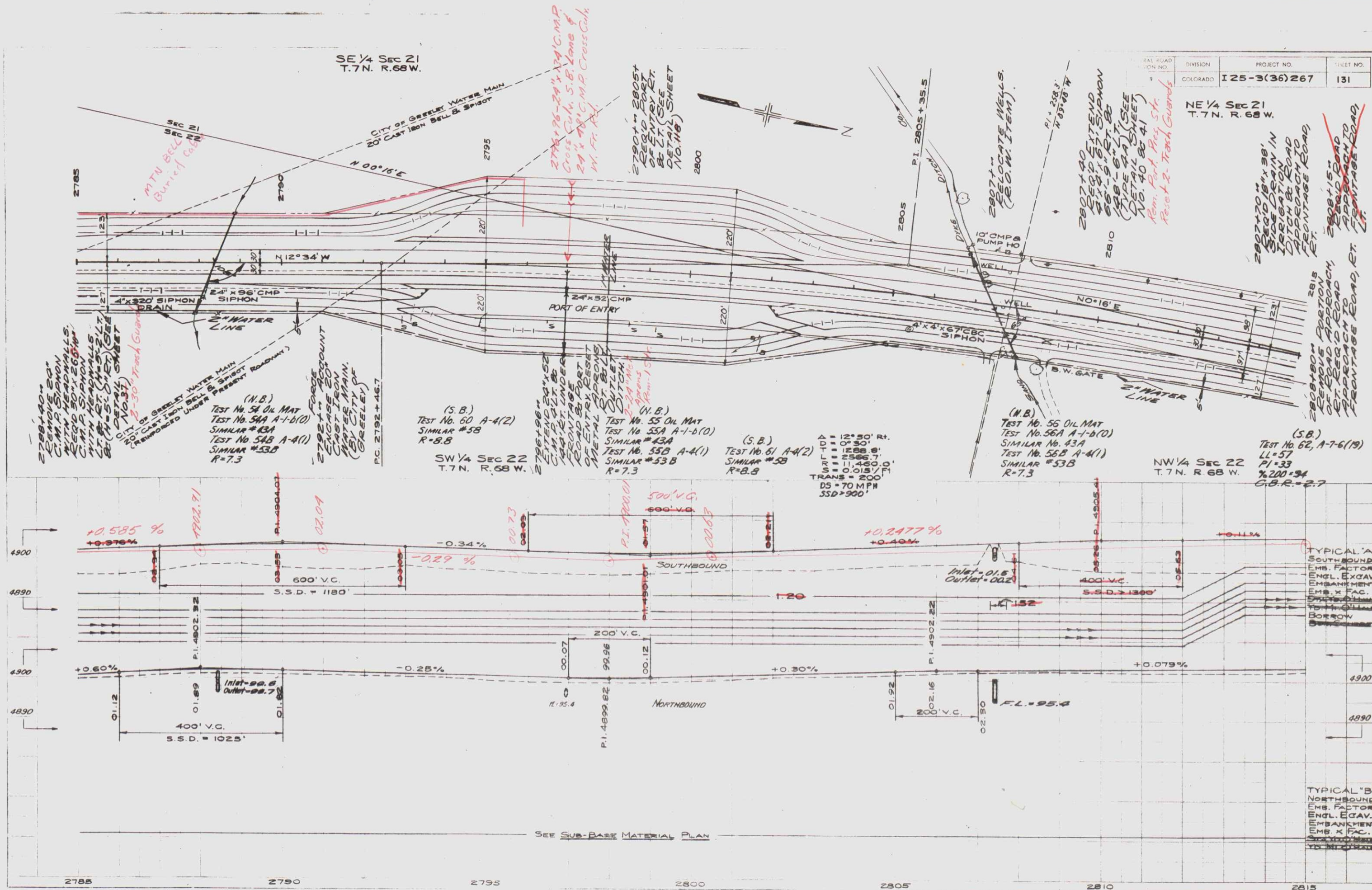
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PROJECT NO.	125-3(36)267	SHEET NO.	130
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DISTRICT CONSTRUCTION ENGINEER

Note: Not constructed
as per P. O. 1-15-59
No permit written
plan abandoned

21" I.D. 2
C.M.P. 2
Casing

2826+77-Cl. I Bk. Fill on
both pipes; 74" x 24" Inlet
between Mainline & E. Fr. Rd

2826+77-
EXTEND 24"x60"
C.M.P. 24' RT.
RESET METAL
APRON RT. 200'
REQ'D 30"x160"
R.C.P. CROSS
CULVERT LT.
2-FLARED END
SECTIONS,
DITCHES,
D.A.=190 ACRES

2827+ - 2842+
RELOCATE
IRRIGATION
DITCH.
REQ'D DIKE
OUTSIDE R.O.W.
LT. CONCRETE
LINED DITCH.
(W=2')
2824+ - Temp. Cross-over.

NE 1/4 Sec 21
T.7N. R.68W.

2828+80- 59
REQ'D 24"x60"
CROSS
CULVERT
UNDER
FRONTAGE
ROAD, RT.
2-FLARED
END
SECTIONS,
DITCHES.

P.O.T. 2833+00

FORCE ACCOUNT
2832+ -
ENCASE 20"
CAST IRON
WATER MAIN.
(BY CITY OF
GREELEY)

SE 1/4 Sec 16
T.7N. R.68W.

1 Rev. 6-7-65 Added Wells-6-5

D.S.M.

125-3(36) 267

132

2831+ -
REQ'D TEMPORARY
CROSS OVER.
18"x46" CULVERT
PIPE IN MEDIAN.
18"x42" CULVERT
PIPE BETWEEN
MAINLINE &
FRONTAGE ROADS
RT. & LT.
REMOVE
TEMPORARY
CROSS OVER
REMOVE 3 C.M.P.'S
Relay 18"x33" C.M.P.

EQUATION
P.T. 2818+13.48k=
2826+46.14h

2829+ - 2842+
REQ'D
INTERCHANGE.
(SEE DETAIL
SHEET NO. 119
W.120 & 133)

(N.B.)
TEST NO. 58 OIL MAT
TEST NO. 58A A-1-6(10)
SIMILAR #434
TEST NO. 58B A-4(1)
SIMILAR #538
R-7.3

(S.B.)
TEST NO. 64 A-7-6(19)
SIMILAR #62

NW 1/4 Sec 22
T.7N. R.68W.

2830+15- 55'
REQ'D 24"x66"
CROSS
CULVERT UNDER
S.W. FRONTAGE
ROAD, LT.
2-FLARED
END
SECTIONS,
OUTLET
DITCH.

(S.B.)
TEST NO. 65 A-7-6(19)
SIMILAR #62
R-7.3

(N.B.)
TEST NO. 59 OIL MAT
TEST NO. 59A A-1-6(10)
SIMILAR #434
TEST NO. 59B A-4(1)
SIMILAR #538
R-7.3

(S.B.)
TEST NO. 66 A-7-6(19)
SIMILAR #62
R-7.3

(S.B.)
TEST NO. 67 A-7-6(19)
SIMILAR #62
R-7.3

SW 1/4 Sec 15
T.7N. R.68W.

2830+60-
REQ'D 24"x48"
R.C.P. CROSS
CULVERT
UNDER S.E.
RAMP, RT. &
24"x66" R.C.P.
CROSS CULVERT
UNDER S.W. RAMP,
LT. & FLARED
END SECTIONS.

(N.B.)
TEST NO. 68 OIL MAT
TEST NO. 68A A-1-6(10)
SIMILAR #434
TEST NO. 68B A-4(1)
SIMILAR #538
R-7.3

2842+ - 2851+
RELOCATE IRRIGATION
DITCH. REQ'D DIKE OUTSIDE
R.O.W. LT. CONCRETE LINED
DITCH. (W=2')

2842+ -
REMOVE 24"x44"
C.M.P. LT. &
15"x40" C.M.P., RT.

2842+ - 2895+
REQ'D FRONTAGE
ROAD, RT. & LT.

2843+23-
PLUS 24"x56" C.M.P.

2843+50- 137'
REQ'D 24"x106"
CROSS
CULVERT UNDER
N.W. FRONTAGE
ROAD 24"x110"
CROSS

2841+00-
REQ'D 24"x108"
CROSS CULVERT UNDER
S.W. FRONTAGE ROAD,
LT. & FLARED
END SECTIONS, DITCHES.

2842+ - 2851+
RELOCATE IRRIGATION
DITCH. REQ'D DIKE OUTSIDE
R.O.W. LT. CONCRETE LINED
DITCH. (W=2')

2815

2830

2835

2840

2845

2850

2855



SEE SUB-BASE MATERIAL PLAN

TYPICAL "A"
SOUTHBOUND
EMB. FACTOR
ENGL. EXCAV.
EMBANKMENT
EMB. X FAC.
TYPICAL "B"
NORTHBOUND
EMB. FACTOR
ENGL. EXCAV.
EMBANKMENT
EMB. X FAC.

0+85-18"x30'
Culv. Pipe Sd. Dr.
& Rd. Appr. Lt.

NE 1/4 Sec. 21
T. 7 N., R. 68 W.

3+25"
REMOVE
12" x 20"
C.M.P., LT.
24" x 90 REP
X-Dr. in Irr. Dr.
18" x 16" C.M.P.
Under Irr. Dr.

0400 ~ 20400"
ENCASE 3" WATER
LINE, LT. (BY OWNERS)

8+94.6 = 111+05.4
REQ'D OVERPASS.
(SEE DETAIL SHEET
NO. 52 & 60)

4+ TO 10+
RELOCATE WELLS,
PUMP HOUSE, RT.
(R.O.W. ITEM)

B+4
REMOVE DIVISION
BOX, RT.

13+75 = 20+00
PLUG 12" STEEL
PIPE, RT.

STA. 8740.0
BARIQUE ENO

STA. 11405.4
/ PREPARED END

154
REMOVE
12" R.C.C.P.
RT.

13+
RELOCATE WELL
PUMP HOUSE, RT.
(R.O.W. ITEM)

15+00" 125'
REQ'D 24"x102"
CROSS CULVERT.
2-END
SECTIONS, DITCHES.

20'x00"
REQ'D 18"x36'
SIDE DRAIN, RT.
& ROAD APPROACH
RT. & LT.

1944
REMOVE
ROAD
APPROACH,
LT.

Nov 4th Sec. 22
T. 7 N., R. 68 W.

SE 1/4 Sec. 16
T. 7 N., R. 68 W.

SW 1/4 Sec 15
T.7N., R.68W.

123-3136126

① Rev. 6-7-65 Added Wells - G.S.

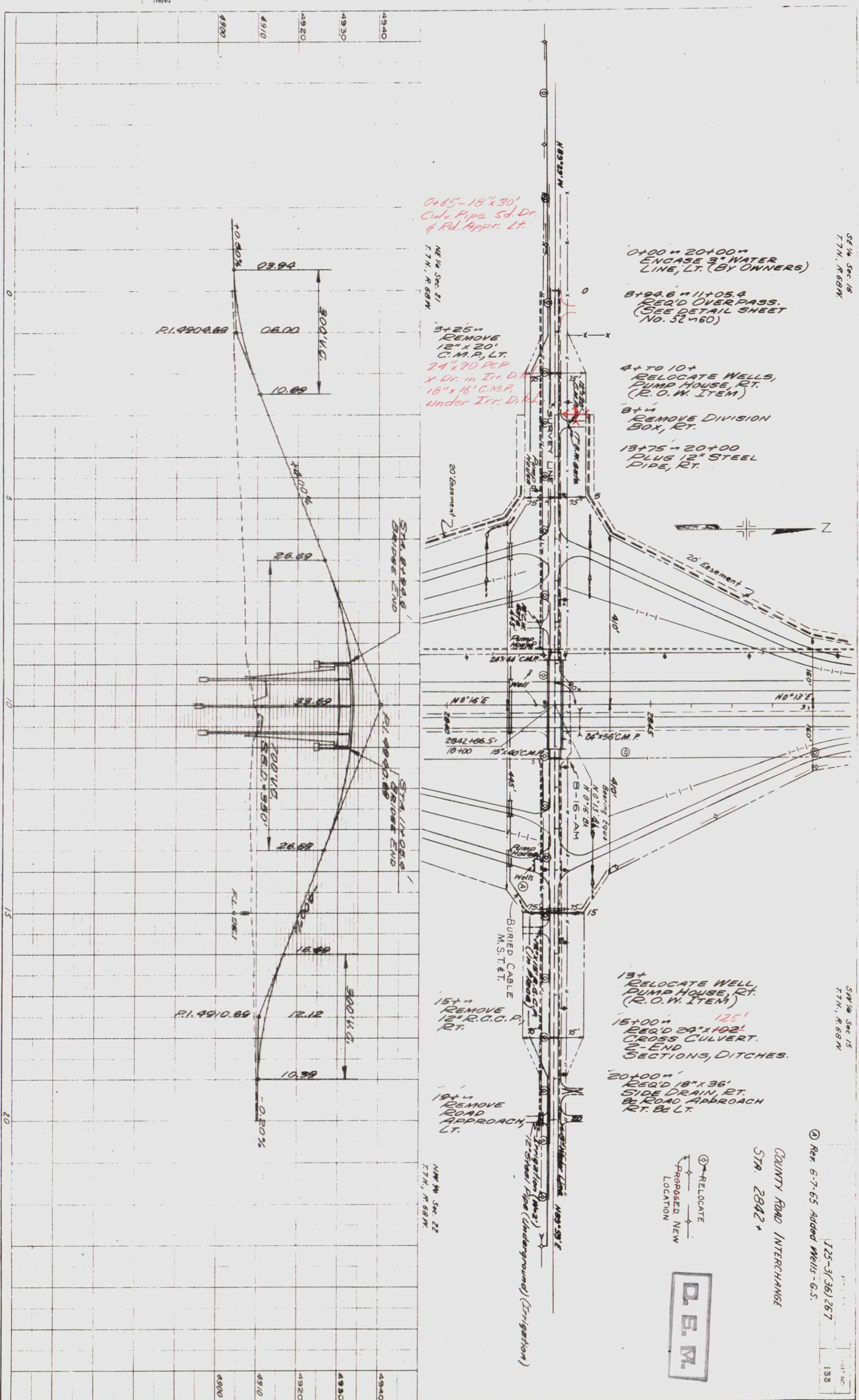
I 25-3(36) 267

1	Cal	Cal
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COUNTY ROAD INTERCHANGE
STA. 2842 +

② RELOCATE

D. E. M.





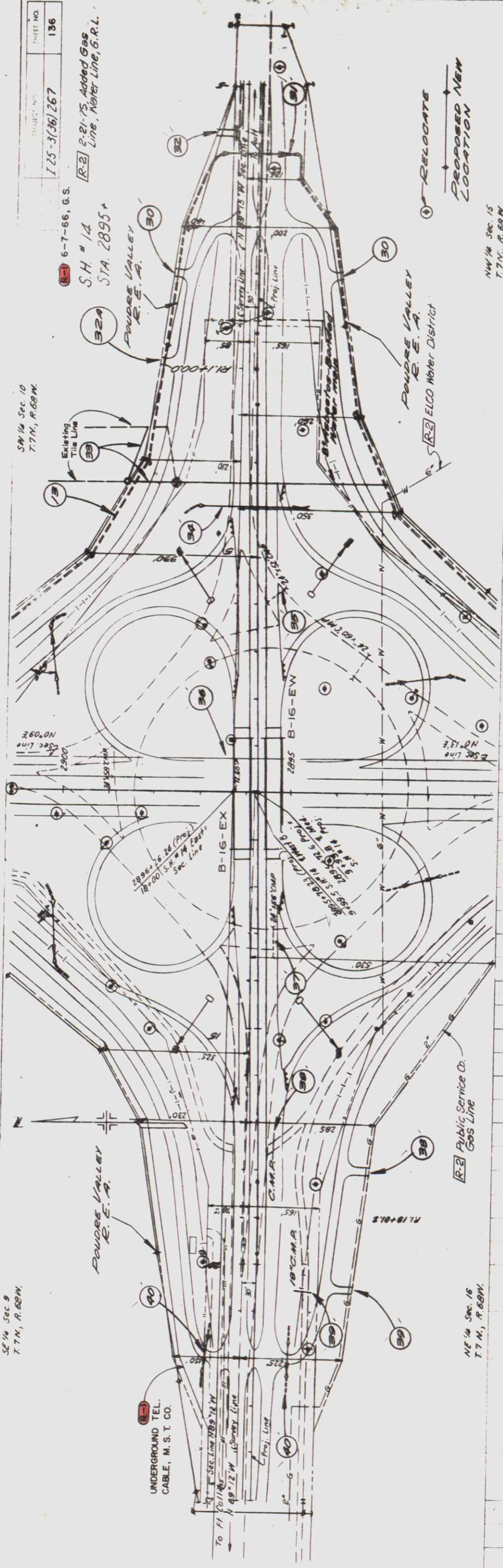
RELOCATE



S.H. #14
ENG. FACTOR
ENGL. EXGAV.
ENBANKMENT
ENG. X FACTOR
STRAIGHT
YD. IN. DITCH
BORROW
DRAINAGE

(R-1) 6-7-66, G.S.
S.H. #14
STA. 2895+

R-2 2-21-75, Added Gas Line, Water Line, G.R.L.

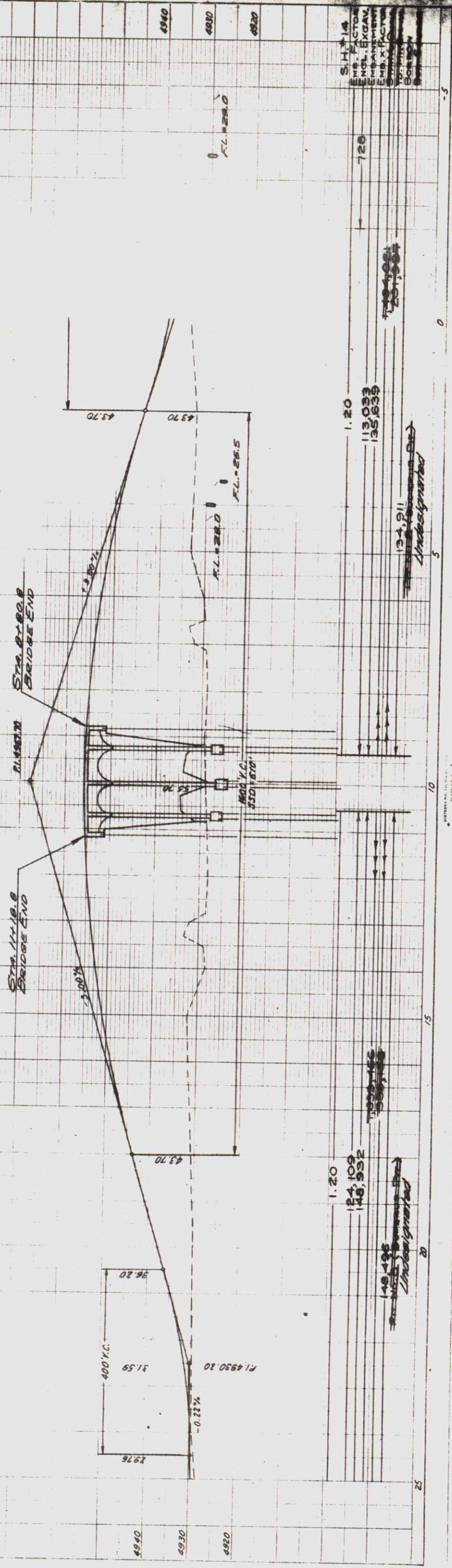


RELOCATE

PROPOSED NEW LOCATION

NW 1/4 Sec. 15
 T. 7 N., R. 68 W.

NE 1/4 Sec. 16
T. 7 N., R. 68 W.



S.H.# 14
EMB. FACTOR
ENCL. EXGAV.
EMBANKMENT
EMB. x FACTOR
DRAINAGE
TO THE
BOLSON
BOLSON

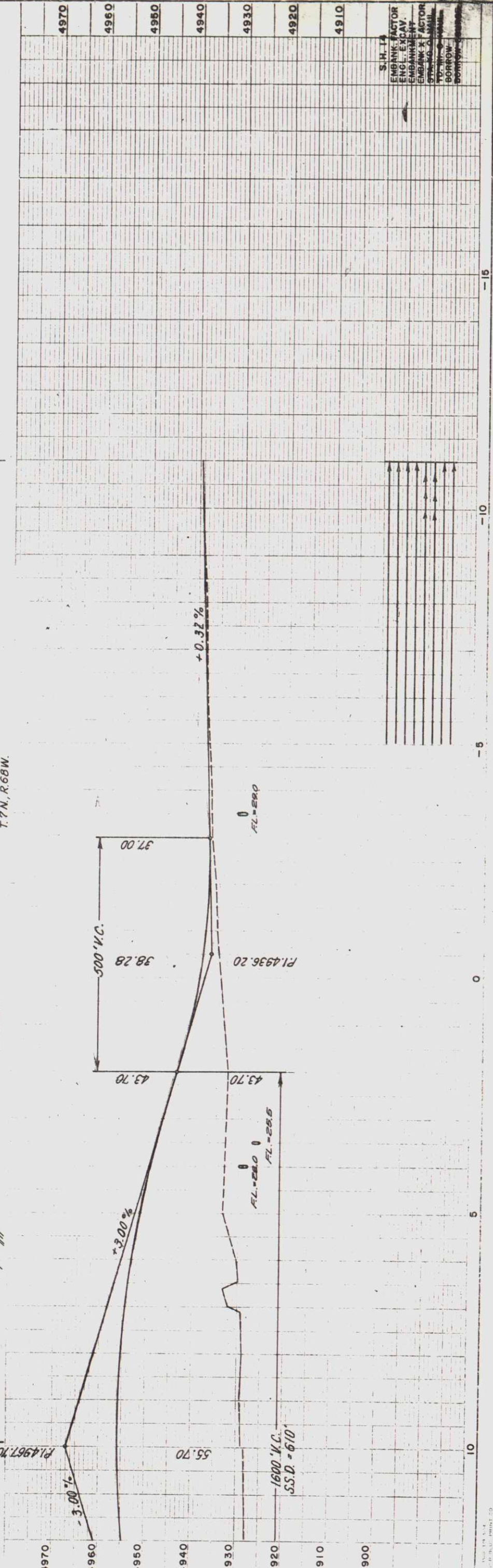
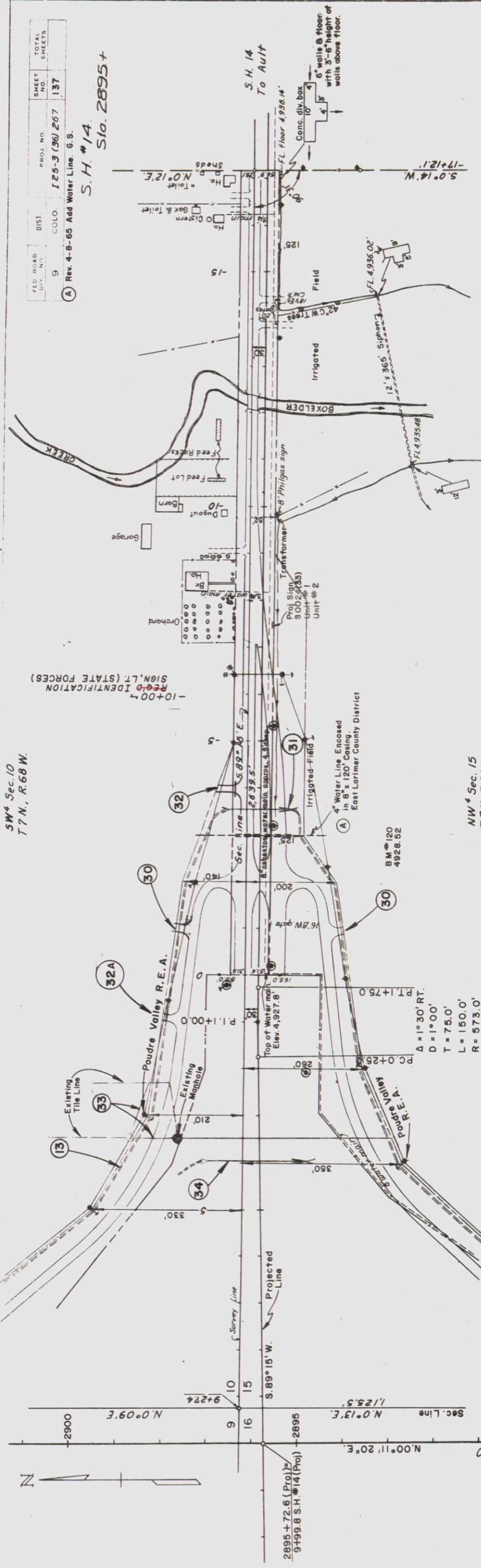
1.20
113.033
135.639

[illegible]

A blank coordinate grid with x and y axes. The grid consists of a horizontal x-axis and a vertical y-axis intersecting at the origin. There are 5 major grid lines on each side of the origin, creating a 10x10 grid of squares. The axes are labeled with 'x' and 'y' at their ends.

DIRECTIONS NO. 12, M.I.A. 1
 PLATE NO. 1

SW 4 Sec. 10
T7N, R.68W.



50

5 EK 5-19 55

53 5 EK 6-19 2

BET 5 EK 6-19 7

5 EK 6-19 15

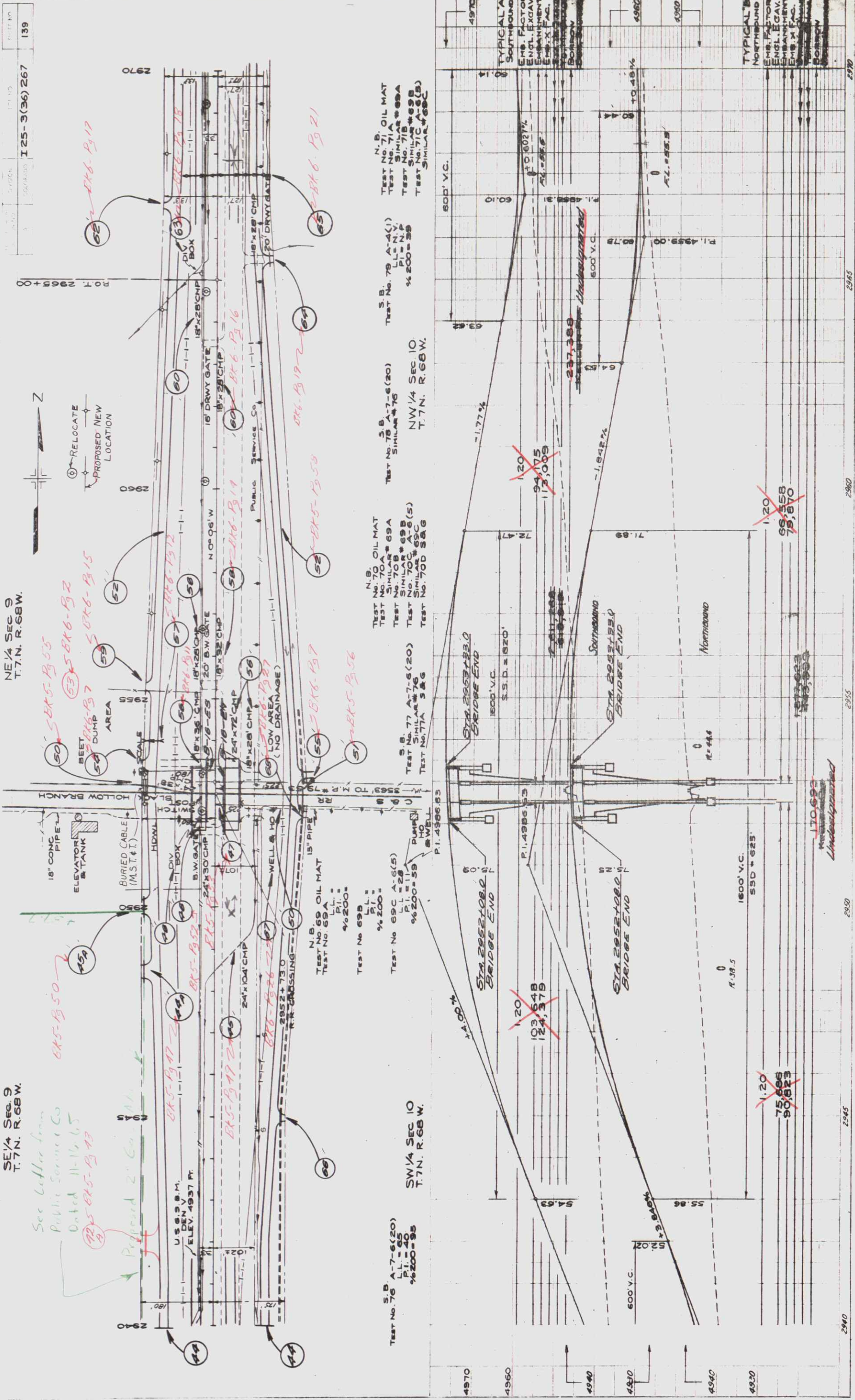
W BRANCH

18" CONC PIPE

ELEVATOR & TANK

559

5 EK 5-19 50



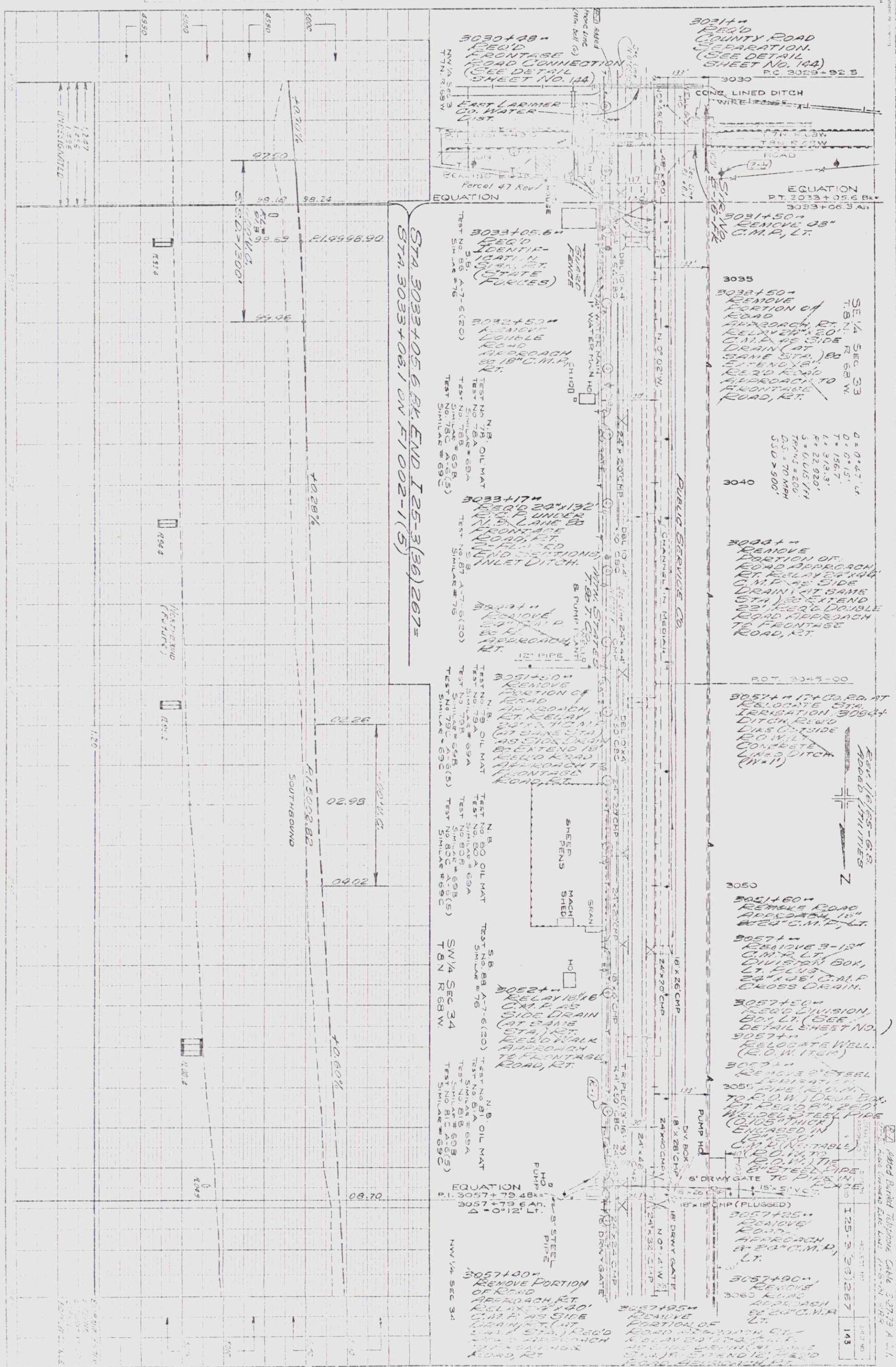
FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO.
9	COLORADO	125-3(33)267	142

REV. 11/6/65-
G.S. ADDED
UTILITIES

Rev. 3/5/65
Transmission
Line - G.S.

D. S. F. C. 30





10
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$\Delta = 0^\circ 47' 47''$
 $\Delta = 0^\circ 15'$
 $T = 156.7'$
 $L = 313.3'$
 $R = 22,920'$
 $S = 0.0157$
 $TRPN S = 200'$
 $D.S. = 70 \text{ MPH}$
 $SSD > 900'$

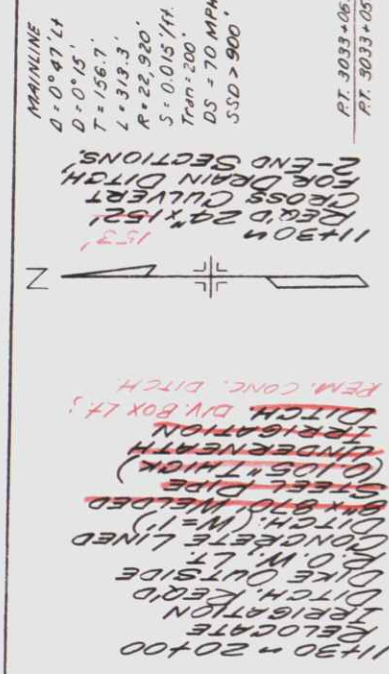
REC'D 11/6/65-G.S.
ADDED UTILITIES

125-230267	143	125-230267	143
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REV. 1/6/65-G.S. ADDED UTILITIES

COUNTY ROAD SEPARATION
STA. 3031+

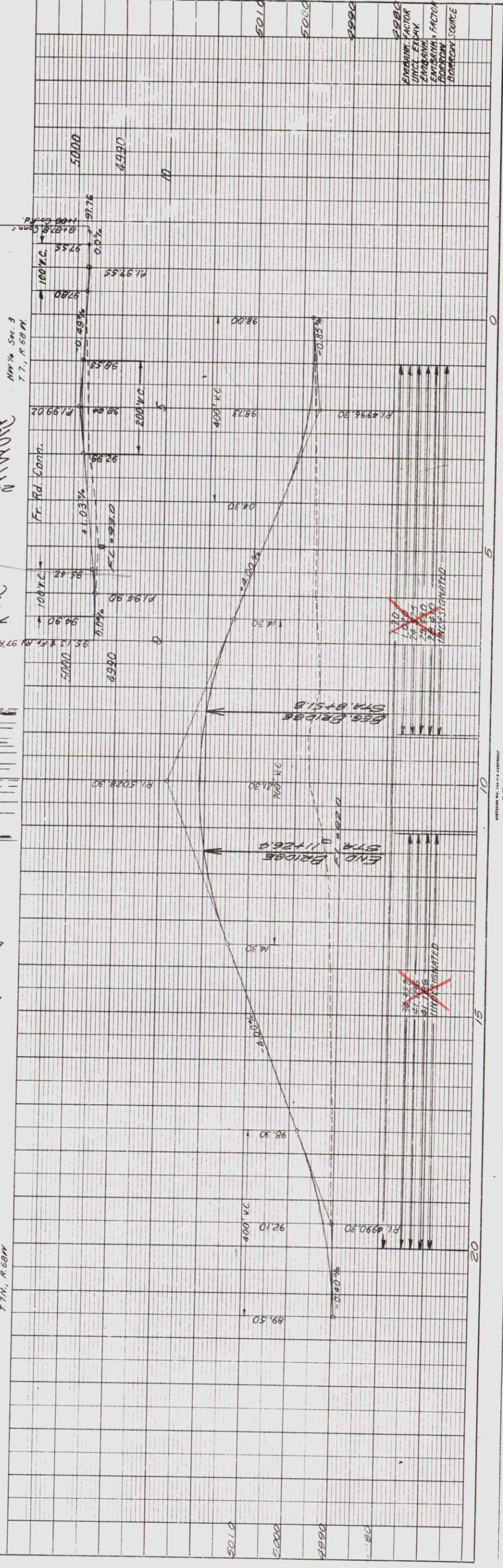
D. S. M.



MAINLINE

848

100



	4980	
EMBAANK.	FACTOR	
UNCL. EXCHV.		
EMBAANK.		
EMBAANK.	x FACTOR	
BORROW		
BORROW	SOURCE	

~~38-522-
41-196
41-188
UNCLASSIFIED~~

~~130~~
~~1020~~
~~26~~ 23
~~29~~ 130
~~28~~ 410
UNDESIGNATED

DIETLEN MO. 130 H-3 ACEPROCP