

COLORADO STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED U.S.P.W. HIGHWAY PROJECTS NO. N.R.H. 23F & 23A1 STATE HIGHWAY NO. 6 MONTROSE AND DELTA COUNTIES

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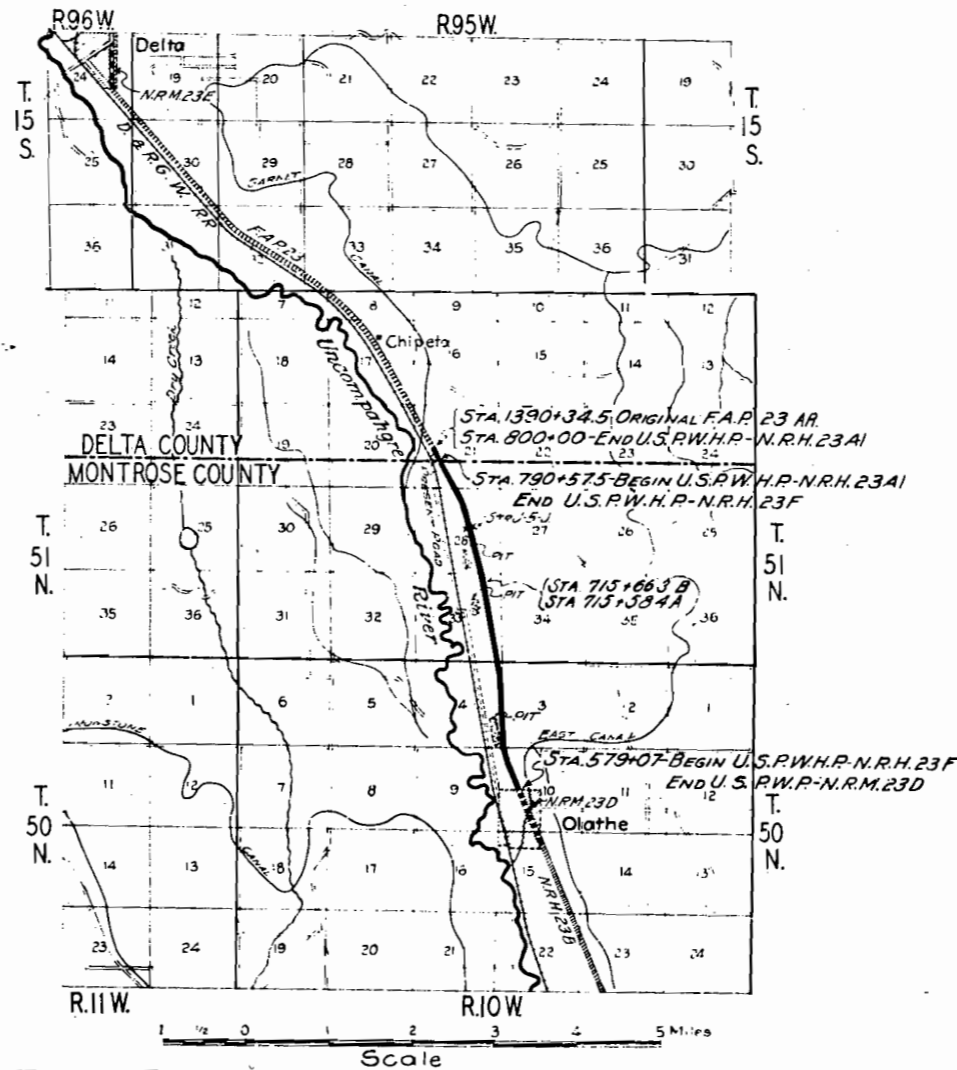
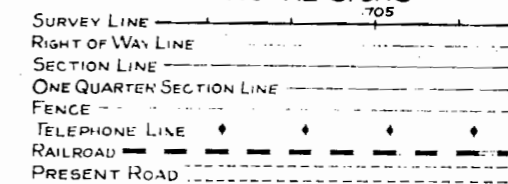
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SCALES ON ORIGINAL TRACINGS
ON PLAN, 1 IN. = 100 FT.
ON PROFILE 1 1/2 IN. = 100 FT. HORIZONTAL
1 1/2 IN. = 10 FT. VERTICAL
GRADE LINE ON PROFILE IS SHOWN AS GRADE OF FINISHED ROAD

GROSS AND NET LENGTH OF PROJECT
NRH. 23F 21,158.4 FEET = 4.007 MILES
NRH. 23A1 942.5 FEET = 0.178 MILES
PROJECT TOTAL 22,100.9 FEET = 4.185 MILES

CONVENTIONAL SIGNS



NOTE
It is recommended that bidders on this project go over the plan details with one of the following field representatives of this department.
J.J. Vandemoer, Division Engineer, Grand Junction, Colorado.

RECOMMENDED FOR APPROVAL 1/7/34
J. J. Vandemoer
ASSISTANT ENGINEER
APPROVED
Chas. D. Vail
STATE HIGHWAY ENGINEER
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	U.S.P.W. HIGHWAY PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	NRH 23F & 23A	2	

SEE 5-1022 X FOR FINALS Rev. 1-15-35 H.E.S. Rev. 4-18-35 (W.O. 4084)-W.E.G.

TYPICAL CROSS SECTION OF IMPROVEMENT AND SUMMARY OF QUANTITIES

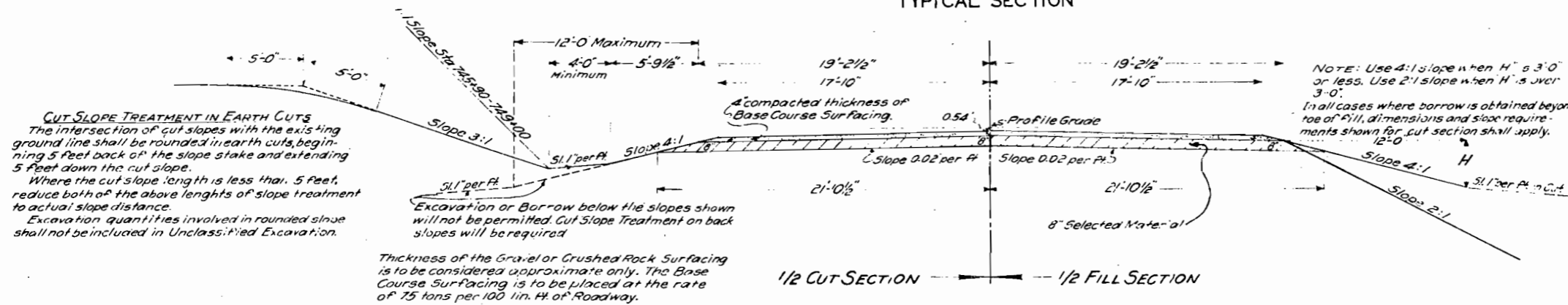
SELECTED MATERIAL

The 8 inches of material immediately underlying the Gravel or Crushed Rock Surfacing as shown on the Typical Section is to be constructed with Selected Material. Also the fill between Sta 603 & 604+50 shall be constructed with Selected Material. This Selected Material is to be classified and paid for as "Unclassified Excavation".
The 3 inches of selected material underlying gravel surfacing, to be obtained from pits designated, or from pits furnishing suitable equivalent material, shall be placed on the subgrade at the rate of 110 cu. yds. per station.

The estimated overhaul on Selected Material is shown in the tabulation below if the Contractor, for his own convenience elects to use pits other than those designated, actual overhaul will be paid, provided however that overhaul in excess of the Department's plan will not be allowed.

STA. TO STA.	SOURCE	QUANTITY CU. YDS.	OVERHAUL	
			STA. YDS.	YD.-MI.
579+07-598+00	Pit L of Sta 607+65	2,090	27,170	380
598+00-610+00	" " " "	1,320	9,240	
610+00-612+00	" " " "	1,370	9,240	
612+00-655+00	" " " "	3,630	47,190	1,140
654+00-691+00	Pit L of Sta 697	3,960	51,480	1,350
691+00-703+00	" " " "	1,320	13,200	
703+00-710+00	" " " "	770	10,010	50
710+00-717+50	Pit L of Sta 726	825	10,730	60
717+50-734+50	" " " "	1,870	16,370	
734+50-744+23	" " " "	1,070	13,910	100
744+23-790+50	" " " "	4,990	64,870	3,160
TOTALS NRH 23F		23,165	273,410	6,240
790+57.5-800+00	Pit L of Sta. 726	1,040	13,520	1,200
Approach to Project	" " " "	440	5,720	570
TOTALS NRH 23A-1		1,480	19,240	1,770

TYPICAL SECTION



CUT-SLOPE TREATMENT IN EARTH CUTS
The intersection of cut slopes with the existing ground line shall be rounded in earth cuts, beginning 5 feet back of the slope stake and extending 5 feet down the cut slope.
Where the cut slope length is less than 5 feet, reduce both of the above lengths of slope treatment to actual slope distance.
Excavation quantities involved in rounded slope shall not be included in Unclassified Excavation.

Excavation or Borrow below the slopes shown will not be permitted. Cut Slope Treatment on back slopes will be required.

Thickness of the Gravel or Crushed Rock Surfacing is to be considered approximate only. The Base Course Surfacing is to be placed at the rate of 75 tons per 100 lin. ft. of Roadway.

GENERAL NOTES

This Project is to be constructed in accordance with the Standard Specifications of the Colorado State Highway Department adopted January 1, 1930.
All quantities on preliminary plans are to be considered as approximate only.

All roadway excavation required to construct this project is to be obtained as indicated on the plans. Quantities involved beyond the limits of the ditch as shown on the Typical Section, either noted on Profile as "Borrow", or on List of Structures as "Embankment", are to be classified and paid for as "Unclassified Excavation". These quantities are to be staked as part of the Original Excavation at locations indicated on the Plans. Slope stakes beyond the limits of the Typical Section are subject to change by the Engineer to fit Embankment requirements actually encountered on Construction.
All curves are to be super-elevated as provided for by the Standard Super-elevation Sheet included with Plans.

All poles encroaching on construction are to be moved by owners. The entire project is to be cleared for the full width of the Right of Way and the cost thereof included in the lump sum price for Clearing and Grubbing the Entire Project.

All corrugated metal pipe cross culverts are to be provided with one head-wall on the inlet end unless otherwise noted on the plans.
Except as limited by the Special Provisions, Power Line equipment may be used on this Project.

The Contractor shall, at his own expense, construct and maintain in good condition all temporary approaches to and crossings of intersecting roads on the Project.

R.O.W. MARKERS

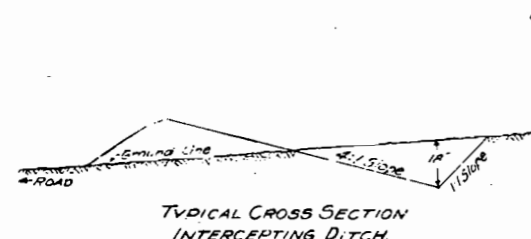
STATION	SIDE	NO.
579+07	L.R.	2
600+50	L.R.	4
605+00	L.R.	4
607+45	R.	1
607+54	R.	1
616+50	R.	2
624+50	R.	2
627+00	L.	1
634+19	R.	1
634+28	L.	1
639+20	R.	1
646+50	R.	2
649+50	R.	2
651+00	L.	2
653+50	R.	2
662+49	R.	1
682+54	L.	1
682+57	L.	1
702+84	R.	1
702+88	R.	1
703+04	L.	1
703+08	L.	1
703+23	R.	1
704+28	R.	1
716+50	L.	1
716+53	L.	1
717+50	L.R.P.	4
720+50	L.R.P.	4
723+00	R.	2
737+50	R.	2
739+00	R.	2
743+13	R.	1
743+35	R.	1
744+00	L.R.P.	4
745+00	R.	2
749+50	L.	2
753+29	L.	1
771+53	R.	1
772+09	L.	1
781+00	L.R.P.	4
786+00	L.R.P.	4
789+53	R.	1
790+46	L.	1
TOTAL 23F		78
TOTAL 23A-1		2

FENCING REQUIREMENTS

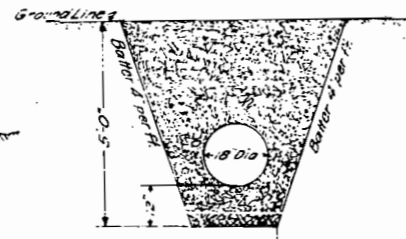
STATION	SIDE	REMOVE FENCE Lin. Ft.	BUILD FENCE Lin. Ft.		GATES No.	
			BARB WIRE COMBINATION	BARB WIRE DRIVEWAY		
579+07	X	110		3,890		
579+07-593+80	L.R.P.					2
593+80	L.R.P.					
593+80	L.	110				
593+80-620+80	L.R.P.		5,460			
600+00	L.					1
607+30	L.R.P.					
607+47	X	110				
612+00	L.					1
615+50	R.					1
620+80	X	120				
620+80-647+50	L.R.P.		5,310			
634+30	L.					1
634+30	L.					1
634+30-632+00	X	630				
636+40	X	110				
632+00-637+00	L.R.P.					2
639+00	L.R.P.					
647+50	X	120				
647+50-662+39	L.R.P.		3,010			
657+00	L.R.P.					2
659+30	X	440				
660+00	X	280				
662+39	X	110				
662+85	X	110				
662+85-676+54	L.R.P.		2,720			
667+00	L.R.P.					2
667+35	X	120				
676+54	X	110				
676+54-730+45	R.		260			
756+65	X	110				
756+65-771+45	L.R.P.		3,960			
771+45	L.R.P.					2
771+45	L.R.P.					2
771+45-777+00	L.R.P.					
777+00	X	110				
777+00	X	170				
785+56	X	170				
789+50	R.					1
789+60	X	120				
TOTALS NRH 23F		2,070	18,270	8,200	6	8
790+57.5-800+00	L.	260				
790+57.5-800+00	L.R.P.		1,590			
790+57.5-800+00	R.	770				
795+40	R.					1
TOTALS NRH 23A-1		1,030	1,590		1	

SUMMARY OF APPROXIMATE QUANTITIES

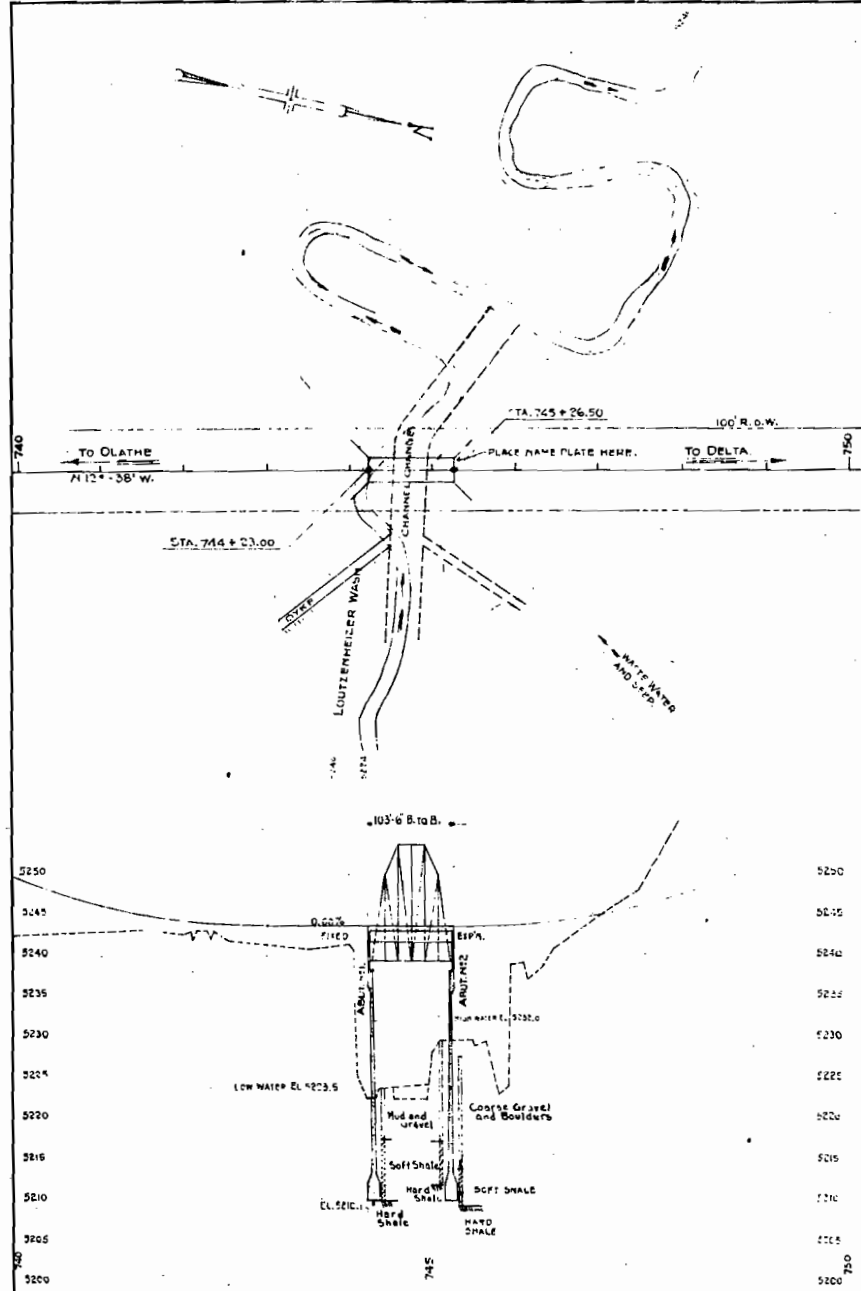
NO.	ITEM	UNIT	23F			23A-1	PROJECT TOTAL
			ROADWAY	BRIDGE STA. 744+	TOTAL		
10a	Clearing & Grubbing the Entire Proj.	Lump Sum					
10b	" " " " " " " "	" " " "					
11a	Removing 2 Structures Sta 593+	" " " "					
11b	Remove & Alter Portions of Br. Sta 794	" " " "					
11c	Removing 1 Structure	" " " "					
12a	Removing Fence	Lin. Ft.	4,100		4,100	1,100	5,200
13a	Unclassified Excavation	Cu. Yd.	123,000	2,500	125,500	2,600	128,300
13b	Cut Slope Treatment	Mile	4.6		4.6	0.2	4.8
14a	Dry Rock Excavation (Structural)	Cu. Yd.	100	10	110	20	130
14b	" Com.	" " " "	300		300	70	370
14c	Wet Rock	" " " "	70		70	20	90
14d	" Com.	" " " "	200		200	40	240
15a	Station Yard Overhaul	Sta. Yd.	531,000		531,000	88,000	619,000
15b	Yd. Mile	Yd. Mi.	7,400		7,400	2,100	9,500
30a	Gravel or Crushed Rock Surfacing	Ton	15,800		15,800	1,000	16,800
42a	Untreated Bridge Timber	M.A.B.M.		0.5	0.5		0.5
44a	Miscellaneous Treated Timber	" " " "		0.3	0.3		0.3
45a	Class "A" Concrete	Cu. Yd.	4	8308	8312	65	8377
45b	" " " "	" " " "		46	46		46
47	Reinforcing Steel	Lb.	300	88,900	89,200	5,800	95,000
48	Structural Steel	" " " "		143,000	143,000		143,000
53a	15" Corr. Metal Culvert Pipe	Lin. Ft.	390		390	30	420
53b	18" " " " "	" " " "	2,038		2,038		2,038
53c	45" Elbow for 18" Corr. Metal Culv. Pipe	Each	2		2		2
53c	24" Corr. Metal Culvert Pipe	Lin. Ft.	232		232		232
53e	36" " " " "	" " " "		156	156		156
56b	18" Perf. Corr. Met. Pipe Underdrain	" " " "		200	200		200
72	Wire Cable Guard Fence	" " " "		780	780		780
75a	Galvanized Barbed Wire Fence	" " " "		18,300	18,300	1,900	20,200
75b	Gates in " " " "	Each		16	16		16
78	Project Markers	" " " "		2	2		2
79	Right of Way Markers	" " " "		78	78		78
81	Bronze Name Plate	" " " "		1	1		1
85b	Trash Guards for 18" Siphon	" " " "		2	2		2
89b	Galv. Drain Pipe with Flange (3" x 4'-8")	" " " "		12	12		12
95a	Combination Wire Fence	Lin. Ft.	8,200		8,200		8,200
95b	Driveway Gates	Each	8		8		8
96b	18" Corr. Metal Siphon Pipe	Lin. Ft.	99		99		99
46x	Water-Gas Tar Waterproofing	Sq. Yd.		1400	1400	170	1570



TYPICAL CROSS SECTION INTERCEPTING DITCH.



DETAIL OF 18" PERFORATED C.M.P. UNDERDRAIN STA 605+00 AND STA 607+50



BAR LIST FOR ABUTMENT No. 1.

MARK	SIZE	NO.	TYPE	LENGTH	ℓ	m	r	t
A1	1 1/2"	35	I	20'-4"	8'-0"	7'-0 1/2"	4 1/2"	4"
A2	1 1/2"	40	I	24'-7"	15'-0"	4'-3 1/2"	4 1/2"	4"
A3	1 1/2"	40	I	22'-9"	21'-3"		4 1/2"	4"
A4	1 1/2"	41	I	9'-5"				
A5	3/8"	31	II	9'-3"	5'-9"	3'-6"		
A6	3/8"	8	III	16'-9"	7'-3"	3'-6"		
A7	3/8"	23	III	40'-0"	BEND IN FIELD			
A8	3/8"	6	III	39'-0"				
A9	1"	16	III	24'-3"				
A10	1"	4	III	14'-0"				
A11	3/8"	56	III	9'-10"	3'-2"	2'-8"	2"	2"
A12	3/8"	44	III	8'-6"	3'-2"	2'-0"	2"	2"
A13	3/8"	16	III	3'-3"	1'-11"		2"	2"
A14	3/8"	14	III	4'-4"	3'-0"		2"	2"
B1	1"	10	I	17'-0 1/2"	7'-6"	4'-5"	4"	3 1/2"
B2	1"	12	I	17'-5"	7'-6"	4'-5"	4"	3 1/2"
B3	1"	12	I	17'-10 1/2"	7'-6"	5'-8"	4"	3 1/2"
B4	1"	12	I	18'-3 1/2"	7'-6"	5'-8"	4"	3 1/2"
B5	1"	12	I	18'-8"	7'-6"	6'-1"	4"	3 1/2"
B6	1"	18	I	22'-0 1/2"	14'-6"	2'-5"	4"	3 1/2"
B7	1"	24	I	22'-5 1/2"	14'-6"	2'-10"	4"	3 1/2"
B8	1"	18	I	22'-10 1/2"	14'-6"	3'-3"	4"	3 1/2"
B9	1"	24	I	22'-7"	21'-3"		4"	3 1/2"
B10	1"	36	I	22'-7"	21'-3"		4"	3 1/2"
B11	3/8"	12	III	9'-4 1/2"				
B12	3/8"	12	III	11'-3"				
B13	3/8"	12	III	12'-7"				
B14	3/8"	12	III	13'-10"				
B15	3/8"	12	III	15'-0"				
B16	3/8"	50	III	28'-10"				
B17	3/8"	2	III	25'-6"				
B18	3/8"	2	III	21'-0"				
B19	3/8"	2	III	16'-0"				
B20	3/8"	2	III	12'-0"				
B21	3/8"	2	III	7'-6"				
F1	3/4"	71	III	10'-6"	6'-3"	4'-2"	4"	3 1/2"
F2	3/4"	25	III	8'-6"	4'-2"	4"	3 1/2"	3 1/2"
F3	1"	14	III	12'-2"	10'-10"		4"	3 1/2"
F4	1"	14	III	14'-0"	10'-10"		4"	3 1/2"
F5	1"	32	III	9'-10"	30'-0" FIELD		4"	3 1/2"
F6	1"	36	III	4'-11"	4'-2"	4"	3 1/2"	3 1/2"
F7	1"	36	III	10'-5"	4'-11"	4'-2"	4"	3 1/2"
F8	3/4"	18	III	11'-0"	5'-6"	4'-2"	4"	3 1/2"
F9	3/4"	14	III	9'-2"	7'-6"	3"	3 1/2"	3 1/2"
F10	3/4"	14	III	9'-3"	8'-2"	3"	3 1/2"	3 1/2"
F11	3/4"	4	III	26'-2"	8'-9"	3"	3 1/2"	3 1/2"
F12	3/4"	4	III	27'-9"				
F13	3/4"	4	III	29'-8"				
F14	3/4"	4	III	31'-2"				
F15	3/4"	2	III	33'-3"	BEND IN FIELD			
F16	3/4"	4	III	34'-8"				
F17	3/4"	2	III	36'-3"				
F18	3/4"	2	III	37'-9"				
F19	3/4"	2	III	39'-0"				
F20	7/8"	20	III	8'-1"	8'-1"	3'-8"	3 1/2"	3"
F21	1"	20	III	9'-4"	3'-10"	4'-2"	4"	3 1/2"
F22	1"	20	III	10'-0"	4'-6"	4'-2"	4"	3 1/2"
F23	1"	16	III	10'-7"	5'-1"	4'-2"	4"	3 1/2"
F24	1 1/2"	12	III	11'-1"	5'-8"	4'-2"	4"	3 1/2"
F25	3/4"	12	III	6'-9"	5'-11"		2 1/2"	2"
F26	3/4"	12	III	8'-2"	7'-2"		3"	2 1/2"
F27	3/4"	12	III	8'-11"	7'-11"		3"	2 1/2"
F28	3/4"	10	III	9'-9"	8'-9"		3"	2 1/2"
M10	3/2"	8	III	7'-8"				
M11	3/2"	12	III	2'-11"				

51 1/2" LIN FT. #2 BARS @ 0.67 LBS PER LIN FT. = 3430 LBS
 216 LIN FT. #3 BARS @ 0.80 LBS PER LIN FT. = 1728 LBS
 270 LIN FT. #4 BARS @ 1.03 LBS PER LIN FT. = 2781 LBS
 1430 LIN FT. #5 BARS @ 1.52 LBS PER LIN FT. = 2173 LBS
 336 LIN FT. #6 BARS @ 2.04 LBS PER LIN FT. = 685 LBS
 167 1/2 LIN FT. #7 BARS @ 2.70 LBS PER LIN FT. = 452 LBS
 427 1/2 LIN FT. #8 BARS @ 3.60 LBS PER LIN FT. = 1552 LBS
 2724 LIN FT. #10 BARS @ 4.30 LBS PER LIN FT. = 11721 LBS
 PLUS 1% FOR OVERLAP = 353 LBS
TOTAL = 39140 LBS.

BAR LIST FOR ABUTMENT No. 2.

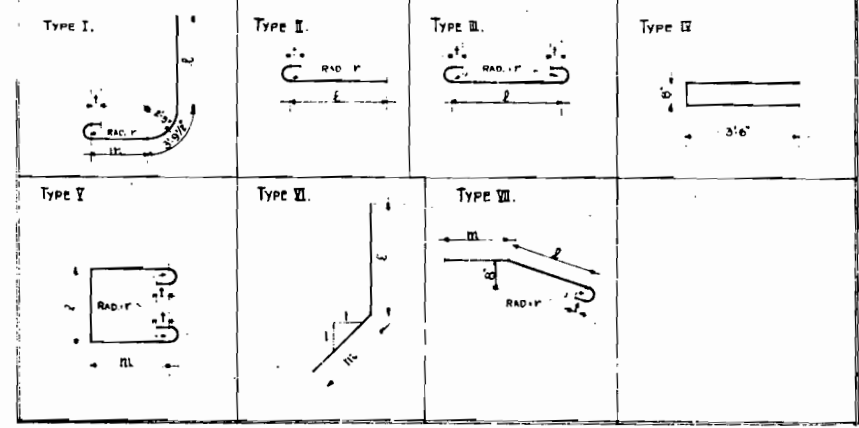
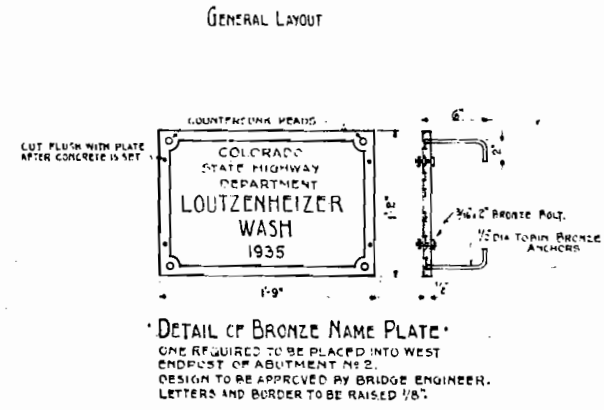
MARK	SIZE	NO.	TYPE	LENGTH	ℓ	m	r	t
A1	1 1/2"	35	I	20'-4"	8'-0"	7'-0 1/2"	4 1/2"	4"
A2	1 1/2"	40	I	24'-7"	15'-0"	4'-3 1/2"	4 1/2"	4"
A3	1 1/2"	40	I	22'-9"	21'-3"		4 1/2"	4"
A4	1 1/2"	41	I	9'-5"				
A5	3/8"	31	II	9'-3"	5'-9"	3'-6"		
A6	3/8"	8	III	16'-9"	7'-3"	3'-6"		
A7	3/8"	23	III	40'-0"	BEND IN FIELD			
A8	3/8"	6	III	39'-0"				
A9	1"	16	III	24'-3"				
A10	1"	4	III	14'-0"				
A11	3/8"	56	III	9'-10"	3'-2"	2'-8"	2"	2"
A12	3/8"	44	III	8'-6"	3'-2"	2'-0"	2"	2"
A13	3/8"	16	III	3'-3"	1'-11"		2"	2"
A14	3/8"	14	III	4'-4"	3'-0"		2"	2"
C1	3/4"	10	I	15'-1"	7'-0"	3'-1 1/2"	3 1/2"	3"
C2	3/4"	10	I	15'-8"	7'-0"	3'-8 1/2"	3 1/2"	3"
C3	3/4"	12	I	16'-5"	7'-0"	4'-3 1/2"	4"	3 1/2"
C4	3/4"	10	I	17'-1"	7'-0"	4'-11 1/2"	4"	3 1/2"
C5	3/4"	10	I	17'-9"	7'-0"	5'-7 1/2"	4"	3 1/2"
C6	3/4"	6	I	18'-3"	7'-0"	6'-1 1/2"	4"	3 1/2"
C7	3/4"	10	I	18'-2"	11'-4"	2'-0 1/2"	3"	2 1/2"
C8	3/4"	12	I	18'-4"	11'-4"	2'-0 1/2"	3 1/2"	3"
C9	3/4"	12	I	19'-11"	12'-4"	2'-5 1/2"	4"	3 1/2"
C10	3/4"	10	I	20'-11"	13'-4"	2'-5 1/2"	4"	3 1/2"
C11	3/4"	14	I	22'-4"	14'-4"	2'-10 1/2"	4"	3 1/2"
C12	3/4"	10	I	22'-8"	21'-8"		3"	2 1/2"
C13	3/4"	6	I	24'-11"	23'-9"		3 1/2"	3"
C14	3/4"	6	I	26'-7"	25'-5"		3 1/2"	3"
C15	3/4"	10	I	22'-0"	20'-8"		4"	3 1/2"
C16	3/4"	26	I	23'-0"	21'-8"		4"	3 1/2"
C17	3/4"	12	I	10'-4"				
C18	3/4"	12	I	7'-4"				
C19	3/4"	12	I	14'-7"				
C20	3/4"	40	I	28'-3"				
C21	3/4"	4	I	20'-0"				
C22	3/4"	4	I	10'-8"				
C23	3/4"	4	I	11'-0"				
C24	3/4"	2	I	6'-9"				
C25	3/4"	2	I	6'-0"				
C26	3/4"	2	I	6'-0"				
F1	3/4"	71	III	10'-6"	6'-3"	4'-2"	4"	3 1/2"
F2	3/4"	25	III	8'-6"	4'-2"	4"	3 1/2"	3 1/2"
F3	1"	14	III	12'-2"	10'-10"		4"	3 1/2"
F4	1"	14	III	14'-0"	10'-10"		4"	3 1/2"
F5	1"	32	III	9'-10"	30'-0" FIELD		4"	3 1/2"
F6	1"	36	III	4'-11"	4'-2"	4"	3 1/2"	3 1/2"
F7	1"	36	III	10'-5"	4'-11"	4'-2"	4"	3 1/2"
F8	3/4"	18	III	11'-0"	5'-6"	4'-2"	4"	3 1/2"
F9	3/4"	14	III	9'-2"	7'-6"	3"	3 1/2"	3 1/2"
F10	3/4"	14	III	9'-3"	8'-2"	3"	3 1/2"	3 1/2"
F11	3/4"	4	III	26'-2"	8'-9"	3"	3 1/2"	3 1/2"
F12	3/4"	4	III	27'-9"				
F13	3/4"	4	III	29'-8"				
F14	3/4"	4	III	31'-2"				
F15	3/4"	2	III	33'-3"	BEND IN FIELD			
F16	3/4"	4	III	34'-8"				
F17	3/4"	2	III	36'-3"				
F18	3/4"	2	III	37'-9"				
F19	3/4"	2	III	39'-0"				
F20	7/8"	20	III	8'-1"	8'-1"	3'-8"	3 1/2"	3"
F21	1"	20	III	9'-4"	3'-10"	4'-2"	4"	3 1/2"
F22	1"	20	III	10'-0"	4'-6"	4'-2"	4"	3 1/2"
F23	1"	16	III	10'-7"	5'-1"	4'-2"	4"	3 1/2"
F24	1 1/2"	12	III	11'-1"	5'-8"	4'-2"	4"	3 1/2"
F25	3/4"	12	III	6'-9"	5'-11"		2 1/2"	2"
F26	3/4"	12	III	8'-2"	7'-2"		3"	2 1/2"
F27	3/4"	12	III	8'-11"	7'-11"		3"	2 1/2"
F28	3/4"	10	III	9'-9"	8'-9"		3"	2 1/2"
M10	3/2"	8	III	7'-8"				
M11	3/2"	12	III	2'-11"				

404 LIN FT. #2 BARS @ 0.67 LBS PER LIN FT. = 2686 LBS
 216 LIN FT. #3 BARS @ 0.80 LBS PER LIN FT. = 1728 LBS
 270 LIN FT. #4 BARS @ 1.03 LBS PER LIN FT. = 2781 LBS
 1430 LIN FT. #5 BARS @ 1.52 LBS PER LIN FT. = 2173 LBS
 336 LIN FT. #6 BARS @ 2.04 LBS PER LIN FT. = 685 LBS
 167 1/2 LIN FT. #7 BARS @ 2.70 LBS PER LIN FT. = 452 LBS
 427 1/2 LIN FT. #8 BARS @ 3.60 LBS PER LIN FT. = 1552 LBS
 2724 LIN FT. #10 BARS @ 4.30 LBS PER LIN FT. = 11721 LBS
 PLUS 1% FOR OVERLAP = 352 LBS
TOTAL = 35170 LBS.

FINAL - SUMMARY OF QUANTITIES FOR ENTIRE STRUCTURE

ITEM NUMBER	DESCRIPTION	UNIT	SUPER STRUCTURE	ABUT. #1	ABUT. #2	TOTAL
14a	DRY ROCK STRUCTURAL EXCAVATION	CU.YDS.				
14b	DRY COMMON STRUCTURAL EXCAVATION	"		2260	95	321
14c	WET ROCK STRUCTURAL EXCAVATION	"		2634	131.2	3946
14d	WET COMMON STRUCTURAL EXCAVATION	"		6824	387.7	4670.1
42a	UNTREATED BRIDGE TIMBER	M.F.T.B.M.	0.480			0.480
46a	CLASS "A" CONCRETE	CU.YDS.	82	390.8	358	830.8
47	REINFORCING STEEL (OVERLAP INCLUDED)	LBS	14600	39140	35160	88900
48	STRUCTURAL STEEL	"	145830			145830
81	BRONZE NAME PLATE	PIECES		1		1
89	GALV. DRAIN PIPE 3/4" (WITH FLANGE)	"		12		12
10x	WATER GAS TAR WATERPROOFING	SQ.YDS.		714	690	1404
13c	UNCLASSIFIED EXCAVATION	CU.YDS.				1146.4

* WET LINE ASSUMED AT ELEV. 5223.5
 * AVERAGE ROCK LINE ASSUMED AT ELEV. 5217.5 FOR ESTIMATE OF QUANTITIES.
 See field sheets for actual elevations.



REFERENCE DRAWINGS

SHEET #1 5 ABUTMENT DETAILS.
SHEET #6 SUPERSTRUCTURE DETAILS.

GENERAL NOTES

ALL WORK SHALL BE DONE ACCORDING TO THE STANDARD SPECIFICATIONS OF THE COLORADO STATE HIGHWAY DEPARTMENT ADOPTED JAN. 1, 1935.
 ALL CONCRETE SHALL BE CLASS "A"
 FORMS FOR CONCRETE SHALL BE EQUIPPED IN THE FINISHED WORK SHALL BE CONSTRUCTED OF UNPAVED TIMBER AND CONCRETE NUMBER 818
 ALL EXPOSED SURFACES SHALL BE NUMBERED TREE OF FORM NUMBER
 ALL EXPOSED JOINTS, EXCEPT ON HANDRAILS, SHALL BE REVEALED TO A 3/4" FACE
 JOINTS, FLOOR SLABS AND CURB SHALL BE REVEALED MONTHLY
 ALL CONSTRUCTION JOINTS SHALL BE THOROUGHLY CLEANED BEFORE FRESH CONCRETE IS POURED
 PROTECTOR IN WHICH SHALL BE POURED OUT TO THE CURB AND NOT FORMED
 THICKNESS OF CURB SHALL BE 12" INCLUDING CONCRETE WEARING SURFACE
 ALL REINFORCING BARS SHALL BE REPEATED, EQUAL OR EQUAL AS THEM AND NOTED.
 ALL REINFORCING BARS SHALL BE TAGGED WITH THE STATION NUMBER AND LETTER DESIGNATION.
 SECONDARY BARS WHEN APPLIED SHALL BE GIVEN A LAP OF 25 DIAMETERS
 MAIN BARS SHALL NOT BE APPLIED
 AT-NOISES AND OTHER TO THE BRIDGE SHALL BE ACCORDING TO THE BEST AVAILABLE DATA
 IF UNUSUAL CONDITIONS ARE ENCOUNTERED THE BRIDGE ENGINEER WILL INSPECT AND DETERMINE IF REPAIRS IS NECESSARY.

LOADING DATA.

LIVE LOAD - A A S M O AUG. 1928 CLASS A - H-18
 DEAD LOAD - 15 LBS PER SQ FT PER 60 FT ADDITIONAL BEARING SURFACE WHICH INCLUDES THE 1/2" CONCRETE MONITORING BEARING SURFACE

COLORADO STATE HIGHWAY DEPARTMENT
 100'x30' STEEL TRUSS BRIDGE
 GENERAL LAYOUT, SUMMARY OF QUANTITIES, BAR LIST OF ABUTMENTS.
 ACROSS LOUTZENHEIZER WASH
 Sta. 744+23.00 TO 745+26.50
 Near OLATHE Sec. 28 T. 57N. R. 10W.

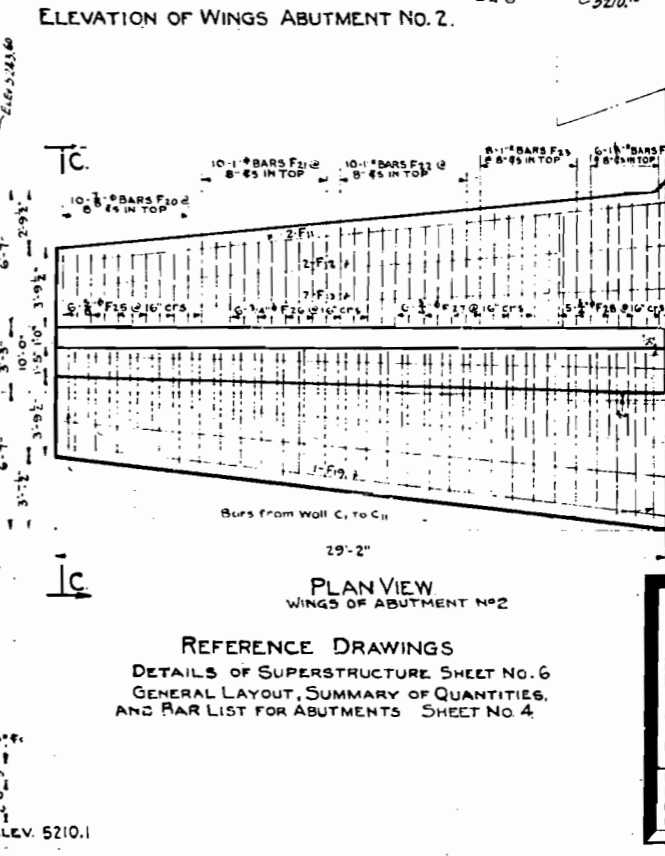
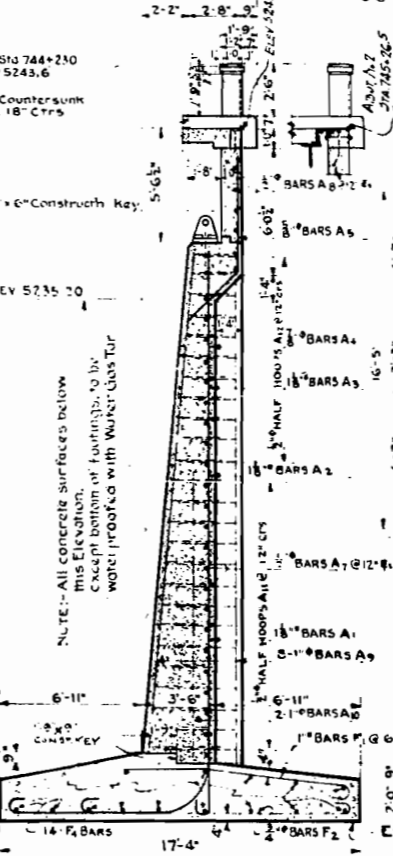
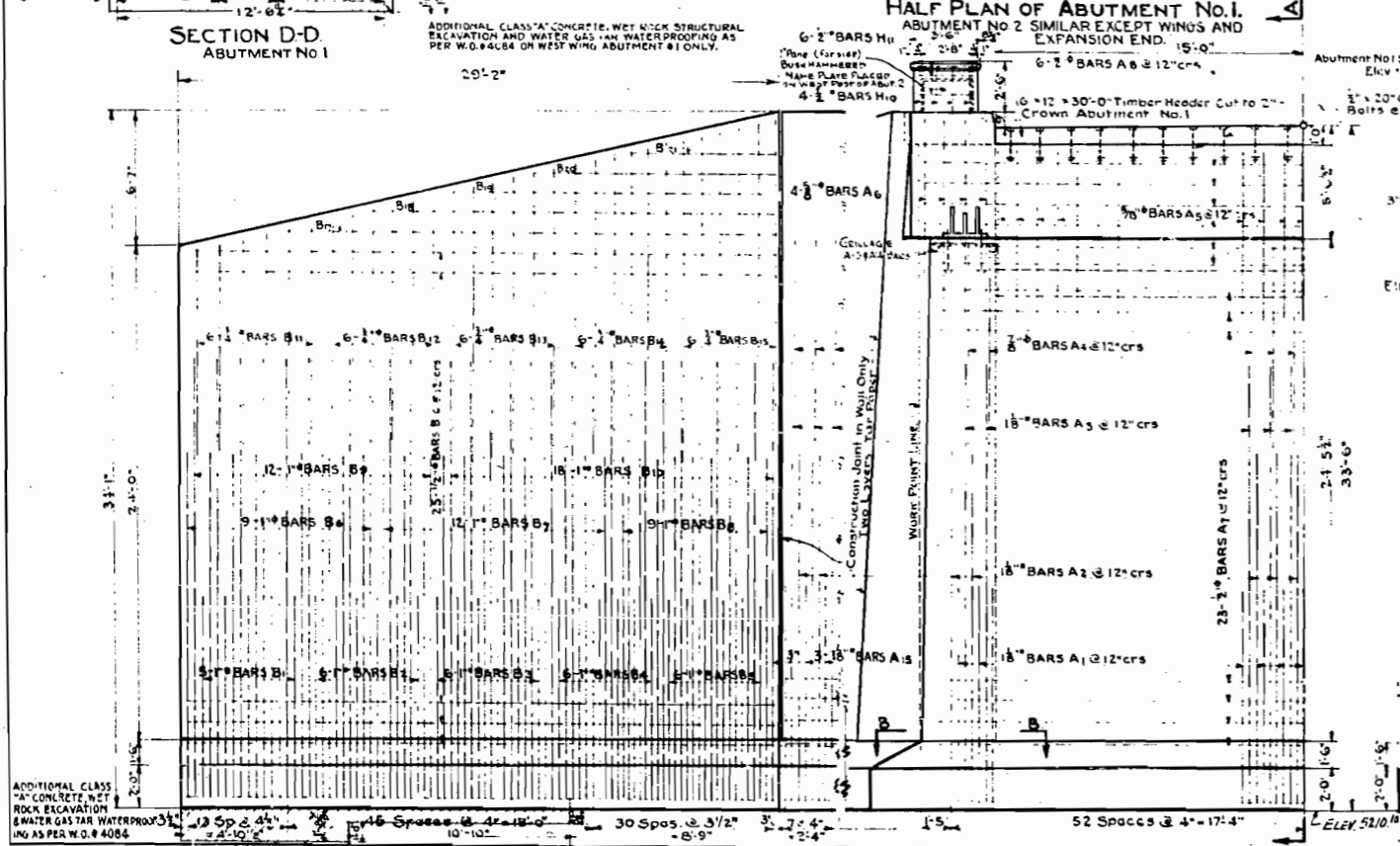
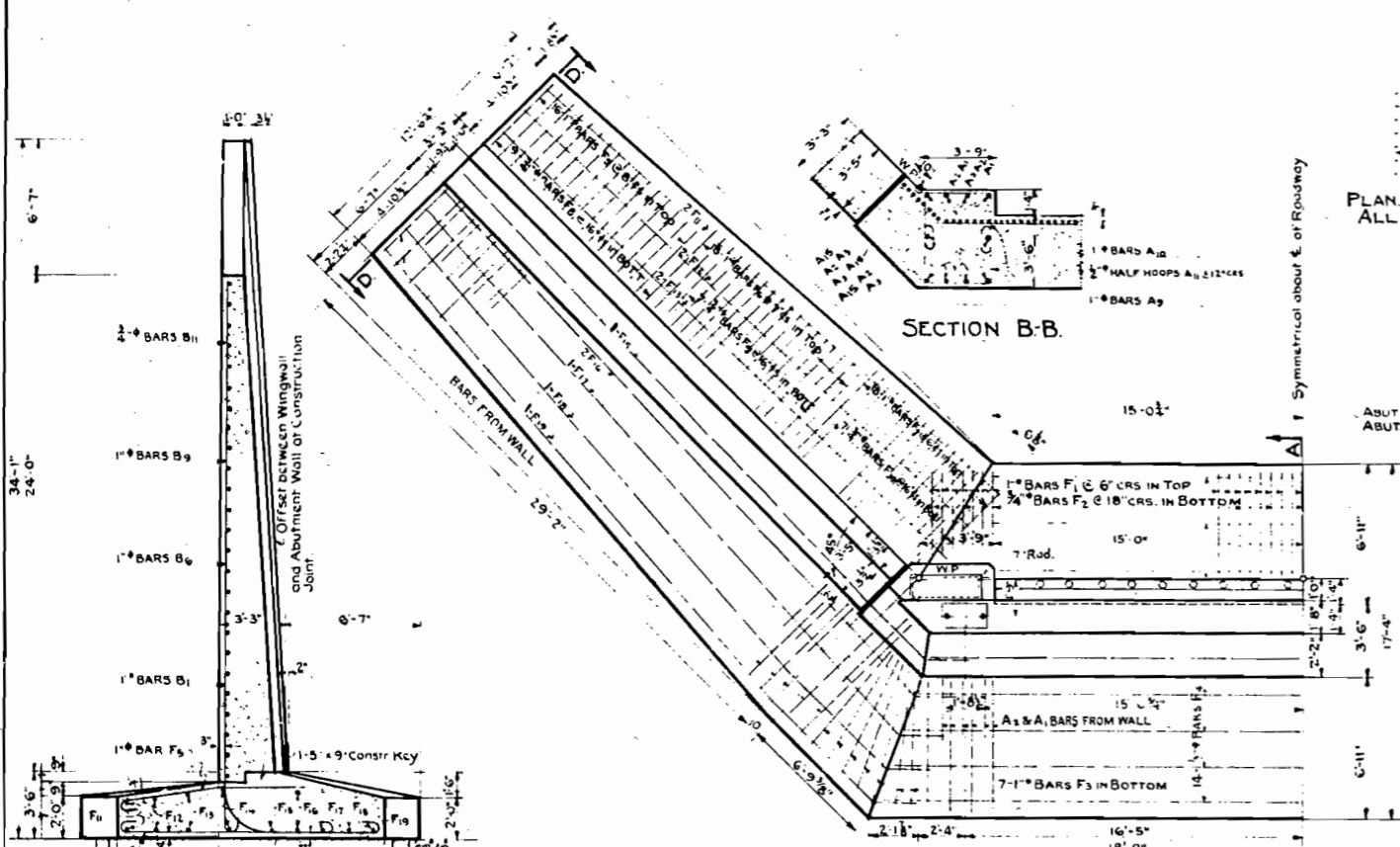
Designed by G.M.D. Approved by *Ed. Bailey*
 Made by U.M.D. Bridge Engineer
 Checked by Date: Jan 5th 1935.

PLAN GRILLAGE UNDER ALL TRUSS SHOES

ABUT. NO. 1, STA. 744+230
ABUT. NO. 2, STA. 745+26.5

ELEVATION OF WINGS ABUTMENT NO. 2.

SECTION C-C.
ABUTMENT NO. 2



SECTION D-D.
ABUTMENT NO. 1

ADDITIONAL CLASS "A" CONCRETE, WET ROCK STRUCTURAL EXCAVATION AND WATER GAS TANK WATERPROOFING AS PER W.O. #4064 ON WEST WING ABUTMENT #1 ONLY.

ADDITIONAL CLASS "A" CONCRETE, WET ROCK STRUCTURAL EXCAVATION AND WATER GAS TANK WATERPROOFING AS PER W.O. #4064

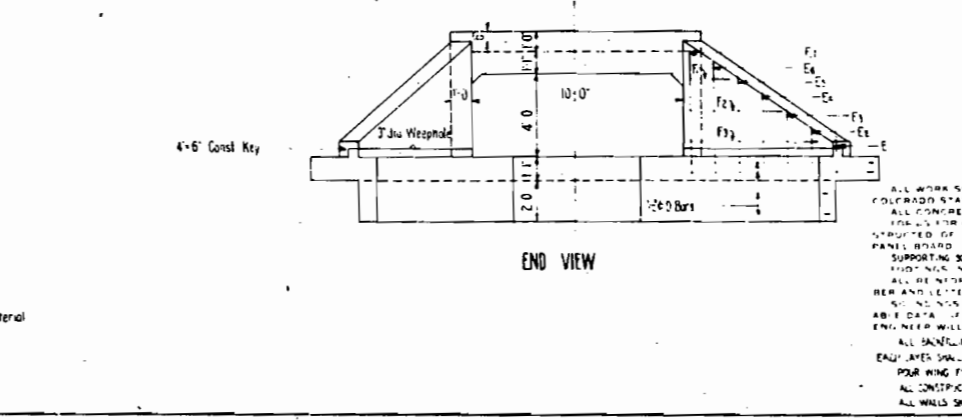
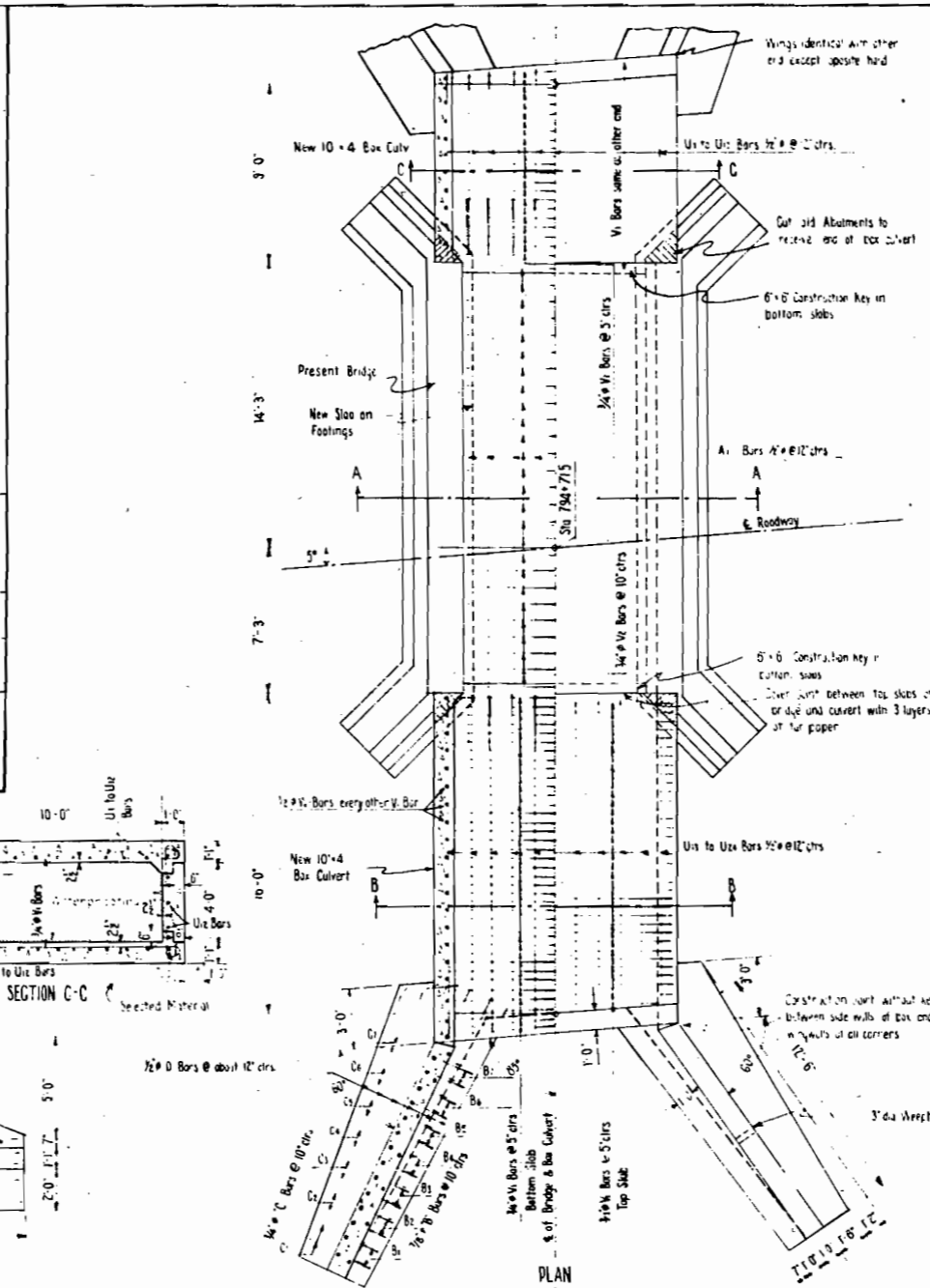
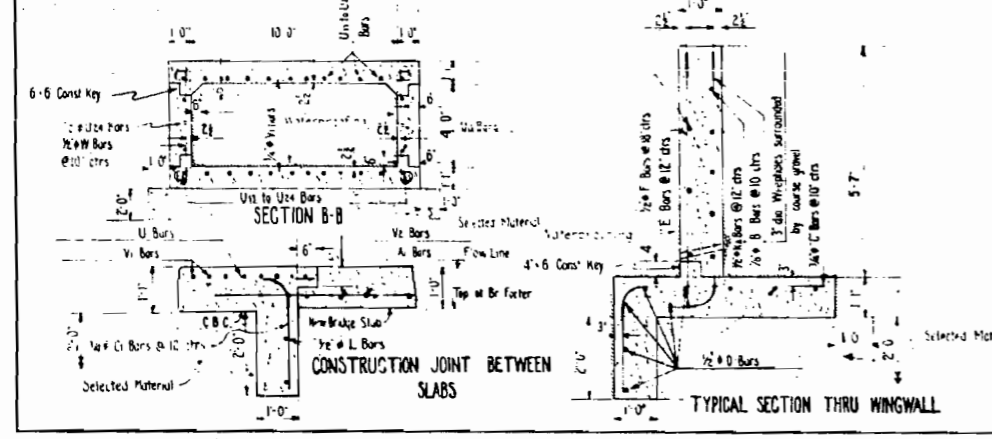
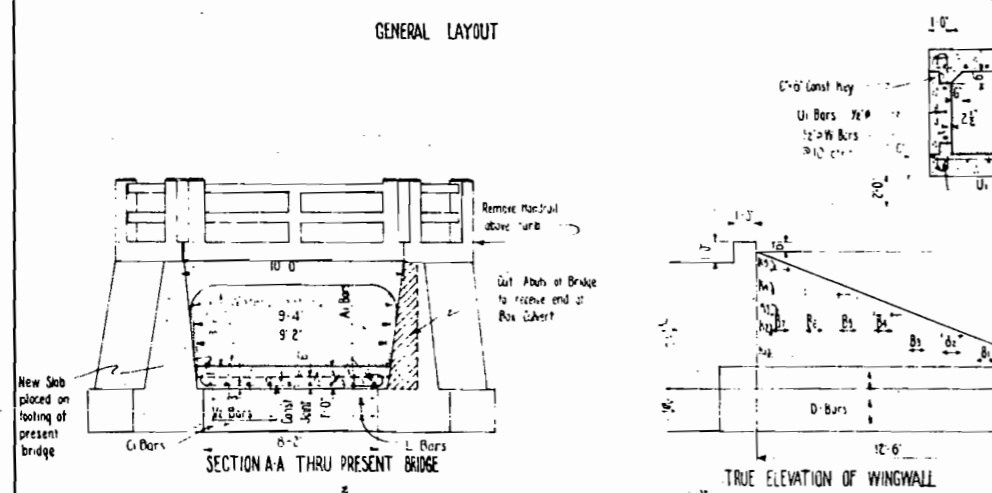
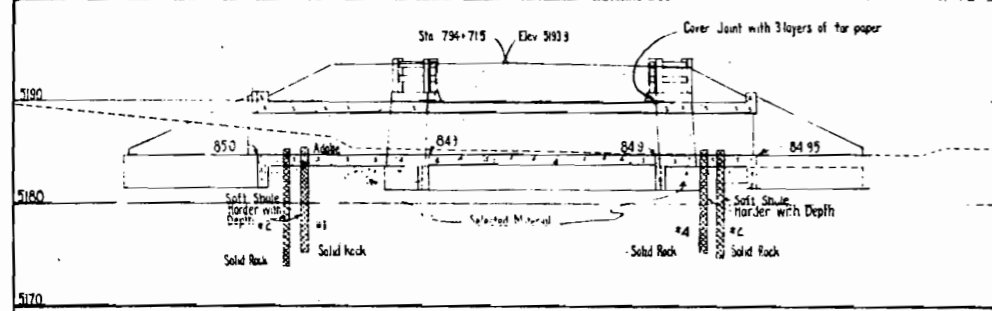
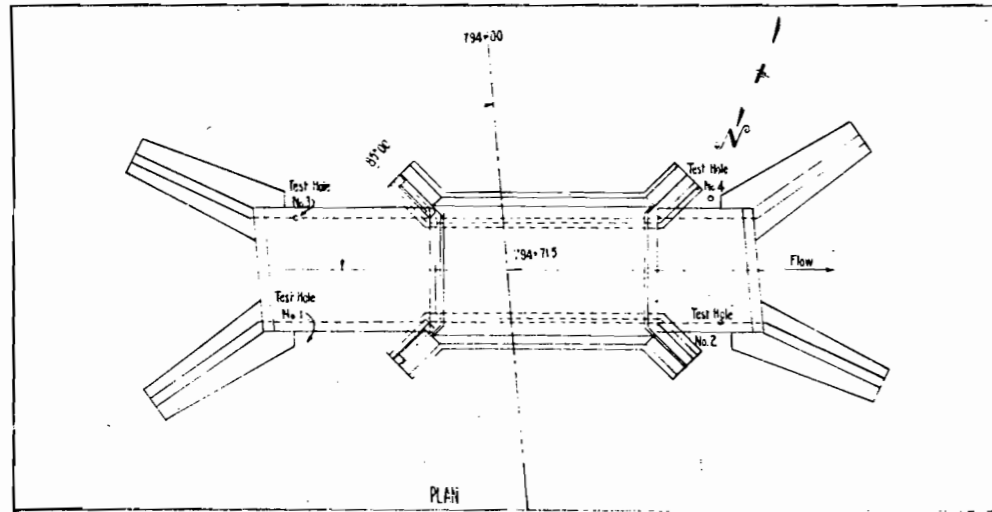
COLORADO
STATE HIGHWAY DEPARTMENT
DETAILS OF ABUTMENTS
FOR 100' x 30' STEEL TRUSS
BRIDGE

Across LOUTZENHEIZER WASH
Sta. 744 + 230 to 745 + 26.5
Near OLATHE Sec. 28 T. 51 N. 10 W.

Designed by GHD
Made by GHD
Check Design ALC
Check Detail ALC

Approved by G. S. Bailey
Bridge Engineer
Date: Jan. 5th 1935

Rev. 1-16-35 EWT Selected Material & Cut-off wall



REINFORCEMENT BAR LIST

MARK	SIZE	NO.	LENGTH	FEET	REMARKS
V1	1/2"	20	11.2	224	Strait
V2	1/2"	20	10.4	208	Strait
M	1/2"	60	6.10	366	Strait
D	1/2"	36	14.6	526	Strait
A1	1/2"	9	27.0	243	Strait
U1 to U4	1/2"	20	8.3	166	Strait
U5	1/2"	3	9.0	27	Strait
L1	1/2"	3	8.2	24.6	Strait
L2C	1/2"	5	9.1	45.5	Strait
L2B	1/2"	20	15.3	306	Strait
U2A	1/2"	10	10.0	100	Strait
U2E	1/2"	3	16.1	48.3	Strait
U2S	1/2"	3	15.2	45.6	Strait
E1	1/2"	1	0.9	0.9	Strait
E2	1/2"	4	1.7	6.8	Strait
E3	1/2"	4	2.4	9.6	Strait
E4	1/2"	4	3.2	12.8	Strait
E5	1/2"	4	4.0	16.0	Strait
E6	1/2"	4	4.9	19.6	Strait
E7	1/2"	4	5.7	22.8	Strait
F1	1/2"	4	4.0	16.0	Strait
F2	1/2"	4	8.3	33.2	Strait
F3	1/2"	4	12.0	48.0	Strait
K1	1/2"	4	2.0	8.0	Strait
K2	1/2"	4	4.6	18.4	Strait
K3	1/2"	4	7.0	28.0	Strait
K4	1/2"	4	9.0	36.0	Strait
K5	1/2"	4	11.0	44.0	Strait
L	1/2"	4	7.10	28.4	Strait
S1	1/2"	8	2.3	18.4	Strait
B1	1/2"	8	2.11	16.9	Strait
B2	1/2"	8	3.8	30.4	Strait
B3	1/2"	8	4.5	36.0	Strait
B4	1/2"	8	5.2	41.6	Strait
B5	1/2"	8	5.9	47.2	Strait
B6	1/2"	8	6.6	52.8	Strait
B7	1/2"	8	7.3	58.4	Strait
B8	1/2"	8	8.0	64.0	Strait
C1	1/2"	26	3.4	88.4	Strait
C2	1/2"	8	3.7	29.6	Strait
C3	1/2"	8	5.9	47.2	Strait
C4	1/2"	8	6.0	48.0	Strait
C5	1/2"	8	6.3	50.4	Strait
C6	1/2"	8	6.5	52.0	Strait
C7	1/2"	8	6.8	54.4	Strait

249 lin ft of 1/2" bars @ 2.044 lb per lin ft = 509 lb
 242 lin ft of 1/2" bars @ 1.502 lb per lin ft = 363 lb
 2292 lin ft of 1/2" bars @ 0.663 lb per lin ft = 1534 lb
 Plus 1% for overrun = 54 lb
TOTAL = 5720 Lb

SUMMARY OF QUANTITIES

ITEM	DESCRIPTION	UNIT	TOTAL
1c	REMOVE SELECTED PORTIONS OF BR STA 794+	LUMP SUM	
1d	STRUCTURAL EXCAVATION	CU YDS	20.5
4b3	CLASS A CONCRETE	CU YDS	65
47	REINFORCING STEEL (1% Overrun Includ.)	LBS	5720
46x	CONCRETE WATERPROOFING	SQ YDS	110
3c	UNCLAS EXCAV (SELECTED MATERIAL)	CU YDS	50

Bridge in place built as part of FAP 23 in 1921

LOADING DATA
 LIVE LOAD A.A.S.H.O. AUG. 1921 CLASS A, M-10
 DEAD LOAD

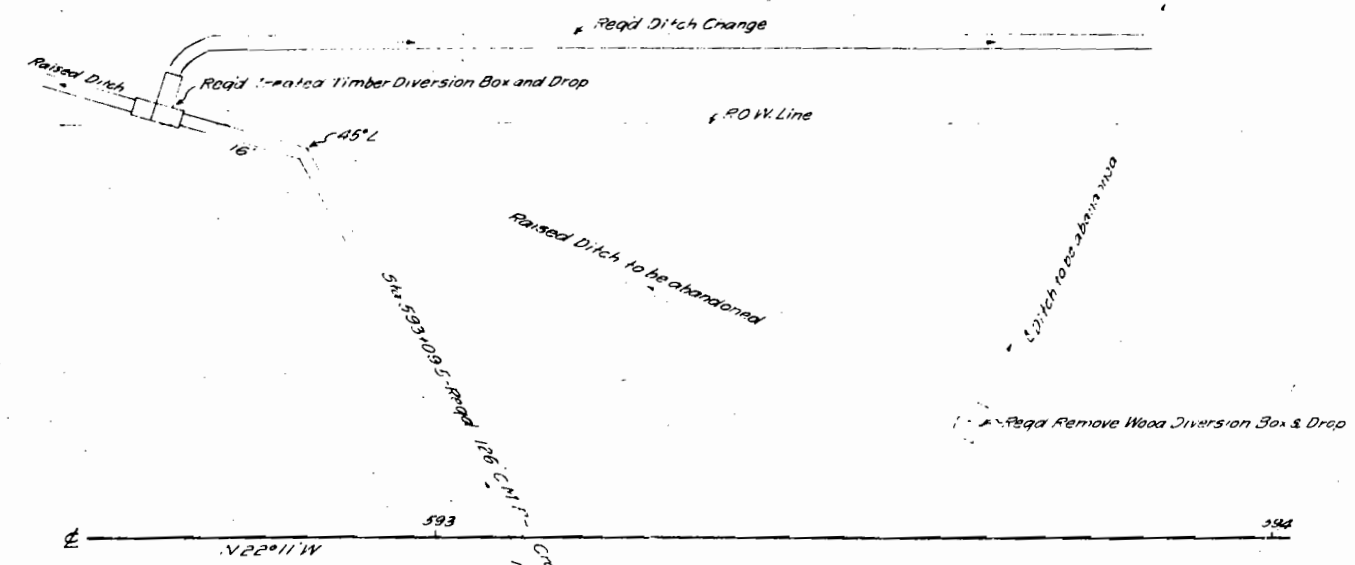
GENERAL NOTES

ALL WORK SHALL BE DONE ACCORDING TO THE STANDARD SPECIFICATIONS OF THE COLORADO STATE HIGHWAY DEPARTMENT.
 ALL CONCRETE SHALL BE CLASS A.
 REINFORCING STEEL SHALL BE EXPOSED IN THE FINISHED WORK SHALL BE CONFINED BY ANCHORS OR TONGUES AND GROOVES (MINIMUM 5/16" UNLESS FACED WITH PANEL BOARD).
 SUPPORTING SOILS FOR CULVERT MUST BE COMPRESSED OF FIRM AND UNIFORM MATERIAL THROUGHOUT.
 ALL REINFORCING BARS SHALL BE DETERMINED AND TAGGED WITH THE STATION NUMBER AND LETTER DESIGNATION. MAIN BARS SHALL NOT BE TAGGED.
 ALL JOINTS AND DETAILS OF REINFORCING SHALL BE ACCORDING TO THE BEST AVAILABLE DATA. IF ESSENTIALLY DIFFERENT CONDITIONS ARE ENCOUNTERED THE BRIDGE ENGINEER WILL INSPECT AND DETERMINE IF REDESIGN IS NECESSARY.
 ALL PANELING TO AND OFF CULVERT SHALL BE LAMINATED LAYERS NOT EXCEEDING 1/2" IN THICKNESS AND EACH LAYER SHALL BE ROLLED OR HAND TAPPED WHERE NECESSARY TO ROLL. ALSO POSTER WHEN NECESSARY.
 POUR WING FOOTINGS INDIVIDUALLY WITH FLOOR OF BOX. POUR WINGS INDEPENDENT OF SIDES OF BOX.
 ALL CONSTRUCTION JOINTS SHALL BE THOROUGHLY CLEANED BEFORE FRESH CONCRETE IS POURED.
 ALL WALLS SHALL HAVE FORMS ON BOTH SIDES.

COLORADO
STATE HIGHWAY DEPARTMENT
 CONCRETE BOX CULVERT EXTENSION OF
 PRESENT 10 FT SPAN x 30 FT ROADWAY
 SLAB BRIDGE - 10'x4' STORD M-104-D
 Across WASH Sta. 794+71.5
 Near OLATHE Sec. 21 T. 51N. R. 10W

Designed by EWT
 Made by EWT
 Check Design EFW
 Check Detail EFW

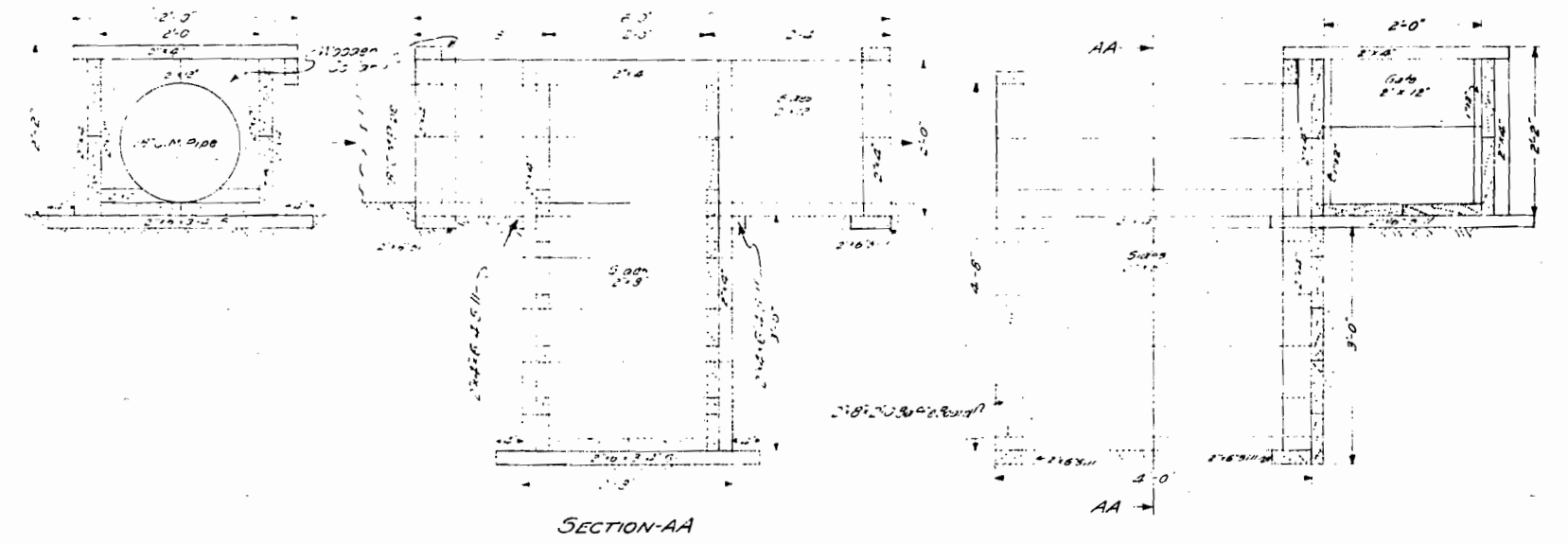
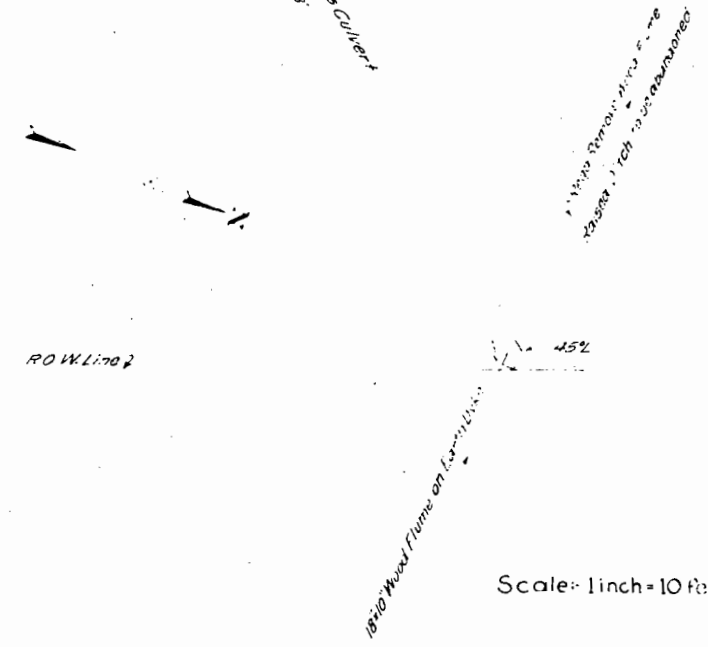
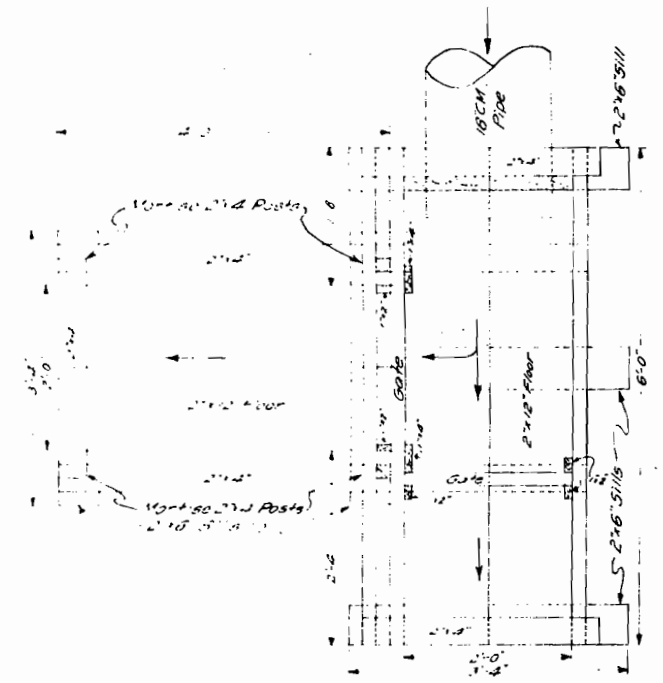
Approved by *Ed Bailey*
 Bridge Engineer
 Date: Jan 30, 1935



BILL OF MATERIAL

DESCRIPTION	NO.	SIZE	LENGTH
Sills	1	2x6	3'-2"
	2	2x6	2'-9"
Floor	2	2x12	6'-0"
	2	2x12	4'-0"
Sides	5	2x8	2'-8"
	14	2x8	4'-0"
	2	2x12	1'-8"
	2	2x12	2'-4"
Posts	2	2x12	6'-0"
	4	2x4	2'-0"
	2	2x4	4'-9"
	2	2x4	5'-0"
Ties	1	2x4	2'-8"
	2	2x4	2'-10"
	1	2x4	2'-0"
Baffle Board	1	2x8	2'-0"
Gates & Collar	6	2x12	2'-0"
	3	2x12	2'-0"
	5	1x2	2'-0"
	2	1x4	2'-0"

Sta. 260+3.4
All lumber to be Treated Timber 5x5



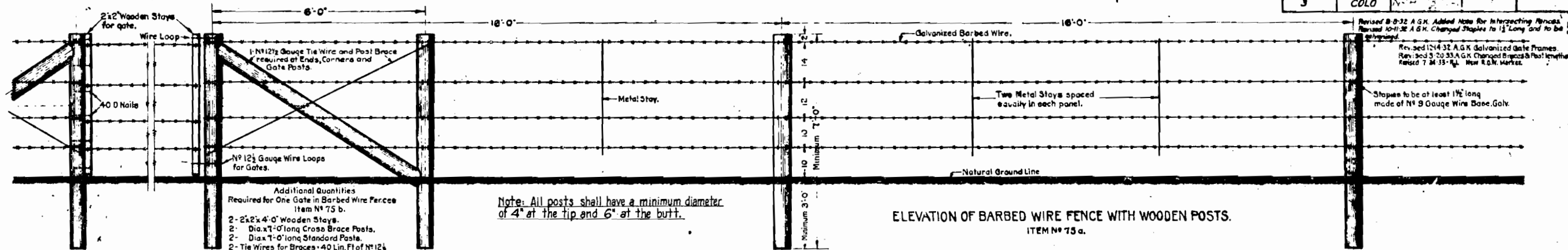
Scale: 1 inch = 10 feet

Scale: 1 inch = 1 foot

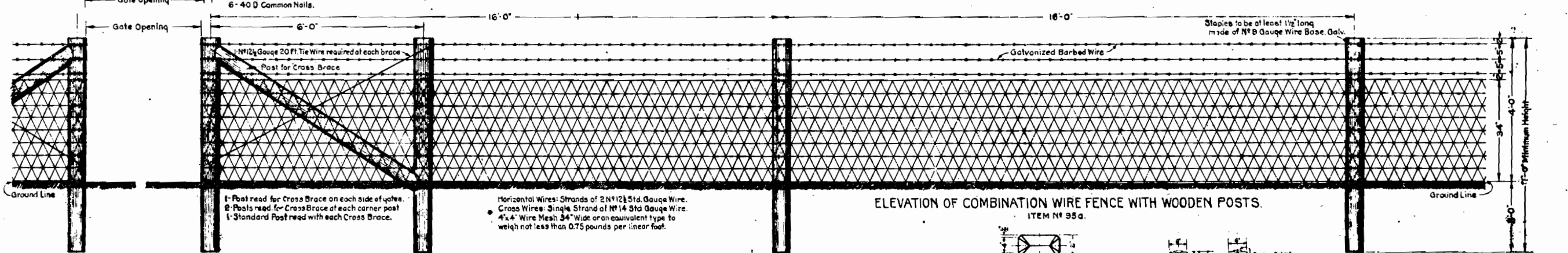
NAILING DIRECTIONS
 Floor to Sills - 3" Da nails per floor board per sill
 Posts to Floor Boards - 2" Da nails per post
 Side Boards to Posts - 2" Da nails on side board per post
 Ties to Side Boards - 2" 6d nails per tie per side board
 Ties to Posts - 2" 6d nails per tie per post
 Collars to Side Boards - 3" Da nails per collar
 Strips to Sills - 1" 4" x 2" to Side Boards - 4" Da nails per strip
 Sides to Floor - 6d nails per side & approx 1" 6d nail per ft

COLORADO
STATE HIGHWAY DEPARTMENT
 OF
DIVERSION BOX
AND DITCH DROP
STA. 592+

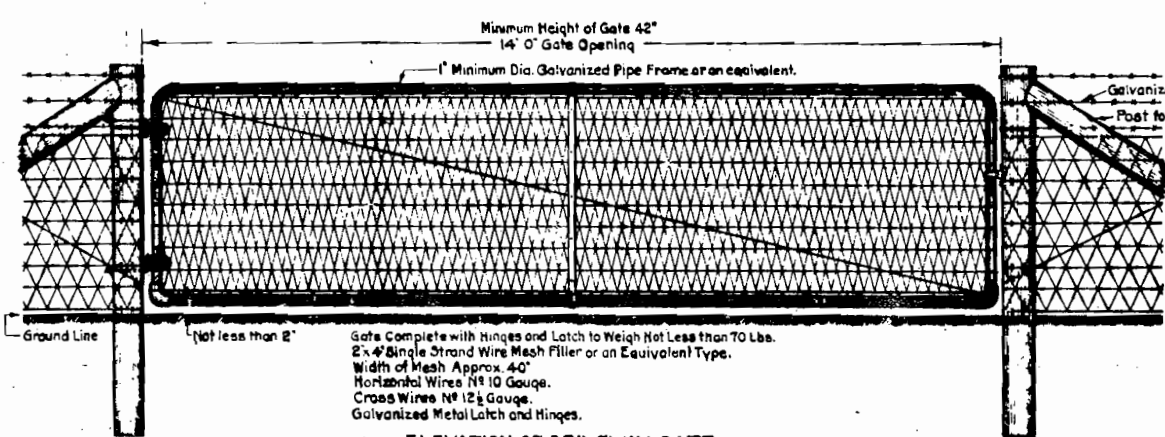
FED. ROAD DIST. No.	STATE	U.S. P.W. HIGHWAY PROJ. No.	SHEET	TOTAL
3	COLO			



ELEVATION OF BARBED WIRE FENCE WITH WOODEN POSTS. ITEM # 75a.



ELEVATION OF COMBINATION WIRE FENCE WITH WOODEN POSTS. ITEM # 95a.

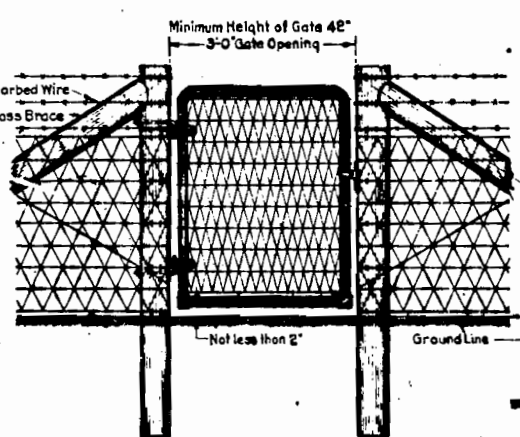


ELEVATION OF DRIVEWAY GATE. ITEM # 95b.

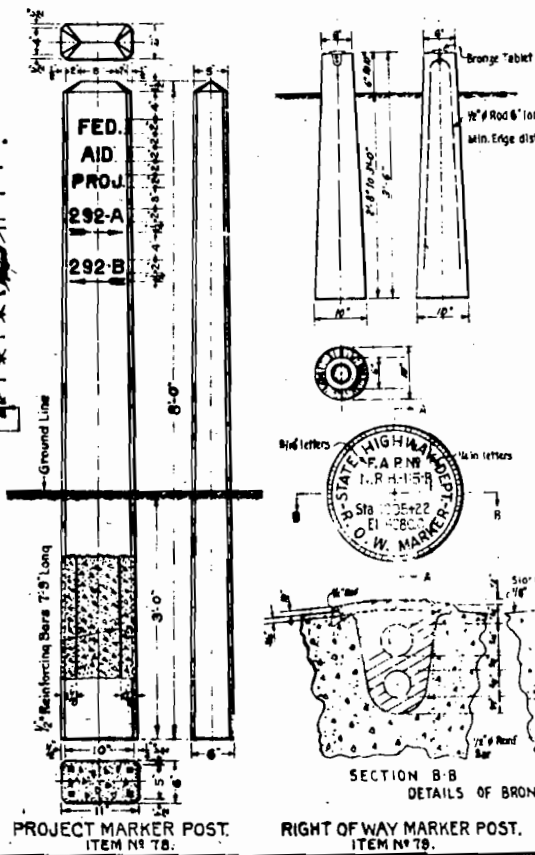
GENERAL NOTES FOR WIRE FENCES.

All work shall be done in accordance with the Standard Specifications of the Colorado State Highway Department, Adopted January 1, 1930.
 Barbed wire shall be of Standard Make, not lighter than No. 12 1/2 Gauge, Galvanized and with Two Point Barbs spaced not more than 5" apart.
 Wire Mesh must be galvanized and not lighter than shown and noted on this plan.
 Wire Mesh used in Driveway Gates shall be painted with an approved waterproof asphalt or mineral paint.
 Staples shall be of at least 1 1/2" long, made of No. 9 Gauge Wire Base Galv. Staples used per post for barbed wire fences and 14 Staples per post for Combination Wire Fences.
 All Wooden Posts shall be made from seasoned, straight, sound, Native Cedar.

Cross Braces, Brace Posts and Tie Wires are to be used at all places where intersecting fences are shown wired.



ELEVATION OF WALK GATE. ITEM # 95c.



PROJECT MARKER POST. ITEM # 78.

RIGHT OF WAY MARKER POST. ITEM # 78.

NOTES FOR PROJECT MARKER POSTS.
 All Letters and Numbers shall be 2" Plain Upright Block, Painted or Stencilled on the Concrete with a good quality of Black Paint. See Item No. 41 "Second Field Coat - Dark".
 Numbers and arrows shall show the proper numbers and directions of the projects each way from where the post is placed.
 Post is to be set with sign facing the road at the end of the project, five feet beyond edge of shoulder in such a position that the sign will properly indicate the projects to which it refers.
 All work shall be done in accordance with Standard Specifications of the Colorado State Highway Department, adopted on Jan. 1, 1930.
 Posts shall be made of Class "B" Concrete (Group "A") except use White Portland Cement.
 All exposed surfaces shall be rubbed free of form marks.

NOTES FOR R.O.W. MARKER POSTS.
 All work shall be done in accordance with Standard Specifications of the Colorado State Highway Department, adopted on Jan. 1, 1930.
 All exposed surfaces of the Bronze Tablet are to be ground to a smooth finish.
 All letters are to be depressed a minimum of 1/16 inch.
 Information on the Bronze Tablet indicated by pin lines is to be stamped in the field by the engineering party after post is placed. No letters & figures to be used.
 Posts shall be made of Class "A" Concrete.
 The upper 12 inches of marker shall be rubbed free of form marks, and the top surface of marker must be constructed to drain thoroughly.

COLORADO STATE HIGHWAY DEPARTMENT
STANDARD WIRE FENCES AND MARKER POSTS
 Designed by AGK Approved by P. J. Baile
 Made by AGK Bridge Engineer
 Checked by GHD Date: Feb. 1, 1932

ORIGINAL BY	INITIAL DATE
CHECKED BY	
APPROVED BY	
CHECKED BY	

OLATHE

N.E. 1/4 SECTION 9
T.50N.-R.10W

N.W. 1/4 SECTION 10
T.50N.-R.10W

NOTE: - All poles encroaching on Construction are to be moved by owners. Fencing Requirements, Gates, and Right of Way Markers are tabulated on Sheet No. 2.

Sta. 593+09.5 - Req'd 18" x 126" C.M.P. Cross Culvert (60° skew) (2-18" x 45" Ls) & Treated Timber Div Box & Drop (Detail on Sheet No. 8) & 237 cu yds Uncl. Excav for Ditch Change. Also, Req'd Remove adjacent Div Box & Drop & Remove Wood Flume. 100 Cu Yds Embk for ditch change.

Sta 595+23 - 599+90 - Req'd intercepting ditch on Lt. 96.4 Cu Yds Uncl. Exc.

Sta 600+00 - Req'd 5" x 30" C.M.P. Side Drain & 27 Cu Yds Emb. for Road Approach on Left.

Sta 602+94 - 604+92 - Req'd 2" x 200 # galvanized Wire Cable Guard Fence.

Sta 579+25 - 581+25 - Req'd Irrigation ditch Lt. 29.6 Cu Yds Uncl. Exc.

Sta 579+07 - Req'd Project Marker

Sta 579+10 - Req'd 18" x 94" Siphon Pipe (65° skew), H=3'-0"

Sta 585+50 - Req'd 24" x 54" C.M.P. Cross Culvert & 361 cu yds Uncl. Excav. for Ditch Change.

Sta 589+00 - Req'd 18" x 30" C.M.P. Side Drains Lt & Rt, 100.4 cu yds Embank for Road Approaches

Sta 552+50 - Req'd 15" x 30" C.M.P. Side Drains Lt & Rt & 97.9 cu yds Embank for Road Approaches

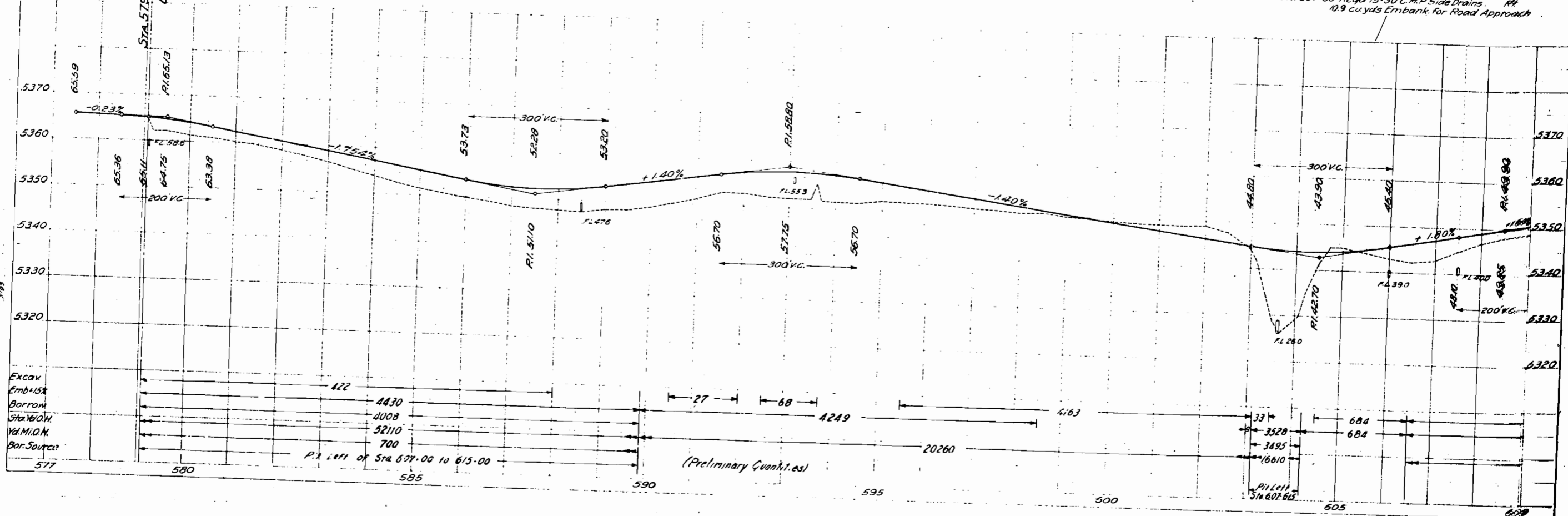
Sta 586+00 - 592+80 - Req'd 141 J cu yds Uncl. Excav. for Intercepting Ditches Rt.

Sta 603+52 - Req'd 36" x 110" C.M.P. Cross Culvert (75° skew) and 1 Conn band.

Sta 605+30 - Req'd 18" x 100" Perforated C.M.P. Under-drain (45° skew) & 233 cu yds Uncl. Excav for Ditches

Sta 607+50 - Req'd 15" x 100" Perforated C.M.P. Under-drain (45° skew) & 234 cu yds Uncl. Excav for Ditches.

Sta 607+30 - Req'd 15" x 30" C.M.P. Side Drains Rt 10.9 cu yds Embank for Road Approach



(Preliminary Quantities)

Pt. Left of Sta 607.00 to 615.00

Pt. Left Sta 607.50

N.E. 1/4 SECTION 4
 T.50N-R.10W

S.E. 1/4 SECTION 33
 T.51N-R.10W

Δ 5°50'
 D=100'
 L=291.9'
 L=583.8'
 R=5730.0'

Sta 656+50 - Req'd 18'x62' C.M.P. Cross Culvert

Sta 662+4 - Ret'd 18'x30' Embank for Road Approach to 15'x30' Side Drain

Sta 651+00 - Req'd 18'x18' C.M.P. Cross Culvert for Intersecting Ditch Lt.

Sta 666+50 - Req'd 18'x60' C.M.P. Cross Culvert 333 cu yds. Uncl. Excav for Ditch Change

Sta 662+50 - Req'd 15'x30' C.M.P. Side Drain 670 cu yds. Embank for Road Appro. Lt. & Rt.

Sta 662+60 - Req'd 19'x40' C.M.P. Side Drain 298 cu yds. Embank for Road Appro. Lt. & Rt.

Sta 651+75 - 657+25 - Req'd 114 cu yds. Uncl. Exc. for Intersecting Ditch Lt.

Sta 662+80 - Req'd 18'x30' C.M.P. Cross Culvert 180 cu yds. Uncl. Excav for Ditches

Sta 662+92 - Req'd 18'x30' C.M.P. Cross Culvert 80 cu yds. Uncl. Excav for Ditches

Sta 662+75 - Req'd 18'x30' C.M.P. Cross Culvert 190 cu yds. Uncl. Exc. for Intersecting Ditch on Right Side of Road

Sta 670+30 - Req'd 18'x60' C.M.P. Cross Culvert 926 cu yds. Uncl. Excav for Ditch Change

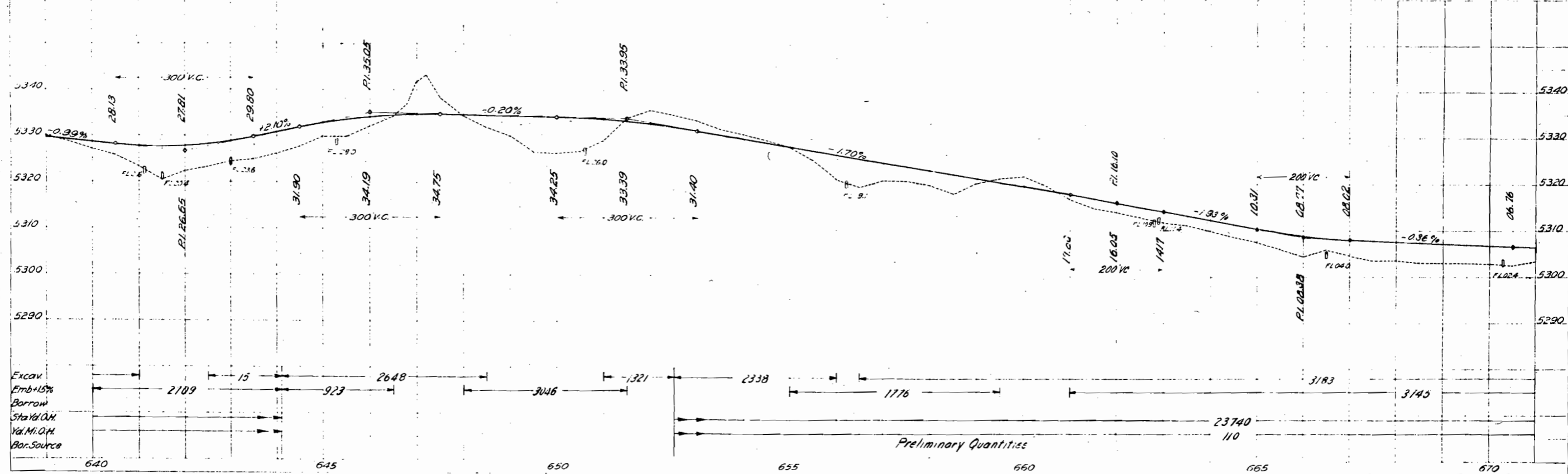
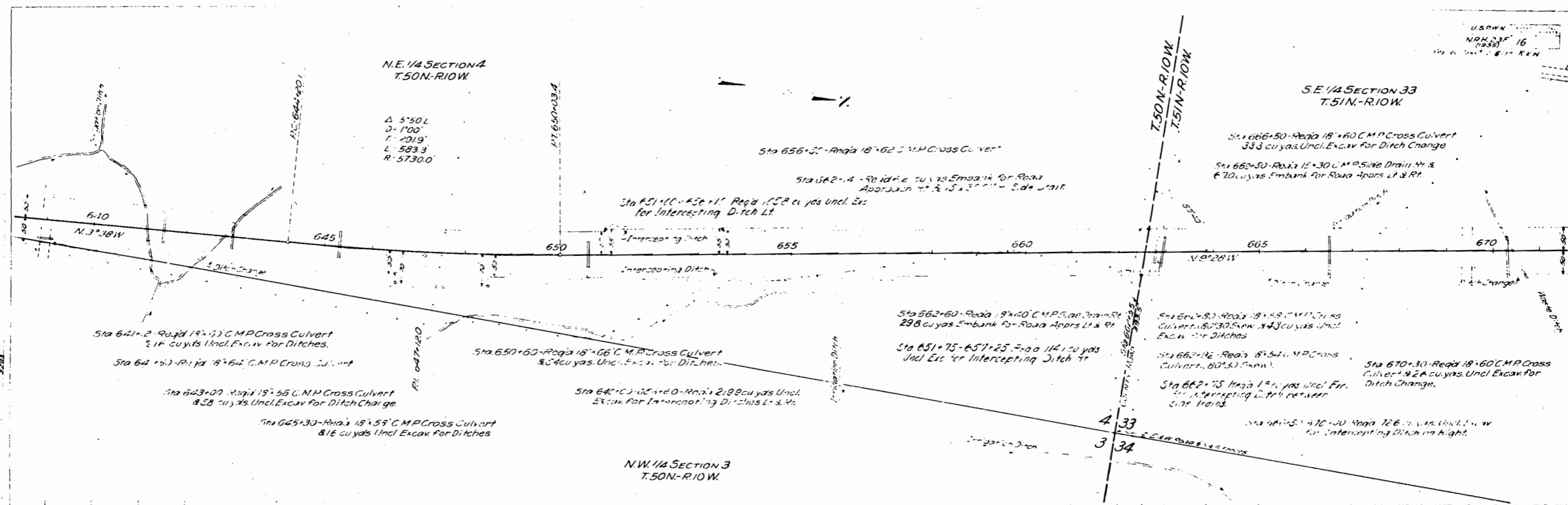
Sta 662+51 - 670+00 - Req'd 126 cu yds. Uncl. Exc. for Intersecting Ditch on Right

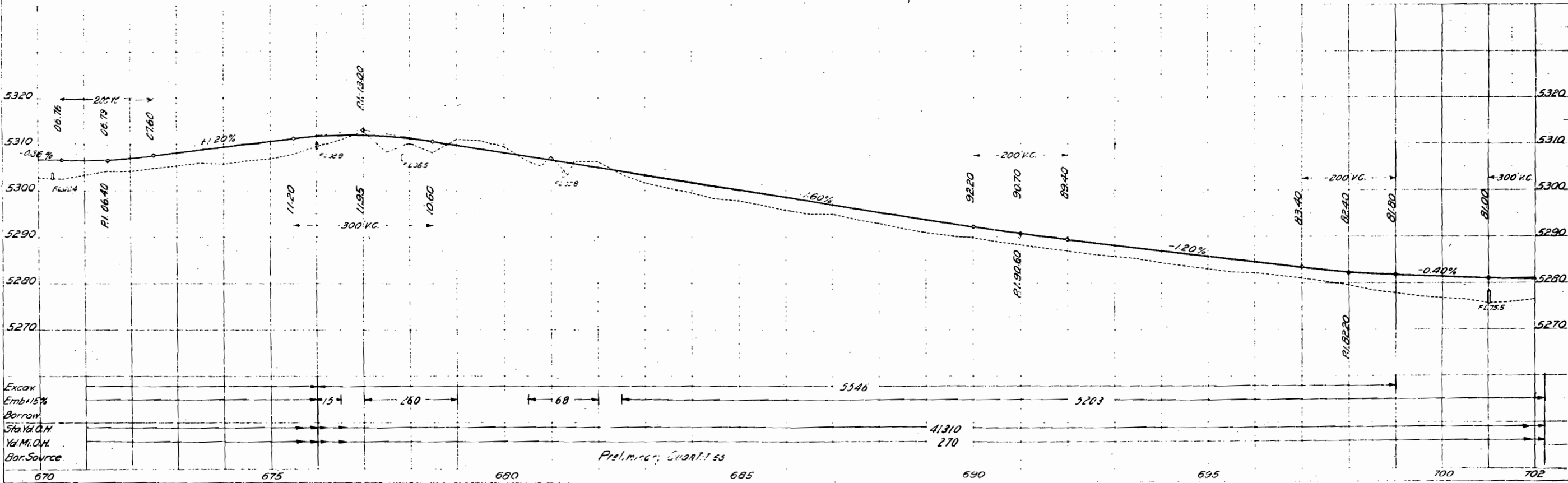
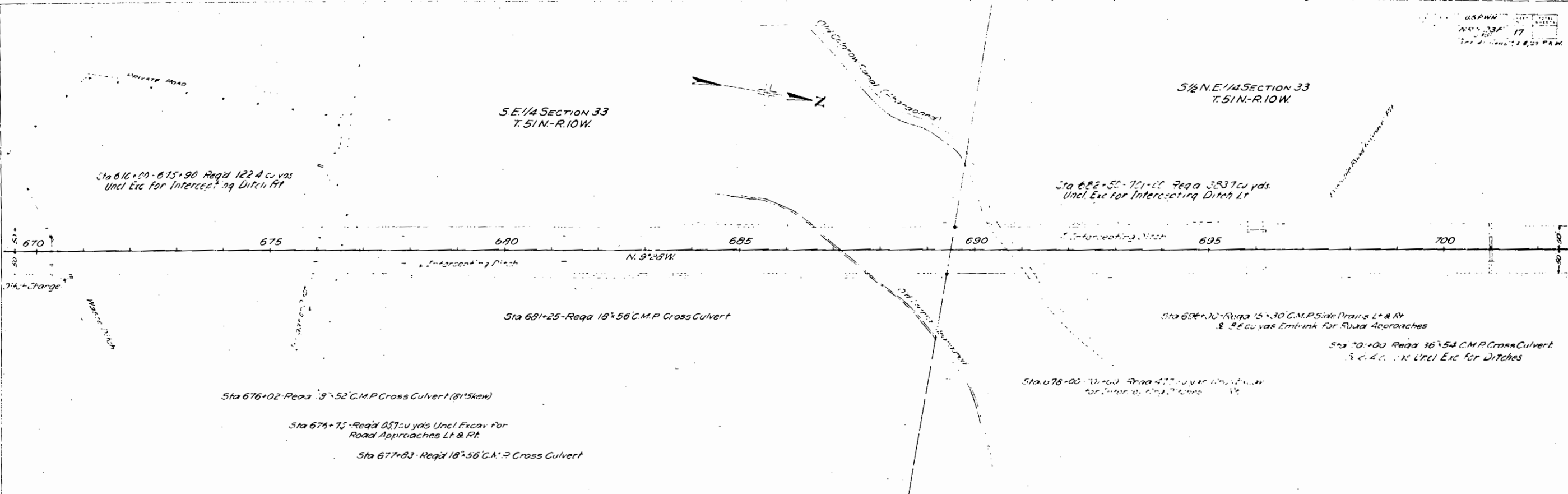
Sta 643+00 - Req'd 19'x36' C.M.P. Cross Culvert 858 cu yds. Uncl. Excav for Ditch Change

Sta 640+00 - 650+00 - Req'd 2199 cu yds. Uncl. Excav for Intersecting Ditches Lt. & Rt.

Sta 645+30 - Req'd 18'x57' C.M.P. Cross Culvert 816 cu yds. Uncl. Excav for Ditches

N.W. 1/4 SECTION 3
 T.50N-R.10W





5/2 N.E. 1/4 SECTION 33

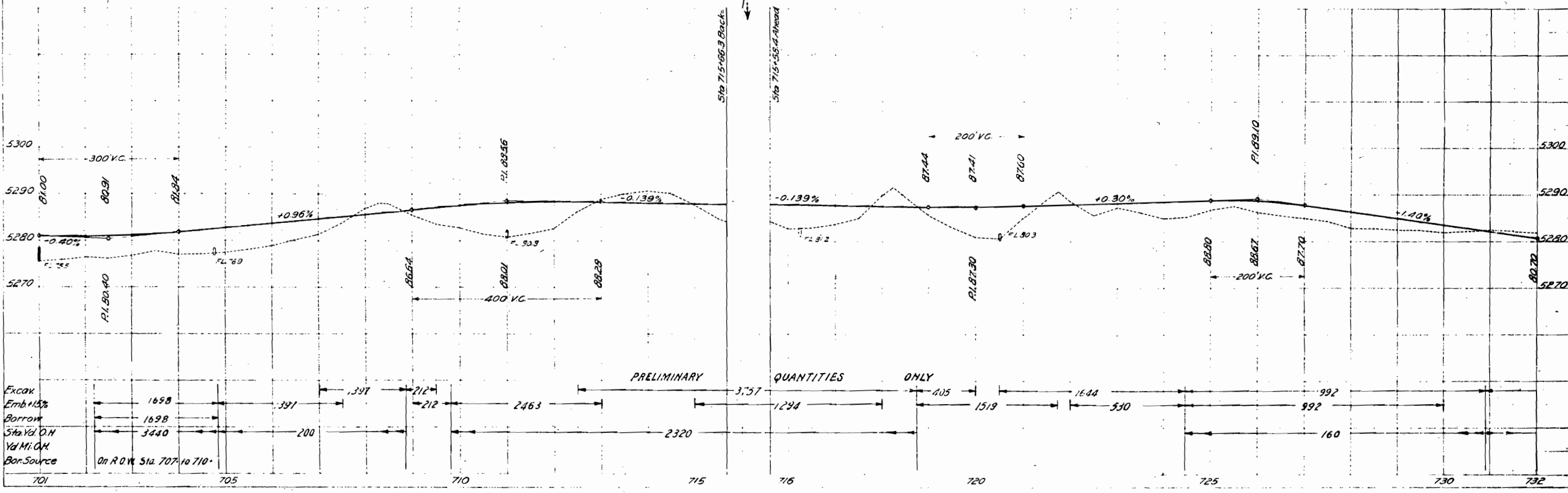
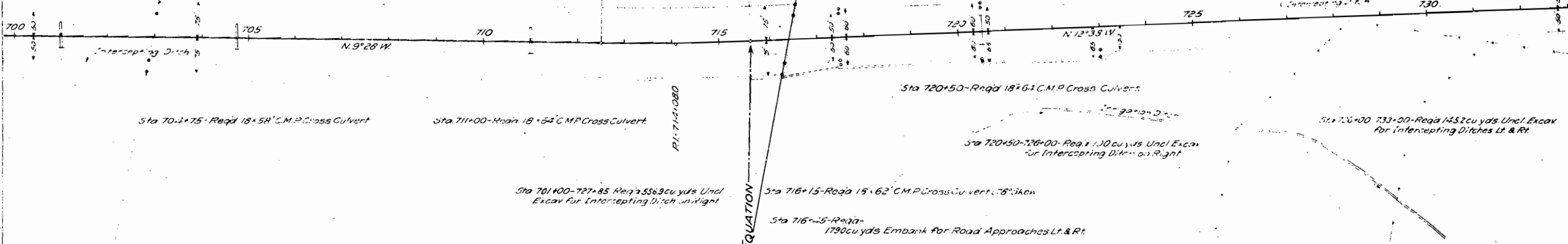
N 1/2 N.E. 1/4 SECTION 33
 T. 51 N. - R. 10 W.

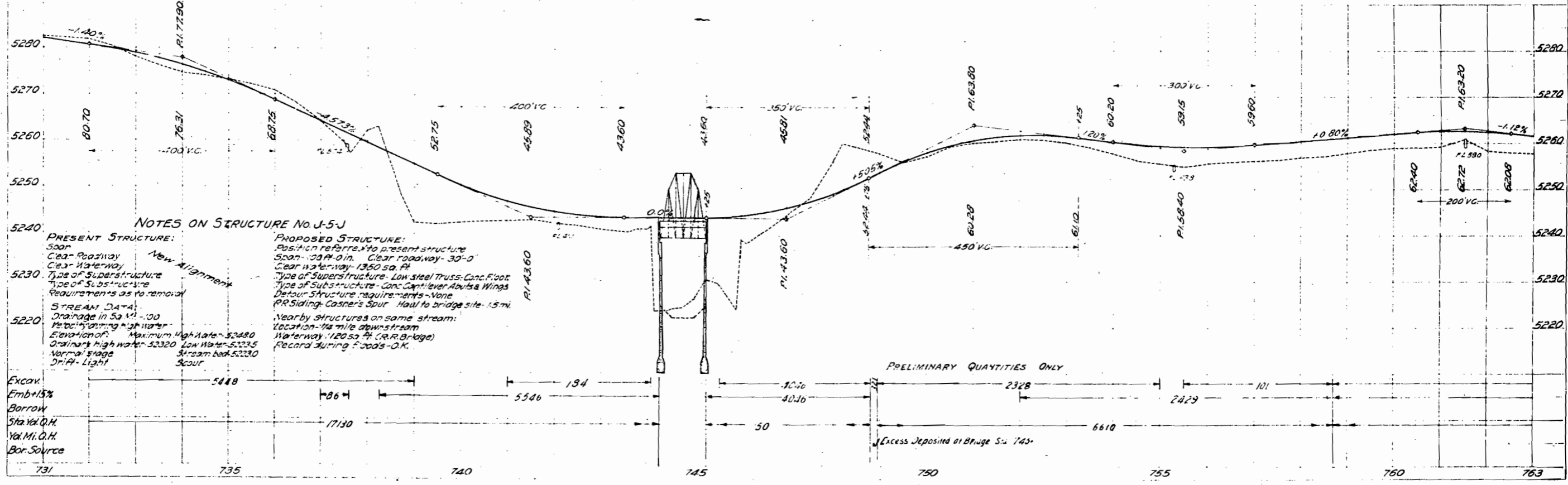
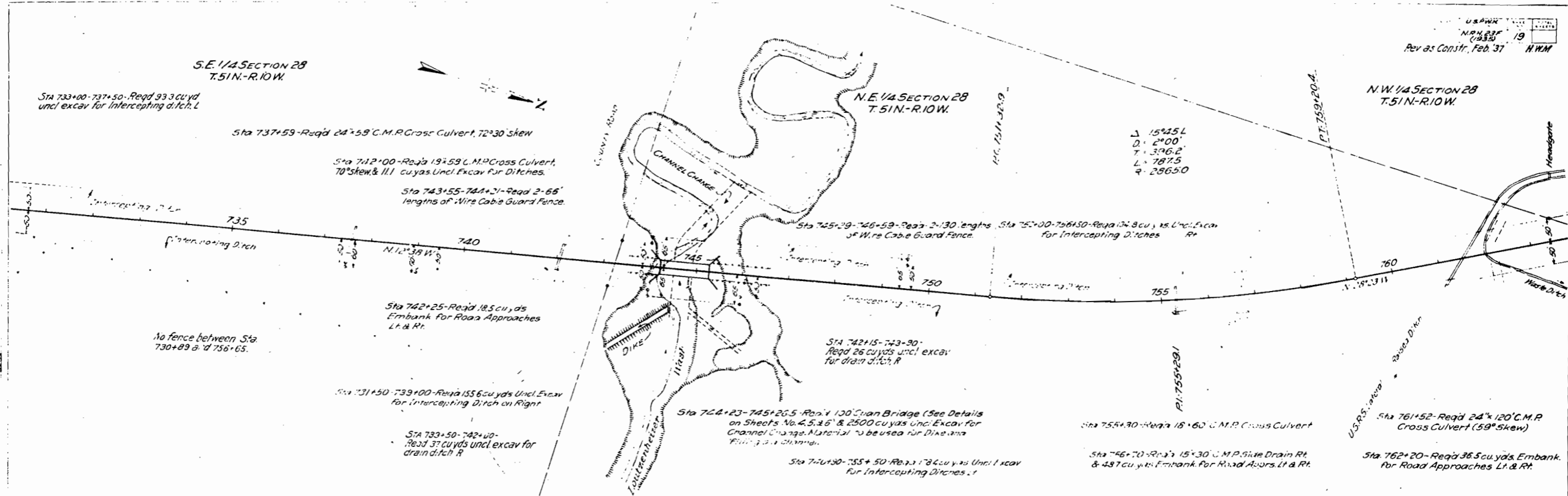
S.E. 1/4 SECTION 28
 T. 51 N. - R. 10 W.

$\Delta = 3^{\circ}10'$
 $D = 1^{\circ}00'$
 $T = 158.4'$
 $L = 3.67'$
 $R = 57300'$

PT 715+06.3 Back
 715+58.4 Ahead

Proposible road to Grand Pt.





NOTES ON STRUCTURE No. J-5-J

PRESENT STRUCTURE:
Span - Roadway
Clear Waterway
Type of Superstructure
Type of Substructure
Requirements as to removal

PROPOSED STRUCTURE:
Position referred to present structure
Span - 30 ft 0 in. Clear roadway - 30'-0"
Clear waterway - 135.0 sq. ft.
Type of Superstructure - Low steel Truss Conc. Foot.
Type of Substructure - Conc. Cantilever Abutts & Wings
Detour Structure requirements - None
RR Siding - Casner's Spur Haul to bridge site - 1.5 mi.

STREAM DATA:
Drainage in Sq. Mi. - 1.00
Historical High Water
Elevation of Maximum High Water - 5248.0
Ordinary High Water - 5232.0 Low Water - 5223.5
Normal Stage Stream bed - 5223.0
Drift - Light Scour

NEARBY STRUCTURES ON SAME STREAM:
Location - 1/4 mile downstream
Waterway - 120 sq. ft. (C.R. Bridge)
Record during Floods - O.K.

New Alignment

PRELIMINARY QUANTITIES ONLY

Excess Deposited at Bridge Sta 745-

N.W. 1/4 SECTION 28
T.51N-R.10W

S.W. 1/4 SECTION 21
T.51N-R.10W

N.E. 1/4 SECTION 28
T.51N-R.10W

MONTROSE COUNTY
DELTA COUNTY

STA 790+57.5 - Rega Project Marker
STA 790+57.5 - END U.S.P.W.H. PROJ. N.R.H. 23F
BEGIN U.S.P.W.H. PROJ. N.R.H. 23A1

